SCHEDULE OF QUANTITIES

	ITEM DESCRIPTION	UNITS	QUANTITY
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	191
	HANDHOLE	EACH	1
	CONCRETE FOUNDATION, TYPE A	FOOT	4
	TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)	EACH	1
*	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
*	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

* 100% COST TO THE JOLIET FIRE PROTECTION DISTRICT

TS SHT NO.32

MODEL: PR_BRIGGS_RAMP_A - PLAN 1
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-#31\DMS07816.62R29-SHT-TS-20.DGN

TS 7393
FORMER ECON 134
IDOT CENTRACS

TranSmart
100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

USER NAME = NSALEHIAN	DESIGNED - NS	REVISED -	
	DRAWN - NS	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - TS	REVISED -	
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED SIGNS
AND SCHEDULE OF QUANTITIES – NEW LENOX RD AND BRIGGS ST

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	601
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

NOTES:

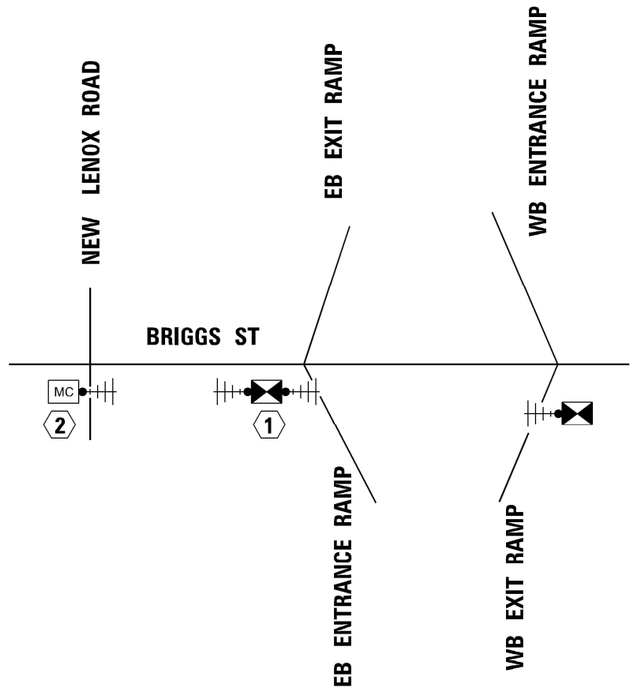
1. THE CONSULTANT WILL DETERMINE THE LOCATION OF THE SYSTEM DETECTORS.

CONSTRUCTION NOTE:

1. CONTRACTOR SHALL INSTALL AND OPERATE TEMPORARY SIGNAL AT THE EXISTING EB ENTRANCE/EXIT RAMP AND RELOCATE IT TO THE PROPOSED EB ENTRANCE/EXIT RAMP AT STAGE 2A.

2. CONTRACTOR SHALL REMOVE THE EXISTING MASTER CONTROLLER AND RETURN IT TO IDOT SPARE PARTS AT THE END OF CONSTRUCTION.

N



TS SHT NO.33

FORMER ECON 134
IDOT CENTRACS

MODEL: PR_BRIGGS_RAMP_A - PLAN 1
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816\62R29-SHT-TS-13A.DGN

TranSmart
100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

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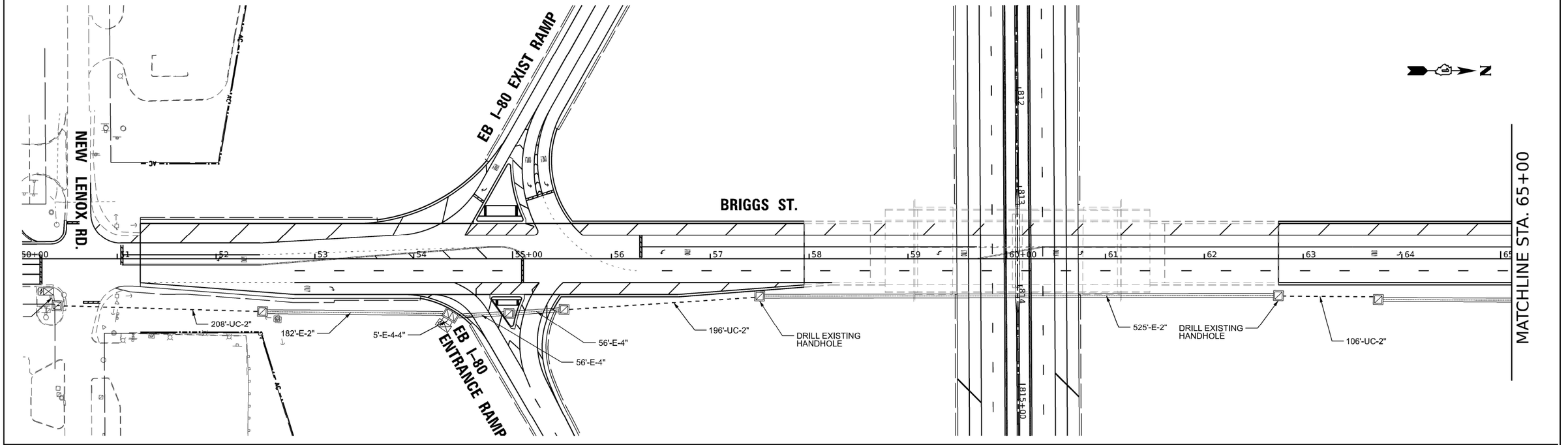
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - TS	REVISED -	
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

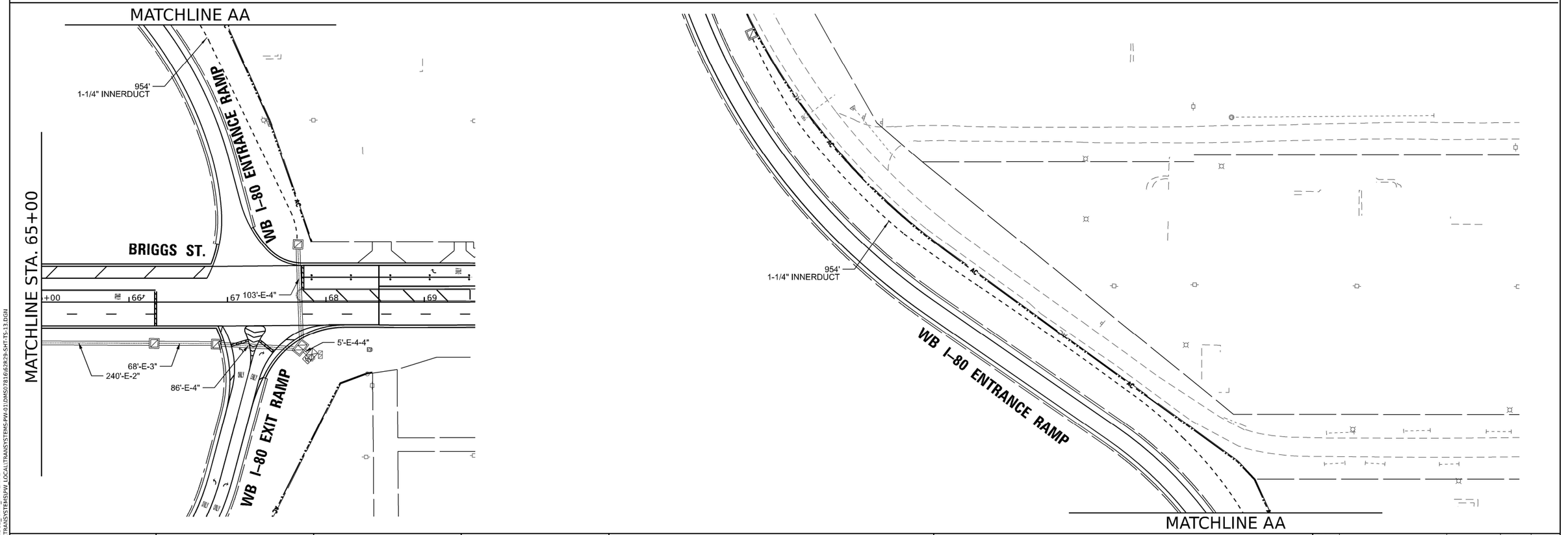
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	602
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			





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100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

USER NAME = NSALEHIAN	DESIGNED - NS	REVISED -	
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PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

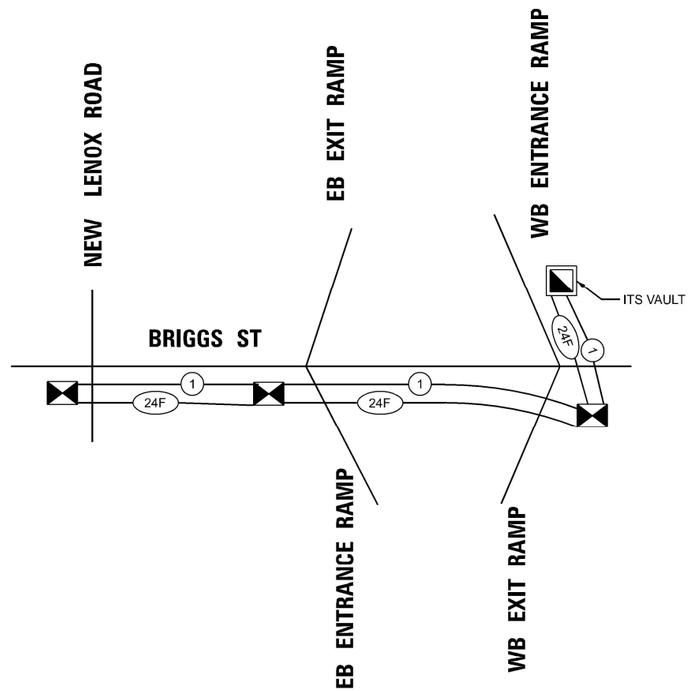
PROPOSED INTERCONNECT PLAN
I–80 WB EXIT/ENTRANCE RAMP TO NEW LENOX ROAD

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	603
		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	3
	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

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 DATE = 6/27/2023	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

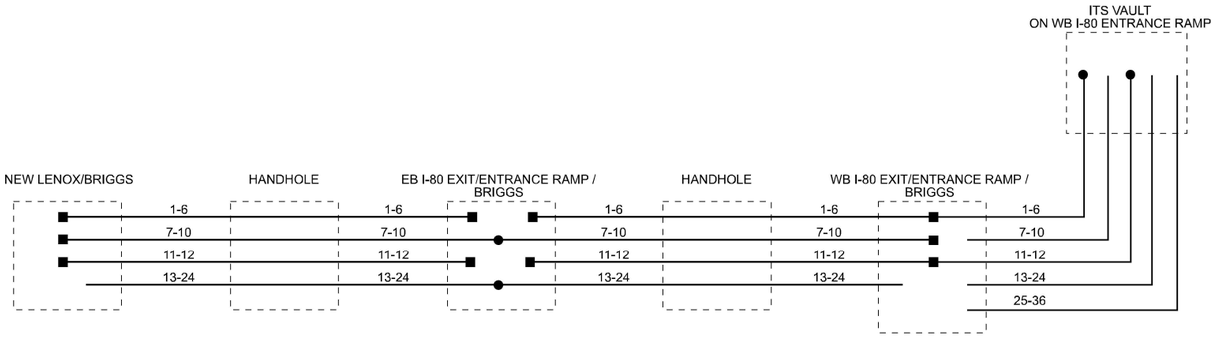
SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA.

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		

LEGEND

NEW CONNECTOR / NEW FIBER

NEW FUSION SPLICE / NEW FIBER



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TranSmart
100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

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	DRAWN - NS	REVISED -	
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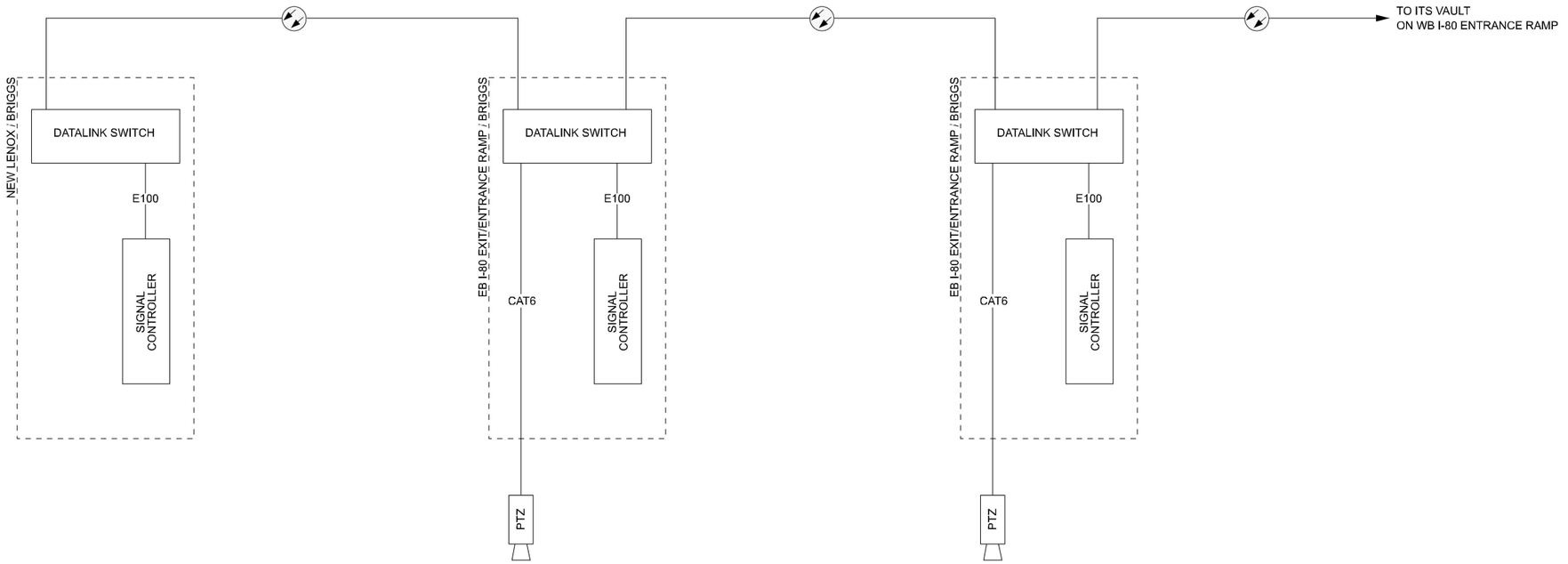
PLOT DATE = 7/18/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIBER TERMINATION AND CABINET DETAIL

SCALE: NTS | SHEET OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	605
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



TS SHT N0.37

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

USER NAME = NSALEHIAN	DESIGNED - NS	REVISED -	
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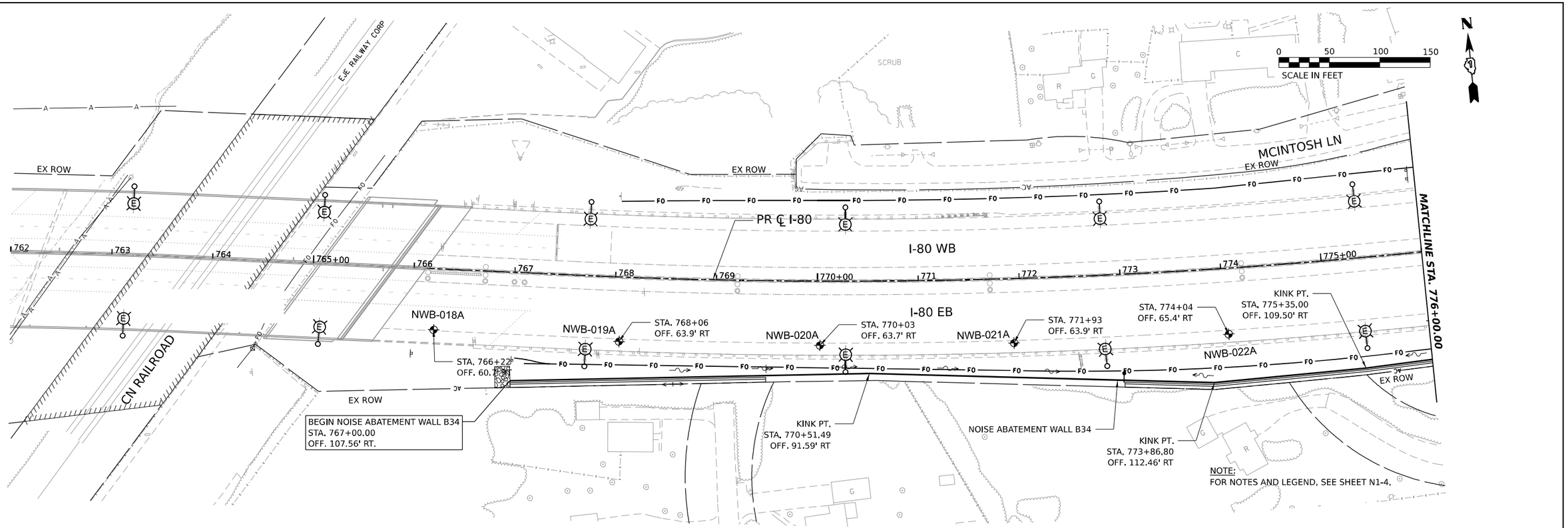
PLOT DATE = 7/18/2023	DATE - 6/29/2023	REVISED -	

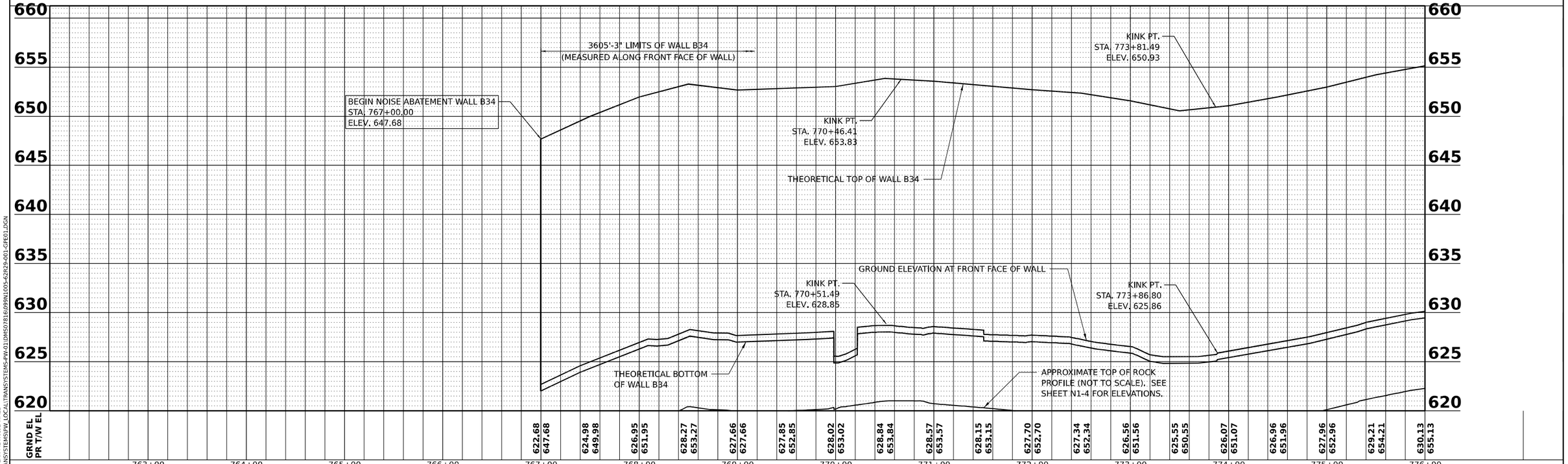
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIBER TERMINATION AND CABINET DETAIL

SCALE: NTS | SHEET OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	606
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			





PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, BM. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

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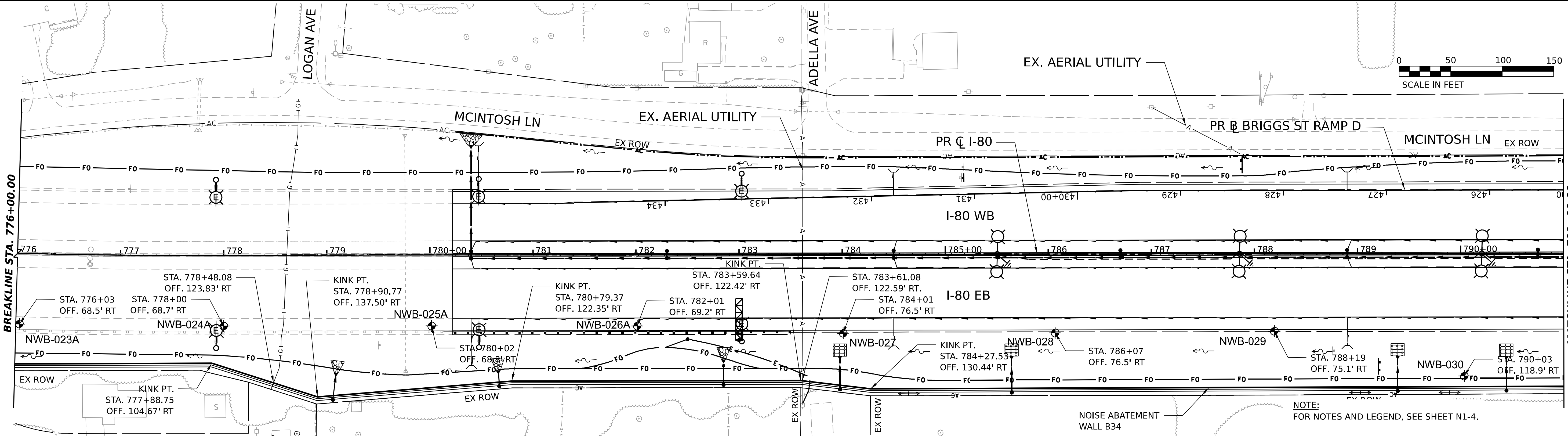
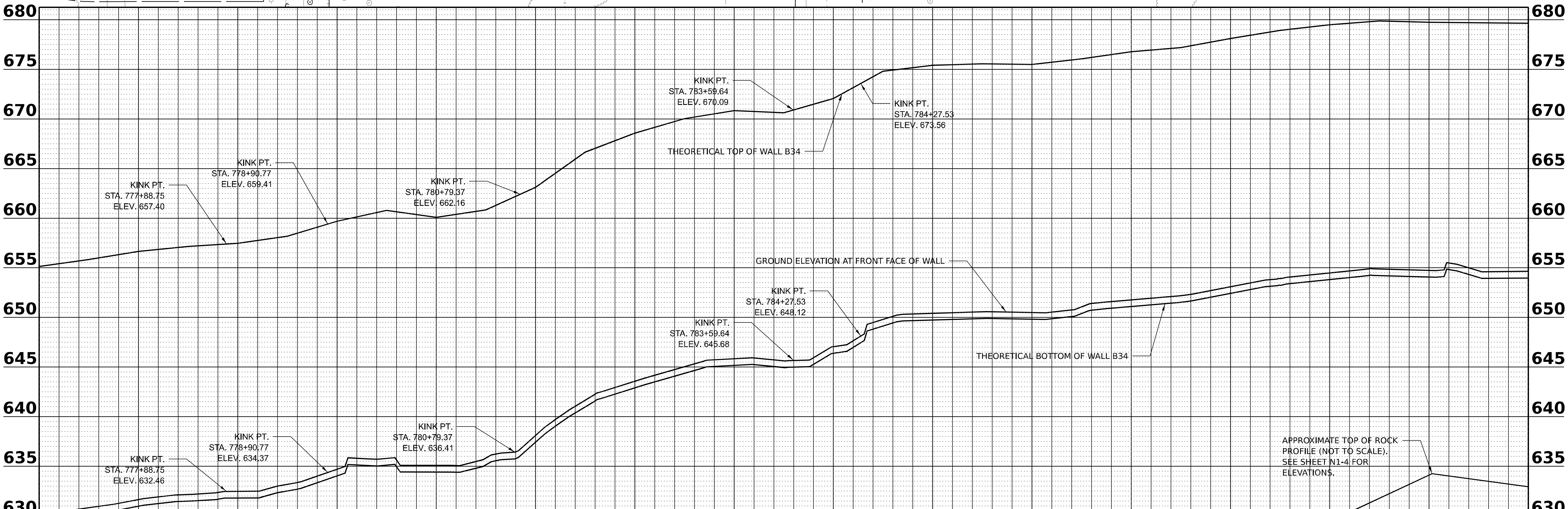
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099–N1005)
GENERAL PLAN AND ELEVATION

SCALE: | SHEET N1-1 OF N1-13 SHEETS | STA. | TO STA.

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





GRND EL	PR T/W EL
630.82	655.82
631.64	656.64
632.15	657.15
632.47	657.47
633.17	658.17
634.69	659.69
635.78	660.78
635.08	660.08
635.82	660.82
638.10	663.10
641.65	666.65
643.57	668.57
645.03	670.03
645.83	670.83
645.62	670.62
647.05	672.05
649.80	674.80
650.40	675.40
650.56	675.56
650.49	675.49
651.06	676.06
651.76	676.76
652.18	677.18
653.09	678.09
653.91	678.91
654.48	679.48
654.87	679.87
654.74	679.74
654.69	679.69
654.64	679.64

777+00 778+00 779+00 780+00 781+00 782+00 783+00 784+00 785+00 786+00 787+00 788+00 789+00 790+00 791+00

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.E. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK NO. — BY — DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD — NOTE BOOK NO. — BY — DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

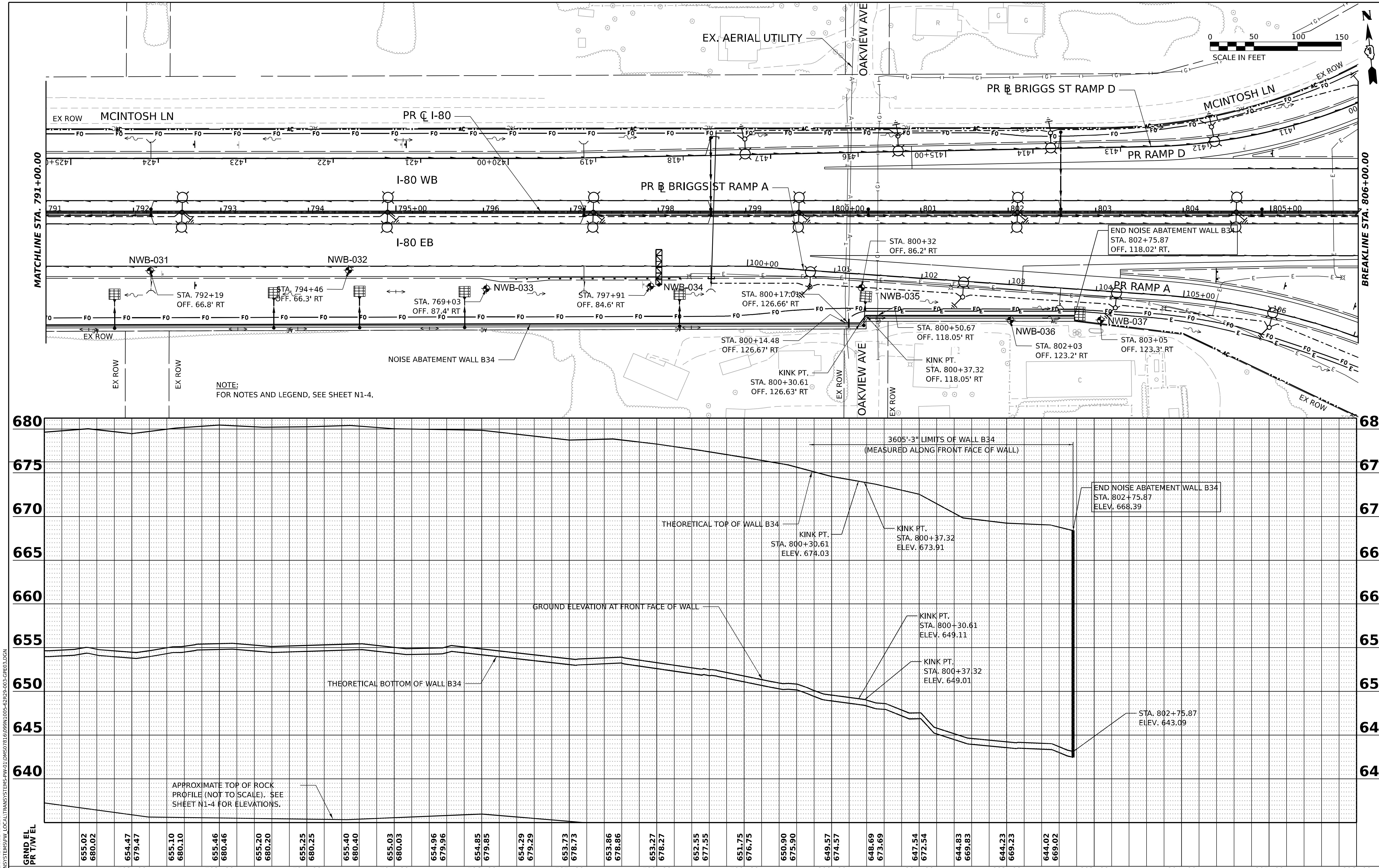
NOISE WALL B34 (SN 099–N1005)
GENERAL PLAN AND ELEVATION

SCALE: SHEET N1-2 OF N1-13 SHEETS STA. TO STA.

F.A.I. 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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PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099–N1005)
GENERAL PLAN AND ELEVATION

SCALE: | SHEET N1-3 OF N1-13 SHEETS | STA. | TO STA.

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

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GENERAL NOTES

1. See Roadway Plans for Profile and Horizontal Curve data.

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

3. 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.

4. Wall stations and offsets are measured to the front face of wall.

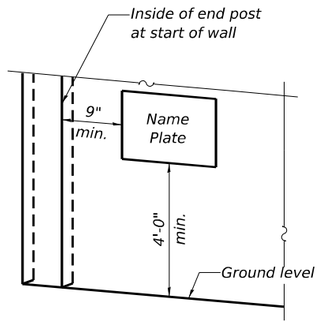
5. For top of wall, bottom of wall and ground elevations, see Sheets N1-1 to N4-3.

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

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

8. See Boring Logs sheets for boring stations and offsets.

9. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted.



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. ____+__.__ TO STA. ____+__.__
STRUCTURE NO. 099-N___

NAME PLATE
See Std. 515001

Note: see Noise Reduction Table for station limits and structure numbers.

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

TOP OF ROCK ELEVATIONS

Sta.	Noise Wall	Boring No.	T/Rock Elev.
768+00	B34	NWB-19	619.00
770+10	B34	NWB-20	618.05
772+00	B34	NWB-21	617.00
774+07	B34	NWB-22	616.62
776+00	B34	NWB-23	626.23
778+00	B34	NWB-24	629.40
780+00	B34	NWB-25	628.60
781+92	B34	NWB-26	638.50
782+01	B34	NWB-26A	621.34
784+01	B34	NWB-27	624.17
786+07	B34	NWB-28	624.42
788+19	B34	NWB-29	625.65
790+03	B34	NWB-30	634.25
792+19	B34	NWB-31	631.30
794+46	B34	NWB-32	631.00
769+03	B34	NWB-33	631.64
797+91	B34	NWB-34	630.05
800+32	B34	NWB-35	629.05
802+03	B34	NWB-36	626.30
803+05	B34	NWB-37	623.46
938+00	B38	NWB-74	656.00
939+96	B38	NWB-75A	640.27
941+95	B38	NWB-76A	637.57
943+90	B38	NWB-77A	632.75
945+30	B38	NWB-78A	627.48
947+18	B38	NWB-79A	629.33

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

Strength III or V Wind: 35 psf
Service I Wind: 15 psf

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B34	099-NXXXX	I-80 face	765+13.00	803+05.00	Reflective	-
		residential face			Reflective	-
B35	099-NXXXX	I-80 face	823+88.74	839+18.00	Reflective	-
		residential face			Reflective	-
B37	099-NXXXX	I-80 face	888+90.00	916+53.00	Reflective	-
		residential face			Reflective	-
B38	099-NXXXX	I-80 face	922+04.00	946+91.00	Reflective	-
		residential face			Reflective	-

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	4
Noise Abatement Wall, Ground Mounted	Sq. Ft.	203,530

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6/27/2023

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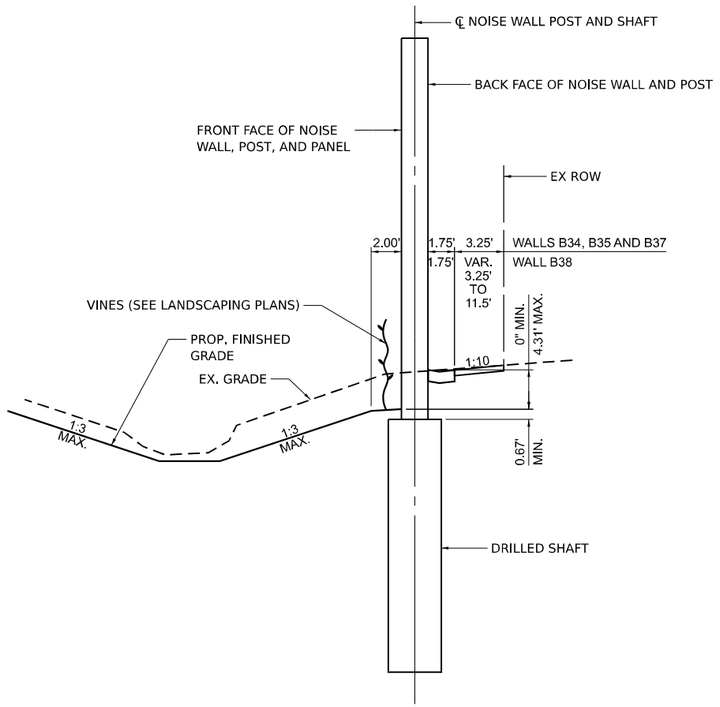
PLOT DATE =	CHECKED - BAR	REVISED -	

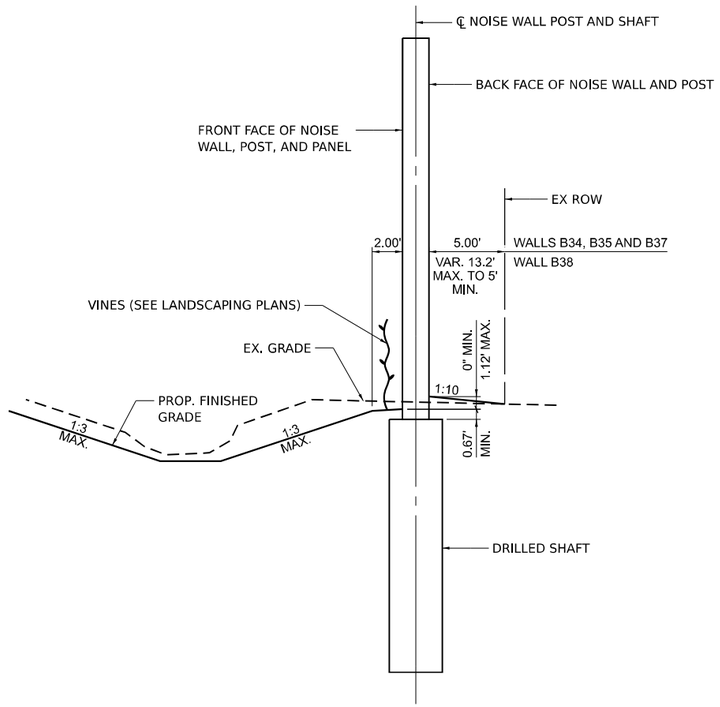
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

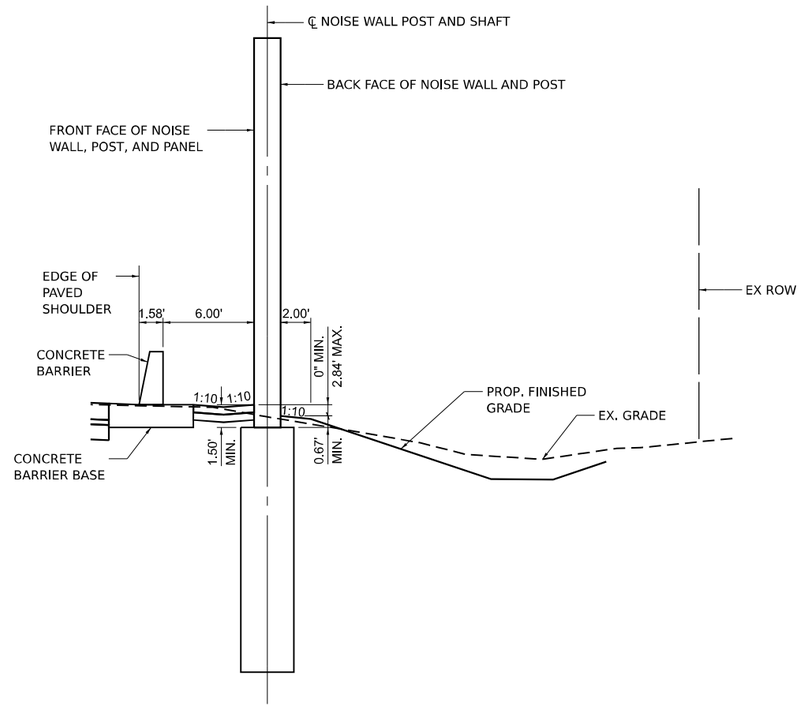
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	610
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



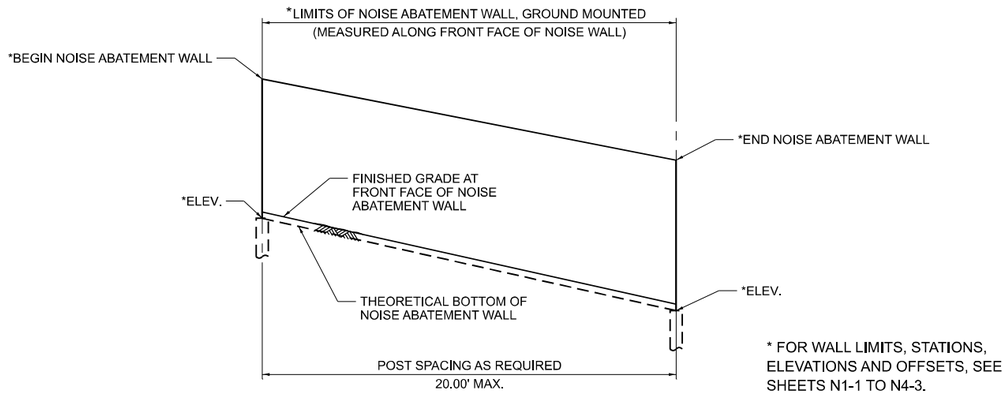
TYPICAL SECTION
(GROUND SLOPING TOWARDS BACK FACE)



TYPICAL SECTION
(GROUND SLOPING AWAY FROM BACK FACE)



TYPICAL SECTION
(WALL ADJACENT TO SHOULDER)



* FOR WALL LIMITS, STATIONS, ELEVATIONS AND OFFSETS, SEE SHEETS N1-1 TO N4-3.

TYPICAL ELEVATION

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6/27/2023

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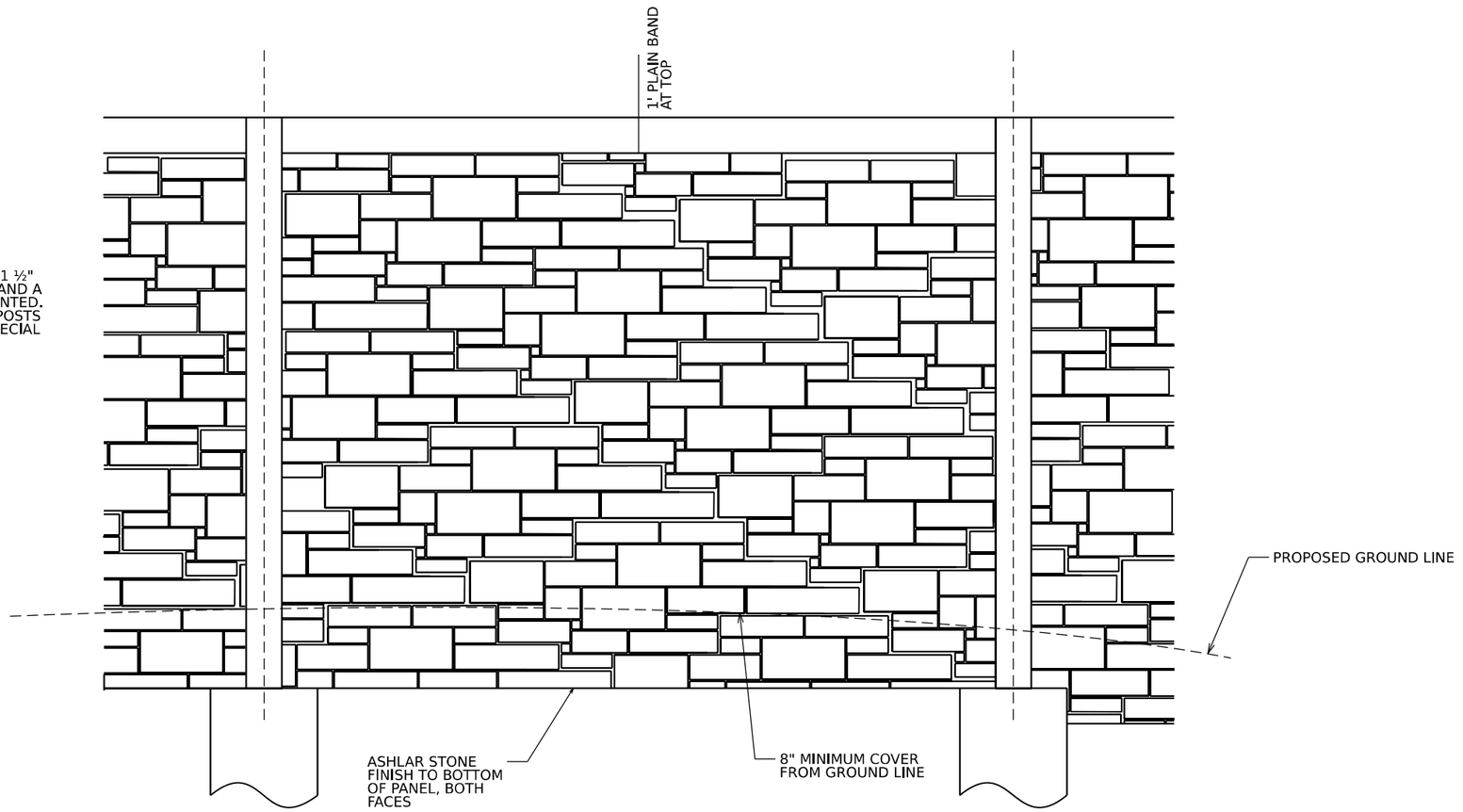
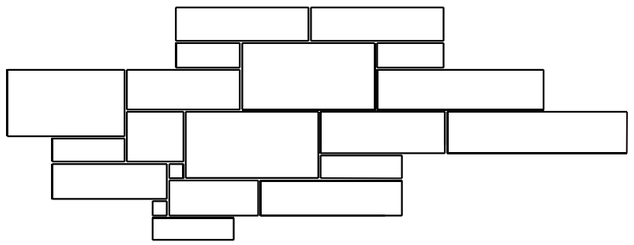
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N1-5 OF N1-13 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

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

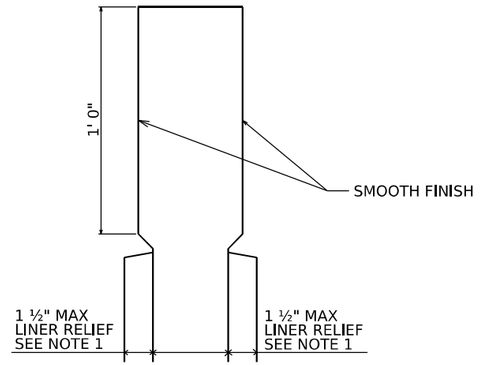
NOTES:
1. EACH SIDE OF THE NOISE WALL PANELS SHALL HAVE A ROLLED ASHLAR STONE FINISH. THE FINISH SHALL HAVE A 1 ½" RELIEF FOR NOISE ABATEMENT WALL, GROUND MOUNTED AND A ¾" RELIEF FOR NOISE ABATEMENT WALL, STRUCTURE MOUNTED. THE COLOR OF BOTH SIDES OF THE PANELS, PLAIN BAND, POSTS AND ALL OTHER VISIBLE ELEMENTS SHALL FOLLOW THE SPECIAL PROVISIONS.





STONE PATTERN SIZES:
3" x 3" - 14" x 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

MODEL: DEFAULT
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6/27/2023

exp.

USER NAME =	DESIGNED - CS	REVISED -
	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 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		

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(630) 355-2838

SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 3/24/22

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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
10.0" ASPHALT 623.80				CLAY LOAM-brown, gray & black-stiff to very stiff (Fill) *(continued)*			
CRUSHED STONE-loose	6				12		
	6		5		10	2.10	21
621.64	3				12	B	
CLAY LOAM-brown, gray & black-stiff to very stiff (Fill)							
	3				6		
	4	1.20	23		8	2.20	22
▼ -5	3	B		599.64 -25	10	B	
				End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	3						
	10	3.75	23				
	10	P					
	4						
	4	1.50	26				
-10	7	P		-30			
	3						
	2	1.30	22				
	2	B					
	3						
-15	9	3.80	24				
	9	B		-35			
	3						
	6	2.00	19				
	7	P					
	4						
-20	6	1.50	19	-40			
	9	P					

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

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 3/24/22

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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" ASPHALT 627.55				608.05 SAND-brown-medium dense	7		
CLAY LOAM-brown-very dense (Possible Fill)	12						
	8	3.50	18		4		9
	4	P			6		
	6				6		
	7	3.50	17		6		9
-5	6	B		603.55 -25	7		
				End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	6						
	8	3.30	16				
	8	B					
becoming gray @ -10.5'							
	7						
-10	9	3.40	16	-30			
	13	B					
	6						
	9	2.90	15				
	11	B					
	5						
-15	9	2.20	15	-35			
	8	B					
	7						
	4	3.00	15				
	9	P					
	6						
-20	11	2.50	17	-40			
	13	P					

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

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 3/25/22

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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" ASPHALT 631.14				611.14 SANDY LOAM-brown-medium dense	12		
CLAY LOAM-brown & gray-stiff to hard	4						
	9	4.50	12		8		16
	9	P			12		
				608.64			
	2			SAND-brown-medium dense	5		
	3	1.20	19		4		7
-5	2	B		606.64 -25	6		
				End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	5						
	8	2.50	19				
	9	B					
	4						
-10	7	1.80	18	-30			
	5	B					
	4						
	6	2.20	21				
	8	B					
	5						
-15	8	2.80	18	-35			
	11	B					
	5						
	8	3.00	16				
	9	P					
	4						
-20	5	2.50	17	-40			
	10	P					

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

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1005-62R29-007-SOIL01.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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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SOIL BORING LOG

Page 1 of 1

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 (%)
632.85			
12.0" ASPHALT			
CLAY LOAM-brown-very stiff to hard	9		
	8	5.90	16
	8	B	
	5		
	4	2.70	19
-5	7	B	
	6		
	5	3.00	22
	5	B	
	4		
	4	3.10	22
-10	6	B	
	2		
	4	3.60	24
	4	B	
	6		
	9	5.30	17
-15	9	B	
	4		
	8	2.75	18
	10	P	
	4		
	7	4.90	20
-20	8	B	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-very stiff to hard *(continued)*	3		
	5	2.50	17
	6	B	
	6		
608.85 -25	10	3.10	18
	7	B	
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

Page 1 of 1

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. 636.57 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 (%)
634.57			
12.0" ASPHALT			
CLAY LOAM-brown, gray & spotted black-very stiff to hard (Fill)	4		
	4	4.20	18
	5	B	
	3		
	3	3.30	20
-5	4	B	
	4		
	6	3.50	24
627.57	9	B	
CLAY LOAM-brown-very stiff	6		
	7	3.70	18
-10	9	B	
	4		
	6	3.70	18
	9	B	
	5		
	7	4.80	19
-15	8	B	
	4		
	5	2.30	20
	5	B	
	5		
	4	3.00	20
-20	5	B	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
615.07			
SANDY LOAM-dark brown-loose ▼	2		
	3		23
612.57	2		
CLAY LOAM-brown-very stiff	5		
	7	2.70	21
610.57 -25	9	B	
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

Page 1 of 1

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 ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
636.13			
12.0" ASPHALT			
CLAY LOAM with STONE-brown-hard (Fill)	22		
	8	4.00	14
	8	P	
634.13			
CLAY LOAM-brown & gray-very stiff to hard	4		
	6	5.40	17
-5	8	B	
	3		
	5	2.00	24
	6	P	
	4		
	4	1.20	25
-10	4	B	
	4		
	8	3.75	23
	9	P	
	7		
	12	5.60	17
-15	12	B	
	7		
	8	3.20	17
	13	B	
	4		
	5	2.00	18
-20	9	P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown & gray-very stiff to hard *(continued)*	5		
	6	2.75	17
	10	P	
	7		
	10	4.60	21
612.13 -25	12	B	
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)

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816099N1005-62R29-008-SOIL02.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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 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

Date 3/28/22

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 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		
	3 5	1.50 P	20
-10			
	3		
	3 5	1.90 B	22
625.69			
SITLY 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			

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

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 3/18/22

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 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		
	4 7	2.80 B	22
-10			
	2		
	3 4	3.00 B	19
	2		
	2 3	2.25 P	20
-15			
624.84	7		
SILTY CLAY LOAM-brown & gray-stiff	12 10	1.25 P	18
	2		
	4 7	1.75 P	20
-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			

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

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 3/17/22

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 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		
	3 3	1.40 B	20
-10			
	2		
	4 3	1.00 P	27
	3		
	3 2	1.00 P	28
-15			
626.34 ▼	5		
CLAY LOAM-brown-very stiff to hard	7 11	5.90 B	19
	7		
	10 12	3.70 B	19
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
621.34			
SILTY SAND, GRAVEL & FRACTURED ROCK-brown-very dense	25		
	50/2"		15
	6		
	50/2"		
	50/2"		14
616.84 -25			
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)

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816\099N1005-62R29-009-SOIL03.DGN

6/27/2023

exp.

USER NAME =		DESIGNED - CS		REVISED -	
		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 (%)	Notes
642.67				6.0" CLAYEY TOPSOIL-brown & black
	4		45	
	5	3.00	18	CLAY LOAM-brown & gray-very stiff
	5	P		
	5			
	8	3.10	16	
-5	11	B		
	6			
	7	2.00	16	
	10	P		
	8			becoming gray @ -8.0'
	10	3.50	22	
-10	12	B		
	5			
	6	2.75	18	
	6	P		
	5			
	2	2.00	17	
-15	9	P		
	6			
	10	3.10	20	
625.17	12	B		
	50/1"		12	SILTY LOAM-brown-very dense
624.17				Auger Refusal @ -19.0'. 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 1/3/23

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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 (%)	Notes
643.42				6.0" TOPSOIL-black
	3		44	CLAY LOAM-brown & gray-very stiff
	4	3.50	18	
	5	P		
	7			
	4	3.40	16	
-5	5	B		
	6			
	12	3.00	17	
	12	P		
	6			becoming gray @ -8.0'
	6	2.75	23	
-10	11	P		
	8			
	8	2.75	19	
	10	P		
	4			
	6	2.00	19	
-15	7	P		
	4			
	6	2.00	22	
625.92	9	P		
	50/4"			SILTY CLAY LOAM-brown & gray-very stiff
624.42		2.00	18	
-20		P		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 1/3/23

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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 (%)	Notes
645.15				6.0" CLAYEY TOPSOIL-brown & black
	4		33	CLAY LOAM-brown & gray-stiff to very stiff
	4	3.00	22	
	8	P		
	3			
	3	2.50	18	
-5	5	P		
	4			
	7	2.50	23	
	12	B		
	4			
	7	1.75	31	
-10	7	P		
	4			
	8	3.40	25	
	10	B		
632.65				
	3			SILTY LOAM-brown-loose
	3		22	
-15	5			
630.15				
	7			CLAY LOAM-gray-very stiff
	9	3.50	15	
	9	P		
627.65				
	5			CLAYEY GRAVEL-brown-dense
	12		7	
625.65	27			
-20				Auger Refusal @ -20.0'. 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 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816\099N1005-62R29-010-SOIL04.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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 Route 30 DESCRIPTION I-80 Phase II Date 2/15/22 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 (%)	
652.75 6.0" TOPSOIL-black				
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			
640.25 SILTY CLAY LOAM-brown-very stiff	6 9	3.50 P	15	
	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				
-40				

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 20#12_LOG.GPJ IL_DOT.GDT 1/3/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US

ROUTE Route 30 DESCRIPTION I-80 Phase II Date 2/14/22 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 (%)	
648.80 6.0" CLAYEY TOPSOIL-dark brown & black				
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	
-40				

628.80 Auger Refusal @ -20.5'. Possible Bedrock. End Of Boring. 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 20#12_LOG.GPJ IL_DOT.GDT 1/3/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US

ROUTE Route 30 DESCRIPTION I-80 Phase II Date 2/14/22 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 (%)	
649.00 6.0" TOPSOIL-black				
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			
	4 4	2.00 P	20	
-10				
639.00 SILTY CLAY-gray-medium stiff	2			
	3 3	0.50 P	15	
636.50 CLAY LOAM-gray-very stiff	3			
	5 7	2.50 B	16	
-15				
	5			
	15 50/1"	2.50 P	16	
631.00	50/1"			
Auger Refusal @ -18.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.			NR	
-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 20#12_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1005-62R29-011-SOIL05.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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

Date 2/14/22

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 1765172.834, **Easting** 1062082.047

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

STRUCT. NO. -
Station -

BORING NO. NWB-033
Station 100+69
Offset 34.3 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		50
		10		
644.14				
SILTY CLAY-dark brown & gray-very stiff (Fill)		7		
		28	2.70	25
	-5	13	B	
641.64				
CLAY LOAM-gray-very stiff (Fill)		5		
		10		NR
		4		
639.14				
SILTY CLAY LOAM-brown & gray-stiff to very stiff (Fill)		6		
		5	2.20	20
	-10	7	B	
		6		
		5	1.50	13
		8	P	
		7		
		8	3.00	18
	-15	13	P	
631.64				
FRACTURED ROCK-brown-very dense 630.64		50/1"		
Auger Refusal @ -16.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.				5
	-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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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 1765181.517, **Easting** 1062269.559

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

STRUCT. NO. -
Station -

BORING NO. NWB-034
Station 102+56
Offset 21.6 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	4.00	23
		7	B	
becoming gray @ -3.0'		3		
		4	3.00	17
	-5	5	P	
		6		
		6	3.00	17
		6	P	
		4		
		5	2.20	21
	-10	10	B	
635.55				
SILTY CLAY LOAM-brown & gray-very stiff to hard		5		
		6		15
		7		
		6		
		6	4.50	17
	-15	29	P	
630.05				
Auger Refusal @ -16.0'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.		50/1"		NR
	-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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SOIL BORING LOG

Page 1 of 1

Date 2/21/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE 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 1765187.481, **Easting** 1062510.657

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

STRUCT. NO. -
Station -

BORING NO. NWB-035
Station 104+97
Offset 10.4 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	1.80	22
		6	B	
641.55				
SILTY CLAY LOAM-brown & gray-stiff		3		
		5	1.75	26
	-5	5	P	
639.05				
CLAY LOAM-brown & gray-very stiff		4		
		5	3.50	22
		7	P	
		6		
		6	3.00	21
	-10	9	P	
		4		
		5	3.00	23
		7	P	
631.55				
CLAY LOAM with Gravel-brown & gray-very stiff		4		
		8	2.00	18
	-15	8	P	
629.05				
SILTY SAND & FRACTURED ROCK-very dense 628.05		50/1"		
Auger Refusal @ -16.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.				16
	-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
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1005-62R29-012-SOIL06.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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

FAI Route 80 from Chicago Street to US Route 30

Date 2/21/22

ROUTE 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** 106+69 **Offset** 38.3 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	3.50	21	
-5	11	P		
	5			
	6	3.00	21	
	8	P		
	3			
	3	3.50	22	
-10	7	P		
	5			
	7	2.40	21	
	9	B		
				becoming gray @ -13.0'
	3			
	4	2.50	16	
-15	6	P		
	4			
	6	3.00	17	
	8	P		
626.30				FRACTURED ROCK-very dense
	50/1"			
624.80			9	
-20				Auger Refusal @ -19.5'. Possible

Bedrock. End Of Boring. Boring backfilled with cuttings.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
-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 1/3/23

Geo Services, Inc.
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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 2/21/22

ROUTE 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** 107+72 **Offset** 32.9 ft Right **Ground Surface Elev.** 642.16 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	2.50	20	
	7	P		
	5			
	8	2.70	20	
-5	9	B		
	4			
	4	1.50	20	
	5	P		
	3			
	3	1.50	25	
-10	5	P		
	5			
	5	3.00	26	
	7	P		
	5			
	3	1.00	25	
-15	4	P		
	4			
	6	2.00	17	
	10	P		
623.48				
	50/3"	2.20	24	Auger Refusal @ -19.0'. Possible
-20		B		Bedrock. End Of Boring. Boring

backfilled with cuttings.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
-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 1/3/23

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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** 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	
	3			SILTY CLAY-brown & gray-stiff
	4	1.20	25	
	6	B		
631.76				LOAM-brown & gray-very loose to loose
	1			
	2		23	
-5	2			
				becoming gray @ -5.5'
	4			
▼	3		27	
	3			
626.76				SILTY CLAY-gray-stiff
	3			
	3	1.25	24	
-10	3	P		
624.26				SILTY SAND with Gravel-gray-loose
	2			
	3		28	
	2			
	4			
	3		22	
-15	3			
	3			
	3		15	
	4			
616.76				SILT-gray-loose
	3			
	4		24	
-20	3			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
614.26			
	3		
	4 5	1.50 P	21
611.76			
	4		
	6 5		17
-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 1/3/23

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6/27/2023

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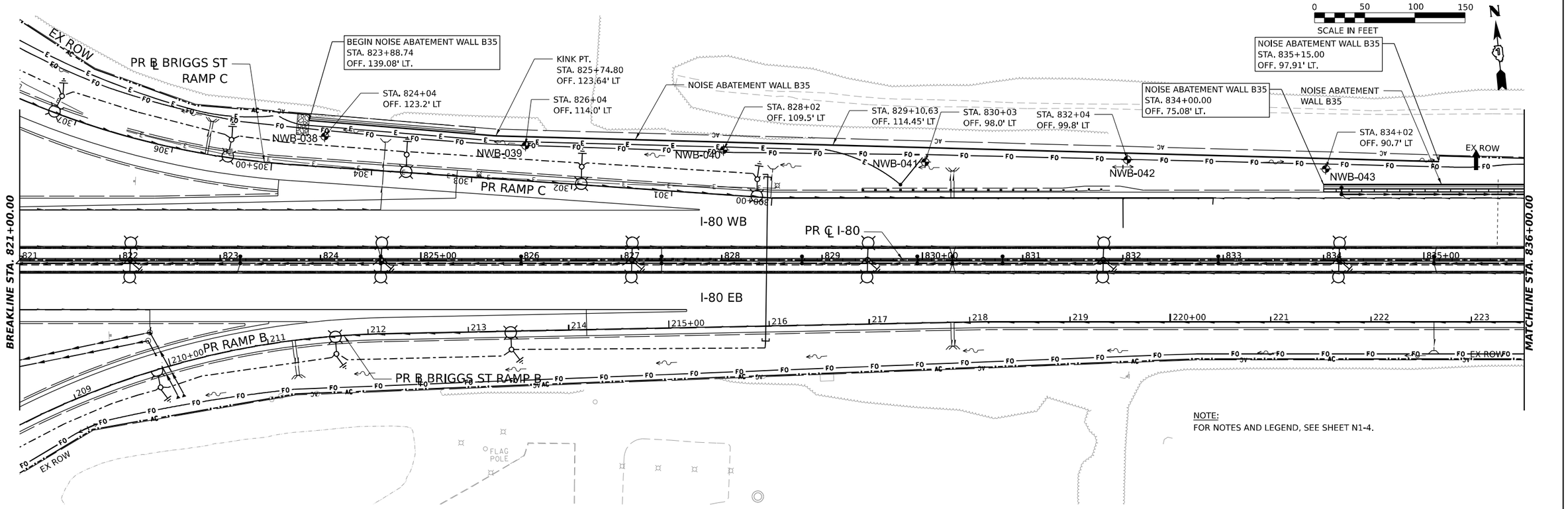
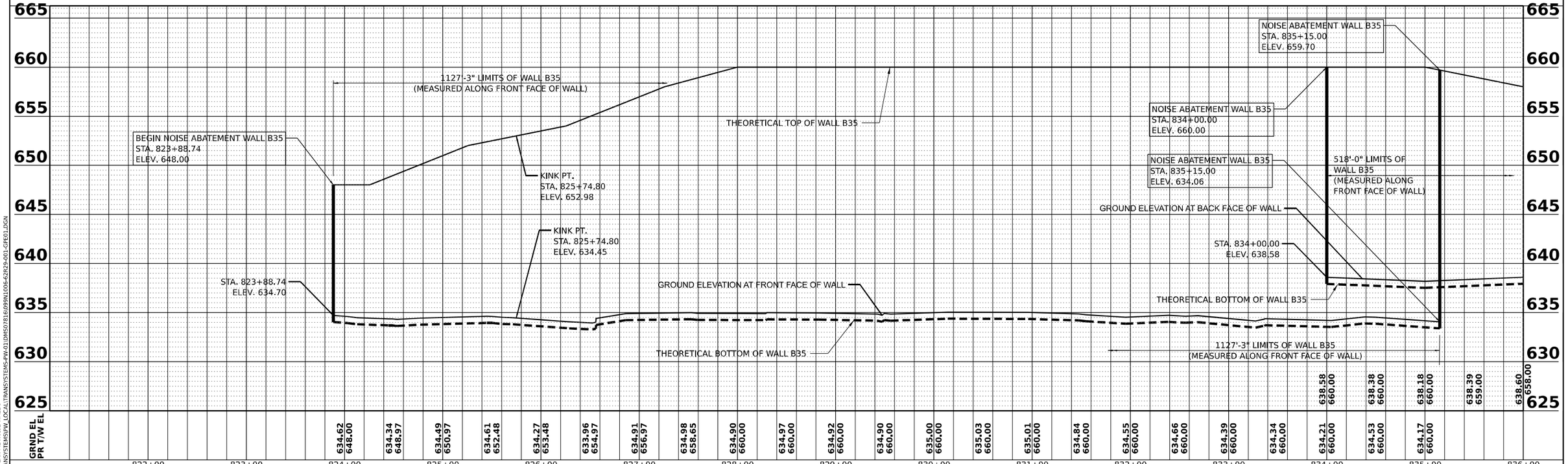
	CHECKED - BAR	REVISED -		
PLOT SCALE =	DRAWN - CS	REVISED -		
PLOT DATE =	CHECKED - BAR	REVISED -		SHEET N1-13 OF N1-13 SHEETS

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		



NOTE:
FOR NOTES AND LEGEND, SEE SHEET N1-4.



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PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

NOISE WALL B35 (SN 099–N1006)
GENERAL PLAN AND ELEVATION

SCALE: | SHEET N2-1 OF N2-8 SHEETS | STA. | TO STA.

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

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, IDA. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

MODEL: PR I-80 - PLAN ML NOISE WALL-5
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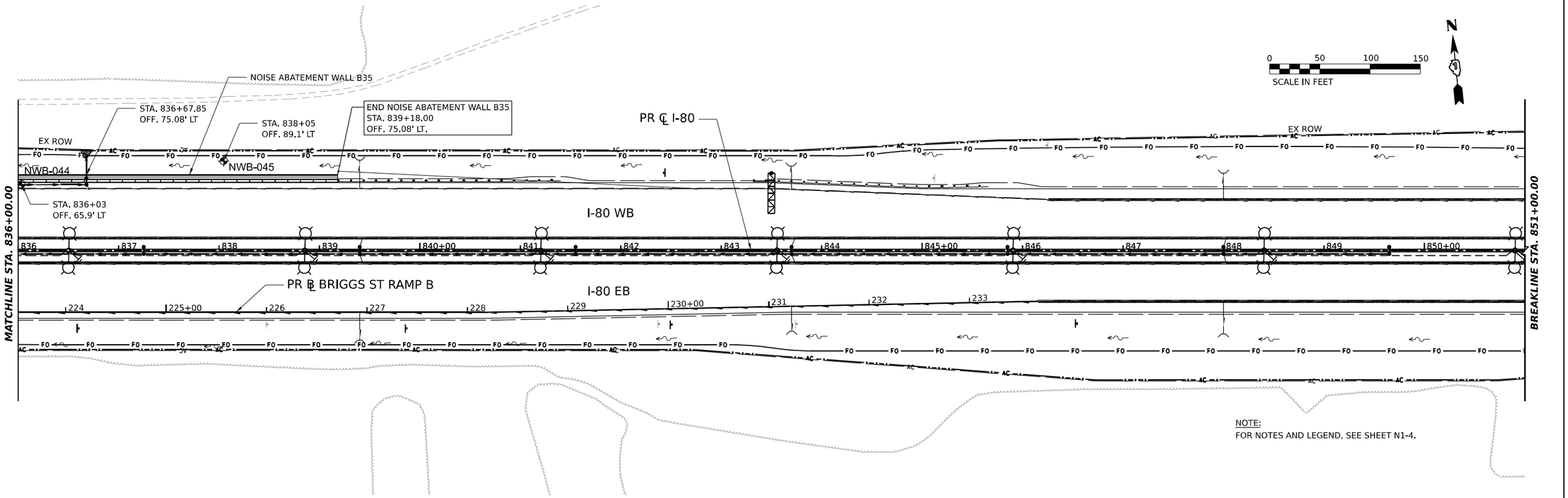

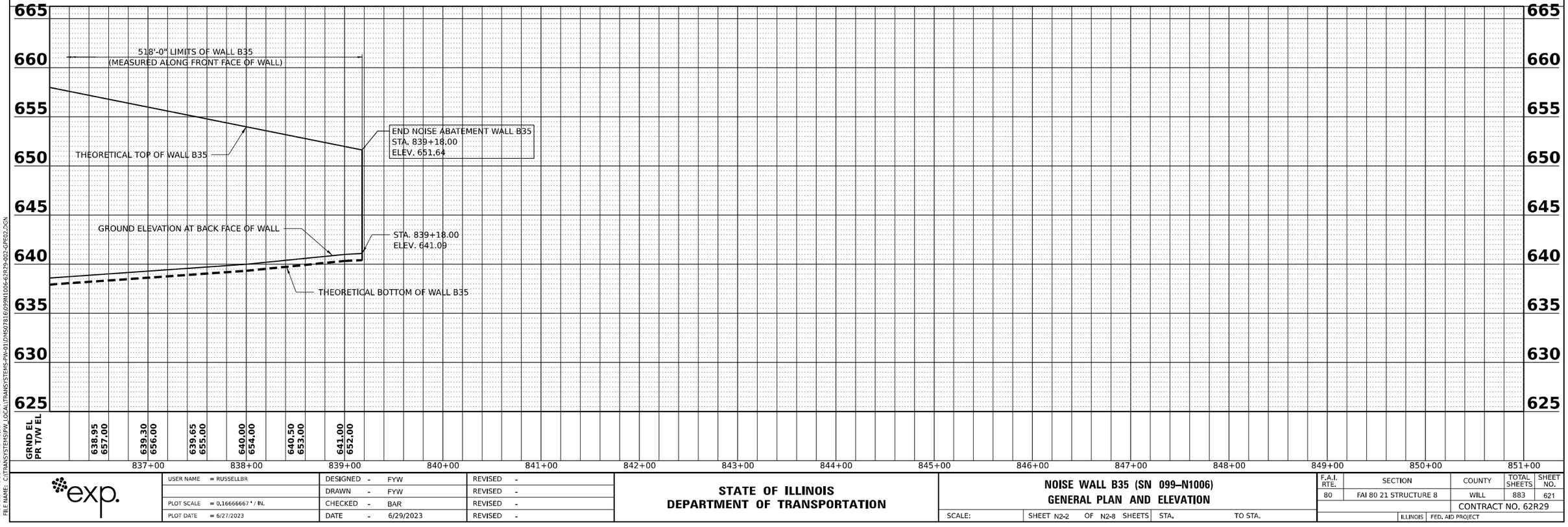

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: PR I-80 - PLAN MI NOISE WALL-6
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exp.

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PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BAR	REVISED -	
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B35 (SN 099–N1006)
GENERAL PLAN AND ELEVATION

SCALE: | SHEET N2-2 OF N2-8 SHEETS | STA. | TO STA.

F.A.I. 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. See Roadway Plans for Profile and Horizontal Curve data.

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

3. 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.

4. Wall stations and offsets are measured to the front face of wall.

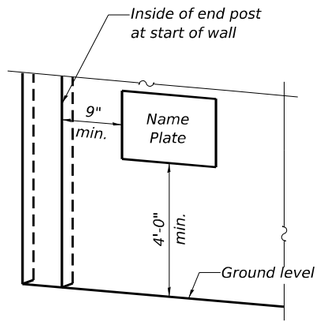
5. For top of wall, bottom of wall and ground elevations, see Sheets N1-1 to N4-3.

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

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

8. See Boring Logs sheets for boring stations and offsets.

9. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted.



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. ____+__.__ TO STA. ____+__.__
STRUCTURE NO. 099-N___

NAME PLATE
See Std. 515001

Note: see Noise Reduction Table for station limits and structure numbers.

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

TOP OF ROCK ELEVATIONS

Sta.	Noise Wall	Boring No.	T/Rock Elev.
768+00	B34	NWB-19	619.00
770+10	B34	NWB-20	618.05
772+00	B34	NWB-21	617.00
774+07	B34	NWB-22	616.62
776+00	B34	NWB-23	626.23
778+00	B34	NWB-24	629.40
780+00	B34	NWB-25	628.60
781+92	B34	NWB-26	638.50
782+01	B34	NWB-26A	621.34
784+01	B34	NWB-27	624.17
786+07	B34	NWB-28	624.42
788+19	B34	NWB-29	625.65
790+03	B34	NWB-30	634.25
792+19	B34	NWB-31	631.30
794+46	B34	NWB-32	631.00
769+03	B34	NWB-33	631.64
797+91	B34	NWB-34	630.05
800+32	B34	NWB-35	629.05
802+03	B34	NWB-36	626.30
803+05	B34	NWB-37	623.46
938+00	B38	NWB-74	656.00
939+96	B38	NWB-75A	640.27
941+95	B38	NWB-76A	637.57
943+90	B38	NWB-77A	632.75
945+30	B38	NWB-78A	627.48
947+18	B38	NWB-79A	629.33

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

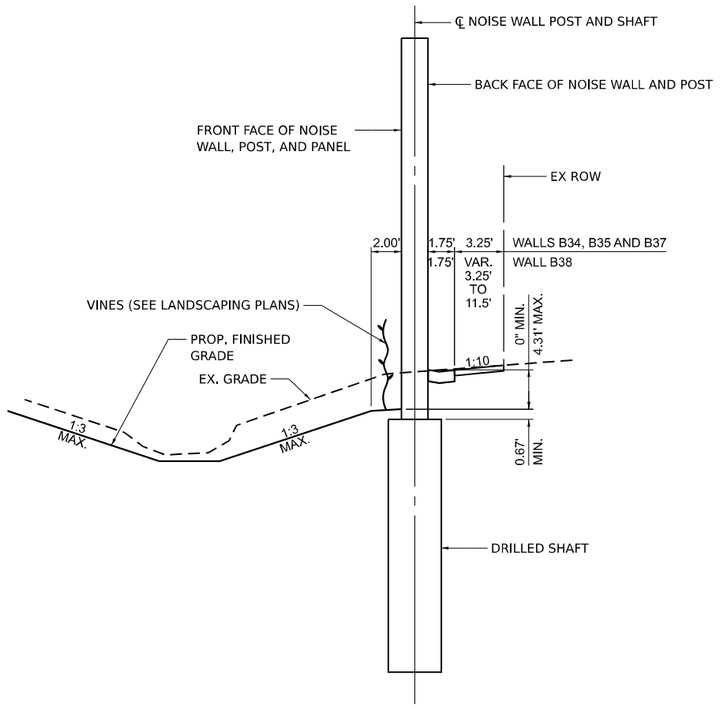
Strength III or V Wind: 35 psf
Service I Wind: 15 psf

NOISE REDUCTION DATA

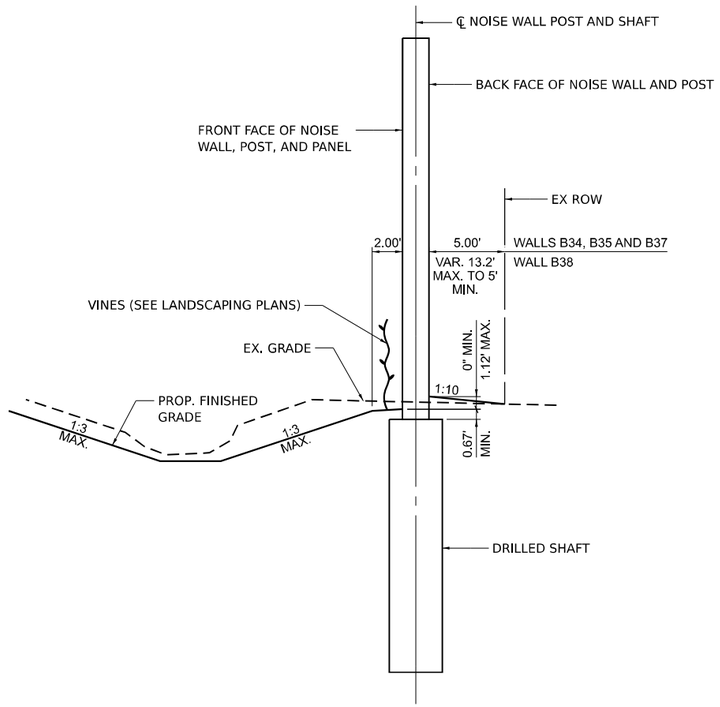
Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B34	099-NXXXX	I-80 face	765+13.00	803+05.00	Reflective	-
		residential face			Reflective	-
B35	099-NXXXX	I-80 face	823+88.74	839+18.00	Reflective	-
		residential face			Reflective	-
B37	099-NXXXX	I-80 face	888+90.00	916+53.00	Reflective	-
		residential face			Reflective	-
B38	099-NXXXX	I-80 face	922+04.00	946+91.00	Reflective	-
		residential face			Reflective	-

BILL OF MATERIAL

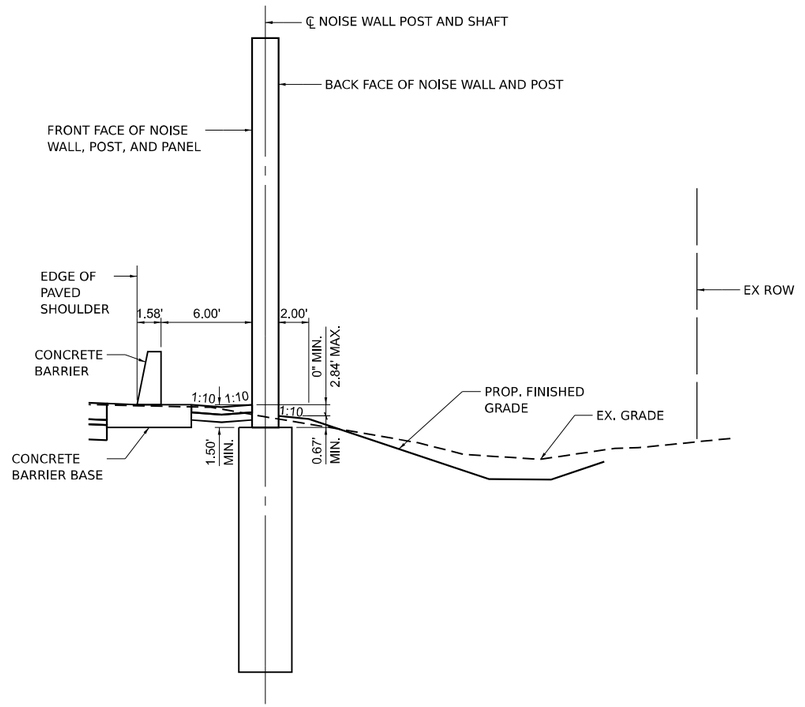
ITEM	UNIT	TOTAL
Name Plates	Each	4
Noise Abatement Wall, Ground Mounted	Sq. Ft.	203,530



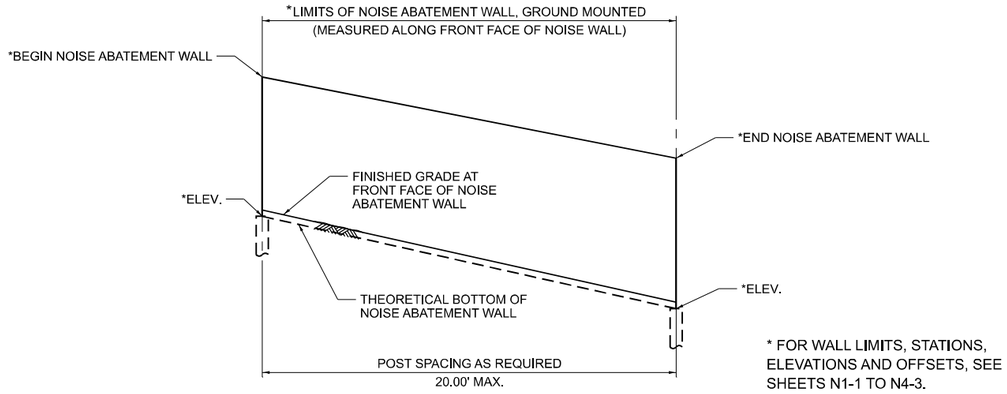
TYPICAL SECTION
(GROUND SLOPING TOWARDS BACK FACE)



TYPICAL SECTION
(GROUND SLOPING AWAY FROM BACK FACE)



TYPICAL SECTION
(WALL ADJACENT TO SHOULDER)



* FOR WALL LIMITS, STATIONS, ELEVATIONS AND OFFSETS, SEE SHEETS N1-1 TO N4-3.

TYPICAL ELEVATION

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6/27/2023

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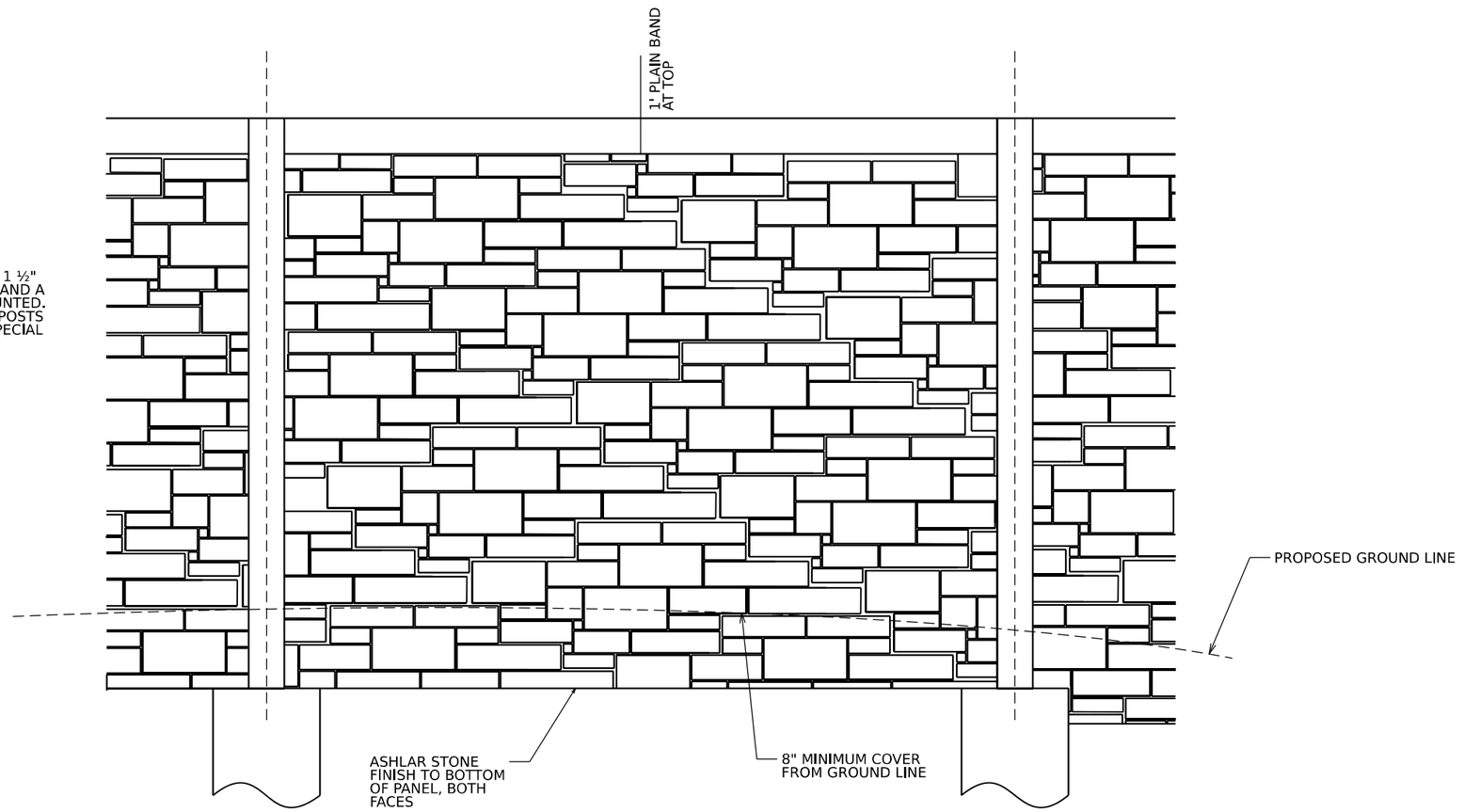
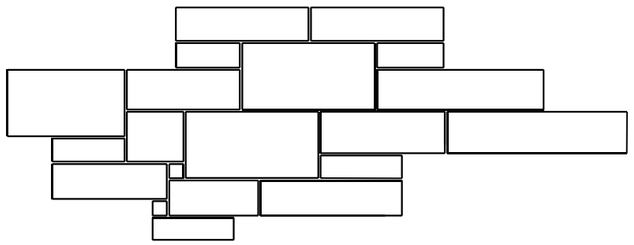
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N2-4 OF N2-8 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

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			

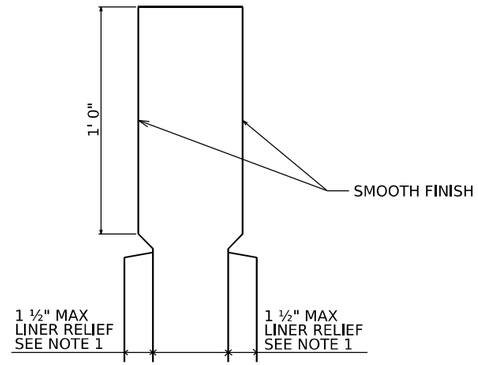
NOTES:
1. EACH SIDE OF THE NOISE WALL PANELS SHALL HAVE A ROLLED ASHLAR STONE FINISH. THE FINISH SHALL HAVE A 1 ½" RELIEF FOR NOISE ABATEMENT WALL, GROUND MOUNTED AND A ¾" RELIEF FOR NOISE ABATEMENT WALL, STRUCTURE MOUNTED. THE COLOR OF BOTH SIDES OF THE PANELS, PLAIN BAND, POSTS AND ALL OTHER VISIBLE ELEMENTS SHALL FOLLOW THE SPECIAL PROVISIONS.





STONE PATTERN SIZES:
3" x 3" - 14" x 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

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6/27/2023

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USER NAME =	DESIGNED - CS	REVISED -	
	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		

Geo Services, Inc.
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805 Amherst Court, Suite 204
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** 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	1.10 B	21
636.41			
SANDY CLAY LOAM-brown & gray-medium stiff	1		
	2	0.50 P	23
-5 633.91	2		
SANDY LOAM-brown-loose	3		
	2		26
▼	3		
	3		
	2		24
-10 628.91	33		
SILTY SAND with Gravel-brown-very loose to loose	2		
	2		25
	2		
	1		
	2		20
-15 623.91	2		
SAND-brown-loose	2		
	3		33
	2		
621.41			
CLAY LOAM-gray-stiff	3		
	3	1.50 P	17
-20	6		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
618.91			
SAND-brown-medium dense			
	5		
	10		25
	6		
	3		17
614.41 -25	10		
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 1/3/23

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
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Naperville, Illinois 60565
(630) 355-2838

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	1.75 P	23
631.46			
SANDY LOAM-brown & gray-very loose	1		
	2		18
-5 628.96	2		
SILTY CLAY-gray-medium stiff	3		
▼	2	0.80 B	27
	3		
626.46			
CLAY LOAM-gray-stiff to very stiff	3		
	4	1.30 B	25
-10	4		
	3		
	4	2.50 P	24
	7		
621.46			
SAND-gray-loose	2		
	3		23
-15	5		
618.96			
CLAY LOAM-gray-very stiff	3		
	5	2.10 B	20
	11		
	4		
	5	3.25 P	27
-20	9		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
613.96			
SAND-gray-medium dense			
	4		
	7		16
	11		
	3		
	7		22
-25 609.46	9		
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 1/3/23

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Naperville, Illinois 60565
(630) 355-2838

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.** 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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black 632.61			35
CLAY LOAM-brown & gray-stiff	2		
	3	1.00 P	27
	3		
	2		
	2	1.00 B	29
-5 628.61	2		
	4		
	5	1.30 B	23
	6		
625.61			
SAND-brown- loose	3		
▼	3		23
-10 623.11	3		
CLAY-gray-very stiff	4		
	5	2.40 B	20
	10		
	3		
	4	2.50 P	20
-15	6		
	3		
	5	2.00 P	28
	6		
615.61			
SAND-gray-medium dense	4		
	7		17
-20	10		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND-gray-medium dense *(continued)*			
	5		
	6		
	7		17
	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)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
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6/27/2023

exp.

USER NAME =	DESIGNED - CS	REVISED -	
	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)
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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Naperville, Illinois 60565
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SOIL BORING LOG

FAI Route 80 from Chicago Street to US Route 30

Date 2/14/22

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 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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
632.84			
12.0" TOPSOIL-black			
613.34			
SAND-gray-medium dense			
610.84			
CLAY-gray-stiff			
608.84			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	4		
	6		
	5		25
	6		
-30			
	4	1.00	26
-25	6	P	
-30			
-35			
-40			

SOIL BORING 2012_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 30

Date 2/14/22

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 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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
632.86			44
12.0" TOPSOIL-black			
628.36			
SILTY CLAY-brown & gray-stiff	3		
	2	1.25	27
	3	P	
-5	3	1.50	26
	3	P	
625.86			
SILTY SAND & gravel-brown-very loose	1		
	1		28
	1		
620.86			
SANDY LOAM-brown-very loose to loose	2		
	2		30
-10	2		
	3		
	5		23
	4		
615.86			
SILTY SAND with GRAVEL-brown-loose	3		
	4		16
-15	5		
	3		
	3		24
	6		
608.86			
SAND-brown & gray-dense	12		
	14		28
-20	16		

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

SOIL BORING 2012_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 30

Date 2/14/22

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 (%)
638.61			71
12.0" TOPSOIL-black			
634.11			
SILTY CLAY-dark brown, gray & black-stiff	2		
	4	1.20	28
	5	B	
	2		
	3	1.75	23
-5	4	P	
631.61			
SILTY CLAY LOAM-brown & gray-very loose	1		
	1		25
	1		
629.11			
SANDY CLAY LOAM-gray-loose	1		
	3		25
-10	3		
626.61			
CLAY LOAM-gray-very stiff	3		
	6	2.70	21
	7	B	
	3		
	6	2.20	22
-15	9	B	
	3		
	5	2.75	24
	7	P	
621.61			
SILTY LOAM-gray-medium dense	2		
	4		21
-20	6		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
619.11			
CLAY LOAM-gray-stiff to very stiff	3		
	5	1.75	14
	5	P	
	3		
	4	2.00	13
614.61	6	P	
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

SOIL BORING 2012_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
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6/27/2023

exp.

USER NAME =	DESIGNED - CS	REVISED -	
	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)
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		

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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** 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 (%)
634.14			
12.0" TOPSOIL-black			72
	3		
SILTY CLAY-brown & gray-medium stiff to stiff	4	0.50 P	24
	2		
	2	1.00 P	26
-5	3		
629.64			
SANDY LOAM-brown-loose to medium dense ▼	2		
	4		21
	6		
	4		
	5		17
-10	6		
624.64			
CLAY LOAM-gray-stiff to very stiff	3		
	4	2.50 P	20
	6		
	3		
	5	1.80 B	19
-15	7		
619.64			
SILT-gray-loose to medium dense	5		
	7		19
	4		
	2		
	2		1
-20	4		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
614.64			
SILTY SAND & GRAVEL-gray-medium dense	4		
	5		18
612.14	9		
SILTY CLAY LOAM-gray-stiff	4		
	5	1.50 P	14
610.14 -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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/20/22

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-gray-very stiff *(continued)*			
	4		
	5	2.50 P	19
	8		
	4		
	6	2.50 P	18
629.02 -25	7		
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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/20/22

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-stiff to very stiff *(continued)*			
	4		
	7	3.50 P	18
	6		
627.34 -25	7		
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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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6/27/2023

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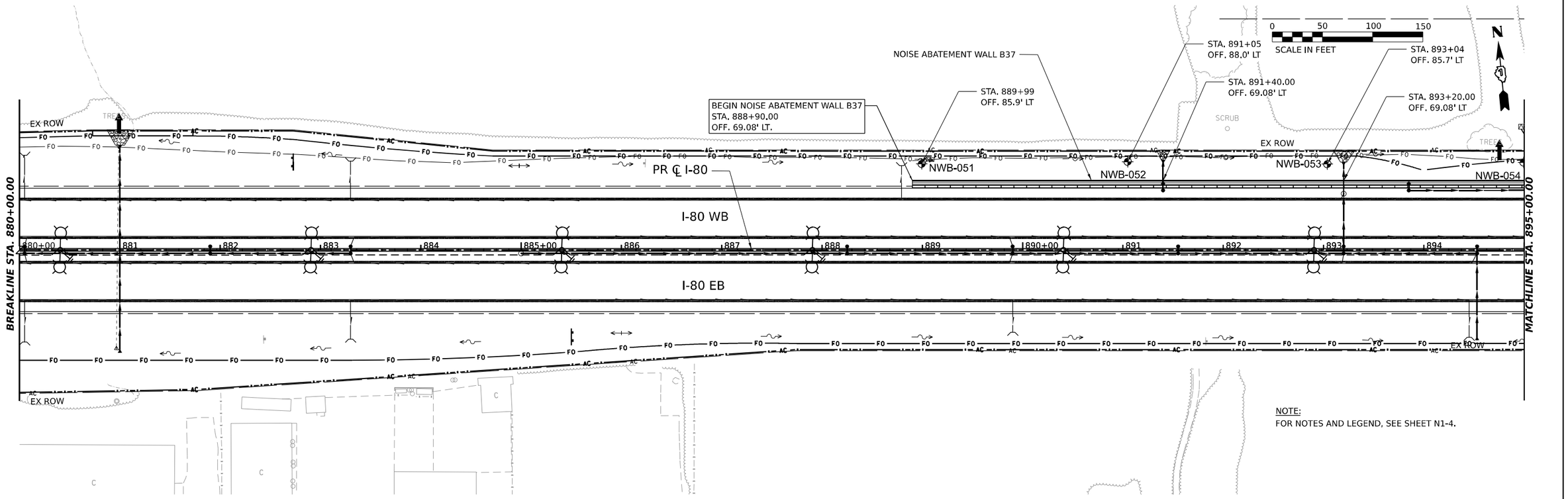
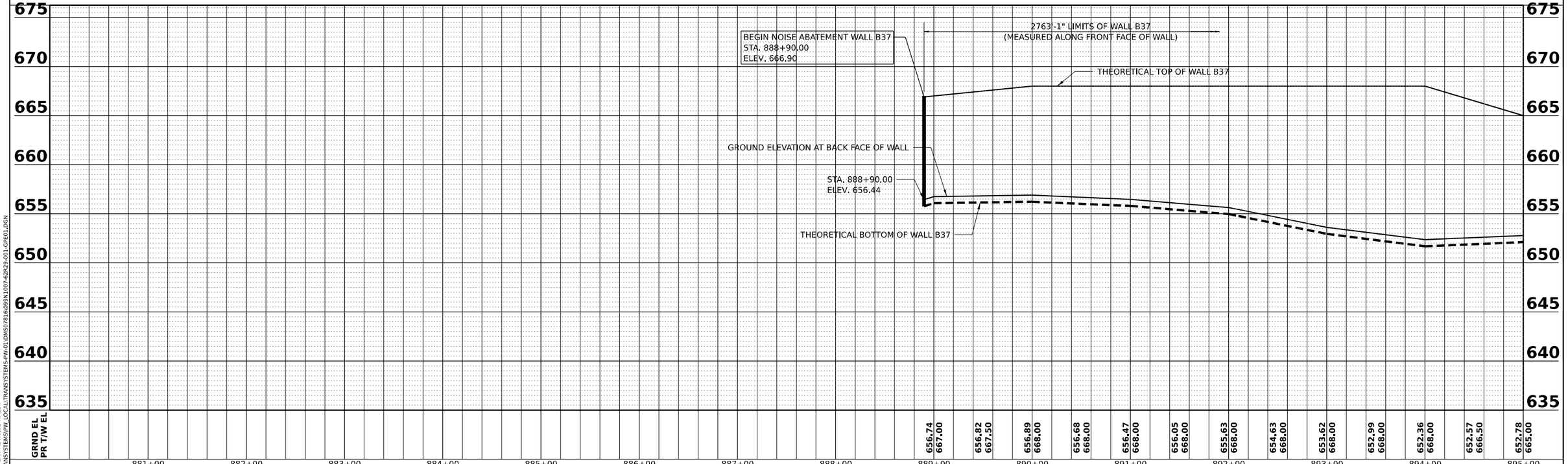
		CHECKED - BAR	REVISED -		
PLOT SCALE =		DRAWN - CS	REVISED -		SHEET N2-8 OF N2-8 SHEETS
PLOT DATE =		CHECKED - BAR	REVISED -		

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





PLAN
DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.

PROFILE
DATE
BY
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

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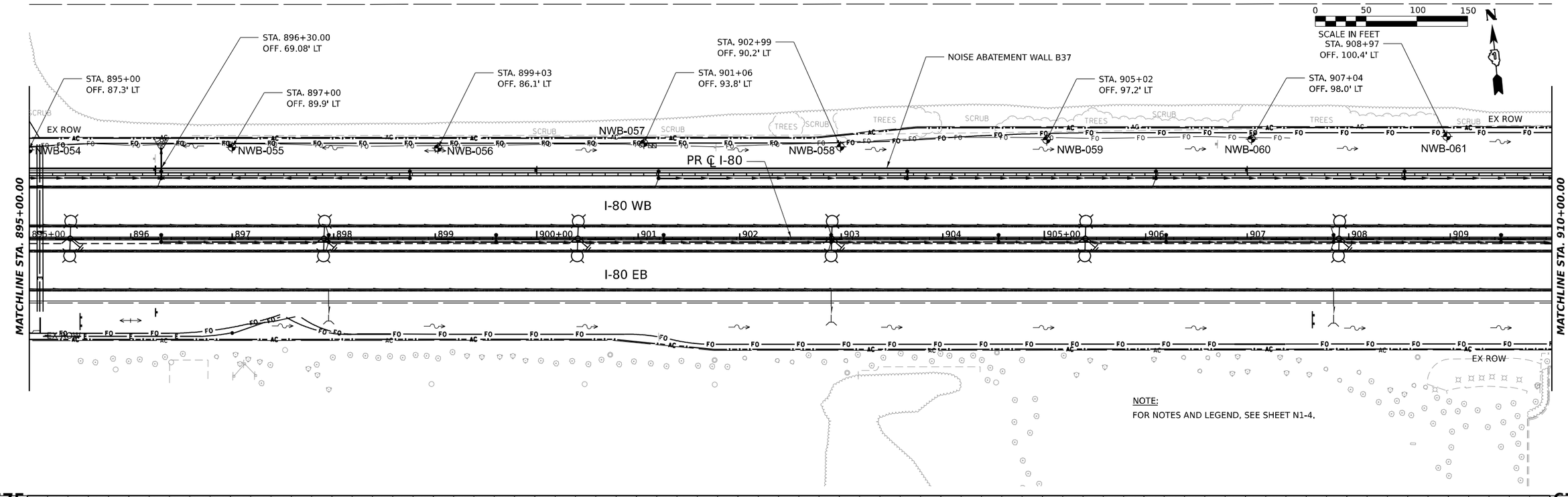
	PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

NOISE WALL B37 (SN 099–N1007)
GENERAL PLAN AND ELEVATION

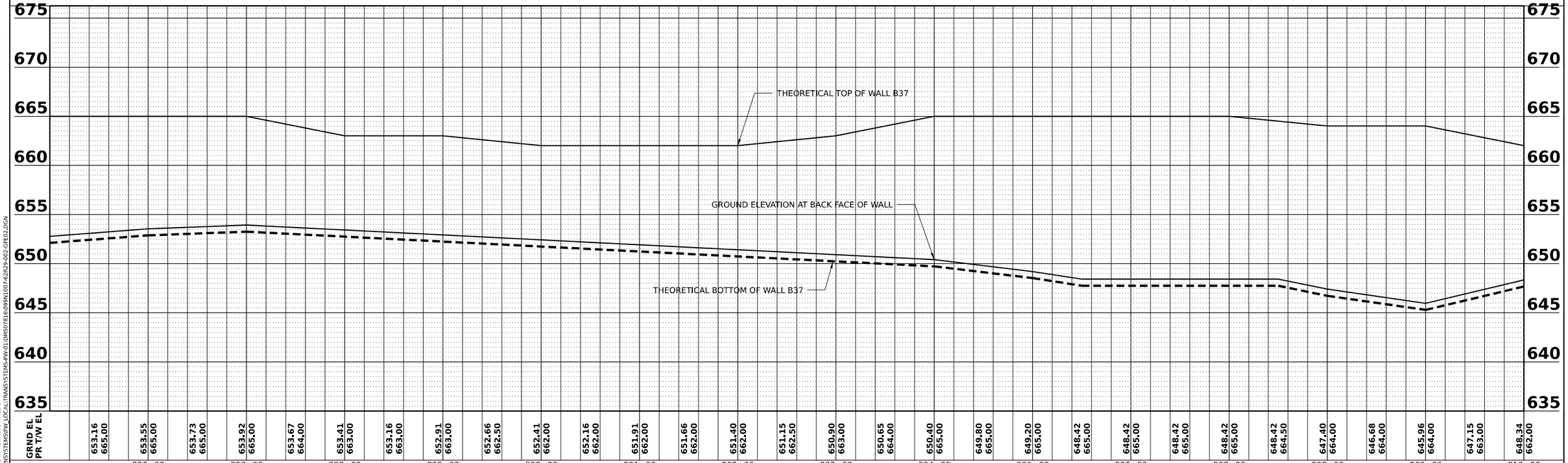
SCALE: | SHEET N3-1 OF N3-11 SHEETS | STA. | TO STA.

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



NOTE:

FOR NOTES AND LEGEND, SEE SHEET N1-4.



PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, IPA, NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

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		DRAWN - FYW	REVISED -	
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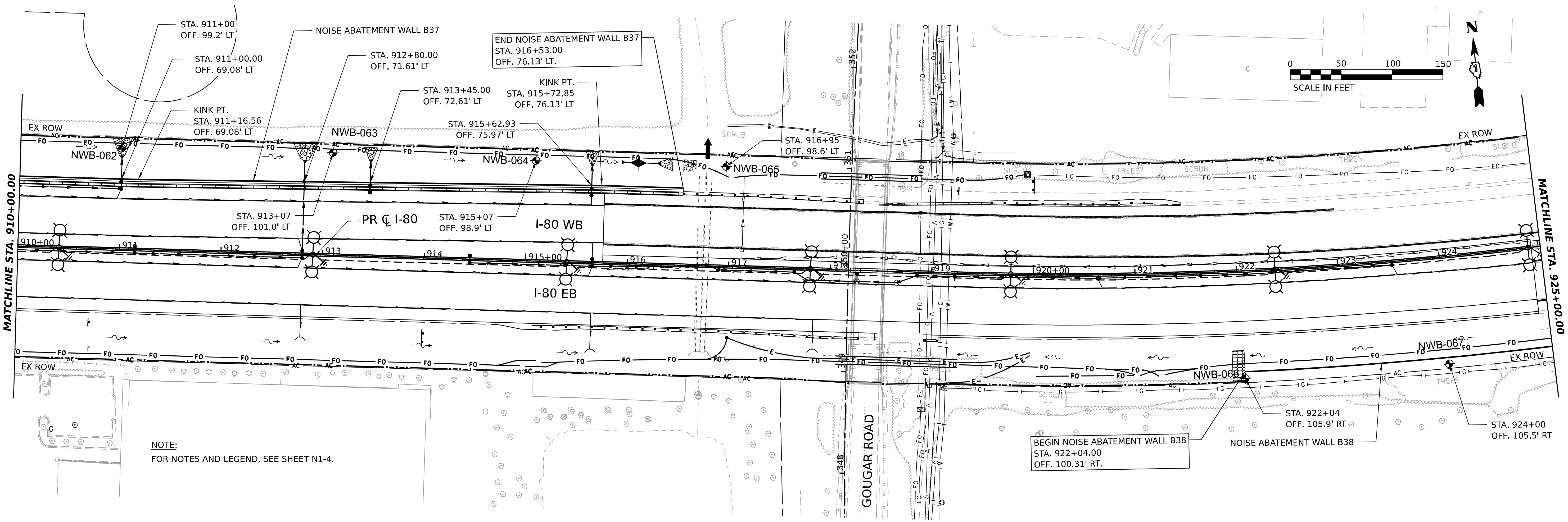
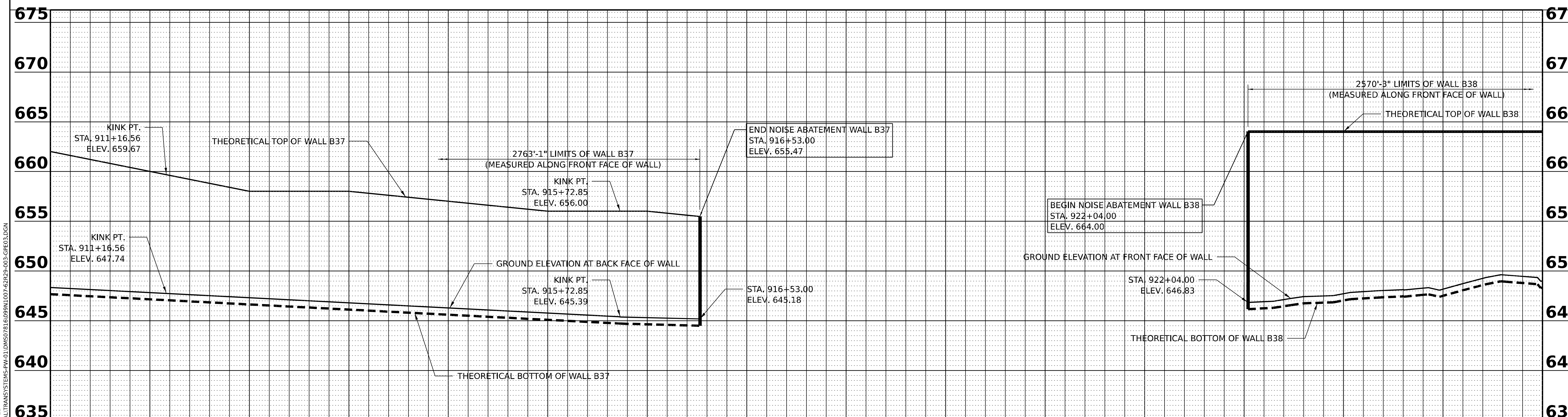
	PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

NOISE WALL B37 (SN 099–N1007)
GENERAL PLAN AND ELEVATION

SCALE: | SHEET N3-2 OF N3-11 SHEETS | STA. | TO STA.

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





GRND EL	648.08	647.83	647.57	647.32	647.06	646.80	646.54	646.28	646.02	645.77	645.51	645.31	645.18	646.83	647.28	647.71	648.08	648.17	649.47	649.00
PR T/W EL	661.00	660.00	659.00	658.00	658.00	658.00	657.50	657.00	656.50	656.00	656.00	656.00	655.50	664.00	664.00	664.00	664.00	664.00	664.00	664.00

911+00 912+00 913+00 914+00 915+00 916+00 917+00 918+00 919+00 920+00 921+00 922+00 923+00 924+00 925+00

PLAN — NOTE BOOK / NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.E. OF WAY CHECKED / CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK / NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHK'D — BY — DATE

MODEL: PR I-80 - PLAN ML NOISE WALL-11
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\099N1007-62R29-003-GPE03.DGN

exp.

USER NAME = RUSSELLBR	DESIGNED - FYW	REVISED -
	DRAWN - FYW	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BAR	REVISED -
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B37 (SN 099–N1007)
GENERAL PLAN AND ELEVATION

SCALE: | SHEET N3-3 OF N3-11 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	630

CONTRACT NO. 62R29
ILLINOIS | FED. AID PROJECT

GENERAL NOTES

1. See Roadway Plans for Profile and Horizontal Curve data.

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

3. 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.

4. Wall stations and offsets are measured to the front face of wall.

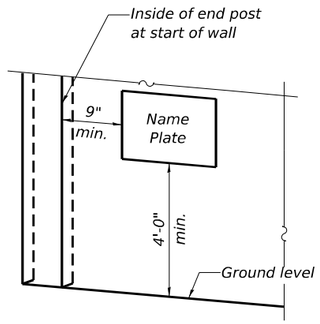
5. For top of wall, bottom of wall and ground elevations, see Sheets N1-1 to N4-3.

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

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

8. See Boring Logs sheets for boring stations and offsets.

9. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted.



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. ____+__.__ TO STA. ____+__.__
STRUCTURE NO. 099-N___

NAME PLATE
See Std. 515001

Note: see Noise Reduction Table for station limits and structure numbers.

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

TOP OF ROCK ELEVATIONS

Sta.	Noise Wall	Boring No.	T/Rock Elev.
768+00	B34	NWB-19	619.00
770+10	B34	NWB-20	618.05
772+00	B34	NWB-21	617.00
774+07	B34	NWB-22	616.62
776+00	B34	NWB-23	626.23
778+00	B34	NWB-24	629.40
780+00	B34	NWB-25	628.60
781+92	B34	NWB-26	638.50
782+01	B34	NWB-26A	621.34
784+01	B34	NWB-27	624.17
786+07	B34	NWB-28	624.42
788+19	B34	NWB-29	625.65
790+03	B34	NWB-30	634.25
792+19	B34	NWB-31	631.30
794+46	B34	NWB-32	631.00
769+03	B34	NWB-33	631.64
797+91	B34	NWB-34	630.05
800+32	B34	NWB-35	629.05
802+03	B34	NWB-36	626.30
803+05	B34	NWB-37	623.46
938+00	B38	NWB-74	656.00
939+96	B38	NWB-75A	640.27
941+95	B38	NWB-76A	637.57
943+90	B38	NWB-77A	632.75
945+30	B38	NWB-78A	627.48
947+18	B38	NWB-79A	629.33

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

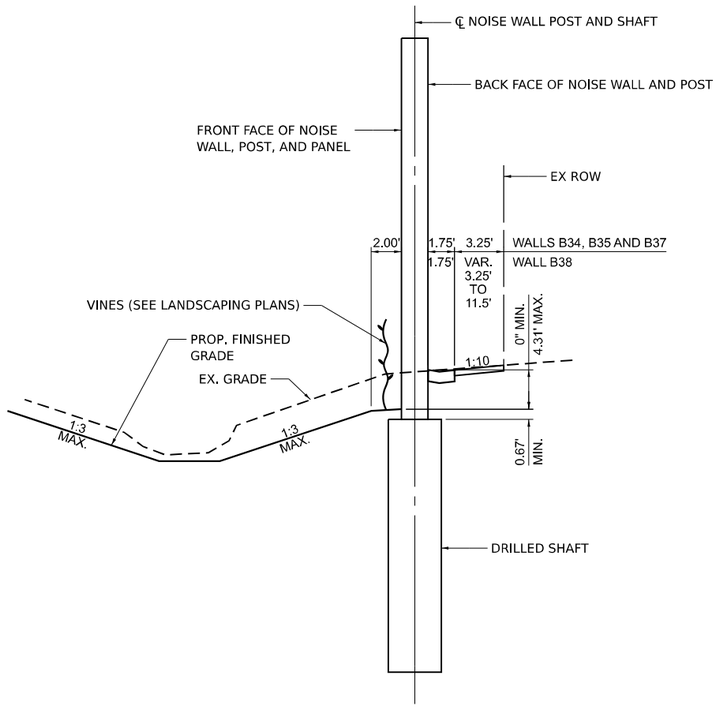
Strength III or V Wind: 35 psf
Service I Wind: 15 psf

NOISE REDUCTION DATA

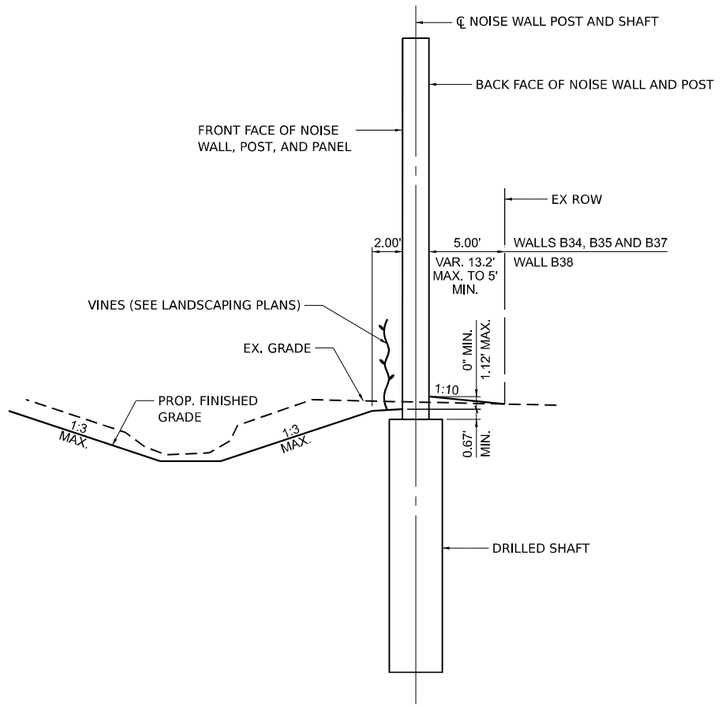
Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B34	099-NXXXX	I-80 face	765+13.00	803+05.00	Reflective	-
		residential face			Reflective	-
B35	099-NXXXX	I-80 face	823+88.74	839+18.00	Reflective	-
		residential face			Reflective	-
B37	099-NXXXX	I-80 face	888+90.00	916+53.00	Reflective	-
		residential face			Reflective	-
B38	099-NXXXX	I-80 face	922+04.00	946+91.00	Reflective	-
		residential face			Reflective	-

BILL OF MATERIAL

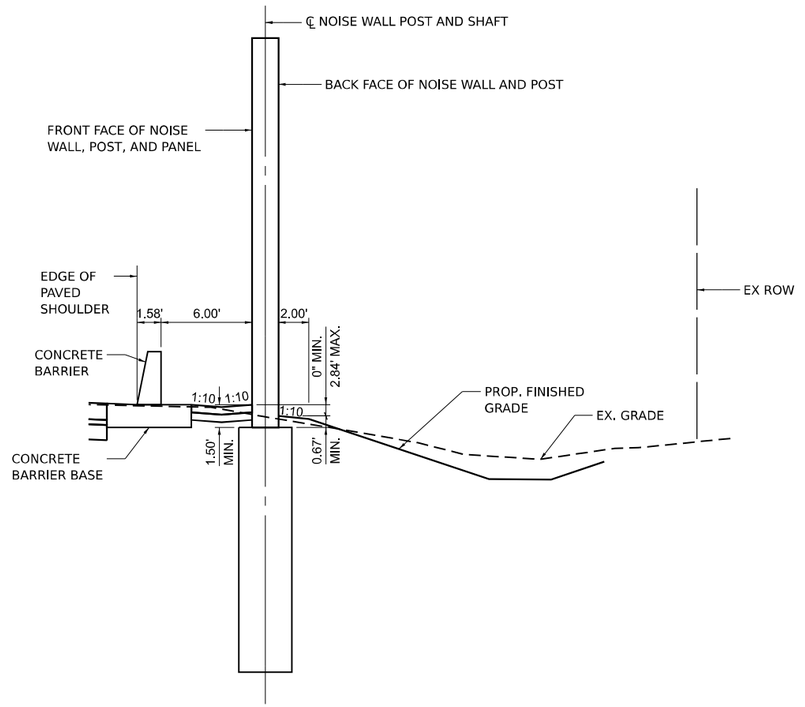
ITEM	UNIT	TOTAL
Name Plates	Each	4
Noise Abatement Wall, Ground Mounted	Sq. Ft.	203,530



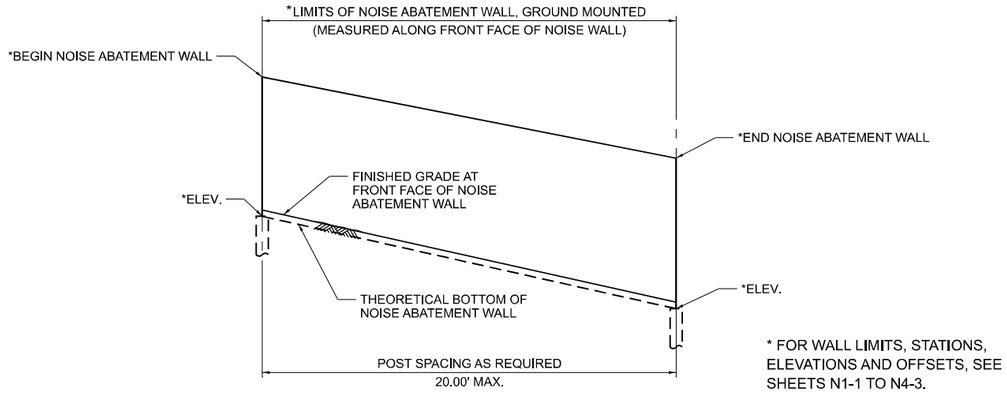
TYPICAL SECTION
(GROUND SLOPING TOWARDS BACK FACE)



TYPICAL SECTION
(GROUND SLOPING AWAY FROM BACK FACE)



TYPICAL SECTION
(WALL ADJACENT TO SHOULDER)



* FOR WALL LIMITS, STATIONS, ELEVATIONS AND OFFSETS, SEE SHEETS N1-1 TO N4-3.

TYPICAL ELEVATION

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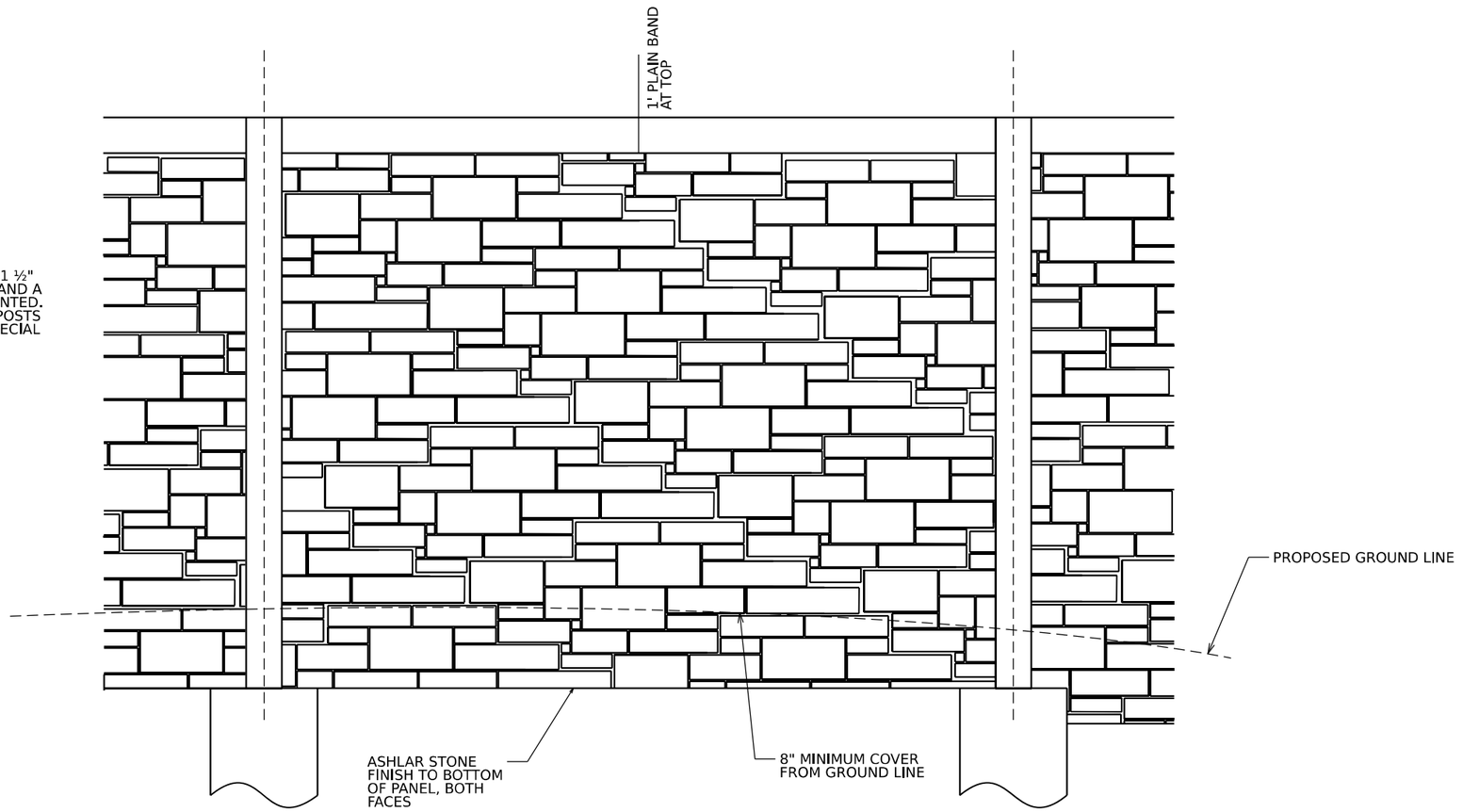
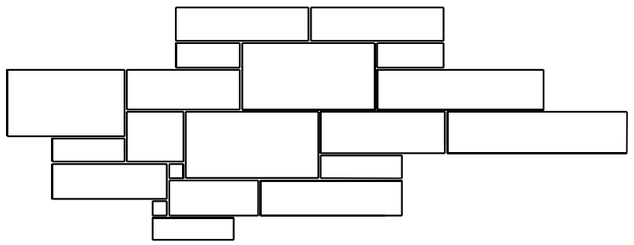
6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	NOISE WALL B37 (SN 099-N1007) NOISE WALL DETAILS 2
PLOT SCALE =	DRAWN - CS	REVISED -	SHEET N3-5 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	632
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

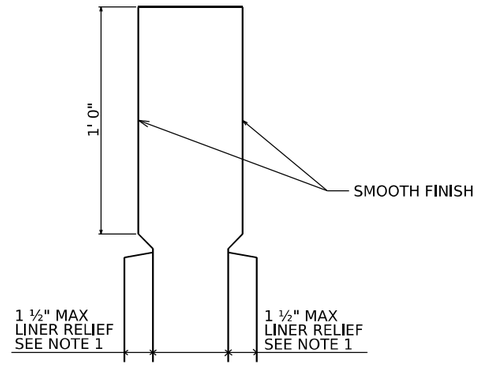
NOTES:
1. EACH SIDE OF THE NOISE WALL PANELS SHALL HAVE A ROLLED ASHLAR STONE FINISH. THE FINISH SHALL HAVE A 1 ½" RELIEF FOR NOISE ABATEMENT WALL, GROUND MOUNTED AND A ¾" RELIEF FOR NOISE ABATEMENT WALL, STRUCTURE MOUNTED. THE COLOR OF BOTH SIDES OF THE PANELS, PLAIN BAND, POSTS AND ALL OTHER VISIBLE ELEMENTS SHALL FOLLOW THE SPECIAL PROVISIONS.





STONE PATTERN SIZES:
3" x 3" - 14" x 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

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6/27/2023

exp.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B37 (SN 099-N1007)
NOISE WALL DETAILS 3
SHEET N3-6 OF N3-11 SHEETS

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		

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

SOIL BORING LOG

Date 2/20/22

FAI Route 80 from Chicago Street to US 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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 649.77			60	CLAY LOAM-brown-stiff to very stiff *(continued)*			
CLAY LOAM-brown-stiff to very stiff	4				3		
	4 4	1.50 P	20		5 7	2.50 P	19
	4				3		
	7 7	2.40 B	19	-25	4 6	1.75 P	19
				625.77 End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	3						
	5 7	1.20 B	19				
	4						
becoming gray @ -10.5'	6 8	2.50 P	20	-30			
	3						
	5 8	3.00 P	22				
	2						
-15	4 6	2.00 P	22	-35			
	3						
	4 6	2.50 P	18				
	4						
-20	4 6	2.00 P	14	-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 1/3/23

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

SOIL BORING LOG

Date 2/20/22

FAI Route 80 from Chicago Street to US 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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 648.62			55	CLAY LOAM-brown-stiff to very stiff *(continued)*	3		
CLAY LOAM-brown-stiff to very stiff	4				5 6	2.50 P	18
	5 6	2.00 P	30				
	3				3		
	4 6	1.75 P	25	-25	4 7	2.50 P	18
				624.62 End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	4						
	6 8	1.80 B	20				
becoming gray @ -8.0'	3						
-10	4 5	2.75 P	17	-30			
	3						
	4 6	3.00 P	20				
	3						
-15	4 5	2.50 P	20	-35			
	3						
	5 7	1.80 B	19				
	4						
-20	6 7	2.50 P	19	-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 1/3/23

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

SOIL BORING LOG

Date 2/9/22

FAI Route 80 from Chicago Street to US 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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 648.05			27	628.55 SILT-gray-medium dense ▼	3		
CLAY LOAM-brown & gray-stiff to very stiff	2				4 6		21
	2 3	1.00 P	22	626.05			
	5			SILTY CLAY LOAM-gray-stiff	4		
	7 10	3.10 B	14	-5 624.05 -25	6 7	1.50 P	17
				End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	5						
	6 7	1.80 B	22				
	11						
-10	8 6	1.50 P	17	-30			
638.05							
COBBLES & BOULDERS-very dense	50/5"		2				
636.55							
CLAY LOAM-gray-very stiff	3						
-15	5 6	2.25 P	19	-35			
	3						
	5 7	2.25 P	22				
	3						
-20	4 7	2.75 P	21	-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 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1007-62R29-007-SOIL01.DGN

6/27/2023

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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		

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

SOIL BORING LOG

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-very stiff *(continued)*			
	3		
	5	3.10	17
	6	B	
	3		
	5	2.20	18
624.34 -25	8	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)

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

SOIL BORING LOG

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** 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.** 649.11 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 (%)
648.44			33
TOPSOIL-black			
	3		
	5	1.20	28
SILTY CLAY-black-stiff (Fill)		B	
646.44			
	3		
CLAY LOAM-brown & gray-stiff (Fill)			
	3	1.20	18
-5	4	B	
643.94			
SILTY CLAY-dark brown & gray-medium stiff	2		
	2	0.50	35
	3	P	
641.44			
CLAY LOAM-brown & gray-stiff to very stiff	2		
	3	2.60	19
-10	4	B	
becoming gray @ -10.5'			
	3		
	5	2.10	19
	7	B	
	3		
	4	3.75	21
-15	7	P	
	3		
	5	1.75	22
	5	P	
	3		
	3	1.50	13
-20	5	P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown & gray-stiff to very stiff *(continued)*			
	4		
	5	2.00	14
	6	P	
	3		
	4	1.30	18
624.44 -25	6	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)

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

SOIL BORING LOG

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** 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 (%)
648.45			65
TOPSOIL-black			
	3		
	6	3.10	18
CLAY LOAM-brown-very stiff	9	B	
	4		
	7	3.10	17
-5	10	B	
	3		
	7	2.70	19
	10	B	
becoming gray @ -8.0			
	4		
	7	2.70	19
-10	9	B	
	3		
	4	2.50	22
	6	P	
	2		
	4	2.50	22
-15	6	P	
	5		
	6	3.00	18
	10	P	
	3		
	5	2.00	12
-20	6	P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
628.95			
CLAY LOAM with Gravel-gray-very dense	50/2"		
			18
626.45			
CLAY LOAM-gray-very stiff	3		
	5	2.00	18
624.45 -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)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816\099N1007-62R29-008-SOIL02.DGN

6/27/2023

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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		

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

SOIL BORING LOG

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

FAI Route 80 from Chicago Street to US

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 (%)	DESCRIPTION
649.32				TOPSOIL-black
	3		84	
	3	3.40	17	CLAY LOAM-brown & gray-stiff to very stiff
	5	B		
	2			
	4	1.50	22	
-5	5	P		
	4			
▼	6	3.10	21	
	7	B		
	4			becoming gray @ -8.0
	6	2.20	19	
-10	8	B		
	3			
	6	2.25	21	
	8	P		
	3			
-15	4	2.25	20	
	6	P		
	3			
	4	2.00	22	
	5	P		
	4			
-20	4	2.00	22	
	7	P		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
				CLAY LOAM-brown & gray-stiff to very stiff *(continued)*
	3			
	5	2.75	21	
	8	P		
	4			
625.32	5	2.00	23	
-25	7	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 2/8/22

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

FAI Route 80 from Chicago Street to US

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
629.36				SILTY CLAY LOAM-gray-very stiff
	3			
	5	2.00	14	
626.86	5	P		
				CLAY LOAM-gray-very stiff
	4			
	6	3.40	17	
624.86	9	B		
-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)

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

SOIL BORING LOG

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

FAI Route 80 from Chicago Street to US

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
				CLAY LOAM-brown & gray-stiff to very stiff *(continued)*
	5			
	6	1.80	17	
	7	B		
	4			
	5	2.00	20	
623.63	6	P		
-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 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1007-62R29-009-SOIL03.DGN

6/27/2023

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B37 (SN 099-N1007)
SOIL BORING LOGS 3

SHEET N3-9 OF N3-11 SHEETS

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		

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

SOIL BORING LOG

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 (%)	Material
642.93			31	TOPSOIL-black
	3			CLAY LOAM-dark brown & gray spotted black-stiff (Fill)
	4 4	1.50 P	31	
	3			
	16	1.00	18	
-5	6	P		
638.43				CLAY LOAM-brown-stiff to very stiff
	2			
	3 4	1.00 P	20	
	3			
▼-10	5 7	3.75 P	20	
	4			becoming gray @ -10.5
	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	
				CLAY LOAM-brown-stiff to very stiff *(continued)*
	3			
	5 8	2.20 B	18	
	4			
618.93 -25	6 7	2.10 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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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

SOIL BORING LOG

FAI Route 80 from Chicago Street to US Route 30 | Date 2/7/22

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** 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 (%)	Material
641.69			37	TOPSOIL-black
	3			SILTY CLAY-dark brown & gray-stiff
	3 4	1.80 B	30	
639.69				CLAY LOAM-brown-very stiff to hard
	3			
-5	3 3	2.10 B	17	
	3			
	4 5	2.00 P	18	
	3			
▼-10	5 12	5.70 B	18	
	4			becoming gray @ -10.5
	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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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

SOIL BORING LOG

FAI Route 80 from Chicago Street to US Route 30 | Date 2/7/22

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** 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 (%)	Material
640.30			31	TOPSOIL-black
	3			SILTY CLAY-black-stiff
	4 5	1.20 B	29	
	2			
	2	1.60	28	
-5	2	B		
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	
	3			
	6 7	5.30 B	22	
	3			becoming gray @ -13.0
-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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816\099N1007-62R29-010-SOIL04.DGN

6/27/2023

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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		

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

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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 638.97			31	CLAY LOAM-brown & gray-stiff to hard *(continued)*	3		
CLAY LOAM with Stone-brown-very stiff (Fill)	2				2 4	1.10 B	20
636.97	3 6	2.90 B	17				
ORGANIC SILTY CLAY-black-medium stiff	3				2		
	4 7	0.70 B	37	614.97 -25	3 4	1.10 B	20
634.47				End Of Boring @ -25.0'. Boring backfilled with cuttings.			
CLAY LOAM-brown & gray-stiff to hard	2						
	2 4	1.90 B	23				
	3						
-10	4 6	4.00 B	18	-30			
	3						
	6 9	3.90 B	22				
becoming gray @ -13.0 ▼	4						
-15	6 8	3.60 B	20	-35			
	4						
	6 9	3.50 B	18				
	3						
-20	4 6	4.40 B	18	-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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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 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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY TOPSOIL dark brown & black 646.29			27	CLAY LOAM-brown-very stiff to hard *(continued)*	6		
SILTY SAND & GRAVEL-brown-medium dense (Fill)	3				9 13	2.70 B	16
644.29	4 6		16				
CLAY LOAM-brown-very stiff to hard	3				5		
	4 5	3.50 P	17	622.29 -25	8 13	4.00 P	13
				End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	6						
	9 9	4.50 P	19				
	6						
-10	7 9	4.00 P	18	-30			
becoming gray @ -10.5	4						
	5 5	2.00 P	21				
	4						
-15	6 6	2.00 P	23	-35			
	2						
	4 4	2.50 P	24				
	3						
-20	3 5	2.20 B	22	-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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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 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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3.0" TOPSOIL-black 650.03				CLAY LOAM-gray-stiff to very stiff *(continued)*	4		
SANDY CLAY LOAM-dark brown-stiff (Fill)	3		41		5 6	1.00 P	16
	3 3	1.00 P	21				
648.08							
SILTY CLAY LOAM-dark brown & gray-stiff (Fill)	3						
	1 2	1.00 P	32				
-5 645.58							
SILTY SAND & GRAVEL-brown-very loose to loose	1						
	2 1		22				
	2						
-10	2 2		25	-30			
640.58							
CLAY LOAM-gray-stiff to very stiff	3						
	4 5	1.50 P	20				
	4						
-15	6 8	2.50 P	19	-35			
	7						
	7 9	2.50 P	21				
	5						
-20	5 6	3.50 P	19	-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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
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6/27/2023

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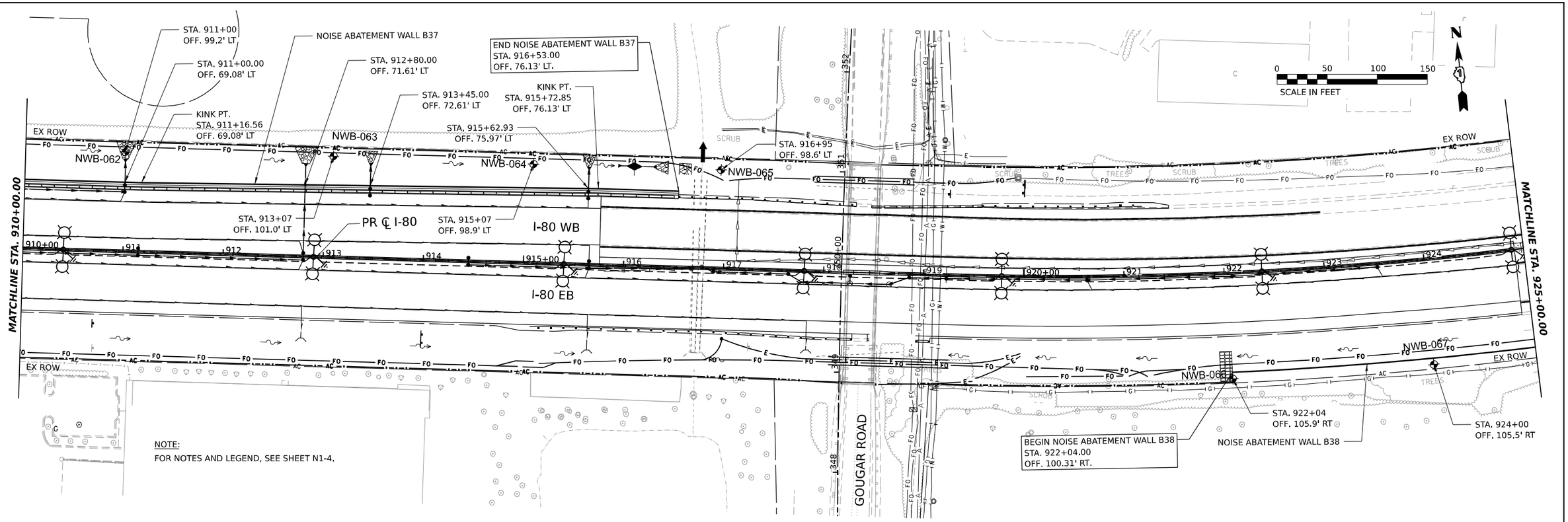
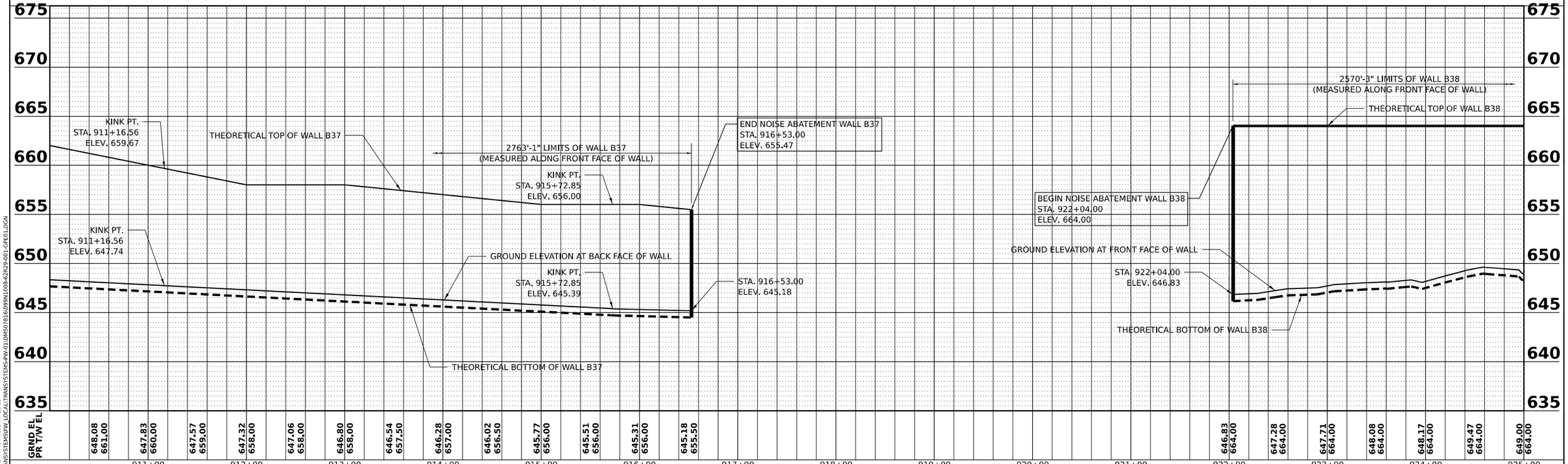
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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		





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SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R.P.A. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: PR I-80 - PLAN ML NOISE WALL-11
FILE NAME: C:\TRANSYSTEMS\PW_LOC\ALTRANSYSTEMS=PW-011DMS07816(099N1008-62R29-001-GPED1.DGN

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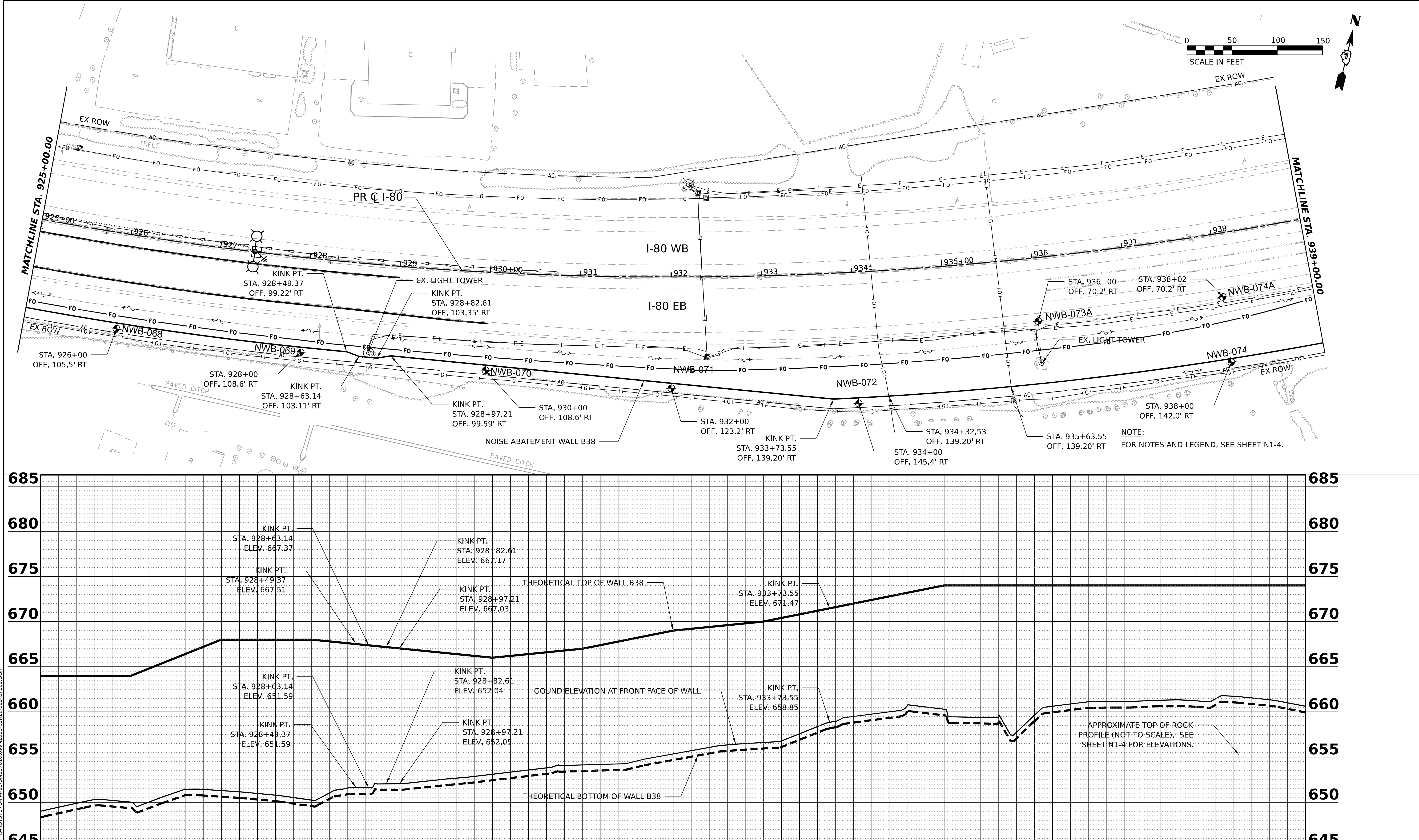
	PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -		SCALE: SHEET N4-1 OF N4-15 SHEETS STA. TO STA.

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



STATION	GRND EL	PR T/W EL
	650.10	664.00
926+00	650.01	664.00
	651.12	666.00
927+00	651.29	668.00
	650.88	668.00
928+00	650.20	668.00
	651.57	667.50
929+00	652.05	667.00
	652.58	666.50
930+00	653.10	666.00
	653.69	666.50
931+00	654.13	667.00
	654.32	668.00
932+00	655.34	669.00
	656.25	669.50
933+00	656.61	670.00
	657.98	671.00
934+00	659.50	672.00
	660.14	673.00
935+00	660.29	674.00
	659.37	674.00
936+00	659.65	674.00
	661.01	674.00
937+00	661.16	674.00
	661.33	674.00
938+00	661.43	674.00
	661.46	674.00
939+00	660.62	674.00

PLAN — NOTE BOOK NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.E. OF WAY CHECKED / CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD — BY — DATE

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PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

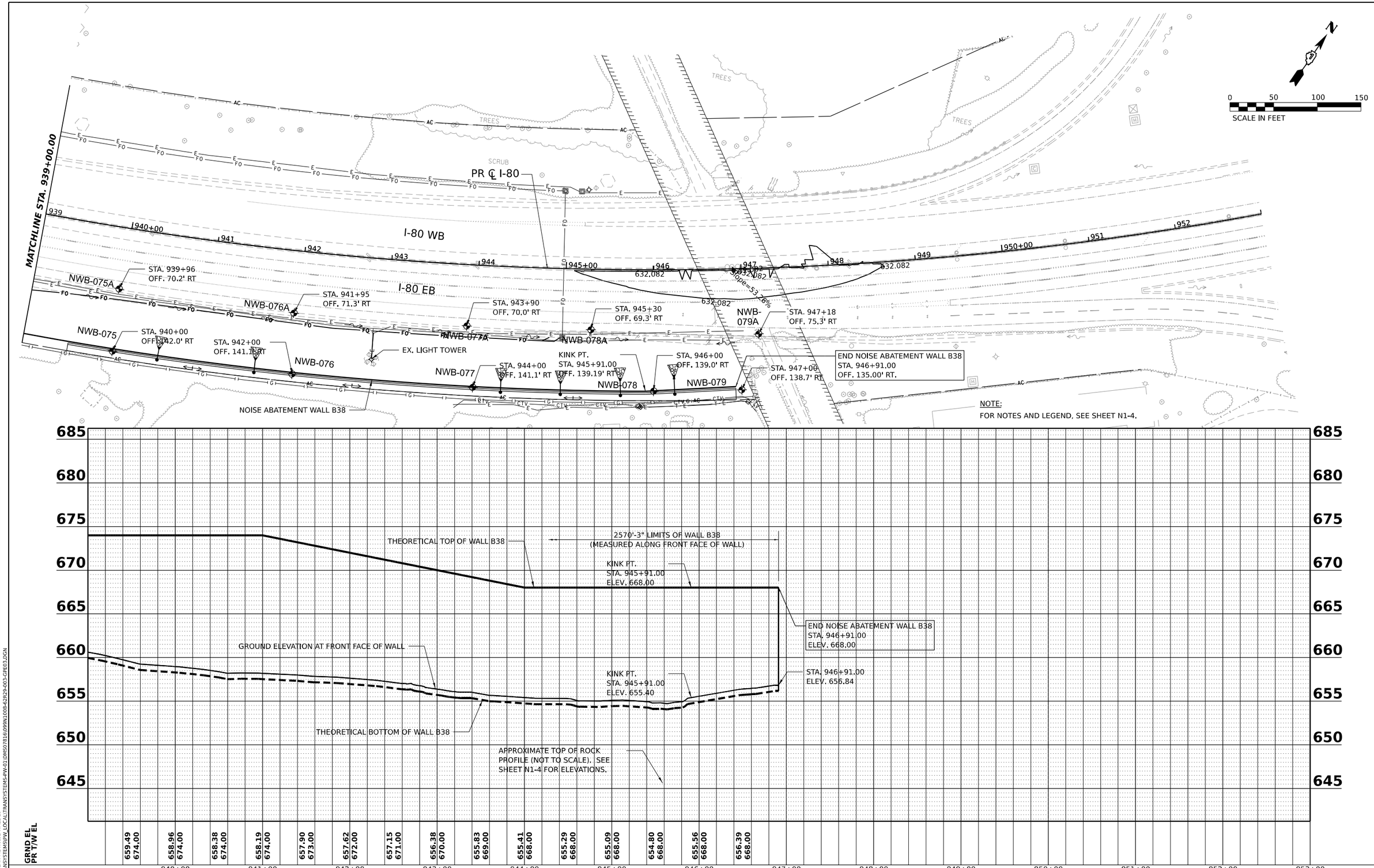
NOISE WALL B38 (SN 099–N1008)
GENERAL PLAN AND ELEVATION

SCALE: | SHEET N4-2 OF N4-15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	640

CONTRACT NO. 62R29

ILLINOIS | FED. AID PROJECT



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SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: PR I-80 - PLAN ML NOISE WALL-13
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exp.

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PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: | SHEET N4-3 OF N4-15 SHEETS | STA. | TO STA.

F.A.I. 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. See Roadway Plans for Profile and Horizontal Curve data.

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

3. 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.

4. Wall stations and offsets are measured to the front face of wall.

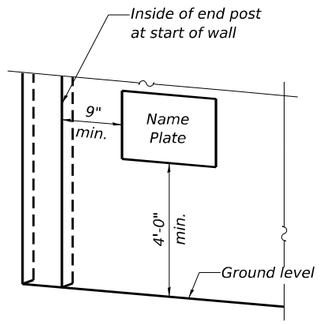
5. For top of wall, bottom of wall and ground elevations, see Sheets N1-1 to N4-3.

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

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

8. See Boring Logs sheets for boring stations and offsets.

9. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted.



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. ____+__.__ TO STA. ____+__.__
STRUCTURE NO. 099-N___

NAME PLATE
See Std. 515001

Note: see Noise Reduction Table for station limits and structure numbers.

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

TOP OF ROCK ELEVATIONS

Sta.	Noise Wall	Boring No.	T/Rock Elev.
768+00	B34	NWB-19	619.00
770+10	B34	NWB-20	618.05
772+00	B34	NWB-21	617.00
774+07	B34	NWB-22	616.62
776+00	B34	NWB-23	626.23
778+00	B34	NWB-24	629.40
780+00	B34	NWB-25	628.60
781+92	B34	NWB-26	638.50
782+01	B34	NWB-26A	621.34
784+01	B34	NWB-27	624.17
786+07	B34	NWB-28	624.42
788+19	B34	NWB-29	625.65
790+03	B34	NWB-30	634.25
792+19	B34	NWB-31	631.30
794+46	B34	NWB-32	631.00
769+03	B34	NWB-33	631.64
797+91	B34	NWB-34	630.05
800+32	B34	NWB-35	629.05
802+03	B34	NWB-36	626.30
803+05	B34	NWB-37	623.46
938+00	B38	NWB-74	656.00
939+96	B38	NWB-75A	640.27
941+95	B38	NWB-76A	637.57
943+90	B38	NWB-77A	632.75
945+30	B38	NWB-78A	627.48
947+18	B38	NWB-79A	629.33

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

Strength III or V Wind: 35 psf
Service I Wind: 15 psf

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B34	099-NXXXX	I-80 face	765+13.00	803+05.00	Reflective	-
		residential face			Reflective	-
B35	099-NXXXX	I-80 face	823+88.74	839+18.00	Reflective	-
		residential face			Reflective	-
B37	099-NXXXX	I-80 face	888+90.00	916+53.00	Reflective	-
		residential face			Reflective	-
B38	099-NXXXX	I-80 face	922+04.00	946+91.00	Reflective	-
		residential face			Reflective	-

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	4
Noise Abatement Wall, Ground Mounted	Sq. Ft.	203,530

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6/27/2023

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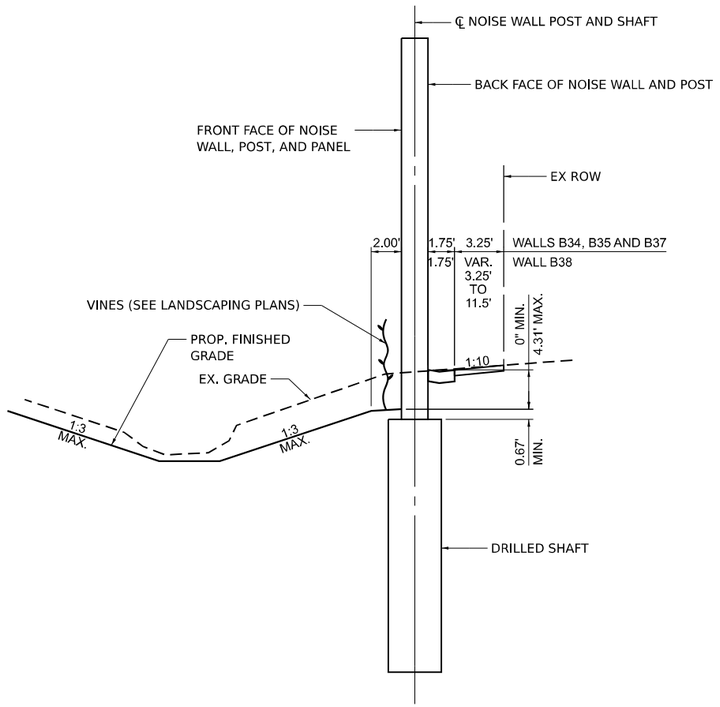
PLOT DATE =	CHECKED - BAR	REVISED -	

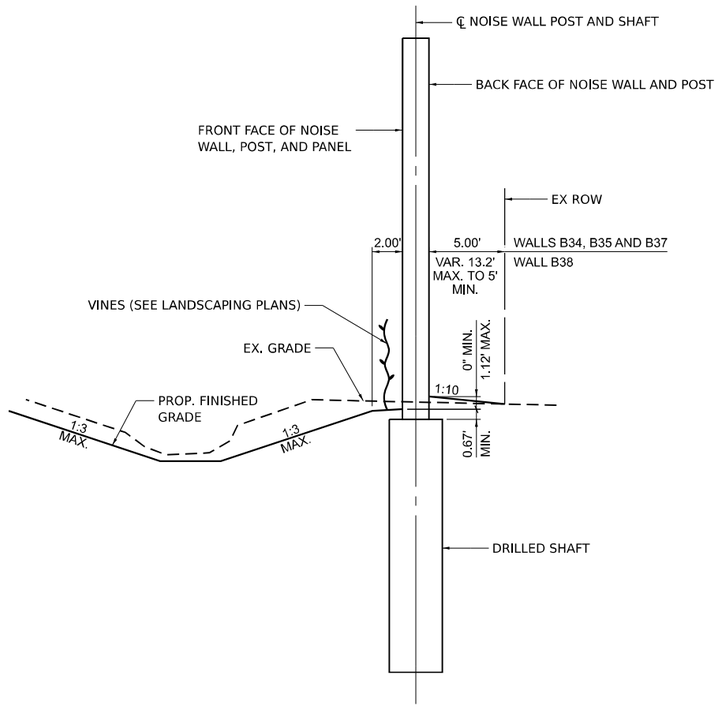
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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
(GROUND SLOPING TOWARDS BACK FACE)



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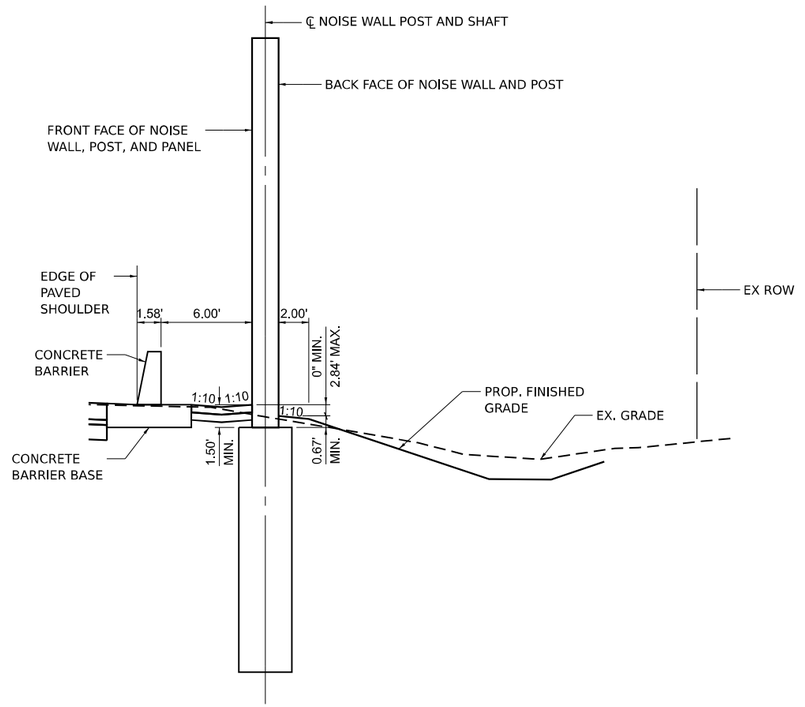
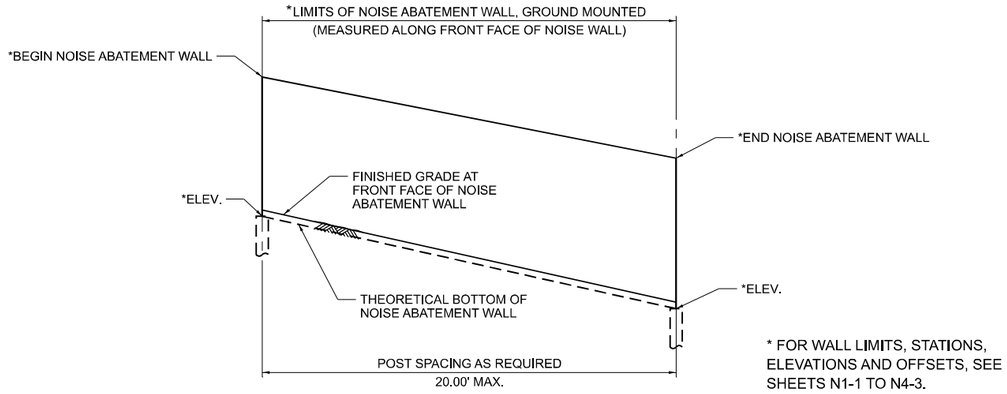
(GROUND SLOPING AWAY FROM BACK FACE)



TYPICAL SECTION
(WALL ADJACENT TO SHOULDER)



* FOR WALL LIMITS, STATIONS, ELEVATIONS AND OFFSETS, SEE SHEETS N1-1 TO N4-3.

TYPICAL ELEVATION

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6/27/2023

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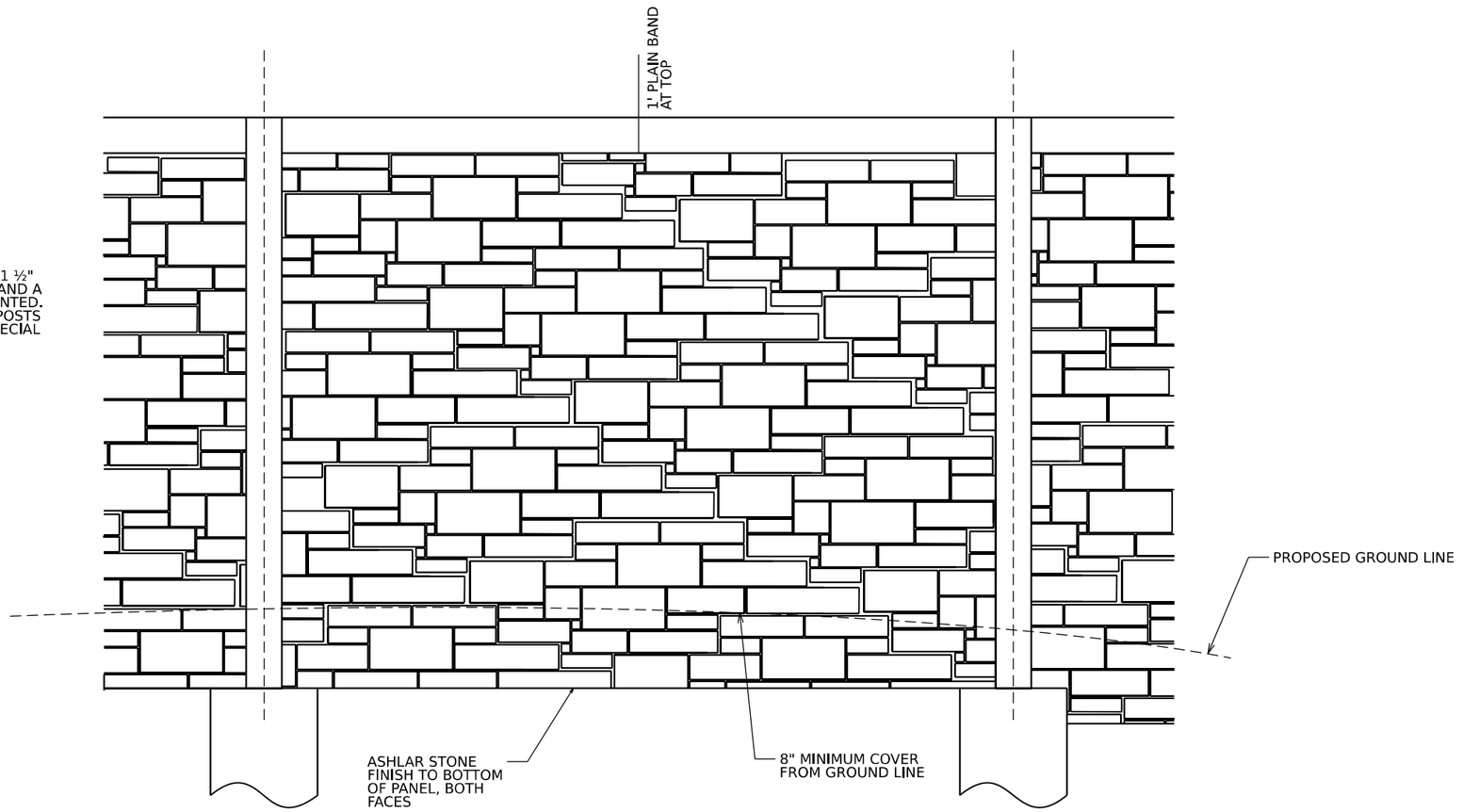
PLOT DATE =	CHECKED - BAR	REVISED -	

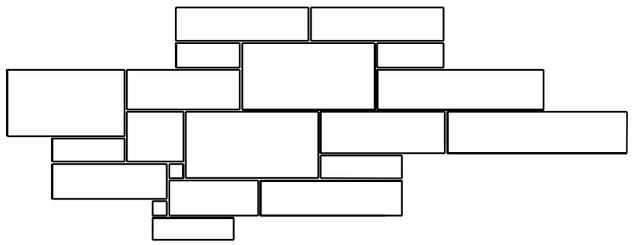
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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			

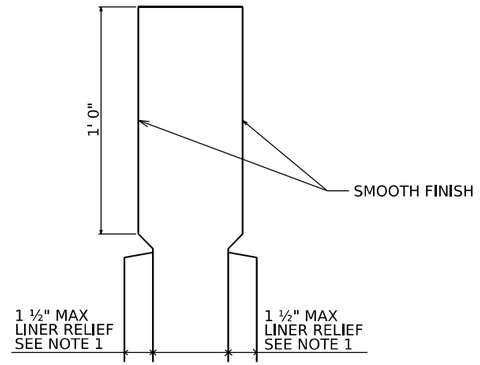
NOTES:
1. EACH SIDE OF THE NOISE WALL PANELS SHALL HAVE A ROLLED ASHLAR STONE FINISH. THE FINISH SHALL HAVE A 1 ½" RELIEF FOR NOISE ABATEMENT WALL, GROUND MOUNTED AND A ¾" RELIEF FOR NOISE ABATEMENT WALL, STRUCTURE MOUNTED. THE COLOR OF BOTH SIDES OF THE PANELS, PLAIN BAND, POSTS AND ALL OTHER VISIBLE ELEMENTS SHALL FOLLOW THE SPECIAL PROVISIONS.





STONE PATTERN SIZES:
3" x 3" - 14" x 28"

ENLARGED PATTERN DETAIL



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PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B38 (SN 099-N1008)
NOISE WALL DETAILS 3
SHEET N4-6 OF N4-15 SHEETS

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		

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

SOIL BORING LOG

FAI Route 80 from Chicago Street to US

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ **Date** 2/7/22

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 (%)	Stratum
			31	TOPSOIL-black 638.97
	2			CLAY LOAM with Stone-brown-very stiff (Fill)
	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	
	3			
	6 9	3.90 B	22	
				becoming gray @ -13.0 ▼
	4			
-15	6 8	3.60 B	20	
	4			
	6 9	3.50 B	18	
	3			
-20	4 6	4.40 B	18	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
				CLAY LOAM-brown & gray-stiff to hard *(continued)*
	3			
	2 4	1.10 B	20	
	2			
	3 4	1.10 B	20	
-25				614.97
				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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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

SOIL BORING LOG

FAI Route 80 from Chicago Street to US

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 2/24/22

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 (%)	Stratum
			27	CLAYEY TOPSOIL dark brown & black 646.29
	3			SILTY SAND & GRAVEL-brown-medium dense (Fill)
	4 6		16	
				644.29
				CLAY LOAM-brown-very stiff to hard
	3			
-5	4 5	3.50 P	17	
	6			
	9 9	4.50 P	19	
	6			
-10	7 9	4.00 P	18	
				becoming gray @ -10.5
	4			
	5 5	2.00 P	21	
	4			
-15	6 6	2.00 P	23	
	2			
	4 4	2.50 P	24	
	3			
-20	3 5	2.20 B	22	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
				CLAY LOAM-brown-very stiff to hard *(continued)*
	6			
	9 13	2.70 B	16	
	5			
-25	8 13	4.00 P	13	622.29
				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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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

SOIL BORING LOG

FAI Route 80 from Chicago Street to US

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 2/24/22

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 (%)	Stratum
				3.0" TOPSOIL-black 650.03
			41	SANDY CLAY LOAM-dark brown-stiff (Fill)
	3			
	3 3	1.00 P	21	
				648.08
				SILTY CLAY LOAM-dark brown & gray-stiff (Fill)
	3			
	1 2	1.00 P	32	
-5				645.58
				SILTY SAND & GRAVEL-brown-very loose to loose
	1			
	2 2		22	
	2			
-10	2 2		25	
				640.58
				CLAY LOAM-gray-stiff to very stiff
	3			
	4 5	1.50 P	20	
	4			
-15	6 8	2.50 P	19	
	7			
	7 9	2.50 P	21	
	5			
-20	5 6	3.50 P	19	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
				CLAY LOAM-gray-stiff to very stiff *(continued)*
	4			
	5 6	1.00 P	16	
-25				626.08
				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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1008-62R29-007-SOIL01.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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 1
SHEET N4-7 OF N4-15 SHEETS

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		

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 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 (%)
651.18			
5.0" TOPSOIL-black			
	1		34
CLAY LOAM-brown-very stiff	1		
	4		
	4	2.50 P	24
648.60			
SILTY SAND & GRAVEL-brown-very loose to loose	2		
	3		23
-5	2		
	2		
	1		25
	1		
	0		
	0		24
-10	1		
641.10			
CLAY LOAM-gray-very stiff	4		
	5	3.50 P	20
	8		
638.60			
CLAYEY SAND & GRAVEL-gray-medium dense	5		
	11		6
-15	11		
636.10			
CLAY LOAM-gray-very stiff	4		
	6	3.50 P	16
	9		
	5		
	7	3.00 P	20
-20	12		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
631.10			
SILT-gray-loose	3		
	3		19
628.60			
CLAY LOAM-gray-stiff	3		
	4	1.00 P	17
626.60 -25	4		
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 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			
	3		59
SILTY CLAY LOAM-dark brown, gray & black-stiff	4		
	3	1.20 B	30
648.29	4		
CLAY LOAM-brown & gray-stiff	4		
-5	5	1.50 P	18
645.79			
SILTY GRAVEL-brown-dense	3		
	5		7
	29		
643.29			
SILTY CLAY LOAM-gray-stiff	3		
-10	3	1.00 P	20
	4		
640.79			
CLAY LOAM-gray-stiff	2		
	5	1.00 P	21
	5		
	4		
	4	2.00 P	23
-15	6		
	3		
	4	1.80 B	22
633.29	7		
SILT-gray-very loose	1		
	1		19
-20	1		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
630.79			
CLAY LOAM-gray-very stiff	6		
	8	2.50 P	19
	12		
	4		
	5	2.00 P	13
626.29 -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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Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

Date 2/28/22

FAI Route 80 from Chicago Street to US

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			
	4		34
GRAVEL & STONE-brown & black-loose (Fill)	3		
	4		24
650.53			
CLAY LOAM-brown-very stiff	4		
	5	2.00 P	30
-5	6		
	3		
	3	2.50 P	6
	5		
	5		
	6	2.10 B	16
-10	7		
becoming gray @ -8.0'	3		
	3	2.00 P	15
	6		
	3		
	4	2.00 P	19
-15	6		
	4		
	5	2.00 P	19
	7		
	3		
	4	2.00 P	17
-20	5		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-very stiff *(continued)*			
	3		
	5	2.50 P	19
	7		
628.53 -25	5	2.50 P	18
	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 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1008-62R29-008-SOIL02.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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		

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 2/28/22

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 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 becoming gray @ -10.5'	5 7	3.50 P	16
	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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

Geo Services, Inc.
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805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

Page 1 of 1

Date 2/28/22

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 1765838.698, **Easting** 1075883.259

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

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 (%)
659.11 6.0" TOPSOIL-black			
SILTY CLAY-dark brown-stiff	3		35
	4 5	1.50 P	28
654.11 CLAY LOAM-brown-very stiff to hard	7		
	10 8	1.50 P	24
-5			
	4		
	7 7	3.00 P	16
▼	4		
-10 becoming gray @ -13.0'	5 7	4.00 P	18
	5		
	7 13	2.00 B	19
	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		
634.61 -25	11 14	3.00 P	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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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 2/28/22

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 1765995.4, **Easting** 1076036.1

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

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 (%)
648.73 8.0" TOPSOIL-black			
CLAY LOAM-brown-very stiff	3		25
	3 5	2.50 P	24
	5		
	6 7	2.50 P	21
-5			
	4		
	6 8	2.50 P	17
	5		
-10 becoming gray @ -13.0'	6 9	3.00 P	18
	5		
	7 10	2.20 B	16
	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		
624.40 -25	5 6	2.50 P	15
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 20912_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1008-62R29-009-SOIL03.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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 3
SHEET N4-9 OF N4-15 SHEETS

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		

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

SOIL BORING LOG

Date 3/9/22

FAI Route 80 from Chicago Street to US

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

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			

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)

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

SOIL BORING LOG

Date 3/1/22

FAI Route 80 from Chicago Street to US

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 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
644.07		4		
CLAY LOAM-brown-very stiff (Fill)		6		
		6	3.10	15
	-5	6	B	
becoming gray @ -5.5'		4		
		7	2.75	18
		7	P	
		3		
		3	2.00	14
	-10	4	P	
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	26
		5	P	
		3		
		2	1.00	38
	-20	2	P	

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY-dark gray to gray-medium stiff to stiff *(continued)*		2		
		1	0.50	36
624.07		2	P	
SILTY CLAY LOAM-gray-very stiff		5		
		5	2.00	24
622.07	-25	6	P	
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)

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

SOIL BORING LOG

Date 3/9/22

FAI Route 80 from Chicago Street to US

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 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		
654.20▼			1.00 P	21
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)

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816099N1008-62R29-010-SOIL04.DGN

6/27/2023

exp.

USER NAME =		DESIGNED - CS	REVISED -	**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		

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

SOIL BORING LOG

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 **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				
CRUSHED ASPHALT & STONE-dense		32		
		27		5
		27		
640.77				
CLAY LOAM-brown-hard (Fill) 640.27		9	4.50	11
		50/1"	P	
Borehole continued with rock coring.	-5			
	-10			
	-15			
	-20			

SOIL BORING 20012_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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Geotechnical, Environmental & Civil Engineering
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Naperville, Illinois 60565
(630) 355-2838

ROCK CORE LOG

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. - **Station** -

CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Core Diameter 2 in **Top of Rock Elev.** 640.27 ft **Begin Core Elev.** 640.27 ft

BORING NO. NWB-075A **Station** 939+96 **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		1	100	4		320.00
SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE	-5					
Light gray to gray & porous with horizontal to wavy bedding. Weathered with rust staining to -5.0'. Highly fractured throughout.						
	-10					
630.27						
End Of Boring @ -14.0'. Boring backfilled with cuttings. End of Boring	-15					
	-20					

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

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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Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

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. - **Station** -

BORING NO. NWB-076 **Station** 942+00 **Offset** 141.1 ft Right **Ground Surface Elev.** 655.70 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 (%)
12.0" TOPSOIL-black		HA		
654.70				38
CLAY LOAM-brown & gray spotted black-very stiff (Fill)		HA		
653.70			3.00	16
SILTY SAND & GRAVEL-brown (Fill)		HA	P	9
651.70				
CLAY LOAM-brown spotted black-stiff (Fill)	-5	HA	1.00	6
			P	
649.70				
CLAY LOAM-brown-hard		HA		
			4.50	20
			P	
		HA		
			4.50	17
645.70	-10		P	
Auger Refusal @ -10.0'. End Of Boring.				
	-15			
	-20			

SOIL BORING 20012_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\099N1008-62R29-011-SOIL05.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	
	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 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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FAI Route 80 from Chicago Street to US

SOIL BORING LOG

Page 1 of 1

Date 3/1/22

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 1766309.787, **Easting** 1076553.735

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

STRUCT. NO. -
Station -

BORING NO. NWB-076A
Station 941+95
Offset 71.3 ft Right
Ground Surface Elev. 640.57 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 (%)
14.0" CONCRETE				
639.40				
CRUSHED ASPHALT & STONE-dense		36		
		23		5
		23		
637.57				
FRACTURED ROCK-brown-very dense		21		
636.57				
Drillers Observation: Apparent Bedrock		35		5
635.57	-5	50/2"		
Borehole continued with rock coring.				
	-10			
	-15			
	-20			

SOIL BORING 2012_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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FAI Route 80 from Chicago Street to US

ROCK CORE LOG

Page 1 of 1

Date 3/1/22

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 1766309.787, **Easting** 1076553.735

COUNTY Will **CORING METHOD** Rotary Wash

STRUCT. NO. -
Station -

CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

BORING NO. NWB-076A
Station 941+95
Offset 71.3 ft Right
Ground Surface Elev. 640.57 ft

Core Diameter 2 in
Top of Rock Elev. 636.57 ft
Begin Core Elev. 635.57 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
RUN 1 (-5.0' to -15.0')						
635.57		1	84	33		543.00
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					
625.57	-15					
End Of Boring @ -15.0'. Boring backfilled with cuttings. End of Boring	-20					
	-25					

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

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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FAI Route 80 from Chicago Street to US

SOIL BORING LOG

Page 1 of 1

Date 3/14/22

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 1766383.2, **Easting** 1076762.9

COUNTY Will **DRILLING METHOD** Hand Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-077
Station 944+00
Offset 141.1 ft Right
Ground Surface Elev. 651.90 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 (%)
8.0" TOPSOIL-black		HA		
651.23		HA		40
CLAY LOAM-brown-stiff to very stiff			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			

SOIL BORING 2012_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\099N1008-62R29-012-SOIL06.DGN

6/27/2023

exp.

USER NAME =	DESIGNED - CS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**NOISE WALL B38 (SN 099-N1008) SOIL BORING LOGS 6**
	CHECKED - BAR	REVISED -		
PLOT SCALE =	DRAWN - CS	REVISED -		
PLOT DATE =	CHECKED - BAR	REVISED -		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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SOIL BORING LOG

Page 1 of 1

Date 3/2/22

FAI Route 80 from Chicago Street to US

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. -
Station -

BORING NO. NWB-077A
Station 943+90
Offset 70 ft Right
Ground Surface Elev. 636.25 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 (%)
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			

SOIL BORING 20012_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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ROCK CORE LOG

Page 1 of 1

Date 3/2/22

FAI Route 80 from Chicago Street to US

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. -
Station -

CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Core Diameter 2 in
Top of Rock Elev. 632.75 ft
Begin Core Elev. 632.25 ft

BORING NO. NWB-077A
Station 943+90
Offset 70 ft Right
Ground Surface Elev. 636.25 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
RUN 1 (-4.0' to -14.0')	632.25	1	100	94		418.00
SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE	-5					
Light gray & porous with horizontal bedding. Some vugs & rust staining with few horizontal fractures.						
	-10					
622.25						
End Of Boring @ -14.0'. Boring backfilled with cuttings.	-15					
End of Boring						
	-20					

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

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 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. -
Station -

BORING NO. NWB-078
Station 946+00
Offset 139 ft Right
Ground Surface Elev. 656.20 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 (%)
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			

SOIL BORING 20012_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-01\DMS0781609\N1008-62R29-013-SOIL07.DGN

6/27/2023

exp.	USER NAME =	DESIGNED - CS	REVISED -	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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SOIL BORING LOG

Page 1 of 1

Date 3/3/22

FAI Route 80 from Chicago Street to US

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. -
Station -

BORING NO. NWB-078A
Station 945+30
Offset 69.3 ft Right
Ground Surface Elev. 633.98 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 (%)
16.0" CONCRETE				
632.65		16		
CRUSHED STONE-loose to dense		25		4
		16		
		6		
	-5	4		5
		4		
627.48		10		
Borehole continued with rock coring.		50/3"		
	-10			
	-15			
	-20			

SOIL BORING 20012_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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ROCK CORE LOG

Page 1 of 1

Date 3/3/22

FAI Route 80 from Chicago Street to US

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 **CORING METHOD** Rotary Wash

STRUCT. NO. -
Station -

BORING NO. NWB-078A
Station 945+30
Offset 69.3 ft Right
Ground Surface Elev. 633.98 ft

CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Core Diameter 2 in
Top of Rock Elev. 627.48 ft
Begin Core Elev. 640.58 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
RUN 1 (-6.0' to -16.5') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray & porous with horizontal bedding. Some vugs horizontal fractures throughout.	627.48	1	99	81		569.00
	-10					
	-15					
617.48						
End Of Boring @ -16.5'. Boring backfilled with cuttings. End of Boring						
	-20					
	-25					

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

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 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. -
Station -

BORING NO. NWB-079
Station 947+00
Offset 138.7 ft Right
Ground Surface Elev. 657.00 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 (%)
TOPSOIL-black		HA		
656.00		HA		30
CLAY LOAM-dark brown to brown-very stiff (Fill)			2.75 P	11
		HA		
			3.00 P	16
		HA		
	-5		3.25 P	20
		HA		
649.00			2.00 P	23
Auger Refusal @ -8.0'. End Of Boring.				
	-10			
	-15			
	-20			

SOIL BORING 20012_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-01\DMS078160\099N1008-62R29-014-SOIL08.DGN

6/27/2023

USER NAME =	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B38 (SN 099-N1008) SOIL BORING LOGS 8
	CHECKED - BAR	REVISED -		
PLOT SCALE =	DRAWN - CS	REVISED -		
PLOT DATE =	CHECKED - BAR	REVISED -		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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SOIL BORING LOG

Date 3/3/22

ROUTE Route 30 DESCRIPTION FAI Route 80 from Chicago Street to US 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. -
Station -

BORING NO. NWB-079A
Station 947+18
Offset 75.3 ft Right
Ground Surface Elev. 633.33 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 (%)
15.0" CONCRETE			
632.08	14		
CRUSHED STONE-dense	16 17		6
629.33	10		
Borehole continued with rock coring.	50/2"		
-5			
-10			
-15			
-20			

SOIL BORING 20012_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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Geotechnical, Environmental & Civil Engineering
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Naperville, Illinois 60565
(630) 355-2838

ROCK CORE LOG

Date 3/3/22

ROUTE Route 30 DESCRIPTION FAI Route 80 from Chicago Street to US 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. -
Station -

CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

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	1	100	59		598.00
(-4.0' to -4.65') Concrete (-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)

MODEL: DEFAULT
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6/27/2023

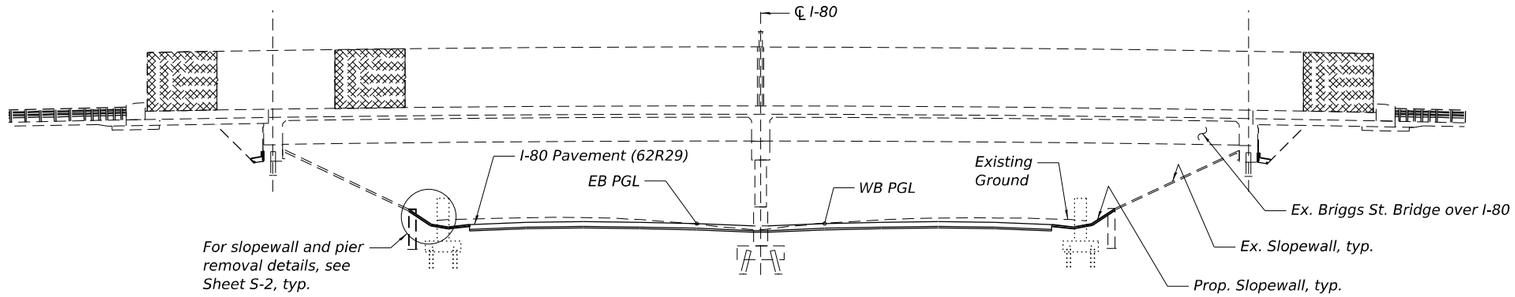
exp.

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

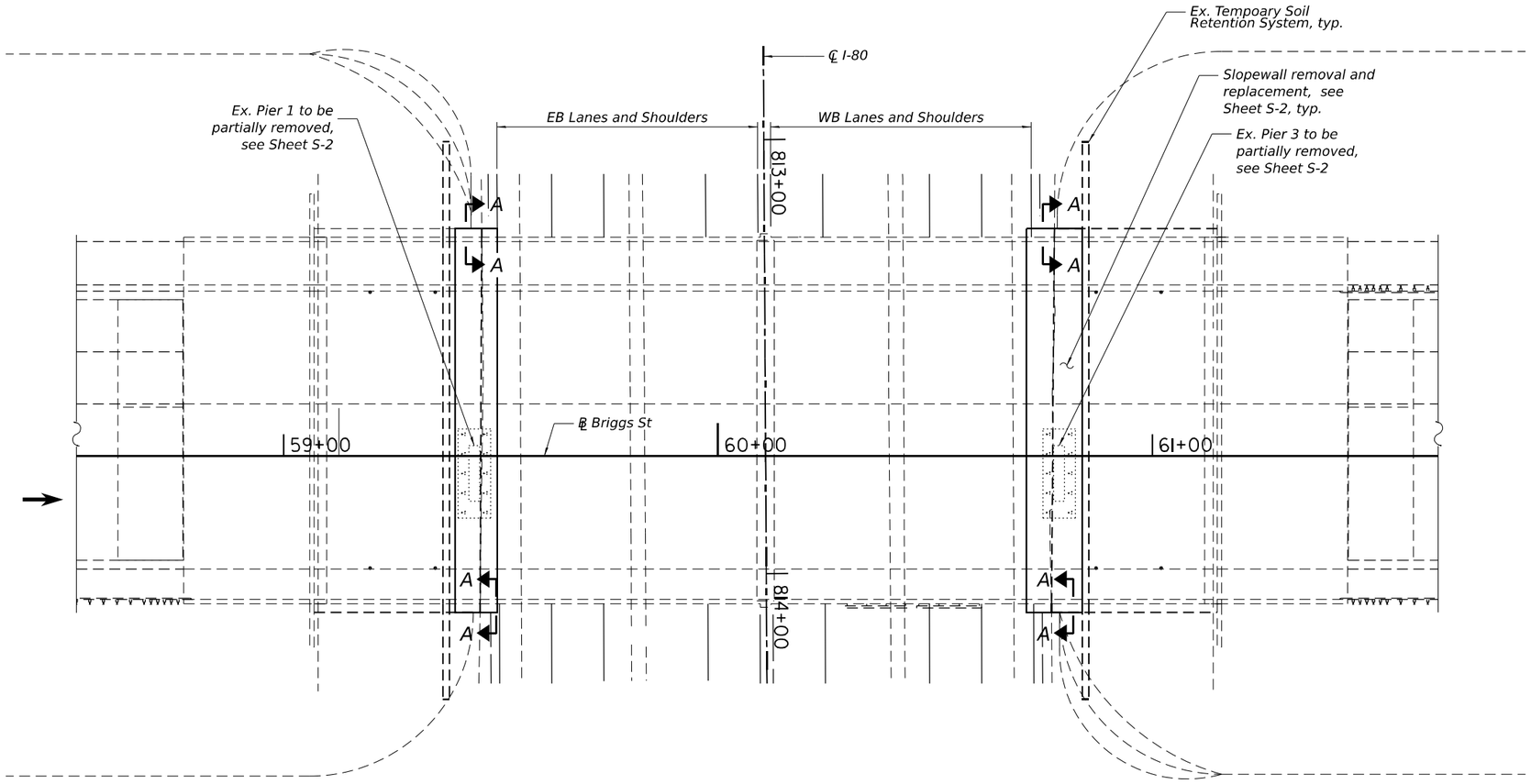
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B38 (SN 099-N1008)
SOIL BORING LOGS 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		



ELEVATION



Note: for Section A-A, see Sheet S-2.

PLAN

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
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6/27/2023

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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		

INDEX OF SHEETS

GENERAL NOTES

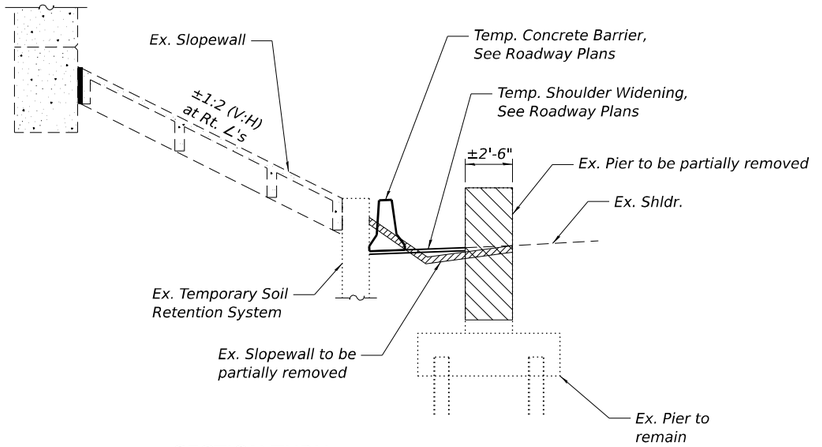
1. Any damage to portions of the existing structure to remain in service shall be repaired by the Contractor at no additional cost of the Department.

2. Slopewall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

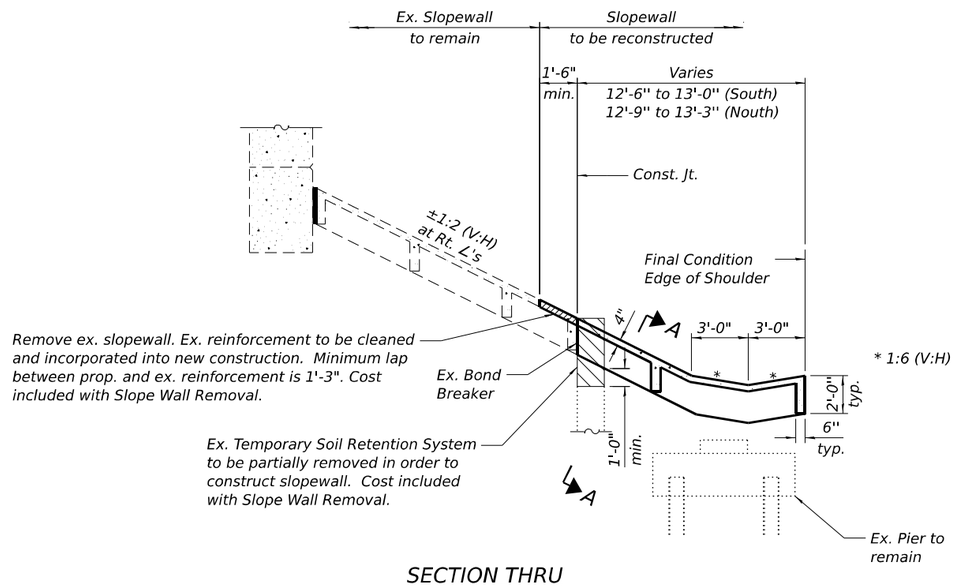
LEGEND

Concrete Removal

Slope Wall Removal



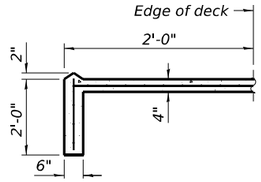
SECTION THRU
CONCRETE SLOPEWALL
INTERIM CONDITION



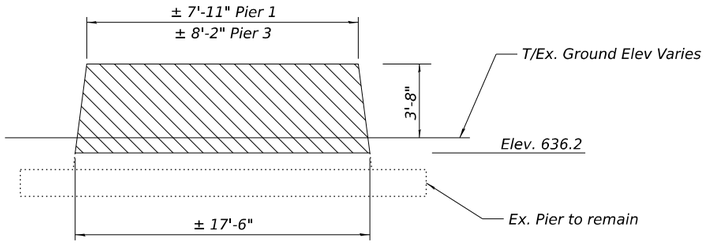
SECTION THRU
CONCRETE SLOPEWALL
FINAL CONDITION

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu Yd	22.1
Slope Wall Removal	Sq Yd	171
Slope Wall 4 Inch	Sq Yd	304



SECTION A-A



EX. PIERS 1 & 3 REMOVAL - ELEVATION

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6/27/2023

exp.	USER NAME =	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 099-8307
		CHECKED - BAR	REVISED -		SHEET S-2 OF S-2 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	655
		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

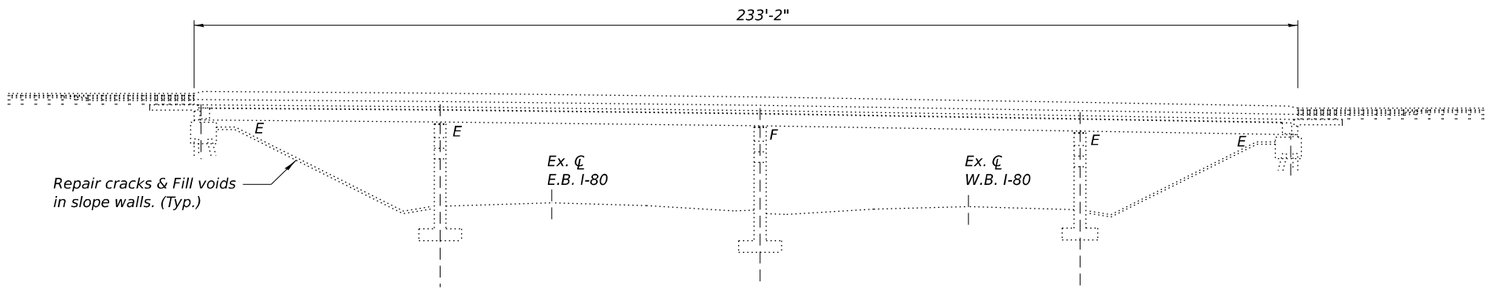
DESIGN STRESSES

EXISTING
f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (M270 Grade 50)

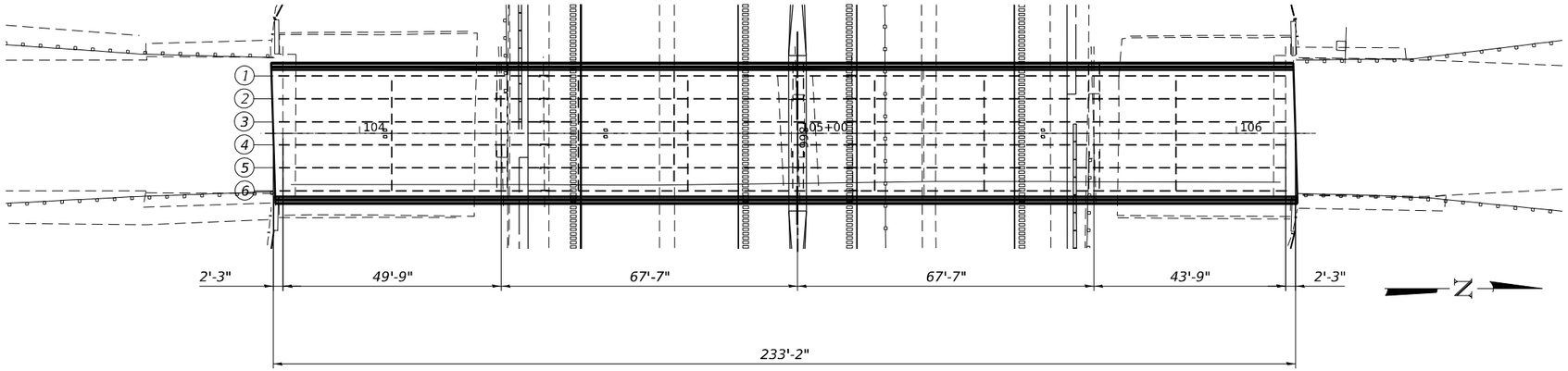
PROPOSED
f'c = 3,500 psi
Low Strength Concrete

LOADING HS20-44

Original Loading



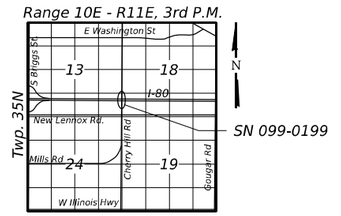
ELEVATION



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.



LOCATION SKETCH

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

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

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6/28/2023

GARZA KARHOFF ENGINEERING, LLC

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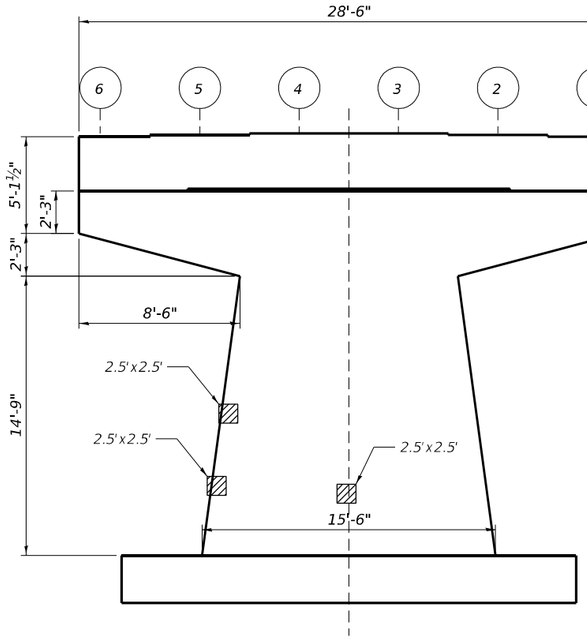
	CHECKED - LM	REVISED -	
PLOT SCALE =	DRAWN - EG	REVISED -	
PLOT DATE =	CHECKED - LM	REVISED -	

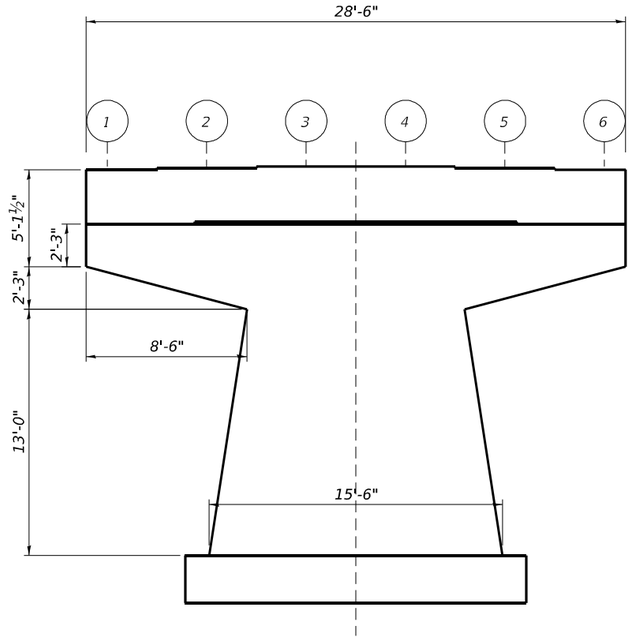
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-0199
SHEET S-1 OF S-3 SHEETS

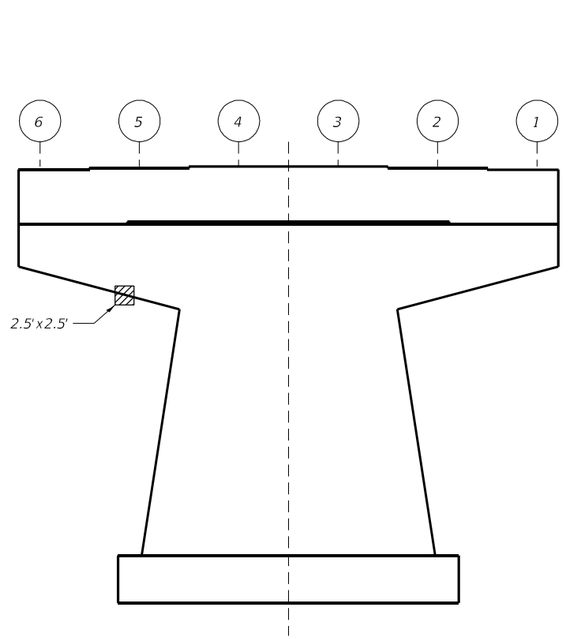
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	656
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



PIER 1
N. FACE



PIER 3
S. FACE



PIER 3
N. FACE

▨ Structural Repair of Concrete, <5"

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq Ft	20

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6/28/2023

GARZA KARHOFF ENGINEERING, LLC

USER NAME =	DESIGNED -	RO	REVISED -	
	CHECKED -	LM	REVISED -	
PLOT SCALE =	DRAWN -	EG	REVISED -	
PLOT DATE =	CHECKED -	LM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS
STRUCTURE NO. 099-0199

SHEET S-2 OF S-3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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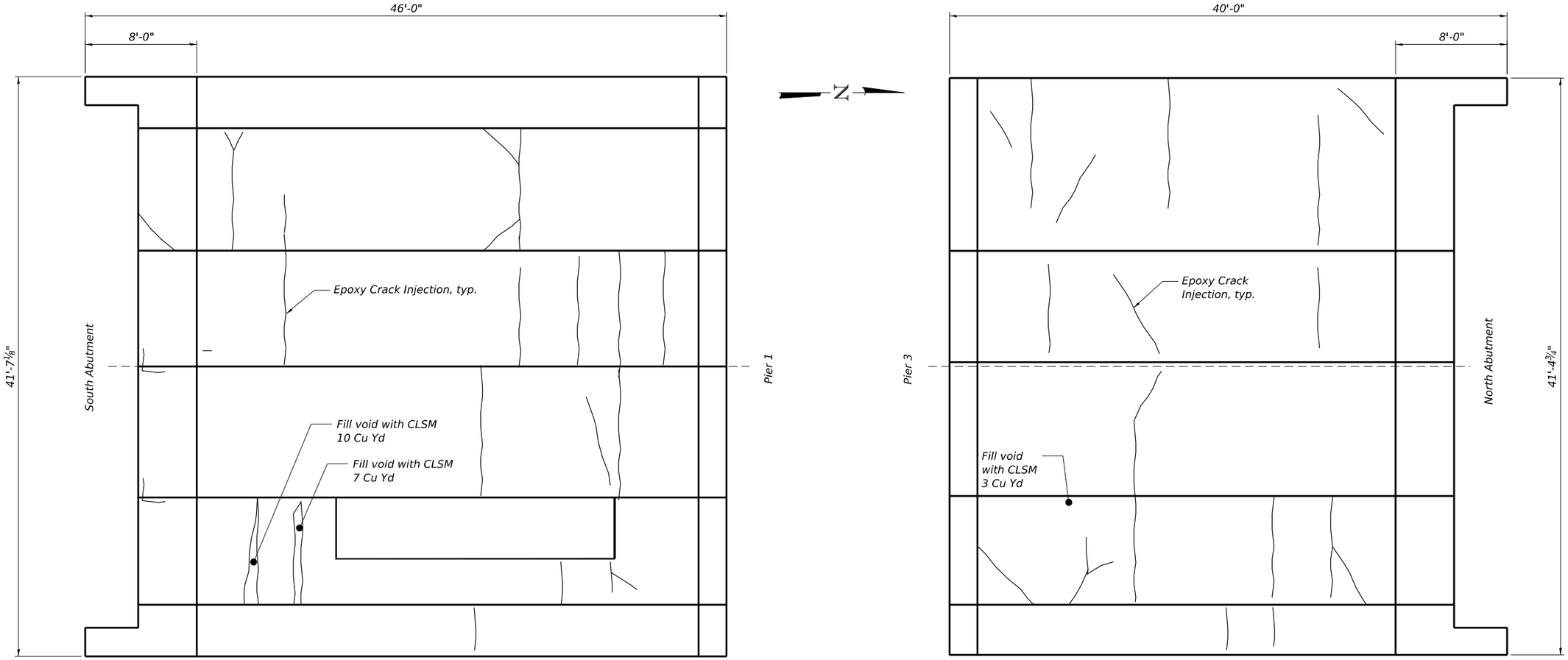
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



SOUTH SLOPE WALL PLAN

NORTH SLOPE WALL PLAN

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Epoxy Crack Injection	Foot	265
Controlled Low-Strength Material	Cu Yd	20

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6/28/2023

GARZA KARHOFF ENGINEERING, LLC

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PLOT SCALE =	DRAWN -	EG	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL REPAIRS
STRUCTURE NO. 099-0199

SHEET S-3 OF S-3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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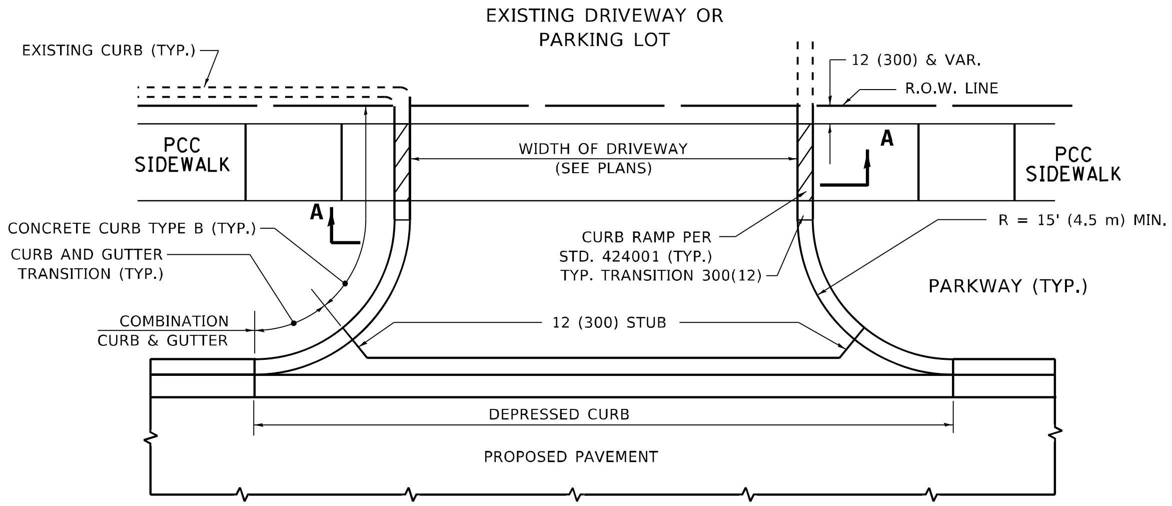
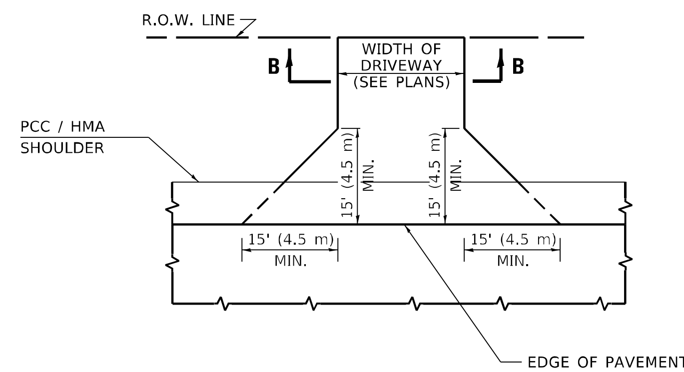
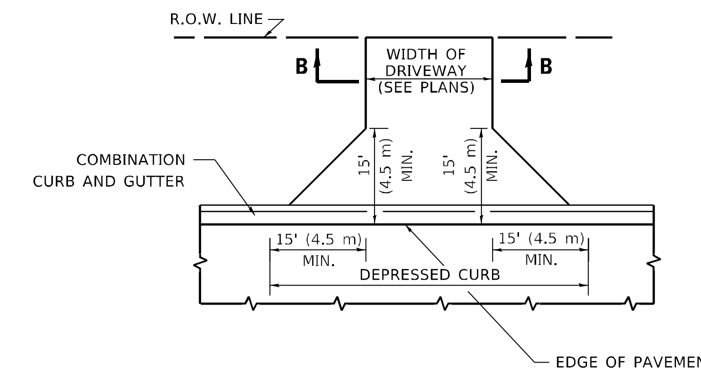
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



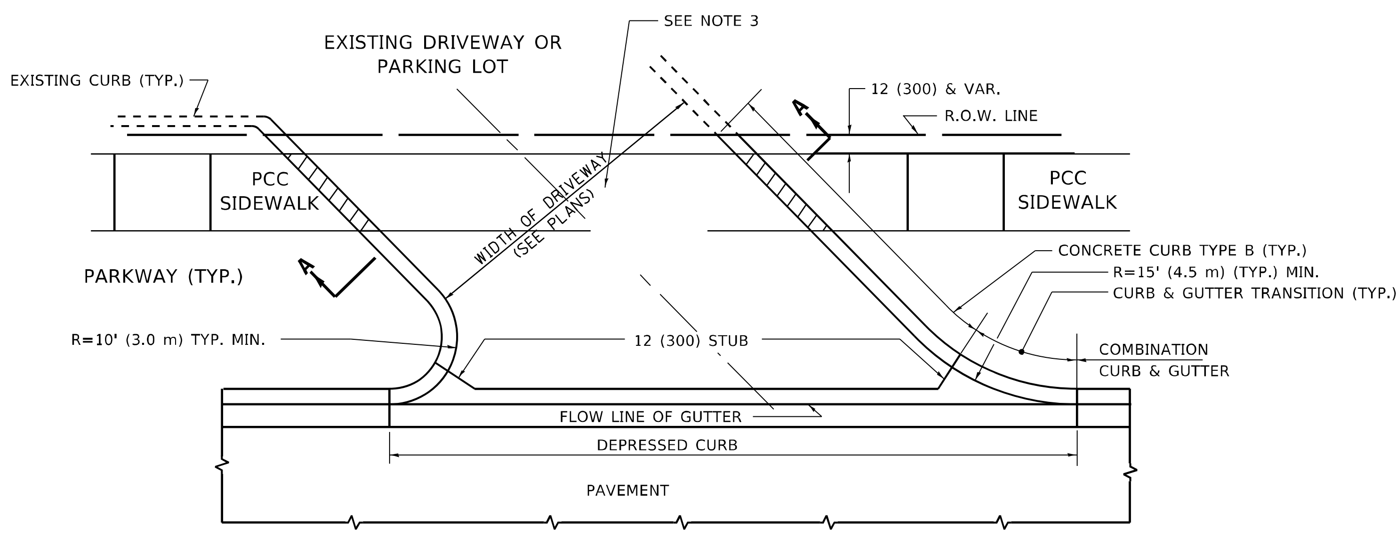
WITH CONCRETE CURB, TYPE B



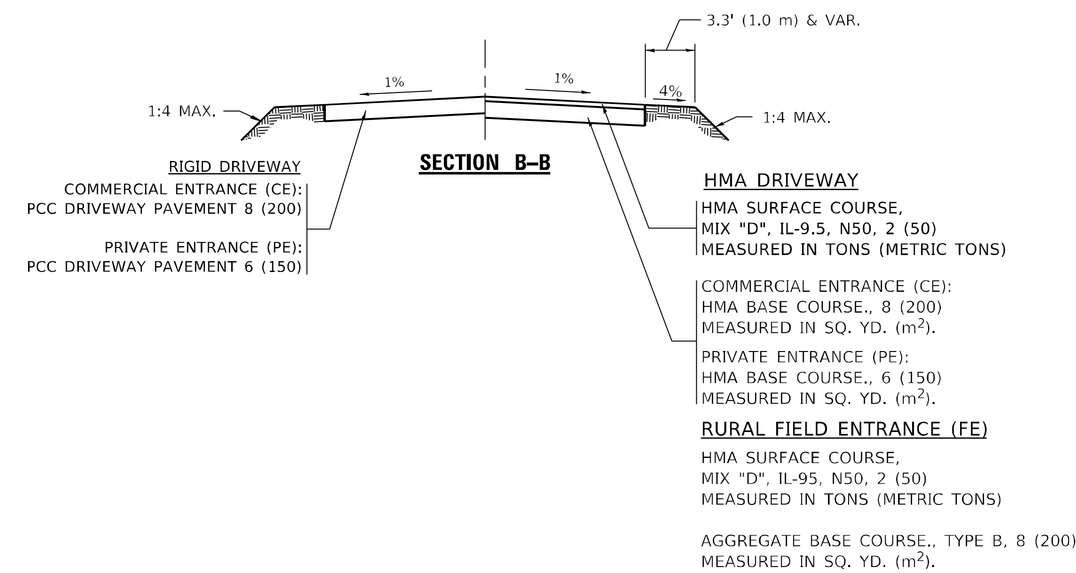
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B

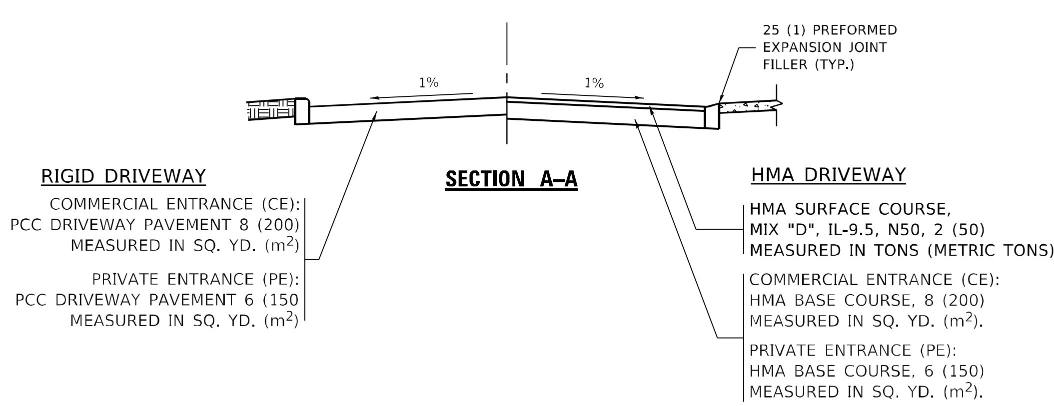


SECTION B–B

GENERAL NOTES

1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

2. COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.



SECTION A–A

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

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	DRAWN -	REVISED - R. BORO 09-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 08-28-19	
PLOT DATE = 11/18/2022	DATE - 11-04-95	REVISED - K. SMITH 11-18-22	

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'(4.5m)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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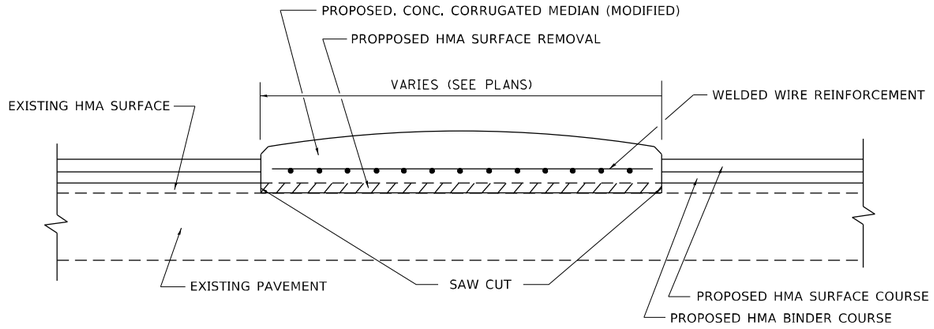
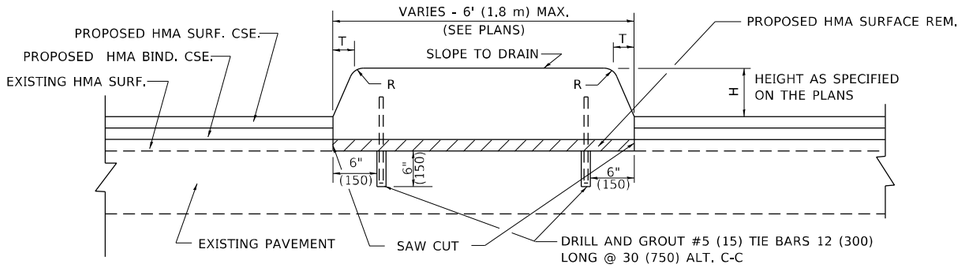
BD400–01 (BD–01)		CONTRACT NO. 62R29		
		ILLINOIS FED. AID PROJECT		





H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

GENERAL NOTES:

1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
2. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
3. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
4. FOR TYPE SB (DOWELLED) MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE.

METHOD OF MEASURMENT:

THIS WORK SHALL BE MEASURED FOR PAYMENT PER SQUARE FOOT (SQUARE METER) MEASURED IN PLACE

BASIS OF PAYMENT

1. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)" OR CONCRETE MEDIAN TYPE SB (DOWELLED)
2. SAW CUT SHALL BE INCLUDED IN THIS COST OF CORRUGATED MEDIAN (MODIFIED) OR CONCRETE MEDIAN TYPE SB (DOWELLED).
3. WELDED WIRE REINFORCEMENT SHALL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
4. TIE BARS SHALL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
5. HMA SURFACE REMOVAL WILL BE PAID FOR SEPARATELY.

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PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 11/18/2022

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 05-14-80

REVISED - R. SHAH 10-25-94
REVISED - E. GOMEZ 08-28-00
REVISED - R. BORO 01-01-07
REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED)
CORRUGATED MEDIAN (MODIFIED)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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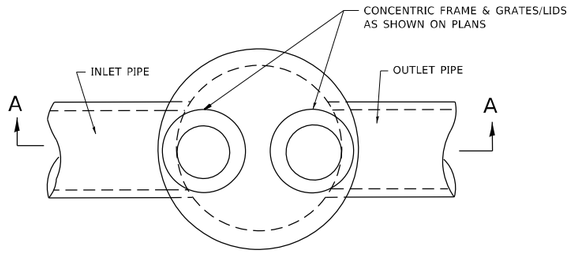
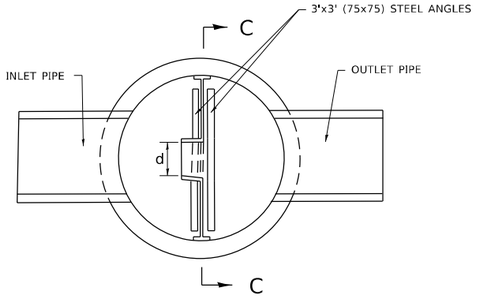
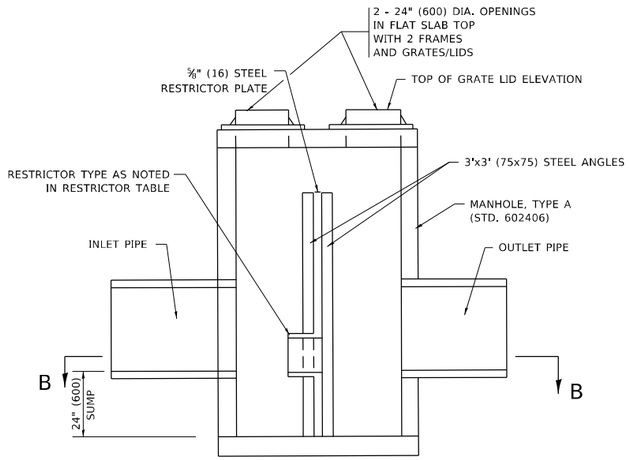
	BD600–02 (BD–05)	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



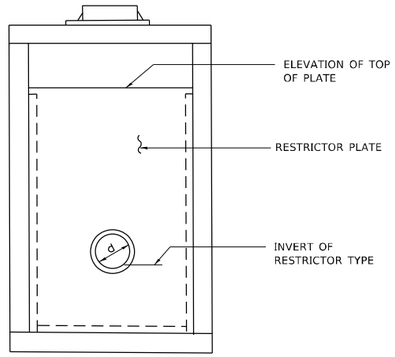
PLAN



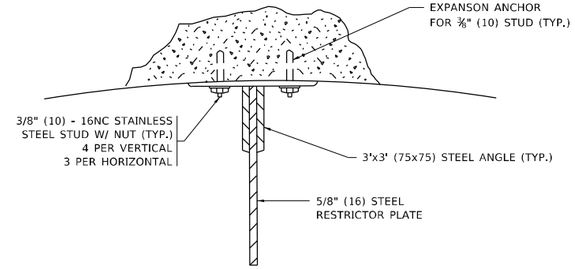
SECTION B–B



SECTION A–A



SECTION C–C



ANGLE FASTENER DETAIL

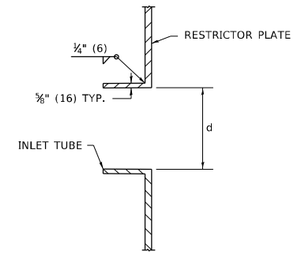
NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.

BASIS OF PAYMENT:

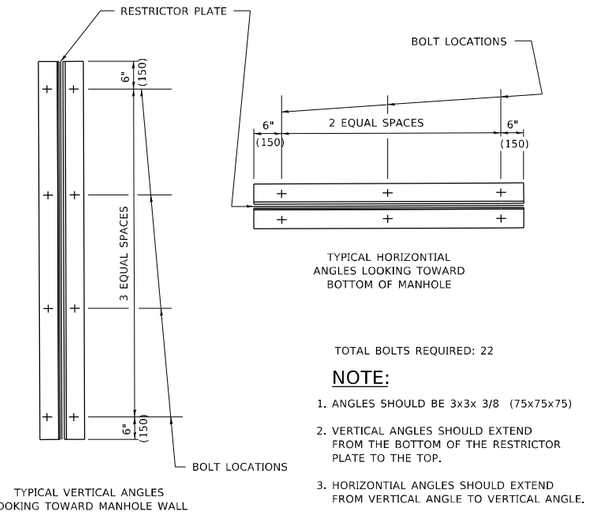
1. TO BE PAID FOR AS "MANHOLES ,TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH

2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.



INLET TUBE DETAIL

STATION AND OFFSET	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW



TYPICAL VERTICAL ANGLES
LOOKING TOWARD MANHOLE WALL

TYPICAL HORIZONTAL
ANGLES LOOKING TOWARD
BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:

1. ANGLES SHOULD BE 3x3x 3/8 (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: ½ TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-½ DIA.	LENGTH: 2-½ DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR
AND SQUARE ORIFICES

STEEL ANGLE BOLTING DETAILS

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

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 01-08-01	
PLOT DATE = 11/18/2022	DATE - 09-09-94	REVISED - K. SMITH 11-18-22	

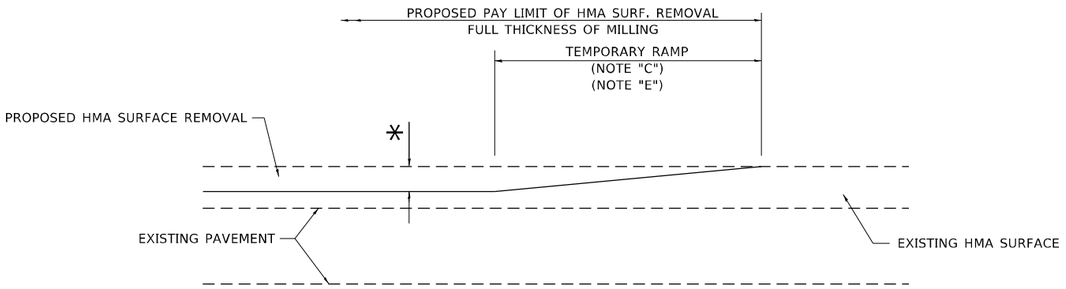
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	661
	BD600–04 (BD–12)	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

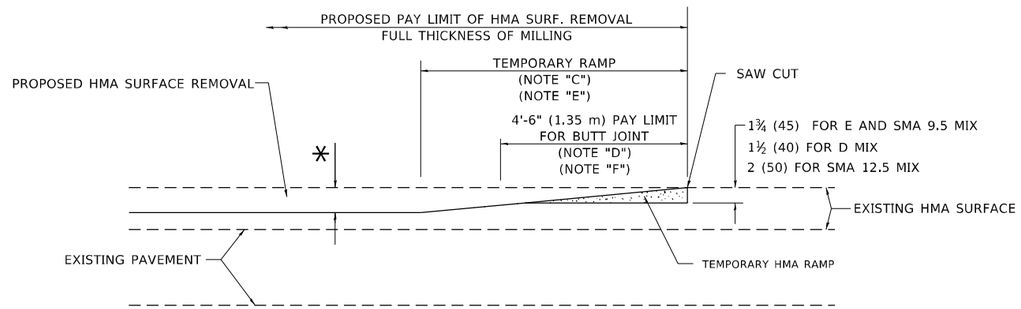
MODEL: Default
FILE NAME: pw:\\Widot-pw.bentley.com:PWIDOT Documents\IDOT Offices\District 1\Projects\District\d22x34\CADData\CADs-sheets\sd12.dgn



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

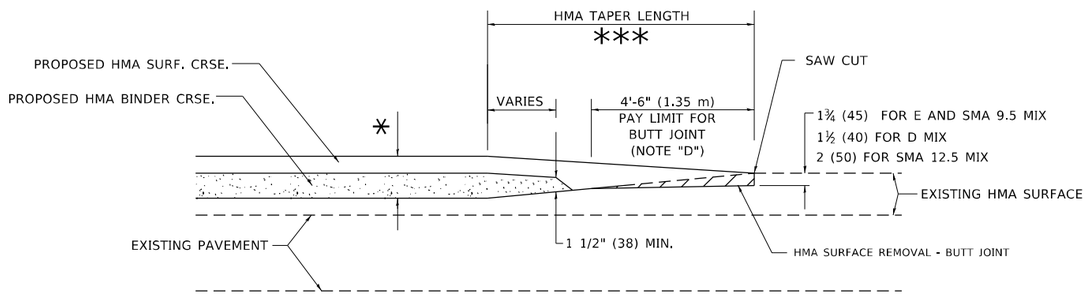


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

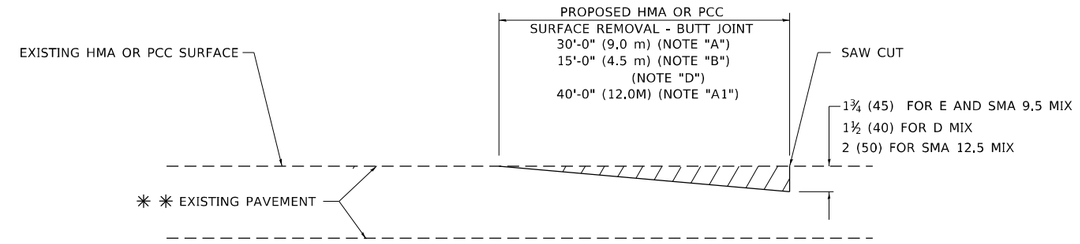
OPTION 2

TYPICAL TEMPORARY RAMP

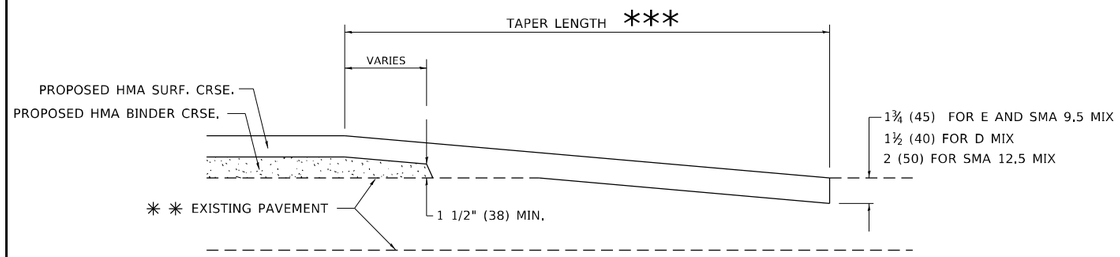


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT

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

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

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

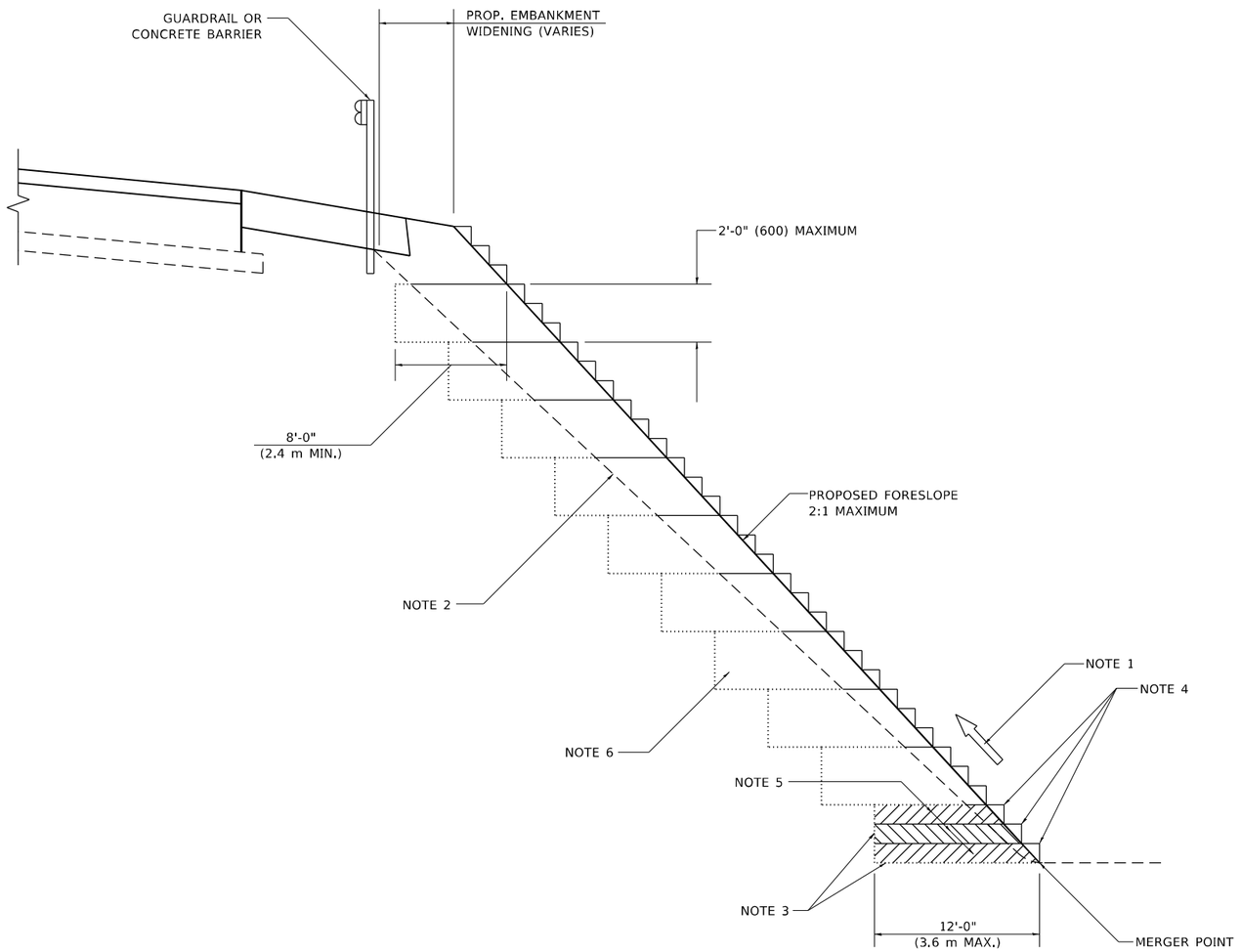
USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	662
	BD400-05 BD-32	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

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

BASIS OF PAYMENT

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

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWDOT\Documents\IDOT Offices\District 1\Projects\Dist\Std22x34\CADD\stat\CADs\sheets\bd51.dgn

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

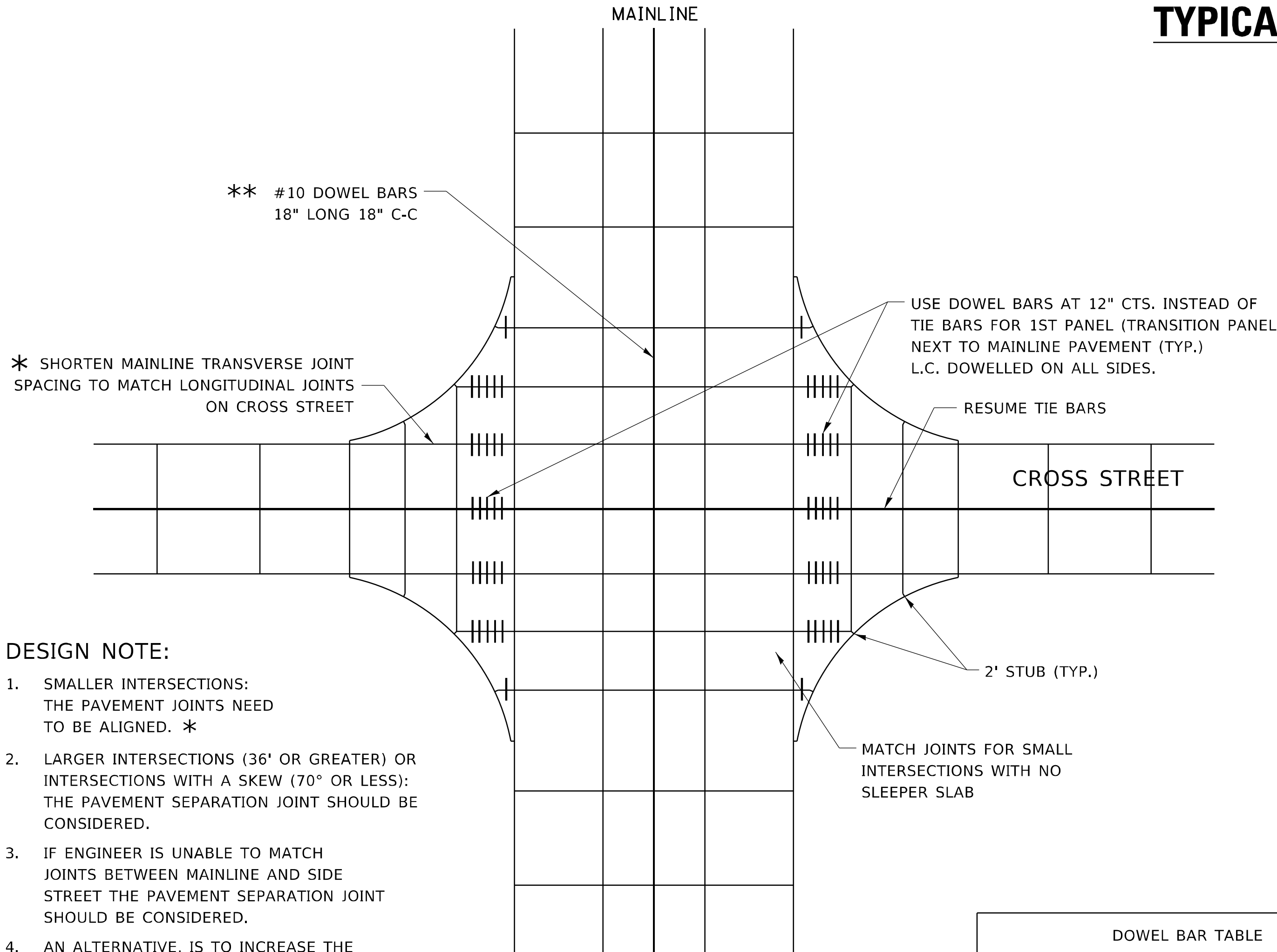
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	663
	BD-51	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

TYPICAL APPLICATION



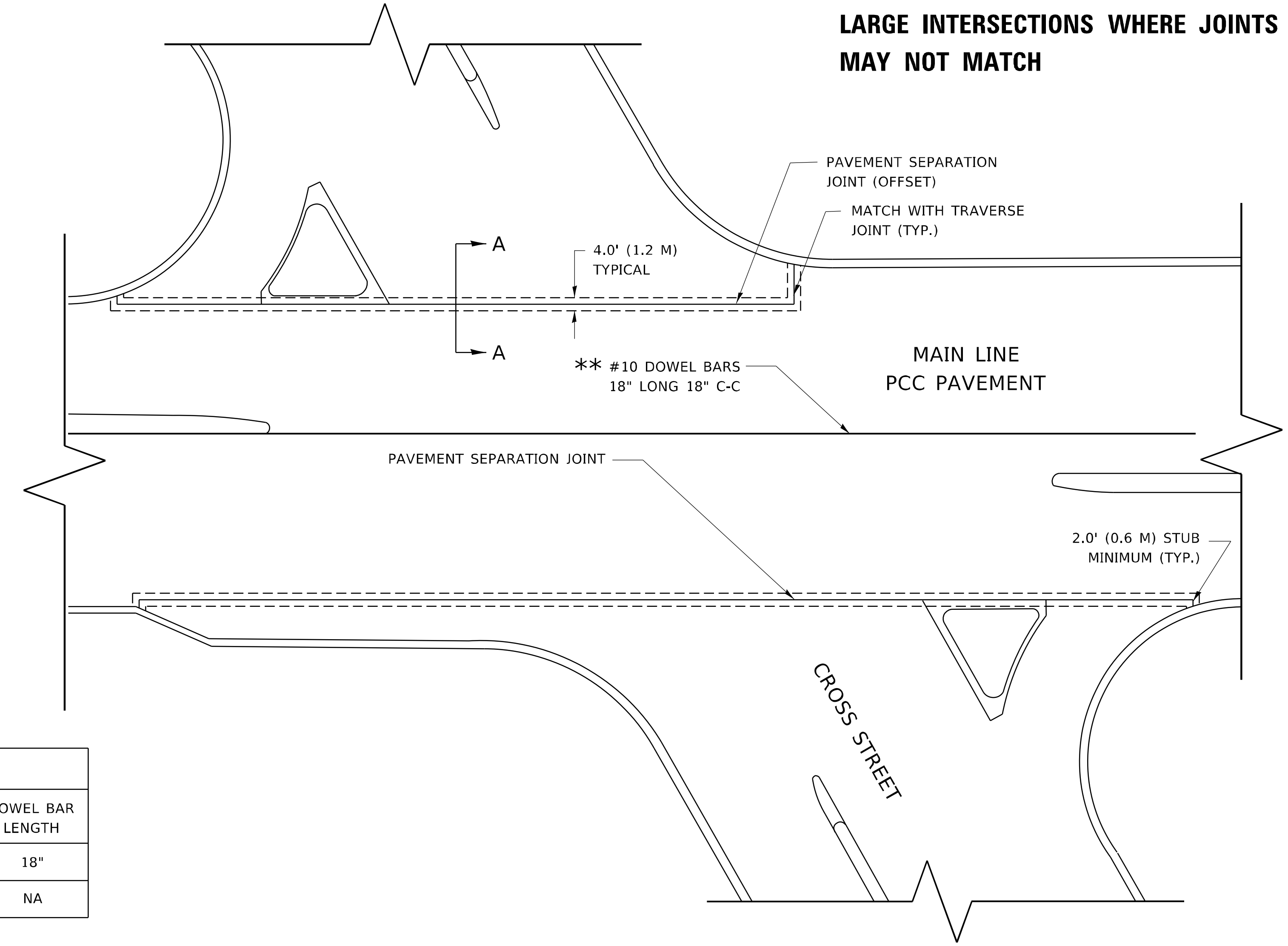
PLAN

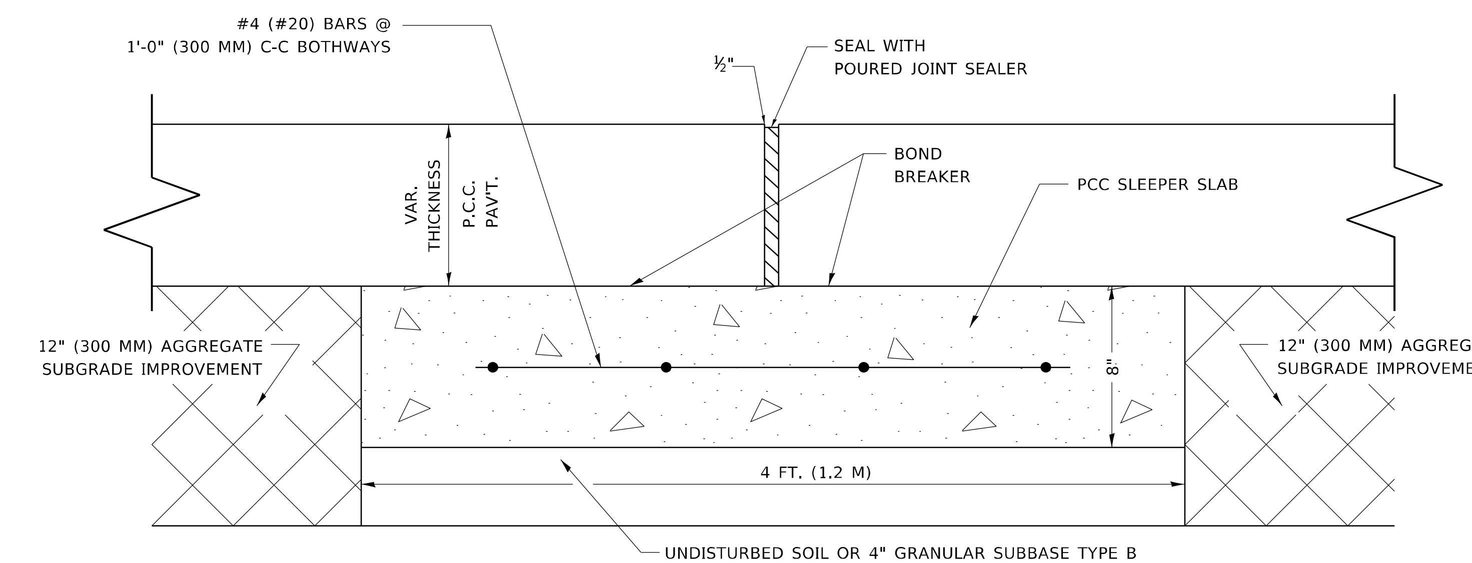
DESIGN NOTE:

1. SMALLER INTERSECTIONS:
   THE PAVEMENT JOINTS NEED
   TO BE ALIGNED. *
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE, IS TO INCREASE THE PAVEMENT THICKNESS BY ½" FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS, (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED , USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	DOWEL BAR LENGTH
8" OR GREATER	1½"	18"
LESS THAN 8"	NA	NA

THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH





PROPOSED SECTION A–A

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF ½" BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.

METHOD OF MEASUREMENT

THIS WORK WILL BE MEASURED FOR PAYMENT IN FEET, MEASURED IN PLACE.

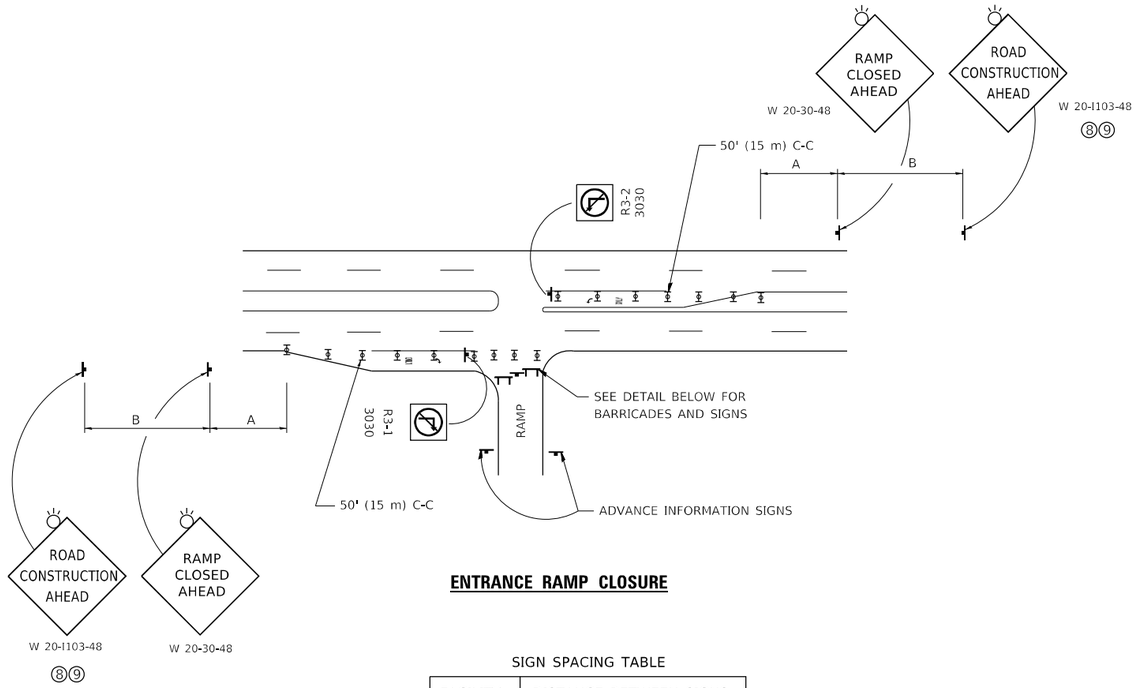
BASIS OF PAYMENT

1. THIS WORK WILL BE PAID FOR AT THE UNIT PRICE PER FOOT FOR "SLEEPER SLAB".
2. BOND BREAKER AND½" (13MM) JOINT FILLER SHALL BE INCLUDED IN THE PAY ITEM "SLEEPER sLAB"

MODEL: Default
FILE NAME: C:\pw_work\pwidot\footemj\d0108315\bd52.dgn

USER NAME = footemj	DESIGNED - TGM	REVISED - CADD 06-18-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS
	DRAWN -	REVISED - O. PATEL 3-27-19		
PLOT SCALE = 50.0000 ' / in.	CHECKED - AM	REVISED -		
PLOT DATE = 3/27/2019	DATE - 05-14-2002	REVISED -		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	664
	BD52	CONTRACT NO. 62R29		
		ILLINOIS FED. AID PROJECT		

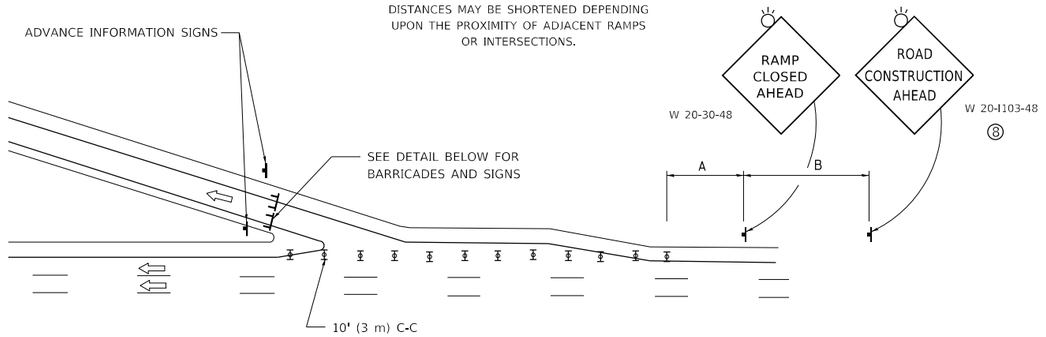


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

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

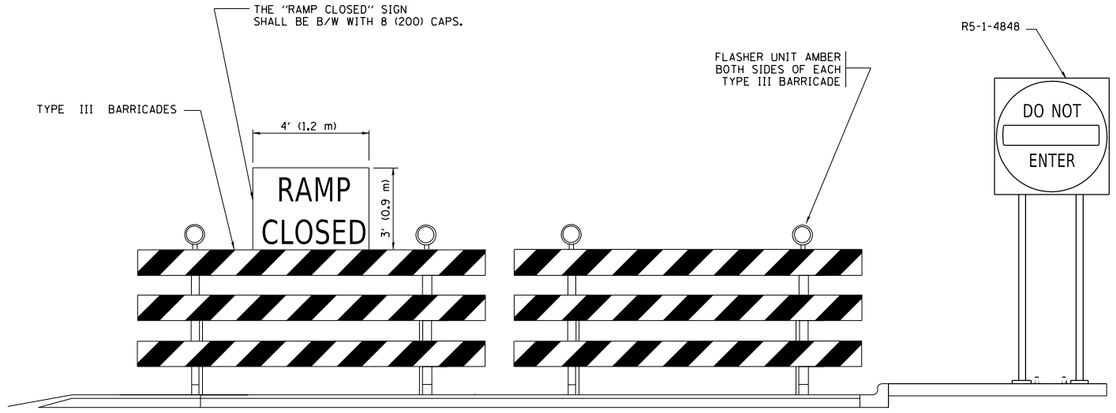


EXIT RAMP CLOSURE

SYMBOLS

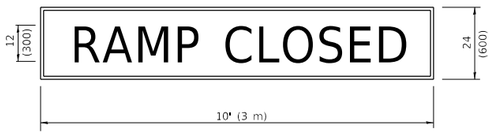
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



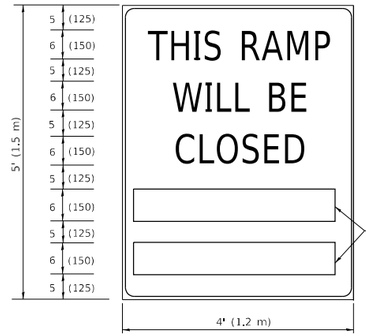
DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN



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

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

½ (12) BORDER

E MOD FONT

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

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

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

GENERAL NOTES:

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

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

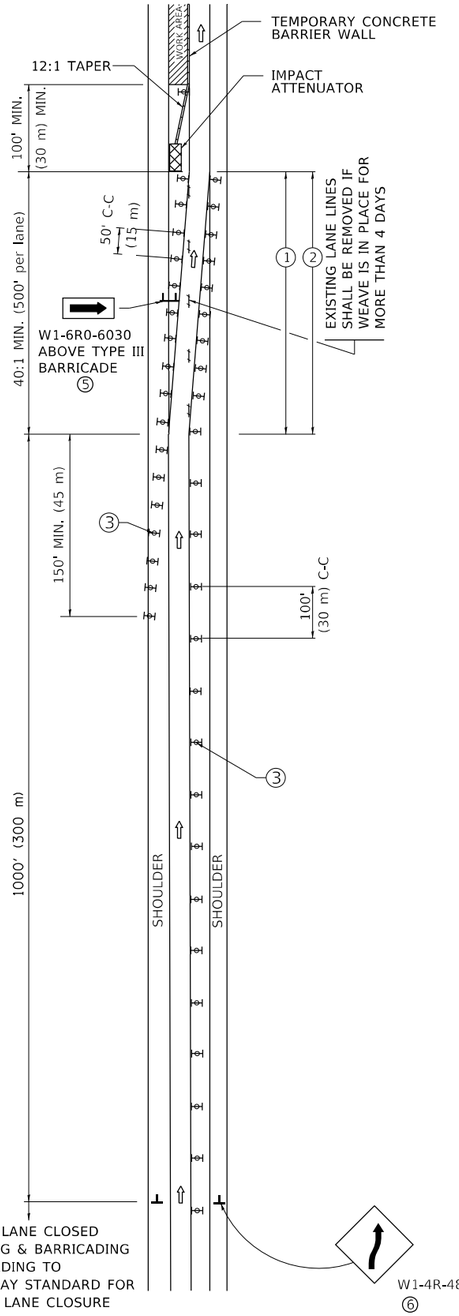
USER NAME = footem]	DESIGNED - D.W.S.	REVISED - S.P.B._01-07	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ENTRANCE_AND_EXIT_RAMP CLOSURE_DETAILS**	
	DRAWN -	REVISED - S.P.B._12-09			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D._06-13		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.
PLOT DATE = 3/4/2019	DATE - 02-83	REVISED - M.D._01-18			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	665
	TC-08	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

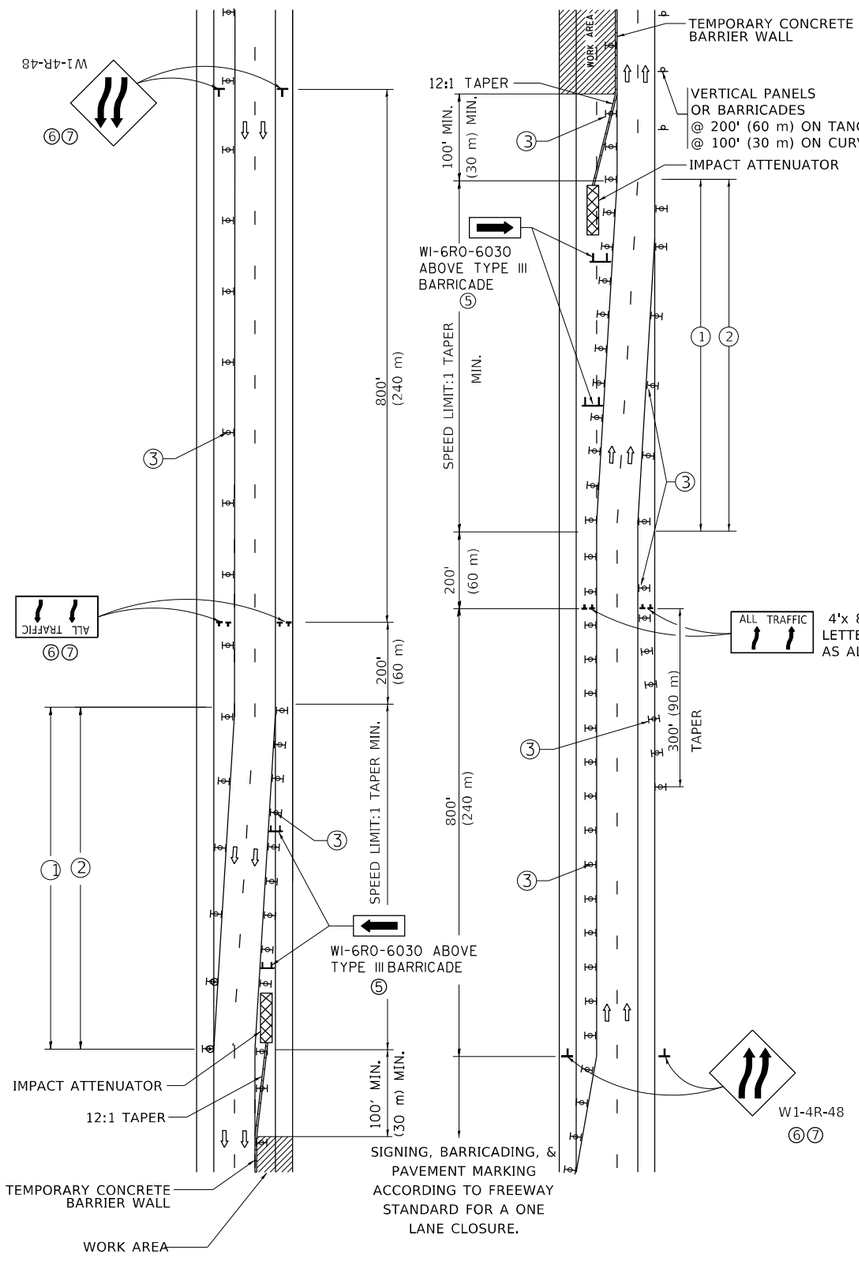
MODEL: Default
FILE NAME: pw:\\IL084-EBIDINTEG:Illinois-pw:PWIDOT\Documents\IDOT Offices\District 1\Projects\Oaks15\d22x23a\CADData\CADSheets\tc08.dgn

tc08.dgn 3/4/2019 10:22:32 AM User=footemi

SINGLE LANE WEAVE



MULTI–LANE WEAVE



GENERAL NOTES:

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.

② CONTINOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ TYPE III BARRICADES MAY BE OMMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.

⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	
	DRAWN -	REVISED - S.P.B. 01-07	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09	
PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI–LANE WEAVE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	666
	TC-09	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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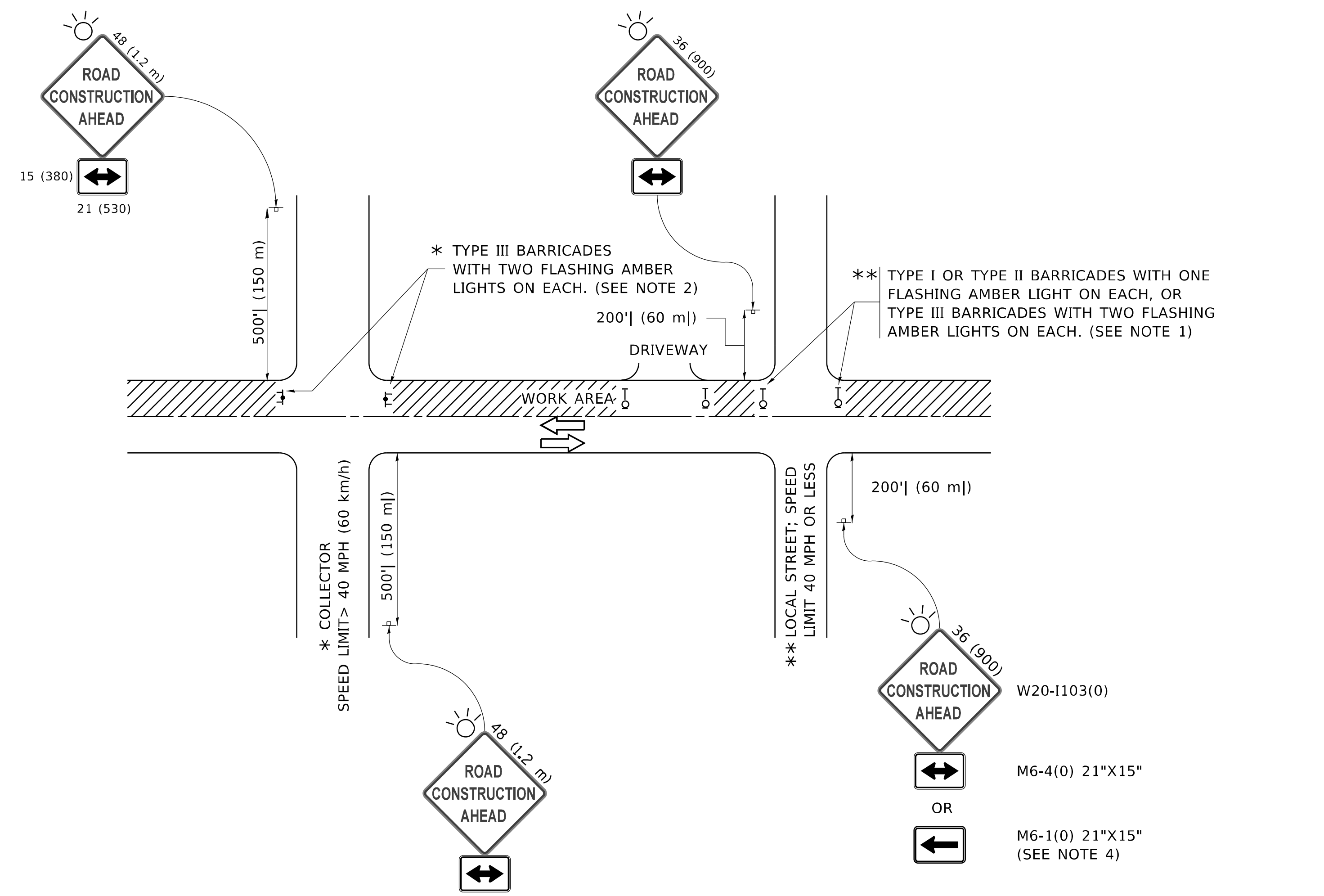
tc09.dgn 3/4/2019 10:24:46 AM User=footemj



NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

MODEL: Default

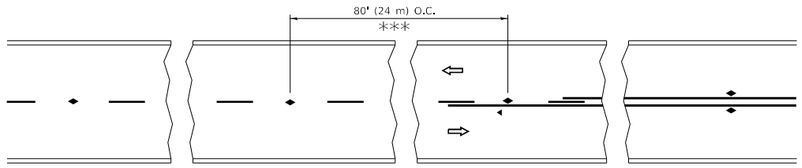
USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

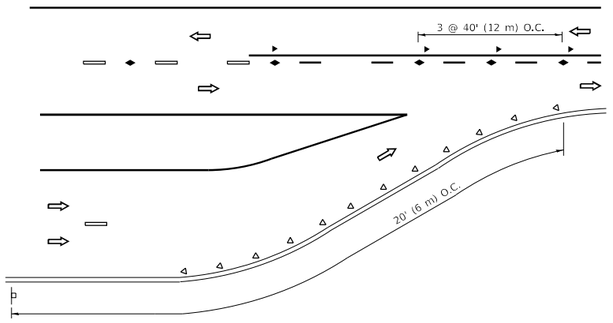
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	667
TC-10		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	



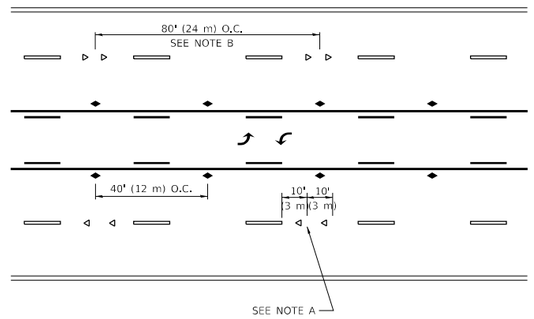
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

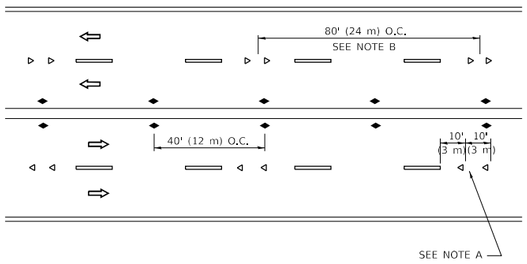
SEE FIGURE 3B-14 MUTCD



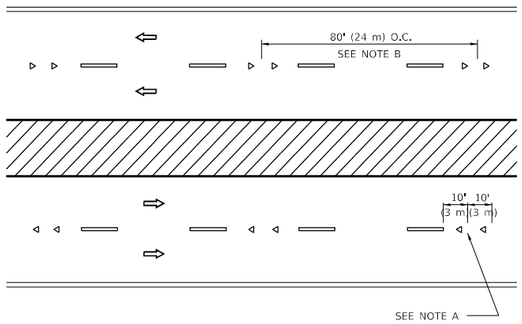
LANE REDUCTION TRANSITION



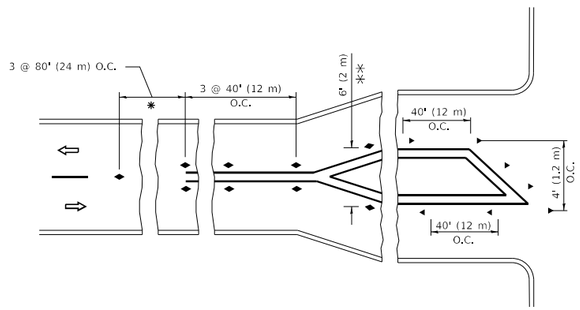
TWO–WAY LEFT TURN

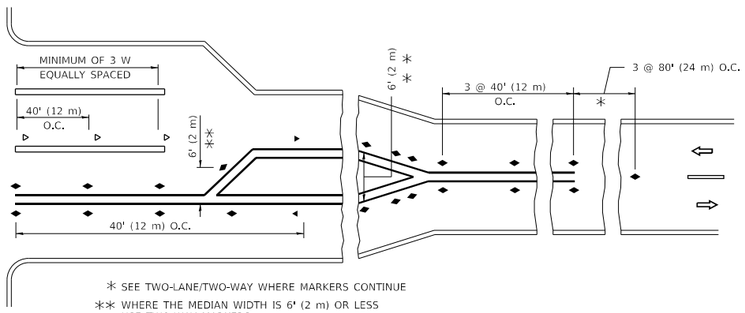


MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED





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

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

TURN LANES

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	668
	TC–11	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

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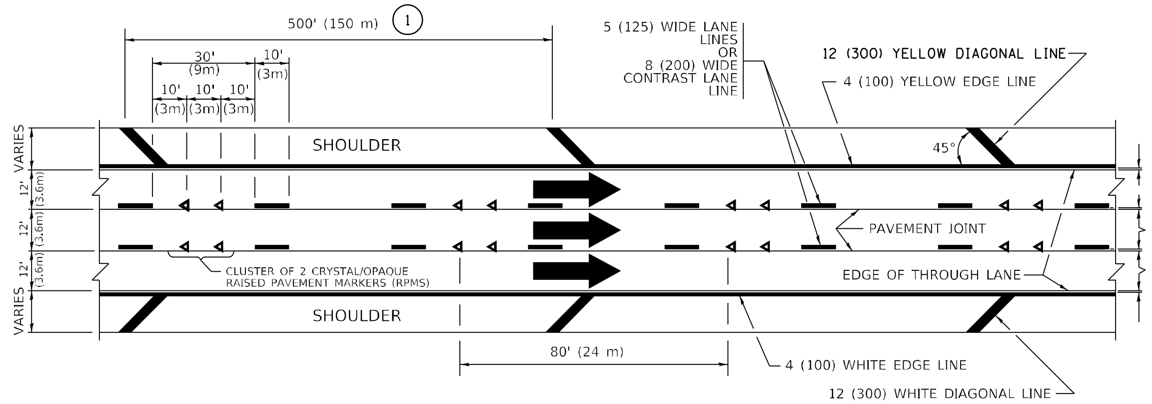
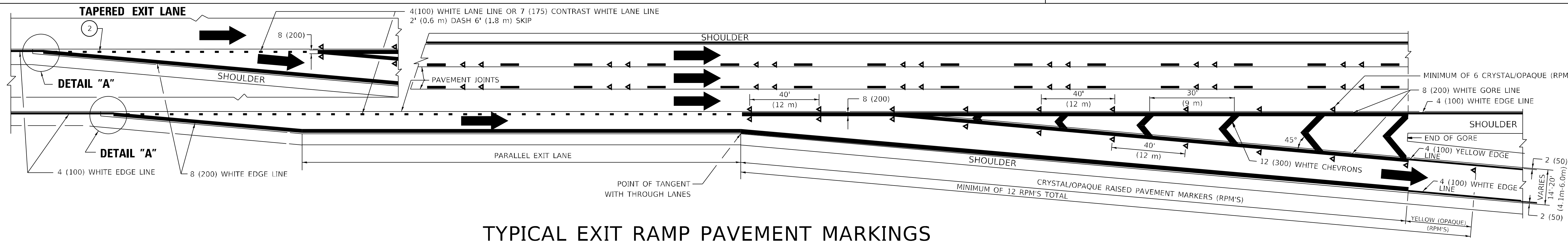


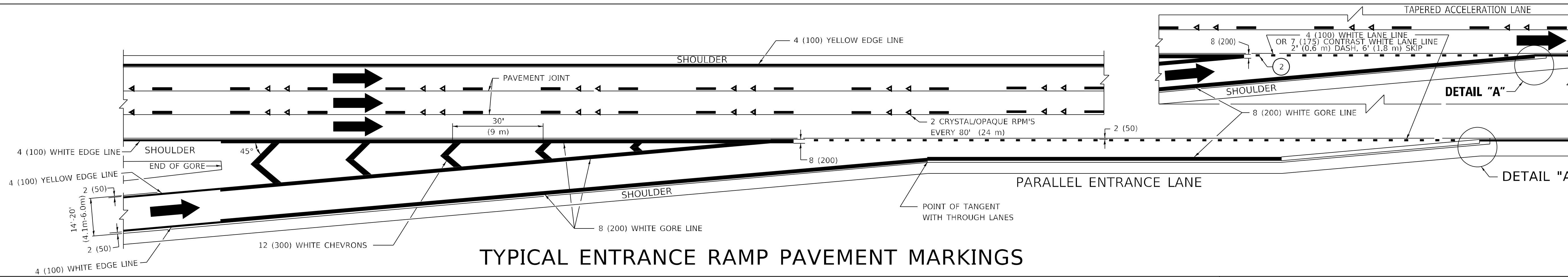
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

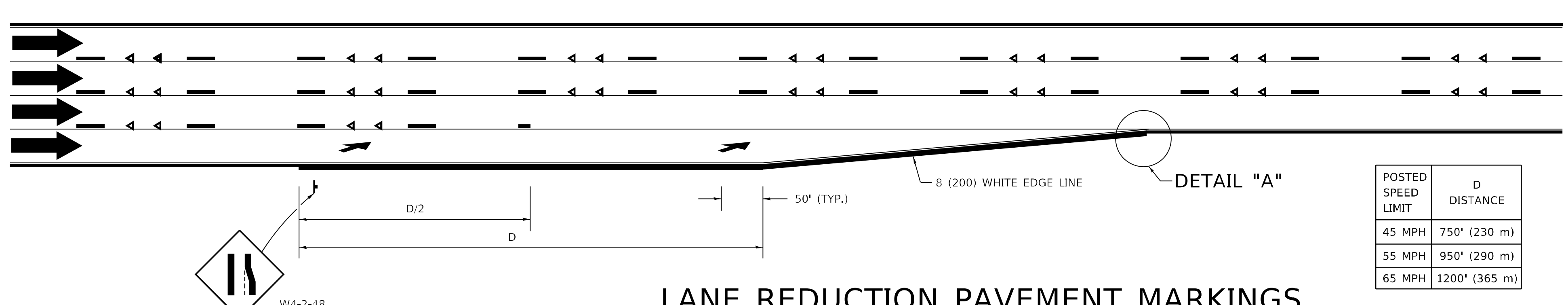
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

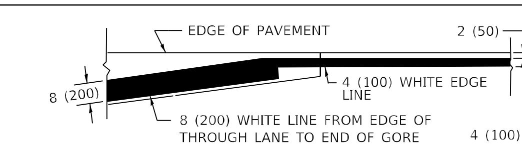


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.

② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

USER NAME = Lawrence,DeManche	DESIGNED - D.W.S.	REVISED - S.P.B. 01-10	
	DRAWN -	REVISED - M.D. 05-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M.D. 09-17	
PLOT DATE = 11/18/2022	DATE - 01-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	669

TC-12 | CONTRACT NO. 62R29
ILLINOIS FED. AID PROJECT

MODEL: Default
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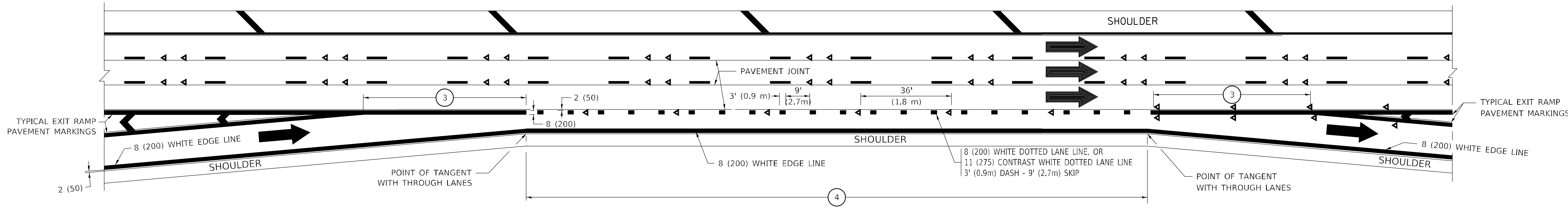
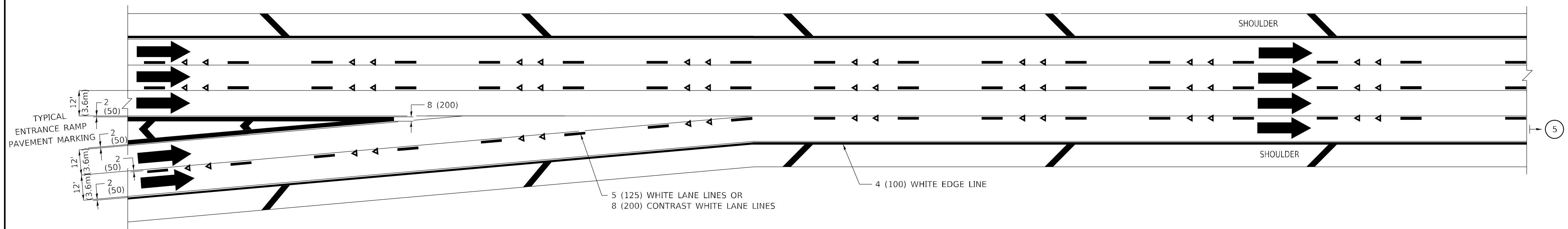
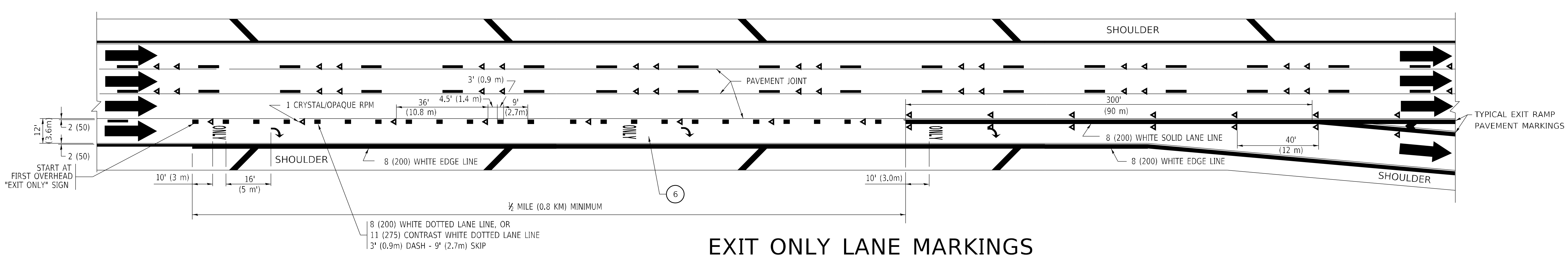


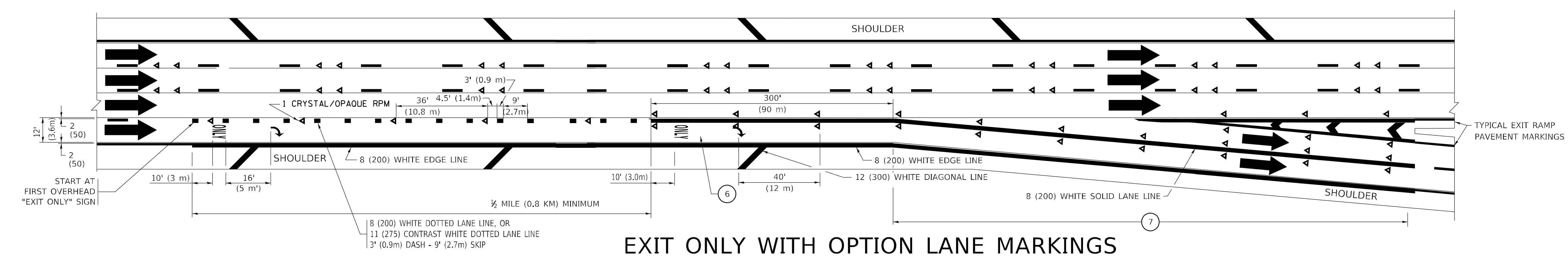
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

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

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	DRAWN -	REVISED - S.P.B. 01-07	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 01-10	
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17	

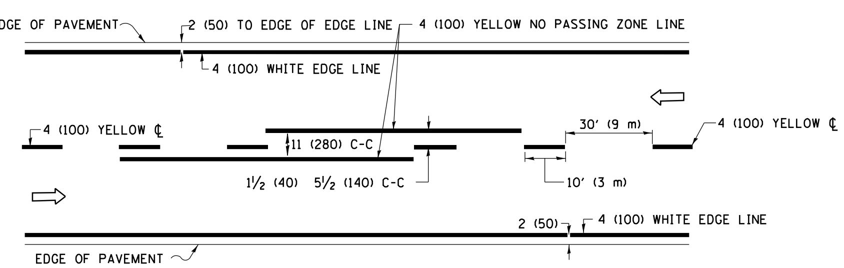
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

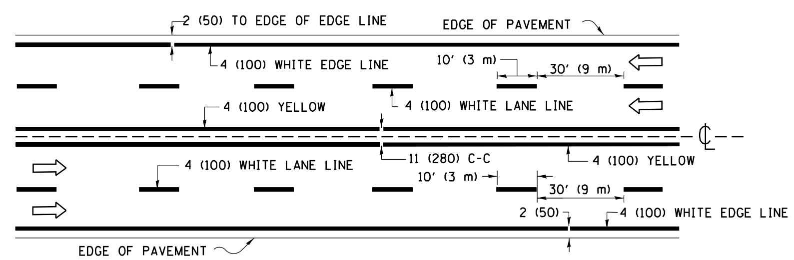
SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	670
TC-12		CONTRACT NO. 62R29		
		ILLINOIS FED. AID PROJECT		

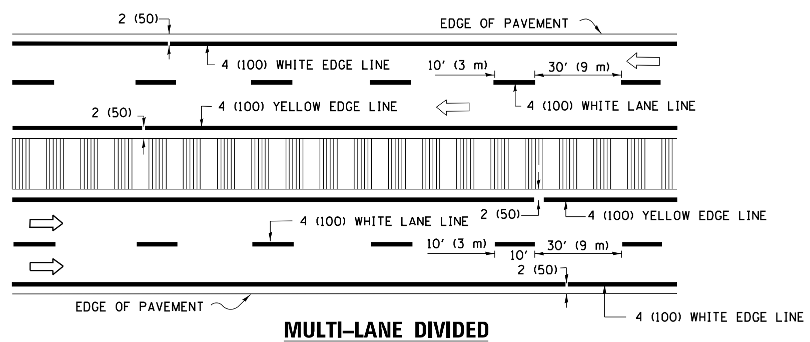
tc12.dgn 3/4/2019 10:32:33 AM User=footemj



2-LANE ROADWAY

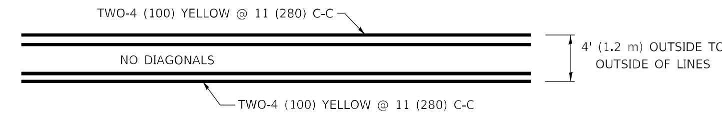


MULTI-LANE UNDIVIDED

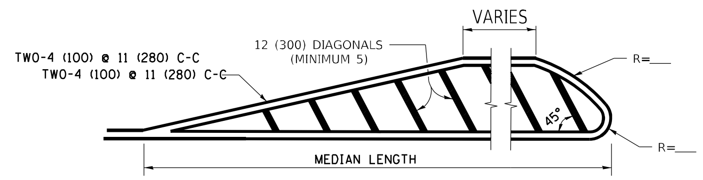


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



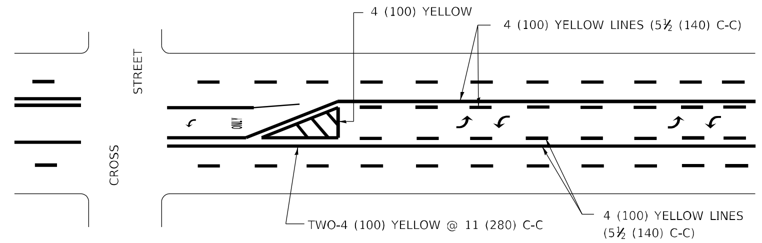
4' (1.2 m) WIDE MEDIANS ONLY



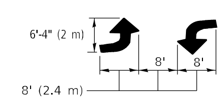
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

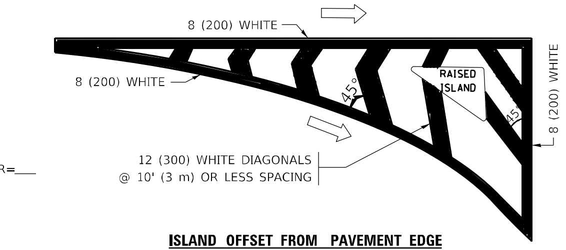


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED. WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

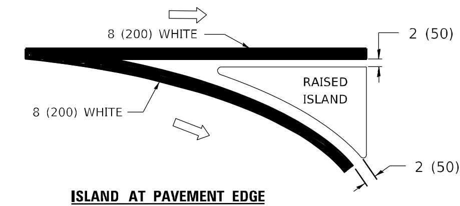


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

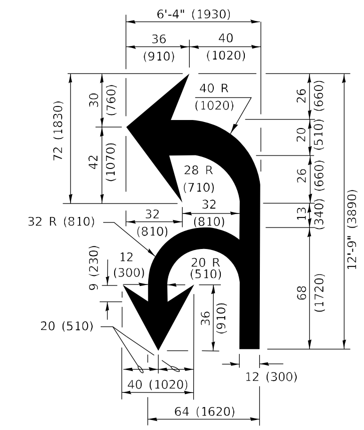


ISLAND OFFSET FROM PAVEMENT EDGE

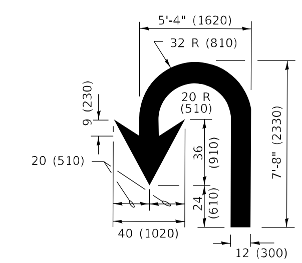


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

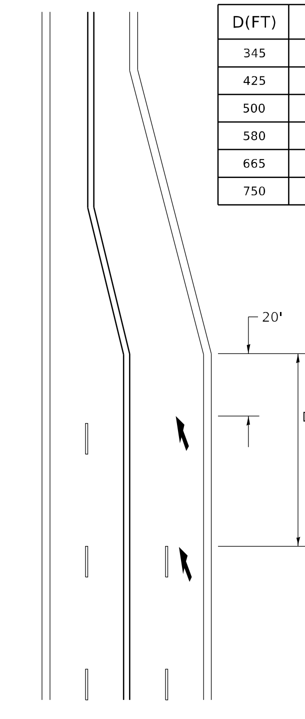


COMBINATION LEFT AND U-TURN



U-TURN

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



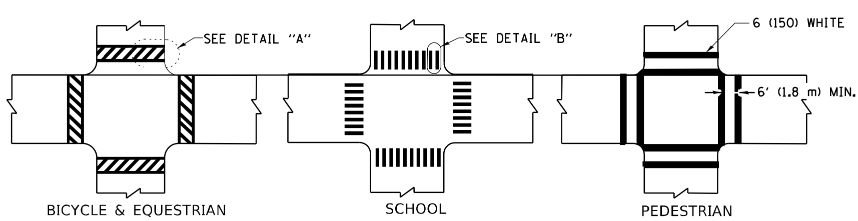
LANE REDUCTION TRANSITION

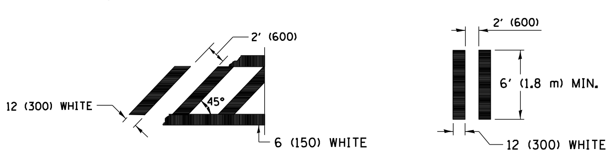
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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

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

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

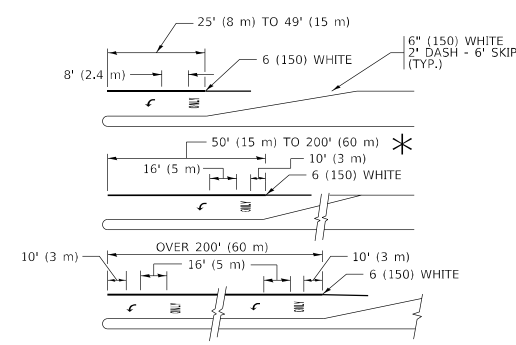




DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

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



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
	DRAWN -	REVISED - C. JUCIUS 07-01-13		
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15		
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	671
TC-13		CONTRACT NO. 62R29		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

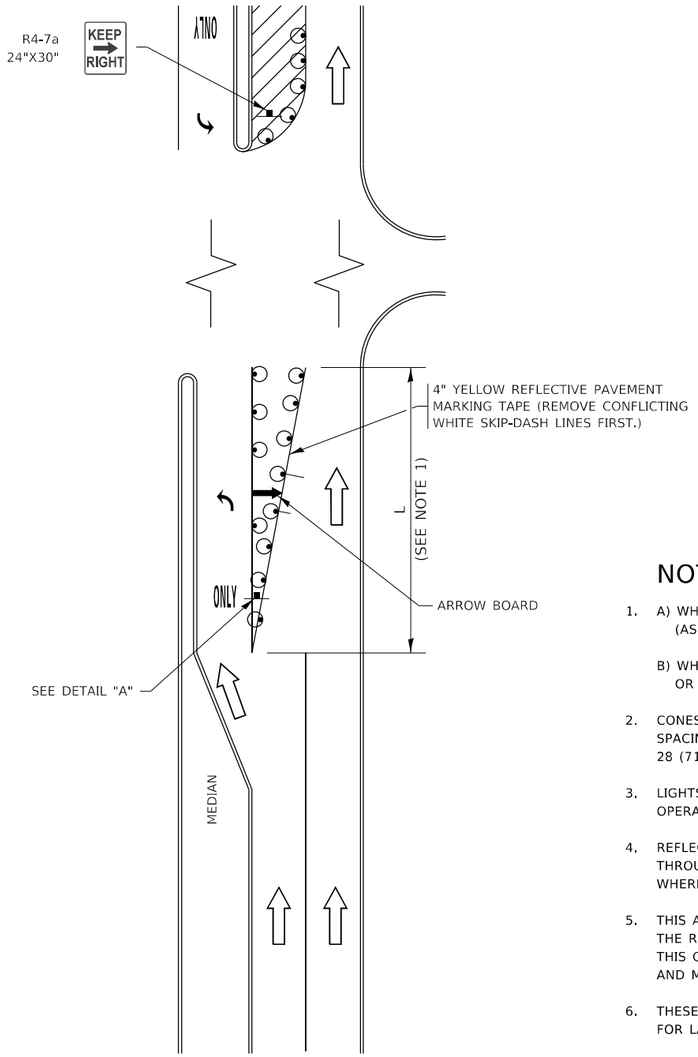


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

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

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

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

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

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

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

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

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

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

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

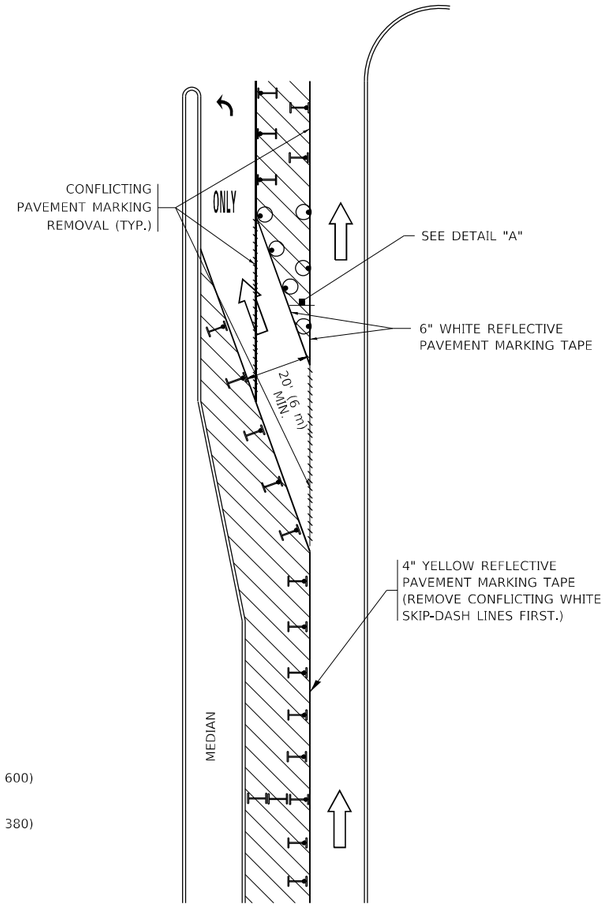
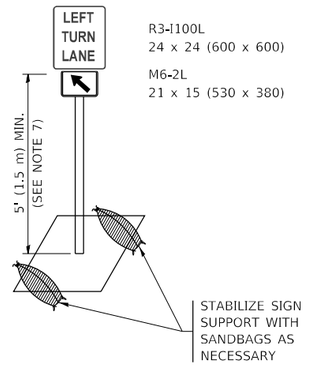


FIGURE 2



DETAIL A

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	672
	TC-14	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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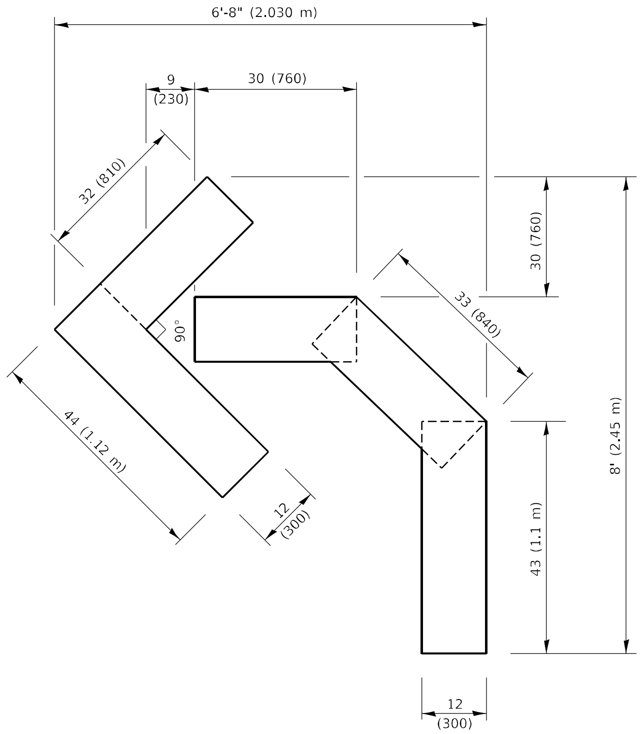
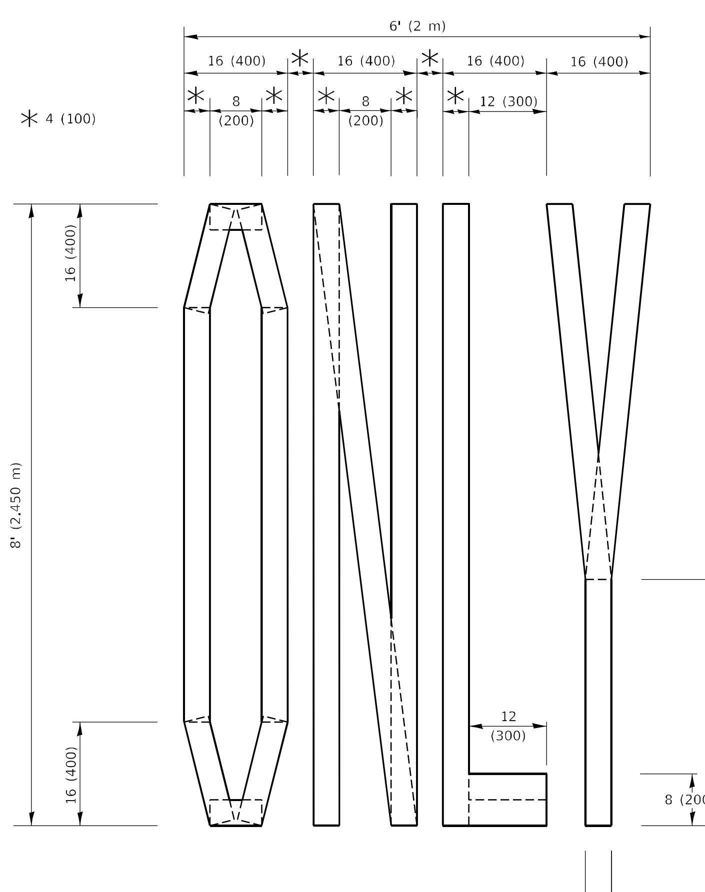
tc14.dgn 3/4/2019 10:36:01 AM User=footemi



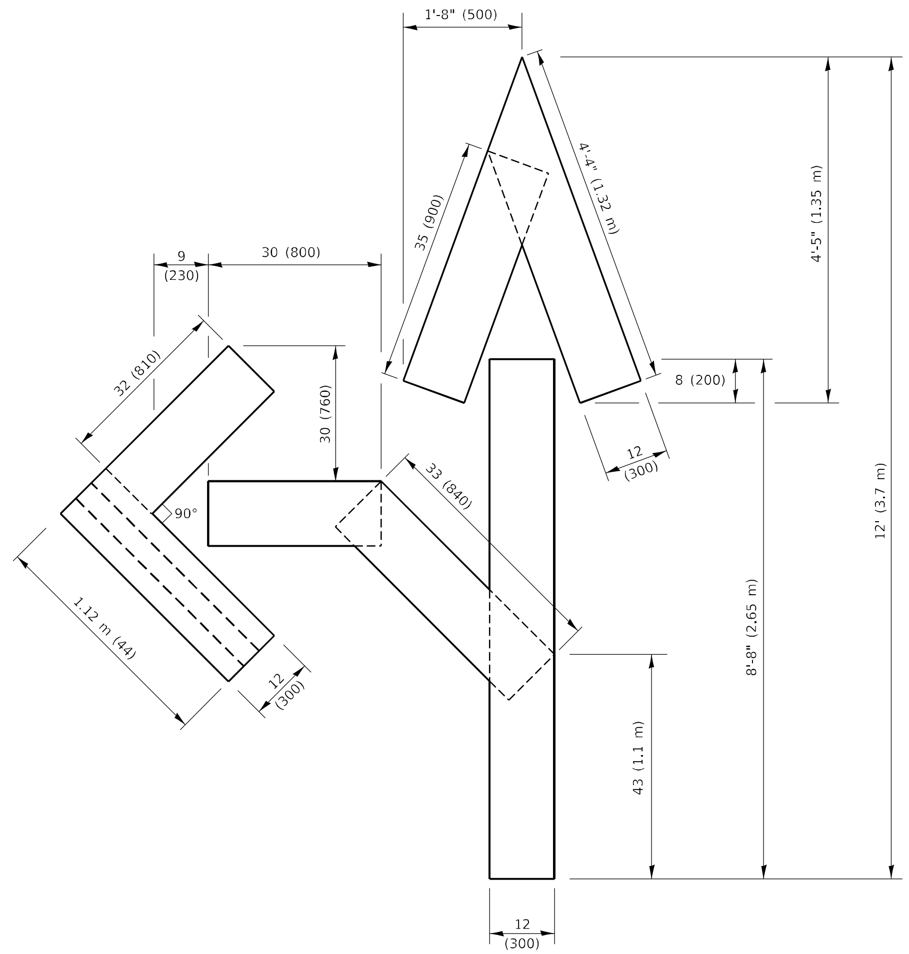
QUANTITY

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



QUANTITY

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

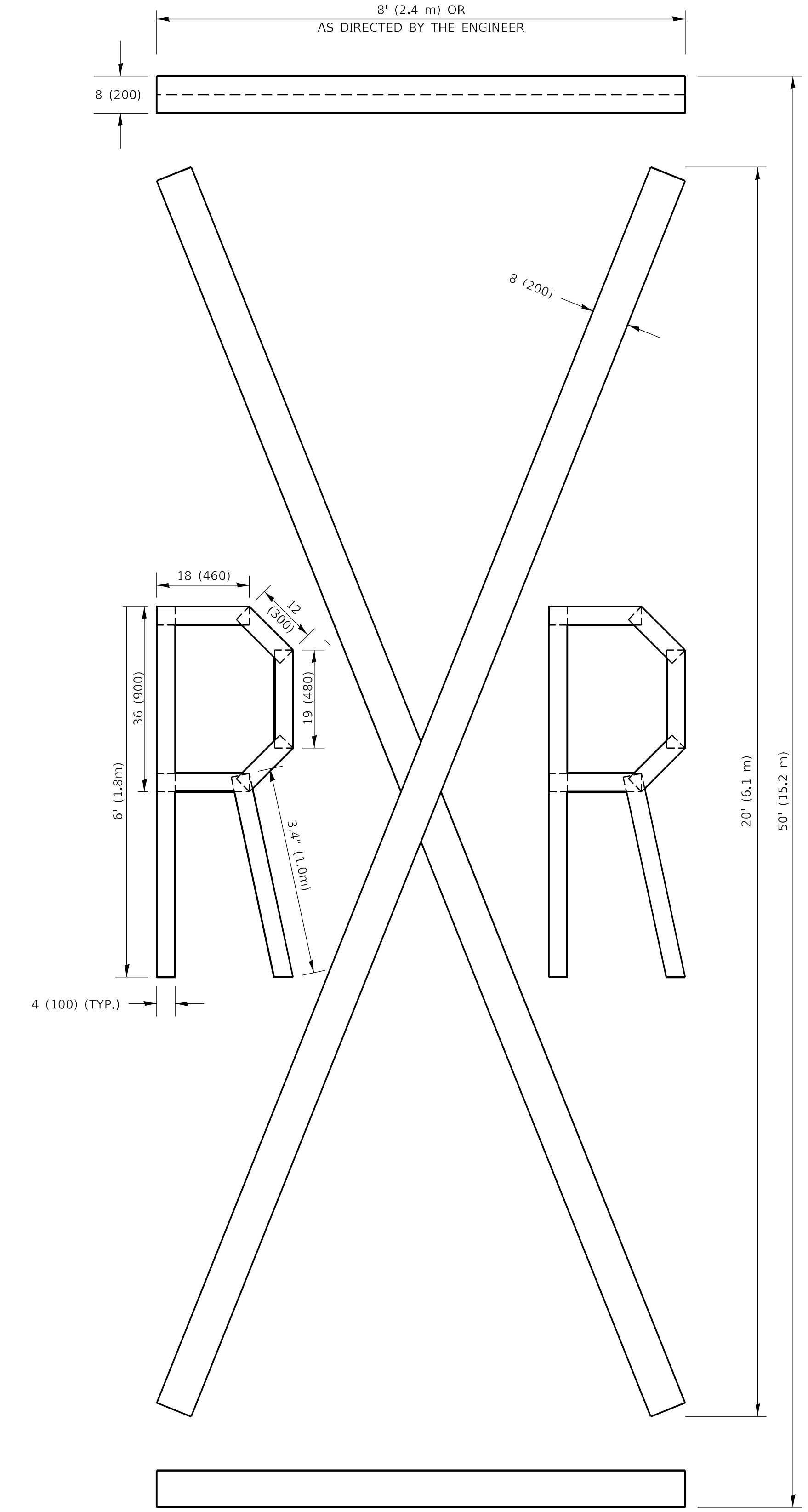


QUANTITY

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

NOTE:

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



QUANTITY

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

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

USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	673
	TC-16	CONTRACT NO. 62R29		
		ILLINOIS FED. AID PROJECT		

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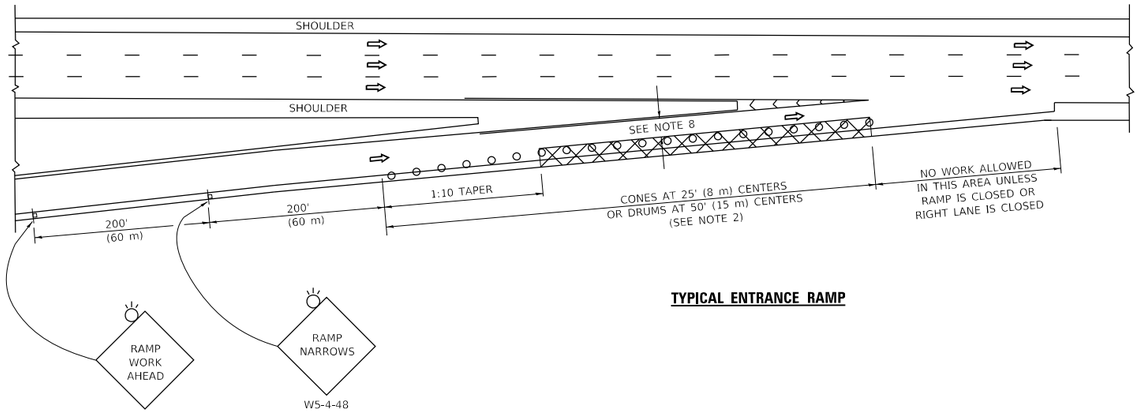
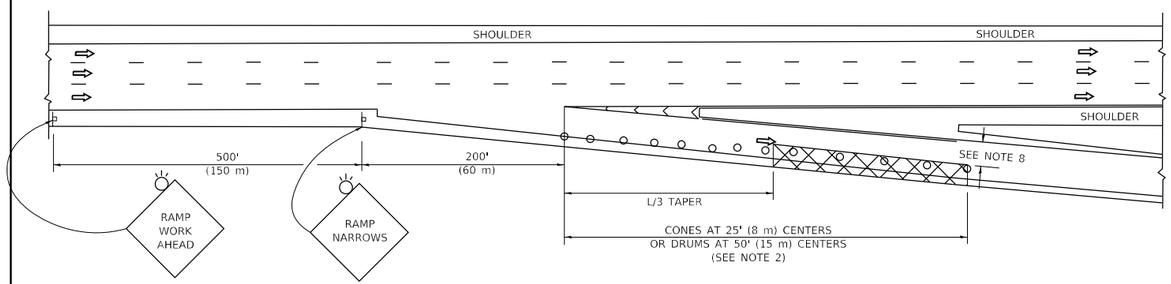
tc16.dgn 3/4/2019 10:37:35 AM User=footemj

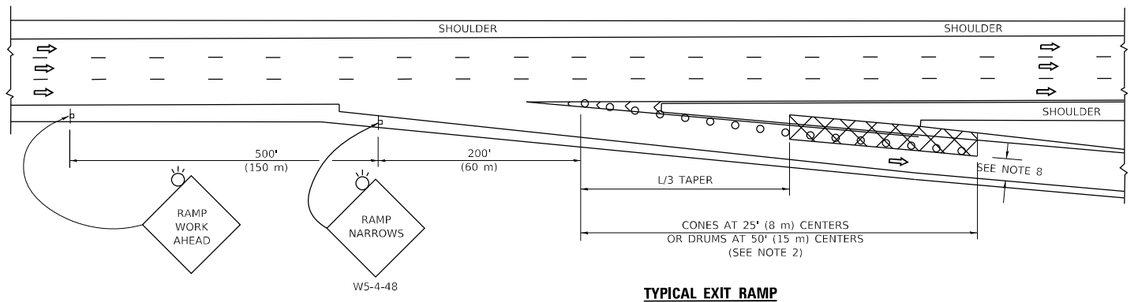
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

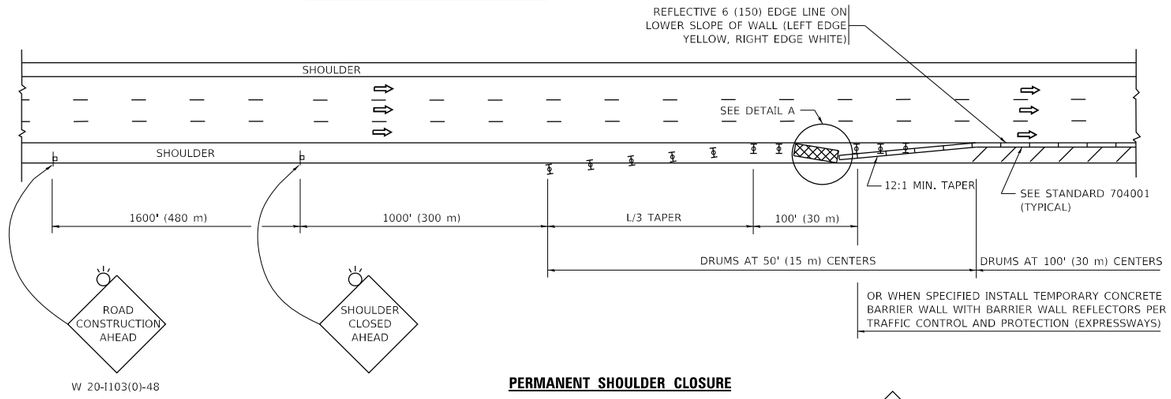


TYPICAL EXIT RAMP

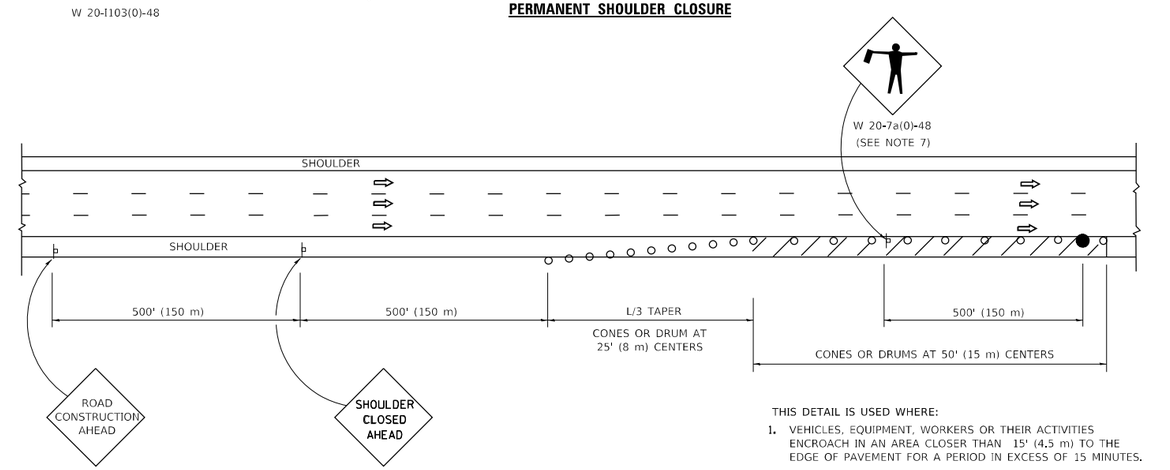


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



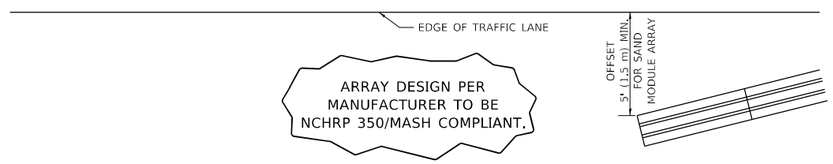
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

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



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

SYMBOLS

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

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

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

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

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

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

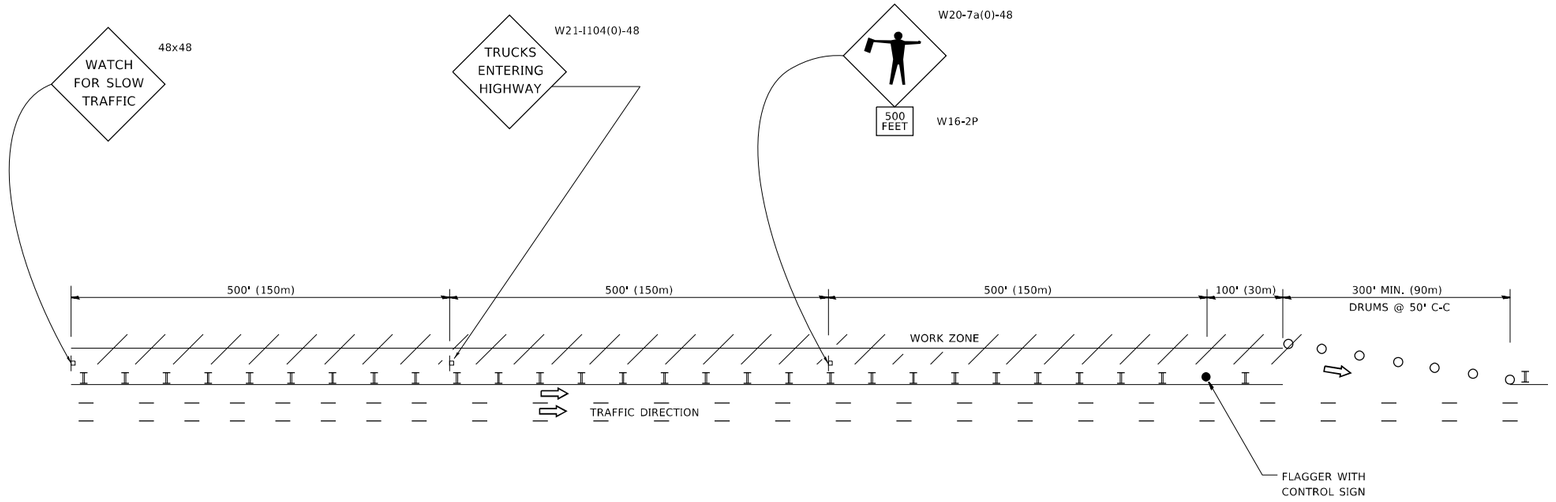
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	674
	TC-17	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

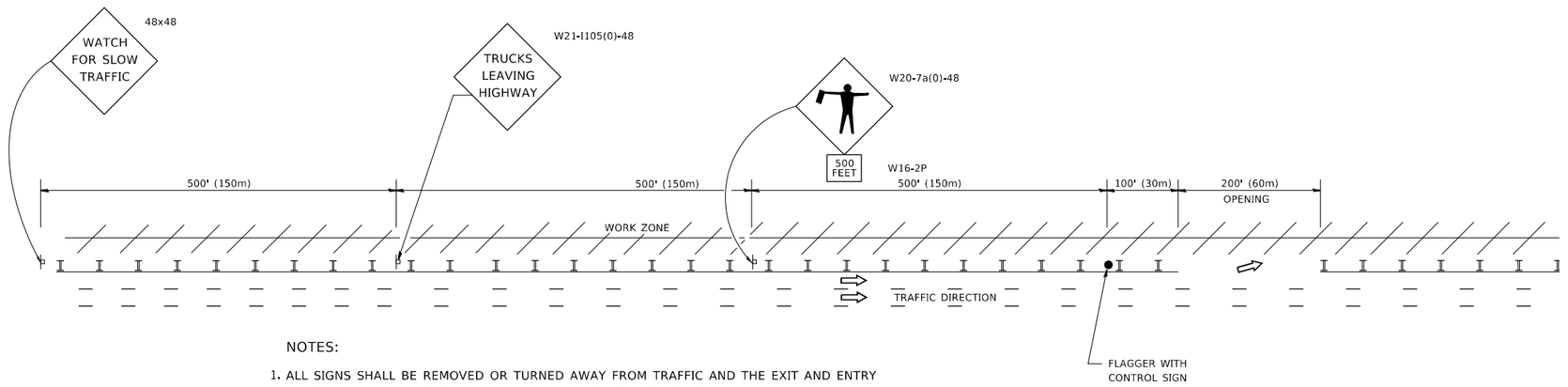
tc17.dgn 3/4/2019 10:41:43 AM User=footemj

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	675
	TC-18	CONTRACT NO. 62R29		
		ILLINOIS FED. AID PROJECT		

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tc18.dgn 3/4/2019 10:44:51 AM User=footemj

ROUTE MARKERS

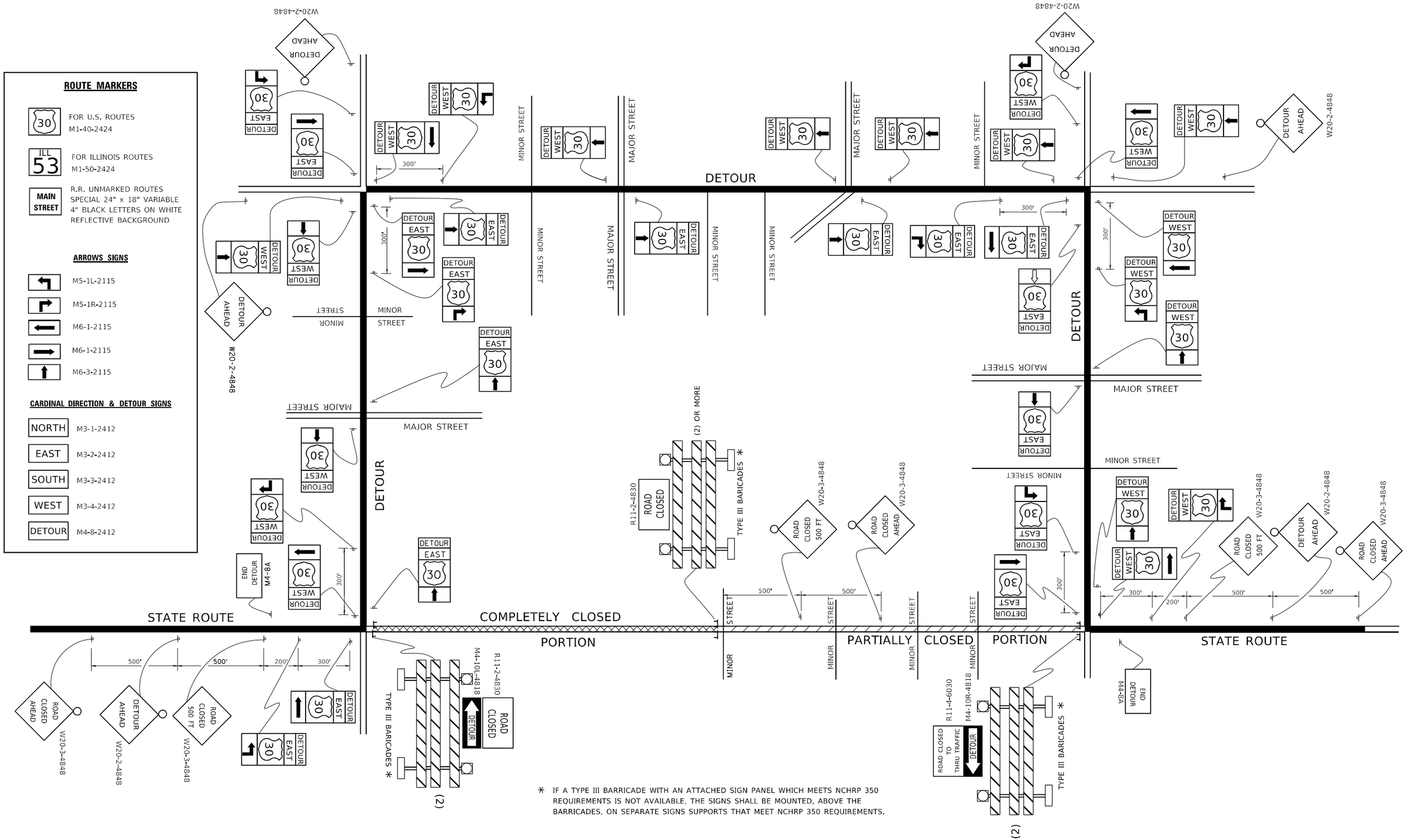
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

- NORTH — M3-1-2412
- EAST — M3-2-2412
- SOUTH — M3-3-2412
- WEST — M3-4-2412
- DETOUR — M4-8-2412



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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	675A
	TC-21	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

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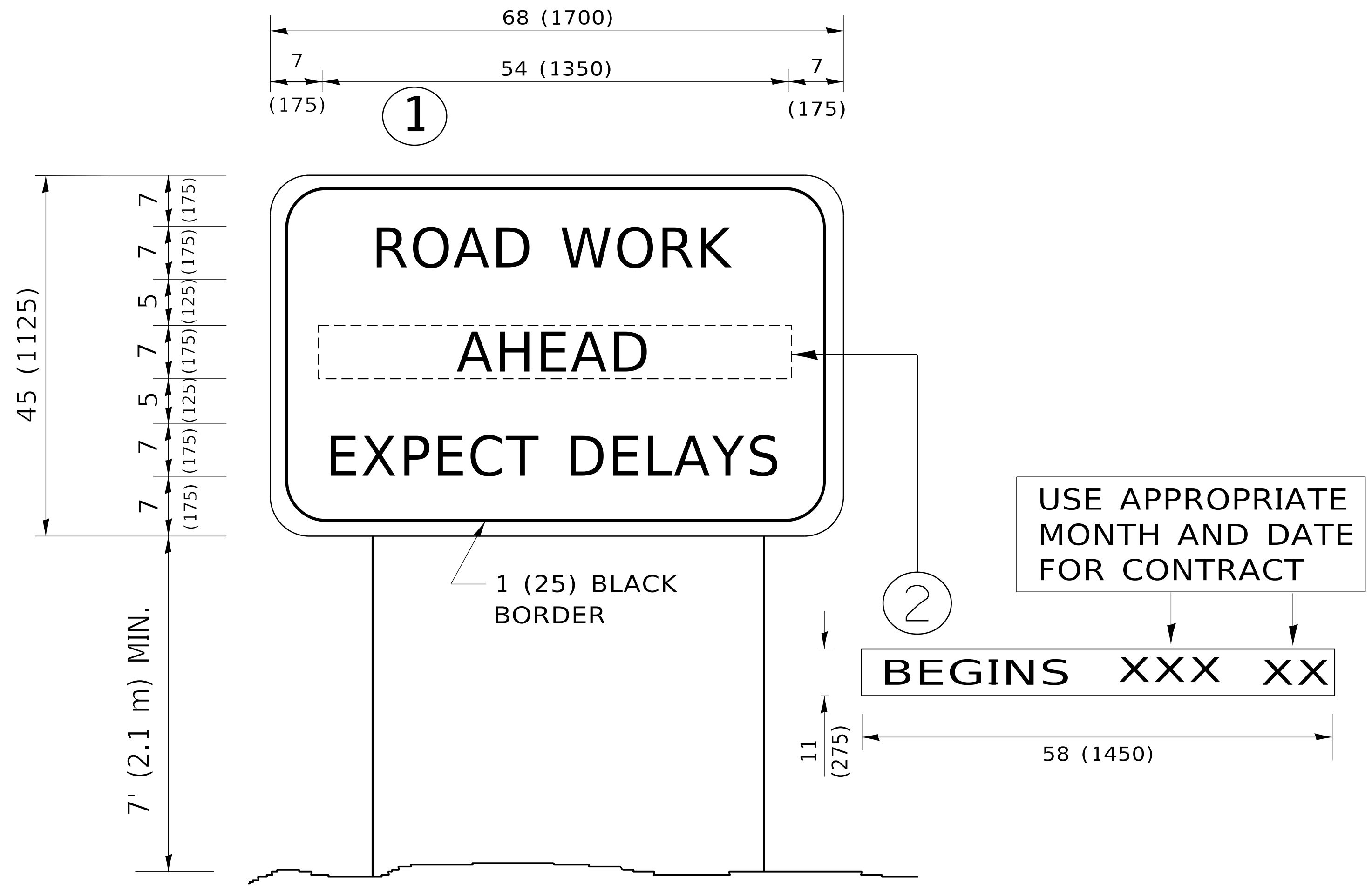

NOTES:

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

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

MODEL: Default
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	DRAWN -	REVISED - R. MIRS 12-11-97	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07	

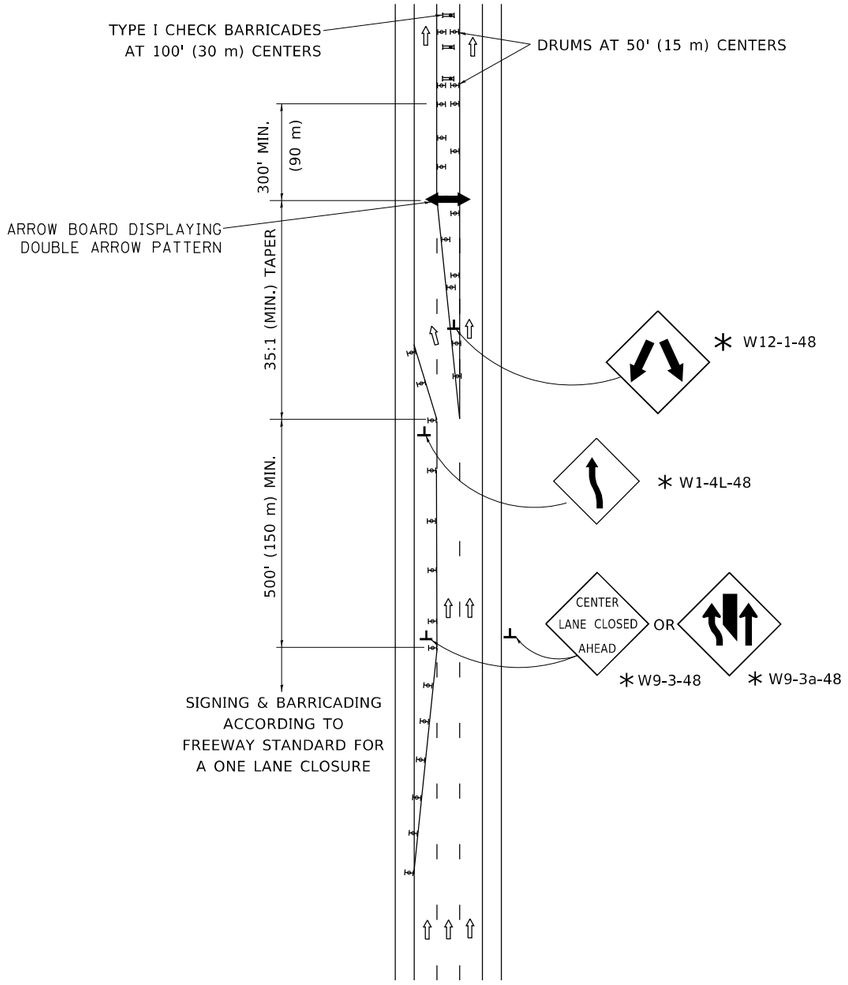
ARTERIAL ROAD INFORMATION SIGN

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

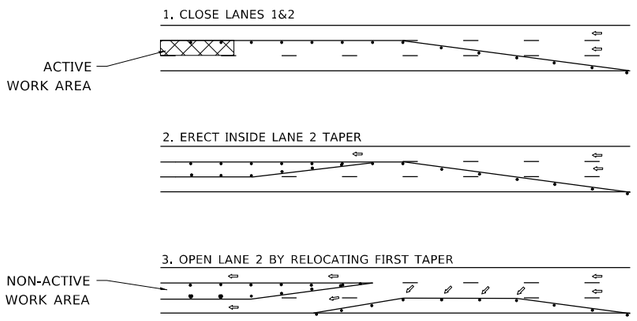
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	676
TC-22		CONTRACT NO. 62R29		
		ILLINOIS FED. AID PROJECT		

tc22.dgn 3/4/2019 10:48:10 AM User=footemj

CENTER LANE CLOSURE



INSTALLATION SEQUENCE

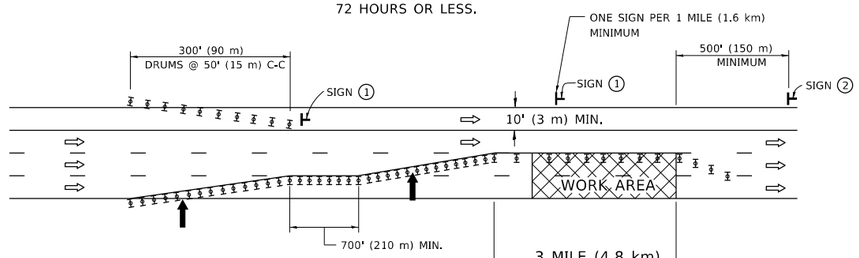


NOTES:

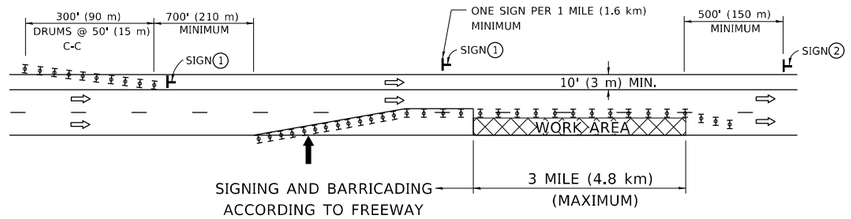
1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

SHOULDER LANE

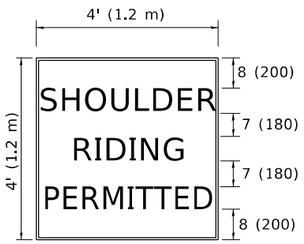
NOTE:
CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.



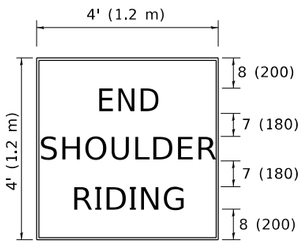
SIGNING AND BARRICADING ACCORDING TO FREEWAY STANDARD FOR A TWO LANE CLOSURE



SIGNING AND BARRICADING ACCORDING TO FREEWAY STANDARD FOR A ONE LANE CLOSURE



SIGN (1)



SIGN (2)

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

SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

USER NAME = footemj	DESIGNED -	REVISED - J.A.F. 04-03
	DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
CENTER LANE CLOSURE SHOULDER LANE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	677
	TC-25	CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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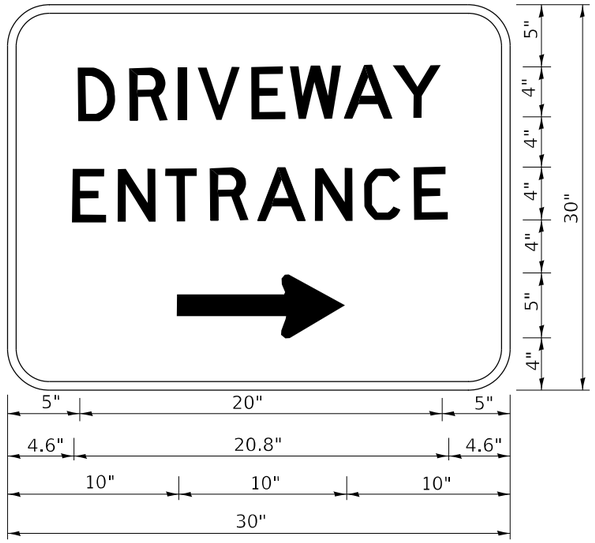


3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/6/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	678
	TC-26	CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

RAILROAD CROSSING REPAIR DETOUR SIGNING

1A — ROAD CLOSED AHEAD — W20-3 48"X48"

3A — DETOUR AHEAD — W20-2a 48"X48"

4 — ROAD CLOSED 500' — W20-3 48"X48"

5 — ** / * / DETOUR / (arrow)
M1-I100 24"X24" (STATE ROUTE)
M1-4 24"X24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY
USE SEE NOTE 4.
M4-8 24"X12"
M5-1L 21"X15"

5A — M5-2L 21"X15"

6 — ** / * / DETOUR / (arrow)
M1-I100 24"X24" (STATE ROUTE)
M1-4 24"X24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY
USE SEE NOTE 4.
M4-8 24"X12"
M6-1L 21"X15"

6A — M6-2L 21"X15"

7 — ** / * / DETOUR / (arrow)
M1-I100 24"X24" (STATE ROUTE)
M1-4 24"X24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY
USE SEE NOTE 4.
M4-8 24"X12"
M6-3 21"x15"

8 — ** / * / DETOUR / (arrow)
M1-I100 24"X24" (STATE ROUTE)
M1-4 24"X24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY
USE SEE NOTE 4.
M4-8 24"X12"
M5-1R 21"X15"

8A — M5-2R 21"X15"

9 — ** / * / DETOUR / (arrow)
M1-I100 24"X24" (STATE ROUTE)
M1-4 24"X24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY
USE SEE NOTE 4.
M4-8 24"X12"
M6-1R 21"X15"

9A — M6-2R 21"X15"

10 — ROAD CLOSED AT RR CROSSING LOCAL TRAFFIC ONLY — R11-3a 60"X30"

11 — ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3a 60"X30"

12 — ROAD CLOSED — R11-2 48"X30"

13 — DETOUR — M4-10R 48"X18"

14 — DETOUR — M4-10L 48"X18"

15 — END DETOUR — M4-8a 24"X18"

M1-I100 24"X24" (STATE ROUTE)
M1-4 24"X24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY
USE SEE NOTE 4.

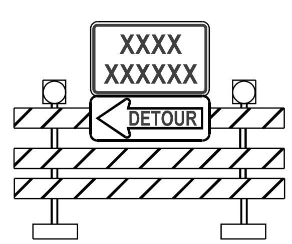
17 — * / CLOSED AT RAILROAD CROSSING — 5" / 6" / 5' / 4' — 5" LETTER MIN. BLACK LETTERS ON ORANGE BACKGROUND

18 — RAILROAD REPAIRS BEGIN DATE TIME — 5" / 6" / 5' / 4' — 5" LETTER MIN. BLACK LETTERS ON ORANGE BACKGROUND

19 — THIS ROAD WILL BE CLOSED FOR XX DAYS — 5" / 6" / 5' / 4' — 5" LETTER MIN. BLACK LETTERS ON ORANGE BACKGROUND

20 — R3-2 24"X24"

21 — R3-1 24"X24"



SEE R11-2, R-11-3a ABOVE

SEE M4-10L, M4-10R ABOVE (AS REQUIRED)

TYPE III BARRICADE W/ FLASHING LIGHTS

TYPE III BARRICADE W/FLASHING LIGHTS

TYPE A FLASHING LIGHT

NOTES:

1. FOR DETOURS OF UNMARKED ROUTES, SIGNS 5 - 9A SHALL BE MODIFIED TO USE THE M4-9 SIGN SERIES.

2. FOR DETOURS OF MARKED ROUTES, THE ORDER OF THE SIGNS SHOWN IN THE SIGN ASSEMBLIES 5 - 9A SHALL BE MODIFIED TO MATCH TYPICAL ASSEMBLY SHOWN BELOW.

DETOUR / ** / * / (arrow)

3. ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN 4 DAYS MUST HAVE A VERTICAL CLEARANCE OF 7 FEET FROM TOP OF PAVEMENT TO THE BOTTOM OF THE SIGN (5 FEET IN RURAL AREAS). THESE SIGNS SHALL BE POST MOUNTED IN THE GROUND WHERE POSSIBLE PER ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND HIGHWAY STANDARD 701901.

4. FOR FREEWAY/EXPRESSWAY USE - M1-I100 36"X36" USED FOR ILLINOIS ROUTES, M1-4 36"X36" FOR U.S. ROUTES, OR ROAD NAMES SIGN WITH 6" LETTER MINIMUM BLACK LETTERS ON ORANGE BACKGROUND.

5. REFER TO DISTRICT DETAIL TC-21 FOR TYPICAL SIGN LAYOUT AND SPACING

* ILLINOIS — M1-I100 24"X24" USED FOR ILLINOIS ROUTES.

M1-4 24"X24" USED FOR U.S. ROUTES.

MAIN STREET — CUSTOM ROAD NAME SIGN WITH 5" MINIMUM UPPERCASE BLACK LETTERS ON ORANGE BACKGROUND.

OR

Main St — WHEN LOWER CASE LETTERS ARE USED, AS SHOWN, THEY SHALL BE ¾ OF THE SIZE OF THE UPPER CASE LETTERS.

FOR FREEWAY/EXPRESSWAY USE - SEE NOTE 4.

** NORTH — M3-1 24"X12"
SOUTH — M3-2 24"X12"
EAST — M3-3 24"X12"
WEST — M3-4 24"X12"

CARDINAL DIRECTION SIGNS SHALL BE USED DIRECTLY ABOVE THE ROUTE MARKER.

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\Std22x34\CADData\CADSheets\tc28.dgn

USER NAME = footemj	DESIGNED -	REVISED - A. SCHUETZE 09-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

RAILROAD CROSSING REPAIR DETOUR SIGNING

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	678A

TC-28 — CONTRACT NO. 62R29

ILLINOIS FED. AID PROJECT

tc28.dgn 3/4/2019 11:02:56 AM User=footemj

PRE-STAGE EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
776+89	0.8	0.9						2.4	0.0			
777+00	0.8	0.9	0.3	0.0	0.3	0.4	-0.1	2.5	0.0	1.0	0.0	1.0
778+00	2.1	3.5	5.4	0.0	4.6	8.1	-3.4	7.1	0.0	17.7	0.0	17.7
779+00	2.0	14.9	7.6	0.0	6.4	34.1	-27.7	15.3	0.0	41.6	0.0	41.6
780+00	2.1	37.5	7.6	0.0	6.4	97.1	-90.6	23.5	0.0	71.9	0.0	71.9
781+00	1.7	66.7	7.0	0.0	6.0	193.0	-187.0	34.5	0.0	107.5	0.0	107.5
782+00	8.2	63.6	18.3	0.0	15.6	241.4	-225.8	42.4	0.0	142.5	0.0	142.5
783+00	7.7	59.1	29.5	0.0	25.1	227.3	-202.2	39.2	0.0	151.2	0.0	151.2
784+00	15.3	45.5	42.7	0.0	36.3	193.7	-157.4	38.6	0.0	144.1	0.0	144.1
785+00	13.7	43.2	53.8	0.0	45.7	164.2	-118.5	37.6	0.0	141.1	0.0	141.1
786+00	15.4	41.2	54.0	0.0	45.9	156.3	-110.5	37.5	0.0	139.1	0.0	139.1
787+00	15.4	31.5	57.1	0.0	48.5	134.7	-86.2	29.5	0.0	124.1	0.0	124.1
788+00	15.1	31.7	56.5	0.0	48.1	117.0	-68.9	31.2	0.0	112.4	0.0	112.4
789+00	13.6	33.6	53.3	0.0	45.3	120.8	-75.6	30.2	0.0	113.8	0.0	113.8
790+00	13.6	32.0	50.4	0.0	42.8	121.4	-78.6	31.6	0.0	114.5	0.0	114.5
791+00	14.6	29.3	52.3	0.0	44.5	113.5	-69.0	28.6	0.0	111.4	0.0	111.4
792+00	14.7	31.5	54.4	0.0	46.2	112.5	-66.3	29.2	0.0	107.1	0.0	107.1
793+00	13.0	23.5	51.4	0.0	43.7	101.8	-58.2	24.2	0.0	98.9	0.0	98.9
794+00	14.0	17.7	50.0	0.0	42.5	76.3	-33.8	22.0	0.0	85.6	0.0	85.6
795+00	19.3	11.6	61.6	0.0	52.4	54.3	-1.9	19.7	0.0	77.3	0.0	77.3
796+00	19.8	14.5	72.3	0.0	61.4	48.5	12.9	18.0	0.0	69.7	0.0	69.7
797+00	18.9	13.4	71.6	0.0	60.9	51.8	9.1	15.7	0.0	62.3	0.0	62.3
798+00	16.1	10.8	64.8	0.0	55.1	44.8	10.3	12.0	0.0	51.2	0.0	51.2
799+00	16.0	9.7	59.4	0.0	50.5	37.9	12.6	11.6	0.0	43.7	0.0	43.7
800+00	16.4	6.8	60.0	0.0	51.0	30.5	20.4	9.1	0.0	38.5	0.0	38.5
801+00	17.9	4.6	63.5	0.0	53.9	21.2	32.7	8.7	0.0	33.0	0.0	33.0
802+00	14.9	0.5	60.8	0.0	51.7	9.5	42.2	0.0	0.0	16.1	0.0	16.1
803+00	19.4	0.7	63.6	0.0	54.0	2.3	51.8	0.0	0.0	0.0	0.0	0.0
804+00	20.5	6.1	73.9	0.0	62.8	12.6	50.2	16.5	0.0	30.6	0.0	30.6
805+00	27.4	5.4	88.6	0.0	75.3	21.3	54.0	25.0	0.0	76.9	0.0	76.9
806+00	12.7	29.9	74.3	0.0	63.1	65.4	-2.2	24.8	0.0	92.2	0.0	92.2
807+00	12.1	22.8	46.0	0.0	39.1	97.5	-58.4	25.1	0.0	92.4	0.0	92.4
808+00	11.8	27.4	44.3	0.0	37.6	92.9	-55.3	25.6	0.0	93.9	0.0	93.9
809+00	12.1	23.7	44.2	0.0	37.6	94.5	-56.9	24.7	0.0	93.0	0.0	93.0
810+00	11.4	31.8	43.5	0.0	37.0	102.8	-65.8	27.4	0.0	96.3	0.0	96.3
811+00	12.8	26.7	44.9	0.0	38.1	108.4	-70.3	26.8	0.0	100.3	0.0	100.3
812+00	11.9	33.2	45.9	0.0	39.0	111.0	-72.0	29.1	0.0	103.4	0.0	103.4
813+00	20.4	0.2	59.8	0.0	50.9	61.9	-11.1	29.0	0.0	107.6	0.0	107.6
814+00	95.8	0.0	215.1	0.0	182.9	0.4	182.5	13.2	0.0	78.2	0.0	78.2
815+00	13.4	37.0	202.2	0.0	171.9	68.6	103.3	33.3	0.0	86.1	0.0	86.1
816+00	13.0	32.9	49.0	0.0	41.6	129.5	-87.9	28.9	0.0	115.1	0.0	115.1
817+00	11.9	36.8	46.1	0.0	39.2	129.1	-89.9	29.3	0.0	107.6	0.0	107.6
818+00	11.7	36.6	43.6	0.0	37.1	135.9	-98.8	29.1	0.0	108.2	0.0	108.2
819+00	12.4	27.6	44.6	0.0	37.9	118.8	-80.9	26.9	0.0	103.7	0.0	103.7
820+00	13.0	20.9	47.1	0.0	40.0	89.7	-49.7	24.8	0.0	95.7	0.0	95.7
821+00	16.8	11.5	55.2	0.0	46.9	60.0	-13.1	21.2	0.0	85.2	0.0	85.2
822+00	24.3	19.9	76.1	0.0	64.7	58.0	6.6	35.4	0.0	104.8	0.0	104.8
823+00	11.0	15.7	65.5	0.0	55.6	65.8	-10.1	15.1	0.0	93.5	0.0	93.5
824+00	10.6	14.6	40.1	0.0	34.1	56.0	-21.9	16.1	0.0	57.8	0.0	57.8
825+00	15.4	19.7	48.1	0.0	40.9	63.4	-22.6	14.9	0.0	57.4	0.0	57.4
826+00	17.5	21.0	60.8	0.0	51.7	75.3	-23.6	19.2	0.0	63.2	0.0	63.2
827+00	18.0	30.4	65.7	0.0	55.8	95.2	-39.4	27.2	0.0	85.9	0.0	85.9
828+00	18.2	42.6	67.0	0.0	57.0	135.2	-78.3	32.8	0.0	111.1	0.0	111.1
829+00	18.7	33.9	68.3	0.0	58.0	141.7	-83.7	30.7	0.0	117.6	0.0	117.6
830+00	20.2	13.9	72.1	0.0	61.3	88.7	-27.4	20.0	0.0	93.9	0.0	93.9
831+00	14.5	24.5	64.4	0.0	54.7	71.1	-16.4	27.7	0.0	88.4	0.0	88.4
832+00	12.2	33.9	49.5	0.0	42.1	108.1	-66.0	29.5	0.0	105.9	0.0	105.9
833+00	11.6	22.4	44.1	0.0	37.5	104.2	-66.7	23.8	0.0	98.6	0.0	98.6
834+00	10.6	27.5	41.0	0.0	34.9	92.3	-57.4	24.8	0.0	89.9	0.0	89.9

PRE-STAGE EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
835+00	11.5	25.5	41.0	0.0	34.8	98.1	-63.3	24.8	0.0	91.8	0.0	91.8
836+00	12.8	16.9	45.1	0.0	38.3	78.6	-40.3	22.4	0.0	87.3	0.0	87.3
837+00	12.1	25.4	46.1	0.0	39.2	78.4	-39.2	25.1	0.0	87.8	0.0	87.8
838+00	12.1	27.4	44.8	0.0	38.1	97.8	-59.7	25.6	0.0	93.9	0.0	93.9
839+00	12.5	32.0	45.6	0.0	38.8	110.0	-71.2	26.6	0.0	96.7	0.0	96.7
840+00	11.8	40.3	45.1	0.0	38.3	133.9	-95.5	28.5	0.0	102.1	0.0	102.1
841+00	11.0	37.0	42.2	0.0	35.9	143.1	-107.3	26.5	0.0	102.0	0.0	102.0
842+00	11.0	40.7	40.7	0.0	34.6	143.9	-109.4	29.0	0.0	102.8	0.0	102.8
843+00	11.6	34.4	41.8	0.0	35.6	139.1	-103.6	26.3	0.0	102.3	0.0	102.3
844+00	12.5	23.5	44.7	0.0	38.0	107.4	-69.4	23.1	0.0	91.4	0.0	91.4
845+00	12.6	20.0	46.4	0.0	39.5	80.6	-41.1	22.4	0.0	84.2	0.0	84.2
846+00	12.1	16.6	45.7	0.0	38.8	67.7	-28.8	21.1	0.0	80.6	0.0	80.6
847+00	12.4	15.4	45.3	0.0	38.5	59.1	-20.7	20.9	0.0	77.8	0.0	77.8
848+00	12.9	13.7	46.7	0.0	39.7	53.9	-14.1	20.6	0.0	76.8	0.0	76.8
849+00	11.5	17.2	45.2	0.0	38.4	57.3	-18.9	21.3	0.0	77.5	0.0	77.5
850+00	11.7	15.8	43.1	0.0	36.6	61.2	-24.6	20.4	0.0	77.3	0.0	77.3
851+00	12.6	19.2	45.1	0.0	38.4	64.9	-26.5	21.4	0.0	77.5	0.0	77.5
852+00	14.3	17.1	49.8	0.0	42.3	67.3	-25.0	22.3	0.0	80.9	0.0	80.9
853+00	12.7	21.4	49.8	0.0	42.4	71.4	-29.0	23.5	0.0	84.7	0.0	84.7
854+00	7.0	26.1	36.5	0.0	31.0	88.0	-56.9	24.2	0.0	88.2	0.0	88.2
855+00	4.8	31.4	21.9	0.0	18.6	106.4	-87.8	25.9	0.0	92.7	0.0	92.7
856+00	6.2	28.4	20.4	0.0	17.3	110.6	-93.3	25.5	0.0	95.2	0.0	95.2
857+00	5.6	30.4	21.9	0.0	18.6	108.9	-90.3	25.8	0.0	95.1	0.0	95.1
858+00	8.9	28.8	26.8	0.0	22.8	109.6	-86.8	27.0	0.0	97.9	0.0	97.9
859+00	5.5	26.3	26.6	0.0	22.6	102.0	-79.4	25.7	0.0	97.7	0.0	97.7
860+00	6.0	19.0	21.2	0.0	18.0	83.8	-65.8	22.9	0.0	90.0	0.0	90.0
861+00	6.1	16.3	22.3	0.0	19.0	65.3	-46.3	20.5	0.0	80.3	0.0	80.3
862+00	6.6	24.1	23.4	0.0	19.9	74.7	-54.8	27.4	0.0	88.7	0.0	88.7
863+00	6.0	9.0	23.2	0.0	19.7	61.1	-41.4	14.2	0.0	77.0	0.0	77.0
864+00	4.9	4.3	20.2	0.0	17.2	24.6	-7.4	9.1	0.0	43.1	0.0	43.1
865+00	5.3	1.1	19.0	0.0	16.1	10.1	6.1	4.5	0.0	25.0	0.0	25.0
866+00	4.4	0.0	18.0	0.0	15.3	2.1	13.2	0.4	0.0	9.0	0.0	9.0
867+00	8.2	1.2	23.4	0.0	19.9	2.2	17.7	8.6	0.0	16.6	0.0	16.6
868+00	7.6	5.3	29.2	0.0	24.9	12.0	12.9	12.4	0.0	38.9	0.0	38.9
869+00	8.1	8.0	29.1	0.0	24.8	24.6	0.1	14.3	0.0	49.5	0.0	49.5
870+00	6.3	10.3	26.8	0.0	22.8	33.9	-11.1	16.4	0.0	56.8	0.0	56.8
871+00	5.9	18.4	22.6	0.0	19.2	53.1	-33.9	22.1	0.0	71.2	0.0	71.2
872+00	6.1	19.7	22.1	0.0	18.8	70.6	-51.8	22.9	0.0	83.4	0.0	83.4
873+00	6.8	25.0	23.8	0.0	20.3	82.9	-62.6	25.2	0.0	89.1	0.0	89.1
874+00	6.6	32.3	24.8	0.0	21.1	106.1	-85.0	30.3	0.0	102.8	0.0	102.8
875+00	5.9	19.7	23.1	0.0	19.7	96.3	-76.6	23.6	0.0	99.9	0.0	99.9
876+00	6.8	17.6	23.5	0.0	20.0	69.1	-49.2	22.4	0.0	85.3	0.0	85.3
877+00	7.1	14.6	25.8	0.0	21.9	59.5	-37.6	22.0	0.0	82.3	0.0	82.3
878+00	6.2	16.6	24.7	0.0	21.0	57.8	-36.8	22.3	0.0	82.1	0.0	82.1
879+00	6.0	23.8	22.7	0.0	19.3	74.8	-55.6	24.6	0.0	86.8	0.0	86.8
880+00	5.2	29.3	20.7	0.0	17.6	98.2	-80.6	26.4	0.0	94.3	0.0	94.3
881+00	7.8	23.4	24.0	0.0	20.4	97.6	-77.3	26.5	0.0	97.9	0.0	97.9
882+00	8.0	23.5	29.3	0.0	24.9	86.9	-62.0	26.2	0.0	97.7	0.0	97.7
883+00	8.4	19.4	30.4	0.0	25.9	79.4	-53.6	24.7	0.0	94.3	0.0	94.3
884+00	9.2	15.3	32.6	0.0	27.7	64.2	-36.5	23.4	0.0	89.1	0.0	89.1
885+00	8.3	17.8	32.4	0.0	27.5	61.1	-33.6	23.8	0.0	87.5	0.0	87.5
886+00	9.0	14.4	32.0	0.0	27.2	59.5	-32.3	22.6	0.0	86.0	0.0	86.0
887+00	8.8	14.8	33.0	0.0	28.0	54.0	-25.9	23.0	0.0	84.5	0.0	84.5
888+00	7.9	19.8	31.0	0.0	26.4	64.0	-37.7	23.8	0.0	86.7	0.0	86.7
889+00	7.7	22.0	28.8	0.0	24.5	77.5	-53.0	23.8	0.0	88.1	0.0	88.1
890+00	9.1	17.9	31.0	0.0	26.3	74.0	-47.7	23.5	0.0	87.6	0.0	87.6
891+00	8.1	18.8	31.8	0.0	27.0	68.1	-41.0	24.3	0.0	88.5	0.0	88.5
892+00	8.5	21.7	30.6	0.0	26.0	75.0	-48.9	24.6	0.0	90.6	0.0	90.6
893+00	9.2	19.9	32.7	0.0	27.8	76.9	-49.1	25.1	0.0	92.1	0.0	92.1

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816\62R29-SHT-EWSCHED-01.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	**STATE OF ILLINOIS**	**I-80**
	DRAWN - CMA	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EARTHWORK SCHEDULE – PRE-STAGE**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: NTS | SHEET OF SHEETS | STA. TO STA.
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	679
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

PRE-STAGE EARTHWORK SCHEDULE												
STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
894+00	5.4	14.4	27.1	0.0	23.1	63.4	-40.4	22.6	0.0	88.4	0.0	88.4
895+00	9.6	57.6	27.9	0.0	23.7	133.4	-109.7	36.2	0.0	108.8	0.0	108.8
896+00	8.0	20.2	32.5	0.0	27.7	144.1	-116.4	25.4	0.0	114.0	0.0	114.0
897+00	13.4	9.2	39.6	0.0	33.7	54.3	-20.7	22.3	0.0	88.3	0.0	88.3
898+00	6.6	21.4	37.1	0.0	31.5	56.5	-25.0	25.5	0.0	88.5	0.0	88.5
899+00	6.4	18.9	24.1	0.0	20.5	74.5	-54.0	24.5	0.0	92.6	0.0	92.6
900+00	8.7	14.2	27.9	0.0	23.7	61.2	-37.5	22.7	0.0	87.5	0.0	87.5
901+00	6.2	14.8	27.6	0.0	23.5	53.6	-30.2	23.2	0.0	85.0	0.0	85.0
902+00	11.4	8.3	32.6	0.0	27.7	42.8	-15.1	21.6	0.0	82.8	0.0	82.8
903+00	6.4	10.4	32.9	0.0	28.0	34.7	-6.7	21.3	0.0	79.4	0.0	79.4
904+00	6.5	10.3	24.0	0.0	20.4	38.3	-17.9	21.1	0.0	78.5	0.0	78.5
905+00	9.1	10.6	29.0	0.0	24.7	38.7	-14.0	20.9	0.0	77.8	0.0	77.8
906+00	8.5	15.6	32.7	0.0	27.8	48.6	-20.8	20.7	0.0	77.1	0.0	77.1
907+00	10.9	12.5	35.9	0.0	30.6	52.1	-21.6	20.6	0.0	76.5	0.0	76.5
908+00	1.8	17.7	23.5	0.0	20.0	55.9	-36.0	20.3	0.0	75.6	0.0	75.6
909+00	11.7	14.5	25.1	0.0	21.3	59.6	-38.3	20.9	0.0	76.4	0.0	76.4
910+00	8.3	12.1	37.1	0.0	31.5	49.3	-17.8	18.5	0.0	73.1	0.0	73.1
911+00	9.1	14.8	32.2	0.0	27.4	49.9	-22.5	20.6	0.0	72.5	0.0	72.5
912+00	2.0	16.3	20.6	0.0	17.5	57.7	-40.2	20.0	0.0	75.2	0.0	75.2
913+00	14.5	35.4	30.6	0.0	26.0	95.8	-69.9	40.4	0.0	111.9	0.0	111.9
914+00	3.5	13.4	33.4	0.0	28.4	90.4	-62.0	16.6	0.0	105.5	0.0	105.5
915+00	0.0	18.5	6.6	0.0	5.6	59.0	-53.5	14.6	0.0	57.8	0.0	57.8
916+00	1.5	8.3	2.8	0.0	2.4	49.5	-47.2	12.2	0.0	49.7	0.0	49.7
917+00	1.8	1.1	6.2	0.0	5.2	17.4	-12.1	4.0	0.0	29.9	0.0	29.9
918+00	1.4	3.9	5.9	0.0	5.0	9.3	-4.3	5.2	0.0	16.9	0.0	16.9
918+30	0.0	0.0	0.8	0.0	0.7	2.2	-1.5	0.0	0.0	2.9	0.0	2.9
I-80 SUBTOTAL:			5813.6	0.0	4941.6	11102.8	-6161.2			11888.6	0.0	11888.6

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-EWSCHED-02.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 EARTHWORK SCHEDULE – PRE-STAGE
	DRAWN - CMA	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: NTS | SHEET OF SHEETS | STA. TO STA.
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	680
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

STAGE 1 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
767+00	0.0	0.0						0.0	0.0			
768+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
769+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
770+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
771+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
772+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
773+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
774+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
775+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
776+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
777+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
778+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
779+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
780+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
780+25	89.5	0.0	41.4	0.0	35.2	0.0	35.2	0.0	0.0	0.0	0.0	0.0
781+00	86.6	0.0	244.6	0.0	207.9	0.0	207.9	0.0	0.0	0.0	0.0	0.0
782+00	90.8	0.0	328.5	0.0	279.2	0.0	279.2	0.0	0.0	0.0	0.0	0.0
783+00	102.2	0.0	357.3	0.0	303.7	0.0	303.7	0.0	0.0	0.0	0.0	0.0
784+00	106.7	0.0	386.7	0.0	328.7	0.0	328.7	0.0	0.0	0.0	0.0	0.0
785+00	111.7	0.0	404.5	0.0	343.8	0.0	343.8	15.4	0.0	28.5	0.0	28.5
786+00	71.5	19.1	339.3	0.0	288.4	35.3	253.1	26.1	0.0	76.9	0.0	76.9
787+00	69.5	18.0	261.1	0.0	221.9	68.7	153.2	29.0	0.0	102.2	0.0	102.2
788+00	72.1	14.8	262.1	0.0	222.8	60.8	162.0	32.0	0.0	113.0	0.0	113.0
789+00	70.8	14.5	264.6	0.0	224.9	54.2	170.6	34.9	0.0	123.8	0.0	123.8
790+00	70.6	10.5	261.9	0.0	222.6	46.3	176.3	37.8	0.0	134.6	0.0	134.6
791+00	68.0	7.6	256.7	0.0	218.2	33.4	184.7	40.7	0.0	145.4	0.0	145.4
792+00	68.1	7.3	252.0	0.0	214.2	27.6	186.6	44.8	0.0	158.4	0.0	158.4
793+00	61.3	9.4	239.5	0.0	203.6	30.8	172.8	47.4	0.0	170.8	0.0	170.8
794+00	53.4	11.6	212.4	0.0	180.5	38.7	141.8	47.4	0.0	175.6	0.0	175.6
795+00	50.9	10.6	193.3	0.0	164.3	41.1	123.2	47.4	0.0	175.7	0.0	175.7
796+00	45.3	16.8	178.2	0.0	151.5	50.8	100.6	47.5	0.0	175.8	0.0	175.8
797+00	42.0	21.4	161.7	0.0	137.4	70.8	66.6	47.5	0.0	175.8	0.0	175.8
798+00	39.1	24.8	150.3	0.0	127.7	85.6	42.1	47.5	0.0	175.9	0.0	175.9
799+00	32.4	34.9	132.5	0.0	112.7	110.5	2.2	47.5	0.0	176.0	0.0	176.0
800+00	26.7	37.3	109.4	0.0	93.0	133.6	-40.6	47.5	0.0	176.0	0.0	176.0
801+00	21.6	42.8	89.3	0.0	75.9	148.4	-72.5	47.6	0.0	176.1	0.0	176.1
802+00	16.2	47.4	69.8	0.0	59.4	167.2	-107.8	47.6	0.0	176.2	0.0	176.2
803+00	10.0	53.4	48.4	0.0	41.1	186.8	-145.6	47.6	0.0	176.2	0.0	176.2
804+00	4.6	71.2	27.1	0.0	23.0	230.8	-207.8	47.6	0.0	176.3	0.0	176.3
805+00	2.1	78.3	12.6	0.0	10.7	276.9	-266.2	47.6	0.0	176.4	0.0	176.4
806+00	0.2	85.7	4.4	0.0	3.7	303.6	-299.9	47.6	0.0	176.4	0.0	176.4
807+00	0.5	87.0	1.3	0.0	1.1	319.8	-318.7	47.4	0.0	176.0	0.0	176.0
808+00	3.5	68.9	7.4	0.0	6.3	288.8	-282.5	47.4	0.0	175.5	0.0	175.5
809+00	16.3	46.9	36.7	0.0	31.2	214.5	-183.3	47.3	0.0	175.3	0.0	175.3
810+00	45.3	28.1	114.0	0.0	96.9	139.0	-42.1	47.3	0.0	175.2	0.0	175.2
811+00	75.8	16.2	224.4	0.0	190.7	82.1	108.6	47.3	0.0	175.1	0.0	175.1
812+00	86.5	13.8	300.7	0.0	255.6	55.6	200.0	47.2	0.0	174.9	0.0	174.9
813+00	165.5	0.0	466.6	0.0	396.6	25.6	371.0	47.1	0.0	174.6	0.0	174.6
814+00	132.3	0.0	551.3	0.0	468.6	0.0	468.6	47.0	0.0	174.3	0.0	174.3
815+00	56.2	12.9	349.0	0.0	296.6	23.9	272.7	47.0	0.0	174.0	0.0	174.0
816+00	34.1	69.5	167.1	0.0	142.1	152.6	-10.5	46.9	0.0	173.7	0.0	173.7
817+00	20.7	78.1	101.5	0.0	86.2	273.4	-187.1	46.8	0.0	173.5	0.0	173.5
818+00	8.9	94.7	54.8	0.0	46.6	320.0	-273.5	46.7	0.0	173.2	0.0	173.2
819+00	2.5	110.0	21.1	0.0	18.0	379.1	-361.1	46.6	0.0	172.9	0.0	172.9
820+00	0.6	113.8	5.8	0.0	4.9	414.5	-409.6	46.6	0.0	172.6	0.0	172.6
821+00	0.4	115.8	1.8	0.0	1.5	425.2	-423.7	46.5	0.0	172.3	0.0	172.3
822+00	1.1	94.8	2.7	0.0	2.3	390.0	-387.7	46.5	0.0	172.2	0.0	172.2
823+00	4.5	62.5	10.3	0.0	8.7	291.3	-282.5	46.6	0.0	172.4	0.0	172.4
824+00	15.6	37.9	37.2	0.0	31.6	185.9	-154.3	46.6	0.0	172.5	0.0	172.5

STAGE 1 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
825+00	26.6	24.7	78.2	0.0	66.5	116.0	-49.6	46.6	0.0	172.7	0.0	172.7
826+00	39.8	14.7	123.0	0.0	104.5	73.1	31.4	46.7	0.0	172.9	0.0	172.9
827+00	57.6	7.8	180.4	0.0	153.3	41.6	111.7	46.7	0.0	173.0	0.0	173.0
828+00	76.0	2.4	247.5	0.0	210.3	18.8	191.5	46.8	0.0	173.2	0.0	173.2
829+00	88.0	0.0	303.8	0.0	258.3	4.5	253.8	46.8	0.0	173.3	0.0	173.3
830+00	109.1	0.0	365.2	0.0	310.4	0.0	310.4	46.9	0.0	173.5	0.0	173.5
831+00	96.3	0.9	380.5	0.0	323.4	1.7	321.6	46.9	0.0	173.6	0.0	173.6
832+00	73.9	8.4	315.2	0.0	267.9	17.3	250.6	46.9	0.0	173.8	0.0	173.8
833+00	39.8	30.6	210.5	0.0	178.9	72.2	106.7	47.0	0.0	173.9	0.0	173.9
834+00	14.7	56.8	100.9	0.0	85.8	161.8	-76.0	47.0	0.0	174.1	0.0	174.1
835+00	1.2	102.3	29.4	0.0	25.0	294.6	-269.6	47.1	0.0	174.2	0.0	174.2
836+00	0.0	133.5	2.2	0.0	1.8	436.6	-434.7	47.1	0.0	174.4	0.0	174.4
837+00	0.0	148.8	0.0	0.0	0.0	522.8	-522.8	47.1	0.0	174.5	0.0	174.5
838+00	0.0	133.3	0.0	0.0	0.0	522.5	-522.5	47.1	0.0	174.5	0.0	174.5
839+00	0.0	136.3	0.0	0.0	0.0	499.2	-499.2	47.1	0.0	174.6	0.0	174.6
840+00	0.0	115.3	0.0	0.0	0.0	465.9	-465.9	47.1	0.0	174.6	0.0	174.6
841+00	0.7	98.4	1.3	0.0	1.1	395.8	-394.8	47.2	0.0	174.6	0.0	174.6
842+00	5.0	70.0	10.6	0.0	9.0	311.9	-302.9	47.2	0.0	174.7	0.0	174.7
843+00	15.8	48.1	38.5	0.0	32.8	218.8	-186.1	47.2	0.0	174.7	0.0	174.7
844+00	24.8	34.1	75.1	0.0	63.8	152.3	-88.5	47.2	0.0	174.8	0.0	174.8
845+00	36.6	27.7	113.6	0.0	96.5	114.5	-17.9	47.2	0.0	174.8	0.0	174.8
846+00	40.1	28.9	142.0	0.0	120.7	104.8	15.9	47.2	0.0	174.9	0.0	174.9
847+00	38.3	31.0	145.2	0.0	123.4	111.0	12.4	47.2	0.0	174.9	0.0	174.9
848+00	32.8	36.2	131.5	0.0	111.8	124.5	-12.8	47.3	0.0	175.0	0.0	175.0
849+00	26.6	44.0	109.9	0.0	93.4	148.5	-55.2	47.3	0.0	175.0	0.0	175.0
850+00	21.3	50.8	88.6	0.0	75.3	175.6	-100.3	47.3	0.0	175.1	0.0	175.1
851+00	17.4	48.9	71.6	0.0	60.8	184.7	-123.8	47.3	0.0	175.1	0.0	175.1
852+00	14.7	36.1	59.3	0.0	50.4	157.3	-106.9	47.1	0.0	174.8	0.0	174.8
853+00	6.9	4.6	40.0	0.0	34.0	75.3	-41.3	0.0	0.0	87.3	0.0	87.3
854+00	18.0	33.9	46.2	0.0	39.3	71.3	-31.9	46.9	0.0	86.9	0.0	86.9
855+00	17.7	45.6	66.1	0.0	56.2	147.3	-91.1	46.9	0.0	173.9	0.0	173.9
856+00	23.4	35.8	76.0	0.0	64.6	150.8	-86.2	46.9	0.0	173.9	0.0	173.9
857+00	27.7	33.5	94.6	0.0	80.4	128.4	-47.9	46.9	0.0	173.8	0.0	173.8
858+00	28.5	26.9	104.1	0.0	88.5	111.9	-23.4	46.9	0.0	173.8	0.0	173.8
859+00	28.6	30.8	105.8	0.0	89.9	106.9	-17.0	47.2	0.0	174.2	0.0	174.2
860+00	26.3	33.9	101.7	0.0	86.5	119.8	-33.3	47.3	0.0	174.9	0.0	174.9
861+00	24.6	40.7	94.3	0.0	80.1	138.1	-58.0	47.3	0.0	175.2	0.0	175.2
862+00	28.7	34.1	98.6	0.0	83.8	138.5	-54.7	47.3	0.0	175.3	0.0	175.3
863+00	31.7	40.0	111.8	0.0	95.0	137.3	-42.2	47.2	0.0	175.1	0.0	175.1
864+00	35.2	27.4	123.8	0.0	105.2	124.8	-19.6	47.1	0.0	174.7	0.0	174.7
865+00	26.4	13.1	114.0	0.0	96.9	74.9	22.0	47.0	0.0	174.3	0.0	174.3
866+00	24.5	2.6	94.3	0.0	80.2	29.1	51.1	47.0	0.0	174.1	0.0	174.1
867+00	15.2	56.2	73.5	0.0	62.5	108.9	-46.4	47.0	0.0	174.1	0.0	174.1
868+00	22.9	43.7	70.7	0.0	60.1	185.0	-125.0	47.0	0.0	174.1	0.0	174.1
869+00	21.8	45.1	82.9	0.0	70.5	164.5	-94.1	47.0	0.0	174.1	0.0	174.1
870+00	26.6	41.6	89.6	0.0	76.2	160.7	-84.5	47.0	0.0	174.1	0.0	174.1
871+00	28.1	39.7	101.2	0.0	86.1	150.6	-64.5	47.0	0.0	174.2	0.0	174.2
872+00	30.8	37.6	109.1	0.0	92.7	143.1	-50.4	47.0	0.0	174.2	0.0	174.2
873+00	32.7	30.9	117.7	0.0	100.0	126.9	-26.9	47.0	0.0	174.2	0.0	174.2
874+00	35.6	29.5	126.5	0.0	107.5	111.8	-4.3	47.0	0.0	174.2	0.0	174.2
875+00	36.4	24.2	133.3	0.0	113.3	99.3	14.0	47.0	0.0	174.2	0.0	174.2
876+00	38.2	26.4	138.0	0.0	117.3	93.7	23.6	47.0	0.0	174.2	0.0	174.2
877+00	37.5	25.3	140.1	0.0	119.1	95.8	23.3	47.0	0.0	174.2	0.0	174.2
878+00	40.4	24.1	144.2	0.0	122.6	91.5	31.1	47.0	0.0	174.2	0.0	174.2
879+00	40.0	25.9	148.8	0.0	126.5	92.6	33.9	47.0	0.0	174.2	0.0	174.2
880+00	39.6	34.8	147.5	0.0	125.3	112.4	13.0	47.0	0.0	174.2	0.0	174.2
881+00	39.6	27.1	146.8	0.0	124.8	114.6	10.1	46.9	0.0	173.9	0.0	173.9
882+00	38.4	25.7	144.5	0.0	122.8	97.7	25.1	46.8	0.0	173.4	0.0	173.4
883+00	34.7	24.9	135.4	0.0	115.1	93.6	21.5	46.5	0.0	172.8	0.0	172.8

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011(DMS07816)62R29-SHT-EWSCHED-03.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	**STATE OF ILLINOIS**	**I-80**
	DRAWN - CMA	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EARTHWORK SCHEDULE – STAGE 1**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: NTS SHEET OF SHEETS STA. TO STA.
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	681
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

STAGE 1 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
884+00	28.7	30.3	117.4	0.0	99.8	102.2	-2.4	46.3	0.0	171.9	0.0	171.9
885+00	23.7	42.0	97.0	0.0	82.5	134.0	-51.5	46.2	0.0	171.2	0.0	171.2
886+00	19.5	54.2	80.0	0.0	68.0	178.3	-110.3	46.3	0.0	171.2	0.0	171.2
887+00	14.8	58.1	63.4	0.0	53.9	208.1	-154.2	46.3	0.0	171.5	0.0	171.5
888+00	13.9	59.3	53.0	0.0	45.1	217.5	-172.4	45.9	0.0	170.7	0.0	170.7
889+00	14.9	63.9	53.3	0.0	45.3	228.3	-183.0	46.1	0.0	170.3	0.0	170.3
890+00	14.6	70.6	54.6	0.0	46.4	249.2	-202.7	46.2	0.0	171.0	0.0	171.0
891+00	15.4	72.2	55.4	0.0	47.1	264.5	-217.4	46.3	0.0	171.4	0.0	171.4
892+00	16.1	76.7	58.2	0.0	49.5	275.8	-226.4	46.5	0.0	171.9	0.0	171.9
893+00	16.1	90.3	59.6	0.0	50.6	309.4	-258.7	46.6	0.0	172.5	0.0	172.5
894+00	16.6	102.7	60.6	0.0	51.5	357.5	-306.0	46.4	0.0	172.3	0.0	172.3
895+00	17.5	103.6	63.3	0.0	53.8	382.2	-328.4	46.3	0.0	171.7	0.0	171.7
896+00	16.8	75.0	63.6	0.0	54.0	330.8	-276.8	46.3	0.0	171.5	0.0	171.5
897+00	15.2	56.2	59.1	0.0	50.3	242.9	-192.7	46.1	0.0	171.1	0.0	171.1
898+00	4.2	64.3	35.9	0.0	30.5	223.2	-192.7	46.0	0.0	170.6	0.0	170.6
899+00	17.0	51.3	39.4	0.0	33.4	214.1	-180.6	46.2	0.0	170.7	0.0	170.7
900+00	13.8	50.3	57.1	0.0	48.5	188.0	-139.5	46.5	0.0	171.6	0.0	171.6
901+00	19.2	45.3	61.1	0.0	51.9	177.0	-125.1	46.5	0.0	172.3	0.0	172.3
902+00	28.9	25.9	89.0	0.0	75.6	131.9	-56.2	43.7	0.0	167.1	0.0	167.1
903+00	28.3	17.7	105.9	0.0	90.0	80.8	9.3	44.3	0.0	162.9	0.0	162.9
904+00	35.1	13.8	117.4	0.0	99.8	58.3	41.5	44.2	0.0	163.9	0.0	163.9
905+00	31.5	12.4	123.3	0.0	104.8	48.5	56.2	42.6	0.0	160.9	0.0	160.9
906+00	39.1	9.9	130.7	0.0	111.1	41.3	69.7	40.9	0.0	154.8	0.0	154.8
907+00	38.5	10.2	143.6	0.0	122.1	37.2	84.8	39.0	0.0	148.0	0.0	148.0
908+00	38.3	23.0	142.1	0.0	120.8	61.5	59.2	38.3	0.0	143.1	0.0	143.1
909+00	31.7	21.0	129.6	0.0	110.1	81.5	28.6	38.1	0.0	141.4	0.0	141.4
910+00	30.8	25.5	115.8	0.0	98.4	86.1	12.3	37.4	0.0	139.7	0.0	139.7
911+00	28.8	26.6	110.4	0.0	93.9	96.4	-2.5	36.4	0.0	136.6	0.0	136.6
912+00	24.9	18.8	99.5	0.0	84.6	84.0	0.6	35.0	0.0	132.1	0.0	132.1
913+00	25.7	22.3	93.8	0.0	79.7	76.1	3.6	33.9	0.0	127.5	0.0	127.5
914+00	31.6	25.8	106.2	0.0	90.2	89.1	1.2	32.6	0.0	123.1	0.0	123.1
915+00	31.4	30.7	116.7	0.0	99.2	104.5	-5.3	31.1	0.0	117.8	0.0	117.8
916+00	29.9	12.1	113.4	0.0	96.4	79.2	17.3	29.5	0.0	112.2	0.0	112.2
917+00	35.7	5.1	121.4	0.0	103.2	31.9	71.4	25.7	0.0	102.3	0.0	102.3
918+00	59.4	0.0	176.1	0.0	149.7	9.5	140.2	21.3	0.0	87.0	0.0	87.0
919+00	70.5	0.0	240.6	0.0	204.5	0.0	204.5	21.1	0.0	78.5	0.0	78.5
920+00	61.7	0.0	244.9	0.0	208.2	0.0	208.2	20.6	0.0	77.2	0.0	77.2
921+00	62.5	0.0	230.1	0.0	195.6	0.0	195.6	18.7	0.0	72.6	0.0	72.6
922+00	73.1	0.0	251.0	0.0	213.4	0.0	213.4	15.0	0.0	62.3	0.0	62.3
923+00	68.4	0.0	261.9	0.0	222.6	0.0	222.6	12.2	0.0	50.3	0.0	50.3
924+00	66.6	0.0	250.0	0.0	212.5	0.0	212.5	8.9	0.0	39.1	0.0	39.1
924+91	67.3	0.0	225.3	0.0	191.5	0.0	191.5	7.8	0.0	28.1	0.0	28.1
925+00	0.0	0.0	11.4	0.0	9.7	0.0	9.7	0.0	0.0	1.3	0.0	1.3
926+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
927+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
928+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
929+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
930+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
931+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
932+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
933+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
934+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
935+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
936+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
937+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
938+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
939+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
940+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
941+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

STAGE 1 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
942+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
943+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
944+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
945+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
946+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I-80 SUBTOTAL:			19270.5	0.0	16380.0	20709.5	-4329.6			22392.1	0.0	22392.1

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS~PW-01\DMS07816\62R29-SHT-EWSCHED-04.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	**STATE OF ILLINOIS**	**I-80**
	DRAWN - CMA	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EARTHWORK SCHEDULE – STAGE 1**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: NTS | SHEET OF SHEETS | STA. TO STA.
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	682
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

STAGE 2 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
767+00	0.6	16.9						0.0	3.2			
768+00	0.1	31.9	1.3	0.0	1.1	90.4	-89.3	5.5	3.1	10.2	11.7	-1.4
769+00	0.0	21.7	0.2	0.0	0.2	99.3	-99.2	18.6	5.3	44.6	15.5	29.1
770+00	0.0	58.8	0.1	0.0	0.1	149.1	-149.1	13.7	6.5	59.7	21.9	37.9
771+00	5.7	21.9	10.5	0.0	8.9	149.5	-140.6	12.6	6.2	48.8	23.6	25.2
772+00	4.3	29.5	18.5	0.0	15.7	95.3	-79.6	14.1	6.7	49.5	23.9	25.6
773+00	1.1	29.7	10.0	0.0	8.5	109.6	-101.0	17.1	4.6	57.7	20.9	36.7
774+00	0.3	65.6	2.5	0.0	2.2	176.4	-174.3	24.7	7.6	77.4	22.6	54.8
775+00	0.0	45.9	0.5	0.0	0.4	206.5	-206.1	20.8	6.1	84.3	25.4	58.9
776+00	0.2	19.8	0.3	0.0	0.3	121.6	-121.4	14.6	3.6	65.5	17.9	47.6
777+00	0.3	13.6	0.8	0.0	0.7	61.8	-61.2	21.3	6.3	66.4	18.3	48.2
778+00	2.0	1.2	4.2	0.0	3.5	27.4	-23.9	7.4	2.2	53.1	15.6	37.5
779+00	0.0	10.4	3.7	0.0	3.1	21.4	-18.2	5.6	2.3	24.1	8.3	15.8
780+00	0.0	52.4	0.0	0.0	0.0	116.1	-116.1	5.6	6.5	20.9	16.4	4.5
780+25	87.5	103.3	40.5	0.0	34.5	72.1	-37.6	83.0	32.3	41.1	18.0	23.1
781+00	123.4	78.1	293.0	0.0	249.0	251.9	-2.9	74.3	28.6	218.5	84.5	133.9
782+00	168.2	61.0	539.9	0.0	458.9	257.6	201.3	66.2	25.2	260.1	99.6	160.6
783+00	141.7	36.1	573.8	0.0	487.7	179.9	307.8	55.0	22.7	224.5	88.6	135.9
784+00	158.4	31.6	555.8	0.0	472.4	125.5	347.0	63.6	24.5	219.6	87.3	132.3
785+00	160.5	37.1	590.7	0.0	502.1	127.3	374.8	66.3	24.9	240.7	91.5	149.2
786+00	185.6	32.8	641.0	0.0	544.8	129.5	415.4	66.3	24.2	245.7	91.0	154.7
787+00	195.6	26.3	705.9	0.0	600.0	109.5	490.5	66.3	23.6	245.7	88.6	157.1
788+00	217.2	25.0	764.5	0.0	649.8	95.1	554.8	65.7	23.4	244.5	87.0	157.6
789+00	212.4	20.9	795.6	0.0	676.2	85.0	591.2	65.6	22.4	243.2	84.7	158.5
790+00	220.7	16.4	801.9	0.0	681.6	69.1	612.5	62.2	20.9	236.7	80.2	156.5
791+00	210.7	18.5	798.7	0.0	678.9	64.7	614.2	66.2	23.3	237.8	82.0	155.8
792+00	198.2	16.3	757.1	0.0	643.6	64.5	579.1	66.3	23.4	245.4	86.6	158.8
793+00	191.3	17.8	721.3	0.0	613.1	63.1	550.0	65.5	23.0	244.0	85.9	158.0
794+00	157.2	18.5	645.4	0.0	548.6	67.3	481.3	60.4	20.9	233.1	81.3	151.8
795+00	215.6	23.4	690.3	0.0	586.7	77.6	509.1	64.6	22.8	231.4	81.0	150.4
796+00	116.4	29.8	614.7	0.0	522.5	98.4	424.0	64.3	22.5	238.6	84.0	154.6
797+00	142.4	29.4	479.2	0.0	407.3	109.6	297.7	62.8	22.1	235.3	82.7	152.7
798+00	129.9	30.7	504.2	0.0	428.6	111.4	317.2	63.0	21.4	232.9	80.7	152.2
799+00	89.9	25.3	406.9	0.0	345.9	103.8	242.1	55.9	32.8	220.1	100.5	119.5
800+00	82.4	26.3	319.0	0.0	271.1	95.5	175.6	56.5	18.7	208.1	95.5	112.6
801+00	62.5	36.1	268.3	0.0	228.1	115.6	112.5	44.5	13.9	187.1	60.4	126.7
802+00	34.7	41.9	179.9	0.0	152.9	144.6	8.4	42.3	11.6	160.9	47.1	113.7
803+00	18.5	51.4	98.4	0.0	83.6	172.8	-89.2	8.5	9.3	94.1	38.7	55.4
804+00	24.8	111.9	80.2	0.0	68.2	302.3	-234.2	3.1	16.1	21.5	47.0	-25.6
805+00	3.2	28.2	51.9	0.0	44.1	259.5	-215.4	9.4	8.5	23.2	45.5	-22.3
806+00	2.3	105.4	10.2	0.0	8.7	247.6	-238.9	50.3	16.3	110.7	45.9	64.8
807+00	6.4	208.4	16.3	0.0	13.8	581.3	-567.4	79.1	34.9	239.8	94.8	145.0
808+00	11.1	157.0	32.6	0.0	27.7	676.6	-649.0	53.2	26.5	245.0	113.8	131.2
809+00	43.6	101.3	101.5	0.0	86.2	478.2	-391.9	46.7	24.3	184.8	94.1	90.7
810+00	88.5	70.0	244.7	0.0	208.0	317.1	-109.1	44.7	23.2	169.2	88.0	81.2
811+00	137.4	42.6	418.3	0.0	355.5	208.4	147.1	42.4	22.2	161.3	84.2	77.1
812+00	152.7	49.4	537.1	0.0	456.6	170.4	286.1	46.6	25.3	164.8	88.1	76.8
813+00	91.4	128.2	452.1	0.0	384.3	328.9	55.4	94.5	47.0	261.3	133.9	127.4
814+00	73.6	36.0	305.5	0.0	259.7	304.0	-44.3	0.0	0.0	175.1	87.0	88.0
815+00	110.1	7.4	340.0	0.0	289.0	80.3	208.7	52.4	26.6	96.9	49.3	47.7
816+00	80.6	42.1	353.1	0.0	300.1	91.7	208.4	61.3	30.0	210.5	104.9	105.7
817+00	55.0	62.1	251.0	0.0	213.4	193.0	20.3	65.7	31.7	235.2	114.3	120.9
818+00	34.8	79.0	166.3	0.0	141.4	261.3	-120.0	66.0	31.8	244.0	117.6	126.3
819+00	18.7	110.0	99.2	0.0	84.4	350.1	-265.7	67.7	32.5	247.7	119.0	128.7
820+00	26.2	107.2	83.2	0.0	70.7	402.2	-331.5	59.6	29.5	235.8	114.7	121.2
821+00	35.8	150.0	114.8	0.0	97.6	476.3	-378.7	90.0	42.3	277.1	132.9	144.2
822+00	5.9	72.5	77.2	0.0	65.6	412.1	-346.5	26.7	17.1	216.1	110.0	106.2
823+00	10.3	23.5	29.9	0.0	25.4	177.7	-152.3	0.0	4.3	49.5	39.6	9.9
824+00	107.9	25.6	218.9	0.0	186.1	90.8	95.3	0.0	23.5	0.0	51.4	-51.4

STAGE 2 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
825+00	127.8	21.6	436.6	0.0	371.1	87.4	283.7	0.0	22.3	0.0	84.9	-84.9
826+00	128.6	77.2	474.8	0.0	403.6	183.0	220.5	44.4	23.1	82.2	84.1	-1.9
827+00	134.6	62.3	487.4	0.0	414.2	258.4	155.9	57.3	23.0	188.3	85.3	103.0
828+00	157.5	29.0	540.9	0.0	459.8	169.2	290.6	50.9	23.5	200.4	86.1	114.3
829+00	176.1	16.8	617.8	0.0	525.1	84.9	440.2	47.5	23.1	182.3	86.2	96.1
830+00	265.6	21.2	818.0	0.0	695.3	70.3	625.0	49.8	20.9	180.3	81.4	99.0
831+00	157.3	19.4	783.2	0.0	665.7	75.1	590.7	45.2	19.5	176.0	74.7	101.3
832+00	128.0	24.7	528.3	0.0	449.1	81.6	367.4	43.3	18.2	164.0	69.8	94.2
833+00	70.3	33.2	367.2	0.0	312.1	107.3	204.8	45.5	18.9	164.5	68.7	95.8
834+00	28.8	50.8	183.6	0.0	156.1	155.5	0.6	45.1	17.6	167.8	67.5	100.4
835+00	26.1	85.2	101.8	0.0	86.5	251.8	-165.3	43.0	16.8	163.3	63.6	99.6
836+00	3.0	113.1	54.0	0.0	45.9	367.2	-321.3	38.3	15.5	150.6	59.8	90.8
837+00	3.2	147.0	11.6	0.0	9.8	481.7	-471.8	39.0	15.6	143.1	57.6	85.5
838+00	3.2	145.4	11.9	0.0	10.1	541.6	-531.4	40.1	16.3	146.4	59.2	87.2
839+00	2.7	132.5	11.0	0.0	9.4	514.7	-505.3	38.5	15.5	145.5	59.0	86.5
840+00	1.7	109.0	8.2	0.0	7.0	447.3	-440.3	36.7	14.4	139.3	55.4	83.8
841+00	4.1	91.7	10.7	0.0	9.1	371.8	-362.6	37.9	15.2	138.2	54.9	83.3
842+00	11.8	53.0	29.4	0.0	24.9	267.9	-243.0	37.0	16.8	138.6	59.4	79.3
843+00	43.8	37.7	102.9	0.0	87.5	167.9	-80.5	36.6	17.2	136.2	63.1	73.1
844+00	62.5	25.4	196.7	0.0	167.2	116.8	50.4	37.1	16.3	136.4	62.1	74.3
845+00	88.2	11.7	279.1	0.0	237.2	68.6	168.6	40.3	20.9	143.4	68.9	74.5
846+00	102.3	11.4	352.8	0.0	299.9	42.8	257.2	51.2	24.8	169.6	84.6	84.9
847+00	134.6	4.9	438.7	0.0	372.9	30.2	342.6	56.1	27.8	198.7	97.4	101.3
848+00	152.7	7.0	531.9	0.0	452.1	22.0	430.2	50.4	25.5	197.3	98.8	98.5
849+00	151.3	9.8	562.9	0.0	478.4	31.0	447.4	49.3	25.1	184.8	93.8	91.0
850+00	124.0	12.3	509.8	0.0	433.3	40.8	392.5	45.4	23.5	175.5	90.1	85.4
851+00	45.4	50.2	313.7	0.0	266.6	115.6	151.0	43.6	22.8	164.8	85.8	79.0
852+00	52.8	25.5	181.9	0.0	154.6	140.1	14.6	33.6	17.5	142.9	74.6	68.3
853+00	50.4	19.8	191.2	0.0	162.6	83.8	78.7	37.2	19.6	131.2	68.7	62.5
854+00	56.2	20.9	197.4	0.0	167.8	75.3	92.5	37.1	19.5	137.6	72.4	65.1
855+00	45.8	23.4	188.8	0.0	160.5	81.9	78.6	32.2	18.3	128.4	70.0	58.4
856+00	45.7	22.0	169.4	0.0	144.0	84.0	60.0	31.7	18.1	118.5	67.3	51.2
857+00	53.0	17.2	182.7	0.0	155.3	72.6	82.7	30.1	17.4	114.4	65.7	48.8
858+00	54.6	20.4	199.2	0.0	169.4	69.6	99.7	30.9	17.7	112.8	65.1	47.8
859+00	56.8	15.2	206.3	0.0	175.4	65.8	109.5	31.8	18.2	116.1	66.5	49.6
860+00	53.2	15.3	203.7	0.0	173.1	56.4	116.7	34.6	18.9	123.0	68.7	54.3
861+00	48.4	16.6	188.1	0.0	159.9	59.1	100.7	37.3	19.5	133.2	71.1	62.1
862+00	76.8	10.1	231.7	0.0	196.9	49.5	147.4	25.3	16.9	115.9	67.3	48.6
863+00	83.4	9.5	296.6	0.0	252.1	36.4	215.7	37.2	17.9	115.6	64.5	51.2
864+00	91.7	9.3	324.3	0.0	275.7	34.9	240.8	38.7	16.9	140.4	64.5	75.9
865+00	74.8	6.5	308.4	0.0	262.2	29.3	232.9	28.1	3.0	123.6	36.8	86.8
866+00	31.6	0.0	197.0	0.0	167.4	12.0	155.4	0.0	0.0	52.0	5.5	46.5
867+00	164.7	24.1	363.5	0.0	309.0	44.7	264.3	72.6	31.3	134.4	58.0	76.3
868+00	131.4	17.9	548.3	0.0	466.1	77.8	388.2	66.6	28.2	257.7	110.3	147.4
869+00	85.6	18.0	401.7	0.0	341.5	66.4	275.0	55.4	21.5	225.9	92.1	133.8
870+00	68.1	27.2	284.6	0.0	241.9	83.6	158.2	58.5	25.9	210.9	87.8	123.1
871+00	56.7	18.4	231.1	0.0	196.4	84.4	112.0	53.6	25.0	207.6	94.3	113.3
872+00	65.9	21.2	227.1	0.0	193.0	73.4	119.6	53.9	25.1	199.1	92.8	106.3
873+00	68.6	22.0	249.2	0.0	211.8	80.1	131.7	56.0	27.7	203.4	97.8	105.6
874+00	71.6	14.9	259.7	0.0	220.7	68.4	152.3	24.1	17.7	148.4	84.0	64.3
875+00	64.1	6.7	251.4	0.0	213.7	40.0	173.7	18.8	12.9	79.5	56.6	23.0
876+00	64.3	6.0	237.8	0.0	202.1	23.4	178.7	20.0	13.4	71.8	48.6	23.2
877+00	73.4	4.3	254.9	0.0	216.7	19.0	197.6	21.3	13.8	76.3	50.3	26.0
878+00	72.6	4.3	270.2	0.0	229.7	16.0	213.7	18.5	12.8	73.7	49.3	24.4
879+00	127.6	3.7	370.6	0.0	315.0	15.0	300.0	50.0	25.4	127.0	70.7	56.3
880+00	186.6	5.9	581.8	0.0	494.5	17.8	476.8	66.7	32.0	216.1	106.4	109.8
881+00	92.2	48.8	516.4	0.0	438.9	101.3	337.7	69.4	33.1	252.0	120.7	131.3
882+00	236.2	19.5	608.3	0.0	517.0	126.6	390.4	74.3	35.1	266.2	126.4	139.8
883+00	229.0	12.4	861.5	0.0	732.3	59.2	673.1	78.5	36.8	283.1	133.2	150.0

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 EARTHWORK SCHEDULE – STAGE 2
	DRAWN - CMA	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: NTS SHEET OF SHEETS STA. TO STA.
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	683
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

STAGE 2 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
884+00	169.3	12.3	737.5	0.0	626.9	45.8	581.0	64.9	31.3	265.7	126.2	139.5
885+00	82.5	24.7	466.2	0.0	396.3	68.5	327.8	48.8	24.9	210.6	104.1	106.5
886+00	40.8	15.6	228.4	0.0	194.1	74.6	119.5	20.0	13.3	127.3	70.8	56.5
887+00	50.2	20.0	168.5	0.0	143.2	65.8	77.4	34.8	19.3	101.4	60.4	41.0
888+00	46.1	23.2	178.2	0.0	151.5	79.9	71.6	35.3	19.5	129.8	71.7	58.0
889+00	44.7	22.8	168.0	0.0	142.8	85.2	57.7	30.9	17.1	122.6	67.8	54.7
890+00	42.8	24.9	161.9	0.0	137.6	88.3	49.3	32.6	17.5	117.5	64.0	53.5
891+00	50.4	22.1	172.6	0.0	146.7	86.9	59.8	35.3	18.3	125.6	66.2	59.5
892+00	49.0	17.8	184.2	0.0	156.5	73.9	82.7	36.7	18.8	133.4	68.7	64.7
893+00	74.5	13.1	228.6	0.0	194.3	57.3	137.1	35.8	18.6	134.4	69.2	65.1
894+00	101.1	11.3	325.1	0.0	276.4	45.3	231.1	35.0	18.2	131.1	68.1	63.0
895+00	95.2	10.8	363.5	0.0	309.0	40.9	268.0	25.8	16.9	112.5	65.1	47.5
896+00	49.3	31.6	267.5	0.0	227.4	78.5	148.9	39.3	20.1	120.5	68.5	52.0
897+00	27.5	28.2	142.2	0.0	120.9	110.8	10.1	27.6	15.3	123.8	65.5	58.4
898+00	41.7	17.4	128.2	0.0	109.0	84.4	24.5	25.3	14.4	98.0	54.9	43.1
899+00	48.7	15.3	167.3	0.0	142.2	60.6	81.6	24.8	14.1	92.8	52.8	39.9
900+00	42.0	24.5	167.8	0.0	142.7	73.8	68.9	28.3	15.5	98.2	55.0	43.2
901+00	62.7	15.8	193.9	0.0	164.8	74.7	90.1	30.9	16.9	109.6	60.1	49.5
902+00	71.6	22.4	248.8	0.0	211.5	70.8	140.6	32.1	17.5	116.7	63.8	53.0
903+00	78.4	35.8	277.8	0.0	236.1	107.8	128.3	42.5	21.9	138.3	73.1	65.2
904+00	91.8	33.0	315.2	0.0	267.9	127.3	140.6	47.4	23.7	166.7	84.5	82.1
905+00	103.6	25.5	361.9	0.0	307.7	108.1	199.5	47.3	24.6	175.5	89.5	86.1
906+00	108.8	29.0	393.4	0.0	334.4	100.8	233.5	47.7	25.4	175.9	92.6	83.3
907+00	123.6	22.3	430.5	0.0	365.9	95.0	270.9	48.5	25.0	178.2	93.3	84.9
908+00	132.6	8.9	474.5	0.0	403.3	57.9	345.4	44.3	24.0	172.0	90.6	81.4
909+00	214.0	5.5	641.8	0.0	545.5	26.7	518.8	48.3	24.5	171.4	89.7	81.8
910+00	153.3	22.4	680.2	0.0	578.1	51.6	526.6	48.4	24.1	179.0	89.9	89.1
911+00	123.0	19.1	511.8	0.0	435.0	76.8	358.2	46.2	24.8	175.3	90.6	84.7
912+00	139.9	9.0	486.9	0.0	413.9	52.0	361.9	48.5	24.3	175.5	91.1	84.4
913+00	132.2	6.2	503.8	0.0	428.2	28.0	400.2	47.1	19.3	177.2	80.9	96.3
914+00	112.4	13.5	453.0	0.0	385.0	36.4	348.6	45.2	20.4	171.1	73.6	97.5
915+00	96.6	31.4	387.2	0.0	329.1	83.2	245.9	47.3	18.7	171.3	72.4	98.9
916+00	71.1	44.4	310.7	0.0	264.1	140.4	123.7	60.8	23.8	200.1	78.7	121.4
917+00	48.8	75.5	222.1	0.0	188.8	222.0	-33.2	63.0	21.8	229.3	84.4	144.9
918+00	28.8	9.3	143.8	0.0	122.2	157.0	-34.8	9.6	0.0	134.5	40.3	94.2
919+00	36.1	2.5	120.3	0.0	102.3	22.0	80.3	5.4	0.3	27.7	0.6	27.1
920+00	26.7	4.8	116.3	0.0	98.9	13.6	85.3	7.5	0.0	23.8	0.6	23.3
921+00	29.6	29.6	104.2	0.0	88.6	63.6	25.0	15.8	2.8	43.1	5.2	37.9
922+00	38.2	2.2	125.6	0.0	106.8	58.8	47.9	37.4	4.0	98.5	12.7	85.7
923+00	31.6	2.6	129.3	0.0	109.9	8.9	100.9	38.1	2.4	139.8	12.0	127.8
924+00	26.8	11.6	108.0	0.0	91.8	26.3	65.5	38.7	2.9	142.1	9.9	132.2
924+91	26.6	7.7	89.9	0.0	76.4	32.4	44.0	38.8	1.7	130.4	7.8	122.6
925+00	0.3	5.7	4.6	0.0	3.9	2.3	1.6	14.3	2.1	9.0	0.7	8.3
926+00	0.1	3.9	0.9	0.0	0.7	17.8	-17.1	20.3	1.3	64.0	6.4	57.6
927+00	0.0	24.6	0.2	0.0	0.2	52.9	-52.7	20.2	7.5	74.9	16.3	58.6
928+00	0.0	18.2	0.0	0.0	0.0	79.3	-79.3	15.3	5.5	65.7	24.1	41.6
929+00	0.0	15.9	0.0	0.0	0.0	63.1	-63.1	15.5	5.6	57.1	20.7	36.4
930+00	0.0	22.6	0.0	0.0	0.0	71.1	-71.1	20.1	7.4	65.9	24.2	41.7
931+00	0.0	24.8	0.0	0.0	0.0	87.8	-87.8	23.0	8.6	79.7	29.7	50.0
932+00	0.0	28.0	0.0	0.0	0.0	97.9	-97.9	22.8	8.5	84.7	31.7	53.0
933+00	0.0	15.4	0.0	0.0	0.0	80.5	-80.5	13.5	4.8	67.2	24.7	42.5
934+00	0.0	21.2	0.0	0.0	0.0	67.8	-67.8	15.5	5.6	53.7	19.3	34.4
935+00	0.0	26.7	0.0	0.0	0.0	88.7	-88.7	15.6	5.7	57.6	20.9	36.7
936+00	0.0	119.2	0.0	0.0	0.0	270.3	-270.3	29.5	11.2	83.6	31.3	52.3
937+00	0.0	33.8	0.0	0.0	0.0	283.3	-283.3	16.2	5.9	84.7	31.7	53.0
938+00	0.0	39.8	0.0	0.0	0.0	136.2	-136.2	18.2	6.7	63.8	23.3	40.4
939+00	0.0	66.3	0.0	0.0	0.0	196.5	-196.5	45.3	17.5	117.6	44.9	72.8
940+00	0.0	7.1	0.0	0.0	0.0	135.9	-135.9	9.0	4.0	100.5	39.9	60.6
941+00	0.0	7.8	0.0	0.0	0.0	27.6	-27.6	9.0	4.0	33.2	14.8	18.4

STAGE 2 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
I-80	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
942+00	0.0	5.7	0.0	0.0	0.0	25.0	-25.0	9.0	4.0	33.2	14.8	18.4
943+00	0.0	7.9	0.0	0.0	0.0	25.1	-25.1	9.0	4.0	33.2	14.8	18.4
944+00	0.0	6.7	0.0	0.0	0.0	26.9	-26.9	9.0	4.0	33.2	14.8	18.4
945+00	0.0	2.9	0.0	0.0	0.0	17.7	-17.7	5.8	4.0	27.2	14.8	12.4
946+00	0.0	1.2	0.0	0.0	0.0	7.7	-7.7	6.6	4.0	22.8	14.8	8.0
I-80 SUBTOTAL:			47464.5	0.0	40344.8	22650.4	17694.4	7000.6	3159.7	25617.3	11600.1	14017.2
DETENTION BASIN:			12138.8	0.0	10318.0	1522.8	8795.2			2491.7	1957.8	533.9
I-80 STAGE 2 TOTAL			59603.3	0.0	50662.8	24173.3	26489.5			28109.0	13557.9	14551.1

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01.IDMS(07816/62R29-SHT-EWSCHED-06.DGN

exp.

USER NAME = AVILAC		DESIGNED - CMA		REVISED -	
		DRAWN - CMA		REVISED -	
PLOT SCALE = 0.16666667 ' / IN.		CHECKED - BRH		REVISED -	
PLOT DATE = 7/27/2023		DATE - 6/29/2023		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
EARTHWORK SCHEDULE – STAGE 2

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	684
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

PRE-STAGE EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
BRIGGS ST	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
48+07	6.9	0.5						0.0	0.0			
49+00	1.7	12.1	14.9	0.0	12.6	21.7	-9.1	36.6	0.0	62.8	0.0	62.8
50+00	13.0	0.6	27.3	0.0	23.2	23.6	-0.3	25.5	0.0	115.0	0.0	115.0
51+00	1.0	33.2	26.0	0.0	22.1	62.6	-40.6	45.6	0.0	131.7	0.0	131.7
52+00	1.3	57.1	4.2	0.0	3.5	167.3	-163.7	95.8	0.0	261.8	0.0	261.8
53+00	0.1	26.7	2.4	0.0	2.1	155.2	-153.1	162.9	0.0	479.0	0.0	479.0
54+00	8.2	0.0	15.3	0.0	13.0	49.4	-36.4	66.3	0.0	424.4	0.0	424.4
55+00	5.4	0.0	25.2	0.0	21.4	0.0	21.4	59.8	0.0	233.4	0.0	233.4
56+00	5.4	0.0	20.0	0.0	17.0	0.0	17.0	50.1	0.0	203.5	0.0	203.5
57+00	8.0	0.5	24.9	0.0	21.2	1.0	20.2	45.8	0.0	177.5	0.0	177.5
58+00	0.0	0.0	14.8	0.0	12.6	1.0	11.7	0.0	0.0	84.8	0.0	84.8
65+00	0.1	2.1	0.0	0.0	0.0	0.0	0.0	183.7	0.0	0.0	0.0	0.0
66+00	0.1	1.8	0.3	0.0	0.2	7.2	-7.0	10.5	0.0	359.6	0.0	359.6
67+00	0.3	1.4	0.6	0.0	0.5	6.0	-5.5	10.4	0.0	38.8	0.0	38.8
68+00	18.7	1.0	35.2	0.0	29.9	4.6	25.3	34.6	0.0	83.4	0.0	83.4
69+00	19.4	1.2	70.7	0.0	60.1	4.2	55.9	55.0	0.0	165.9	0.0	165.9
69+80	2.3	0.1	32.1	0.0	27.3	2.0	25.3	20.9	0.0	112.1	0.0	112.1
BRIGGS SUBTOTAL:			313.8	0.0	266.7	505.6	-238.9			2933.6	0.0	2933.6

STAGE 1 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
BRIGGS ST	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
48+00	0.0	0.0						0.0	0.0			0.0
49+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
51+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
54+00	19.6	66.4	36.3	0.0	30.8	122.9	-92.0	0.0	0.0	0.0	0.0	0.0
55+00	37.4	0.0	105.6	0.0	89.8	122.9	-33.1	0.0	0.0	0.0	0.0	0.0
56+00	44.2	940.6	151.3	0.0	128.6	1741.8	-1613.2	104.8	37.1	194.1	68.8	125.3
57+00	35.9	631.6	148.4	0.0	126.2	2911.4	-2785.3	94.3	37.1	368.7	137.5	231.2
58+00	0.0	222.1	66.5	0.0	56.5	1580.9	-1524.4	69.9	37.1	304.1	137.5	166.5
58+76.96	5.4	475.7	7.8	0.0	6.6	994.5	-987.9	0.0	33.2	99.6	100.2	-0.6
61+44.96	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62+00	0.0	25.5	0.0	0.0	0.0	26.0	-26.0	85.7	34.3	87.4	35.0	52.4
63+00	114.5	56.0	212.1	135.2	180.3	150.9	29.3	92.2	36.8	329.5	131.7	197.9
64+00	116.5	42.3	427.9	270.4	363.7	182.0	181.7	81.2	29.5	321.1	122.7	198.4
65+00	149.3	107.4	492.3	270.4	418.5	277.2	141.3	73.0	21.7	285.5	94.8	190.7
66+00	81.5	130.0	427.5	270.4	363.3	439.6	-76.3	56.2	15.7	239.2	69.3	169.8
67+00	21.3	0.0	190.4	257.4	161.9	240.8	-78.9	59.3	0.0	213.8	29.1	184.7
68+00	42.2	2.4	117.6	122.2	100.0	4.5	95.4	10.0	0.1	128.2	0.2	128.0
69+00	20.5	4.5	116.0	0.0	98.6	12.9	85.7	23.3	1.9	61.6	3.7	57.9
70+00	18.7	10.4	72.5	0.0	61.7	27.6	34.1	28.2	3.1	95.3	9.2	86.1
71+00	25.2	5.6	81.3	0.0	69.1	29.6	39.5	26.0	2.1	100.3	9.6	90.7
72+00	27.0	0.8	96.7	0.0	82.2	11.8	70.4	1.9	0.0	51.7	3.9	47.7
73+00	0.0	0.0	50.1	0.0	42.6	1.4	41.2	0.0	0.0	3.6	0.0	3.6
74+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BRIGGS SUBTOTAL:			2800.3	1325.9	2380.2	8878.7	-6498.5			2883.7	953.3	1930.3

MODEL: 2D SHEET M
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01(OMS0781)\62R29-SHT-EWSCHED-07.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	**STATE OF ILLINOIS**	**BRIGGS ST**	
	DRAWN - CMA	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EARTHWORK SCHEDULE – PRE-STAGE & STAGE 1**	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: NTS SHEET OF SHEETS STA. TO STA.	
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	685
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

STAGE 2 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
BRIGGS ST	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
48+00	0.0	0.0						0.0	0.0			0.0
49+00	3.5	0.0	6.5	0.0	5.5	0.0	5.5	0.0	1.0	0.0	1.8	-1.8
50+00	39.6	10.5	79.8	0.0	67.8	19.4	48.4	12.8	0.0	23.6	1.8	21.8
51+00	0.1	12.0	73.4	0.0	62.4	41.6	20.8	12.2	3.2	46.3	5.9	40.3
52+00	51.4	41.7	95.2	0.0	80.9	99.4	-18.4	34.2	9.6	85.9	23.8	62.2
53+00	302.0	6.9	654.3	0.0	556.2	89.8	466.3	44.2	18.5	145.1	52.0	93.1
54+00	40.8	132.0	634.7	0.0	539.5	257.2	282.3	0.0	0.0	81.8	34.2	47.6
55+00	27.2	0.0	125.9	0.0	107.0	244.5	-137.5	0.0	0.0	0.0	0.0	0.0
56+00	23.7	120.9	94.3	0.0	80.2	223.9	-143.7	0.0	63.7	0.0	117.9	-117.9
57+00	27.6	62.0	95.0	0.0	80.7	338.7	-258.0	77.7	32.7	143.9	178.5	-34.6
58+00	0.0	28.8	51.0	0.0	43.4	168.2	-124.9	76.2	33.3	285.1	122.3	162.7
58+76.96	22.1	19.9	31.5	0.0	26.8	69.4	-42.7	0.0	49.4	108.6	118.0	-9.3
61+44.96	60.1	8.4	0.0	0.0	0.0	0.0	0.0	62.5	24.8	0.0	0.0	0.0
62+00	0.0	22.6	61.3	0.0	52.1	31.6	20.5	77.8	30.9	143.0	56.8	86.2
63+00	88.5	111.0	164.0	113.0	139.4	247.4	-108.0	74.0	29.8	281.1	112.4	168.7
64+00	89.1	66.6	329.0	225.9	279.6	328.8	-49.2	56.5	23.9	241.7	99.4	142.2
65+00	111.7	15.1	371.9	225.9	316.1	151.3	164.8	43.9	19.7	185.9	80.8	105.2
66+00	173.3	13.3	527.8	225.9	448.7	52.7	396.0	37.3	17.7	150.3	69.3	81.0
67+00	22.5	0.0	362.6	213.0	308.2	24.7	283.6	0.0	0.0	69.0	32.8	36.2
68+00	25.5	37.9	89.0	100.0	75.6	70.2	5.4	0.0	0.0	0.0	0.0	0.0
69+00	2.3	21.9	51.4	0.0	43.7	110.8	-67.1	0.0	4.7	0.0	8.6	-8.6
70+00	0.0	0.0	4.2	0.0	3.6	40.6	-37.0	0.0	0.0	0.0	8.6	-8.6
71+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
73+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BRIGGS SUBTOTAL:			3902.7	1103.7	3317.3	2610.3	707.0			1991.4	1125.1	866.3

STAGE 3 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
BRIGGS ST	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
48+00	0.0	0.0						0.0	0.0			0.0
49+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
51+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52+00	53.3	127.5	98.7	0.0	83.9	236.1	-152.2	48.0	17.1	88.9	31.7	57.2
53+00	662.0	0.4	1324.7	0.0	1126.0	236.8	889.2	0.0	30.1	88.9	87.3	1.5
54+00	0.0	0.0	1226.0	0.0	1042.1	0.7	1041.4	0.0	0.0	0.0	55.7	-55.7
55+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
56+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58+76.96	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
61+44.96	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
63+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
67+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
69+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
71+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
73+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BRIGGS SUBTOTAL:			2649.4	0.0	2252.0	473.6	1778.4			177.7	174.7	3.1

MODEL: 2D SHEET M
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01(OMS0781)\62R29-SHT-EWSCHED-08.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIGGS ST EARTHWORK SCHEDULE – STAGE 2 & STAGE 3
	DRAWN - CMA	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: NTS SHEET OF SHEETS STA. TO STA.
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	686
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

PRE-STAGE EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
EX RAMP A	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
27+00	13.9	3.1						0.0	0.0			
27+99	12.2	27.0	48.1	0.0	40.8	55.5	-14.7	48.4	0.0	89.2	0.0	89.2
EX RAMP A SUBTOTAL:			48.1	0.0	40.8	55.5	-14.7			89.2	0.0	89.2
EX RAMP B	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
36+94	1.8	0.2						0.0	0.0			
37+00	1.9	0.1	0.4	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
38+00	2.8	0.1	8.7	0.0	7.4	0.5	6.9	3.3	0.0	6.3	0.0	6.3
39+00	14.3	16.1	31.7	0.0	27.0	30.0	-3.0	34.8	0.0	70.7	0.0	70.7
40+00	16.0	6.8	56.2	0.0	47.8	42.4	5.4	58.9	0.0	173.6	0.0	173.6
41+00	16.9	6.9	60.9	0.0	51.8	25.4	26.4	55.2	0.0	211.4	0.0	211.4
EX RAMP B SUBTOTAL:			158.0	0.0	134.3	98.3	36.0			461.9	0.0	461.9
EX RAMP C	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
47+00	5.5	6.8						0.0	0.0			
48+00	6.5	21.1	22.3	0.0	19.0	51.6	-32.7	74.7	0.0	138.4	0.0	138.4
49+00	6.0	25.1	23.1	0.0	19.6	85.5	-65.9	85.7	0.0	297.0	0.0	297.0
50+00	2.1	2.7	15.0	0.0	12.7	51.4	-38.7	46.4	0.0	244.6	0.0	244.6
51+00	1.6	0.7	6.9	0.0	5.9	6.2	-0.3	6.8	0.0	98.6	0.0	98.6
52+00	2.1	4.0	6.8	0.0	5.8	8.7	-2.9	4.7	0.0	21.3	0.0	21.3
53+00	2.4	4.6	8.3	0.0	7.1	16.1	-9.0	8.0	0.0	23.4	0.0	23.4
54+00	2.2	12.5	8.6	0.0	7.3	31.7	-24.5	26.8	0.0	64.3	0.0	64.3
55+00	2.7	22.2	9.1	0.0	7.8	64.2	-56.4	46.0	0.0	134.7	0.0	134.7
56+00	4.9	15.5	14.2	0.0	12.0	69.8	-57.8	63.8	0.0	203.3	0.0	203.3
57+00	4.9	0.0	18.1	0.0	15.4	28.8	-13.4	69.7	0.0	247.3	0.0	247.3
EX RAMP C SUBTOTAL:			132.4	0.0	112.5	414.0	-301.5			1472.9	0.0	1472.9
EX RAMP D	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
6+15	2.3	0.0						0.0	0.0			
7+00	2.3	0.0	7.2	0.0	6.2	0.0	6.2	0.0	0.0	0.0	0.0	0.0
8+00	2.1	0.0	8.1	0.0	6.8	0.0	6.8	0.0	0.0	0.0	0.0	0.0
9+00	2.1	0.0	7.7	0.0	6.5	0.0	6.5	0.0	0.0	0.0	0.0	0.0
10+00	4.7	10.3	12.4	0.0	10.6	19.2	-8.6	23.5	0.0	43.5	0.0	43.5
11+00	4.4	5.9	16.9	0.0	14.3	30.0	-15.7	42.4	0.0	122.0	0.0	122.0
EX RAMP D SUBTOTAL:			52.2	0.0	44.4	49.2	-4.8			165.5	0.0	165.5
BRIGGS RAMPS SUBTOTAL:			390.7	0.0	332.1	617.0	-284.9			2189.5	0.0	2189.5

STAGE 1 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
RAMP A	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
105+00	0.0	0.0						0.0	0.0			
106+00	0.3	37.9	0.6	0.0	0.5	70.2	-69.7	19.0	2.6	35.2	4.8	30.4
107+00	0.0	132.1	0.6	0.0	0.5	314.8	-314.3	40.7	2.6	110.4	9.5	100.9
108+00	307.8	179.6	570.0	0.0	484.5	577.3	-92.8	92.1	19.4	2+46	40.7	205.1
109+00	376.8	267.4	1267.7	0.0	1077.5	827.9	249.7	123.7	22.8	4+00	78.2	321.4
110+00	429.4	713.6	1492.9	0.0	1269.0	1816.8	-547.8	123.9	38.5	4+58	113.7	344.8
111+00	299.0	1022.0	1348.9	0.0	1146.6	3214.2	-2067.6	164.4	43.2	5+34	151.4	382.4
112+00	54.6	763.6	654.8	0.0	556.6	3306.8	-2750.2	166.0	27.1	6+12	130.2	481.5
113+00	79.9	840.2	249.1	0.0	211.7	2970.0	-2758.3	168.5	31.2	6+19	107.9	511.4
114+00	114.0	2044.8	359.1	0.0	305.3	5342.5	-5037.3	160.3	30.7	6+09	114.6	494.3
RAMP A SUBTOTAL:			5943.6	0.0	5052.1	18440.4	-13388.3			3623.1	750.9	2872.2
RAMP B	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
202+00	4.6	1112.6						191.5	36.9			
203+00	0.0	949.6	8.4	0.0	7.2	3818.9	-3811.8	160.1	31.9	651.0	127.4	523.6
204+00	56.2	754.9	104.1	0.0	88.5	3156.5	-3068.0	120.4	34.6	519.4	123.2	396.2
205+00	95.3	471.4	280.6	0.0	238.5	2270.8	-2032.3	89.5	31.4	388.8	122.2	266.6
206+00	22.7	164.4	218.5	0.0	185.7	1177.3	-991.6	52.3	16.4	262.7	88.6	174.1
207+00	0.0	0.0	42.1	0.0	35.8	304.4	-268.7	0.0	0.0	96.9	30.4	66.5
208+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
209+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
210+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RAMP B SUBTOTAL:			653.8	0.0	555.7	10728.1	-10172.4			1918.8	491.8	1427.0
RAMP C	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
305+00	0.0	0.0						0.0	0.0			
306+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
307+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
308+00	67.1	120.4	124.2	0.0	105.6	222.9	-117.3	0.0	0.0	0.0	0.0	0.0
309+00	21.9	177.4	164.8	0.0	140.1	551.4	-411.3	57.9	15.3	107.3	28.4	78.9
310+00	16.5	157.3	71.1	0.0	60.4	619.8	-559.4	56.1	14.2	211.1	54.6	156.5
311+00	23.9	64.0	74.8	0.0	63.6	409.9	-346.3	51.0	12.4	198.3	49.2	149.1
312+00	36.2	118.6	111.3	0.0	94.6	338.2	-243.6	77.6	12.5	238.2	46.1	192.0
313+00	130.5	0.0	308.6	0.0	262.3	219.6	42.7	52.1	15.7	240.3	52.3	188.0
314+00	87.1	0.0	402.9	0.0	342.5	0.1	342.4	28.8	9.0	149.9	45.9	104.0
315+00	0.0	0.0	161.3	0.0	137.1	0.1	137.0	0.0	0.0	53.4	16.7	36.6
316+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RAMP C SUBTOTAL:			1419.0	0.0	1206.2	2362.0	-1155.9			1198.3	293.3	905.1
RAMP D	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
401+00	111.3	5.3						0.0	15.2			
402+00	41.9	34.3	283.8	0.0	241.3	73.4	167.9	53.6	14.4	99.3	54.9	44.4
403+00	42.1	44.5	155.6	0.0	132.2	145.8	-13.6	55.6	16.1	202.2	56.4	145.8
404+00	74.0	64.7	214.9	0.0	182.7	202.1	-19.4	59.1	19.8	212.3	66.5	145.8
405+00	101.0	93.3	324.1	0.0	275.5	292.6	-17.0	65.1	23.2	229.9	79.8	150.2
406+00	132.6	105.9	432.7	0.0	367.8	368.9	-1.1	71.4	25.7	252.6	90.7	162.0
407+00	105.5	120.9	440.9	0.0	374.8	419.9	-45.1	71.2	25.2	264.0	94.3	169.6
408+00	92.0	124.9	365.7	0.0	310.8	455.2	-144.4	67.0	23.1	255.8	89.5	166.3
409+00	156.3	122.8	459.8	0.0	390.8	458.9	-68.1	0.1	6.8	124.2	55.5	68.7
410+00	51.9	82.4	385.6	0.0	327.7	380.1	-52.4	1.0	6.2	2.0	24.0	-22.0
411+00	36.1	32.0	163.0	0.0	138.5	211.9	-73.3	0.0	6.0	1.8	22.5	-20.7
RAMP D SUBTOTAL:			3226.1	0.0	2742.2	3008.8	-266.6			1644.2	634.1	1010.1
BRIGGS RAMPS SUBTOTAL:			11242.4	0.0	9556.1	34539.3	-24983.2			8384.4	2170.0	6214.4

STAGE 2 EARTHWORK SCHEDULE

STATION	CROSS SECTION END AREAS		EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION AVAILABLE FOR EMBANK-MENT (SHRINKAGE - 15%)	EMBANK-MENT	EARTH-WORK WASTE (+) OR SHORTAGE (-)	TOPSOIL CROSS SECTION END AREAS		TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
	CUT	FILL						CUT	FILL			
RAMP A	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
105+00	4.2	110.0						26.5	0.0			
106+00	46.7	45.9	94.2	0.0	80.1	288.8	-208.6	34.1	2.6	112.4	47.4	65.0
107+00	146.6	308.5	358.0	0.0	304.3	656.3	-352.0	30.0	2.6	118.8	53.2	65.6
108+00	0.0	151.8	271.6	0.0	230.8	852.4	-621.6	0.0	19.4	55.6	27.5	28.1
109+00	0.0	0.0	0.0	0.0	0.0	281.2	-281.2	0.0	22.8	0.0	0.0	0.0
110+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	0.0
111+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.2	0.0	0.0	0.0
112+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1	0.0	0.0	0.0
113+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.2	0.0	0.0	0.0
114+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.7	0.0	0.0	0.0
RAMP A SUBTOTAL:			723.8	0.0	615.2	2078.7	-1463.5			286.8	128.1	158.7
RAMP B	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
202+00	0.0	0.0						0.0	0.0			
203+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
204+00	0.0	149.3	0.0	0.0	0.0	276.5	-276.5	0.0	0.0	0.0	0.0	0.0
205+00	0.0	95.2	0.0	0.0	0.0	452.8	-452.8	0.0	0.0	0.0	0.0	0.0
206+00	0.0	321.2	0.0	0.0	0.0	771.2	-771.2	38.8	16.0	71.9	29.7	42.2
207+00	19.0	404.3	35.3	0.0	30.0	1343.5	-1313.6	73.3	25.9	207.5	77.7	129.8
208+00	86.7	406.9	195.9	0.0	166.5	1502.1	-1335.6	42.4	9.7	214.2	66.1	148.1
209+00	26.2	265.7	209.1	0.0	177.7	1245.4	-1067.7	33.9	8.1	141.4	33.0	108.3
210+00	17.0	152.6	79.9	0.0	68.0	774.6	-706.6	35.2	10.5	128.0	34.5	93.5
RAMP B SUBTOTAL:			520.2	0.0	442.2	6366.0	-5923.9			763.0	241.0	522.0
RAMP C	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
305+00	24.7	97.1						36.6	11.5			
306+00	19.4	121.3	81.6	0.0	69.3	404.5	-335.2	34.8	11.3	132.2	42.3	89.9
307+00	13.6	229.9	61.1	0.0	51.9	650.4	-598.5	33.4	12.0	126.2	43.2	83.0
308+00	14.3	361.3	51.6	0.0	43.9	1094.8	-1050.9	30.8	13.9	118.8	47.9	70.9
309+00	24.6	245.3	72.0	0.0	61.2	1123.4	-1062.2	18.4	12.4	91.0	48.5	42.5
310+00	46.8	173.1	132.3	0.0	112.4	774.8	-662.4	14.4	11.9	60.8	44.9	15.9
311+00	36.1	81.6	153.5	0.0	130.5	471.7	-341.2	12.7	9.5	50.3	39.6	10.7
312+00	42.9	4.6	146.3	0.0	124.3	159.7	-35.4	10.1	8.4	42.3	33.0	9.3
313+00	43.1	1.1	159.2	0.0	135.3	10.6	124.8	8.6	5.9	34.7	26.5	8.2
314+00	46.9	0.1	166.7	0.0	141.7	2.2	139.5	8.1	5.9	31.0	22.0	9.0
315+00	143.6	3.6	352.8	0.0	299.9	6.8	293.1	45.5	17.8	99.4	44.0	55.4
316+00	226.2	9.0	684.9	0.0	582.1	23.2	558.9	58.6	23.6	192.8	76.7	116.1
RAMP C SUBTOTAL:			2062.0	0.0	1752.7	4722.1	-2969.4			979.4	468.5	510.9
RAMP D	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)
401+00	0.0	0.0						0.0	0.0			
402+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
403+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
404+00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
405+00	0.0	19.5	0.0	0.0	0.0	36.1	-36.1	0.0	0.0	0.0	0.0	0.0
406+00	0.0	51.7	0.0	0.0	0.0	131.8	-131.8	0.0	0.0	0.0	0.0	0.0
407+00	0.0	74.6	0.0	0.0	0.0	233.9	-233.9	0.0	0.0	0.0	0.0	0.0
408+00	0.0	76.7	0.0	0.0	0.0	280.2	-280.2	0.0	0.0	0.0	0.0	0.0
409+00	0.0	82.3	0.0	0.0	0.0	294.5	-294.5	0.0	0.0	0.0	0.0	0.0
410+00	0.0	54.9	0.0	0.0	0.0	254.1	-254.1	0.0	0.0	0.0	0.0	0.0
411+00	0.0	7.0	0.1	0.0	0.1	114.7	-114.6	0.0	0.0	0.0	0.0	0.0
RAMP D SUBTOTAL:			0.1	0.0	0.1	1345.3	-1345.2			0.0	0.0	0.0
BRIGGS RAMPS SUBTOTAL:			3306.0	0.0	2810.1	14512.1	-11702.0			2029.2	837.6	1191.6

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07B16\62R29-SHT-EWSCHED-10.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 7/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

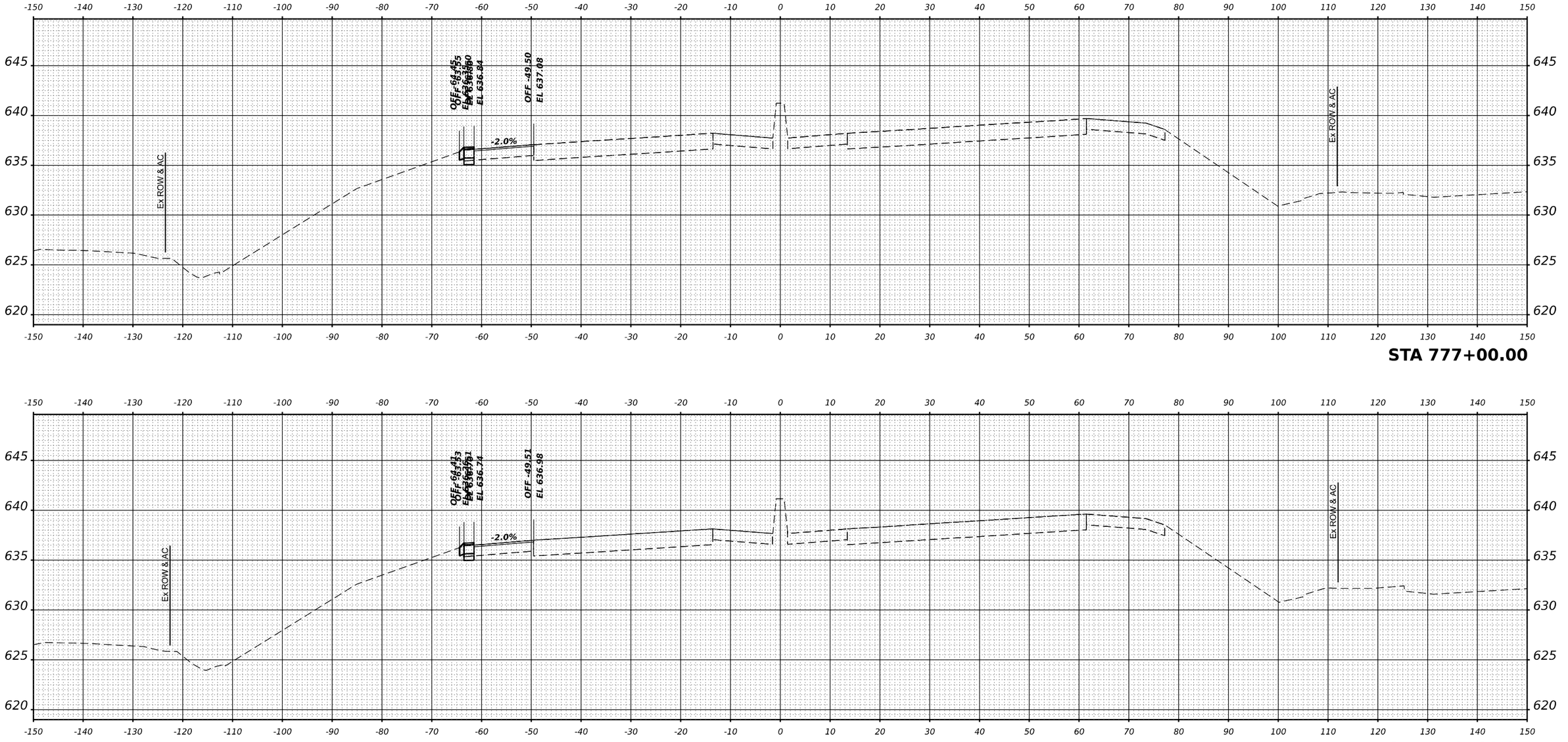
I-80 & BRIGGS ST RAMPS
EARTHWORK SCHEDULE – STAGE 2

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	899	688
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY		

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



MODEL: PR I-80 - B 776+88.91 | SHEET |
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-XSSHT-MI-STAGED-01.DGN

exp.

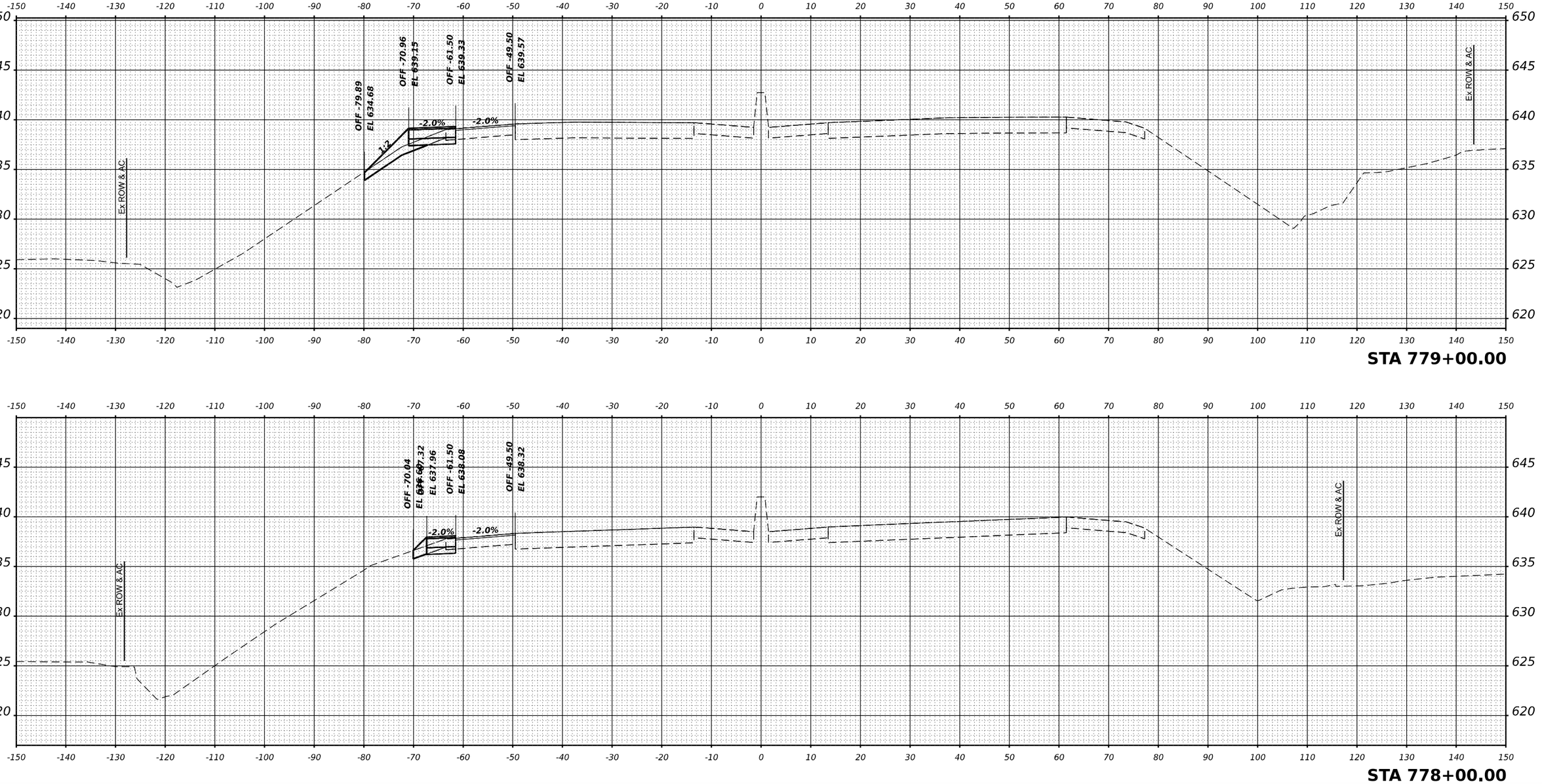
USER NAME = SUIC		DESIGNED - CMA		REVISED -	
		DRAWN - CMA		REVISED -	
PLOT SCALE = 0.16666667 ' / IN.		CHECKED - BRH		REVISED -	
PLOT DATE = 6/27/2023		DATE - 6/29/2023		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–80
PRE–STAGE CROSS SECTIONS

SCALE: 1"=10' | SHEET OF SHEETS | STA. 776+88.91 777+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	689
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



STA 779+00.00

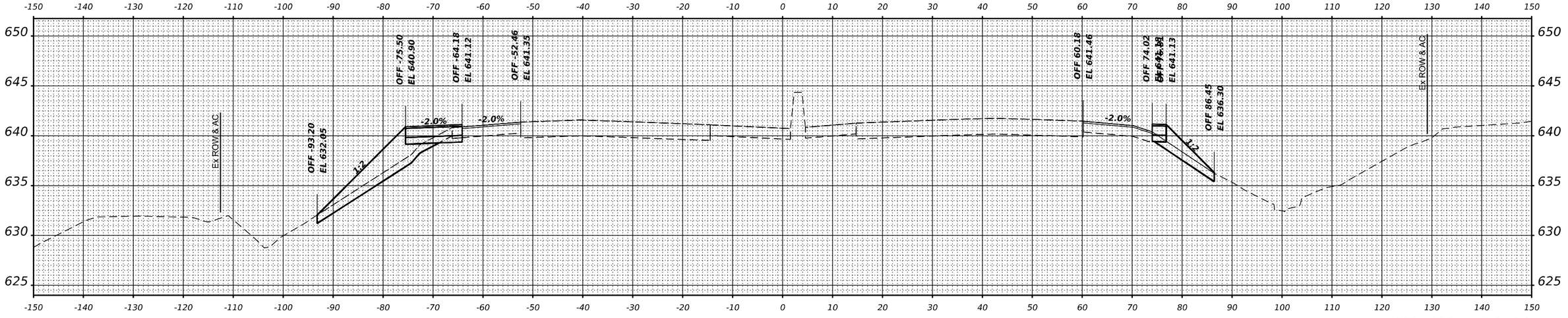
STA 778+00.00

exp.	USER NAME = SUIC	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I–80 PRE–STAGE CROSS SECTIONS
		DRAWN - CMA	REVISED -		
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: 1"=10' SHEET OF SHEETS STA.
	PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -		

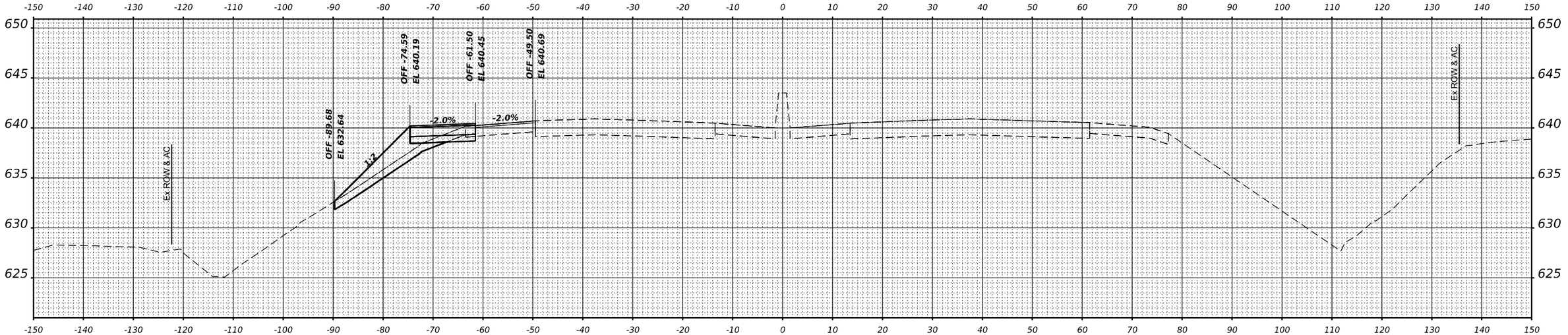
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	690
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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

MODEL: PR I-80 - B 778+00.00 [SHEET]
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-XSSHT-ML-STAGED-02.DGN



STA 781+00.00



STA 780+00.00

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

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

MODEL: PR I-80 - B 780+00.00 [SHEET]
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-XSSHT-MI-STAGED-03.DGN

exp.

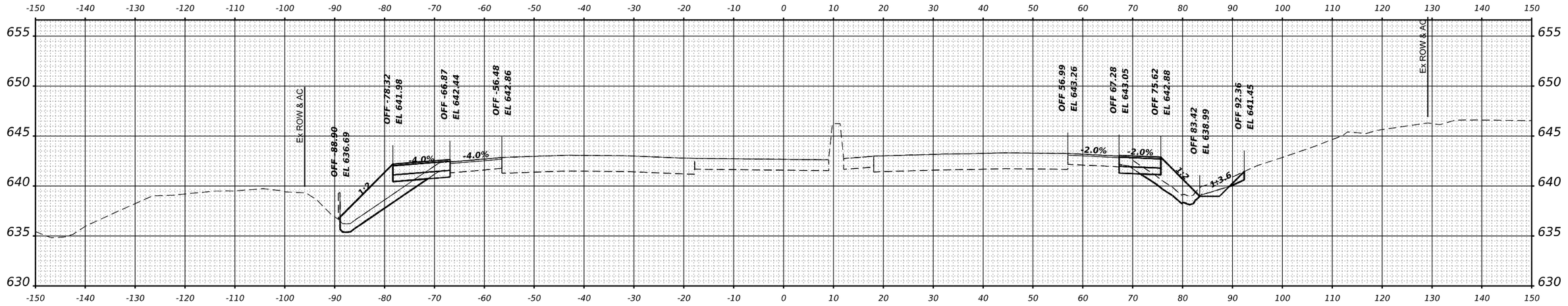
USER NAME = SUIC	DESIGNED - CMA	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–80
PRE–STAGE CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	691
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



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

BY	DATE

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

BY	DATE

MODEL: PR I-80 - B 782+00.00 (SHEET)
FILE NAME: C:\TRANSYSTEMS\PW LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-XSSHT-ML-STAGED-04.DGN

exp.

USER NAME = SUIC	DESIGNED - CMA	REVISED -			
	DRAWN - CMA	REVISED -			
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -			
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

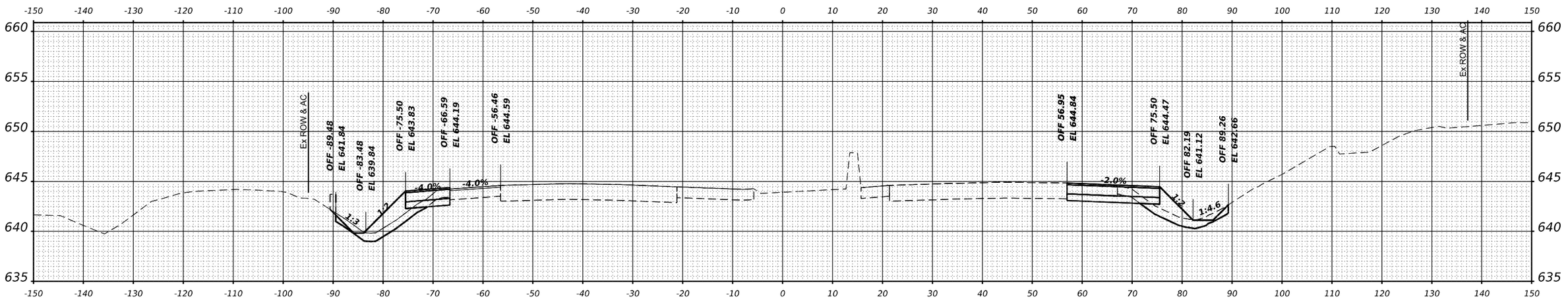
I–80
PRE–STAGE CROSS SECTIONS

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

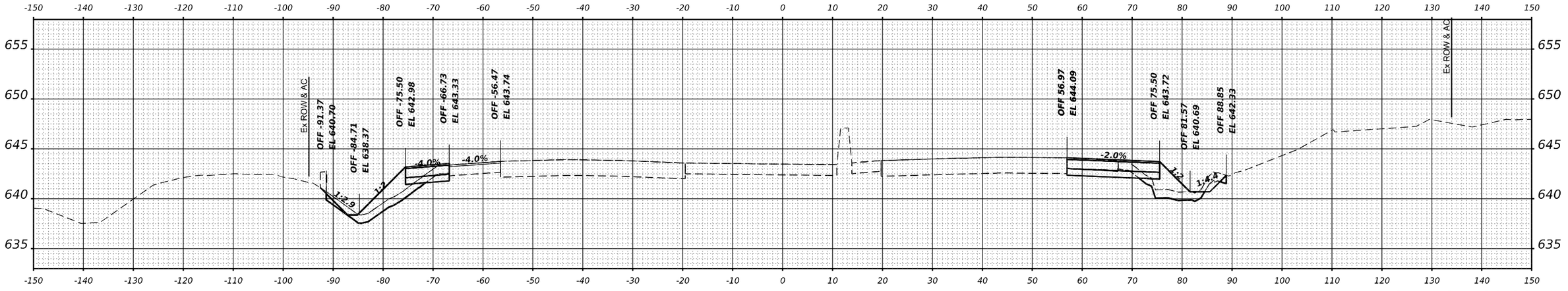
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	692
		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	

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

BY	DATE



STA 785+00.00



STA 784+00.00

FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

MODEL: PR I-80 - B 784+00.00 | SHEET |
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-XSSHT-MIL-STAGED-05.DGN

exp.

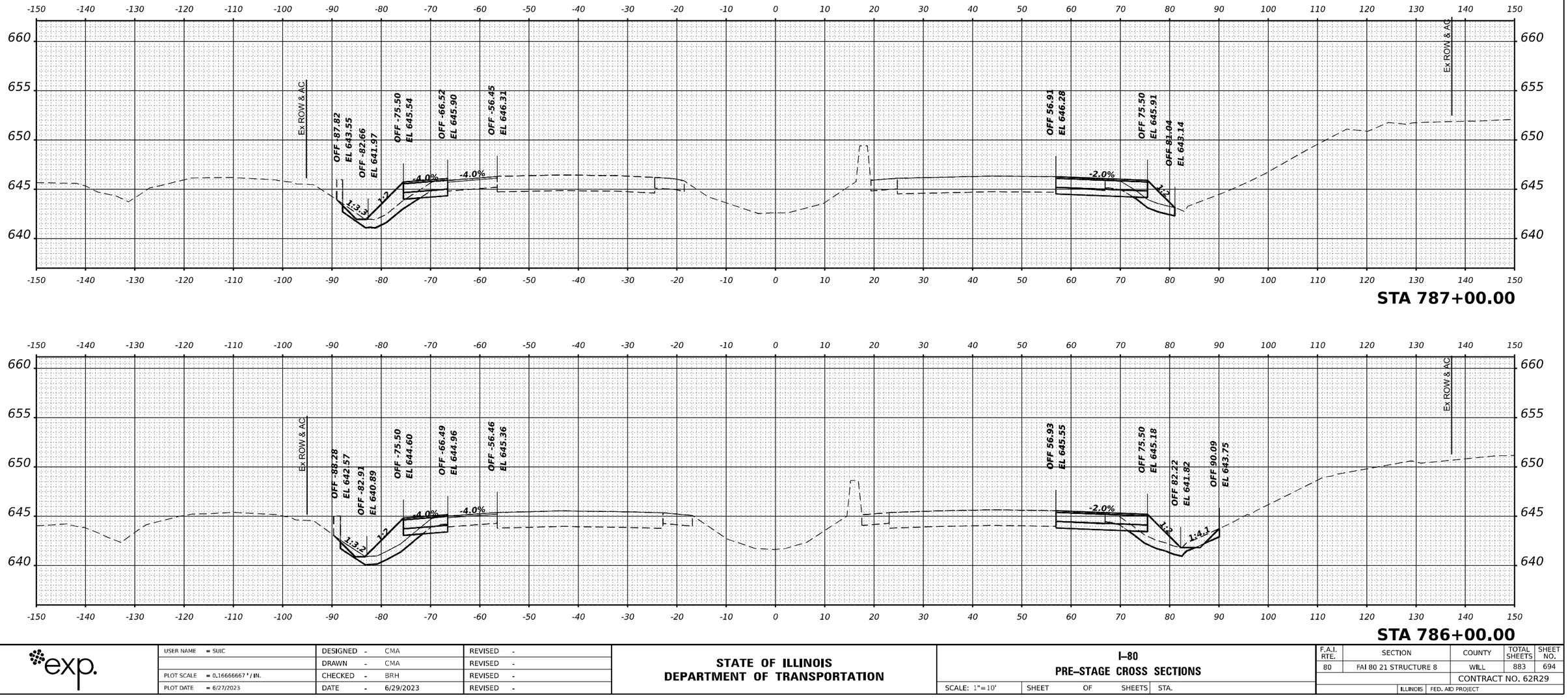
USER NAME = SUIC	DESIGNED - CMA	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–80
PRE–STAGE CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	693
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



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

BY	DATE

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

BY	DATE

MODEL: PR I-80- B 786+00.00 [SHEET]
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-XSSHT-AAL-STAGED-06.DGN

exp.

USER NAME = SUIC		DESIGNED - CMA		REVISED -	
		DRAWN - CMA		REVISED -	
PLOT SCALE = 0.16666667 ' / IN.		CHECKED - BRH		REVISED -	
PLOT DATE = 6/27/2023		DATE - 6/29/2023		REVISED -	

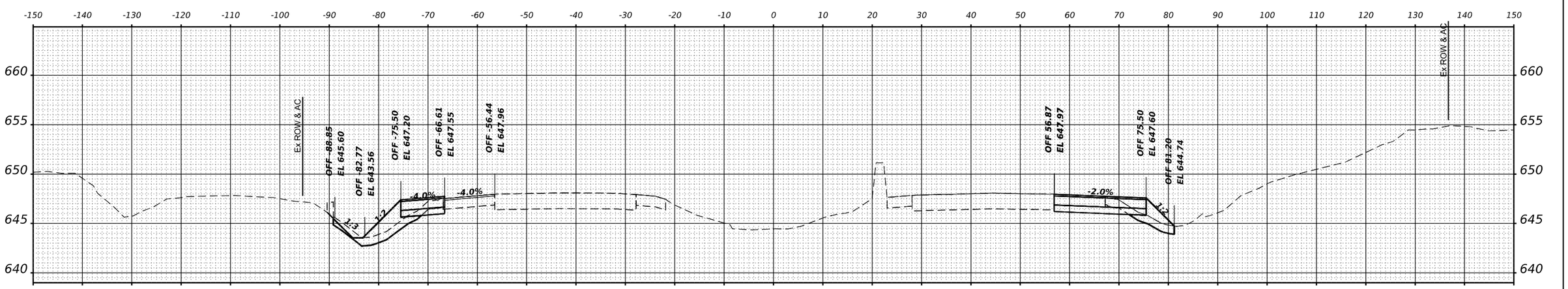
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–80
PRE–STAGE CROSS SECTIONS

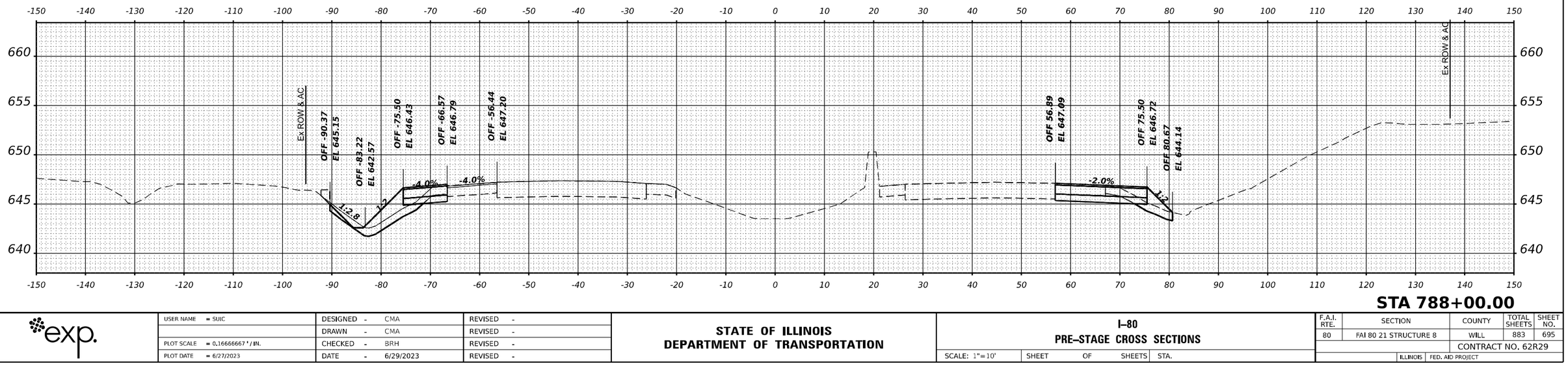
SCALE: 1"=10' | SHEET OF SHEETS | STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	694
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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



STA 789+00.00



STA 788+00.00

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

MODEL: PR I-80 - B 788+00.00 [SHEET]
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\6R29-SHT-XSSHT-ML-STAGED-07.DGN

exp.

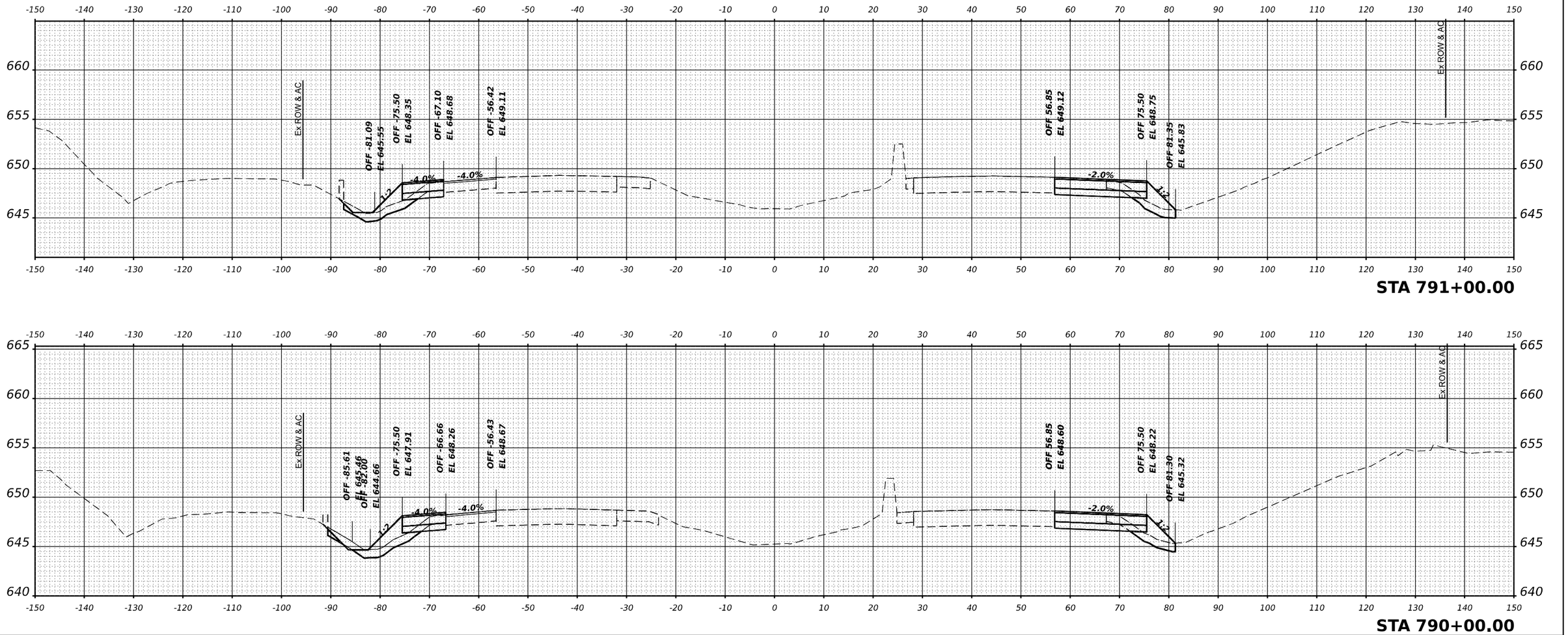
USER NAME = SUIC	DESIGNED - CMA	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–80
PRE–STAGE CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	695
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



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

BY	DATE

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

BY	DATE

MODEL: PR I-80 - B 790+00.00 |SHEET|
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\62R29-SHT-XS5HT-MIL-STAGED-08.DGN

exp.

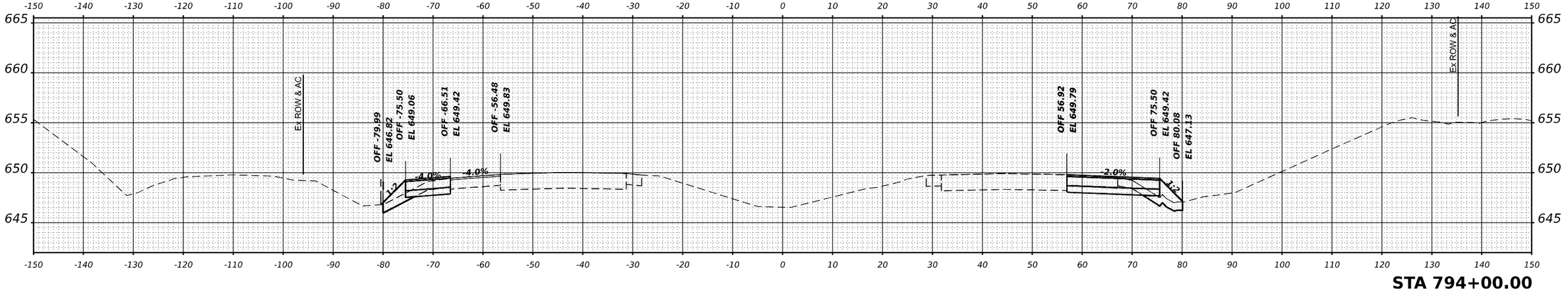
USER NAME = SUIC		DESIGNED - CMA		REVISED -	
		DRAWN - CMA		REVISED -	
PLOT SCALE = 0.16666667 ' / IN.		CHECKED - BRH		REVISED -	
PLOT DATE = 6/27/2023		DATE - 6/29/2023		REVISED -	

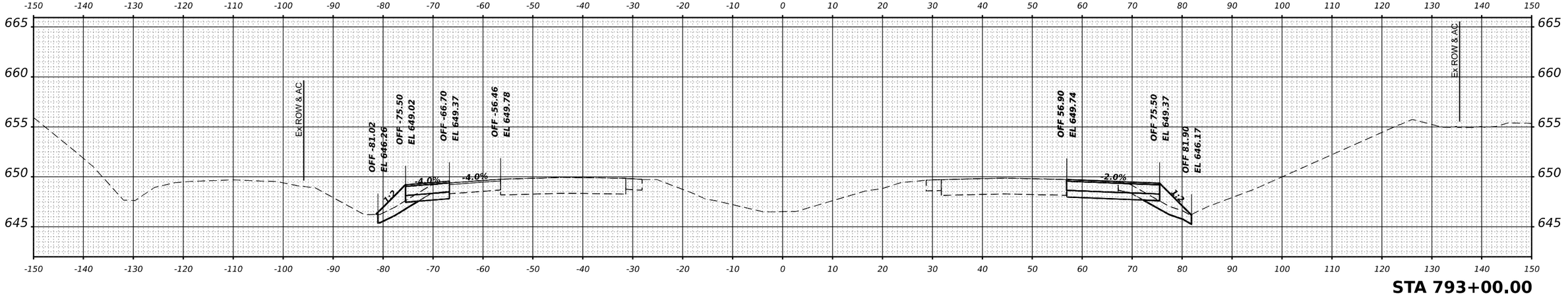
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

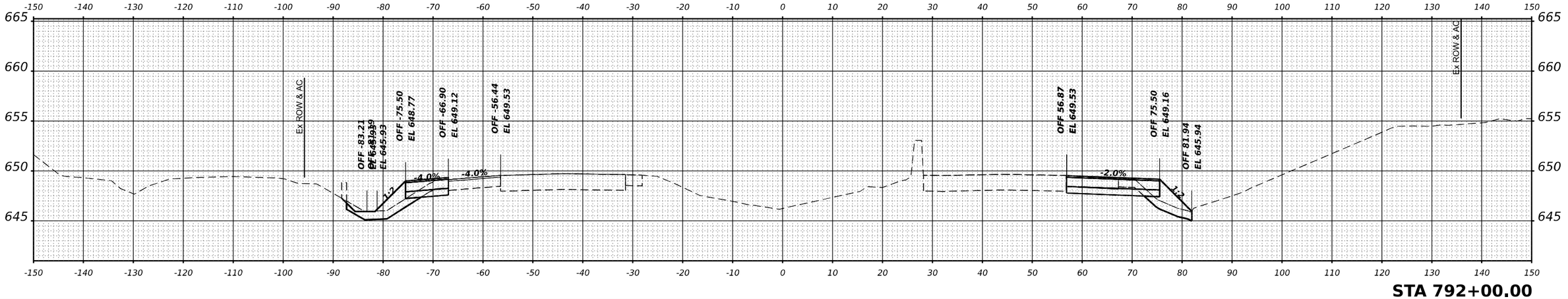
I–80
PRE–STAGE CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	696
		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	







exp.	USER NAME = SUIC	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I–80 PRE–STAGE CROSS SECTIONS
		DRAWN - CMA	REVISED -		
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: 1"=10' SHEET OF SHEETS STA.
	PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	697
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

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

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

MODEL: PR I-80 - B 792+00.00 [SHEET]
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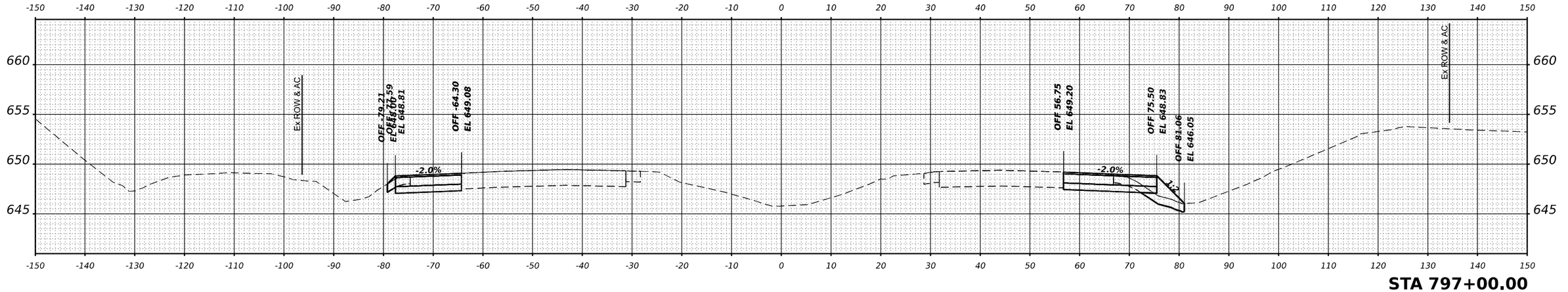
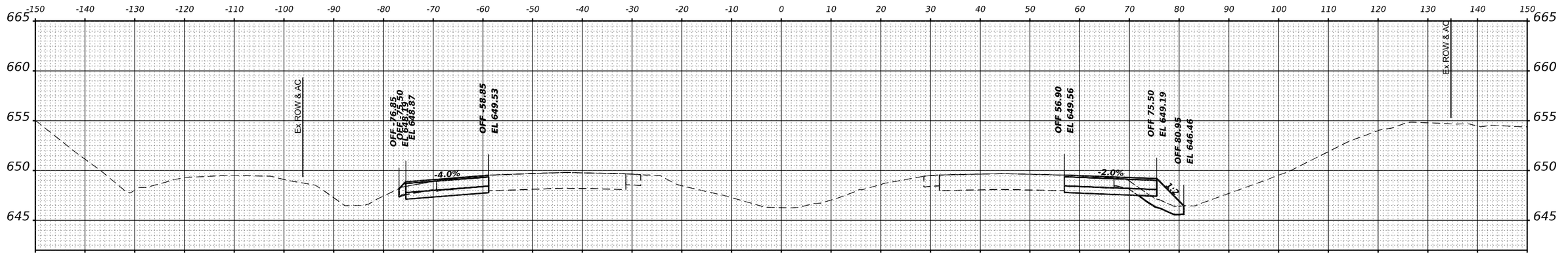
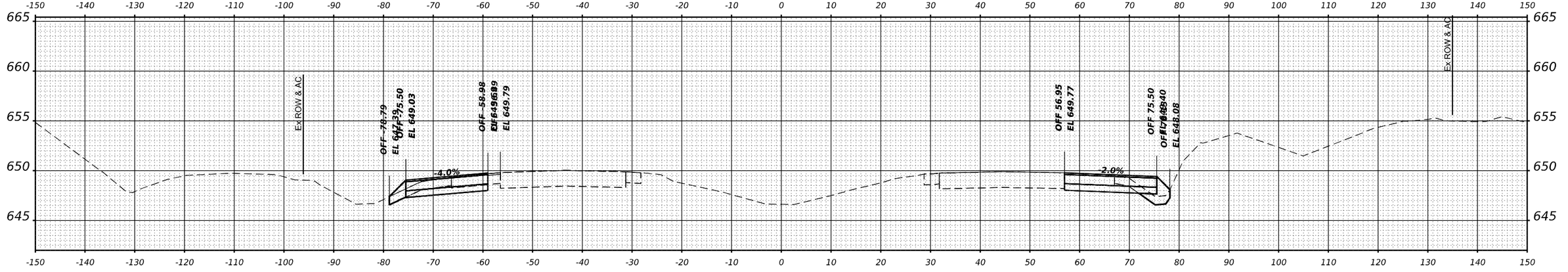


STA 797+00.00



STA 796+00.00



STA 795+00.00

USER NAME = SUIC	DESIGNED - CMA	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–80
PRE–STAGE CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	698
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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

MODEL: PR I-80 - B 795+00.00 [SHEET]
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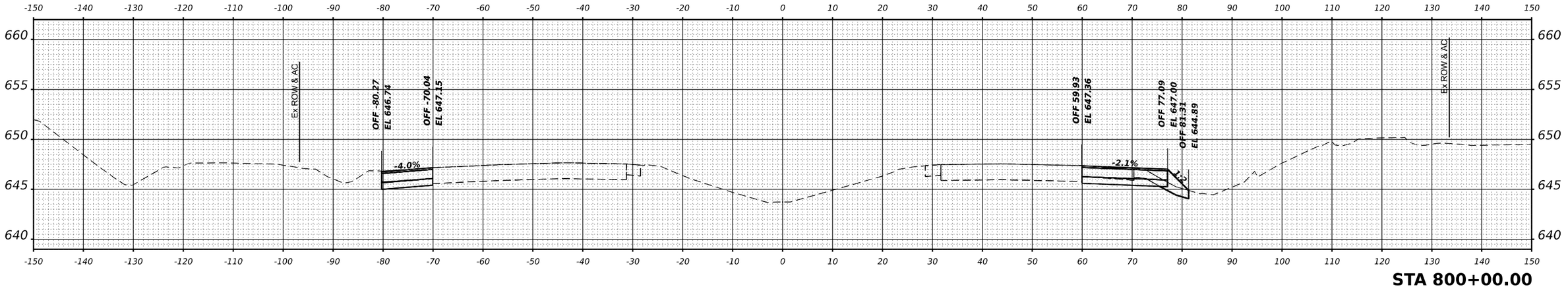
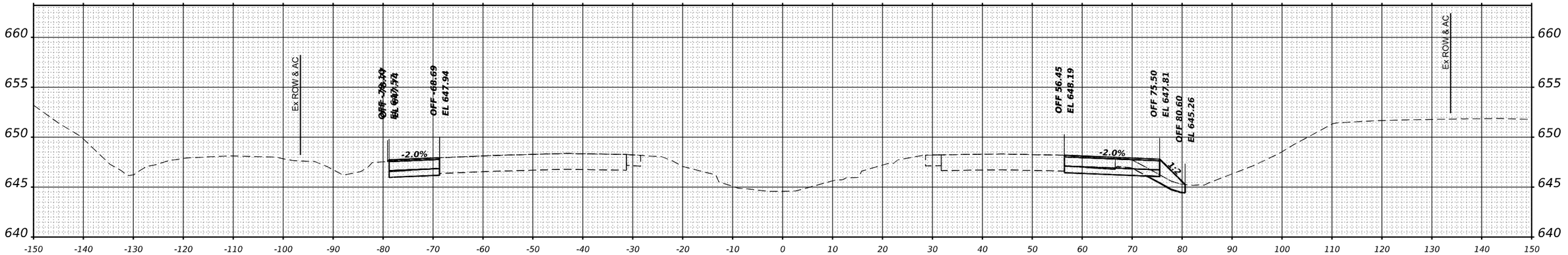
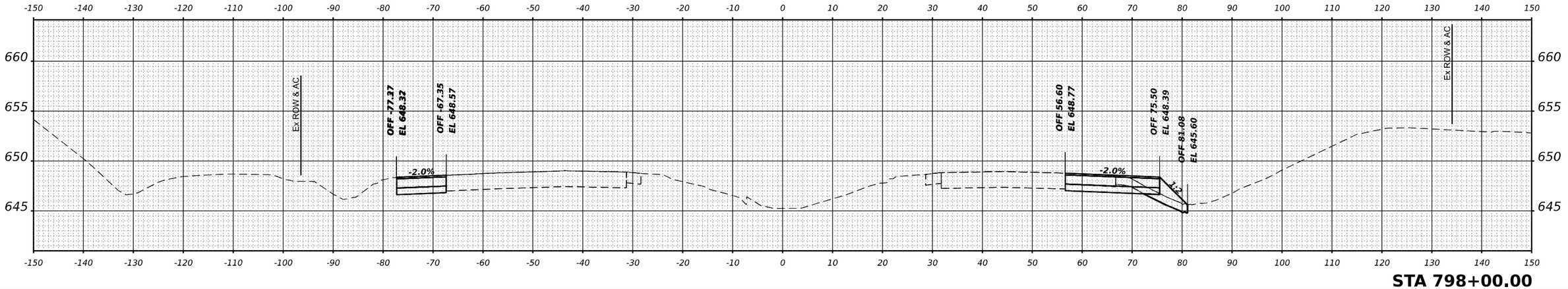


STA 800+00.00



STA 799+00.00



STA 798+00.00

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

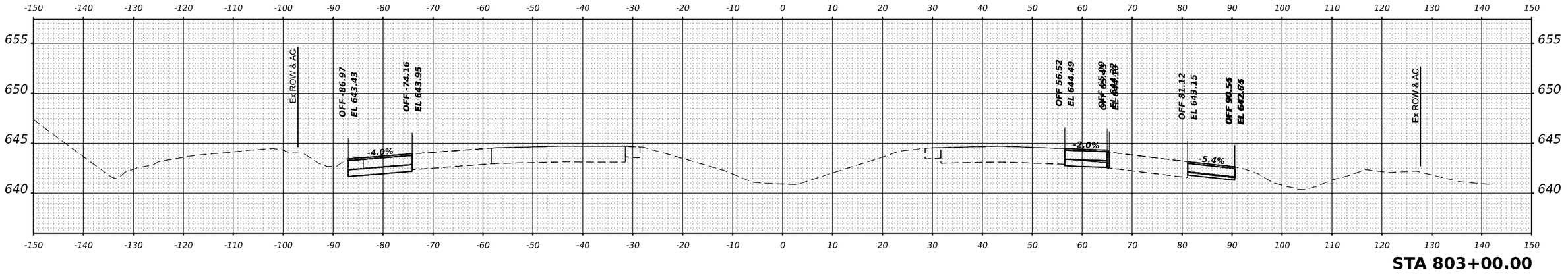
ORIGINAL SURVEY	NOTE BOOK	NO.	BY	DATE
SURVEYED				
PLOTTED				
TEMPLATE				
AREAS				
AREAS CHECKED				

MODEL: PR I-80 - B 798+00.00 [SHEET]
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-D1\DMS078166\R29-SHT-XSSHT-ML-STAGED-11.DGN

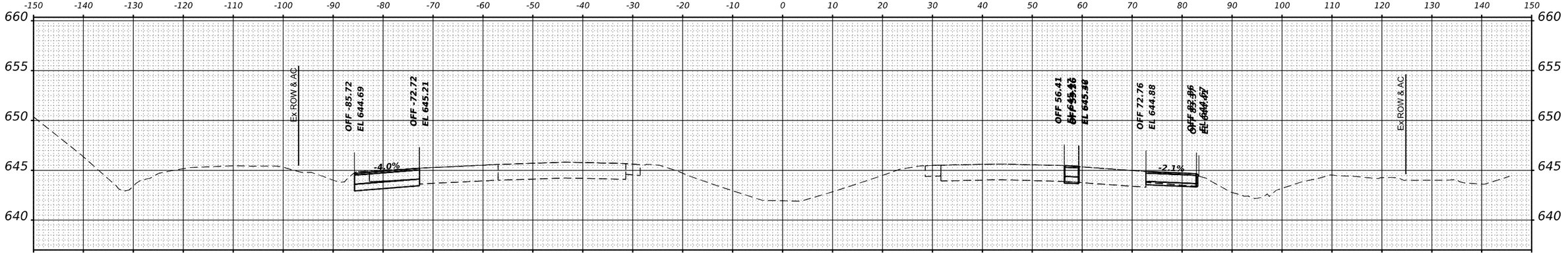
exp.

USER NAME = SUIC	DESIGNED - CMA	REVISED -	**STATE OF ILLINOIS**	**I–80**
	DRAWN - CMA	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**PRE–STAGE CROSS SECTIONS**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: 1"=10' | SHEET OF SHEETS | STA.
PLOT DATE = 6/27/2023	DATE - 6/29/2023	REVISED -		

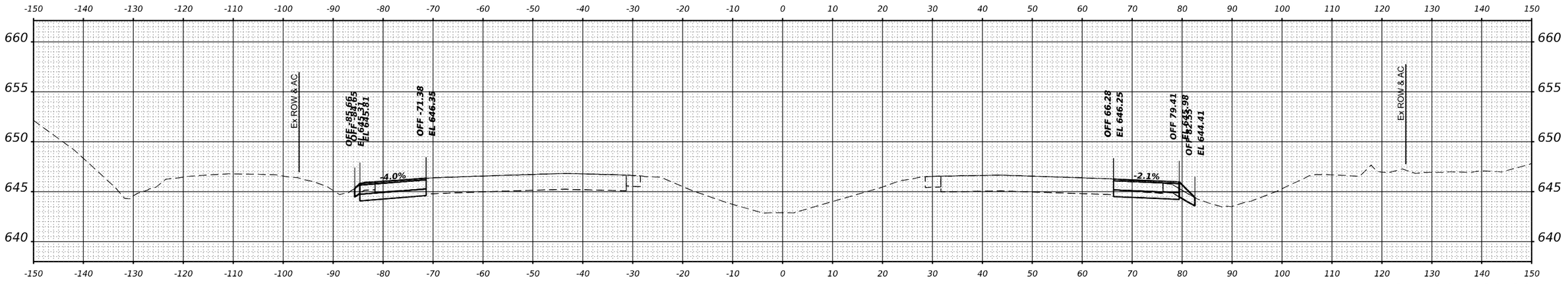
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	699
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



STA 803+00.00



STA 802+00.00



STA 801+00.00

FINAL SURVEY	NOTE BOOK	NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY	NOTE BOOK	NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

MODEL: PR I-80 - B 801+00.00 [SHEET]
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-D1\DMS078166\R29-SHT-XSSHT-ML-STAGED-12.DGN

exp.

USER NAME = SUIC	DESIGNED - CMA		REVISED -
	DRAWN - CMA		REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH		REVISED -
PLOT DATE = 6/27/2023	DATE - 6/29/2023		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–80
PRE–STAGE CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	700
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		