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Date 10/20/22

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	AA
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SECTION C-91-109-22 LOCATION , SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Latitude 41.51294094, Longitude -88.09322597	
		DRILLING METHOD	Diedrich D-50	Auto
			HAMMER TYPE	
			HAMMER EFF (%)	95.5

STRUCT. NO. 099-8309	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. N/A ft
Station					Stream Bed Elev. N/A ft
BORING NO. BSB-06					Groundwater Elev.:
Station 40+53.51			Qu		First Encounter Dry ft
Offset 84.05ft LT					Upon Completion N/A ft
Ground Surface Elev. 541.53 ft	(ft)	((6"))	(tsf)	(%)	After Hrs. N/A ft

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

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Date 11/9/22

ROUTE	DESCRIPTION	LOGGED BY
I-80	I-80 EB over Des Plaines River (CSX)	DF

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG DRILLING METHOD	Latitude 41.5124502, Longitude -88.093078	
			CME-75	HAMMER TYPE HAMMER EFF (%)

STRUCT. NO. <u>099-8325</u>	D	B	U	M	Surface Water Elev. <u>N/A</u> ft
Station _____	E	L	C	O	Stream Bed Elev. <u>N/A</u> ft
	P	L	S	I	
BORING NO. <u>BSB-07</u>	T	W	Q	T	Groundwater Elev.: _____
Station <u>41+30.61</u>	H	S	Qu		First Encounter <u>Dry</u> ft
Offset <u>83.27 ft RT</u>					Upon Completion <u>N/A</u> ft
Ground Surface Elev. <u>536.14</u> ft	(ft)	(6")	(tsf)	(%)	After Hrs. <u>N/A</u> ft

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

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ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	DD
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Well	DRILLING RIG	Latitude 41.5128598, Longitude -88.0928322	
		DRILLING METHOD	B-57 Mobile	Auto
			HAMMER TYPE	
		HSA	HAMMER EFF (%)	89

STRUCT. NO. 099-8309	D	B	U	M	Surface Water Elev. N/A ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev. N/A ft	E	L	C	O
	P	O	S	I		P	O	S	I
BORING NO. BSB-08	T	W		S	Groundwater Elev.: Dry ft	T	W		S
Station 41+65.07	H	S	Qu	T	First Encounter	H	S	Qu	T
Offset 77.12 ft LT					Upon Completion N/A ft				
Ground Surface Elev. 539.00 ft	(ft)	(/6")	(tsf)	(%)	After Hrs. N/A ft	(ft)	(/6")	(tsf)	(%)

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)

MODEL Default: FILE NAME: p:\proj\transys\transys\corp\pw\hosted\Documents\Projects_2018\CH4001401180022\03-WSP\CAD\62R23-RB-1-Sheets\Structural\0998309-62R23-5907-5B04.dgn



Illinois Department
of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

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Date 4/30/25

ROUTE I-80 DESCRIPTION I-80 WB over Des Plaines River (CSX) LOGGED BY SB

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY Will DRILLING RIG Geoprobe HAMMER TYPE Auto
DRILLING METHOD HSA HAMMER EFF (%) 99

STRUCT. NO. 099-8309
Station
BORING NO. BSB-012
Station 51+7.08
Offset 110.23ft LT
Ground Surface Elev. 517.78 ft

DEPTH	DIAMETER	UNIT	MOISTURE	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
(ft)	(in)	(in)	(%)	ft	ft	ft	ft	ft	ft	ft
6			7	N/A	N/A					
4										
3										
514.28										
2										
3		0.8	11							
4		P								
-5										
511.28										
-10										
-15										
-20										

Loose
Brown, Moist
GRAVEL, with sand (GP)

Medium Stiff
Brown, Moist
SILTY CLAY, with sand, some
gravel (CL/ML)

Auger refusal at 6.5 feet
End of Boring

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

BBS, form 137 (Rev. 8-99)



Illinois Department
of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Page 1 of 1

Date 4/22/25

ROUTE I-80 DESCRIPTION I-80 WB over Des Plaines River (CSX) LOGGED BY SB

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY Will DRILLING RIG CME-75 HAMMER TYPE Auto
DRILLING METHOD HSA HAMMER EFF (%) 79.8

STRUCT. NO. 099-8325
Station
BORING NO. BSB-013
Station 51+85.54
Offset 7.08ft RT
Ground Surface Elev. 517.66 ft

DEPTH	DIAMETER	UNIT	MOISTURE	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
(ft)	(in)	(in)	(%)	ft	ft	ft	ft	ft	ft	ft
15		2.5	8	N/A	N/A					
21		P								
27										
514.16										
10			13							
19										
23										
-3										
511.66										
-10										
-15										
-20										

4 inches of Topsoil
Very Stiff
Light Brown, Moist
SILTY CLAY, with sand, little
gravel (CL/ML)

Dense
Light Brown, Moist
GRAVEL, with sand, little clay
(GP)

Auger refusal at 6 feet
End of Boring

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

BBS, form 137 (Rev. 8-99)



Illinois Department
of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

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Date 4/23/25

ROUTE I-80 DESCRIPTION I-80 EB over Des Plaines River (CSX) LOGGED BY SB

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY Will DRILLING RIG Diedrich D-50 HAMMER TYPE Auto
DRILLING METHOD HSA HAMMER EFF (%) 99.5

STRUCT. NO. 099-8325
Station
BORING NO. BSB-014
Station 51+81.12
Offset 81.00ft RT
Ground Surface Elev. 518.40 ft

DEPTH	DIAMETER	UNIT	MOISTURE	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
(ft)	(in)	(in)	(%)	ft	ft	ft	ft	ft	ft	ft
12			7	N/A	N/A					
10										
9										
7										
7			7							
8										
-5										
511.90										
491.40										
-10										
-15										
-20										

Medium Dense
Brown, Moist
SAND, with gravel/weathered
limestone, trace clay (SP)

Gray
LIMESTONE, heavily weathered,
heavily fractured

Run 1: 20'-27'
Recovery: 14.3 %
RQD: 0% (Very Poor)

Brown, Moist
GRAVEL/BOULDERS, little sand
(GP)
Rock coring attempted at 6.5 to
13.5 feet - boulders encountered

Gray
LIMESTONE, heavily weathered,
heavily fractured

Run 2: 27'-35'
Recovery: 25.0%
RQD: 4.7% (Very Poor)

Loose
Brown, Moist
GRAVEL, little clay (GP)

Gray, Moist
HIGHLY WEATHERED
LIMESTONE

End of Boring

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

BBS, form 137 (Rev. 8-99)



WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED - GM	REVISED -
CHECKED - PJL	REVISED -	
PLOT SCALE = 0.2" = 1' / in.	DRAWN - GM	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS 4
STRUCTURE NUMBER 099-8309 WB AND 099-8325 EB

SHEET S-321 OF S-333 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	902
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

Page 1 of 1Date 4/7/25

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	DV
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Diedrich D-50	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	97.7

STRUCT. NO. _____ 099-8309	D	B	U	M	Surface Water Elev. _____ N/A	ft
Station _____	E	L	C	O	Stream Bed Elev. _____ N/A	ft
	P	O	S	I		
BORING NO. _____ BSB-015	T	W	Qu	T	Groundwater Elev.: _____	
Station _____ 53+58.44	H	S			First Encounter _____ Dry	ft
Offset _____ 96.41 FT LT					Upon Completion _____ N/A	ft
Ground Surface Elev. _____ 519.63	ft	(ft)	(/6")	(tsf)	After _____ Hrs. _____ N/A	ft

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

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Date 3/18/25

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	EH
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Diedrich D-50	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	97.7

STRUCT. NO.	_____	099-8309		D	B	U	M	Surface Water Elev.	_____	N/A	ft
Station	_____			E	L	O	S	Stream Bed Elev.	_____	N/A	ft
				P	L	O	S				
BORING NO.	_____	BSB-016		T	H	W	I	Groundwater Elev.:			
Station	_____	53+63.41		H	S	Qu	T	First Encounter	_____	Dry	ft
Offset	_____	9.32ft LT						Upon Completion	_____	N/A	ft
Ground Surface Elev.	_____	519.87	ft	(ft)	((ft))	(tsf)	(%)	After	_____	N/A	ft
								Hrs.	_____		

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

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Date 3/18/25

ROUTE	I-80	DESCRIPTION	I-80 EB over Des Plaines River (CSX)	LOGGED BY	EH
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Diedrich D-50	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	97.7

STRUCT. NO. _____ 099-8325	D	B	U	M	Surface Water Elev. _____ N/A ft	D	B	U	M
Station _____	E	L	O	O	Stream Bed Elev. _____ N/A ft	E	L	O	O
	P	W	S	I		P	W	S	I
BORING NO. _____ BSB-018	H	S	Qu	T	Groundwater Elev.: _____ Dry ft	H	S	Qu	T
Station _____ 53+55.25					Upon Completion _____ N/A ft				
Offset _____ 80.51 ft RT					After _____ Hrs. _____ N/A ft				
Ground Surface Elev. _____ 521.26 ft	(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)

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



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Date 10/24/22

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	EH
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SECTION C-91-109-22 LOCATION , SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY		Will	DRILLING RIG	Latitude 41.51210162, Longitude -88.08788946	
			DRILLING METHOD	Diedrich D-50	Auto
				HSA	
				HAMMER EFF (%)	99.5

STRUCT. NO. 099-8309	D	B	U	M	Surface Water Elev. N/A ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev. N/A ft	E	L	C	O
	P	O	S	I		P	O	S	I
BORING NO. BSB-19	H	S	Qu	T	Groundwater Elev.: Dry ft	H	S	Qu	T
Station 55+46.73					First Encounter N/A ft				
Offset 83.23 ft LT					Upon Completion N/A ft				
Ground Surface Elev. 519.66 ft	(ft)	(/6")	(tsf)	(%)	After Hrs. N/A ft	(ft)	(/6")	(tsf)	(%)

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



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Date 3/14/25

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	SB
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG DRILLING METHOD	Latitude	Longitude	HAMMER TYPE	Auto
			B-57 Mobile			
			HSA		HAMMER EFF (%)	92.1

STRUCT. NO. 099-8309	D	B	U	M	Surface Water Elev. N/A ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev. N/A ft	E	L	C	O
	P	T	S	I		P	T	S	I
BORING NO. BSB-020	H	W	Q	T	Groundwater Elev.: Dry ft	H	W	Q	T
Station 55+28.91					First Encounter N/A ft				
Offset 11.36ft LT					Upon Completion N/A ft				
Ground Surface Elev. 522.43 ft	(ft)	(/6")	(tsf)	(%)	After Hrs. N/A ft	(ft)	(/6")	(tsf)	(%)

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



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Date 3/14/25

ROUTE	I-80	DESCRIPTION	I-80 EB over Des Plaines River (CSX)	LOGGED BY	SB
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	B-57 Mobile	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	92.1

STRUCT. NO. _____ 099-8325	D	B	U	M	Surface Water Elev. _____ N/A ft
Station _____	E	L	C	O	Stream Bed Elev. _____ N/A ft
	P	O	S	I	
BORING NO. _____ BSB-021	T	W		S	Groundwater Elev.: _____
Station _____ 55+19.39	H	S	Qu		First Encounter _____ Dry ft
Offset _____ 5.44ft RT					Upon Completion _____ N/A ft
Ground Surface Elev. _____ 522.20 ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ N/A ft

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



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Date 4/9/25

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	DV
--------------	------	--------------------	--------------------------------------	------------------	----

SECTION C-91-109-22 LOCATION , SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Latitude	Longitude	HAMMER TYPE	Auto
		DRILLING METHOD	Diedrich D-50		HAMMER EFF (%)	97.7
				HSA		

STRUCT. NO. <u>099-8309</u>	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. <u>N/A</u> ft	D E P T H	B L O W S	U C S	M O I S T	
Station _____					Stream Bed Elev. <u>N/A</u> ft					
BORING NO. <u>BSB-029</u>					Ground Elev.: _____ ft					
Station <u>59+68.11</u>					First Encounter <u>Dry</u> ft					
Offset <u>100.33ft L</u>	Qu	(ft)	(6")	(tsf)	(%)	Upon Completion <u>N/A</u> ft	(ft)	(6")	(tsf)	(%)
Ground Surface Elev. <u>521.59</u>						After _____ Hrs. <u>N/A</u> ft				

End of Boring

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

BBS, form 137 (Rev. 8-99)



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Date 10/18/22

ROUTE	I-80	DESCRIPTION	I-80 EB over Des Plaines River (CSX)	LOGGED BY	EH
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG DRILLING METHOD	Latitude 41.51165387, Longitude -88.08648757	
			Diedrich D-50	HAMMER TYPE Auto
			HSA	HAMMER EFF (%) 99.5

STRUCT. NO. 099-8325	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. N/A ft
Station					Stream Bed Elev. N/A ft
BORING NO. BSB-30					Groundwater Elev.: First Encounter Dry ft
Station 59+55.89					Upon Completion N/A ft
Offset 1.59ft RT					After Hrs. N/A ft
Ground Surface Elev. 521.77 ft	(ft)	(6")	(tsf)	(%)	

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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Date 10/19/22

ROUTE	I-80	DESCRIPTION	I-80 EB over Des Plaines River (CSX)	LOGGED BY	EH
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Latitude 41.51141626, Longitude -88.08657338		
			Diedrich D-50	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	99.5

STRUCT. NO.	<u>099-8325</u>	D	B	U	M	Surface Water Elev.	<u>N/A</u>	ft	D	B	U	M
Station	<u></u>	E	L	C	O	Stream Bed Elev.	<u>N/A</u>	ft	E	L	C	O
		P	O		I				T	W		S
		H	S	Qu	T				H	S	Qu	T
BORING NO.	<u>BSB-31</u>					Groundwater Elev.:						
Station	<u>59+46.82</u>					First Encounter	<u>Dry</u>	ft				
Offset	<u>90.81 ft RT</u>					Upon Completion	<u>N/A</u>	ft				
Ground Surface Elev.	<u>523.33</u>	ft	(ft)	(tsf)	(%)	After	<u>N/A</u>	ft	(ft)	(ft")	(tsf)	(%)

LIMESTONE, s

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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ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	AA
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Diedrich D-50	Latitude 41.51252787, Longitude -88.08878281	Auto
		DRILLING METHOD	HSA	HAMMER TYPE	95.5
				HAMMER EFF (%)	

STRUCT. NO.	<u>099-8309</u>	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev.	<u>N/A</u>	ft
Station	<u></u>					Stream Bed Elev.	<u>N/A</u>	ft
BORING NO.	<u>BSB-103</u>					Groundwater Elev.:		
Station	<u>52+75.49</u>					First Encounter	<u>Dry</u>	ft
Offset	<u>185.28ft LT</u>					Upon Completion	<u>N/A</u>	ft
Ground Surface Elev.	<u>522.12</u>					After _____ Hrs.	<u>N/A</u>	ft
		(ft)	((6"))	(tsf)	(%)			

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

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Date 10/24/22

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	EH
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Latitude 41.51257197, Longitude -88.08796413	
		DRILLING METHOD	Diedrich D-50	Auto
			HSA	HAMMER EFF (%)
				99.5

STRUCT. NO. 099-8309	D	B	U	M	Surface Water Elev. N/A ft	D	B	U	M
Station	E	L	O	O	Stream Bed Elev. N/A ft	E	L	O	O
	P	T	W	I		P	T	W	I
BORING NO. BSB-104	H	S	Qu	T	Groundwater Elev.: Dry ft	H	S	Qu	T
Station 54+91.69					Upon Completion N/A ft				
Offset 246.82 ft LT					After Hrs. N/A ft				
Ground Surface Elev. 520.03 ft	(ft)	(ft)	(tsf)	(%)		(ft)	(ft)	(tsf)	(%)

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

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Date 10/19/22

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	AA
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY Will DRILLING RIG Diedrich D-50 Latitude 41.51257437, Longitude -88.08735683
 DRILLING METHOD HSA HAMMER TYPE Auto
 HAMMER EFF (%) 95.5

STRUCT. NO. _____	099-8309	D	B	U	M	Surface Water Elev. _____	N/A	ft
Station _____		E	L	C	O	Stream Bed Elev. _____	N/A	ft
		P	L	S	I			
BORING NO. _____	BSB-105	T	W	Qu	T	Groundwater Elev.: _____		
Station _____	56+54.33	H	S			First Encounter _____	Dry	ft
Offset _____	281.66ft LT					Upon Completion _____	N/A	ft
Ground Surface Elev. _____	519.62	ft	(ft)	(/6")	(tsf)	After _____	Hrs.	N/A
					(%)			ft

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)



Page 1 of 1

Date 10/18/22

ROUTE	I-80	DESCRIPTION	I-80 EB over Des Plaines River (CSX)	LOGGED BY	KA
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SECTION C-91-109-22 LOCATION , SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Latitude 41.51161417, Longitude -88.08913642		
		DRILLING METHOD	CME-75	HAMMER TYPE	Auto
			HSA	HAMMER EFF (%)	79.8

STRUCT. NO. <u>099-8325</u>	D	B	U	M	Surface Water Elev. <u>N/A</u> ft
Station <u> </u>	E	L	C	O	Stream Bed Elev. <u>N/A</u> ft
	P	O	S	I	
BORING NO. <u>BSB-106</u>	T	W	Qu	S	Groundwater Elev.: <u> </u>
Station <u>52+48.70</u>	H	S			First Encounter <u>Dry</u> ft
Offset <u>160.41 ft RT</u>					Upon Completion <u>N/A</u> ft
Ground Surface Elev. <u>518.95</u> ft	(ft)	(/6")	(tsf)	(%)	After <u> </u> Hrs. <u>N/A</u> ft

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)



Page 1 of 1

Date 10/20/22

ROUTE	I-80	DESCRIPTION	I-80 EB over Des Plaines River (CSX)	LOGGED BY	AA
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SECTION C-91-109-22 **LOCATION** SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG DRILLING METHOD	Latitude 41.51163115, Longitude -88.08868351	
			Diedrich D-50	HAMMER TYPE Auto
		HSA	HAMMER EFF (%)	95.5

STRUCT. NO. <u>099-8325</u>	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. <u>N/A</u> ft	
Station _____					Stream Bed Elev. <u>N/A</u> ft	
BORING NO. <u>BSB-107</u>					Groundwater Elev.: _____	
Station <u>53+68.86</u>					First Encounter <u>Dry</u> ft	
Offset <u>129.06ft RT</u>			Qu			Upon Completion <u>N/A</u> ft
Ground Surface Elev. <u>518.40</u> ft	(ft)	((6"))	(tsf)	(%)		After Hrs. <u>N/A</u> ft

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)



Page 1 of 1

Date 10/19/22

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	AA
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG DRILLING METHOD	Latitude 41.51196878, Longitude -88.08675258	
			Diedrich D-50	HAMMER TYPE Auto
			HSA	HAMMER EFF (%) 95,5

STRUCT. NO. <u>099-8309</u>	D E P T H	B	L	U	M	Surface Water Elev. <u>N/A</u> ft
Station _____		O	O	C	I	Stream Bed Elev. <u>N/A</u> ft
BORING NO. <u>BSB-108</u>		W	S	Q	S	Groundwater Elev.: First Encounter <u>Dry</u> ft
Station <u>58+63.22</u>		Qu	T			Upon Completion <u>N/A</u> ft
Offset <u>98.95ft LT</u>						After <u>N/A</u> Hrs.
Ground Surface Elev. <u>521.87</u> ft	(ft)	(/6")	(tsf)	(%)		

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)

Page 1 of 1Date 11/11/22

ROUTE	<u>I-80</u>	DESCRIPTION	<u>I-80 WB over Des Plaines River (CSX)</u>	LOGGED BY	<u>DD</u>
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	B-57 Mobile	Latitude 41.5124772, Longitude -88.0926067	Auto
		DRILLING METHOD	HSA	HAMMER TYPE	
				HAMMER EFF (%)	89

STRUCT. NO. 099-8309	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. N/A	ft	
Station					Stream Bed Elev. N/A	ft	
BORING NO. BSB-109					Groundwater Elev.:		
Station 42+54.10			Qu		First Encounter Dry	ft	
Offset 46.71 ft RT					Upon Completion N/A	ft	
Ground Surface Elev. 533.95	ft	(ft)	(/6")	(tsf)	(%)	After N/A	ft
						Hrs. N/A	ft

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)

Page 1 of 1

Date 11/9/22

ROUTE	I-80	DESCRIPTION	I-80 EB over Des Plaines River (CSX)	LOGGED BY	DF
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	Latitude 41.5127175, Longitude -88.0923652	
		DRILLING METHOD	CME-75	Auto
			HSA	
			HAMMER TYPE	
			HAMMER EFF (%)	79.8

STRUCT. NO. 099-8325	D	B	U	M	Surface Water Elev. N/A ft
Station	E	L	C	O	Stream Bed Elev. N/A ft
	P	L	S	I	
BORING NO. BSB-110	T	W	Q	T	Groundwater Elev.: Dry ft
Station 43+00.92	H	S	Qu		First Encounter N/A ft
Offset 52.51 ft LT					Upon Completion N/A ft
Ground Surface Elev. 534.96 ft	(ft)	(/6")	(tsf)	(%)	After Hrs. N/A ft

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)

Page 1 of 1

Date 10/26/22

ROUTE	I-80	DESCRIPTION	I-80 WB over Des Plaines River (CSX)	LOGGED BY	KA
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SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY _____ Will _____		DRILLING RIG _____ CME-75 _____		Latitude 41.51265354, Longitude -88.09163172	
		DRILLING METHOD _____ HSA _____		HAMMER TYPE _____ HAMMER EFF (%) _____	
				Auto _____ 79.8 _____	

STRUCT. NO. 099-8309	D	B	U	M	Surface Water Elev.	538.76	ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev.	516.76	ft	E	L	C	O
	P	L	S	I				P	L	S	I
BORING NO. BSB-201	H	O	W	Q	Groundwater Elev.:			H	O	W	Q
Station 45+2.33	T	S		T	First Encounter	N/A	ft	T	S		T
Offset 70.72 ft LT					Upon Completion	N/A	ft				
Ground Surface Elev. 516.76 ft	(ft)	(/6")	(tsf)	(%)	After	N/A	ft	(ft)	(/6")	(tsf)	(%)
					Hrs.						

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)

Page 1 of 1

Date 10/27/22

ROUTE I-80 DESCRIPTION I-80 WB over Des Plaines River (CSX) LOGGED BY KA

SECTION C-91-109-22 LOCATION , SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	CME-75	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	79.8

STRUCT. NO. 099-8309	D	B	U	M	Surface Water Elev. 538.66 ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev. 516.91 ft	E	L	C	O
	P	O	S	I		P	O	S	I
BORING NO. BSB-202	H	S	Qu	T	Groundwater Elev.: First Encounter N/A ft	H	S	Qu	T
Station 45+2.82					Upon Completion N/A ft				
Offset 15.90 ft LT					After N/A ft				
Ground Surface Elev. 516.91 ft	(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)

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)

Page 1 of 2

Date 11/1/22

ROUTE I-80 DESCRIPTION I-80 WB over Des Plaines River (CSX) LOGGED BY KA

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	CME-75	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	79.8

STRUCT. NO. 099-8309	D	B	U	M	Surface Water Elev. 538.82	D	B	U	M
Station	E	L	C	O	Stream Bed Elev. 511.82	E	L	C	O
	P	O	S	I		P	O	S	I
	T	W		S		T	W		S
BORING NO. BSB-203	H	S	Qu	T	Groundwater Elev.: N/A	H	S	Qu	T
Station 49+21.08					First Encounter N/A				
Offset 73.79 FT					Upon Completion N/A				
Ground Surface Elev. 511.82	(ft)	(/6")	(tsf)	(%)	After N/A	(ft)	(/6")	(tsf)	(%)

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)

Page 2 of 2

Date 11/1/22

ROUTE I-80 DESCRIPTION I-80 WB over Des Plaines River (CSX) LOGGED BY KA

SECTION C-91-109-22 LOCATION , SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY		Will	DRILLING RIG	CME-75	HAMMER TYPE	Auto
			DRILLING METHOD	HSA	HAMMER EFF (%)	79.8

STRUCT. NO.	<u>099-8309</u>	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev.	<u>538.82</u>	ft
Station	<u> </u>					Stream Bed Elev.	<u>511.82</u>	ft
BORING NO.	<u>BSB-203</u>					Groundwater Elev.:		
Station	<u>49+21.08</u>					First Encounter	<u>N/A</u>	ft
Offset	<u>73.79 ft LT</u>					Upon Completion	<u>N/A</u>	ft
Ground Surface Elev.	<u>511.82</u>					After	<u>N/A</u>	Hrs.
	ft	(ft)	(/6")	(tsf)	(%)			

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)

Page 1 of 1

Date 11/3/22

ROUTE I-80 DESCRIPTION I-80 WB over Des Plaines River (CSX) LOGGED BY KA

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	CME-75	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	79.8

STRUCT. NO. 099-8309	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. 539.04 ft	D E P T H	B L O W S	U C S	M O I S T
Station					Stream Bed Elev. 512.54 ft				
BORING NO. BSB-204					Groundwater Elev.: First Encounter N/A ft				
Station 49+12.14			Qu	T	Upon Completion N/A ft				
Offset 17.82 ft LT					After N/A Hrs. N/A ft				
Ground Surface Elev. 512.54 ft	(ft)	(6")	(tsf)	(%)		(ft)	(6")	(tsf)	(%)

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)

Page 1 of 1

Date 10/28/22

ROUTE I-80 DESCRIPTION I-80 EB over Des Plaines River (CSX) LOGGED BY KA

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	CME-75	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	79.8

STRUCT. NO. <u>099-8325</u>	D	B	U	M	Surface Water Elev.	<u>538.82</u>	ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev.	<u>519.32</u>	ft	E	L	C	O
	P	O	S	I				P	O	S	I
BORING NO. <u>BSB-205</u>	H	S	Qu	T	Groundwater Elev.:			H	S	Qu	T
Station <u>44+78.72</u>					First Encounter	<u>N/A</u>	ft				
Offset <u>25.27 RT</u>					Upon Completion	<u>N/A</u>	ft				
Ground Surface Elev. <u>519.32</u> ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs.	<u>N/A</u>	ft	(ft)	(/6")	(tsf)	(%)

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)

Page 1 of 1

Date 11/4/22

ROUTE I-80 DESCRIPTION I-80 EB over Des Plaines River (CSX) LOGGED BY KA

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	CME-75	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	79.8

STRUCT. NO. 099-8325	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. 539.11 ft	D E P T H	B L O W S	U C S	M O I S T
Station					Stream Bed Elev. 512.61 ft				
BORING NO. BSB-207					Groundwater Elev.:				
Station 48+91.48			Qu	T	First Encounter N/A ft			Qu	T
Offset 23.20 ft RT					Upon Completion N/A ft				
Ground Surface Elev. 512.61 ft	(ft)	(/6")	(tsf)	(%)	After Hrs. N/A ft	(ft)	(/6")	(tsf)	(%)

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)

Page 1 of 1

Date 11/2/22

ROUTE I-80 DESCRIPTION I-80 EB over Des Plaines River (CSX) LOGGED BY KA

SECTION C-91-109-22 LOCATION SEC. 16, TWP. 35 N, RNG. 10 E,

COUNTY	Will	DRILLING RIG	CME-75	HAMMER TYPE	Auto
		DRILLING METHOD	HSA	HAMMER EFF (%)	79.8

STRUCT. NO. 099-8325	D E B L U M	Surface Water Elev. 538.89 ft	D E B L U M
Station	P L O S	Stream Bed Elev. 512.89 ft	P L O S
BORING NO. BSB-208	T W S	Groundwater Elev.: First Encounter N/A ft	T W S
Station 48+80.07	H S	Upon Completion N/A ft	H S
Offset 79.99R ft	Qu	After Hrs. N/A ft	Qu
Ground Surface Elev. 512.89 ft	(ft) (/6") (tsf) (%)		(ft) (/6") (tsf) (%)

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)

SA-1 General Plan and Elevation 1
SA-2 General Plan and Elevation 2
SA-3 General Notes and Bill of Material
SA-4 Noise Abatement Wall Details

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

FIELD UNITS

$f_y = 50,000$ psi (Struct. Steel, M270 Grade 50 posts)
 $f_y = 36,000$ psi (Struct. Steel, M270 Grade 36,
all other structural steel)

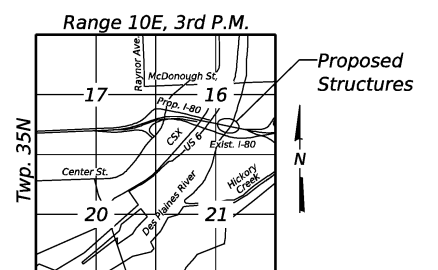
Strength III or V Wind: 35 psf
Service I Wind: 15 psf



Patrick J. Lamy

11/5/2025

PATRICK J. LAUX, P.E., S.E.
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS LIC. NO. 081-007655
EXPIRES 11-30-2026.



LOCATION SKETCH

ALONG CHICAGO RAMP C

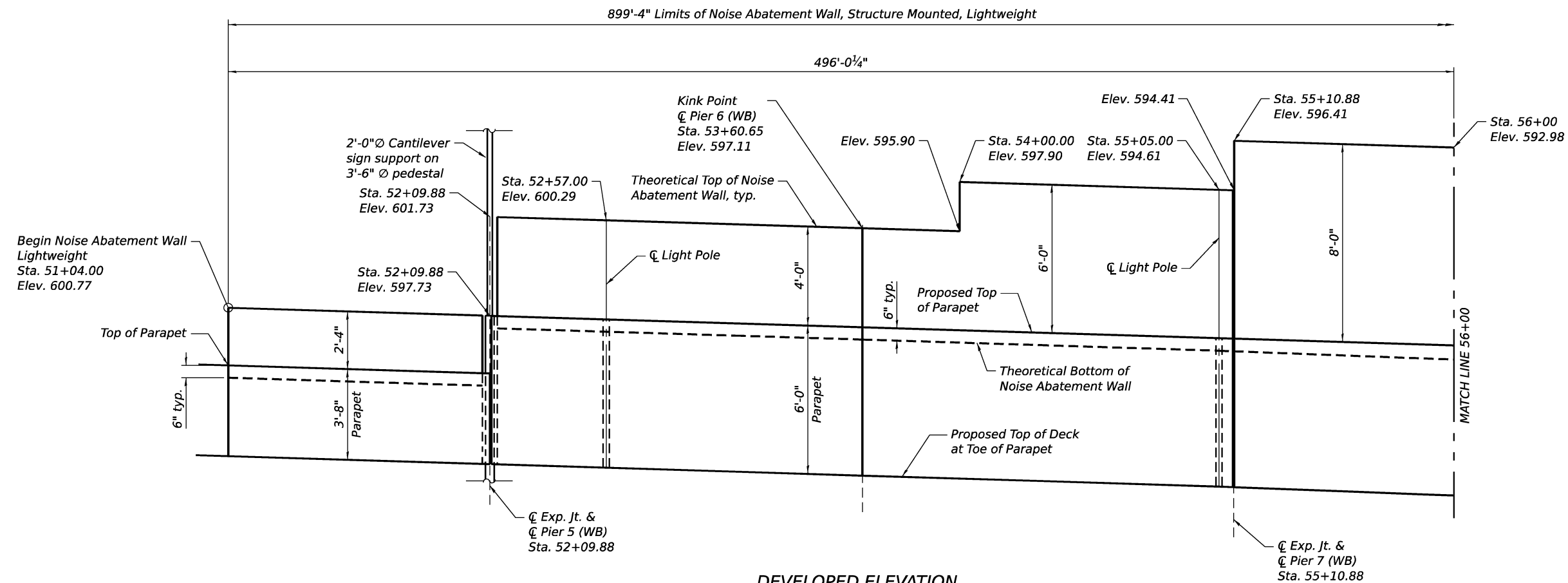
ALONG CHICAGO RAMP C

F.A.I. RTE. 80 SEC. FAI 80 21 STRUCTURE 2

WILL COUNTY

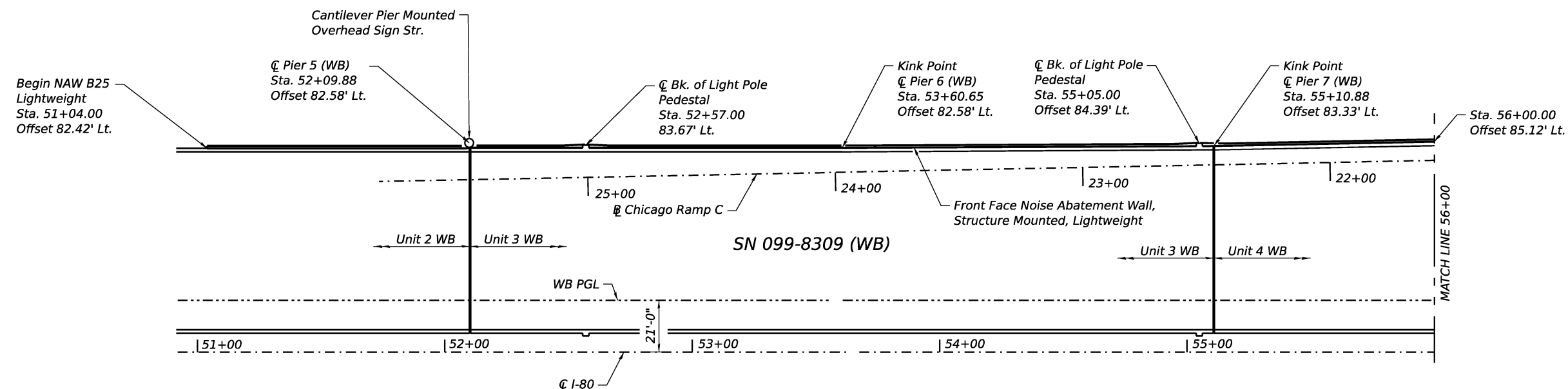
STA. 51+04.00 TO STA. 60+00.17

SN 099-N1028 (NOISE WALL B25)



DEVELOPED ELEVATION

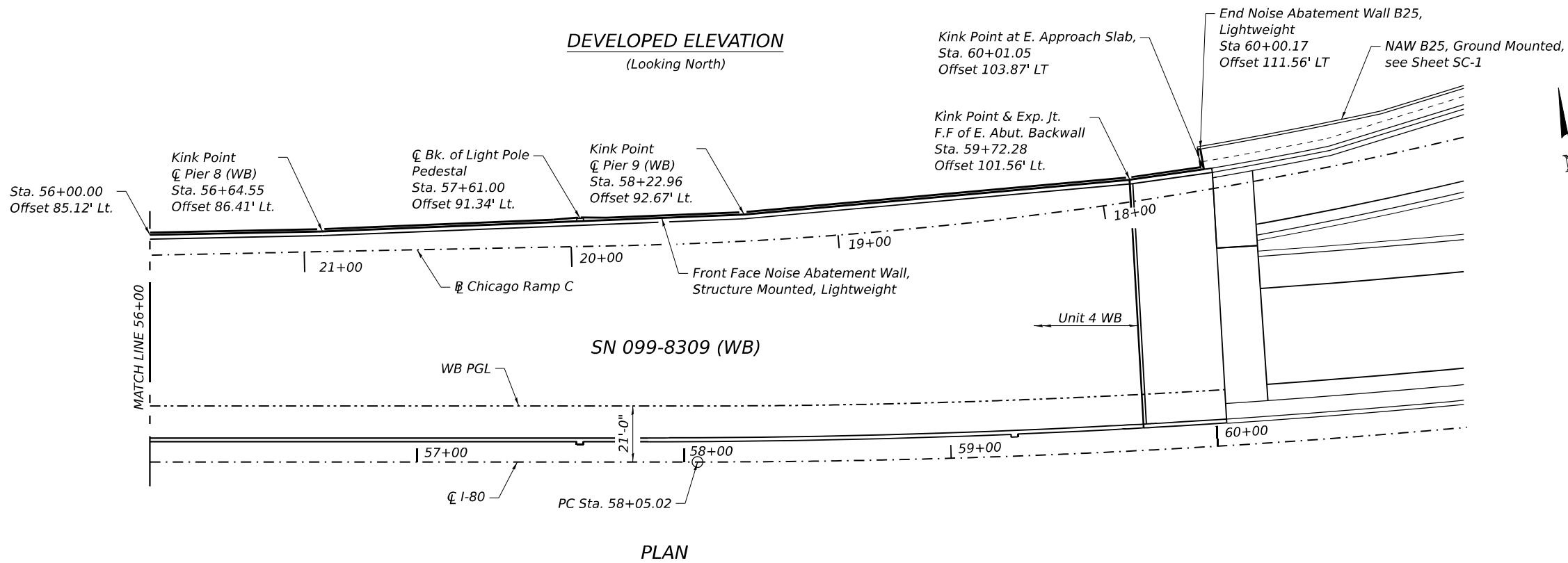
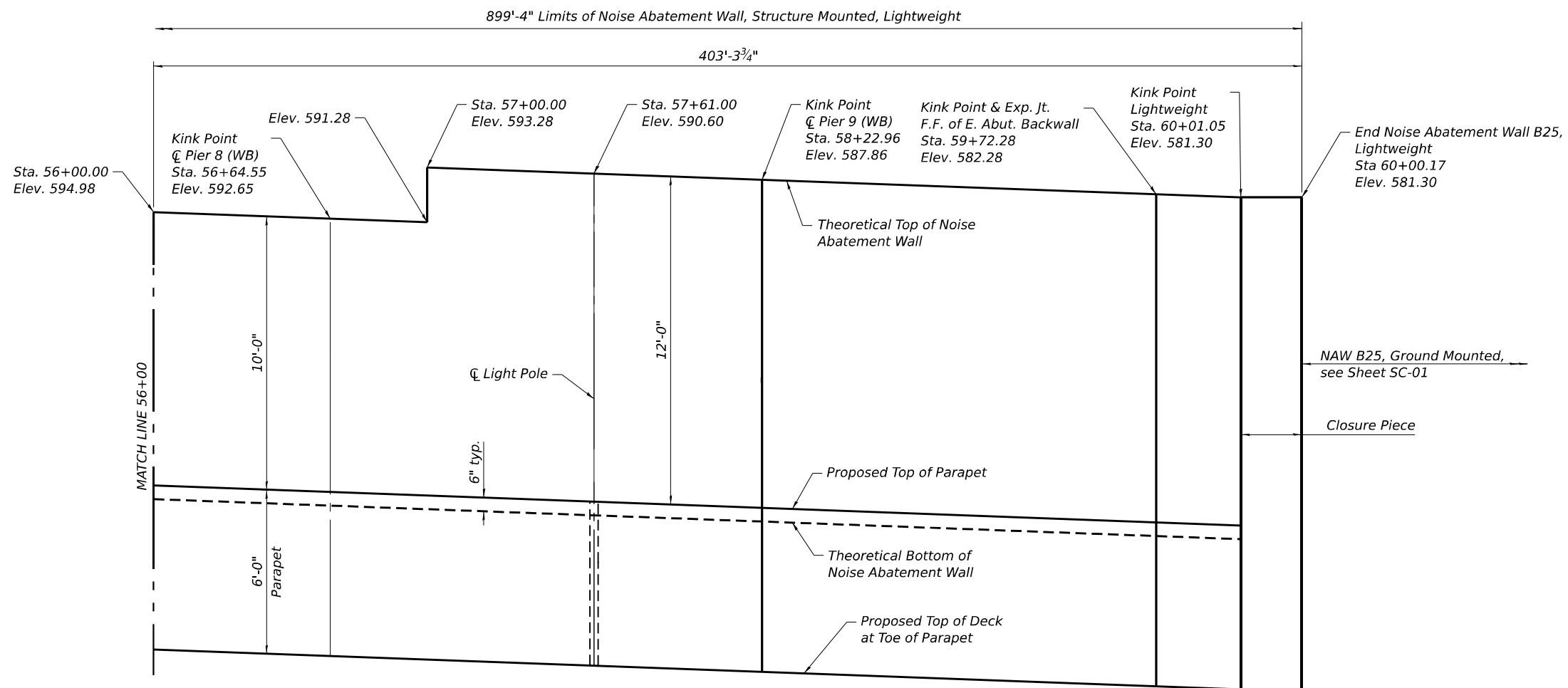
(Looking North)



PLAN

1. Stations and offsets are measured from the Proposed C-180.
2. Offsets shown for the start, end, and kink points of the Noise Abatement Wall are to the back face of the parapet unless otherwise noted.
3. See sheet SA-3 for General Notes, and Total Bill of Material.

WSP WSP USA Inc. 30 N. LASALLE STREET SUITE 1200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1884	USER NAME = USGM717780	DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - LAS	REVISED -						
	PLOT SCALE = 50.000 ' / in.	DRAWN - BK	REVISED -						
	PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -						
	CONTRACT NO. 62R23								
SHEET SA-1 OF SA-4 SHEETS			ILLINOIS FED. AID PROJECT						



PLAN

DEVELOPED ELEVATION
(Looking North)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION 2
NOISE ABATEMENT WALL (LIGHTWEIGHT) B25 SN 099-N1028

SHEET SA-2 OF SA-4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	916
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

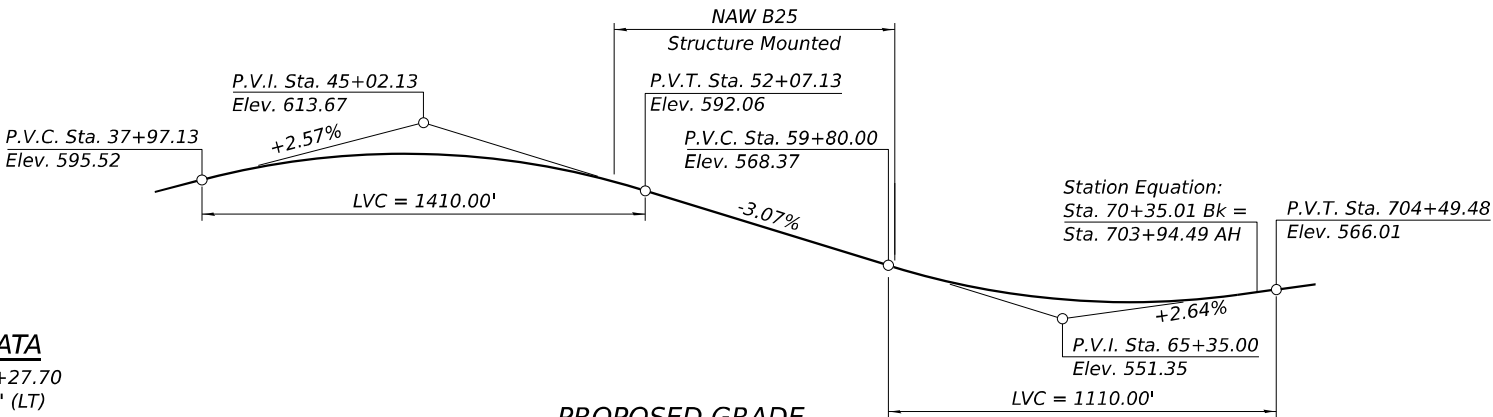


WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USGM717780	DESIGNED - PJL	REVISED -
CHECKED - LAS	REVISED -	
PLOT SCALE = 50:0 " = 1" / in.	DRAWN - BK	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -

GENERAL NOTES:

1. A lightweight expansion panel and associated expansion details for the NAW system shall be provided. See Special Provisions for NOISE ABATEMENT WALL, STRUCTURE MOUNTED, LIGHTWEIGHT - Expansion Joint sizes, perpendicular to the joints:
- a) Pier 5 WB - 7½"
- b) Pier 7 WB - 5"
- c) End of Deck East Abutment WB - 2⅞"
2. Post and connection detail to be designed by the Contractor. Steel post maximum spacing shall be 11'-8". The NAW Contractor shall coordinate with the Bridge Contractor for the locations of posts and connections which shall be installed by the Bridge Contractor.
3. For additional Noise Abatement Wall design criteria see the Special Provision for Noise Abatement Wall, Structure Mounted, Lightweight.
4. Noise Abatement Wall shall be detailed to accommodate the Cantilever Sign Structure at Pier 5 WB.
5. Noise Abatement Wall shall be detailed to accommodate the light pole supports as shown on the plans.
6. The NAW panels shall be clear in color. The color of the final finish coat for the NAW posts shall be Gray, Munsell No. 5B 7/1.



CURVE DATA

P.I. Sta. = 64+27.70
Δ = 22°01'22" (LT)
D = 01°47'26"
R = 3,200.00'
T = 622.68'
L = 1,229.99'
E = 60.02'
e = 5.2%
T.R. (EB) = 75'
T.R. (WB) = 93'
S.E. Runoff (EB) = 312'
S.E. Runoff (WB) = 390'
P.C. Sta. = 58+05.02
P.T. Sta. = 703+94.49

PROPOSED GRADE
(Along C Proposed I-80)

WB NOISE ABATEMENT WALL
LOCATION, HEIGHT AND WEIGHT TABLE

Location	Station	Offset	Theoretical Top of NAW Elev.	Theoretical Bottom of NAW Elev.	Top of Parapet Elevation	A Ht. of Parapet (ft)	B Ht. of NAW (ft)	C *Total Ht. (ft)	NAW Weight (k/ft)
Start of NAW B25 (Span 5)	51+04.00	82.42' LT	600.77	597.93	598.43	3.67	2.83	6.00	0.06
C Pier 5	52+09.88	82.58' LT	601.73	597.23	597.73	6.00	4.50	10.00	0.10
C Pier 6	53+60.65	82.58' LT	597.11	592.61	593.11	6.00	4.50	10.00	0.10
Height Transition	54+00.00	82.78' LT	597.90	591.40	591.90	6.00	6.50	12.00	0.13
C Pier 7	55+10.88	83.33' LT	596.41	587.91	588.41	6.00	8.50	14.00	0.18
Height Transition	56+00.00	85.12' LT	594.98	584.48	584.98	6.00	10.50	16.00	0.22
C Pier 8	56+64.55	86.41' LT	592.65	582.15	582.65	6.00	10.50	16.00	0.22
Height Transition	57+00.00	87.82' LT	593.28	580.78	581.28	6.00	12.50	18.00	0.25
C Pier 9	58+22.96	92.67' LT	587.86	575.36	575.86	6.00	12.50	18.00	0.25
F.F. of E. Abut. Backwall	59+72.28	101.56' LT	582.28	569.78	570.28	6.00	12.50	18.00	0.25
Kink at E. Appr. Slab	60+01.05	103.87' LT	581.30	568.80	569.30	6.00	12.50	18.00	0.25
End of NAW B25	60+00.17	111.56' LT	581.30	563.30	-	-	18.00	18.00	0.38

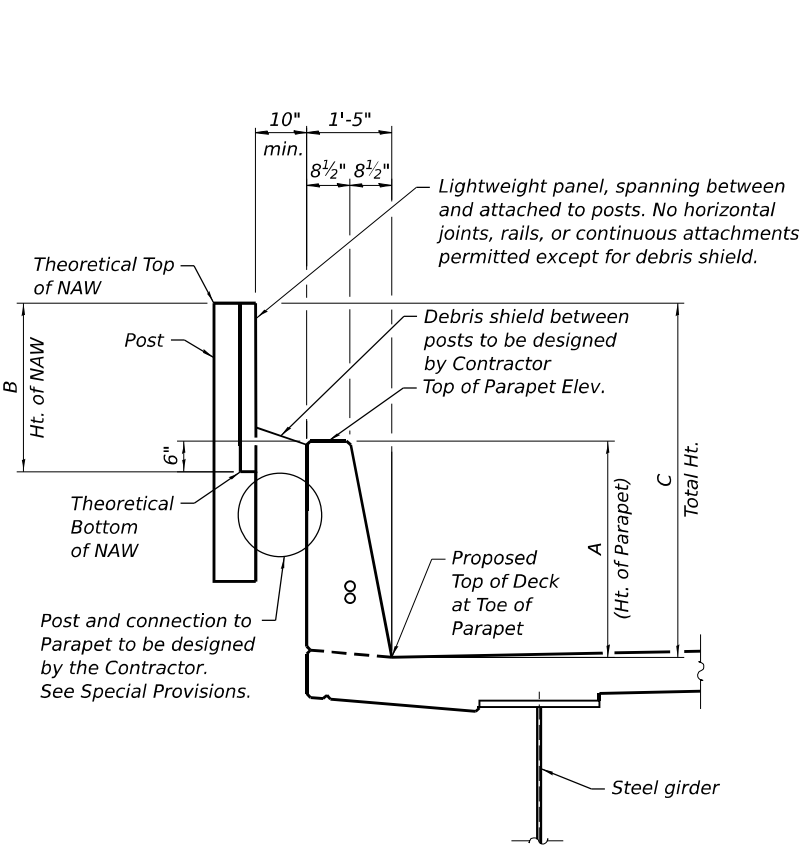
*Total Ht. = Ht. of Parapet + Ht. of NAW - 6" overlap

NOISE REDUCTION DATA

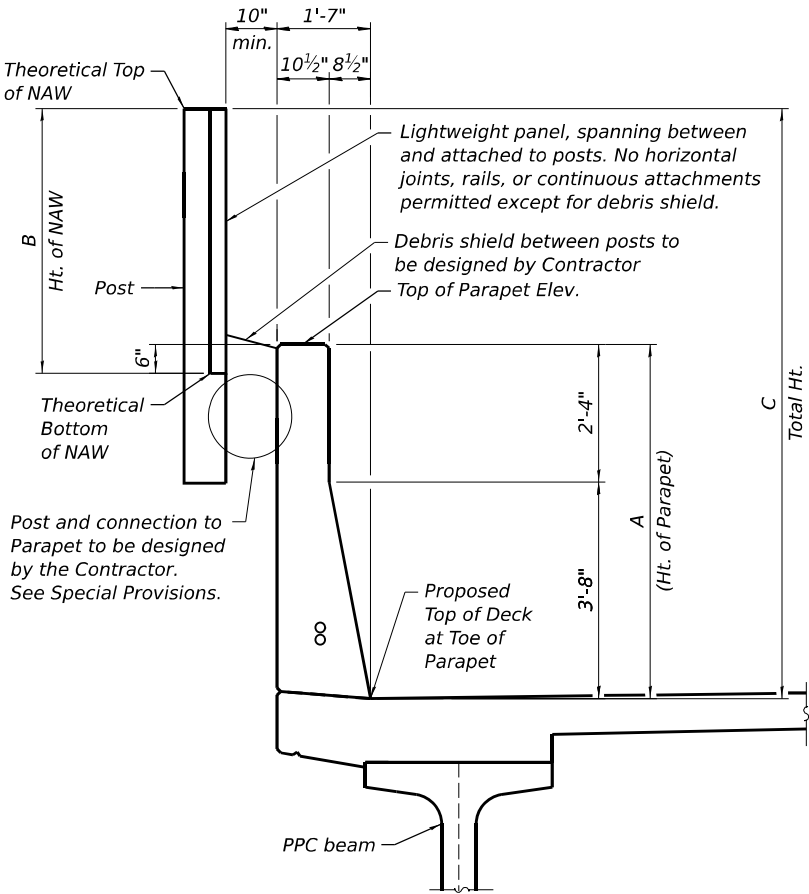
Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
I-80 face	51+04.00	60+00.17	Reflective	-
Residential face	51+04.00	60+00.17	Reflective	-

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Noise Abatement Wall, Structure Mounted, Lightweight	Sq. Ft.	7,518



TYPICAL SECTION NAW B25 - UNIT 2 WB
(Looking East)



TYPICAL SECTION NAW B25 - UNITS 3 & 4 WB
(Looking East)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND BILL OF MATERIALS
NOISE ABATEMENT WALL (LIGHTWEIGHT) B25 SN 099-N1028

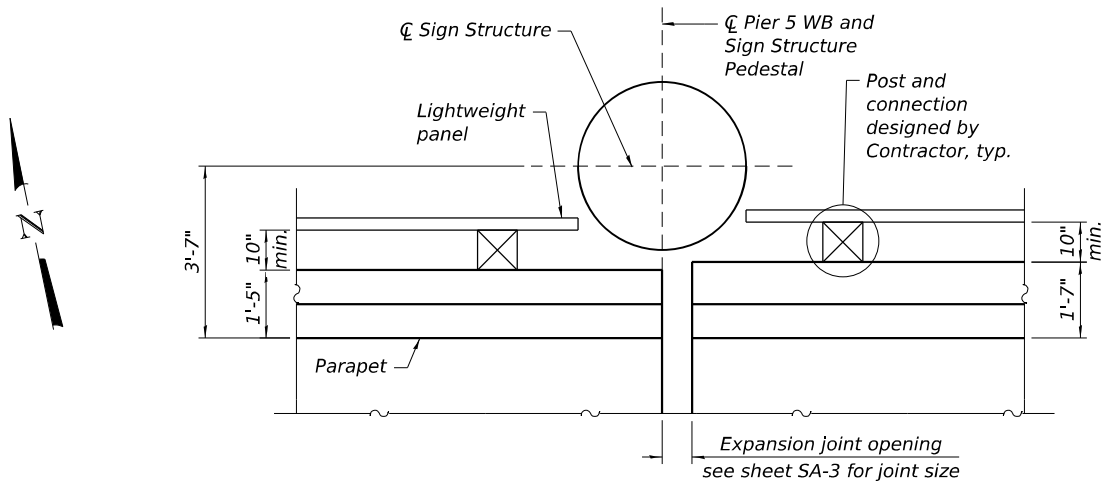
SHEET SA-3 OF SA-4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	917
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

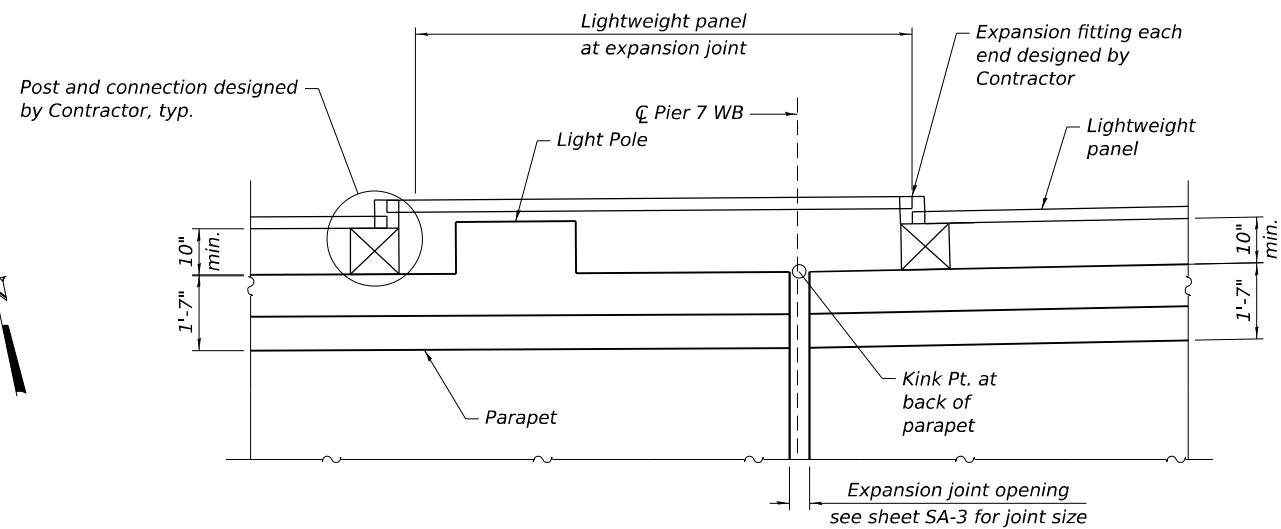


WSP USA INC.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

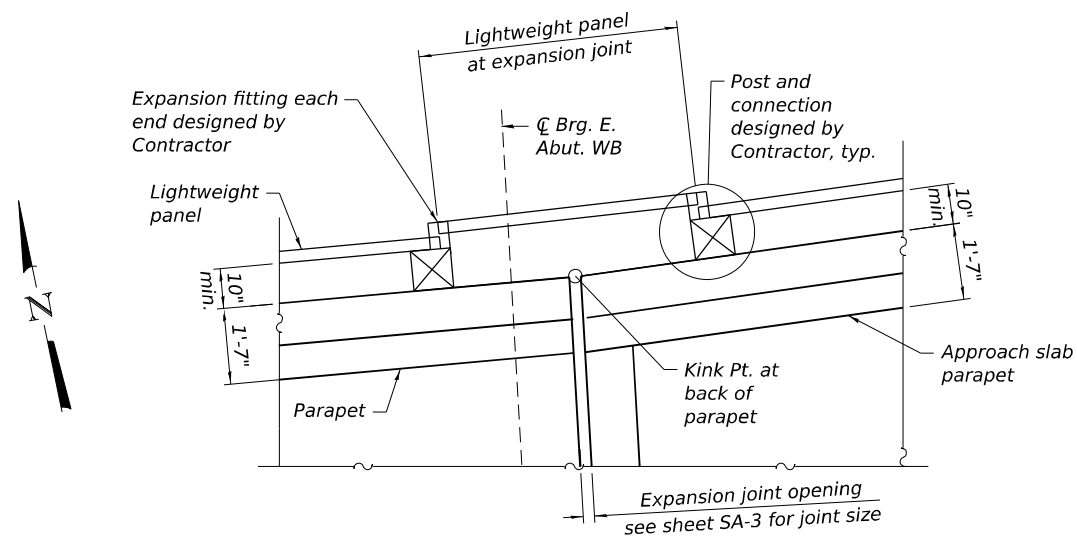
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	CHECKED - LAS	REVISED -
PLOT SCALE = 50,000' / in.	DRAWN - BK	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -



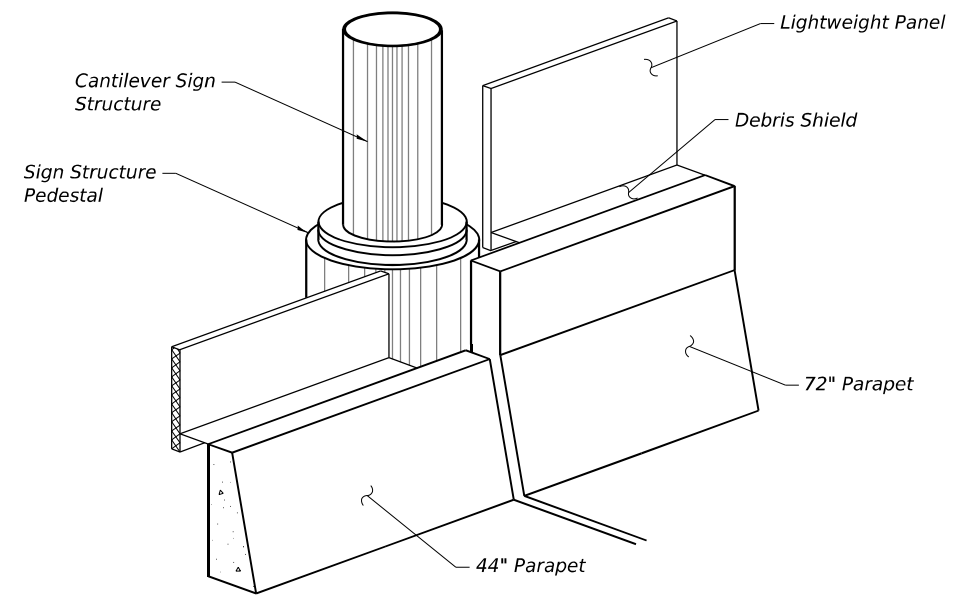
PLAN AT PIER 5 WB



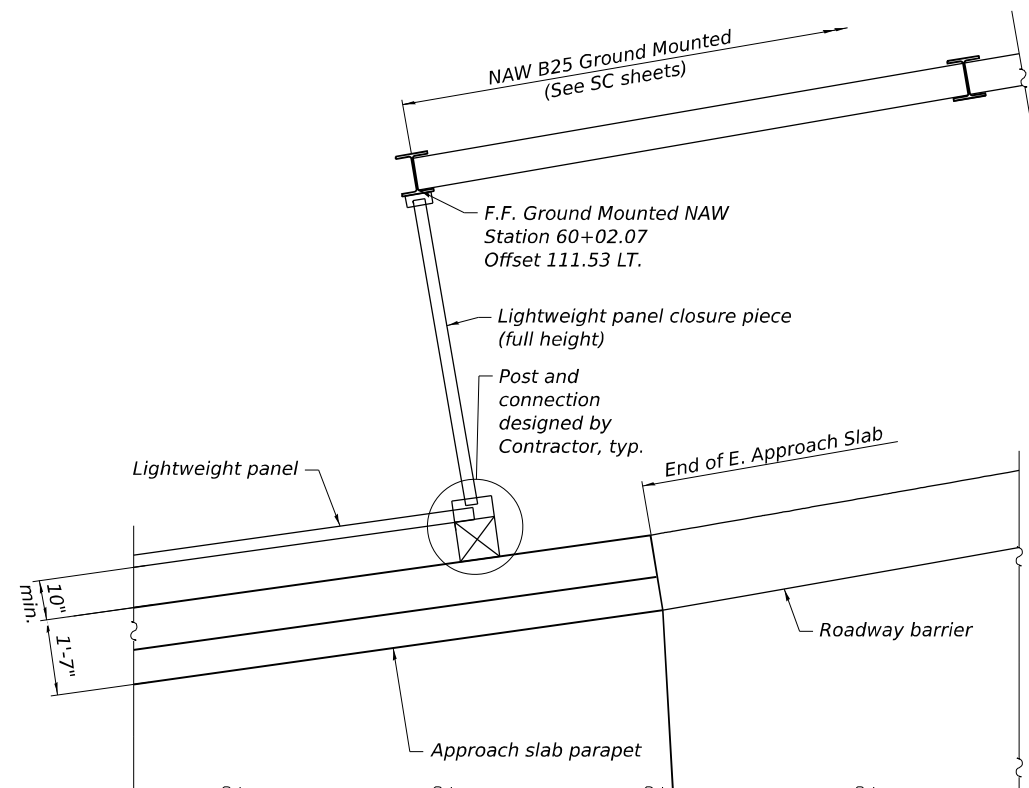
PLAN AT PIER 7 WB



PLAN AT E. ABUT. WB



TRIMETRIC VIEW AT PIER 5 WB
(Posts omitted for clarity)



PLAN AT END OF E. APPROACH SLAB WB

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NOISE ABATEMENT WALL DETAILS
NOISE ABATEMENT WALL (LIGHTWEIGHT) B25 SN 099-N1028**

SHEET SA-4 OF SA-4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	918
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

USER NAME	= USGM717780
DESIGNED	- PJL
CHECKED	- LAS
PLOT SCALE	= 0.167' / in.
PLOT DATE	= 11/5/2025

DESIGNED	- PJL
CHECKED	- LAS
DRAWN	- SJJ
CHECKED	- PJL

REVISED	-
REVISED	-
REVISED	-
REVISED	-

INDEX OF SHEETS

SB-1 General Plan and Elevation 1
SB-2 General Plan and Elevation 2
SB-3 General Plan and Elevation 3
SB-4 General Notes and Bill of Material
SB-5 Noise Abatement Wall Details

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

$f_y = 50,000$ psi (Struct. Steel, M270 Grade 50 posts)
 $f_y = 36,000$ psi (Struct. Steel, M270 Grade 36, all other structural steel)

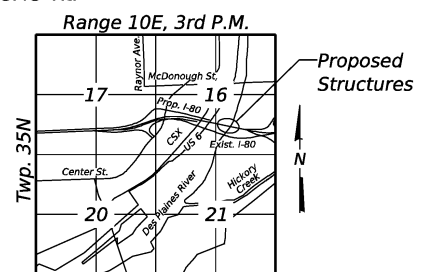
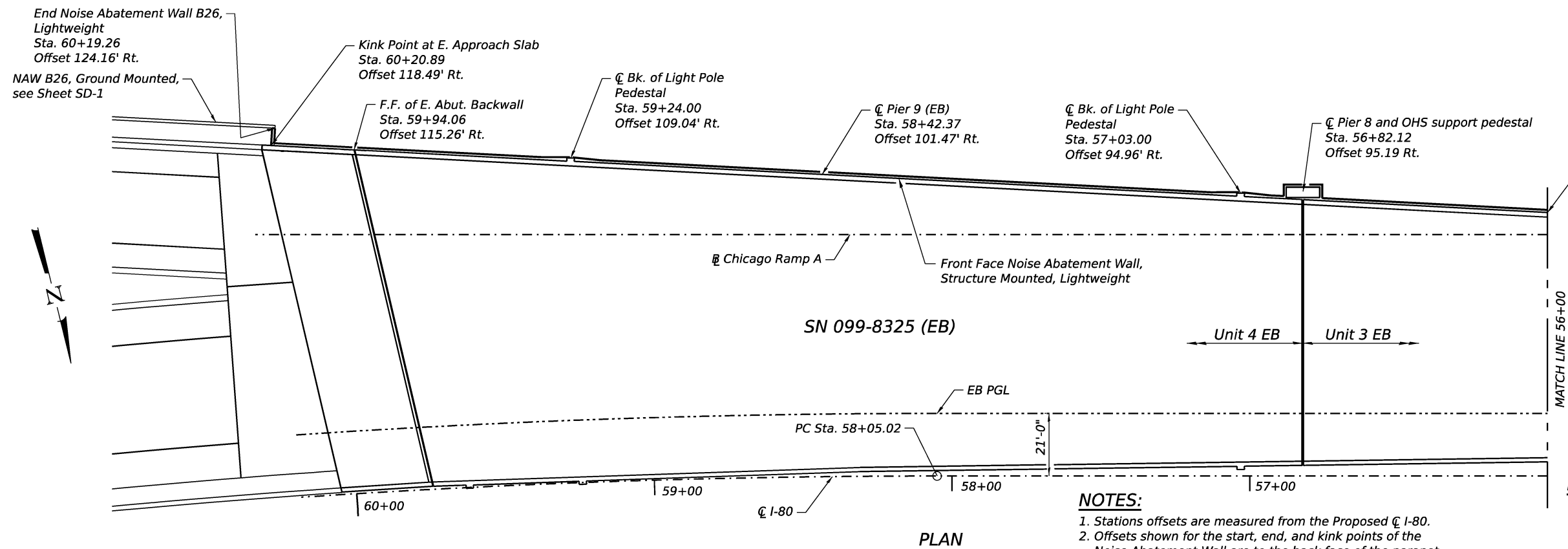
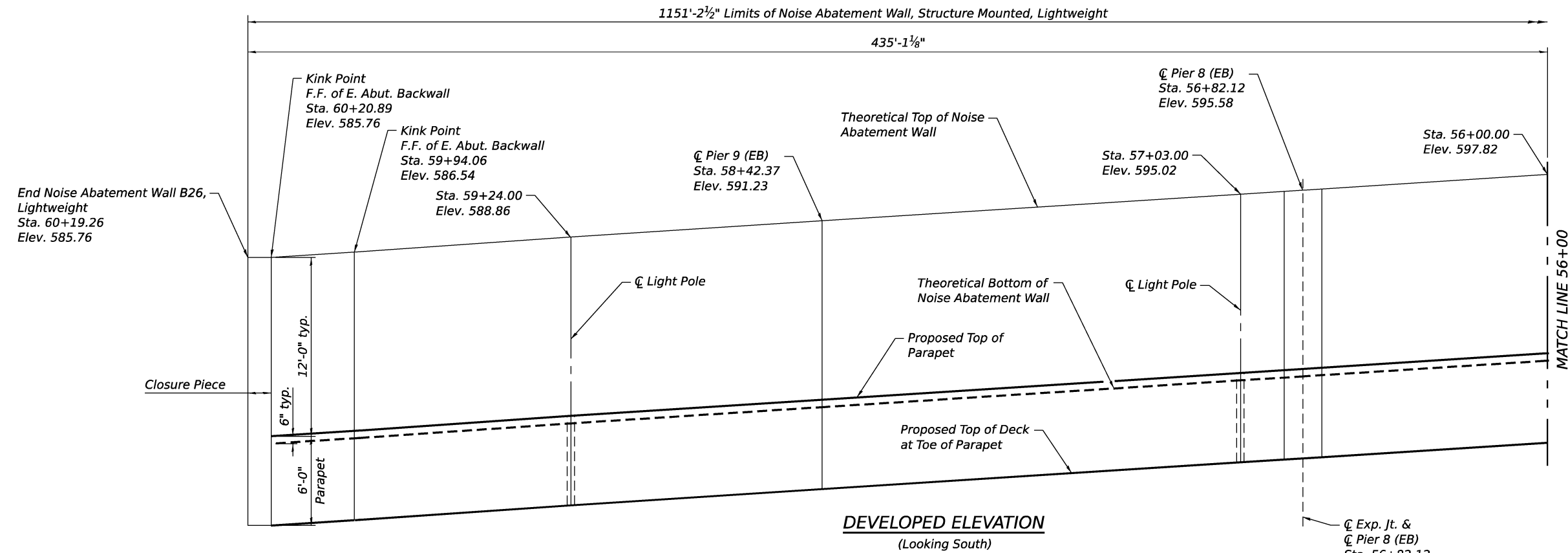
DESIGN LOADS

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



Patrick J. Laux 11/5/2025

PATRICK J. LAUX, P.E., S.E.
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS LIC. NO. 081-007655
EXPIRES 11-30-2026.



GENERAL PLAN & ELEVATION

NOISE ABATEMENT WALL (LIGHTWEIGHT)

ALONG CHICAGO RAMP 'A'

F.A.I. RTE. 80 SEC. FAI 80 21 STRUCTURE 2

WILL COUNTY

STA. 48+84.00 TO STA. 60+19.26

SN 099-N1029 (NOISE WALL B26)

NOTES:

- Stations offsets are measured from the Proposed CL I-80.
- Offsets shown for the start, end, and kink points of the Noise Abatement Wall are to the back face of the parapet unless otherwise noted.
- See sheet SB-4 for General Notes, Total Bill of Material and General Details.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

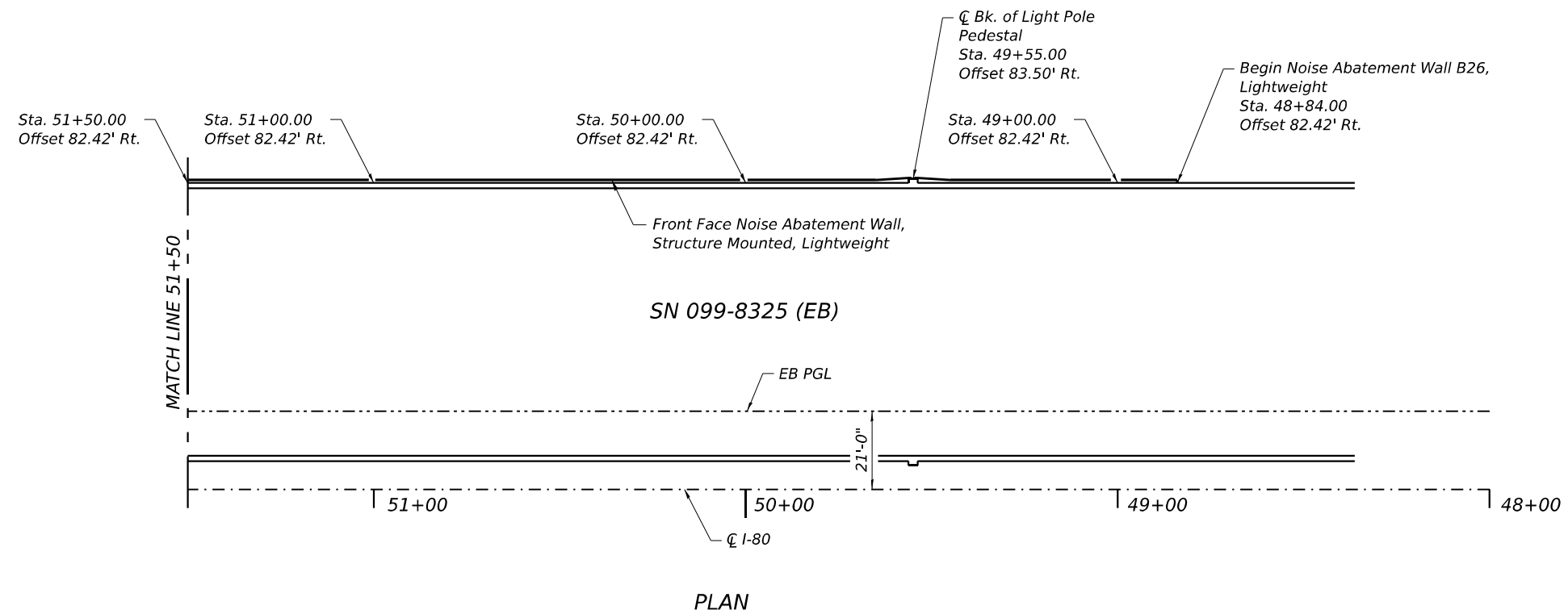
SHEET SB-1 OF SB-5 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	919
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

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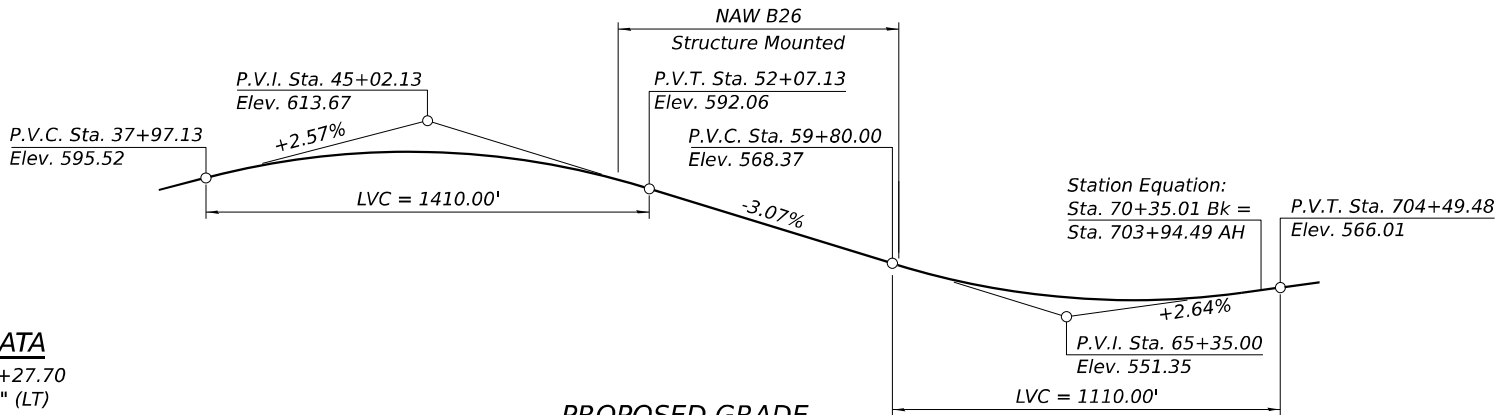
WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USGM717780	DESIGNED - PJL	REVISED -
CHECKED - LAS	REVISED -	
PLOT SCALE = 41:8 " = 1/4" / in.	DRAWN - BK	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -



GENERAL NOTES:

1. A lightweight expansion panel and associated expansion details for the NAW system shall be provided. See Special Provisions for NOISE ABATEMENT WALL, STRUCTURE MOUNTED, LIGHTWEIGHT - Expansion Joint sizes, perpendicular to the joints:
- a) Pier 5 EB - 7½"
- b) Pier 7 EB - 5"
- c) End of Deck East Abutment EB - 2⅝"
2. Post and connection detail to be designed by the Contractor. Steel post maximum spacing shall be 11'-8". The NAW Contractor shall coordinate with the Bridge Contractor for the locations of posts and connections which shall be installed by the Bridge Contractor.
3. For additional Noise Abatement Wall design criteria see the Special Provision for Noise Abatement Wall, Structure Mounted, Lightweight.
4. Noise Abatement Wall shall be detailed to accommodate the Overhead Sign Structure at Pier 8 EB.
5. Noise Abatement Wall shall be detailed to accommodate the light pole supports as shown on the plans.
6. The NAW panels shall be clear in color. The color of the final finish coat for the NAW posts shall be Gray, Munsell No. 5B 7/1.



CURVE DATA

P.I. Sta. = 64+27.70
Δ = 22°01'22" (LT)
D = 01°47'26"
R = 3,200.00'
T = 622.68'
L = 1,229.99'
E = 60.02'
e = 5.2%
T.R. (EB) = 75'
T.R. (WB) = 93'
S.E. Runoff (EB) = 312'
S.E. Runoff (WB) = 390'
P.C. Sta. = 58+05.02
P.T. Sta. = 703+94.49

PROPOSED GRADE
(Along C Proposed I-80)

EB NOISE ABATEMENT WALL
LOCATION, HEIGHT AND WEIGHT TABLE

Location	Station	Offset	Theoretical Top of NAW Elev.	Theoretical Bottom of NAW Elev.	Top of Parapet NAW Elev.	A Ht. of Parapet (ft)	B Ht. of NAW (ft)	C *Total Ht. (ft)	NAW Weight (k/ft)
Start of NAW B26 (Span 5)	48+84.00	82.42' RT	605.64	602.80	603.30	3.67	2.83	6.00	0.06
C Pier 5	51+85.12	82.58' RT	598.48	595.65	596.15	3.67	2.83	6.00	0.10
C Pier 6	53+49.87	82.58' RT	597.44	592.94	593.44	6.00	4.50	10.00	0.10
Height Transition	53+68.00	82.77' RT	598.88	592.38	592.88	6.00	6.50	12.00	0.13
Height Transition	53+84.00	82.93' RT	600.39	591.89	592.39	6.00	8.50	14.00	0.18
Height Transition	54+00.00	83.10' RT	601.89	591.39	591.89	6.00	10.50	16.00	0.22
Height Transition	55+00.00	84.12' RT	600.77	588.27	588.77	6.00	12.50	18.00	0.25
C Pier 7	55+20.87	84.33' RT	600.13	587.63	588.13	6.00	12.50	18.00	0.25
C Pier 8	56+82.12	92.78' RT	595.58	583.08	583.58	6.00	12.50	18.00	0.25
C Pier 9	58+42.37	101.47' RT	591.23	578.73	579.23	6.00	12.50	18.00	0.25
F.F. of E. Abut. Backwall	59+94.06	115.26' RT	586.54	574.04	574.54	6.00	12.50	18.00	0.25
Kink at E. Appr. Slab	60+20.89	118.49' RT	585.76	573.26	573.76	6.00	12.50	18.00	0.25
End of NAW B26	60+19.26	124.16' RT	585.76	567.76	-	-	18.00	18.00	0.38

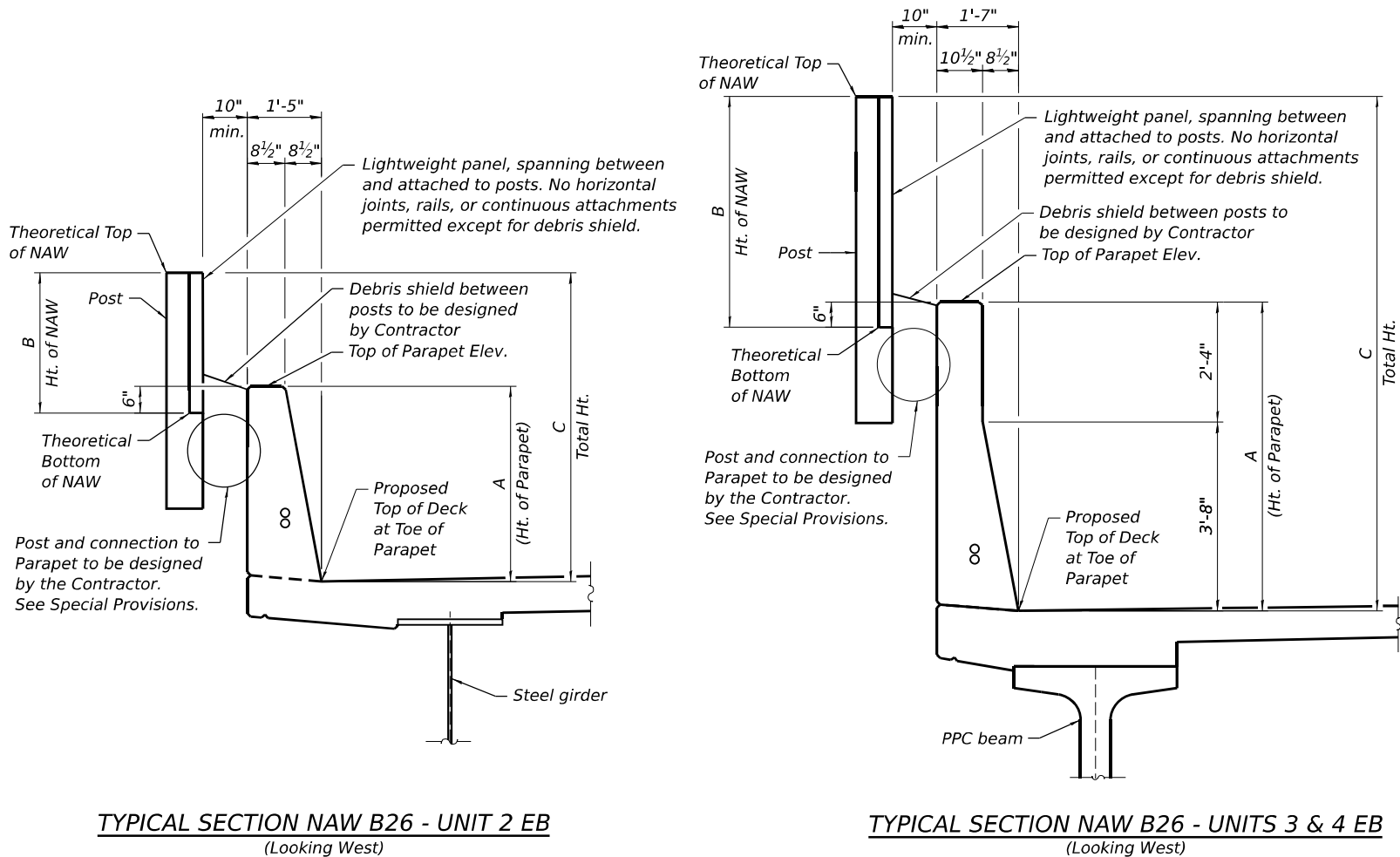
*Total Ht. = Ht. of Parapet + Ht. of NAW - 6" overlap

NOISE REDUCTION DATA

Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
I-80 face	48+84.00	60+19.26	Reflective	-
Residential face	48+84.00	60+19.26	Reflective	-

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Noise Abatement Wall, Structure Mounted, Lightweight	Sq. Ft.	9,679



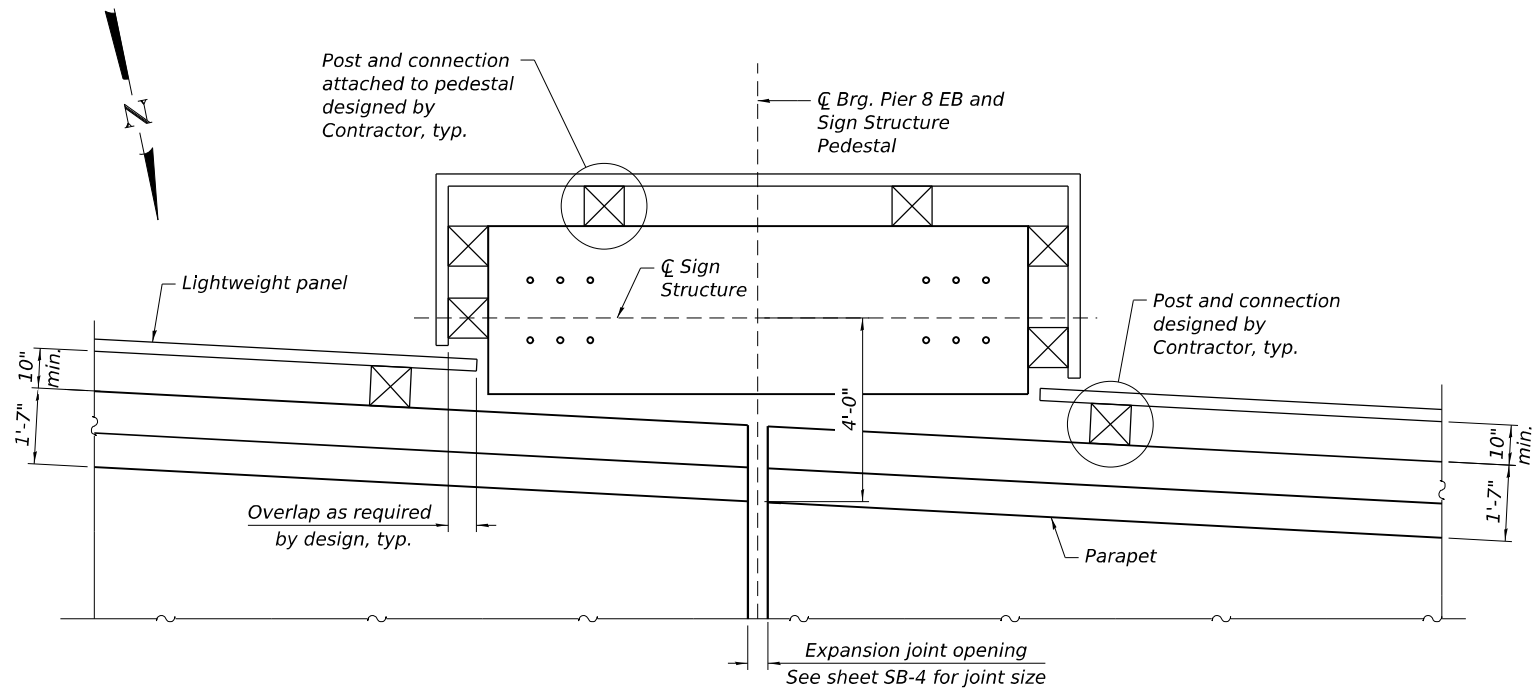
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND BILL OF MATERIALS
NOISE ABATEMENT WALL (LIGHTWEIGHT) B26 SN 099-N1029

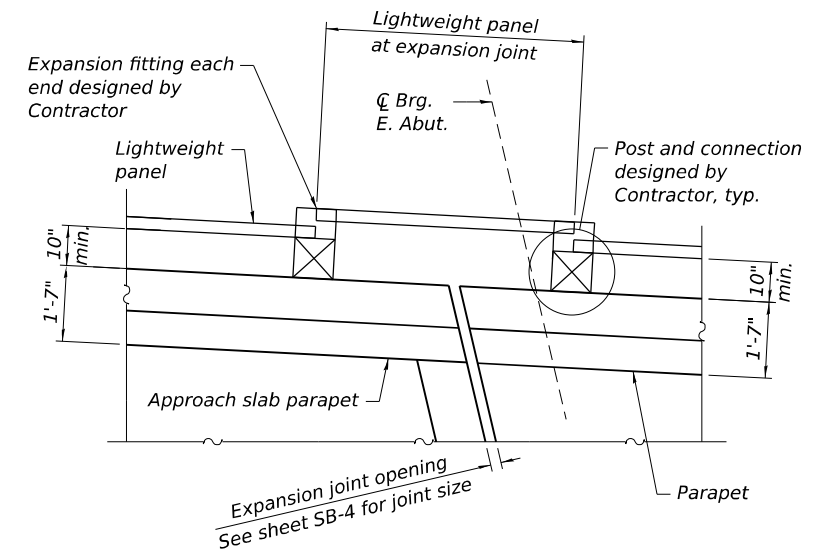
SHEET SB-4 OF SB-5 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	922
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

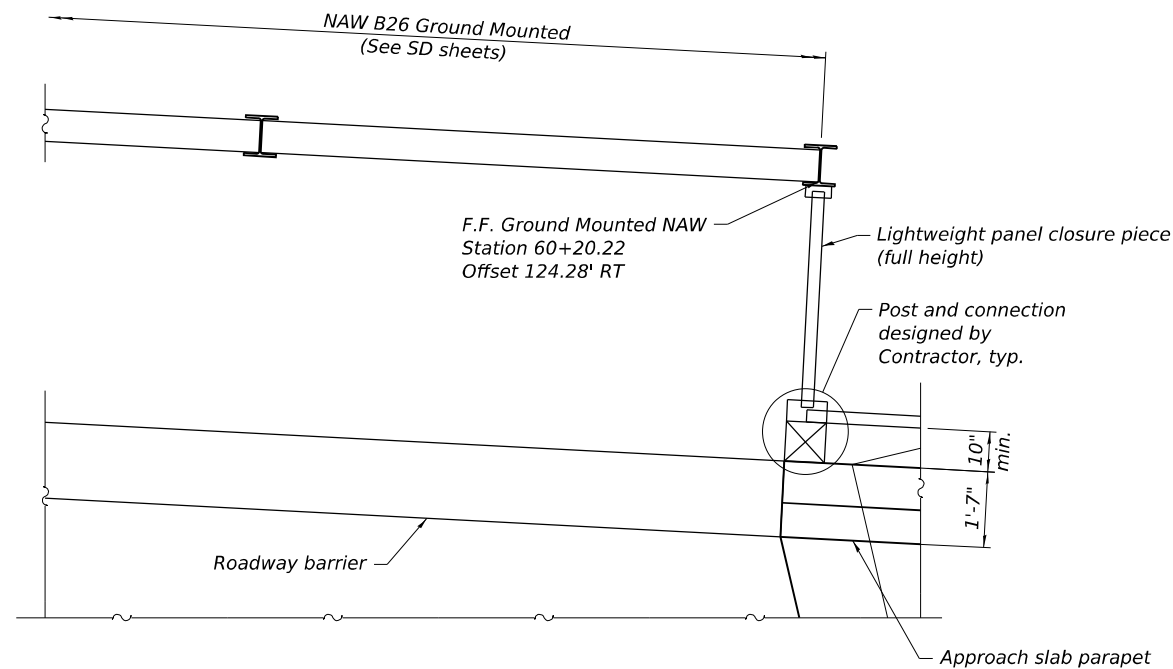
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CHECKED - LAS	REVISED -	
PLOT SCALE = 50,000' / in.	DRAWN - BK	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -



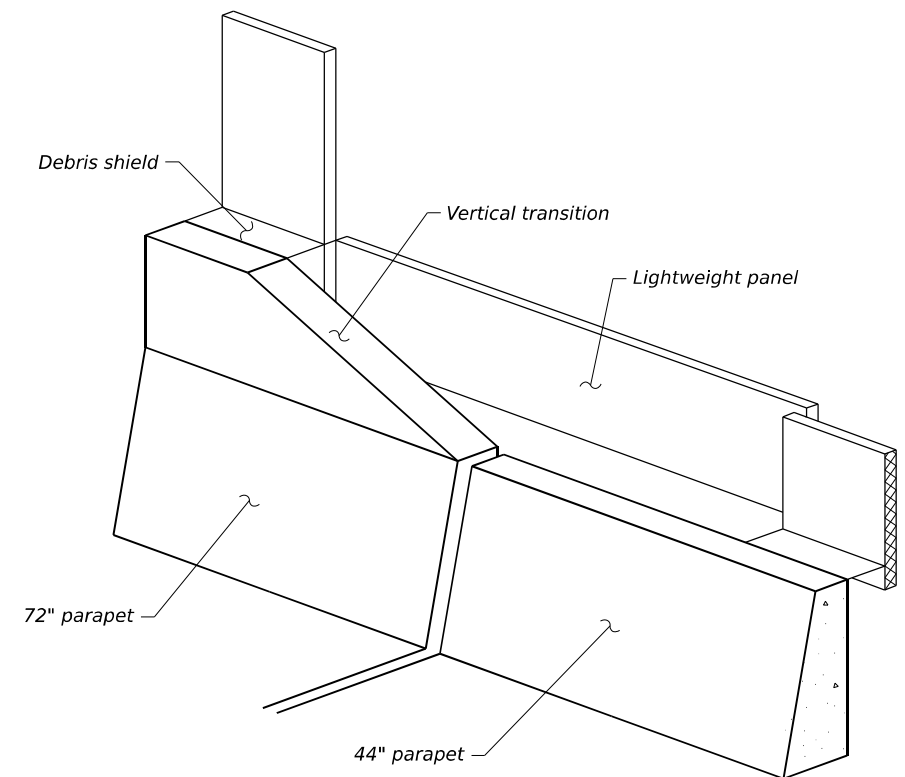
PLAN AT SPAN 8 EB



PLAN AT E. ABUTMENT EB
(Pier 5 EB similar)



PLAN AT E. APPROACH SLAB EB



TRIMETRIC VIEW AT PIER 5 EB
(Posts omitted for clarity)

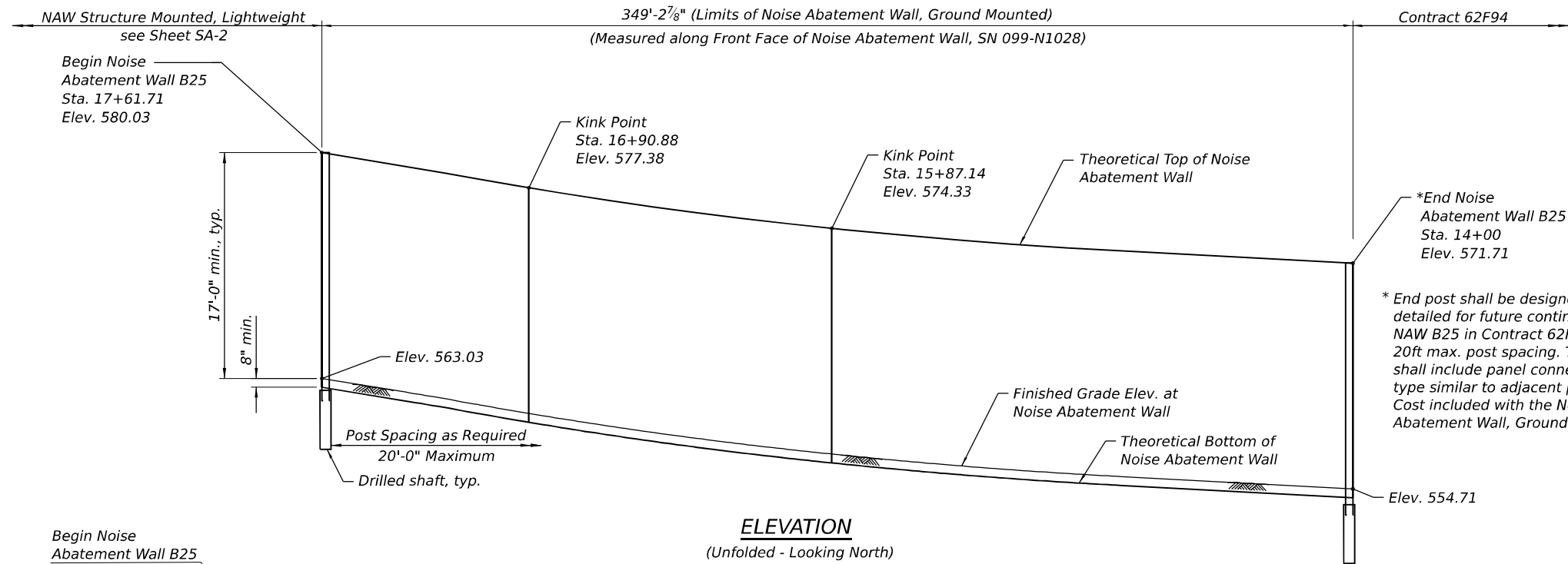
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NOISE ABATEMENT WALL DETAILS
NOISE ABATEMENT WALL (LIGHTWEIGHT) B26 SN 099-N1029**

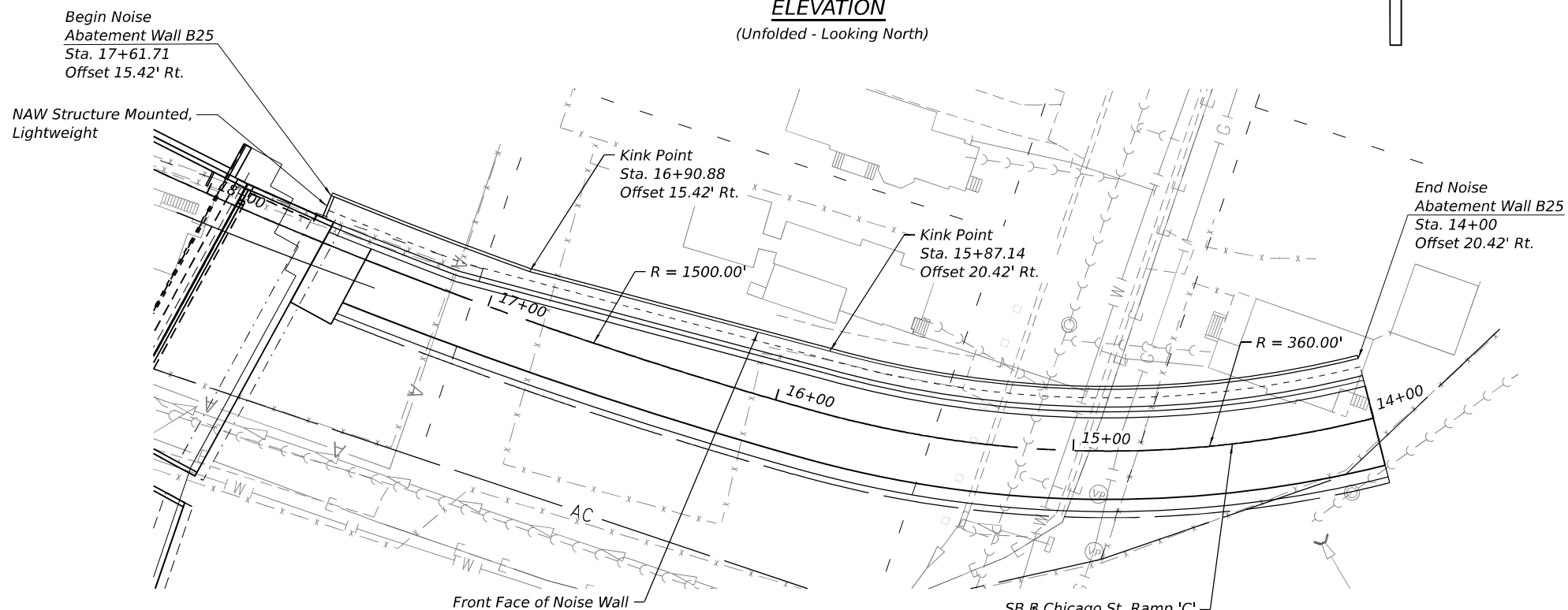
SHEET SB-5 OF SB-5 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	923
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

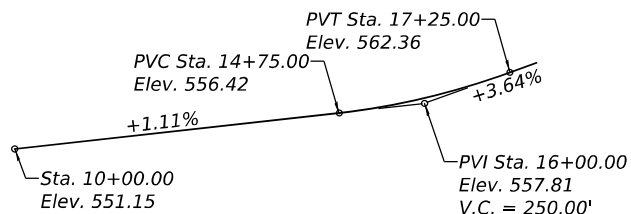
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CHECKED - LAS	REVISOR -	
PLOT SCALE = 0.167" = 1'	DRAWN - SJJ	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -



ELEVATION
(Unfolded - Looking North)



PLAN



PROFILE GRADE

(Along @ Proposed Chicago St. Ramp 'C')

NOTES:

- For General Notes and Total Bill of Material, see Sheet SC-2.
- Stations are measured along and Offsets are measured from Front Face of Noise Abatement Wall to @ Prop. Chicago St. Ramp 'C'.
- Length of ground mounted wall is measured along Front Face of Noise Abatement Wall.

CURVE DATA

PR CURVE Chicago St. RAMP C
PI STA = 17+86.92
 Δ = 15°10'38" (RT)
D = 03°49'11"
R = 1,500.00'
T = 199.84'
L = 397.34
E = 13.25'
PC STA = 15+87.08
PT STA = 19+84.42

PR CURVE Chicago St. RAMP C
PI STA = 14+34.93
 Δ = 52°25'33" (RT)
D = 15°54'56"
R = 360.00'
T = 177.24'
L = 329.40
E = 41.27'
PC STA = 12+57.68
PT STA = 15+87.08

INDEX OF SHEETS

SC-1 General Plan and Elevation
SC-2 General Notes and Total Bill of Material
SC-3 Wall Details

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

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

PRECAST UNITS

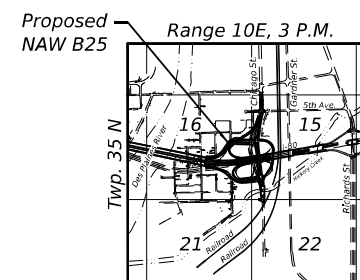
f'_c = 4,500 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 65,000 psi (Welded Wire Reinforcement)

DESIGN LOADS

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

LEGEND

---	Proposed ROW line
---	Existing ROW line
---	Existing Telephone line
---	Existing Aerial line
---	Existing Electric line
---	Existing Fiber Optic line
---	Existing Gas line
---	Existing Sanitary Sewer
---	Existing Storm Sewer
---	Existing Water main
---	Existing Cable TV line
---	Indicates Soil Boring location



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL B25 ALONG CHICAGO ST. RAMP C
F.A.I. RTE. 80 - SEC FAI 80 21 STRUCTURE 2

WILL COUNTY
STA. 17+61.71 TO STA. 14+00.00
STRUCTURE NO. 099-N1028

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET SC-1 OF SC-3 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	924
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				



WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME	= USGM17780
DESIGNED	- MIS
CHECKED	- PJL
PLOT SCALE	= 50,000' / in.
DRAWN	- GM
CHECKED	- MIS
PLOT DATE	= 11/5/2025
REVISED	-
REVISED	-
REVISED	-
REVISED	-

GENERAL NOTES:

1.

Theoretical Top of Wall Elev., Theoretical Bottom of Wall Elev. and Finished Grade Elev. at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table.
2.

NOISE ABATEMENT WALL, GROUND MOUNTED Special Provision for material, design, fabrication, construction, erection and other requirements for installation of proposed Noise Abatement Wall.
3.

The existing utilities will be adjusted. The Contractor shall field verify location of the existing utilities prior to construction. The Contractor shall take precautions not to damage existing utilities. Any such damage shall be repaired by the Contractor at no additional cost.
4.

Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor but the spacing shall not exceed 20 ft.
5.

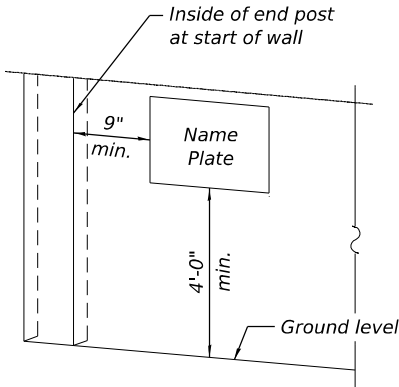
Contractor shall provide Ashlar Stone Finish on both faces of Noise Abatement Wall.
6.

The default color of both sides of the NAW panels, posts and other visible elements shall be Federal Standard 30279 - Sand.

NOISE ABATEMENT WALL
BUILT 202_BY
STATE OF ILLINOIS
FAI RTE. I-80
SECTION FAI 80 21 STRUCTURE
FROM STA. 17+61.71 TO STA. 223+46.88
STRUCTURE NO. 099-N1028

NAME PLATE

See Std. 515001
(End Station of SN 099-N1028 is in Contract 62F94)



FOR NOISE ABATEMENT WALL
GROUND MOUNTED

NOISE ABATEMENT WALL B25 (DATA TABLE)

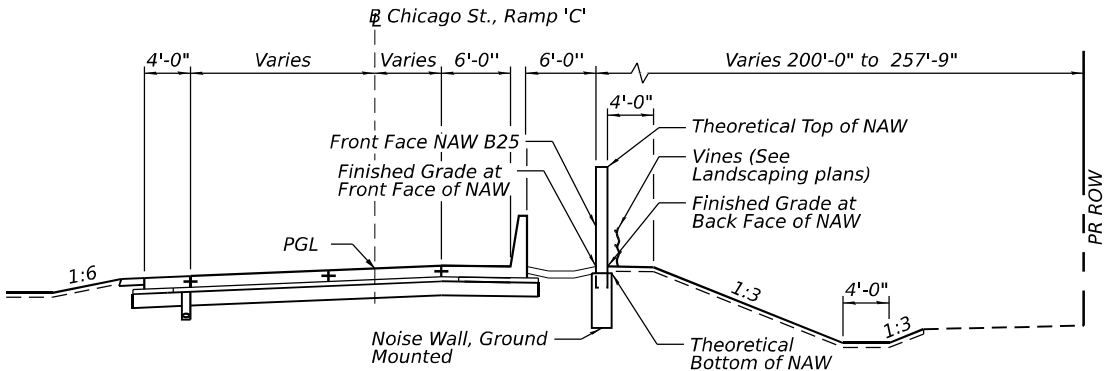
Station	Offset (Rt) to Front Face of NAW (ft.)	Theoretical top of NAW Elev.	Chicago St. Ramp 'C' Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. At Back Face of NAW	Ex. Grade Elev. At Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
17+61.71	15.42	580.03	563.68	563.14	563.14	520.56	562.47	17.67
17+00.00	15.42	577.72	561.47	560.72	560.72	522.04	560.06	17.67
16+90.88	15.42	577.38	561.17	560.38	560.38	522.21	559.72	17.67
16+50.00	18.24	576.00	559.91	559.00	559.00	522.59	558.33	17.67
16+00.00	20.18	574.63	558.59	557.63	557.63	522.67	556.96	17.67
15+87.14	20.42	574.33	558.30	557.33	557.33	522.60	556.66	17.67
15+50.00	20.42	573.60	557.53	556.60	556.60	523.19	555.93	17.67
15+00.00	20.42	572.83	556.73	555.84	555.84	523.31	555.17	17.67
14+50.00	20.42	572.27	556.14	555.27	555.27	524.02	554.60	17.67
14+00.00	20.42	571.71	555.59	554.71	554.71	523.62	554.05	17.67

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	6170

NOISE REDUCTION DATA

Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
Ramp 'C' face	17+61.71	14+00.00	Reflective	-
Residential face	17+61.71	14+00.00	Reflective	-



RAMP 'C'
TYPICAL SECTION ALONG NAW B25
Sta, 14+00.00 to Sta. 17+61.71
(Looking West)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND TOTAL BILL OF MATERIAL
NOISE ABATEMENT WALL B25 SN 099-N1028

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	925
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

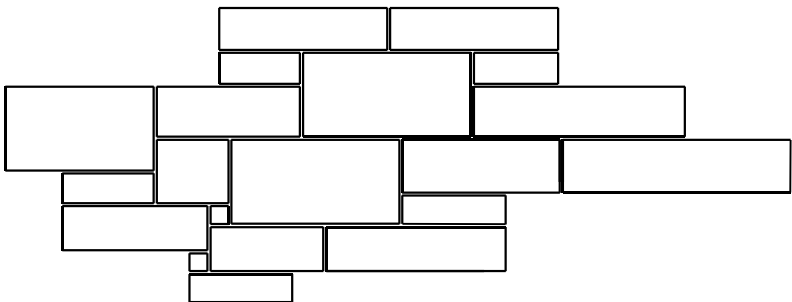
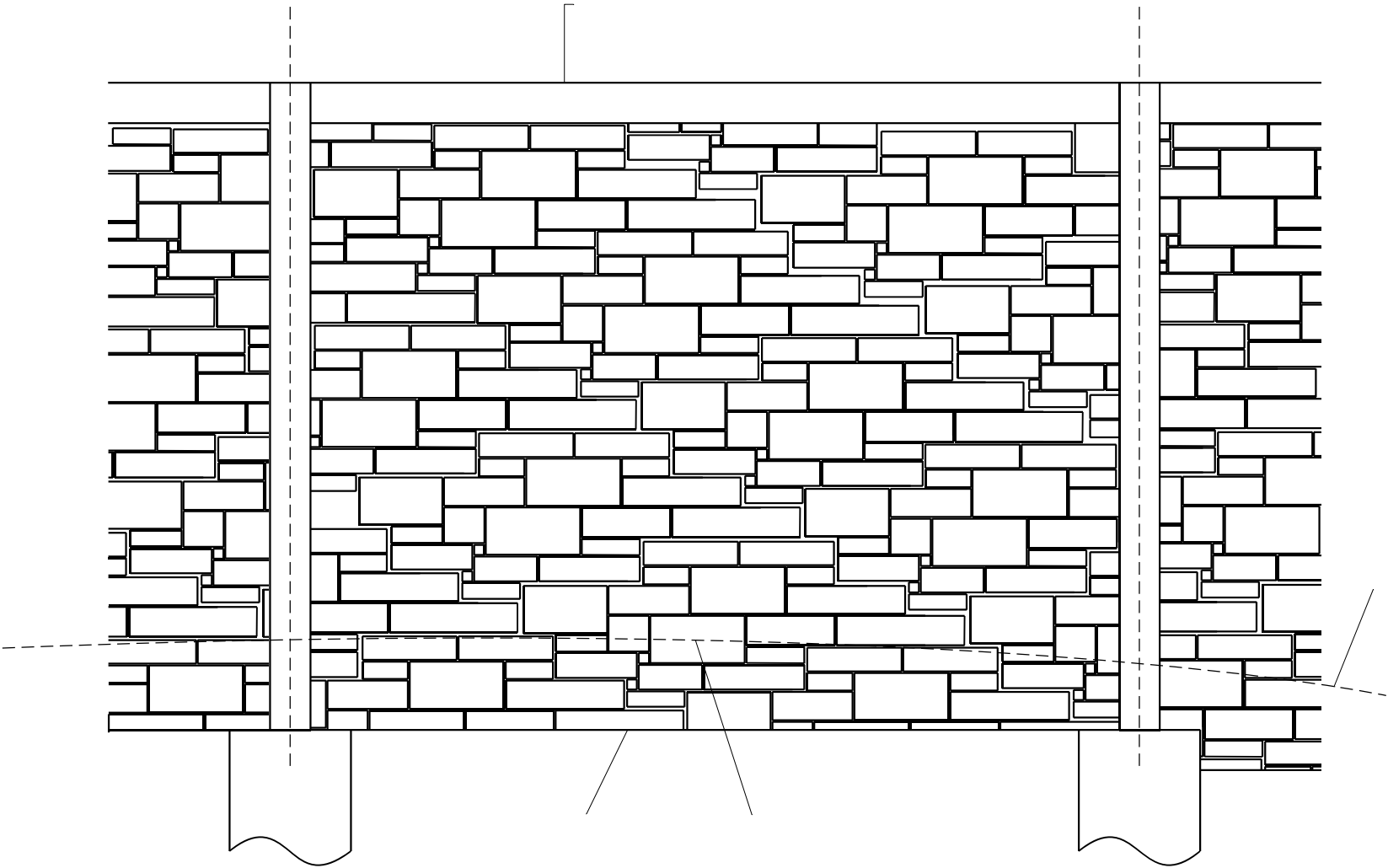
SHEET SC-2 OF SC-3 SHEETS



WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

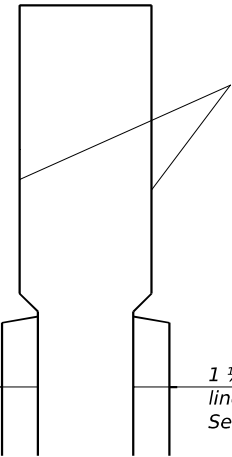
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CHECKED - PJL	REVISED -	
PLOT SCALE = 50,000 ' / in.	DRAWN - GM	REVISED -
PLOT DATE = 11/5/2025	CHECKED - MIS	REVISED -

Notes:
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. The color of both sides of the panels, plain band, posts and all other visible elements shall follow the special provisions.



ENLARGED PATTERN DETAIL

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



1 ½" max
liner relief
See note.

1 ½" max
liner relief
See note.

ENLARGED CAP DETAIL

MODEL NOISE WALLS DETAILS
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WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USGM717780
PLOT SCALE = 0.16666667 ' / in.
PLOT DATE = 11/5/2025

DESIGNED - MIS
CHECKED - PJL
DRAWN - GM
CHECKED - MIS

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL DETAILS
NOISE ABATEMENT WALL B25 SN 099-N1028

SHEET SC-3 OF SC-3 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	926
CONTRACT NO. 62R23				
ILLINOIS		FED. AID PROJECT		

INDEX OF SHEETS

SD-1 General Plan and Elevation
SD-2 General Notes and Total Bill of Material
SD-3 Wall Details

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

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

PRECAST UNITS

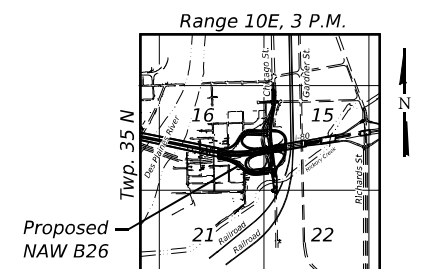
f'_c = 4,500 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 65,000 psi (Welded Wire Reinforcement)

DESIGN LOADS

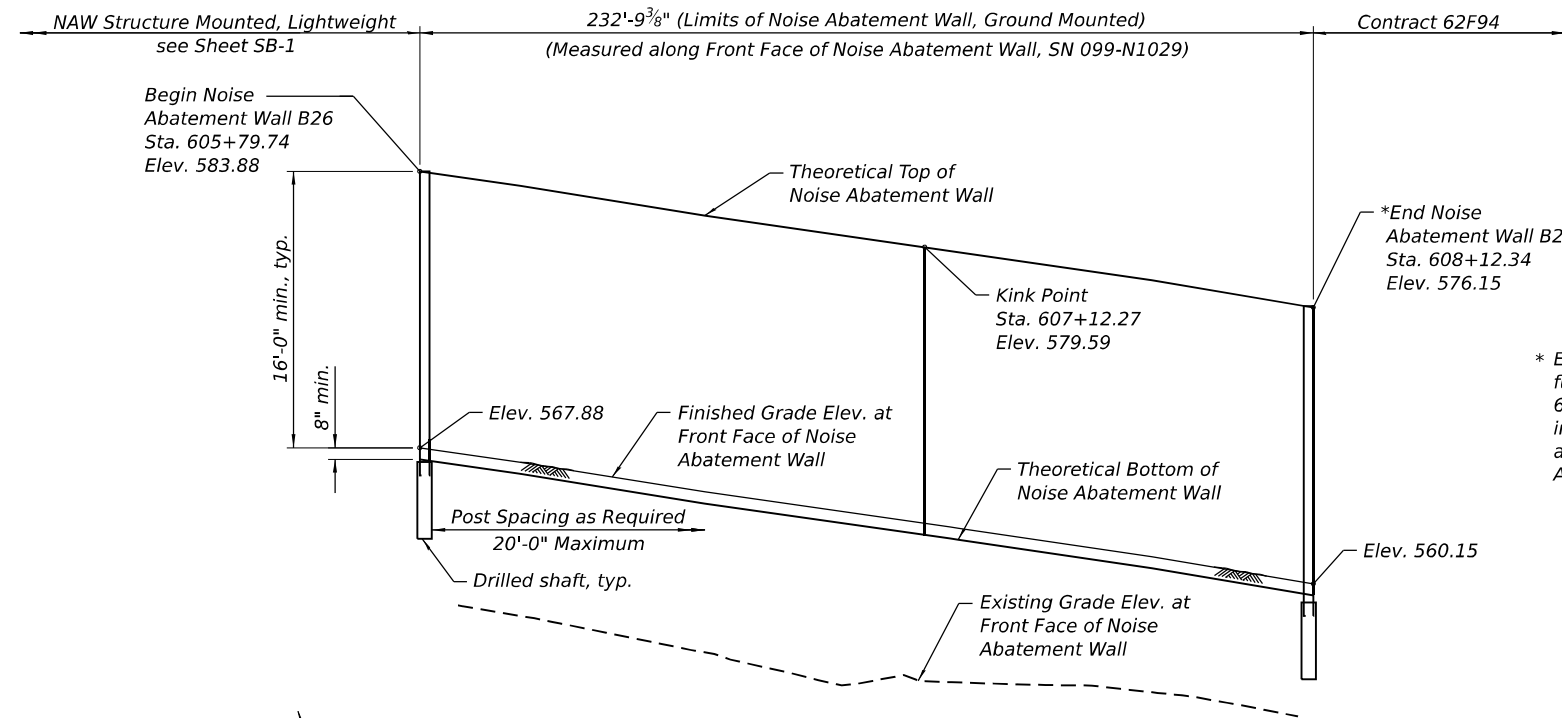
Strength III or V Wind : 35 psf
Service I Wind : 15 psf

LEGEND

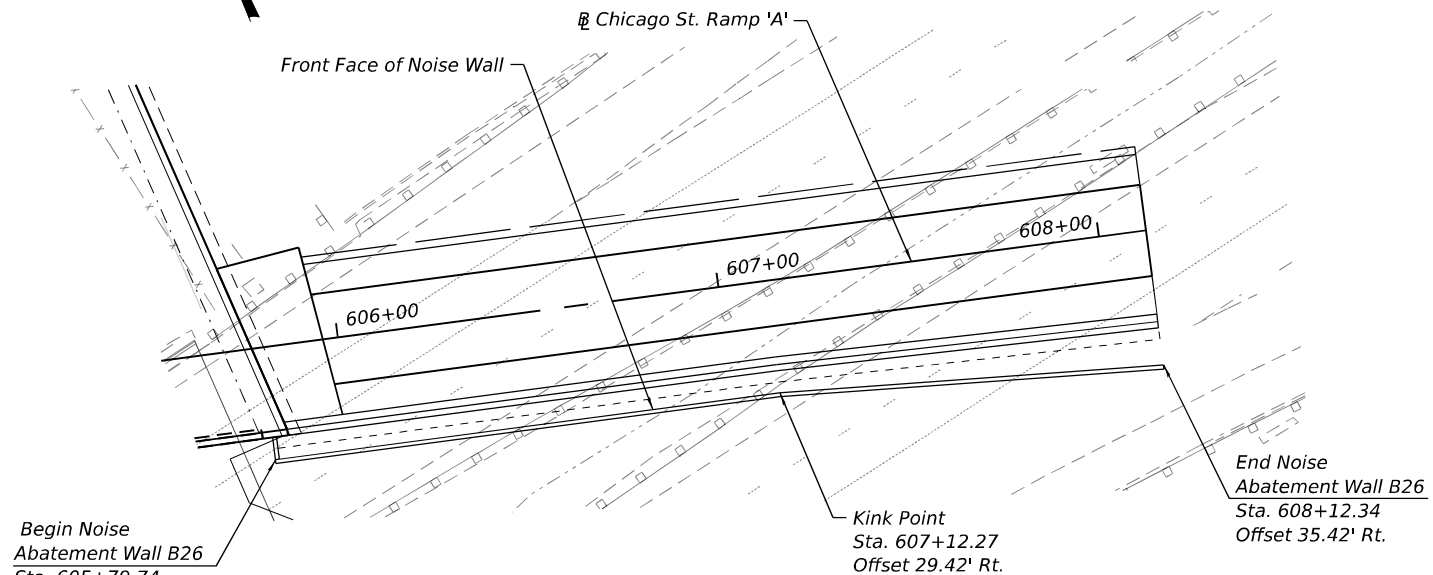
-----	Proposed ROW line
-----	Existing ROW line
-----T-----	Existing Telephone line
-----A-----	Existing Aerial line
-----E-----	Existing Electric line
-----FO-----	Existing Fiber Optic line
-----G-----	Existing Gas line
-----C-----C-----C-----C-----C-----C-----	Existing Sanitary Sewer
----->----->----->----->----->----->-----	Existing Storm Sewer
-----W-----	Existing Water main
-----CTV-----	Existing Cable TV line
◆	Indicates Soil Boring location



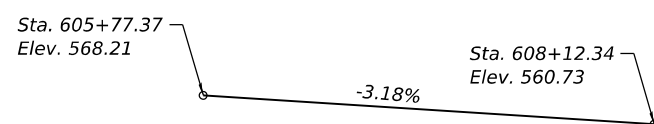
LOCATION SKETCH



ELEVATION
(Unfolded - Looking North)



PLAN



PROFILE GRADE
(Along Chicago St. Ramp 'A')

NOTES:

- For General Notes and Total Bill of Material, see Sheet SD-2.
- Stations are measured along and Offsets are measured from Front Face of Noise Abatement Wall to Chicago St. Ramp 'A'.
- Length of ground mounted wall is measured along Front Face of Noise Abatement Wall.

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL B26 ALONG CHICAGO ST. RAMP A
F.A.I. RTE. 80 - SEC FAI 80 21 STRUCTURE 2
WILL COUNTY
STA. 605+79.74 TO STA. 608+12.34
STRUCTURE NO. 099-N1029

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET SD-1 OF SD-3 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	927
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

USER NAME = USGM717780	DESIGNED - MIS	REVISED -
CHECKED - PJL	REVIS	
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PLOT DATE = 11/5/2025	CHECKED - MIS	REVISED -

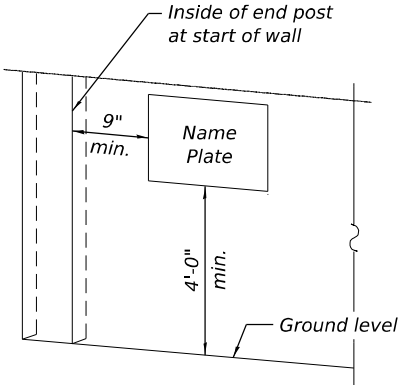
GENERAL NOTES:

1. Theoretical Top of Wall Elev., Theoretical Bottom of Wall Elev. and Finished Grade Elev. at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table.
2. NOISE ABATEMENT WALL, GROUND MOUNTED Special Provision for material, design, fabrication, construction, erection and other requirements for installation of proposed Noise Abatement Wall.
3. The existing utilities will be adjusted. The Contractor shall field verify location of the existing utilities prior to construction. The Contractor shall take precautions not to damage existing utilities. Any such damage shall be repaired by the Contractor at no additional cost.
4. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor but the spacing shall not exceed 20 ft.
5. Contractor shall provide Ashlar Stone Finish on both faces of Noise Abatement Wall.
6. The default color of both sides of the NAW panels, posts and other visible elements shall be Federal Standard 30279 - Sand.

NOISE ABATEMENT WALL
BUILT 202_ BY
STATE OF ILLINOIS
FAI RTE. I-80
SECTION FAI 80 21 STRUCTURE
FROM STA. 605+79.74 TO STA. 619+47.92
STRUCTURE NO. 099-N1029

NAME PLATE

See Std. 515001
(End Station of SN 099-N1029 is in Contract 62F94)



FOR NOISE ABATEMENT WALL
GROUND MOUNTED

NOISE ABATEMENT WALL B26 (DATA TABLE)

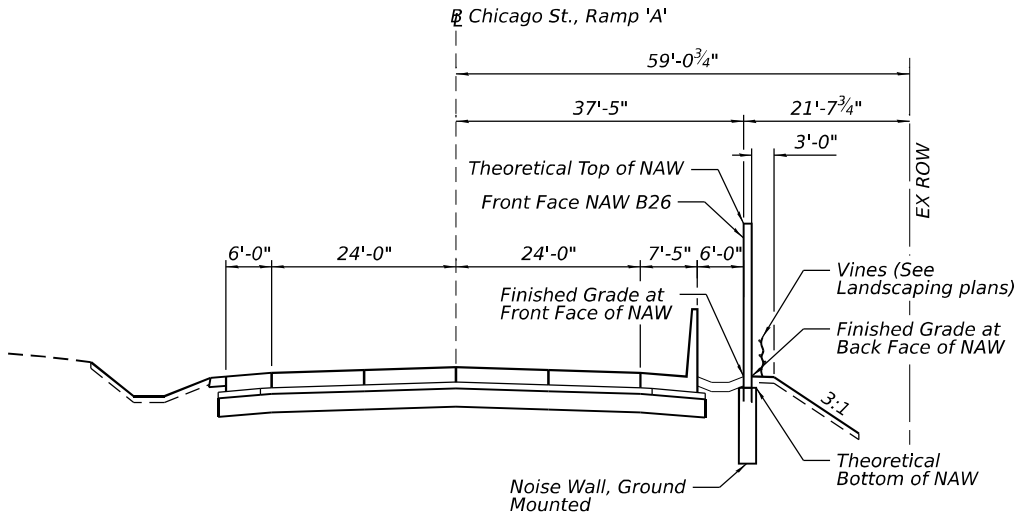
Station	Offset (Rt) to Front Face of NAW (ft.)	Theoretical top of NAW Elev.	Chicago St. Ramp 'A' Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. At Back Face of NAW	Ex. Grade Elev. At Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
605+79.74	29.42	583.88	568.13	567.88	567.88	559.42	567.21	16.76
606+00.00	29.42	583.36	567.49	567.36	567.36	559.18	566.70	16.76
606+50.00	29.42	581.61	565.90	565.61	565.61	557.04	564.94	16.76
607+00.00	29.42	579.98	564.31	563.98	563.98	554.98	563.32	16.76
607+12.27	29.42	579.59	563.92	563.59	563.59	555.19	562.93	16.76
607+50.00	31.68	578.37	562.72	562.37	562.37	554.81	561.70	16.76
608+00.00	34.68	576.62	561.13	560.62	560.62	553.54	559.95	16.76
608+12.34	35.42	576.15	560.73	560.15	560.15	553.12	559.49	16.76

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	3815

NOISE REDUCTION DATA

Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
Ramp 'A' face	605+79.74	608+12.34	Reflective	-
Residential face	605+79.74	608+12.34	Reflective	-



RAMP 'A'
TYPICAL SECTION ALONG NAW B26
Sta. 605+79.74 to Sta. 608+12.34
(Looking East)

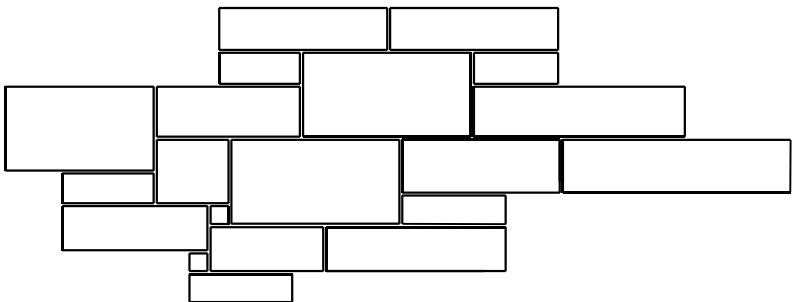
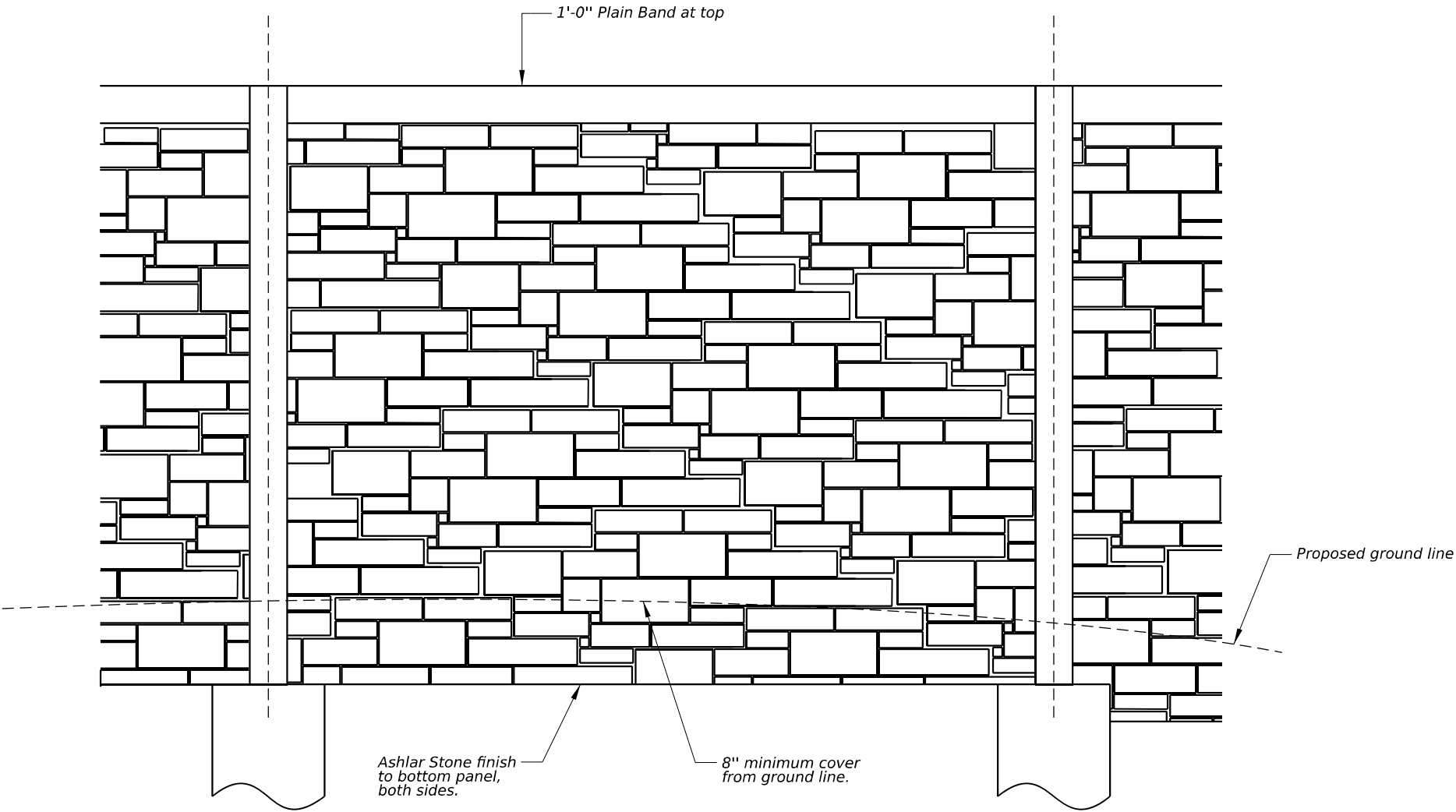
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND TOTAL BILL OF MATERIAL
NOISE ABATEMENT WALL B26 SN 099-N1029

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	928
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

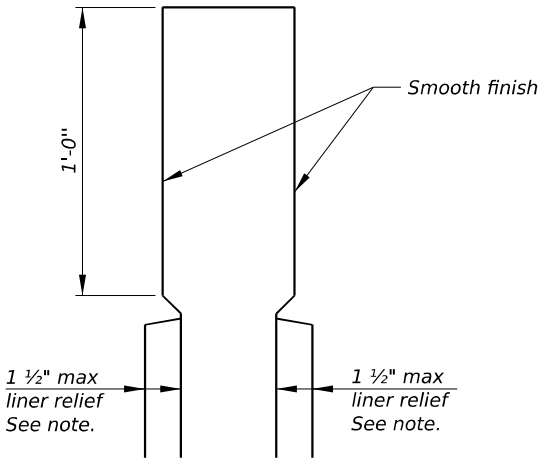
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PLOT SCALE = 50,000 ' / in.	DRAWN - GM	REVISED -
PLOT DATE = 11/5/2025	CHECKED - MIS	REVISED -

Notes:
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. The color of both sides of the panels, plain band, posts and all other visible elements shall follow the special provisions.



ENLARGED PATTERN DETAIL

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



ENLARGED CAP DETAIL

MODEL NOISE WALLS DETAILS
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 WSP USA Inc. 30 N. LA SALLE STREET SUITE 4000 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USGM717780		DESIGNED - MIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WALL DETAILS NOISE ABATEMENT WALL B26 SN 099-N1029		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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GENERAL NOTES

1.

THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING ALL MATERIAL, LABOR AND EQUIPMENT NECESSARY FOR A COMPLETE INSTALLATION OF A DRY FIRE STANDPIPE SYSTEM INCLUDING ALL PARTS AUXILIARY TO THE WORK. THE DRAWINGS INDICATE THE GENERAL LOCATION OF PIPING, FITTINGS, ETC. SHALL BE COORDINATED WITH THE BRIDGE AND DRAINAGE CONTRACTORS, AND SHALL BE FIELD APPROVED BY THE ENGINEER.
2.

PIPE HANGERS AND SUPPORTS SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 13. HANGERS SHALL BE DESIGNED TO SUPPORT FIVE TIMES WEIGHT OF WATER FILLED PIPE PLUS 250 POUNDS AT EACH POINT OF PIPING SUPPORT.
3.

THE SYSTEM SHALL BE HYDROSTATIC LEAK AND PRESSURE TESTED IN ACCORDANCE WITH NFPA 14 AND NFPA 13 UPON COMPLETION OF WORK. RESULTS SHALL BE SUBMITTED TO IDOT IN THE FORM OF A CONTRACTORS TEST CERTIFICATE. IDOT AND WATERMAIN OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO TESTING SO THAT THEY MAY WITNESS ALL TESTING. A SET OF STAMPED DRAWINGS SHALL BE PROVIDED TO IDOT AND THE JOLIET FIRE DEPARTMENT.
4.

ALL PIPING SHALL BE HYDROSTATICALLY TESTED AT 200 PSI OR 50 PSI IN EXCESS OF OPERATING PRESSURE AND SHALL MAINTAIN THAT PRESSURE FOR TWO HOURS.
5.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SYSTEM FILLING DELIVERY TIME FLOW TEST PER NFPA 502.
6.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WATER REQUIRED FOR TESTING THE STANDPIPES. ALL WATER USAGE AND METERING EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PAY ITEM FOR THE FIRE STANDPIPE SYSTEM.
7.

THE FURNISHED AND INSTALLED MATERIALS SHALL BE NEW AND OF TYPE AND KINDS LISTED OR APPROVED BY THE FOLLOWING ORGANIZATIONS:

- UNDERWRITERS LABORATORIES (UL)

- FACTORY MUTUAL (FM)

- NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

- AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

- NATIONAL ELECTRIC MANUFACTURERS ASSOCIATION (NEMA)
8.

NO MATERIAL OR EQUIPMENT SHALL BE DELIVERED TO THE JOB SITE WITHOUT PRIOR INSPECTION AND APPROVAL BY THE ENGINEER. ANY MATERIAL AND EQUIPMENT NOT APPROVED BY THE ENGINEER SHALL BE REMOVED FROM THE JOB SITE AT THE CONTRACTOR'S EXPENSE.
9.

THE MAXIMUM WORKING PRESSURE FOR ALL SYSTEM COMPONENTS SHALL BE 250 PSI.
10.

PIPE SHALL BE SUPPORTED AT A MAXIMUM OF 10' INTERVALS FOR VERTICAL PIPE AND 7.5' FOR HORIZONTAL PIPE.
11.

ALL MOUNTING HARDWARE SHALL BE GALVANIZED, AND ALL STANDPIPE EQUIPMENT RATED FOR OUTDOOR USE.
12.

ALL PIPE SUPPORTS AND CONNECTIONS SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER IN THE STATE OF ILLINOIS, EXPERIENCED IN THE DESIGN OF PIPING SUPPORTS. STRUCTURAL ENGINEER SHALL SUBMIT COMPLETE DESIGN PACKAGE/CALCULATIONS FOR REVIEW. SUPPORT DETAILS SHOWN ARE CONCEPTUAL IN NATURE.
13.

PROVIDE A MINIMUM 3" CLEARANCE AROUND HANGERS, SUPPORTS AND HOSE CONNECTIONS.
14.

DRILLING THROUGH REINFORCEMENT IN THE PIER CAPS WHEN POST-INSTALLING ANCHOR BOLTS IS PROHIBITED. CONTRACTOR SHALL LOCATE REINFORCEMENT PRIOR TO DRILLING FOR ANCHORS.

GENERAL NOTES (CONTINUED)

15.

PIPE ALIGNMENT SHALL BE SUCH THAT NO SECTIONS OF PIPE WILL HOLD WATER AFTER DRAINING OF THE SYSTEM WITHOUT AN ACCESSIBLE MEANS OF DRAINING. FIRE STANDPIPE PIPING SHALL HAVE A MINIMUM OF 0.3% SLOPE TO FACILITATE COMPLETE DRAIN DOWN.
16.

AIR/VACUUM RELEASE VALVE SHALL BE LOCATED AT ALL BRIDGE LEVEL STORZ CONNECTIONS.
17.

ANCHOR POINTS SHALL BE DESIGNED TO WITHSTAND ALL FORCES ACTING ON THE FIRE STANDPIPE, INCLUDING ACTIVATION FORCES.
18.

NO LESS THAN ONE EXPANSION JOINT SHALL BE LOCATED BETWEEN TWO FIXED ANCHOR POINTS AND/OR AT ANY CHANGES IN DIRECTION THAT WILL PREVENT FREE MOVEMENT BETWEEN TWO FIXED ANCHOR POINT LOCATIONS.
19.

NO EXPANSION JOINT SHALL HAVE LESS THAN 4" OF MOVEMENT.
20.

ALL PIPE FITTINGS SHALL BE AWWA STYLE FITTINGS COMPATIBLE WITH DUCTILE IRON PIPING.
21.

ALL PIPE AND FIRE STANDPIPE EQUIPMENT, WITHIN NO LESS THAN 20 FEET IN BOTH DIRECTIONS, OF FIRE DEPARTMENT CONNECTIONS AND/OR HOSE CONNECTIONS SHALL BE PAINTED RED.
22.

HOSE CONNECTION POINTS ON BRIDGE DECK SHALL NOT BE SPACED GREATER THAN 250 FEET FROM ONE ANOTHER.

INDEX OF SHEETS

1	FIRE STANDPIPE GENERAL NOTES AND LEGEND
2 to 6	FIRE STANDPIPE PLAN
7 to 11	FIRE STANDPIPE DETAILS
12	FIRE STANDPIPE RISER DIAGRAM

ABBREVIATIONS AND ACRONYMS

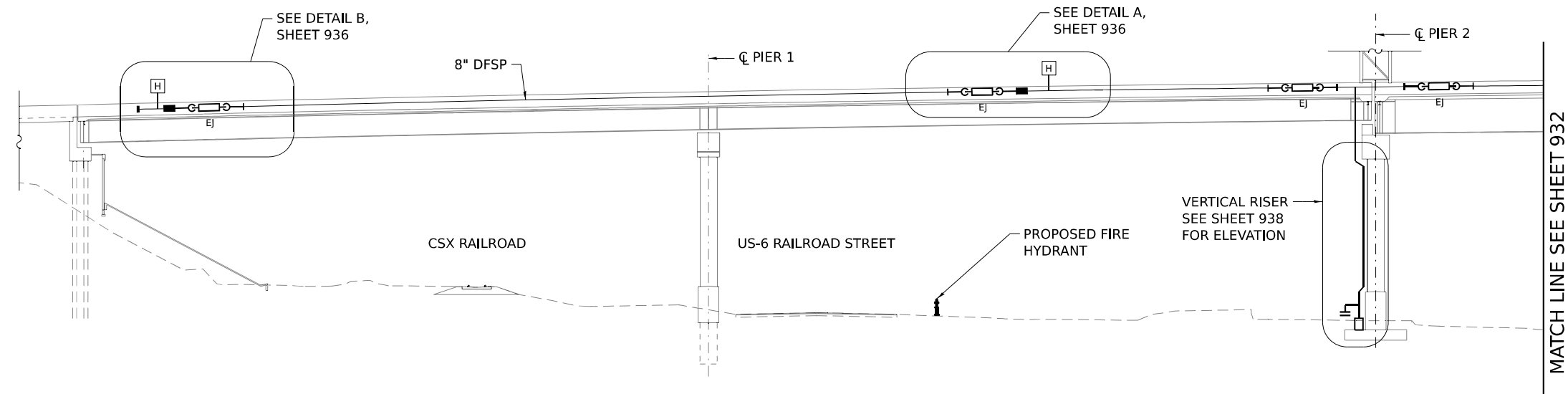
ABD	AUTOMATIC BALL DRIP
AFG	ABOVE FINISHED GRADE
AHJ	AUTHORITY HAVING JURISDICTION
ATM	ACTIVE TRAFFIC MANAGEMENT
ATS	ATTACHED TO STRUCTURE
AWWA	AMERICAN WATER WORKS ASSOCIATION
AVVV	AIR VACUUM VENT VALVE
CL	CLASS
DFSP	DRY FIRE STANDPIPE
DI	DUCTILE IRON
DIP	DUCTILE IRON PIPE
DN	DOWN
EB	EASTBOUND
EJ	EXPANSION JOINT
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
HH	HANDHOLE
IDOT	ILLINOIS DEPARTMENT OF TRANSPORTATION
IPDC	INTERMEDIATE POWER DISTRIBUTION AND COMMUNICATIONS
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
L SUM	LUMP SUM
MP	MILEPOST
N.T.S.	NOT TO SCALE
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
TYP	TYPICAL
WB	WESTBOUND

FIRE STANDPIPE LEGEND

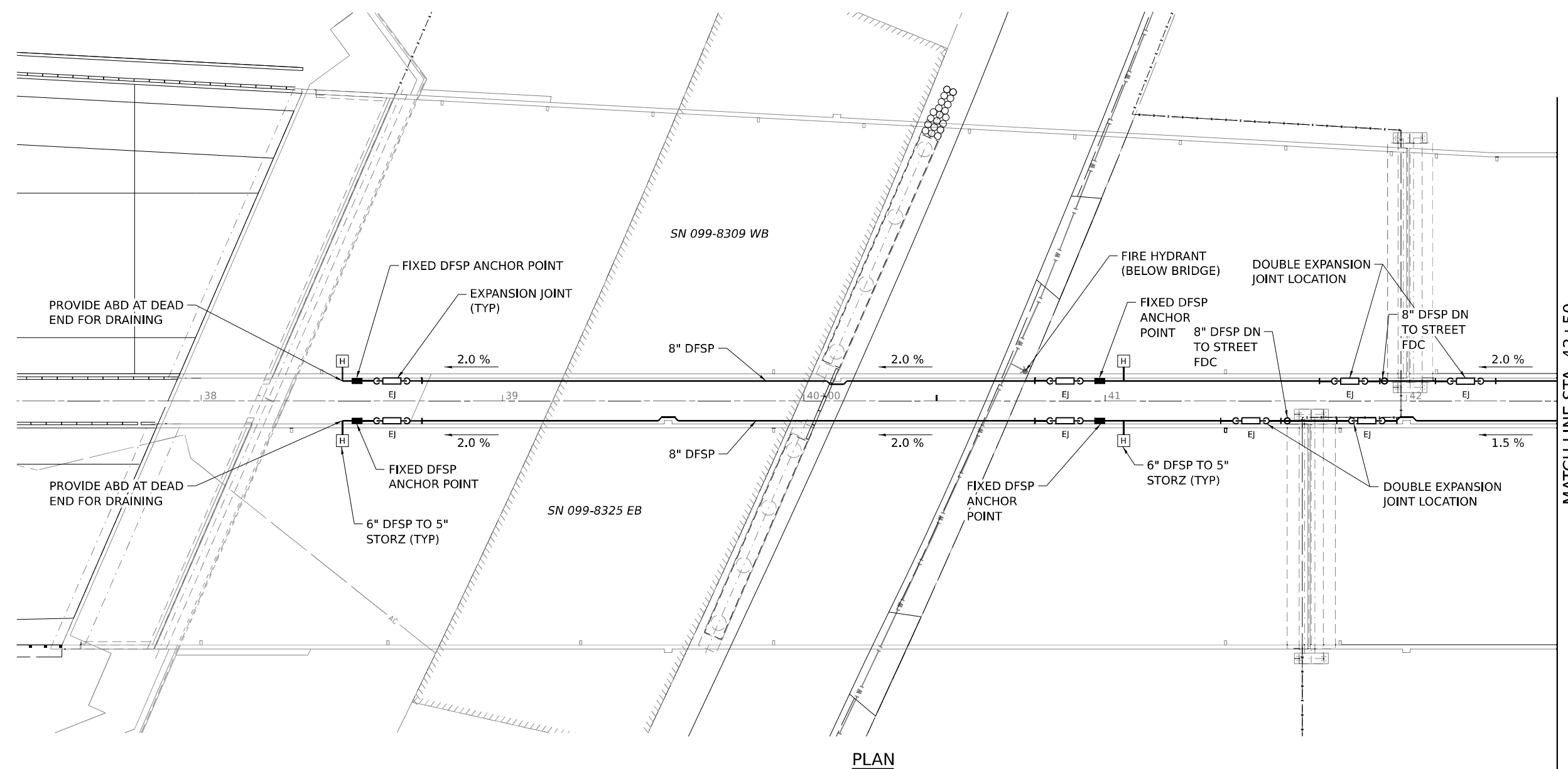
H	HOSE CONNECTION ASSEMBLY
	DI PIPING ATTACHED TO BRIDGE STRUCTURE
	PROPOSED FIRE HYDRANT
O AVVV	PROPOSED AIR VACUUM VENT VALVE
	PROPOSED PIPING ANCHOR (FIXED)
	PROPOSED PIPING GUIDE (ALLOWS AXIAL MOVEMENT)
EJ	PROPOSED PRESSURE BALANCED BALL TYPE EXPANSION JOINT (MOVEMENT COMPENSATOR)
FI	PROPOSED 5-INCH STORZ TYPE FIRE DEPARTMENT CONNECTION
	EXISTING UNDERGROUND WATER

BILL OF MATERIAL

Item	Unit	Quantity
FIRE STANDPIPE SYSTEM, LOCATION 1	L SUM	1
FIRE STANDPIPE SYSTEM, LOCATION 2	L SUM	1



ELEVATION
(ALONG SOUTH FACE - LOOKING NORTH)



PLAN



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WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USGM717780	DESIGNED - NC	REVISED -
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PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FIRE STANDPIPE PLAN 1

SHEET 2 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	931
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

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WSP USA Inc.

30 N. LA SALLE STREET

SUITE 400

CHICAGO, IL 60602

TEL: (312) 782-8150

FAX: (312) 782-1684

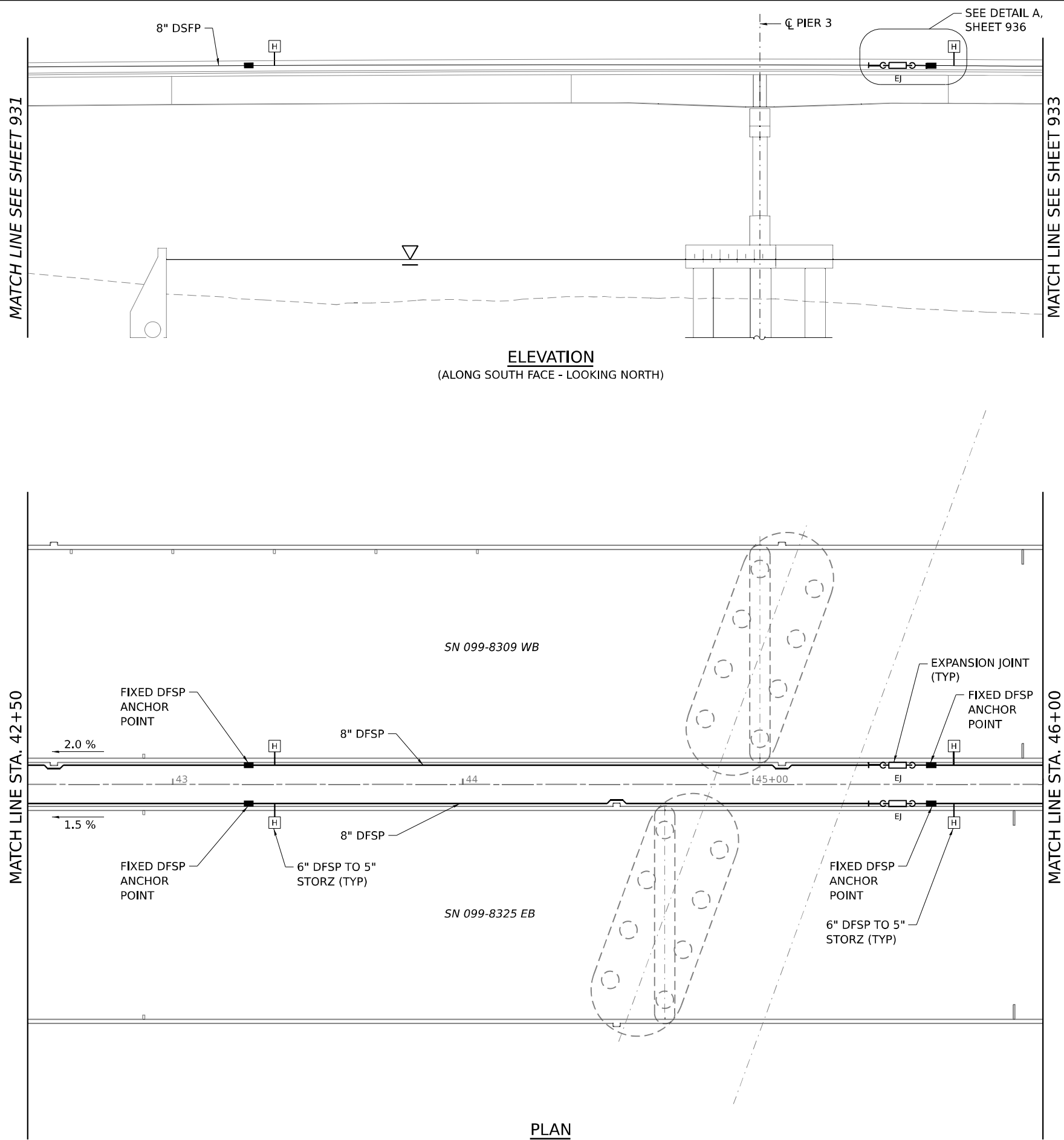
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PLOT DATE	= 11/5/2025	CHECKED	- PJL	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIRE STANDPIPE PLAN 2

SHEET 3 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	932
CONTRACT NO. 62R23				
		ILLINOIS	FED. AID PROJECT	



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WSP USA Inc.

30 N. LA SALLE STREET

SUITE 400

CHICAGO, IL 60602

TEL: (312) 782-8150

FAX: (312) 782-1684

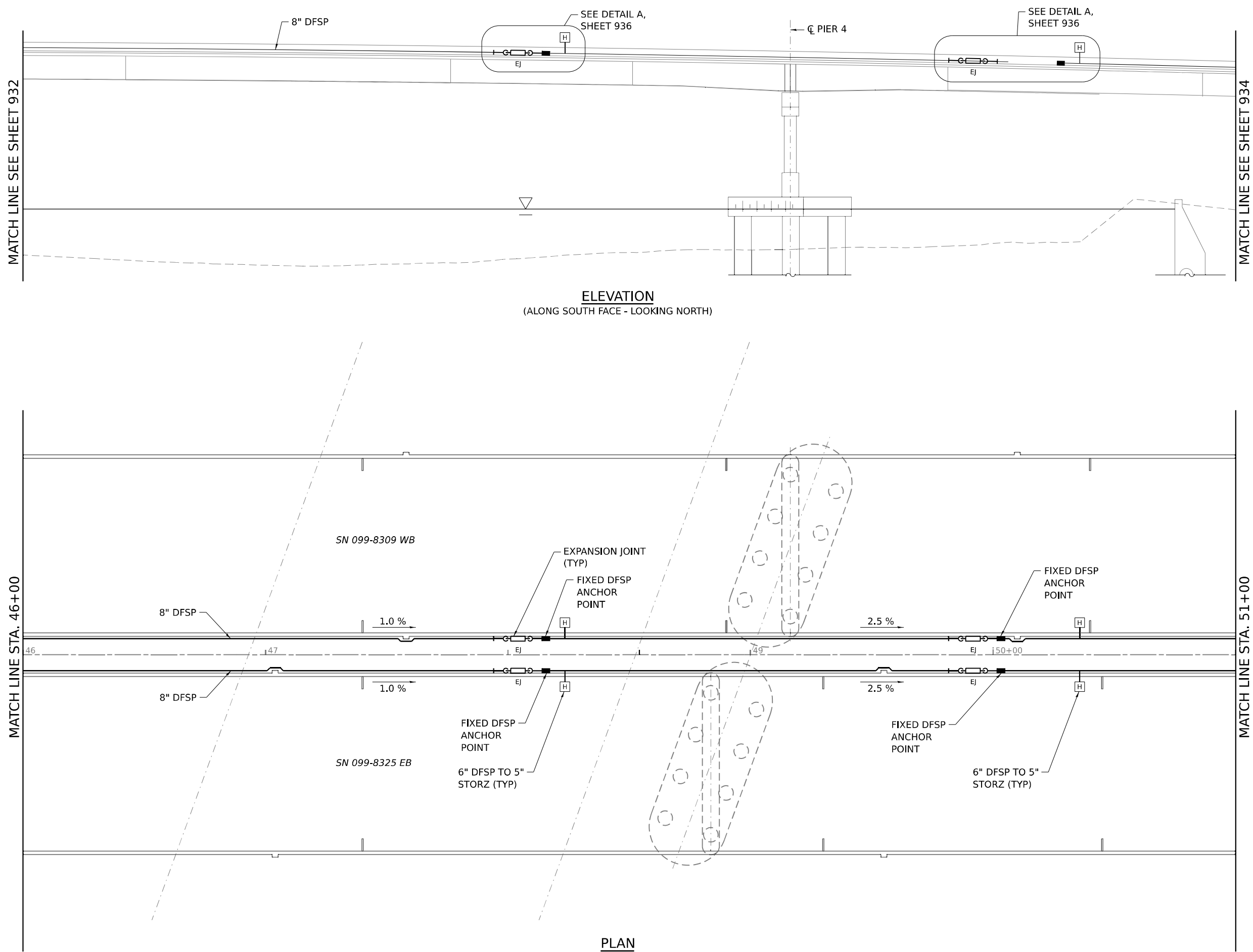
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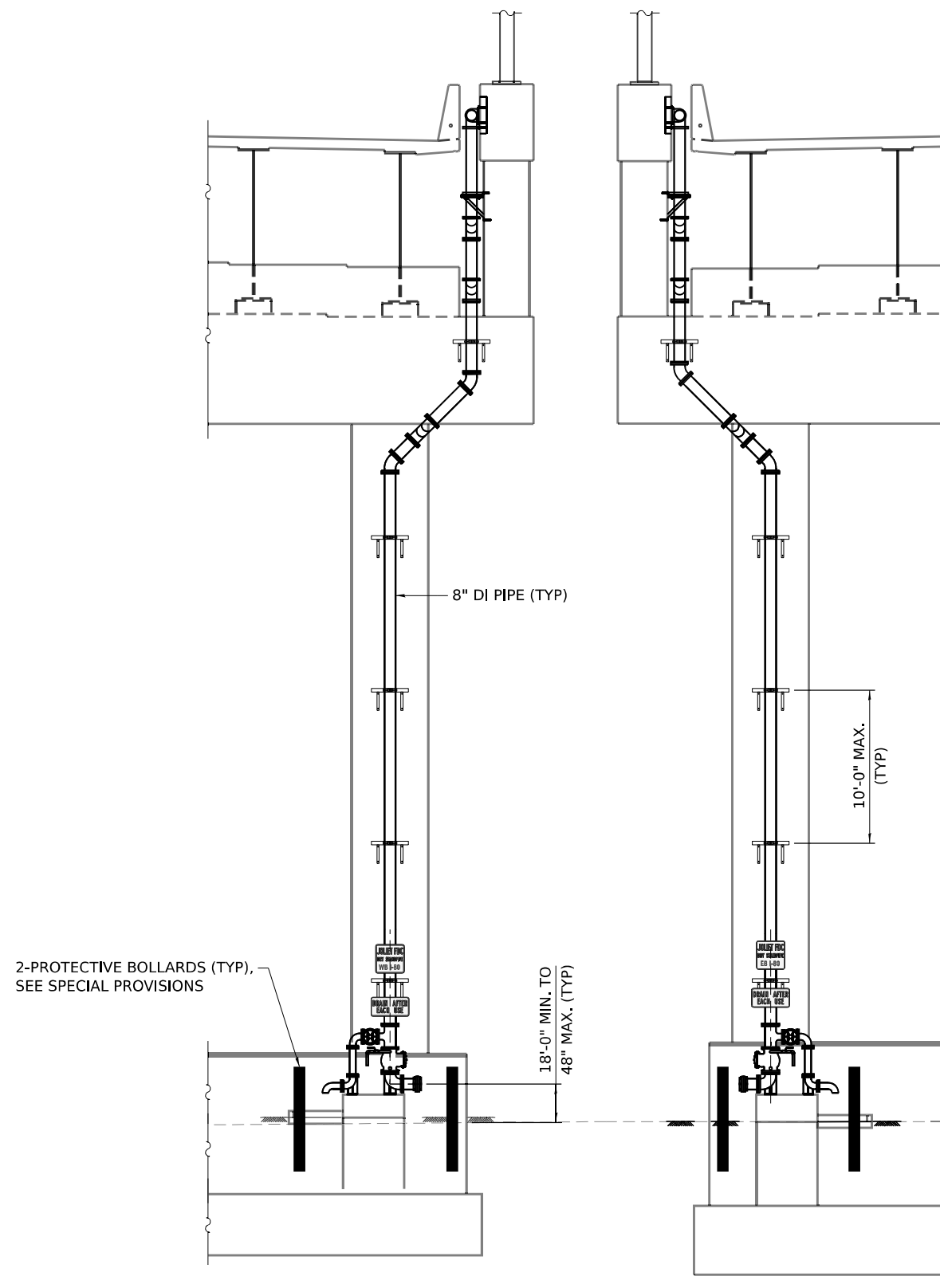
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

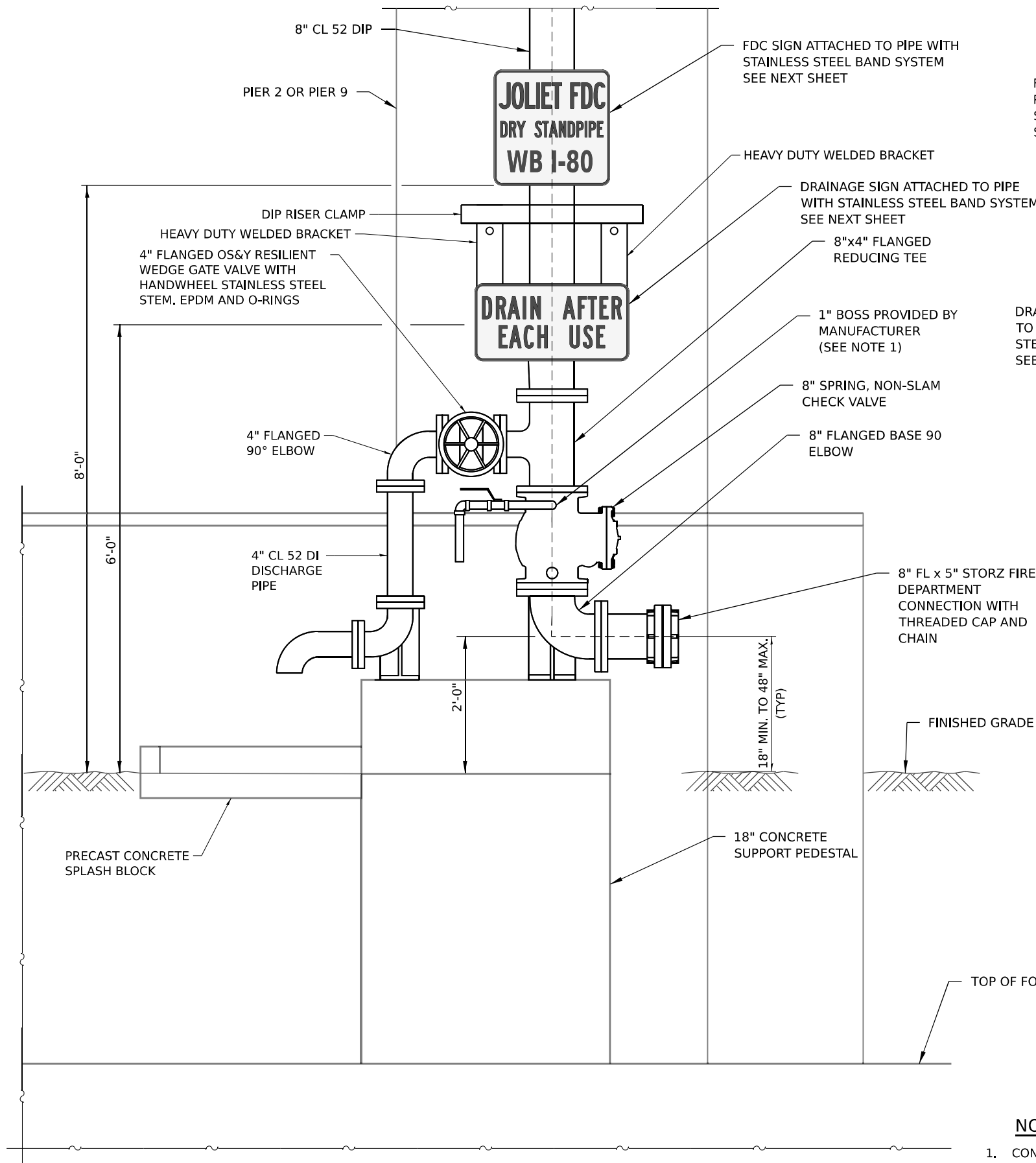
FIRE STANDPIPE PLAN 3

SHEET 4 OF 12 SHEETS

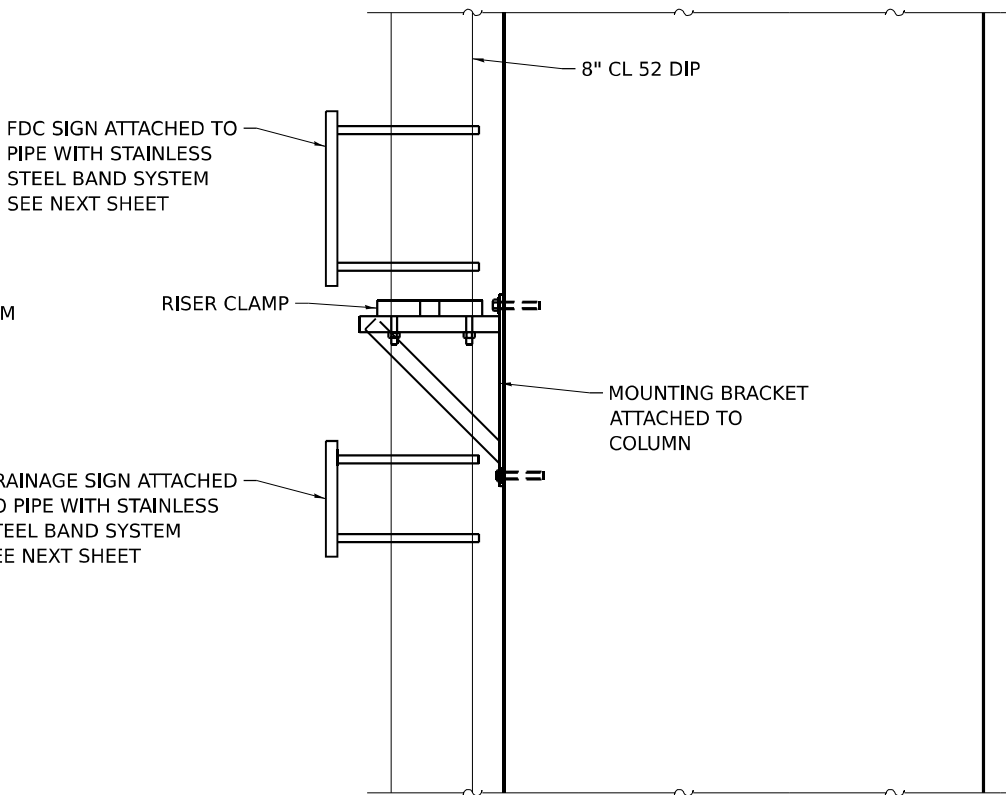
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I-80	FAI 80 21 STRUCTURE 2	WILL	1230	933
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				







TYPICAL FDC CONNECTION AT GRADE



TYPICAL RISER ELEVATION

NOTES:

1. CONTRACTOR SHALL FURNISH AND INSTALL 1" STAINLESS STEEL BALL VALVE AND PIPE TO DRAIN WATER BETWEEN TEE AND DOWNSTREAM SIDE OF SWING CHECK VALVE

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wsp
WSP USA Inc.
30 N. LA SALLE STREET
SUITE 400
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USGM717780	DESIGNED - NC	REVISED -
CHECKED - PJL	REVISOR -	
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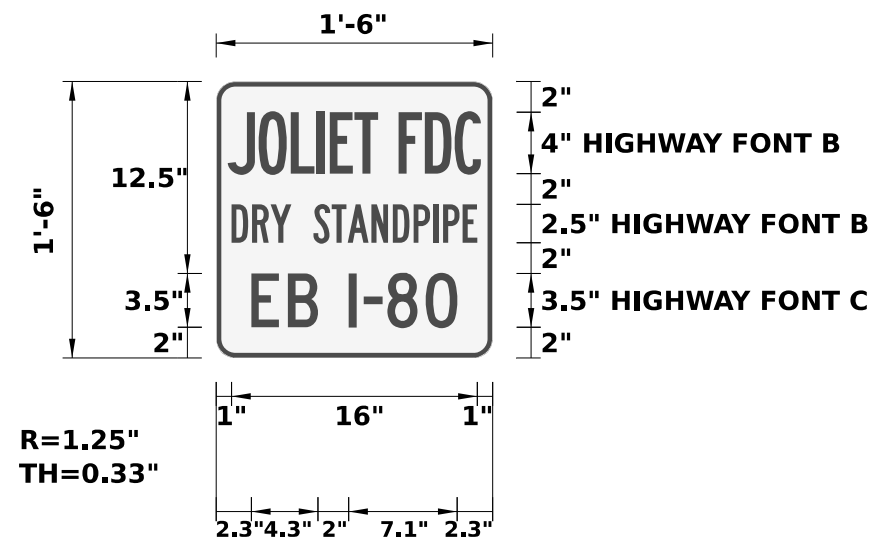
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FIRE STANDPIPE DETAILS 4

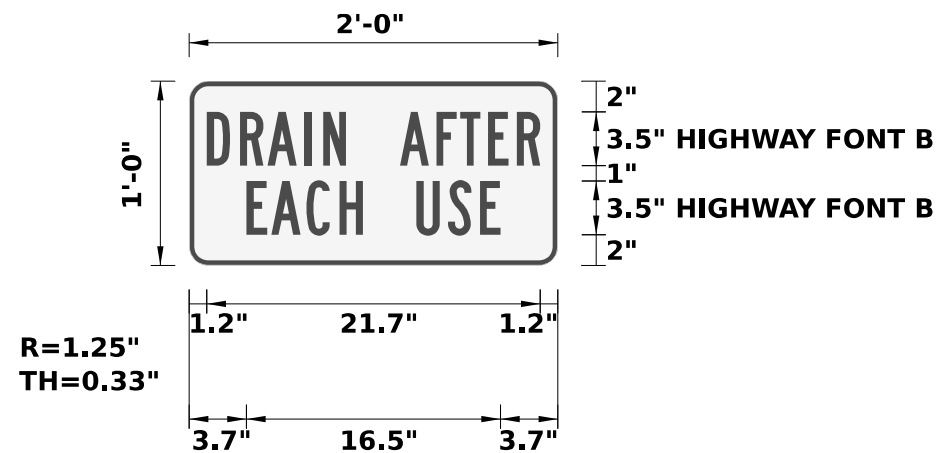
SHEET 10 OF 12 SHEETS

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

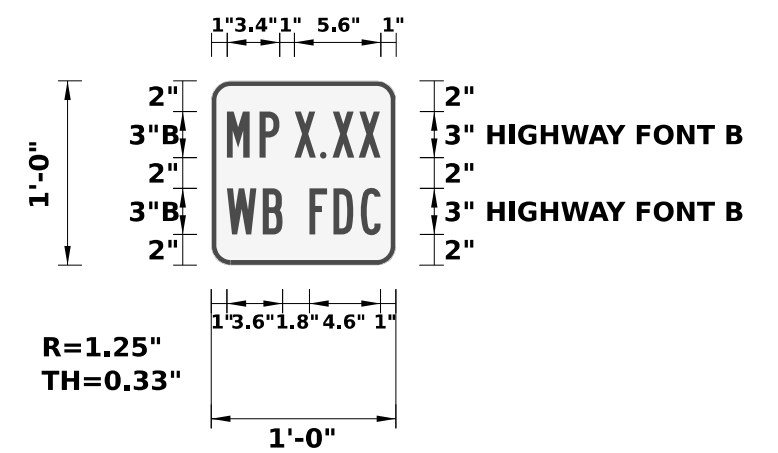
FDC SIGN EB
(WB SIGN SIMILAR)



DRAINAGE SIGN



**LOCATION IDENTIFIER SIGN WB
(EB SIGN SIMILAR)**



Existing Structure: S.N. 099-0056 (EB) and S.N. 099-0057 (WB) were built in 1964 under Federal Aid Interstate Route 80 Project I-80-4(13)133 Section 99-3B, I-80-4(56)133 Section 99-3 F&E, I-UI-80-4(57)133 Section 99-3P, and I-UI-80-4(57)133 Section 99-3D. The existing 27-span structures have total lengths of approximately 2,362'-6" (EB) and 2,300'-0" (WB). S.N. 099 0056 (EB) has an out to out width varying from 60'-0" to 48'-0" from the west abutment to span 6, and varying from 46'-7½" to 49'-6" from the truss span to the east abutment. S.N. 099-0057 (WB) has an out to out width varying from 74'-0" to 48'-0" from the west abutment to span 6, and varying from 46'-7½" to 65'-6" from the truss to the east abutment. The existing superstructures consist of a 3-span continuous, cantilever through truss over the Des Plaines River (Spans 7 through 9) and simple and continuous approach spans with steel beams and variable thickness deck (6 1/4" min.) and concrete overlay. The existing substructures consists of concrete abutments and multi-column or two column piers. Existing abutments are supported on steel piles and the piers are supported on spread footings. The existing structure is to be partially demolished where in conflict with the proposed structure in this contract and the remainder in a separate contract.

Stage construction shall be utilized to maintain traffic during construction.

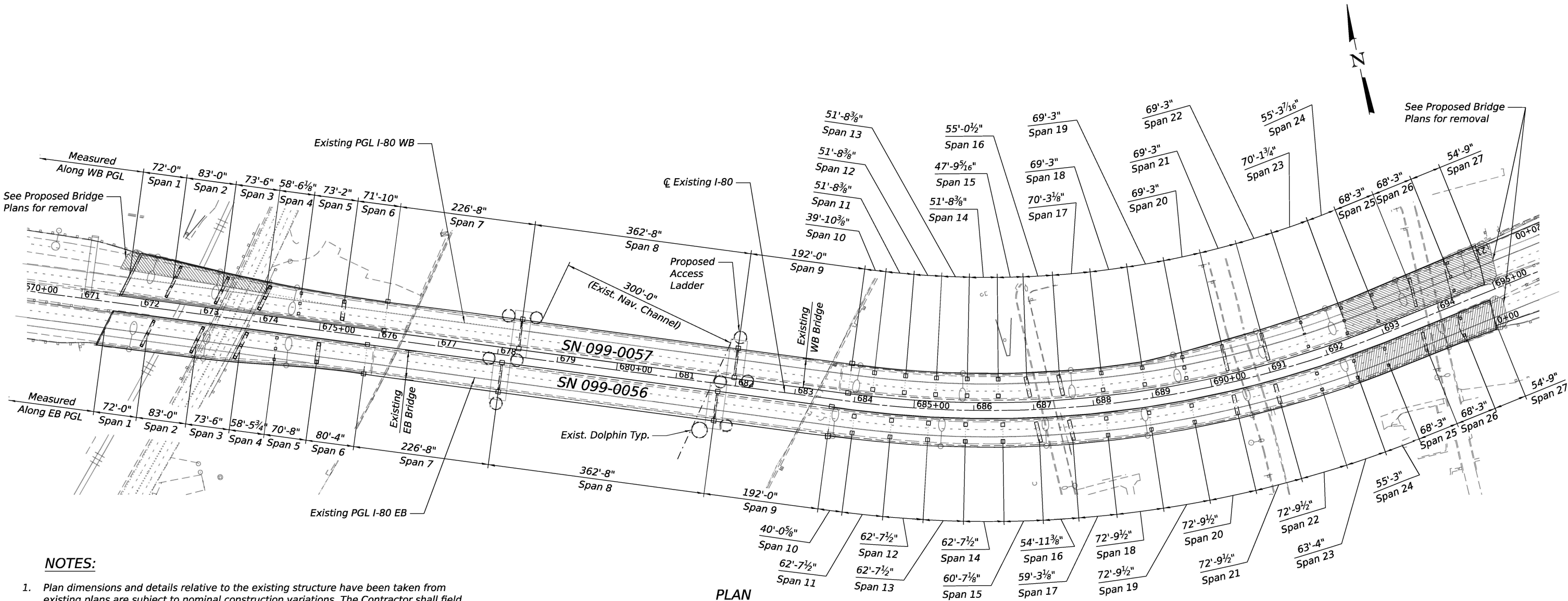
No salvage.

INDEX OF SHEETS

- 1. General Plan
- 2. Steel Repair Key Plan
- 3. Floorbeam Repair 1
- 4. Floorbeam Repair 2
- 5. Floorbeam Repair 3
- 6. Girder 9 End Repair
- 7. Access Ladder

TOTAL BILL OF MATERIAL

Item	Unit	Quantity
Access Ladder	Each	1
Structural Steel Repair	Pound	9,490
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	537
Deck Slab Repair (Partial)	Sq. Yd.	1,343



NOTES:

- 1. Plan dimensions and details relative to the existing structure have been taken from 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 2. Contractor shall not scale dimensions from the contract plans for construction purposes.
- 3. Deck slab repair areas are based upon 5% of the deck needing partial depth repairs, and 2% of the deck needing full depth repairs. Actual location and size of deck repairs shall be determined by the Engineer in the field at the time of construction and shown on As-built plans. See Special Provision "Bridge Deck Maintenance Patching".
- 4. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts ¾ in. diameter, holes 13/16 in. diameter, unless otherwise noted.
- 5. All structural steel shall be AASHTO M270 Grade 50.
- 6. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

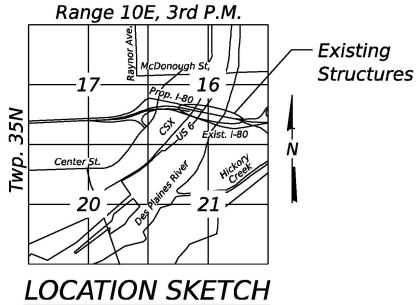
PLAN

SCOPE OF WORK

- 1. Perform partial or full depth deck slab repair.
- 2. Replace Access Ladder at Exist. Dolphin.
- 3. Perform structural steel repair.



Patrick J. Laux, P.E., S.E.
State of Illinois Lic. No. 081-007655
License Expires 11-30-2026.
This stamp applies to sheets 1 thru 7



LOCATION SKETCH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

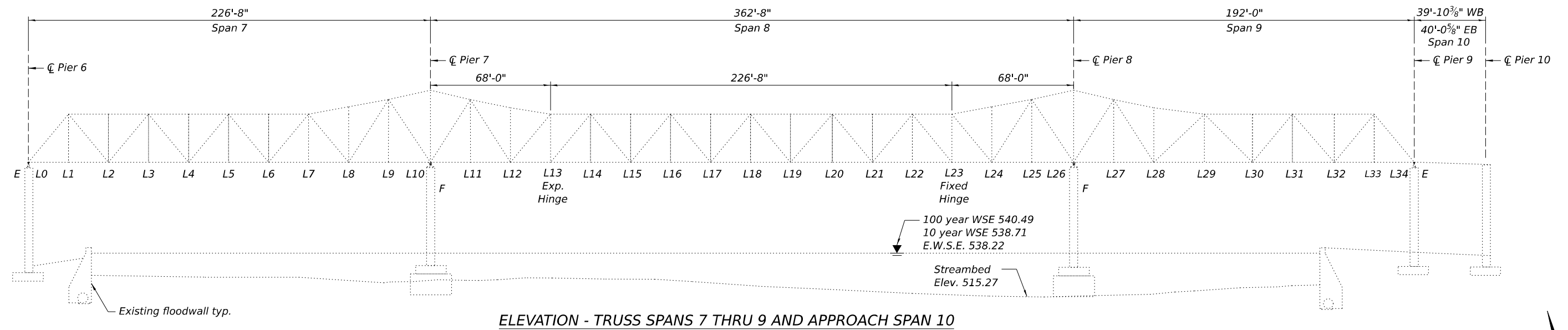
GENERAL PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 1 OF 7 SHEETS

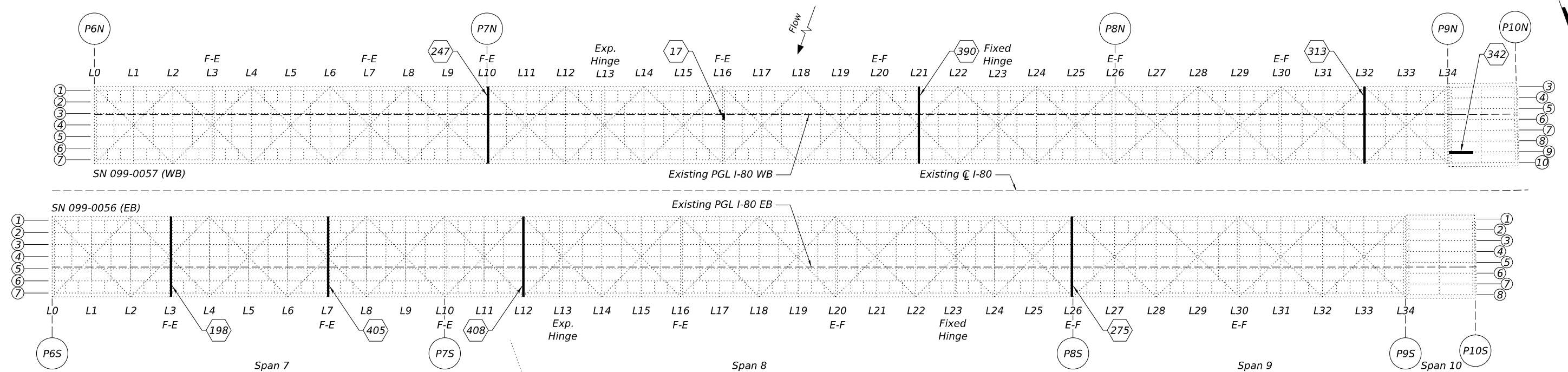
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	942
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

WSP USA Inc.
30 N. LUGANEE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1894

USER NAME = USSJ696614	DESIGNED - LAS	REVISED -
	CHECKED - PJL	REVISED -
PLOT SCALE = 166.667' / in.	DRAWN - GM	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -



ELEVATION - TRUSS SPANS 7 THRU 9 AND APPROACH SPAN 10



FRAMING PLAN - TRUSS SPANS 7 THRU 9 AND APPROACH SPAN 10

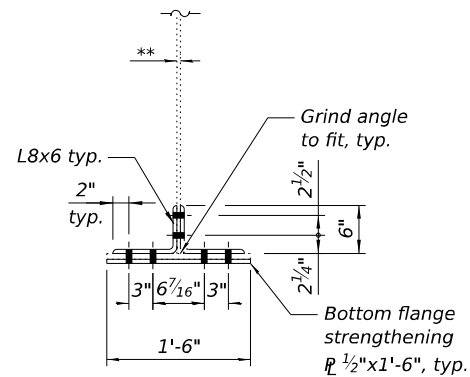
 - Repair Detail # from 2025 Inspection
(See Table for Locations)

TABLE OF REPAIR LOCATIONS

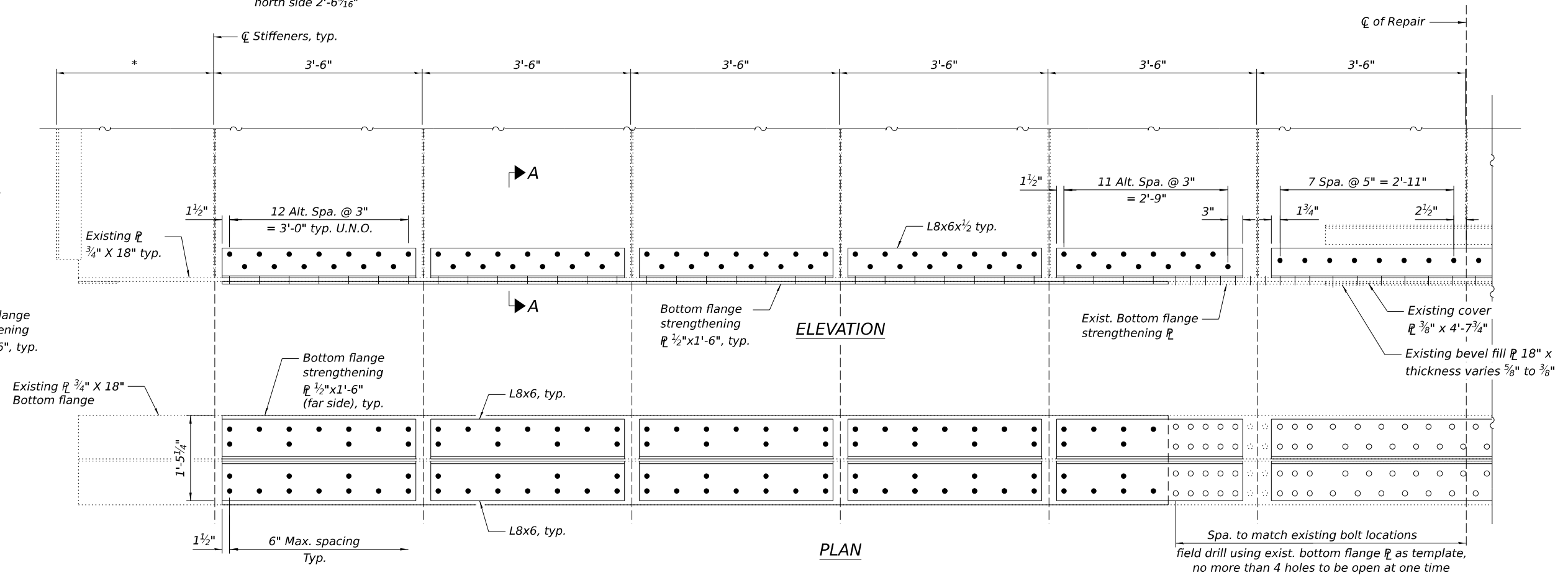
SN 099-0056 (EB)			SN 099-0057 (WB)		
Item	Span	F.B.	Item	Span	F.B.
198	7	3	247	7/8	10
405	7	7	17	8	16
408	8	12	390	8	21
275	8/9	26	313	9	32
			342	10	-

* Floorbeam 3 - Item 198-EB south side 2'-7¹/₁₆"
north side 2'-7³/₁₆"
Floorbeam 7 - Item 405-EB south side 2'-7¹/₁₆"
north side 2'-7³/₁₆"
Floorbeam 21 - Item 390-WB south side 2'-6¹/₁₆"
north side 2'-6³/₁₆"

** Floorbeam 3 - Item 198-EB web $\frac{7}{16}$ "
 Floorbeam 7 - Item 405-EB web $\frac{7}{16}$ "
 Floorbeam 21- Item 390-WB web $\frac{7}{16}$ "



SECTION A-A

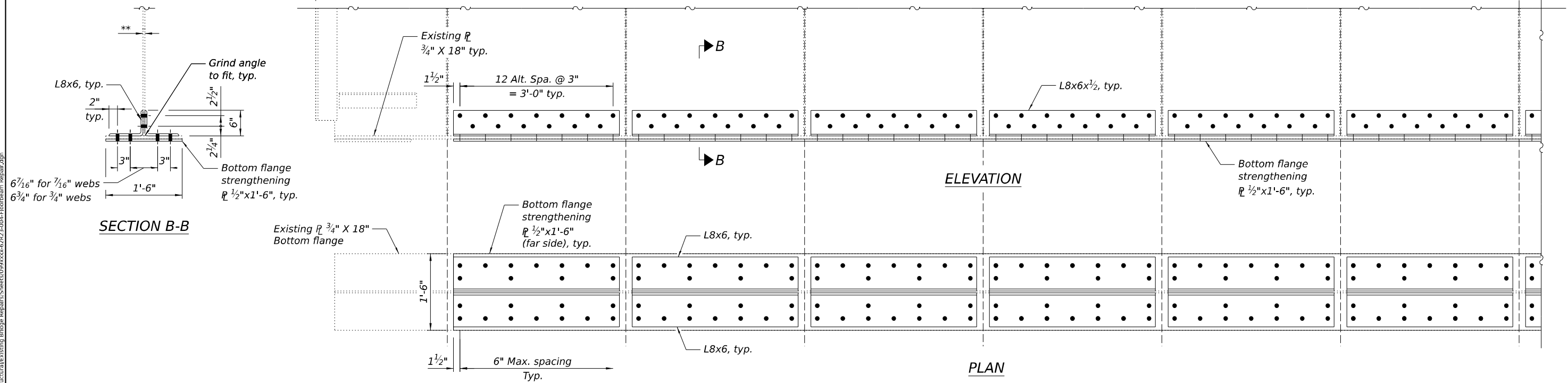


FLOORBEAM 3 (EB), 7 (EB) & 21 (WB)
BOTTOM FLANGE STRENGTHENING DETAIL
 (2025 NBIS Item 198-EB, 405-EB, and 390-WB)

Note:
Contact surfaces for all details on this sheet are to be cleaned and painted per the requirements of primary connections as per the special provision "Cleaning and Painting Contact Surface Area of Existing Steel Structures".

* Floorbeam 12 - Item 408-EB	south side = 2'-6 ¹¹ / ₁₆ "
	north side = 2'-6 ³ / ₁₆ "
Floorbeam 26 - Item 275-EB	south side = 2'-5 ⁵ / ₁₆ "
	north side = 2'-4 ¹³ / ₁₆ "
Floorbeam 32 - Item 313-WB	south side = 2'-7 ¹ / ₁₆ "
	north side = 2'-6 ⁹ / ₁₆ "

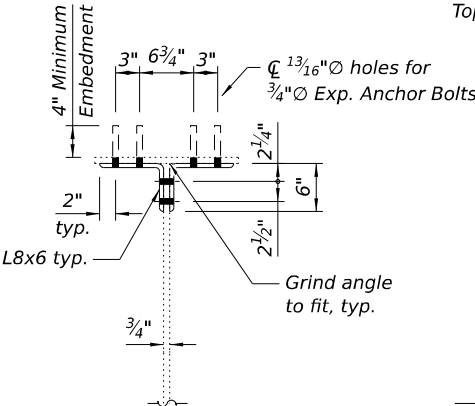
** Floorbeam 12 - Item 408-EB web = $\frac{7}{16}$ "
 Floorbeam 26 - Item 275-EB web = $\frac{3}{4}$ "
 Floorbeam 32 - Item 313-WB web = $\frac{3}{4}$ "



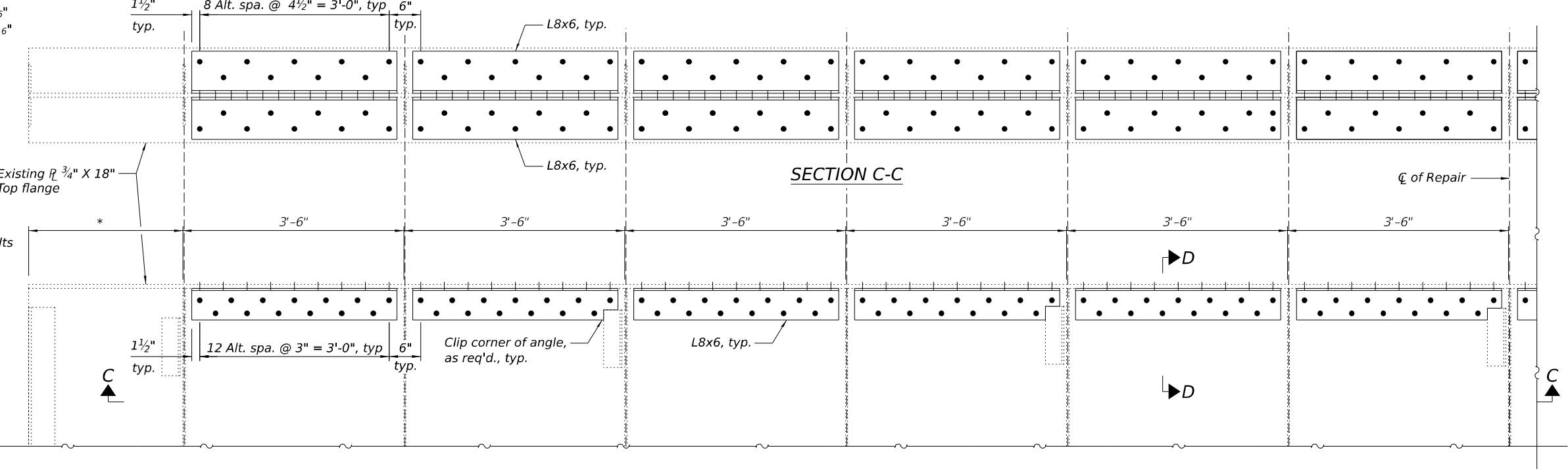
FLOORBEAM 12 (EB), 26 (EB) & 32 (WB)
BOTTOM FLANGE STRENGTHENING DETAIL
(2025 NBIS Item 408-EB, 275-EB, and 313-WB)

Note:
Contact surfaces for all details on this sheet are to be cleaned and painted per the requirements of primary connections as per the special provision "Cleaning and Painting Contact Surface Area of Existing Steel Structures".

* Floorbeam 10 - Item 247-WB south side = 2'-5 5/16" north side = 2'-4 13/16"

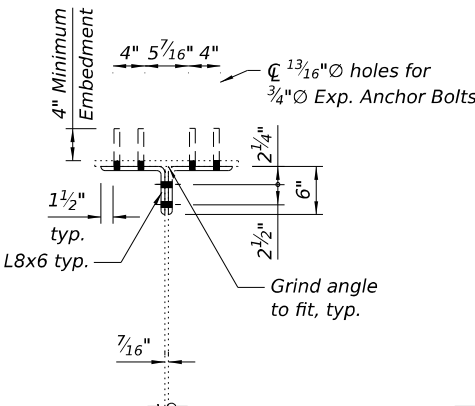


SECTION D-D

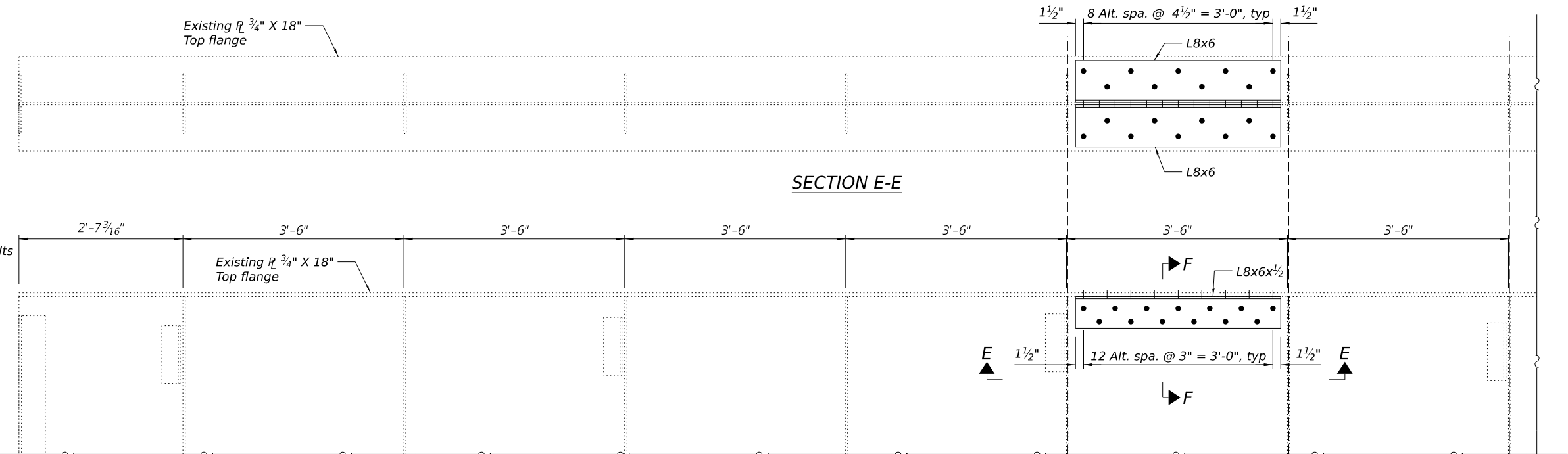


ELEVATION
(Looking at West Face of Floorbeam 10)
FLOORBEAM 10 (WB) TOP FLANGE
STRENGTHENING DETAIL
(2025 NBIS Item 247-WB)

Notes:
Field drill 1 3/16 inch diameter holes 4 inch minimum into existing concrete and install 3/4 inch diameter Expansion Anchor Bolts with minimum pull out capacity of 1.5 kips. Expansion Anchor Bolts shall be carbon steel. Cost included with Structural steel repair.
Contact surfaces for all details on this sheet are to be cleaned and painted per the requirements of primary connections as per the special provision "Cleaning and Painting Contact Surface Area of Existing Steel Structures".



SECTION F-F



ELEVATION
(Looking at West Face of Floorbeam 16)
FLOORBEAM 16 TOP FLANGE
STRENGTHENING DETAIL
(2025 NBIS Item 17-WB)

MODEL: Default
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wsp
WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1084

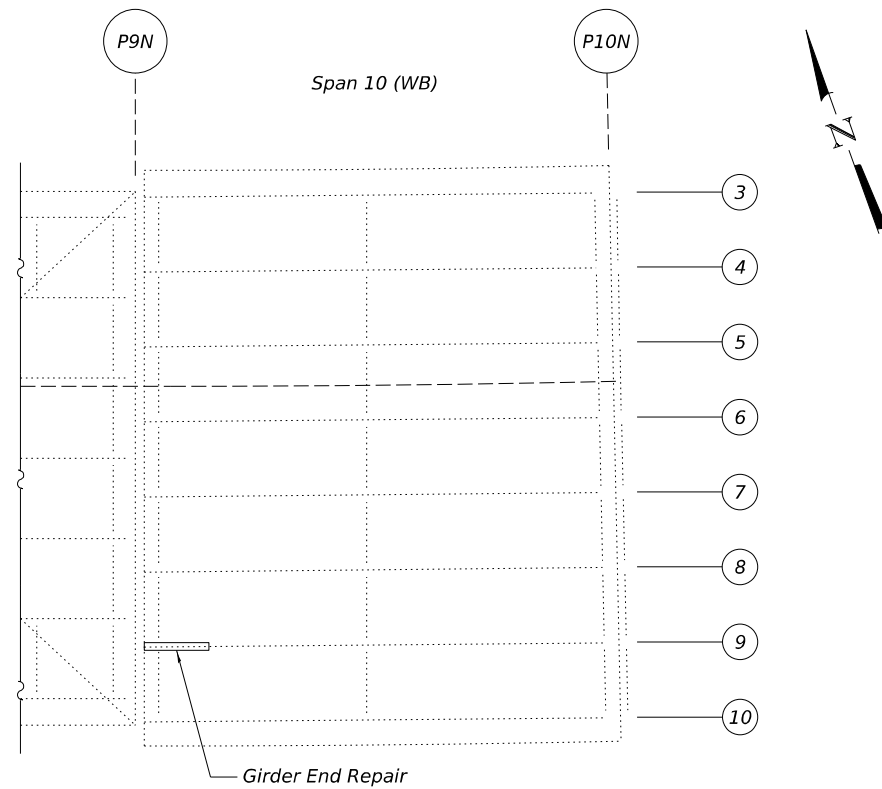
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		CHECKED	- PJL	REVISED	-
PLOT SCALE	= 0:2' = 1" / in.	DRAWN	- GM	REVISED	-
PLOT DATE	= 11/5/2025	CHECKED	- PJL	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

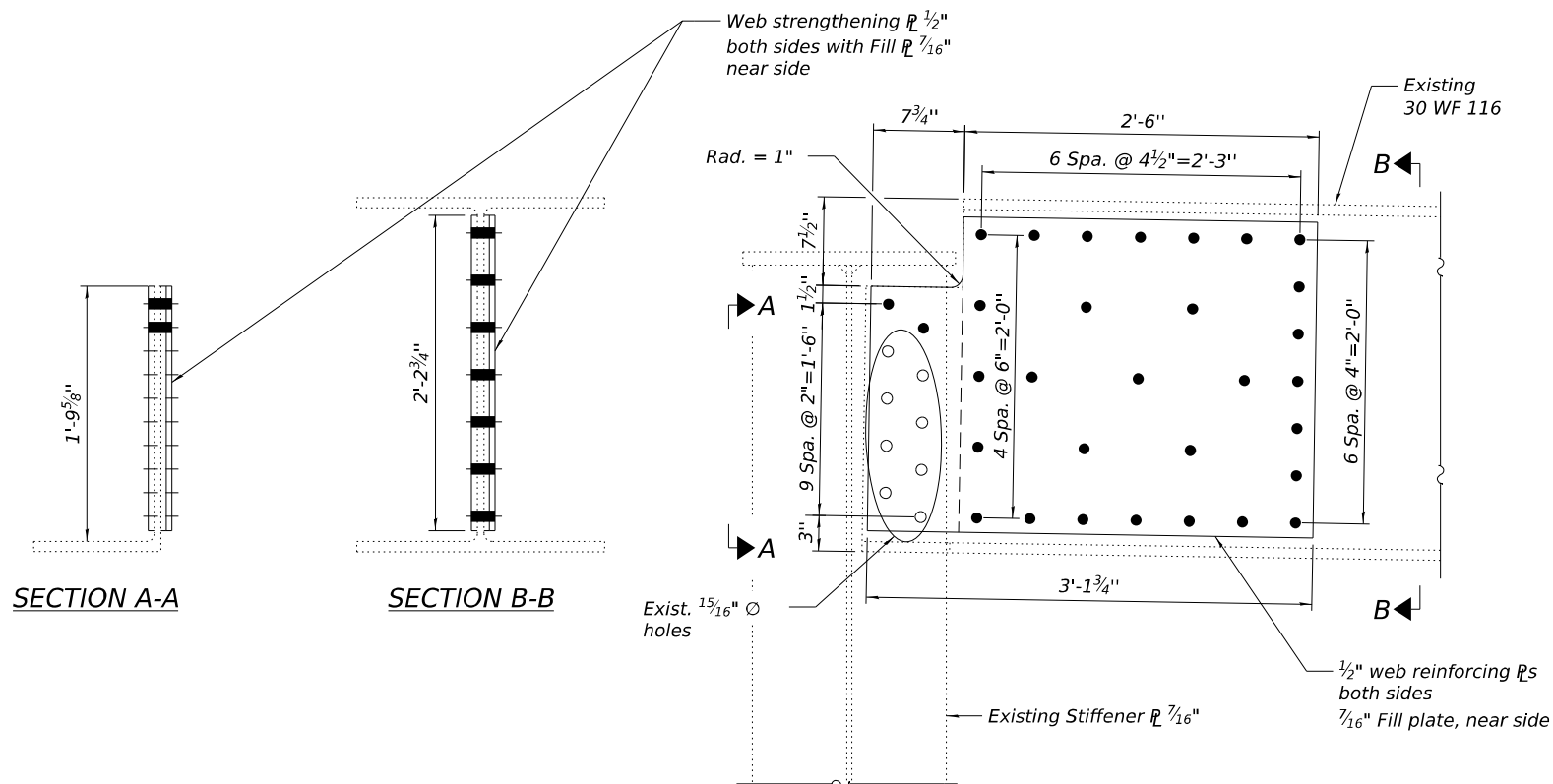
FLOORBEAM REPAIR 3
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 5 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	946
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				



PLAN



GIRDER 9 END REPAIR DETAIL
(2025 NBIS Item 342)
(Looking North)

MODEL Default:
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wsp
WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED - LAS	REVISED -
CHECKED - PJL	CHECKED - PJL	REVISED -
PLOT SCALE = 0.2" = 1' / in.	DRAWN - GM	REVISED -
PLOT DATE = 11/5/2025	CHECKED - PJL	REVISED -

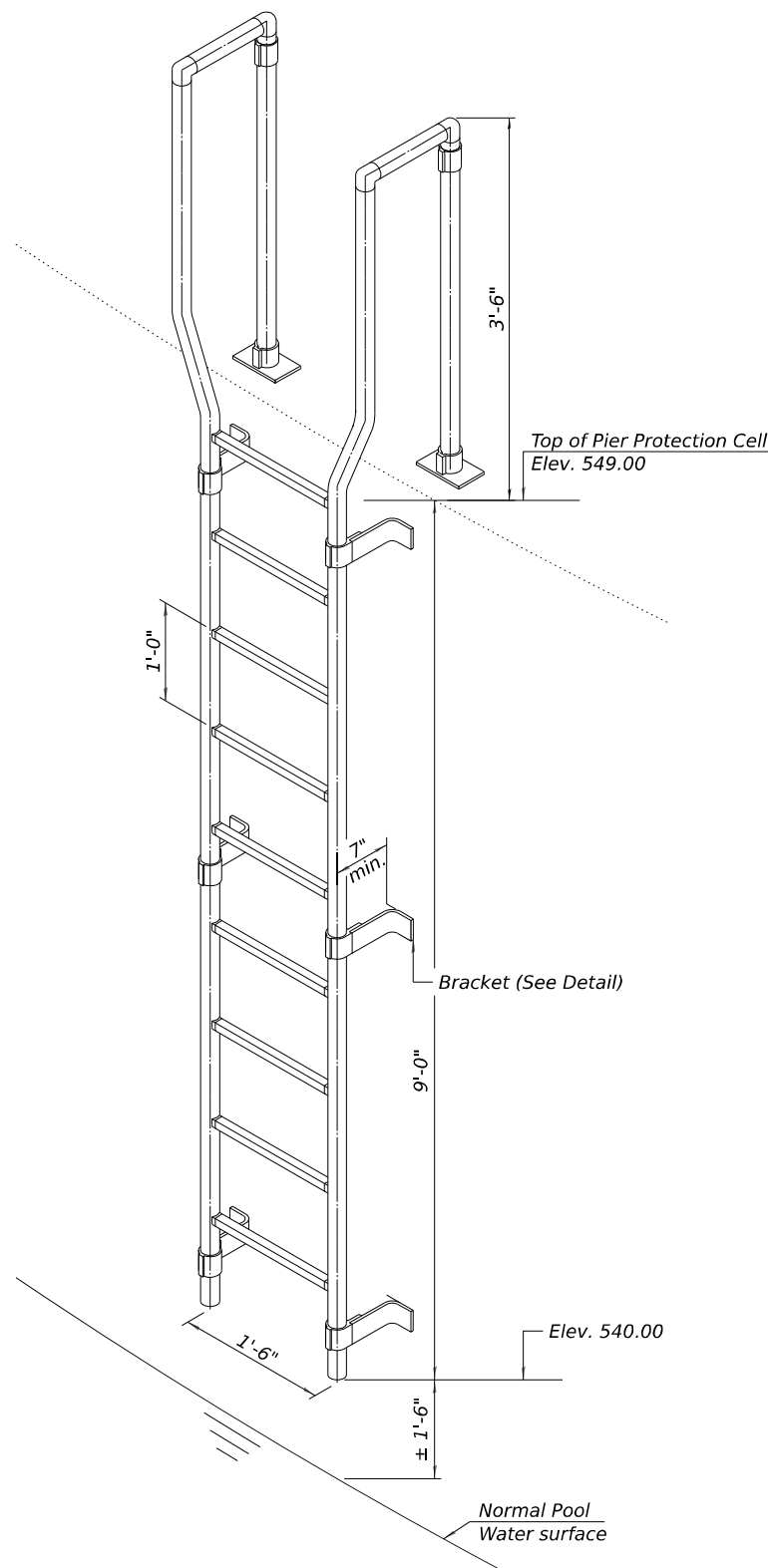
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GIRDER 9 END REPAIR
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB**

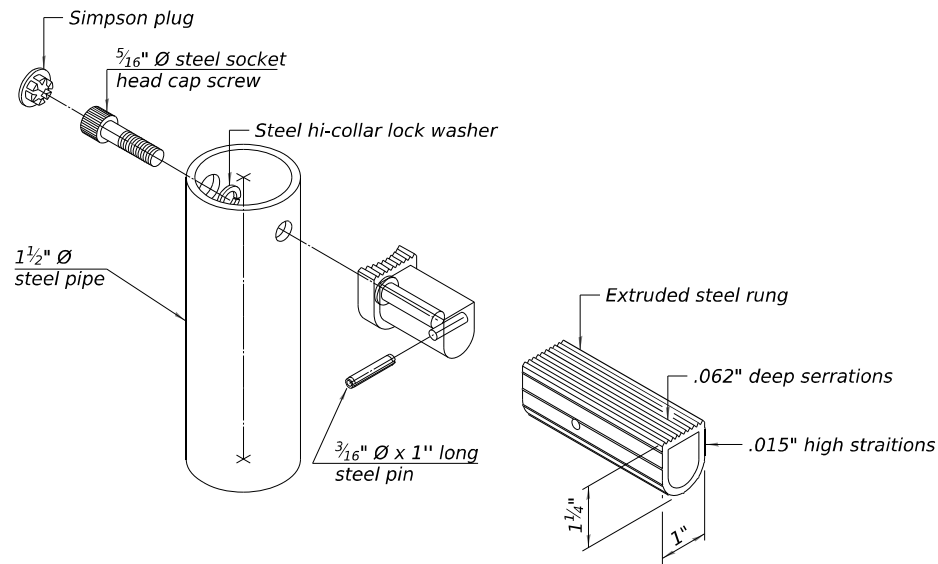
SHEET 6 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	947
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

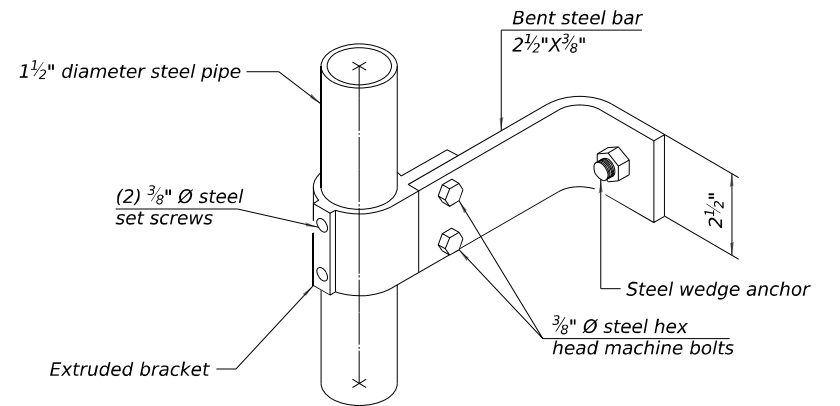
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TYPICAL LADDER ELEVATION



DETAIL OF LADDER RUNG



DETAIL OF LADDER BRACKET



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

USER NAME = USSJ696614
DESIGNED - LAS
CHECKED - PJL
PLOT SCALE = 0.17' / in.
DRAWN - GM
CHECKED - PJL
PLOT DATE = 11/5/2025

DESIGNED - LAS
CHECKED - PJL
DRAWN - GM
CHECKED - PJL

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ACCESS LADDER
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 7 OF 7 SHEETS

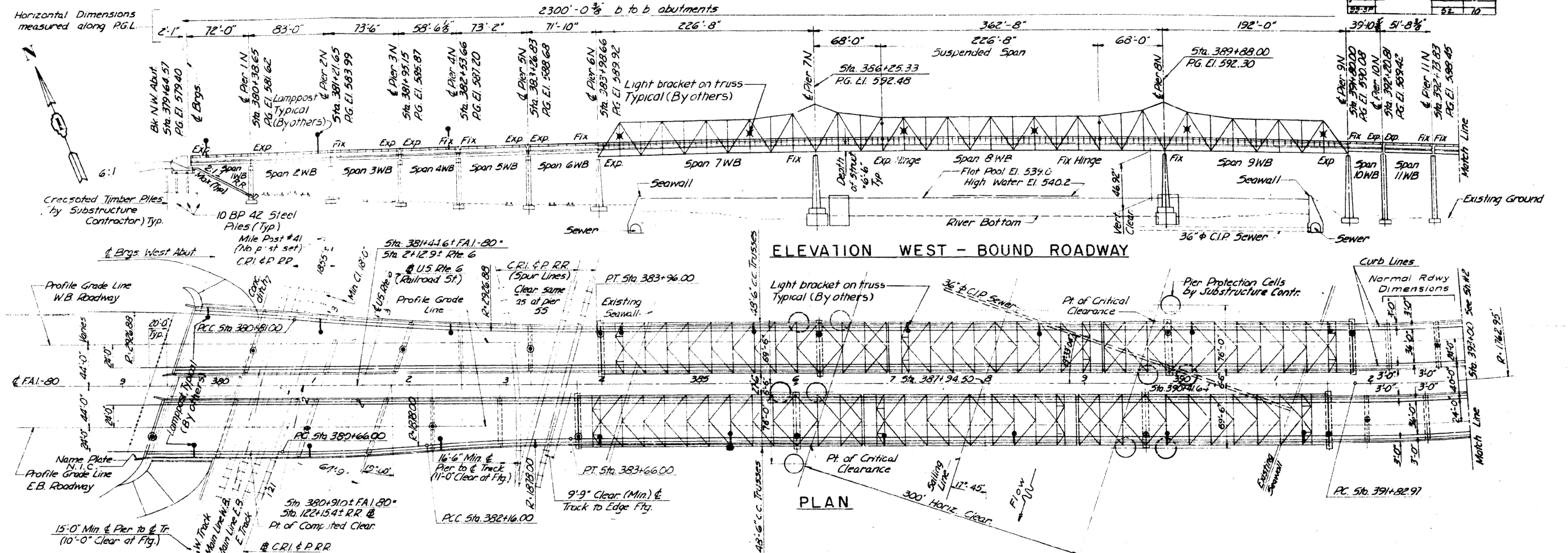
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	948
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

Bench Mark No 546A: Cross station marker on West Seawall, Illinois Waterway Sta. 52+69.34 Elev. marked 542.61

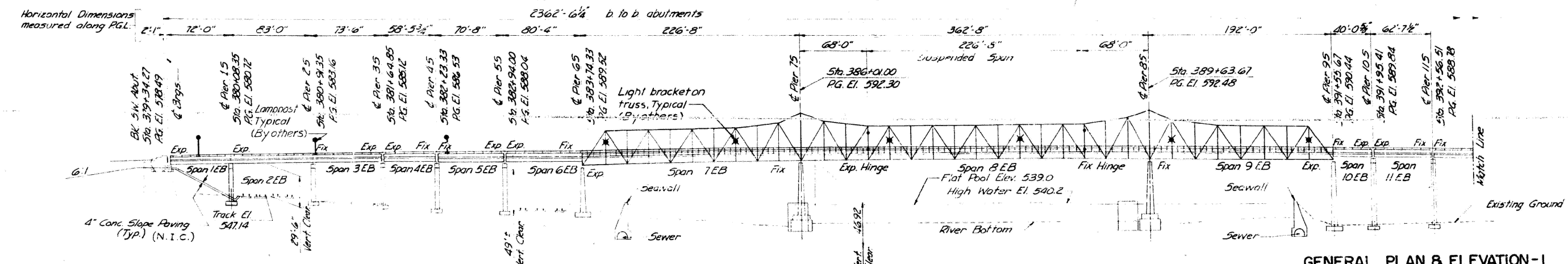
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SEC.	COUNTY	TO	SHEET NO.
FAI-80	99-30	WILL	58	10
PROJ. NO.	UI-80-4(57)133			
SECTION	99-30-EFF-P			
DATE	Dec 26, 1960			

SHEET NO. 1 OF 70 SHEETS



PLAN



ELEVATION EAST - BOUND ROADWAY

GENERAL PLAN & ELEVATION-I
TWIN BRIDGES OVER DES PLAINES RIVER

FAI-80 STA 367+94.50
FAI ROUTE 80
SECTION 99-30-EFF-P
SCALE 1" = 50'
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

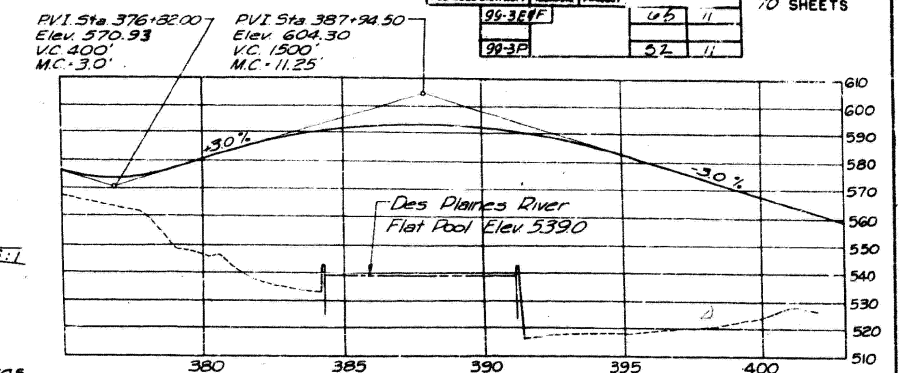
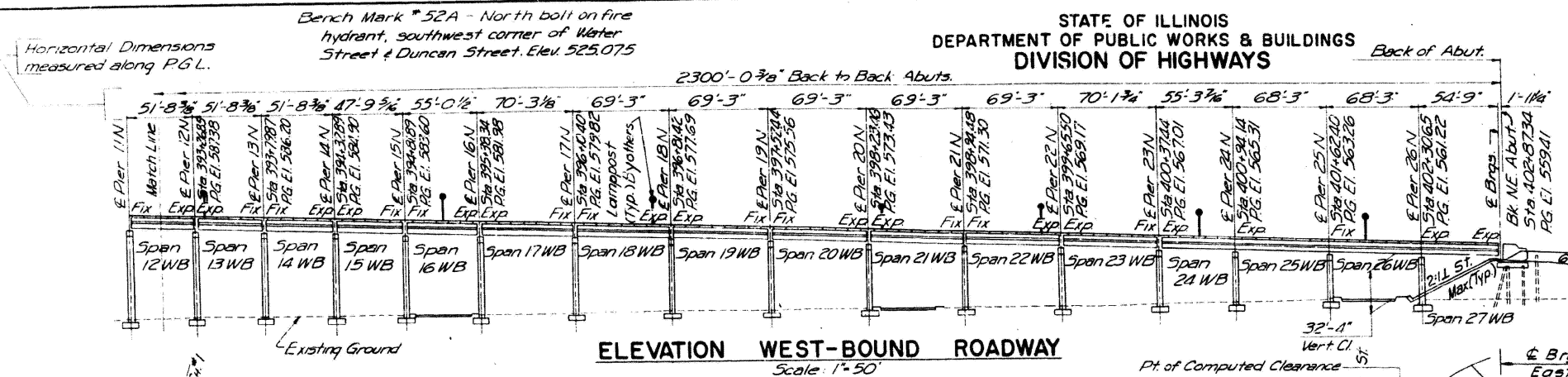
Note: Sheet numbers referred to in all cross references on the structural drawings are the numbers outside the Federal Aid block in the upper right hand corner of each sheet.

DESIGNED	H.M.
CHECKED	J.T.L.
DRAWN	R.D.F.
CHECKED	H.M. T.L.U.

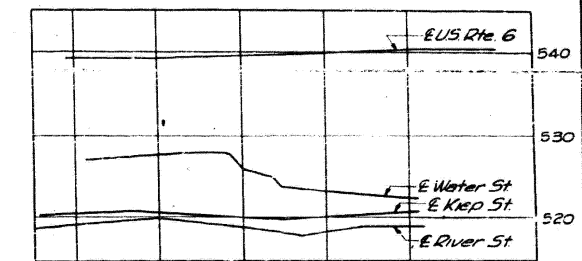
Note:
West Abutments and Piers 1 1/4 & 2 3/4 are parallel to Piers 3 3/4
Piers 15 3/4 & 16 3/4 are parallel to the River St
Piers 23 3/4, 24 3/4, 25 3/4, 26 3/4, 27 3/4, 28 3/4, 29 3/4, 30 3/4, 31 3/4, 32 3/4, 33 3/4, 34 3/4, 35 3/4, 36 3/4, 37 3/4, 38 3/4, 39 3/4, 40 3/4, 41 3/4, 42 3/4, 43 3/4, 44 3/4, 45 3/4, 46 3/4, 47 3/4, 48 3/4, 49 3/4, 50 3/4, 51 3/4, 52 3/4, 53 3/4, 54 3/4, 55 3/4, 56 3/4, 57 3/4, 58 3/4, 59 3/4, 60 3/4, 61 3/4, 62 3/4, 63 3/4, 64 3/4, 65 3/4, 66 3/4, 67 3/4, 68 3/4, 69 3/4, 70 3/4, 71 3/4, 72 3/4, 73 3/4, 74 3/4, 75 3/4, 76 3/4, 77 3/4, 78 3/4, 79 3/4, 80 3/4, 81 3/4, 82 3/4, 83 3/4, 84 3/4, 85 3/4, 86 3/4, 87 3/4, 88 3/4, 89 3/4, 90 3/4, 91 3/4, 92 3/4, 93 3/4, 94 3/4, 95 3/4, 96 3/4, 97 3/4, 98 3/4, 99 3/4, 100 3/4, 101 3/4, 102 3/4, 103 3/4, 104 3/4, 105 3/4, 106 3/4, 107 3/4, 108 3/4, 109 3/4, 110 3/4, 111 3/4, 112 3/4, 113 3/4, 114 3/4, 115 3/4, 116 3/4, 117 3/4, 118 3/4, 119 3/4, 120 3/4, 121 3/4, 122 3/4, 123 3/4, 124 3/4, 125 3/4, 126 3/4, 127 3/4, 128 3/4, 129 3/4, 130 3/4, 131 3/4, 132 3/4, 133 3/4, 134 3/4, 135 3/4, 136 3/4, 137 3/4, 138 3/4, 139 3/4, 140 3/4, 141 3/4, 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ROUTE NO	SEC	COUNT	TOTAL SHEETS	SHEET NO
FAL-80	99-5D	WILL	58	11
NO SOLD DIST. SHTS. MISSING PROPERTY				
	99-3EF		45	11
	99-3P		52	11

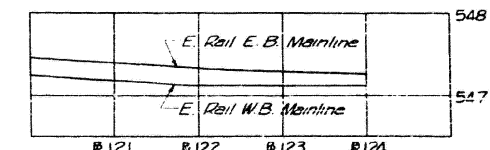
SHEET NO. 2 OF 70 SHEETS



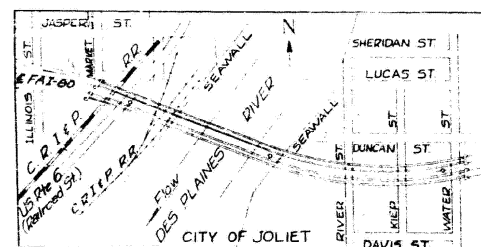
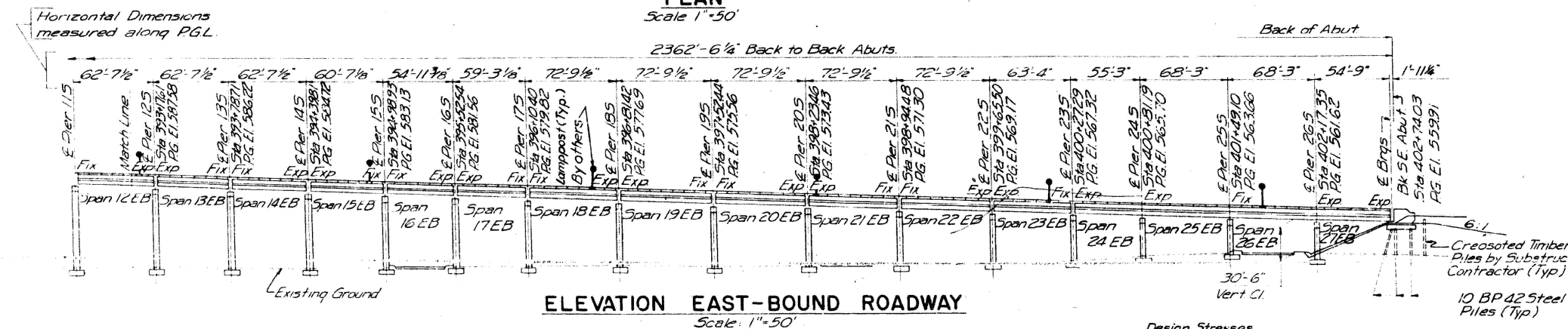
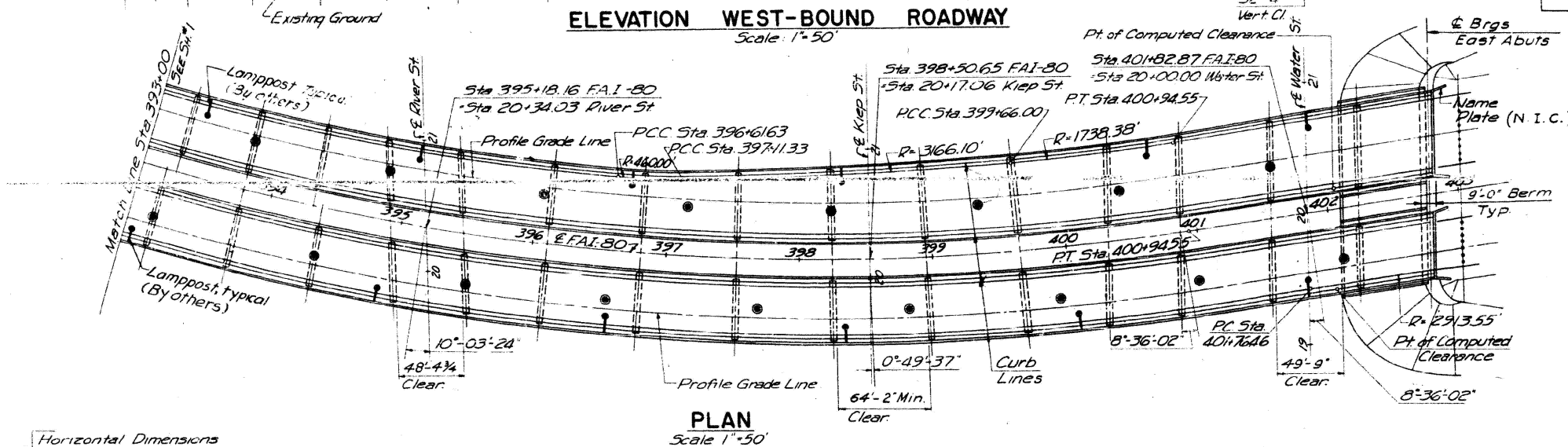
PROFILE GRADE F.A.I.-80
Scale: Horiz. 1"=300'-Vert. 1"=30'



EXISTING PROFILE GRADES
U.S. ROUTE 6, RIVER ST., KIEP ST., & WATER ST.
 Scale: Horiz. 1"=100'-Vert. 1"=10'



C.R.I.&P. R.R. MAINLINE PROFILE
Scale: Horiz. 1"=100'-Vert 1"=1'



LOCATION PLAN
No Scale

Design Stresses
Reinforced Concrete
 $f'_c = 3500 \text{ psi}$
 $f_c = 1400 \text{ psi}$
 $f_s = 20,000 \text{ psi}$
 $n = 10$

Structural Steel
Axial Tension
Axial Compression
AASHTO - 1961

Design Loading
H20-S16-44 & Alternate

Carbon
18,000
15,000 -- $\frac{1}{4}$ $\frac{1}{2}$
1.4.2

Low-Alloy
27,000
 $22,000 - 0.56 \frac{L^2}{r^2}$
R 1.47

GENERAL PLAN & ELEVATION-2
TWIN BRIDGES OVER DES PLAINES RIVER

FAI.-80 STA. 387+94.50
FAI ROUTE 80 PROJECT
SECTION 99-3-D-E-F-P WILL COUNTY
SCALE As Noted DATE Dec 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

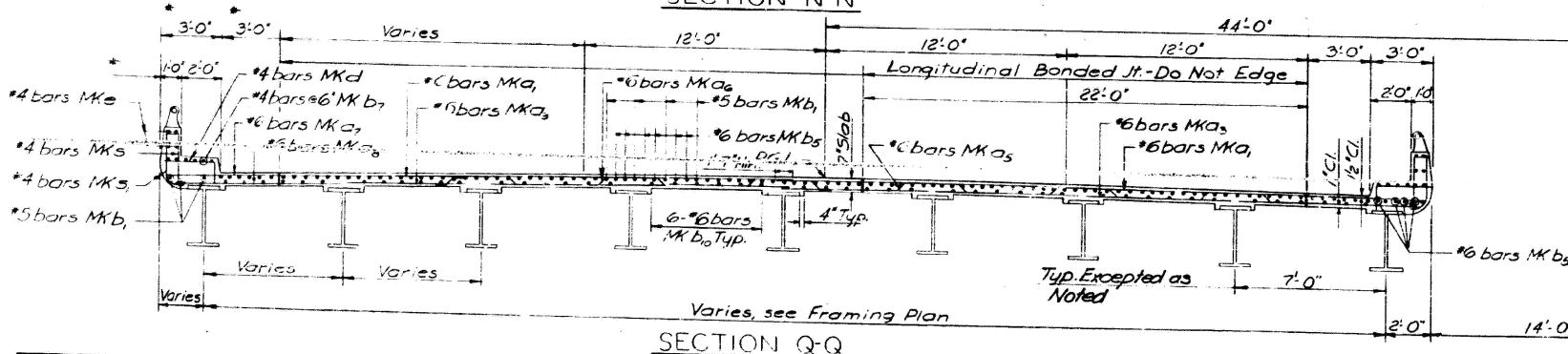
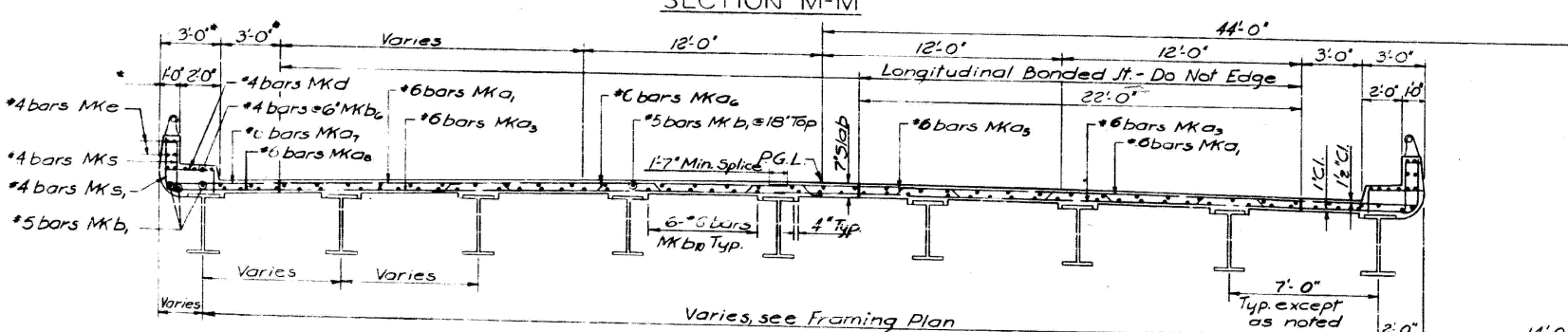
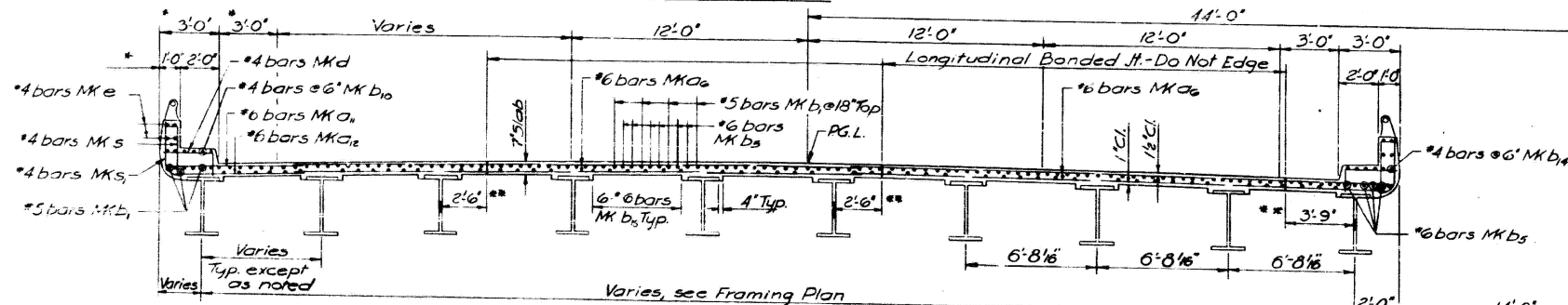
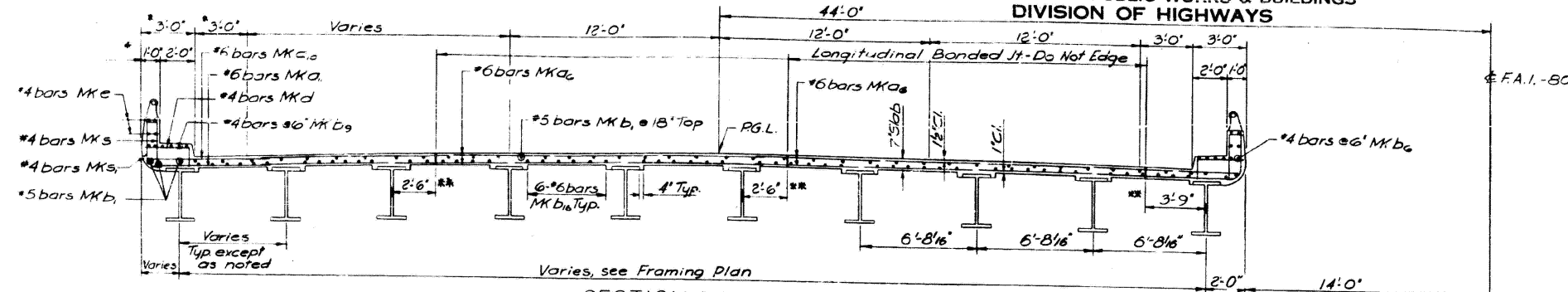
EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	950
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-30	WILL	58	12
FED. ROAD DIST. NO. 1	ILLINOIS	PROJECT	65	12
99-30			52	12

SHEET NO. 5
70 SHEETS



DESIGNED	
CHECKED	
DRAWN	M.M.
CHECKED	J.P.S.

* Dimension normal to curb line
** Dimension to Stringer to Long. Bonded Jt.
Measured Normal to Stringer

NOTE:
For Curb & Drain details see sh. 14
For bars MKe, see sh. 28, 29 & 30
Dimensions are normal to FAI-80
except as noted.
For Superelevation Data, see sh. 13
For parapet details at lamp posts, see sh. 5C.

WEST APPROACH SPANS
CROSS-SECTIONS - I
FAI-80 OVER DES PLAINES RIVER
STA 387 + 94.50

FAI ROUTE 80
SECTION 99-30-E&F-P
Scale: None
PROJECT
WILL COUNTY
Date: Dec 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

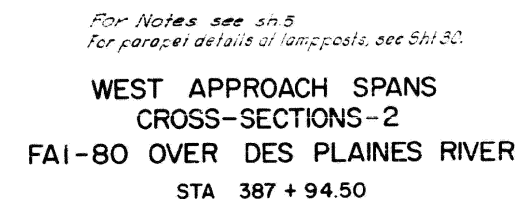
SHEET 3 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	951
				CONTRACT NO. 62R23
				ILLINOIS FED. AID PROJECT

USER NAME	U55J696614	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 11/5/2025	DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-

ROUTE NO.	FE 100	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-30	WILL	30	15
	99-3E7F		63	13
FED. ROAD NO.	ILLINOIS	PROJECT		
99-3P			32	14

SHEET NO. 6
70 SHEETS



FAI ROUTE 80
SECTION 99-3D-E4F-P
Scale: None

PROJECT
WILL COUNTY
Date: Dec 28, 1960

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

FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	952
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:/transystems-pw.bentley.com/transyscorp-pw1-hosted/Documents/Projects 2018/CH401/401180022/03-WSP/CAD/62R23-RB-1/Sheets/Structural/Existing Plans/Sheets/0998309-62R23-Existnq05.dgn

BILL OF MATERIALS
WEST APPROACH SPANS

Structural Steel Includes weight of Rockers, Bolsters, Bearing plates, Lead plates, Pintles and Anchor Bolts. Estimated Weight of these items is as follows:

E.B. Roadway :	27,100*
W.B. Roadway :	30,522*

SPAN	STUDS REQUIRED **	
NUMBER	3" ROADWAY	6" ROADWAY
4	1,810	1,764
5	1,871	1,902
6	1,840	1,936

****The quantity of studs shown in the table above is included in the weight of structural steel in the Bill of Materials**

For Notes, see sh. 5
For parapet details at lampposts, see Sht 30.

FAI ROUTE 80 PROJECT
SECTION 99-3D-EFF-P WILL COUNTY
Scale: None Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N. Y. CRYSTAL LAKE, ILL.

* Dimension normal to Curbline.

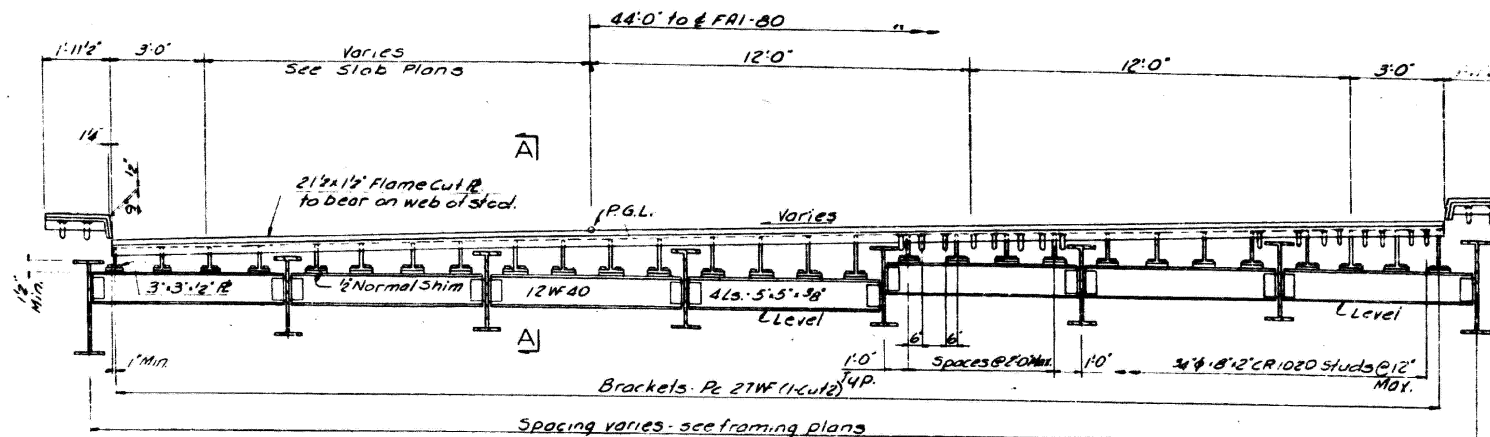
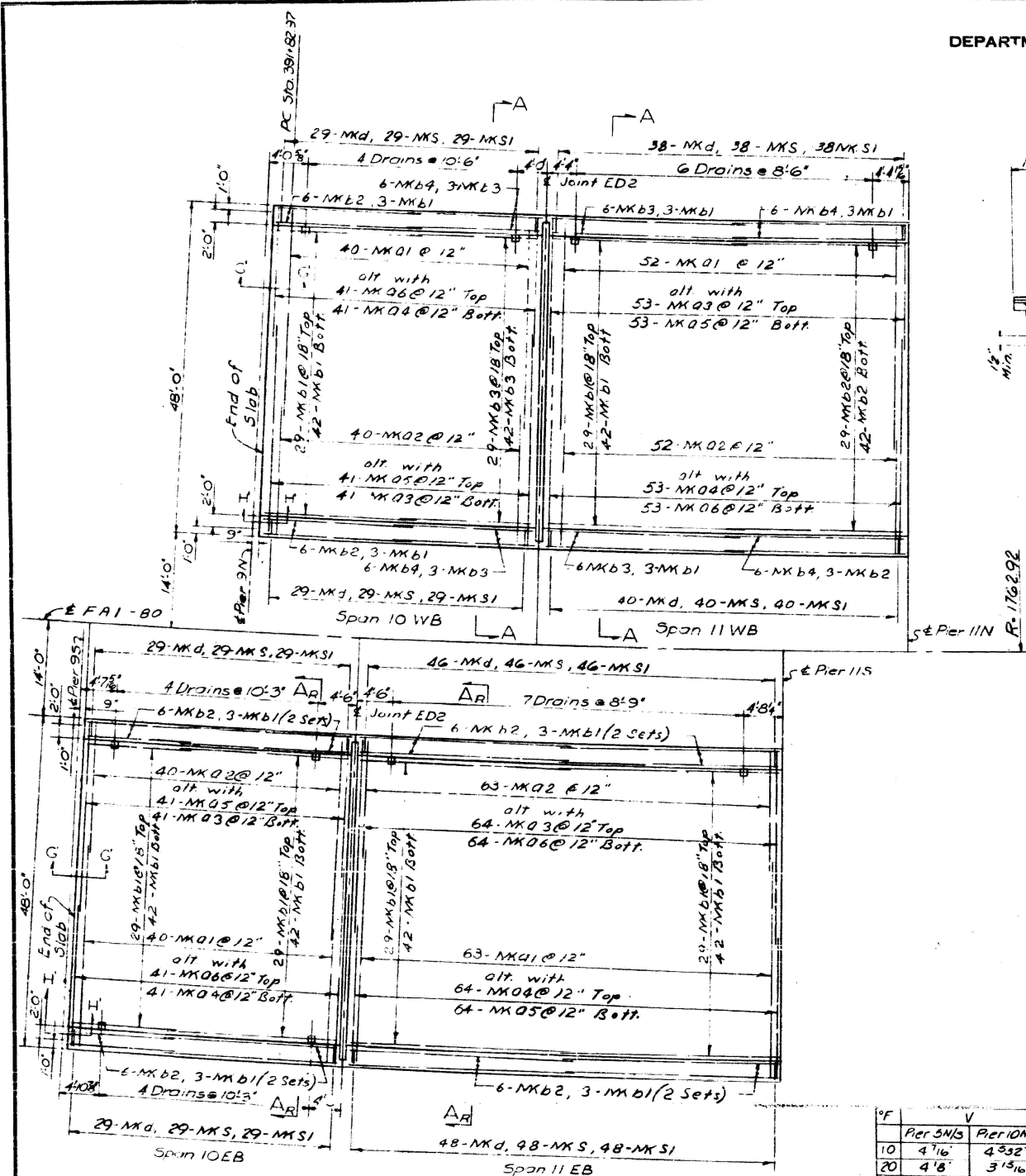
FOR INFORMATION ONLY

 WSP USA Inc. 30 N. LASALLE STREET SUITE 1400 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1084	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0:2 1/2" / in.	CHECKED -	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	953
	PLOT DATE = 11/5/2025	DRAWN -	REVISED -			CONTRACT NO. 62R23				
		CHECKED -	REVISED -							
						SHEET 5 OF 87 SHEETS				
						ILLINOIS FED. AID PROJECT				

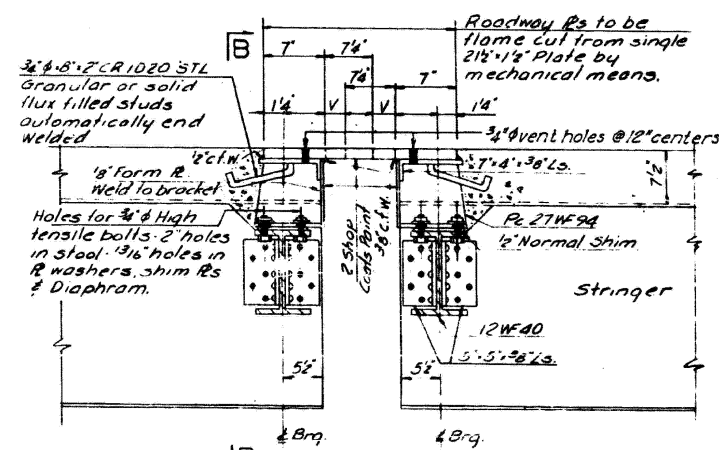
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	MILEAGE	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-3D	WILL	58	17
PER ROAD DIST. NO. 7	ALUMINUM	PROJECT	65	15
99-3P			52	15

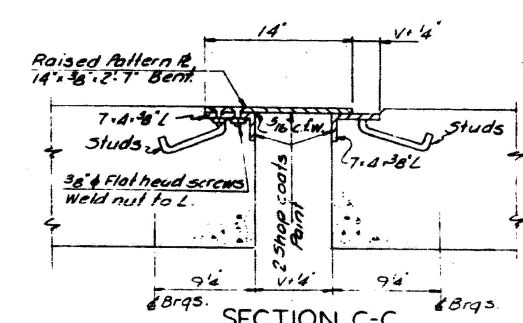
SHEET NO. 8
70 SHEETS



SECTION B-B

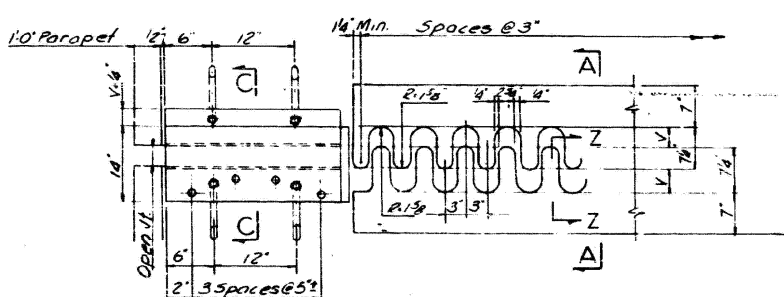


SECTION A-A



SECTION C-C

Notes:
Low Alloy Steel (A441) to be used in Roadway R.
Carbon Steel (A-7) to be used in Diaphragms & Shims.
All other steel - Carbon Steel (A-313).
1/2" Normal Shims to be made up of 1/4" x 1/8" x 2 1/2" Ls.
Contractor for Sec. 99-3E/F to provide 50% excess shims (1/4" x 2 1/4" Ls.).
Curb expansion devices shall be furnished & erected by the Contractor for Sec. 99-3D. All other structural steel shall be furnished & erected by the Contractor for Sec. 99-3E & F.
For Stud Details and Section Z-Z, see sh. 54.
For location of lamp posts, see sh. 28, 29, & 50.



PLAN

EXPANSION DAM ED 2
@ PIERS 5 N/S & 10 N/S

EAST APPROACH SPANS
EXPANSION DAM ED-2 & SLAB PLANS-I
FAI-80 OVER DES PLAINES RIVER
STA 387 + 94.50

FAI ROUTE 80
SECTION 99-3D-E&F-P
Scale: None
PROJECT
WILL COUNTY
Date: Dec. 28, 1960
BLAUVEIT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	954
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: p:\projects\transp\pwr\hatched\documents\projects_2018\CH401\401180022\03-MSP\CD\62R23-RB-1\Sheet\Structural\Existing Plans\Slabs\099-0056-EB-2023-Existing05.dgn

DESIGNED	H. C. M.
CHECKED	L. D.
DRAWN	L. D.
CHECKED	H. C. M.

WSP USA INC.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1084

USER NAME	= US5696614
DESIGNED	-
CHECKED	-
PLOT SCALE	= 0.2" = 1'
PLOT DATE	= 11/5/2025

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB
SHEET 6 OF 87 SHEETS

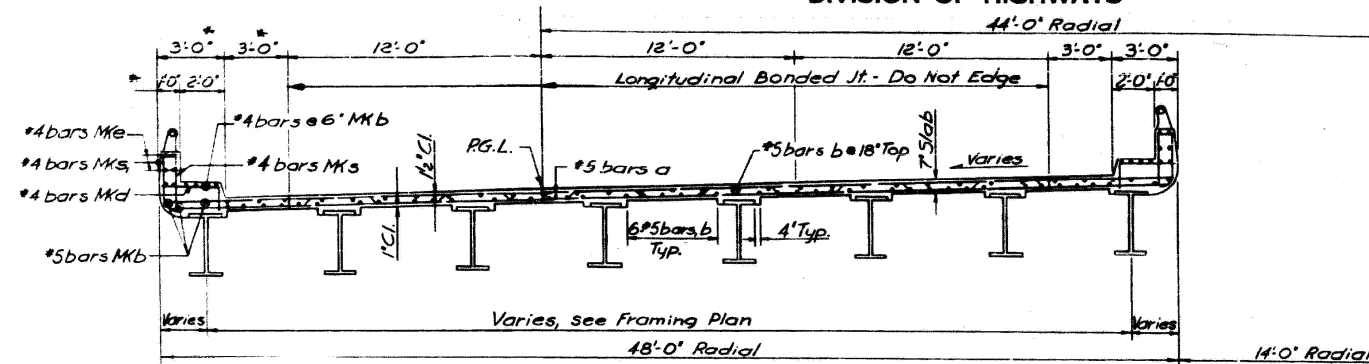
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-80	99-3D	WILL	58	22
	99-3E4		65	16
FED. ROAD DIST. NO. 7		ALIBING	PERMAN.	
	99-3P		52	16

SHEET NO. 13
20 SHEETS

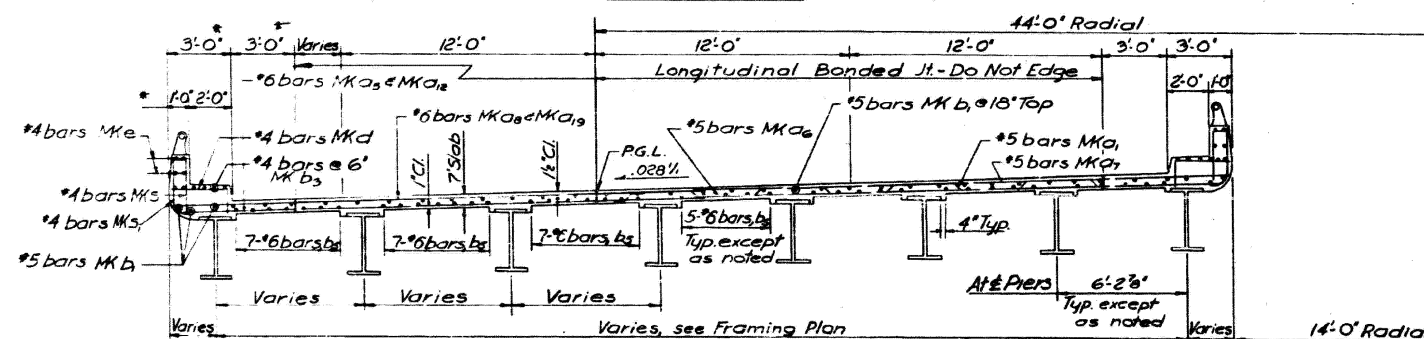
SUPERELEVATION DATA

Normal Crown	Sta. 378 + 18.00	to	Sta. 391 + 26.95
Attained	Sta. 391 + 26.95	to	Sta. 392 + 38.99
Full S. E. = .028%	Sta. 392 + 38.99	to	Sta. 400 + 38.53
Attained	Sta. 400 + 38.53	to	Sta. 401 + 50.57
Normal Crown	Sta. 401 + 50.57	to	_____

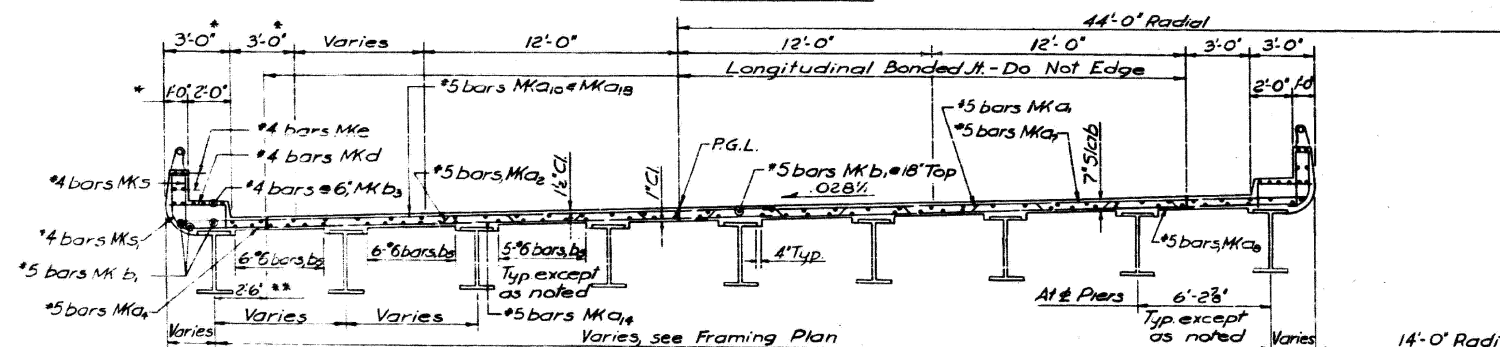
E.B. Roadway & W.B. Roadway to be superelevated downward to the north



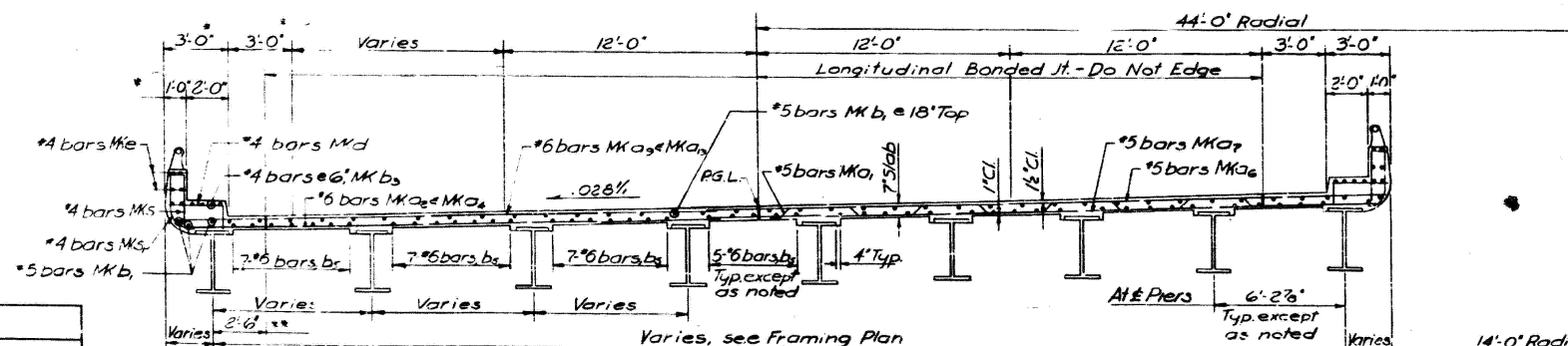
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

* Dimension normal to Curb line
** Dimension $\pm$ Stringer to Long Bonded joint measured normal to $\pm$ Stringer

DESIGNED	JPS
CHECKED	LD
DRAWN	M.M.
CHECKED	H.C.M.

For Notes see sht 5
For parapet details at lampposts, see Sht 30

EAST APPROACH SPANS
CROSS-SECTIONS-I
FAI-80 OVER DES PLAINES RIVER
STA 387 + 94.50

FAI ROUTE 80
SECTION 99-30-CIF-P
Scale: *None*

PROJECT
WILL COUNTY
Date: *Dec 28, 1960*

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

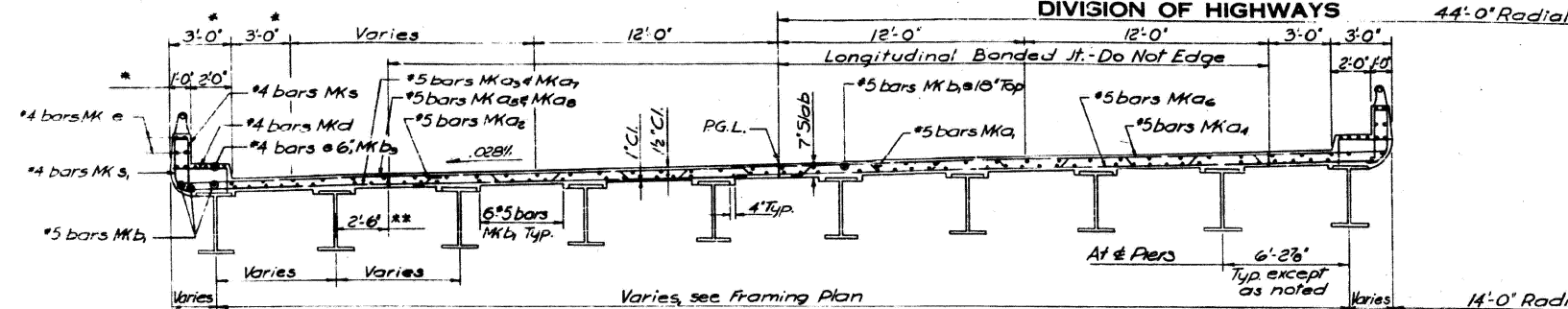
FOR INFORMATION ONLY

USER NAME = USJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	CHECKED -	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	955	
PLOT SCALE = 0:2' = 1" / in.	DRAWN -	REVISED -			CONTRACT NO. 62R23					
PLOT DATE = 11/5/2025	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
			SHEET 7 OF 87 SHEETS							

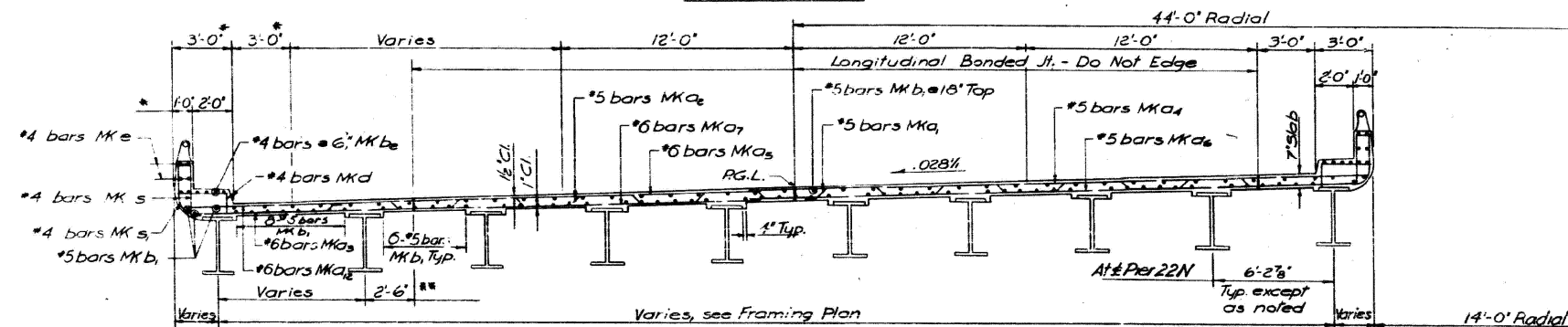
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAI-80	99-3D	WILL	58	23	
99-3E	99-3F		63	17	
99-3G			52	17	

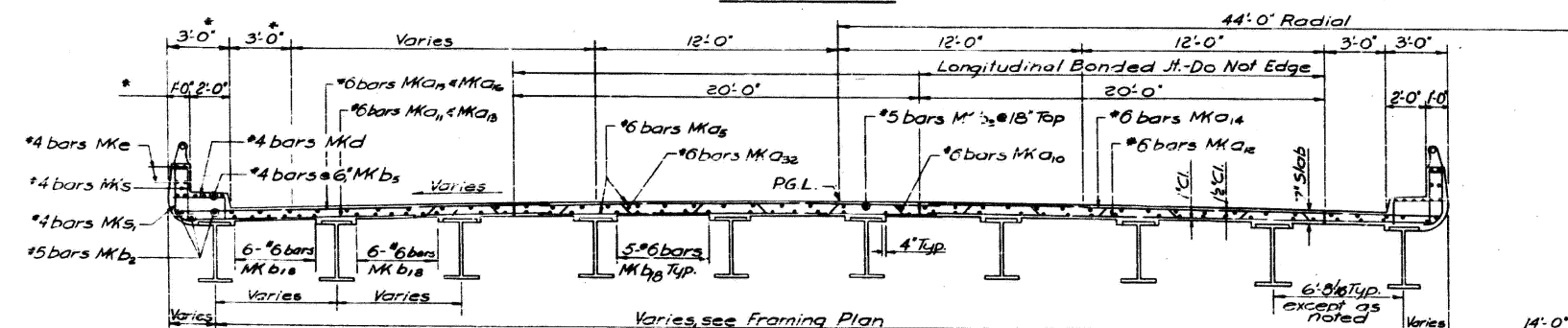
70 SHEETS



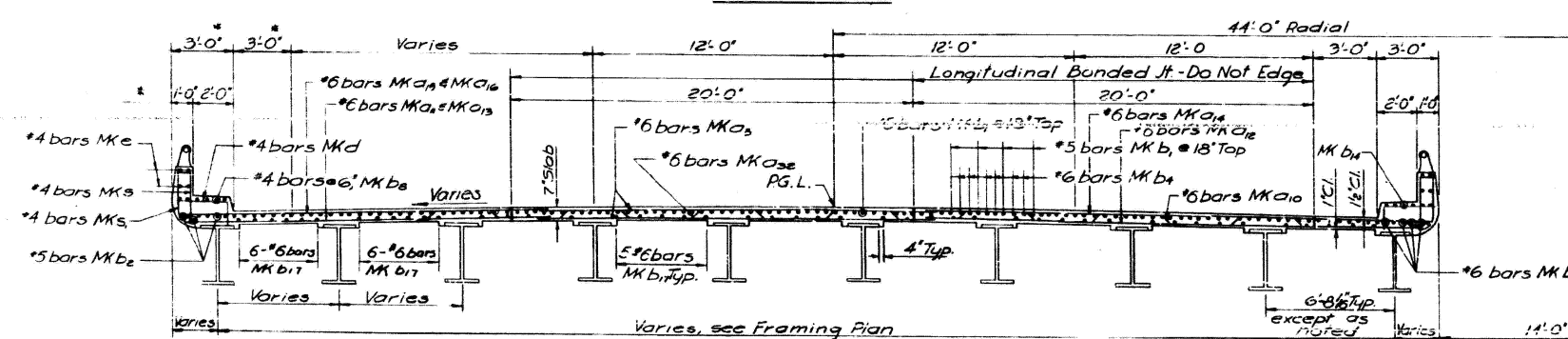
SECTION E-E



SECTION F-F



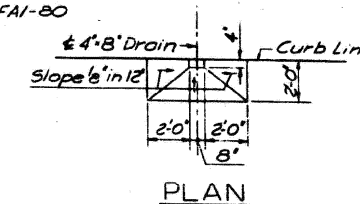
SECTION G-G



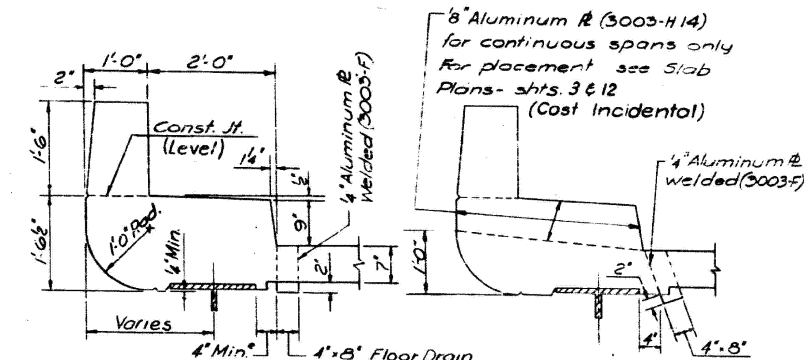
SECTION H-H

DESIGNED	J.P.S.
CHECKED	L.D.
DRAWN	M.M.
CHECKED	J.P.S.

* Dimension normal to Curb line
** Dimension & Stringer to Long. Bonded Joint measured normal to & Stringer



PLAN



ELEVATION TYPE 1
* If 4' Min dimension can not be obtained use Type 2.

ELEVATION TYPE 2
For dimensions not given see Type 1.

CURB, PARAPET, & FLOOR DRAIN DETAILS

For Notes see sht 5
For parapet details at lamp posts, see Sht 30

EAST APPROACH SPANS
CROSS-SECTIONS-2
FAI-80 OVER DES PLAINES RIVER
STA 387 + 94.50

FAI ROUTE 80
SECTION 99-3D-E&F-P
Scale: None
PROJECT
WILL COUNTY
Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

174B-7014

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 8 OF 87 SHEETS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	956
CONTRACT NO. 62R23				

ILLINOIS FED. AID PROJECT

USER NAME	USSJ696614	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 11/5/2025	DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-

ITEM	UNIT	Section 99-3D		Section 99-3E	
		W.B. Rwy	E.B. Rwy	W.B. Rwy	E.B. Rwy
Class X Concrete	C.Y.	1,669	1,561		
Fur/Elect. Struct. Steel (Carbon)	Lb.			1,734,800	1,615,200
Fur/Elect. Struct. Steel (Low Alloy)	Lb.			4,600	4,600
Furnishing & Erecting Structural Steel	Lb.	1146	1146	1,739,000	1,619,800
Reinforcement Bars	Lb.	358,320	303,360		
Aluminum Handrail	LF	2,171	2,274		

E.B Roadway	80,300*
W.B Roadway	83,500*

SPAN		STUDS REQUIRED **		SPAN		STUDS REQUIRED **	
NUMBER	FBROADWAY	WBROADWAY	NUMBER	FBROADWAY	WBROADWAY	NUMBER	FBROADWAY
10	None	None	17	1,584	1,744		
11	1,584	1,464	18	1,852	1,740		
12	1,584	1,464	19	1,852	1,854		
13	1,584	1,464	20	1,852	1,940		
14	1,584	1,464	21	1,852	2,019		
15	1,623	1,426	22	1,852	2,172		
16	1,572	1,572	23	1,648	2,000		

For Notes, see sh. 5
For parapet details at lampposts, see Shi 30.

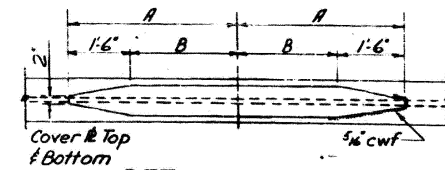
FAI ROUTE 80 PROJECT
SECTION 99-3D-E4F-P WILL COUNTY
Scale: None Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	J.P.S.
CHECKED	L.D.
DRAWN	M.M.
CHECKED	J.P.S.

SECTION AR - AR

FOR INFORMATION ONLY

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



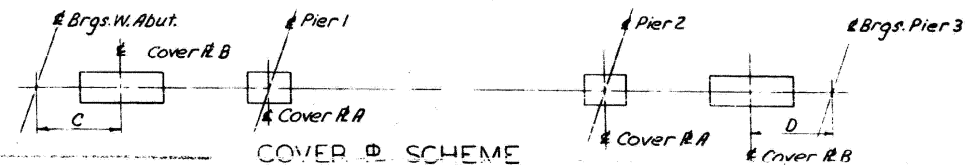
DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAL-80	99-3D	WILL	58	25
FAL-80	99-3E	WILL	65	19
FAL-80	99-3F	WILL	72	19

SHEET NO. 16
70 SHEETS

DETAIL OF COVER PL

TABLE OF COVER PLATES

Stringer No.	Beam Size	Cover R A				Cover R B			
		Size	A	B	Length	Size	A	B	Length
CS1	36 WF150	10" x 1/2"	12'-6"	11'-0"	25'-0"	10" x 1/2"	16'-6"	15'-0"	29'-0"
CS2 Thru CS9 Incl.	36 WF150	10" x 1/2"	12'-6"	11'-0"	25'-0"	10" x 1/2"	16'-6"	15'-0"	29'-0"
CS10	36 WF150	10" x 1/2"	12'-6"	11'-0"	25'-0"	10" x 1/2"	16'-6"	15'-0"	29'-0"
CS11 & CS19	36 WF150	10" x 1/2"	12'-6"	11'-0"	25'-0"	10" x 1/2"	16'-6"	15'-0"	29'-0"
CS12 Thru CS18 Incl.	36 WF150	10" x 1/2"	12'-6"	11'-0"	25'-0"	10" x 1/2"	16'-6"	15'-0"	29'-0"



TOP OF BEAM ELEVATIONS

D.L. DEFLECTIONS

Stringer No.	Bearing	Pier 1	Pier 2	Pier 3	Span 1	Span 2	Span 3
CS1	578.53	580.75	583.16	585.07	581.36	583.62	585.76
CS2	578.61	580.83	583.23	585.13	581.43	583.69	585.82
CS3	578.70	580.90	583.30	585.19	581.51	583.76	585.89
CS4	578.78	580.98	583.37	585.24	581.58	583.82	585.95
CS5	578.86	581.03	583.39	585.25	581.62	583.83	585.97
CS6	578.89	581.09	583.35	585.19	581.58	583.79	585.91
CS7	578.70	580.86	583.24	585.10	581.46	583.68	585.84
CS8	578.57	580.67	583.05	584.92	581.27	583.50	585.72
CS9	578.30	580.46	582.85	584.72	581.06	583.30	585.51
CS10	578.09	580.25	582.65	584.53	580.85	583.10	585.30
CS11	577.76	579.92	582.34	584.26	580.52	582.80	585.00
CS12	577.83	579.97	582.42	584.34	580.57	582.88	585.05
CS13	577.90	580.06	582.50	584.43	580.67	582.92	585.10
CS14	577.96	580.12	582.56	584.49	580.72	583.02	585.15
CS15	577.93	580.09	582.53	584.47	580.69	583.00	585.08
CS16	577.81	579.97	582.42	584.37	580.57	582.89	585.00
CS17	577.61	579.78	582.23	584.19	580.38	582.70	584.82
CS18	577.40	579.57	582.04	584.01	580.17	582.51	584.64
CS19	577.18	579.36	581.84	583.83	579.97	582.32	584.46

Note: All deflections are down.

NOTES:

All Intermediate Diaphragms to be perpendicular to CS10 or CS11.
All Diaphragms in line have same mark for size of Diaphragms & Connections see sheet 26 & 27.
For additional notes see Sheet 21
For Bill of Materials see sh. 7

WEST APPROACH SPANS

FRAMING PLANS-1

FAI-80 OVER DES PLAINES RIVER

STA 387 + 94.50

FAI ROUTE 80

SECTION 99-3D-EF-F

Scale: None

PROJECT

WILL COUNTY

Date: Dec 28, 1960

BLAUVELT ENGINEERING CO.

CONSULTING ENGINEERS

WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

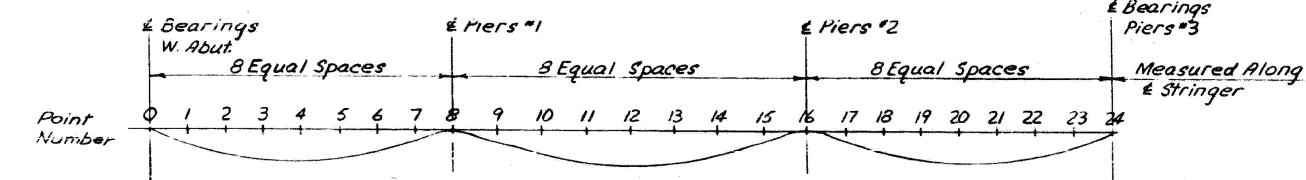
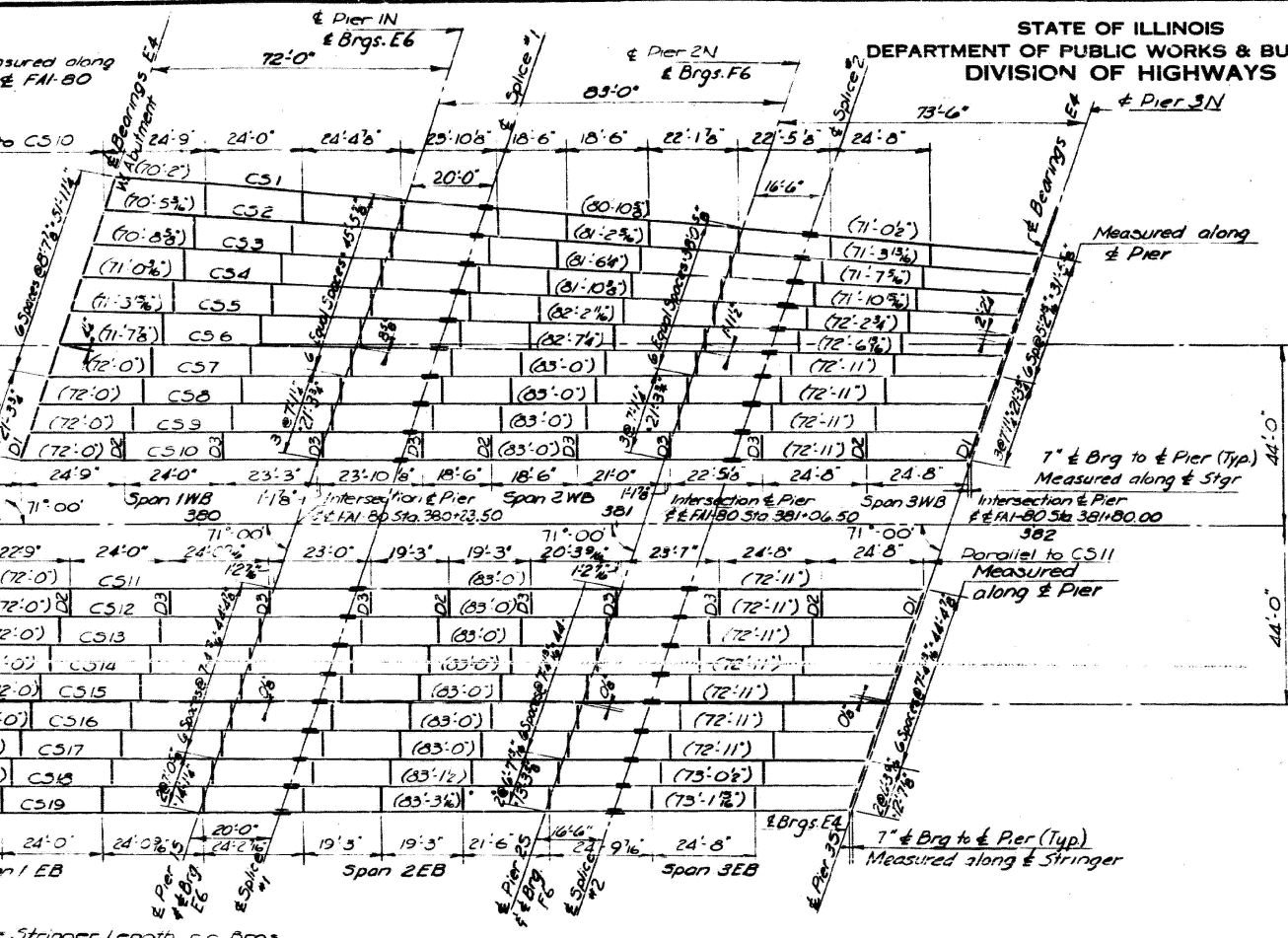
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 10 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	958
				CONTRACT NO. 62R23
				ILLINOIS FED. AID PROJECT



Deflections are for weight of concrete slab only

TOP OF SLAB ELEVATIONS

Stringer No.	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
CS1	579.16	579.43	579.71	579.99	580.27	580.55	580.82	581.10	581.38	581.70	582.01	582.32	582.62	582.92	583.21	583.51	583.79	584.04	584.29	584.53	584.77	585.01	585.24	585.47	585.70
CS2	579.24	579.52	579.80	580.07	580.35	580.63	580.90	581.18	581.46	581.77	582.08	582.39	582.69	582.99	583.28	583.58	583.84	584.11	584.36	584.60	584.84	585.07	585.30	585.53	585.76
CS3	579.33	579.60	579.88	580.15	580.43	580.70	580.98	581.26	581.53	581.85	582.16	582.46	582.77	583.06	583.36	583.65	583.93	584.18	584.43	584.67	584.90	585.14	585.37	585.60	585.82
CS4	579.41	579.69	579.96	580.24	580.51	580.78	581.06	581.33	581.61	581.92	582.23	582.54	582.84	583.14	583.43	583.72	584.00	584.25	584.49	584.73	584.96	585.19	585.42	585.64	585.87
CS5	579.49	579.76	580.03	580.30	580.57	580.84	581.11	581.39	581.66	581.97	582.27	582.57	582.87	583.17	583.46	583.74	584.02	584.26	584.50	584.74	584.97	585.20	585.42	585.64	585.86
CS6	579.47	579.74	580.01	580.27	580.54	580.81	581.08	581.35	581.62	581.93	582.23	582.53	582.83	583.12	583.41	583.70	583.98	584.22	584.45	584.69	584.92	585.15	585.38	585.60	585.82
CS7	579.33	579.60	579.87	580.14	580.41	580.68	580.95	581.22	581.49	581.80	582.11	582.41	582.71	583.01	583.30	583.59	583.87	584.11	584.35	584.59	584.82	585.05	585.28	585.51	585.73
CS8	579.14	579.41	579.68	579.95	580.22	580.49	580.76	581.03	581.30	581.61	581.92	582.22	582.52	582.82	583.11	583.40	583.68	583.93	584.17	584.41	584.64	584.87	585.10	585.33	585.55
CS9	578.93	579.20	579.47	579.74	580.01	580.28	580.55	580.82	581.09	581.40	581.71	582.01	582.32	582.61	582.91	583.20	583.48	583.73	583.97	584.21	584.44	584.68	584.91	585.13	585.35
CS10	578.72	578.99	579.26	579.53	579.80	580.07	580.34	580.61	580.88	581.19	581.50	581.81	582.11	582.41	582.70	582.99	583.28	583.52	583.77	584.01	584.24	584.48	584.71	584.94	585.16
CS11	578.39	578.66	578.93	579.20	579.47	579.74	580.01	580.28	580.55	580.86	581.17	581.48	581.79	582.09	582.39	582.68	582.97	583.22	583.47	583.72	583.96	584.19	584.43	584.66	584.89
CS12	578.46	578.73	579.00	579.27	579.54	579.81	580.08	580.35	580.62	580.93	581.24	581.55	581.86	582.17	582.47	582.76	583.05	583.30	583.55	583.80	584.04	584.28	584.51	584.74	584.97
CS13	578.53	578.80	579.07	579.34	579.61	579.88	580.15	580.42	580.69	581.00	581.32	581.63	581.94	582.24	582.54	582.84	583.13	583.38	583.63	583.88	584.12	584.36	584.60	584.83	585.06
CS14	578.59	578.86	579.13	579.40	579.67	579.94	580.21	580.48	580.75	581.06	581.37	581.68	581.99	582.30	582.60	582.89	583.18	583.44	583.69	583.94	584.18	584.42	584.66	584.89	585.12
CS15	578.55	578.83	579.10	579.37	579.64	579.91	580.18	580.45	580.72	581.03	581.34	581.65	581.96	582.27	582.57	582.87	583.16	583.42	583.67	583.92	584.16	584.40	584.64	584.87	585.10
CS16	578.44	578.71	578.98	579.25	579.52	579.79	580.06	580.33	580.60	580.91	581.22	581.54	581.85	582.15	582.46	582.76	583.05	583.31	583.56	583.81	584.05	584.29	584.53	584.77	585.00
CS17	578.24	578.52	578.79	579.06	579.33	579.60	579.87	580.14	580.41	580.72	581.03	581.34	581.65	581.96	582.27	582.57	582.87	583.16	583.42	583.67	583.92	584.16	584.40	584.64	584.87
CS18	578.03	578.30	578.57	578.84	579.11	579.38	579.65	579.92	580.20	580.51	580.82	581.13	581.44	581.75	582.05	582.35	582.64	582.93	583.21	583.49	583.77	584.05	584.33	584.61	584.89
CS19	577.81	578.08	578.35	578.63	578.90	579.17	579.44	579.72	580.00	580.31	580.62	580.93	581.24	581.55	581.86	582.17	582.47	582.76	583.05	583.34	583.63	583.92	584.21	584.50	584.79

Note: Slab elevations are top of slab elevations at stringers. see sh. 40

DESIGNED	A.H.
CHECKED	J.T.L.
DRAWN	K.F.B.
CHECKED	H.C.M.

NOTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.I.-80	99-3D 99-3E ff	WILL.	58 65	26 20
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT.		
	99-3P		52	20

Profile Grade Line
W.B. Roadway

Span 4 WB

Span 5 WB

Span 4 EB

Span 5 EB

Span 6 EB

For Notes, see She
For Bill of Material.

WEST APPROACH
FRAMING PLAN
FAI-80 OVERPASS

FAI ROUTE 80 PROJECT
SECTION 99-3D-E&F-P WILL COUNTY
Scale: None Date: Dec. 28, 1960
J. L. AUSTIN ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

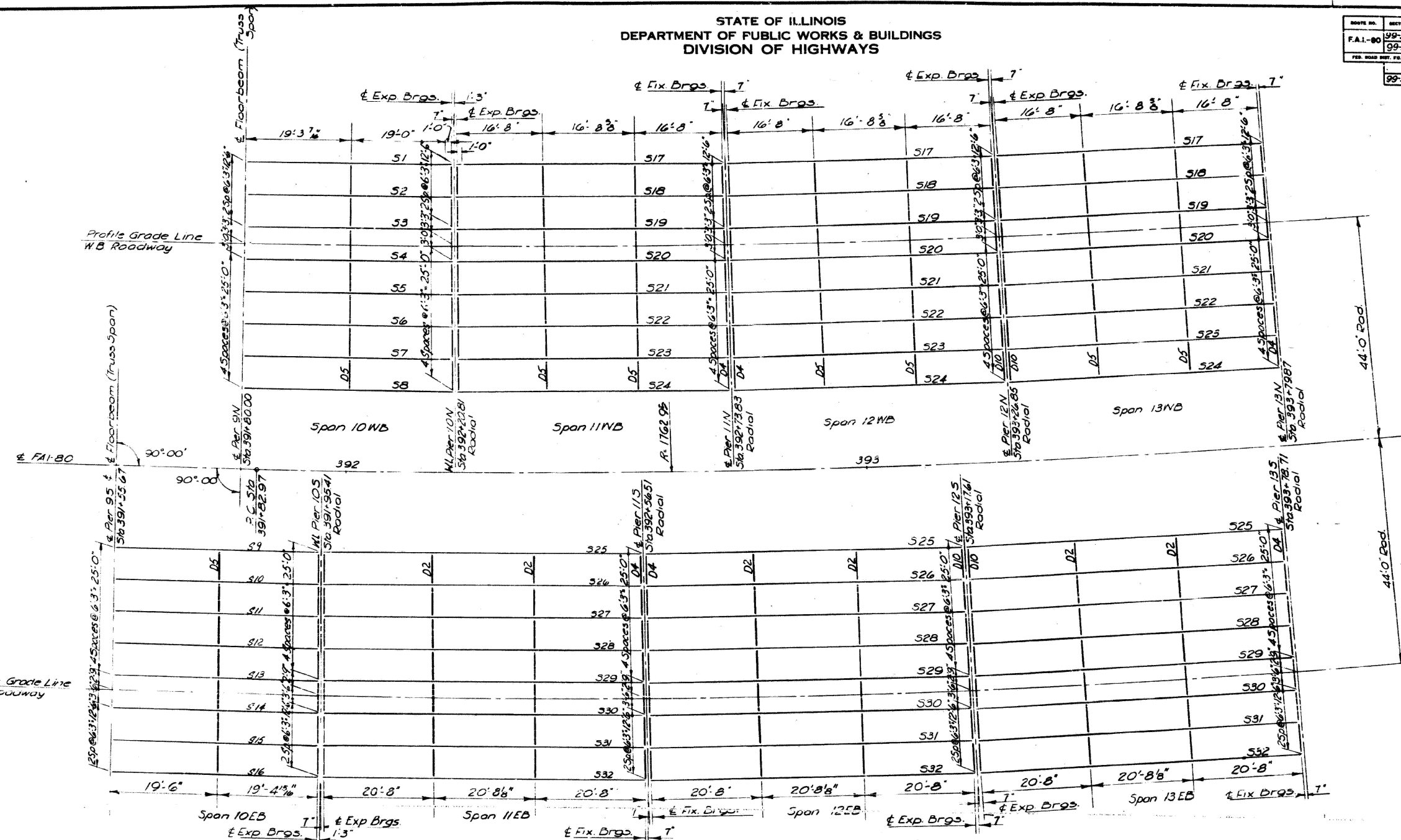
FOR INFORMATION ONLY

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	959
		CONTRACT NO. 62R23		
ILLINOIS		FED. AID PROJECT		

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 18
FAI-80	99-3D	WILL	58	27	70 SHEETS
FED. ROAD DIST. NO.	99-3EF	ILLINOIS	63	21	
	99-3P		52	21	



For Notes see Sheet 21
For Bill of Materials see sh. 15

EAST APPROACH SPANS
FRAMING PLANS- I
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

FAI ROUTE 80
SECTION 99-3D-E-F-P
Scale: None
PROJECT:
WILL COUNTY
Date: Dec 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	P.M.
CHECKED	J.T.L.
DRAWN	M.A.
CHECKED	M.C.M.

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	960
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

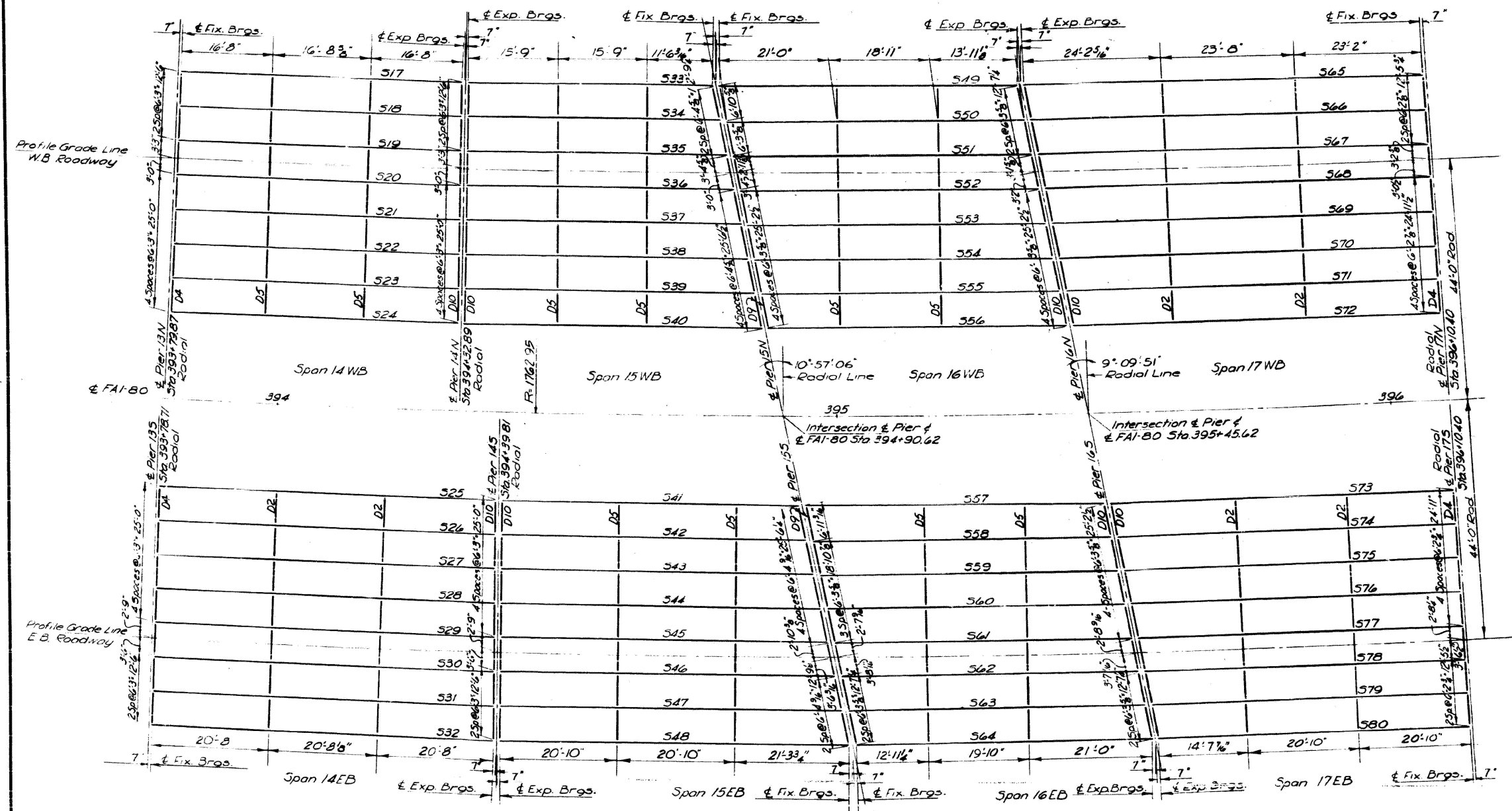
USER NAME	U55J696614	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.	CHECKED	-	REVISED	-
DRAWN	-	DRAWN	-	REVISED	-
CHECKED	-	CHECKED	-	REVISED	-
PLOT DATE	= 11/5/2025				

WSP USA INC.
30 N. LAGALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1884

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-3D	WILL.	58	28
99-3E	F		65	22
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
99-3P			52	22

SHEET NO. '9
70 SHEETS



For Notes see Sheet 21
For 'Bill of Materials' see sh.15

DESIGNED	J.P.S.
CHECKED	F.H.
DRAWN	M.M.
CHECKED	H.C.M.

EAST APPROACH SPANS
FRAMING PLANS-2
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

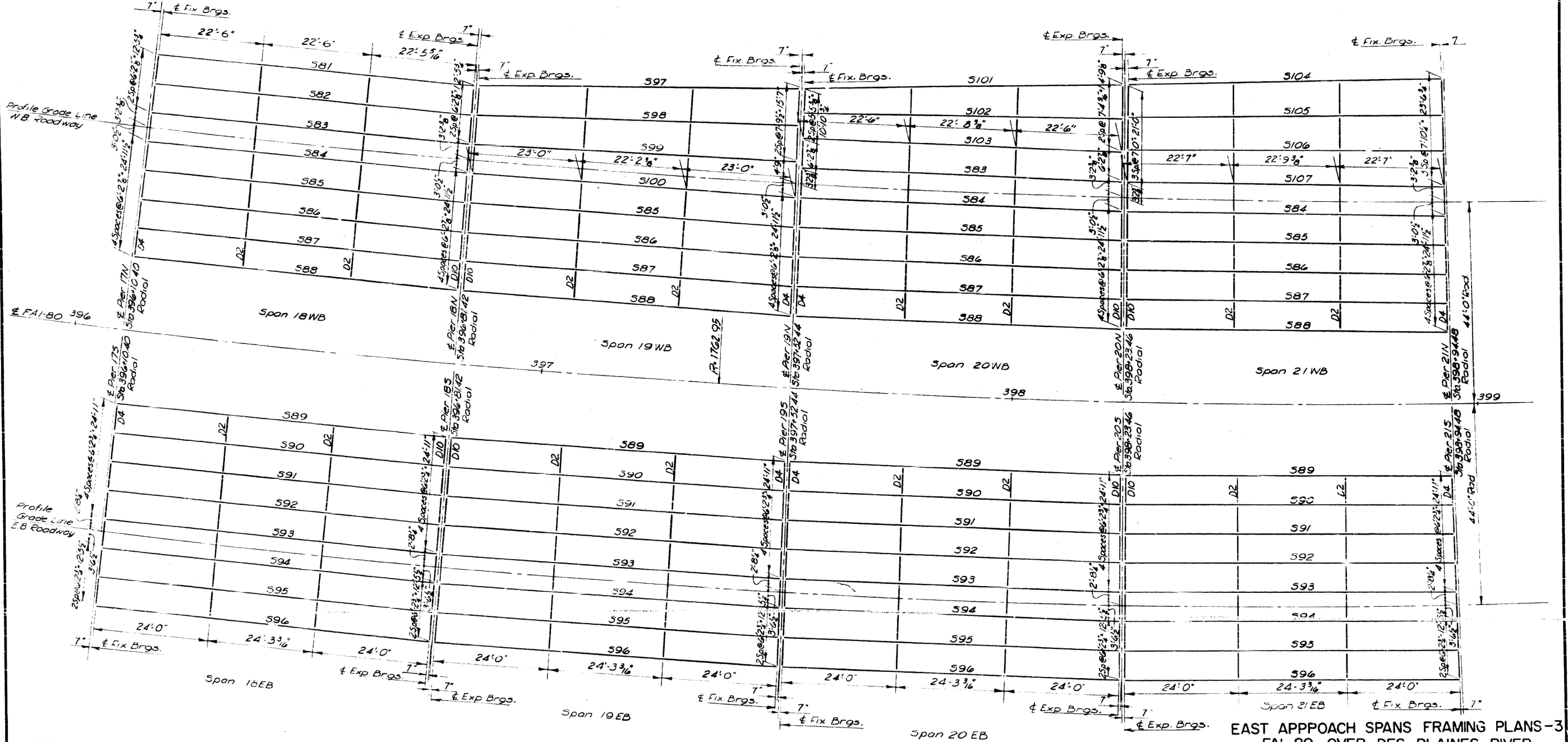
FAI ROUTE 80
SECTION 99-3D-E(F-P)
Scale: None
PROJECT
WILL COUNTY
Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-3D	WILL	58	23
	99-3EF		63	23
PER ROAD DIST. NO. 7	ILLINOIS	PROJECT		
	99-3P		32	23

SHEET NO. 20
70 SHEETS



DESIGNED	J.P.S.
CHECKED	F.H.
DRAWN	M.M.
CHECKED	H.C.M.

For Notes see Sheet 21
For Bill of Materials see sh. 15

EAST APPROACH SPANS FRAMING PLANS-3
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50
FAI ROUTE 80
SECTION 99-3D-E&F-P
Scale: None
PROJECT
WILL COUNTY
Date: Dec. 23, 1990
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-80	99-3D	WILL	30	30
	99-3EFF		65	24
PER ROAD DIST NO. :		MILES	PROJECT:	
99-3P			62	24

The drawing illustrates a bridge deck layout with the following details:

- Spans:**
 - Span 22WB:** 22'-6" (between piers 21N and 22N).
 - Span 23WB:** 23'-7" (between piers 22N and 23N).
 - Span 22ED:** 22'-0" (between piers 21S and 22S).
 - Span 23EB:** 23'-1" (between piers 22S and 23S).
- Piers:**
 - Pier 21N:** Station 398+94.48, Radial.
 - Pier 22N:** Station 399+63.50, Radial.
 - Pier 23N:** Station 400+32.24, Radial.
 - Pier 21S:** Station 398+94.48, Radial.
 - Pier 22S:** Station 399+63.50, Radial.
 - Pier 23S:** Station 400+32.24, Radial.
- Dimensions:**
 - Span 22WB:** 22'-6" (between piers 21N and 22N).
 - Span 23WB:** 23'-7" (between piers 22N and 23N).
 - Span 22ED:** 22'-0" (between piers 21S and 22S).
 - Span 23EB:** 23'-1" (between piers 22S and 23S).
 - Span 22WB:** 22'-6" (between piers 21N and 22N).
 - Span 23WB:** 23'-7" (between piers 22N and 23N).
 - Span 22ED:** 22'-0" (between piers 21S and 22S).
 - Span 23EB:** 23'-1" (between piers 22S and 23S).
- Profile Grade Lines:**
 - Profile Grade Line NB Roadway:** Station 398+94.48, Radial.
 - Profile Grade Line EB Roadway:** Station 398+94.48, Radial.
- Other Labels:**
 - Span 22WB:** 22'-6" (between piers 21N and 22N).
 - Span 23WB:** 23'-7" (between piers 22N and 23N).
 - Span 22ED:** 22'-0" (between piers 21S and 22S).
 - Span 23EB:** 23'-1" (between piers 22S and 23S).

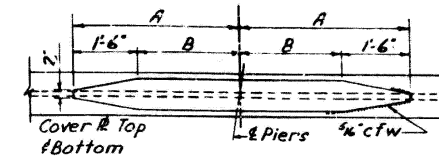
EAST APPROACH SPANS
FRAMING PLANS-4
FAI-80 OVER DES PLAINES RIVER
STA 387 + 94.50

FAI ROUTE 80 PROJECT
SECTION 99-3D-EFF-P WILL COUNTY
Scale: None Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	<i>AH</i>
CHECKED	<i>J.P.S</i>
DRAWN	<i>M.M</i>
CHECKED	<i>H.C.M</i>

FOR INFORMATION ONLY

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



DETAIL OF COVER PLATE

TABLE OF COVER PLATES

Stringer No.	Beam Size	Cover Plate Piers 24 & 26				Cover Plate Pier 25			
		Size	A	B	Length	Size	A	B	Length
CS20 & CS29	36 WF170	None				None			
CS21 & CS22	30 WF132	8" x 3/4"	8'-6"	7'-0"	17'-0"	8" x 3/4"	7'-6"	6'-0"	15'-0"
CS23 Thru CS28 Incl.	30 WF124	8" x 3/4"	8'-6"	7'-0"	17'-0"	8" x 3/4"	8'-0"	6'-6"	16'-0"
CS30 & CS37	36 WF170	None				None			
CS31 Thru CS35 Incl.	30 WF116	8" x 3/4"	8'-6"	7'-0"	17'-0"	8" x 3/4"	8'-0"	6'-6"	16'-0"
CS36	30 WF124	8" x 3/4"	8'-6"	7'-0"	17'-0"	8" x 3/4"	8'-0"	6'-6"	16'-0"

TOP OF BEAM ELEVATIONS

Strg. No.	Bearing			E. Abut.	Splice	Pier 24	Span 24			Span 25			Span 26			Span 27		
	Pier 23	Pier 24	Pier 25				Pt. 2	Pt. 4	Pt. 6	Pt. 10	Pt. 12	Pt. 14	Pt. 18	Pt. 20	Pt. 22	Pt. 26	Pt. 28	Pt. 30
CS20	565.46	563.87	561.96	559.88	558.22	563.58	561.57	560.22	558.41	556.41	554.41	552.41	550.41	548.41	546.41	544.41	542.41	540.41
CS21	565.41	564.03	562.11	560.06	558.41	563.73	561.73	560.39	558.41	556.41	554.41	552.41	550.41	548.41	546.41	544.41	542.41	540.41
CS22	565.77	564.18	562.27	560.23	558.57	563.89	561.89	560.56	558.57	556.57	554.57	552.57	550.57	548.57	546.57	544.57	542.57	540.57
CS23	565.98	564.37	562.44	560.40	558.76	564.06	562.06	560.73	558.76	556.76	554.76	552.76	550.76	548.76	546.76	544.76	542.76	540.76
CS24	566.19	564.55	562.58	560.53	558.89	564.23	562.23	560.90	558.89	556.89	554.89	552.89	550.89	548.89	546.89	544.89	542.89	540.89
CS25	566.40	564.69	562.68	560.59	558.95	564.36	562.36	561.03	558.95	556.95	554.95	552.95	550.95	548.95	546.95	544.95	542.95	540.95
CS26	566.62	564.80	562.62	560.57	558.92	564.45	562.45	561.12	558.92	556.92	554.92	552.92	550.92	548.92	546.92	544.92	542.92	540.92
CS27	566.83	564.87	562.53	560.48	558.83	564.49	562.49	561.16	558.83	556.83	554.83	552.83	550.83	548.83	546.83	544.83	542.83	540.83
CS28	567.04	564.94	562.42	560.37	558.72	564.53	562.53	561.20	558.72	556.72	554.72	552.72	550.72	548.72	546.72	544.72	542.72	540.72
CS29	567.25	565.01	562.31	560.26	558.61	564.57	562.57	561.24	558.61	556.61	554.61	552.61	550.61	548.61	546.61	544.61	542.61	540.61
CS30	565.83	564.30	562.45	560.40	558.76	564.01	562.01	560.68	558.76	556.76	554.76	552.76	550.76	548.76	546.76	544.76	542.76	540.76
CS31	566.02	564.48	562.61	560.56	558.92	564.19	562.19	560.86	558.92	556.92	554.92	552.92	550.92	548.92	546.92	544.92	542.92	540.92
CS32	566.22	564.67	562.76	560.72	559.07	564.36	562.36	561.03	559.07	557.07	555.07	553.07	551.07	549.07	547.07	545.07	543.07	541.07
CS33	566.42	564.85	562.92	560.87	559.23	564.53	562.53	561.20	559.23	557.23	555.23	553.23	551.23	549.23	547.23	545.23	543.23	541.23
CS34	566.61	565.00	563.01	560.96	559.32	564.68	562.68	561.35	559.32	557.32	555.32	553.32	551.32	549.32	547.32	545.32	543.32	541.32
CS35	566.81	565.14	563.04	560.99	559.35	564.80	562.80	561.47	559.35	557.35	555.35	553.35	551.35	549.35	547.35	545.35	543.35	541.35
CS36	567.01	565.25	563.01	560.95	559.31	564.89	562.89	561.56	559.31	557.31	555.31	553.31	551.31	549.31	547.31	545.31	543.31	541.31
CS37	567.17	565.33	562.93	560.88	559.20	564.95	562.95	561.62	559.20	557.20	555.20	553.20	551.20	549.20	547.20	545.20	543.20	541.20

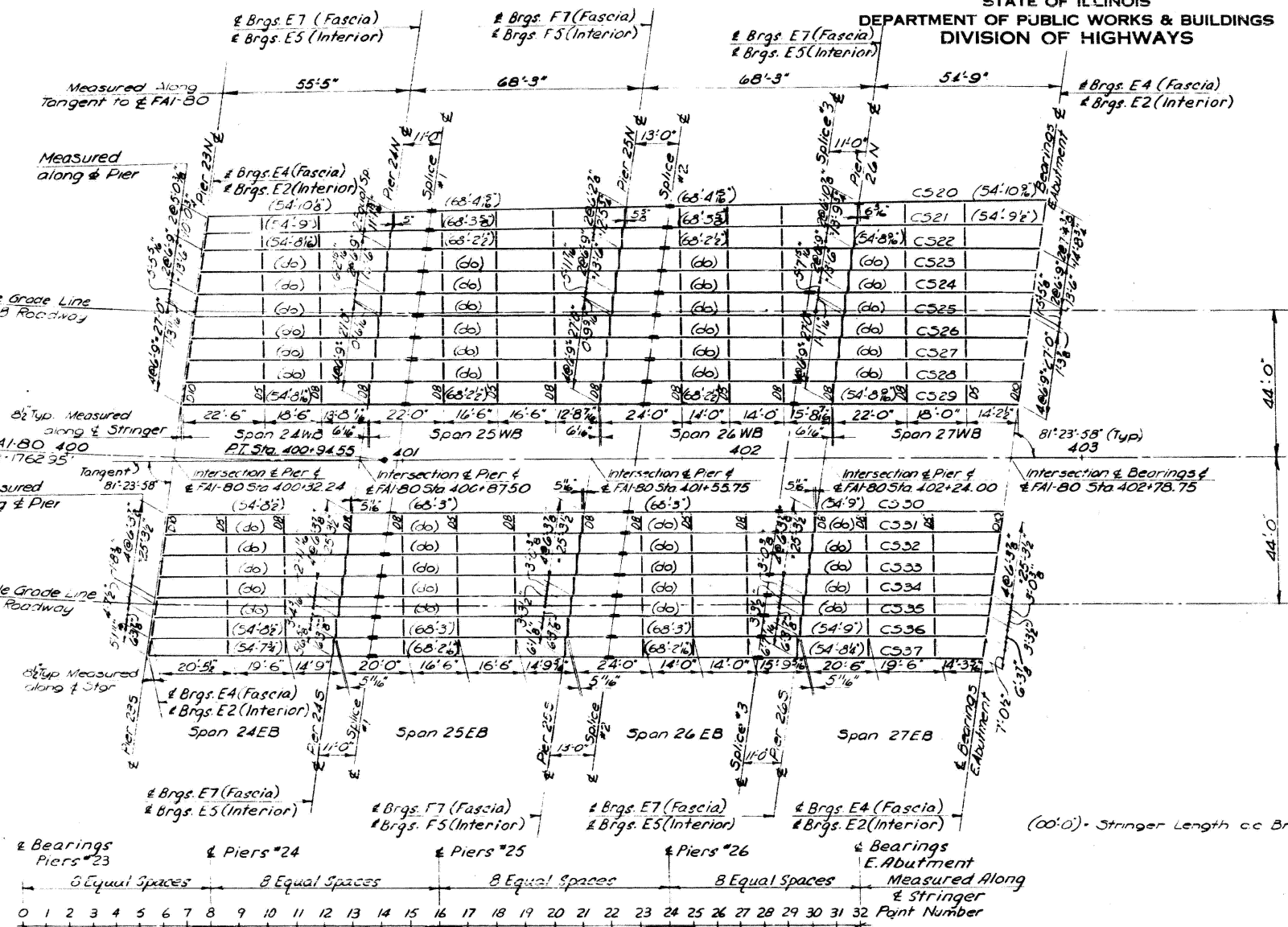
Note: All Deflections are down.
Deflections are for weight of concrete slab only.

NOTES:

All Intermediate Diaphragms to be perpendicular to & CS29 or & CS36.
All Diaphragms in line have the same mark.
For sizes of Diaphragms & connections, see sheets 26 & 27.
For additional notes see Sheet 21.
For Bill of Materials see sh 15.

EAST APPROACH SPANS
FRAMING PLANS-5
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

FAI ROUTE 80
SECTION 99-30-E-F-P
Scale: None
PROJECT
WILL COUNTY
Date: Dec 28, 1961
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N. J. NEW YORK, N. Y. CRYSTAL LAKE, ILL.



DEAD LOAD DEFLECTIONS

TOP OF SLAB ELEVATIONS
POINT NUMBERS

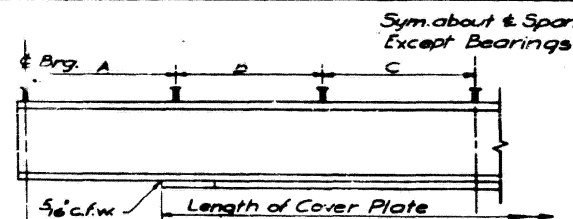
Strg. No.	POINT NUMBERS																																
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
CS20	566.09	565.89	565.69	565.49	565.29	565.09	564.89	564.70	564.50	564.21	564.04	563.80	563.57	563.34	563.10	562.85	562.59	562.33	562.07	561.81	561.55	561.29	561.03	560.77	560.51	560.31	560.10	559.89	559.68	559.48	559.27	559.06	558.85
CS21	566.24	566.04	565.84	565.64	565.44	565.25	565.05	564.85	564.66	564.42	564.19	563.95	563.72	563.48	563.25	563.00	562.74	562.49	562.23	561.97	561.72	561.46	561.20	560.94	560.68	560.48	560.28	560.01	559.76	559.45	559.24	559.04	558.84
CS22	566.40	566.20	566.00	565.80	565.60	565.40	565.21	565.01	564.81	564.58	564.35	564.11	563.88	563.64	563.41	563.15	562.90	562.65	562.39	562.13	561.88	561.63	561.37	561.11	560.86	560.65	560.45	560.25	560.04	559.84	559.63	559.43	559.22
CS23	566.61	566.41	566.20	566.00	565.80	565.60	565.40	565.20	565.00	564.76	564.52	564.29	564.05	563.81	563.57	563.32	563.07	562.81	562.56	562.30	562.05	561.79	561.54	561.28	561.03	560.82	560.62	560.41	560.21	560.01	559.80	559.60	559.39
CS24	566.82	566.61	566.40	566.20	565.99	565.79	565.59	565.38	565.18	564.93	564.69	564.44	564.20	563.96	563.71	563.46	563.21	562.95	562.70	562.44	562.18	561.93	561.67	561.42	561.16	560.96	560.75	560.55	560.34	560.14	559.93	559.73	559.52
CS25	567.03	566.81	566.60	566.38	566.17	565.96	565.74	565.53	565.32	565.06	564.80	564.55	564.29	564.03	563.78	563.52	563.27	563.01	562.75	562.50	562.24	561.99	561.73	561.48	561.22	561.01	560.81	560.60	560.40	560.19	559.99	559.78	559.58
CS26	567.25	567.01	566.78	566.56	566.33	566.10	565.88	565.65	565.43	565.15	564.88	564.60	564.33	564.06	563.78	563.50	563.25	562.99	562.74	562.48	562.22	561.97	561.71	561.45	561.20	560.99	560.79	560.59	560.38	560.18	559.97	559.76	559.55
CS27	567.46	567.21	566.97	566.72	566.48	566.23	565.99	565.74	565.50	565.20	564.91	564.61	564.31	564.02	563.71	563.41	563.16	562.90	562.64	562.39	562.13	561.87	561.62	561.36	561.11	560.90	560.69	560.49	560.28	560.08	559.87	559.67	559.46
CS28	567.67	567.42	567.15	566.89	566.62	566.36	566.09	565.83	565.57	565.25	564.93	564.61	564.28	563.96	563.64	563.31	563.05	562.79	562.54	562.28	562.02	561.77	561.51	561.25	561.00	560.79	560.59	560.38	560.17	559.97	559.76	559.56	559.35
CS29	567.88	567.63	567.34	567.06	566.77	566.49	566.21	565.93	565.64	565.30	564.95	564.61	564.26	563.91	563.56	563.21	562.94	562.68	562.43	562.17	561.91	561.66	561.40	561.14	560.89	560.68	560.48	560.27	560.07	559.86	559.65	559.45	559.24
CS30	566.46	566.25	566.06	565.87	565.68	565.49	565.30	565.12	564.93	564.70	564.47	564.24	564.01	563.78	563.55	563.32	563.08	562.82	562.57	562.31	562.05	561.80	561.54	561.29	561.03	560.83	560.62	560.41	560.21	560.00	559.80	559.59	559.39
CS31	566.65	566.44	566.25	566.06	565.87	565.68	565.49	565.30	565.11	564.88	564.65	564.41	564.18	563.94	563.71	563.48	563.24	562.98	562.72	562.47	562.21	561.96	561.70	561.44	561.19	560.98	560.78	560.57	560.37	560.16	559.96	559.75	559.55
CS32	566.85	566.64	566.44	566.25	566.06	565.87	565.67	565.48	565.30	565.06	564.82	564.58	564.35	564.11	563.87	563.63	563.39	563.14	562.88	562.63	562.37	562.11	561.86	561.60	561.35	561.14	560.94	560.73	560.53	560.32	560.12	559.91	559.70
CS33	567.05	566.84	566.64	566.44	566.24	566.05	565.86	565.67	565.48	565.23	564.99	564.75	564.51	564.27	564.03	563.79	563.55	563.29	563.03	562.78	562.52	562.27	562.01	561.76	561.50	561.29	561.09	560.88	560.68	560.47	560.27	560.06	559.86
CS34	567.24	567.03	566.83	566.63	566.43	566.23	566.03	565.84	565.64	565.38	565.13	564.89	564.64	564.39	564.14	563.89	563.64	563.38	563.13	562.87	562.62	562.36	562.11	561.85	561.59	561.39	561.18	560.98	560.77	560.57	560.36	560.16	559.95
CS35	567.44	567.23	567.02	566.81	566.60	566.39	566.18	565.97	565.77	565.50	565.24	564.98	564.72	564.46	564.20	563.94	563.68	563.42	563.16	562.90	562.64	562.38	562.12	561.86	561.60	561.35	561.14	560.94	560.73	560.53	560.32	560.12	559.91
CS36	567.64	567.43	567.22	567.01	566.80	566.59	566.38	566.17	565.96	565.70	565.44	565.18	564.92	564.66	564.40	564.14	563.88	563.62	563.37	563.12	562.86	562.60	562.35	562.09	561.84	561.58	561.33	561.07	560.82	560.56	560.30	560.05	559.79
CS37	567.80	567.59	567.38	567.15	566.91	566.67	566.43	566.20	565.96	565.66	565.36	565.12	564.76	564.46	564.16	563.86	563.56	563.28	563.02	562.76	562.51	562.25	561.99	561.74	561.48	561.27	561.07	560.86	560.65	560.45	560.24	560.04	559.83

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

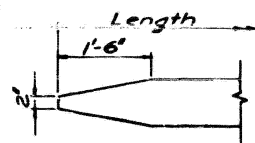
SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-30	WILL	58	31A
FOR ROAD DIST. NO. 1	CLASSED	FILED		

70 SHEETS

MARK	LENGTH C-C BRGS	SIZE -WF-	BOTTOM COVER PLATE	SHEAR CONNECTORS			DEAD LOAD DEFLECTION		BEARING TYPES		
				TYPE	A	B	C	1/4 PT	SPAN	EXP	FIX
S101	67'-3 3/4"	36 WF150	10'-1'-48'-0"	I	12'-0'-0"	11'-3'-0"	to 10'-16"	3/8"	1/2"	E4	F4
S102	67'-3 3/4"	36 WF150	10'-1'-48'-0"	II	12'-9'-8"	11'-8'-0"	to 10'-12"	3/8"	1/2"	E4	F4
S103	67'-3 3/4"	36 WF150	10'-1'-48'-0"	II	12'-9'-8"	11'-8'-0"	to 10'-12"	3/8"	1/2"	E4	F4
S104	67'-1 1/2"	36 WF160	10'-1'-48'-6"	I	14'-0'-0"	10'-10'-0"	to 10'-14"	3/8"	1/2"	E4	F4
S105	67'-4 1/2"	36 WF160	10'-1'-48'-6"	II	14'-0'-0"	10'-10'-0"	to 10'-14"	3/8"	1/2"	E4	F4
S106	67'-7 1/2"										
S107	67'-11 1/2"	36 WF160	10'-1'-48'-6"	II	14'-0'-0"	10'-10'-0"	to 10'-14"	3/8"	1/2"	E4	F4
S108	66'-11 1/2"	36 WF150	10'-1'-49'-0"	I	13'-0'-6"	12'-0'-0"	to 10'-11"	3/8"	1/2"	E4	F4
S109	67'-2 1/2"	36 WF150	10'-1'-49'-0"	I	13'-0'-6"	12'-0'-0"	to 10'-11"	3/8"	1/2"	E4	F4
S110	71'-2 1/2"	36 WF160	10'-1'-51'-0"	II	12'-0'-0"	10'-1'-0"	to 10'-16"	3/8"	1/2"	E4	F4
S111	70'-7 1/2"	36 WF160	10'-1'-51'-0"	II	12'-0'-0"	10'-1'-0"	to 10'-16"	3/8"	1/2"	E4	F4
S112	70'-2 1/2"	36 WF150	10'-1'-49'-0"	I	13'-0'-6"	12'-0'-0"	to 10'-11"	3/8"	1/2"	E4	F4
S113	69'-3 3/4"										
S114	69'-2 1/2"										
S115	68'-8 1/2"										
S116	68'-3"										
S117	67'-9 1/2"										
S118	67'-3 3/4"	36 WF150	10'-1'-49'-0"	I	13'-0'-6"	12'-0'-0"	to 10'-11"	3/8"	1/2"	E4	F4
S119	66'-9 1/2"	36 WF150	10'-1'-49'-0"	I	13'-0'-6"	12'-0'-0"	to 10'-11"	3/8"	1/2"	E4	F4
S120	64'-3 3/4"	36 WF150	10'-1'-41'-6"	I	12'-0'-6"	12'-0'-0"	to 10'-10 1/2"	3/8"	1/2"	E4	F4
S121	63'-9 1/2"	33 WF130	9'-1'-47'-0"	I	12'-0'-6"	12'-4'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S122	63'-3 3/4"										
S123	62'-10 1/2"										
S124	62'-4 1/2"	33 WF130	9'-1'-47'-0"	I	12'-0'-6"	12'-4'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S125	61'-10 1/2"	33 WF130	8'-1'-43'-6"	I	11'-0'-6"	11'-3'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S126	61'-4 1/2"	33 WF130	8'-1'-43'-6"	I	11'-0'-6"	11'-3'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S127	60'-11 1/2"	36 WF150		I	9'-9'-6 1/2"	10'-0'-0"	to 10'-10 1/2"	3/8"	1/2"	E4	F4
S128	49'-10 1/2"	36 WF150		I	6'-0'-0"	10'-0'-0"	to 10'-12"	3/8"	1/2"	E4	F4
S129	51'-11 1/2"	30 WF108	8'-1'-38'-6"	II	10'-0'-0"	9'-2'-0"	to 10'-14"	3/8"	1/2"	E2	F2
S130	54'-0 1/2"	30 WF108	8'-1'-38'-6"	II	10'-0'-0"	9'-2'-0"	to 10'-14"	3/8"	1/2"	E2	F2
S131	56'-1 1/2"	30 WF108	8'-1'-41'-0"	II	11'-3'-7 1/2"	10'-10'-0"	to 10'-15"	3/8"	1/2"	E2	F2
S132	58'-3 1/2"	30 WF116	8'-1'-43'-6"	II	12'-8'-0"	9'-0'-0"	to 10'-15"	3/8"	1/2"	E2	F2
S133	60'-5 1/2"	33 WF130	8'-1'-43'-6"	I	11'-0'-6"	11'-3'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S134	62'-7 1/2"	33 WF130	9'-1'-47'-0"	I	12'-0'-6"	12'-4'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S135	64'-9 1/2"	33 WF130	9'-1'-47'-0"	I	12'-0'-6"	12'-4'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S136	66'-11 1/2"	36 WF150	10'-1'-47'-0"	I	9'-9'-6 1/2"	10'-0'-0"	to 10'-10"	3/8"	1/2"	E4	F4
S137	47'-8 1/2"	36 WF150		I	6'-0'-0"	10'-0'-0"	to 10'-12"	3/8"	1/2"	E4	F4
S138	49'-10 1/2"	30 WF108	8'-1'-36'-0"	II	10'-0'-0"	8'-4'-0"	to 10'-14"	3/8"	1/2"	E2	F2
S139	52'-1 1/2"	30 WF108	8'-1'-38'-6"	II	10'-0'-0"	9'-2'-0"	to 10'-14"	3/8"	1/2"	E2	F2
S140	54'-4 1/2"	30 WF108	8'-1'-41'-0"	II	11'-3'-7 1/2"	10'-10'-0"	to 10'-15"	3/8"	1/2"	E2	F2
S141	56'-7 1/2"	30 WF116	8'-1'-43'-6"	II	12'-8'-0"	9'-0'-0"	to 10'-15"	3/8"	1/2"	E2	F2
S142	59'-0 1/2"	33 WF130	8'-1'-43'-6"	I	11'-0'-6"	11'-3'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S143	61'-5 1/2"	33 WF130	8'-1'-43'-6"	I	11'-0'-6"	11'-3'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S144	64'-11 1/2"	33 WF130	9'-1'-47'-0"	I	12'-0'-6"	12'-4'-7 1/2"	to 10'-10"	3/8"	1/2"	E3	F3
S145	66'-4 1/2"	36 WF150	10'-1'-47'-0"	I	9'-9'-6 1/2"	10'-0'-0"	to 10'-10"	3/8"	1/2"	E4	F4
S146	71'-4 1/2"	36 WF160	10'-1'-51'-0"	II	12'-0'-0"	10'-1'-0"	to 10'-16"	3/8"	1/2"	E4	F4
S147	71'-4 1/2"	36 WF160	10'-1'-51'-0"	II	12'-0'-0"	10'-1'-0"	to 10'-16"	3/8"	1/2"	E4	F4
S148	71'-4"	36 WF160	10'-1'-51'-0"	II	12'-0'-0"	10'-1'-0"	to 10'-16"	3/8"	1/2"	E4	F4
S149	71'-4"	36 WF150	10'-1'-50'-6"	I	12'-0'-6"	12'-4'-7 1/2"	to 10'-10"	3/8"	1/2"	E4	F4
S150	71'-4"	36 WF150	10'-1'-50'-6"	I	12'-0'-6"	12'-4'-7 1/2"	to 10'-10"	3/8"	1/2"	E4	F4

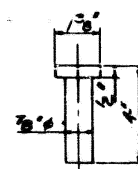


PITCH OF SHEAR CONNECTORS
& COVER PLATE LENGTH

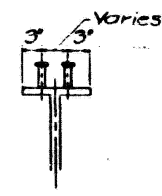


DETAIL OF END OF
BOTTOM COVER PLATE

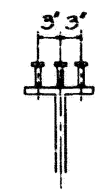
For Bill of Materials see shts. 7 & 15



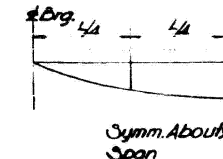
STUD DETAIL



TYPE I
SHEAR CONNECTOR



TYPE II
SHEAR CONNECTOR



DEAD LOAD
DEFLECTION
DIAGRAM

Beams and Cover Plates of Stringers
Noted thus (*) to be of Structural Steel
for Welding, A.S.T.M. A 573
** Dead Load Deflections are due to
Weight of Concrete Slab only

EAST & WEST APPROACH SPANS
STRINGER TABLES-2
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

FAI ROUTE 80
SECTION 99-30(F-P)
Scale:

PROJECT
WILL COUNTY
Date: Dec. 28, 1960

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

DESIGNED	R.H.
CHECKED	J.T.A.
DRAWN	M.C.
CHECKED	H.C.M.

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

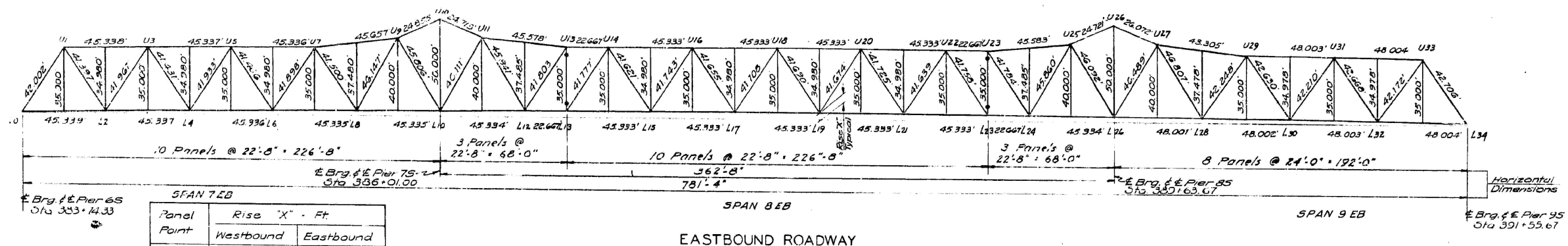
EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 17 OF 87 SHEETS

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	965
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-60	99-3D	WILL	58	48
	99-3EF		65	41
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
	99-3P		52	31

SHEET NO. 47
70 SHEETS



BILL OF MATERIALS
TRUSS SPANS

Panel Point	Rise "X" - Ft	
	Westbound	Eastbound
L0	0.000	0.000
L2	0.677	0.121
L4	1.271	1.359
L6	1.783	1.916
L8	2.214	2.390
L10	2.561	2.782
L12	2.827	3.092
L13	2.929	3.216
L15	3.071	3.402
L17	3.132	3.507
L19	3.110	3.529
L21	3.005	3.468
L23	2.819	3.326
L24	2.695	3.224
L26	2.385	2.958
L28	1.967	2.587
L30	1.458	2.124
L32	0.856	1.569
L34	0.162	0.922

ITEM	UNIT	Section 99-3D		Section 99-3E	
		W.B. Rwy	E.B. Rwy	W.B. Rwy	E.B. Rwy
Class X Concrete	CY	842	842		
Fur/Erect. Struct. Steel (Carbon)	Lb			1,808,500	1,808,500
Fur/Erect. Struct. Steel (Low Alloy)	Lb			1,103,500	1,106,500
Fur/Erect. Cast. Steel	Lb			35,200	35,200
Fur./Erect. Structural Steel	Lb	7,570	7,570	2,947,200	2,950,200
Reinforcement Bars	Lb	201,430	201,430		

TRUSS SPANS
DIAGRAMS FOR NOMINAL LENGTHS
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

FAI ROUTE 80 PROJECT
SECTION 99-D-E-F-P WILL COUNTY
Scale: None Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED <i>H.B.</i>
CHECKED <i>J.E.W.</i>
DRAWN <i>S.P.T.</i>
CHECKED <i>J.T.L.</i>

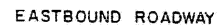
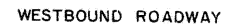
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FOR INFORMATION ONLY

WSP WSP USA Inc. 30 N. LA SALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1884	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0:2 "*" / in.	DRAWN -	REVISED -				80	FAI 80 21 STRUCTURE 2	WILL	1230	966
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -		CONTRACT NO. 62R23						
					SHEET 18 OF 87 SHEETS		ILLINOIS		FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-3E6F	WILL	65	48
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

SHEET NO. 48
70 SHEETS



TRUSS SPANS
DIAGRAMS FOR FABRICATED LENGTHS
FAI-80 OVER DES PLAINES RIVER
STA. 387+94.50

FAI ROUTE 80
SECTION 99-3E4F
Scale: None

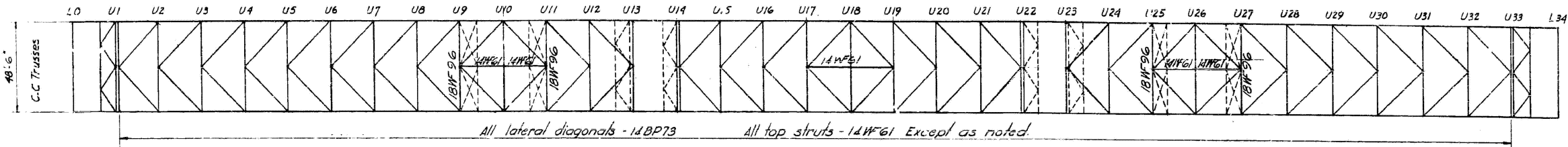
PROJECT
WILL COUNTY
Date: Dec 28, 1967

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
ROCKFORD, ILL. (NEW YORK, N.Y. & CHICAGO, ILL. OFFICES)

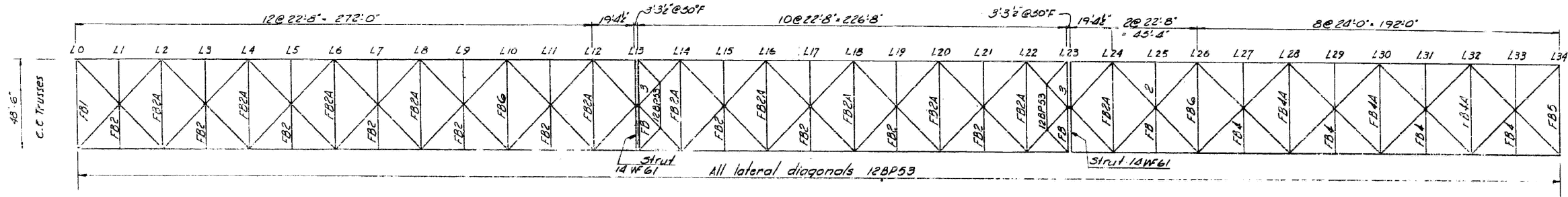
FOR INFORMATION ONLY

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

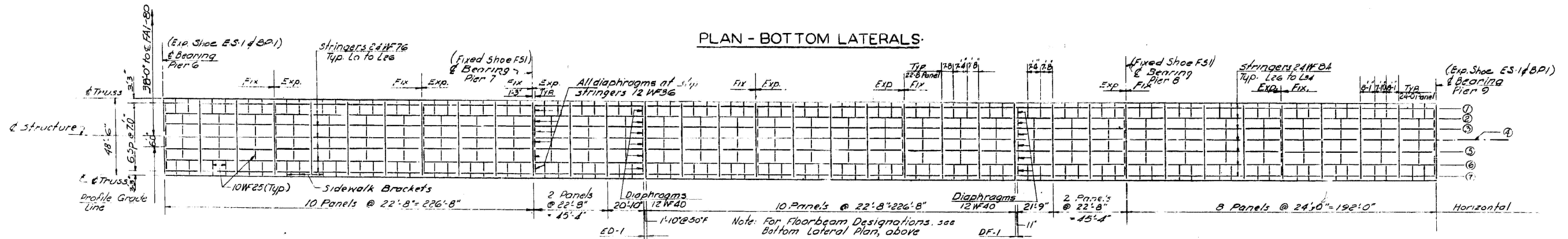
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 49
FAI-80	99-3D	WILL	58	49	70 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	52	32	
	99-3P				



PLAN - TOP LATERAL SYSTEM

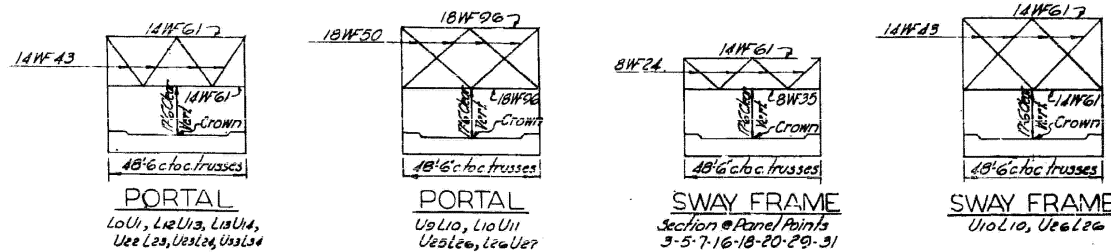


PLAN - BOTTOM LATERALS



FRAMING PLAN - FLOOR STEEL

NOTES:
For location of Approach stringers supported on F81 see West Approach Framing Plan sh. 17
For location of Approach stringers supported on F85 see East Approach Framing Plan sh. 18
All floorbeams are same for Eastbound & Westbound Structures, except F8-1. See table on sh. 50



TRUSS SPANS
FRAMING PLAN
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

FAI ROUTE 80
SECTION 99-3D-E&F-P
Scale: None
PROJECT
WILL COUNTY
Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	F.C.L.
CHECKED	H.C.M.
DRAWN	S.R.T.
CHECKED	H.C.M.

FOR INFORMATION ONLY

	WSP USA Inc. 30 N. LAGALLE STREET SUITE 400 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1884	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB	SHEET 20 OF 87 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			CHECKED -	REVISED -				80	FAI 80 21 STRUCTURE 2	WILL	1230	968
		PLOT SCALE = 0.2" = 1' / in.	DRAWN -	REVISED -				CONTRACT NO. 62R23				
		PLOT DATE = 11/5/2025	CHECKED -	REVISED -				ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAL-30	44-349	WILL	65	49
FED. ROAD DIST. NO. 7			ILLINOIS PROJECT	
99-30			52	37

SHEET NO. 57
70 SHEETS

3" Ø Drain Holes
in Chords only

TYPE A

TYPE B

TYPE C

TYPE D

7" Ø Perforations
@ 2' c minimum

TYPE E

TYPE F

Holes for 3" rivets
w/ 4.5 bolts

MEMBER	STRESSES									DESIGN STRESS		SECTION				ALLOWABLE STRESS		AREA REQUIRED		AREA FURNISHED		
	D	L		I		D+L+I		W(b)	T	C	SIZE	TYPE	MATL	L/r	KSI		GROSS	NET	GROSS	NET		
		T	C	T	C	T	C								T	C						
Top Chords	U1 U3	-279		137		19		435	-24		435		14WF87	A	L.A.	735	-	1897	2223	-	2430	-
	U3 U5	-287		205		29		521	-50		521		14WF87 2-P. 15"x6"	B	C	680	-	1384	3764	-	5230	-
	U5 U7	-31 -27(b)	191	205	57	29	221	265	+64 -63	354	376		14WF103	A	C	734	1800	1366	2753	1967	2878	255
	U7 U9	+461	239		72		772		+62	772			14WF87 2-P. 15"x6"	B	L.A.	-	2700	-	-	2859	3555	3130
	U9 U10 U10 U11	1976	242		73		1291		+37	1291			14WF87 4-P. 15"x6"	C	L.A.	-	2700	-	-	4781	5430	475
	U11 U13 U13 U15	+938	86		26		450		+17	450			14WF103	A	C	-	1800	-	-	2500	2878	255
	U13 U14 U22 U23				(Dummy Member)								14BP73	A	C	783	1800	1346	-	-	1994	179
	U14 U16 U20 U22	-529		137		20		686	-14		686		14WF87 2-P. 15"x6"	B	L.A.	683	-	1939	3538	-	3555	-
	U16 U18 U18 U20	-792		206		29		1027	-31		1027		14WF87 4-P. 15"x6"	C	L.A.	663	-	1954	5256	-	5430	-
	U25 U26	+976	242		73		1291		+29	1291			14WF87 4-P. 15"x6"	C	L.A.	-	2700	-	-	4781	5430	475
	U26 U27	+913	242		73		1288		+35	1288			14WF87 4-P. 15"x6"	C	L.A.	-	2700	-	-	4770	5430	475
	U27 U29	+480	223		67		770		+52	770			14WF87 2-P. 15"x6"	B	L.A.	-	2700	-	-	2852	3555	313
	U29 U31	+43 +33(b)	159	159	48	25	250	71	-53 +44	326	276		14WF87	A	C	778	1800	1348	2047	1811	2430	215
	U31 U33	-129		119		19		268	-23		268		14BP73	A	C	825	-	1330	2015	-	1994	-
Bottom Chords	L0 L2	+173	77		11		261		+23	261		14BP73	A	C	-	1800	-	-	1450	1994	179	
	L2 L4	+316	180		26		522		+26	522		14WF87	A	L.A.	-	2700	-	-	1933	2430	215	
	L4 L6	+194 +160(b)	215	159	31	48	440	47	+20 -33(b)	472	267		14WF87	A	L.A.	735	2700	1897	1407	1748	2430	215
	L6 L8	-196 -159(b)	180	223	26	67	47	486	-87 +64(b)	290	531		14WF87 2-P. 15"x6"	B	C	680	1800	1384	3837	1611	3930	342
	L8 L10	-748		251		75		1074	-179		1074		14WF87, 2-P. 15"x6", 2-P. 15"x6"	C	L.A.	662	-	1953	5494	-	5618	-
	L10 L12 L24 L26	-691		174		52		917	-162		917		14WF87 2-P. 15"x6"	B	L.A.	670	-	1949	4705	-	4680	-
	L12 L13 L23 L24				(Dummy Member)								14BP73	A	C	783	1800	1346	-	-	1994	179
	L13 L15 L21 L23	+298	77		11		386		+78	386			14WF87	A	C	-	1800	-	-	2144	2430	215
	L15 L17 L19 L21	+694	180		26		900		+108	900			14WF87 2-P. 15"x6"	B	L.A.	-	2700	-	-	3333	3930	342
	L17 L19	+826	215		31		1072		+108	1072			14WF87 2-P. 15"x6"	B	L.A.	-	2700	-	-	3970	4493	39
	L26 L28	-753		244		73		1070	-180		1070		14WF87, 2-P. 15"x6", 2-P. 15"x6"	C	L.A.	700	-	1916	5336	-	5618	-
	L28 L30	-240 -196(b)	149	-199	22	60		499 25(b)	+87 +63(b)		514		14WF87 2-P. 15"x6"	B	C	720	-	1370	3752	-	3930	-
	L30 L32	+81 +68(b)	150	119	24	36	255	87	+22 -24(b)	300	217		14BP73	A	C	825	1800	1330	1632	1667	1994	179
	L32 L34	+101	70		11		182		+10	182			14BP73	A	C	-	1800	-	-	1011	1994	179

STRESS TABLE NOTES:

- (a) Minimum Dead Load = 50% D.L. without future wearing surface & utilities.
- (b) Wind stress from force of 75 p.s.f. unless noted.
- (c) Gross area of chords are effective gross areas with 3" drain hole deducted.
- (d) Wind stress due to $30\% W_{95} + ML + LF$
- (e) Min. D.L. $\times L \times F$
- (f) Equivalent load due to bending.
- (g) Allowable stress for Group II & III S.H.G. ≈ 14.4 ksi loading.

TRUSS SPANS
STRESS TABLE - I
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

FAI ROUTE 80
SECTION 99-3E-F-P
Scale:
PROJECT
WILL COUNTY
Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

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

FE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 58
FAI-80	99-3E5F	WILL	65	50	70 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT			
99-3D			52	38	

MEMBER	STRESSES										DESIGN STRESS		SECTION		L	ALLOWABLE STRESS		AREA REQUIRED		AREA FURNISHED		
	D	L		I		D+L+I		W(6)	T	C	SIZE	TYPE	MAT'L	T		C	GROSS	NET	GROSS	NET		
		T	C	T	C	T	C															
Diagonals	L0 U1	-318		155		22		495	-324(1)		642	14WF53	2-15[33.9	D	LA	114.1	-	1838(9)	34.96	-	35.35	-
	U1 L2	+195	126		19		340		+9	340		14BP73		A	C	-	1800	-	18.89	21.46	19.43	
	L2 U3	-72 -60(6)	71	101	21	17	32	190	-9 +13	127	206	14WF38	2-15[33.9	D	C	1093	1800	1201	1715	206	30.97	2732
	U3 L4	-51 -41(6)	78	76	14	23	51	150	-9 +18	126	176	14WF38	2-15[33.9	D	C	1093	1800	1201	1465	200	30.97	2732
	L4 U5	+174	90		27		291		+9	291		14BP73		A	C	-	1800	-	16.17	21.46	19.43	
	U5 L6	-297		107		32		436	-9		436	14WF43	2-15[40.0	D	C	1105	-	11.94	36.52	-	36.05	-
	L6 U7	+420	127		38		585		+9	585		14WF57		A	LA	-	2700	-	21.67	25.56	22.81	
	U7 L8	-483		138		26		647	-4		647	14WF53	2-15[50.0	D	LA	1143	-	14.69	44.04	-	44.87	-
	L8 U9	+583	161		28		772		+4	772		14WF53	2-15[50.0	B	LA	-	2700	-	28.59	34.34	29.21	
	U9 L10	-306		149		21		476	-52(1)		897	2-18[58.0	2-15(15.7)*3/8	E	LA	812	-	22.89(9)	32.22	-	32.96	-
	L10 U11	-422		123		37		582	-398(1)		820	2-18[51.9	2-15(15.7)*3/8	E	LA	795	-	23.08(9)	35.55	-	36.36	-
	U11 L12	+715	194		58		967		+28	967		14WF57	2-15[50.0	B	LA	-	2700	-	35.81	40.56	35.81	
	L12 U13	-618		172		52		842	-150(1)		842	2-18[58.0	2-15(15.7)*3/8	E	LA	706	-	19.21	43.83	-	43.96	-
	U13 L14	-547		155		22		724	-306(1)		933	2-18[58.0	2-15(15.7)*3/8	E	LA	137	-	23.70(9)	32.40	-	32.96	-
	L14 U15	+425	126		19		570		-66	570		14WF57		A	LA	-	2700	-	21.11	25.56	22.81	
	U15 L16	-304		101		17		422	+47		422	14WF43	2-15[40.0	D	C	1105	-	11.94	35.34	-	36.05	-
	L16 U17	+183	78		14		275		-28	275		14BP73		A	C	-	1800	-	15.28	21.46	19.43	
	U17 L18	-61		58		12		131	+10		131	14WF38	2-15[33.9	D	C	1093	-	1201	10.90	-	30.97	-
	L18 U19	-283		131		21		435	-50(1)		784	2-18[51.9	2-15(15.7)*3/8	E	LA	831	-	22.64(9)	34.60	-	36.36	-
	U19 L20	+533	149		28		710		+6	710		14WF53	2-15[50.0	B	LA	-	2700	-	26.30	30.59	25.96	
	L20 U21	-421		124		28		573	-7		573	14WF53	2-15[40.0	D	LA	115.9	-	14.47	39.60	-	39.99	-
	U21 L22	+330	114		30		494		+11	494		14WF103		A	C	-	1800	-	27.44	30.26	27.01	
	L22 U23	-217		94		27		338	-11		338	14WF38	2-15[33.9	D	C	1111	-	11.92	28.36	-	30.97	-
	U23 L24	+85 -69(6)	83	78	25	15	193	24	+11 -9(6)	206	123	14WF38	2-15[33.9	D	C	111.1	1800	11.92	10.32	11.44	30.97	2732
L24 U25	+48 +40(6)	105	78	18	23	171	61	+11 -13	202	147	14WF38	2-15[33.9	D	C	111.1	1800	11.92	12.33	11.22	30.97	2732	
U25 L26	-180		135		21		336	-342(1)		527	14WF38	2-15[33.9	D	LA	111.1	-	18.86(9)	27.92	-	30.97	-	
Hangers	U13 L13	+557	155		47		759			759	14WF53	2-15[50.0	B	LA	-	2700	-	28.11	34.34	29.21		
	Others (Max.)	+103	71		21		200			200	14WF61		A	C	-	1800	-	11.11	17.94	15.37		
Posts	U10 L10	-792		211		63		1066	-37		1066	2-18[58.0,	2-15(15.7)*3/8, 2-18[18.0	F	LA	958	-	16.86	63.23	-	62.46	-
	U8 L8										14WF57		A	C	1216	-			-	25.56	-	
	U28 L28										14BP73		A	C	1203	-			-	21.46	-	

Note:
For Nomenclature and Types of Members.
See Sh. 57

TRUSS SPANS
STRESS TABLE-2
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50

FAI ROUTE 80
SECTION 99-3E5F-P
Scale: None
PROJECT
WILL COUNTY
Date: Dec. 28, 1960
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.Y. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	HCM #JTL
CHECKED	JTL & HCM
DRAWN	JTB
CHECKED	JTL

FOR INFORMATION ONLY

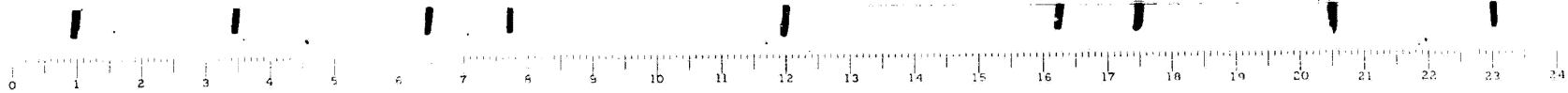
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 22 OF 87 SHEETS

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	970
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

USER NAME	=USJ696614	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 11/5/2025	DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-

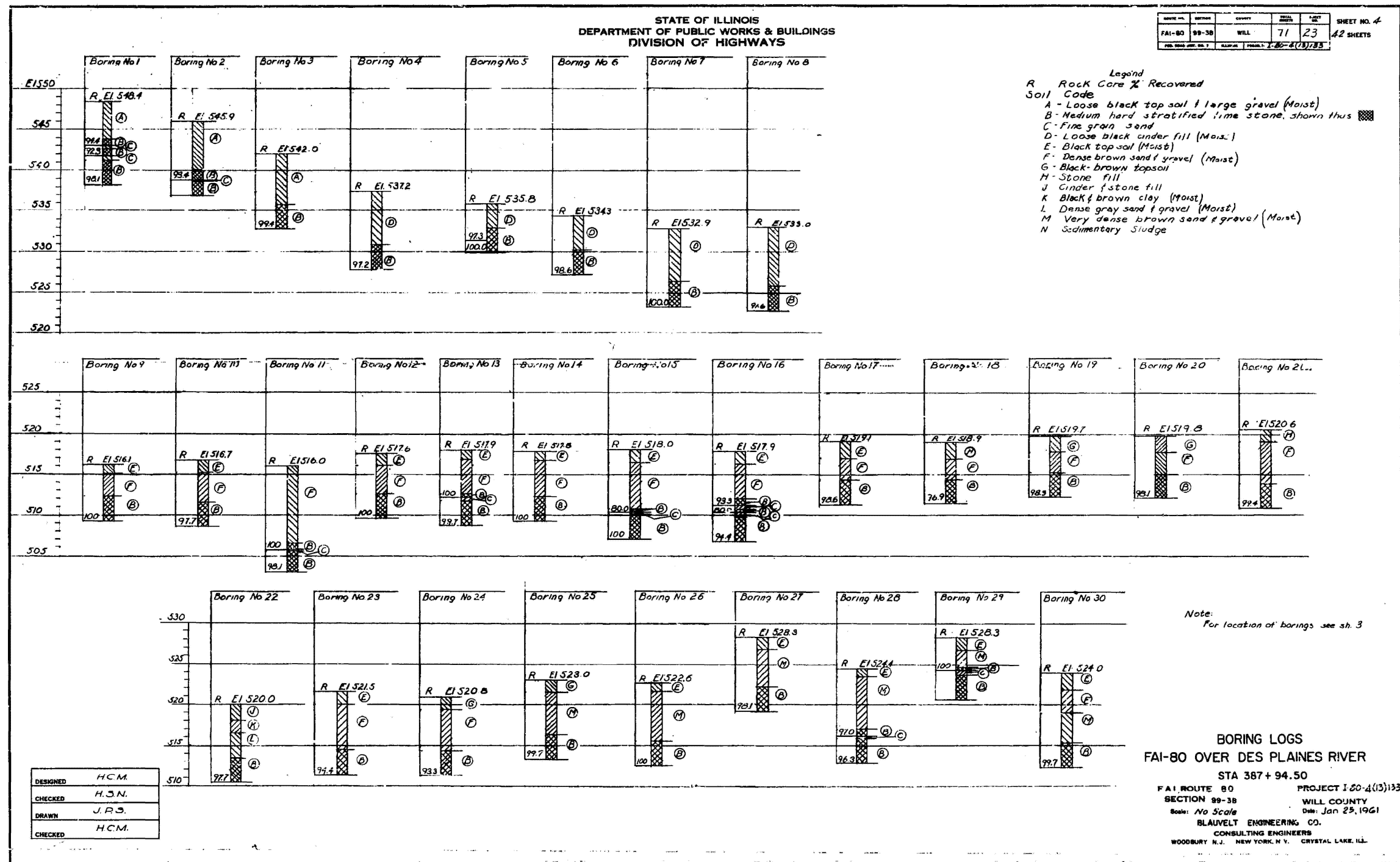


WS |

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	971
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		

ILLINOIS	FED. AID PROJECT
----------	------------------

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FOR INFORMATION ONLY



WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1884

USER NAME = USSJ696614
PLOT SCALE = 0.2" / in.
PLOT DATE = 11/5/2025

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

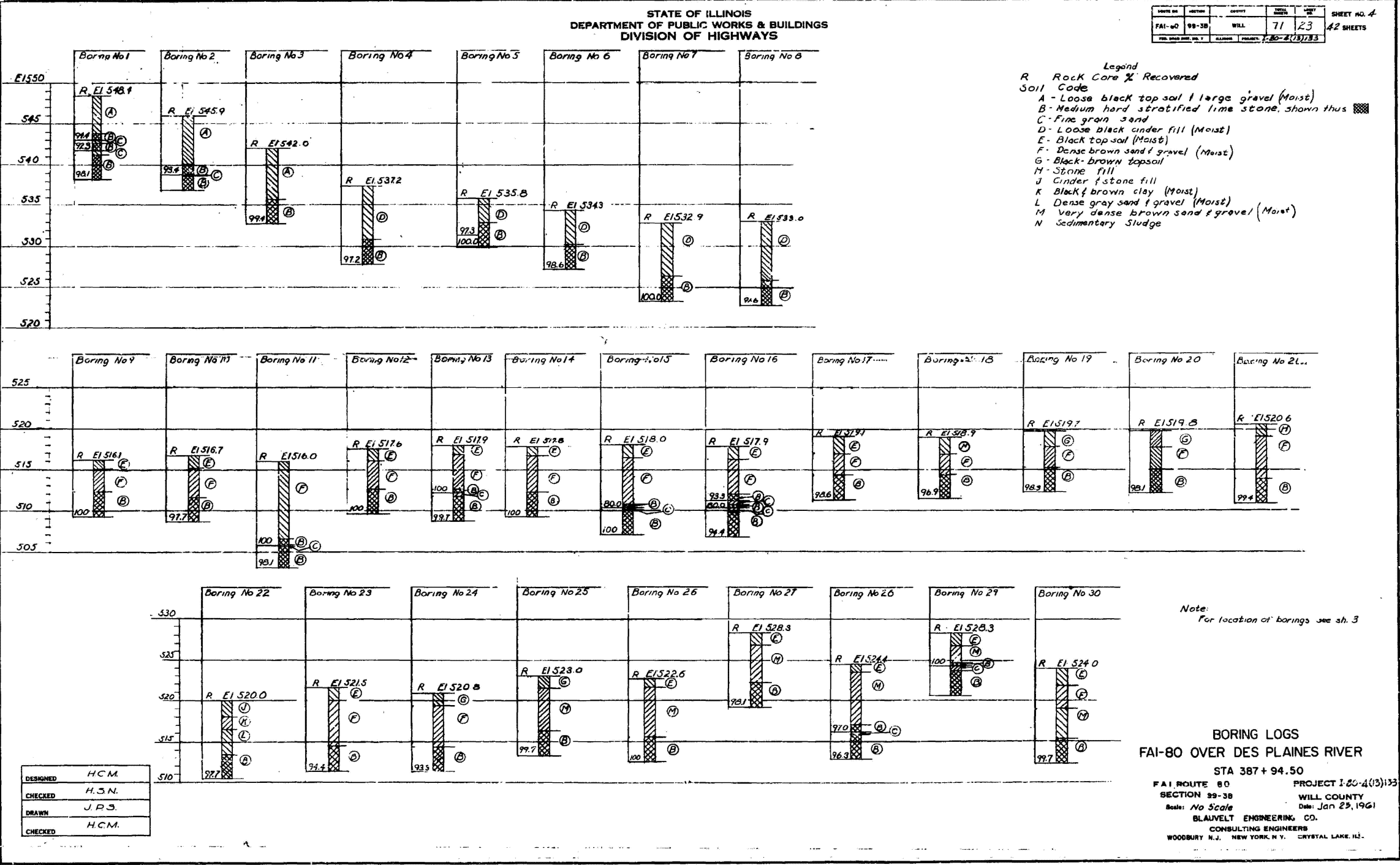
EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 24 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	972
CONTRACT NO. 62R23				

ILLINOIS FED. AID PROJECT

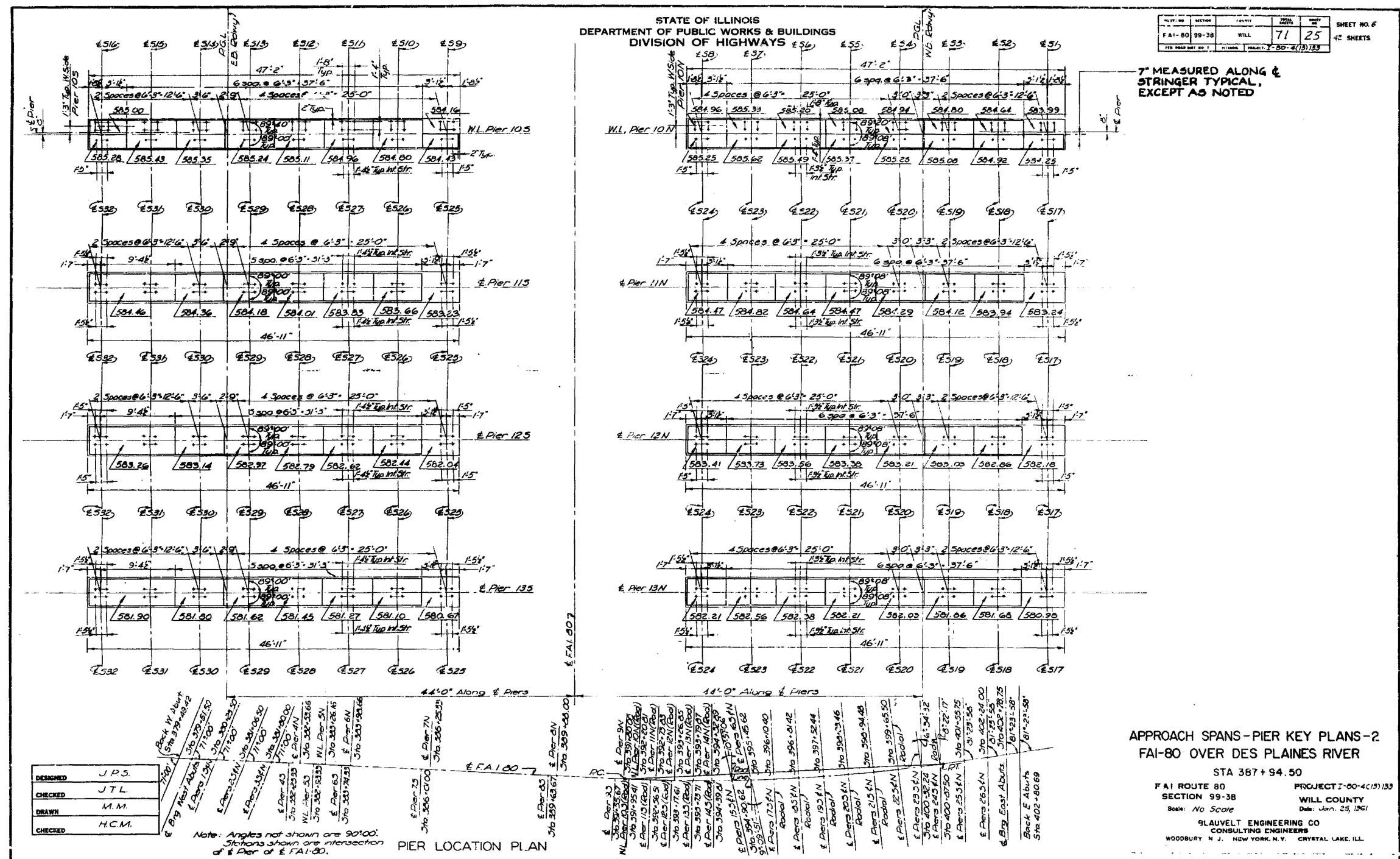
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FOR INFORMATION ONLY

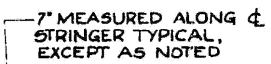
WSP USA INC. 30 N. LA SALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ896614		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.2" = 1' / in.		CHECKED -	REVISED -		STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB		80	FAI 80 21 STRUCTURE 2	WILL	1230	973
	PLOT DATE = 11/5/2025		DRAWN -	REVISED -		SHEET 25 OF 87 SHEETS		CONTRACT NO. 62R23				
			CHECKED -	REVISED -				ILLINOIS FED. AID PROJECT				





FOR INFORMATION ONLY

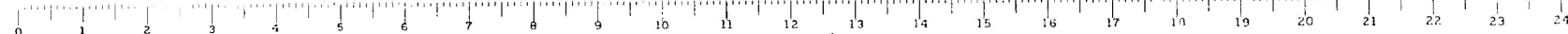
USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED -	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	975
PLOT SCALE = 0:2 1/4" / in.	DRAWN -	REVISED -		CONTRACT NO. 62R23					
PLOT DATE = 11/5/2023	CHECKED -	REVISED -		SHEET 27 OF 87 SHEETS					



STA 387+94.50

FAI ROUTE 80
SECTION 99-3B
Scale: *No Scale*
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N. J. NEW YORK, N. Y. CRYSTAL LAKE ILL

PROJECT *I-80-4(23)/33*
WILL COUNTY
Date: *Jan 25, 1961*



WSP |

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

USER NAME	= U55J696614
PLOT SCALE	= 0:2 " = / in.
PLOT DATE	= 11/5/2025

USER NAME	= U55J696614
PLOT SCALE	= 0:2 '± / in.
PLOT DATE	= 11/5/2025

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SHEET 29 OF 87 SHEETS

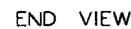
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	977
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		

ILLINOIS	FED. AID PROJECT
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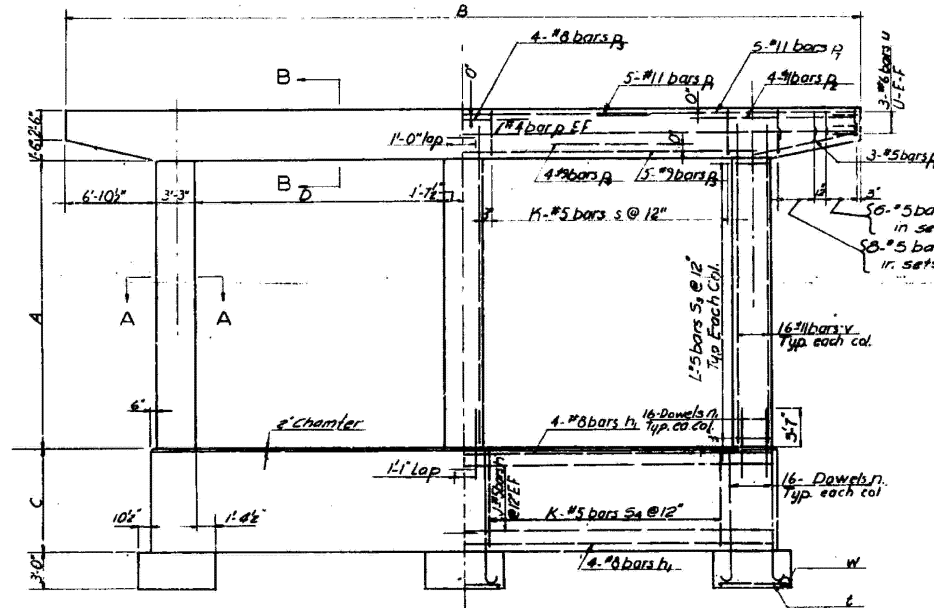
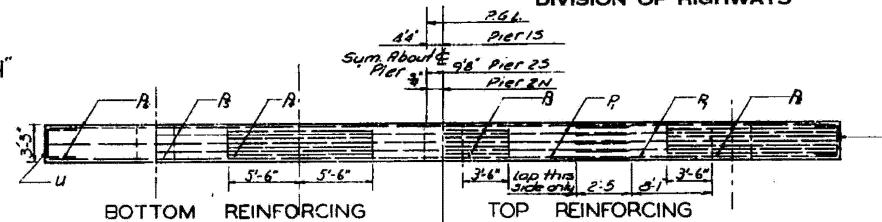
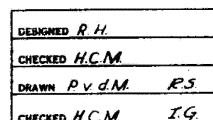


-SEE DETAIL 'H'

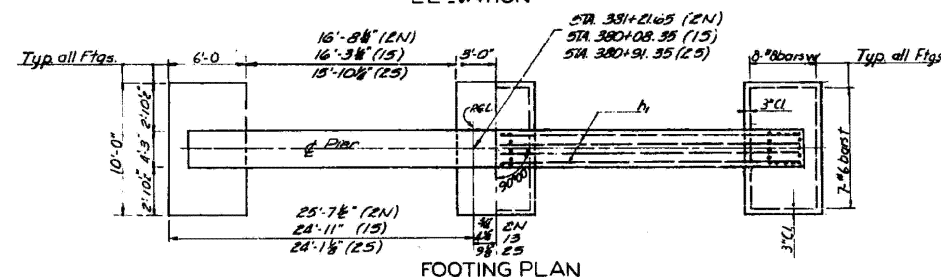
PG Elev of Pier 2 } See Table
@ PGL



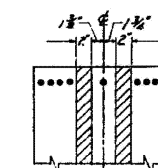
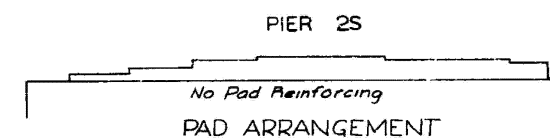
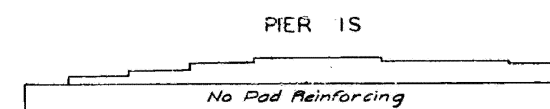
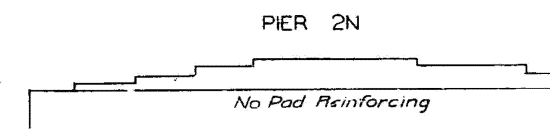
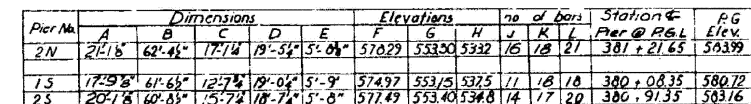
SECTION A-A



ELEVATION



FOOTING PLAN



DETAIL "H"
TOP STEEL ONLY

Note:
Keep reinforcement clear of shaded area.

Extreme care is to be taken in placing reinforcing in order to avoid interference with holes to be drilled later for anchor bolt placement.

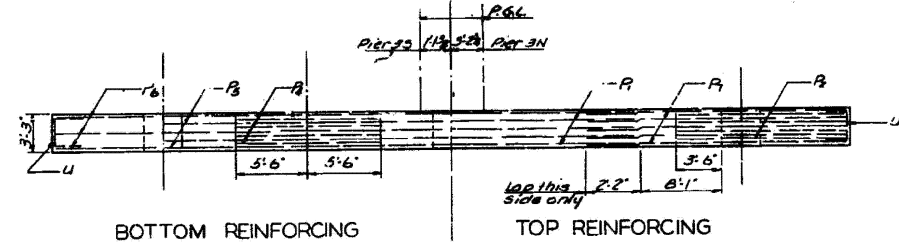
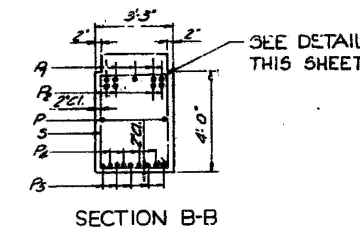
Notes:
For Bill of Materials see sh. 60
For Rod Elevations and Dimensions, see
Key Plans, sh. 24
For Bar Lists, see sh. 53
For Location Plan, see sh. 25
Maximum Foundation Pressure: 5 T/SF.

PIERS 1 S&2N/S
FAI-80 OVER DES PLAINES RIVER

STA 387 + 94.50
FAI ROUTE 80 PROJECT 1-80-413(133)
SECTION 99-38 WILL COUNTY
Scale: No Scale Date: Jan. 23, 1961
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

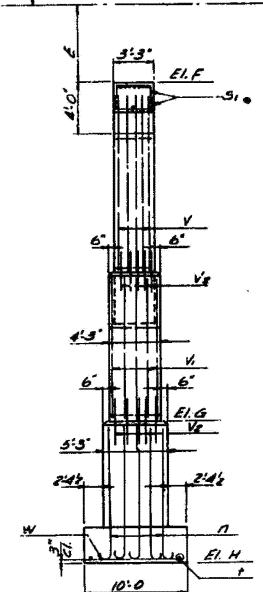
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	SHEET	DATE	BY
FAI-80	99-3B	71	3/1	12 SHEETS
FILE NAME	PROJECT	PROJECT	PROJECT	PROJECT

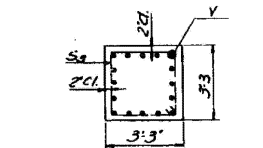


Pier No.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
3N	18'-7 1/2"	56'-3 1/2"	9'-2 1/2"	16'-4 1/2"	5'-5 1/2"	58'-4 1/2"	54'-0 1/2"	52'-9 1/2"	5	17	15	381'-25.13	385.87													
3S	18'-5"	60'-6"	5'-2 1/2"	18'-6"	5'-4 1/2"	57'-9 1/2"	54'-3 1/2"	53'-10"	4	19	15	381'-24.65	385.12													

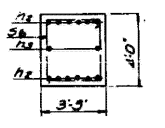
Pier Elev. of Pier & P.C.L. See Table



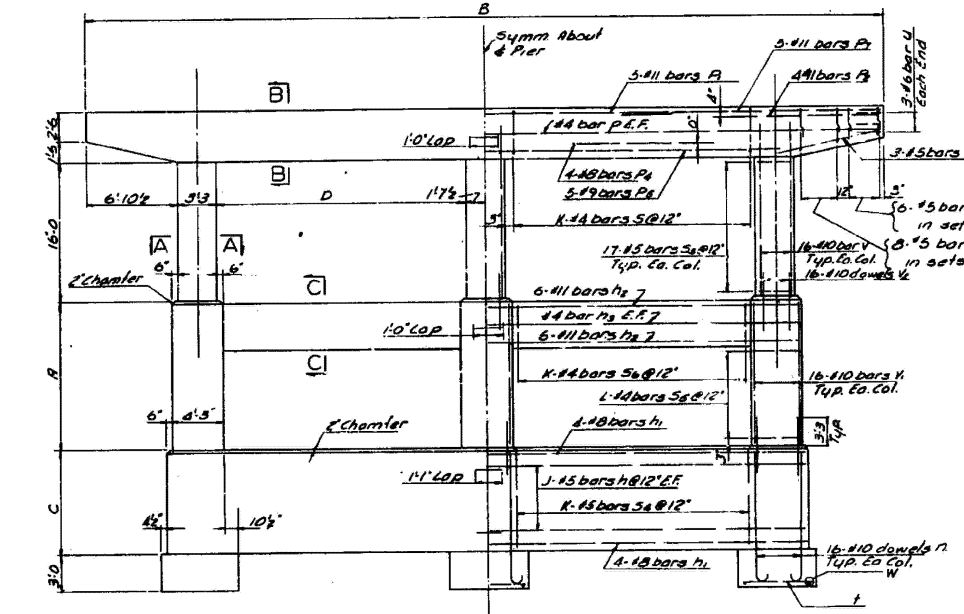
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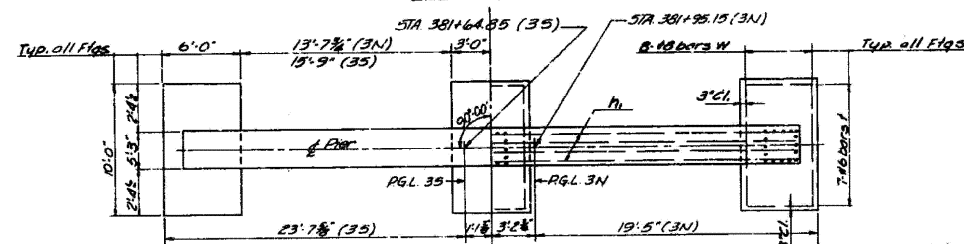
SECTION A-A



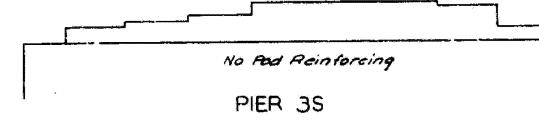
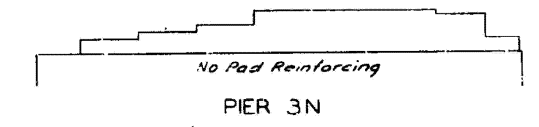
SECTION C-C



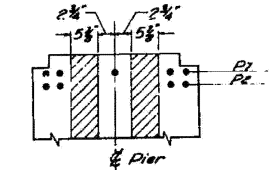
ELEVATION



FOOTING PLAN



PAD ARRANGEMENT



DETAIL

Note:
Keep reinforcement clear of shaded area.
Extreme care is to be taken in placing reinforcement in order to avoid interference with holes to be drilled later for anchor bolt placement.

PIERS 3N/S
FAI-80 OVER DES PLAINES RIVER
STA 387+94.50
FAI ROUTE 80
SECTION 99-3B
Scale: No Scale
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N. J. NEW YORK, N. Y. CRYSTAL LAKE, ILL.

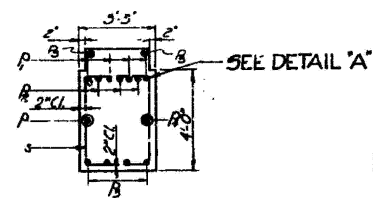
Notes:
For Bill of Materials, see sh. 60
For Pad Elevations and Dimensions, see Key Plans, sh. 24
For Bar Lists, see sh. 53
For Location Plan, see sh. 25
Maximum Foundation Pressure = 6 T/SF.

FOR INFORMATION ONLY

WSP USA Inc. 30 N. LA SALLE STREET SUITE 4000 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1884	USER NAME = USSJ696614	DESIGNED - CHECKED - DRAWN - CHECKED -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB	FAI RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.	80 FAI 80 21 STRUCTURE 2 WILL 1230 981	CONTRACT NO. 62R23	ILLINOIS FED. AID PROJECT
--	------------------------	---	--	---	---	--	--	--------------------	------------------------------

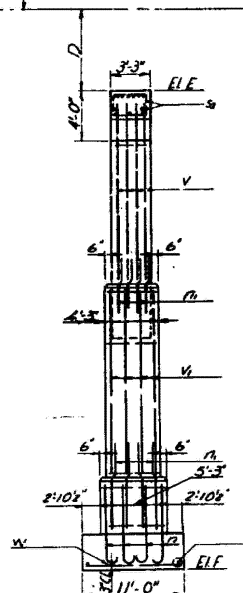
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	BY	CHKD	APPD	SHEET NO.	TOTAL SHEETS
F. 1-80	59-38	WILL	71	32	42 SHEETS

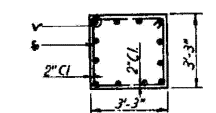


SECTION B-B

P.G. Elev. of Pier see table
@ P.G.L.

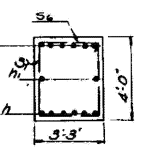


END VIEW

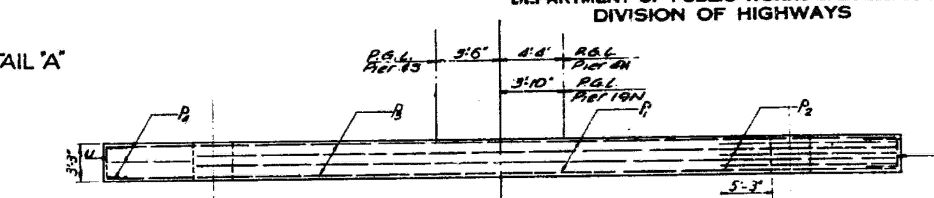


SECTION A-A

DESIGNED	R.H.
CHECKED	H.C.M.
DRAWN	P.v.d.M. R.S.
CHECKED	H.C.M. I.G.

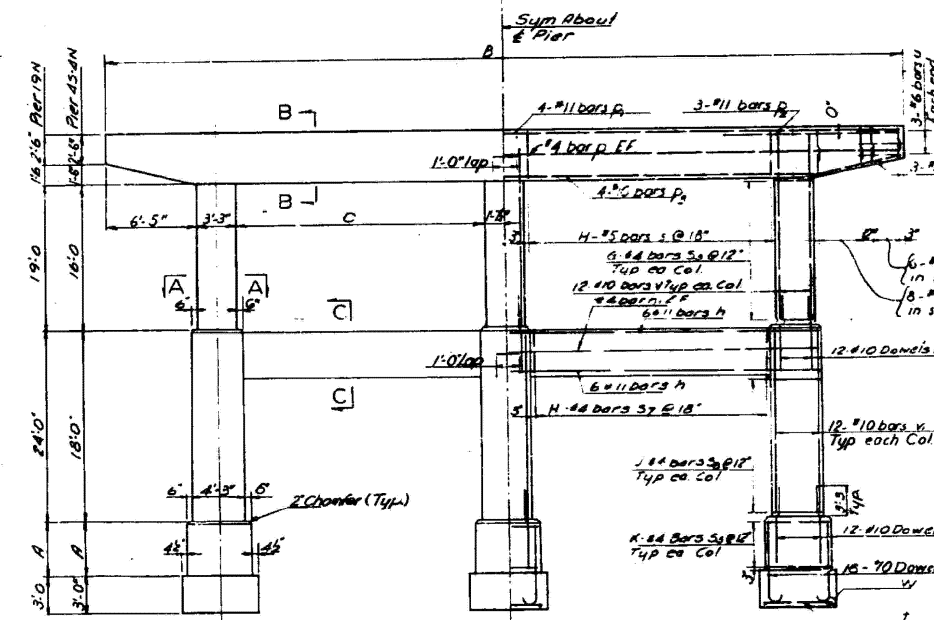


SECTION C-C

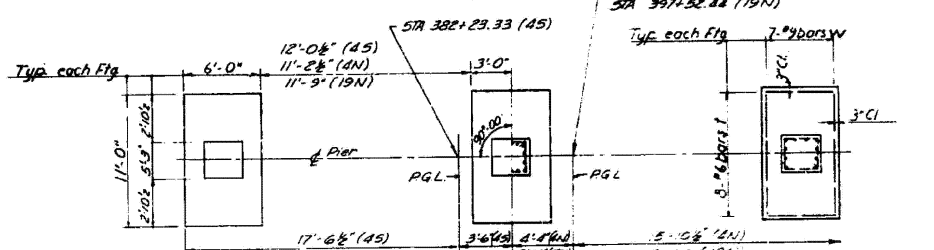


BOTTOM REINFORCING

TOP REINFORCING



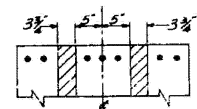
ELEVATION



FOOTING PLAN

Pier	Pier	Pier
4S	4N	19N
8'-8 1/2"	11'-0"	6'-0 1/2"
52'-2"	50'-6"	51'-7"
1'-8 1/2"	13'-1 1/2"	14'-6"
5'-2 1/2"	3'-2 1/2"	5'-4 1/2"
58'-27"	58'-17"	57'-02"
531.6	529.3	513.5
11	17	20
10	9	10
15	15	21
9	12	7

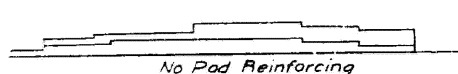
Pier	Station	Pier	P.G.L. El.
4S	@ P.G.L.	4N	
4S	382+23.33	4N	586.53
4N	382+53.66	19N	587.20
19N	397+52.44		575.56



DETAIL A
TOP STEEL ONLY

Note:
Keep reinforcement clear of shaded area.
Extreme care is to be taken in placing reinforcing in order to avoid interference with holes to be drilled later for anchor bolt placement.

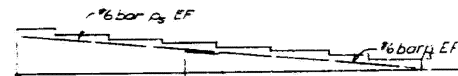
PIER 4S



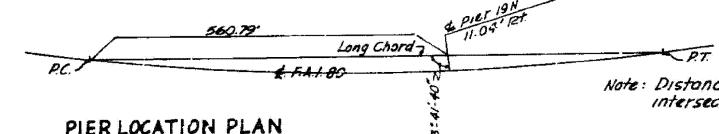
PIER 4N



PIER 19N



PAD REINFORCING



PIER LOCATION PLAN

Note:
For Bill of Materials, See Sht. 65
For Pad Elevations and Dimensions see Key Plans, Sht. 2A & 27
For Bar Lists See Sht. 53 & 57
For Location Plan, see Sht. 25
Maximum Foundation Pressure: 5 1/2 k.

PIERS 4N/S & 19N
FAI-80 OVER DES PLAINES RIVER

STA 387+94.50

FAI ROUTE 80
SECTION 99-38
Scale: No Scale
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	982
CONTRACT NO. 62R23				

SHEET 34 OF 87 SHEETS

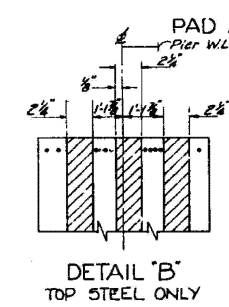
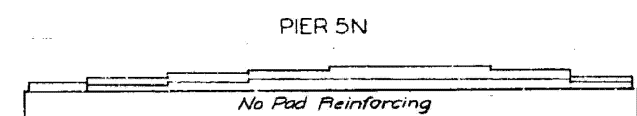
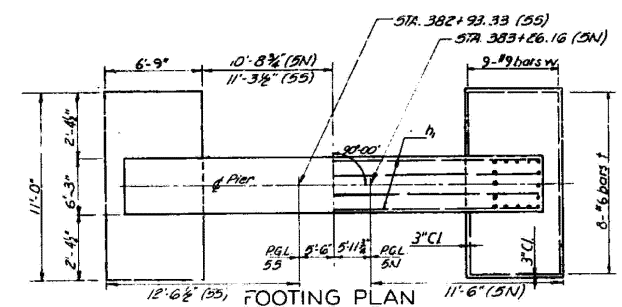
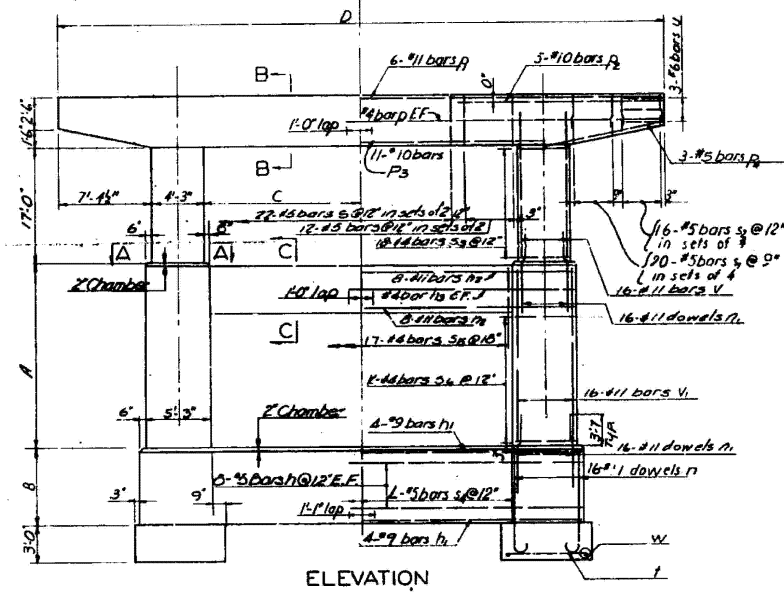
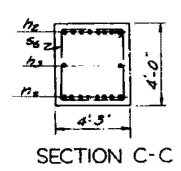
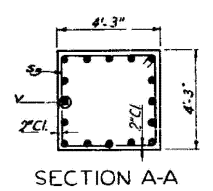
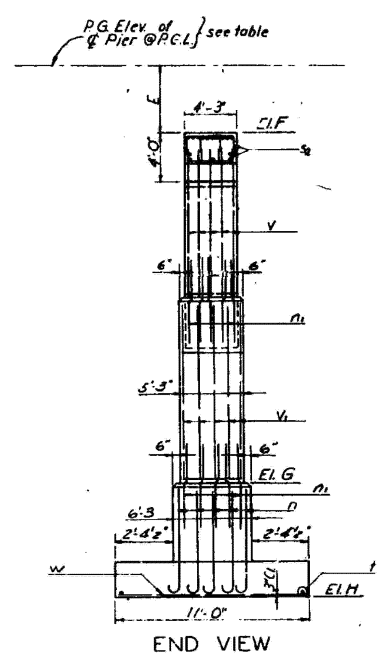
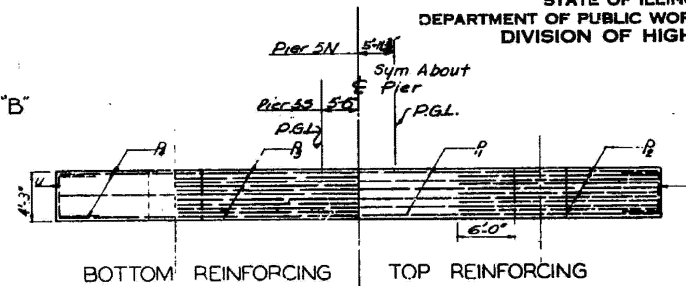
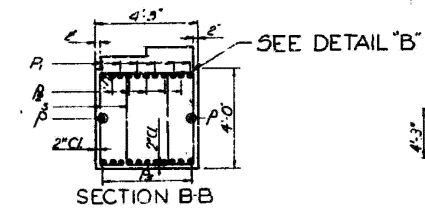
ILLINOIS FED. AID PROJECT

USER NAME	= USSJ696614	DESIGNED	-	REVISED	-
CHECKED	-	CHECKED	-	REVISED	-
PLOT SCALE	= 0.2" = 1'	DRAWN	-	REVISED	-
PLOT DATE	= 11/5/2025	CHECKED	-	REVISED	-

DATE	BY	CHECKED	TOTAL SHEETS	SHEET NO.
FAI-BC	UP-38	WILL	71	33
PER. ROAD DIST. NO. 7		ILLINOIS	PROJECT: 1-80-4121/23	

SHEET NO. 14
42 SHEETS

	Dimensions					Elevations			Bars	Station No.	R.R.
	A	B	C	D	E	F	G	H			
Pier No 5 N	21'-2"	9'-0"	11'-11 1/4"	47'-25"	5'-5 1/8"	583.17	541.0	529.0	12	383+26.16	580.06
Pier No 5 S	20'-5 1/2"	9'-3 1/2"	12'-6 1/2"	48'-4"	5'-6 1/8"	582.49	541.0	528.7	17	392+933.3	580.03



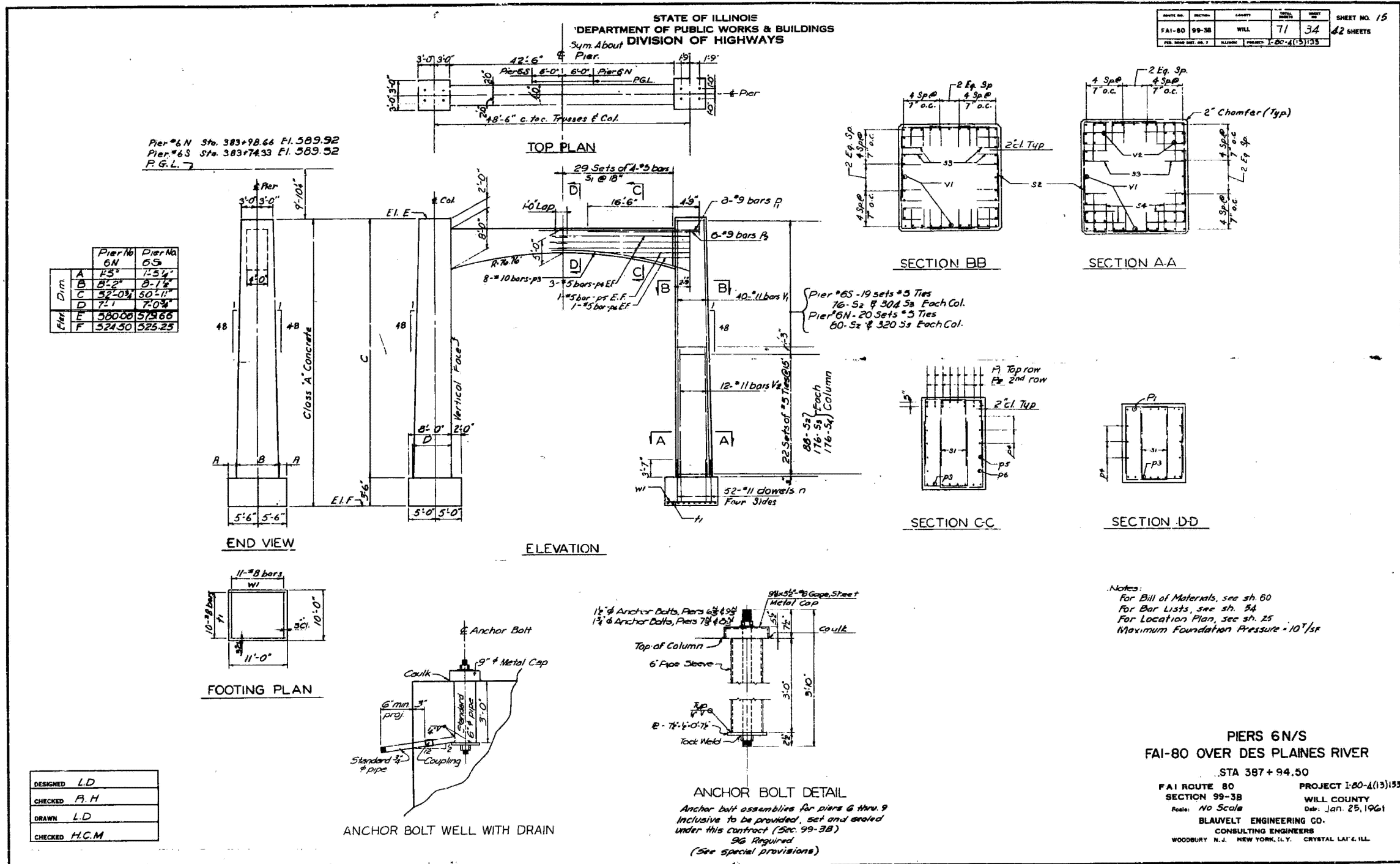
Note: Keep reinforcement clear of shaded area.

Extreme care is to be taken in placing reinforcing in order to avoid interference with holes to be drilled later for anchor bolt placement.

Notes:
For Bill of Materials See Sht. 60
For Pad Elevations and Dimensions, see
Key Plans, Sht. 24
For Bar Lists, See Sht. 54
For Location Plan, see Sht. 25
Maximum Foundation Pressure: $5\frac{1}{2}k$

PIERS 5 N/S
FAI-80 OVER DES PLAINES RIVER
STA 387 + 94.50

FAI ROUTE 80	PROJECT 1-80-111
SECTION 99-38	WILL COUNTY
Scale: No Scale	Date: Jan. 25, 1981
BLAUVELT ENGINEERING CO.	
CONSULTING ENGINEERS	
WOODBURY N.J.	NEW YORK, N.Y.
CRYSTAL LAKE, ILL.	



FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

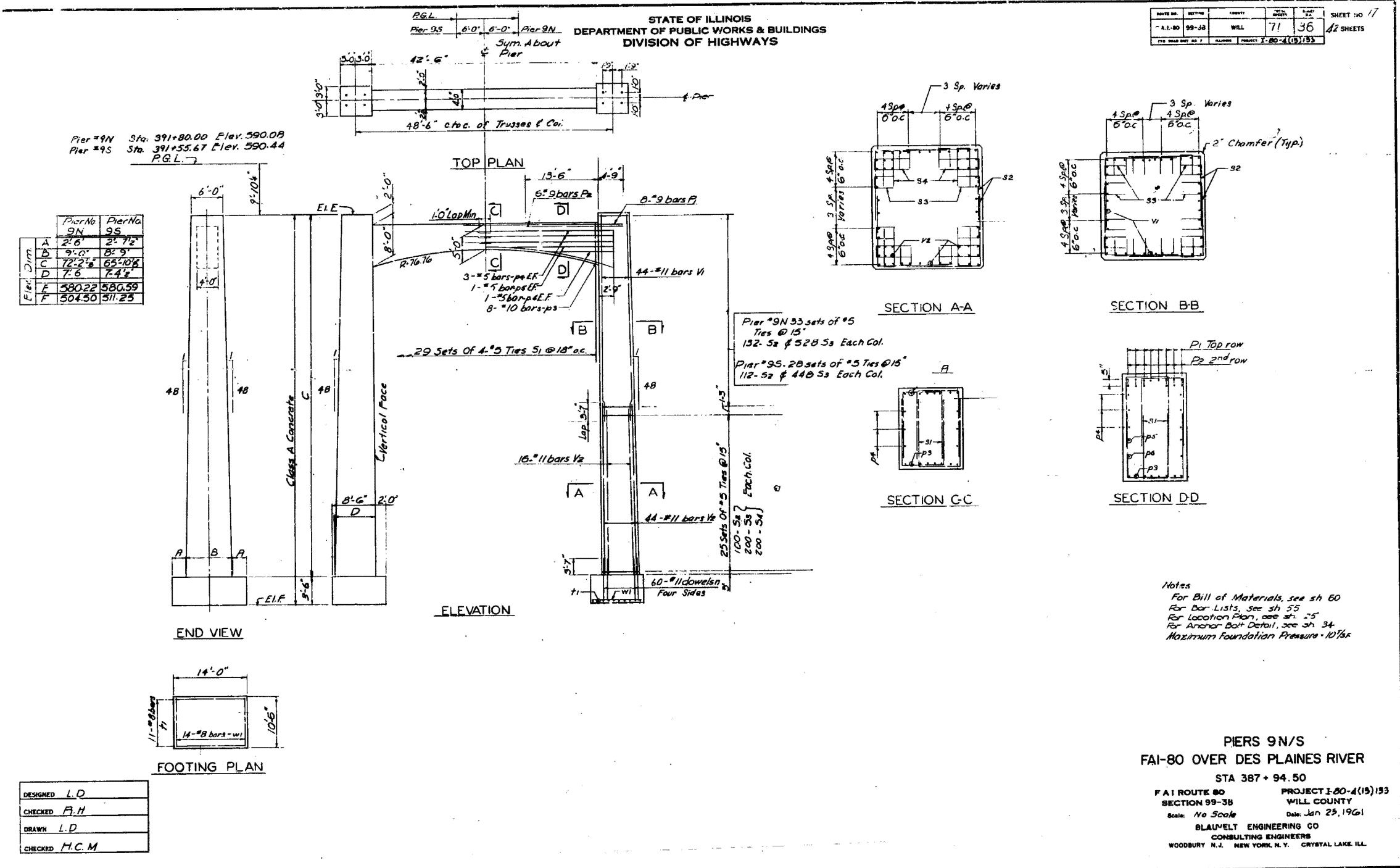
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	984
CONTRACT NO. 62R23				

SHEET 36 OF 87 SHEETS

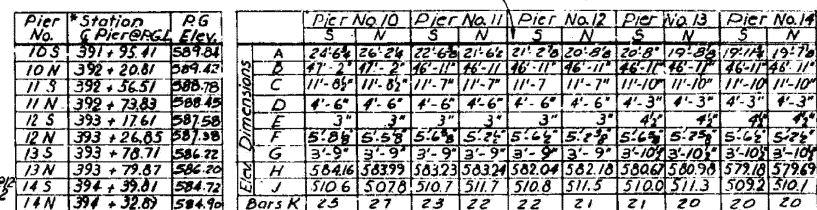
ILLINOIS FED. AID PROJECT

USER NAME	= USSJ696614	DESIGNED	-	REVISED	-
CHECKED	-	CHECKED	-	REVISED	-
DRAWN	-	DRAWN	-	REVISED	-
CHECKED	-	CHECKED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.				
PLOT DATE	= 11/5/2025				

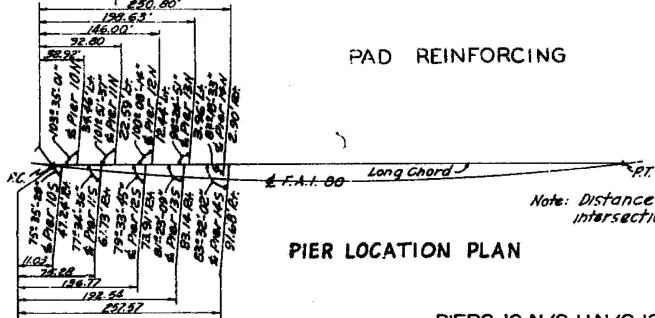
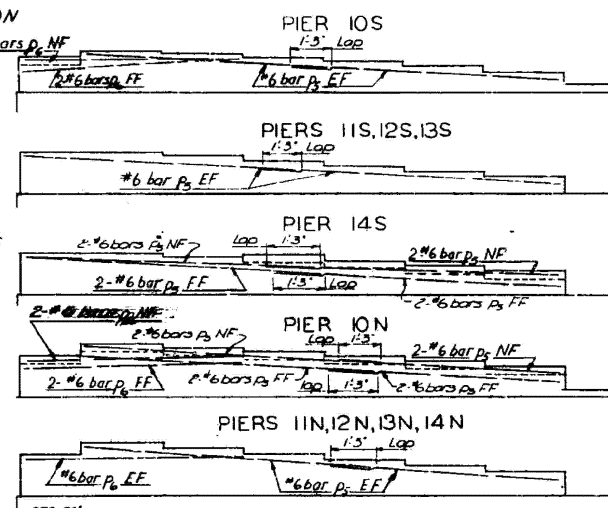
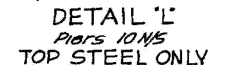
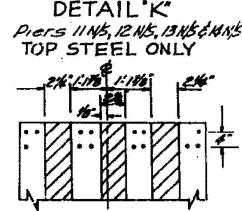
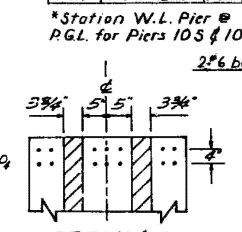
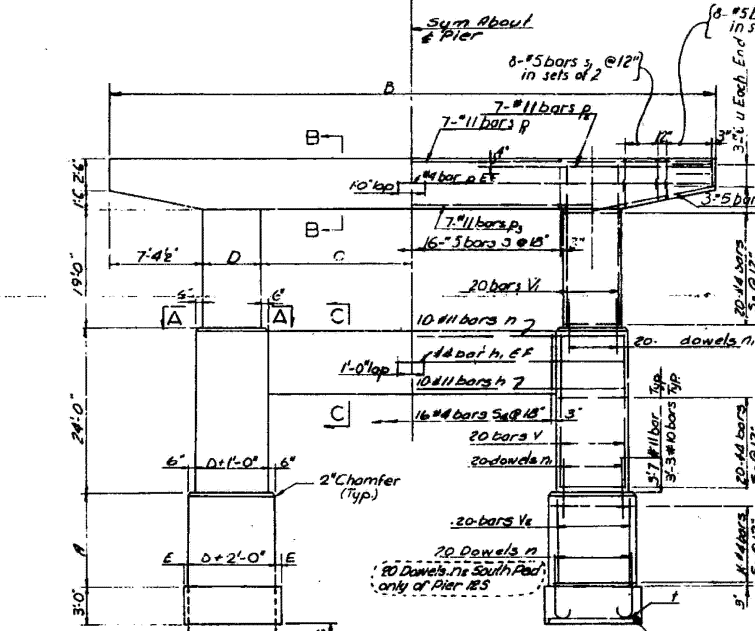




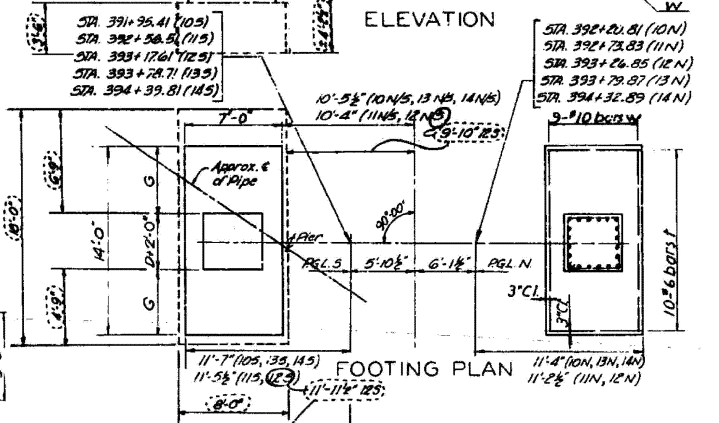
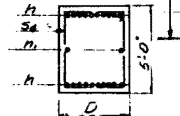
FOR INFORMATION ONLY



A	24-115°
B	46-11°
C	11-7°
D	8-6°
E	9°
F	5-68°
G	506.510. Plan
H	582.04
J	506.5
BASEX	27



DESIGNED	R.H.	
CHECKED	H.C.M.	
DRAWN	P.v.d.M.	P.S.
CHECKED	H.C.M.	I.G.



Note: For Bill of materials see sh. 60
For Rod Elevations and Dimensions, see
Key Plans, sh. 25 & 26
For Bar Lists see sh. 55 & 56
For Location Plan, see sh. 25
Maximum Foundation Pressure = 5 1/2 t/sf.

FOR REINFORCEMENT DETAILS AND OTHER FOOTING DETAILS
AND ADDITIONAL QUANTITIES FOR THE SOUTH PAD OF PIER 12.5 SEE SHEET 37A

PIERS 10 N/S, 11 N/S, 12 N/S, 13 N/S & 14 N/S
FAI-80 OVER DES PLAINES RIVER

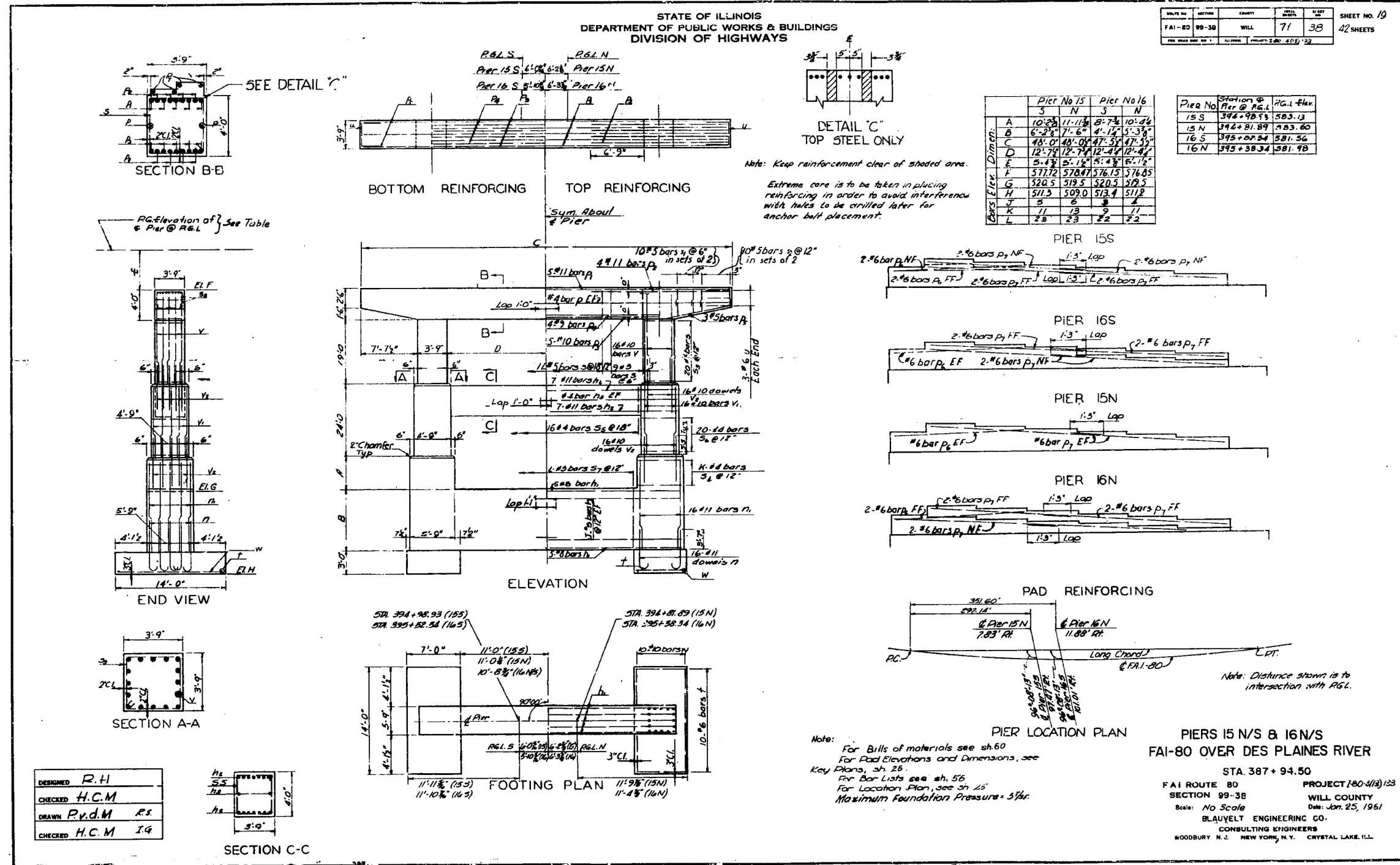
STA 387+94.50

FAI ROUTE 80	PROJECT 1-80-4(13)/33
SECTION 99-38	WILL COUNTY
Scale: <i>No Scale</i>	Date: <i>Jan 25, 1961</i>
BLAUVELT ENGINEERING CO.	
CONSULTING ENGINEERS	
WOODCURY, N.J.	NEW YORK, N.Y.
CRYSTAL LAKE, ILL.	

Revision 1-30-63 South part of pier 12S revised W.C.K.

FOR INFORMATION ONLY

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FOR INFORMATION ONLY

wsp

WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1894

USER NAME = USSJ696614
DESIGNED -
CHECKED -
DRAWN -
PLOT SCALE = 0.2" = 1' / in.
PLOT DATE = 11/5/2025

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

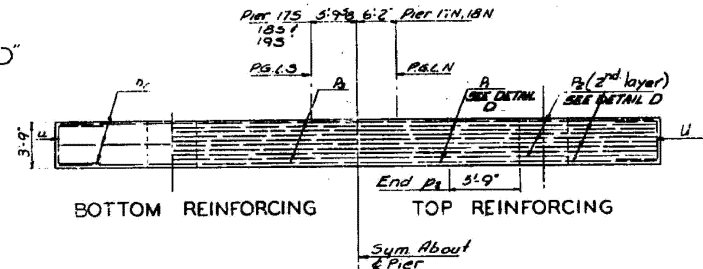
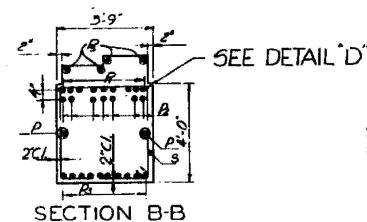
EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 40 OF 87 SHEETS

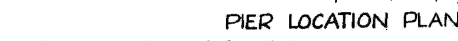
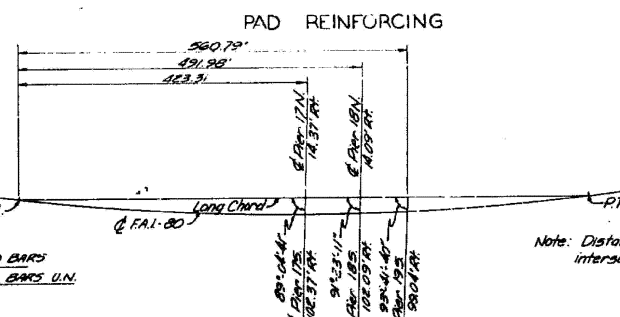
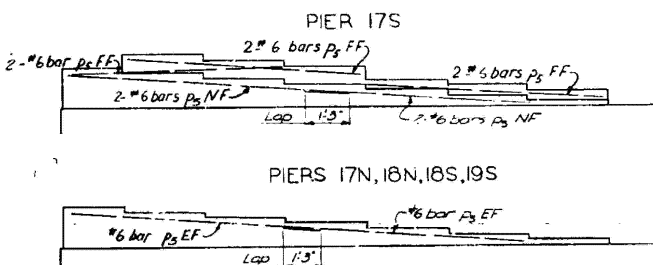
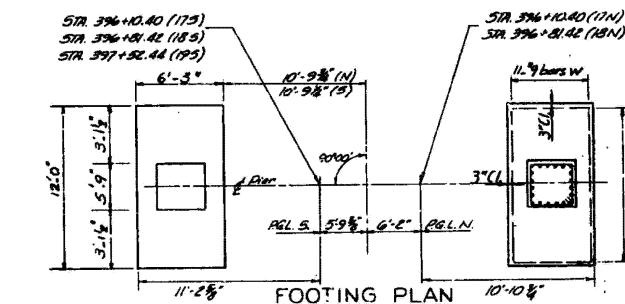
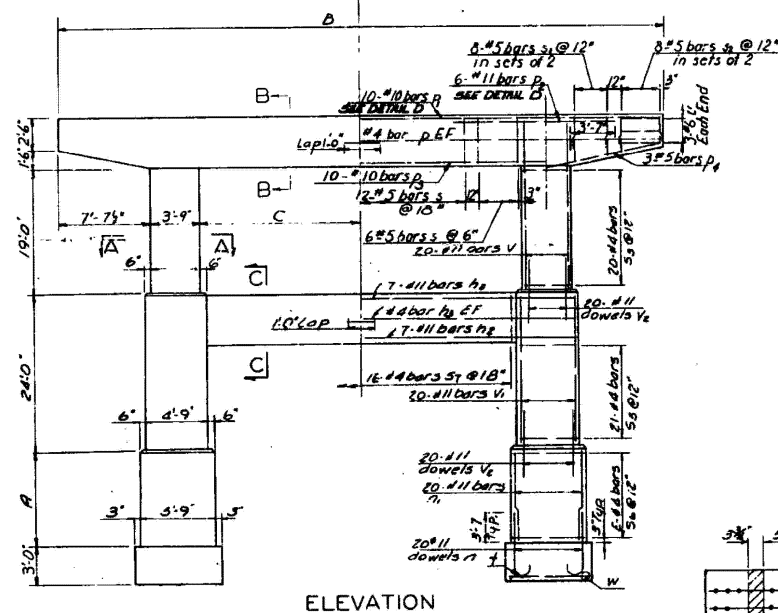
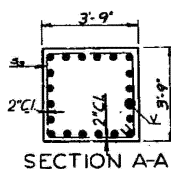
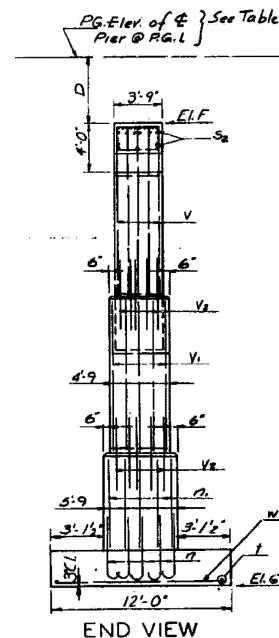
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	988
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

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

ROUTE NO.	SECTION	COUNTY	PROJECT	SHEET NO.	SHEET NO.
FAI-80	99-38	WILL	71	39	42 SHEETS



Pier No.	Station	P.G.
17S	396+10.40	579.82
17N	396+10.40	579.82
18S	396+81.42	577.69
18N	396+81.42	577.69
19S	397+52.44	575.56

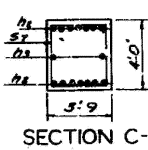


Notes:
For Bill of Materials, see sh. 60
For Pad Elevations and Dimensions, see Key Plans, sh. 26 & 27
For Pier Location, see sh. 25
Maximum Foundation Pressure: 5.5 ksf

PIERS 17 N/S, 18 N/S, & 19 S
FAI-80 OVER DES PLAINES RIVER

STA 387+94.50
FAI ROUTE 80
SECTION 99-38
Scale: No Scale
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	R.H.
CHECKED	H.C.M.
DRAWN	P.v.d.M. R.S.
CHECKED	H.C.M. I.G.



FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

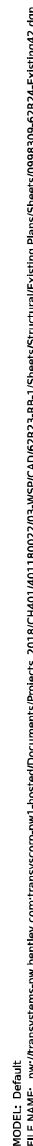
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	989

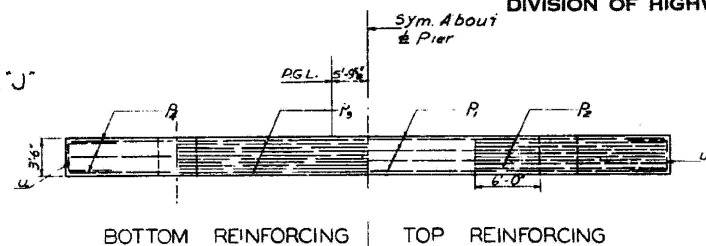
WSP USA Inc.
30 N. LA SALLE STREET
SUITE 4000
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1884

USER NAME	U55J696614	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 11/5/2025	DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-

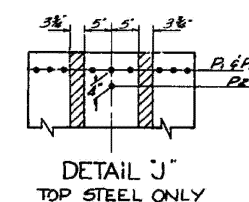
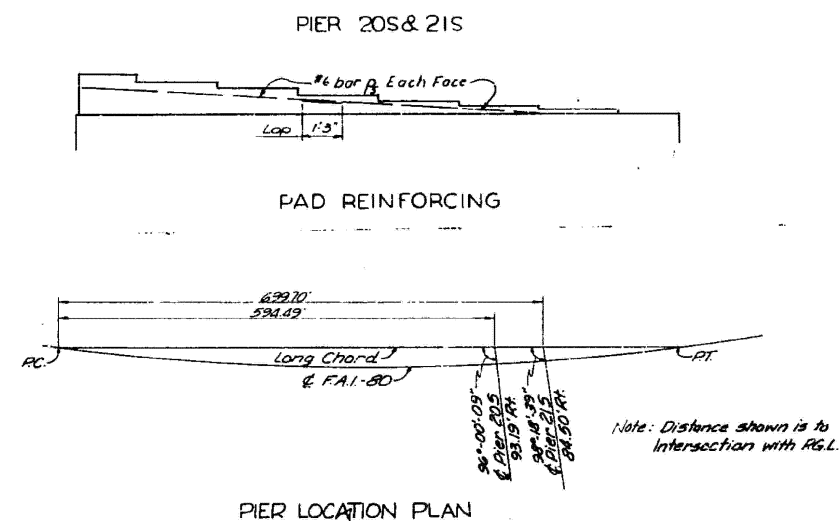
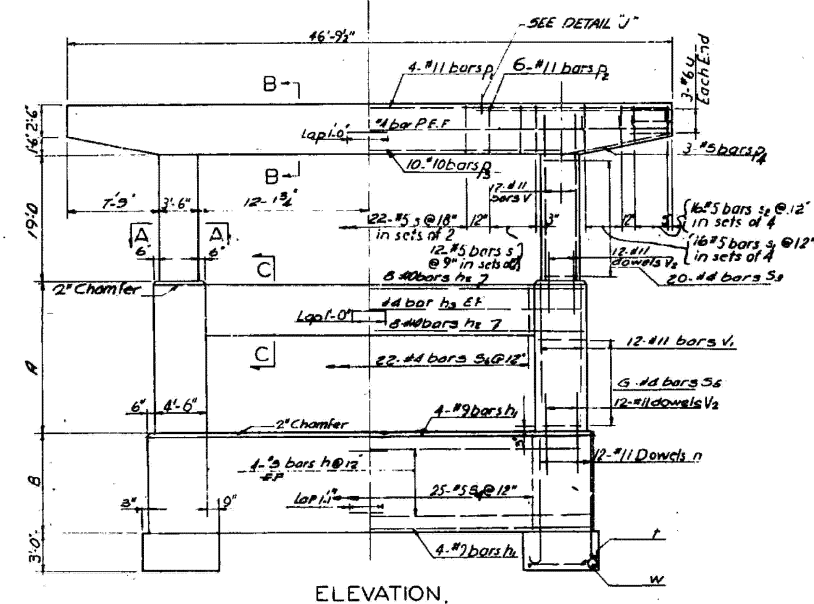
SHEET 41 OF 87 SHEETS

ILLINOIS FED. AID PROJECT



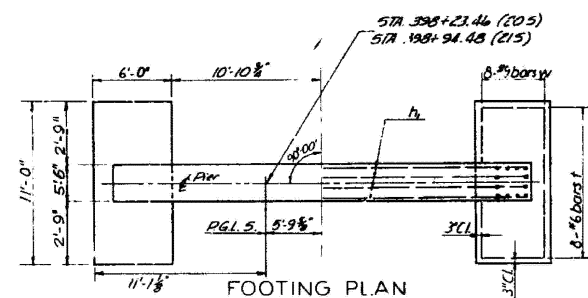


Pier NO	Dimensions			Elevations			Bars G	Station & Pier @ R.G.L	P.G Elev.
	A	B	C	D	E	F			
20S	22.10	5.10	5.6	367.80	322.0	313.1	19	398+23.46	373.43
21S	20.8	5.3	5.6	366.74	322.0	313.1	18	398+94.48	371.30

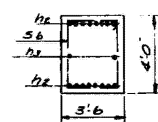


Note: Keep reinforcement free of shaded area.

Extreme care is to be taken in placing reinforcing in order to avoid interference with holes to be drilled later for anchor bolt placement.



DESIGNED	F.T.G
CHECKED	R.H
DRAWN	P.v.d.M R.S
CHECKED	H.C.M I.G



SECTION C-C

Notes:

- For Bill of Materials see sh. 60
- For Rad. Elevations and Dimensions, see Key Plans, sh. 27
- For Bar Lists see sh. 57 & 58.
- For Location Plan, see sh. 25
- Maximum Foundation Pressure = 5 $\frac{1}{2}$ s.

PIERS 20 S & 21 S
FAI-80 OVER DES PLAINES RIVER

STA 387 + 94.50

FAI ROUTE 80	PROJECT 1-80 4/3/33
SECTION 99-38	WILL COUNTY
Scale: No Scale	Date: Jan. 25, 1961
BLAUVELT ENGINEERING CO.	
CONSULTING ENGINEERS	
WOODBURY N.J.	NEW YORK, N.Y.
CAYSGAL LAKE, ILL.	

EXISTING PLAN

STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 43 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	991
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

FOR INFORMATION ONLY

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

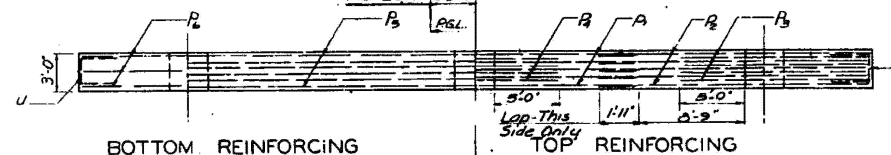
WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

MODEL: Default



- SEE DETAIL "G"

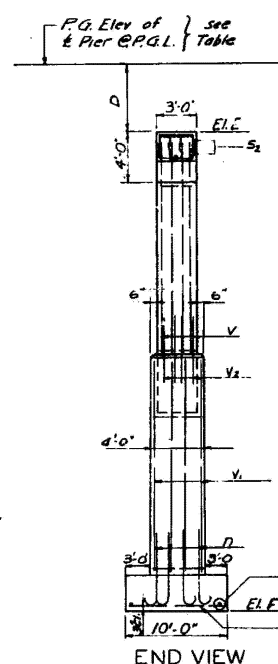
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Pier 23 N	0'-0" 8
Pier 24 N	1'-0" 8
Pier 26 N	2'-5" 16



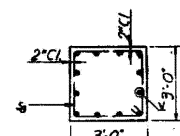
BOTTOM REINFORCING

Side only
TOP REINFORCING

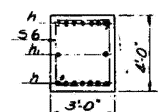
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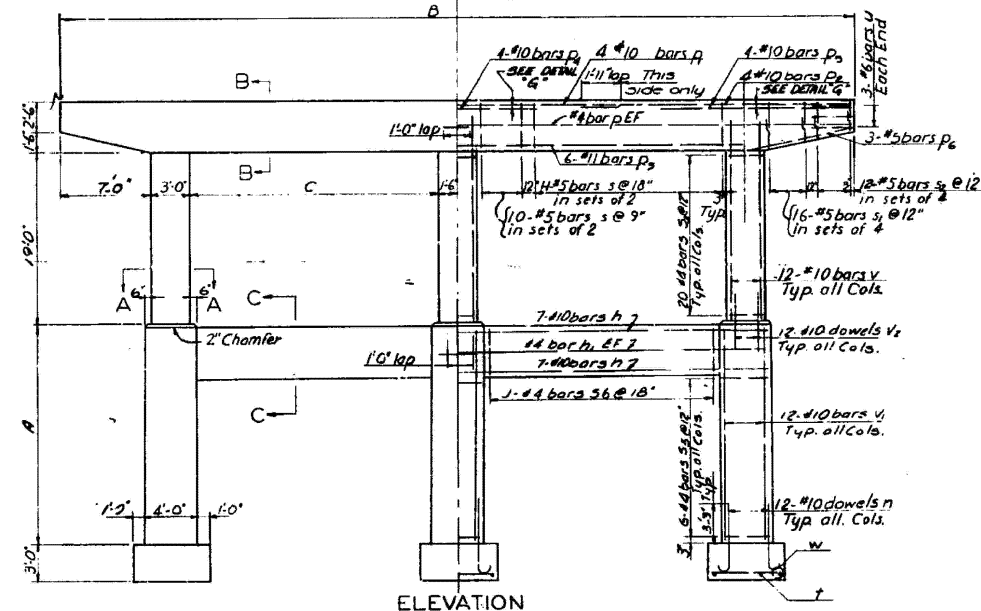
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SECTION A-A

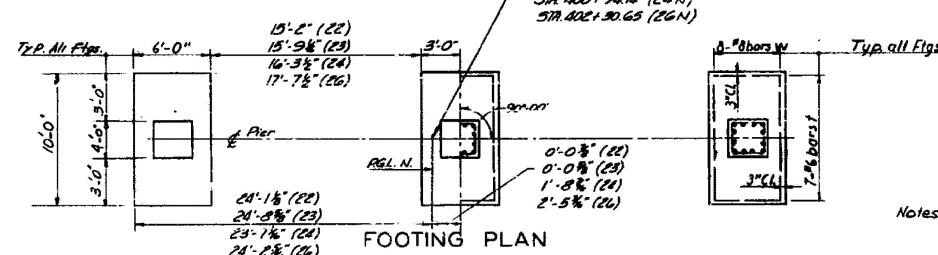


SECTION C-C

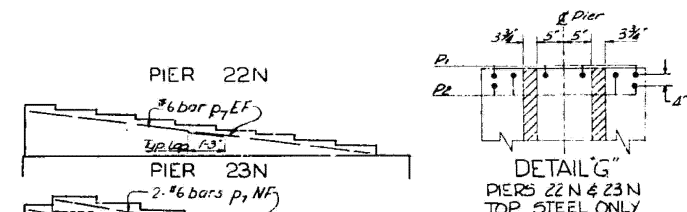
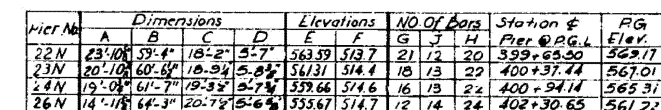


ELEVATION

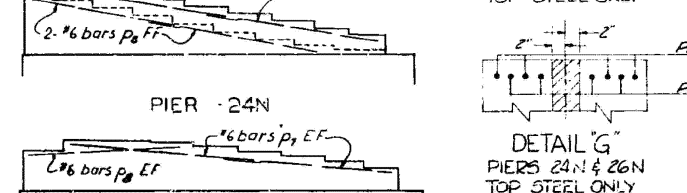
STA. 399+65.50 (22N)
STA. 400+37.44 (23N)
STA. 400+94.14 (24N)
STA. 402+90.65 (26N)



FOOTING PLAN

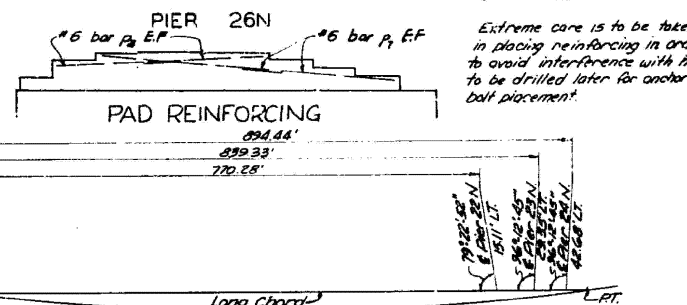


DETAIL "G"
PIERS 22 N & 23 N
TOP STEEL ONLY



PIERS 24N & 26N
TOP STEEL ONLY

Note: Keep reinforcement free of shaded area.



Note: The distance shown is to intersection with P.G.L.

Notes:
For Bills of materials see sh 60
For Rod Elevations and Dimensions, see
Key Plans, sh 28
For Bar Lists, see sh 58 & 59
For Location Plan, see sh 25
Maximum Foundation Pressure: 5T/ft².

PIERS 22 N,23N,24N & 26 N
FAI-80 OVER DES PLAINES RIVER

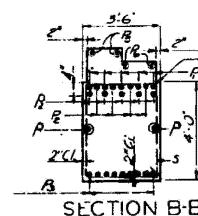
STA 387 + 94.50

FAI ROUTE 80 PROJECT I-80-4(13)/33
SECTION 99-3B WILL COUNTY
Scale: *No Scale* Date: *Jan 25, 1961*
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK N.Y. CRYSTAL LAKE, ILL

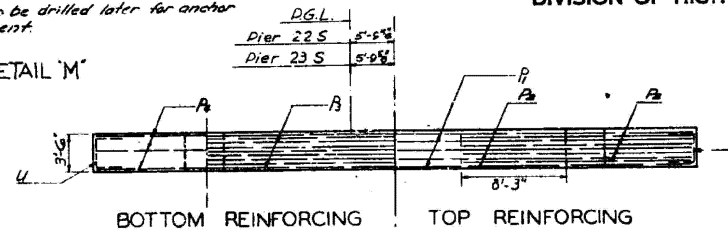
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	BY	CHECKED	SCALE	SHEET NO.
FAI-80	99-38	WILL	71	43
SHEET NO. 24				42 SHEETS

Note: Extreme care is to be taken in placing reinforcing in order to avoid interference with holes to be drilled later for anchor bolt placement.



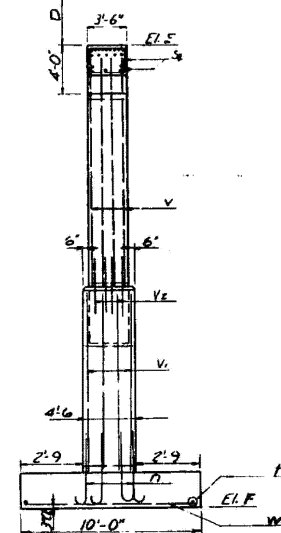
SECTION B-B



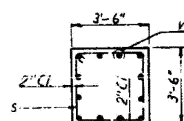
BOTTOM REINFORCING

TOP REINFORCING

P.G. Elev. of Pier see table @ P.G.L.

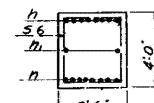


END VIEW

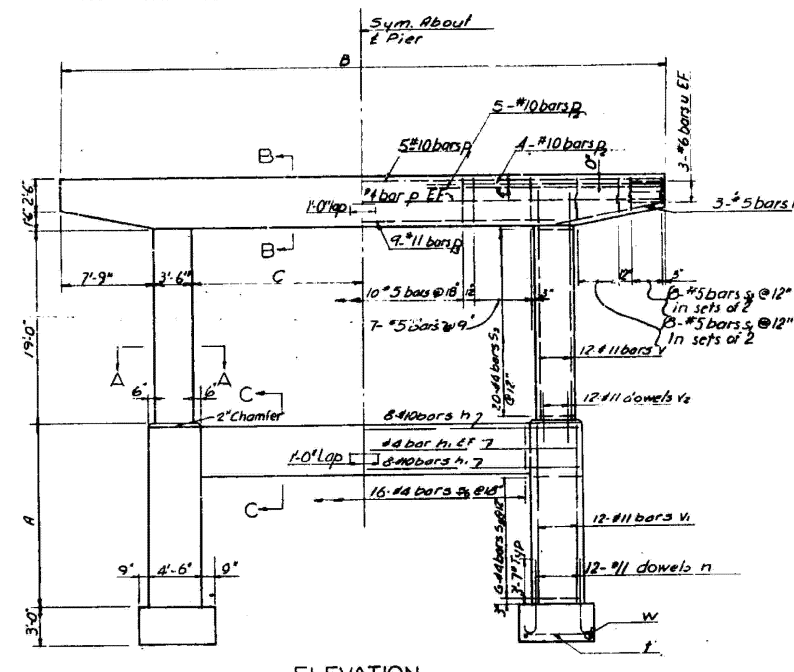


SECTION A-A

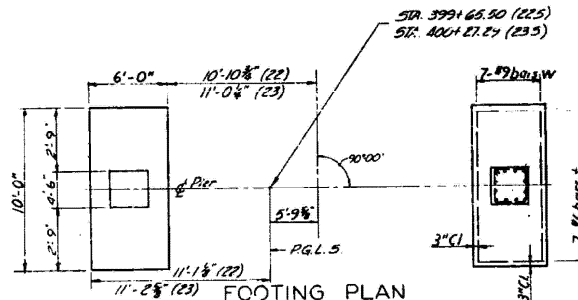
DESIGNED	R.H.
CHECKED	H.C.M.
DRAWN	P.V.D.M. R.S.
CHECKED	H.C.M. I.G.



SECTION C-C

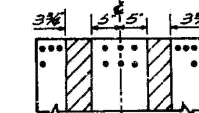


ELEVATION

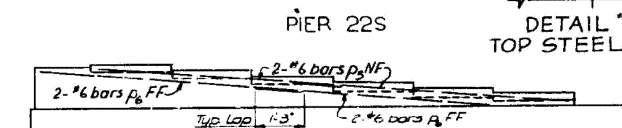


FOOTING PLAN

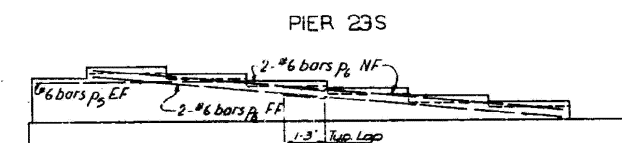
Pier No.	Dimensions	Elevations	No. of bars	Station @	P.G.
A	B	C	D	E	F
22S	22'-7 1/2"	16'-9 1/2"	12'-1 1/2"	5'-6 1/2"	563.63
23S	18'-4 1/2"	17'-0 1/2"	12'-3 1/2"	5'-7 1/2"	561.68



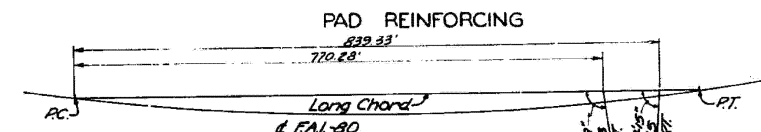
DETAIL 'M' TOP STEEL ONLY



PIER 22S



PIER 23S



PAD REINFORCING

Note: Distance shown is to intersection with P.G.L.

PIER LOCATION PLAN

Notes:
For Bill of Materials see sh. 60
For Pad Elevations and Dimensions, see Key Plans, sh. 28.
For Bar Lists see sh. 58
For Location Plan, see sh. 25.
Maximum Foundation Pressure: 8 1/2 ksf.

PIERS 22S & 23S
FAI-80 OVER DES PLAINES RIVER

STA 387 + 94.50
FAI ROUTE 80
SECTION 99-38
Scale: No Scale
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

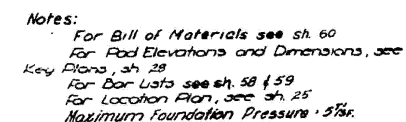
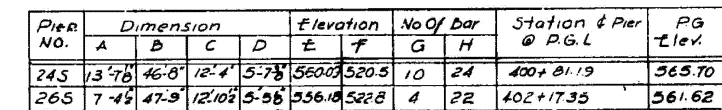
EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 45 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	993
CONTRACT NO. 62R23				

ILLINOIS FED. AID PROJECT

USER NAME	= USSJ696614	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 11/5/2025	DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-



STA 387 + 94.50

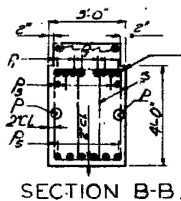
FAI ROUTE 80	PROJECT F-50-4(15)23
SECTION 99-38	WILL COUNTY
Scale: <i>No Scale</i>	Date: <i>Jan. 25, 1961</i>
BLAUVELT ENGINEERING CO.	
CONSULTING ENGINEERS	
WOODBURY N.J.	CRYSTAL LAKE, ILL.

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

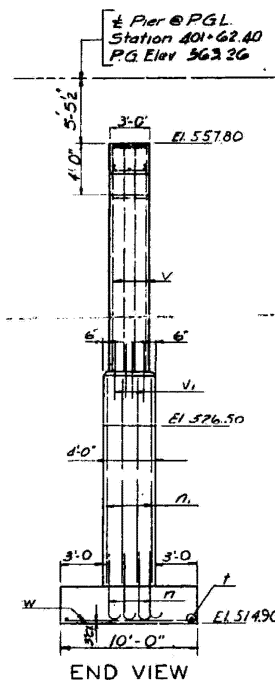
DATE	NO.	BY	CHKD.	APP'D.	SHEET NO. 26
FAI-80	99-38	WILL	71	45	42 SHEETS
PRO. ROAD DIST. PG. 7	ILLINOIS	PROJECT: F-80-4(13)/33			

Note: Extreme care is to be taken in placing reinforcing in order to avoid interference with holes to be drilled later for anchor bolt placement.

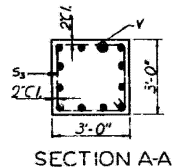
SEE DETAIL "F"
SHEET NO. 44



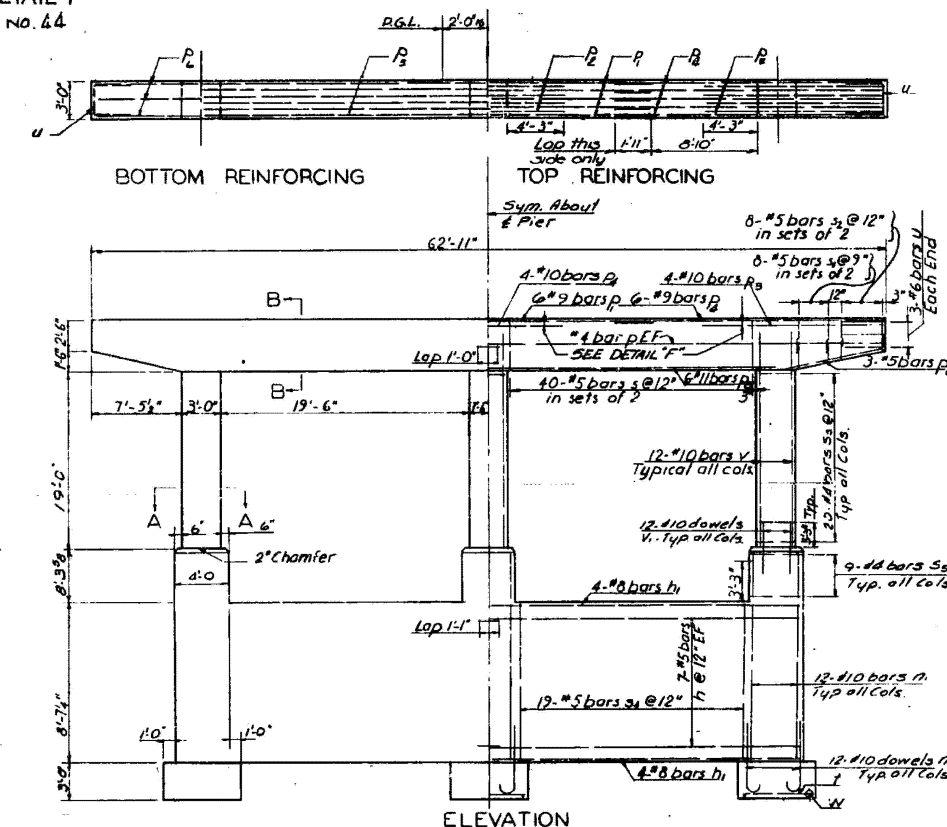
SECTION B-B



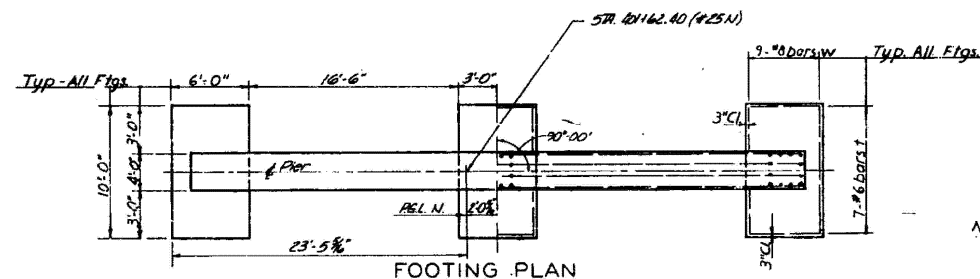
END VIEW



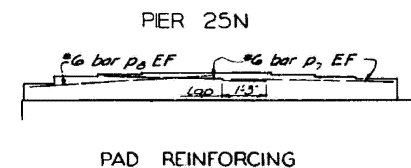
SECTION A-A



ELEVATION



FOOTING PLAN



PAD REINFORCING

Notes:
For Bill of Materials see sh. 60
For Pad Elevations and Dimensions, see Key Plans, sh. 28
For Bar Lists see sh. 59
For Location Plan, see sh. 25
Maximum Foundation Pressure = 3 1/2 ksf

PIER 25 N
FAI-80 OVER DES PLAINES RIVER
STA 307 + 94.50
PROJECT 1-80-4(13)/33
SECTION 99-38
WILL COUNTY
Date: Jan. 25, 1961
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.Y. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	R.H.
CHECKED	HCM
DRAWN	P.v.d.M. R.S.
CHECKED	HCM I.G.



FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

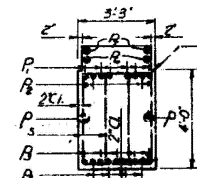
EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	995
CONTRACT NO. 62R23				

USER NAME	USSJ696614	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.2" = 1' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 11/5/2025	DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-

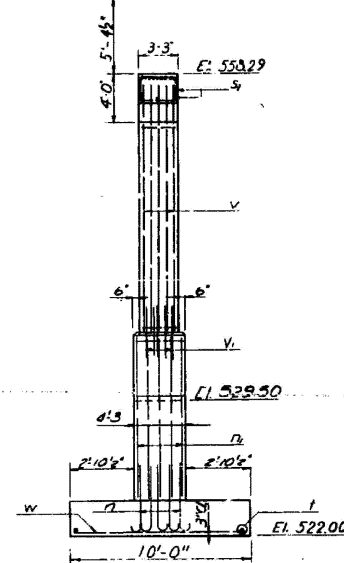
WSP USA Inc.
30 N. LA SALLE STREET
SUITE 400
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1884

SEE DETAIL "F"
SHEET NO. 14

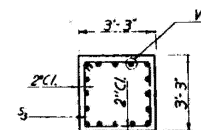


SECTION B-B

± Pier @ P.G.L:
Station 401+49.10
P.G. Elev. 563.66

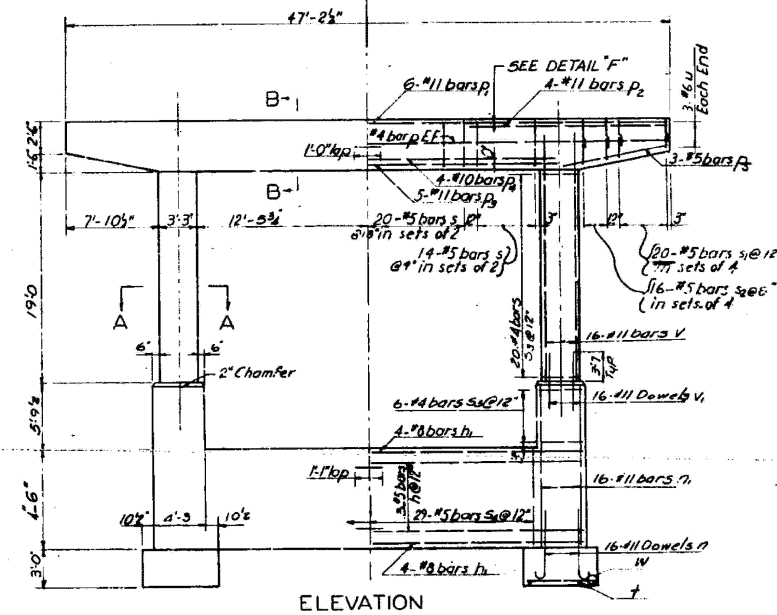
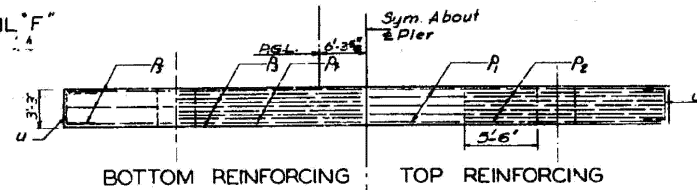


END VIEW

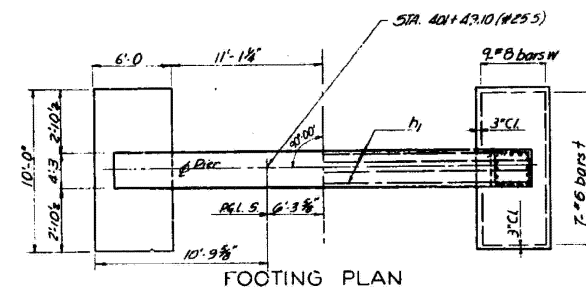


SECTION A-A

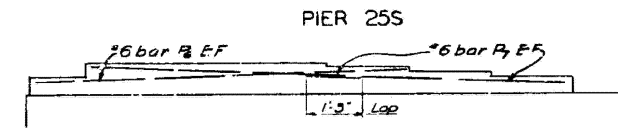
DESIGNED	R.H.
CHECKED	H.C.M.
DRAWN	P.v.d.M. RS
CHECKED	H.C.M. T.G.



ELEVATION



FOOTING PLAN



PAD REINFORCING.

Notes:
For Bill of Materials see sh. 60
For 2nd Elevations and Dimensions, see
Key Plans, sh. 28.
For Bar lists see sh. 59
For Location Plan, see sh. 25.
Maximum Foundation Pressure: 5 ksf.

PIER 25 S
FAI-80 OVER DES PLAINES RIVER

STA 387 + 94.50

FAI ROUTE 80
SECTION 99-3B

Scale: *No Scale*

BLAUVELT ENGINEERING CO.

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

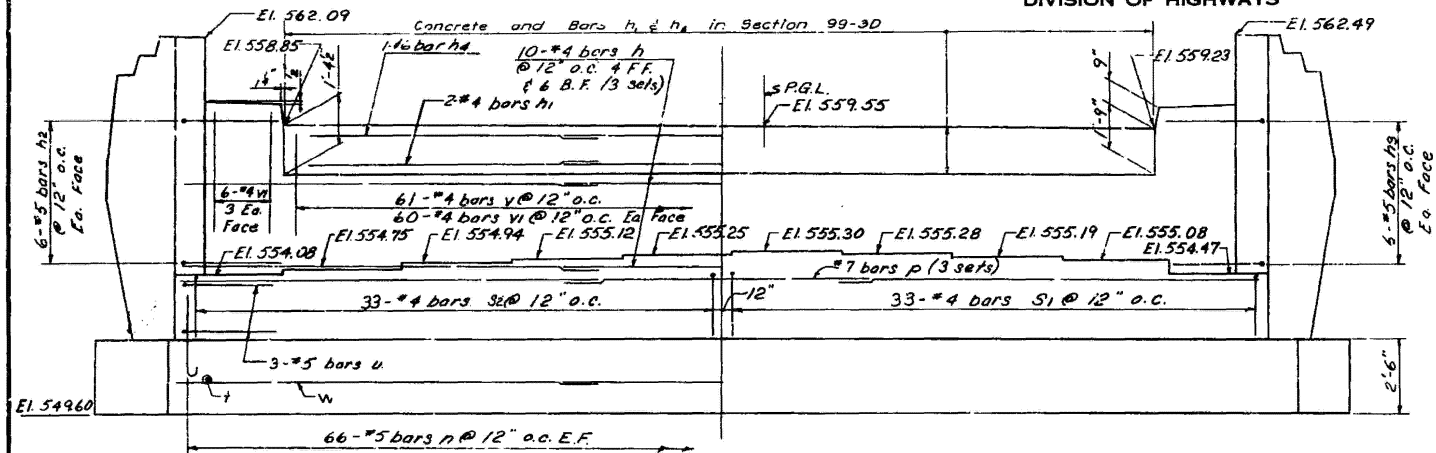
WOODBURY N. J. NEW YORK, N. Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

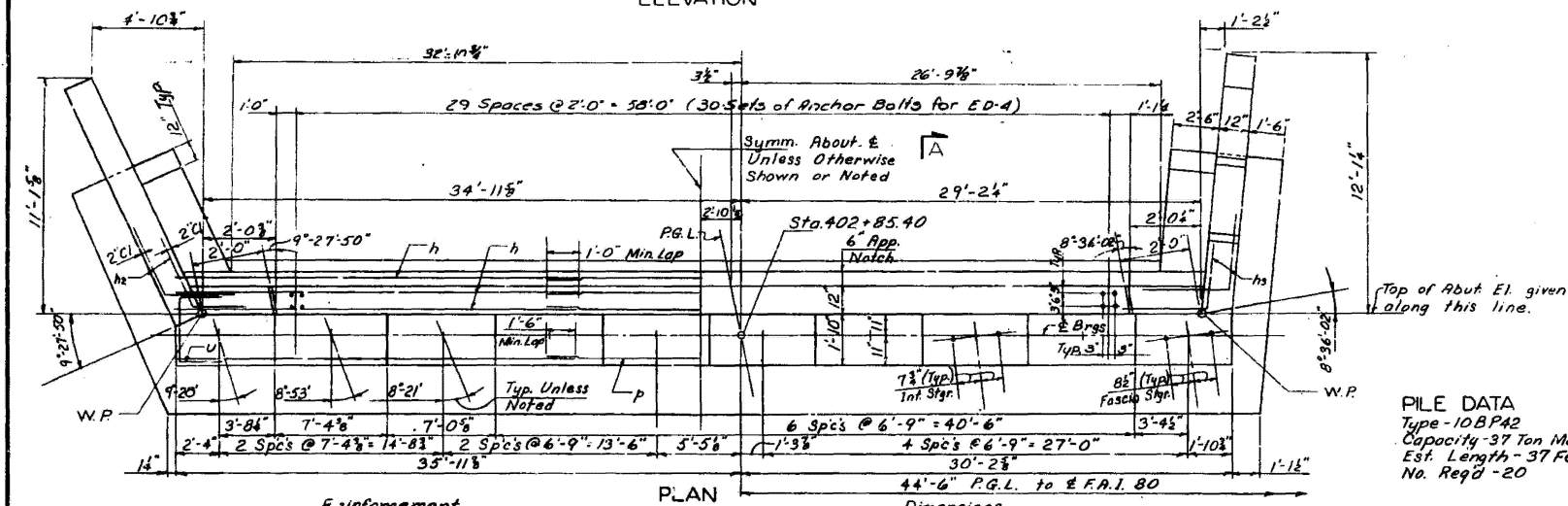
USER NAME = USSJ695614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED -	REVISED -				80	FAI 80 21 STRUCTURE 2	WILL	1230	996
PLOT SCALE = 0:2 "*" / in.	DRAWN -	REVISED -		SHEET 48 OF 87 SHEETS		CONTRACT NO. 62R23				
PLOT DATE = 11/5/2025	CHECKED -	REVISED -				ILLINOIS FED. AID PROJECT				

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

SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-38	WILL	71	49
PROJECT: 1-80-4(13)				42 SHEETS

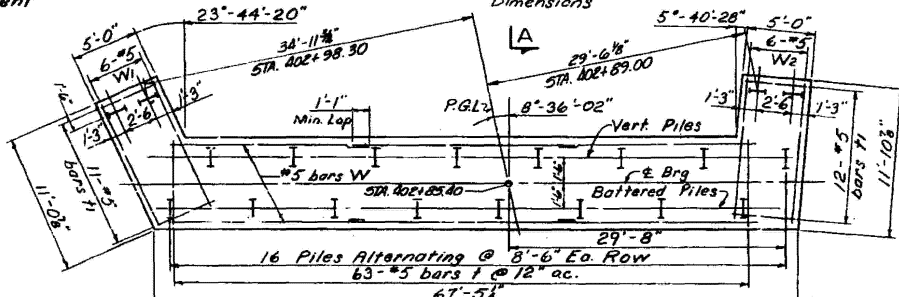


ELEVATION

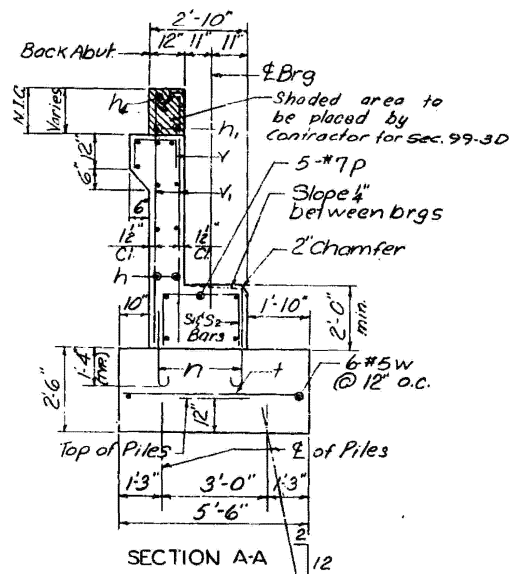


Reinforcement

Dimensions



FOOTING PLAN



SECTION A-A

PILE DATA
Type - 10B P42
Capacity - 37 Ton Max.
Est. Length - 37 Feet
No. Req'd - 20

Note:
For Bar List, see sh 53
For Bill of Materials, see sh 60
For Abutment Details, see sh 51
All material to be furnished and placed by Contractor for Sec. 99-38, except as noted.
Expansion Dam ED-4 including anchor bolts are in Section 99-30

NORTHEAST ABUTMENT
FAI-80 OVER DES PLAINES RIVER

STA. 387 + 94.50
FAI ROUTE 80 SECTION 99-38 PROJECT 1-80-4(13)
WILL COUNTY
Date: Jan. 25, 1961
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	J. T. L.
CHECKED	H. C. M.
DRAWN	C. D.
CHECKED	J. T. L.

FOR INFORMATION ONLY

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	999
CONTRACT NO. 62R23				

SHEET 51 OF 87 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

USER NAME	= USSJ696614	DESIGNED	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT SCALE	= 0.2 "/>				

