PROJECT REPORT

F.A.I. ROUTE 80 (I-80)
SECTION (50-3)HBK
LaSALLE COUNTY

Reconstruction of the I-80 and IL Rte 178
Interchange and the removal and replacement
of the structure carrying IL Rte 178 over I-80.

Project No. P-93-055-02
D-3 No. 1513
File No. 1407
MAPS No. 3-42780
Const. Cont. No.
Existing S.N. 050-0084

Prepared for

Illinois Department of Transportation

District 3, Ottawa
Bureau of Program Development
District 3 Project Liaison – Duane Lukkari

By

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NOVEMBER, 2004

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DESCRIPTION: Reconstruction of the I-80 and IL Rte 178 interchange and the removal and replacement of the structure carrying IL Rte 178 over I-80.

District 3 Project Liaison – Duane Lukkari

GREENE & BRADFORD, INC.
#02317

DISTRICT 3
NOVEMBER, 2004

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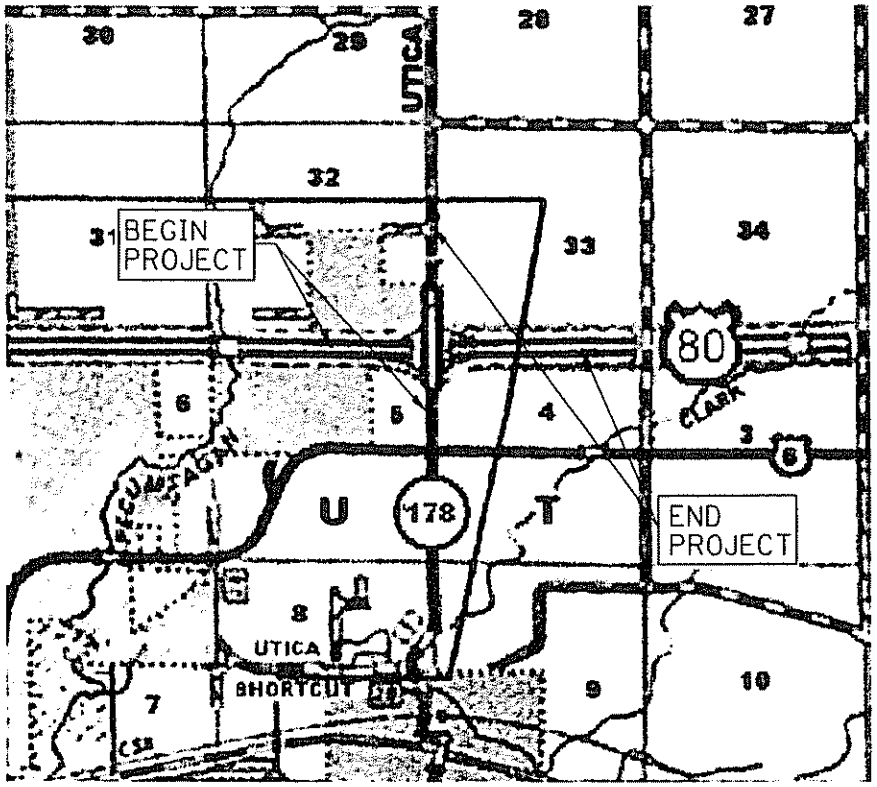

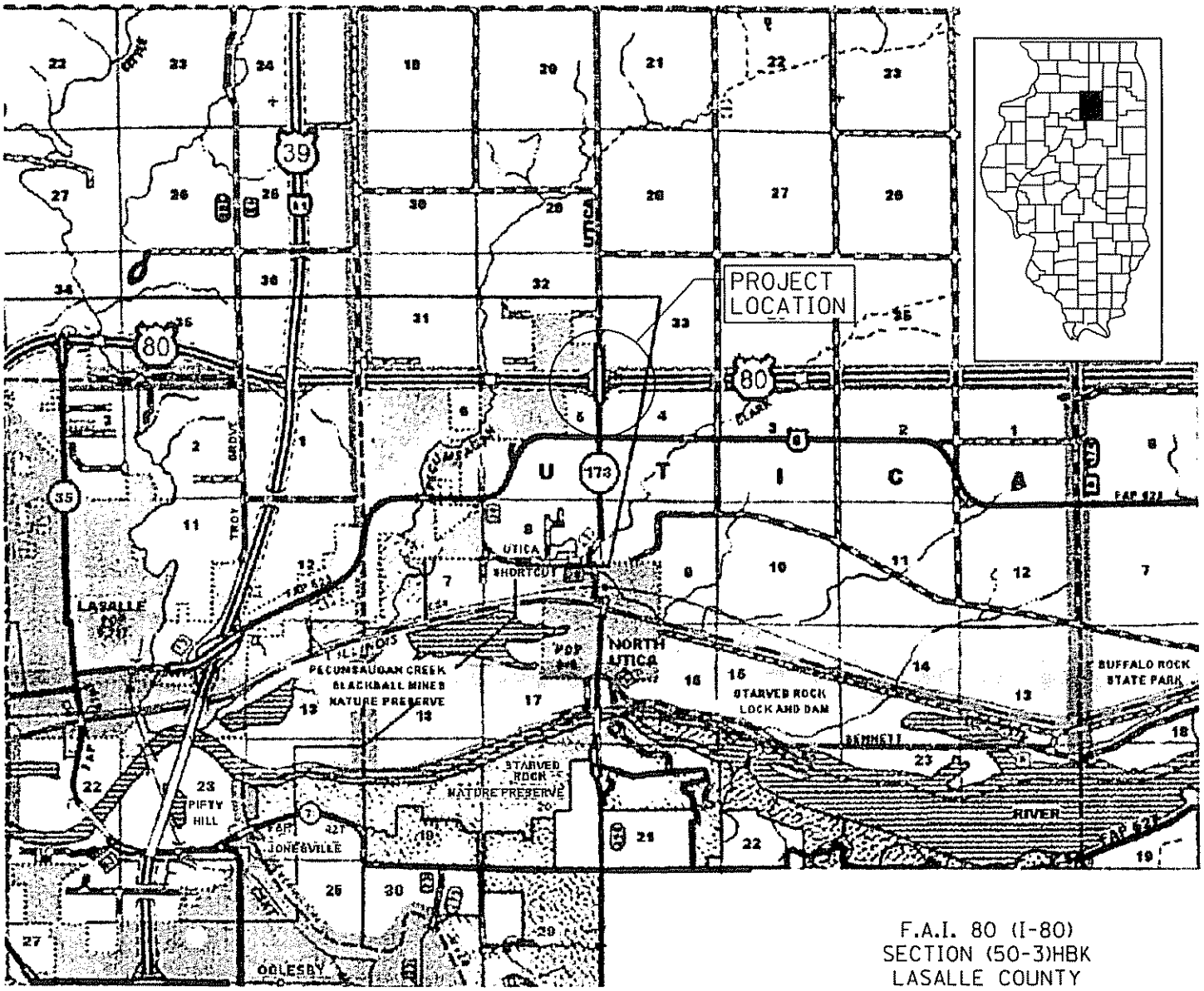

F.A.I. 80 (I-80)
SECTION (50-3)HBK
LASALLE COUNTY
G&B COMPUTER FILE NO. EXHIBIT_TYP

REPORT PERSONNEL

ILLINOIS DEPARTMENT OF TRANSPORTATION
APPROVAL FORM

ROUTE: FAI 80 (I-80)
SECTION: (50-3)HBK
COUNTY: LaSalle

JOB NO: P-93-055-02

MAPS NO: 3-42780

PROJECT LENGTH: Spot Improvement
STANDARDS USED: BDE Chapters 36, 37, 44, 49 & 50 and Local Roads Guidelines
CONSTR. CONTRACT NO: TBD

TERMINI & STRUCTURES:
SN 050-0084 carries Federal-Aid Urban 6120 (Illinois Route 178, County Highway 43 or Utica Road, Functional Classification: Urban Minor Arterial) over Federal-Aid Interstate 80 (Functional Classification: Interstate). The interchange is located at MP 81 of FAI-80.

RAMP "I": Begins at the intersection with IL Rte 178 at Sta. 200+00 and continues in a westerly direction approximately 2,634.30 feet to the end of the entrance ramp terminal at Sta. 226+34.30.

RAMP "J": Begins at Sta. 300+00, a point east of IL Rte. 178, and continues in a westerly direction approximately 2,023.09 feet to the intersection with IL Rte 178 at Sta. 320+23.09.

RAMP "K": Begins at Sta. 400+00, a point west of IL Rte. 178, and continues in an easterly direction approximately 2,006.37 feet to the intersection with IL Rte 178 at Sta. 420+06.37.

RAMP "L": Begins at the intersection with IL Rte. 178 at Sta. 500+00 and continues in an easterly direction approximately 2,617.95 feet to the end of the entrance ramp terminal at Sta. 526+17.95.

FRONTAGE ROAD (MS (Municipal Street) 6480): Begins at Sta. 604+25.58, a point north of I-80 along the existing Frontage Road, and extends in an easterly direction approximately 1,853.05 feet to the intersection of IL Rte 178 at Sta. 622+78.63.

IL RTE 178 (FAU 6120): Begins at Sta. 99+53.27, a point approximately 1,546.73 feet south of I-80, and extends in a northerly direction approximately 3,713.87 feet to Sta. 136+67.14.

GENERAL DESCRIPTION OF EXISTING FACILITY: F.A. I. Route 80 (I-80) is an Interstate. The interstate was constructed in 1961 and consisted of a divided highway with 24' wide 10" PCC pavement with a sub-base granular material, type A of variable thickness, 10' wide outside aggregate shoulders with an A-3 surface and 2' earth shoulders and 4' wide inside aggregate shoulders with an A-3 surface and 4' earth shoulders and has a 48' grass median.

In 1983, the pavement was resurfaced with 1" leveling binder, 1 ½" bituminous concrete binder course and 1 ½" bituminous concrete surface course. Four and half inches of bituminous shoulders were added to the existing A-3 shoulders and 4 ½" aggregate shoulders were added to the earth shoulders. Subsurface drainage systems was added along both left and right edges of pavement.

In 1990 and 2003, 1 ½" was milled off of the existing pavement and resurfaced with 1 ¾" bituminous concrete binder course and 1 ½" bituminous concrete surface course. The existing bituminous shoulder was increased by 1 ¾" and the existing aggregate shoulders was increased by 1 ¾".

The conventional diamond interchange was constructed in 1961 and consisted of 10" P.C.C. pavement, 12' wide, with a sub-base granular material, type A of variable thickness, 4' wide left shoulder with an A-3 surface and 4' earth shoulders and 8' wide right shoulders with an A-3 surface and 2' earth shoulders. The four ramp terminals form a 60° angle with Utica Road.

In 1983, the ramps were resurfaced with 5/8" leveling binder and 1 ½" bituminous concrete surface course. Two and one-eighth inches (2 1/8") of bituminous shoulders were added to the existing A-3 shoulders and 2 1/8" aggregate shoulders were added to the earth shoulders. Subsurface drainage systems were added along both left and right edges of pavement.

In 1990 and 2003, the ramps were resurfaced with 1 ¾" bituminous concrete binder course and 1 ½" bituminous concrete surface course. The existing bituminous shoulders were increased by 3 ¼" and the existing aggregate shoulders were increased by 3 ¼".

FAU 6120 (IL 178) was constructed in 1961 and consists of four lanes, 10" PCC pavement, each 11' wide, with 8' aggregate shoulders. SN 050-0084 has an existing width of 54' face-to-face of curb.

In 1990, Illinois Route 178 was resurfaced with 2 ¼" of asphalt (3/4" leveling binder + 1 ½" bituminous surface) and 2 ¼" aggregate shoulders.

In 1999, the section was cold milled ¾" and resurfaced with 1 ½" bituminous surface course. The 10' aggregate shoulders were resurfaced with ¾" of aggregate. The 2002 pavement condition of Illinois 178 has a CRS of 7.0, which indicates a good pavement condition rating.

The Frontage Road was constructed in 1961 and consisted of an 18' wide (6") compacted crushed stone pavement with 5' earth shoulders on each side with no sub-base.

The frontage road has been tar and chipped since 1961.

The existing bridge over FAI-80 is a four-span, precast prestressed concrete I-beam system, 205'-0" long with a vertical clearance of 15'-11". The bridge deck of this structure remains bare concrete.

The Waltham Township Drainage District No. 2 is located within the project limits.

NEED FOR PROPOSED IMPROVEMENT:

Structure 050-0084 is in poor condition (sufficiency rating 49.1). The deck geometry and vertical clearance are both rated intolerable.

The geometry of the interchange needs to be upgraded to meet current design standards.

The angles of intersection with Ramp "I" and Ramp "J" with IL Rte 178 are substandard according to Chapter 37 of the BDE Manual based on left-turn design hourly volumes. Ramps "K" and "L" are geometrically substandard according to Chapter 37 of the BDE Manual. The ramp angles will be increased from 60° to: 69° for Ramp K, 70° for Ramp L, 75° for Ramp J and 90° for Ramp I.

As part of a separate unfunded improvement, Interstate 80 is anticipated to be widened to six lanes during the life of the replacement structure. The existing bridge carrying IL Rte 178 over I-80 is not long enough to accommodate this reconstruction. Structure 050-0084 will be replaced due to the overall poor condition.

GENERAL DESCRIPTION OF PROPOSED IMPROVEMENT:

The scope of work is to remove and replace SN 050-0084 and re-align the ramp terminals. The new structure will be 193' long and 62' wide face-to-face of parapet; it will accommodate the widening of FAI-80 from 4 lanes to 6 lanes (future widening of FAI-80 is a separate project). The profile of IL 178 will be raised by about 1'-2" to allow the new structure to provide a 16'-6" vertical clearance over FAI-80. The proposed vertical curve on Utica Road centered above FAI-80 has a length of 750' with an entering grade of 2.27% and an exiting grade of -2.27%. For more details regarding the proposed profile of Utica Road, refer to Appendix E.

The proposed cross section for IL 178 includes two 14' travel lanes, a 12' left turn lane, a 6' raised median and 8' paved shoulders. The proposed ramps consist of a 16' lane with an 8' outside shoulder (6' paved, 2' aggregate) and a 6' inside shoulder (4' paved, 2' aggregate).

The proposed frontage road in the northwest quadrant of the interchange is a 20' wide aggregate road with an A-3 surface. The frontage road intersection with Utica Road will be relocated about 310' to the north to allow for 424' of access control along Utica Road between the north ramp terminal intersection and the frontage road intersection.

APPROXIMATE AMOUNT OF R.O.W. TO BE PURCHASED:
5 Parcels @ 4.03 Acres

NUMBER OF BUSINESSES & RESIDENCES TO BE ACQUIRED: None

ESTIMATED PHASE I CONSTRUCTION COST: $9,184,000 (2003 Dollars)

WAS A PUBLIC HEARING HELD: No. Individual property owners were contacted.

COMMITMENTS MADE: None

PROPOSED METHOD OF HANDLING TRAFFIC: Two 11' lanes of traffic will be opened for IL 178 traffic during construction of the bridge. Through traffic on FAI-80 will be temporarily diverted to the interchange ramps while the bridge beams are being removed and replaced. Appropriate traffic control and protection guidelines will be used to narrow the FAI-80 mainline to one lane in advance of the interchange and to direct traffic through the ramp terminal intersections. Refer to Appendix A for more detail regarding traffic staging during construction.

EXPLANATION OF EXCEPTIONS: None

CATEGORICAL EXCLUSION STATEMENT:

"This project is of a type which qualifies as a categorical exclusion action. It has been determined not to involve any potential for unusual circumstances; therefore, it is eligible to be processed as group I categorical exclusion."

District Engineer **Date**

DESIGN APPROVAL:

FHWA **Date**

ROADWAY FACT SHEET

I-80

ROUTE: FAI 80 (I-80)
SECTION: (50-3)HBK
COUNTY: LaSalle

TYPE OF IMPROVEMENT: Reconstruct the Utica interchange, remove and replace SN 050-0084 which carries IL 178 over I-80, and move the frontage road to the north.

CURRENT ADT (2002)	**West of IL 178**	**ADT**	29,200	**P.C.**	62.4	**S.U.**	5.4	**M.U.** 32.2
	East of IL 178	**ADT**	27,050	**P.C.**	61.6	**S.U.**	6.2	**M.U.** 32.2

ANTICIPATED CONSTRUCTION ADT (2008) 35,400 WB / 32,800 EB

PROJECT FUNDING: Interstate Maintenance **FY:** Unfunded

SURROUNDING LAND USE: Commercial, Residential, and Agricultural

HIGHWAY CLASSIFICATION: Urban Interstate

TRUCK ROUTE CLASSIFICATION: I

PAVEMENT SURFACE CONDITION (CRS VALUE): ±9.0 **YEAR** (resurfaced in 2003)

	EXISTING	**PROPOSED**
NUMBER OF LANES:	4	4
ROADWAY WIDTH:	2 @ 44'	2 @ 44'
PAVEMENT WIDTH:	2 @ 24'	2 @ 24'
SHOULDER WIDTH:	Median – 8' Outside – 12'	Median – 8' Outside – 12'
SHOULDER TYPE:	Median – 4' bit. & 4' agg. Outside 10' bit. & 2' agg.	Median – 4' bit. & 4' agg. Outside 10' bit. & 2' agg.
CURB TYPE:	None	None

CLEAR ZONE: 30'

DESIGN SPEED 70 mph **POSTED:** 65 mph

ARE THERE ANY BRIDGES IN THIS SECTION? Yes. SN 050-0084 carrying IL 178 over FAI-80.

CAN THEY REMAIN IN PLACE? No. The existing bridge is aging and does not meet the design standards of the BDE Manual Chapter 49.

GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED: The bridge will be removed and replaced. The profile along IL Rte 178 will be raised to provide for a 16'-6" vertical clearance. The bridge will be lengthened to accommodate the future widening of I-80 to six lanes.

WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK?
The work associated with ramp and side road culvert replacement is routine. No existing culverts will be extended. No unusual safety work is anticipated based on the field check conducted.

ARE THERE ANY RECORDS OF FLOODING? No

WHAT HAS A REVIEW OF CRASH DATA SHOWN? There are no wet weather clusters or high accident locations within the project limits. During the four year study period from January 1998 to December 2001, there were a total of four crashes resulting in one injury. There were four crashes involving fixed objects, two vehicles overturned, two struck animals and one each for other noncollision, rear end, other object and sideswipe – same direction. Of the 12 crashes, 11 were property damage only and one injury accident with one injury.

ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE? Yes

ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE? Yes

SIDEWALKS: **EXISTING:** None **PROPOSED:** None

PARKING: **EXISTING:** None **PROPOSED:** None

INTERSECTIONS: SIGNALS TO BE INSTALLED OR MODERNIZED? No

LIGHTING: **EXISTING:** Yes **PROPOSED:** Yes

METHODS OF HANDLING TRAFFIC: Two 11' lanes of traffic will be opened at IL 178 during construction of the bridge. Through traffic on FAI-80 will be temporarily diverted to the interchange ramps while the bridge beams are being removed and replaced. Appropriate traffic control and protection guidelines will be used to narrow the FAI-80 mainline to one lane in advance of the interchange and to direct traffic through the ramp terminal intersections. Refer to Appendix A for more detail regarding traffic staging during construction.

THE GUIDELINES OF THE BDE MANUAL CHAPTER 50 ENTITLED, "3R GUIDELINES FOR FREEWAYS", (REVISED DECEMBER 2002), HAVE BEEN USED IN DEVELOPING THIS PROJECT.

ARE THERE ANY DEVIATIONS FROM THIS POLICY? No.

ROADWAY FACT SHEET

IL RTE 178

ROUTE: FAU 6120 (IL RTE 178) / (C.H. 43)
SECTION: (50-3)HBK
COUNTY: LaSalle

TYPE OF IMPROVEMENT: Reconstruct the Utica Interchange, remove and replace SN 050-0084 which carries IL 178 over I-80, and move the frontage road to the north.

CURRENT ADT (2002): IL 178	ADT	P.C.	S.U.	M.U.
South of I-80	6,000	84.4%	8.2%	7.4%
North of I-80	1,450	90.3%	5.8%	3.9%

ANTICIPATED CONSTRUCTION ADT (2008): South of I-80 – 7,100
North of I-80 – 1,650

PROJECT FUNDING: Interstate Maintenance **FY:** Unfunded

SURROUNDING LAND USE: Commercial, Residential & Agricultural

HIGHWAY CLASSIFICATION: Minor Arterial (Urban)
TRUCK ROUTE CLASSIFICATION: Class III

PAVEMENT SURFACE CONDITION (CRS VALUE): 2002 (7.0)

	EXISTING	PROPOSED
NO. OF LANES (near SN 050-0084)	4	3 (alternating left turn lane)
ROADWAY WIDTH	67'	62'
PAVEMENT WIDTH	48' (including 4' median)	46' (including 6' median)
SHOULDER WIDTH	10'	8'
SHOULDER TYPE	Aggregate	Bituminous
CURB TYPE	None	M-4.06
CLEAR ZONE:	18'	18'

DESIGN SPEED: 55 mph **POSTED:** Unposted

ARE THERE ANY BRIDGES IN THIS SECTION? Yes. SN050-0084 carrying il 178 over FAI-80.

CAN THEY REMAIN IN PLACE? No – The existing bridge is aging and does not meet the design standards of the BDE Manual Chapter 49.

GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED: The bridge will be removed and replaced. The profile along IL Rte 178 will be raised to provide for a 16'-6" vertical clearance. The bridge will be lengthened to accommodate the future widening of I-80 to six lanes.

WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK? The work associated with ramp and side road culvert replacement is routine. No existing culverts will be extended. No unusual safety work is anticipated based on the field check conducted.

ARE THERE ANY RECORDS OF FLOODING? No

WHAT HAS A REVIEW OF CRASH DATA SHOWN?

There are no wet weather clusters or high accident locations within the project limits. During the four year study period from January 1998 to December 2001, there were a total of four crashes resulting in one injury. Three of the crashes occurred when the weather/pavement conditions were clear and dry. The remaining crash occurred when the weather/pavement condition was rain and wet. There were two rear end crashes, one angle crash and one fixed object crash. Of the four crashes, three were property damage only and one injury crash with one injury.

ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE? For IL 178, yes; for the ramps, no. Currently, Ramps "I" and "J" do not meet current design standards at the intersection with Utica Roads and the gore areas for all the ramps do not meet current design standards.

ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE? No. The profile will be raised 1'-2" to provide a 16'-6" vertical clearance.

SIDEWALKS: **EXISTING:** None **PROPOSED:** None

PARKING: **EXISTING:** None **PROPOSED:** None

INTERSECTIONS: **SIGNALS TO BE INSTALLED OR MODERNIZED?** No

LIGHTING: **EXISTING:** Yes **PROPOSED:** Yes

The existing lighting at the ramp intersections with Utica Road will be relocated as required to meet the improvements. One additional pole with light will be needed at each intersection. Temporary lighting will be provided during construction.

The three (3) lights along the exit ramps will be relocated and three (3) poles with lights will be needed along the entrance ramps.

The adequacy of existing lights and poles will be reviewed and modified, if needed, during the final design phase.

METHODS OF HANDLING TRAFFIC:

Two 11' lanes of traffic will be open at IL 178 during construction of the bridge. Through traffic on FAI-80 will be temporarily diverted to the interchange ramps while the bridge beams are being removed and replaced. Appropriate traffic control and protection guidelines will be used to narrow the FAI-80 mainline to one lane in advance of the interchange and to direct traffic through the ramp terminal intersections. Refer to Appendix A for more detail regarding traffic staging during construction.

THE GUIDELINES OF THE BDE MANUAL CHAPTER 49 ENTITLED "3R GUIDELINES FOR RURAL AND URBAN HIGHWAYS", REVISED DEC. 2002), HAVE BEEN USED IN DEVELOPING THIS PROJECT.

ARE THERE ANY DEVIATIONS FROM THIS POLICY? No

ROADWAY FACT SHEET

FRONTAGE ROAD

ROUTE: Municipal Street 6480 (N. 3029th Road)
SECTION: (50-3)HBK
COUNTY: LaSalle

TYPE OF IMPROVEMENT: Reconstruct the Utica interchange, remove and replace SN 050-0084 which carries IL 178 over I-80, and move the frontage road to the north.

CURRENT ADT (YEAR) N/A **ADT** **P.C.** **S.U.** **M.U.**

ANTICIPATED CONSTRUCTION ADT (YEAR) N/A

PROJECT FUNDING: Interstate Maintenance

SURROUNDING LAND USE: Commercial, Residential, and Agricultural

HIGHWAY CLASSIFICATION: Local Road

TRUCK ROUTE CLASSIFICATION: None

PAVEMENT SURFACE CONDITION (CRS VALUE): **YEAR (** **)** N/A

	EXISTING	PROPOSED
NUMBER OF LANES:	2	2
ROADWAY WIDTH:	28'	28'
PAVEMENT WIDTH:	18'	20'
SHOULDER WIDTH:	5'	4'
SHOULDER TYPE:	Earth	Aggregate
CURB TYPE:	None	None

CLEAR ZONE: 7' from E.O.P.

DESIGN SPEED 40 mph **POSTED:** Unposted

ARE THERE ANY BRIDGES IN THIS SECTION? Yes. SN 050-0084 carrying Utica Road over FAI-80.

CAN THEY REMAIN IN PLACE? No. The existing bridge is aging and does not meet the design standards of the BDE Manual Chapter 49.

GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED: The bridge will be removed and replaced. The profile along IL Rte 178 will be raised to provide for a 16'-6" vertical clearance. The bridge will be lengthened to accommodate widening I-80 to six lanes.

WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK?
The work associated with ramp and side road culvert replacement is routine. No existing culverts will be extended. No unusual safety work is anticipated based on the field check conducted.

ARE THERE ANY RECORDS OF FLOODING? No

WHAT HAS A REVIEW OF CRASH DATA SHOWN? N/A

ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE? Yes

ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE? Yes

SIDEWALKS: **EXISTING:** None **PROPOSED:** None

PARKING: **EXISTING:** None **PROPOSED:** None

INTERSECTIONS: SIGNALS TO BE INSTALLED OR MODERNIZED? N/A

LIGHTING: **EXISTING:** None **PROPOSED:** None

METHODS OF HANDLING TRAFFIC: Stage construction.

THE GUIDELINES FROM THE LOCAL ROADS – FEDERAL-AID PROCEDURES FOR LOCAL HIGHWAY IMPROVEMENTS HAVE BEEN USED IN DEVELOPING THIS PROJECT.

ARE THERE ANY DEVIATIONS FROM THIS POLICY? No.

BRIDGE FACT SHEET

STRUCTURE REPLACEMENT ON EXISTING ALIGNMENT

ROUTE: FAI 80 (I-80)
SECTION: 50-2HB-5
COUNTY: LaSalle

SN: 050-0084 (exist.)

HIGHWAY CLASSIFICATION: IL Rte 178 Minor Arterial (Urban)

PROJECT FUNDING: Interstate Maintenance

CURRENT ADT (2002):

IL 178	ADT	PC	SU	MU
South of I-80	6,000	84.4%	8.2%	7.4%
North of I-80	1,450	90.3%	5.8%	3.9%

ANTICIPATED CONSTRUCTION ADT (2008): South of I-80 – 7,100
North of I-80 – 1,650

FEATURE CROSSED: F.A.I. Route 80 (I-80)

SURROUNDING LAND USE: Commercial, residential & agricultural

APPROACH ROADWAY:

	EXISTING	PROPOSED
ROADWAY WIDTH	68' (face to face guardrail)	62'
PAVEMENT WIDTH	48' (including 4' median)	46' (including 6' median)
SHOULDER WIDTH	10'	8'
SHOULDER TYPE	Aggregate	Bituminous

STRUCTURE:

	EXISTING	PROPOSED
ROADWAY WIDTH	54' (face to face of curb)	62'
PAVEMENT WIDTH	48'	46' (including 6' median)
SHOULDER WIDTH	3'	8'
SHOULDER TYPE	Concrete	Concrete

HORIZONTAL CLEAR DISTANCE **EXISTING:** 54' face to face of guardrail
PROPOSED: 62' face to face of guardrail

CLEAR ZONE: Existing: 18' **Proposed:** 22'-0" & varies face of parapet to face of curb

DESIGN SPEED: 55 mph **POSTED SPEED:** Unposted

ARE SIDEWALKS NECESSARY: No. Sidewalks or bike paths are not located on Utica Road within the project area.

IS EXISTING HORIZONTAL ALIGNMENT ADEQUATE: Yes. Utica Road is on tangent over FAI-80.

IS EXISTING VERTICAL ALIGNMENT ADEQUATE: No. The profile will be raised 1'-2" to provide a 16'-6" vertical clearance.

ANY ACCIDENT PROBLEMS ADJACENT TO BRIDGE? No.

IS PROPOSED BRIDGE WIDTH AND ALIGNMENT COMPATIBLE WITH EXISTING AND PROPOSED BRIDGES WITHIN ADJACENT ROADWAY SECTIONS FOR LOGICAL LENGTHS? Yes.

HYDRAULIC INFORMATION* N/A

A.) Drainage Area:
B.) Existing Opening: (Below 50 Yr. H.W.E.)
C.) Proposed Opening: (Below 50 Yr. H.W.E.)
D.) Discharge (50 yr.)
(100 yr.)
(500 yr.)

* This information is based on the Districts preliminary hydraulic analysis.

ARE THERE ANY RECORDS OF FLOODING? No.

ANY CHANNEL CHANGE INVOLVED? N/A.

ANY WETLANDS INVOLVED? No.

HAS BRIDGE OFFICE CONCURRED IN BRIDGE CONDITION REPORT? Yes. See Appendix C.

HAS DISTRICT BRIDGE ENGINEER MADE A RECENT FIELD INSPECTION OF THE STRUCTURE? Yes. See the Bridge Inspection Sheets in Appendix C.

COMMENTS ON DISTRICT BRIDGE ENGINEER'S FIELD CHECK: See Appendix C.

ANY HISTORIC SITES ADJACENT TO BRIDGE: No

METHOD OF HANDLING TRAFFIC: Two 11' lanes of traffic will be open at IL 178 during construction of the bridge. Through traffic on FAI-80 will be temporarily diverted to the interchange ramps while the bridge beams are being removed and replaced. Appropriate traffic control and protection guidelines will be used to narrow the FAI-80 mainline to one lane in advance of the interchange and to direct traffic through the ramp terminal intersections. Refer to Appendix A for more detail regarding traffic staging during construction.

THE GUIDELINES OF BDE MANUAL, CHAPTER 49 "3R GUIDELINES FOR RURAL AND URBAN HIGHWAYS" AND CHAPTER 50 "3R FREEWAY PROJECTS," (REVISED DECEMBER, 2002), HAVE BEEN USED IN DEVELOPING THIS PROJECT.

ARE THERE ANY DEVIATIONS FROM THIS POLICY: No.

A. **SECTION 4(f) EVALUATION/DETERMINATION** — A ☐ N/A ☒

Required for federally-funded projects which would use land from a publicly-owned park, recreation area, wildlife and waterfowl refuge, or any land from a historic site that is on or eligible for inclusion on the National Register of Historic Places.

This project requires 4.0 acres of right-of-way. This project will not use land from a publicly-owned park, recreation area, wildlife and waterfowl refuge, or any land from a historic site that is on or eligible for inclusion on the National Register of Historic Places. Therefore, a Section 4(f) determination is not required.

B. **SECTION 6(f) CONVERSION REQUESTS** — A ☐ N/A ☒

Required for projects which would use lands from a public outdoor recreation area which has Land and Water Conservation (LAWCON) funds involved in its purchase or development.

This project requires 4.0 acres of right-of-way. This project will not use lands from a public outdoor recreation area which has Land and Water Conservation (LAWCON) funds involved in its purchase or development. Therefore, a section 6(f) determination is not required.

C. **OPEN SPACE LAND ACQUISITION AND DEVELOPMENT (OSLAD) CONVERSION REQUEST** — A ☐ N/A ☒

Required for projects which would use lands that have OSLAD funds involved in their purchase or development. The possible involvement would be acquisition of land from parks, recreation areas, or wildlife and waterfowl refuges.

This project requires 4.0 acres of right-of-way. This project will not use lands that have OSLAD funds involved in their purchase or development. There is no possible involvement in any land from parks, recreation areas, or wildlife and waterfowl refuges. Therefore, a request for conversion of OSLAD properties is not required.

D. **SECTION 106 REPORTS - HISTORIC BRIDGES, DISTRICTS AND BUILDINGS** — A ☐ N/A ☒

Required for federally-funded projects requiring right-of-way or easements (temporary or permanent) from or otherwise affecting properties on or eligible for inclusion on the National Register of Historic Places, located within a historic district or designated by local ordinance.

This project requires 4.0 acres of right-of-way. This project will not acquire any right-of-way or easements (temporary or permanent) from or otherwise affecting properties on or eligible for inclusion on the National Register of Historic Places, located within a historic district or designated by local ordinance. Therefore, a Section 106 report is not required. See Appendix B for the cultural resource clearance.

E. **TRAFFIC NOISE ANALYSIS** — A ☐ N/A ☒

Required for projects which involve:
Type I - the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes
Type II - noise abatement projects on an existing highway.

This is an isolated rural interchange. The proposed project alters the vertical and horizontal alignments of IL 178, the ramps of the interchange and the frontage road. The number of through lanes in each direction I-80 will remain the same. The number of through lanes in each direction of IL 178 will be reduced from two to one. The frontage road will be located approximately 125' from the Pioneer Seed building. There are no noise receptors within the project limits. Therefore, a traffic noise analysis is not required.

F. **CONSTRUCTION NOISE ANALYSIS** — A ☒ N/A ☐

Required for all projects.

Construction noise will be minimized by adhering to Article 107.35 of the Standard Specifications for Road and Bridge Construction.

G. **ENERGY ANALYSIS** — A ☐ N/A ☒

Required for all projects for which an ECAD, Environmental Assessment or Environmental Impact Statement is required.

This project does not require the above captioned studies. Therefore, an energy analysis is not required.

H. **FLOOD PLAIN STUDY** — A ☐ N/A ☒

Required for federally-funded/regulated projects which entail encroachments or which would otherwise affect base flood plains. (See BDE Manual, Section 26-7.)

The August 6, 1982 Map 170400 0010 B does not show the project limits within a flood plain. Therefore, a flood plain study is not required.

I. **WETLAND STUDY** — A ☐ N/A ☒

Required for federally funded/regulated projects that entail new construction in wetlands or that otherwise would have an effect on wetlands.

Because the proposed work involves land acquisition for reconstruction of the interchange and SN 050-0084, an environmental survey request was submitted as required. The resulting biological resource studies did not locate wetlands within the project limits. See Appendix B for the biological resource clearance.

J. **AIR QUALITY STUDY – Carbon Monoxide Screen for Intersection Modeling (COSIM)** — A ☐ N/A ☒

Determine worst case CO concentrations at signalized or signed intersections. The pre-screen COSIM replaces the 16,000 ADT threshold. COSIM Version2 is required for projects with signalized or signed intersections that add capacity. If the pre-screen analysis passes, a more detailed COSIM analysis will not be required.

Pre-Screen COSIM	PASS
COSIM Analysis	Not Required

We do not have a signalized intersection on this project; the existing volume does not exceed 16,000 vehicles/day; and we are not adding additional through or turn lanes. Therefore, a more detailed COSIM analysis is not required.

K. **ECOLOGICAL SURVEY AND ASSESSMENT** — A ☒ N/A ☐

Required for <u>all</u> projects which would involve acquisition of additional right-of-way or easements (temporary or permanent), tree removal, require a drainage structure run-around or any in-stream work, require an individual 404 permit, or would involve proposed access control revisions for certain freeways on the State highway system. Initiated through Environmental Survey Request submittal to BDE.

This project requires 4.0 acres of right-of-way. An ecological survey was submitted as required. See Appendix B for the biological resource clearance.

L. **CULTURAL RESOURCE (ARCHAEOLOGICAL, ARCHITECTURAL AND HISTORICAL) SURVEY AND ASSESSMENT** — A ☒ N/A ☐

Required for <u>all</u> projects which would involve acquisition of additional right-of-way or easements (temporary or permanent), and/or would require work on a historic bridge, building or district. Initiated through Environmental Survey Request submittal to BDE.

This project requires 4.0 acres of right-of-way. This project does not impact a historic bridge, building or district. See Appendix B for the cultural resource clearance.

M. **AGRICULTURAL STUDIES (IDOA)** A ☐ N/A ☒

Required for all State highway and bridge projects which are funded in whole or in part with State funds and which require additional right-of-way outside any corporate limits where either or both of the following conditions exist:

1. The additional right of way exceeds 3 acres per mile (total acquisition divided by project length) or, 10 acres total for a non-linear (spot) improvement including bridges, intersections, rest areas, and weigh stations.
2. The proposed improvement includes one or more alternate alignments in which the proposed right-of-way diverges from, and is not contiguous to, the existing right-of-way.

See BDE Manual, Section 26-10.

This project requires 4.0 acres of right-of-way which is less than the 10 acres for a spot improvement. Therefore coordination with the captioned agency is not required.

N. **FORM AD 1006 (AGRICULTURAL - NATURAL RESOURCE CONSERVATION SERVICE** A ☐ N/A ☒

Required for all Federally funded projects which require additional right-of-way outside any corporate limits in which the proposed acquisition exceeds 3 acres per mile (total acquisition divided by project length) or total acquisition for spot improvements exceeds 10 acres (includes bridges, intersections, rest areas, and weigh stations).
See BDE Manual, Section 26-10.

This project requires 4.0 acres of right-of-way which is less than the 10 acres for a spot improvement. Therefore coordination with the captioned agency is not required.

O. **RECYCLING ANALYSIS/FEASIBILITY DISCUSSION** A ☒ N/A ☐

Required for all projects.

Excess materials which may be generated during the prosecution of this project can be reclaimed should the contractor deem that they have an economic worth.

P. **TRAFFIC MAINTENANCE REPORT** A ☒ N/A ☐

Required for all projects.

Two lanes of traffic will be open on IL 178 during reconstruction of the bridge. Through traffic on I-80 will be diverted to the interchange ramps for a short time while bridge beams are being removed and replaced. See Appendix A for traffic staging.

Q. **BRIDGE CONDITION REPORT** A ☒ N/A ☐

Required for all bridge work.

See Appendix C for the Bridge Condition Report and approval memo.

R. **STRUCTURAL INVENTORY AND APPRAISAL SHEET FOR BRIDGES** — A ☐ N/A ☒

Required for projects to be funded with HBRRP Funds.

This project is not funded with HBRRP funds but Appendix C does have the MMI sheets.

S. **ACCIDENT DATA AND ANALYSIS** — A ☒ N/A ☐

Required for all projects. (to include wet weather cluster sites).

During the four year study from January 1998 to December 2001, there were four accidents. See Appendix A for the tabulation of accidents within the project limits.

T. **GEOTECHNICAL REPORTS** — A ☒ N/A ☐

Required for projects on new alignment

This project has ramps and a frontage road on a new alignment. Preparation of a Geotechnical Report will be completed by the District Geotechnical Engineer as a separate report.

U. **SPECIAL WASTE ASSESSMENT** — A ☒ N/A ☐

Required for all projects. (See BDE Manual, Section 27-2, for Special Waste Procedures)

a. SWA Screen / Survey Request Form screening criteria resulted in a finding that the project has no potential for involving sites potentially impacted with regulated substances. Include a signed copy of the SWA Screen Survey Form. ☐

b. The Preliminary Environmental Site Assessment (PESA) resulted in a finding that the project is "no risk" or "low risk" for involvement with sites impacted with regulated substances. Include a copy of the BDE memo documenting this finding. ☐

c. The PESA resulted in a finding that the project is "moderate risk" or "high risk" for involvement with sites impacted by regulated substances, and the district has determined it can avoid the site. Include a memo from the BDE transmitting the PESA report and the district's avoidance determination, documented on the PESA Response form. The SWA checklist/survey screening criteria resulted in a finding of moderate risk for this project. See Appendix B for the PESA review and the PESA response. ☒

d. The PESA resulted in a finding that the project is "moderate risk" or "high risk" for involvement with sites potentially impacted with regulated substances and the district cannot avoid the site(s). Further investigations (Preliminary Site Investigation) or assessments (for Risk Managed Projects) ☐

have been conducted to determine the nature and extent of the involvement. (When the proposed project is on existing alignment or involves a single alignment alternative, the district may request design approval prior to receiving results of the PSI. The district may not acquire any contaminated parcel until the PSI, and other studies if needed, are completed. The district's transmittal memo must indicate the project is on existing alignment or involves only a single alignment alternative and that acquisition of any contaminated parcel will not proceed until further studies are completed.)

e. The sites involved with the project are potentially impacted with regulated substances, Underground Storage Tanks (USTs), or Leaking Underground Storage Tanks (LUSTs) and the BDE Special Waste Unit has waived waiting for the results of further investigations prior to design approval. The waiver may be requested on the basis of the final PESA or the PSI report. (Waiver will not be granted if the district proposes to acquire the USTs/LUSTs or the entire property containing the USTs/LUSTs.) The report must include a copy of the waiver from the BDE Special Waste Unit. ☐

V. **HANDICAP ACCESSIBILITY** — A ☐ N/A ☒

Required for all projects that are in an urban section.

This project involves the removal and replacement of a rural interchange. There are no sidewalks within the project limits. Therefore, handicap accessibility is beyond the scope of this project.

W. **TREE PRESERVATION AND REPLACEMENT** — A ☒ N/A ☐

Required for all projects. (See Departmental Policy D&E-18).

There are suitable locations available within the project limits to replace trees removed by this improvement. See Appendix A for the table of trees to be removed and reasons for the removal.

COORDINATION

		A	N/A
A.	**FHWA**	☒	☐

Categorical Exclusion, for documentation purposes ☒
Environmental Assessment, for review, releasing for public review and adoption (FONSI) ☐
Environmental Impact Statement, for review, releasing for comment, adoption and Record of Decision ☐

This project was presented at the October 18, 2002 and _____, 2004 coordination meetings held in the District 3 Headquarters located in Ottawa, Illinois. These meetings included a representative from the FHWA, Bureau of Design and Environment personnel and District 3 Program Development staff.

The FHWA representative and the Bureau of Design and Environment (BDE) concurred on the project scope and with processing as a Group I categorical exclusion. See Appendix B for the coordination meeting minutes.

		A	N/A
B.	**ILLINOIS DEPARTMENT OF NATURAL RESOURCES**	☒	☐

For projects involving in-stream work, wetlands or other habitat disturbances, natural areas, Section 4(f) or 6(f) land involvement's, or impacts to State threatened or endangered species. Initial coordination handled by BDE Environment Section. (Threatened and Endangered Species Sign-off will expire after three years.)

This project requires 4.0 acres of right-of-way. An ecological survey was submitted as required. See Appendix B for the biological resource clearance.

		A	N/A
C.	**STATE HISTORIC PRESERVATION OFFICER**	☒	☐

Sign-off required for all projects requiring additional right-of-way or easements (permanent or temporary), previously undisturbed existing right-of-way, work within a designated historic district, building, or bridge widening, replacement or rehabilitation. All coordination handled by BDE Environment Section.

This project requires 4.0 acres of right-of-way easements. Therefore a cultural survey was submitted as required. See Appendix B for the cultural resource clearance.

D. **ILLINOIS DEPARTMENT OF AGRICULTURE** A ☐ N/A ☒

For all State highway and bridge projects which are funded in whole or in part with State funds and which require additional right-of-way outside any corporate limits and which involve either or both of the following conditions:

1. The additional right-of-way exceeds 3 acres per mile)(total acquisition divided by project length) or, 10 acres total for a non-linear (spot) improvement including bridges, intersections, rest areas, and weigh stations.
2. The proposed improvement includes one or more alternate alignments in which the proposed right-of-way diverges from, and is not contiguous to the existing right-of-way.

See BDE Manual, Section 26-10.

This project requires 4.0 acres of right-of-way which is less than the 10 acre total for a spot improvement. Therefore, coordination with the captioned agency is not required.

E. **U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCE CONSERVATION SERVICE** A ☐ N/A ☒

Required for all Federally funded projects which require additional right-of-way outside any corporate limits in which the proposed acquisition exceeds 3 acres per mile (total acquisition divided by project length) or total acquisition for spot improvements exceeds 10 acres (includes bridges, intersections, rest areas, and weigh stations).

This project requires 4.0 acres of right-of-way which is less than the 10 acre total for a spot improvement Therefore, coordination with the captioned agency is not required.

F. **ILLINOIS ENVIRONMENTAL PROTECTION AGENCY** A ☐ N/A ☒

For all projects in which impacts are identified by a traffic noise analysis in a separate Noise Technical Report. (Impacts occur when the predicted traffic noise levels approach or exceed the noise abatement criteria, or when the predicted traffic noise levels substantially exceed the existing noise levels.) Issues Section 401 Water Quality Certification on Section 404 Permits.

A separate noise technical report is not required for this project. Therefore, coordination with the captioned agency is not required for this project.

G. **CLEARINGHOUSE (A-95)** A ☒ N/A ☐

Design Stage Local ☐ State ☒

SAI No. _____

This project includes right of way acquisition. Therefore, Clearinghouse (A-95) will be applied for in Phase 2.

Design Stage submittals are required for the following federally-funded projects:

a. When upgrading an existing facility or providing new access to an area, in effect consisting of more than rehabilitation or modernization.
b. Change the use, scale or intensity of use of existing facilities.
c. Requires additional right-of-way or permanent easement.

Examples:
projects on new alignment.
addition of through lanes.
addition of interchanges to existing freeways.
involvement of 4(f), 404 permits, or historic properties.
bridge replacement, bridge pier or substructure work.

H. **U.S. DEPARTMENT OF INTERIOR, OFFICE OF THE SECRETARY** A ☐ N/A ☒

Required for all projects involving impacts to Section 4(f) or 6(f) lands.

This project requires 4.0 acres of right-of-way. The proposed project does not impact any Section 4(f) or Section 6(f) properties. Therefore, coordination with the captioned agency is not required for this project.

I. **U.S. DEPARTMENT OF INTERIOR, FISH AND WILDLIFE SERVICE** A ☐ N/A ☒

Required for projects involving in-stream work, wetlands, other significant habitat disturbances, Section 4(f) or 6(f) land involvement's, or impacts to Federal threatened or endangered species.

There are no known impacts to wetlands, Section 4(f), Section 6(f), natural areas, threatened or endangered species or significant habitat disturbances.

This project requires 4.0 acres of right-of-way. Therefore, an ecological survey was submitted as required. See Appendix B for the Biological Resource Clearance.

J. **U.S. DEPARTMENT OF INTERIOR, NATIONAL PARK SERVICE** A ☐ N/A ☒

Required for projects which would affect significant free flowing rivers as identified by the nationwide inventory of potential wild and scenic, and recreational river areas within the nation or which are components of the National Wild and Scenic Rivers System. The NPS is responsible for administering the national parks, monuments and parkways and national historic and archaeological programs.

This project will not affect any free flowing rivers as identified by the nationwide inventory of potential wild and scenic, and recreational river areas. Therefore, coordination with the captioned agency is not required for this project.

K. **U.S. DEPARTMENT OF THE ARMY, CORPS OF ENGINEERS** A ☐ N/A ☒

Required for any project involving discharges of dredged or fill material into the waters of the United States to determine what type of permit is required (i.e., individual or nationwide). Also required for any structures or work in or affecting navigable waters of the United States to determine if a Section 10 permit is required.

The proposed work does not include any in-stream work. Therefore, coordination with the U.S. Department of the Army Corps of Engineers is not required.

L. **ILLINOIS DIVISION OF AERONAUTICS** A ☐ N/A ☒

Required for highway and bridge projects within 3.2 kilometers (2 miles) of public airports, 1.6 kilometers (1 mile) of privately-owned airports and 0.80 kilometers (1/2 mile) of restricted landing strips.

There are existing obstructions to flight operations which include power lines and light poles. It is anticipated that none of the construction equipment will cause a hazard to flight operations.

Furthermore, according to the 2001-2002 Illinois Aeronautical Chart, published by the IDOT – Division of Aeronautics – there are no public, private or restricted landing strips within the captioned limits. Therefore, coordination with the Division of Aeronautics is not necessary.

M. **FEDERAL AVIATION ADMINISTRATION** A ☐ N/A ☒

Required for highway and bridge projects affecting airports that are publicly owned.

There are existing obstructions to flight operations which include power lines and light poles. It is anticipated that none of the construction equipment which will be used will cause a hazard to flight operations.

Furthermore, according to the 2001-2002 Illinois Aeronautical Chart, published by the IDOT – Division of Aeronautics – there are no public, private or restricted landing strips within the captioned limits. Therefore, coordination with the Division of Aeronautics is not necessary.

N. **RAILROAD** — A ☐ N/A ☒

Required for projects involving a railroad crossing.

There are no railroad crossings within the project limits. Therefore, railroad coordination is not required.

O. **OTHER COORDINATION** — A ☒ N/A ☐

Village, City and County, Bureau of Bridges and Structures, Other government agencies which have jurisdiction by law, regarding a project issue.

Village of North Utica, City of LaSalle, Waltham Township Drainage District, & IDOT – Bureau of Bridges and Structures

P. **MAILBOX SUPPORTS** — A ☒ N/A ☐

Required for all projects.

A field check was done on October 31, 2003 and three mailboxes were located within the project limits. None were found to be hazardous.

Q. **DRAINAGE DISTRICTS INVOLVED** — A ☒ N/A ☐

Required for all projects involving in-stream work.

According to our records, Waltham Township Drainage District No. 2 was found to be within the project limits. A letter was sent to their representative in June of 2004 and there has not been a response.

R. **ACCOMMODATIONS FOR BICYCLES** — A ☒ N/A ☐

Required for all projects. (See BDE Manual Chapter 17.)
See Appendix B.

IL 178 will have a proposed 8' bituminous shoulder. A 6' wide paved shoulder is required for a rural road with an ADT over 3000 and a speed limit over 55 mph. Therefore, the proposed shoulder widths meet the minimum requirements to accommodate bicycles in accordance with Chapter 17 of the BDE manual.

PERMITS

A. **SECTION 402 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION PERMIT** — A ☒ N/A ☐

Required for construction activities involving clearing, grading and excavation activities that will result in the disturbance of 1 or more acres of total land area. Accordingly, the project will require a Stormwater Pollution Prevention plan (SWPP), a contractor's certification statement and the submittal of a Notice of Intent (NOI) to the Illinois Environmental Protection Agency.

Due to the length of the project and proposed ramp reconstruction, an NPDES permit will be applied for in Phase 2.

B. **SECTION 402 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) POINT - SOURCE PERMIT** — A ☐ N/A ☒

Required for all point-source discharges (other than those addressed by the 404 Permit) into the Nation's Waters (e.g. for rest areas). IEPA will make determination if question of applicability arises. (See BDE Manual page 28-2(9).)

This project does not include any point source discharges which would require this permit.

C. **SECTION 404 PERMIT** — A ☐ N/A ☒

Required for any discharge of dredged or fill material into waters of the United States, including wetlands. To be applied for in Phase II.

Type

- Individual
  To be obtained from the Corps of Engineers for any project that the Corps has determined applicability of an individual permit.
- General (Regional or Nationwide)
  To be obtained from the Corps of Engineers for any project that the Corps has determined applicability of a nationwide permit subject to conditions and management practices for the work and these conditions and management practices can be met.

The proposed work for this project does not entail in-stream work and therefore, this permit is not required.

D. **SECTION 10 PERMIT** — A ☐ N/A ☒

To be obtained from the Corps of Engineers authorizing certain structures or work other than bridges or causeways in or affecting navigable waters of the United States. (Often handled simultaneously with 404 permit.)

This project does not affect any of the navigable water of the United States. Therefore, Section 10 permit coordination with the captioned agency is not required.

E. **SECTION 9 PERMIT** — A ☐ N/A ☒

To be obtained from the U.S. Coast Guard for the construction, modification, replacement or removal of bridges or causeways affecting navigable waters of the United States. Applied for by Bureau of Bridges and Structures.

This project does not affect any of the navigable water of the United States. Therefore, Section 9 permit coordination with the captioned agency is not required.

F. **IEPA WATER QUALITY CERTIFICATION** — A ☐ N/A ☒

Required whenever a Federal license or permit is applied for to conduct any activity that may result in a discharge of a pollutant into waters of the United States. Issues Section 401 Water Quality Certification on Section 404 Permits.

The proposed work for this project does not entail in-stream work. Therefore, this permit is not required.

G. **CONSTRUCTION IN FLOODWAYS OF RIVERS, LAKES AND STREAMS - DEPARTMENT OF NATURAL RESOURCES, OFFICE OF WATER RESOURCES** — A ☐ N/A ☒

Required for construction in the floodway of identified streams serving a tributary area of 259 hectares (640 acres) or more (urban) or 2590 hectares (6400 acres) or more (rural). Applied for by Bureau of Bridges and Structures (for bridges) or district office (for culverts, embankments, storm sewers or other construction within the floodplains of applicable streams and rivers).

- By District if no structure is involved.

The proposed work for this project does not include construction in floodways of rivers, lakes and streams. Therefore, this permit is not required.

H. **REGULATION OF PUBLIC WATERS, ILLINOIS DEPARTMENT OF NATURAL RESOURCES, OFFICE OF WATER RESOURCES** — A ☐ N/A ☒

Required for construction in rivers, lakes, streams and waterways considered public waters. Applied for by Bureau of Bridges and Structures (for bridges) or district office (for culverts, embankments, storm sewers, or other construction affecting public waters).

The proposed work for this project does not include construction in rivers, stream and waterways. Therefore, this permit is not required.

APPENDIX A

Typical Sections

- Existing and Proposed Roadway
- Existing and Proposed Structure
- Stage Construction Diagram

Traffic Management Analysis

Crash Summary

Culvert Rehabilitation Diagram

Cost Estimate

Traffic Data

Tree Removal

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LA SALLE		
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGN		
INT.	DATE	REASON

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

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PLOT DATE = 11/2/2004
PLOT TIME = 12:35:56 PM
OPERATOR = gtrout

PROFILE		BY	DATE
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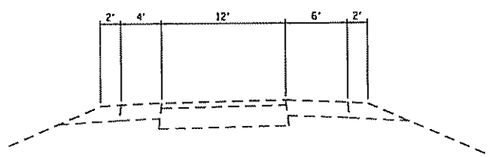
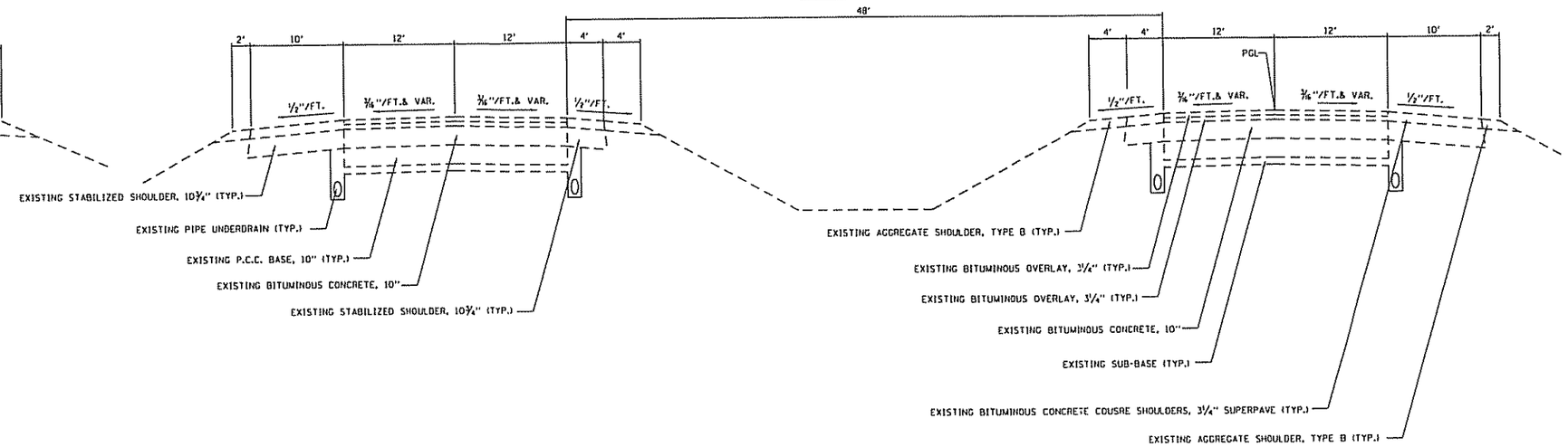
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	SEAL MOVED		
NO.	SEAL/SURVEY NOTATIONS ENTERED		

CHECKS		
INT.	DATE	REASON

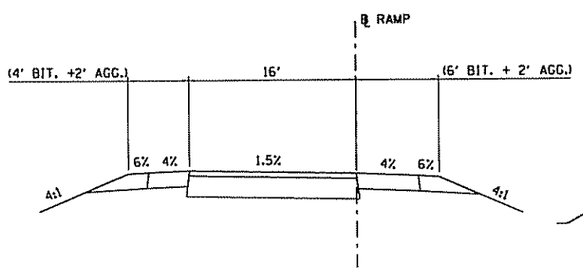
EXISTING RAMPS



EXISTING I-80

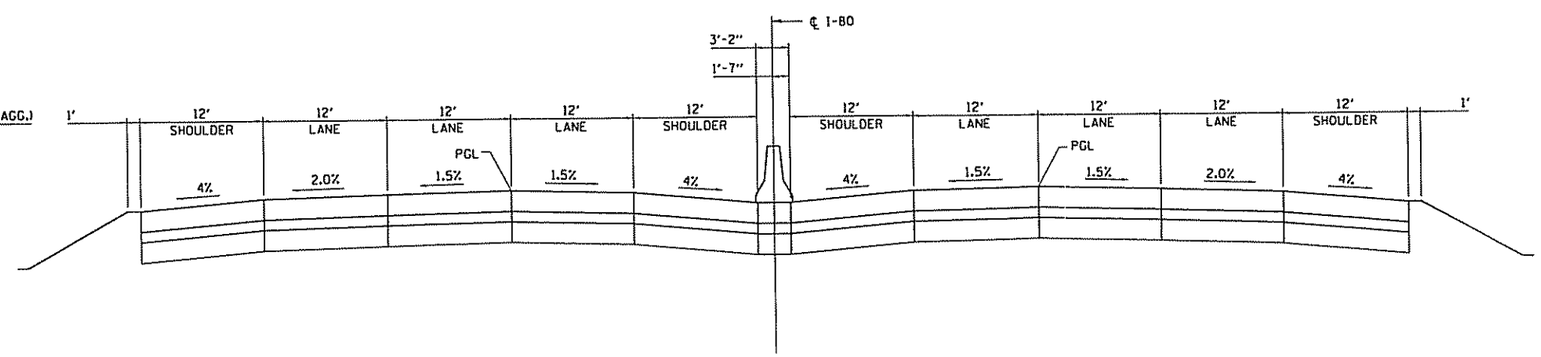


PROPOSED RAMPS



FUTURE I-80

(FOR INFORMATION ONLY - NOT WITHIN THE SCOPE OF THIS IMPROVEMENT)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
UTICA ROAD INTERCHANGE

FAI ROUTE 80 (I-80)
SECTION (50-3) HBK
LASALLE COUNTY

SCALE: VERT.
HORIZ.
DATE 06/18/04 - GSJ

DRAWN BY: JAMESON
DESIGNED BY: BOTT
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO.
EXHIBIT_TYP..1

PROJECT 02317
06/18/04-GSJ

IDOTPL-10 1"=10' 8/07/00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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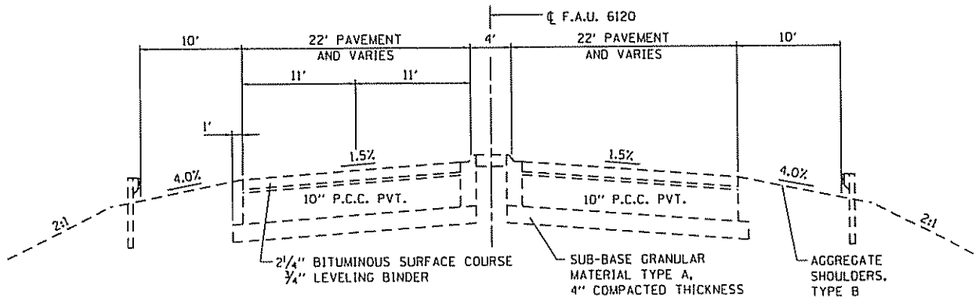
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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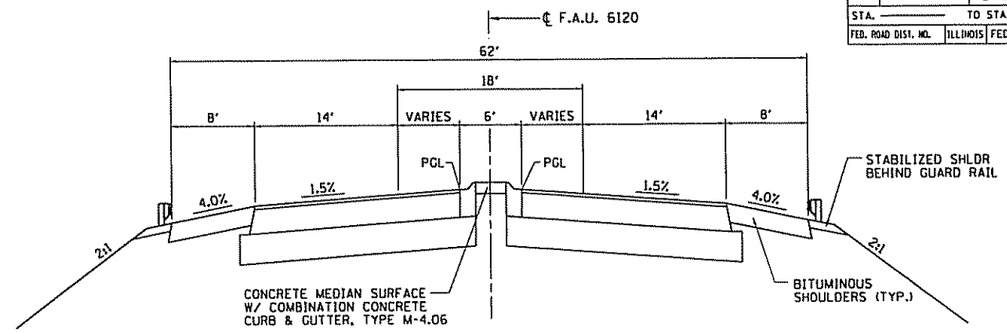

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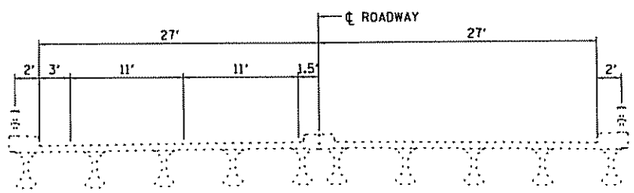
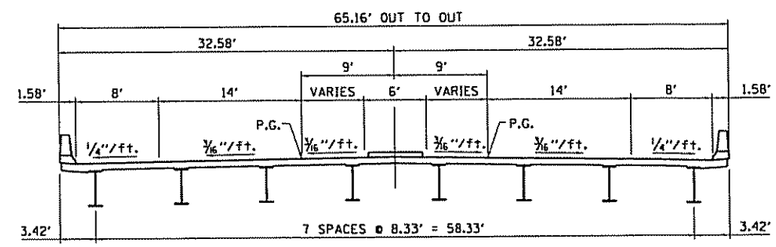
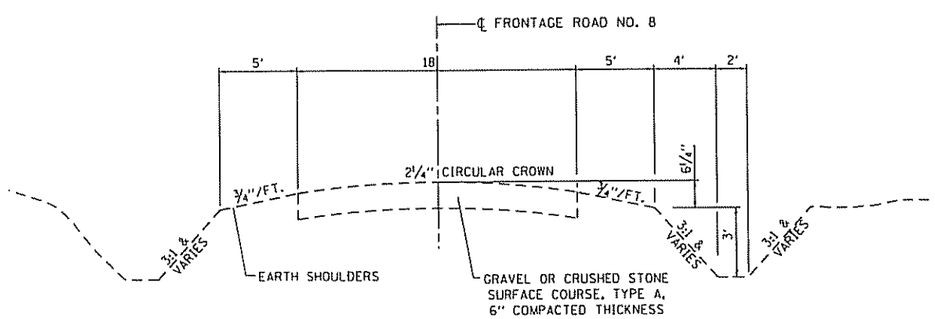


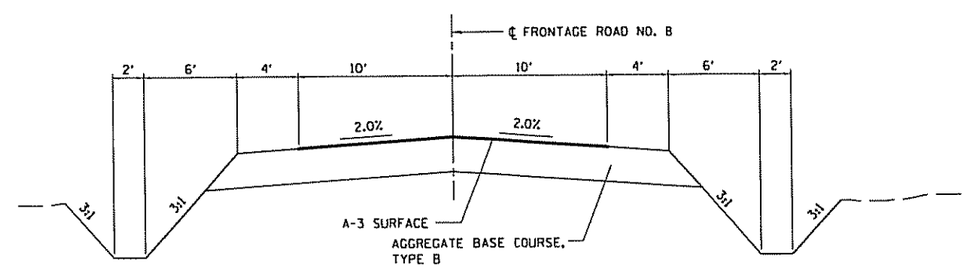
EXISTING UTICA ROAD
(ON STRUCTURE)



PROPOSED UTICA ROAD
(ON STRUCTURE)



EXISTING TYPICAL SECTION
FRONTAGE ROAD



PROPOSED TYPICAL SECTION
FRONTAGE ROAD

DESIGN		
INT.	DATE	REASON

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

CHECKS		
INT.	DATE	REASON

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PROFILE	BY	DATE
DRAWN		
POSTED		
CHECKED		
HOLES CHECKED		
NOTE BOOK NO.	STRUCTURE NOTATIONS GRID	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
UTICA ROAD INTERCHANGE

FAI ROUTE 80 (I-80)
SECTION (50-3) HBK
LASALLE COUNTY

SCALE: VERT.
HORIZ.
DATE 06/18/04 - GSJ

DRAWN BY: JAMESON
DESIGNED BY: BOTT
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC.
OF ILLINOIS
CONSULTING ENGINEERS
PROFESSIONAL & STRUCTURAL ENGINEERING CORPORATION

COMPUTER FILE NO.
EXHIBIT.TYP..3

PROJECT 02317
06/18/04-GSJ

IDOTPL-10 1"=10' 8/07/00

TRAFFIC MANAGEMENT ANALYSIS

ROUTE: FAI 80
SECTION: (50-3)HBK
COUNTY: LaSALLE

JOB NO: P-93-055-02
PPS NO: 3-42780

PROJECT LENGTH: Spot Improvements
STANDARDS USED: BDE Ch. 49 & 50

TERMINI & STRUCTURES: SN 050-0084 carrying FAU 6120 (Utica Road) over I-80 and the associated interchange at milepost 81.

This report addresses the accommodation of traffic during reconstruction of the Utica Road interchange located on I-80 about 3 miles east of LaSalle. The existing bridge carries four lanes of traffic over I-80. The bridge is being replaced due to its poor condition and its substandard vertical clearance.

The proposed bridge is a two span structure that provides two travel lanes, shoulders, and a left turn lane. The improvements include upgrading the ramp alignments to current design standards. The new bridge will accommodate the future widening of I-80 from four lanes to six.

The project is scheduled for Interstate Maintenance funding. The methods of handling traffic that were examined for IL 178 were: 1. Stage construction and 2. State marked detours. State marked routes were closer to I-80 than local marked routes. Therefore, a local marked route was not analyzed.

The following conditions were used for each proposal:
Estimated FY 2008 ADT = 7,100.
PV = 84.4% SU = 8.2% MU = 7.4%
100% of the traffic is considered as through traffic for the estimation of adverse travel costs;
Six months is the estimated time for each mode of traffic control.

<u>Summary</u>

Method of Handling Traffic	Estimated Cost
Stage Construction	$ 490,000
State Marked Detour(s)	$ 724,000

The use of detours is not a recommended alternative for traffic control. Utica provides fire and emergency services to the Pioneer Seed Plant and several residents north of the Utica Interchange. Therefore, it is the recommendation of this report to use stage construction as the preferred method of traffic control.

The first method of traffic control to be examined was stage construction. The stage construction costs include the use of temporary widening, temporary concrete barrier wall, and an estimated 25% higher construction costs. $490,000 is the estimated cost of stage construction. Further detail regarding staged construction activities is provided below.

The second method of traffic control to be studied was the use of state marked detours. For those travelers wanting to make use of eastbound I-80, the recommended state marked detour is US 6 east to IL 23 then north to the interstate. The length of the detour route towards the east is 10.4 miles. The length of the direct route using I-80 is 10 miles. The resultant adverse travel distance is 0.4 miles. The total adverse travel cost, for this detour route, is estimated to be $141,200. It is assumed that the traveling public carries half of the adverse travel cost. Therefore, $70,600 is the adverse travel costs to the State for the east detour route.

A second detour route is necessary for those travelers wanting to proceed to the west using I-80. This detour route would make use of US 6 west to I-39 then northeasterly towards I-80. The total length of this detour route is 6.2 miles. The length of the direct route using I-80 is 2.5 miles. The resultant adverse travel distance is 3.7 miles. $1,306,000 is the estimated total adverse travel cost for this detour route. It is assumed that the traveling public carries half of the adverse travel cost. Therefore, $653,300 is the total adverse travel cost for the detour. Two state marked detours combined cost will be $724,000.

It is not recommended to close SN 050-0084 and the associated interchange during this construction project. Utica fire and emergency services provide coverage to commercial and residential property north of the Utica Interchange. Closure of the bridge over I-80 would require the fire services to travel to E. 9th Road to Cross I-80. The resultant adverse travel could be detrimental to those with serious or life threatening injuries. Therefore, given the importance of this interchange to the emergency services of the citizens living north of the Utica Interchange, it is the recommendation of this report that the work zone for the removal and replacement of SN 050-0084 be stage construction.

Traffic on I-80

An important consideration in maintaining traffic during reconstruction of the interchange is the accommodation of through traffic on the I-80 mainline. Because the bridge will undergo complete replacement, there will be times when the through travel lanes on I-80 will need to be closed temporarily or shifted to accommodate construction activities such as removal of the existing bridge piers, removal of existing bridge beams, and placement of the new bridge beams.

The lane modifications may include temporarily closing the existing inside and/or outside shoulders, however it is preferable that only one shoulder be closed at a time. Work associated with closure of the shoulders may include removal of the existing abutment and pier columns.

Removal of the existing bridge beams and placement of the new beams require special consideration for through traffic on I-80. Traffic will not be allowed to pass beneath the beams while they are being removed or replaced. The traffic will be rerouted through the interchange via the ramps for short duration nighttime interstate closures necessary to accommodate the specific construction activity. The ramp terminal intersections will

be controlled by flaggers to allow interstate traffic to move through the interchange with as little disruption as possible.

Summary of Staged Construction Activities

A summary of the preliminary staged construction plan is provided below.

Pre Stage I:

Build temporary pavement that will be required in Stage I, and build proposed frontage road to allow access to the property owners for the duration of the project. Also the driveways along Utica Road should be completed at this time to allow access to all properties for the duration of the project.

Stage I:

Ramps I, K, & L traffic will use the existing ramp alignment and profile, while the proposed ramp is constructed.

Ramp J traffic will use approximately 700 feet of temporary pavement located to the south of the existing / proposed ramp, built on temporary embankment. This ramp will be built at the profile elevations of the existing ramp J.

Traffic on Utica Road north and south of the structure will use two 11'-0" lanes (min.) located left of the centerline as shown on the Maintenance of Traffic Typical Sections. Temporary Pavement will be required north and south of the interchange where the existing Utica Road cross section narrows.

Pre-Stage II

Temporary ramp closures may be required to complete the pavement in the vicinity of the terminal intersections and connect the proposed ramps to the pavement completed during Stage I. It will also be required to place temporary pavement on Utica Road North and South, where the proposed cross sections narrow.

Stage II:

Ramps I, K & L traffic will use the proposed alignments and profiles. The ramps will use approximately 300' of temporary pavement built on embankment. This temporary pavement will be located to the right of the existing / proposed alignments and will be built at the profile elevation of the proposed profile.

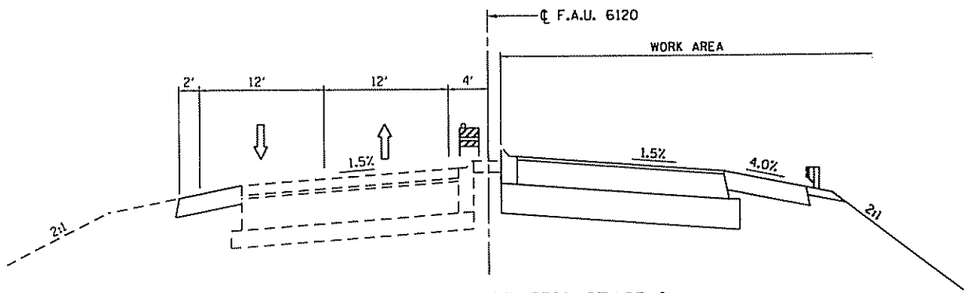
Ramp J traffic will use the proposed alignment and profile. Temporary pavement used in Stage I will be removed.

TRAFFIC MANAGEMENT ANALYSIS (cont'd)

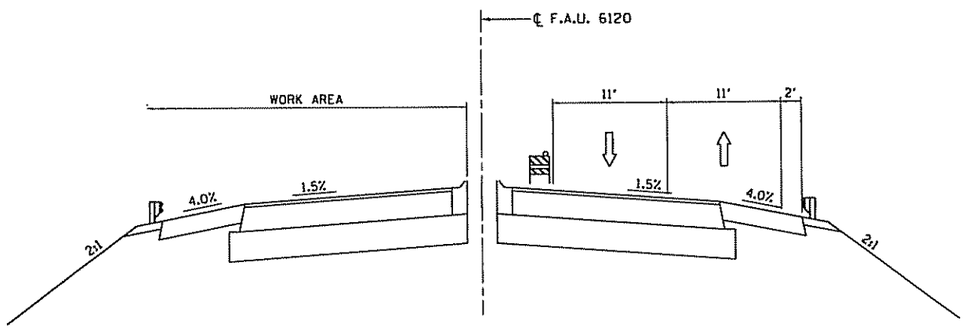
Utica Road traffic will use two 11'-0" (min.) lanes located to the right of the centerline. These lanes will use the pavement that was completed during Stage I. At the north and south end of the project where the proposed cross sections narrow, temporary pavement will be required to maintain the two 11'-0" lanes.

Refer to the attached typical section for an overview of the construction stages.

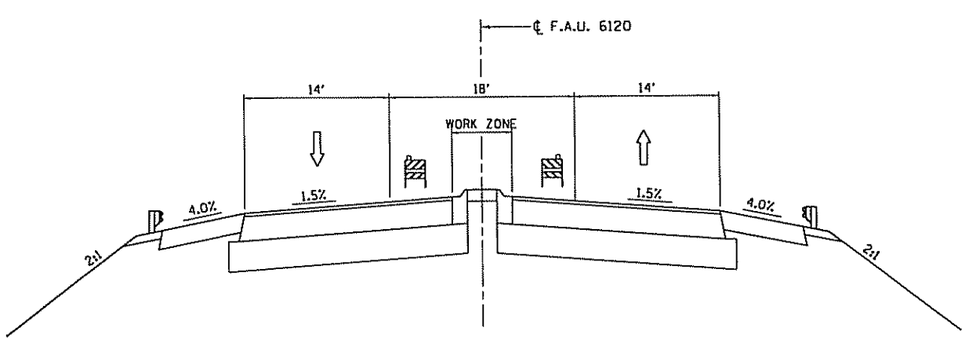
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LA SALLE		
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



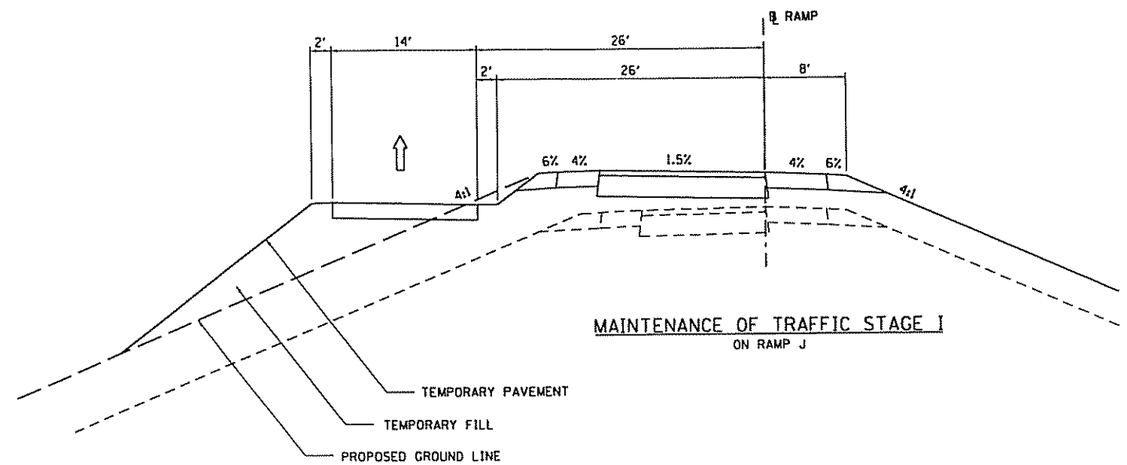
MAINTENANCE OF TRAFFIC STAGE I
IL 178



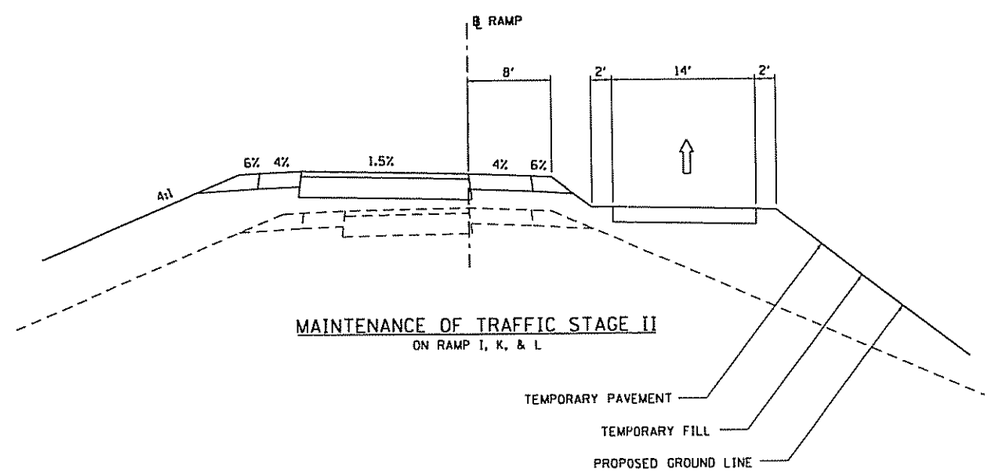
MAINTENANCE OF TRAFFIC STAGE II
IL 178



MAINTENANCE OF TRAFFIC STAGE III
IL 178



MAINTENANCE OF TRAFFIC STAGE I
ON RAMP J



MAINTENANCE OF TRAFFIC STAGE II
ON RAMP I, K, & L

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PLOTS & CHECKS			
INT.	DATE	NO.	REASON

CHECKS		
INT.	DATE	REASON

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SUPPLIED
PLOTTED
CHECKED
BY
DATE
NOTE BOOK
NO.
B.M. NOTED
STRUCTURE NOTATNG CHKD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TYPICAL SECTIONS FOR IL 178

FAI ROUTE 80 (I-80)
SECTION (50-3) HBK
LASALLE COUNTY

SCALE: VERT.
HORIZ.
DATE 06/18/04 - GSJ

DRAWN BY: JAMESON
DESIGNED BY: BOTT
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC.
OF OTTAWA

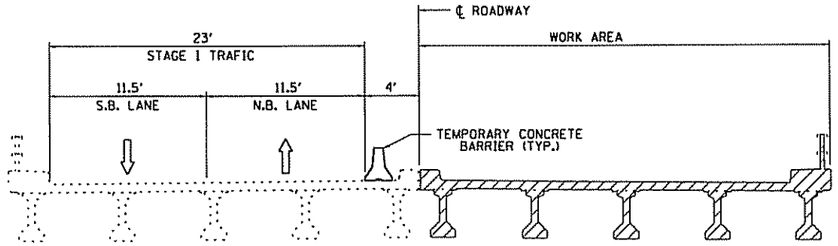
COMPUTER FILE NO.
EXHIBIT_TYP..4

PROJECT 02317
06/18/04-GSJ

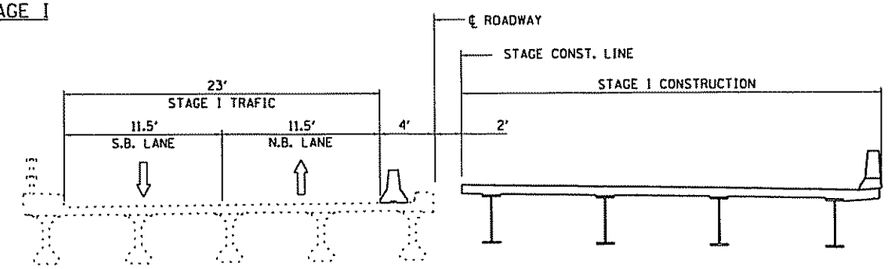
IDOTPL-10 1"=10' 8/07/00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LA SALLE		
STA. ———		TO STA. ———		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MAINTENANCE OF TRAFFIC STAGE I ON STRUCTURE

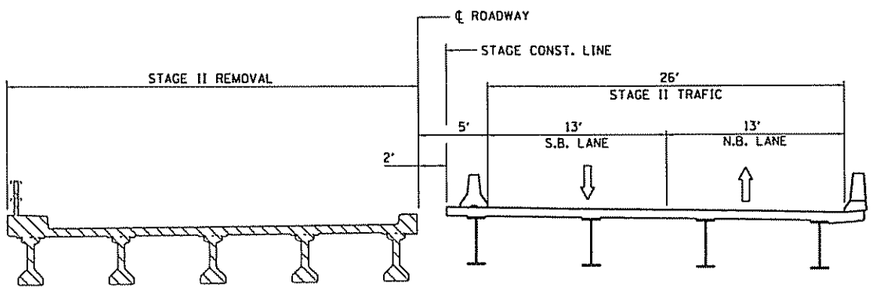


STAGE I REMOVAL

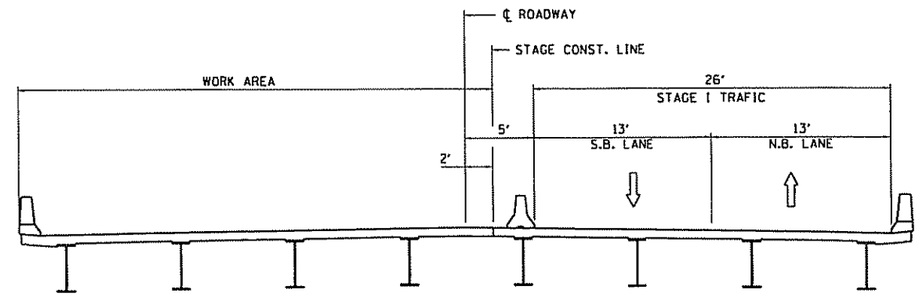


STAGE I CONSTRUCTION

MAINTENANCE OF TRAFFIC STAGE II ON STRUCTURE

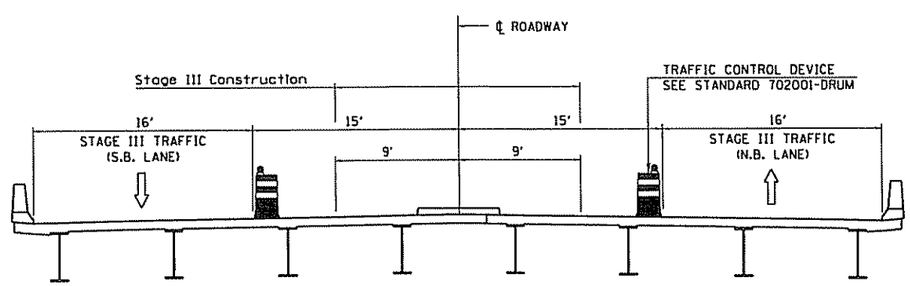


STAGE II REMOVAL



STAGE II CONSTRUCTION

MAINTENANCE OF TRAFFIC STAGE III ON STRUCTURE



STAGE III CONSTRUCTION

Note: All cross sections are looking North.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TYPICAL SECTIONS PROPOSED SN 050-0248

FAI ROUTE 80 (I-80)
SECTION (50-3) HBK
LASALLE COUNTY

SCALE: VERT. HORIZ.
DATE 06/18/04 - GSJ

DRAWN BY: JAWESON
DESIGNED BY: BOTT
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC.
OF DEKALB

COMPUTER FILE NO. EXHIBIT_TYP..2

PROJECT 02317
06/18/04-GSJ

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STARTED		
PLOTTED		
CHECKS COMPLETED		
NOTE BOOK		
NO. ____	STRUCTURE NOTATIONS COMPLETED	

CHECKS		
INT.	DATE	REASON

IDOTPL-10 1"=10' 8/07/00

I-80
CRASH SUMMARY

WEATHER-ROAD CONDITION	1998	1999	2000	2001	TOTALS	%
CLEAR-DRY	1	1		1	3	75.0%
RAIN WET		1			1	25.0%
TOTALS	1	2		2	4	100.0%
SEVERITY OF CRASH						
PERSONAL INJURY ACCIDENTS	1				1	25.0%
NUMBER OF INJURIES	1				1	
TOTALS	1				1	25.%
CRASH TYPE						
REAR END		1		1	2	50.0%
ANGLE		1			1	25.0%
FIXED OBJECT OFF ROAD	1				1	25.0%
TOTALS	1	2		1	4	100.0%

Summary Table for Culvert Rehabilitation Diagram

Culvert #	Station	Existing/ Proposed	Culvert Barrel Description					Control
			Dia.	Material	Type	Length	Slope	
Culvert E1	317+21 (Ramp J)	Existing	18"	RCCP	1	109	0.42%	Outlet
Culvert E2	897+00 (I-80)	Existing	24"	RCCP	1	47	0.51%	Outlet
Culvert E3	114+27 (IL 178)	Existing	24"	RCCP	1	107	0.46%	Outlet
Culvert E4	411+15 (Ramp K)	Existing	24"	RCCP	1	47	1.00%	Inlet
Culvert E5	883+00 (I-80)	Existing	24"	RCCP	1	69	1.49%	Outlet
Culvert E6	872+00 (I-80)	Existing	24"	RCCP	1	53	0.45%	Outlet
Culvert E7	115+65 (IL 178)	Existing	24"	RCCP	1	131	0.32%	Outlet
Culvert E8	210+00 (Ramp I)	Existing	24"	RCCP	1	47	1.02%	Inlet
Culvert E9	100+25, RT. (P.E.)	Existing	15"	CMP	1	32	0.78%	Outlet
Culvert E10	101+53, RT. (P.E.)	Existing	15"	CMP	1	44	0.43%	Outlet
Culvert E11	101+76, LT. (C.E.)	Existing	24"	RCCP	1	88	0.94%	Outlet
Culvert E12	102+00 (IL RTE 178)	Existing	24"	RCCP	1	82	0.40%	Outlet
Culvert E13	102+89, RT. (F.E.)	Existing	24"	CMP	1	35	0.11%	Outlet
Culvert E14	102+85, LT. (C.E.)	Existing	24"	RCP	1	129	0.26%	Outlet
Culvert E15	103+68, RT. (F.E.)	Existing	24"	CMP	1	41	1.00%	Outlet
Culvert E16	126+42, RT. (F.E.)	Existing	15"	CMP	1	35	0.49%	Outlet
Culvert E17	127+48, RT. (F.E.)	Existing	15"	CMP	1	36	0.28%	Outlet
Culvert E18	129+56, RT. (F.E.)	Existing	15"	CMP	1	24	0.38%	Outlet
Culvert E19	132+53 (IL RTE 178)	Existing	4x3	RCB	1	55	0.68%	Outlet
Culvert E20	133+07, LT. (C.E.)	Existing	15"	CMP	1	60	0.70%	Outlet
Culvert E21	103+84, LT. (C.E.)	Existing	15"	CMP	1	37	1.86%	Outlet
Culvert 1	114+27 (IL 178)							
Culvert 2	411+15 (Ramp K)	Proposed	24"	RCCP	1	50	1.00%	Inlet
Culvert 3	115+65 (IL 178)							
Culvert 4	212+00 (Ramp I)	Proposed	24"	RCCP	1	50	1.02%	Inlet
Culvert 5	100+25, RT. (P.E.)	Proposed	15"	CMP	1	32	0.78%	Outlet
Culvert 6	101+53, RT. (P.E.)	Proposed	15"	CMP	1	44	0.43%	Outlet
Culvert 7	102+89, RT. (F.E.)	Proposed	24"	CMP	1	35	0.11%	Outlet
Culvert 8	103+68, RT. (F.E.)	Proposed	24"	CMP	1	41	1.00%	Outlet
Culvert 9	103+84, LT. (C.E.)	Proposed	15"	CMP	1	37	1.86%	Outlet
Culvert 10	126+42, RT. (F.E.)	Proposed	15"	RCCP	1	35	0.49%	Outlet
Culvert 11	127+48, RT. (F.E.)	Proposed	15"	RCCP	1	36	0.28%	Outlet
Culvert 12	129+56, RT. (F.E.)	Proposed	15"	RCCP	1	24	0.38%	Outlet

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6108	***	LA SALLE	1	1
STA. ———		TO STA. ———		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

***(70X, 71XRS-1, (71X-VBRIDM

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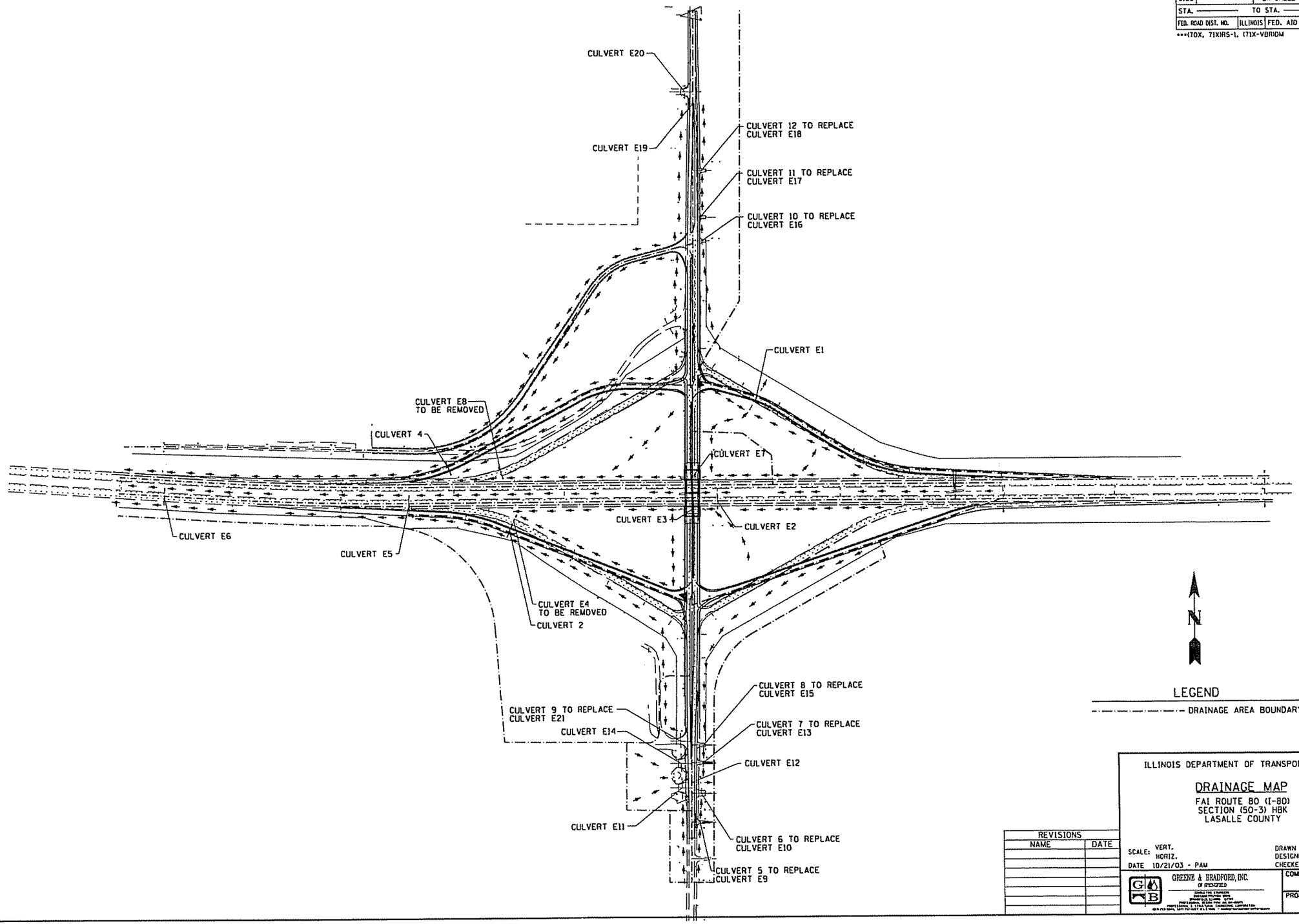


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

FAI ROUTE 80 (I-80)
SECTION (50-3) HBK
LASALLE COUNTY

SCALE: VERT. HORIZ.
DATE 10/21/03 - PAM

DRAWN BY: MABUS
DESIGNED BY: BOTT
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO. DRAINMAP

PROJECT 02317
06/02/04-GSJ

IDOTPL-10 1"=10' 8/07/00

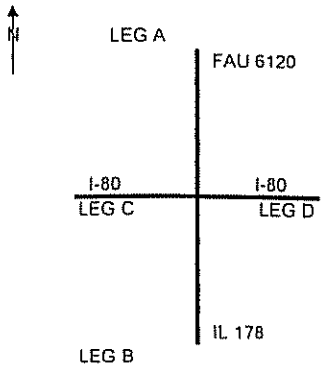
COST ESTIMATE

BASE YEAR 2003

	WORK CLASSIFICATION	ESTIMATED COST IN THOUSANDS TOTAL
1	Clearing: Minor Removal Items	78
2	Pavement Removal & New pavement for Roadway & Ramps	1343
3	Earthwork	1237
4	Erosion Control	99
5	Drainage; Minor Structures	155
6	Driveway Removal / Replacement	48
7	Sub-base; Base; Shoulders	1261
8	Guardrail - Roadway	60
9	Lighting - Temporary & Permanent	140
10	Sign Truss on I-80 - Remove & Replace	79
11	Traffic Control for I-80	267
12	Temporary Ramps - Roadway	488
13	Temporary Traffic Control - Roadway	25
14	Frontage Road	125
15	Field Office and Laboratory	27
16	Environmental Mitigation	23
17	Incidental Items (5% of total unit costs)	387
18	**ROADWAY CONSTRUCTION SUB-TOTALS (LINES 1-17)**	**5842**
19	Structure Removal	195
20	Construction Layout for entire project	90
21	Approach Pavement	98
22	Bridges	1836
23	Detours - Bridges	0
24	Temporary Traffic Control - Bridges	50
25	Guardrail - Bri b	6
26	Handrail	0
27	**BRIDGES CONSTRUCTION SUB-TOTAL (LINES 19-26)**	**2275**
28	Contingencies (5% of Lines 18 & 27)	406
29	**ROAD & BRIDGE CONST SUB-TOTAL (LINES 18, 27 & 28)**	**8522**
30	Mobilization (6% of Line 29)	511
31	**PHASE 1 ESTIMATED CONST. COST (LINES 29 & 30)**	**9034**
32	Utilities Adjustments	50
33	Land Acquisition	100
34	Relocations	0
35	**TOTAL - PHASE 1 PROJECT COST (LINES 31-34)**	**9184**

BUREAU OF PROGRAM DEVELOPMENT
DATA COLLECTION SECTION A. BANKSON

COUNTY: LASALLE
CITY:
LOCATION: I-80 & IL 178



LEG A	LEG B	LEG C	LEG D		
1450	6000	29200	27050	2002	ADT
168	580	2689	2480	2002	DHV
1650	7100	35400	32800	2008	ADT
200	708	3360	3110	2008	DHV
1950	8900	45600	42200	2018	ADT
235	888	4332	4005	2018	DHV
2200	10700	55800	51500	2028	ADT
265	1068	5302	4895	2028	DHV
90.3	84.4	62.4	61.6	% P.V.	
5.8	8.2	5.4	6.2	% S.U.	
3.9	7.4	32.2	32.2	% M.U.	

30 TH MAX HOUR = VARIES % ADT

MOVE MENTS	30TH MAX HOUR YEAR OF CONST. 2008		% TRUCKS IN 30 TH MAX HOUR	% ESTIMATED INCREASE BY 2018		30TH MAX HOUR 2018		% ESTIMATED INCREASE BY 2028		30TH MAX HOUR 2028	
	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM
A-B	41	68	18	20	21	49	82	37	41	56	96
B-A	43	62	27	21	21	52	75	40	40	60	87
A-C	12	35	0	8	6	13	37	8	9	13	38
C-A	8	22	6	13	14	9	25	25	18	10	26
A-D	4	6	80	25	17	5	7	50	33	6	8
D-A	5	7	34	20	29	6	9	40	43	7	10
B-C	158	190	28	28	29	203	246	58	59	249	303
C-B	139	202	24	29	29	180	260	59	58	221	320
B-D	59	82	3	24	21	73	99	47	40	87	115
D-B	107	104	12	22	21	131	126	45	41	155	147
C-D	1247	1357	32	29	29	1608	1755	58	59	1969	2152
D-C	1348	1554	32	29	29	1743	2009	58	58	2134	2463
LEG TOTALS											
A	113	200	12	19	18	134	235	35	33	152	265
B	547	708	16	26	25	688	888	51	51	828	1068
C	2912	3360	32	29	29	3756	4332	58	58	4596	5302
D	2770	3110	32	29	29	3566	4005	57	57	4358	4895
LEG APPROACHES											
A	57	109		18	16	67	126	32	30	75	142
B	260	334		26	26	328	420	52	51	396	505
C	1394	1581		29	29	1797	2040	58	58	2200	2498
D	1460	1665		29	29	1880	2144	57	57	2296	2620
LEG DEPARTURES											
A	56	91		20	20	67	109	38	35	77	123
B	287	374		25	25	360	468	51	51	432	563
C	1518	1779		29	29	1959	2292	58	58	2396	2804
D	1310	1445		29	29	1686	1861	57	57	2062	2275

COMMENTS:
THIS HAS BEEN UPDATED FROM YEAR 2002 TO 2008 , USING TURNING MOVEMENTS CALCULATED ON 12/13/2001.

09/20/2002

TREE REMOVAL SCHEDULE

LOCATION	TREE REMOVAL (UNDER 6 UNIT DIAMETER) UNIT	TREE REMOVAL (6 TO 15 UNIT DIAMETER) UNIT	TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	TYPE	REASON FOR REMOVAL
RAMP I					
STA. 211+83, 10' LT.		14		DECIDUOUS	NEW RAMP
STA. 211+83, 10' LT.		14		DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+38, 1' LT.	4			DECIDUOUS	NEW RAMP
STA. 211+42, 4' RT.	2			DECIDUOUS	NEW RAMP
STA. 211+42, 4' RT.	4			DECIDUOUS	NEW RAMP
STA. 203+85, 37' LT.	4			DECIDUOUS	NEW RAMP
STA. 203+42, 37' LT.		12		DECIDUOUS	NEW RAMP
STA. 203+42, 37' LT.			18	DECIDUOUS	NEW RAMP
RAMP J					
STA. 319+06, 68' LT.		10		EVERGREEN	NEW RAMP
STA. 318+94, 70' LT.		12		EVERGREEN	NEW RAMP
STA. 318+57, 78' LT.		10		EVERGREEN	NEW RAMP
STA. 318+50, 79' LT.		10		EVERGREEN	NEW RAMP
STA. 318+38, 81' LT.		12		EVERGREEN	NEW RAMP
RAMP K					
STA. 403+99, 19' RT.	2			DECIDUOUS	NEW RAMP
STA. 409+15, 21' RT.	4			DECIDUOUS	NEW RAMP
STA. 409+15, 21' RT.	4			DECIDUOUS	NEW RAMP
STA. 409+15, 21' RT.	4			DECIDUOUS	NEW RAMP
STA. 409+15, 21' RT.	4			DECIDUOUS	NEW RAMP
STA. 409+15, 21' RT.	4			DECIDUOUS	NEW RAMP
STA. 410+55, 8' RT.		12		DECIDUOUS	NEW RAMP
STA. 410+52, 19' RT.		15		DECIDUOUS	NEW RAMP
STA. 411+02, 7' LT.		14		DECIDUOUS	NEW RAMP
STA. 411+02, 7' LT.		14		DECIDUOUS	NEW RAMP
STA. 411+78, 28' RT.		12		DECIDUOUS	NEW RAMP
RAMP L					
STA. 501+45, 75' LT.	4			EVERGREEN	NEW RAMP
STA. 501+49, 76' LT.		6		EVERGREEN	NEW RAMP
STA. 501+53, 76' LT.		6		EVERGREEN	NEW RAMP
STA. 501+58, 77' LT.		8		EVERGREEN	NEW RAMP
STA. 501+62, 78' LT.		6		EVERGREEN	NEW RAMP
STA. 501+66, 78' LT.	4			EVERGREEN	NEW RAMP
STA. 501+69, 79' LT.	2			EVERGREEN	NEW RAMP
STA. 501+50, 59' LT.		10		EVERGREEN	NEW RAMP
STA. 501+56, 60' LT.		8		EVERGREEN	NEW RAMP
STA. 501+62, 61' LT.		6		EVERGREEN	NEW RAMP

TREE REMOVAL SCHEDULE

LOCATION	TREE REMOVAL (UNDER 6 UNIT DIAMETER) UNIT	TREE REMOVAL (6 TO 15 UNIT DIAMETER) UNIT	TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	TYPE	REASON FOR REMOVAL
STA. 501+62, 61' LT.		6		EVERGREEN	NEW RAMP
STA. 501+67, 62' LT.		8		EVERGREEN	NEW RAMP
STA. 501+70, 63' LT.		8		EVERGREEN	NEW RAMP
STA. 501+80, 65' LT.		8		EVERGREEN	NEW RAMP
STA. 501+85, 65' LT.		10		EVERGREEN	NEW RAMP
STA. 502+02, 68' LT.		10		EVERGREEN	NEW RAMP
STA. 502+14, 71' LT.		12		EVERGREEN	NEW RAMP
STA 501+57, 47' LT.		8		EVERGREEN	NEW RAMP
STA. 501+69, 50' LT.		8		EVERGREEN	NEW RAMP
STA. 501+71, 50' LT	4			EVERGREEN	NEW RAMP
STA. 501+75, 51' LT	4			EVERGREEN	NEW RAMP
STA. 501+79, 51' LT		8		EVERGREEN	NEW RAMP
STA. 501+82, 52' LT.	4			EVERGREEN	NEW RAMP
STA. 501+85, 52' LT.	4			EVERGREEN	NEW RAMP
STA. 501+88, 53' LT.		6		EVERGREEN	NEW RAMP
STA. 501+94, 54' LT.		6		EVERGREEN	NEW RAMP
STA. 501+98, 55' LT		6		EVERGREEN	NEW RAMP
STA. 502+01, 55' LT		6		EVERGREEN	NEW RAMP
STA. 502+11, 57' LT		6		EVERGREEN	NEW RAMP
STA. 502+17, 58' LT.		6		EVERGREEN	NEW RAMP
STA. 502+20, 59' LT.		8		EVERGREEN	NEW RAMP
STA. 502+23, 59' LT		6		EVERGREEN	NEW RAMP
STA. 502+27, 60' LT		6		EVERGREEN	NEW RAMP
STA. 502+30, 60' LT		6		EVERGREEN	NEW RAMP
STA. 502+34, 61' LT.		6		EVERGREEN	NEW RAMP
STA. 502+41, 62' LT.		8		EVERGREEN	NEW RAMP
STA. 502+47, 63' LT.	4			EVERGREEN	NEW RAMP
STA. 502+51, 64' LT.	3			EVERGREEN	NEW RAMP
STA. 502+61, 58' LT.			24	EVERGREEN	NEW RAMP
STA. 502+77, 69' LT.		8		EVERGREEN	NEW RAMP
STA. 502+84, 70' LT.		6		EVERGREEN	NEW RAMP
STA. 502+94, 72' LT.		8		EVERGREEN	NEW RAMP
STA. 507+83, 2' RT.			22	EVERGREEN	NEW RAMP
STA. 509+64, 8' LT.			26	DECIDUOUS	NEW RAMP
STA. 512+75, 12' RT.	4			DECIDUOUS	NEW RAMP
STA. 512+98, 23' RT.	4			DECIDUOUS	NEW RAMP
IL RTE 178					
STA. 117+42, 43' LT		14		EVERGREEN	SLOPE IMPROVEMENT
STA. 117+00, 60' LT		14		EVERGREEN	SLOPE IMPROVEMENT
STA. 116+86, 57' LT		14		EVERGREEN	SLOPE IMPROVEMENT
STA. 111+86, 48' LT.		8		EVERGREEN	SLOPE IMPROVEMENT
STA. 113+41, 64' RT.		6		EVERGREEN	SLOPE IMPROVEMENT
STA. 112+65, 63' RT.		6		EVERGREEN	SLOPE IMPROVEMENT
STA. 112+36, 58' RT.		6		DECIDUOUS	SLOPE IMPROVEMENT
TOTAL	**113**	**463**	**90**		

APPENDIX B

Coordination Meeting Minutes
Design Criteria Checklist
PESA Review & PESA Response
Biological Resources Clearance
Cultural Resources Clearance
Bicycle Accommodation Coordination
Local Agency Coordination
Drainage District Coordination

MINUTES COORDINATION MEETING DISTRICT 3 CONFERENCE ROOM			TOPIC NO. 6 DISTRICT 3 NO. 1513
DATE	October 18, 2002	FUNDING SOURCE	Interstate Maintenance
ROUTE	FAI 80		
MARKED ROUTE	I-80	GUIDELINES USED	Chapters 36,37,44, & 49 of the BDE Manual
LOCAL NAME		FUNCTIONAL CLASSIFICATION	I-80 Urban Interstate IL 178 Minor Arterial (Urban)
SECTION	(50-3)HBK	DESIGN SPEED	I-80 70 MPH IL178 55 MPH
COUNTY	LaSalle		
ADT 29,200 6,000	YEAR 2002: I-80 2002: IL 178	PERCENT TRUCKS	S.U.=5.8% M.U.=32.2% S.U.=6.8% M.U.=5.7%

LIMITS OF PROJECT - SN 050-0084 carrying Illinois Route 178/CH 43 over I-80 located approximately 0.5 mile north of Route 6 in Utica. The Utica interchange is located at milepost 81.

DATES PREVIOUSLY DISCUSSED None

SCOPE OF DISCUSSION

History: Structure No. 050-0084 was originally constructed in 1961 as a 205' long, four span precast prestressed concrete I-beam system bridge. The roadway width is 25.5' in each direction. The total out to out width of the structure is 60', which provides two 11' lanes in each direction, 3' raised curbs on each side, and a 3' raised median at centerline. The existing width face to face of guardrail is 54.3'

The diamond interchange was constructed at the same time as the bridges with ramp intersection angles of 60°. These ramp openings are very narrow and do not meet the current geometrics.

Interstate 80 consists of four 12' lanes, a 48' grass median, and variable width shoulders.

This interchange is a major gateway to one of Illinois busiest parks - Starved Rock State Park.

Need for Improvement - The bare concrete deck is 7.5" thick and approximately 11 percent of this surface shows deterioration. It also has a relatively high chloride content which means the uncoated reinforcement is at risk for rusting. It is this corrosion that is responsible for most of the previous delaminations and spalls.

The superstructure beams appear to be in good condition except at the ends, where three beams have exposed strands. Many of the diaphragms are cracked and spalled and the steel expansion joints and bearings exhibit heavy surface rust. The bearings do not appear to function anymore.

Structure No. 050-0084 has a 49.0 sufficiency rating and 56 ton and 88 ton inventory and operating ratings respectively. The existing vertical clearance over I-80 is 16.1 feet.

The interchange needs to be upgraded to meet the current and projected traffic use.

Proposed Improvement - Structure No. 050-0084 will be removed and replaced per the approved BCR. The profile of the proposed structure will provide a minimum 16.5' vertical clearance over the interstate. The length of the new bridge will provide additional horizontal underclearance for a future six lane interstate cross section. The proposed bridge geometry will be based on the traffic analysis and capacity requirements. The final bridge design will be determined in the TS&L phase.

The interchange will be reconstructed. The ramp design speed will be 50 miles per hour. The ramps will have sufficient length as to enable trucks to enter the interstate at 50 miles per hour. The existing ramps currently are at 60° angles. **The ramps will be designed to meet the angle of intersection for the projected ADT according to the BDE manual criteria.**

A Phase I consultant was selected on October 2, 2002 from PTB 124. The consultant will develop a Phase I project report for the reconstruction of the I-80/Illinois Route 178 interchange and the replacement of SN 050-0084 carrying Illinois Route 178/CH43 over I-80. This project is currently unfunded in the multiyear program.

The district requests concurrence on the scope of work and environmental processing as a categorical exclusion.

The FHWA indicated this project will be a full over site project.

The FHWA indicated an access justification report will not be required for this project.

The FHWA and Mr. Paul Niedernhofer and Mr. Mike Bruns of the Bureau of Design and Environment concurred on the project scope and processing as a categorical exclusion.

TRAFFIC CONTROL – N/A

REVIEW OF ACCIDENT DATA – In the four year study period from 1998 to 2001, there were 21 accidents resulting in five injuries on interstate 80. Of the 21 accidents, 76 percent (16) were property damage accidents only. The remaining five accidents involved personal injuries. Hitting a fixed object and sideswipe/same direction were tied for the most frequent type of accidents with 23.8 percent each; next was striking an animal 19.0 percent; overturned vehicle 14.3 percent; striking another object 9.5 percent; other non-collision and rear end collisions were both at 4.8 percent.

There were five accidents on Illinois Route 178 resulting in one injury. Two of them involved rear end collisions, one involved hitting a fixed object, one a vehicle overturned and the remaining one involved an angle collision.

Weather and pavement conditions do not appear to be a factor in the accidents. Of the accidents, 80.8 percent (21) occurred when the weather/road conditions were clear and dry; 7.7 percent (2) occurred when it was raining and the road surface was wet; the remaining three accidents occurred under the following conditions (one each) fog/dry, other/snow, and not stated.

Of the accidents, 80.7 percent (21) occurred on I-80, while the remaining five accidents were on the Illinois Route 178 segment. The directions of travel for the vehicles involved were: 50 percent east; 40 percent west; and approximately 5 percent for the north and south segments.

Seventy percent of the total accidents occurred during daylight hours and Friday was the busiest day of the week at 30.8 percent.

There are no wet weather clusters or high accident locations within the project limits.

EXPLANATION OF EXCEPTIONS – None

ENVIRONMENTAL ACTIONS DESIRED

NATIONWIDE 404 PERMITS	N/A
ENVIRONMENTAL SURVEY REQUEST	N/A
CATEGORICAL EXCLUSION	N/A

ADDITIONAL RIGHT OF WAY CLEARED -

AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED

Bureau of Bridges & Structures.
Village of North Utica
City of LaSalle
Waltham Township Drainage District #3

ATTACHMENTS LOCATION MAP

Illinois Department of Transportation

DESIGN CRITERIA CHECKLIST

1. Application

The designer can use the Level One and Level Two Design Criteria Checklists to summarize compliance with design criteria and assist in the documentation of the adherence of the proposed project design to the design criteria. These checklists become a part of the permanent project file.

2. Level One Design Exceptions

A Level One design exception involves one of the controlling design criteria. Check the appropriate boxes on the "Level One Design Criteria Checklist" (p. 3). The determination of whether or not the proposed project design meets the IDOT controlling design criteria is dependent upon the project scope of work. If, for example, a 3R non-freeway project is under design, Chapter 49 will apply. For any Level One element which does not meet IDOT design criteria, the designer should prepare a statement for use at monthly coordination meetings which:

- identifies the design element,
- identifies IDOT design criteria,
- discusses the proposed design, and
- provides justification for the design exception.

The written summary of the discussion at the coordination meeting will document the justification for a design exception. Include the minutes of the meeting describing the project in the Phase I engineering report.

3. Level Two Design Exceptions

A Level Two design exception does not involve one of the controlling design criteria. Check the appropriate boxes on pp. 4-10 of the "Design Criteria Checklist." The determination of whether or not the proposed project design meets IDOT design criteria is dependent upon the project scope of work. If, for example, a 3R non-freeway project is under design, Chapter 49 will apply. For any Level Two element which does not meet IDOT design criteria, the designer should prepare a statement similar to that for a Level One exception.

It should be noted that Level Two design exceptions may not require as much justification to receive concurrence of the exception. The written summary of the discussion at the coordination meeting will document the justification for a design exception.

4. Project Identification

Federal Project No.:	P-93-055-02
Marked Route No.:	I-80 and IL 178 and Municipal Street 6480
Functional Classification:	Urban Interstate and Minor Arterial (Urban) and Local Road
Highway Type:	FAI 80 and FAU 6120 and MS 6480
Project Location:	North Utica – the intersection of I-80 and IL 178 SN 050-0084 carrying IL 178 traffic over I-80
County/City:	LaSalle/North Utica
Project Length:	Approximately 3000' (plus 9300' of new ramps) on I-80, 4000' on IL 178, and 2000' on MS 6480

5. **Project Scope of Work**

a. Is project located on the NHS? ☒ Yes ☐ No

b. Check the appropriate box. See Section 31-6 for definitions.

☐ New construction
☒ *Reconstruction
☐ 3R (non-freeway)
☐ *3R (freeway)

c. Provide a brief project description:

Reconstruction of the I-80 and IL 178 Interchange, the removal and replacement of Structure Number 050-0084 which carries IL 178 traffic over I-80, and the relocation of the frontage road located in the northwest quadrant of the interchange.

Note: May include "Allowed to Remain in Place" criteria.

6. **Evaluating Exceptions**

When evaluating exceptions to design criteria, the primary considerations are:

- safety,
- capacity,
- compatibility with adjacent sections,
- time to construction of ultimate improvement, and
- construction costs.

7. **District Coordination Meetings**

Has project been discussed at district coordination meetings? ☒ Yes ☐ No

Date: December 16, 2004

Date: October 20, 2004

Level One Design Criteria Checklist

Route: FAI 80 (I-80) Section: (50-3)HBK County: LaSalle

Design Criteria for Mainline (**IL 178**) Only (Provide numerical value for project, where indicated.)	Does the proposed design meet IDOT criteria?		
	Yes	No*	N/A
1. Design Speed: 70 mph for I-80, 55 mph for IL 178, and 40 mph for MS 6480	X		
2. Lane Widths: 12' feet on I-80, 14' on IL 178, and 10' for MS 6480. Ramps will be 16' wide.	X		
3. Through Travel Lane Cross-Slopes in Percent (%): Lane 1: 1.5% 1.5% 2.0% Lane 2: 1.5% I-80 IL 178 MS 6380	X		
4. Shoulder Widths: 8' near structure for IL 178; MS 6480 4' Aggregate; inside of ramps 4' Bit.+2' Agg.; outside of ramps 6' Bit. + 2' Agg.	X		
5. Horizontal Curvature (Minimum Radius for selected design speed): 1065' feet IL 178 (Fig 32-3C or 32-2E), 470' MS 6480, and 840' for ramps (50 mph)	X		
6. Super-elevation Rates: e_{max} = 6 % for IL 178 and ramps (Fig 32-3A), MS 6480 = 8%	X		
7. Stopping Sight Distance at Crest Vertical Curves (Level SSD for Passenger Cars) 495' IL 178 (Fig 33-4A), 305' MS 6480, and 425' for ramps (50 mph)	X		
8. Stopping Sight Distance at Sag Vertical Curves (Level SSD for Passenger Cars) 495' IL 178 (Fig 33-4E), 305' MS 6480, and 425' for ramps (50 mph)	X		
9. Stopping Sight Distance on Inside of Horizontal Curves (Level SSD for Passenger Cars)			X
10. Clear Roadway Bridge Width: 62 feet (8' shoulders + 14' lanes + 18' median area)	X		
11. Structural Capacity of Bridges: HS20	X		
12. Vertical Clearances: 16'-6"	X		
13. Maximum Grades: 5% - Fig 48-6C	X		
14. Accessibility Criteria for Disabled Persons			X

* Justification for any design exceptions must be discussed at monthly coordination meetings held in each district and must be documented in the Phase I report.

Note: Numbers 1, 2, 3, and 4 apply throughout the project. The remaining criteria (e.g., super-elevation rates) apply to specific sites within the project limits.

Date: October 20, 2004

Level Two Design Criteria Checklist

Route: FAI 80 (I-80) Section: (50-3)HBK County: LaSalle

Design Criteria **IL 178**		Does the proposed design meet IDOT criteria?		
		Yes	No*	N/A
1. Basic Design Controls				
a. Level of Service (mainline) = Urban C (Fig. 47-2L)		X		
b. SSD application at horizontal curves (level grade SSD used) = 495'	Horz. (Fig. 31-3A)	X		
c. SSD application for vertical curves (level grade SSD used)	Vert. (Fig 31-3B)	X		
d. Truck SSD (level) (at specific sites)		X		
2. Horizontal Alignment (Mainline-IL 178)				
a. Traveled way widening		X		
b. Super-elevation transition lengths				X
c. Super-elevation distribution between tangent and curve				X
d. "Breakover" of outside shoulder on super-elevated curves				X
e. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E.				X
f. Super-elevation development at reverse curves				X
g. Is super-elevation transition length located off of bridges and bridge approach pavements?				X

*See Section 31-8 of *BDE Manual*

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No*	N/A
3. Vertical Alignment (Mainline-IL 178)			
Minimum grades considering drainage 0.5% (BDE 33-2.03 (1))	X		
b. Critical length of grade	X		
Warrants for truck-climbing lanes			X
d. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)			X
e. Minimum length of vertical curves for selected design speed = 3V (BDE 33-4.01(a) 3) = 165'	X		
f. Maximum length of vertical curves (drainage of curbed facilities and bridges) $K_{max} < 167$ / Proposed K = 165	X		
4. Cross Section Elements (Mainline-IL 178)			
a. Design of parking lanes: • Cross-slope ____% • Width _____feet			X
b. Design of sidewalks: • Cross-slope • Width Existing = Prop = • Longitudinal slopes _____%			X
c. Type of curb and gutter used on median: M-4.06	X		
d. Drainage of raised curb medians: • Direction of flow of median surface or pavement: Towards the outsides • Direction of cross-slope on gutter: Towards the lanes (dry gutter)	X X		
e. Type of curb and gutter used along outside edges of pavement			X
f. TWLTL width: • Flush type • Traversable type			X

*See Section 31-8 of *BDE Manual*

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No*	N/A
g. Median widths: • Urban 18' on IL 178 (48' on I-80) • Suburban • Rural	X		
h. Shoulder cross slopes: 4 %	X		
i. Fill slopes: 1:3 max (V:H)	X		
j. Outside roadway ditch: • Slopes: 1:4 front & 1:3 back • Depth: 3' • Widths: 2' Median ditch: • Widths: 2' • Slopes: 1:6 • Depth: 3'	X		
k. Cross-section transitions into bridges/ underpasses	X		
l. Use of mountable curbs (V > 45 mph)	X		
m. Cross-section transition details (e.g., four-lane to two-lane)			X
n. Design of frontage roads: • Des. Speed:40 mph • Pavement width: 20' • Shoulder width: 4' • Cross-slopes: 2% • Super-elevation: 4% • Ditch slopes: 1:3	X		
5. Roadside Safety			
a. Horizontal clearances: • Clear zones on tangent sections: IL 178 = 18' • I-80 = 30' MS 6480 = 7' • Clear zones on outside of horizontal curves	X		X
b. Barrier warrants	X		
c. Barrier length of need: Approach = 363.5' Departure = 363.5'	X		
d. Deceleration criteria for impact attenuators	X		

*See Section 31-8 of *BDE Manual*

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No*	N/A
6. Intersections				
a. Accommodation of design vehicle (Identify Vehicle) WB-65		X		
b. Level of service: • Through Lanes A • Turn Lanes C		 X X		
c. Skew angles: (degrees) NW NE SW SE Minimum: 90 75 60 60 Proposed: 90 75 69.04 70.68		X		
d. Profiles		X		
e. Volume guidelines for turn-lanes: • Right-turns • Left turns		 X		 X
f. Design of right-turn lanes Design of left-turn lanes		X X		
g. Turn-lane tapers	Approach Taper	X		
	Departure Taper	X		
	Bay Taper	X		
h. Turning roadway widths		X		
i. Turn-lane lengths	Deceleration (Rural)	X		
	Storage (Urban)	X		
j. Intersection sight distance: ? List criteria and type:		X		
k. Median opening length: 40' minimum		X		
l. Minimum corner island size: 75 square feet		X		
m. Does right-turn radius accommodate design vehicle without encroachment? Yes		X		
n. Driveway widths: 12', 24', and 33'		X		

*See Section 31-8 of *BDE Manual*

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No*	N/A
o. Type of traffic control: • Two-way stop • All-way stop • Traffic signals		 X		 X X
p. Is maximum grade exceeded on any approach? No		X		
q. Max "e" for intersections on curve				X
7. Interchanges				
a. Exit Terminal	Standard Type	X		
	Design speed of first curve: 50 mph	X		
	Are any exit terminals located on mainline horizontal curve? No			X
b. Entrance Terminal	Standard Type	X		
	Length of tangent after the entering curve: 200' northwest/1150' southeast	X		
	Design speed of entering curve: 50 mph	X		
c. Design speed of ramp proper: 40 mph		X		
d. Design speed of crossroad: 55 mph		X		
e. Maximum ramp grades: • Exit ramp -6% • Entrance ramp +4%		 X X		
f. Ramp pavement width: 16'		X		
g. Ramp shoulder widths: • Left 6' (4' Bituminous + 2' Aggregate) • Right 8' (6' Bituminous + 2' Aggregate)		 X X		
h. Horizontal ramp curvature in conjunction with selected deign speeds		X		

*See Section 31-8 of *BDE Manual*

Design Criteria		Does the proposed design meet IDOT criteria? Yes	No*	N/A
i. Superelevation development on ramps	Superelevation Rate	X		
	Transition Length	X		
	Distribution Between Tangent & Curve	X		
j. Vertical curvature compliance with selected design speed on ramp		X		
k. Length of access control at crossroad		X		
l. Type of traffic control at crossroad:				
• Stop signs		X		
• Traffic signals				X
• Free flow				X
m. Is length of crest vertical curve used on crossroad ε that required by the selected design speed of crossroad? Yes		X		
n. Are crossroad approach grades through ramp/ crossroad intersections ≤ 2%? Yes		X		
o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment? Yes		X		
p. Is decision sight distance available in advance of exit gore? Yes		X		
q. Is clear recovery area available beyond gore nose? Yes		X		
r. Level of service:				
• Exit terminal	C	X		
• Entrance terminal	C	X		
• Ramp proper	C	X		
• Weaving area				X
• Ramp/crossroad intersection	C	X		

*See Section 31-8 of *BDE Manual*

Date: October 20, 2004

Design Criteria			Does the proposed design meet IDOT criteria?		
			Yes	No*	N/A
s. Freeway lane drops	Location	Upgrade			X
		Downgrade			X
		Inside Lane			X
		Outside Lane	X		
		At Exit Terminal			X
		Beyond Exit Terminal			X
	Taper Length		X		

Prepared By: Greene & Bradford, Inc.
Designer

*See Section 31-8 of *BDE Manual*

PESA Response/Work Order

Attention: Central Office BD&E
Environment Section
Special Waste Unit
Room 330

Submittal Date: 06/23/2004 Sequence No: 12146
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 93-055-02
Counties: LaSalle
Route: FAI 80 Marked: I-80
Street: Section: (50-3)HBK
Municipality(ies): Utica Project Length: 0.4828 km 0.3 miles
FromTo (At): IL 178 interchange at Utica including S.N. 050-0084
Quadrangle: LaSalle Township-Range-Section: (T34N, R2E, Sec.32,33)&(T33N, R2E, Sec.5,4)
Anticipated Design Approval: 2/15/2005 Anticipated Letting Date:

PESA Response PESA Number: 1540 Submittal Date: 11/01/2004

Action Taken by District:
- ☐ District will not need ROW from the contaminated property
- ☐ Avoid Site
- ☐ Excavation will not exceed recommended depths
- ☐ Further Investigation
- ☑ Other - Use Comments Section 11/01/2004

Comments: 1). Excavation will not exceed the No testing area, at site 1540-A, (Advanced Asphalt - SW quadrant of I-80 & IL 178 - Sta. 105+00). 2). Excavation WILL EXCEED the No testing area for pavement construction associated with the frontage road relocation at site 1540-B, (Pioneer Hi-Bred - 3025 E. 8th Road - Sta. 125+00 to 135+00).

Contact Person: Roger F. Rynke Telephone: (815) 434-8569 ext.

Work Order Submittal Date:

Project Description: Interchange reconstruction , remove and replace existing ramps, remove and replace S.N. 050-0084, relocate existing frontage road, and tree removal.

Survey Type: ☐ Potential Waste Site(s) ☐ UST-LUST ☐ Miscellaneous and Testing

Reason Why Site(s) Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

Dist. Land Acquisition
C.O. Land Acquisition
Report Writer (D. Lukkari)
Phase I Consultant
G. Dorton
Amy Reed

Dist. 3

Illinois Department of Transportation

Memorandum

To:	John Kos	Attn:	Ted Fultz
From:	Michael L. Hine		
Subject:	Revised PESA Review*		
Date:	August 26, 2004		*Michael L. Hine*

*Please replace cover memorandum sent August 23, 2004 with this memorandum

Refer to: I-80 (FAI 80), Section: (50-3)HBK
Job No. P-93-055-02
IL 178 Interchange at Utica Including S.N. 050-0084
LaSalle County
ISGS # 1540 Sequence # 12146

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates no detection of contamination at the site tested. The report has assessed a **moderate** risk for this project. This is the lowest possible rating if anticipated construction intersects an underground storage tank (UST).

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and **utility relocation** do not exceed the maximum testing depth, then no additional preliminary testing for the project is necessary.

Copy to: (8-26-04)
Dist. Land Acqu.
Report Writer-
(D. Lukkari)
Phase I consult.
Amy Reed
T. McCleary

If these stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on PMA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 311
District Bureau of Land Acquisition
Scott Stitt
Central Bureau of Land Acquisition
District Utility Coordinator
Todd Hummert

S:\gen\wpdocs\Mehra\phase1\district3\1540.doc

Dist. 5

Illinois Department of Transportation

Memorandum

To:	John Kos	Attn:	Ted Fultz
From:	Michael L. Hine		
Subject:	PESA Review		
Date:	August 23, 2004		*Michael L. Hine*

Refer to: IL 178 (FAS 1279); Section: 6R
Job No. P-93-055-04
I-80 at IL 178 Interchange in Utica
LaSalle County
ISGS # 1540 Sequence # 12169

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates no detection of contamination at the site tested. The report has assessed a **moderate** risk for this project. This is the lowest possible rating if anticipated construction intersects an underground storage tank (UST).

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and **utility relocation** do not exceed the maximum testing depth, then no additional preliminary testing for the project is necessary.

If these stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on PMA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 311
District Bureau of Land Acquisition
Scott Stitt
Central Bureau of Land Acquisition
District Utility Coordinator
Todd Hummert

S:\gen\wpdocs\Mehra\phase1\district3\1540.doc

Copy to [illegible]
7-8-2004

Illinois Department of Transportation

Memorandum

To:	John P. Kos	Attn:	Thomas R. Sancken
From:	Michael L. Hine	By:	Thomas C. Brooks
Subject:	Biological Resources Review		Thomas C. Brooks
Date:	July 1, 2004		

I-80 (FAI 80)
Section (50-3)HBK
IL 178 interchange at Utica
Job No. P-93-055-02 (Seq. #12146)
LaSalle County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is necessary.

Attachment

BT

RECEIVED
STUDIES & PLANS
JUL -7 2004

S&P ENG	DOA	
ENVIRONMENT	X	
ESTIMATE		
GEOMETRIC		
HYDRAULIC		
LOCATION	/	
PLANS ENG		
SEE ME		
SEC		
COORD		

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request

A. Project Information ☑ Bio ☑ Cultural ☐ Wetlands ☑ Special Waste

Submittal Date: 06/23/2004 Sequence No: 12146
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 93-055-02
Counties: LaSalle
Route: FAI 80 Marked: I-80
Street: Section: (50-3)HBK
Municipality(ies) Utica Project Length: 0.483 km 0.3 miles
FromTo (At): IL 178 interchange at Utica including S.N. 050-0084
Quadrangle: LaSalle Township-Range-Section: (T34N, R2E, Sec.32,33)&(T33N, R2E, Sec.5,4)

Anticipated Design Approval: 02/15/2005

B. Reason for Submittal: (Check all that apply)

☑ Acquisition of additional ROW or easement 4.0063815 ha/ 9.9 acres
☐ In-Stream Work Stream Name:
☑ Other: Excavation for removal and replacement of structures and existing interchange, and tree removal.

C. Project Description: Interchange reconstruction , remove and replace existing ramps, remove and replace S.N. 050-0084, relocate existing frontage road, and tree removal.

Proposed Work: ☑ Highway ☑ Bridge ☐ Bike Trail ☐ Other

D. Tree Removal?: Yes Number?: 1243 ha/ acres

Existing Bridge(s) Structure Number: 050-0084 On Historic Bridge List: No

Historic District Involved? No Historic Buildings Involved? No
Section 4(f) Lands Involved? No Section 6(f) Lands Involved? No

E. Funding: ☑ Federal ☐ State ☐ TBP ☐ MFT ☐ Local Non-MFT
☐ 404 Permit Required Anticipated Processing: CE

F. Contact Person: Connie Lindenmier
Telephone #: (815) 434-8434 ext.
Env.Contact: same as above
Telephone #:

Local Contact Person:
Telephone #:
E-Mail:
Title/Company:

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO

BIOLOGICAL & WETLAND RESOURCES
NO SURVEY OR FURTHER COORDINATION REQUIRED

Thomas Brooks 7/1/04
SIGNED (BT) DATE

Illinois Department of Transportation

Memorandum

To:	Files
From:	T. Sancken By: Duane Lukkari
Subject:	Bicycle letters for the Utica interchange project
Date:	June 28, 2004

Bicycle letters were sent on April 2, 2004 to the organizations listed below. The letters requested information regarding any existing or planned bicycle developments within 1 mile of the project location. The letters stated to please respond within 21 days.

As of June 28, 2004, there has not been any response from any of the organizations. It is therefore construed that there is no planned bicycle travel within the project limits.

Illinois Department of Natural Resources
Division of Planning
524 S. Second Street
Springfield, IL 62701

Mr. Ed Barsotti
Director, League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504

The Honorable Fred Esmond
Village President
255 Mill Street
North Utica, IL 61373

The Honorable Art Washkowiak
Mayor of LaSalle
745 2nd Street
LaSalle, IL 61301

FILE COPY

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 2, 2004

Illinois Department of Natural Resources
Division of Planning
524 S. Second Street
Springfield, IL 62701

FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

Ladies and Gentlemen:

The Illinois Department of Transportation, District 3 office in Ottawa is developing plans for the reconstruction of the IL 178/I-80 interchange and also the bridge replacement on IL 178 which crosses over Interstate 80 in Utica. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program. It is proposed to stage traffic during the construction of the project.

Accommodations for existing or potential bicycle traffic are considered in all IDOT projects. To ensure proper coordination with other nearby bicycling efforts, please advise this office in writing if there are any existing or planned bicycle travel or trail developments within 1 mile of the project location. Specifically, please identify any bike trail developments programmed for construction between now and FY 2013. If we do not receive a written response from you within 21 days, it will be construed that your office is not aware of present or planned bicycle travel within this project.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies & Plans Unit Chief, at (815) 434-8565.

Sincerely,

Diane O'Keefe, P.E.
District Engineer

DOK

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

DL:ct

FILE COPY

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 2, 2004

Mr. Ed Barsotti
Director, League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504

FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

Dear Mr. Barsotti:

The Illinois Department of Transportation, District 3 office in Ottawa is developing plans for the reconstruction of the IL 178/I-80 interchange and also the bridge replacement on IL 178 which crosses over Interstate 80 in Utica. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program. It is proposed to stage traffic during the construction of the project.

Accommodations for existing or potential bicycle traffic are considered in all IDOT projects. To ensure proper coordination with other nearby bicycling efforts, please advise this office in writing if there are any existing or planned bicycle travel or trail developments within 1 mile of the project location. Specifically, please identify any bike trail developments programmed for construction between now and FY 2013. If we do not receive a written response from you within 21 days, it will be construed that your office is not aware of present or planned bicycle travel within this project.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies & Plans Unit Chief, at (815) 434-8565.

Sincerely,

Diane O'Keefe, P.E.
District Engineer

By: Thomas Sancken, P.E.
District Studies and Plans Engineer

DL:ct

FILE COPY

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 2, 2004

The Honorable Fred Esmond
Village President
255 Mill Street
North Utica, IL 61373

FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

Dear Mr. Esmond:

The Illinois Department of Transportation, District 3 office in Ottawa is developing plans for the reconstruction of the IL 178/I-80 interchange and also the bridge replacement on IL 178 which crosses over Interstate 80 in Utica. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program. It is proposed to stage traffic during the construction of the project.

Accommodations for existing or potential bicycle traffic are considered in all IDOT projects. To ensure proper coordination with other nearby bicycling efforts, please advise this office in writing if there are any existing or planned bicycle travel or trail developments within 1 mile of the project location. Specifically, please identify any bike trail developments programmed for construction between now and FY 2013. If we do not receive a written response from you within 21 days, it will be construed that your office is not aware of present or planned bicycle travel within this project.

If you have any questions or require additional information, please contact me at 815-434-8410.

Sincerely,

D. O.

Diane O'Keefe, P.E.
District Engineer

Prepared by Duane Lukkari, Ext. 8565

DL:ct

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

FILE COPY

April 2, 2004

The Honorable Art Washkowiak
Mayor of LaSalle
745 2nd Street
LaSalle, IL 61301

FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

Dear Mr. Washkowiak:

The Illinois Department of Transportation, District 3 office in Ottawa is developing plans for the reconstruction of the IL 178/I-80 interchange and also the bridge replacement on IL 178 which crosses over Interstate 80 in Utica. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program. It is proposed to stage traffic during the construction of the project.

Accommodations for existing or potential bicycle traffic are considered in all IDOT projects. To ensure proper coordination with other nearby bicycling efforts, please advise this office in writing if there are any existing or planned bicycle travel or trail developments within 1 mile of the project location. Specifically, please identify any bike trail developments programmed for construction between now and FY 2013. If we do not receive a written response from you within 21 days, it will be construed that your office is not aware of present or planned bicycle travel within this project.

If you have any questions or require additional information, please contact me at 815-434-8410.

Sincerely,

D. O. Cf

Diane O'Keefe, P.E.
District Engineer

Prepared by Duane Lukkari, Ext. 8565

DL:ct

BICYCLE CHECKLISTS

1. CHECKLIST FOR BICYCLE TRAVEL GENERATORS IN PROJECT VICINITY

Review and record the potential bicycle travel generators in the vicinity of the project, such as those shown in the checklist. Note on the checklist the types of generators within 1 mile of the project corridor. To the Phase I Report, attach a map of this area showing the general location of these generators. Sections of Municipal or Township maps are acceptable, as well as photocopies of aerial photos. The map will serve to indicate where bicyclists will cross or ride along the corridor. It will also serve to indicate the absence of any of the destinations presented and, thus, provide justification for excluding bicycle accommodation.

Generators	Yes	N/A	Generators	Yes	N/A
Residential Areas		X	Shopping Centers		X
Parks		X	Hospitals		X
Recreation Areas	X		Employment Center		X
Churches		X	Government Offices		X
Schools		X	Local Businesses	X	
Libraries		X	Industrial Plants	X	
Existing Bicycle Trails		X	Public Transportation Facilities		X
Planned Bicycle Trails		X	Other (_____)		X

2. CHECKLIST FOR ORGANIZATIONS AND PUBLIC COORDINATION

The organizations presented in the checklist have been contacted to assess any nearby bicycle travel or planned development of recreational trails or other generators. Documentation of coordination, if any, is included in the Phase I report.

Organization	Yes	NA
Metropolitan Planning Organization (if applicable)		X
Local Municipalities	X	
Sub-Regional Planning Council (as appropriate)		X
Park or Forest Preserve Districts		X
League of Illinois Bicyclists	X	
Illinois Department of Natural Resources	X	
Rails to Trails Conservancy – IL Chapter		X

3. FORM FOR BICYCLE TRAVEL ASSESSMENT

Route: **FAI 80 (I-80)**
Section: **(50-3)HBK**
County: **LaSalle**

1. Where would bicyclists cross the project?
   Since this project has a rural cross section and the current ADT over the structure is under 1000, bicyclists would be able to cross the proposed structure using the paved shoulder (1' required minimum). This is shown in Figure 17-2A .

2. Where would bicyclists need to ride parallel to the project?
   Bicyclists would have to go 1 mile to the East. See the information below regarding the secondary roads.

   a. Does the project provide unique or primary access: (See Note 1)

      1. Across a river, railroad, highway corridor or other natural or man-made barrier? **Yes, across Interstate 80.**

      2. Into or out of a residential or commercial development? **No. Although commercial development could occur at any time.**

      3. Between communities or other likely significant destinations—such as a university campus or recreation facility? **No. Although Hickory Hollow Campground is located in the northwest quadrant.**

   b. Are there any secondary roads parallel to the project that could reasonably be used by cyclists as alternates to access these destinations? (See Note 2) If so, how far from the corridor are these roads? (A key consideration with parallel roads is whether there are significant destinations located on the project corridor that bicyclists would need to access.) **Yes. Bicyclists could take Route 6 east for one mile and then head north on E. 9th Road.**

3. Do local governmental entities or other organizations have plans for bicycle facilities or generators, such as a park or recreational area that could affect this project or generate additional travel in the project corridor? **No.**

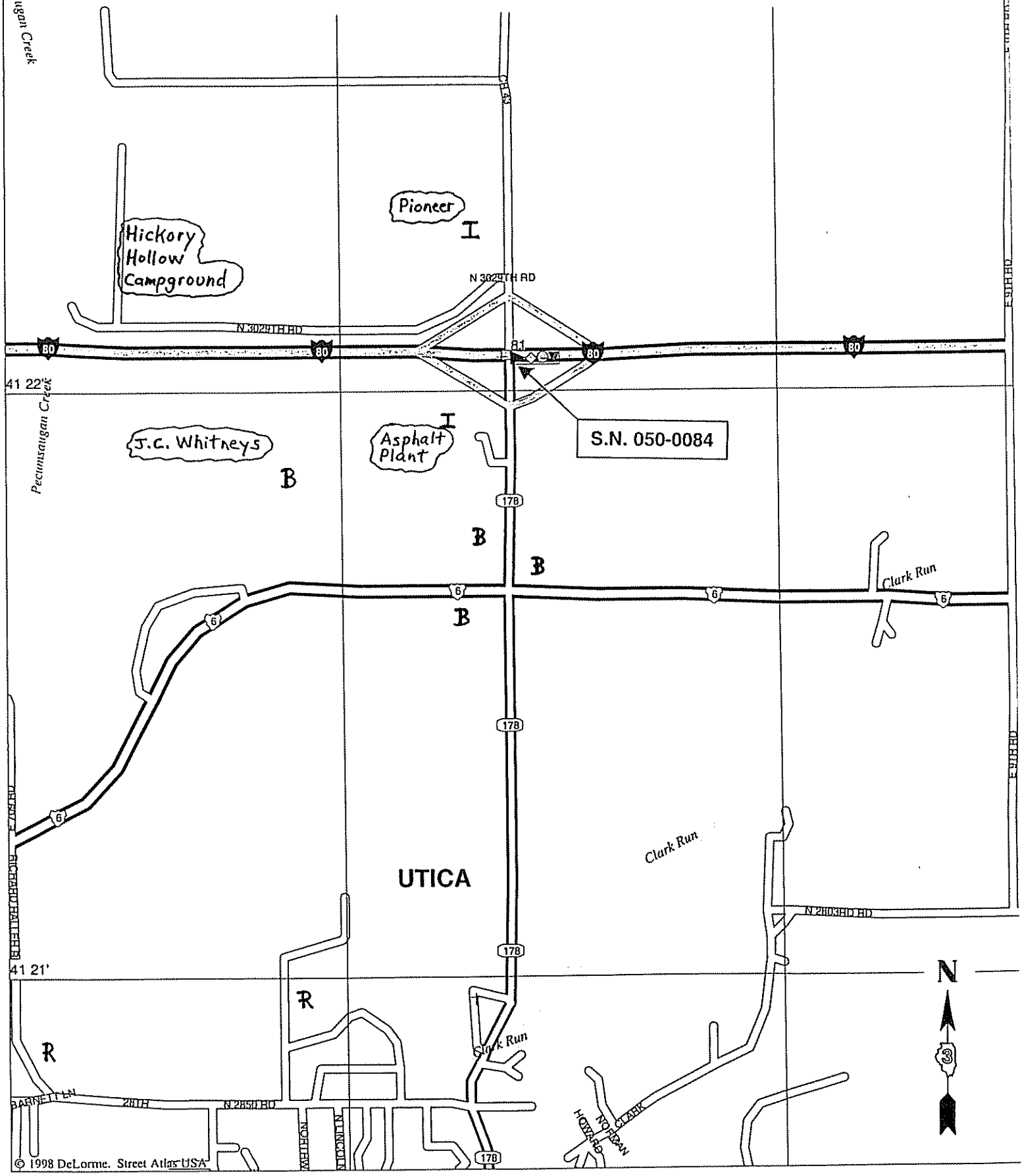
Notes:

1. Unique or primary access is defined as access, which is not otherwise available within a reasonable riding distance of 1 mile.

2. Secondary roads that could be used as alternate routes are usually within 2-3 blocks of projects in urban areas, within 0.5 miles in suburban areas, and within 1 mile in rural areas.

LEGEND

R	Residential Areas	BP	Existing Bicycle Trails	G.	Government Offices
P	Parks	PBP	Planned Bicycle Trails	B	Local Businesses
P	Recreation Areas	M	Shopping Centers	I	Industrial Plants
C	Churches	H	Hospitals	T	Public Transportation Facilities
S	Schools	E	Employment Centers	O	Other



Illinois Department of Transportation

Memorandum

To:	Files
From:	T. Sancken By: Duane Lukkari
Subject:	Informational letters for the Utica interchange project
Date:	June 28, 2004

Informational letters were sent on April 5, 2004 to the persons listed below. The letters requested any issues (for us to consider) within the project limits. The letter to LaSalle also asked about any proposed development for the northwest frontage road area. The letters stated to please respond by April 27th, 2004.

As of June 28, 2004, there has not been any responses. It is therefore construed that there are no outstanding issues within the project limits.

The Honorable Fred Esmond
Village President
255 Mill Street
North Utica, IL 61373

The Honorable Art Washkowiak
Mayor of LaSalle
745 2nd Street
LaSalle, IL 61301

FILE COPY

Illinois Department of Transportation

Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 5, 2004

The Honorable Fred Esmond
Village President
255 Mill Street
North Utica, IL 61373

INFORMATIONAL LETTER
FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

CERTIFIED MAIL
NO. 0310

Dear President Esmond:

For your information, the Illinois Department of Transportation, District 3 office in Ottawa, is currently preparing plans for the improvement of the IL 178/I-80 interchange and the bridge which crosses over Interstate 80. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program.

The proposed project consists of reconstructing the interchange and the removal and replacement of structure number 050-0084. The largest physical changes of the project are the reduction in the number of lanes on the bridge to one in each direction (left turn lanes will also be provided for vehicles entering the interstate) and moving the frontage road farther north.

The cost of the described work will be assumed entirely by the state. IL 178 will remain open to traffic at all times during the construction.

Upon completion of the project, maintenance of IL 178 will resume as currently exists with the Department assuming responsibility for the roadway. LaSalle County will continue its responsibility of maintaining CH 43 on the north edge of the project limits. All existing ordinances regulating parking, encroachments, and storm water/sanitary control along IL 178 shall remain in effect.

Please let us know by April 27th 2004 of any issues you want us to consider regarding this project.

If you have any questions or require additional information, please contact me at 815-434-8410.

Sincerely,

Diane O'Keefe BAH

Diane O'Keefe, P.E.
District Engineer

Prepared by Duane Lukkari, Ext. 8565

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

FILE COPY

April 5, 2004

The Honorable Art Washkowiak
Mayor of LaSalle
745 2nd Street
LaSalle, IL 61301

INFORMATIONAL LETTER
FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

CERTIFIED MAIL
NO. 0327

Dear Mayor Washkowiak:

For your information, the Illinois Department of Transportation, District 3 office in Ottawa, is currently preparing plans for the improvement of the IL 178/I-80 interchange and the bridge which crosses over Interstate 80. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program.

The proposed project consists of reconstructing the interchange and the removal and replacement of structure number 050-0084. The largest physical changes of the project are the reduction in the number of lanes on the bridge to one in each direction (left turn lanes will also be provided for vehicles entering the interstate) and moving the frontage road farther north.

The cost of the described work will be assumed entirely by the state. IL 178 will remain open to traffic at all times during the construction.

Upon completion of the project, maintenance of IL 178 will resume as currently exists with the Department assuming responsibility for the roadway. LaSalle County will continue its responsibility of maintaining CH 43 on the north edge of the project limits, while the city of LaSalle will continue all maintenance and jurisdiction of the frontage road. All existing ordinances regulating parking, encroachments, and storm water/sanitary control along IL 178 shall remain in effect.

Please let us know by April 27th 2004 of any issues you want us to consider regarding this project. In particular, we would like to know of any proposed development near the existing frontage road.

If you have any questions or require additional information, please contact me at 815-434-8410.

Sincerely,

Diane O'Keefe BAH

Diane O'Keefe, P.E.
District Engineer

Prepared by Duane Lukkari, Ext. 8565

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

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Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

Postmark Here

Recipient's Name (Please Print Clearly) (To be completed by mailer)
The Honorable Fred Esmond - Village President
Street, Apt. No.; or PO Box No.
255 Mill Street
City, State, ZIP+4
North Utica, IL 61373

PS Form 3800, February 2000 See Reverse for Instructions

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

7000 0520 0012 4203 0327

Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

Postmark Here

Recipient's Name (Please Print Clearly) (To be completed by mailer)
The Honorable Art Washkowiak - Mayor of LaSalle
Street, Apt. No.; or PO Box No.
745 2nd Street
City, State, ZIP+4
LaSalle, IL 61301

PS Form 3800, February 2000 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

The Honorable Fred Esmond
Village President
255 Mill Street
North Utica, IL
61373

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name): Angela Brown
C. Date of Delivery: 4/20/04

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 0310

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-1540

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

The Honorable Art Washkowiak
Mayor of LaSalle
745 2nd Street
LaSalle, IL 61301

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name)
C. Date of Delivery: 4/20/4

D. Is delivery address different from item 1? ☑ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 0327

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-1540

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

October 21, 2004

Mr. Lawrence Kinzer
LaSalle County Engineer
1400 N. 27th Road / Box 128
Ottawa, IL 61350

INFORMATIONAL LETTER
FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

Dear Mr. Kinzer:

For your information, the Illinois Department of Transportation, District 3 office in Ottawa, is currently preparing plans for the improvement of the Utica interchange and the removal and replacement of the structure carrying IL 178 traffic over I-80.

This work is tentatively unfunded in the Department's FY 2005-2011 multi-year highway improvement program.

Upon completion of the project, LaSalle County will continue all maintenance and jurisdiction of CH 43.

Enclosed for your information are some preliminary sheets from the Intersection Design Study.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

John P. Kos, P.E.
District Engineer

By: Clarita Lao, P.E.
Program Development Engineer

DL:ct

Sept. 21, 2004 Meeting minutes - (Meeting held at IDOT district office)

Route FAI 80 & IL 178 – Utica Interchange
Section (50-3) HBK
LaSalle County

Attendees:	Ted Fultz	District #3 - IDOT Location & Environmental Studies Engineer
	Duane Lukkari	District #3 - IDOT Phase I Engineer
	Lou Paukovitz	District #3 - Urban Planner
	Paul Slack	District #3 - Land Acquisition
	Pam Broviak	LaSalle City Engineer

The following items were discussed at today's meeting (see the attached agenda):

1. Mr. Lukkari pointed out the new location of the frontage road and stated that design policy requires the road to be located a minimum of 500' north of the westbound ramp (south frontage road radius to the north ramp radius). The northbound left turn lane also needs this minimum distance for proper taper length and deceleration.
2. Mrs. Broviak stated that the city and the nearby property owner (Mr. Seneca) assumed the proposed frontage road would run along the Pioneer Seed property. Mr. Slack also hoped that the proposed frontage road would stay off the Pioneer property when he reviewed the project report. It was noted, that the Pioneer property could not be avoided in this preliminary design. Mr. Lukkari will contact Pioneer Seed with a ROW letter and get their response. IDOT will keep Mrs. Broviak informed on how Pioneer feels about the design.
3. Mr. Lukkari presented the proposed typical section for the frontage road to Mrs. Broviak. This typical provides for 10' lanes and 4' shoulders built on top of an aggregate base course. The 20' lanes would receive an A-3 surface. Mrs. Broviak stated that they would likely build a concrete road in the future. She asked if the state could build 12' lanes (and possibly only an aggregate surface) to match the city's future typical section. Mr. Fultz & Mr. Paukovitz both stated that this is a possibility. However, funding may limit project scope.
4. Mr. Fultz quickly went over the project scope and noted that the poor condition of the IL 178 structure and the geometrics near the ramp terminals were driving this project. He also stated that the project is unfunded for construction.
5. Mr. Slack asked about the possibility of moving the frontage road to the north side of Pioneer's building. The urban map showed that LaSalle's city limits extend to this road but there is an additional property owner who would be involved. Mrs. Broviak stated she needs to talk with main property owner (Mr. Seneca) and the mayor about this possibility. The state could delete the frontage road altogether and provide the same amount of dollars to the city of LaSalle and let them design/build their own road to the north. They would have to discuss their plans with the owner of the E-W road (probably the township) and the county.
6. Mr. Lukkari asked about any future development plans for the area. Mrs. Broviak did not think that was likely in the near future due to a lack of a road, lighting, etc. She had met with a few companies at the site and they seem to expect everything to be built - to draw them into the area.
7. Mr. Lukkari asked if there were any city utilities in the area. Mrs. Broviak replied that they have water and sewer in the area. Mr. Lukkari stated that LaSalle was sent utility plans to mark up and return to IDOT.
8. Mr. Fultz asked about sidewalk plans for the area. Mrs. Broviak stated that no sidewalk is anticipated for this area.
9. An agreement will eventually need to be written by Mr. Paukovitz and will need to be agreed to by the city of LaSalle. This agreement will be a jurisdictional transfer to the city of any changes to the frontage road and to formalize the cost participation.

10. Mrs. Broviak requested a copy of the preliminary plan sheets and the typical section. Mr. Lukkari stated that the mayor was recently sent a copy. Mr. Lukkari will send a copy of these items directly to her.

The above summation is our interpretation of the items discussed and decisions reached at the above referenced meeting. Any persons desiring to add to or correct these minutes are requested to send their comments in writing to the Illinois Department of Transportation by October 8, 2004. Otherwise the minutes will stand as written.

Illinois Department of Transportation – Ted Fultz, Duane Lukkari, & Lou Paukovitz

Illinois Department of Transportation

Memorandum

To: Commitment File

From: Environmental Unit By: R. F. Rynke

Subject: Drainage and Levee Districts

Date: September 6, 2002

FAI 80 (I-80)
Section (50-3) HBK
La Salle County

The project has been reviewed for the presence of drainage districts, as suggested under B.L.E. coordination policy.

Within the project limits, "Waltham Twp. Drainage Dist. #2" drainage districts were located.

The review is based upon the Inventory of Illinois Drainage and Levee Districts of 1971, prepared by the Illinois Department of Business and Economic Development and Division of Water and Natural Resources.

If there is an active drainage district, please contact with a letter to see if there are any plans for your project area.

For further information please contact County Treasurer.

La Salle County Treasurer – 707 Etna Rd. – Ottawa
phone # 815-434-8219

RFR

Illinois Department of Transportation

Memorandum

To:	Files
From:	T. Sancken By: Duane Lukkari
Subject:	Drainage District coordination for the Utica interchange project
Date:	October 20, 2004

I contacted Mr. Don Lamps of the LaSalle County Treasurer's office on April 6, 2004 and requested the contact person and address for the "Waltham Township Drainage District #2". Mr. Lamps gave me two attorneys for the Utica area: Mr. Jack Cantlin and Mr. Robert White. I talked to Mr. Cantlin's secretary on April 7, 2004 and she stated that she never heard of this drainage district and that it may have changed names or is no longer active. She said to send Mr. Cantlin a letter with a location map and he could confirm if it is one of his drainage districts. A letter was sent to Mr. Cantlin on April 8, 2004 and we received a response on June 10, 2004 stating that he does not represent the above drainage district and does not know who does.

Mr. White was then sent a letter on June 25, 2004. As of today's date, there has not been any response from Mr. White. It is therefore construed that this drainage district does not have any plans for work within the project area.

FILE COPY

Illinois Department of Transportation

Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 8, 2004

Mr. Jack Cantlin
760 E. Etna Road
Ottawa, IL 61350

FAI Route 80 (I-80)
Section (50-3)HBK
LaSalle County

Dear Mr. Cantlin:

The purpose of this letter is to notify you that the Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the reconstruction of the I-80/IL178 interchange and the removal and replacement of the structure carrying IL 178 over I-80 in North Utica.

The Illinois Department of Transportation would like to accommodate the drainage district in any future endeavors. Please inform us if Waltham Township Drainage District #2 has plans regarding this location of the drainage ditch. It has been brought to our attention that this drainage district may have changed names or may no longer exist. Please check the enclosed map and see if the project is located in any of your drainage districts.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second copy for your records.

If no word is received within 21 days, it will be construed as a no comment and Waltham Township Drainage District #2 does not have any plans for work within the project area.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

Diane O'Keefe, P.E.
District Engineer

By: Clarita R. Lao, P.E.
Program Development Engineer

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FAX NO. (815) 246-7145
cantlin@tsf.net

June 10, 2004

Clarita R. Lao, P.E.
Program Development Engineer
Illinois Department of Transportation
Division of Highways/District 3
700 East Norris Dr.
Ottawa, IL 61350-0697

Re: Waltham Township Drainage District #2

Dear Ms. Lao:

Please be advised that I do not represent the above-referenced drainage district and I am unaware as to who does.

If you should have any questions, please feel free to contact me.

Sincerely,

John L. Cantlin /ARC.
JOHN L. CANTLIN, Attorney At Law

JLC/arc

FILE COPY

Illinois Department of Transportation

Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 25, 2004

Mr. Robert White
511 E. Etna Road
Ottawa, IL 61350

FAI Route 80 (I-80)
Section (50-3)HBK
LaSalle County

Dear Mr. White:

The purpose of this letter is to notify you that the Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the reconstruction of the I-80/IL178 interchange & the removal and replacement of the structure carrying IL 178 traffic over I-80, in North Utica.

The Illinois Department of Transportation would like to accommodate the drainage district in any future endeavors. Please inform us if Waltham Township Drainage District #2 has plans regarding this location of the drainage ditch. It has been brought to our attention that this drainage district may have changed names or may no longer exist. Please check the enclosed map and see if the project is located in any of your drainage districts.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second copy for your records.

If no word is received within 21 days, it will be construed as a no comment and Waltham Township Drainage District #2 does not have any plans for work within the project area.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies & Plans Unit Chief, at (815) 434-8565.

Sincerely,

John P. Kos, P.E.
District Engineer

Thomas R. Sancken

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

APPENDIX C

Bridge Condition Report Approval Memo
Bridge Condition Report
MMI Sheets
Bridge Inspection Sheets
Asbestos Determination Form

Illinois Department of Transportation

Memorandum

To:	James J. Jereb	Attn:	L. Schaub/S. Ferguson
From:	Ralph E. Anderson	By:	Todd E. Ahrens
Subject:	Bridges and Structure		
Date:	December 31, 2001		

FAI Route 80
Section (50-2) RS-4 & (50-3) RS-5
LaSalle County

P-93-065-00
SN 050-0084

FAU 6120 (IL 178) over I-80

We have received the Bridge Condition Report (BCR) submitted with your memorandum dated October 4, 2001, recommending total structure replacement.

After reviewing the BCR and existing plans, we have the following comments and recommendations:

1. We concur with your recommendation for total structure replacement based on the following reasons:
   a) The BCR quantity for full depth deck repair is underestimated. Our revised full depth repair quantity warrants a deck replacement.
   b) Beam replacement is justified based on the quantity of beam end repairs, benefits in reducing the number of joints and a revised cost analysis.
   c) A substructure replacement has the benefits of using integral abutments, removing shoulder piers, and eliminating these pier types that have a significant history of maintenance problems.

2. The proposed bridge width was not addressed in the BCR. Please submit a proposed bridge cross section along with a Proposed Bridge Drawing for our review and approval.

3. If this structure is to be gapped for repairs in 2002, we recommend that the structure's deteriorated beam ends and piers be monitored regularly since the structure has not been programmed for replacement. We recommend this structure be programmed as early as possible within the next 5 year program. If not, some form of preventive measures at these locations maybe required.

4. Stage construction was not addressed in the BCR but appears feasible, if required.

The BCR is approved subject to these comments. Please note that structure borings will be required.

TAC/kcp239

BRIDGE CONDITION REPORT

FAI Route 80
Section (50-2)RS-4 & (50-3)RS-5
LaSalle County
P-93-057-00

FAU 6120 (ILL 178) over I-80

S.N. 050-0084

Date: Sept. 28, 2001
Prepared by

Smith Engineering Consultants, Inc.
4500 Prime Parkway
McHenry, Illinois 60050
Telephone: 815-385-1778
Fax: 815-385-1781

I. Geographical and Administrative Description

This report addresses the current condition and the need for rehabilitation of the bridge described below.

Feature carried:

Marked route designated: Illinois Route 178
Common name: Utica Road
Functional classification: MINOR ARTERIAL (URBAN)

Feature crossed: FAI – 80

Location:

County: LaSalle
Township: Utica
Municipality: N/A
Location Map: See Exhibit 1

Bridge

Structure Number:
Existing: 050-0084
Section number: 50-2HB-5
History: Built 1961 over FAI-80 STA. 895+86.16

Speed

Posted: 55 MPH
Design: 60 MPH

Traffic

ADT:
Existing 3900 (2000)
Projected 6650 (2022)
Breakdown: SU 5.2% MU 7.7% PV 87.1%

II. Physical Description of Existing Structure

Bridge

Type: 4 SPAN PRECAST PRESTRESSED CONCRETE I- BEAM SYSTEM

Length: 205.0'
Clear Span: 60' (MAX)
Skew: None

Wearing surface:
Type: BARE CONCRETE DECK
Thickness: 7.5"

Ratings

Sufficiency: 66.4 (Exhibit 3: Master Inventory List dated 05/03/01)
Inventory: HS 31.1 (See Exhibit 3)
Operating: HS 48.9 (See Exhibit 3)

Cross section

Structure: DECK WIDTH = 4 lanes, 60.0' out to out
Approach: RDWY WIDTH = 48.0'

Roadway Alignment

Profile: See Exhibit 4 for existing plans
Horizontal: See Exhibit 4 for existing plans

Foundation

Timber piles (creosoted)

Utilities

One 2" dia. steel conduit for bridge deck lighting is attached to the west fascia beam, full length.

III. Field Inspection and Physical Evaluation

The deck, beams, abutments, and piers were inspected in May 2001. Photos documenting the existing conditions are included in Exhibit 2.

Deck

The structure was built in 1961 with a 7.5" concrete deck. No overlay has been applied. Approximately 662 Sq. Ft. of the deck has been patched with different concrete types. Approximately 831 Sq. Ft. of the deck is delaminated or spalled, 320 Sq. Ft. of which includes currently patched areas. At the deck surface 10.6% of the surface had observed deterioration. Deterioration was observed covering 3.5% of the underside of the deck. Approximately 192 Sq. Ft. of the deck appears to have deterioration present in the same locations on the surface and underside of the deck. Approximately 40 linear feet of cracks were found at various locations of the deck. One existing patch is breaking up and may require temporary repair before winter. Scaling, honeycomb and spalling are prevalent on the underside of the deck along the longitudinally bonded construction joints (see photos – exhibit 2). The joints are 3' from the face of curb at each side of the deck.

The abutment deck joints consist of steel angles and the expansion joints at piers 1 and 3 consist of steel sliding plates. All four are open joints. The joint at pier 2 appears to have been reconstructed as a closed joint but is now open ¼" (see photo – exhibit 2). The deck drains and extensions are in good condition (see photo – exhibit 2). Drain extensions are longer than the adjacent beam depths.

In July of 2001, the Illinois department of Transportation extracted 16 samples of concrete from the bridge deck and tested the samples for chloride content. Chloride contents are shown in Exhibit 7; they range from 495 parts per million (PPM) to 6013 PPM. The average was 3050 PPM. A threshold of 500 PPM is generally accepted as the point at which corrosion in uncoated reinforcing bars can be expected to start, assuming moisture is available for the reaction (a given for bridge decks).

No reinforcing bars are coated in the existing bridge deck. Corrosion is responsible for most of the delamination and previously patched spalls observed on the existing deck. All but one of the 16 locations sampled show a chloride content in excess of 500 PPM, indicating that corrosion is underway in many locations beyond the deterioration observed. Deterioration of the concrete deck due to corrosion of reinforcing bars can be expected to continue at an accelerated pace unless the reinforcement bars are coated, chlorides are removed (or neutralized) or moisture is kept out of the concrete deck.

Superstructure
Steel portions of expansion and fixed bearings exhibit heavy surface rust except for the retainer bars (see photos – exhibit 2). The expansion bearing retainer bars are heavily corroded and include pack rust or rust through at interior beams. Retainer bars exhibit heavy surface rust at fascia beam bearings.

The bronze and graphite expansion bearings are intact but do not appear to be functional. Nuts are loose on two bearings.

Many of the beam ends beyond the bearing point are cracked and spalled, three (3) include exposed strands (see photos – exhibit 2). Many of the diaphragms along the piers and abutments are cracked and spalled. The bottom flange of five (5) precast prestressed beams are spalled or delaminated between the end of the beams and bearing plate. In three locations, bottom clear cover for the full with of the bottom flange has delaminated or spalled for one foot to the interior of the bearing plate. Substantial debris has collected on the abutment seats and on top of piers 1 and 3. Except for the deterioration mentioned above, most of the PPCI beams appear to be in good condition with no rust stains, flexural cracks, or diagonal cracks observed.

Substructure
A step exists on piers 1 and 3 to make up for a difference in beam depths used between spans 1 and 2 and spans 3 and 4. There is no continuous reinforcement across the step and the higher seat has cracked in some areas, possibly due to the non-functional expansion bearings.

Vertical surfaces have spalled or are delaminated in many areas (464 Sq. Ft.). Steel reinforcement is exposed along the vertical surfaces of the piers, abutments and columns (150 Sq. Ft.) and consists mainly of ties and chairs. A 50% Section loss has occurred on two separate #9 longitudinal bars. One is exposed along the bottom northwest edge of pier 3 (14 ft.), the other is exposed along the bottom northeast edge of pier 3 (4 ft.). The south face of the east column of pier 1 is spalled (20 Sq. Ft.) and has a #8 bar exposed (8 ft.) along with #4 ties. The amount of exposed reinforcement and the amount of section loss does not appear to present a significant loss of structural capacity for the structure.

Horizontal surfaces of the substructure exhibit spalling, scalling, cracking and delamination (100 Sq. Ft.). Steel reinforcement is exposed along the horizontal surfaces of the piers and abutments (104 Sq. Ft.). Approximately 94 Sq. Ft of steel reinforcement is exposed along the underside of the piers and consists mainly of chairs and #5 stirrups. Approximately 6 - #9 longitudinal bars at the underside of pier 3 are exposed for a total linear ft. length of 8 ft. Most of the individual bars are exposed for a length of 1 linear ft.. The amount of exposed reinforcement and the amount of section loss does not appear to present a significant loss of structural capacity for the structure.

IV. Summary Statement and Proposed Scope of Work

The following alternatives for repair, rehabilitation and replacement are outlined below:

- Repair of the existing deck and installation of a polymer concrete overlay,
- Removal and replacement of the existing deck,
- Removal and replacement of the deck and superstructure in kind (new PPCI Beams and bearings),
- Removal of the existing superstructure and replacement with a two span composite steel structure (eliminating the two side piers),
- Complete replacement of the structure.

1. Deck Repair Alternative – Estimated Scope of Work

Based on the field inspection and physical evaluation, the following repairs are recommended:

A. Full depth repair of the expansion joint at piers 1 and 3. The diaphragm is 7 ½" from joint so only use 1'-0" width on either side of the joint. **Total = 27 SY**

- Full depth repair of the deck joint at pier 2. Diaphragm is 7 ½" from joint so only use 1'-0" width on either side of the joint. **Total = 13 SY**
- Full depth repair of the deck joint at the north and south abutments. Diaphragm is 9" from joint so only use 1'-0" width on either side of the joint. **Total = 13 SY**
- Full depth repair of areas of deck that show spall and or delaminations on both the surface and underside of the deck. Total = 21 SY + 15% increase for one year period of continued use prior to beginning of construction = **24 SY**
- **Total full depth repair = 77 SY**

B. Partial depth repair of areas of the deck areas that show spall and or delaminations on only the surface or the underside of the deck. Total = 112 SY + 15% increase for 1 year period of continued use prior to beginning of construction = **129 SY**

- Existing patches on the deck surface or underside that appear to be sound = 47 SY Assume 15% require partial depth repair by time of construction. **Total = 7 SY**
- Partial depth repair of median. Beam flanges are 1'-0" from joint so use only 1'-0" width on either side of the joint. **Total = 46 SY**
- **Total Partial Depth Repair = 182 SY**

C. Concrete substructure of top of backwall at abutments. **Total = 8 CY**

- Concrete superstructure for diaphragms (in conjunction with full depth repairs of deck joints and expansion joints). **Total = 8 CY**
  Formed Concrete repair of beam ends by removing loose concrete, cleaning and priming all exposed reinforcement and prestress strands. **Total concrete removal = 32 SF Total formed concrete repair = 32 SF**

D. Replace the expansion joint system at Pier 1 and 3 with 4" P.J.S.
- Replace the abutment deck joints with 1 ¾" P.J.S.
- Use 1 ¾" P.J.S. to close the deck joint at pier 2.
- Fill longitudinal joint along bridge span with silicon caulk.
- Clean abutment and pier seats.
- Clean and prime bearings with zinc rich primer (2 coats).

E. Clean and repair vertical faces of piers, abutments and columns (high performance shotcrete). Total = 513 SF
- Concrete repair of spalls on bottom flange of beams (high performance shotcrete). Total = 10 SF
- **Total concrete repair using high performance shotcrete = 523 SF**

F. Provide thin polymer overlay over deck surface = 204' x 60' / 9 = 1360 SY.

Comments:
Based on the repair recommendations:

% of assumed partial depth repair	= 14 %
% of assumed full depth repair	= 6 %
Total repair %	= 20 %

The percentage of full depth repair is less than 15% and the total repair % is less than 35%. The deck repair and rehabilitation option fits within the guidelines for bridge deck repair.

Based on the design drawings, the structure was designed for an H20 rating with a future 1 ½" bituminous overlay included. However, exhibit 3 (Master Inventory List) shows that the capacity of the bridge was recalculated in 1999 and re-designated as HS31. Out of the 783 SF of the deck that is currently spalled or delaminated, 320 SF of that was observed at existing patches. Because of the deterioration of existing patches on the deck, a thin polymer overlay is recommended. The added weight of the overlay is acceptable based upon the capacity noted above.

However, the existing expansion joint bearings are "locked up". This is the likely cause of minor spalling of the beam bottoms around the bearing plates and minor distress observed in the tops of the pier caps (notably at the "steps"). Since most of the shrinkage, elastic shortening and creep has occurred, continued use of the beams is acceptable if deterioration of the beam ends is controlled by cleaning and painting. The beams can be expected to last about as long as the rehabilitated deck: approximately 15 years. After that time, the superstructure or entire structure will have to be replaced.

It should also be expected that the new patches will exhibit deterioration before the 15 year life of the rehabilitation is attained. Many of the previously installed patches are performing poorly and new patches can be expected to deteriorate in a similar fashion.

Opinion of Constructed Cost: $272,000

2. **Deck Removal and Replacement Alternative.**

   A. Remove existing deck: 1360 SY

   B. Remove and replace 2' strip of Approach Slab: 27 SY

   C. 7" concrete deck including diaphragms: 353.2 CY

   D. New Deck Joints: 180 lf of 1 ¾" PJS and 120 lf of 4" PJS.

   E. New deck Drains: 12 locations

   F. New Concrete Traffic Barrier (405 LF).

   G. New Guardrail and Traffic Barrier terminals on Illinois 178 only: 4 terminals and 400lf.

   H. Protective Shield: 60' x 120' / 9 (Spans 2 and 3) = 800 SY

   I. Bridge deck grooving = 4-12' lanes x 204' / 9 = 1060 SY

   J. Other items (substructure repair), similar to # 1 above.

   Comments:

   This alternative essentially returns the deck to a "like new" condition but does not address the bearings. It does not eliminate maintenance problems such as the deck joints, beam end deterioration, bearing deterioration and substructure repairs but the work outlined above will prolong the life of the substructure to approximately match the anticipated 25 year life of the new deck.

   Opinion of Constructed Cost: $549,000

3. **Remove and Replace Superstructure Alternative (Replace in kind).**

   A. Remove deck and approach slab, same as #2, above. This would include protective shield. Construct new Deck, Concrete Traffic Barrier Wall, Guardrail and deck joints as noted in #2 above.

   B. Remove existing PPCI Girders at $50/LF

   C. Replace existing Girders: 1352 LF of 42" PPCI and 656 LF of 36" PPCI.

   D. Replace all bearings.

   E. Repair substructure as noted in #1 and #2.

   Comments:

   This alternative essentially returns the superstructure to a "like new" condition especially the bearings. It does not eliminate maintenance problems such as the deck joints but the new deck joints and substructure repairs outlined above will prolong the life of the substructure beyond the anticipated 25 to 30 year life of the new deck.

   Opinion of Constructed Cost: $866,000

4. **Replace entire superstructure with a 2 span composite steel beam structure.** Eliminate the side piers. Reconstruct center pier (reusing the existing pier would over load the existing timber piles by 50%). Reconstruct the abutments as "semi-integral abutments" to eliminate all deck joints. Replace the 20' approach slabs in kind after the abutments are reconstructed so that the pile supported approach slab bents may be reused without modification.

   A. Removals as noted in #3 above plus all three (3) piers and both abutments down to the pilings. (467 CY of substructure concrete to be removed).

   B. Construct new center pier and abutments: 260 CY. New center pier will be supported on 42 new 30 ton piles with an estimated length of 40 vlf each.

   C. Remove and replace slopewall such that, with side piers removed, no guardrail is necessary on the sides of I-55.

   D. New porous granular fill, filter fabric, drain and approach slab as indicated on standard details for semi-integral abutments.

   E. Bridge beams will be 40" deep, fabricated sections (Continuous 2 span, 100' each span) at approximately 215 plf, at 8'-1" on center. 8 beams x 215plf x 200' =

344,000 lbs. Diaphragms were assumed as 56' x 7 lines x W16 x 36 = 14,200 lbs.

F. The new deck, approach slabs, reconstructed abutments, and traffic barrier will be the same as #3 above.

Comments:

This alternative is nearly equal to complete replacement in that: deck joints (a maintenance problem) are eliminated, as are two piers (enhanced safety and geometric flexibility for I-80. The completed structure will last as long as a new bridge.

Opinion of Constructed Cost: $1,429,000

5. **Replace Entire Bridge.**

A. This alternate is essentially the same as #4 except that fully integral abutments can be used. Add approximately 30, 30 ton steel H piles, 45' long. Deduct elastomeric bearing assemblies.

Opinion of Constructed Cost: $1,443,000

Summary and Recommendations

The existing structure is approximately 40 years old and was constructed using uncoated reinforcing bars. The concrete deck includes a relatively high chloride content. Previously constructed deck patches have not performed well. Since the structure is constructed over an Interstate highway with an ADT of over 25,000, we expect that chloride contents are high in the faces of the pier crashwalls and pier columns due to splashing. The underside of the deck, PPCI beams and pier caps will also have elevated chloride content due to "tunneling" of salt spray off the pavement during the winter months as well as continuous leakage through the open deck joints above each pier and abutment.

Deck patching (Alternate 1) with an overlay will cost about half of what it would cost to replace the deck. Patching does nothing to remedy corrosion, which has already occurred in deck reinforcement bars. This limits the life of a patching and overlay to between 10 and 15 years. A new deck with epoxy coated reinforcing bars can be expected to last between 25 and 30 years.

Therefore, a deck replacement is more cost effective than deck patching.

Deck replacement includes new deck joints in the same location as the existing ones. This will slow deterioration of the bearings, PPCI beam ends and the pier caps for a few years but it will not halt or reverse that deterioration. The joints will continue to be a

maintenance problem. For approximately 40% more than the cost of redecking, the entire superstructure can be replaced "in-kind" (36" and 42" PCI beams spanning the same lengths as the existing bridge.) This includes replacement of deteriorated beams and bearings with more resistant members and devices but does not eliminated the deck joints which will continue to be a maintenance problem and cause of deterioration.

The cost of replacement of the entire superstructure with a 2 span composite steel beam supported deck (eliminating the side piers) or replacing the entire bridge (alternatives 4 and 5) would both cost approximately 40% more than replacing the superstucture "in-kind". These alternatives offer the following advantages over deck replacement:

- All deck joints and associated maintenance problems are eliminated.
- All areas of the substructure, which would be patched under the redecking alternate, would be replaced with new members. Epoxy coated rebar would be used to protect the new substructure from deterioration.
- The side piers would be eliminated. The resulting structure would conform to the clear zone indicated in the BLE Manual, Figure 39-5Q. No obstructions would be present adjacent to the right shoulder in each direction. This eliminates a roadside hazard, the guardrail and guardrail terminals needed to protect the existing side piers. All maintenance of the side piers and guardrails would be eliminated. This configuration offers greater geometric flexibility for future improvements and construction staging.

Under the deck replacement alternative, the existing beams, bearings and substructure will last about as long as a new deck. Complete replacement would likely be required at the end of that 25 year period, however. However, we do not recommend replacement of the entire superstructure "in-kind" because the cost of the new PPCI beams will not increase the life of the entire structure much beyond the anticipated life of the new deck. However, replacing a deck on existing PPCI beams is difficult and it is possible that several existing beams would be damaged in the process and have to be replaced (thus the estimated cost to redeck is subject to more unknown conditions).

Complete replacement is the best long term alternative and is recommended to save long term maintenance, provide added safety to the motoring public, and to provide flexibility for future improvements if they become necessary over the anticipated 75 year life of the new structure.

MASTER REPORT
INVENTORY DATA

STRUCTURE NUMBER: 050 - 0084 DIST: 3

FACILITY CARRIED: CH 43 FAU 6120/IL178
FEATURE CROSSED: I-80
BRIDGE REMARKS: PROP FOR REPL. PROP STR.# 050-0248 (NOT BUILT YET)
BRIDGE STATUS: OPEN - NO RESTRICT
STATUS REMARKS:
MAINT COUNTY: LASALLE MAINT TOWNSHIP: UTICA
MAINT RESPONSIBILITY: I.D.O.T.
SERVICE ON/UNDER: SECOND LEVEL INTERCHANGE / HIGHWAY

REPORTING AGENCY: I.D.O.T. - BUREAU OF MAINTENANCE
MAIN SPAN MAT"L/TYPE: PRESTRESS CONCRETE / STRINGER/MULTI-BEAM/GIRDER
NUMBER OF SPANS: (MAIN SPANS) - 04 (APPROACH SPANS) - 00
*** APPROACHES ***
NEAR #1 MAT"L/TYPE: /
NEAR #2 MAT"L/TYPE: /
FAR #1 MAT"L/TYPE: /
FAR #2 MAT"L/TYPE: /
MEDIAN WIDTH/TYPE: 03 FT. CURB RATED BY: IDOT RATING METHOD: LOAD FACTOR
GUARDRAILS L/R: NONE NONE INVENTORY RATING: HS 33.0 (259) RATING DATE: 08/06/2003
TOLL FACILITY: NO TOLL OPERATING RATING: HS 55.0 (299)
LATITUDE: 41 D 22 M 03.88 S LONGITUDE: 89 D 00 M 37.04 S DESIGN LOAD: HS20
STRUCTURE LENGTH: 205.0 SIDEWALKS UNDER STRUCTURE: NONE
AASHTO BRIDGE LENGTH: 99.9 SIDEWALK WIDTH RIGHT: 0.0 CULVERT FILL DEPTH: 0.0
LENGTH OF LONG SPAN: 60.0 SIDEWALK WIDTH LEFT: 0.0 CULVERT CELLS(COUNT): 0
BRIDGE ROADWAY WIDTH: 50.0 NAVIGATION CONTROL: N/A CULVERT OPENING AREA: 0.0
APPR ROADWAY WIDTH: 48.0 NAVIGATION HORZ CLEAR: 0000 CULVERT CELL HEIGHT: 0.00
DECK WIDTH: 60.0 NAVIGATION VERT CLEAR: 000 CULVERT CELL WIDTH: 0.00
DECK STRUCTURE TYPE: CIP CON NRMLLY FORM DECK STRUCTURE THICKNESS: 7.5

SUFFICIENCY RATING: 049.1
HBRRP ELIGIBLE: YES
REPLACED BY: 000 - 0000
REPLACES: 000 - 0000
LAST UPDATE DATE: 05/27/2004
PARALLEL STRUCTURE:
MULTI-LEVEL STRUC NUMBER:
SKEW DIR: NONE
SKEW ANGLE: 00 00 00
STRUCTURE FLARED: NO
HISTORICAL SIGNIFICANCE: NO
BORDER BRIDGE STATE:
BDR STATE SN:
BDR STATE % RESPONSIBILITY: 00
STRUCTURAL STEEL WT: 000000000
SUBSTRUCTURE MATERIAL:

*** RAILROAD CROSSING INFO ***
CROSSING 1 NBR:
CROSSING 2 NBR:
RR LATERAL UNDERCLEAR: 0.0
RR VERT UNDERCLEAR: 00 FT 00 IN

*** * * K E Y R O U T E O N D A T A * * ***

KEY ROUTE NBR: FEDERAL-AID URBAN 6120 STATION: 0.52
APPURTENANCES: MAIN ROUTE 0.000 SEGMENT:
INVENTORY COUNTY: LASALLE LINKED: YES
TOWNSHIP/ROAD DIST: UTICA
MUNICIPALITY: LASALLE
URBAN AREA: LASALLE
FUNCTIONAL CLASS: MINOR ARTERIAL (URBAN) NATIONAL HWY SYSTEM: NOT ON
INVENTORY DIRECTION: SOUTH
ADT YR/COUNT: 2004 / 003250
TRUCK PERCENTAGE: 17
NUMBER OF LANES: 04
ONE OR TWO WAY: TWO-WAY
BYPASS LENGTH: 02
FUTURE ADT YR/COUNT: 2024 / 6600
DESIGNATED TRUCK ROUTE: NO
SPECIAL SYSTEMS: NO

** CLEARANCES **	SOUTH/EAST	NORTH/WEST
MAX. RDWY WIDTH:	0.0 FT	
HORIZONTAL:	50.0 FT	0.0 FT
MIN VERTICAL:	99 FT 11 IN	00 FT 00 IN
10 FT VERTICAL:	99 FT 11 IN	00 FT 00 IN
LATERAL:		

*** * * K E Y R O U T E U N D E R D A T A * * ***

FEDERAL-AID INTERSTATE 0080 STATION: 8.21
MAIN ROUTE 0.000 SEGMENT:
LASALLE LINKED: YES
UTICA

LASALLE
INTERSTATE, FAI NATIONAL HWY SYSTEM: ON
INVENTORY DIRECTION:
ADT YR/COUNT: 2003 / 026700
TRUCK PERCENTAGE: 36
NUMBER OF LANES: 04
ONE OR TWO WAY: TWO-WAY
BYPASS LENGTH: 02
FUTURE ADT YR/COUNT: 2022 / 45900
DESIGNATED TRUCK ROUTE: CLASS 1
SPECIAL SYSTEMS: YES

	SOUTH/EAST	NORTH/WEST
	0.0 FT	
	56.8 FT	56.8 FT
	16 FT 00 IN	15 FT 11 IN
	16 FT 00 IN	15 FT 11 IN
	0.1 FT	18.3 FT

***** M A R K E D R O U T E O N D A T A *****

	DESIGNATION	KIND	NUMBER
ROUTE #1	MAINLINE	OTHER INCLUDING TOLL	6120
ROUTE #2			
ROUTE #3			

***** M A R K E D R O U T E U N D E R D A T A *****

DESIGNATION	KIND	NUMBER
MAINLINE	INTERSTATE	0080

STRUCTURE NUMBER: 050 - 0084 DIST: 3

* * * D A T A R E L A T E D T O I N S P E C T I O N I N F O R M A T I O N * * *

*** INSPECTION INTERVALS ***

ROUTINE NBIS: 12 MOS UNDERWATER: 00 MOS
FRACTURE CRITICAL: 00 MOS SPECIAL: 00 MOS

*** MAXIMUM ALLOWABLE POSTING LIMITS ***

ONE TRUCK AT A TIME:
SINGLE UNIT VEHICLES: TONS
BRIDGE POSTING LEVEL: NO POSTING REQUIRED
COMBINATION TYPE 3S-1: TONS
COMBINATION TYPE 3S-2: TONS

* * * I N S P E C T I O N / A P P R A I S A L I N F O R M A T I O N * * *

INSPECTION DATE 08/28/2003 SPECIAL INSPECTION DATE: 00/00/0000
INSPECTION TEMPERATURE: +85 DEG. F.

DECK: 5 FAIR CONDITION - MINOR SECTION LOSS, CRACKS
BRIDGE RAILING APPRAISAL: 3 MEETS STANDARDS
APPROACH GUARDRAIL: 3 3 2 ACCEPTABLE ACCEPTABLE NOT ACCEPTABLE
SUPERSTRUCTURE: 4 POOR CONDITION - ADVANCED DETERIORATION
SUBSTRUCTURE: 4 POOR CONDITION - ADVANCED DETERIORATION
CHANNEL AND PROTECTION: N NOT APPLICABLE
CULVERT: N NOT APPLICABLE
STRUCTURAL EVALUATION: 4 MINIMUM ADEQUACY TO BE LEFT IN PLACE
DECK GEOMETRY: 3 INTOLERABLE - HIGH PRIORITY FOR CORRECTION
UNDERCLEARANCE-VERT,LAT: 2 INTOLERABLE - HIGH PRIORITY FOR REPLACEMENT
WATERWAY ADEQUACY: N NOT APPLICABLE
APPROACH RDWY ALIGN: 6 EQUAL TO PRESENT MINIMUM CRITERIA
PIER NAVIG PROTECTION: N N/A
INSPECTED BY (NAME): McCarter
INSPECTION REMARKS: 2001 LOWERED DECK RATING TO 5, MANY PATCHES HAVE FAILED. ELECTRICAL CONDUIT ACC ESS PLATES LAY OPEN.'01 super lowered to 4 exposed and broken strands on beam ends.'02 Same '03 Sub lowered to 4 due to loss of bearing support @ pier & abut

*** ACTUAL POSTED LIMITS ***

SINGLE UNIT VEHICLES: TONS
COMBINATION TYPE 3S-1: TONS
COMBINATION TYPE 3S-2: TONS
POSTED ONE TRUCK AT A TIME:

UTILITIES ATTACHED:

DECK WEARING SURFACE: BARE DECK NO OVRLAY
DECK MEMBRANE: NONE
DECK PROTECTION: NONE
TOTAL DECK THICKNESS: 07.5 IN

LAST PAINT DATE 00/0000 LAST PAINT TYPE

* * * U N D E R W A T E R I N S P E C T I O N / A P P R A I S A L I N F O R M A T I O N * * *

INSPECTION DATE: 00/00/0000 INSPECTION CATEGORY:
TEMPERATURE: +0 F. INSPECTION METHOD:
INSPECTED BY: APPRAISAL RATING:
INSPECTION REMARKS:

* * * S C O U R C R I T I C A L I N F O R M A T I O N * * *

APPRAISAL RATING: EVALUATION METHOD:
ANALYSIS DATE: 00/00/0000 ANALYSIS BY (NAME):

* * * * * M I S C E L L A N E O U S * * * * *

FRAC CRIT: NO INSP. DATE: / / APPR:
MICROFILM: YES

*** C O N S T R U C T I O N I N F O R M A T I O N ***

YEAR: 1961 ORIGINAL 0000 RECONSTRUCTED
ROUTE: FAI-80 STA: 895+86.16 STA:
SECTION NBR: 50-2HB-5
CONTRACT NBR:
FED AID PR #: I 0803033082
BUILT BY: I.D.O.T.

*** W A T E R W A Y I N F O R M A T I O N ***

FLOOD DESIGN FREQUENCY: 000 YRS DRAINAGE AREA: 00000000.0 ACRE
FLOOD DESIGN Q (CFS): 0000000
FLOOD DESIGN NAT H W E: 0.00 FLOOD BASE Q (C F S): 0000000
FLOOD DES OPEN PROP: 0000000 SF FLOOD BASE NAT H W E: 0.00

* * * P R O P O S E D I M P R O V E M E N T S * * *

COST ESTIMATE YEAR: 1998 LENGTH: 000246
TYPE OF WORK: REPLACEMENT DUE TO SUBSTANDARD CAPACIT

DONE BY: CONTRACT
REMARKS: DATA FROM OPP 2/24/99

*** COSTS IN DOLLARS ***

BRIDGE IMPROVEMENT COST: $ 1,894,000
ROADWAY IMPROVEMENT COST: $ 189,000

TOTAL PROJECT COST: $ 2,841,000

Bridge Inspection Form

Pontis Format

S.N. 000 050-0084 11413

Inspection Date: 11-28-01

Inspected By: MELLENDORF & HARDEN

Calculations By: F.F. & E.F.S.

A Deck Survey is Required

Traffic Over
ADT: 1,709
ADTT: 803

Traffic Under
ADT: 21,900
ADTT: 7,008

Facility Carried: C.H. 43

Feature Crossed: I-80

Location: 6.2 Miles East of IL 251 Interchange

Main Spans: 4

Approach Spans:

Quantity of Deteriorated Bridge Deck:

Elem	Description	Page	Env	Qty	Units	Quantity in Condition State 1	2	3	4	5	Comments
12	Concrete Dk Bare no Coated Bars	1	2	12,124	S.F.	9223	400	2400	1	100	C2 - 400 C4 - 1 C3 - 2400 C5 - 100
109	P/S Concrete Open Girder	17	3	2,008	L.F.	2001	5	2			
237	P/S Concrete Beam Ends @ Deck Joints	17	3	80	EA.		68	10	2		
205	Concrete Column or Pile Extension	18	3	1,236	S.F.		6	120	10		
210	Concrete Pier Wall	18	3	2,177	S.F.	2067	70	40			
215	Concrete Abutment Wall & Wing Wall	18	3	768	S.F.	740	10	18			C2 16 C3 15+3
234	Concrete Pier or Abutment Cap	18	3	306	L.F.		15	161	10		C2 5,10 C3 26,15,10,10,40 40 4-10
304	Open Expansion Joint	30	2	501	L.F.			501			
311	Moveable Steel Bearing @ Deck Joints	37	2	40	EA.			40			
313	Fixed Bearing	39	2	40	EA.			40			
321	Concrete Approach Span	41	2	1,920	S.F.	1920					
323	Concrete Approach Pavement	42	2	2	EA.	2					
330	Metal Bridge Railing	43	2	406	L.F.	406					

SUFFICIENCY RATING ~~66.4~~ 40.6

Illinois Department of Transportation

Bridge Inspection Report

Mo.	Day	Yr.	Temp.	Inspector
11	21	00	15	HARDEN, BEROSEK
11	28	01	40	HARDEN, MELLENDORF
7	23	02	75	McCARTER

050 - 0084

CH 43 ; 6.2 M E JC 51&I 80

over I-80

Spans = 4 Built 1961

Year	00	01	02		

Remarks

108A Wearing Surface Type: A
108B Type of Membrane: F
108C Deck Protection: J
108D Total Deck Thickness: 7.5

Deck	Element Rating				
Wearing Surface	2	2	2		
Deck Structural Condition	2	2	2		
Curbs	3	3	3		
Median	2	2	2		
Sidewalks	/	—	—		
~~Parapet~~	3	3	3		
Railing	4	4	4		
Drains	3	3	3		
Light Standards	/	—	—		
Expansion Joints	3	3	3		

POTHOLES, SPALLS, PATCHES

MEAS Opening

58 Condition Rating	5	5	5		

Bridge Railing Appraisal

36 Condition Rating	00	01	'02		
	3 3 3 2	3 3 3 2	3 3 3 2		

#27 CODE 3

Superstructure					
Bearing Devices	2	2	2		
Stringers	/	—	—		
Girders or Beams	3	2-3	2		
Diaphragms or Braces	3-	2-	3		
Crack Leaching	3	3	3		
Joints (Leakage or Cond.)	3	3-	2		
59C Util.	9 / /	4	3	3	
Trusses	/	—	—		
Portals and Bracing	/	—	—		
Drainage System	/	—	—		
Paint	/	—	—		
Rivets or Bolts	/	—	—		
Weld Cracking	/	—	—		
Rust	/	—	—		
Timber (Decay, Damage)	/	—	—		
Concrete Cracking	2+	2	2		
Collision Damage	4	4	—		
LL Deflec & Vibration	4	4	4		
Alignment of Members	4	4	4		

PAINT

'01 CRACKED ENDS, EXPOSED STRANDS, SPALLS w/ EXPOSED REBAR.
CRACKS
SOFFIT
CONST. JOINTS
ROADWAY LIGHTING 94

59A MO/YR: ____ 59B Code: 1 ____ 2 ____ 3 ____ H ____

Color: Facia ____ Inter ____ Rail ____

Worst % Loss ____ %

59 Condition Rating	6	4	4		

'01 EXPOSED STRANDS 2 BEAMS S. PIER LOWERED TO 4

BM-BIR-1 (Rev. 1/90)

Bridge Inspection Report

Bridge No. 050-0084

Year | 000 | 02 | | |

Substructure	Element Rating					Remarks
Abutments-Wing	3	3	3			
Backwall	3	3	3			
Bearing Seat	2+	2	2			SOUTH CRACKED, SPALLS, WET
Stem		—	—			
Slopes	3	3	3			
Erosion	3	3	3			
Settlement	4	4	—			
Piers or Bents	3	2	2			
Cap	2-	1	1			SPALLS, WET, BARS EXPOSED, CRACKS
Column	2	2	2			" " " " "
Crash Walls	3	3	3			SPALLS, EXPOSED REBAR
Scour		—	—			
Settlement	4	4	—			
Fender Systems		—	—			
Steel Corrosion		—	—			
Timber Decay, etc.		—	—			
Debris on Seat	2	2	2			
Paint		—	—			
Collision Damage		—	—			
60 Condition Rating	5	5	5			

Channel & Channel Protection

Scour of Channel					
Erosion of Banks					
Drift					
Vegetation					
Change in Channel					
Spur Dykes & Jetties					
Rip Rap or Slope Wall					
61 Condition Rating	—	—	—	—	—

Pier & Abutment Protection

111 Condition Rating	—	—	—	—	—

Culverts

Wing Walls					
Head Walls					
Top Slab					
Walls					
Floor					
Siltation					
Settlement					
Scour					
62 Condition Rating	—	—	—	—	—

Bridge Inspection Report

Bridge No. 050- 0084

Year 0001

Waterway Adequacy

71 Appraisal Rating

Approach Roadway Alignment

72 Appraisal Rating 6 6 6 — INTERCHANGE

72 A Condition Rating	8	8		
Riding Quality	4	4		
Settlement	4	4		
Structural Condition	3	3		
Relief Joints				

OVERLAY 99

Posting

Year					
70A2 Inspectors Rating					
70B2 Inspectors Rating					
70C2 Inspectors Rating					
70D2 Inspectors Rating					

70A2 = Single Unit Vehicle
70B2 = Combination Type 3S- 1, 3 or 4 axles
70C2 = Combination Type 3S- 2, 5 or more axles
70D2 = One Truck at a Time

Proposed Maintenance Repair

Repair Code	Repair Description	Asgd to Code	Priority Code	Quantity	Unit Cost	Date Cmpl

AGENCY CODES:
TS - DISTRICT TEAM SECTION
BC - DISTRICT BRIDGE CREW
DL - DAY LABOR
MC - MAINTENANCE CONTRACT
RC - REPAIR FOR REHAB CONTRACT

PRIORITY CODES:
1 - DO THIS YEAR
2 - SHOULD DO THIS YEAR
3 - WHEN CONVENIENT

YEAR: 91 96 '97

ADDITIONAL REMARKS

(91) SUBSTRUCTURE HAS MANY SPALLED AREAS WITH EXPOSED REBAR HAVING SOME SECTION LOSS. THE ENDS OF MOST OF THE T BEAMS HAVE SPALLING

94 Same new rail 1990 mounted on sidewalk - can't use sidewalk both potholes + spalls. Areas on bottom are leaking - usually about 4' x 8' from Jan T/O deck Piers spalled on Caps + Columns

1997 SAME AS ABOVE ONLY MORE SO - SEE PAGES 1, 2 AND 3

(99) PIER CAPS, BEARINGS, MEDIAN, BADLY DETERIORATING MUCH DEBRIS ON SEATS.

(00) SAME, WITH DELAMINATION @ DECK EXPANT CONST. JOINTS

(01) LOWERED DECK RATING TO 5, MANY PATCHES ARE FAILED. ELECTRICAL CONDUIT & ACCESS PLATES LAY OPEN. BEAMS 6 & 7 FROM WEST (SOUTH SIDE OF PIER) HAVE SPALL AREA ON BOTTOM HAUNCH W/ EXPOSED STRANDS. 10 BEAM LOCATIONS HAVE BOTTOM CORNER OF BEAM END SPALLED W/ ±2" OF STRANDS EXPOSED @ PIERS. MANY BEAM ENDS HAVE CRACKED AND/OR SPALLED CORNER, SPALLS OR SPALLS W/ EXPOSED REBAR. BEAM #2 CENTER PIER NORTH SIDE, HAS A GOOD VIEW OF SPALLED CORNER W/ EXPOSED STRANDS. SUPER LOWERED TO A "4" SM.

'02 SAME

Illinois Department of Transportation

Memorandum

To:	Tom Sancken	Attn: Duane Lukkari
From:	Bruce Hucker	By: Tom Schaefer
Subject:	Pavement Flooding and Contract Maintenance Request*	
Date:	October 4, 2002	

Bruce A. Hucker

* FAU Route 80 (I-80)
Section (50-3) HBK
LaSalle County
P-93-055-02

RECEIVED
STUDIES & PLANS
OCT 4 '02

S&P ENG	DM	
ENVIRONMENT		
ESTIMATOR		
GEOMETRICS		
HYDRAULIC		
LOCATIONS	X	SL
PLANS ENG		
SEE ME		

WR /
DL X

We have reviewed the subject project report and offer the following comments:

- Widen the slopes at the top of the ramp and on the embankment from the ramps to Structure #050-0084 to eliminate the need for guardrail at the intersection of the four ramps and IL 178. Trucks entering and exiting the ramps on several occasions have damaged the guardrail at these locations.

- No reports of pavement flooding at the subject location or contract maintenance work within the past eight years.

If you have any questions, please contact Tom Schaefer at ext. 8446.

TKS:ac
(s:\operations\schaef\projrept.doc)

Illinois Department of Transportation

D3 # 1225, 1513

Asbestos Determination Certification

Structure Identification

Structure Number(s) (000-0000):
SN 050-0084

Asbestos Determination

☒ 1. The identified structures were included in the August 22, 2001 list that the USEPA exempted from the asbestos notification requirements in its letter of October 19, 2001.

☐ 2. The identified structures were unconfirmed for asbestos involvement as of October 19, 2001 but have subsequently been determined, on the basis of information available in the District office, not to involve asbestos in a bituminous bridge deck wearing surface or waterproofing membrane.

☐ 3. The identified structures were unconfirmed for asbestos involvement as of October 19, 2001 but have subsequently been determined, through testing, not to involve asbestos in a bituminous bridge deck wearing surface or waterproofing membrane. The test results were obtained in conformance with the approved "Sampling and Testing Procedures for Asbestos in Bituminous Bridge Deck Wearing Surface or Waterproofing Membrane" (Attachment 2 to BDE Procedure Memorandum 26-02).

☐ 4. The identified structures have been determined to involve asbestos in a bituminous bridge deck wearing surface and/or waterproofing membrane. The District will ensure compliance with the asbestos notification requirements for work on these structures that could disturb the asbestos-containing materials. The District also will ensure that the special provision for "Asbestos Waterproofing Membrane and Asbestos Bituminous Concrete Surface Removal (BDE)" is included in any contract for demolition of these structures or for other work involving removal of the existing bituminous bridge deck wearing surface and/or waterproofing membrane.

☐ 5. The identified structures had been determined to involve asbestos in a bituminous bridge deck wearing surface and/or waterproofing membrane. Removal operations have been completed for all asbestos bituminous concrete surface and asbestos waterproofing membrane on the identified structures.

Certification

Name: Steve Ferguson Position Title: Bridge & Hydraulics Engineer

Office Address: 700 E. Norris Dr.

Ottawa, IL 61350 Phone Number: (815) 434-8964

Steve Ferguson
Signature

05/14/02
Date

BBS 2536 (3/02)

Appendix D

Right of Way Summary
Property Owner Coordination

RIGHT OF WAY SUMMARY

Property Owner	Location	Area (Acres)	Purpose
Ronald & Marion Senica	NW Corner	3.29	Relocation of Ramp "I" and the Frontage Road
Pioneer Hybrid International, Inc.	NW Corner	0.45	Relocation of Ramp "I" and the Frontage Road
Etna Oil Company	SW Corner	>0.01	Relocation of Ramp "K"
Western Sand & Gravel	SW Corner	0.03	Relocation of Ramp "K"
LaSalle County Asphalt Co.	SW Corner	0.18	Relocation of Ramp "K"
Bonnie Grusk & Dee Bennet	SE Corner	0.07	Relocation of Ramp "L"

FILE COPY

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

September 23, 2004

Mr. & Mrs. Ronald Senica
643 E. US 6
LaSalle, IL 61301
Tax I.D. #12-32-400-008

CERTIFIED MAIL NO.
7000 0520 0012 4202 7327

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

Dear Mr. Senica:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Utica interchange, which is located at the intersection of I-80 and Illinois Route 178. The proposed improvement consists of removing and replacing the structure carrying IL 178 traffic over I-80, reconstruction of the interchange, and moving the northwest frontage road farther to the north. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the Department to provide persons affected by the purchase of additional right of way an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, you are the owner of the property shown on the attached drawing. There is approximately 3.0 acres of land owned by you that the Department must acquire as additional right of way. See the attached drawing for more details.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second sheet for your personal records. If no word is received within 21 days, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

Upon completion and approval of our study, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

John P. Kos, P.E.
District Engineer

Thomas R. Sancken

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

PROP. CURVE F-1
PI STA. = 609+38.11
Δ = 58° 28′ 13″ (LT)
D = 10° 08′ 27″
R = 565.00′
T = 316.22′
L = 576.58′
E = 82.47′
S.E. = 4.0%
S.E. TRANSITION = 116′
P.C. STA. = 606+21.89
P.T. STA. = 611+98.47

PROP. CURVE F-2
PI STA. = 620+13.93
Δ = 57° 17′ 46″ (RT)
D = 18° 47′ 08″
R = 305.00′
T = 166.62′
L = 305.00′
E = 42.55′
S.E. = 4.0%
S.E. TRANSITION = 102′
P.C. STA. = 618+47.30
P.T. STA. = 621+52.30

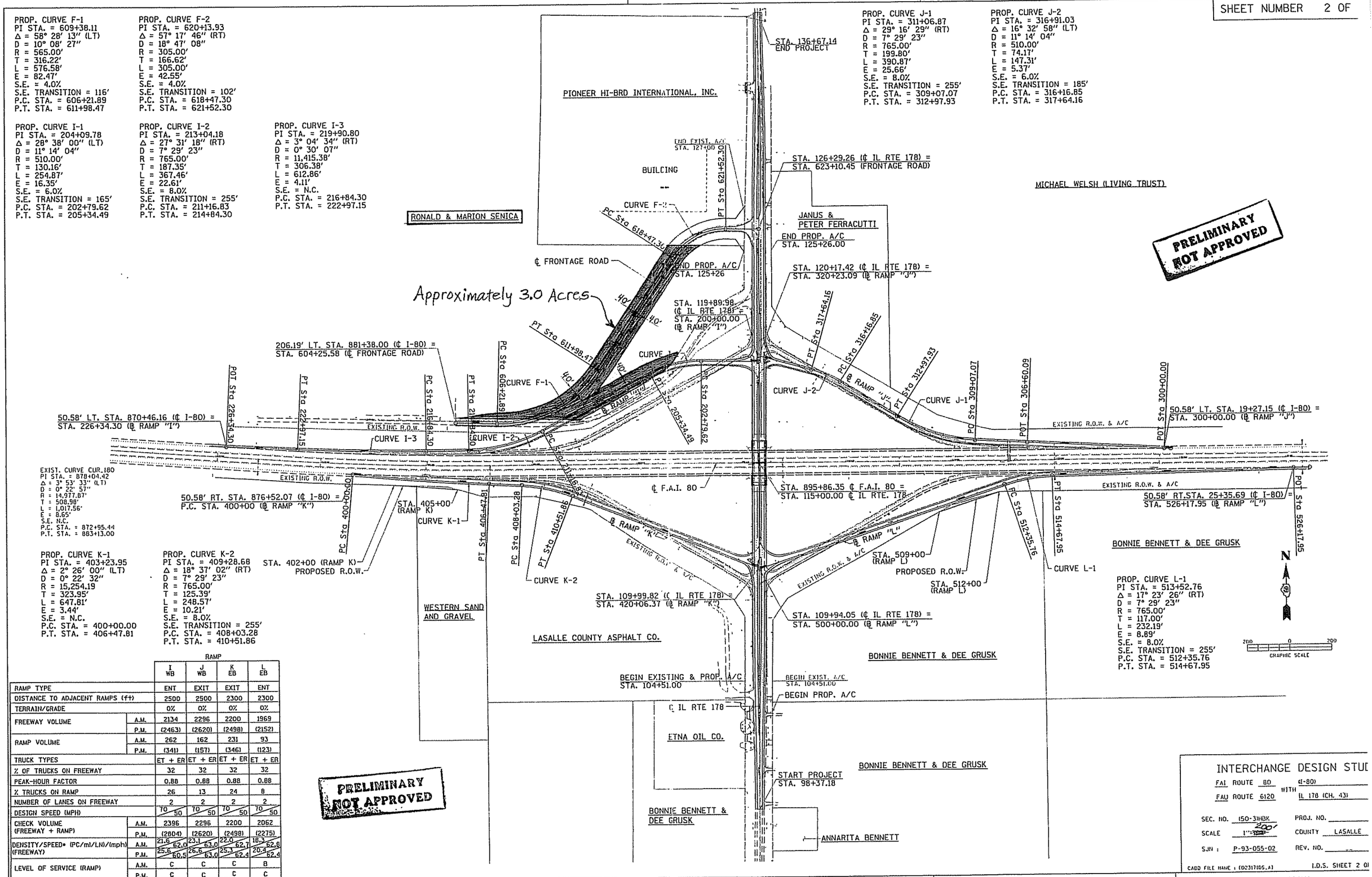
PROP. CURVE J-1
PI STA. = 311+06.87
Δ = 29° 16′ 29″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 199.80′
L = 390.87′
E = 25.66′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 309+07.07
P.T. STA. = 312+97.93

PROP. CURVE J-2
PI STA. = 316+91.03
Δ = 16° 32′ 58″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 74.17′
L = 147.31′
E = 5.37′
S.E. = 6.0%
S.E. TRANSITION = 185′
P.C. STA. = 316+16.85
P.T. STA. = 317+64.16

PROP. CURVE I-1
PI STA. = 204+09.78
Δ = 28° 38′ 00″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 130.16′
L = 254.87′
E = 16.35′
S.E. = 6.0%
S.E. TRANSITION = 165′
P.C. STA. = 202+79.62
P.T. STA. = 205+34.49

PROP. CURVE I-2
PI STA. = 213+04.18
Δ = 27° 31′ 18″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 187.35′
L = 367.46′
E = 22.61′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 211+16.83
P.T. STA. = 214+84.30

PROP. CURVE I-3
PI STA. = 219+90.80
Δ = 3° 04′ 34″ (RT)
D = 0° 30′ 07″
R = 11,415.38′
T = 306.38′
L = 612.86′
E = 4.11′
S.E. = N.C.
P.C. STA. = 216+84.30
P.T. STA. = 222+97.15



PROP. CURVE K-1
PI STA. = 403+23.95
Δ = 2° 26′ 00″ (LT)
D = 0° 22′ 32″
R = 15,254.19
T = 323.95′
L = 647.81′
E = 3.44′
S.E. = N.C.
P.C. STA. = 400+00.00
P.T. STA. = 406+47.81

PROP. CURVE K-2
PI STA. = 409+28.68
Δ = 18° 37′ 02″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 125.39′
L = 248.57′
E = 10.21′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 408+03.28
P.T. STA. = 410+51.86

PROP. CURVE L-1
PI STA. = 513+52.76
Δ = 17° 23′ 26″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 117.00′
L = 232.19′
E = 8.89′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 512+35.76
P.T. STA. = 514+67.95

		RAMP I WB	RAMP J WB	RAMP K EB	RAMP L EB
RAMP TYPE		ENT	EXIT	EXIT	ENT
DISTANCE TO ADJACENT RAMPS (ft)		2500	2500	2300	2300
TERRAIN/GRADE		0%	0%	0%	0%
FREEWAY VOLUME	A.M.	2134	2296	2200	1969
	P.M.	(2463)	(2620)	(2498)	(2152)
RAMP VOLUME	A.M.	262	162	231	93
	P.M.	(341)	(157)	(346)	(123)
TRUCK TYPES		ET + ER	ET + ER	ET + ER	ET + ER
% OF TRUCKS ON FREEWAY		32	32	32	32
PEAK-HOUR FACTOR		0.88	0.88	0.88	0.88
% TRUCKS ON RAMP		26	13	24	8
NUMBER OF LANES ON FREEWAY		2	2	2	2
DESIGN SPEED (MPH)		70/50	70/50	70/50	70/50
CHECK VOLUME (FREEWAY + RAMP)	A.M.	2396	2296	2200	2062
	P.M.	(2804)	(2620)	(2498)	(2275)
DENSITY/SPEED* (PC/ml/LN)/(mph) (FREEWAY)	A.M.	21.6/62.0	23.1/63.0	22.0/62.7	18.3/62.8
	P.M.	25.6/60.5	26.6/63.0	25.3/62.4	20.4/62.4
LEVEL OF SERVICE (RAMP)	A.M.	C	C	C	B
	P.M.	C	C	C	C

PRELIMINARY
NOT APPROVED

INTERCHANGE DESIGN STUD

FAI ROUTE 80 (I-80)
WITH
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. (50-3)NBK
SCALE 1" = 200'
SJN : P-93-055-02
PROJ. NO.
COUNTY LASALLE
REV. NO.

CADD FILE NAME : (D2317105.A)
I.D.S. SHEET 2 OF

BDC-5905

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

7000 0520 0012 4202 7327

Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

Postmark Here

Recipient's Name (Please Print Clearly) (To be completed by mailer)
Ron Senica

Street, Apt. No.; or PO Box No.

City, State, ZIP+ 4

PS Form 3800, February 2000 — See Reverse for Instructions

SENDER: *COMPLETE THIS SECTION*

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. and Mrs. Ronald Senica
643 E. U.S. 6
LaSalle, IL 61301

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Mary Senica ☐ Agent ☐ Addressee

B. Received by (*Printed Name*) C. Date of Delivery 9/24/04

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (*Extra Fee*) ☐ Yes

2. Article Number
(*Transfer from service label*) 7000 0520 0012 4202 7327

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-1540

September 23, 2004

Mr. & Mrs. Ronald Senica
643 E. US 6
LaSalle, IL 61301
Tax I.D. #12-32-400-008

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

CHECK THE APPROPRIATE RESPONSE:

☐ I have no comments at this time.

☐ I have noted my comments on this page below.

☐ I would like to discuss this matter further in a telephone conversation.

☐ I will call you

☐ Please call me at _____. Preferred date and time: _____

☒ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): ~~815-252-7959~~ 815 223-2618

The most convenient time to contact me is (day and time) _____

COMMENTS

_____

_____

_____

_____

_____

_____

NAME: RON SENICA
Please print

SIGNATURE: Ron Senica

DATE: 9-27-04

DL:ct

Illinois Department of Transportation

Memorandum

To:	Files
From:	T. Sancken By: D. Lukkari
Subject:	Meeting with Mr.Ron Seneca
Date:	October 12, 2004

Ted Fultz and myself met with Mr. Seneca today (at his Towing business) to discuss the project.

Mr. Seneca doesn't seem to have any problems or issues with the project. He would like to meet with the city of LaSalle once more to discuss the details of the city road.

The items discussed include the following:

Sewer and water are present on this parcel (located in the northwest quadrant).

Mr. Seneca does not know of any underground tiles are in the area.

It was discussed that if Pioneer Seed were to have an objection to the frontage road crossing their property that maybe the road could go north of Pioneer's building. Mr. Seneca said this property is owned by Larry Flynn and this person would probably not allow such access. The gravel lane is posted "No Trespassing" at this time. Mr. Seneca prefers the frontage road being located south of Pioneer's building.

Mr. Seneca recently had a "For Sale" sign installed near the Pioneer building that lists 68 acres for sale.

Mr. Fultz mentioned that the poor condition of the I-80 overhead structure is driving the project and there is no funding for construction at this time.

The width of the frontage road right-of-way is approximately 80' to 100' wide.

Mr. Seneca asked how many acres were located between the proposed frontage road and CH43. Mr Lukkari replied approximately five acres, although access would have to come from the frontage road. Mr. Seneca understood that no access from CH43 would be allowed.

FILE COPY

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

September 23, 2004

Ms. Karla Smith
Pioneer Hi-Bred International Inc.
P.O. Box 14461
Des Moines, IA 50306-3461
Tax I.D. #12-32-400-003

CERTIFIED MAIL NO.
7000 0520 0012 4202 7297

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

Dear Ms. Smith:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Utica interchange, which is located at the intersection of I-80 and Illinois Route 178. The proposed improvement consists of removing and replacing the structure carrying IL 178 traffic over I-80, reconstruction of the interchange, and moving the northwest frontage road farther to the north. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the Department to provide persons affected by the purchase of additional right of way an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, your company is the owner of the property shown on the attached drawing. There is approximately 0.7 acre of land owned by your company that the Department must acquire as additional right of way. See the attached drawing for more details.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second sheet for your personal records. If no word is received within 21 days, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

Upon completion and approval of our study, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

John P. Kos, P.E.
District Engineer

Thomas R. Sancken

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

September 23, 2004

~~Ms. Bonnie Bennet and Ms. Dee Grusk~~ Ms. Bonnie Grusk and Mr. Dee Bennett
2339 Oakwood Lane
Marseilles, IL 61341
Tax I.D. #17-04-100-001

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

CHECK THE APPROPRIATE RESPONSE:

☐ I have no comments at this time.

☒ I have noted my comments on this page below.

☐ I would like to discuss this matter further in a telephone conversation.

☐ I will call you

☐ Please call me at _____. Preferred date and time: _____

☐ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): _____

The most convenient time to contact me is (day and time) _____

COMMENTS

Please note the correct names of the owners.

NAME: Dee Bennett
Please print

SIGNATURE: Dee Bennett

DATE: 10/27/04

DL:ct

PROP. CURVE F-1
PI STA. = 609+38.11
Δ = 58° 28' 13" (LT)
D = 10° 08' 27"
R = 565.00'
T = 316.22'
L = 576.58'
E = 82.47'
S.E. = 4.0%
S.E. TRANSITION = 116'
P.C. STA. = 606+21.89
P.T. STA. = 611+98.47

PROP. CURVE F-2
PI STA. = 620+13.93
Δ = 57° 17' 46" (RT)
D = 18° 47' 08"
R = 305.00'
T = 166.62'
L = 305.00'
E = 42.55'
S.E. = 4.0%
S.E. TRANSITION = 102'
P.C. STA. = 618+47.30
P.T. STA. = 621+52.30

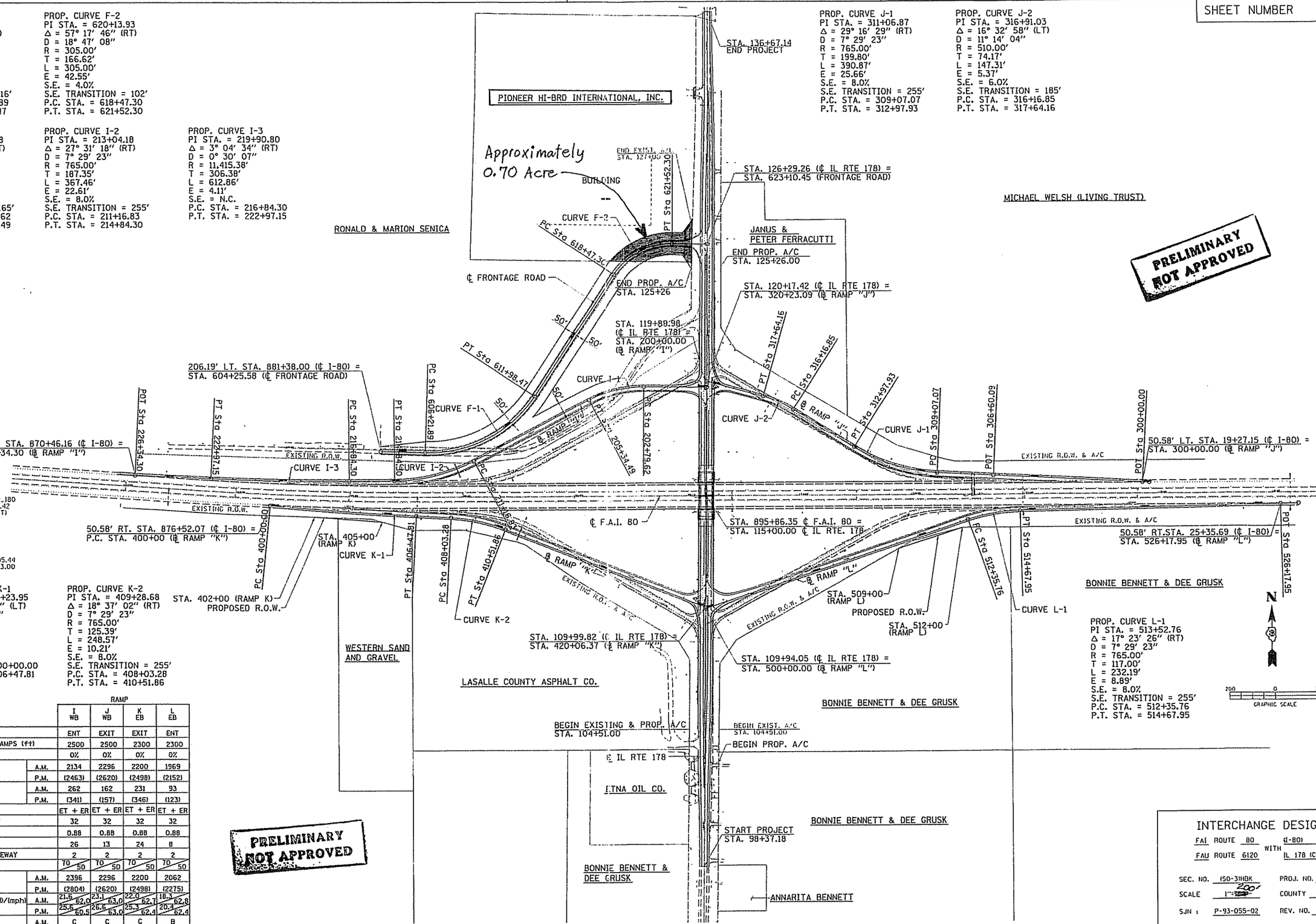
PROP. CURVE J-1
PI STA. = 311+06.87
Δ = 29° 16' 29" (RT)
D = 7° 29' 23"
R = 765.00'
T = 199.80'
L = 390.87'
E = 25.66'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 309+07.07
P.T. STA. = 312+97.93

PROP. CURVE J-2
PI STA. = 316+91.03
Δ = 16° 32' 58" (LT)
D = 11° 14' 04"
R = 510.00'
T = 74.17'
L = 147.31'
E = 5.37'
S.E. = 6.0%
S.E. TRANSITION = 185'
P.C. STA. = 316+16.85
P.T. STA. = 317+64.16

PROP. CURVE I-1
PI STA. = 204+09.78
Δ = 28° 38' 00" (LT)
D = 11° 14' 04"
R = 510.00'
T = 130.16'
L = 254.87'
E = 16.35'
S.E. = 6.0%
S.E. TRANSITION = 165'
P.C. STA. = 202+79.62
P.T. STA. = 205+34.49

PROP. CURVE I-2
PI STA. = 213+04.18
Δ = 27° 31' 18" (RT)
D = 7° 29' 23"
R = 765.00'
T = 187.35'
L = 367.46'
E = 22.61'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 211+16.83
P.T. STA. = 214+84.30

PROP. CURVE I-3
PI STA. = 219+90.80
Δ = 3° 04' 34" (RT)
D = 0° 30' 07"
R = 11,415.38'
T = 306.38'
L = 612.86'
E = 4.11'
S.E. = N.C.
P.C. STA. = 216+84.30
P.T. STA. = 222+97.15



PROP. CURVE K-1
PI STA. = 403+23.95
Δ = 2° 26' 00" (LT)
D = 0° 22' 32"
R = 15,254.19
T = 323.95'
L = 647.81'
E = 3.44'
S.E. = N.C.
P.C. STA. = 400+00.00
P.T. STA. = 406+47.81

PROP. CURVE K-2
PI STA. = 409+28.68
Δ = 18° 37' 02" (RT)
D = 7° 29' 23"
R = 765.00'
T = 125.39'
L = 248.57'
E = 10.21'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 408+03.28
P.T. STA. = 410+51.86

PROP. CURVE L-1
PI STA. = 513+52.76
Δ = 17° 23' 26" (RT)
D = 7° 29' 23"
R = 765.00'
T = 117.00'
L = 232.19'
E = 8.89'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 512+35.76
P.T. STA. = 514+67.95

RAMP

		I WB	J WB	K EB	L EB
RAMP TYPE		ENT	EXIT	EXIT	ENT
DISTANCE TO ADJACENT RAMPS (ft)		2500	2500	2300	2300
TERRAIN/GRADE		0%	0%	0%	0%
FREEWAY VOLUME	A.M.	2134	2296	2200	1969
	P.M.	(2463)	(2620)	(2498)	(2152)
RAMP VOLUME	A.M.	262	162	231	93
	P.M.	(341)	(157)	(346)	(123)
TRUCK TYPES		ET + ER	ET + ER	ET + ER	ET + ER
% OF TRUCKS ON FREEWAY		32	32	32	32
PEAK-HOUR FACTOR		0.88	0.88	0.88	0.88
% TRUCKS ON RAMP		26	13	24	8
NUMBER OF LANES ON FREEWAY		2	2	2	2
DESIGN SPEED (MPH)		70/50	70/50	70/50	70/50
CHECK VOLUME (FREEWAY + RAMP)	A.M.	2396	2296	2200	2062
	P.M.	(2804)	(2620)	(2498)	(2275)
DENSITY/SPEED* (PC/mi/LN)/(mph) (FREEWAY)	A.M.	21.6/62.0	23.1/63.0	22.0/62.1	18.3/62.8
	P.M.	25.6/60.5	26.5/63.0	25.3/62.4	20.4/62.4
LEVEL OF SERVICE (RAMP)	A.M.	C	C	C	B
	P.M.	C	C	C	C

PRELIMINARY NOT APPROVED

INTERCHANGE DESIGN STUDY

FAI ROUTE 80 WITH I-80
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. (50-3)HBK PROJ. NO. _____
SCALE 1" = 200' COUNTY LASALLE
SJN : P-93-055-02 REV. NO. _____

CADD FILE NAME : (0231710S.A) I.D.S. SHEET 2 OF 21

BDE-9908

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

7000 0520 0012 4202 7297

Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

Postmark Here

Recipient's Name (Please Print Clearly) (To be completed by mailer)
Karla Smith
Street, Apt. No.; or PO Box No.
City, State, ZIP+ 4

PS Form 3800, February 2000 See Reverse for Instructions

SENDER: *COMPLETE THIS SECTION*

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ms. Karla Smith
Pioneer Hi-Bred International Inc.
P.O. Box 14461
Des Moines, IA 50306-3461

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Rod Hatch ☐ Agent ☐ Addressee

B. Received by (Printed Name) Rod Hatch C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below:

DES MOINES IA 50318 SEP 27 2004 USPS

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? *(Extra Fee)* ☐ Yes

2. Article Number
(Transfer from service label) 7000 0520 0012 4202 7297

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-1540

September 23, 2004

(815) 434 8553 fax
per Kelly @ IDOT.

Pioneer Hi-Bred International Inc.
Ms. Karla Smith
P.O. Box 14461
Des Moines, IA 50306-3461
Tax I.D. #12-32-400-003

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

PIONEER.
A DuPont Company

Eric D. Luce
Plant Manager
Pioneer Supply Management

DuPont Agriculture & Nutrition
3025 East 8th Road
Utica, IL 61373
815 667 5133 Tel
815 667 4847 Fax
1 800 748 8422 Wats
815 509 2509 Cell
Eric.Luce@pioneer.com

CHECK THE APPROPRIATE RESPONSE:

☐ I have no comments at this time.

☐ I have noted my comments on this page below.

☐ I would like to discuss this matter further in a telephone conversation.

☐ I will call you

☐ Please call me at _____. Preferred date and time: _____

☒ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): 815 667-5133 #12

The most convenient time to contact me is (day and time) 7-4pm

COMMENTS

This proposed plan is unacceptable. Please call me as soon as possible and before this pre-planning phase proceeds any further. This was sent to the wrong location & just received this document from our tax department today via fax.

NAME: Eric Luce
Please print

SIGNATURE: Eric Luce

DATE: 10/13/04

DL:ct

Illinois Department of Transportation

Memorandum

To:	Files
From:	T. Sancken By: D. Lukkari
Subject:	Meeting with Mr. Eric Luce (Plant Manager at Pioneer Seed)
Date:	October 14, 2004

I met with Mr. Luce this afternoon to discuss the project.

Yesterday he faxed us the response sheet. On the form, he stated that our proposed plan is unacceptable and that he would like to have a personal meeting.

I told Mr. Luce that we tried to stay off their property but there is a 500' minimum distance between the westbound entrance ramp and this frontage road. The 220' taper and 215' of storage is required based on the speed limit of CH43. He understood there are design policies but he also knows that our department must vary from these policies at times. I measured out the location of the proposed road, located approximately 85' to 113' south of their building. Mr. Luce objected that this was too close to their building. He stated that the city engineer told him a few years ago that this frontage road would probably be moved and run along the property line but on Mr. Seneca's property (property south of Pioneer's).

Mr. Luce stated that Pioneer's corporate rules are very strict on keeping the grounds clean, having lights pointed in certain directions, etc. He mentioned that they had a culvert and an access road near this proposed entrance and had it removed two years ago due to trespassing problems. He stated that their company would probably install a fence between the road and their property after the frontage road is moved.

I explained that the department will consider changing the angle of this frontage road from 90 to 75 degrees or possibly moving the road a little farther south - both options would move the road farther from their building. These options would need a much smaller triangle of property from their company and would not leave any of their property south of the road. Mr. Luce still prefers that we move the road to Mr. Seneca's property.

I said that we will re-design the frontage road and send him a copy in the near future. I explained that I couldn't guarantee anything because I am not a geometric expert. He seemed happy that the department was trying to resolve the problem.

DPL

FILE COPY

Illinois Department of Transportation

Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

September 27, 2004

CERTIFIED MAIL
NO. 7000 0520 0012 4265 9566

Mr. Mike Woltering
J. C. Whitney
1 JC Whitney Way
LaSalle, IL 61301
Tax I.D. #17-05-100-003

FAI 80 (I-80)
Section (50-3)HBK
LaSalle County

Dear Mr. Woltering:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Utica interchange, which is located at the intersection of I-80 and Illinois Route 178. The proposed improvement consists of removing & replacing the structure carrying IL 178 traffic over I-80, reconstruction of the interchange, and moving the northwest frontage road farther to the north. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the Department to provide persons affected by the purchase of additional right of way an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, your company is the owner of the property shown on the attached drawing. There is approximately 0.01 acre of land owned by your company that the Department must acquire as additional right of way. See the attached drawing for more details.

Attached to this letter are two (2) copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second sheet for your personal records. If no word is received within 21 days, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

Mr. Mike Woltering
J. C. Whitney
September 27, 2004

Upon completion and approval of our study, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

John P. Kos, P.E.
District Engineer
Thomas R. Sancken PE
By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

7000 0520 0012 4265 9566

Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

09/27/04
Postmark Here

Recipient's Name (Please Print Clearly) (To be completed by mailer)
Mr. Mike Woltering
Street, Apt. No.; or PO Box No.
1 JC Whitney Way
City, State, ZIP+4
LaSalle, IL 61301

PS Form 3800, February 2000 — See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. Mike Woltering
J. C. Whitney
1 JC Whitney Way
LaSalle, IL 61301

FAI 80, Section (50-3)HBK, LaSalle Co

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) Alison Pinn
C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number 7000 0520 0012 4265 9566
(Transfer from service label)

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-1540

PROP. CURVE F-1
PI STA. = 609+38.11
Δ = 58° 28′ 13″ (LT)
D = 10° 08′ 27″
R = 565.00′
T = 316.22′
L = 576.58′
E = 82.47′
S.E. = 4.0%
S.E. TRANSITION = 116′
P.C. STA. = 606+21.89
P.T. STA. = 611+98.47

PROP. CURVE F-2
PI STA. = 620+13.93
Δ = 57° 17′ 46″ (RT)
D = 18° 47′ 08″
R = 305.00′
T = 166.62′
L = 305.00′
E = 42.55′
S.E. = 4.0%
S.E. TRANSITION = 102′
P.C. STA. = 618+47.30
P.T. STA. = 621+52.30

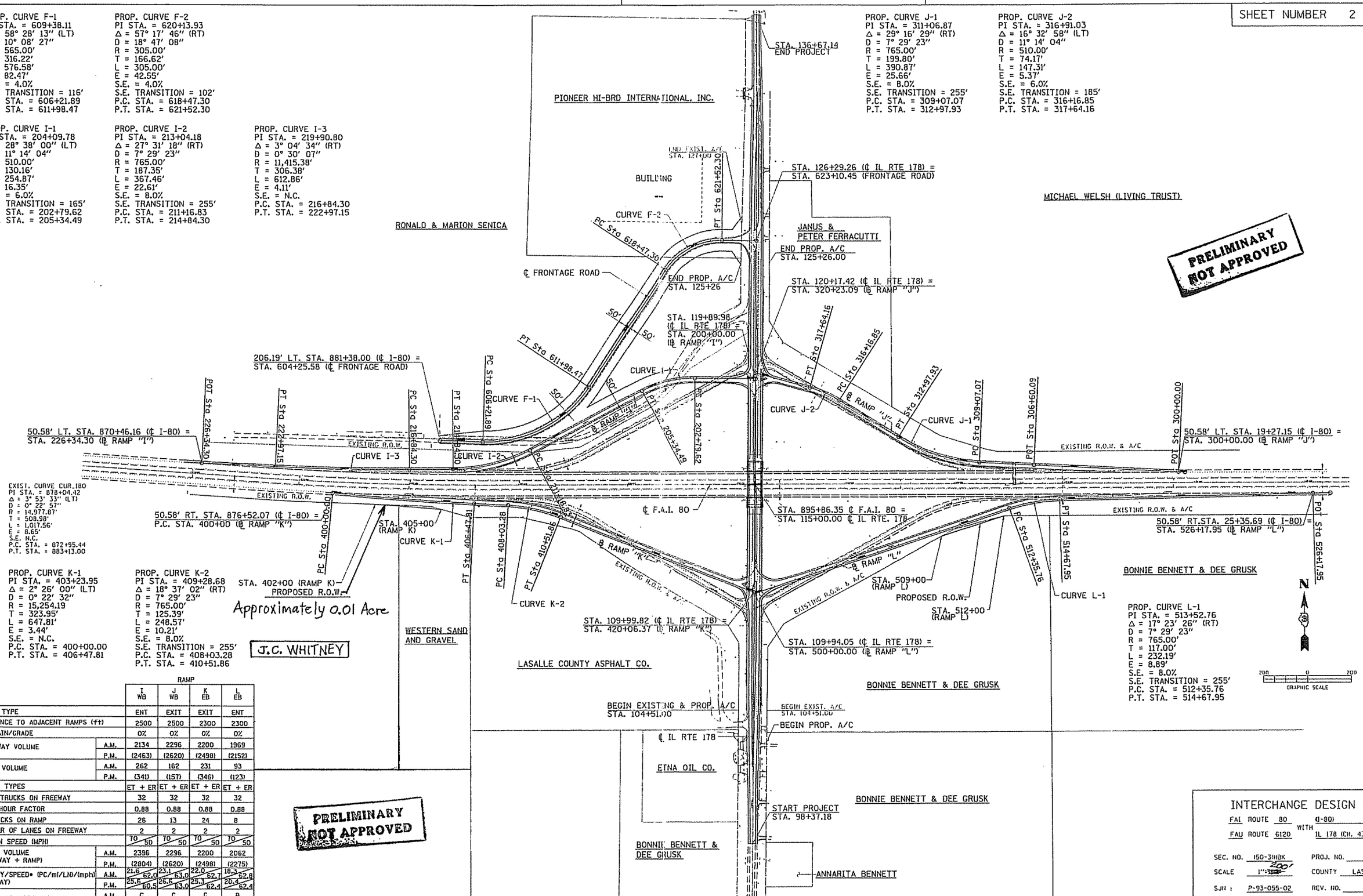
PROP. CURVE J-1
PI STA. = 311+06.87
Δ = 29° 16′ 29″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 199.80′
L = 390.87′
E = 25.66′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 309+07.07
P.T. STA. = 312+97.93

PROP. CURVE J-2
PI STA. = 316+91.03
Δ = 16° 32′ 58″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 74.17′
L = 147.31′
E = 5.37′
S.E. = 6.0%
S.E. TRANSITION = 185′
P.C. STA. = 316+16.85
P.T. STA. = 317+64.16

PROP. CURVE I-1
PI STA. = 204+09.78
Δ = 28° 38′ 00″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 130.16′
L = 254.87′
E = 16.35′
S.E. = 6.0%
S.E. TRANSITION = 165′
P.C. STA. = 202+79.62
P.T. STA. = 205+34.49

PROP. CURVE I-2
PI STA. = 213+04.18
Δ = 27° 31′ 18″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 187.35′
L = 367.46′
E = 22.61′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 211+16.83
P.T. STA. = 214+84.30

PROP. CURVE I-3
PI STA. = 219+90.80
Δ = 3° 04′ 34″ (RT)
D = 0° 30′ 07″
R = 11,415.38′
T = 306.38′
L = 612.86′
E = 4.11′
S.E. = N.C.
P.C. STA. = 216+84.30
P.T. STA. = 222+97.15



PROP. CURVE K-1
PI STA. = 403+23.95
Δ = 2° 26′ 00″ (LT)
D = 0° 22′ 32″
R = 15,254.19
T = 323.95′
L = 647.81′
E = 3.44′
S.E. = N.C.
P.C. STA. = 400+00.00
P.T. STA. = 406+47.81

PROP. CURVE K-2
PI STA. = 409+28.68
Δ = 18° 37′ 02″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 125.39′
L = 248.57′
E = 10.21′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 408+03.28
P.T. STA. = 410+51.86

Approximately 0.01 Acre

J.C. WHITNEY

PROP. CURVE L-1
PI STA. = 513+52.76
Δ = 17° 23′ 26″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 117.00′
L = 232.19′
E = 8.89′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 512+35.76
P.T. STA. = 514+67.95

		RAMP			
		I WB	J WB	K EB	L EB
RAMP TYPE		ENT	EXIT	EXIT	ENT
DISTANCE TO ADJACENT RAMPS (ft)		2500	2500	2300	2300
TERRAIN/GRADE		0%	0%	0%	0%
FREEWAY VOLUME	A.M.	2134	2296	2200	1969
	P.M.	(2463)	(2620)	(2498)	(2152)
RAMP VOLUME	A.M.	262	162	231	93
	P.M.	(341)	(157)	(346)	(123)
TRUCK TYPES		ET + ER	ET + ER	ET + ER	ET + ER
% OF TRUCKS ON FREEWAY		32	32	32	32
PEAK-HOUR FACTOR		0.88	0.88	0.88	0.88
% TRUCKS ON RAMP		26	13	24	8
NUMBER OF LANES ON FREEWAY		2	2	2	2
DESIGN SPEED (MPH)		70/50	70/50	70/50	70/50
CHECK VOLUME (FREEWAY + RAMP)	A.M.	2396	2296	2200	2062
	P.M.	(2804)	(2620)	(2498)	(2275)
DENSITY/SPEED* (PC/mi/LN)/(mph) (FREEWAY)	A.M.	21.6/62.0	23.1/63.0	22.0/62.7	18.3/62.8
	P.M.	25.6/60.5	26.6/63.0	25.3/62.4	20.4/62.4
LEVEL OF SERVICE (RAMP)	A.M.	C	C	C	B
	P.M.	C	C	C	C

PRELIMINARY
NOT APPROVED

INTERCHANGE DESIGN STUDY

FAI ROUTE 80 (I-80)
WITH
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. 150-31HBK PROJ. NO. _____
SCALE 1" = 200′ COUNTY LASALLE
SJH : P-93-055-02 REV. NO. _____

CADD FILE NAME : (02317105.A) I.D.S. SHEET 2 OF 21

BDE-9908

FILE COPY

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

September 23, 2004

Ms. Bonnie Bennet and Ms. Dee Grusk
2339 Oakwood Lane
Marseilles, IL 61341
Tax I.D. #17-04-100-001

CERTIFIED MAIL NO.
7000 0520 0012 4202 7303

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

Dear Ms. Bennet and Ms. Grusk:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Utica interchange, which is located at the intersection of I-80 and Illinois Route 178. The proposed improvement consists of removing and replacing the structure carrying IL 178 traffic over I-80, reconstruction of the interchange, and moving the northwest frontage road farther to the north. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the Department to provide persons affected by the purchase of additional right of way an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, you both are the owners of the property shown on the attached drawing. There is approximately 0.07 acre of land owned by you both that the Department must acquire as additional right of way. See the attached drawing for more details.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second sheet for your personal records. If no word is received within 21 days, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

Upon completion and approval of our study, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

John P. Kos, P.E.
District Engineer

Thomas R. Sancken TG

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

7000 0520 0012 4202 7303

Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

Postmark Here

Recipient's Name (Please Print Clearly) (To be completed by mailer)
Bonnie Bennet & Dee Grusk
Street, Apt. No.; or PO Box No.
City, State, ZIP+ 4

PS Form 3800, February 2000 — See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ms. Bonnie Bennet and Ms. Dee Grusk
2339 Oakwood Lane
Marseilles, IL 61341

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Dee Bennett
☐ Agent
☐ Addressee

B. Received by (Printed Name)

C. Date of Delivery
9.27.04

D. Is delivery address different from Item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number
(Transfer from service label) 7000 0520 0012 4202 7303

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-1540

PROP. CURVE F-1
PI STA. = 609+38.11
Δ = 58° 28' 13" (LT)
D = 10° 08' 27"
R = 565.00'
T = 316.22'
L = 576.58'
E = 82.47'
S.E. = 4.0%
S.E. TRANSITION = 116'
P.C. STA. = 606+21.89
P.T. STA. = 611+98.47

PROP. CURVE F-2
PI STA. = 620+13.93
Δ = 57° 17' 46" (RT)
D = 18° 47' 08"
R = 305.00'
T = 166.62'
L = 305.00'
E = 42.55'
S.E. = 4.0%
S.E. TRANSITION = 102'
P.C. STA. = 618+47.30
P.T. STA. = 621+52.30

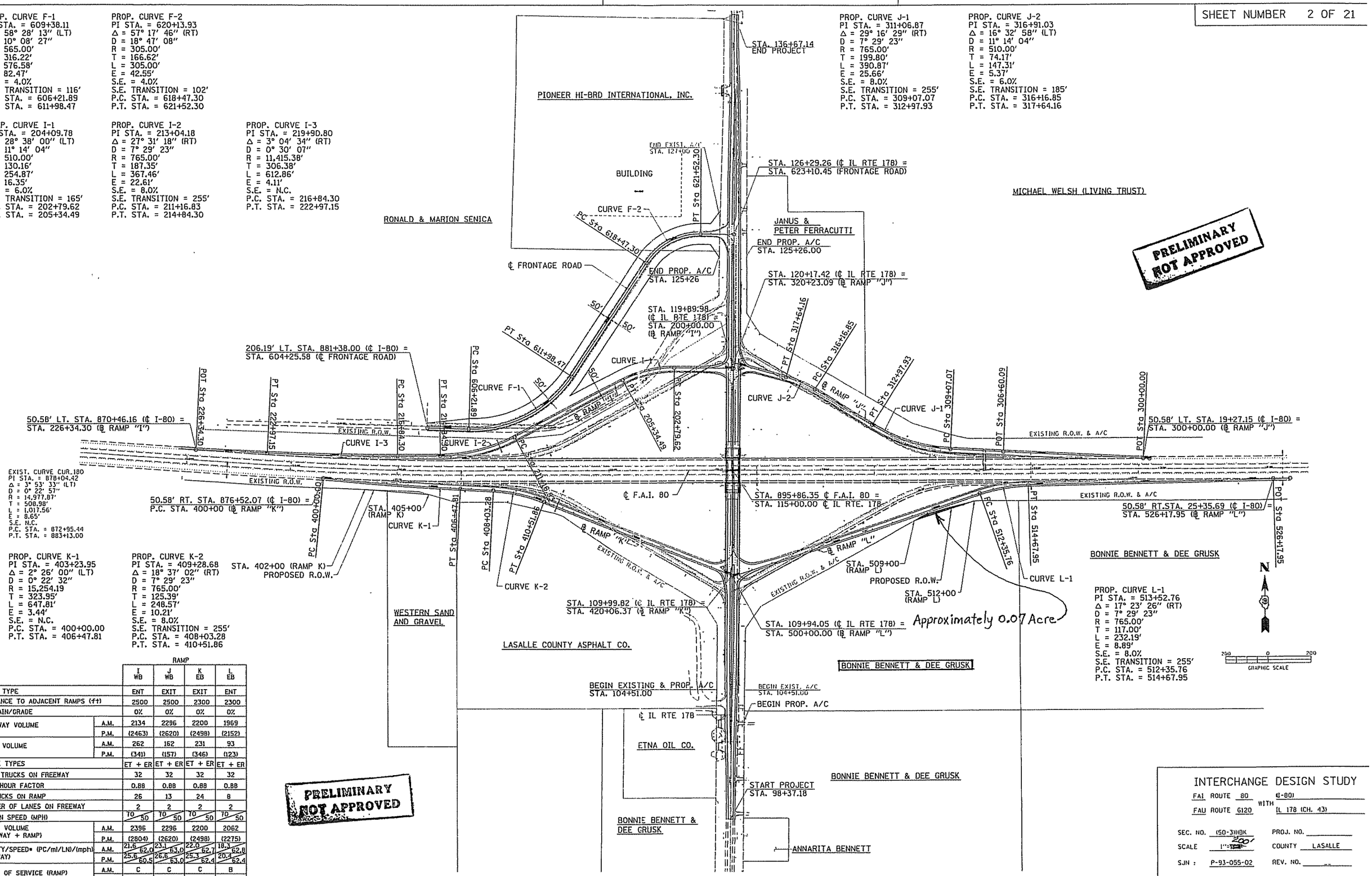
PROP. CURVE J-1
PI STA. = 311+06.87
Δ = 29° 16' 29" (RT)
D = 7° 29' 23"
R = 765.00'
T = 199.80'
L = 390.87'
E = 25.66'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 309+07.07
P.T. STA. = 312+97.93

PROP. CURVE J-2
PI STA. = 316+91.03
Δ = 16° 32' 58" (LT)
D = 11° 14' 04"
R = 510.00'
T = 74.17'
L = 147.31'
E = 5.37'
S.E. = 6.0%
S.E. TRANSITION = 185'
P.C. STA. = 316+16.85
P.T. STA. = 317+64.16

PROP. CURVE I-1
PI STA. = 204+09.78
Δ = 28° 38' 00" (LT)
D = 11° 14' 04"
R = 510.00'
T = 130.16'
L = 254.87'
E = 16.35'
S.E. = 6.0%
S.E. TRANSITION = 165'
P.C. STA. = 202+79.62
P.T. STA. = 205+34.49

PROP. CURVE I-2
PI STA. = 213+04.18
Δ = 27° 31' 18" (RT)
D = 7° 29' 23"
R = 765.00'
T = 187.35'
L = 367.46'
E = 22.61'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 211+16.83
P.T. STA. = 214+84.30

PROP. CURVE I-3
PI STA. = 219+90.80
Δ = 3° 04' 34" (RT)
D = 0° 30' 07"
R = 11,415.38'
T = 306.38'
L = 612.86'
E = 4.11'
S.E. = N.C.
P.C. STA. = 216+84.30
P.T. STA. = 222+97.15



PROP. CURVE K-1
PI STA. = 403+23.95
Δ = 2° 26' 00" (LT)
D = 0° 22' 32"
R = 15,254.19
T = 323.95'
L = 647.81'
E = 3.44'
S.E. = N.C.
P.C. STA. = 400+00.00
P.T. STA. = 406+47.81

PROP. CURVE K-2
PI STA. = 409+28.68
Δ = 18° 37' 02" (RT)
D = 7° 29' 23"
R = 765.00'
T = 125.39'
L = 248.57'
E = 10.21'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 408+03.28
P.T. STA. = 410+51.86

PROP. CURVE L-1
PI STA. = 513+52.76
Δ = 17° 23' 26" (RT)
D = 7° 29' 23"
R = 765.00'
T = 117.00'
L = 232.19'
E = 8.89'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 512+35.76
P.T. STA. = 514+67.95

		RAMP I WB	RAMP J WB	RAMP K EB	RAMP L EB
RAMP TYPE		ENT	EXIT	EXIT	ENT
DISTANCE TO ADJACENT RAMPS (ft)		2500	2500	2300	2300
TERRAIN/GRADE		0%	0%	0%	0%
FREEWAY VOLUME	A.M.	2134	2296	2200	1969
	P.M.	(2463)	(2620)	(2498)	(2152)
RAMP VOLUME	A.M.	262	162	231	93
	P.M.	(341)	(157)	(346)	(123)
TRUCK TYPES		ET + ER	ET + ER	ET + ER	ET + ER
% OF TRUCKS ON FREEWAY		32	32	32	32
PEAK-HOUR FACTOR		0.88	0.88	0.88	0.88
% TRUCKS ON RAMP		26	13	24	8
NUMBER OF LANES ON FREEWAY		2	2	2	2
DESIGN SPEED (MPH)		70/50	70/50	70/50	70/50
CHECK VOLUME (FREEWAY + RAMP)	A.M.	2396	2296	2200	2062
	P.M.	(2804)	(2620)	(2498)	(2275)
DENSITY/SPEED* (PC/mi/LN)/(mph) (FREEWAY)	A.M.	21.6/62.0	23.1/63.0	22.0/62.7	18.3/62.8
	P.M.	25.5/60.5	26.6/63.0	25.3/62.4	20.4/62.4
LEVEL OF SERVICE (RAMP)	A.M.	C	C	C	B
	P.M.	C	C	C	C

PRELIMINARY
NOT APPROVED

INTERCHANGE DESIGN STUDY

FAI ROUTE 80 WITH (I-80)
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. (50-3)HBK PROJ. NO. _____
SCALE 1" = 200' COUNTY LASALLE
SJN : P-93-055-02 REV. NO. _____

CADD FILE NAME : I023171D5.AI I.D.S. SHEET 2 OF 21

BDE-9908

FILE COPY

Illinois Department of Transportation

Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

September 23, 2004

Mr. Lyle Sitterly Jr
Western Sand & Gravel
P.O. Box 128
Spring Valley, IL 61362
Tax I.D. #17-05-200-013

CERTIFIED MAIL NO.
7000 0520 0012 4202 7310

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

Dear Mr. Sitterly:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Utica interchange, which is located at the intersection of I-80 and Illinois Route 178. The proposed improvement consists of removing and replacing the structure carrying IL 178 traffic over I-80, reconstruction of the interchange, and moving the northwest frontage road farther to the north. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the Department to provide persons affected by the purchase of additional right of way an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, your company is the owner of the property shown on the attached drawing. There is approximately 0.03 acre of land owned by your company that the Department must acquire as additional right of way. See the attached drawing for more details.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second sheet for your personal records. If no word is received within 21 days, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

Upon completion and approval of our study, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

John P. Kos, P.E.
District Engineer

Thomas R. Sancken

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

PROP. CURVE F-1
PI STA. = 609+38.11
Δ = 58° 28′ 13″ (LT)
D = 10° 08′ 27″
R = 565.00′
T = 316.22′
L = 576.58′
E = 82.47′
S.E. = 4.0%
S.E. TRANSITION = 116′
P.C. STA. = 606+21.89
P.T. STA. = 611+98.47

PROP. CURVE F-2
PI STA. = 620+13.93
Δ = 57° 17′ 46″ (RT)
D = 18° 47′ 08″
R = 305.00′
T = 166.62′
L = 305.00′
E = 42.55′
S.E. = 4.0%
S.E. TRANSITION = 102′
P.C. STA. = 618+47.30
P.T. STA. = 621+52.30

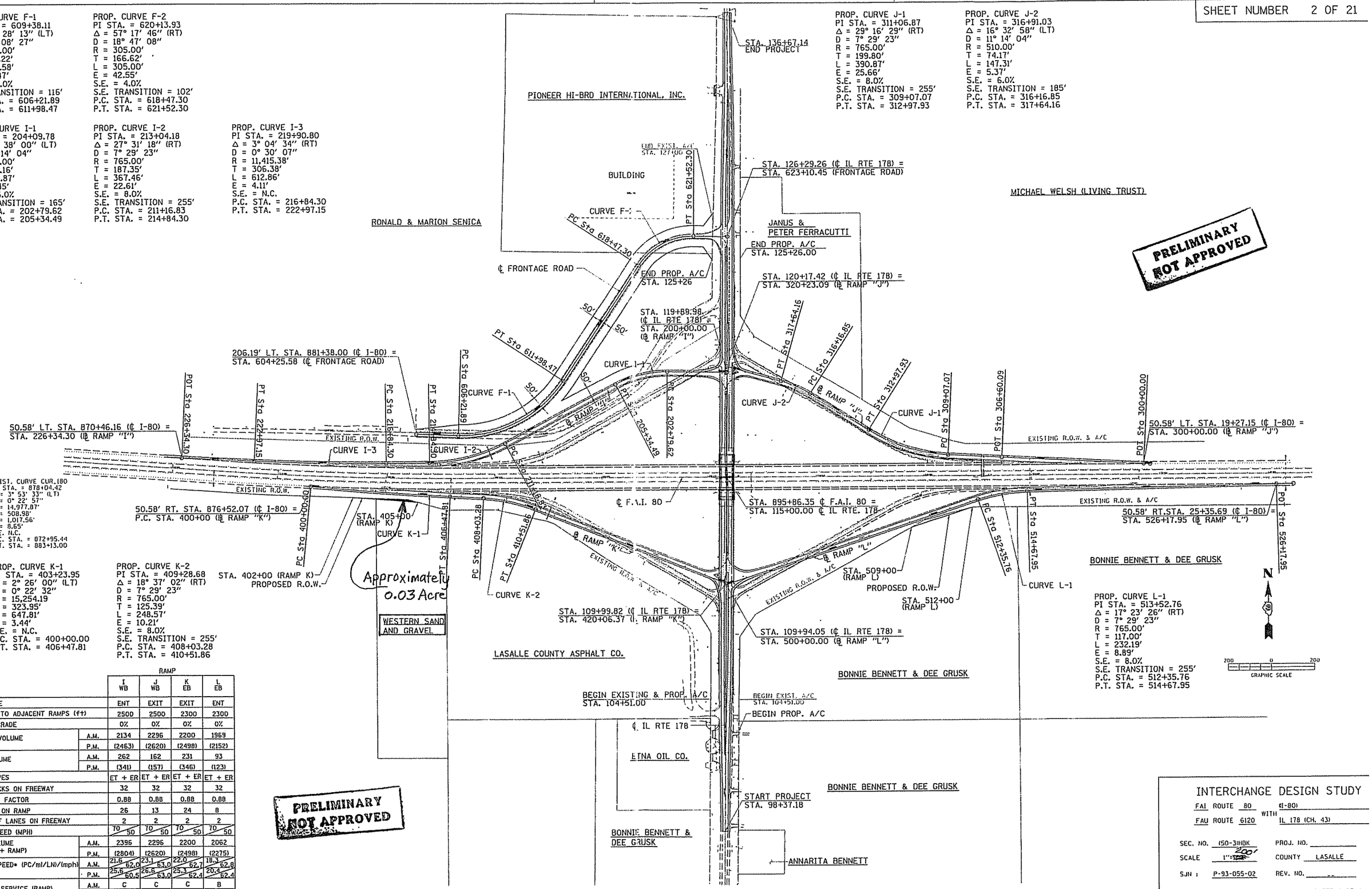
PROP. CURVE I-1
PI STA. = 204+09.78
Δ = 28° 38′ 00″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 130.16′
L = 254.87′
E = 16.35′
S.E. = 6.0%
S.E. TRANSITION = 165′
P.C. STA. = 202+79.62
P.T. STA. = 205+34.49

PROP. CURVE I-2
PI STA. = 213+04.18
Δ = 27° 31′ 18″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 187.35′
L = 367.46′
E = 22.61′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 211+16.83
P.T. STA. = 214+84.30

PROP. CURVE I-3
PI STA. = 219+90.80
Δ = 3° 04′ 34″ (RT)
D = 0° 30′ 07″
R = 11,415.38′
T = 306.38′
L = 612.86′
E = 4.11′
S.E. = N.C.
P.C. STA. = 216+84.30
P.T. STA. = 222+97.15

PROP. CURVE J-1
PI STA. = 311+06.87
Δ = 29° 16′ 29″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 199.80′
L = 390.87′
E = 25.66′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 309+07.07
P.T. STA. = 312+97.93

PROP. CURVE J-2
PI STA. = 316+91.03
Δ = 16° 32′ 58″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 74.17′
L = 147.31′
E = 5.37′
S.E. = 6.0%
S.E. TRANSITION = 185′
P.C. STA. = 316+16.85
P.T. STA. = 317+64.16



		RAMP I WB	RAMP J WB	RAMP K EB	RAMP L EB
RAMP TYPE		ENT	EXIT	EXIT	ENT
DISTANCE TO ADJACENT RAMPS (ft)		2500	2500	2300	2300
TERRAIN/GRADE		0%	0%	0%	0%
FREEWAY VOLUME	A.M.	2134	2296	2200	1969
	P.M.	(2463)	(2620)	(2498)	(2152)
RAMP VOLUME	A.M.	262	162	231	93
	P.M.	(341)	(157)	(346)	(123)
TRUCK TYPES		ET + ER	ET + ER	ET + ER	ET + ER
% OF TRUCKS ON FREEWAY		32	32	32	32
PEAK-HOUR FACTOR		0.88	0.88	0.88	0.88
% TRUCKS ON RAMP		26	13	24	8
NUMBER OF LANES ON FREEWAY		2	2	2	2
DESIGN SPEED (MPH)		70/50	70/50	70/50	70/50
CHECK VOLUME (FREEWAY + RAMP)	A.M.	2396	2296	2200	2062
	P.M.	(2804)	(2620)	(2498)	(2275)
DENSITY/SPEED* (PC/ml/LN)/(mph) (FREEWAY)	A.M.	21.6/62.0	23.1/63.0	22.0/62.7	18.3/62.8
	P.M.	25.8/60.5	26.8/63.0	25.3/62.4	20.4/62.4
LEVEL OF SERVICE (RAMP)	A.M.	C	C	C	B
	P.M.	C	C	C	C

PRELIMINARY NOT APPROVED

INTERCHANGE DESIGN STUDY

FAI ROUTE 80 WITH ℄ I-80
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. (50-3)HBK PROJ. NO. _____
SCALE 1"=200′ COUNTY LASALLE
SJN : P-93-055-02 REV. NO. _____

CADD FILE NAME : (02317IDS.A) I.D.S. SHEET 2 OF 21

BDE-9906

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

7000 0520 0012 4202 7310

Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

Postmark Here

Recipient's Name (Please Print Clearly) (To be completed by mailer)
Lyle Sitterly
Street, Apt. No.; or PO Box No.
City, State, ZIP+4

PS Form 3800, February 2000 — See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. Lyle Sitterly, Jr.
Western Sand and Gravel
P.O. Box 128
Spring Valley, IL 61362

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery 9-24-04

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number
(Transfer from service label) 7000 0520 0012 4202 7310

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-1540

September 23, 2004

Mr. Lyle Sitterly Jr.
Western Sand & Gravel
P.O. Box 128
Spring Valley, IL 61362
Tax I.D. #17-05-200-013

FAI 80 (I-80)
Section (50-3) HBK
LaSalle County

CHECK THE APPROPRIATE RESPONSE:

☐ I have no comments at this time.

☒ I have noted my comments on this page below.

☐ I would like to discuss this matter further in a telephone conversation.

☐ I will call you

☐ Please call me at _____. Preferred date and time: _____

☐ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): _____

The most convenient time to contact me is (day and time) _____

COMMENTS

NO PROBLEM - WE WOULD WELCOME THE IMPROVEMENT.

NAME: Lyle Sitterly Jr
Please print

SIGNATURE: [signature]

DATE: 9-24-04

DL:ct

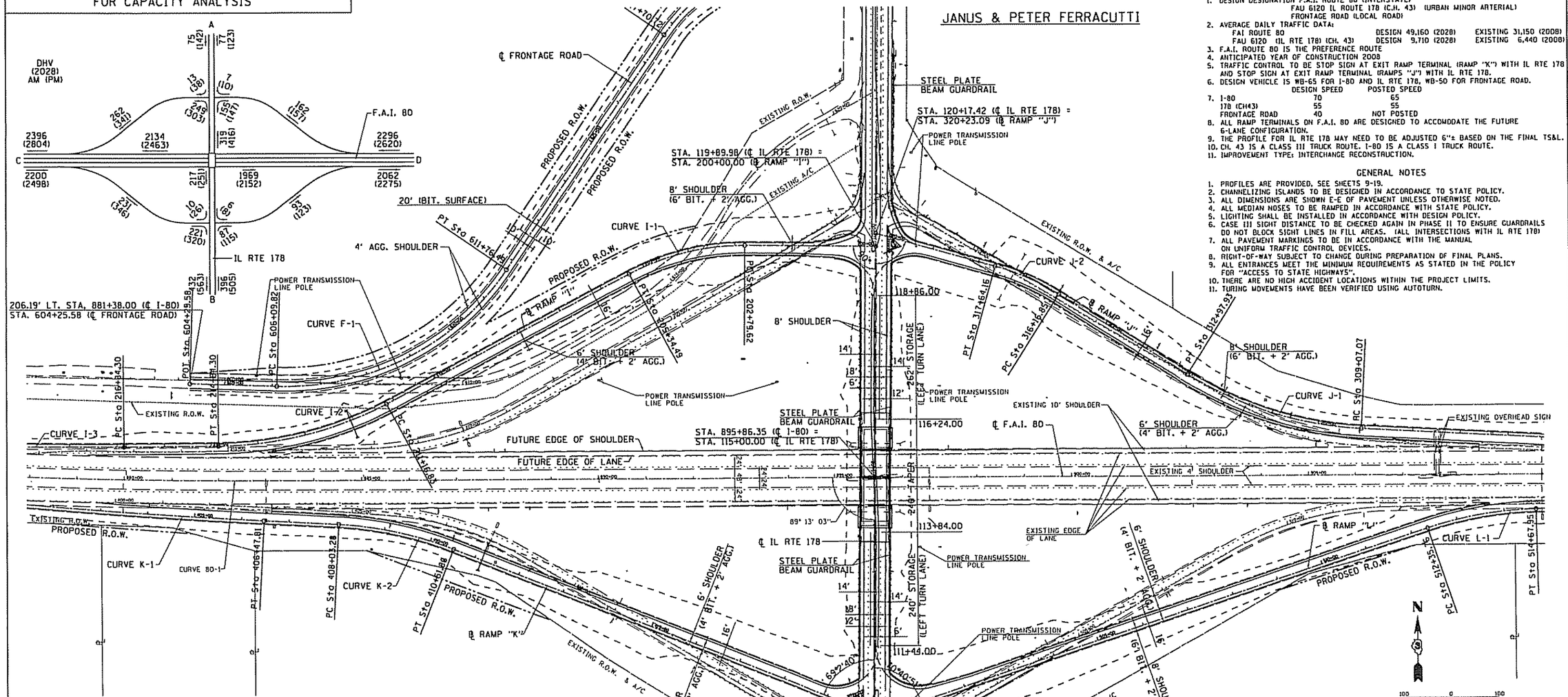
Appendix E

Interchange Design Study
TS&L Plan

CAPACITY DESIGN STUDY

SEE SHEETS 2, 6 & 7
FOR CAPACITY ANALYSIS

JANUS & PETER FERRACUTTI



ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION F.A.I. ROUTE 80 (INTERSTATE)
   FAU 6120 IL ROUTE 178 (C.H. 43) (URBAN MINOR ARTERIAL)
   FRONTAGE ROAD (LOCAL ROAD)
2. AVERAGE DAILY TRAFFIC DATA:

FAI ROUTE 80	DESIGN 49,160 (2028)	EXISTING 31,150 (2008)
FAU 6120 (IL RTE 178) (CH. 43)	DESIGN 9,710 (2028)	EXISTING 6,440 (2008)

3. F.A.I. ROUTE 80 IS THE PREFERENCE ROUTE
4. ANTICIPATED YEAR OF CONSTRUCTION 2008
5. TRAFFIC CONTROL TO BE STOP SIGN AT EXIT RAMP TERMINAL (RAMP "K") WITH IL RTE 178 AND STOP SIGN AT EXIT RAMP TERMINAL (RAMPS "J") WITH IL RTE 178.
6. DESIGN VEHICLE IS WB-65 FOR I-80 AND IL RTE 178, WB-50 FOR FRONTAGE ROAD.

	DESIGN SPEED	POSTED SPEED
7. I-80	70	65
178 (CH43)	55	55
FRONTAGE ROAD	40	NOT POSTED

8. ALL RAMP TERMINALS ON F.A.I. 80 ARE DESIGNED TO ACCOMODATE THE FUTURE 6-LANE CONFIGURATION.
9. THE PROFILE FOR IL RTE 178 MAY NEED TO BE ADJUSTED 6"± BASED ON THE FINAL TS&L.
10. CH. 43 IS A CLASS III TRUCK ROUTE. I-80 IS A CLASS I TRUCK ROUTE.
11. IMPROVEMENT TYPE: INTERCHANGE RECONSTRUCTION.

GENERAL NOTES

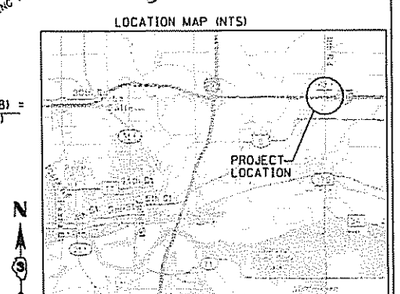
1. PROFILES ARE PROVIDED. SEE SHEETS 9-19.
2. CHANNELIZING ISLANDS TO BE DESIGNED IN ACCORDANCE TO STATE POLICY.
3. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED.
4. ALL MEDIAN NOSES TO BE RAMPED IN ACCORDANCE WITH STATE POLICY.
5. LIGHTING SHALL BE INSTALLED IN ACCORDANCE WITH DESIGN POLICY.
6. CASE III SIGHT DISTANCE TO BE CHECKED AGAIN IN PHASE II TO ENSURE GUARDRAILS DO NOT BLOCK SIGHT LINES IN FILL AREAS. (ALL INTERSECTIONS WITH IL RTE 178)
7. ALL PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
8. RIGHT-OF-WAY SUBJECT TO CHANGE DURING PREPARATION OF FINAL PLANS.
9. ALL ENTRANCES MEET THE MINIMUM REQUIREMENTS AS STATED IN THE POLICY FOR "ACCESS TO STATE HIGHWAYS".
10. THERE ARE NO HIGH ACCIDENT LOCATIONS WITHIN THE PROJECT LIMITS.
11. TURING MOVEMENTS HAVE BEEN VERIFIED USING AUTOTURN.

TRAFFIC DATA

MOVEMENT	YEAR 2008 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX HOUR	ESTIMATED PERCENT INCREASE BY 2018		YEAR 2018 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2028		YEAR 2028 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
AB (T)	41	68	18	20	21	49	82	37	41	56	96
AD (L)	4	6	80	25	17	5	7	50	33	6	8
AC (R)	12	35	0	8	6	13	37	8	9	13	38
BA (T)	43	62	27	21	21	52	75	40	40	60	87
BC (L)	158	190	28	28	29	203	246	58	59	249	303
BD (R)	59	82	3	24	21	73	99	47	40	87	115
CD (T)	1247	1357	32	29	29	1608	1755	58	59	1969	2152
CA (L)	8	22	6	13	14	9	25	25	18	10	26
CB (R)	139	202	24	29	29	180	260	59	58	221	320
DC (T)	1348	1554	32	29	29	1743	2009	58	58	2134	2463
DB (L)	107	104	12	22	21	131	126	45	41	155	147
DA (R)	5	7	34	20	29	6	9	40	43	7	10
TOTAL A	113	200	12	19	18	134	235	35	33	152	265
TOTAL B	547	708	16	26	25	688	888	51	51	828	1068
TOTAL C	2912	3360	32	29	29	3756	4332	58	58	4596	5302
TOTAL D	2770	3110	32	29	29	3566	4005	57	57	4358	4895

FOR CURVE DATA
SEE SHEET 2 OF 21

LOCATION MAP (NTS)



INTERCHANGE DESIGN STUDY

FAI ROUTE 80 (I-80)
FAU ROUTE 6120 WITH IL 178 (CH. 43)

SEC. NO. (50-31)HBK PROJ. NO. _____
SCALE 1"=100' COUNTY LASALLE
SJN : P-93-055-02 REV. NO. _____

DESIGNED BY GREENE AND BRADFORD, INC. DATE 06/14/04

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT STUDIES AND PLANS ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DISTRICT ENGINEER DATE

CADD FILE NAME : (0731TIDS.4) I.D.S. SHEET 1 OF 21

BDE-9908

PROP. CURVE F-1
PI STA. = 609+19.56
Δ = 57° 27' 55" (LT)
D = 10° 08' 27"
R = 565.00'
T = 309.75'
L = 566.67'
E = 79.34'
S.E. = 4.0%
S.E. TRANSITION = 116'
P.C. STA. = 606+09.82
P.T. STA. = 611+76.49

PROP. CURVE F-2
PI STA. = 618+85.64
Δ = 41° 17' 28" (RT)
D = 18° 47' 08"
R = 305.00'
T = 114.92'
L = 219.80'
E = 20.93'
S.E. = 4.0%
S.E. TRANSITION = 110'
P.C. STA. = 617+70.72
P.T. STA. = 619+90.52

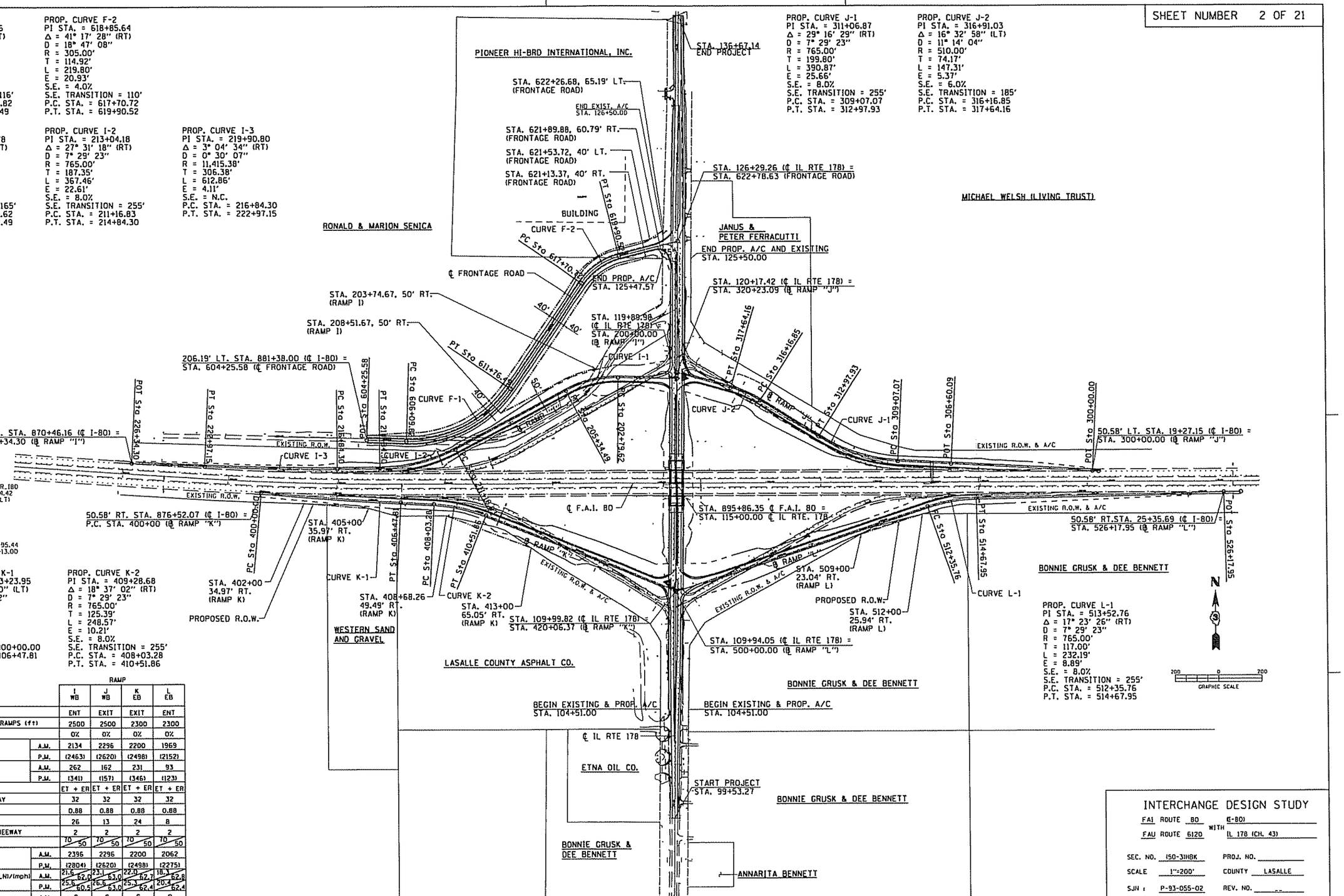
PROP. CURVE I-1
PI STA. = 204+09.78
Δ = 28° 38' 00" (LT)
D = 11° 14' 04"
R = 510.00'
T = 130.16'
L = 254.87'
E = 16.35'
S.E. = 6.0%
S.E. TRANSITION = 165'
P.C. STA. = 202+79.62
P.T. STA. = 205+34.49

PROP. CURVE I-2
PI STA. = 213+04.18
Δ = 27° 31' 18" (RT)
D = 7° 29' 23"
R = 765.00'
T = 187.35'
L = 367.46'
E = 22.61'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 211+16.83
P.T. STA. = 214+84.30

PROP. CURVE I-3
PI STA. = 219+90.80
Δ = 3° 04' 34" (RT)
D = 0° 30' 07"
R = 11,415.38'
T = 306.38'
L = 612.86'
E = 4.11'
S.E. = N.C.
P.C. STA. = 216+84.30
P.T. STA. = 222+97.15

PROP. CURVE J-1
PI STA. = 311+06.87
Δ = 29° 16' 29" (RT)
D = 7° 29' 23"
R = 765.00'
T = 199.80'
L = 390.87'
E = 25.66'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 309+07.07
P.T. STA. = 312+97.93

PROP. CURVE J-2
PI STA. = 316+91.03
Δ = 16° 32' 58" (LT)
D = 11° 14' 04"
R = 510.00'
T = 74.17'
L = 147.31'
E = 5.37'
S.E. = 6.0%
S.E. TRANSITION = 185'
P.C. STA. = 316+16.85
P.T. STA. = 317+64.16



PROP. CURVE K-1
PI STA. = 403+23.95
Δ = 2° 26' 00" (LT)
D = 0° 22' 32"
R = 15,254.19
T = 323.95'
L = 647.81'
E = 3.44'
S.E. = N.C.
P.C. STA. = 400+00.00
P.T. STA. = 406+47.81

PROP. CURVE K-2
PI STA. = 409+28.68
Δ = 18° 37' 02" (RT)
D = 7° 29' 23"
R = 765.00'
T = 125.39'
L = 248.57'
E = 10.21'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 408+03.28
P.T. STA. = 410+51.86

PROP. CURVE L-1
PI STA. = 513+52.76
Δ = 17° 23' 26" (RT)
D = 7° 29' 23"
R = 765.00'
T = 117.00'
L = 232.19'
E = 8.89'
S.E. = 8.0%
S.E. TRANSITION = 255'
P.C. STA. = 512+35.76
P.T. STA. = 514+67.95

		RAMP I WB	RAMP J WB	RAMP K EB	RAMP L EB
RAMP TYPE		ENT	EXIT	EXIT	ENT
DISTANCE TO ADJACENT RAMPS (ft)		2500	2500	2300	2300
TERRAIN/GRADE		0%	0%	0%	0%
FREEWAY VOLUME	A.M.	2134	2296	2200	1969
	P.M.	(2463)	(2620)	(2498)	(2152)
RAMP VOLUME	A.M.	262	162	231	93
	P.M.	(341)	(157)	(346)	(123)
TRUCK TYPES		ET + ER	ET + ER	ET + ER	ET + ER
% OF TRUCKS ON FREEWAY		32	32	32	32
PEAK-HOUR FACTOR		0.88	0.88	0.88	0.88
% TRUCKS ON RAMP		26	13	24	8
NUMBER OF LANES ON FREEWAY		2	2	2	2
DESIGN SPEED (MPH)		70/50	70/50	70/50	70/50
CHECK VOLUME (FREEWAY + RAMP)	A.M.	2396	2296	2200	2062
	P.M.	(2804)	(2620)	(2498)	(2275)
DENSITY/SPEED* (PC/mi/LN)/(mph) (FREEWAY)	A.M.	21.6/62.0	23.1/63.0	22.0/62.7	18.3/62.8
	P.M.	25.6/60.5	26.5/63.0	25.3/62.4	20.4/62.4
LEVEL OF SERVICE (RAMP)	A.M.	C	C	C	B
	P.M.	C	C	C	C

INTERCHANGE DESIGN STUDY

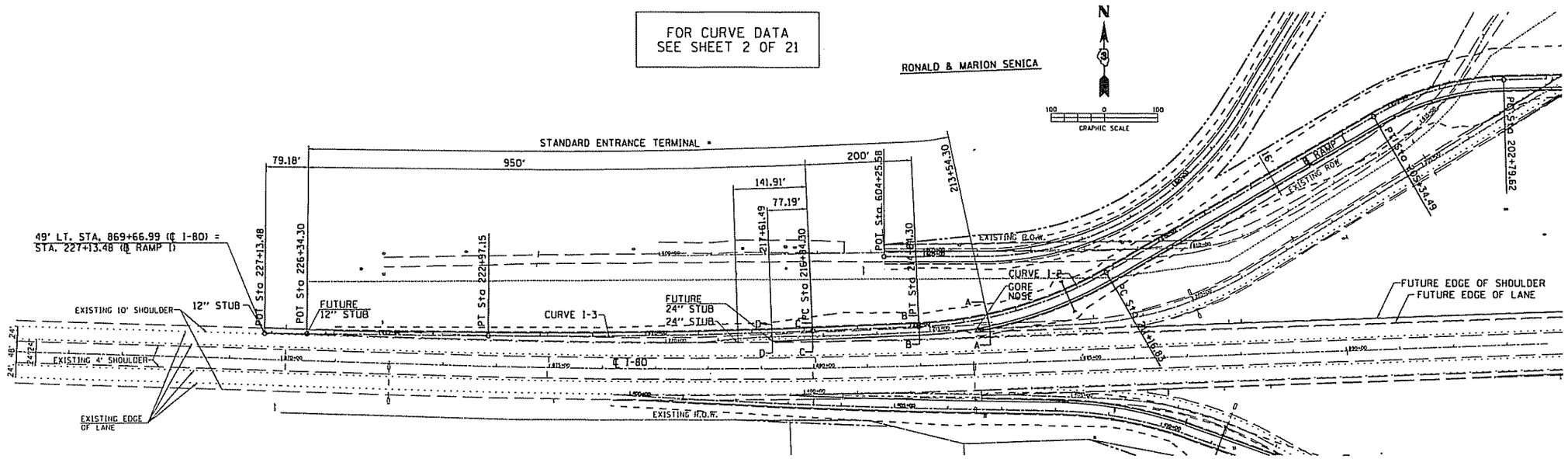
FAI ROUTE 80 (I-80)
WITH
FAU ROUTE 6120 IL 178 (CH. 43)

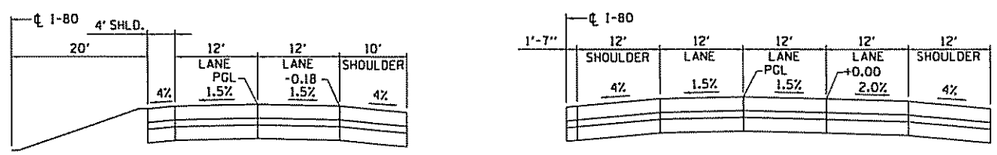
SEC. NO. (50-3)HBK
PROJ. NO.
SCALE 1"=200'
COUNTY LASALLE
SJN : P-93-055-02
REV. NO.

CADD FILE NAME : (02317)IDS.A1
I.D.S. SHEET 2 OF 21

BDE-99DB

FOR CURVE DATA
SEE SHEET 2 OF 21



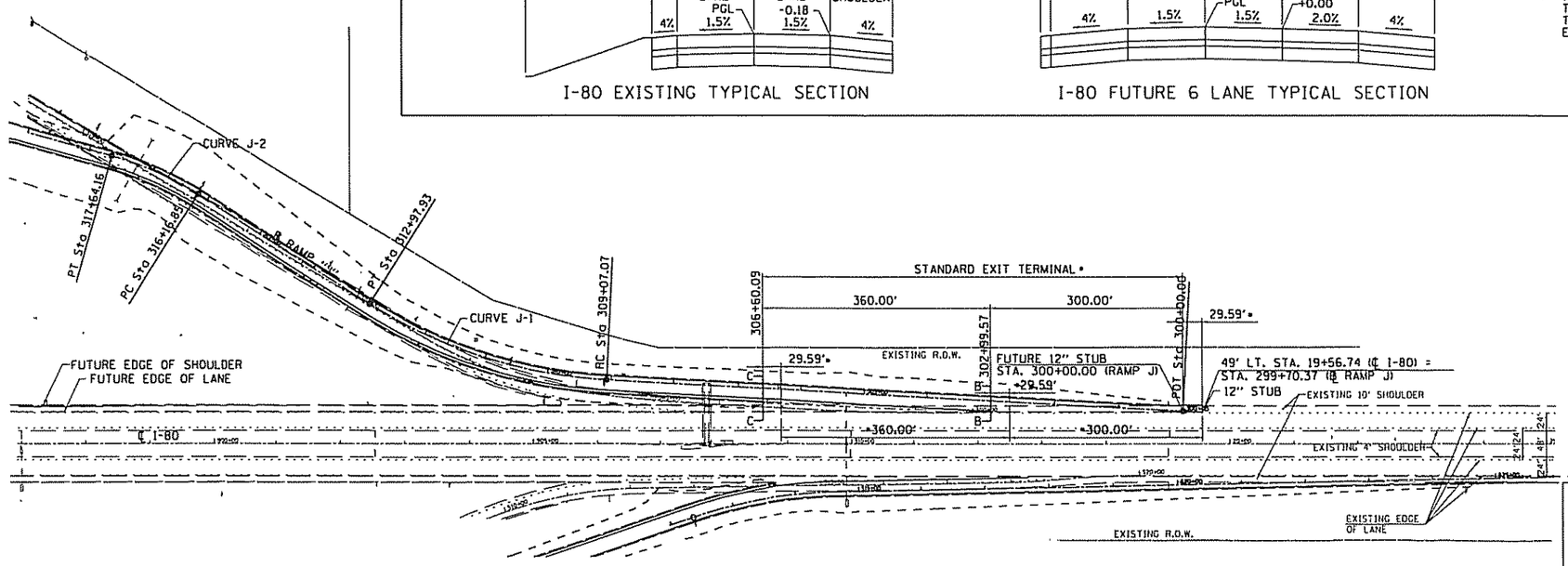


I-80 EXISTING TYPICAL SECTION

I-80 FUTURE 6 LANE TYPICAL SECTION

NOTES:

- THE ENTRANCE AND EXIT TERMINALS ARE DESIGNED TO APPLICABLE IDOT STANDARDS BASED ON THE FUTURE 6 LANE I-80 SECTION AND EXTENDED TO CURRENT EXISTING SECTION.



INTERCHANGE DESIGN STUDY

FAI ROUTE 80 (I-80)
FAU ROUTE 6120 WITH (L 17B (CH. 43)

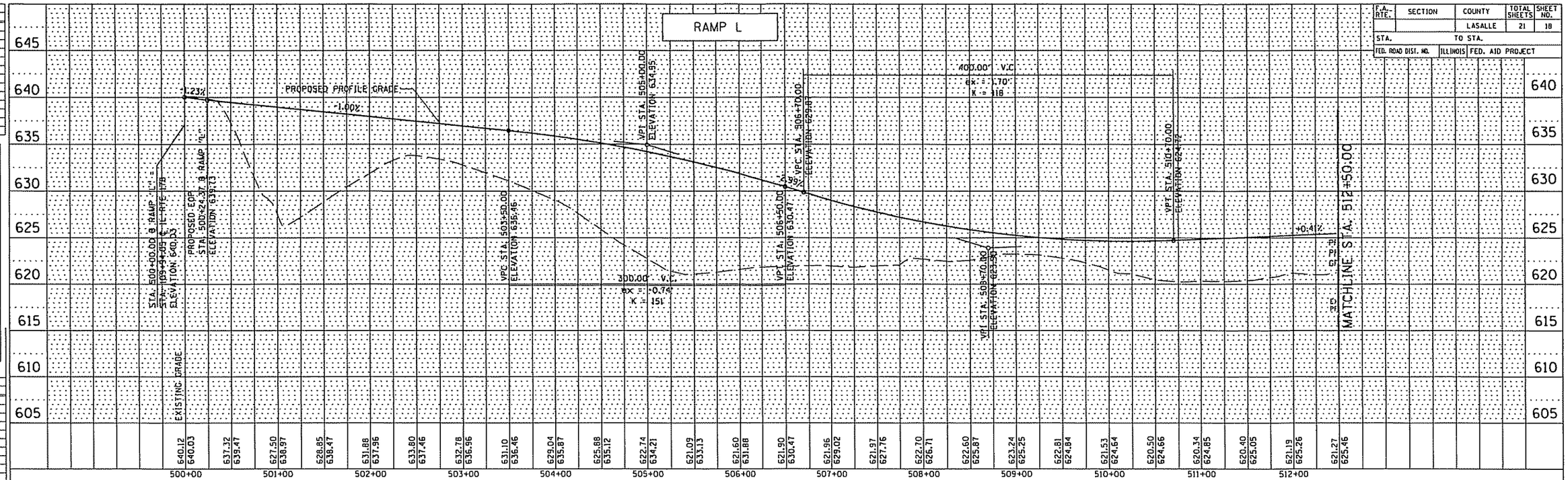
SEC. NO. (50-3)HBK — PROJ. NO. _____
SCALE 1"=100' — COUNTY LASALLE
SJN : P-93-055-02 — REV. NO. _____

CADD FILE NAME : (0231I105.A) — I.D.S. SHEET 3 OF 21

DDC-9908

•DGN•SPEC•
•DATE•TIME•
•REF•
•REF•
•REF•
•REF•

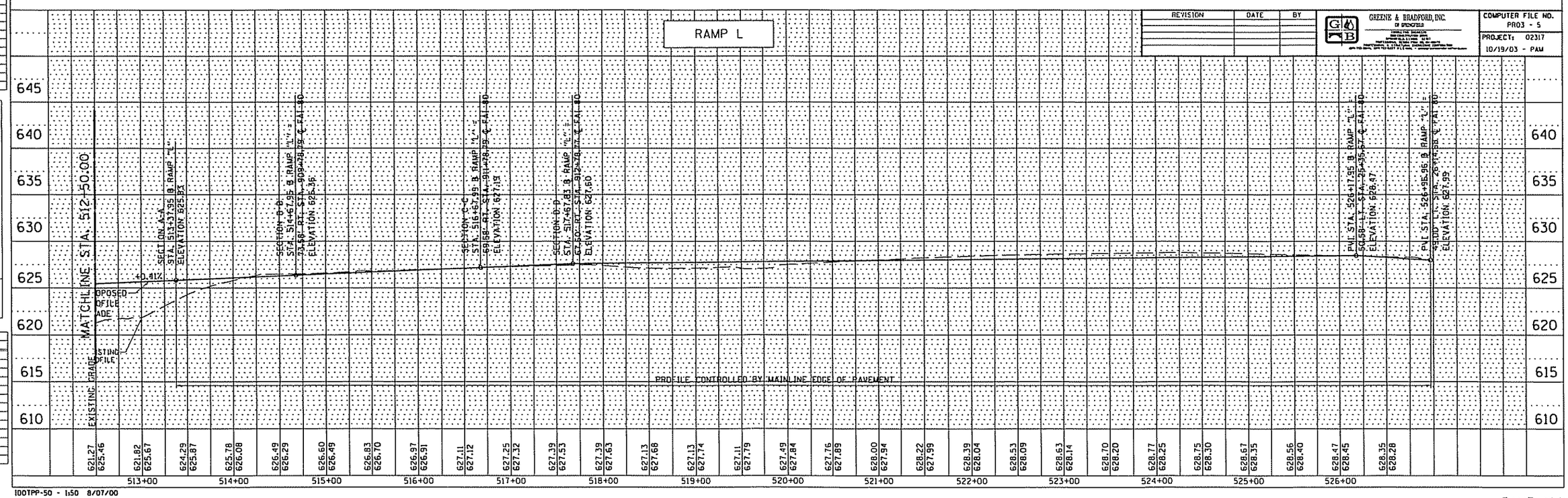
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	18
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO. PR03 - 5
PROJECT: 02317
10/19/03 - PAM



DESIGN

INT.	DATE	REASON

PLOTS & CHECKS

INT.	DATE	NO.	REASON

CHECKS

INT.	DATE	REASON

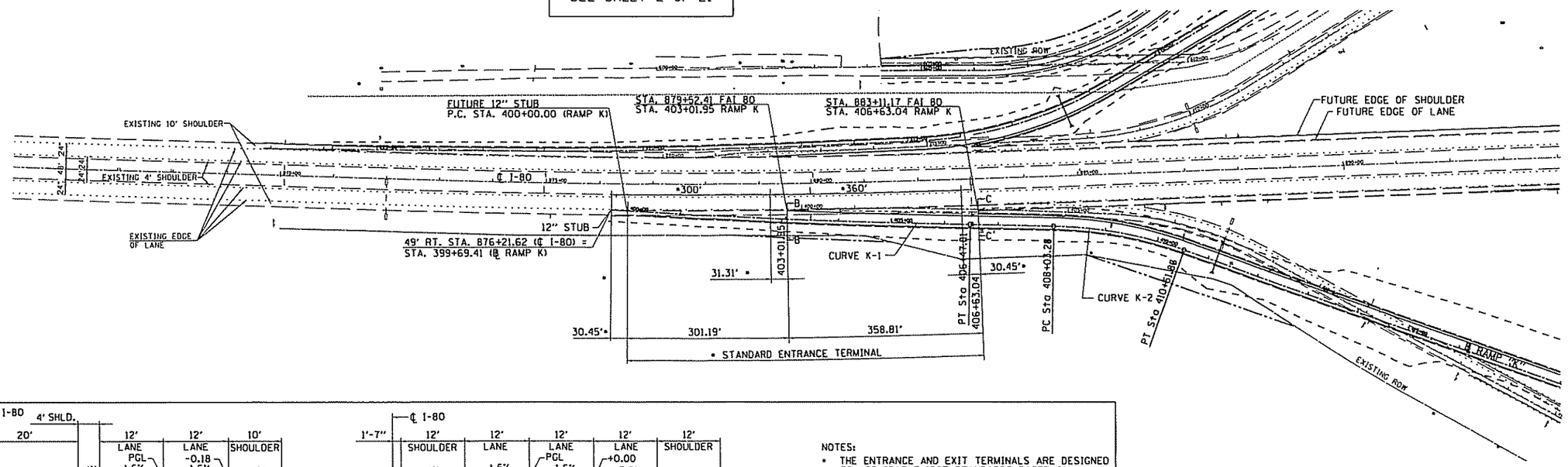
PLAN
SURVEYED
PLOTTED
ROUTE CHECKED
R/W CHECKED
BY
DATE
NOTE BOOK
NO.
PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BALL MOTED
STRUCTURE NOTING CHKD
BY
DATE
NOTE BOOK
NO.

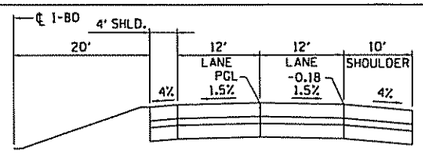
FILE NAME = $FILE$
PLOT SCALE = $PLOTSCALE$ DRV = $PLOTTER$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

IDOTPP-50 - 1:50 8/07/00

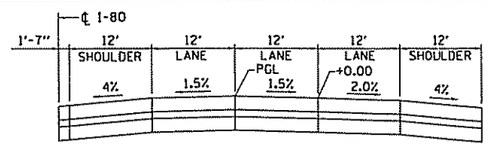
RAMP "L"

FOR CURVE DATA
SEE SHEET 2 OF 21





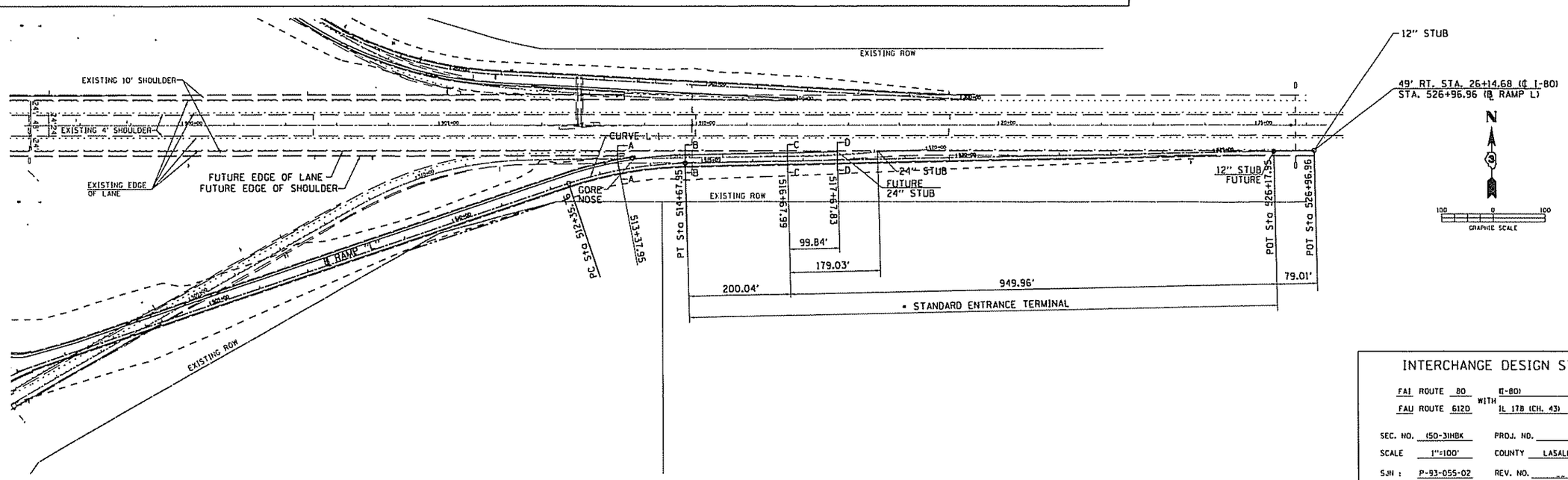
I-80 EXISTING TYPICAL SECTION



I-80 FUTURE 6 LANE TYPICAL SECTION

NOTES:

- THE ENTRANCE AND EXIT TERMINALS ARE DESIGNED TO APPLICABLE IDOT STANDARDS BASED ON THE FUTURE 6 LANE I-80 SECTION AND EXTENDED TO CURRENT EXISTING SECTION.



INTERCHANGE DESIGN STUDY

FAI ROUTE 80 (I-80)
WITH
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. (50-31HBK) PROJ. NO. _____
SCALE 1"=100' COUNTY LASALLE
SJN : P-93-055-02 REV. NO. _____

CADD FILE NAME : (023)7IDS.4) I.D.S. SHEET 4 OF 21

BDE-9908

•DGN-SPEC•
•DATE-TIME•
•REF•
•REF•
•REF•

STA. 136+67.74 END PROJECT

STA. 133+07.07
℄ IL RTE. 178/CH.43
℄ EXISTING C.E.

R = 40'

50'

24'

10'

R = 40'

PIONEER HYBRID INTERNATIONAL, INC.

FOR CURVE DATA
SEE SHEET 2 OF 21

℄ IL RTE. 178/CH.43

EXIST. ROW

CONCRETE MEDIAN SURFACE
WITH COMBINATION CONCRETE
CURB AND GUTTER, TYPE M-2.24

STA. 129+56.42
℄ IL RTE. 178/CH.43
℄ EXISTING F.E.

TRANSITIONAL APPROACH TO CHANNELIZED INTERSECTION
24'-14'-18' (60 MPH) 938.48'

BUILDING

STA. 126+29.26 ℄ IL RTE. 178/CH.43=
STA. 622+78.63 ℄ FRONTAGE ROAD

END EXISTING A/C
STA. 126+50.00

STA. 127+47.55
℄ IL RTE. 178/CH.43
℄ EXISTING F.E.

12'

EXIST. ROW

12'

STA. 127+29.26

STA. 126+41.70
℄ IL RTE. 178/CH.43
℄ EXISTING F.E.

12'

END PROP. A/C AND EXISTING
STA. 125+50.00

CURVE F-2

PC Sta 617+70.52

END PROP. A/C
STA. 125+47.57

EXISTING ROW & A/C

215' STORAGE
(LEFT TURN LANE)

JANUS & PETER FERRACUTTI

CONCRETE MEDIAN SURFACE
WITH COMBINATION CONCRETE
CURB AND GUTTER, TYPE M-4.24

℄ FRONTAGE ROAD

8' BIT.
SHOULDER

STA. 123+64

STEEL PLATE
BEAM GUARDRAIL

220' TAPER

424'

80'

EXIST. ROW

14'

14'

18'

STA. 121+44

EXISTING A/C

PT Sta 611+76.98

PC Sta 202+78.82

PT Sta 615+34.49

PT Sta 317+64.16

PC Sta 316+15.85

EXISTING ROW & A/C

STA. 119+89.98 ℄ IL RTE. 178 =
STA. 200+00.00 ℄ RAMP "I"

STA. 120+17.42 ℄ IL RTE. 178 =
STA. 320+23.09 ℄ RAMP "J"

100 0 100
GRAPHIC SCALE

℄ IL RTE. 178

STA. 109+94.05 ℄ IL RTE. 178 =
STA. 500+00.00 ℄ RAMP "E"

EXISTING ROW & A/C

EXISTING ROW & A/C

STA. 109+99.82 ℄ IL RTE. 178 =
STA. 420+06.37 ℄ RAMP "K"

STA. 108+91.75

STEEL PLATE
BEAM GUARDRAIL

CONCRETE MEDIAN SURFACE
WITH COMBINATION CONCRETE
CURB AND GUTTER, TYPE M-4.24

BONNIE GRUSK & DEE BENNETT

LASALLE COUNTY ASPHALT CO.

8' BIT.
SHOULDER

A/C

A/C

STA. 140+51
BEGIN EXISTING A/C
& PROPOSED

STANDARD TRANSITIONAL APPROACH TO CHANNELIZED INTERSECTION
24'-14'-18' (60 MPH) 938.48'

BEGIN EXIST & PROP. A/C
STA. 140+51, 69.55' LT.

R = 50'

STA. 103+68.05
℄ IL RTE. 178 =
℄ EXISTING F.E.

STA. 103+84.03 ℄ IL RTE. 178 =
℄ EXISTING C.E.

R = 80'
R = 40'

38'

STA. 102+85.00 ℄ IL RTE. 178 =
℄ EXISTING C.E.

R = 40'

STA. 102+89.22
℄ IL RTE. 178 =
℄ EXISTING F.E.

12'

38'

STA. 101+76.47 ℄ IL RTE. 178 =
℄ EXISTING C.E.

R = 40'

24'

STA. 100+25.36
℄ IL RTE. 178 =
℄ EXISTING P.E.

12'

ETNA OIL CO.

50' TAPER
(SHOULDER)

24'

STA. 99+53.27 START PROJECT

STA. 101+53.48
℄ IL RTE. 178 =
℄ EXISTING P.E.

EXIST. ROW

EXIST. ROW

ANNARITA BENNETT

N

100 0 100
GRAPHIC SCALE

INTERCHANGE DESIGN STUDY

FAI ROUTE 80 (I-80) WITH
FAU ROUTE 612D IL 178 (CH. 43)

SEC. NO. (50-3)HBK PROJ. NO. _____
SCALE 1"=100' COUNTY LASALLE
SJN : P-93-055-02 REV. NO. _____
CADD FILE NAME : (0231TIDS.C) I.D.S. SHEET 5 OF 21

BDE-99DB

CAPACITY DESIGN STUDY

2 PHASE
60 SEC. CYCLE
SIGNAL TYPE ACTUATED

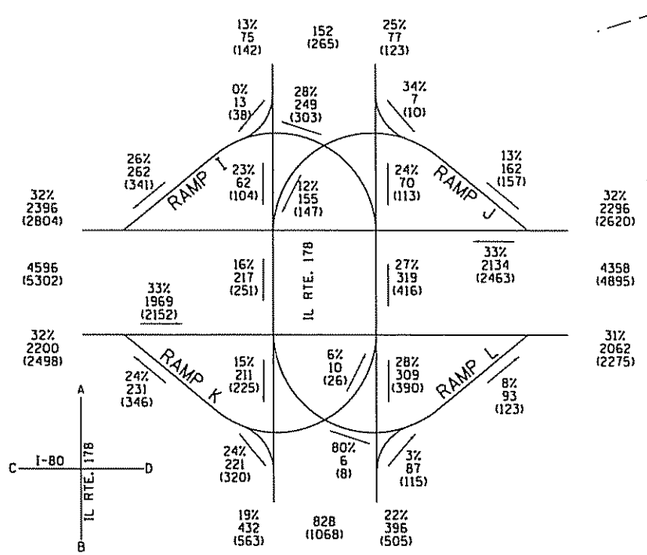
AREA OTHER
AVERAGE INTERSECTION DELAY
PROGRAM USED HCS-VERSION 4.10

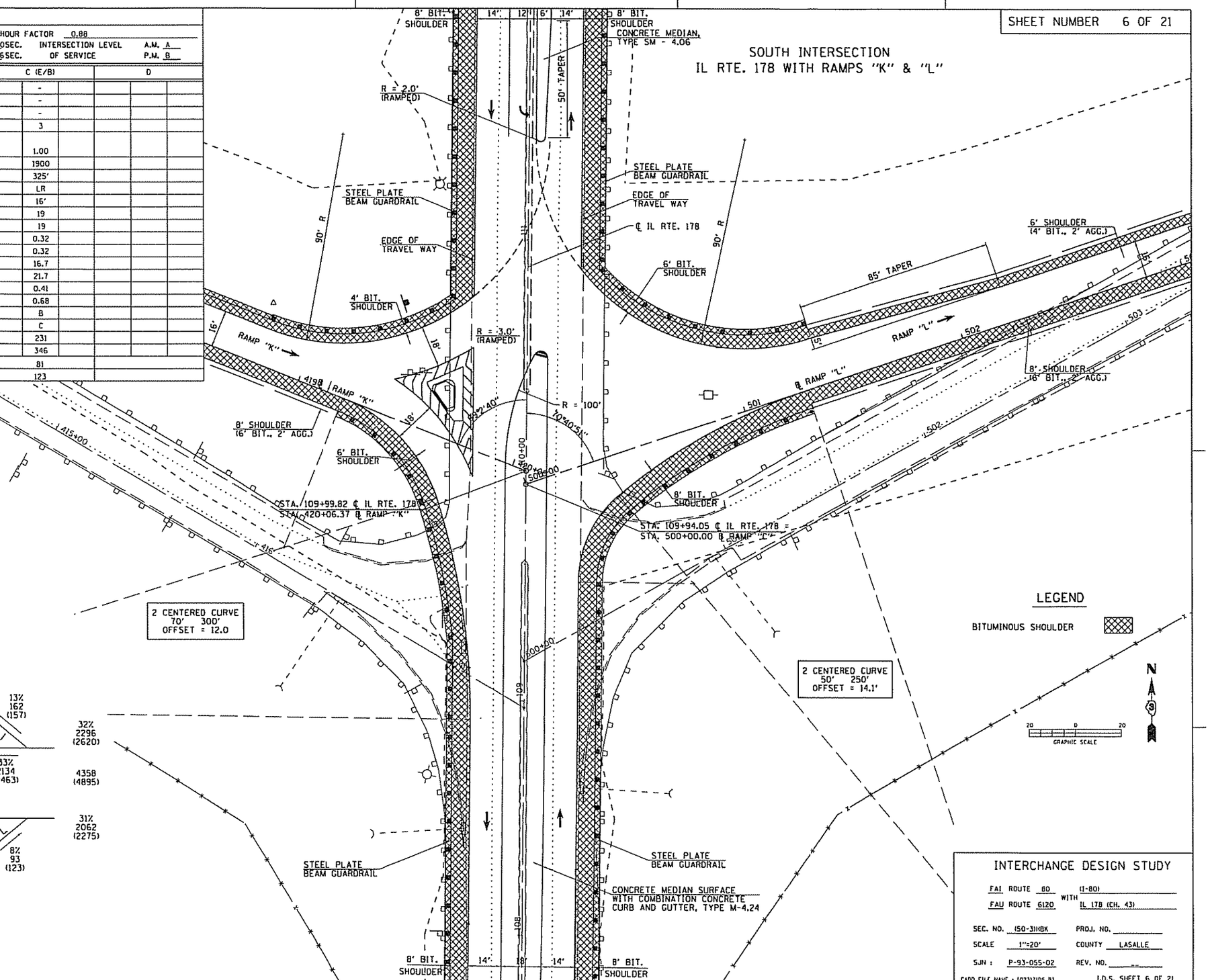
PEAK HOUR FACTOR 0.88
A.M. 10.0SEC. P.M. 12.6SEC.
INTERSECTION LEVEL OF SERVICE
A.M. A
P.M. B

APPROACH		A (S/B)			B (N/B)			C (E/B)			D		
BUS STOP CONDITION			-			-			-				
PARKING MANEUVER/HR.			-			-			-				
PEDESTRIANS			-			-			-				
ARRIVAL TYPE			3			3			3				
LANE UTILIZATION FACTOR		1.00	1.00			1.00			1.00				
BASE SATURATION FLOW		1900	1900			1900			1900				
D - DISTANCE		6'	145'			385'			325'				
LANE GROUP		L	T			TR			LR				
LANE WIDTHS		12'	14'			14'			16'				
GREEN TIME (SECONDS)	A.M.	33	33			33			19				
	P.M.	33	33			33			19				
G/C RATIO	A.M.	0.55	0.55			0.55			0.32				
	P.M.	0.55	0.55			0.55			0.32				
LANE GROUP DELAY (SECONDS)	A.M.	6.2	7.1			8.4			16.7				
	P.M.	6.3	7.3			9.8			21.7				
V/C RATIO	A.M.	0.03	0.24			0.44			0.41				
	P.M.	0.04	0.28			0.57			0.68				
LEVEL OF SERVICE	A.M.	A	A			A			B				
	P.M.	A	A			A			C				
20__ 30TH MAX. HOUR TRAFFIC	A.M.		217			396			231				
	P.M.		251			505			346				
____ 8TH MAX. HOURLY TRAFFIC	A.M.		84			143			81				
	P.M.		98			184			123				

PHASING DIAGRAM				TOTAL
I		II		
A.M.	19+(3+1)	A.M.	33+(3+1)	60 SEC.
P.M.	19+(3+1)	P.M.	33+(3+1)	60 SEC.

2028 DHV
I-80 / IL RTE. 178
% TRUCK, AM (PM)





INTERCHANGE DESIGN STUDY

FAI ROUTE 80 (I-80)
WITH
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. (50-3)HBK
PROJ. NO. _____
SCALE 1"=20'
COUNTY LASALLE
SJN : P-93-055-02
REV. NO. _____

CADD FILE NAME : (023)7105.B1
I.D.S. SHEET 6 OF 21

BDE-9908

CAPACITY DESIGN STUDY

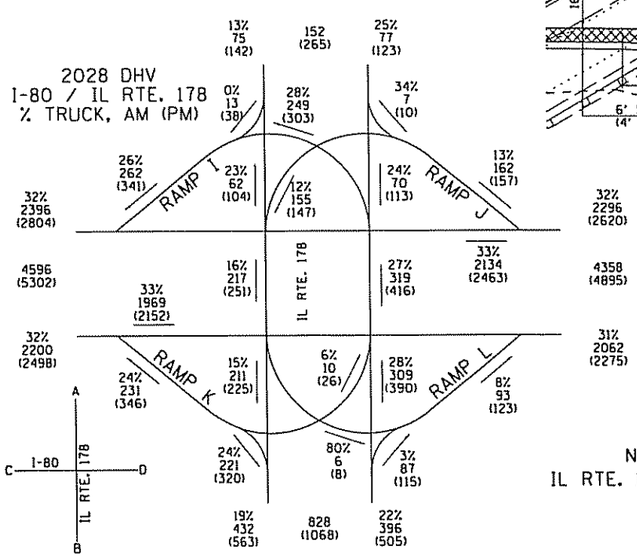
2 PHASE
60 SEC. CYCLE
SIGNAL TYPE ACTUATED

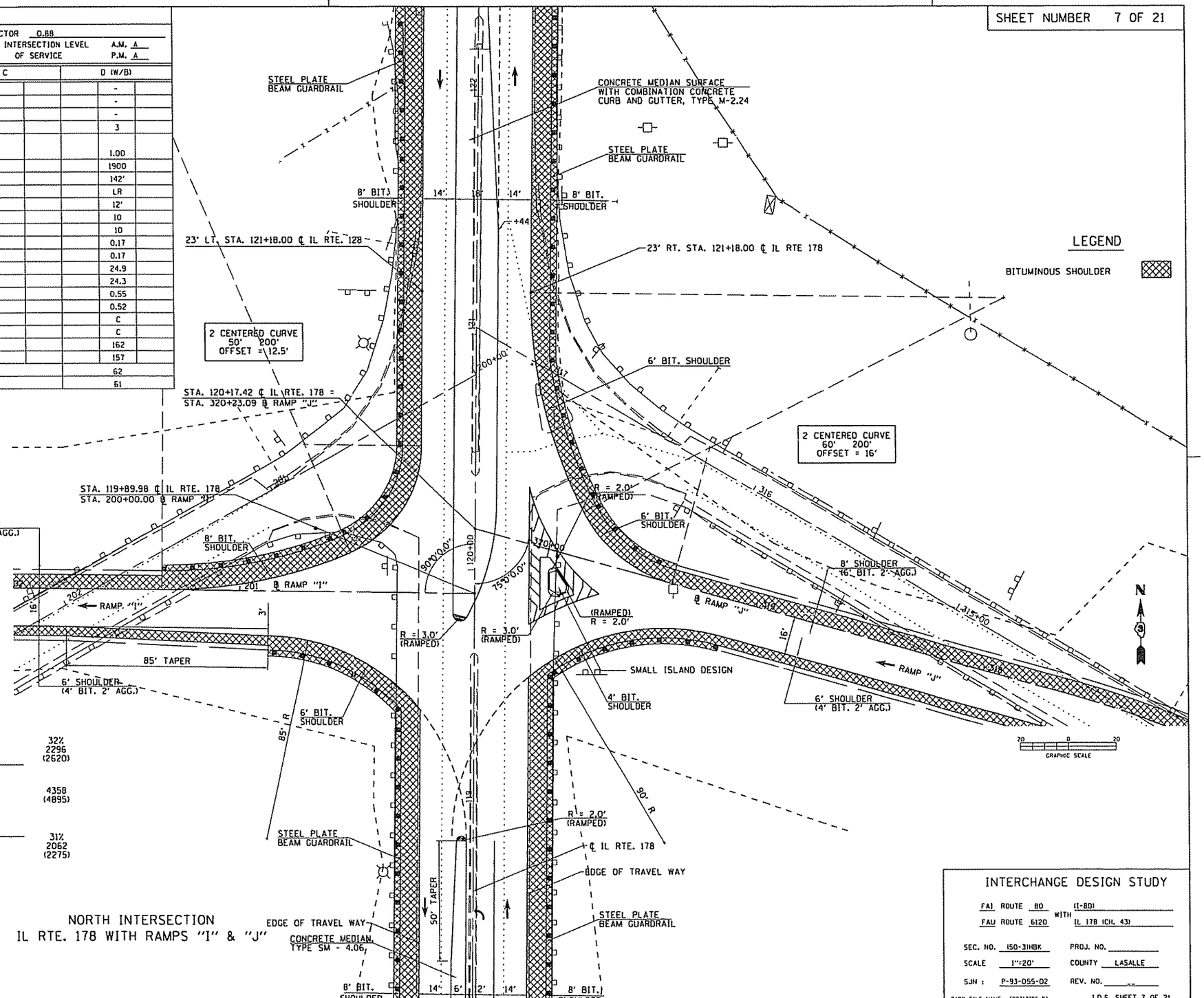
AREA OTHER
AVERAGE INTERSECTION DELAY
PROGRAM USED HCS-VERSION 4.10

PEAK HOUR FACTOR 0.88
A.M. 9.8 SEC. P.M. 8.4 SEC.
INTERSECTION LEVEL OF SERVICE A.M. A P.M. A

APPROACH		A (S/B)	B (N/B)	C	D (W/B)
BUS STOP CONDITION		-	-		-
PARKING MANEUVER/HR.		-	-		-
PEDESTRIANS		-	-		-
ARRIVAL TYPE		3	3		3
LANE UTILIZATION FACTOR		1.00	1.00 1.00		1.00
BASE SATURATION FLOW		1900	1900 1900		1900
D - DISTANCE		38'	150' 40'		142'
LANE GROUP		TR	L T		LR
LANE WIDTHS		16'	12' 14'		12'
GREEN TIME (SECONDS)	A.M.	42	42 42		10
	P.M.	42	42 42		10
G/C RATIO	A.M.	0.20	0.70 0.70		0.17
	P.M.	0.70	0.70 0.70		0.17
LANE GROUP DELAY (SECONDS)	A.M.	2.8	4.0 2.9		24.9
	P.M.	3.0	4.6 2.9		24.3
V/C RATIO	A.M.	0.06	0.38 0.07		0.55
	P.M.	0.10	0.48 0.11		0.52
LEVEL OF SERVICE	A.M.	A	A A		C
	P.M.	A	A A		C
2028 30TH MAX. HOUR TRAFFIC	A.M.	75	319		162
	P.M.	142	416		157
2008 8TH MAX. HOURLY TRAFFIC	A.M.	31	115		62
	P.M.	60	151		61

PHASING DIAGRAM		TOTAL
I	II	
A.M. 10+(3+1) P.M. 10+(3+1)	A.M. 42+(3+1) P.M. 42+(3+1)	60 SEC. 60 SEC.





NORTH INTERSECTION
IL RTE. 178 WITH RAMPS "I" & "J"

LEGEND

BITUMINOUS SHOULDER

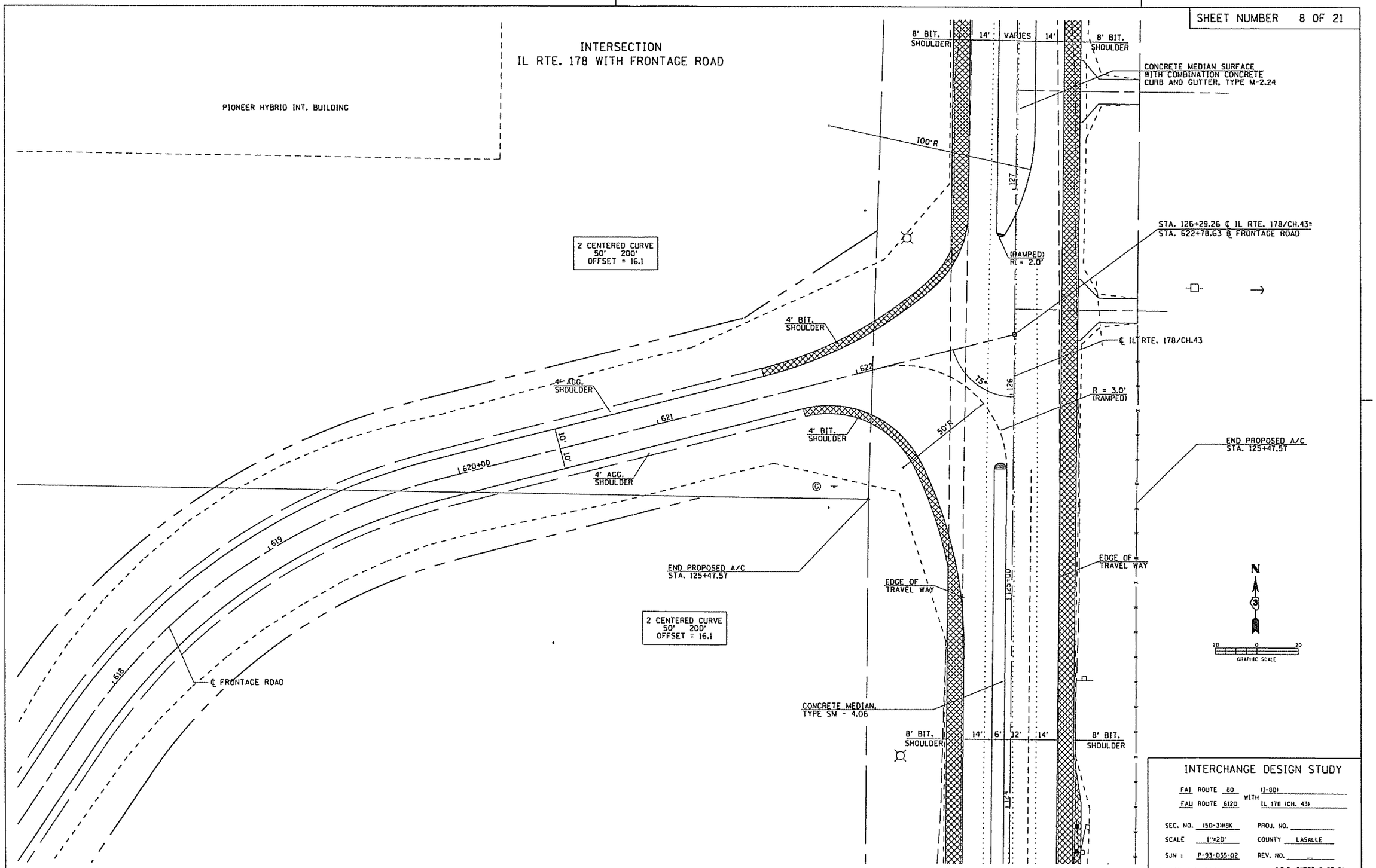
INTERCHANGE DESIGN STUDY

FAI ROUTE 80 (I-80) WITH
FAU ROUTE 6120 (IL 178 (CH. 43))

SEC. NO. (50-3)HBK
PROJ. NO.
SCALE 1"=20'
COUNTY LASALLE
SJN : P-93-055-02
REV. NO.

CADD FILE NAME : (023171DS.B)
I.D.S. SHEET 7 OF 21

BDE-9908



INTERCHANGE DESIGN STUDY

FAI ROUTE 80 WITH (I-80)
FAU ROUTE 6120 (IL 178 (CH. 43)

SEC. NO. (50-3)HBK PROJ. NO. _____
SCALE 1"=20' COUNTY LASALLE
SJN : P-93-055-02 REV. NO. --

CADD FILE NAME : (023)7(D5.B) I.D.S. SHEET 8 OF 21

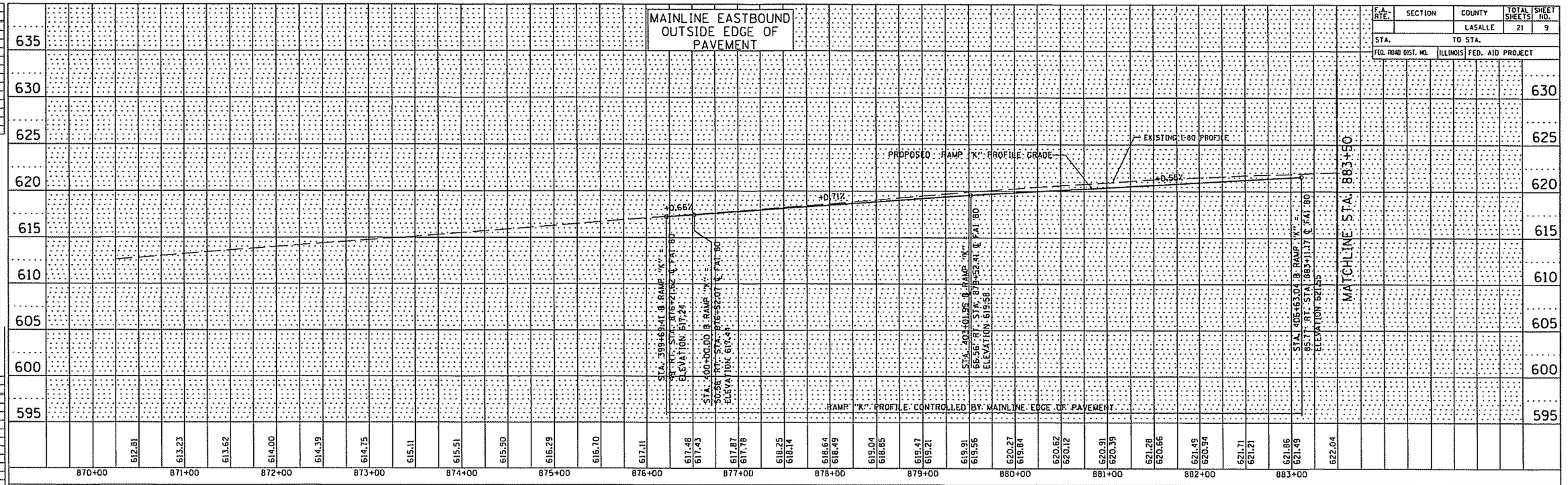
BDE-990B

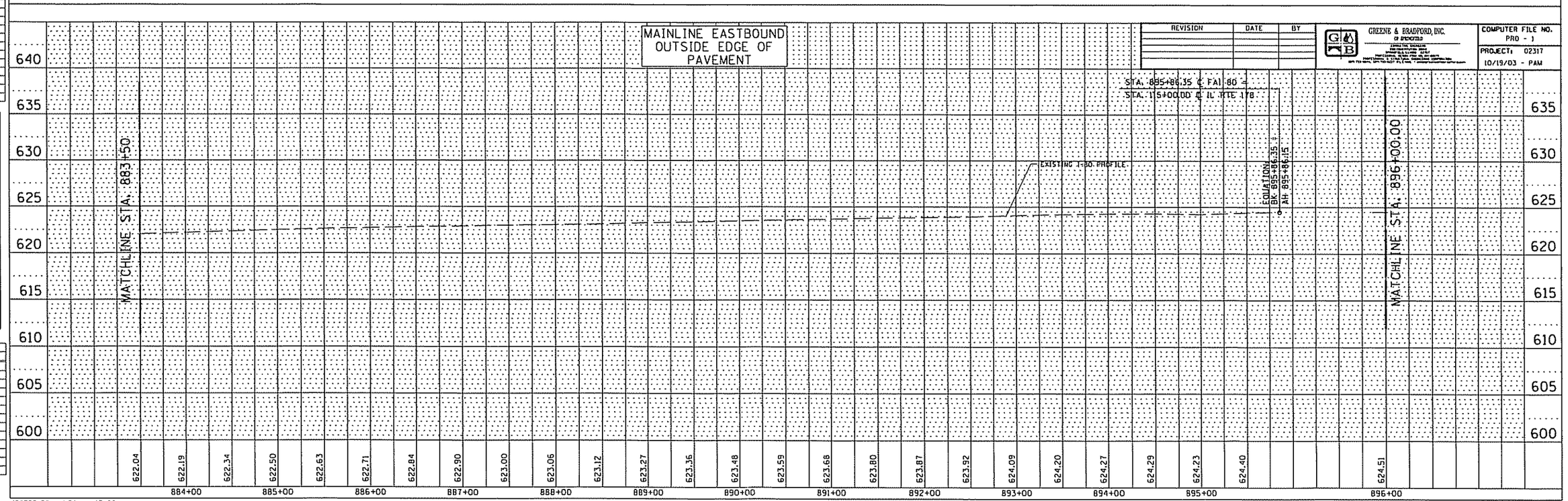
•DGN-SPEC•
•DATE-TIME•
•REF-
•REF-
•REF-

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	9

STA. TO STA.

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





REVISION	DATE	BY

GREENE & BRADFORD, INC.
CONSULTING ENGINEERS
ROAD CONSTRUCTION · BRIDGE
PROJECT DESIGN · R.O.W. SURVEY
PROJECT MANAGEMENT · CONSTRUCTION MANAGEMENT
CONSTRUCTION SURVEYING · MATERIALS TESTING
SUITE 1700 · 1701 DOWNERS GROVE, ILLINOIS 60515
PHONE (630) 963-6027 · FAX (630) 963-6037 · E-MAIL · WEBSITE

COMPUTER FILE NO. PRO - 1
PROJECT: 02317
10/19/03 - PAM

DESIGN		
INT.	DATE	REASON

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

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

FILE NAME = $FILE$
PLOT SCALE = $$SCALE$ Scales DRV = $PLOTTER$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

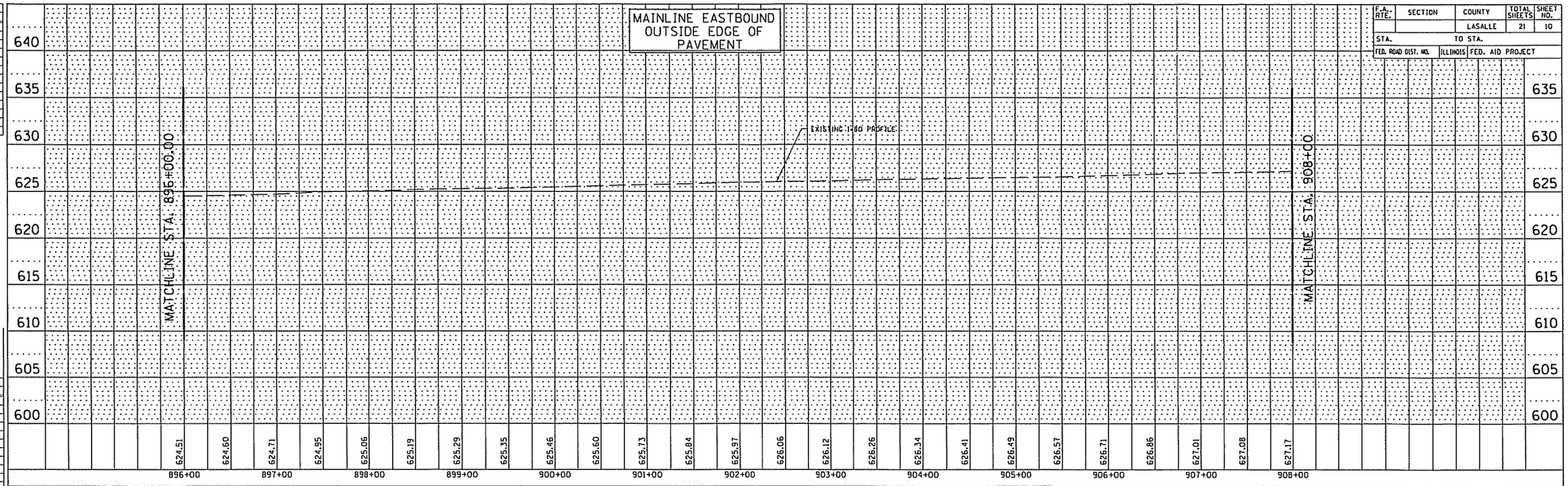
PROFILE
SURVEYED
PLOTTED
HORIZ. & VERT. CHECKED
BAL. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK NO. ____
BY | DATE

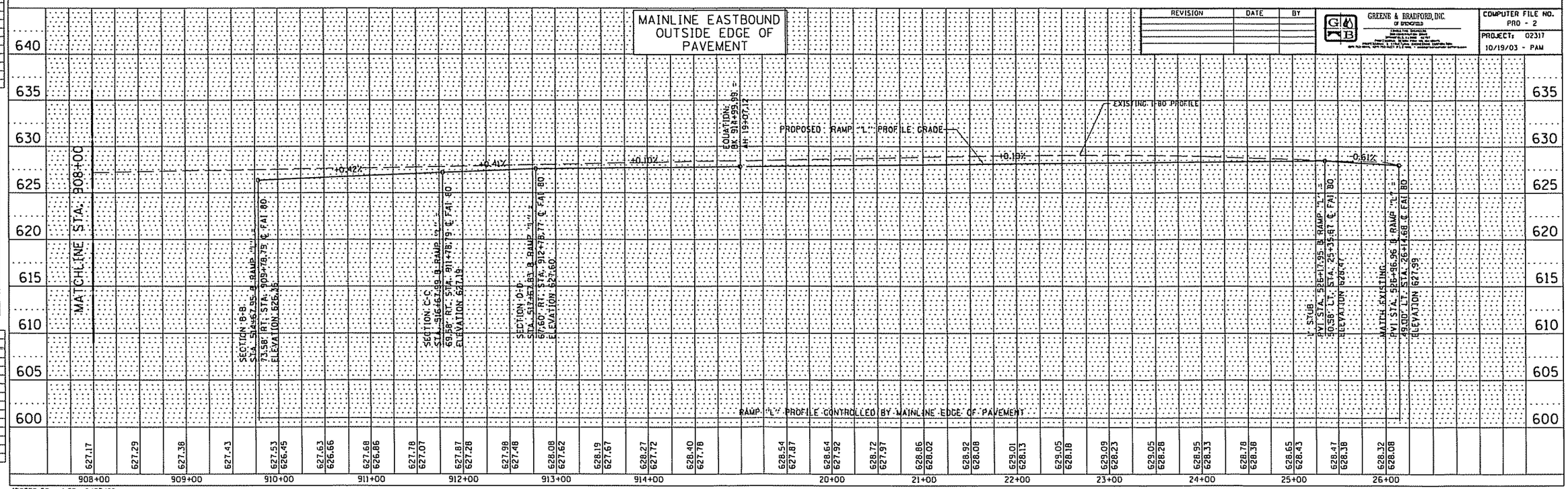
CHECKS		
INT.	DATE	REASON

100TPP-50 - 1:50 8/07/00

FAI ROUTE 80 - EASTBOUND

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





DESIGN		
INT.	DATE	REASON

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

CHECKS		
INT.	DATE	REASON

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PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

PLAN	BY	DATE
SCRUTINIZED		
ALIGNMENT CHECKED		
NOTE BOOK NO. ____		
ALSO FILE NAME		

PROFILE	BY	DATE
SCRUTINIZED		
GRADES CHECKED		
NOTE BOOK NO. ____		
SEND FILE NAME		

REVISION	DATE	BY

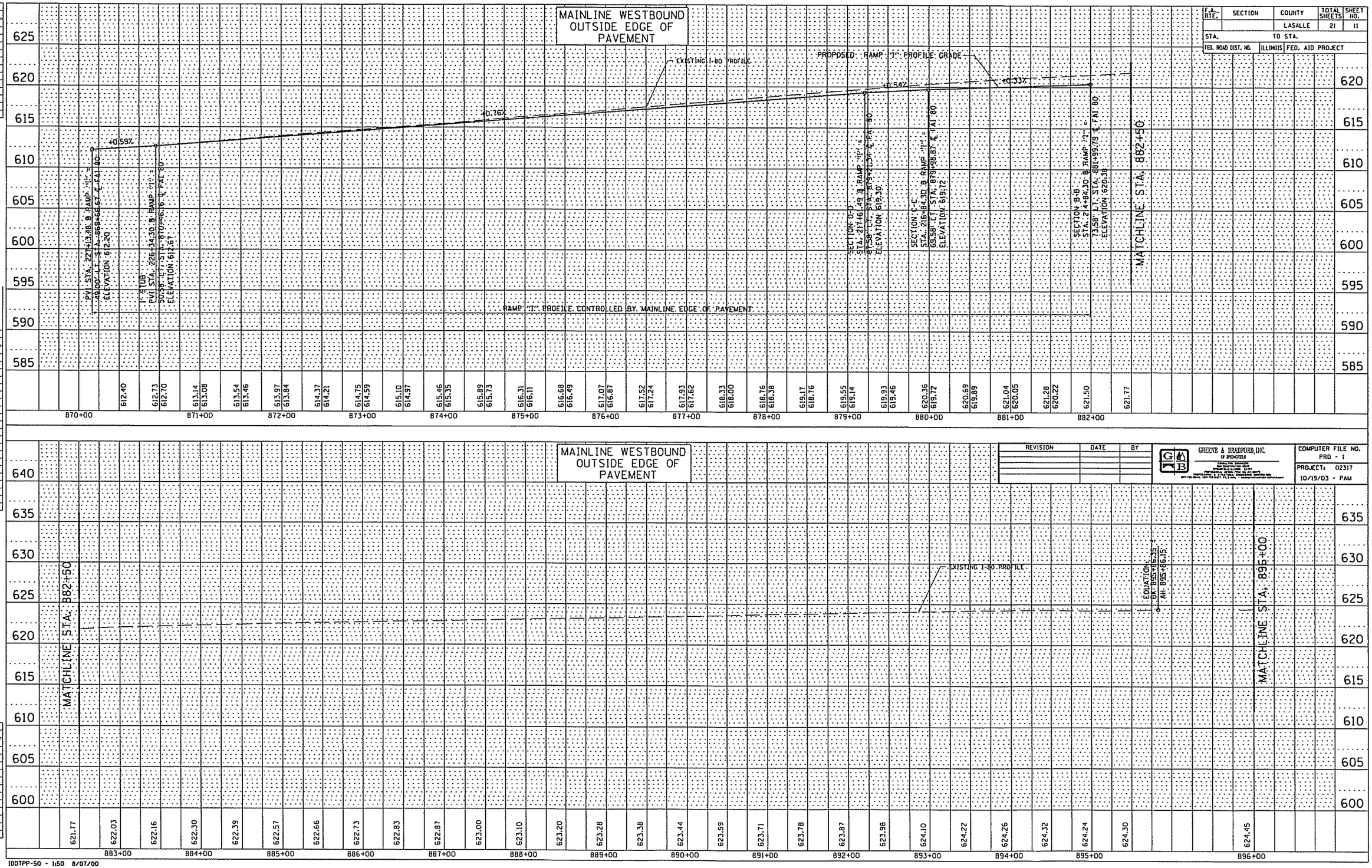
GREENE & BRADFORD, INC.
OF SPRINGFIELD
CONSULTING ENGINEERS
300 HOUSEHOLDER BLVD.
SPRINGFIELD, ILLINOIS 62704
PHONE: (217) 546-7450 FAX: (217) 546-7451
PROJECT MANAGER: S. STRATTON ENGINEERING SUPERVISOR: [illegible]
GPS PLS-NAD83, NAVD 88 (GEOID 03) FIELD PLANE: [illegible]

COMPUTER FILE NO.
PRO - 2
PROJECT: 02317
10/19/03 - PAM

100TPP-50 - 1:50 8/07/00

FAI ROUTE 80 - EASTBOUND

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD
CONSULTING ENGINEERS
ROUTE 66 & CORPORATE BLVD.
P.O. BOX 19756
SPRINGFIELD, ILLINOIS 62794
PHONE (217) 522-1160
FAX (217) 522-1708
WEB SITE: WWW.GBINC.COM

COMPUTER FILE NO. PRO - 1
PROJECT: 02317
10/19/03 - PAM

DESIGN

INT.	DATE	REASON

PLAN

	BY	DATE
SUBMITTED		
REVIEWED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
PLAN FILE MADE		

NOTE BOOK NO.

PLOTS & CHECKS

INT.	DATE	NO.	REASON

PROFILE

	BY	DATE
SUBMITTED		
REVIEWED		
GRADES CHECKED		
R.O.W. MADE		
PROFILE MADE		

NOTE BOOK NO.

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PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

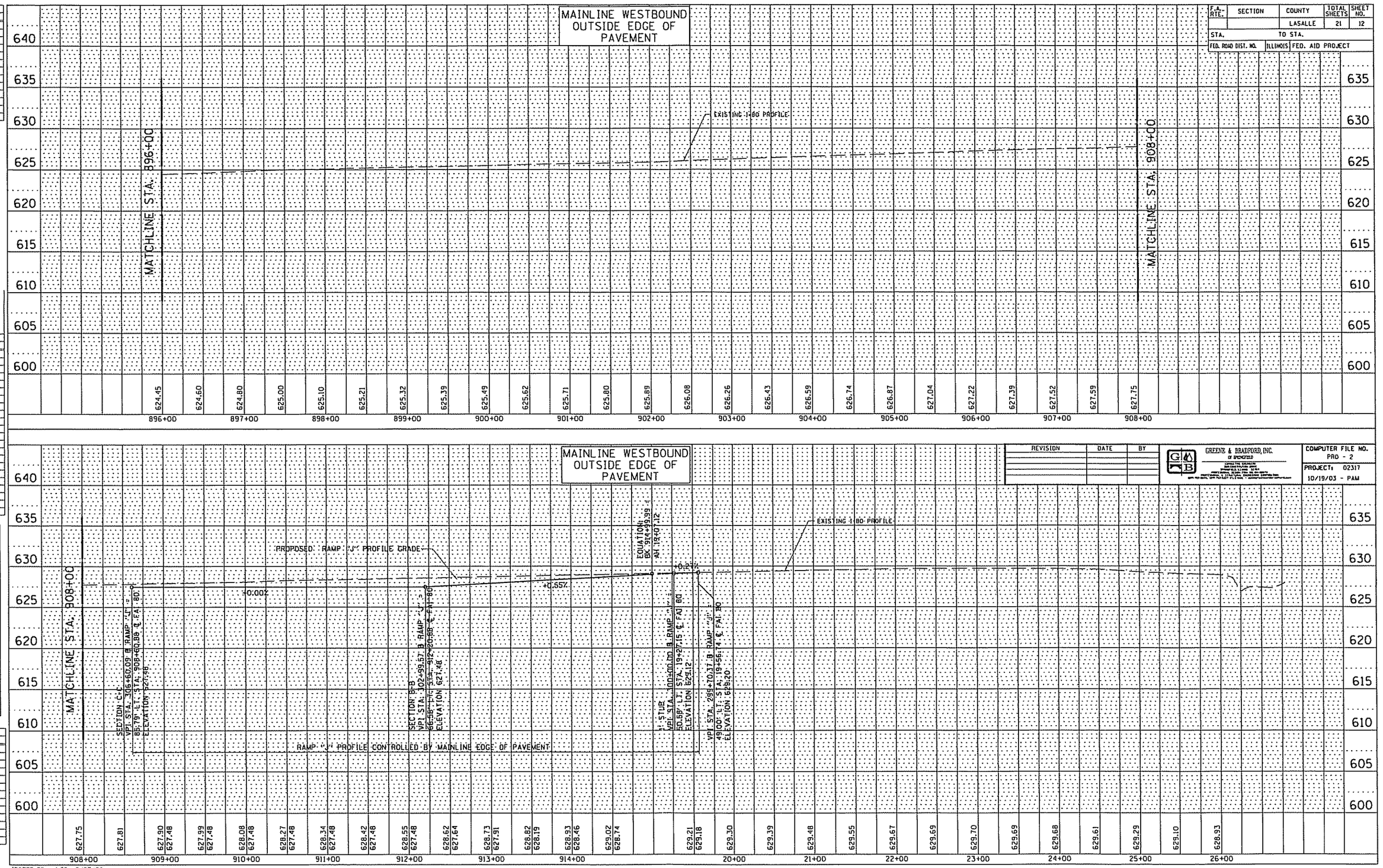
CHECKS

INT.	DATE	REASON

100TPP-50 - 1:50 8/07/00

FAI ROUTE 80 - WESTBOUND

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISION	DATE	BY

GREENE & BRADFORD, INC.
CONSULTING ENGINEERS
OF SPRINGFIELD
SPRINGFIELD, ILLINOIS 62704-1641
PHONE: (217) 787-1977 FAX: (217) 787-1978
CHICAGO, ILLINOIS 60601-3103
PHONE: (312) 782-1977 FAX: (312) 782-1978
DES PLAINES, ILLINOIS 60016-8014
PHONE: (847) 297-1977 FAX: (847) 297-1978
DES PLAINES, ILLINOIS 60016-8014 PHONE: (847) 297-1977 FAX: (847) 297-1978 GREENE & BRADFORD, CONSULTING ENGINEERS

COMPUTER FILE NO.
PRO - 2
PROJECT: 02317
10/19/03 - PAM

DESIGN

INT.	DATE	REASON

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
INT. OF RAY CHECKED
MOD FILE NAME
NOTE BOOK
NO.
BY
DATE

PLOTS & CHECKS

INT.	DATE	NO.	REASON

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PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
BAR. NOTED
STRUCTURE ROUTING CHKD
NOTE BOOK
NO.
BY
DATE

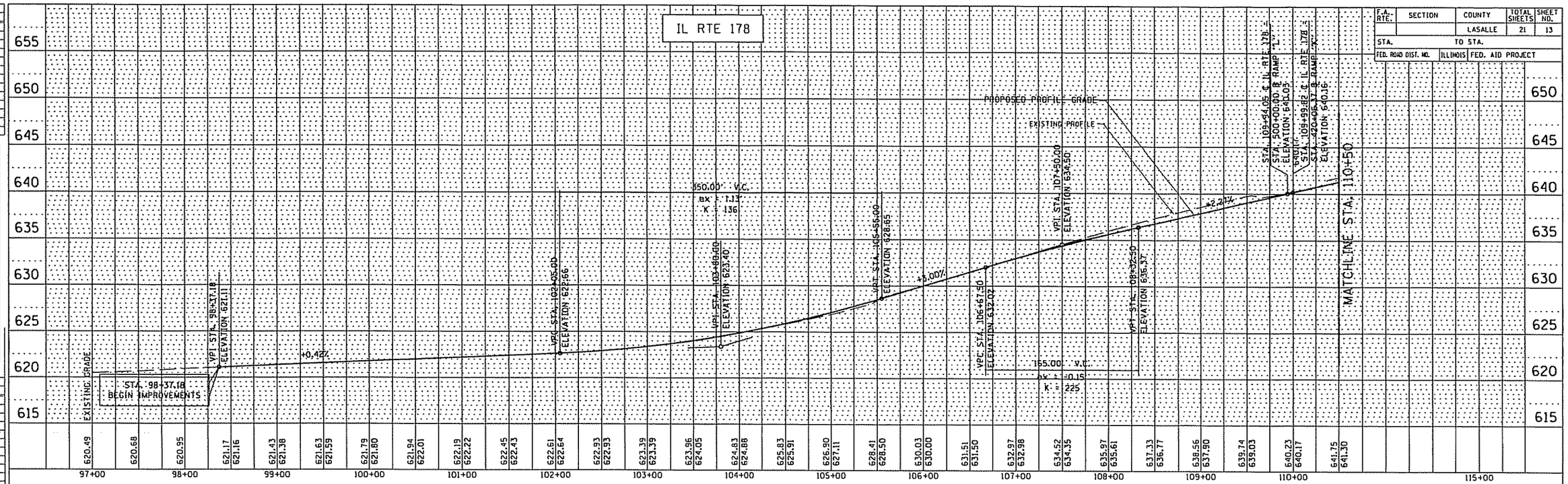
CHECKS

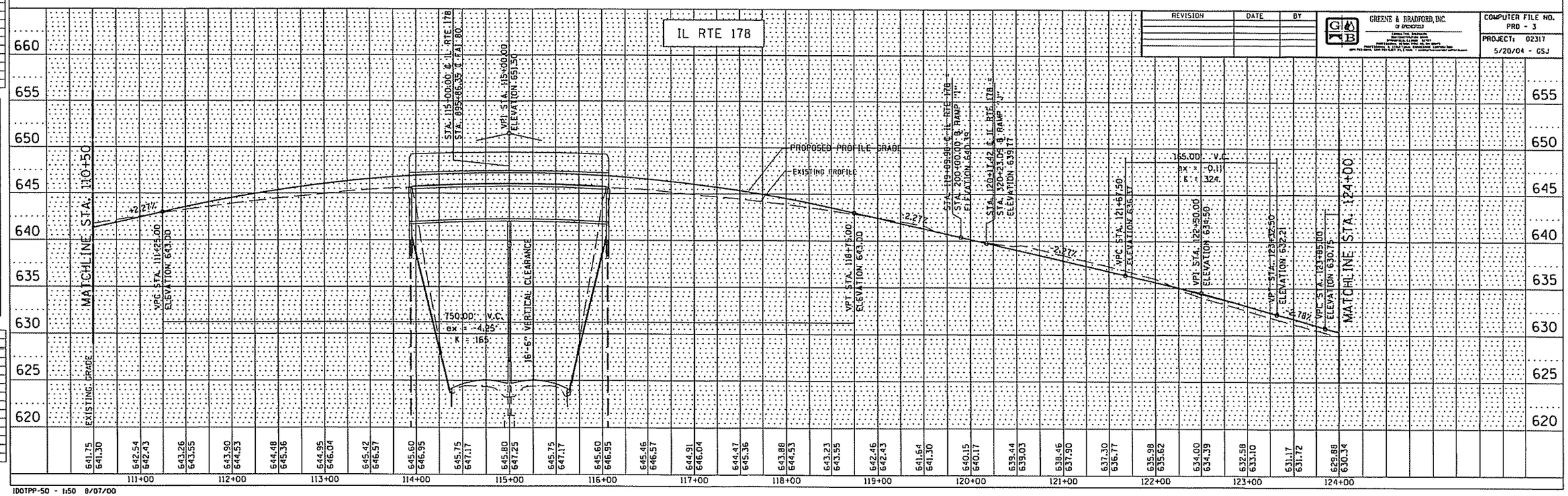
INT.	DATE	REASON

IDOTPP-50 - 1:50 8/07/00

FAI ROUTE 80 -WESTBOUND

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD
CONSULTING ENGINEERS
ARCHITECTURE DIVISION
PROFESSIONAL DESIGN FIRM 184-000-1001
PROFESSIONAL DESIGN FIRM 184-000-1001
DEPARTMENTS: STRUCTURAL, CONSULTING, CONTRACTS, CADD
GPR PRO DBA: GBA PRO ELECTRICAL • WWW.GREENEBRADFORD.COM

COMPUTER FILE NO. PRO - 3
PROJECT: 02317
5/20/04 - GSJ

DESIGN

INT.	DATE	REASON

PLAN
NOTE BOOK NO.
SCANNED
PLOTTED
CHECKED
ALL NOTES CHECKED
INT. OF WAY CHECKED
X100 FILE NAME
BY
DATE

PLOTS & CHECKS

INT.	DATE	NO.	REASON

FILE NAME = $FILE$
PLOT SCALE = $PLOTSCALE$ DRV = $PLOTTER$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

PROFILE
NOTE BOOK NO.
SCANNED
PLOTTED
CHECKED
ALL NOTES
STRUCTURE NOTATIONS CHKD
BY
DATE

CHECKS

INT.	DATE	REASON

IDOTPP-50 - 1:50 8/07/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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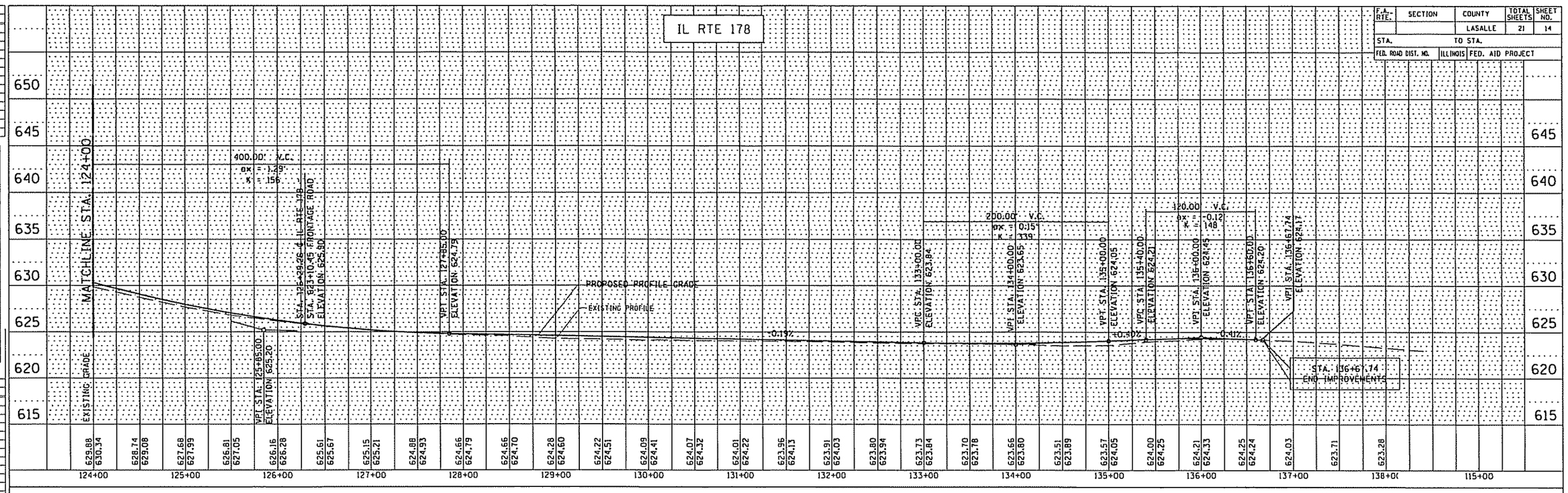
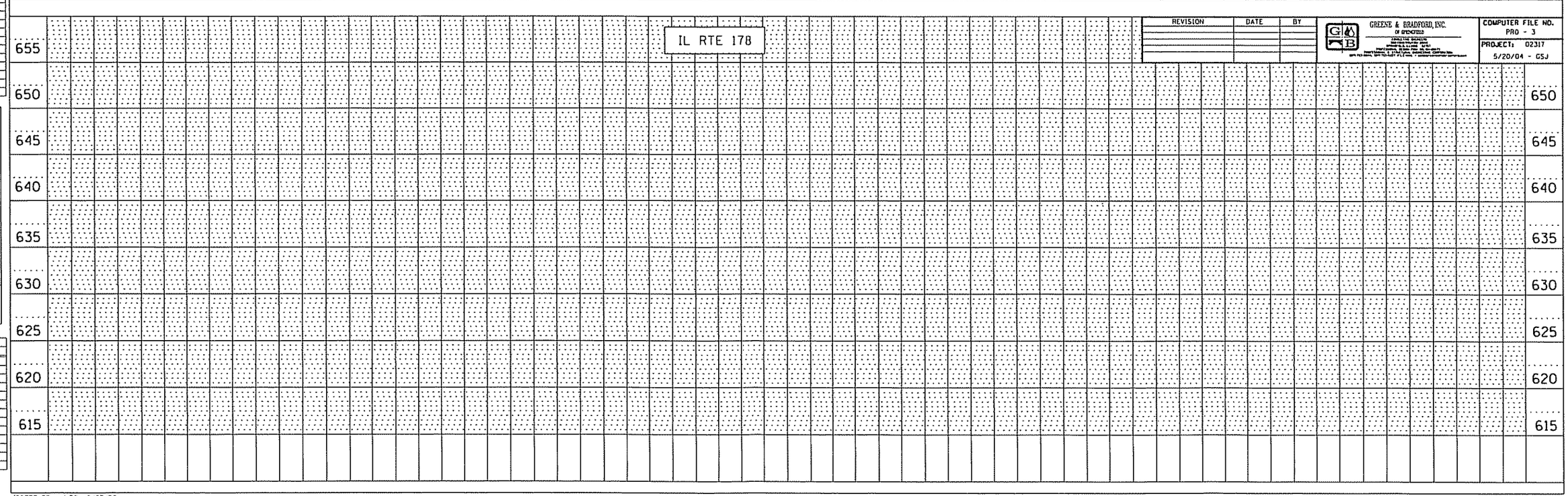
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO.
PRO - 3

PROJECT: 02317
5/20/04 - GSJ

DESIGN		
INT.	DATE	REASON

PLAN
SCRIBED
PLOTTED
REVIEWED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK NO.
BY
DATE

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

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PLOT SCALE = $SCALE$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$
DGN FILE = $DGNFILE$ DRV = $PLOTTER$

PROFILE
SCRIBED
PLOTTED
REVIEWED
CHECKED
SAW NOTED
STRUCTURE HEIGHTS CHKD
NOTE BOOK NO.
BY
DATE

CHECKS		
INT.	DATE	REASON

100TPP-50 - 1:50 8/07/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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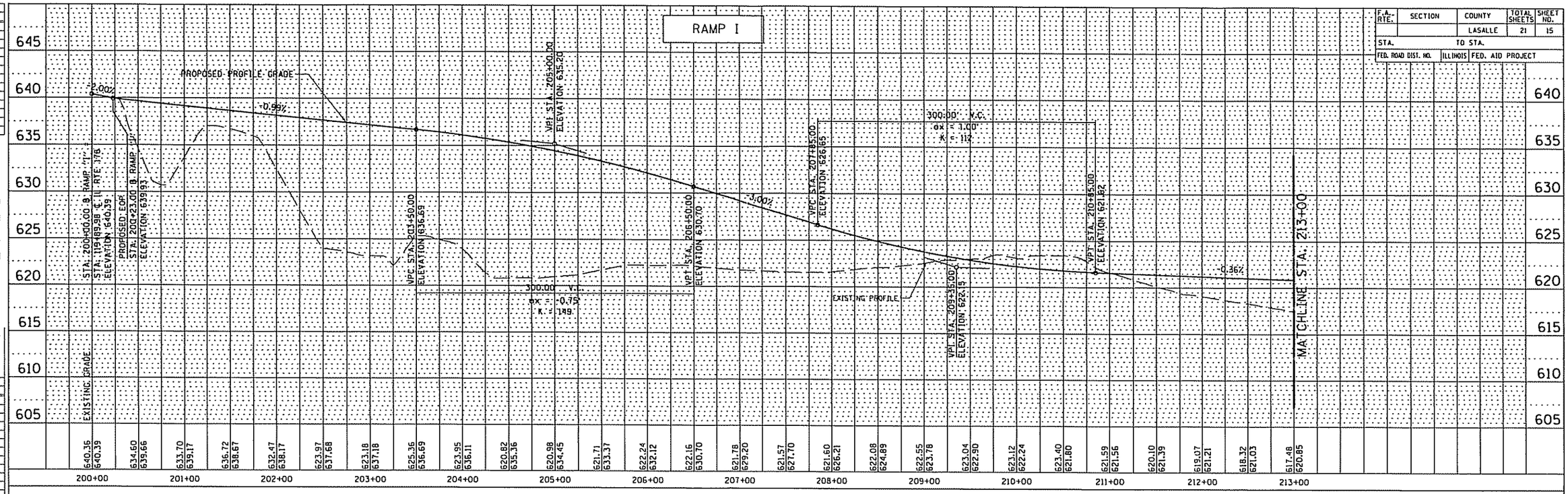
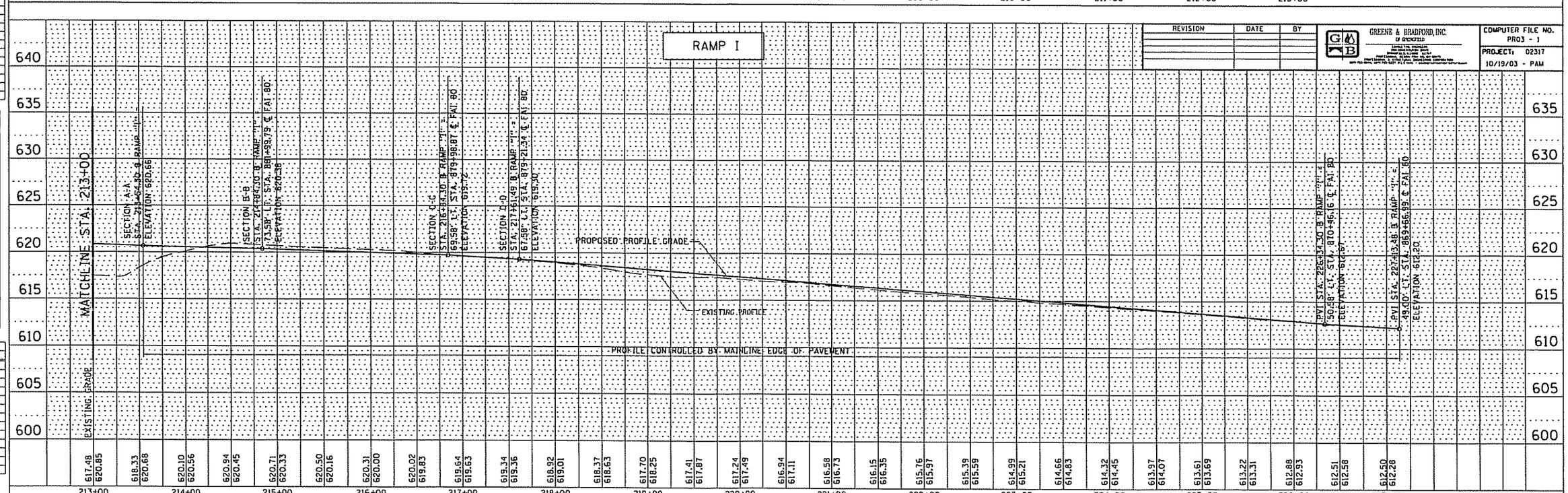
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





REVISION	DATE	BY

GREENE & BRADFORD, INC.

COMPUTER FILE NO. PR03 - 1

PROJECT: 02317

10/19/03 - PAM

DESIGN		
INT.	DATE	REASON

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

CHECKS		
INT.	DATE	REASON

FILE NAME = $FILE$
PLOT SCALE = $plotscale$ DRV = $PLOTTER$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
PROFILE = $USER$
OPERATOR

PROFILE — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / GRADES CHECKED / S.M. NOTED / STRUCTURE GRADES CHECKED — BY — DATE

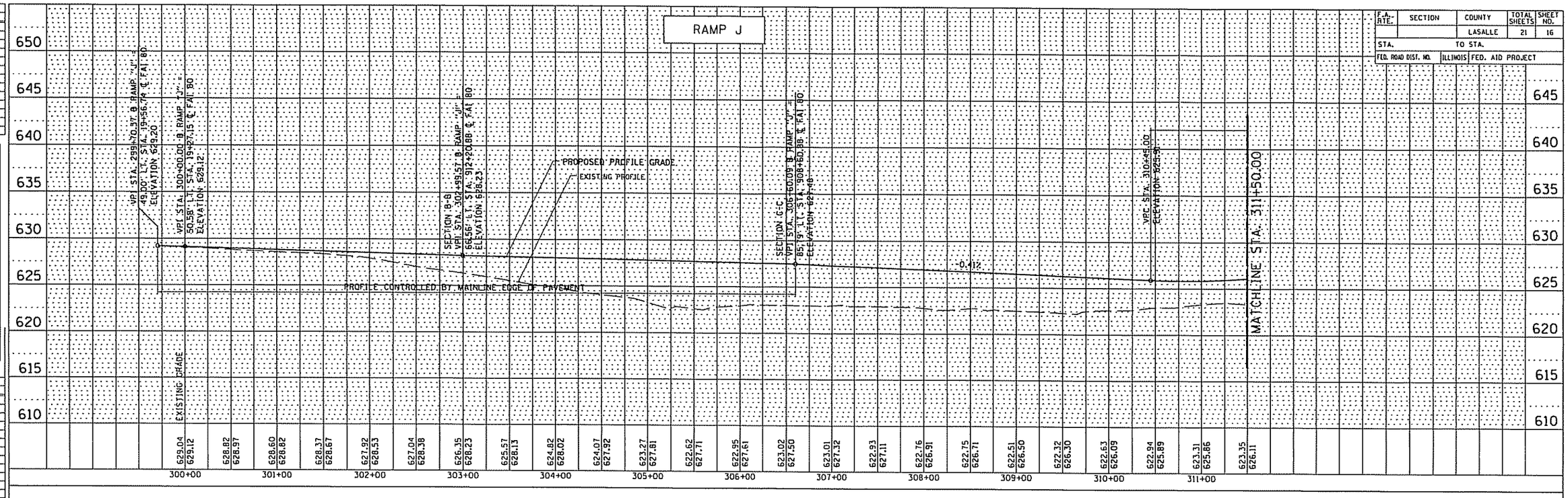
PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / GRADES CHECKED — BY — DATE

NOTE BOOK NO.

IDOTPP-50 - 1:50 8/07/00

RAMP "I"

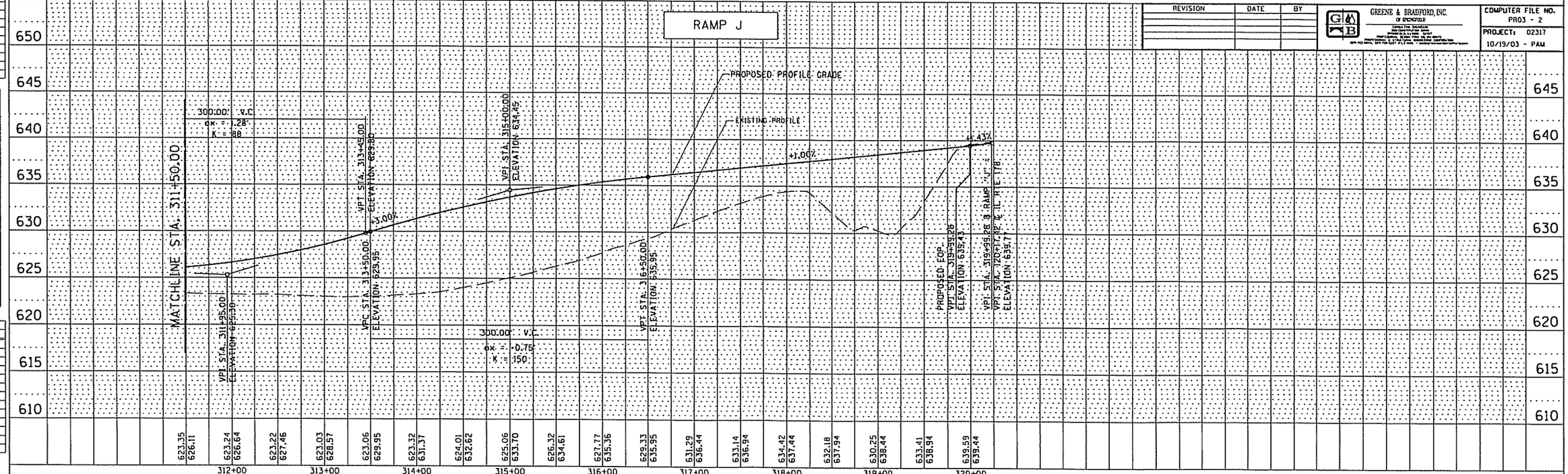
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	16
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO. PR03 - 2
PROJECT: 02317
10/19/03 - PAM



DESIGN		
INT.	DATE	REASON

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / INT. OF RWY CHECKED / P.O.D FILE NAME — NOTE BOOK NO. — BY — DATE

PLOTS & CHECKS		
INT.	DATE	NO.	REASON

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PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

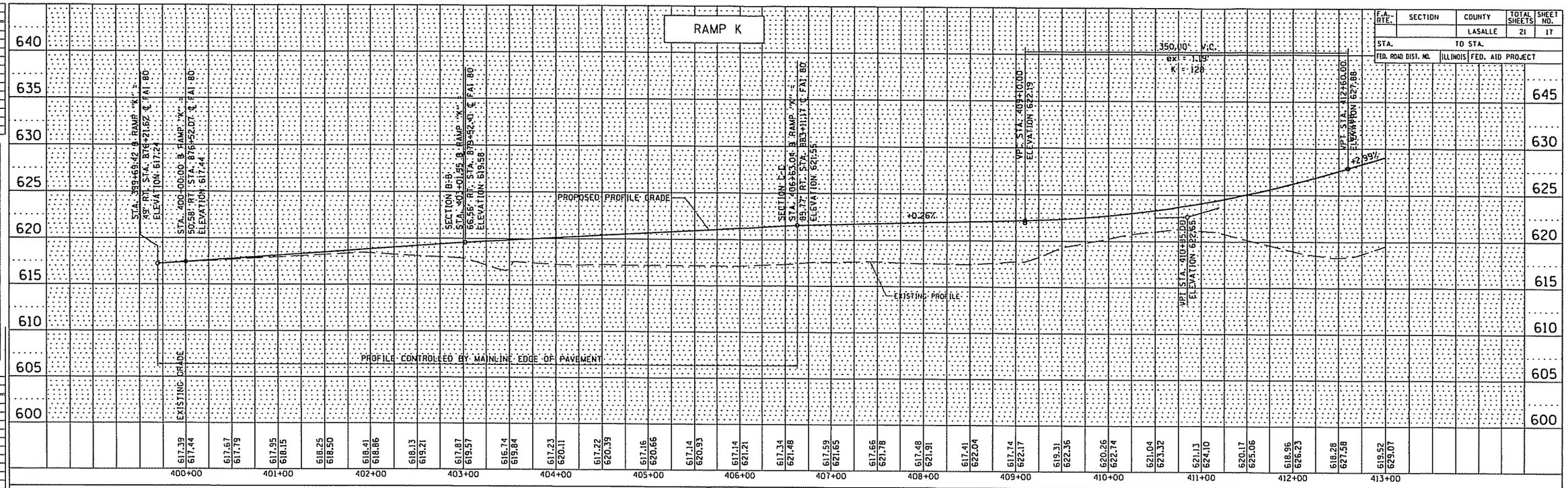
PROFILE — SURVEYED / PLOTTED / ALIGNMENT CHECKED / DSN. FILE NAME / STRUCTURE NOTATIONS CHKD — NOTE BOOK NO. — BY — DATE

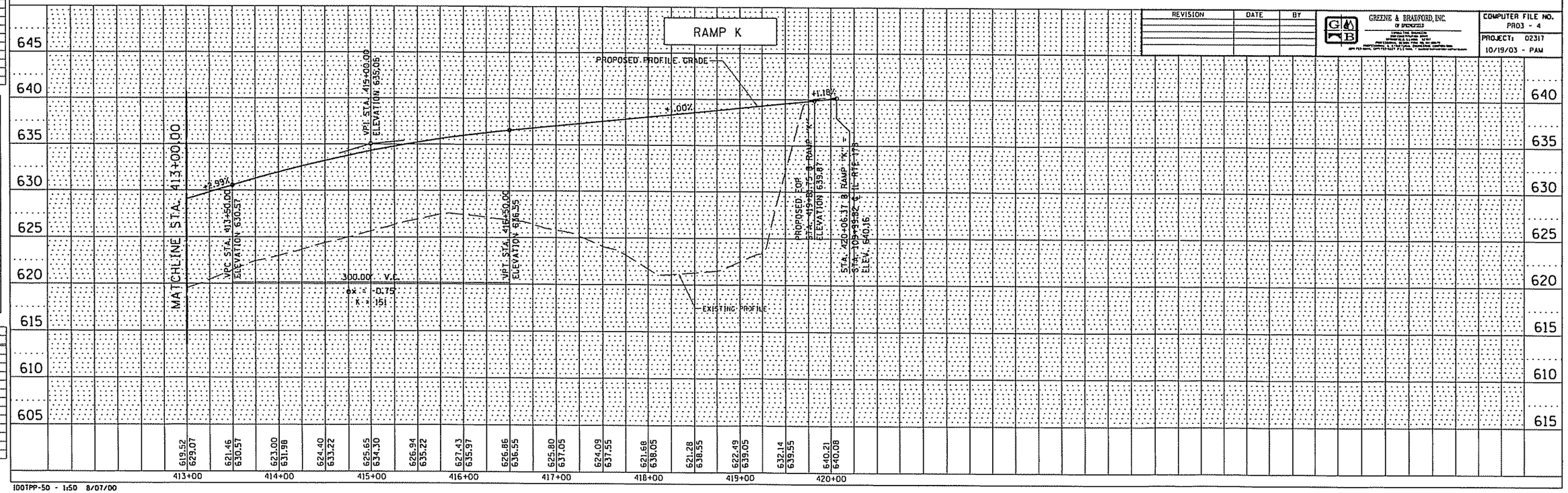
CHECKS		
INT.	DATE	REASON

IDOTPP-50 - 1:50 8/07/00

RAMP "J"

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	17
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO. PR03 - 4
PROJECT: 02317
10/19/03 - PAM

DESIGN

INT.	DATE	REASON

PLOTS & CHECKS

INT.	DATE	NO.	REASON

CHECKS

INT.	DATE	REASON

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT.-OF-WAY CHECKED / PLAN FILE MADE — NOTE BOOK NO. ____ — BY ____ DATE ____

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

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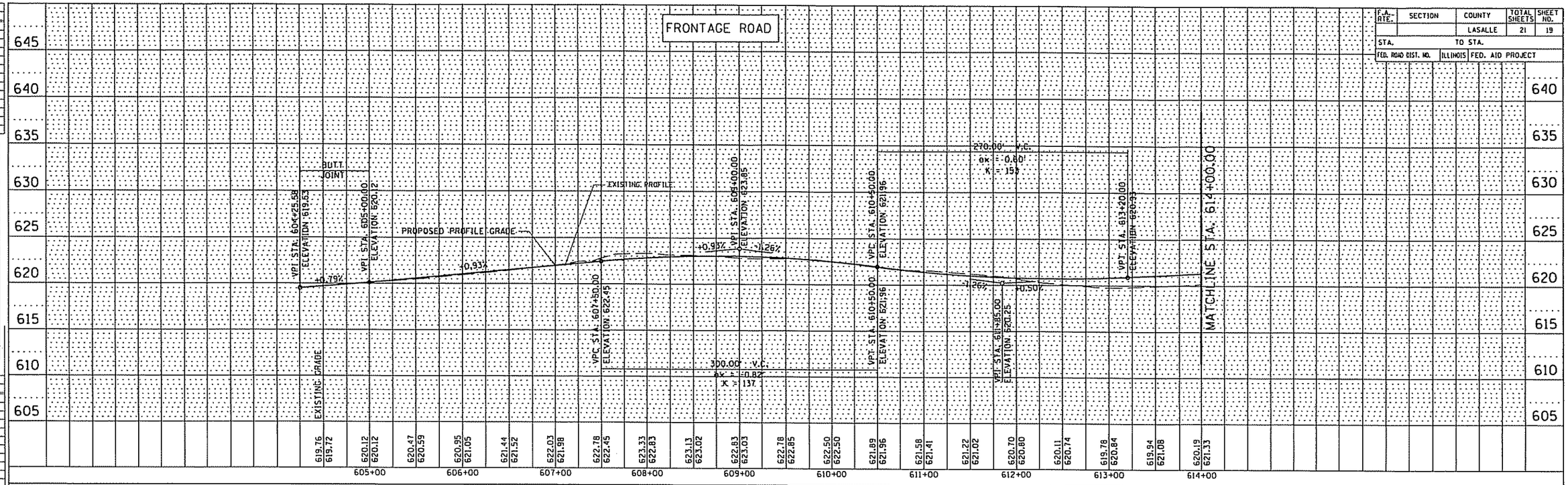
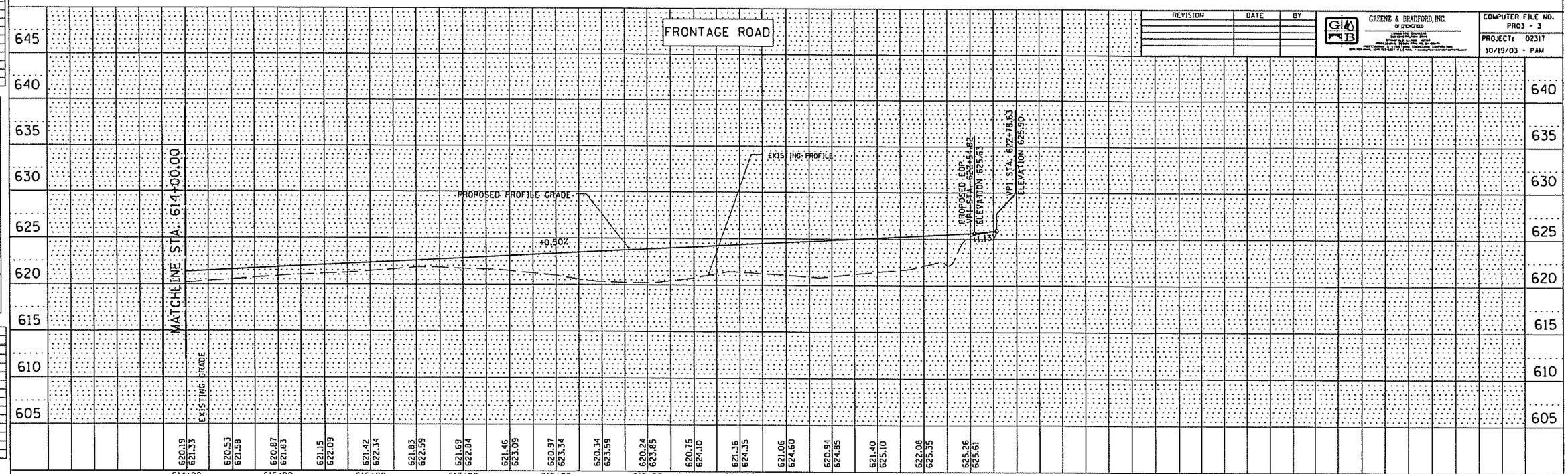
PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

100TPP-50 - 1:50 8/07/00

RAMP "K"

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LASALLE	21	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO. PR03 - 3
PROJECT: 02317
10/19/03 - PAM

DESIGN

INT.	DATE	REASON

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

PLOTS & CHECKS

INT.	DATE	NO.	REASON

PROFILE
UPDATED
PLOTTED
PROFILE CHECKED
SAL NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

FILE NAME = $FILE
PLOT SCALE = $SCALE
PLOT DATE = $DATE
PLOT TIME = $TIME
OPERATOR = $USER
PLOTTERS = $PLOTTERS DRV = $PLOTTERS

CHECKS

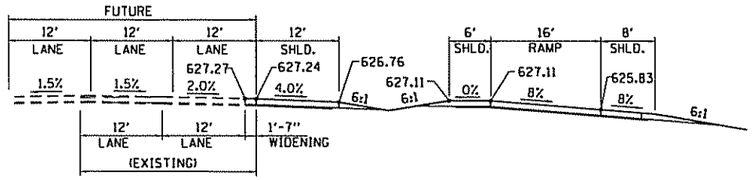
INT.	DATE	REASON

100TPP-50 - 1:50 8/07/00

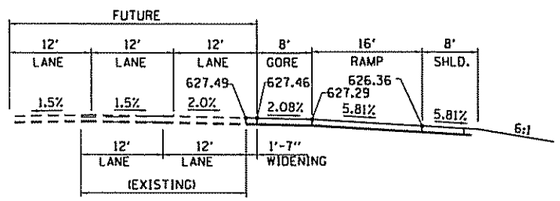
FRONTAGE ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6108	***	LA SALLE	21	21
STA. ———		TO STA. ———		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

***(70X, 71X)RS-1, (71X-VBRIDW



SECTION A-A
RAMP "L"
(STA. 908+46.64 FAI 80)
(STA. 513+37.95 RAMP "L")



SECTION B-B
RAMP "L"
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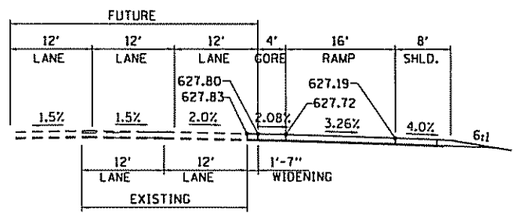
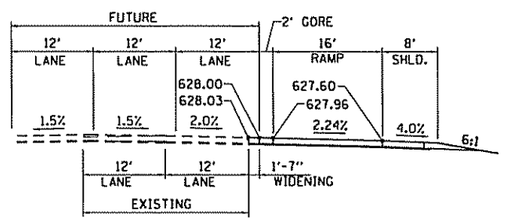
(STA. 514+67.95 RAMP "L")

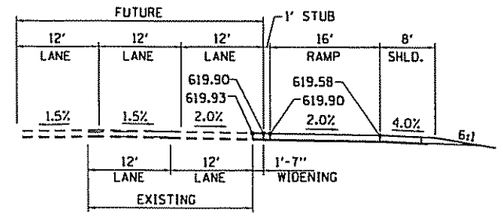


SECTION C-C
RAMP "L"
(STA. 911+78.79 FAI 80)
(STA. 516+67.99 RAMP "L")

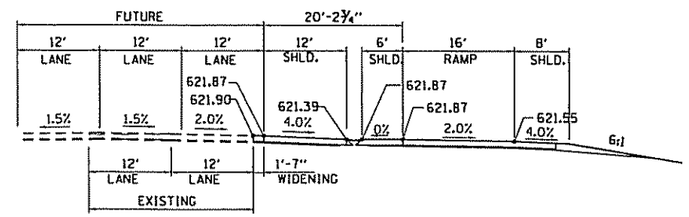


SECTION D-D
RAMP "L"
(STA. 912+78.77 FAI 80)
(STA. 517+67.83 RAMP "L")

RAMP "L"
STANDARD ENTRANCE RAMP TERMINAL



SECTION B-B
RAMP "K"
(STA. 879+52.41 FAI 80)
(STA. 403+01.95 RAMP "K")



SECTION C-C
RAMP "K"
(STA. 883+11.17 FAI 80)
(STA. 406+63.04 RAMP "K")

RAMP "K"
STANDARD EXIT RAMP TERMINAL

DESIGN		
INT.	DATE	REASON

PLOTS & CHECKS		
INT.	DATE	REASON

CHECKS		
INT.	DATE	REASON

FILE NAME = $FILE$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

PROFILE: COMPUTED / PLOTTED / PLOTTED CHECKED / FINAL / FINAL MOTED / STRUCTURE NOTATIONS CHKD

NOTE BOOK NO. ____ BY: ____ DATE: ____

$PLOTTER$ DRV = DRV

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CRITICAL CROSS SECTIONS

FAI ROUTE 80 (I-80)
SECTION (50-3) HBK
LASALLE COUNTY

SCALE: VERT. / HORIZ.
DATE 10/21/03 - PAM

DRAWN BY: MABUS
DESIGNED BY: BOTT
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC.
OF SPRINGFIELD

COMPUTER FILE NO. TYPICALS_2

PROJECT 02317
06/02/04-GSJ

IDOTPL-10 1"=10' 8/07/00

Bench Mark: Chisled □ on Pier Crashwall, Sta. 895+86, 1.6' Rt. Elev. 895.86.

Existing Structure: S.N. 050-0084 built as F.A.I. Route 80, Sec. 50-24B-5 in 1961. Four simple span precast, prestressed concrete I-beams on open abutments and multi-column piers. 204'-7" back to back of abutments, 60'-0" out to out. Existing structure to be removed and replaced utilizing stage construction.

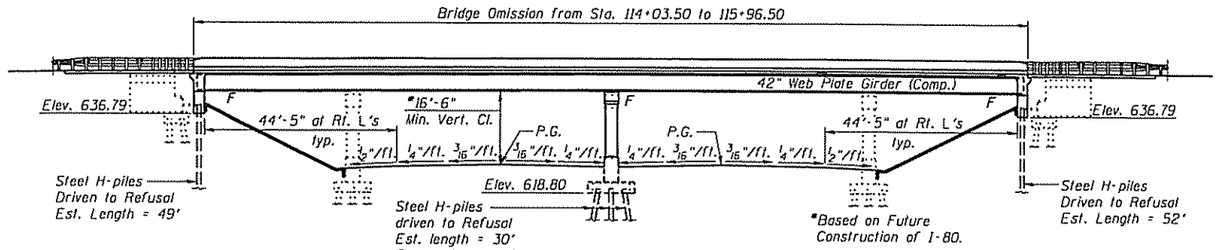
No Salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	*	LASALLE	-	-
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

* (50-3)HBK

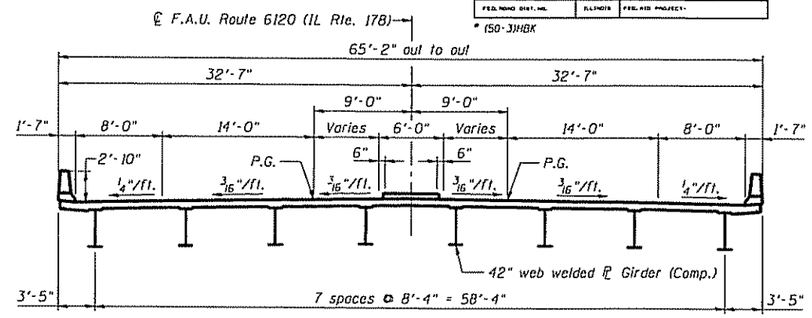
SHEET NO. 1
2 SHEETS



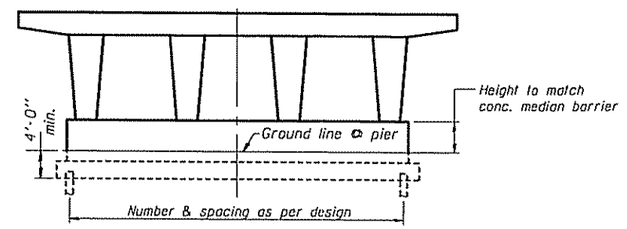
Note: Conduits to be provided for future lighting.

Note: I-80 Roadway template shown is Future Construction.

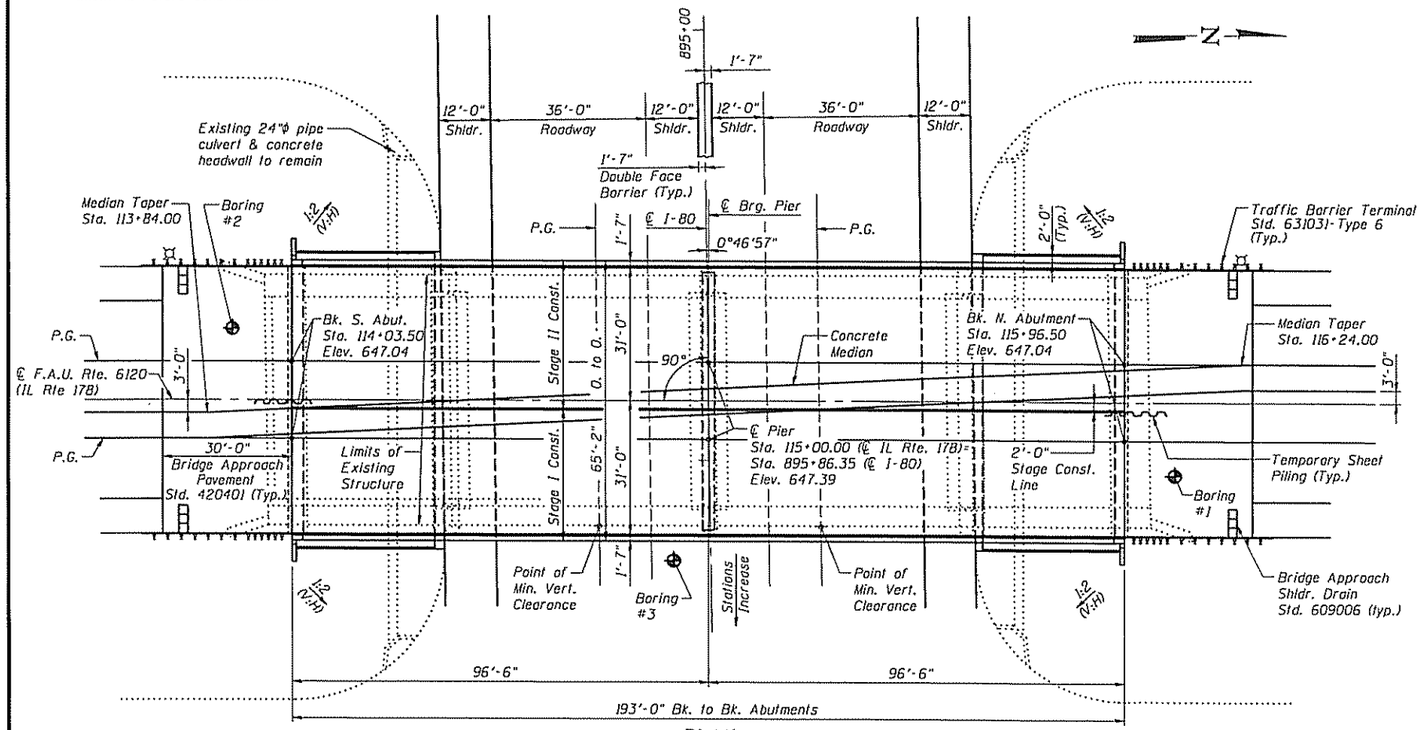
ELEVATION



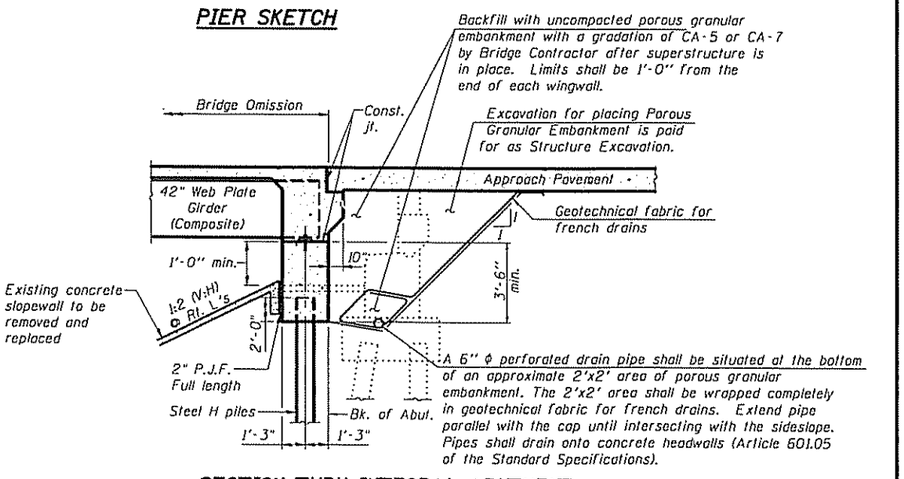
CROSS SECTION



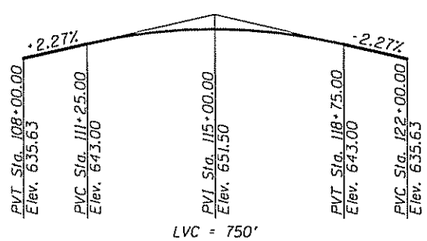
PIER SKETCH



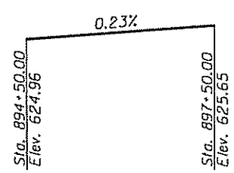
PLAN



SECTION THRU INTEGRAL ABUTMENT



PROFILE GRADE IL 178
(Along Profile Grade)



PROFILE GRADE I-80
(Future Construction)

HIGHWAY CLASSIFICATION

FAU Rte. 6120 (IL Rte. 178/CH 43)
Functional Class: Urban Minor Arterial
ADT: 6440 (2008); 9710 (2028)
ADTT: 15.6%
DHV: 708 (2008); 1068 (2028)
Design Speed: 55 m.p.h.
Posted Speed: Unposted

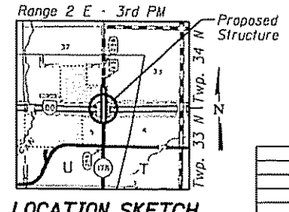
FAI 80 - Interstate 80
Functional Class: Interstate
ADT: 31,150 (2008); 49,160 (2028)
ADTT: 38.4%
Design Speed: 70 m.p.h.
Posted Speed: 65 m.p.h.

LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
2002 AASHTO 17th Ed.

DESIGN STRESSES
FIELD UNITS
f'_c = 3,500 psi
f_y = 50,000 psi (M270 Gr. 50 structural steel)
f_y = 60,000 psi (reinforcement)

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.038 g
Site Coefficient (S) = 1.0



LOCATION SKETCH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

FAU 6120 (IL RTE 178 - UTICA ROAD) OVER I-80
F.A.I. 80 SECTION (50-3)HBK
STA. 115+00.00
LASALLE COUNTY
STRUCTURE NUMBER 050-0248

SCALE: VERT. HORIZ.
DATE: 5/14/04

DRAWN BY: LANDREY
DESIGNED BY: SANFORD
CHECKED BY: WATKINS

GREENE & BRADFORD, INC.

COMPUTER FILE NO. SN0500248_TSL
PROJECT 02317
11/18/04-MUL

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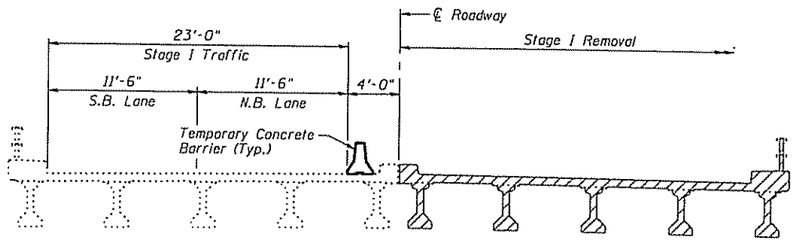
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

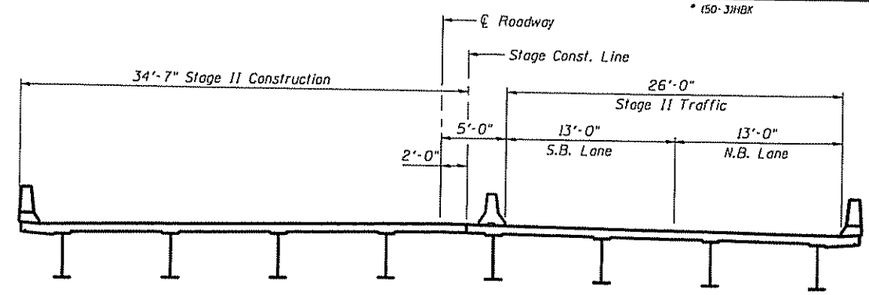
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	*	LASALLE	-	-
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 2
2 SHEETS

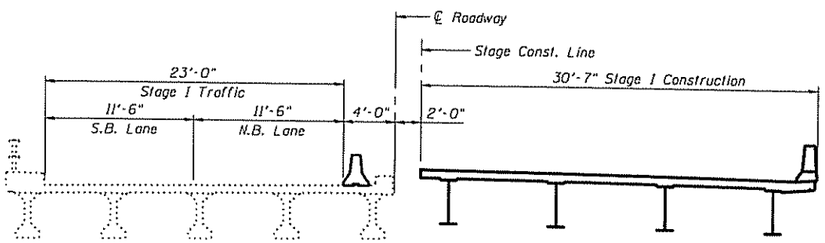
* (50-3)HBK



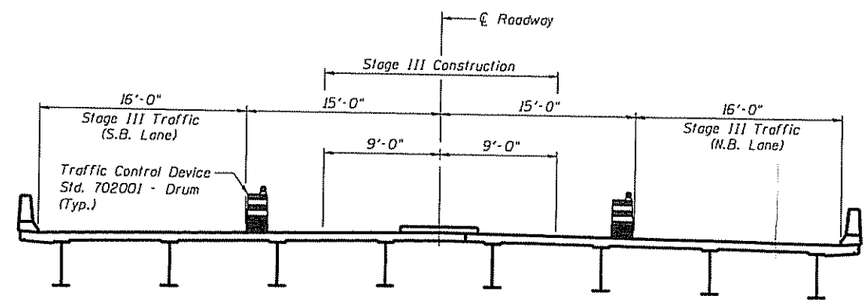
STAGE I REMOVAL



STAGE II CONSTRUCTION

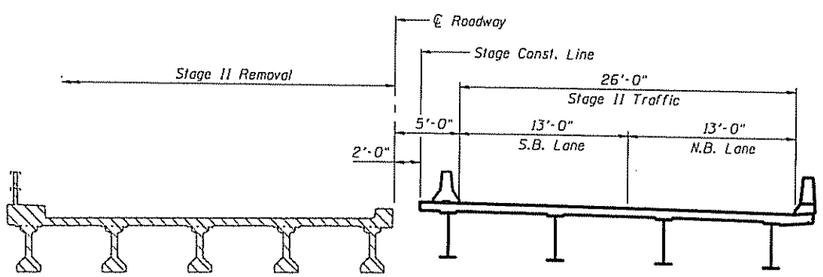


STAGE I CONSTRUCTION

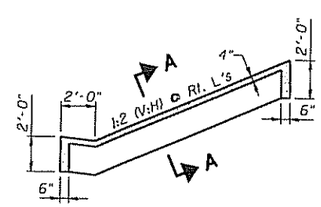


STAGE III CONSTRUCTION

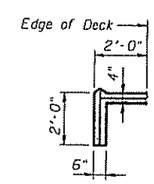
Note: All cross sections are looking North.



STAGE II REMOVAL



SECTION THRU SLOPEWALL



SECTION A-A

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS

FAU 6120 (IL RTE 178 - UTICA ROAD) OVER I-80
F.A.I. 80 SECTION (50-3)HBK
STA. 115+00.00
LASALLE COUNTY
STRUCTURE NUMBER 050-0248

SCALE: VERT. HORIZ.
DATE: 5/14/04

DRAWN BY: LANDREY
DESIGNED BY: SANFORD
CHECKED BY: WATKINS

GREENE & BRADFORD, INC.
CONSULTING ENGINEERS
DESIGNED

COMPUTER FILE NO.
SN0500248.STG

PROJECT 02317
11/18/04-MML

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