01-16-2026 LETTING ITEM 184

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	1
	ILLINOIS	CONTRACT NO. 62F94		

* 1342 + 4 = 1346 TOTAL SHEET

1 REVISED SHEET 12/22/2025

D-91-204-19

FOR INDEX OF SHEETS, SEE SHEET NO. 3

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAI 80 (I–80) FROM IL 53 (CHICAGO ST) TO GARDNER ST INTERCHANGE
RECONSTRUCTION, RETAINING WALL, BRIDGE REPLACEMENT, ADA IMPROVEMENTS

SECTION 2017–057F
PROJECT NHPP–SCVU (428)
WILL COUNTY

DESIGN DESIGNATION

I–80 – 14,400(35) INTERSTATE 135 (CRC–20)
RAMP A – 1368(35) INTERSTATE 70.32 (PCC–20)
RAMP AA – 1716(35) INTERSTATE 70.32 (PCC–20)
RAMP B – 1224(35) INTERSTATE 70.32 (PCC–20)
RAMP BB – 2016(35) INTERSTATE 70.32 (PCC–20)
RAMP C – 1500(35) INTERSTATE 70.32 (PCC–20)
CHICAGO STREET – 5724(35) ARTERIAL 57.14 (PCC–20)

TRAFFIC DATA

I–80 (CENTER STREET TO CHICAGO STREET)
EXISTING ADT: 91,100 (2017)
DESIGN ADT: 133,500 (2040)

I–80 (CHICAGO STREET TO RICHARDS STREET)
EXISTING ADT: 85,160 (2017)
DESIGN ADT: 130,500 (2040)

I–80
DESIGN SPEED: 70 MPH
POSTED SPEED: 65 MPH

CHICAGO STREET (NORTH OF I–80)
EXISTING ADT: 18,100
DESIGN ADT: 19,600
DESIGN SPEED: 30 MPH
POSTED SPEED: 30 MPH

CHICAGO STREET (SOUTH OF I–80)
EXISTING ADT: 29,300
DESIGN ADT: 42,600
DESIGN SPEED: 40 MPH
POSTED SPEED: 40 MPH

PROJECT IS LOCATED IN THE CITY OF JOLIET AND UNINCORPORATED WILL COUNTY

100′ 200′ 300′ — 1″ = 100′
0 10′ 20′ 30′ — 1″ = 10′
0 50′ 100′ — 1″ = 50′
0 50′ 100′ — 1″ = 40′
0 50′ 100′ — 1″ = 30′
0 50′ 100′ — 1″ = 20′

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

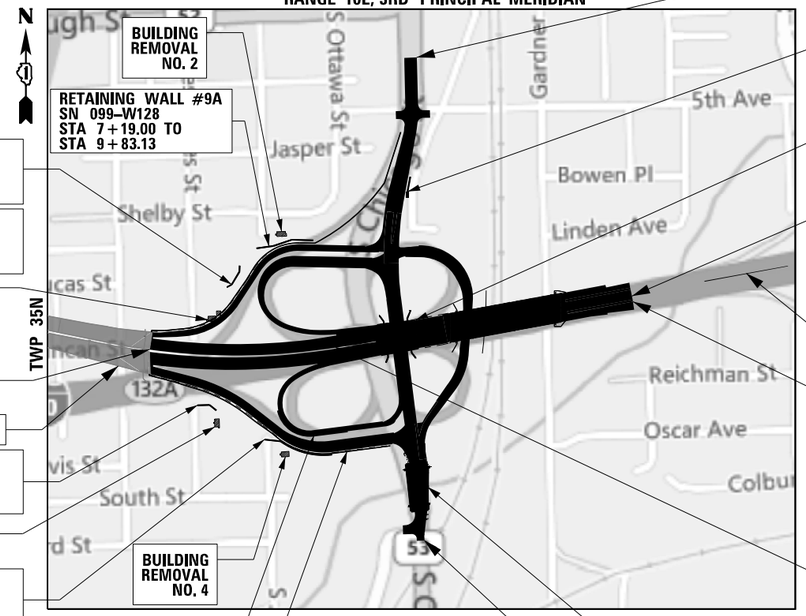
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

MEADE ELECTRIC CO.
DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR FOR LOCATING IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES
773-287-7672

PROJECT ENGINEER: ANA ABREU
PROJECT MANAGER: SULEYMAN TULGAR, P.E.

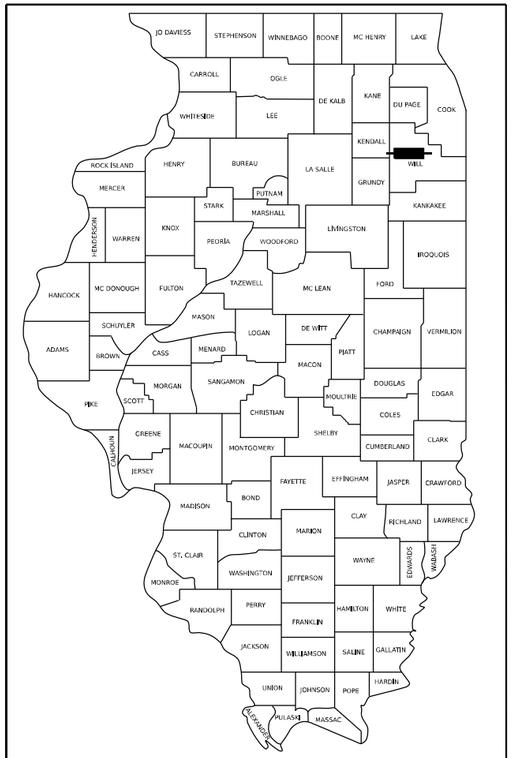
CONTRACT NO. 62F94

C–91–129–25
RANGE 10E, 3RD PRINCIPAL MERIDIAN



SCALE: 1″ – 400′

GROSS LENGTH = 2,577 FT. = 0.49 MILE
NET LENGTH = 2,577 FT. = 0.49 MILE



LOCATION OF SECTION INDICATED THUS: –

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

BURNS McDONNELL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 1, 20 25
REGIONAL ENGINEER
December 5, 20 25
ENGINEER OF DESIGN AND ENVIRONMENT
December 5, 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES (CONTINUED)

65. THE CONTRACTOR SHALL REMOVE THE TEMPORARY 2" OF ASPHALT FILLING THE BARRIER BASE KEYWAY PRIOR TO CONSTRUCTING THE DOUBLE FACE CONCRETE BARRIER BETWEEN STA, 723+31 AND STA. 726+50. THIS WORK SHALL BE INCLUDED IN THE COST OF "RELOCATE TEMPORARY CONCRETE BARRIER".

66. HIGH-EARLY STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT MAY ONLY BE USED AT THE INTERSECTION OF CHICAGO STREET AND PATTERSON ROAD AS SHOWN IN SUGGESTED STAGES OF CONSTRUCTION 5, 5A, 6, AND 6A WITH THE APPROVAL OF THE ENGINEER.

67. TEMPORARY FENCE SHALL BE PLACED TO SEPARATE THE LIMIT OF TREE REMOVAL, ACRES (SPECIAL) FROM TREE REMOVAL, ACRES AND STUMP REMOVAL, ACRES. TEMPORARY FENCE SHALL ALSO BE USED TO PROTECT THE ROOT ZONES OF TREES TO BE SAVED.

CITY OF JOLIET WATER AND SANITARY GENERAL NOTES

1. DIVISION II, III AND IV, AND APPLICABLE STANDARD DRAWINGS OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION, SHALL GOVERN THE CONSTRUCTION PROPOSED IMPROVEMENT, EXCEPT AS MODIFIED OR REVISED, AND/OR AMENDED AS SHOWN ON THE PLANS, OR CALLED FOR ON THE CONTRACT DOCUMENT, AND/OR AS ORDERED BY THE ENGINEER. ALL THE REFERENCES IN DIVISION II, III, AND IV TO DIVISION I OF THE STANDARD SPECIFICATIONS SHALL BE DELETED AND REFERENCE MADE TO THE APPLICABLE SECTIONS OF THE CONTRACT DOCUMENTS. PAVING IMPROVEMENTS SHALL BE CONSTRUCTED IN CONFORMANCE WITH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, BY ILLINOIS DEPARTMENT OF TRANSPORTATION.

2. VERIFY LOCATION, SIZE, AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND LOCATE UTILITIES PRIOR TO ANY WORK.

3. WHEREVER OBSTRUCTIONS NOT SHOWN ON THE DRAWINGS ARE ENCOUNTERED DURING THE PROGRESS OF THE WORK AND INTERFERE TO SUCH AN EXTENT `THAT ALTERATIONS TO THE DRAWINGS ARE REQUIRED, THE ENGINEER SHALL BE NOTIFIED PRIOR TO ANY CHANGES.

4. HORIZONTAL AND VERTICAL SEPARATION OF WATER MAINS AND SEWER LINES SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE "STANDARD SPECIFICATION FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS".

5. PROVIDE PROPERTY OWNERS ADVANCE NOTICE OF CONSTRUCTION ACTIVITIES THAT WILL RESTRICT THE USE OF THEIR DRIVEWAYS.

6. DO NOT STORE BEDDING AND BACKFILL MATERIALS, PIPES, FITTINGS, VAULTS, OR OTHER MATERIALS IN AREAS THAT WILL OBSTRUCT SIGHT LINES FOR STREETS AND DRIVEWAYS.

7. ALL PROPOSED UTILITIES UNDER AND WITHIN 2' OF PAVEMENT OR SIDEWALK SHALL BE BACKFILLED WITH TRENCH BACKFILL WHICH SHALL BE CRUSHED STONE, GRADATION CA 6 OR CA 7.

8. ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY OF JOLIET DEPARTMENT OF PUBLIC UTILITIES APPROVED MATERIALS LIST, LATEST EDITION

9. INSTALL NEW WATER MAIN WITH A MINIMUM OF 5' COVER BELOW EXISTING OR PROPOSED GROUND SURFACE UNLESS GREATER DEPTH IS REQUIRED TO AVOID EXISTING UTILITIES OR WHERE INDICATED ON THE DRAWINGS.

10. PROVIDE 48 HOURS ADVANCE NOTICE TO THE CITY WHEN CONNECTION TO AN EXISTING WATER MAIN WILL BE MADE. COORDINATE SHUTDOWN OF EXISTING WATER MAINS WHEN REQUIRED WITH THE CITY. SCHEDULE THE WORK TO MINIMIZE THE NUMBER AND LENGTH OF SHUTDOWNS. PROVIDE WRITTEN NOTIFICATION OF SHUTDOWNS TO WATER USERS AFFECTED 24 HOURS IN ADVANCE.

11. NOTIFY THE CITY'S PUBLIC UTILITIES DEPARTMENT IMMEDIATELY IF EXISTING LEAD WATER SERVICES ARE DISCOVERED.

12. LOCATE PRESSURE CONNECTIONS, IF INDICATED ON THE DRAWINGS OR WHEN DIRECTED BY THE ENGINEER, A MINIMUM OF 2' FROM ANY EXISTING REPAIR SLEEVES OR PIPE JOINTS.

13. PROVIDE A TEMPORARY COVERING OVER ALL NEW FIRE HYDRANTS UNTIL ALL NEW WATER MAINS ARE PUT INTO SERVICE AND NEW FIRE HYDRANTS ARE OPERABLE.

14. SUCCESSFULLY TEST, DISINFECT, AND FLUSH WATER MAIN, AND OBTAIN ACCEPTANCE OF THE WATER MAIN BY THE CITY OF JOLIET, PRIOR TO MAKING WATER SERVICE CONNECTIONS. FLUSH PIPELINES TO OBTAIN A VELOCITY OF 2.5 FT/S PER AWWA STANDARD C651.

15. SEWER TESTING, CLEANING, AND TELEVISING REQUIREMENTS: ALL SANITARY SEWER MAINS SHALL BE DEFLECTION TESTED AND AIR TESTED PER THE LATEST EDICTION OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS". ALL NEWLY CONSTRUCTED SEWER MAINS SHALL BE CLEANED AND TELEVISED PRIOR TO BEING PUT INTO SERVICE.

16. USE RESTRAINED MECHANICAL JOINT FITTINGS WITH MEGALUG TO PLUG/CAP EXISTING WATER MAINS TO REMAIN IN SERVICE AND FOR EXISTING WATER MAINS TO BE ABANDONED. PLUGS/CAPS ON WATER MAIN TO REMAIN IN SERVICE SHALL INCLUDE AN ADEQUATELY SIZED CAST-IN-PLACE CONCRETE THRUST BLOCK AS DIRECTED BY THE CITY.

17. PAVEMENT RESTORATION WILL BE MEASURED IN PLACE AND THE AREA COMPUTED IN SQUARE YARDS. ALL AREAS DISTURBED WILL BE REPLACED, BUT THE MAXIMUM ALLOWABLE WIDTHS USED FOR PAY QUANTITY CALCULATIONS WILL BE 6 FEET CENTERED ON THE PIPE. IF THE CONTRACTOR RELOCATES THE TRENCH AWAY FROM THE CURB AND GUTTER, THE PAVEMENT PATCH WILL EXTEND FROM THE SAWCUT IN THE EXISTING PAVEMENT TO THE FACE OF THE GUTTER AND THE MAXIMUM ALLOWABLE WIDTH OF 6 FEET WILL BE USED FOR PAY QUANTITY CALCULATIONS.

CITY OF JOLIET WATER AND SANITARY GENERAL NOTES (CONTINUED)

18. REPLACE ALL CONCRETE SIDEWALKS DISTURBED BY CONSTRUCTION TO THE NEAREST CONSTRUCTION JOINT. A MAXIMUM LENGTH OF TEN LINEAL FEET PER CROSSING WILL BE UTILIZED FOR PAY QUANTITY CALCULATIONS.

19. AS-BUILT DRAWINGS SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS THE PROJECT IS COMPLETED. ANY CHANGE IN THE LENGTH, LOCATION, OR ALIGNMENT SHALL BE SHOWN IN RED.

20. EROSION CONTROL WILL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL AS CONTAINED IN IEPA/WPC/87-012 OR CURRENT EDITION.

21. THE CITY OF JOLIET WATER DEPARTMENT SHALL BE RESPONSIBLE FOR COMPLETING ALL TAPS TO EXISTING WATER MAINS. CONTRACTOR WILL BE RESPONSIBLE FOR CALLING 815-724-4230 TO SCHEDULE AN APPOINTMENT WITH THE CITY WATER DEPARTMENT. APPOINTMENTS ARE AVAILABLE ON TUESDAYS AND THURSDAYS.

22. IT SHALL BE THE CONTRACTOR'S DUTY AND RESPONSIBILITY TO ASCERTAIN AND EXECUTE THE MEANS, METHODS, AND SEQUENCE OF CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS, SPECIFICATIONS, AND OTHER CONTRACT DOCUMENTS. THIS SHALL INCLUDE, BUT SHALL NOT BE LIMITED TO, THE EXCLUSIVE DUTY AND RESPONSIBILITY TO PROVIDE FOR WORKPLACE SAFETY AND WORKER SUPERVISION. IT SHALL EXCLUSIVELY BE THE CONTRACTOR'S DUTY AND RESPONSIBILITY TO INVESTIGATE AND ASCERTAIN THE CURRENT PHYSICAL STATE AND OPERATIONAL STATUS OF THE CITY'S WATER SUPPLY SYSTEM AND THE CITY'S SANITARY SEWER SYSTEM, INCLUDING WHETHER A WATER MAIN OR OTHER VESSEL IS OPERATIONAL, CONTAINS WATER, IS PRESSURIZED, OR IS OTHERWISE SAFE TO ALTER. ANY INFORMATION PROVIDED BY THE CITY, OR ITS EMPLOYEES AND CONSULTANTS, REGARDING THE STATE OF ITS WATER SUPPLY AND SANITARY SEWER SYSTEMS IS PROVIDED AS A COURTESY TO THE CONTRACTOR BUT IS NOT WARRANTED TO BE TRUE AND MAY NOT BE RELIED ON BY THE CONTRACTOR IN SATISFACTION OF, OR TO DIMINISH, ITS EXCLUSIVE DUTY TO ASCERTAIN AND EXECUTE THE MEANS, METHODS, AND SEQUENCES OF CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS, SPECIFICATIONS, AND OTHER CONTRACT DOCUMENTS AND ITS EXCLUSIVE RESPONSIBILITY TO PROVIDE FOR WORKPLACE SAFETY AND WORKER SUPERVISION.

PROJECT COMMITMENTS

1. TO AVOID AND MINIMIZE IMPACTS TO THE INDIANA BAT AND NORTHERN LONG-EARED BAT, NO TREE CLEARING SHALL OCCUR FROM APRIL 1 TO OCTOBER 31. SEE REMOVAL PLANS.

2. TO AVOID AND MINIMIZE IMPACTS TO THE RUSTY PATCH BUMBLE BEE (RPBB), ALL RIGHT-OF-WAY BETWEEN MIDLANDS AVENUE AND EJ&E RR (WEST OF RICHARD STREET) WILL BE MOWED WEEKLY STARTING MARCH 1 OR ANY TIME AFTER THE GRASS BEGINS TO GROW. THE WEEKLY MOWING WILL BE THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF CONSTRUCTION WHEREVER VEGETATION IS ALLOWED TO GROW TO AVOID FLOWERING RESOURCES IN THE PROJECT AREA. REFER TO THE SPECIAL PROVISION, "MOWING CYCLE (RUSTY PATCHED BUMBLE BEE)" AND SPECIAL PROVISION "PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE". NO BORROW, WASTE, OR USE SITES SHALL OCCUR OUTSIDE OF THE PROPOSED RIGHT-OF-WAY.

3. THE CONTRACTOR SHALL IMPLEMENT A STANDARD DUST CONTROL PLAN TO MINIMIZE DUST FROM THE CONSTRUCTION SITE AND ACTIVITIES. REFER TO DUST CONTROL WATERING AND STANDARD SPECIFICATION ARTICLE 107.36 FOR DETAILS.

4. THE CONTRACTOR SHALL INSTALL TEMPORARY CHAIN LINK FENCE WITH SCREENING, 8' BETWEEN CONSTRUCTION RELATED ACTIVITIES AND ADJACENT RESIDENTIAL COMMUNITIES TO LIMIT EXPOSURE TO CONSTRUCTION ACTIVITIES AND TO CREATE A BUFFER BETWEEN RESIDENTS AND THE CONSTRUCTION AREA.

IDNR PERMITTING NOTES

1. THE CONTRACTOR SHALL SECURE PERMIT AND FOLLOW IDNR PROVIDED CONDITIONS DURING TEMPORARY CONSTRUCTION CONDITIONS. IF REQUIRED, THE CONTRACTOR SHALL PREPARE AND SUBMIT PERMIT APPLICATION TO IDNR, OFFICE OF WATER RESOURCES (OWR) FOR TEMPORARY STRUCTURES UTILIZED DURING TEMPORARY CONSTRUCTION CONDITIONS FOR THE CHICAGO BRIDGE OVER THE HICKORY CREEK.

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-gennote-02.dgn

BURNS McDONNELL

USER NAME = tmmroz	DESIGNED - CJB	REVISED - 1 12/19/2025	
	DRAWN - CJB	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED - JJR	REVISED -	
PLOT DATE = 12/18/2025	DATE - 10/31/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: NTS | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	5
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE												
					90% FEDERAL / 10% STATE										80% FED 20% STATE	100% STATE	100% LOCAL
										RETAINING WALLS	OTHER	BRIDGE	BRIDGE	BRIDGE	BRIDGE		
					0003	0021	0021	0021	0020	0044	0044	0010	0010	0010	0010	0021	0021
					ROADWAY RURAL	LIGHTING	TRAFFIC SIGNALS	ITS	NOISE ABATEMENT WALLS		BUILDING DEMOLITION	EB RAMP B / GARDNER SN 099-0902	WB RAMP B / GARDNER SN 099-0903	CHICAGO SN 099-8310	HICKORY CREEK SN 099-8306	ITS	TRAFFIC SIGNALS
*	25100105	MULCH, METHOD 1	ACRE	1.07							1.07						
*	25100115	MULCH, METHOD 2	ACRE	1.50	1.50												
*	25100630	EROSION CONTROL BLANKET	SQ YD	145,226	145,226												
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	5,117	5,117												
*	28000305	TEMPORARY DITCH CHECKS	FOOT	2,030	2,030												
*	28000400	PERIMETER EROSION BARRIER	FOOT	14,740	12,912						1,828						
*	28000510	INLET FILTERS	EACH	259	259												
	28001000	AGGREGATE (EROSION CONTROL)	TON	1,139	1,139												
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	141,117	141,117												
	28100105	STONE RIPRAP, CLASS A3	SQ YD	80	80												
	28100107	STONE RIPRAP, CLASS A4	SQ YD	1,997	1,997												
	28100109	STONE RIPRAP, CLASS A5	SQ YD	722	722												
*	28200200	FILTER FABRIC	SQ YD	4,632	4,632												
	30103000	SHAPING AND GRADING ROADWAY	UNIT	8	8												

* SPECIALTY ITEM

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-SOQ.dgn

BURNS McDONNELL

USER NAME = cjberliner	DESIGNED - CJB	REVISED -	
	DRAWN - CJB	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED - JAP	REVISED -	
PLOT DATE = 10/29/2025	DATE - 10/31/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 3 OF 43 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	8
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE												
				90% FEDERAL / 10% STATE										80% FED 20% STATE	100% STATE	100% LOCAL
									RETAINING WALLS	OTHER	BRIDGE	BRIDGE	BRIDGE	BRIDGE		
				0003	0021	0021	0021	0020	0044	0044	0010	0010	0010	0010	0021	0021
				ROADWAY RURAL	LIGHTING	TRAFFIC SIGNALS	ITS	NOISE ABATEMENT WALLS		BUILDING DEMOLITION	EB RAMP B / GARDNER SN 099-0902	WB RAMP B / GARDNER SN 099-0903	CHICAGO SN 099-8310	HICKORY CREEK SN 099-8306	ITS	TRAFFIC SIGNALS
51265002	DRILLING AND SETTING PILES (IN ROCK)	CU FT	968											968		
51500100	NAME PLATES	EACH	14					3	1 7		1	1	1	1		
52000040	PREFORMED JOINT SEAL 3 1/2"	FOOT	792								595		197			
52000110	PREFORMED JOINT STRIP SEAL	FOOT	302								151	151				
52100210	ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	44								22	22				
52100520	ANCHOR BOLTS, 1"	EACH	84										84			
52100530	ANCHOR BOLTS, 1 1/4"	EACH	308								154	154				
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	15,234						870		4,860	5,061	3,905	538		
52200105	FURNISHING SOLDIER PILES (W SECTION)	FOOT	1,580						1,580							
52200200	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT	8,853						8,853							
52200205	DRILLING AND SETTING SOLDIER PILES (IN ROCK)	CU FT	679						679							
52200250	UNTREATED TIMBER LAGGING	SQ FT	2,648						2,648							
52200500	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	34,274						13,835		5,956	5,477	9,006			
52200505	TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	9,500								2,513	2,491	4,496			

* SPECIALTY ITEM

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-SOQ.dgn

BURNS McDONNELL

USER NAME = cjberliner	DESIGNED - CJB	REVISED -	
	DRAWN - CJB	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED - JAP	REVISED -	
PLOT DATE = 10/29/2025	DATE - 10/31/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 10 OF 43 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	15
		CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE												
					90% FEDERAL / 10% STATE										80% FED 20% STATE	100% STATE	100% LOCAL
										RETAINING WALLS	OTHER	BRIDGE	BRIDGE	BRIDGE	BRIDGE		
					0003	0021	0021	0021	0020	0044	0044	0010	0010	0010	0010	0021	0021
					ROADWAY RURAL	LIGHTING	TRAFFIC SIGNALS	ITS	NOISE ABATEMENT WALLS		BUILDING DEMOLITION	EB RAMP B / GARDNER SN 099-0902	WB RAMP B / GARDNER SN 099-0903	CHICAGO SN 099-8310	HICKORY CREEK SN 099-8306	ITS	TRAFFIC SIGNALS
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,500			1,500										
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2			2										
	89502380	REMOVE EXISTING HANDHOLE	EACH	18			18										
	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	2			2										
	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	13			13										
*	89502400	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	3	3												
*	E20210G1	VINE-PARTHENOCISSUS QUINQUEFOLIA ENGEL MANNII (ENGELMANNII VIRGINIA CREEPER), 1-GALLON POT	EACH	3,210	3,210												
	K1003660	MOWING CYCLES	EACH	96	96												
*	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1												
	X0301423	NOISE ABATEMENT WALL, GROUND MOUNTED	SQ FT	46,242					46,242								
	X0322463	CONNECTION TO EXISTING SEWER	EACH	1	1												
	X0323578	PRECONSTRUCTION VISUAL RECORDING	L SUM	1	1												
	X0323879	SERVICE PATROL	CAL DA	1,080	1,080												
	X0324013	NOISE ABATEMENT WALL, STRUCTURE MOUNTED	SQ FT	26,899					26,899								

* SPECIALTY ITEM

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-SOQ.dgn

BURNS McDONNELL

USER NAME = cjberliner	DESIGNED - CJB	REVISED -	
	DRAWN - CJB	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED - JAP	REVISED -	
PLOT DATE = 10/29/2025	DATE - 10/31/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 32 OF 43 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	37
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE												
					90% FEDERAL / 10% STATE										80% FED 20% STATE	100% STATE	100% LOCAL
										RETAINING WALLS	OTHER	BRIDGE	BRIDGE	BRIDGE	BRIDGE		
					0003	0021	0021	0021	0020	0044	0044	0010	0010	0010	0010	0021	0021
					ROADWAY RURAL	LIGHTING	TRAFFIC SIGNALS	ITS	NOISE ABATEMENT WALLS		BUILDING DEMOLITION	EB RAMP B / GARDNER SN 099-0902	WB RAMP B / GARDNER SN 099-0903	CHICAGO SN 099-8310	HICKORY CREEK SN 099-8306	ITS	TRAFFIC SIGNALS
*	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	1,772													1,772
	X0324097	COARSE SAND PLACEMENT, 2"	SQ YD	36,252	36,252												
										1							
	X0324587	NOISE ABATEMENT WALL ANCHOR ROD ASSEMBLY	EACH	97			~~28~~		49	24			24				
*	X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	1,500			1,500										
	X0325280	EXPRESSWAY SWEEPING CYCLE	EACH	24	24												
*	X0326949	CLOSED CIRCUIT TELEVISION CAMERA STRUCTURE FOUNDATION, 30" DIAMETER	FOOT	14				14									
*	X0327120	WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	ACRE	30.75	30.75												
	X0327357	CONSTRUCTION VIBRATION MONITORING	L SUM	1	1												
	X0488100	REMOVING EXISTING SEPTIC TANK	EACH	2							2						
	X1200016	SANITARY SERVICE REPLACEMENT	EACH	5	5												
	X1200160	CONNECTION TO EXISTING DRAINAGE STRUCTURE	EACH	1	1												
*	X1400150	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	3			3										
*	X1400190	REMOVAL OF HIGH MAST LUMINAIRES, SALVAGE	EACH	10		10											

* SPECIALTY ITEM

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-SOQ.dgn

BURNS McDONNELL

USER NAME = cjberliner	DESIGNED - CJB	REVISED -	
	DRAWN - CJB	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED - JAP	REVISED -	
PLOT DATE = 10/29/2025	DATE - 10/31/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 33 OF 43 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	38
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES

1. FOR SAFETY AND DROP OFF CONSIDERATIONS, REFER TO THE LATEST IDOT SAFETY ENGINEERING POLICY MEMORANDUM.

2. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS AND EROSION CONTROL MEASURES DURING STAGE CONSTRUCTION THROUGHOUT THE DURATION OF THE CONTRACT, SEE TEMPORARY DRAINAGE AND EROSION CONTROL PLANS

3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON THE JOB SITE DURING CONSTRUCTION.

4. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, SUFFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE, ALL MARKINGS THAT REQUIRE REPLACEMENT AFTER THE FIRST REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

5. TEMPORARY PAVEMENT CROSS SLOPES SHALL MATCH THE CROSS SLOPE OF ADJACENT EXISTING OR PROPOSED PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AS OTHERWISE SHOWN ON THE PLANS.

6. THE CONTRACTOR IS DIRECTED TO THE FACT THAT OTHER SEPARATE CONTRACTS ARE, OR MAY BE, IN FORCE THAT INTERSECT THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTORS IN THE PHASING AND PERFORMANCE OF THIS WORK SO AS NOT TO DELAY, INTERRUPT, OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS. THE CONTRACTOR SHALL TAKE INTO CONSIDERATION THE REQUIREMENTS OUTLINED IN THE SPECIAL PROVISION CONTRACTOR COOPERATION WHEN WORKING WITH OTHER CONTRACTORS AND THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS, NOR FOR ANY DELAYS OR INCONVENIENCES RESULTING FROM THE ACTIVITIES OF OTHER CONTRACTORS. SHOULD A CONFLICT ARISE BETWEEN THE CONTRACTORS WITH RESPECT TO SEQUENCE OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC REQUIREMENTS, SAID CONFLICTS SHALL BE RESOLVED BY, OR AT THE DIRECTION OF THE ENGINEER.

7. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP, AND SHOULDER CLOSURES, AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE, THIS ADVANCED NOTIFICATION IS CALCULATED BASED ON A WORK WEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.

8. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO SAFELY INGRESS/EGRESS ALL WORK ZONES, ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION AND MUST BE COMPLETED ACCORDING TO TC-18 AND MAINTENANCE OF TRAFFIC DETAILS. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE IS INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)" AND WILL NOT BE PAID FOR SEPARATELY, ACCOMMODATIONS AND PROVISIONS FOR ADDITIONAL ENTRANCES SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

9. THE CONTRACTOR SHALL PERFORM PAVEMENT PATCHING AND REPAIRS ON THE DESIGNATED DETOUR ROUTES BEFORE DETOURS ARE IN SERVICE. THE LOCATION AND QUANTITIES SHALL BE DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REFER TO THE DETOUR PLANS FOR THE DESIGNATED DETOUR ROUTES, NOMINAL QUANTITIES OF THIS WORK HAVE BEEN INCLUDED AS PART OF THE CONTRACT.

10. TEMPORARY TRAFFIC SIGNS AND LIGHTING SHALL BE INSTALLED AS INDICATED IN THE RESPECTIVE TRAFFIC SIGNAL AND LIGHTING PLANS.

11. THE CONTRACTOR SHALL CONTACT THE DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR (KALPANA KANNAN-HOSADURGA, KALPANA,KANNAN-HOSADURGA@ILLINOIS, GOV) AT (847) 705-4470 AND THE DISTRICT 1 EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 THREE (3) BUSINESS DAYS IN ADVANCE OF BEGINNING WORK.

12. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 1 EXPRESSWAY OPERATIONS ENGINEER 14 DAYS IN ADVANCE OF ALL FULL STOPS AND STAGE CHANGES IN ACCORDANCE WITH THE "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC CONTRACT SPECIAL PROVISIONS, PLEASE SEE THE SPECIAL PROVISIONS FOR CLARIFICATIONS.

13. THE RESIDENT ENGINEER SHALL CONTACT THE PACE BUS TRANSPORTATION ENGINEER AT TRANSPORTATION.ENGINEER@PACEBUS.COM ONE (1) WEEK IN ADVANCE OF ALL STAGE CHANGES.

14. THE CONTRACTOR SHALL COORDINATE ALL LANE CLOSURES, DETOURS, AND ADVANCED WARNING SIGNS WITH ADJACENT CONTRACTS OUTLINED IN THE SPECIAL PROVISION "COORDINATION WITH ADJACENT AND/OR OVERLAPPING CONTRACTS TO ENSURE CONSISTENCY AND AVOID TRAFFIC CONTROL CONFLICTS. THIS WORK SHALL BE APPROVED BY THE ENGINEER.

15. WORK IS TO BE PERFORMED IN ACCORDANCE WITH "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" (KEOTT) AND PER STATE AND DISTRICT 1 HIGHWAY STANDARD FOR TRAFFIC CONTROL, ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON THE L-80 EXPRESSWAY, CHICAGO STREET, AND RAMPS SHALL BE IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THE CONTRACT PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)" AND WILL NOT BE PAID FOR SEPARATELY.

16. ANY TEMPORARY PAVEMENT MARKINGS OR EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER PRIOR TO SWITCHING TRAFFIC INTO A NEW STAGE CONFIGURATION. GRINDING IS PROHIBITED ON ALL PAVEMENT NOT BEING REPLACED.

17. LIGHTS SHALL BE USED ON DEVICES ACCORDING TO ARTICLE 701.16. CONES WILL NOT BE ALLOWED, UNLESS NOTED. CHECK BARRICADES SHALL BE USED WHEN APPLICABLE. DRUM SPACINGS SHALL BE 100' C-C (50' IN CURVES AND TAPERS) ALONG THE MAINLINE LANES OF I-80 AND CHICAGO STREET, AND 25' C-C AT ALL RAMP LOCATIONS.

18. ANY EXISTING OR PROPOSED SIGNS THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED/OVERHEAD SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE AND WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)".

19. ADVANCED SIGNING PER IDOT DISTRICT 1 DETAIL TC-22 AND/OR CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH TRAFFIC DIRECTIONS ALONG CHICAGO STREET. THESE SIGNS WILL BE MEASURED FOR PAYMENT AT THE CONTRACT UNIT PRICE FOR "TEMPORARY INFORMATION SIGNING" OR "CHANGEABLE MESSAGE SIGN".

20. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURES, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN ON EVENTS ON EACH APPROACH OF CHICAGO STREET AND I-80 MAINLINE STAGING TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN TWO WEEKS ON THE SAME APPROACH OF THE AFFECTED ROADWAY. THE SIGN LOCATIONS HALL BE PLACED AS DIRECTED BY THE ENGINEER.

21. "RELOCATE TEMPORARY CONCRETE BARRIER" WILL BE MEASURED FOR PAYMENT WHEN THE BARRIER IS RELOCATED AND USED AS A TRAFFIC CONTROL DEVICE. THERE MAY BE SOME INSTANCES WHEN THE EXISTING TEMPORARY CONCRETE BARRIER REQUIRES RELOCATION DUE TO THE CONTRACTORS ACTIVITIES, BUT THE BARRIER WILL NOT BE USED FOR MAINTENANCE OF TRAFFIC DURING THAT STAGE. THIS BARRIER WILL NOT BE MEASURED FOR PAYMENT UNTIL IT IS USED AS A TRAFFIC CONTROL DEVICE IN A SUBSEQUENT STAGE.

22. IMPLEMENTATION OF STAGES MAY HAVE RESTRICTIONS, AND THE CONTRACTOR SHALL REFER TO SPECIAL PROVISIONS WORK RESTRICTIONS FOR ADDITIONAL DETAILS.

23. MOVING OPERATIONS PER STATE STANDARD 701426 WILL NOT BE PERMITTED ON I-80.

24. THE ANNUAL INSPECTION OF THE I-80 OVER DES PLAINES RIVER BRIDGES WILL BE PERFORMED BY THE DEPARTMENT OR ITS CONSULTANT IN APRIL/MAY OF EACH YEAR. CONTRACT 62R22 SHALL MAKE MOT MODIFICATIONS TO ACCOMMODATE THE SCHEDULED INSPECTION AND PROVIDE THE NECESSARY DAILY LANE CLOSURES FOR THE INSPECTION OF BOTH WB AND EB DIRECTIONS. THE COST FOR COORDINATION AND MODIFICATIONS REQUIRED TO MOT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

25. CONSTRUCTION EXCAVATION REMOVAL LIMITS BETWEEN STAGES: CONTRACTOR SHALL NOT REMOVE AGGREGATE SUBGRADE BEHIND BARRIER WALL ADJACENT TO THE CUT LINE UNTIL READY TO INSTALL SUBGRADE IMPROVEMENT.

26. WHEN MOT SIGNING ALONG CHICAGO STREET, SOUTH OF PATTERSON ROAD, ARE IN CONFLICT WITH EXISTING RETAINING WALLS, THE SIGNS SHALL BE PLACED ON TOP OF THE RETAINING WALL WITH SHORTER POSTS TO THE SATISFACTION OF THE ENGINEER, SHRUBS AND OVERHANGING LIMBS SHALL BE CLEARED AS NECESSARY TO NOT OBSTRUCT THE VIEW OF THE MOT SIGNING, NO ADDITIONAL COMPENSATION WILL BE MADE FOR THIS WORK BUT SHALL BE INCLUDED IN THE COST OF THE APPLICABLE TRAFFIC CONTROL PAY ITEMS.

27. TEMPORARY PAVEMENT MARKINGS ON I-80 AND RAMPS SHALL BE TEMPORARY PAVEMENT MARKING - EPOXY, TEMPORARY PAVEMENT MARKINGS ON CHICAGO STREET SHALL BE TEMPORARY PAVEMENT MARKING-TYPE IV TAPE UNLESS USED DURING THE WINTER. IF TEMPORARY PAVEMENT MARKING ALONG CHICAGO IS USED DURING THE WINTER, THE TEMPORARY PAVEMENT MARKING SHALL BE TEMPORARY PAVEMENT MARKING - EPOXY. PRIOR TO PLACING TEMPORARY PAVEMENT MARKING ON CHICAGO STREET, THE CONTRACTOR SHALL VERIFY THE PAVEMENT MARKING MATERIAL WITH THE ENGINEER.

28. THE DEPTH OF THE TEMPORARY PAVEMENT ALONG CHICAGO STREET MAY BE REDUCED TO MATCH THE DEPTH OF THE EXISTING PAVEMENT WITH THE APPROVAL OF THE ENGINEER. THE MINIMUM TEMPORARY PAVEMENT THICKNESS SHALL BE 8".

29. THE CONTRACTOR SHALL WIDEN INTERSECTION TURN RADII AND PULL BACK BARREL PLACEMENT IN LOCATIONS WHERE CONSTRUCTION ACTIVITIES HAVE SPACE RESTRICTIONS AS WORK IS BEING COMPLETED AS DIRECTED BY THE ENGINEER.

30. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

31. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24" BEHIND THE BARRIER. THE 24 OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF NON-TRAFFIC SIDE OF THE BARRIER TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM, THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.

32. WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.

33. ON CHICAGO STREET, ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED OUTSIDE OF THE PROJECT IMPROVEMENT LIMITS SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING.

34. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT, THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.

35. TYPE C REFLECTORS ON CHICAGO STREET SHALL BE MONODIRECTIONAL CRYSTAL.

36. SIDEWALK CLOSED SIGNS SHALL BE INSTALLED AS SIDEWALK IS CONSTRUCTED. SIDEWALKS AND CROSSWALKS SHALL ONLY BE OPENED ONCE CONSTRUCTION IS COMPLETE.

37. TEMPORARY CONCRETE BARRIER WALL SHALL NOT BE PINNED IN THE MEDIAN BARRIER BASE BETWEEN STA. 723+31 AND STA. 727+80 UNLESS SHOWN IN THE PLANS. PINNING SHALL BE COORDINATED WITH THE ENGINEER TO AVOID 4" CONDUIT PREVIOUSLY INSTALLED IN THE BARRIER BASE.

38. STATE OWNED TEMPORARY CONCRETE BARRIER WALL IS LOCATED WITHIN THE PROJECT LIMITS AT THE START OF CONSTRUCTION. AT THE START OF CONSTRUCTION THE CONTRACTOR SHALL TAKE OWNERSHIP OF THE TEMPORARY CONCRETE BARRIER WALL. THE TEMPORARY CONCRETE BARRIER WALL WILL BE RELOCATED AND PAID FOR AS "RELOCATE TEMPORARY CONCRETE BARRIER WALL". REMOVAL SHALL BE INCLUDED IN THE COST OF "RELOCATE TEMPORARY CONCRETE BARRIER WALL" AND WILL NOT BE MEASURED FOR PAYMENT SEPARATELY.

39. ALL LOCAL ROAD WARNING SIGNS SHALL BE PLACED 200' IN ADVANCE OF THE INTERSECTION AT THE NEAREST PRACTICAL LOCATION PER TC-10. WHERE WIDTH RESTRICTIONS APPLY, REFER TO THE WIDTH RESTRICTION DETAIL FOR REQUIRED SIGNAGE. IN SUCH CASES, THE "ROAD CONSTRUCTION AHEAD" SIGN SHALL BE PLACED 200' IN ADVANCE OF THE WIDTH RESTRICTION SIGNAGE.

40. WHERE THE BRIDGE PLANS OVER RAMP B / GARDNER STREET / RAILROADS SPECIFY STAGE 1, THIS SHOULD BE UNDERSTOOD TO MEAN STAGE 2A. WHERE THE BRIDGE PLANS OVER RAMP B / GARDNER STREET / RAILROADS SPECIFY STAGE 2, THIS SHOULD BE UNDERSTOOD TO MEAN STAGE 2B.

41. WHERE THE BRIDGE PLANS OVER CHICAGO STREET SPECIFY STAGE 1, THIS SHOULD BE UNDERSTOOD TO MEAN STAGE 3. WHERE THE BRIDGE PLANS OVER CHICAGO STREET SPECIFY STAGE 2, THIS SHOULD BE UNDERSTOOD TO MEAN STAGE 5.

42. CONTRACTOR SHALL COORDINATE MOT NEEDS FOR CHICAGO STREET RETAINING WALL #11 INSTALLATION ALONG EASTERN AVENUE WITH LOCAL ROADS AND IMPROVEMENTS.

43. TRAFFIC CONTROL PROTECTION FOR WORK ASSOCIATED WITH BUILDING REMOVAL ACTIVITIES, INCLUDING UTILITY DISCONNECTION, WILL NOT BE PAID FOR SEPARATELY AND WILL BE INCLUDED AS PART OF OTHER TRAFFIC CONTROL PAY ITEMS.

44. THE PINNING OF TEMPORARY CONCRETE BARRIER WALL ALONG CHICAGO STREET IS SHOWN ON THE PLANS. REFERENCE THE PINNING SCHEDULES FOR LOCATIONS ON I-80 AND RAMPS. PINNING SHALL BE ACCORDING TO THE APPLICABLE REQUIREMENTS AND COORDINATED WITH THE ENGINEER.

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-MOT-gen-notes-01.dgn

BURNS McDONNELL

USER NAME = tmmroz	DESIGNED - CJB	REVISED - 1 12/19/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES
	DRAWN - CJB	REVISED -		
PLOT SCALE = 2.000 ' / in.	CHECKED - JAP	REVISED -		SCALE: NTS / SHEET 1 OF 1 SHEETS / STA. / TO STA.
PLOT DATE = 12/17/2025	DATE - 10/31/2025	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	156
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. THE LIMITS OF CONSTRUCTION WILL BE STAKED AND APPROVED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGES IN CONSTRUCTION LIMITS.

2. EROSION CONTROL ITEMS ARE CONSIDERED HIGH PRIORITY ITEMS IN THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF SPECIFICATIONS NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OPERATIONS WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION LIMITS.

3. TEMPORARY EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).

4. THE CONTRACTOR SHALL UTILIZE THE GENERAL MAINTENANCE GUIDELINES AS OUTLINED IN THE SWPPP TO ENSURE GOOD AND EFFECTIVE OPERATING CONDITION OF THE VEGETATION AND EROSION AND SEDIMENT CONTROL MEASURES.

5. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE. ALL CHANGES TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE NOTED ON THE PLANS KEPT ON SITE.

6. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN HIGHWAY STANDARD 280001. THE USE OF STRAW BALES ARE NOT PERMITTED IN DISTRICT ONE.

7. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.

8. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.

9. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH OR EQUIVALENT SNOWFALL AND AFTER EACH SIGNIFICANT SNOWMELT.

10. THE EXISTING GROUND COVER SHALL REMAIN IN PLACE AND UNDISTRUBED IN AREAS WHERE THERE IS NO PROPOSED GRADING.

11. TOPSOIL SHALL BE PLACED ON SLOPES AFTER COMPLETING FINAL GRADING. TOPSOIL SHALL NOT BE PLACED ON SURFACES THAT WILL BE PAVED IN THE FUTURE OR ON TEMPORARILY STEEP SLOPES.

12. TEMPORARY STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER AND WILL REQUIRE SILT FENCE AND TEMPORARY SEEDING.

13. ALL STORM SEWER FACILITIES WITH OPEN LIDS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED OR FILTERED. ALL DRAINAGE STRUCTURES THAT HAVE OPEN LIDS IN PAVEMENT AREAS SHALL BE PROTECTED WITH INLET FILTERS. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL NO LONGER REQUIRED OR AS DIRECTED BY THE ENGINEER.

14. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

15. LOCATIONS OF STABILIZED CONSTRUCTION ENTRANCES SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSTALLATION OF THE ENTRANCES/EXITS SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY FOR STABILIZED CONSTRUCTION ENTRANCES HAS BEEN PROVIDED IN THE CONTRACT.

16. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INSTALLED ON ALL AREAS DISTURBED DURING EACH STAGE OF CONSTRUCTION PRIOR TO SWITCHING TRAFFIC TO BEGIN THE SUBSEQUENT STAGE. ALSO, ALL EROSION CONTROL MEASURES PLACED DURING CONSTRUCTION SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL COMPLETION OF CONTRACT OR NO LONGER REQUIRED.

17. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION (DATED JULY 1, 2010) AND IDOT'S BEST MANAGEMENT PRACTICES: (HTTPS://IDOT.ILLINOIS.GOV/CONTENT/DAM/SOI/EN/WEB/IDOT/DOCUMENTS/ TRANSPORTATION-SYSTEM/MANUALS-GUIDES-AND-HANDBOOKS/HIGHWAYS/ENVIRONMENT/ EROSION-AND-SEDIMENT-CONTROL-FIELD-GUIDE-FOR-CONSTRUCTION-INSPECTION.PDF)

18. THE CONTRACTOR MUST PROVIDE A PLAN TO THE RESIDENT ENGINEER TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION.

19. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.

20. ALL WORK ASSOCIATED WITH INSTALLATION AND MAINTENANCE OF CONCRETE WASHOUTS IS INCIDENTAL TO THE CONTRACT.

21. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPAIR OR REPLACE THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE INCLUDED IN THE CONTRACT.

22. MULCH, METHOD 2 AND SURFACE ROUGHENING SHALL BE USED FOR TEMPORARY STABILIZATION DURING WINTER IN ADDITION TO TEMPORARY EROSION CONTROL SEEDING WHEN GRADING WILL OCCUR WHILE THE GROUND IS SNOW COVERED WHEN TEMPORARY SEED WILL NOT GERMINATE AND PROVIDE EROSION CONTROL PROTECTION UNTIL THE FOLLOWING SPRING. SURFACE ROUGHENING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF MULCH, METHOD 2.

23. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.

24. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.

25. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.

26. A MAXIMUM OF 10 ACRES MAY BE IN SOME STAGE OF GRADING AT A SINGLE TIME. ADDITIONAL AREAS (UP TO 10 ACRES) MAY BE CLEARED BUT WILL NOT BE STRIPPED OF VEGETATION UNTIL THE GRADED AREAS HAVE BEEN PROTECTED FROM EROSION THROUGH INSTALLATION OF EITHER TEMPORARY OR PERMANENT MEASURES. WHENEVER POSSIBLE, THE GRADING WILL BE COMPLETED TO THE DESIGN GRADE AND THE PERMANENT VEGETATION PLAN IMPLEMENTED PRIOR TO STARTING GRADING ACTIVITIES ON THE NEXT SITE.

    (A) WHEN BALANCING EARTHWORK (BORROW FROM A CUT USED AS FILL AT A LOCATION DISTANT FROM THE CUT) THE ENGINEER WILL CONSIDER ALLOWING MORE THAN 10 ACRES OF GRADING AT A TIME. THE 10 ACRES LIMITATION DOES NOT INCLUDE HAUL ROADS, BRIDGE CONSTRUCTION WORK AREAS AND STORAGE AREAS.

    (B) VARIATIONS TO THE ABOVE MAY BE CONSIDERED BY THE ENGINEER UNDER ALL THE FOLLOWING CONDITIONS:
    - IF THE CONTRACTOR FALLS BEHIND SCHEDULE THROUGH NO FAULT OF HIS OWN.
    - THE CONTRACTOR MUST PRESENT A SCHEDULE DEMONSTRATING THE NEED FOR SUCH VARIATION IN ORDER TO COMPLETE THE WORK ON TIME.
    - THE CONTRACTOR MUST COMPLY WITH ALL OTHER CONTRACT REQUIREMENTS.

27. STABILIZATION MEASURES SHOULD BE INSTALLED ON CUT OR FILL SLOPES IN ACCORDANCE WITH THE ILR10 PERMIT REGARDLESS OF HEIGHT OF CUT OR FILL SLOPE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL OR EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.

28. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 1 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 1/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.

29. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STREAMS OR WETLANDS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE AND STABILIZED IMMEDIATELY AFTER FINAL SHAPING OF THE PILE IN ACCORDANCE WITH MULCH, METHOD 2. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.

30. MATERIALS EXCAVATED FOR THE CONSTRUCTION OR CLEANOUT OF SEDIMENT TRAPS OR SEDIMENT BASINS SHALL NOT BE STOCKPILED IN THE VICINITY OF THE TRAP OR BASIN. IT WILL EITHER BE PLACED IN AN EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.

31. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR THE COST OF THE CONTROLS ARE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER THE DEPARTMENT WILL ASSUME THE COST OF THE CONTROLS.

32. DEWATERING ACTIVITIES WILL BE CONDUCTED UTILIZING A SILT BAG LOCATED ON A STABILIZED SURFACE (RIPRAP). DISCHARGE FROM THE SILT BAG WILL FLOW THROUGH A VEGETATED (STABILIZED) FLOW LINE PRIOR TO DISCHARGING INTO THE RECEIVING WATER.

33. WHEN THE CONTRACTOR REQUESTS A CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH PROVIDING THE FOLLOWING CONDITIONS ARE MET: (A) ALL AREAS BEING STABILIZED ARE 3:1 SLOPES OR FLATTER. (B) THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH STRAW MULCH. (C) ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED AND ARE BEING MAINTAINED.

34. WHEN STORM SEWER IS UNDER CONSTRUCTION, CONTRACTOR SHALL PROVIDE A PLAN ACCEPTABLE TO THE ENGINEER TO PREVENT EROSION AND SEDIMENTATION FROM RUNOFF ENTERING OR EXITING THE STORM SEWER CONSTRUCTION.

35. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTORS RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN PART IX OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

36. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RESIDENT ENGINEER.

37. ALL PERMANENT SEDIMENT BASINS, PERMANENT STORM WATER CONTROL MEASURES, AND RUNOFF CONTROL MEASURES REQUIRED TO KEEP OFF-SITE RUNOFF FROM FLOWING OVER THE CONSTRUCTION AREA WILL BE INSTALLED BEFORE CLEARING AND STRIPPING OF THE SITE PROCEEDS. PRIOR TO PROCEEDING WITH GENERAL EARTHWORK ON A PROJECT THE CONTRACTOR WILL OBTAIN APPROVAL OF HIS PROPOSED EARTHWORK AND STABILIZATION SCHEDULE.

38. THE ACTUAL NEED FOR TEMPORARY DRAINAGE FACILITIES, AS WELL AS THE STAGING OF THE PERMANENT DRAINAGE SYSTEM CONSTRUCTION, MAY BE MODIFIED BY THE ENGINEER, WHO SHALL BE CONSULTED BEFORE THE INSTALLATION.

39. INLET FILTERS ARE REQUIRED FOR THE STRUCTURES SHOWN ON THE PLANS. STRUCTURE OPENINGS VARY SUCH THAT FIELD MEASUREMENT AND/OR CONTRACTOR DESIGN WILL BE REQUIRED. COST OF DESIGN, LABOR AND MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "INLET FILTER". THE INLET FILTERS SHALL BE IMMEDIATELY INSTALLED, AND MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL COMPLETION OF STAGING OR UNTIL NO LONGER REQUIRED.

40. THE EROSION CONTROL PLANS INCLUDE TEMPORARY DRAINAGE STRUCTURES, TEMPORARY DRAINAGE PIPES AND TEMPORARY DRAINAGE SCHEDULES. REFER TO DRAINAGE AND UTILITY PLANS FOR PERMANENT DRAINAGE STRUCTURES, PIPES AND DRAINAGE SCHEDULES.

41. ANY SPOIL MATERIAL EXCAVATED MUST NOT BE RETURNED TO HICKORY CREEK BUT MUST BE DESPOSITED IN A SELF-CONTAINED AREA IN COMPLIANCE WITH ALL STATE STATUES, REGULATIONS, AND PERMIT REQUIREMENTS WITH NO DISCHARGE TO WATERS OF THE STATE UNLESS A PERMIT HAS BEEN ISSUED.

42. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. ALL CONDITIONS OF THE 404 PERMIT, FOUND IN THE SPECIAL PROVISIONS, MUST BE FOLLOWED. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN (INCLUDING WORK WITHIN WETLANDS) TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES (INCLUDING WORK WITHIN WETLANDS) CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN (INCLUDING WORK WITHIN WETLANDS) WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED WITH THE EXCEPTION OF COFFERDAMS, WHICH WILL BE PAID FOR AS COFFERDAM (TYPE 1) WITH A BASIS OF PAYMENT OF EACH.

43. "WETLANDS NO INTRUSION" SIGNAGE SHOULD ALSO BE PROVIDED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND/OR WOUS. THE CONTRACTOR CAN BORROW THE SIGNS FROM THE BUREAU OF MAINTENANCE. INCLUDE TEMPORARY FENCING AND WETLAND SIGNAGE WITHIN THE EROSION AND SEDIMENT CONTROL STRATEGY. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. WHEN WORK HAS BEEN COMPLETED, THE SIGN SHALL BE RETURNED TO THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT.

INSPECTION AND MAINTENANCE

1. PERIMETER EROSION BARRIER - BUILT UP SEDIMENT SHALL BE REMOVED FROM THE BARRIER IF THE INTEGRITY OF THE BARRIER IS IN JEOPARDY. BARRIERS WILL BE INSPECTED FOR DEPTH OF SEDIMENT AND TEARS TO SEE IF THE FABRIC IS SECURELY ATTACHED TO THE BARRIER POSTS AND TO SEE THAT THE BARRIER POSTS ARE FIRMLY IN THE GROUND. REPAIR BARRIERS AND POSTS AS NECESSARY.

2. DITCH CHECKS - INSPECT DITCH IF FLOW IS BEING IMPEDED BY SEDIMENT AND INSPECT STONE FOR EVIDENCE OF WASH OUT. BUILT UP SEDIMENT SHALL BE REMOVED WHEN IT HAS REACHED ONE HALF THE HEIGHT OF THE DITCH CHECK, WITH STONE REPLACED OR ADDED AS NECESSARY.

3. TEMPORARY SEEDING - INSPECT SEEDED AREAS FOR BARE SPOTS, WASH OUTS, AND HEALTHY GROWTH. REPAIR BARE SPOTS AND WASHOUTS AS NECESSARY.

4. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE - INSPECT FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING. REMOVE SEDIMENT AS NEEDED.

5. INLET PROTECTION - INSPECT FABRIC FOR TEARS AND REMOVE SEDIMENT WHEN FILTER IS ONE QUARTER FULL.

6. RIP RAP - INSPECT RIP RAP FOR WASH OUT. REPAIR OR ADD SPECIFIED GRADATION OF RIPRAP AS NECESSARY.

7. ON A WEEKLY BASIS, THE ENGINEER SHALL INSPECT THE PROJECT TO DETERMINE WHETHER EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF ADDITIONAL CONTROL MEASURES ARE NECESSARY. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER AND STABILIZED ACCORDINGLY.

EROSION CONTROL SEQUENCE OF CONSTRUCTION

THE FOLLOWING MEASURES ARE TO BE INSTALLED PRIOR TO CLEARING AND GRADING:

1. INSTALL NO INTRUSION WETLAND SIGNAGE AND TEMPORARY FENCE AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND/OR WOUS IN ACCORDANCE WITH EROSION AND SEDIMENT CONTROL GENERAL NOTE #43.

2. INSTALL STABILIZED CONSTRUCTION ENTRANCE AT ALL LOCATIONS OF CONSTRUCTION INGRESS AND EGRESS TO ELIMINATE TRACKING OF SEDIMENT FROM CONSTRUCTION SITE INTO THE RIGHT-OF-WAY. ALL STABILIZED ENTRANCES MUST BE APPROVED BY THE ENGINEER.

3. ERECT PERIMETER EROSION BARRIER AS SHOWN ON THE EROSION CONTROL PLANS.

4. INSTALL TREE PROTECTION ON TREES SHOWN ON THE TEMPORARY EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

5. INSTALL INLET PROTECTION ON ALL EXISTING OPEN LID STRUCTURES.

6. INSTALL DITCH CHECKS ON EXISTING DITCHES NEAR PROPOSED CONSTRUCTION AREAS WHERE USED IN LIEU OF PERIMETER EROSION BARRIER, AS SHOWN ON THE EROSION CONTROL PLANS.

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-ecstaqfng-notes.dgn

USER NAME = Jacob Molewyk	DESIGNED - SMS	REVISED - 1 12/19/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN GENERAL NOTES	
	DRAWN - JMM	REVISED -			
PLOT SCALE = 100.000 ' / in.	CHECKED - JRM	REVISED -		SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. TO STA.	
PLOT DATE = 12/18/2025	DATE - 10/31/2025	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	294
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

MOT STAGE	SHEET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECK	PERIMETER EROSION BARRIER	INLET FILTERS	AGGREGATE (EROSION CONTROL)	TEMPORARY EROSION CONTROL BLANKET	FILTER FABRIC	MULCH, METHOD 2	STABILIZED CONSTRUCTION ENTRANCE	TEMPORARY CHAIN LINK FENCE WITH SCREENING, 8'
		POUND	FOOT	FOOT	EACH	TON	SQ YD	SQ YD	ACRE	SQ YD	FOOT
PRE-STAGE	EX I-80 STA 700+00 TO STA 713+50	57	-	792	4	-	2,644	-	-	-	-
PRE-STAGE	EX CHICAGO ST STA 36+00 TO STA 45+50	50	-	-	1	-	2,400	-	-	-	-
PRE-STAGE	EX CHICAGO ST STA 45+50 TO STA 50+00	-	-	-	1	-	-	-	-	-	-
PRE-STAGE	NOMINAL	-	-	-	-	-	-	-	-	-	-
PRE-STAGE	SUBTOTAL	107	-	792	6	-	5,044	-	-	-	-
											-
STAGE 2A	I-80 STA 65+00 TO STA 712+00	519	300	1,223	12	65	25,044	105	-	-	-
STAGE 2A	CHICAGO ST STA 214+50 TO STA 223+00	469	190	859	7	199	22,675	321	-	-	705
STAGE 2A	I-80 STA 712+00 TO STA 725+00	-	-	-	6	-	-	-	-	-	-
STAGE 2A	I-80 STA 725+00 TO STA 727+00	-	-	-	-	-	-	-	-	-	-
STAGE 2A	NOMINAL	-	-	-	-	-	-	-	-	306	-
STAGE 2A	SUBTOTAL	988	490	2,082	25	264	47,719	426	-	306	705
STAGE 2B	I-80 STA 58+70 TO STA 65+00	205	140	779	7	-	205	202	-	-	450
STAGE 2B	I-80 STA 65+00 TO STA 712+00	681	130	1,712	11	-	681	-	-	-	-
STAGE 2B	CHICAGO ST STA 214+50 TO STA 223+00	915	310	2,018	18	325	915	321	-	-	1,554
STAGE 2B	I-80 STA 712+00 TO STA 725+00	281	-	2,447	8	-	281	-	-	-	-
STAGE 2B	I-80 STA 725+00 TO STA 727+00	6	-	380	-	-	6	-	-	-	-
STAGE 2B	CHICAGO ST STA 223+00 TO STA 227+50	-	-	-	-	-	-	-	-	-	106
STAGE 2B	NOMINAL	-	-	-	-	-	-	-	-	306	-
STAGE 2B	SUBTOTAL	2,088	580	7,336	44	325	2,088	523	-	306	2,110
STAGE 3	I-80 STA 58+70 TO STA 65+00	-	-	-	6	-	-	-	-	-	-
STAGE 3	I-80 STA 65+00 TO STA 712+00	465	10	70	41	205	25,410	108	0.28	-	-
STAGE 3	CHICAGO ST STA 214+50 TO STA 223+00	105	110	-	6	69	-	333	0.43	-	280
STAGE 3	I-80 STA 712+00 TO STA 725+00	-	-	-	6	-	-	-	-	-	-
STAGE 3	CHICAGO ST STA 193+00 TO STA 206+00	31	10	430	2	72	-	115	-	-	-
STAGE 3	CHICAGO ST STA 223+00 TO STA 227+50	21	-	-	11	-	-	-	0.21	-	-
STAGE 3	NOMINAL	-	-	-	-	-	-	-	-	459	-
STAGE 3	SUBTOTAL	622	130	500	72	346	25,410	556	0.92	459	280
STAGE 3A	CHICAGO ST STA 214+50 TO STA 223+00	90	20	-	12	65	3,585	105	0.16	-	-
STAGE 3A	CHICAGO ST STA 223+00 TO STA 227+50	-	-	-	4	-	-	-	-	-	-
STAGE 3A	NOMINAL	-	-	-	-	-	-	-	-	-	-
STAGE 3A	SUBTOTAL	91	20	-	16	65	3,585	105	0.16	-	-
STAGE 3B	I-80 STA 58+70 TO STA 65+00	-	-	-	-	-	-	-	0.03	-	-
STAGE 3B	I-80 STA 65+00 TO STA 712+00	16	-	-	5	-	-	-	0.13	-	-
STAGE 3B	NOMINAL	-	-	-	-	-	-	-	-	153	-
STAGE 3B	SUBTOTAL	16	-	-	5	-	-	-	0.16	153	-
STAGE 4	I-80 STA 58+70 TO STA 65+00	-	-	-	6	-	-	-	-	-	-
STAGE 4	I-80 STA 65+00 TO STA 712+00	-	-	-	9	-	-	-	-	-	-
STAGE 4	CHICAGO ST STA 214+50 TO STA 223+00	-	-	-	3	-	-	-	-	-	-
STAGE 4	CHICAGO ST STA 223+00 TO STA 227+50	-	-	-	2	-	-	-	-	-	-
STAGE 4	NOMINAL	-	-	-	-	-	-	-	-	153	-
STAGE 4	SUBTOTAL	-	-	-	20	-	-	-	-	153	-
STAGE 5	I-80 STA 58+70 TO STA 65+00	239	230	811	6	-	11,532	-	-	-	601
STAGE 5	I-80 STA 65+00 TO STA 712+00	870	430	926	23	67	41,126	108	0.17	-	911
STAGE 5	CHICAGO ST STA 214+50 TO STA 223+00	-	-	-	2	-	-	-	-	-	-
STAGE 5	I-80 STA 712+00 TO STA 725+00	-	-	-	7	-	-	-	-	-	-
STAGE 5	CHICAGO ST STA 193+00 TO STA 206+00	30	40	293	3	72	1,339	115	0.01	-	76
STAGE 5	CHICAGO ST STA 223+00 TO STA 227+50	-	-	-	1	-	-	-	-	-	-
STAGE 5	NOMINAL	-	-	-	-	-	-	-	-	306	-
STAGE 5	SUBTOTAL	1,139	700	2,030	42	139	53,997	223	0.18	306	1,588
STAGE 6	I-80 STA 65+00 TO STA 712+00	-	-	-	4	-	-	-	-	-	-
STAGE 6	CHICAGO ST STA 214+50 TO STA 223+00	-	-	-	1	-	-	-	-	-	-
STAGE 6	I-80 STA 712+00 TO STA 725+00	-	-	-	8	-	-	-	-	-	-
STAGE 6	SUBTOTAL	-	-	-	13	-	-	-	-	-	-
STAGE 6B	I-80 STA 65+00 TO STA 712+00	41	30	110	1	-	1,925	-	-	-	-
STAGE 6B	CHICAGO ST STA 214+50 TO STA 223+00	29	80	62	1	-	1,349	-	-	-	-
STAGE 6B	NOMINAL	-	-	-	-	-	-	-	-	306	-
STAGE 6B	SUBTOTAL	70	110	172	2	-	3,274	-	-	306	-
ROUNDING		-	-	-	-	-	-	-	0.08	-	-
	TOTAL	5,121	2,030	12,912	245	1,139	141,117	1,833	1.50	1,989	4,683

1

TEMPORARY DRAINAGE - PIPE SCHEDULE

MOT STAGE FOR	PIPE NUMBER	FROM STRUCT.	TO STRUCT.	DESCRIPTION	MATERIAL	TYPE	SIZE (INCH)	LENGTH (FOOT)	SLOPE (%)	TRENCH BACKFILL	MOT STAGE FOR REMOVE/ABAN
PRE-STAGE	TD-P4.2	TD-S4.2	EDS-01	PIPE CULVERTS, CLASS A, TYPE 1 15" (TEMPORARY)	RCP	1	15	16	1.00%	2	STAGE 3
STAGE 2A	TD-P4.3	DS-7081	TD-S4.3	PIPE CULVERTS, CLASS A, TYPE 1 12" (TEMPORARY)	RCP	1	12	113	1.28%	0	STAGE 3
STAGE 2A	TD-P4.4	TD-S4.3	EDS-03	PIPE CULVERTS, CLASS A, TYPE 1 15" (TEMPORARY)	RCP	1	15	37	0.32%	0	STAGE 3
STAGE 2B	TD-P5.8	EDS-04	TD-S5.7	PIPE CULVERTS, CLASS A, TYPE 2 12" (TEMPORARY)	RCP	2	12	52	1.21%	8	STAGE 3A
STAGE 2B	TD-P5.7	TD-S5.7	TD-S5.8	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	61	0.54%	7	STAGE 3A
STAGE 2B	TD-P5.9	TD-S5.9	TD-S5.10	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	RCP	1	24	63	0.62%	0	STAGE 5
STAGE 2B	TD-P5.11	TD-S5.11	TD-S5.12	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	RCP	1	24	152	0.30%	0	STAGE 3A
STAGE 2B	TD-P5.13	TD-S5.13	EDS-05	PIPE CULVERTS, CLASS A, TYPE 1 30" (TEMPORARY)	RCP	1	30	326	0.86%	88	STAGE 3A
STAGE 2B	TD-P5.1	TD-S5.1	TD-S5.14	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	7	1.14%	2	STAGE 4
STAGE 2B	TD-P5.2	TD-S5.2	TD-S5.14	PIPE CULVERTS, CLASS A, TYPE 2 18" (TEMPORARY)	RCP	2	18	66	2.50%	9	STAGE 4
STAGE 2B	TD-P5.3	TD-S5.3	TD-S5.2	PIPE CULVERTS, CLASS A, TYPE 1 15" (TEMPORARY)	RCP	1	15	85	2.40%	8	STAGE 4
STAGE 2B	TD-P5.4	TD-S5.4	TD-S5.3	PIPE CULVERTS, CLASS A, TYPE 1 15" (TEMPORARY)	RCP	1	15	91	2.40%	8	STAGE 4
STAGE 2B	TD-P5.5	TD-S5.5	TD-S5.4	PIPE CULVERTS, CLASS A, TYPE 1 15" (TEMPORARY)	RCP	1	15	50	4.00%	6	STAGE 4
STAGE 2B	TD-P5.6	TD-S5.6	TD-S5.1	PIPE CULVERTS, CLASS A, TYPE 1 15" (TEMPORARY)	RCP	1	15	116	0.32%	12	STAGE 4
STAGE 2B	TD-P5.33	TD-S5.33	TD-S5.2	PIPE CULVERTS, CLASS A, TYPE 2 18" (TEMPORARY)	RCP	2	18	30	1.00%	18	STAGE 5
STAGE 3	TD-P6.20	TD-S6.20	EDS-07	PIPE CULVERTS, CLASS A, TYPE 4 36" (TEMPORARY)	RCP	4	36	31	1.00%	104	STAGE 5
STAGE 3	TD-P6.21	DS-2218	TD-S6.21	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	130	2.03%	40	STAGE 4
STAGE 3	TD-P6.22	TD-S6.22	TD-S6.21	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	46	0.78%	15	STAGE 4
STAGE 3	TD-P6.26	TD-S6.26	TD-S6.22	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	74	0.77%	17	STAGE 4
STAGE 3	TD-P6.27	TD-S6.21	EDS-08	PIPE CULVERTS, CLASS A, TYPE 2 18" (TEMPORARY)	RCP	2	18	4	2.00%	2	STAGE 4
STAGE 3	TD-P6.28	TD-S6.28	TD-S6.29	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	141	2.40%	32	STAGE 4
STAGE 3	TD-P6.29	TD-S6.29	TD-S5.5	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	100	2.40%	13	STAGE 4
STAGE 3	TD-P6.30	TD-S6.30	TD-S6.31	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	75	0.50%	56	STAGE 4
STAGE 3	TD-P6.31	TD-S6.31	TD-S6.32	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	25	0.50%	20	STAGE 4
STAGE 3	TD-P6.32	TD-S6.32	TD-S6.33	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	25	0.50%	21	STAGE 4
STAGE 3	TD-P6.34	TD-S6.34	TD-S6.33	PIPE CULVERTS, CLASS A, TYPE 2 18" (TEMPORARY)	RCP	2	18	25	0.50%	24	STAGE 4
STAGE 3	TD-P6.35	TD-S6.35	TD-S6.34	PIPE CULVERTS, CLASS A, TYPE 2 18" (TEMPORARY)	RCP	2	18	25	0.50%	24	STAGE 4
STAGE 3	TD-P6.36	TD-S6.36	TD-S6.35	PIPE CULVERTS, CLASS A, TYPE 2 18" (TEMPORARY)	RCP	2	18	50	0.50%	49	STAGE 4
STAGE 3	TD-P6.37	TD-S6.37	TD-S6.36	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	75	1.00%	65	STAGE 4
STAGE 3	TD-P6.38	TD-S6.38	TD-S6.37	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	100	1.00%	85	STAGE 4
STAGE 3	TD-P6.39	TD-S6.39	TD-S6.38	PIPE CULVERTS, CLASS A, TYPE 2 15" (TEMPORARY)	RCP	2	15	100	1.00%	84	STAGE 4
STAGE 3	TD-P6.40	EDS-10	TD-S6.40	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	RCP	1	24	47	1.00%	44	STAGE 5

TEMPORARY DRAINAGE - DRAINAGE STRUCTURE SCHEDULE

MOT STAGE FOR INSTALLATION	STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET*	STRUCTURE TYPE	RIM ELEVATION	INVERT ELEVATIONS				STRUCTURE TOP	MOT STAGE FOR REMOVE/ ABANDON
							NORTH	SOUTH	EAST	WEST		
PRE-STAGE	TD-S4.1	RAMP C	107+44	50.1' LT	CB TA 4 DIA T8G	540.00	-	526.29 (EX 24")	-	-	-	STAGE 3
PRE-STAGE	TD-S4.2	RAMP A	518+54	32.0' LT	CB TA 4 DIA T8G	542.55	-	-	538.66 (15" TD-P4.2)	-	-	STAGE 3
STAGE 2A	TD-S4.3	I-80	706+90	0' RT	CB TA 4 DIA T8G	569.00	-	-	566.55 (12" TD-P4.3)	566.55 (15" TD-P4.4)	FLAT SLAB	STAGE 3
STAGE 2B	TD-S5.7	CHICAGO ST.	218+31	95.2' LT	MAN TA 4 DIA T1F CL	539.37	534.28 (15" TD-P5.7)	534.53 (12" TD-P5.6)	-	534.40 (12" EX)	FLAT SLAB	STAGE 3A
STAGE 2B	TD-S5.8	CHICAGO ST.	218+90	70.7' LT	MAN TA 4 DIA T1F CL	538.40		533.95 (15" TD-P5.7)	-	533.20 (24" EX)	FLAT SLAB	STAGE 3A
STAGE 2B	TD-S5.9	RAMP B	807+39	51.5' LT	PRC FLAR END SEC 24	-	-	-	-	537.79	-	STAGE 5
STAGE 2B	TD-S5.10	RAMP B	807+04	118.2' LT	PRC FLAR END SEC 24	-	-	-	537.40	-	-	STAGE 5
STAGE 2B	TD-S5.11	RAMP B	815+50	64.5' LT	PRC FLAR END SEC 24	-	-	-	-	530.55	-	STAGE 3A
STAGE 2B	TD-S5.12	RAMP B	816+98	191.3' LT	PRC FLAR END SEC 24	-	-	-	530.10	-	-	STAGE 3A
STAGE 2B	TD-S5.13	CHICAGO ST.	215+22	89.9' LT	MAN TA 5 DIA T1F CL	-	-	-	529.02 (30" SS-2156)	529(30" TD-P5.13)	FLAT SLAB	STAGE 3A
STAGE 2B	TD-S5.14	I-80	65+14	52.8' RT	MAN TA 5 DIA T1F CL	549.10	543.80 (18" TD-P5.1)	541.60 (EX 24")	543.80 (18" TD-P5.2)	-	FLAT SLAB	STAGE 4
STAGE 2B	TD-S5.1	I-80	65+13	45.9' RT	CB TA 4 DIA T1F OL	549.05	-	543.88 (15" TD-P5.1)	-	544.13 (15" TD-P5.6)	FLAT SLAB	STAGE 4
STAGE 2B	TD-S5.2	I-80	65+77	31.8' RT	CB TA 4 DIA T1F OL	550.05	544.40 (18" TD-P5.33)	-	545.78 (15" TD-P5.3)	544.40 (18" TD-P5.2)	FLAT SLAB	STAGE 4
STAGE 2B	TD-S5.3	I-80	66+60	21.7' RT	CB TA 4 DIA T1F OL	551.88	-	-	547.82 (15" TD-P5.4)	547.82 (15" TD-P5.3)	FLAT SLAB	STAGE 4
STAGE 2B	TD-S5.4	I-80	67+50	5.0' RT	CB TA 4 DIA T8G	554.00	-	-	549.80 (15" TD-P5.5)	549.80 (15" TD-P5.4)	FLAT SLAB	STAGE 4
STAGE 2B	TD-S5.5	I-80	68+50	6.0' RT	CB TA 4 DIA T8G	556.50	-	-	550.80 (15" TD-P6.29)	550.80 (15" TD-P5.5)	FLAT SLAB	STAGE 4
STAGE 2B	TD-S5.6	I-80	64+00	64.8' RT	CB TA 4 DIA T8G	548.00	-	-	544.50 (15" TD-P5.6)	-	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.19	CHICAGO ST.	225+05	0.0' RT	MAN TA 4 DIA T1F CL	528.74	-	-	523.33 (18" SS-2254)	522.82 (15" EX)	FLAT SLAB	STAGE 3A
STAGE 3	TD-S6.20	CHICAGO ST.	208+44	146.8' LT	MAN TA 6 DIA T1F OL	542.00	525.09 (42" SS-6193)	-	-	524.99 (36" TD-P6.20)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.21	CHICAGO ST.	222+84	2.5' LT	MAN TA 4 DIA T1F CL	529.80	523.33 (15" TD-P6.22)	523.33 (15" TD-P6.21)	-	523.08 (18" TD-P6.27)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.22	CHICAGO ST.	223+34	1.8' RT	MAN TA 4 DIA T1F CL	529.50	523.69 (15" TD-P6.26)	523.69 (15" TD-P6.22)	525.15 (15" SS-2231)	-	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.26	CHICAGO ST.	224+12	1.1' RT	MAN TA 4 DIA T1F CL	523.36	-	524.26 (15" TD-P6.26)	524.29 (15" SS-2243)	-	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.28	I-80	704+00	4.0' RT	CB TA 4 DIA T8G	562.40	558.40 (15" SS-7041)	-	557.65 (24" SS-7055)	556.58 (15" TD-P6.28)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.29	I-80	69+00	4.0' RT	CB TA 4 DIA T8G	558.00	554.00 (15" SS-6801)	-	553.20 (15" TD-P6.28)	553.20 (15" TD-P6.29)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.30	I-80	67+00	2.0' RT	MAN TA 4 DIA T1F CL	555.00	550.68 (15" SS-6701)	-	-	545.58 (15" TD-P6.30)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.31	I-80	66+25	2.0' RT	MAN TA 4 DIA T1F CL	555.25	551.20 (15" SS-6600)	-	545.20 (15" TD-P6.30)	545.20 (15" TD-P6.31)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.32	I-80	66+00	2.0' RT	MAN TA 4 DIA T1F CL	555.50	551.42 (15" SS-6601)	-	545.08 (15" TD-P6.31)	545.08 (15" TD-P6.32)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.33	I-80	65+75	2.0' RT	MAN TA 4 DIA T1F CL	555.65	551.64 (15" SS-6576)	544.70 (18" TD-P5.33)	544.95 (15" TD-P6.32)	544.70 (18" TD-P6.34)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.34	I-80	65+50	2.0' RT	MAN TA 4 DIA T1F CL	555.85	551.85 (15" SS-6551)	-	544.83 (18" TD-P6.34)	544.83 (18" TD-P6.35)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.35	I-80	65+25	2.0' RT	MAN TA 4 DIA T1F CL	556.10	552.07 (15" SS-6500)	-	544.95 (18" TD-P6.35)	544.95 (18" TD-P6.36)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.36	I-80	64+75	2.0' RT	MAN TA 4 DIA T1F CL	556.40	552.39 (15" SS-6476)	-	545.20 (18" TD-P6.36)	545.45 (15" TD-P6.37)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.37	I-80	64+00	2.0' RT	MAN TA 4 DIA T1F CL	556.85	552.84 (15" SS-6401)	-	546.20 (15" TD-P6.37)	546.20 (15" TD-P6.38)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.38	I-80	63+00	3.0' RT	MAN TA 4 DIA T1F CL	557.85	553.82 (15" SS-6301)	-	547.20 (15" TD-P6.38)	547.20 (15" TD-P6.39)	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.39	I-80	62+00	3.0' RT	MAN TA 4 DIA T1F CL	558.70	554.68 (15" SS-6201)	-	548.20 (15" TD-P6.39)	-	FLAT SLAB	STAGE 4
STAGE 3	TD-S6.40	I-80	66+64.4	219.2' RT	MAN TA 4 DIA T1F CL	547.65	539.07 (24" TD-P6.40)	-	532.55 (24" SS-1047)	-	CONE	STAGE 4

* ALL OFFSETS ARE TO THE CENTER OF THE STRUCTURE.

1

DRAINAGE STRUCTURES TO BE ADJUSTED/RECONSTRUCTED (TEMPORARY)

STRUCTURE ID	ALIGNMENT	STATION	OFFSET	STAGE INSTALLED	ORIGINAL RIM ELEV	ADJ / REC	STAGE ADJUSTED	ADJUSTED RIM ELEV	QUANTITY
									ADJ (EA)
EX-01	RAMP A	518+71	25.4' LT	EXISTING	542.95	ADJ	PRE-STAGE	542.85	1
EX-02	RAMP A	519+04	58.7' LT	EXISTING	544.15	ADJ	PRE-STAGE	544.25	1
EX-03	RAMP A	519+67	51.5' LT	EXISTING	543.14	ADJ	PRE-STAGE	543.50	1
EX-04	RAMP A	519+72	57.9' LT	EXISTING	543.28	ADJ	PRE-STAGE	543.72	1
EX-05	RAMP A	519+13	26.8' LT	EXISTING	543.40	ADJ	PRE-STAGE	543.40	1
								TOTAL	5

1 REVISED SHEET 12/22/2025

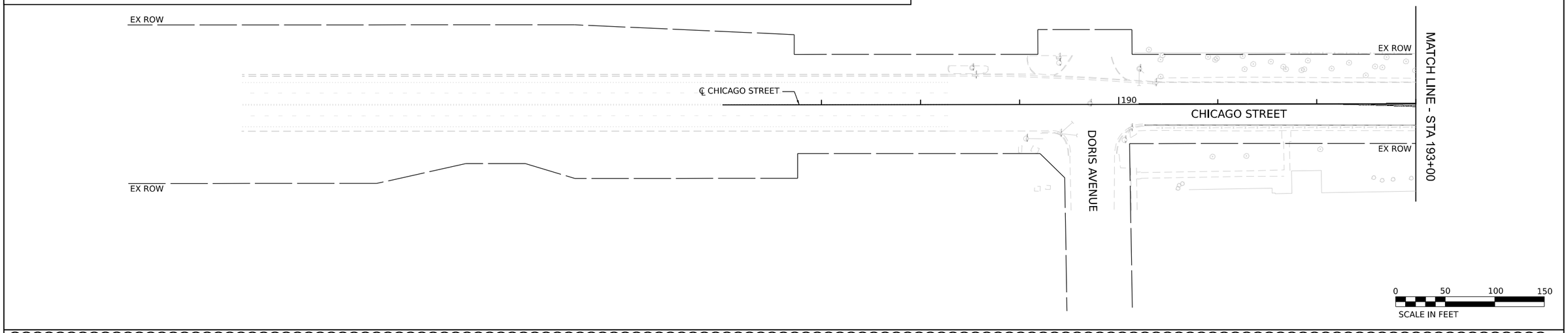
MODEL: Default
FILE NAME: D162F94-01-sht-ecstaging-schedule.dgn

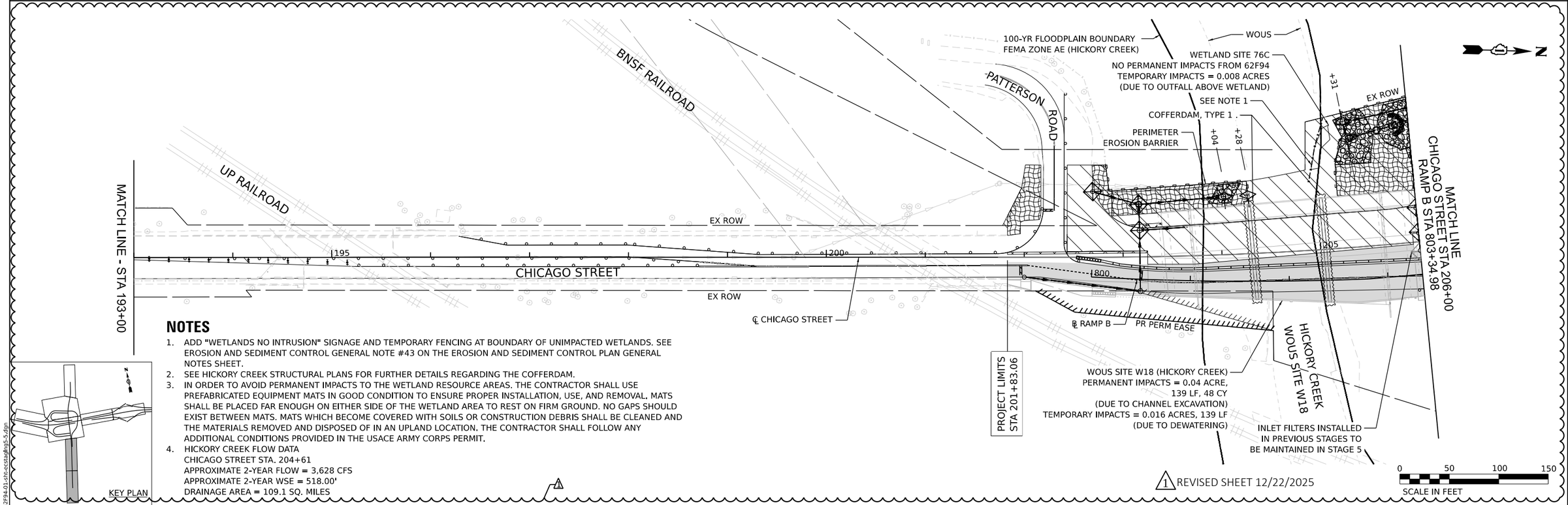
USER NAME = Jacob Molewyk	DESIGNED - SMS	REVISED - 1 12/19/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN SCHEDULE	
	DRAWN - JMM	REVISED -			
PLOT SCALE = 100.000 ' / in.	CHECKED - JRM	REVISED -		SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. TO STA.	
PLOT DATE = 12/18/2025	DATE - 10/31/2025	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	295
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL LEGEND

- INLET FILTER
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY CHAIN LINK FENCE WITH SCREENING, 8'
- EROSION CONTROL DEVICES INSTALLED IN PREVIOUS STAGE
- TEMPORARY EROSION CONTROL SEEDING / TEMPORARY EROSION CONTROL BLANKET
- TEMP EROS CONTR SEED MULCH METHOD 2
- RIPRAP (SEE DRAINAGE PLANS FOR DETAILS)
- TEMP BLANKET AND SEEDING INSTALLED IN PREVIOUS STAGE
- TEMP MULCH AND SEEDING INSTALLED IN PREVIOUS STAGE
- OR WORK ZONE
- DIRECTION OF TRAFFIC
- PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
- TEMPORARY PAVEMENT (PREVIOUSLY CONSTRUCTED)
- TEMPORARY PAVEMENT (ACTIVELY CONSTRUCTING)
- TD-P5.6 TEMPORARY PIPE (REFER TO DRAINAGE SCHEDULES)
- TD-S5.6 TEMPORARY DRAINAGE STRUCTURE (REFER TO DRAINAGE SCHEDULES)
- AGGREGATE (EROSION CONTROL) FILTER FABRIC





NOTES

1. ADD "WETLANDS NO INTRUSION" SIGNAGE AND TEMPORARY FENCING AT BOUNDARY OF UNIMPACTED WETLANDS. SEE EROSION AND SEDIMENT CONTROL GENERAL NOTE #43 ON THE EROSION AND SEDIMENT CONTROL PLAN GENERAL NOTES SHEET.
2. SEE HICKORY CREEK STRUCTURAL PLANS FOR FURTHER DETAILS REGARDING THE COFFERDAM.
3. IN ORDER TO AVOID PERMANENT IMPACTS TO THE WETLAND RESOURCE AREAS. THE CONTRACTOR SHALL USE PREFABRICATED EQUIPMENT MATS IN GOOD CONDITION TO ENSURE PROPER INSTALLATION, USE, AND REMOVAL. MATS SHALL BE PLACED FAR ENOUGH ON EITHER SIDE OF THE WETLAND AREA TO REST ON FIRM GROUND. NO GAPS SHOULD EXIST BETWEEN MATS. MATS WHICH BECOME COVERED WITH SOILS OR CONSTRUCTION DEBRIS SHALL BE CLEANED AND THE MATERIALS REMOVED AND DISPOSED OF IN AN UPLAND LOCATION. THE CONTRACTOR SHALL FOLLOW ANY ADDITIONAL CONDITIONS PROVIDED IN THE USACE ARMY CORPS PERMIT.
4. HICKORY CREEK FLOW DATA
   CHICAGO STREET STA. 204+61
   APPROXIMATE 2-YEAR FLOW = 3,628 CFS
   APPROXIMATE 2-YEAR WSE = 518.00'
   DRAINAGE AREA = 109.1 SQ. MILES

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-01-sht-ccstagng5-5.dgn

USER NAME = Jacob Molewyk	DESIGNED - SMS	REVISED - 1 12/19/2025	
	DRAWN - JMM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - JRM	REVISED -	
PLOT DATE = 12/18/2025	DATE - 10/31/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL PLAN
STAGE 5

SCALE: 1" = 50' | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	334
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

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

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

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS	R Y G P EV	R Y G P EV
SIGNAL HEAD WITH BACKPLATE -(RB) RETROREFLECTIVE BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS	R Y G RB P EV	R Y G RB P EV
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED LED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
ELECTRIC CABLE, SIGNAL, NO. 14 - 2/C, 3/C, 5/C, 7/C	5	5
ELECTRIC CABLE, LEAD-IN, NO. 14, 1 PAIR	1P	1P
SERVICE CABLE, 2/C - NO. 2, NO. 4, NO. 6	2#2 2#4 2#6	2#2 2#4 2#6
GROUND CABLE NO. 6 SOLID COPPER (GREEN), 1/C	1#6	1#6
ELECTRIC CABLE, TRACER, NO. 14, 1/C	1	1
ELECTRIC CABLE, RAILROAD, NO. 14, 3/C	RAILROAD NO. 14 3/C 3	RAILROAD NO. 14 3/C 3
ELECTRIC CABLE, STREET NAME SIGN NO. 14, 3/C, TYPE SOOW	SOOW 3	SOOW 3
VENDOR CABLE	V	V
EMERGENCY VEHICLE PRIORITY LINE SENSOR CABLE, NO. 20, 3/C	3#20	3#20
OUTDOOR RATED NETWORK CABLE	ONC	ONC
FIBER OPTIC CABLE -12F: 12 MULTIMODE -24F: 12 MULTIMODE / 12 SINGLE MODE -36F: 12 MULTIMODE / 24 SINGLE MODE -24SM: 24 SINGLE MODE -48SM: 48 SINGLE MODE	12F 24F 36F 24SM 48SM	24F 36F 24SM 48SM
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

1 REVISED ENTIRE SHEET 12/22/2025

TS SHT NO. 1

MODEL: TS-c1a [Sheet]
FILE NAME: c:\pw_work\pwidot\lawrence.demanche@illinois.gov\d0951416\TS-01.dgn

USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - 1 12/19/2025 GJG	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/15/2025	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

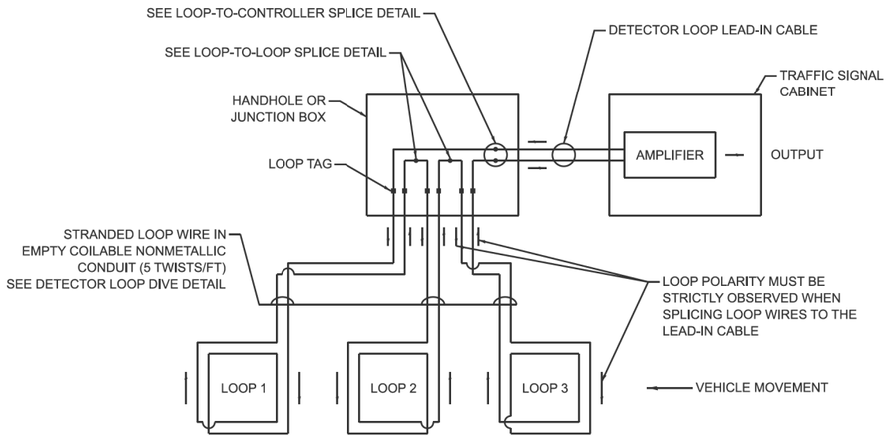
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

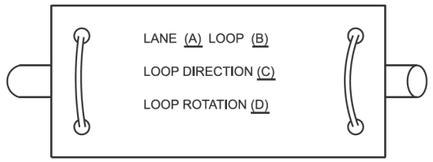
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	532
	TS-01	CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" APART.
9. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



DETECTOR LOOP WIRING SCHEMATIC



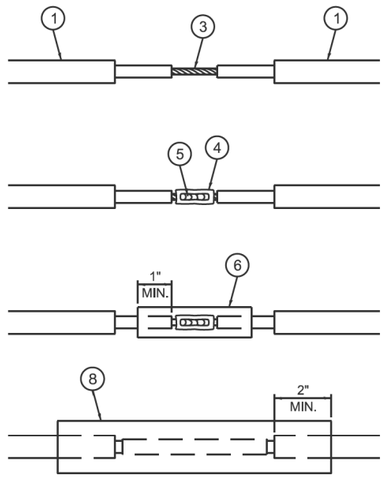
A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.

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

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

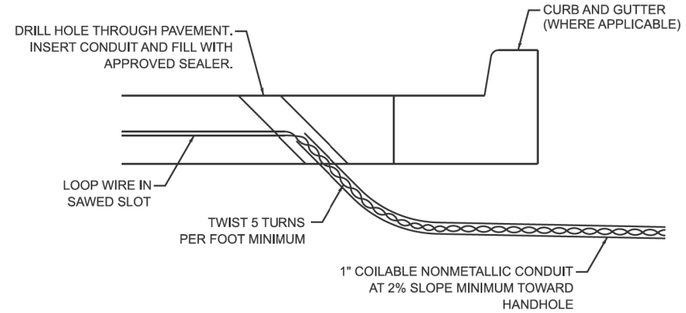
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

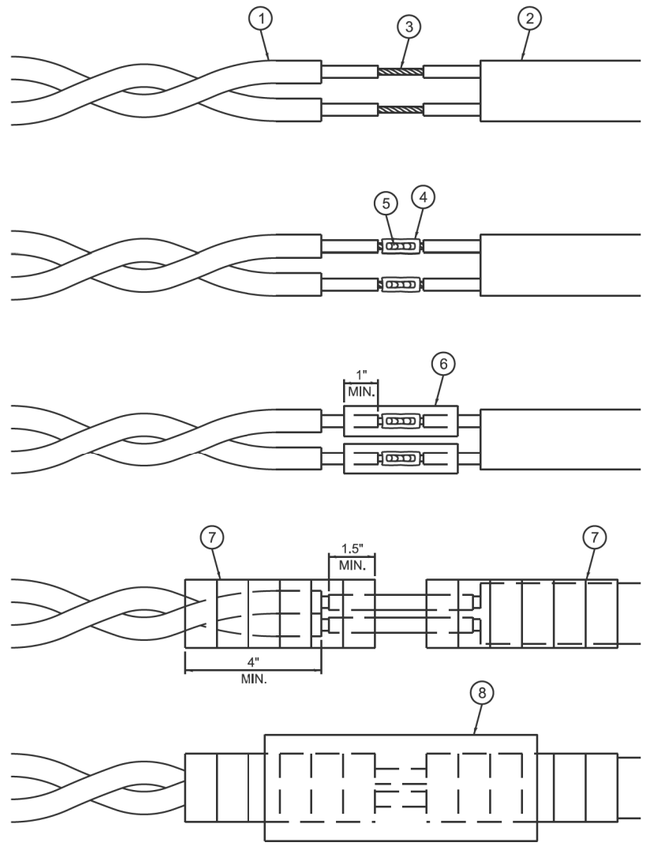


LOOP-TO-LOOP SPLICE DETAIL

1. DETECTOR LOOP CABLE.
2. DETECTOR LOOP LEAD-IN CABLE
3. BARE CONDUCTORS TWISTED TOGETHER.
4. BUTT SPLICE CRIMP CONNECTOR.
5. SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPLICES SHALL BE STAGGERED.
6. WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, UNDERWATER GRADE.
7. SELF-INFUSED, SILICONE ELECTRICAL TAPE TIGHTLY WRAPPED AROUND CABLES.
8. WCS 200/750 HEAT SHRINK TUBE, 8" MINIMUM LENGTH, UNDERWATER GRADE.



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

1 REVISED ENTIRE SHEET 12/22/2025

TS SHT NO. 2

MODEL: TS-01b [Sheet]
FILE NAME: c:\pw_work\pwidot\lawrence.demanche@illinois.gov\d0951416\TS-01.dgn

USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - 1 12/19/2025 GJG	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

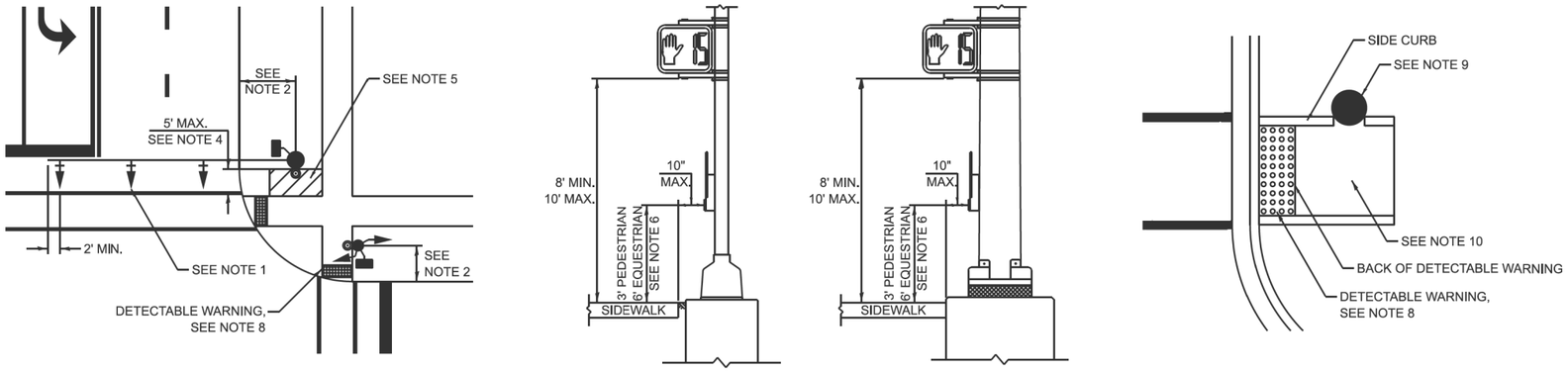
SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	533
	TS-01	CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

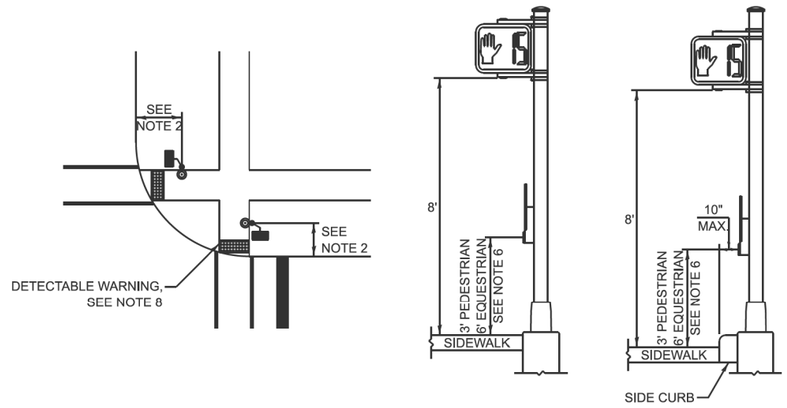
NOTES:

1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36". IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHAL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10" REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

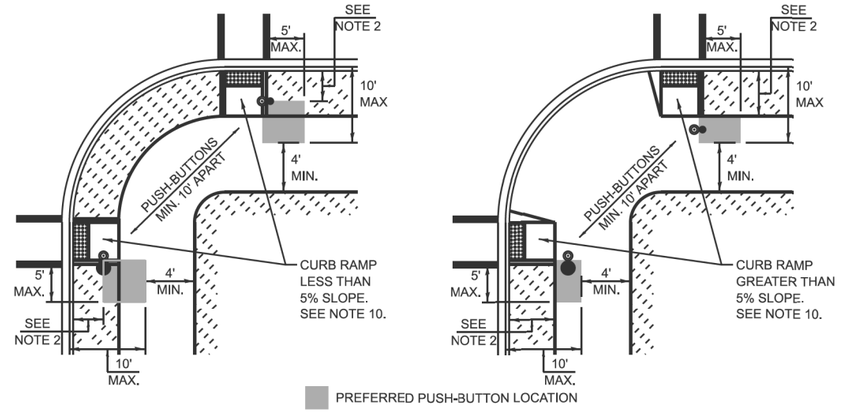
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PUSH-BUTTON LOCATIONS



TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
MAST ARM ASSEMBLY AND POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
SIGNAL POST	4'	SHOULDER WIDTH + 2', MINIMUM 10'
PEDESTRIAN SIGNAL POST	4'	4' - SEE NOTE 2
TEMPORARY WOOD POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
TRAFFIC SIGNAL CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3
SERVICE CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3

TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

1 REVISED ENTIRE SHEET 12/22/2025

TS SHT NO. 3

MODEL: TS-c1c [Sheet]
FILE NAME: c:\pw_work\pwidot\lawrence.demanche@illinois.gov\d0951416\TTS-01.dgn

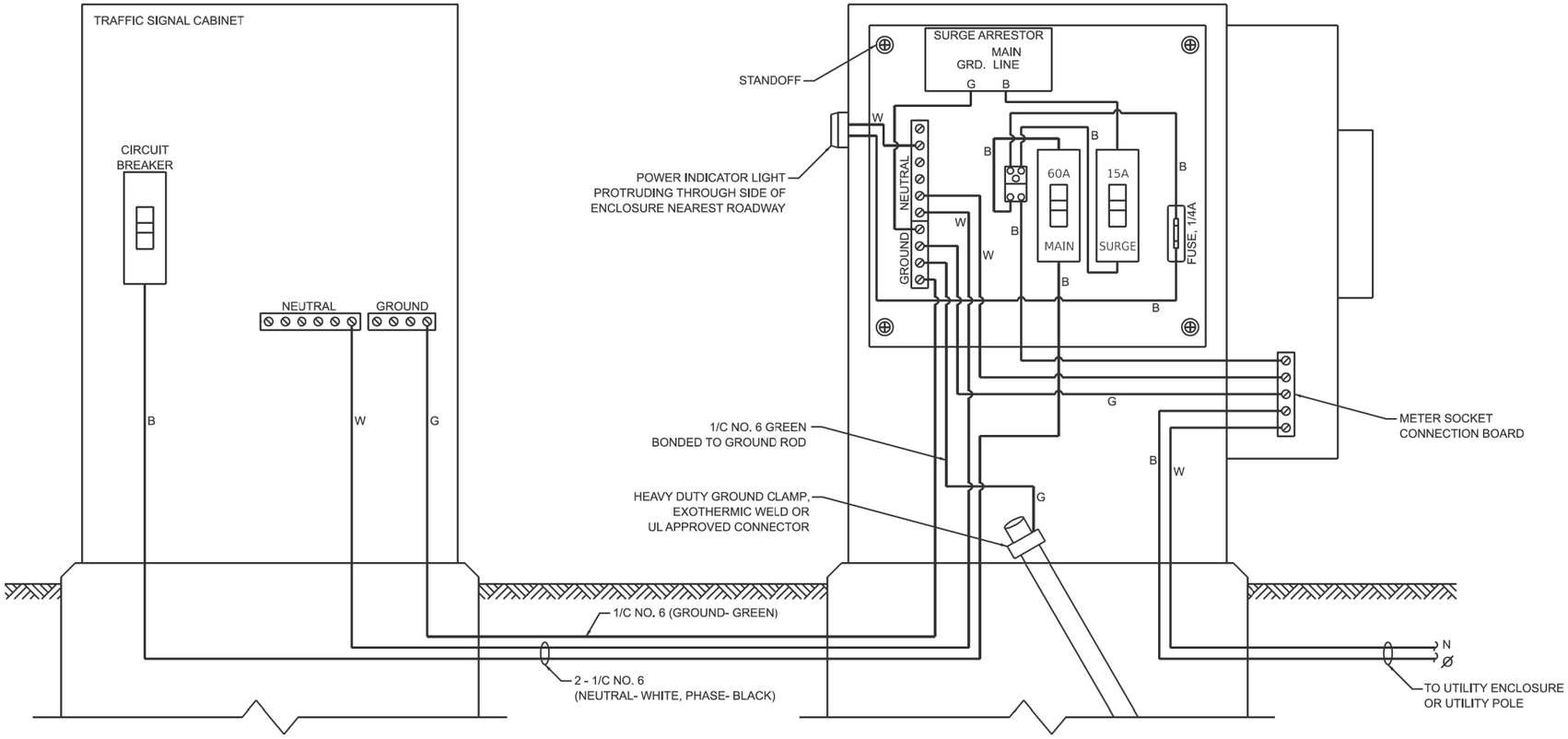
USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - 1 12/19/2025 GJG	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

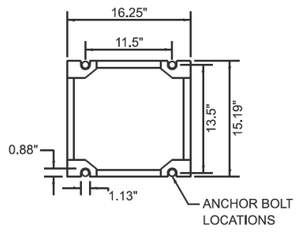
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	534
	TS-01	CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			



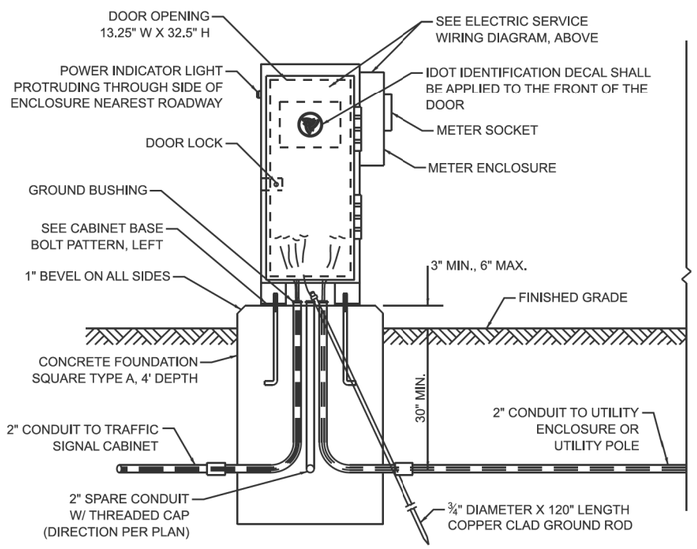
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

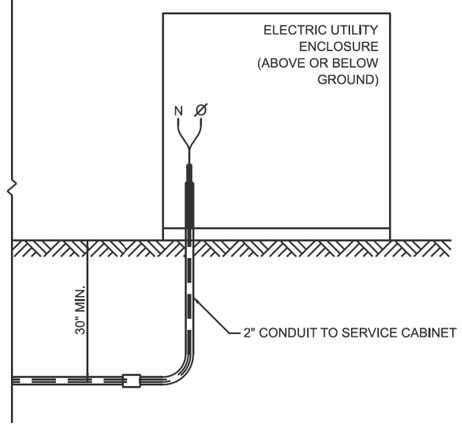
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
4. THE METER SOCKET IS TO BE PROVIDED BY THE CONTRACTOR. THE METER IS TO BE PROVIDED BY THE UTILITY COMPANY.



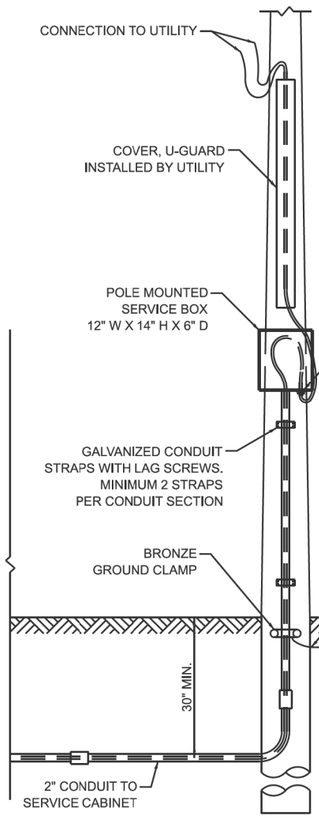
CABINET BASE BOLT PATTERN



SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CONNECTION TO UTILITY ENCLOSURE



CONNECTION TO UTILITY POLE

1 REVISED ENTIRE SHEET 12/22/2025

TS SHT NO. 4

MODEL: TS-c1d [Sheet]
FILE NAME: c:\pw_work\pwidot\lawrence.demanche@illinois.gov\d09514161\TS-01.dgn

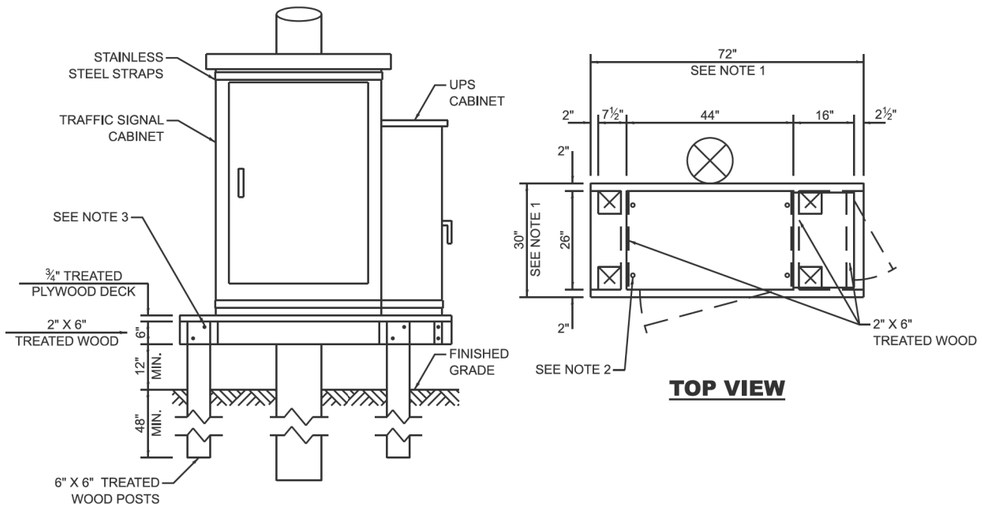
USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - 1 12/19/2025 GJG	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

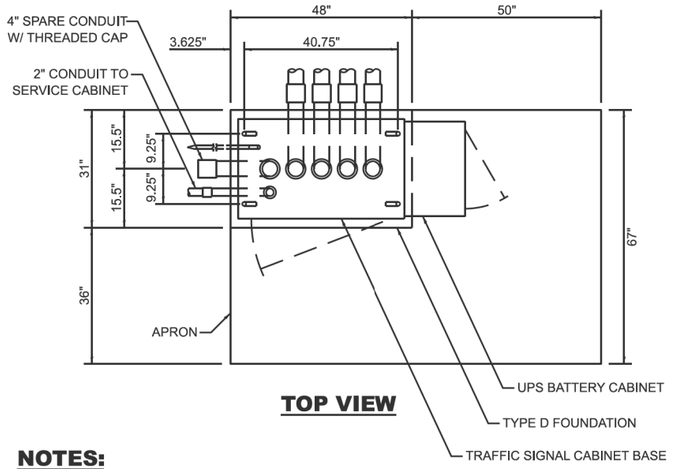
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	535
	TS-01	CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			



NOTES:

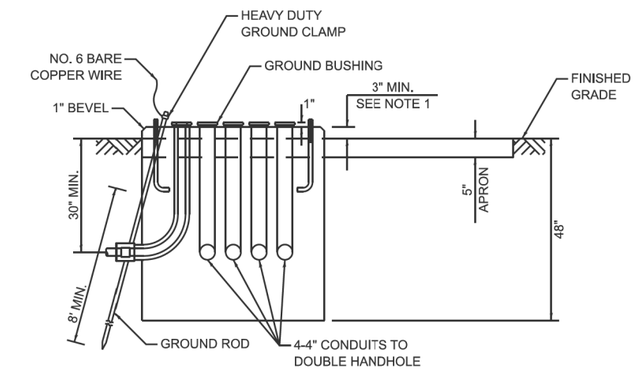
1. THE PLATFORM SIZE IS BASED ON A TRAFFIC SIGNAL CABINET TYPE IV WITH BASE DIMENSIONS OF 26" X 44" AND UNINTERRUPTABLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" X 25". ADJUST THE PLATFORM SIZE TO FIT THE BASE DIMENSIONS OF THE CABINET SUPPLIED.
2. DRILLED HOLES THROUGH THE PLATFORM ARE TO MATCH THE TRAFFIC SIGNAL CABINET BOLT TEMPLATE. THE CABINET SHALL BE FASTENED TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS, AND NUTS.
3. ALL WOOD SUPPORT FRAMING SHALL BE FASTENED TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM

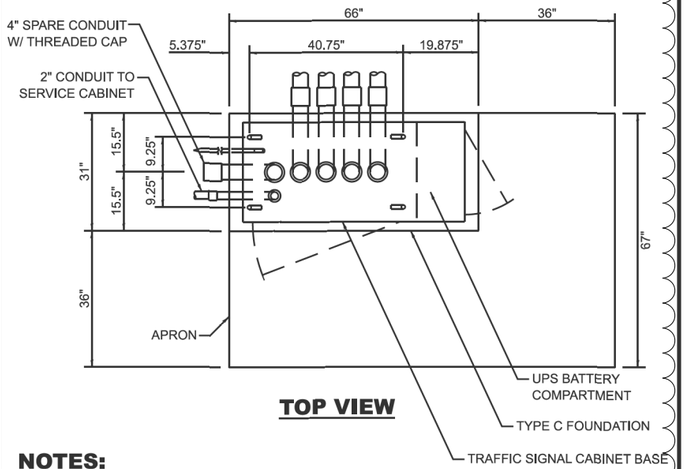


NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.

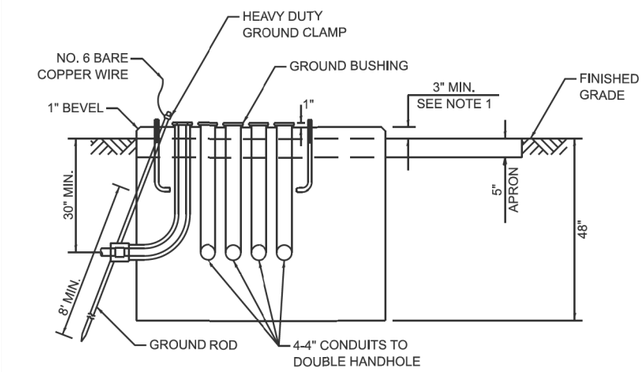


TYPE D FOUNDATION TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET



NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



TYPE C FOUNDATION SUPER P AND SUPER R TRAFFIC SIGNAL CABINETS

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
LESS THAN 30'	10'	30"	24"	8	#6
GREATER THAN OR EQUAL TO 30' AND LESS THAN 40'	13.5'	30"	24"	8	#6
	11'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 40' AND LESS THAN 50'	13'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 50' AND UP TO 55'	15'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 56' AND LESS THAN 65'	21'	42"	36"	16	#8
GREATER THAN OR EQUAL TO 65' AND UP TO 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FOUNDATION	DEPTH
TYPE A - SIGNAL POST, SERVICE CABINET	4'
TYPE C - TRAFFIC SIGNAL CABINET WITH UPS	4'
TYPE D - TRAFFIC SIGNAL CABINET	4'

DEPTH OF FOUNDATIONS TYPES A, C & D

TYPE E FOUNDATION NOTES:

1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASE BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.

VERTICAL CABLE	LENGTH
MAST ARM MOUNTED SIGNAL HEAD (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20'+L
BRACKET MOUNTED SIGNAL HEAD (MAST ARM POLE OR SIGNAL POLE)	13'
PEDESTRIAN SIGNAL HEAD	10'
PEDESTRIAN PUSH BUTTON	6'
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5'
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5'
SERVICE INSTALLATION GROUND MOUNT	6'
FOUNDATION (SIGNAL POST, MAST ARM, TRAFFIC SIGNAL CABINET, SERVICE CABINET)	3'

VERTICAL CABLE LENGTH

CABLE SLACK	LENGTH
HANDHOLE	6.5'
DOUBLE HANDHOLE	13'
SIGNAL POST	2'
MAST ARM	2'
TRAFFIC SIGNAL CABINET OR SERVICE CABINET	1.5'
FIBER OPTIC CABLE AT TRAFFIC SIGNAL CABINET	13'
GROUND CABLE AT SIGNAL POST, MAST ARM, OR CABINET	1.5'
GROUND CABLE AT HANDHOLE OR DOUBLE HANDHOLE	6.5'
GROUND CABLE BETWEEN HANDHOLE FRAME AND COVER	5'

CABLE SLACK LENGTH

1 REVISED ENTIRE SHEET 12/22/2025

TS SHT NO. 5

MODEL: TS-c1e [Sheet]
FILE NAME: c:\pw_work\kwdot\lawrence.demanche@illinois.gov\d0951416\TS-01.dgn

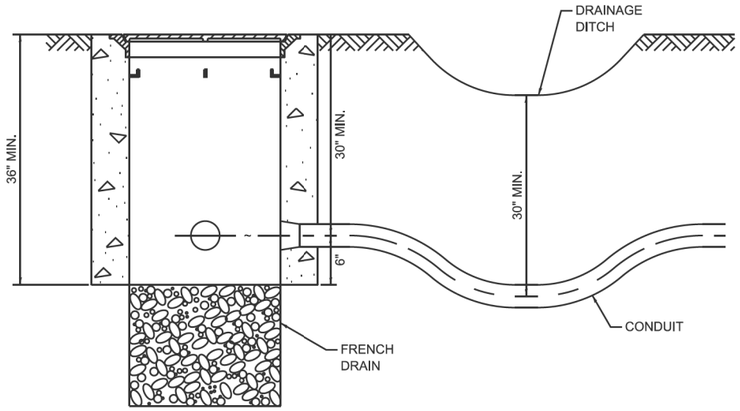
USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - 1 12/19/2025 GJG	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

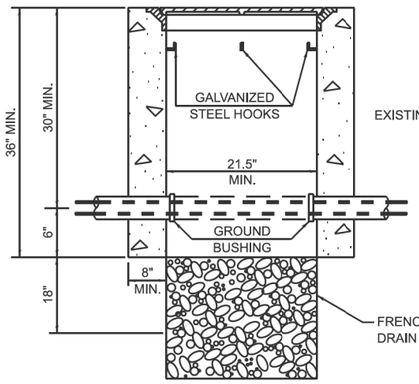
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	536
	TS-01	CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			

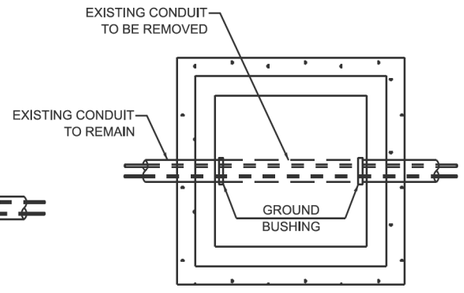


NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH



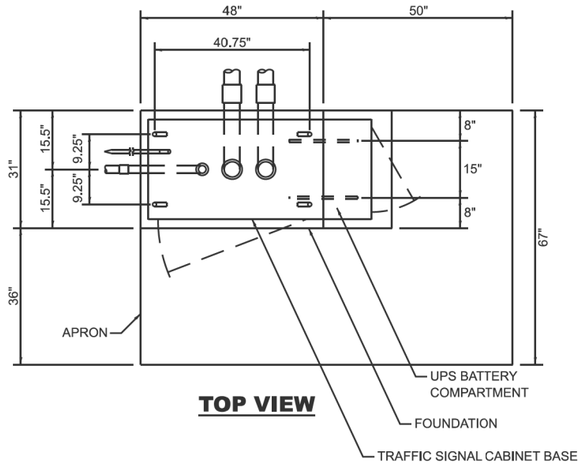


TOP VIEW

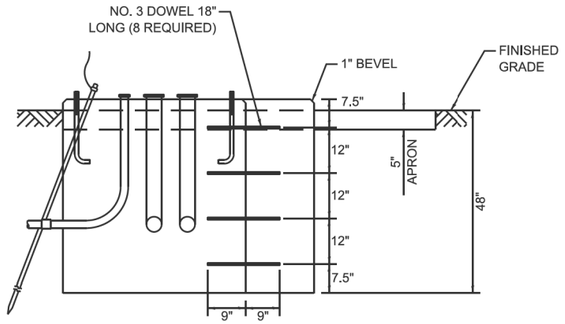
NOTES:

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

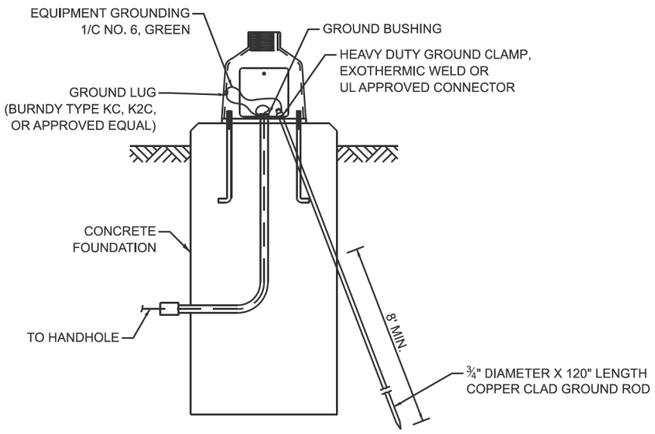
HANDHOLE TO INTERCEPT EXISTING CONDUIT



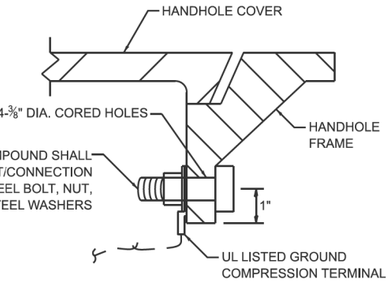
TOP VIEW



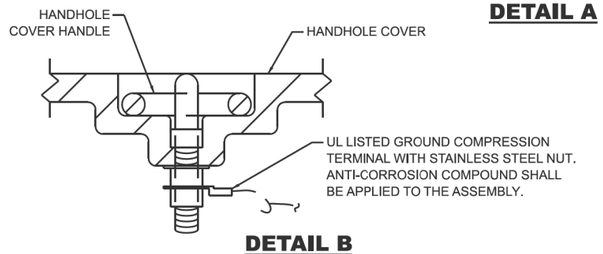
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



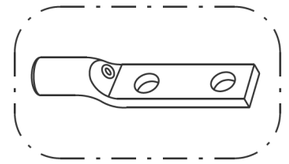
MAST ARM / POST GROUNDING DETAIL



DETAIL A



DETAIL B

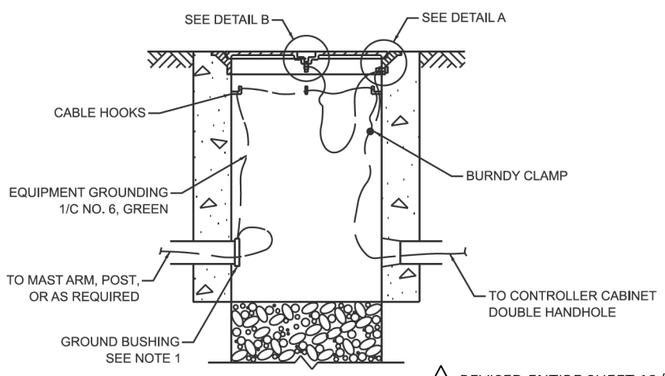


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

¾" HEAVY-DUTY GROUND ROD CLAMP BRONZE OR COPPER, UL APPROVED (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDED.
2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES. 5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.



1 REVISED ENTIRE SHEET 12/22/2025

HANDHOLE GROUNDING DETAIL

TS SHT NO. 6

MODEL: TS-c1f [Sheet]
FILE NAME: c:\pw_work\pwidot\lawrence.demanche@illinois.gov\d0951416\TS-01.dgn

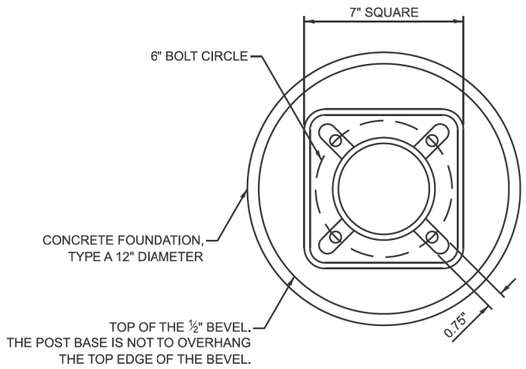
USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - ⚠1 12/19/2025 GJG	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

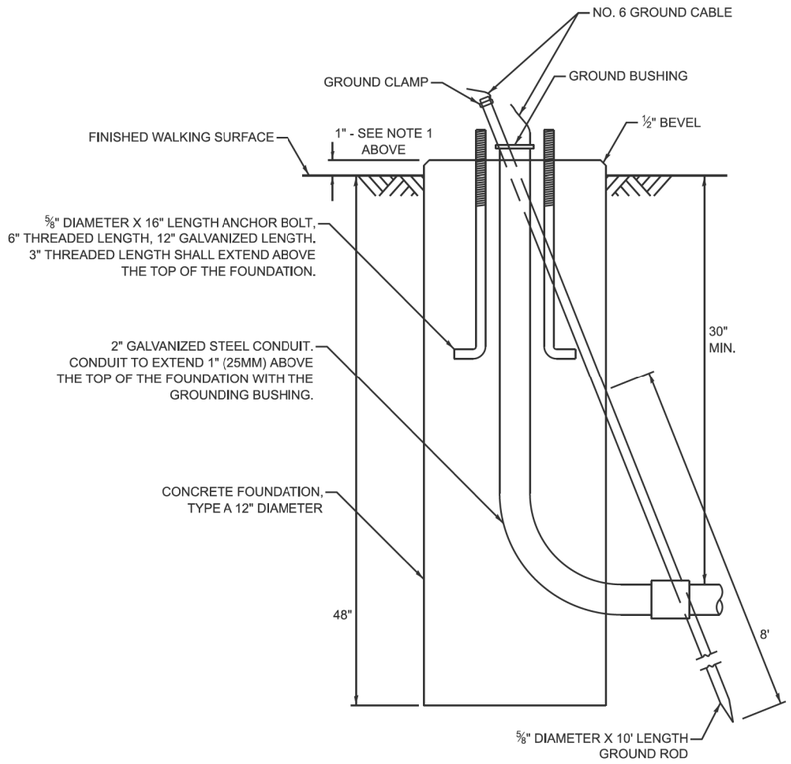
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	537
	TS-01		CONTRACT NO. 62F94	
		ILLINOIS	FED. AID PROJECT	



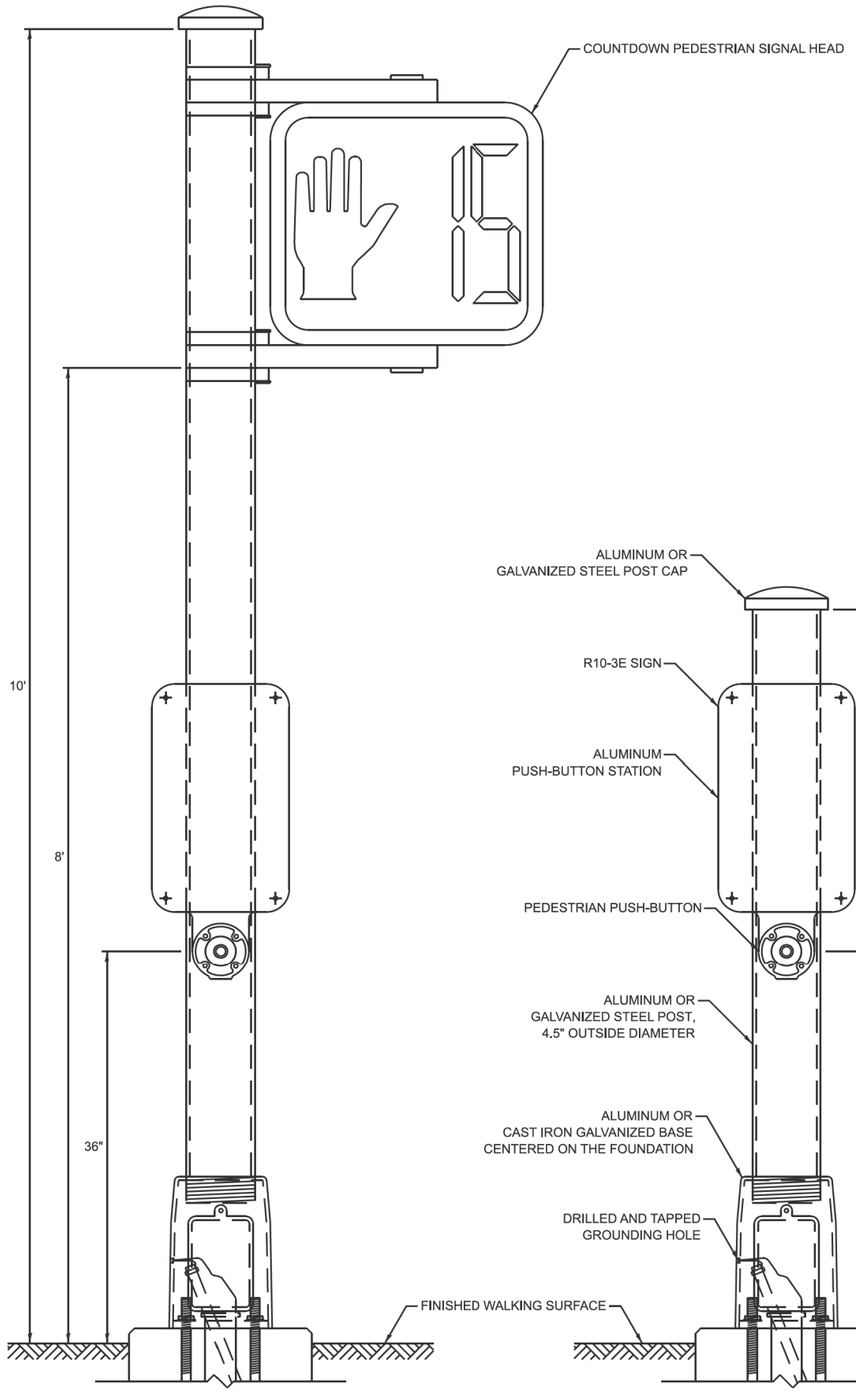
BOLT PATTERN

NOTES:

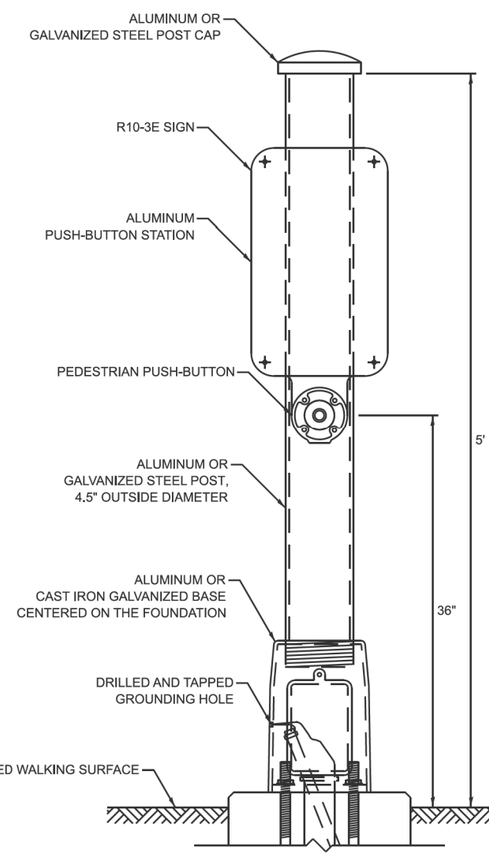
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.



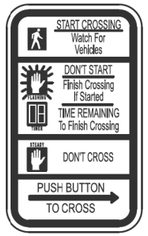
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"

W10-I101
18" X 24"

SIGN NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3E IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-I101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

1 REVISED ENTIRE SHEET 12/22/2025

TS SHT NO. 7

MODEL: TS-c1g [Sheet]
FILE NAME: c:\pw_work\pwidot\lawrence.demanche@illinois.gov\d0951416\TS-01.dgn

USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - 1 12/19/2025 GJG	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

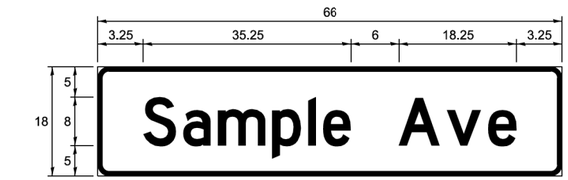
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

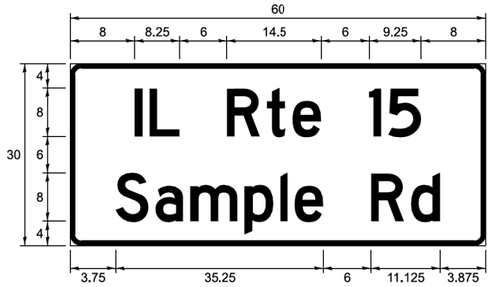
SCALE: NONE | SHEET 7 OF 7 SHEETS | STA. | TO STA.

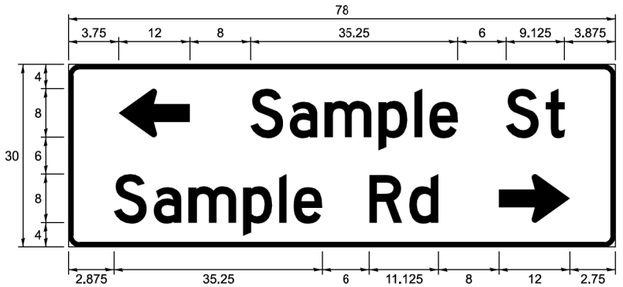
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	538
	TS-01	CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			

SIGN PANEL - TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE







DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
C OR D	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS

NAME	ABBREVIATION	LENGTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15	18.25
BOULEVARD	Blvd	17.125	20
CIRCLE	Clr	11.125	13
COURT	Ct	8.25	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22
ILLINOIS	IL	7	8.25
LANE	Ln	9.125	10.75
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.75
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.5
STREET	St	8	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.75	9.125
UNITED STATES	US	10.375	12.25

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ONSTANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. THE SPACING BETWEEN THE LEFT OR RIGHT ARROW AND THE ADJACENT WORD SHOULD BE 8", BUT MAY BE REDUCED TO 6" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. THE PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE THE SERIES "D" ALPHABET ON A ONE-LINE SIGN THAT IS 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A ONE-LINE 8'-0" SIGN, A 30" HEIGHT TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION (I.E. STREET, AVENUE, ETC.) SHALL BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENTS AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC MIDLOTHIAN, VA
- WESTERN REMAC, INC. WOODRIDGE, IL

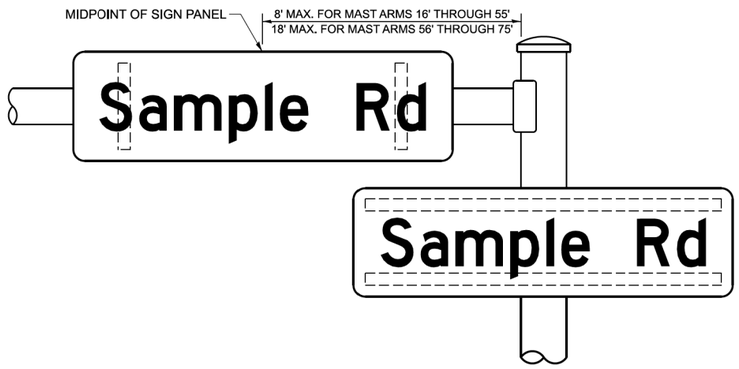
PARTS LISTING:

-SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
-SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
-BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

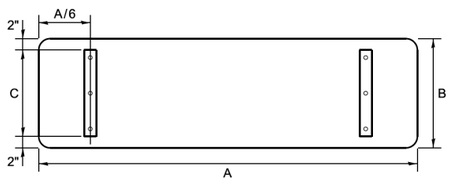
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATIONS

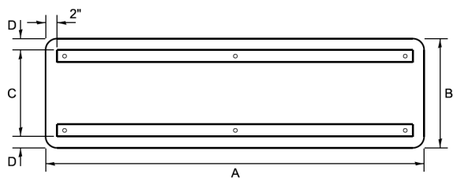
ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
VAR.	18"	14"
VAR.	30"	26"



A	B	C	D
VAR.	18"	12"	3"
VAR.	30"	22"	4"

STANDARD ALPHABETS SPACING CHART

MEASUREMENTS BASED ON 8" UPPER CASE LETTER HEIGHT

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

1 REVISED ENTIRE SHEET 12/22/2025

TS SHT NO. 8

MODEL: TS-c2 [Sheet]
FILE NAME: c:\pw_work\pwidot\lawrence.demanche@illinois.gov\d0951416\TS-02.dgn

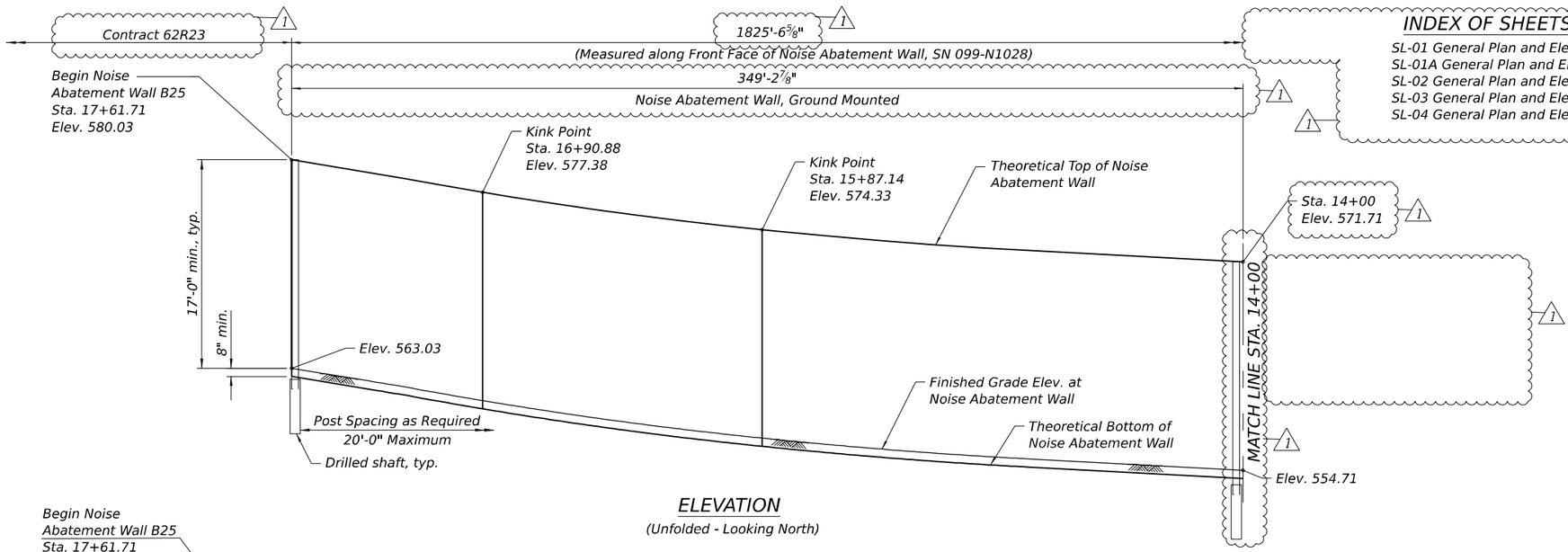
USER NAME = lawrence.demanche	DESIGNED - IP	REVISED - ⚠1 12/19/2025 GJG	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - IP	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - NB/KK	REVISED -	
PLOT DATE = 12/15/2025	DATE - 10/15/2025	REVISED -	

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

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

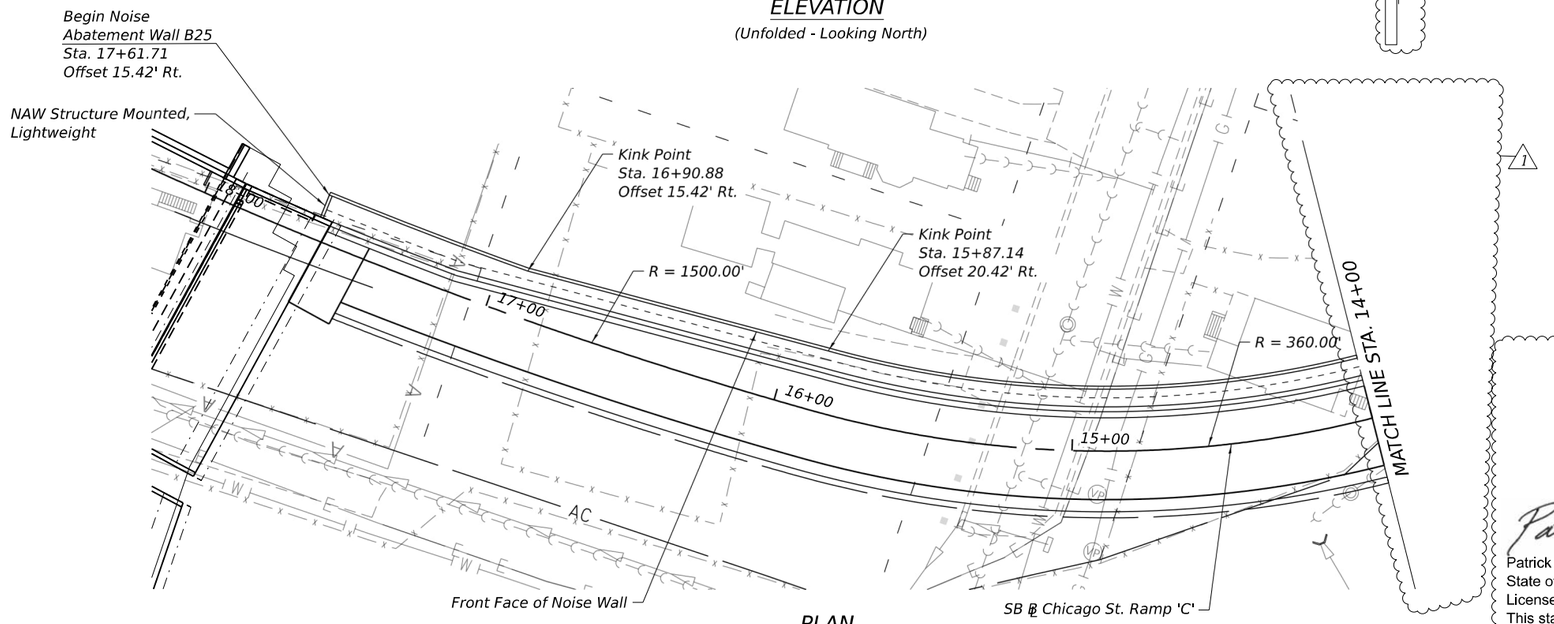
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	539
	TS-02	CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			

TS-02.dgn 12/16/2025 2:26:31 PM User:lawrence.demanche



ELEVATION

(Unfolded - Looking North)



PLAN

INDEX OF SHEETS

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

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

PRECAST UNITS

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

DESIGN LOADS

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

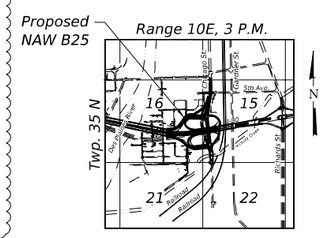
LEGEND

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

STATE OF ILLINOIS
PATRICK J. LAUX
081-007655
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

Patrick J. Laux 10/31/2025

Patrick J. Laux, P.E., S.E.
State of Illinois Lic. No. 081-007655
License Expires 11-30-2026.
This stamp applies to sheets SL-01 thru SL-08



LOCATION SKETCH

NOTES:

1. For General Notes and Total Bill of Material, see Sheet SL-05 and SL-05A
2. Stations are measured along and Offsets are measured from Front Face of Noise Abatement Wall to ℄ Prop. Chicago St. Ramp 'C'.
3. Length of ground mounted wall is measured along Front Face of Noise Abatement Wall.

CURVE DATA

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

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

GENERAL PLAN AND ELEVATION 1
NOISE ABATEMENT WALL B25 ALONG CHICAGO ST. RAMP C
F.A.I. RTE. 80 SEC. 2017-057F
WILL COUNTY
STA. 17+61.71 TO STA. 223+46.88
STRUCTURE NO. 099-N1028

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

USER NAME = USGM717780	DESIGNED - MIS	REVISED - 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.000 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET SL-01 OF SL-08 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	978
		CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:///transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180002/03-WSP/CAD/62F94-01-ENT-S (Chicago Accelerated Option)/Sheets/Structural/Noise Walls/NAW B25/D162F94-GPE_B25-01.dgn

1825'-6⅝"
(Measured along Front Face of Noise Abatement Wall, SN 099-N1028)

292'-0⅛"
Noise Abatement Wall, Ground Mounted

Sta. 14+00.00
Elev. 571.71

Kink Point
Sta. 12+57.56
Elev. 570.41

Theoretical Top of
Noise Abatement Wall

Kink Point
Sta. 11+32.52
Elev. 569.33

Sta. 11+00
Elev. 569.03

17'-0" min., typ.

8" min.

MATCH LINE STA. 14+00

MATCH LINE STA. 11+00

Elev. 554.71

Finished Grade Elev. at
Front and Back Face of
Noise Abatement Wall

Theoretical Bottom of
Noise Abatement Wall

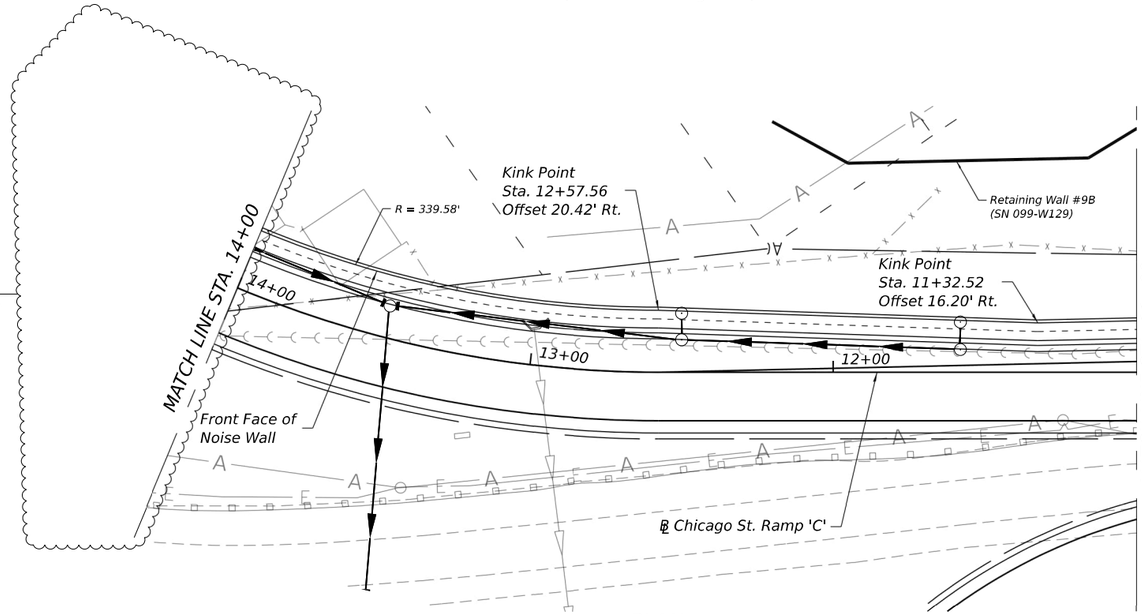
Post Spacing as Required
20'-0" Maximum

Elev. 552.03

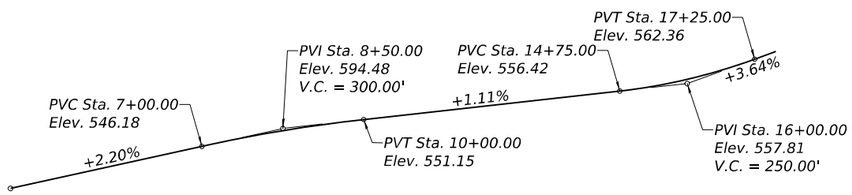
Drilled shaft, typ.

ELEVATION

(Unfolded - Looking North)



PLAN



PROFILE GRADE

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

CURVE DATA

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

1 ADDED ENTIRE SHEET 12/22/2025

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

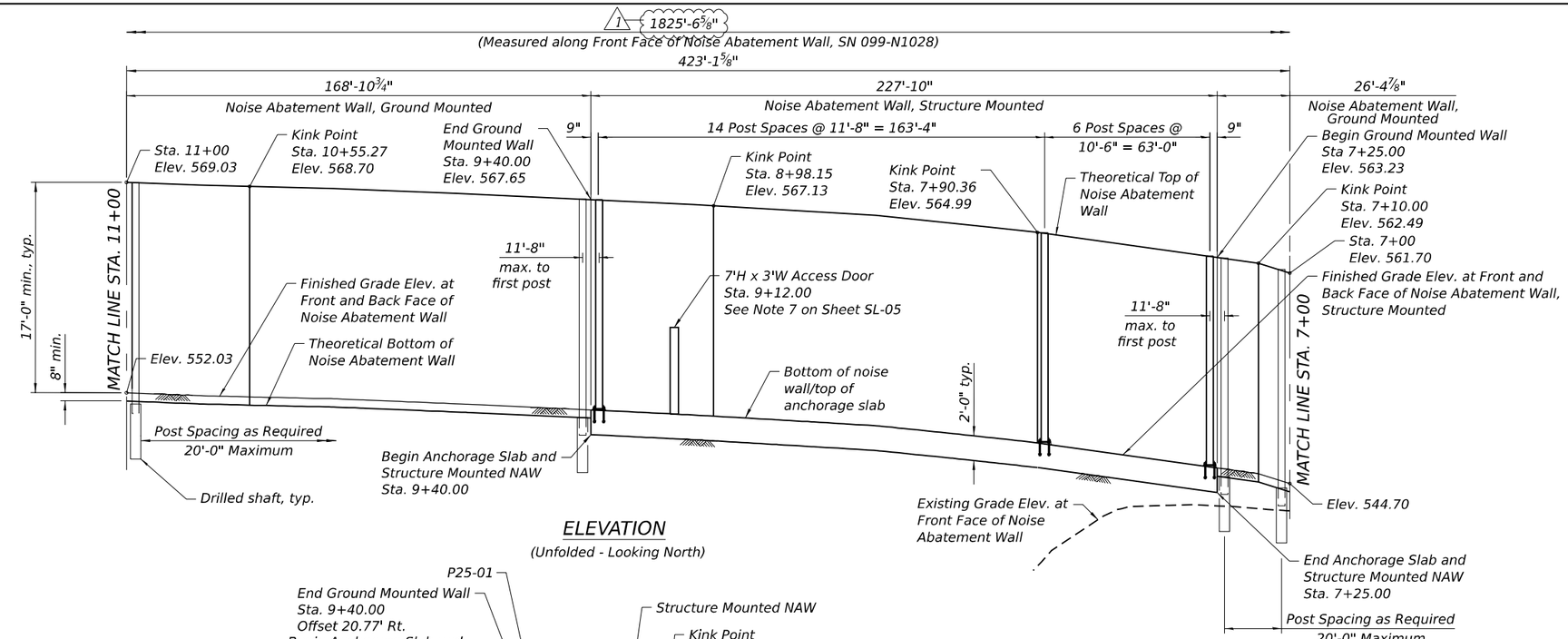
MODEL: Default
FILE NAME: D:\62F94-GPE_B25-01A.dgn

USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL
	CHECKED - PJL	REVISED -
PLOT SCALE = 50.00 ' / in.	DRAWN - GM	REVISED -
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION 1A
NOISE ABATEMENT WALL B25 - STRUCTURE NO. 099-N1028
1 SHEET SL-01A OF SL-08 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	978A
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	



CURVE DATA

PR CURVE RAMP C
PI STA = 9+40.44
Δ = 58°19'14" (LT)
D = 22°55'06"
R = 250.00'
T = 139.49'
L = 254.47'
E = 36.28'
e = 6.0%
PC STA = 8+00.95
PT STA = 10+55.42

1 REVISED SHEET 12/22/2025

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

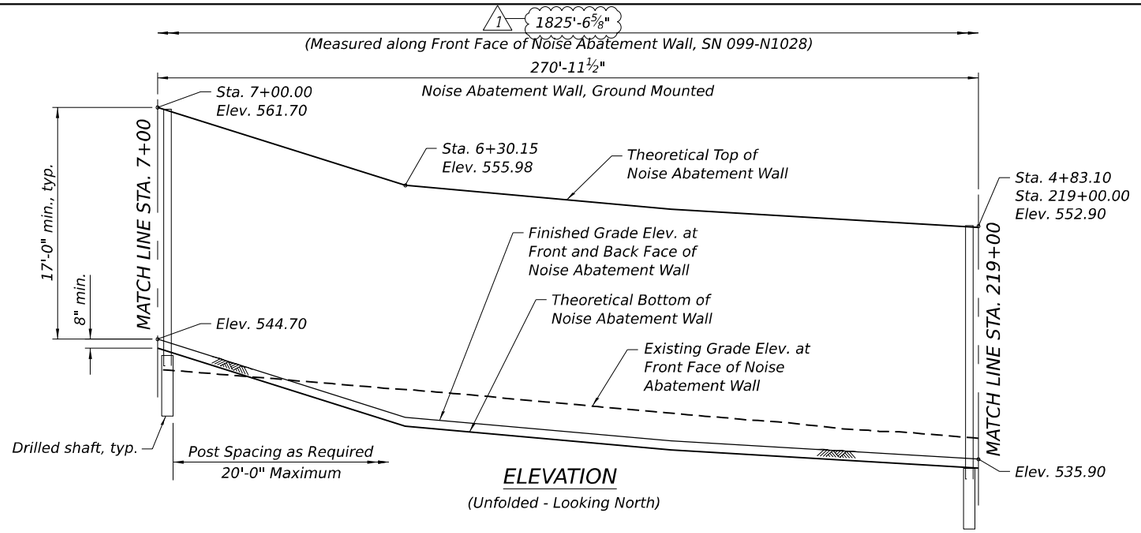
USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.00 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION 2
NOISE ABATEMENT WALL B25 - STRUCTURE NO. 099-N1028
SHEET SL-02 OF SL-08 SHEETS

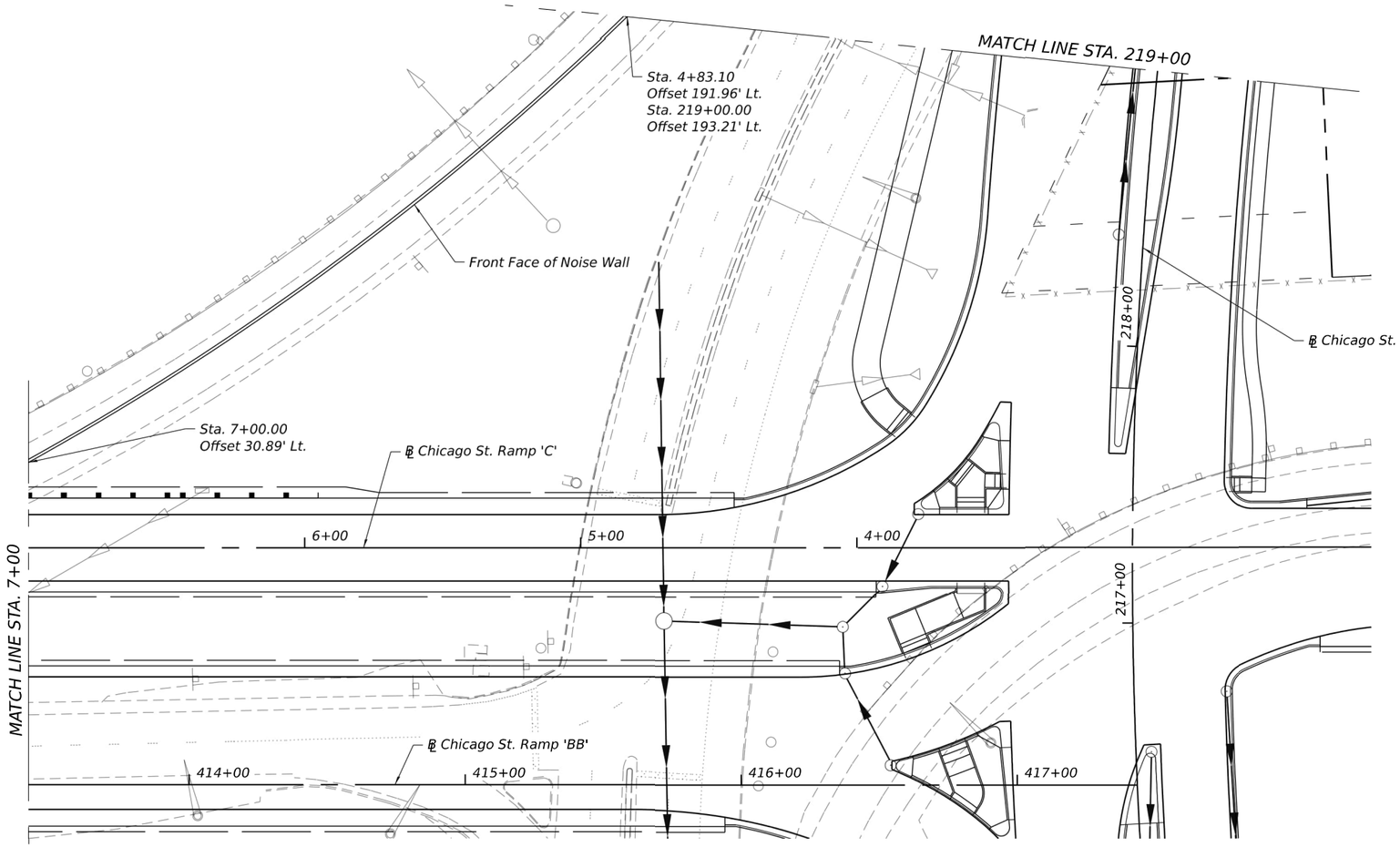
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	979
		CONTRACT NO. 62F94		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: D162F94-GPE_B25-02.dgn



ELEVATION

(Unfolded - Looking North)



PLAN

1 REVISED SHEET 12/22/2025

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

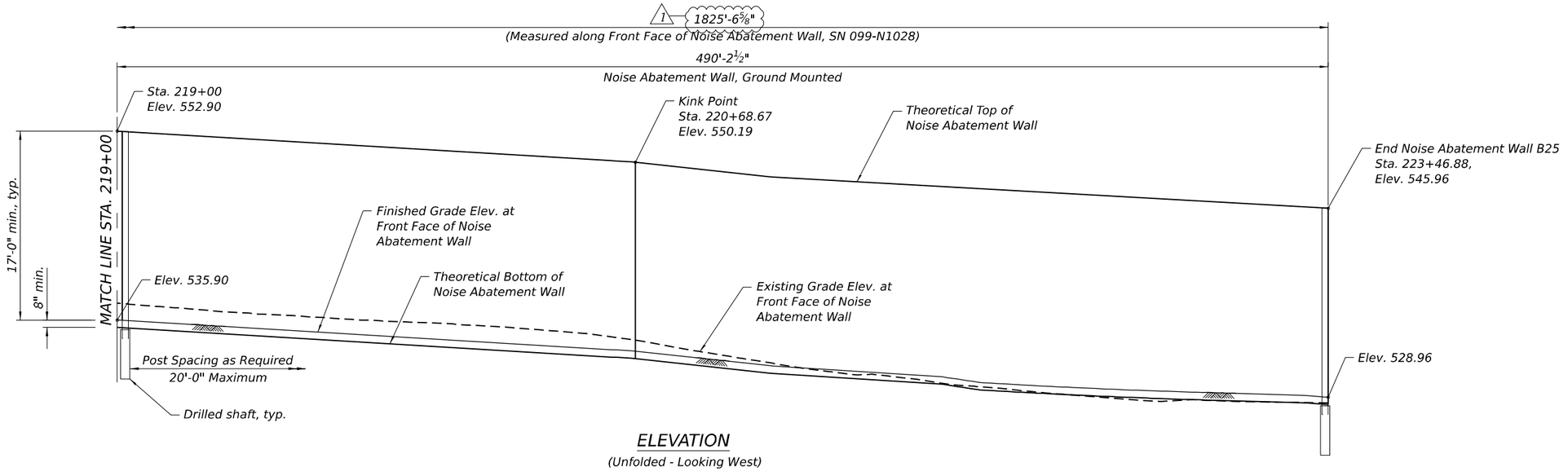
USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.000 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION 3
NOISE ABATEMENT WALL B25 - STRUCTURE NO. 099-N1028
SHEET SL-03 OF SL-08 SHEETS

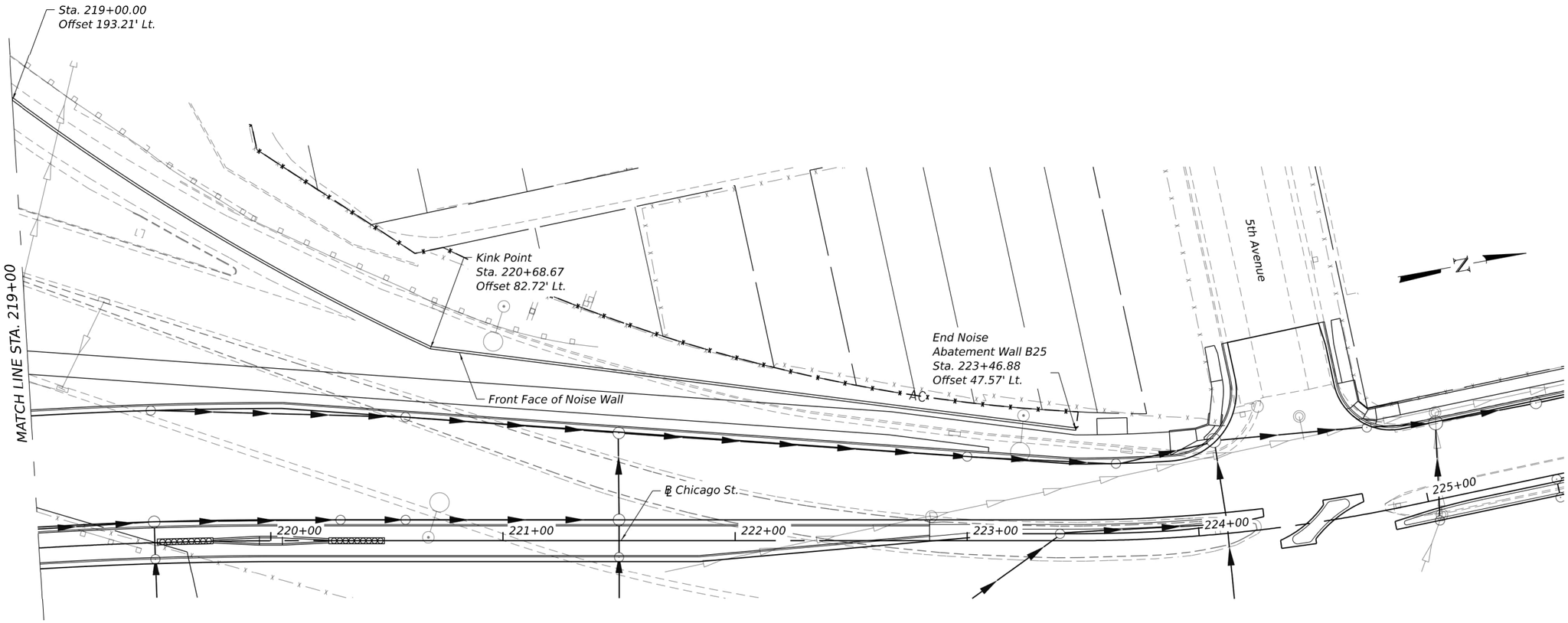
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	980
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: D:\62F94-GPE_B25-03.dgn



ELEVATION

(Unfolded - Looking West)



PLAN

1 REVISED SHEET 12/22/2025

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

MODEL: Default
FILE NAME: D162F94-GPE_B25-04.dgn

USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.000 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION 4
NOISE ABATEMENT WALL B25 - STRUCTURE NO. 099-N1028

SHEET SL-04 OF SL-08 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	981
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES:

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

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

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

4. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor. See Noise Abatement Wall, Ground Mounted Special Provision to design NAW foundation on fill where soil boring data is not available but the spacing shall not exceed 20 ft. 1

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

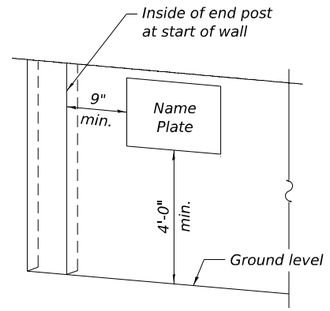
6. The default color of both sides of the NAW panels, posts and other visible elements shall be Federal Standard 30279 - Sand.

7. Access door location shown in the plans is approximate and may be adjusted to accommodate final fire hydrant locations provided by the City of Joliet. This work shall be included as part of the respective Noise Abatement Wall costs. 1

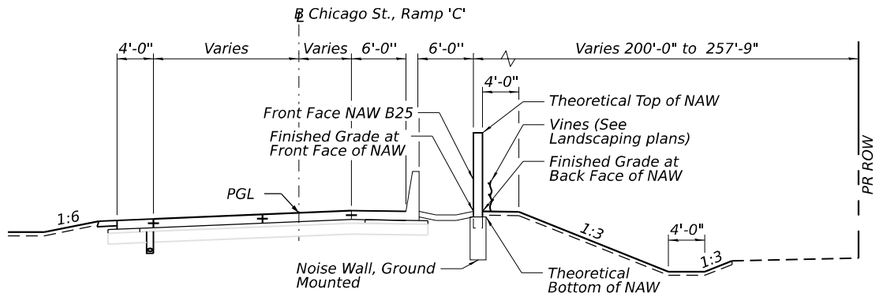
NOISE ABATEMENT WALL
BUILT 202_ BY
STATE OF ILLINOIS
1 FAI RTE. 80
SECTION 2017-057F
FROM STA. 17+61.71 TO STA. 223+46.88
STRUCTURE NO. 099-N1028

NAME PLATE

1



FOR NOISE ABATEMENT WALL
GROUND MOUNTED



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

NOISE ABATEMENT WALL B25 (DATA TABLE)

Station	Offset (Rt) to Front Face of NAW (ft.)	Theoretical top of NAW Elev.	℄ Chicago St. Ramp 'C'/ Chicago St., Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. At Back Face of NAW	Ex. Grade Elev. At Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
17+61.71	15.42	580.03	563.68	563.14	563.14	520.56	562.47	17.67
17+00.00	15.42	577.72	561.47	560.72	560.72	522.04	560.06	17.67
16+90.88	15.42	577.38	561.17	560.38	560.38	522.21	559.72	17.67
16+50.00	18.24	576.00	559.91	559.00	559.00	522.59	558.33	17.67
16+00.00	20.18	574.63	558.59	557.63	557.63	522.67	556.96	17.67
15+87.14	20.42	574.33	558.30	557.33	557.33	522.60	556.66	17.67
15+50.00	20.42	573.60	557.53	556.60	556.60	523.19	555.93	17.67
15+00.00	20.42	572.83	556.73	555.84	555.84	523.31	555.17	17.67
14+50.00	20.42	572.27	556.14	555.27	555.27	524.02	554.60	17.67
14+00.00	20.42	571.71	555.59	554.71	554.71	523.62	554.05	17.67
13+50.00	20.42	571.16	555.03	554.16	554.16	522.50	553.49	17.67
13+00.00	20.42	570.63	554.48	553.63	553.63	521.76	552.96	17.67
12+57.56	20.42	570.41	559.01	553.41	553.41	522.48	552.74	17.67
12+00.00	18.48	569.88	553.37	552.88	552.88	525.61	552.21	17.67
11+50.00	16.79	569.48	552.81	552.48	552.48	526.81	551.81	17.67
11+32.52	16.20	569.33	557.62	552.33	552.33	527.45	551.66	17.67
11+00.00	16.92	569.03	552.26	552.03	552.03	527.59	551.36	17.67
10+55.27	17.92	568.70	556.76	551.70	551.70	526.66	551.03	17.67
10+00.00	19.04	568.29	551.15	551.29	551.29	524.60	550.62	17.67
9+75.00	19.68	568.01	555.86	551.04	551.04	523.93	550.37	17.67
9+50.00	20.43	568.77	550.55	550.77	550.77	524.65	550.10	17.67
8+98.15	22.25	567.13	554.85	550.13	550.13	526.61	550.13	17.00
8+50.00	23.48	566.44	549.08	549.44	549.44	529.35	549.44	17.00
7+90.36	25.42	564.99	553.02	547.99	547.99	538.04	547.99	17.00
7+50.00	25.42	563.92	547.24	546.92	546.92	542.89	546.92	17.00
7+10.00	25.42	562.49	551.40	545.49	545.49	542.68	544.82	17.67
7+00.00	30.89	561.70	546.18	544.70	544.70	542.49	544.03	17.67
6+50.00	60.52	557.63	545.08	540.63	540.63	541.43	539.96	17.67
6+30.15	73.38	555.98	544.64	538.98	538.98	540.98	538.31	17.67
6+00.00	94.19	555.26	543.98	538.26	538.26	540.30	537.59	17.67
5+50.00	132.43	554.09	542.88	537.09	537.09	539.05	536.42	17.67
5+00.00	175.91	553.21	541.78	536.21	536.21	537.86	535.54	17.67
4+83.10/219+00.00	191.96/193.21	552.90	535.08	535.90	535.90	537.43	535.23	17.67
219+50.00	152.46	551.98	534.35	534.98	534.98	536.33	534.31	17.67
220+00.00	117.73	551.14	533.62	534.14	534.14	535.60	533.47	17.67
220+50.00	91.60	550.39	532.89	533.39	533.39	534.70	532.72	17.67
220+68.67	82.72	550.19	532.61	533.19	533.19	534.27	532.52	17.67
221+00.00	78.76	549.34	532.16	532.34	532.34	532.87	531.67	17.67
221+50.00	72.44	548.40	531.43	531.40	531.40	531.17	530.73	17.67
222+00.00	66.12	547.52	530.70	530.52	530.52	530.01	529.85	17.67
222+50.00	59.80	546.78	530.01	529.78	529.78	529.05	529.11	17.67
223+00.00	53.48	546.37	526.51	529.37	529.37	528.66	528.70	17.67
223+46.88	47.57	545.96	529.15	528.96	528.96	528.48	528.29	17.67

1 REVISED SHEET 12/22/2025

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

USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.000 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1 GENERAL DATA 1
NOISE ABATEMENT WALL B25 SN 099-N1028
1 SHEET SL-05 OF SL-08 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	982
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

TOTAL BILL OF MATERIAL

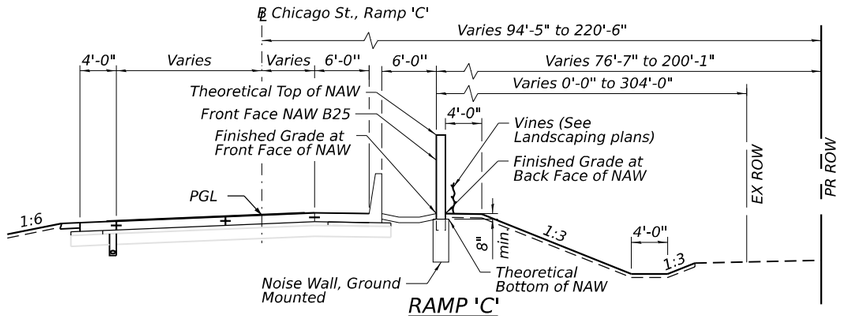
ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	28,231
Noise Abatement Wall, Structure Mounted	Sq. Ft.	3,873

NOISE REDUCTION DATA

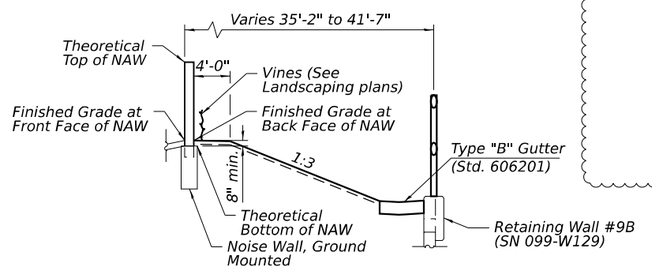
Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
Ramp C/Chicago St. face	17+61.71	223+46.88	Reflective	-
Residential face	17+61.71	223+46.88	Reflective	-

UTILITY CROSSING TABLE

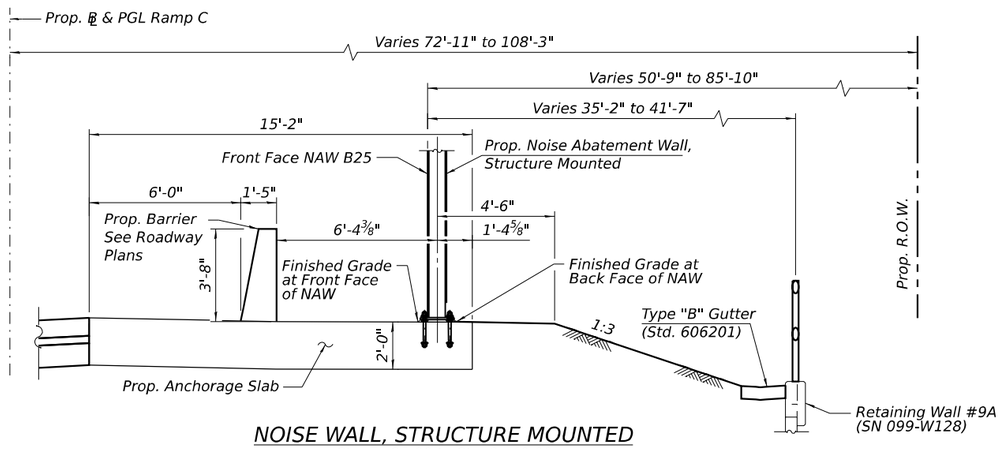
Utility	Station	Offset	Elev.	Comments
Exist. Underground Sanitary Sewer	10+04.14	18.94 Rt.	-	-
Exist. Underground Electric	7+41.70	25.42 Rt.	-	-
Exist. Underground Storm Sewer	5+35.94	144.09 Rt.	-	-
Exist. Underground Storm Sewer	219+16.96	178.00 Rt.	-	-



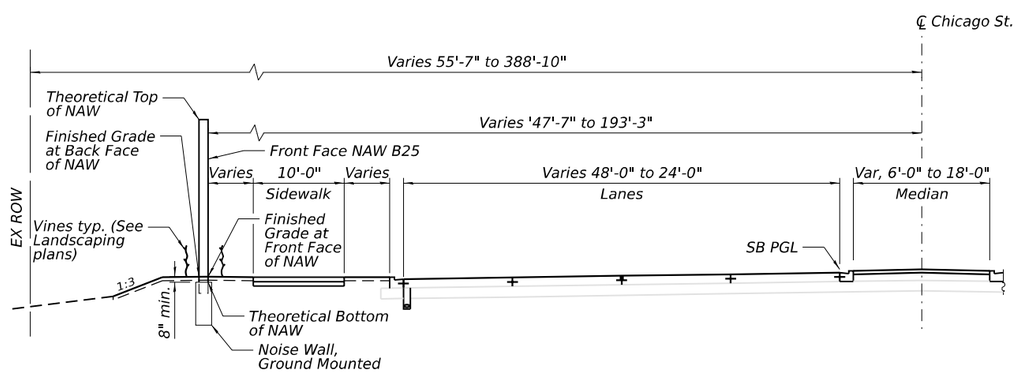
RAMP 'C'
TYPICAL SECTION ALONG NAW B25
Sta. 4+83.10 to Sta. 7+25.00
Sta. 9+40.00 to Sta. 10+87.76
Sta. 12+20.22 to Sta. 14+00.00
(Looking West)



RETAINING WALL DETAIL
TYPICAL SECTION ALONG NAW B25
10+87.76 to 12+20.22
(Looking West)



NOISE WALL, STRUCTURE MOUNTED
Sta. 7+25.00 to Sta. 9+40.00
(Looking West)



PROPOSED CHICAGO STREET TYPICAL SECTION
CHICAGO STREET - STA. 219+00.00 TO STA. 223+46.88
(Looking North)

1 ADDED ENTIRE SHEET 12/22/2025

1 REVISED SHEET 12/22/2025

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

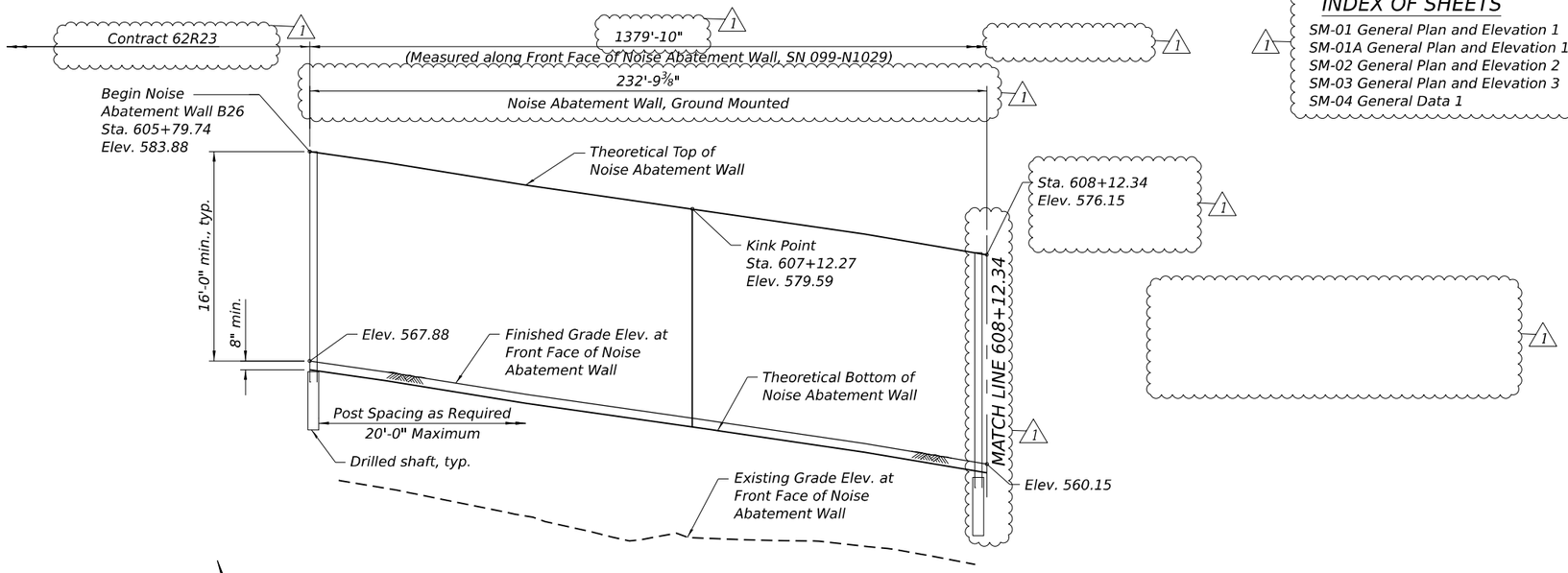
USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.0 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA 2
NOISE ABATEMENT WALL B25 - STRUCTURE NO. 099-1028
1 SHEET SL-05A OF SL-08 SHEETS

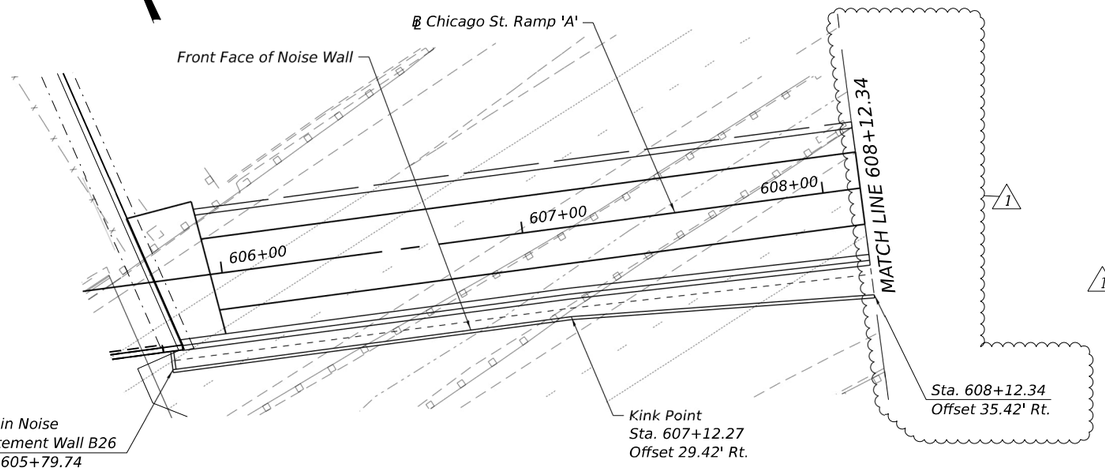
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	982A
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: D:\62F94-DEF_B25-05A.dgn

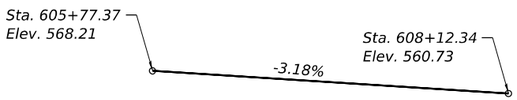


ELEVATION

(Unfolded - Looking North)



PLAN



PROFILE GRADE

(Along ℄ Proposed Chicago St. Ramp 'A')

INDEX OF SHEETS

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

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

PRECAST UNITS

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

DESIGN LOADS

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

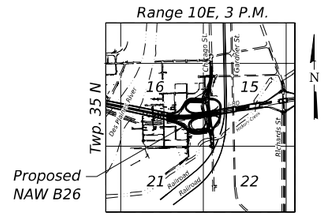
LEGEND

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

STATE OF ILLINOIS
PATRICK J. LAUX
081-007655
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

10/31/2025

Patrick J. Laux, P.E., S.E.
State of Illinois Lic. No. 081-007655
License Expires 11-30-2026.
This stamp applies to sheets SM-01 thru SM-07



LOCATION SKETCH

NOTES:

1. For General Notes and Total Bill of Material, see Sheet SM-04 and SM-04A
2. Stations are measured along and Offsets are measured from Front Face of Noise Abatement Wall to ℄ Prop. Chicago St. Ramp 'A'.
3. Length of ground mounted wall is measured along Front Face of Noise Abatement Wall.

1 REVISED SHEET 12/22/2025

GENERAL PLAN AND ELEVATION 1

NOISE ABATEMENT WALL B26 ALONG CHICAGO ST. RAMP A
F.A.I. RTE. 80 - SEC. 2017-057F
WILL COUNTY
STA. 605+79.74 TO STA. 619+47.92
STRUCTURE NO. 099-N1029

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

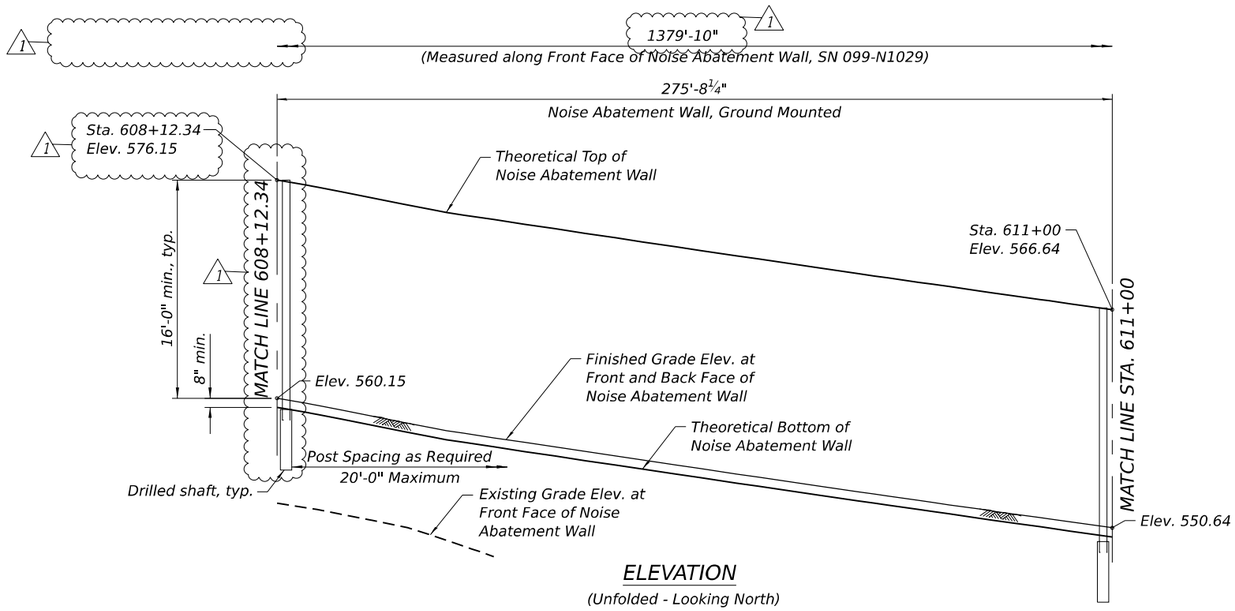
USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50:0 ':" / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET SM-01 OF SM-07 SHEETS

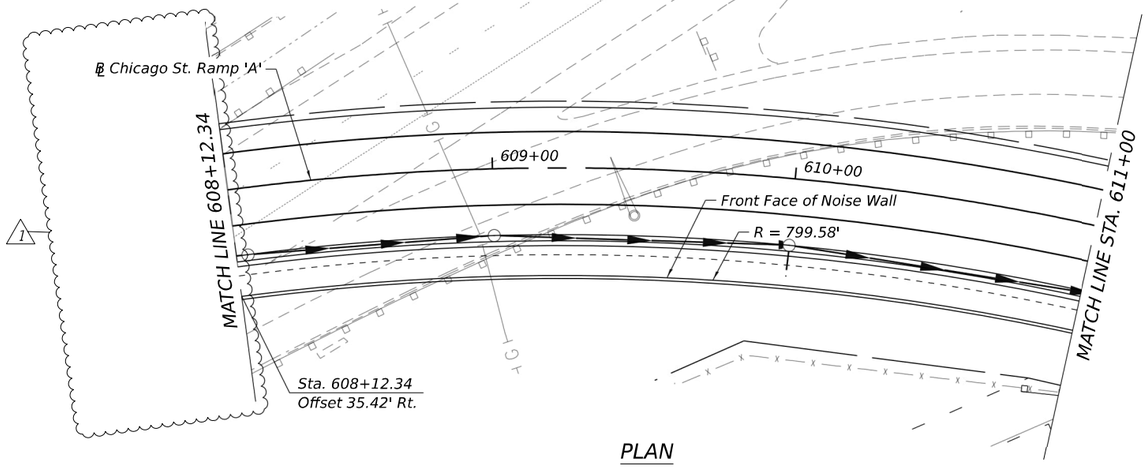
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	986
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystemscorp-pw1-1-hosted/Documents/Projects_2018/CH401401180022/03-WSP/CAD/62F94-01-INT-5 (Chicago Accelerated Option)/Sheets/Structural/NAW B26/D162F94-GPE_B26-01.dgn

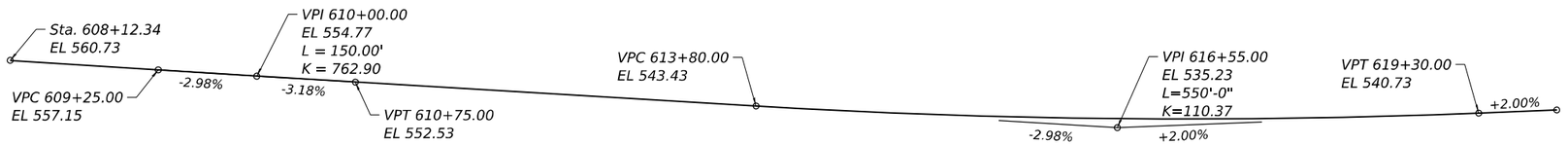


ELEVATION

(Unfolded - Looking North)



PLAN



PROFILE GRADE

(Along ℄ Proposed Chicago St. Ramp 'A')

CURVE DATA

PR CURVE RAMP A
PI STA = 609+86.44
Δ = 23°33'18" (RT)
D = 06°51'42"
R = 835.00'
T = 174.10'
L = 343.28
E = 17.96'
PC STA = 608+12.34
PT STA = 611+55.62

1 ADDED ENTIRE SHEET 12/22/2025

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

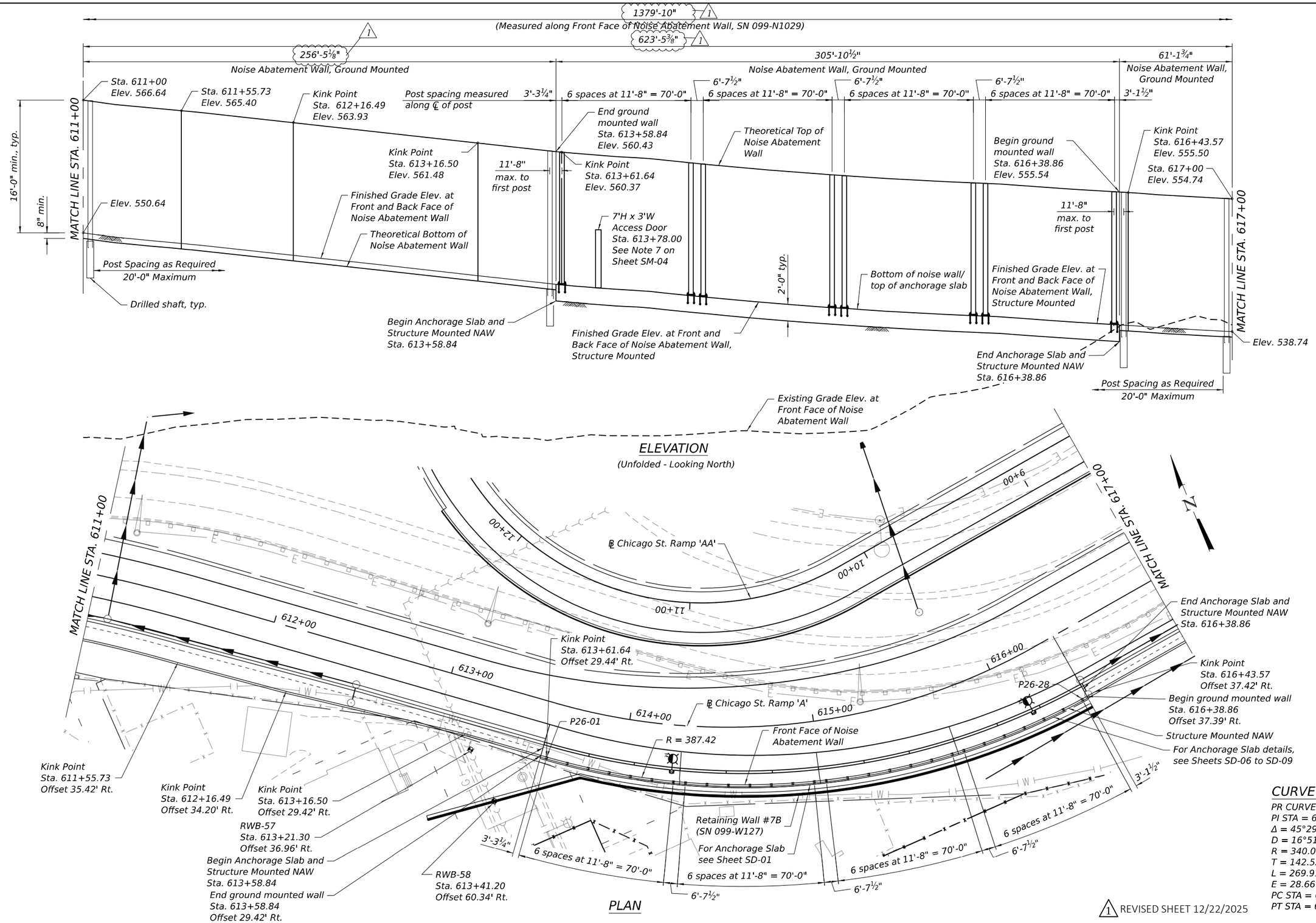
USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.000 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1 GENERAL PLAN AND ELEVATION 1A
NOISE ABATEMENT WALL B26 - STRUCTURE NO. 099-N1029
1 SHEET SM-01A OF SM-07 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	986A
		CONTRACT NO. 62F94		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: D162F94-GPE_B26-01A.dgn



CURVE DATA

PR CURVE RAMP A
PI STA = 615+00.77
Δ = 45°29'03" (LT)
D = 16°51'06"
R = 340.00'
T = 142.52'
L = 269.91'
E = 28.66'
PC STA = 613+58.25
PT STA = 616+28.16

1 REVISED SHEET 12/22/2025

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

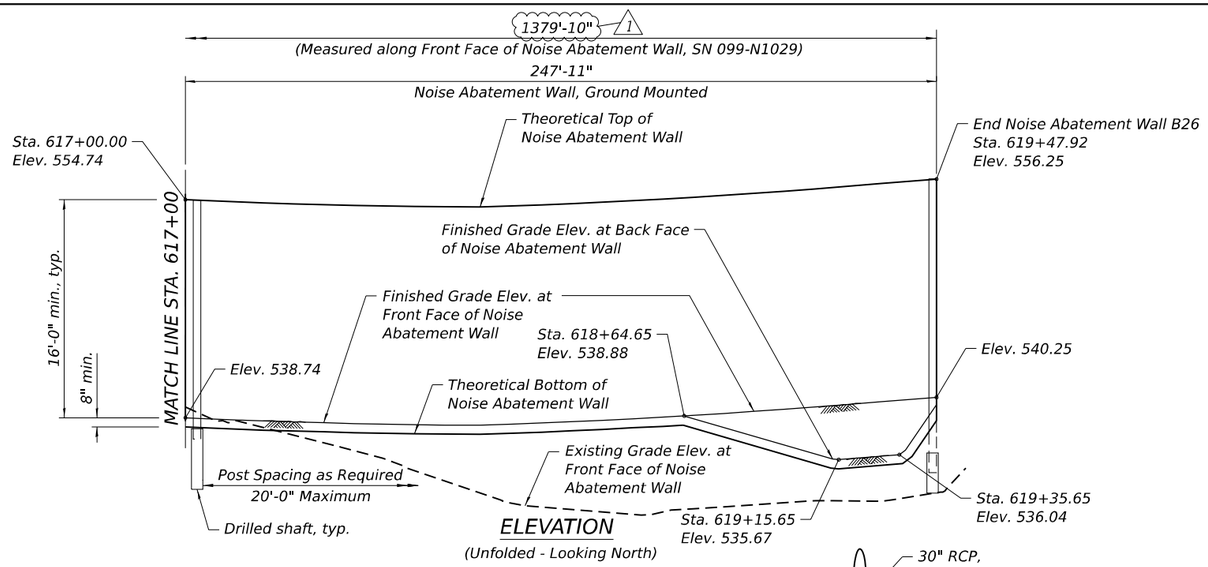
USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50:0 ':" / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

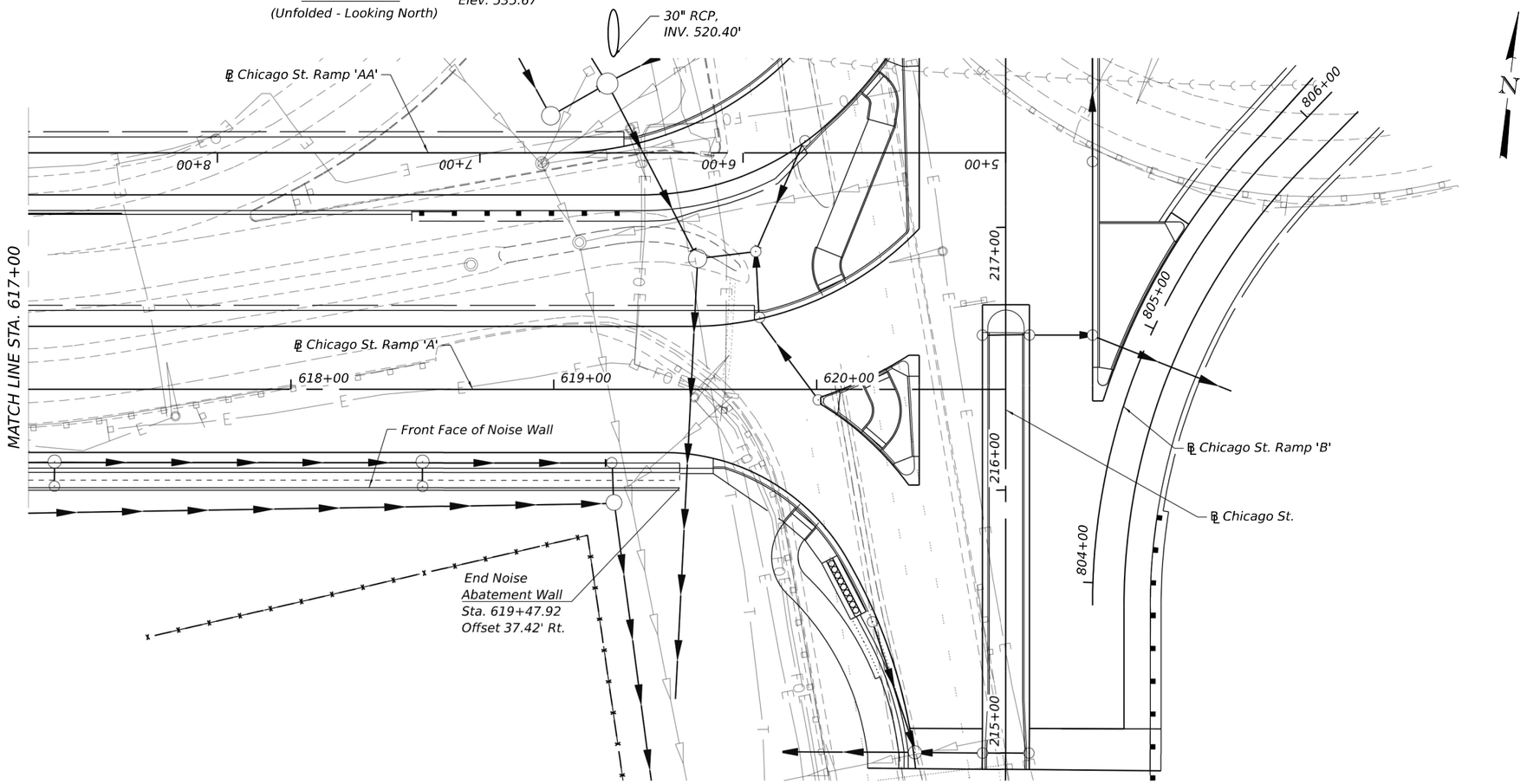
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION 2
NOISE ABATEMENT WALL B26 - STRUCTURE NO. 099-N1029
SHEET SM-02 OF SM-07 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	987
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: D:\62F94-GPE_B26-02.dgn





PLAN

1 REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: D162F94-GPE_B26-03.dgn

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

USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**GENERAL PLAN AND ELEVATION 3 NOISE ABATEMENT WALL B26 - STRUCTURE NO. 099-N1029**	F.A.I RTE. 80
	CHECKED - PJL	REVISED -			SECTION 2017-057F
PLOT SCALE = 50:0 ':' / in.	DRAWN - GM	REVISED -			COUNTY WILL
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -		SHEET SM-03 OF SM-07 SHEETS	TOTAL SHEETS 1342
					SHEET NO. 988
					CONTRACT NO. 62F94
					ILLINOIS FED. AID PROJECT

GENERAL NOTES:

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

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

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

4. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor. See Noise Abatement Wall, Ground Mounted Special Provision to design NAW foundation on fill where soil boring data is not available but the spacing shall not exceed 20 ft. (1)

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

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

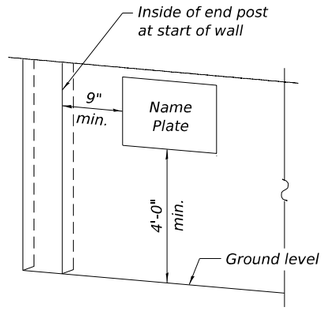
7. Access door location shown in the plans is approximate and may be adjusted to accommodate final fire hydrant locations provided by the City of Joliet. This work shall be included as part of the respective Noise Abatement Wall costs. (1)

NOISE ABATEMENT WALL
BUILT 202_ BY
STATE OF ILLINOIS
FAI RTE. I-80
SECTION 2017-057F
FROM STA. 605+79.74 TO STA. 619+47.92
STRUCTURE NO. 099-N1029

(1)

NAME PLATE

(1)

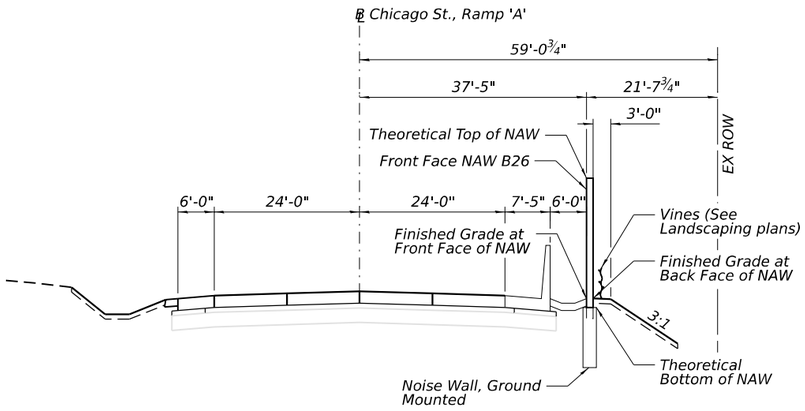


FOR NOISE ABATEMENT WALL GROUND MOUNTED

NOISE ABATEMENT WALL B26 (DATA TABLE)

(1)

Station	Offset (Rt) to Front Face of NAW (ft.)	Theoretical top of NAW Elev.	℄ Chicago St. Ramp 'A' Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. At Back Face of NAW	Ex. Grade Elev. At Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)	Final Retained Height (ft)
605+79.74	29.42	583.88	568.13	567.88	567.88	559.42	567.21	16.76	-
606+00.00	29.42	583.36	567.49	567.36	567.36	559.18	566.70	16.76	-
606+50.00	29.42	581.61	565.90	565.61	565.61	557.04	564.94	16.76	-
607+00.00	29.42	579.98	564.31	563.98	563.98	554.98	563.32	16.76	-
607+12.27	29.42	579.59	563.92	563.59	563.59	555.19	562.93	16.76	-
607+50.00	31.68	578.37	562.72	562.37	562.37	554.81	561.70	16.76	-
608+00.00	34.68	576.62	561.13	560.62	560.62	553.54	559.95	16.76	-
608+12.34	35.42	576.15	560.73	560.15	560.15	553.12	559.49	16.76	-
608+50.00	35.42	574.63	559.54	558.63	558.63	551.64	557.96	16.67	-
609+00.00	35.42	572.84	557.95	556.84	556.84	547.32	556.17	16.67	-
609+50.00	35.42	571.25	556.36	555.25	555.25	537.61	554.58	16.67	-
610+00.00	35.42	569.68	554.80	553.68	553.68	529.57	553.01	16.67	-
610+50.00	35.42	568.15	553.28	552.15	552.15	526.13	551.48	16.67	-
611+00.00	35.42	566.64	551.78	550.64	550.64	525.98	549.97	16.67	-
611+55.73	35.42	565.40	550.13	549.40	549.40	527.20	548.73	16.67	-
612+16.49	34.20	563.93	548.31	547.93	547.93	528.32	547.26	16.67	-
612+50.00	32.60	563.12	547.31	547.12	547.12	528.12	546.45	16.67	-
613+16.50	29.42	561.48	545.32	545.48	545.48	526.45	544.81	16.67	-
613+61.64	29.44	560.37	543.97	544.37	544.37	525.81	543.37	16.00	-
614+00.00	29.96	559.67	542.85	543.67	543.67	526.12	543.67	16.00	-
614+50.00	30.95	558.53	541.56	542.53	542.53	526.71	542.53	16.00	-
615+00.00	32.30	557.55	540.50	541.55	541.55	526.56	541.55	16.00	-
615+50.00	33.96	556.83	539.67	540.83	540.83	531.12	540.83	16.00	-
616+00.00	35.90	556.15	539.06	540.15	540.15	534.10	540.15	16.00	-
616+43.57	37.42	555.50	538.71	539.50	539.50	539.74	538.83	16.67	-
617+00.00	37.42	554.74	538.52	538.74	538.74	539.54	538.07	16.67	-
617+50.00	37.42	554.35	538.59	538.35	538.35	536.65	537.68	16.67	-
618+00.00	37.42	554.20	538.89	538.20	538.20	533.01	537.53	16.67	-
618+50.00	37.42	554.70	539.42	538.70	538.70	531.60	538.03	16.67	-
618+64.65	37.42	554.88	539.62	538.88	538.88	532.03	538.21	16.67	-
619+00.00	37.42	555.40	540.17	539.40	536.60	532.51	535.93	19.47	2.80
619+15.65	37.42	555.67	540.45	539.67	535.67	532.67	535.00	20.67	4.00
619+35.65	37.42	556.04	540.84	540.04	536.04	532.81	535.46	20.67	4.00
619+47.92	37.42	556.25	541.08	540.25	540.25	533.27	539.58	16.67	-



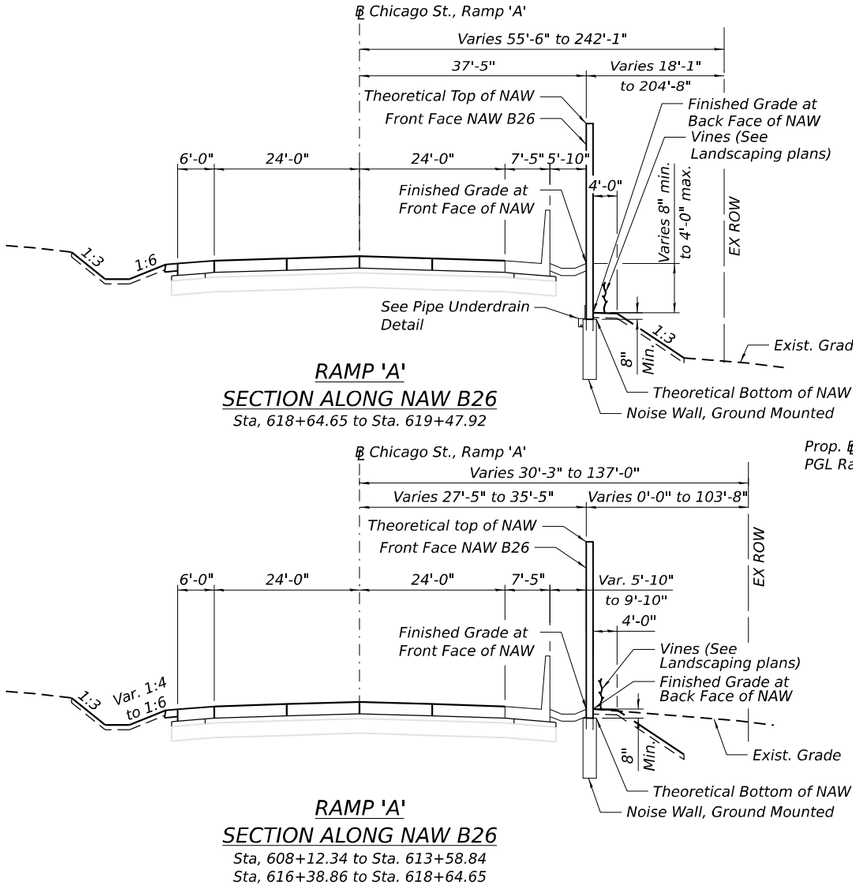
RAMP 'A'
TYPICAL SECTION ALONG NAW B26
Sta, 605+79.74 to Sta. 608+12.34
(Looking East)

(1) REVISED SHEET 12/22/2025

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com/transystemscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/03-WSP/CAD/62F94-01-INT-5 (Chicago Accelerated Option)/Sheets/Structural/Noise Walls/NAW B26/D162F94-OEF_B26-04.dgn

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

USER NAME = USGM717780	DESIGNED - MIS	REVISED - (1) 12/19/2025 PJL	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(1) GENERAL DATA 1 NOISE ABATEMENT WALL B26 SN 099-N1029 (1) SHEET SM-04 OF SM-07 SHEETS	F.A.I RTE. 80
	CHECKED - PJL	REVISED -			SECTION 2017-057F
PLOT SCALE = 50.000 ' / in.	DRAWN - GM	REVISED -			COUNTY WILL
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -			TOTAL SHEETS 1342
					SHEET NO. 989
					CONTRACT NO. 62F94
					ILLINOIS FED. AID PROJECT



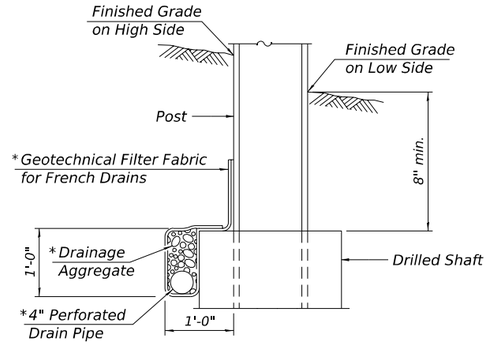
RAMP 'A' SECTION ALONG NAW B26

Sta, 618+64.65 to Sta. 619+47.92

RAMP 'A' SECTION ALONG NAW B26

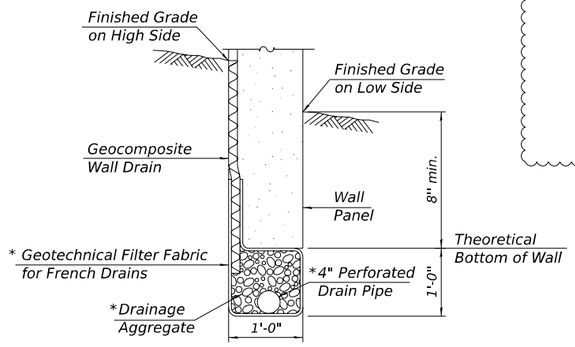
Sta, 608+12.34 to Sta. 613+58.84

Sta, 616+38.86 to Sta. 618+64.65

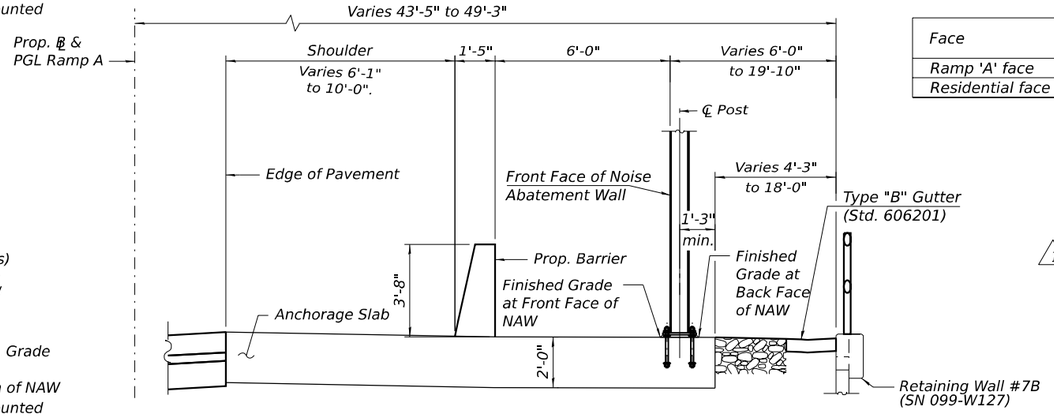


PIPE UNDERDRAIN DETAIL AT DRILLED SHAFTS

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



PIPE UNDERDRAIN DETAIL BETWEEN DRILLED SHAFTS



NOISE WALL, STRUCTURE MOUNTED

Sta, 613+58.84 to Sta. 616+38.86

UTILITY CROSSING TABLE

Utility	Station	Offset	Elev.	Comments
Exist. Underground Gasline	608+98.35	35.42 Rt.	-	-
Exist. Underground Water Line	612+08.37	34.36 Rt.	-	-
Exist. Underground Water Line	613+02.10	30.11 Rt.	-	-
Exist. Underground Gasline	613+05.19	29.96 Rt.	-	-
Exist. Underground Sanitary Sewer	613+14.25	29.53 Rt.	-	-
Exist. Underground Water Line	613+50.70	29.53 Rt.	-	-
Exist. Underground Water Line	614+01.55	29.98 Rt.	-	-
Prop. Underground Storm Sewer	619+22.62	37.42 Rt.	520.40	-
Exist. Underground Storm Sewer	619+29.35	37.42 Rt.	-	-

NOISE REDUCTION DATA

Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
Ramp 'A' face	605+79.74	619+47.92	Reflective	-
Residential face	605+79.74	619+47.92	Reflective	-

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	18,011
Noise Abatement Wall, Structure Mounted	Sq. Ft.	4,894
Geocomposite Wall Drain	Sq. Yd.	42
Pipe Underdrains for Structures 4"	Foot	84

1 ADDED ENTIRE SHEET 12/22/2025

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

USER NAME = USGM717780	DESIGNED - MIS	REVISED - 1 12/19/2025 PJL	
	CHECKED - PJL	REVISED -	
PLOT SCALE = 50.000 ' / in.	DRAWN - GM	REVISED -	
PLOT DATE = 12/19/2025	CHECKED - MIS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1 GENERAL DATA 2

NOISE ABATEMENT WALL B26 - STRUCTURE NO. 099-N1029

1 SHEET SM-04A OF SM-07 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-057F	WILL	1342	989A
		CONTRACT NO. 62F94		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: D:\62F94-DET-B26-04A.dgn