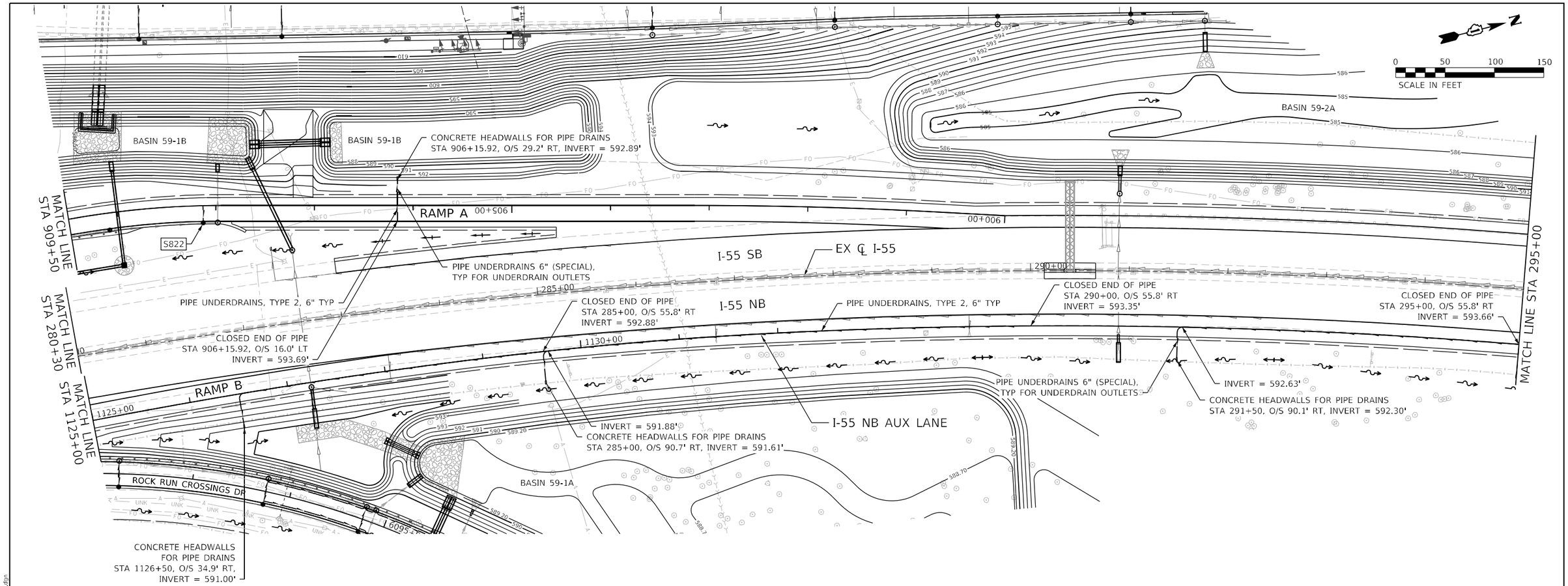
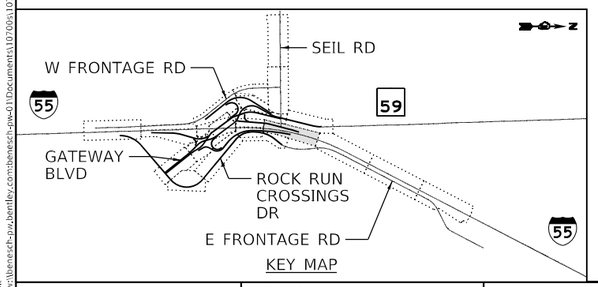


FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
END CAP	908+13.00	0.0' RT	S822	908+13.00	17.3' LT	17.3	30	6	60108206



NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

PIPE UNDERDRAINS, TYPE 2, 6" THAT TIE INTO PROPOSED DRAINAGE STRUCTURES SHALL BE PLACED AT A DEPTH OF 30" UNLESS OTHERWISE NOTED.

thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

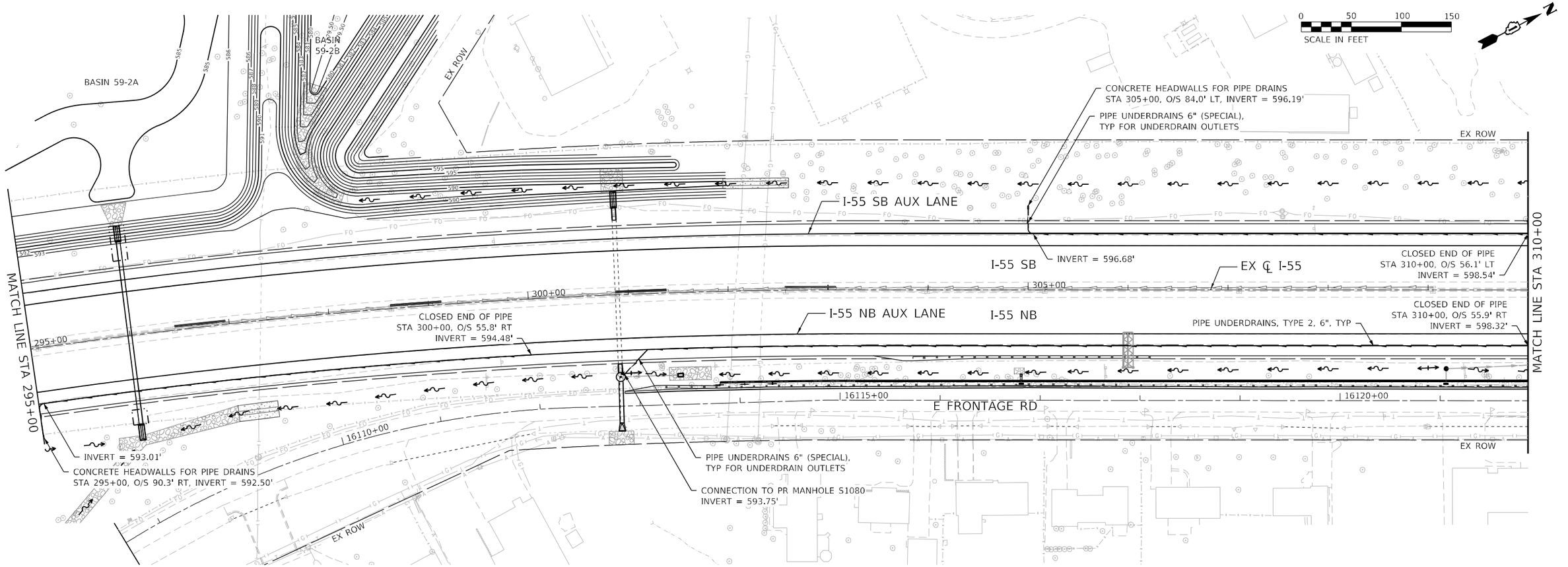
PIPE UNDERDRAIN PLAN
I–55

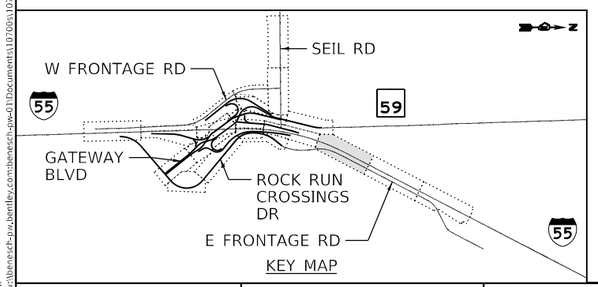
SCALE: 1" = 50' | SHEET OF SHEETS | STA. Sta | TO STA. ToSTa

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	501
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\benesch-pw.bentley.com:benesch-pw-01\Documents\10700s\10740.00\Eng Docs Phase II\Drainage (Thomas)\D162H15-sht-underdrain-55-005.dgn

D162H15-sht-underdrain-55-005.dgn
50099
2012/11/30





NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

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thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

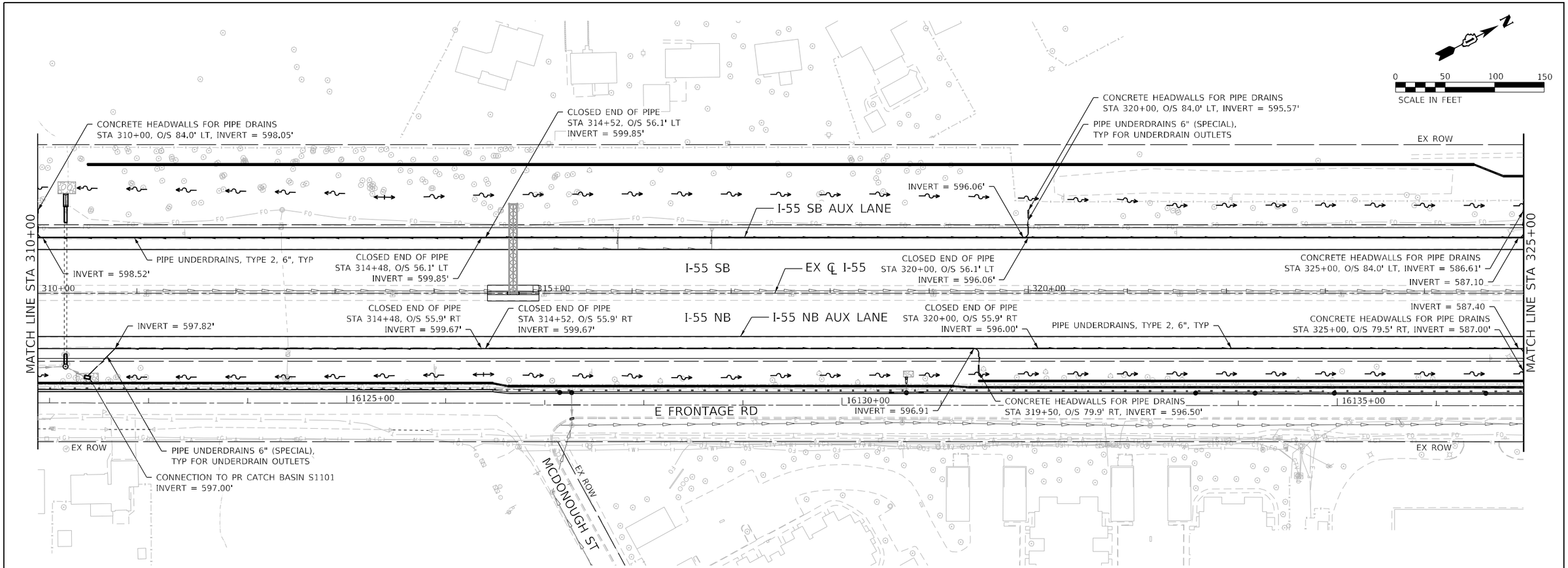
PIPE UNDERDRAIN PLAN
I-55

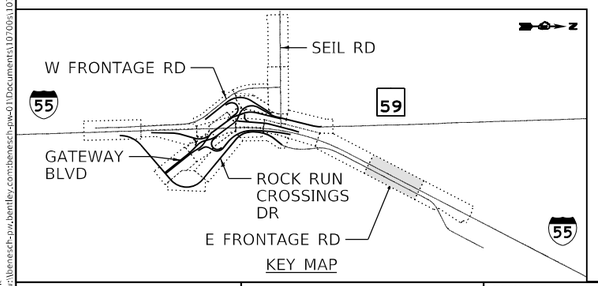
SCALE: 1" = 50' | SHEET OF SHEETS | STA. Sta | TO STA. ToSTa

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	502
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\Benesch-pw.bentley.com:benesch-pw-01\Documents\107001\10740.00\Eng_Docs_Phase_II\Drainage [Thomas]\D162H15-sht-underdrain-55-006.dgn

D162H15-sht-underdrain-55-006.dgn
50099
2012/11/30





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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

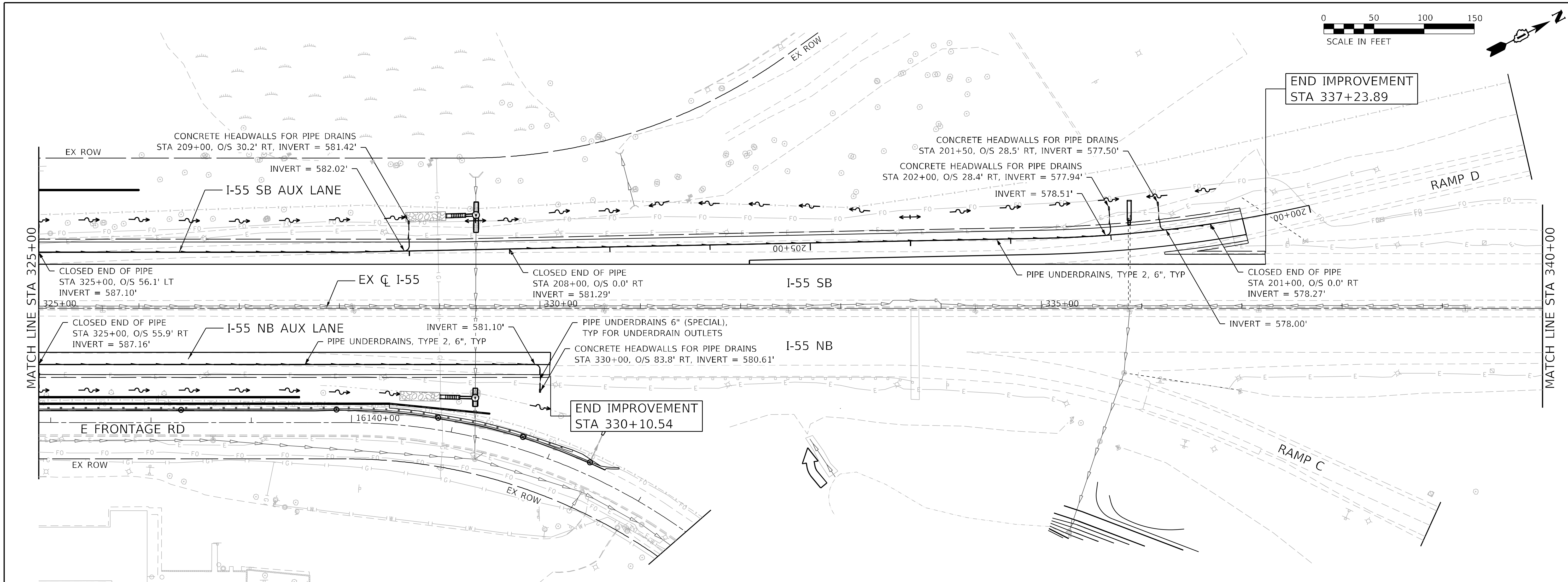
PIPE UNDERDRAIN PLAN
I-55

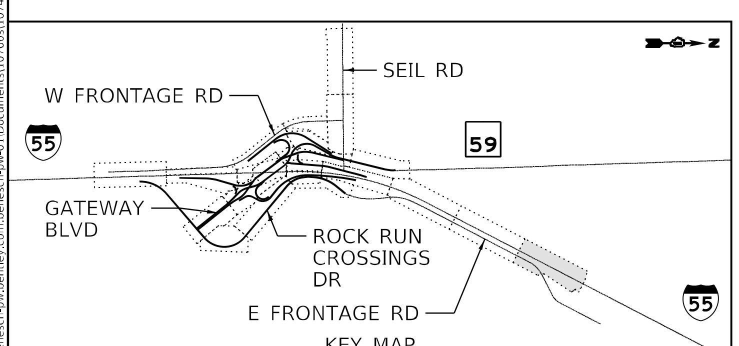
SCALE: 1" = 50' | SHEET OF SHEETS | STA. Sta | TO STA. ToSTa

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	503
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\bentleyedh-pw.bentley.com:bentleyedh-pw-01\Documents\10700\d10740,00\Eng_Docs_Phase_II\Drainage [Thomas]\D162H15-sht-underdrain-55-007.dgn

D162H15-sht-underdrain-55-007.dgn
50099
2012/11/30





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thomas engineering group	USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
		DRAWN - JHAITSMA	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

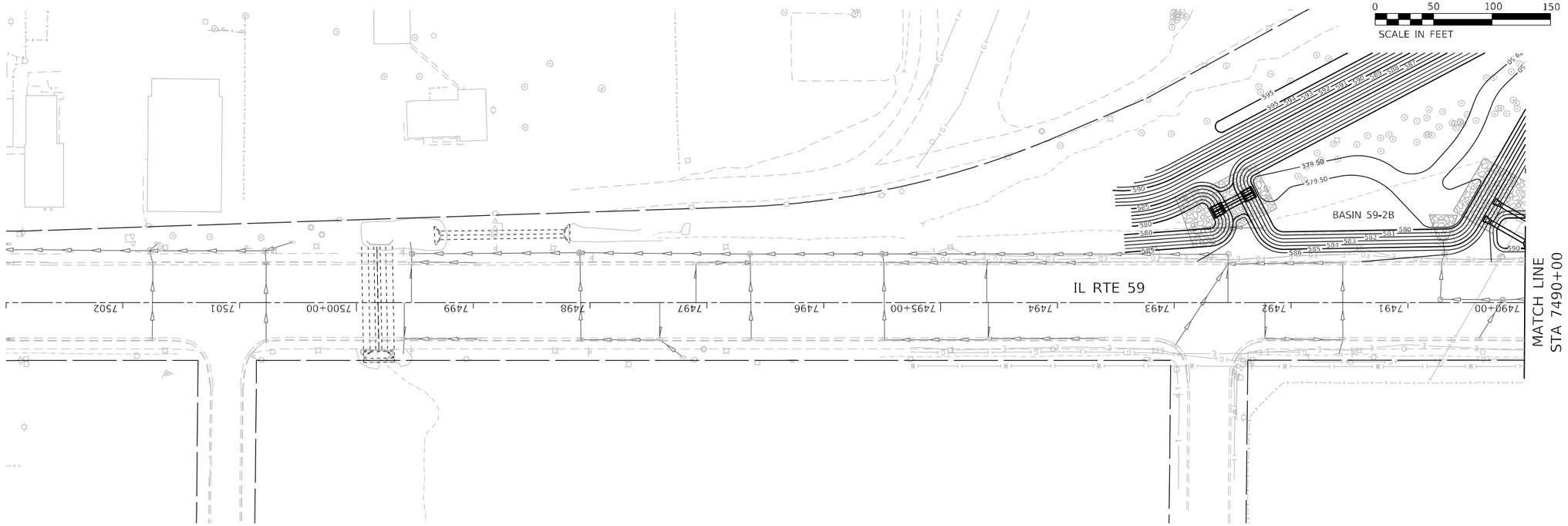
PIPE UNDERDRAIN PLAN
I-55

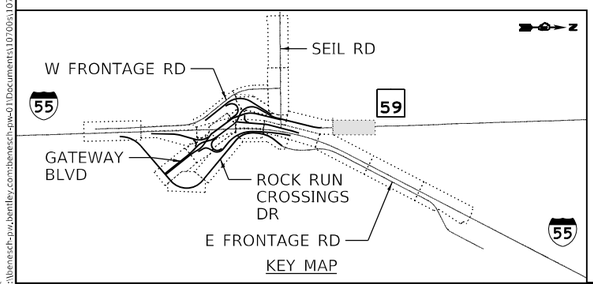
SCALE: 1" = 50' | SHEET OF SHEETS | STA. Sta TO STA. ToSTa

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	504
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10700s\10740.00\Eng_Docs_Phase_II\Drainage_[Thomas]\D162H15-sht-underdrain-55-008.dgn

D162H15-sht-underdrain-55-008.dgn
50099
2012/11/30





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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

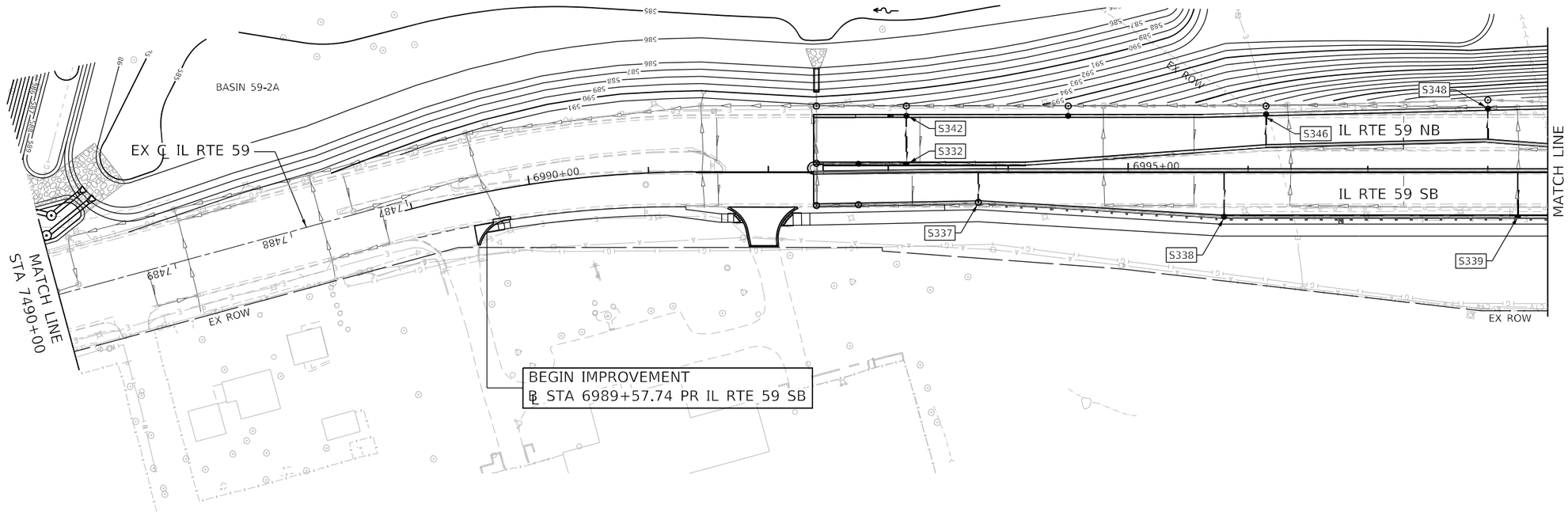
PIPE UNDERDRAIN PLAN
IL RTE 59 NB

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

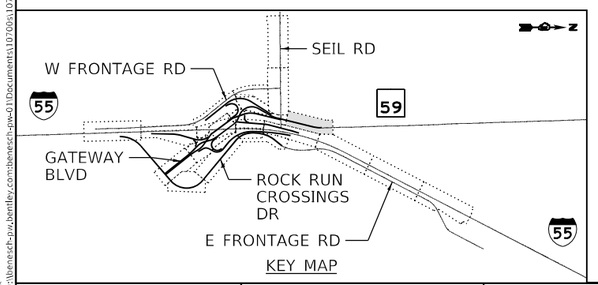
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	505
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: p:\benesch-pw_bentley.com\benesch-pw-01\Documents\107005\107400\Eng_Docs_Phase_II\Drainage (Thomas)\D162H15-sht-underdrain-59-000.dgn

D162H15-sht-underdrain-59-000.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
HIGH	6993+15.00	20.3' LT	S342	6993+15.00	46.8' LT	26.5	30	6	60108206
HIGH	6993+15.00	20.3' LT	S332	6993+15.00	6.9' LT	13.4	30	6	60108206
END CAP	6993+75.00	0.0' RT	S337	6993+75.00	25.3' RT	25.3	30	6	60108206
END CAP	6995+80.00	0.0' RT	S338	6995+80.00	37.3' RT	37.3	30	6	60108206
END CAP	6996+15.00	22.8' LT	S346	6996+15.00	48.1' LT	25.3	30	6	60108206
END CAP	6998+00.00	27.2' LT	S348	6998+00.00	52.7' LT	25.5	30	6	60108206
END CAP	6998+25.00	0.0' RT	S339	6998+25.00	37.3' RT	37.3	30	6	60108206



NOTE

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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

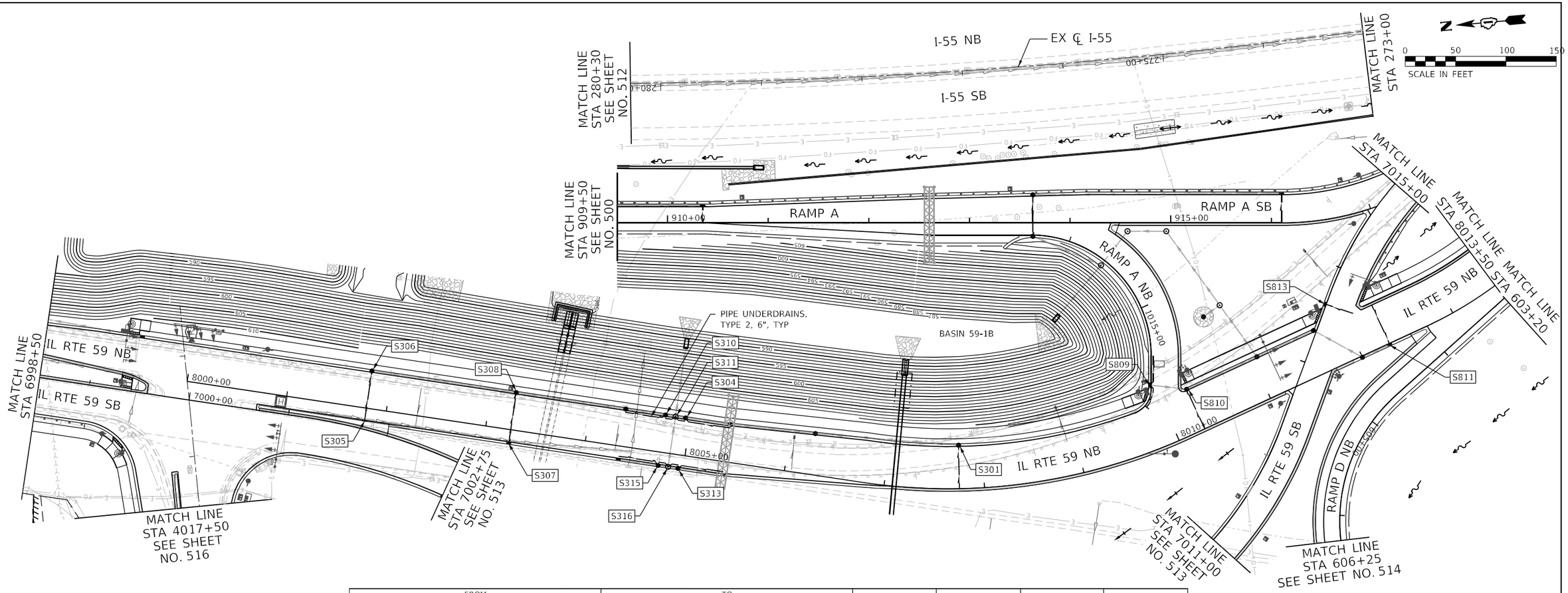
PIPE UNDERDRAIN PLAN
IL RTE 59 NB

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

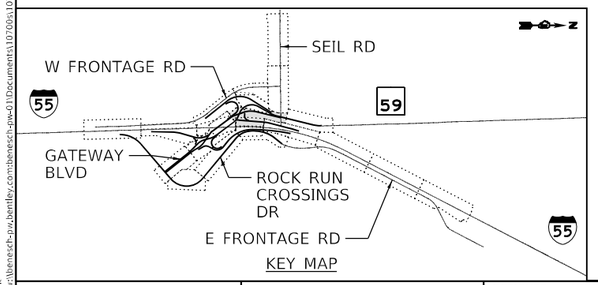
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	506
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: p:\benesch-pw.bentley.com:benesch-pw-01\Documents\107005\10740.00\Eng_Docs_Phase_II\Drainage (Thomas)\D162H15-sht-underdrain-59-001.dgn

D162H15-sht-underdrain-59-001.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
END CAP	1015+49.02	0.0' RT	S809	1015+78.00	1.3' RT	30.3	30	6	60108206
END CAP	1016+00.00	0.0' RT	S809	1015+78.00	1.3' RT	24.8	30	6	60108206
END CAP	7013+61.90	28.1' RT	S813	7013+60.97	1.3' LT	29.4	30	6	60108206
HIGH	8001+80.01	0.0' RT	S306	8001+80.00	37.3' LT	37.3	30	6	60108206
HIGH	8001+80.01	0.0' RT	S305	8001+80.03	12.5' RT	12.5	30	6	60108206
HIGH	8003+25.00	0.0' RT	S308	8003+25.00	37.3' LT	37.3	30	6	60108206
HIGH	8003+25.00	0.0' RT	S307	8003+25.00	13.3' RT	13.3	30	6	60108206
END CAP	8004+35.00	36.0' LT	S310	8004+75.00	37.3' LT	41.4	30	6	60108206
END CAP	8004+35.00	12.0' RT	S315	8004+75.00	13.3' RT	41.4	30	6	60108206
END CAP	8004+75.00	36.0' LT	S311	8004+85.00	37.3' LT	11.4	30	6	60108206
END CAP	8004+75.00	12.0' RT	S316	8004+85.00	13.3' RT	11.4	30	6	60108206
END CAP	8004+95.00	36.0' LT	S311	8004+85.00	37.3' LT	11.4	30	6	60108206
END CAP	8004+95.00	12.0' RT	S316	8004+85.00	13.3' RT	11.4	30	6	60108206
END CAP	8005+40.00	36.0' LT	S304	8004+95.00	37.3' LT	46.4	30	6	60108206
END CAP	8005+40.00	12.0' RT	S313	8004+95.00	13.3' RT	46.4	30	6	60108206
END CAP	8007+75.00	0.0' RT	S301	8007+75.00	43.3' LT	43.3	30	6	60108206
END CAP	8010+28.00	0.0' RT	S810	8010+28.00	43.3' LT	43.3	30	6	60108206
END CAP	8012+30.00	42.0' LT	S811	8012+30.00	1.3' RT	43.3	30	6	60108206



NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

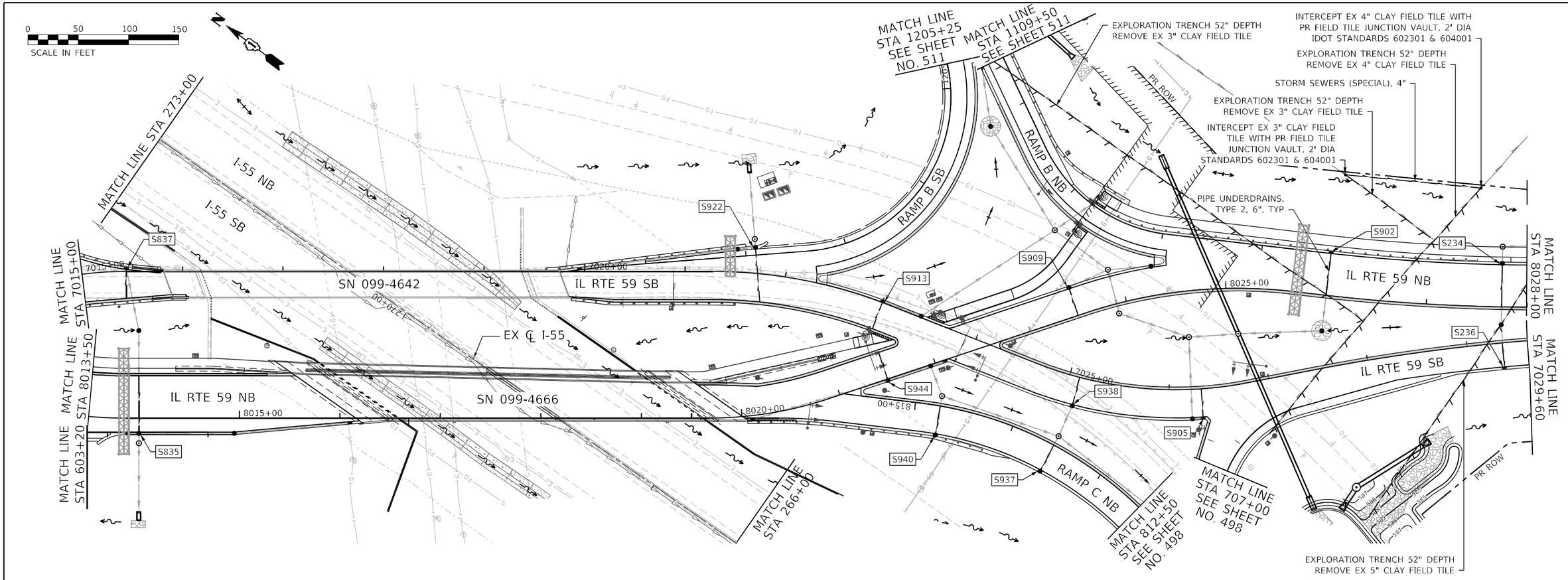
PIPE UNDERDRAIN PLAN
IL RTE 59 NB

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

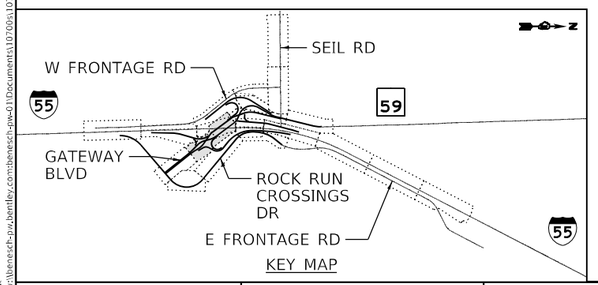
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	507
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\107005\107740.00\Eng. Docs\Phase II\Drainage (Thomas)\D162H15-sht-inderdrain-59-002.dgn

D162H15-sht-underdrain-59-002.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
END CAP	813+55.00	0.0' RT	S937	813+55.00	29.3' LT	29.3	30	6	60108206
END CAP	814+75.00	0.0' RT	S940	814+75.00	29.3' LT	29.3	30	6	60108206
END CAP	1202+10.00	46.9' RT	S922	1202+10.00	7.7' LT	54.6	30	6	60108206
END CAP	7015+44.00	26.8' RT	S837	7015+44.00	3.4' LT	30.2	30	6	60108206
END CAP	7023+00.00	28.0' RT	S913	7023+00.00	1.3' LT	29.3	30	6	60108206
END CAP	7025+10.00	0.0' RT	S938	7025+10.00	29.3' RT	29.3	30	6	60108206
END CAP	7026+32.00	0.0' RT	S905	7026+32.00	29.3' RT	29.3	30	6	60108206
END CAP	7029+35.00	1.0' RT	S236	7029+35.00	25.3' RT	24.3	30	6	60108206
END CAP	8014+00.00	42.0' LT	S835	8014+00.00	15.3' RT	57.3	30	6	60108206
END CAP	8021+50.00	28.0' LT	S944	8021+50.00	1.3' RT	29.3	30	6	60108206
END CAP	8023+50.00	0.0' RT	S909	8023+50.00	29.3' LT	29.3	30	6	60108206
END CAP	8026+00.00	0.0' RT	S902	8026+00.21	43.3' LT	43.3	30	6	60108206
END CAP	8027+75.00	0.0' RT	S234	8027+75.00	43.3' LT	43.3	30	6	60108206



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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

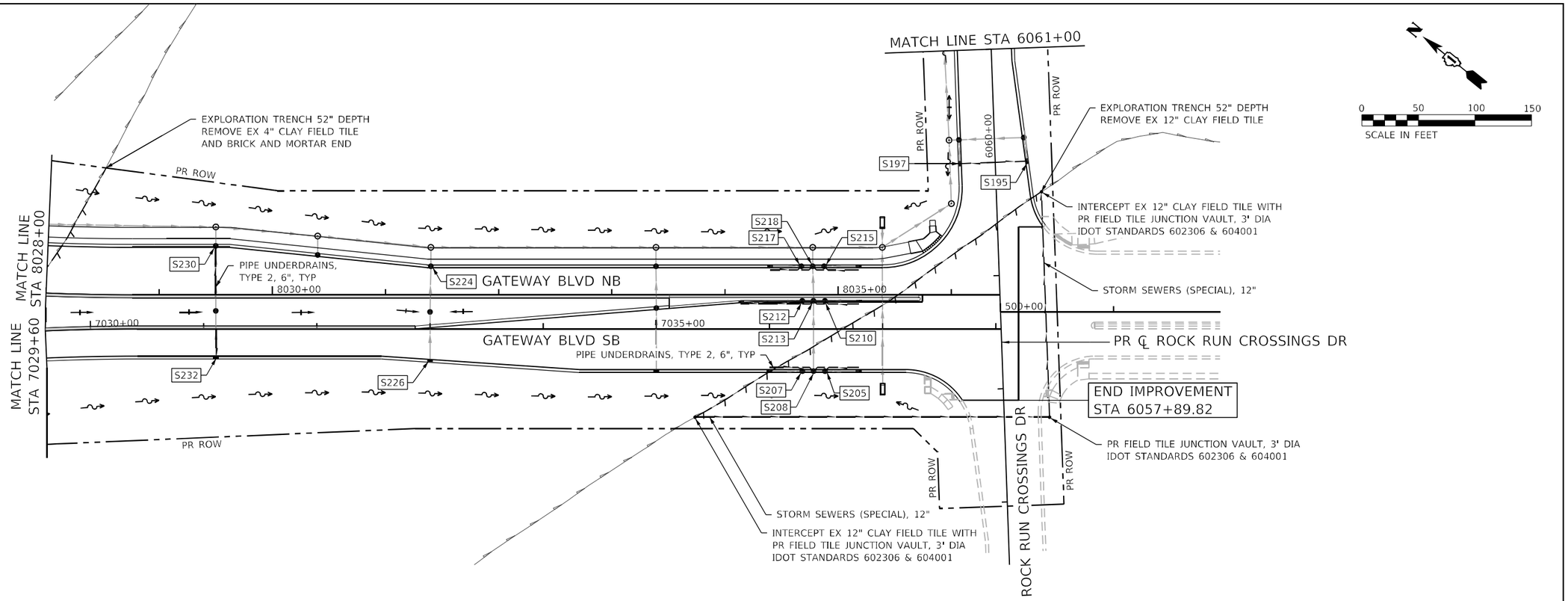
PIPE UNDERDRAIN PLAN
IL RTE 59 NB

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

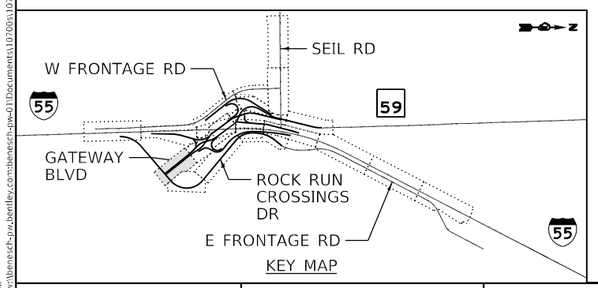
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	508
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\107005\107400\Eng_Docs_Phase_II\Drainage [Thomas]\62H15-sht-underdrain-59-003.dgn

D162H15-sht-underdrain-59-003.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
HIGH	6060+00.00	0.0' RT	S195	6060+00.00	28.3' RT	28.3	30	6	60108206
HIGH	6060+00.00	0.0' RT	S197	6060+00.00	31.3' LT	31.3	30	6	60108206
END CAP	7031+11.00	0.0' RT	S232	7031+11.00	25.3' RT	25.3	30	6	60108206
END CAP	7035+75.00	23.1' LT	S212	7036+29.00	24.8' LT	55.2	30	6	60108206
END CAP	7036+00.00	36.0' RT	S207	7036+29.00	37.3' RT	30.4	30	6	60108206
END CAP	7036+29.00	24.0' LT	S213	7036+38.91	24.8' LT	11.1	30	6	60108206
END CAP	7036+29.00	36.0' RT	S208	7036+38.91	37.3' RT	11.3	30	6	60108206
END CAP	7036+49.00	24.0' LT	S213	7036+38.91	24.8' LT	11.2	30	6	60108206
END CAP	7036+49.00	36.0' RT	S208	7036+38.91	37.3' RT	11.4	30	6	60108206
END CAP	7036+79.00	24.0' LT	S210	7036+49.00	24.8' LT	31.2	30	6	60108206
END CAP	7036+79.00	36.0' RT	S205	7036+49.00	37.3' RT	31.4	30	6	60108206
END CAP	8029+50.00	0.0' RT	S230	8029+50.00	43.3' LT	43.3	30	6	60108206
END CAP	8034+40.00	24.0' LT	S217	8034+67.50	25.3' LT	28.9	30	6	60108206
END CAP	8034+67.50	24.0' LT	S218	8034+77.50	25.3' LT	11.4	30	6	60108206
END CAP	8034+87.50	24.0' LT	S218	8034+77.50	25.3' LT	11.4	30	6	60108206
END CAP	8035+18.00	22.0' LT	S215	8034+87.50	25.3' LT	31.9	30	6	60108206



NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

PIPE UNDERDRAINS, TYPE 2, 6" THAT TIE INTO PROPOSED DRAINAGE STRUCTURES SHALL BE PLACED AT A DEPTH OF 30" UNLESS OTHERWISE NOTED.

thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

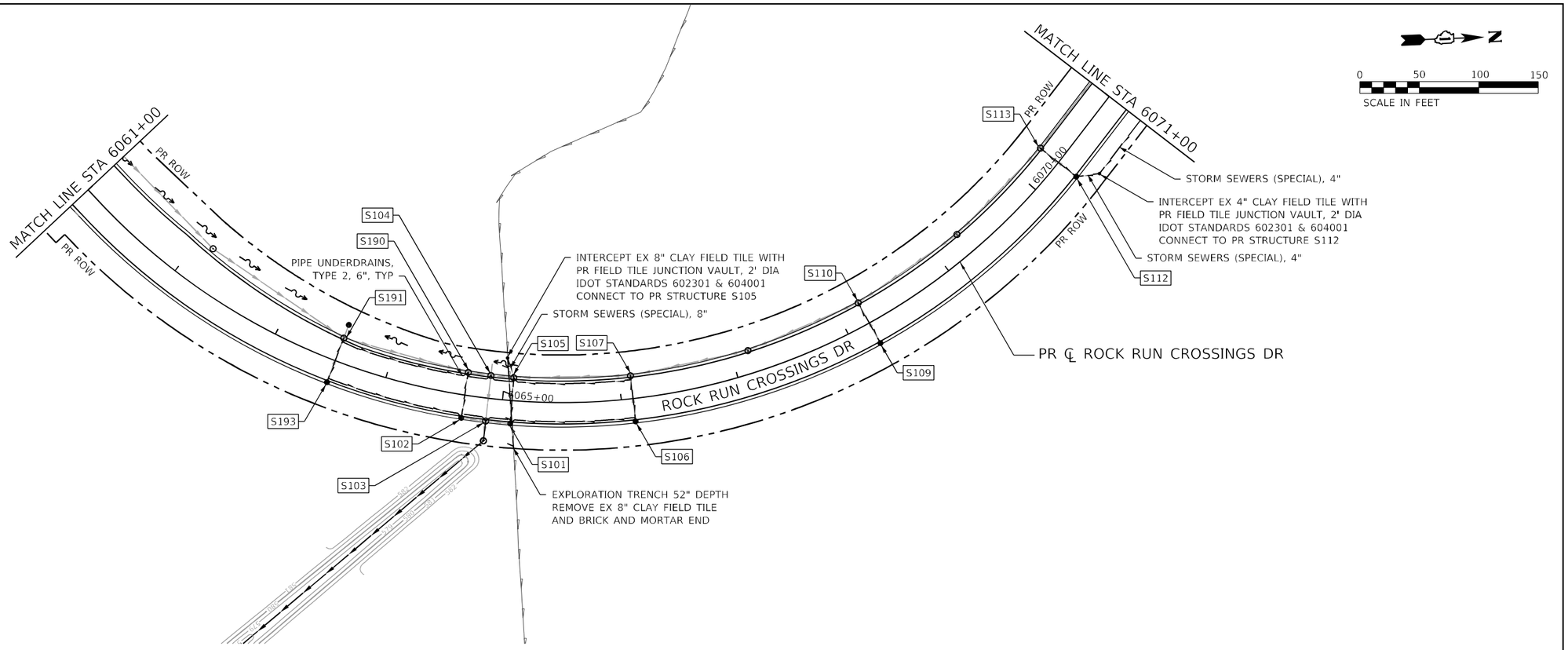
PIPE UNDERDRAIN PLAN
IL RTE 59 NB

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

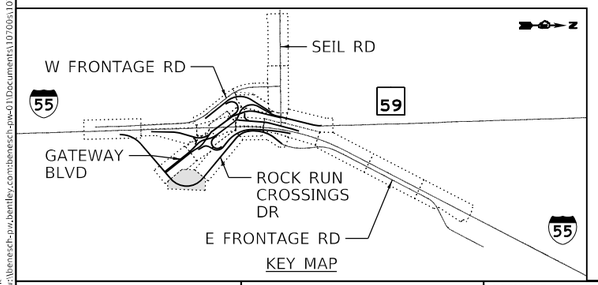
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	509
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: c:\bentley.com\benesch-pw_bentley.com\benesch-pw-01\Documents\107005\10740.00\Eng_Docs_Phase_II\Drainage (Thomas)\D162H15-sht-underdrain-59-004.dgn

D162H15-sht-underdrain-59-004.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
HIGH	6063+55.00	0.0' RT	S191	6063+55.00	20.2' LT	20.2	30	6	60108206
HIGH	6063+55.00	0.0' RT	S193	6063+55.00	19.3' RT	19.3	30	6	60108206
END CAP	6063+55.00	18.9' LT	S190	6064+68.00	19.3' LT	111.0	30	6	60108206
END CAP	6063+55.00	18.0' RT	S102	6064+68.00	19.3' RT	117.7	30	6	60108206
HIGH	6064+68.00	0.0' RT	S190	6064+68.00	19.3' LT	19.3	30	6	60108206
HIGH	6064+68.00	0.0' RT	S102	6064+68.00	19.3' RT	19.3	30	6	60108206
END CAP	6064+68.00	18.0' LT	S104	6064+88.00	19.3' LT	20.7	30	6	60108206
END CAP	6064+68.00	18.0' RT	S103	6064+88.00	19.3' RT	22.0	30	6	60108206
END CAP	6065+08.00	18.0' LT	S104	6064+88.00	19.3' LT	20.7	30	6	60108206
END CAP	6065+08.00	18.0' RT	S103	6064+88.00	19.3' RT	22.0	30	6	60108206
HIGH	6065+08.00	0.0' RT	S105	6065+08.00	19.3' LT	19.3	30	6	60108206
HIGH	6065+08.00	0.0' RT	S101	6065+08.00	19.3' RT	19.3	30	6	60108206
END CAP	6066+10.00	18.0' LT	S105	6065+08.00	19.3' LT	100.3	30	6	60108206
END CAP	6066+10.00	18.0' RT	S101	6065+08.00	19.3' RT	106.4	30	6	60108206
HIGH	6066+10.00	0.0' RT	S107	6066+10.00	19.3' LT	19.3	30	6	60108206
HIGH	6066+10.00	0.0' RT	S106	6066+10.00	19.3' RT	19.3	30	6	60108206
HIGH	6068+20.00	0.0' RT	S110	6068+20.00	19.3' LT	19.3	30	6	60108206
HIGH	6068+20.00	0.0' RT	S109	6068+20.00	19.3' RT	19.3	30	6	60108206
HIGH	6070+30.00	0.0' RT	S113	6070+30.00	19.3' LT	19.3	30	6	60108206
HIGH	6070+30.00	0.0' RT	S112	6070+30.00	19.1' RT	19.1	30	6	60108206



NOTE

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thomas engineering group service at the highest grade

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	DRAWN - JHAITSMA	REVISED -
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PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

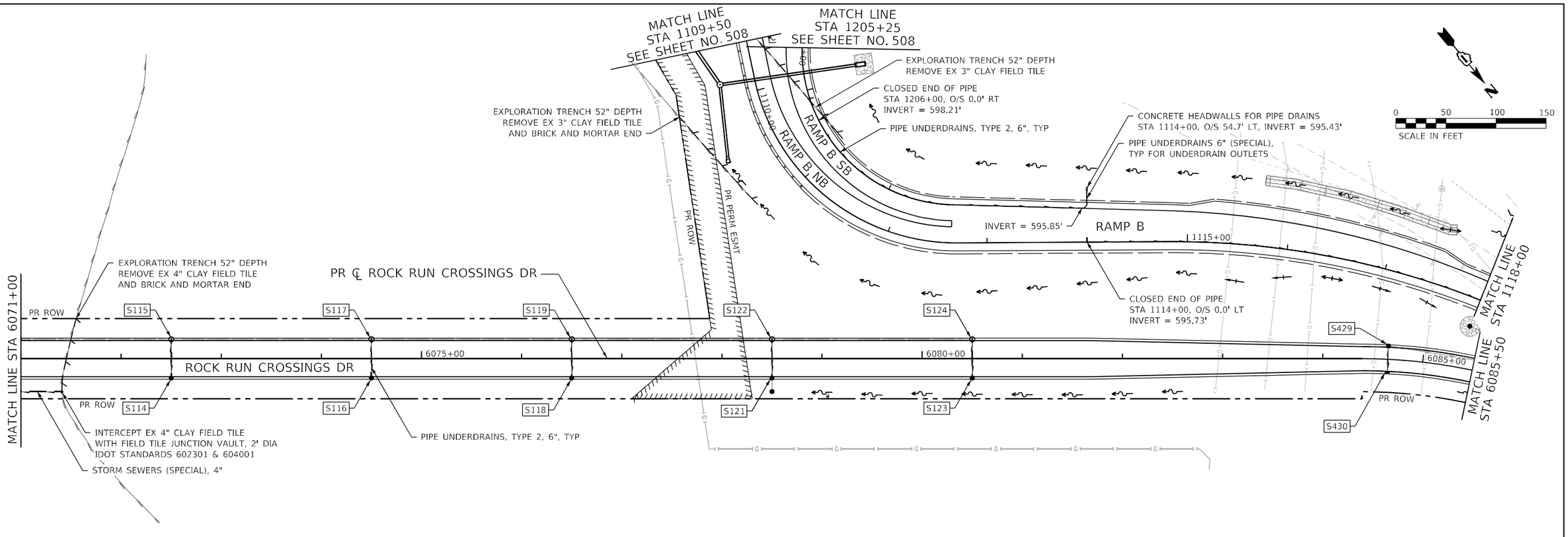
PIPE UNDERDRAIN PLAN
ROCK RUN CROSSINGS DRIVE

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

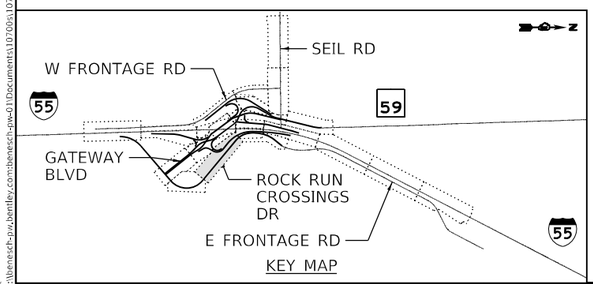
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	510
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\107005\107400.00\Eng_Docs_Phase II\Drainage [Thomas]\D162H15-sht-underdrain-RockRun-001.dgn

D162H15-sht-underdrain-RockRun-001.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
HIGH	6072+50.00	0.0' RT	S115	6072+50.00	19.3' LT	19.3	30	6	60108206
HIGH	6072+50.00	0.0' RT	S114	6072+50.00	19.3' RT	19.3	30	6	60108206
HIGH	6074+50.00	0.0' RT	S117	6074+50.00	19.3' LT	19.3	30	6	60108206
HIGH	6074+50.00	0.0' RT	S116	6074+50.00	19.3' RT	19.3	30	6	60108206
HIGH	6076+50.00	0.0' RT	S119	6076+50.00	19.3' LT	19.3	30	6	60108206
HIGH	6076+50.00	0.0' RT	S118	6076+50.00	19.3' RT	19.3	30	6	60108206
HIGH	6078+50.00	0.0' RT	S122	6078+50.00	19.3' LT	19.3	30	6	60108206
HIGH	6078+50.00	0.0' RT	S121	6078+50.00	19.3' RT	19.3	30	6	60108206
HIGH	6080+50.00	0.0' RT	S124	6080+50.00	19.3' LT	19.3	30	6	60108206
HIGH	6080+50.00	0.0' RT	S123	6080+50.00	19.3' RT	19.3	30	6	60108206
HIGH	6084+65.00	0.0' RT	S429	6084+65.00	13.3' LT	13.3	30	6	60108206
HIGH	6084+65.00	0.0' RT	S430	6084+65.00	13.3' RT	13.3	30	6	60108206



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thomas engineering group service at the highest grade

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	DRAWN - JHAITSMA	REVISED -
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PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

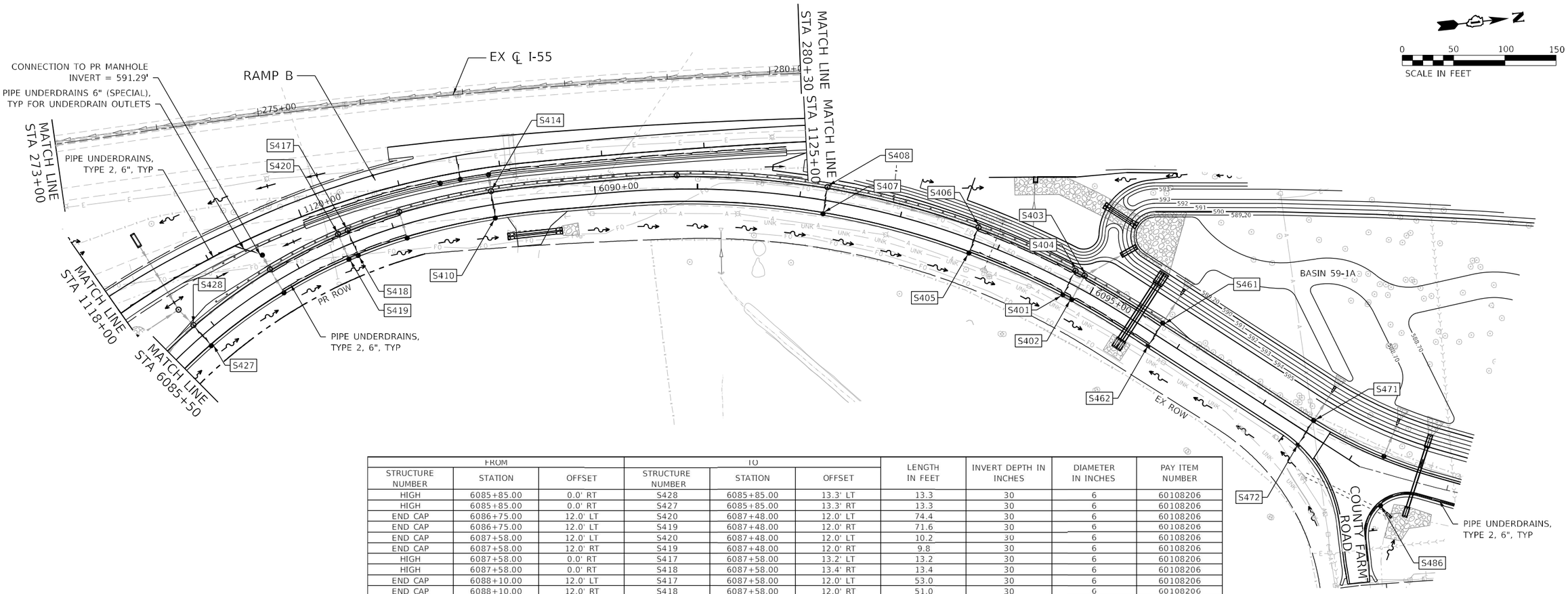
PIPE UNDERDRAIN PLAN
ROCK RUN CROSSINGS DRIVE

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

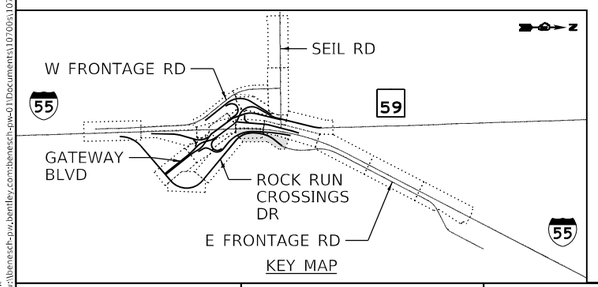
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	511
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: p:\bentesch-pw.bentley.com:bentesch-pw-01\Documents\107005\10740.00\Eng_Docs_Phase_II\Drainage (Thomas)\D162H15-sht-underdrain-RockRun-002.dgn

D162H15-sht-underdrain-RockRun-002.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
HIGH	6085+85.00	0.0' RT	S428	6085+85.00	13.3' LT	13.3	30	6	60108206
HIGH	6085+85.00	0.0' RT	S427	6085+85.00	13.3' RT	13.3	30	6	60108206
END CAP	6086+75.00	12.0' LT	S420	6087+48.00	12.0' LT	74.4	30	6	60108206
END CAP	6086+75.00	12.0' LT	S419	6087+48.00	12.0' RT	71.6	30	6	60108206
END CAP	6087+58.00	12.0' LT	S420	6087+48.00	12.0' LT	10.2	30	6	60108206
END CAP	6087+58.00	12.0' RT	S419	6087+48.00	12.0' RT	9.8	30	6	60108206
HIGH	6087+58.00	0.0' RT	S417	6087+58.00	13.2' LT	13.2	30	6	60108206
HIGH	6087+58.00	0.0' RT	S418	6087+58.00	13.4' RT	13.4	30	6	60108206
END CAP	6088+10.00	12.0' LT	S417	6087+58.00	12.0' LT	53.0	30	6	60108206
END CAP	6088+10.00	12.0' RT	S418	6087+58.00	12.0' RT	51.0	30	6	60108206
HIGH	6089+00.00	0.0' RT	S414	6089+00.00	13.3' LT	13.3	30	6	60108206
HIGH	6089+00.00	0.0' RT	S410	6089+00.00	13.3' RT	13.3	30	6	60108206
HIGH	6092+25.00	0.0' RT	S408	6092+25.00	13.1' LT	13.1	30	6	60108206
HIGH	6092+25.00	0.0' RT	S407	6092+25.00	13.3' RT	13.3	30	6	60108206
HIGH	6093+75.00	0.0' RT	S406	6093+75.00	13.3' LT	13.3	30	6	60108206
HIGH	6093+75.00	0.0' RT	S405	6093+75.00	13.3' RT	13.3	30	6	60108206
END CAP	6093+75.00	12.0' LT	S404	6094+77.00	13.3' LT	104.6	30	6	60108206
END CAP	6093+75.00	12.0' RT	S401	6094+77.00	13.3' RT	102.1	30	6	60108206
HIGH	6094+77.00	0.0' RT	S404	6094+77.00	13.3' LT	13.3	30	6	60108206
HIGH	6094+77.00	0.0' RT	S401	6094+77.00	13.3' RT	13.3	30	6	60108206
END CAP	6094+77.00	12.0' LT	S403	6094+87.00	13.3' LT	11.5	30	6	60108206
END CAP	6094+77.00	12.0' RT	S402	6094+87.00	13.3' RT	11.2	30	6	60108206
END CAP	6095+75.00	12.0' LT	S403	6094+87.00	13.3' LT	90.2	30	6	60108206
END CAP	6095+75.00	12.0' RT	S402	6094+87.00	13.3' RT	88.5	30	6	60108206
HIGH	6095+75.00	0.0' RT	S461	6095+75.00	13.3' LT	13.3	30	6	60108206
HIGH	6095+75.00	0.0' RT	S462	6095+75.00	13.3' RT	13.3	30	6	60108206
HIGH	6097+50.00	0.0' RT	S471	6097+50.00	13.4' LT	13.4	30	6	60108206
HIGH	6097+50.00	0.0' RT	S472	6097+50.00	15.2' RT	15.2	30	6	60108206
END CAP	16098+44.52	86.8' RT	S486	16098+42.00	31.2' RT	60.8	30	6	60108206
END CAP	16099+13.05	12.4' RT	S486	16098+42.00	31.2' RT	80.5	30	6	60108206



NOTE

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thomas engineering group
service at the highest grade

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PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

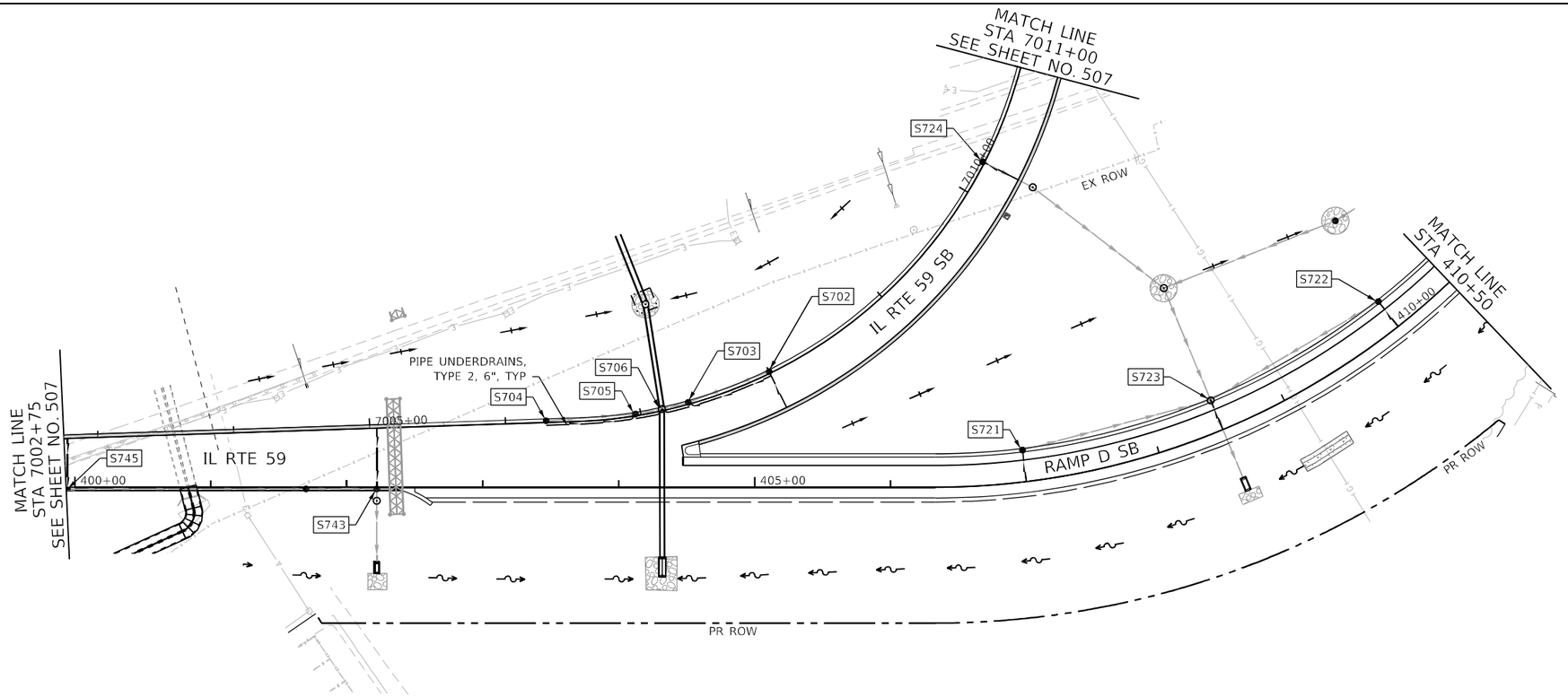
PIPE UNDERDRAIN PLAN
ROCK RUN CROSSINGS DRIVE

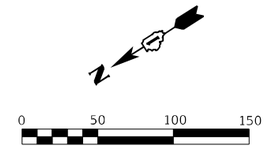
SCALE: 1" = 50' | SHEET OF SHEETS | STA. Sta TO STA. ToSTa

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	512
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

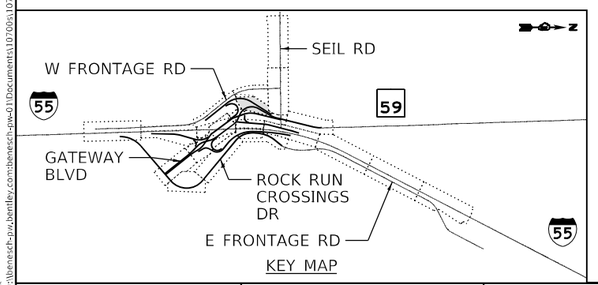
MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\107005\10740.00\Eng_Docs_Phase II\Drainage [Thomas]\D162H15-sht-underdrain-RockRun-003.dgn

D162H15-sht-underdrain-RockRun-003.dgn
50099
2012/11/30





FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
END CAP	402+22.00	43.4' LT	S743	402+22.00	1.3' RT	44.7	30	6	60108206
END CAP	407+00.00	0.0' RT	S721	407+00.00	23.3' LT	23.3	30	6	60108206
END CAP	408+50.00	0.0' RT	S723	408+50.00	23.3' LT	23.3	30	6	60108206
END CAP	410+00.00	0.0' RT	S722	410+00.00	23.3' LT	23.3	30	6	60108206
END CAP	7002+77.63	0.0' RT	S745	7002+76.00	37.3' RT	37.3	30	6	60108206
END CAP	7006+30.00	0.0' RT	S705	7006+96.00	1.3' LT	67.6	30	6	60108206
END CAP	7006+96.00	0.0' RT	S706	7007+16.00	1.3' LT	21.4	30	6	60108206
END CAP	7007+36.00	0.0' RT	S706	7007+16.00	1.3' LT	21.4	30	6	60108206
END CAP	7008+00.00	0.0' RT	S703	7007+36.00	1.3' LT	65.7	30	6	60108206
END CAP	7008+00.00	28.0' RT	S702	7008+00.00	1.3' LT	29.3	30	6	60108206
END CAP	7010+25.00	28.0' RT	S724	7010+25.00	1.3' LT	29.3	30	6	60108206



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

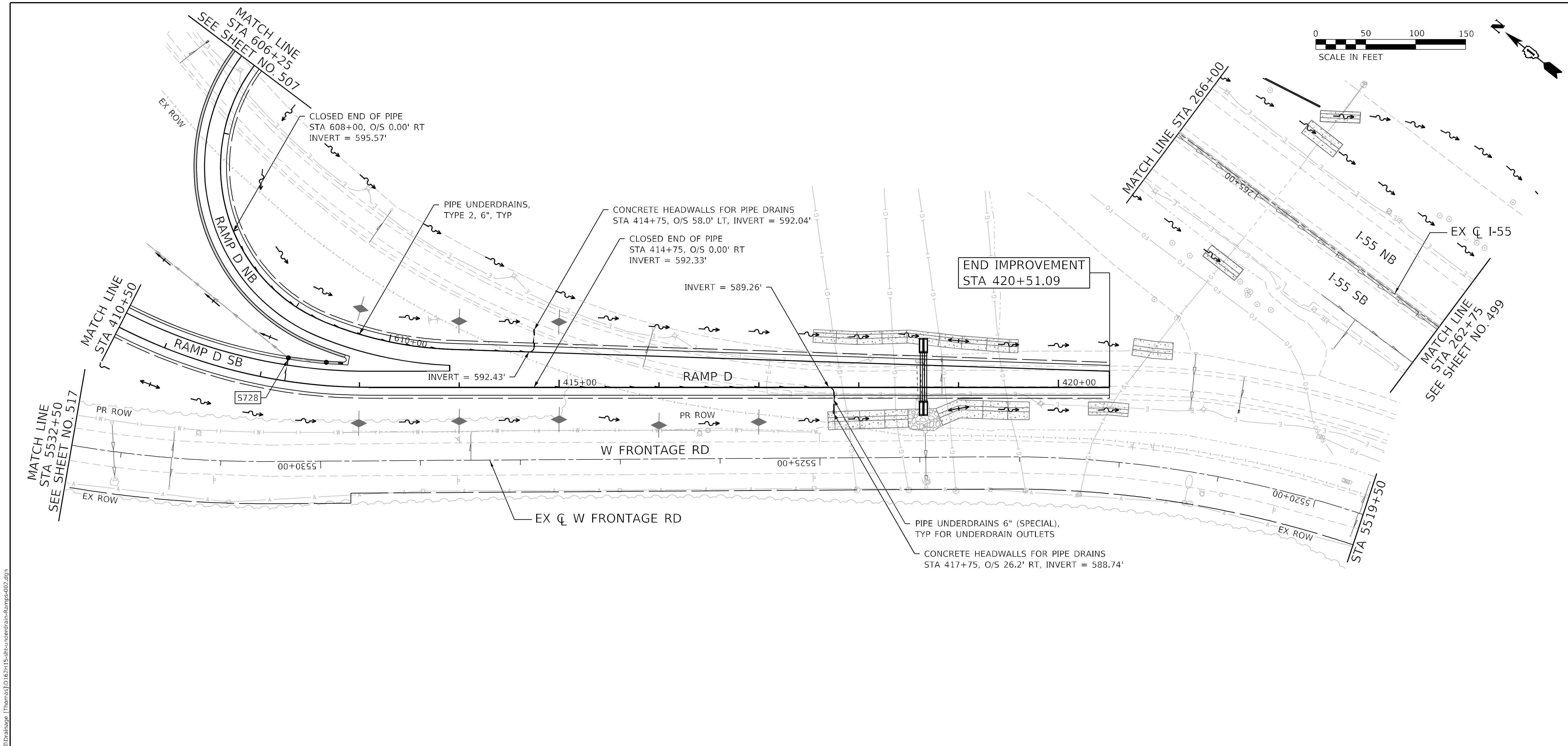
PIPE UNDERDRAIN PLAN
RAMP D SB

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

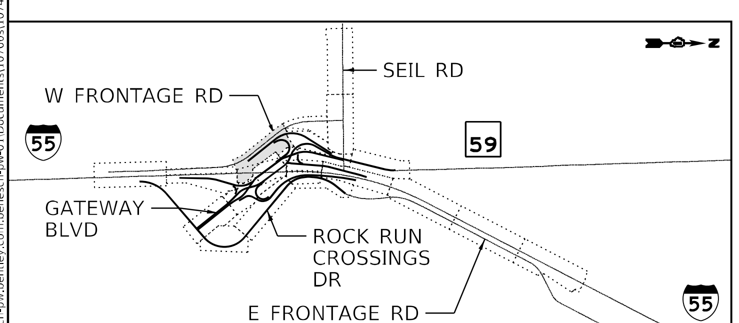
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	513
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: p:\benesch-pw_bentley.com\benesch-pw-01\Documents\107005\10740.00\Eng_Docs_Phase_II\Drainage (Thomas)\D162H15-sht-underdrain-Ramps-001.dgn

D162H15-sht-underdrain-Ramps-001.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
END CAP	412+25.00	0.0' RT	S728	412+25.00	23.3' LT	23.3	30	6	60108206



KEY MAP

NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

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PIPE UNDERDRAIN PLAN
RAMP D SB

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	514
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

MODEL: Default
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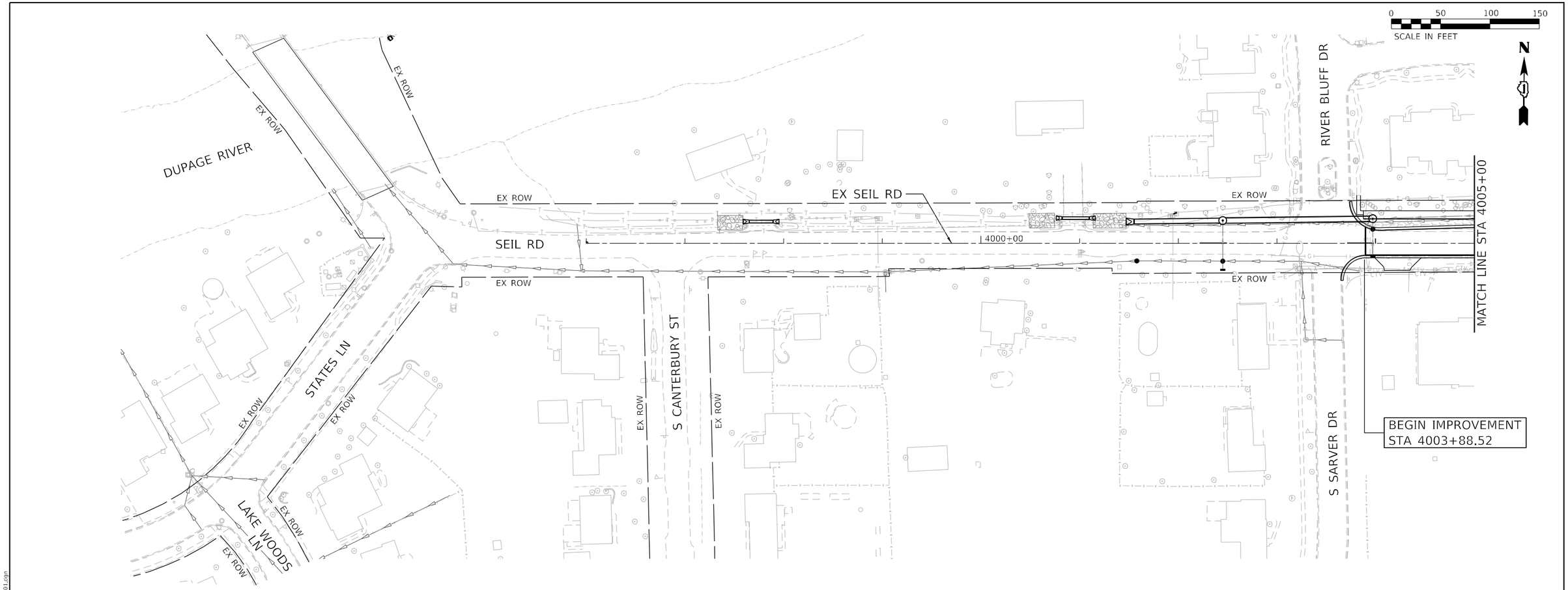
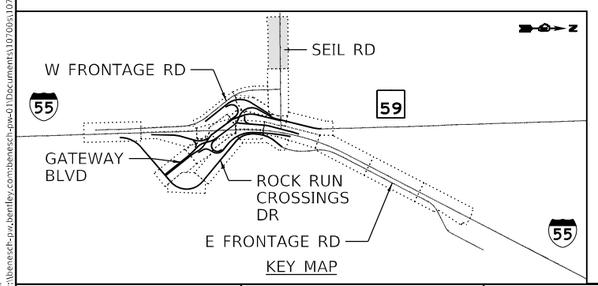
D162H15-sht-underdrain-Ramps-002.dgn
50099
2012/11/30





NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

PIPE UNDERDRAINS, TYPE 2, 6" THAT TIE INTO PROPOSED DRAINAGE STRUCTURES SHALL BE PLACED AT A DEPTH OF 30" UNLESS OTHERWISE NOTED.

thomas engineering group
service at the highest grade.

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIPE UNDERDRAIN PLAN
SEIL RD

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	515
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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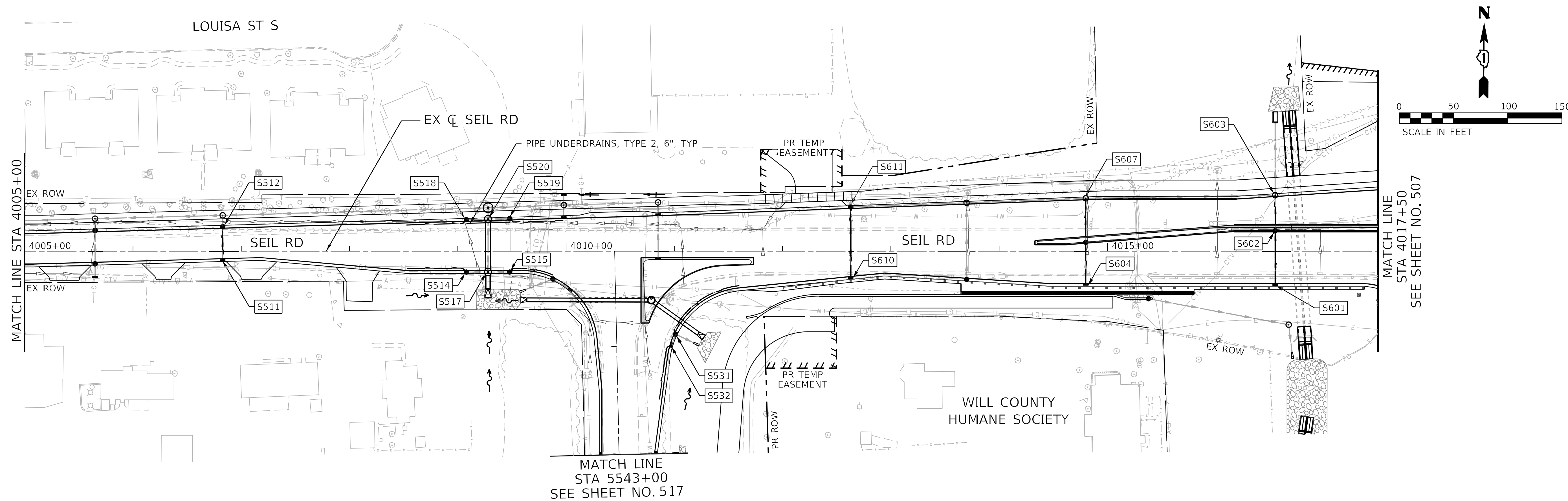
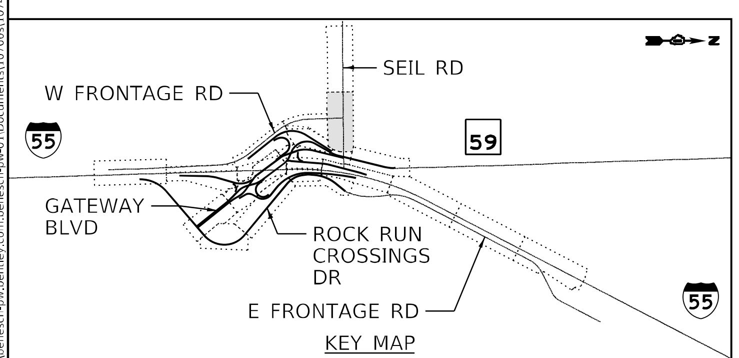
D162H15-sht-underdrain-Seil-001.dgn
50099
2012/11/30



FROM			TO			LENGTH IN FEET	INVERT DEPTH IN INCHES	DIAMETER IN INCHES	PAY ITEM NUMBER
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE NUMBER	STATION	OFFSET				
HIGH	4006+83.00	5.1' LT	S512	4006+83.00	22.5' LT	17.4	30	6	60108206
HIGH	4006+83.00	5.1' LT	S511	4006+83.00	8.3' RT	13.4	30	6	60108206
END CAP	4008+52.63	26.1' LT	S518	4009+08.00	29.0' LT	56.9	30	6	60108206
END CAP	4008+53.19	18.0' RT	S514	4009+08.00	19.3' RT	56.2	30	6	60108206
END CAP	4009+08.00	27.7' LT	S520	4009+28.00	29.5' LT	21.5	30	6	60108206
END CAP	4009+48.00	28.8' LT	S520	4009+28.00	29.5' LT	21.3	30	6	60108206
END CAP	4009+97.48	30.2' LT	S519	4009+48.00	30.1' LT	50.8	30	6	60108206
END CAP	4009+88.00	24.1' RT	S515	4009+48.00	19.3' RT	42.2	30	6	60108206
HIGH	4012+63.00	12.0' LT	S611	4012+63.00	40.8' LT	28.8	30	6	60108206
HIGH	4012+63.00	12.0' LT	S610	4012+63.00	24.8' RT	36.8	30	6	60108206
END CAP	4014+80.00	13.4' LT	S607	4014+80.00	48.7' LT	35.3	30	6	60108206
END CAP	4014+80.00	8.2' LT	S604	4014+80.00	31.0' RT	39.2	30	6	60108206
END CAP	4016+55.00	24.0' LT	S603	4016+55.00	51.7' LT	27.7	30	6	60108206
HIGH	4016+55.00	6.0' LT	S602	4016+55.00	18.8' LT	12.8	30	6	60108206
HIGH	4016+55.00	6.0' LT	S601	4016+55.00	31.3' RT	37.3	30	6	60108206
END CAP	5543+50.01	40.4' RT	S532	5544+00.01	50.6' RT	53.3	30	6	60108206
END CAP	5544+51.45	114.6' RT	S531	5544+10.01	54.7' RT	80.3	30	6	60108206



KEY MAP

NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

PIPE UNDERDRAINS, TYPE 2, 6" THAT TIE INTO PROPOSED DRAINAGE STRUCTURES SHALL BE PLACED AT A DEPTH OF 30" UNLESS OTHERWISE NOTED.

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10700s\10740.00\Eng. Docs Phase II\Drainage [Thomas]\D162H15-sht-underdrain-Seil-002.dgn

thomas engineering group — service at the highest grade.

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

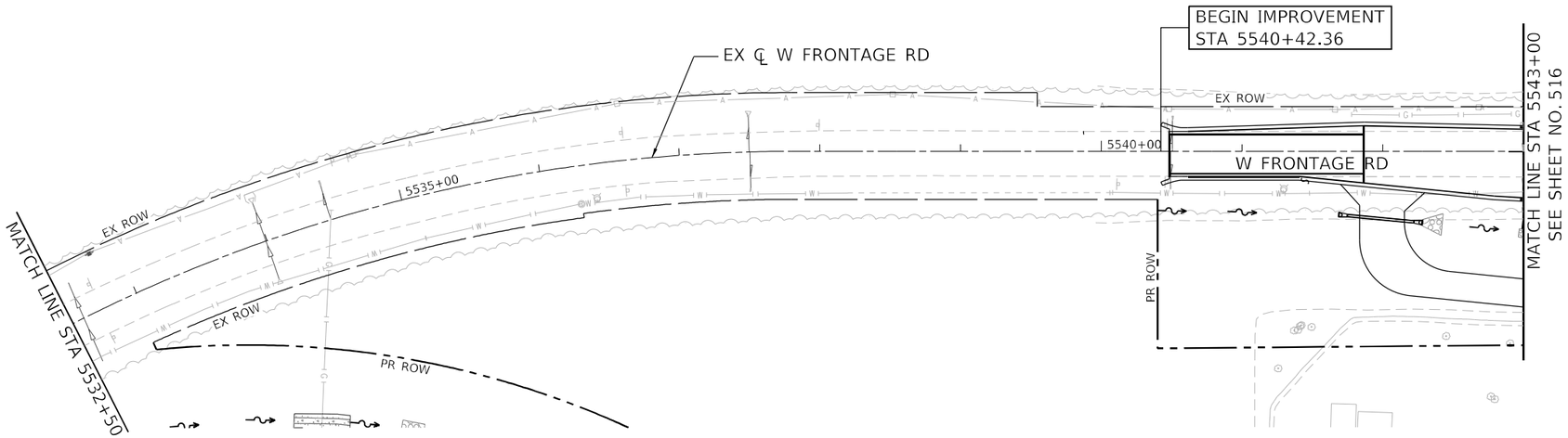
PIPE UNDERDRAIN PLAN
SEIL RD

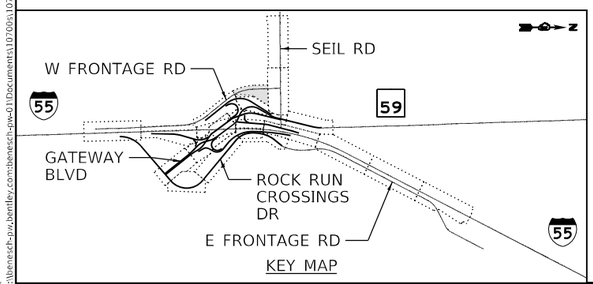
SCALE: 1" = 50' | SHEET OF SHEETS | STA. Sta TO STA. ToSTa

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	516
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

D162H15-sht-underdrain-Seil-002.dgn
50099
2012/11/30





KEY MAP

NOTE

PIPE UNDERDRAINS, TYPE 2, 6" THAT OUTLET TO HEADWALLS SHALL BE PLACED AT A DEPTH OF 36" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS NECESSARY.

PIPE UNDERDRAINS, TYPE 2, 6" THAT TIE INTO PROPOSED DRAINAGE STRUCTURES SHALL BE PLACED AT A DEPTH OF 30" UNLESS OTHERWISE NOTED.

thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

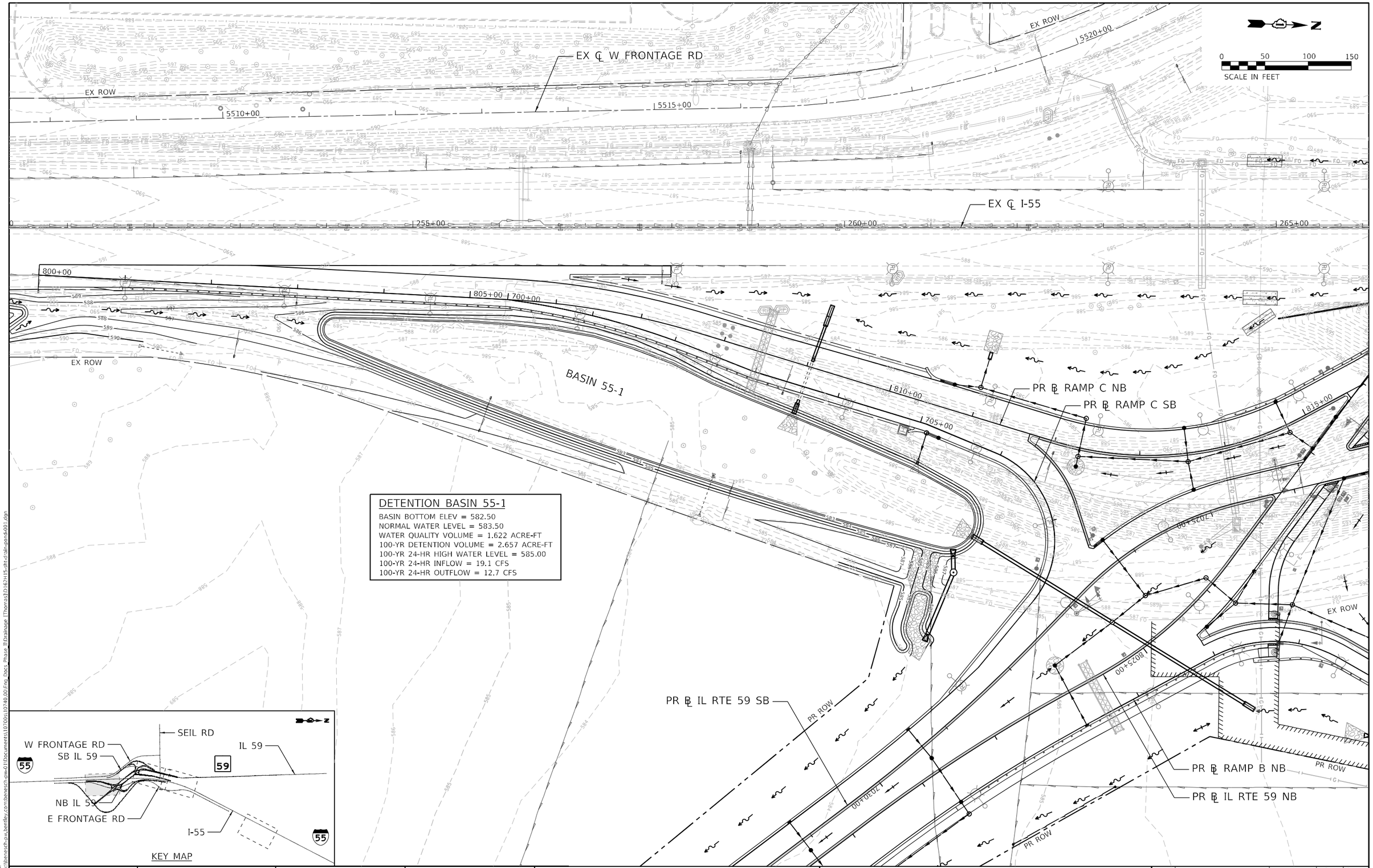
PIPE UNDERDRAIN PLAN
W FRONTAGE RD

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	517
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: p:\benesch-pw_bentley.com\benesch-pw-01\Documents\107005\10740.00\Eng_Docs_Phase_II\Drainage (Thomas)\D162H15-sht-underdrain-Seil-003.dgn

D162H15-sht-underdrain-Seil-003.dgn
50099
2012/11/30



DETENTION BASIN 55-1

BASIN BOTTOM ELEV = 582.50
NORMAL WATER LEVEL = 583.50
WATER QUALITY VOLUME = 1.622 ACRE-FT
100-YR DETENTION VOLUME = 2.657 ACRE-FT
100-YR 24-HR HIGH WATER LEVEL = 585.00
100-YR 24-HR INFLOW = 19.1 CFS
100-YR 24-HR OUTFLOW = 12.7 CFS

thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN
POND 55–1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	518
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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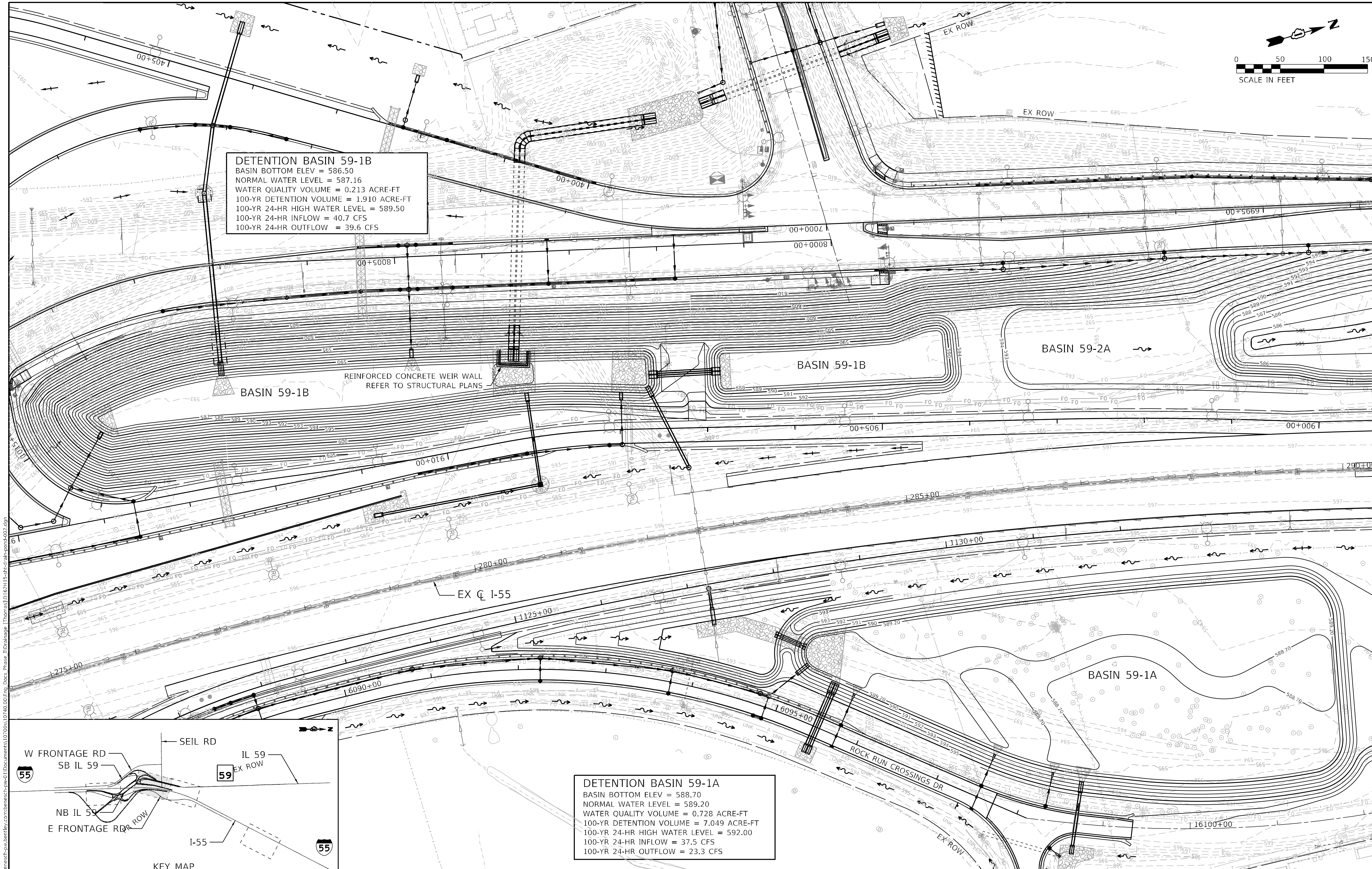
D162H15-sht-drain-pond-001.dgn
50099
2012/11/30



DETENTION BASIN 59-1B
BASIN BOTTOM ELEV = 586.50
NORMAL WATER LEVEL = 587.16
WATER QUALITY VOLUME = 0.213 ACRE-FT
100-YR DETENTION VOLUME = 1.910 ACRE-FT
100-YR 24-HR HIGH WATER LEVEL = 589.50
100-YR 24-HR INFLOW = 40.7 CFS
100-YR 24-HR OUTFLOW = 39.6 CFS

DETENTION BASIN 59-1A
BASIN BOTTOM ELEV = 588.70
NORMAL WATER LEVEL = 589.20
WATER QUALITY VOLUME = 0.728 ACRE-FT
100-YR DETENTION VOLUME = 7.049 ACRE-FT
100-YR 24-HR HIGH WATER LEVEL = 592.00
100-YR 24-HR INFLOW = 37.5 CFS
100-YR 24-HR OUTFLOW = 23.3 CFS

thomas engineering group — service at the highest grade.

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN
POND 59–1A & 59–1B

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	519
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

MODEL: Default
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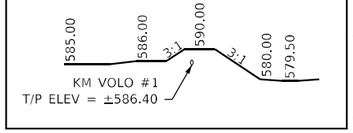
D162H15-sht-drain-pond-002.dgn
50099
2012/11/30

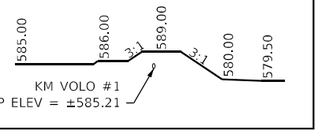
DETENTION BASIN 59-2A

BASIN BOTTOM ELEV = 585.00
NORMAL WATER LEVEL = 586.00
WATER QUALITY VOLUME = 1.337 ACRE-FT
100-YR DETENTION VOLUME = 6.204 ACRE-FT
100-YR 24-HR HIGH WATER LEVEL = 588.00
100-YR 24-HR INFLOW = 40.3 CFS
100-YR 24-HR OUTFLOW = 29.4 CFS

KINDER MORGAN CROSSING SECTION KM1



KINDER MORGAN CROSSING SECTION KM2



0 50 100 150
SCALE IN FEET

N

EX ROW

BASIN 59-2A

BASIN 59-2B

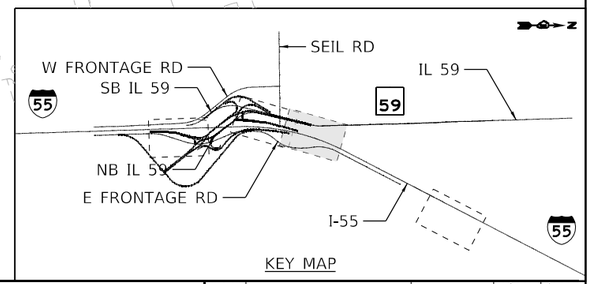
BASIN 59-1A

KM1

KM2

DETENTION BASIN 59-2B

BASIN BOTTOM ELEV = 579.50
NORMAL WATER LEVEL = 580.50
WATER QUALITY VOLUME = 0.347 ACRE-FT
100-YR DETENTION VOLUME = 3.128 ACRE-FT
100- YR 24-HR HIGH WATER LEVEL = 585.00
100-YR 24-HR INFLOW = 63.7 CFS
100-YR 24-HR OUTFLOW = 59.3 CFS



KEY MAP

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group
service at the highest grade.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN
POND 59-2A & 59-2B

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	520
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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D:\62H15-sht-drain-pond-003.dgn
50099
2012/11/30

EX ROW

205+00

200+00

330+00

335+00

340+00

EXISTING SPILLWAY
REFER TO DETAIL

EX ROW

EXISTING
DETENTION BASIN

BASIN 55-10

16145+00

16150+00

16155+00

EX ROW

EX ROW

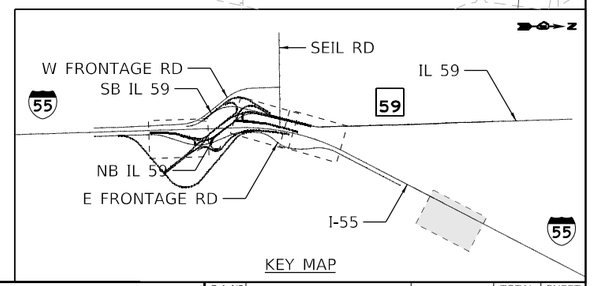
DETENTION BASIN 55-10

BASIN BOTTOM ELEV = 574.50
NORMAL WATER LEVEL = 575.20
WATER QUALITY VOLUME = 0.869 ACRE-FT
100-YR DETENTION VOLUME = 5.851 ACRE-FT
100-YR 24-HR HIGH WATER LEVEL = 578.40
100-YR 24-HR INFLOW = 16.0 CFS
100-YR 24-HR OUTFLOW = 5.7 CFS

N

0 50 100 150

SCALE IN FEET



KEY MAP

thomas engineering group
service at the highest grade.

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - NORF	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN
POND 55-10

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	521
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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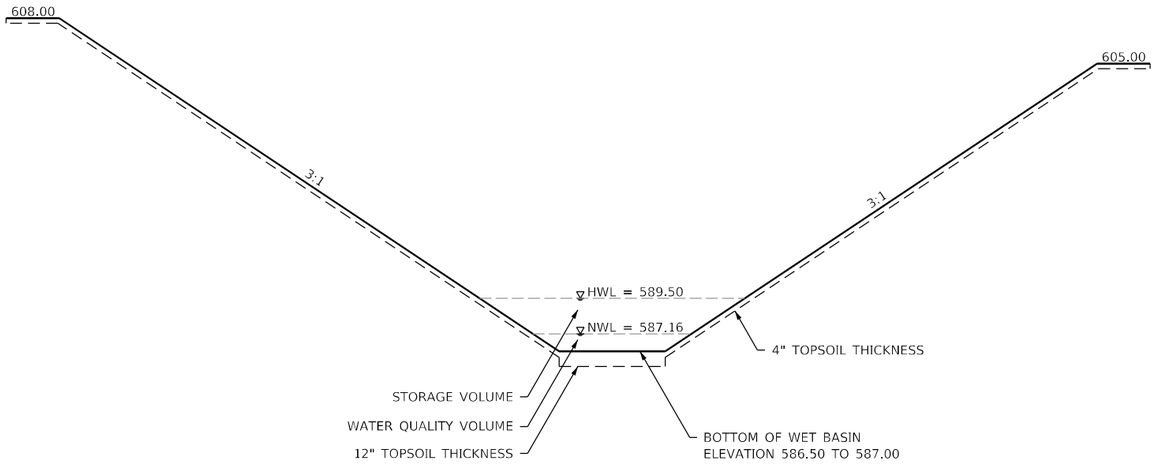
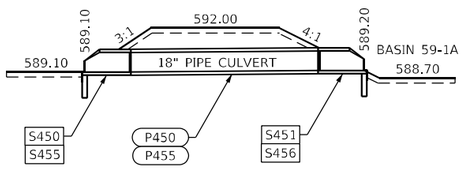
D162H15-sht-drain-pond-004.dgn
50099
2012/11/30

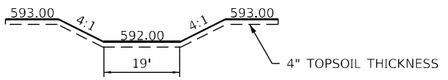
BASIN 59–1B

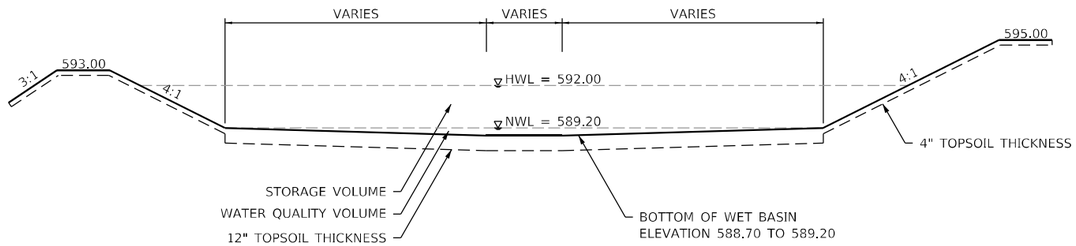


BASIN 59–1A

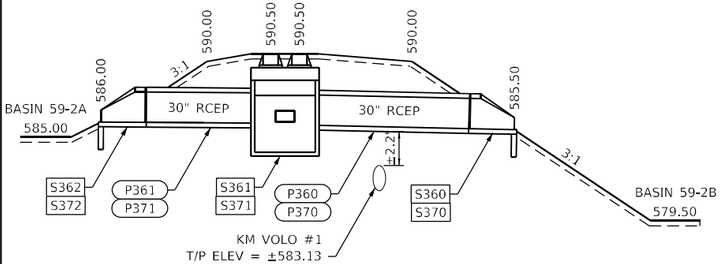


EMERGENCY SPILLWAY DETAIL

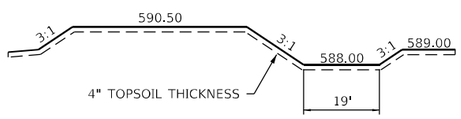


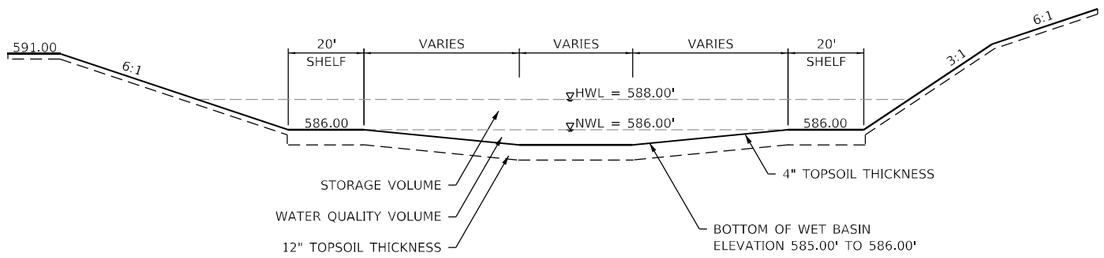


BASIN 59–2A



EMERGENCY SPILLWAY DETAIL

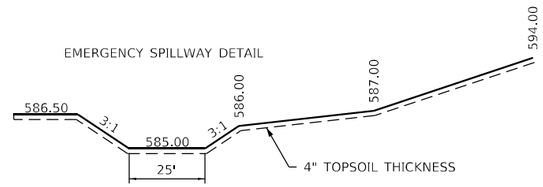


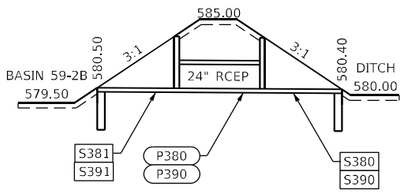


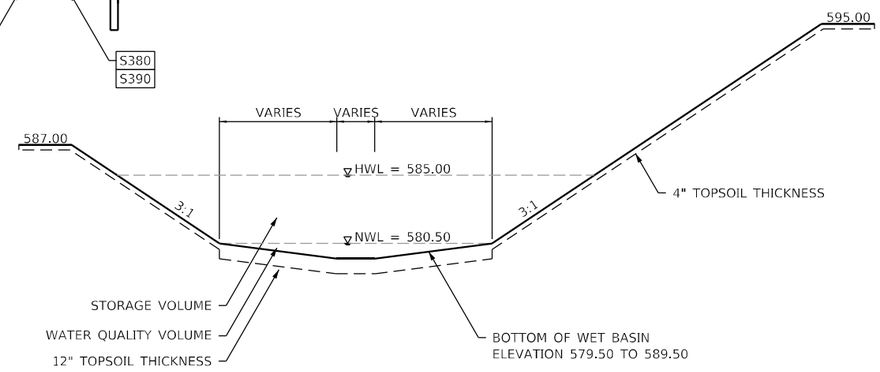
STRUCTURE NUMBER	STATION	OFFSET	MANHOLE DIAMETER (FT)	FRAME AND GRATE	RIM ELEVATION	RESTRICTOR TYPE	RESTRICTOR DIAMETER	RESTRICTOR INVERT	TOP OF WEIR ELEVATION	BOTTOM OF SLAB TOP ELEVATION	HEAD OVER WEIR PLATE (FT)
S361	7489+96.90	50.2' RT	8	TYPE 1 FRAME CLOSED LID	590.50	SHARP EDGE	0.75' H X 2.50' L	586.00	587.75	588.75	1.00
S371	7489+88.70	65.3' RT	8	TYPE 1 FRAME CLOSED LID	590.50	SHARP EDGE	0.75' H X 2.50' L	586.00	587.75	588.75	1.00

BASIN 59–2B

EMERGENCY SPILLWAY DETAIL







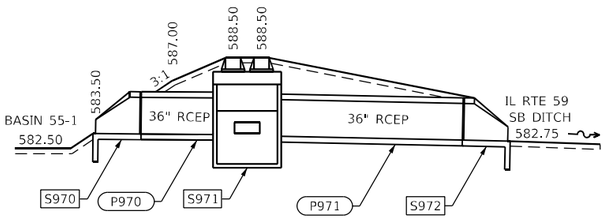
thomas engineering group service at the highest grade	USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETENTION BASIN CROSS SECTIONS
		DRAWN - JHAITSMA	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - NORF	REVISED -		SCALE: / SHEET / OF / SHEETS / STA. Sta / TO STA. ToSTa
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -		

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	522
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

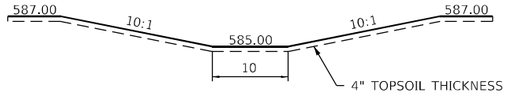
MODEL: Default
FILE NAME: pw:\\bentley.com:benesch-pw-01\Documents\107005\107400\Eng_Docs_Phase_II\Drainage (Thomas)\D162H15-sht-drain-det-010.dgn

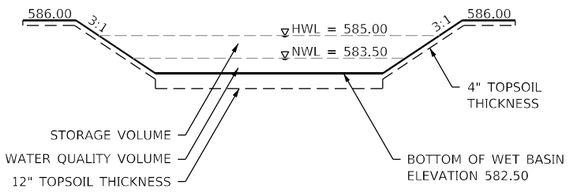
D162H15-sht-drain-det-010.dgn
50099
2012/11/30

BASIN 55–1



EMERGENCY SPILLWAY DETAIL

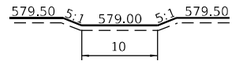


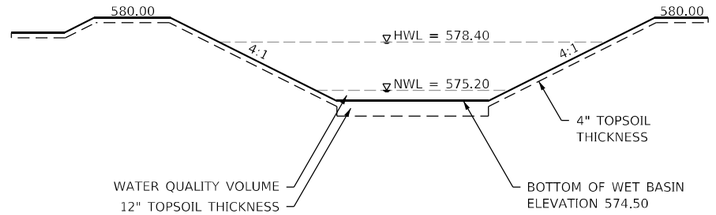


STRUCTURE NUMBER	STATION	OFFSET	MANHOLE DIAMETER (FT)	FRAME AND GRATE	RIM ELEVATION	RESTRICTOR TYPE	RESTRICTOR DIAMETER	RESTRICTOR INVERT	TOP OF WEIR ELEVATION	BOTTOM OF SLAB TOP ELEVATION	HEAD OVER WEIR PLATE (FT)
S971	7027+66.30	122.8' RT	8	TYPE 1 FRAME CLOSED LID	588.50	SHARP EDGE	0.75' H X 3.33' L	583.50	585.00	586.75	1.75

BASIN 55–10

EX EMERGENCY SPILLWAY DETAIL





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D162H15-sht-drain-det-011.dgn
50099
2012/11/30

thomas engineering group
service at the highest grade.

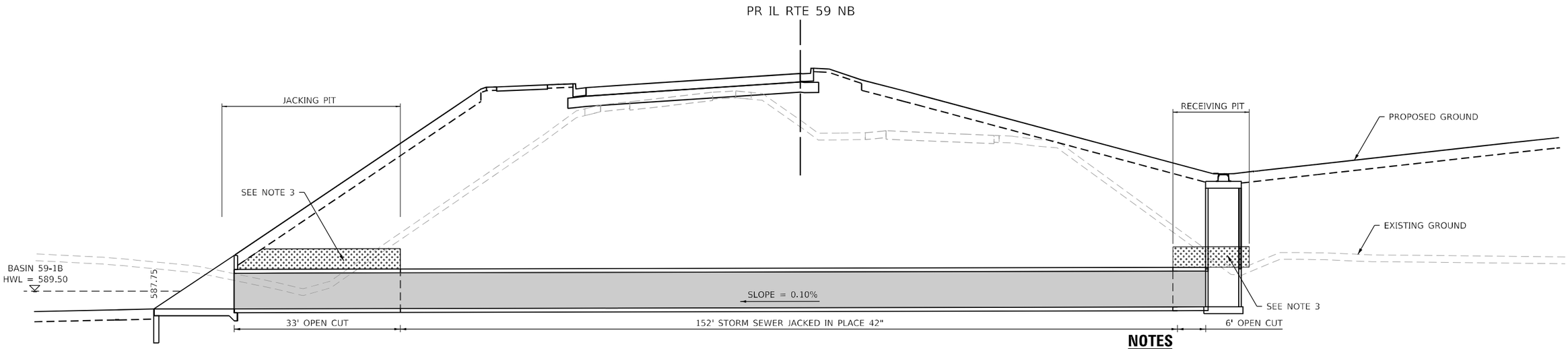
USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - NORF	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETENTION BASIN
CROSS SECTIONS

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

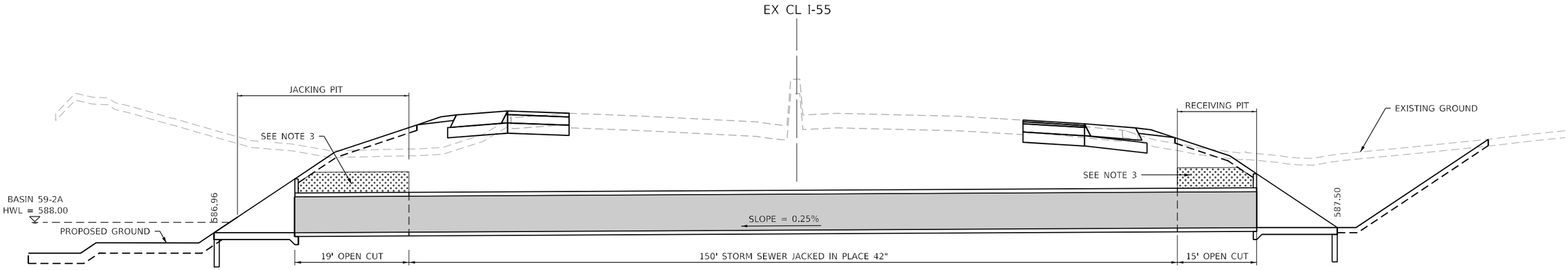
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	523
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



P700
STATION 8007+10.00

NOTES

1. PROPOSED CULVERT SHALL BE INSTALLED AT 8007+10.00
2. PROPOSED CULVERT SHALL BE INSTALLED IN STAGE 1 CONSTRUCTION
3. JACKING AND RECEIVING PITS SHALL BE FILLED WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) TO A MINIMUM DEPTH OF 1 FT ABOVE THE CROWN OF PIPE. AN ESTIMATED QUANTITY OF 110 CUBIC YARDS OF CLSM HAS BEEN PROVIDED FOR THIS WORK.
4. PIPE CULVERT, CLASS A, TYPE 4, 42" SHALL HAVE TRENCH BACKFILL TO A MINIMUM DEPTH 2 FT ABOVE THE CROWN OF PIPE DURING THE INSTALLATION OF THE FINAL EMBANKMENT.
5. NO ADDITIONAL PAYMENT SHALL BE MADE FOR CONNECTING STORM SEWER JACKED IN PLACE 42" TO PIPE CULVERTS, CLASS A, TYPE 4, 42"



P1060
STATION 296+00.00

NOTES

1. CULVERT SHALL BE INSTALLED AT 296+00.00
2. CULVERT SHALL BE INSTALLED IN STAGE 1 OR 2 CONSTRUCTION UTILIZING APPROPRIATE TRAFFIC CONTROL AND PROTECTION AS NECESSARY.
3. JACKING AND RECEIVING PITS SHALL BE FILLED WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) TO A MINIMUM DEPTH OF 1 FT ABOVE THE CROWN OF PIPE. AN ESTIMATED QUANTITY OF 110 CUBIC YARDS OF CLSM HAS BEEN PROVIDED FOR THIS WORK.
4. PIPE CULVERT, CLASS A, TYPE 2, 42" SHALL HAVE TRENCH BACKFILL TO A MINIMUM DEPTH 2 FT ABOVE THE CROWN OF PIPE DURING THE INSTALLATION OF THE FINAL EMBANKMENT.
5. NO ADDITIONAL PAYMENT SHALL BE MADE FOR CONNECTING STORM SEWER JACKED IN PLACE 42" TO PIPE CULVERTS, CLASS A, TYPE 2, 42"

thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

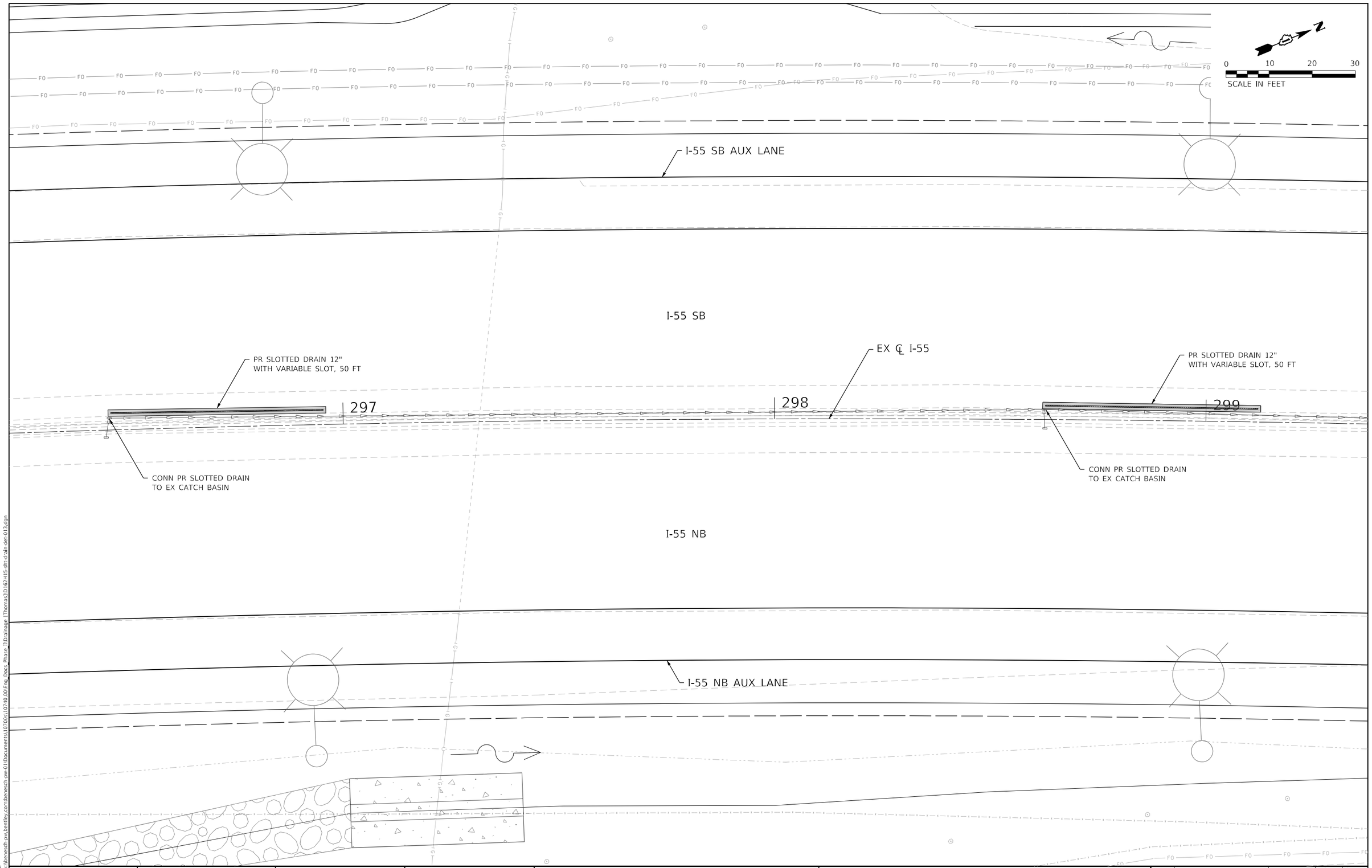
STORM SEWER JACKED IN PLACE
CROSS SECTION DETAIL

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	524
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\Benesch-pw.bentley.com:benesch-pw-01\Documents\107005\10740.00\Eng. Docs. Phase II\Drainage [Thomas]\D162H15-sht-drain-det-007.dgn

D162H15-sht-drain-det-007.dgn
50099
2012/11/30



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thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - NORF	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

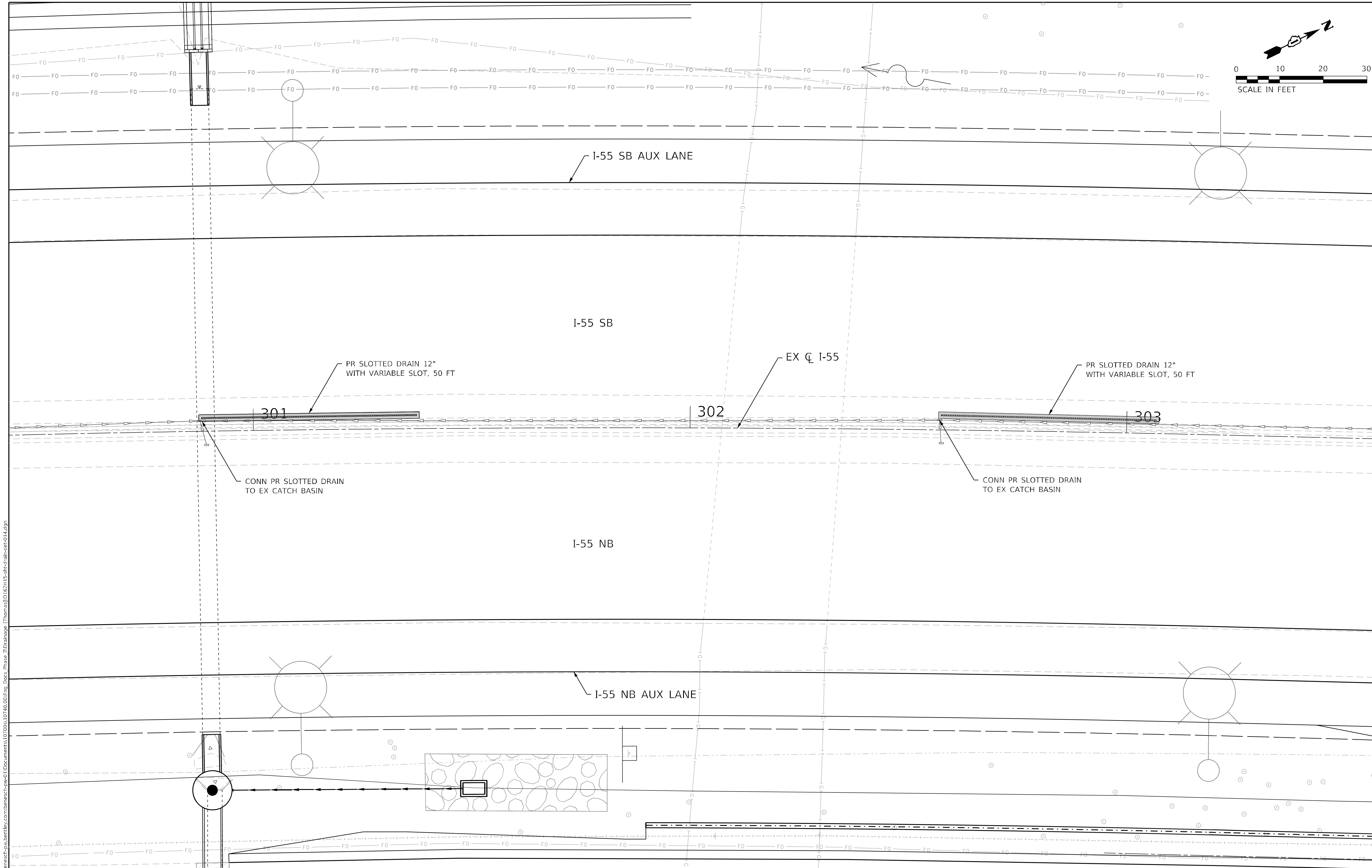
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	525
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

D162H15-sht-drain-det-013.dgn
50099
2012/11/30



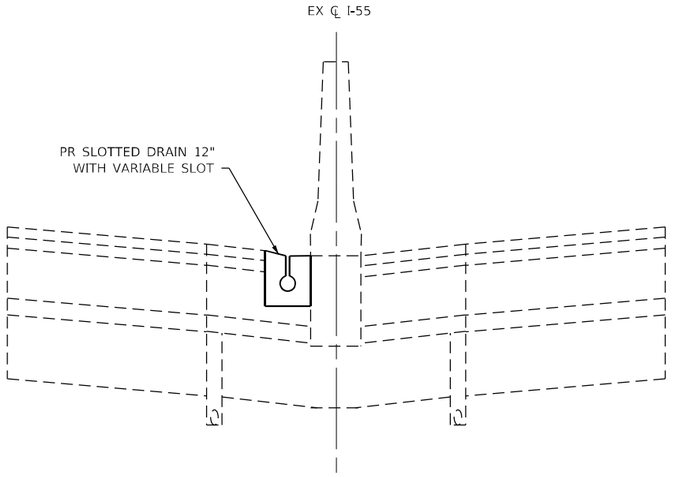
thomas engineering group service at the highest grade	USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE DETAILS	F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JHAITSMA	REVISED -			*	2018-075-R	WILL	1510	526
	PLOT SCALE = 20.0000 ' / in.	CHECKED - NORF	REVISED -					CONTRACT NO. 62H15		
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -		SCALE: SHEET OF SHEETS STA. Sta TO STA. ToSTa	* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10700s\10740.00\Eng. Docs Phase II\Drainage [Thomas]\D162H15-sht-drain-det-014.dgn

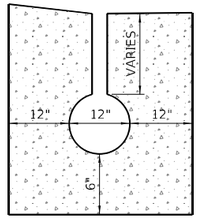
D162H15-sht-drain-det-014.dgn
50099
2012/11/30

NOTES

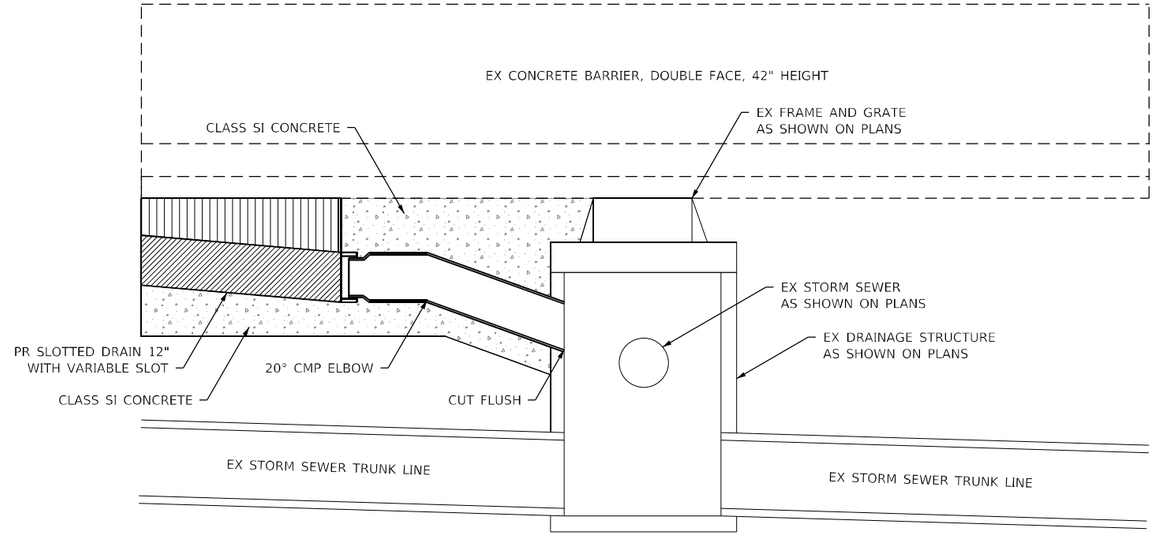
1. SLOTTED PAVEMENT DRAINS SHALL BE 12" DIAMETER, 16 GAUGE, FULL BITUMINOUS COATED WITH PAVED INVERT UNLESS OTHER SPECIFIED.
2. SLOTTED PAVEMENT DRAINS SHALL BE INSTALLED IN A CONTOURED TRENCH AND BACKFILLED WITH SI CONCRETE.
3. THE UPSTREAM END OF EACH SLOTTED DRAIN PAVEMENT DRAIN SHALL BE SEALED WITH A WELDED END PLATE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
4. DEPTH OF SLOT SHALL BE VARIED FROM 6" MINIMUM TO 12" MAXIMUM TO INCREASE SLOPE OF PIPE.
5. SLOTTED PAVEMENT DRAIN SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SLOTTED DRAIN 12" WITH VARIABLE SLOT. THIS PRICE SHALL INCLUDE ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THE WORK AS SHOWN OR AS DIRECTED BY THE ENGINEER.



TYPICAL SECTION



DETAIL



CONNECTION TO EX DRAINAGE STRUCTURE

thomas engineering group service at the highest grade.	USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE DETAILS
		DRAWN - JHAITSMA	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - NORF	REVISED -		SCALE: / SHEET OF SHEETS / STA. Sta / TO STA. ToSTa
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -		

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	527
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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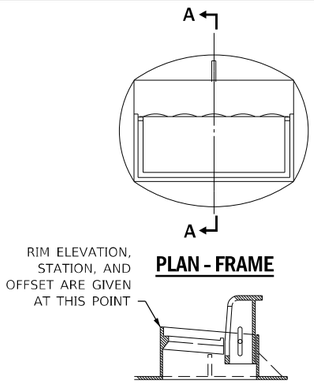
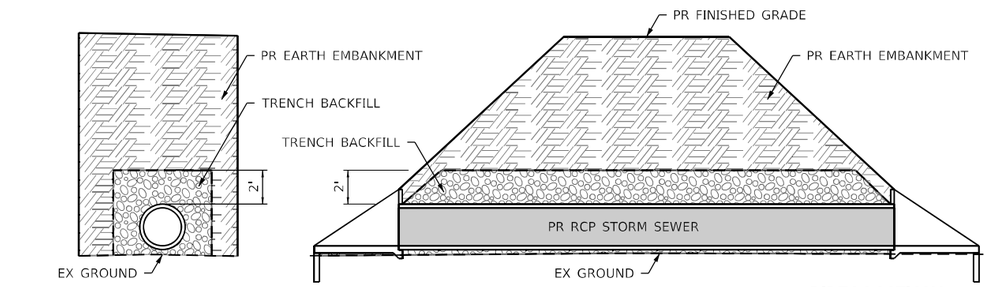
D162H15-sht-drain-det-012.dgn
50099
2012/11/30



PLAN - FRAME

SECTION A-A

FRAME AND GRATE TYPE 11 AND 11V



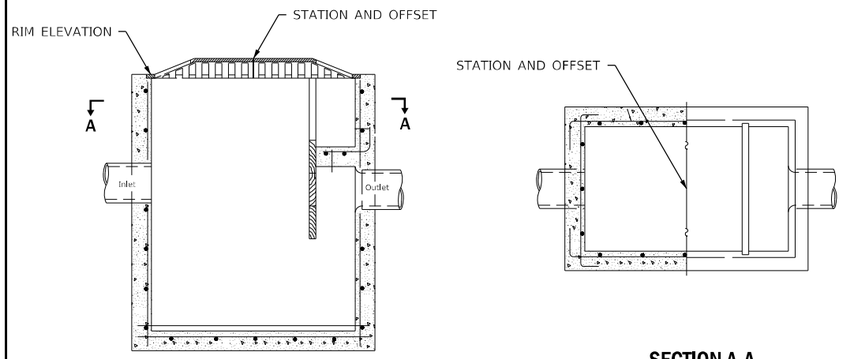
CONSTRUCTION SEQUENCE

1. PRIOR TO SS INSTALLATION, PLACE AND COMPACT EMBANKMENT 2 FEET ABOVE THE PR T/P ELEV.
2. EXCAVATE TRENCH WITHIN NEWLY COMPACTED EMBANKMENT PER THE IDOT SSRBC.
3. INSTALL STORM SEWER PER PLAN, PLACE AND COMPACT TRENCH BACKFILL TO 2 FEET ABOVE THE T/P.
4. PLACE AND COMPACT REMAINING EMBANKMENT TO FINISHED GRADE PER THE IDOT SSRBC.

PIPE LOCATIONS

P300	P900
P600	P901
P603	P920
P701	P930
P706	P980
P740	P981
P800	P982
P830	

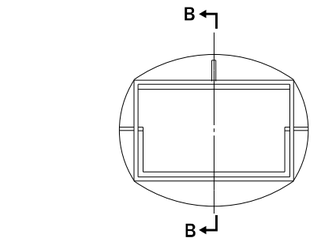
TRENCH BACKFILL - NON-TYPICAL INSTALLATION



ELEVATION

SECTION A-A

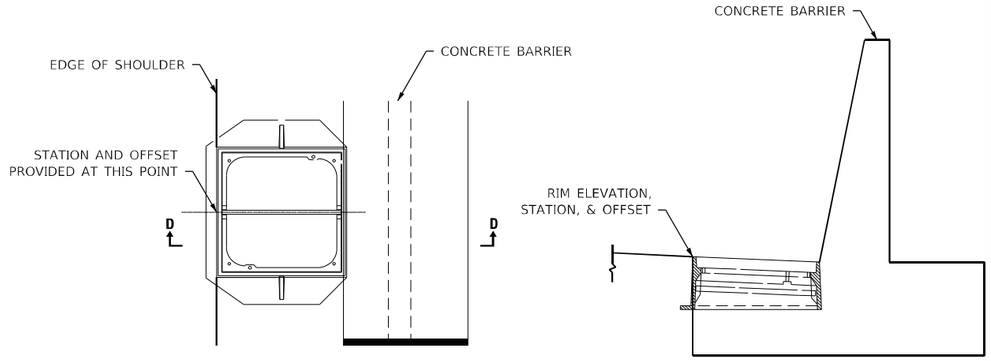
CATCH BASIN TYPE B



PLAN - FRAME

SECTION B-B

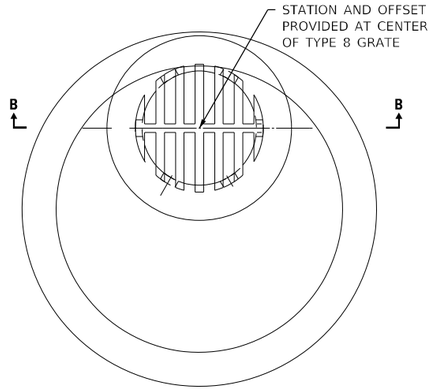
FRAME AND GRATE TYPE 12



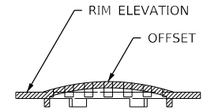
PLAN VIEW

SECTION D-D

TYPE 20 AND TYPE 21 FRAME & GRATE

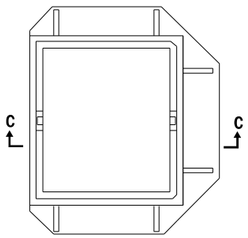


PLAN VIEW



SECTION B-B

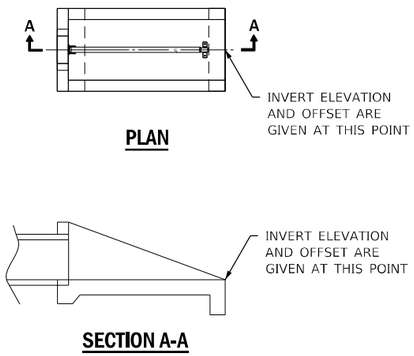
TYPE 8 GRATE



PLAN - FRAME

SECTION C-C

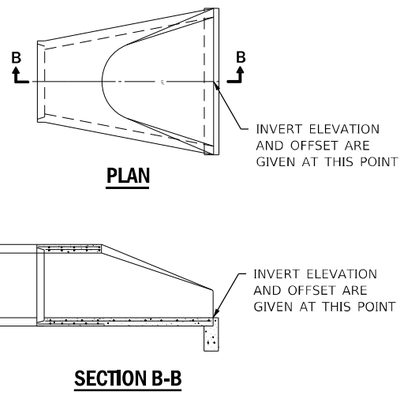
FRAME AND GRATE TYPE 24



PLAN

SECTION A-A

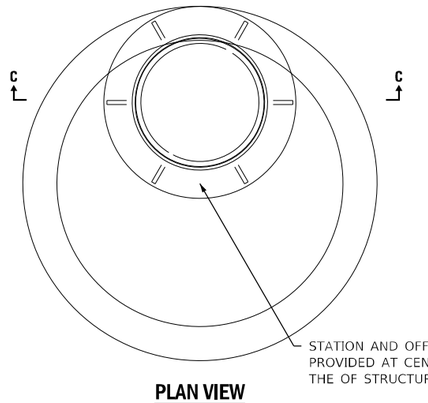
HEADWALL OR SLOPED HEADWALL



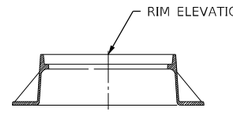
PLAN

SECTION B-B

PRECAST REINFORCED CONCRETE FLARED END SECTION



PLAN VIEW



SECTION C-C

MANHOLES WITH TYPE 1 FRAME AND LIDS

USER NAME = VinceM	DESIGNED - VMICEK	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - NORF	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group service at the highest grade.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS

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

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	528
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\107001s\107400.00\Eng_Docs_Phase_II\Drainage [Thomas]\D162H15-sht-drain-det-008.dgn

D162H15-sht-drain-det-008.dgn
50099
2012/11/30

MANHOLE TO BE ADJUSTED WITH NEW FRAME, CLOSED LID, BOLTED

MANHOLE TO BE ADJUSTED WITH NEW FRAME, CLOSED LID, BOLTED

CONNECT TO EXISTNG 12" WM WITH:
1 - 12" X 6" TEE
SEE NOTE 1

EXISTING FIRE HYDRANT TO BE RELOCATED

PR FIRE HYDRANT ASSEMBLY (1) WITH:
7 LF - 6" WATER MAIN
1 - 6" CONTROL VALVE
1 - 4' WM BASIN
SEE NOTE 1

EXISTING FIRE HYDRANT TO BE RELOCATED

PR FIRE HYDRANT ASSEMBLY (1) WITH:
16 LF - 6" WATER MAIN
2 - 6" 1/8 WM BENDS
1 - 6" CONTROL VALVE
1 - 4' WM BASIN
SEE NOTE 1

CONNECT TO EXISTNG 12" WM WITH:
1 - 12" X 6" TEE
SEE NOTE 1

EX ℄ SEIL RD

4008 4009 4010+00 4011 4012 4013

ONLY ONLY ONLY ONLY ONLY ONLY

5544 5543

EX ℄ W FRONTAGE RD

MATCH LINE EX ℄ W FRONTAGE RD STA 5542+75

N

0 20 40 60
SCALE IN FEET

MATCH LINE EX ℄ W FRONTAGE RD STA 5542+75

EX ℄ W FRONTAGE RD

W1 = 4.5'
W2 = 14.5'
W3 = 14'
CROSS A1

5542

EXISTING FIRE HYDRANT TO BE RELOCATED

CONNECT TO EXISTNG 12" WM WITH:
1 - 12" X 6" TEE
SEE NOTE 1

PR FIRE HYDRANT ASSEMBLY (1) WITH:
25 LF - 6" WATER MAIN
1 - 6" CONTROL VALVE
1 - 4' WM BASIN
SEE NOTE 1

NOTE:

1 - TO BE PAID FOR AS "FIRE HYDRANT TO BE RELOCATED"

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\107005\10740.00\Eng_Docs_Phase_II\Utilities\D162H15-sht-wm-001.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = jworthington	DESIGNED - KPEARSON	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 480.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 2/1/2022	DATE - 02/04/2022	REVISED -

D162H15-sht-wm-001.dgn
51337
2012/11/30

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT RELOCATION PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. TO STA.

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	529
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

Benchmarks: BM-302 set 2" diameter aluminum disc in bridge wall at northwest corner of existing NB IL-59 ramp bridge over I-55. EL. 625.23.

Existing Structure: Seil Road box culvert, Sta. 4016+73.50 (SN 099-C022) is a dual 5'-0" x 3'-0" precast concrete box culvert. The existing culvert length is 157'-0" and was constructed in 2008 under IDOT Contract 60363. Portions of the existing box culvert and the culvert end sections and aprons to be removed.

Traffic Control: The culvert extensions will be performed under staged construction.

No Salvage

LOADING HS20-44

Allow 50 psf for future wearing surface

DESIGN SPECIFICATIONS

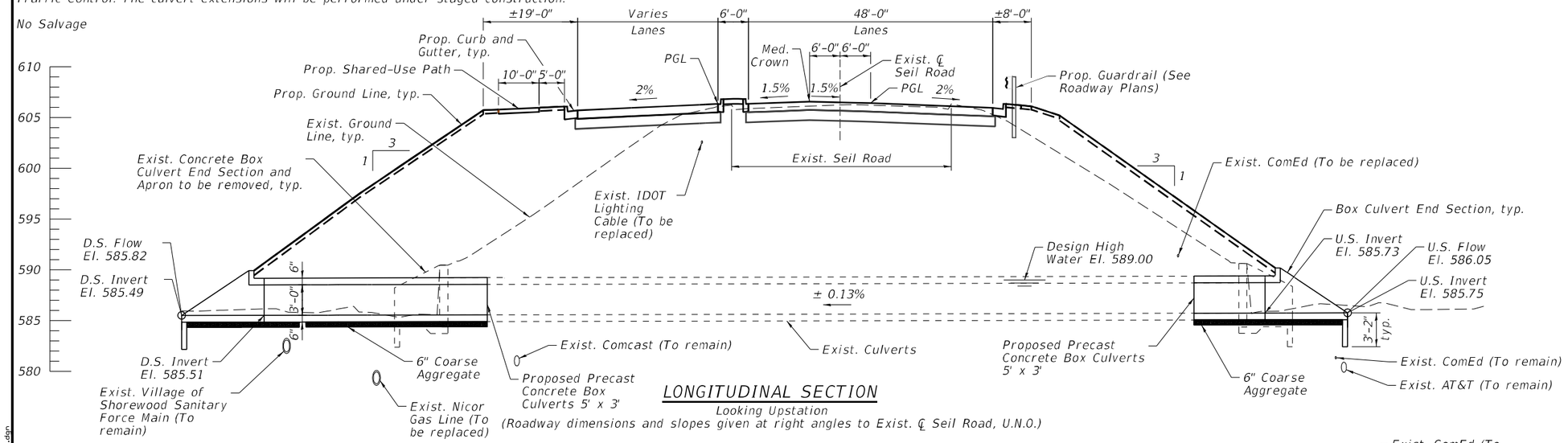
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition (LFD)

2017 IDOT Culvert Manual

DESIGN STRESSES

FIELD UNITS:
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

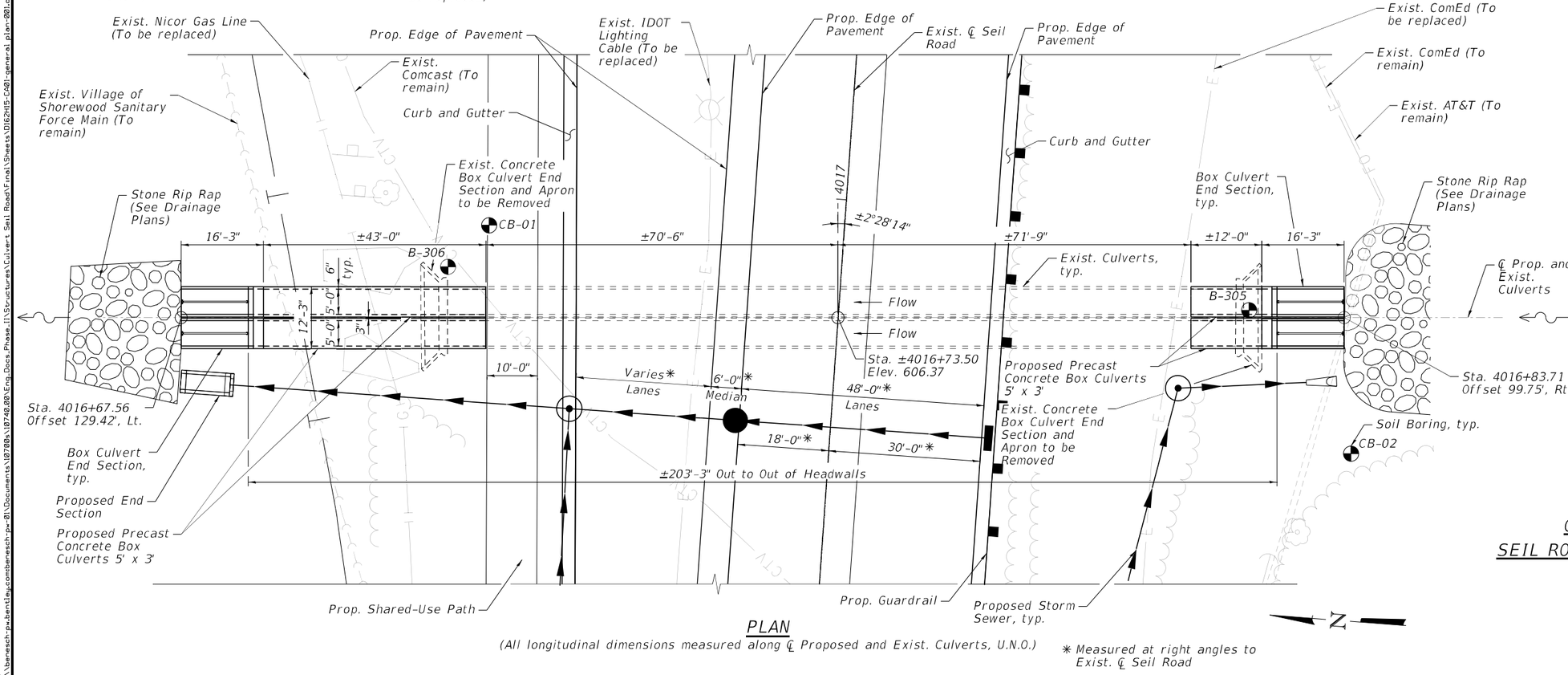
PRECAST UNITS:
f'c = 5,000 psi
fy = 65,000 psi (Welded Wire Reinforcement)



LONGITUDINAL SECTION

Looking Upstation

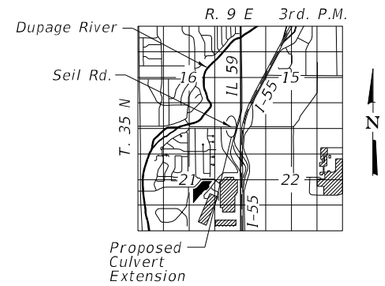
(Roadway dimensions and slopes given at right angles to Exist. ℄ Seil Road, U.N.O.)



PLAN

(All longitudinal dimensions measured along ℄ Proposed and Exist. Culverts, U.N.O.)

* Measured at right angles to Exist. ℄ Seil Road



LOCATION SKETCH

KURT J. NAUS
081-006578
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

EXPIRATION DATE 11-30-2022
DATE: 02-04-2022

GENERAL PLAN AND ELEVATION
SEIL ROAD DOUBLE BOX CULVERT EXTENSION
SECTION 2018-075-R
WILL COUNTY
STATION 4016+73.50
STRUCTURE NO. 099-C022

benesch
Alfred Benesch & Company
25 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME - EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - KJN	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - KJN	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET CA-01 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	530
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES:

1. The design fill height for this box is 17.2 ft. The precast box culvert sections shall conform to the requirements of ASTM C 1577.
2. Drain holes shall be provided on exterior culvert walls for each precast box segment with a clear rise greater than 3 ft. The drain hole shall be located within 1/3 of the clear rise of the box culvert, shall not intercept the haunch, and shall conform to the requirements of Article 503.11 of the Standard Specification.
3. Nonwoven geotextile fabric shall conform to the requirements of Art. 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard. Precast concrete box culverts and box culvert end sections shall be backfilled with Porous Granular Embankment below the top of the box culvert extending to a vertical plane 2 ft from the exterior sides of the culvert, 2 ft from the back face of the end sections, and not closer than 2 ft from the face of embankment.
4. The 6 in. thick layer of porous granular material required for the precast concrete box culvert per Art. 540.06 of the Standard Specifications shall also apply to the end sections. Cost of the porous granular material will not be paid for separately but shall be included in the unit price of the work for which it is required.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. Membrane Waterproofing for Buried Structures shall be applied to the full length of the precast concrete box culverts and end sections for the limits shown on Sheets CA-03 and CA-04.

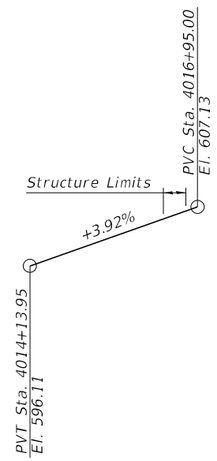
INDEX OF SHEETS

DESIGN SCOUR TABLE

Design Scour Elevation	Upstream	Downstream
	582.58	582.32

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	95
Structure Excavation	Cu. Yd.	40
Box Culvert End Sections, Culvert No. 1	Each	4
Precast Concrete Box Culverts 5' x 3'	Foot	110
Traversable Pipe Grate for Concrete End Section	Foot	47
Geocomposite Wall Drain	Sq. Yd.	91
Membrane Waterproofing System for Buried Structures	Sq. Yd.	91
Box Culvert Removal	Foot	32
Remove Concrete Box Culvert End Section	Each	2



PROFILE GRADE

(PGL Seil Road,
6.00' Rt. of Exist. ℄ Seil Road)

WATERWAY INFORMATION

Ex. Drainage Area = 59.59 Ac. Sq. Miles 0.093 Exist. Overtopping Elev.: 592.98 @ Sta 4010+50
Prop. Drainage Area = 65.18 Ac. Sq. Miles 0.102 Prop. Overtopping Elev.: 592.98 @ Sta 4010+50

Flood	Freq. Yr.	Ex. Discharge C.F.S.	Pr. Discharge C.F.S.	Waterway Opening - Sq. Ft. Exist.	Waterway Opening - Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	2	31.1	26.2	14.10	13.80	587.46	0.15	0.08	587.61	587.54
	10	60.9	54.4	15.40	15.10	587.59	0.30	0.21	587.89	587.80
Design	50	123.5	109.4	20.60	20.30	588.11	0.88	0.70	588.99	588.81
Base	100	162.7	144.9	23.40	23.10	588.39	1.18	0.98	589.57	589.37
OVT(E)*	>500	319.92								
OVT(P)**	>500		311.62							

* Existing Overtopping Event
** Proposed Overtopping Event

10-Year Outlet Velocity from Existing Structure = 3.07 fps
10-Year Outlet Velocity from Proposed Structure = 2.98 fps

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	CHECKED - KJN	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - KJN	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEIL ROAD DOUBLE BOX CULVERT EXTENSION
GENERAL NOTES, TOTAL BILL OF MATERIAL & INDEX OF SHEETS
SHEET CA-02 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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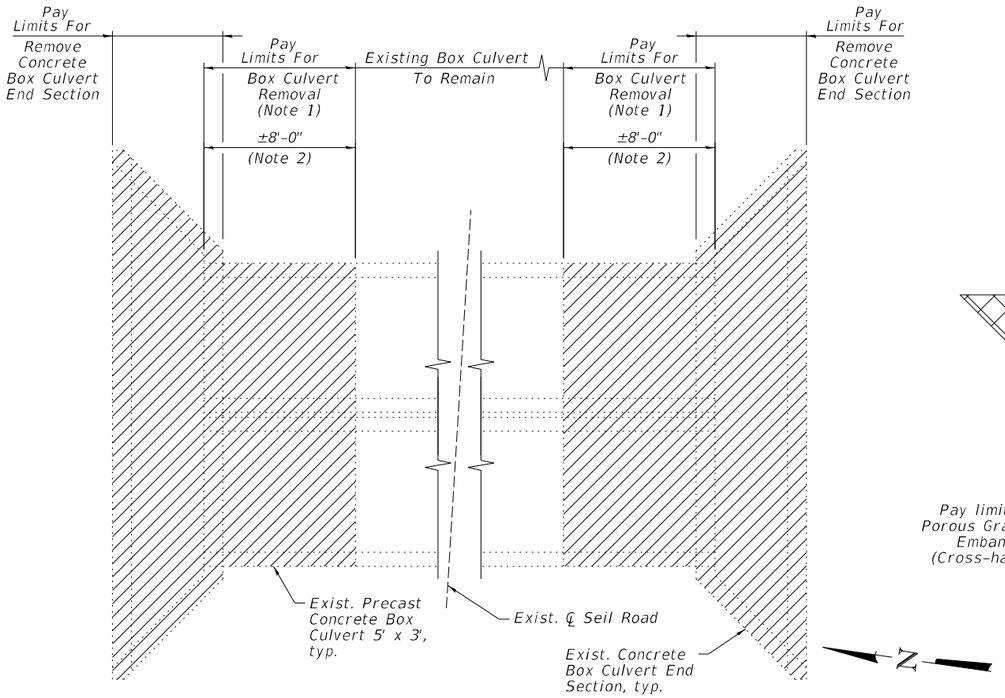
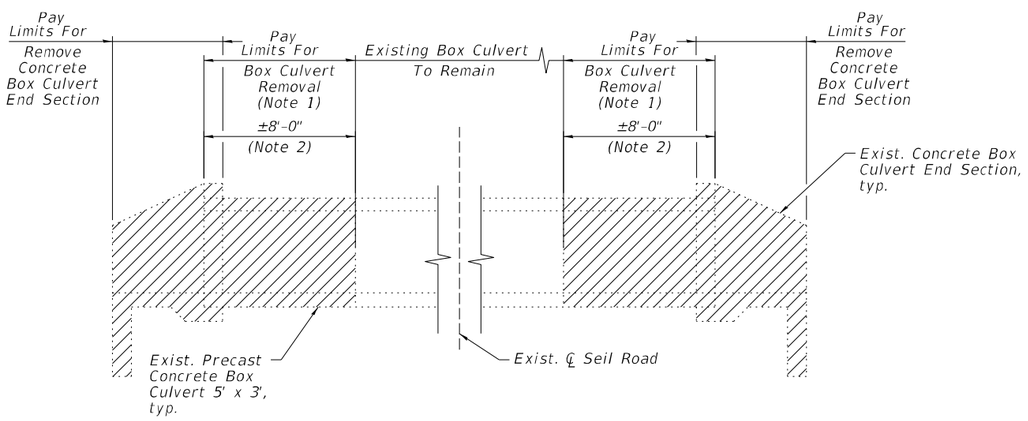
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



REMOVAL PLAN

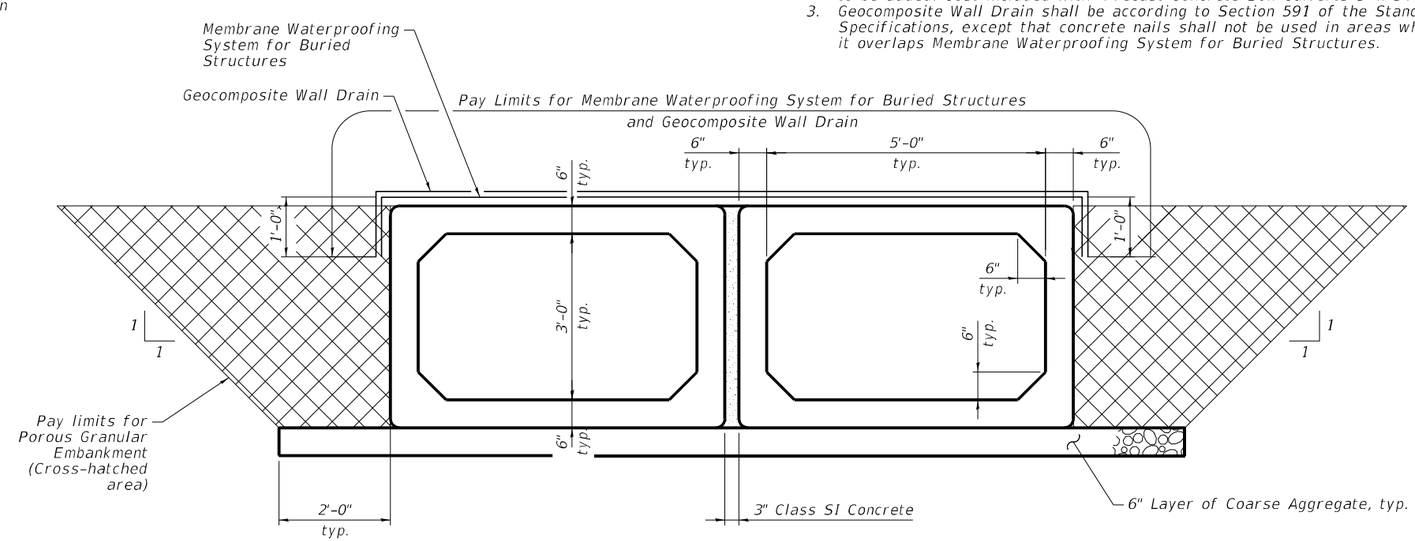


REMOVAL ELEVATION

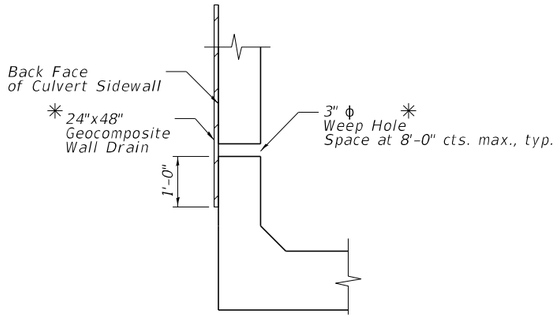
Removal (See Sheets CA-08 and CA-09 for additional information)

NOTES:

1. The removal of each culvert barrel is measured and paid for separately.
2. The Contractor shall field verify the actual length of the outermost box sections to be removed and the joint details at the existing box sections to remain prior to detailing and fabricating the new box culvert sections to be added. Cost included with "Precast Concrete Box Culverts 5' x 3'.
3. Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures.



TYPICAL BOX SECTION



WEEP HOLE DRAIN DETAIL

✳ Cost included in Precast Concrete Box Culverts 5' x 3'

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEIL ROAD DOUBLE BOX CULVERT EXTENSION
REMOVAL & PRECAST CONCRETE BOX DETAILS
SHEET CA-03 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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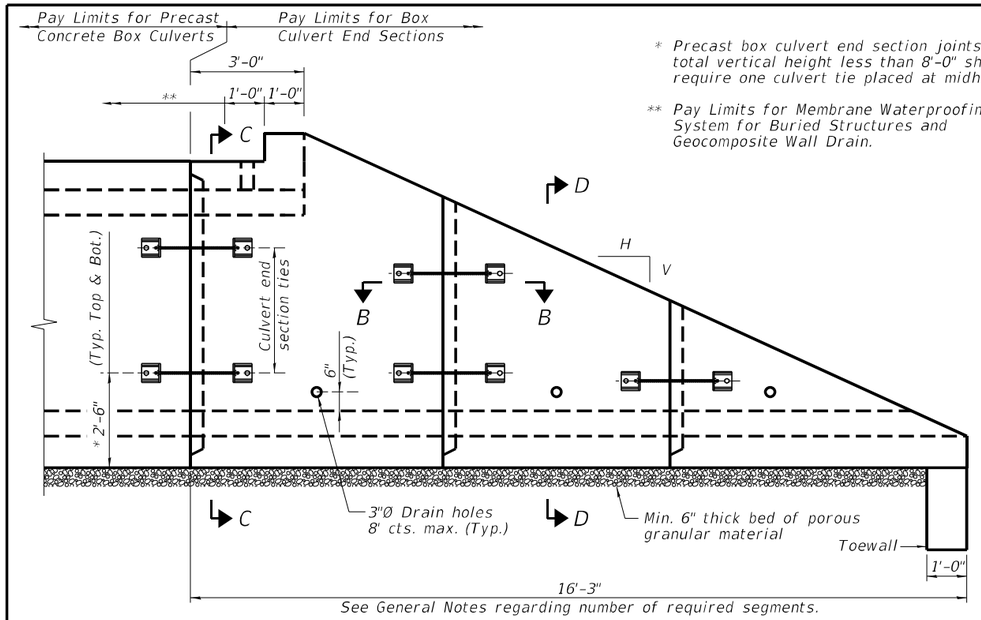
		CONTRACT NO. 62H15		
✳ FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

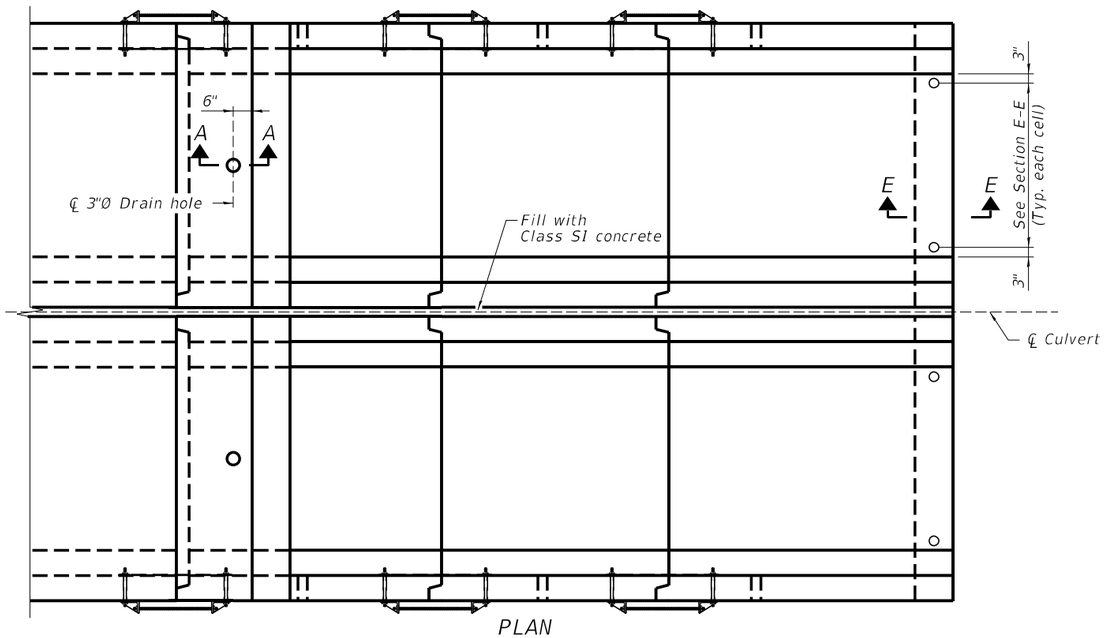


See General Notes regarding number of required segments.

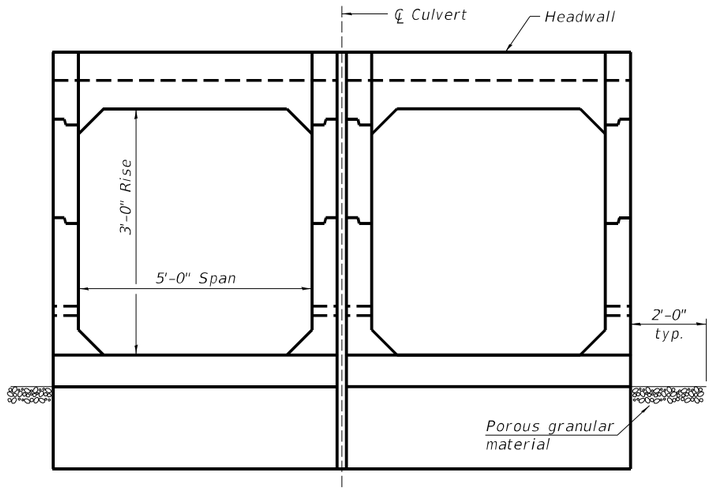
ELEVATION

* Precast box culvert end section joints with a total vertical height less than 8'-0" shall only require one culvert tie placed at midheight.

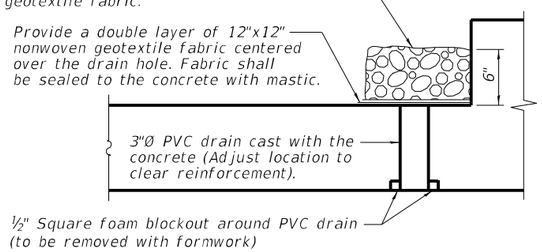
** Pay Limits for Membrane Waterproofing System for Buried Structures and Geocomposite Wall Drain.



PLAN

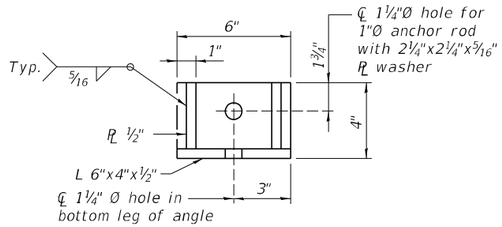


END VIEW



SECTION A-A

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)



RESTRAINT ANGLE DETAIL

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. This work will be measured for payment as each, with each end of each culvert being one each. End sections will be paid for at the contract unit price per each for Box Culvert End Sections of the culvert number specified.

Typical box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements of ASTM C 1577 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

Number of segments shown in Elevation is for example only. Length and number of precast box sections required to construct Box Culvert End Sections shall be determined by the Contractor.

See roadway plans for embankment slope (V:H).

1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2¼" x 2¼" x 5/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional ½ turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

All costs associated with furnishing and installing or constructing the toewall and culvert ties will not be measured for payment but shall be included in the contract unit price for Box Culvert End Sections of the culvert number specified.

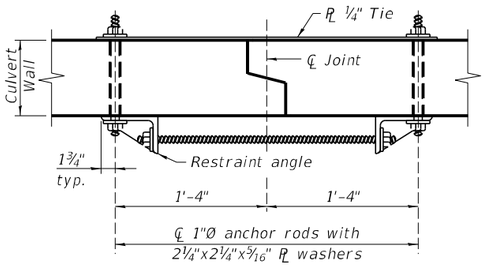
Drain holes shall conform to the requirements of Article 503.11 of the Standard Specifications unless noted otherwise.

Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd..

For end sections with traversable pipe grate systems, see grate detail sheet for required modifications.

The 3" nominal space between adjacent end sections shall be filled with Class SI concrete in accordance with Article 540.06 of the Standard Specifications. Cost included with Box Culvert End Sections.

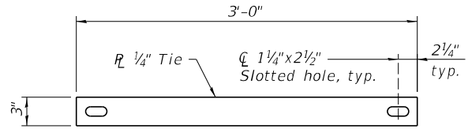
Details for double cell box culvert shown. Details for other multi-cell box culverts similar.



installed in 1⅛"Ø formed holes in culvert walls

SECTION B-B

(Showing end section tie details)



TIE PLATE DETAIL

MCB-TES

2-17-2017

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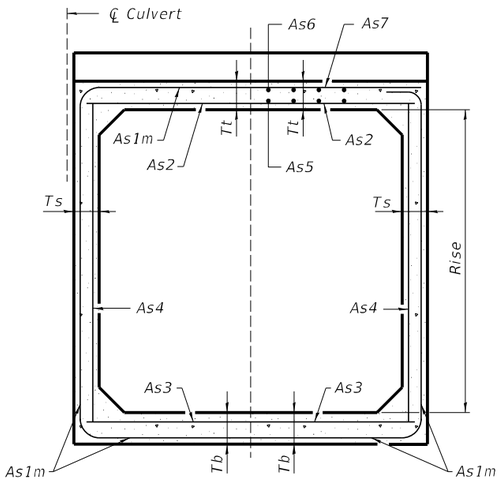
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - KJN	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEIL ROAD DOUBLE BOX CULVERT EXTENSION
MULTI-CELL PRECAST BOX CULVERT TAPERED END SECTIONS (1 OF 2)

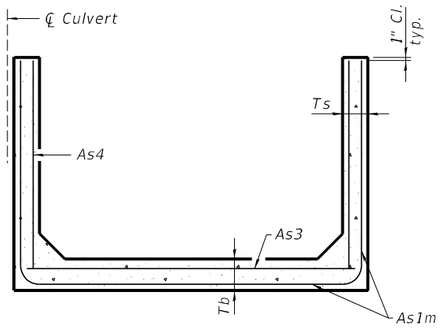
SHEET CA-04 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	533
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

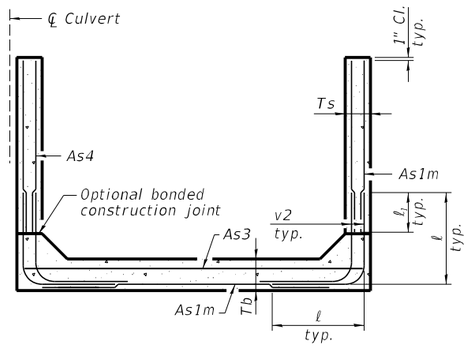


(Design Earth Cover ≥ 2 ft) (Design Earth Cover < 2 ft)

SECTION C–C



SECTION D–D



ALTERNATE SECTION D–D

As1m REINFORCEMENT

(in.²/ ft)

Ts (in.) \ Rise (ft)	2	3	4	5	6	7	8	9	10	11	12
4	0.19	0.17									
5	0.26	0.21	0.18								
6	0.22	0.26	0.23	0.22							
7	0.25	0.33	0.59	0.27	0.28						
8	0.40	0.35	0.43	0.39	0.36	0.34	0.40				
9	0.44	0.39	0.35	0.43	0.40	0.37	0.36	0.48			
10	0.48	0.42	0.38	0.47	0.44	0.41	0.38	0.42	0.56		
11	0.52	0.45	0.54	0.50	0.46	0.44	0.41	0.46	0.50	0.65	
12	0.55	0.49	0.58	0.54	0.50	0.48	0.45	0.46	0.46	0.61	0.75

(As1m reinforcement based upon welded wire reinforcement conforming to AASHTO M 55 or M 221).

ℓ1 DIMENSION

#3 bar = 2'–0"
#4 bar = 2'–8"
#5 bar = 3'–4"
#6 bar = 3'–11"

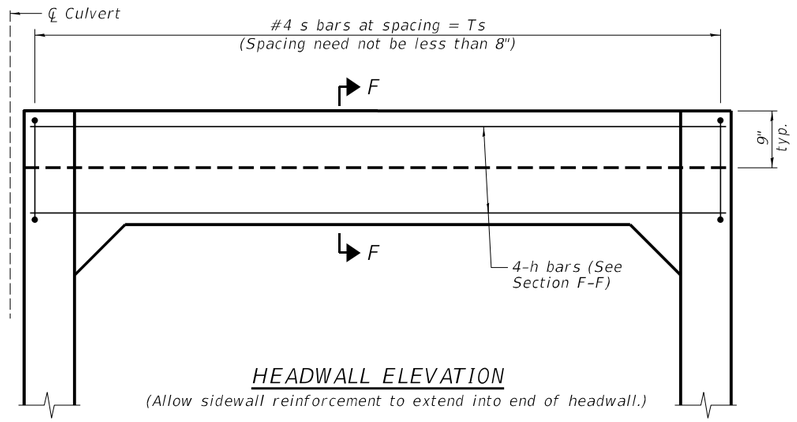
Notes:

Alternate Section D–D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D–D.

The size and spacing of the v2 bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(As1m). v2 bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.

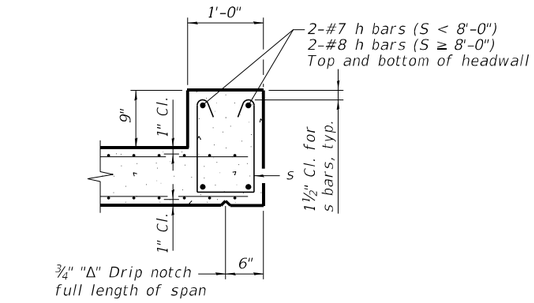
Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.

Sections C–C, D–D, and Headwall Elevation are symmetric about ℄ culvert through 180° rotation.

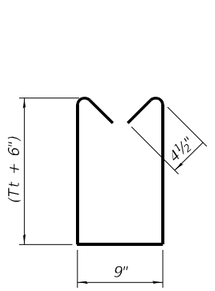


HEADWALL ELEVATION

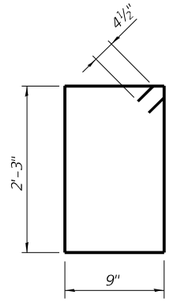
(Allow sidewall reinforcement to extend into end of headwall.)



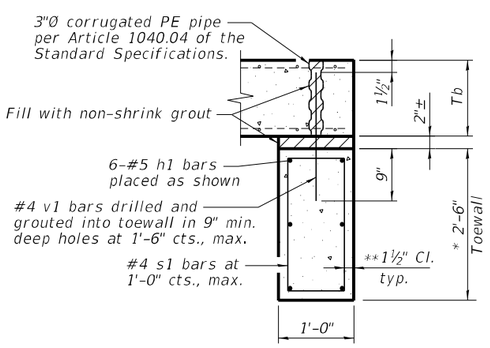
SECTION F–F



BAR s



BAR s1



SECTION E–E

TOEWALL CONSTRUCTION SEQUENCE

1. Perform excavation and construct toewall.
2. Backfill according to the applicable paragraphs of Article 502.10 of the Standard Specifications and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling the method.

** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.

MCB-TES 2-17-2017

(Sheet 2 of 2)

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	CHECKED - KJN	REVISED -			
PLOT SCALE - NTS	DRAWN - AJB	REVISED -			
DATE - 02/04/2022	CHECKED - KJN	REVISED -		SHEET CA-05 OF CA-11 SHEETS	

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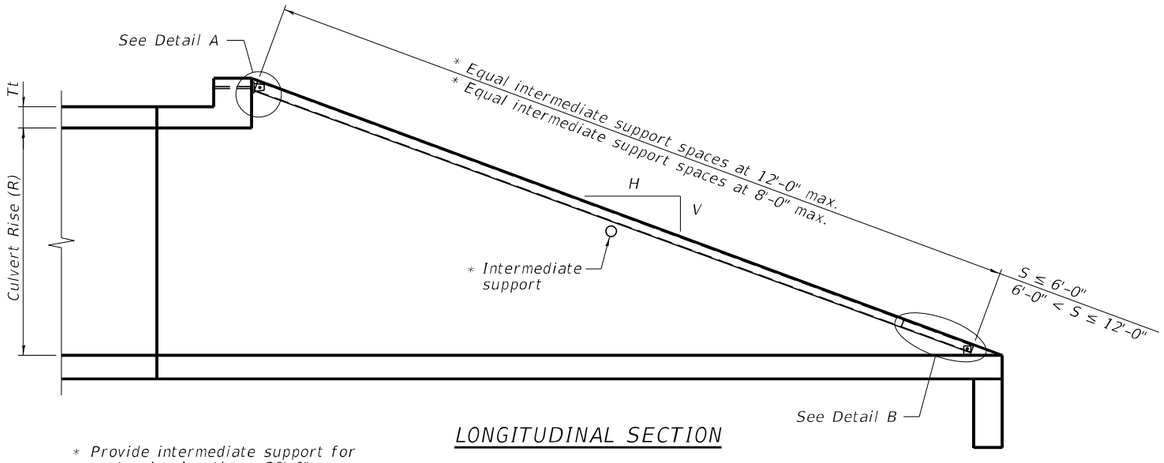
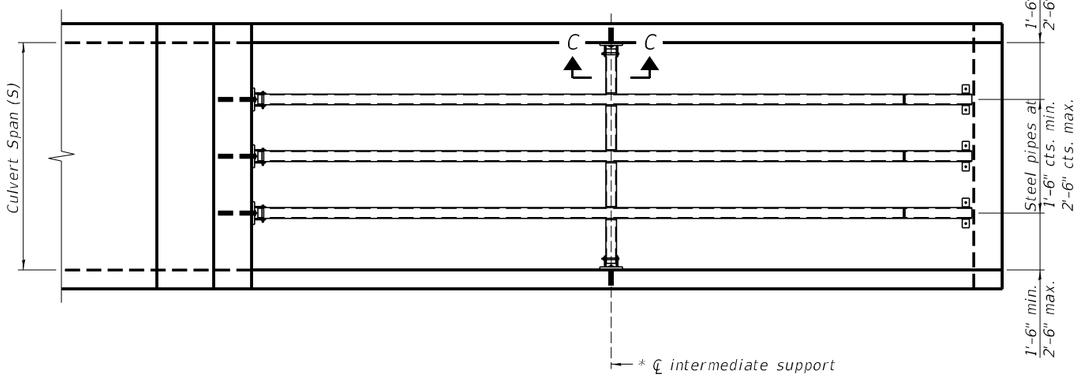
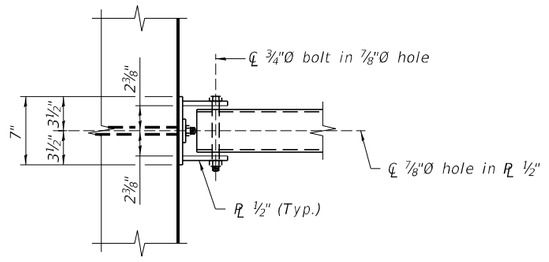


LONGITUDINAL SECTION

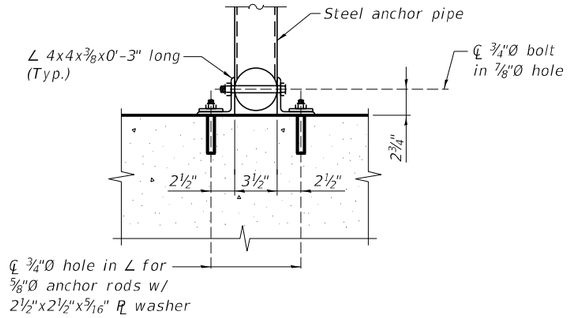
* Provide intermediate support for grate pipe lengths > 20'-0".



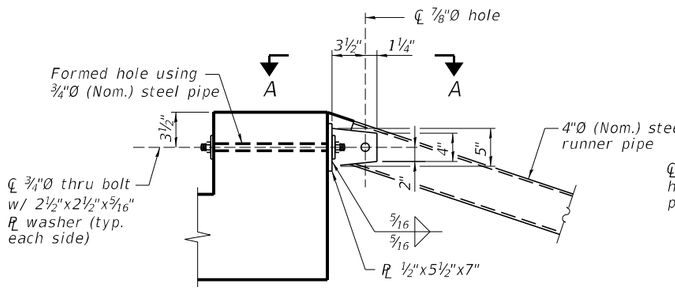
PLAN VIEW



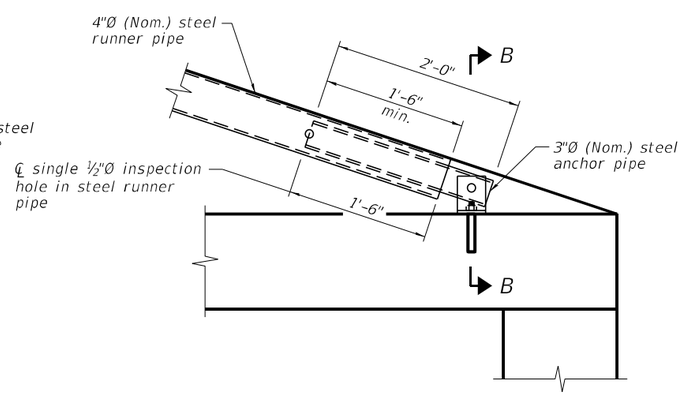
VIEW A-A



SECTION B-B



DETAIL A



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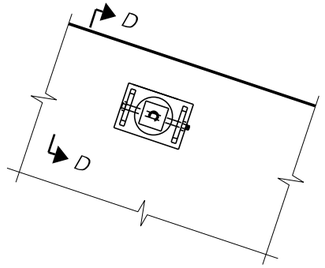
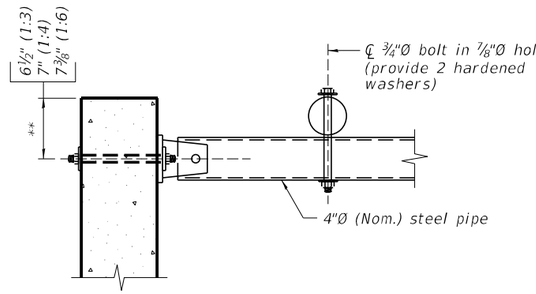


VIEW C-C

(See Detail A for dimensions and details not shown.)



SECTION D-D

** Measured perpendicular to top of culvert wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert end section.

GENERAL NOTES

The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1½" unless noted otherwise.

This standard shall only be used on concrete end sections not skewed more than ±15 degrees with roadway.

The Contractor may install the thru bolts using drilling and grouting in lieu of providing a formed hole using steel pipe. Installation shall be in accordance with Article 509.06 using a method that results in the annulus surrounding the bolt being completely filled with adhesive. The method of drilling shall not result in spalled concrete at the exit face. Epoxy grouted thru bolts shall be snug tightened followed by an additional ⅓ turn on the interior nut at final installation. Cost included with Traversable Pipe Grate.

TPGBC-ZS

2-17-2017

MODEL: Default
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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME - EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - KJN	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - KJN	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEIL ROAD DOUBLE BOX CULVERT EXTENSION
TRAVERSABLE PIPE GRATE FOR BOX CULVERTS (1 OF 2)
SHEET CA-06 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	535
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

PIPE-GRATE SCHEDULE FOR BOX CULVERT END SECTIONS

Precast Box Culvert Dimensions			Slope of End Section								
			1:3			1:4			1:6		
S (ft)	R (ft)	Tt (in)	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe
4	2	7.5	1 @ 8'-10"	N/A	8'-10"	1 @ 11'-7"	N/A	11'-7"	1 @ 17'-2"	N/A	17'-2"
4	2	5	1 @ 8'-2"	N/A	8'-2"	1 @ 10'-8"	N/A	10'-8"	1 @ 15'-11"	N/A	15'-11"
4	3	7.5	1 @ 12'-0"	N/A	12'-0"	1 @ 15'-8"	N/A	15'-8"	1 @ 23'-3"	1 @ 3'-7"	26'-10"
4	3	5	1 @ 11'-4"	N/A	11'-4"	1 @ 14'-10"	N/A	14'-10"	1 @ 22'-0"	1 @ 3'-7"	25'-7"
4	4	7.5	1 @ 15'-2"	N/A	15'-2"	1 @ 19'-10"	1 @ 3'-7"	23'-5"	1 @ 29'-4"	2 @ 3'-7"	36'-6"
4	4	5	1 @ 14'-6"	N/A	14'-6"	1 @ 18'-11"	N/A	18'-11"	1 @ 28'-1"	2 @ 3'-7"	35'-3"
5	2	8	1 @ 8'-11"	N/A	8'-11"	1 @ 11'-9"	N/A	11'-9"	1 @ 17'-5"	N/A	17'-5"
5	2	6	1 @ 8'-5"	N/A	8'-5"	1 @ 11'-1"	N/A	11'-1"	1 @ 16'-5"	N/A	16'-5"
5	3	8	1 @ 12'-1"	N/A	12'-1"	1 @ 15'-10"	N/A	15'-10"	1 @ 23'-6"	1 @ 4'-7"	28'-1"
5	3	6	1 @ 11'-7"	N/A	11'-7"	1 @ 15'-2"	N/A	15'-2"	1 @ 22'-6"	1 @ 4'-7"	27'-1"
5	4	8	1 @ 15'-3"	N/A	15'-3"	1 @ 20'-0"	1 @ 4'-7"	24'-7"	1 @ 29'-7"	2 @ 4'-7"	38'-9"
5	4	6	1 @ 14'-9"	N/A	14'-9"	1 @ 19'-3"	N/A	19'-3"	1 @ 28'-7"	2 @ 4'-7"	37'-9"
5	5	8	1 @ 18'-5"	N/A	18'-5"	1 @ 24'-1"	2 @ 4'-7"	33'-3"	1 @ 35'-8"	3 @ 4'-7"	49'-5"
5	5	6	1 @ 17'-11"	N/A	17'-11"	1 @ 23'-5"	1 @ 4'-7"	28'-0"	1 @ 34'-8"	2 @ 4'-7"	43'-10"
6	2	8	2 @ 8'-11"	N/A	17'-10"	2 @ 11'-9"	N/A	23'-6"	2 @ 17'-5"	N/A	34'-10"
6	2	7	2 @ 8'-8"	N/A	17'-4"	2 @ 11'-5"	N/A	22'-10"	2 @ 16'-11"	N/A	33'-10"
6	3	8	2 @ 12'-1"	N/A	24'-2"	2 @ 15'-10"	N/A	31'-8"	2 @ 23'-6"	1 @ 5'-7"	52'-7"
6	3	7	2 @ 11'-10"	N/A	23'-8"	2 @ 15'-6"	N/A	31'-0"	2 @ 23'-0"	1 @ 5'-7"	51'-7"
6	4	8	2 @ 15'-3"	N/A	30'-6"	2 @ 20'-0"	1 @ 5'-7"	45'-7"	2 @ 29'-7"	2 @ 5'-7"	70'-4"
6	4	7	2 @ 15'-0"	N/A	30'-0"	2 @ 19'-8"	1 @ 5'-7"	44'-11"	2 @ 29'-1"	2 @ 5'-7"	69'-4"
6	5	8	2 @ 18'-5"	N/A	36'-10"	2 @ 24'-1"	2 @ 5'-7"	59'-4"	2 @ 35'-8"	3 @ 5'-7"	88'-1"
6	5	7	2 @ 18'-2"	N/A	36'-4"	2 @ 23'-9"	2 @ 5'-7"	58'-8"	2 @ 35'-2"	2 @ 5'-7"	81'-6"
6	6	8	2 @ 21'-7"	1 @ 5'-7"	48'-9"	2 @ 28'-3"	2 @ 5'-7"	67'-8"	2 @ 41'-9"	3 @ 5'-7"	100'-3"
6	6	7	2 @ 21'-4"	1 @ 5'-7"	48'-3"	2 @ 27'-11"	2 @ 5'-7"	67'-0"	2 @ 41'-3"	3 @ 5'-7"	99'-3"
7	2	8	2 @ 8'-11"	N/A	17'-10"	2 @ 11'-9"	N/A	23'-6"	2 @ 17'-5"	N/A	34'-10"
7	3	8	2 @ 12'-1"	N/A	24'-2"	2 @ 15'-10"	N/A	31'-8"	2 @ 23'-6"	2 @ 6'-7"	60'-2"
7	4	8	2 @ 15'-3"	N/A	30'-6"	2 @ 20'-0"	2 @ 6'-7"	53'-2"	2 @ 29'-7"	3 @ 6'-7"	78'-11"
7	5	8	2 @ 18'-5"	N/A	36'-10"	2 @ 24'-1"	3 @ 6'-7"	67'-11"	2 @ 35'-8"	4 @ 6'-7"	97'-8"
7	6	8	2 @ 21'-7"	2 @ 6'-7"	56'-4"	2 @ 28'-3"	3 @ 6'-7"	76'-3"	2 @ 41'-9"	5 @ 6'-7"	116'-5"
7	7	8	2 @ 24'-9"	3 @ 6'-7"	69'-3"	2 @ 32'-4"	4 @ 6'-7"	91'-0"	2 @ 47'-10"	6 @ 6'-7"	135'-2"
8	2	8	3 @ 8'-11"	N/A	26'-9"	3 @ 11'-9"	N/A	35'-3"	3 @ 17'-5"	N/A	52'-3"
8	3	8	3 @ 12'-1"	N/A	36'-3"	3 @ 15'-10"	N/A	47'-6"	3 @ 23'-6"	2 @ 7'-7"	85'-8"
8	4	8	3 @ 15'-3"	N/A	45'-9"	3 @ 20'-0"	2 @ 7'-7"	75'-2"	3 @ 29'-7"	3 @ 7'-7"	111'-6"
8	5	8	3 @ 18'-5"	N/A	55'-3"	3 @ 24'-1"	3 @ 7'-7"	95'-0"	3 @ 35'-8"	4 @ 7'-7"	137'-4"
8	6	8	3 @ 21'-7"	2 @ 7'-7"	79'-11"	3 @ 28'-3"	3 @ 7'-7"	107'-6"	3 @ 41'-9"	5 @ 7'-7"	163'-2"
8	7	8	3 @ 24'-9"	3 @ 7'-7"	97'-0"	3 @ 32'-4"	4 @ 7'-7"	127'-4"	3 @ 47'-10"	6 @ 7'-7"	189'-0"
8	8	8	3 @ 27'-11"	3 @ 7'-7"	106'-6"	3 @ 36'-6"	4 @ 7'-7"	139'-10"	3 @ 53'-11"	6 @ 7'-7"	207'-3"
9	2	9	3 @ 9'-3"	N/A	27'-9"	3 @ 12'-1"	N/A	36'-3"	3 @ 17'-11"	N/A	53'-9"
9	3	9	3 @ 12'-4"	N/A	37'-0"	3 @ 16'-2"	N/A	48'-6"	3 @ 24'-0"	3 @ 8'-7"	97'-9"
9	4	9	3 @ 15'-6"	N/A	46'-6"	3 @ 20'-4"	2 @ 8'-7"	78'-2"	3 @ 30'-1"	3 @ 8'-7"	116'-0"
9	5	9	3 @ 18'-8"	N/A	56'-0"	3 @ 24'-5"	3 @ 8'-7"	99'-0"	3 @ 36'-2"	4 @ 8'-7"	142'-10"
9	6	9	3 @ 21'-10"	2 @ 8'-7"	82'-8"	3 @ 28'-7"	3 @ 8'-7"	111'-6"	3 @ 42'-3"	5 @ 8'-7"	169'-8"
9	7	9	3 @ 25'-0"	3 @ 8'-7"	100'-9"	3 @ 32'-8"	4 @ 8'-7"	132'-4"	3 @ 48'-4"	6 @ 8'-7"	196'-6"
9	8	9	3 @ 28'-2"	3 @ 8'-7"	110'-3"	3 @ 36'-10"	4 @ 8'-7"	144'-10"	3 @ 54'-5"	6 @ 8'-7"	214'-9"
9	9	9	3 @ 31'-4"	3 @ 8'-7"	119'-9"	3 @ 40'-11"	5 @ 8'-7"	165'-8"	3 @ 60'-6"	7 @ 8'-7"	241'-7"
10	2	10	3 @ 9'-6"	N/A	28'-6"	3 @ 12'-5"	N/A	37'-3"	3 @ 18'-5"	N/A	55'-3"
10	3	10	3 @ 12'-8"	N/A	38'-0"	3 @ 16'-6"	N/A	49'-6"	3 @ 24'-6"	3 @ 9'-7"	102'-3"
10	4	10	3 @ 15'-10"	N/A	47'-6"	3 @ 20'-8"	2 @ 9'-7"	81'-2"	3 @ 30'-7"	3 @ 9'-7"	120'-6"
10	5	10	3 @ 19'-0"	N/A	57'-0"	3 @ 24'-9"	3 @ 9'-7"	103'-0"	3 @ 36'-8"	4 @ 9'-7"	148'-4"
10	6	10	3 @ 22'-1"	2 @ 9'-7"	85'-5"	3 @ 28'-11"	3 @ 9'-7"	115'-6"	3 @ 42'-9"	5 @ 9'-7"	176'-2"
10	7	10	3 @ 25'-3"	3 @ 9'-7"	104'-6"	3 @ 33'-0"	4 @ 9'-7"	137'-4"	3 @ 48'-10"	6 @ 9'-7"	204'-0"
10	8	10	3 @ 28'-5"	3 @ 9'-7"	114'-0"	3 @ 37'-2"	4 @ 9'-7"	149'-10"	3 @ 54'-11"	6 @ 9'-7"	222'-3"
10	9	10	3 @ 31'-7"	4 @ 9'-7"	133'-1"	3 @ 41'-3"	5 @ 9'-7"	171'-8"	3 @ 61'-0"	7 @ 9'-7"	250'-1"
10	10	10	3 @ 34'-9"	4 @ 9'-7"	142'-7"	3 @ 45'-5"	5 @ 9'-7"	184'-2"	3 @ 67'-1"	8 @ 9'-7"	277'-11"
11	2	11	4 @ 9'-9"	N/A	39'-0"	4 @ 12'-9"	N/A	51'-0"	4 @ 18'-11"	N/A	75'-8"
11	3	11	4 @ 12'-11"	N/A	51'-8"	4 @ 16'-11"	N/A	67'-8"	4 @ 25'-0"	3 @ 10'-7"	131'-9"
11	4	11	4 @ 16'-1"	N/A	64'-4"	4 @ 21'-0"	2 @ 10'-7"	105'-2"	4 @ 31'-1"	3 @ 10'-7"	156'-1"
11	6	11	4 @ 22'-5"	2 @ 10'-7"	110'-10"	4 @ 29'-3"	3 @ 10'-7"	148'-9"	4 @ 43'-3"	5 @ 10'-7"	225'-11"
11	8	11	4 @ 28'-9"	3 @ 10'-7"	146'-9"	4 @ 37'-6"	4 @ 10'-7"	192'-4"	4 @ 55'-5"	6 @ 10'-7"	285'-2"
11	10	11	4 @ 35'-0"	4 @ 10'-7"	182'-4"	4 @ 45'-9"	5 @ 10'-7"	235'-11"	4 @ 67'-7"	8 @ 10'-7"	355'-0"
11	11	11	4 @ 38'-2"	4 @ 10'-7"	195'-0"	4 @ 49'-10"	6 @ 10'-7"	262'-10"	4 @ 73'-8"	9 @ 10'-7"	389'-11"
12	2	12	4 @ 10'-0"	N/A	40'-0"	4 @ 13'-1"	N/A	52'-4"	4 @ 19'-5"	N/A	77'-8"
12	3	12	4 @ 13'-2"	N/A	52'-8"	4 @ 17'-3"	N/A	69'-0"	4 @ 25'-6"	3 @ 11'-7"	136'-9"
12	4	12	4 @ 16'-4"	N/A	65'-4"	4 @ 21'-4"	2 @ 11'-7"	108'-6"	4 @ 31'-7"	4 @ 11'-7"	172'-8"
12	6	12	4 @ 22'-8"	2 @ 11'-7"	113'-10"	4 @ 29'-7"	3 @ 11'-7"	153'-1"	4 @ 43'-9"	5 @ 11'-7"	232'-11"
12	8	12	4 @ 29'-0"	3 @ 11'-7"	150'-9"	4 @ 37'-10"	4 @ 11'-7"	197'-8"	4 @ 55'-11"	7 @ 11'-7"	304'-9"
12	10	12	4 @ 35'-4"	4 @ 11'-7"	187'-8"	4 @ 46'-1"	5 @ 11'-7"	242'-3"	4 @ 68'-1"	8 @ 11'-7"	365'-0"
12	12	12	4 @ 41'-8"	5 @ 11'-7"	224'-7"	4 @ 54'-4"	6 @ 11'-7"	286'-10"	4 @ 80'-3"	10 @ 11'-7"	436'-10"

TPGBC-ZS

2-17-2017

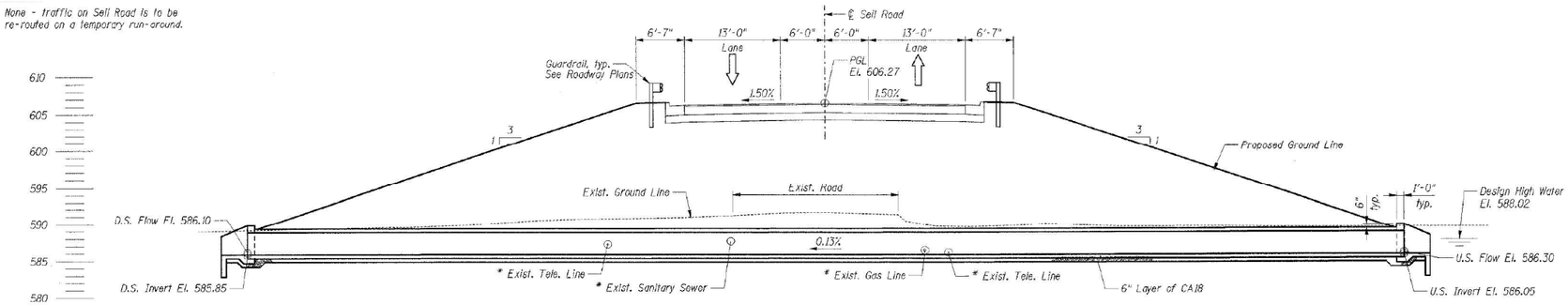
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450
Job No. 10740

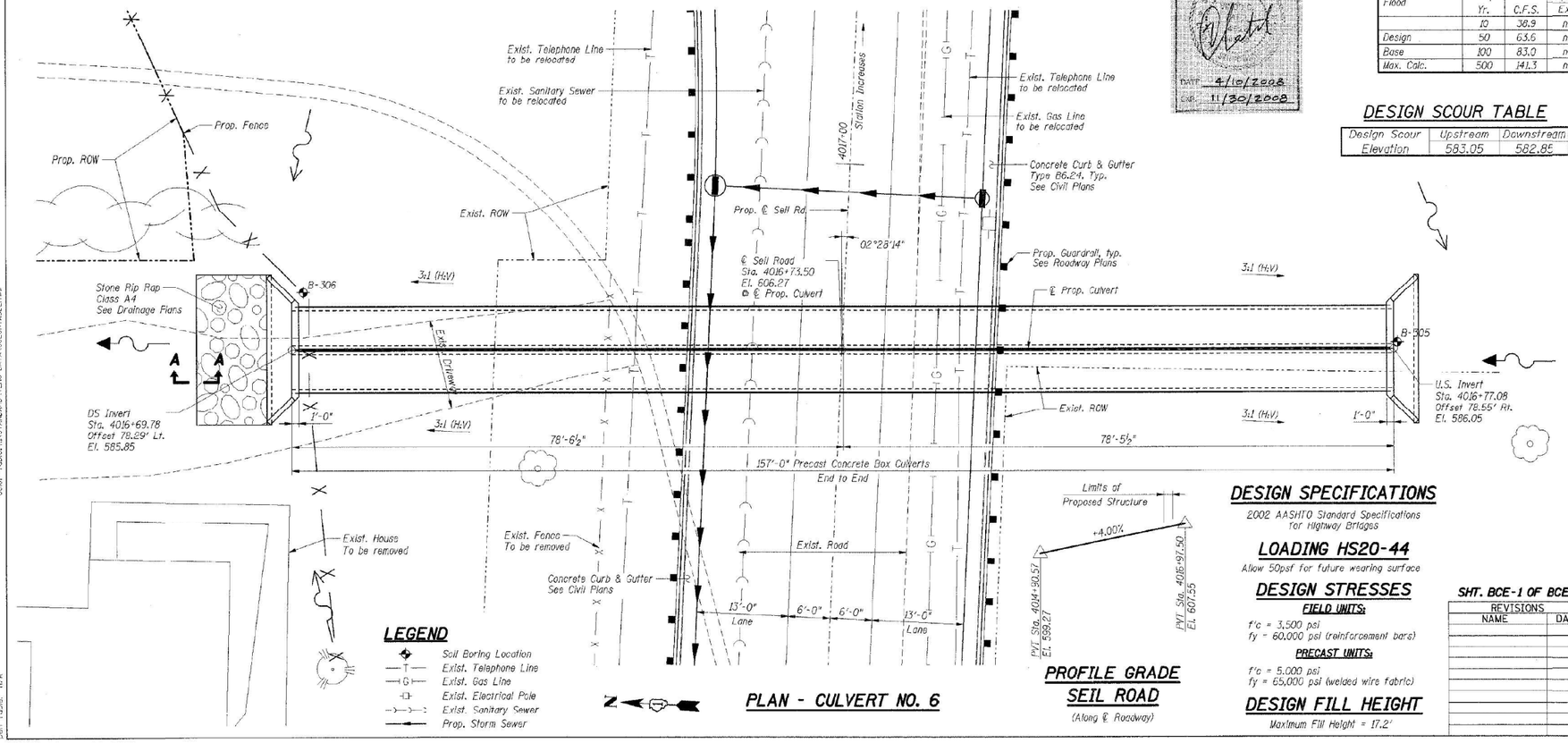
USER NAME - EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - KJN	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - KJN	REVISED -	

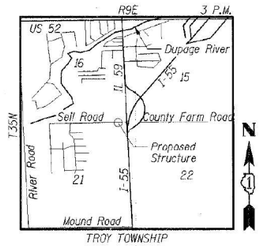
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

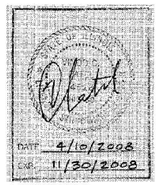
SEIL ROAD DOUBLE BOX CULVERT EXTENSION
TRAVERSABLE PIPE GRATE FOR BOX CULVERTS (2 of 2)
SHEET CA-07 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	536
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		









F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	389
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* (26, 26HB-1 & 114) R-2
CONTRACT NO. 60363

Benchmark: TBM#3: Square cut on top of box culvert headwall (near center of the headwall) at the northwest corner of the intersection of Seil Rd. and West Frontage Rd. Elev. 591.70

Existing Structure: None.

Staging: None - traffic on Seil Road is to be re-routed on a temporary run-around.

* Utilities to be relocated by others.

LONGITUDINAL SECTION

(All dimensions and slopes given at right angles to centerline U.N.O.)

LOCATION MAP

DATE 4/10/2008
EXP. 11/30/2008

WATERWAY INFORMATION

Drainage Area = 60.94 Acres						Low Grade Elev. 592.98 @ Sta. 4010+50			
Flood	Freq. Yr.	Q C.F.S.	Opening - Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	38.9	n/a	8.40	587.14	n/a	0.51	n/a	587.65
Design	50	63.6	n/a	11.10	587.41	n/a	0.61	n/a	588.02
Base	100	83.0	n/a	13.00	587.60	n/a	0.95	n/a	588.55
Max. Calc.	500	141.3	n/a	18.40	588.14	n/a	1.36	n/a	589.50

DESIGN SCOUR TABLE

Design Scour	Upstream	Downstream
Elevation	583.05	582.85

INDEX OF SHEETS

BCE-1	GENERAL PLAN AND ELEVATION
BCE-2	BOX CULVERT END SECTIONS
BCE-3	SOIL BORING LOGS

LEGEND

⊕	Soil Boring Location
—T—	Exist. Telephone Line
—G—	Exist. Gas Line
☐	Exist. Electrical Pole
—⌒—	Exist. Sanitary Sewer
◀—	Prop. Storm Sewer

PLAN - CULVERT NO. 6

PROFILE GRADE SEIL ROAD

(Along ℄ Roadway)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44

Allow 50psf for future wearing surface

DESIGN STRESSES

FIELD UNITS:

f'c = 3,500 psi
fy = 60,000 psi (reinforcement bars)

PRECAST UNITS:

f'c = 5,000 psi
fy = 65,000 psi (welded wire fabric)

DESIGN FILL HEIGHT

Maximum Fill Height = 17.2'

GENERAL NOTES:

Cast-in-Place Concrete
All exposed concrete edges shall have a ¾" chamfer unless noted otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.

Reinforcement Bars
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60 (IL Modified). See Special Provisions.

Construction
For backfilling and embankment, see Standard Specifcations.

Precast Box Culvert sections shall conform to the requirements of Article 540.06 of the Standard Specifications and the applicable requirements of AASHTO M 259.

Lifting holes shall be filled with concrete plugs and mastic after box sections are in place.

All construction joints shall be bonded.

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	186
Box Culvert End Section, Culvert No. 6	Each	2
Precast Concrete Box Culvert 5' X 3' (M259)	Ft.	314

SHT. BCE-1 OF BCE-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
SEIL ROAD DOUBLE BOX CULVERT
SECTION (26, 26HB-1 & 114) R-2
STRUCTURE NUMBER 099-C022
STATION 4016+73.50, WILL COUNTY

GENERAL PLAN & ELEVATION

DRAWN BY: MDB
DATE: 03/14/08
CHECKED BY:

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616-0000

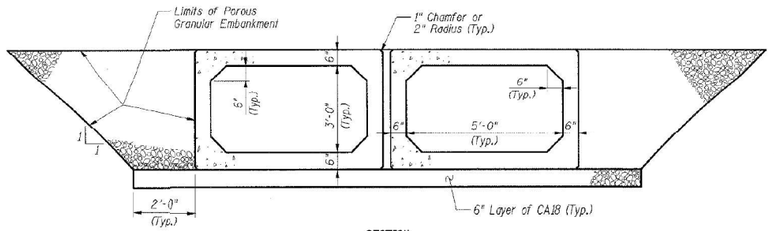
FOR INFORMATION ONLY

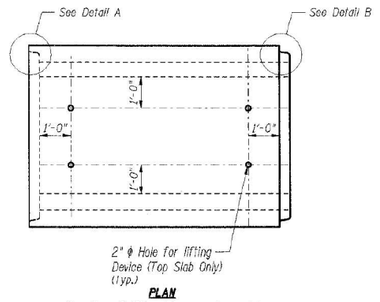
MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10700s\10740.00\Eng. Docs_Phase.II\Structures\Culvert Seil Road\Final Sheets\D162H15-CA08-existing plans-001.dgn

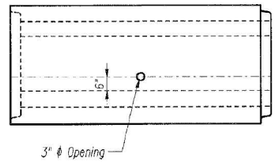
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

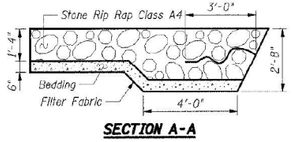
USER NAME = EOskoui	DESIGNED - EAO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SEIL ROAD DOUBLE BOX CULVERT EXTENSION EXISTING PLANS (1 OF 2)		
	CHECKED - KJN	REVISED -				
PLOT SCALE = NTS	DRAWN - AJB	REVISED -				
DATE = 02/04/2022	CHECKED - KJN	REVISED -		SHEET CA-08 OF CA-11 SHEETS		

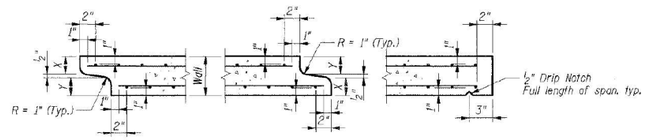
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	537
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

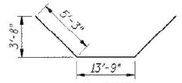


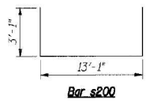


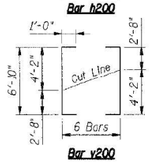


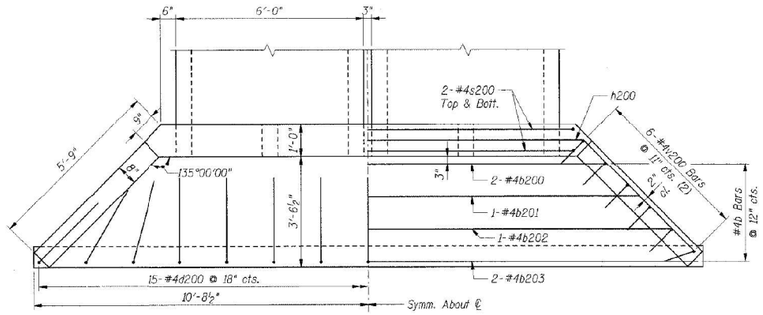


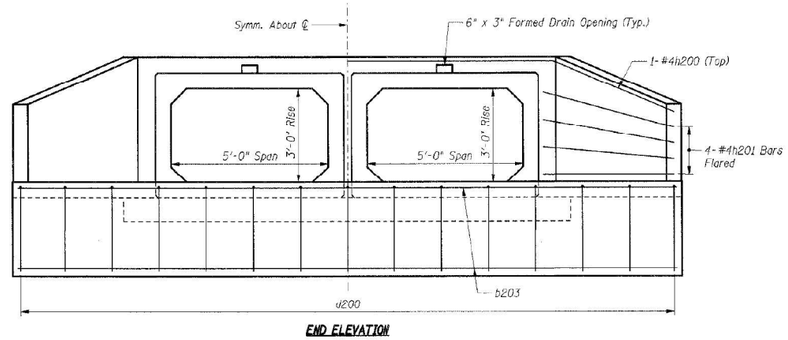


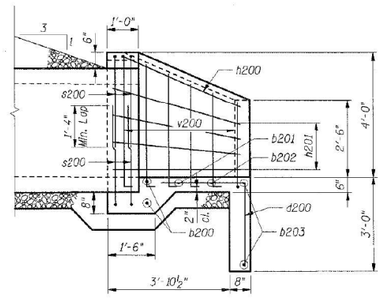












F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	390
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* (26, 26HB-1 & 114) R-2
CONTRACT NO. 60363

STANDARD BOX CULVERT SECTION

BAR LIST

Bar	No.	Size	Length	Shape
b200	4	#4	15'-3"	—
b201	2	#4	17'-4"	—
b202	2	#4	19'-5"	—
b203	4	#4	21'-1"	—
d200	30	#4	5'-4"	⌐
h200	2	#4	24'-3"	\/
h201	16	#4	5'-6"	—
s200	8	#4	19'-3"	⊔
v200	12	#4	8'-10"	⊔

Item	Unit	Total
Reinforcement Bars***	lbs	520
Concrete Structures***	Cu Yd	9.0

*** For information only, cost included with Box Culvert End Section, Culvert No. 6.

Reinforcement Notes:

(1) Bend bars in the field to fit as required.
(2) Cut bars according to Cutting Diagram and use remainder in opposite end.

Notes:

1. B.F indicates Back Face
F.F. indicates Front Face
E.F. indicates Each Face

SECTION A-A

DETAIL A
(Typ. Inlet End)

DETAIL B
(Typ. Oulet End)

DETAIL C
(Typ. Exposed End)

Note:
Inlet and outlet ends shall be compatible.

Bar d200

Bar h200

Bar s200

Bar v200

APRON END SECTION

SHT. BCE-2 OF BCE-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
SEIL ROAD DOUBLE BOX CULVERT
SECTION (26, 26HB-1 & 114) R-2
STRUCTURE NUMBER 099-C022
STATION 4016+73.50, WILL COUNTY

BOX CULVERT END SECTIONS

DRAWN BY: MDB
DATE: 03/14/08
CHECKED BY:

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616-0000

FOR INFORMATION ONLY

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - KJN	REVISED -	
PLOT SCALE = NTS	DRAWN - AJB	REVISED -	
DATE = 02/04/2022	CHECKED - KJN	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEIL ROAD DOUBLE BOX CULVERT EXTENSION
EXISTING PLANS (2 OF 2)
SHEET CA-09 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	538
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	391
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* (26, 26HB-1 & 114) R-2
CONTRACT NO. 60363

EVEREST ENGINEERING CO.

SOIL BORING LOG

Page 1 of 1
Date 9/4/07

ROUTE FAI 55 & FAP 338 (IL 59) DESCRIPTION IL 59 (I-55 TO DUPAGE RIVER) AND INTERSTATE 55 AT IL RTE 59 LOGGED BY G. Schaertl
SECTION 26HB-1BR & 114R-1 LOCATION BOX CULVERT UNDER SEIL ROAD SEC. 21 TWP. 35 N RNG. 9 E PM. 3rd
COUNTY WILL DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 099-C022
Station 4016+73.5
BORING NO. B-305
Station 4016+78
Offset 79.0 ft RT.
Northing 1,762,888.97
Easting 1,020,852.23
Ground Surface Elev. 590.2 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 569.2 ft ▼
Upon Completion 576.2 ft ▽
After Hrs. ft

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL					
	588.7		3		
Stiff to Hard, Brown SILTY CLAY trace – gravel			4	2.1	25.0
			5	B	
			3		
			4	4.3	21.0
		-5	5	B	
			3		
			5	4.5	22.0
			9	B	
			4		
			6	6.4	21.0
		-10	11	B	
Gray below 11 feet			4		
			7	2.5	22.0
			9	B	
	▽		4		
			5	3.1	19.0
		-15	8	B	
			2		
			3	1.5	14.0
			4	B	
	572.2				
Medium Dense, Gray SILTY LOAM little – gravel			8		
			10		11.0
		-20	11		
	569.7				
Extremely Dense, Brown GRAVEL some – sand	▼		18		
	568.2		50/4"		6.0
End of Boring					
		-25			
		-30			
		-35			
		-40			

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

EVEREST ENGINEERING CO.

SOIL BORING LOG

Page 1 of 1
Date 9/4/07

ROUTE FAI 55 & FAP 338 (IL 59) DESCRIPTION IL 59 (I-55 TO DUPAGE RIVER) AND INTERSTATE 55 AT IL RTE 59 LOGGED BY G. Schaertl
SECTION 26HB-1BR & 114R-1 LOCATION BOX CULVERT UNDER SEIL ROAD SEC. 16 TWP. 35 N RNG. 9 E PM. 3rd
COUNTY WILL DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 099-C022
Station 4016+73.5
BORING NO. B-306
Station 4016+78
Offset 77.0 ft LT.
Northing 1,763,044.73
Easting 1,020,843.68
Ground Surface Elev. 589.1 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 570.1 ft ▼
Upon Completion 565.1 ft ▽
After Hrs. ft

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL					
	588.5				
Very Stiff to Hard, Brown SILTY CLAY trace – roots, gravel			3		
			4	2.7	24.0
			5	B	
			3		
			5	2.9	16.0
		-5	6	B	
			6		
			8	4.7	15.0
			10	B	
			5		
			8	4.3	26.0
		-10	11	B	
			4		
			6	3.3	16.0
			8	B	
	576.1				
Medium Dense, Gray SILT trace – gravel			5		
			9		18.0
		-15	8		
	573.6				
Stiff, Gray SILTY CLAY trace – gravel			3		
			3	1.2	33.0
			4	B	
	571.1				
Medium Dense, Gray SILTY CLAY LOAM trace – gravel	▼		9		
			6		11.0
		-20	6		
	568.1				
Dense, Gray SILTY LOAM little – gravel			5		
	567.1		11		10.0
Dense, Gray GRAVEL some – sand			25		5.0
	▽				
	564.6				
End of Boring		-25			
		-30			
		-35			
		-40			

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

SHT. BCE-3 OF BCE-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
SEIL ROAD DOUBLE BOX CULVERT
SECTION (26, 26HB-1 & 114) R-2
STRUCTURE NUMBER 099-C022
STATION 4016+73.50, WILL COUNTY

SOIL BORING LOGS

DRAWN BY: MDB
DATE: 03/14/08
CHECKED BY:

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616-0000

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FOR INFORMATION ONLY

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME	= EOskoui	DESIGNED	- EAO	REVISED	-
		CHECKED	- KJN	REVISED	-
PLOT SCALE	= NTS	DRAWN	- AJB	REVISED	-
DATE	= 02/04/2022	CHECKED	- KJN	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEIL ROAD DOUBLE BOX CULVERT EXTENSION
SOIL BORING LOGS (1 OF 2)
SHEET CA-10 OF CA-11 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	539
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

Himalayan Consultants, LLC
Engineers and Hydrogeologists
8770 W. Bryn Mawr Avenue, Suite 1300
Chicago, IL 60631
Phone (773) 867-2956
Fax: (773) 867-2910

SOIL BORING LOG

Date 9/25/2018

ROUTE Interstate Route 55 DESCRIPTION Culvert Crossing at IL 59 and Seil Road LOGGED BY SSA

SECTION N/A LOCATION SE 1/4, SEC. S16 TWP. T35N, RNG. R10E 3rd PM

COUNTY WILL DRILLING METHOD 3.25" HSA: backfilled upon completion HAMMER TYPE ATV D-25 (93%)

STRUCT. NO. Culvert SN 099-0022
Station N/A

BORING NO. CB-01
Station 4016+90
Offset 70' LT
Ground Surface Elev. 592.71 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter N.E. ft
Upon Completion N.E. ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL: 5" thick, black SILTY CLAY LOAM 592.29			
FILL: Very stiff, brown and gray, SILTY CLAY, trace gravel, moist	3	2.1B	15
Sample at 3.5' to 5.0'	5 6		
--L_L(%)=40--	4	2.5B	22
--P_L(%)=20---	5		
--%Gravel=2.6-- -5	6		
--%Sand=7.2--			
--%Silt=53.2--	4	2.7B	17
--%Clay=36.9--	5 7		
584.71			
Hard, brown and gray, SILTY CLAY, trace gravel, moist	5	4.9B	18
582.71 -10	8 10		
End of Boring			
-15			
-20			

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

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

BBS, from 137 (Rev. 8-99)

Himalayan Consultants, LLC
Engineers and Hydrogeologists
8770 W. Bryn Mawr Avenue, Suite 1300
Chicago, IL 60631
Phone (773) 867-2956
Fax: (773) 867-2910

SOIL BORING LOG

Date 8/25/2018

ROUTE Interstate Route 55 DESCRIPTION Culvert Crossing at IL 59 and Seil Road LOGGED BY SSA

SECTION N/A LOCATION NE 1/4, SEC. S21 TWP. T35N, RNG. R9E 3rd PM

COUNTY WILL DRILLING METHOD 3.25" HSA: backfilled upon completion HAMMER TYPE ATV D-25 (93%)

STRUCT. NO. Culvert SN 099-0022
Station N/A

BORING NO. CB-02
Station 4016+57
Offset 103' RT
Ground Surface Elev. 590.57 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter N.E. ft
Upon Completion N.E. ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL: 8" thick, black SILTY CLAY LOAM 589.90			
Hard, brown and gray, SILTY CLAY, trace gravel, moist	5	6.2S	19
Sample at 3.5' to 5.0'	5 6		
--L_L(%)=39--	3	5.5B	21
--P_L(%)=20--	4		
--%Gravel=1.1-- -5	5		
--%Sand=7.6--			
--%Silt=52.1--	4	8.0S	20
--%Clay=39.2--	9 11		
	5	6.6B	20
580.57 -10	7 10		
End of Boring			
-15			
-20			

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

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

BBS, from 137 (Rev. 8-99)

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME - EOskoul	DESIGNED - EAO	REVISED -
	CHECKED - KJN	REVISED -
PLOT SCALE - NTS	DRAWN - AJB	REVISED -
DATE - 02/04/2022	CHECKED - KJN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEIL ROAD DOUBLE BOX CULVERT EXTENSION
SOIL BORING LOGS (2 OF 2)
SHEET CA-11 OF CA-11 SHEETS

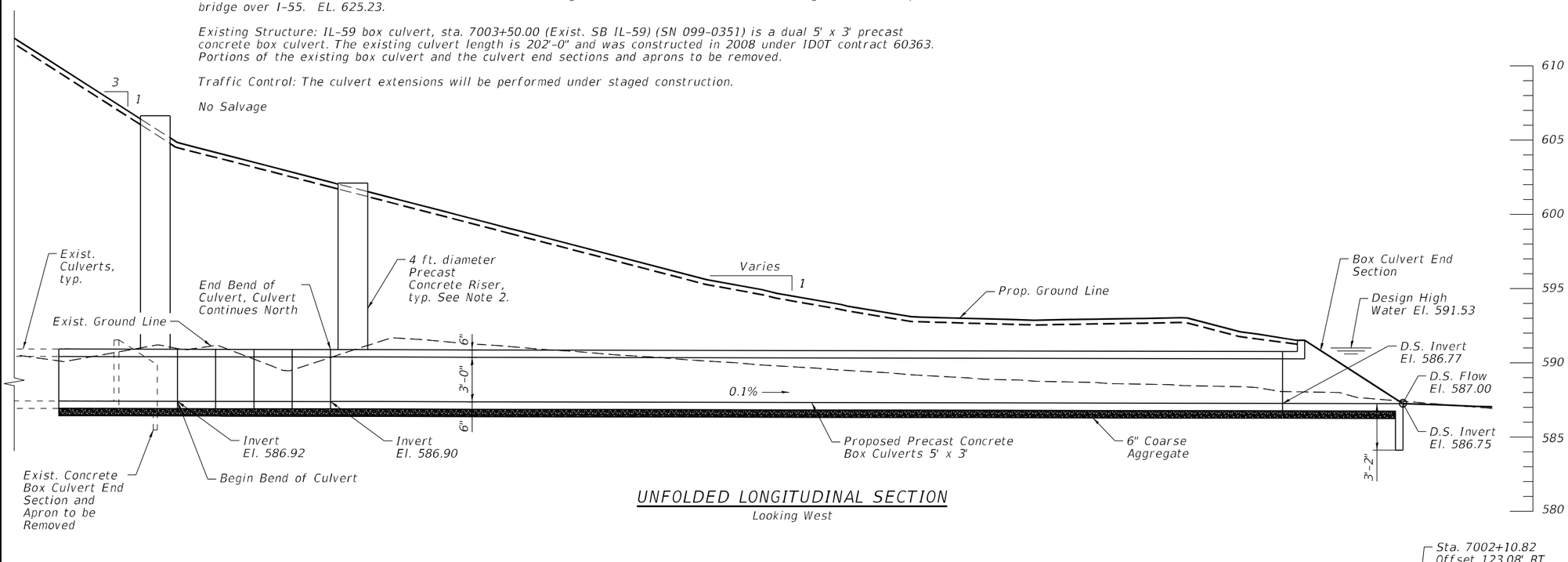
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	540
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

Benchmarks: BM-302 set 2" diameter aluminum disc in bridge wall at northwest corner of existing NB IL-59 ramp bridge over I-55. EL. 625.23.

Existing Structure: IL-59 box culvert, sta. 7003+50.00 (Exist. SB IL-59) (SN 099-0351) is a dual 5' x 3' precast concrete box culvert. The existing culvert length is 202'-0" and was constructed in 2008 under IDOT contract 60363. Portions of the existing box culvert and the culvert end sections and aprons to be removed.

Traffic Control: The culvert extensions will be performed under staged construction.

No Salvage



UNFOLDED LONGITUDINAL SECTION

Looking West

LOADING HS20-44

Allow 50 psf for future wearing surface

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition (LFD)

2017 IDOT Culvert Manual

DESIGN STRESSES

FIELD UNITS:

f'c = 3,500 psi

fy = 60,000 psi (Reinforcement)

PRECAST UNITS:

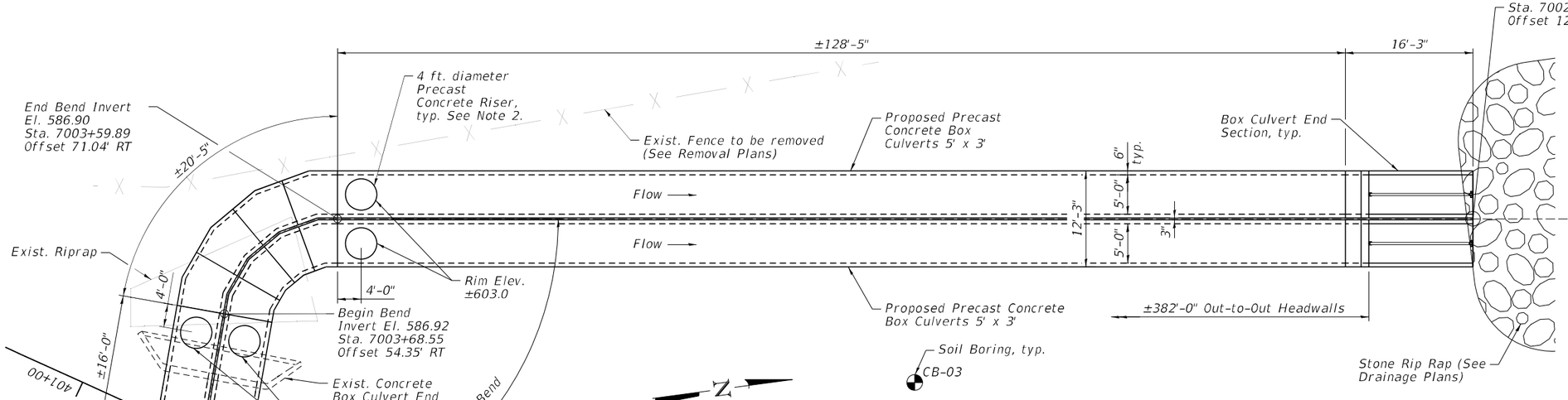
f'c = 5,000 psi

fy = 65,000 psi (Welded Wire Reinforcement)

TIMOTHY P. SCHMIDT 081-007314 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

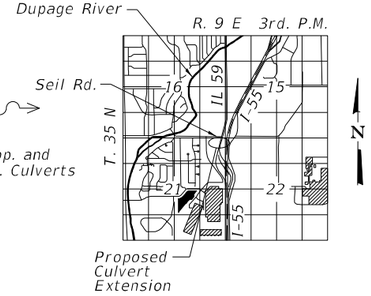
EXPIRATION DATE 11-30-2022

DATE: 02-04-2022



PLAN

(All longitudinal dimensions along ℄ Proposed and Existing Culverts)



LOCATION SKETCH

NOTE:

1. All stations and offsets are measured from the Prop. ℄ IL Rte 59 SB.
2. Provide a 4 ft. inside diameter precast concrete riser with steps per IDOT Highway Standard 602401-07 and 602701-02 at each location noted (4 locations). Do not install steps inside the precast concrete box culvert section. Provide a Type 1 frame with closed lid at each riser location. Provide an opening in the top slab of the precast concrete box culvert section at each riser location to match the inside diameter of the riser. The cost for the risers, steps, frames with closed lids, and openings in the precast concrete box culverts shall be included in the pay item Precast Concrete Box Culverts 5' x 3'.

GENERAL PLAN AND ELEVATION, 1 OF 2
IL RTE 59 DOUBLE BOX CULVERT EXTENSION
F.A.P. RTE. 338
SECTION 2018-075-R
WILL COUNTY
STATION 7003+56.43 (SB IL 59)
STRUCTURE NO. 099-0351

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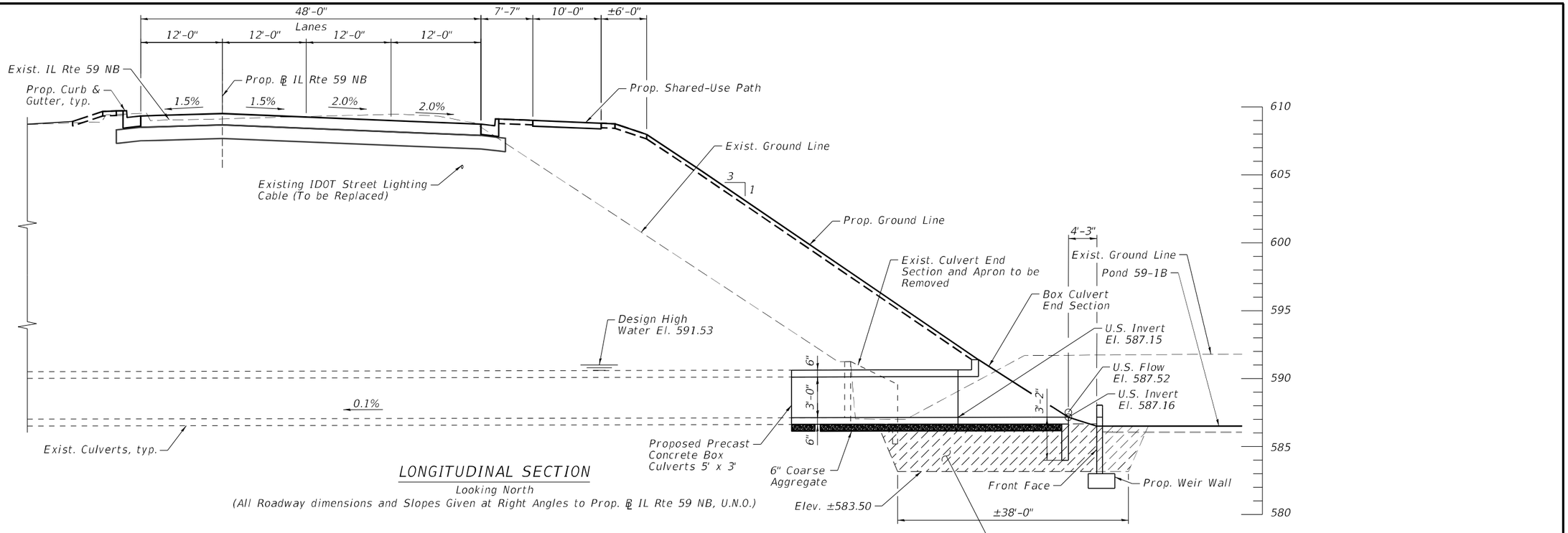
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME - EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - TPS	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - TPS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET CB-01 OF CB-13 SHEETS

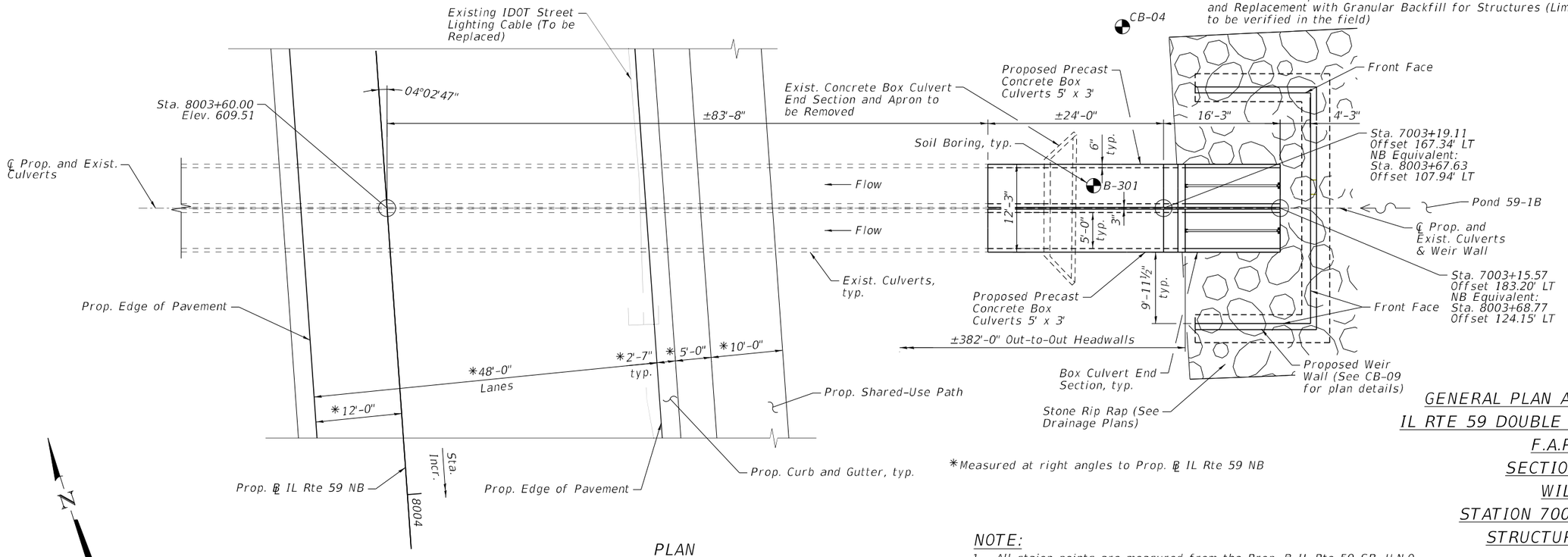
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	541
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



LONGITUDINAL SECTION

Looking North

(All Roadway dimensions and Slopes Given at Right Angles to Prop. ℄ IL Rte 59 NB, U.N.O.)



PLAN

(All longitudinal dimensions measured along ℄ Proposed and Exist. Culverts)

*Measured at right angles to Prop. ℄ IL Rte 59 NB

NOTE:

1. All staion points are measured from the Prop. ℄ IL Rte 59 SB, U.N.O.

GENERAL PLAN AND ELEVATION, 2 OF 2
IL RTE 59 DOUBLE BOX CULVERT EXTENSION
F.A.P. RTE. 338
SECTION 2018-075-R
WILL COUNTY
STATION 7003+56.43 (SB IL 59)
STRUCTURE NO. 099-0351

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME - EOskoul	DESIGNED - EAO	REVISED -	
	CHECKED - TPS	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - TPS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET CB-02 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	542
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES:

1. The design fill height for this box is 18.9 ft. The precast box culvert sections shall conform to the requirements of ASTM C 1577.
2. Drain holes shall be provided on exterior culvert walls for each precast box segment with a clear rise greater than 3 ft. The drain hole shall be located within 1/3 of the clear rise of the box culvert, shall not intercept the haunch, and shall conform to the requirements of Article 503.11 of the Standard Specification.
3. Nonwoven geotextile fabric shall conform to the requirements of Art. 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard. Precast concrete box culverts and box culvert end sections shall be backfilled with Porous Granular Embankment below the top of the box culvert extending to a vertical plane 2 ft from the exterior sides of the culvert, 2 ft from the back face of the end sections, and not closer than 2 ft from the face of embankment.
4. The 6 in. thick layer of porous granular material required for the precast concrete box culvert per Art. 540.06 of the Standard Specifications shall also apply to the end sections. Cost of the porous granular material will not be paid for separately but shall be included in the unit price of the work for which it is required.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. Membrane Waterproofing for Buried Structures shall be applied to the full length of the precast concrete box culverts and end sections for the limits shown on Sheets CB-04 and CB-05.
8. The gradation of the material provided for Granular Backfill for Structures shall meet the requirements of CA7 or CA11 per the Standard Specifications.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

	ITEM	UNIT	TOTAL
	Porous Granular Embankment	Cu. Yd.	253
	Structure Excavation	Cu. Yd.	362
	Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	168
	Concrete Structures	Cu. Yd.	22.7
	Reinforcement Bars, Epoxy Coated	Pound	2,050
	Box Culvert End Sections, Culvert No. 2	Each	4
	Precast Concrete Box Culverts 5' x 3'	Foot	378
	Traversable Pipe Grate for Concrete End Section	Foot	47
***	Granular Backfill for Structures	Cu. Yd.	168
	Geocomposite Wall Drain	Sq. Yd.	303
	Membrane Waterproofing System for Buried Structures	Sq. Yd.	303
	Box Culvert Removal	Foot	32
	Remove Concrete Box Culvert End Section	Each	2

*** (See Note 8)

WATERWAY INFORMATION

Exist. Overtopping Elev.: 607.01 @ Sta 8004+69
Ex. Drainage Area = 53.1 Ac. Sq. Miles 0.083 Prop. Overtopping Elev.: 608.78 @ Sta 8004+69
Prop. Drainage Area = 58.69 Ac. Sq. Miles 0.092

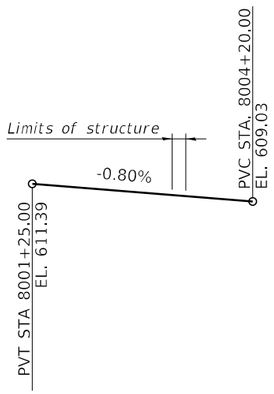
Flood	Freq. Yr.	Q C.F.S.	Opening - Sq. Ft. Exist.	Opening - Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	55.5	21.9	21.7	589.69	0.00	0.16	589.69	589.85
Design	50	110.6	28.9	28.7	590.39	0.41	1.14	590.80	591.53
Base	100	146.0	30.0	30.0	590.72	0.62	1.90	591.34	592.62
OVT(E)*		575.9							
OVT(P)**		539.1							

* Existing Overtopping Event
** Proposed Overtopping Event

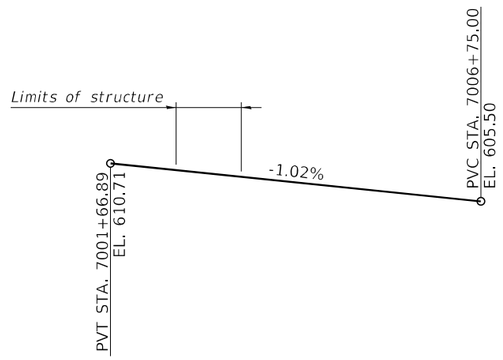
10-Year Outlet Velocity from Existing Structure = 2.50 fps
10-Year Outlet Velocity from Proposed Structure = 1.85 fps

DESIGN SCOUR TABLE

Design Scour Elevation	Upstream	Downstream
	584.00	583.58



PROFILE GRADE
Prop. ℄ IL Rte 59 NB



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USER NAME - EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - TPS	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - TPS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE 59 DOUBLE BOX CULVERT EXTENSION
GENERAL NOTES, TOTAL BILL OF MATERIAL & INDEX OF SHEETS
SHEET CB-03 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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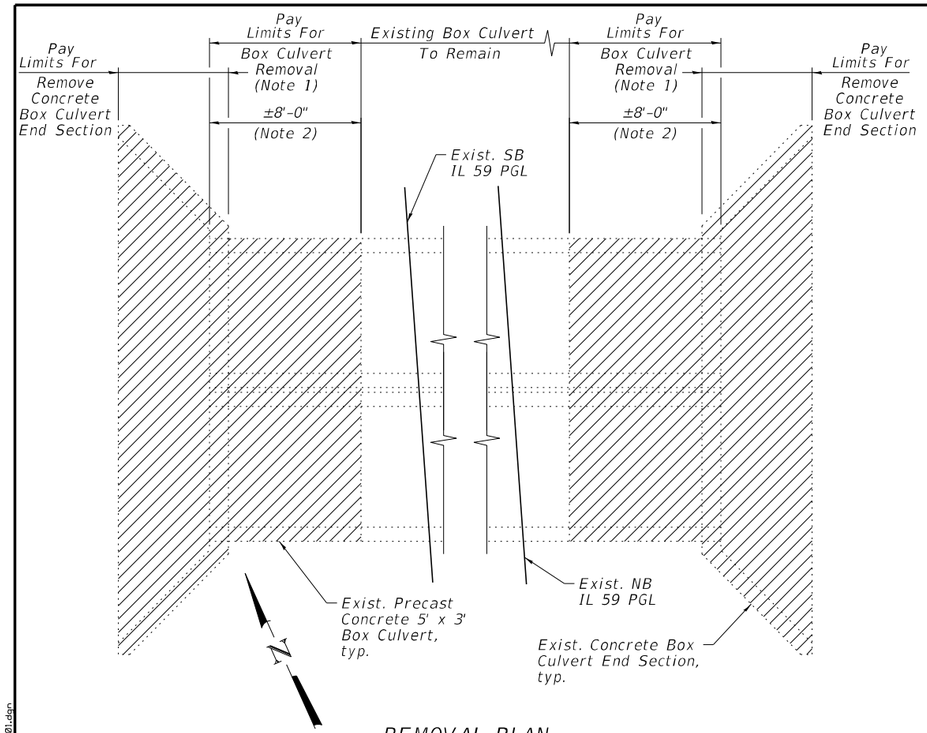
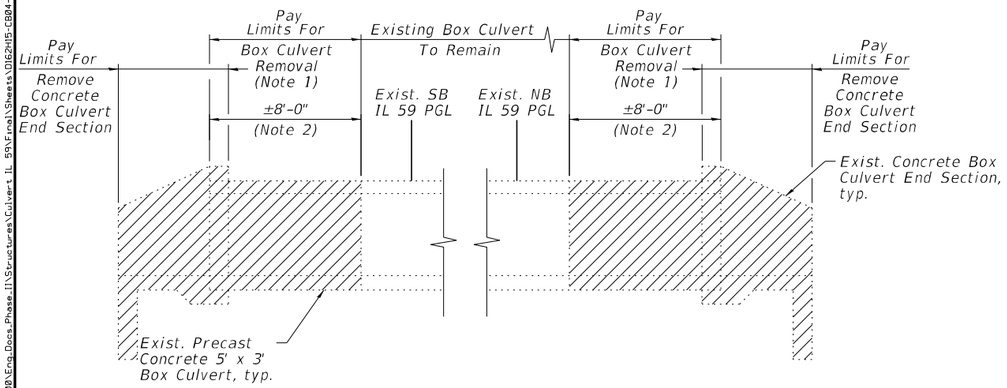
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



REMOVAL PLAN

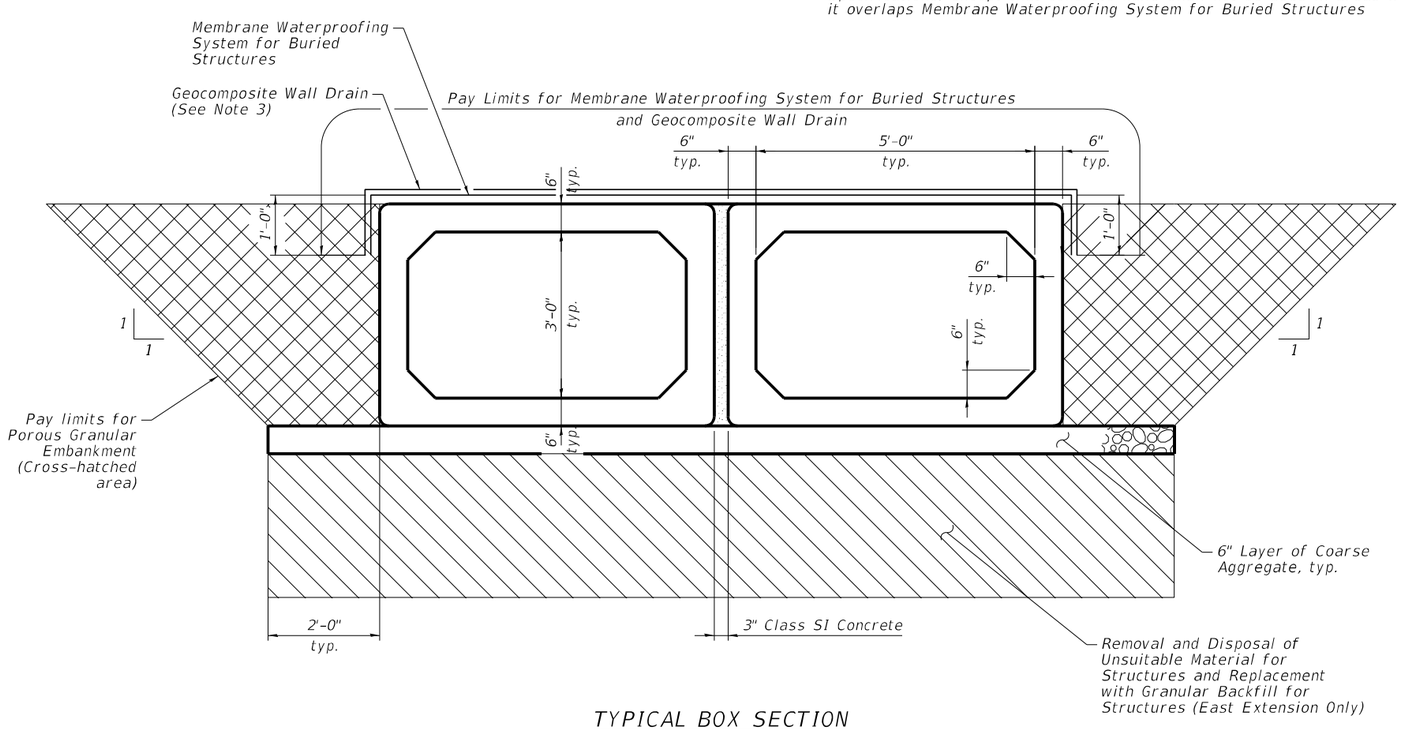


REMOVAL ELEVATION

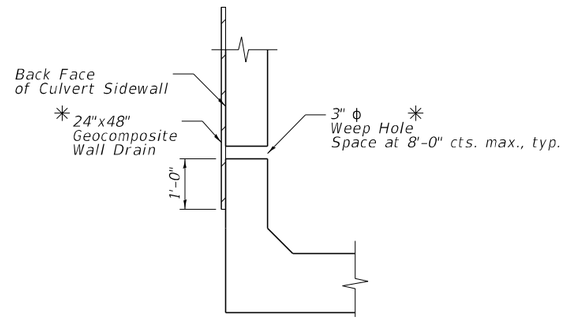
Removal (See Sheets CB-10 and CB-11 for additional information)

NOTES:

1. The removal of each culvert barrel is measured and paid for separately.
2. The Contractor shall field verify the actual length of the outermost box sections to be removed and the joint details at the existing box sections to remain prior to detailing and fabricating the new box culvert sections to be added. Cost included with "Precast Concrete Box Culverts 5' x 3'.
3. Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures



TYPICAL BOX SECTION



WEEP HOLE DRAIN DETAIL

✳ Cost included in Precast Concrete Box Culverts 5' x 3'

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PLOT SCALE - NTS	DRAWN - AJB	REVISED -
DATE - 02/04/2022	CHECKED - TPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE 59 DOUBLE BOX CULVERT EXTENSION
REMOVAL & PRECAST CONCRETE BOX DETAILS

SHEET CB-04 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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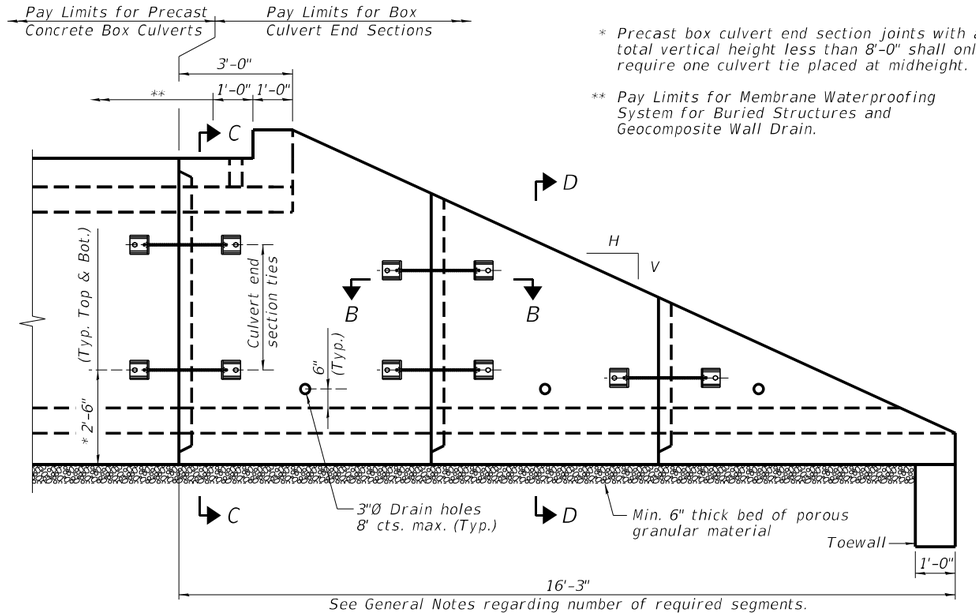
		CONTRACT NO. 62H15		
✳ FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

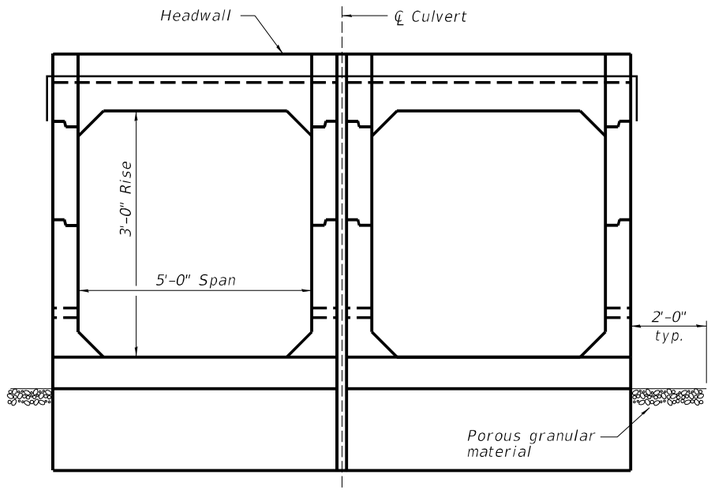


* Precast box culvert end section joints with a total vertical height less than 8'-0" shall only require one culvert tie placed at midheight.

** Pay Limits for Membrane Waterproofing System for Buried Structures and Geocomposite Wall Drain.

See General Notes regarding number of required segments.

ELEVATION



END VIEW

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. This work will be measured for payment as each, with each end of each culvert being one each. End sections will be paid for at the contract unit price per each for Box Culvert End Sections of the culvert number specified.

Typical box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements of ASTM C 1577 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

Number of segments shown in Elevation is for example only. Length and number of precast box sections required to construct Box Culvert End Sections shall be determined by the Contractor.

See roadway plans for embankment slope (V:H).

1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2¼" x 2¼" x 5/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional ½ turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

All costs associated with furnishing and installing or constructing the toewall and culvert ties will not be measured for payment but shall be included in the contract unit price for Box Culvert End Sections of the culvert number specified.

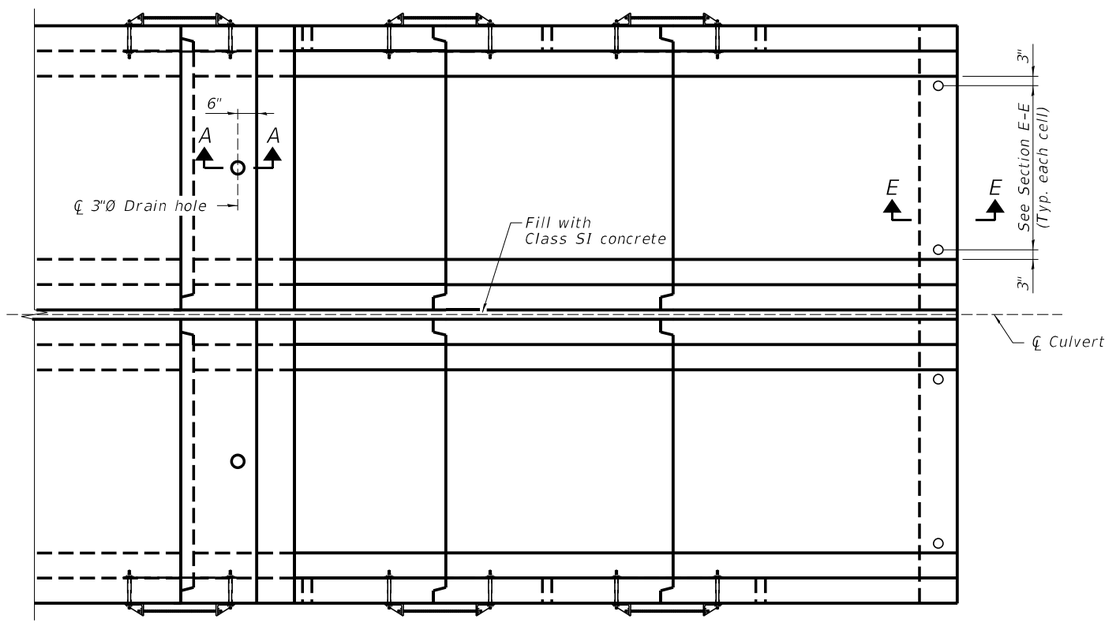
Drain holes shall conform to the requirements of Article 503.11 of the Standard Specifications unless noted otherwise.

Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd..

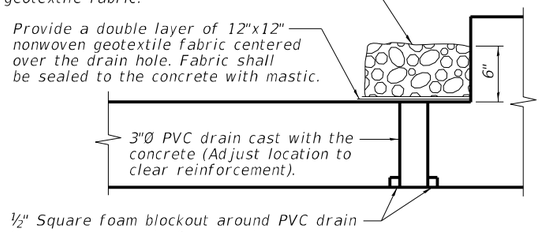
For end sections with traversable pipe grate systems, see grate detail sheet for required modifications.

The 3" nominal space between adjacent end sections shall be filled with Class SI concrete in accordance with Article 540.06 of the Standard Specifications. Cost included with Box Culvert End Sections.

Details for double cell box culvert shown. Details for other multi-cell box culverts similar.

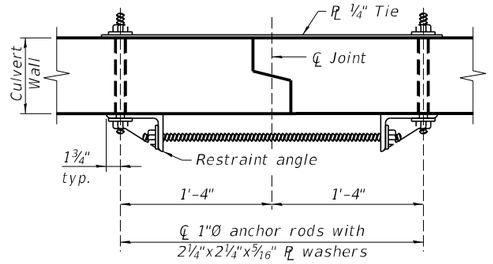


PLAN



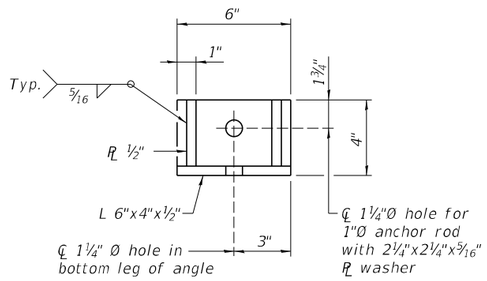
SECTION A-A

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)

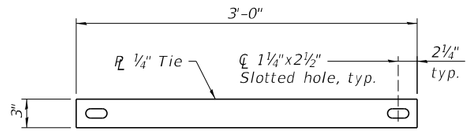


SECTION B-B

(Showing end section tie details)



RESTRAINT ANGLE DETAIL



TIE PLATE DETAIL

MCB-TES 2-17-2017

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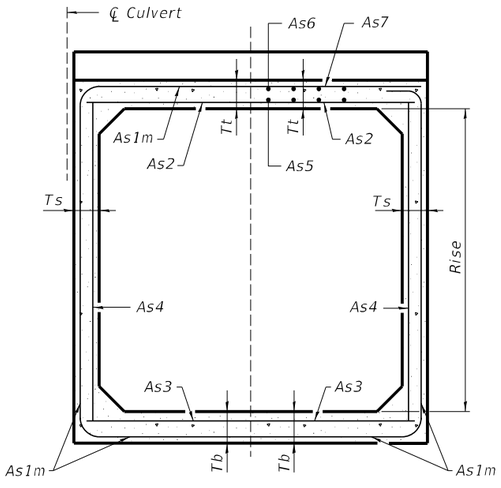
	CHECKED - TPS	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - TPS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

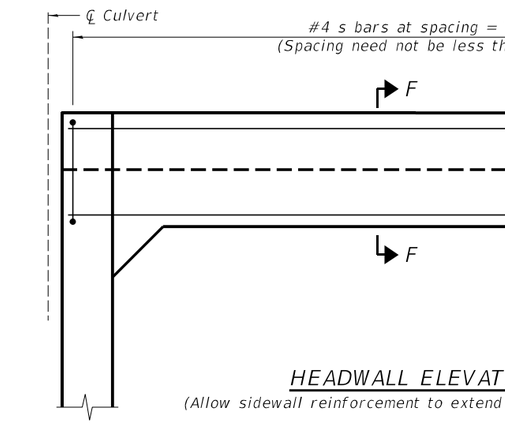
IL RTE 59 DOUBLE BOX CULVERT EXTENSION
MULTI-CELL PRECAST BOX CULVERT TAPERED END SECTIONS (1 OF 2)

SHEET CB-05 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	545
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



(Design Earth Cover ≥ 2 ft)

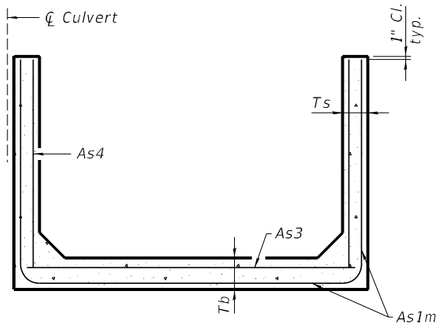


HEADWALL ELEVATION

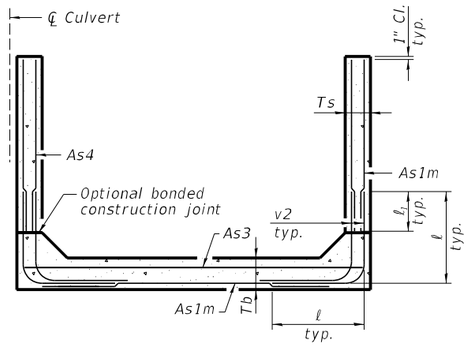
(Allow sidewall reinforcement to extend into end of headwall.)

(Design Earth Cover < 2 ft)

SECTION C-C



SECTION D-D



ALTERNATE SECTION D-D

As1m REINFORCEMENT
(in.²/ ft)

Ts (in.) \ Rise (ft)	2	3	4	5	6	7	8	9	10	11	12
4	0.19	0.17									
5	0.26	0.21	0.18								
6	0.22	0.26	0.23	0.22							
7	0.25	0.33	0.59	0.27	0.28						
8	0.40	0.35	0.43	0.39	0.36	0.34	0.40				
9	0.44	0.39	0.35	0.43	0.40	0.37	0.36	0.48			
10	0.48	0.42	0.38	0.47	0.44	0.41	0.38	0.42	0.56		
11	0.52	0.45	0.54	0.50	0.46	0.44	0.41	0.46	0.50	0.65	
12	0.55	0.49	0.58	0.54	0.50	0.48	0.45	0.46	0.46	0.61	0.75

(As1m reinforcement based upon welded wire reinforcement conforming to AASHTO M 55 or M 221).

ℓ1 DIMENSION

#3 bar = 2'-0"
#4 bar = 2'-8"
#5 bar = 3'-4"
#6 bar = 3'-11"

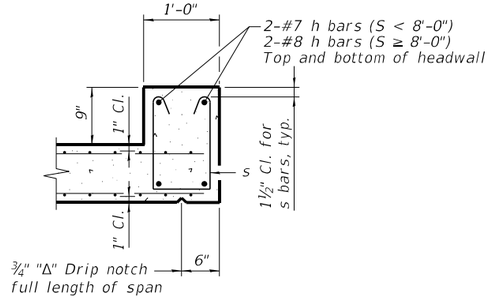
Notes:

Alternate Section D-D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D-D.

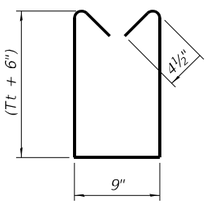
The size and spacing of the v2 bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(As1m). v2 bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.

Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.

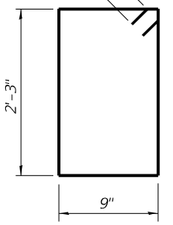
Sections C-C, D-D, and Headwall Elevation are symmetric about ℄ culvert through 180° rotation.



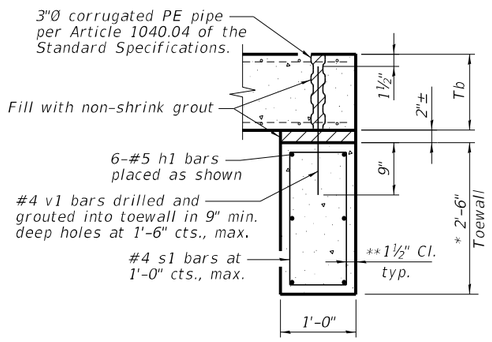
SECTION F-F



BAR s



BAR s1



SECTION E-E

TOEWALL CONSTRUCTION SEQUENCE

1. Perform excavation and construct toewall.
2. Backfill according to the applicable paragraphs of Article 502.10 of the Standard Specifications and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling the method.

** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.

MCB-TES 2-17-2017

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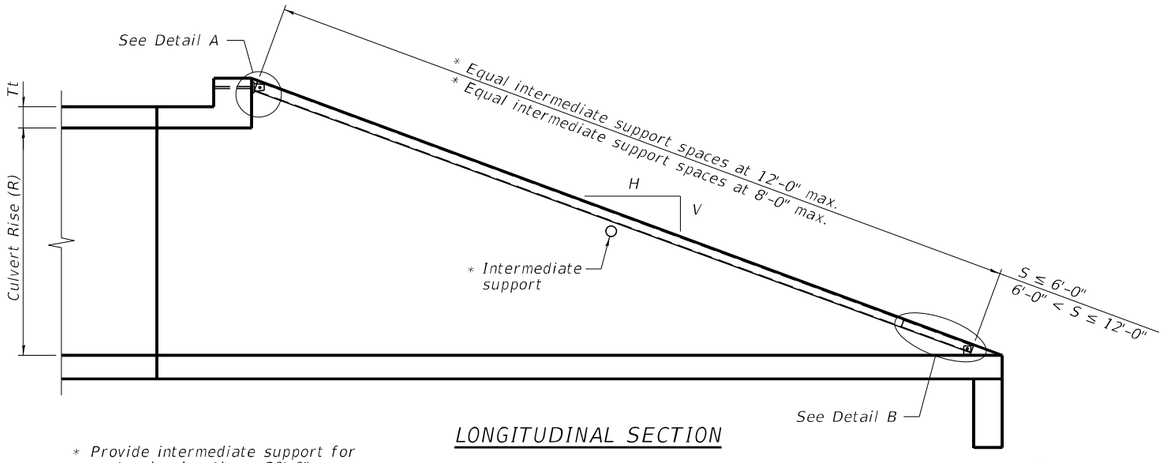
USER NAME - EOskoui | DESIGNED - EAO | REVISED -
PLOT SCALE - NTS | DRAWN - AJB | REVISED -
DATE - 02/04/2022 | CHECKED - TPS | REVISED -
CHECKED - TPS | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

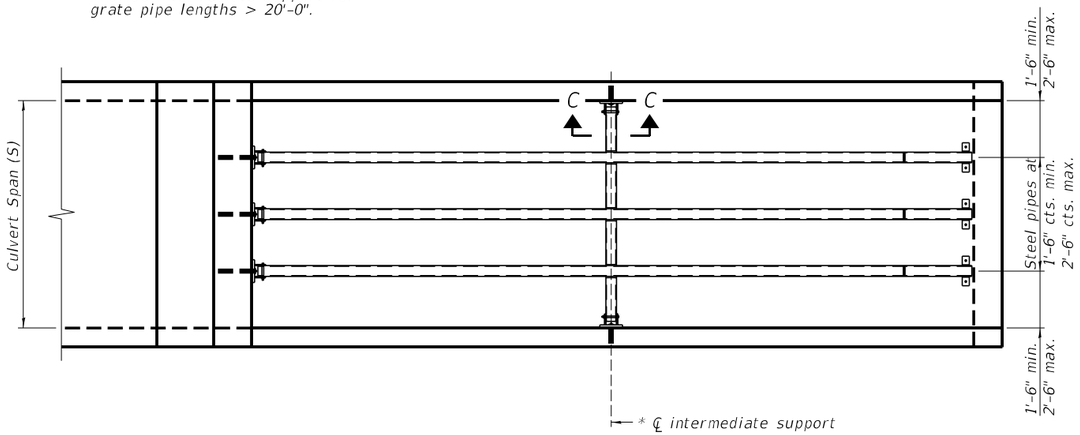
IL RTE 59 DOUBLE BOX CULVERT EXTENSION
MULTI-CELL PRECAST BOX CULVERT TAPERED END SECTIONS (2 OF 2)
SHEET CB-06 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	546
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

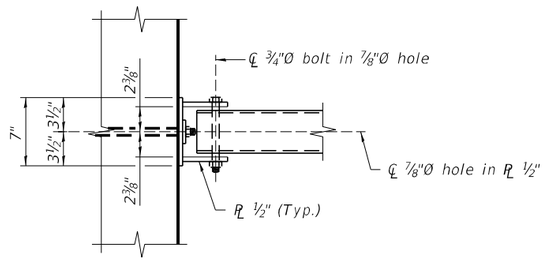


LONGITUDINAL SECTION

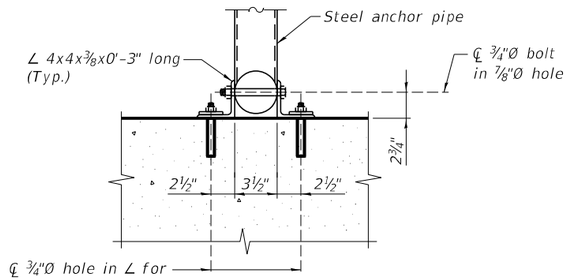
* Provide intermediate support for grate pipe lengths > 20'-0".



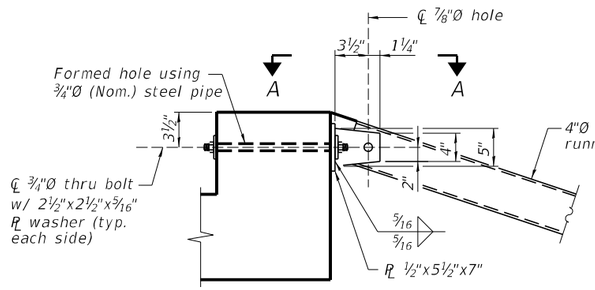
PLAN VIEW



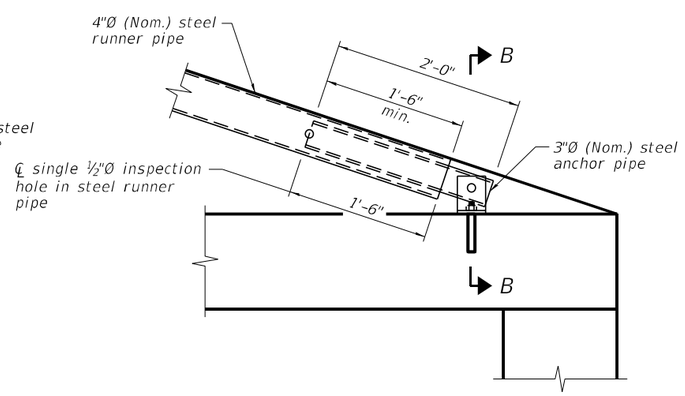
VIEW A-A



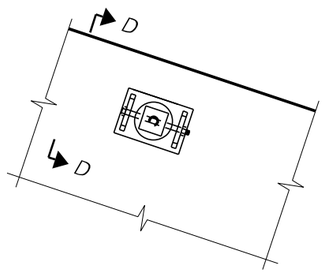
SECTION B-B



DETAIL A

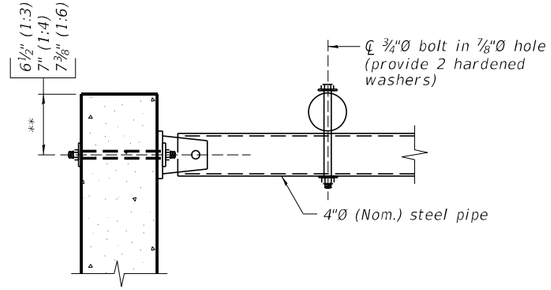


DETAIL B



VIEW C-C

(See Detail A for dimensions and details not shown.)



SECTION D-D

** Measured perpendicular to top of culvert wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert end section.

GENERAL NOTES

The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1½" unless noted otherwise.

This standard shall only be used on concrete end sections not skewed more than ±15 degrees with roadway.

The Contractor may install the thru bolts using drilling and grouting in lieu of providing a formed hole using steel pipe. Installation shall be in accordance with Article 509.06 using a method that results in the annulus surrounding the bolt being completely filled with adhesive. The method of drilling shall not result in spalled concrete at the exit face. Epoxy grouted thru bolts shall be snug tightened followed by an additional ⅓ turn on the interior nut at final installation. Cost included with Traversable Pipe Grate.

TPGBC-ZS

2-17-2017

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\107208\107408.00\Eng Docs Phase II\Structures\Culvert - IL 59\Final\Sheets\D162H15-CB07-culvert end grate-001.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450
Job No. 10740

USER NAME - EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - TPS	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - TPS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE 59 DOUBLE BOX CULVERT EXTENSION
TRAVERSABLE PIPE GRATE FOR BOX CULVERTS (1 OF 2)

SHEET CB-07 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	547
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

PIPE-GRATE SCHEDULE FOR BOX CULVERT END SECTIONS

Precast Box Culvert Dimensions			Slope of End Section								
			1:3			1:4			1:6		
S (ft)	R (ft)	Tt (in)	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe
4	2	7.5	1 @ 8'-10"	N/A	8'-10"	1 @ 11'-7"	N/A	11'-7"	1 @ 17'-2"	N/A	17'-2"
4	2	5	1 @ 8'-2"	N/A	8'-2"	1 @ 10'-8"	N/A	10'-8"	1 @ 15'-11"	N/A	15'-11"
4	3	7.5	1 @ 12'-0"	N/A	12'-0"	1 @ 15'-8"	N/A	15'-8"	1 @ 23'-3"	1 @ 3'-7"	26'-10"
4	3	5	1 @ 11'-4"	N/A	11'-4"	1 @ 14'-10"	N/A	14'-10"	1 @ 22'-0"	1 @ 3'-7"	25'-7"
4	4	7.5	1 @ 15'-2"	N/A	15'-2"	1 @ 19'-10"	1 @ 3'-7"	23'-5"	1 @ 29'-4"	2 @ 3'-7"	36'-6"
4	4	5	1 @ 14'-6"	N/A	14'-6"	1 @ 18'-11"	N/A	18'-11"	1 @ 28'-1"	2 @ 3'-7"	35'-3"
5	2	8	1 @ 8'-11"	N/A	8'-11"	1 @ 11'-9"	N/A	11'-9"	1 @ 17'-5"	N/A	17'-5"
5	2	6	1 @ 8'-5"	N/A	8'-5"	1 @ 11'-1"	N/A	11'-1"	1 @ 16'-5"	N/A	16'-5"
5	3	8	1 @ 12'-1"	N/A	12'-1"	1 @ 15'-10"	N/A	15'-10"	1 @ 23'-6"	1 @ 4'-7"	28'-1"
5	3	6	1 @ 11'-7"	N/A	11'-7"	1 @ 15'-2"	N/A	15'-2"	1 @ 22'-6"	1 @ 4'-7"	27'-1"
5	4	8	1 @ 15'-3"	N/A	15'-3"	1 @ 20'-0"	1 @ 4'-7"	24'-7"	1 @ 29'-7"	2 @ 4'-7"	38'-9"
5	4	6	1 @ 14'-9"	N/A	14'-9"	1 @ 19'-3"	N/A	19'-3"	1 @ 28'-7"	2 @ 4'-7"	37'-9"
5	5	8	1 @ 18'-5"	N/A	18'-5"	1 @ 24'-1"	2 @ 4'-7"	33'-3"	1 @ 35'-8"	3 @ 4'-7"	49'-5"
5	5	6	1 @ 17'-11"	N/A	17'-11"	1 @ 23'-5"	1 @ 4'-7"	28'-0"	1 @ 34'-8"	2 @ 4'-7"	43'-10"
6	2	8	2 @ 8'-11"	N/A	17'-10"	2 @ 11'-9"	N/A	23'-6"	2 @ 17'-5"	N/A	34'-10"
6	2	7	2 @ 8'-8"	N/A	17'-4"	2 @ 11'-5"	N/A	22'-10"	2 @ 16'-11"	N/A	33'-10"
6	3	8	2 @ 12'-1"	N/A	24'-2"	2 @ 15'-10"	N/A	31'-8"	2 @ 23'-6"	1 @ 5'-7"	52'-7"
6	3	7	2 @ 11'-10"	N/A	23'-8"	2 @ 15'-6"	N/A	31'-0"	2 @ 23'-0"	1 @ 5'-7"	51'-7"
6	4	8	2 @ 15'-3"	N/A	30'-6"	2 @ 20'-0"	1 @ 5'-7"	45'-7"	2 @ 29'-7"	2 @ 5'-7"	70'-4"
6	4	7	2 @ 15'-0"	N/A	30'-0"	2 @ 19'-8"	1 @ 5'-7"	44'-11"	2 @ 29'-1"	2 @ 5'-7"	69'-4"
6	5	8	2 @ 18'-5"	N/A	36'-10"	2 @ 24'-1"	2 @ 5'-7"	59'-4"	2 @ 35'-8"	3 @ 5'-7"	88'-1"
6	5	7	2 @ 18'-2"	N/A	36'-4"	2 @ 23'-9"	2 @ 5'-7"	58'-8"	2 @ 35'-2"	2 @ 5'-7"	81'-6"
6	6	8	2 @ 21'-7"	1 @ 5'-7"	48'-9"	2 @ 28'-3"	2 @ 5'-7"	67'-8"	2 @ 41'-9"	3 @ 5'-7"	100'-3"
6	6	7	2 @ 21'-4"	1 @ 5'-7"	48'-3"	2 @ 27'-11"	2 @ 5'-7"	67'-0"	2 @ 41'-3"	3 @ 5'-7"	99'-3"
7	2	8	2 @ 8'-11"	N/A	17'-10"	2 @ 11'-9"	N/A	23'-6"	2 @ 17'-5"	N/A	34'-10"
7	3	8	2 @ 12'-1"	N/A	24'-2"	2 @ 15'-10"	N/A	31'-8"	2 @ 23'-6"	2 @ 6'-7"	60'-2"
7	4	8	2 @ 15'-3"	N/A	30'-6"	2 @ 20'-0"	2 @ 6'-7"	53'-2"	2 @ 29'-7"	3 @ 6'-7"	78'-11"
7	5	8	2 @ 18'-5"	N/A	36'-10"	2 @ 24'-1"	3 @ 6'-7"	67'-11"	2 @ 35'-8"	4 @ 6'-7"	97'-8"
7	6	8	2 @ 21'-7"	2 @ 6'-7"	56'-4"	2 @ 28'-3"	3 @ 6'-7"	76'-3"	2 @ 41'-9"	5 @ 6'-7"	116'-5"
7	7	8	2 @ 24'-9"	3 @ 6'-7"	69'-3"	2 @ 32'-4"	4 @ 6'-7"	91'-0"	2 @ 47'-10"	6 @ 6'-7"	135'-2"
8	2	8	3 @ 8'-11"	N/A	26'-9"	3 @ 11'-9"	N/A	35'-3"	3 @ 17'-5"	N/A	52'-3"
8	3	8	3 @ 12'-1"	N/A	36'-3"	3 @ 15'-10"	N/A	47'-6"	3 @ 23'-6"	2 @ 7'-7"	85'-8"
8	4	8	3 @ 15'-3"	N/A	45'-9"	3 @ 20'-0"	2 @ 7'-7"	75'-2"	3 @ 29'-7"	3 @ 7'-7"	111'-6"
8	5	8	3 @ 18'-5"	N/A	55'-3"	3 @ 24'-1"	3 @ 7'-7"	95'-0"	3 @ 35'-8"	4 @ 7'-7"	137'-4"
8	6	8	3 @ 21'-7"	2 @ 7'-7"	79'-11"	3 @ 28'-3"	3 @ 7'-7"	107'-6"	3 @ 41'-9"	5 @ 7'-7"	163'-2"
8	7	8	3 @ 24'-9"	3 @ 7'-7"	97'-0"	3 @ 32'-4"	4 @ 7'-7"	127'-4"	3 @ 47'-10"	6 @ 7'-7"	189'-0"
8	8	8	3 @ 27'-11"	3 @ 7'-7"	106'-6"	3 @ 36'-6"	4 @ 7'-7"	139'-10"	3 @ 53'-11"	6 @ 7'-7"	207'-3"
9	2	9	3 @ 9'-3"	N/A	27'-9"	3 @ 12'-1"	N/A	36'-3"	3 @ 17'-11"	N/A	53'-9"
9	3	9	3 @ 12'-4"	N/A	37'-0"	3 @ 16'-2"	N/A	48'-6"	3 @ 24'-0"	3 @ 8'-7"	97'-9"
9	4	9	3 @ 15'-6"	N/A	46'-6"	3 @ 20'-4"	2 @ 8'-7"	78'-2"	3 @ 30'-1"	3 @ 8'-7"	116'-0"
9	5	9	3 @ 18'-8"	N/A	56'-0"	3 @ 24'-5"	3 @ 8'-7"	99'-0"	3 @ 36'-2"	4 @ 8'-7"	142'-10"
9	6	9	3 @ 21'-10"	2 @ 8'-7"	82'-8"	3 @ 28'-7"	3 @ 8'-7"	111'-6"	3 @ 42'-3"	5 @ 8'-7"	169'-8"
9	7	9	3 @ 25'-0"	3 @ 8'-7"	100'-9"	3 @ 32'-8"	4 @ 8'-7"	132'-4"	3 @ 48'-4"	6 @ 8'-7"	196'-6"
9	8	9	3 @ 28'-2"	3 @ 8'-7"	110'-3"	3 @ 36'-10"	4 @ 8'-7"	144'-10"	3 @ 54'-5"	6 @ 8'-7"	214'-9"
9	9	9	3 @ 31'-4"	3 @ 8'-7"	119'-9"	3 @ 40'-11"	5 @ 8'-7"	165'-8"	3 @ 60'-6"	7 @ 8'-7"	241'-7"
10	2	10	3 @ 9'-6"	N/A	28'-6"	3 @ 12'-5"	N/A	37'-3"	3 @ 18'-5"	N/A	55'-3"
10	3	10	3 @ 12'-8"	N/A	38'-0"	3 @ 16'-6"	N/A	49'-6"	3 @ 24'-6"	3 @ 9'-7"	102'-3"
10	4	10	3 @ 15'-10"	N/A	47'-6"	3 @ 20'-8"	2 @ 9'-7"	81'-2"	3 @ 30'-7"	3 @ 9'-7"	120'-6"
10	5	10	3 @ 19'-0"	N/A	57'-0"	3 @ 24'-9"	3 @ 9'-7"	103'-0"	3 @ 36'-8"	4 @ 9'-7"	148'-4"
10	6	10	3 @ 22'-1"	2 @ 9'-7"	85'-5"	3 @ 28'-11"	3 @ 9'-7"	115'-6"	3 @ 42'-9"	5 @ 9'-7"	176'-2"
10	7	10	3 @ 25'-3"	3 @ 9'-7"	104'-6"	3 @ 33'-0"	4 @ 9'-7"	137'-4"	3 @ 48'-10"	6 @ 9'-7"	204'-0"
10	8	10	3 @ 28'-5"	3 @ 9'-7"	114'-0"	3 @ 37'-2"	4 @ 9'-7"	149'-10"	3 @ 54'-11"	6 @ 9'-7"	222'-3"
10	9	10	3 @ 31'-7"	4 @ 9'-7"	133'-1"	3 @ 41'-3"	5 @ 9'-7"	171'-8"	3 @ 61'-0"	7 @ 9'-7"	250'-1"
10	10	10	3 @ 34'-9"	4 @ 9'-7"	142'-7"	3 @ 45'-5"	5 @ 9'-7"	184'-2"	3 @ 67'-1"	8 @ 9'-7"	277'-11"
11	2	11	4 @ 9'-9"	N/A	39'-0"	4 @ 12'-9"	N/A	51'-0"	4 @ 18'-11"	N/A	75'-8"
11	3	11	4 @ 12'-11"	N/A	51'-8"	4 @ 16'-11"	N/A	67'-8"	4 @ 25'-0"	3 @ 10'-7"	131'-9"
11	4	11	4 @ 16'-1"	N/A	64'-4"	4 @ 21'-0"	2 @ 10'-7"	105'-2"	4 @ 31'-1"	3 @ 10'-7"	156'-1"
11	6	11	4 @ 22'-5"	2 @ 10'-7"	110'-10"	4 @ 29'-3"	3 @ 10'-7"	148'-9"	4 @ 43'-3"	5 @ 10'-7"	225'-11"
11	8	11	4 @ 28'-9"	3 @ 10'-7"	146'-9"	4 @ 37'-6"	4 @ 10'-7"	192'-4"	4 @ 55'-5"	6 @ 10'-7"	285'-2"
11	10	11	4 @ 35'-0"	4 @ 10'-7"	182'-4"	4 @ 45'-9"	5 @ 10'-7"	235'-11"	4 @ 67'-7"	8 @ 10'-7"	355'-0"
11	11	11	4 @ 38'-2"	4 @ 10'-7"	195'-0"	4 @ 49'-10"	6 @ 10'-7"	262'-10"	4 @ 73'-8"	9 @ 10'-7"	389'-11"
12	2	12	4 @ 10'-0"	N/A	40'-0"	4 @ 13'-1"	N/A	52'-4"	4 @ 19'-5"	N/A	77'-8"
12	3	12	4 @ 13'-2"	N/A	52'-8"	4 @ 17'-3"	N/A	69'-0"	4 @ 25'-6"	3 @ 11'-7"	136'-9"
12	4	12	4 @ 16'-4"	N/A	65'-4"	4 @ 21'-4"	2 @ 11'-7"	108'-6"	4 @ 31'-7"	4 @ 11'-7"	172'-8"
12	6	12	4 @ 22'-8"	2 @ 11'-7"	113'-10"	4 @ 29'-7"	3 @ 11'-7"	153'-1"	4 @ 43'-9"	5 @ 11'-7"	232'-11"
12	8	12	4 @ 29'-0"	3 @ 11'-7"	150'-9"	4 @ 37'-10"	4 @ 11'-7"	197'-8"	4 @ 55'-11"	7 @ 11'-7"	304'-9"
12	10	12	4 @ 35'-4"	4 @ 11'-7"	187'-8"	4 @ 46'-1"	5 @ 11'-7"	242'-3"	4 @ 68'-1"	8 @ 11'-7"	365'-0"
12	12	12	4 @ 41'-8"	5 @ 11'-7"	224'-7"	4 @ 54'-4"	6 @ 11'-7"	286'-10"	4 @ 80'-3"	10 @ 11'-7"	436'-10"

TPGBC-ZS

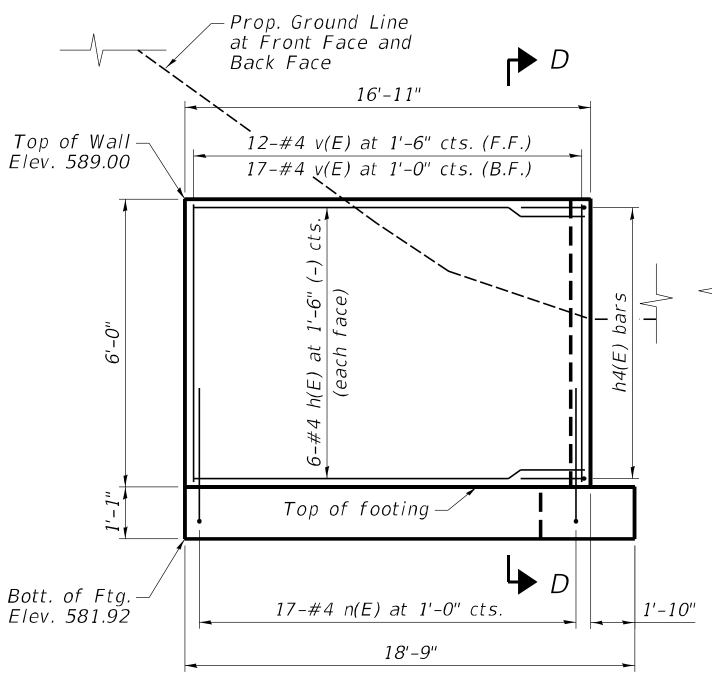
2-17-2017

(Sheet 2 of 2)

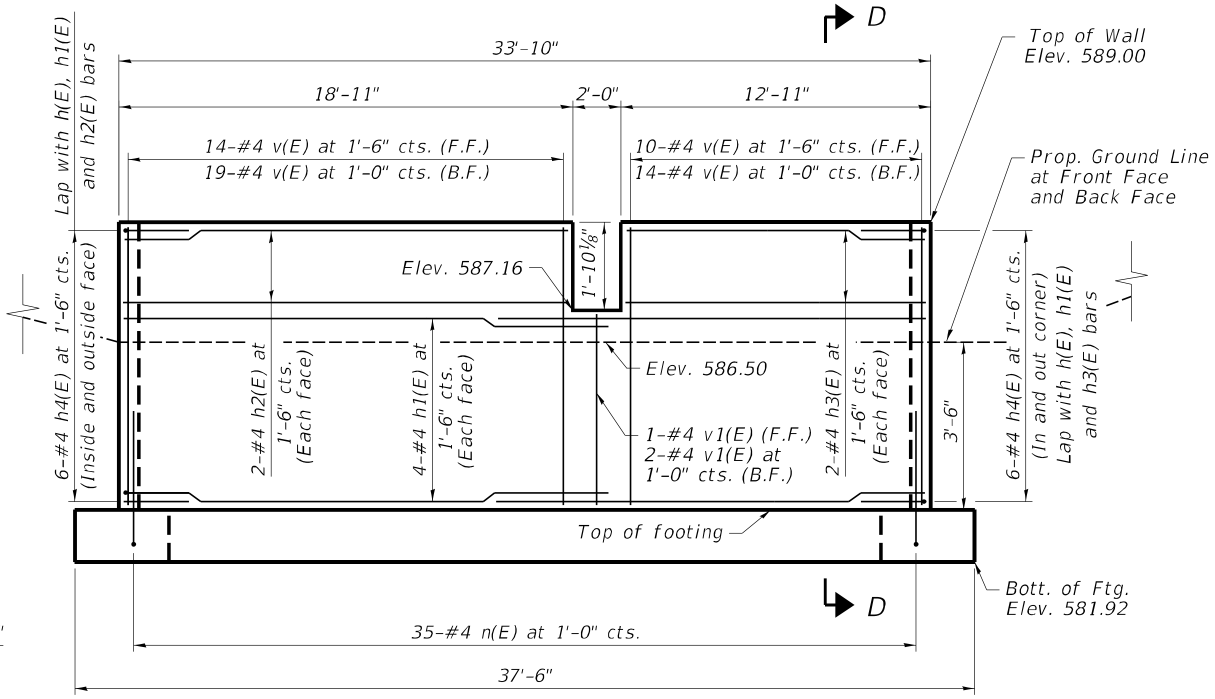
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME - EOskoui	DESIGNED - EAO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RTE 59 DOUBLE BOX CULVERT EXTENSION TRAVERSABLE PIPE GRATE FOR BOX CULVERTS (2 of 2)	
	CHECKED - TPS	REVISED -			
PLOT SCALE - NTS	DRAWN - AJB	REVISED -			
DATE - 02/04/2022	CHECKED - TPS	REVISED -		SHEET CB-08 OF CB-13 SHEETS	

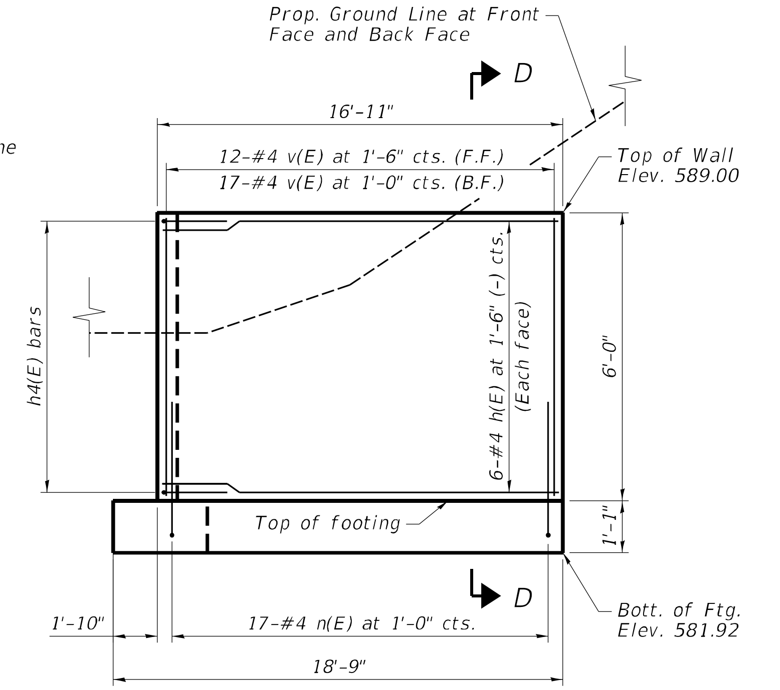
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	548
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



Weir Wall Elevation
(View B-B)


33'-10"
18'-11"
2'-0"
12'-11"
14-#4 v(E) at 1'-6" cts. (F.F.)
19-#4 v(E) at 1'-0" cts. (B.F.)
10-#4 v(E) at 1'-6" cts. (F.F.)
14-#4 v(E) at 1'-0" cts. (B.F.)
Top of Wall
Elev. 589.00
Prop. Ground Line
at Front Face
and Back Face
Lap with h(E), h1(E)
and h2(E) bars
Elev. 587.16
1'-10⅛"
Elev. 586.50
1-#4 v1(E) (F.F.)
2-#4 v1(E) at
1'-0" cts. (B.F.)
6-#4 h4(E) at 1'-6" cts.
(Inside and outside face)
2-#4 h2(E) at
1'-6" cts.
(Each face)
4-#4 h1(E) at
1'-6" cts.
(Each face)
2-#4 h3(E) at
1'-6" cts.
(Each face)
3'-6"
6-#4 h4(E) at 1'-6" cts.
(In and out corner)
Lap with h(E), h1(E)
and h3(E) bars
Top of footing
Bott. of Ftg.
Elev. 581.92
35-#4 n(E) at 1'-0" cts.
37'-6"
D

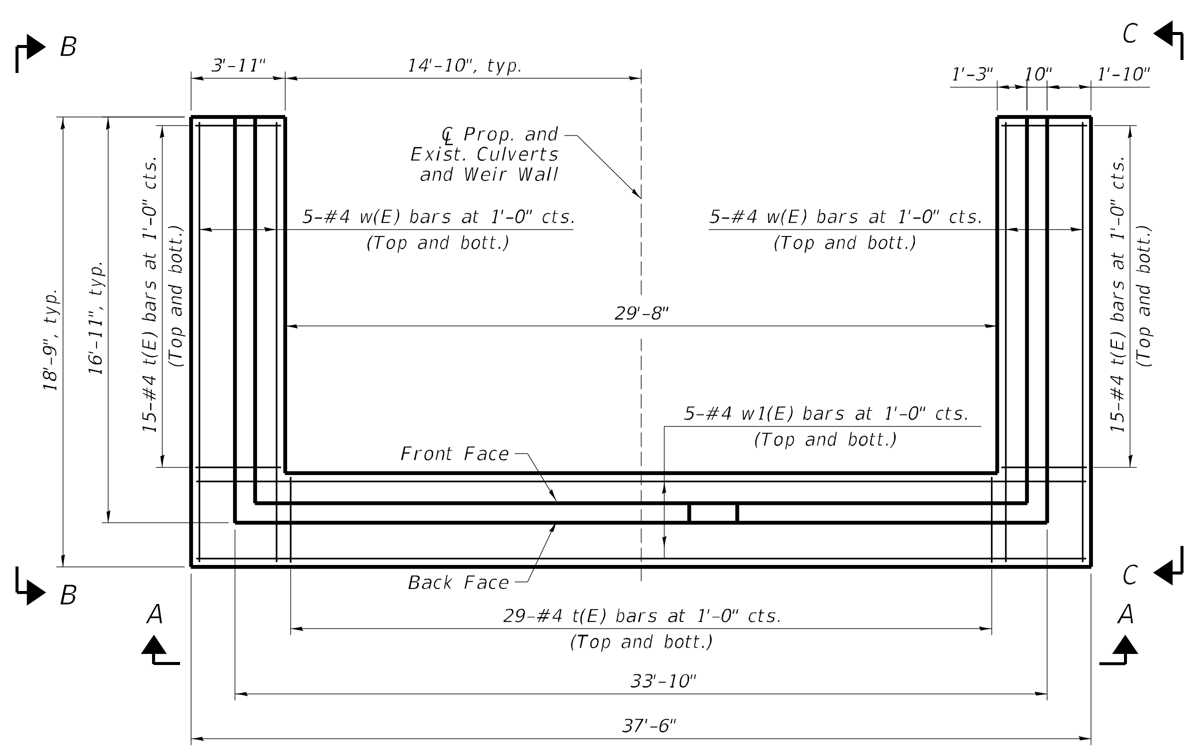
Weir Wall Elevation
(View A-A)



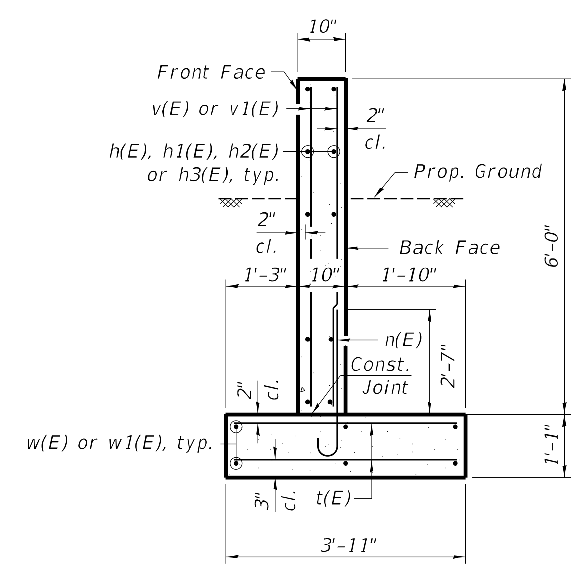
Weir Wall Elevation
(View C-C)

BILL OF MATERIAL

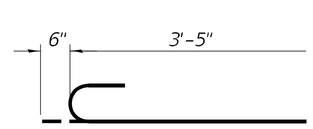
Bar	No.	Size	Length	Shape
v(E)	115	#4	5'-10"	
v1(E)	3	#4	4'-0"	
h(E)	24	#4	16'-7"	
h1(E)	8	#4	33'-6"	
h2(E)	4	#4	18'-7"	
h3(E)	4	#4	12'-7"	
h4(E)	24	#4	6'-0"	
t(E)	118	#4	3'-8"	
n(E)	69	#4	3'-11"	
w(E)	20	#4	18'-5"	
w1(E)	10	#4	37'-2"	
Structure Excavation		Cu. Yd.	33	
Concrete Structures		Cu. Yd.	22.7	
Reinforcement Bars, Epoxy Coated		Pound	2,050	



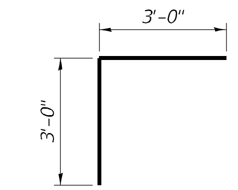
Weir Wall Plan
(Wall reinforcement not shown for clarity)



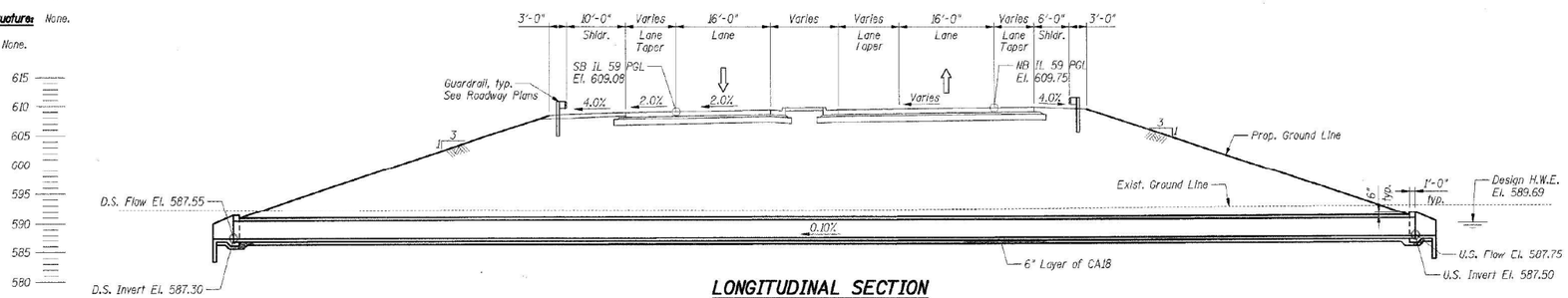
SECTION D-D

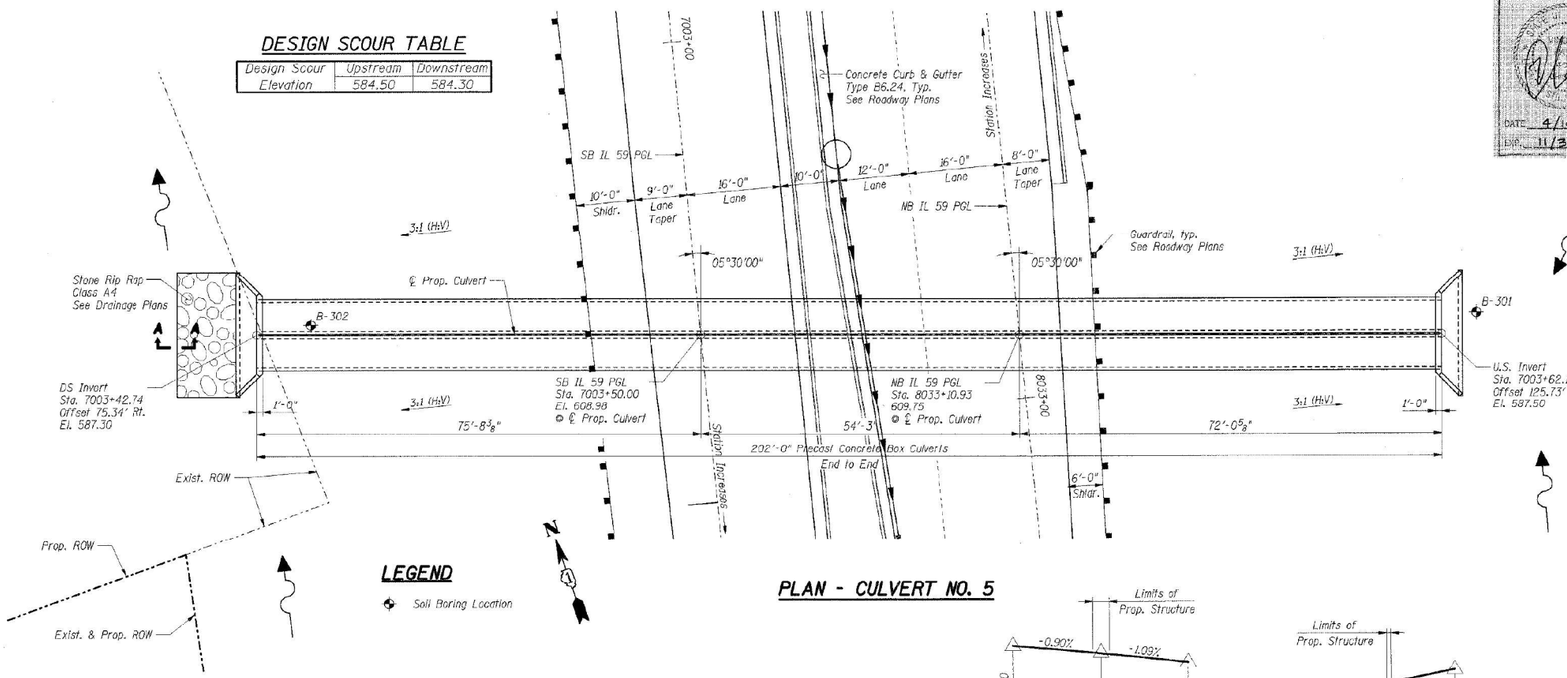


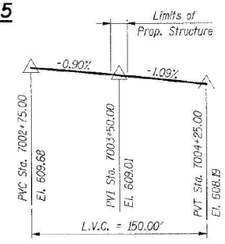
BAR n(E)

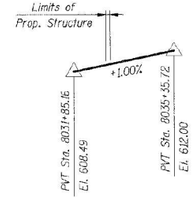


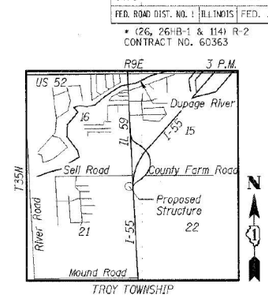
BAR h4(E)











F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	392
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* (26, 26HB-1 & 114) R-2
CONTRACT NO. 60363

Benchmark: TBM#6: Square cut on top of concrete foundation (@ it's west edge) for the high mast light pole on west side of I-55 near Station 124+00. Elev. 592.98

Exist. Structure: None.

Staging: None.

LONGITUDINAL SECTION

(All dimensions and slopes given at right angles to centerline U.N.O.)

LOCATION MAP

DATE 4/10/2008
EXP. 11/30/2008

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44

Allow 50 psf for future wearing surface

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (reinforcement bars)

PRECAST UNITS

f'c = 3,500 psi
fy = 60,000 psi (welded wire fabric)

DESIGN FILL HEIGHT

Maximum Fill Height = 18.9'

DESIGN SCOUR TABLE

Design Scour Elevation	Upstream	Downstream
	584.50	584.30

LEGEND

⊕ Soil Boring Location

PLAN - CULVERT NO. 5

GENERAL NOTES:

Cast-in-Place Concrete

All exposed concrete edges shall have a 3/4" chamfer unless noted otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.

Reinforcement Bars

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60 (IL Modified). See Special Provisions..

Construction

For backfilling and embankment, see Standard Specifcations.

Precast Box Culvert sections shall conform to the requirements of Article 540.06 of the Standard Specifications and the applicable requirements of AASHTO M 259.

Lifting holes shall be filled with concrete plugs and mastic after box sections are in place.

All construction joints shall be bonded.

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	240
Box Culvert End Section, Culvert No. 5	Each	2
Precast Concrete Box Culvert 5' X 3' (M259)	Ft.	404

WATERWAY INFORMATION

Drainage Area = 60.94 Acres — Low Grade Elev. 607.01 @ Sta. 8030+50

Flood	Freq. Yr.	Q C.F.S.	Opening - Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	38.9	n/a	10.20	588.77	n/a	0.39	n/a	589.16
Design	50	63.6	n/a	13.47	589.10	n/a	0.59	n/a	589.69
Base	100	83.0	n/a	15.60	589.31	n/a	0.74	n/a	590.05
Max. Calc.	500	141.3	n/a	20.77	589.82	n/a	1.19	n/a	591.01

INDEX OF SHEETS

BCF-1 GENERAL PLAN AND ELEVATION
BCF-2 BOX CULVERT END SECTIONS
BCF-3 SOIL BORING LOGS

PROFILE GRADE SB ILLINOIS ROUTE 59

PROFILE GRADE NB ILLINOIS ROUTE 59

SHT. BCF-1 OF BCF-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
IL 59 DOUBLE BOX CULVERT
SECTION (26, 26HB-1 & 114) R-2
STUCTURE NUMBER 099-0351
STATION 7003+50.00 (SB IL 59), WILL COUNTY

GENERAL PLAN & ELEVATION

DRAWN BY: MDB
DATE: 03/14/08
CHECKED BY:

TENG
TENG & ASSOCIATES, INC.
ENGINEERS ARCHITECTS PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE 312616-0000

FOR INFORMATION ONLY

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - TPS	REVISED -	
PLOT SCALE = NTS	DRAWN - AJB	REVISED -	
DATE = 02/04/2022	CHECKED - TPS	REVISED -	

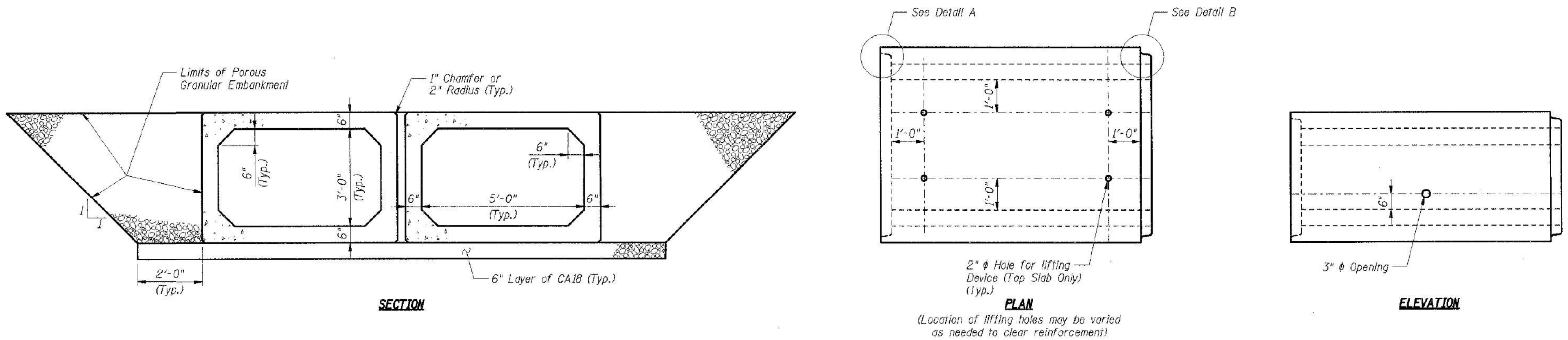
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE 59 DOUBLE BOX CULVERT EXTENSION
EXISTING PLANS (1 OF 2)
SHEET CB-10 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	550
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	393
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* (26, 26HB-1 & 114) R-2
CONTRACT NO. 60363



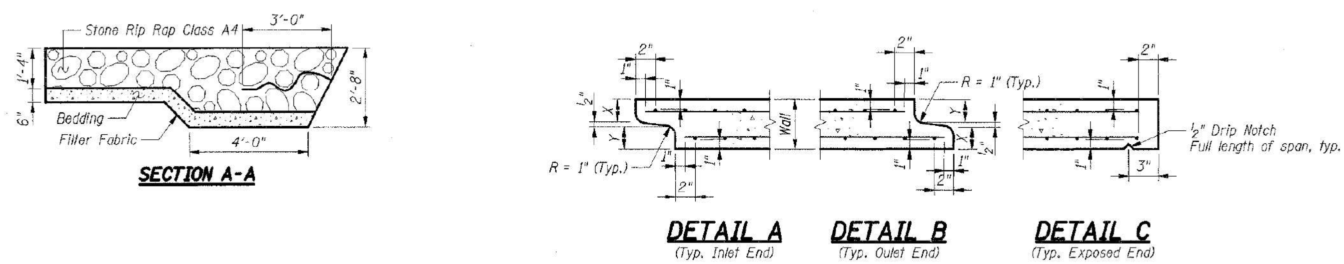
SECTION

PLAN

(Location of lifting holes may be varied as needed to clear reinforcement)

ELEVATION

STANDARD BOX CULVERT SECTION



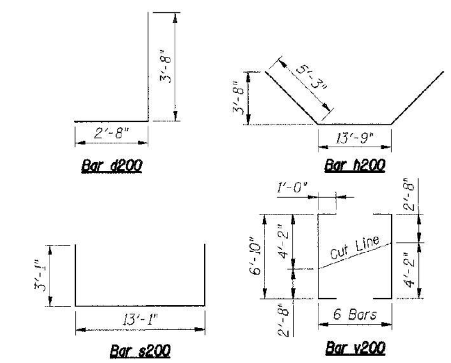
SECTION A-A

DETAIL A (Typ. Inlet End)

DETAIL B (Typ. Outlet End)

DETAIL C (Typ. Exposed End)

Note:
Inlet and outlet ends shall be compatible.



Bar d200

Bar h200

Bar s200

Bar v200

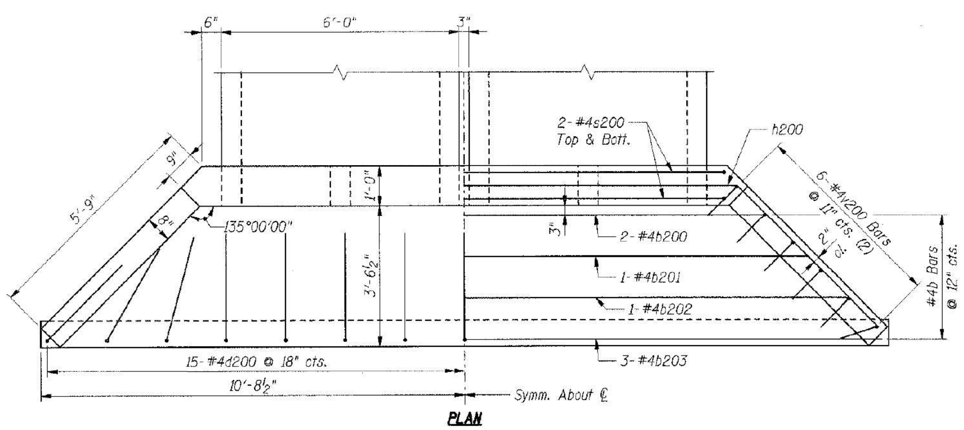
BAR LIST

Bar	No.	Size	Length	Shape
b200	4	#4	15'-3"	
b201	2	#4	17'-4"	
b202	2	#4	19'-5"	
b203	6	#4	21'-1"	
d200	30	#4	6'-4"	
h200	2	#4	24'-3"	
h201	16	#4	5'-6"	
s200	8	#4	19'-3"	
v200	12	#4	8'-10"	
Item			**Unit**	**Total**
Reinforcement Bars***			lbs	570
Concrete Structures***			Cu Yd	10.1

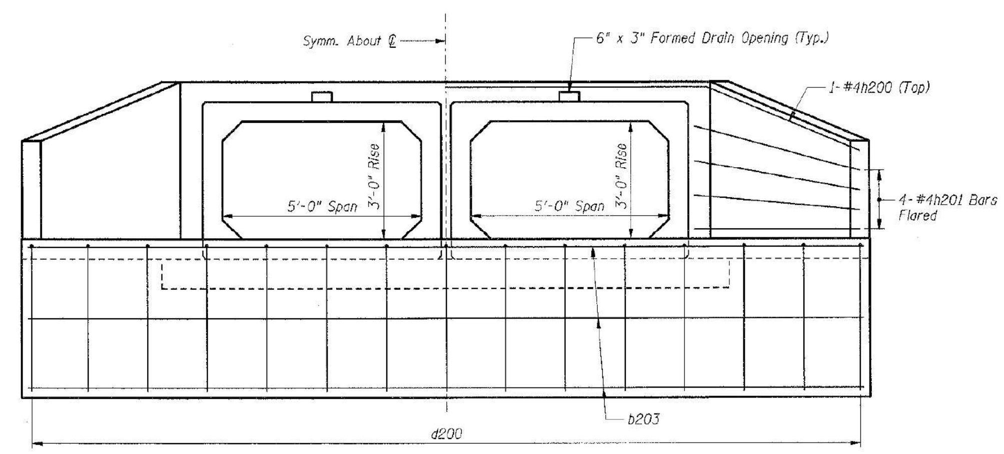
*** For information only, cost included with Box Culvert End Section, Culvert No. 5.

Reinforcement Notes:
(1) Bend bars in the field to fit as required.
(2) Cut bars according to Cutting Diagram and use remainder in opposite end.

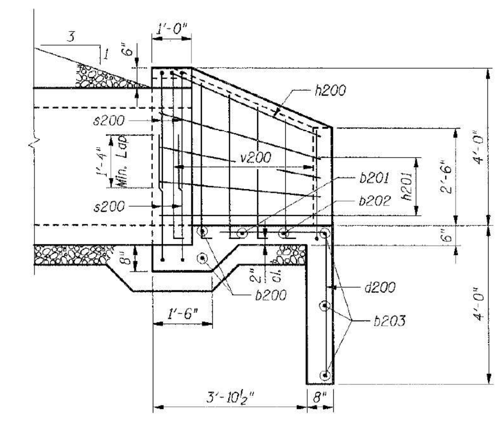
Notes:
1. B.F. indicates Back Face
F.F. Indicates Front Face
E.F. Indicates Each Face



PLAN



END ELEVATION



HALF SIDE ELEVATION

APRON END SECTION

SHT. BCF-2 OF BCF-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
IL 59 DOUBLE BOX CULVERT
SECTION (26, 26HB-1 & 114) R-2
STUCTURE NUMBER 099-0351
STATION 7003+50.00 (SB IL 59), WILL COUNTY

BOX CULVERT END SECTIONS

DRAWN BY: MDB
DATE: 03/14/08
CHECKED BY:

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
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FOR INFORMATION ONLY

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312-565-0450 Job No. 10740

USER NAME = EOskoul	DESIGNED - EAO	REVISED -
	CHECKED - TPS	REVISED -
PLOT SCALE = NTS	DRAWN - AJB	REVISED -
DATE = 02/04/2022	CHECKED - TPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE 59 DOUBLE BOX CULVERT EXTENSION
EXISTING PLANS (2 OF 2)

SHEET CB-11 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	551
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	394
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* (26, 26HB-1 & 114) R-2
CONTRACT NO. 60363

EVEREST ENGINEERING CO. — SOIL BORING LOG

Page 1 of 1 Date 9/4/07

ROUTE FAI 55 & FAP 338 (IL 59) DESCRIPTION IL 59 (I-55 TO DUPAGE RIVER) AND INTERSTATE 55 AT IL RTE 59 LOGGED BY G. Schaertl

SECTION 26HB-1BR & 114R-1 LOCATION BOX CULVERT UNDER IL 59 SEC. 21 TWP. 35 N RNG. 9 E PM. 3rd

COUNTY WILL DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 099-C023
Station 7003+50.00
BORING NO. B-301
Station 7003+59
Offset 132.0 ft LT.
Northing 1,762,576.77
Easting 1,021,046.77
Ground Surface Elev. 592.2 ft

Surface Water Elev. ______ ft
Stream Bed Elev. ______ ft
Groundwater Elev.:
First Encounter 585.7 ft ▼
Upon Completion 573.2 ft ▽
After ____ Hrs. ______ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL	591.4				
Stiff to Hard, Brown SILTY CLAY trace – gravel			2		
			4	4.5	18.0
			6	B	
			4		
			9	5.2	20.0
		-5	11	B	
	585.7 ▼		4		
Medium Dense, Brown SAND trace – gravel			6	1.4	21.0
			5	B	17.0
	584.2				
Stiff to Hard, Gray SILTY CLAY trace – gravel			1		
			2	1.2	15.0
		-10	3	B	
			5		
			7	3.4	19.0
			9	B	
			8		
			12	5.2	18.0
		-15	13	B	
			7		
			8	2.1	14.0
			8	B	
	574.2				
Medium Dense, Gray SILTY CLAY LOAM little – gravel	▽		5		
	572.7		6		27.0
		-20	8		15.0
Medium Dense, Gray GRAVEL with Sand (continued)	570.7				
End of Boring		-25			
		-30			
		-35			
		-40			

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

EVEREST ENGINEERING CO. — SOIL BORING LOG

Page 1 of 1 Date 9/4/07

ROUTE FAI 55 & FAP 338 (IL 59) DESCRIPTION IL 59 (I-55 TO DUPAGE RIVER) AND INTERSTATE 55 AT IL RTE 59 LOGGED BY G. Schaertl

SECTION 26HB-1BR & 114R-1 LOCATION BOX CULVERT UNDER IL 59 SEC. 21 TWP. 35 N RNG. 9 E PM. 3rd

COUNTY WILL DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 099-C023
Station 7003+50.00
BORING NO. B-302
Station 7003+42
Offset 66.0 ft RT.
Northing 1,762,658.15
Easting 1,020,863.66
Ground Surface Elev. 591.5 ft

Surface Water Elev. ______ ft
Stream Bed Elev. ______ ft
Groundwater Elev.:
First Encounter 585.0 ft ▼
Upon Completion ______ ft
After ____ Hrs. ______ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL	590.9				
Hard, Brown SILTY CLAY trace – gravel			2		
			3	4.3	20.0
			5	B	
			2		
			5	6.4	18.0
		-5	8	B	
	585.0 ▼		7		
Medium Dense, Brown SAND trace – gravel			8	6.0	18.0
			7	B	19.0
	583.5				
Stiff to Hard, Gray SILTY CLAY trace – gravel			5		
			7	3.2	23.0
		-10	10	B	
			5		
			9	3.2	22.0
			12	B	
			5		
			12	4.3	16.0
		-15	13	B	
			3		
			4	1.6	31.0
			5	B	
	573.0				
Medium Dense, Gray SILTY CLAY LOAM little – gravel	572.5		4		
			6		9.0
	571.5	-20	50/3"		6.0
Extremely Dense, Brown GRAVEL with Sand					
End of Boring		-25			
		-30			
		-35			
		-40			

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

SHT. BCF-3 OF BCF-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
IL 59 DOUBLE BOX CULVERT
SECTION (26, 26HB-1 & 114) R-2
STUCTURE NUMBER 099-0351
STATION 7003+50.00 (SB IL 59), WILL COUNTY

SOIL BORING LOGS

DRAWN BY: MDB
DATE: 03/14/08 CHECKED BY:

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616-0000

FOR INFORMATION ONLY

Himalayan Consultants, LLC
Engineers and Hydrogeologists
8770 W. Bryn Mawr Avenue, Suite 1300
Chicago, IL 60631
Phone: (773) 867-2956
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SOIL BORING LOG

Date 8/26/2018

ROUTE Interstate Route 55 **DESCRIPTION** Culvert Crossing at IL 59 and Seil Road **LOGGED BY** SSA

SECTION N/A **LOCATION** NE 1/4, SEC. S21 TWP. T35N, RNG. R9E 3rd PM

COUNTY WILL **DRILLING METHOD** 3.25" HSA: backfilled upon completion **HAMMER TYPE** GEOPROBE

STRUCT. NO. Culvert SN 099-0351
Station N/A

BORING NO. CB-03
Station 7002+84
Offset 80' RT
Ground Surface Elev. 591.12 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 4 ft
Upon Completion N.E. ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL: 8" thick, black SILTY CLAY LOAM 590.45		2.5p	19
FILL: Very stiff, brown and gray, SILTY CLAY, trace gravel, moist 589.12			
Hard, brown and gray, SILTY CLAY, trace gravel, moist		4.5+p	19
Sample at 2.0 to 4.0'			
--L_L(%)=39--		4.3p	17
--P_L(%)=21--	-5		
--%Gravel=1.1--		4.5+p	17
--%Sand=7.0--			
--%Silt=52.5--		4.5+p	21
--%Clay=39.5--			
581.12	-10		
End of Boring			
	-15		
	-20		
	-25		
	-30		
	-35		
	-40		

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

BBS, from 137 (Rev. 8-99)

Himalayan Consultants, LLC
Engineers and Hydrogeologists
8770 W. Bryn Mawr Avenue, Suite 1300
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Fax: (773) 867-2910

SOIL BORING LOG

Date 8/28/2018

ROUTE Interstate Route 55 **DESCRIPTION** Culvert Crossing at IL 59 and Seil Road **LOGGED BY** SSA

SECTION N/A **LOCATION** NE 1/4, SEC. S21 TWP. T35N, RNG. R9E 3rd PM

COUNTY WILL **DRILLING METHOD** 3.25" HSA: backfilled upon completion **HAMMER TYPE** ATV D-25 (93%)

STRUCT. NO. Culvert SN 099-0351
Station N/A

BORING NO. CB-04
Station 8033+42
Offset 104' RT
Ground Surface Elev. 591.97 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 5.5 ft
Upon Completion 11 ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL: 8" thick, black SILTY CLAY LOAM 591.30			
FILL: Hard, brown and gray, SILTY CLAY, trace gravel, moist	7	4.5+p	16
	9		
588.97	10		
Hard, brown and gray, SILTY CLAY, trace gravel, moist	7	5.7S	21
Sample at 3.5' to 5.0'	11		
--LL(%)=40, --PL(%)=20	-5 14		
586.47 ▼			
--%Gravel=0.3--	5	NP	22
--%Sand=4.7--	5		
--%Silt=51.7--	4		
583.97			
--%Clay=43.3--	4	2.1S	15
Loose, brown and gray, coarse grained SAND, satutated	3		
-10	5		
Very stiff to hard, gray, SILTY CLAY, trace gravel, moist			
	9	4.9S	22
	11		
	16		
	5	2.9S	21
	10		
576.97 -15	16		
End of Boring			
-20			

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

BBS, from 137 (Rev. 8-99)

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Alfred Benesch & Company
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Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME - EOskoui	DESIGNED - EAO	REVISED -	
	CHECKED - TPS	REVISED -	
PLOT SCALE - NTS	DRAWN - AJB	REVISED -	
DATE - 02/04/2022	CHECKED - TPS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE 59 DOUBLE BOX CULVERT EXTENSION
SOIL BORING LOGS (2 OF 2)
SHEET CB-13 OF CB-13 SHEETS

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	553
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL GENERAL NOTES

1. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RE.

2. IDOT SPECIFICATION 280.03 REQUIRES WORK TO BE COORDINATED SO THAT NO MORE THAN 10 ACRES ARE DISTURBED AT A TIME, PARTICULARLY AREAS WHICH DISCHARGE TO WETLAND/WOUS SITES. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONCE.

3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA & IDOT CONSTRUCTION MEMORANDUM NO. 02-60.

4. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

5. THE MAINTENANCE AND REPAIR OR REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL)

6. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.

7. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES.

8. TEMPORARY EROSION CONTROL SEEDING MIXTURE WILL DEPEND ON THE TIME OF YEAR SEED IS TO BE APPLIED AND SHALL BE IN ACCORDANCE WITH ARTICLE 1081.15(G) OF THE STANDARD SPECIFICATIONS. STABILIZATION OF ALL AREAS DISTURBED BY CONSTRUCTION SHALL COMMENCE WITH 1 DAY AND BE COMPLETE WITHIN 14 DAYS FOR ANY PORTION OF THE SITE THAT WILL BE IDLE FOR MORE THAN 14 DAYS. IF THAT PORTION OF THE SITE WILL BECOME ACTIVE AGAIN AFTER 14 DAYS, TEMPORARY STABILIZATION MEASURES CAN BE USED.

9. THE CONTRACTOR SHALL ATTACH A MINIMUM OF 2 ALUMINUM SIGNS WITH THE FOLLOWING TEXT: PROTECTED WETLAND NO INTRUSION. THE SIGN(S) SHALL BE ATTACHED TO THE TEMPORARY FENCE BY A METHOD APPROVED BY THE ENGINEER. THESE SIGNS SHALL BE PLACED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS OR WOUS SITES. THE SIGN(S) WILL BE PROVIDED BY THE DEPARTMENT AND SHALL BE PICKED UP BY THE CONTRACTOR FROM THE DISTRICT ONE ROADSIDE DEVELOPMENT LANDSCAPE ARCHITECT IN SCHAUMBURG, ILLINOIS. SCHEDULING THE PICKUP OF THE SIGNS CAN BE ARRANGED BY CONTACTING THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171. WHEN WORK HAS BEEN COMPLETED, UNDAMAGED OR REPLACED SIGNS SHALL BE RETURNED TO THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT. THE COST OF PICKING UP AND RETURNING THE SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY FENCE.

10. DUST CONTROL MEASURES WILL BE IMPLEMENTED IN ACCORDANCE WITH ARTICLE 107.36 OF THE STANDARD SPECIFICATIONS.

11. WHENEVER DURING CONSTRUCTION OPERATIONS, LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC., SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. 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.

12. BROADCASTING OF THE SEED BY MACHINE, HAND METHODS, HYDRAULIC SEEDING OR OTHER METHODS APPROVED BY THE ENGINEER WILL BE ALLOWED FOR TEMPORARY EROSION CONTROL SEEDING.

13. TOPSOIL AND FERTILIZER NUTRIENTS ARE NOT REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING.

14. SEED BED PREPARATION WILL NOT BE REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING IF THE SOIL IS IN A LOOSE CONDITION. LIGHT DISKING SHALL BE DONE IF THE SOIL IS HARD PACKED OR CAKED.

15. ALL PERIMETER EROSION BARRIER AND TEMPORARY FENCE SHALL BE INSTALLED WITHIN THE TEMPORARY EASEMENT, PROPOSED RIGHT-OF-WAY OR EXISTING RIGHT-OF-WAY.

16. EROSION CONTROL BLANKET SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED ON ALL AREAS WITH SLOPES OF 1:3 (V:H) OR STEEPER, AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

17. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.

18. ALL EXISTING STRUCTURES OR PIPES NOT SHOWN ON EROSION CONTROL PLANS SHALL BE REMOVED OR PLUGGED UNTIL REMOVAL IS POSSIBLE DURING THE CONSTRUCTION SO THAT NO SEDIMENT CAN ENTER THE DRAINAGE SYSTEM. THIS SHALL BE CONSIDERED IN THE COST OF THE REMOVAL OF EXISTING STRUCTURES.

19. ALL TEMPORARY CONNECTIONS FOR TEMPORARY PIPE CULVERTS INTO EXISTING/PROPOSED STRUCTURES/PIPES SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE FOR PIPE CULVERT OF THE CLASS, TYPE, SIZE (TEMPORARY).

20. ANY REQUIRED ADJUSTMENT AND/OR RECONSTRUCTION OF THE PROPOSED STRUCTURE TO FINAL RIM ELEVATION SHALL NOT BE PAID FOR SEPARATELY, THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED STRUCTURE.

21. ALL RIM AND INVERTS FOR TEMPORARY DRAINAGE STRUCTURES ARE ESTIMATES AND NEED TO BE FIELD VERIFIED, NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO INSTALLATION. NO EXTRA COMPENSATION WILL BE PROVIDED FOR ANY DISCREPANCIES DETERMINED IN THE FIELD.

22. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STEAMS OR WETLANDS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE, AND STABILIZED IN ACCORDANCE WITH MULCH METHOD 2 IMMEDIATELY WHEN THE TOPSOIL SHALL BE UNDISTURBED FOR 14 DAYS, AND STABILIZATION SHALL BE COMPLETED WITHIN 14 DAYS. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCK PILE. SUGGESTED STOCKPILE LOCATIONS HAVE BEEN INCLUDED IN THE PLANS. ACTUAL STOCKPILE LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.

23. SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING MEASURE PRIOR TO RELEASE FROM THE SITE.

24. ALL EROSION AND SEDIMENT CONTROL (ESC) MEASURES SHOULD BE CHECKED WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SIGNIFICANT SNOWFALL.

25. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE (WWW.LRC.USACE.ARMY.MIL/). 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 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.

26. PIPES BEING CONSTRUCTED IN STAGE SHALL BE PLUGGED BEFORE BACKFILLING AND FREE OF DEBRIS WHEN FINAL CONNECTION IS MADE.

27. THE CONTRACTOR SHOULD PROVIDE TO THE RE A PLAN 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 ESC DEFICIENCY DEDUCTION.

28. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION FOUND ON THE CONSTRUCTION TAB AT. (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENTAL/EROSION-AND-SEDIMENT-CONTROL)

29. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.

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

31. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RE.

32. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES 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 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) (IN-STREAM /WETLAND WORK) WITH A BASIS OF PAYMENT OF EACH.

STONE RIPRAP AND FILTER FABRIC								
STATION	OFFSET	STONE RIPRAP, CLASS A3 (SQ YD)	STONE RIPRAP, CLASS A4 (SQ YD)	STONE RIPRAP, CLASS A5 (SQ YD)	FILTER FABRIC (SQ YD)	W1 (FEET)	W2 (FEET)	LA (FEET)
EX I-55								
279+15	92.5' LT	94.7	-	-	94.7	-	-	-
280+85	214.5' LT	-	256.4	-	256.4	-	-	-
280+91	83.2' LT	32.1	-	-	32.1	-	-	-
282+15	189.9' LT	-	235.3	-	235.3	-	-	-
283+01	123.1' RT	-	240.3	-	240.3	-	-	-
283+84	160.6' RT	-	241.7	-	241.7	-	-	-
290+90	116.2' LT	21.3	-	-	21.3	6	18	16
295+81	136.2' RT	-	364.0	-	364.0	-	-	-
296+00	123.2' LT	-	44.0	-	44.0	10.5	25.5	22
297+90	163.7' LT	-	269.4	-	269.4	-	-	-
300+87	143.3' RT	37.3	-	-	37.3	-	-	-
300+91	115.7' LT	-	56.8	-	56.8	25	25	22
301+60	81.2' RT	57.8	-	-	57.8	-	-	-
304+91	81.1' RT	6.7	-	-	6.7	10	10	6
310+29	106.4' LT	24.0	-	-	24.0	12	12	18
310+50	85.7' RT	20.7	-	-	20.7	-	-	-
328+80	87.6' RT	-	40.0	-	40.0	9	9	40
328+86	91.6' LT	-	40.0	-	40.0	9	9	40
339+74	386.3' RT	162.5	-	-	162.5	-	-	-
EX E FRONTAGE RD								
16098+37	61.1' LT	7.8	-	-	7.8	3	11	10
16098+69	38.9' RT	98.9	-	-	98.9	-	-	-
16098+72	58.2' LT	19.9	-	-	19.9	5	18	16
16130+67	31.6' LT	6.7	-	-	6.7	6	6	10
16142+40	57.0' LT	15.6	-	-	15.6	5	16	14
EX W FRONTAGE RD								
5542+37	51.5' RT	15.6	-	-	15.6	4.5	15.5	14
5543+02	58.5' RT	6.7	-	-	6.7	-	-	-
EX SEIL RD								
3997+46	21.0' LT	-	42.0	-	42.0	-	-	-
4000+62	23.1' LT	-	42.1	-	42.1	-	-	-
4001+30	23.0' LT	-	54.6	-	54.6	-	-	-
4009+38	45.0' RT	77.9	-	-	77.9	-	-	-
4011+32	86.5' RT	33.0	-	-	33.0	-	-	-
4013+60	38.8' RT	2.7	-	-	2.7	-	-	-
4015+27	41.6' RT	9.6	-	-	9.6	-	-	-
4016+64	139.8' LT	-	-	65.8	65.8	-	-	-
4016+85	142.3' RT	-	-	318.7	318.7	-	-	-

STONE RIPRAP AND FILTER FABRIC								
STATION	OFFSET	STONE RIPRAP, CLASS A3 (SQ YD)	STONE RIPRAP, CLASS A4 (SQ YD)	STONE RIPRAP, CLASS A5 (SQ YD)	FILTER FABRIC (SQ YD)	W1 (FEET)	W2 (FEET)	LA (FEET)
EX IL RTE 59								
7489+93	88.5' RT	-	518.1	-	518.1	-	-	-
7490+70	65.9' RT	-	39.1	-	39.1	7.5	24.5	22
7492+56	82.7' RT	-	365.9	-	365.9	-	-	-
PR IL RTE 59 SB								
6992+40	96.0' LT	21.3	-	-	21.3	6	18	16
7001+22	163.8' LT	-	66.0	-	66.0	-	-	-
7007+22	79.2' LT	34.9	-	-	34.9	-	-	-
7021+57	112.9' LT	15.6	-	-	15.6	10	10	14
7027+22	147.9' RT	-	35.6	-	35.6	9	23	20
7027+01	36.7' LT	34.9	-	-	34.9	-	-	-
7028+22	125.8' RT	344.6	-	-	344.6	-	-	-
PR IL RTE 59 NB								
8004+85	127.7' LT	-	31.1	-	31.1	6	22	20
8007+10	139.3' LT	-	44.0	-	44.0	11	25	22
8008+98	141.9' LT	88.8	-	-	88.8	-	-	-
8010+73	101.5' LT	34.9	-	-	34.9	-	-	-
8014+00	105.5' RT	10.9	-	-	10.9	7.0	7.0	14
PR RAMP B NB								
1108+93	40.7' LT	34.9		-	34.9	-	-	-
1109+08	68.1' RT	-	39.1	-	39.1	7.5	24.5	22
1110+05	110.2' LT	33.5		-	33.5	-	-	-
PR RAMP C NB								
809+00	70.3' RT	-	39.1	-	39.1	7.5	24.5	22
810+55	77.3' RT	7.8		-	7.8	3	11	10
810+99	89.6' LT	-	42.7	-	42.7	24	24	16
812+30	22.0' RT	34.9		-	34.9	-	-	-
PR RAMP D SB								
402+22	69.5' RT	18.7	-	-	18.7	12.0	12.0	14
404+31	64.4' RT	53.6	-	-	53.6	-	-	-
408+50	52.6' RT	14.2	-	-	14.2	8.0	8.0	16.0
408+50	112.8' LT	34.9	-	-	34.9	-	-	-
410+14	89.5' LT	34.9	-	-	34.9	-	-	-
418+66	33.0' RT	-	67.2	-	67.2	-	-	-
PR ROCK RUN CROSSINGS DR								
6085+40	42.4' LT	34.9	-	-	34.9	-	-	-
6089+74	32.8' RT	-	18.7	-	18.7	9	12	16
6095+50	32.6' RT	28.6	-	-	28.6	-	-	-
6095+75	58.5' LT	7.8	-	-	7.8	3	11	10
6097+50	50.6' LT	7.8	-	-	7.8	3	11	10
PROJECT TOTAL		**1,684**	**3,234**	**385**	**5,302**	**-**	**-**	**-**

PERIMETER EROSION BARRIER				
STATION	OFFSET	STATION	OFFSET	QUANTITY (FT)
IL RTE 59 SB STAGE 1				
6989+49	43.5' RT	6991+84	62.0' RT	224.2
6992+09	62.0' RT	6992+96	62.0' RT	86.8
6992+96	62.0' RT	6992+96	65.0' RT	3.1
6992+96	65.0' RT	6994+95	80.0' RT	199.6
6994+95	80.0' RT	6997+95	114.9' RT	302.0
6997+95	114.9' RT	6998+69	114.9' RT	74.4
7001+69	275.5' RT	7004+56	133.6' RT	275.0
7028+30	159.1' RT	7029+32	99.0' RT	111.9
7029+32	99.0' RT	7032+87	87.0' RT	349.6
7032+87	87.0' RT	7037+27	87.0' RT	440.2
7037+27	87.0' RT	7037+49	108.0' RT	30.2
RAMP D SB STAGE 1				
401+77	91.7' RT	401+82	99.0' RT	8.6
401+82	99.0' RT	406+33	99.0' RT	450.8
406+33	99.0' RT	410+14	99.0' RT	449.4
410+72	186.3' LT	413+45	76.5' LT	236.0
ROCK RUN CROSSINGS DR STAGE 1				
6056+96	49.0' RT	6061+13	49.0' RT	416.7
6061+13	49.0' RT	6061+13	39.0' RT	10.0
6061+13	39.0' RT	6070+38	39.0' RT	992.6
6070+38	39.0' RT	6084+38	39.0' RT	1,400.2
6084+38	39.0' RT	6084+38	32.0' RT	7.0
6084+38	32.0' RT	6088+24	32.0' RT	362.6
6088+24	32.0' RT	6089+18	43.1' RT	89.8
6089+43	44.3' RT	6090+84	47.5' RT	136.7
6090+84	47.5' RT	6095+32	44.9' RT	422.7
6095+32	44.9' RT	6096+75	43.4' RT	141.8
6096+75	43.4' RT	6098+12	121.5' RT	194.8
SEIL RD STAGE 1				
4003+75	42.4' LT	4007+20	44.0' LT	345.2
4007+20	44.0' LT	4007+20	51.0' LT	7.0
4007+20	51.0' LT	4012+03	53.1' LT	483.1
4012+03	53.1' LT	4012+03	58.8' LT	5.6
4012+03	58.8' LT	4012+14	58.8' LT	11.0
4012+55	68.8' LT	4013+01	68.8' LT	46.1
4013+01	68.8' LT	4014+90	98.8' LT	191.8
4014+90	98.8' LT	4016+20	109.0' LT	130.2
4016+20	109.0' LT	4016+48	121.9' LT	30.8
4016+81	133.3' LT	4017+76	154.8' LT	97.7
W FRONTAGE RD STAGE 1				
5539+68	33.1' RT	5540+40	33.1' RT	71.6
STAGE 1 TOTAL				**8,837**

TEMPORARY FENCE				
STATION	OFFSET	STATION	OFFSET	QUANTITY (FT)
EX IL RTE 59 STAGE 1				
7491+10	250.0' RT	7491+28	282.6' RT	37.1
7493+52	49.5' RT	7493+56	126.6' RT	77.3
7493+56	126.6' RT	7491+10	250.0' RT	275.8
7495+10	44.6' RT	7493+52	49.5' RT	157.4
STAGE 1 TOTAL				**548**

TEMPORARY FENCE				
STATION	OFFSET (FT)	STATION	OFFSET (FT)	QUANTITY (FT)
I-55 STAGE 2				
310+50	150.0' LT	310+50	140.0' LT	10.0
310+50	140.0' LT	319+50	140.0' LT	900.0
319+50	140.0' LT	319+50	150.0' LT	10.0
327+35	150.0' LT	327+35	101.8' LT	48.2
327+35	101.8' LT	330+78	116.3' LT	343.2
330+78	116.3' LT	330+67	167.4' LT	52.4
STAGE 2 TOTAL				**1,364**

STABILIZED CONSTRUCTION ENTRANCE			
STAGE	STATION	OFFSET	QUANTITY (SQ YD)
1	273+19	71.4' RT	112
1	274+28	71.0' LT	112
1	285+99	70.7' LT	112
1	298+84	69.5' LT	112
1	16102+73	28.4' LT	112
2	260+72	70.6' RT	112
2	268+81	70.8' LT	112
2	291+90	84.4' RT	112
2	302+36	84.5' LT	112
2	326+61	84.6' LT	112
2	330+41	83.2' RT	112
TOTAL			**1,232**

PERIMETER EROSION BARRIER				
STATION	OFFSET	STATION	OFFSET	QUANTITY (FT)
W FRONTAGE RD STAGE 1A				
5540+36	30.9' LT	5544+21	30.9' LT	385.1
5544+21	30.9' LT	5544+36	45.2' LT	20.0
5544+36	45.2' LT	5544+37	86.8' LT	40.9
STAGE 1A TOTAL				**446**

PERIMETER EROSION BARRIER				
STATION	OFFSET	STATION	OFFSET	QUANTITY (FT)
SEIL RD STAGE 2				
4003+66	28.6' RT	4004+07	28.4' RT	41.4
4004+35	28.3' RT	4005+21	27.9' RT	85.5
4005+51	27.8' RT	4006+19	27.5' RT	68.2
4006+36	27.4' RT	4006+98	27.1' RT	62.4
4007+21	27.0' RT	4007+95	26.7' RT	73.4
4008+21	53.6' RT	4009+59	53.0' RT	138.6
STAGE 2 TOTAL				**470**

MODEL: Default
FILE NAME: pw:\\Benesch-pw.bentley.com:benesch-pw-01\Documents\10700s\10740L00\Eng_Docs_Phase_II\ESC [Thomas]\D162H15-sht-ESC-schedule-01.dgn

thomas engineering group service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
EROSION AND SEDIMENT CONTROL

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	555
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

D162H15-sht-ESC-schedule-01.dgn
50103
2012/11/30

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
I-55 PRE-STAGE		
247+49	2.5' RT	1
247+50	2.7' LT	1
249+12	2.1' RT	1
249+13	2.3' RT	1
251+72	2.4' RT	1
251+72	2.9' LT	1
254+22	4.1' RT	1
254+24	2.7' LT	1
256+71	2.7' RT	1
256+71	3.0' LT	1
257+63	2.4' RT	1
257+63	2.8' LT	1
258+78	2.8' LT	1
258+79	2.4' RT	1
258+90	2.3' RT	1
258+90	2.8' LT	1
259+92	2.5' RT	1
259+92	2.8' LT	1
262+13	2.5' RT	1
262+13	2.8' LT	1
264+65	2.6' RT	1
264+65	2.8' LT	1
267+16	2.3' RT	1
267+17	2.9' LT	1
269+72	4.5' RT	1
269+73	3.1' LT	1
271+69	2.4' RT	1
271+71	3.8' LT	1
273+00	1.8' RT	1
273+00	2.7' LT	1
274+32	2.5' RT	1
274+32	3.1' LT	1
275+85	2.0' RT	1
275+85	3.1' LT	1
276+95	2.4' RT	1
276+96	2.8' LT	1
278+24	2.5' RT	1
278+24	2.9' LT	1
279+76	2.4' RT	1
279+77	3.0' LT	1
281+22	2.8' LT	1
281+24	2.6' RT	1
282+59	2.5' RT	1
282+59	2.9' LT	1
284+31	2.8' LT	1
284+32	2.5' RT	1
285+69	2.7' RT	1
285+70	2.8' LT	1
286+81	2.8' RT	1
286+82	2.6' LT	1
288+25	2.6' LT	1
288+26	2.7' RT	1
289+48	2.4' RT	1
289+48	2.7' LT	1
290+89	2.1' RT	1
290+89	2.8' LT	1
291+04	2.4' RT	1
291+04	2.9' LT	1
292+32	2.5' RT	1
292+33	2.7' LT	1
293+80	2.2' RT	1
293+80	2.8' LT	1
295+07	2.3' RT	1
295+08	2.4' LT	1

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
296+45	1.7' RT	1
296+46	2.7' LT	1
298+62	2.3' LT	1
298+63	2.1' RT	1
300+88	2.4' LT	1
300+89	3.1' RT	1
302+57	2.2' LT	1
302+58	3.1' RT	1
303+99	2.8' RT	1
304+00	2.5' LT	1
305+17	2.6' RT	1
305+17	2.0' LT	1
307+11	2.6' RT	1
307+11	2.3' LT	1
309+05	2.5' RT	1
309+05	2.8' LT	1
311+10	2.5' RT	1
311+10	2.7' LT	1
313+58	2.7' RT	1
313+59	2.5' LT	1
315+11	2.5' RT	1
315+12	2.3' LT	1
317+61	2.5' RT	1
317+62	2.6' LT	1
319+04	2.5' RT	1
319+05	2.7' LT	1
321+53	2.4' RT	1
321+53	2.5' LT	1
323+15	2.3' LT	1
323+16	2.6' RT	1
325+64	2.9' RT	1
325+64	2.4' LT	1
328+13	2.7' LT	1
328+14	2.7' RT	1
330+64	2.6' RT	1
330+65	2.7' LT	1
332+48	2.9' RT	1
332+49	2.9' LT	1
PR IL RTE 59 SB STAGE 1		
6989+59	14.8' LT	1
6989+72	25.7' RT	1
6991+29	28.1' RT	1
6991+45	.2' RT	1
6991+46	15.4' LT	1
6991+47	28.1' RT	1
6991+57	8.9' LT	1
6991+59	28.1' RT	1
6992+41	28.3' RT	1
6992+75	27.3' RT	1
6993+75	25.4' RT	1
6995+80	37.3' RT	1
6998+25	37.2' RT	1
7002+76	37.3' RT	1
7006+30	1.3' LT	1
7006+96	1.3' LT	1
7007+16	1.3' LT	1
7007+36	1.3' LT	1
7008+00	1.3' LT	1
7026+22	29.3' RT	1
7026+32	29.3' RT	1
7029+35	25.3' RT	1
7031+11	25.3' RT	1
7033+00	28.3' RT	1
7035+00	37.3' RT	1
7036+00	37.3' RT	1

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
7036+29	37.3' RT	1
7036+39	37.3' RT	1
7036+49	37.3' RT	1
7036+79	37.3' RT	1
PR IL RTE 59 NB STAGE 1		
8024+30	29.3' LT	1
8026+00	43.3' LT	1
8027+75	43.3' LT	1
8029+50	43.3' LT	1
8030+40	35.3' LT	1
8031+40	25.3' LT	1
8033+39	25.3' LT	1
8033+39	11.7' RT	1
8034+14	6.2' RT	1
8034+40	25.3' LT	1
8034+67	25.3' LT	1
8034+68	5.2' RT	1
8034+77	25.3' LT	1
8034+78	5.2' RT	1
8034+88	25.3' LT	1
8034+88	5.2' RT	1
8035+18	25.3' LT	1
8035+18	5.2' RT	1
RAMP B N STAGE 1		
1107+77	1.3' RT	1
1109+50	23.3' LT	1
RAMP D SB STAGE 1		
401+70	1.3' RT	1
402+22	1.3' RT	1
402+37	1.3' RT	1
407+00	23.4' LT	1
408+50	23.3' LT	1
410+00	23.3' LT	1
412+25	23.3' LT	1
412+65	23.3' LT	1
412+80	23.3' LT	1
EX E FRONTAGE RD STAGE 1		
16098+32	16.0' LT	1
16098+42	31.2' RT	1
ROCK RUN CROSSINGS DR STAGE 1		
6060+00	28.3' RT	1
6060+00	31.3' LT	1
6060+21	26.1' RT	1
6060+21	31.3' LT	1
6063+55	19.5' RT	1
6063+55	20.2' LT	1
6064+68	19.3' RT	1
6064+68	19.3' LT	1
6064+88	19.3' RT	1
6064+88	19.3' LT	1
6065+08	19.3' RT	1
6065+08	19.3' LT	1
6066+10	19.3' RT	1
6066+10	19.3' LT	1
6067+15	19.3' LT	1
6068+20	19.3' RT	1
6068+20	19.3' LT	1
6069+25	19.3' LT	1
6070+30	19.3' RT	1
6070+30	19.3' LT	1
6072+50	19.3' RT	1
6072+50	19.3' LT	1
6074+50	19.3' RT	1
6074+50	19.3' LT	1
6076+50	19.3' RT	1

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
6076+50	19.3' LT	1
6078+50	19.3' RT	1
6078+50	19.3' LT	1
6080+50	19.3' RT	1
6080+50	19.3' LT	1
6084+65	13.3' RT	1
6084+65	13.3' LT	1
6085+85	13.3' RT	1
6085+85	13.3' LT	1
6086+75	13.3' RT	1
6086+75	13.3' LT	1
6087+48	13.3' RT	1
6087+48	13.3' LT	1
6087+58	13.4' RT	1
6087+58	13.2' LT	1
6088+10	13.3' RT	1
6088+10	13.3' LT	1
6089+00	13.3' RT	1
6089+00	13.3' LT	1
6090+80	13.3' LT	1
6092+25	13.3' RT	1
6092+25	13.1' LT	1
6093+75	13.3' RT	1
6093+75	13.3' LT	1
6094+77	13.3' RT	1
6094+77	13.3' LT	1
6094+87	13.3' RT	1
6094+87	13.3' LT	1
6095+75	13.3' RT	1
6095+75	13.3' LT	1
6097+50	15.2' RT	1
6097+50	13.4' LT	1
W FRONTAGE RD STAGE 1		
5543+00	17.1' LT	1
SEIL RD STAGE 1		
4009+48	20.4' LT	1
4009+50	17.6' LT	1
4009+50	23.5' RT	1
4009+72	24.9' RT	1
4009+91	20.2' LT	1
4010+92	39.8' RT	1
4011+07	20.0' LT	1
4011+09	31.7' RT	1
4011+82	20.1' LT	1
4011+82	20.9' RT	1
4012+63	20.8' RT	1
4013+70	44.6' LT	1
4013+71	20.6' RT	1
4014+80	48.7' LT	1
4014+81	19.9' RT	1
4016+01	20.8' RT	1
4016+55	51.7' LT	1
4016+96	20.8' RT	1
STAGE 1 TOTAL		**239**

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
SEIL RD STAGE 1A		
4009+88	25.7' RT	1
4010+04	36.0' RT	1
4016+55	31.3' RT	1
STAGE 1A TOTAL		**3**

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
PR IL RTE 59 SB STAGE 2		
7010+25	1.3' LT	1
PR IL RTE 59 NB STAGE 2		
8011+05	43.3' LT	1
8011+67	43.3' LT	1
8012+00	1.3' RT	1
8012+30	1.3' RT	1
8013+87	15.3' RT	1
8014+00	15.3' RT	1
8014+95	15.2' RT	1
8016+10	4.8' RT	1
8020+10	3.8' RT	1
RAMP A SB STAGE 2		
907+98	17.3' LT	1
908+13	17.3' LT	1
909+10	17.3' LT	1
910+35	17.3' LT	1
913+63	27.9' LT	1
913+63	13.3' RT	1
916+10	29.3' LT	1
RAMP B N STAGE 2		
1121+40	7.0' RT	1
1121+60	7.0' RT	1
1121+88	7.0' RT	1
RAMP C NB STAGE 2		
810+55	29.3' LT	1
810+70	29.3' LT	1
813+55	29.3' LT	1
814+75	29.2' LT	1
815+30	18.6' RT	1
EX E FRONTAGE RD STAGE 2		
16116+81	16.6' LT	1
16121+06	17.0' LT	1
16127+15	12.7' LT	1
16127+27	12.7' LT	1
16130+80	12.9' LT	1
16130+65	12.7' LT	1
16130+80	12.9' LT	1
16133+57	12.6' LT	1
16134+17	12.6' LT	1
16134+97	12.6' LT	1
16136+50	12.5' LT	1
16138+30	12.6' LT	1
16139+85	13.1' LT	1
16140+85	12.0' LT	1
16141+70	12.5' LT	1
16142+40	12.4' LT	1
W FRONTAGE RD STAGE 2		
5543+00	34.2' RT	1
5544+00	50.6' RT	1
5544+10	54.7' RT	1
SEIL RD STAGE 2		
4003+97	13.3' RT	1
4005+65	11.7' RT	1
4006+83	8.3' RT	1
4009+08	19.3' RT	1
4009+28	19.3' RT	1
4009+48	19.3' RT	1
4012+63	24.8' RT	1
4013+70	26.1' RT	1
4014+80	31.0' RT	1
4015+38	43.9' RT	1
STAGE 2 TOTAL		**54**

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
PR IL RTE 59 SB STAGE 2A		
6993+02	46.8' LT	1
6993+15	46.8' LT	1
6994+50	46.8' LT	1
6996+15	48.1' LT	1
6998+00	52.7' LT	1
6999+45	55.3' LT	1
7013+61	1.2' LT	1
7015+44	3.4' LT	1
7019+95	2.8' LT	1
7021+51	22.8' LT	1
7021+68	25.8' LT	1
7023+00	1.3' LT	1
7023+41	1.3' LT	1
7025+10	29.3' RT	1
PR IL RTE 59 NB STAGE 2A		
8001+80	37.3' LT	1
8003+25	37.3' LT	1
8003+25	13.3' RT	1
8004+35	37.3' LT	1
8004+35	13.3' RT	1
8004+75	37.3' LT	1
8004+75	13.3' RT	1
8004+85	37.3' LT	1
8004+85	13.3' RT	1
8004+95	37.3' LT	1
8004+95	13.3' RT	1
8005+40	12.9' RT	1
8005+40	37.5' LT	1
8006+25	41.1' LT	1
8007+75	43.3' LT	1
8009+95	62.1' LT	1
8010+28	43.3' LT	1
8021+95	1.3' RT	1
8022+10	1.3' RT	1
8023+50	29.3' LT	1
RAMP C NB STAGE 2A		
810+55	33.7' RT	1
810+70	35.2' RT	1
SEIL RD STAGE 2A		
4003+97	14.4' LT	1
4005+65	19.2' LT	1
4006+83	22.5' LT	1
4009+08	29.0' LT	1
4009+28	29.5' LT	1
4009+48	30.1' LT	1
4014+80	8.2' LT	1
4015+05	9.9' LT	1
4016+55	19.0' LT	1
STAGE 2A TOTAL		**45**

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
PR IL RTE 59 SB STAGE 3		
6992+40	7.1' LT	1
6992+75	6.9' LT	1
6993+15	6.8' LT	1
PR IL RTE 59 NB STAGE 3		
8001+80	12.5' RT	1
SEIL RD STAGE 3		
4009+97	31.1' LT	1
4010+85	34.1' LT	1
4012+63	40.8' LT	1
STAGE 3 TOTAL		**7**

thomas engineering group service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
EROSION AND SEDIMENT CONTROL

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	556
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\benevech-pw.bentley.com:benevech-pw-01\Documents\107000s\107400.00\Eng. Docs. Phase II\ESC (Thomas)\D162H15-sht-ESC-schedule-02.dgn

D162H15-sht-ESC-schedule-02.dgn
50103
2012/11/30

INLET & PIPE PROTECTION		
STATION	OFFSET	QUANTITY (EACH)
I-55 STAGE 1		
290+90	83.1' RT	1
EX IL 59 STAGE 1		
7489+51	70.7' RT	1
7489+56	79.6' RT	1
7492+32	95.0' RT	1
EX RAMP C STAGE 1		
8011+28	115.5' RT	1
8035+40	128.2' RT	1
EX RAMP D STAGE 1		
7007+05	45.0' RT	1
PR IL RTE 59 SB STAGE 1		
7027+61	36.5' LT	1
7029+36	18.1' LT	1
7031+11	15.9' LT	1
7033+00	15.0' LT	1
7037+00	58.4' RT	1
PR IL RTE 59 NB STAGE 1		
8035+39	68.8' LT	1
RAMP B N STAGE 1		
1107+26	75.8' RT	1
1108+93	40.3' LT	1
1110+06	111.4' LT	1
1110+50	54.4' RT	1
1118+00	28.0' RT	1
1118+50	58.5' LT	1
1119+50	19.6' RT	1
1127+23	47.1' RT	1
1128+23	89.8' RT	1
RAMP D SB STAGE 1		
404+32	66.0' RT	1
408+50	112.8' LT	1
410+14	89.5' LT	1
ROCK RUN CROSSINGS DR STAGE 1		
6063+55	32.1' LT	1
6078+50	32.8' RT	1
6089+10	33.0' RT	1
6095+50	32.0' RT	1
EX E FRONTAGE RD STAGE 1		
16098+67	35.3' RT	1
W FRONTAGE RD STAGE 1		
5543+76	24.9' LT	1
5544+08	78.2' RT	1
SEIL RD STAGE 1		
3997+95	22.1' LT	1
4001+16	25.6' LT	1
4001+58	17.8' RT	1
4002+45	18.0' RT	1
4002+45	26.8' RT	1
4003+25	18.2' RT	1
4003+84	28.0' RT	1
4005+61	21.6' RT	1
4009+28	43.2' RT	1
STAGE 1 TOTAL		**41**

INLET & PIPE PROTECTION		
STATION	OFFSET	QUANTITY (EACH)
I-55 STAGE 2		
279+00	86.5' LT	1
290+90	92.6' RT	1
296+00	105.5' RT	1
301+50	82.5' RT	1
309+18	78.8' RT	1
310+50	85.0' RT	1
329+00	88.2' RT	1
329+00	92.3' LT	1

INLET & PIPE PROTECTION		
STATION	OFFSET	QUANTITY (EACH)
330+94	102.6' LT	1
335+88	107.8' LT	1
337+64	65.7' LT	1
PR IL RTE 59 NB STAGE 2		
8001+36	145.1' LT	1
8007+10	83.0' RT	1
8010+73	101.5' LT	1
8014+00	87.0' LT	1
8021+95	1.3' RT	1
RAMP C NB STAGE 2		
809+08	75.9' LT	1
RAMP D SB STAGE 2		
418+65	49.0' LT	1
EX E FRONTAGE RD STAGE 2		
16112+82	24.7' RT	1
W FRONTAGE RD STAGE 2		
5541+69	45.0	1
SEIL RD STAGE 2		
4005+65	24.0' RT	1
STAGE 2 TOTAL		**21**

INLET & PIPE PROTECTION		
STATION	OFFSET	QUANTITY (EACH)
PR IL RTE 59 NB STAGE 2A		
8010+73	101.5' LT	1
8014+00	87.0' LT	1
RAMP B NB STAGE 2A		
1108+93	40.3' LT	1
RAMP C NB STAGE 2A		
812+30	22.0' RT	1
STAGE 2A TOTAL		**4**

INLET & PIPE PROTECTION		
STATION	OFFSET	QUANTITY (EACH)
SEIL RD STAGE 3		
4009+98	52.0' LT	1
STAGE 3 TOTAL		**1**

TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
I-55 STAGE 1		
252+24	99.4' RT	10
253+49	105.9' RT	10
253+65	109.5' RT	10
253+82	113.2' RT	10
253+98	116.9' RT	10
270+84	75.3' RT	10
272+50	73.5' LT	10
273+00	90.2' RT	10
277+50	82.3' LT	10
282+50	74.6' LT	10
283+50	105.4' RT	10
284+18	67.7' LT	10
285+31	95.8' RT	10
287+00	93.5' RT	10
287+81	91.9' RT	10
290+00	88.6' RT	10
PR IL RTE 59 SB STAGE 1		
7002+50	102.0' RT	10
7025+27	41.1' LT	10

TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
7025+54	46.1' LT	10
7025+81	49.6' LT	10
7026+09	50.8' LT	10
7026+36	50.8' LT	10
7026+64	48.5' LT	10
7026+89	44.6' LT	10
7027+13	40.4' LT	10
7027+37	36.5' LT	10
7027+85	32.7' LT	10
7028+42	26.1' LT	10
7029+00	21.2' LT	10
7030+50	63.8' RT	10
7032+50	56.0' RT	10
7034+50	59.9' RT	10
7036+50	59.1' RT	10
PR IL RTE 59 NB STAGE 1		
8025+45	110.6' LT	10
8025+98	115.3' LT	10
8028+00	95.1' LT	10
8029+89	75.7' LT	10
8031+89	58.1' LT	10
8033+89	55.8' LT	10
RAMP B NB STAGE 1		
1108+50	67.5' RT	10
1111+50	59.0' RT	10
1111+50	85.3' LT	10
1112+50	52.4' RT	10
1113+00	79.1' LT	10
1113+50	45.2' RT	10
1114+00	74.1' LT	10
1114+28	38.6' RT	10
1114+68	34.9' RT	10
1115+00	68.6' LT	10
1115+09	33.1' RT	10
1115+25	67.2' LT	10
1115+50	40.4' RT	10
1115+50	66.5' LT	10
1117+50	20.3' RT	10
1117+85	68.4' LT	10
1118+72	54.4' LT	10
1119+00	19.7' RT	10
1119+03	50.7' LT	10
1119+34	47.5' LT	10
RAMP B SB STAGE 1		
1202+00	92.7' LT	10
1203+00	87.7' LT	10
1203+06	39.1' RT	10
1203+41	54.8' RT	10
1203+73	71.2' RT	10
1204+00	82.4' LT	10
1204+05	72.6' RT	10
1204+37	58.7' RT	10
RAMP D SB STAGE 1		
400+26	54.1' RT	10
400+37	55.0' RT	10
400+48	55.9' RT	10
400+59	56.8' RT	10
400+95	62.2' RT	10
401+20	66.6' RT	10
401+34	66.7' RT	10
401+48	66.9' RT	10
401+62	67.0' RT	10
402+87	69.3' RT	10
404+12	67.5' RT	10
405+62	42.6' LT	10
406+00	60.5' RT	10
406+02	59.9' LT	10
406+43	77.1' LT	10
406+91	91.9' LT	10

TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
407+42	103.0' LT	10
407+95	110.0' LT	10
408+00	53.8' RT	10
409+50	46.6' RT	10
411+17	66.0' LT	10
412+13	38.6' LT	10
413+00	35.9' RT	10
ROCK RUN CROSSINGS STAGE 1		
6062+50	41.1' LT	10
6079+50	35.9' RT	10
6080+50	35.3' RT	10
6081+39	36.0' RT	10
6088+00	25.7' RT	10
6091+50	36.2' RT	10
6091+89	28.3' LT	10
6092+07	31.3' LT	10
6092+18	33.5' LT	10
6092+65	40.0' LT	10
6093+12	46.3' LT	10
6093+59	48.8' LT	10
6094+00	32.9' RT	10
6096+24	31.6' RT	10
6096+80	31.6' RT	10
6097+48	31.7' RT	10
STAGE 1 TOTAL		**1,060**

TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
RAMP D SB STAGE 1A		
415+00	32.1' RT	10
416+68	68.8' LT	10
417+00	34.7' RT	10
417+68	69.7' LT	10
418+85	60.4' LT	10
419+65	56.4' LT	10
419+66	22.5' RT	10
420+32	22.7' RT	10
STAGE 1A TOTAL		**80**

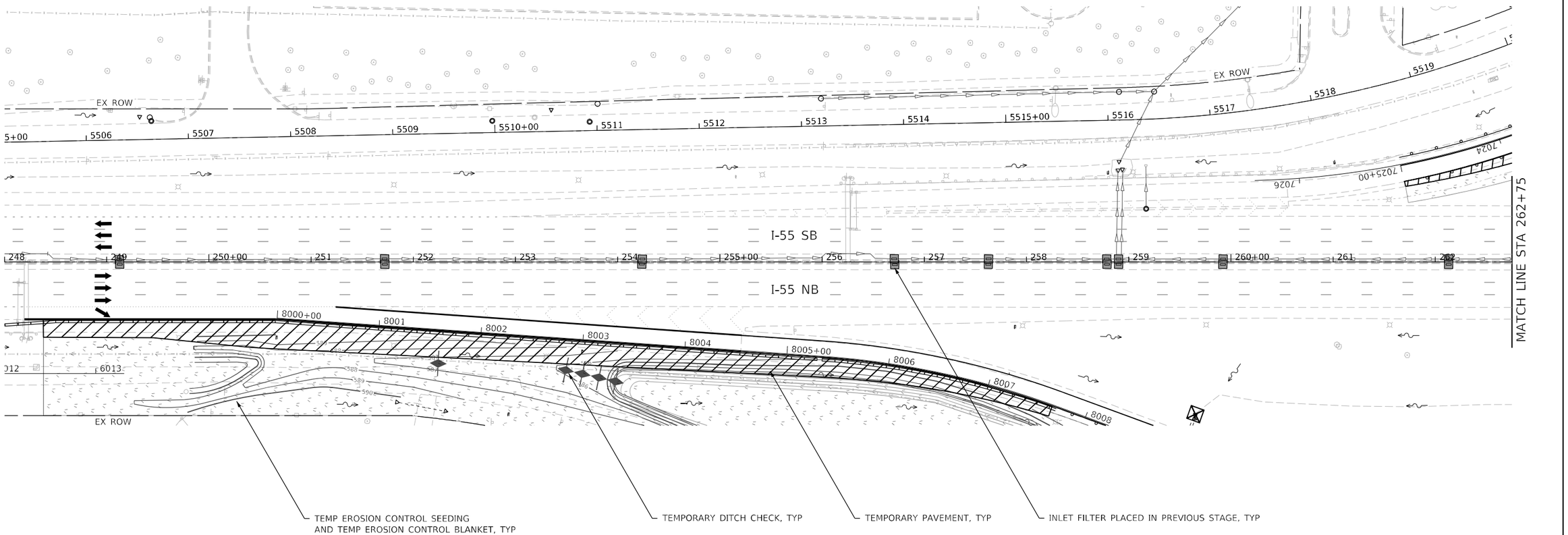
TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
I-55 STAGE 2		
258+00	68.0' RT	10
258+50	74.7' RT	10
262+00	77.2' RT	10
264+00	80.1' RT	10
265+00	81.9' RT	10
265+50	77.3' LT	10
265+99	71.1' RT	10
266+50	75.6' LT	10
266+99	68.4' RT	10
267+50	74.5' LT	10
267+99	67.9' RT	10
268+50	75.8' LT	10
269+18	69.8' RT	10
269+50	73.5' LT	10
270+25	73.5' LT	10
272+50	73.5' LT	10
280+19	90.1' RT	10
280+38	90.1' RT	10
280+50	90.1' RT	10
281+00	94.0' RT	10
281+50	100.8' RT	10

TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
282+00	114.1' RT	10
283+50	105.4' RT	10
285+31	95.8' RT	10
287+00	93.5' RT	10
287+81	91.9' RT	10
290+00	88.6' RT	10
291+50	90.1' RT	10
293+13	91.5' RT	10
293+76	95.8' RT	10
294+39	98.7' RT	10
295+02	101.5' RT	10
295+65	104.3' RT	10
296+17	103.3' RT	10
296+35	100.7' RT	10
296+52	98.0' RT	10
296+69	95.3' RT	10
296+90	91.9' RT	10
298+00	89.6' RT	10
298+50	86.4' RT	10
299+50	81.5' RT	10
299+50	109.7' LT	10
300+50	79.9' RT	10
301+50	108.5' LT	10
303+00	83.0' RT	10
303+34	107.1' LT	10
305+00	82.3' RT	10
306+67	106.0' LT	10
307+00	79.9' RT	10
310+00	107.0' LT	10
311+00	105.1' LT	10
312+00	84.6' RT	10
312+00	103.1' LT	10
313+00	101.0' LT	10
313+25	98.9' LT	10
315+50	100.0' LT	10
317+00	85.0' RT	10
317+50	99.8' LT	10
318+00	83.1' RT	10
319+00	82.7' RT	10
319+50	97.3' LT	10
320+00	81.5' RT	10
320+50	81.5' RT	10
321+00	81.5' RT	10
321+50	81.5' RT	10
321+50	88.0' LT	10
322+00	81.5' RT	10
322+00	88.8' LT	10
322+50	81.5' RT	10
322+50	89.0' LT	10
323+00	81.5' RT	10
323+00	89.0' LT	10
323+50	81.5' RT	10
323+50	89.9' LT	10
324+00	81.5' RT	10
324+00	88.7' LT	10
324+50	81.5' RT	10
324+50	88.5' LT	10
325+00	81.5' RT	10
325+00	88.3' LT	10
325+50	88.3' LT	10
325+67	81.5' RT	10
326+25	88.1' LT	10
326+33	81.5' RT	10
327+00	81.4' RT	10
327+00	87.1' LT	10
327+66	82.1' RT	10
327+75	88.2' LT	10
328+22	84.0' RT	10
328+25	88.8' LT	10

TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
328+55	85.0' RT	10
328+69	90.6' LT	10
328+80	92.0' LT	10
328+88	87.1' RT	10
328+91	93.3' LT	10
329+55	88.2' RT	10
329+57	89.6' LT	10
329+84	94.7' RT	10
329+90	91.4' LT	10
330+14	102.1' RT	10
330+22	97.4' LT	10
330+43	110.2' RT	10
330+55	98.4' LT	10
331+30	105.6' LT	10
333+29	96.7' LT	10
334+35	98.1' LT	10
335+00	102.8' LT	10
IL RTE 59 SB STAGE 2		
7004+15	38.3' LT	10
7004+59	45.3' LT	10
7005+03	52.2' LT	10
7005+47	59.1' LT	10
7005+91	66.0' LT	10
7008+15	72.8' LT	10
7008+85	69.1' LT	10
7009+54	66.1' LT	10
7009+85	66.3' LT	10
7010+15	64.9' LT	10
7010+20	148.7' RT	10
7010+31	137.9' RT	10
7010+42	127.5' RT	10
7010+46	64.7' LT	10
7010+53	117.7' RT	10
7010+65	108.4' RT	10
7010+76	63.0' LT	10
7010+78	99.7' RT	10
7010+91	91.6' RT	10
7011+05	84.1' RT	10
7011+06	59.1' LT	10
7011+18	77.3' RT	10
7011+33	71.1' RT	10
7011+35	53.1' LT	10
7011+48	65.3' RT	10
7011+63	45.2' LT	10
7011+89	35.5' LT	10
IL RTE 59 NB STAGE 2		
8012+59	70.0' LT	10
8013+03	80.3' LT	10
8013+51	86.1' LT	10
8014+36	89.3' LT	10
8014+73	98.2' LT	10
RAMP A SB STAGE 2		
905+62	31.5' LT	10
907+32	45.3' LT	10
912+48	65.7' LT	10
914+72	14.7' RT	10
915+09	48.7' RT	10
RAMP C NB STAGE 2		
812+51	21.2' RT	10
812+73	20.8' RT	10
812+94	20.3' RT	10
813+00	96.6' LT	10
813+16	19.8' RT	10
813+38	19.2' RT	10
813+59	18.5' RT	10
813+81	17.7' RT	10
814+03	16.9' RT	10
814+24	16.1' RT	10
814+46	15.2' RT	10

TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
814+68	14.2' RT	10
814+90	13.6' RT	10
815+12	14.4' RT	10
RAMP D SB STAGE 2		
415+00	65.4' LT	10
417+00	55.6' LT	10
419+66	42.6' LT	10
420+32	43.1' LT	10
420+95	30.0' LT	10
RAMP D NB STAGE 2		
603+48	106.4' LT	10
606+00	60.4' LT	10
608+50	27.8' LT	10
W FRONTAGE RD STAGE 2		
5541+34	44.8' RT	10
5543+50	64.3' RT	10
SEIL RD STAGE 2		
4009+00	40.8' RT	10
4009+48	45.7' RT	10
STAGE 2 TOTAL		**1,700**

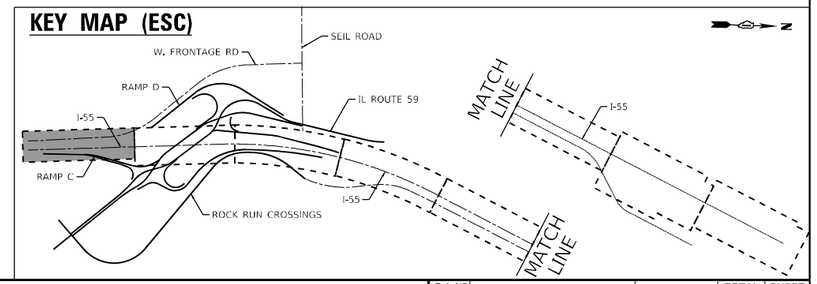
TEMPORARY DITCH CHECK		
STATION	OFFSET	QUANTITY (FT)
PR IL RTE 59 NB STAGE 2A		
8012+59	70.0' LT	10
8013+03	80.3' LT	10
8013+51	86.1' LT	10
8014+36	89.3' LT	10
8014+73	98.2' LT	10
RAMP B SB STAGE 2A		
1203+06	39.1' RT	10
1203+41	54.8' RT	10
1203+73	71.2' RT	10
1204+05	72.6' RT	10
1204+37	58.7' RT	10
RAMP A SB STAGE 2A		
915+54	80.4' RT	10
915+75	67.5' RT	10
915+97	54.6' RT	10
916+17	41.8' RT	10
916+37	30.1' RT	10
RAMP C NB STAGE 2A		
801+60	36.0' RT	10
802+85	36.0' RT	10
803+01	38.7' RT	10
803+17	41.6' RT	10
803+34	44.5' RT	10
812+51	21.2' RT	10
812+73	20.8' RT	10
812+94	20.3' RT	10
813+16	19.8' RT	10
813+38	19.2' RT	10
813+59	18.5' RT	10
813+81	17.7' RT	10
814+03	16.9' RT	10
814+24	16.1' RT	10
814+46	15.2' RT	10
814+68	14.2' RT	10
814+90	13.6' RT	10
815+12	14.4' RT	10
STAGE 2A TOTAL		**360**



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group service at the highest grade.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	558
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
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D162H15-sht-ESC-55-stage1-003.dgn
50103
2012/11/30

N

0 50 100 150
SCALE IN FEET

TEMPORARY PAVEMENT, TYP

TEMPORARY KINDER MORGAN
EXCLUSION ZONE FENCING BY OTHERS

STABILIZED CONSTRUCTION
ENTRANCE, TYP

MATCH LINE STA 262+75

MATCH LINE STA 276+00

RAMP D

I-55 SB

I-55 NB

RAMP B

PR ROW

INLET FILTER PLACED
IN PREVIOUS STAGE, TYP

TEMPORARY DITCH CHECK, TYP

TEMP EROSION CONTROL SEEDING
AND TEMP EROSION CONTROL BLANKET, TYP

WORK ZONE AREA, TYP

WASHOUT BASIN

INLET AND PIPE PROTECTION, TYP

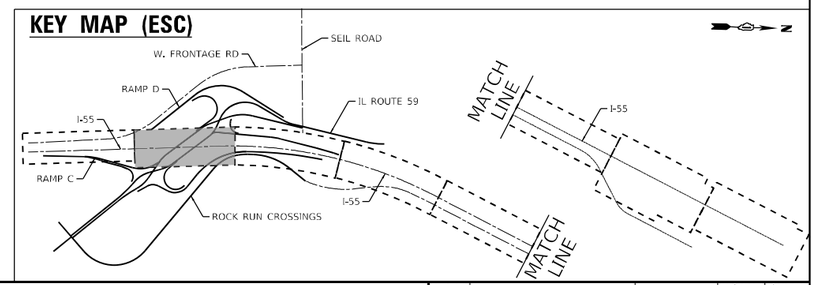
INLET FILTER, TYP

PERIMETER EROSION BARRIER, TYP

EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I-55 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	559
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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D:\62H15-sht-ESC-55-stage1-004.dgn
50103
2012/11/30

N

0 50 100 150
SCALE IN FEET

INLET FILTER PLACED IN PREVIOUS STAGE, TYP

STABILIZED CONSTRUCTION ENTRANCE, TYP

I-55 SB

I-55 NB

MATCH LINE STA 276+00

MATCH LINE STA 290+00

ROCK RUN CROSSINGS DR

EX ROW

WETLAND SITE 24

WETLAND SITE 25

INLET AND PIPE PROTECTION, TYP

TEMPORARY DITCH CHECK, TYP

PERIMETER EROSION BARRIER, TYP

WORK ZONE AREA, TYP

INLET FILTER, TYP

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET, TYP

EROSION CONTROL LEGEND

- WORK ZONE AREA
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- WASHOUT BASIN
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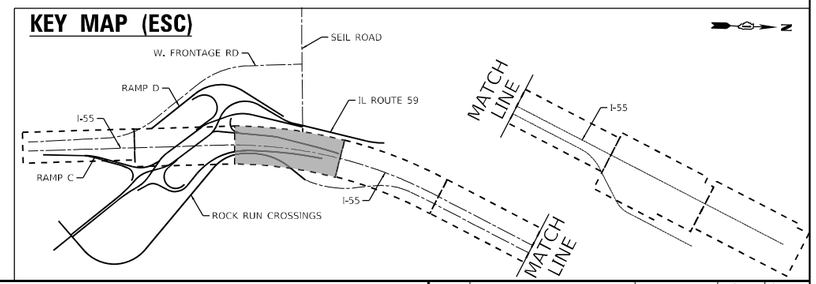
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I-55 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	560
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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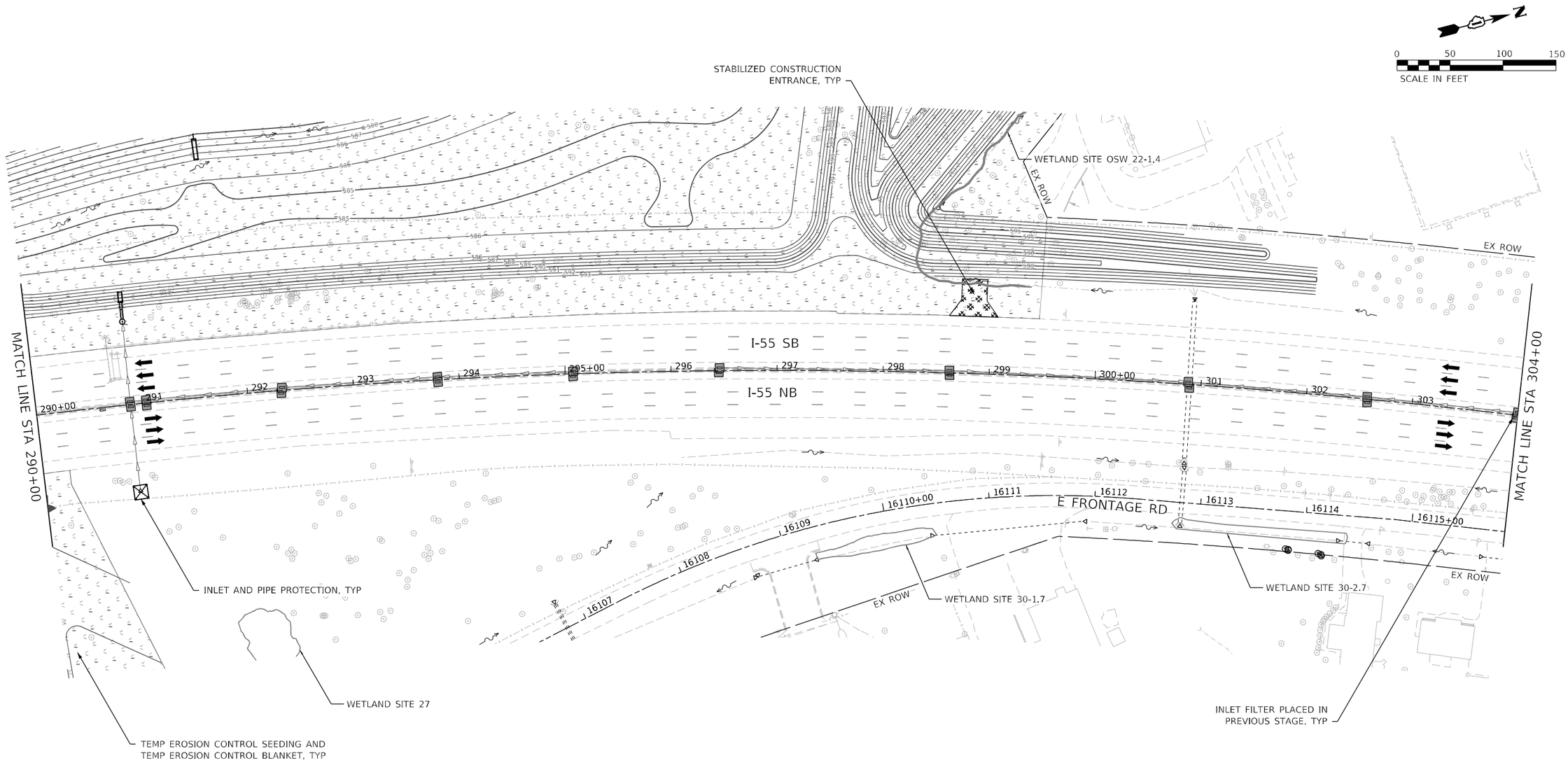
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
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- WASHOUT BASIN
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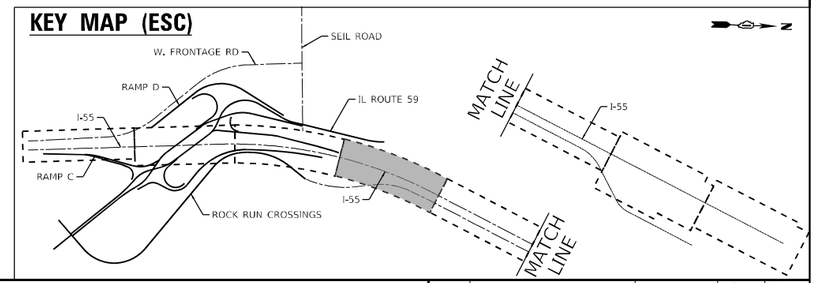
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	561
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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D162H15-sht-ESC-55-stage1-006.dgn
50103
2012/11/30

0 50 100 150
SCALE IN FEET

INLET FILTER PLACED IN PREVIOUS STAGE, TYP

EX ROW

EX ROW

MATCH LINE STA 304+00

MATCH LINE STA 318+00

I-55 SB

I-55 NB

304 | 305+00 | 306 | 307 | 308 | 309 | 310+00 | 311 | 312 | 313 | 314 | 315+00 | 316 | 317

16116 | 16117 | 16118 | 16119 | 16120+00 | 16121 | 16122 | 16123 | 16124 | 16125+00 | 16126 | 16127 | 16128 | 16129

E FRONTAGE RD

EX ROW

EX ROW

WETLAND SITE 30-4.7

WETLAND SITE 30-3.7

WETLAND SITE 30-5.7

WETLAND SITE 30-6.7

WETLAND SITE 30-7.7

EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
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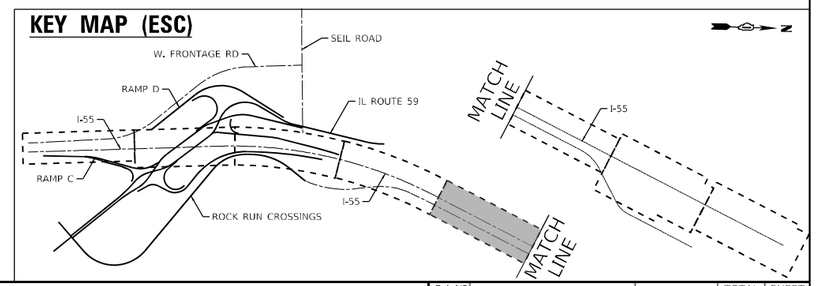
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	562
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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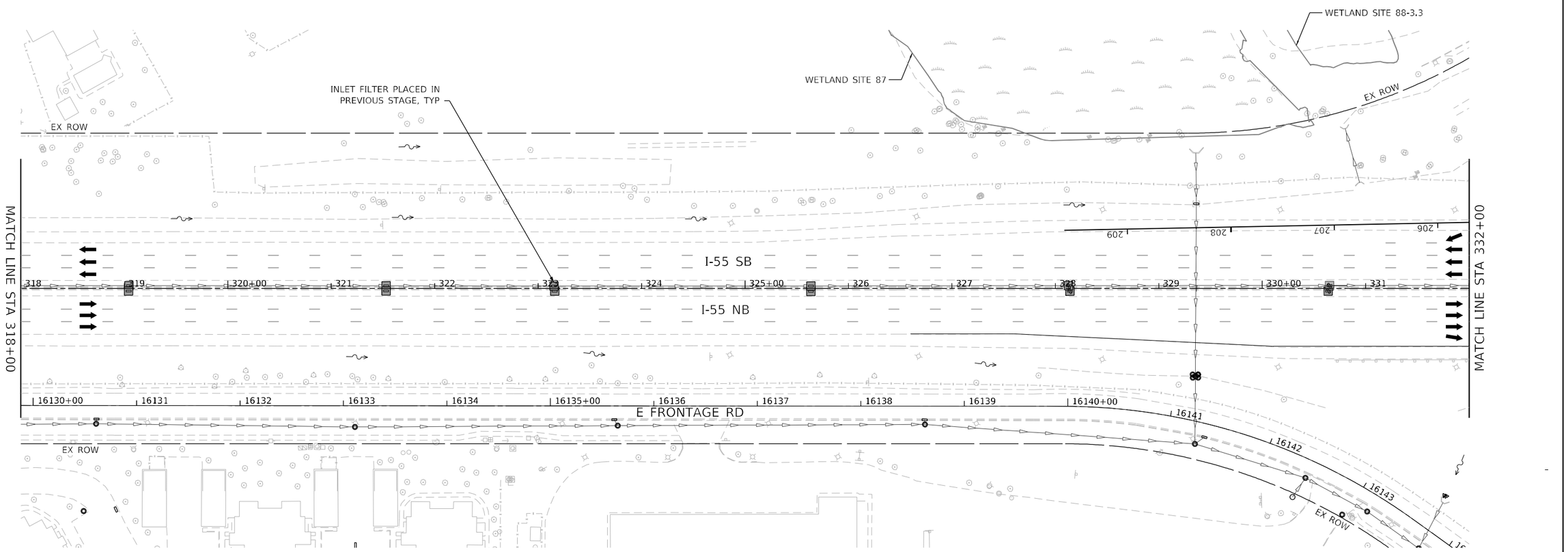
50103
2012/11/30

0 50 100 150
SCALE IN FEET



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
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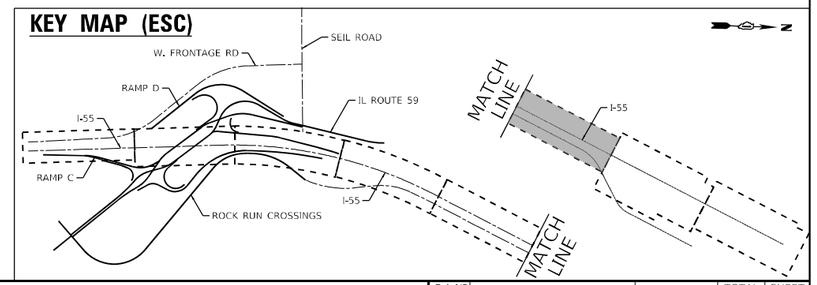
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I-55 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	563
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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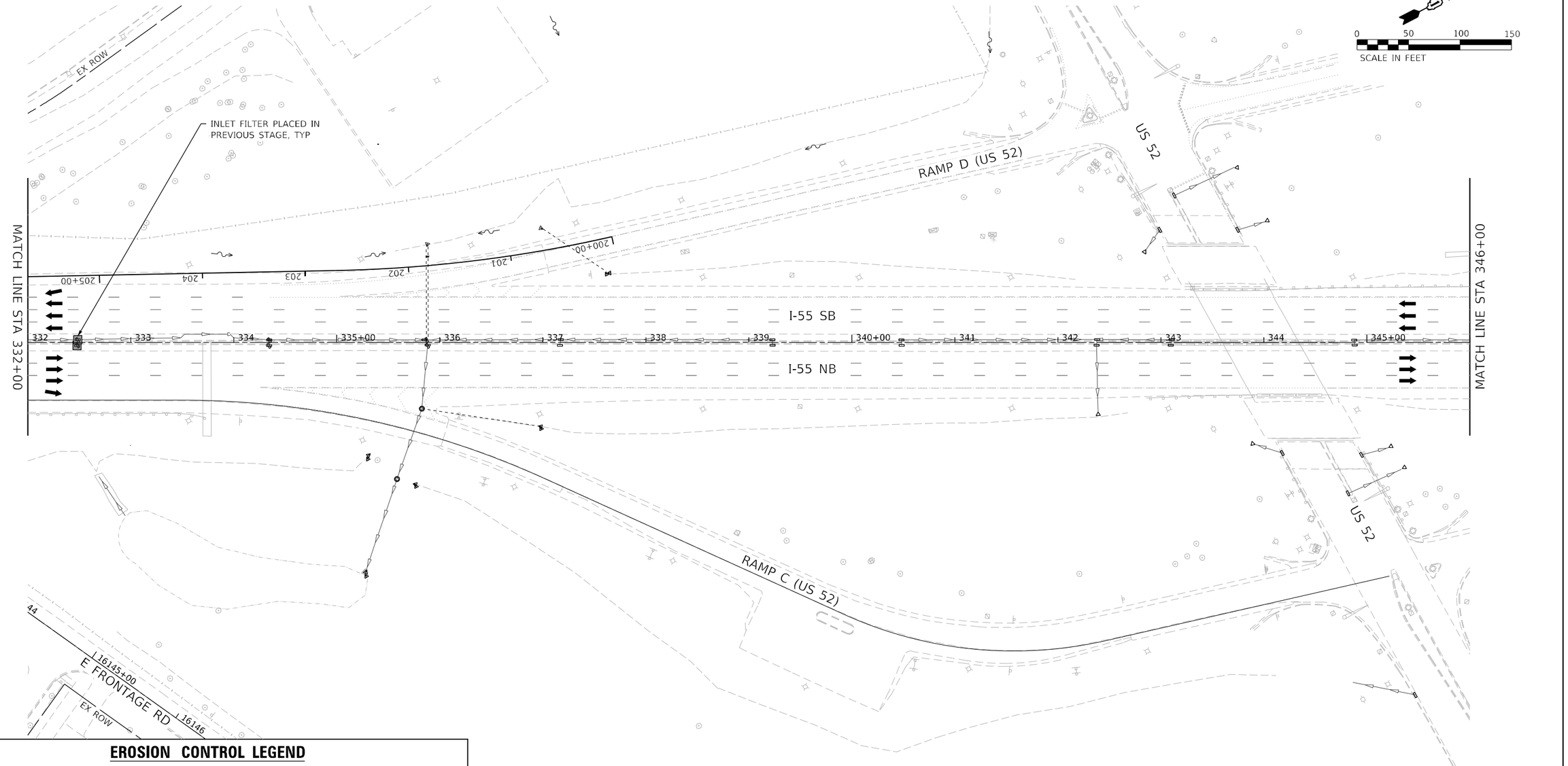
D162H15-sht-ESC-55-stage1-008.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
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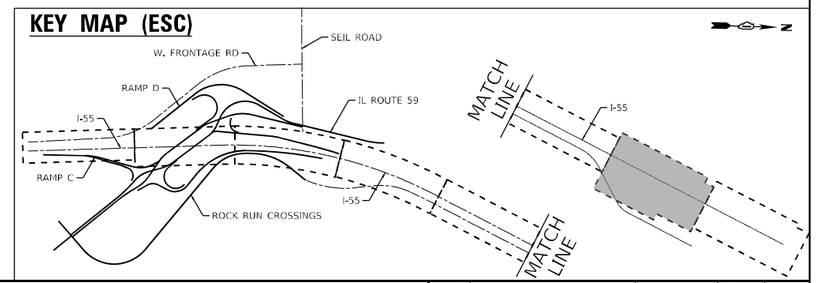
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I-55 – STAGE 1

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

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	564
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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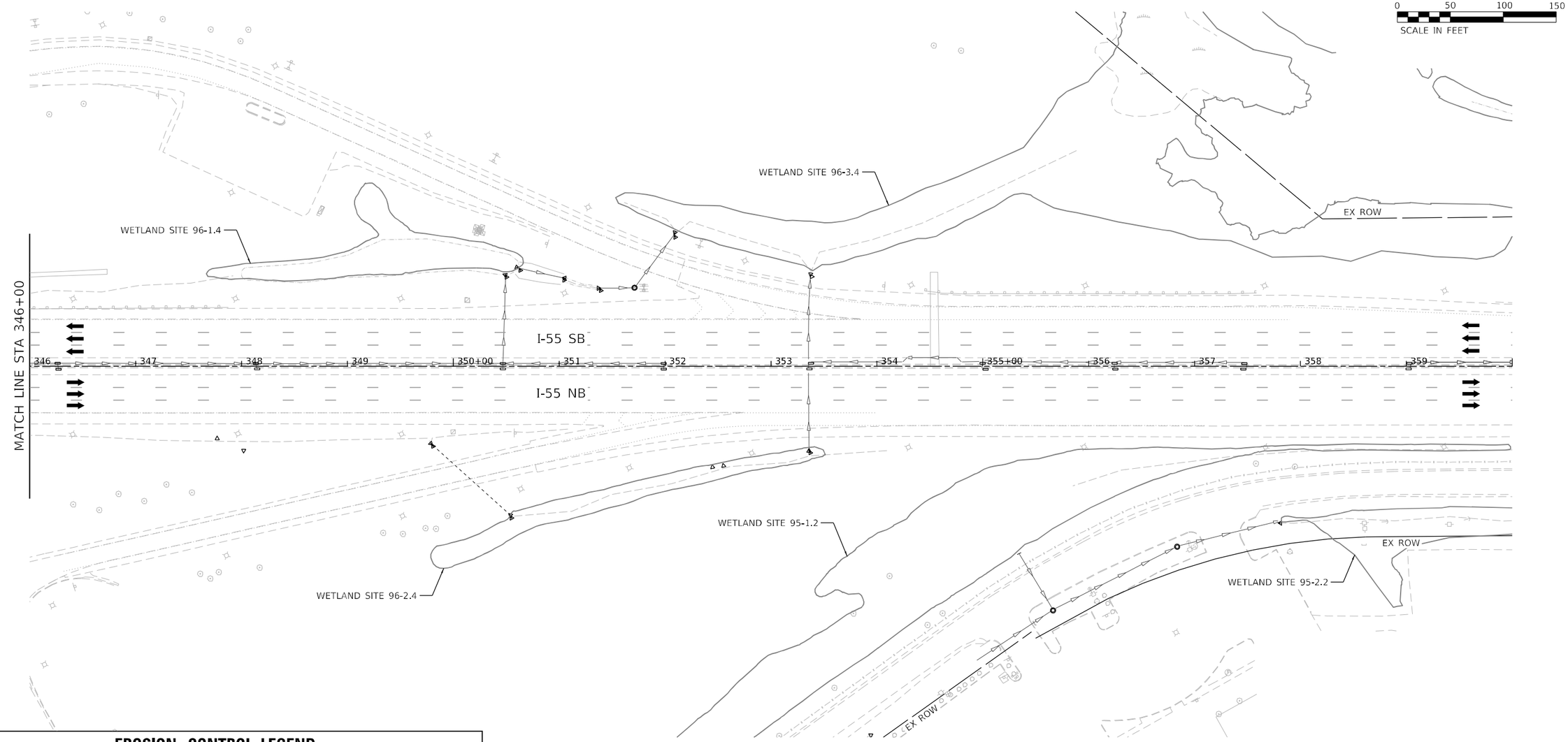
D162H15-sht-ESC-55-stage1-009.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
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- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
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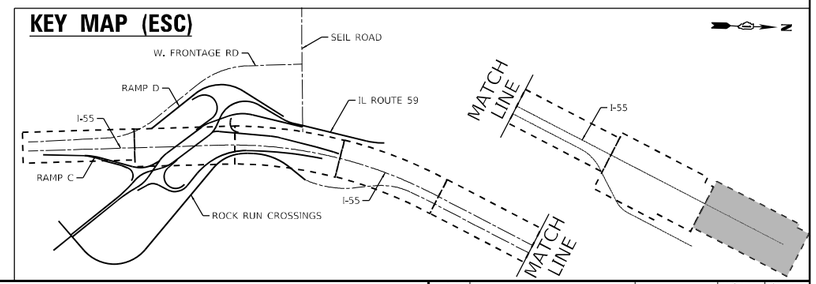
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	565
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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D162H15-sht-ESC-55-stage1-010.dgn
50103
2012/11/30

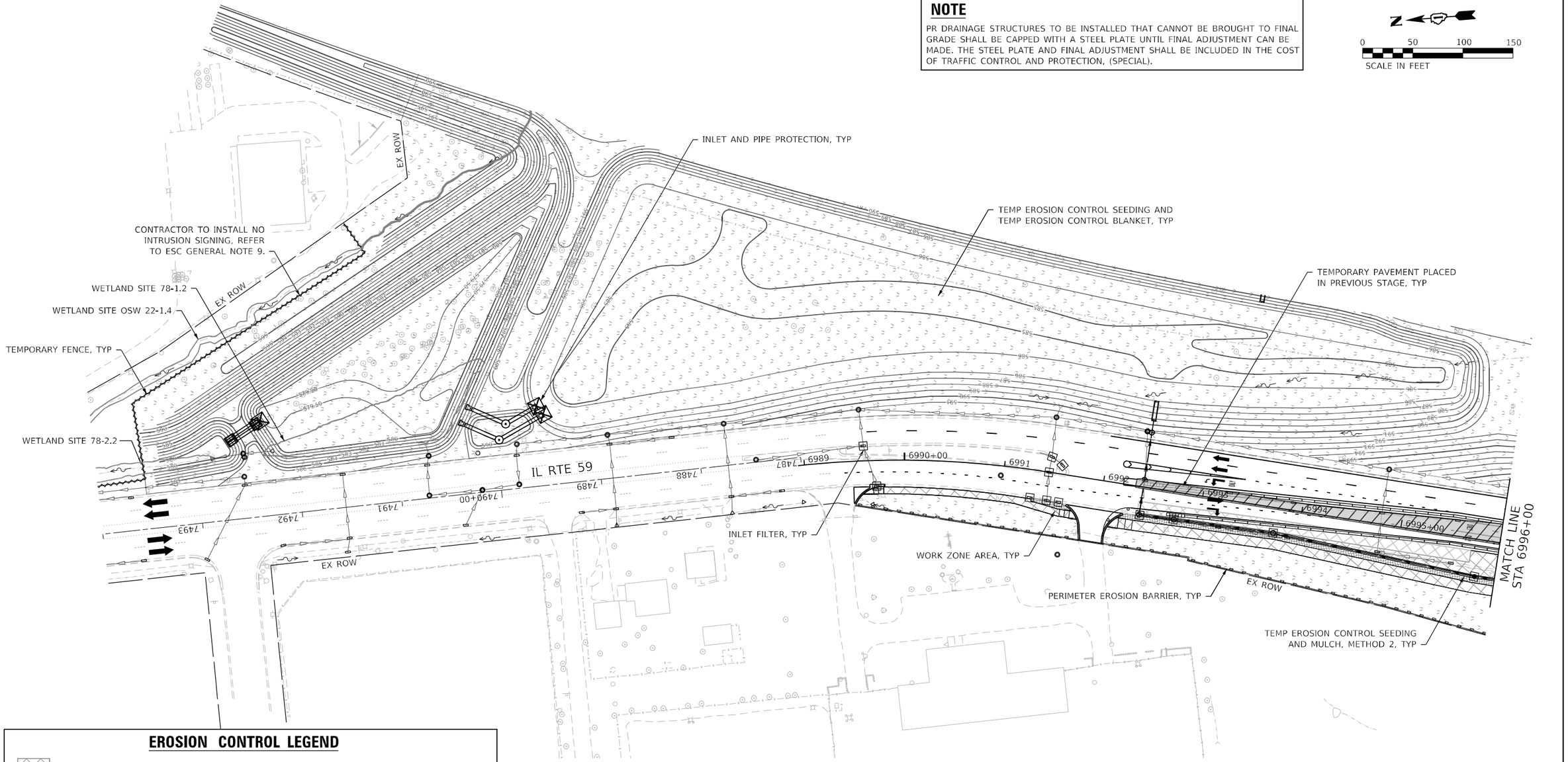
NOTE

PR DRAINAGE STRUCTURES TO BE INSTALLED THAT CANNOT BE BROUGHT TO FINAL GRADE SHALL BE CAPPED WITH A STEEL PLATE UNTIL FINAL ADJUSTMENT CAN BE MADE. THE STEEL PLATE AND FINAL ADJUSTMENT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

N

0 50 100 150

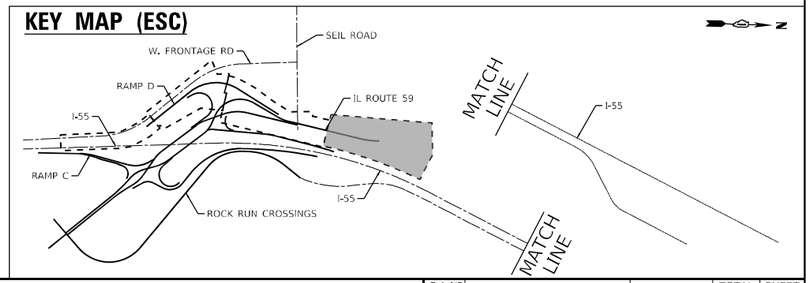
SCALE IN FEET



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group service at the highest grade.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
IL 59 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	566
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
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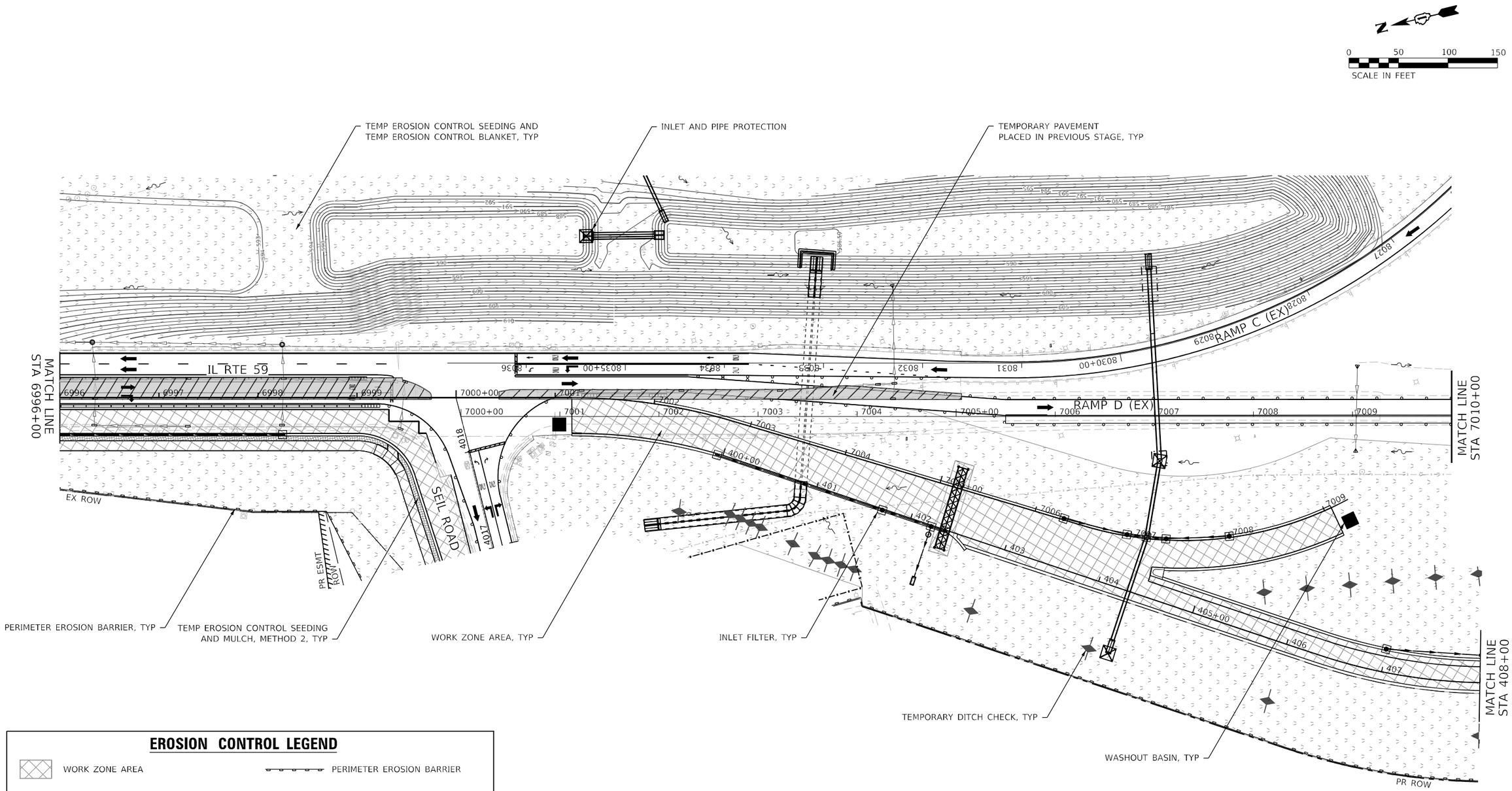
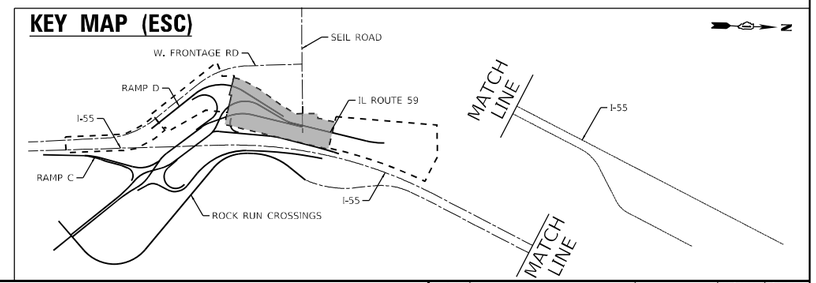
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
IL 59 – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	567
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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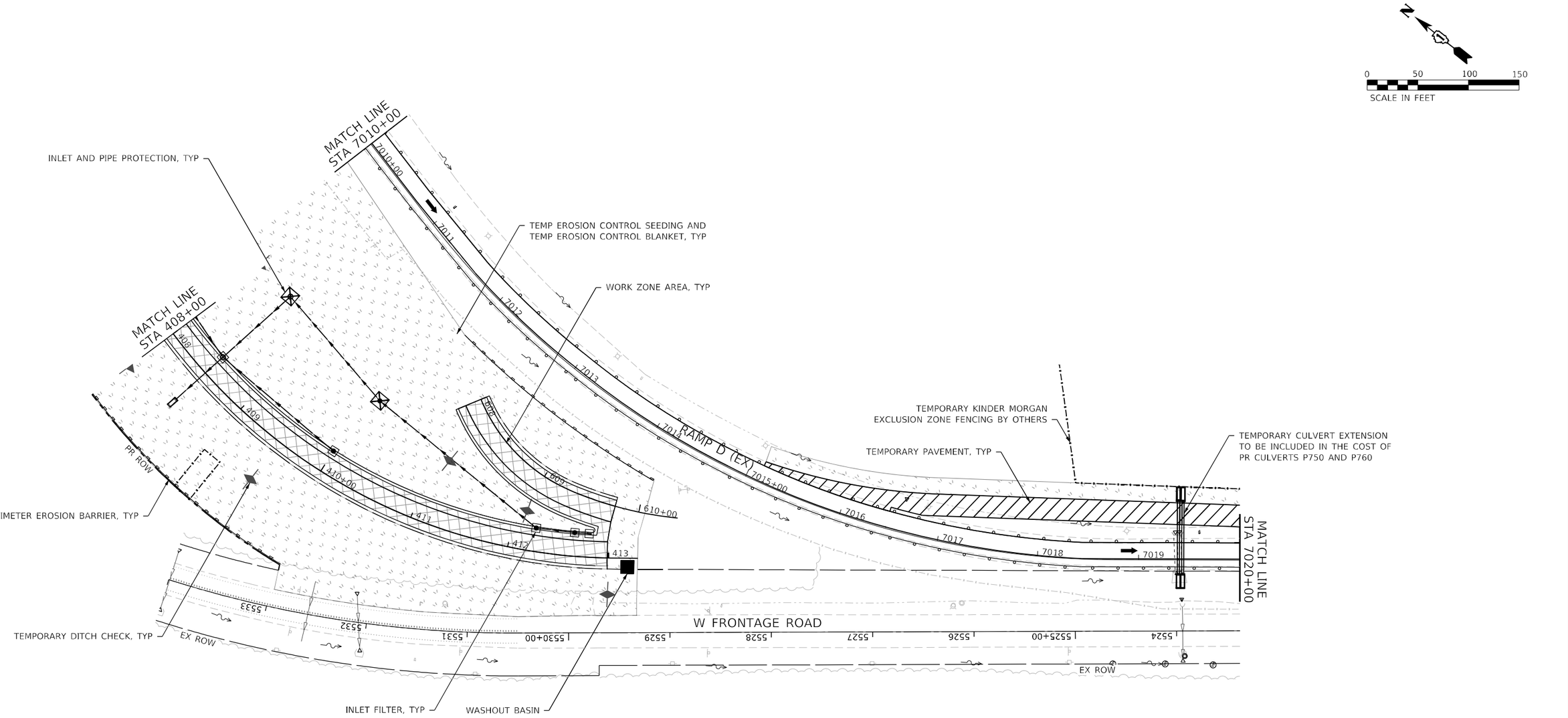
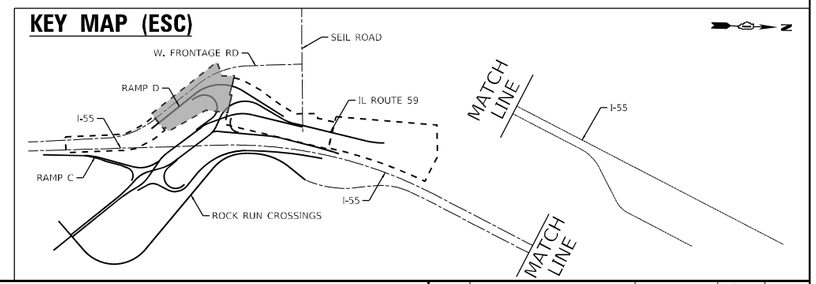
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group service at the highest grade

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1

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

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	568
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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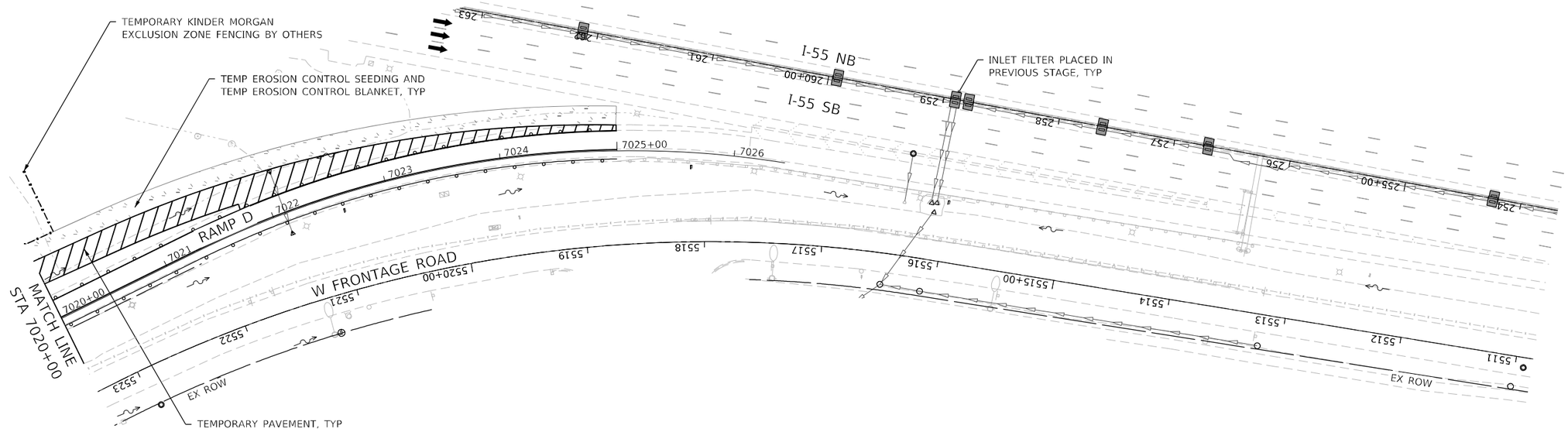
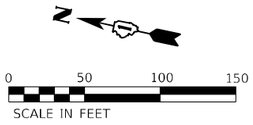
50103
2012/11/30

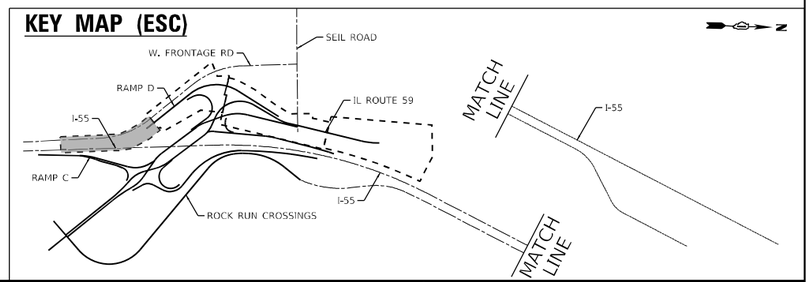




EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	569
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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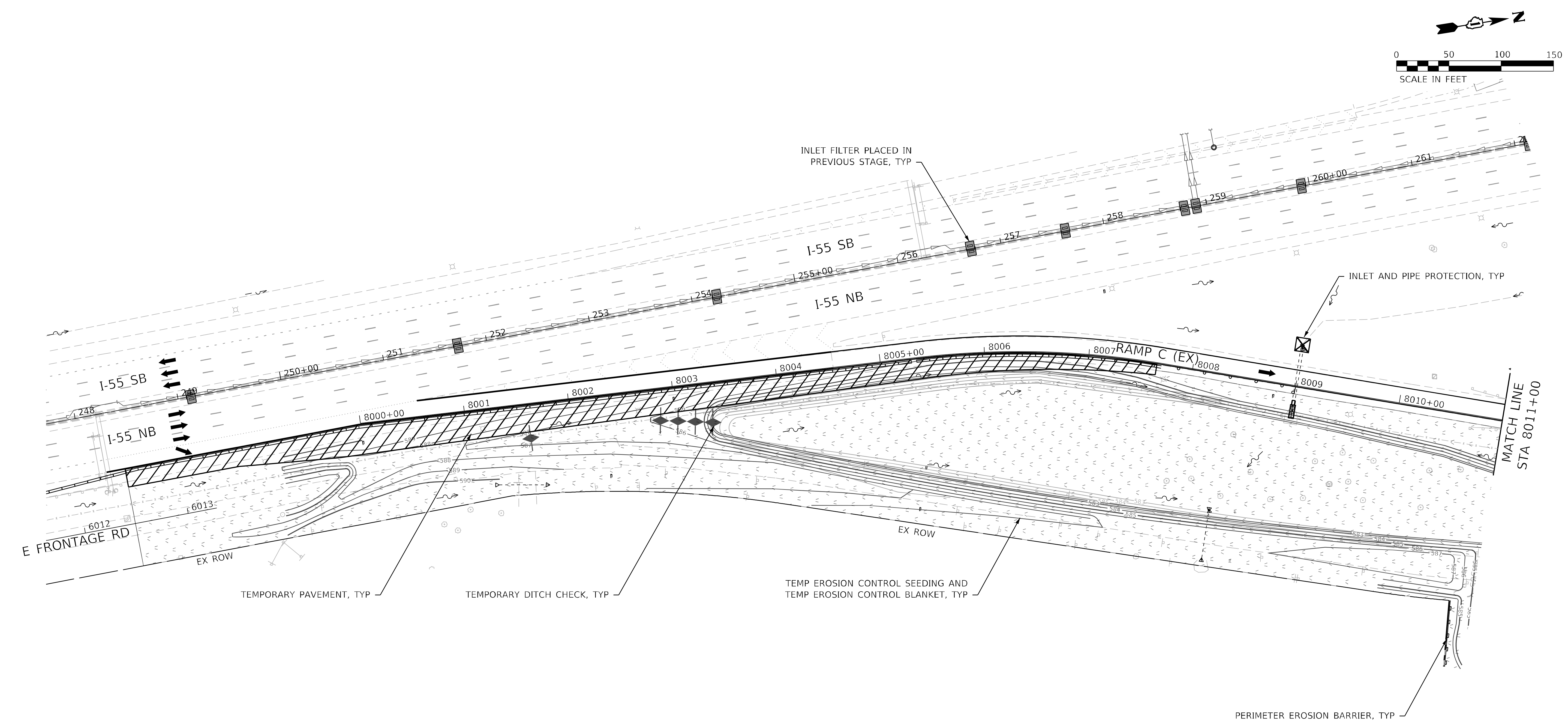
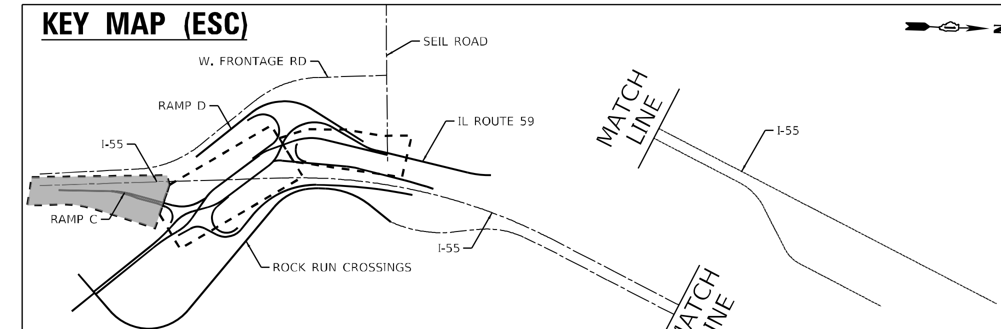
SD103
2012/11/30



EROSION CONTROL LEGEND

WORK ZONE AREA	PERIMETER EROSION BARRIER
TEMPORARY PAVEMENT	TEMPORARY FENCE
STABILIZED CONSTRUCTION ENTRANCE	WASHOUT BASIN
TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2	INLET AND PIPE PROTECTION
TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET	INLET FILTER
ITEM PLACED IN PREVIOUS STAGE	TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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thomas engineering group
service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	570
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

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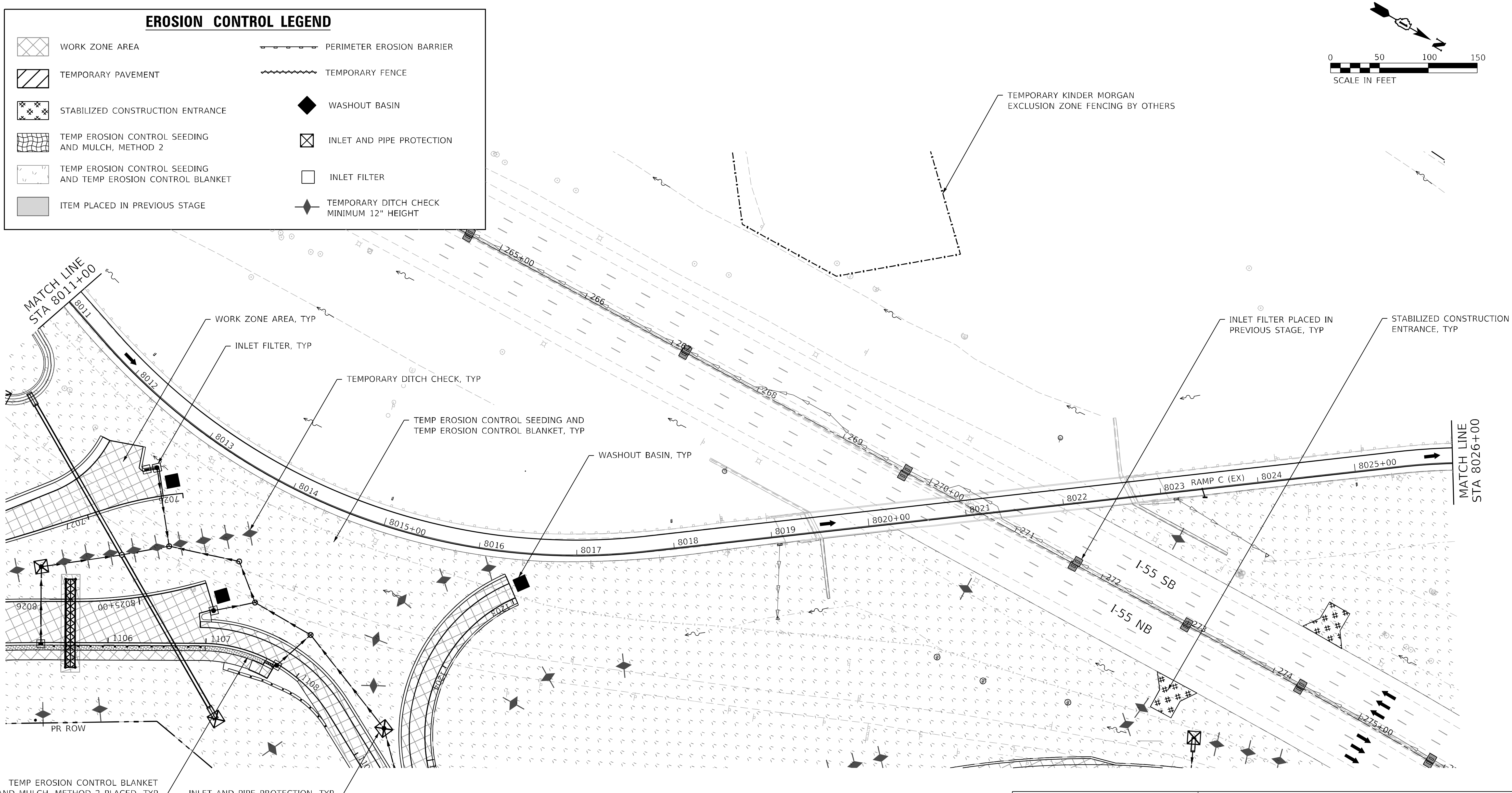
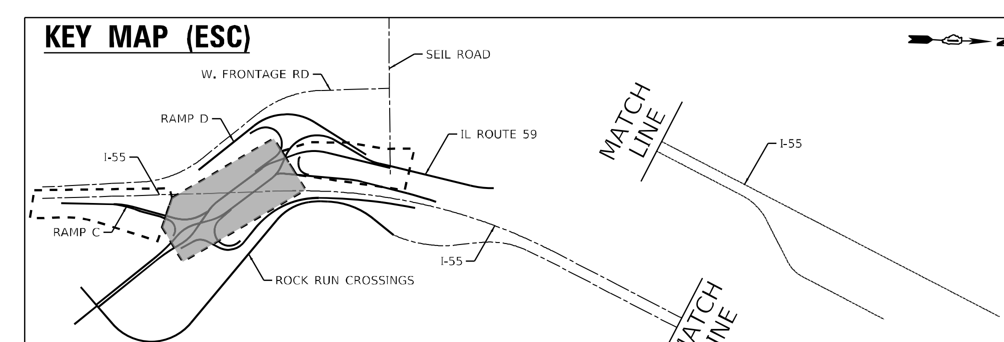
50103
2012/11/30

EROSION CONTROL LEGEND

WORK ZONE AREA	PERIMETER EROSION BARRIER
TEMPORARY PAVEMENT	TEMPORARY FENCE
STABILIZED CONSTRUCTION ENTRANCE	WASHOUT BASIN
TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2	INLET AND PIPE PROTECTION
TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET	INLET FILTER
ITEM PLACED IN PREVIOUS STAGE	TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT





thomas engineering group	USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JHAITSMA	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	571
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

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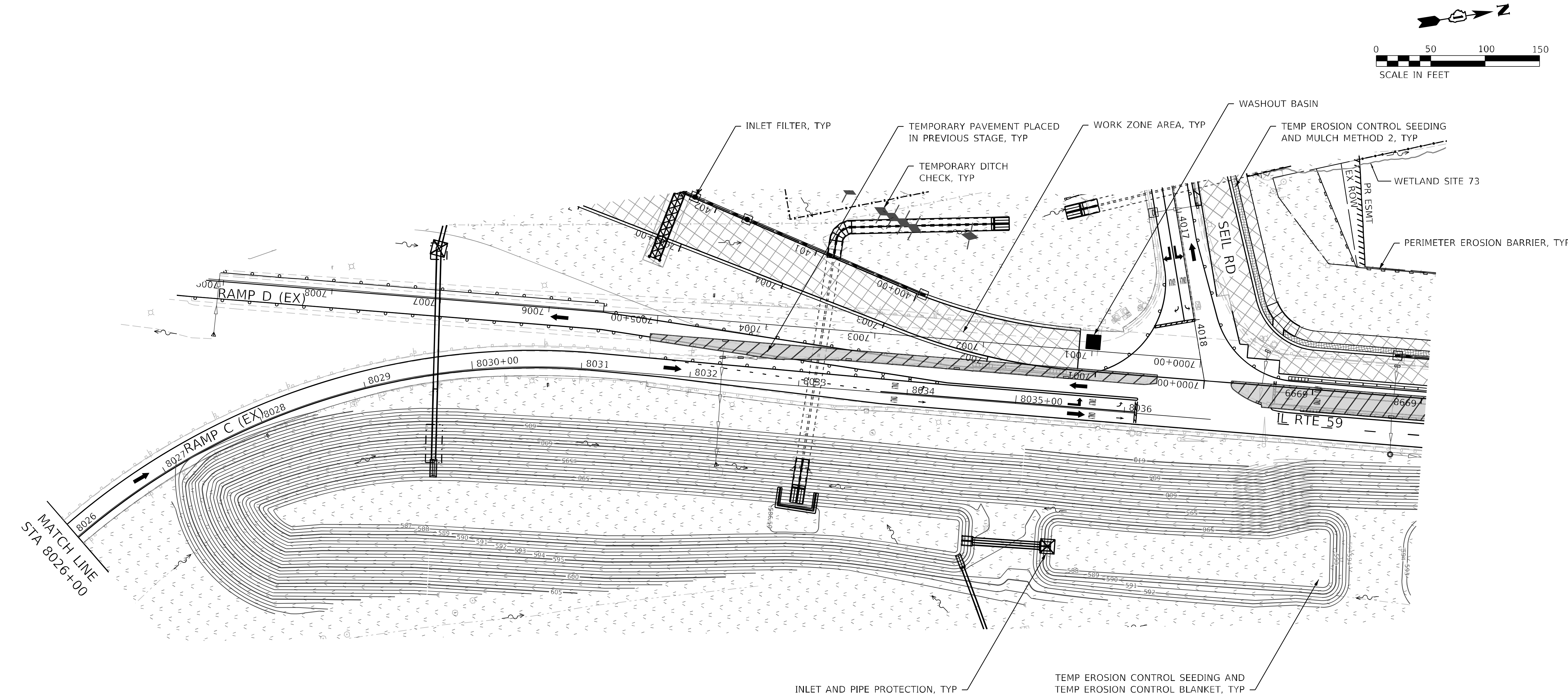
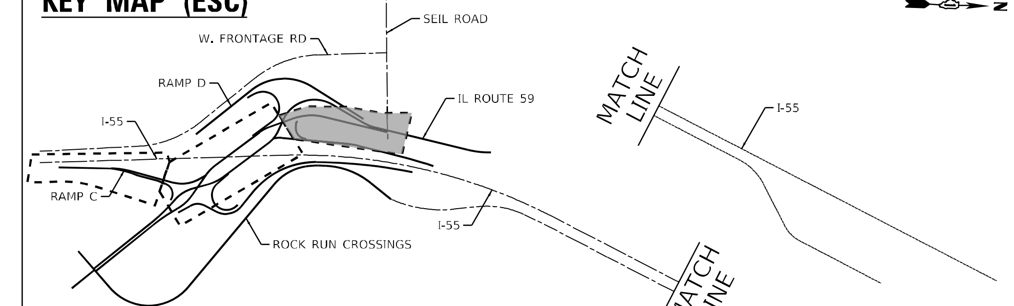
50103
2012/11/30



EROSION CONTROL LEGEND

WORK ZONE AREA	PERIMETER EROSION BARRIER
TEMPORARY PAVEMENT	TEMPORARY FENCE
STABILIZED CONSTRUCTION ENTRANCE	WASHOUT BASIN
TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2	INLET AND PIPE PROTECTION
TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET	INLET FILTER
ITEM PLACED IN PREVIOUS STAGE	TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL RAMP C & D – STAGE 1	
	DRAWN - JHAITSMA	REVISED -			
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -			
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -		SCALE: 1"=50' SHEET OF SHEETS STA. Sta TO STA. ToSTa	

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	572
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

D162H15-sht-ESC-RampC-stage1-003.dgn
50103
2012/11/30

NOTE

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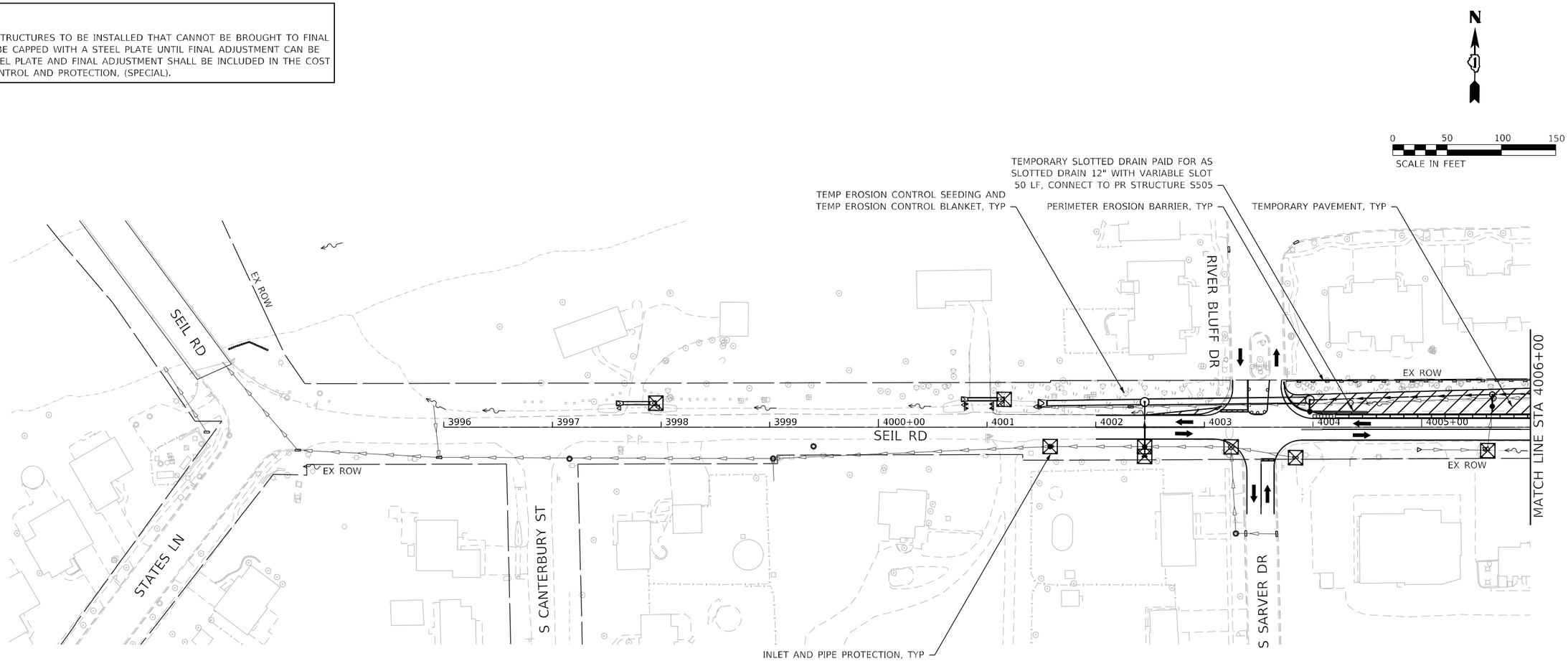
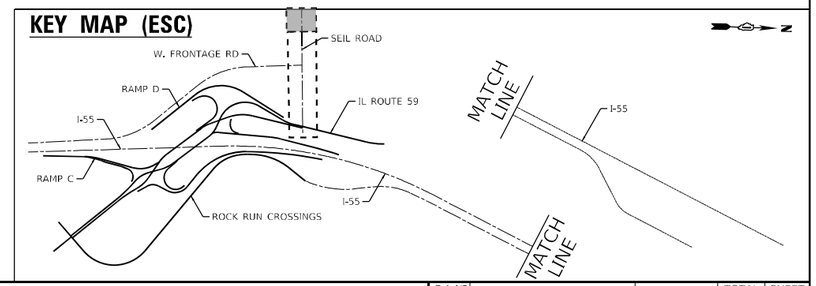


EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
SEIL RD – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	573
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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D162H15-sht-ESC-Seil-stage1-001.dgn
50103
2012/11/30

NOTE

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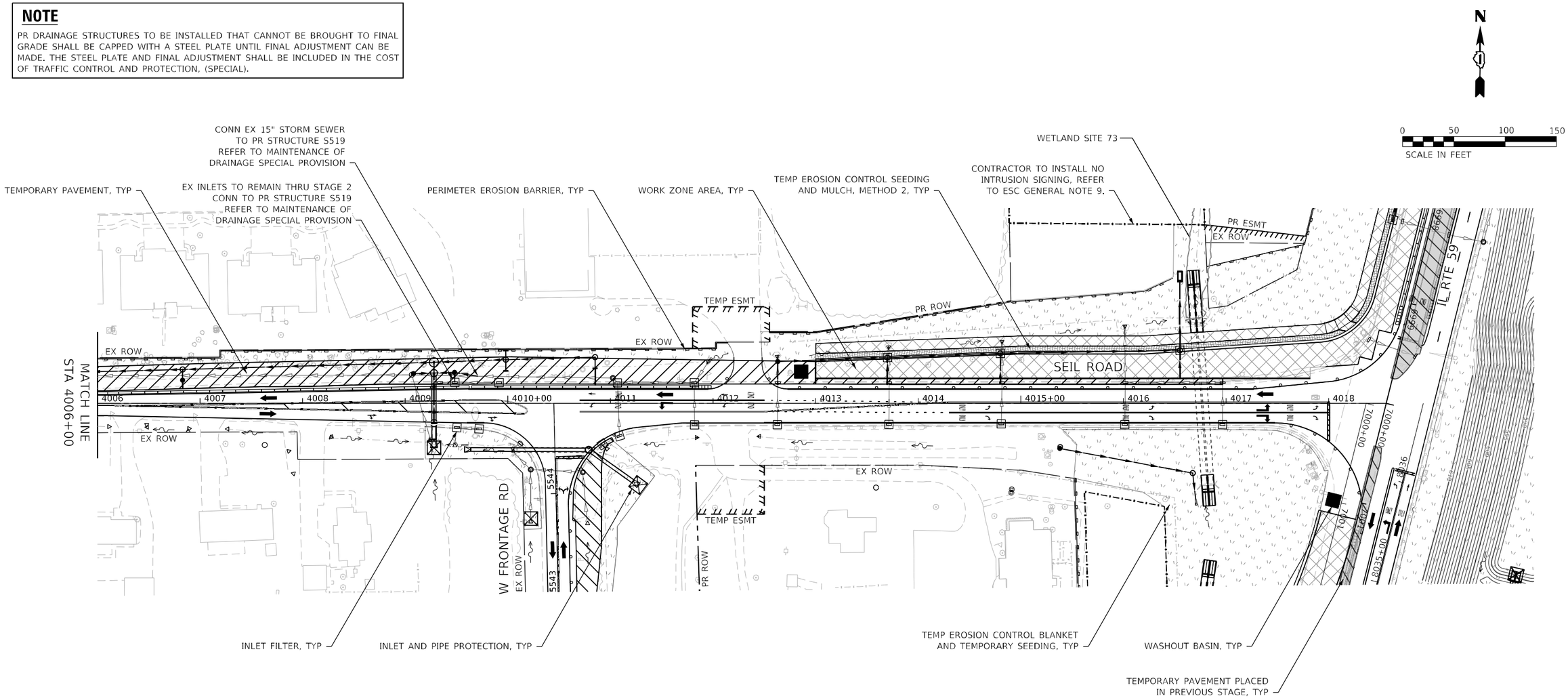
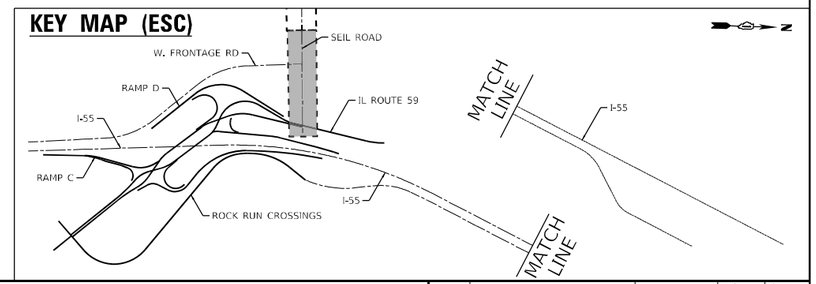


EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
SEIL RD – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	574
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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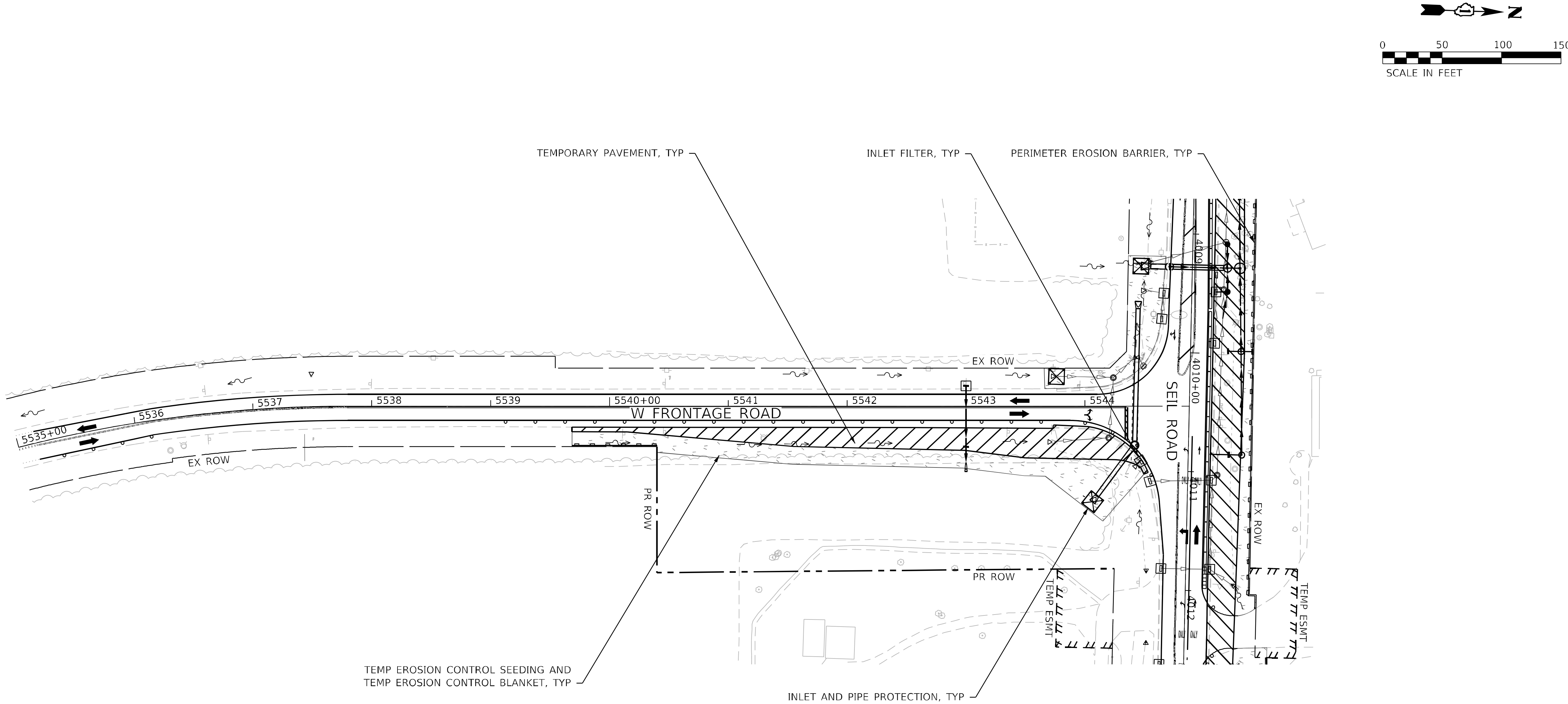
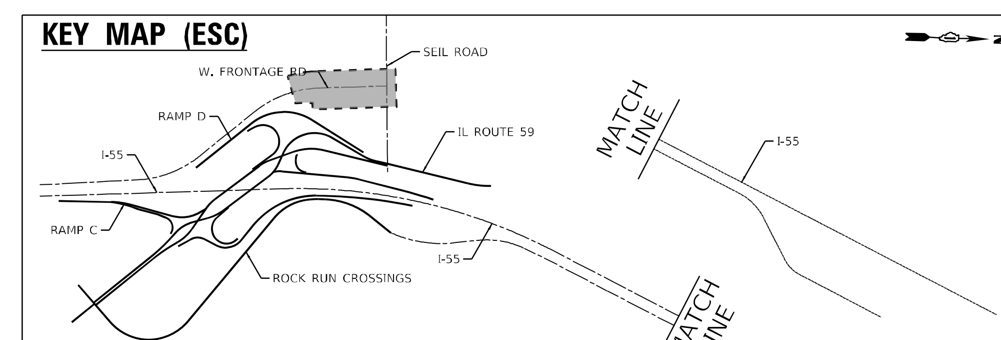
D162H15-sht-ESC-Seil-stage1-002.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group
service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
WEST FRONTAGE ROAD – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	575
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

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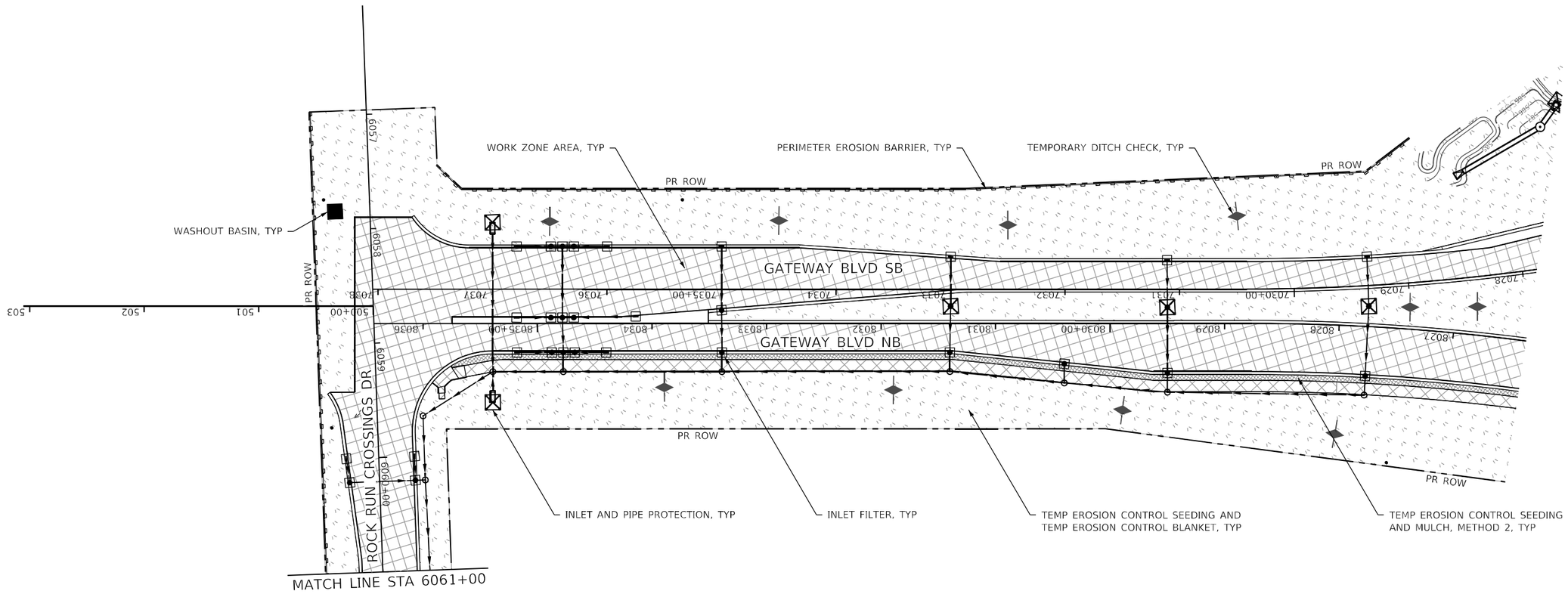
50103
2012/11/30

EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

0 50 100 150
SCALE IN FEET



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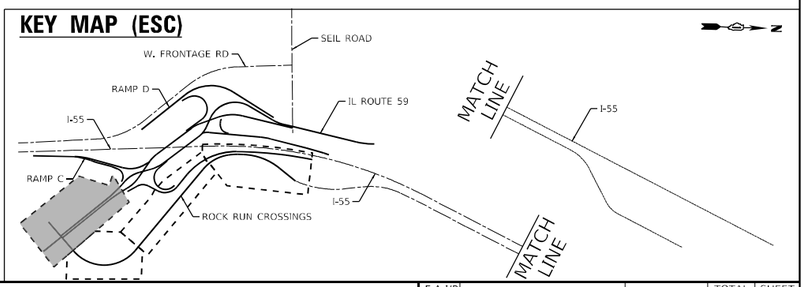

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	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
ROCK RUN CROSSINGS DRIVE – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	576
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
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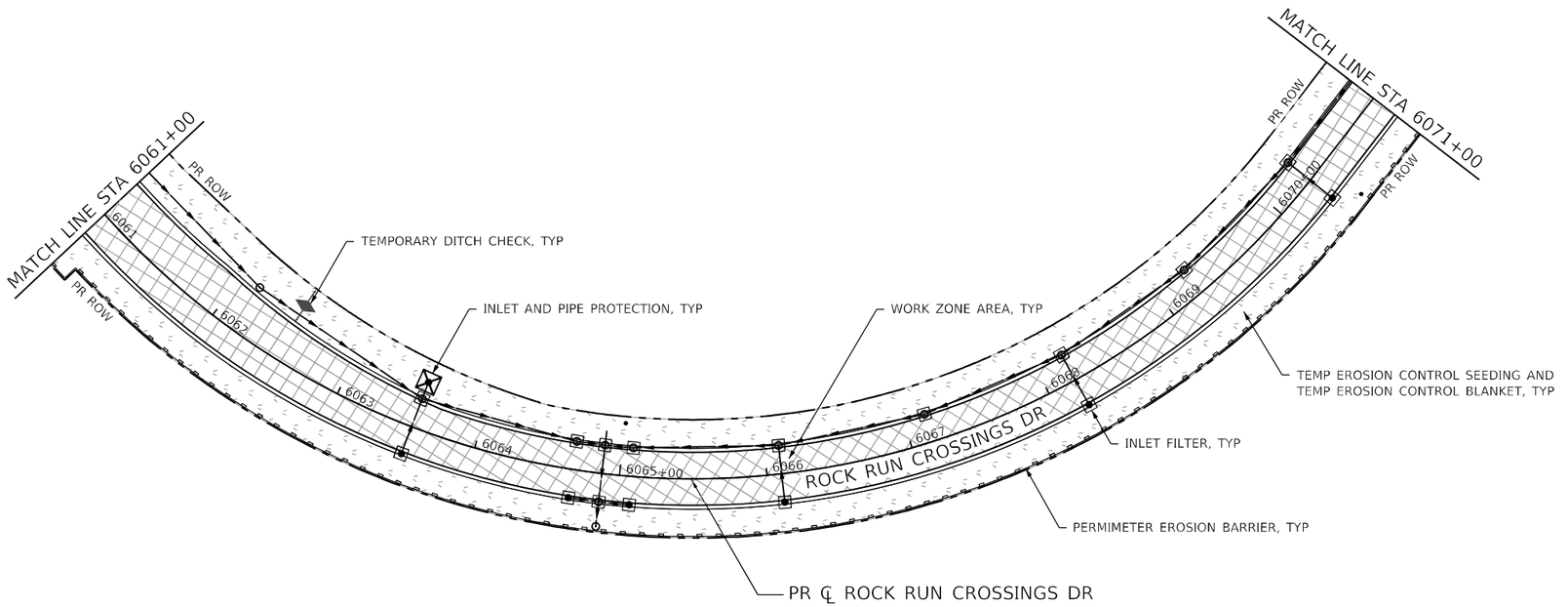
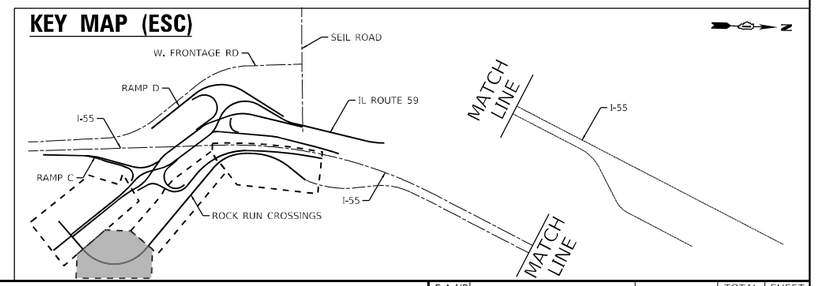
D162H15-sht-ESC-RockRun-stage1-000.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
ROCK RUN CROSSINGS DRIVE – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	577
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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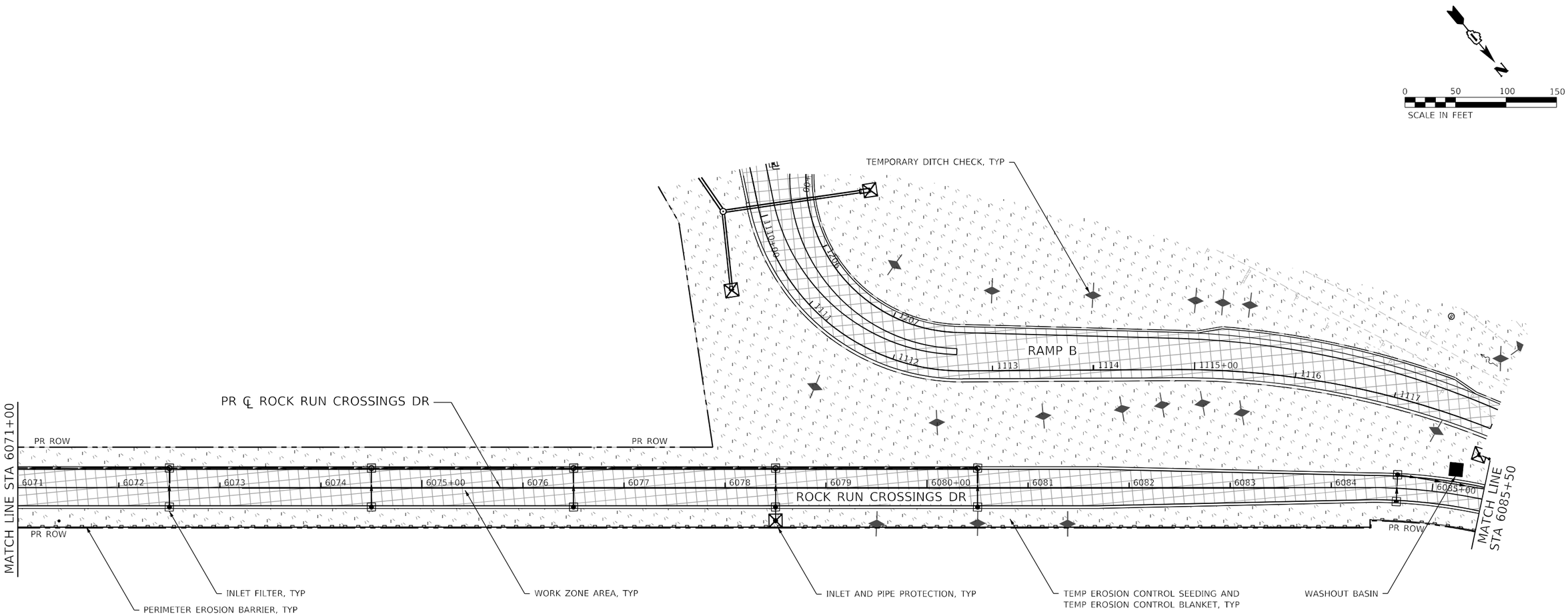
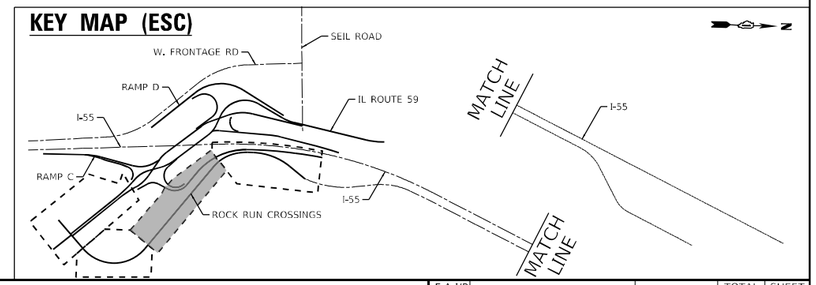
D162H15-sht-ESC-RockRun-stage1-001.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group
service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
ROCK RUN CROSSINGS DRIVE – STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	578
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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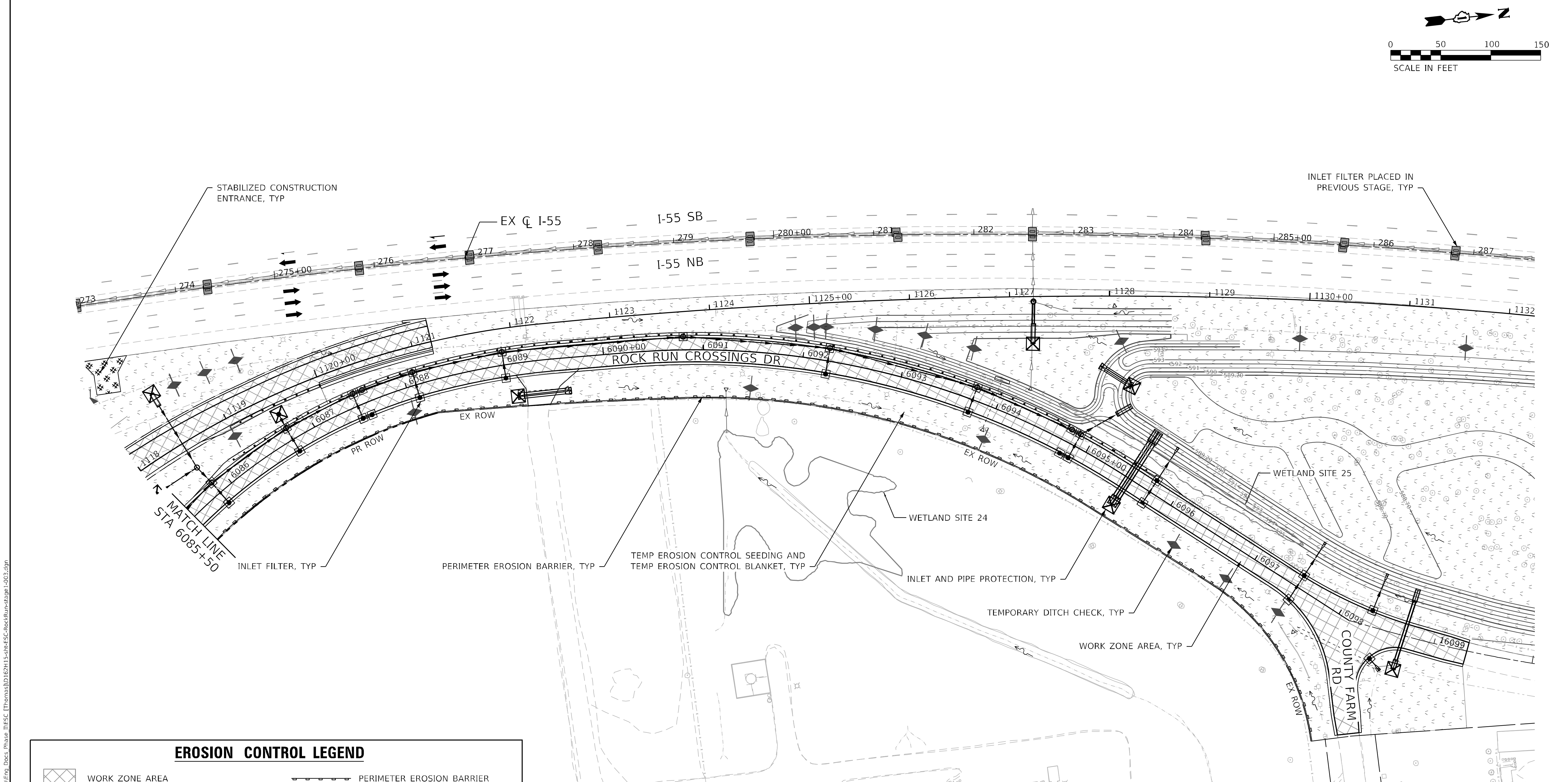
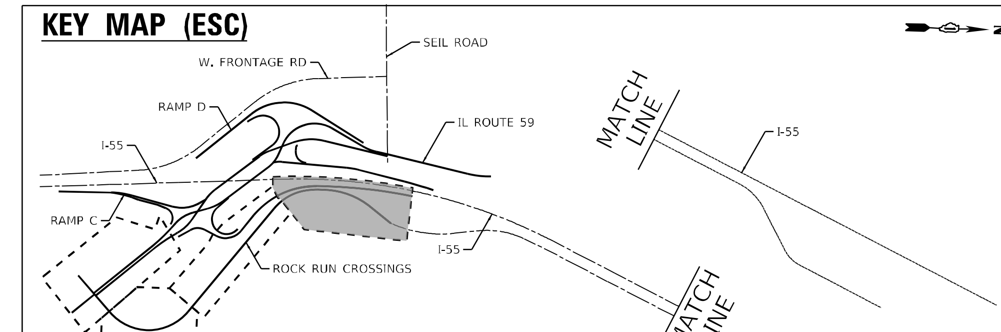
50103
2012/11/30



EROSION CONTROL LEGEND

WORK ZONE AREA	PERIMETER EROSION BARRIER
TEMPORARY PAVEMENT	TEMPORARY FENCE
STABILIZED CONSTRUCTION ENTRANCE	WASHOUT BASIN
TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2	INLET AND PIPE PROTECTION
TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET	INLET FILTER
ITEM PLACED IN PREVIOUS STAGE	TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
ROCK RUN CROSSINGS DRIVE - STAGE 1

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	579
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

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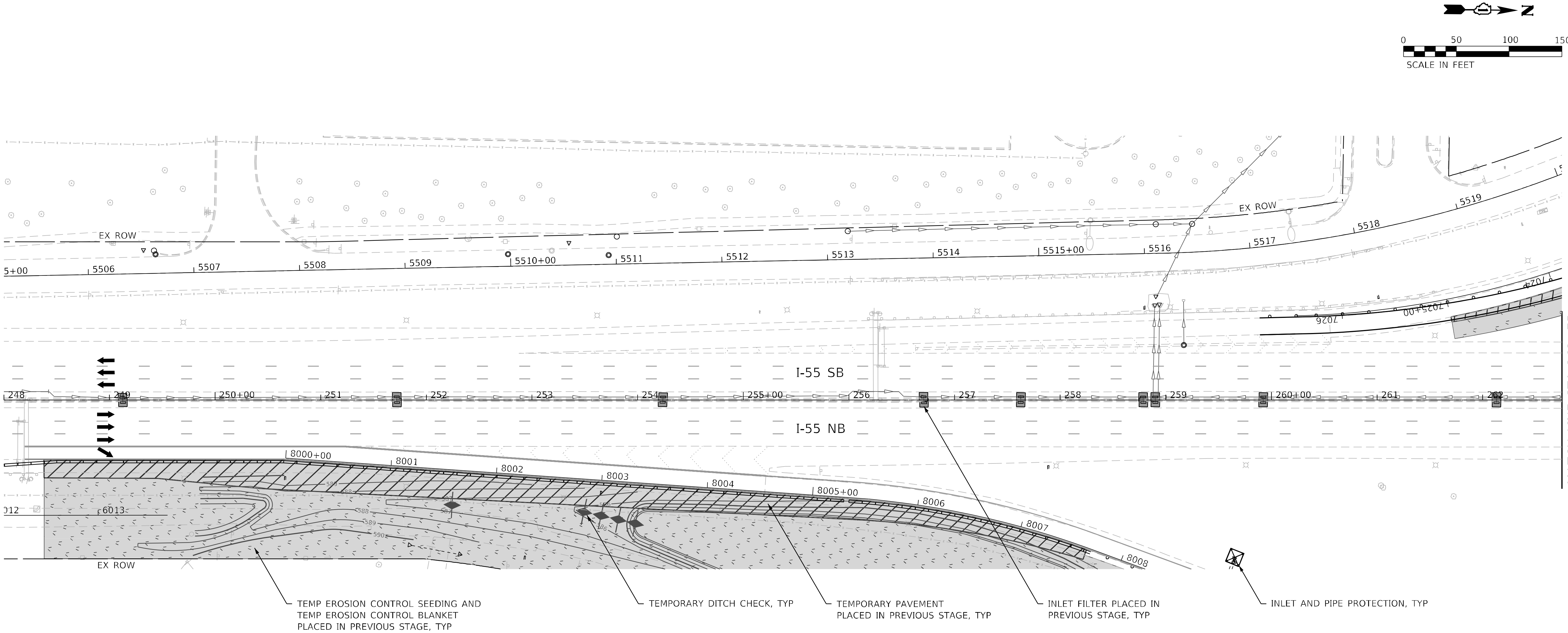
D162H15-sht-ESC-RockRun-stage1-003.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
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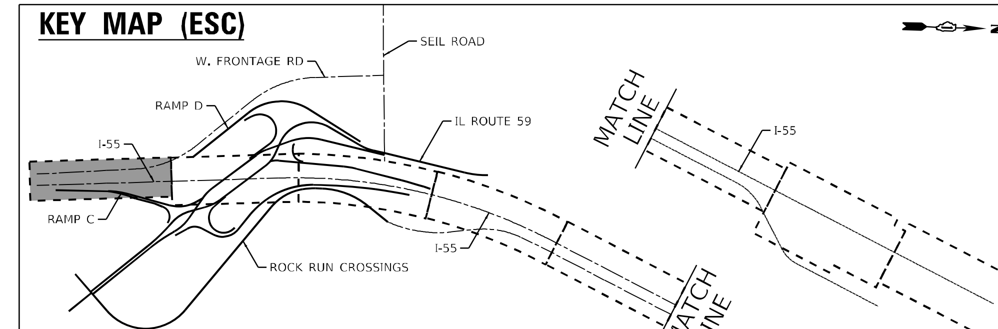
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group	USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
		DRAWN - JHAITSMA	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I-55 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	580
		CONTRACT NO. 62H15		

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

MODEL: Default
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D162H15-sht-ESC-55-stage1A-003.dgn
50103
2012/11/30

N

0 50 100 150
SCALE IN FEET

WORK ZONE, TYP

TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE, TYP

TEMPORARY KINDER MORGAN EXCLUSION ZONE FENCING BY OTHERS

MATCH LINE STA 262+75

MATCH LINE STA 276+00

RAMP D

I-55 SB

I-55 NB

RAMP B

ROCK RUN CROSSINGS DR

PR ROW

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET PLACED IN PREVIOUS STAGE, TYP

TEMPORARY DITCH CHECK, TYP

INLET AND PIPE PROTECTION, TYP

PERIMETER EROSION BARRIER, TYP

INLET FILTER PLACED IN PREVIOUS STAGE, TYP

EROSION CONTROL LEGEND

- WORK ZONE AREA
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- INLET FILTER
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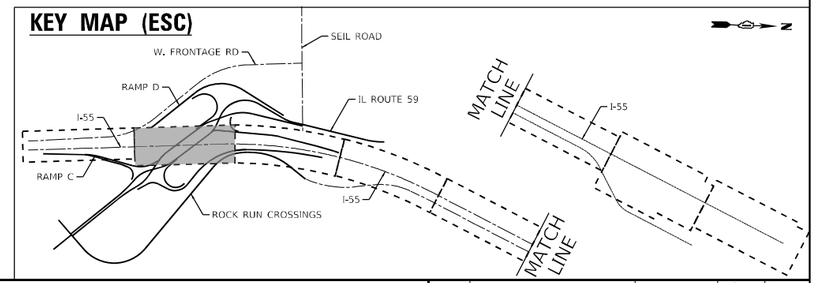
KEY MAP (ESC)



thomas engineering group service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	581
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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D162H15-sht-ESC-55-stage1A-004.dgn
50103
2012/11/30

N

0 50 100 150
SCALE IN FEET

INLET AND PIPE PROTECTION, TYP

I-55 SB

I-55 NB

MATCH LINE STA 276+00

MATCH LINE STA 290+00

ROCK RUN CROSSINGS DR

EX ROW

EX ROW

WETLAND SITE 24

WETLAND SITE 25

PERIMETER EROSION BARRIER, TYP

TEMPORARY DITCH CHECK, TYP

INLET FILTER PLACED IN PREVIOUS STAGE, TYP

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET PLACED IN PREVIOUS STAGE, TYP

EROSION CONTROL LEGEND

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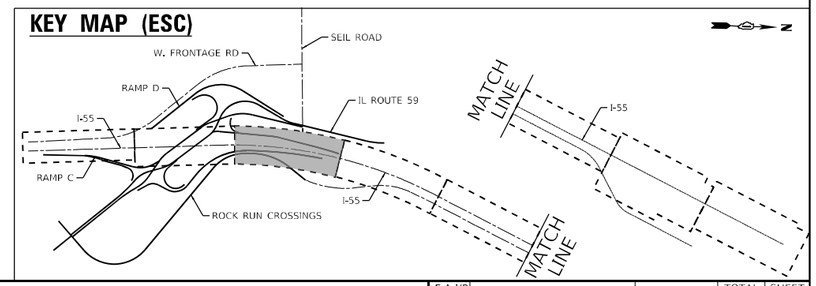
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	582
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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D162H15-sht-ESC-55-stage1A-005.dgn
50103
2012/11/30

0 50 100 150
SCALE IN FEET

MATCH LINE STA 290+00

MATCH LINE STA 304+00

I-55 SB

I-55 NB

290+00 291 292 293 294 295+00 296 297 298 299 300+00 301 302 303

E FRONTAGE RD

16107 16108 16109 16110+00 16111 16112 16113 16114 16115+00

EX ROW

WETLAND SITE OSW 22-1.4

WETLAND SITE 30-1.7

WETLAND SITE 30-2.7

WETLAND SITE 27

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET PLACED IN PREVIOUS STAGE, TYP

INLET FILTER PLACED IN PREVIOUS STAGE, TYP

EROSION CONTROL LEGEND

- WORK ZONE AREA
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- INLET FILTER
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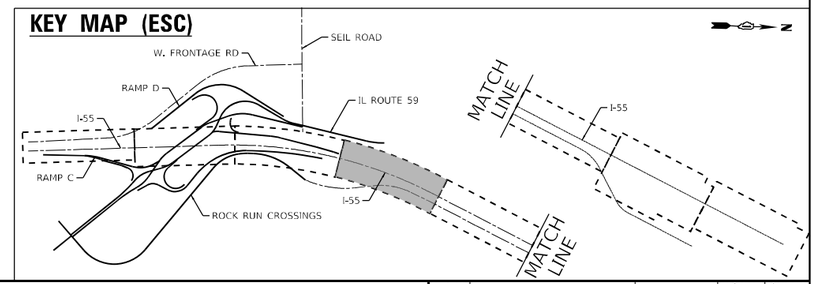
KEY MAP (ESC)



thomas engineering group service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I-55 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	583
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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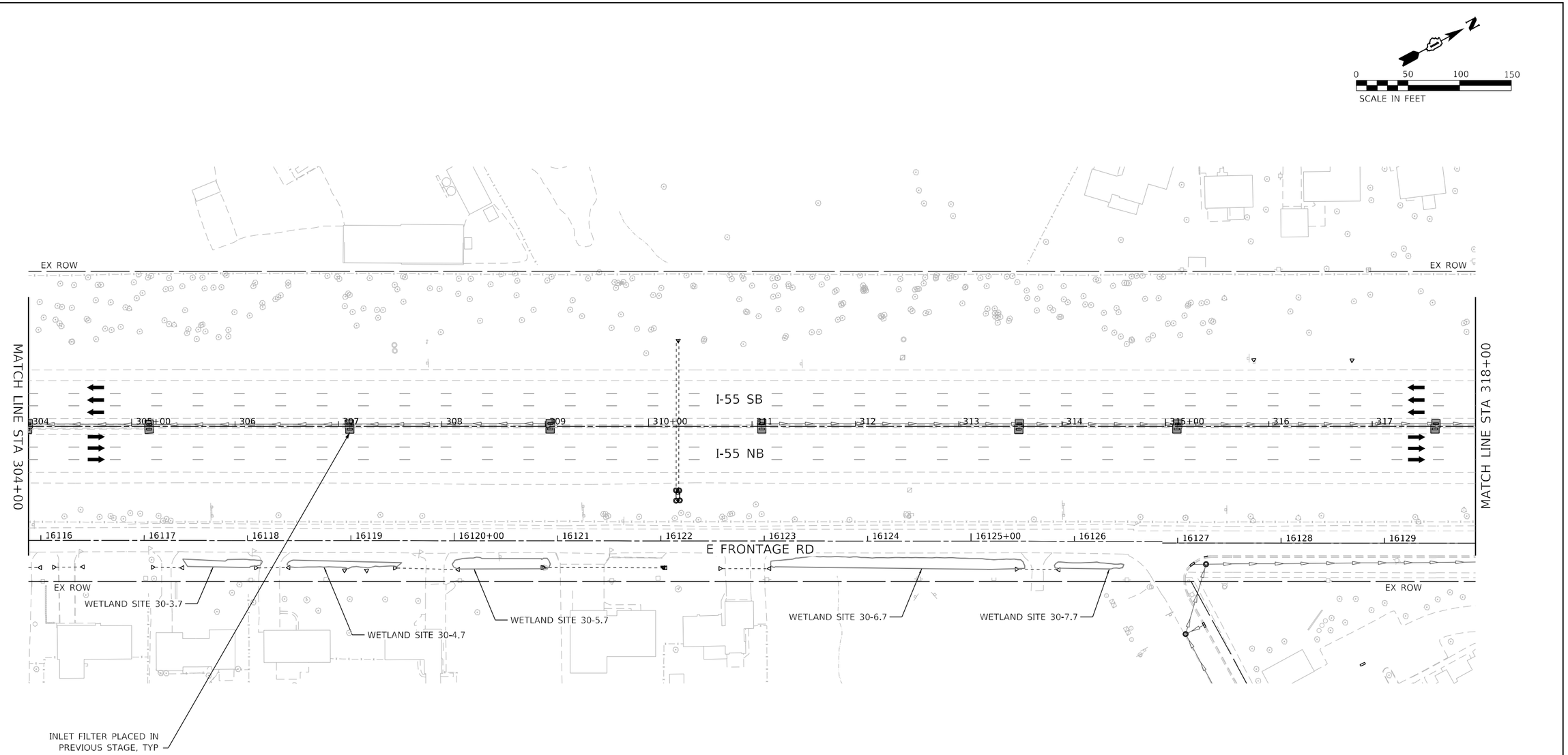
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
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- INLET FILTER
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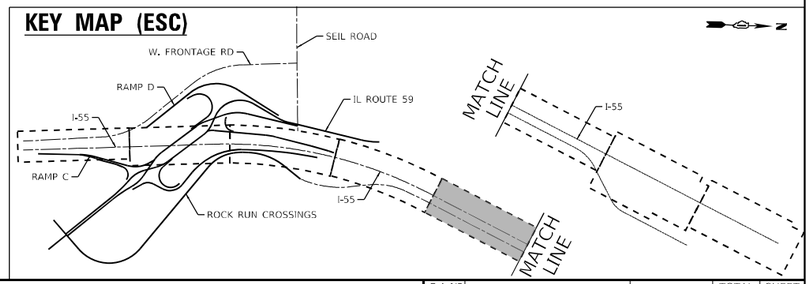
KEY MAP (ESC)



thomas engineering group
service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	584
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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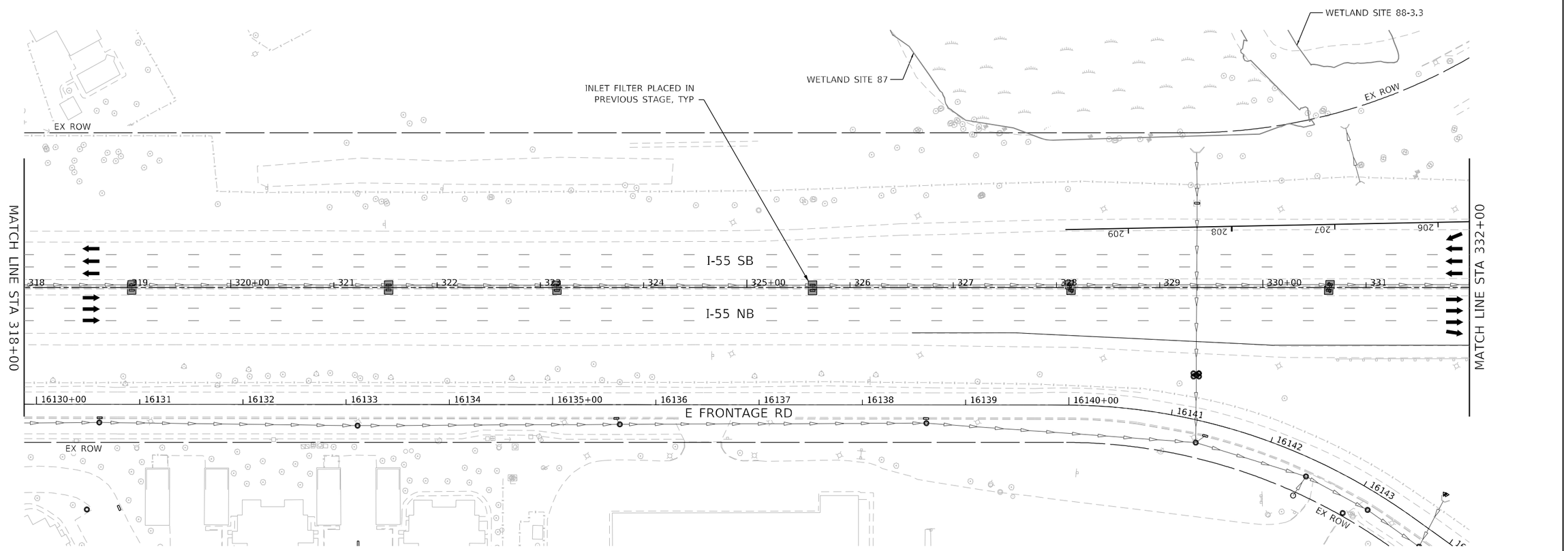
D162H15-sht-ESC-55-stage1A-007.dgn
50103
2012/11/30

0 50 100 150
SCALE IN FEET



EROSION CONTROL LEGEND

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- INLET FILTER
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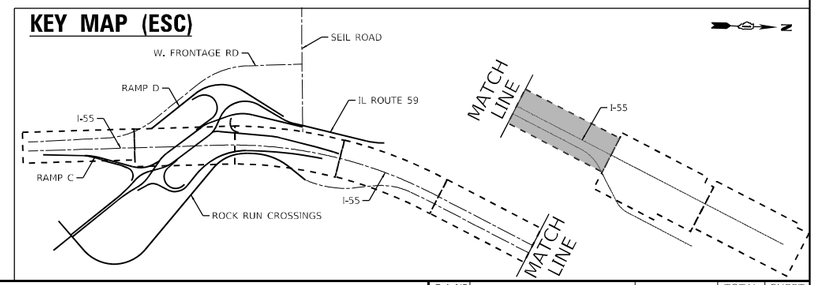
KEY MAP (ESC)



thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I-55 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	585
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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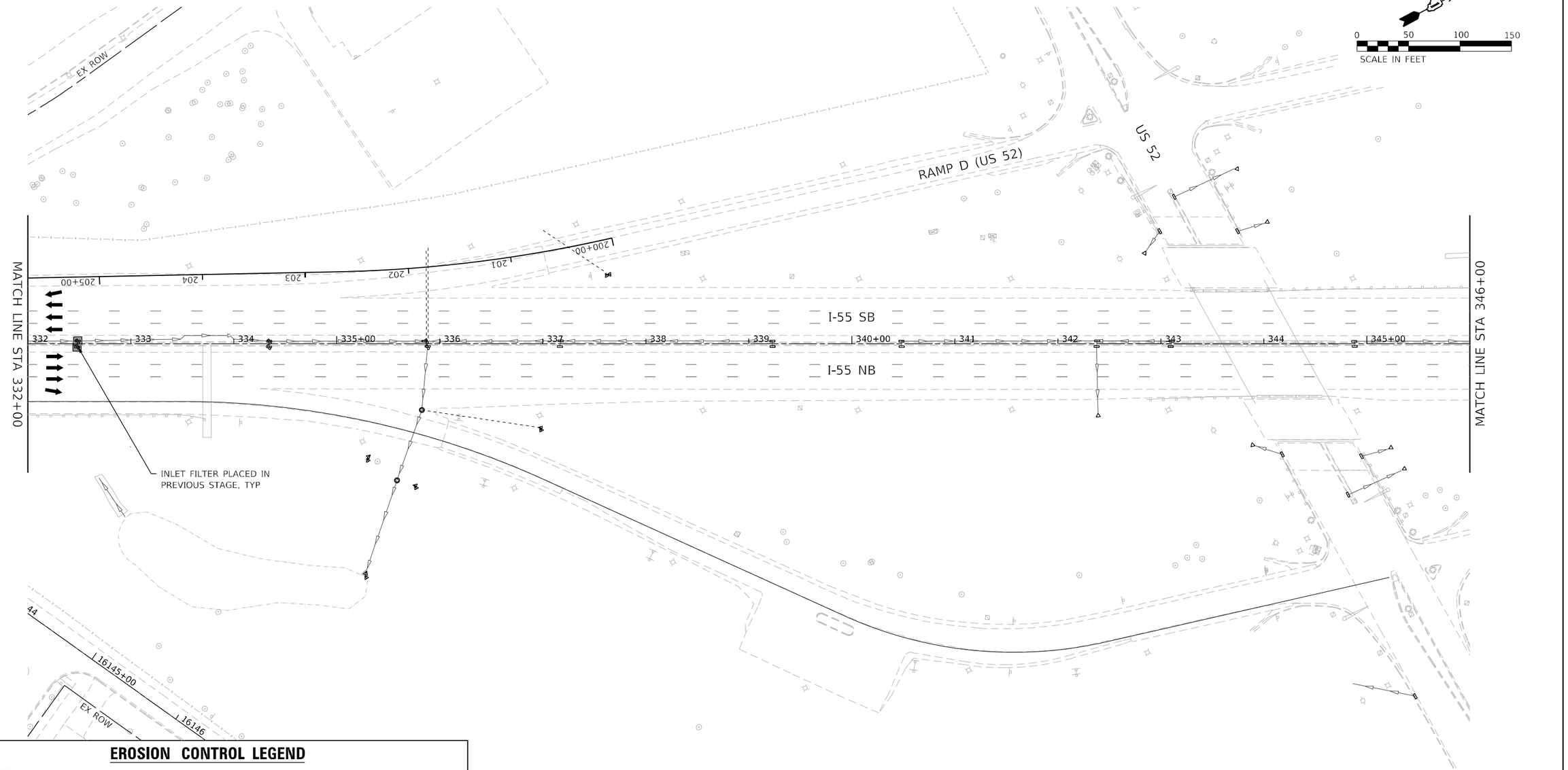
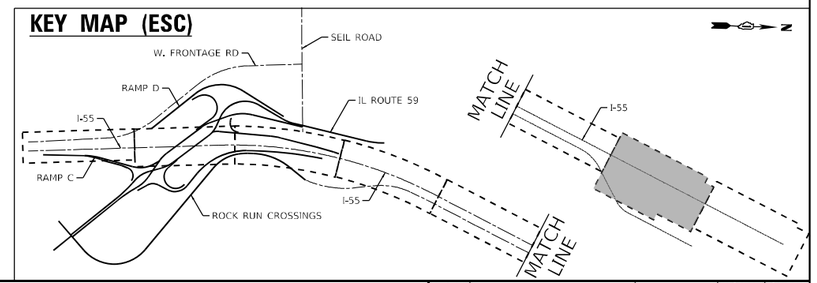
D162H15-sht-ESC-55-stage1A-008.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

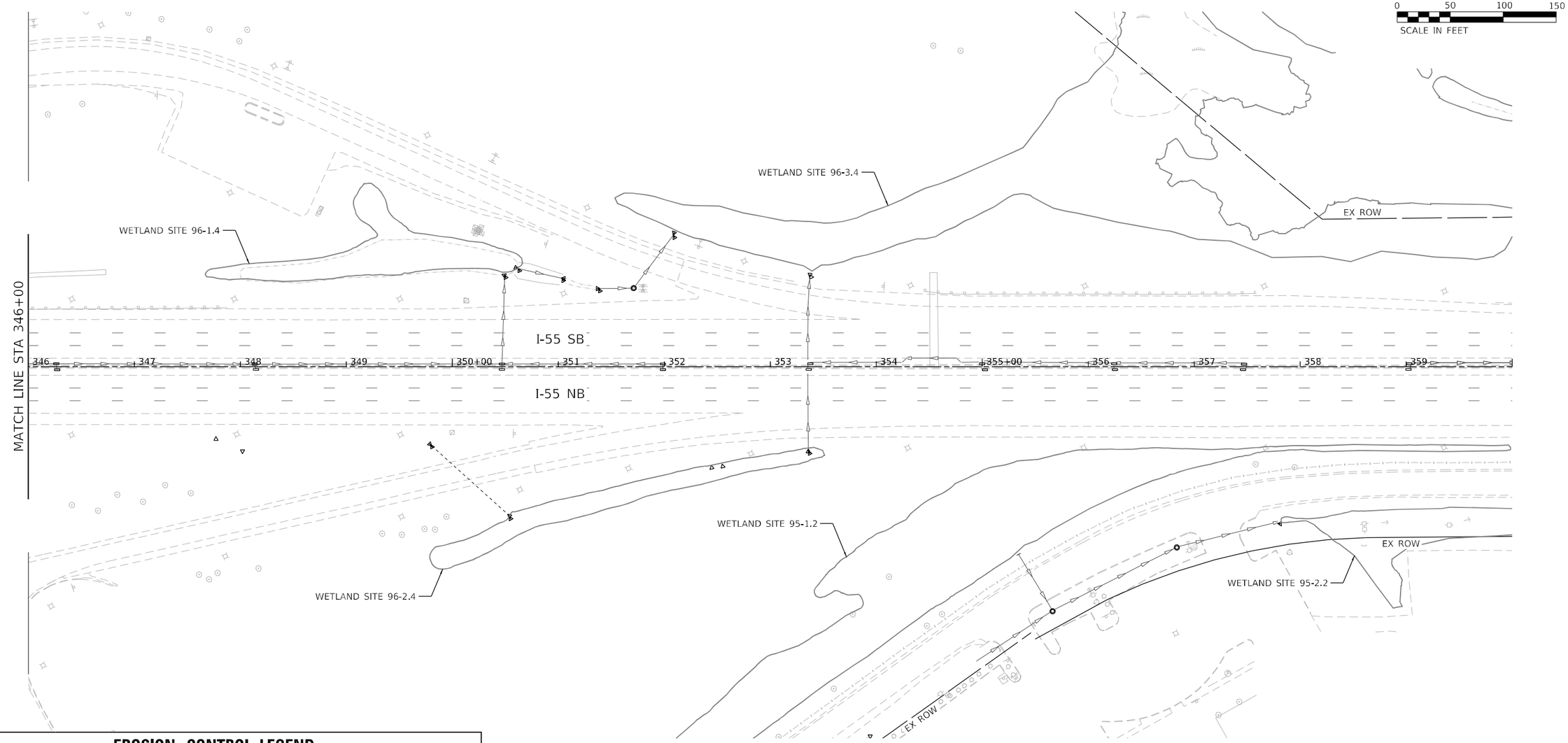
D162H15-sht-ESC-55-stage1A-009.dgn
50103
2012/11/30

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1A

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

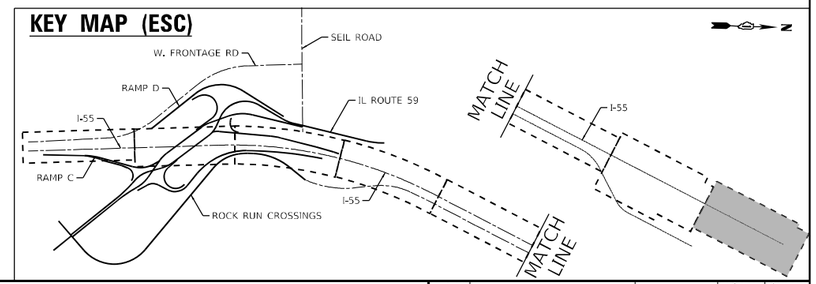
F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	586
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group service at the highest grade

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
I–55 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	587
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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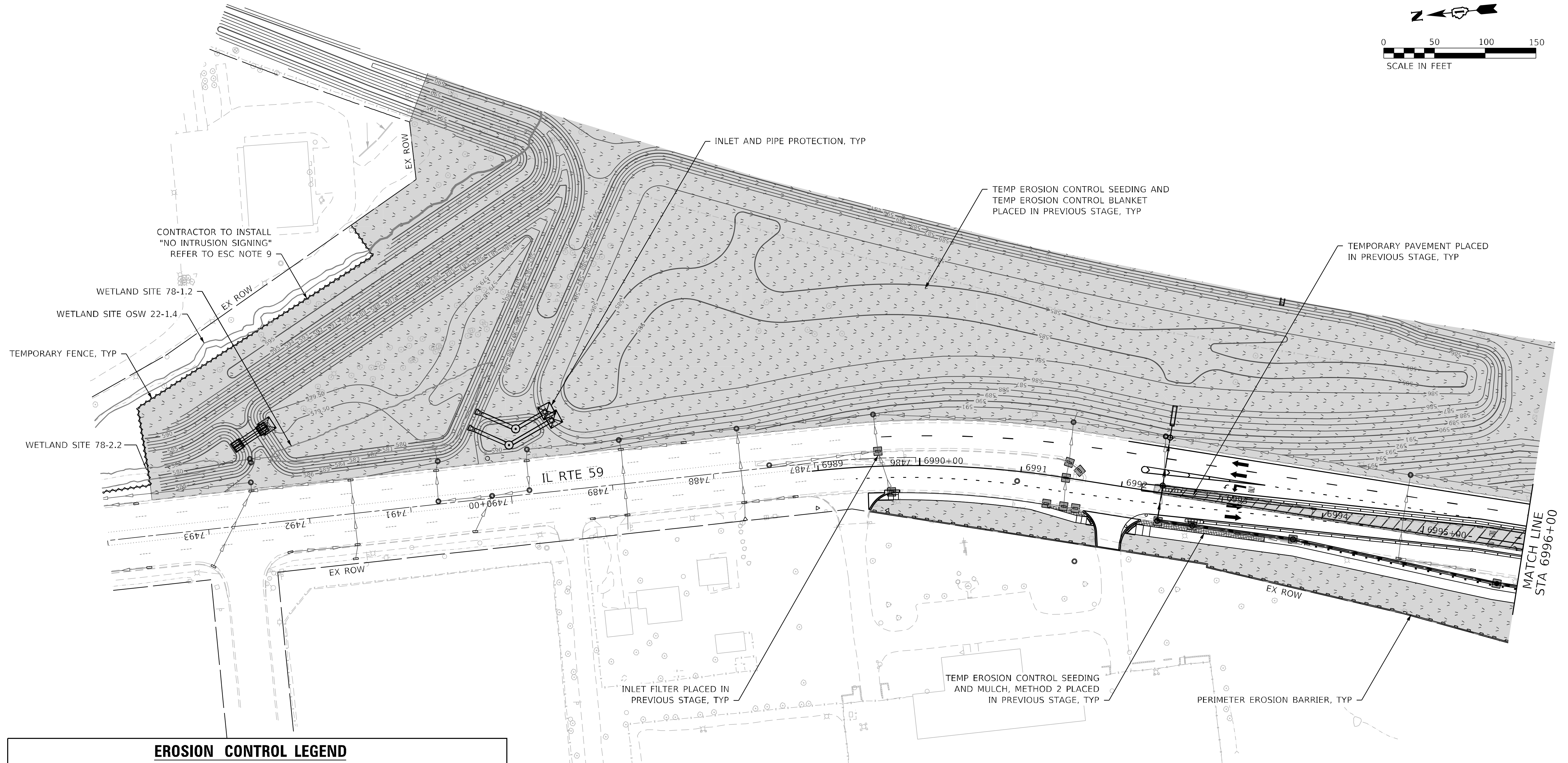
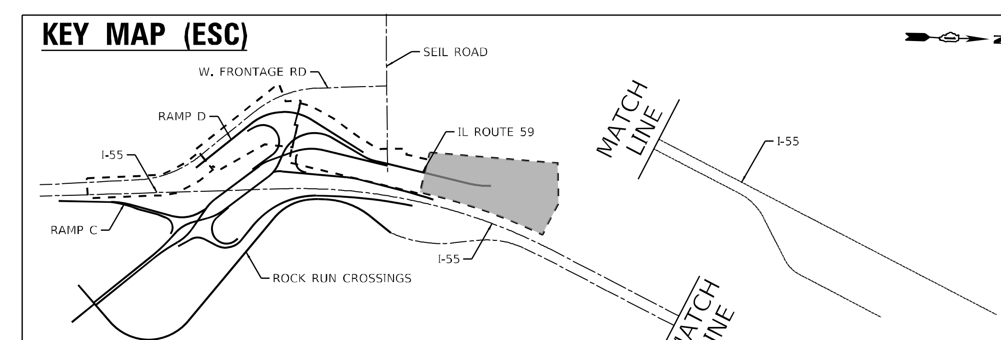
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group	USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JHAITSMA	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

EROSION AND SEDIMENT CONTROL
IL 59 – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	588
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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D162H15-sht-ESC-IL59-RampD-stage1A-001.dgn
50103
2012/11/30

0 50 100 150
SCALE IN FEET

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET PLACED IN PREVIOUS STAGE, TYP

INLET AND PIPE PROTECTION, TYP

TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE, TYP

MATCH LINE STA 6996+00

IL RTE 59

6996 6997 6998 6999

8036 8035+00 8034 8033 8032 8031 8030+00 8029 8028 8027

7000+00 7001 7002 7003 7004 7005+00 7006 7007 7008 7009

RAMP D (EX)

MATCH LINE STA 7010+00

EX ROW

SEIL ROAD

4018 400+00 401 402 403 404 405+00 406 407

RAMP D (PR)

7004+00 7006+00 7008+00

PR ESMT

PR ROW

MATCH LINE STA 408+00

TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2 PLACED IN PREVIOUS STAGE, TYP

WORK ZONE AREA, TYP

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET, TYP

INLET FILTER PLACED IN PREVIOUS STAGE, TYP

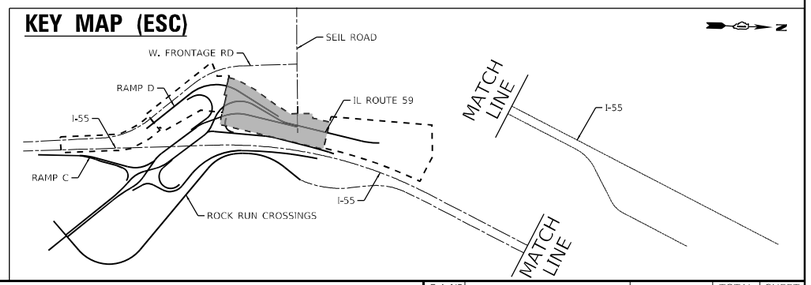
TEMPORARY DITCH CHECK, TYP

PERIMETER EROSION BARRIER, TYP

EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

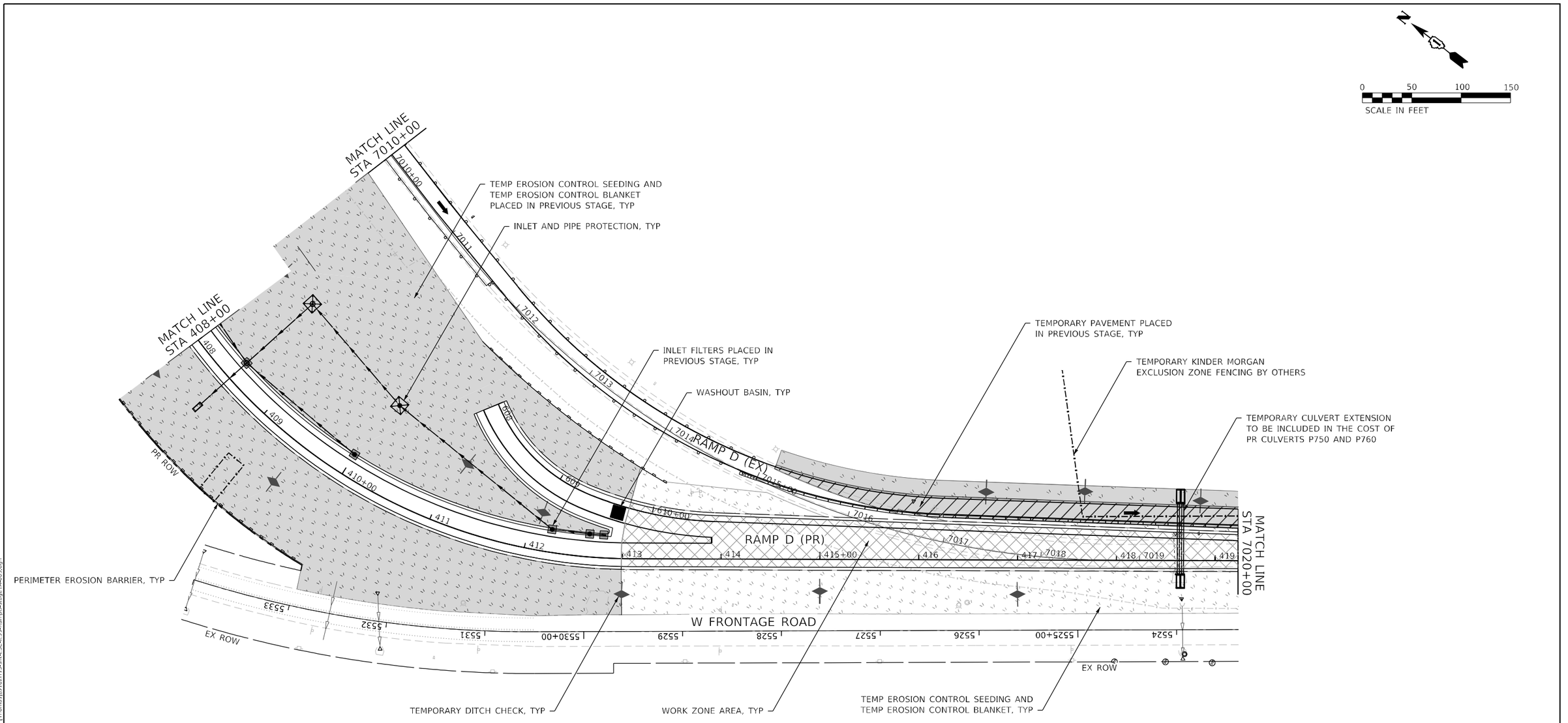
D162H15-sht-ESC-IL59-RampD-stage1A-002.dgn
50103
2012/11/30

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
IL 59 – STAGE 1A

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

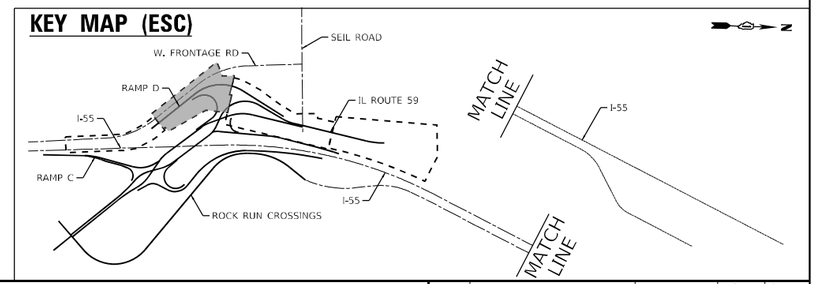
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	589
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group service at the highest grade

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1A

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

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	590
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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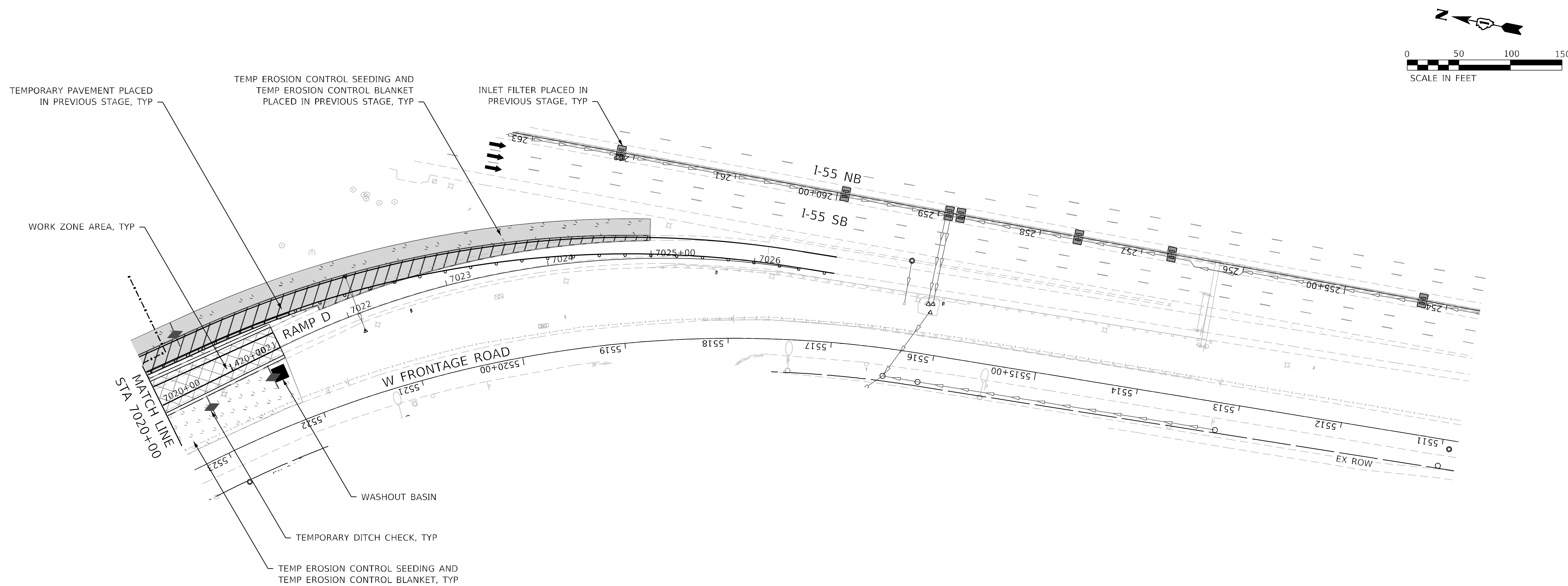
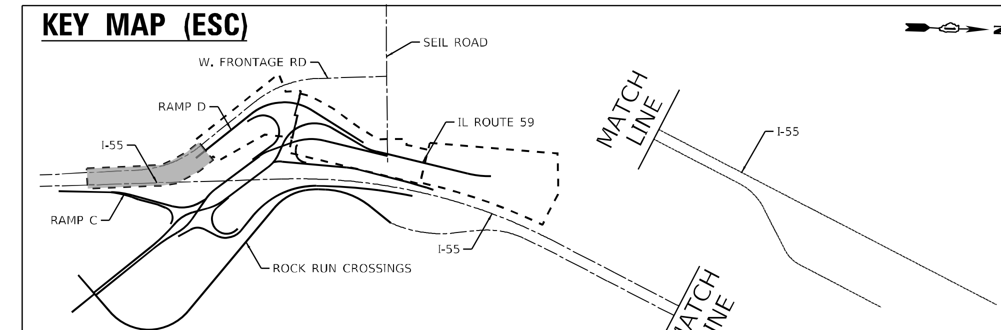
2012/11/30



EROSION CONTROL LEGEND

WORK ZONE AREA	PERIMETER EROSION BARRIER
TEMPORARY PAVEMENT	TEMPORARY FENCE
STABILIZED CONSTRUCTION ENTRANCE	WASHOUT BASIN
TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2	INLET AND PIPE PROTECTION
TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET	INLET FILTER
ITEM PLACED IN PREVIOUS STAGE	TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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thomas engineering group

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	591
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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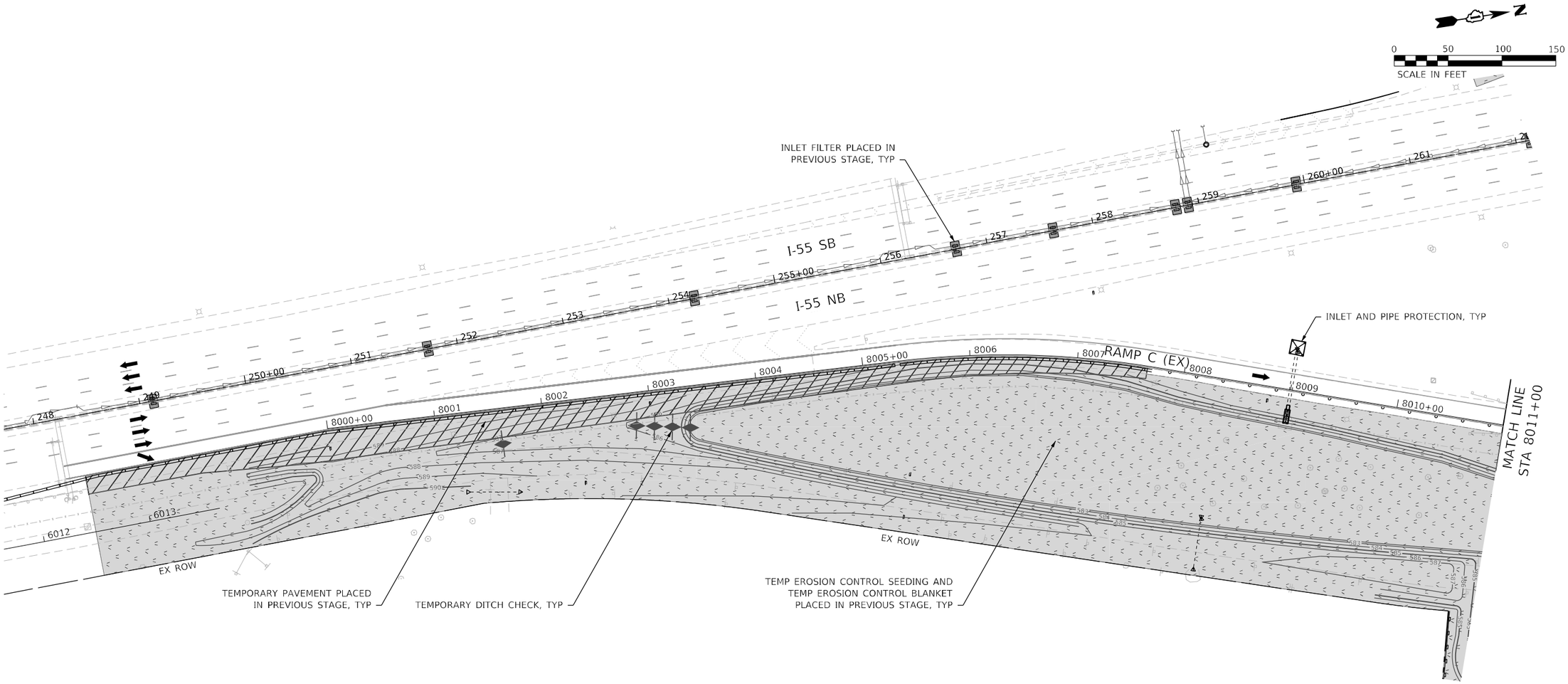
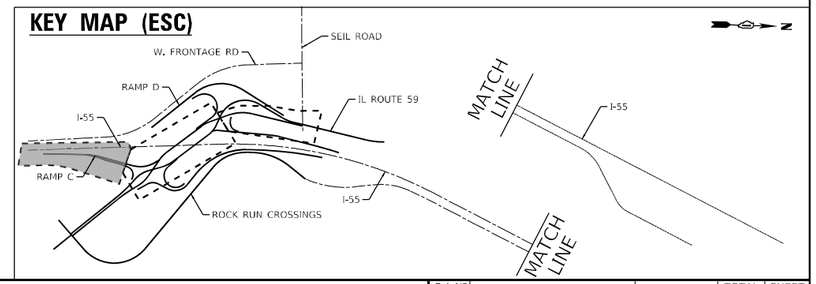
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	592
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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D162H15-sht-ESC-RampC-stage1A-001.dgn
50103
2012/11/30

EROSION CONTROL LEGEND

- WORK ZONE AREA
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- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
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- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

0 50 100 150
SCALE IN FEET

TEMPORARY KINDER MORGAN EXCLUSION ZONE FENCING BY OTHERS

MATCH LINE STA 8011+00

INLET FILTER PLACED IN PREVIOUS STAGE, TYP

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET PLACED IN PREVIOUS STAGE, TYP

MATCH LINE STA 8026+00

I-55 SB

I-55 NB

RAMP C (EX)

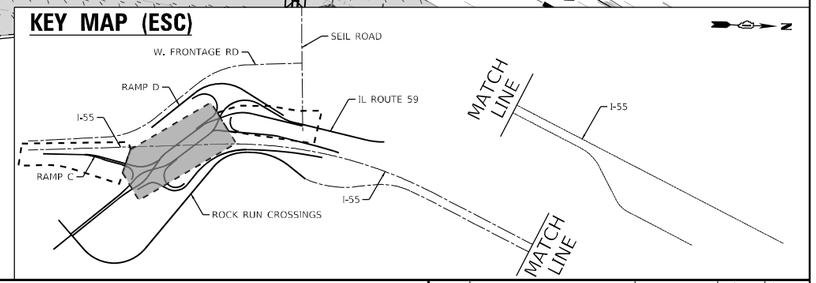
PR ROW

TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2 PLACED IN PREVIOUS STAGE, TYP

INLET AND PIPE PROTECTION, TYP

TEMPORARY DITCH CHECK, TYP

KEY MAP (ESC)



thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	593
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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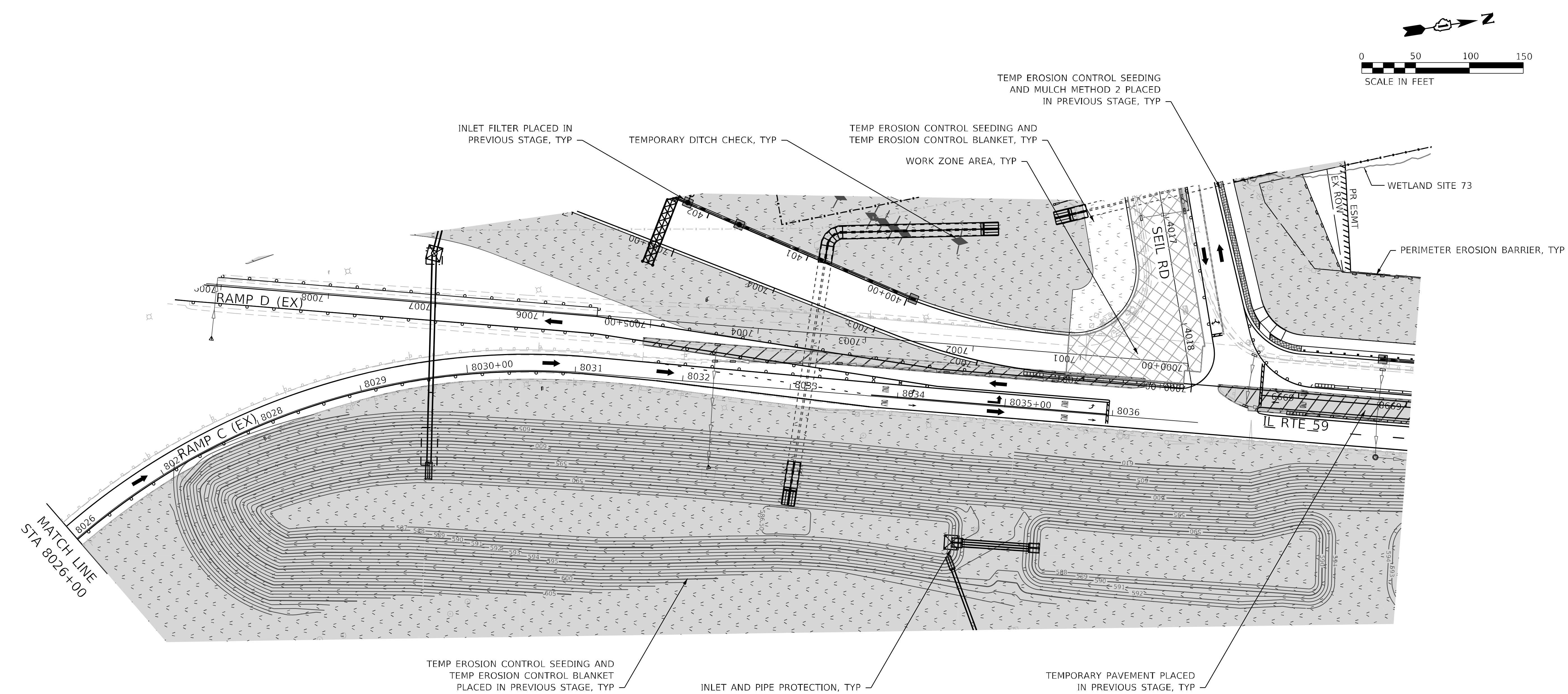
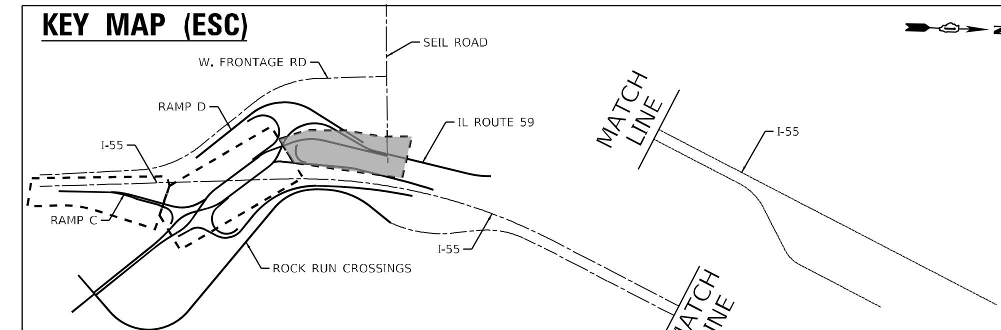
D:\62H15-sht-ESC-RampC-stage1A-002.dgn
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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thomas engineering group — service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
RAMP C & D – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	594

CONTRACT NO. 62H15

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

D162H15-sht-ESC-RampC-stage1A-003.dgn
50103
2012/11/30

N

0 50 100 150
SCALE IN FEET

TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET PLACED IN PREVIOUS STAGE, TYP

PERIMETER EROSION BARRIER, TYP

TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE, TYP

SEIL RD

EX ROW

STATES LN

EX ROW

3996 3997 3998 3999 4000+00 4001 4002 4003 4004 4005+00

SEIL RD

RIVER BLUFF DR

EX ROW

EX ROW

MATCH LINE STA 4006+00

S CANTERBURY ST

S SARVER DR

INLET AND PIPE PROTECTION, TYP

EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
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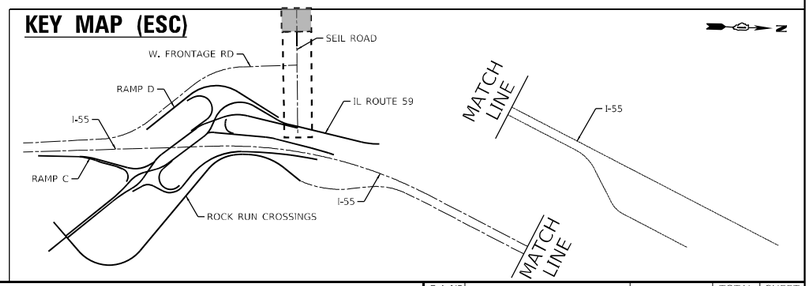
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



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thomas engineering group service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

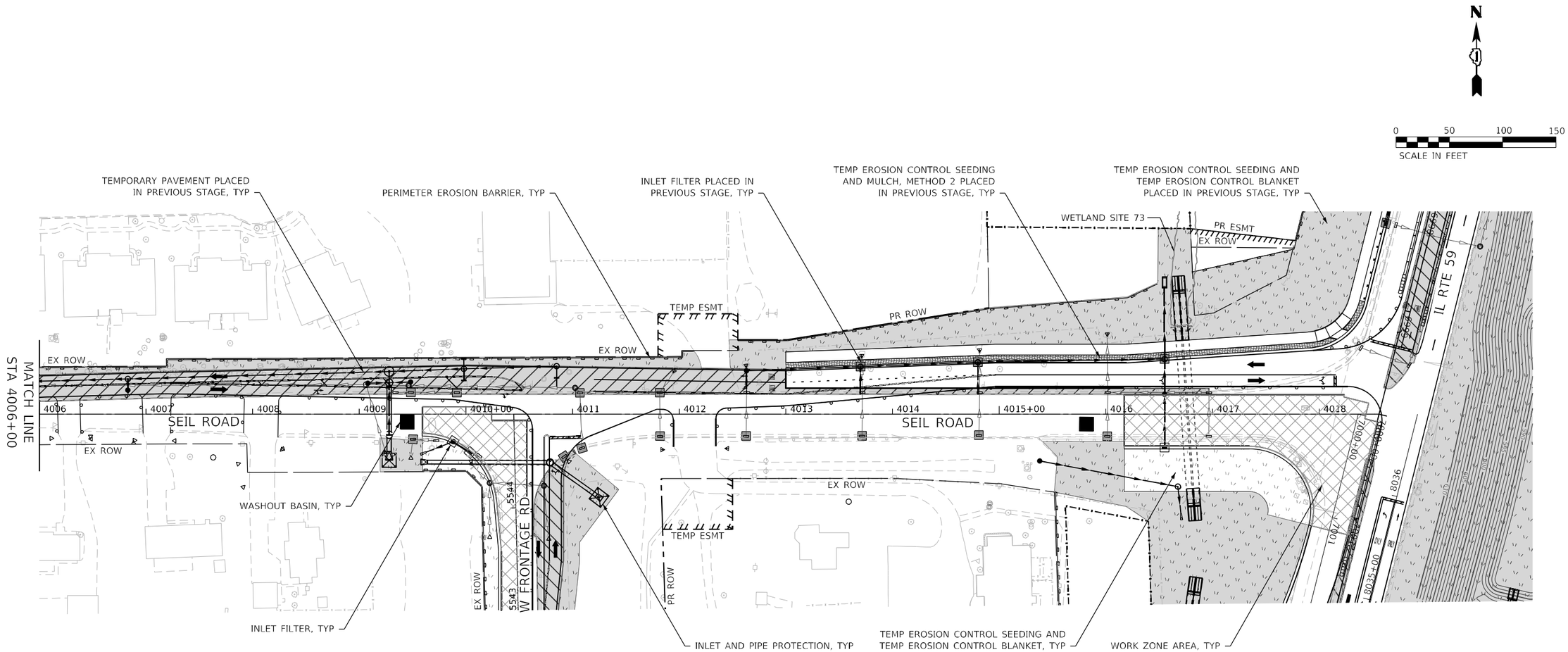
D162H15-sht-ESC-Sell-stage1A-001.dgn
50103
2012/11/30

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
SEIL RD – STAGE 1A

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

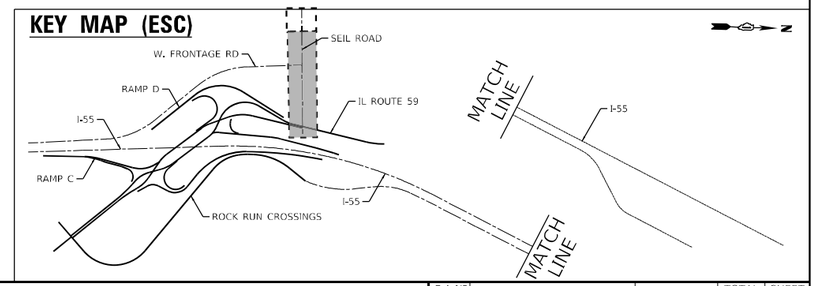
F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	595
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group
service at the highest grade

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
SEIL RD – STAGE 1A

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

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	596
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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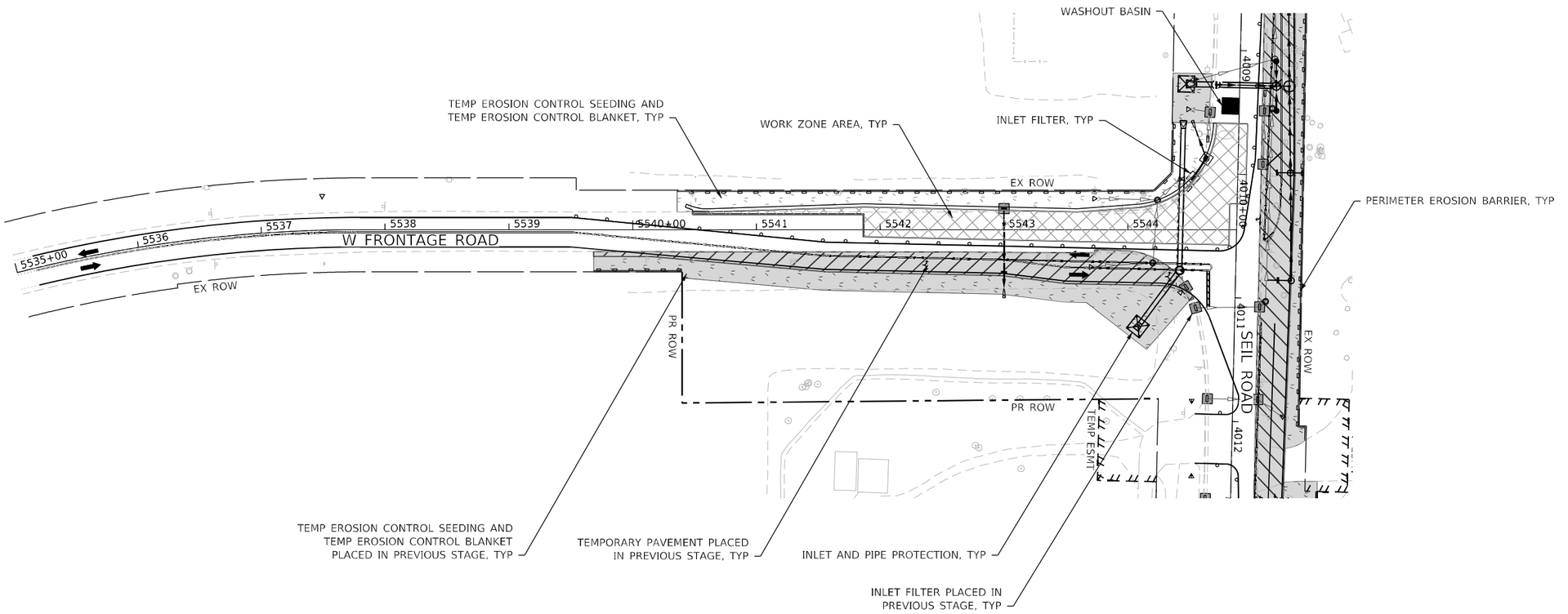
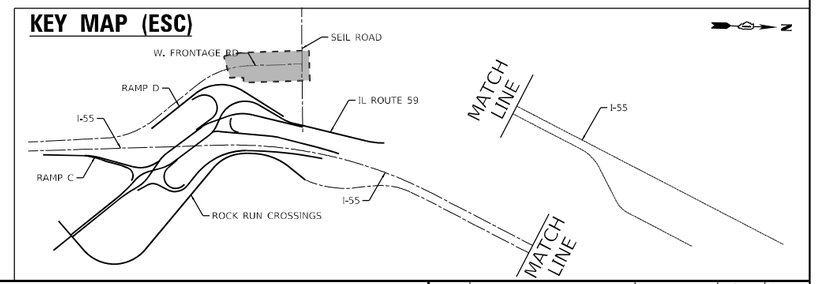
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



thomas engineering group
service at the highest grade.

USER NAME = VinceM	DESIGNED - JCROSS	REVISED -
	DRAWN - JHAITSMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
WEST FRONTAGE ROAD – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	597
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
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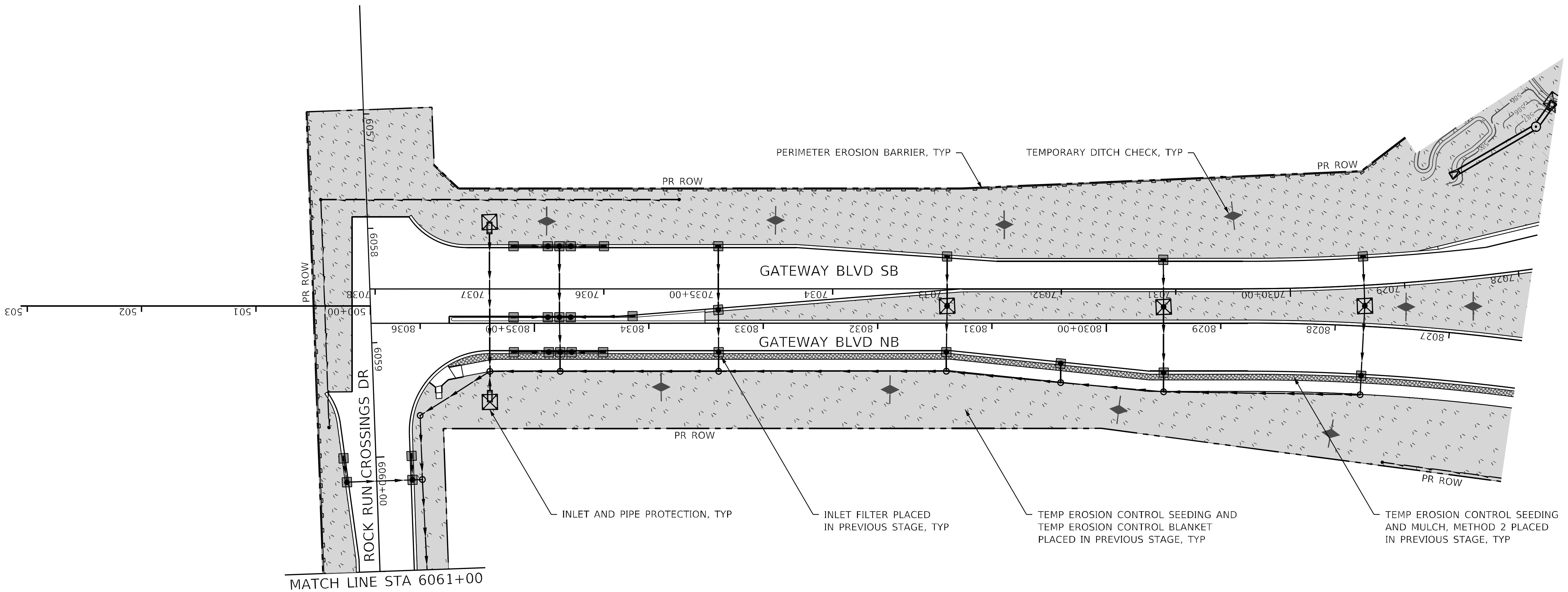
D162H15-sht-ESC-Seil-stage1A-003.dgn
50103
2012/11/30

EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WASHOUT BASIN
- INLET AND PIPE PROTECTION
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

0 50 100 150
SCALE IN FEET



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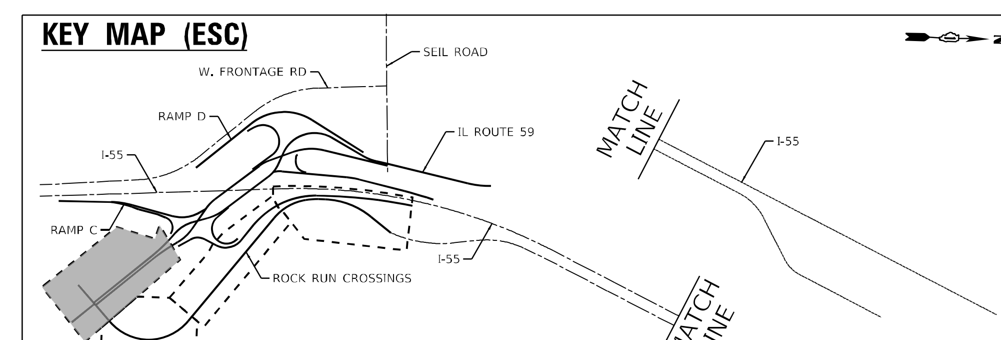

thomas engineering group	USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JHAITSMA	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
	PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

EROSION AND SEDIMENT CONTROL
ROCK RUN CROSSINGS DRIVE – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	598

CONTRACT NO. 62H15

* FAI 55, FAP 338 | ILLINOIS | FED. AID PROJECT

MODEL: Default
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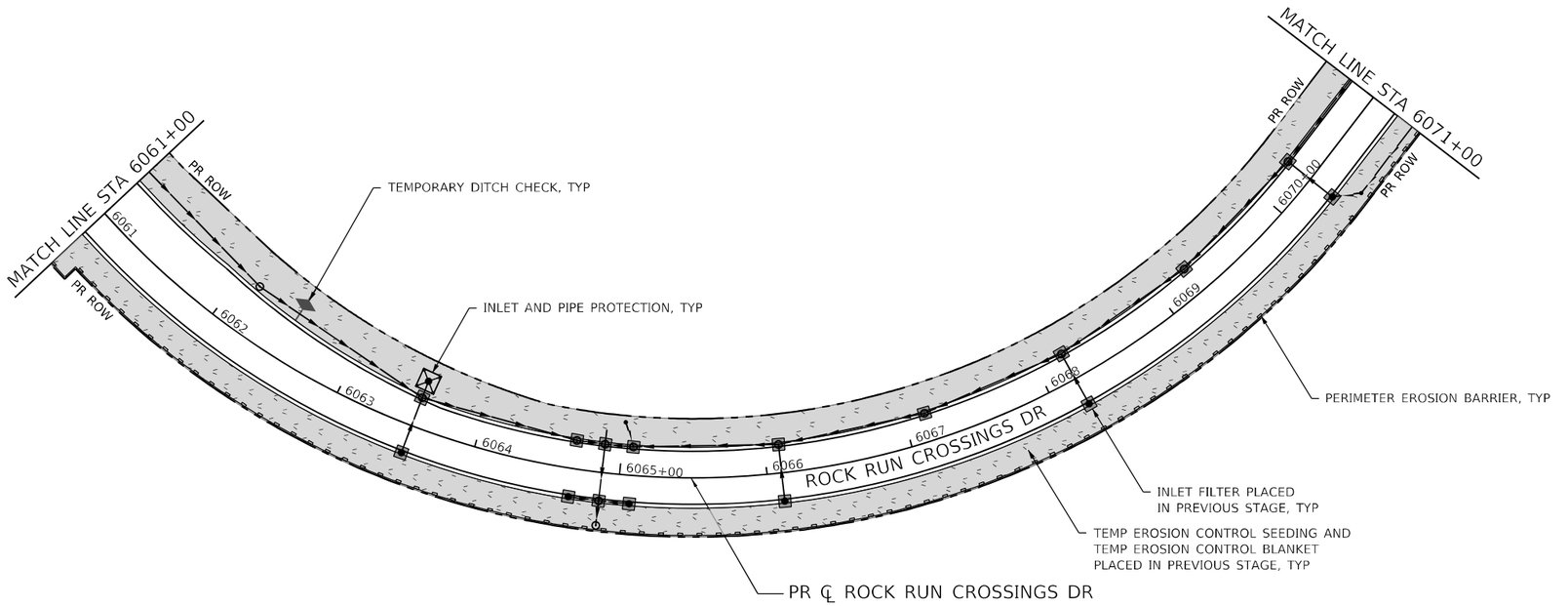
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
- ITEM PLACED IN PREVIOUS STAGE
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- INLET FILTER
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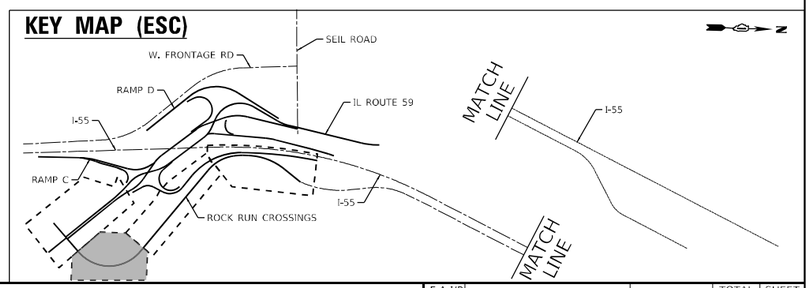
KEY MAP (ESC)



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	DRAWN - JHAITSMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
PLOT DATE = 3/10/2022	DATE - 03/16/2022	REVISED -	

thomas engineering group service at the highest grade

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
ROCK RUN CROSSINGS DRIVE – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	599
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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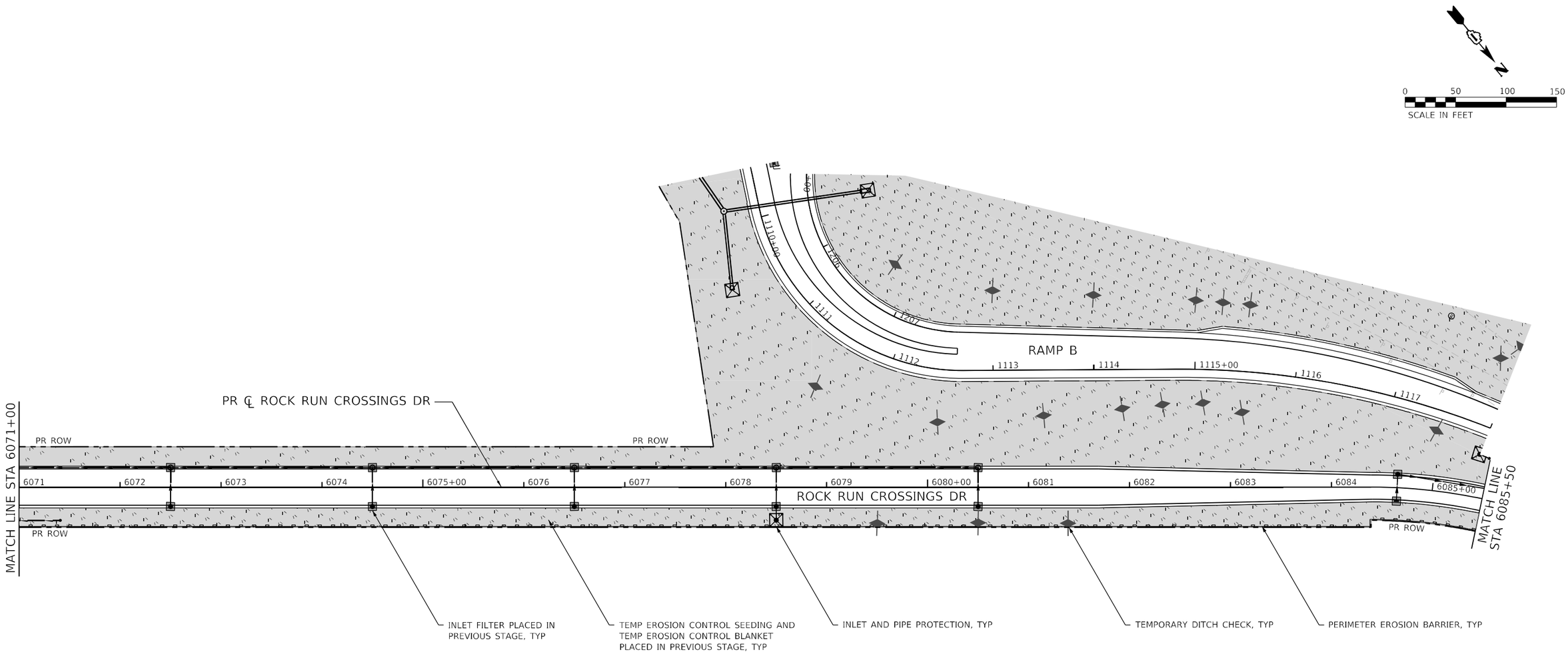
50103
2012/11/30



EROSION CONTROL LEGEND

- WORK ZONE AREA
- TEMPORARY PAVEMENT
- STABILIZED CONSTRUCTION ENTRANCE
- TEMP EROSION CONTROL SEEDING AND MULCH, METHOD 2
- TEMP EROSION CONTROL SEEDING AND TEMP EROSION CONTROL BLANKET
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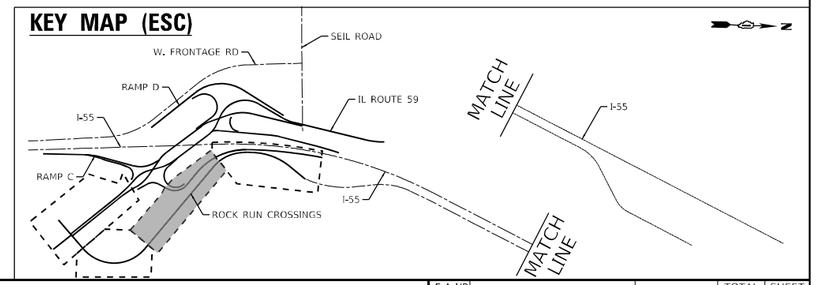
- INLET FILTER
- TEMPORARY DITCH CHECK MINIMUM 12" HEIGHT

KEY MAP (ESC)



USER NAME = VinceM	DESIGNED - JCROSS	REVISED -	
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PLOT SCALE = 100.0000 ' / in.	CHECKED - VMICEK	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
ROCK RUN CROSSINGS DRIVE – STAGE 1A

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

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	600
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

MODEL: Default
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2012/11/30