



96th Place extension US 41/Wicker Ave to Joliet

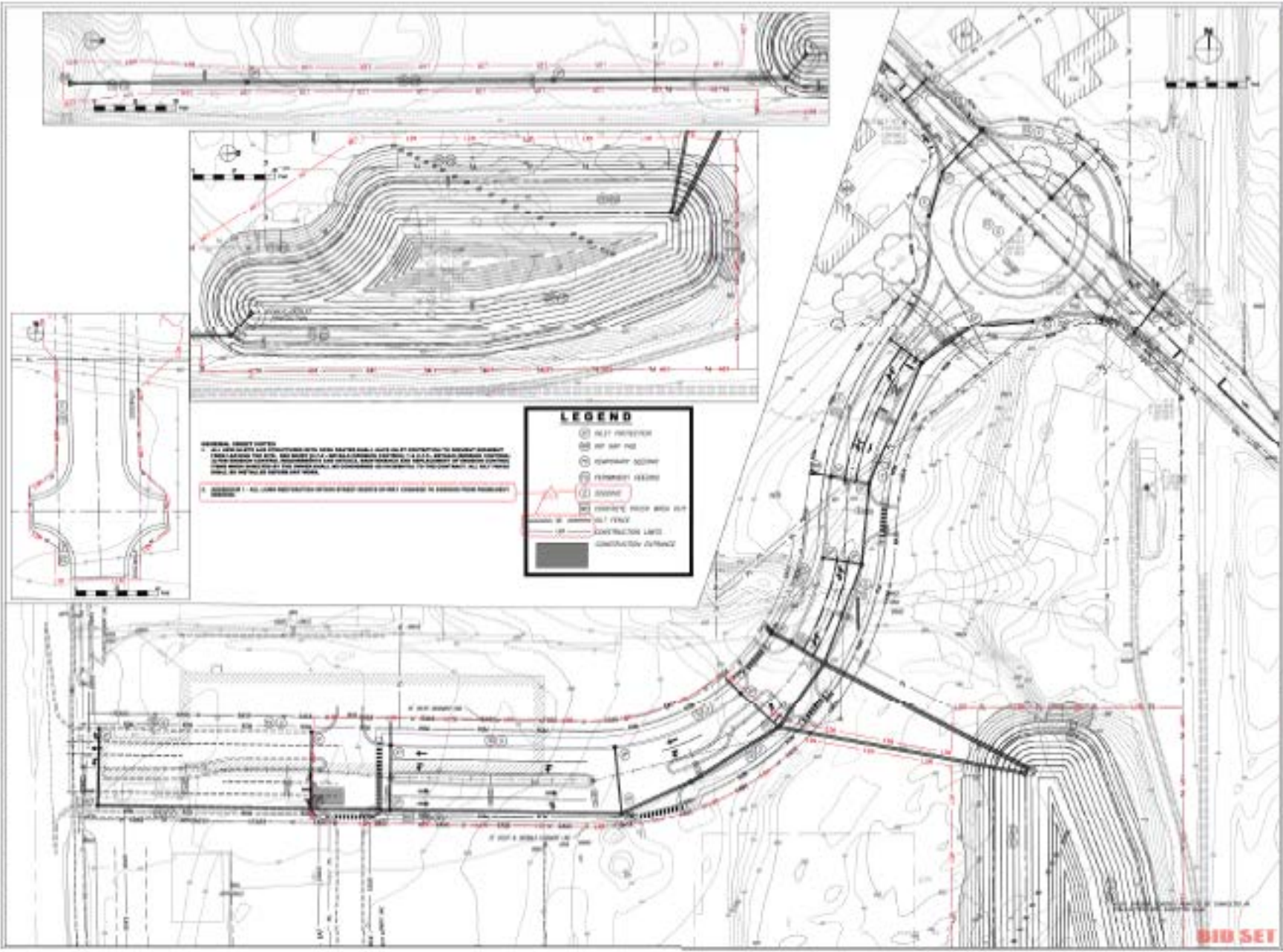
- 2019 soil issues cause bids to come in over budget. Work is delayed and reroute of 96th to better soil proposed.
- January 2020 various intersection options analyzed. Concept for “T” intersection chosen to maximize traffic flow and minimize impact to nearby residents and landowners. This change also provides relief contributing to all litigation related to this project to be settled during 2020.
- January 2020 revised 96th Place plans to include 8’ pathway from Joliet connection to Keilman, and a signal actuated crosswalk at 96th Place and US41/Wicker. This important addition is a cornerstone in path expansion, eventually providing a full east to west path connection in St John, from the existing trail system reaching to Heartland Park and Preserves all the way to The Gates, and eventually to the Pennsy Trail. Four future segments would be from the Parrish/Joliet roundabout along Joliet to 96th Place, from Keilman to Bull Run Drive, from White Oak to Saddle Creek/Greystone and from Preserves to Bramblewood and Edgewood/Castlerock.



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- Spring through late 2020 renegotiated Economic Development Agreement to allow until May 31st 2021 for completion of 96th Place extension and connection. This extension allowed the Town to choose the least expensive yet more time-consuming alternative for soil improvement, surcharge and wick drains.
- Late summer 2020 contract for soil improvement awarded to Gough and construction underway. Completion of earth work estimated March/April 2021, currently 90% complete.
- December 2020 contract awarded to Walsh & Kelly for 96th Place road construction to commence spring 2021 as soon as earth work is complete. A bid alternate was accepted to perform adjacent repaving as part of this project to provide better result and cost savings for consolidation. This repaving includes Thielen, and Joliet from US41/Wicker to the new intersection.
- May 31st expected completion of 96th Place extension and pathway to Joliet, signal activation at US41/Wicker. Immediately following, Joliet/US41 intersection converted to right turn only including concrete barrier.

DATE: 11/26/2014
DRAWN BY: [unreadable]
CHECKED BY: [unreadable]
SCALE: AS SHOWN
PROJECT NO: [unreadable]



GENERAL NOTES
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ILLINOIS CONSTRUCTION CODE AND THE ILLINOIS EROSION CONTROL CODE.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
3. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND STRUCTURES.
4. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING EROSION CONTROL MEASURES.
5. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING EROSION CONTROL MEASURES.

LEGEND

- SILT FENCE
- SEDIMENT BASIN
- EROSION CONTROL MEASURE
- SLOPE PROTECTION
- SLOPE STABILIZATION
- SLOPE REPAIR WITH SILT
- SILT FENCE
- CONSTRUCTION LIMIT
- CONSTRUCTION ENTRANCE

HA
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PROJECT NAME & LOCATION
W. 96TH PLACE & EARL DR. EXTENSIONS
TOWN OF ST. JOHN, INDIANA REDEVELOPMENT COMMISSION
ALONG W. 96TH PL. BETWEEN HWY. 41 & JOLIET ST., ST. JOHN, IN

REVISIONS

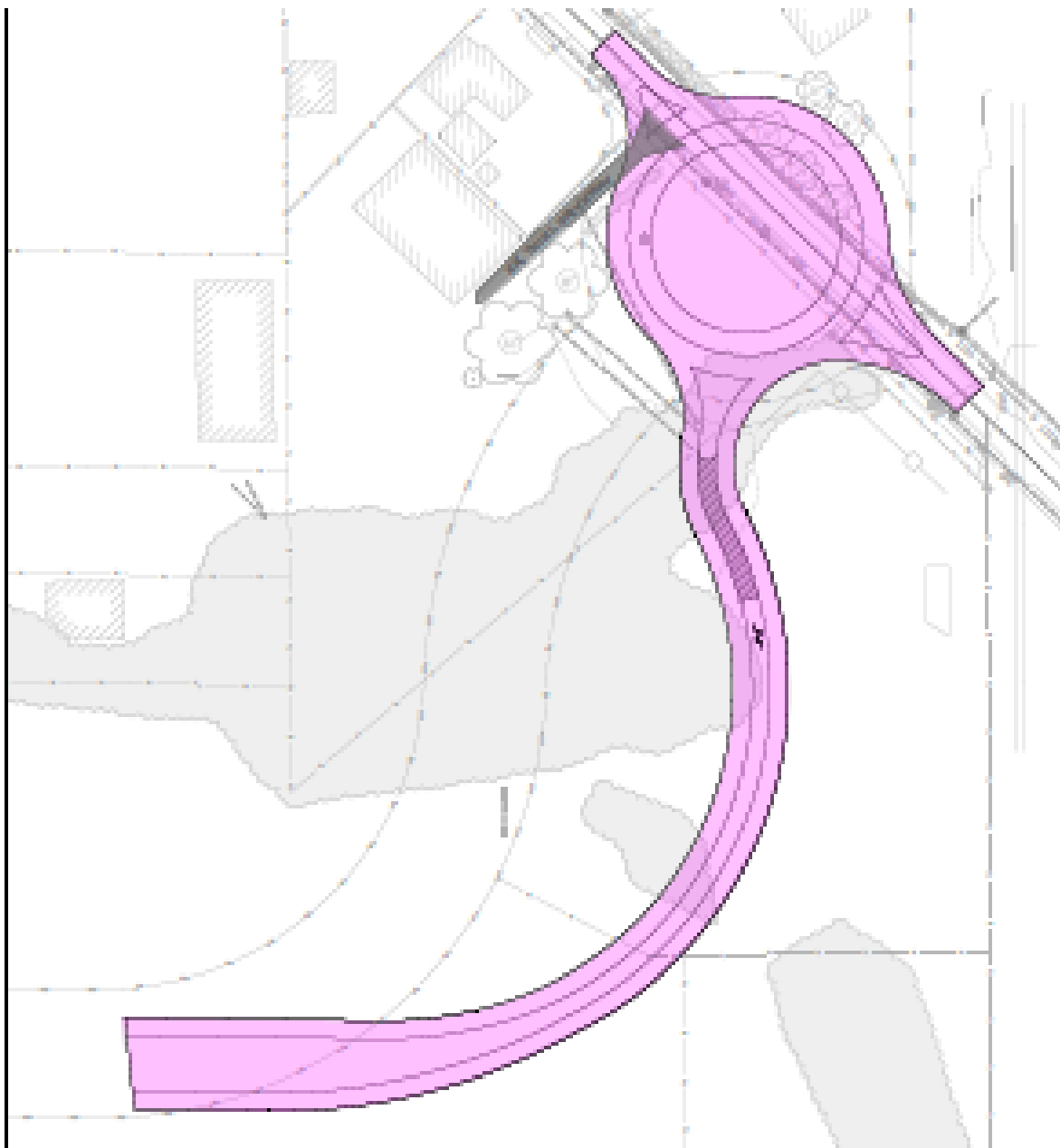
NO.	DATE	BY	DESCRIPTION
1	11/26/2014	[unreadable]	[unreadable]

DATE: 11/26/2014
SCALE: NPL

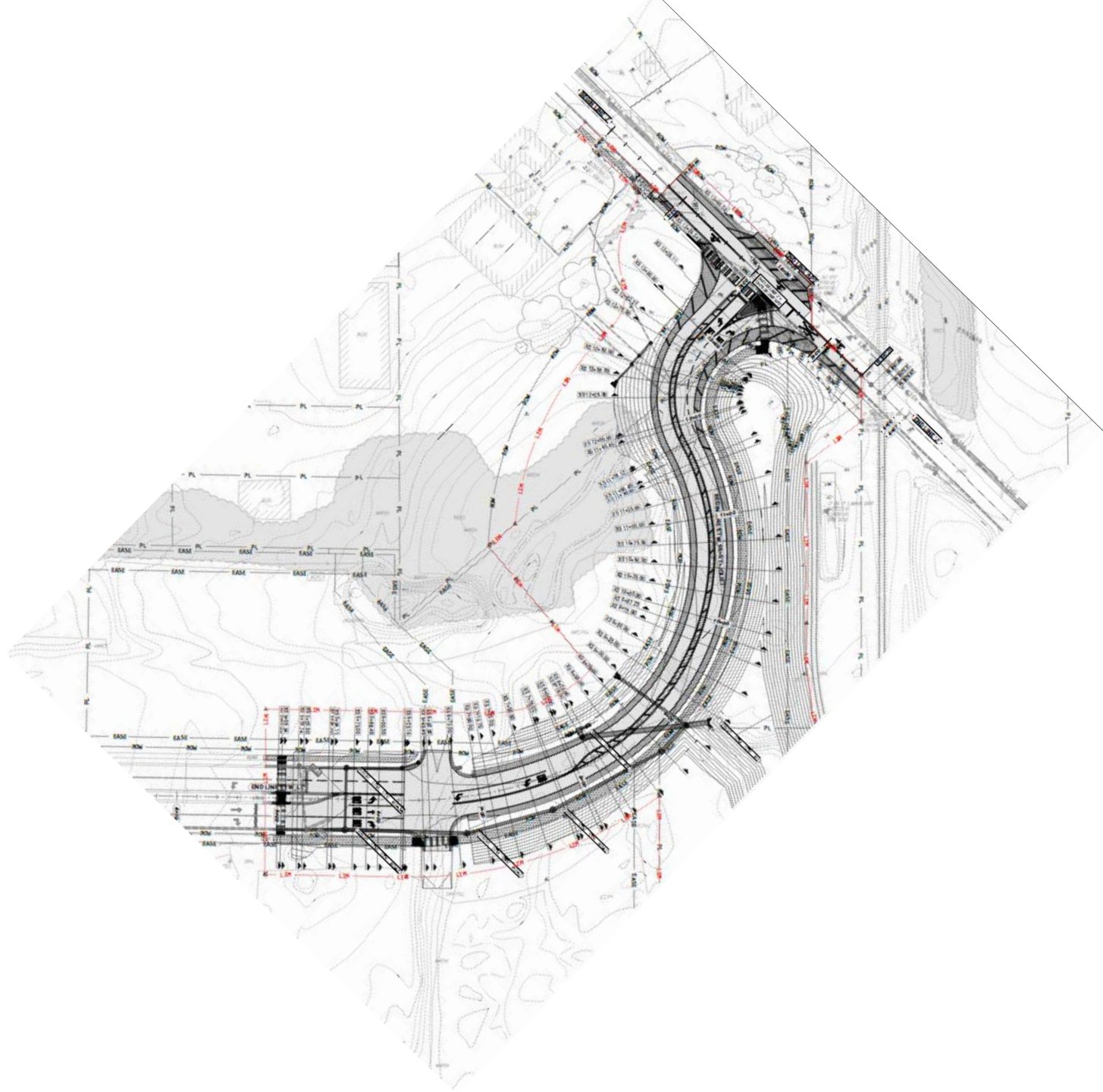
PROJECT FILE:
EROMON
CONTROL PLAN

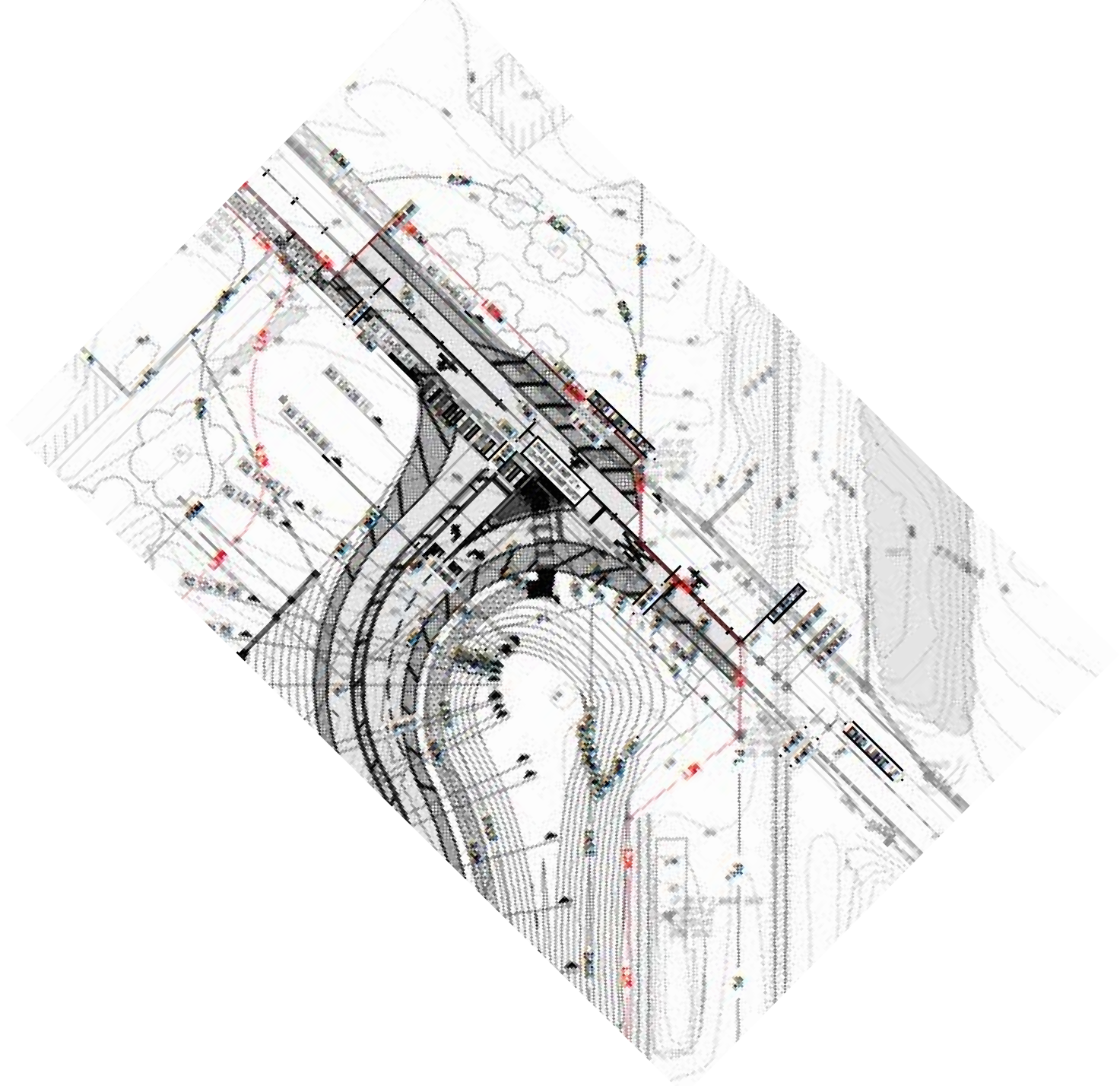
DETAIL:
C-3.0

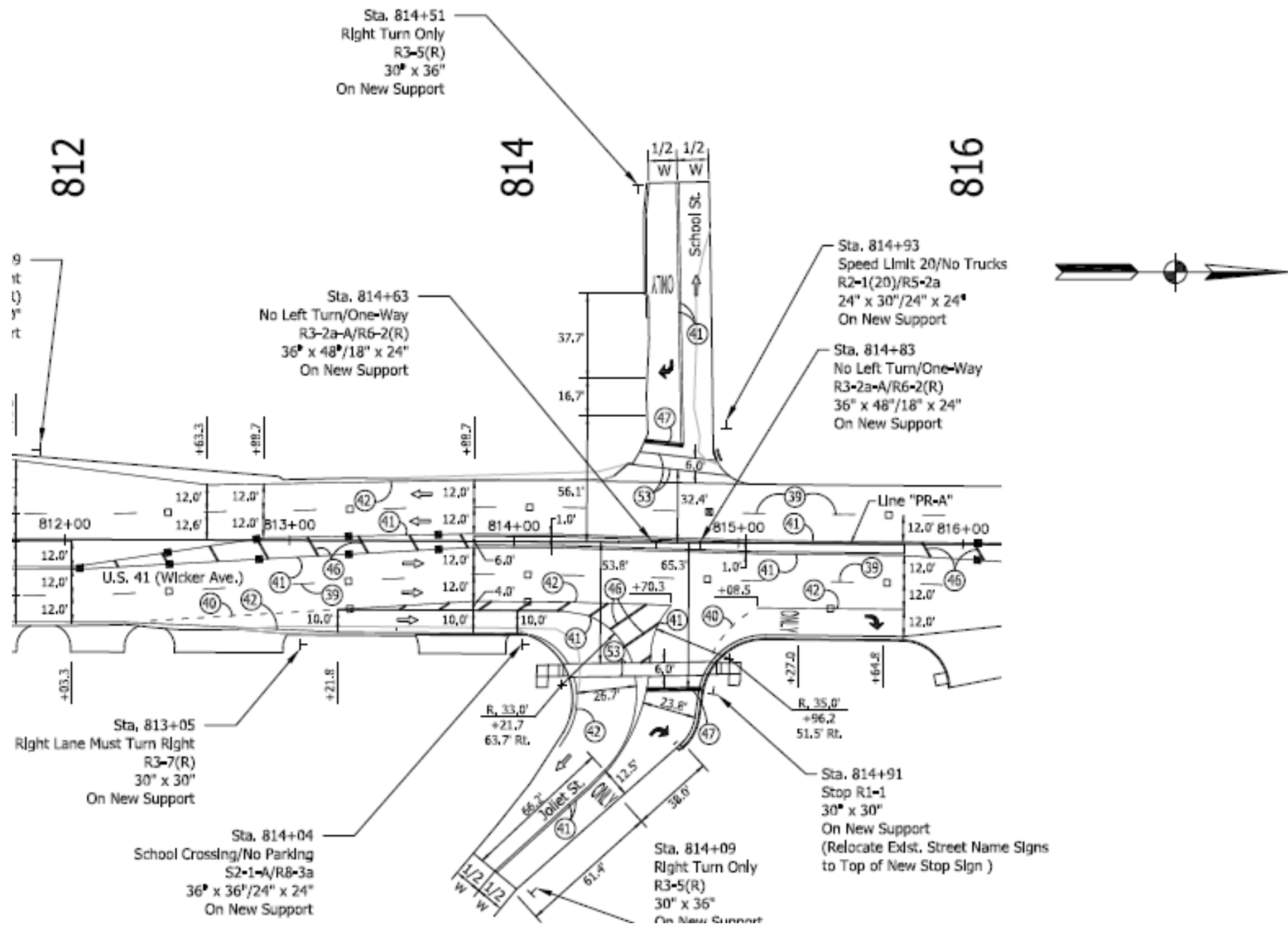
BID SET



PROPOSED CURVE INTO ROUNDABOUT
(PROPOSED CONFIGURATION) (ALL TURNS POSSIBLE)







Sta. 814+51
 Right Turn Only
 R3-5(R)
 30" x 36"
 On New Support

812

814

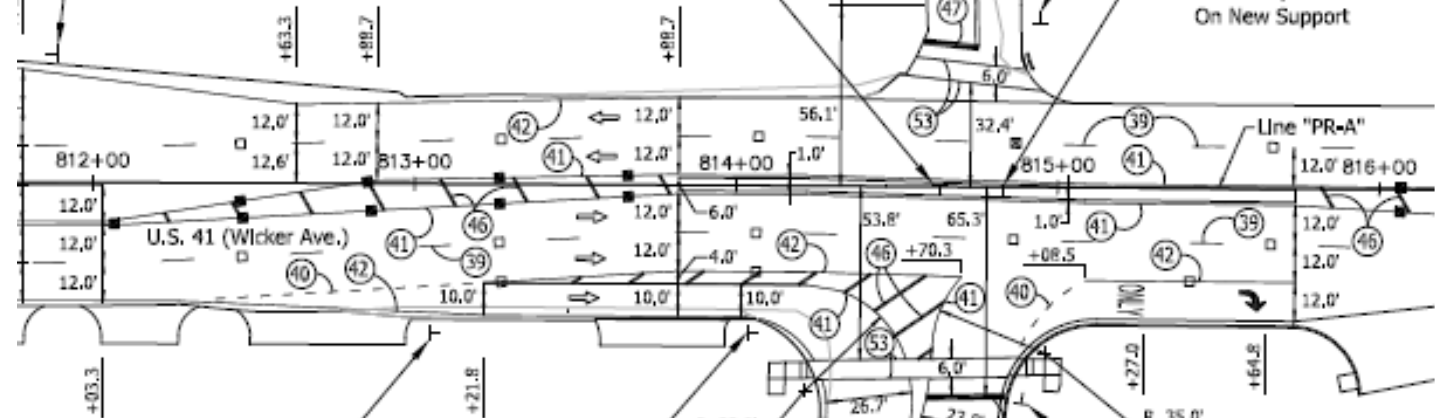
816

Sta. 814+63
 No Left Turn/One-Way
 R3-2a-A/R6-2(R)
 36" x 48"/18" x 24"
 On New Support

Sta. 814+93
 Speed Limit 20/No Trucks
 R2-1(20)/R5-2a
 24" x 30"/24" x 24"
 On New Support

Sta. 814+83
 No Left Turn/One-Way
 R3-2a-A/R6-2(R)
 36" x 48"/18" x 24"
 On New Support

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Sta. 813+05
 Right Lane Must Turn Right
 R3-7(R)
 30" x 30"
 On New Support

Sta. 814+04
 School Crossing/No Parking
 S2-1-A/R8-3a
 36" x 36"/24" x 24"
 On New Support

Sta. 814+09
 Right Turn Only
 R3-5(R)
 30" x 36"
 On New Support

Sta. 814+91
 Stop R1-1
 30" x 30"
 On New Support
 (Relocate Exst. Street Name Signs
 to Top of New Stop Sign)