

COUNTY HI-WAY	FISCAL YEAR	TOTAL SHEET	SHEET NO.
21	1982	32	1

SEC. 81-00206-06-WR. DU PAGE CO.

STATE OF ILLINOIS

# DU PAGE COUNTY HIGHWAY DEPARTMENT

PLANS, PROFILES, AND DETAILS OF PROPOSED

COUNTY HIGHWAY 21 SECTION 81-00206-06-WR.

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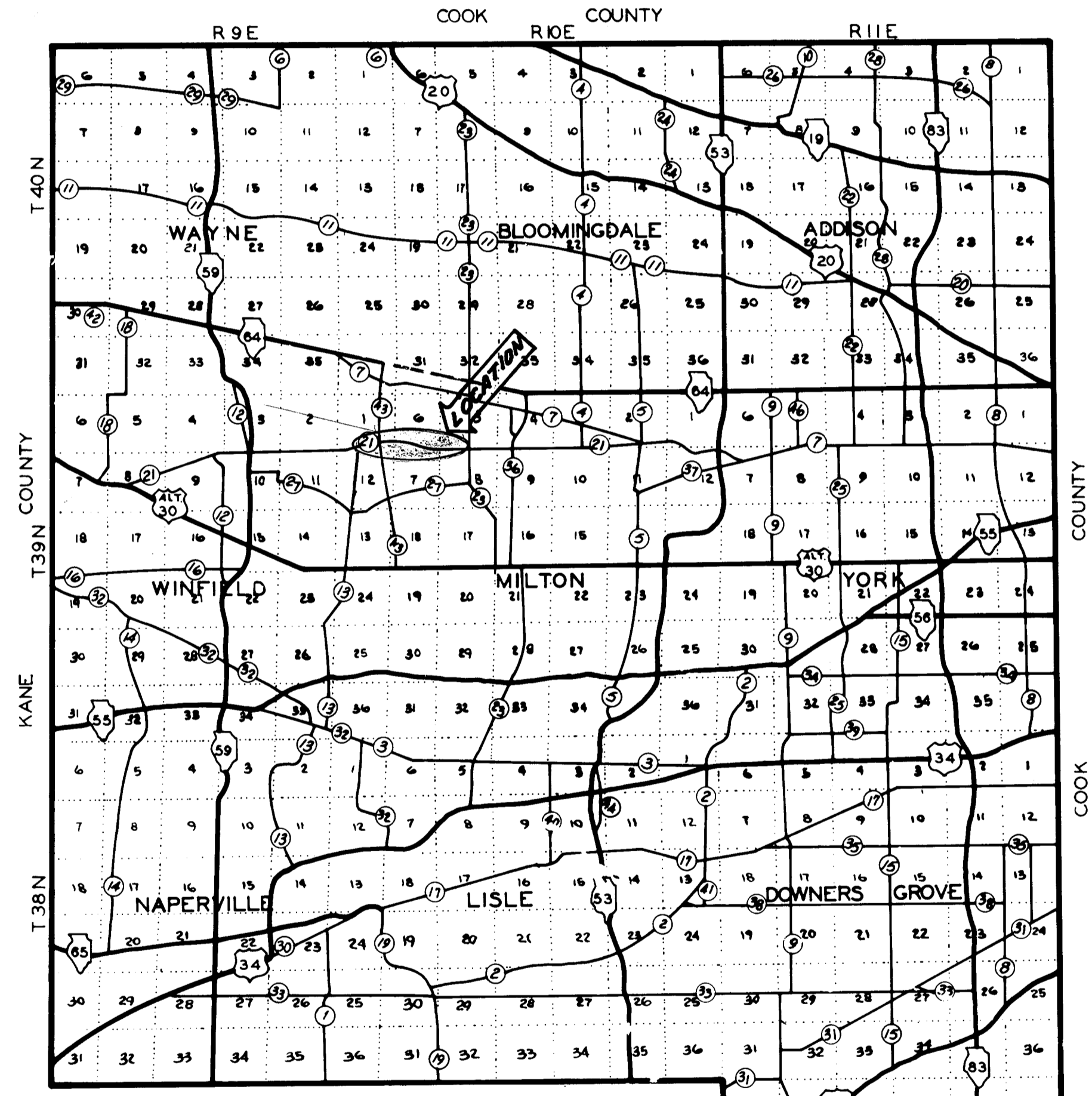
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SUMMARY OF QUANTITIES

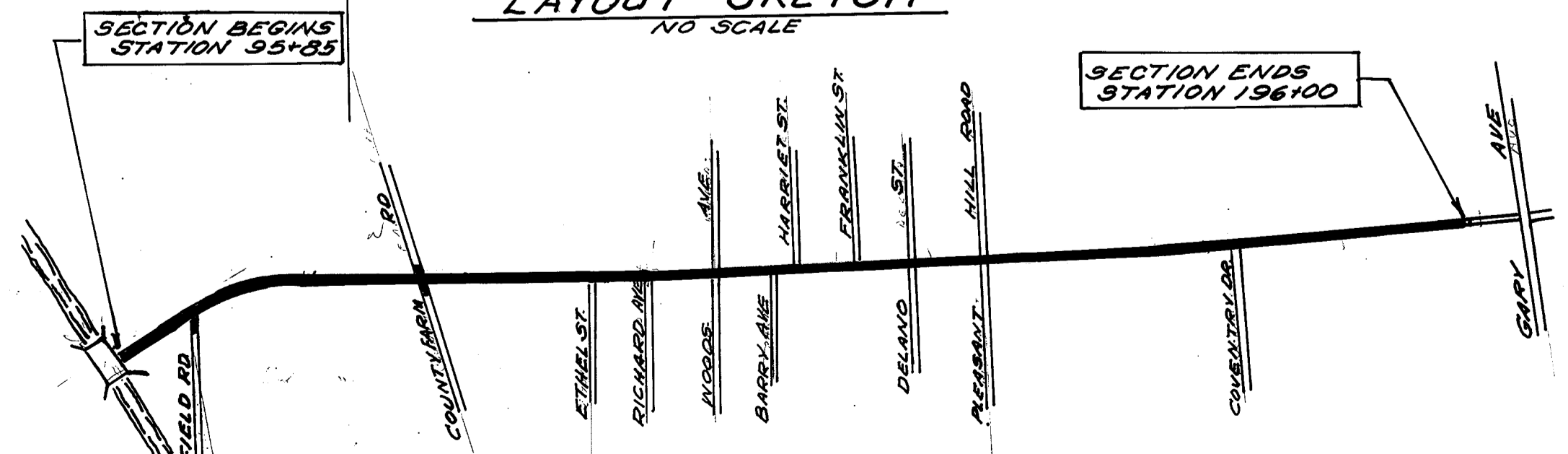
TREE REMOVAL 6" - 15"	585 I.D.
TREE REMOVAL OVER 15"	322 I.D.
HEDGE REMOVAL	420 UNITS
EARTH EXCAVATION	7179 C.Y.
BORROW EXCAVATION	10149 C.Y.
CHANNEL EXCAVATION	3040 C.Y.
AGGREGATE BSE. CSE. TY. B	3117 TON
CURB REMOVAL	150 L.F.
COMB. CONC. CURB & GUTTER TY. B6.18	21375 L.F.
CONC. CURB TY. B	188 L.F.
SIDEWALK REMOVAL	2040 S.F.
R.C.C. SIDEWALK 5"	6100 S.F.
STORM SEWER TY. 1 - 10"	2265 L.F.
STORM SEWER TY. 1 - 12"	3914 L.F.
STORM SEWER TY. 1 - 15"	1121 L.F.
STORM SEWER TY. 1 - 18"	1507 L.F.
STORM SEWER TY. 1 - 24"	68 L.F.
STORM SEWER TY. 1 - 42"	153 L.F.
REINF. CONC. CULVERT PIPE R28" x 5.60'	400 L.F.
CORR. STEEL PIPE ARCH R11" x 5.18'	480 L.F.
PRECAST REINF. CONC. FL. END SEC. 18" DIA.	1 EA.
PRECAST REINF. CONC. FL. END SEC. 24" DIA.	1 EA.
CORR. STEEL PIPE ARCH R31" x 3.50'	76 EA.
INLETS TY. A	4 EA.
INLETS TY. B	25 EA.
MANHOLES TY. A 4 FT. DIA.	7 EA.
MANHOLES TY. B 5 FT. DIA.	5 EA.
MANHOLES TO BE FILLED	7 EA.
MANHOLES TO BE ADJUSTED	18 EA.
MANHOLES TO BE RECONSTR.	21 EA.
TY. 1 FRAME CL LID	3 EA.
TY. 1 FRAME OPEN LID	35 EA.
TY. 1 FRAME & GRATE	62 EA.
TY. 2 B FRAME & GRATE	2263 C.Y.
TRENCH BACKFILL	9412 TON
SUB-BASE GRAN. MATERIAL TY. A.	51603 TON
BIT. AGG. MIXTURE BSE. CSE.	7701 TON
BIT. CONC. BINDER CSE.	6110 TON
BIT. PLANT MIX SEAL CT.	21007 GAL.
BIT. MATERIALS PR. CT.	71 TON
AGGREGATE PR. CT.	40933 C.Y.
TOP SOIL PLACEMENT 4"	422 LBS.
NITROGEN FERT. NUTRIENTS	422 LBS.
PHOSPHORUS FERT. NUTRIENTS	422 LBS.
POTASSIUM FERT. NUTRIENTS	422 LBS.
CLASS 1 SEEDING	17948 S.Y.
SODDING	14.67 TON
ASPHALT CTD. MULCH	13 S.Y.
EMULSIFIED ASPHALT	13 S.Y.
CONC. BLOCK RIP RAP	9180 L.F.
PAVEMENT MARKING THERMOPL. 4" LINE	2407 L.F.
PAVEMENT MARKING THERMOPL. 6" LINE	300 L.F.
PAVEMENT MARKING THERMOPL. 12" LINE	352 L.F.
PAVEMENT MARKING THERMOPL. 24" LINE	352 L.F.
PAVEMENT MARKING THERMOPL. LETTERS & SYMBOLS 7/44 S.F.	422 LBS.
CONSTRUCTION LAYOUT STAKES	8 MIS.
ENGINEER'S FIELD OFFICE TY. A	4 C.Y.
CLASS X CONCRETE 1 HDWL STD 1997	245 LBS.
REINF. BARS 1 HDWL STD 1997	45
TRAFFIC CONTROL	200 L.F.
DRAIN TILE 6" DIA.	400 TON
LIMESTONE SCREENINGS F.A. 5	400 TON

STANDARDS

- TRAFFIC CONTROL
- 2298-5, 2299-3, 2300-2, 2302-A, 2311-6
- 2305-3, 2304-A
- 1683-4 INLET TY. A
- 2349 INLET TY. B
- 1527-9 MANHOLE TY. A
- 2262-4 PREC. REINF. CONC. FL. END SEC.
- 2354-1 MANHOLE FLAT TOP
- 2219-4 TY. 1 FR. CL.
- 2217-3 TY. 3 GRATE
- 1914-6 TY. 1 FR. CL. & GUTTER
- 2130-5 COMB. CONC. CURB & GUTTER
- 1997 REINF. CONC. HEADWALL



LAYOUT SKETCH  
NO SCALE



NET LENGTH OF SECTION  
10015.00 L.F. = 1.897 MILES



### ENTRANCE AND SIDE RD. APPROACH SCHEDULES

STATION	TYPE	AGG. BSC. CSE	BINDER	SURFACE	PRIME	C.S. RA 11'x18'	AGG. PR. CT	AREA SQ. FT.	COMB. CONG. CURB & GUTTER
		42 TON	5 TON	5 TON	18 GAL			61 SQ.	TY. B. G. 18'
R 99+50	C.E.	42	5	5	18			61	
L 104+66	CE	42	5	5	18			61	
L 105+72	RE	23		6	15			50	
L 107+44	CE	42	5	5	18			61	
L 108+17	PE	23		6	15			50	
L 108+51	CE	42	5	5	18			61	
R 109+00	SR	84	10	10	36			120	94 L.F.
L 111+06	CE	42	5	5	18			61	
L 112+81	CE	42	5	5	18			61	
L 115+00	CE	42	5	5	18			61	
L 122+06	PE	23		6	15			50	
R 123+44	RE	23		6	15	30 L.F.		50	
R 129+25	PE	23		6	15	30 L.F.		50	
R 130+75	PE	23		6	15			50	
R 131+96	S.R. ETHEL	84	10	10	36			120	94
R 133+07	RE	23		6	15	30 L.F.		50	
R 133+30	RE	23		6	15			50	
R 136+16	S.R. RICHARD	84	10	10	36			120	94
R 137+31	RE	23		6	15	30 L.F.		50	
L 137+33	PE	23		6	15	30 L.F.		50	
R 138+04	RE	23		6	15	30 L.F.		50	
L 138+28	PE	23		6	15			50	
RL 140+50	S.R. WOODS	168	20	20	72			240	188
R 141+51	RE	23		6	15	30 L.F.		50	
L 141+62	RE	23		6	15	30 L.F.		50	
L 141+84	RE	23		6	15			50	
R 142+23	RE	23		6	15	30 L.F.		50	
L 142+94	PE	23		6	15			50	
R 143+00	PE	23		6	15			50	
R 143+72	PE	23		6	15			50	
R 144+69	S.R. BARRY	84	10	10	36			120	94
L 144+78	RE	23		6	15			50	
R 145+73	PE	23		6	15			50	
L 146+86	S.R. HARRIET	84	10	10	36			120	94
R 147+60	CE	42	5	5	18			61	
R 148+30	CE	42	5	5	18			61	
R 150+03	RE	23		6	15	30 L.F.		50	
L 151+17	S.R. FRANKLIN	84	10	10	36			120	94
R 151+30	PE	23		6	15	30 L.F.		50	
L 152+36	RE	23		6	15			50	
L 152+95	RE	23		6	15			50	
L 153+07	PE	23		6	15			50	
L 153+80	CE	42	5	5	18			61	
L 154+57	C.E.	42	5	5	18			61	
RL 155+51	S.R. DELANO	168	20	20	72			240	235
R 162+88	CE	42	5	5	18			61	
R 163+43	CE	42	5	5	18			61	
R 167+36	RE	23		6	15			50	
L 172+18	PE	23		6	15			50	
L 176+76	PE	23		6	15			50	
R 177+92	S.R. GENTRY	84	10	10	36			120	94
L 178+76	PE	23		6	15			50	
R 178+84	RE	23		6	15			50	
R 179+41	RE	23		6	15			50	
R 179+97	RE	23		6	15			50	
L 180+55	PE	23		6	15			50	
L 181+71	PE	23		6	15	30 L.F.		50	
R 181+77	RE	23		6	15			50	
L 182+58	RE	23		6	15	30 L.F.		50	
R 182+78	PE	23		6	15			50	
L 182+96	PE	23		6	15	30 L.F.		50	
R 183+67	PE	23		6	15			50	
R 185+84	PE	23		6	15			50	
L 186+97	RE	23		6	15			50	
R 186+60	RE	23		6	15			50	
R 187+52	PE	23		6	15			50	
L 187+78	CE	42	5	5	18			61	
R 188+56	S.R. DORRWOOD	84	10	10	36			120	94
L 192+23	CE	42	5	5	18			61	
L 193+98	CE	42	5	5	18			61	

DELANO ST. PARKING AREA. 383 71 3117 TONS 276 TONS 540 TONS 164.4 GALS 420 L.F. 5 TONS 46.7751 1175 L.F. 246 6 TONS

### EARTH CHANNEL & BORROW EXCAVATION

GENEVA RD	EARTH EXCAVATION	BORROW EXCAVATION	CHANNEL EXCAVATION	WASTE
WINFIELD RD	85 CU. YDS.		622 CU. YDS	
COUNTY FARM RD	504 CU. YDS		1360 CU. YDS	
PLEASANT HILL RD	256 CU. YDS			47 CY.
DELANO ST.	226 CU. YDS			226 CY.
STORM SEWER OUTFALL PRAIRIE PATH RD.				3045 CU. YDS
TOTALS	719 CU. YDS		10,149 CU. YDS	278 CU. YDS

### TREE REMOVAL

STATION	TYPE	DIST. FE. &	6" TO 15"	OVER 15"
L 100+50	COTN.	29'		20'
L 107+32	PINE	40'	6"	
L 123+38	CH. CH.	39'	10"	
L 124+08	LOC.	39'	7"	
L 124+12	LOC.	36'	6"	
L 124+15	LOC.	36'	6"	
L 124+22	ELM.	36'	8"	
L 124+23	ELM.	38'	10"	
L 124+46	LOC.	36'	6"-6"	
L 124+49	S.M.	32'	6"-6"	
L 124+89	LOC.	37'	8"	
L 125+22	ELM.	39'	10"	35'
L 129+43	PDP.	35'		20"
L 133+57	CATL.	44'		16"
L 133+60	CATL.	39'		16"
L 153+58	CH. CH.	39'		
R 153+78	OSAGE	39'	5 @ 6" /	
R 156+58	S.M.	29'	6 @ 10" 2 @ 8" / 4	
R 156+78	B.E.	39'	15"	
R 157+12	S.M.	38'	6 @ 6" 8" 10"	
R 157+20	S.M.	38'		16"-18"-20"
R 157+91	B.E.	41'		36"
R 158+22	ELM.	44'	8"	
R 158+29	S.M.	42'		26"
R 158+35	ELM.	43'	10"-12"	
R 158+44	MULB.	44'	10"	
R 158+88	ELM.	43'	8"	
R 159+45	ELM.	41'	6"	
R 178+26	ASH	40'	9"	
R 175+01	ELM.	39'		18"
L 176+22	CH. CH.	42'	9"	
L 176+14	MULB.	42'	8"-10"	
R 176+47	CH. CH.	32'		20"
R 177+60	S.M.	38'	6 @ 6" /	
R 177+68	S.M.	40'	6"-6"	
L 178+32	MULB.	36'	10"-10"-11"-12"	
L 178+59	PINE	35'	10"	
L 179+03	CH. CH.	37'	12"	
L 182+23	MULB.	34'		31"
L 182+79	MULB.	31'		30"
L 184+87	ELM.	39'	11 @ 6" /	
R 185+65	ELM.	35'	9"-8"	
R 185+75	ELM.	36'	8"	
R 185+98	S.M.	36'	6"-9"-9"	
R 186+50	ELM.	38'	15"	
TOTALS			585 IN. DIA.	322 IN. DIA.

### HEDGE REMOVAL

STA - STA	UNITS
L 163+60 - 165+15	155
L 166+30 - 168+35	265
TOTAL	420 UNITS

### COMB. CONG. CURB & GUTTER TY. B. G. 18

STA - STA	LINE FT.	INCL. W. SIDE OF WINF. RD.	INCL. E. SIDE OF WINF. RD.
R 100+20 - 101+35	300'		
R 102+50 - 103+20	240'		
L 100+20 - 103+20	200'		
RL 108+20 - 121+00	4070'	INCL. COUNTY FARM RD.	
RL 121+00 - 161+00	8420'	INCL. PLEASANT HILL RD.	
RL 161+00 - 195+85	6970'		
SIDE RD. APPROACHES	1175'		
TOTAL	21875' LIN. FT.		

### CURB REMOVAL

STA - STA	LINE FT.
L 189+08 - 189+30	30
L 193+15 - 194+00	100
TOTAL	130 LINE FT.

### CONCRETE CURB TY. B. G. 6"

STA - STA	LINE FT.
L 189+08 - 189+30	63
L 193+15 - 194+00	125
TOTAL	188 LINE FT.

### SIDEWALK REMOVAL

STA - STA	SQ. FT.
LT 153+77 - 159+85	2040
TOTAL	2040 SQ. FT.

### 5FT. P.C.C. SIDEWALK 5"

STA - STA	SQ. FT.
LT 147+00 - 155+00	3850
LT 155+00 - 159+80	2250
TOTAL	6100 SQ. FT.

### SUB BASE GRAN. MAT'L. TY. A.

STA - STA	TONS
95+85 - 196+00	9412
TOTAL	9412 TONS

### BITUMINOUS AGGREGATE MIXTURE BSC. CSE. (B.A.M.)

STA - STA	TONS
GENEVA RD	
95+85 - 196+00	27688
WINFIELD RD	
0+32 - 4+00	598
COUNTY FARM RD	
0+00 - 10+00	2573
PLEASANT HILL RD	
2+35 - 7+30	744
TOTAL	31603 TONS

### BIT. CONCRETE BINDER CTS

STA - STA	TONS
GENEVA RD	
95+85 - 196+00	6433
WINFIELD RD	
0+32 - 4+00	170
COUNTY FARM	
0+00 - 10+00	625
PLEASANT HILL	
2+35 - 7+30	197
DELANO	
	71
RE'S & SIDE RDS	7496 TONS
	205
TOTAL	7701 TONS

### BIT. PLANT MIX SEAL CT.

STA - STA	TONS
GENEVA RD	
95+85 - 196+00	4825
WINFIELD RD	
0+32 - 4+00	128
COUNTY FARM RD	
0+00 - 10+00	469
PLEASANT HILL	
2+35 - 7+30	128
DELANO ST	
	71
RE'S & SIDE RDS	469
TOTAL	6110 TONS

### BIT. MAT'L'S PRIME CT.

GENEVA RD	AREA	RATE	GAL
WINFIELD RD	1418 SY	0.35461	444
COUNTY FARM	5436 SY	0.54461	1630
PLEASANT HILL	1715 SY	0.35461	515
DELANO ST			246
RE'S & SIDE RDS			1398
TOTAL			2107 GAL

### AGGREGATE PRIME CT

GENEVA RD	AREA	RATE	TONS
WINFIELD RD	1481 SY	2.751	56
COUNTY FARM	5436 SY	2.751	2
PLEASANT HILL	1715 SY	2.751	2
DELANO ST			1
RE'S & SIDE RDS			5
TOTAL			71 TONS

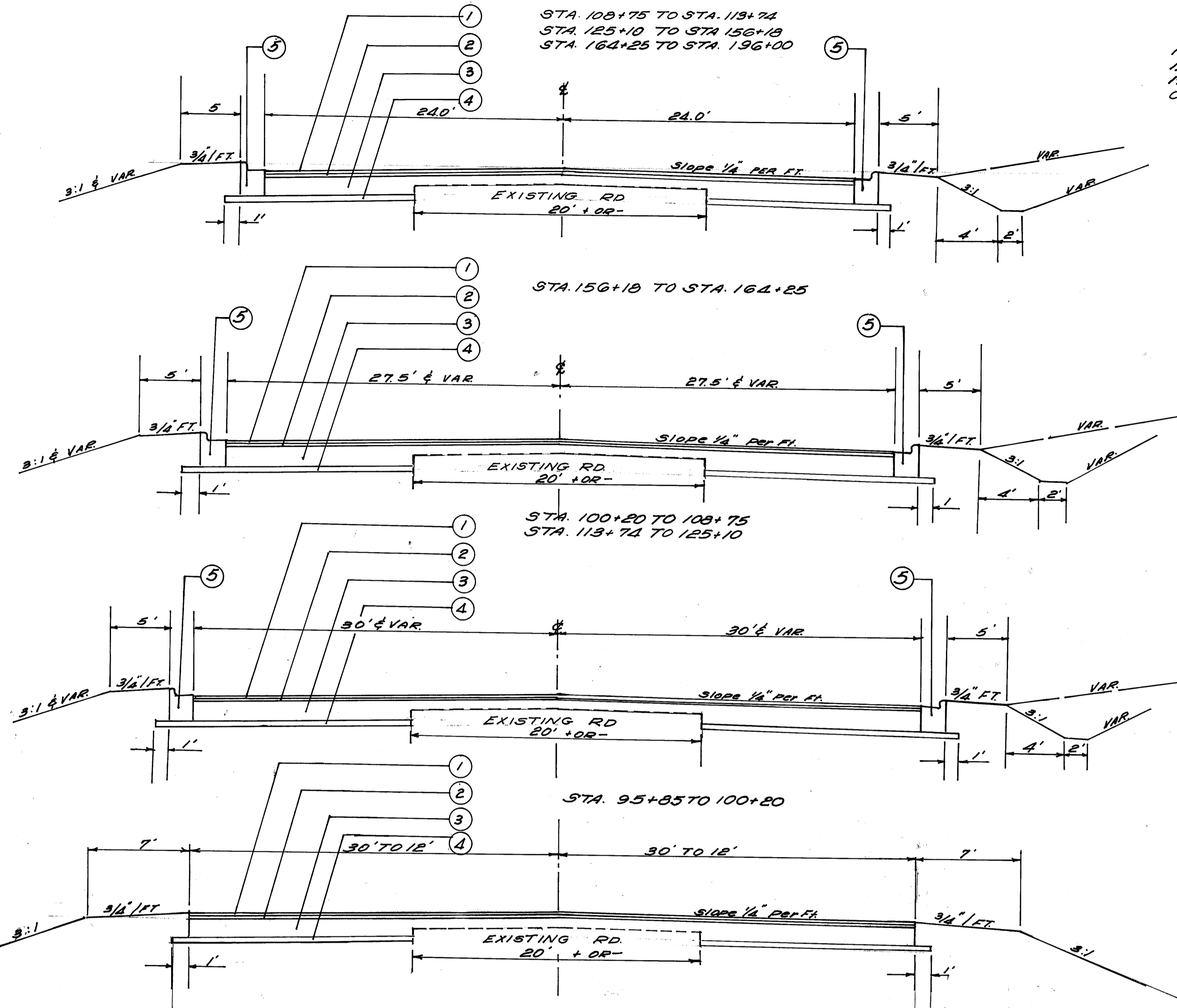
### TOP SOIL PLACEMENT 4"

GENEVA RD	AREA	RATE	SQ. YDS
WINFIELD RD			3516
COUNTY FARM RD			1702
PLEASANT HILL			3393
PLEASANT HILL			1883
TOTAL			4293 SY.

### FERTILIZER NUTRIENTS SOLBS. EACH/ ACR. PER ACR.

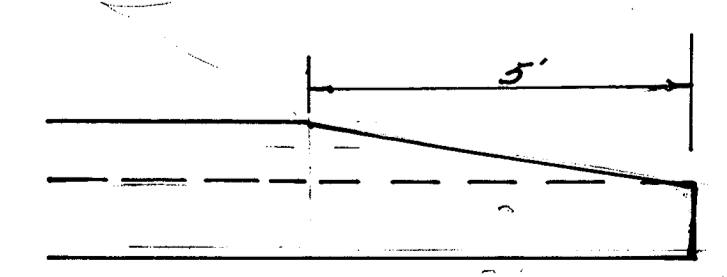
GENEVA RD	NITROGEN	PHOSPHORUS	POTASSIUM
WINFIELD RD	350"		
WINFIELD RD		18"	
COUNTY FARM			
PLEASANT HILL			625
PLEASANT HILL			197
COUNTY FARM			35"
PLEASANT HILL			
PLEASANT HILL	19"		
TOTALS	NITROGEN 422 LBS	PHOSPHORUS 422 LBS	P

**TYPICAL CROSS SECTIONS**

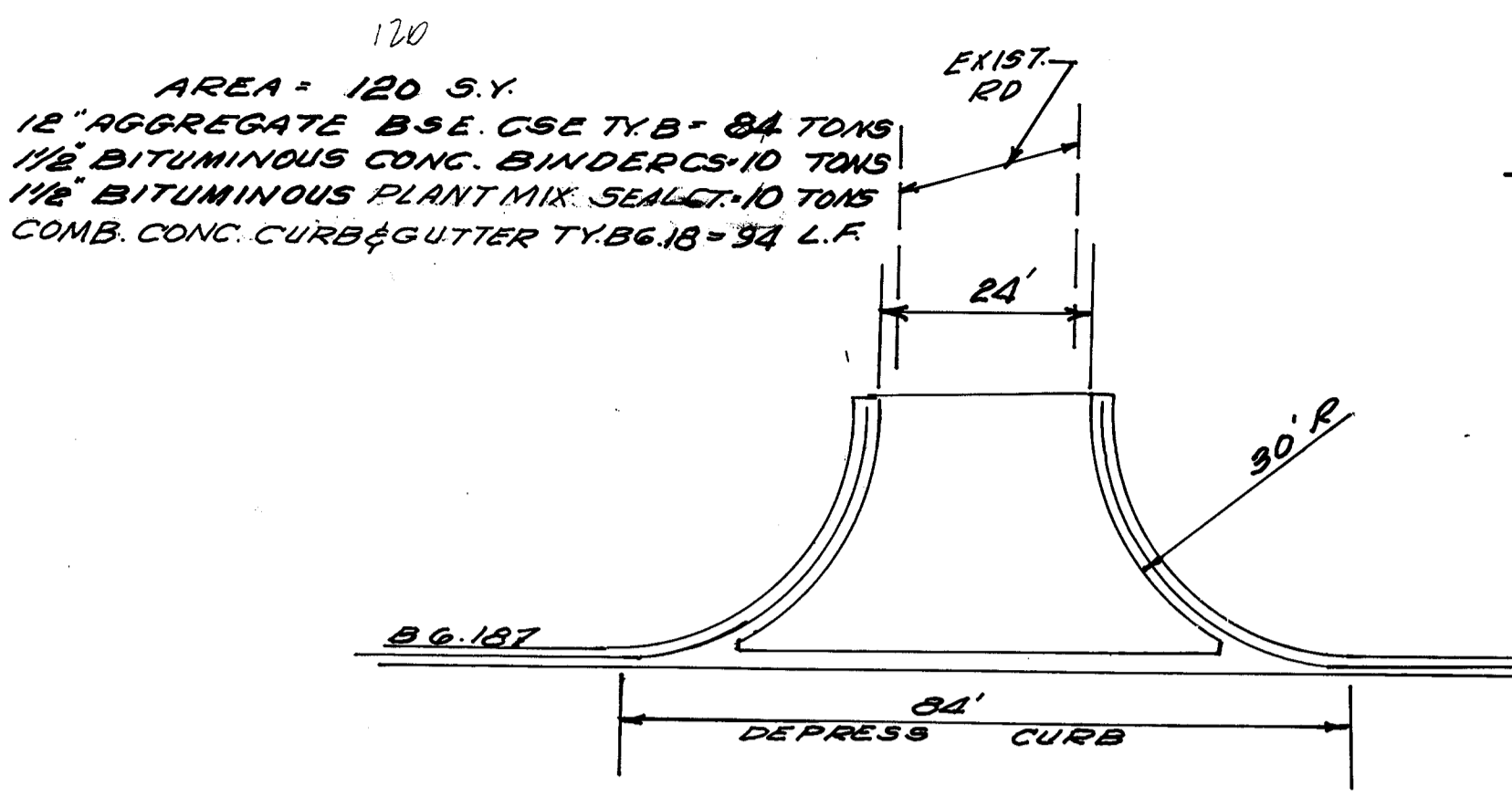


- ① 1 1/2" BITUMINOUS PLANT MIX SEAL COAT
- ② 2" BITUMINOUS CONC. BINDER CSE.
- ③ 11" BITUMINOUS AGGREGATE MIXTURE BASE CSE. (B.A.M) VARIABLE DEPTH OVER EXISTING RD.
- ④ 4" SUB-BASE GRANULAR MATERIAL T.V.A
- ⑤ COMBINATION CONC. CURB & GUTTER T.Y. B G. 18

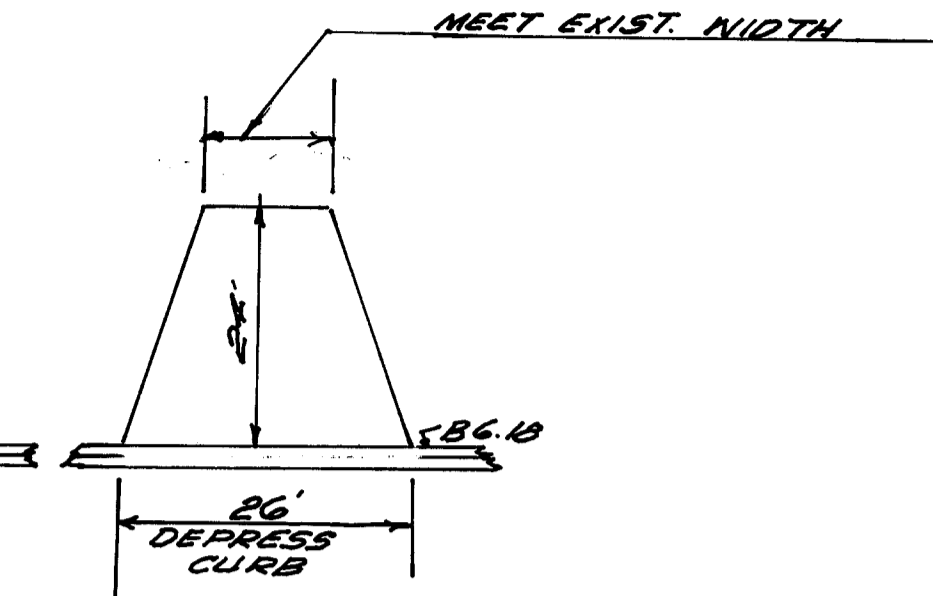
**DEPRESSED CURB & GUTTER ENDS**



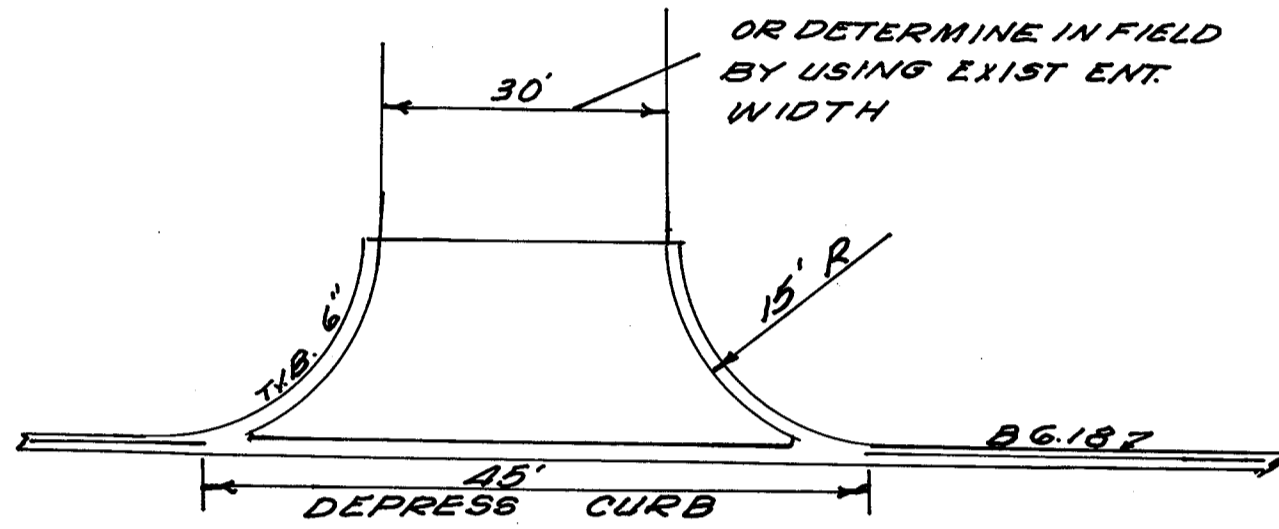
**TYPICAL SIDE RD. APPROACH**



**TYPICAL PRIVATE ENTRANCE**



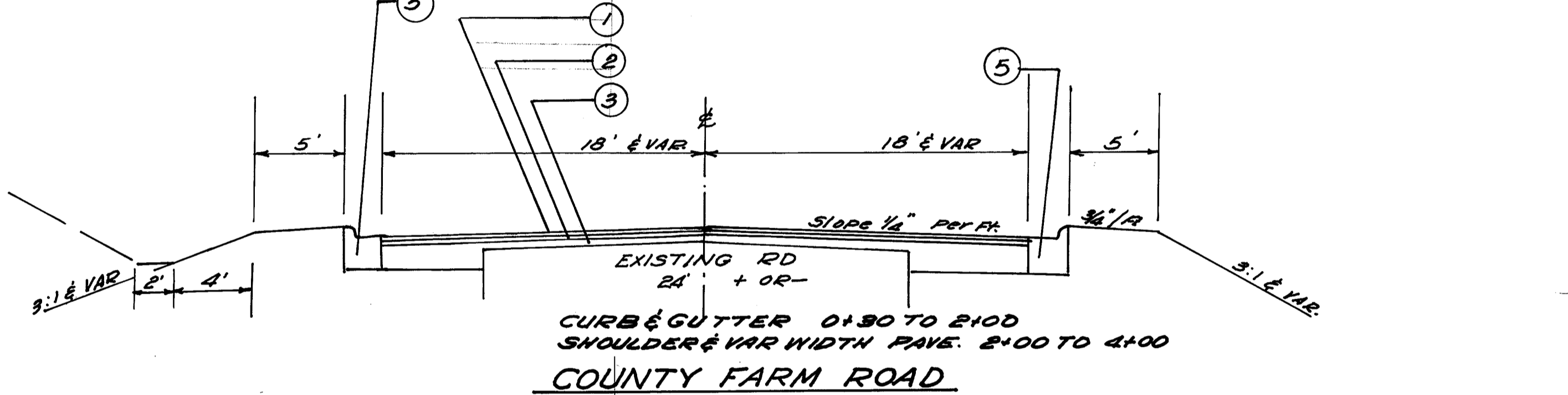
**TYPICAL COMMERCIAL ENTRANCE**



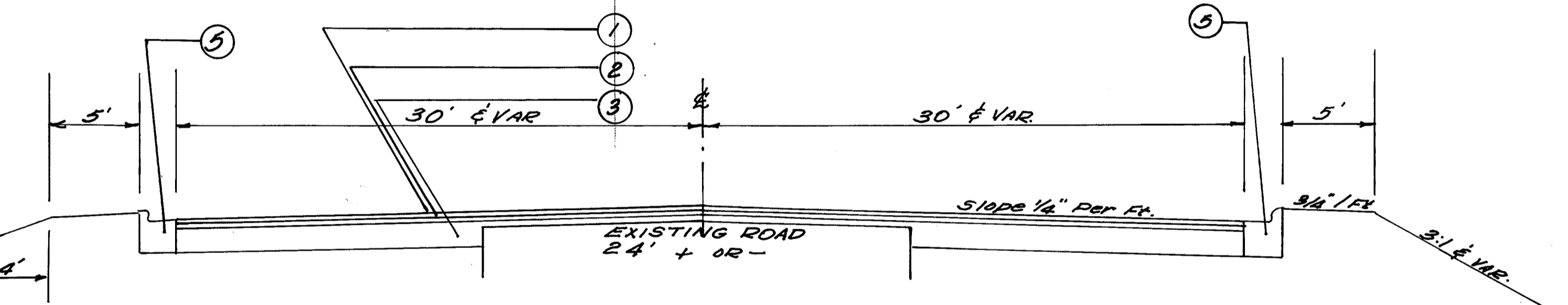
- AREA = 61 S.Y.
- 12" AGGREGATE B.S.E. CSE. T.Y. B = 42 TONS
- 1 1/2" BITUMINOUS CONC. BINDER CSE. = 5 TONS
- 1 1/2" BITUMINOUS PLANT MIX SEAL CT. = 5 TONS
- CONC. CURB T.Y. B G. = 48 L.F.

NOTE: IF ENTRANCES OR SIDE ROAD APPROACHES HAVE TO BE LENGTHENED IN FIELD TO IMPROVE APPROACH GRADE, NO ADDITIONAL COMPENSATION WILL BE MADE OTHER THAN ADDITIONAL QUANTITIES USED.

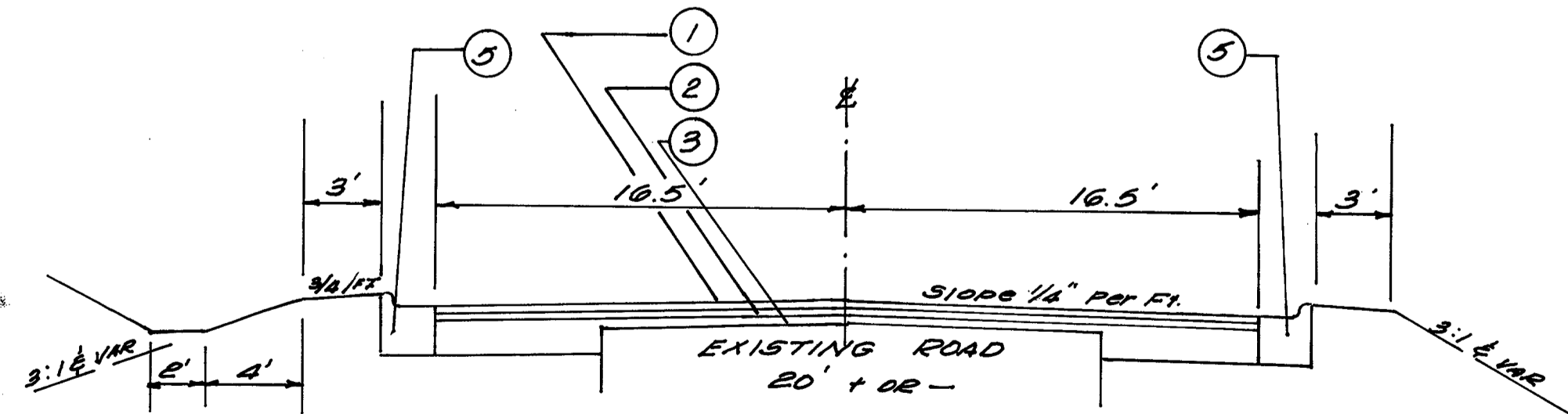
**WINFIELD ROAD**



**COUNTY FARM ROAD**



**PLEASANT HILL ROAD**



**STRUCTURAL DESIGN TRAFFIC YEAR 1992**

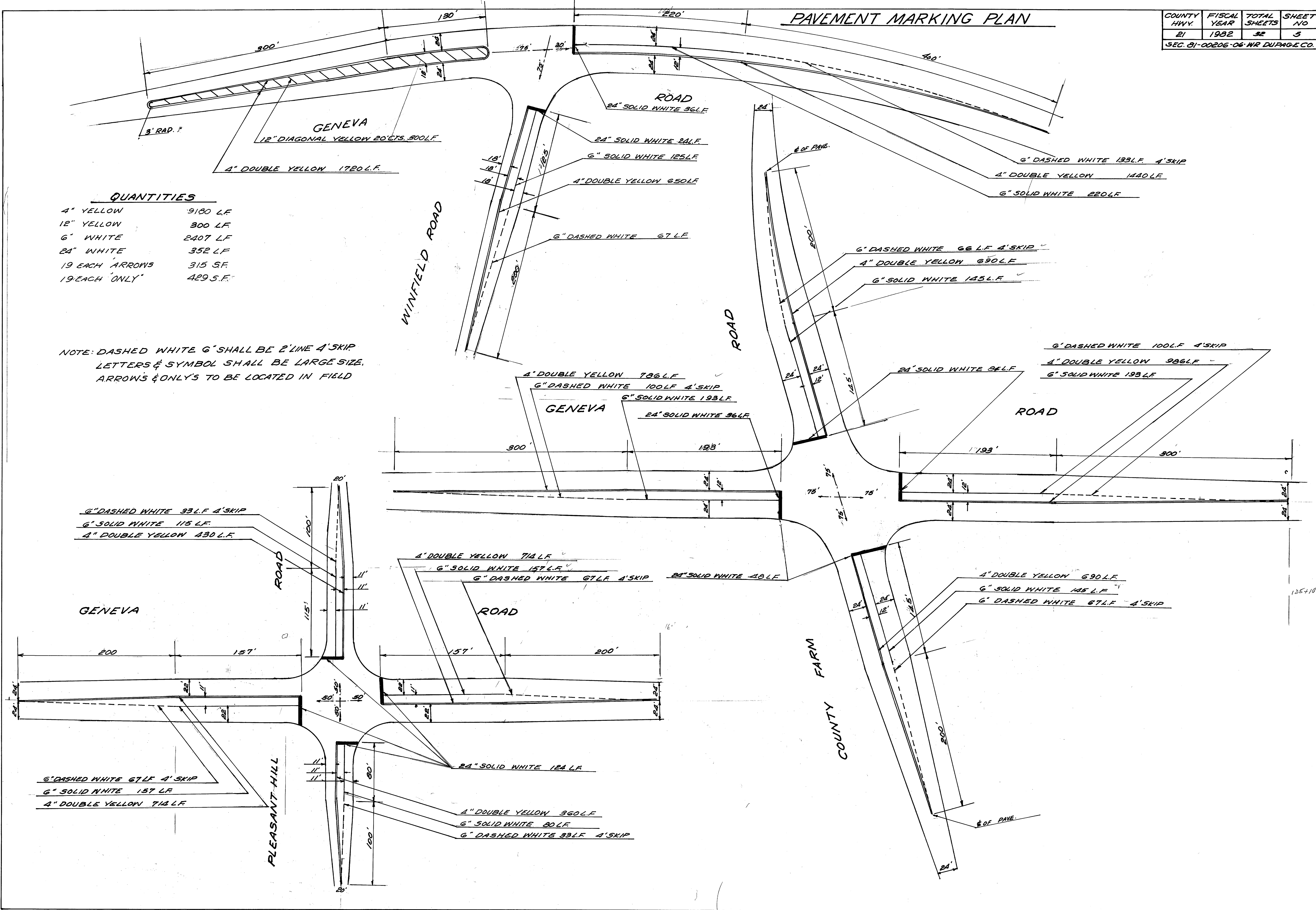
WIDENING AND OVERLAYING EXISTING ROAD		
PC. = 16850	S.U. = 1502	M.U. 170
PERCENT S.D.T. IN DESIGN LANE PC.32 SU.45 MU.45		
MINIMUM SOIL SUPPORT LB.R. 2		
T.F. 1.18		
STRUCTURAL NO. 2.80		
1 1/2" SURF @ 0.40	=	0.60
2" BIND. @ 0.40	=	0.80
11" B.A.M @ 0.30	=	3.30
4" SUB-BASE @ 0.13	=	0.52
EXISTING PAVEMENT		
10" GRAVEL @ 0.10	=	1.00
6" BIT SURF @ 0.20	=	1.20
1 1/2" BIT SURF @ 0.40	=	0.60
2" BIND @ 0.40	=	0.80
4" B.A.M @ 0.30	=	1.20
		4.80

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	4

SEC. 81-00206-06 NR DU PAGE CO.

# PAVEMENT MARKING PLAN

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO
21	1982	32	5
SEC. 81-00206-06-WR DURAGE CO.			



### QUANTITIES

4" YELLOW	9180 L.F.
12" YELLOW	300 L.F.
6" WHITE	2407 L.F.
24" WHITE	352 L.F.
19 EACH ARROWS	315 S.F.
19 EACH ONLY	429 S.F.

NOTE: DASHED WHITE 6" SHALL BE 2" LINE 4" SKIP  
 LETTERS & SYMBOL SHALL BE LARGE SIZE.  
 ARROWS & ONLY'S TO BE LOCATED IN FIELD

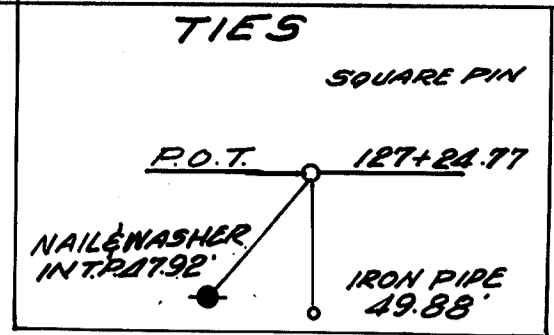
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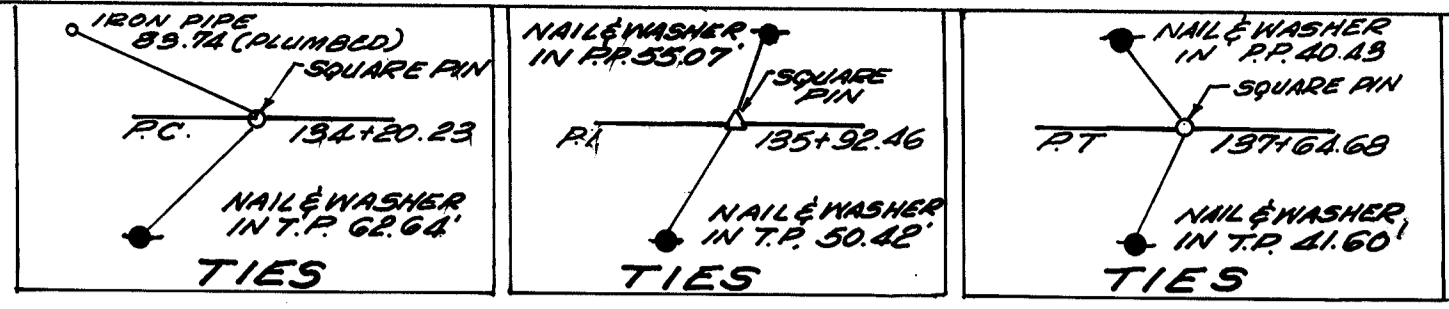


COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	8

SEC. 81-00206-06-WR DU PAGE CO.

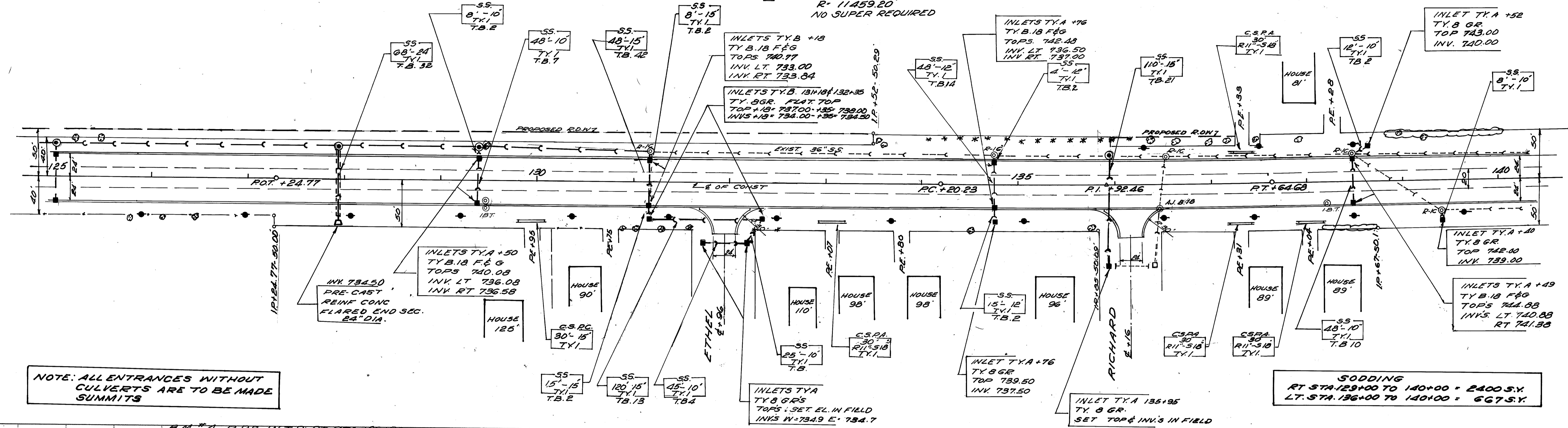


**CURVE DATA**  
 $\Delta = 1^{\circ} 43' 20''$   
 $D = 0^{\circ} 30'$   
 $T = 172.23'$   
 $L = 344.45'$   
 $E = 2.17'$   
 $R = 11459.20'$   
 NO SUPER REQUIRED



PLAN

BY	DATE
SURVEYED	
PLOTTED	
GRADES CHECKED	
NOTE BOOK	
RT. OF WAY CHECKED	

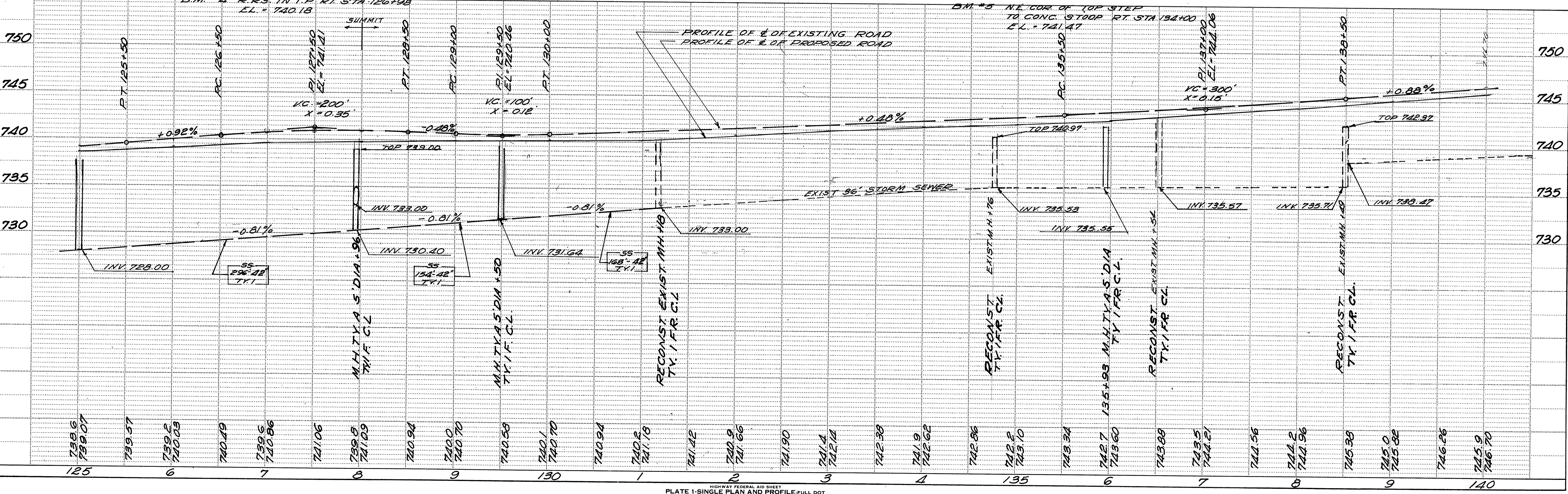


NOTE: ALL ENTRANCES WITHOUT CULVERTS ARE TO BE MADE SUMMITS

SODDING  
 RT STA. 129+00 TO 140+00 = 2400 S.Y.  
 LT STA. 136+00 TO 140+00 = 667 S.Y.

PROFILE

BY	DATE
SURVEYED	
PLOTTED	
GRADES CHECKED	
NOTE BOOK	
STRUCTURE NOTATION CHECKED	



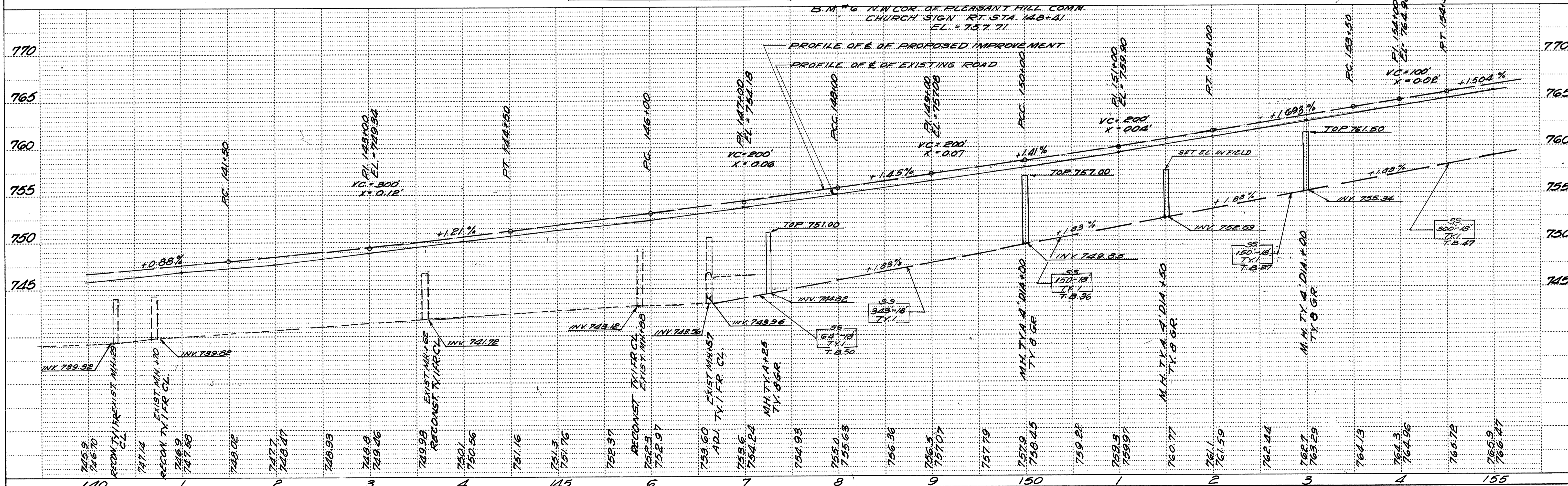
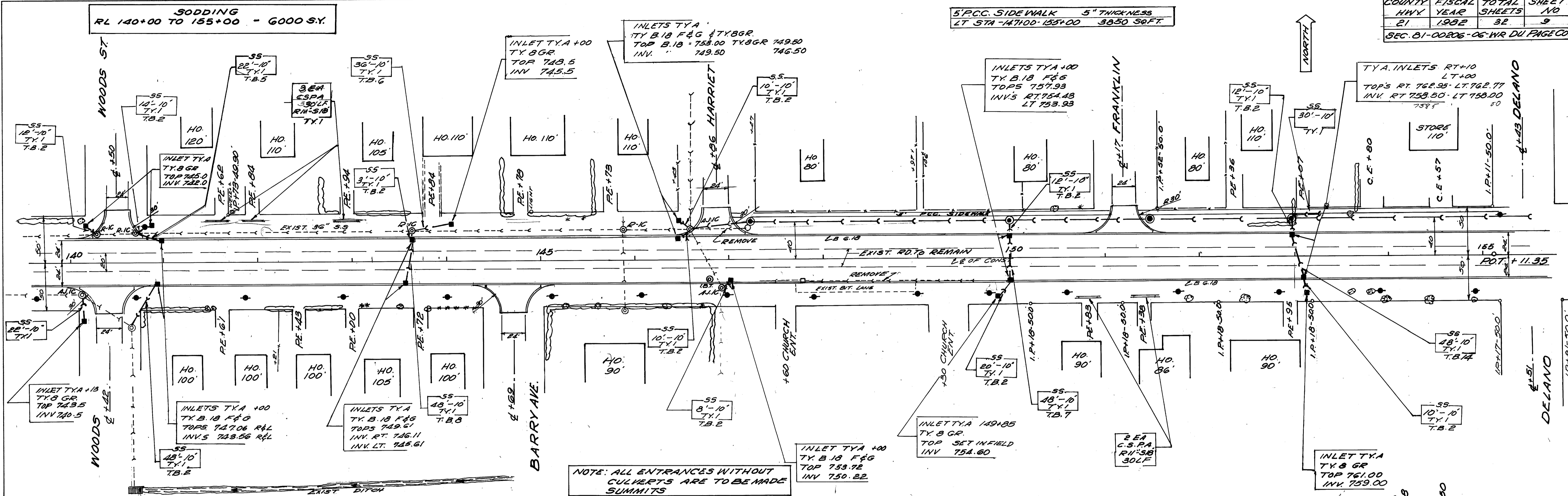


COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	9

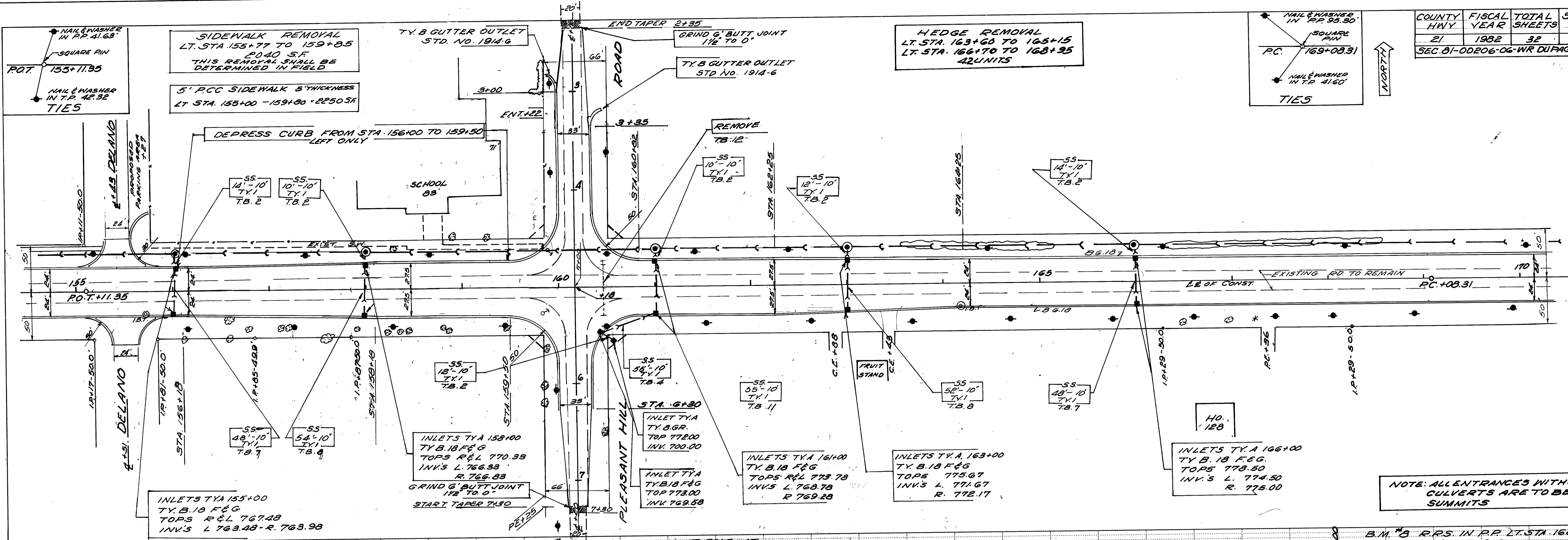
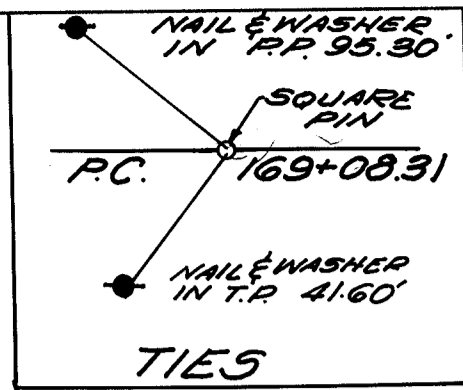
SEC. 81-00206-06-WR DU PAGE CO.

PLAN	DATE
CURVED	
PLOTTED	
ALIGNMENT CHECKED	
RI. OF WAY CHECKED	
NOTE BOOK NO.	

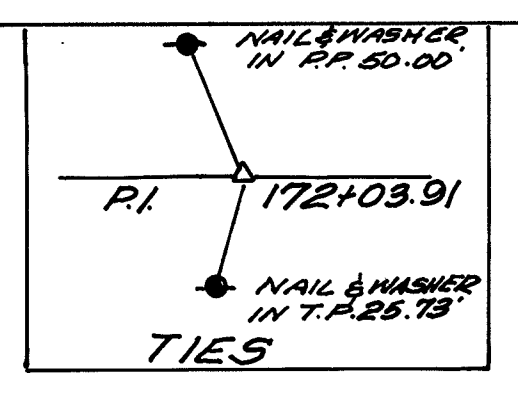
PROFILE	DATE
CURVED	
PLOTTED	
GRADES CHECKED	
B. M. NOTED	
STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	



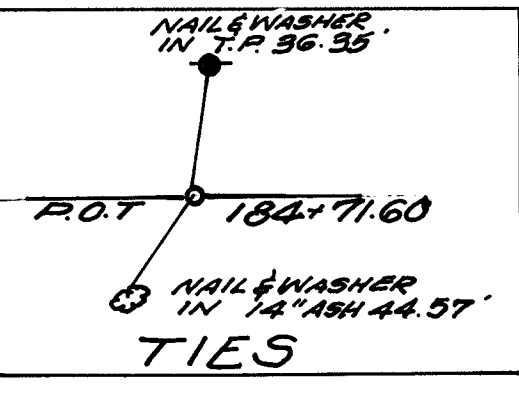
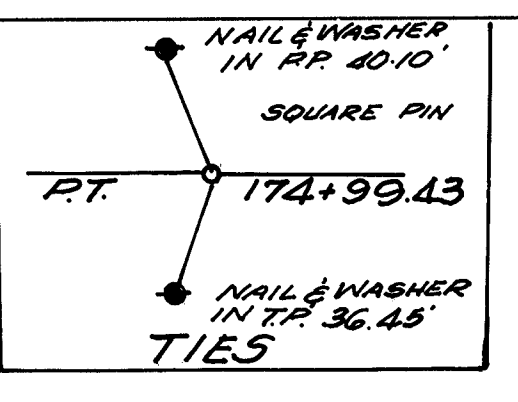
COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	10
SEC. 81-00206-06-WR DUFAGE CO.			



SIDEWALK REMOVAL  
LT STA. 172+34 = 803.F.



CURVE DATA  
 $\Delta = 2^\circ - 51' - 20''$   
 $D = 0^\circ - 30'$   
 $T = 295.60'$   
 $L = 591.12'$   
 $E = 3.82'$   
 $R = 11459.20'$   
 NO SUPER

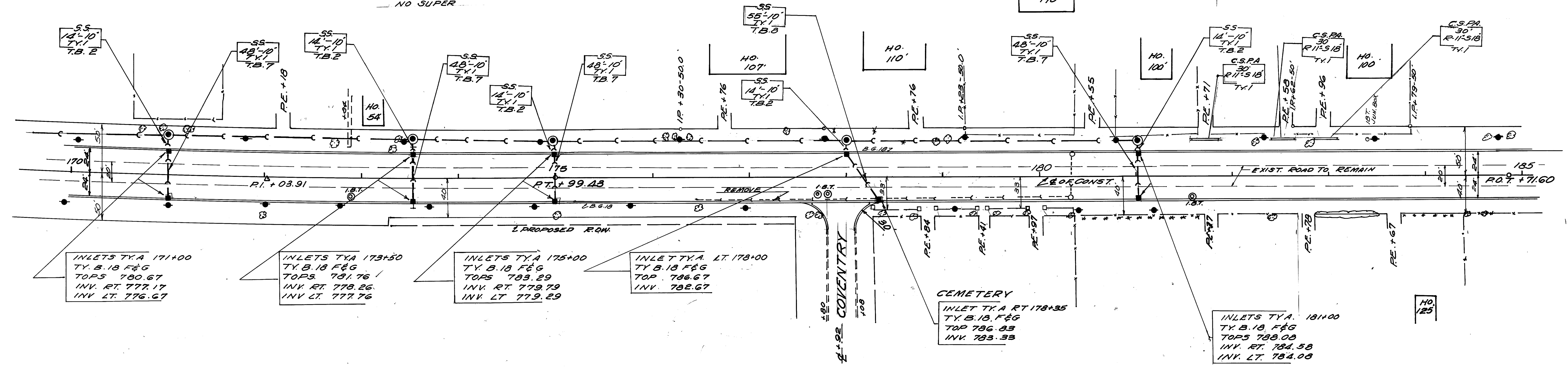


COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	11

SEC. 81-00206-06-WR DUPAGE CO.

NORTH

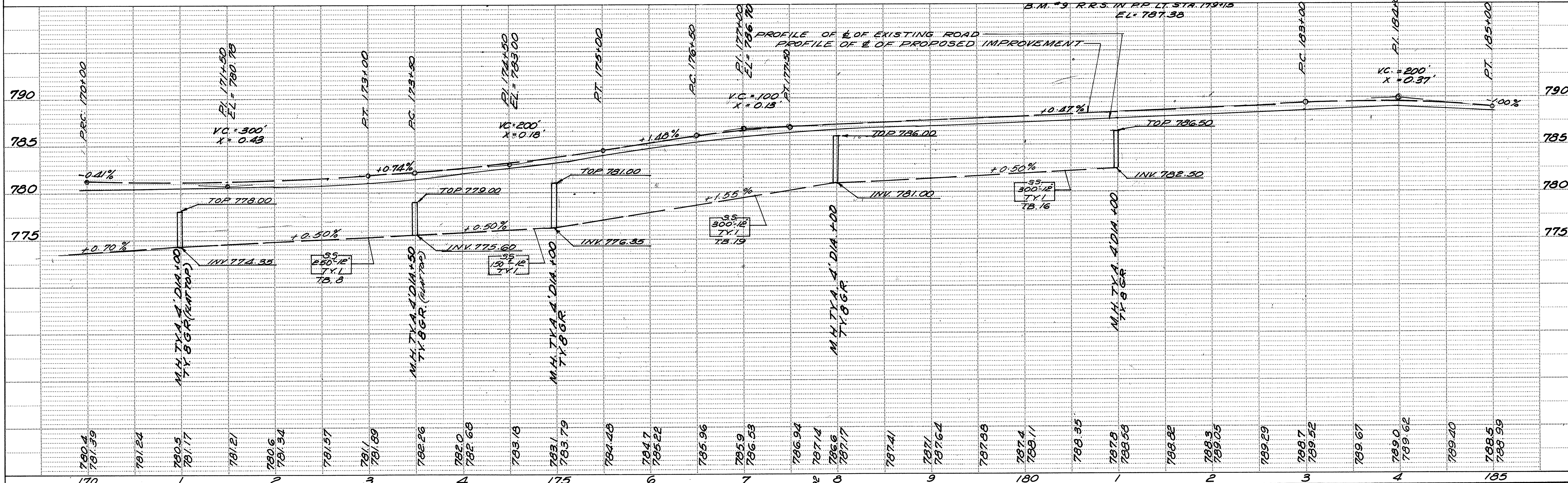
PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	
	NOTE BOOK NO.	
	NO.	



NOTE: ALL ENTRANCES WITHOUT CULVERTS ARE TO BE MADE SUMMITS

SODDING  
 LT. STA. 172+00 TO STA. 173+50 = 400 S.Y.  
 LT. STA. 176+00 TO STA. 185+00 = 2000 S.Y.  
 RT. STA. 180+00 TO STA. 185+00 = 661 S.Y.

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	NO.	



HIGHWAY FEDERAL AID SHEET  
 PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT  
 TELETYPE  
 PRINTED IN U.S.A.

GENEVA ROAD SECTION 81-00206-06-WR

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO
HNV	1981	32	12

SEC. 81-00206-06-NR DUPAGE CO.

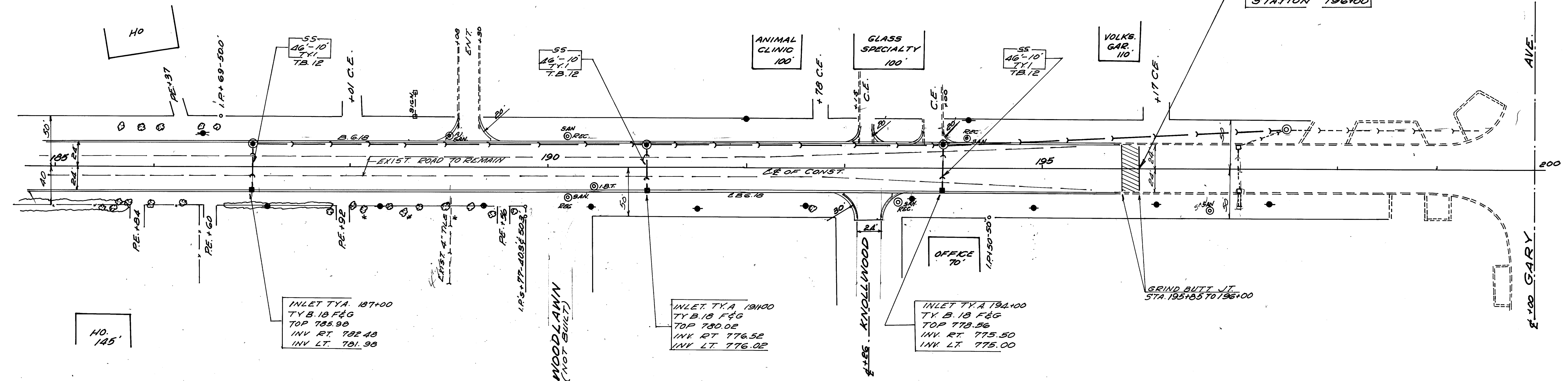


SECTION ENDS STATION 196+00

CURB REMOVAL  
 LT STA. 189+00 & 189+30 = 30 L.F.  
 LT STA. 193+15 TO 194+00 = 100 L.F.

CONCRETE CURB TY B 6"  
 LT STA. 189+00 & 189+30 = 63 L.F.  
 LT STA. 193+15 TO 194+00 = 125 L.F.

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		
	NO.		



SODDING  
 LT. STA. 185+00 TO 195+00 = 2267.50 YDS  
 RT. STA. 185+00 TO 189+00 = 467.50 YDS.

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

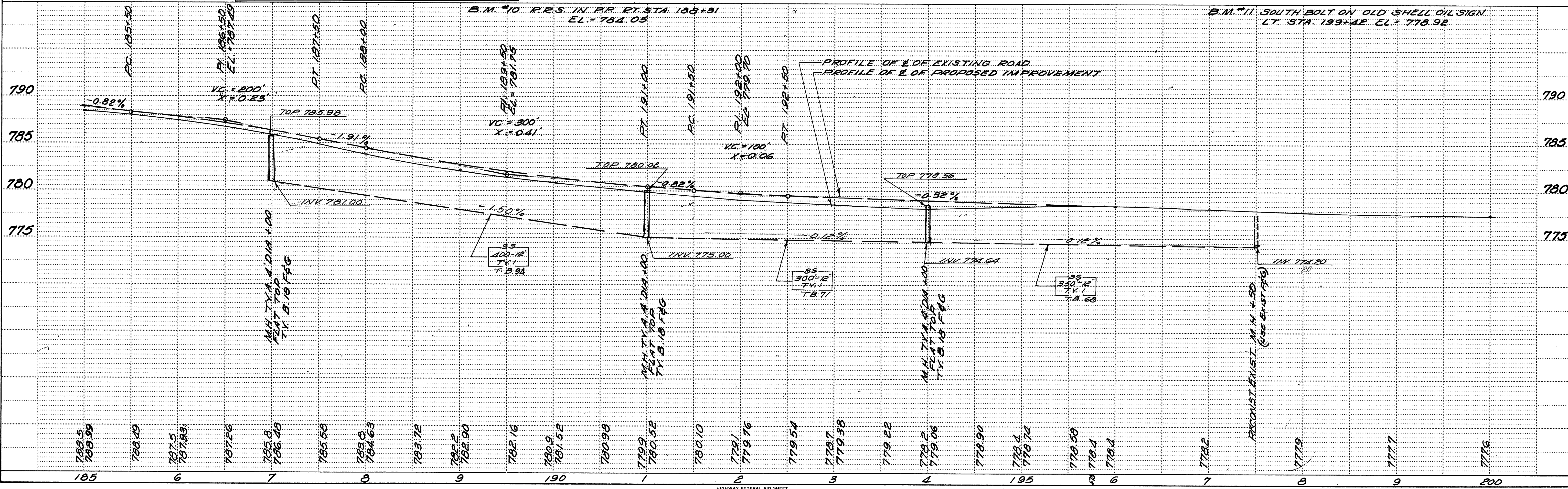


PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT  
 HIGHWAY FEDERAL AID SHEET  
 7-MILELINE  
 PRINTED IN U.S.A.

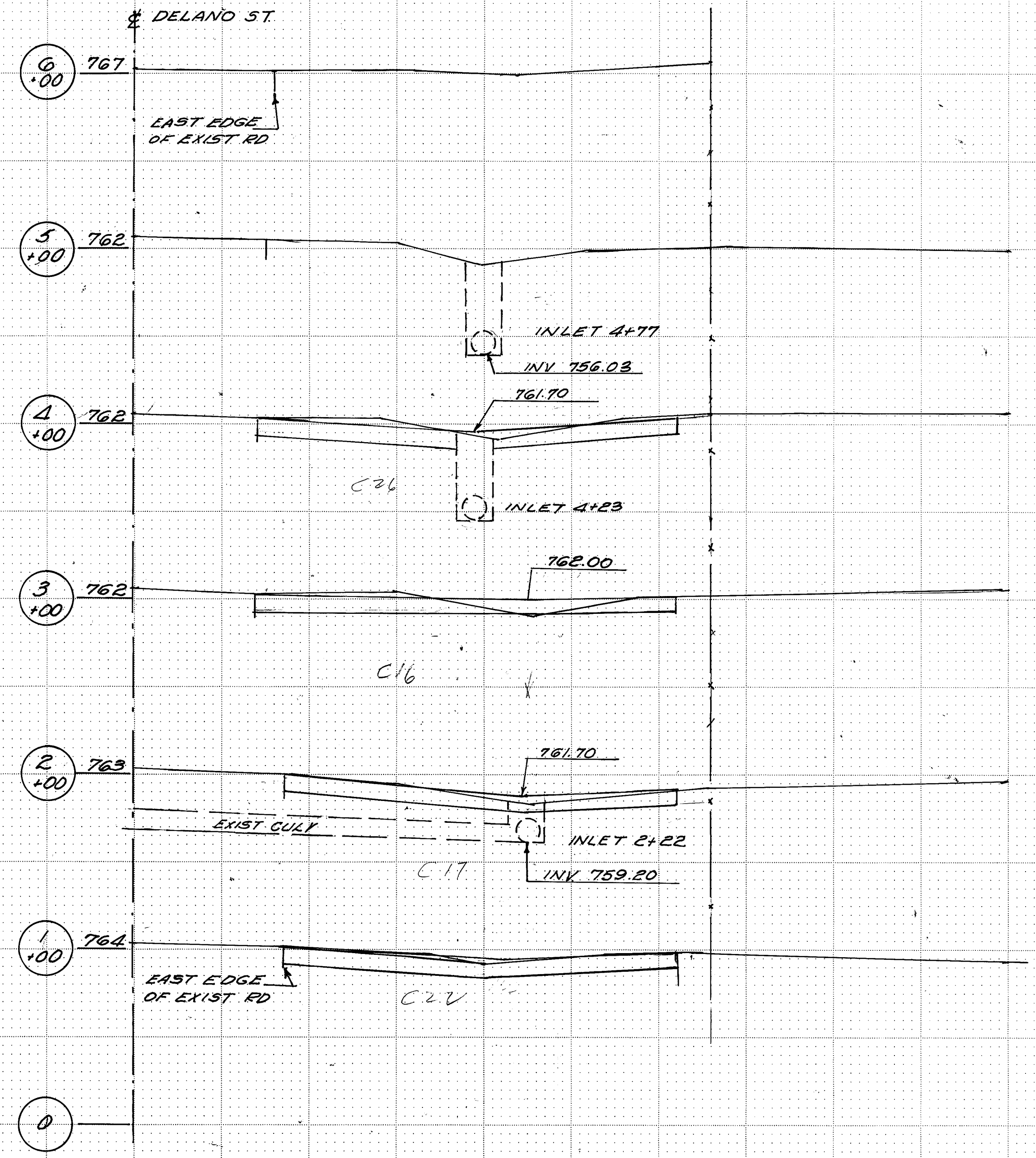
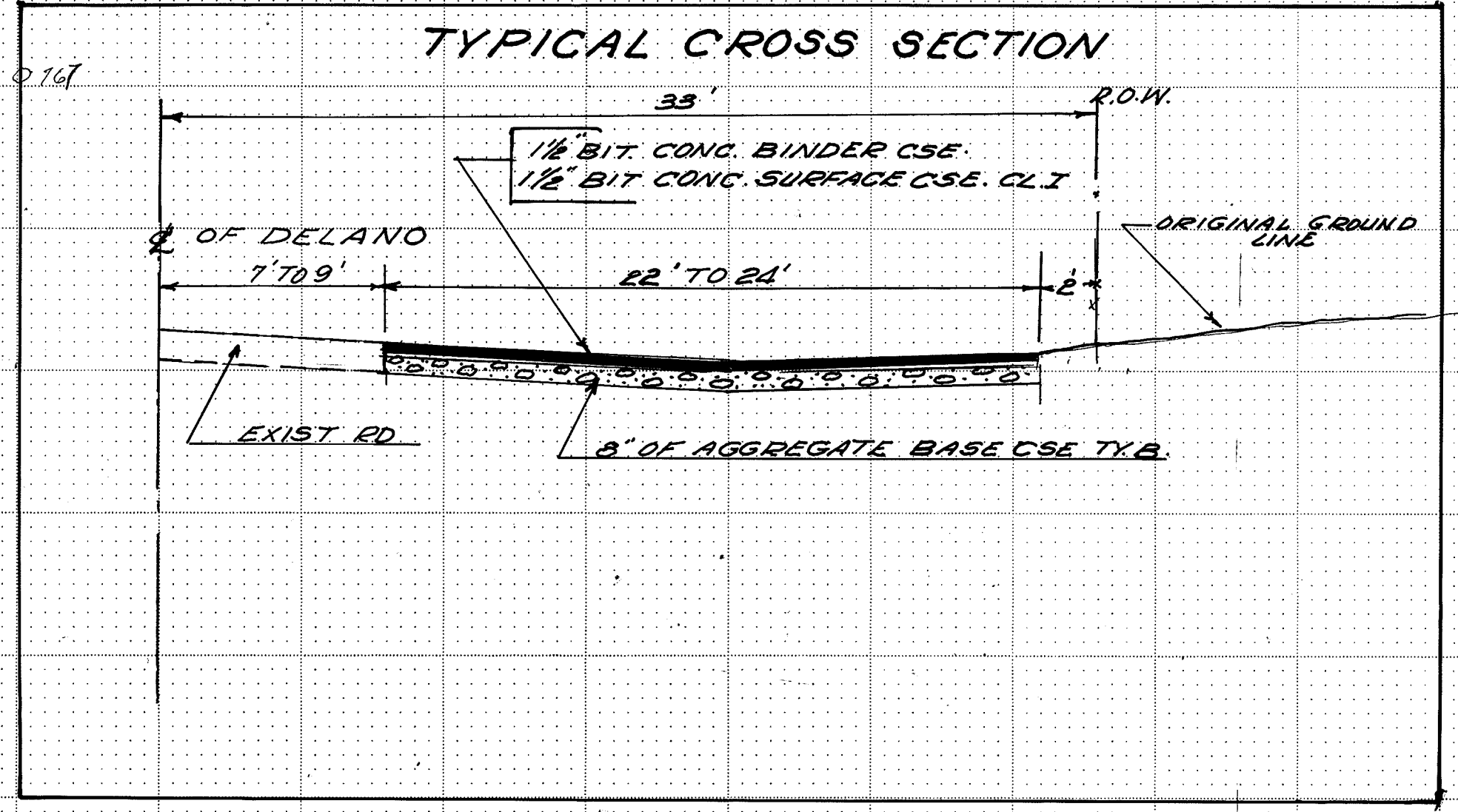
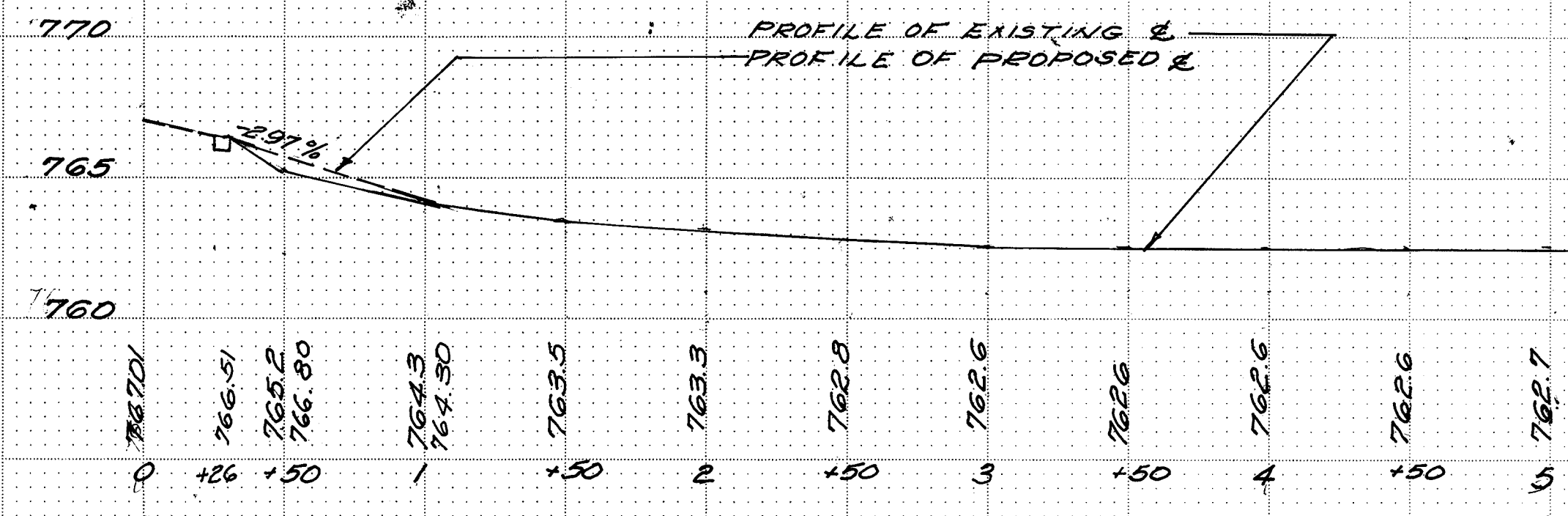
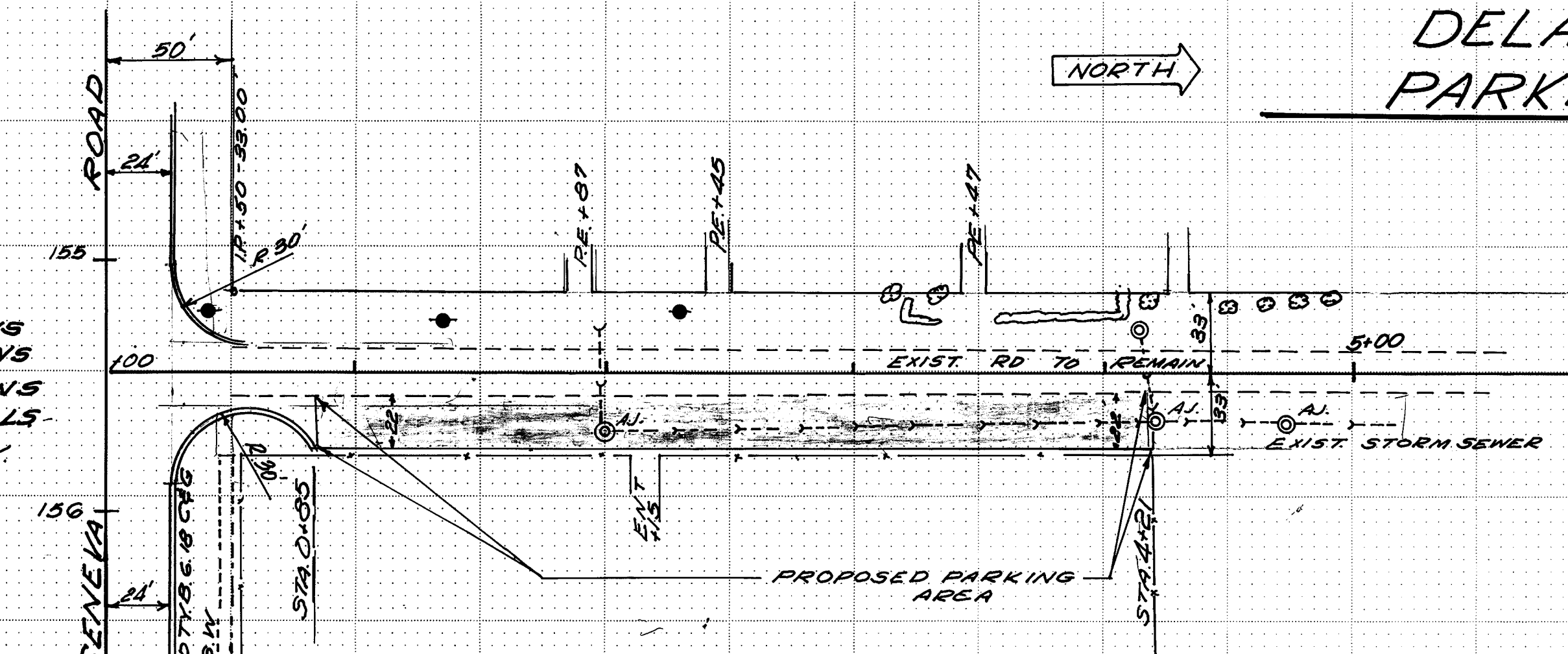
# DELANO STREET PARKING AREA

COUNTY HW	FISCAL YEAR	TOTAL SHEETS	SHEET No
21	1982	32	13
SEC. 81-00206-06 W.R. DUPAGE CO.			

## QUANTITIES

PARKING AREA - 8215.Y  
 AGGREGATE BASE CSE TY B 333 TONS  
 BITUMINOUS CONC. BINDER CSE. 71 TONS  
 BITUMINOUS CONC. SURF CSE. CL.I 71 TONS  
 BITUMINOUS MATLS PR. CT. 246 GALS.  
 EARTH EXCAVATION 226 C.Y.

333 TONS  
 71 TONS  
 246 GALS.  
 226 C.Y.



FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	

FINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
	AREAS CHECKED		

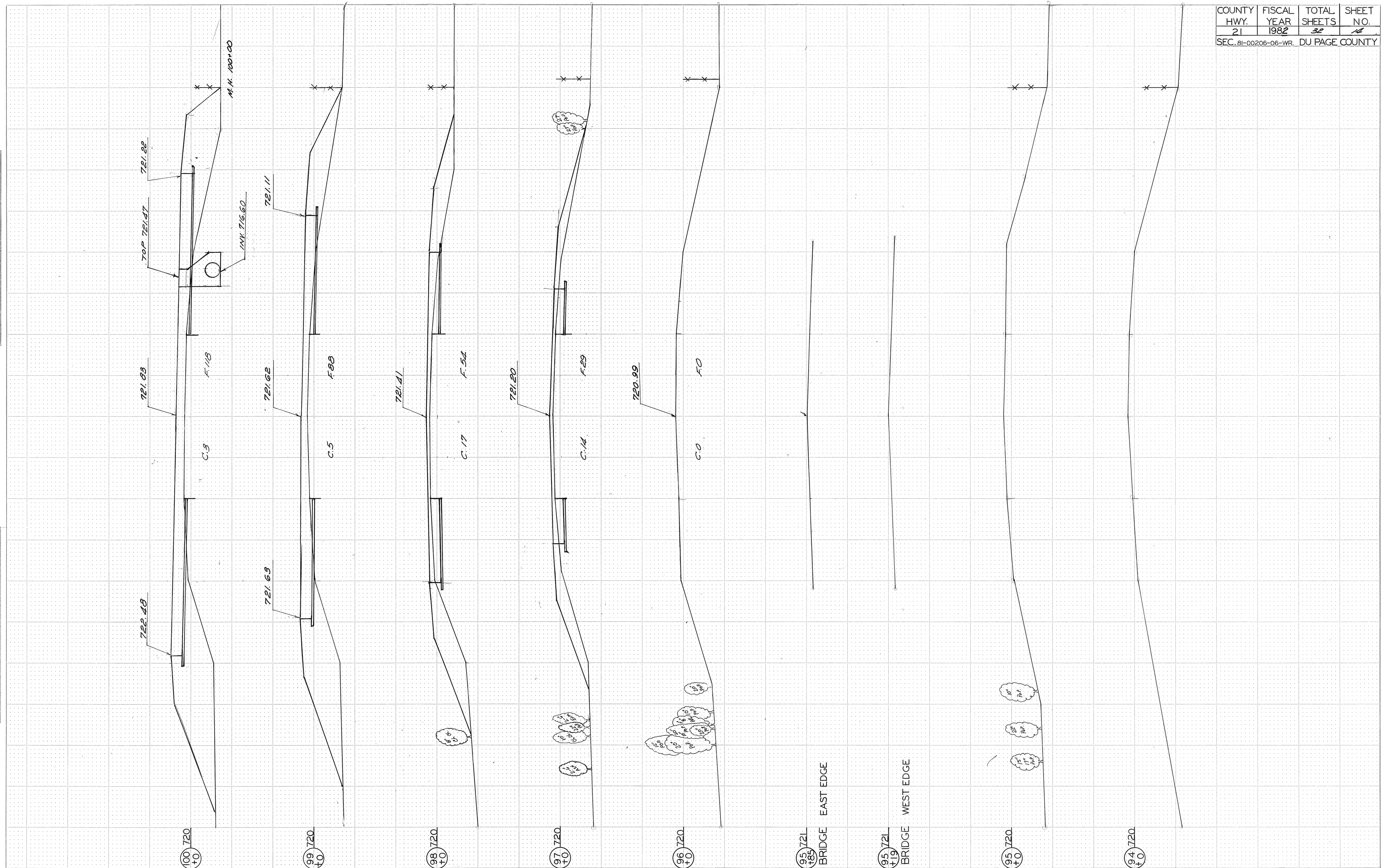
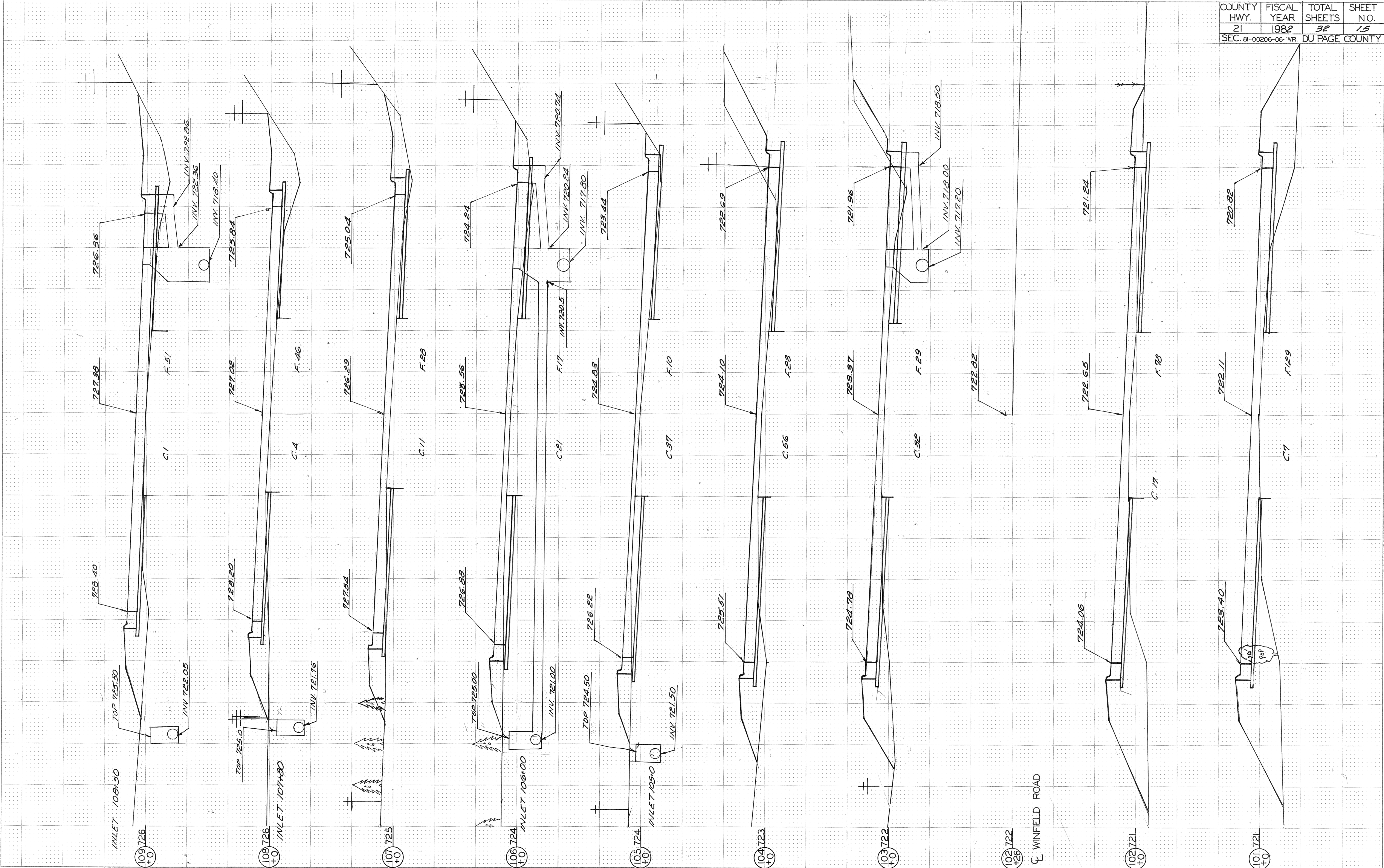


PLATE 3-FULL CROSS SECTION-FULL DOT  
PRINTED IN U.S.A.

FINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. DATE  
 TEMPLATE NO. DATE  
 AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. DATE  
 TEMPLATE NO. DATE  
 AREAS CHECKED

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	15
SEC. 81-00206-06-WR. DU PAGE COUNTY			



REINFORCED CONCRETE CURB SHEET  
 PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

GENEVA ROAD

109726

C WINFIELD ROAD

108726

107725

106724

105724

104723

103722

102721

101721

SEC. 81-00206-06-WR.

FINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. TEMPLATE NO. AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. TEMPLATE NO. AREAS CHECKED

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	16
SEC. 81-00206-06-WR. DU PAGE COUNTY			

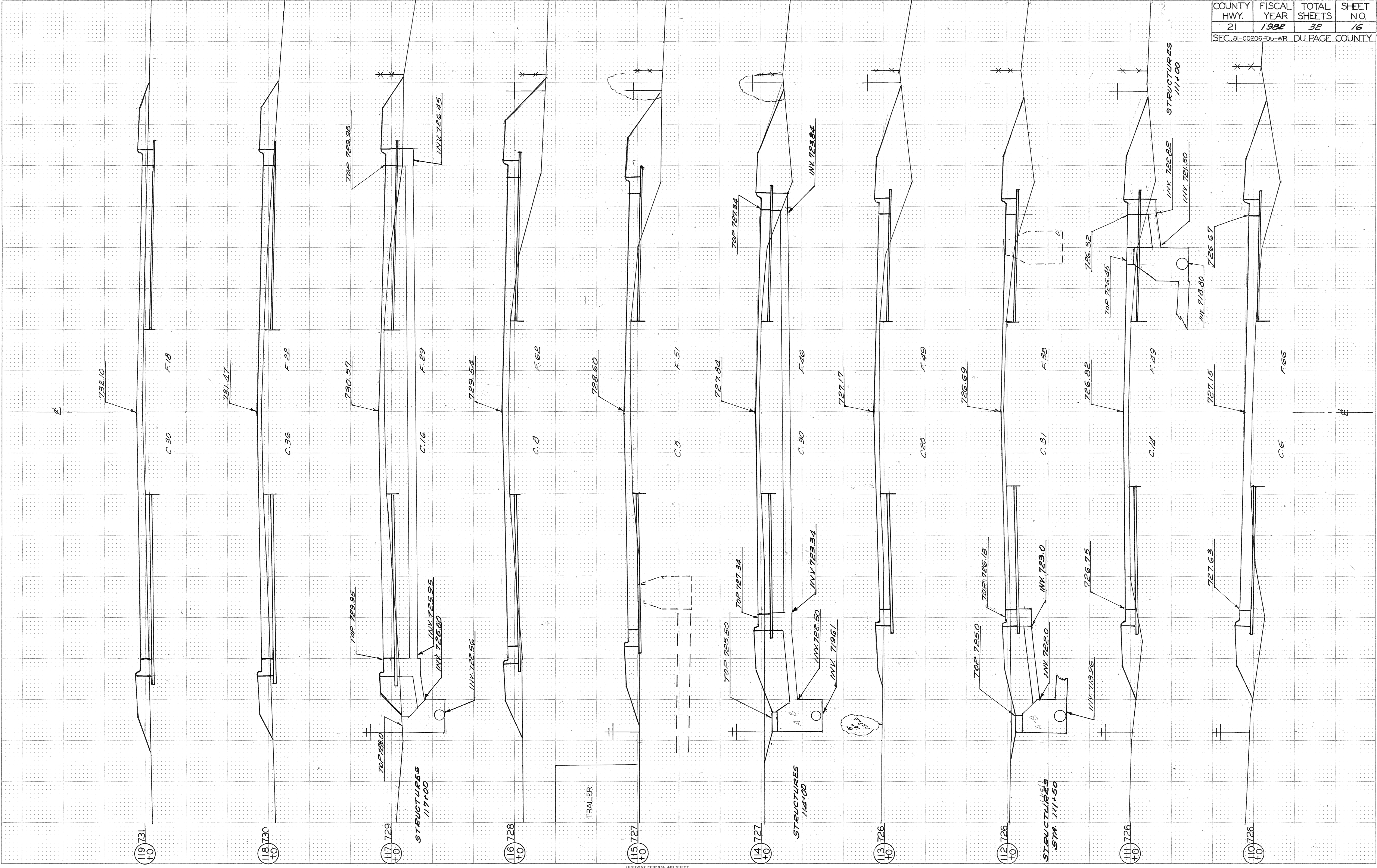


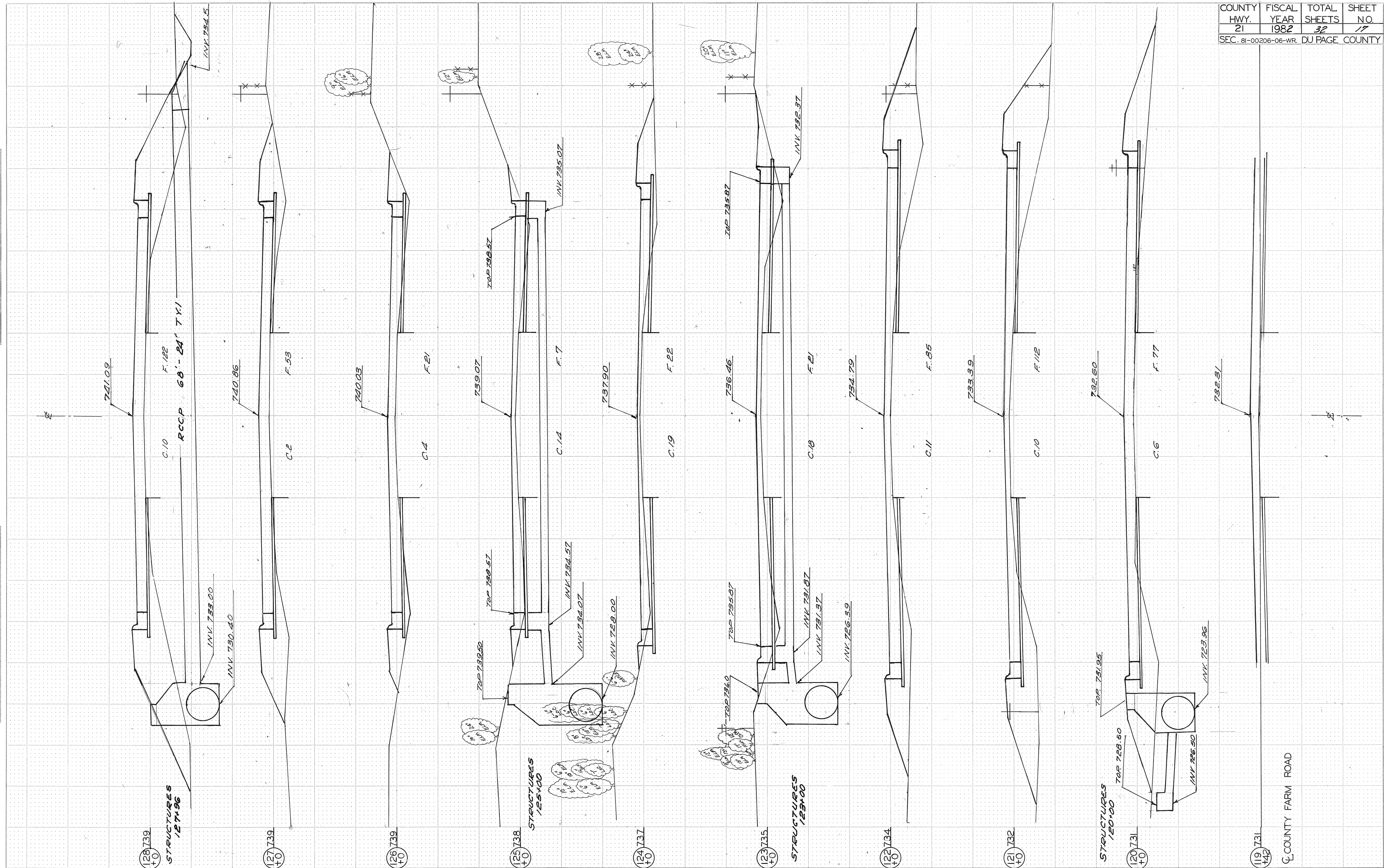
PLATE 3-FULL SECTION-FULL DOT  
 PRINTED IN U.S.A.

GENEVA ROAD SEC. 81-00206-06-WR.



FINAL SURVEY  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

ORIGINAL SURVEY  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

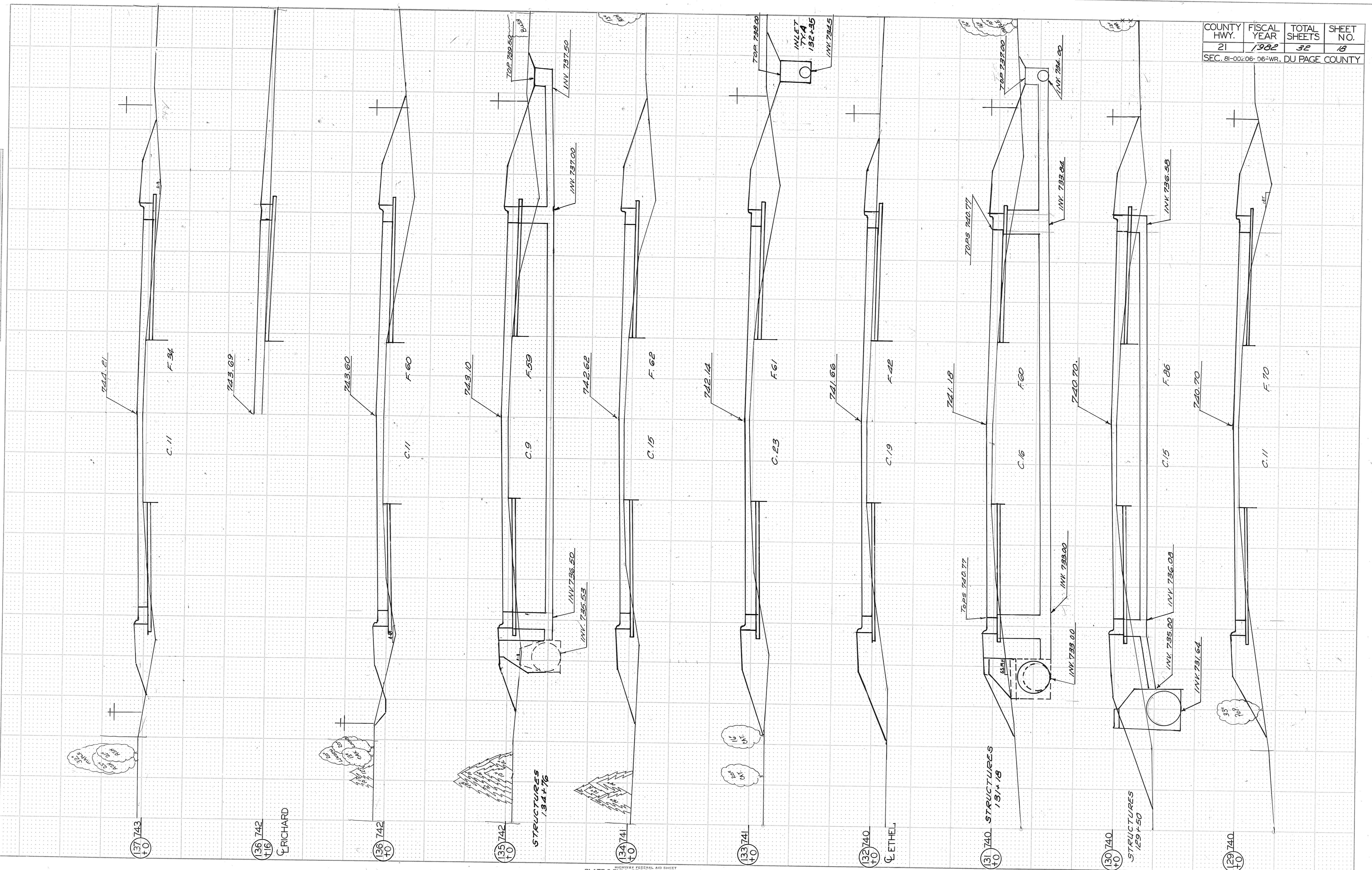


FINAL SURVEY  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PLOTTED BY: \_\_\_\_\_  
 NOTE BOOK NO.: \_\_\_\_\_  
 TEMPLATE NO.: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

ORIGINAL SURVEY  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PLOTTED BY: \_\_\_\_\_  
 NOTE BOOK NO.: \_\_\_\_\_  
 TEMPLATE NO.: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	18

SEC. 81-00206-06-WR. DU PAGE COUNTY



HIGHWAY FEDERAL AID SHEET  
 PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

FINAL SURVEY  
 SURVEYED BY: \_\_\_\_\_  
 PLOTTED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 AREA CHECKED BY: \_\_\_\_\_

ORIGINAL SURVEY  
 SURVEYED BY: \_\_\_\_\_  
 PLOTTED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 AREA CHECKED BY: \_\_\_\_\_

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	19

SEC. 81-00206-06-WR. DU PAGE COUNTY



PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

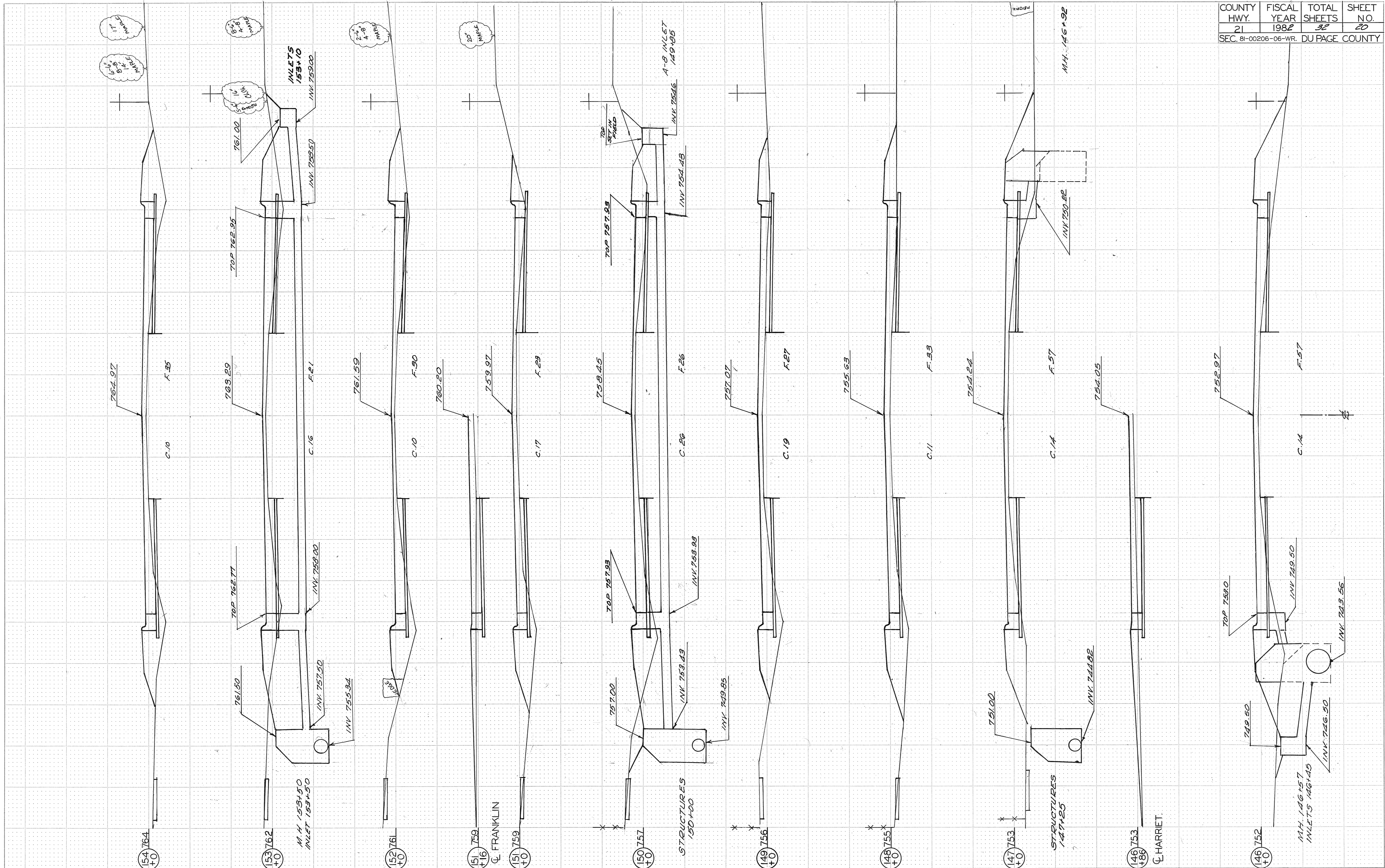
GENEVA ROAD SEC. 81-00206-06-WR

FINAL SURVEY  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

ORIGINAL SURVEY  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	20

SEC. 81-00206-06-WR. DU PAGE COUNTY



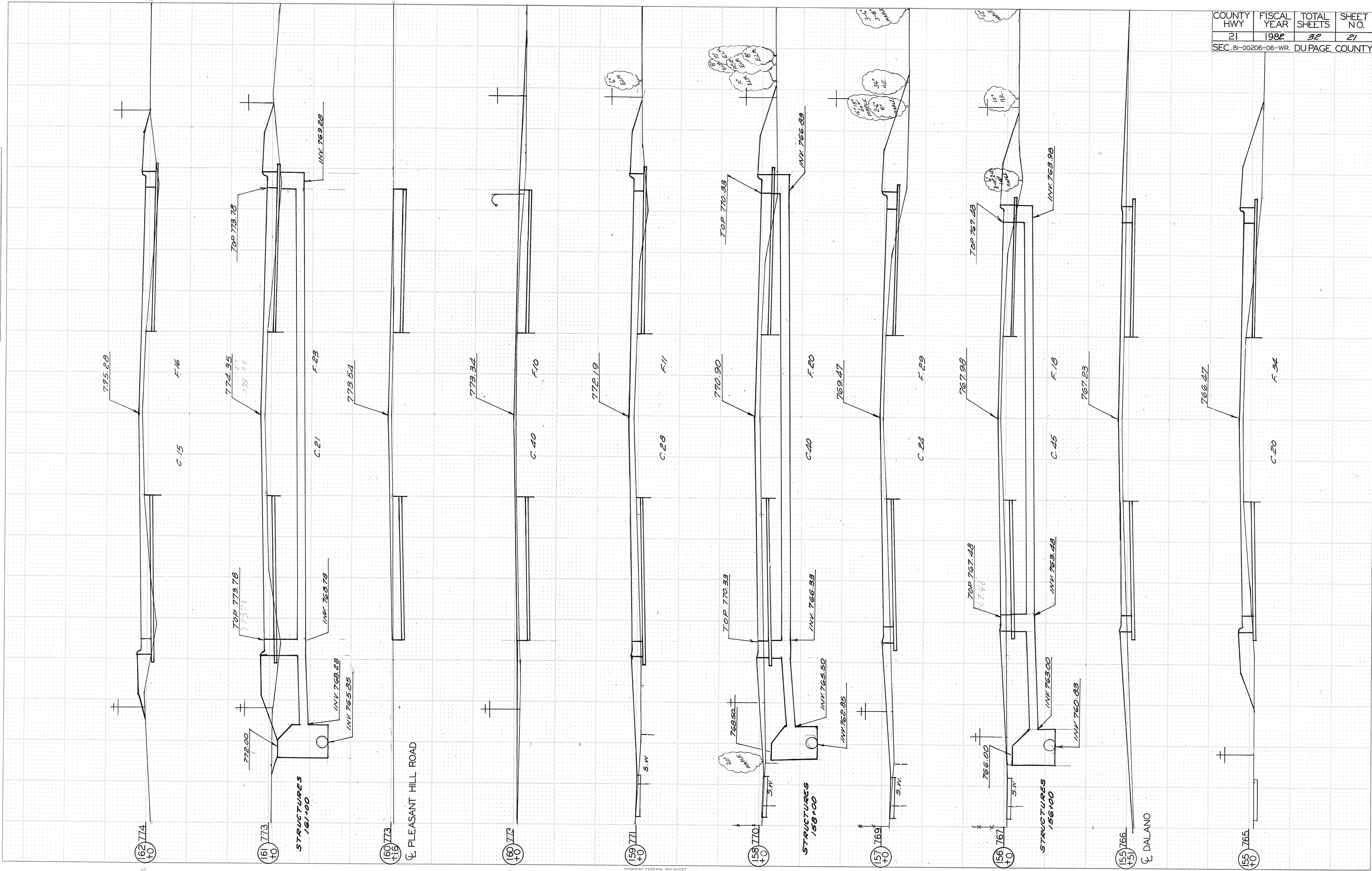
HIGHWAY FEDERAL AID SHEET  
 PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

GENEVA ROAD SEC. 81-00206-06-WR.

FINAL SURVEY	BY	DATE
REVISIONS		
NO.		
AREAS CHECKED		
NOTE BOOK		
TEMPLATE		
PLOTTED		
PRINTED		

ORIGINAL SURVEY	BY	DATE
REVISIONS		
NO.		
AREAS CHECKED		
NOTE BOOK		
TEMPLATE		
PLOTTED		
PRINTED		

COUNTY HWY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	21
SEC. 81-00206-06-WR. DU PAGE COUNTY			



MINIMUM FEDERAL AID SHEET  
 PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

GENEVA ROAD SEC. 81-00206-06-WR.

FINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. TEMPLATE NO. AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. TEMPLATE NO. AREAS CHECKED

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	22
SEC. 81-00206-06-WR. DU PAGE COUNTY			

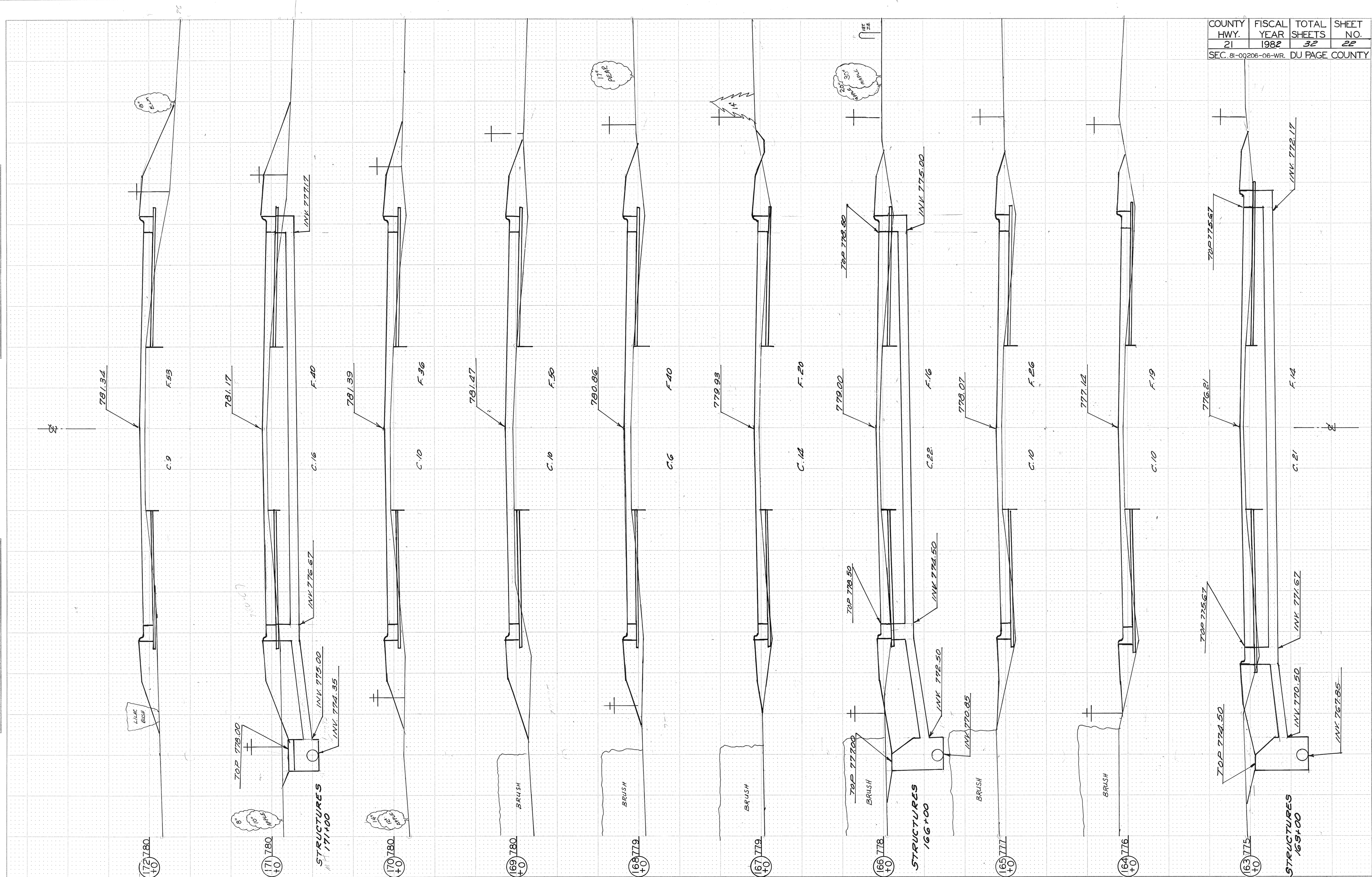


PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

GENEVA ROAD SEC. 81-00206-06-WR

FINAL SURVEY BY DATE  
 SURVEYED BY  
 PLOTTED BY  
 NOTE BOOK NO.  
 TEMPLATE NO.  
 AREAS CHECKED

ORIGINAL SURVEY BY DATE  
 SURVEYED BY  
 PLOTTED BY  
 NOTE BOOK NO.  
 TEMPLATE NO.  
 AREAS CHECKED

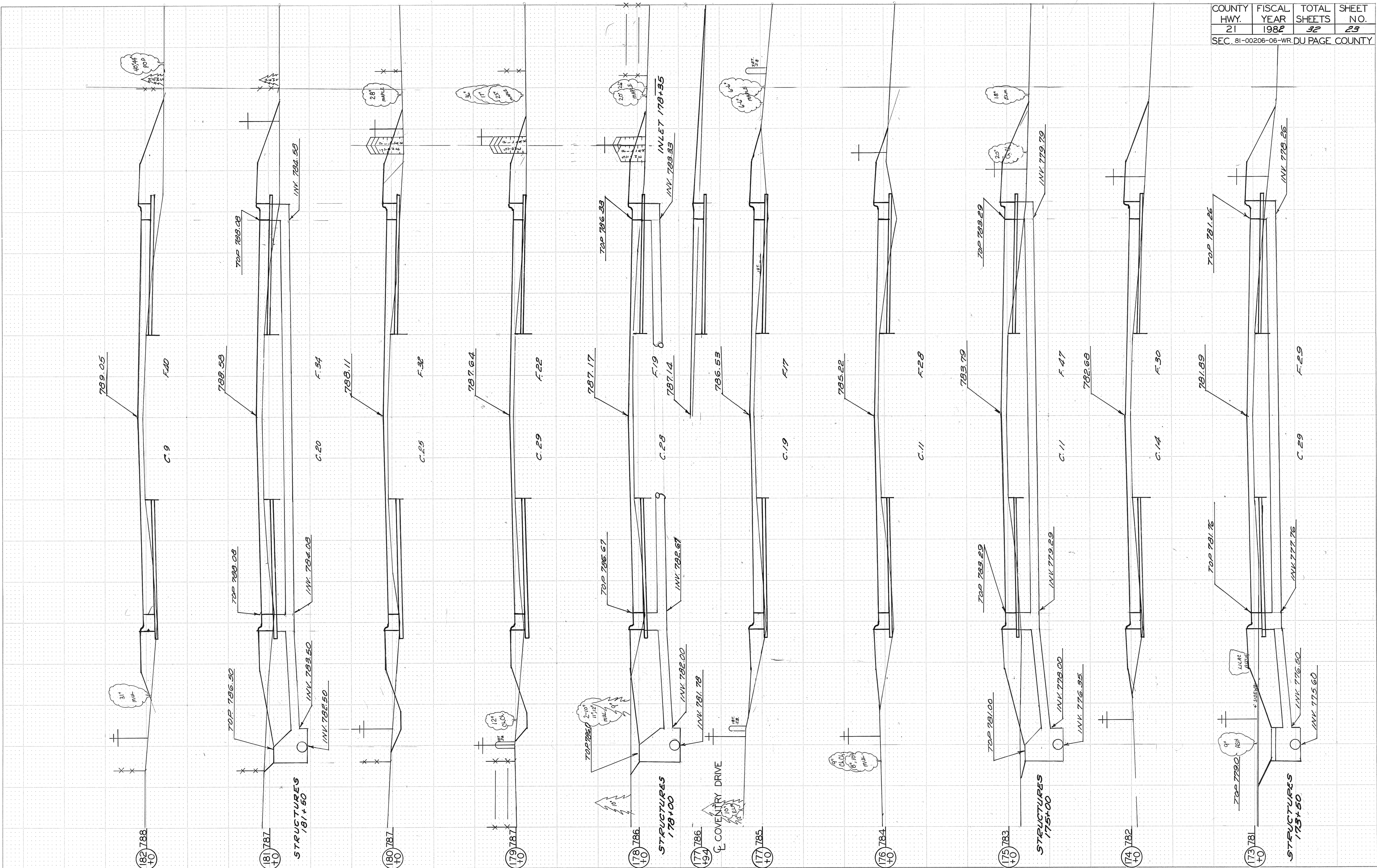


PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

FINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. NO. NO.  
 AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. NO. NO.  
 AREAS CHECKED

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	24

SEC. 81-00206-06-WR, DU PAGE COUNTY

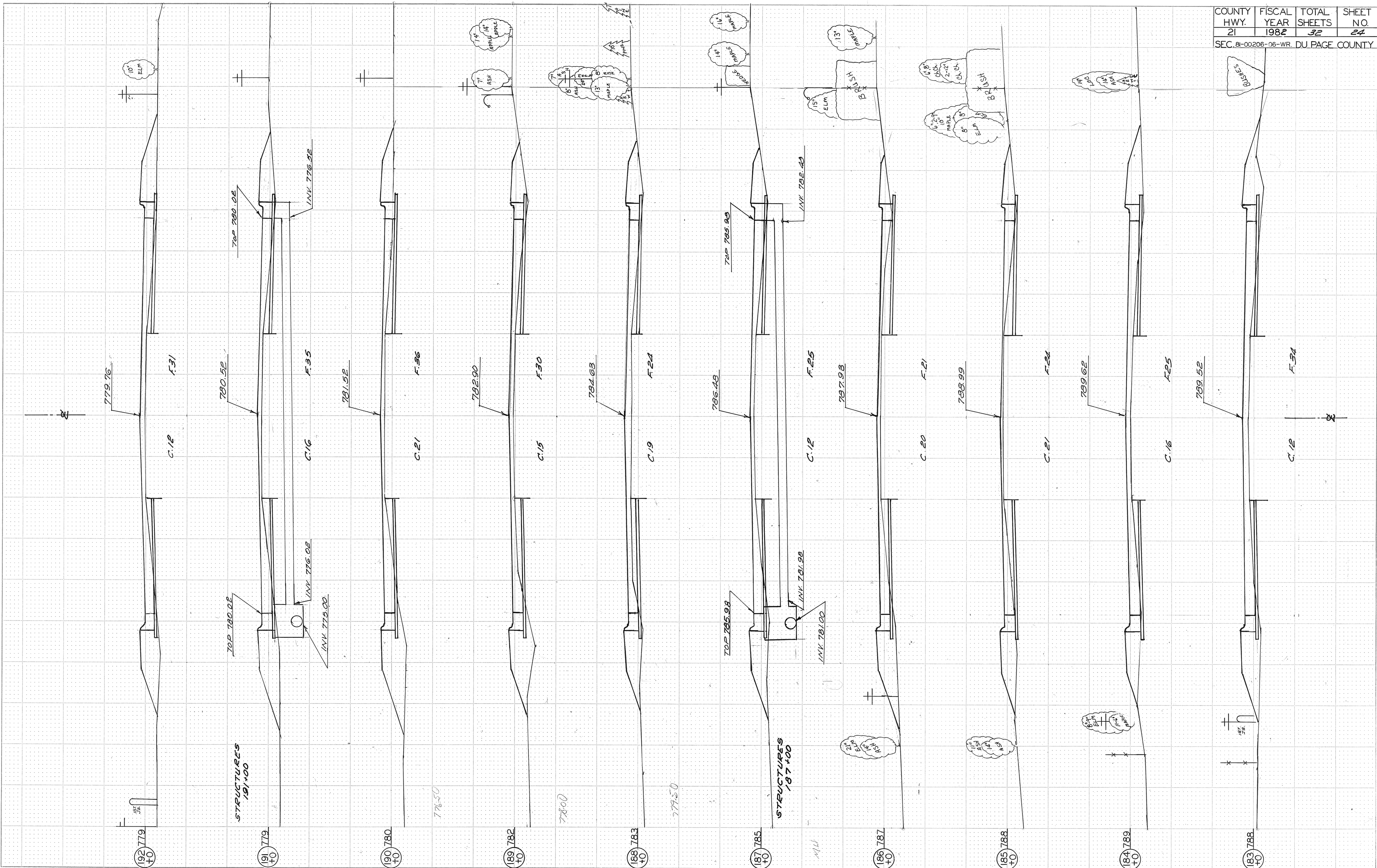


PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

GENEVA ROAD SEC. 81-00206-06-WR



COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	25

SEC. 81-00206-06-WR. DU PAGE COUNTY

FINAL SURVEY	BY	DATE
SURVIVED		
PLOTTED		
NOTE BOOK		
NO.		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVIVED		
PLOTTED		
NOTE BOOK		
NO.		
AREAS CHECKED		

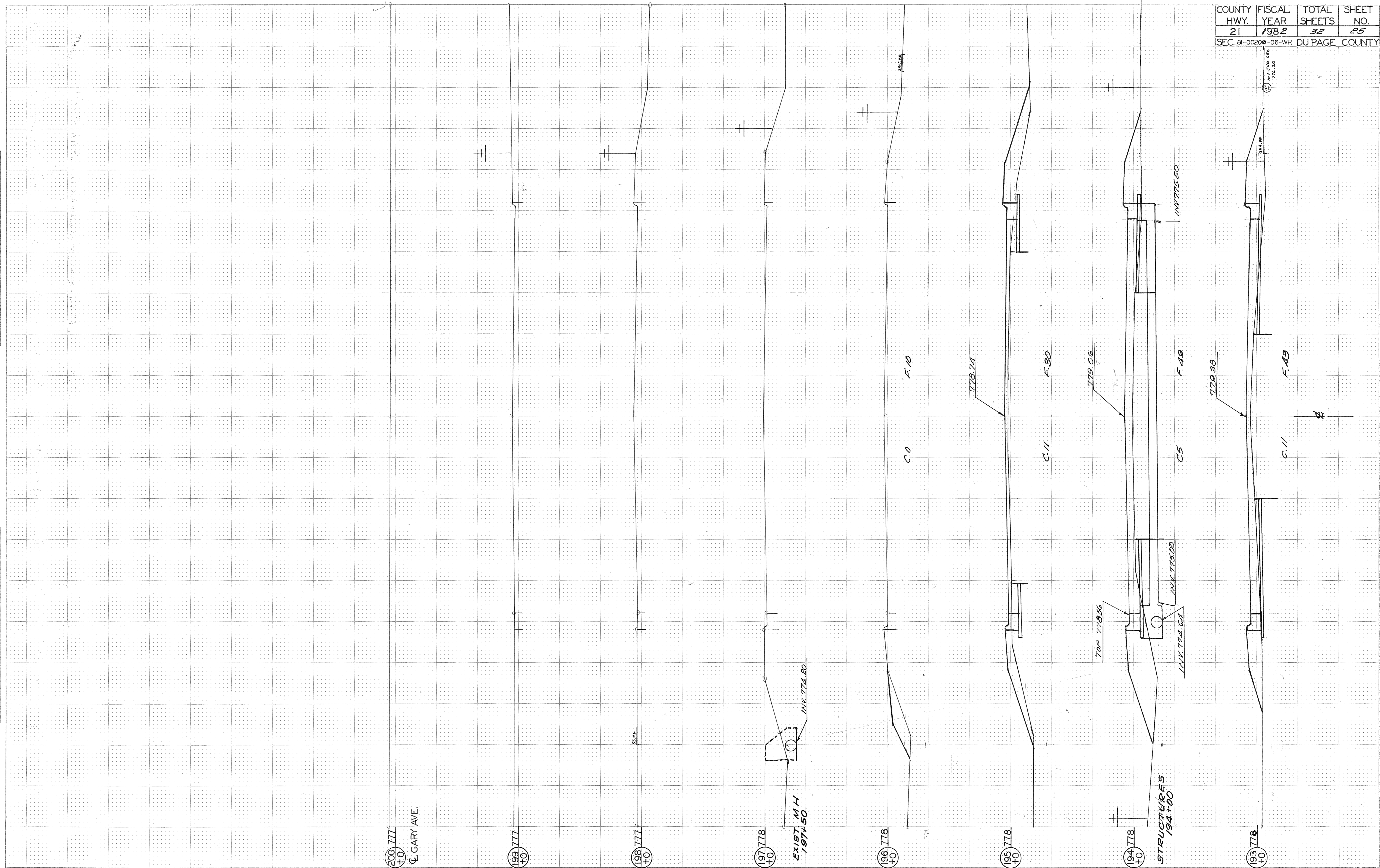
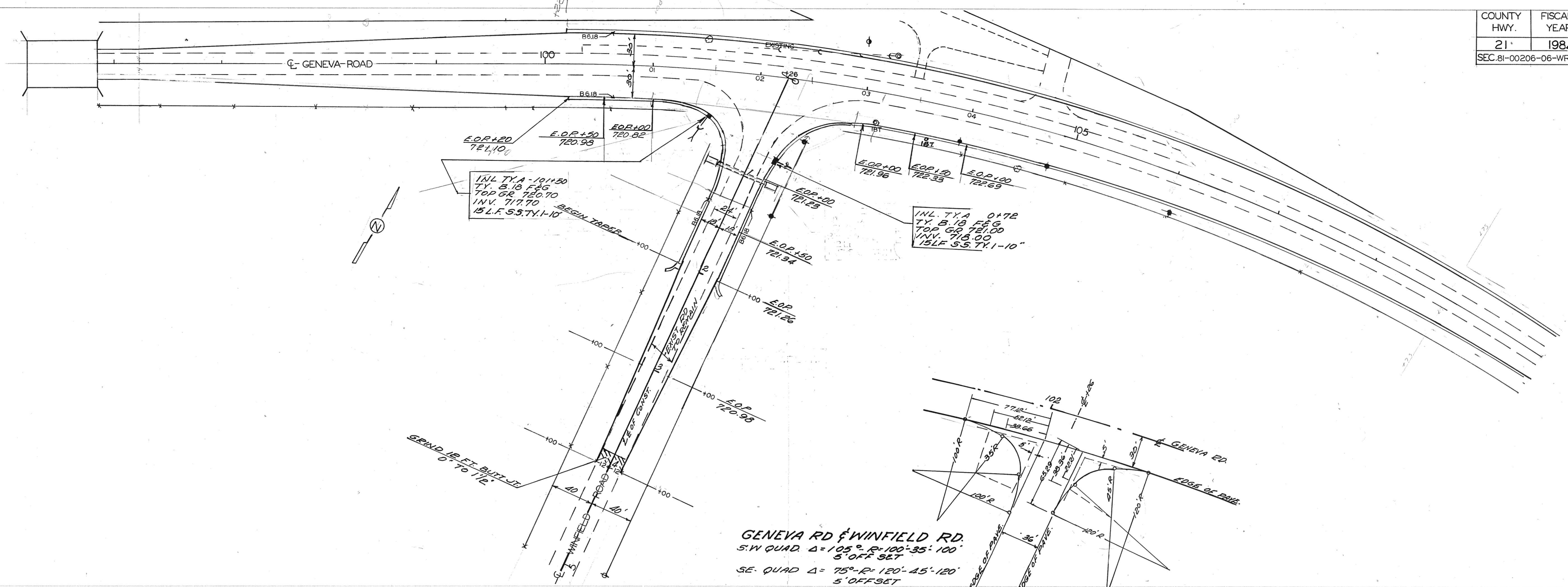


PLATE 3-FULL CROSS SECTION-FULL DOT  
PRINTED IN U.S.A.

GENEVA ROAD

SEC. 81-00206-06-WR.

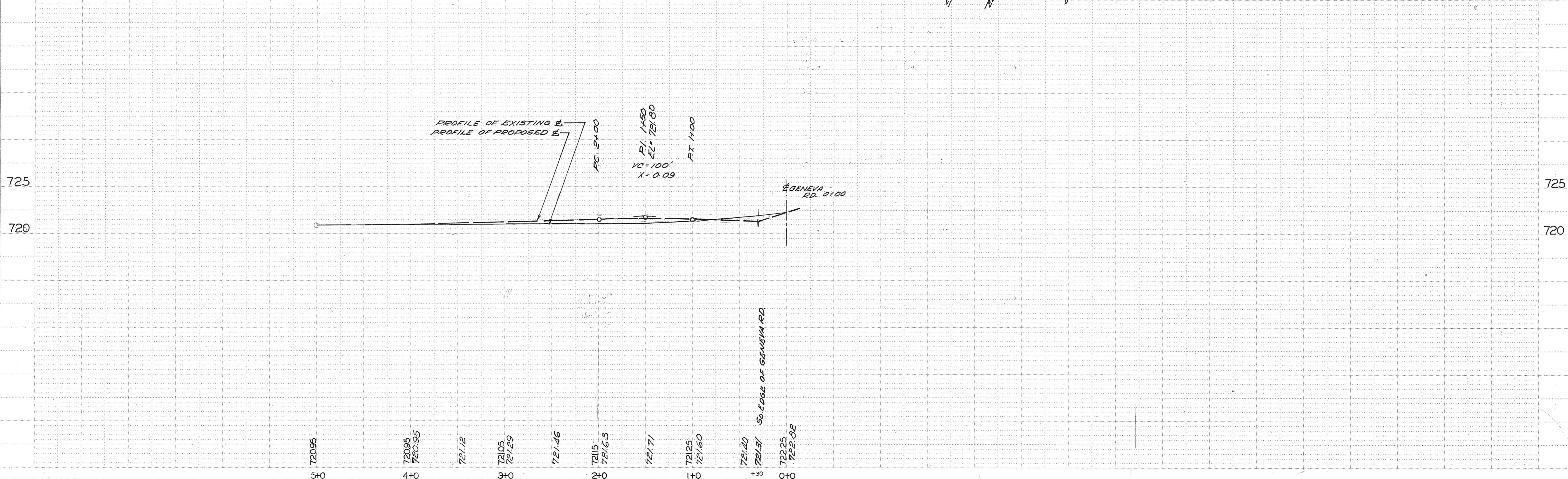
COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	26
SEC. 81-00206-06-WR.			DUPAGE COUNTY



GENEVA RD & WINFIELD RD.  
 S.W. QUAD  $\Delta = 105^\circ - R = 100' - 35' - 100'$   
 5' OFFSET SET  
 S.E. QUAD  $\Delta = 75^\circ - R = 120' - 45' - 120'$   
 5' OFFSET SET

PLAN	DATE
BY	
SURVEYED	
PLOTTED	
CHECKED	
NOTE BOOK	
NO.	

PROFILE	DATE
BY	
SURVEYED	
PLOTTED	
CHECKED	
NOTE BOOK	
NO.	



FINAL SURVEY NO. \_\_\_\_\_  
 SURVEYED BY \_\_\_\_\_  
 PLOTTED BY \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 TEMPLATE NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

ORIGINAL SURVEY NO. \_\_\_\_\_  
 SURVEYED BY \_\_\_\_\_  
 PLOTTED BY \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 TEMPLATE NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	27
SEC. 81-00206-06-WR.		DUPAGE	COUNTY



PLATE 3-FULL CROSS SECTION-FULL DOT  
 PRINTED IN U.S.A.

GENEVA ROAD—SECTION: 81-00206-06-WR.

WINFIELD ROAD

WINFIELD ROAD

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	28
SEC. 81-00206-06-WR.		DU PAGE COUNTY	

NOTE: ALL ELEVATIONS SHOWN ARE EDGE OF PROPOSED PAVEMENT.

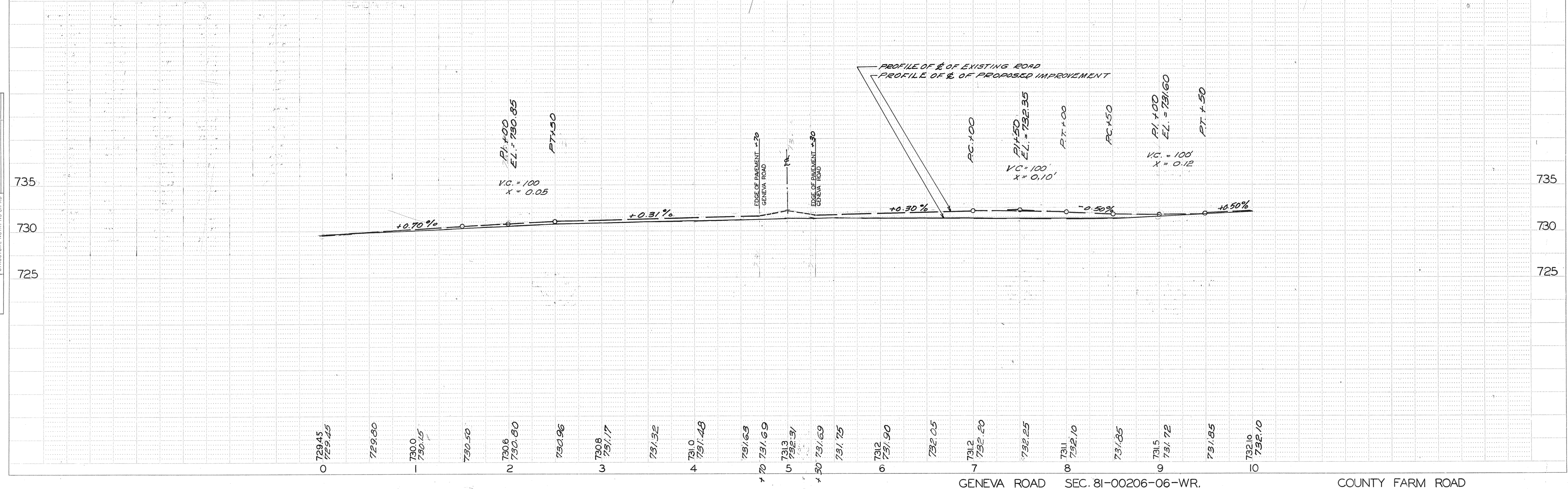
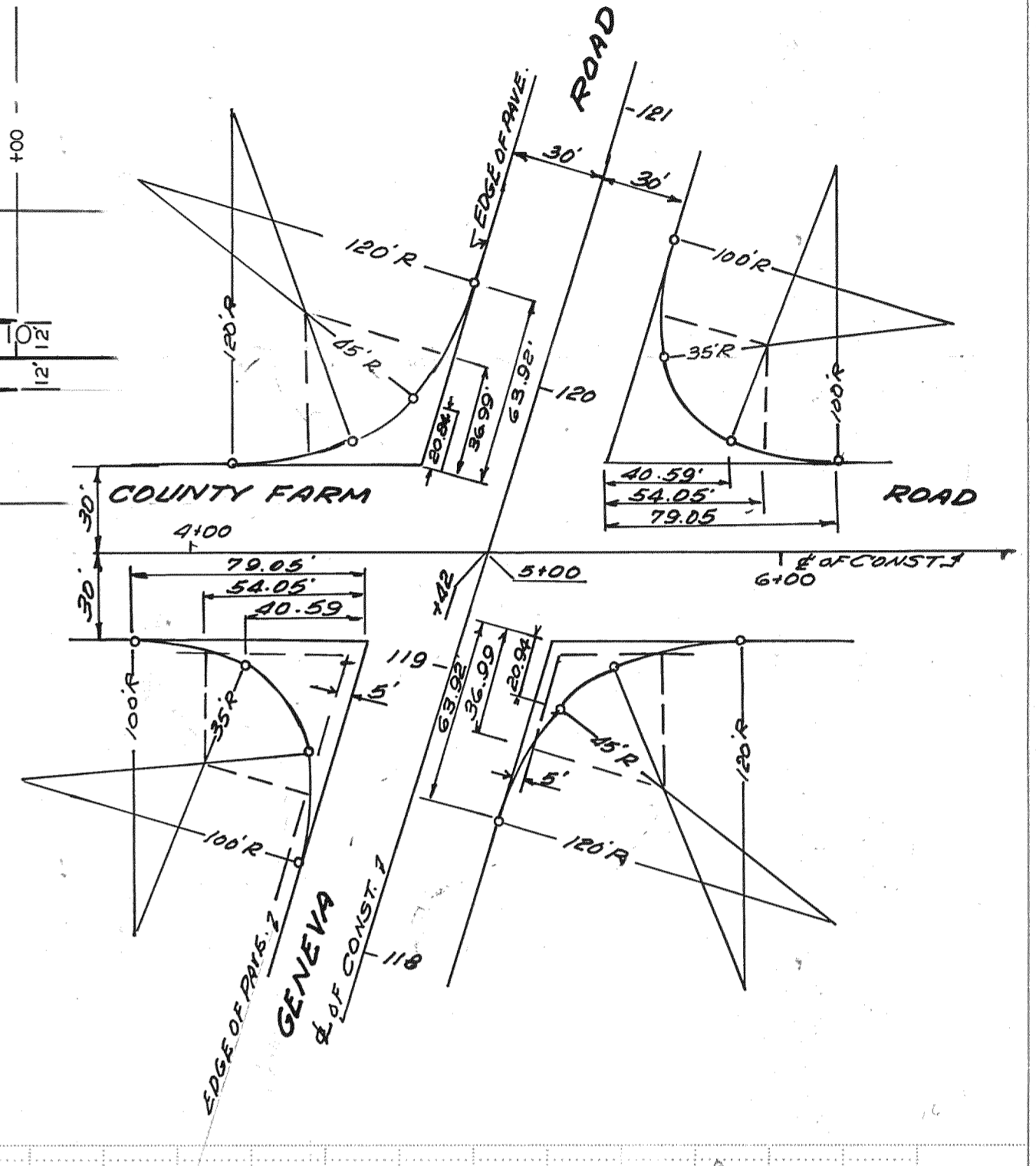
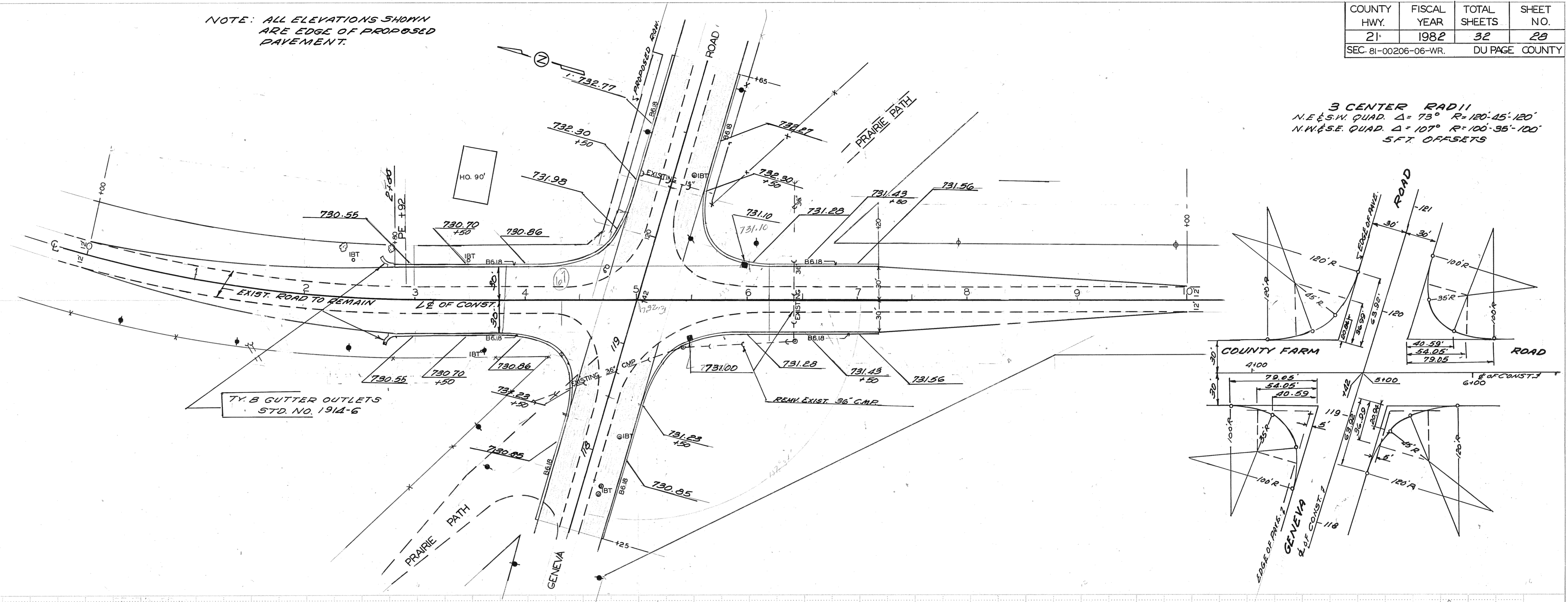
3 CENTER RADII  
 N.E. & S.W. QUAD. Δ = 73° R = 120'-45'-120'  
 N.W. & E. QUAD. Δ = 107° R = 100'-35'-100'  
 5 FT. OFFSETS

PLAN

DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO.	

PROFILE

DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO.	



GENEVA ROAD SEC. 81-00206-06-WR.

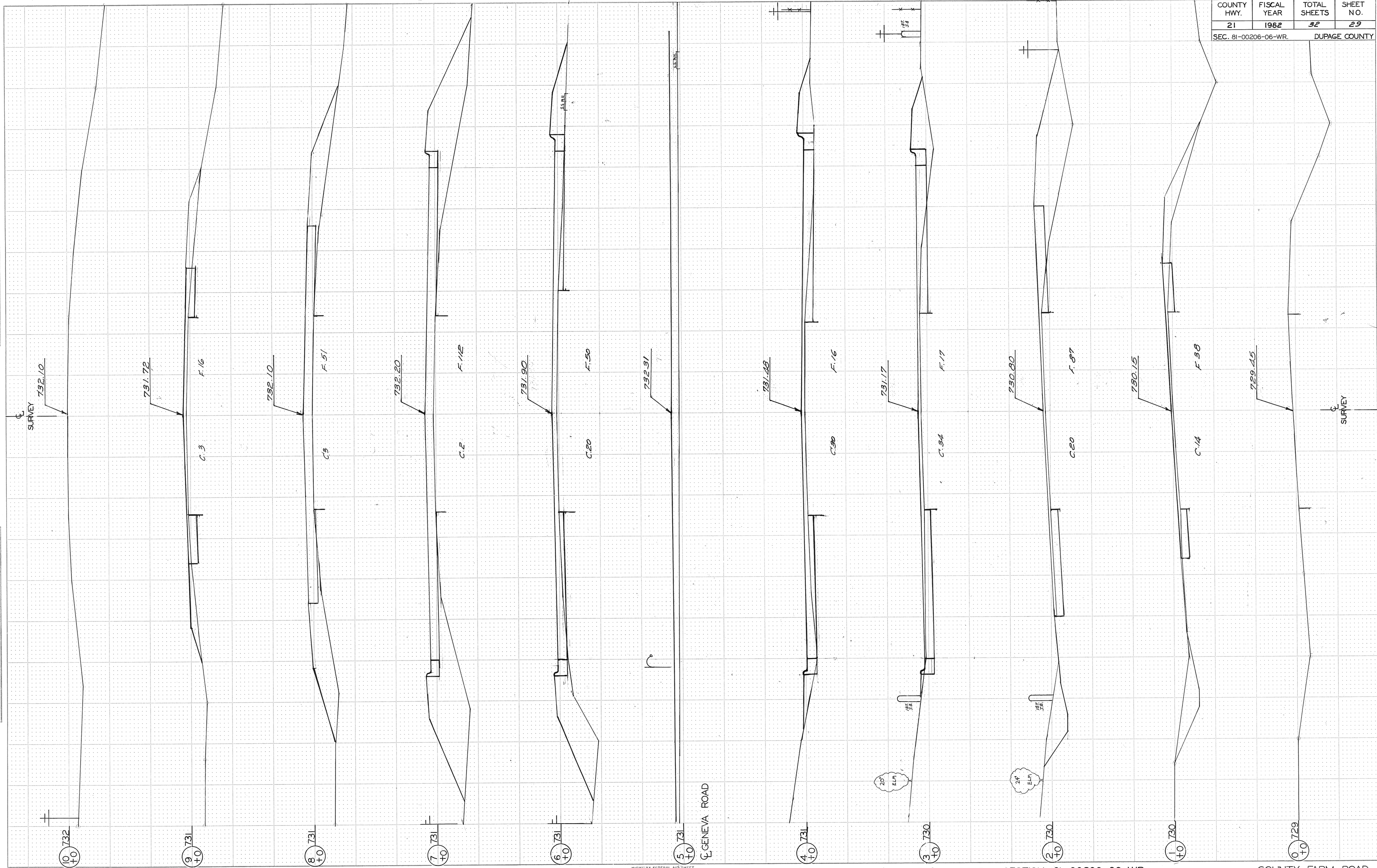
COUNTY FARM ROAD

FINAL SURVEY SURVEYED BY DATE  
 SURVEY PLOTTED BY DATE  
 NOTE BOOK NO. TEMPLATE NO.  
 AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE  
 SURVEY PLOTTED BY DATE  
 NOTE BOOK NO. TEMPLATE NO.  
 AREAS CHECKED

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1962	32	29

SEC. 81-00206-06-WR. DUPAGE COUNTY



HIGHWAY FEDERAL AID SHEET  
 PLATE 3-FULL CROSS SECTION-FULL DOT  
 TELETYPE  
 PRINTED IN U.S.A.

GENEVA ROAD—SECTION: 81-00206-06-WR.

COUNTY FARM ROAD

COUNTY HWY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1982	32	30
SEC 81-00206-06-WR DU PAGE CO.			

FINAL SURVEY SURVEYED \_\_\_\_\_ PLOTTED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_ TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

ORIGINAL SURVEY SURVEYED \_\_\_\_\_ PLOTTED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_ TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

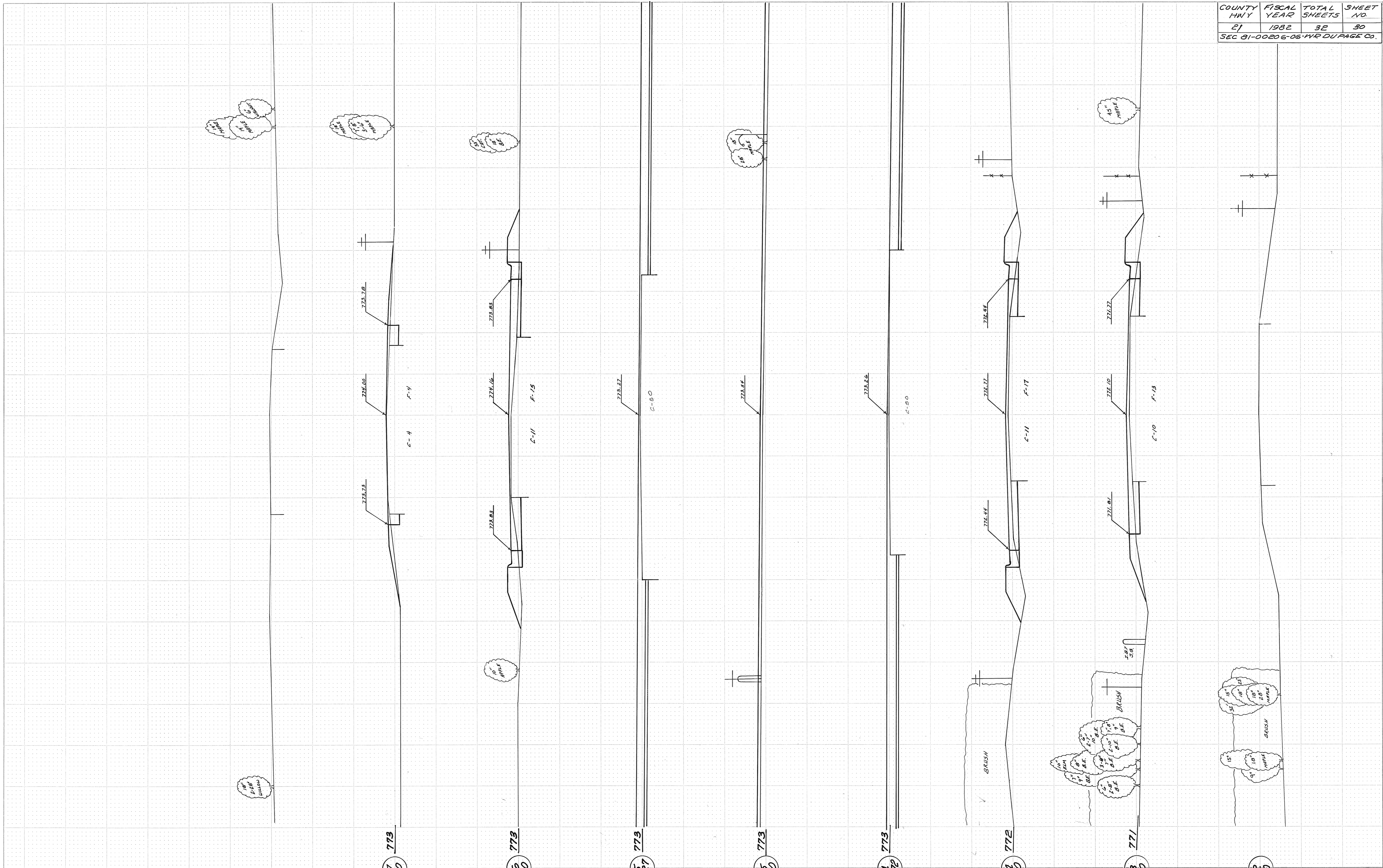


PLATE 3-FULL CROSS SECTION-FULL DOT  
 GENEVA RD. SEC. 81-00206-06-WR  
 PRINTED IN U.S.A.

(PLEASANT HILL ROAD)

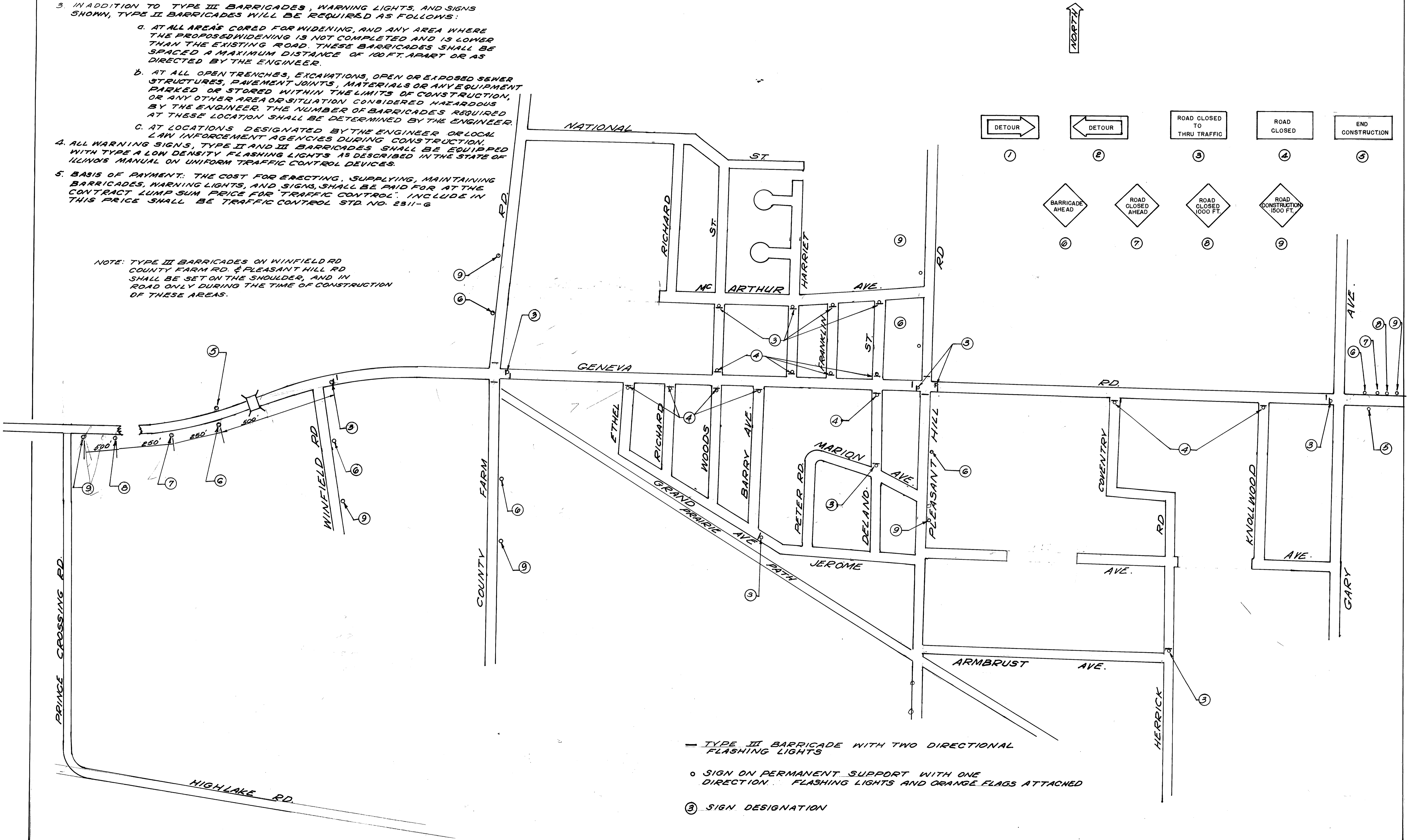
# TRAFFIC CONTROL

COUNTY HWY	FISCAL YEAR	TOTAL SHEETS	SHEET NO
21	1982	32	32
SEC. 81-00206-06 WIR DU PAGE CO.			

### GENERAL NOTES

1. ALL BARRICADES, WARNING LIGHTS, AND SIGNS SHALL CONFORM TO THE STATE OF ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND HIGHWAY STANDARDS, UNLESS HEREIN REVISED.
2. DETOUR ROUTES FOR GENEVA RD TRAFFIC WILL BE ESTABLISHED AND POSTED BY THE DUPAGE COUNTY HIGHWAY DEPARTMENT.
3. IN ADDITION TO TYPE III BARRICADES, WARNING LIGHTS, AND SIGNS SHOWN, TYPE II BARRICADES WILL BE REQUIRED AS FOLLOWS:
  - a. AT ALL AREAS CURED FOR WIDENING, AND ANY AREA WHERE THE PROPOSED WIDENING IS NOT COMPLETED AND IS LOWER THAN THE EXISTING ROAD. THESE BARRICADES SHALL BE SPACED A MAXIMUM DISTANCE OF 100 FT. APART OR AS DIRECTED BY THE ENGINEER.
  - b. AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, PAVEMENT JOINTS, MATERIALS OR ANY EQUIPMENT PARKED OR STORED WITHIN THE LIMITS OF CONSTRUCTION, OR ANY OTHER AREA OR SITUATION CONSIDERED HAZARDOUS BY THE ENGINEER. THE NUMBER OF BARRICADES REQUIRED AT THESE LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
  - c. AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES DURING CONSTRUCTION.
4. ALL WARNING SIGNS, TYPE II AND III BARRICADES SHALL BE EQUIPPED WITH TYPE A LOW DENSITY FLASHING LIGHTS AS DESCRIBED IN THE STATE OF ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. BASIS OF PAYMENT: THE COST FOR ERECTING, SUPPLYING, MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS, SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL. INCLUDE IN THIS PRICE SHALL BE TRAFFIC CONTROL STD. NO. 2311-6

NOTE: TYPE III BARRICADES ON WINFIELD RD COUNTY FARM RD & PLEASANT HILL RD SHALL BE SET ON THE SHOULDER, AND IN ROAD ONLY DURING THE TIME OF CONSTRUCTION OF THESE AREAS.



- TYPE III BARRICADE WITH TWO DIRECTIONAL FLASHING LIGHTS
- SIGN ON PERMANENT SUPPORT WITH ONE DIRECTIONAL FLASHING LIGHTS AND ORANGE FLAGS ATTACHED
- ③ SIGN DESIGNATION

STATE OF ILLINOIS

# DU PAGE COUNTY HIGHWAY DEPARTMENT

PLANS, PROFILES, AND DETAILS OF PROPOSED

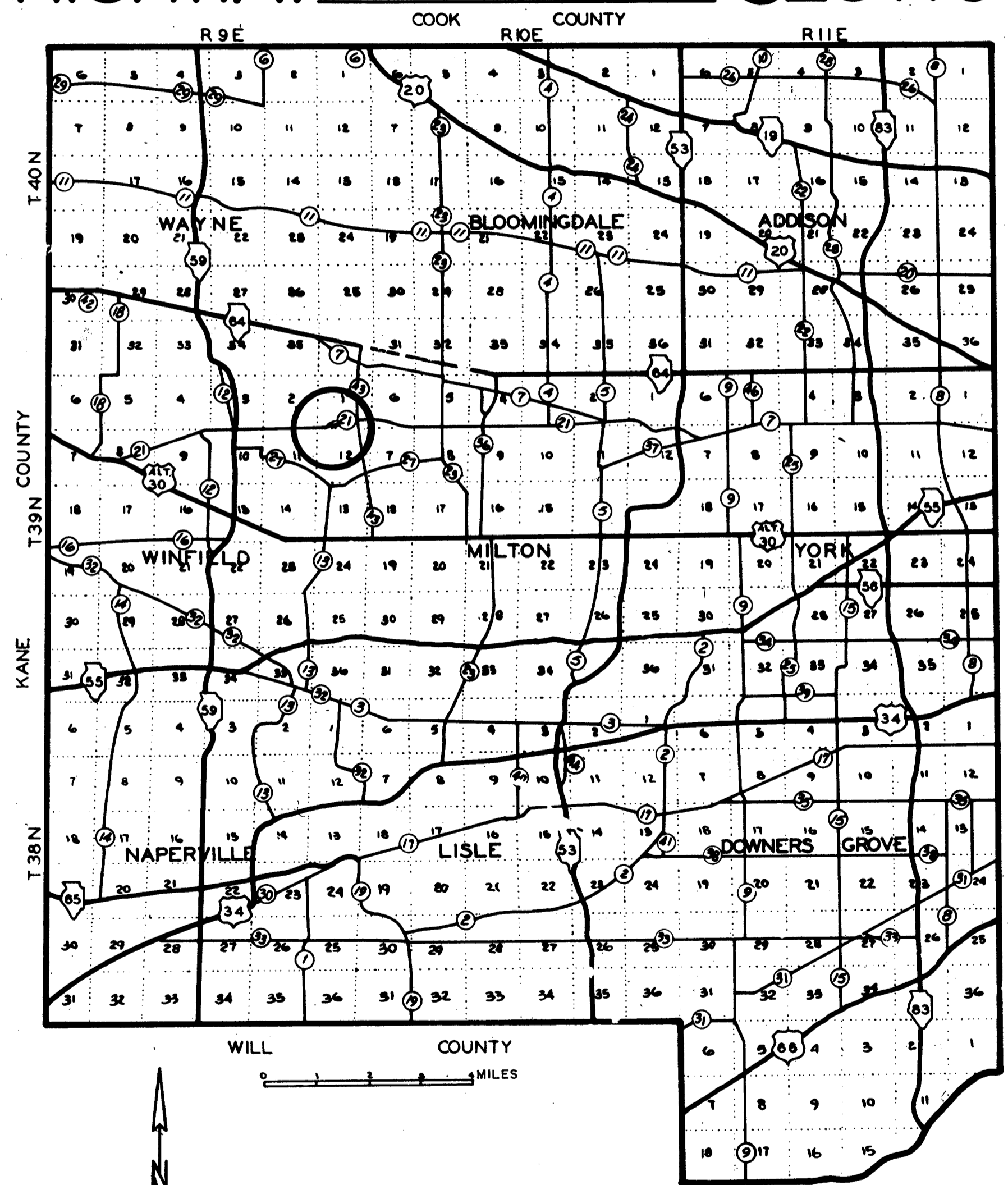
## COUNTY HIGHWAY 21 SECTION 88-00265-00-BR

INDEX OF SHEETS

SHEET NO.	TITLE
1.	COVER SHEET
2.	DEMOLITION PLAN & DETAILS, TABLES-MOMENTS & REACTIONS
3.	FRAMING PLAN & ELEVATION
4.	P.P.C. DECK BEAM & DETAILS
5.	RAILING & NAME PLATE
6.	ABUTMENT PLAN & DETAILS
7.	PIER PLAN & DETAILS
8.	GENERAL PLAN AND STAGE CONSTRUCTION DETAILS
9.	DETAILS OF CONCRETE PILES
10.	TRAFFIC CONTROL

GENERAL NOTES

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD 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 THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
2. THE PLANS SHOW APPROXIMATE LOCATIONS OF EXISTING UTILITIES LYING WITHIN THE PROJECT LIMITS. THE DEPARTMENT DOES NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF ANY INFORMATION SHOWN ON THE PLANS REGARDING THESE UTILITIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGE DONE BY HIM TO ANY UTILITIES WITHIN THE LIMITS OF THIS IMPROVEMENT.
3. THE CONTRACTOR WILL BE EXPECTED TO WORK THE SAME TIME AS UTILITY COMPANIES WHO ARE MAKING ALTERATIONS AND ADJUSTMENTS. NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR DELAYS INCURRED BY UTILITY ADJUSTMENT AND RELOCATIONS.
4. EXPANSION GUARDS WHICH ARE NOT CAST IN THE PRECAST UNIT SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH ARTICLE 503.07 (C) OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN QUANTITY OF STRUCTURAL STEEL.
5. SHOULDER TRANSITION TO WINGWALL SHALL BE SHAPED WITH BROKEN CONCRETE. COST INCIDENTAL.
6. SEE PROPOSAL FOR BORING DATA.
7. BACKFILL SHALL BE PLACED BEHIND THE ABUTMENT IN ACCORDANCE WITH ARTICLE 502.11 OF THE STANDARD SPECIFICATIONS.
8. THE TOP SURFACE OF THE BEAMS SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 505.06 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE SURFACE SHALL NOT BE ROUGHENED BY BROOMING. THE FINISHED SURFACE SHALL BE FREE OF DEPRESSIONS OR HIGH SPOTS WITH SHARP CORNERS, AND THE TOP EDGE OF KEYS SHALL BE ROUNDED OR CHAMFERED A MINIMUM OF 1/4".
9. A CALCIUM NITRITE CORROSION INHIBITOR AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR PRECAST PRESTRESSED CONCRETE DECK BEAMS.
10. PROTECTIVE COAT SHALL NOT BE APPLIED TO SURFACES TO WHICH WATERPROOF MEMBRANE SYSTEM IS APPLIED.
11. CALCULATED WEIGHT OF STRUCTURAL STEEL = 9140 LBS.
12. ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH TWO COATS OF BASIC LEAD SILICO CHROMATE PAINT.
13. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 GRADE 60.
14. CARE SHALL BE TAKEN TO SAW CUT EXISTING CONCRETE AT LOCATIONS SHOWN ON CONTRACT DRAWINGS SO AS TO PROVIDE SMOOTH BUTT JOINT BETWEEN EXISTING AND NEW CONCRETE.



SUMMARY OF QUANTITIES

1.	Tree Removal (6 - 15")	84 in. Dia
2.	Tree Removal (Over 15")	47 in. Dia
3.	Channel Clearing	Lump Sum
4.	Earth Excavation	220 CY
5.	Channel Excavation	119 CY
6.	Borrow Excavation	750 CY
7.	Subbase Granular Material, Type B	160 Tons
8.	Aggregate Shoulders, Type B	100 Tons
9.	Temporary Stone	200 Tons
10.	Topsoil Excavation	95 CY
11.	Topsoil Placement, 4"	532 SY
12.	Bituminous Materials (Prime Coat)	720 Gal
13.	Bituminous Concrete Surface Course, Mix D, Class 1, Type 2	250 Tons
14.	Bituminous Stabilization 6" at Steel Plate Beam Guardrail	67 SY
15.	Bridge Approach Pavement Standard 2360	534 SY
16.	Removal of Existing Structures	Lump Sum
17.	Expansion Anchors, 3/4" Dia	230 Ea
18.	Structure Excavation	435 CY
19.	Class X Concrete	239 CY
20.	Reinforcement Bars	45,482 Lbs
21.	Precast, Prestressed Concrete Deck Beams	4,360 SF
22.	Membrane Waterproofing	487 SY
23.	Preformed Joint Seal, 2-1/2"	128 LF
24.	Furnish and Erect Structural Steel	9,140 Lbs
25.	Furnish Metal Pile Shells, 12" Dia	1,360 LF
26.	Driving and Filling Shells	1,360 LF
27.	Name Plates	1 Ea
28.	Steel Railing, Type WT	137 LF
29.	Steel Plate Beam Guardrail Removal	200 LF
30.	Steel Plate Beam Guardrail, Type B	100 LF
31.	Steel Plate Beam Guardrail, Type A	400 LF
32.	Traffic Barrier Terminal, Type 1-A	2 Ea
33.	Traffic Barrier Terminal, Type 2	2 Ea
34.	Construction Layout Stakes	Lump Sum
35.	Seeding	0.2 Ac
36.	Nitrogen Fertilizer Nutrient	18 Lbs
37.	Phosphorus Fertilizer Nutrient	11 Lbs
38.	Potassium Fertilizer Nutrient	7 Lbs
39.	Mulch, Method 1	0.8 Tons
40.	Thermoplastic Pavement Mark - Line 4"	736 LF
41.	Traffic Control and Protection	Lump Sum
42.	Temporary Concrete Barrier	200 LF
43.	Temporary Concrete Barrier Terminal Section	2-Ea
44.	Relocate Temporary Concrete Barrier	214 LF

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THIS BRIDGE DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

*Ludwig Stainer*  
Ludwig Stainer ILLINOIS STRUCTURAL ENGINEER # 2687

CERTIFICATION

"I certify that based on the best available evidence as shown by the 1982 Flood Profile Study of the Federal Emergency Management Agency, Federal Insurance Administration, the existing Geneva Road Bridge over the West Branch of DuPage River raises the upstream elevation of the 100 year floodway 0.8 foot. The proposed replacement structure retain the same waterway area and will therefore not cause an increase in the flood profile nor result in unacceptable adverse impacts on the natural conditions of the river."

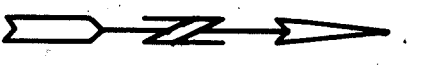
*Clarence W. Ryne*  
CLARENCE W. RYNE  
ILLINOIS PROFESSIONAL ENGINEER  
# 23523

23 April 1991  
Date









**WATERWAY INFORMATION**

Re: Letter with attachment from Illinois Department of Energy and Natural Resources - State Water Survey Division, dated July 7, 1982.

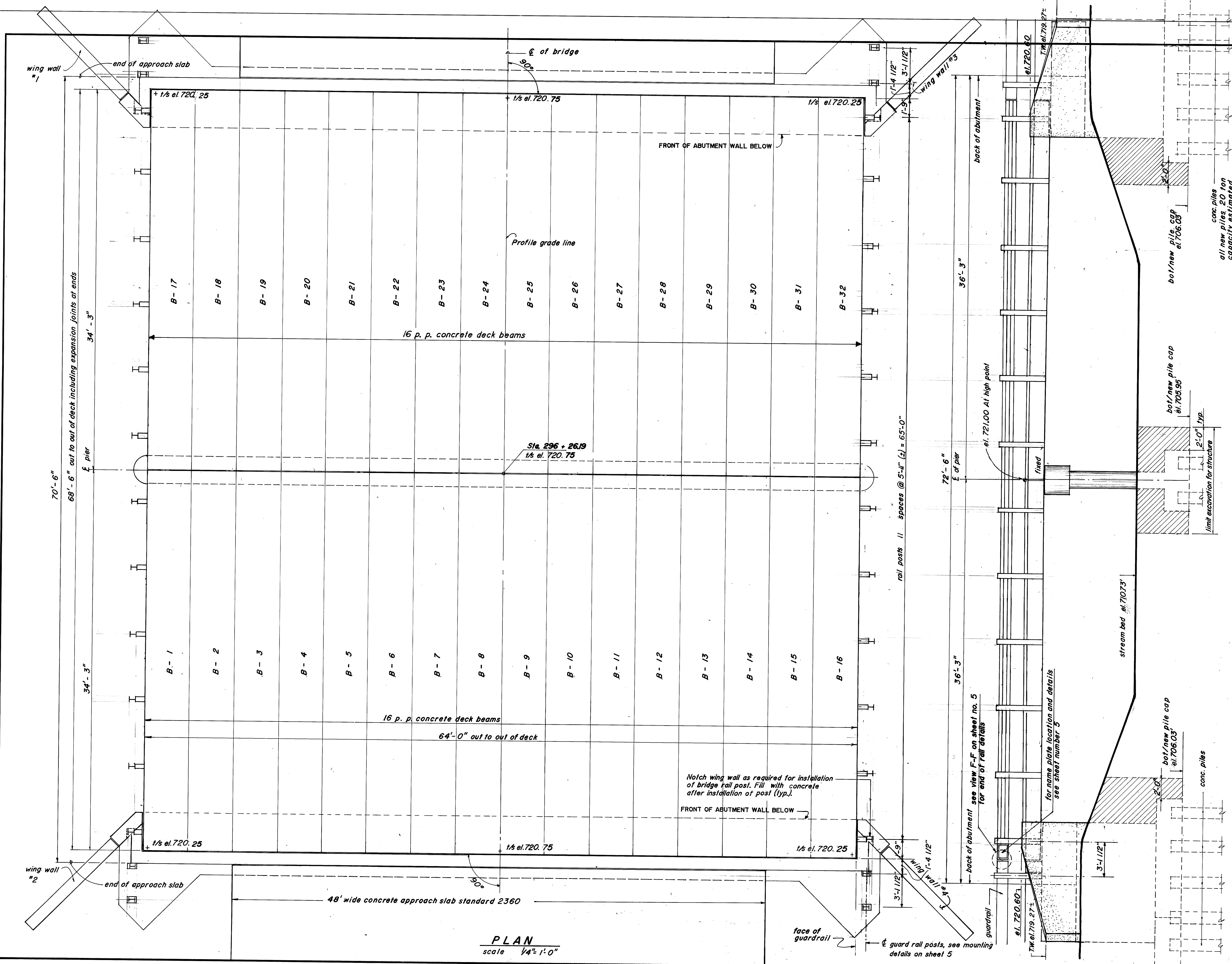
	D/S elev.	U/S elev.
100 year flood	720.5	721.3
50 year flood	719.8	720.3
10 year flood	718.5	718.7

Base Flood - 100 year  
Flow Q = 2463 cubic feet per second  
Waterway opening:  
Existing = 409 square feet  
Proposed = 454 square feet

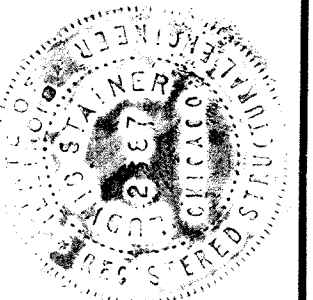
**DESIGN CRITERIA**

- Design Load: HS 20-44
- Design Stresses:
  - Concrete:
    - $f'_c = 3,500$  p.s.i.
    - $f_t = 8$
  - Structural Steel (AASHTO M-183 or ASTM A36)
    - $f_y = 20,000$  p.s.i.
    - $E = 29,000,000$  p.s.i.
  - Reinforcing Steel (AASHTO M-31 or M-53, Grade 60)
    - $f_y = 60,000$  p.s.i.
  - Precast Prestressed Units:
    - $f'_c = 5,000$  p.s.i.
    - $f'_t = 4,000$  p.s.i.
    - $f'_s = 270,000$  p.s.i.
    - $f'_sj = 189,000$  p.s.i.
- Pile capacity = 20 tons (minimum)

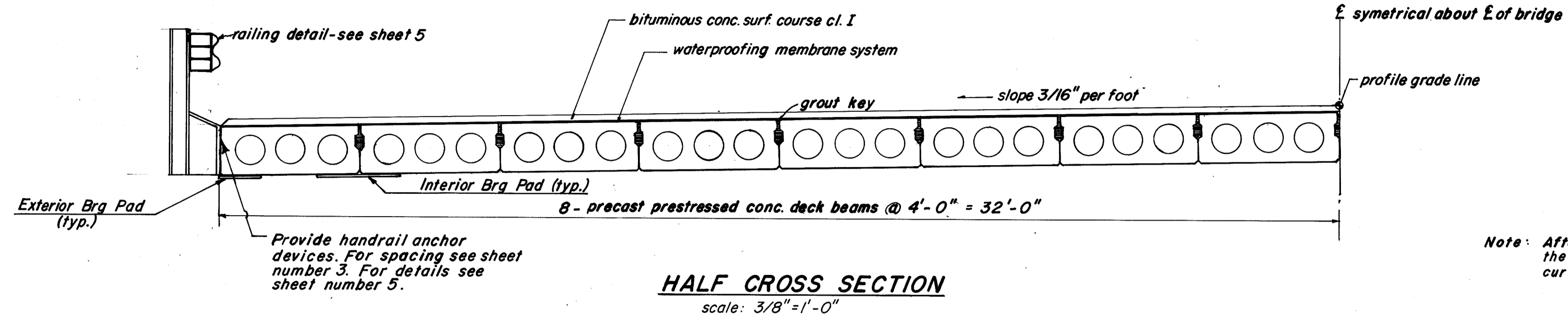
**ELEVATION**  
scale: 1/4" = 1'-0"



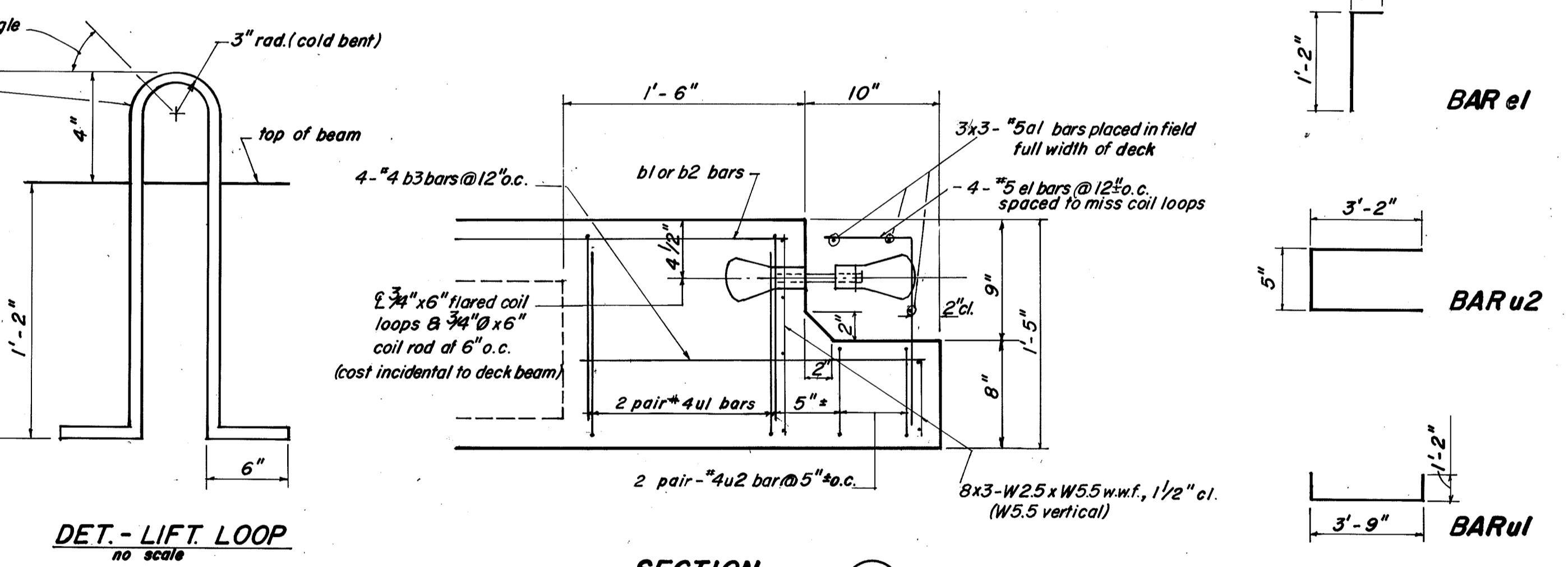
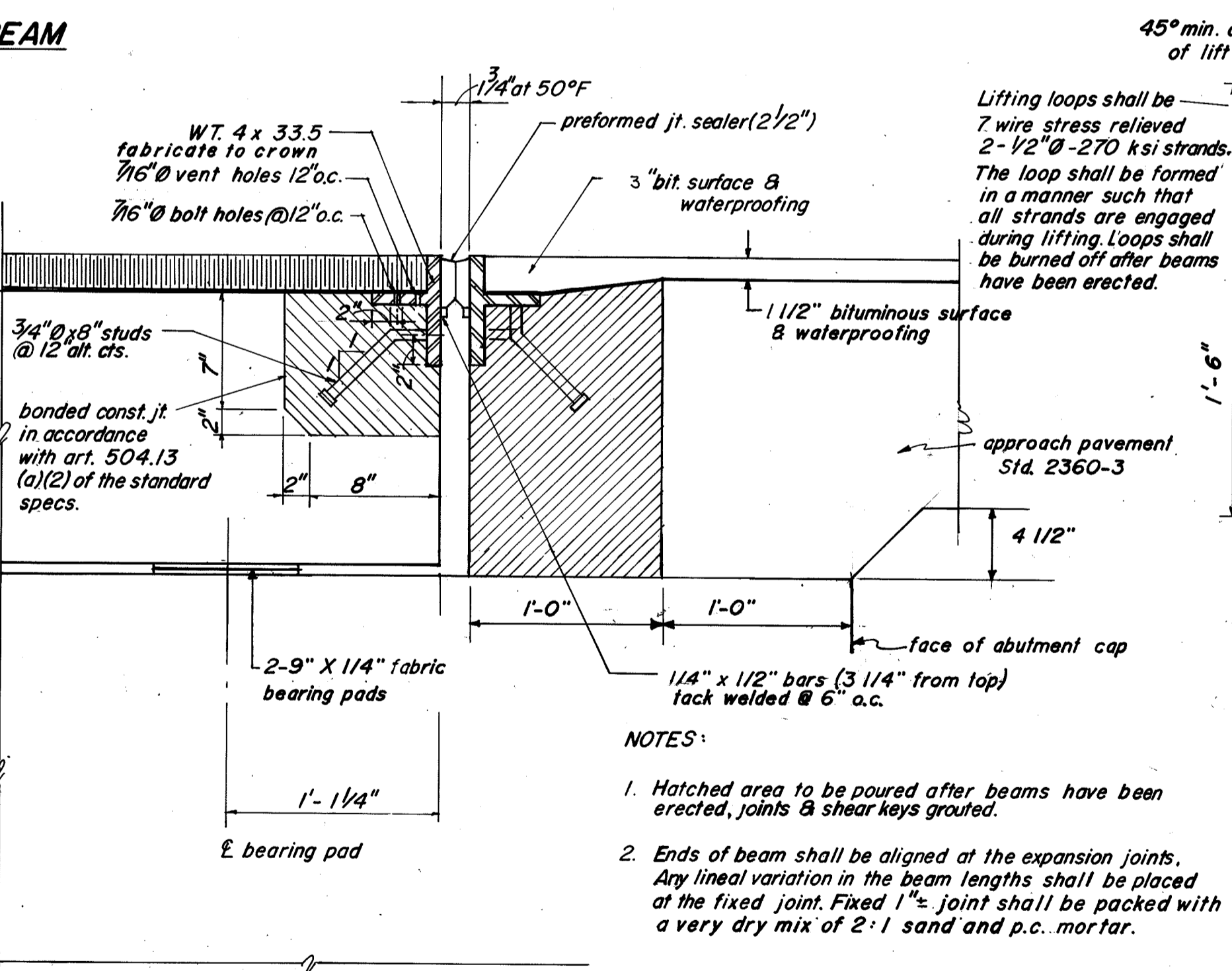
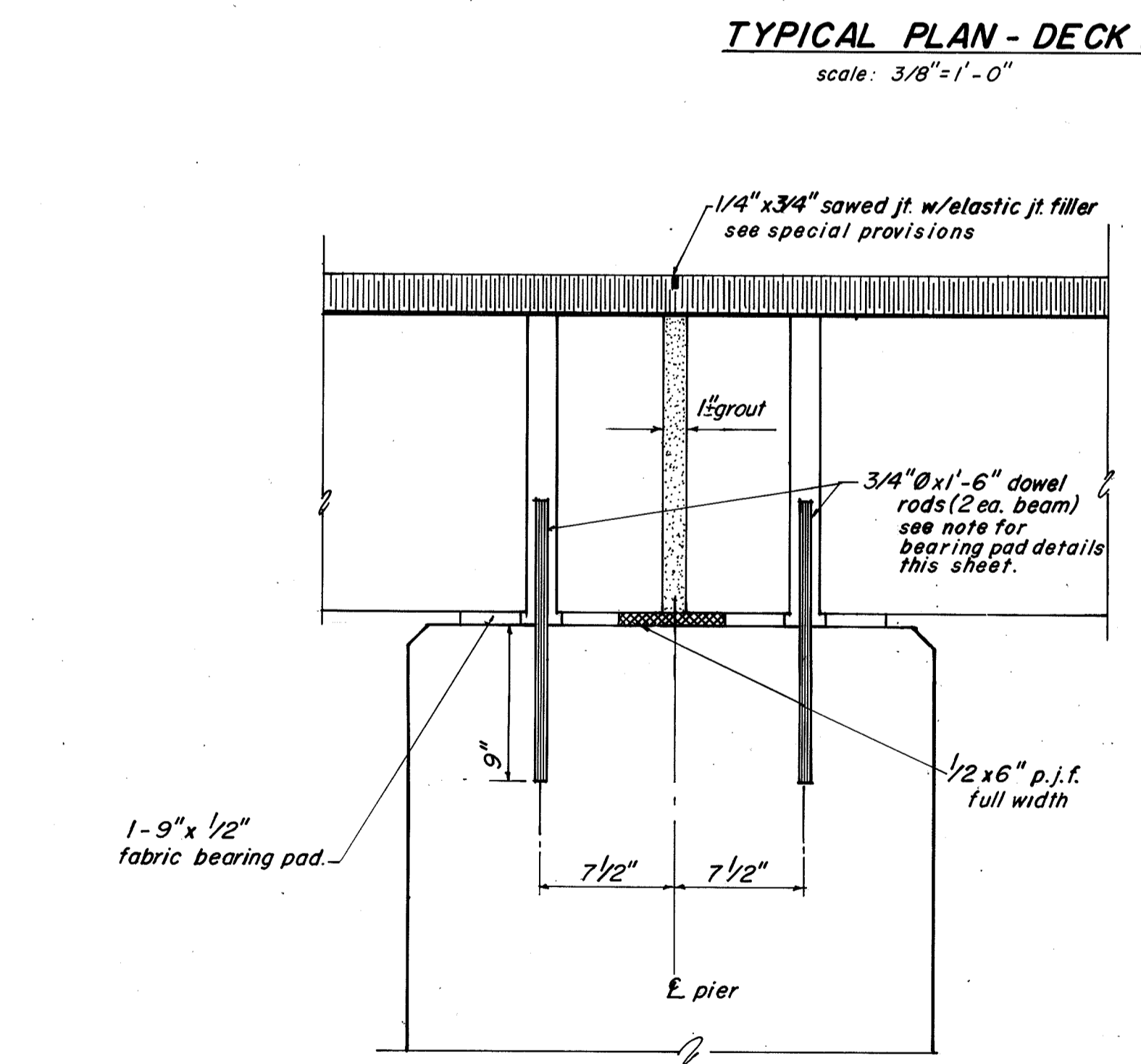
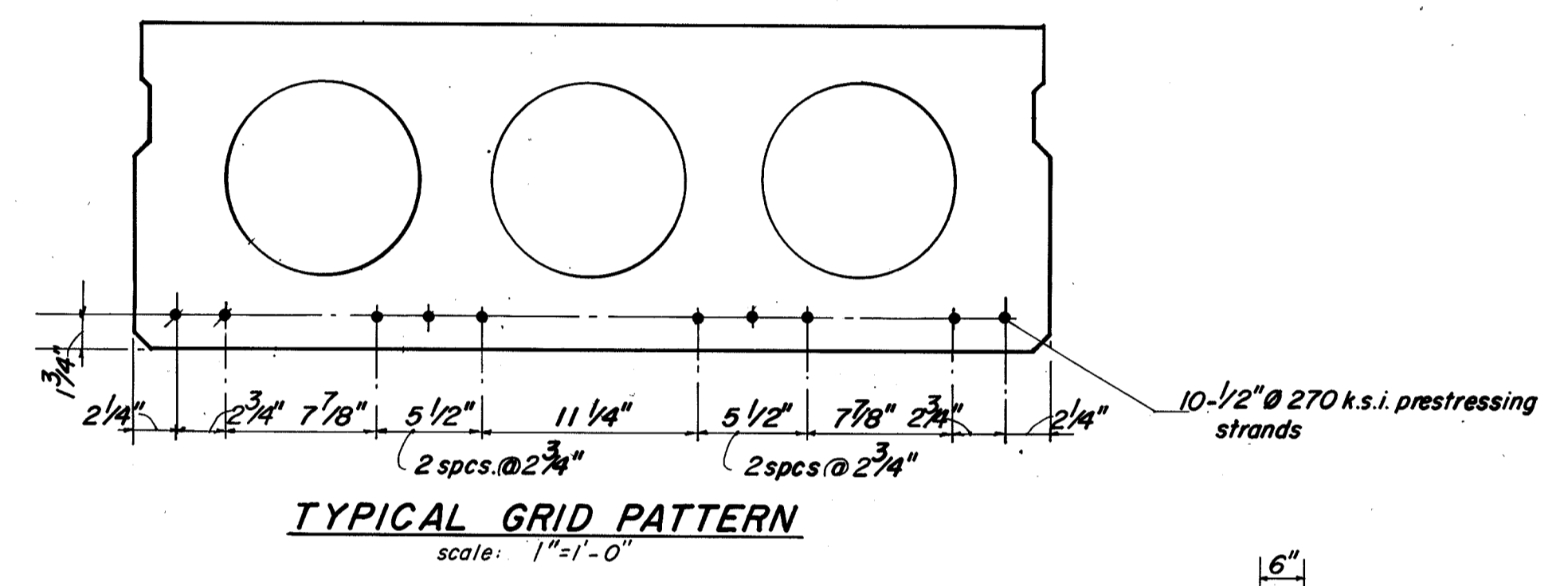
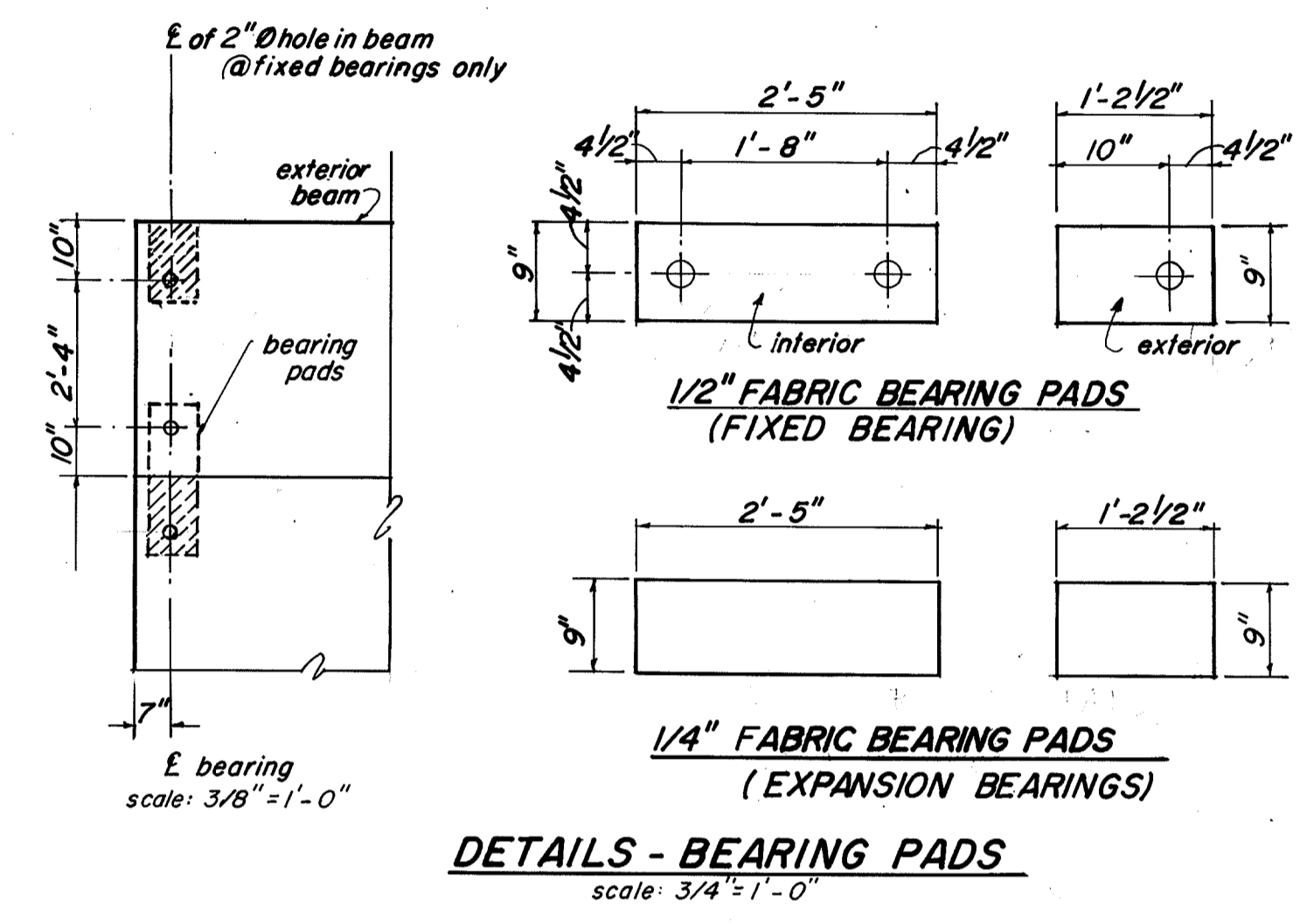
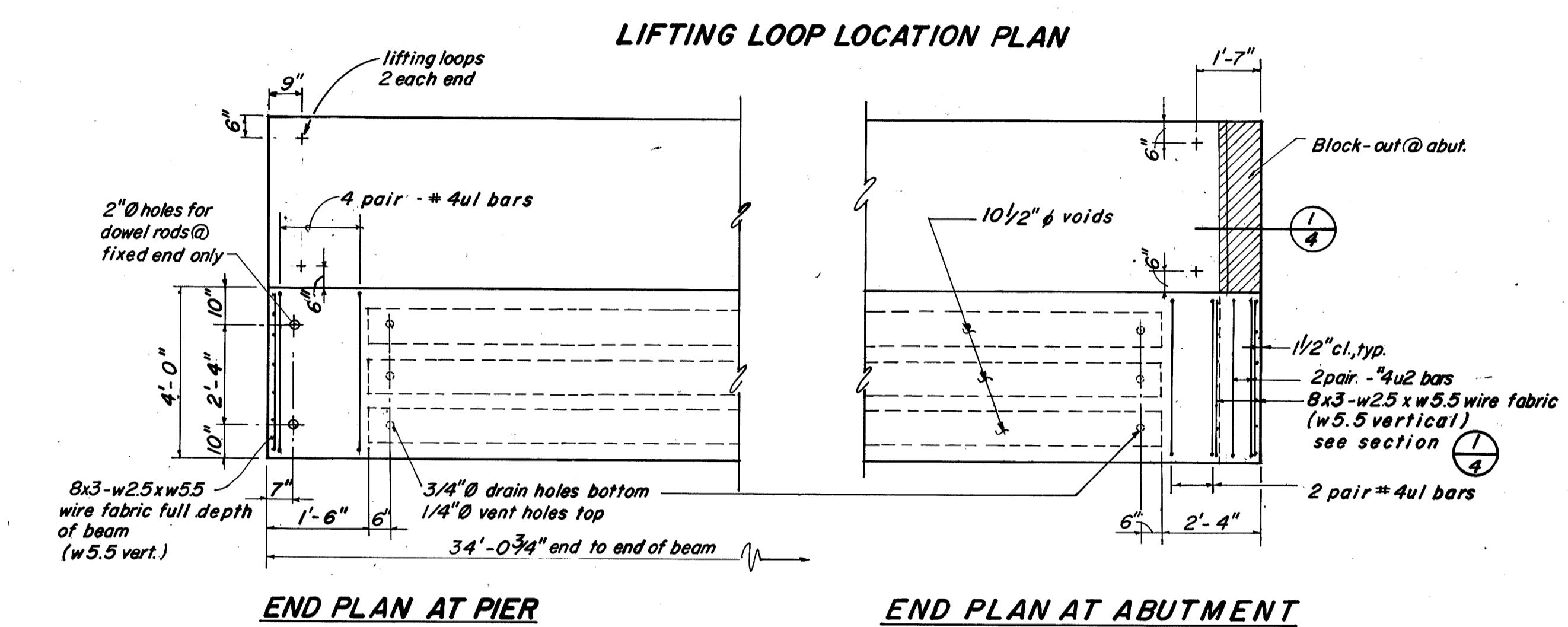
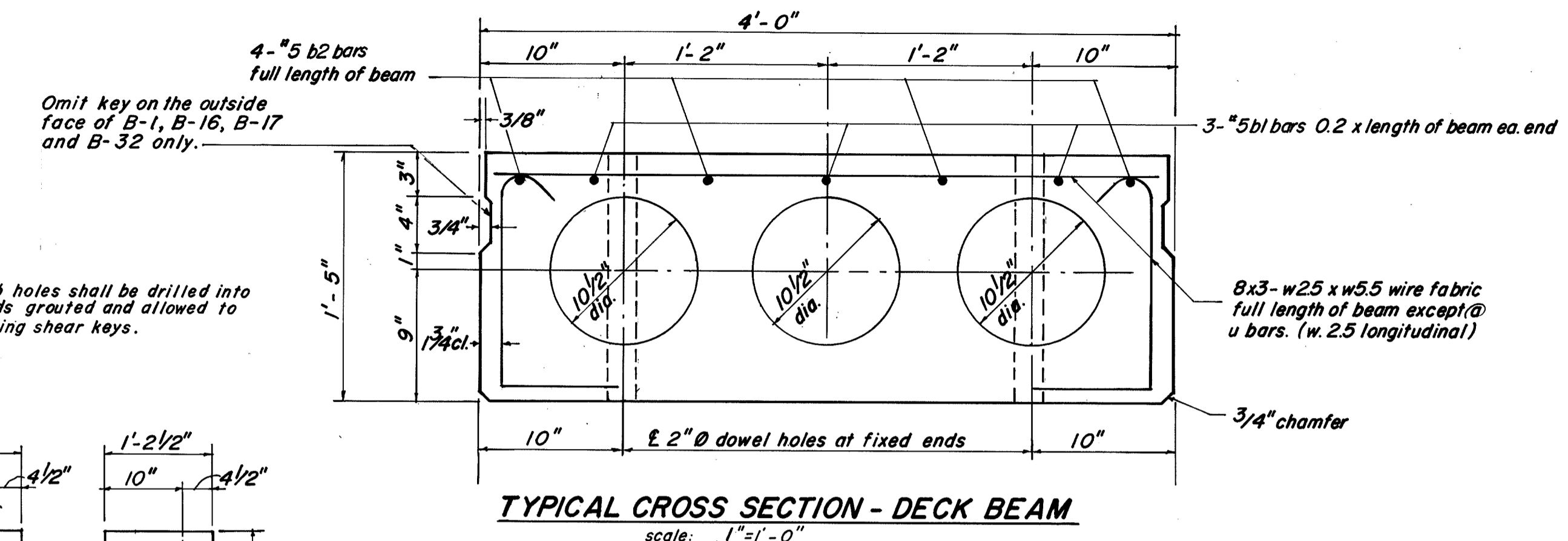
**PLAN**  
scale 1/4" = 1'-0"



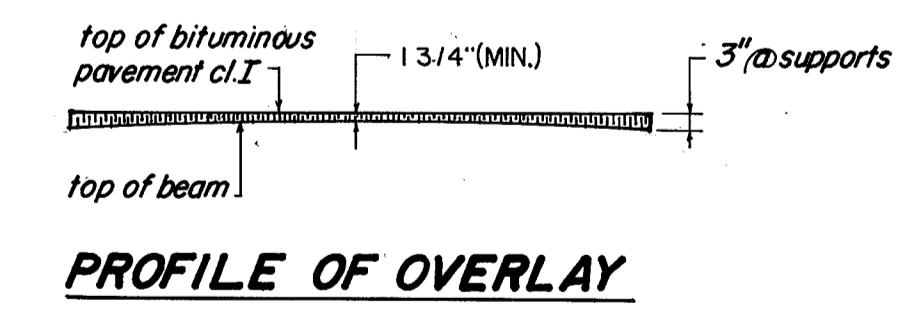
Ludwig Stainer  
ILLINOIS STRUCTURAL ENGINEER # 2687



Note: After beams are in place, 1/4"  $\phi$  holes shall be drilled into the bridge seat and the dowel rods grouted and allowed to cure (min. 24 hours) prior to grouting shear keys.

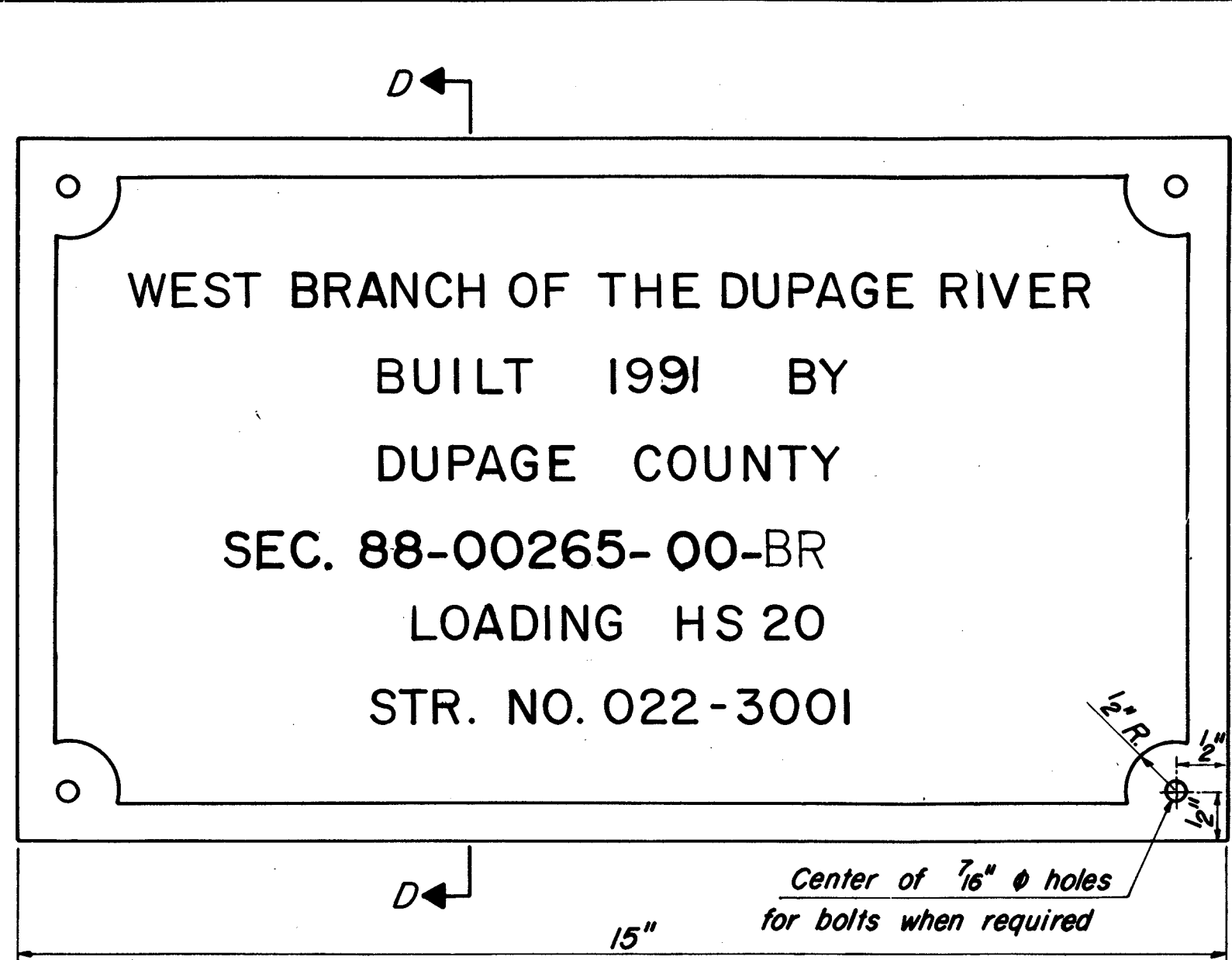


- NOTES:
- Hatched area to be poured after beams have been erected, joints & shear keys grouted.
  - Ends of beam shall be aligned at the expansion joints. Any lineal variation in the beam lengths shall be placed at the fixed joint. Fixed 1" joint shall be packed with a very dry mix of 2:1 sand and p.c. mortar.
  - The bearing seat surfaces shall be adjusted by shimming to assure firm & even bearing. Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing.
  - Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand grade 270. The nominal cross-sectional area shall be 0.153 sq. in.
  - Reinforcement bars shall conform to AASHTO M-31 or M-53, grade 60.



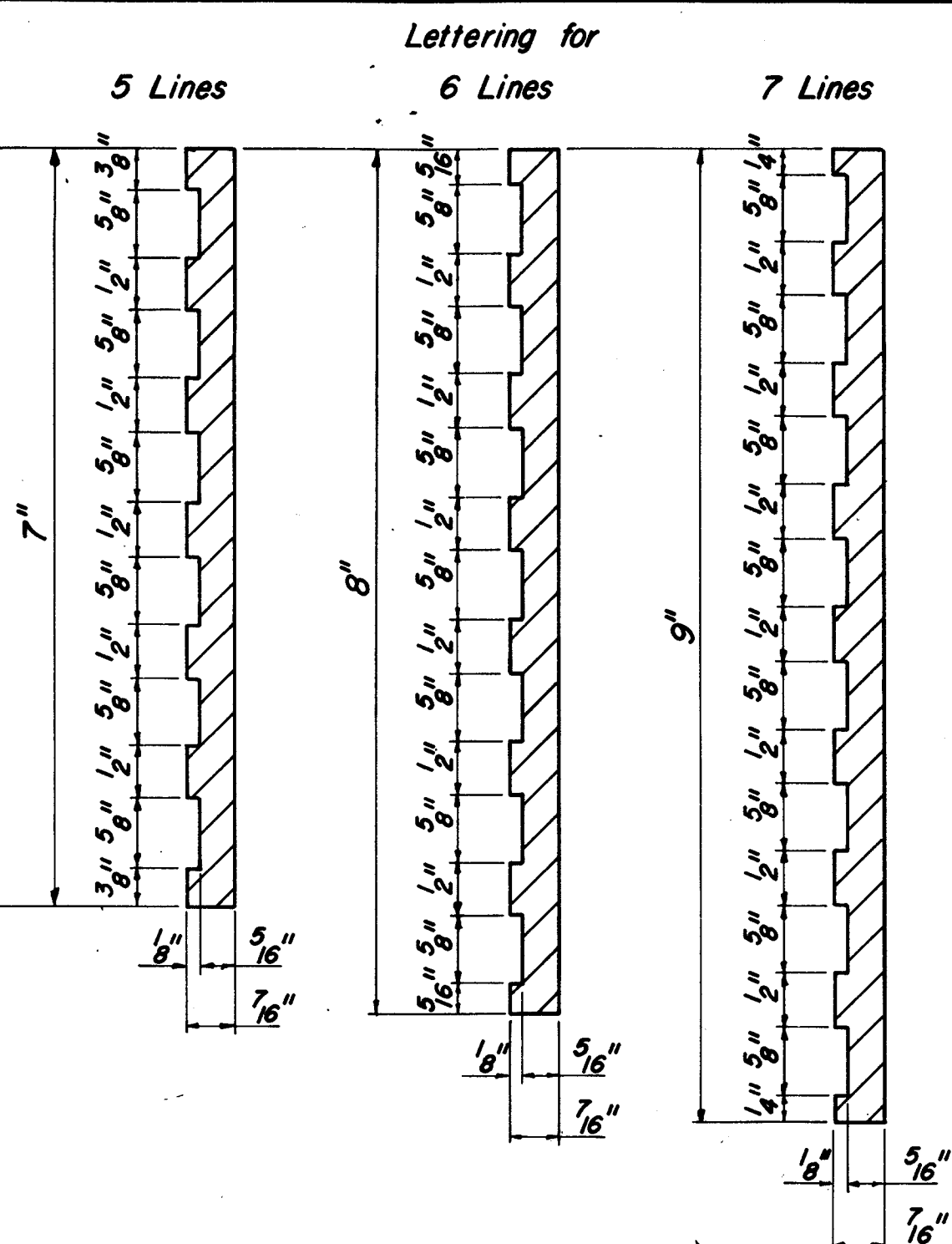
BILL OF MATERIAL				
bar	no	size	length	shape
b1	192	#5	6'-10"	—
b2	128	#5	33'-0"	—
b3	128	#4	2'-0"	—
u1	128	#4	6'-1"	U
u2	128	#4	6'-9"	U
a1	18	#5	22'-6"	—
e1	128	#5	1'-8"	L
precast prestressed concrete deck beams				4360 sq. ft.

COUNTY HI-WAY	FISCAL YEAR	TOTAL SHEET	SHEET NO.
21	1991	10	5
SEC. 88-00265-00-BR			DU PAGE CO.

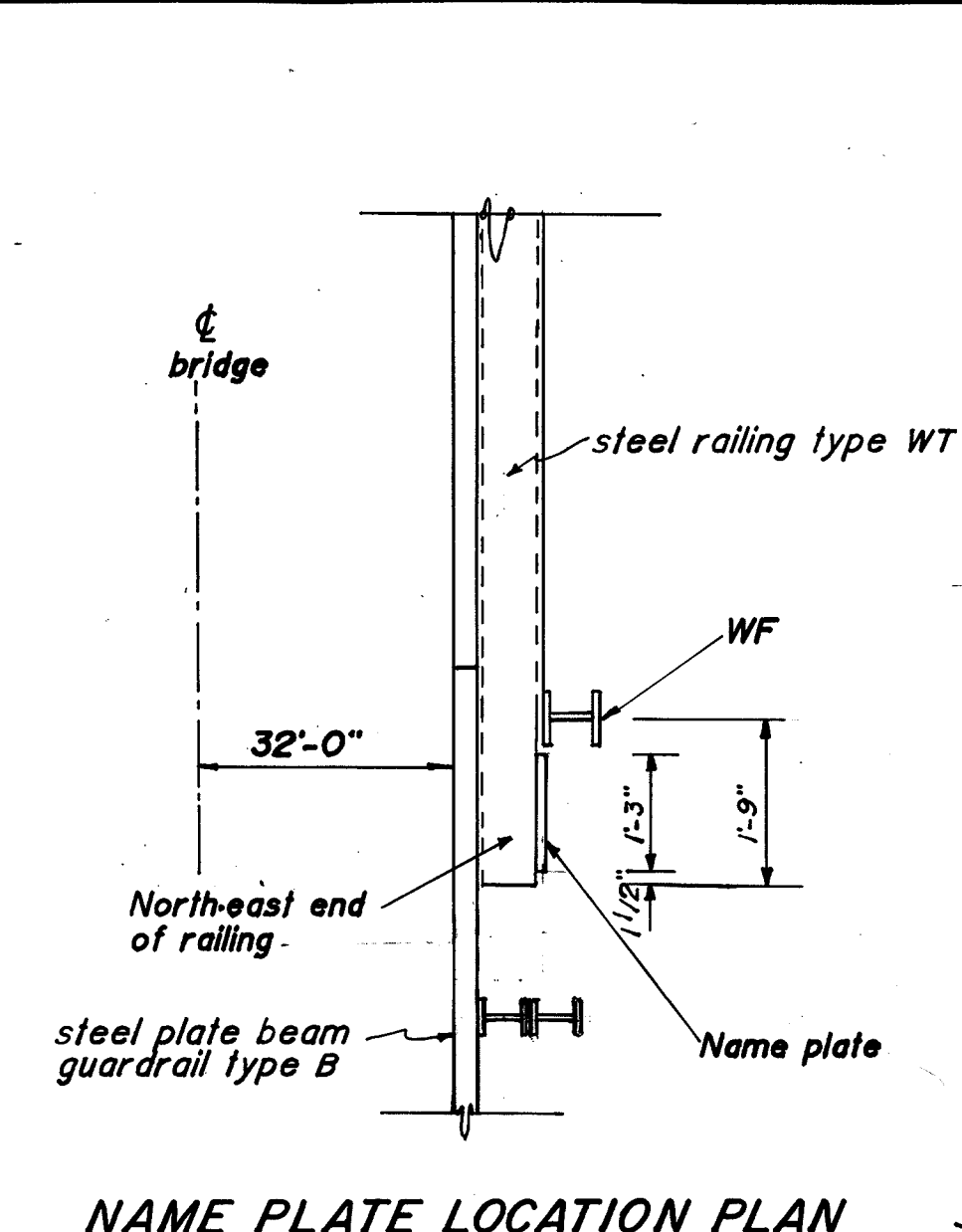


**DETAIL OF NAME PLATE**

Material: Best quality brass or bronze.  
 Border & Lettering: Raised 1/8 inch. Square cut and not tapered. Top surface polished.  
 Fastenings: Plate to be bolted on with 4-3/8" x 1" stainless steel or brass cap screws, self tapping or drill and tap in field.

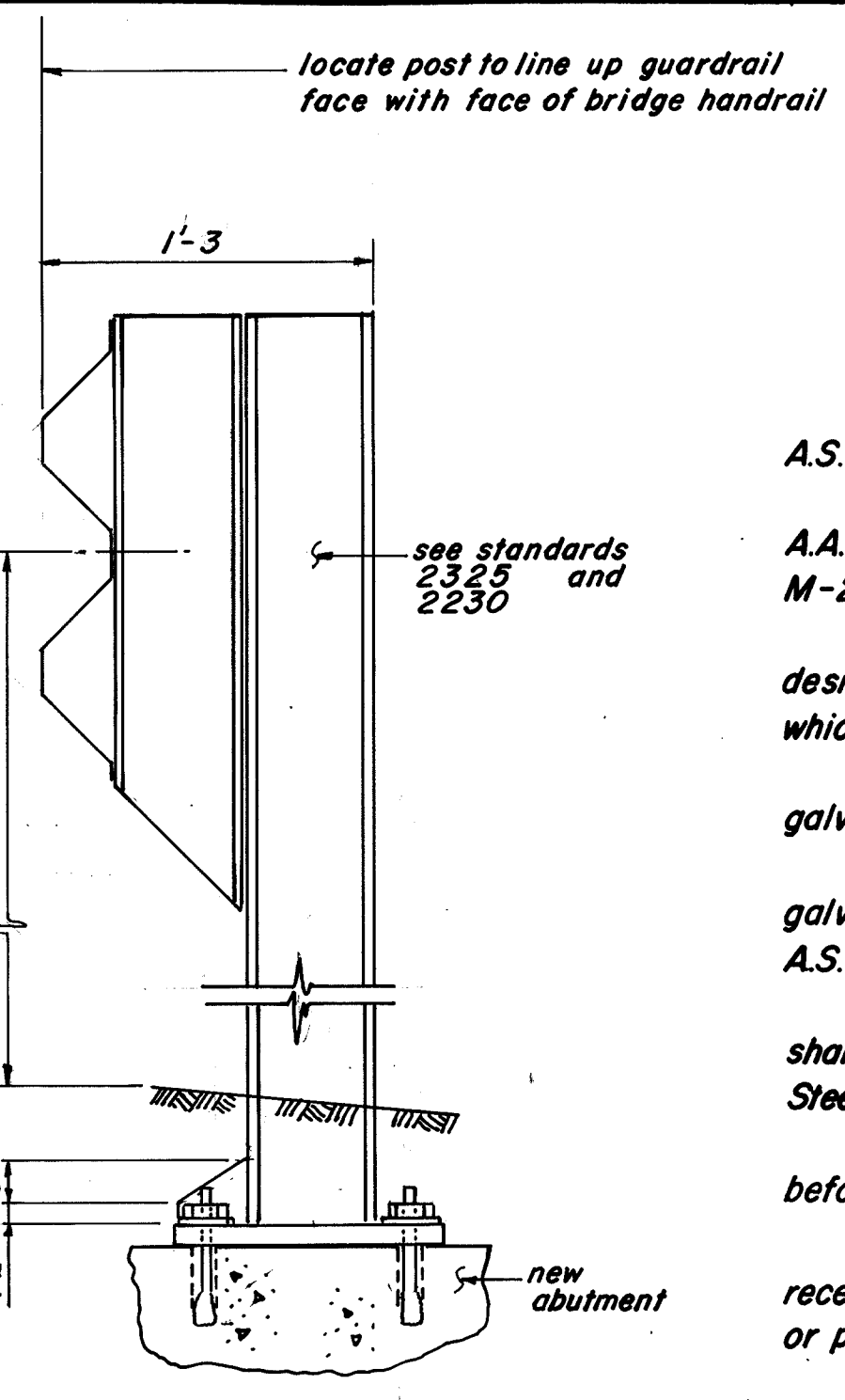


**SECTIONS D-D**

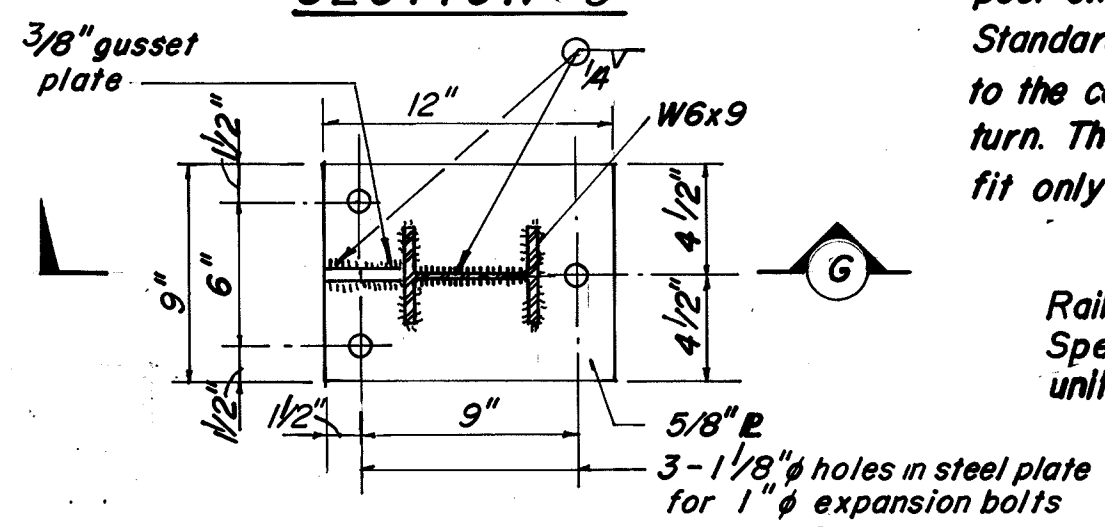


**NAME PLATE LOCATION PLAN**

Plate to be installed on the North-East end of bridge handrail (on the outside) at Wingwall #4



**SECTION G**



**GUARD RAIL POST MOUNTING ON ABUTMENT-DETAIL**  
(See Std. 2325 8 required)

**NOTES**

Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of A.A.S.H.T.O. M-183 except posts and angles shall conform to A.A.S.H.T.O. M-223, Grade 50.

Bolts, cap screws and nuts shall conform to the requirements of A.S.T.M. designation A-307 except for high strength bolts, nuts and washers noted which shall conform to A.A.S.H.T.O. M-164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with A.A.S.H.T.O. M-232.

All post, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with A.A.S.H.T.O. M-III and A.S.T.M. A-385. Galvanized rail shall not be painted.

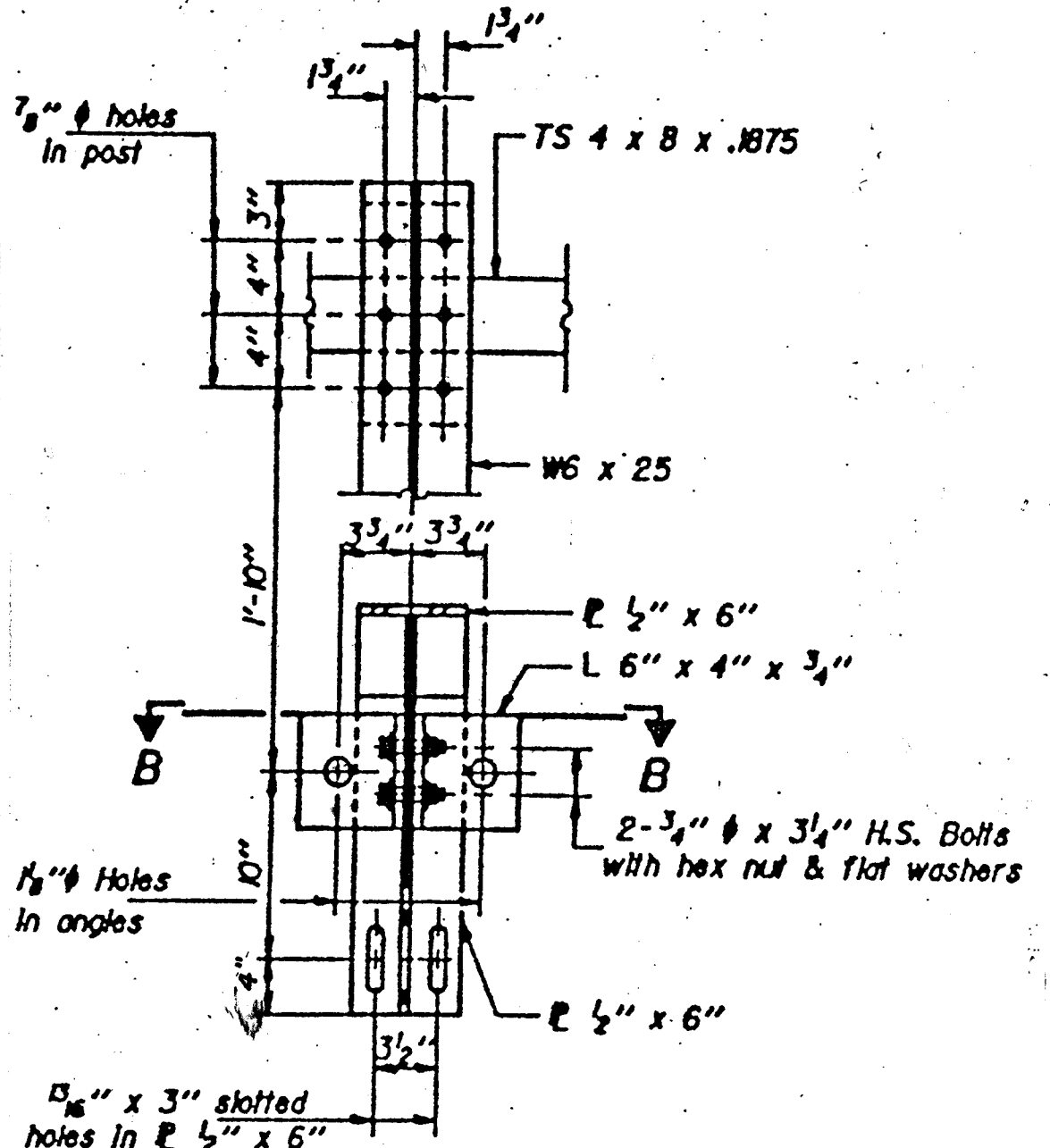
For multi span bridges, sufficient 4"x6"x1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

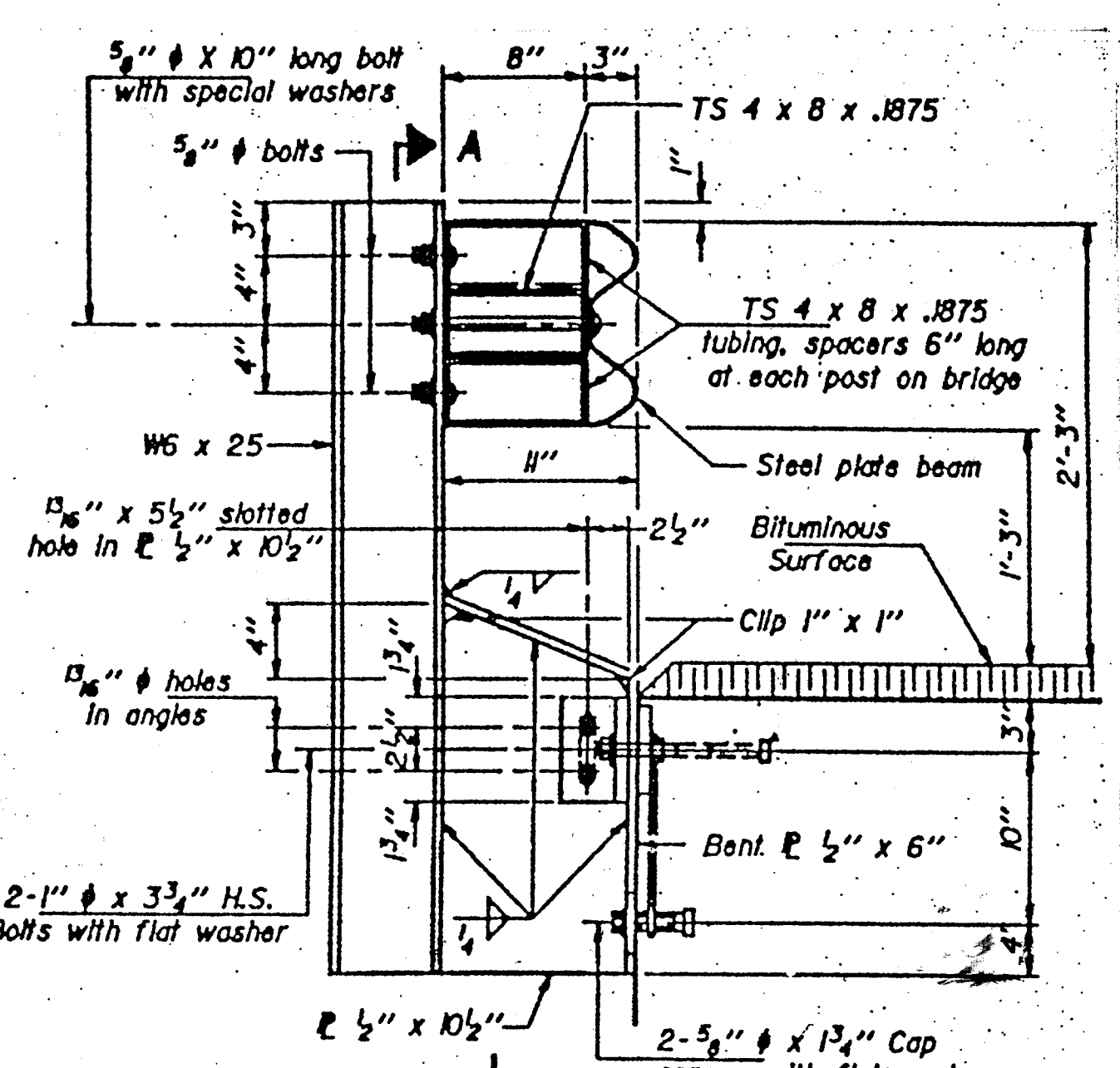
The 1/2"x6" plates that come in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2" fabric bearing pads between the plates and concrete.

The 3/4" high strength bolts used to connect the 6"x4"x3/4" angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.

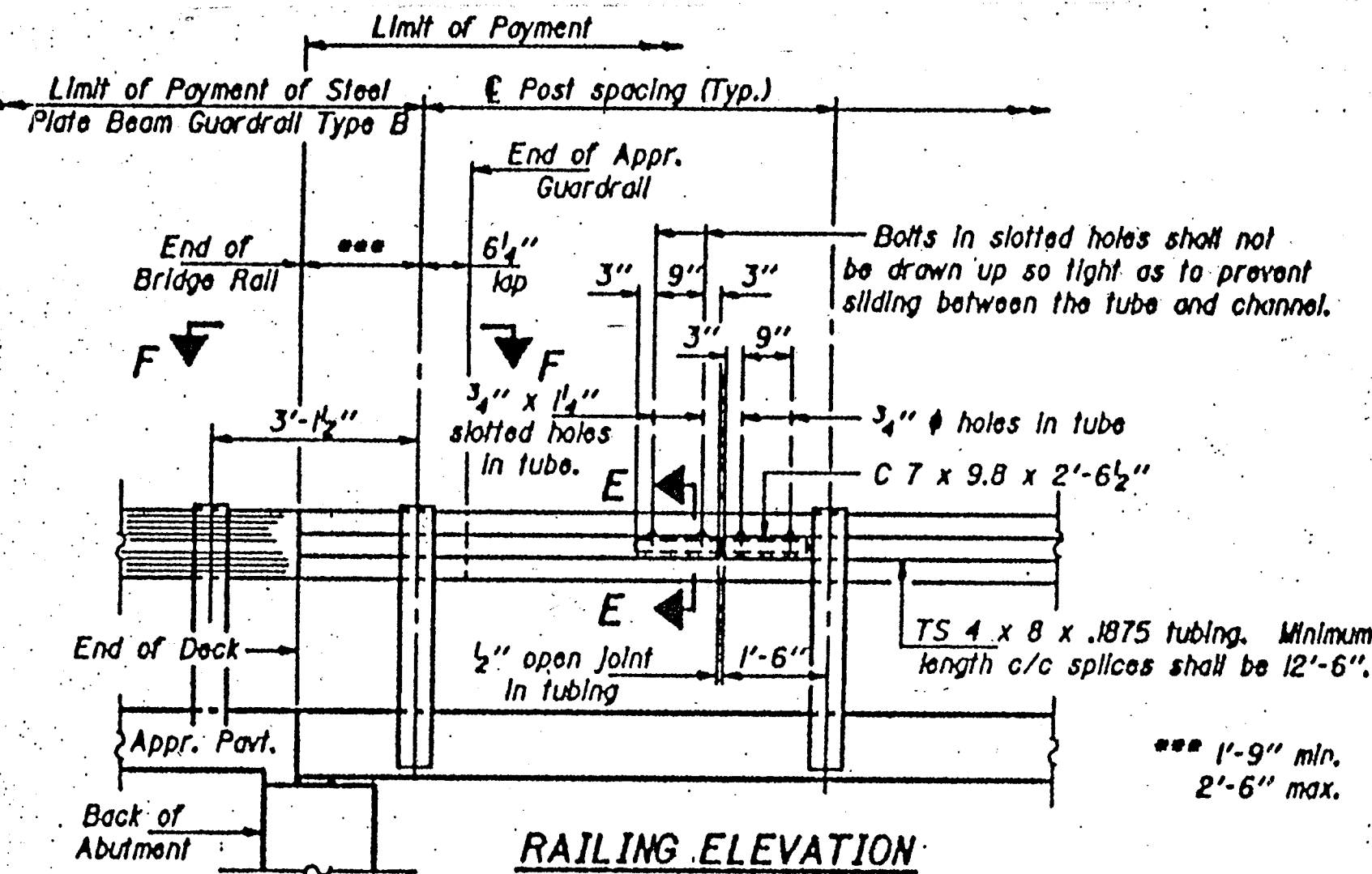
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE WT.



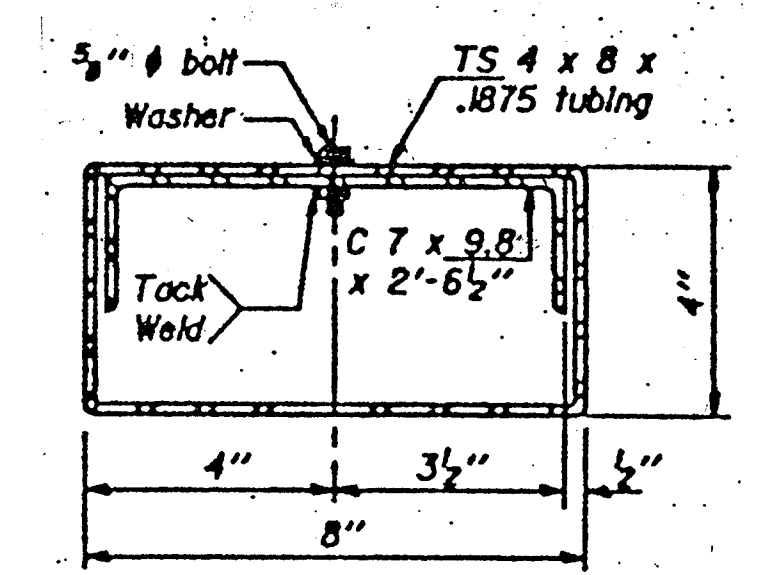
**SECTION A-A**



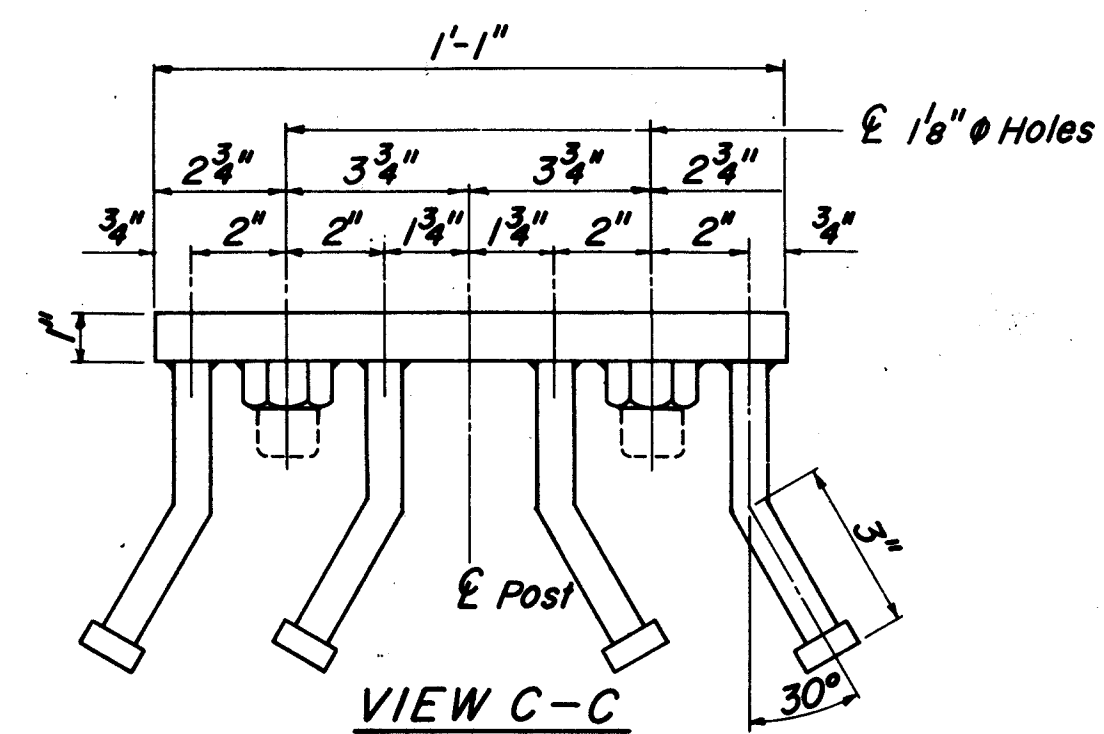
**SECTION AT RAIL POST**



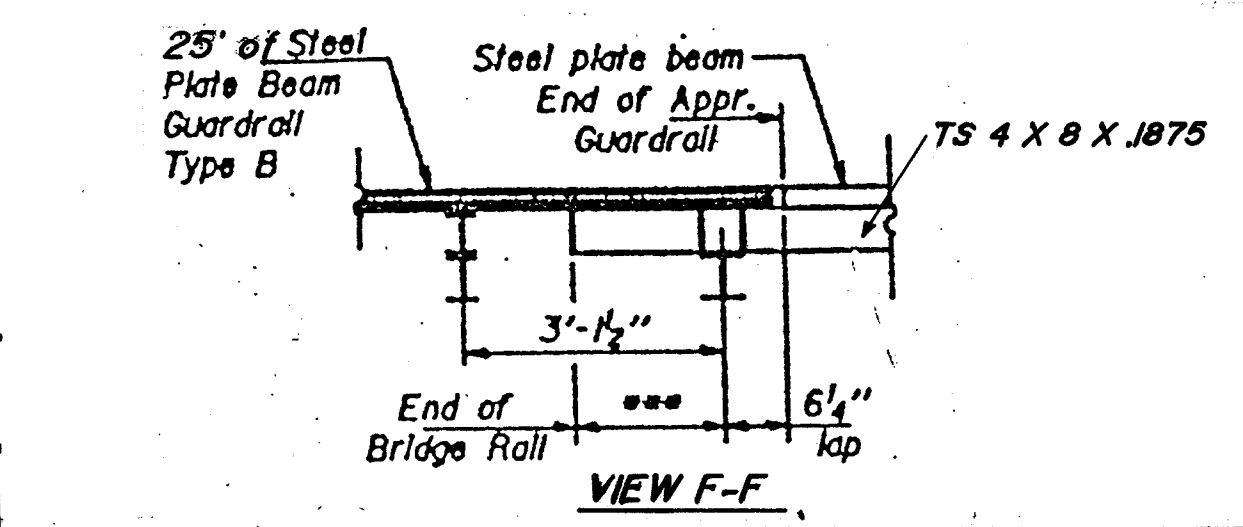
**RAILING ELEVATION**



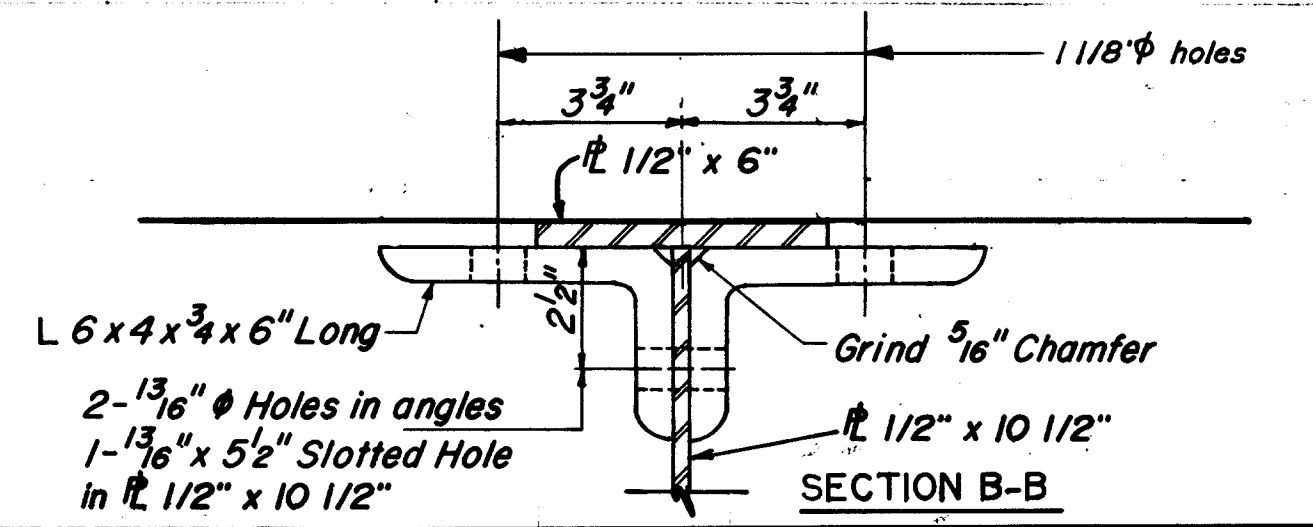
**SECTION E-E**



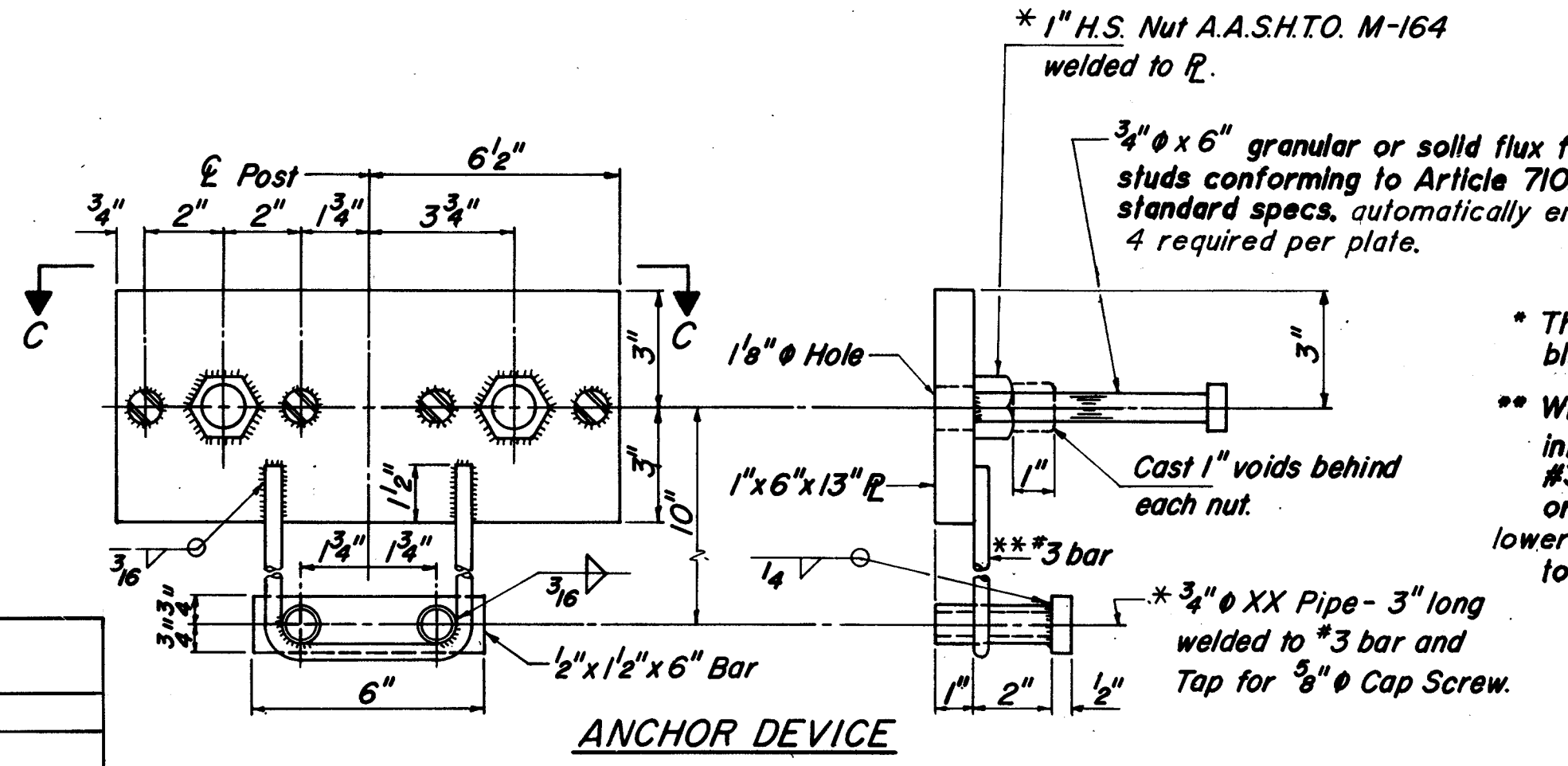
**VIEW C-C**



**VIEW F-F**



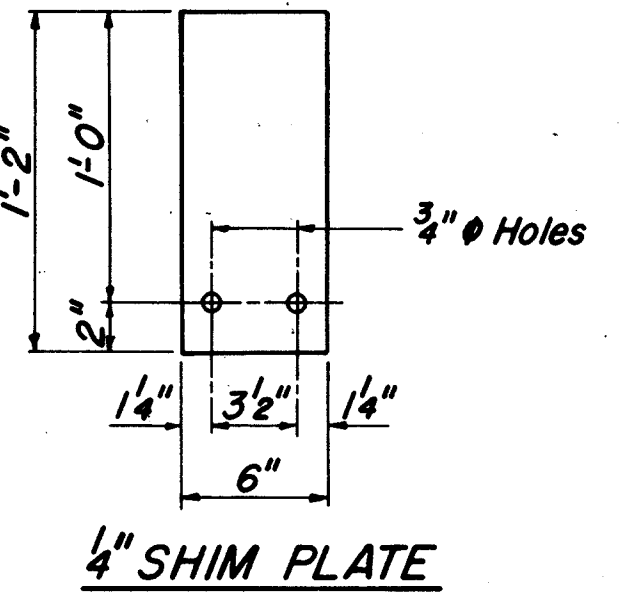
**SECTION B-B**



**ANCHOR DEVICE**

\* Threaded areas shall be plugged or blocked off during casting of beam.

\*\* Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".



**1/4" SHIM PLATE**

<b>RAILING AND NAME PLATE</b>	
<b>STEEL RAILING, TYPE WT</b>	<b>SHEET NO. 5</b>

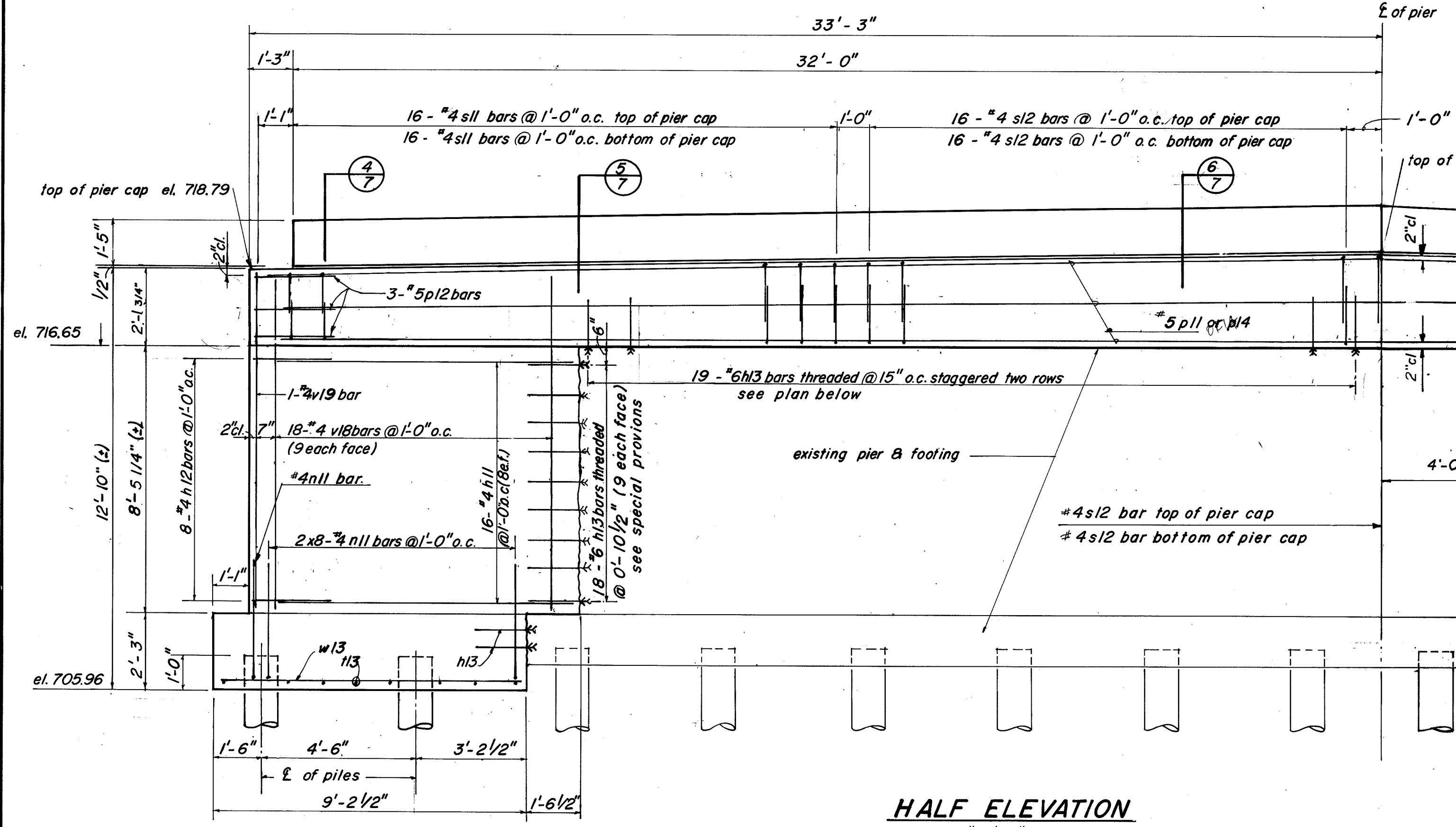
**Epstein Civil Engineering, Inc.**

APPROVAL	NO.	DATE	DESCRIPTION
REVISIONS			

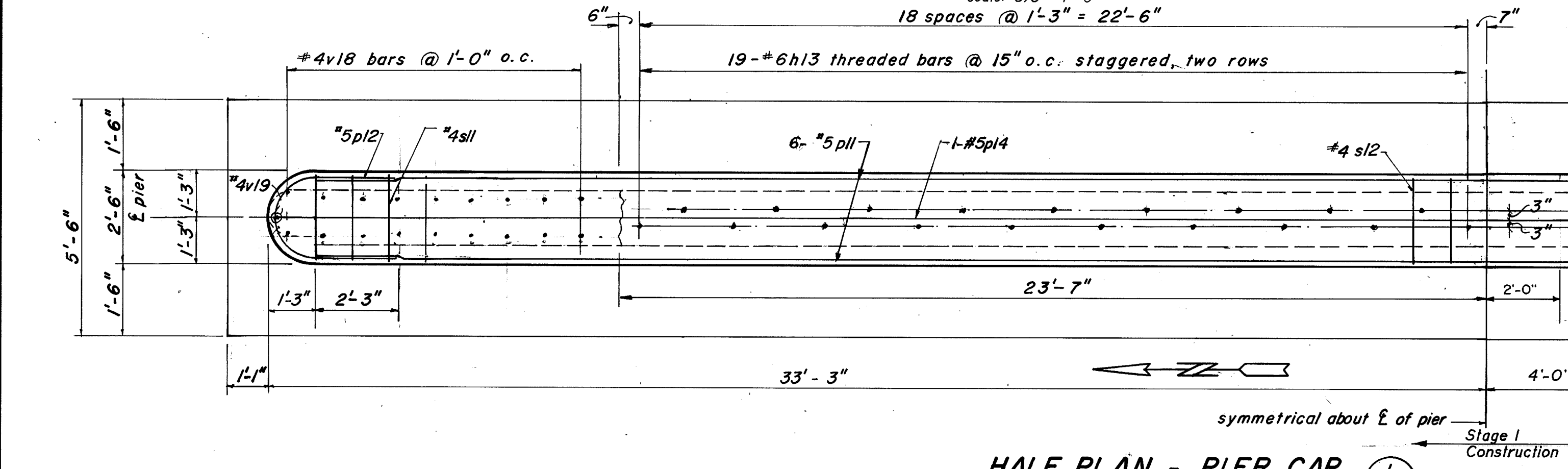
9-25-88	REVISED TO MEET CURRENT STANDARDS AND FOR CONSTRUCTION STAGING
---------	--

**GENEVA ROAD**  
**W. BRANCH OF DUPAGE RIVER**  
 DU PAGE CO. IL.

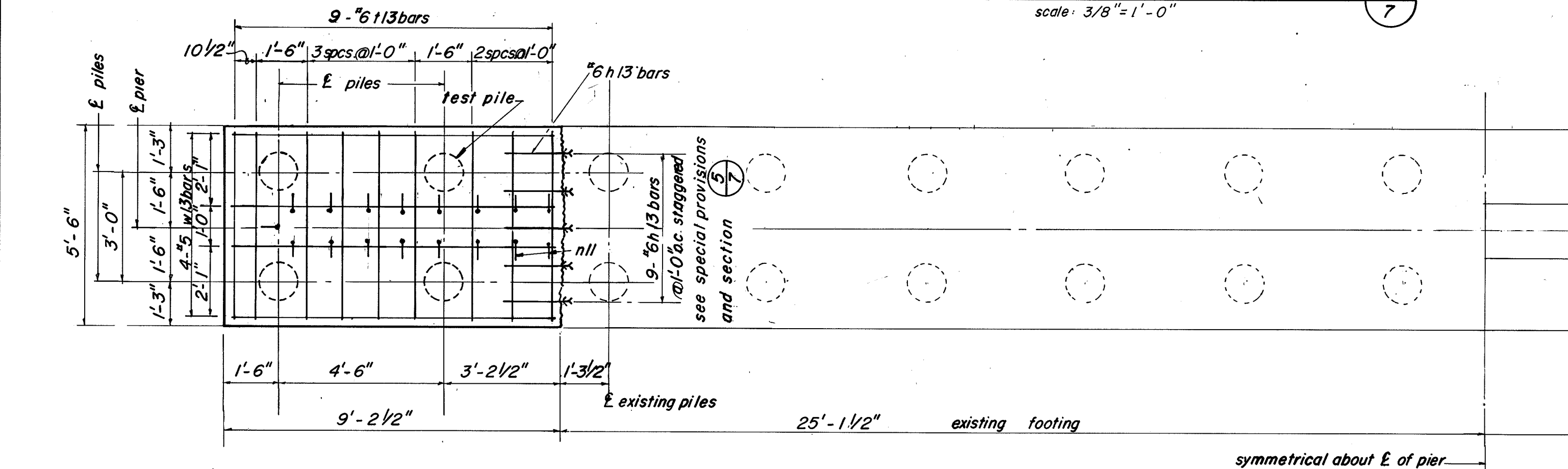




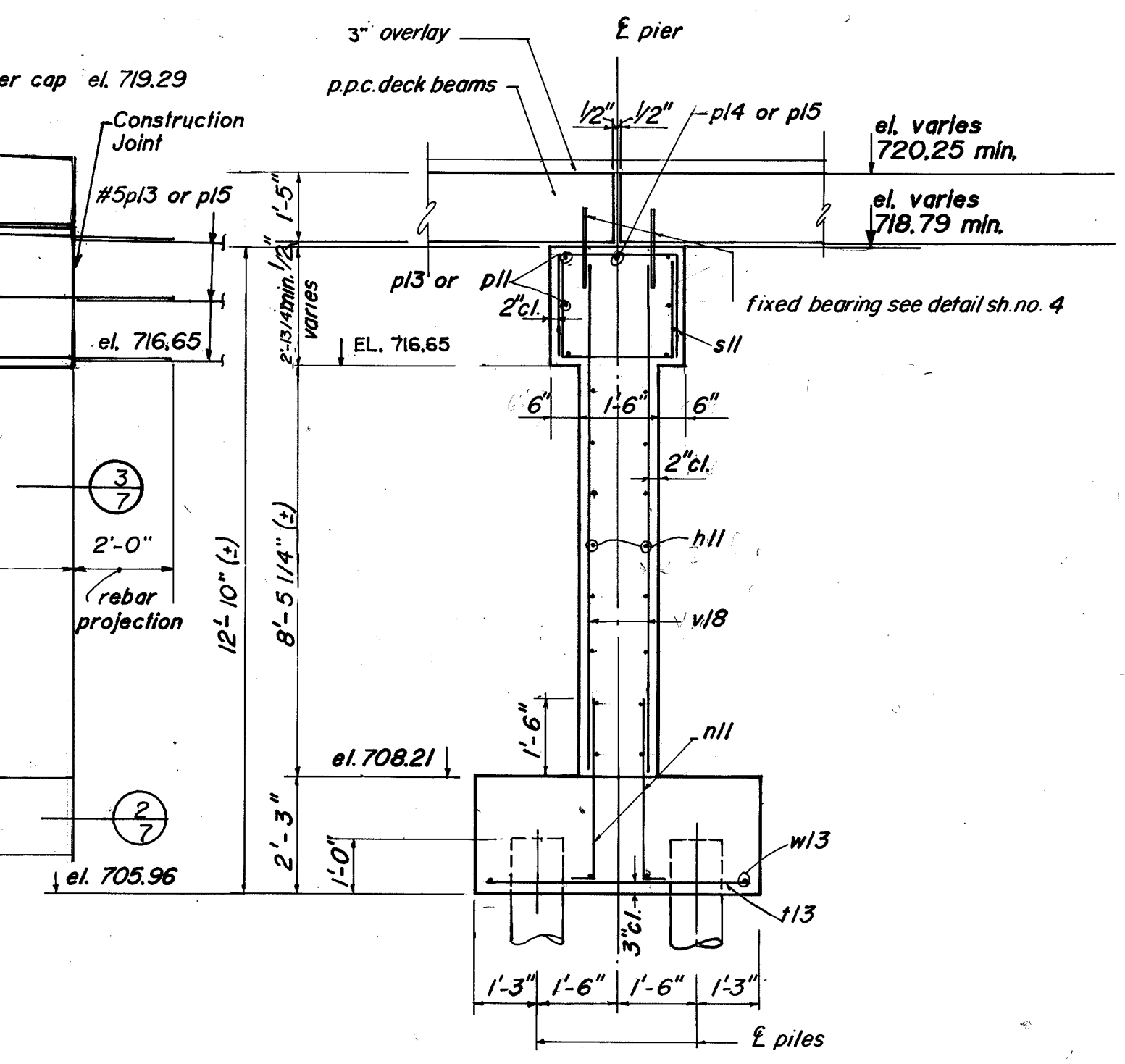
**HALF ELEVATION**  
scale: 3/8" = 1'-0"



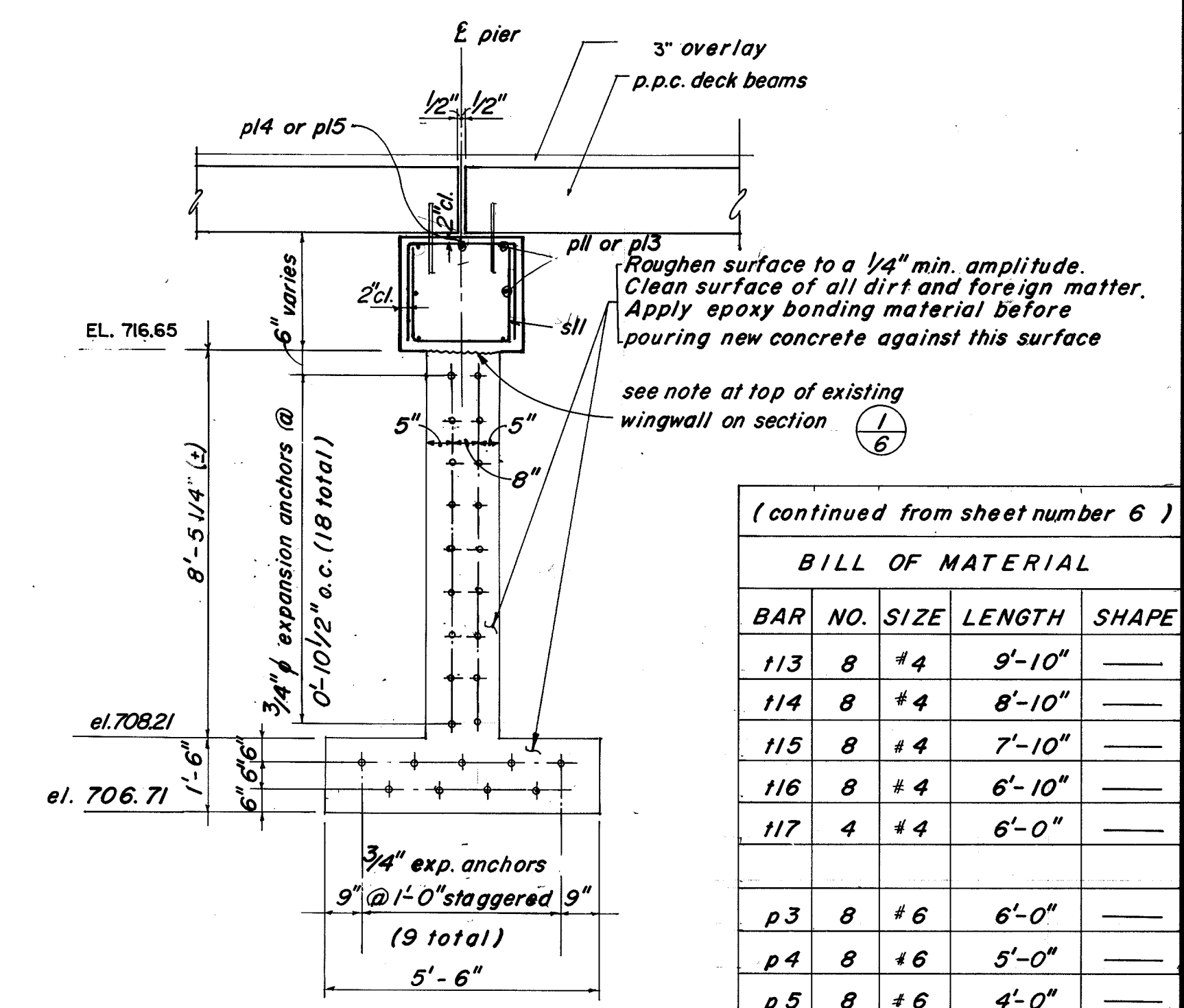
**HALF PLAN - PIER CAP**  
scale: 3/8" = 1'-0"



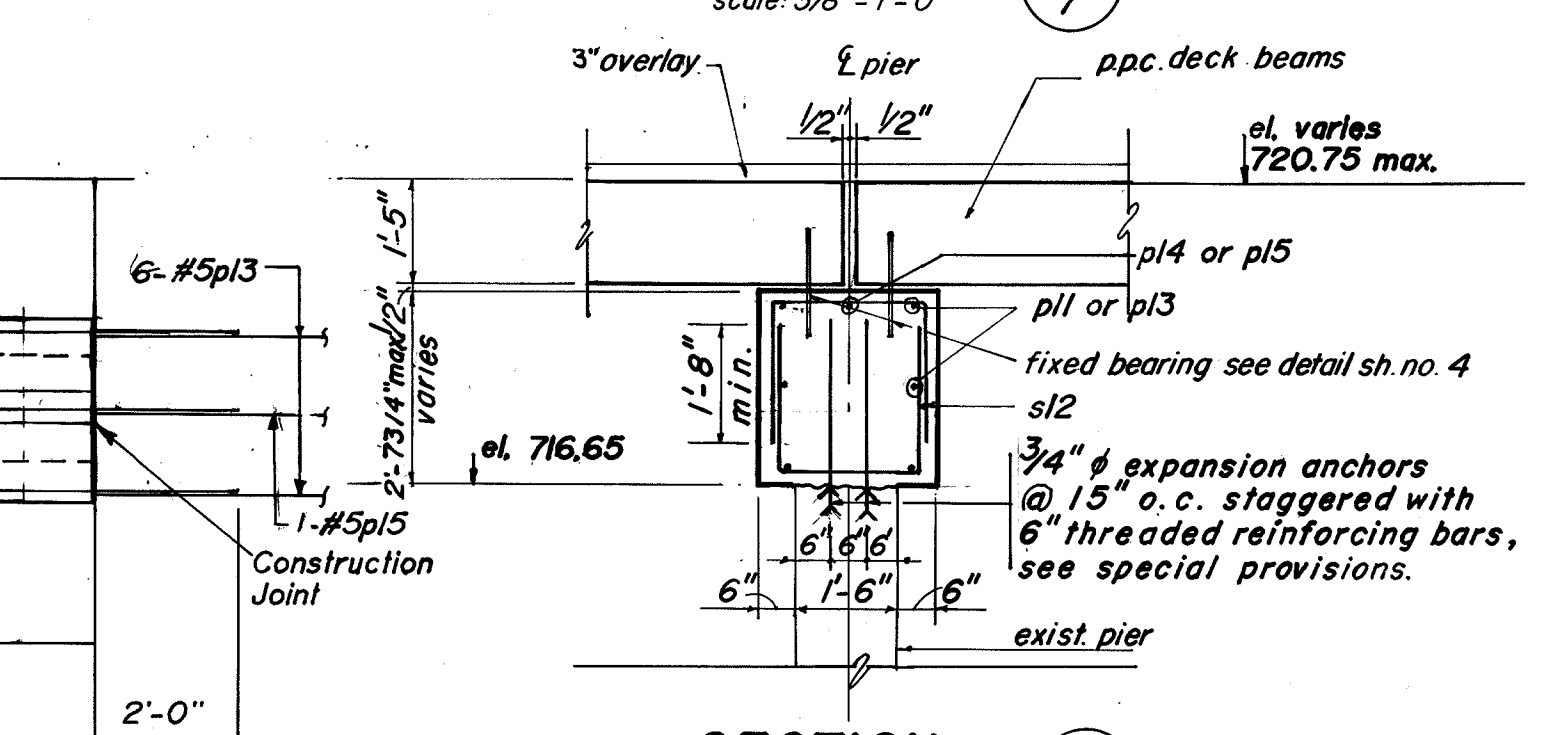
**HALF PLAN - FOOTING**  
scale: 3/8" = 1'-0"



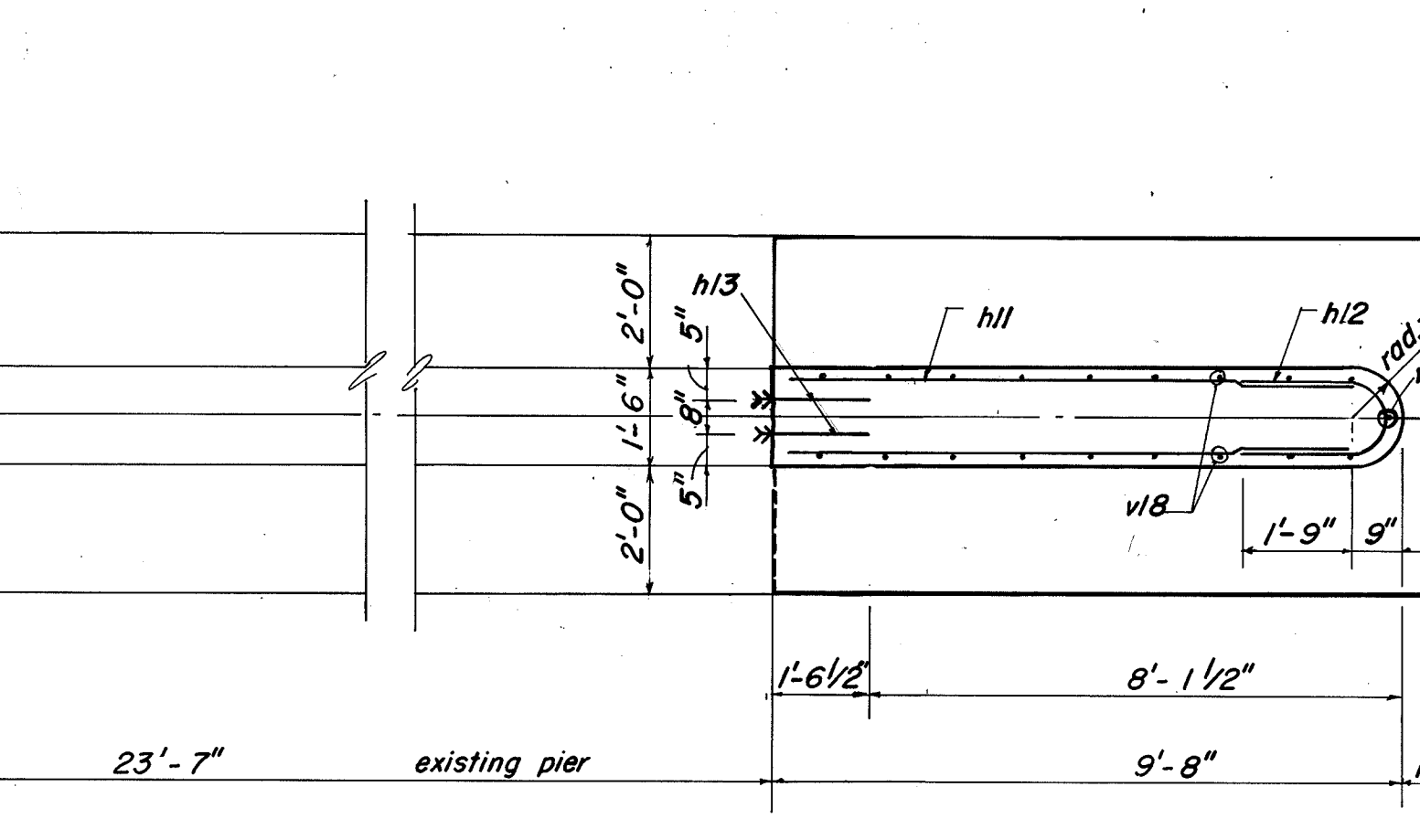
**SECTION 4**  
scale: 3/8" = 1'-0"



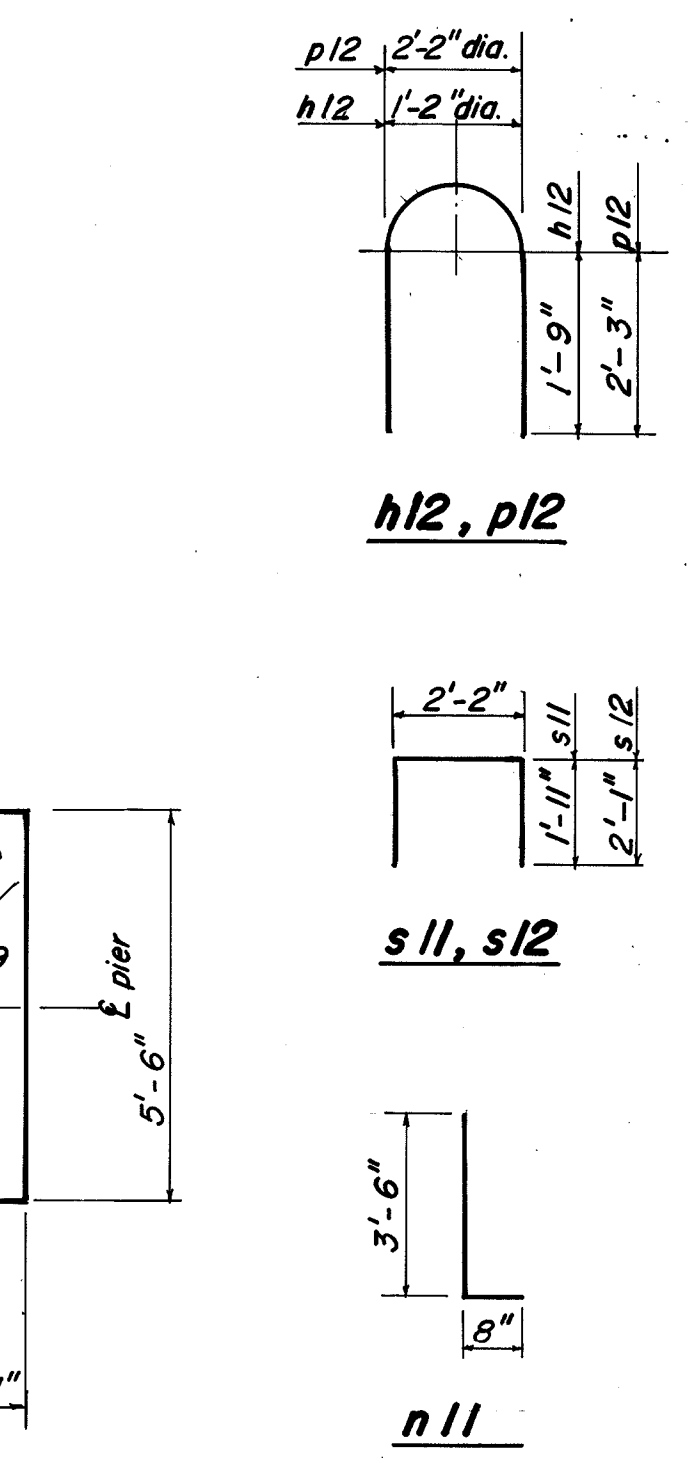
**SECTION 5**  
scale: 3/8" = 1'-0"



**SECTION 6**  
scale: 3/8" = 1'-0"



**HALF PLAN - PIER**  
scale: 3/8" = 1'-0"



**BAR DETAILS**

(continued from sheet number 6)  
**BILL OF MATERIAL**

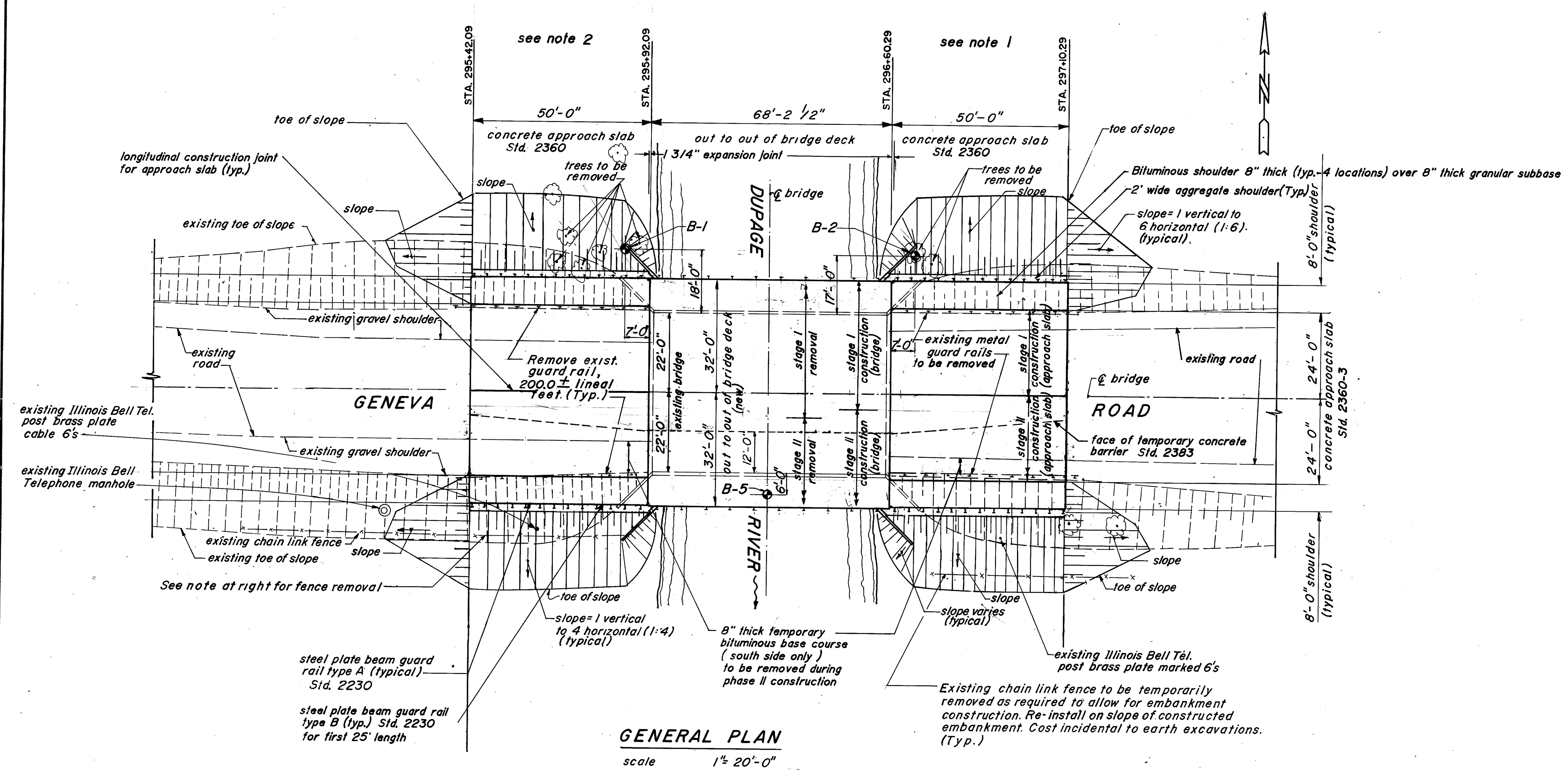
BAR NO.	SIZE	LENGTH	SHAPE
h13	#4	9'-10"	—
h14	#4	8'-10"	—
h15	#4	7'-10"	—
h16	#4	6'-10"	—
h17	#4	6'-0"	—
p3	#6	6'-0"	—
p4	#6	5'-0"	—
p5	#6	4'-0"	—
p6	#6	2'-3"	—
w13	#6	14'-10"	—
w14	#5	9'-4"	—
w15	#6	9'-4"	—

**BILL OF MATERIALS**

BAR	NO.	SIZE	LENGTH	SHAPE
h11	32	#4	8'-10"	—
h12	16	#4	5'-4"	C
h13	92	#6	1'-6"	threaded #4
n11	34	#4	4'-2"	—
p11	6	#5	38'-0"	—
p12	6	#5	7'-11"	C
p13	6	#5	28'-0"	—
s11	64	#4	6'-0"	□
s12	65	#4	6'-4"	□
p14	1	#5	39'-1"	—
h13	18	#6	5'-2"	—
p15	1	#5	29'-1"	—
v18	36	#4	9'-6"	—
v19	2	#4	9'-8"	—
w13	8	#5	8'-10"	—
class X concrete	cu. yd.		32.6	
reinforcement	lbs.		2075	
3/4" expansion anchors	each		92	

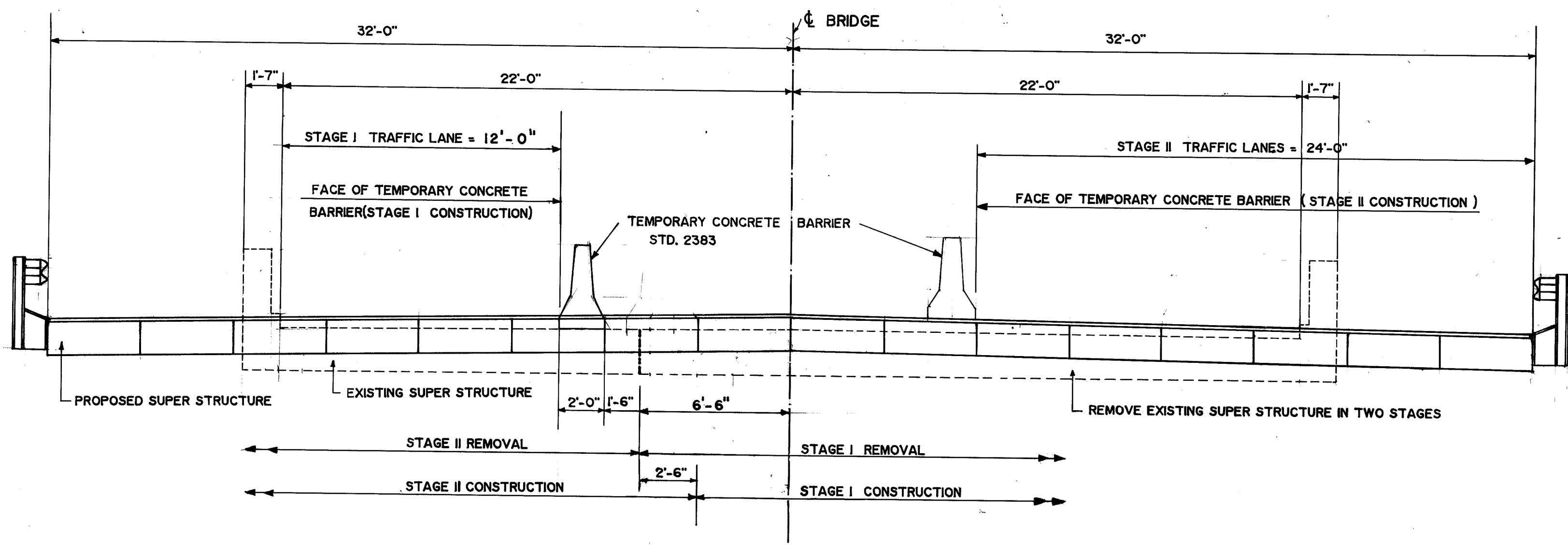
3-1/2

COUNTY HI-WAY	FISCAL YEAR	TOTAL SHEET	SHEET NO.
21	1991	10	8
SEC. 88-00265-00-BR			DU PAGE CO.



**GENERAL PLAN**  
scale 1" = 20'-0"

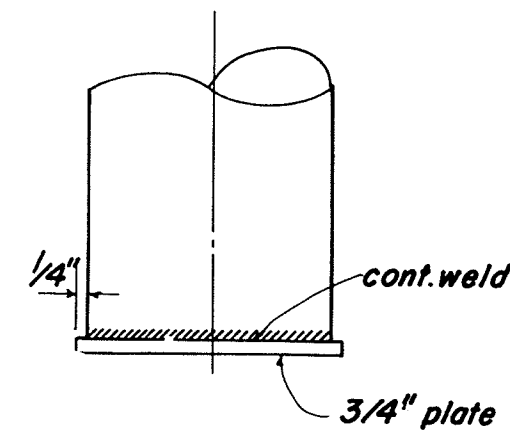
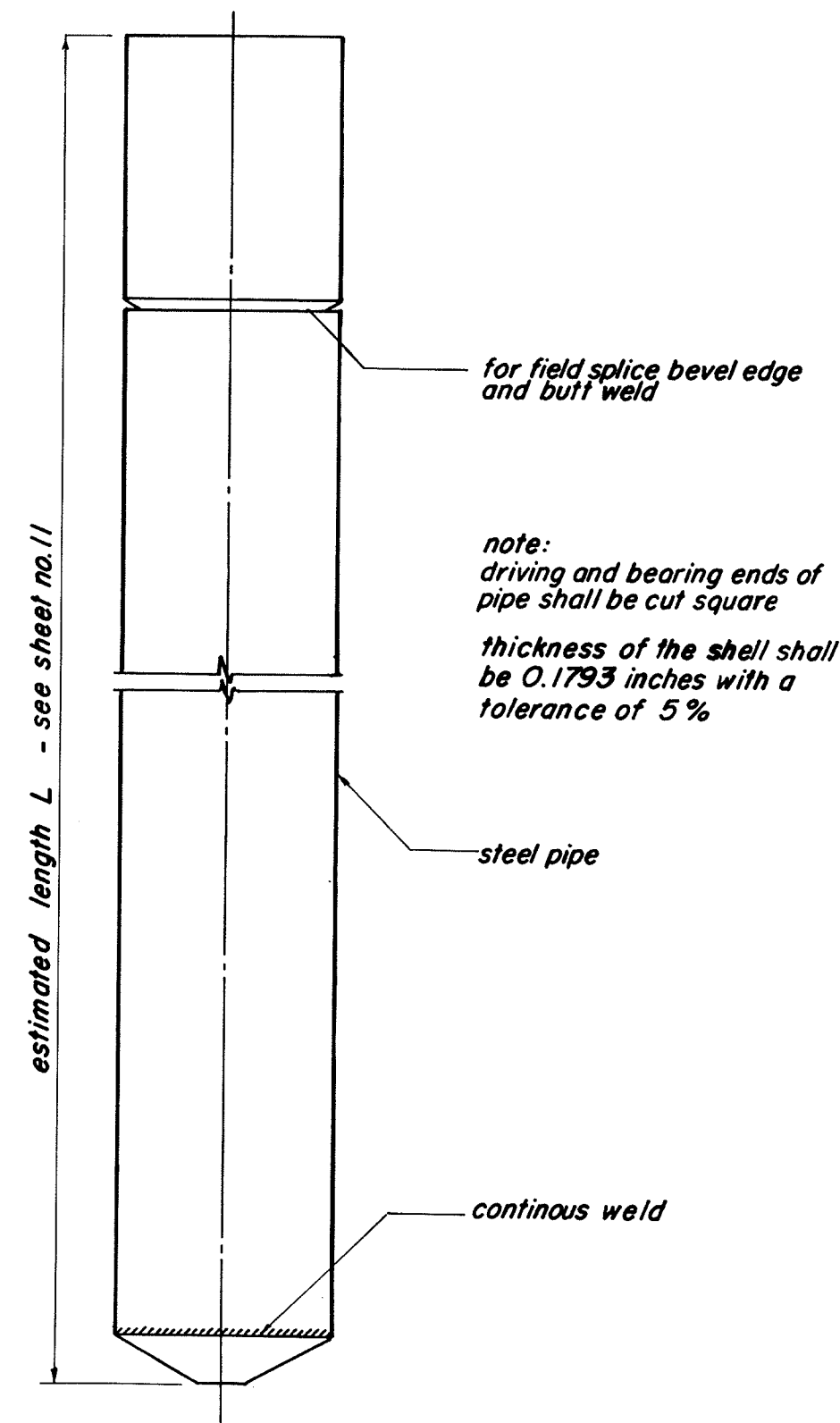
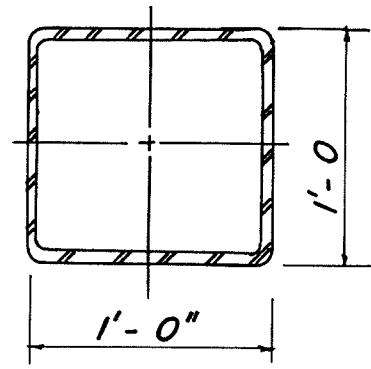
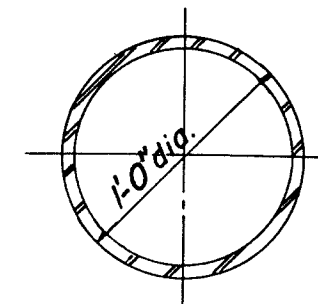
- NOTES:**
1. Warp approach slab between sta. 296+60.29 and sta. 297+10.29. The bridge cross section slope is 3/16" per foot at sta. 296+60.29 and road cross section slope at sta. 297+10.29 is 1/4" per foot.
  2. Warp approach slab between sta. 295+92.09 and sta. 295+42.09. The bridge cross section slope is 3/16" per foot at sta. 295+92.09 and road cross section slope at sta. 295+42.09 is 1/4" per foot.



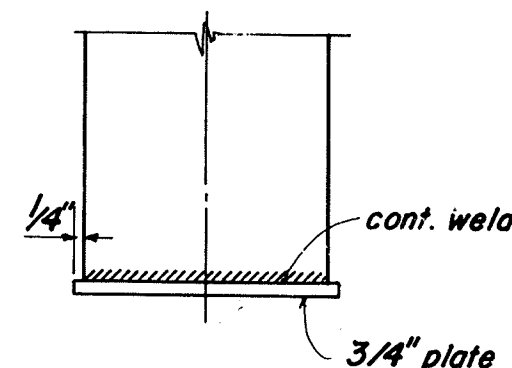
**CROSS SECTION AT PIER-LOOKING WEST**  
SCALE 1/4" = 1'-0"  
**DETAILS OF STAGE CONSTRUCTION**

APPROVAL	NO	DATE	DESCRIPTION
R E V I S I O N S			

REVISIONS	DRAWN BY
	EY
APPROVAL	

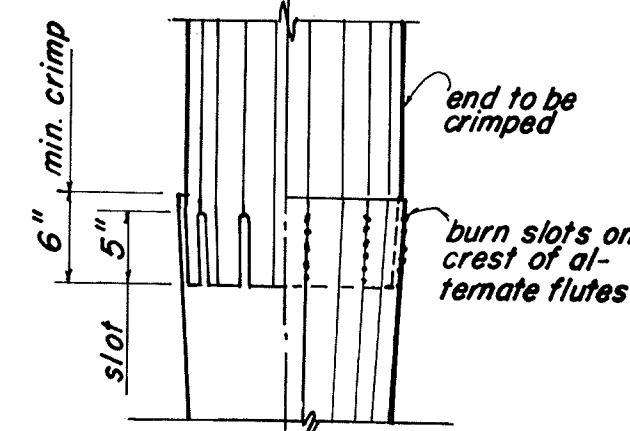
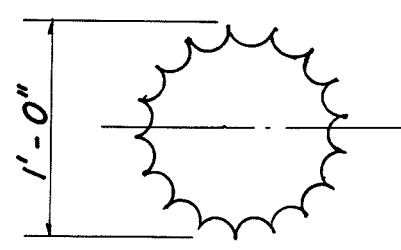


OPTIONAL FLAT END



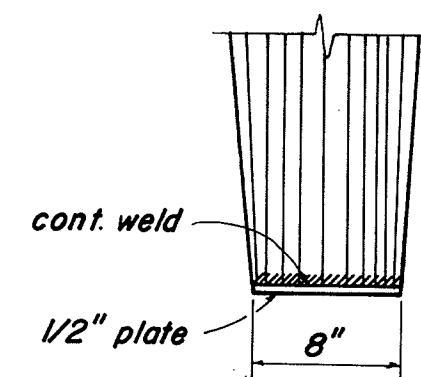
OPTIONAL FLAT END

DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



FIELD CRIMP DETAIL

note: 6" crimp shall either be supplied on the cylindrical section or made in the field as detailed.



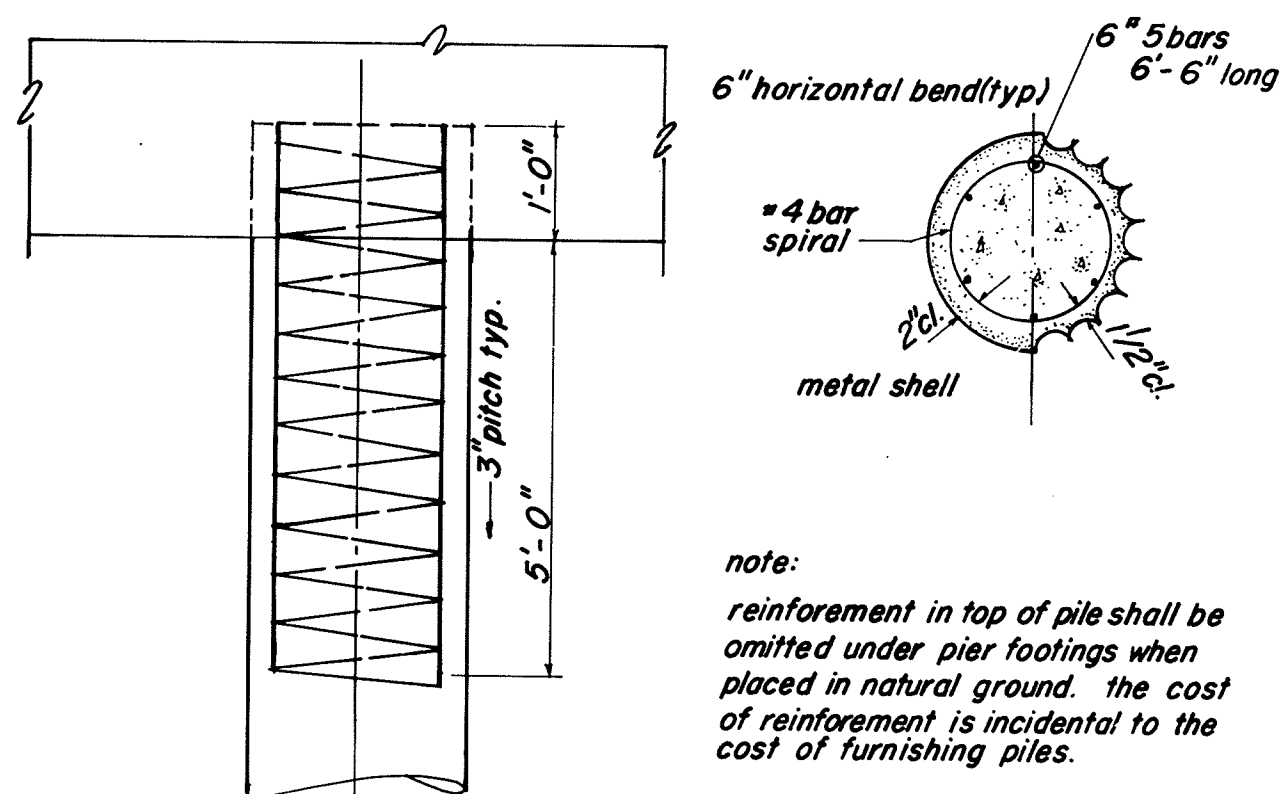
OPTIONAL FLAT END

note: the thickness of the shell shall be 0.1495 inches with a tolerance of 5%. the shell shall be in accordance with article 710.05(a) of the Standard Specification except that min. yield strength for the steel after cold working shall be 50,000psi.

ALLOWABLE TAPER SECTIONS

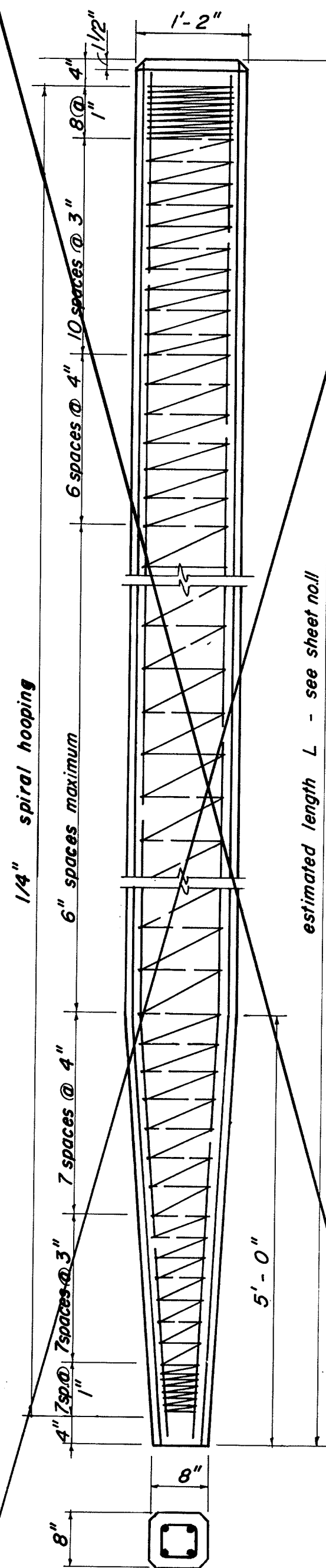
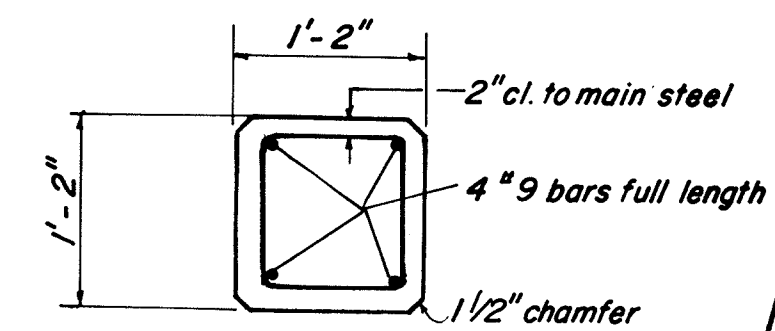
- 10' length taper 1" in 2'-6"
- 17' length taper 1" in 4'-0"
- 25' length taper 1" in 7'-0"

DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES



note: reinforcement in top of pile shall be omitted under pier footings when placed in natural ground. the cost of reinforcement is incidental to the cost of furnishing piles.

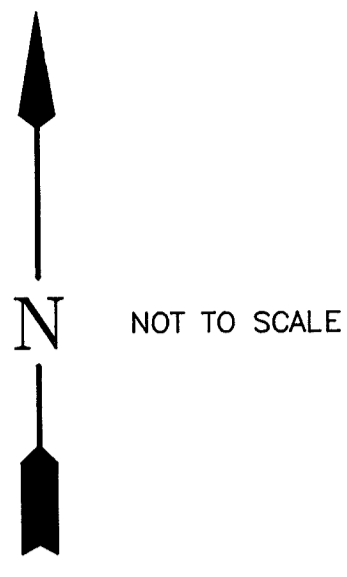
DETAIL OF REINFORCEMENT FOR METAL SHELLS



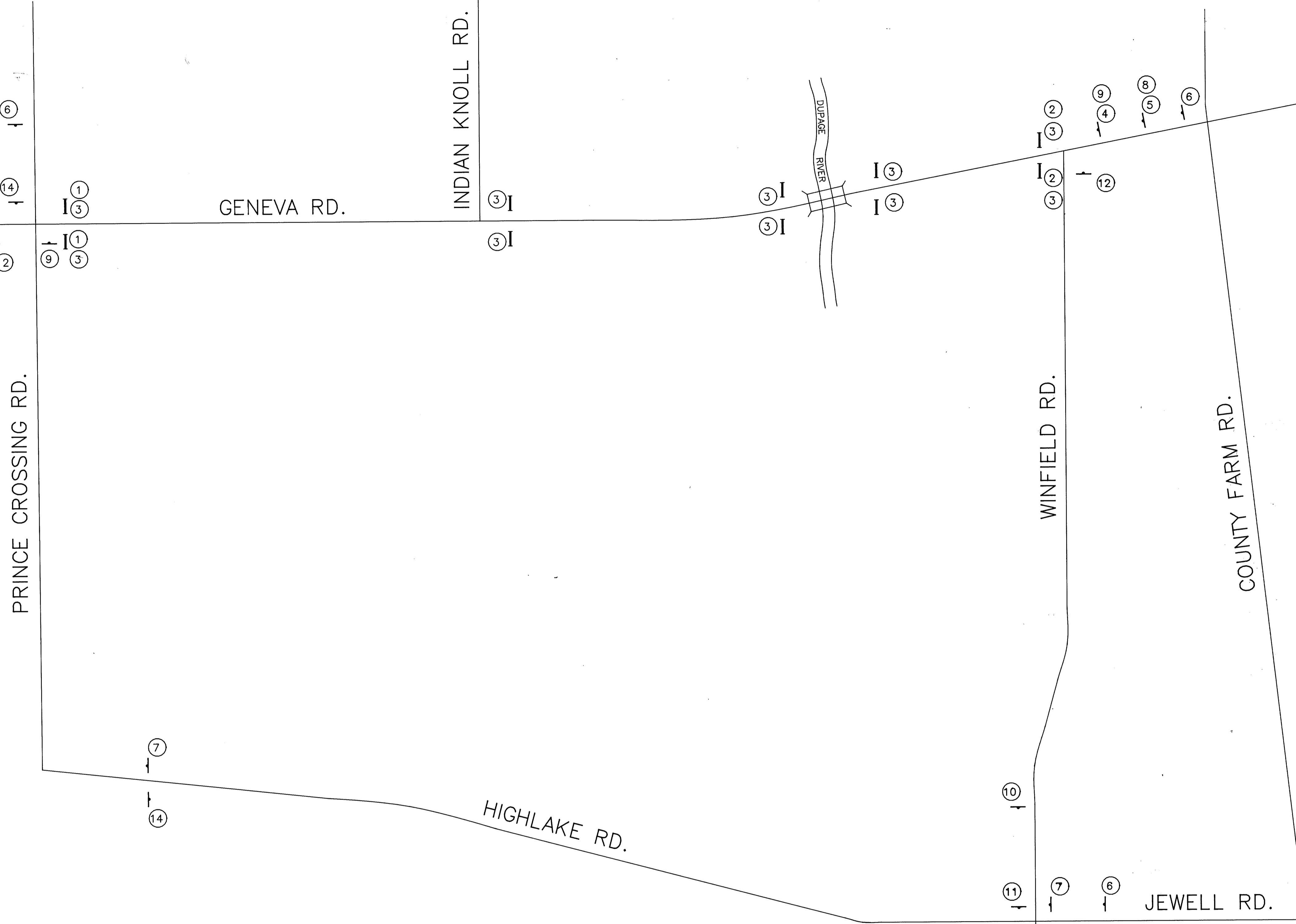
DETAIL OF PRECAST CONCRETE PILES

handling: for pile length up to 45' use two slings placed at a distance of 0.21L from each end. for piles longer than 45' place an additional sling at mid point of pile.





IL. RTE. 59

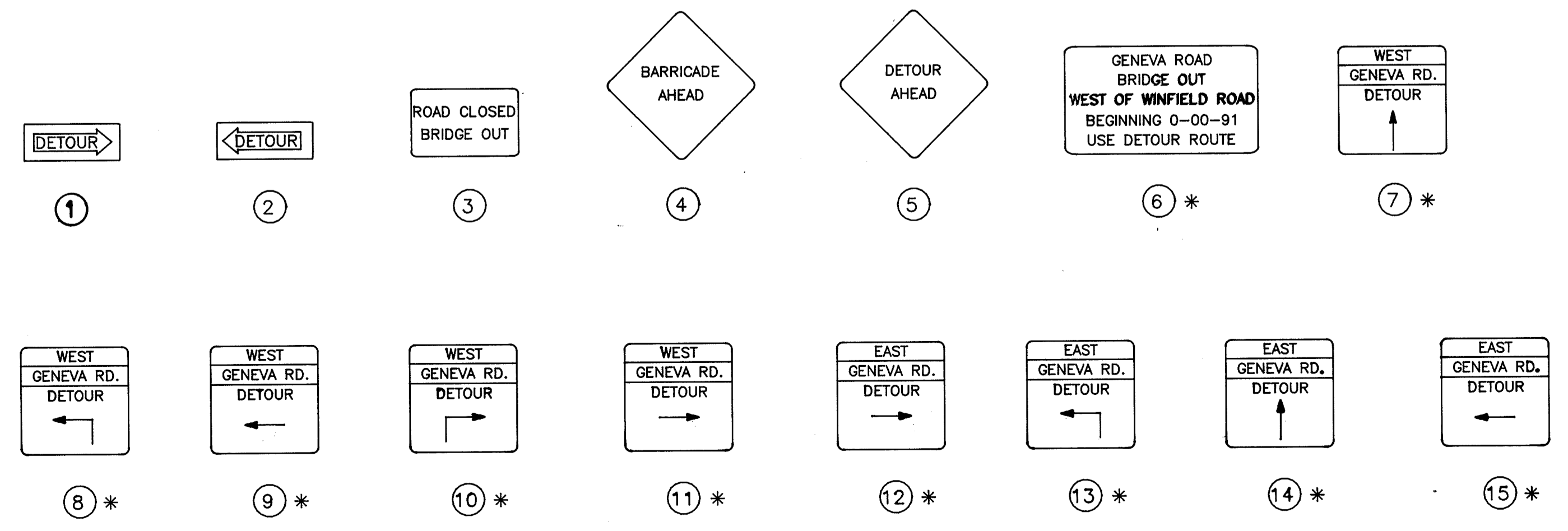


**NOTES**

- THIS ITEM SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 848; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND THE APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
- THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 2298 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THIS WORK WILL BE PAID FOR BY THE CONTRACTOR.
- TYPE I OR TYPE II BARRICADES WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE BARRICADES SHALL BE 100' CENTER TO CENTER.  
ANY DROP OFF GREATER THAN THREE INCHES BUT LESS THAN SIX INCHES, WITHIN EIGHT FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES EQUIPPED WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 100-FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT FEET OF THE PAVEMENT EDGE EXCEEDS SIX INCHES, THE BARRICADES MENTIONED ABOVE SHALL BE PLACED AT 50-FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 2298.
- TYPE I OR TYPE II BARRICADES WITH TWO WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS, ON EQUIPMENT WITHIN THE RIGHT OF WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE NOTED AS GUIDES IN IMPLEMENTING THE TRAFFIC CONTROL FOR THIS PROJECT:  
2298 BARRICADES  
2299 BARRICADES  
2300 FLAGGER SIGN
- GENEVA ROAD WILL BE CLOSED TO THROUGH TRAFFIC AT ALL TIMES BETWEEN PRINCE CROSSING ROAD AND THE DUPAGE RIVER; AND CLOSED TO ALL TRAFFIC BETWEEN THE DUPAGE RIVER AND WINFIELD ROAD.

**SYMBOLS**

- ① SIGN DESCRIPTION
- SIGN ON PERMANENT SUPPORT (MONODIRECTIONAL WARNING LIGHTS AND ORANGE FLAG ATTACHED)
- I TYPE III BARRICADE (TWO FLASHING LIGHTS ATTACHED)
- † TYPE I OR II BARRICADES • 25' C-C WITH MONO-DIRECTIONAL STEADY BURN LIGHTS



\* - DONE BY OTHERS

SECTION A ROADWAY PLANS  
INDEX OF SHEETS

- SHEET 1 COVER SHEET
- SHEET 2 GENERAL NOTES
- SHEET 3 ALIGNMENT, TIES AND BENCHMARKS
- SHEET 4-6 TYPICAL SECTIONS
- SHEET 7 TRAFFIC CONTROL AND CONSTRUCTION STAGING
- SHEET 8-16 PLAN AND PROFILE
- SHEET 16A SIDE ROAD PROFILES
- SHEET 17-19 PAVEMENT MARKING
- SHEET 20 SCHEDULES
- SHEET 21-22 CONSTRUCTION DETAILS
- SHEET 23-60 CROSS SECTIONS

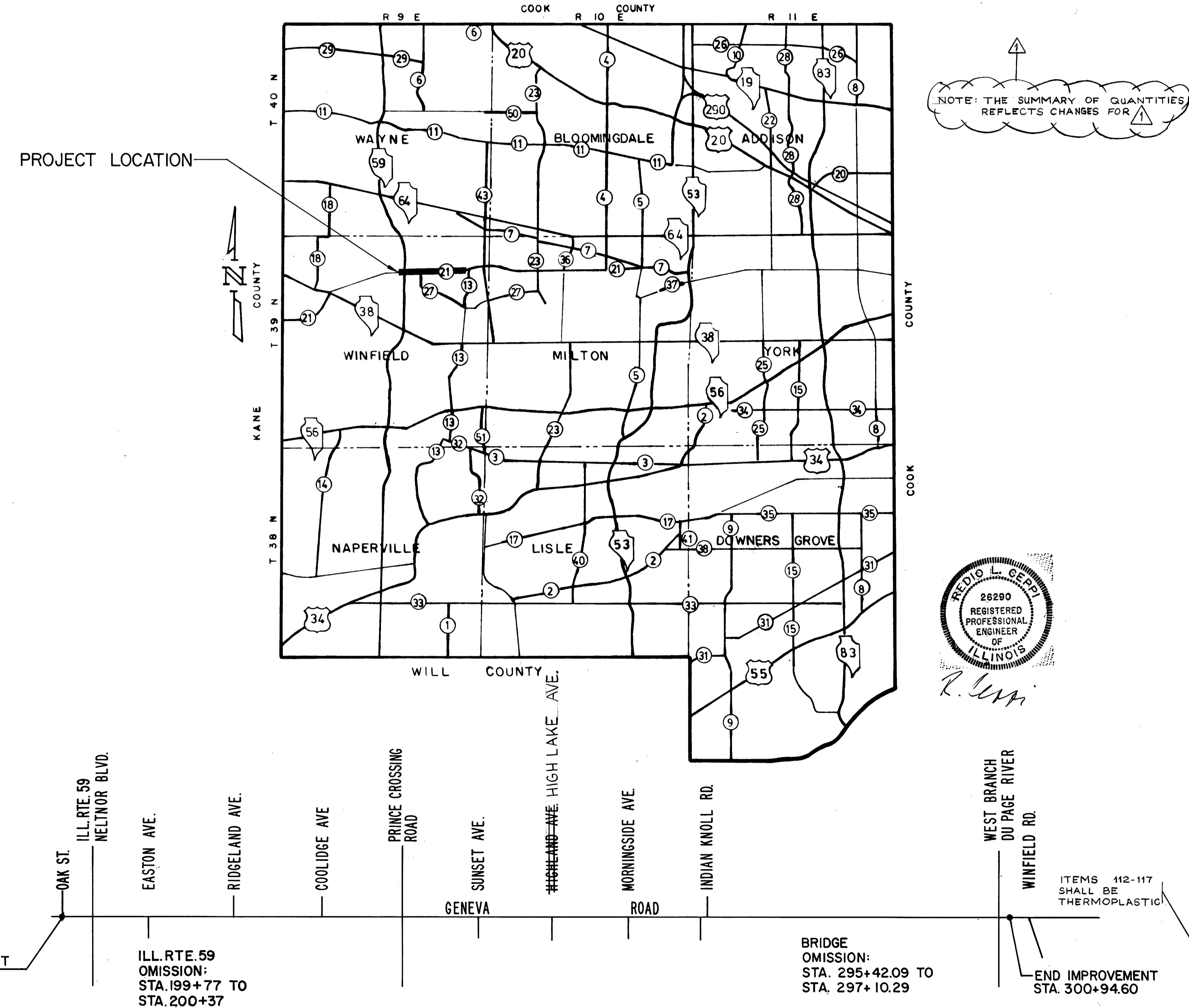
# DU PAGE COUNTY HIGHWAY DEPARTMENT

PLANS, PROFILES, AND DETAILS OF PROPOSED

## COUNTY HIGHWAY 21 SECTION 88-00265-00-FP

- I.D.O.T. STANDARDS**
- 1514 CATCH BASINS, TYPE A AND B
  - 1527 MANHOLE, TYPE A
  - 1538 CATCH BASIN, TYPE C
  - 1683 INLET, TYPE A
  - 1686 SYMBOLS AND ABBREVIATIONS
  - 1886 CATCH BASIN, TYPE D
  - 2051 REINFORCED CONCRETE HEADWALLS FOR 15" - 18" - 24" - 30" - 36" DIAMETER PIPE CULVERTS SKEWED WITH ROADWAY
  - 2130 CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
  - 2212 OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24
  - 2213 FRAME AND LIDS, TYPE 1
  - 2217 GRATE, TYPE B
  - 2230 STEEL PLATE BEAM GUARDRAIL
  - 2262 REINFORCED CONCRETE PIPE ELBOW AND PRECAST REINFORCED CONCRETE FLARED END SECTION
  - 2298 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
  - 2299 DESIGN OF TRAFFIC CONTROL DEVICES
  - 2300 FLAGMAN TRAFFIC CONTROL SIGN
  - 2304 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TWO-LANE, TWO-WAY, RURAL, NIGHT
  - 2305 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES RURAL, MOVING OPERATION, DAY
  - 2308 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES RURAL, DAY OR NIGHT, MOVING OPERATION
  - 2311 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TWO-LANE, TWO-WAY, RURAL, WIDENING, DAY OR NIGHT
  - 2315 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, DAY
  - 2336 TRAFFIC BARRIER TERMINAL, TYPE 1 AND 1A
  - 2337 TRAFFIC BARRIER TERMINAL, TYPE 2
  - 2354 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
  - 2356 SIDEWALK RAMPS FOR THE HANDICAPPED
  - 2362 CONCRETE HEADWALL FOR PIPE DRAINS
  - 2364 GRATING FOR CONCRETE FLARED END SECTION (24", 30" & 36" PIPE)
  - 2381 TEMPORARY EROSION CONTROL SYSTEMS
  - 2396 TYPICAL PAVEMENT MARKING MARKINGS
  - 2423 FRAMES AND GRATES, TYPE 23
  - 2240 FLUSH INLET BOX FOR MEDIAN

- DUPAGE CO. STANDARD**
- SAG FRAME AND LID



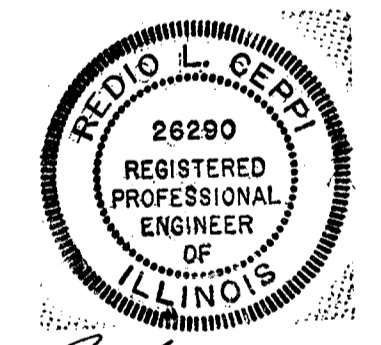
LENGTH OF IMPROVEMENT - 10,225 L.F.  
1.94 MILES

PLANS PREPARED BY CONSOER, TOWNSEND & ASSOCIATES, INC.  
FOR THE DUPAGE COUNTY DIVISION OF TRANSPORTATION  
KARL D. FRY, P.E. SUPERINTENDENT OF HIGHWAYS

GENEVA ROAD SECTION 88-00265-00-FP(PART I)

ITEM NO.	SUMMARY OF QUANTITIES ITEM	QUANTITY	UNITS
1	TREE REMOVAL (6 TO 15 INCH DIAMETER)	1467	IN DIA
2	TREE REMOVAL (OVER 15 INCH DIAMETER)	1788	IN DIA
3	TREE REMOVAL, ACRES	4.3	ACRE
4	EARTH EXCAVATION	31777	C.Y.
5	REGRADE EXISTING DITCH	1	L.SUM
6	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	2087	C.Y.
7	POROUS GRANULAR EMBANKMENT, SPECIAL	2087	C.Y.
8	TRENCH BACKFILL	313.0	2766 C.Y.
9	SUB-BASE GRANULAR MATERIAL, TYPE B	21071	TON
10	AGGREGATE SHOULDERS, TYPE B 8"	2805	TON
11	TEMPORARY STONE	8000	TON
12	TOP SOIL PLACEMENT 4"	23752	S.Y.
13	BITUMINOUS SHOULDERS, 6"	5039	TON
14	AGGREGATE BASE COURSE, TYPE B	715	TON
15	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 9"	85	S.Y.
16	BITUMINOUS BASE COURSE	37823	TON
17	PROTECTIVE COAT	862.5	5169 S.Y.
18	BITUMINOUS MATERIALS (PRIME COAT)	8889	GALLON
19	AGGREGATE (PRIME COAT)	170	TON
20	BITUMINOUS CONCRETE BINDER COURSE	8528	TON
21	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS 1, TYPE 2	5425	TON
22	BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL	283	S.Y.
23	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 7"	1000	S.Y.
24	CONCRETE HEADWALL FOR PIPE DRAINS	8	EA.
25	H-PILE RETAINING WALL	11113	7919 S.F.
26	PIPE CULVERTS, TYPE 1, 15"	448	L.F.
27	PIPE CULVERTS, TYPE 1 RCCP 15"	73	L.F.
28	PIPE CULVERTS, TYPE 1 RCCP 18"	40	L.F.
29	PIPE CULVERTS, TYPE 1 RCCP 30"	123	L.F.
30	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL CULVERT PIPE 12"	50	L.F.
31	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL CULVERT PIPE 24"	4	L.F.
32	PIPE CULVERTS, TYPE 2 RCCP 15"	20	L.F.
33	PIPE CULVERTS, TYPE 2 RCCP 18"	81	L.F.
34	PIPE CULVERTS, TYPE 2 RCCP 30"	100	L.F.
35	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	5	EA.
36	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	10	EA.
37	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	6	EA.
38	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	4	EA.
39	EQUIVALENT ROUND-SIZE 24"	1	EA.
40	STEEL END SECTIONS, 24"	2	EA.
41	PIPE DRAINS 6"	500	L.F.
42	STONE RIPRAP	54	S.Y.
43	STORM SEWERS, TYPE 1, REINFORCED CONCRETE PIPE, CLASS IV 12"	2,017	1479 L.F.
44	STORM SEWERS, TYPE 1, REINFORCED CONCRETE PIPE, CLASS IV 15"	703	489 L.F.
45	STORM SEWERS, TYPE 1, REINFORCED CONCRETE PIPE, CLASS IV 18"	460	340 L.F.
46	STORM SEWERS, TYPE 2, REINFORCED CONCRETE PIPE, CLASS III 12"	654	370 L.F.
47	STORM SEWERS, TYPE 2, REINFORCED CONCRETE PIPE, CLASS III 15"	24	140 L.F.
48	STORM SEWERS, TYPE 2, REINFORCED CONCRETE PIPE, CLASS III 18"	401	404 L.F.
49	STORM SEWERS, TYPE 2, REINFORCED CONCRETE PIPE, CLASS III 21"	1150	469 L.F.
50	STORM SEWERS, TYPE 2, REINFORCED CONCRETE PIPE, CLASS III 24"	489	L.F.
51	STORM SEWERS, TYPE 2, REINFORCED CONCRETE PIPE, CLASS III 30"	492	L.F.
52	STORM SEWERS, TYPE 3, REINFORCED CONCRETE PIPE, CLASS IV 18"	300	L.F.
53	STORM SEWERS, TYPE 3, REINFORCED CONCRETE PIPE, CLASS IV 21"	145	L.F.
54	STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 30 RISE 19"	8	L.F.
55	STORM SEWERS TO BE CLEANED 12"	150	L.F.
56	STORM SEWERS TO BE CLEANED 15"	60	L.F.
57	STORM SEWERS TO BE CLEANED 18"	340	L.F.
58	STORM SEWERS TO BE CLEANED 21"	192	L.F.
59	STORM SEWERS TO BE CLEANED 30"	85	L.F.
60	STORM SEWER AND CULVERT PIPE REMOVAL	1755	L.F.
61	PIPE UNDERDRAINS, FABRIC LINED TRENCH 6"	303	L.F.
62	CATCH BASINS, TYPE A, 4'-DIAMETER	12	EA.
63	CATCH BASINS, TYPE A, 5'-DIAMETER	5	EA.
64	CATCH BASINS, TYPE C	25	EA.
65	CATCH BASINS, TYPE D, 3'-DIAMETER	9	EA.
66	MANHOLES, TYPE A, 4'-DIAMETER	5	EA.
67	MANHOLES, TYPE A, 5'-DIAMETER	4	EA.
68	INLETS, TYPE A	16	EA.
69	TYPE 1 FRAME, CLOSED LID	8	EA.
70	TYPE 8 FRAME AND GRATE	9	EA.
71	TYPE 23 FRAME AND GRATE	57	EA.
72	SAG FRAME AND LID	3	EA.
73	CATCH BASIN TO BE ADJUSTED	1	EA.
74	CATCH BASIN TO BE RECONSTRUCTED	1	EA.
75	MANHOLES TO BE ADJUSTED	3	EA.
76	DRAINAGE STRUCTURES TO BE CLEANED	3	EA.
77	DRAINAGE STRUCTURES TO BE REMOVED	2	EA.
78	GRATING FOR CONCRETE FLARED END SECTION 15"	2	EA.
79	GRATING FOR CONCRETE FLARED END SECTION 18"	1	EA.
80	GRATING FOR CONCRETE FLARED END SECTION 30"	1	EA.
81	FILLING EXISTING CATCH BASINS	3	EA.
82	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	10020	L.F.
83	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	7011	L.F.
84	BITUMINOUS SURFACE REMOVAL 1 1/2"	1557	S.Y.
85	PAVEMENT REMOVAL DELETED	30420	S.Y.
86	DRIVEWAY PAVEMENT REMOVAL	222	S.Y.
87	COMBINATION CURB AND GUTTER REMOVAL	1557	L.F.
88	SIDEWALK REMOVAL	2815	S.F.
89	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	40000	6660 S.F.
90	STEEL PLATE BEAM GUARDRAIL, TYPE A	717	L.F.
91	TRAFFIC BARRIER TERMINAL, TYPE 1A	7	EA.
92	TRAFFIC BARRIER TERMINAL, TYPE 2	2	EA.
93	FENCE REMOVAL	4070	L.F.
94	SEEDING, CLASS 1	0.6	ACRE
95	SEEDING, SPECIAL	2.1	ACRE
96	NITROGEN FERTILIZER NUTRIENT	450	LBS.
97	PHOSPHORUS FERTILIZER NUTRIENT	270	LBS.
98	POTASSIUM FERTILIZER NUTRIENT	180	LBS.
99	HEAVY DUTY EXCELSIOR BLANKET	9954	S.Y.
100	HAY OR STRAW BALES	104	EACH
101	CRIMP STRAW MULCH - MULCH METHOD 3	0.6	TON
102	MULCH BARRIER	4895	L.F.
103	SELF-HEALING SILT FILTER FENCE	5995	L.F.
104	SODDING	11184	S.Y.
105	SUPPLEMENTAL WATERING	167	UNIT
106	DUST CONTROL WATERING	50	UNIT
107	ENGINEER'S FIELD OFFICE, TYPE A	12	CAL.MOS.
108	TEMPORARY PAINTED LINES, 4"	42908	L.F.
109	PAVEMENT MARKING REMOVAL	10727	L.F.
110	TRAFFIC CONTROL AND PROTECTION MOBILIZATION	1	L.SUM
111	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	401	S.F.
112	PAINT PAVEMENT MARKING - LINE 4"	24360	42970 L.F.
113	PAINT PAVEMENT MARKING - LINE 6"	2092	L.F.
114	PAINT PAVEMENT MARKING - LINE 8"	125	L.F.
115	PAINT PAVEMENT MARKING - LINE 12"	383	L.F.
116	PAINT PAVEMENT MARKING - LINE 24"	201	L.F.
117	CONSTRUCTION LAYOUT STAKES	1	L.SUM
118	PAVEMENT MARKING TAPE, TYPE III	30675	L.F.
119	TEST HOLES	20	EA.
120	RAISED REFLECTIVE PAVEMENT MARKER	1012	EA.
121	CHAIN LINK FENCE, 5'	1745	1045 L.F.
122	PAINT PAVEMENT MARKING - LINE 4"	18610	L.F.
123	STEEL PLATE BEAM GUARDRAIL REMOVAL	100	L.F.
124	PRC FL END SEC 2"	2	EA.
125	REINFORCED CONCRETE PIPE ELBOW, 21"	2	EA.
126	INLETS, TYPE B	2	EA.
127	FLUSH INLET BOX FOR MEDIAN (2240)	1	EA.
128	REINFORCED CONCRETE PIPE TEE 21"	1	EA.
129	STORM SEWERS, TYPE 1, REINFORCED CONCRETE PIPE, CLASS IV 21"	813	L.F.

NOTE: THE SUMMARY OF QUANTITIES REFLECTS CHANGES FOR



*R. Gerpe*

ITEMS 112-117 SHALL BE THERMOPLASTIC

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1992	60	2
SEC. 88-00265-00-FP			DU PAGE CO.

## GENERAL NOTES

NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.

MAIL BOXES SHALL BE RELOCATED AS DIRECTED BY THE LOCAL POSTAL AUTHORITY.

ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST; IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.

ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE, DRAINAGE STRUCTURES, WASTE ROADWAY EXCAVATION, AND SURPLUS MATERIAL FROM SEWER TRENCHES) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES, OBTAIN PERMISSION TO USE SUCH DUMP SITES, AND, UPON THE COMPLETION OF THE WORK SUBMIT RELEASES FROM THE OWNERS OF THESE DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO THE COST OF EARTH EXCAVATION.

### TRAFFIC SIGNALS

THE TRAFFIC SIGNALS AT ILLINOIS ROUTE 59 ARE TO BE RELOCATED IN ACCORDANCE WITH THE TRAFFIC SIGNAL PLANS.

### TREE REMOVAL, CLEARING, HEDGE REMOVAL

THE CONTRACTOR SHALL PROTECT ALL TREES ADJACENT TO THE CONSTRUCTION DURING THE CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS, IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS. ALL EXISTING TREES THAT CAN REASONABLY BE SAVED, SHALL BE SAVED. NO TREE, NOT EVEN THOSE NOTED TO BE REMOVED IN THE PLANS SHALL BE REMOVED UNLESS THE SPECIFIC APPROVAL OF THE ENGINEER HAS BEEN OBTAINED BY THE CONTRACTOR IN THE FIELD.

ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

ALL CLEARING, REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" DIAMETER WILL BE INCIDENTAL TO THE COST OF EARTH EXCAVATION.

### OVERHANGING LIMBS

OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY FEET (20') FROM THE FINISHED SURFACE OF THE ROADBED.

LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LICENSED TREE EXPERT AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

ALL CUTS OVER ONE INCH (1") IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER ONE INCH (1") IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

ALL LIMBS, BRANCHES AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO TREE REMOVAL.

### PROPOSED DRIVEWAYS

ALL DRIVEWAYS SHALL BE BITUMINOUS UNLESS NOTED WITH A "C" FOR CONCRETE.

### TOP SOIL

TOP SOIL SHALL BE PLACED TO A DEPTH OF 4".

THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOP SOIL.

TOP SOIL SHALL NOT BE STOCKPILED WITHIN THE R.O.W.

### ROADWAY EXCAVATION

ALL EXISTING CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES MARKED FOR REMOVAL ON THE PLANS OR DESIGNATED IN THE FIELD BY THE ENGINEER TO BE REMOVED, SHALL BE REMOVED AND ANY EXCAVATION SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE SPECIFICATIONS FOR FA-1 OR FA-2. THE COST OF ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICES FOR STORM SEWER OR PIPE CULVERT UNLESS PAID FOR AS A SPECIFIC ITEM.

ALL EXISTING GRANULAR, CONCRETE AND BITUMINOUS MATERIALS TO BE REMOVED AND NOT PAID AS A SPECIFIC ITEM, SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE UNIT PRICE FOR EARTH EXCAVATION. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING BITUMINOUS MATERIAL BY GRINDING OR EXCAVATING THE MATERIAL. IF THE BITUMINOUS MATERIAL IS REMOVED BY EXCAVATION, NO SUCH MATERIAL MAY BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. BITUMINOUS MATERIAL REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO BITUMINOUS MATERIAL SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.

THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENTS, NOT SCHEDULED TO BE REMOVED, WITH LOADED SCRAPERS.

ALL EMBANKMENTS AND SUB-GRADE SHALL BE THOROUGHLY DISCED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING SUB-BASE GRANULAR MATERIAL, TYPE B.

### STORM SEWERS, STRUCTURES, UTILITIES

THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE OR SHOULDER REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY TO THE VARIOUS DIAMETER PRECAST CONCRETE SECTIONS SO AS TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE, ELEVATION INDICATES RIM GRADES.

ALL STORM SEWERS AND CULVERTS SHALL BE REINFORCED CONCRETE PIPE UNLESS OTHERWISE NOTED.

STORM SEWER CONFLICTS WITH WATERMANS SHALL BE HANDLED ACCORDING TO SECTION 41-2.01 (B&C) OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATER MAINS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.

THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS; THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER OF THE UTILITY.

EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER, OR WATER MAIN.

THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER SHALL BE INCIDENTAL TO THE COST OF STORM SEWER BEING CONNECTED.

MANHOLES, WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN 6', SHALL BE CONSTRUCTED WITH FLAT TOPS.

ALL ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT, AT THE CONTRACTOR'S EXPENSE, OF ALL UNSUITABLE 24" ADJUSTING RINGS.

PIPE CONNECTIONS FOR THE EXTENSION OF EXISTING STORM SEWERS WILL REQUIRE CONCRETE COLLAR OR MISSION BAND AT JOINT UNLESS AN EXISTING BELL OR SPIGOT IS AVAILABLE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION AS REQUIRED)

ALL UTILITIES ARE TO BE RELOCATED BY OTHERS.

ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE SYSTEM OF THE STRUCTURE INVOLVED.

ALL MANHOLES AND INLETS SHALL HAVE POURED INVERTS. THE COST OF INVERTS SHALL BE INCLUDED IN THE COST OF THE STRUCTURE.

ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES AS DIRECTED BY THE ENGINEER; THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

SEWER OR CULVERT TRENCHES CROSSING TRAFFIC LANES SHALL BE PATCHED WITH 4" BITUMINOUS PATCH; THE COST OF THE BITUMINOUS PATCH WILL BE INCIDENTAL TO THE COST OF THE SEWER OR CULVERT, WHICH PRICE SHALL INCLUDE THE COST OF MAINTAINING THE PATCH TO THE SATISFACTION OF THE ENGINEER.

### BITUMINOUS CONCRETE AND BITUMINOUS BASE COURSE

BITUMINOUS CONCRETE SURFACE COURSE CLASS 1 SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOP SOIL PLACEMENT, AGGREGATE BASE COURSE, AND BITUMINOUS CONCRETE BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

SAW CUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT SIDE ROADS AS SHOWN ON THE PLANS; THE COST SHALL BE INCIDENTAL TO THE COST OF BITUMINOUS CONCRETE SURFACE COURSE CLASS 1.

THE MAXIMUM COMPACTED THICKNESS OF ANY LIFT OF BINDER OR SURFACE COURSE CLASS 1 SHALL BE 2 1/2" .

THE MAXIMUM COMPACTED THICKNESS OF A LIFT OF BASE COURSE WILL BE 4" , UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

THE UNIT PRICE FOR BITUMINOUS BASE COURSE USED TO CONSTRUCT TEMPORARY PAVEMENT OR ACCESS ROADS SHALL INCLUDE ALL LABOR AND MATERIAL REQUIRED TO PLACE, REMOVE, AND DISPOSE OF THE TEMPORARY PAVEMENT OR ACCESS ROAD.

### TRENCH BACKFILL

WHERE TRENCH BACKFILL MATERIAL IS REQUIRED THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 603.08 OF THE STANDARD SPECIFICATIONS USING METHOD 1.

### EROSION CONTROL

ALL EROSION CONTROL MEASURES SHALL BE PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THESE PLANS AND AS STATED IN THE SPECIAL PROVISIONS.

EROSION CONTROL SYSTEMS SHALL BE IN PLACE PRIOR TO EXPOSING ANY EROSION CONTROL MATERIAL.

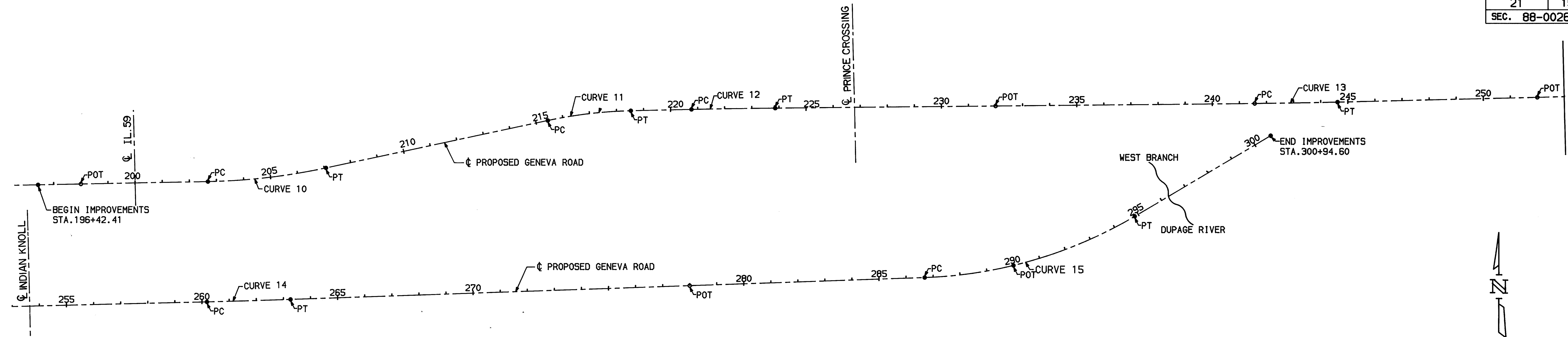
AN EROSION CONTROL PLAN FOR THE WEST BRANCH OF THE DUPAGE RIVER SHALL BE PREPARED, APPROVED, AND IMPLEMENTED AS STATED IN THE SPECIAL PROVISIONS.

DU PAGE COUNTY HIGHWAY DEPARTMENT

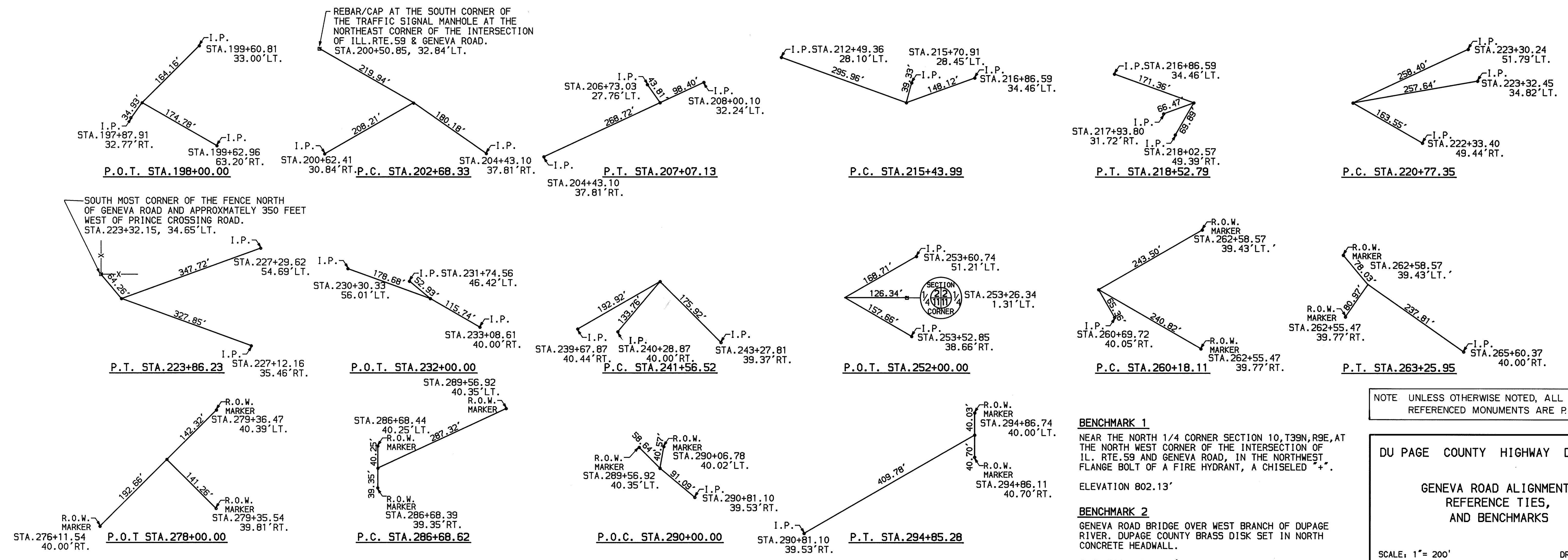
GENEVA ROAD  
GENERAL NOTES

SCALE: NONE  
DATE: AUGUST 1989

DRAWN BY: L.R.L.  
CHECKED BY: T.A.A.



CURVE 10	CURVE 11	CURVE 12	CURVE 13	CURVE 14	CURVE 15
P.I. STA. 204+88.40	P.I. STA. 216+98.84	P.I. STA. 222+31.79	P.I. STA. 243+09.25	P.I. STA. 261+72.03	P.I. STA. 290+85.51
$\Delta = 10^{\circ}-58'-12.06''$	$\Delta = 10^{\circ}-48'-28.95''$	$\Delta = 0^{\circ}-42'-37.59''$	$\Delta = 0^{\circ}-49'-29.16''$	$\Delta = 0^{\circ}-36'-56.40''$	$\Delta = 28^{\circ}-35'-0.00''$
D = 2'-30'-0.00"	D = 3'-30'-0.00"	D = 0'-13'-48.00"	D = 0'-16'-12.00"	D = 0'-12'-0.00"	D = 3'-30'-0.00"
R = 2291.83'	R = 1637.02'	R = 24911.21'	R = 21220.66'	R = 28647.89'	R = 1637.02'
T = 220.07'	T = 154.86'	T = 154.45'	T = 152.74'	T = 153.92'	T = 417.02'
L = 438.80'	L = 308.80'	L = 308.89'	L = 305.47'	L = 307.83'	L = 816.67'
E = 10.54'	E = 7.31'	E = 0.48'	E = 0.55'	E = 0.41'	E = 52.28'
P.C. STA. 202+68.32	P.C. STA. 215+43.98	P.C. STA. 220+77.34	P.C. STA. 241+56.51	P.C. STA. 260+18.11	P.C. STA. 286+68.49
P.T. STA. 207+07.13	P.T. STA. 218+52.78	P.T. STA. 223+86.23	P.T. STA. 244+61.98	P.T. STA. 263+25.94	P.T. STA. 294+85.16



NOTE UNLESS OTHERWISE NOTED, ALL REFERENCED MONUMENTS ARE P.K. NAILS.

DU PAGE COUNTY HIGHWAY DEPARTMENT

GENEVA ROAD ALIGNMENT, REFERENCE TIES, AND BENCHMARKS

ELEVATION 802.13'

BENCHMARK 1

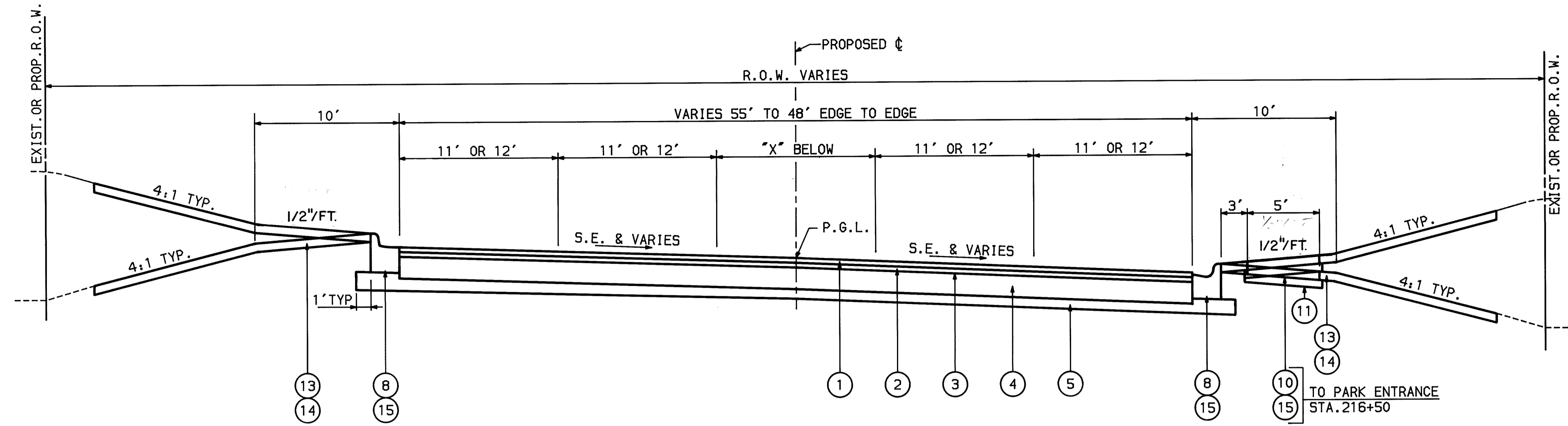
BENCHMARK 2

SCALE: 1" = 200'

DATE: AUGUST 1989

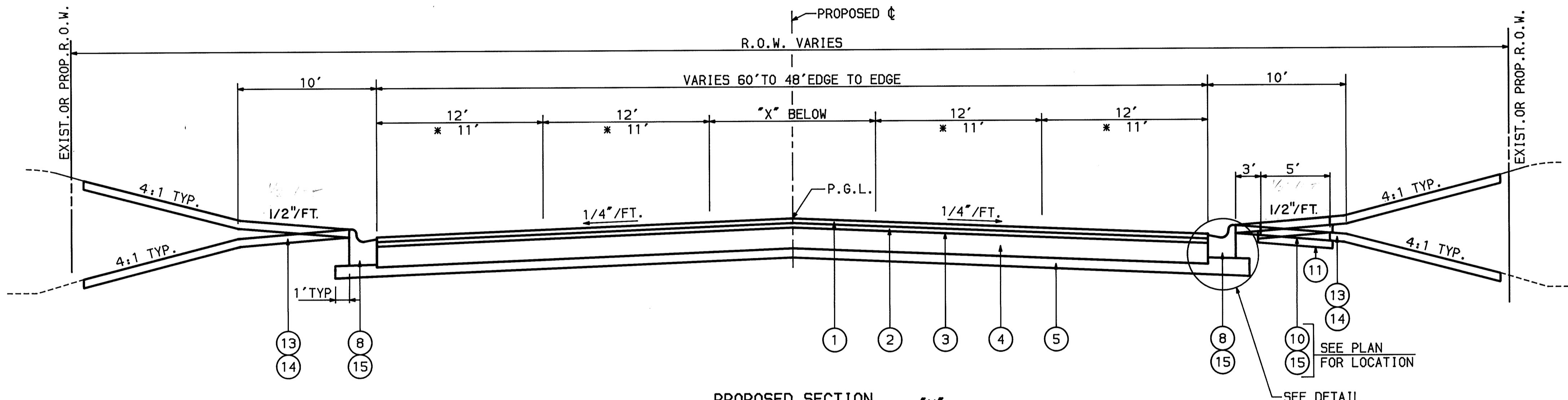
DRAWN BY: L.R.L.

CHECKED BY: T.A.A.

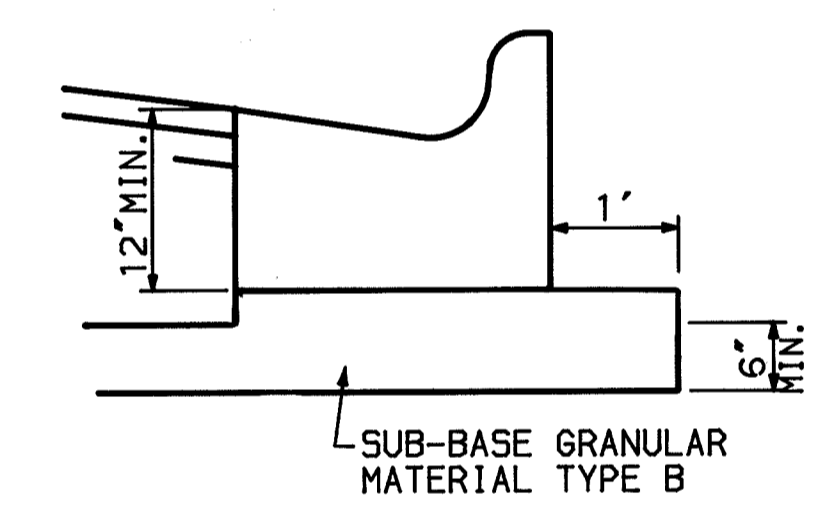


**PROPOSED SECTION "X"**  
 STA. 200+93.32 TO STA. 208+82.13 S.E. RT. : 0 FT. TO 11 FT.  
 STA. 213+53.98 TO STA. 220+42.78 S.E. LT. : 0 FT.

- LEGEND**
- ① PROPOSED BIT. CONCRETE SURFACE COURSE, MIXTURE D, CLASS 1, TYPE 2, 1 1/2"
  - ② PROPOSED BIT. CONCRETE BINDER COURSE, 2 1/2"
  - ③ PROPOSED BIT. MATERIAL (PRIME COAT)
  - ④ PROPOSED BIT. BASE COURSE, 9/2"
  - ⑤ PROPOSED SUB-BASE GRANULAR MATERIAL TYPE B, 6" & VARIES
  - ⑥ PROPOSED BITUMINOUS SHOULDER 8"
  - ⑦ PROPOSED AGGREGATE SHOULDER, TYPE B, 8"
  - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
  - ⑨ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
  - ⑩ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
  - ⑪ AGGREGATE, VARIABLE THICKNESS (INCIDENTAL TO SIDEWALK)
  - ⑫ BITUMINOUS SURFACE REMOVAL, 1 1/2"
  - ⑬ SODDING (SEE SHEET 5 FOR SODDING LIMITS)
  - ⑭ TOPSOIL, 4"
  - ⑮ PROTECTIVE COAT
- P.G.L. PROFILE GRADE LINE



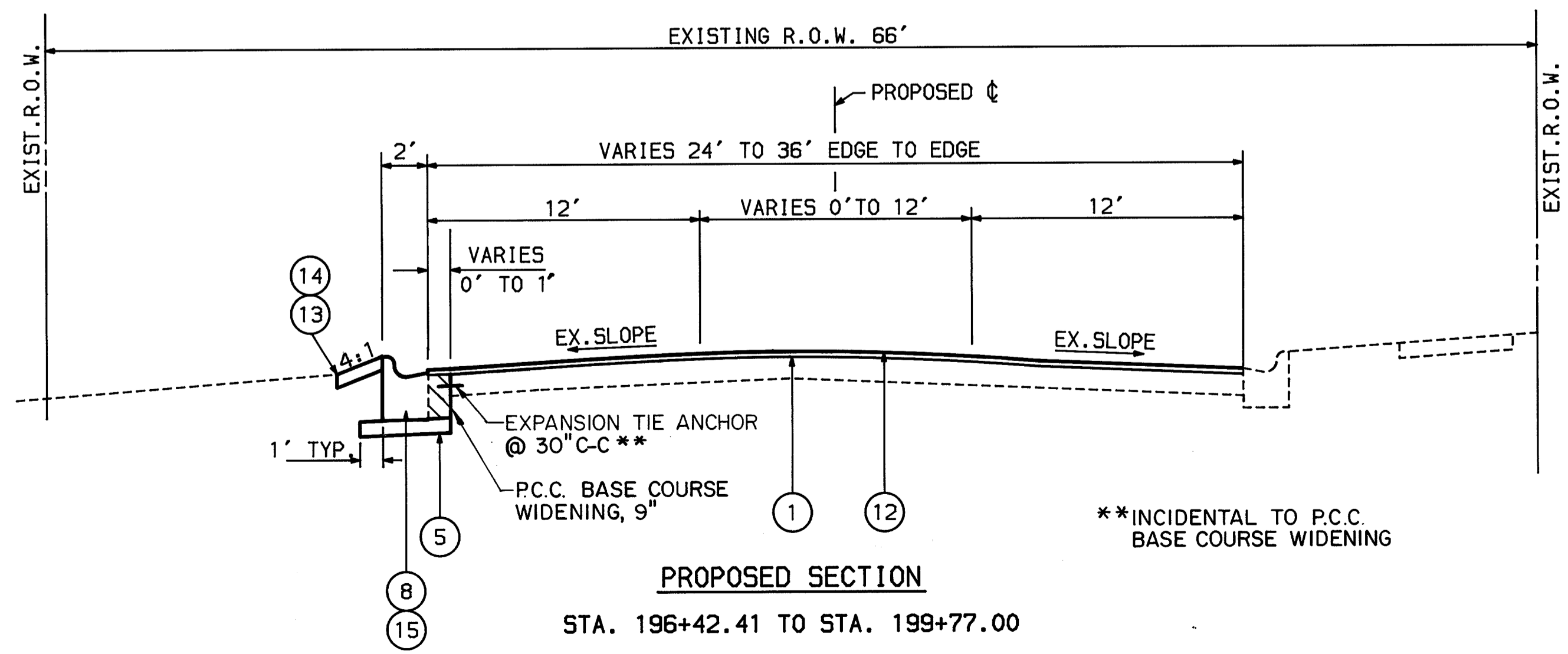
**PROPOSED SECTION "X"**  
 \* STA. 200+38.00 TO STA. 200+93.32 : 11 FT.  
 STA. 208+82.13 TO STA. 213+53.98 : 0 FT.  
 STA. 220+42.78 TO STA. 221+20.34 : 0 FT.  
 STA. 221+20.34 TO STA. 224+20.34 : 0 FT. TO 12 FT.  
 STA. 224+20.34 TO STA. 229+43.30 : 12 FT.



**CONCRETE C. & G. TYPE B-6.18**

**PAVEMENT DESIGN - GENEVA ROAD**

YEAR 2002 PROJECTED A.D.T. = 18,900  
 PV = 95% OF A.D.T. = 17,955  
 SU = 3.5% OF A.D.T. = 661  
 MU = 1.5% OF A.D.T. = 284  
 DESIGN PERIOD = 20 YEARS  
 TF = 2.04  
 IBR = 3  
 Dt = 4.7  
 MARSHALL STABILITY ≥ 1700  
 Use 1.5 IN BITUMINOUS CONCRETE SURFACE  
 2.5 IN BITUMINOUS CONCRETE BINDER  
 9.5 IN BITUMINOUS BASE COURSE  
 6.0 IN SUB-BASE



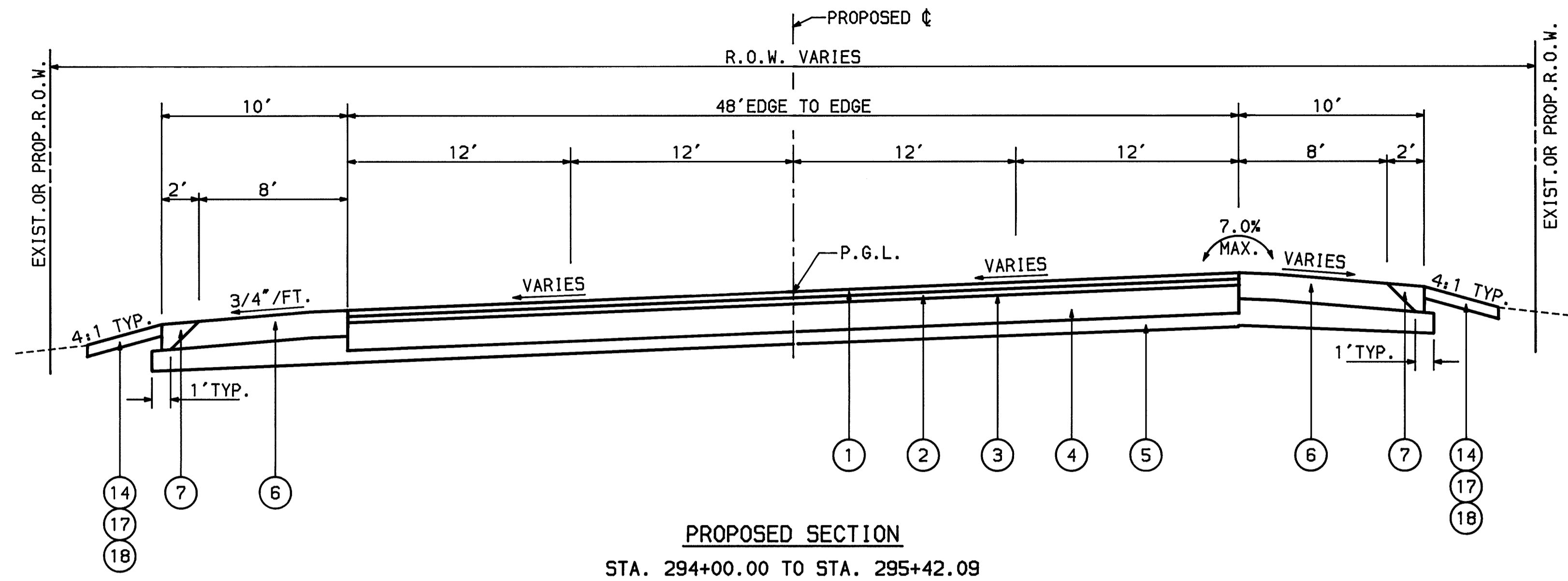
**PROPOSED SECTION**  
 STA. 196+42.41 TO STA. 199+77.00

DU PAGE COUNTY HIGHWAY DEPARTMENT

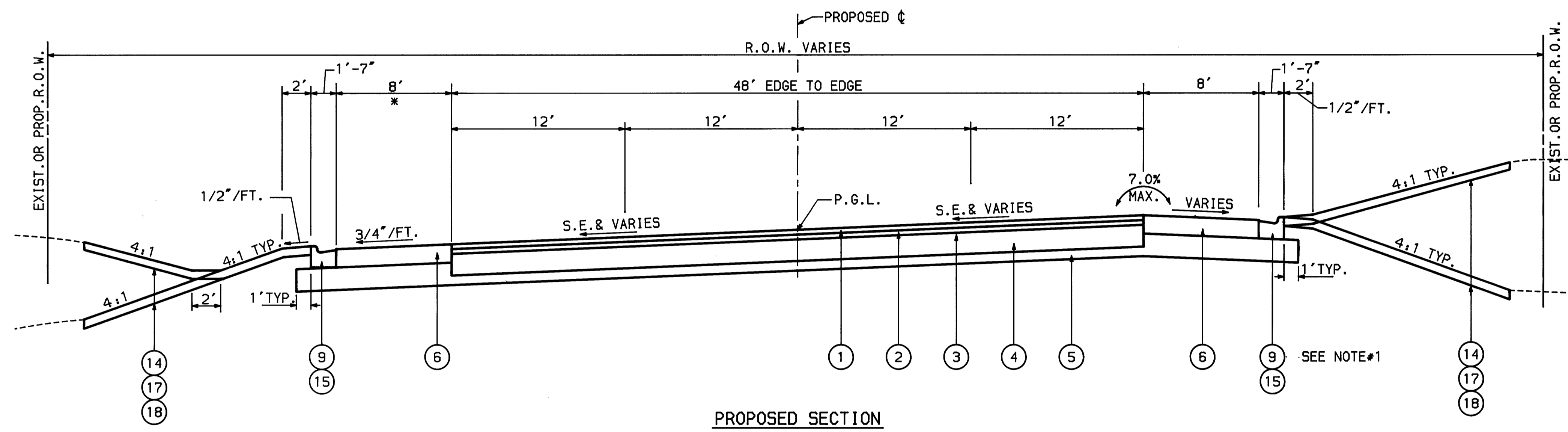
GENEVA ROAD  
 TYPICAL SECTIONS

SCALE: NONE  
 DATE: AUGUST 1989

DRAWN BY: L.R.L.  
 CHECKED BY: T.A.A.

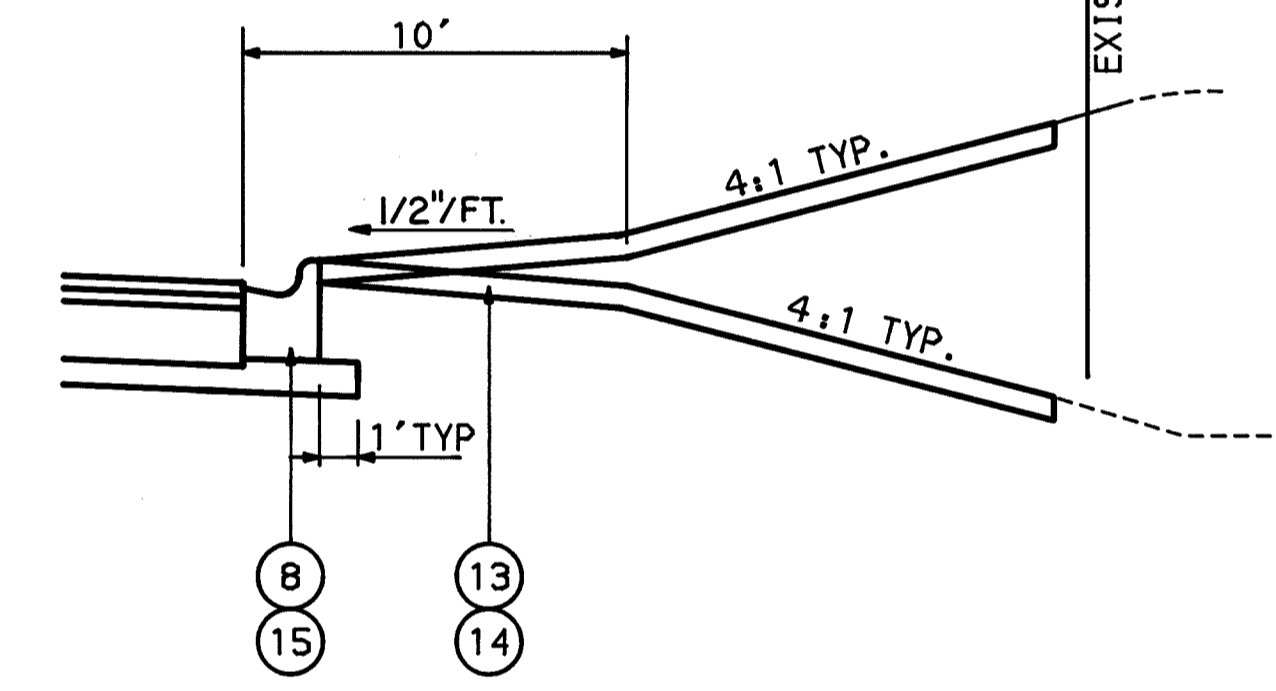


PROPOSED SECTION  
STA. 294+00.00 TO STA. 295+42.09  
GENEVA ROAD

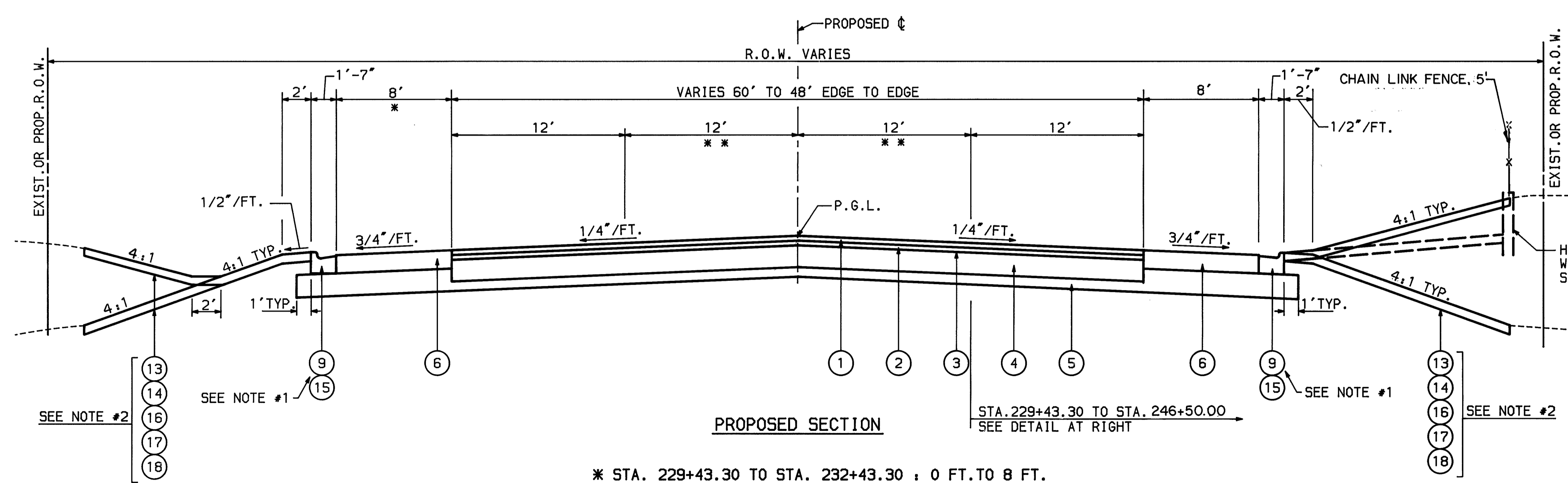


PROPOSED SECTION  
STA. 284+78.49 TO STA. 294+00.00

- LEGEND
- ① PROPOSED BIT. CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 2, 1 1/2"
  - ② PROPOSED BIT. CONCRETE BINDER COURSE, 2 1/2"
  - ③ PROPOSED BIT. MATERIAL (PRIME COAT)
  - ④ PROPOSED BIT. BASE COURSE, 9 1/2"
  - ⑤ PROPOSED SUB-BASE GRANULAR MATERIAL TYPE B, 6" & VARIES
  - ⑥ PROPOSED BITUMINOUS SHOULDER 8"
  - ⑦ PROPOSED AGGREGATE SHOULDER, TYPE B, 8"
  - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
  - ⑨ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
  - ⑩ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
  - ⑪ AGGREGATE, VARIABLE THICKNESS (INCIDENTAL TO SIDEWALK)
  - ⑫ BITUMINOUS SURFACE REMOVAL, 1 1/2"
  - ⑬ SODDING
  - ⑭ TOPSOIL, 4"
  - ⑮ PROTECTIVE COAT
  - ⑯ SEEDING, CLASS I
  - ⑰ SEEDING SPECIAL
  - ⑱ HEAVY DUTY EXCELSIOR BLANKET
- P.G.L. PROFILE GRADE LINE



STA. 229+43.30 TO STA. 246+50.00  
(SOUTH SIDE ONLY)



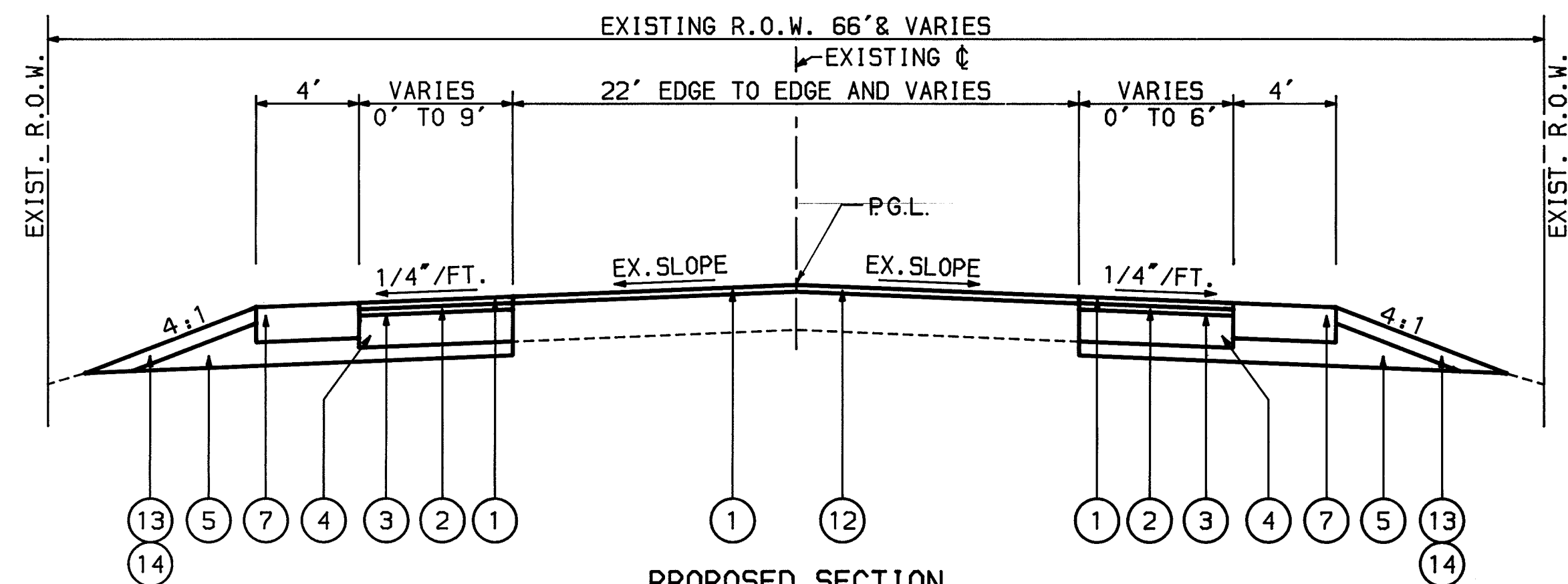
PROPOSED SECTION  
STA. 229+43.30 TO STA. 246+50.00  
SEE DETAIL AT RIGHT

- NOTES:
- THE PROPOSED CURB & GUTTER TYPE B-6.12 SHALL BE ELIMINATED AND REPLACED WITH 8" AGGREGATE SHOULDER TYPE B AT THE FOLLOWING LOCATIONS:
    - A. NORTH SIDE - STA. 270+50 TO STA. 279+40
    - B. SOUTH SIDE - STA. 270+50 TO STA. 280+70
    - STA. 285+50 TO STA. 294+00
  - THE FOLLOWING LIMITS FOR SEEDING AND SODDING SHALL BE USED:
    - A. SODDING - STA. 196+42.41 TO INDIAN KNOLL ROAD (SOUTH SIDE), STA. 196+42.41 TO STA. 235+00 (NORTH SIDE)
    - B. SEEDING CLASS I - INDIAN KNOLL ROAD TO STA. 269+00 (SOUTH SIDE)
    - C. SEEDING SPECIAL WITH HEAVY DUTY EXCELSIOR BLANKET - STA. 269+00 TO STA. 300+94.60 (SOUTH SIDE), STA. 235+00 TO STA. 300+94.60 (NORTH SIDE)
  - THE PROPOSED H-PILE RETAINING WALL SHALL BE CONSTRUCTED AT THE FOLLOWING LOCATIONS:
    - A. NORTH SIDE - STA. 256+50 TO STA. 262+50
    - B. SOUTH SIDE - STA. 280+75 TO STA. 282+50
    - C. SOUTH SIDE - STA. 243+30 TO STA. 246+00
 SEE SHEET 22 FOR DETAILS

\* STA. 229+43.30 TO STA. 232+43.30 : 0 FT. TO 8 FT.  
 \* STA. 229+43.30 TO STA. 232+43.30 : 18 FT. TO 12 FT.  
 STA. 232+43.30 TO STA. 284+78.49

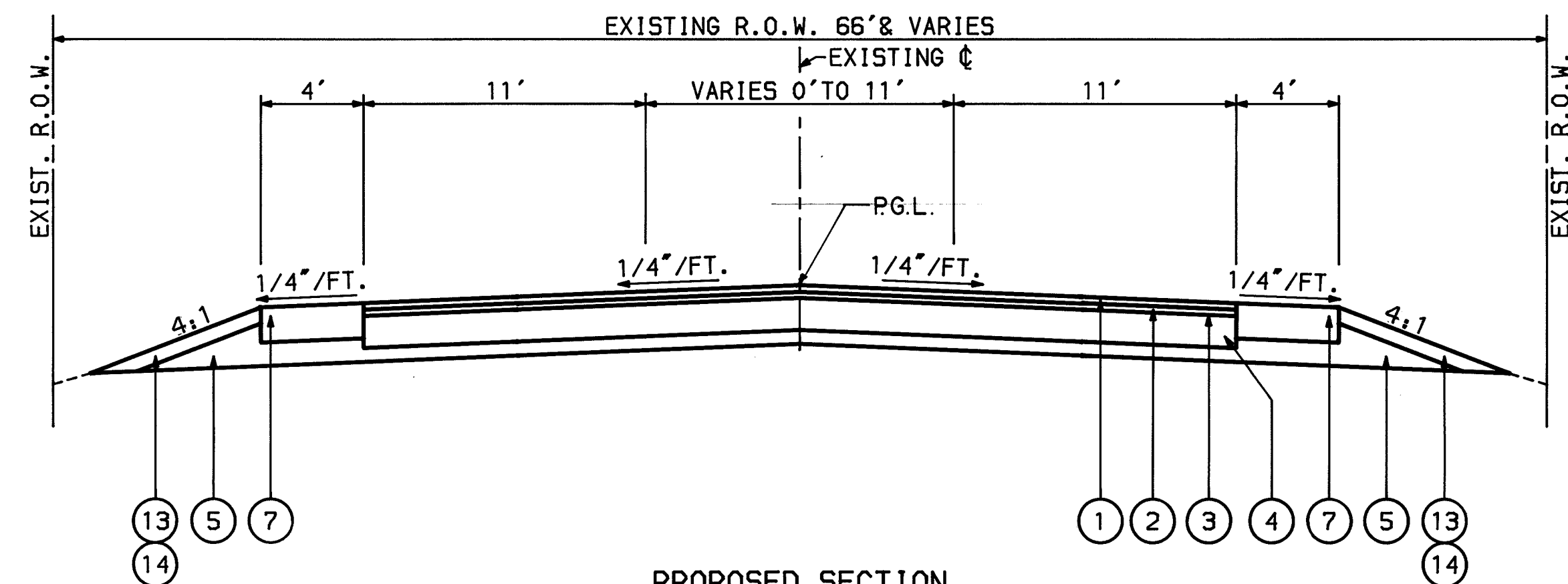
DU PAGE COUNTY HIGHWAY DEPARTMENT  
GENEVA ROAD  
TYPICAL SECTIONS

SCALE: NONE  
DATE: AUGUST 1989  
DRAWN BY: L.R.L.  
CHECKED BY: T.A.A.



**PROPOSED SECTION**  
 STA. 5+25.89 TO STA. 8+44.97  
 STA. 11+55.08 TO STA. 13+90.63

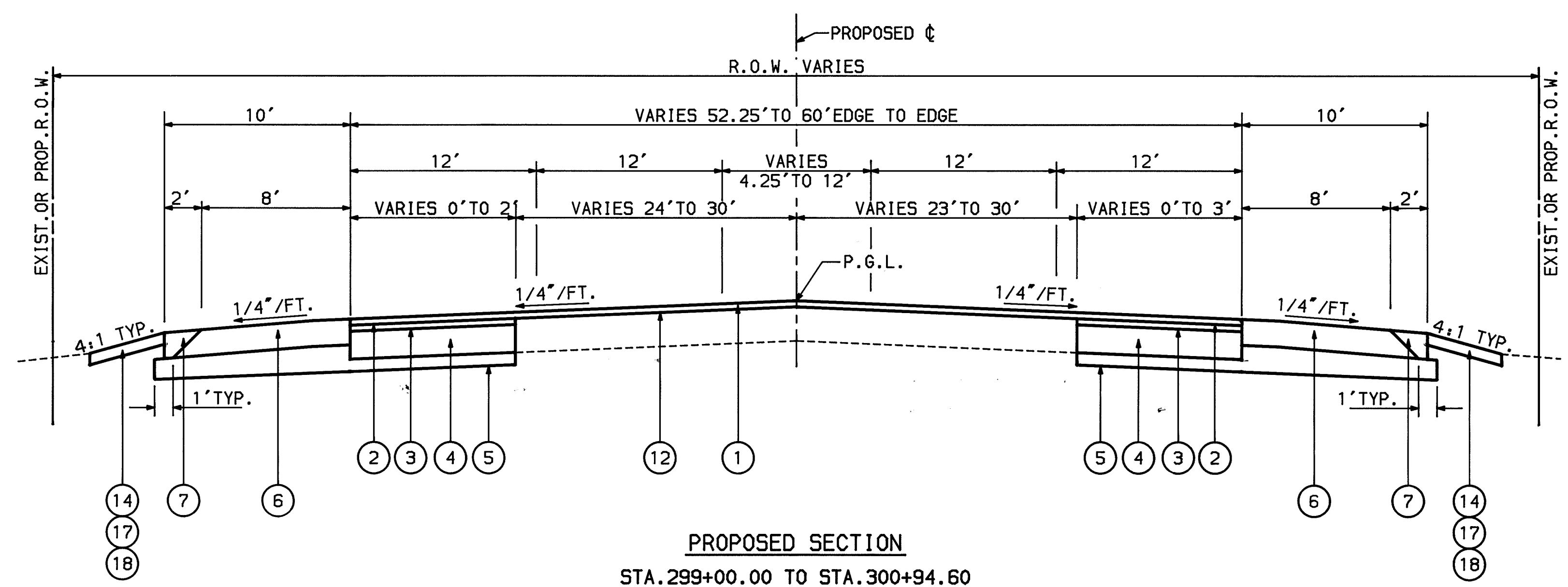
**PRINCE CROSSING ROAD**



**PROPOSED SECTION**  
 STA. 8+44.97 TO STA. 9+70.00  
 STA. 10+30.00 TO STA. 11+55.08

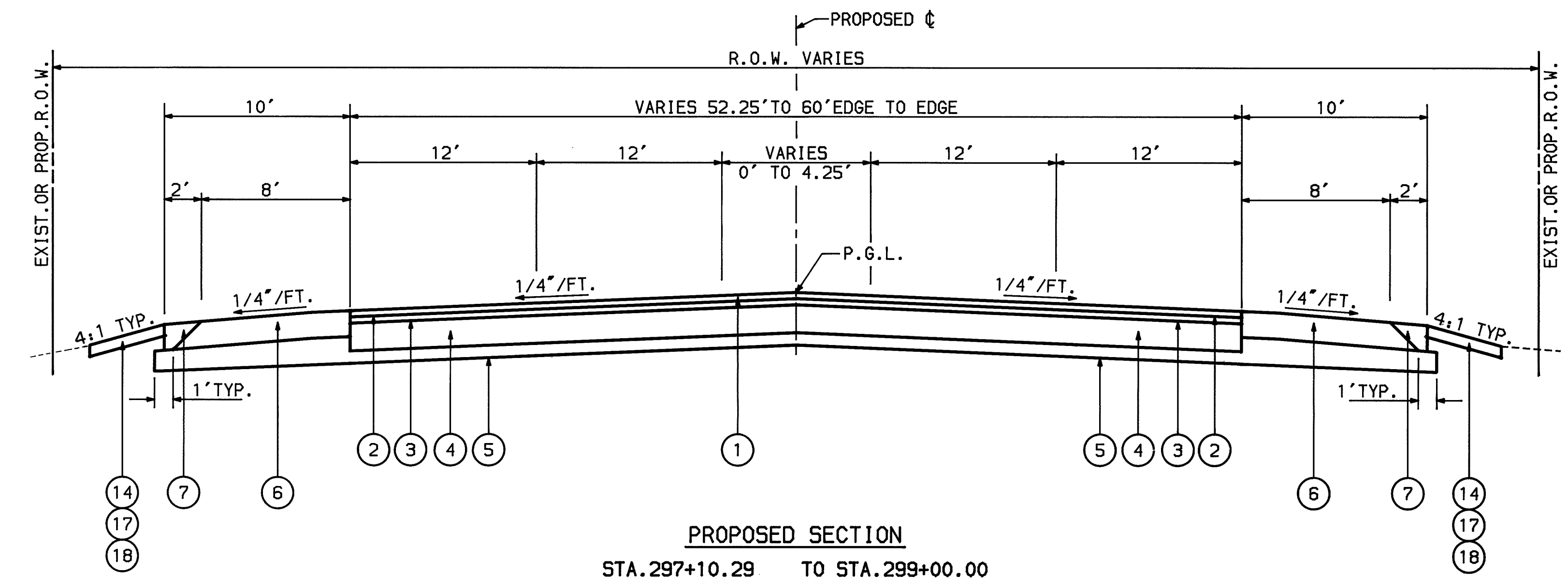
**PRINCE CROSSING ROAD**

- LEGEND**
- ① PROPOSED BIT. CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 2, 1 1/2"
  - ② PROPOSED BIT. CONCRETE BINDER COURSE, 2 1/2"
  - ③ PROPOSED BIT. MATERIAL (PRIME COAT)
  - ④ PROPOSED BIT. BASE COURSE, 9 1/2"
  - ⑤ PROPOSED SUB-BASE GRANULAR MATERIAL TYPE B, 6" & VARIES
  - ⑥ PROPOSED BITUMINOUS SHOULDER 8"
  - ⑦ PROPOSED AGGREGATE SHOULDER, TYPE B, 8"
  - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
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  - ⑩ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
  - ⑪ AGGREGATE, VARIABLE THICKNESS (INCIDENTAL TO SIDEWALK)
  - ⑫ BITUMINOUS SURFACE REMOVAL, 1 1/2"
  - ⑬ SODDING
  - ⑭ TOPSOIL, 4"
  - ⑮ PROTECTIVE COAT
  - ⑯ SEEDING, CLASS I
  - ⑰ SEEDING SPECIAL
  - ⑱ HEAVY DUTY EXCELSIOR BLANKET
- P.G.L. PROFILE GRADE LINE



**PROPOSED SECTION**  
 STA. 299+00.00 TO STA. 300+94.60

**GENEVA ROAD**



**PROPOSED SECTION**  
 STA. 297+10.29 TO STA. 299+00.00

**GENEVA ROAD**

DU PAGE COUNTY HIGHWAY DEPARTMENT  
 GENEVA ROAD AND  
 PRINCE CROSSING ROAD  
 TYPICAL SECTIONS

SCALE: NONE  
 DATE: AUGUST 1989  
 DRAWN BY: L.R.L.  
 CHECKED BY: T.A.A.

**CONSTRUCTION STAGING**

THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.

PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.

**STAGE I**

1. COMPLETE TREE REMOVAL
2. CONSTRUCT TEMPORARY PAVEMENT
3. CONSTRUCT WATER MAIN (SEE SECTION C)

**STAGE II**

1. CONSTRUCT STORM SEWER FOR WEST BOUND LANES
2. COMPLETE WESTBOUND LANES AS SHOWN, EXCLUSIVE OF BITUMINOUS CONCRETE SURFACE COURSE
3. COMPLETE THE WEST HALF OF PRINCE CROSSING ROAD

**STAGE III**

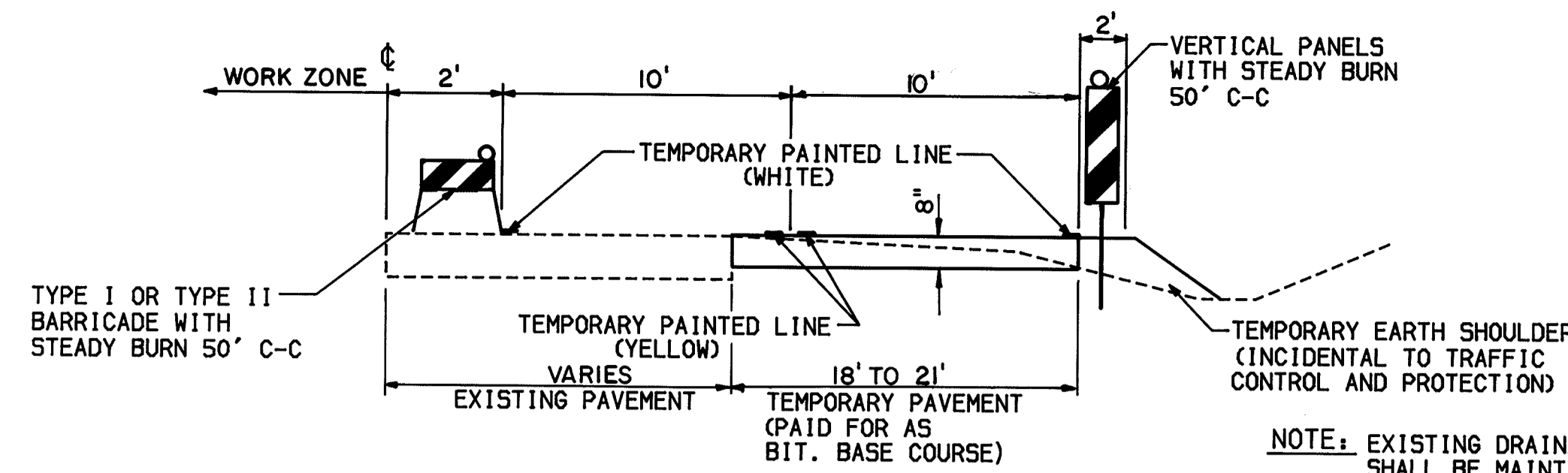
1. TRANSFER TRAFFIC TO WESTBOUND LANES
2. CONSTRUCT STORM SEWER FOR EAST BOUND LANES
3. COMPLETE EASTBOUND LANES AS SHOWN, EXCLUSIVE OF BITUMINOUS CONCRETE SURFACE COURSE
4. COMPLETE THE EAST HALF OF PRINCE CROSSING ROAD

**STAGE IV**

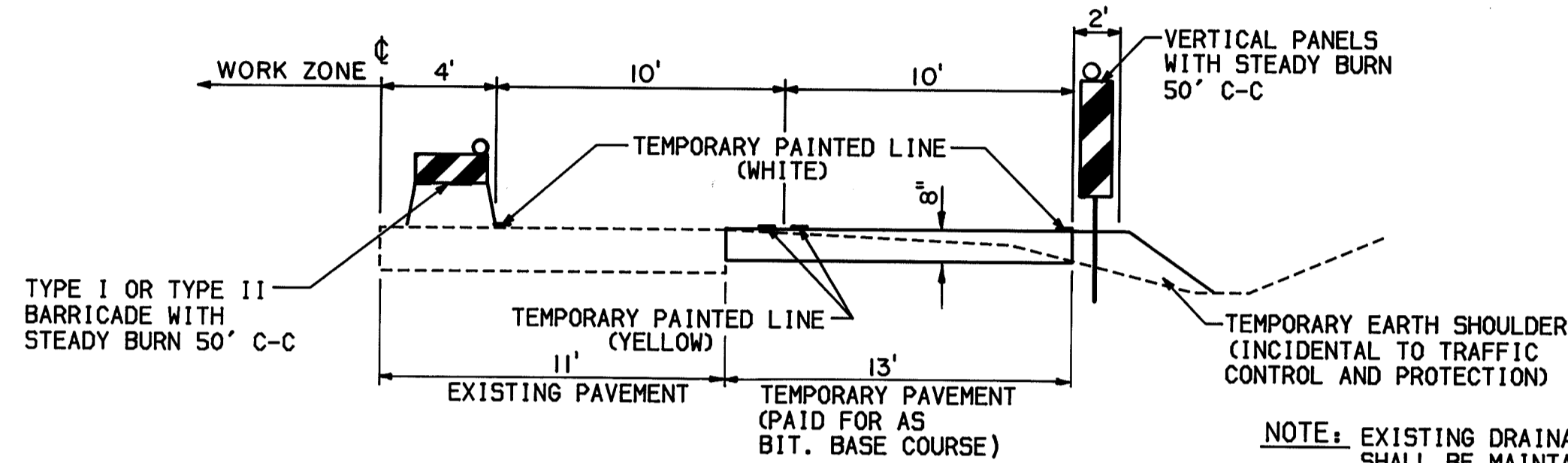
1. COMPLETE REMAINING ITEMS
2. PLACE TOP SOIL, SODDING, & SEEDING

**STAGE V**

1. PLACE FINISH SURFACE COURSE
2. PLACE PAVEMENT MARKING



**TEMPORARY ROAD FOR STAGING OF PRINCE CROSSING ROAD**



**TEMPORARY ROAD FOR STAGING OF GENEVA ROAD**

**TRAFFIC CONTROL**

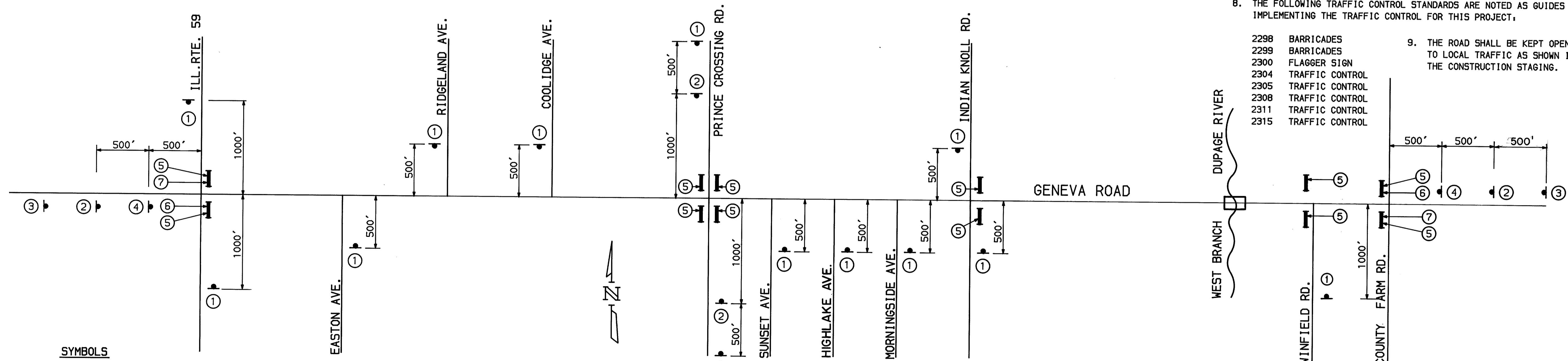
1. THIS ITEM SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 648, APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND THE APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
2. THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 2298 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
3. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED OR RELOCATED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED BY THE CONTRACTOR.
4. TYPE I OR TYPE II BARRICADES WITH MONODIRECTIONAL STEADY BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE BARRICADES SHALL BE 100 FOOT CENTER TO CENTER.

ANY DROP OFF GREATER THAN THREE INCHES BUT LESS THAN SIX INCHES, WITHIN EIGHT FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES EQUIPPED WITH MONODIRECTIONAL STEADY BURN LIGHTS AT 100-FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT FEET OF THE PAVEMENT EDGE EXCEEDS SIX INCHES, THE BARRICADES MENTIONED ABOVE SHALL BE PLACED AT 50 FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 2299.

5. TYPE I OR TYPE II BARRICADES WITH TWO WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS, OR EQUIPMENT WITHIN THE RIGHT OF WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS), AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
6. THE COST OF SUPPLYING, ERECTING AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
7. WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.
8. THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE NOTED AS GUIDES IN IMPLEMENTING THE TRAFFIC CONTROL FOR THIS PROJECT:

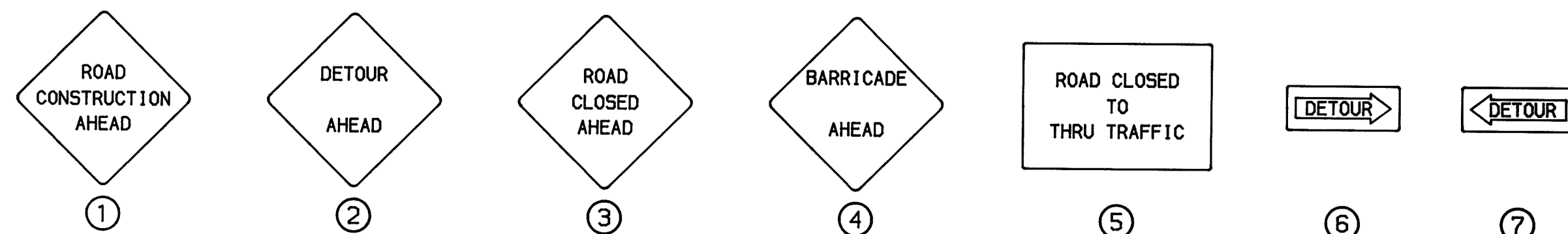
- 2298 BARRICADES
- 2299 BARRICADES
- 2300 FLAGGER SIGN
- 2304 TRAFFIC CONTROL
- 2305 TRAFFIC CONTROL
- 2308 TRAFFIC CONTROL
- 2311 TRAFFIC CONTROL
- 2315 TRAFFIC CONTROL

9. THE ROAD SHALL BE KEPT OPEN TO LOCAL TRAFFIC AS SHOWN IN THE CONSTRUCTION STAGING.



**TRAFFIC CONTROL**

- SYMBOLS**
- ① SEE DESCRIPTION
  - ▲ SIGN ON PERMANENT SUPPORT (MONODIRECTIONAL WARNING LIGHTS AND ORANGE FLAG ATTACHED)
  - TYPE III BARRICADE (TWO FLASHING LIGHTS ATTACHED)



DUPAGE COUNTY HIGHWAY DEPARTMENT

TRAFFIC CONTROL AND CONSTRUCTION STAGING

SCALE: NONE  
DATE: AUGUST 1989

DRAWN BY: X.J.  
CHECKED BY: T.A.A.



**LEGEND**

E.O.P. = EDGE OF PAVEMENT  
E.O.S. = EDGE OF SHOULDER

12X - TREE REMOVAL

BITUMINOUS SURFACE REMOVAL

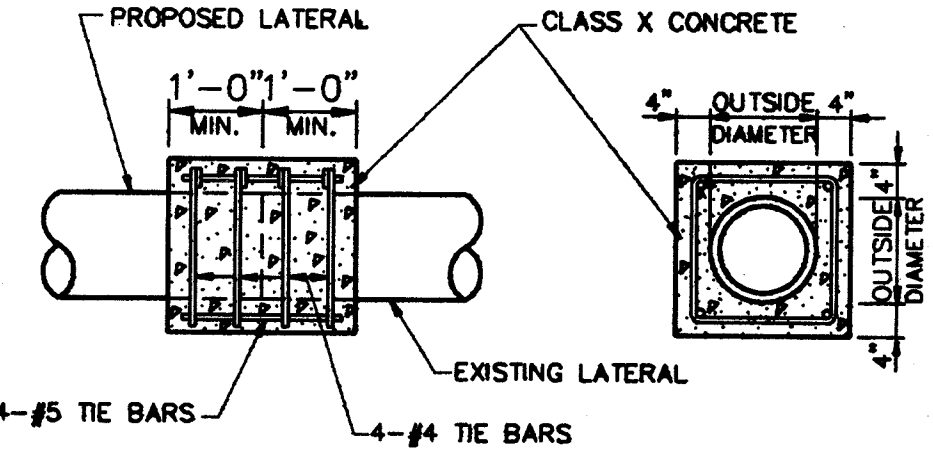
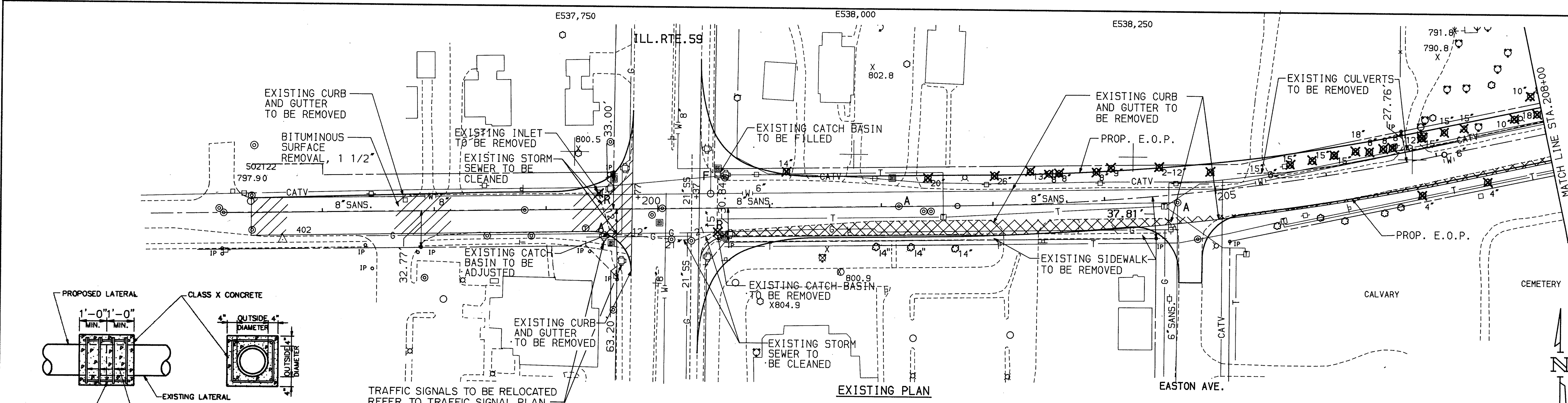
TEMPORARY PAVEMENT

**NOTE:**

- ALL UTILITIES TO BE RELOCATED OR ADJUSTED BY OTHERS UNLESS NOTED OTHERWISE
- REFER TO CROSS SECTIONS FOR DITCH LOCATIONS & ELEVATIONS

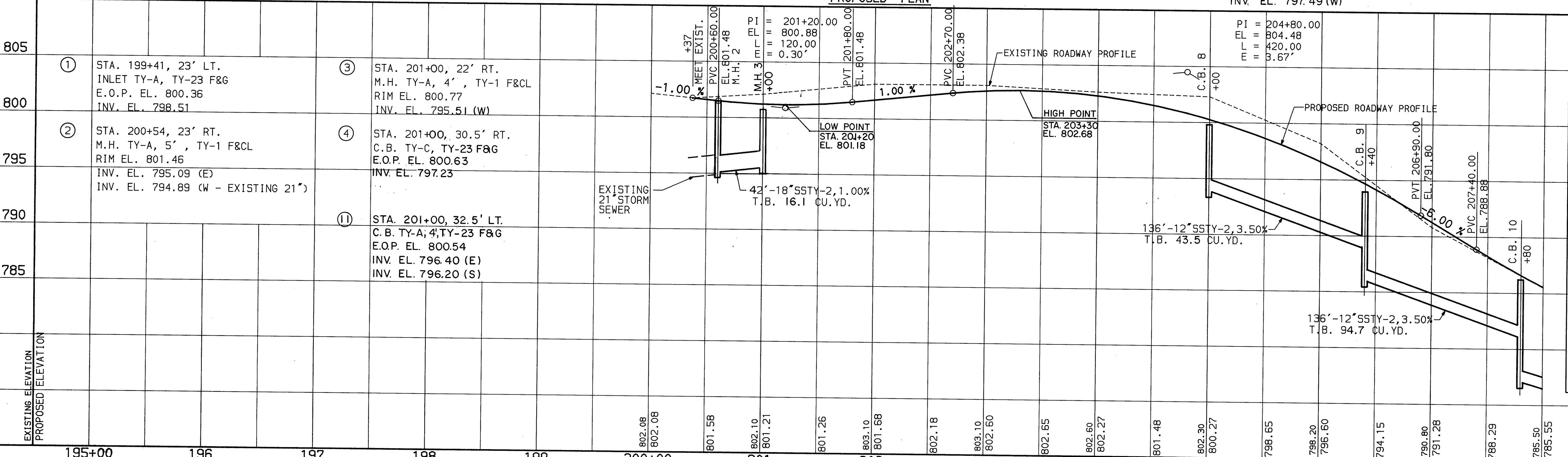
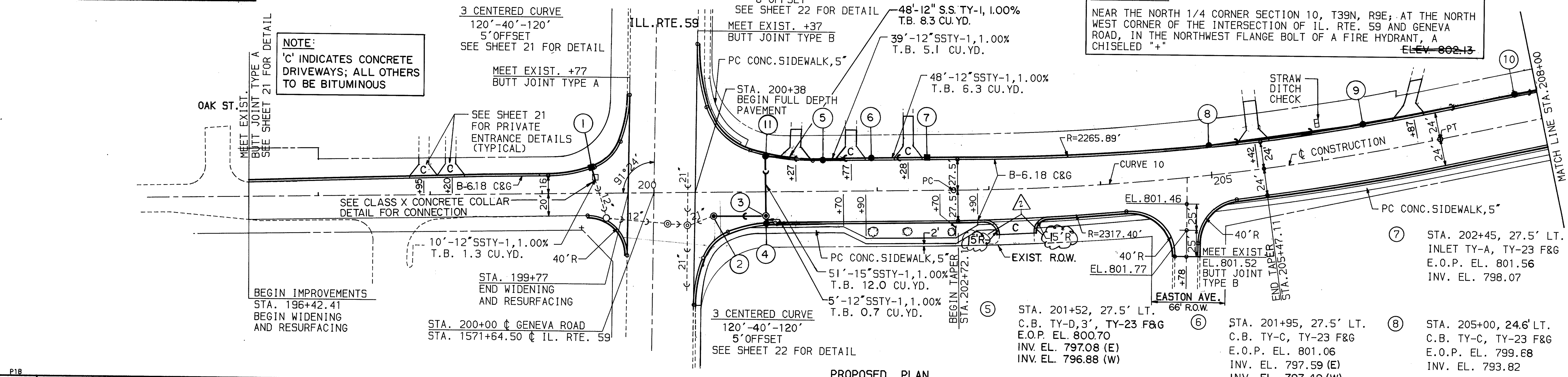
**CURVE 10**

P.I. STA. 204+80.40 204+90.22  
 $\Delta = 10^{\circ}58'12.66''$   $11^{\circ}02'17''$   
 $D = 2^{\circ}30'0.00''$   
 $R = 2291.83'$   
 $T = 220.07'$   $221.45'$   
 $L = 438.80'$   $441.52'$   
 $E = 10.54'$   $10.67'$   
 $S.E. = 0.024$  ft./ft.  
P.C. STA. 202+68.32 202+68.77  
P.T. STA. 207+07.13 207+10.29  
S.A. = STA. 200+93.32 TO STA. 203+55.82  
STA. 206+19.63 TO STA. 208+82.13



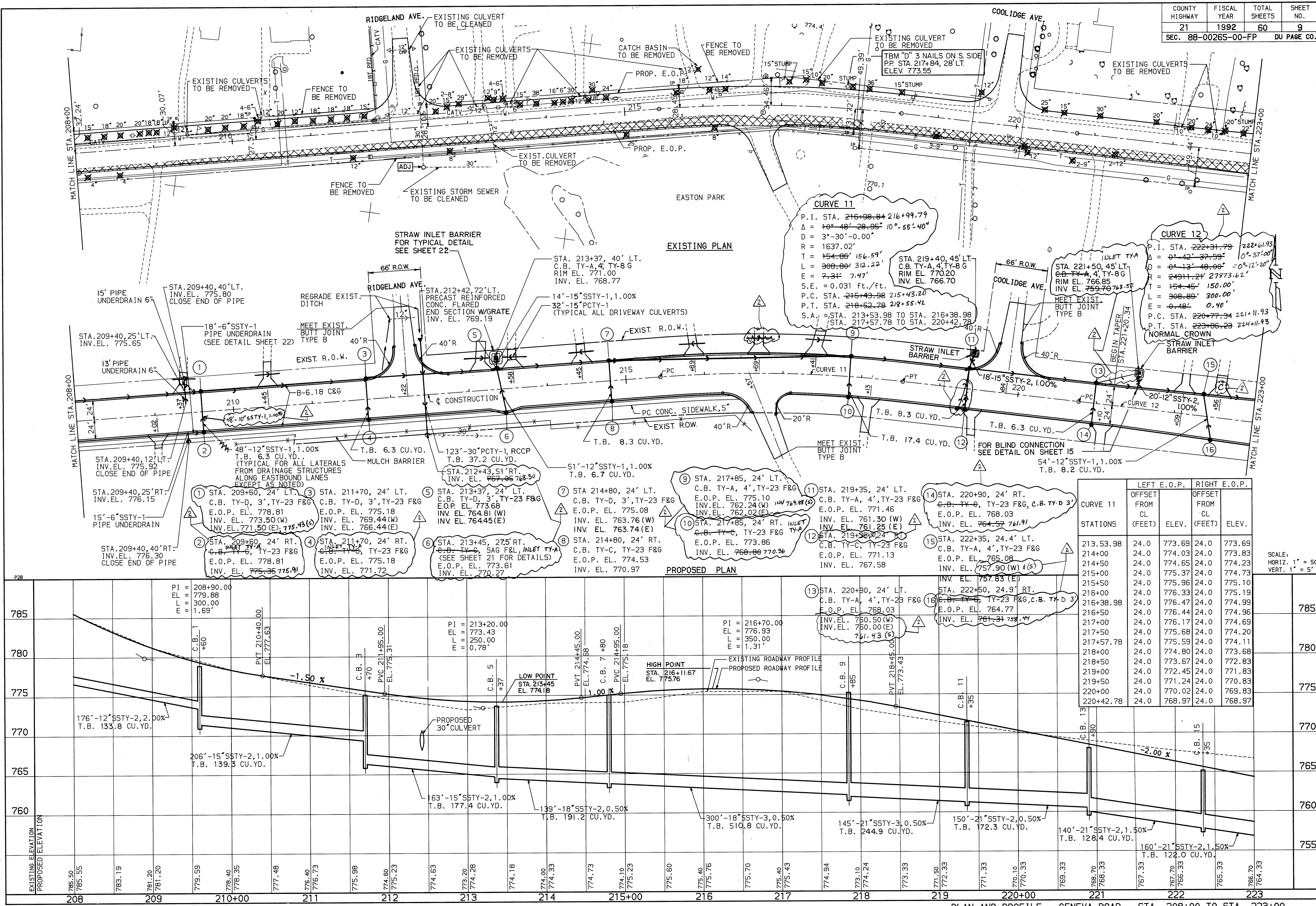
**DETAIL OF CLASS X CONCRETE COLLAR**

**NOTE:**  
 'C' INDICATES CONCRETE DRIVEWAYS; ALL OTHERS TO BE BITUMINOUS



STATIONS	LEFT E.O.P.		RIGHT E.O.P.	
	OFFSET FROM CL (FEET)	ELEV.	OFFSET FROM CL (FEET)	ELEV.
200+93.32	27.5	800.67	27.5	800.67
201+00	27.5	800.64	27.5	800.67
201+50	27.5	800.69	27.5	800.95
202+00	27.5	801.11	27.5	801.60
202+50	27.5	801.61	27.5	802.34
203+00	27.2	802.03	27.2	802.99
203+50	26.5	802.04	26.5	803.26
203+55.82	26.4	801.99	26.4	803.25
204+00	25.9	801.65	25.9	802.89
204+50	25.2	800.88	25.2	802.09
205+00	24.6	799.68	24.6	800.86
205+50	24.0	798.07	24.0	799.23
206+00	24.0	796.02	24.0	797.18
206+19.63	24.0	795.11	24.0	796.27
206+50	24.0	793.65	24.0	794.60
207+00	24.0	790.78	24.0	791.53
207+50	24.0	787.79	24.0	788.33
208+00	24.0	785.05	24.0	785.39
208+50	24.0	782.69	24.0	782.82
208+82.13	24.0	781.37	24.0	781.37

SCALE:  
 HORIZ. 1" = 50'  
 VERT. 1" = 5'



**CURVE 11**  
P.I. STA. 216+98.84 216+99.79  
 $\Delta = 10^{\circ} 48' 28.95''$   $10^{\circ} 55' 40''$   
 $D = 3^{\circ} 30' - 0.00''$   
 $R = 1637.02'$   
 $T = 154.86' 156.59'$   
 $L = 308.80' 312.22'$   
 $E = 7.31' 7.47'$   
 $S.E. = 0.031$  ft./ft.  
P.C. STA. 215+43.98 215+43.20  
P.T. STA. 218+52.78 218+55.42  
S.A. = STA. 213+53.98 TO STA. 216+38.98  
STA. 217+57.78 TO STA. 220+42.78

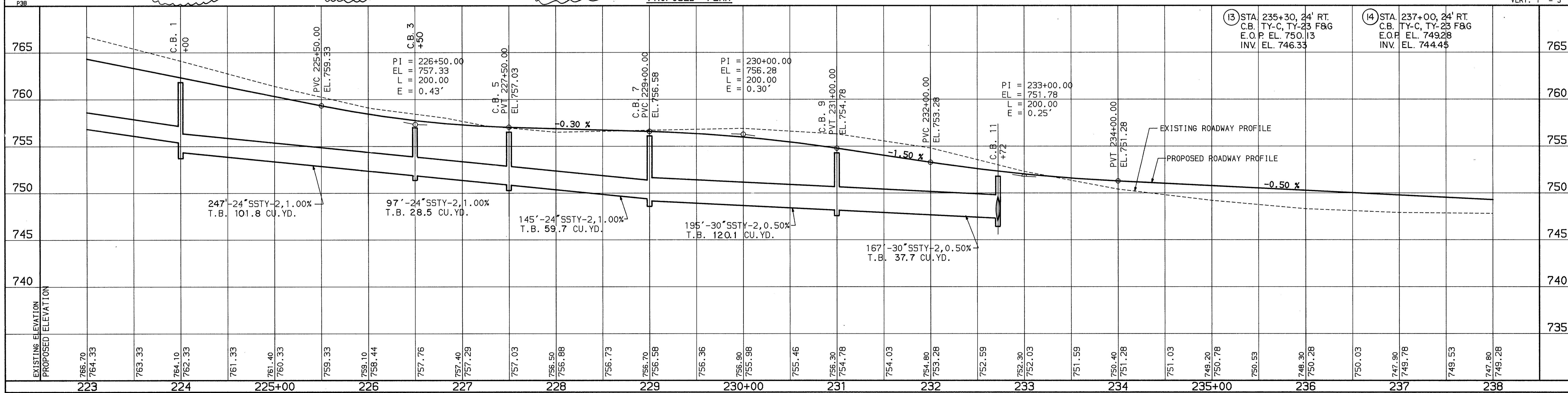
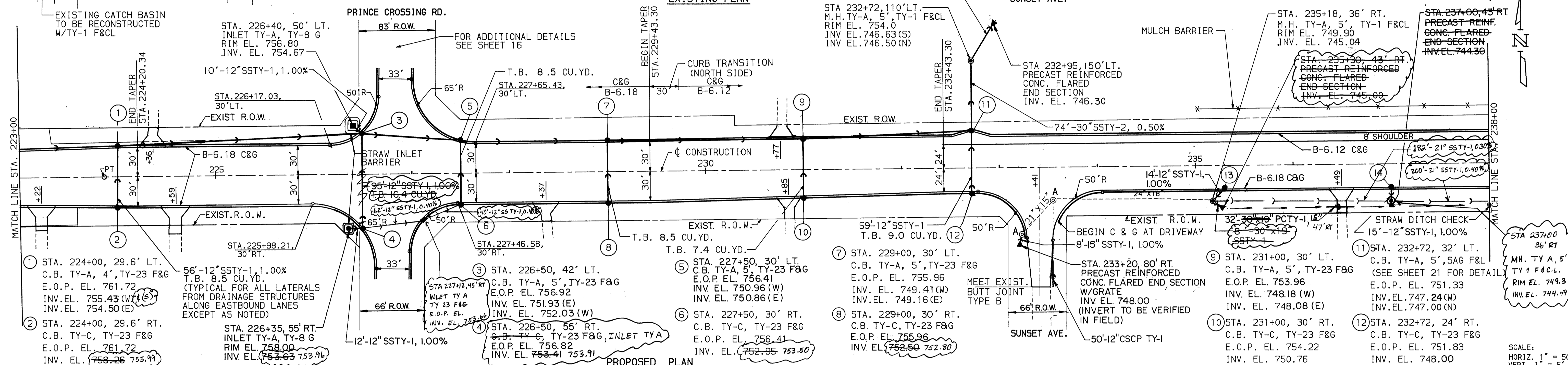
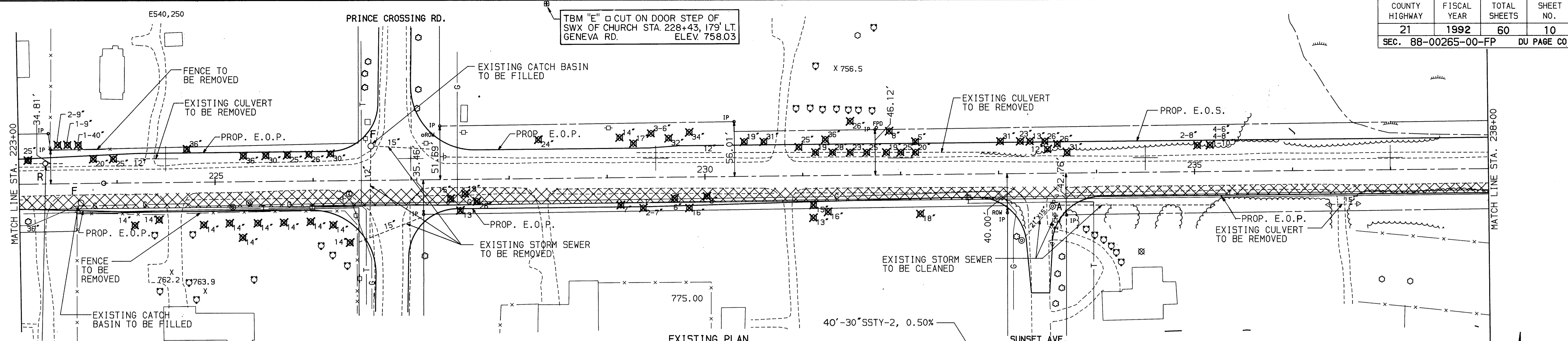
**CURVE 12**  
P.I. STA. 222+31.79 222+61.93  
 $\Delta = 0^{\circ} 42' 37.55''$   $0^{\circ} 37' 00''$   
 $D = 0^{\circ} 13' 48.00''$   $-0^{\circ} 12' 20''$   
 $R = 24911.21' 27873.62'$   
 $T = 154.45' 150.00'$   
 $L = 308.80' 300.00'$   
 $E = 0.48' 0.40'$   
P.C. STA. 220+77.34 221+11.93  
P.T. STA. 223+06.23 224+11.93  
NORMAL CROWN  
STRAW INLET BARRIER

CURVE 11 STATIONS	LEFT E.O.P.		RIGHT E.O.P.	
	OFFSET FROM CL (FEET)	ELEV.	OFFSET FROM CL (FEET)	ELEV.
213.53.98	24.0	773.69	24.0	773.69
214+00	24.0	774.03	24.0	773.83
214+50	24.0	774.65	24.0	774.23
215+00	24.0	775.37	24.0	774.73
215+50	24.0	775.96	24.0	775.10
216+00	24.0	776.33	24.0	775.19
216+38.98	24.0	776.47	24.0	774.99
216+50	24.0	776.44	24.0	774.96
217+00	24.0	776.17	24.0	774.69
217+50	24.0	775.68	24.0	774.20
217+57.78	24.0	775.59	24.0	774.11
218+00	24.0	774.80	24.0	773.68
218+50	24.0	773.67	24.0	772.83
219+00	24.0	772.45	24.0	771.83
219+50	24.0	771.24	24.0	770.83
220+00	24.0	770.02	24.0	769.83
220+42.78	24.0	768.97	24.0	768.97

SCALE:  
HORIZ. 1" = 50'  
VERT. 1" = 5'

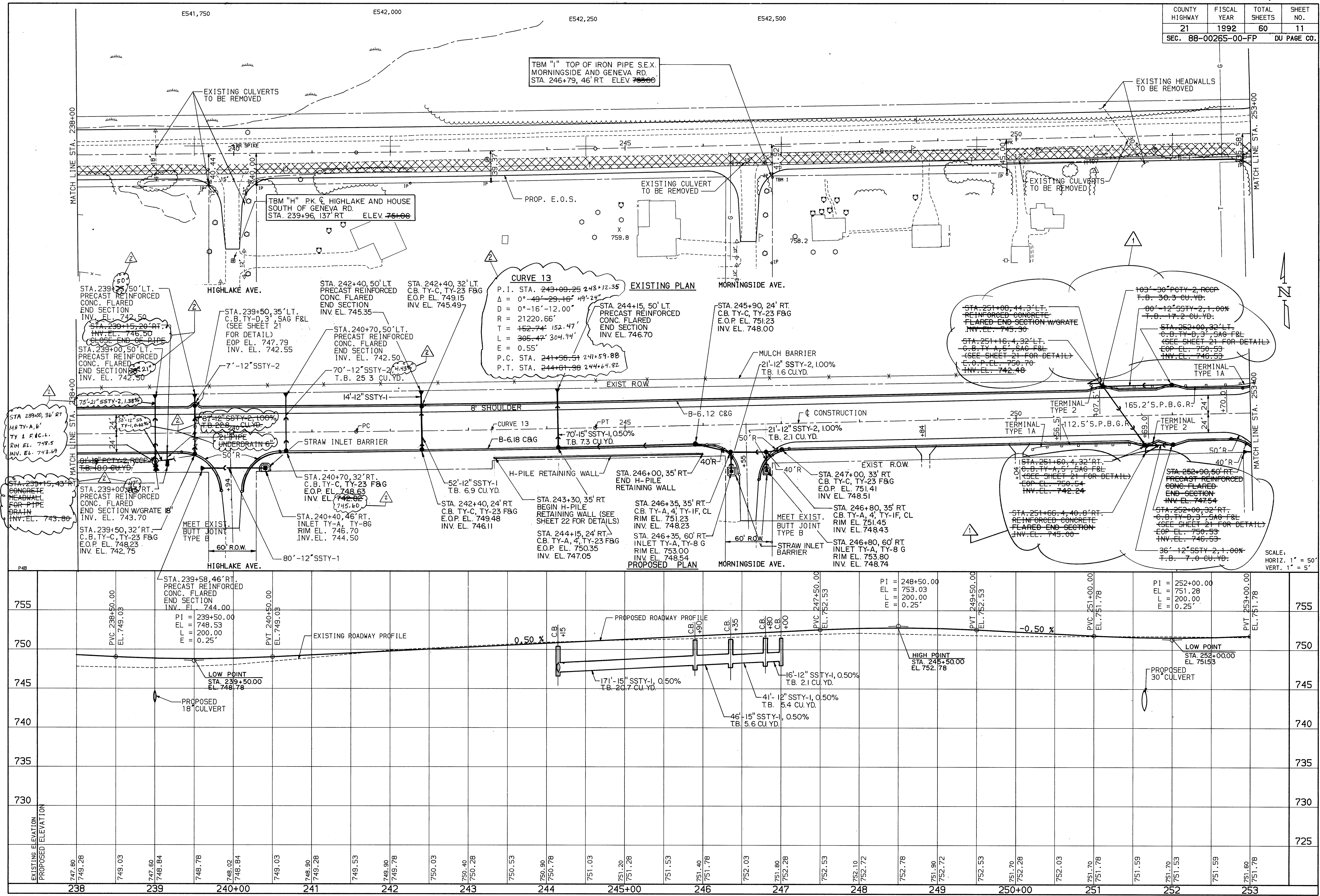
PLAN AND PROFILE GENEVA ROAD STA. 208+00 TO STA. 223+00

TBM "E" CUT ON DOOR STEP OF SWX OF CHURCH STA. 228+43, 179' LT. GENEVA RD. ELEV. 758.03



PLAN AND PROFILE GENEVA ROAD STA. 223+00 TO STA. 238+00

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'



TBM "I" TOP OF IRON PIPE S.E.X.  
MORNINGSIDE AND GENEVA RD.  
STA. 246+79, 46' RT. ELEV. 753.00

TBM "H" PK. C. HIGHLAKE AND HOUSE  
SOUTH OF GENEVA RD.  
STA. 239+96, 137' RT. ELEV. 751.00

**CURVE 13**  
P.I. STA. 243+09.25 243+12.35  
 $\Delta = 0^\circ-49'-29.16''$  49'-29"  
 $D = 0^\circ-16'-12.00''$   
 $R = 21220.66'$   
 $T = 152.74'$  152.47'  
 $L = 305.47'$  304.94'  
 $E = 0.55'$   
P.C. STA. 241+56.51 241+59.00  
P.T. STA. 244+61.90 244+64.82

STA. 251+00, 44.3' LT.  
REINFORCED CONCRETE  
FLARED END SECTION W/GRADE  
INV. EL. 745.30

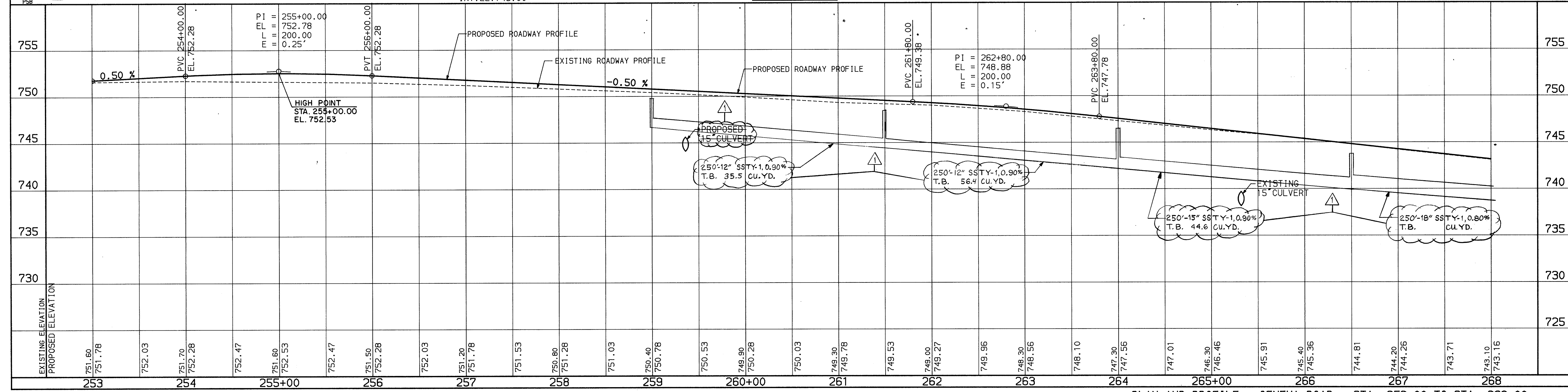
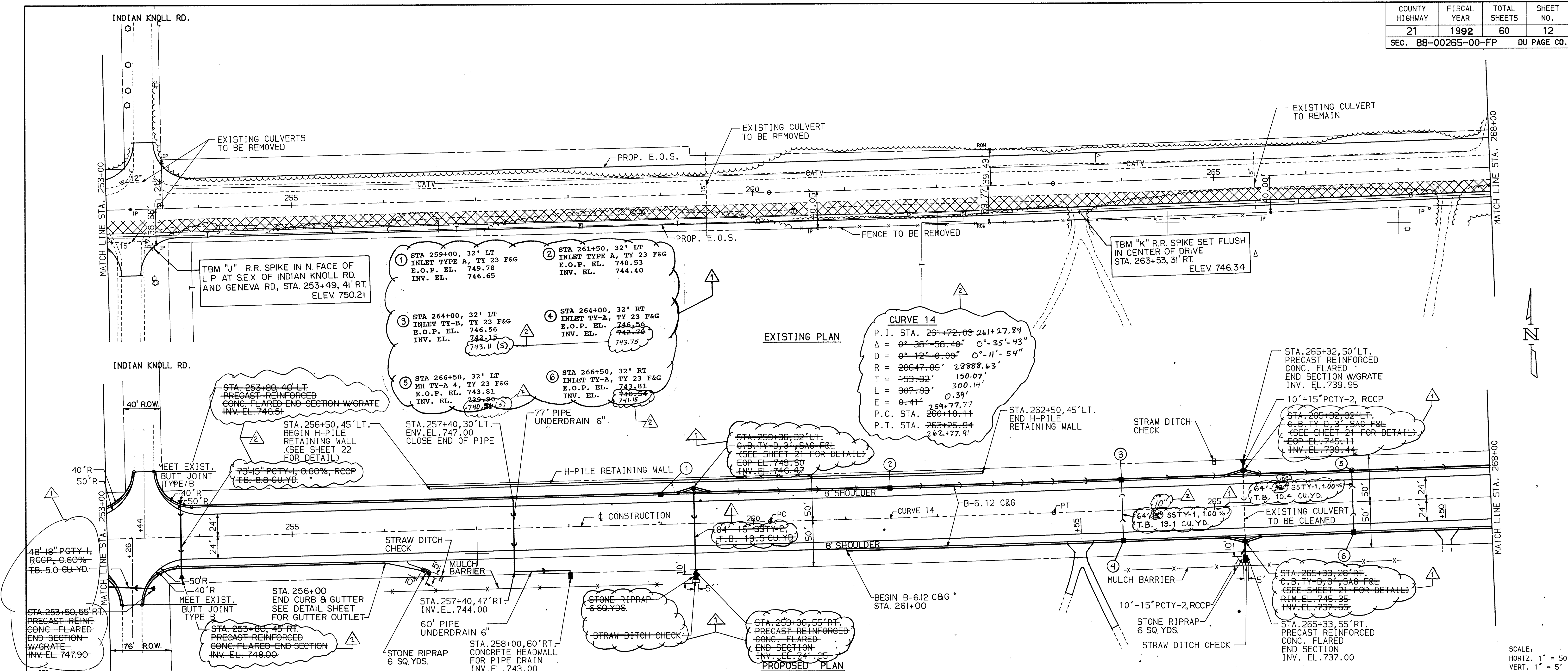
STA. 251+16, 4.32' LT.  
C.B. TY-A, 6', 5/8" F&L  
(SEE SHEET 21 FOR DETAIL)  
E.O.P. EL. 750.53  
INV. EL. 746.53

STA. 252+00, 32' LT.  
C.B. TY-D, 3', 5/8" F&L  
(SEE SHEET 21 FOR DETAIL)  
E.O.P. EL. 750.53  
INV. EL. 746.53

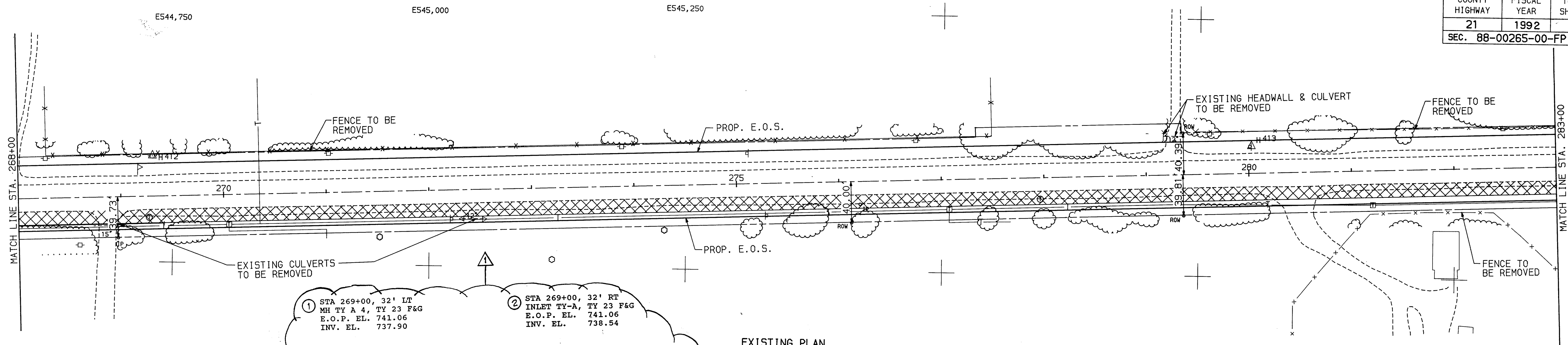
STA. 251+60, 4.32' RT.  
C.B. TY-A, 6', 5/8" F&L  
(SEE SHEET 21 FOR DETAIL)  
E.O.P. EL. 750.54  
INV. EL. 742.24

STA. 252+00, 32' RT.  
C.B. TY-D, 3', 5/8" F&L  
(SEE SHEET 21 FOR DETAIL)  
E.O.P. EL. 750.53  
INV. EL. 746.53

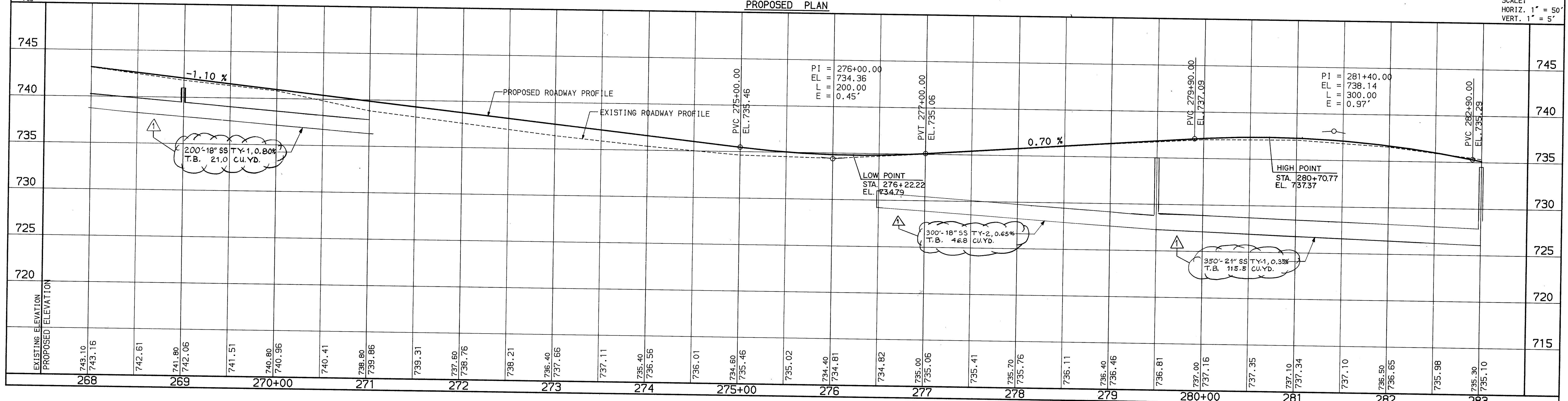
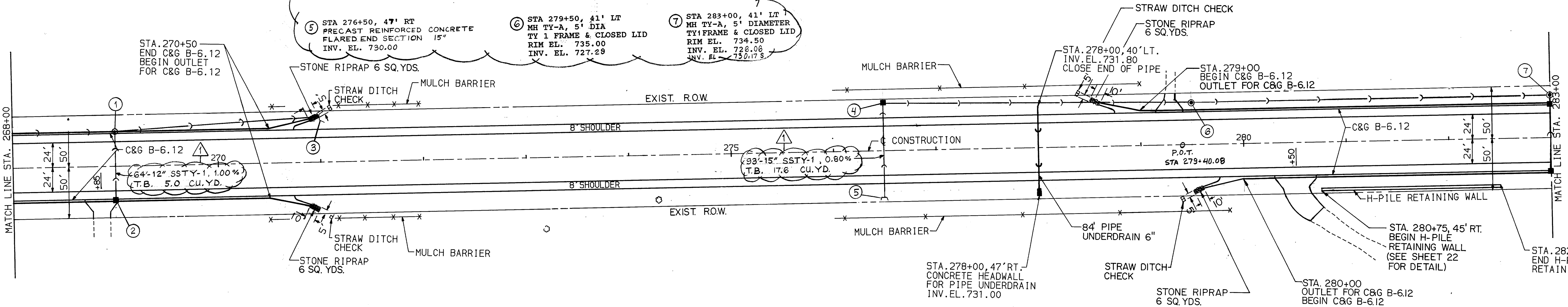
SCALE:  
HORIZ. 1" = 50'  
VERT. 1" = 5'



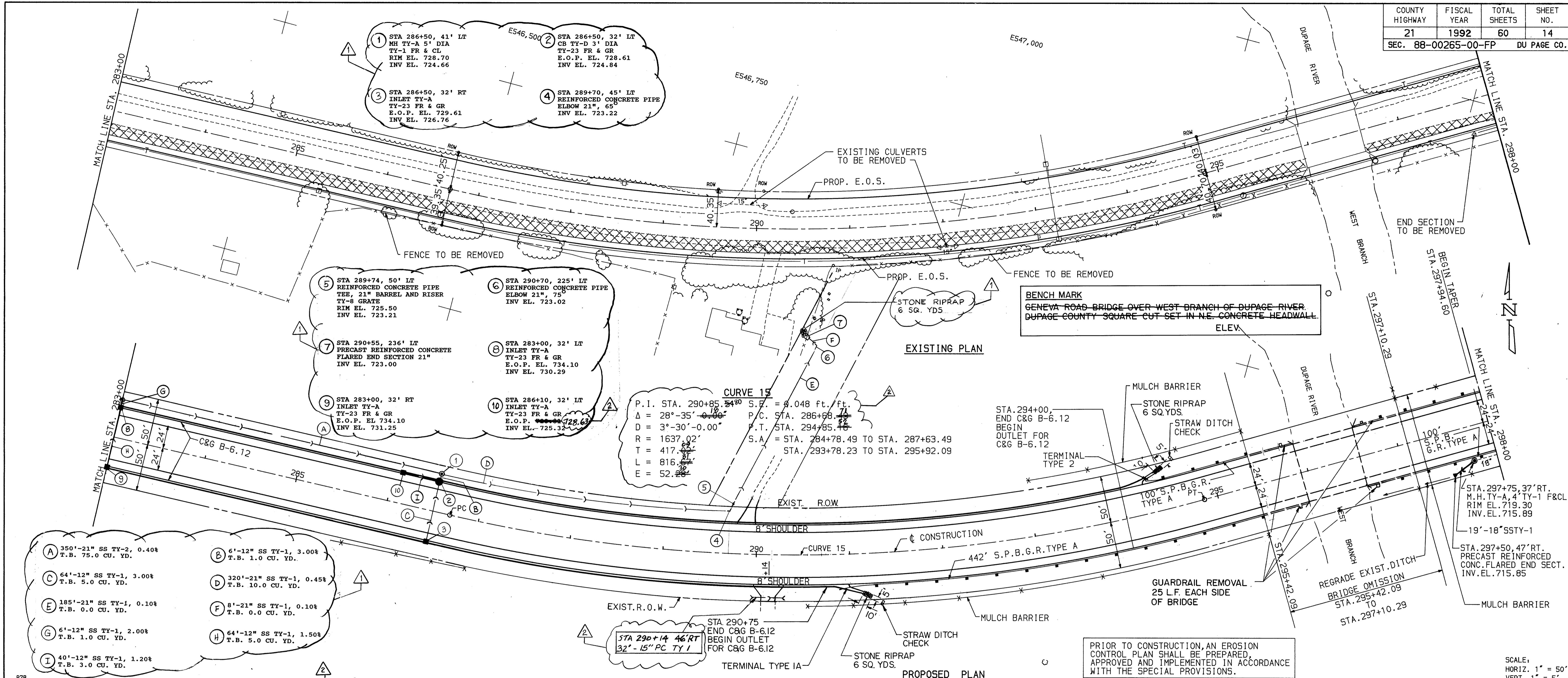
PLAN AND PROFILE GENEVA ROAD STA. 253+00 TO STA. 268+00



- EXISTING PLAN**
- ① STA 269+00, 32' LT MH TY A 4, TY 23 F&G E.O.P. EL. 741.06 INV. EL. 737.90
  - ② STA 269+00, 32' RT INLET TY-A, TY 23 F&G E.O.P. EL. 741.06 INV. EL. 738.54
  - ③ STA 271+00, 44' LT PRECAST REINFORCED CONCRETE FLARED END SECTION 18" INV. EL. 736.30
  - ④ STA 276+50, 47' LT FLUSH INLET BOX (2240) RIM EL. 731.00 INV. EL. 729.24
  - ⑤ STA 276+50, 47' RT PRECAST REINFORCED CONCRETE FLARED END SECTION 15" INV. EL. 730.00
  - ⑥ STA 279+50, 41' LT MH TY-A, 5' DIA TY 1 FRAME & CLOSED LID RIM EL. 735.00 INV. EL. 727.29
  - ⑦ STA 283+00, 41' LT MH TY-A, 5' DIA TY 1 FRAME & CLOSED LID RIM EL. 734.50 INV. EL. 728.08

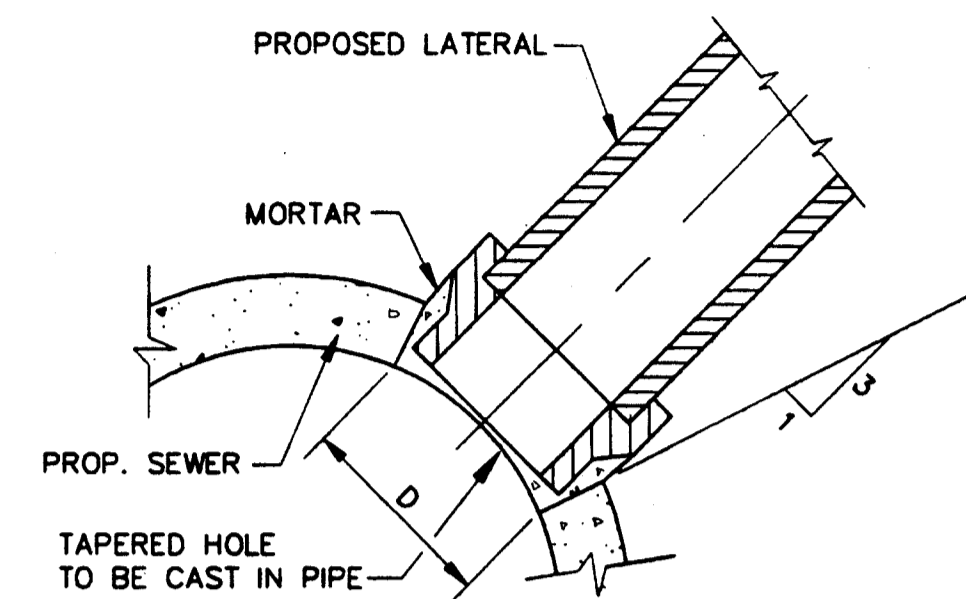
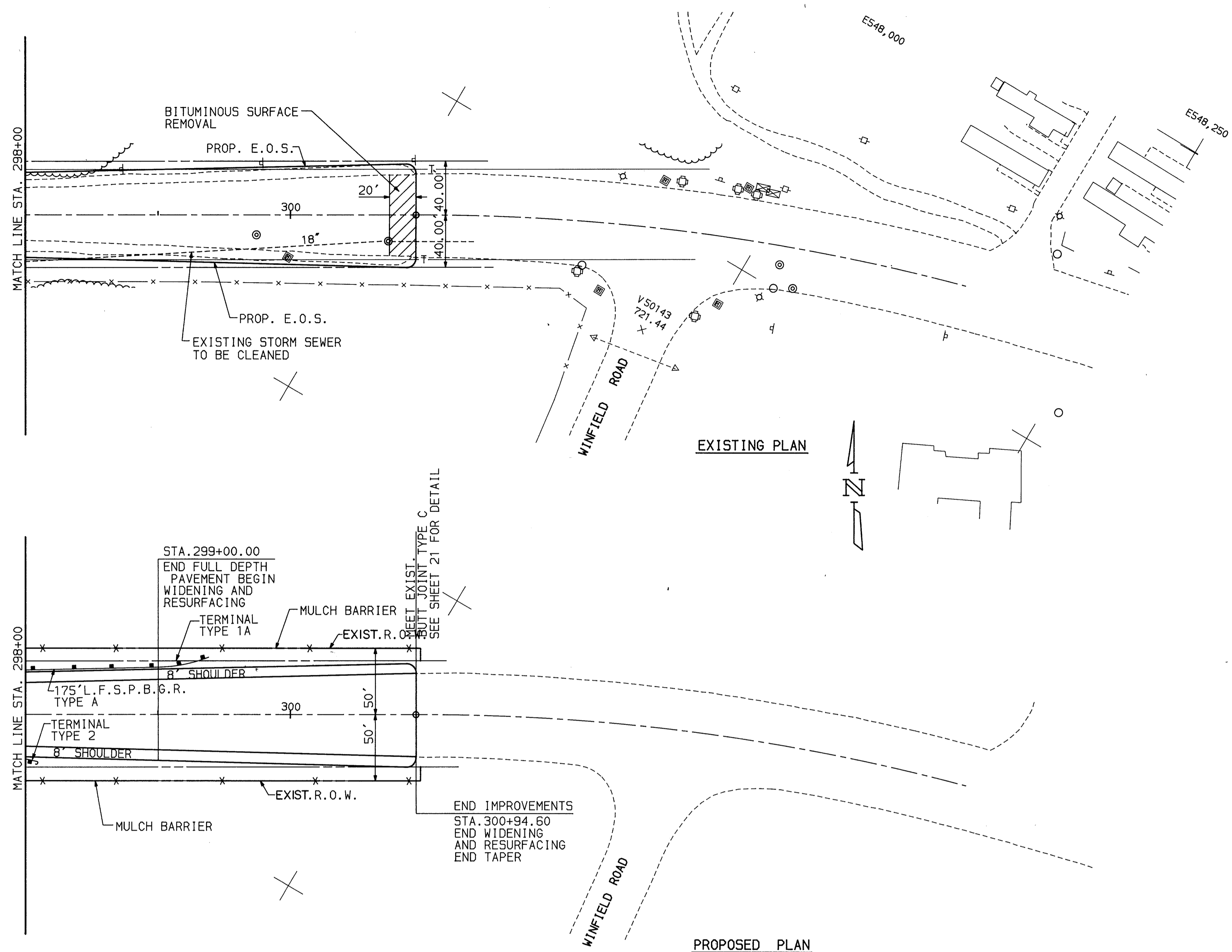


PLAN AND PROFILE GENEVA ROAD STA. 268+00 TO STA. 283+00



EXISTING ELEVATION	PROPOSED ELEVATION	LEFT E.O.P.		RIGHT E.O.P.		STATIONS	LEFT E.O.P.		RIGHT E.O.P.		STATIONS	EXISTING ELEVATION
		OFFSET FROM CL (FEET)	ELEV.	OFFSET FROM CL (FEET)	ELEV.		OFFSET FROM CL (FEET)	ELEV.	OFFSET FROM CL (FEET)	ELEV.		
735	735.10											735
730	730.10											730
725	725.10											725
720	720.10											720
715	715.10											715
710	710.10											710
705	705.10											705

PLAN AND PROFILE GENEVA ROAD STA. 283+00 TO STA. 298+00



**BLIND CONNECTION DETAIL**

**DESCRIPTION**

ALL CATCH BASIN AND INLET CONNECTIONS SHALL BE TWELVE (12) INCH STORM SEWER PIPE, UNLESS SHOWN OR SPECIFIED OTHERWISE ON PLANS, AND AS DIRECTED BY THE ENGINEER.

**CONSTRUCTION METHODS**

CONNECTION TO PROPOSED STORM SEWER, WHERE A STORM SEWER IS TO BE CONNECTED TO A PROPOSED STORM SEWER EITHER WITH:

- A) A Y-BRANCH SECTION OR T-SECTION
- B) FOR PIPES 21" OR LARGER A SECTION WITH AN OPENING MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED OF THE PROPER DIAMETER. SEE DETAIL ABOVE.

**GENERAL**

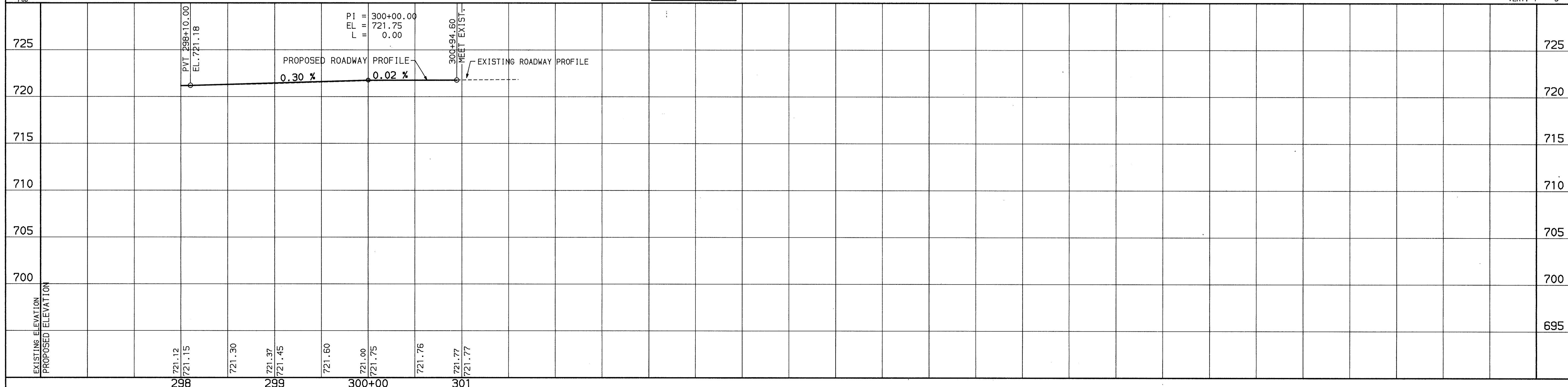
CARE MUST BE TAKEN TO PREVENT MUD, SAND, OR OTHER OBSTRUCTING MATERIALS FROM ENTERING THE SEWER. ALL SUCH MATERIALS WHICH GET INTO THE SEWER MUST BE REMOVED, AND THE SEWER LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE WORK.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW CONNECTION PIPE FROM PROJECTING INTO THE PROPOSED SEWER.

**BASIS OF PAYMENT**

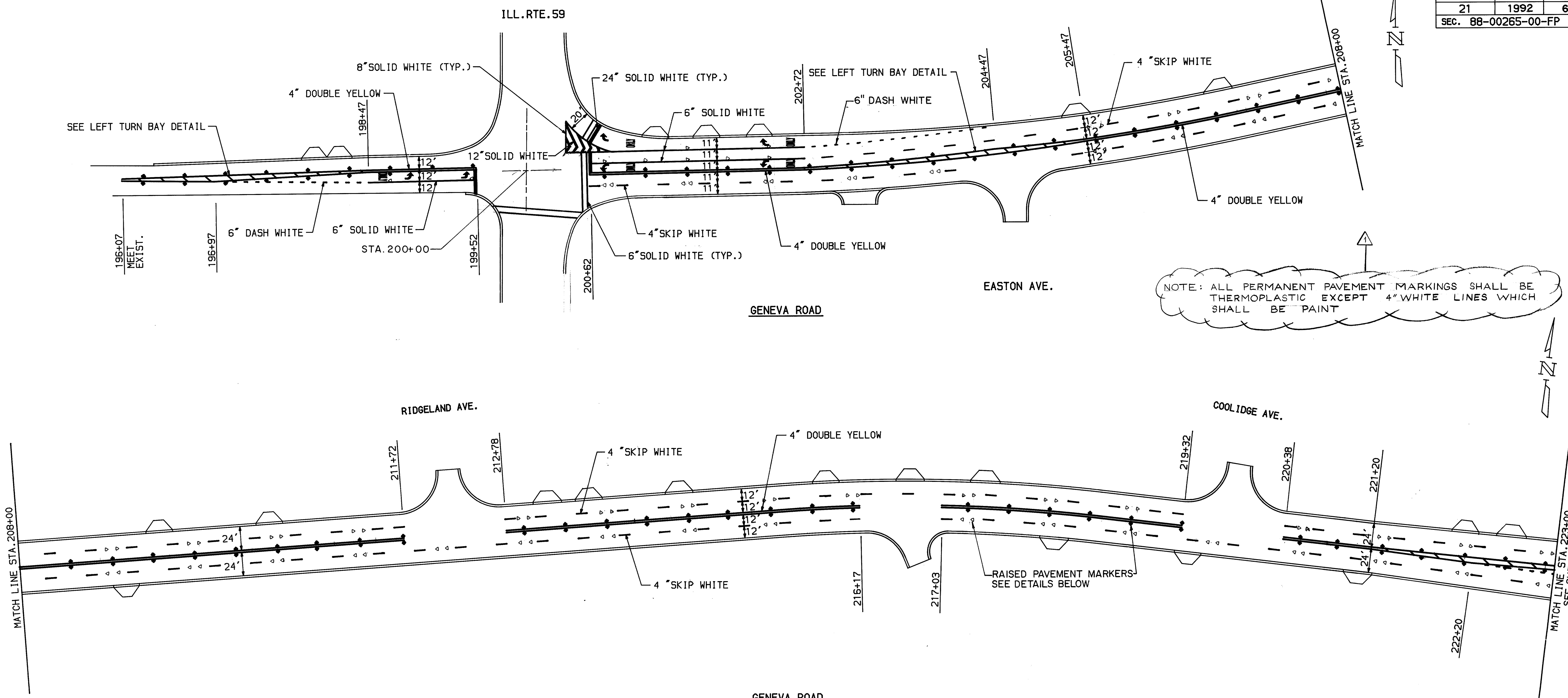
THE COST OF MAKING ALL JUNCTIONS WITH PROPOSED SEWERS SHALL BE INCLUDED IN THE CONTRACT PRICE PER LINEAL FOOT FOR STORM SEWER.

SCALE:  
HORIZ. 1" = 50'  
VERT. 1" = 5'

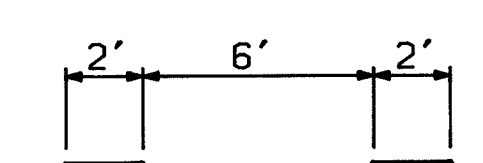




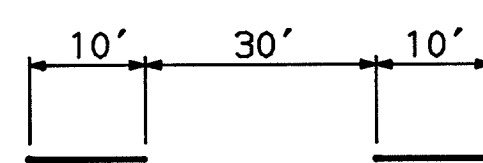




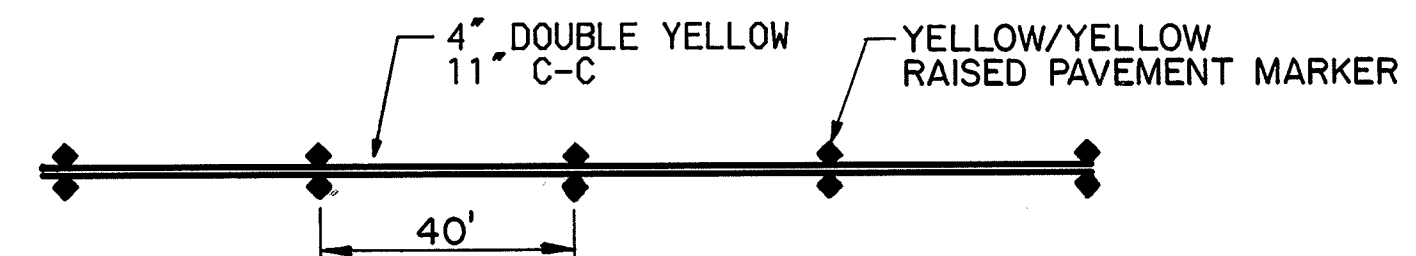
NOTE: ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC EXCEPT 4" WHITE LINES WHICH SHALL BE PAINT



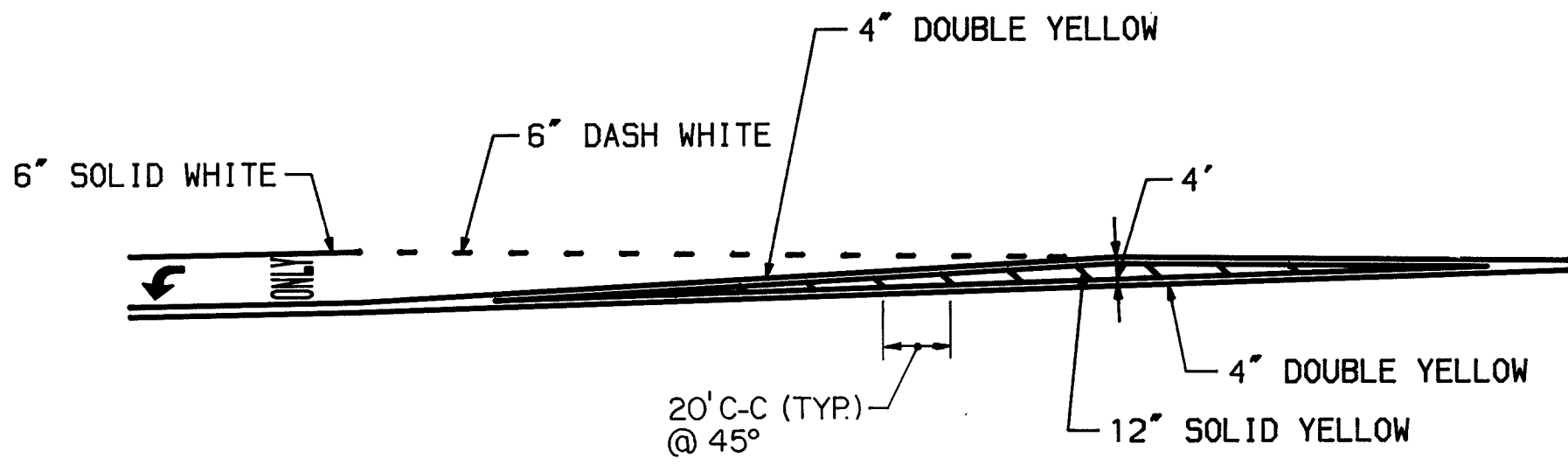
6" DASH WHITE



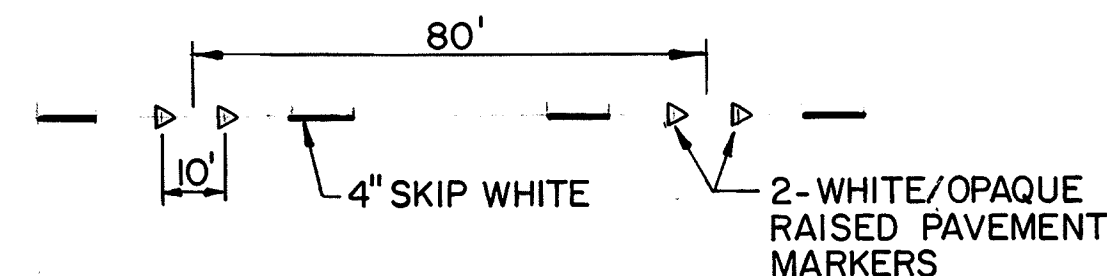
4" SKIP WHITE



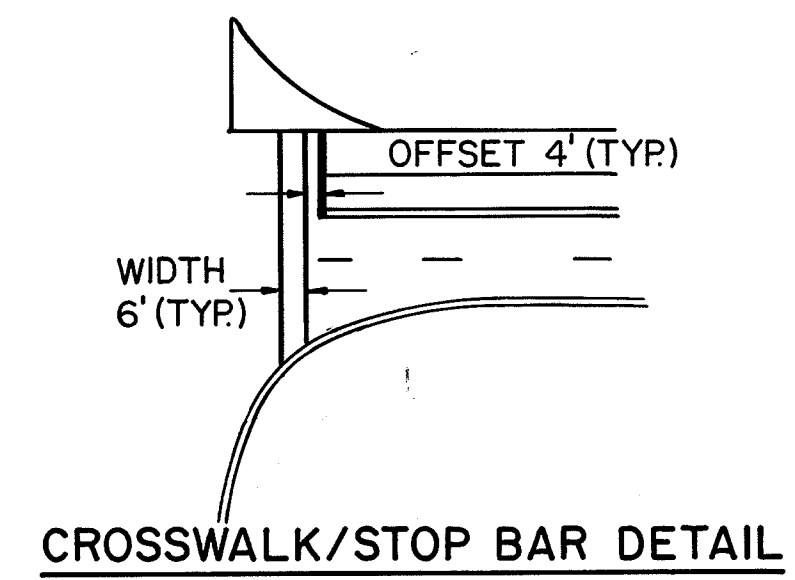
DOUBLE YELLOW CENTERLINE W/RAISED PAVEMENT MARKERS



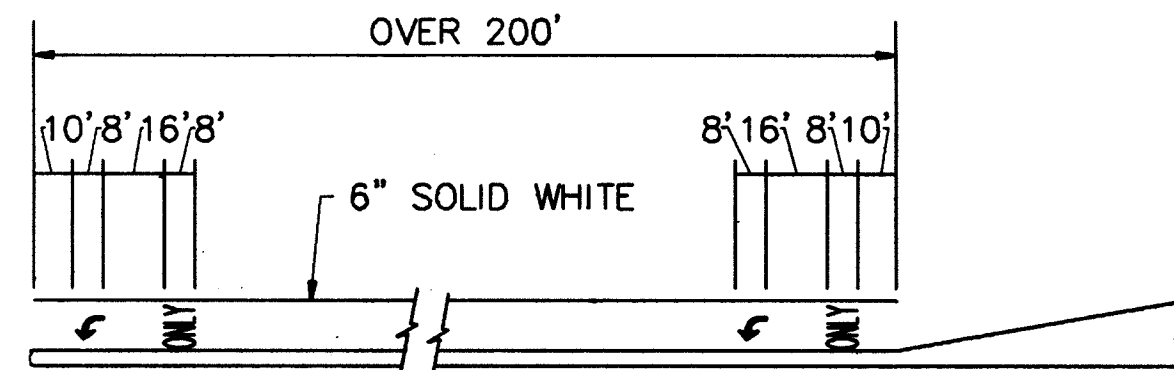
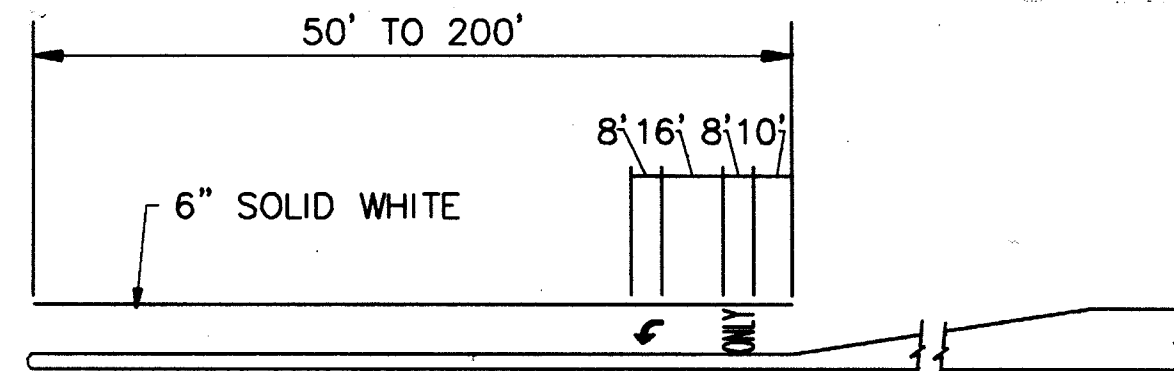
LEFT TURN BAY DETAIL



SKIP WHITE LINE W/RAISED PAVEMENT MARKERS



CROSSWALK/STOP BAR DETAIL



TURN LANE MARKING DETAIL

DU PAGE COUNTY HIGHWAY DEPARTMENT

GENEVA ROAD PAVEMENT MARKING

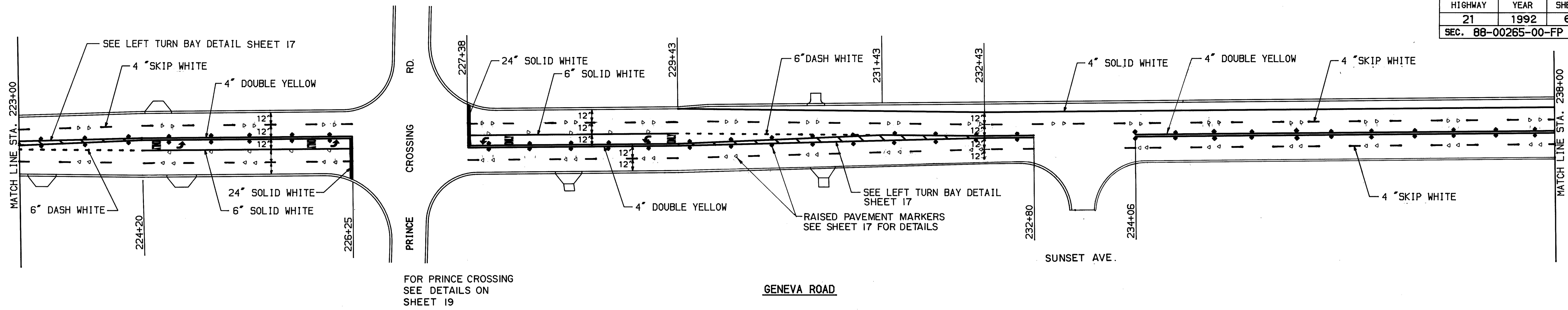
SCALE: 1" = 50'

DATE: AUGUST 1989

DRAWN BY: L.R.L.

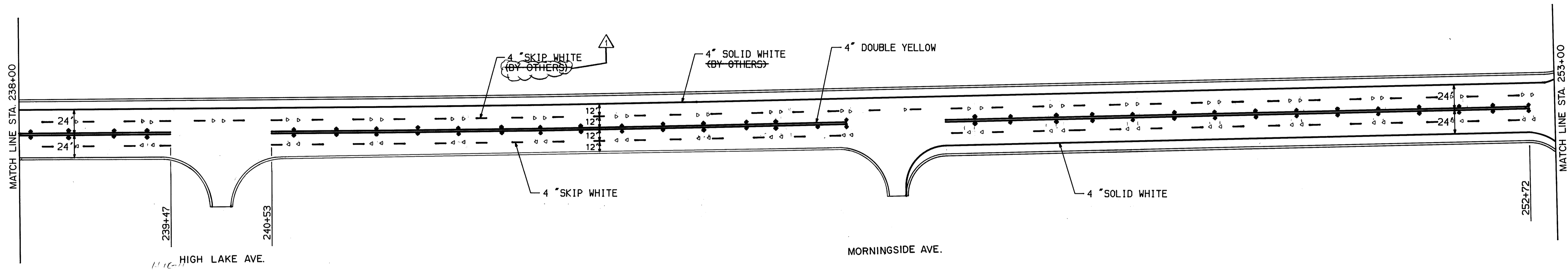
CHECKED BY: T.A.A.

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1992	60	18
SEC. 88-00265-00-FP			DU PAGE CO.

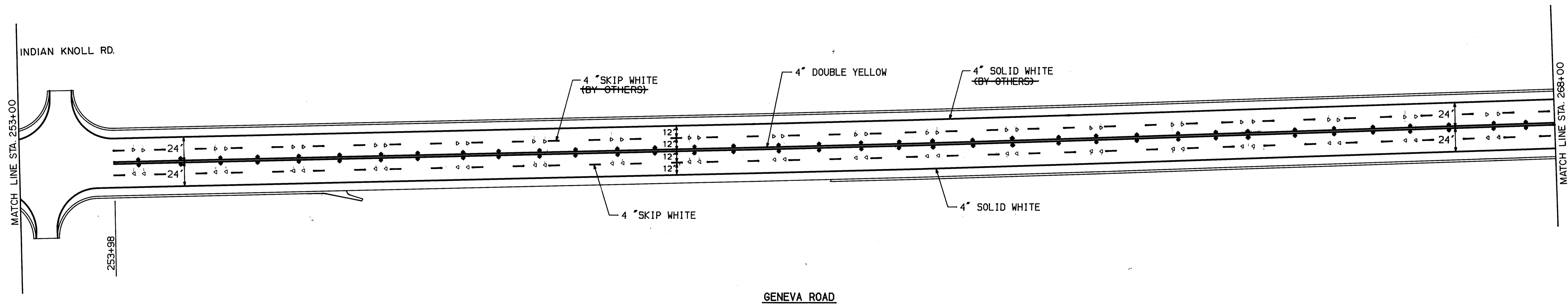


FOR PRINCE CROSSING  
SEE DETAILS ON  
SHEET 19

GENEVA ROAD



GENEVA ROAD



GENEVA ROAD

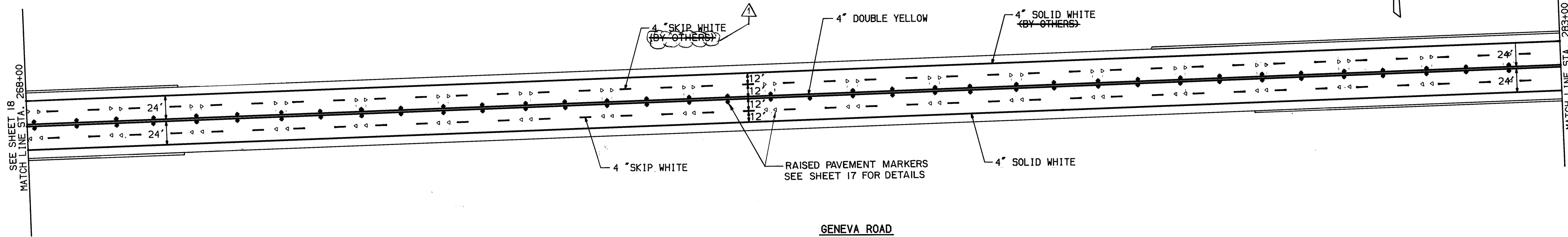
DU PAGE COUNTY HIGHWAY DEPARTMENT

GENEVA ROAD  
PAVEMENT MARKING

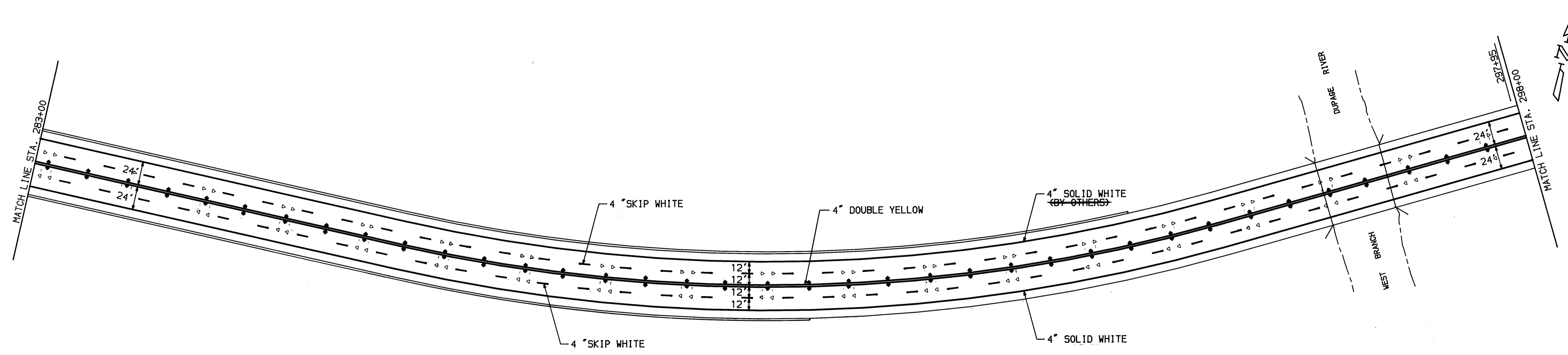
SCALE: 1" = 50'  
DATE: AUGUST, 1989

DRAWN BY: L.R.L.  
CHECKED BY: T.A.A.

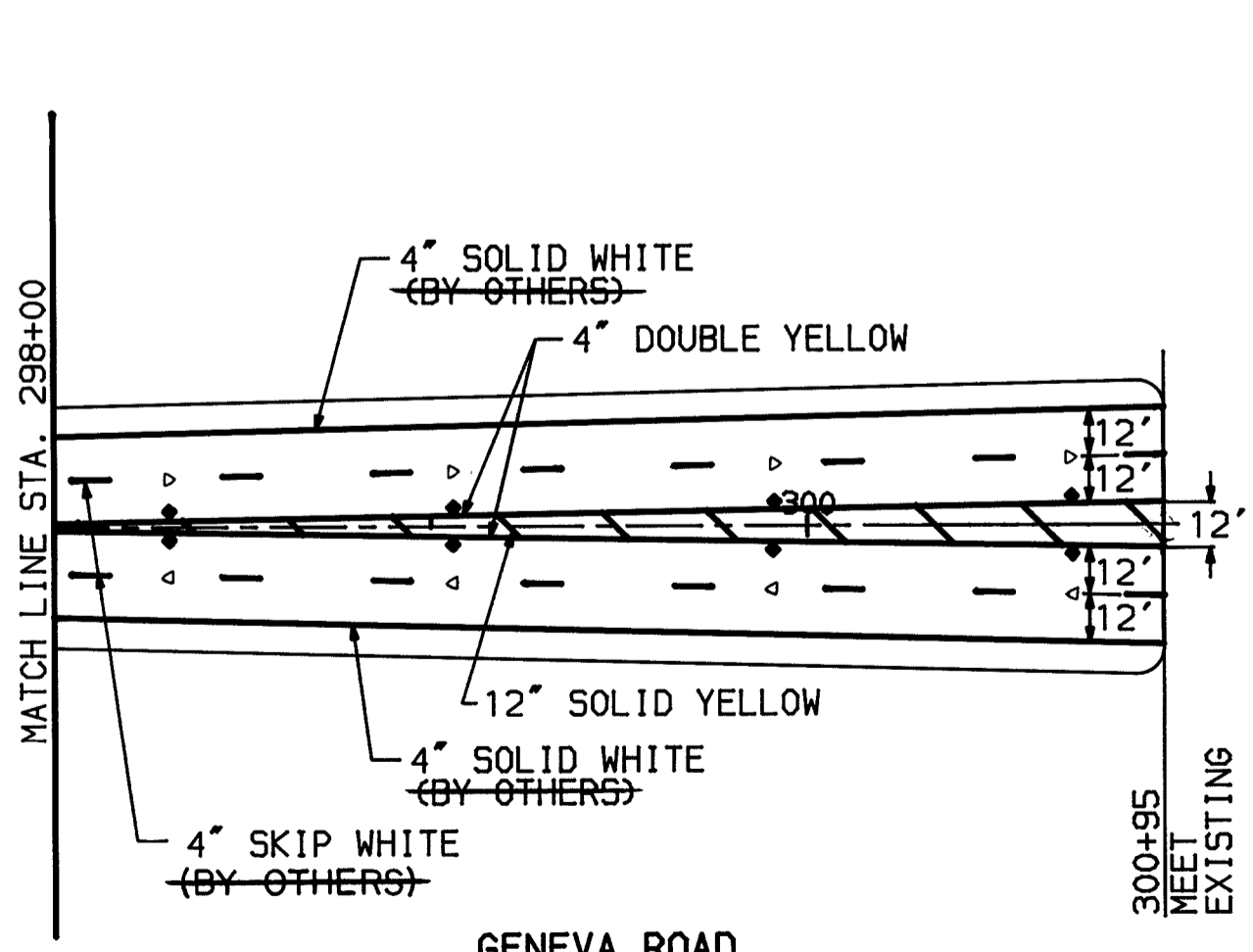
COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1992	60	19
SEC. 88-00265-00-FP			DU PAGE CO.



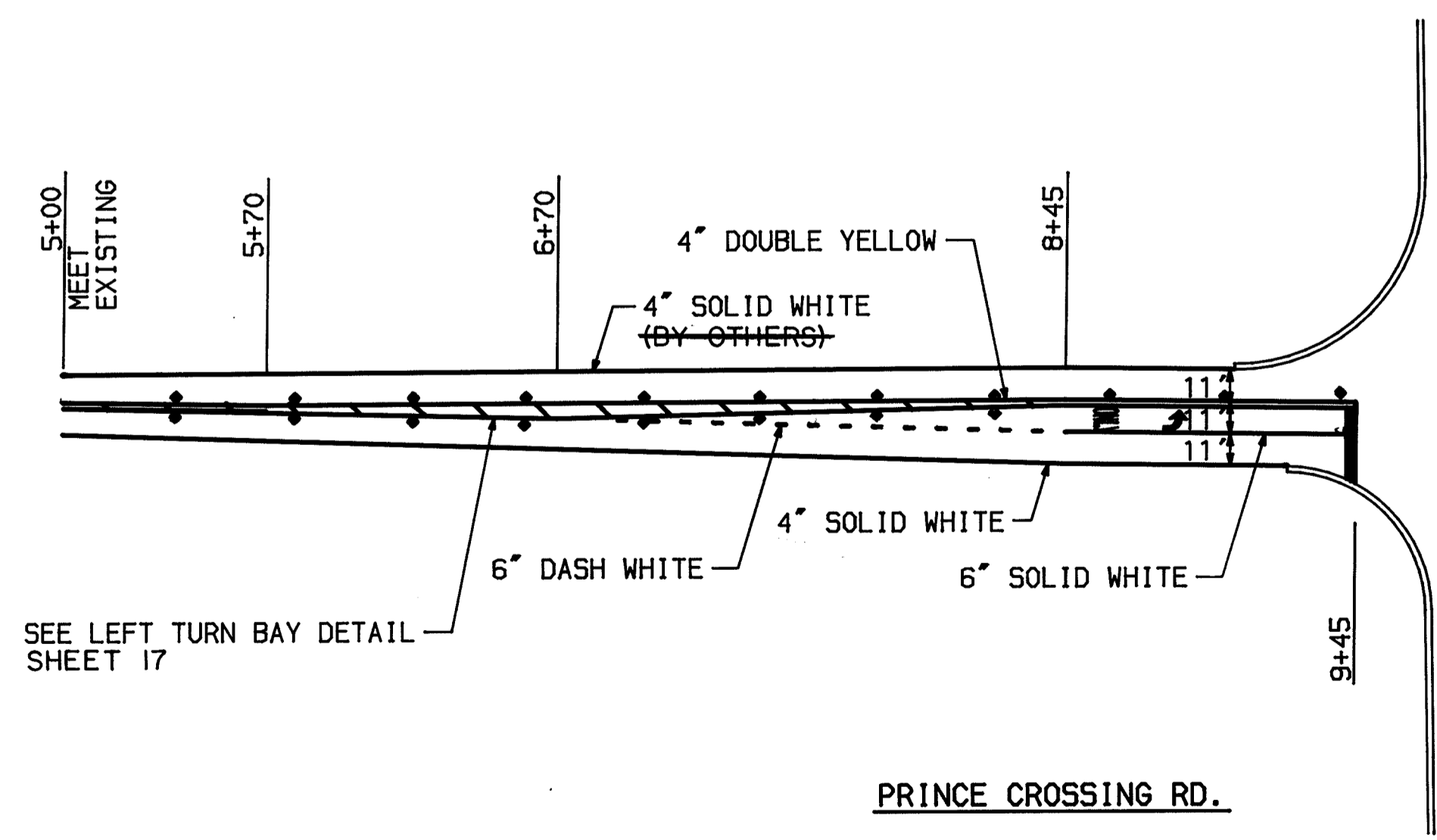
GENEVA ROAD



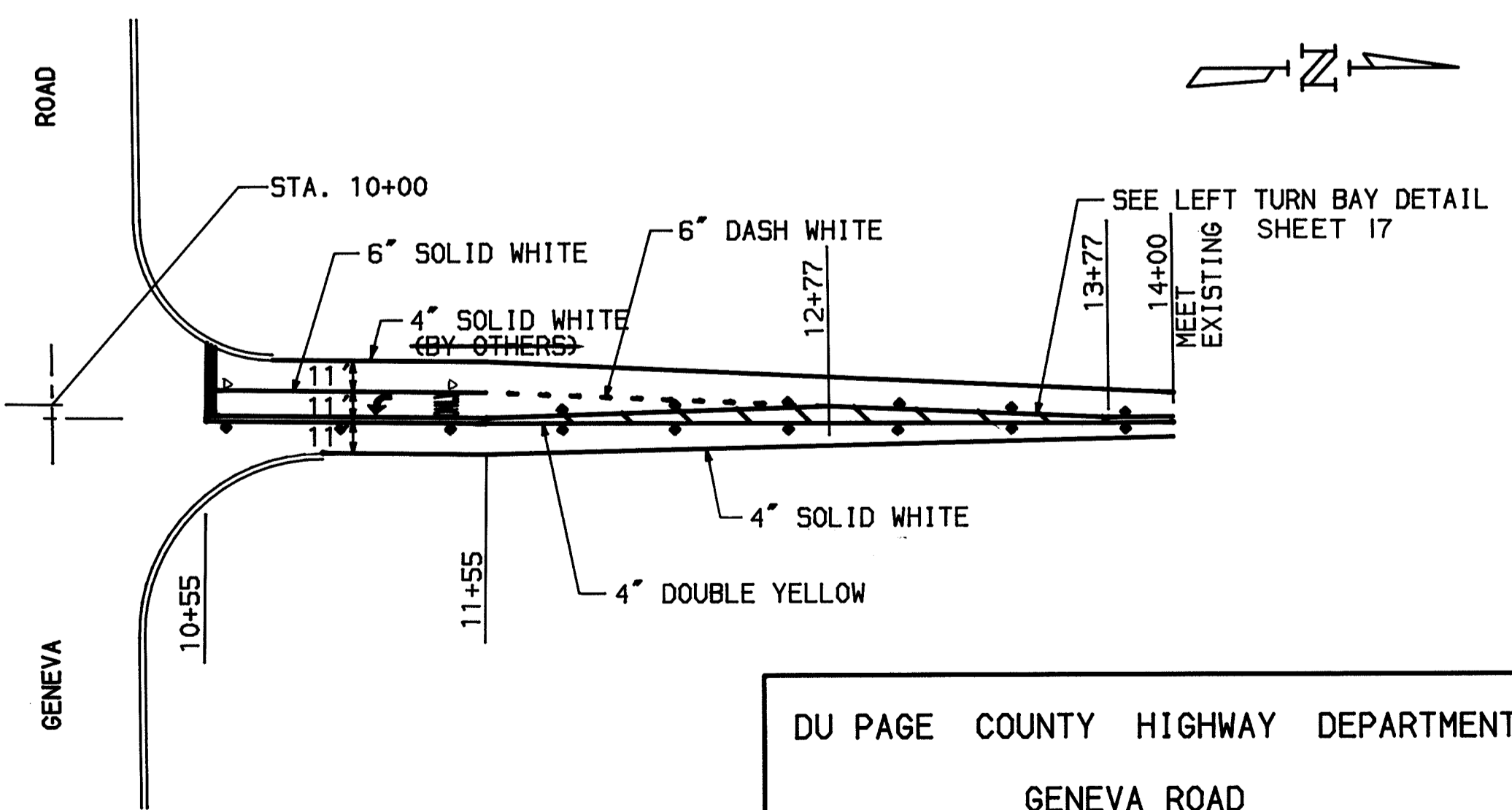
GENEVA ROAD



GENEVA ROAD



PRINCE CROSSING RD.



DU PAGE COUNTY HIGHWAY DEPARTMENT  
 GENEVA ROAD  
 AND  
 PRINCE CROSSING ROAD  
 PAVEMENT MARKING  
 SCALE: 1" = 50'  
 DATE: AUGUST 1989  
 DRAWN BY: L.R.L.  
 CHECKED BY: T.A.A.

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1992	60	20
SEC. 88-00265-00-FP DU PAGE CO.			

**TREE REMOVAL**

LOCATION	6 TO 15 INCH DIAMETER		OVER 15 INCH DIAMETER		ACRES	
	LT.	RT.	LT.	RT.	LT.	RT.
195+00 TO 200+00						
200+00 TO 205+00	100	42	46			
205+00 TO 210+00	153		182			
210+00 TO 215+00	148	20	267			
215+00 TO 220+00	68	35	56	25		
220+00 TO 225+00	15	77	267	20		
225+00 TO 230+00	32	68	254	42		
230+00 TO 235+00	115	36	433	34		
235+00 TO 240+00					0.2	0.4
240+00 TO 245+00					0.1	0.1
245+00 TO 250+00					0.3	0.1
250+00 TO 255+00					0.3	0.2
255+00 TO 260+00					0.3	0.3
260+00 TO 265+00					0.1	0.4
265+00 TO 270+00					0.1	0.3
270+00 TO 275+00					0.1	
275+00 TO 280+00					0.1	0.1
280+00 TO 285+00					0.1	
285+00 TO 290+00					0.1	0.1
290+00 TO 295+00					0.1	0.2
295+00 TO 300+00					0.1	0.1
300+00 TO 305+00						
PRINCE CROSSING ROAD	31	84		114		
TOTALS	662	362	1505	235	2.0	2.3

NOTE: SCHEDULES DO NOT REFLECT CHANGES FOR

**PRIVATE ENTRANCES**

LOCATION	A* (FEET)	B* (FEET)
197+95, LT.	0	10
198+20, LT.	0	10
201+27, LT.	10	10
201+77, LT.	14	10
202+28, LT.	24	10
205+42, LT.	24	10
206+87, LT.	5	10
209+02, RT.	6	10
209+37, LT.	15	10
210+45, LT.	21	10
213+15, LT.	27	10
213+48, LT.	13	10
214+45, LT.	0	10
215+89, LT.	9	10
216+69, LT.	3	11
217+41, LT.	20	11
218+13, RT.	33	10
219+44, RT.	22	10
221+10, RT.	2	11
222+09, LT.	5	10
222+56, LT.	16	12
223+22, RT.	14	11
224+36, LT.	7	10
224+59, RT.	16	13
228+37, RT.	17	10
230+77, LT.	17	10
230+85, RT.	14	10
236+49, RT.	17	10
248+84, RT.	5	10
250+04, RT.	1	10
263+55, RT.	95	10
263+55, RT.	35	10
267+50, RT.	5	10
268+85, RT.	6	16
280+50, RT.	30	26
290+14, RT.	2	16
PRINCE CROSSING ROAD:		
5+39, LT.	8	20
5+84, LT.	8	15
6+60, LT.	8	20
6+65, RT.	12	15
7+57, LT.	7	25

**TEMPORARY PAVEMENT/STONE**

LOCATION	BITUMINOUS BASE COURSE, 8"	AGGREGATE CA-1,5, OR 6
GENEVA ROAD	7,075	
PRINCE CROSSING RD.	1,430	
PRIVATE ENTRANCES		2,000
SIDEROADS		1,000
TOTALS	8,505 TONS	3,000 TONS

**PAVEMENT REMOVAL**

LOCATION	BITUMINOUS SURFACE REMOVAL	PAVEMENT REMOVAL	DRIVEWAY PAVEMENT REMOVAL
GENEVA ROAD	1,461	29,667	
PRINCE CROSSING RD.	96	916	
PRIVATE ENTRANCES			146
COMMERCIAL ENTRANCE			76
SIDEROADS		1,846	
TOTALS	1,557 S.Y.	32,429 S.Y.	222 S.Y.

**EARTHWORK QUANTITIES**

LOCATION	CUT	FILL	TOPSOIL 4"
GENEVA ROAD	30,266	13,199	23,250
PRINCE CROSSING ROAD	1,511	54	502
TOTALS	31,777 C.Y.	13,253 C.Y.	23,752 S.Y.

**PAVEMENT QUANTITIES**

LOCATION	SUB-BASE GRANULAR MATERIAL, TYPE B	AGGREGATE SHOULDERS TYPE B	BITUMINOUS SHOULDERS 8"	AGGREGATE BASE COURSE B, 8"	AGGREGATE BASE COURSE B, 12"	B.A.M. BASE COURSE, 8"	B.A.M. BASE COURSE, 9"	BINDER COURSE	SURFACE COURSE
GENEVA ROAD	19,206	380	4,926				26,982	7,709	4,846
PRINCE CROSSING RD.	997	2,425					882	245	249
PRIVATE ENTRANCES				667	48			171	86
SIDEROADS	868		113			1,254		403	244
TOTALS	21,071 TONS	2,805 TONS	5039 TONS	667 TONS	48 TONS	1,254 TONS	27,864 TONS	8,528 TONS	5,425 TONS

\*SEE DETAIL ON SHEET NO. 21 FOR EXPLANATION OF A AND B

**PIPE CULVERT & STORM SEWER QUANTITIES**

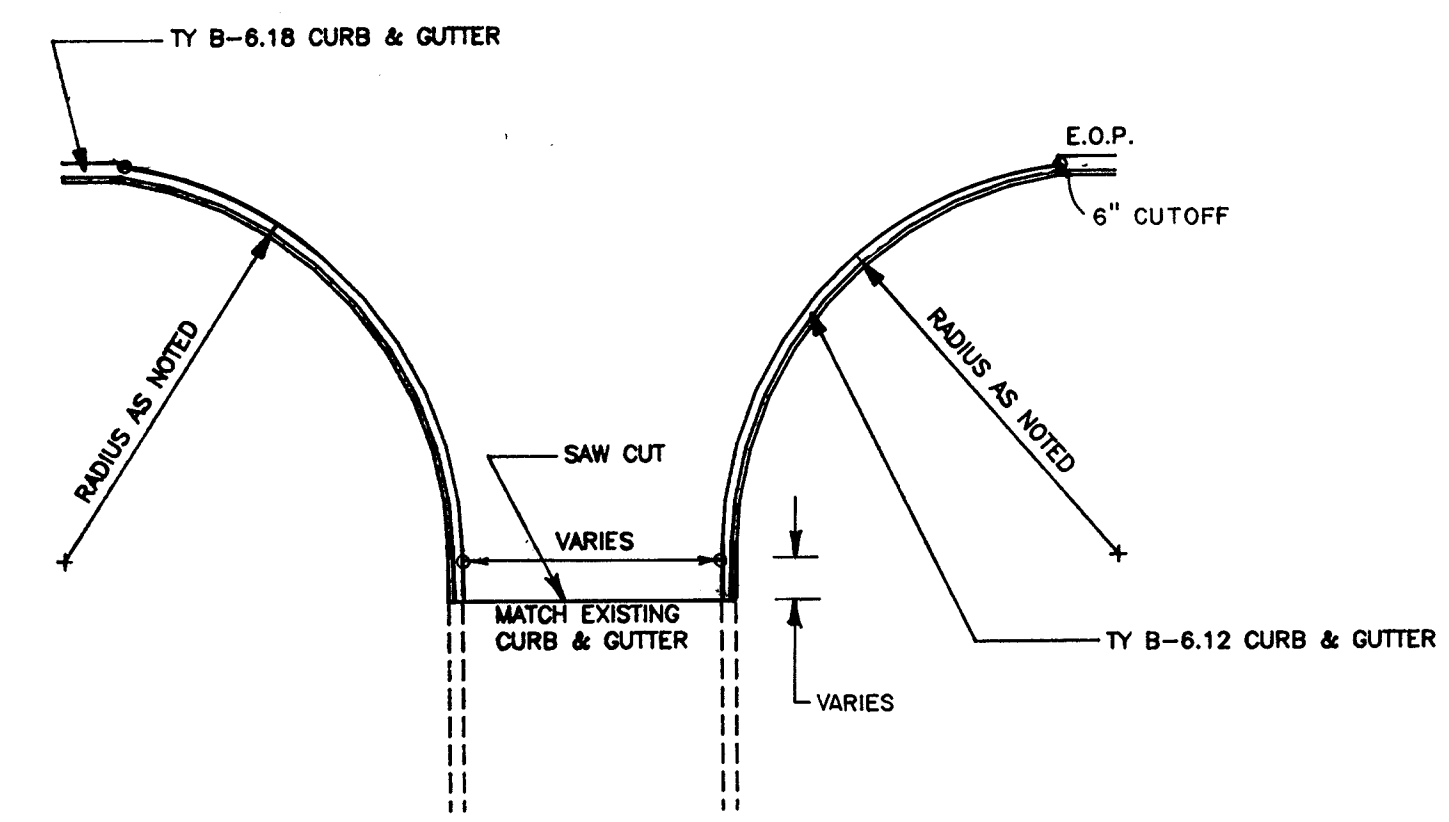
STATION	PIPE CULVERTS, TYPE 1					PIPE CULVERTS, TYPE 2					STORM SEWERS, TYPE 1				STORM SEWERS, TYPE 2				STORM SEWERS, TYPE 3	PIPE UND.		
	CSCP 12"	15"	RCCP 15"	RCCP 18"	CSCP 24"	RCCP 30"	RCCP 15"	RCCP 18"	RCCP 30"	RCP 12"	RCP 15"	RCP 18"	RCEP 30"x19"	RCP 12"	RCP 15"	RCP 18"	RCP 21"	RCP 24"	RCP 30"	RCP 18"	RCP 21"	6"
196+42 TO 208+00										150	51			272		42						
208+00 TO 223+00		256				123				393	14			196	24	139	450			300	145	61
223+00 TO 238+00	50	32							429	8		8					489	492				
238+00 TO 253+00							81	103	203	287				302								21
253+00 TO 268+00			73	48			20									84						137
268+00 TO 283+00																						84
283+00 TO 298+00											19											
PRINCE CROSSING		160			4																	
TOTAL (L.F.)	50	448	73	48	4	123	20	81	103	1175	360	19	8	770	108	181	450	489	492	300	145	303

**DRAINAGE STRUCTURE QUANTITIES**

STATION	CATCH BASINS, TYPE A		CB TY-C	CB TY-D	MANHOLES, TYPE A		INL TY-A	T-1 F&L	T-8 F&G	T-23 F&G	SAG F&L	PRECAST REIN. CONC. FLAR. END SEC.					GRATING-C FL END SEC			END SECT.	STONE	TRENCH	
	4'-DIA	5'-DIA		3'-DIA	4'-DIA	5'-DIA						12'	15'	18'	30'	30"x19"	15'	18'	30'	STEEL, 24"	RIPRAP	BACKFILL	
196+42 TO 208+00	1		3	3	1	1	2	2		9													188
208+00 TO 223+00	7		8	4					3	15	1				2								1925.1
223+00 TO 238+00	1	5	8				2		2	13	1	1	2		1	1							406.1
238+00 TO 253+00	3	2	6	3			3	2	3	7	5	4	1	4	3		1	1					172.3
253+00 TO 268+00				3							3					2	1						18
268+00 TO 283+00																							33.3
283+00 TO 298+00					1			1															24
PRINCE CROSSING																					2		12
TOTAL (EACH)	12	7	25	13	6	1	7	5	8	44	10	5	10	7	6	1	3	2	2	2	54 S.Y.		2725 C.Y.

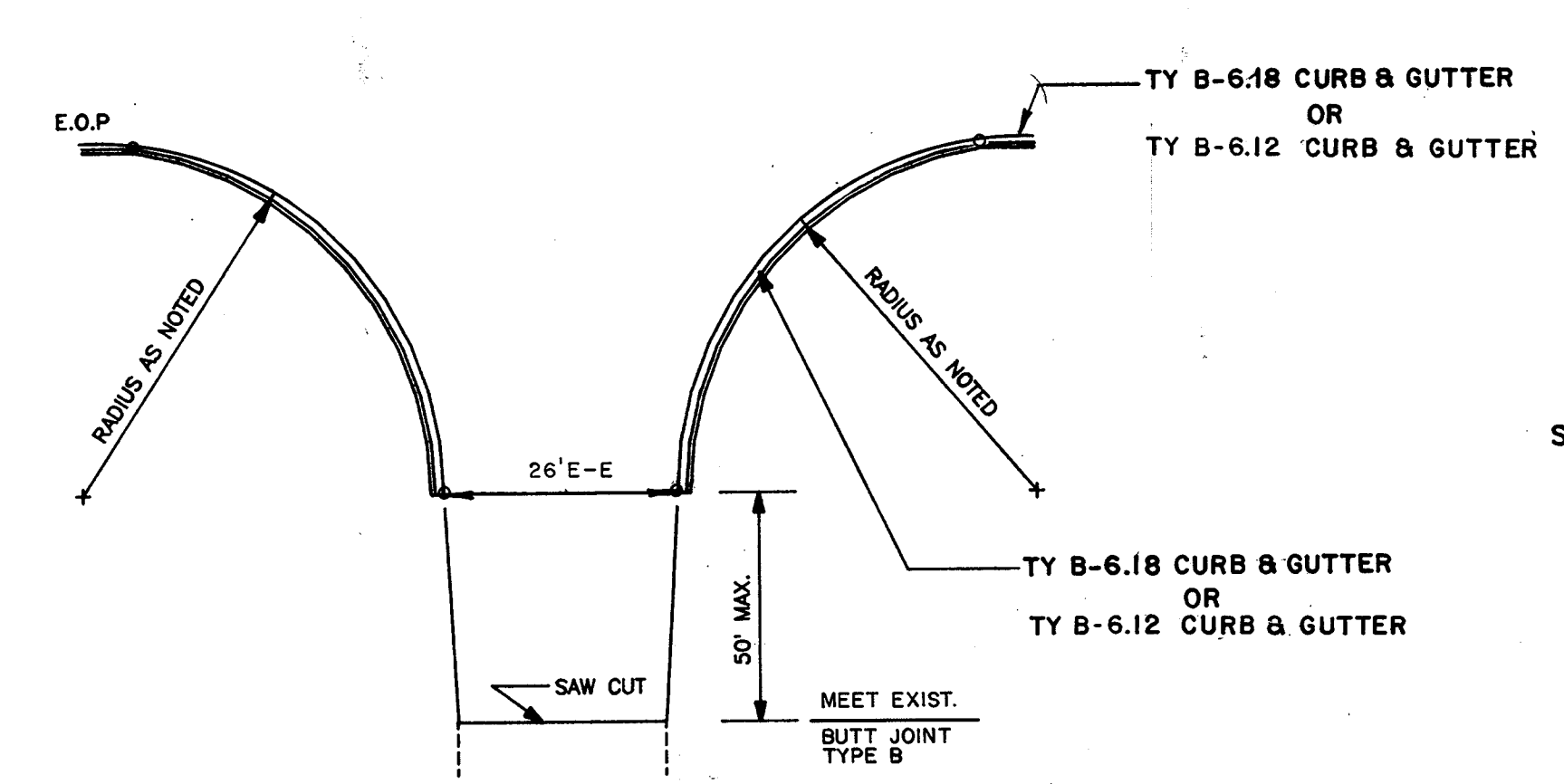
DU PAGE COUNTY HIGHWAY DEPARTMENT  
**SCHEDULE OF QUANTITIES**  
 SCALE: NONE  
 DATE: AUGUST 1989  
 DRAWN BY: J.J.A.  
 CHECKED BY: N.F.

**TYPICAL CURBED SIDE ROAD APPROACH**



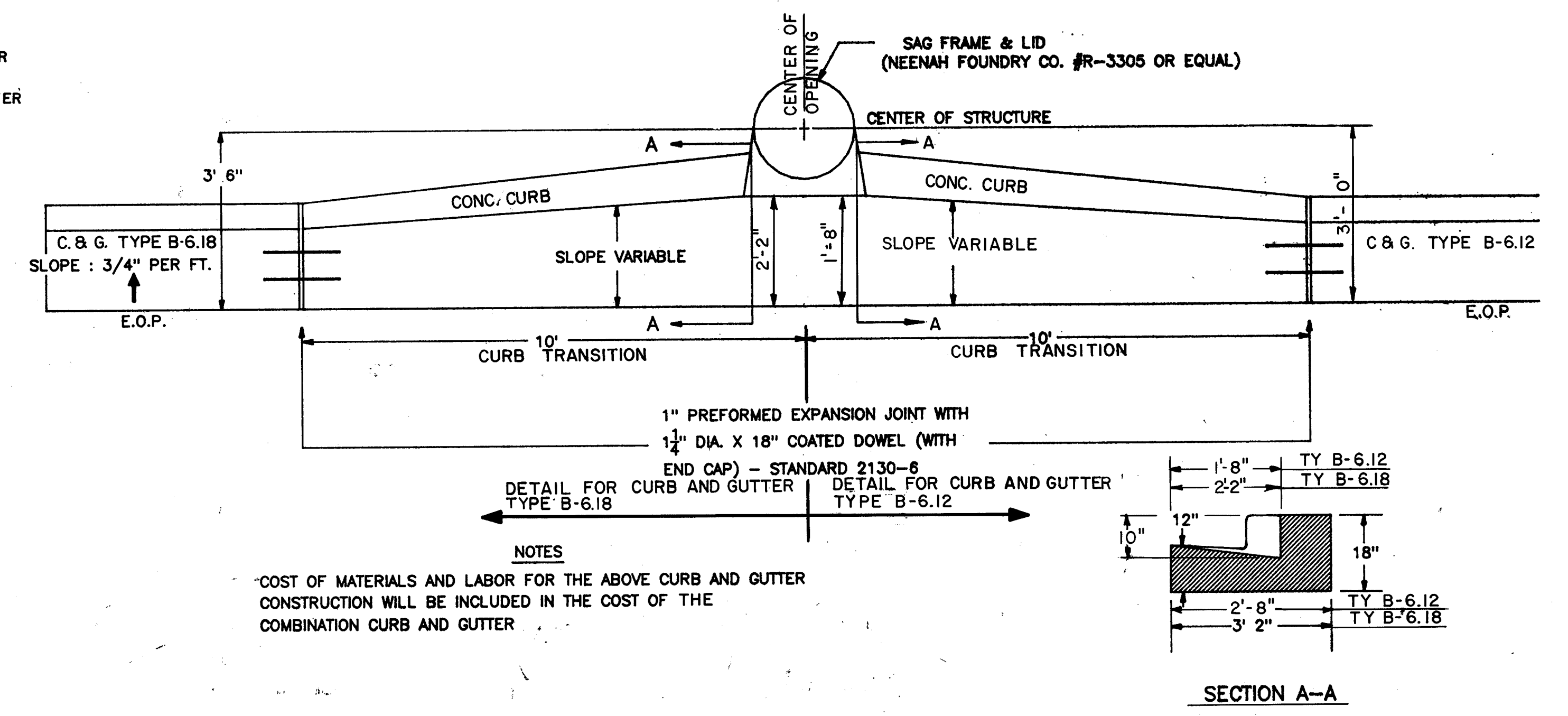
- 8" BITUMINOUS AGGREGATE MIXTURE BASE COURSE
- 2 1/2" BITUMINOUS CONCRETE BINDER COURSE
- 1 1/2" BITUMINOUS CONCRETE SURFACE COURSE, CL. I
- 4" GRANULAR MATERIAL SUB-BASE, TYPE B

**TYPICAL UNCURBED SIDE ROAD APPROACH**



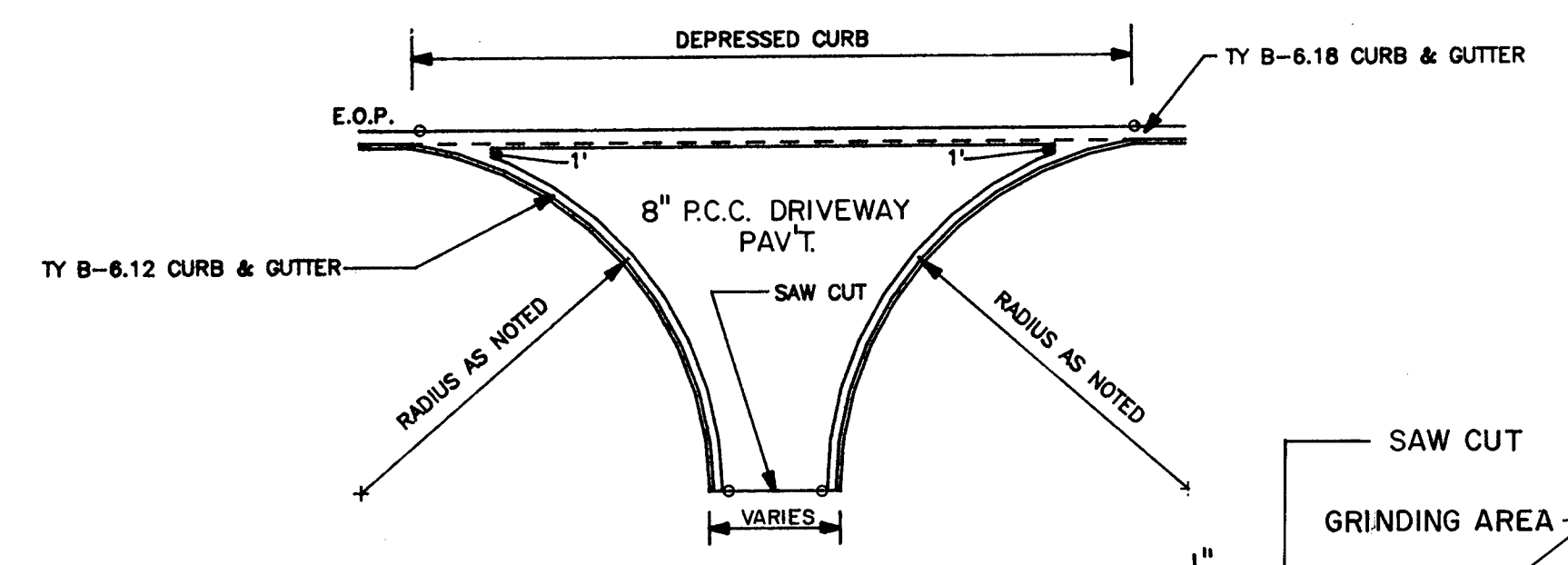
- 8" BITUMINOUS AGGREGATE MIXTURE BASE COURSE
- 2 1/2" BITUMINOUS CONCRETE BINDER COURSE
- 1 1/2" BITUMINOUS CONCRETE SURFACE COURSE, CL. I
- 4" GRANULAR MATERIAL SUB-BASE, TYPE B

**SAG FRAME & GRATE**

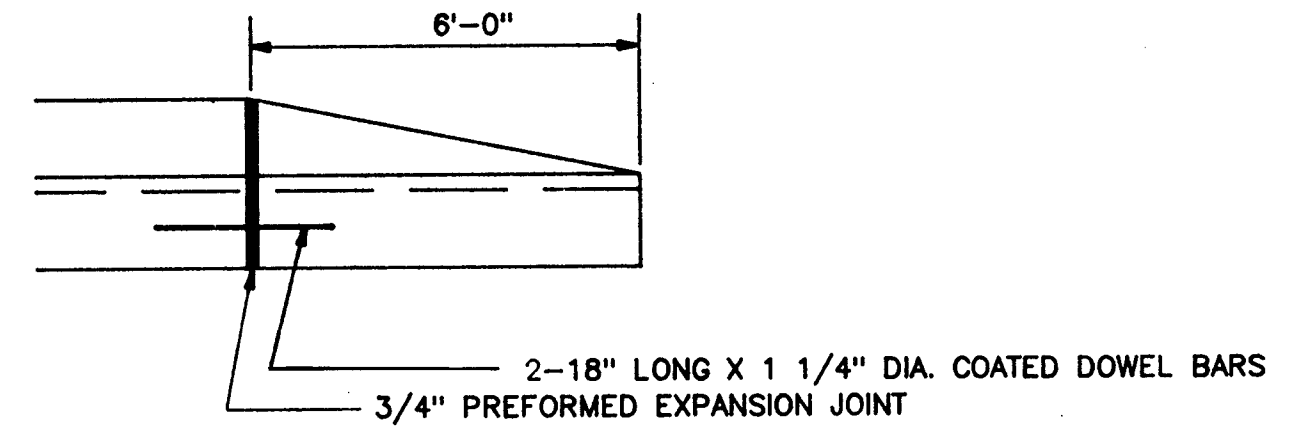


NOTES  
 COST OF MATERIALS AND LABOR FOR THE ABOVE CURB AND GUTTER CONSTRUCTION WILL BE INCLUDED IN THE COST OF THE COMBINATION CURB AND GUTTER

**TYPICAL COMMERCIAL ENTRANCE**

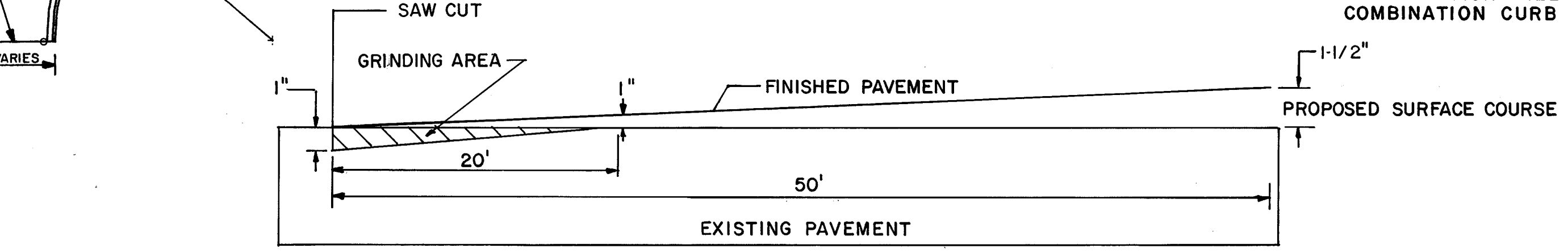


**CURB END DETAIL**

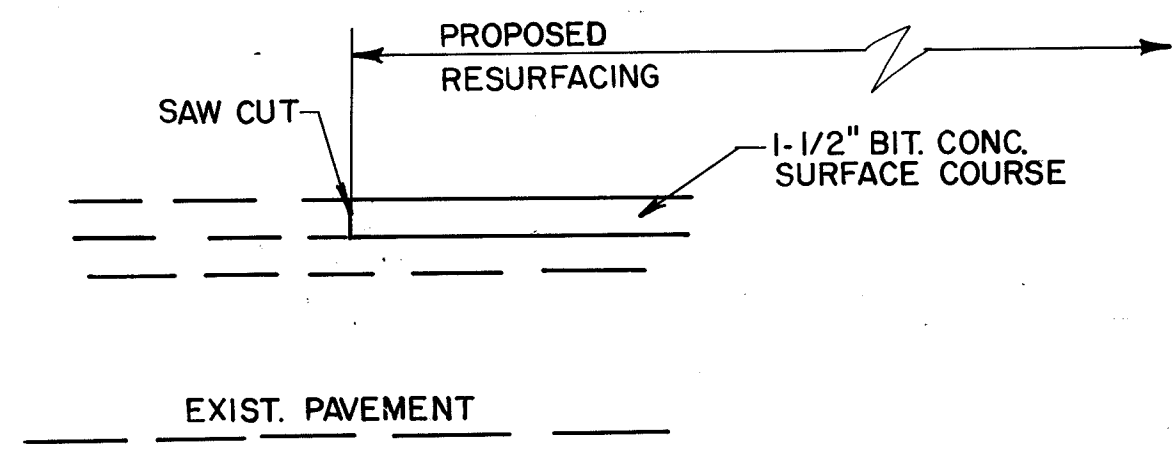


NOTES  
 COST OF MATERIALS AND LABOR FOR THE ABOVE CURB AND GUTTER CONSTRUCTION WILL BE INCLUDED IN THE COST OF THE COMBINATION CURB AND GUTTER

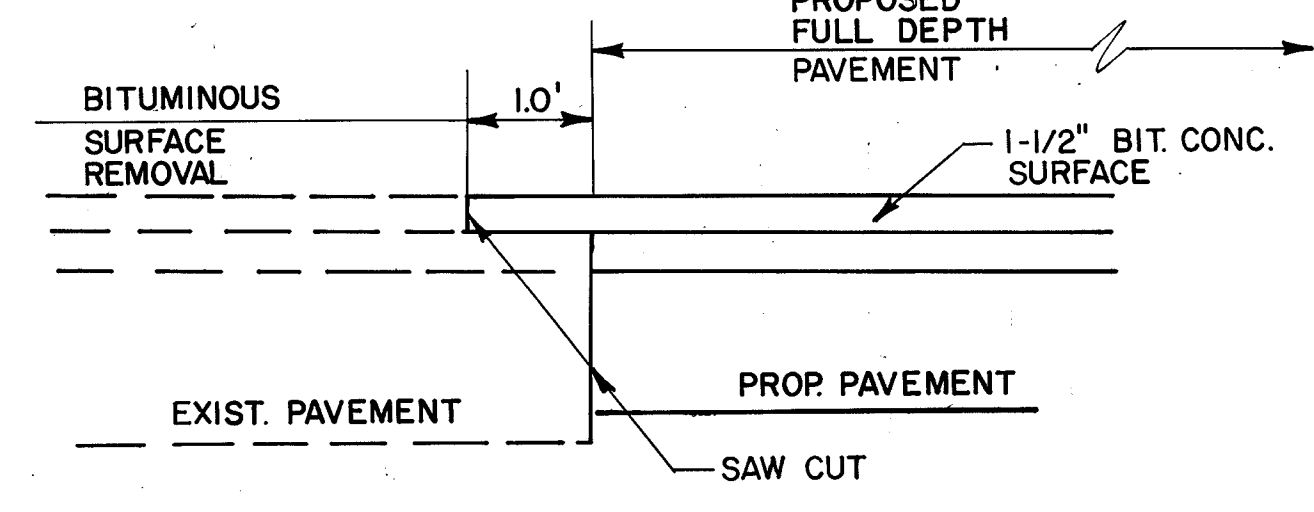
**BUTT JOINT DETAILS**



**TYPE C**



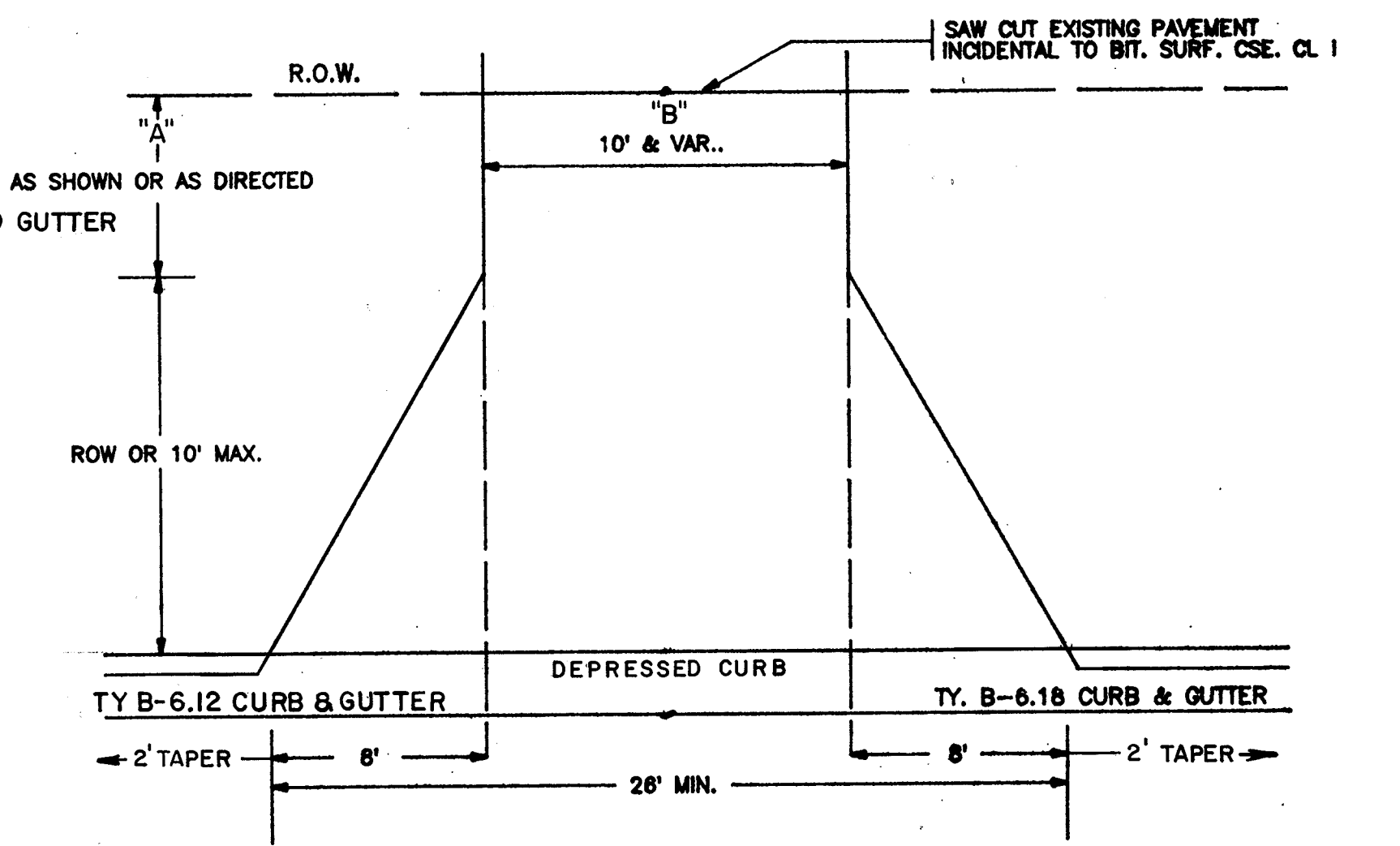
**TYPE A**



**TYPE B**

NOTES  
 SAW CUT TO BE CONSIDERED INCIDENTAL TO THE COST OF BITUMINOUS SURFACE REMOVAL OR PAVEMENT REMOVAL

**PRIVATE ENTRANCE DETAIL**



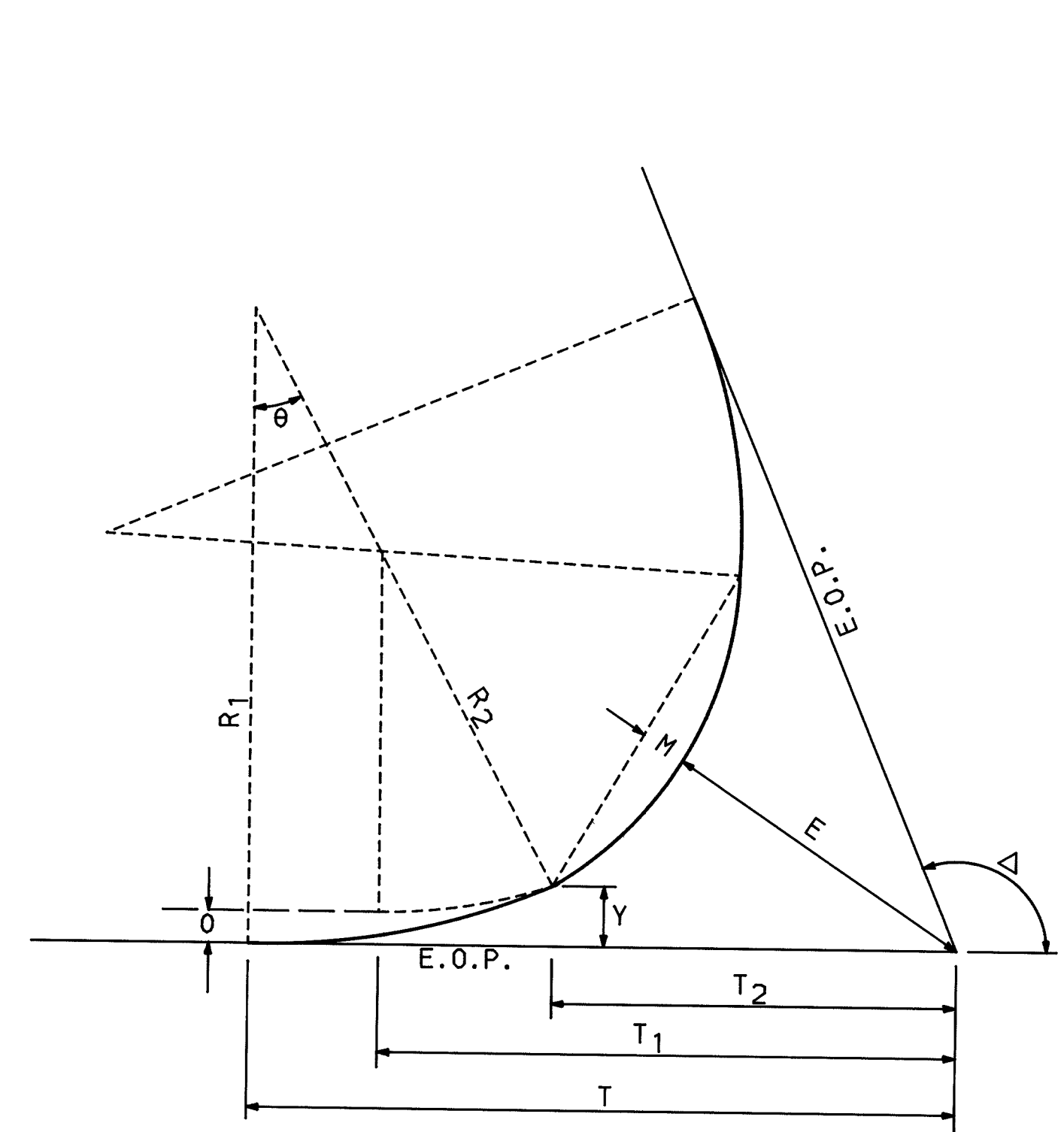
- NOTES
- SEE RE. SCHEDULE FOR DIMENSION "A" & "B" SHEET 20
  - PAVEMENT SECTION FOR BITUMINOUS DRIVEWAYS:  
 8" AGGREGATE BASE COURSE TYPE B  
 2" BITUMINOUS CONCRETE BINDER COURSE  
 1" BITUMINOUS CONCRETE SURFACE COURSE CL. I  
 PAVEMENT SECTION FOR CONCRETE DRIVEWAYS:  
 4" SUB-BASE GRANULAR MATERIAL, TYPE B  
 7" P.C.C.
  - COST OF THE DEPRESSED CURB WILL BE INCLUDED IN THE COST OF THE COMBINATION CURB & GUTTER.

**DUPAGE COUNTY HIGHWAY DEPARTMENT**

**CONSTRUCTION DETAILS**

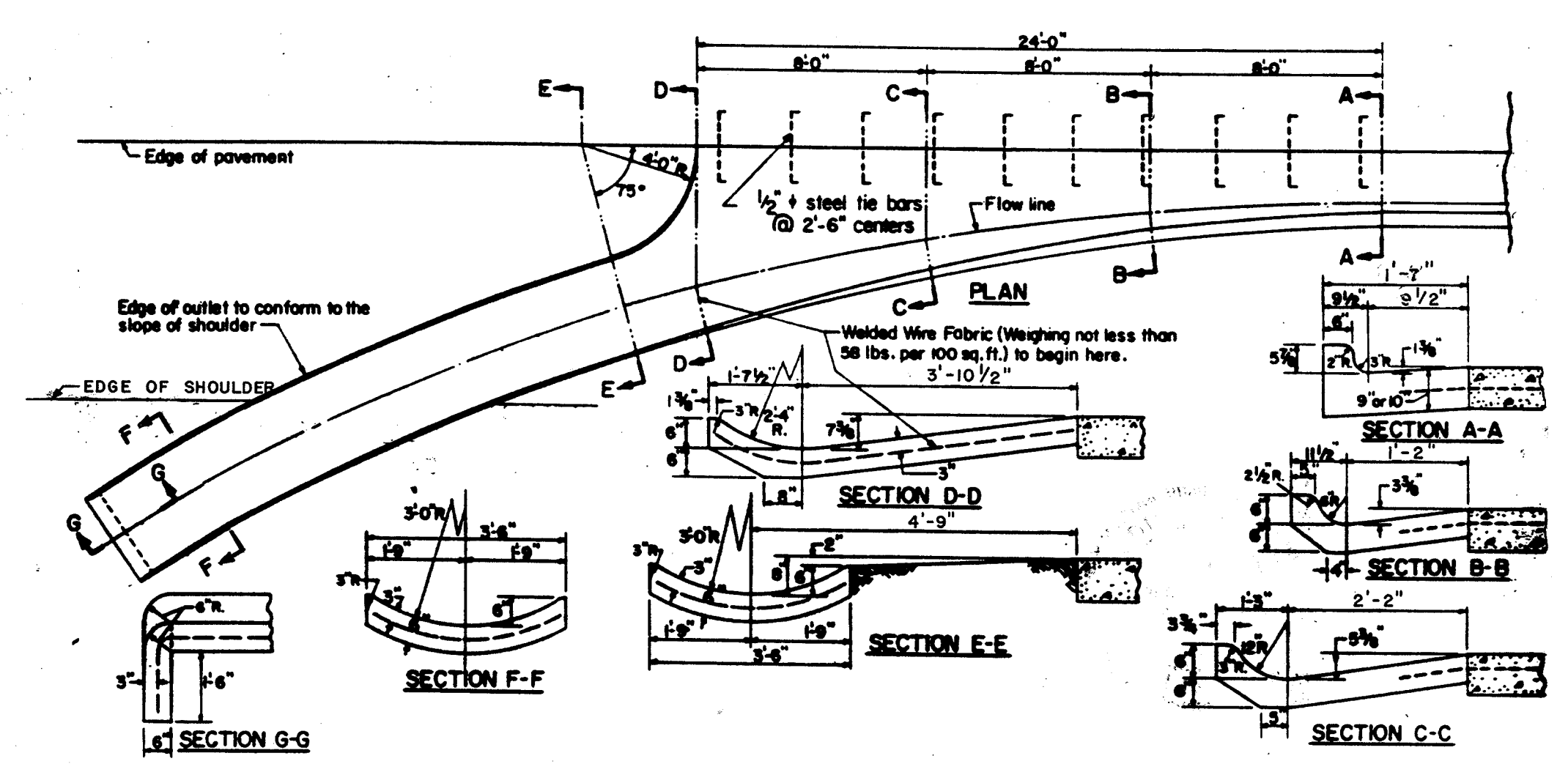
SCALE: NONE  
 DATE: AUGUST 1989

DRAWN BY: L.R.L.  
 CHECKED BY: T.A.A.



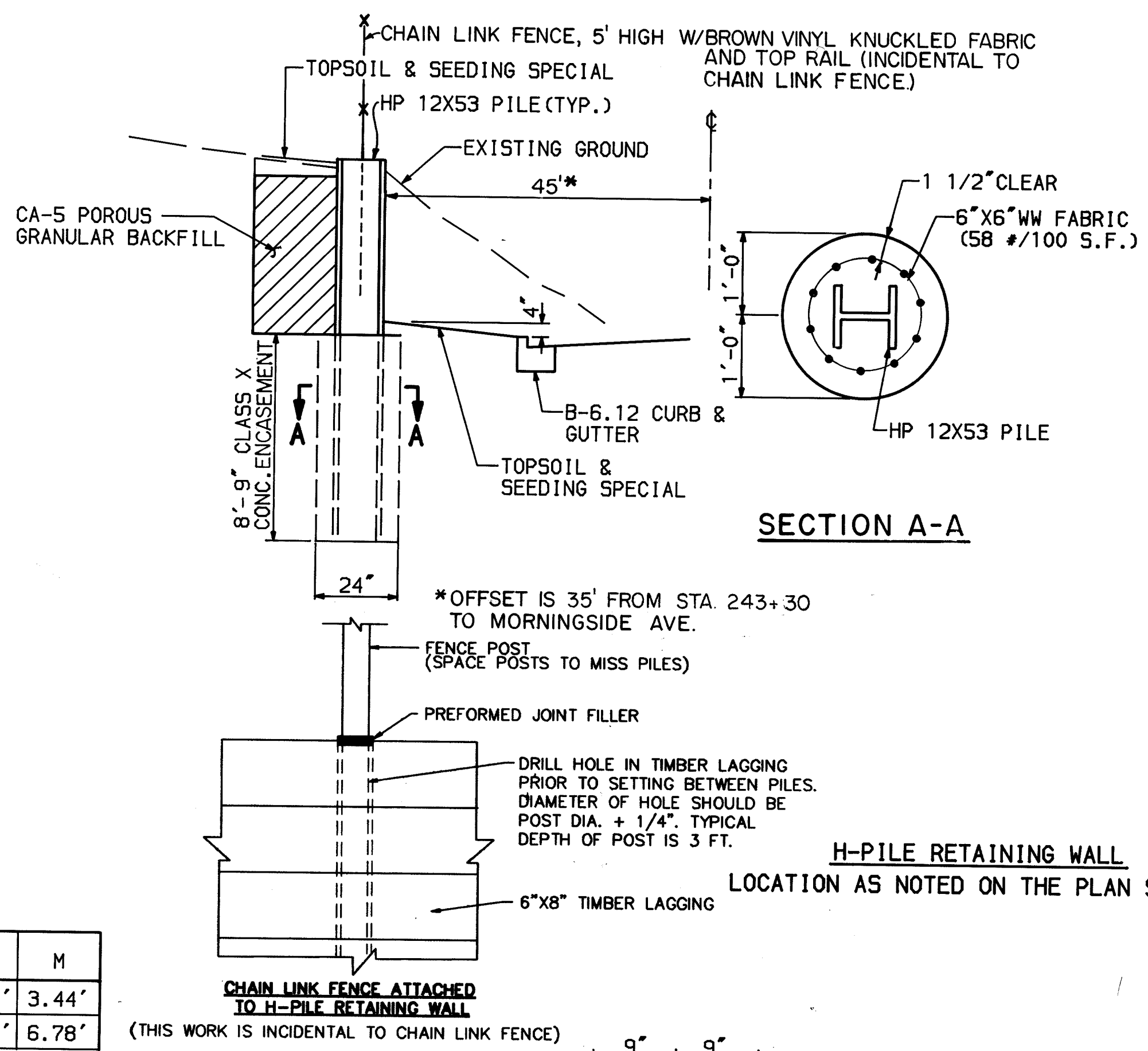
CURVE	DESIGN VEHICLE	R1	R2	O	θ	Y	Δ	T1	T2	T	E	M
120-40-120	WB-40	120	40	5.0'	20°21'51"	7.5'	88°36'	43.91'	29.99'	71.75'	22.88'	3.44'
180-60-180	WB-50	180	60	6.0'	18°11'41.5"	9.0'	91°24'	67.63'	48.90'	105.10'	34.50'	6.78'

TYPICAL 3 CENTERED CURVE



GUTTER OUTLET, SPECIAL FOR TYPE B-6.12 C&G

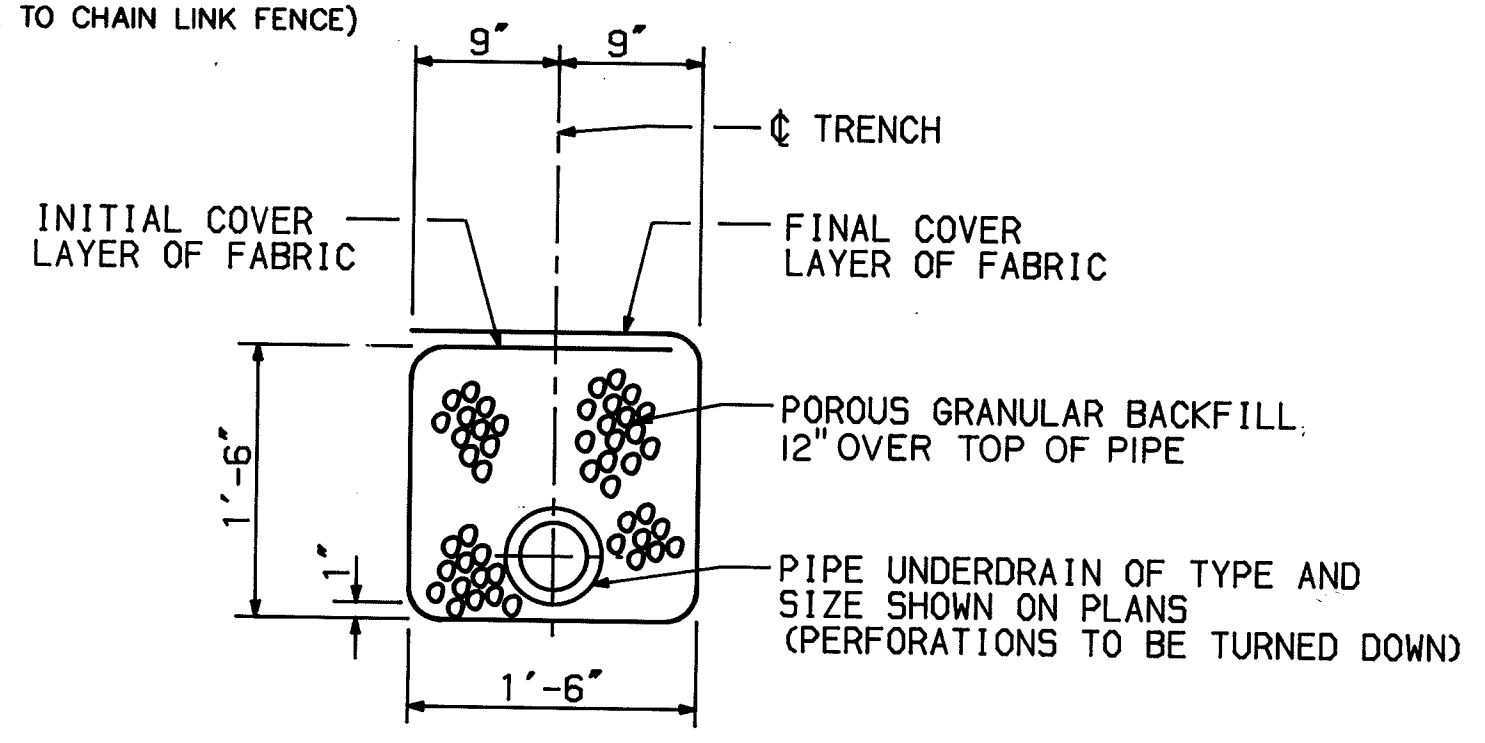
1. ALL MATERIALS AND OTHER CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH I.D.O.T. STANDARD NO.2212-3 AND SPECIAL PROVISIONS.
2. THE COST OF MATERIALS AND LABOR FOR THE CONSTRUCTION OF THE ABOVE GUTTER OUTLET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.



SECTION A-A

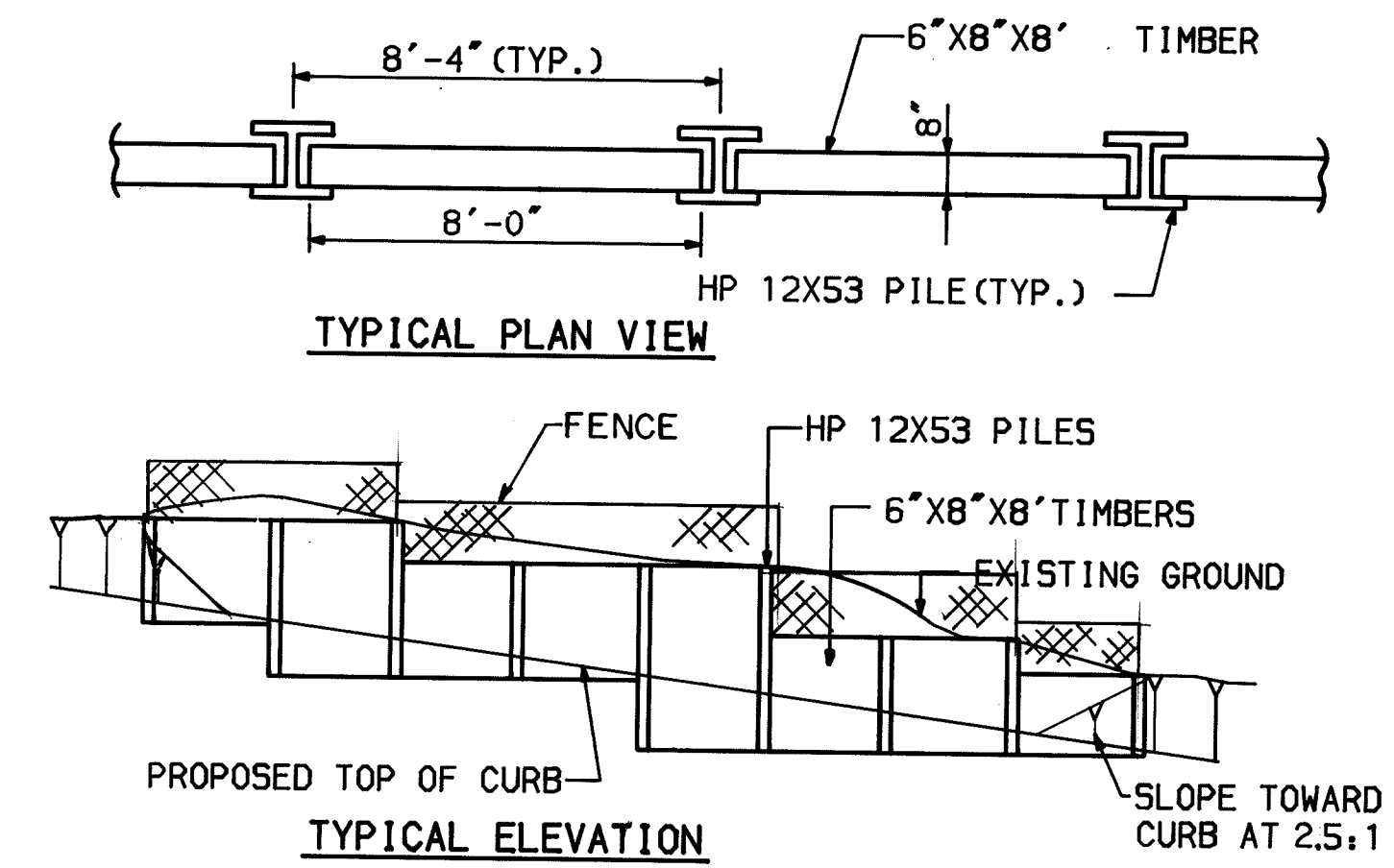
H-PILE RETAINING WALL LOCATION AS NOTED ON THE PLAN SHEETS

CHAIN LINK FENCE ATTACHED TO H-PILE RETAINING WALL (THIS WORK IS INCIDENTAL TO CHAIN LINK FENCE)



PIPE UNDERDRAIN

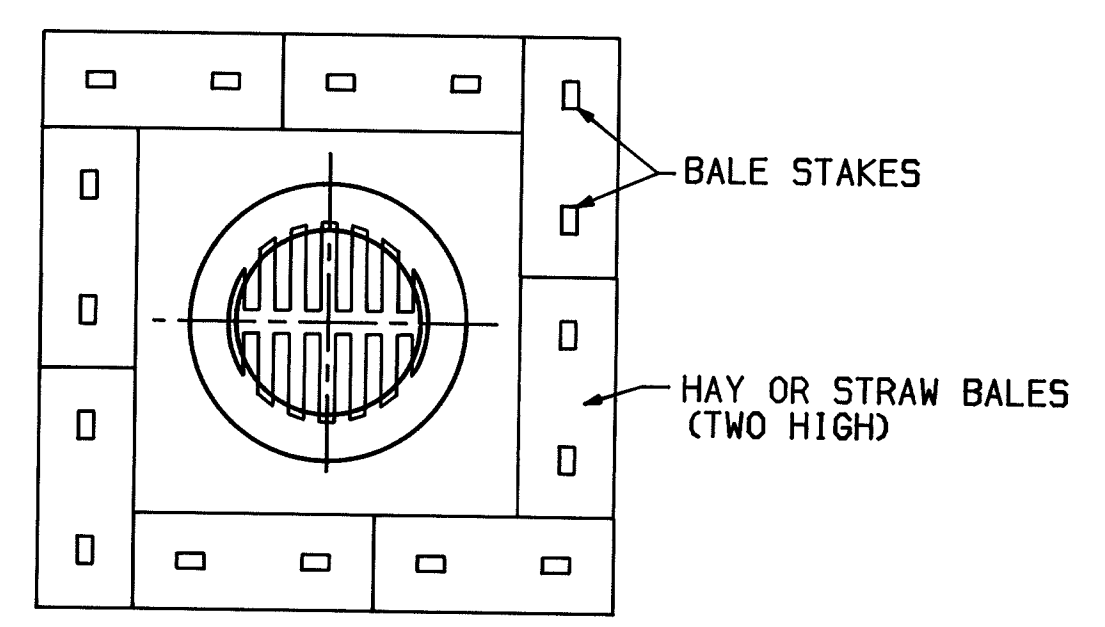
- NOTES:
1. ALL MATERIALS AND OTHER CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
  2. PIPE UNDERDRAINS SHALL BE CONSTRUCTED AT THE LOCATIONS AND GRADES SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
  3. THE FURNISHING AND INSTALLATION OF THE PIPE TEES, ELBOWS, AND PIPE CAPS SHALL BE INCIDENTAL TO THE PIPE UNDERDRAIN TYPE AND SIZE REQUIRED.
  4. THE CONCRETE HEADWALL FOR PIPE DRAIN SHALL BE PAID FOR SEPARATELY.
  5. THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR PIPE UNDERDRAIN, FABRIC LINED TRENCH OF THE TYPE AND SIZE REQUIRED SHALL INCLUDE THE COST FOR FILTER FABRIC, GRANULAR BEDDING MATERIAL, POROUS GRANULAR BACKFILL, TRENCH BACKFILL AND ALL INCIDENTALS NECESSARY FOR COMPLETION OF THE ITEM AS SPECIFIED.



TYPICAL PLAN VIEW

TYPICAL ELEVATION

- NOTES:
1. ALL TIMBERS ARE TO BE PRESSURE TREATED WITH CHROMATED COPPER ARSENATE (CCA) IN ACCORDANCE WITH ARTICLE 711.12 OF STANDARD SPECIFICATIONS.
  2. ALL CLASS X CONCRETE, POROUS GRANULAR BACKFILL, PILES, TIMBERS AND WELDED WIRE FABRIC IS INCIDENTAL TO THE COST OF H-PILE RETAINING WALL (SQ.FT.).
  3. ALL EXPOSED FACES OF THE STEEL PILES SHALL BE FIELD PAINTED IN COMPLIANCE WITH ARTICLE 712.26 OF THE STANDARD SPECIFICATIONS.
  4. MEET EXISTING GROUND BY GRADING SLOPE OR CONE AS SHOWN IN TYPICAL END CONDITION DETAIL.
  5. ALL TOP COURSE TIMBERS SHALL BE SPIKED DOWN AT TWO LOCATIONS.
  6. ALL STEEL PILES SHALL BE FIELD CUT TO MEET FINISH TOP ELEVATION.



STRAW INLET BARRIER

- NOTES:
1. ALL STRAW BALES SHALL BE EITHER WIRE-BOUND OR STRING TIED. BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS, TO PREVENT DETERIORATION OF THE BINDINGS.
  2. EACH BALE SHALL BE ANCHORED BY AT LEAST TWO BALE STAKES. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE TO FORCE THE BALES TOGETHER.
  3. GAPS BETWEEN BALES SHALL BE PACKED WITH STRAW.
  4. THE CONTRACTOR SHALL INSPECT FREQUENTLY. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED, OR AS DIRECTED BY ENGINEER.
  5. THE COST OF MATERIALS AND LABOR FOR THE CONSTRUCTION OF THE ABOVE BARRIER SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR HAY OR STRAW BALES.

DU PAGE COUNTY HIGHWAY DEPARTMENT  
GENEVA ROAD  
CONSTRUCTION DETAILS

# DUPAGE COUNTY DIVISION OF TRANSPORTATION

## PLANS FOR PROPOSED

SECTION C WATER MAIN PLANS

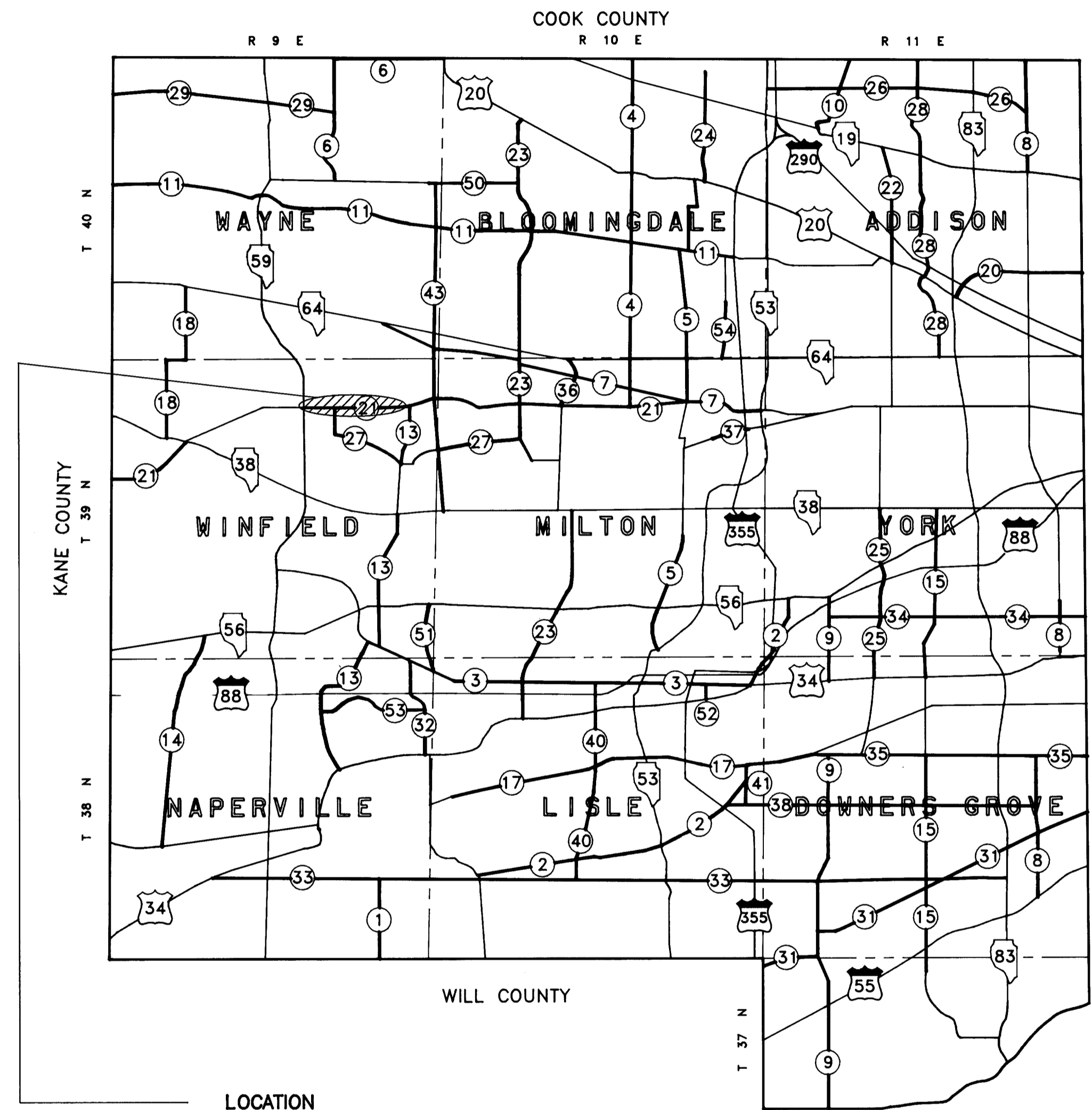
INDEX OF SHEETS

COUNTY HIGHWAY 21 GENEVA ROAD

SUMMARY OF QUANTITIES

SHEET 1 SECTION C COVER SHEET  
SHEET 2-4 PLAN SHEETS

1 DIWM CL 52, 12"	2760 LIN FT
2 DIWM CL 52, 6"	40 LIN FT
3 12" VALVE IN 60" VAULT	5 EACH
4 6" VALVE IN 48" VAULT	1 EACH
5 HYDRANT WITH 6" AUX. VALVE AND BOX	9 EACH
6 COPPER WATER SERVICE 3/4"	228 LIN FT
7 COPPER WATER SERVICE 1 1/2"	90 LIN FT
8 CORPORATION STOP 3/4"	16 EACH
9 CORPORATION STOP 1-1/2"	1 EACH
10 CURB STOP & B-BOX 3/4"	16 EACH
11 CURB STOP & B-BOX 1-1/2"	1 EACH
12 AUGER WATER SERVICE 3/4"	158 LIN FT
13 AUGER WATER SERVICE 1-1/2"	90 LIN FT
14 TRENCH BACKFILL (WATER MAIN)	548 LIN FT
15 REMOVE FIRE HYDRANT	5 EACH
16 ABANDON EXISTING WATER MAIN	1 LUMP SUM



STANDARDS

1526

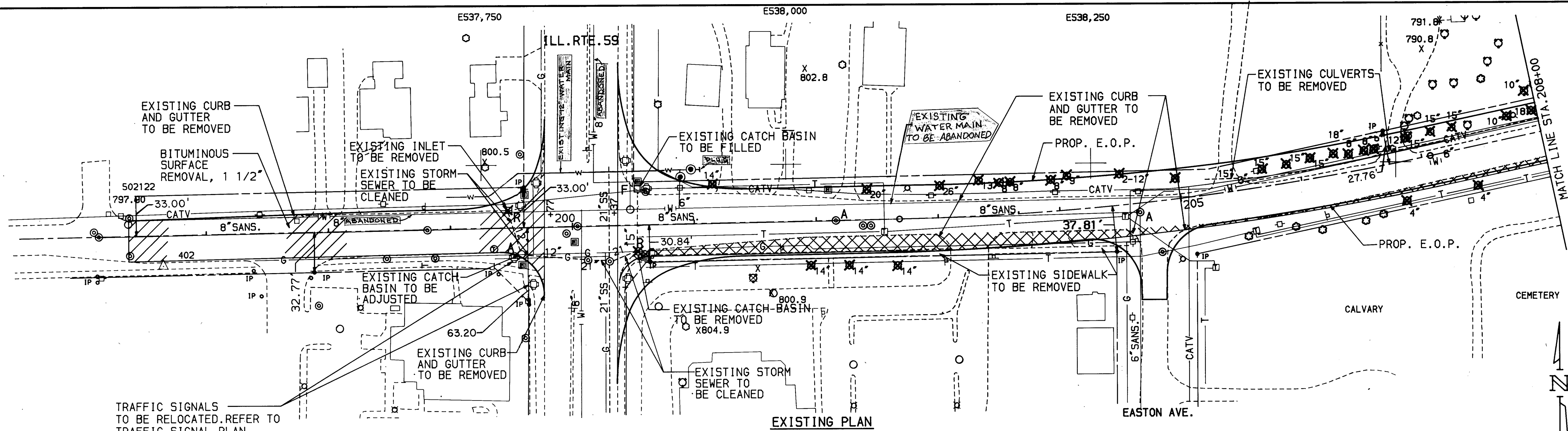
VALVE VAULT TYPE A

WATER MAIN CALL-OUTS & PLAN NOTES SHOWN HIGHLIGHTED AS SHOWN

LOCATION

LENGTH OF IMPROVEMENT - 10225 L.F.  
1.94 MILES





**LEGEND**

E.O.P. = EDGE OF PAVEMENT  
E.O.S. = EDGE OF SHOULDER

12" X - TREE REMOVAL

BITUMINOUS SURFACE REMOVAL  
 TEMPORARY PAVEMENT

**NOTE:**

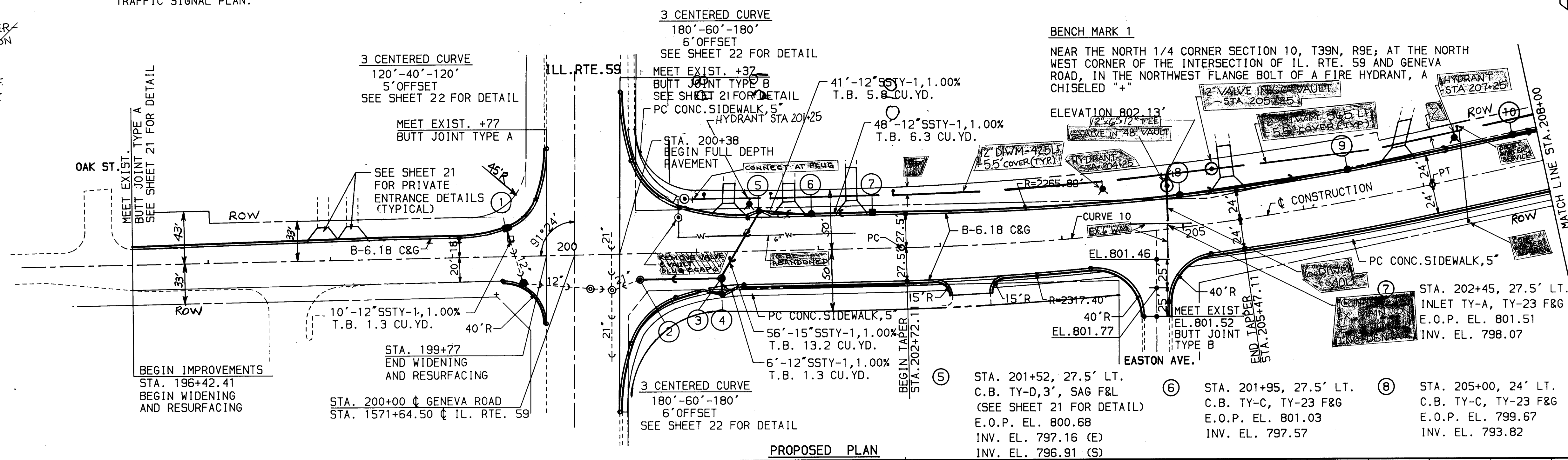
1. ALL UTILITIES TO BE RELOCATED OR ADJUSTED BY OTHERS UNLESS NOTED OTHERWISE

2. REFER TO CROSS SECTIONS FOR DITCH LOCATIONS & ELEVATIONS

**NOTES:**

NORTHWEST CORNER RTE 59 & WASHINGTON  
- 45° BENDS - 2EA  
- 12" G x 12" TEE - 1EA  
- 12" D.W.M. - 50 LF  
- 6" D.W.M. - 15 LF

ALL SERVICES ARE 3/4" EXCEPT @ EASTON PARK



**CURVE 10**

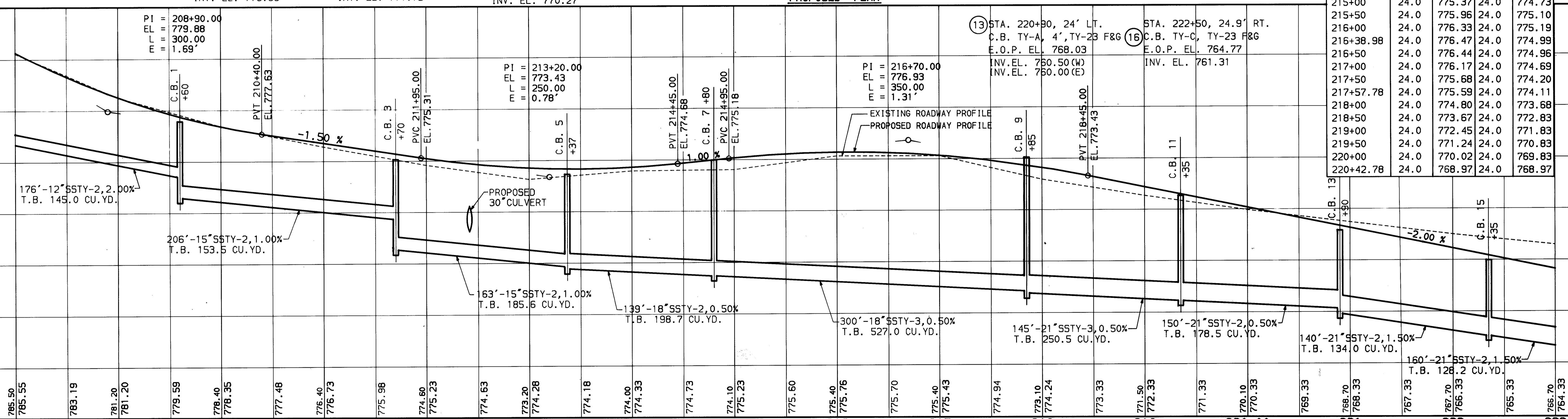
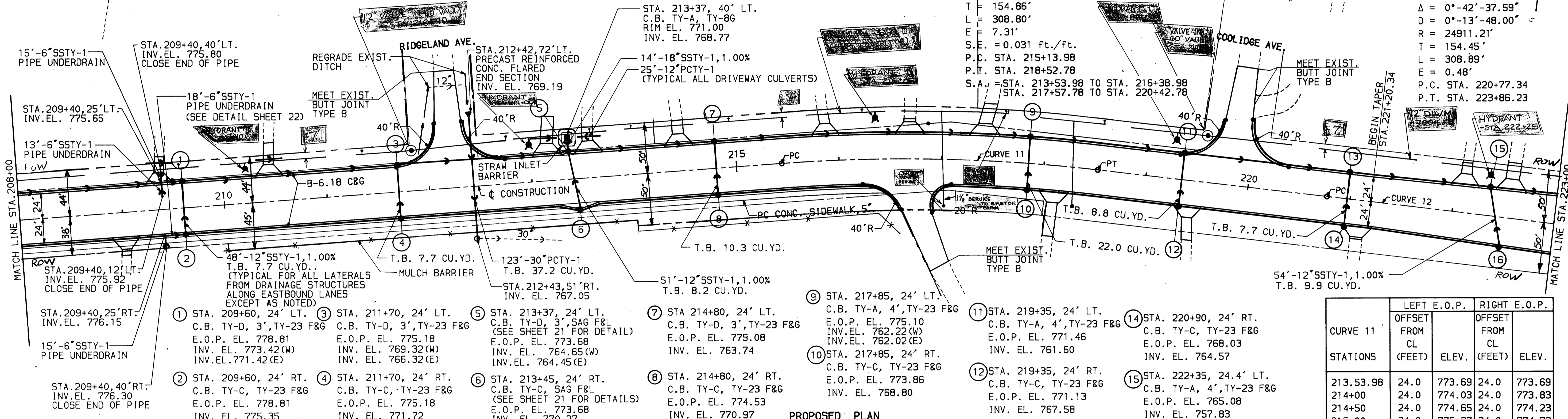
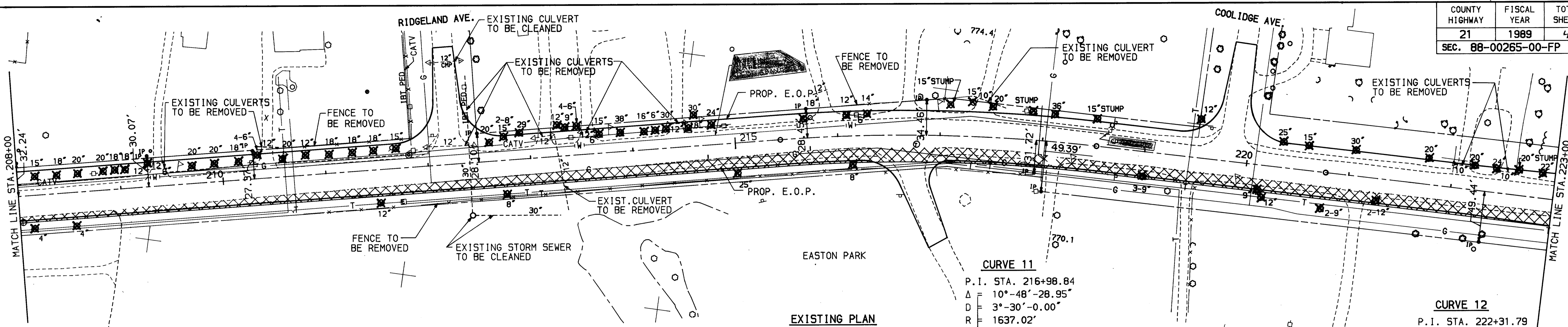
P.I. STA. 204+88.40  
 $\Delta = 10^\circ-58'-12.06"$   
 $R = 2^\circ-30'-0.00"$   
 $D = 2291.83'$   
 $T = 220.07'$   
 $L = 438.80'$   
 $E = 10.54'$   
 $S.E. = 0.024 \text{ ft./ft.}$   
P.C. STA. 202+68.32  
P.T. STA. 207+07.13  
S.A. = STA. 200+93.32 TO STA. 203+55.82  
STA. 206+19.63 TO STA. 208+82.13

- ⑨ STA. 206+40, 24' LT. C.B. TY-D, 3' TY-23 F&G E.O.P. EL. 794.17 INV. EL. 788.92(W) INV. EL. 785.92(E)
- ⑩ STA. 207+80, 24' LT. C.B. TY-D, 3' TY-23 F&G E.O.P. EL. 786.10 INV. EL. 781.02(W) INV. EL. 777.02(E)

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'

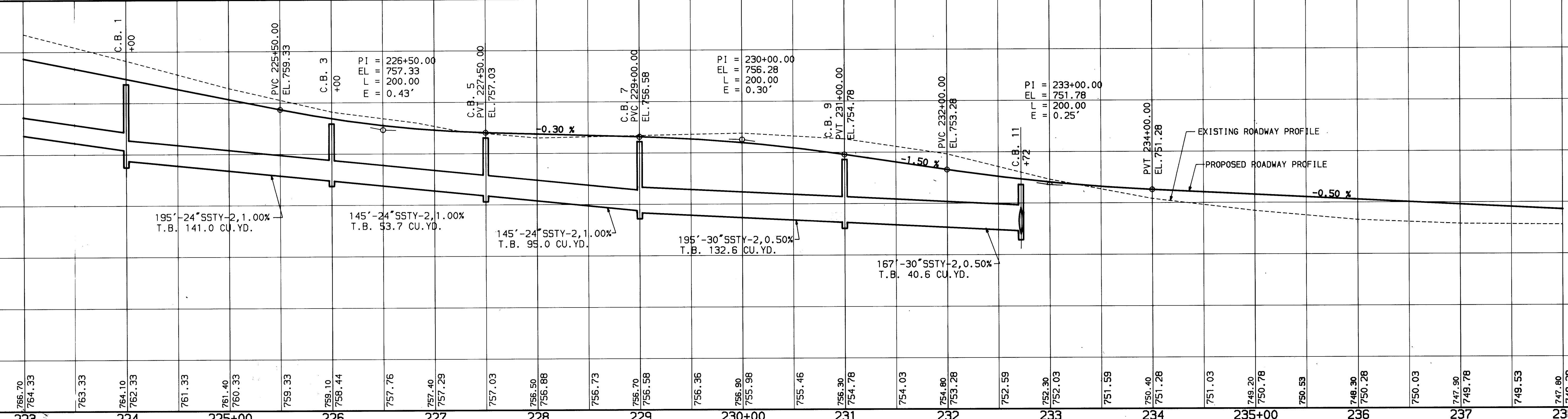
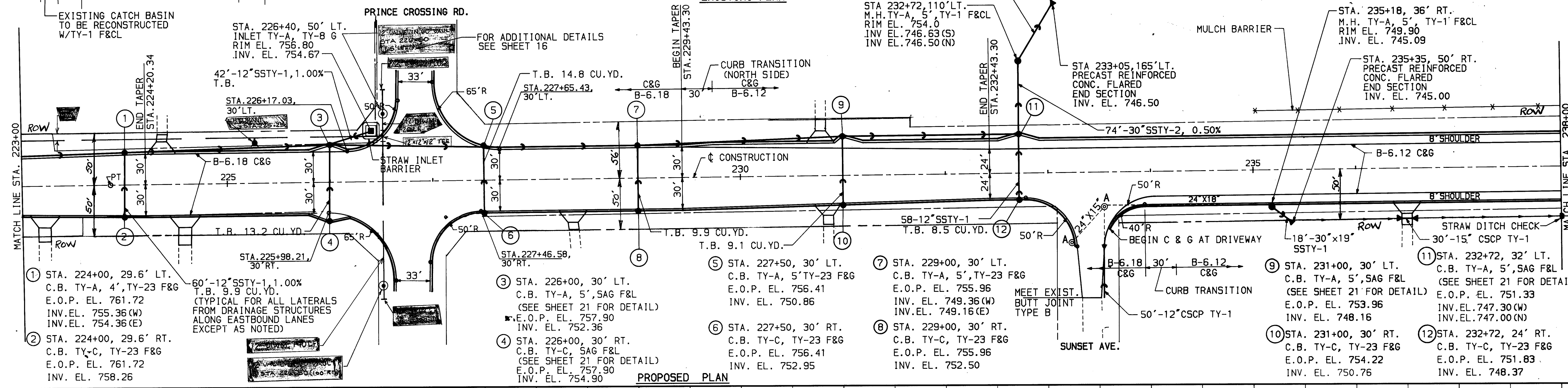
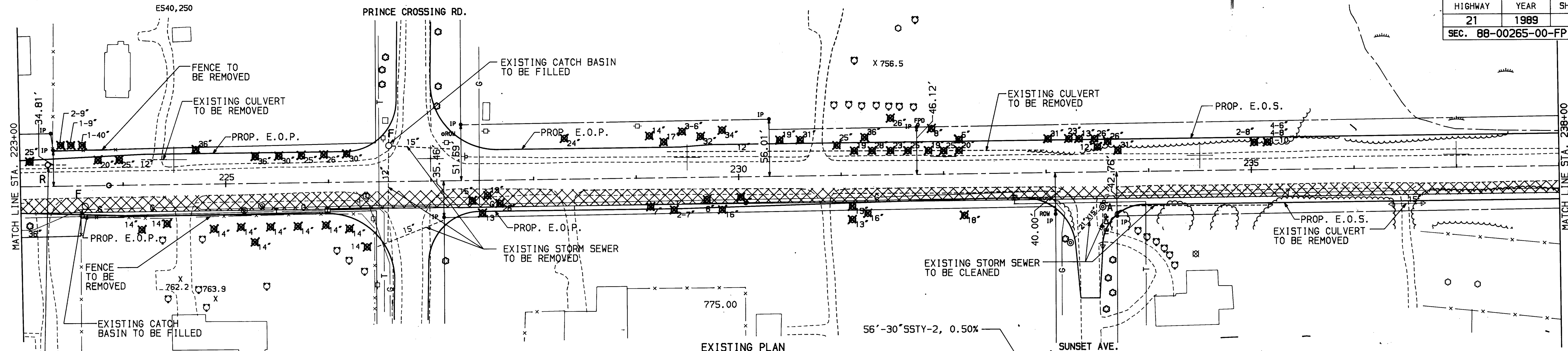
STATION	EXISTING ELEVATION	PROPOSED ELEVATION	CURVE 10		STATIONS	LEFT E.O.P.		RIGHT E.O.P.	
			OFFSET FROM CL (FEET)	ELEV.		OFFSET FROM CL (FEET)	ELEV.		
195+00					200+93.32	27.5	800.67	27.5	800.67
196+00					201+00	27.5	800.64	27.5	800.67
197+00					201+50	27.5	800.69	27.5	800.95
198+00					202+00	27.5	801.11	27.5	801.60
199+00					202+50	27.5	801.61	27.5	802.34
200+00					203+00	27.2	802.03	27.2	802.99
201+00					203+50	26.5	802.04	26.5	803.26
202+00					203+55.82	26.4	801.99	26.4	803.25
203+00					204+00	25.9	801.65	25.9	802.89
204+00					204+50	25.2	800.88	25.2	802.09
205+00					205+00	24.6	799.68	24.6	800.86
206+00					205+50	24.0	798.07	24.0	799.23
207+00					206+00	24.0	796.02	24.0	797.18
208+00					206+19.63	24.0	795.11	24.0	796.27
209+00					206+50	24.0	793.65	24.0	794.60
210+00					207+00	24.0	790.78	24.0	791.53
211+00					207+50	24.0	787.79	24.0	788.33
212+00					208+00	24.0	785.05	24.0	785.39
213+00					208+50	24.0	782.69	24.0	782.82
214+00					208+82.13	24.0	781.37	24.0	781.37

PLAN AND PROFILE GENEVA ROAD STA. 196+42.41 TO STA. 208+00



CURVE 11 STATIONS	LEFT E.O.P.		RIGHT E.O.P.	
	OFFSET FROM CL (FEET)	ELEV.	OFFSET FROM CL (FEET)	ELEV.
213.53.98	24.0	773.69	24.0	773.69
214+00	24.0	774.03	24.0	773.83
214+50	24.0	774.65	24.0	774.23
215+00	24.0	775.37	24.0	774.73
215+50	24.0	775.96	24.0	775.10
216+00	24.0	776.33	24.0	775.19
216+38.98	24.0	776.47	24.0	774.99
216+50	24.0	776.44	24.0	774.96
217+00	24.0	776.17	24.0	774.69
217+50	24.0	775.68	24.0	774.20
217+57.78	24.0	775.59	24.0	774.11
218+00	24.0	774.80	24.0	773.68
218+50	24.0	773.67	24.0	772.83
219+00	24.0	772.45	24.0	771.83
219+50	24.0	771.24	24.0	770.83
220+00	24.0	770.02	24.0	769.83
220+42.78	24.0	768.97	24.0	768.97

PLAN AND PROFILE GENEVA ROAD STA. 208+00 TO STA. 223+00



PLAN AND PROFILE GENEVA ROAD STA. 223+00 TO STA. 238+00

SCALE:  
HORIZ. 1" = 50'  
VERT. 1" = 5'

# DUPAGE COUNTY DIVISION OF TRANSPORTATION

## PLANS FOR PROPOSED

SECTION D TRAFFIC SIGNAL PLANS

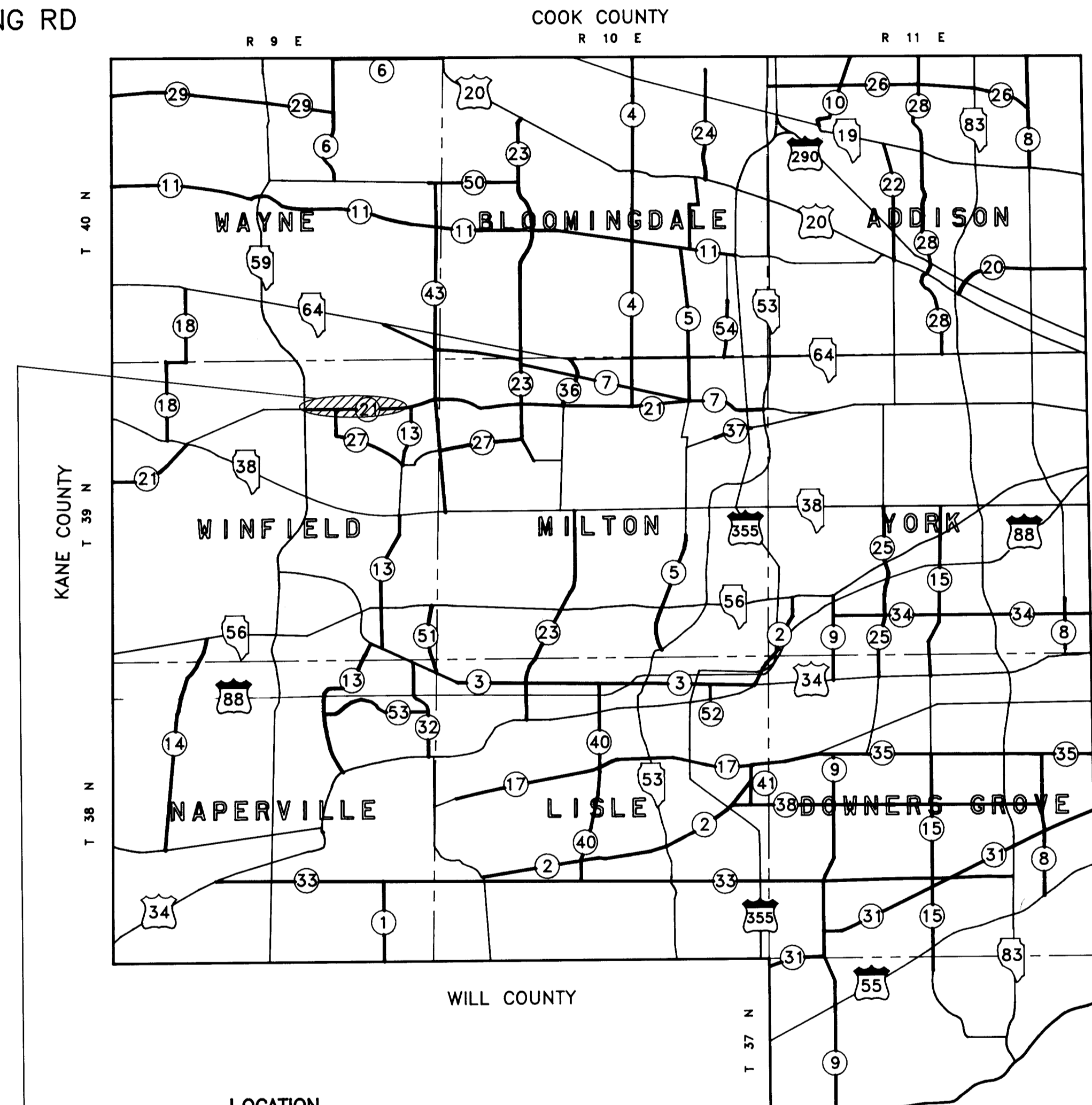
INDEX OF SHEETS

COUNTY HIGHWAY 21 GENEVA ROAD

SUMMARY OF QUANTITIES

- SHEET 1 SECTION D COVER SHEET
- SHEET 2-6 INTERSECTION OF WASHINGTON STREET / RTE. 59
- SHEET 7-8 INTERSECTION OF GENEVA RD / PRINCE CROSSING RD

1 SIGN PANEL TYPE I	18 SQ FT
2 SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	5 EACH
3 SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED	9 EACH
4 SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED	7 EACH
5 SIGNAL HEAD, 2-FACE, 5-SECTION, BRACKET MOUNTED	1 EACH
6 PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED	10 EACH
7 PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED	3 EACH
8 TRAFFIC SIGNAL BACKPLATE, LOUVERED	12 EACH
9 TRAFFIC SIGNAL POST, FERROUS 16'	10 EACH
10 STEEL MAST ARM ASSEMBLY AND POLE 24 FT	1 EACH
11 STEEL MAST ARM ASSEMBLY AND POLE 38 FT	1 EACH
12 STEEL MAST ARM ASSEMBLY AND POLE 40 FT	2 EACH
13 STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT 10 FT LUMINAIRE MAST ARM, 35 FT MOUNTING HEIGHT	2 EACH
14 FULL-ACTUATED CONTROLLER STD S4 8P T4 CAB	1 EACH
15 FULL ACTUATED CONTROLLER SPL SEQ 8P T4 CAB	1 EACH
16 INDUCTION LOOP DETECTOR AMPLIFIER	17 EACH
17 DETECTOR LOOP TYPE I	1839 LIN FT
18 PEDESTRIAN PUSHBUTTON	13 LIN FT
19 GALVANIZED STEEL CONDUIT IN TRENCH 1 1/4"	1503 LIN FT
20 GALVANIZED STEEL CONDUIT IN TRENCH 1 1/2"	20 LIN FT
21 GALVANIZED STEEL CONDUIT IN TRENCH 2"	167 LIN FT
22 GALVANIZED STEEL CONDUIT IN TRENCH 2 1/2"	121 LIN FT
23 GALVANIZED STEEL CONDUIT IN TRENCH 3"	25 LIN FT
24 GALVANIZED STEEL CONDUIT IN TRENCH 4"	20 LIN FT
25 GALVANIZED STEEL CONDUIT, PUSHED 1 1/4"	40 LIN FT
26 GALVANIZED STEEL CONDUIT, PUSHED 3"	449 LIN FT
27 GALVANIZED STEEL CONDUIT, PUSHED 3 1/2"	93 LIN FT
28 GALVANIZED STEEL CONDUIT, PUSHED 4"	105 LIN FT
29 UNIT DUCT, WITHOUT CABLE IN TRENCH 1"	572 LIN FT
30 ELECTRIC CABLE IN CONDUIT NO. 6 2/C	22 LIN FT
31 ELECTRIC CABLE IN CONDUIT NO. 10 1/C	638 LIN FT
32 ELECTRIC CABLE IN CONDUIT NO. 14 2/C	2215 LIN FT
33 ELECTRIC CABLE IN CONDUIT NO. 14 3/C	2598 LIN FT
34 ELECTRIC CABLE IN CONDUIT NO. 14 5/C	897 LIN FT
35 ELECTRIC CABLE IN CONDUIT NO. 14 7/C	2820 LIN FT
36 ELECTRIC CABLE IN CONDUIT NO. 14 2/C TWISTED SHIELDED	3234 LIN FT
37 SERVICE INSTALLATION, TYPE C	2 EACH
38 CONCRETE FOUNDATION, TYPE A	30 LIN FT
39 CONCRETE FOUNDATION, TYPE D	7 LIN FT
40 CONCRETE FOUNDATION, TYPE E 24-INCH DIAMETER	10 LIN FT
41 CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	75 LIN FT
42 CONCRETE HANDHOLE	10 EACH
43 CONCRETE HEAVY-DUTY HANDHOLE	3 EACH
44 CONCRETE DOUBLE HANDHOLE	2 EACH
45 TRENCH AND BACKFILL	2315 LIN FT
46 REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	1 EACH
47 REMOVE EXISTING FLASHING BEACON INSTALLATION	1 EACH
48 REMOVE EXISTING HANDHOLE	8 EACH
49 REMOVE EXISTING CONCRETE FOUNDATION	9 EACH
50 TEMPORARY TRAFFIC SIGNAL INSTALLATION	1 EACH
51 MEDIAN REMOVAL AND REPLACEMENT	198 SQ FT
52 SIDEWALK REMOVAL AND REPLACEMENT	95 SQ FT
53 LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 310 WATT TYPE M-400A CUTOFF	2 EACH



LENGTH OF IMPROVEMENT - 10225 L.F.  
1.94 MILES

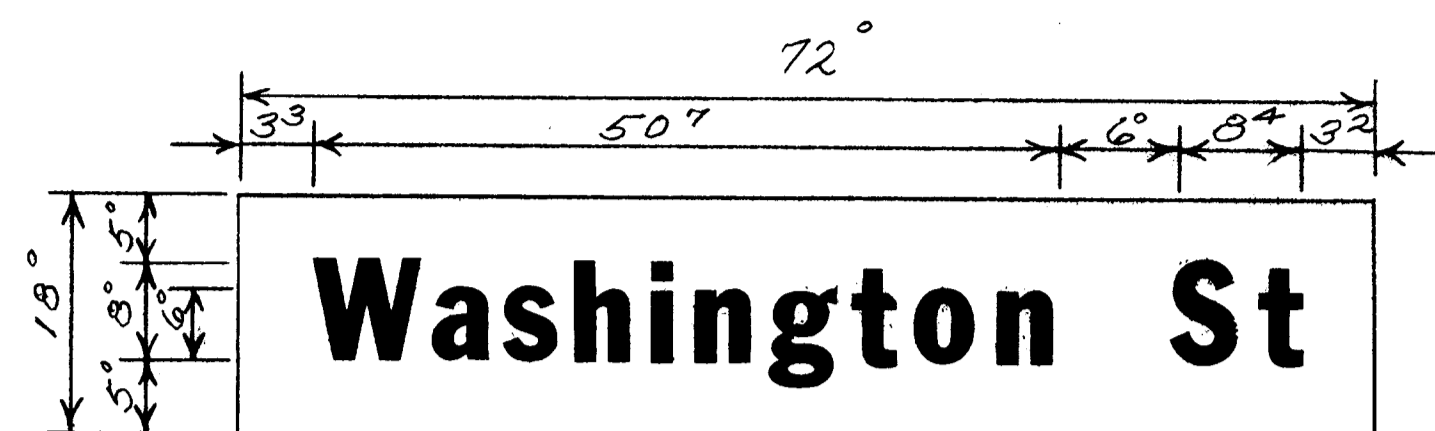
- STANDARDS**
- 2368 DETAILS OF CONCRETE AND MORTAR HANDHOLES
  - 2369 DETAILS OF DOUBLE HANDHOLES AND JUNCTION BOXES
  - 2370 DETAILS OF DETECTOR INSTALLATIONS
  - 2371 DETAILS OF MOUNTING TRAFFIC SIGNALS
  - 2372 DETAILS OF SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATIONS
  - 2373 DETAILS OF SERVICE INSTALLATIONS
  - 2374 DETAILS OF STEEL MAST ARM ASSEMBLY AND POLE
  - 2378 DETAILS OF CONCRETE FOUNDATIONS
  - 2380 MAST ARM MOUNTED STREET NAME SIGNS
  - 2391 DETAILS OF COMBINATION STEEL MAST ARM ASSEMBLY AND POLE
  - 2394 TYPICAL LAYOUT FOR DETECTOR LOOPS



**GENERAL NOTES**

- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURERS RECOMMENDATIONS. THE DETECTOR LOOP SHALL BE MEASURED FOR THAT PORTION OF SAW CUT BEYOND THE SPLICE AS SPECIFIED IN SECTION T 418.04 OF THE SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURERS RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER AS SPECIFIED IN SECTION T 421.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAT CABLE WILL NOT BE PERMITTED.
- ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XLP JACKET.
- THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS AND CONCRETE JUNCTION BOXES SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM.
- ALL SIGNAL POST AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWING IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHOULD BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF THE SHOULDER.
- THE RESIDENT ENGINEER SHALL MARK LOCATIONS OF ALL DETECTOR LOOPS. CONTACT THE DUPAGE COUNTY TRAFFIC SIGNAL ENGINEER AT 665-1155 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF LOOPS.
- THE CONTRACTOR SHALL INFORM THE COUNTY TRAFFIC SIGNAL ENGINEER AT 665-1155 AND THE COUNTY MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM 72 HOUR ADVANCE NOTICE IS REQUIRED.

*PANEL SIGN DESIGN TYPE 1*



*9 Sq Ft Each  
2 Required  
Design Series C*

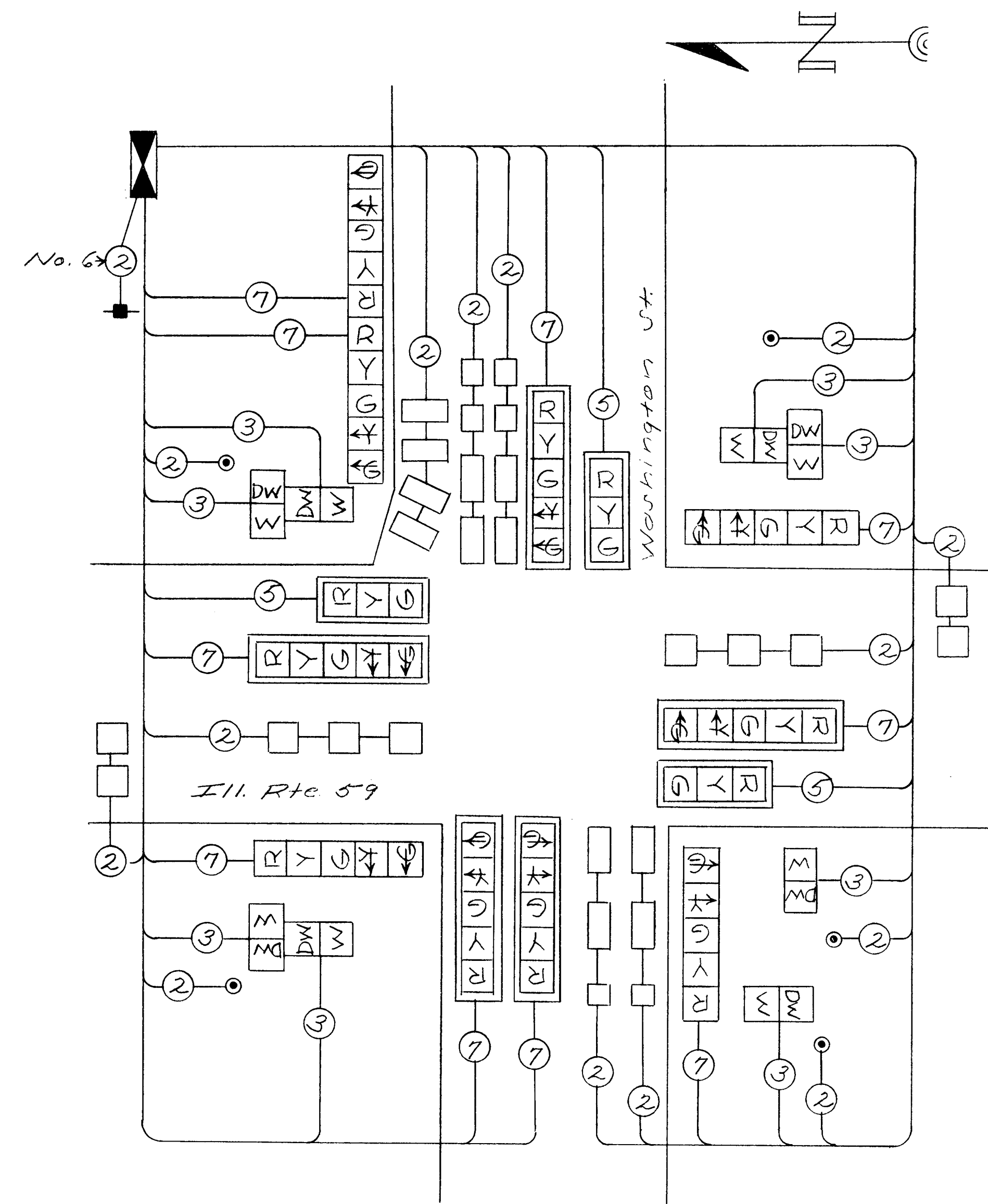
**DUPAGE COUNTY D. O. T.**

**TRAFFIC CONTROL SIGNALS**

ILL. RTE. 59 & WASHINGTON STREET  
SUMMARY OF QUANTITIES  
GENERAL NOTES  
SIGN PANEL DESIGN

SCHEDULE OF QUANTITIES

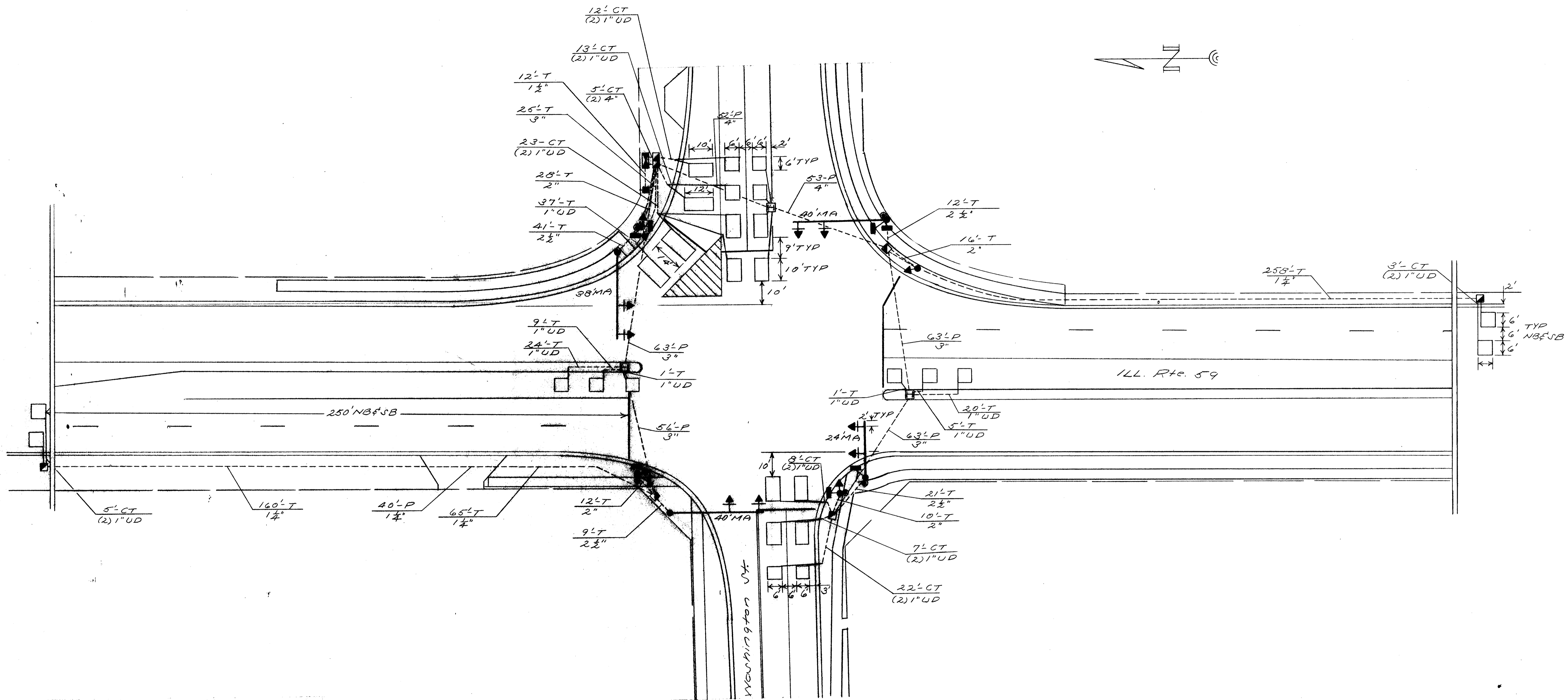
- 18 SQ.FT. SIGN PANEL TYPE I
- 3 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
- 3 EACH SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
- 5 EACH SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
- 1 EACH SIGNAL HEAD, 2-FACE, 5-SECTION, BRACKET MOUNTED
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
- 3 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED
- 8 EACH TRAFFIC SIGNAL BACKPLATE, LOUVERED
- 4 EACH TRAFFIC SIGNAL POST, FERROUS 16"
- 1 EACH STEEL MAST ARM ASSEMBLY AND POLE 24 FT.
- 1 EACH STEEL MAST ARM ASSEMBLY AND POLE 38 FT.
- 2 EACH STEEL MAST ARM ASSEMBLY AND POLE 40 FT.
- 1 EACH FULL-ACTUATED CONTROLLER, SPECIAL SEQUENCE, 8 PHASES IN TYPE IV CABINET
  
- 9 EACH INDUCTION LOOP DETECTOR AMPLIFIER
- 1,070 LIN.FT. DETECTOR LOOP **TYPE I**
- 5 EACH PEDESTRIAN PUSHBUTTON
- 483 LIN.FT. GALVANIZED STEEL CONDUIT IN TRENCH 1-1/4"
- 12 LIN.FT. GALVANIZED STEEL CONDUIT IN TRENCH 1-1/2"
- 66 LIN.FT. GALVANIZED STEEL CONDUIT IN TRENCH 2"
- 83 LIN.FT. GALVANIZED STEEL CONDUIT IN TRENCH 2-1/2"
- 25 LIN.FT. GALVANIZED STEEL CONDUIT IN TRENCH 3"
- 10 LIN.FT. GALVANIZED STEEL CONDUIT IN TRENCH 4"
- 40 LIN.FT. GALVANIZED STEEL CONDUIT, PUSHED 1-1/4"
- 244 LIN.FT. GALVANIZED STEEL CONDUIT, PUSHED 3"
- 105 LIN.FT. GALVANIZED STEEL CONDUIT, PUSHED 4"
- \* 283 LIN.FT. UNIT DUCT, WITHOUT CABLE IN TRENCH 1"
- 13 LIN.FT. ELECTRIC CABLE IN CONDUIT NO. 6 2/C
- 954 LIN.FT. ELECTRIC CABLE IN CONDUIT NO.14 2/C
- 1,337 LIN.FT. ELECTRIC CABLE IN CONDUIT NO.14 3/C
- 566 LIN.FT. ELECTRIC CABLE IN CONDUIT NO.14 5/C
- 1,746 LIN.FT. ELECTRIC CABLE IN CONDUIT NO.14 7/C
- 1,816 LIN.FT. ELECTRIC CABLE IN CONDUIT NO.14 2/C TWISTED, SHIELDED
- 1 EACH SERVICE INSTALLATION, TYPE C
- 12 LIN.FT. CONCRETE FOUNDATION, TYPE A
- 3.5 LIN.FT. CONCRETE FOUNDATION, TYPE D
- 10 LIN.FT. CONCRETE FOUNDATION, TYPE E 24-INCH DIAMETER
- 45 LIN.FT. CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
- 5 EACH CONCRETE HANDHOLE
- 3 EACH CONCRETE HEAVY-DUTY HANDHOLE
- 1 EACH CONCRETE DOUBLE HANDHOLE
- 864 LIN.FT. TRENCH AND BACKFILL
- 1 EACH REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
- 8 EACH REMOVE EXISTING HANDHOLE
- 9 EACH REMOVE EXISTING CONCRETE FOUNDATION
- 1 EACH TEMPORARY TRAFFIC SIGNAL INSTALLATION
- 198 SQ.FT. MEDIAN REMOVAL AND REPLACEMENT
- 95 SQ.FT. SIDEWALK REMOVAL AND REPLACEMENT
- 1 L.SUM TRAFFIC CONTROL AND PROTECTION
- 1 L.SUM MOBILIZATION



**CABLE PLAN**  
Schematic  
(not to scale)

- CABLE PLAN LEGEND**
- R 12" TRAFFIC SIGNAL SECTION
  - M CONTROLLER CABINET
  - SERVICE INSTALLATION
  - VEHICLE DETECTOR, INDUCTION LOOP
- DENOTES NUMBER OF CONDUCTORS (NEW)  
ALL LOOP DETECTOR CABLE TO BE SHIELDED. ALL CABLE NO. 14 EXCEPT AS INDICATED.
- 2
  - R SIGNAL FACE WITH BACKPLATE

<b>DUPAGE COUNTY D. O. T.</b>
<b>TRAFFIC CONTROL SIGNALS</b>
ILL. RTE. 59 & WASHINGTON STREET
SCHEDULE OF QUANTITIES
CABLE PLAN



**TRAFFIC SIGNAL LEGEND**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>★ CONTROLER</li> <li>■ SERVICE INSTALLATION</li> <li>□ SIGNAL HEAD</li> <li>□ SIGNAL HEAD WITH BACKPLATE</li> <li>□ SIGNAL POST</li> <li>■ MAST ARM ASSEMBLY AND POLE, STEEL</li> <li>○ HANDHOLE</li> <li>■ HEAVY DUTY HANDHOLE</li> <li>□ DOUBLE HANDHOLE</li> <li>□ G.S. CONDUIT IN TRENCH OR PUSHED</li> <li>□ DETECTOR LOOP</li> <li>□ COMMON TRENCH</li> </ul> | <p><b>PROPOSED</b></p> <ul style="list-style-type: none"> <li>■</li> <li>□</li> <li>□</li> <li>□</li> <li>■</li> <li>○</li> <li>■</li> <li>□</li> <li>□</li> <li>□</li> <li>□</li> </ul> |
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**DUPAGE COUNTY D. O. T.**

**TRAFFIC CONTROL SIGNALS**

ILL. RTE. 59 & WASHINGTON STREET  
GENERAL PLAN

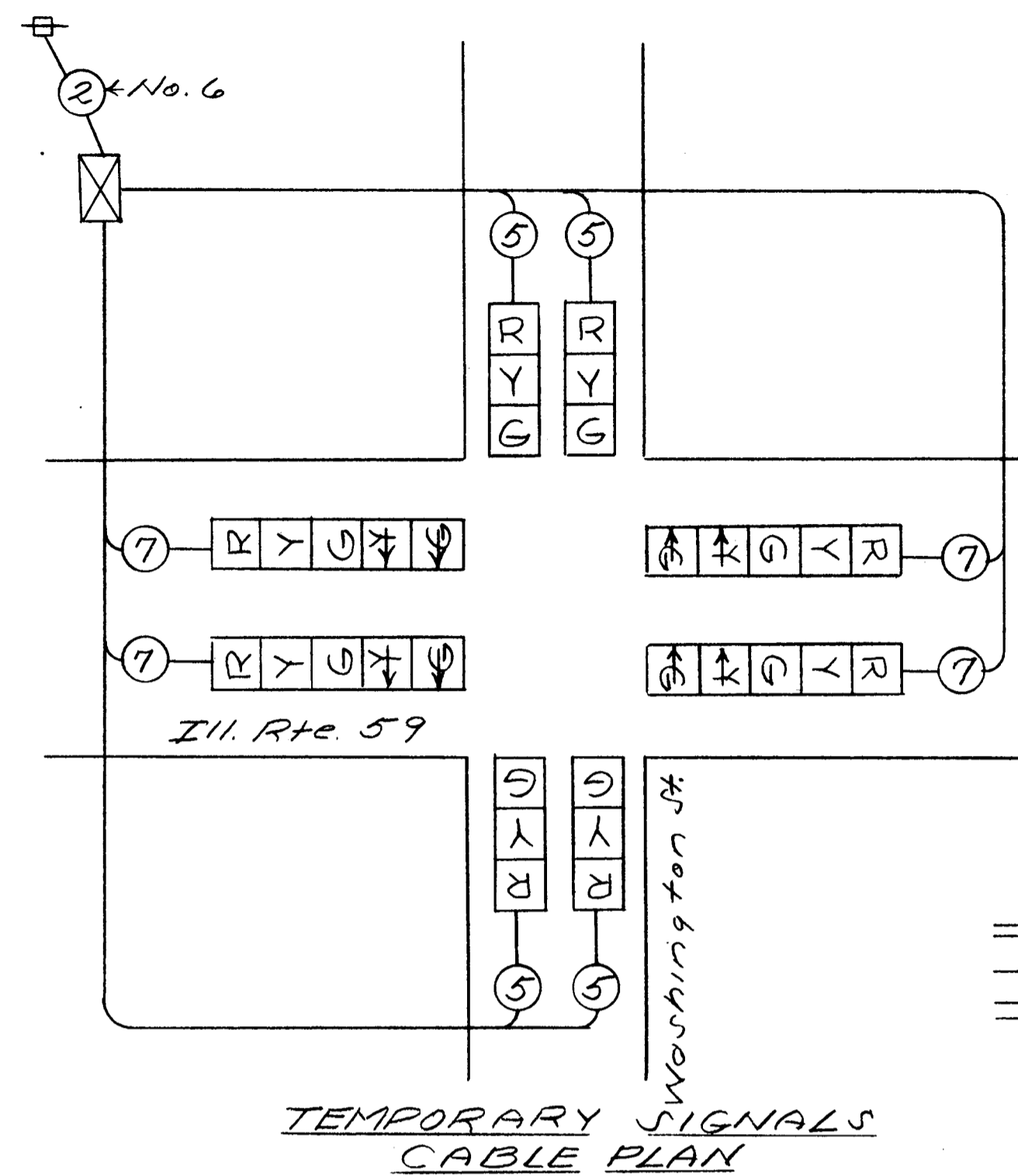
SEQUENCE OF OPERATION

Movement	↖ ↗			↕ ↗			↖ ↕ ↗			↖ ↕ ↗			↖ ↕ ↗			↖ ↕ ↗			↖ ↕ ↗			I S I																															
	1	2	3	4	5	6	7	8A	8B	9A	9B	10	11A	11B	12	13	14A	14B	15A	15B	16		17	18	19A	19B	20	21	22	23	24	25	26A	26B	27A	27B	28A	28B	29	30	31	32A	32B	33A	33B	34	35	36	37A	37B	38A	38B	
Phase	1+5			1+6			2+5			2+6			3+7			3+8			4+7			4+8																															
Interval	1	2	3	4	5	6	7	8A	8B	9A	9B	10	11A	11B	12	13	14A	14B	15A	15B	16	17	18	19A	19B	20	21	22	23	24	25	26A	26B	27A	27B	28A	28B	29	30	31	32A	32B	33A	33B	34	35	36	37A	37B	38A	38B		
Change To		1+6	2+5	2+6	3+7	4+7	1+5	2+5	2+6	3+7	4+7		1+5	1+6	2+6	3+7	3+8	4+7	4+8	1+5	1+6	2+5	2+6	3+7	4+7	4+8		1+5	1+6	2+5	2+6	3+7	4+7	4+8			1+5	1+6	2+5	2+6	3+7	4+7		1+5	2+5	2+6							
Ill. 59 SIB For Right Signal	R	R	R	R	R	G	G	Y	R	Y	R	G	Y	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
Ill. 59 SIB End Most Arm & For Left Signals	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←			
Ill. 59 NIB For Right Signal	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
Ill. 59 NIB End Most Arm & For Left Signals	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←			
Washington St. WIB Near Right & For Right Signals	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
Washington St. WIB End Most Arm & For Left Signals	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←			
Washington St. EIB For Right Signal	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
Washington St. EIB End Most Arm & For Left Signals	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←			
Ped. Signals Xing Wash. St. on W. Side of Ill. 59	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped. Signals Xing Wash. St. on E. Side of Ill. 59	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped. Signals Xing Ill. 59 on N. Side of Wash. St.	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped. Signals Xing Ill. 59 on S. Side of Wash. St.	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW

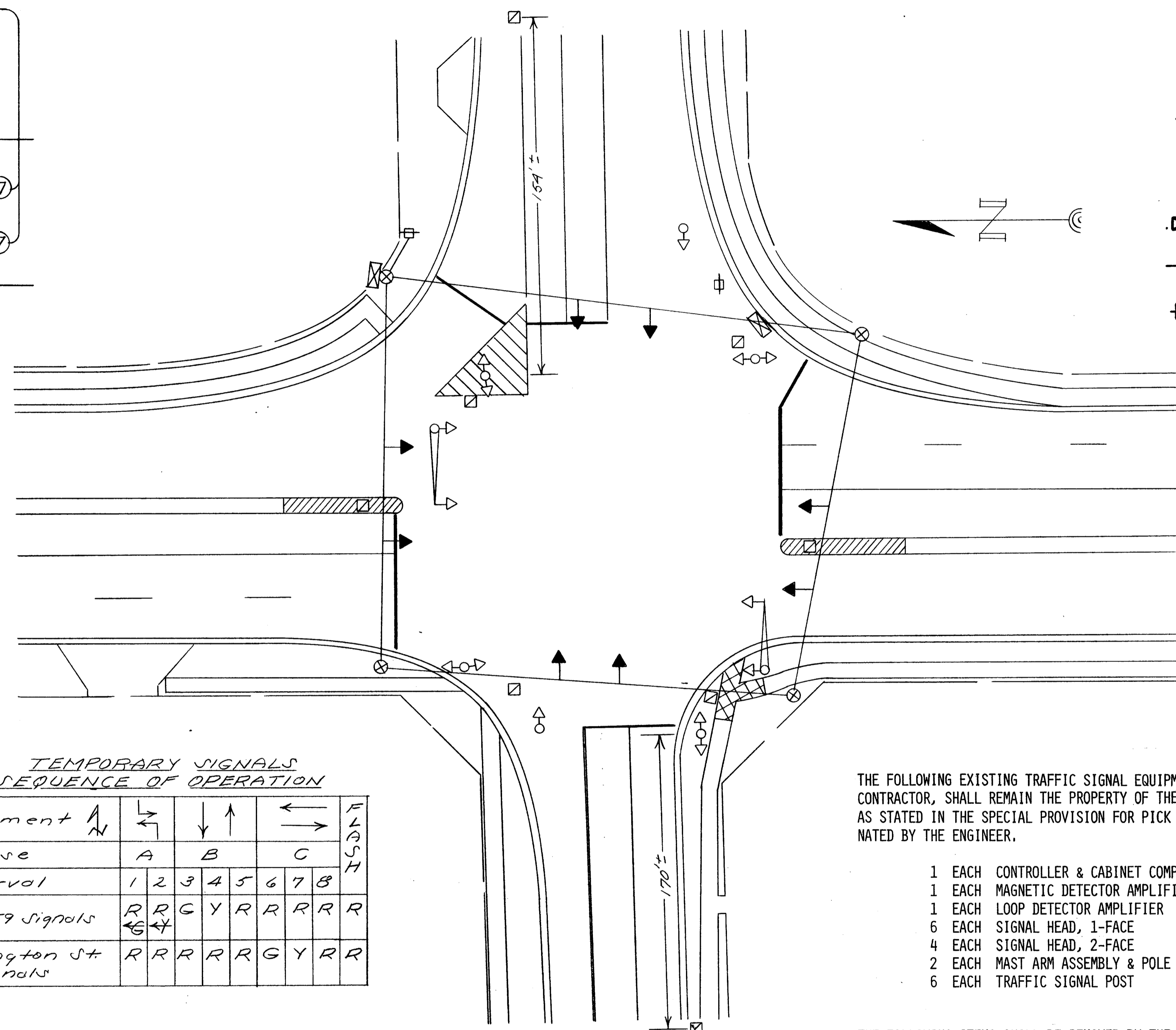
**DUPAGE COUNTY D. O. T.**  
**TRAFFIC CONTROL SIGNALS**  
 ILL. RTE. 59 & WASHINGTON STREET  
 SEQUENCE OF OPERATION



- TEMPORARY CABLE DIAGRAM LEGEND**
- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12'
  - [X] TEMPORARY CONTROLLER CABINET
  - [ ] TEMPORARY SERVICE INSTALLATION
- INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.



- TEMPORARY TRAFFIC SIGNAL LEGEND**
- ← TEMPORARY TRAFFIC SIGNAL HEAD
  - ← SPAN WIRE MOUNTED ORIGINAL LOCATION.
  - ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
  - [X] TEMPORARY CONTROLLER CABINET
  - TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
  - [ ] TEMPORARY SERVICE INSTALLATION



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

1. ALL CONTROL EQUIPMENT FOR THE TEMPORARY TRAFFIC SIGNAL SHALL BE FURNISHED BY THE CONTRACTOR UNLESS OTHERWISE STATED IN THE PLANS.
2. CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEHA MICROPROCESSOR BASED, CAPABLE OF SUPPLYING 255 SECONDS OF CYCLE LENGTH AND INDIVIDUAL PHASE LENGTH SETTINGS UP TO 99 SECONDS. ON PROJECTS WITH ONE LANE OPEN AND TWO WAY TRAFFIC FLOW, SUCH AS BRIDGE DECK REPAIRS, THE TEMPORARY SIGNAL CONTROLLER SHALL BE CAPABLE OF PROVIDING ADJUSTABLE ALL RED CLEARANCE SETTINGS OF UP TO 30 SECONDS IN LENGTH.
3. A DIGITAL TIME BASE COORDINATING UNIT SHALL BE SUPPLIED WITH EACH TEMPORARY TRAFFIC SIGNAL. COMPATIBLE TIME BASE COORDINATING UNITS SHALL BE SUPPLIED UPON REQUEST TO MATCH ADJACENT SYSTEMS OR ON PROJECTS CONTAINING MULTIPLE SIGNAL INSTALLATIONS. THE CONTROLLER SETTINGS SHALL BE SET IN THE FIELD AS DIRECTED BY THE ENGINEER.
4. ALL TRAFFIC SIGNAL SECTIONS SHALL BE 12 INCHES. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
5. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED, AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE.
6. ALL LABOR AND MATERIAL REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCIDENTAL TO THE BID PRICE OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.

**TEMPORARY SIGNALS SEQUENCE OF OPERATION**

Movement	↖	↙	↓	↑	↘	↗	FLASH	
Phase	A		B		C		H	
Interval	1	2	3	4	5	6	7	8
Ill. Rte. 59 Signals	R	R	G	Y	R	R	R	R
Washington St Signals	R	R	R	R	R	G	Y	R

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE CITY, AND SHALL BE STORED AS STATED IN THE SPECIAL PROVISION FOR PICK UP BY CITY FORCES AS DESIGNATED BY THE ENGINEER.

- 1 EACH CONTROLLER & CABINET COMPLETE
- 1 EACH MAGNETIC DETECTOR AMPLIFIER
- 1 EACH LOOP DETECTOR AMPLIFIER
- 6 EACH SIGNAL HEAD, 1-FACE
- 4 EACH SIGNAL HEAD, 2-FACE
- 2 EACH MAST ARM ASSEMBLY & POLE
- 6 EACH TRAFFIC SIGNAL POST

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY HIM AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

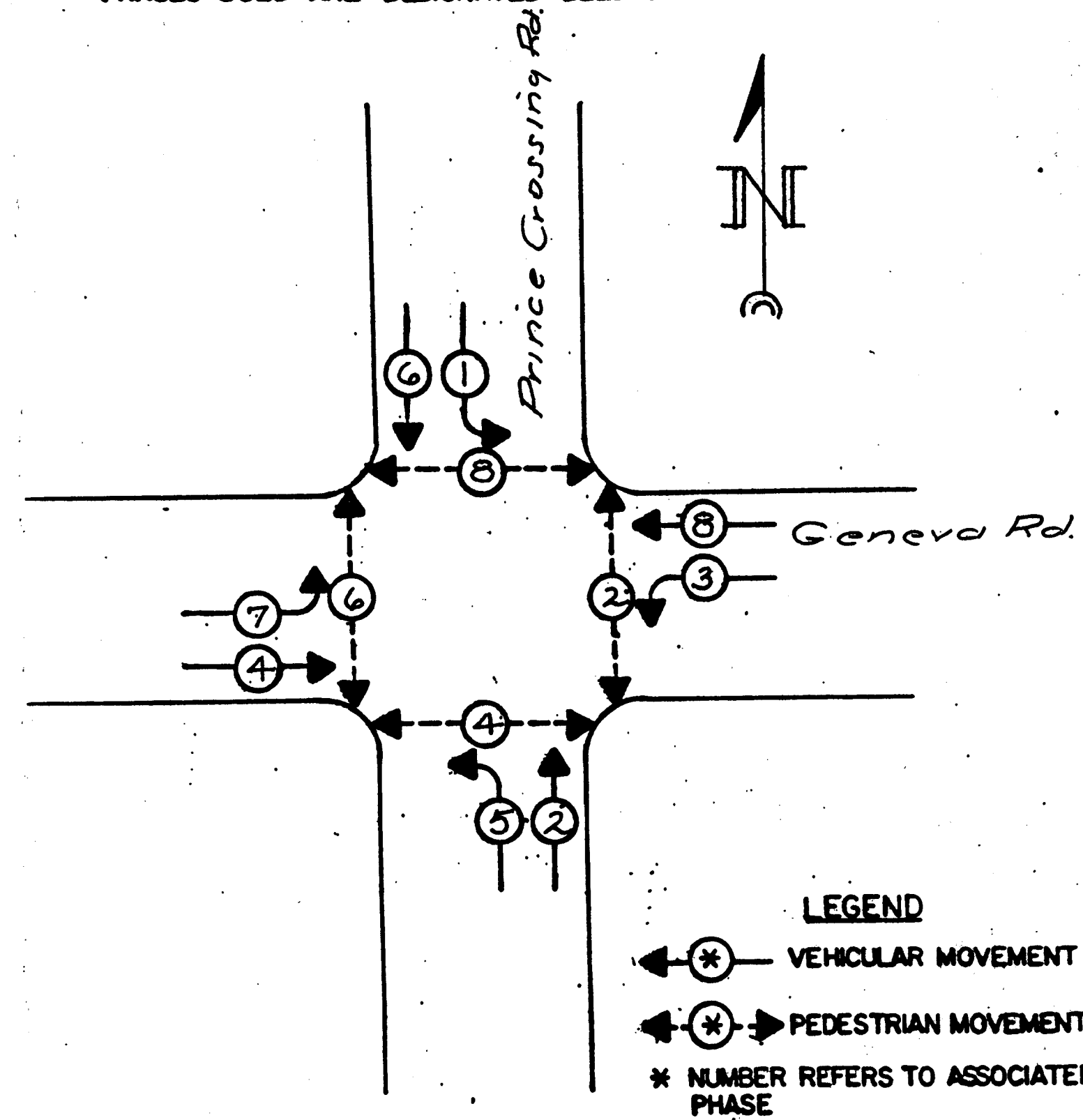
- 1 EACH SERVICE INSTALLATION

**DUPAGE COUNTY D. O. T.**

**TRAFFIC CONTROL SIGNALS**

ILL. RTE. 59 & WASHINGTON STREET  
TEMPORARY SIGNAL PLAN

**CONTROLLER SEQUENCE IV**  
 REFERRING TO STANDARD 2393-THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



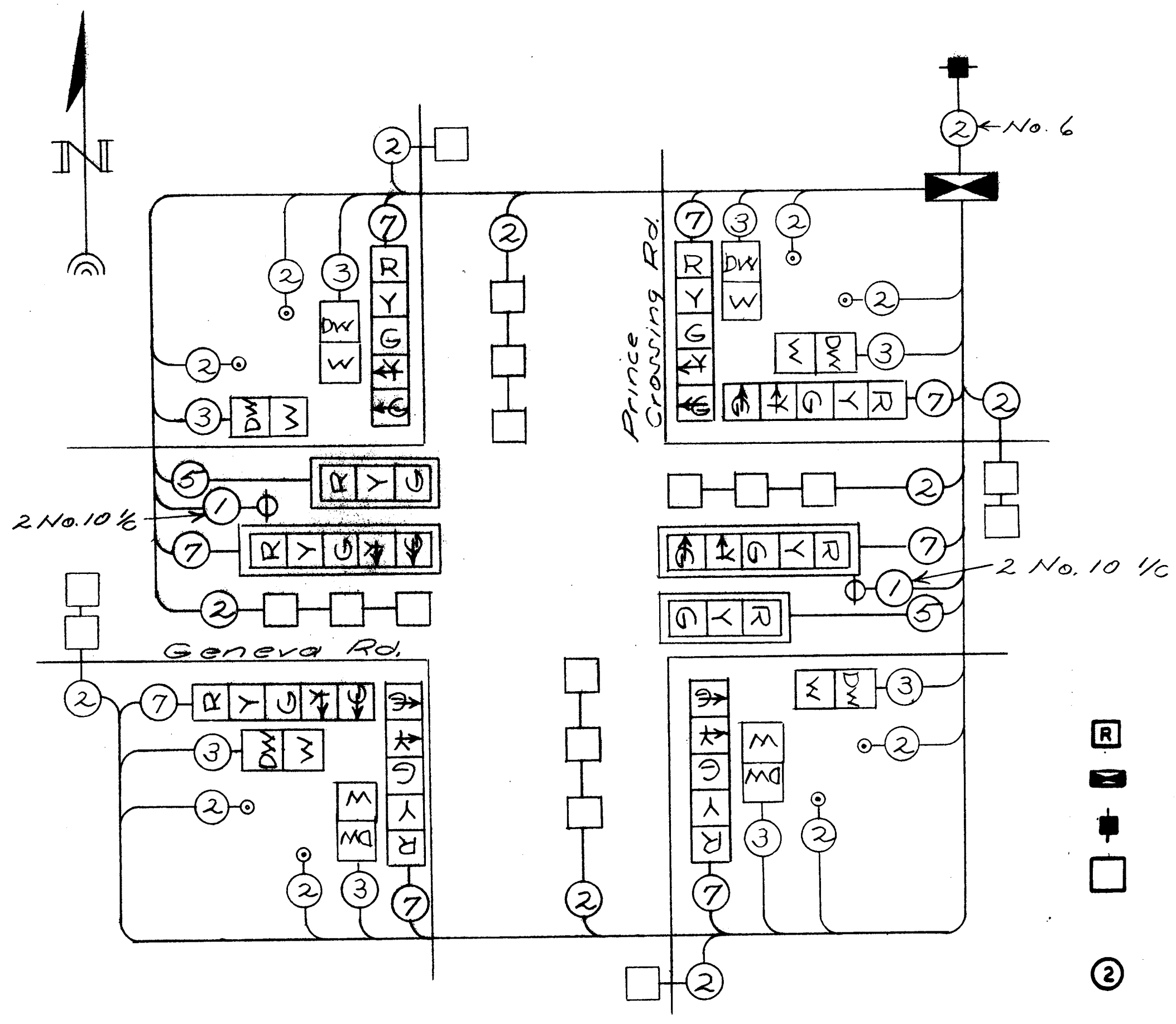
**PHASE DESIGNATION DIAGRAM**

**GENERAL NOTES**

- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURERS RECOMMENDATIONS. THE DETECTOR LOOP SHALL BE MEASURED FOR THAT PORTION OF SAW CUT BEYOND THE SPLICE AS SPECIFIED IN SECTION T 418.04 OF THE SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURERS RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER AS SPECIFIED IN SECTION T 421.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAT CABLE WILL NOT BE PERMITTED.
- ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XLP JACKET.
- THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS AND CONCRETE JUNCTION BOXES SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM.
- ALL SIGNAL POST AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTER-LINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWING. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHOULD BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF THE SHOULDER.
- THE RESIDENT ENGINEER SHALL MARK LOCATIONS OF ALL DETECTOR LOOPS. CONTACT THE DUPAGE COUNTY TRAFFIC SIGNAL ENGINEER AT 665-1155 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF LOOPS.
- THE CONTRACTOR SHALL INFORM THE COUNTY TRAFFIC SIGNAL ENGINEER AT 665-1155 AND THE COUNTY MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM 72 HOUR ADVANCE NOTICE IS REQUIRED.

**SCHEDULE OF QUANTITIES**

2	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
6	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED
6	EACH	TRAFFIC SIGNAL POST, FERROUS 16'
2	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT. 10 FT. LUMINAIRE MAST ARM, 35 FT. MOUNTING HEIGHT
1	EACH	FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE IV, 8 PHASES, IN TYPE IV CABINET
8	EACH	INDUCTION LOOP DETECTOR AMPLIFIER
769	LIN.FT.	DETECTOR LOOP TYPE I
8	EACH	PEDESTRIAN PUSHBUTTON
1,020	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 1-1/4"
8	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 1-1/2"
101	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2"
38	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2-1/2"
10	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 4"
205	LIN.FT.	GALVANIZED STEEL CONDUIT, PUSHED 3"
93	LIN.FT.	GALVANIZED STEEL CONDUIT, PUSHED 3-1/2"
289	LIN.FT.	UNIT DUCT, WITHOUT CABLE IN TRENCH 1"
9	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 6 2/C
638	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO.10 1/C
1,261	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO.14 2/C
1,261	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO.14 3/C
331	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO.14 5/C
1,074	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO.14 7/C
1,418	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO.14 2/C TWISTED, SHIELDED
1	EACH	SERVICE INSTALLATION, TYPE C
18	LIN.FT.	CONCRETE FOUNDATION, TYPE A
3.5	LIN.FT.	CONCRETE FOUNDATION, TYPE D
30	LIN.FT.	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
5	EACH	CONCRETE HANDHOLE
1	EACH	CONCRETE DOUBLE HANDHOLE
1,451	LIN.FT.	TRENCH AND BACKFILL
1	EACH	REMOVE EXISTING FLASHING BEACON INSTALLATION
2	EACH	LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 310 WATT TYPE 4-400A CUTOFF



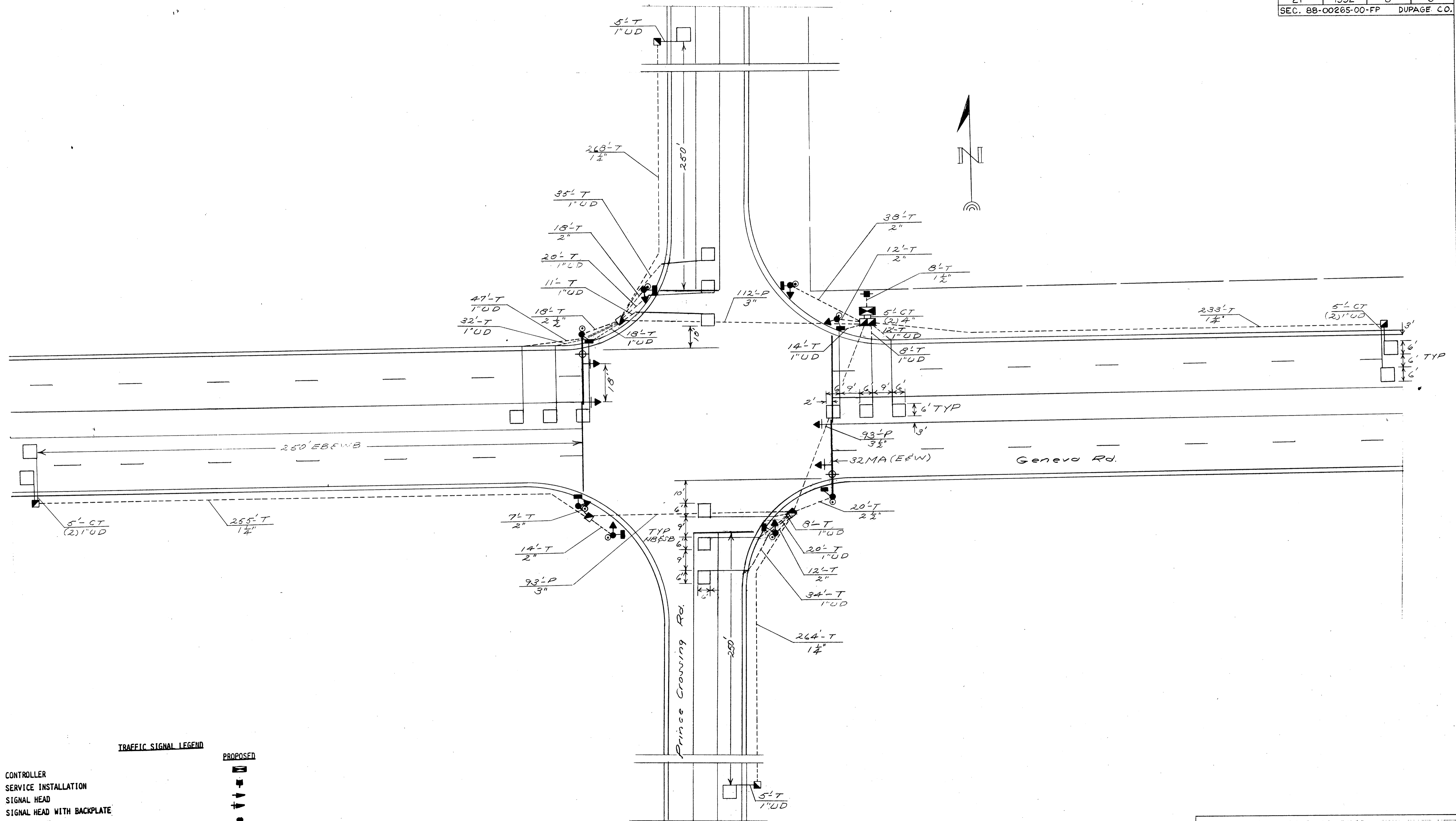
**CABLE PLAN**

- CABLE PLAN LEGEND**
- 12" TRAFFIC SIGNAL SECTION
  - CONTROLLER CABINET
  - SERVICE INSTALLATION
  - VEHICLE DETECTOR, INDUCTION LOOP
  - DENOTES NUMBER OF CONDUCTORS (NEW)
  - ALL LOOP DETECTOR CABLE TO BE SHIELDED. ALL CABLE NO. 14 EXCEPT AS INDICATED.
  - SIGNAL FACE WITH BACKPLATE

**DUPAGE COUNTY D. O. T.**

**TRAFFIC CONTROL SIGNALS**

GENEVA ROAD & PRINCE CROSSING ROAD  
 CABLE PLAN  
 SCHEDULE OF QUANTITIES  
 PHASE DESIGNATION DIAGRAM



**TRAFFIC SIGNAL LEGEND**

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- DETECTOR LOOP
- COMMON TRENCH
- SIGNAL HEAD, PEDESTRIAN
- PEDESTRIAN PUSHBUTTON DETECTOR

**PROPOSED**



**DUPAGE COUNTY D. O. T.**

**TRAFFIC CONTROL SIGNALS**

GENEVA ROAD & PRINCE CROSSING ROAD  
GENERAL PLAN

COUNTY HIGHWAY 21  
SECTION 88-00265-00-FP

STATE OF ILLINOIS

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
21	1992	2	1
SEC. 88-00265-00-FP			DUPAGE CO.

# DUPAGE COUNTY DIVISION OF TRANSPORTATION

SECTION B INDIAN KNOLL STORM SEWER PLANS

PLANS FOR PROPOSED

INDEX OF SHEETS

COUNTY HIGHWAY 21 GENEVA ROAD

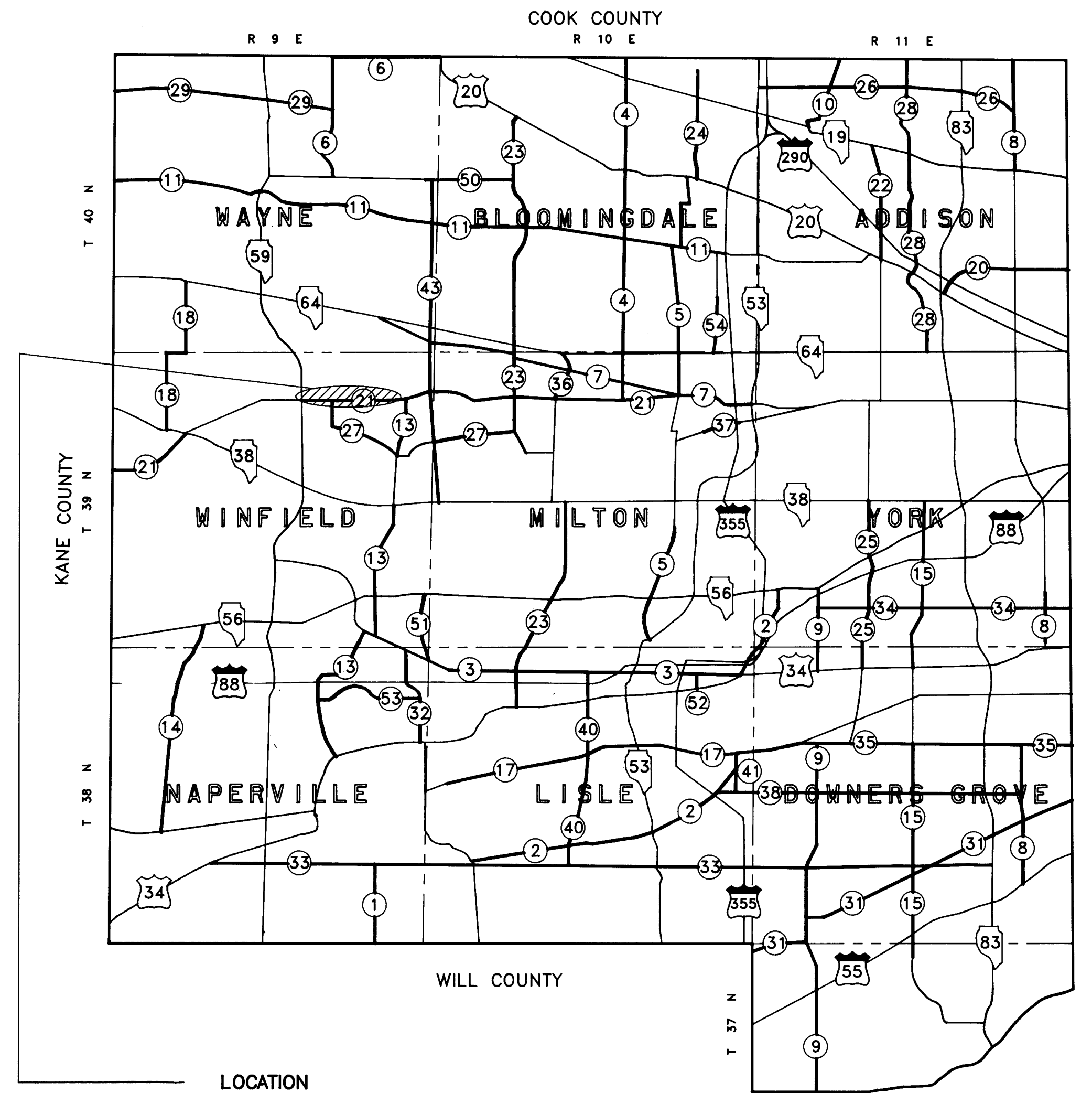
SUMMARY OF QUANTITIES

- SHEET 1 SECTION B COVER SHEET
- SHEET 2 PLAN & PROFILE

FOR QUANTITIES FOR SECTION B,  
SEE SHEET 2 OF SECTION B

STANDARDS

2395 MANHOLE, TYPE A, 6 FOOT DIAMETER



LENGTH OF IMPROVEMENT - 10225 L.F.  
1.94 MILES

PLANS PREPARED BY MORRIS ENGINEERING INC.  
FOR DUPAGE COUNTY & WINFIELD TOWNSHIP HIGHWAY DEPARTMENT



GENEVA ROAD (PART I - SECTION B)

