

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	1
		ILLINOIS	CONTRACT NO. 61J30	

03-08-2024 LETTING ITEM 001  
 FOR INDEX OF SHEETS, SEE SHEET NO. 2

# STATE OF ILLINOIS

## DEPARTMENT OF TRANSPORTATION

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**TRAFFIC DATA**  
 ADT:  
 GENEVA ROAD = 14,300 (2020) 16,264 (2032)

**DESIGN SPEED**  
 GENEVA ROAD = 45 MPH

**POSTED SPEED LIMIT**  
 GENEVA ROAD = 40 MPH

**DESIGN DESIGNATION**  
 GENEVA ROAD =  
 MINOR ARTERIAL (DUPAGE COUNTY HIGHWAY 21)

**FAU 1397 (C.H. 21 / GENEVA ROAD)  
 OVER WEST BRANCH DUPAGE RIVER  
 BRIDGE REPLACEMENT  
 SECTION 18-00206-10-BR  
 PROJECT NO.: T7SU(571)  
 UNINCORPORATED WINFIELD TOWNSHIP  
 DUPAGE COUNTY  
 C-91-312-19**

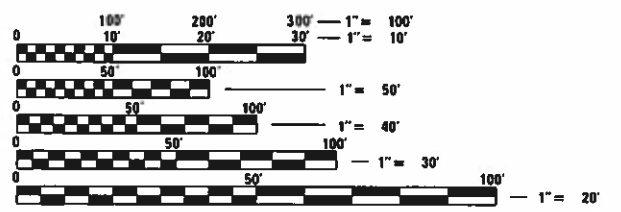
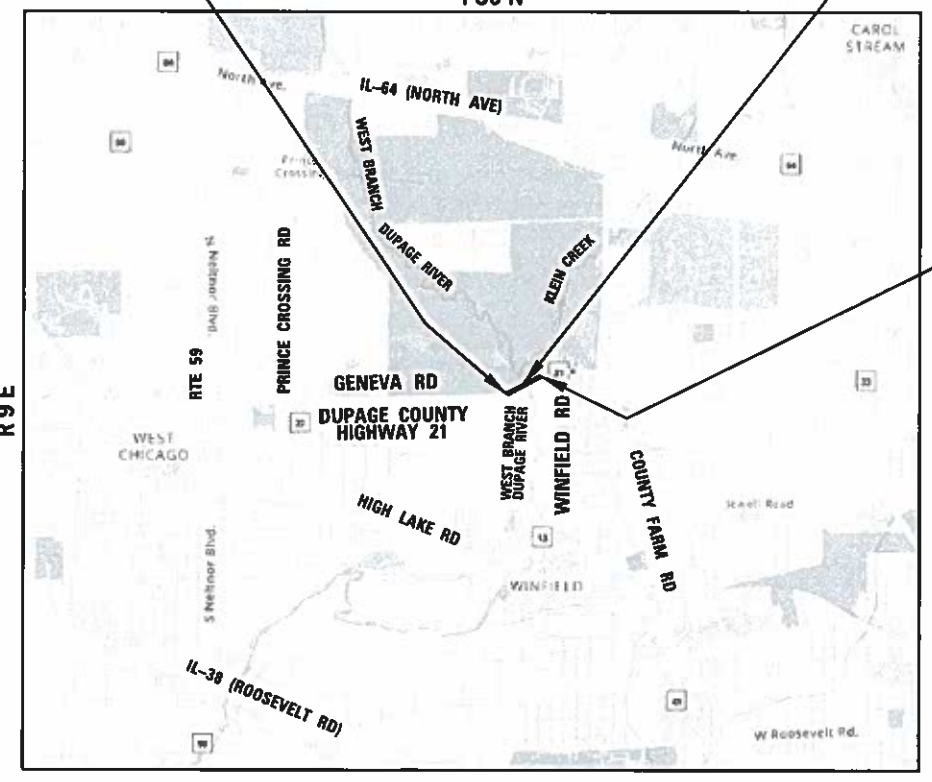


<b>PATRICK ENGINEERING INC.</b>  Jarrod J. Cebulski, P.E. NO. 062-059473 EXP. DATE: 11/30/25 APPLY TO DRAWINGS: 1-29, 37, 38, 40-43, 93-127	<b>PATRICK ENGINEERING INC.</b>  SOPHIA F. AHMED, P.E. NO. 082-066996 EXP. DATE: 11/30/25 APPLY TO DRAWINGS: 30-36, 39, 124-124	<b>PATRICK ENGINEERING INC.</b>  ARSALAN M. KHAN, P.E., S.E. NO. 081-006258 EXP. DATE: 11/30/24 APPLY TO DRAWINGS: 44-92
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**BEGIN IMPROVEMENT  
 STA 290+60.34**

**BRIDGE REPLACEMENT  
 EXIST SN 022-3001  
 PROP SN 022-3093  
 BEGIN STA 295+72.88  
 END STA 296+70.54**

**END IMPROVEMENT  
 STA 302+33.00**



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

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

**PROJECT MANAGER: KENT KUPER, P.E.**



PATRICK ENGINEERING INC.  
 55 EAST MONROE STREET  
 SUITE 3450  
 CHICAGO, IL 60603  
 patrickengineering.com

LOCATION MAP  
 N.T.S.

GROSS LENGTH = 1,165 FT. = 0.22 MILE  
 NET LENGTH = 1,165 FT. = 0.22 MILE

**CONTRACT NO. 61J30**

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

Approved: William C. Eibner, 11/22/2023  
 DUPAGE COUNTY DIVISION OF TRANSPORTATION, COUNTY ENGINEER

Approved: [Signature], 11/22/2023  
 PRESIDENT, FOREST PRESERVE DISTRICT OF DUPAGE COUNTY

Passed: Jan 16, 2024  
[Signature]  
 DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

Releasing for Bid  
 Based on Limited  
 Review: Jan 16, 2024  
[Signature]  
 REGIONAL ENGINEER

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 OF THE STATE OF ILLINOIS**

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E. SCHAUMBURG, IL

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## COMMITMENTS

- TREES THREE (3) INCHES IN DIAMETER OR GREATER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH SEPTEMBER 30TH OF ANY GIVEN YEAR.
- THE FOREST PRESERVE DISTRICT OF DuPage COUNTY SHALL BE NOTIFIED AT LEAST FIVE BUSINESS DAYS PRIOR TO THE FIRST ACCESS TO THE PERMANENT EASEMENT.
- THE FOREST PRESERVE DISTRICT OF DuPAGE COUNTY SHALL BE NOTIFIED AT LEAST FIVE BUSINESS DAYS PRIOR TO THE FIRST ACCESS TO THE TEMPORARY EASEMENT.
- THE FOREST PRESERVE DISTRICT OF DuPAGE COUNTY SHALL BE NOTIFIED AT LEAST 15 BUSINESS DAYS PRIOR TO THE FIRST ACCESS TO ANY IN-RIVER WORK (FOR MUSSEL RELOCATION).
- THE FOREST PRESERVE DISTRICT OF DuPAGE COUNTY SHALL BE NOTIFIED WITHIN 2 DAYS AFTER COMPLETION OF RESTORATION OF THE PERMANENT AND TEMPORARY EASEMENTS.
- THE FOREST PRESERVE DISTRICT OF DuPAGE COUNTY SHALL BE PROVIDED AS-BUILT RECORD DRAWINGS WITHIN 90 DAYS FOLLOWING PROJECT COMPLETION.

## DUPAGE COUNTY DOT STANDARD DETAILS

BUTT JOINT DETAILS  
 DETAILS FOR STEEL PLATE BEAM GUARDRAIL ADJACENT TO CURB AND GUTTER  
 PAVEMENT MARKING LOCATION  
 TYPICAL TURN BAYS  
 PAVEMENT MARKINGS AND PAVEMENT MARKERS  
 RECESSED PAVEMENT MARKER  
 SAG FRAME & LID DETAIL  
 TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL ADJACENT TO CURB AND GUTTER  
 DUPAGE COUNTY TRENCH BACKFILL DETAIL  
 TRENCH BACKFILL STANDARD IN PAVED AREAS

## IDOT DISTRICT ONE STANDARD DETAILS

BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-24	CURB OR CURB GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BD-36	FIRE HYDRANT TO BE MOVED
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDES ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-03	HANDHOLE TO INTERCEPT EXISTING CONDUIT
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

## IDOT HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-05	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424026-03	ENTRANCE / ALLEY PEDESTRIAN CROSSING
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-05	PIPE UNDERDRAINS
602001-02	CATCH BASIN TYPE A
602301-04	INLET - TYPE A
602401-07	PRECAST MANHOLE, TYPE A, 4' (1.22 m) DIAMETER
602402-03	PRECAST MANHOLE, TYPE A, 5' (1.52 m) DIAMETER
602406-11	PRECAST MANHOLE, TYPE A, 6' (1.83 m) DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-05	FRAME AND LIDS, TYPE 1
604036-03	GRATE, TYPE 8
604091-05	FRAME AND GRATE, TYPE 24
606006-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
664001-02	CHAIN LINK FENCE
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS LESS THAN OR EQUAL TO 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS AND MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENEVA ROAD  
 INDEX OF SHEETS AND STANDARDS

SCALE: SHEET OF SHEETS STA. TO STA.

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1397	18-00206-10-BR	DUPAGE	134	2
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		



USER NAME = sahed	DESIGNED - BAW	REVISED -
	DRAWN - BAW	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED - LB	REVISED -
PLOT DATE = 1/12/2024	DATE - 01/12/2024	REVISED -

**GENERAL NOTES**

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022 HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2024; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJACENT PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED).
4. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH ALL UTILITY COMPANIES, DUPAGE COUNTY DIVISION OF TRANSPORTATION, THE VILLAGE OF WINFIELD, AND THE CITY OF WEST CHICAGO.
5. TEN (10) FOOT LONG TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER UNLESS OTHERWISE SHOWN ON THE PLANS.
6. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED AT A MINIMUM 1:3 (V:H) WITH WRITTEN APPROVAL FROM THE ENGINEER.
7. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
8. SAW CUTTING OF PAVEMENT, SHOULDERS, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN CLEAN, STRAIGHT EDGES ON THE PORTIONS REMAINING.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION ACTIVITIES AND ORDERING OF MATERIAL.
10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
11. THE CONTRACTOR SHALL VERIFY THE INVERTS OF ALL EXISTING AND PROPOSED CULVERTS AND STORM SEWERS PRIOR TO STARTING CONSTRUCTION ACTIVITIES.
12. ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUB-BASE GRANULAR MATERIAL.
13. THE HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS/HER OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED UNDER THE UTILITY OWNER'S DIRECTION.
14. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
15. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
16. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
17. OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY (20) FEET FROM THE FINISHED SURFACE OF THE ROAD. CLEARANCE TO SIDEWALKS OR PATHS SHALL BE AS DIRECTED BY THE ENGINEER.
18. LIMB PRUNING SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.
19. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
20. TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.
21. THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.
22. TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.
23. 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.
24. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING EXISTING HOT-MIX ASPHALT PAVEMENT BY GRINDING OR EXCAVATING. IF THE HOT-MIX ASPHALT PAVEMENT IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. HOT-MIX ASPHALT PAVEMENT REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO HOT-MIX ASPHALT PAVEMENT SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.
25. THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT OR LOADED SCRAPERS.
26. THE STATION / OFFSET / ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES 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.
27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMANS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.
28. EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER.
29. MANHOLES AND CATCH BASINS SHALL BE CONSTRUCTED WITH FLAT TOPS WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN SIX (6) FEET.
30. ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE STRUCTURE INVOLVED.
31. ALL MANHOLES AND INLETS SHALL HAVE POURED INVERTS.
32. ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER.
33. WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE.
34. HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, BASE COURSE, AND HOT-MIX ASPHALT BINDER COURSE HAVE MET SPECIFICATIONS.
35. SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS.
36. HOT-MIX ASPHALT BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
37. THE NORTHERN LONG EARED BAT (NLEB) HAS BEEN DESIGNATED AS AN ENDANGERED SPECIES BY THE U.S. FISH AND WILDLIFE SERVICE (USFWS). TREE CLEARING RESTRICTIONS TO PRESERVE THE HABITAT OF NLEB INCLUDE THE FOLLOWING TYPE OF WORK: TREE PRUNING, TREE LIMB REMOVAL, CLEARING, SELECTIVE CLEARING, AND THE REMOVAL OF TREES MEASURING THREE INCHES (3") AND GREATER AT BREAST HEIGHT. THIS WORK SHALL ONLY BE ALLOWED FROM OCTOBER 1 THROUGH MARCH 31 THROUGHOUT DISTRICT ONE.
38. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
39. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
40. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 16" LOWER LIFT SHALL BE CS 1 OR RR 1.
41. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STATE STANDARD. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER.
42. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b, c) OF THE SSRBC WILL NOT BE ALLOWED.
43. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF IMPLEMENTING THE DETOUR.

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PLOT DATE = 12/28/2023	DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD**  
**GENERAL NOTES**

SCALE: NTS      SHEET      OF      SHEETS      STA.      TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	3
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	168	168			
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	247	247			
*	20100500	TREE REMOVAL, ACRES	ACRE	1.75	1.75			
	20101000	TEMPORARY FENCE	FOOT	325	325			
*	20101200	TREE ROOT PRUNING	EACH	10	10			
*	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	15	15			
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	7	7			
	20101700	SUPPLEMENTAL WATERING	UNIT	100	100			
	20200100	EARTH EXCAVATION	CU YD	4,700	4,700			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5,015	5,015			
	20400800	FURNISHED EXCAVATION	CU YD	1,470	1,470			
	20800150	TRENCH BACKFILL	CU YD	468	468			
	20900110	POROUS GRANULAR BACKFILL	CU YD	495				495
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	10,116	10,116			
*	25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25			
*	25000314	SEEDING, CLASS 4B	ACRE	0.75	0.75			
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	17	17			
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	17	17			

\* SPECIALTY ITEM

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PLOT SCALE = 100,0000' / in.	CHECKED - NJS	REVISED -
PLOT DATE = 1/12/2024	DATE - 01-12-24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 1 OF 9 SHEETS      STA.      TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	4
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ILLINOIS FED. AID PROJECT				

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
*	25100115	MULCH, METHOD 2	ACRE	2.25	2.25			
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	209	209			
	28000305	TEMPORARY DITCH CHECKS	FOOT	60	60			
	28000400	PERIMETER EROSION BARRIER	FOOT	6,937	6,937			
	28000510	INLET FILTERS	EACH	23	23			
	28100105	STONE RIPRAP, CLASS A3	SQ YD	20	20			
	28100107	STONE RIPRAP, CLASS A4	SQ YD	911		911		
	28200200	FILTER FABRIC	SQ YD	911		911		
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	926	926			
	30300116	AGGREGATE SUBGRADE IMPROVEMENT 16"	SQ YD	5,068	5,068			
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	692	692			
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	213	213			
	35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	31	31			
	35501322	HOT-MIX ASPHALT BASE COURSE, 9 1/2"	SQ YD	5,099	5,099			
	40200500	AGGREGATE SURFACE COURSE, TYPE A, 6"	SQ YD	1,120	1,120			
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1,380	1,380			
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3,190	3,190			
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	7,296	7,296			

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 2 OF 9 SHEETS      STA.      TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	5
CONTRACT NO.			61J30	
ILLINOIS		FED. AID PROJECT		

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	710	710			
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	122	122			
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	426	426			
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	247	247			
	42001300	PROTECTIVE COAT	SQ YD	593	593			
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,914	1,914			
	44000100	PAVEMENT REMOVAL	SQ YD	5,098	5,098			
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	31	31			
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	124	124			
	44000600	SIDEWALK REMOVAL	SQ FT	2,082	2,082			
	44004250	PAVED SHOULDER REMOVAL	SQ YD	1,818	1,818			
	44213200	SAW CUTS	FOOT	800	800			
	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	252	252			
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
	50200100	STRUCTURE EXCAVATION	CU YD	135		135		
	50300225	CONCRETE STRUCTURES	CU YD	125		122.3		2.7
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	878.9		391.0		487.9
	50300260	BRIDGE DECK GROOVING	SQ YD	848		848		

\* SPECIALTY ITEM

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PLOT DATE = 1/12/2024	DATE - 01-12-24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 3 OF 9 SHEETS      STA.      TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	6
CONTRACT NO. 61130			ILLINOIS FED. AID PROJECT	

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
	50300300	PROTECTIVE COAT	SQ YD	2,579		1,409		1,170
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	221.2		221.2		
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1		
	50500505	STUD SHEAR CONNECTORS	EACH	2,910		2,910		
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	214,560		162,010		52,550
	50800515	BAR SPLICERS	EACH	654		654		
*	50900105	ALUMINUM RAILING, TYPE L	FOOT	1,271		352		919
	51201700	FURNISHING STEEL PILES HP12X74	FOOT	1,350		1,350		
	51202305	DRIVING PILES	FOOT	1,350		1,350		
	51203700	TEST PILE STEEL HP12X74	EACH	2		2		
	51204650	PILE SHOES	EACH	20		20		
	51500100	NAME PLATES	EACH	1		1		
	52100520	ANCHOR BOLTS, 1"	EACH	40		40		
	52200010	TEMPORARY SHEET PILING	SQ FT	3,021		3,021		
	52200015	PERMANENT SHEET PILING	SQ FT	32,217		361		31,856
	52200505	TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	890		890		
	52318802	DRAINAGE SYSTEM FOR STRUCTURES	L SUM	1		1		
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1			

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS SHEET 4 OF 9 SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR		134	7
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1			
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	449	449			
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	20	20			
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	247	247			
	550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	485	485			
	55101200	STORM SEWER REMOVAL 24"	FOOT	451	451			
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	186		186		
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	491		113		378
	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	1,061	1,061			
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2		2		
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	175		175		
	60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	7	7			
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2			
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
	60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1			
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
	60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	5	5			
	60500040	REMOVING MANHOLES	EACH	2	2			

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 5 OF 9 SHEETS      STA.      TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	8
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	



SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1,661	1,661			
	60608572	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.18	FOOT	89	89			
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	425	425			
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1			
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1			
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2			
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2			
	63200310	GUARDRAIL REMOVAL	FOOT	1,038	1,038			
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	30	30			
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	6	6			
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1			
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1			
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	60	60			
	67100100	MOBILIZATION	L SUM	1	1			
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	240	240			
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	200	200			
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	600	600			
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3,495	3,495			

\* SPECIALTY ITEM

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PLOT DATE = 1/12/2024	DATE - 01-12-24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 6 OF 9 SHEETS      STA.      TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR		134	9
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	2,280	2,280			
	70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	156	156			
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	8,450	8,450			
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	285	285			
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	64	64			
	70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	132	132			
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,238	1,238			
	70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	33	33			
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,225	1,225			
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2			
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2			
*	72000100	SIGN PANEL - TYPE 1	SQ FT	94	94			
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	88	88			
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3			
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	190	190			
*	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	16	16			
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	188	188			
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,531	5,531			

\* SPECIALTY ITEM

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	DATE - 01-12-24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 7 OF 9 SHEETS      STA.      TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR		134	10
DUPAGE			CONTRACT NO. 61J30	
ILLINOIS FED. AID PROJECT				

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	537	537			
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	502	502			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	98	98			
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	237	237			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	19	19			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	4	4			
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,200	1,200			
*	81400100	HANDHOLE	EACH	1	1			
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1			
*	88600100	DETECTOR LOOP, TYPE I	FOOT	90	90			
*	89502380	REMOVE EXISTING HANDHOLE	EACH	1	1			
*	A2002716	TREE, CARYA OVATA (SHAGBARK HICKORY), 2" CALIPER, BALLED AND BURLAPPED	EACH	15	15			
*	A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	15	15			
*	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	20	20			
*	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1			
*	X0327032	TEMPORARY VIDEO DETECTION	EACH	1	1			
	X0900075	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	2	2			
	X1200023	CATCH BASINS, TYPE A, 5'-DIAMETER, DUPAGE SAG FRAME AND GRATE	EACH	2	2			

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

SCALE: NTS SHEET 8 OF 9 SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	11
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	

SI *	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODES			
					ROADWAY 0004	BRIDGE 0010	TRAINEES 0042	RETAINING WALLS 0044
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
*	X2501800	SEEDING, CLASS 4 (MODIFIED)	ACRE	1.25	1.25			
*	X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	10,116	10,116			
	X4023000	TEMPORARY ACCESS (ROAD)	EACH	1	1			
	X5080530	BAR TERMINATOR	EACH	1,212		1,212		
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	15	15			
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
*	X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	111	111			
*	X8140102	GROUND EXISTING HANDHOLE	EACH	3	3			
	XX003338	TEST HOLE	EACH	8	8			
	Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	148	148			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
	Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	8		8		
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	480	480			
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	6	6			
	Z0076600	TRAINEES	HOUR	500			500	
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500			500	

\* SPECIALTY ITEM

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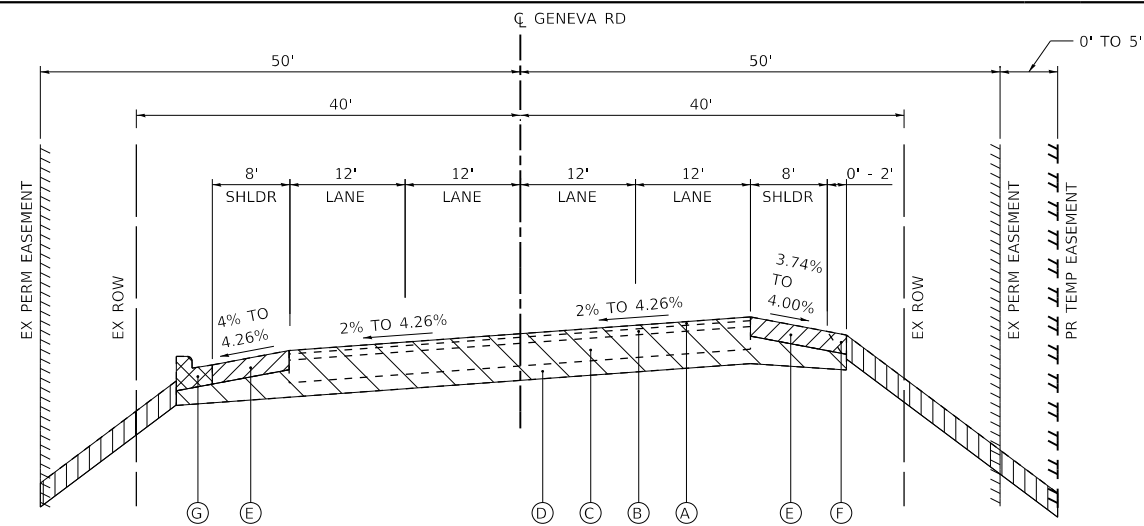
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SUMMARY OF QUANTITIES**

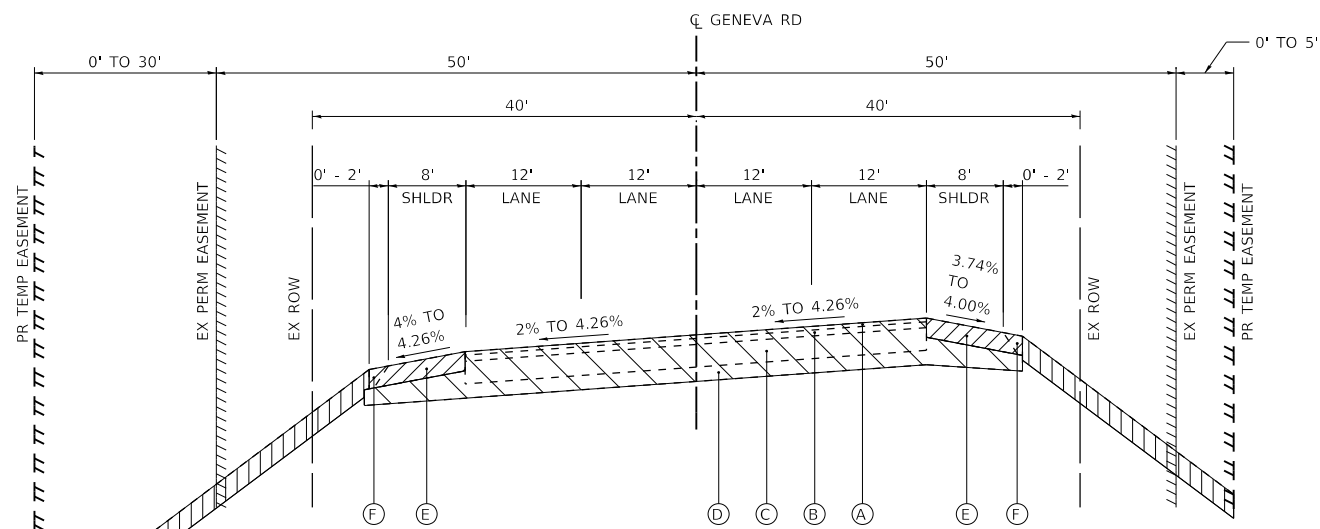
SCALE: NTS SHEET 9 OF 9 SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	12
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	



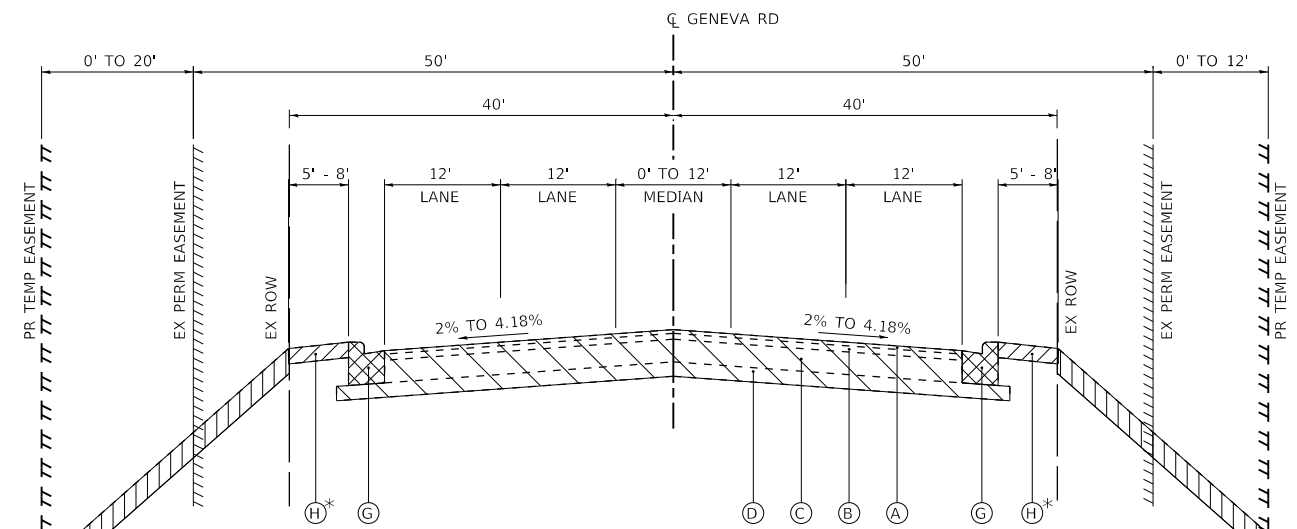
**EXISTING TYPICAL SECTION**

STA. 290+60.34 TO STA. 293+75.00



**EXISTING TYPICAL SECTION**

STA. 293+75.00 TO STA. 295+85.46  
 STA. 296+57.96 TO STA. 298+09.00  
 BRIDGE AND APPROACH PAVEMENT STA 295+85.46 TO STA 296+57.96  
 SEE EXISTING BRIDGE TYPICAL SECTION



**EXISTING TYPICAL SECTION**

STA. 298+09.00 TO STA. 301+50.34

\* EXISTING CARRIAGE WALK  
 FROM STA 300+89.00 TO STA 302+33.00

**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 2, 1 1/2"
- (B) HOT-MIX ASPHALT CONCRETE BINDER COURSE, 2 1/2"
- (C) HOT-MIX ASPHALT BASE COURSE, 9 1/2"
- (D) SUB-BASE GRANULAR MATERIAL MATERIAL TYPE B, 6" & VARIES
- (E) HOT-MIX ASPHALT SHOULDER 8"
- (F) AGGREGATE SHOULDER, TYPE B, 8"
- (G) EXISTING CURB AND GUTTER
- (H) EXISTING CARRIAGE WALK

- PAVEMENT REMOVAL
- CURB & GUTTER REMOVAL
- SHOULDER REMOVAL
- BRIDGE REMOVAL
- TOPSOIL REMOVAL

NOTE: EXISTING PAVEMENT THICKNESS IS APPROXIMATE.

EXISTING SUPERELEVATION TRANSITIONS  
 STA. 285+03.22 TO 296+26.75  
 STA. 298+49.90 TO END

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
 EXISTING TYPICAL SECTIONS**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	13
			CONTRACT NO. 61130	
		ILLINOIS FED. AID PROJECT		

**PROPOSED LEGEND**

- ① HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 3"
- ③ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/2"
- ④ HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- ⑤ HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19.0), 9 1/2"
- ⑥ AGGREGATE SUBGRADE IMPROVEMENT, 16"
- ⑦ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑧ AGGREGATE BASE COURSE, TYPE B, 4"
- ⑨ B-6.18 CURB AND GUTTER
- ⑩ TOPSOIL FURNISH AND PLACE, 6", SEEDING CLASS PER LANDSCAPE PLAN SHEET 39
- ⑪ GUARDRAIL
- ⑫ RETAINING WALL (0.3' TO 7.8' EXPOSED HEIGHT)
- ⑬ SUB-BASE GRANULAR MATERIAL, 6"
- ⑭ HOT-MIX ASPHALT SHOULDERS, 8"
- ⑮ ANCHORAGE SLAB
- ⑯ PIPE UNDERDRAINS
- ⑰ BRIDGE

**NOTE:**

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED BEFORE AND AFTER THE TOP LIFT OF HMA BC IL-19.0 N70.

**SUPERELEVATION TRANSITIONS**

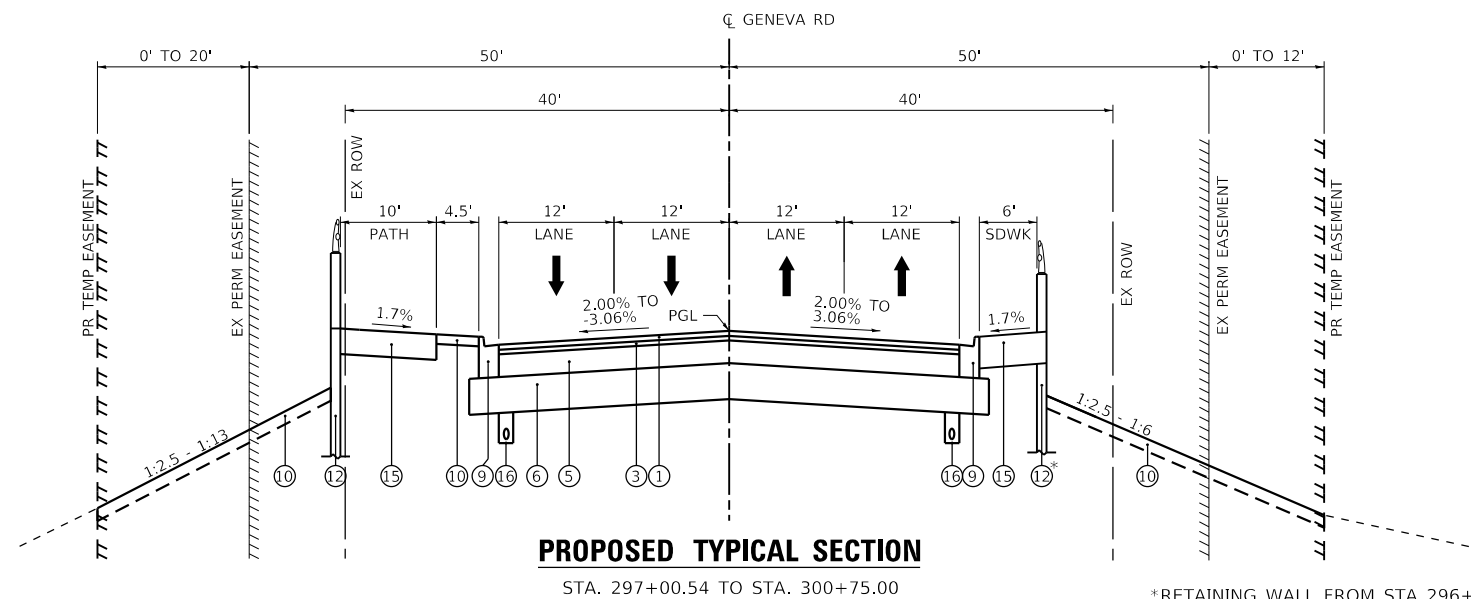
STA. 285+03.22 TO 296+26.75  
 STA. 298+49.90 TO END

**PROPOSED SHARED USE PATH**

STA. 292+80.40 LT TO STA. 302+33.00 LT

**PROPOSED SIDEWALK**

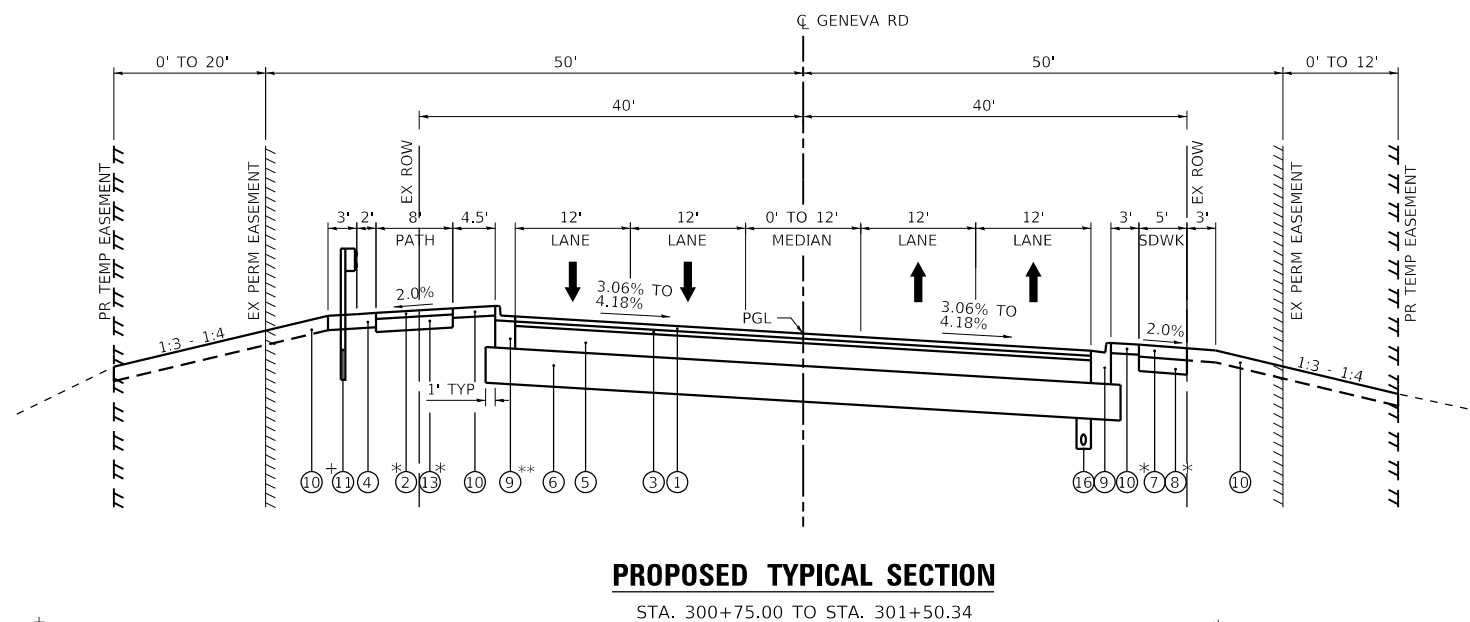
STA. 291+61.98 RT TO STA. 302+20.19 RT



**PROPOSED TYPICAL SECTION**

STA. 297+00.54 TO STA. 300+75.00

\*RETAINING WALL FROM STA 296+70.54 TO STA 300+00.00  
 0.3' TO 5.1' EXPOSED HEIGHT



**PROPOSED TYPICAL SECTION**

STA. 300+75.00 TO STA. 301+50.34

† GUARDRAIL FROM STA 300+75.00 TO STA 301+48.00

\* PEDESTRIAN IMPROVEMENTS CONTINUE TO STA 302+33.00

\*\* REVERSE PITCH GUTTER ON HIGH SIDE OF SUPERELEVATION. TRANSITION WITH ADJACENT PAVEMENT.

HOT MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
<b>RECONSTRUCTION</b>		
1 1/2" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 Gyr.	LR1030-2
2 1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 Gyr.	LR1030-2
9 1/2" HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19.0, N70)	4% @ 70 Gyr.	LR1030-2
<b>HOT-MIX ASPHALT SHOULDERS, 8"</b>		
2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 Gyr.	LR1030-2
6" HOT-MIX ASPHALT BINDER COURSE, (IL-19mm)	4% @ 70 Gyr.	LR1030-2
<b>SHARED USE PATH</b>		
3" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) (IN 2 LIFTS)	4% @ 50 Gyr.	LR1030-2
<b>DRIVEWAY PAVEMENT</b>		
2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 Gyr.	LR1030-2
6" HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19.0)	4% @ 50 Gyr.	LR1030-2
<b>HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL</b>		
6" HOT-MIX ASPHALT BINDER COURSE (IL-19.0 mm)	4% @ 70 Gyr.	LR1030-2
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); AS PER LR1030-2		

**NOTES:**

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

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 PATRICK ENGINEERING

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PLOT DATE = 12/28/2023	CHECKED - LB	REVISED -
	DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
 PROPOSED TYPICAL SECTIONS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	15
CONTRACT NO. 61J30				
ILLINOIS		FED. AID PROJECT		

**PROPOSED LEGEND**

- ① HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 3"
- ③ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/2"
- ④ HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- ⑤ HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19.0), 9 1/2"
- ⑥ AGGREGATE SUBGRADE IMPROVEMENT, 16"
- ⑦ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑧ AGGREGATE BASE COURSE, TYPE B, 4"
- ⑨ B-6.18 CURB AND GUTTER
- ⑩ TOPSOIL FURNISH AND PLACE, 6", SEEDING CLASS PER LANDSCAPE PLAN SHEET 39
- ⑪ GUARDRAIL
- ⑫ RETAINING WALL (0.3' TO 7.8' EXPOSED HEIGHT)
- ⑬ SUB-BASE GRANULAR MATERIAL, 6"
- ⑭ HOT-MIX ASPHALT SHOULDERS, 8"
- ⑮ ANCHORAGE SLAB
- ⑯ PIPE UNDERDRAINS
- ⑰ BRIDGE
- ⑱ AGGREGATE SURFACE COURSE, TYPE A, 6"

**NOTE:**

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED BEFORE AND AFTER THE TOP LIFT OF HMA BC IL-19.0 N70.

**SUPERELEVATION TRANSITIONS**

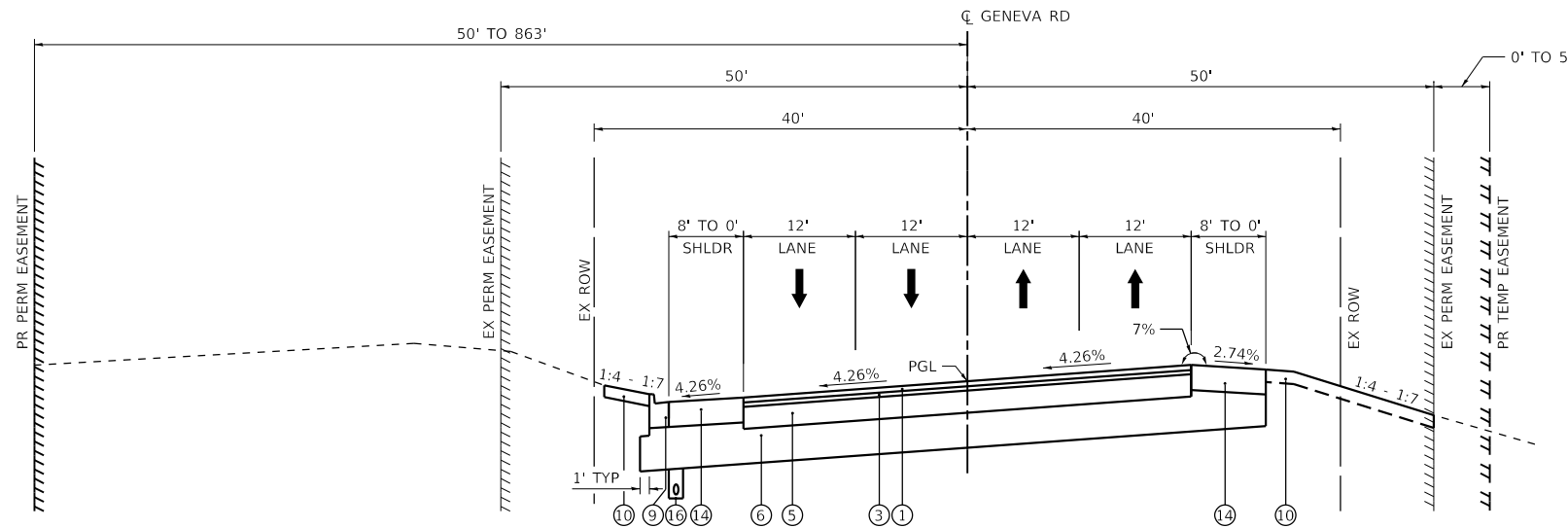
STA. 285+03.22 TO 296+26.75  
STA. 298+49.90 TO END

**PROPOSED SHARED USE PATH**

STA. 292+80.40 LT TO STA. 302+33.00 LT

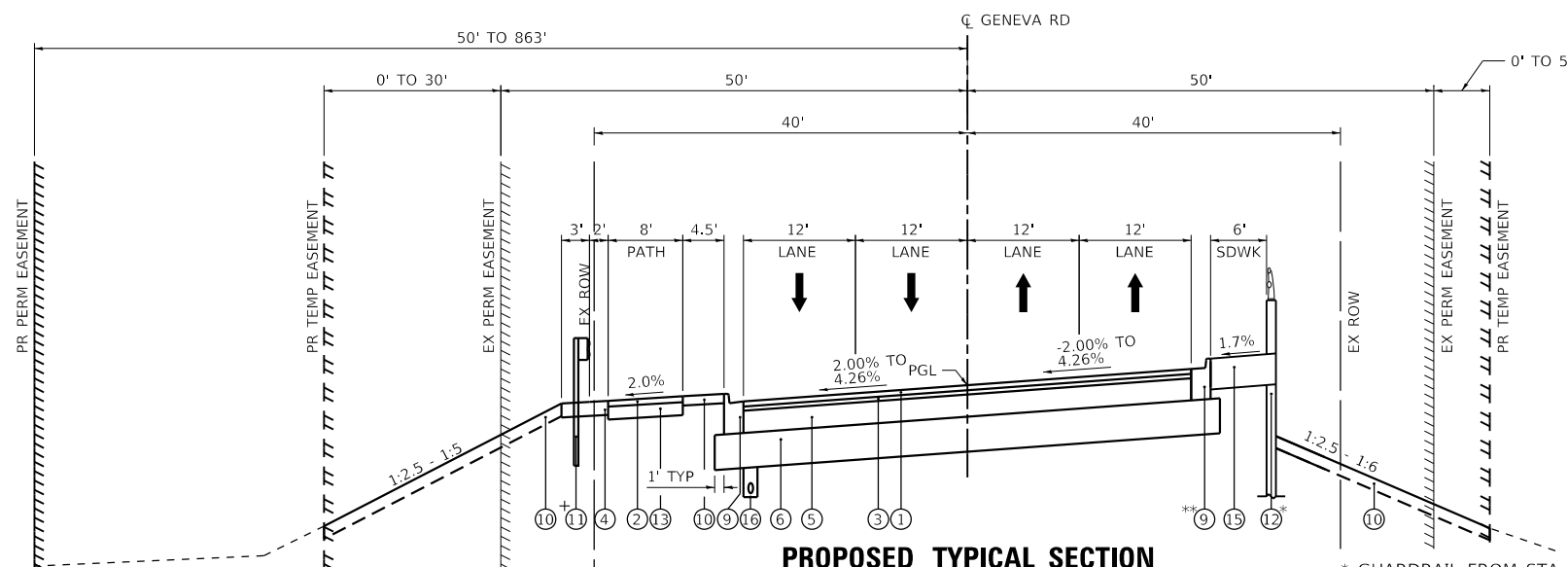
**PROPOSED SIDEWALK**

STA. 291+61.98 RT TO STA. 302+20.19 RT



**PROPOSED TYPICAL SECTION**

STA. 290+60.34 TO STA. 291+40.34



**PROPOSED TYPICAL SECTION**

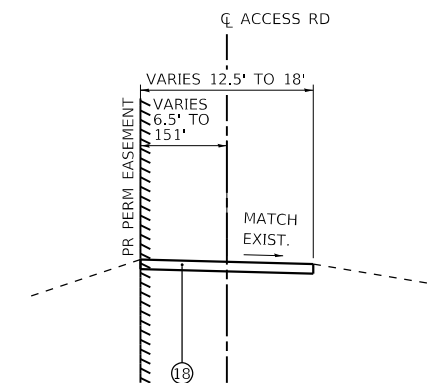
STA. 291+40.34 TO STA. 297+00.54

BRIDGE AND APPROACH PAVEMENT  
STA 295+42.88 TO STA 297+00.54  
SEE PROPOSED BRIDGE TYPICAL SECTION

† GUARDRAIL FROM STA 292+80.41  
TO STA 295+32.88

\* GUARDRAIL FROM STA 291+76.50 TO STA 292+50.00  
RETAINING WALL FROM STA 292+50.00 TO STA 295+72.88  
MOUNTABLE CURB WITHIN GUARDRAIL LIMITS.

\*\* REVERSE PITCH GUTTER ON HIGH SIDE OF SUPERELEVATION.  
TRANSITION WITH ADJACENT PAVEMENT.  
TM-4.18 CC&G FROM STA. 291+62.46 TO 292+50.00



**PROPOSED TYPICAL SECTION**

LOOKING NORTH  
ENTRANCE AT STA. 289+82 LT.

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PLOT DATE = 12/28/2023	DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
PROPOSED TYPICAL SECTIONS**

SCALE: NTS SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	14
			CONTRACT NO. 61J30	
ILLINOIS FED. AID PROJECT				

# EARTHWORK

EARTHWORK SCHEDULE OF QUANTITIES							
LOCATION	EARTHWORK VOLUMES (CU YD)						EARTHWORK BALANCE [EXCESS (+) / SHORTAGE (-)]
	TOPSOIL STRIPPING	CUT (+)	ADJUST FOR SHRINKAGE (15%)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	NON-SPECIAL WASTE	FILL	
	A	B	C= 0.85 * B	D	E	F	
GENEVA ROAD STAGE 1	1139.0	930.0	790.5	0.0	0.0	3837.0	-3046.5
GENEVA ROAD STAGE 2	953.0	815.0	692.8	0.0	0.0	1625.0	-932.3
COMP STORAGE AREA	0.0	2953.8	2510.7	2922.3	31.5	0.0	2510.7
<b>TOTAL</b>	<b>2092.0</b>	<b>4698.8</b>	<b>3994.0</b>	<b>2922.3</b>	<b>31.5</b>	<b>5462.0</b>	<b>-1468.0</b>
(+ ) DOES NOT INCLUDE STRUCTURE EXCAVATION							
PAY ITEM NO.	DESIGNATION		TOTAL (CU YD)	CALCULATION NOTES:			
20200100	EARTH EXCAVATION		4700	COLUMN B			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		5015	COLUMN A+D			
20400800	FURNISHED EXCAVATION		1470	COLUMN G			
66900200	NON SPECIAL WASTE DISPOSAL		30	COLUMN E			
NOTE 1 TOPSOIL STRIPPING PAID FOR AS 20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL							

# TREE REMOVAL

		TREE REMOVAL (6 TO 15 UNITS DIAMETER)					UNIT	
ALIGNMENT	SHEET NO.	STA	OFFSET	LT/RT	DIAMETER (IN)	TREE TAG	TOTAL (UNITS)	
Geneva Road	18	294+67.41	43'	RT	11	1784	11	
Geneva Road	18	294+18.20	44'	RT	11	1790	11	
Geneva Road	18	293+92.79	57'	LT	8	1900	8	
Geneva Road	18	294+25.06	54'	LT	8	1902	8	
Geneva Road	18	294+31.77	57'	LT	8	1903	8	
Geneva Road	18	295+37.58	53'	LT	6	1905	6	
Geneva Road	18	296+70.61	64'	LT	10	1909	10	
Geneva Road	18	296+75.24	64'	LT	14	1910	14	
Geneva Road	18	296+76.24	59'	LT	10	1911	10	
Geneva Road	18	298+23.45	54'	LT	12	1923	12	
Geneva Road	18	298+34.27	52'	LT	11	1924	11	
Geneva Road	18	300+60.76	67'	LT	10	1931	10	
Geneva Road	18	300+61.84	55'	LT	7	1932	7	
Geneva Road	18	300+66.73	59'	LT	9	1933	9	
Geneva Road	18	300+74.10	59'	LT	9	1934	9	
Geneva Road	18	300+82.37	58'	LT	11	1935	11	
Geneva Road	18	300+71.99	66'	LT	13	1938	13	
<b>TOTAL =</b>							<b>168</b>	

		TREE REMOVAL (OVER 15 UNITS DIAMETER)					UNIT	
ALIGNMENT	SHEET NO.	STA	OFFSET	LT/RT	DIAMETER (IN)	TREE TAG	TOTAL (UNITS)	
Geneva Road	18	295+43.89	40'	RT	21	1780	21	
Geneva Road	18	295+04.59	41'	RT	21	1781	21	
Geneva Road	18	294+98.93	44'	RT	16	1782	16	
Geneva Road	18	294+90.31	42'	RT	16	1783	16	
Geneva Road	18	294+59.47	42'	RT	16	1785	16	
Geneva Road	18	294+56.72	42'	RT	24	1786	24	
Geneva Road	18	294+50.88	43'	RT	19	1787	19	
Geneva Road	18	294+49.88	44'	RT	18	1788	18	
Geneva Road	18	292+76.14	54'	RT	21	1812	21	
Geneva Road	18	295+47.77	60'	LT	20	1906	20	
Geneva Road	18	295+83.48	61'	LT	16	1907	16	
Geneva Road	18	300+90.48	52'	LT	20	1926	20	
Geneva Road	18	300+77.68	63'	LT	19	1937	19	
<b>TOTAL =</b>							<b>247</b>	

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PROJECT: GENEVA ROAD  
SHEET: 16



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	DRAWN - EJB	REVISED -
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PLOT DATE = 12/28/2023	DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
SCHEDULE OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	16
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		



**BENCHMARK 0112 - ELEVATION 727.25 (NAVD88)**

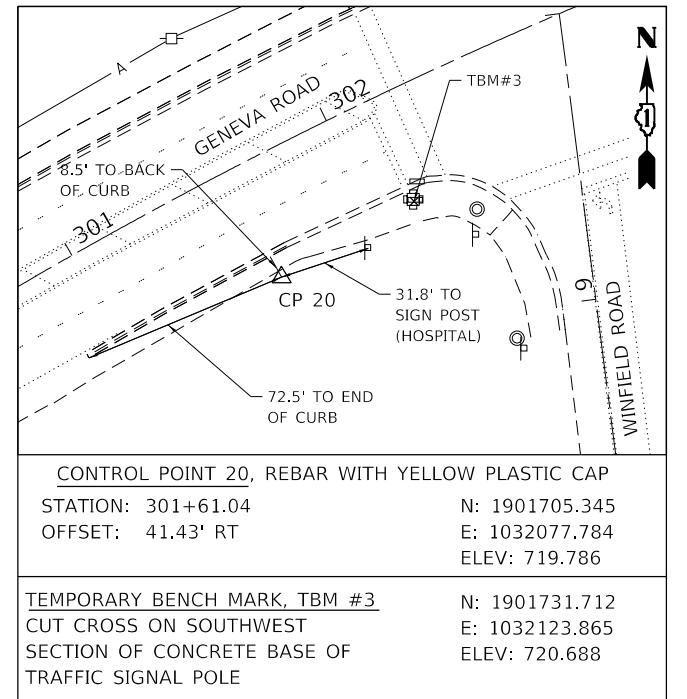
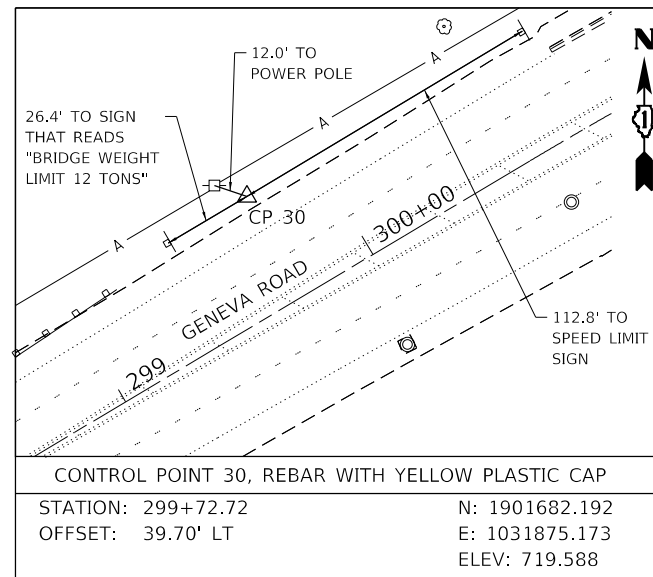
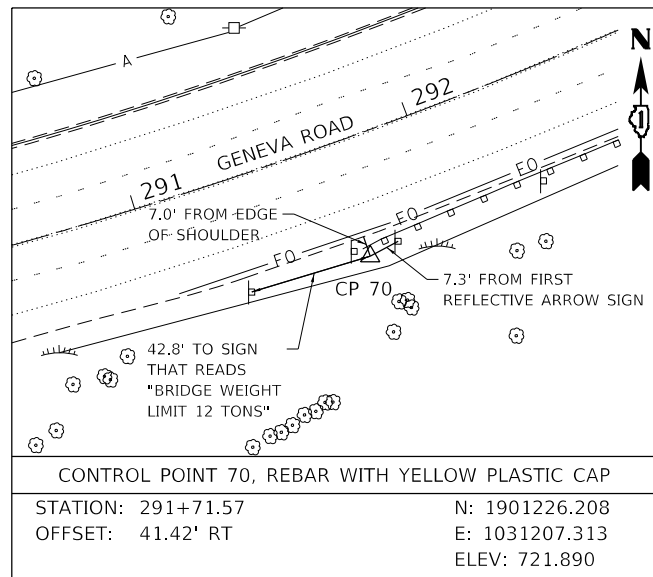
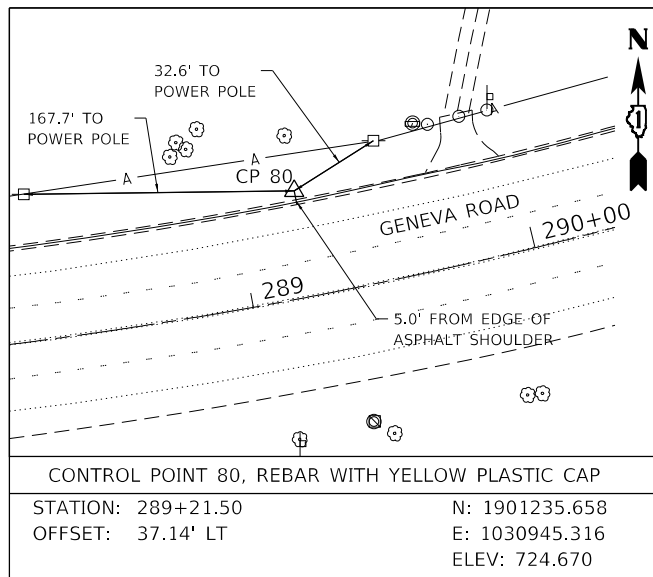
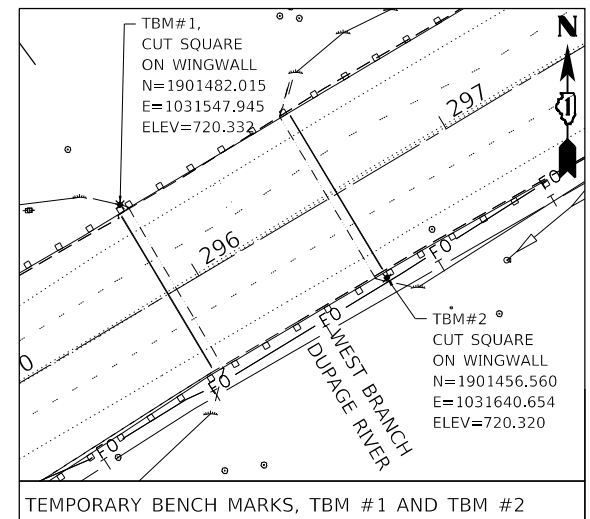
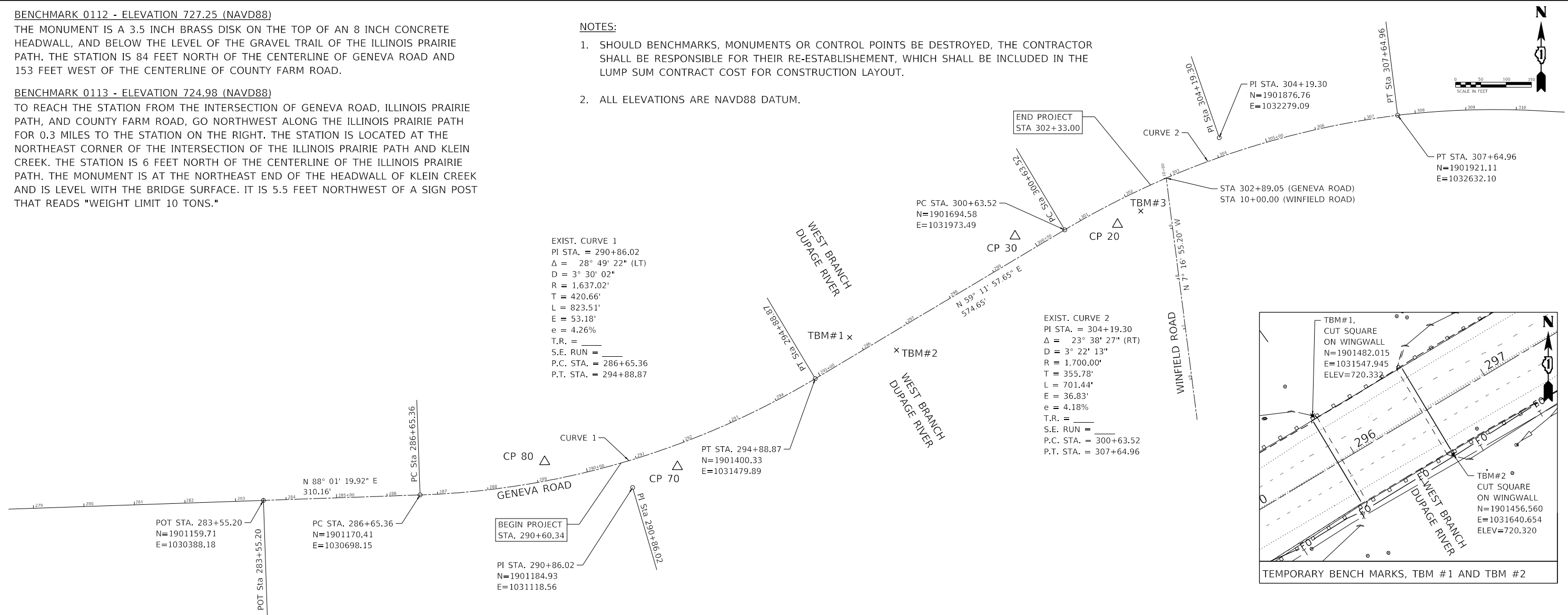
THE MONUMENT IS A 3.5 INCH BRASS DISK ON THE TOP OF AN 8 INCH CONCRETE HEADWALL, AND BELOW THE LEVEL OF THE GRAVEL TRAIL OF THE ILLINOIS PRAIRIE PATH. THE STATION IS 84 FEET NORTH OF THE CENTERLINE OF GENEVA ROAD AND 153 FEET WEST OF THE CENTERLINE OF COUNTY FARM ROAD.

**BENCHMARK 0113 - ELEVATION 724.98 (NAVD88)**

TO REACH THE STATION FROM THE INTERSECTION OF GENEVA ROAD, ILLINOIS PRAIRIE PATH, AND COUNTY FARM ROAD, GO NORTHWEST ALONG THE ILLINOIS PRAIRIE PATH FOR 0.3 MILES TO THE STATION ON THE RIGHT. THE STATION IS LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF THE ILLINOIS PRAIRIE PATH AND KLEIN CREEK. THE STATION IS 6 FEET NORTH OF THE CENTERLINE OF THE ILLINOIS PRAIRIE PATH. THE MONUMENT IS AT THE NORTHEAST END OF THE HEADWALL OF KLEIN CREEK AND IS LEVEL WITH THE BRIDGE SURFACE. IT IS 5.5 FEET NORTHWEST OF A SIGN POST THAT READS "WEIGHT LIMIT 10 TONS."

**NOTES:**

- SHOULD BENCHMARKS, MONUMENTS OR CONTROL POINTS BE DESTROYED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR RE-ESTABLISHMENT, WHICH SHALL BE INCLUDED IN THE LUMP SUM CONTRACT COST FOR CONSTRUCTION LAYOUT.
- ALL ELEVATIONS ARE NAVD88 DATUM.



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		DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>GENEVA ROAD                  ALIGNMENT, CURVE DATE, &amp; BENCHMARKS</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		1397	18-00206-10-BR	DUPAGE	134	17
SCALE: 1"=100'		SHEET OF SHEETS		STA. TO STA.		CONTRACT NO. 61130

ILLINOIS	FED. AID PROJECT
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### LEGEND

- PAVEMENT REMOVAL
- SHOULDER REMOVAL
- REMOVAL OF EXISTING STRUCTURES (INCLUDES BRIDGE AND APPROACH PAVEMENT)
- SIDEWALK REMOVAL
- DRIVEWAY REMOVAL
- TREE REMOVAL, ACRES
- EXCAVATED SOILS TO BE DISPOSED OFF-SITE IN LANDFILL
- TREE REMOVAL (UNDER 6 INCH DIAMETER SAWED FLUSH)
- LINEAR ITEM REMOVAL

SEE SHEET 36, COMPENSATORY STORAGE PLAN FOR DETAILS OF THE AREA LIMITS

TREE REMOVAL, ACRES FOR ACCESS AND WORK RELATED TO COMPENSATORY STORAGE AREA

KLEIN CREEK

BRIDGE OVER WBDP  
STRUCTURE TO BE RECONSTRUCTED  
EX. STRUCTURE NO. 022-3001  
PR. STRUCTURE NO. 022-3093

REMOVE EXISTING HANDHOLE

CURB & GUTTER REMOVAL  
STA. 300+88.64 TO STA. 301+50.46

END PROJECT  
STA 302+33.00

BEGIN PROJECT  
STA 290+60.34

GUARDRAIL REMOVAL  
STA. 291+76.84 TO  
STA. 297+21.02

TAG#: 1812  
DIA.: 21"

TAG#: 1790  
DIA.: 11"

TAG#: 1788  
DIA.: 18"

TAG#: 1787  
DIA.: 19"

TAG#: 1786  
DIA.: 24"

TAG#: 1784  
DIA.: 11"

TAG#: 1785  
DIA.: 16"

TAG#: 1780  
DIA.: 21"

TAG#: 1783  
DIA.: 16"

TAG#: 1782  
DIA.: 16"

TAG#: 1781  
DIA.: 21"

GENEVA RD

CURB & GUTTER REMOVAL  
STA 300+87.72 TO STA 301+49.95

TAG#: 1934  
DIA.: 9"

TAG#: 1933  
DIA.: 9"

TAG#: 1931  
DIA.: 10"

TAG#: 1932  
DIA.: 7"

TAG#: 1938  
DIA.: 13"

TAG#: 1937  
DIA.: 19"

TAG#: 1935  
DIA.: 11"

TAG#: 1926  
DIA.: 20"

TAG#: 1909  
DIA.: 10"

TAG#: 1910  
DIA.: 14"

TAG#: 1923  
DIA.: 12"

TAG#: 1924  
DIA.: 11"

TAG#: 1907  
DIA.: 16"

TAG#: 1906  
DIA.: 20"

TAG#: 1905  
DIA.: 6"

TAG#: 1903  
DIA.: 8"

TAG#: 1902  
DIA.: 8"

TAG#: 1900  
DIA.: 8"

GUARDRAIL REMOVAL  
STA 294+36.56 TO STA  
299+17.29

291+73  
605' LT

291+59  
608' LT

291+53.00  
594' LT

293+05  
812' LT

292+50  
775' LT

294+12  
849' LT

294+51  
849' LT

294+34  
760' LT

293+79  
719' LT

294+51.00  
720' LT

293+70  
692' LT

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DRAWN - BAW	REVISED -	
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PLOT DATE = 12/28/2023	DATE - 9-1-23	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

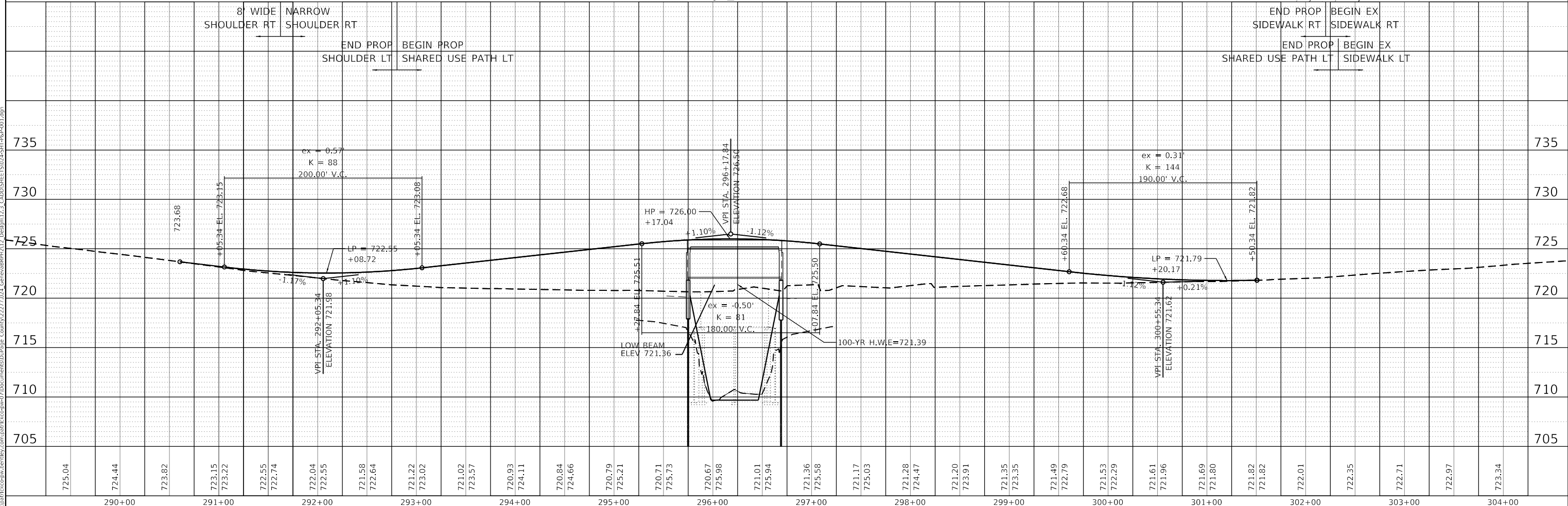
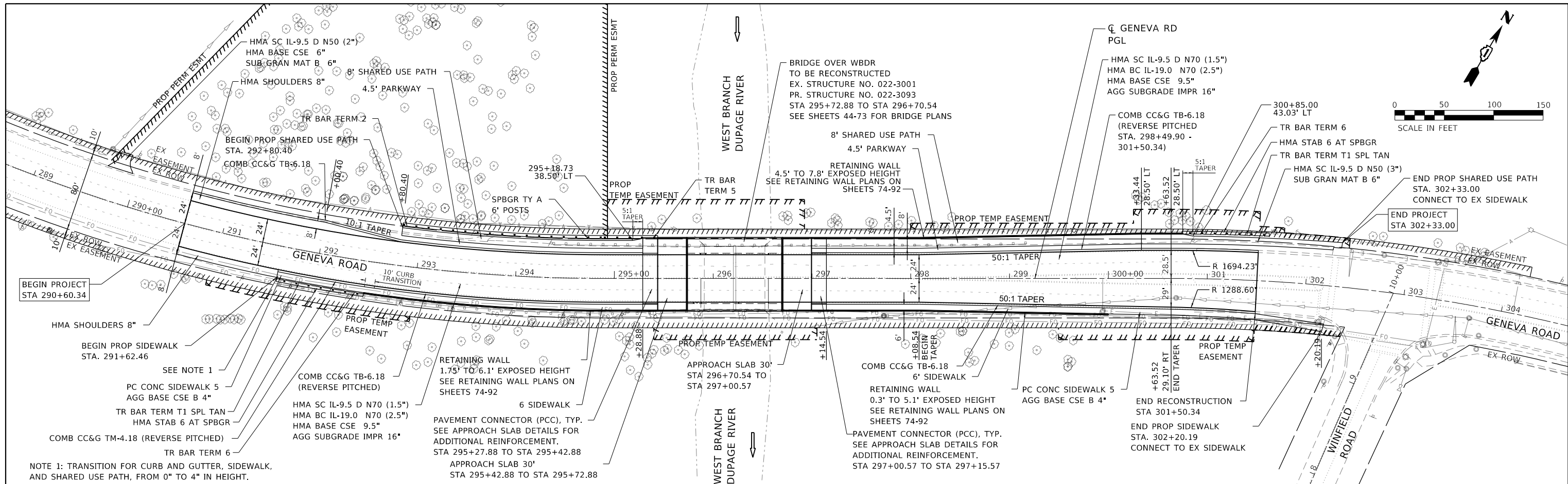
GENEVA ROAD  
REMOVAL PLAN

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	18
CONTRACT NO. 61J30				
ILLINOIS FED. AID PROJECT				

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PLAN

SURVEYED
PLOTTED
ALIGNMENT CHECKED
CAD FILE NAME
NO.

PROFILE

SURVEYED
PLOTTED
GRANDS CHECKED
STRUCTURE NOTAINS CHKD
NO.

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PLOT DATE = 12/28/2023	DATE - 12-27-23	REVISED -

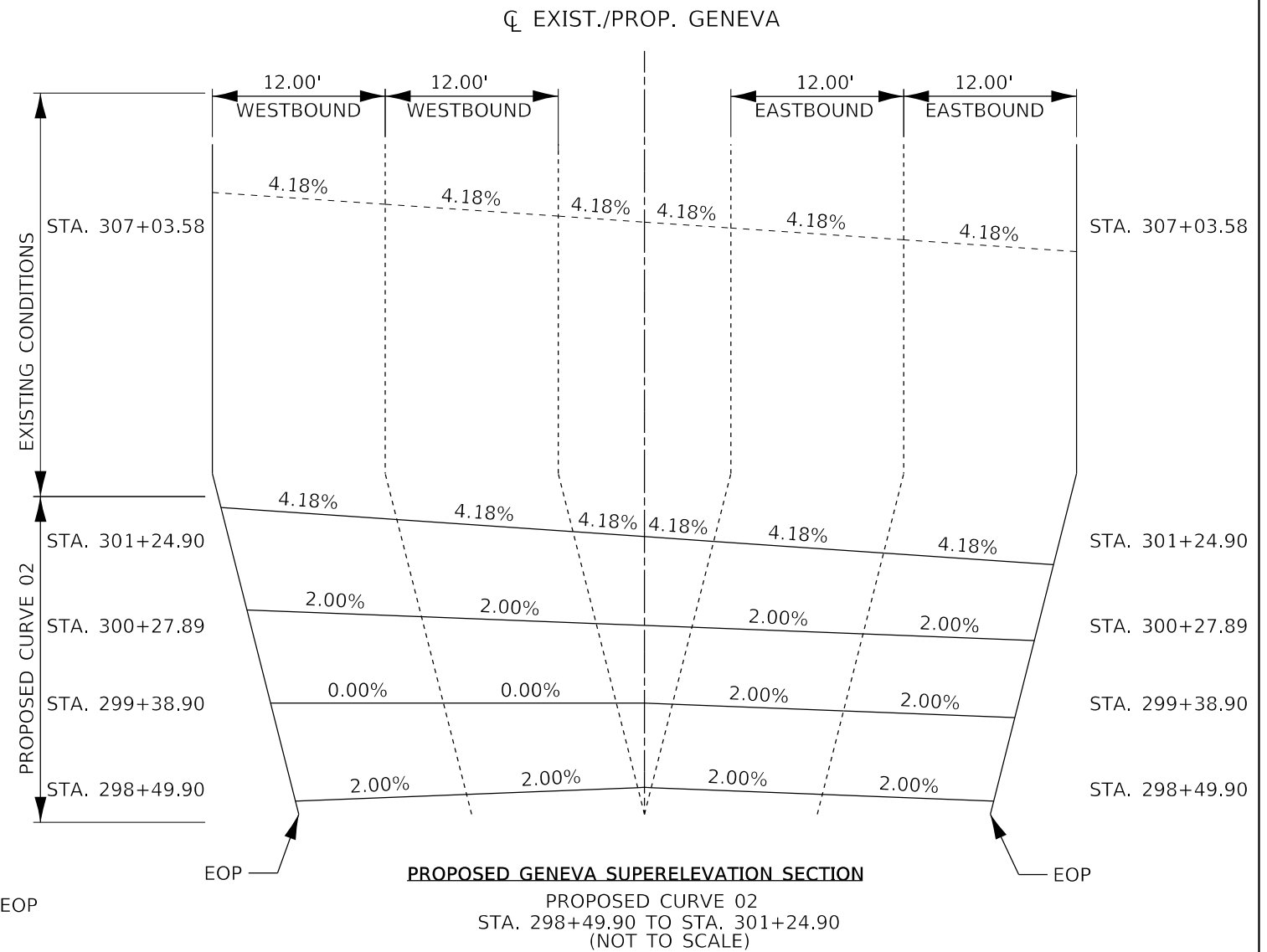
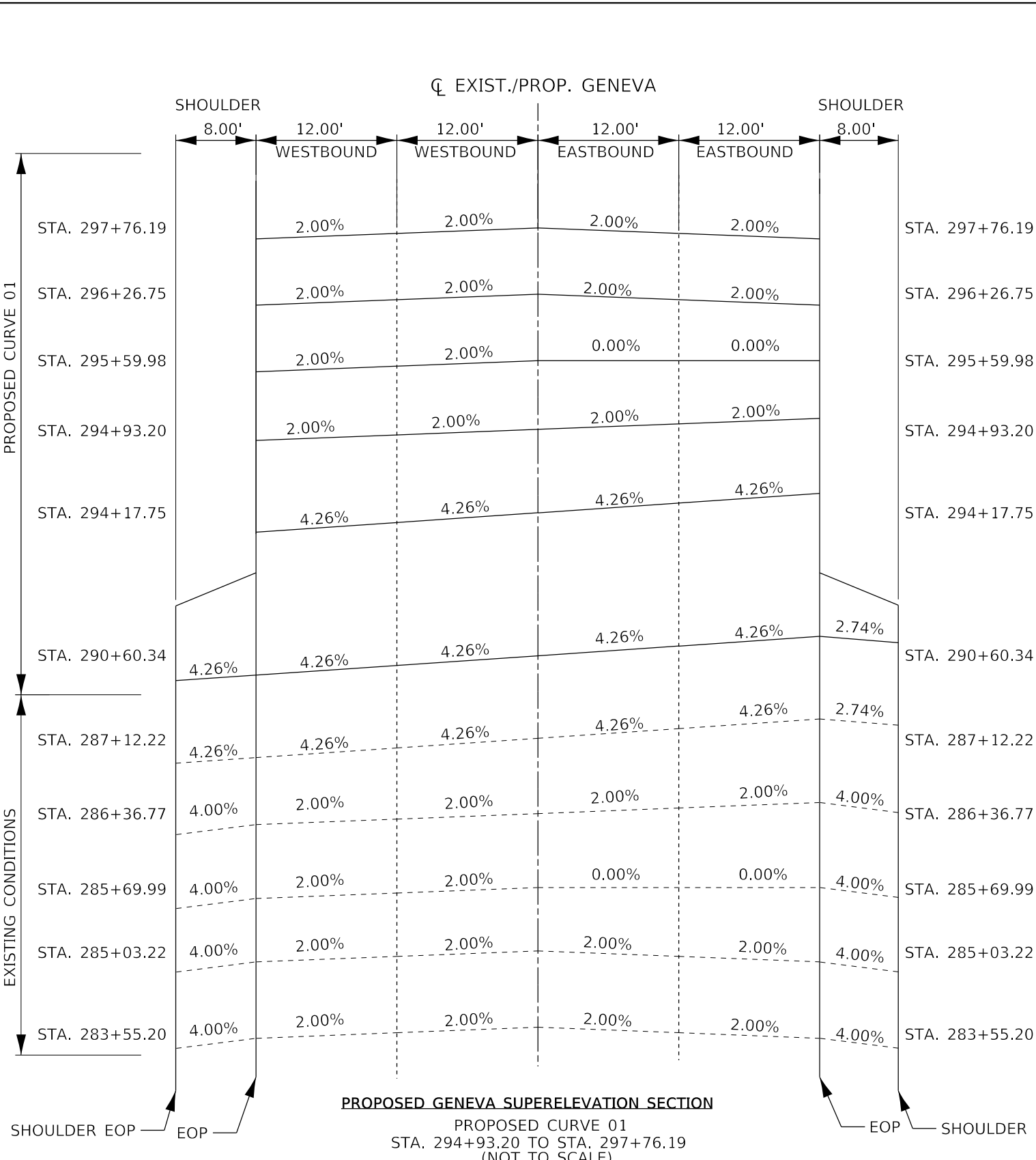
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENEVA ROAD  
PLAN & PROFILE  
HORIZ. SCALE: 1" = 50'  
VERT. SCALE: 1" = 5'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR		134	19
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

SHEET 1 OF 1 SHEETS STA. 289+00 TO STA. 304+00

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	DATE - 9-1-23	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENEVA ROAD  
SUPERELEVATION TRANSITION SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	20
CONTRACT NO. 61J30				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, TRAFFIC SIGNAL PLANS, THESE NOTES, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).
- THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES MAY 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 RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.
- TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.
- ANY DROP OFF GREATER THAN THREE (3) INCHES WITHIN EIGHT (8) FEET OF A TRAVEL LANE SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FEET (MAXIMUM) CENTER TO CENTER SPACING. IF THE DROP OFF IS GREATER THAN TWENTY-FOUR (24) INCHES AND EXISTS FOR LONGER THAN 24 HOURS, IT SHALL BE PROTECTED BY TEMPORARY CONCRETE BARRIER. TEMPORARY CONCRETE BARRIER SHALL HAVE TYPE C REFLECTORS AT 25 FEET (MAXIMUM) CENTER TO CENTER SPACING. LOCATIONS ARE NOTED ON THE PLANS WHERE TEMPORARY CONCRETE BARRIER IS REQUIRED TO BE PINNED TO RESTRAIN FROM MOVEMENT. WHEN TEMPORARY CONCRETE BARRIER IS PINNED, THE WORK SHALL BE IN ACCORDANCE WITH THE IDOT SAFETY ENGINEERING POLICY MEMORANDUM 4-15. THIS WORK SHALL BE PAID FOR AS PINNING TEMPORARY CONCRETE BARRIER. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND OPERATIONS SUCH THAT A DROP OFF OF GREATER THAN 24 INCHES DOES NOT REMAIN WITHIN EIGHT (8) FEET OF A TRAVEL LANE FOR MORE THAN 24 HOURS. THE CONTRACTOR MAY PLACE COMPACTED EXCAVATED MATERIAL, AGGREGATE, OR OTHER MATERIAL IN THE DROP OFF TO SATISFY THIS REQUIREMENT. THE PLANS INDICATE AREAS (IF ANY) IN WHICH THE DEPARTMENT EXPECTS THAT TEMPORARY CONCRETE BARRIER WILL BE REQUIRED FOR A DROP OFF OF GREATER THAN 24 INCHES TO REMAIN FOR MORE THAN 24 HOURS.
- 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 701901.
- 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.
- TYPE I, II AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
- WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.
- ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
- PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
- ALL TRAFFIC CONTROL MATERIAL AND DEVICES SHALL CONFORM TO THE TRAFFIC CONTROL PLANS AND THE LATEST EDITION OF THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
- MAINTENANCE OF TRAFFIC AS DENOTED ON THE PLANS IS INTENDED TO BE USED AS A GENERAL GUIDE FOR THE SEQUENCE OF CONSTRUCTION OF THE WORK. NO CHANGES WILL BE PERMITTED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.
- ACCESS TO ENTRANCES SHALL BE MAINTAINED. WHEN A PROPERTY IS SERVED BY A SINGLE ENTRANCE, CONSTRUCTION OF THE ENTRANCE SHALL BE COMPLETED ONE HALF AT A TIME IN ORDER TO MAINTAIN ACCESS. WHEN A PROPERTY IS SERVED BY MULTIPLE ENTRANCES, ONE OF THE ENTRANCES SHALL REMAIN OPEN AT ALL TIMES.
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT THE FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.
- REMOVE ANY EXISTING PAVEMENT MARKINGS, AS REQUIRED, IF IN CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS FOR TRAFFIC CONTROL AND PROTECTION AS SHOWN ON THE PLANS. TEMPORARY PAVEMENT MARKINGS WHICH FALL BEYOND THE PROJECT LIMITS SHALL BE PAVEMENT MARKING TAPE, TYPE IV.
- THE FURNISHING, INSTALLATION, RELOCATION, COVERING, AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHOWN ON THESE MAINTENANCE OF TRAFFIC PLANS AND ON THE APPLICABLE IDOT TRAFFIC CONTROL STANDARDS SHALL BE PAID FOR UNDER THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED EASTBOUND AND WESTBOUND ON GENEVA ROAD, NORTHBOUND ON WINFIELD ROAD, AND AS DIRECTED BY THE ENGINEER, TO ADVISE MOTORISTS OF STAGE CHANGES.
- ALL EXISTING SIGNS WITHIN THE LIMITS OF THE PROJECT WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS AND MAINTENANCE OF TRAFFIC, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- EXISTING SIGNS FOR THE CURRENT BRIDGE WEIGHT LIMITS NEEDS TO BE MAINTAINED AT ALL TIMES.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- CONTRACTOR SHALL REMOVE OR COVER ALL W21-1 (WORKERS PRESENT) AND W20-7 (FLAGGER) SIGNS, WITHIN AN HOUR, WHEN WORKERS ARE NOT PRESENT OR IF THE SIGN IS NOT APPLICABLE.

**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.

**PRE - STAGE**

TRAFFIC:

- TRAFFIC ON GENEVA ROAD WILL USE EXISTING LANES.
- UTILIZE IDOT HIGHWAY STANDARD 701501-06 AND IDOT DISTRICT 1 STANDARD TC-21 FOR STANDARD, TEMPORARY LANE CLOSURES DURING OPERATIONS.

CONSTRUCTION:

- INSTALL SIGNAGE FOR DETOUR AND COVER UNTIL NEEDED.
- INSTALL SEWER STRUCTURES S-11, S-10, S-9 AND ASSOCIATED SEWERS UPTO CULVERT OUTLET O-E INCLUDING THE OUTLET PROTECTION (RIPRAP) AS SHOWN ON THE DRAINAGE AND UTILITIES PLAN, SHEET NO. 35. ALSO INSTALL STRUCTURE S-15, SEWER P-15 AND 26' OF P-14. CONSTRUCT A BULKHEAD (12" THICK, BRICK AND MORTAR) AT THE UPSTREAM END OF SEWER P-14, INVERT=717.26.
- INSTALL STAGE 1 TEMPORARY PAVEMENT MARKINGS AND RELOCATE TRAFFIC TO STAGE 1 CONFIGURATION.

**STAGE 1**

STAGE I

TRAFFIC:

- EASTBOUND GENEVA ROAD REDUCED TO ONE THROUGH LANE.
- WESTBOUND GENEVA ROAD TRAFFIC DETOURED AT WINFIELD ROAD. SEE DETOUR PLAN.

CONSTRUCTION:

- INSTALL TEMPORARY EROSION CONTROL MEASURES.
- REMOVE PORTION OF EXISTING BRIDGE AND INSTALL TEMPORARY SUPPORTS/GEOTEXTILE RETAINING WALL.
- CONSTRUCT ROADWAY PAVEMENT EXCEPT FOR SURFACE COURSE, BRIDGE, AND RETAINING WALLS WITHIN THE STAGE 1 WORK ZONE.
- GRADING AND EARTHWORK FOR COMPENSATORY STORAGE. SEE COMPENSATORY STORAGE GRADING PLAN.
- INSTALL GUADRAIL.
- INSTALL TOPSOIL AND SEEDING.
- INSTALL TEMPORARY VIDEO DETECTION AT WINFIELD ROAD. SEE TEMPORARY TRAFFIC SIGNAL PLANS.
- INSTALL STAGE 2 TEMPORARY PAVEMENT MARKINGS AND RELOCATE TRAFFIC TO STAGE 2 CONFIGURATION.

**STAGE 2**

TRAFFIC:

- ONE LANE EASTBOUND AND ONE LANE WESTBOUND TO BE PROVIDED ON NORTH SIDE OF GENEVA ROAD.

CONSTRUCTION:

- INSTALL TEMPORARY EROSION CONTROL MEASURES.
- CONSTRUCT PORTIONS OF ROADWAY PAVEMENT (EXCEPT FOR SURFACE COURSE), BRIDGE, AND RETAINING WALLS WITHIN THE STAGE 2 WORK ZONE.
- INSTALL DETECTOR LOOPS AND NEW TRAFFIC SIGNAL HANDHOLE PER DETECTOR LOOP INSTALLATION PLANS.
- INSTALL GUADRAIL.
- INSTALL TOPSOIL AND SEEDING.
- INSTALL ROADWAY SURFACE COURSE.
- INSTALL PERMANENT PAVEMENT MARKINGS (PER IDOT DISTRICT 1 STANDARD TC-13) AND SIGNAGE. USE TEMPORARY LANE CLOSURES AND SHIFTS AS NEEDED.
- SHIFT TRAFFIC TO PERMANENT LANE CONFIGURATIONS.

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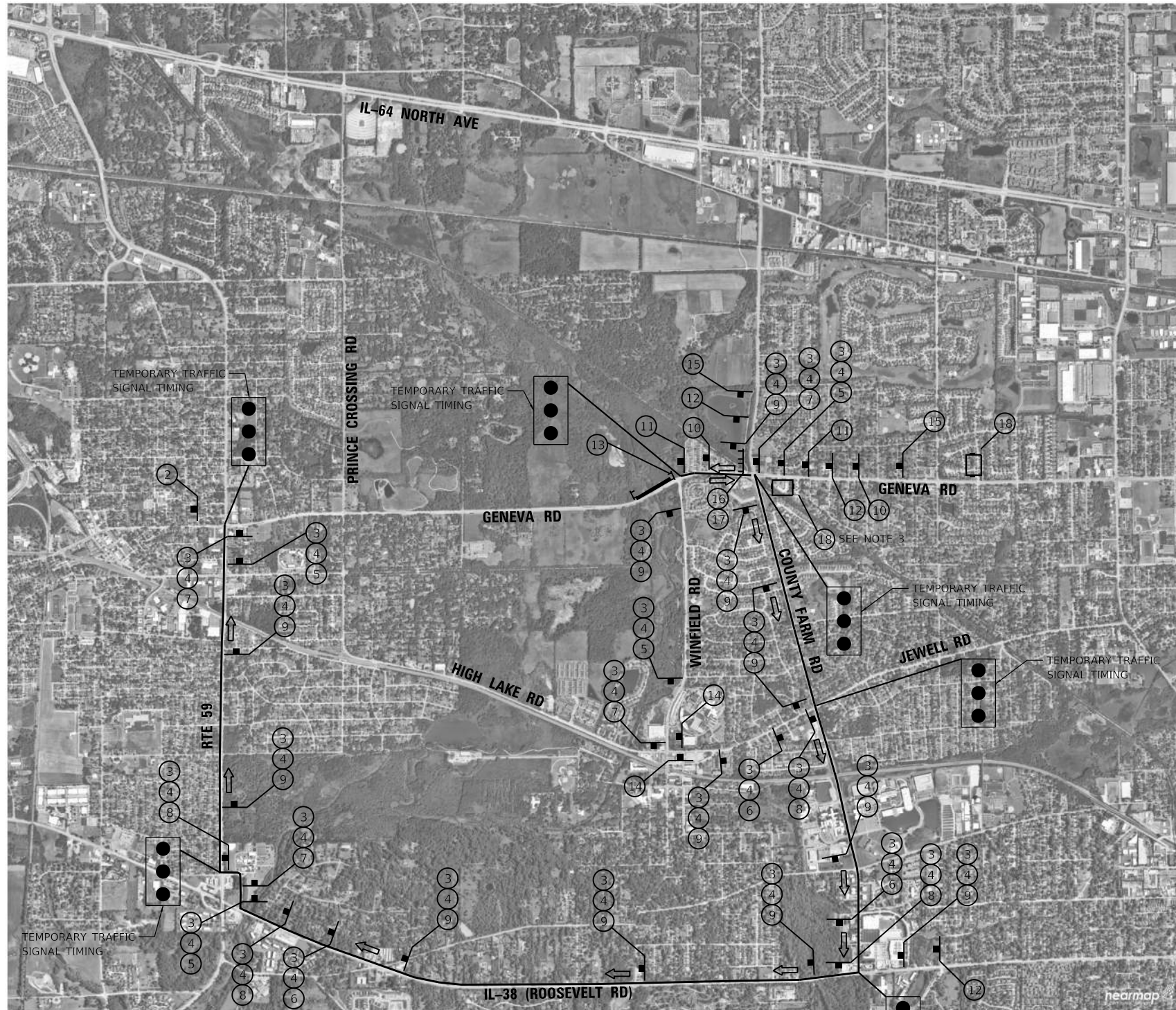
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
MOT GENERAL NOTES & SEQUENCE**

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	21
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

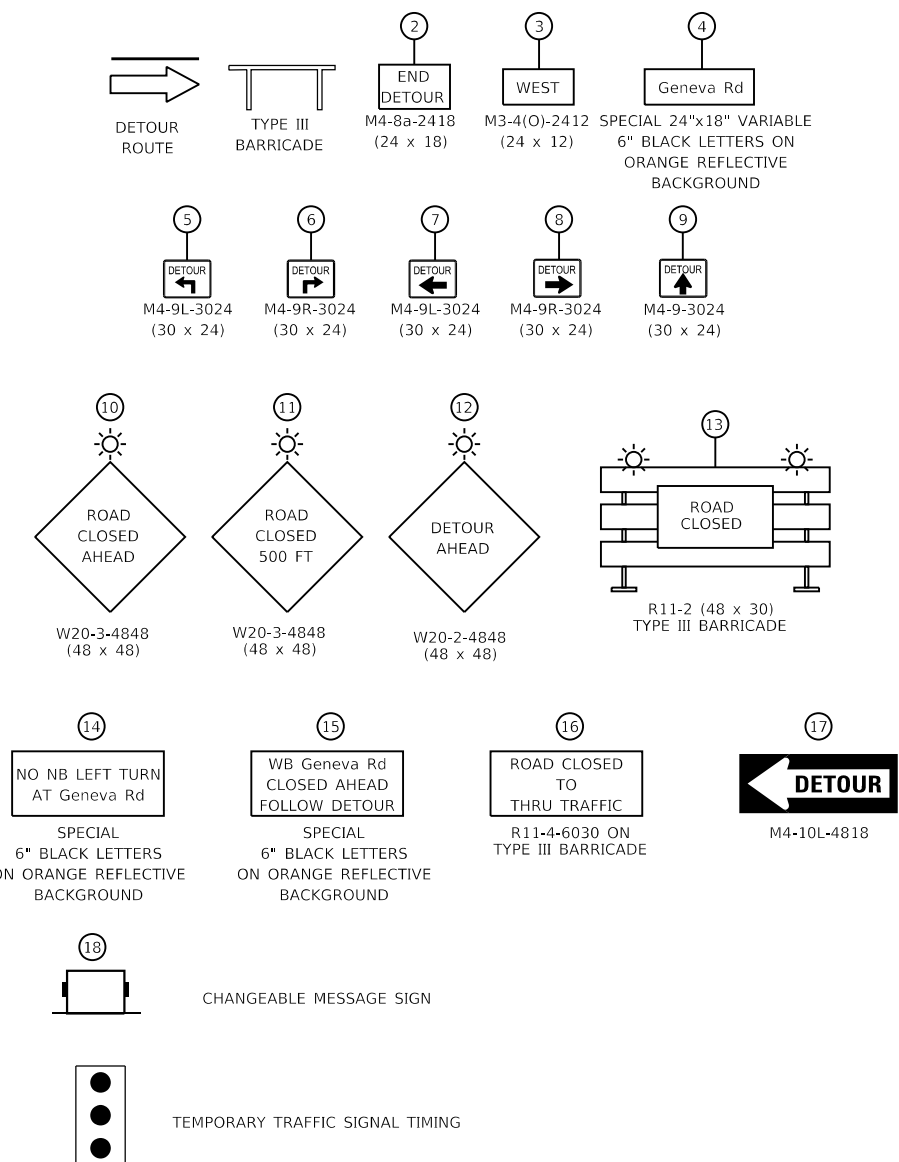


**NOTES:**

1. WESTBOUND GENEVA ROAD DETOURED VIA COUNTY FARM ROAD, ROOSEVELT ROAD, AND IL RTE 59.
2. INSTALL ALL CHANGEABLE MESSAGE SIGNS INFORMING THE PUBLIC OF THE DETOUR AT LEAST ONE WEEK PRIOR TO THE ROADWAY CLOSURE.
3. CHANGEABLE MESSAGE SIGN TO READ "WESTBOUND GENEVA ROAD CLOSED AT WINFIELD ROAD."
4. LOCATIONS, MESSAGES, AND DURATIONS OF CHANGESABLE MESSAGE SIGNS SHALL BE AS DIRECTED BY THE ENGINEER.
5. DETOUR SIGNAGE SHOWN ON WINFIELD ROAD AND HIGH LAKE ROAD TO DIRECT ANY MOTORISTS TO THE DESIGNATED DETOUR ROUTE THAT MAKE THE LEFT TURN FROM WB GENEVA ROAD TO SB WINFIELD ROAD.

**TEMPORARY TRAFFIC SIGNAL TIMING LOCATIONS:**

GENEVA ROAD/WINFIELD ROAD  
 GENEVA ROAD/COUNTY FARM ROAD  
 COUNTY FARM ROAD/JEWELL ROAD  
 COUNTY FARM ROAD/ROOSEVELT ROAD  
 IL RT 59/DAYTON AVENUE  
 GENEVA ROAD/IL RT 59



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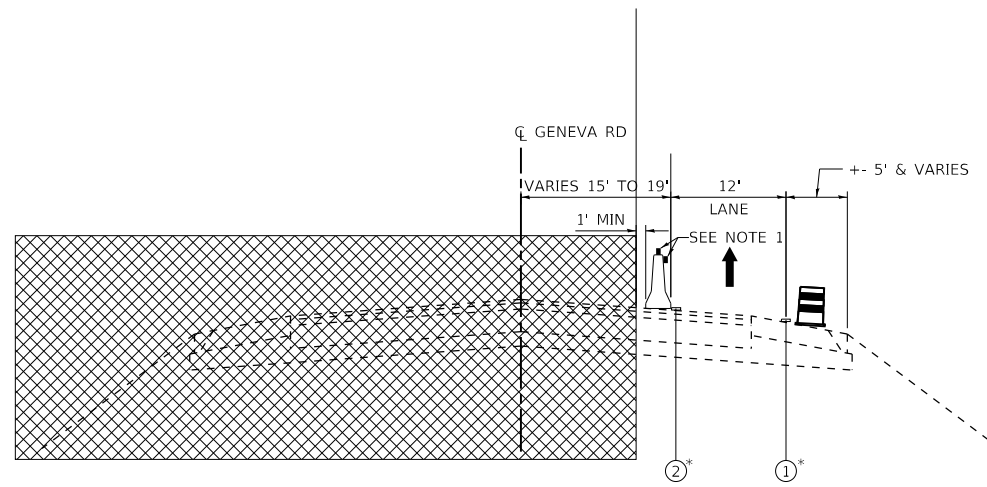
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
 DETOUR PLAN**

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	22
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	



**MOT TYPICAL SECTION STAGE 1**

STA. 290+60.34 TO STA. 301+50.34

\* TEMPORARY PAVEMENT MARKING, PAINT, TO BE USED WITHIN RECONSTRUCTION LIMITS. SEE MOT PLAN VIEW FOR LOCATIONS.

**LEGEND**

↑ DIRECTION OF TRAFFIC

▨ CONSTRUCTION WORK ZONE

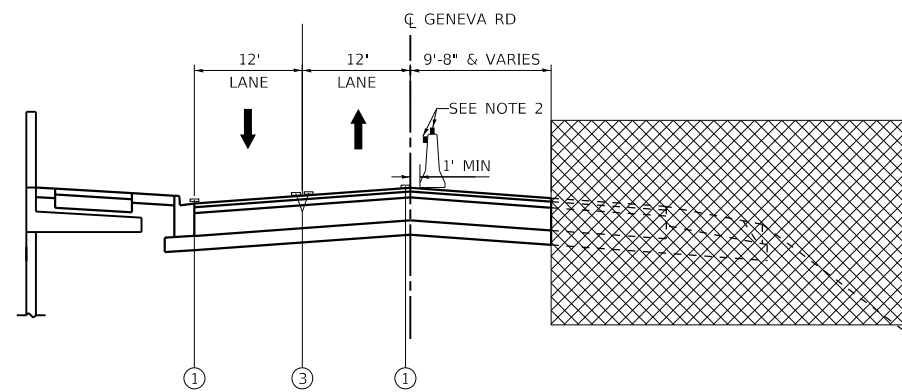
🚧 TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS PER STD 704001 AND 782006

① PAVEMENT MARKING TAPE, TYPE IV - LINE 4", SOLID WHITE

② PAVEMENT MARKING TAPE, TYPE IV - LINE 4", SOLID YELLOW

③ PAVEMENT MARKING TAPE, TYPE IV - LINE 4", SOLID DOUBLE YELLOW @11" C-C

🚒 DRUM WITH STEADY BURN LIGHT



**MOT TYPICAL SECTION STAGE 2**

STA. 290+60.34 TO STA. 301+50.34

**NOTES:**

1. TYPE C, MONO-DIRECTIONAL AMBER REFLECTORS PER STD 704001 AND 782006.
2. TYPE C, BI-DIRECTIONAL CRYSTAL REFLECTORS PER STD 704001 AND 782006.

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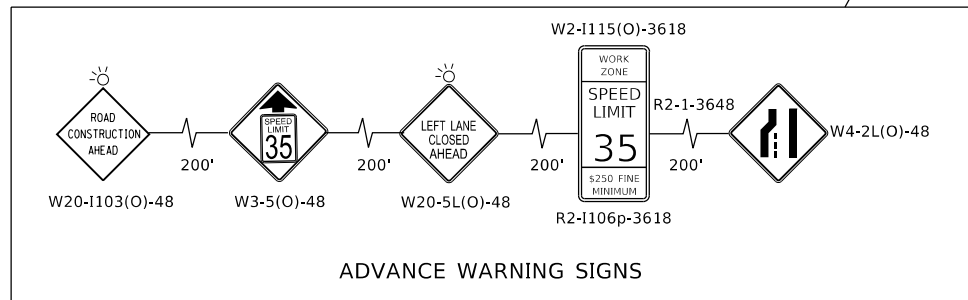
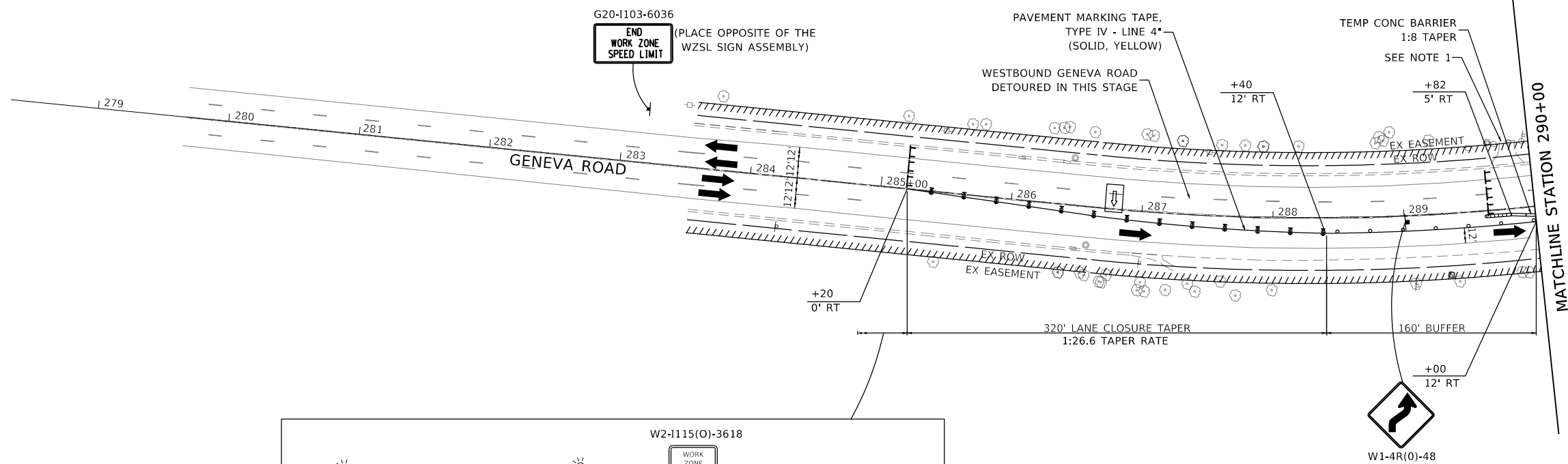
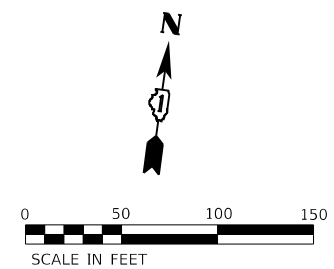
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
MOT TYPICAL SECTIONS**

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	23
CONTRACT NO. 61J30				
ILLINOIS		FED. AID PROJECT		

NOTE 1: ACCESS FROM DRIVEWAY FOR COMPENSATORY STORAGE WORK. THERE IS AN EXISTING ACCESS ROAD AND WORK TO REVISE OR MAINTAIN THAT ROAD IS PROVIDED AS "TEMPORARY ACCESS (ROAD)".



**MAINTENANCE OF TRAFFIC LEGEND:**

- CONSTRUCTION WORK ZONE
- PROPOSED DIRECTION OF TRAFFIC
- CONSTRUCTION SIGN
- DRUMS @ 50' CENTERS WITH STEADY BURN LIGHTS (20' CTRS. ALONG TAPERS)
- DIRECTIONAL INDICATOR BARRICADE @ 20' CENTERS WITH STEADY BURN LIGHTS
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE III BARRICADE WITH STEADY BURN LIGHTS
- ARROW BOARD

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**










**GENEVA ROAD  
STAGE 1 CONSTRUCTION TRAFFIC CONTROL PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	24
CONTRACT NO. 61130			ILLINOIS FED. AID PROJECT	

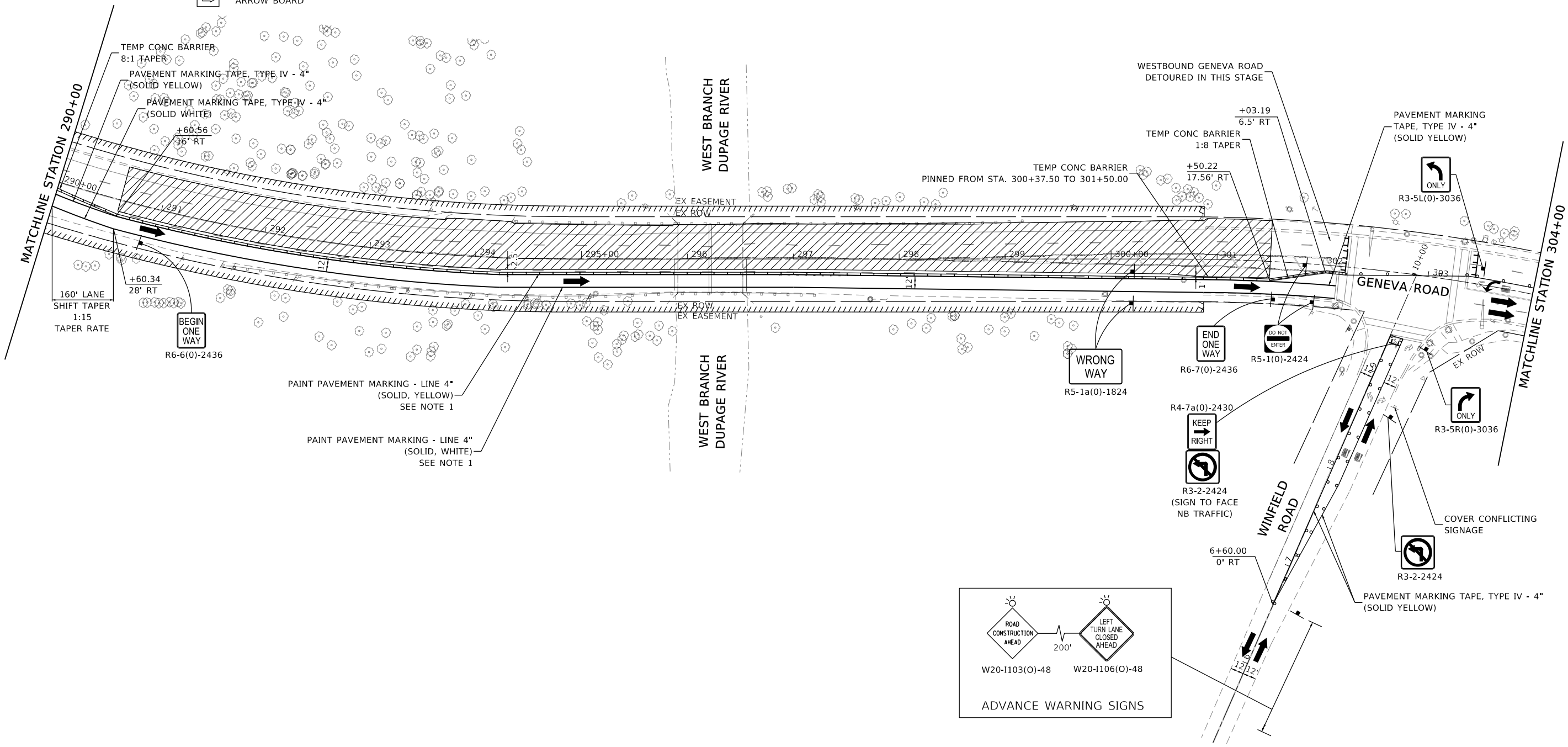
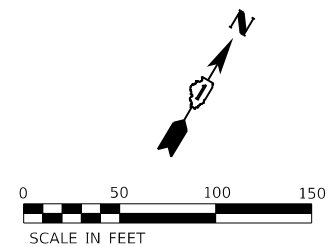


**MAINTENANCE OF TRAFFIC LEGEND:**

-  CONSTRUCTION WORK ZONE
-  PROPOSED DIRECTION OF TRAFFIC
-  CONSTRUCTION SIGN
-  DRUMS @ 50' CENTERS WITH STEADY BURN LIGHTS (20' CTRS. ALONG TAPERS)
-  DIRECTIONAL INDICATOR BARRICADE @ 20' CENTERS WITH STEADY BURN LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
-  IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
-  TYPE III BARRICADE WITH STEADY BURN LIGHTS
-  ARROW BOARD

**NOTES**

1. TEMPORARY PAVEMENT MARKING, PAINT, FROM STA. 290+60.34 TO STA. 301+50.34
2. FOR PINNING OF TEMPORARY CONCRETE BARRIER ON THE BRIDGE DECK AND APPROACH SLAB, SEE SHEET 50 FOR DETAILS.



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








**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

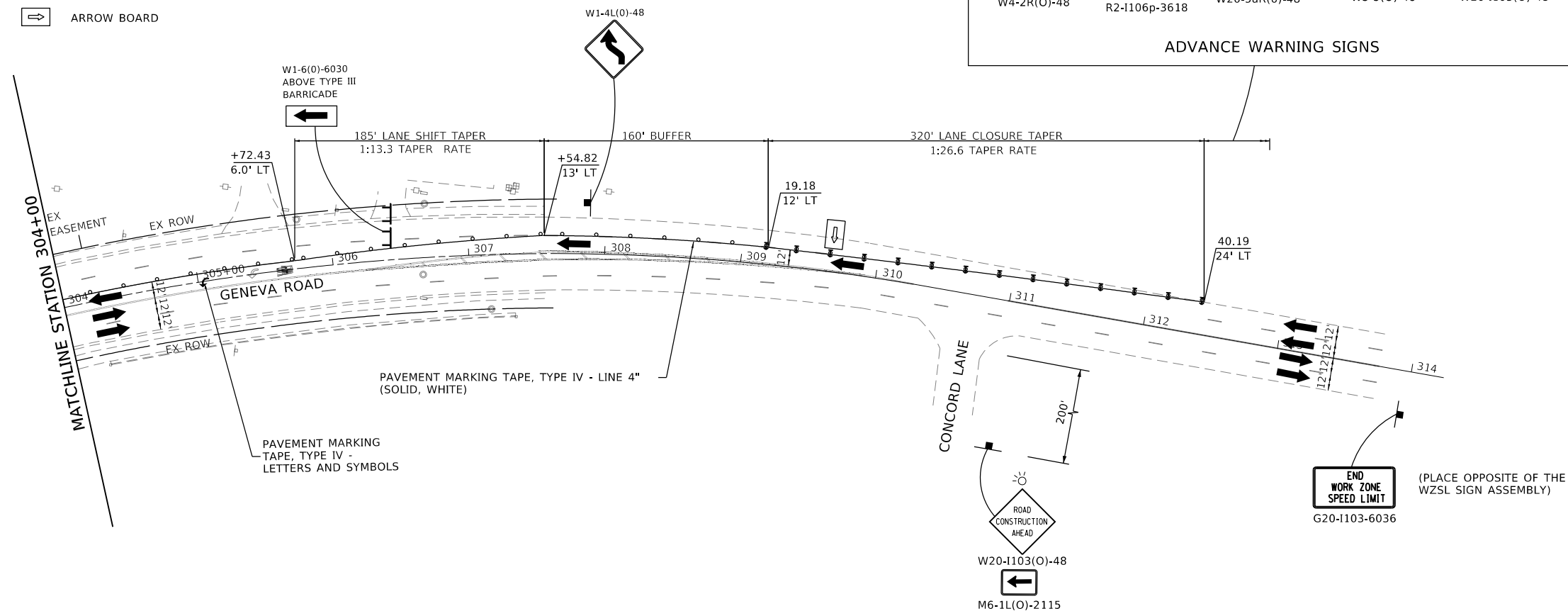
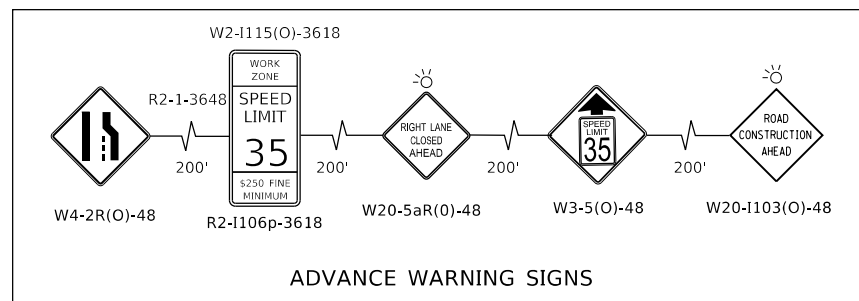
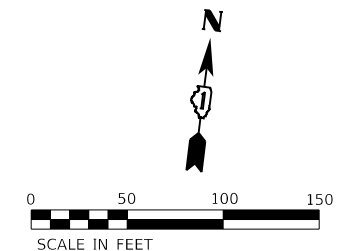
**GENEVA ROAD  
STAGE 1 CONSTRUCTION TRAFFIC CONTROL PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	25
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61130	

**MAINTENANCE OF TRAFFIC LEGEND:**

-  CONSTRUCTION WORK ZONE
-  PROPOSED DIRECTION OF TRAFFIC
-  CONSTRUCTION SIGN
-  DRUMS @ 50' CENTERS WITH STEADY BURN LIGHTS (20' CTRS. ALONG TAPERS)
-  DIRECTIONAL INDICATOR BARRICADE @ 20' CENTERS WITH STEADY BURN LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
-  IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
-  TYPE III BARRICADE WITH STEADY BURN LIGHTS
-  ARROW BOARD



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

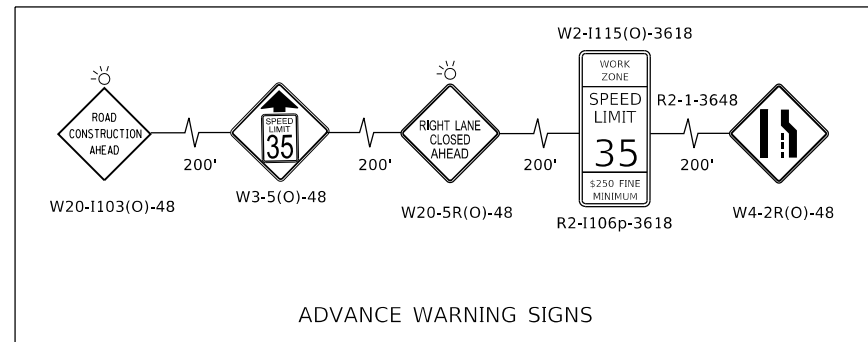
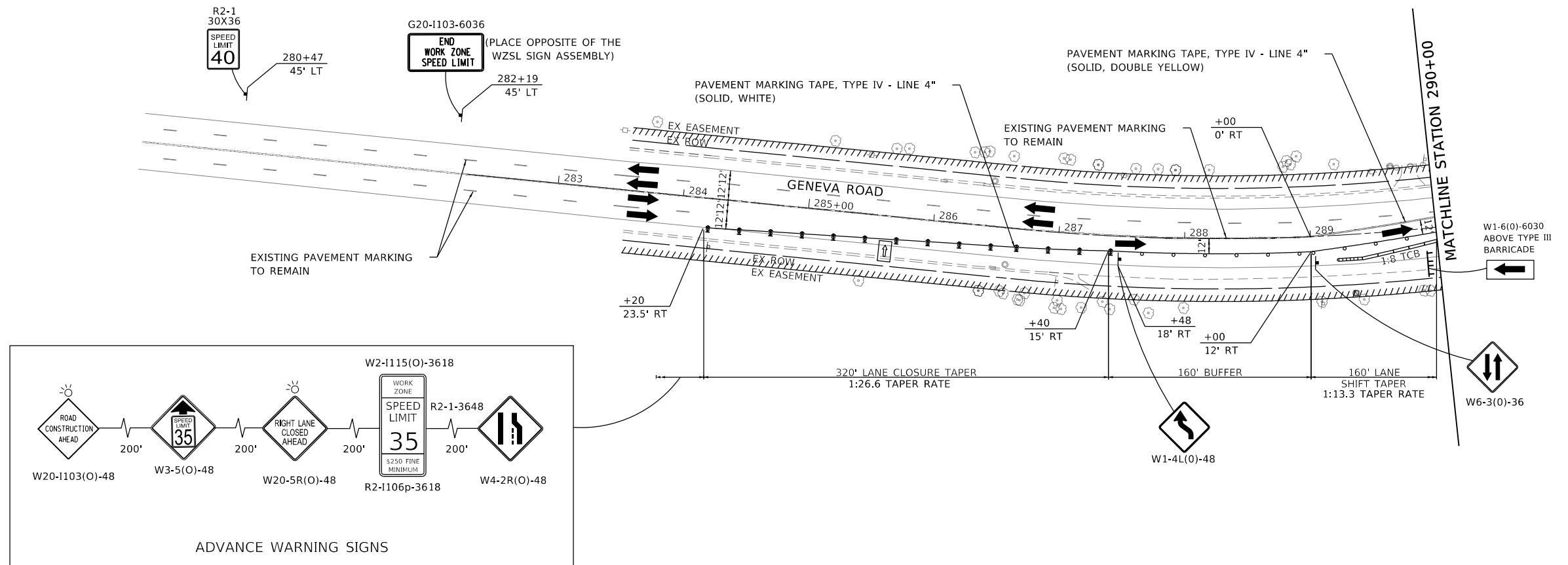
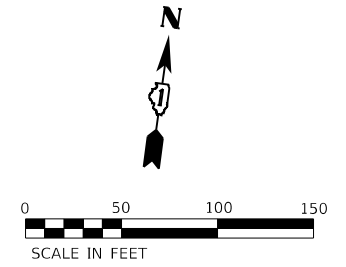
**GENEVA ROAD  
STAGE 1 CONSTRUCTION TRAFFIC CONTROL PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	26
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

**MAINTENANCE OF TRAFFIC LEGEND:**

-  CONSTRUCTION WORK ZONE
-  PROPOSED DIRECTION OF TRAFFIC
-  CONSTRUCTION SIGN
-  DRUMS @ 50' CENTERS WITH STEADY BURN LIGHTS (20' CTRS. ALONG TAPERS)
-  DIRECTIONAL INDICATOR BARRICADE @ 20' CENTERS WITH STEADY BURN LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
-  IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
-  TYPE III BARRICADE WITH STEADY BURN LIGHTS
-  ARROW BOARD



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 COUNTY: DuPage



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PLOT DATE = 12/28/2023	DATE - 12-27-23	REVISED -










**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
STAGE 2 CONSTRUCTION TRAFFIC CONTROL PLAN**

SCALE: AS SHOWN SHEET OF SHEETS STA. TO STA.

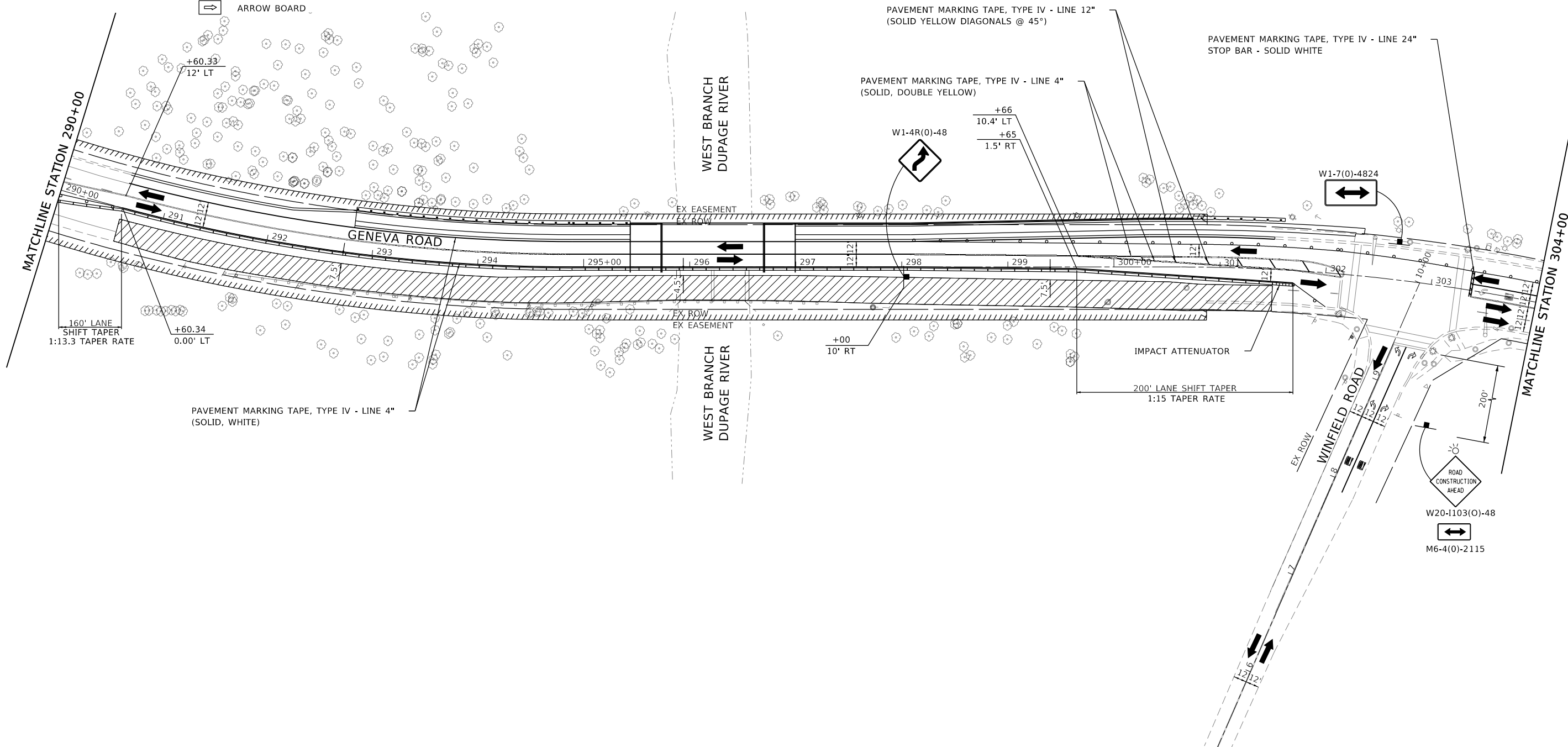
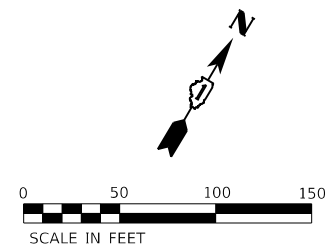
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1397	18-00206-10-BR	DUPAGE	134	27
CONTRACT NO. 61J30				
ILLINOIS		FED. AID PROJECT		

**MAINTENANCE OF TRAFFIC LEGEND:**

-  CONSTRUCTION WORK ZONE
-  PROPOSED DIRECTION OF TRAFFIC
-  CONSTRUCTION SIGN
-  DRUMS @ 50' CENTERS WITH STEADY BURN LIGHTS (20' CTRS. ALONG TAPERS)
-  DIRECTIONAL INDICATOR BARRICADE @ 20' CENTERS WITH STEADY BURN LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
-  IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
-  TYPE III BARRICADE WITH STEADY BURN LIGHTS
-  ARROW BOARD

**NOTES**

1. FOR PINNING OF TEMPORARY CONCRETE BARRIER ON THE BRIDGE DECK AND APPROACH SLAB, SEE SHEET 50 FOR DETAILS.



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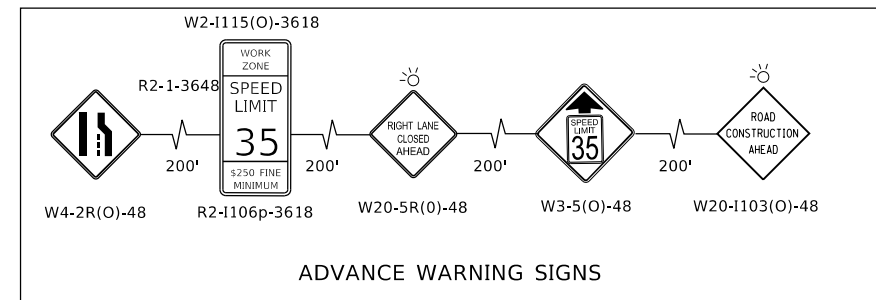
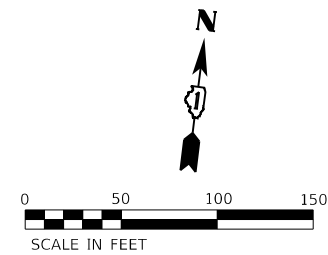
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
STAGE 2 CONSTRUCTION TRAFFIC CONTROL PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	28
CONTRACT NO. 61130			ILLINOIS FED. AID PROJECT	



PAVEMENT MARKING TAPE, TYPE IV - LINE 6" (6' SKIP - 2' DASH, WHITE)

+70.00  
6.00' LT

PAVEMENT MARKING TAPE, TYPE IV - LINE 6" (SOLID, WHITE)

MATCHLINE STATION 304+00

EXISTING PAVEMENT MARKING TO REMAIN  
PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SOLID, DOUBLE YELLOW)

320' LANE CLOSURE TAPER  
1:26.6 TAPER RATE

+55.65  
13.25' LT

EXISTING PAVEMENT MARKING TO REMAIN

+73.39  
24' LT

GENEVA ROAD

CONCORD LANE

+78  
35.5' LT

END WORK ZONE SPEED LIMIT (PLACE OPPOSITE OF THE WZSL SIGN ASSEMBLY)  
G20-1103-6036

W20-1103(O)-48  
M6-1L(O)-2115

**MAINTENANCE OF TRAFFIC LEGEND:**

- CONSTRUCTION WORK ZONE
- PROPOSED DIRECTION OF TRAFFIC
- CONSTRUCTION SIGN
- DRUMS @ 50' CENTERS WITH STEADY BURN LIGHTS (20' CTRS. ALONG TAPERS)
- DIRECTIONAL INDICATOR BARRICADE @ 20' CENTERS WITH STEADY BURN LIGHTS
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE III BARRICADE WITH STEADY BURN LIGHTS
- ARROW BOARD

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 COUNTY: DuPage



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PLOT SCALE = 100.0000' / in.	CHECKED - LB	REVISED -
PLOT DATE = 12/28/2023	DATE - 12-27-23	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
STAGE 2 CONSTRUCTION TRAFFIC CONTROL PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	29
CONTRACT NO. 61130			ILLINOIS FED. AID PROJECT	

## GENERAL NOTES – EROSION CONTROL

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE VII OF THE DuPAGE COUNTY COUNTYWIDE STORMWATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE SEPTEMBER 2022 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMITS ILR10 AND ILR40.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
- SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
- ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. ALL ERODABLE/BARE AREAS SHALL BE SEEDED EVERY 7 DAYS WITH TEMPORARY EROSION CONTROL SEEDING. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED.
- WHERE WETLANDS ARE TO REMAIN, THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF OR STOCKPILED IN WETLANDS.
- STOCKPILES, MATERIAL STORAGE AND PARKING OF VEHICLES ARE PROHIBITED IN SPECIAL MANAGEMENT AREAS INCLUDING WETLANDS, FLOOD PLAINS, AND BUFFERS. LOCATIONS OF STOCKPILES MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
- RECEPTACLES FOR CONSTRUCTION DEBRIS, INCLUDING CONCRETE TRUCK WASHOUT WASTE, SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR. THESE WILL NOT BE ALLOWED IN SPECIAL MANAGEMENT AREAS. RECEPTACLES AND THEIR LOCATIONS MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES. THIS WORK WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE APPLICABLE ITEMS OF WORK.
- HAY OR STRAW BALES WILL NOT BE ALLOWED AS PERIMETER EROSION BARRIER OR AS A DITCH CHECK.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
- WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
- GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
- CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.
- ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
- ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.
- THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING ½ INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS.
- BACK UP BEST MANAGEMENT PRACTICES SHALL BE KEPT ON SITE IN ORDER TO IMPLEMENT IMMEDIATE CORRECTONAL ACTION FOLLOWING INSTANCES OF NON-COMPLIANCES

## TEMPORARY EROSION CONTROL SEQUENCE OF CONSTRUCTION

- THE FOLLOWING EROSION CONTROL MEASURES ARE TO BE INSTALLED PRIOR TO CLEARING AND GRADING.
- ERECT PERIMETER EROSION BARRIERS AS SHOWN ON THE EROSION CONTROL PLANS. INSTALL PERIMETER EROSION BARRIER FOR THE PROTECTION OF WETLANDS, WATERS OF THE UNITED STATES (WOUS) AND OTHER SENSITIVE RECEPTORS WHERE NO INTRUSION IS TO OCCUR.
  - INSTALL INLET FILTERS AS SHOWN ON PLAN AND AS DIRECTED BY THE ENGINEER.
  - INSTALL TREE PROTECTION TO THE TREES AS REQUIRED AND AS DIRECTED BY THE ENGINEER.
- THE FOLLOWING EROSION CONTROL MEASURES SHALL BE PROVIDED DURING CONSTRUCTION OF THE EMBANKMENTS AND STORM SEWER.
- INSTALL INLET FILTERS AT ALL PROPOSED INLETS AND CATCH BASINS IMMEDIATELY FOLLOWING CONSTRUCTION OF PROPOSED STORM SEWERS.
- WITHIN 7 DAYS OF THE COMPLETION OF CLEARING OR GRADING OR WITHIN 14 DAYS OF LAST DISTURBANCE, THE FOLLOWING MEASURES SHALL BE ENFORCED.
- PROVIDE TEMPORARY STABILIZATION WITH STRAW MULCH (MULCH METHOD 2) OVER DISTURBED AREAS WHERE NO FURTHER WORK IS TO OCCUR FOR 14 DAYS OR LONGER THAT CANNOT BE STABILIZED WITH PERMANENT VEGETATIVE MEASURES. THESE AREAS SHALL BE TREATED WITH PERMANENT VEGETATIVE COVER AT SOME FUTURE DATE.
  - PROVIDE PERMANENT SEEDING AND VEGETATION, AS SHOWN ON THE LANDSCAPING PLANS BEFORE REMOVAL OF THE TEMPORARY EROSION CONTROL MEASURES.
- THE FOLLOWING MEASURES SHALL BE PROVIDED DURING THE CONTRACT ON AN AS NEEDED BASIS.
- DUST CONTROL WATERING SHALL BE APPLIED TO CONTROL THE DUST RESULTING FROM CONSTRUCTION OPERATIONS.
  - STREET CLEANING AND SWEEPING SHALL BE PERFORMED ON EACH WORKDAY, AS REQUIRED AND DIRECTED AND APPROVED BY THE ENGINEER. COST FOR THIS WORK WILL BE INCIDENTAL TO THE CONTRACT.

## WATERS OF THE U.S.

- ALL WETLANDS, WATERS OF THE U.S. AND OPEN WATER DETENTION FACILITIES ARE SUBJECT TO THE REVIEW AND APPROVAL BY RESOURCE AND REGULATORY AGENCIES. THOSE AGENCIES INCLUDE, BUT ARE NOT LIMITED TO THE ARMY CORPS OF ENGINEERS, THE ENVIRONMENTAL PROTECTION AGENCY, THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES, ILLINOIS DEPARTMENT OF TRANSPORTATION (LOCAL ROADS) AND KANE-DuPAGE SOIL AND WATER CONSERVATION DISTRICT.
- LOW GROUND-PRESSURE EQUIPMENT IS REQUIRED FOR WORK IN WETLANDS. HOWEVER, AFTER CAREFUL CONSIDERATION, IF THE DISTRICT ACCEPTS A PROPOSAL TO USE HEAVY EQUIPMENT TO ACCOMPLISH THE WORK, THE PLACEMENT OF TIMBER MATS OR OTHER PROTECTIVE MEASURES MUST BE UTILIZED TO MINIMIZE SOIL DISTURBANCE. LUMBER TO BE USED FOR TEMPORARY CONSTRUCTION ACTIVITIES MUST BE FREE OF ALL CHEMICAL TREATMENT.

## KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) STANDARD NOTES:

- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE LATEST VERSION OF THE ILLINOIS URBAN MANUAL.
- THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
- IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

## IN-STREAM OR STREAMSIDE NOTES

WORK IN WATERWAY SHALL BE IN ACCORDANCE OF REQUIREMENTS FOR IN-STREAM CONSTRUCTION ACTIVITIES OF U.S. ARMY CORPS OF ENGINEERS - CHICAGO DISTRICT.

- NO WORK IN FLOWING WATER
 

NO EQUIPMENT SHALL ENTER FLOWING WATER. WORK IN AND NEAR THE ENVIRONMENTALLY SENSITIVE AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
- WORK IN AREAS CONTAINING CONCENTRATED FLOW I.E. WATERWAYS
 

PRIOR TO COMMENCEMENT OF ANY IN-STREAM WORK, THE CONTRACTOR SHALL SUBMIT CONSTRUCTION PLANS AND A DETAILED NARRATIVE TO THE ENGINEER THAT DISCLOSE THE CONTRACTOR'S PREFERRED METHOD OF COFFERDAM AND DEWATERING METHOD. IN-STREAM WORK MAY INCLUDE WETLANDS WITH STANDING WATER, AS NEEDED.

AN IN-STREAM WORK PLAN WITH THE WATERS OF THE U.S. MUST BE SUBMITTED BY THE CONTRACTOR TO THE USACE PRIOR TO CONSTRUCTION.

A PRE- ACTIVITY MEETING SHALL OCCUR FOR ANY WORK IMPACTING A WATERWAY. THE MEETING WILL ADDRESS:

  - A CONSTRUCTION SEQUENCE
  - DURING WORK ON THE (BANKS) SWALE/RIVER/STREAM/WETLAND. WORK MUST BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
  - CONCENTRATED FLOW MUST BE ISOLATED FROM THE WORK AREA USING A NON ERODIBLE COFFERDAM (STEEL SHEETS, AQUA BARRIERS, ETC.). EXACT MEANS AND METHODS SHALL BE DISCUSSED.
  - IF BYPASS IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND THE OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW OR WETLAND.
  - DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
  - COFFERDAM REMOVAL AND TEMPORARY RIPRAP REMOVAL AT THE DEWATERING OUTLET WILL TAKE PLACE IN A MANNER TO MINIMIZE THE IMPACT TO THE EXISTING WATERWAY AND TO RESTORE THE WATERWAY TO PRE- CONSTRUCTION CONDITIONS.
  - DISTURBED SIDE SLOPES MUST BE RE- SEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE SWALE MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.
  - THE PLAN MUST BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE EXISTING 2-YEAR FLOW IS 950 CFS WITH A WATER SURFACE ELEVATION OF 717.42

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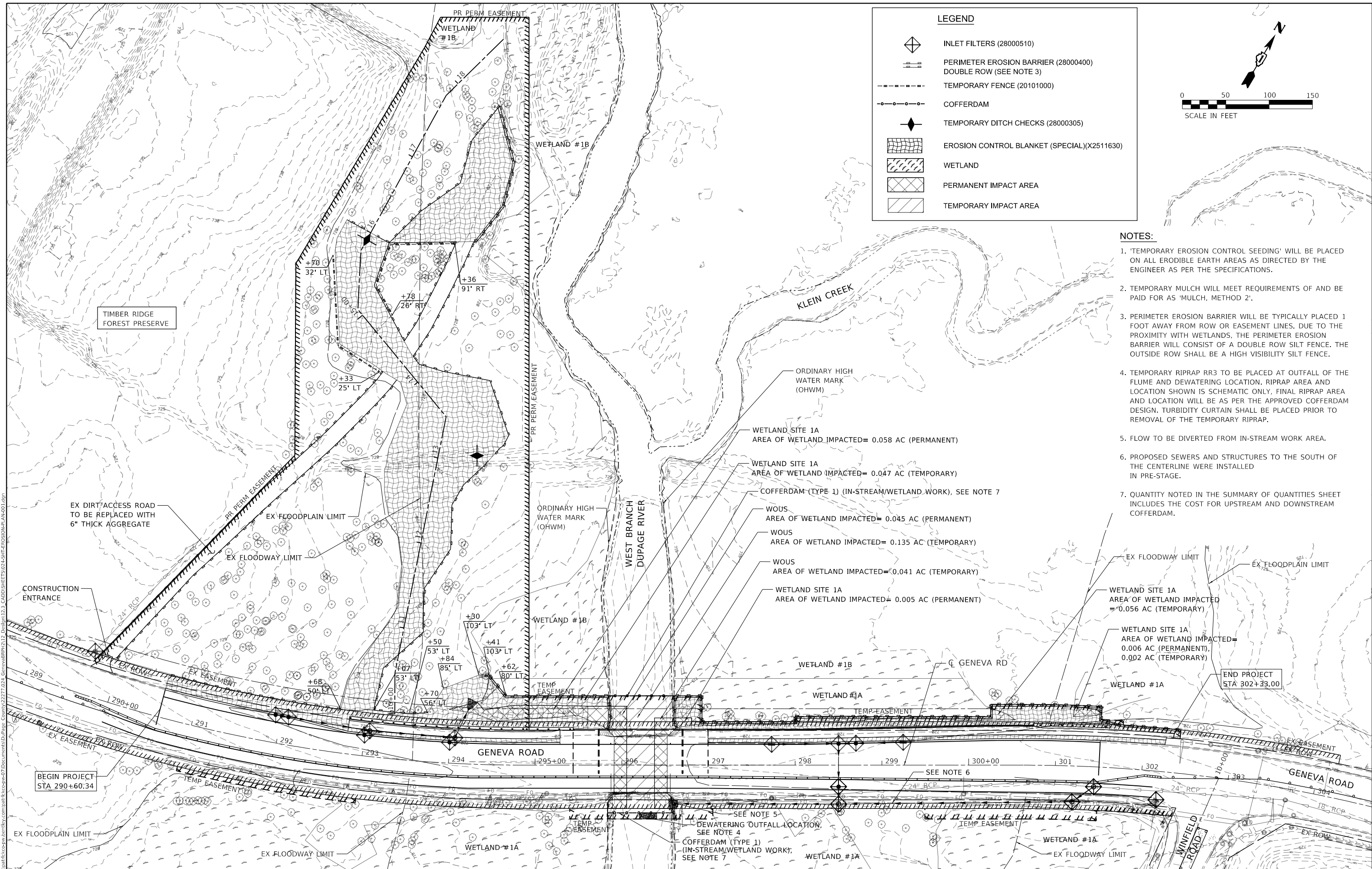
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD**  
**EROSION CONTROL NOTES**

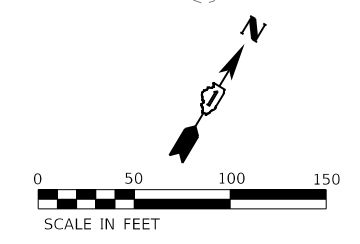
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1397	18-00206-10-BR	DUPAGE	134	30
			CONTRACT NO.	61130
		ILLINOIS	FED. AID PROJECT	



**LEGEND**

- INLET FILTERS (28000510)
- PERIMETER EROSION BARRIER (28000400)  
DOUBLE ROW (SEE NOTE 3)
- TEMPORARY FENCE (20101000)
- COFFERDAM
- TEMPORARY DITCH CHECKS (28000305)
- EROSION CONTROL BLANKET (SPECIAL)(X2511630)
- WETLAND
- PERMANENT IMPACT AREA
- TEMPORARY IMPACT AREA



- NOTES:**
1. 'TEMPORARY EROSION CONTROL SEEDING' WILL BE PLACED ON ALL ERODIBLE EARTH AREAS AS DIRECTED BY THE ENGINEER AS PER THE SPECIFICATIONS.
  2. TEMPORARY MULCH WILL MEET REQUIREMENTS OF AND BE PAID FOR AS 'MULCH, METHOD 2'.
  3. PERIMETER EROSION BARRIER WILL BE TYPICALLY PLACED 1 FOOT AWAY FROM ROW OR EASEMENT LINES. DUE TO THE PROXIMITY WITH WETLANDS, THE PERIMETER EROSION BARRIER WILL CONSIST OF A DOUBLE ROW SILT FENCE. THE OUTSIDE ROW SHALL BE A HIGH VISIBILITY SILT FENCE.
  4. TEMPORARY RIPRAP RR3 TO BE PLACED AT OUTFALL OF THE FLUME AND DEWATERING LOCATION. RIPRAP AREA AND LOCATION SHOWN IS SCHEMATIC ONLY, FINAL RIPRAP AREA AND LOCATION WILL BE AS PER THE APPROVED COFFERDAM DESIGN. TURBIDITY CURTAIN SHALL BE PLACED PRIOR TO REMOVAL OF THE TEMPORARY RIPRAP.
  5. FLOW TO BE DIVERTED FROM IN-STREAM WORK AREA.
  6. PROPOSED SEWERS AND STRUCTURES TO THE SOUTH OF THE CENTERLINE WERE INSTALLED IN PRE-STAGE.
  7. QUANTITY NOTED IN THE SUMMARY OF QUANTITIES SHEET INCLUDES THE COST FOR UPSTREAM AND DOWNSTREAM COFFERDAM.

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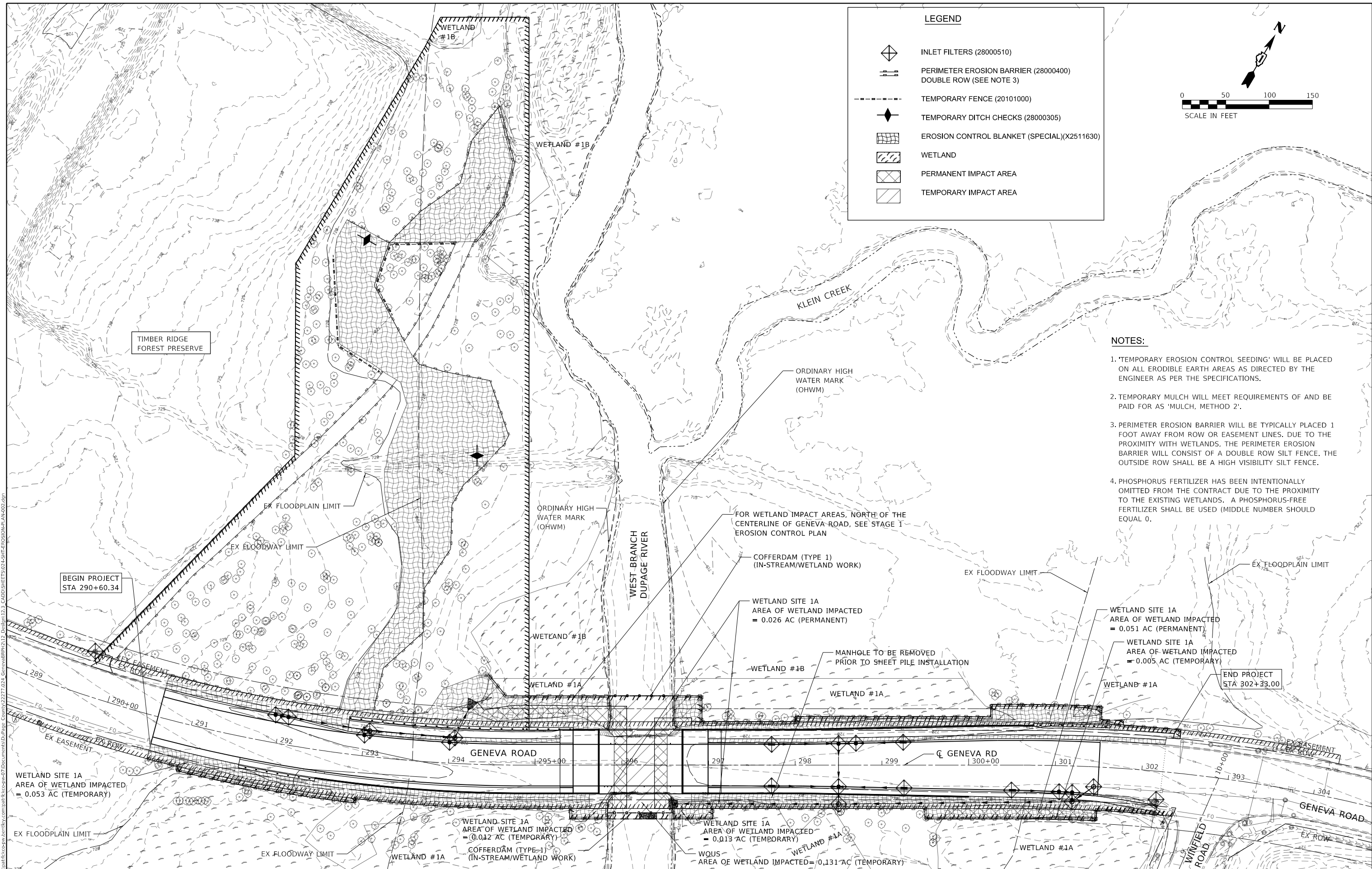


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





**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

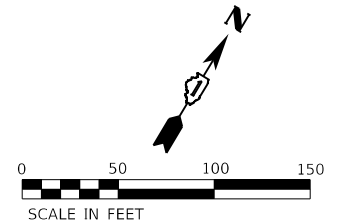
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	31
CONTRACT NO. 61130			ILLINOIS FED. AID PROJECT	



**LEGEND**

-  INLET FILTERS (28000510)
-  PERIMETER EROSION BARRIER (28000400)  
DOUBLE ROW (SEE NOTE 3)
-  TEMPORARY FENCE (20101000)
-  TEMPORARY DITCH CHECKS (28000305)
-  EROSION CONTROL BLANKET (SPECIAL)(X2511630)
-  WETLAND
-  PERMANENT IMPACT AREA
-  TEMPORARY IMPACT AREA



- NOTES:**
- 'TEMPORARY EROSION CONTROL SEEDING' WILL BE PLACED ON ALL ERODIBLE EARTH AREAS AS DIRECTED BY THE ENGINEER AS PER THE SPECIFICATIONS.
  - TEMPORARY MULCH WILL MEET REQUIREMENTS OF AND BE PAID FOR AS 'MULCH, METHOD 2'.
  - PERIMETER EROSION BARRIER WILL BE TYPICALLY PLACED 1 FOOT AWAY FROM ROW OR EASEMENT LINES. DUE TO THE PROXIMITY WITH WETLANDS, THE PERIMETER EROSION BARRIER WILL CONSIST OF A DOUBLE ROW SILT FENCE. THE OUTSIDE ROW SHALL BE A HIGH VISIBILITY SILT FENCE.
  - PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT DUE TO THE PROXIMITY TO THE EXISTING WETLANDS. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).

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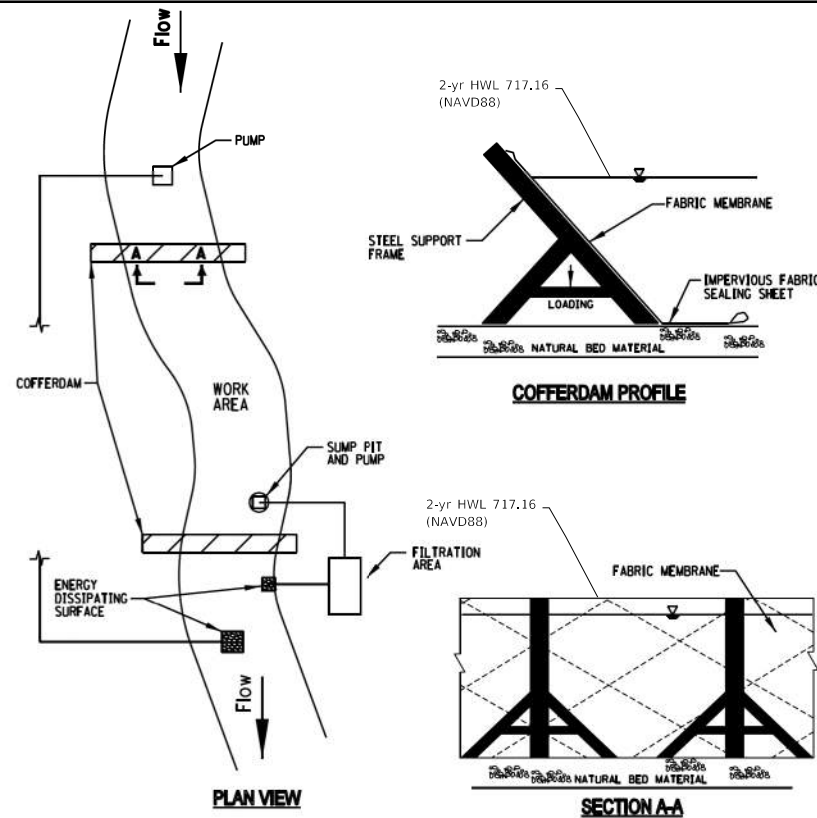
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>GENEVA ROAD EROSION CONTROL PLAN STAGE 2</b>		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	32
			CONTRACT NO.	61130
ILLINOIS FED. AID PROJECT				



# A-FRAME COFFERDAM



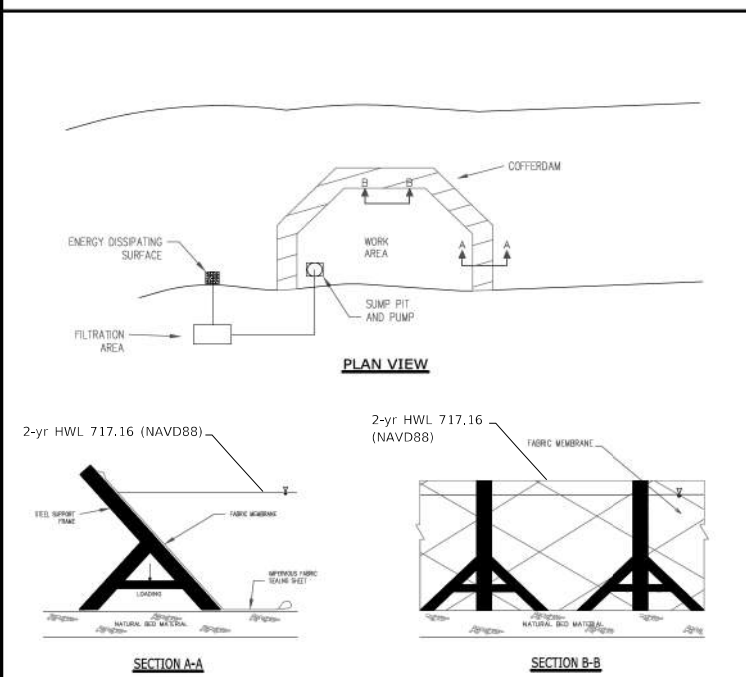
- NOTES:
1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES.
  2. LOCATIONS FOR SUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.
  3. A-FRAME SHOULD BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.  
IUM-503AF  
SHEET 1 OF 7  
DATE 07-09-2012

# A-FRAME PARTIAL COFFERDAM



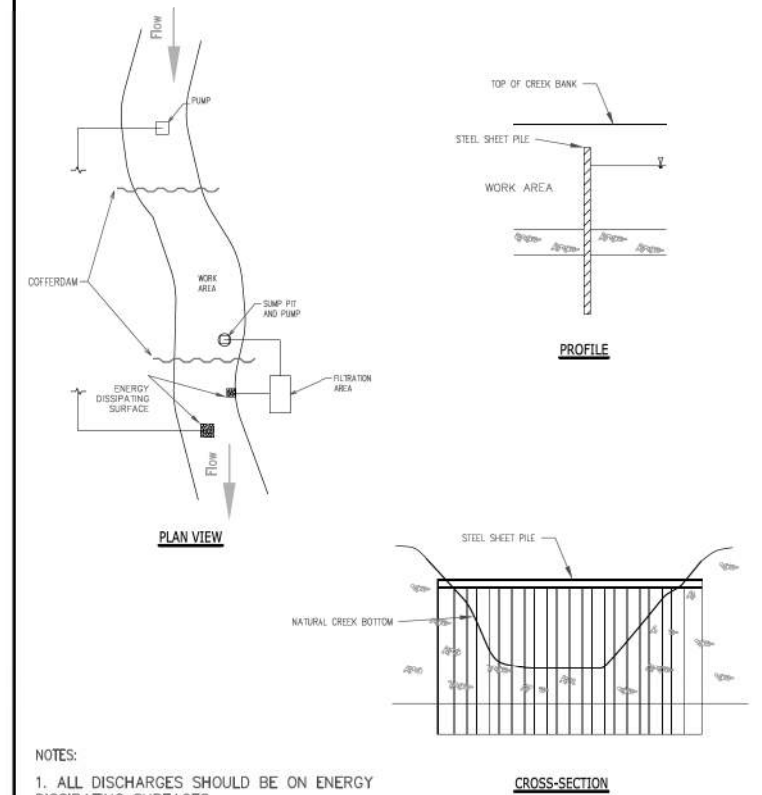
- NOTES:
1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES.
  2. LOCATIONS FOR SUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.
  3. A-FRAME SHOULD BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.  
IUM-503AP  
SHEET 2 OF 7  
DATE 7-09-2012

# STEEL SHEET PILE COFFERDAM



- NOTES:
1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES.
  2. LOCATION FOR SUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.  
IUM-503SS  
SHEET 7 OF 7  
DATE 7-09-2012

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 User: Ibolzenius  
 Date: 12/28/2023



USER NAME = Ibolzenius	DESIGNED - BAW	REVISED -
PLOT SCALE = 100.0000 1 / in.	DRAWN - MKW	REVISED -
PLOT DATE = 12/28/2023	CHECKED - LAB	REVISED -
	DATE - 9-1-23	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

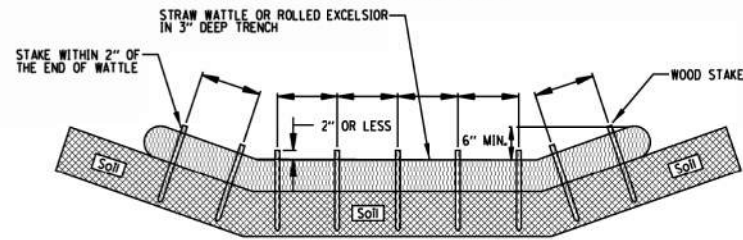
GENEVA ROAD  
EROSION CONTROL DETAILS

SCALE: NTS SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	33
CONTRACT NO. 61130				
ILLINOIS FED. AID PROJECT				

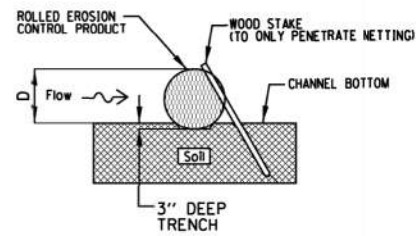
# ROLLED EROSION CONTROL PRODUCTS

## STAKING PATTERN GUIDE



- NOTES:
1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
  2. 4" SPACING FOR WATTLES.
  3. 2" SPACING FOR ROLLED EXCELSIOR.
  4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

## STAKE DETAIL



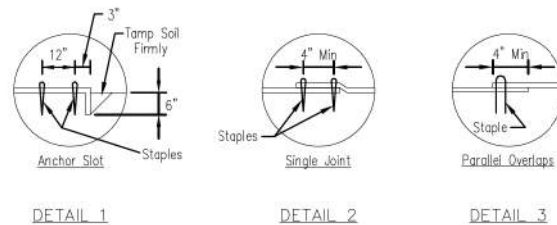
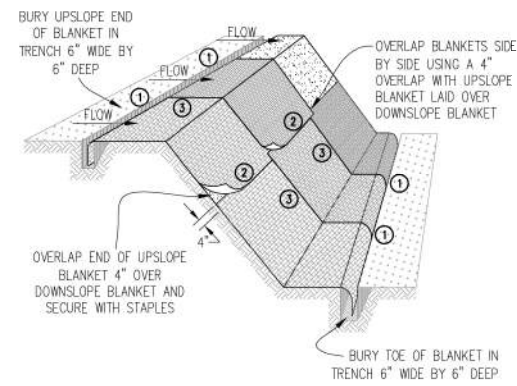
- NOTES:
1. DRAWINGS ARE NOT TO SCALE.
  2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
  3. RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG.
  4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
  5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.

Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.  
**IUM-514**  
SHEET 1 OF 1  
DATE 08-2-2019

AUTOCAD2006



STAPLE DETAIL

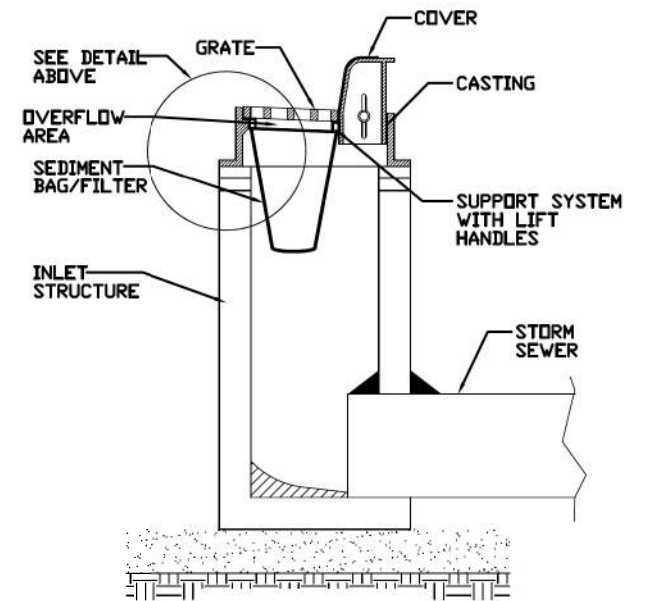
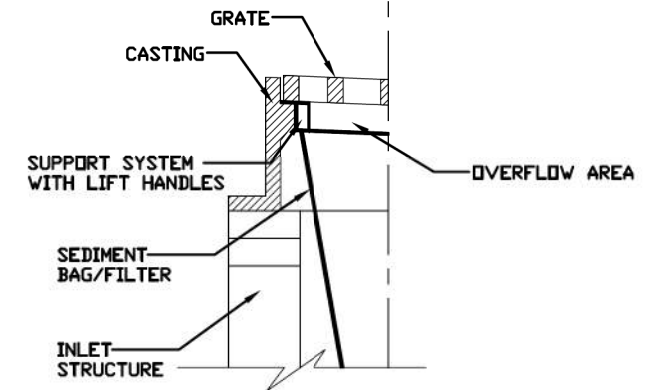
PUSH PIN DETAIL

- NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 staples with non-stiched blanket per 100 s.y. of material.
  2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
  3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
  4. All anchor slots shall be stapled at approximately 12" intervals.

## EROSION CONTROL BLANKET INSTALLATION DETAILS

Designed	_____ Date _____
Drawn	B. JOHNSON _____ 11/08
Checked	_____
Approved	_____

# INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.  
**IUM-561D**  
SHEET 1 OF 1  
DATE 01-11-11

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 IUM-514



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PLOT SCALE	= 100.0000 1/ in.
PLOT DATE	= 12/28/2023

DESIGNED	- JIF
DRAWN	- MKW
CHECKED	- LAB
DATE	- 9-1-23

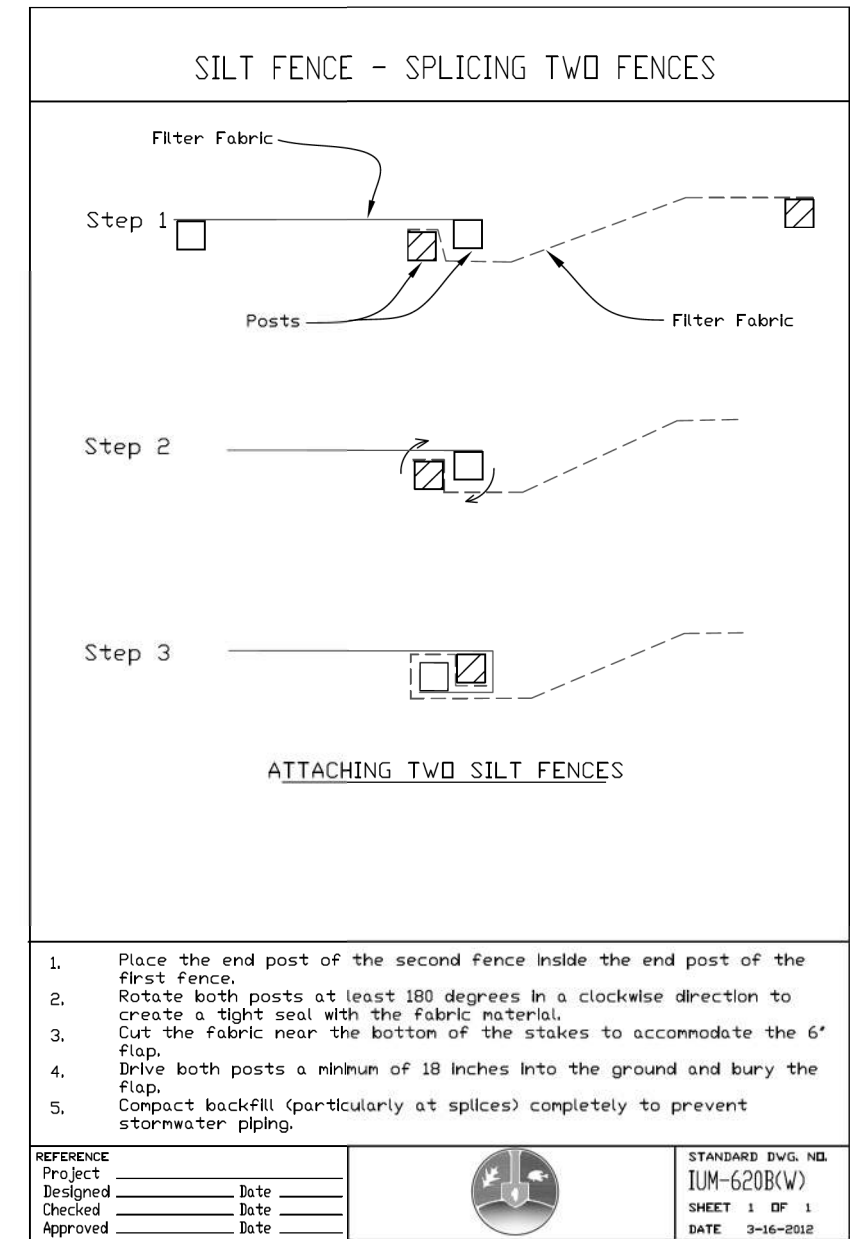
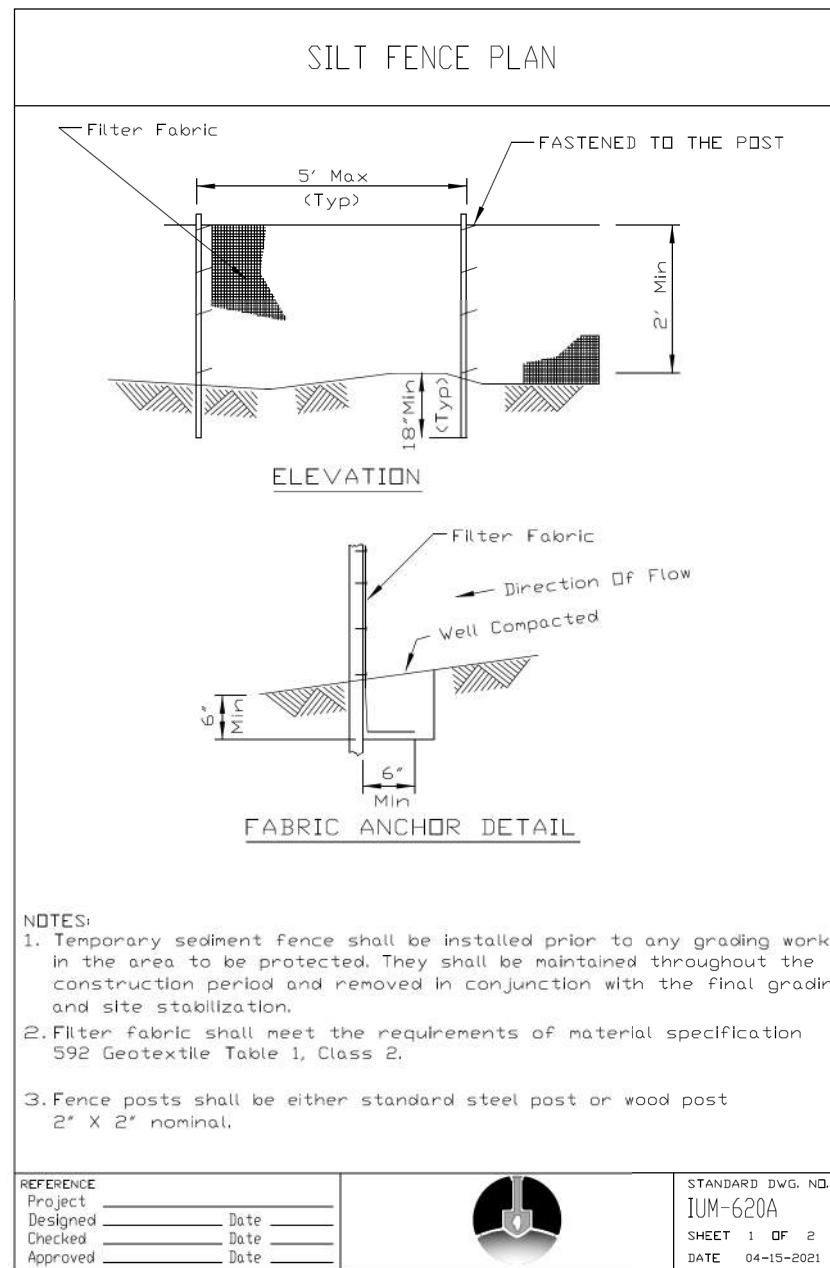
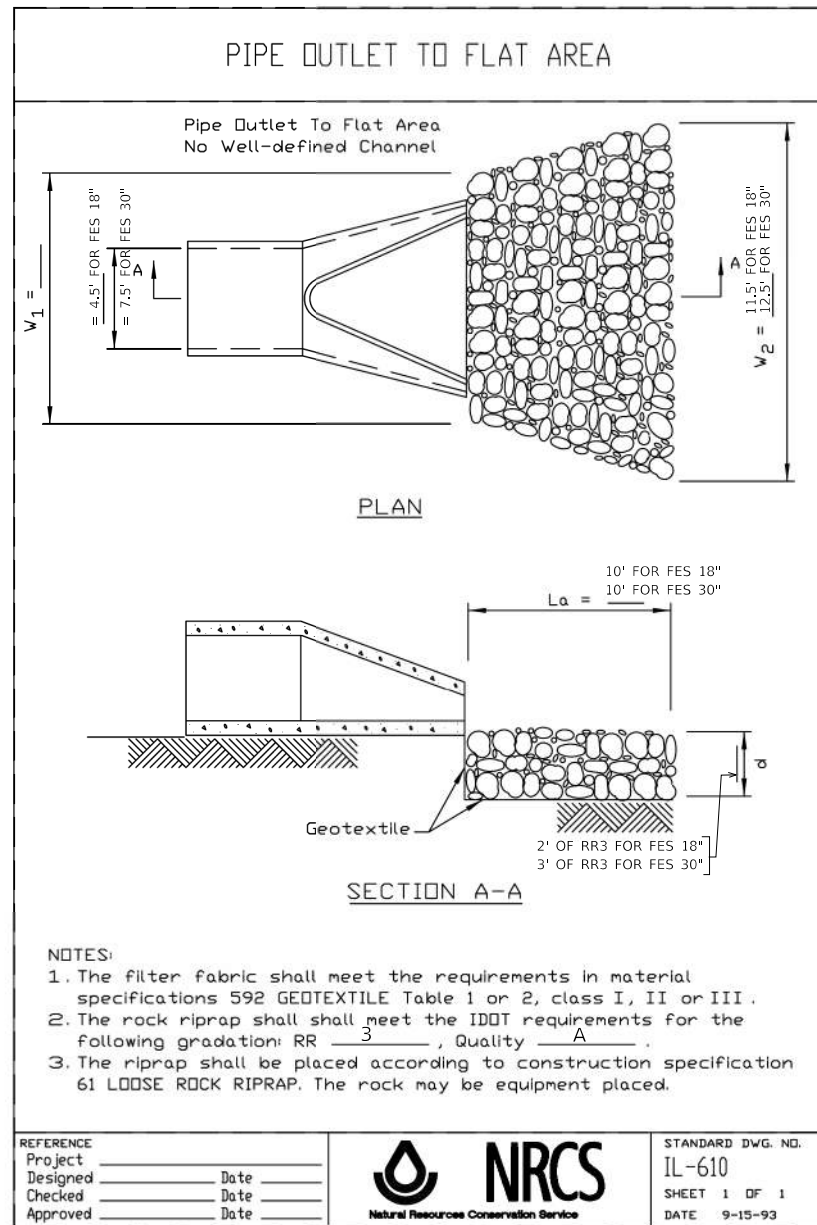
REVISED	-
REVISED	-
REVISED	-
REVISED	-

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

## GENEVA ROAD EROSION CONTROL DETAILS

SCALE: NTS SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	34
CONTRACT NO. 61J30				
ILLINOIS FED. AID PROJECT				



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USER NAME = Ibolzenius	DESIGNED - JIF	REVISED -
PLOT SCALE = 100.0000 / in.	DRAWN - MKW	REVISED -
PLOT DATE = 12/28/2023	CHECKED - LAB	REVISED -
	DATE - 9-1-23	REVISED -

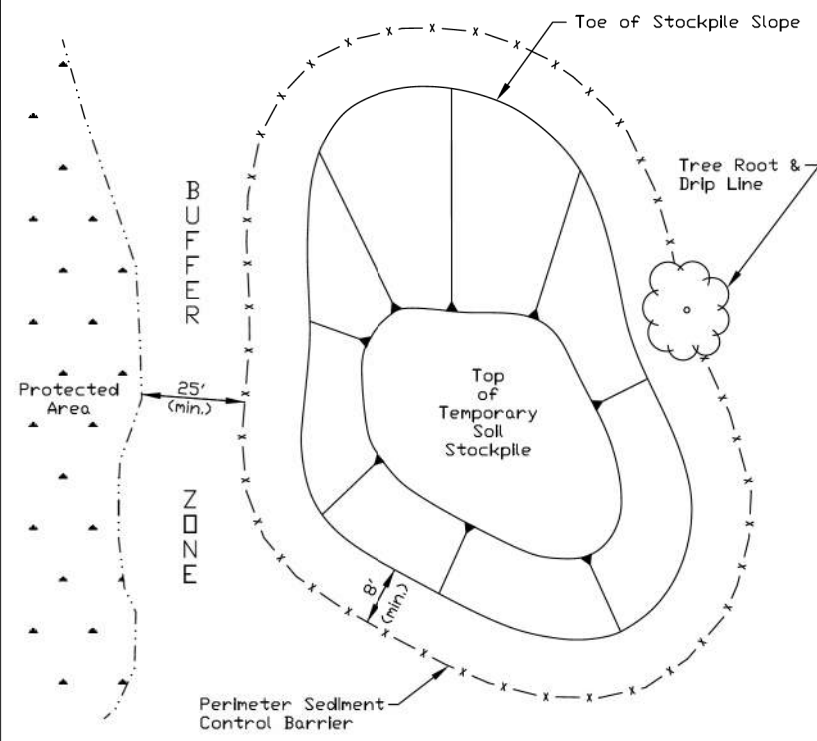
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
EROSION CONTROL DETAILS**

SCALE: NTS    SHEET 3 OF 5 SHEETS    STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.U. RTE. 1397	SECTION 18-00206-10-BR	COUNTY DUPAGE	TOTAL SHEETS 134	SHEET NO. 34a
CONTRACT NO. 61J30				
ILLINOIS FED. AID PROJECT				

### TEMPORARY SOIL STOCKPILE DETAIL



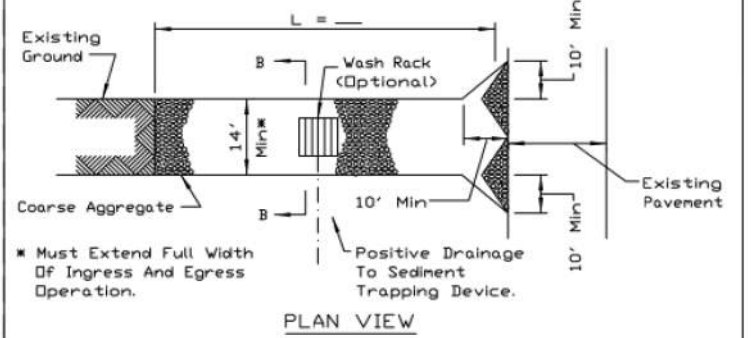
- NOTES:**
1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
  2. Soil stockpile to be stabilized in accordance with practical standards.
  3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the root crown of adjacent trees.
  4. Provisions for sediment control practices may be required along haul roads and entrance/exit locations for access the soil stockpile that can create flow path for stormwater runoff.
  5. Installation of benches, terraces, or slope interrupters should be considered.
  6. Avoid building soil stockpiles on impervious surfaces.
  7. Linear sediment trap surrounding the stockpile base may be used to control sediment.

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____

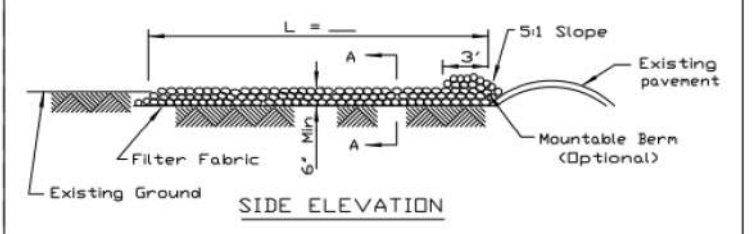


STANDARD DWG. NO.  
**IUM-627**  
SHEET 1 OF 1  
DATE JANUARY 2017

### STABILIZED CONSTRUCTION ENTRANCE PLAN



- Must Extend Full Width Of Ingress And Egress Operation.



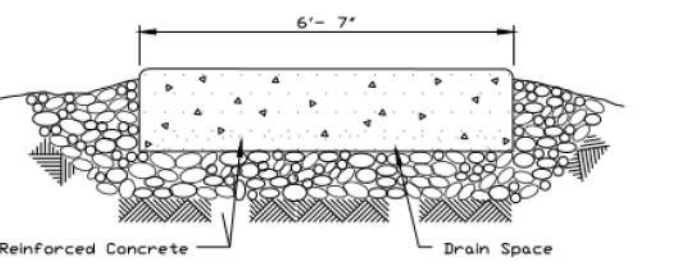
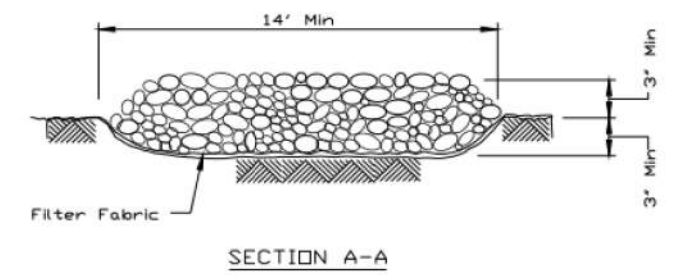
- NOTES:**
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
  2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
  3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
  4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____



STANDARD DWG. NO.  
**IL-630**  
SHEET 1 OF 2  
DATE 8-18-94

### STABILIZED CONSTRUCTION ENTRANCE PLAN



REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____



STANDARD DWG. NO.  
**IL-630**  
SHEET 2 OF 2  
DATE 8-18-94

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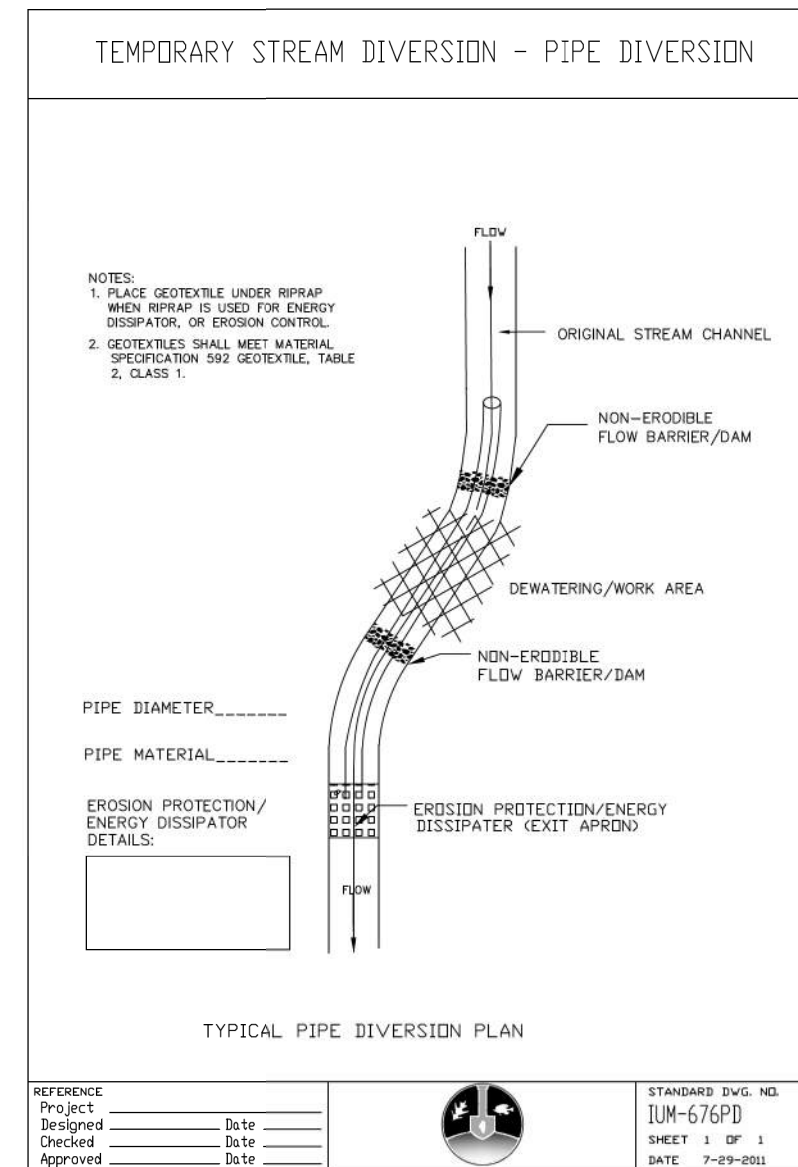
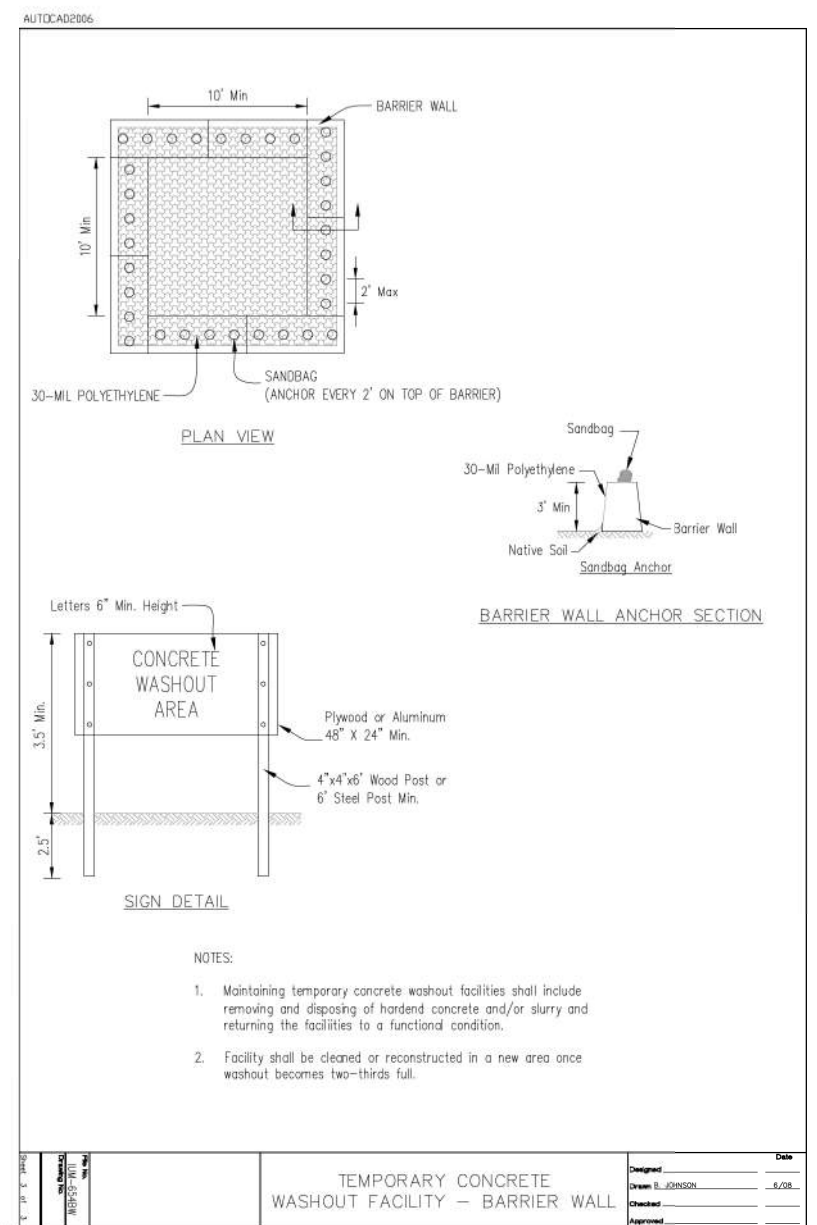
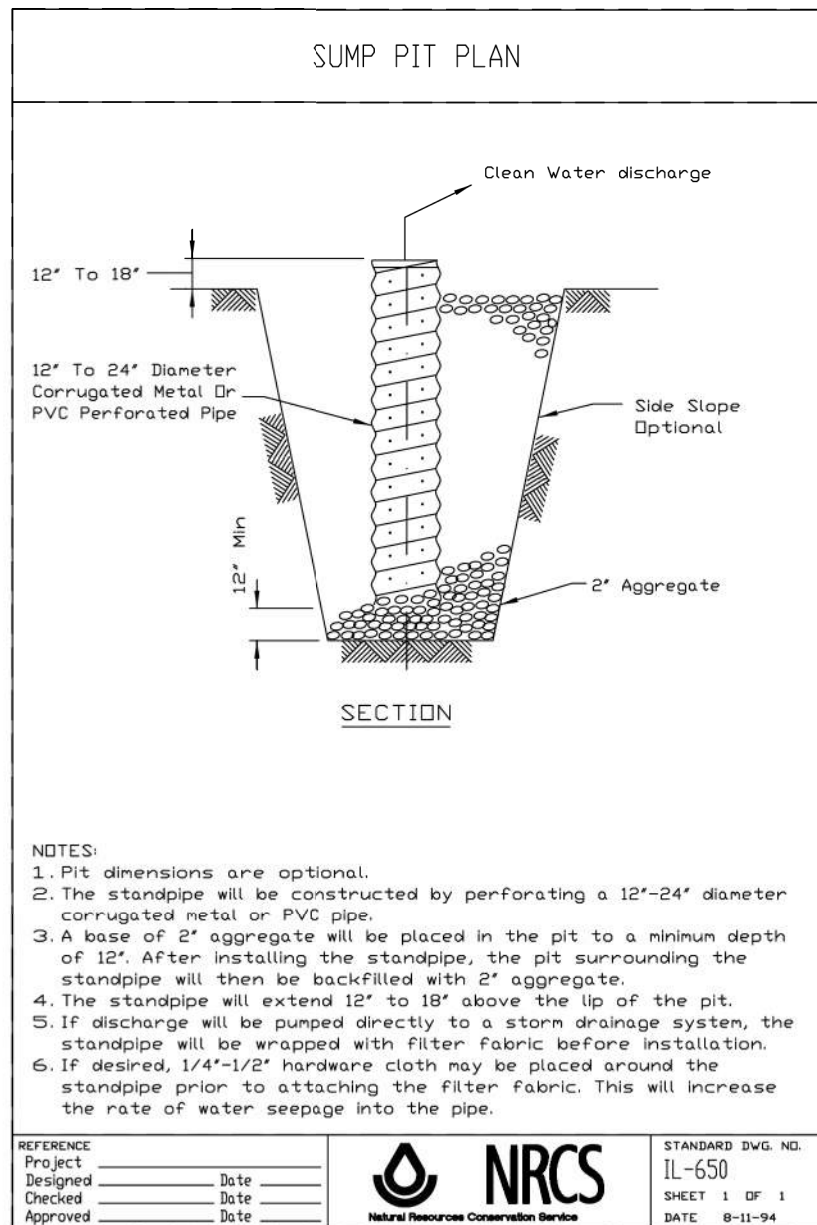
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PLOT DATE = 12/28/2023	CHECKED - LAB	REVISED -
	DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
EROSION CONTROL DETAILS**

SCALE: NTS SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	34b
CONTRACT NO. 61130				
ILLINOIS FED. AID PROJECT				



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	DRAWN - MKW	REVISED -	
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PLOT DATE = 12/28/2023	DATE - 9-1-23	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

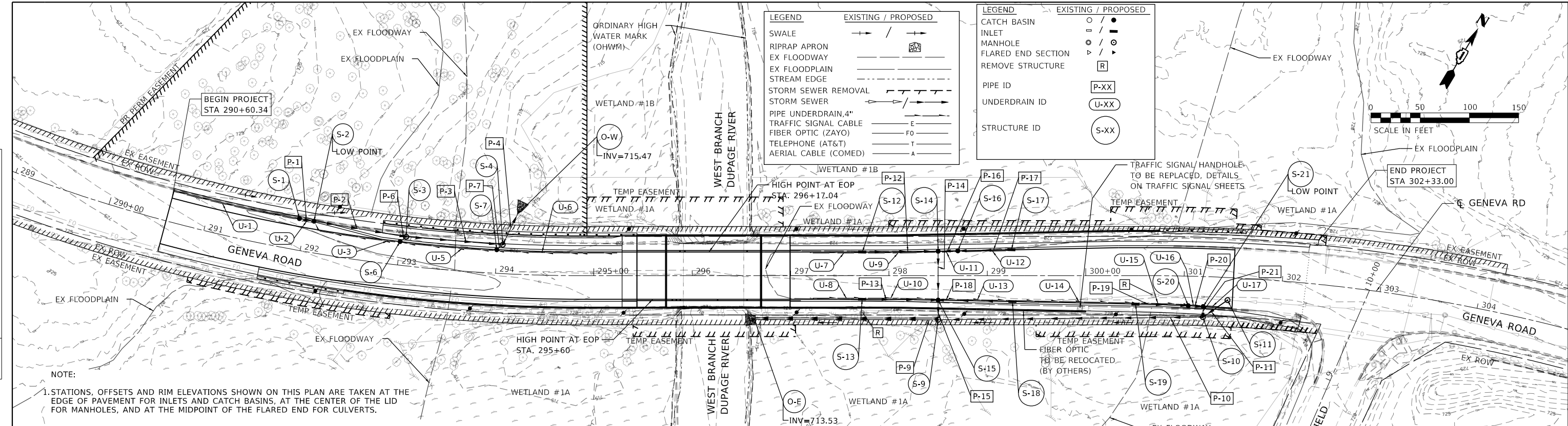
**GENEVA ROAD  
EROSION CONTROL DETAILS**

SCALE: NTS      SHEET 5 OF 5 SHEETS      STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	34C
CONTRACT NO. 61J30				
ILLINOIS FED. AID PROJECT				

DATE	
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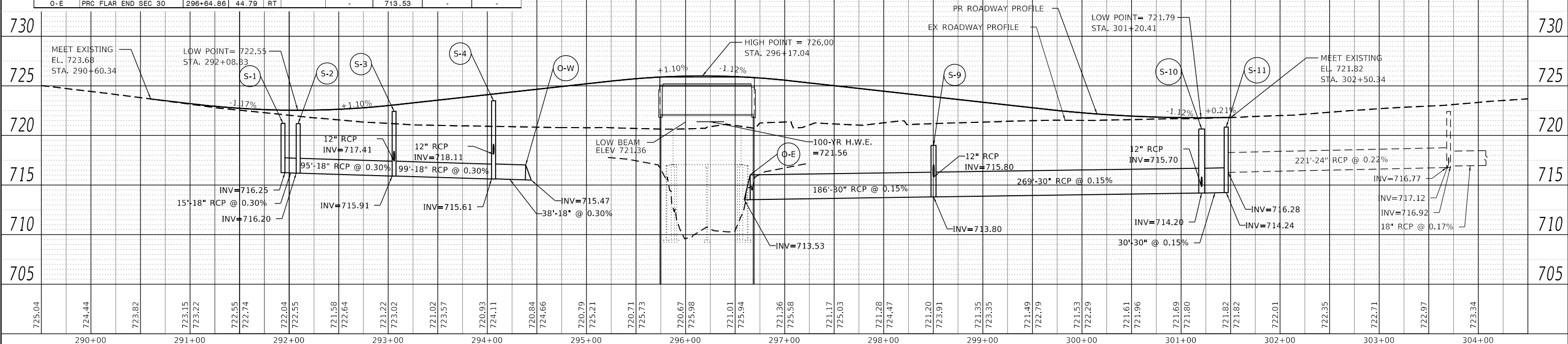


NOTE:  
1. STATIONS, OFFSETS AND RIM ELEVATIONS SHOWN ON THIS PLAN ARE TAKEN AT THE EDGE OF PAVEMENT FOR INLETS AND CATCH BASINS, AT THE CENTER OF THE LID FOR MANHOLES, AND AT THE MIDPOINT OF THE FLARED END FOR CULVERTS.

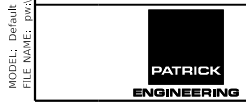
STRUCTURE NO.	STRUCTURE TYPE	STATION	OFFSET (FT)	RIM ELEV.	INVERT (N)	INVERT (S)	INVERT (W)	INVERT (E)
S-1	CB TA 4 DIA T23F&G	291+93.49	32.00	LT 721.22	-	-	-	716.23
S-2	CB A 5'D DUPG SAG F&G	292+08.83	32.00	LT 721.21	-	-	716.20	716.20
S-3	MAN TA 4 DIA T1F CL	293+05.61	29.50	LT 722.44	-	717.41	715.91	715.91
S-4	MAN TA 4 DIA T1F CL	294+05.95	29.51	LT 723.50	715.61	718.11	715.61	-
S-6	CB TA 4 DIA T23F&G	293+00.00	24.00	LT 722.00	717.49	-	-	-
S-7	CB TA 4 DIA T23F&G	294+00.02	24.00	LT 723.09	718.19	-	-	-
S-9	MAN TA 5 DIA T8G	298+50.01	44.83	RT 719.00	715.80	-	713.80	713.80
S-10	MAN TA 6 DIA T1F CL	301+20.50	41.28	RT 720.66	715.70	-	714.20	714.20
S-11	MAN TA 5 DIA T1F CL	301+45.33	22.96	RT 720.85	-	714.24	-	716.28
S-12	INLETS TA T23F&G	297+72.83	24.04	LT 724.29	-	-	-	719.04
S-13	INLETS TA T23F&G	297+72.76	24.00	RT 724.29	-	-	-	718.77
S-14	CB TA 4 DIA T23F&G	298+50.00	24.83	LT 723.41	-	717.50	717.50	715.50
S-15	CB TA 4 DIA T23F&G	298+50.00	24.83	RT 723.41	717.00	716.00	716.00	716.00
S-16	CB TA 4 DIA T23F&G	298+70.00	25.25	LT 723.30	-	715.70	715.70	715.70
S-17	INLETS TA T23F&G	299+24.55	26.36	LT 722.99	-	-	718.25	-
S-18	INLETS TA T23F&G	299+25.53	26.34	RT 722.54	-	-	716.76	-
S-19	INLETS TA T23F&G	300+50.59	28.84	RT 721.23	-	-	-	716.10
S-20	CB TA 4 DIA T23F&G	301+04.89	30.06	RT 720.68	-	-	715.83	715.83
S-21	CB A 5'D DUPG SAG F&G	301+20.37	30.49	RT 720.55	-	715.75	715.75	-
O-W	PRC FLAR END SEC 18	294+21.66	60.62	LT 720.55	-	715.47	-	-
O-E	PRC FLAR END SEC 30	296+64.86	44.79	RT 720.55	-	713.53	-	-

PIPE NO.	FROM	TO	LENGTH (FT)	DIA. (IN)	TYPE	SLOPE (%)	TRENCH BACKFILL (CU YD)
P-1	S-1	S-2	15	18	STORM SEW CL A 2 18	0.30	3.5
P-2	S-2	S-3	95	18	STORM SEW CL A 2 18	0.30	36.4
P-3	S-3	S-4	99	18	STORM SEW CL A 2 18	0.30	83.8
P-4	S-4	O-W	38	18	STORM SEW CL A 2 18	0.30	6.9
P-6	S-6	S-3	8	12	STORM SEW CL A 2 12	1.00	2.9
P-7	S-7	S-4	8	12	STORM SEW CL A 2 12	1.00	3.8
P-9	S-9	O-E	186	30	STORM SEW CL A 2 30	0.15	0.0
P-10	S-10	S-9	269	30	STORM SEW CL A 2 30	0.15	0.0
P-11	S-11	S-10	30	30	STORM SEW CL A 2 30	0.15	10.9
P-12	S-12	S-14	77	12	STORM SEW CL A 2 12	2.00	16.6
P-13	S-13	S-15	77	12	STORM SEW CL A 2 12	1.00	20.1
P-14	S-14	S-15	50	12	STORM SEW CL A 2 12	1.00	16.2
P-15	S-15	S-9	20	15	STORM SEW CL A 2 15	1.00	5.7
P-16	S-16	S-14	20	12	STORM SEW CL A 2 12	1.00	10.4
P-17	S-17	S-16	55	12	STORM SEW CL A 2 12	1.00	18.7
P-18	S-18	S-15	76	12	STORM SEW CL A 2 12	1.00	37.8
P-19	S-19	S-20	54	12	STORM SEW CL A 2 12	0.50	10.2
P-20	S-20	S-21	15	12	STORM SEW CL A 2 12	0.50	2.5
P-21	S-21	S-10	9	12	STORM SEW CL A 2 12	0.50	1.5

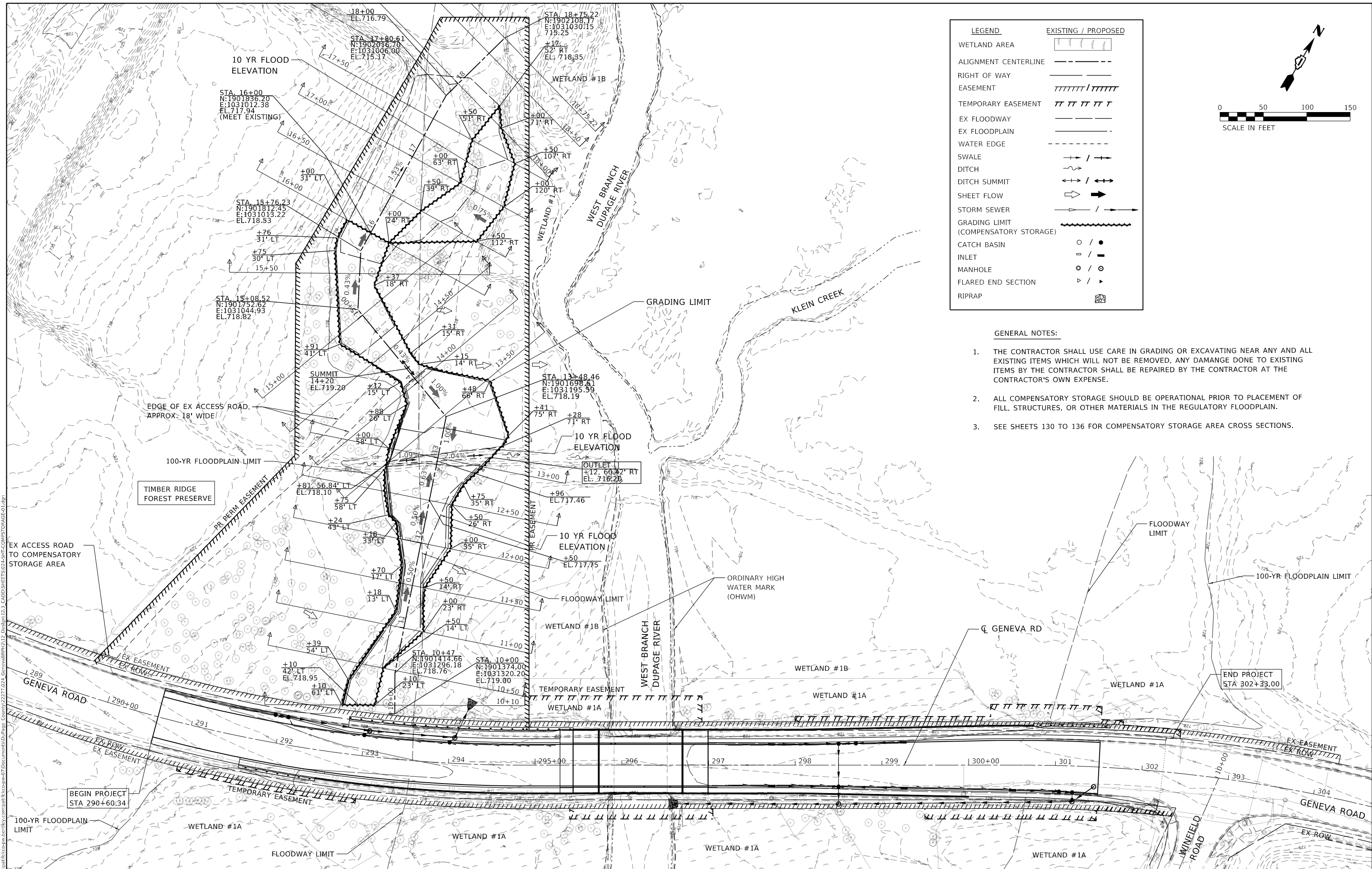
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U-1	290+60.3	31.5	LT S-1	719.44	718.14	131	1.00
U-2	291+96.5	31.5	LT S-2	718.24	718.10	13	1.08
U-3	292+35.0	38.0	LT S-2	718.24	717.35	89	1.00
U-5	293+97.0	23.5	LT S-6	720.14	719.04	96	1.15
U-6	295+23.7	23.5	LT S-7	722.04	720.13	123	1.56
U-7	297+19.7	23.5	LT S-12	721.94	721.33	53	1.14
U-8	297+19.7	23.5	RT S-13	721.94	721.33	53	1.15
U-9	297+75.8	23.5	RT S-14	721.34	720.45	74	1.20
U-10	297+75.7	23.5	RT S-15	721.34	720.45	74	1.05
U-11	298+53.8	24.4	LT S-16	720.44	720.27	16	1.03
U-12	298+74.2	24.8	LT S-17	720.34	719.83	51	1.01
U-13	298+53.0	24.4	RT S-18	720.44	719.58	73	1.18
U-14	299+28.5	25.9	RT S-19	719.54	718.27	122	1.04
U-15	300+53.6	27.4	RT S-20	718.24	717.72	51	1.03
U-16	301+17.3	29.9	RT S-20	717.64	717.51	12	1.07
U-17	301+50.4	31.0	RT S-21	717.54	717.24	30	1.02



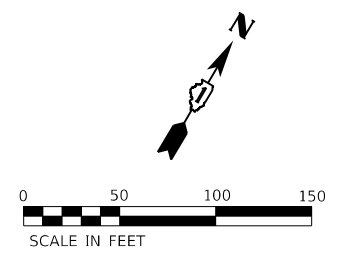
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PLOT DATE = 2/2/2024	DATE = 01-31-24	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ILLINOIS FED. AID PROJECT		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
GENEVA ROAD  
DRAINAGE AND UTILITIES PLAN & PROFILE  
SHEET 1 OF 1 SHEETS  
STA. 289+00 TO STA. 304+00



LEGEND	EXISTING / PROPOSED
WETLAND AREA	
ALIGNMENT CENTERLINE	
RIGHT OF WAY	
EASEMENT	
TEMPORARY EASEMENT	
EX FLOODWAY	
EX FLOODPLAIN	
WATER EDGE	
SWALE	
DITCH	
DITCH SUMMIT	
SHEET FLOW	
STORM SEWER	
GRADING LIMIT (COMPENSATORY STORAGE)	
CATCH BASIN	
INLET	
MANHOLE	
FLARED END SECTION	
RIPRAP	



**GENERAL NOTES:**

1. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED, ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
2. ALL COMPENSATORY STORAGE SHOULD BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN.
3. SEE SHEETS 130 TO 136 FOR COMPENSATORY STORAGE AREA CROSS SECTIONS.

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 PROJECT: ...  
 SHEET: ...  
 DATE: ...



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PLOT DATE = 2/2/2024	CHECKED - LB	REVISED -
	DATE - 01/31/2024	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
COMPENSATORY STORAGE GRADING PLAN**

SCALE: AS SHOWN    SHEET    OF    SHEETS    STA.    TO    STA.

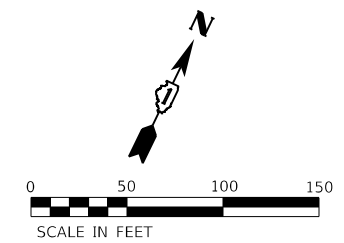
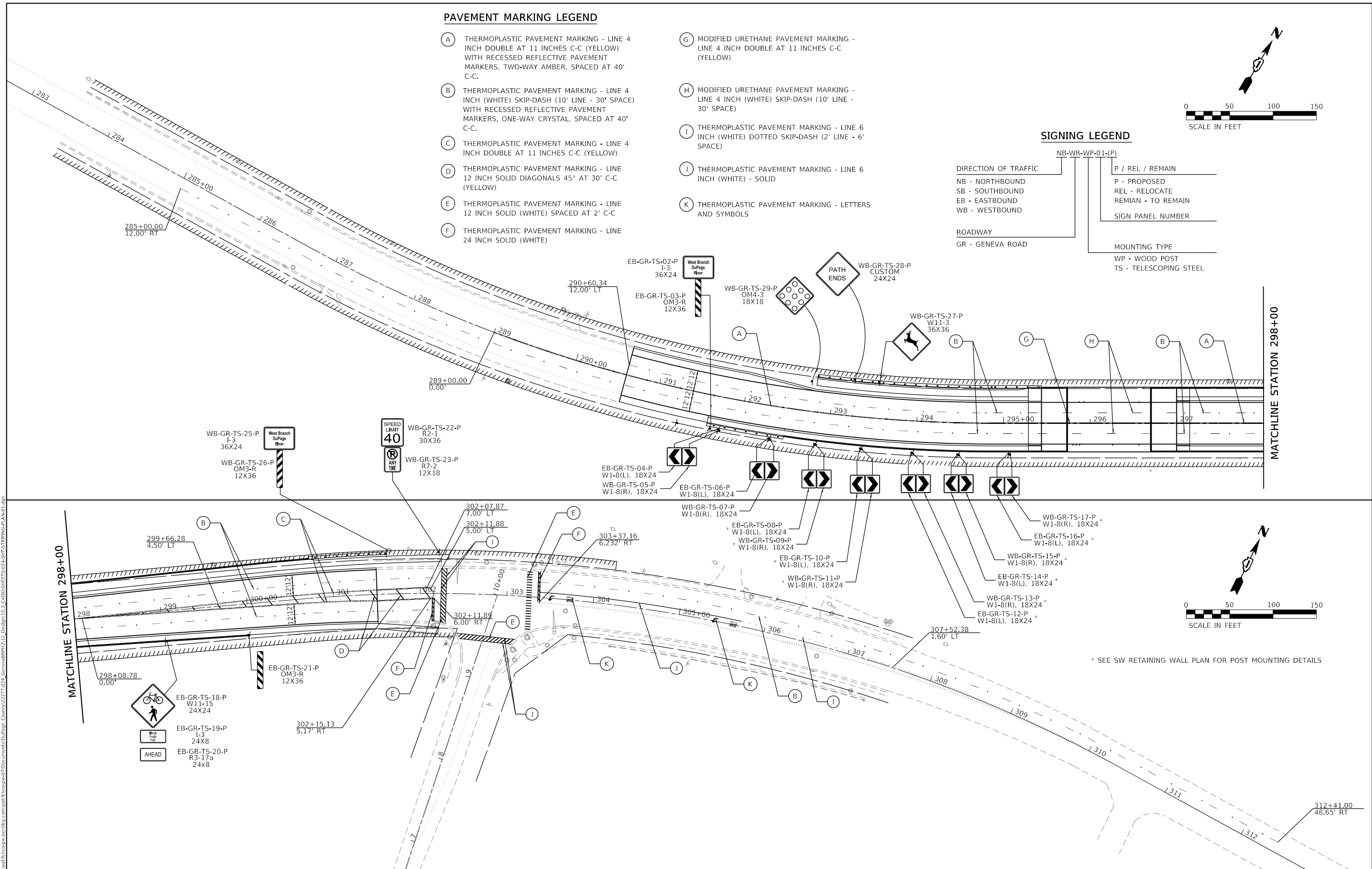
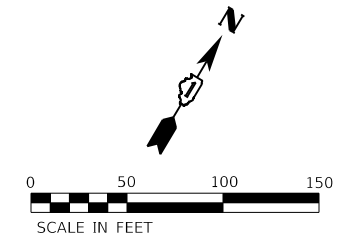
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	36
CONTRACT NO. 61130			ILLINOIS FED. AID PROJECT	

**PAVEMENT MARKING LEGEND**

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4 INCH DOUBLE AT 11 INCHES C-C (YELLOW) WITH RECESSED REFLECTIVE PAVEMENT MARKERS, TWO-WAY AMBER, SPACED AT 40' C-C.
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4 INCH (WHITE) SKIP-DASH (10' LINE - 30' SPACE) WITH RECESSED REFLECTIVE PAVEMENT MARKERS, ONE-WAY CRYSTAL, SPACED AT 40' C-C.
- (C) THERMOPLASTIC PAVEMENT MARKING - LINE 4 INCH DOUBLE AT 11 INCHES C-C (YELLOW)
- (D) THERMOPLASTIC PAVEMENT MARKING - LINE 12 INCH SOLID DIAGONALS 45° AT 30' C-C (YELLOW)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 12 INCH SOLID (WHITE) SPACED AT 2' C-C
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 24 INCH SOLID (WHITE)
- (G) MODIFIED URETHANE PAVEMENT MARKING - LINE 4 INCH DOUBLE AT 11 INCHES C-C (YELLOW)
- (H) MODIFIED URETHANE PAVEMENT MARKING - LINE 4 INCH (WHITE) SKIP-DASH (10' LINE - 30' SPACE)
- (I) THERMOPLASTIC PAVEMENT MARKING - LINE 6 INCH (WHITE) DOTTED SKIP-DASH (2' LINE - 6' SPACE)
- (J) THERMOPLASTIC PAVEMENT MARKING - LINE 6 INCH (WHITE) - SOLID
- (K) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

**SIGNING LEGEND**

- DIRECTION OF TRAFFIC
- NB - NORTHBOUND
  - SB - SOUTHBOUND
  - EB - EASTBOUND
  - WB - WESTBOUND
- ROADWAY
- GR - GENEVA ROAD
- P / REL / REMAIN
- P - PROPOSED
  - REL - RELOCATE
  - REMIAN - TO REMAIN
- SIGN PANEL NUMBER
- MOUNTING TYPE
- WP - WOOD POST
  - TS - TELESCOPING STEEL



\* SEE SW RETAINING WALL PLAN FOR POST MOUNTING DETAILS

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PLOT DATE = 12/28/2023	CHECKED - LB	REVISED -
	DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>GENEVA ROAD PAVEMENT MARKING &amp; SIGNING PLAN</b>			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	37
			CONTRACT NO.	61J30
ILLINOIS FED. AID PROJECT				



SIGNING SCHEDULE									72000100	72800100	
									SIGN PANEL TYPE 1	TELESCOPING SIGN SUPPORT	
									SQ.FT	FOOT	
COLUMN ID	A	B	C	D	E	F	G				
ALIGNMENT	SHEET	STATION	LT/RT	PANEL I.D.	MUTCD CODE	WIDTH (IN)	HEIGHT (IN)		AREA (SQ.FT)	LENGTH (FT)	
Geneva Rd.	PMK-01	291+67	RT	EB-GR-TS-02-P	I-3	36	24		6	14	
Geneva Rd.	PMK-01	291+67	RT	EB-GR-TS-03-P	OM3-R	12	36		3		
Geneva Rd.	PMK-01	291+78	RT	EB-GR-TS-04-P	W1-8(L)	18	24		3	14	
Geneva Rd.	PMK-01	291+78	RT	WB-GR-TS-05-P	W1-8(R)	18	24		3		
Geneva Rd.	PMK-01	292+36	RT	EB-GR-TS-06-P	W1-8(L)	18	24		3	14	
Geneva Rd.	PMK-01	292+36	RT	WB-GR-TS-07-P	W1-8(R)	18	24		3		
Geneva Rd.	PMK-01	292+88	RT	EB-GR-TS-08-P	W1-8(L)	18	24		3	10	
Geneva Rd.	PMK-01	292+88	RT	WB-GR-TS-09-P	W1-8(R)	18	24		3		
Geneva Rd.	PMK-01	293+40	RT	EB-GR-TS-10-P	W1-8(L)	18	24		3	10	
Geneva Rd.	PMK-01	293+40	RT	WB-GR-TS-11-P	W1-8(R)	18	24		3		
Geneva Rd.	PMK-01	293+98	RT	EB-GR-TS-12-P	W1-8(L)	18	24		3	10	
Geneva Rd.	PMK-01	293+98	RT	WB-GR-TS-13-P	W1-8(R)	18	24		3		
Geneva Rd.	PMK-01	294+50	RT	EB-GR-TS-14-P	W1-8(L)	18	24		3	10	
Geneva Rd.	PMK-01	294+50	RT	WB-GR-TS-15-P	W1-8(R)	18	24		3		
Geneva Rd.	PMK-01	295+07	RT	EB-GR-TS-16-P	W1-8(L)	18	24		3	10	
Geneva Rd.	PMK-01	295+07	RT	WB-GR-TS-17-P	W1-8(R)	18	24		3		
Geneva Rd.	PMK-01	299+06	RT	EB-GR-TS-18-P	W11-15	24	24		4	14	
Geneva Rd.	PMK-01	299+06	RT	EB-GR-TS-19-P	I-3	24	8		1		
Geneva Rd.	PMK-01	299+06	RT	EB-GR-TS-20-P	R3-17a	24	8		1		
Geneva Rd.	PMK-01	300+00	RT	EB-GR-TS-21-P	OM3-R	12	36		3	14	
Geneva Rd.	PMK-01	302+22	LT	WB-GR-TS-22-P	R2-1	30	36		8	14	
Geneva Rd.	PMK-01	302+22	LT	WB-GR-TS-23-P	R7-2	12	18		2		
Geneva Rd.	PMK-01	301+50	LT	WB-GR-TS-25-P	I-3	36	24		6	14	
Geneva Rd.	PMK-01	301+50	LT	WB-GR-TS-26-P	OM3-R	12	36		3		
Geneva Rd.	PMK-01	293+55	LT	WB-GR-TS-27-P	W11-3	36	36		9	14	
Geneva Rd.	PMK-01	293+25	LT	WB-GR-TS-28-P	CUSTOM	24	24		4	14	
Geneva Rd.	PMK-01	292+75	LT	WB-GR-TS-29-P	OM4-3	18	18		2	14	
							TOTAL =		94	190	

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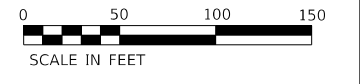
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DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**






**GENEVA ROAD  
SIGNING SCHEDULE**

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

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	38
CONTRACT NO.			61J30	
ILLINOIS		FED. AID PROJECT		



**LEGEND:**

-  WETLAND
-  TOPSOIL, FURNISH AND PLACE, 6" SEEDING, CLASS 2A & EROSION CONTROL BLANKET (SPECIAL) NITROGEN AND POTASSIUM FERTILIZER NUTRIENT
-  TOPSOIL, FURNISH AND PLACE, 6" SEEDING, CLASS 4 (MODIFIED) & EROSION CONTROL BLANKET (SPECIAL)
-  TOPSOIL, FURNISH AND PLACE, 6" SEEDING, CLASS 4B & EROSION CONTROL BLANKET (SPECIAL)
-  AGGREGATE SURFACE COURSE, TYPE A 6"

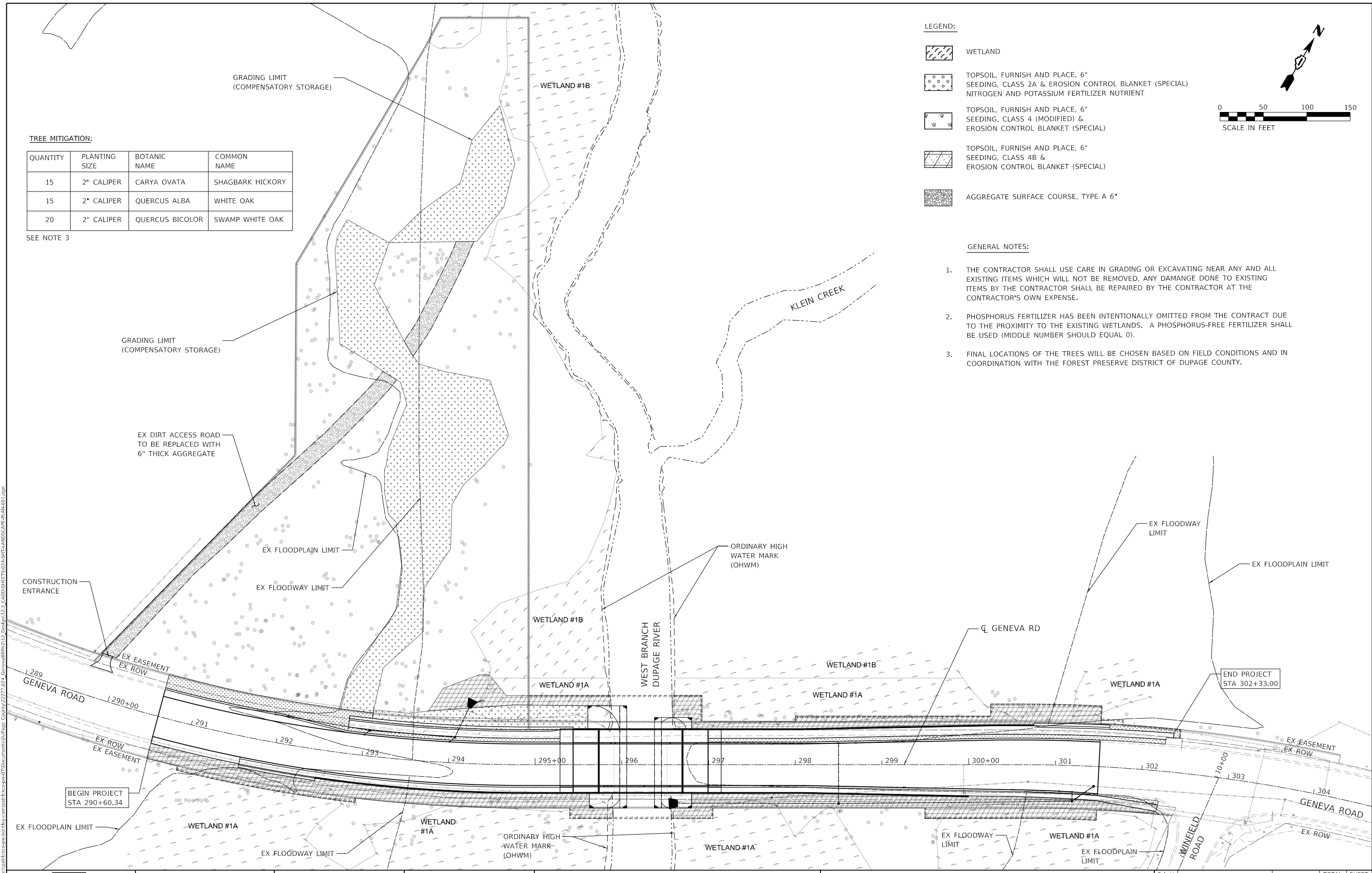
**GENERAL NOTES:**

1. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED, ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
2. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT DUE TO THE PROXIMITY TO THE EXISTING WETLANDS. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).
3. FINAL LOCATIONS OF THE TREES WILL BE CHOSEN BASED ON FIELD CONDITIONS AND IN COORDINATION WITH THE FOREST PRESERVE DISTRICT OF DUPAGE COUNTY.

**TREE MITIGATION:**

QUANTITY	PLANTING SIZE	BOTANIC NAME	COMMON NAME
15	2" CALIPER	CARYA OVATA	SHAGBARK HICKORY
15	2" CALIPER	QUERCUS ALBA	WHITE OAK
20	2" CALIPER	QUERCUS BICOLOR	SWAMP WHITE OAK

SEE NOTE 3



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 COUNTY: DUPAGE  
 COUNTY PROJECT NO.: 18-00206-10-BR  
 DATE: 12/28/2023



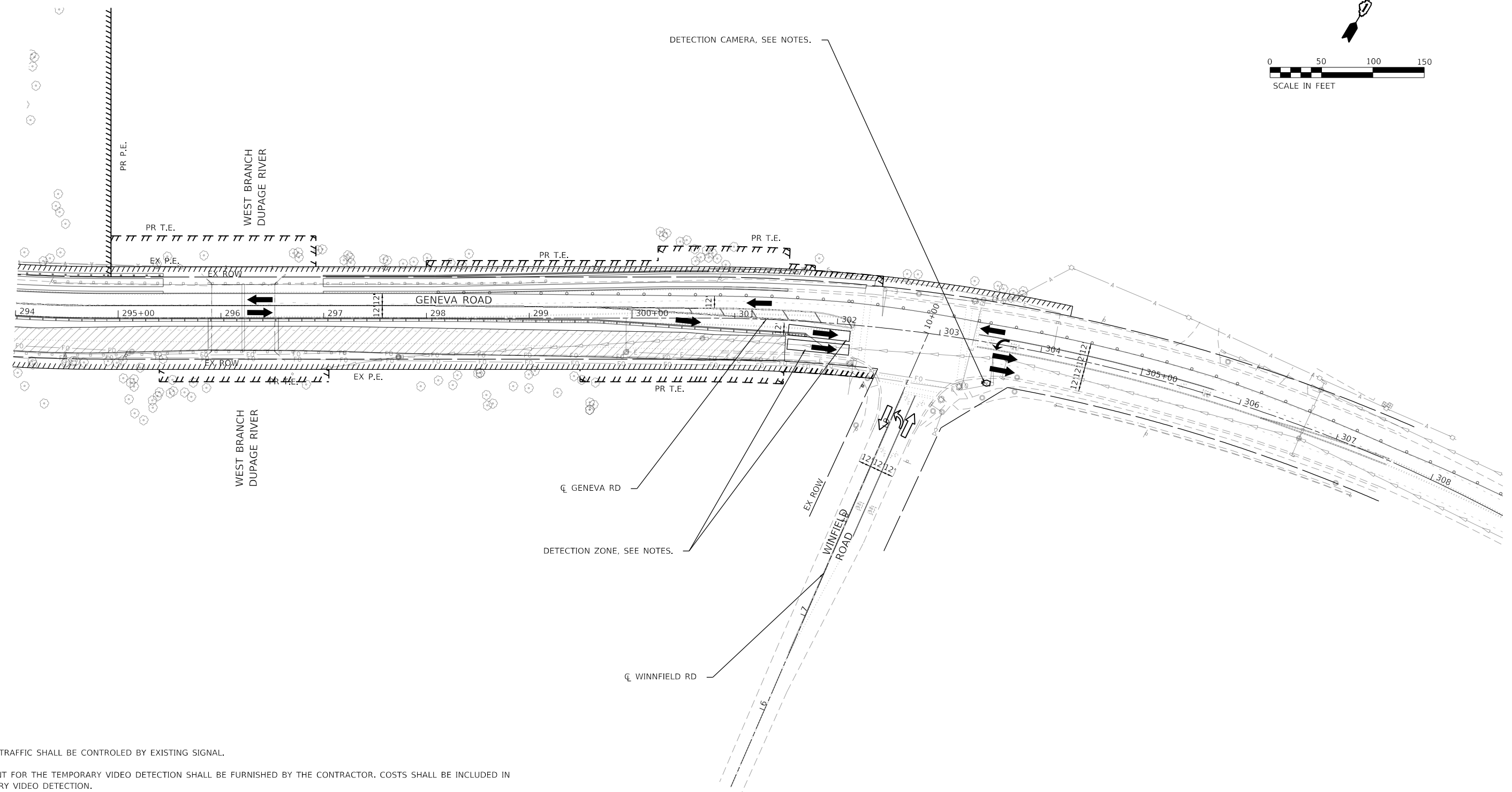
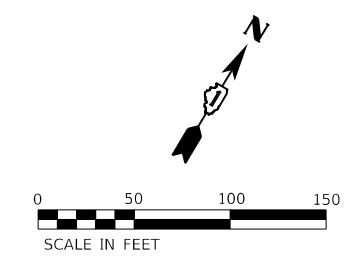
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PLOT DATE = 12/28/2023	DATE - 9-1-23	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
LANDSCAPE PLAN**

SCALE: AS SHOWN SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	39
			CONTRACT NO. 61J30	
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. STAGE 1 TRAFFIC SHALL BE CONTROLLED BY EXISTING SIGNAL.
2. EQUIPMENT FOR THE TEMPORARY VIDEO DETECTION SHALL BE FURNISHED BY THE CONTRACTOR. COSTS SHALL BE INCLUDED IN TEMPORARY VIDEO DETECTION.
3. THE CONTRACTOR SHALL FIELD VERIFY EQUIPMENT COMPATIBILITY BETWEEN THE TEMPORARY VIDEO DETECTION AND THE EXISTING TRAFFIC SIGNAL CONTROLLER PRIOR TO CONSTRUCTION.
4. COMMUNICATION CABLE FOR VIDEO DETECTION CAMERA SHALL BE ROUTED THROUGH THE EXISTING TRAFFIC SIGNAL POLE AND CONDUIT BACK TO THE EXISTING SIGNAL CONTROLLER.

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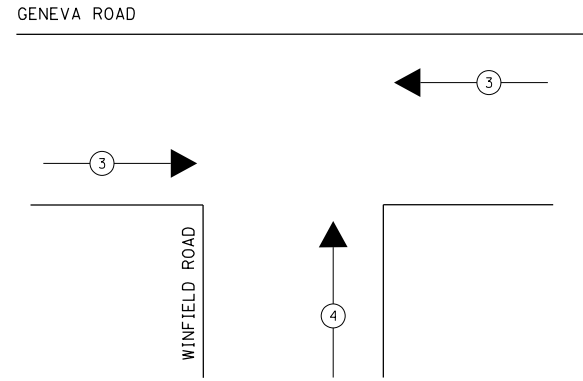
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL PLAN  
GENEVA ROAD AT WINFIELD ROAD**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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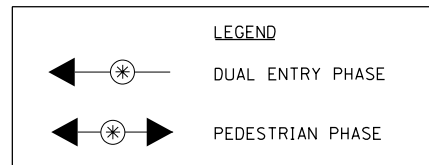
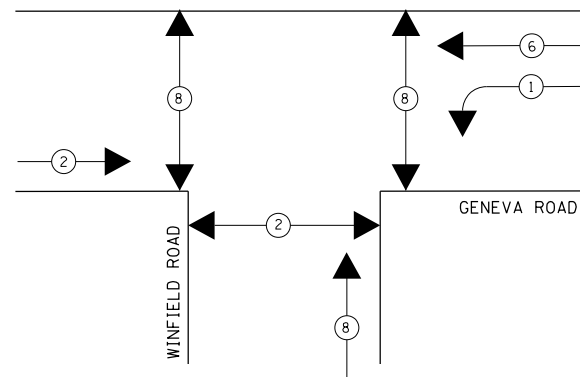
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1397	18-00206-10-BR	DUPAGE	134	40
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



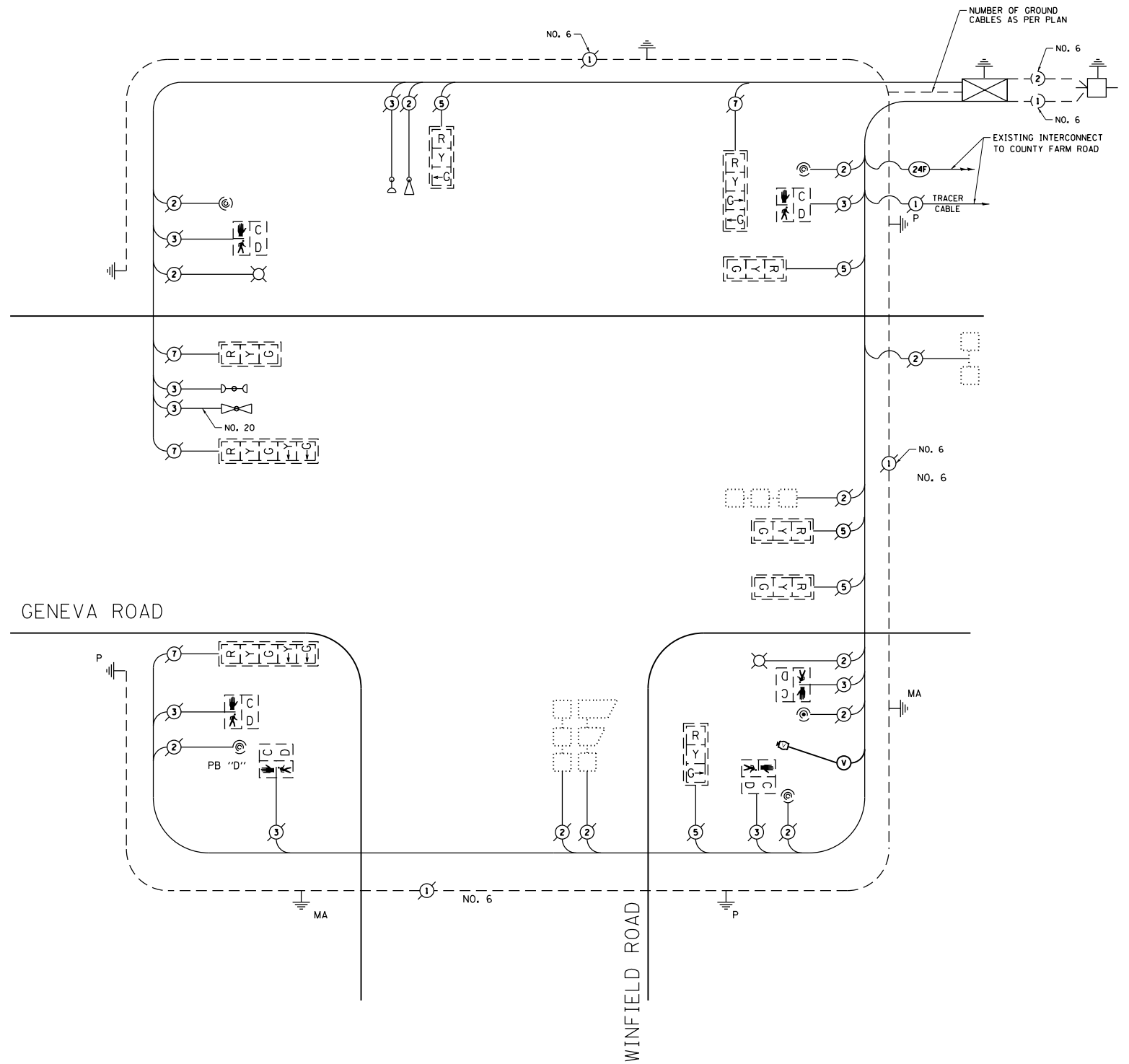
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	↑

EXISTING CONTROLLER SEQUENCE AND PHASE DESIGNATION DIAGRAM



NOTE

THE EXISTING CONTROLLER IS AN ECONOLITE ASC2 IN A ISI TYPE IV CABINET



DuPAGE COUNTY DIVISION OF TRANSPORTATION TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		OPERATION	
		INCAND.	LED		
SIGNAL (RED)	9	135	17	0.50	76.5
SIGNAL (YELLOW)	9	135	25	0.25	56.25
SIGNAL (GREEN)	10	135	15	0.25	37.5
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	6	90	25	1.00	150.0
CONTROLLER	1	-	100	1.00	100.0
LUMINAIRE	-	-	250	0.50	-
LED STREET NAME SIGN	-	-	64	0.50	-
VIDEO SYSTEM	1	-	150	1.00	150
BATTERY BACKUP	-	-	25	1.00	-
PTZ CAMERA	-	-	75	1.00	-
TOTAL =					575.05

ENERGY COSTS BILLED TO: DUPAGE COUNTY D.O.T.  
421 N. COUNTY FARM RD  
WHEATON, IL 60187

ENERGY SUPPLY CONTACT: MR. JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMED LOMBARD

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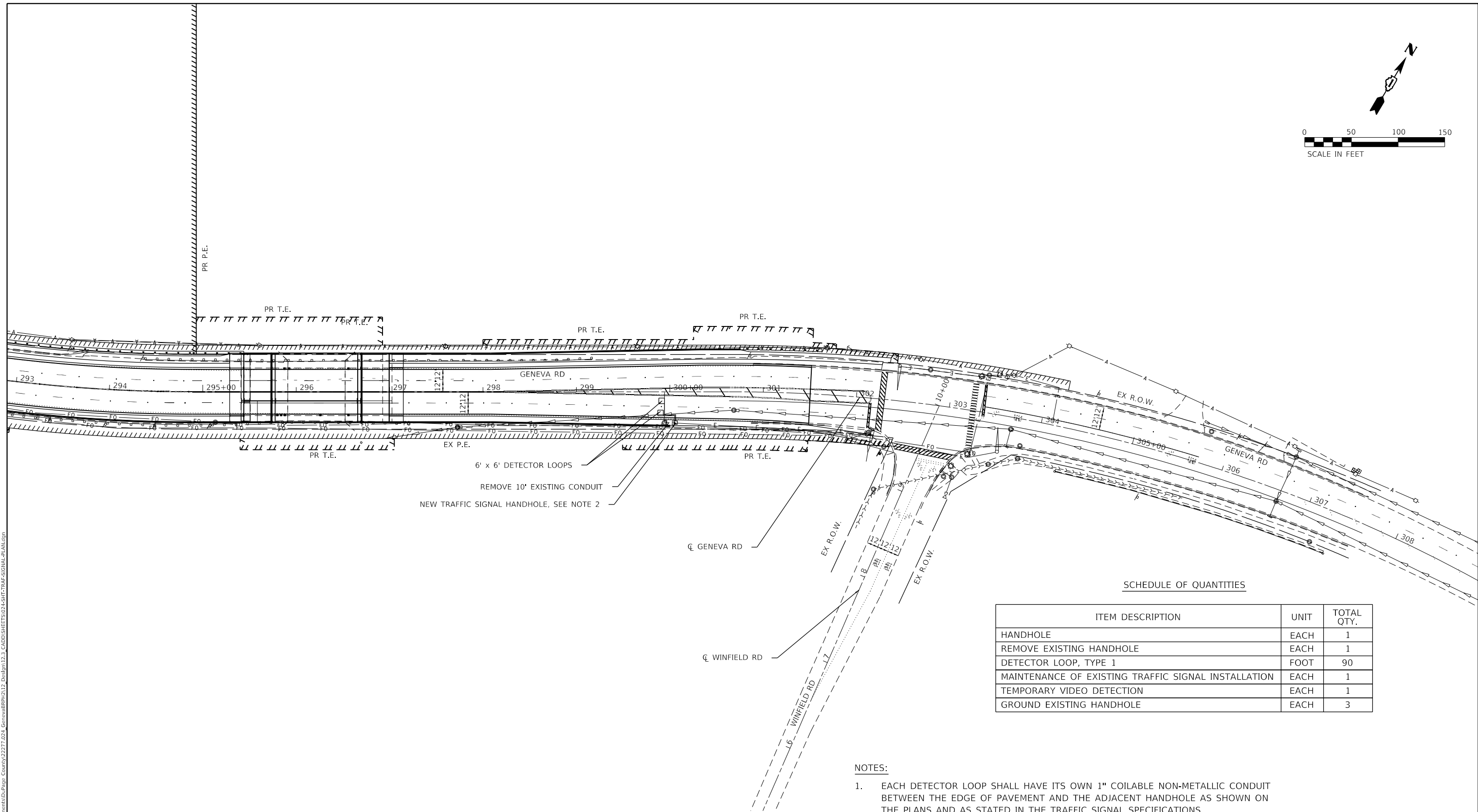
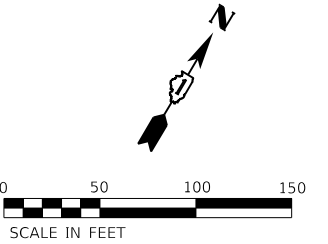
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REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY  
VEHICLE PREEMPTION SEQUENCE GENEVA ROAD AT WINFIELD ROAD

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	41
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	



6' x 6' DETECTOR LOOPS  
 REMOVE 10' EXISTING CONDUIT  
 NEW TRAFFIC SIGNAL HANDHOLE, SEE NOTE 2

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY.
HANDHOLE	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE 1	FOOT	90
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY VIDEO DETECTION	EACH	1
GROUND EXISTING HANDHOLE	EACH	3

NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. EXISTING TWISTED LEAD-IN CABLE SHALL BE SPLICED IN THE NEW HANDHOLE.
3. EXISTING TRAFFIC SIGNAL EQUIPMENT TO REMAIN UNLESS OTHERWISE NOTED.

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PLOT SCALE = 100.0000 ' / in.	DRAWN - BAW	REVISED -
PLOT DATE = 12/28/2023	CHECKED - LB	REVISED -
	DATE - 9-1-23	REVISED -

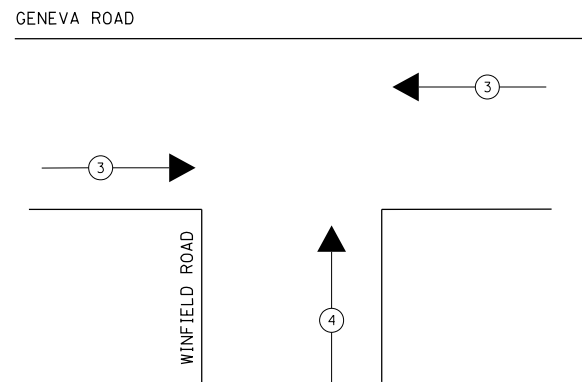
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP INSTALLATION PLAN  
 GENEVA ROAD AT WINFIELD ROAD

SCALE: SHEET OF SHEETS STA. TO STA.

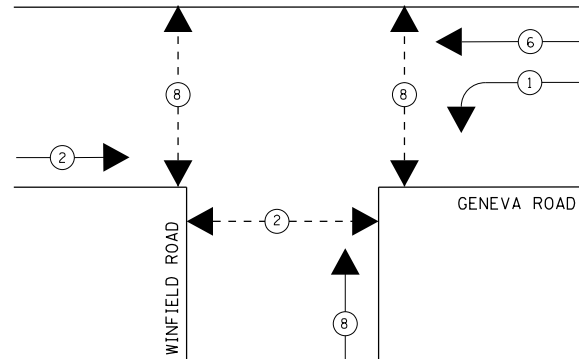
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CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	

EXISTING EMERGENCY VEHICLE  
PREEMPTION SEQUENCE



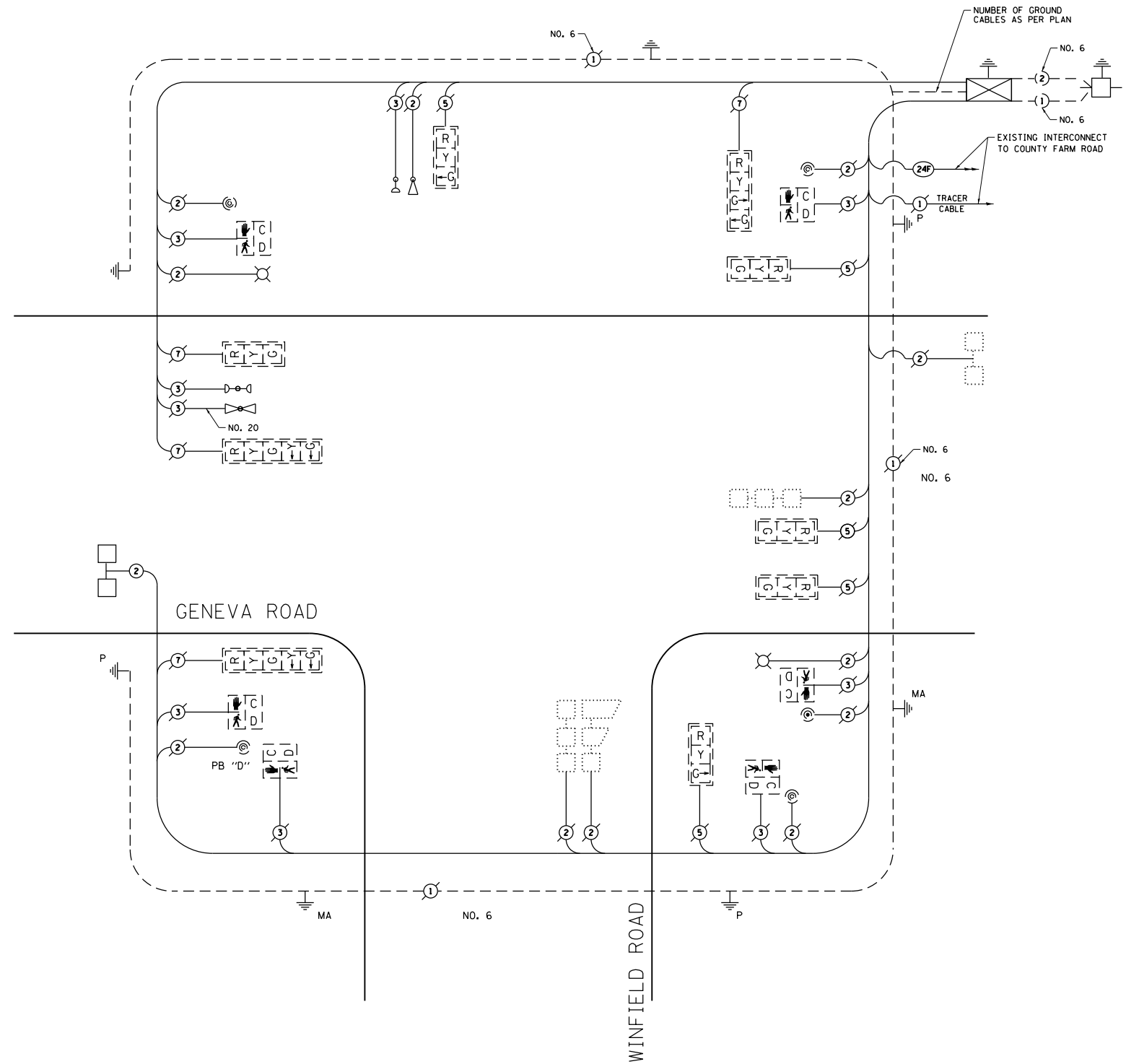
EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑

EXISTING CONTROLLER SEQUENCE  
AND PHASE DESIGNATION DIAGRAM



LEGEND	
← *	DUAL ENTRY PHASE
← * →	PEDESTRIAN PHASE

NOTE  
THE EXISTING CONTROLLER IS AN  
ECONOLITE ASC2 IN A ISI TYPE IV CABINET



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DATE: 12/28/2023

DuPAGE COUNTY DIVISION OF TRANSPORTATION TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		OPERATION	
		INCAND.	LED		
SIGNAL (RED)	9	135	17	0.50	76.5
SIGNAL (YELLOW)	9	135	25	0.25	56.25
SIGNAL (GREEN)	10	135	15	0.25	37.5
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	6	90	25	1.00	150.0
CONTROLLER	1	-	100	1.00	100.0
LUMINAIRE	-	-	100	0.50	-
LED STREET NAME SIGN	-	-	100	0.50	-
VIDEO SYSTEM	-	-	100	1.00	-
BATTERY BACKUP	-	-	25	1.00	-
PTZ CAMERA	-	-	75	1.00	-
TOTAL =					425.05

ENERGY COSTS BILLED TO: DUPAGE COUNTY D.O.T.  
421 N. COUNTY FARM RD  
WHEATON, IL 60187

ENERGY SUPPLY: CONTACT: MR. JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMED LOMBARD



USER NAME = Ibolzenius	DESIGNED - AYJ	REVISED -
PLOT SCALE = 100,0000 / in.	DRAWN - BAW	REVISED -
PLOT DATE = 12/28/2023	CHECKED - LB	REVISED -
	DATE - 9-1-23	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE GENEVA ROAD AT WINFIELD ROAD**

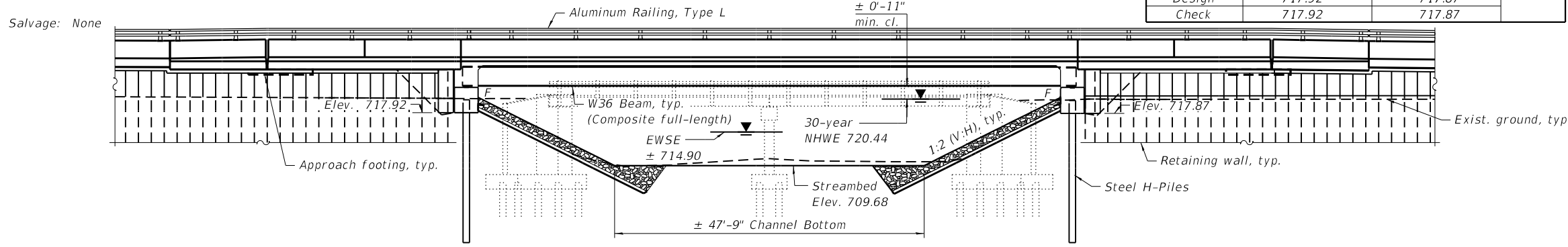
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	43
		CONTRACT NO.		61J30
ILLINOIS FED. AID PROJECT				

Benchmark: 0112 - 3.5 inch brass disk on the top of an 8 inch concrete headwall. 84' north of  $\text{\textcircled{C}}$  Geneva Rd. & 153' west of  $\text{\textcircled{C}}$  County Farm Rd. Elev. 727.25

Existing Structure: S.N. 022-3001 originally built in 1941 under section 108 B MFT and reconstructed and widened in 1991 under section 88-00265-00-FP. Superstructure consists of two (2) - 34'-3" spans of 17"x48" PPC deck beams with a bituminous overlay, and measures 64'-0" out-to-out and 70'-6" back-to-back of abutments. Substructure consists of RC wall-type pier and closed wall-type abutments, both founded on piles. Structure to be removed and replaced. Traffic to be maintained using stage construction, one EB lane during stage 1 and one lane in each direction during stage 2.

Salvage: None



**DESIGN SCOUR ELEVATION TABLE**

Event / Limit State	Design Scour Elevations (ft.), NAVD88		
	West Abutment	East Abutment	Item 113
Q100	717.92	717.87	8
Q200	717.92	717.87	
Design	717.92	717.87	
Check	717.92	717.87	

**DESIGN SPECIFICATIONS**  
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**DESIGN STRESSES**

**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f'_c = 4,000$  psi (Superstructure Concrete)  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (M270 Grade 50) (Structural Steel)  
 $f_y = 50,000$  psi (M202 Grade 50) (Sheet Piling)

**LOADING HL-93**

Allow 50#/sq. ft. for future wearing surface.

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.085g  
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.148g  
 Soil Site Class = D

**WATERWAY INFORMATION**

Drainage Area = 46.4 sq. mi.      Exist. Overtopping Elev. 720.65 @ Sta. 295+88  
 Prop. Overtopping Elev. 721.71 @ Sta. 292+09

Flood	Freq. Yr.	Q C.F.S.	Opening Ft <sup>2</sup>		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Ten-Year	10	1,480	494	633	719.18	0.29	0.09	719.47	719.27	
Design	30	1,885	494	748	720.44	0.45	0.11	720.89	720.55	
Base	100	2,400	494	834	721.56	0.18	0.19	721.74	721.75	
Scour Check	200	2,740	494	834	721.79	0.14	0.25	721.93	722.04	
Max. Calc.	500	3,200	494	834	722.31	0.07	0.34	722.38	722.65	
Overtop Exist.	>50	2,160	-	-	-	-	-	-	-	-
Overtop Prop.	>500	-	-	-	-	-	-	-	-	-

10-Year Velocity through Existing Bridge = 3.0 fps  
 10-Year Velocity through Proposed Bridge = 2.3 fps

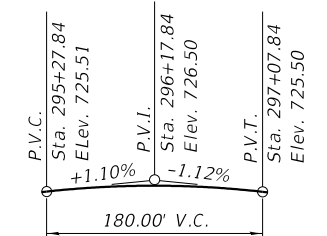
**LEGEND**

- Boring Location
- Exist. Aerial Line
- fo— Exist. Fiber Optic
- Prop. Storm Sewer
- CC&G Concrete Curb and Gutter



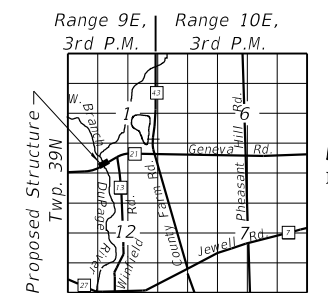
Arsalan M. Khan P.E., S.E.  
 State of Illinois No. 081.006258  
 Expires 11/30/2024  
 Date: 09/01/2023

I certify that to the best of 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 LRFD Bridge Design Specifications.

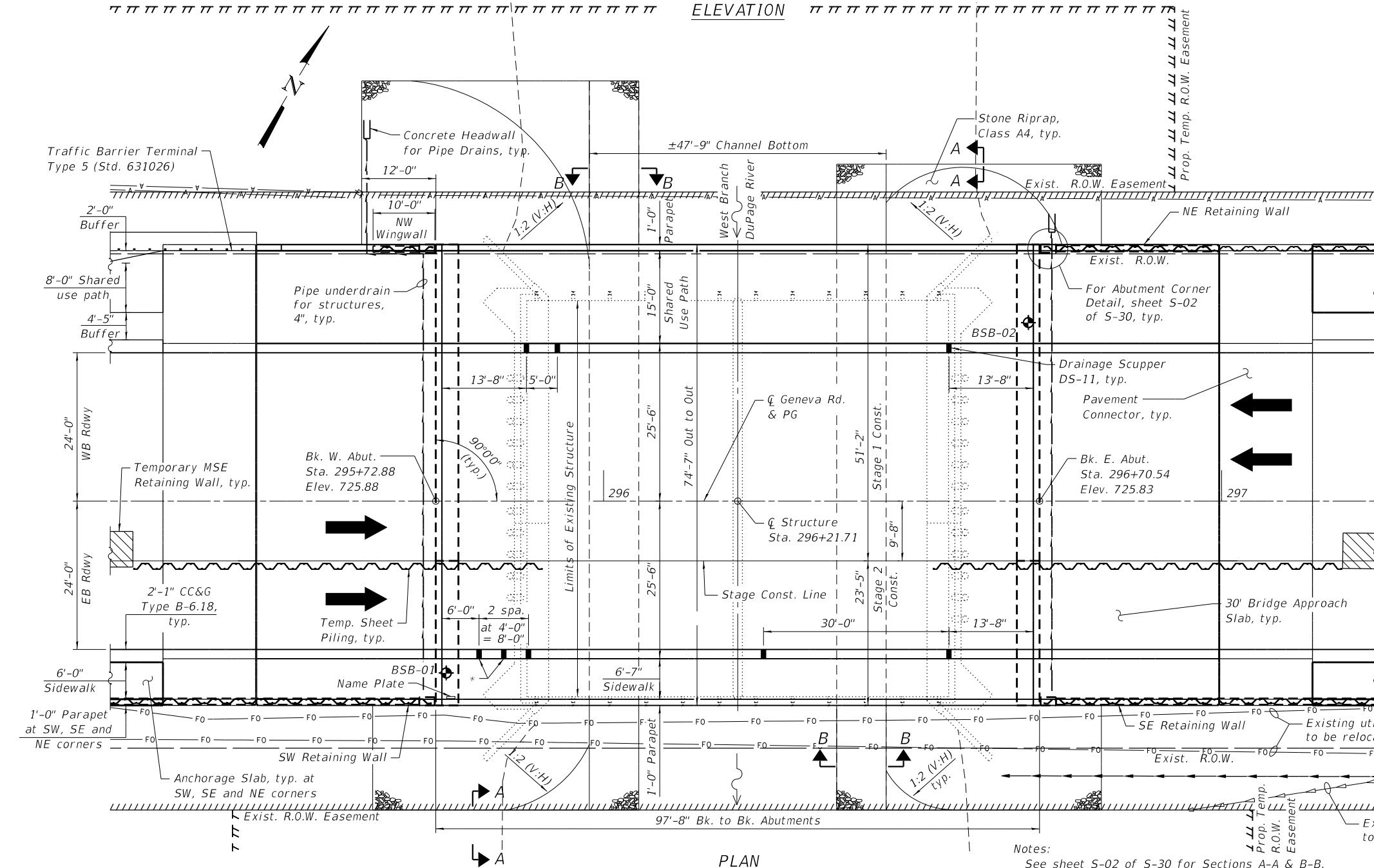


**PROFILE GRADE**

(Along  $\text{\textcircled{C}}$  Geneva Rd.)



**LOCATION SKETCH**



**PLAN**

**Notes:**  
 See sheet S-02 of S-30 for Sections A-A & B-B.  
 The pipes shall drain into concrete headwalls. (See article 601.05 of the Standard Specifications and Highway Standard 601101).

\* All scuppers shall free-fall drain through downspouts except these two scuppers which shall drain into a closed Drainage System. See sheet S-21 of S-30 for details.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	44
CONTRACT NO.				61130
ILLINOIS		FED. AID PROJECT		

SHEET S-01 OF S-30 SHEETS



USER NAME	sahmed	DESIGNED	PV	REVISED	
PLOT SCALE	20:0.0000 "/ in.	CHECKED	AMK	REVISED	
PLOT DATE	2/2/2024	DRAWN	RMH	REVISED	
		CHECKED	AMK	REVISED	

**GENERAL NOTES**

- Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 7/8 in. diameter, holes 1 1/16 in. diameter, unless otherwise noted.
- Calculated weight of Structural Steel = 346,640 lbs. (M270 Grade 50)
- All structural steel shall be AASHTO M 270 Grade 50 and shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

**INDEX OF SHEETS**

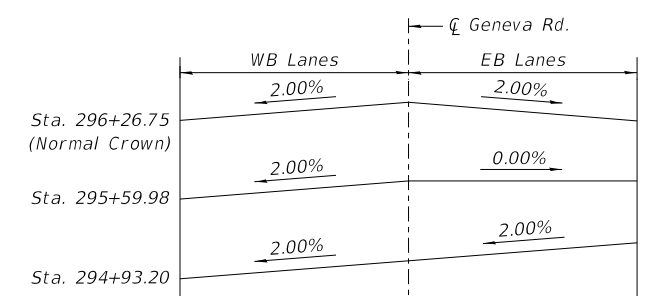
SHEET	TITLE
S-01	GENERAL PLAN & ELEVATION
S-02	GENERAL DATA
S-03	TEMPORARY SHEET PILING
S-04	TEMPORARY MSE RETAINING WALL DETAILS
S-05	STAGE CONSTRUCTION DETAILS
S-06	TEMPORARY CONCRETE BARRIER
S-07	TOP OF SLAB ELEVATIONS PLAN
S-08	TOP OF SLAB ELEVATIONS (1 OF 2)
S-09	TOP OF SLAB ELEVATIONS (2 OF 2)
S-10	TOP OF WEST APPROACH SLAB ELEVATIONS
S-11	TOP OF EAST APPROACH SLAB ELEVATIONS
S-12	SUPERSTRUCTURE
S-13	SUPERSTRUCTURE DETAILS (1 OF 2)
S-14	SUPERSTRUCTURE DETAILS (2 OF 2)
S-15	DIAPHRAGM DETAILS
S-16	APPROACH SLAB DETAILS (1 OF 2)
S-17	APPROACH SLAB DETAILS (2 OF 2)
S-18	PREFORMED PAVEMENT JOINT SEAL
S-19	ALUMINUM RAILING, TYPE I
S-20	DRAINAGE SCUPPER, DS-11
S-21	DRAINAGE SYSTEM DETAILS
S-22	FRAMING PLAN AND BEAM ELEVATION
S-23	STEEL DETAILS
S-24	ABUTMENTS
S-25	NW WINGWALL
S-26	HP PILE DETAILS
S-27	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
S-28	SOIL BORING LOGS (1 OF 3)
S-29	SOIL BORING LOGS (2 OF 3)
S-30	SOIL BORING LOGS (3 OF 3)

**TOTAL BILL OF MATERIALS**

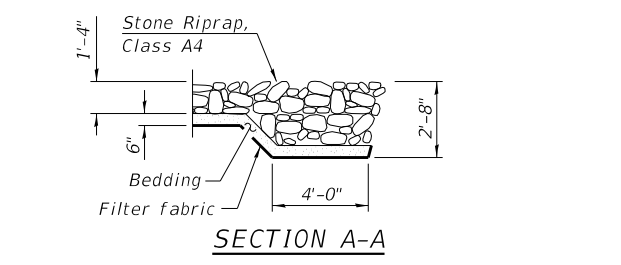
Item	Unit	Super	Sub	Total
Stone Riprap, Class A4	Sq Yd	—	911	911
Filter Fabric	Sq Yd	—	911	911
Removal Of Existing Structures	Each	—	—	1
Structure Excavation	Cu Yd	—	135	135
Concrete Structures	Cu Yd	—	122.3	122.3
Concrete Superstructure	Cu Yd	391.0	—	391.0
Bridge Deck Grooving	Sq Yd	848	—	848
Protective Coat	Sq Yd	1,409	—	1,409
Concrete Superstructure (Approach Slab)	Cu Yd	221.2	—	221.2
Furnishing And Erecting Structural Steel	L Sum	1	—	1
Stud Shear Connectors	Each	2,910	—	2,910
Reinforcement Bars, Epoxy Coated	Pound	141,120	20,890	162,010
Bar Splicers	Each	634	20	654
Aluminum Railing, Type L	Foot	352	—	352
Furnishing Steel Piles Hp12X74	Foot	—	1,350	1,350
Driving Piles	Foot	—	1,350	1,350
Test Pile Steel Hp12X74	Each	—	2	2
Pile Shoes	Each	—	20	20
Name Plates	Each	1	—	1
Anchor Bolts, 1"	Each	—	40	40
Temporary Sheet Piling	Sq Ft	—	3,021	3,021
Permanent Sheet Piling	Sq Ft	—	361	361
Temporary Mechanically Stabilized Earth Retaining Wall	Sq Ft	—	890	890
Drainage System For Structures	L Sum	1	—	1
Granular Backfill For Structures	Cu Yd	—	186	186
Geocomposite Wall Drain	Sq Yd	—	113	113
Concrete Headwalls For Pipe Drains	Each	—	2	2
Pipe Underdrains For Structures 4"	Foot	—	175	175
Bar Terminator	Each	440	772	1,212
Drainage Scuppers, DS-11	Each	8	—	8

W. BRANCH OF DUPAGE RIVER  
 BUILT 20\_\_ BY  
 DUPAGE COUNTY  
 SEC. 18-00260-10-BR  
 F.A.U. RT. 1397 STA. 296+21.71  
 STR. NO. 022-3093 - HL-93 LOADING

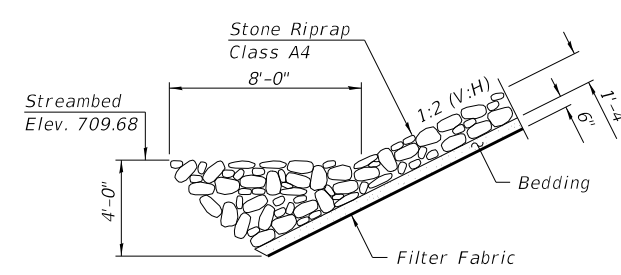
**NAME PLATE**  
 See Std. 515001



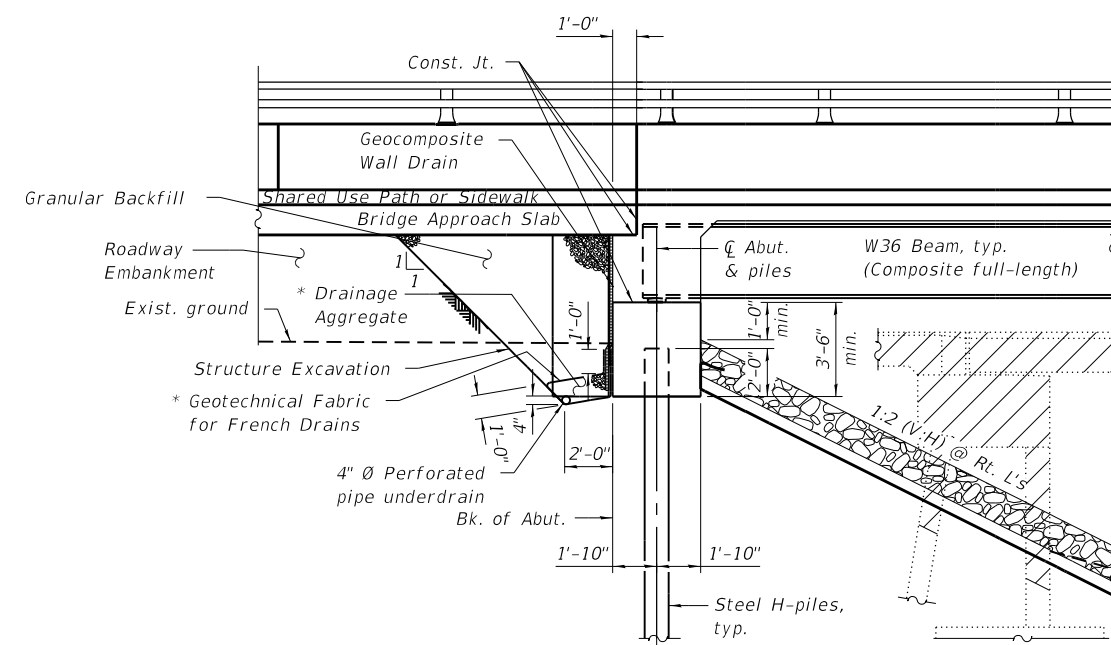
**CROSS-SLOPE TRANSITION**  
 (Looking Upstation)  
 (Dimensions at Rt. L's to C/L Geneva Rd.)



**SECTION A-A**

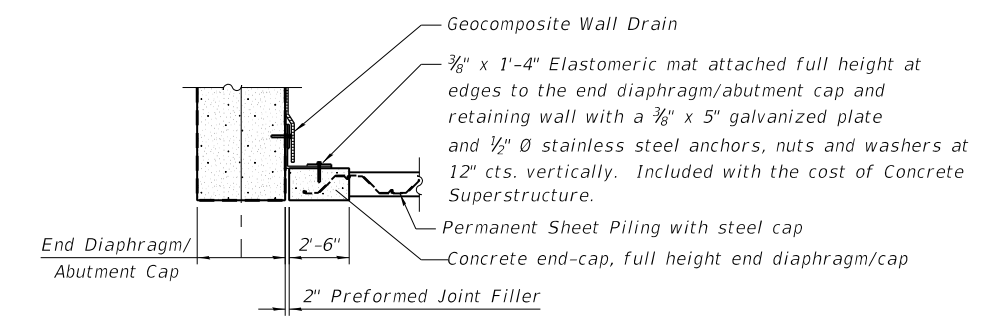


**SECTION B-B**



**SECTION THRU INTEGRAL ABUTMENT**

\* Included in the cost of Pipe Underdrains for Structures.



**ABUTMENT CORNER DETAIL**

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CHECKED	- AMK	CHECKED	- AMK	REVISED	
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PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

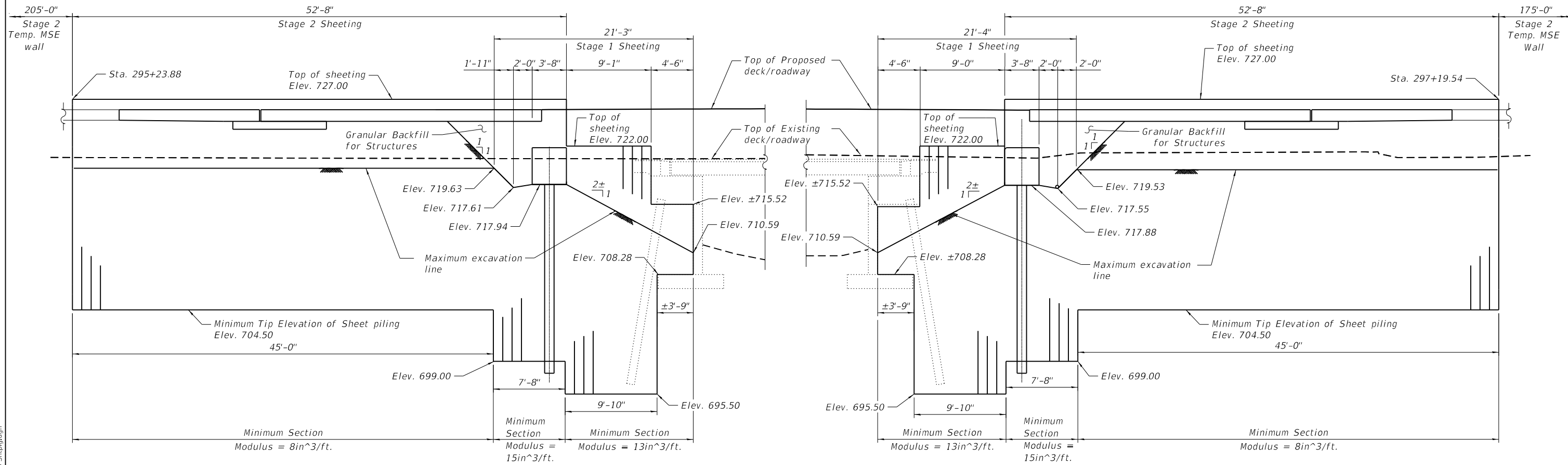
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 STRUCTURE NO. 022-3093**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00260-10-BR	DUPAGE	134	45
CONTRACT NO.			61130	

SHEET S-02 OF S-30 SHEETS

ILLINOIS FED. AID PROJECT





**WEST ABUTMENT TEMPORARY SHEET PILING**  
(Looking North)

**EAST ABUTMENT TEMPORARY SHEET PILING**  
(Looking North)

**BILL OF MATERIAL**

Item	Unit	Total
Temporary Sheet Piling	Sq. Ft.	3,021

**Notes:**

- The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost of Temporary Sheet Piling.
- If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

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		CHECKED	- PV	REVISED	
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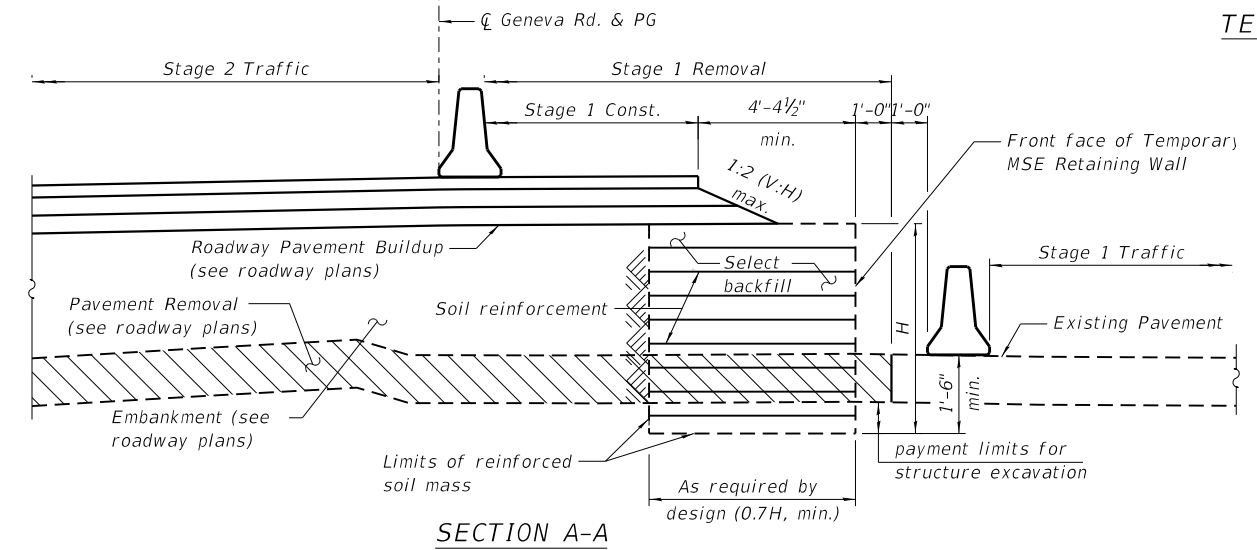
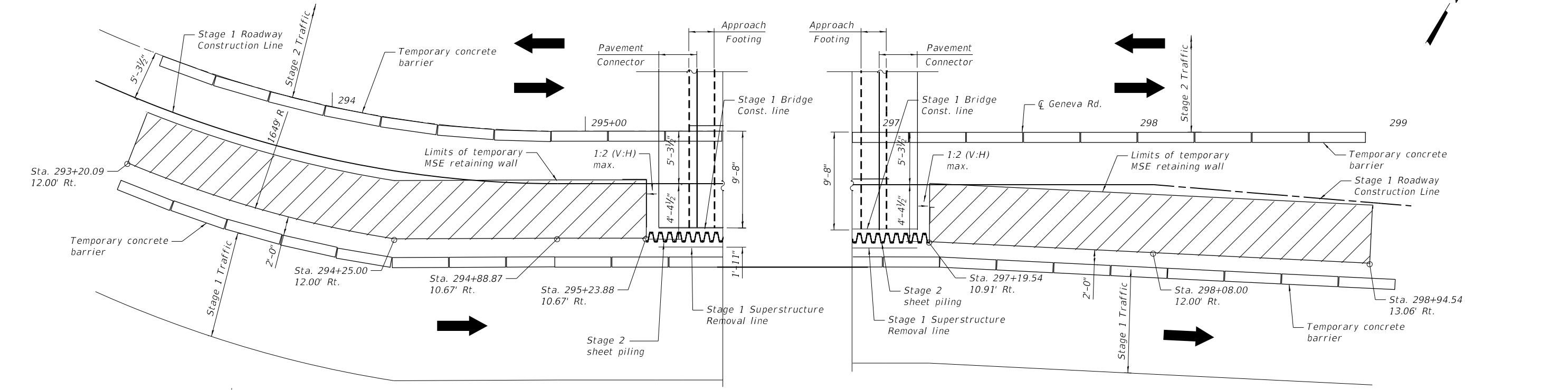
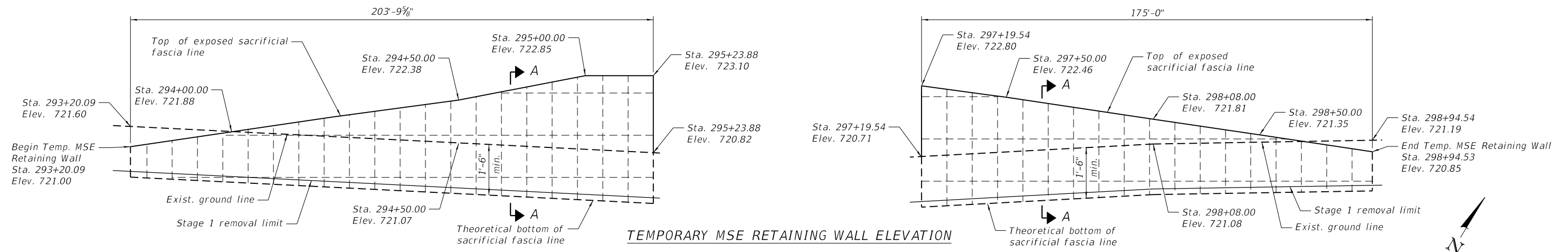
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING  
STRUCTURE NO. 022-3093**

SHEET S-03 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

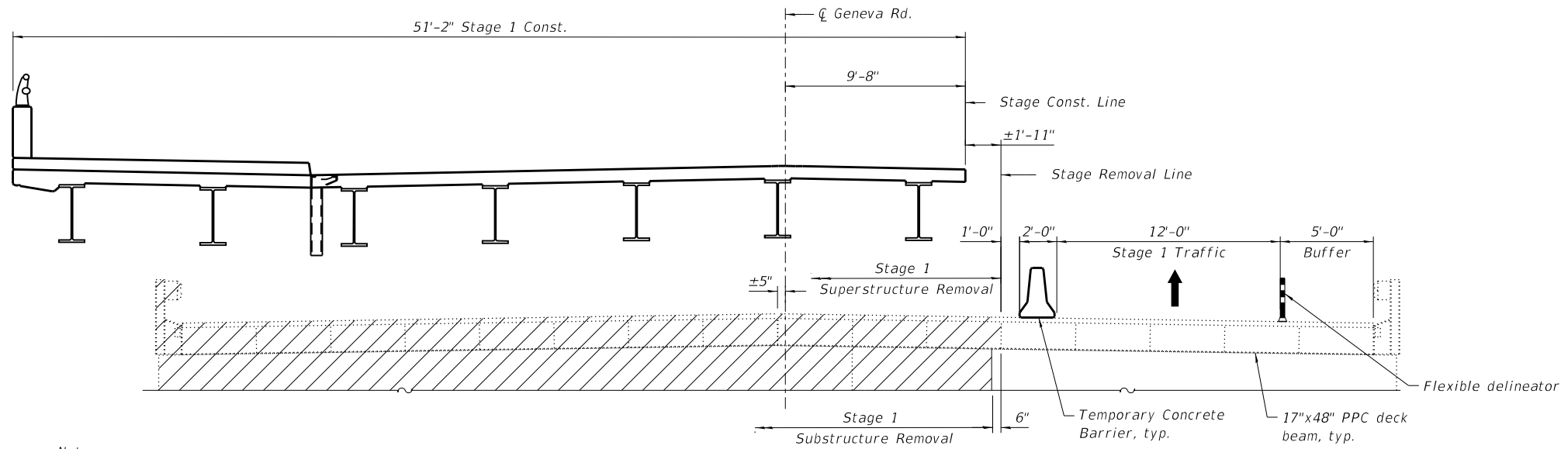
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Note:  
 Elevation view shown at face of the walls.

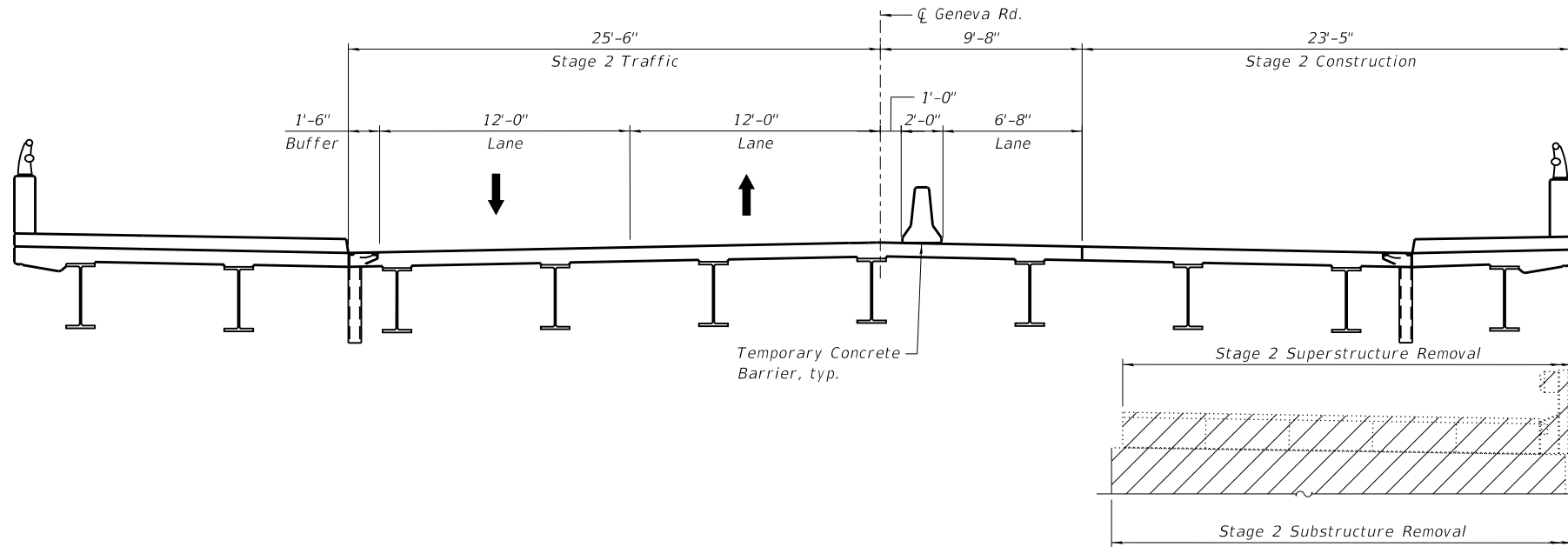
**BILL OF MATERIAL**

Item	Unit	Total
Temporary Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	890
Structure Excavation	Cu. Yd.	21

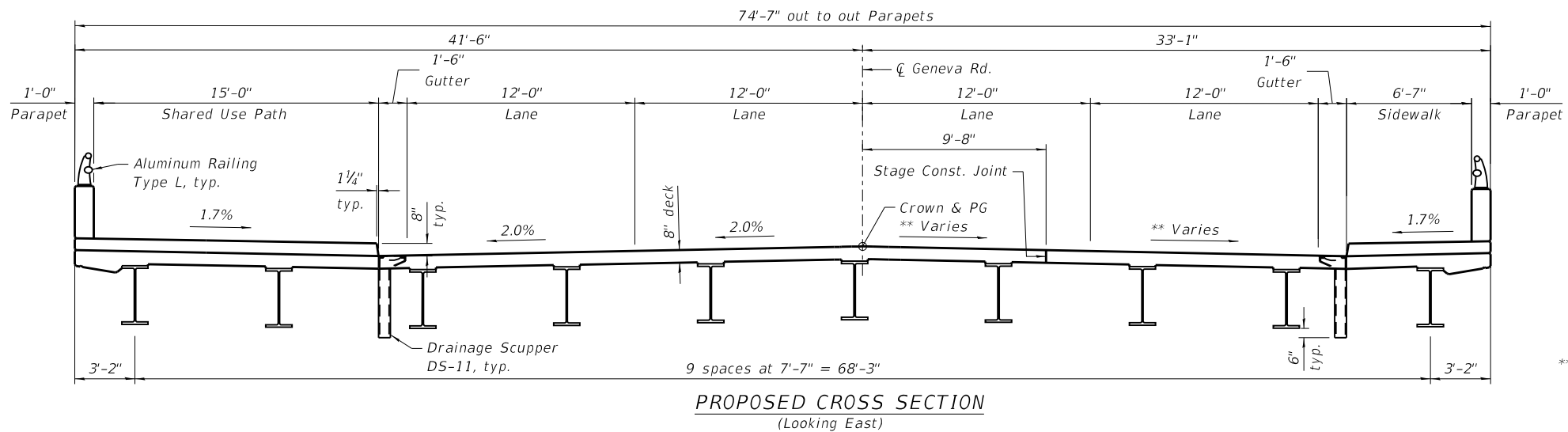


Note:  
For load posting requirements during Stage 1, see  
Traffic Control Plan on roadway sheets.

**STAGE 1 REMOVAL AND CONSTRUCTION**  
(Looking East)



**STAGE 2 REMOVAL AND CONSTRUCTION**  
(Looking East)



**PROPOSED CROSS SECTION**  
(Looking East)

\*\* See sheet S-02 of S-30  
for Cross-Slope Transition.

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USER NAME	• Ibolzenius
PLOT SCALE	• 8:0.0000 " = 1" / in.
PLOT DATE	• 12/28/2023

DESIGNED	- PV
CHECKED	- AMK
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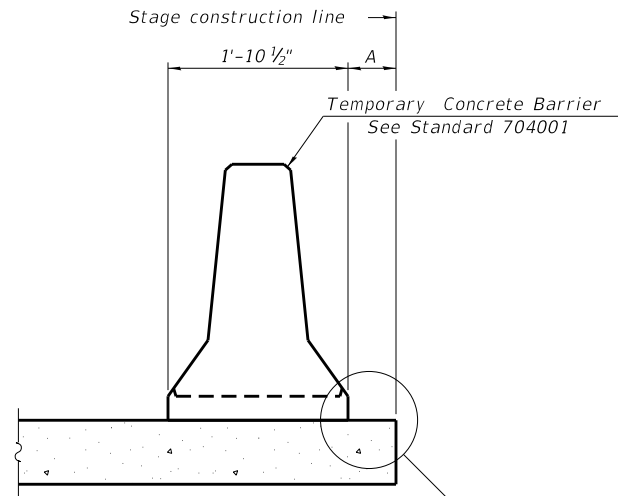
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 022-3093**

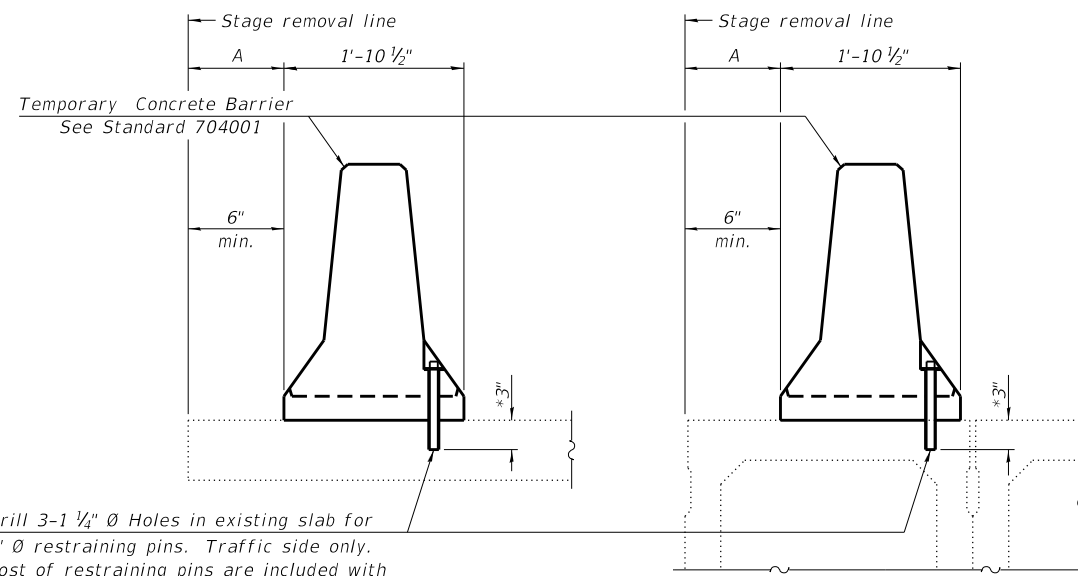
SHEET S-05 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	48
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

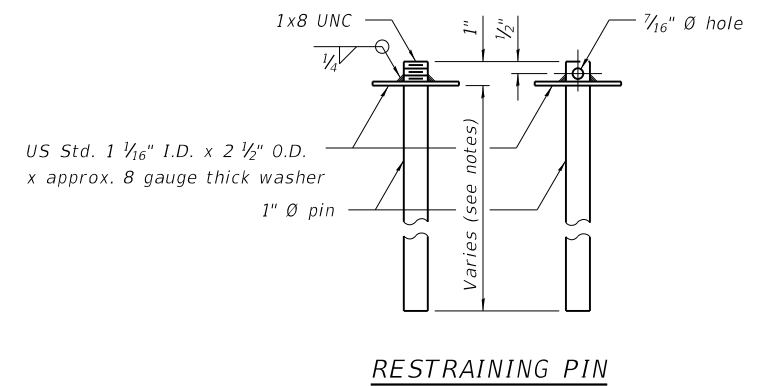


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

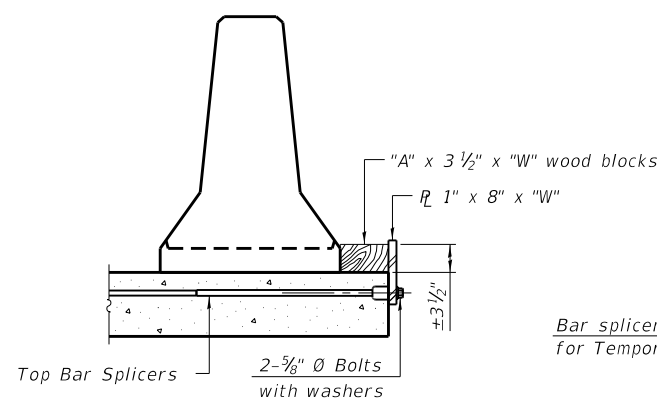
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

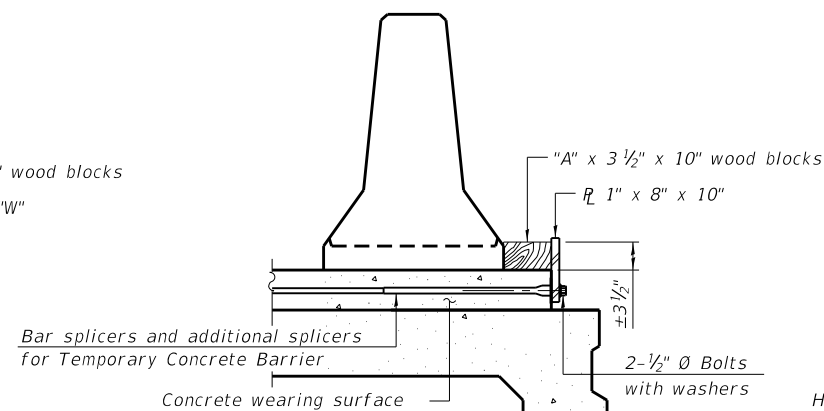


RESTRAINING PIN

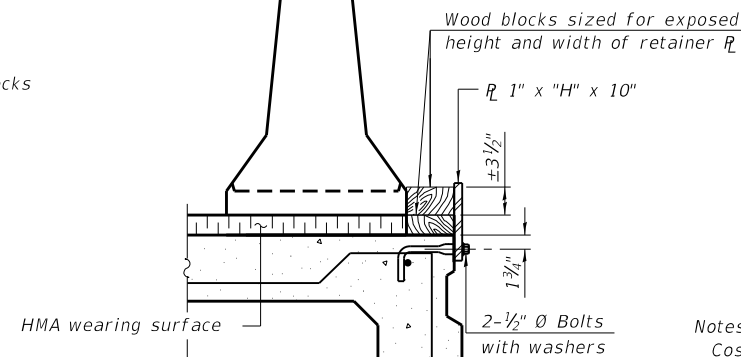
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



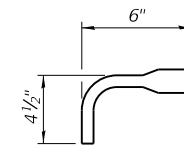
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

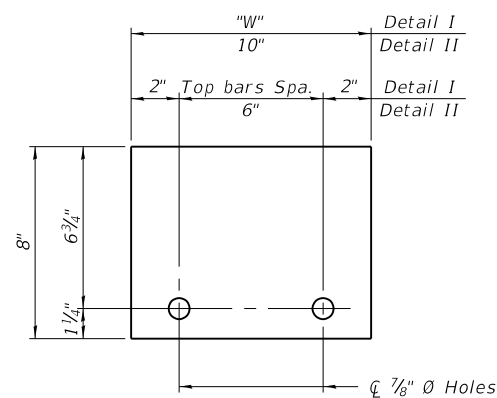
Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

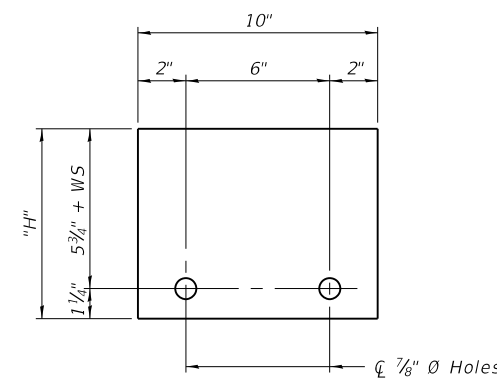
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER 1" x 8" x "W"  
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"  
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

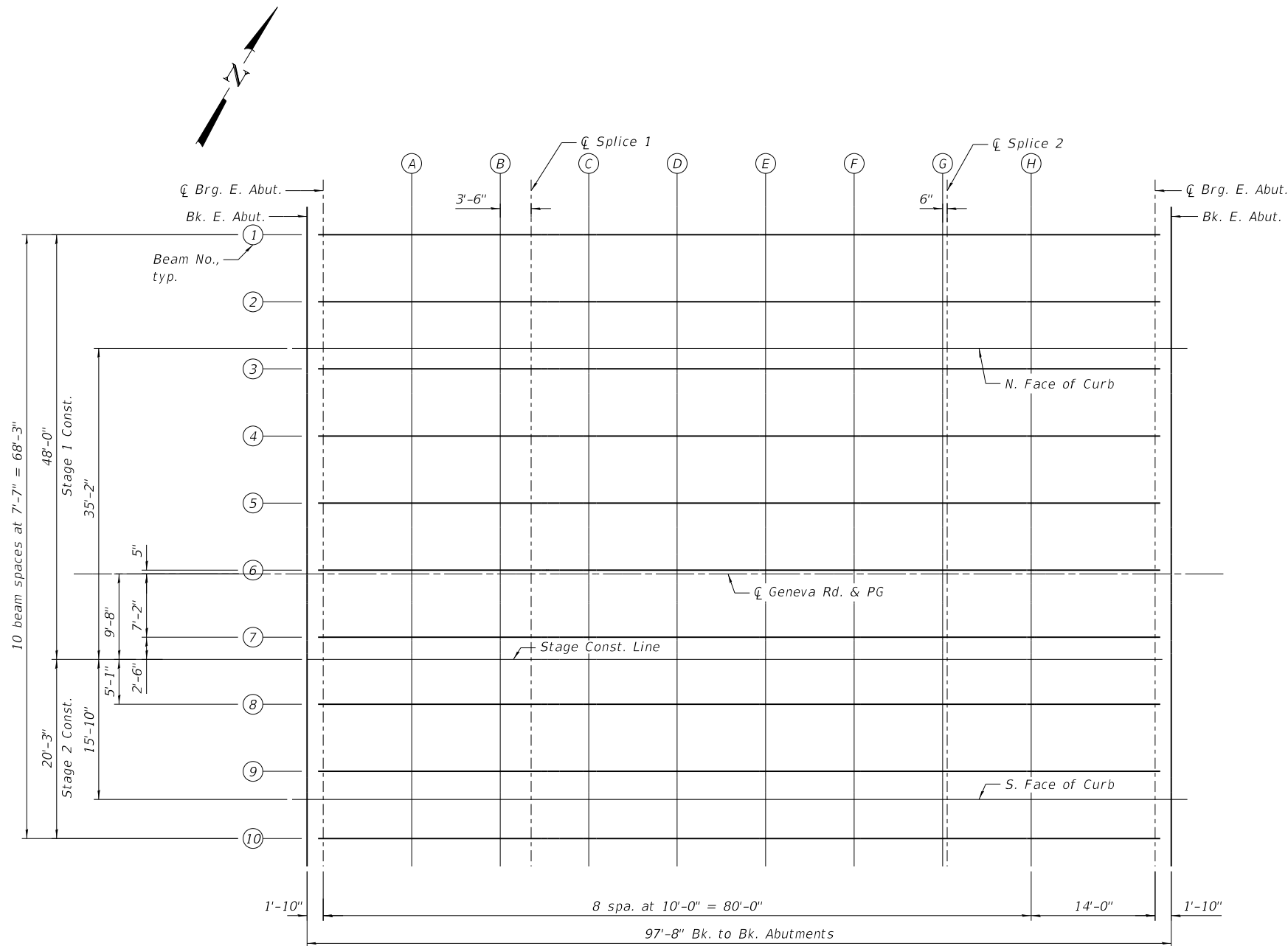
TEMPORARY CONCRETE BARRIER  
STRUCTURE NO. 022-3093

SHEET S-06 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	49
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

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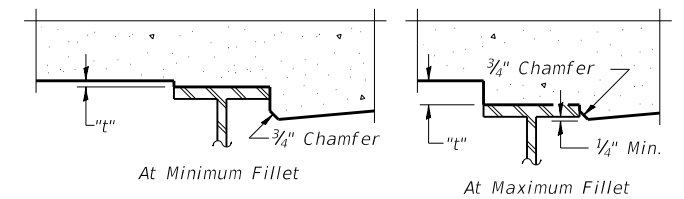
PLAN

	← C Brg. W. Abut.				→ C Brg. W. Abut.
Bm 10	2 3/4"	3 3/4"	2 3/4"		
Bm 9	2 1/4"	3 1/8"	2 1/4"		
Bm 8	1 7/8"	2 5/8"	1 7/8"		
Bm 7	1 5/8"	2 1/4"	1 5/8"		
Bms 5-6	1 3/4"	2 1/2"	1 3/4"		
Bms 3-4	2 1/8"	3"	2 1/8"		
Bm 2	2 3/4"	3 7/8"	2 3/4"		
Bm 1	2 1/8"	4 1/8"	2 1/8"		

4 spaces at 23'-6" = 94'-0"

DEAD LOAD DEFLECTION DIAGRAM  
 (Includes weight of concrete only.)

Note:  
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-08 and S-09 of S-30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on the left. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S-8 and S-9 of S-30, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



USER NAME	• Ibolzenius	DESIGNED	- PV	REVISED	
		CHECKED	- AMK	REVISED	
PLOT SCALE	• 16:0.0000 " / in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS PLAN  
 STRUCTURE NO. 022-3093

SHEET S-07 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	50
CONTRACT NO.			61130	

ILLINOIS FED. AID PROJECT

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	-38.33	725.62	725.62
CL BRG. W. ABUT.	295+74.71	-38.33	725.63	725.63
A	295+84.71	-38.33	725.68	725.79
B	295+94.71	-38.33	725.71	725.93
C	296+04.71	-38.33	725.73	726.03
D	296+14.71	-38.33	725.74	726.08
E	296+24.71	-38.33	725.74	726.08
F	296+34.71	-38.33	725.72	726.04
G	296+44.71	-38.33	725.70	725.95
H	296+54.71	-38.33	725.66	725.81
CL BRG. E. ABUT.	296+68.71	-38.33	725.58	725.58
BK. E. ABUT.	296+70.54	-38.33	725.57	725.57

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	-30.75	725.48	725.48
CL BRG. W. ABUT.	295+74.71	-30.75	725.49	725.49
A	295+84.71	-30.75	725.53	725.64
B	295+94.71	-30.75	725.56	725.77
C	296+04.71	-30.75	725.59	725.86
D	296+14.71	-30.75	725.60	725.91
E	296+24.71	-30.75	725.59	725.91
F	296+34.71	-30.75	725.58	725.87
G	296+44.71	-30.75	725.55	725.78
H	296+54.71	-30.75	725.51	725.66
CL BRG. E. ABUT.	296+68.71	-30.75	725.43	725.43
BK. E. ABUT.	296+70.54	-30.75	725.42	725.42

**N. FACE OF CURB**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	-25.50	725.37	725.37
CL BRG. W. ABUT.	295+74.71	-25.50	725.38	725.38
A	295+84.71	-25.50	725.43	725.51
B	295+94.71	-25.50	725.46	725.62
C	296+04.71	-25.50	725.48	725.70
D	296+14.71	-25.50	725.49	725.74
E	296+24.71	-25.50	725.49	725.74
F	296+34.71	-25.50	725.47	725.70
G	296+44.71	-25.50	725.45	725.63
H	296+54.71	-25.50	725.41	725.52
CL BRG. E. ABUT.	296+68.71	-25.50	725.33	725.33
BK. E. ABUT.	296+70.54	-25.50	725.32	725.32

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	-23.17	725.42	725.42
CL BRG. W. ABUT.	295+74.71	-23.17	725.43	725.43
A	295+84.71	-23.17	725.47	725.56
B	295+94.71	-23.17	725.51	725.67
C	296+04.71	-23.17	725.53	725.74
D	296+14.71	-23.17	725.54	725.78
E	296+24.71	-23.17	725.54	725.79
F	296+34.71	-23.17	725.52	725.75
G	296+44.71	-23.17	725.49	725.67
H	296+54.71	-23.17	725.45	725.57
CL BRG. E. ABUT.	296+68.71	-23.17	725.38	725.38
BK. E. ABUT.	296+70.54	-23.17	725.36	725.36

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	-15.58	725.57	725.57
CL BRG. W. ABUT.	295+74.71	-15.58	725.58	725.58
A	295+84.71	-15.58	725.63	725.71
B	295+94.71	-15.58	725.66	725.82
C	296+04.71	-15.58	725.68	725.89
D	296+14.71	-15.58	725.69	725.94
E	296+24.71	-15.58	725.69	725.94
F	296+34.71	-15.58	725.67	725.90
G	296+44.71	-15.58	725.64	725.83
H	296+54.71	-15.58	725.60	725.72
CL BRG. E. ABUT.	296+68.71	-15.58	725.53	725.53
BK. E. ABUT.	296+70.54	-15.58	725.52	725.52

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	-8.00	725.72	725.72
CL BRG. W. ABUT.	295+74.71	-8.00	725.73	725.73
A	295+84.71	-8.00	725.78	725.85
B	295+94.71	-8.00	725.81	725.94
C	296+04.71	-8.00	725.83	726.01
D	296+14.71	-8.00	725.84	726.04
E	296+24.71	-8.00	725.84	726.04
F	296+34.71	-8.00	725.82	726.01
G	296+44.71	-8.00	725.80	725.94
H	296+54.71	-8.00	725.76	725.85
CL BRG. E. ABUT.	296+68.71	-8.00	725.68	725.68
BK. E. ABUT.	296+70.54	-8.00	725.67	725.67

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	-0.42	725.87	725.87
CL BRG. W. ABUT.	295+74.71	-0.42	725.88	725.88
A	295+84.71	-0.42	725.93	726.00
B	295+94.71	-0.42	725.96	726.09
C	296+04.71	-0.42	725.98	726.16
D	296+14.71	-0.42	725.99	726.19
E	296+24.71	-0.42	725.99	726.20
F	296+34.71	-0.42	725.98	726.16
G	296+44.71	-0.42	725.95	726.10
H	296+54.71	-0.42	725.91	726.00
CL BRG. E. ABUT.	296+68.71	-0.42	725.83	725.83
BK. E. ABUT.	296+70.54	-0.42	725.82	725.82

**CL GENEVA ROAD & PG**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	0.00	725.88	725.88
CL BRG. W. ABUT.	295+74.71	0.00	725.89	725.89
A	295+84.71	0.00	725.94	726.01
B	295+94.71	0.00	725.97	726.10
C	296+04.71	0.00	725.99	726.17
D	296+14.71	0.00	726.00	726.20
E	296+24.71	0.00	726.00	726.20
F	296+34.71	0.00	725.98	726.17
G	296+44.71	0.00	725.96	726.10
H	296+54.71	0.00	725.92	726.01
CL BRG. E. ABUT.	296+68.71	0.00	725.84	725.84
BK. E. ABUT.	296+70.54	0.00	725.83	725.83

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	7.17	725.86	725.86
CL BRG. W. ABUT.	295+74.71	7.17	725.86	725.86
A	295+84.71	7.17	725.89	725.96
B	295+94.71	7.17	725.90	726.03
C	296+04.71	7.17	725.90	726.08
D	296+14.71	7.17	725.88	726.10
E	296+24.71	7.17	725.86	726.08
F	296+34.71	7.17	725.84	726.04
G	296+44.71	7.17	725.81	725.97
H	296+54.71	7.17	725.77	725.87
CL BRG. E. ABUT.	296+68.71	7.17	725.70	725.70
BK. E. ABUT.	296+70.54	7.17	725.68	725.68

Note:  
All offsets are measured from PG.

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USER NAME	• Ibolzenus	DESIGNED	- PV	REVISED
		CHECKED	- AMK	REVISED
PLOT SCALE	• 0:2.0000 " = 1' / in.	DRAWN	- RMH	REVISED
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS (1 OF 2)  
STRUCTURE NO. 022-3093**

SHEET S-08 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	51
CONTRACT NO.			61J30	
ILLINOIS			FED. AID PROJECT	

**STAGE CONST. LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	9.67	725.85	725.85
CL BRG. W. ABUT.	295+74.71	9.67	725.85	725.85
A	295+84.71	9.67	725.87	725.93
B	295+94.71	9.67	725.87	725.99
C	296+04.71	9.67	725.86	726.02
D	296+14.71	9.67	725.84	726.02
E	296+24.71	9.67	725.81	725.99
F	296+34.71	9.67	725.79	725.96
G	296+44.71	9.67	725.76	725.89
H	296+54.71	9.67	725.72	725.81
CL BRG. E. ABUT.	296+68.71	9.67	725.65	725.65
BK. E. ABUT.	296+70.54	9.67	725.63	725.63

**BEAM 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	14.75	725.83	725.83
CL BRG. W. ABUT.	295+74.71	14.75	725.83	725.83
A	295+84.71	14.75	725.83	725.90
B	295+94.71	14.75	725.82	725.96
C	296+04.71	14.75	725.80	725.98
D	296+14.71	14.75	725.76	725.98
E	296+24.71	14.75	725.71	725.93
F	296+34.71	14.75	725.69	725.89
G	296+44.71	14.75	725.66	725.82
H	296+54.71	14.75	725.62	725.72
CL BRG. E. ABUT.	296+68.71	14.75	725.54	725.54
BK. E. ABUT.	296+70.54	14.75	725.62	725.53

**BEAM 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	22.33	725.80	725.80
CL BRG. W. ABUT.	295+74.71	22.33	725.79	725.79
A	295+84.71	22.33	725.77	725.86
B	295+94.71	22.33	725.74	725.91
C	296+04.71	22.33	725.69	725.92
D	296+14.71	22.33	725.64	725.89
E	296+24.71	22.33	725.57	725.83
F	296+34.71	22.33	725.54	725.78
G	296+44.71	22.33	725.51	725.70
H	296+54.71	22.33	725.47	725.59
CL BRG. E. ABUT.	296+68.71	22.33	725.39	725.39
BK. E. ABUT.	296+70.54	22.33	725.38	725.38

**S. FACE OF CURB**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	25.50	725.78	725.78
CL BRG. W. ABUT.	295+74.71	25.50	725.78	725.78
A	295+84.71	25.50	725.75	725.84
B	295+94.71	25.50	725.71	725.87
C	296+04.71	25.50	725.65	725.88
D	296+14.71	25.50	725.58	725.84
E	296+24.71	25.50	725.50	725.77
F	296+34.71	25.50	725.47	725.71
G	296+44.71	25.50	725.45	725.64
H	296+54.71	25.50	725.41	725.53
CL BRG. E. ABUT.	296+68.71	25.50	725.33	725.33
BK. E. ABUT.	296+70.54	25.50	725.32	725.32

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
BK. W. ABUT.	295+72.88	29.92	725.88	725.88
CL BRG. W. ABUT.	295+74.71	29.92	725.88	725.88
A	295+84.71	29.92	725.85	725.95
B	295+94.71	29.92	725.81	726.00
C	296+04.71	29.92	725.75	726.02
D	296+14.71	29.92	725.68	725.99
E	296+24.71	29.92	725.60	725.92
F	296+34.71	29.92	725.57	725.86
G	296+44.71	29.92	725.54	725.77
H	296+54.71	29.92	725.50	725.65
CL BRG. E. ABUT.	296+68.71	29.92	725.43	725.43
BK. E. ABUT.	296+70.54	29.92	725.42	725.42

Note:  
All offsets are measured from PG.

MODEL: Default  
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USER NAME	• Ibolzenus	DESIGNED	- PV	REVISED	
		CHECKED	- AMK	REVISED	
PLOT SCALE	• 0:2.0000 " = 1' / in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS (2 OF 2)  
STRUCTURE NO. 022-3093**

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	52
			CONTRACT NO. 61J30	
		ILLINOIS	FED. AID PROJECT	

**NORTH EDGE OF DECK**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	295+43.88	-41.50	725.48
A1	295+53.88	-41.50	725.56
A2	295+63.88	-41.50	725.63
E. End of West Appr. Slab	295+73.88	-41.50	725.69

**NORTH FACE OF CURB**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	295+43.88	-25.50	725.16
A1	295+53.88	-25.50	725.25
A2	295+63.88	-25.50	725.32
E. End of West Appr. Slab	295+73.88	-25.50	725.38

**CL GENEVA ROAD & PG**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	295+43.88	0.00	725.67
A1	295+53.88	0.00	725.76
A2	295+63.88	0.00	725.83
E. End of West Appr. Slab	295+73.88	0.00	725.89

**STAGE CONST. LINE**

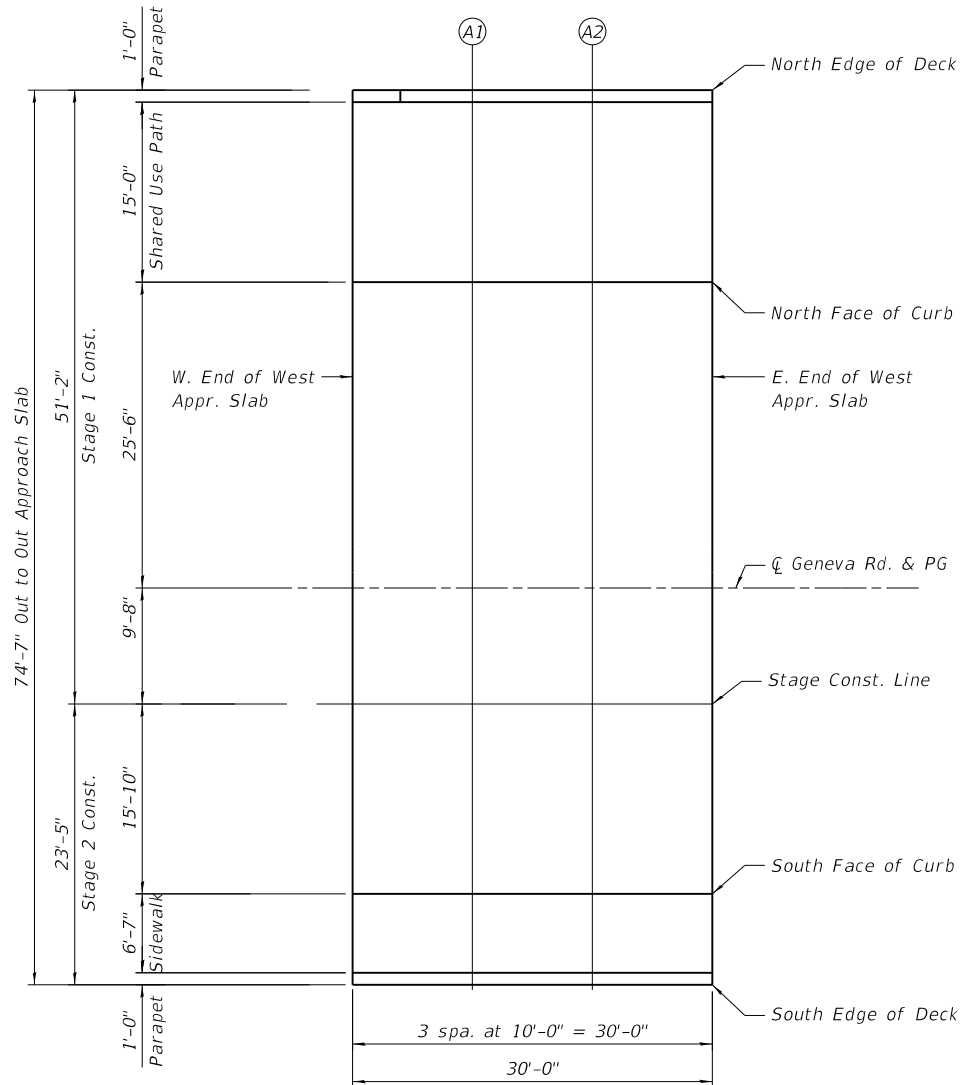
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	295+43.88	9.67	725.72
A1	295+53.88	9.67	725.78
A2	295+63.88	9.67	725.82
E. End of West Appr. Slab	295+73.88	9.67	725.85

**SOUTH FACE OF CURB**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	295+43.88	25.50	725.80
A1	295+53.88	25.50	725.80
A2	295+63.88	25.50	725.80
E. End of West Appr. Slab	295+73.88	25.50	725.78

**SOUTH EDGE OF DECK**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	295+43.88	33.08	725.97
A1	295+53.88	33.08	725.97
A2	295+63.88	33.08	725.97
E. End of West Appr. Slab	295+73.88	33.08	725.95



**WEST APPROACH SLAB PLAN**



Note:  
All offset are measured from PG.

MODEL: Default  
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USER NAME	• Ibolzenius	DESIGNED	- PV	REVISED	
		CHECKED	- AMK	REVISED	
PLOT SCALE	• 16:0.0000 " = 1' in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 022-3093**

SHEET S-10 OF S-30 SHEETS

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	53
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		



**NORTH EDGE OF DECK**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	296+69.54	-41.50	725.64
A3	296+79.54	-41.50	725.57
A4	296+89.54	-41.50	725.48
E. End of East Appr. Slab	296+99.54	-41.50	725.39

**NORTH FACE OF CURB**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	296+69.54	-25.50	725.32
A3	296+79.54	-25.50	725.25
A4	296+89.54	-25.50	725.17
E. End of East Appr. Slab	296+99.54	-25.50	725.07

**CL GENEVA ROAD & PG**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	296+69.54	0.00	725.83
A3	296+79.54	0.00	725.76
A4	296+89.54	0.00	725.68
E. End of East Appr. Slab	296+99.54	0.00	725.58

**STAGE CONST. LINE**

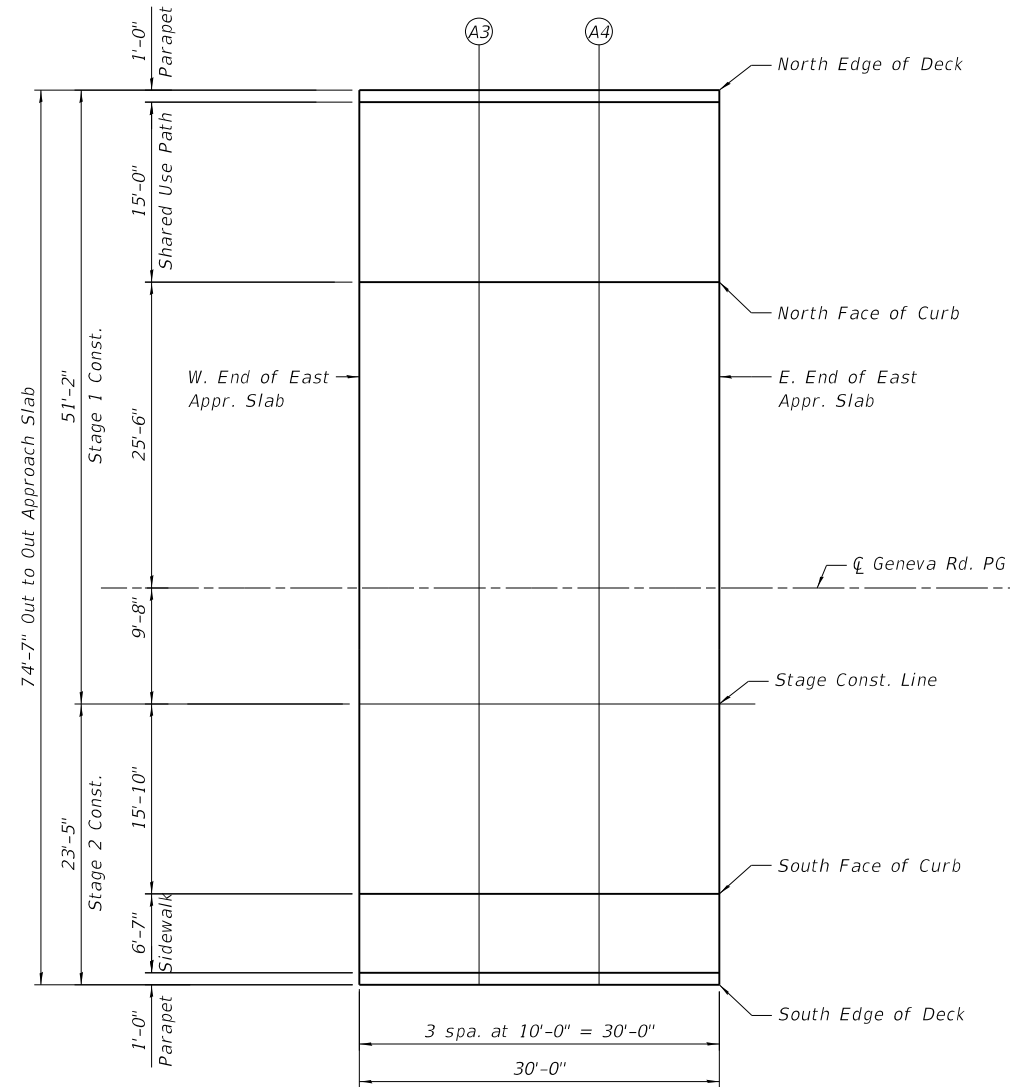
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	296+69.54	9.67	725.64
A3	296+79.54	9.67	725.57
A4	296+89.54	9.67	725.49
E. End of East Appr. Slab	296+99.54	9.67	725.39

**SOUTH FACE OF CURB**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	296+69.54	25.50	725.32
A3	296+79.54	25.50	725.25
A4	296+89.54	25.50	725.17
E. End of East Appr. Slab	296+99.54	25.50	725.07

**SOUTH EDGE OF DECK**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	296+69.54	33.08	725.49
A3	296+79.54	33.08	725.42
A4	296+89.54	33.08	725.34
E. End of East Appr. Slab	296+99.54	33.08	725.25



**EAST APPROACH SLAB PLAN**

Note:  
All offset are measured from PG.

MODEL: Default  
FILE NAME: p:\1\patrickcp-pw-bentley.com\patrickcp-pw-07\Documents\Dupage\_County\22277.024\_GenevaBRPH212\_Design\12.3\_CADD\SHEETS\024-SHT-0223093-01-1-TOEASE.dgn



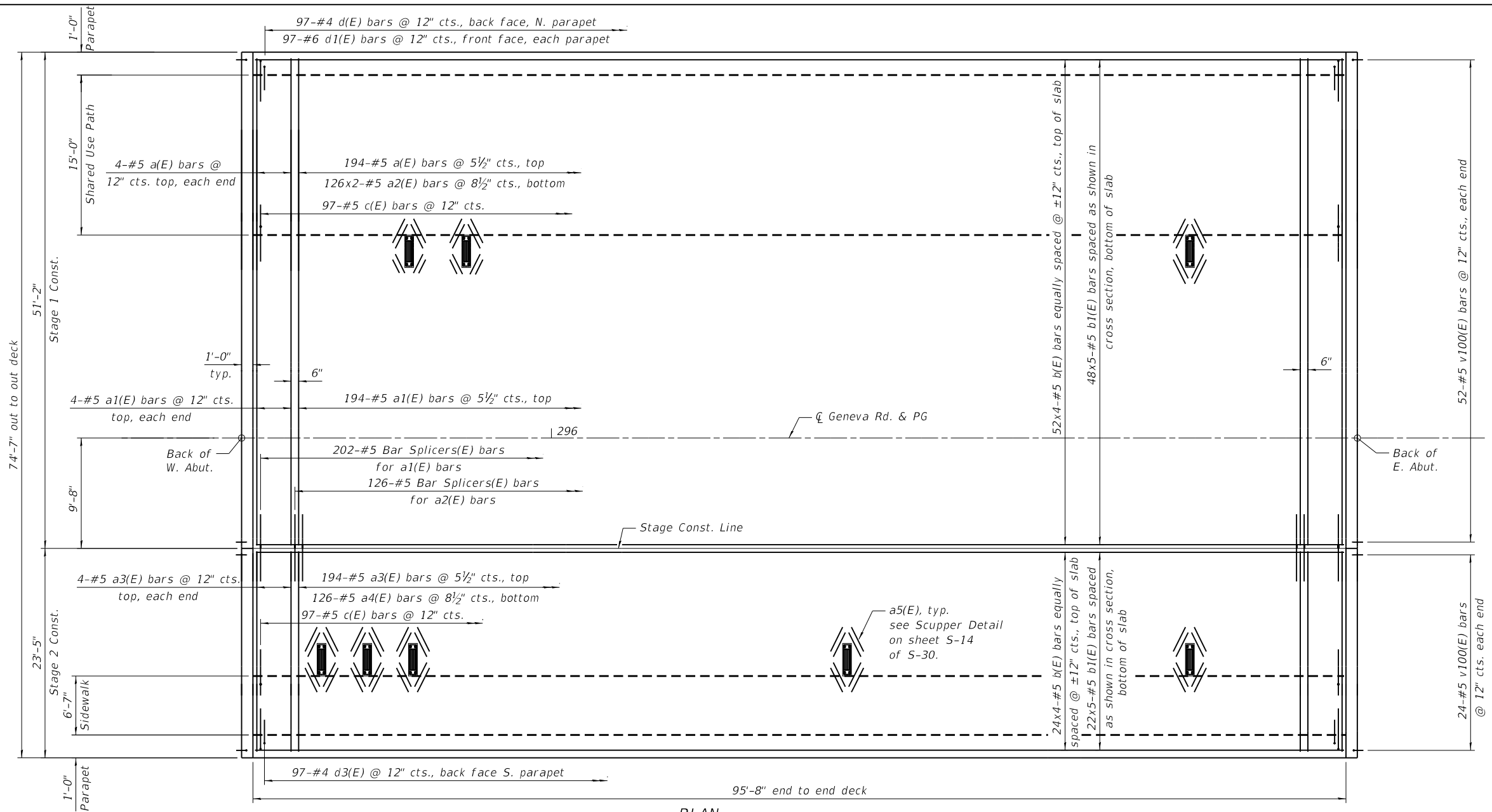
USER NAME	• Ibolzenus	DESIGNED	- PV	REVISED	
		CHECKED	- AMK	REVISED	
PLOT SCALE	• 16:0.0000 " = 1" / in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

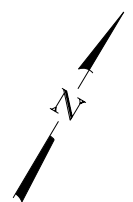
**TOP OF EAST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 022-3093**

SHEET S-11 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	54
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61J30	



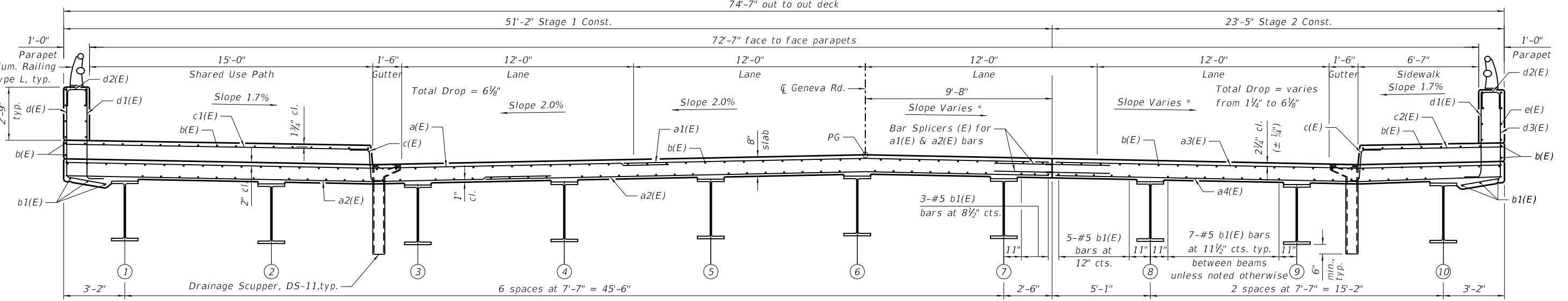
PLAN



TYP. LAP SPLICE

Bar Size	Min. Lap
#5	3'-6"

Notes:  
 See sheets S-13 and S-14 of S-30 for superstructure details and Bill of Material. See sheet S-15 of S-30 for integral abutment diaphragm details.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See sheet S-01 of S-30 for drainage scupper spacing.  
 See sheet S-27 of S-30 for Bar Splicer details.



CROSS SECTION

(Looking East)

\* See Cross-Slope Transition on sheet S-02 of S-30.

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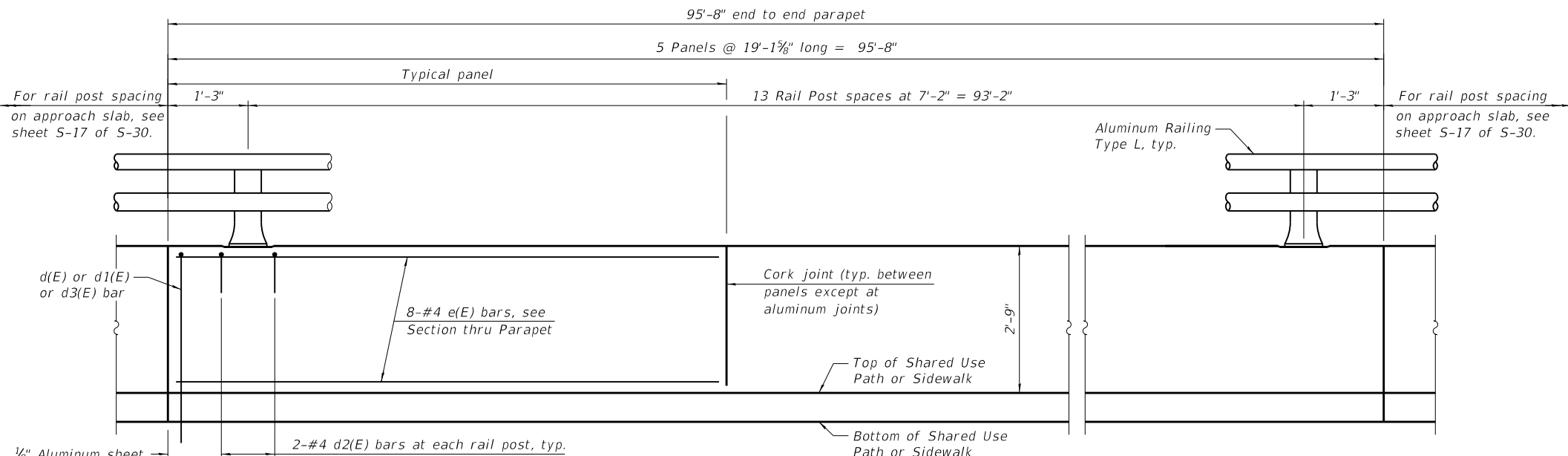
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

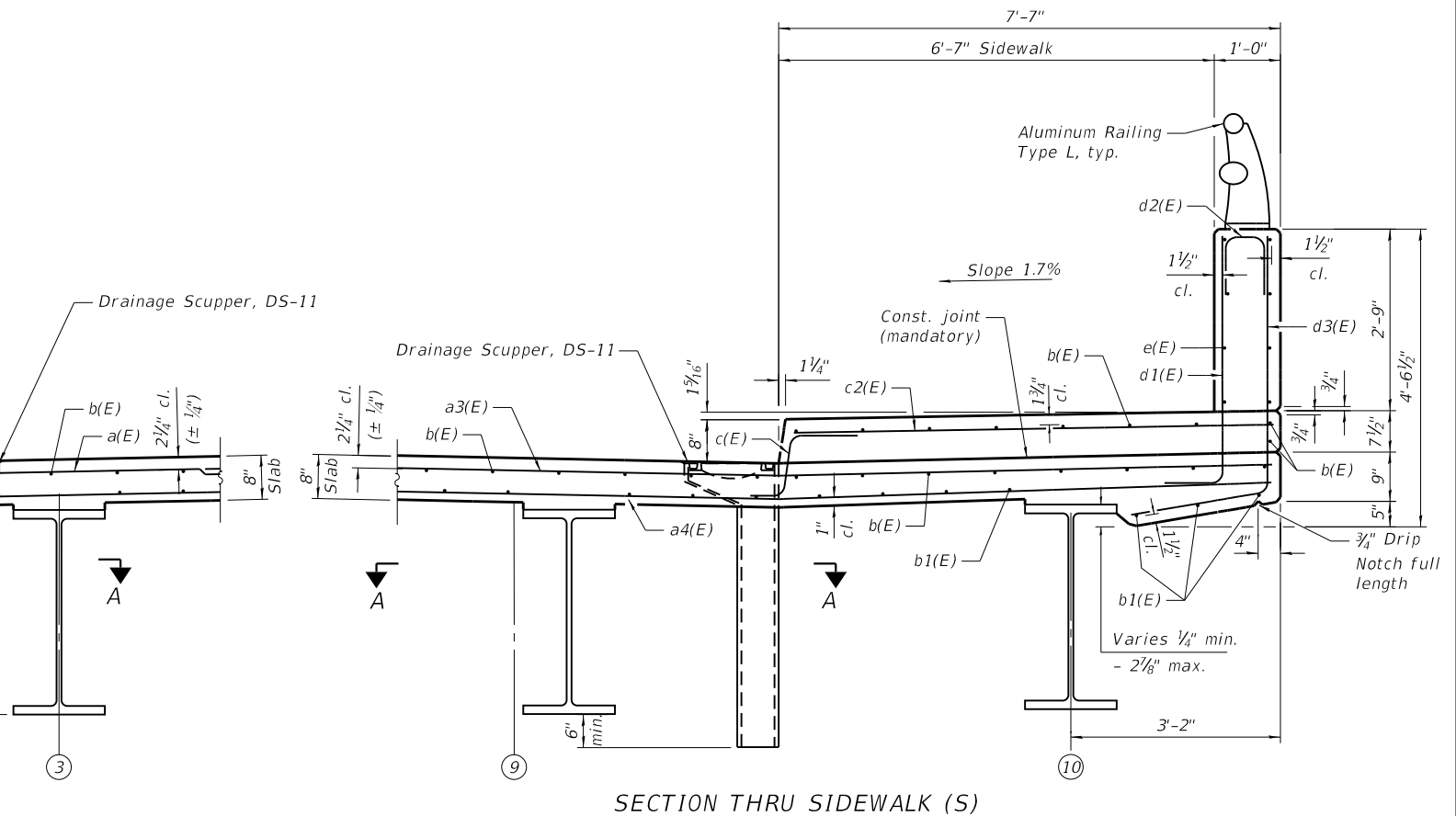
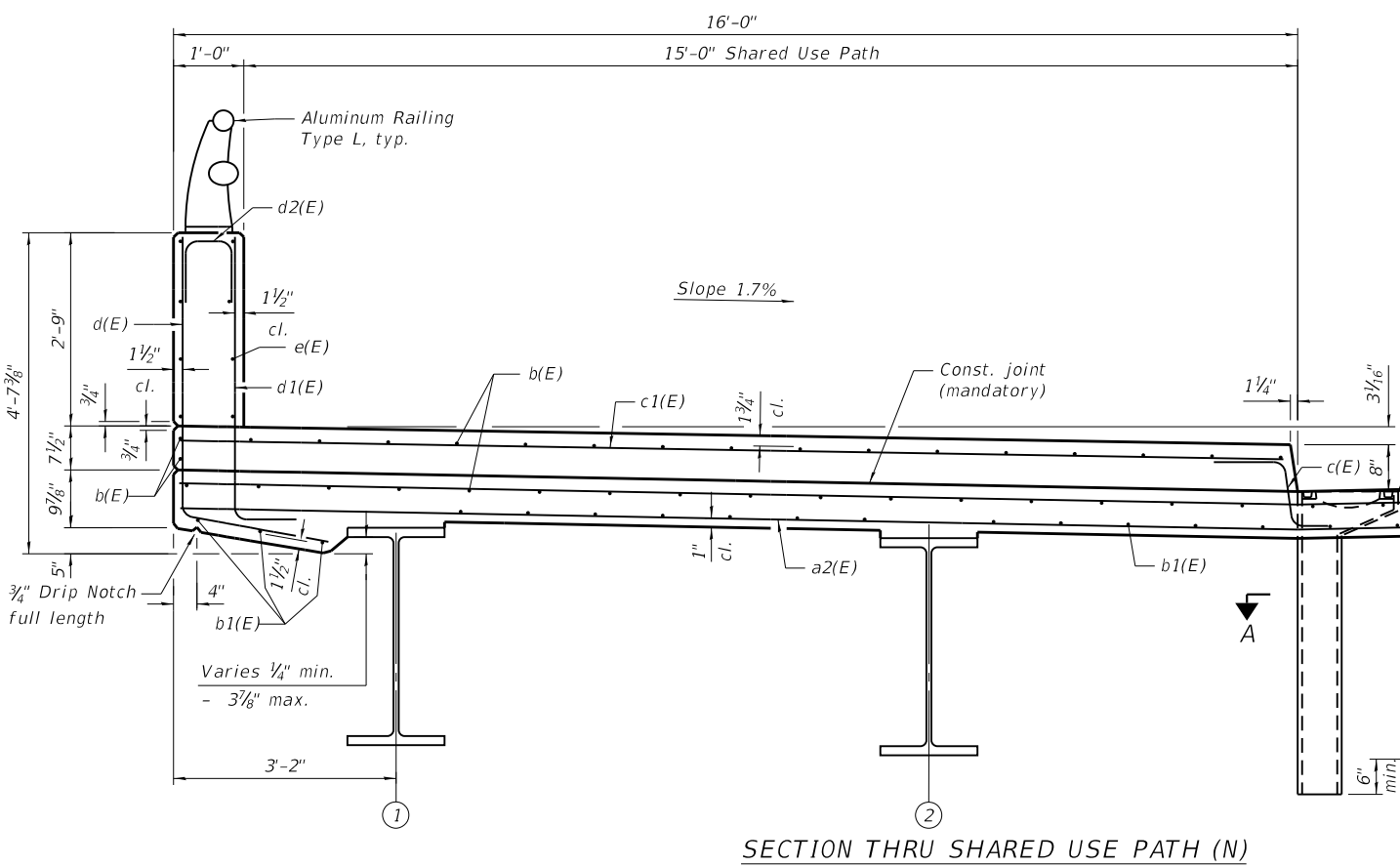
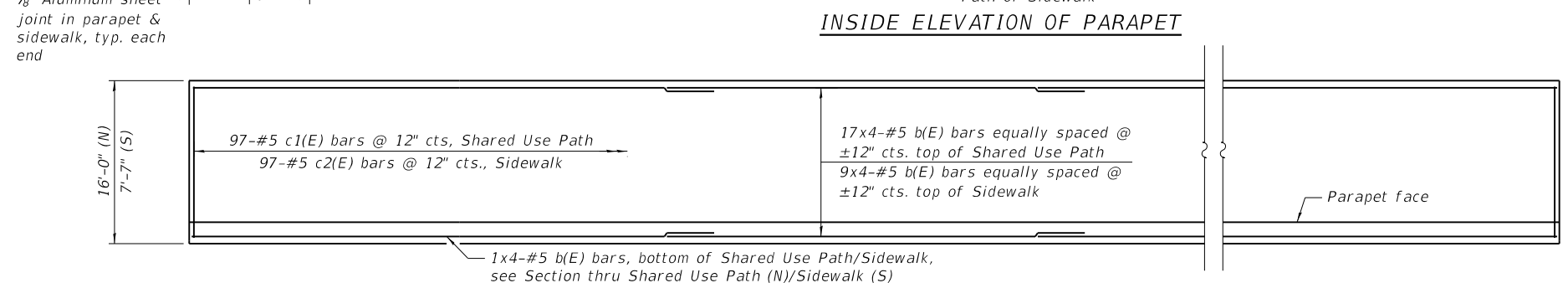
**SUPERSTRUCTURE**  
**STRUCTURE NO. 022-3093**

SHEET S-12 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	55
CONTRACT NO.			61J30	
ILLINOIS FED. AID PROJECT				



Note:  
 See sheet S-14 of S-30 for Bar diagrams and Superstructure Bill of Materials.  
 See Sheet S-19 of S-30 for Aluminum Railing, Type L details.  
 See Sheet S-20 of S-30 for Drainage Scupper, DS-11 details.



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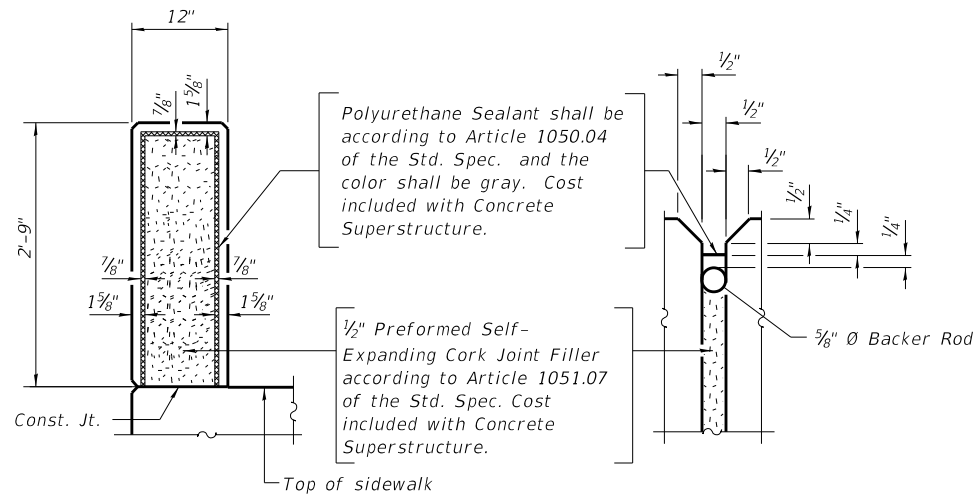
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS (1 of 2)**  
**STRUCTURE NO. 022-3093**

SHEET S-13 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	56
CONTRACT NO.			61130	

ILLINOIS FED. AID PROJECT



**PARAPET JOINT DETAILS**

**Notes:**

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

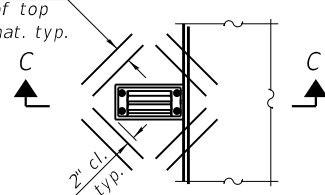
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

\* In lieu of bottom leg, c(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

**TYP. LAP SPLICE**

Bar Size	Min. Lap
#5	3'-6"
#6	4'-0"

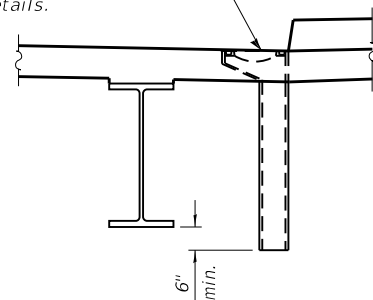
2-#5 a5(E) bars at 4" cts. (1'-6" large) tied to bottom of top reinforcement mat. typ.



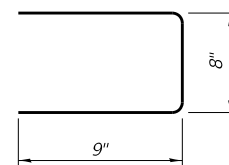
**SCUPPER DETAIL**

Note:  
Cut longitudinal reinforcement to clear drainage scuppers.

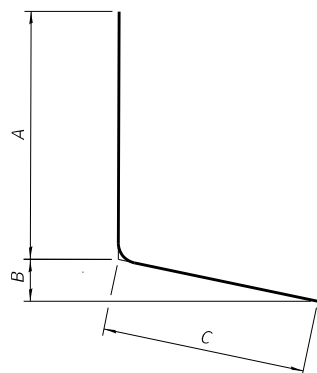
Drainage Scupper, DS-11 See sheet S-20 of S-30 for details.



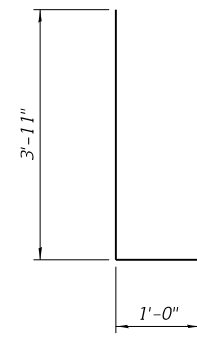
**SECTION C-C**



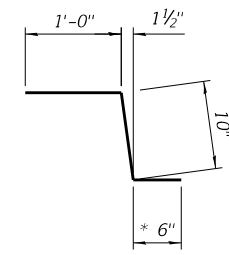
**BAR d2(E)**



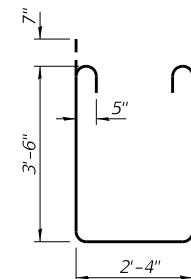
Bar	A	B	C
d(E)	3'-11"	4 3/8"	2'-2"
d3(E)	3'-10"	4 1/4"	2'-2"



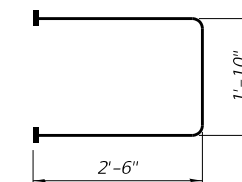
**BAR d1(E)**



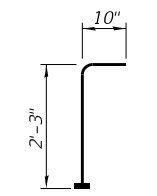
**BAR c(E)**



**BAR s11(E)**



**BAR s10(E)**



**BAR v100(E)**  
(Headed)

**SUPERSTRUCTURE BILL OF MATERIAL**

(Stage 1 and Stage 2 Construction)

Bar	No.	Size	Length	Shape
a(E)	202	#5	31'-1"	—
a1(E)	202	#5	23'-3"	—
a2(E)	252	#5	27'-3"	—
a3(E)	202	#5	23'-1"	—
a4(E)	126	#5	23'-1"	—
a5(E)	64	#5	1'-6"	—
b(E)	416	#5	26'-6"	—
b1(E)	350	#5	21'-11"	—
c(E)	194	#5	2'-4"	┌
c1(E)	97	#5	15'-7"	—
c2(E)	97	#5	7'-2"	—
d(E)	97	#4	6'-1"	└
d1(E)	194	#6	4'-11"	└
d2(E)	56	#4	2'-2"	└
d3(E)	97	#4	6'-0"	└
e(E)	80	#4	18'-9"	—
m10(E)	16	#6	27'-5"	—
m11(E)	48	#6	7'-2"	—
m12(E)	12	#6	2'-9"	—
m13(E)	8	#6	23'-1"	—
m14(E)	6	#6	4'-8"	—
s10(E)	144	#5	6'-10"	└
s11(E)	144	#5	10'-6"	└
v100(E)	152	#5	3'-1"	└
Concrete Superstructure		Cu Yd		326.5
Bridge Deck Grooving		Sq Yd		521
Protective Coat		Sq Yd		866
Reinforcement Bars, Epoxy Coated		Pound		56,820
Bar Splicers		Each		342
Bar Terminator		Each		440

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 PLOT DATE - 12/28/2023

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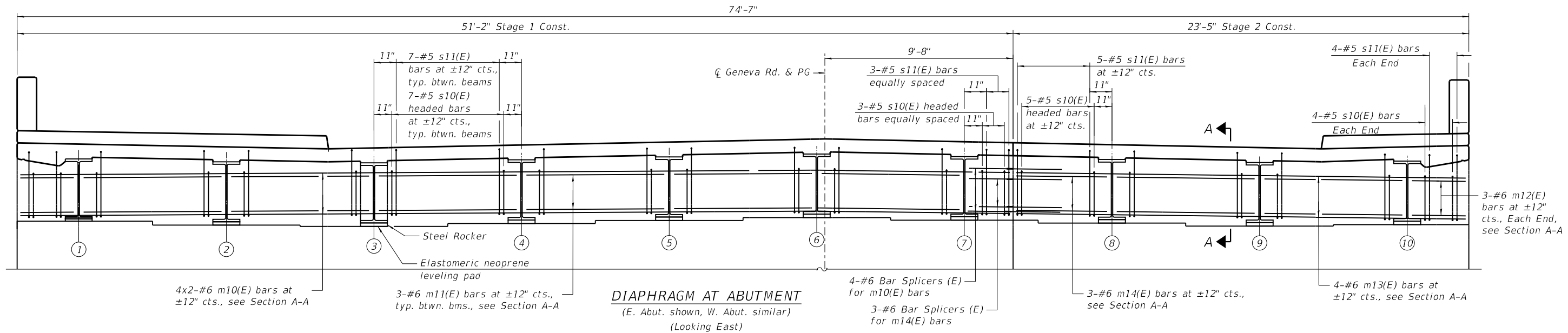
REVISED  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS (2 OF 2)  
 STRUCTURE NO. 022-3093**

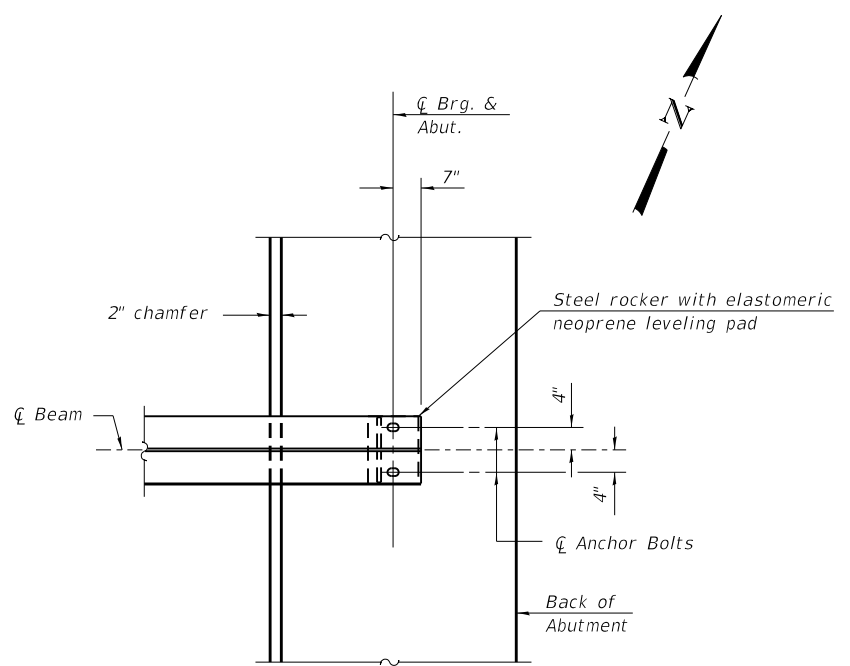
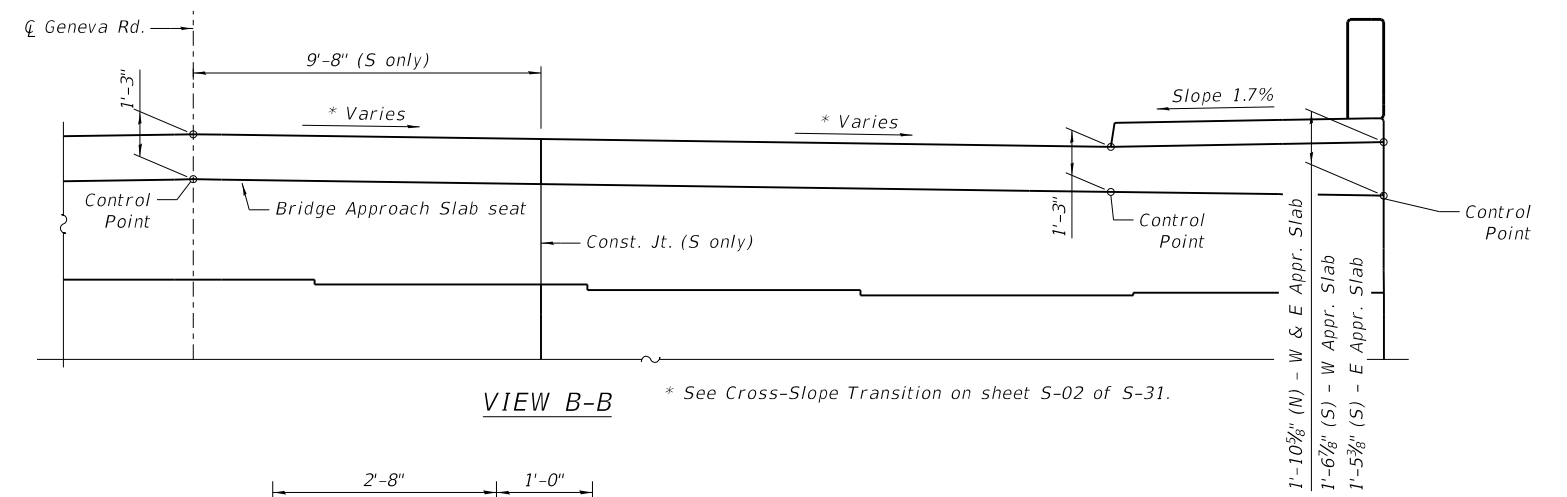
SHEET S-14 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			61J30	
ILLINOIS		FED. AID PROJECT		

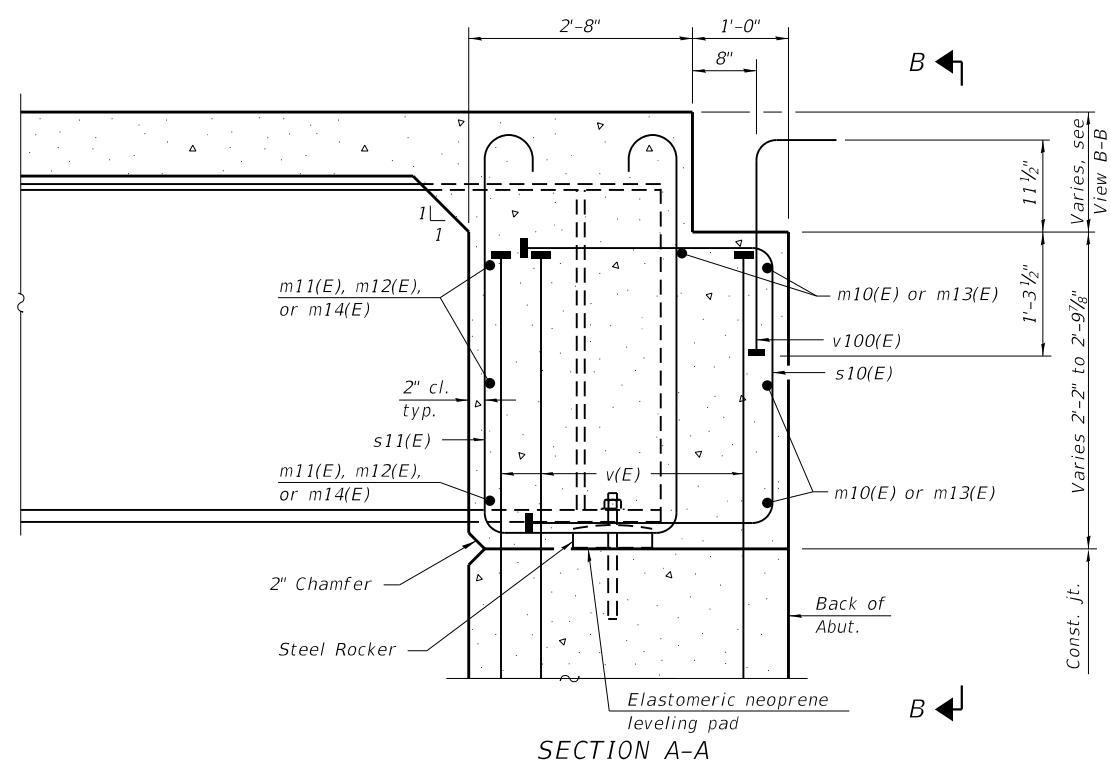


**TYP. LAP SPLICE**

Bar Size	Min. Lap
#6	4'-0"



**PLAN AT ABUTMENT**  
(Showing bottom flange of beam)



Notes:  
See sheet S-14 of S-30 for superstructure details and Bill of Material.  
The approach slab seat shall have a constant slope determined from the control points shown.

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USER NAME	• Ibolzenius	DESIGNED	- PV	REVISED	
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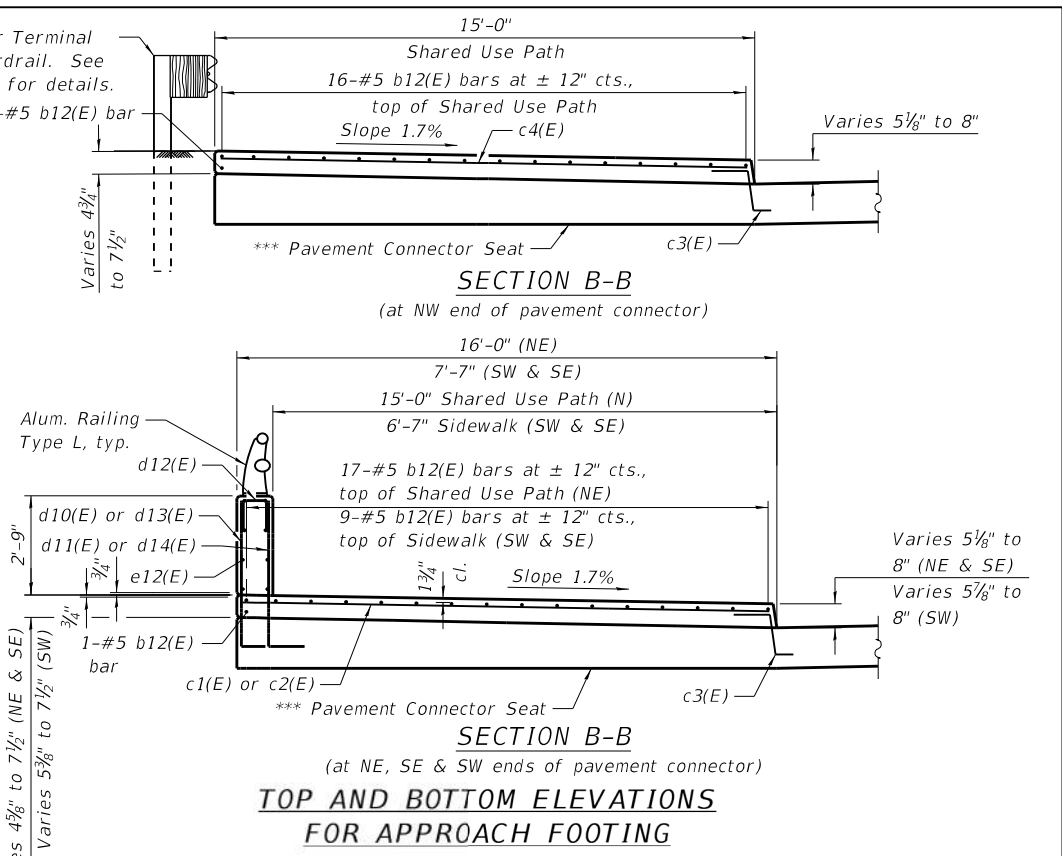
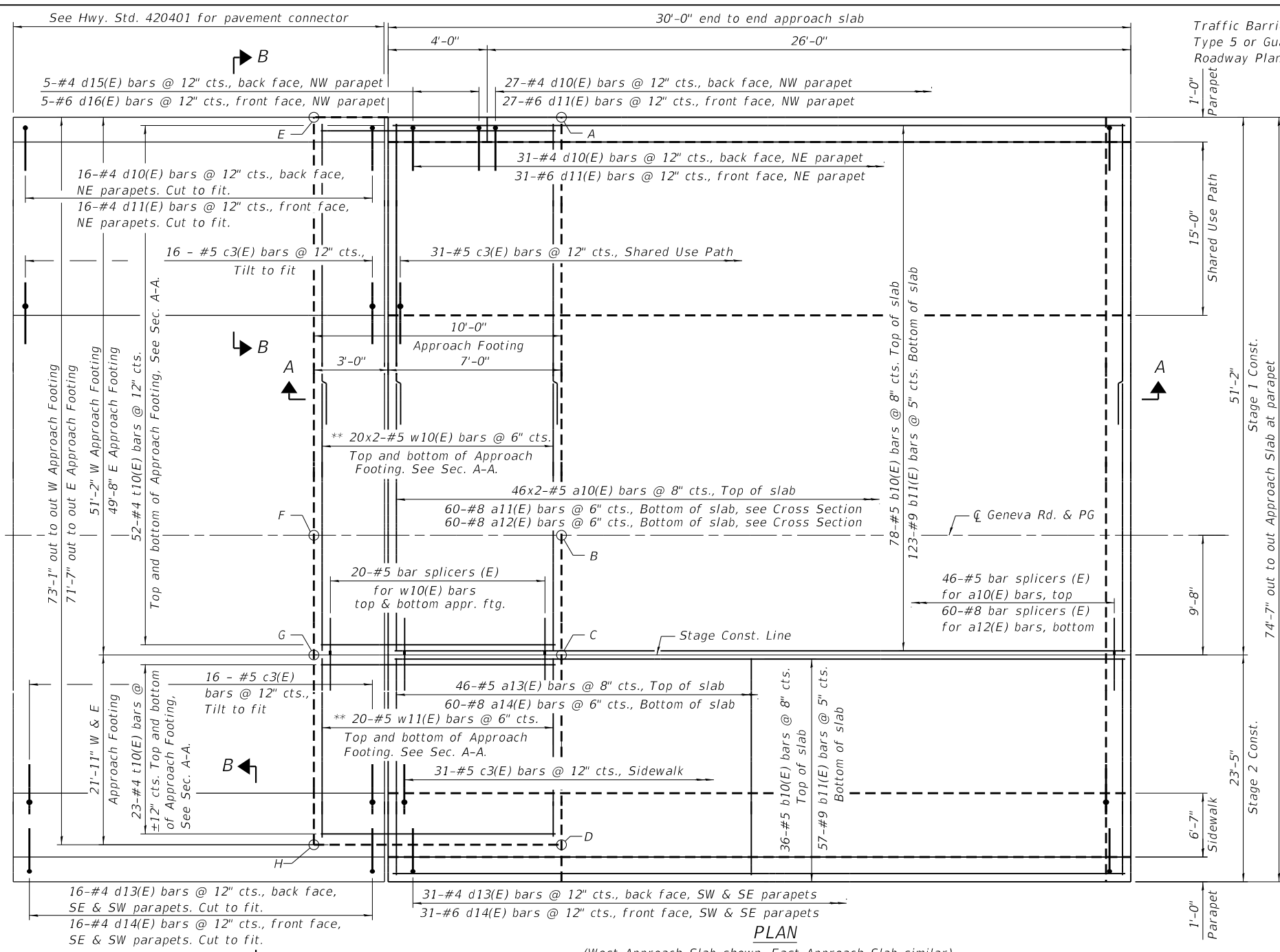
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS**  
**STRUCTURE NO. 022-3093**

SHEET S-15 OF S-30 SHEETS

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	58
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

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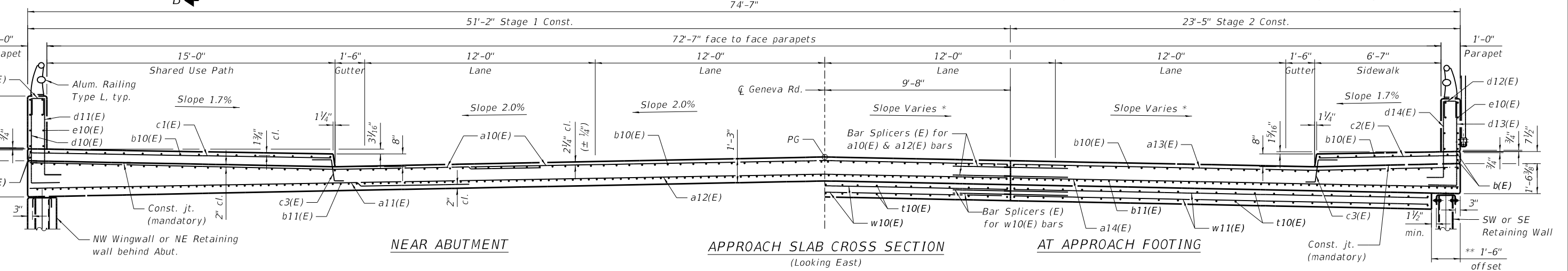


Point / Location	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	723.65	722.82	A	723.60
B	724.48	723.65	B	724.40
C	724.51	723.68	C	724.21
D	724.57	723.74	D	723.77
E	723.57	722.73	E	723.50
F	724.40	723.56	F	724.30
G	724.45	723.62	G	724.11
H	724.58	723.74	H	723.67

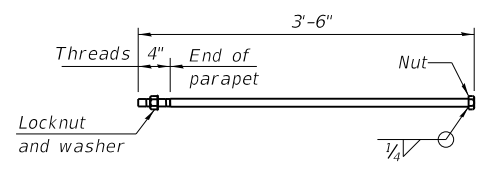
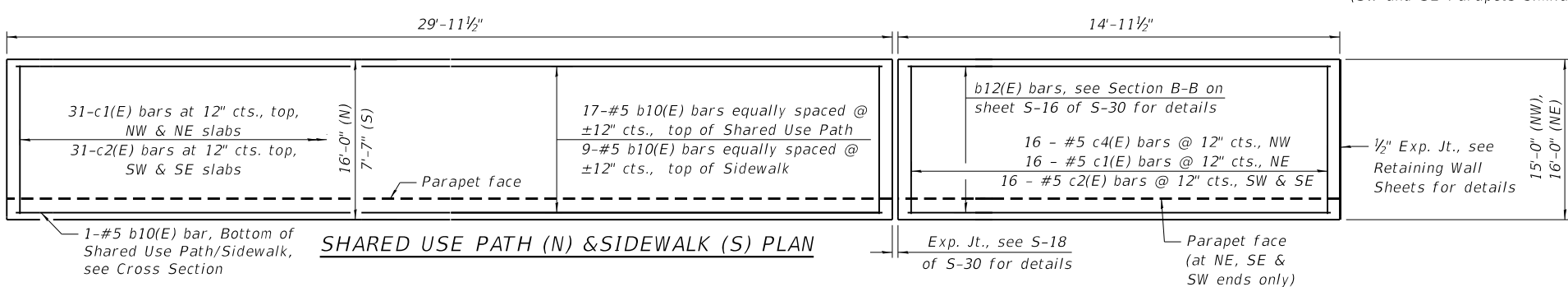
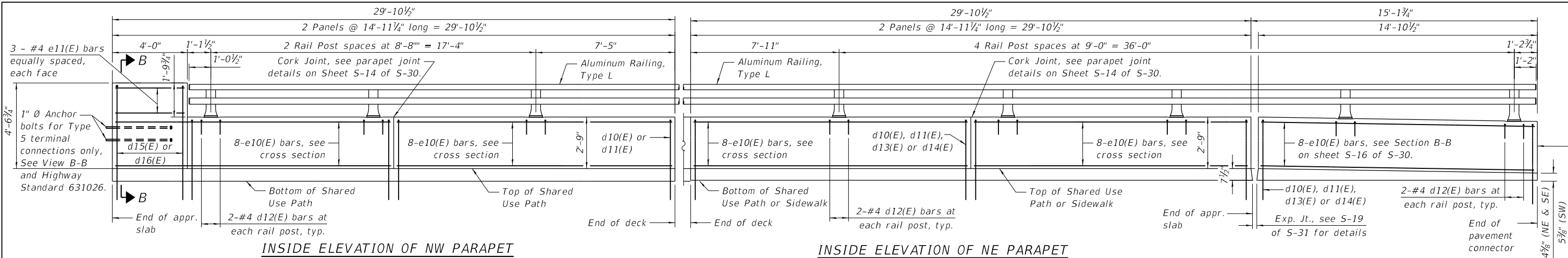
**TYP. LAP SPLICE**

Bar Size	Min. Lap
#5	3'-6"
#8	4'-9"

**Notes:**  
 See sheet S-17 of S-30 for Section A-A, other approach slab details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See sheet S-25 of S-30 for wingwall details.  
 For retaining wall details, see Retaining Wall Sheets.  
 \* See Cross-Slope Transition on sheet S-02 of S-30.  
 \*\* The offset and the lengths of w10(E) & w11(E) bars are based on a maximum permanent sheet piling depth of 13 1/2'. If the Contractor chooses a deeper section, offset shall be adjusted, lap length for w10(E) bars shall be increased and w11(E) bars shall be cut to fit.  
 \*\*\* The pavement connector seat shall have a constant slope matching the cross-slope of the lanes.



	USER NAME - Ibolzenus	DESIGNED - PV	REVISD	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>APPROACH SLAB DETAILS (1 OF 2)</b> <b>STRUCTURE NO. 022-3093</b>	F.A.U. RTE. - 1397	SECTION - 18-00206-10-BR	COUNTY - DUPAGE	TOTAL SHEETS - 134	SHEET NO. - 59
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	PLOT DATE - 12/28/2023	CHECKED - AMK	REVISD	SHEET S-16 OF S-30 SHEETS	ILLINOIS FED. AID PROJECT					



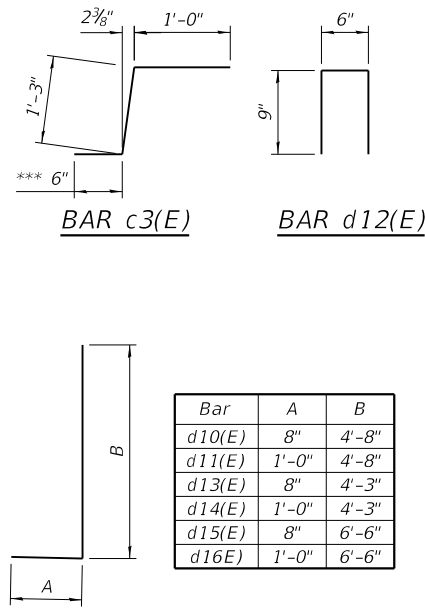
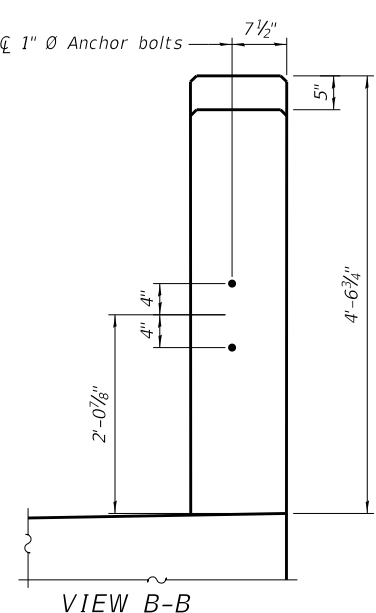
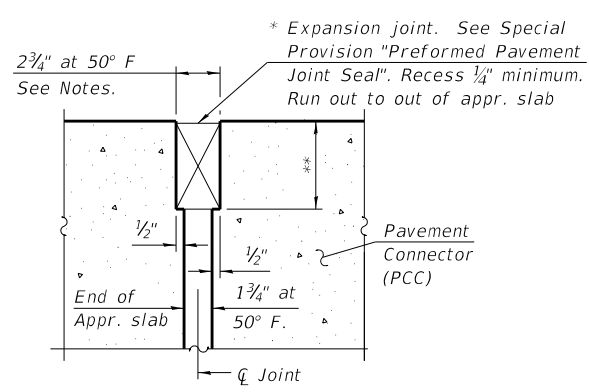
**TWO APPROACHES  
BILL OF MATERIAL**  
(Stage 1 and Stage 2 Construction)

Bar	No.	Size	Length	Shape
a10(E)	184	#5	27'-2"	—
a11(E)	120	#8	23'-9"	—
a12(E)	120	#8	31'-11"	—
a13(E)	92	#5	23'-1"	—
a14(E)	120	#8	23'-1"	—
b10(E)	284	#5	29'-8"	—
b11(E)	360	#9	29'-8"	—
b12(E)	55	#5	14'-7"	—
c1(E)	78	#5	15'-7"	—
c2(E)	94	#5	7'-2"	—
c3(E)	188	#5	2'-9"	—
c4(E)	16	#5	14'-7"	—
d10(E)	74	#4	5'-4"	L
d11(E)	74	#6	5'-8"	L
d12(E)	36	#4	2'-0"	L
d13(E)	94	#4	4'-11"	L
d14(E)	94	#6	5'-3"	L
d15(E)	5	#4	7'-2"	L
d16(E)	5	#6	7'-6"	L
e10(E)	88	#4	14'-7"	—
e11(E)	6	#4	3'-8"	—
t10(E)	300	#4	9'-8"	—
w10(E)	160	#5	27'-2"	—
w11(E)	80	#5	23'-1"	—
Concrete Structures	Cu Yd		44.7	
Concrete Superstructure	Cu Yd		64.5	
Bridge Deck Grooving	Sq Yd		327	
Protective Coat	Sq Yd		543	
Concrete Superstructure (Approach Slab)	Cu Yd		221.2	
Reinforcement Bars, Epoxy Coated	Pound		92,700	
Bar Splicers	Each		292	

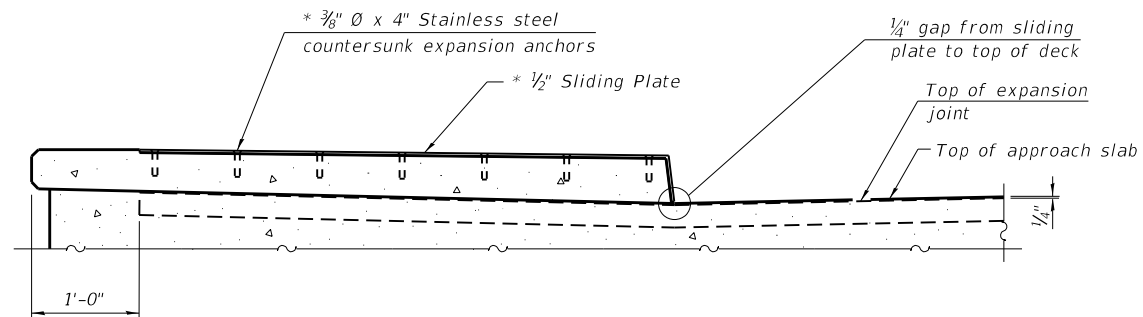
**Notes:**  
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 Parapet and sidewalk concrete shall be paid for as Concrete Superstructure.  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet S-02 of S-30.  
 See sheet S-19 of S-30 for Aluminum Railing, Type L Details.  
 See sheet S-27 of S-30 for Bar Splicer Details.

\*\*\* In lieu of bottom leg, c(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

Bar	A	B
d10(E)	8"	4'-8"
d11(E)	1'-0"	4'-8"
d13(E)	8"	4'-3"
d14(E)	1'-0"	4'-3"
d15(E)	8"	6'-6"
d16(E)	1'-0"	6'-6"

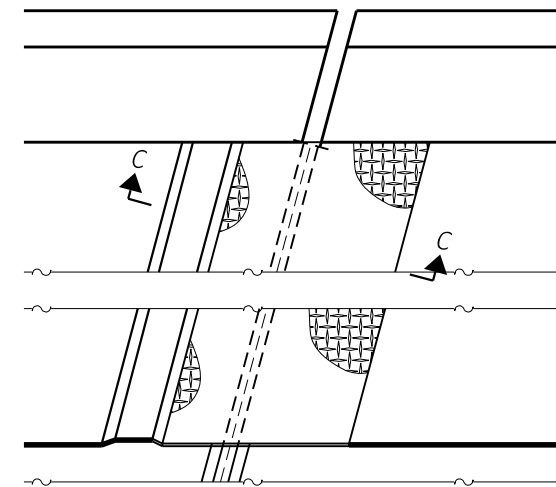


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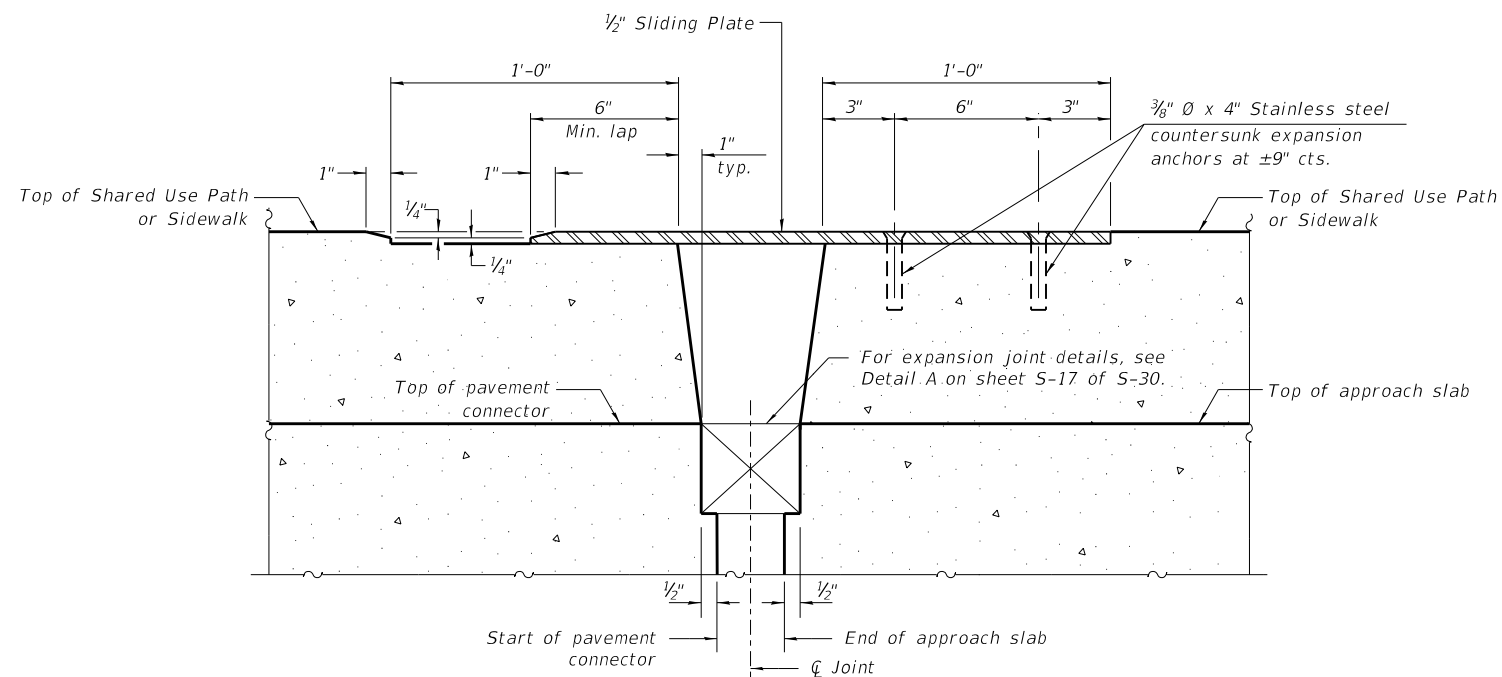
**SECTION AT RAISED SHAIRED USE PATH OR SIDEWALK**

\* Cost included with Concrete Superstructure (Approach Slab).

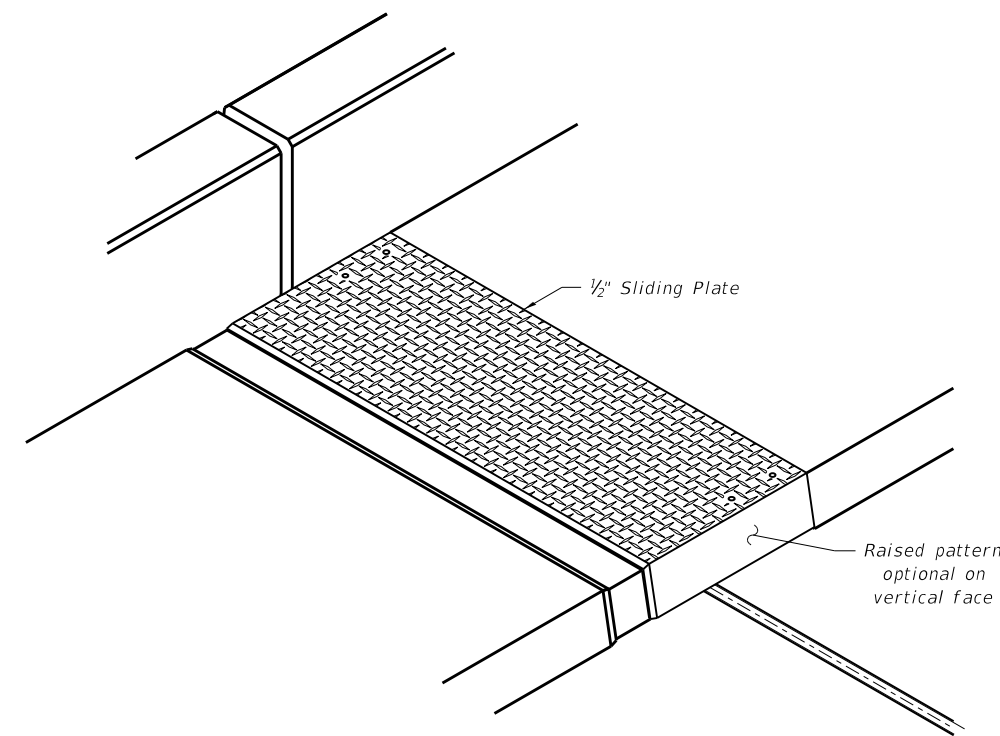


(FOR SKEWS ≤ 30°)

**PLAN AT RAISED SHAIRED USE PATH OR SIDEWALK**



**SECTION C-C**



**TRIMETRIC VIEW**

**Notes:**

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
 The top surface of the sidewalk sliding plates shall have a raised pattern according to ASTM A786.  
 Sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors shall be fabricated and installed according to Section 520 of the Standard Specifications. Cost included with Concrete Superstructure.

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USER NAME	• Ibolzenus	DESIGNED	- PV	REVISED	
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PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

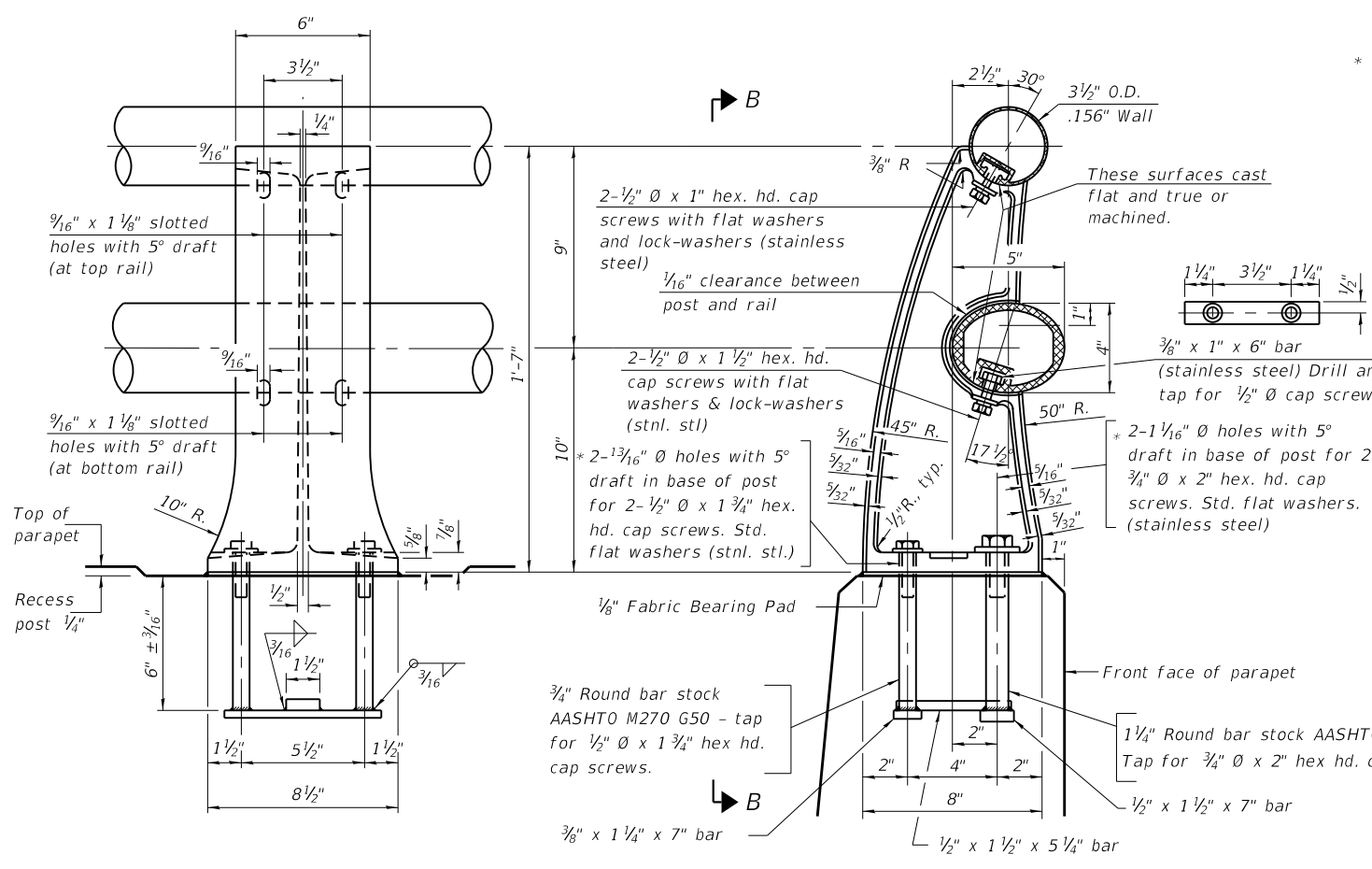
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PREFORMED PAVEMENT JOINT SEAL  
STRUCTURE NO. 022-3093**

SHEET S-18 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	61
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

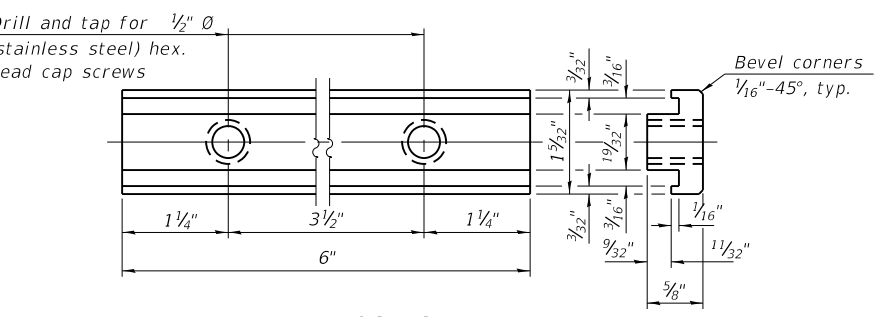




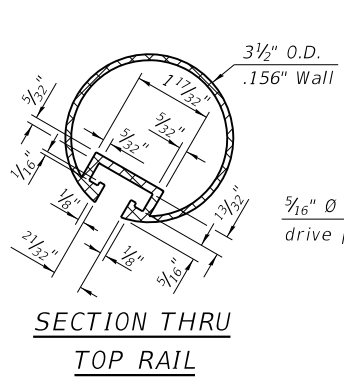
\* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

**VIEW B-B**  
**RAIL POST DETAILS**

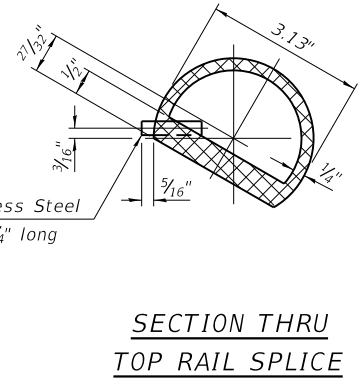
**SECTION A-A**



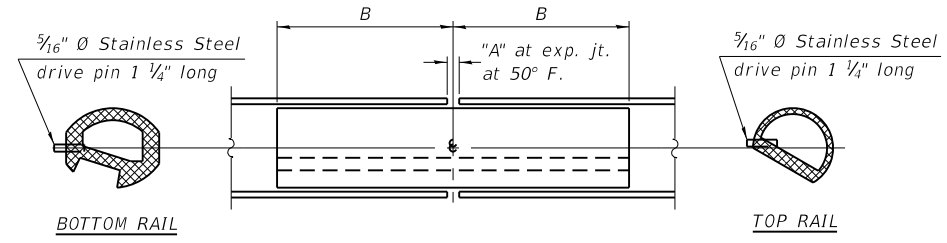
**RAIL POST CLAMP BAR**  
For Top Rail



**SECTION THRU TOP RAIL**



**SECTION THRU TOP RAIL SPLICE**



**RAIL SPLICE**

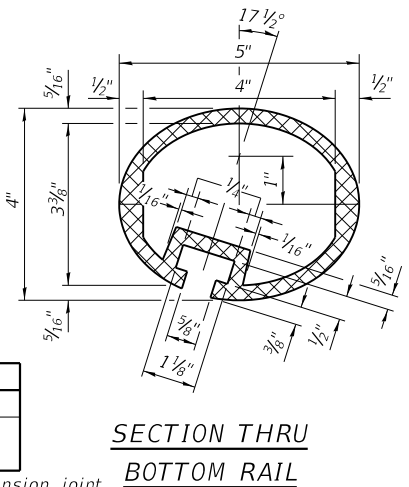
**SPLICE DIMENSIONS**

Location	T	A	B
All locs. not over exp. jts.	0	3/8"	1'-2"
Over Preformed Pavement Joint Seal	≤4"	2 1/2"	1'-2"

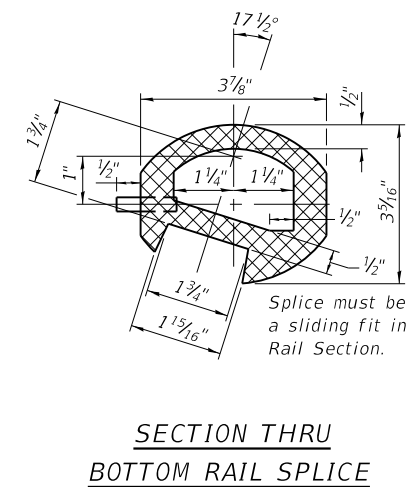
T = ; total movement along centerline of roadway at expansion joint.

**RAILING CRITERIA**

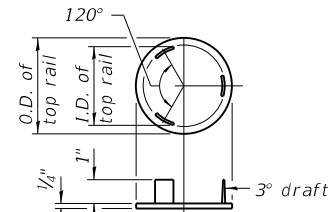
NCHRP 350 Test Level	4
Post Spacing Range	7'-0" - 10'-0"
Rail Weight (plf)	40



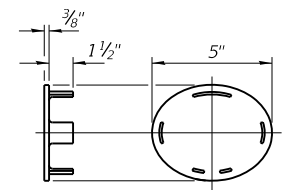
**SECTION THRU BOTTOM RAIL**



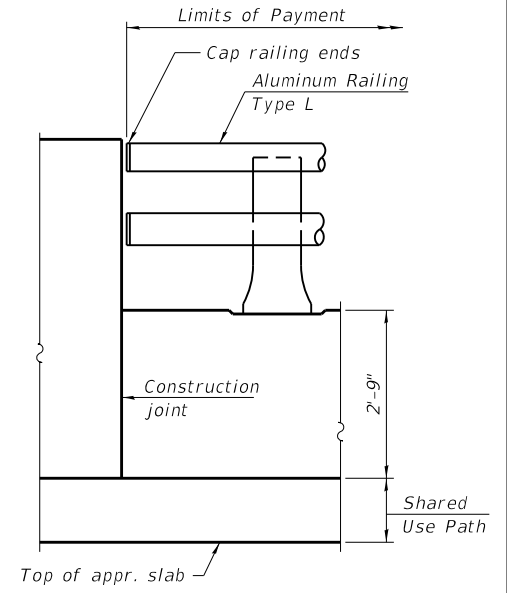
**SECTION THRU BOTTOM RAIL SPLICE**



**CAST END CAP**  
For top rail  
Drive Fit Type



**CAST END CAP**  
For bottom rail  
Drive Fit Type



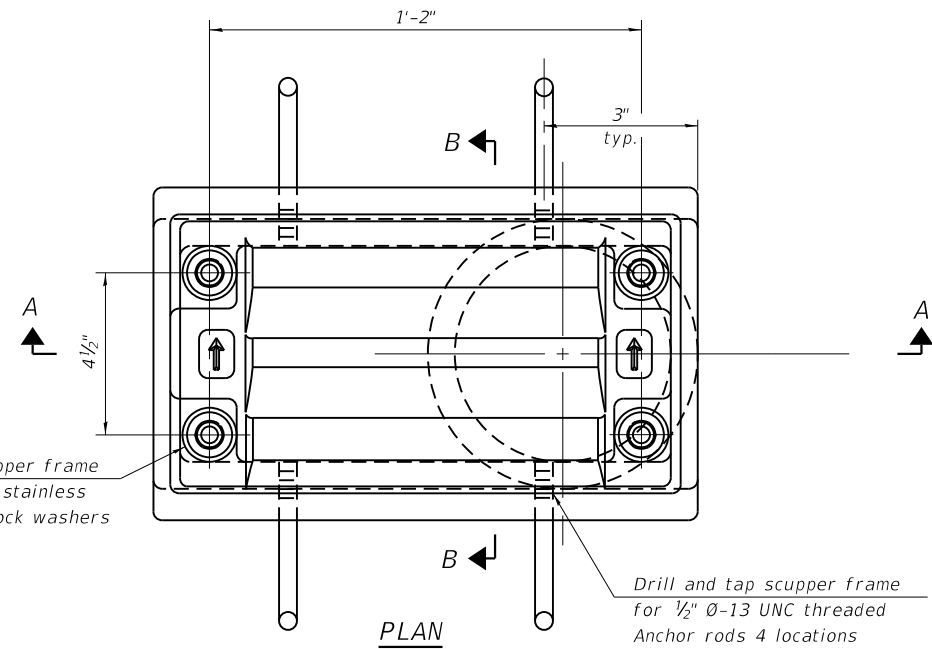
**RAIL END TREATMENT FOR TYPE 5 TERMINAL**

**BILL OF MATERIAL**

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	352

Notes:  
 All Posts shall be normal to parapet.  
 All joints in rail shall be spliced per detail.  
 All exposed rail ends shall be capped per detail.  
 Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade, high spots shall be ground and low spots shimmed.  
 Place reinforcement bars to miss anchor rod locations.  
 See sheets S-13 and S-17 of S-30 for rail post spacing.

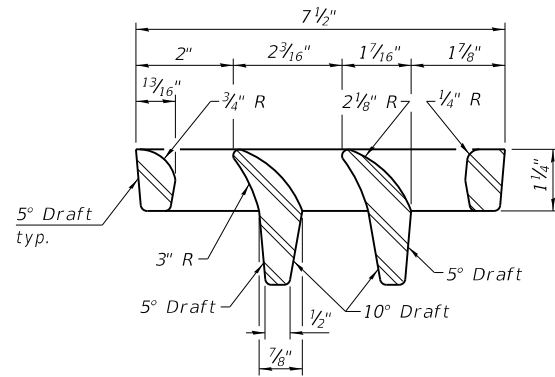
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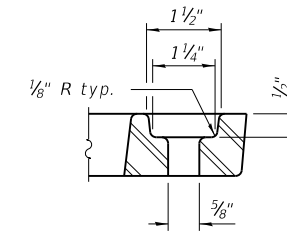
Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations

Drill and tap scupper frame for 1/2" Ø-13 UNC threaded Anchor rods 4 locations

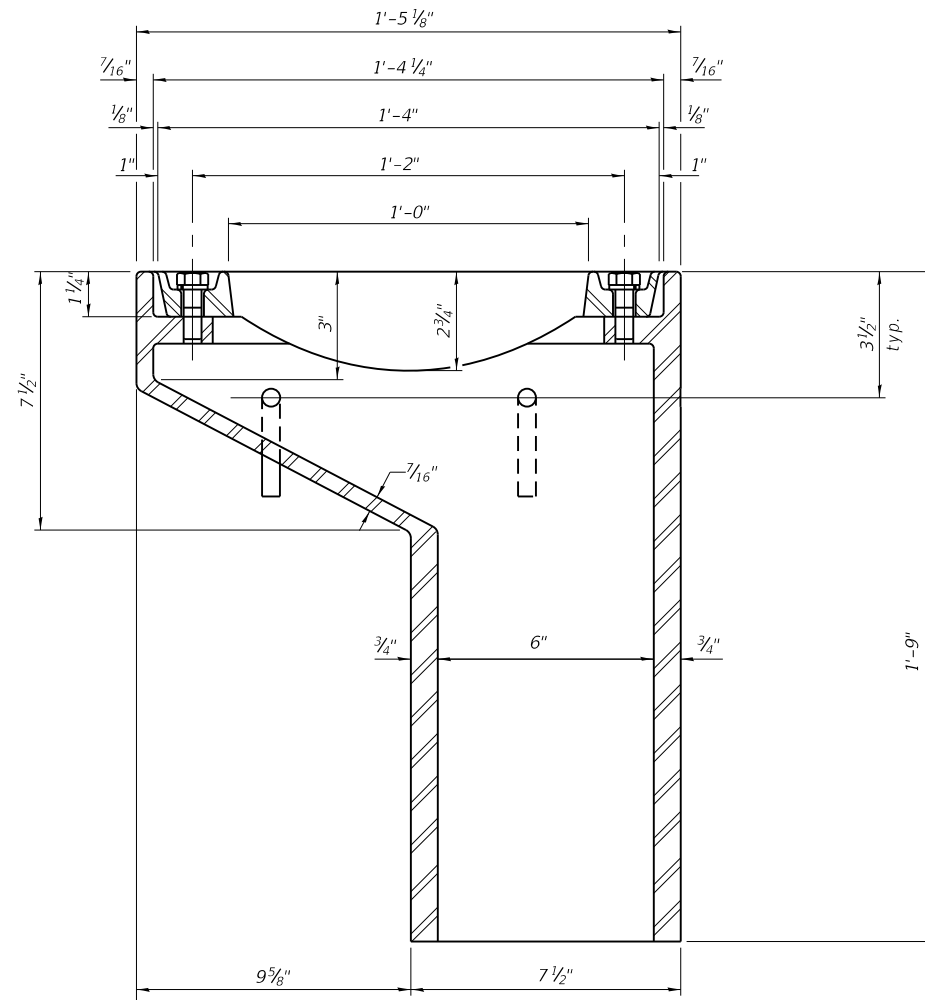
PLAN



VANE GRATE DETAIL

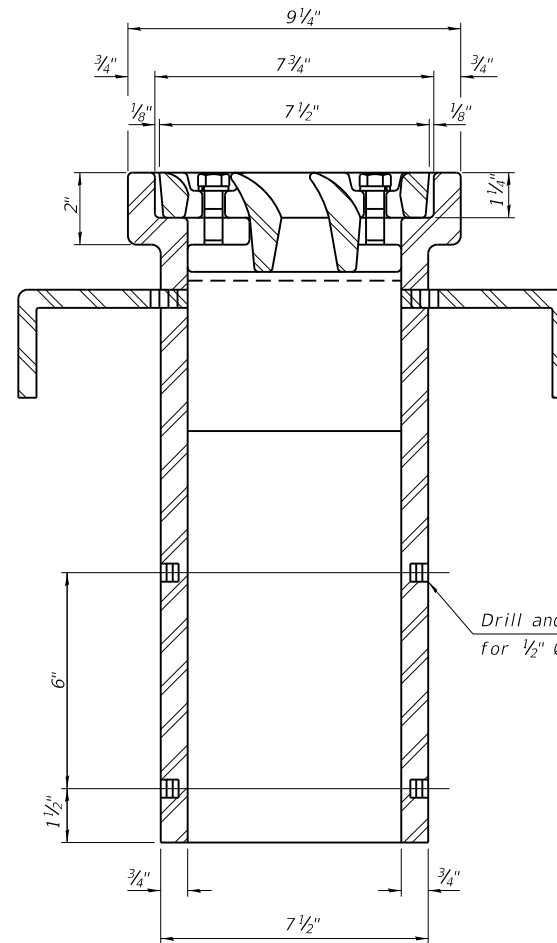


GRATE BOLT HOLE DETAIL



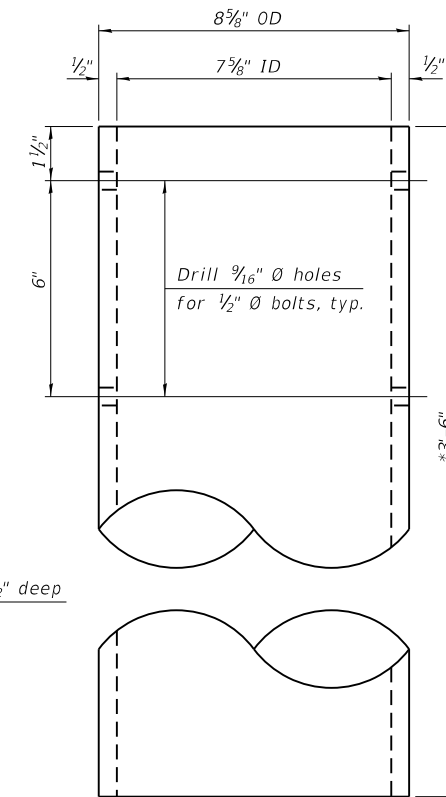
SECTION A-A

See sheet S-13 of S-30 for scupper location relative to parapet.



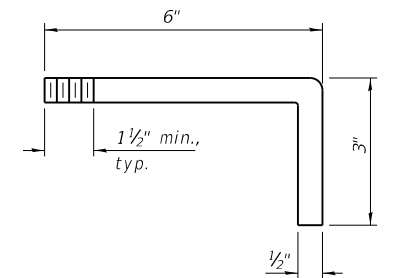
SECTION B-B

Drill and tap 4 holes 1/2" deep for 1/2" Ø-13 UNC bolts.



DOWNSPOUT

\* Length of 2 downspouts that are part of bridge drainage system shall be adjusted as needed. See Sheet S-21 of S-30 for drainage system details.



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

Notes:  
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.  
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.  
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.  
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.  
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.  
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.  
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.  
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

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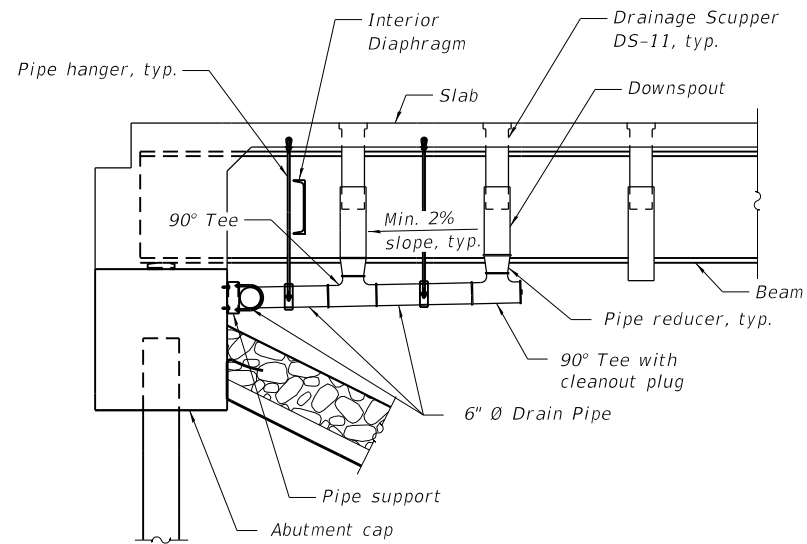
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		CHECKED	- AMK	REVISED	
PLOT SCALE	• 0:2.0000 " = 1" / in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

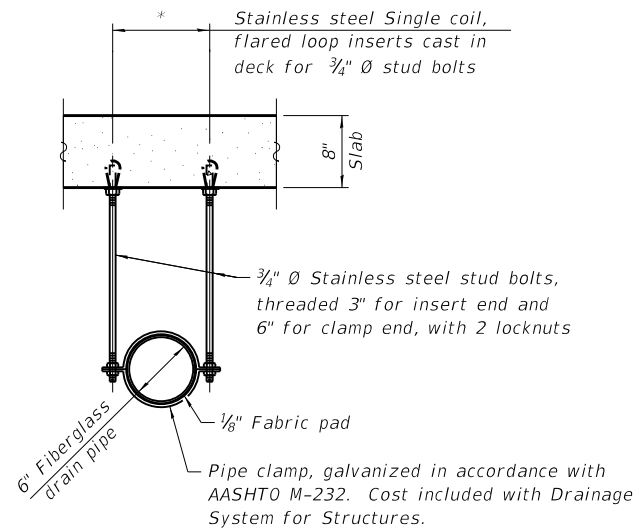
DRAINAGE SCUPPER, DS-11  
 STRUCTURE NO. 022-3093

SHEET S-20 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	63
			CONTRACT NO.	61130
ILLINOIS FED. AID PROJECT				

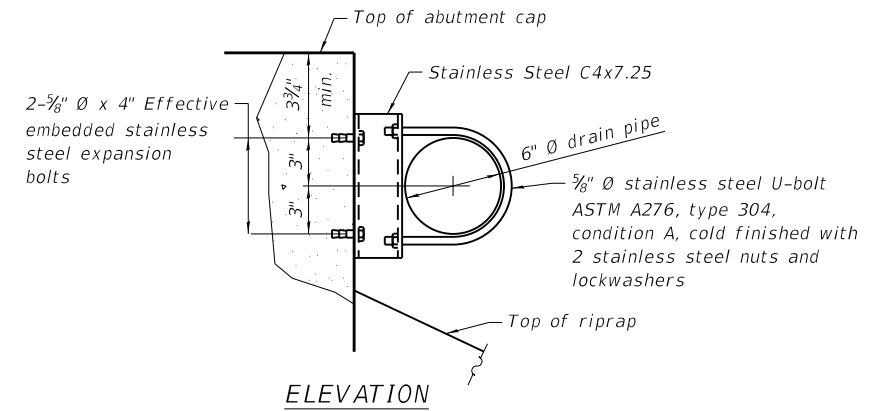


**DRAINAGE SYSTEM ELEVATION VIEW**

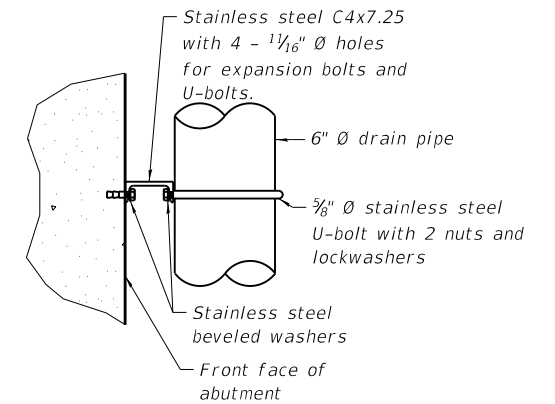


**PIPE HANGER DETAIL**

\* Dimension as required by pipe clamp

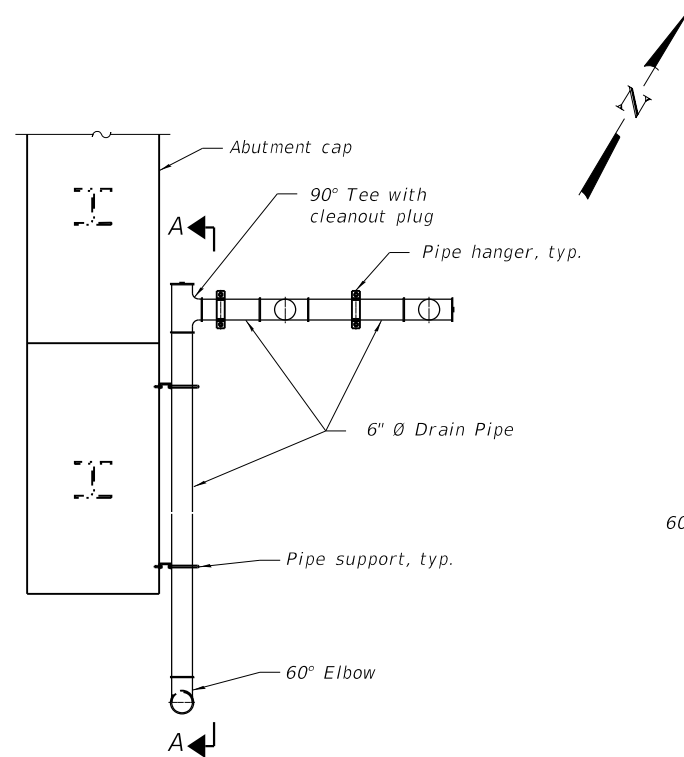


**ELEVATION**

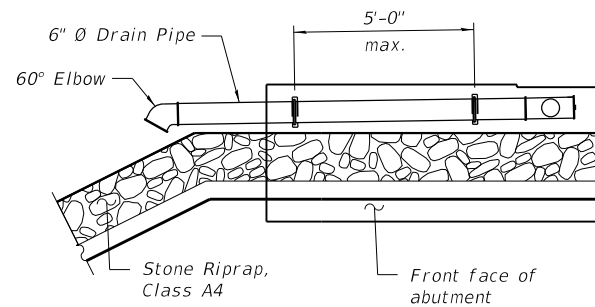


**PLAN**

**PIPE SUPPORT DETAILS**



**DRAINAGE SYSTEM PLAN VIEW**



**SECTION A-A**

Notes:  
 See sheet S-01 of S-30 for drainage scupper locations.  
 See sheet S-20 of S-30 for drainage scupper details.  
 All scuppers shall be free fall drains except those shown on this sheet.  
 Pipe supports shall be provided on all horizontal pipes at each tee, elbow, or change in direction and at intermediate points not more than 5'-0" on centers or as suggested by the manufacturer. Cost included with Drainage System of Structures.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage System for Structures	L Sum	1

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USER NAME	• Ibolzenius	DESIGNED	- PV	REVISED	
PLOT SCALE	• 0:2.0000 " = 1" / in.	CHECKED	- AMK	REVISED	
PLOT DATE	• 12/28/2023	DRAWN	- RMH	REVISED	
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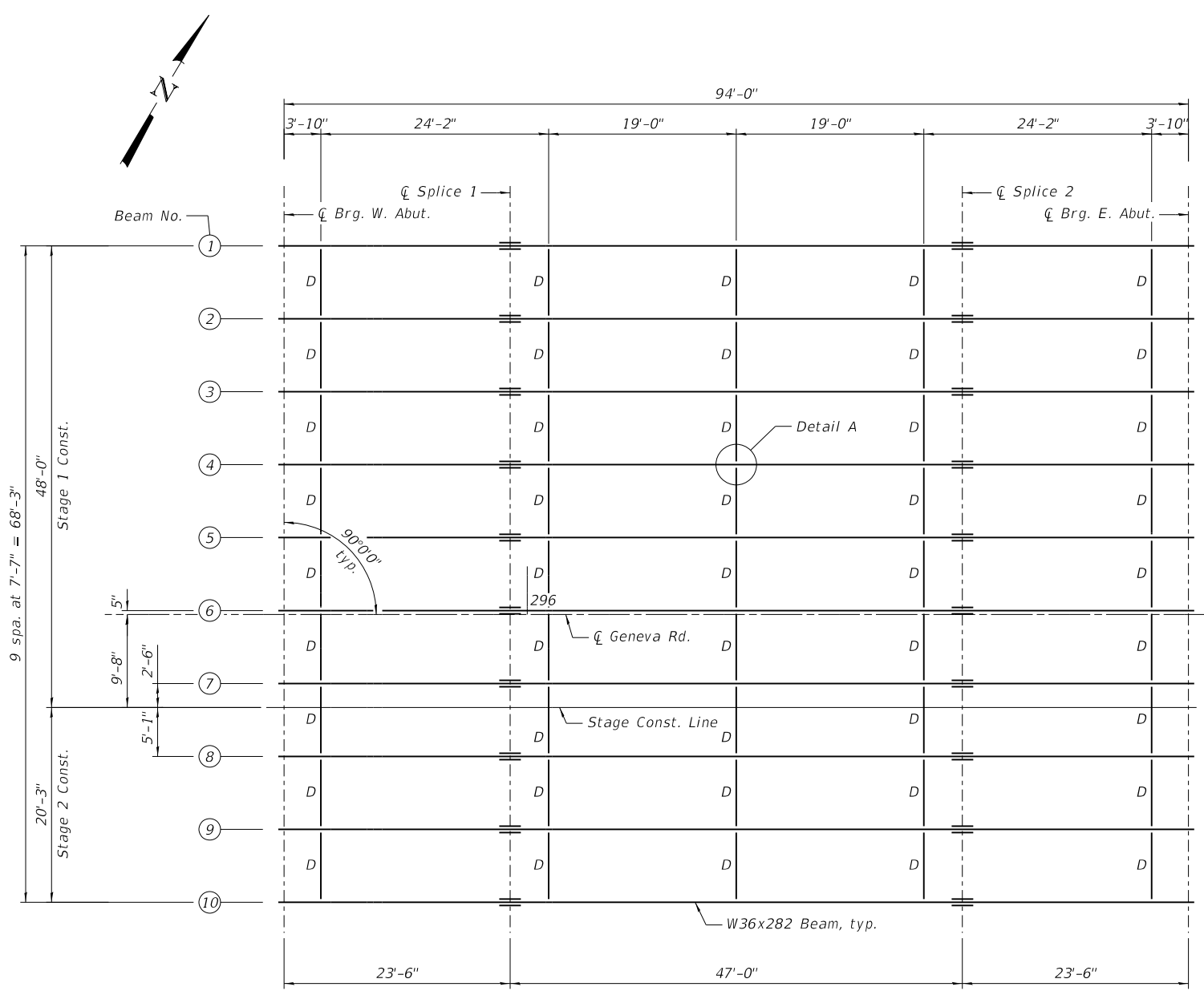
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM DETAILS  
 STRUCTURE NO. 022-3093**

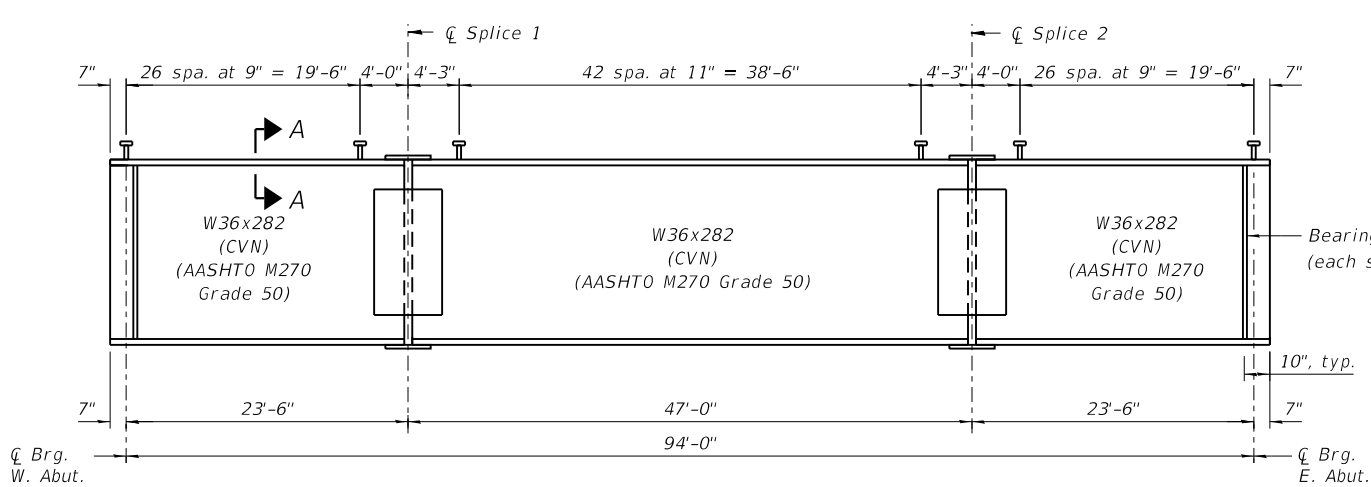
SHEET S-21 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

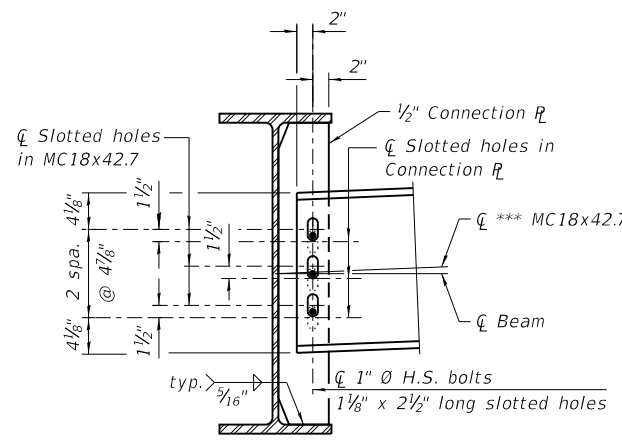
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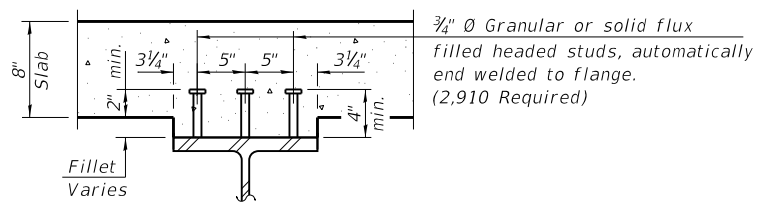
**FRAMING PLAN**



**BEAM ELEVATION**  
 "CVN" denotes Charpy-V-Notch impact energy requirement, zone 2.

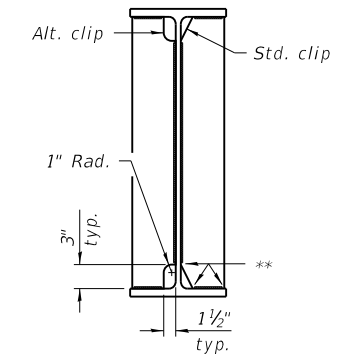


**DETAIL B**  
 (Interior Diaphragm detail at Stage Const. Line)  
 Slotted hole location shown after beam erection and prior to Stage 2 concrete pour.

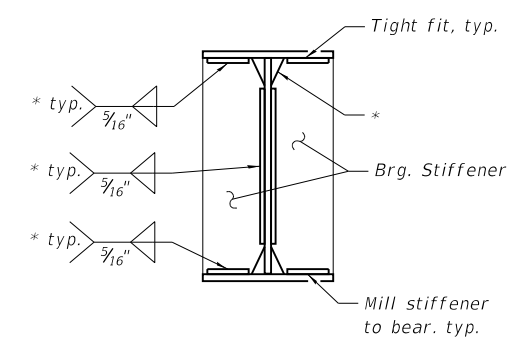


**SECTION A-A**

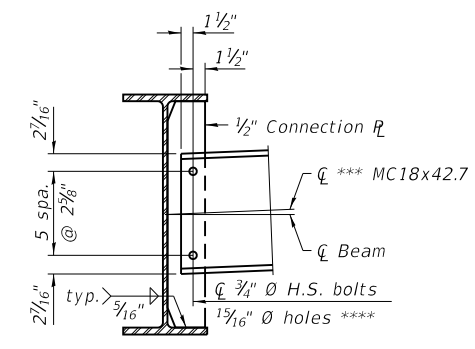
TOP OF BEAM ELEVATIONS (FOR FABRICATORS USE ONLY)				
Beam Number	CL Brg W. Abut.	Splice #1	Splice #2	CL Brg E. Abut.
1	724.90	725.22	725.19	724.85
2	724.76	725.06	725.03	724.70
3	724.70	724.95	724.92	724.65
4	724.85	725.10	725.07	724.80
5	725.00	725.22	725.19	724.95
6	725.15	725.37	725.34	725.10
7	725.13	725.28	725.19	724.97
8	725.10	725.22	725.07	724.81
9	725.06	725.17	724.95	724.66
10	725.15	725.26	725.02	724.70



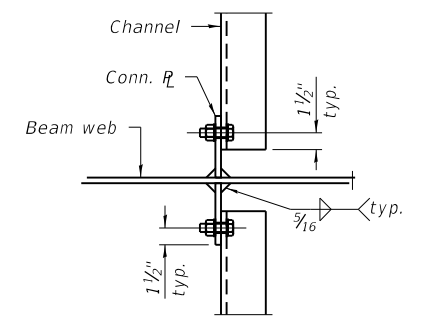
**WELD LIMITS AND CLIP DETAILS**  
 \*\* Stop welds 1/4" (±1/8") from edges as shown. Typical.



**BEARING STIFFENER DETAIL**  
 \* See Weld limits and Clip details



**INTERIOR DIAPHRAGM D**  
 (45 Required)  
 Two hardened washers required for each set of oversized holes.



**DETAIL A**

\*\*\* Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.  
 \*\*\*\* 1 1/8" x 2 1/2" Long slotted holes shall be provided on the connection plate and channel for diaphragm connection at the stage line. 5/16" x 4" x 4" plate washers are required at all slotted holes. See Detail B.

Notes:  
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.  
 Bolts in slots shall be finger tight until the second stage of the pour is complete.

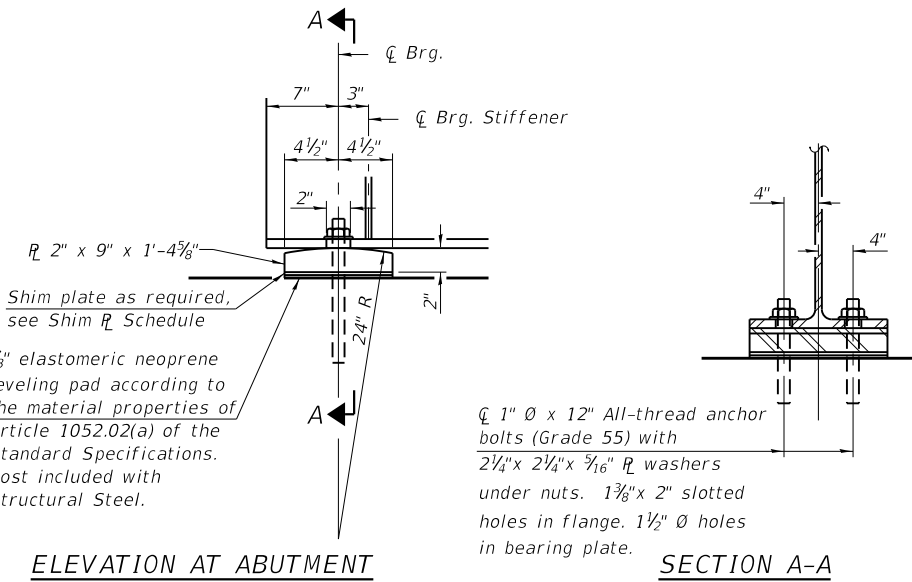
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN AND BEAM ELEVATION  
 STRUCTURE NO. 022-3093**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	65
CONTRACT NO.			61J30	

SHEET S-22 OF S-30 SHEETS

ILLINOIS FED. AID PROJECT

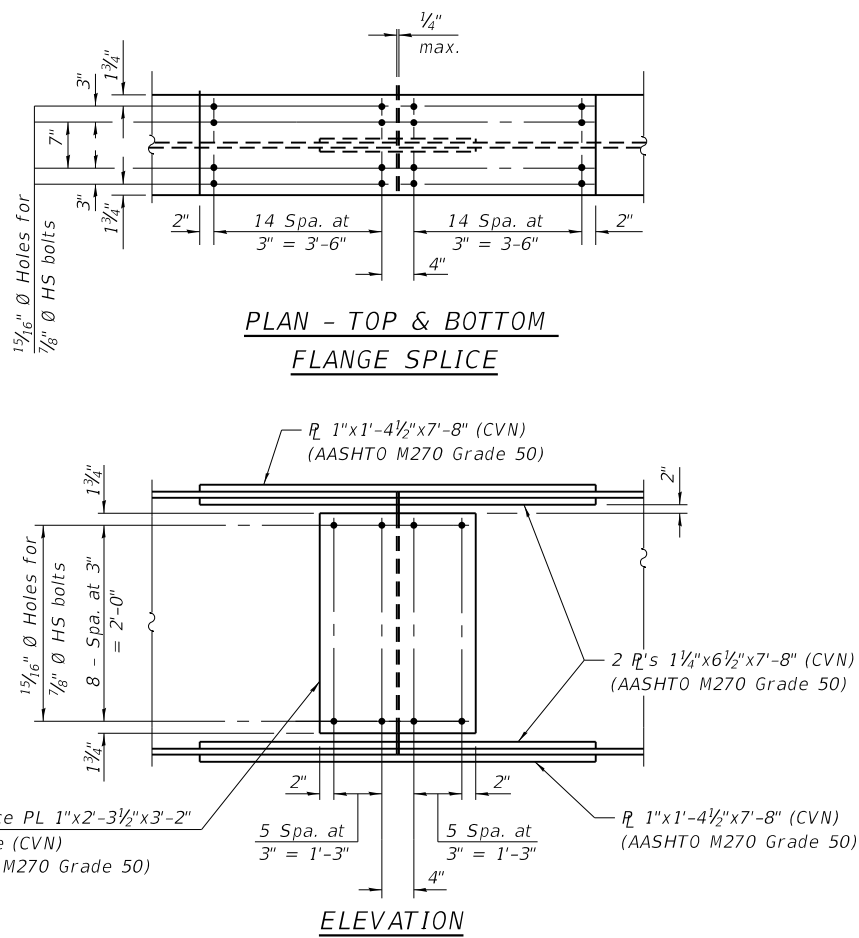


**SHIM R SCHEDULE**

Beam	W. Abut.	E. Abut.
7	1/2"	-
9	1/16"	-
10	-	1/16"

**FIXED BEARING**

(20 Required)



(2 Required per beam = 20 Total)  
"CVN" denotes Charpy-V-Notch impact energy requirement, zone 2.

INTERIOR GIRDER MOMENT TABLE		
		0.5 Sp.
$I_s$	(in <sup>4</sup> )	19,600
$I_c(n)$	(in <sup>4</sup> )	43,190
$I_c(3n)$	(in <sup>4</sup> )	31,874
$I_c(cr)$	(in <sup>4</sup> )	
$S_s$	(in <sup>3</sup> )	1,050
$S_c(n)$	(in <sup>3</sup> )	1,398
$S_c(3n)$	(in <sup>3</sup> )	1,274
$S_c(cr)$	(in <sup>3</sup> )	
DC1	(k/')	1.17
$M_{DC1}$	(' k)	1,291
DC2	(k/')	0.39
$M_{DC2}$	(' k)	434
DW	(k/')	0.26
$M_{DW}$	(' k)	282
PL	(k/')	0.23
$M_{PL}$	(' k)	249
LLDF		0.614
$M_{L+IM}$	(' k)	1,587
$f_t$ (Strength I)	(ksi)	0
$M_u$	(' k)	5,792
$\phi_r M_n$	(' k)	6,618
$f_s$ DC1	(ksi)	14.75
$f_s$ DC2	(ksi)	4.09
$f_s$ DW	(ksi)	2.66
$f_s$ PL	(ksi)	2.14
$f_s(L+IM)$	(ksi)	13.62
$f_t$ (Service II)	(ksi)	0
$f_s + f_t/2$ (Service II)	(ksi)	41.99
Service II Resistance	(ksi)	47.50
$f_s + f_t/3$ (Strength I)	(ksi)	
$\phi_r F_n$	(ksi)	
$V_f$	(k)	28.40

INTERIOR GIRDER REACTION TABLE	
	Abutments
LLDF	0.785
OCF	
$R_{DC1}$	(k) 55.0
$R_{DC2}$	(k) 18.5
$R_{DW}$	(k) 12.0
$R_{PL}$	(k) 10.6
$R_L$	(k) 74.5
$R_{IM}$	(k) 16.8
$R_{Total}$ (Strength I)(Impact)	(k) 288.1
$R_{Total}$ (Strength I)(No Impact)	(k) 258.7

$R_L$  : Un-factored live load reaction (kip).  
 $R_{IM}$  : Un-factored dynamic load allowance (impact) (kip).  
 $R_{Total}$  (Strength I)(Impact): Strength I load combination of factored design 1.25 ( $R_{DC1} + R_{DC2}$ ) + 1.5  $R_{DW}$  + 1.75  $R_{PL}$  + 1.75 ( $R_L + R_{IM}$ )  
 $R_{Total}$  (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip). 1.25 ( $R_{DC1} + R_{DC2}$ ) + 1.5  $R_{DW}$  + 1.75  $R_{PL}$  + 1.75 ( $R_L$ )

$I_s, S_s$  : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
DC1: Un-factored non-composite dead load (kips/ft.).  
 $M_{DC1}$ : Un-factored moment due to non-composite dead load (kip-ft.).  
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
 $M_{DC2}$ : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
 $M_{DW}$ : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
PL: Un-factored short-term composite Pedestrian Load (kips/ft.).  
 $M_{PL}$ : Un-factored moment due to short-term composite Pedestrian Load (kip-ft.).  
LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.  
 $M_{L+IM}$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 $M_u$ : Strength I load combination of factored design moments (kip-ft.). 1.25 ( $M_{DC1} + M_{DC2}$ ) + 1.5  $M_{DW}$  + 1.75  $M_{PL}$  + 1.75  $M_{L+IM}$   
 $f_t$ : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).  
 $\phi_r M_n$ : Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).  
 $f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 $M_{DC1} / S_s$   
 $f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 $M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.  
 $f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 $M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.  
 $f_s$  PL: Un-factored stress at edge of flange for controlling steel flange due to vertical composite Pedestrian loads as calculated below (ksi).  
 $M_{PL} / S_c(n)$  or  $M_{PL} / S_c(cr)$  as applicable.  
 $f_s(L+IM)$ : Un-factored stress at edge of flange for controlling steel flange due to vertical composite Live load plus impact loads (ksi) as calculated below (ksi).  
 $M_{L+IM} / S_c(n)$  or  $M_{L+IM} / S_c(cr)$  as applicable.  
 $f_s + f_t/2$  (Service II): Sum of stresses as computed below (ksi).  
 $f_s$  DC1 +  $f_s$  DC2 +  $f_s$  DW + 1.3  $f_s$  PL + 1.3  $f_s(L+IM)$  +  $f_t/2$   
Service II Resistance: Composite (0.95 $R_h F_{yf}$ ) or noncomposite (0.80 $R_h F_{yf}$ ) stress capacity according to Article 6.10.4.2 (ksi).  
 $f_s + f_t/3$  (Strength I): Sum of stresses as computed below on non-compact sections (ksi). 1.25 ( $f_s$  DC1 +  $f_s$  DC2) + 1.5  $f_s$  DW + 1.75  $f_s$  PL + 1.75  $f_s(L+IM)$  +  $f_t/3$   
 $\phi_r F_n$ : Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).  
 $V_f$ : Maximum factored shear range in span computed according to Article 6.10.10.  
OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.  
 $R_{DC1}$ : Un-factored reaction due to non-composite dead load (kip).  
 $R_{DC2}$ : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).  
 $R_{DW}$ : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).  
 $R_{PL}$ : Un-factored reaction due to short-term composite Pedestrian Load (kips).

Notes:  
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.  
All bearing R's shall conform to the requirements of AASHTO M270, Grade 50.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS  
STRUCTURE NO. 022-3093

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	66
			CONTRACT NO.	61J30

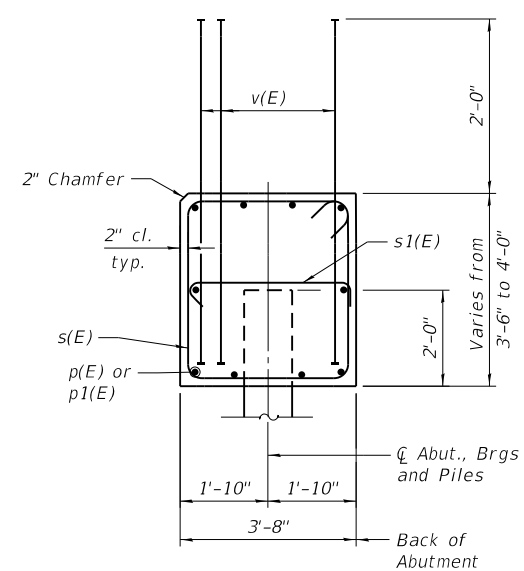
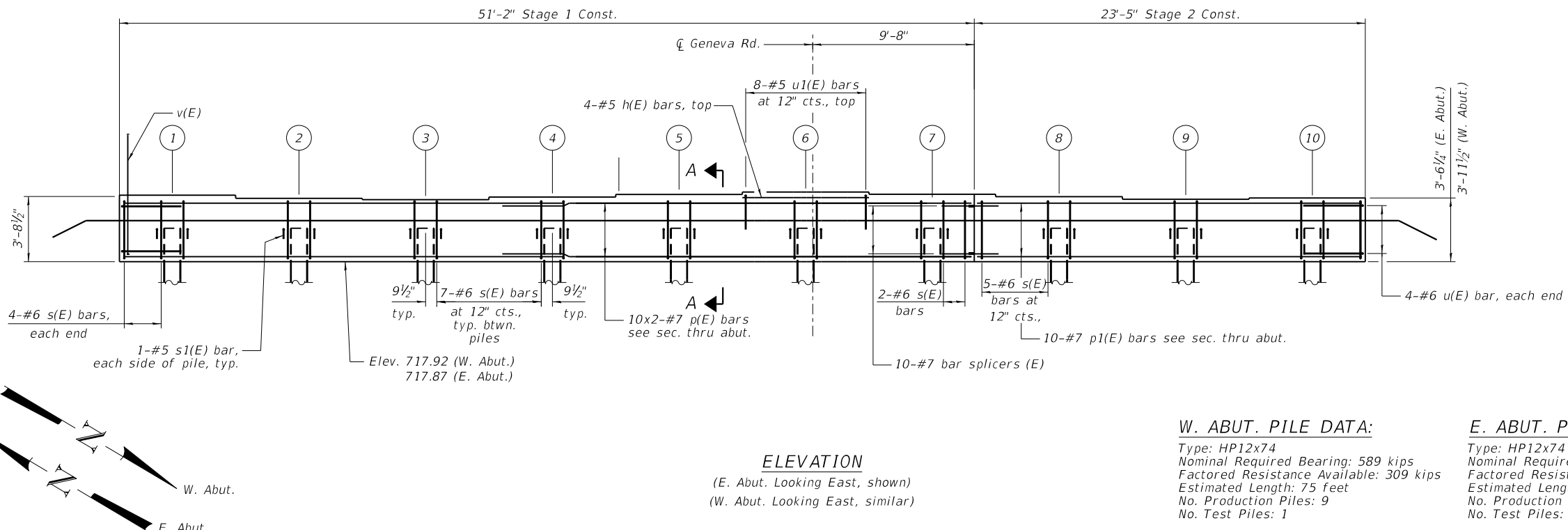
SHEET S-23 OF S-30 SHEETS

ILLINOIS FED. AID PROJECT

MODEL: Default  
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12/28/2023 1:44:43 AM



USER NAME	Ibolzenius	DESIGNED	PV	REVISED	
		CHECKED	AMK	REVISED	
PLOT SCALE	2:8.0000 " = 1"	DRAWN	RMH	REVISED	
PLOT DATE	12/28/2023	CHECKED	AMK	REVISED	



**ELEVATION**

(E. Abut. Looking East, shown)  
(W. Abut. Looking East, similar)

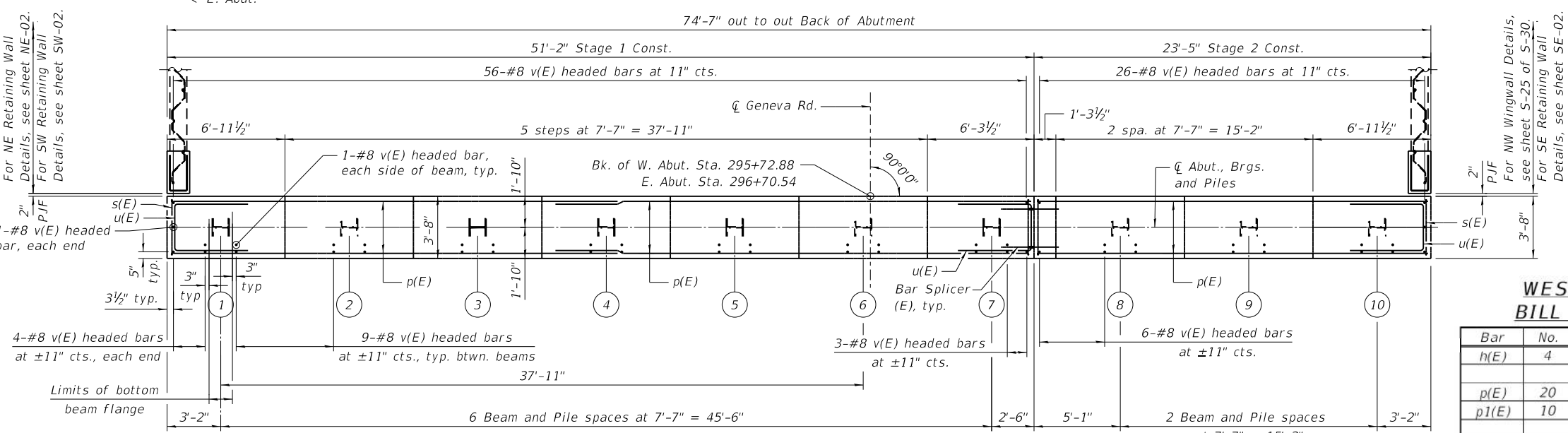
**W. ABUT. PILE DATA:**

Type: HP12x74  
Nominal Required Bearing: 589 kips  
Factored Resistance Available: 309 kips  
Estimated Length: 75 feet  
No. Production Piles: 9  
No. Test Piles: 1

**E. ABUT. PILE DATA:**

Type: HP12x74  
Nominal Required Bearing: 589 kips  
Factored Resistance Available: 308 kips  
Estimated Length: 75 feet  
No. Production Piles: 9  
No. Test Piles: 1

**SECTION THRU ABUT.**



**WEST ABUTMENT BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	4	#5	7'-3"	—
p(E)	20	#7	28'-0"	—
p1(E)	10	#7	23'-1"	—
s(E)	71	#6	14'-4"	□
s1(E)	20	#5	4'-4"	◁
u(E)	8	#6	11'-10"	□
u1(E)	8	#5	6'-4"	□
v(E)	193	#8	5'-4"	—
Structure Excavation		Cu Yd	54	
Concrete Structures		Cu Yd	38.9	
Reinforcement Bars, Epoxy Coated		Pound	6,210	
Bar Splicers		Each	10	
Furnishing Steel Piles Hp12X74		Foot	675	
Driving Piles		Foot	675	
Test Pile Steel Hp12X74		Each	1	
Bar Terminator		Each	386	

**EAST ABUTMENT BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	4	#5	7'-3"	—
p(E)	20	#7	28'-0"	—
p1(E)	10	#7	23'-1"	—
s(E)	71	#6	14'-4"	□
s1(E)	20	#5	4'-4"	◁
u(E)	8	#6	11'-10"	□
u1(E)	8	#5	6'-4"	□
v(E)	193	#8	5'-4"	—
Structure Excavation		Cu Yd	55	
Concrete Structures		Cu Yd	37.8	
Reinforcement Bars, Epoxy Coated		Pound	6,210	
Bar Splicers		Each	10	
Furnishing Steel Piles Hp12X74		Foot	675	
Driving Piles		Foot	675	
Test Pile Steel Hp12X74		Each	1	
Bar Terminator		Each	386	

Notes:  
Space reinforcement in cap to miss anchor bolts.  
Pour steps monolithically with cap.  
All exposed edges shall be chamfered 3/4" unless noted otherwise.  
All bar spacings given are center to center.

**PLAN**

(E. Abut. shown)  
(W. Abut. similar)

**TYP. LAP SPLICE**

Bar Size	Min. Lap
#7	5'-0"

**LEGEND:**

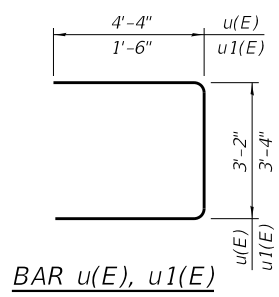
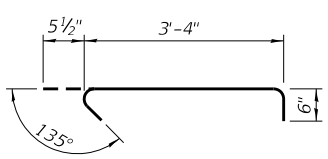
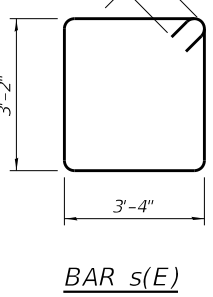
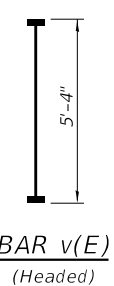
HP12x74

**BEARING SEAT ELEVATIONS W. ABUT.**

Beam	Brg. Seat Elevation	Step (in)
1	721.64	
2	721.49	1 3/4"
3	721.42	3/4"
4	721.58	1 1/8"
5	721.73	1 1/8"
6	721.89	1 1/8"
7	721.82	3/4"
8	721.82	0
9	721.76	3/4"
10	721.88	1 1/2"

**BEARING SEAT ELEVATIONS E. ABUT.**

Beam	Brg. Seat Elevation	Step (in)
1	721.58	
2	721.43	1 3/4"
3	721.37	3/4"
4	721.53	1 1/8"
5	721.68	1 1/8"
6	721.83	1 1/8"
7	721.70	1 1/8"
8	721.55	1 1/8"
9	721.39	1 1/8"
10	721.39	0"



MODEL: Default  
FILE NAME: p:\patrickcp-pw-bentley.com\patrickcp-pw-07\Documents\DuPage County\22277.024\_GenevaBRPH212\_Design\12.3\_CADD\SHEETS\024-5HT-0223093-024-Abut-01.dgn



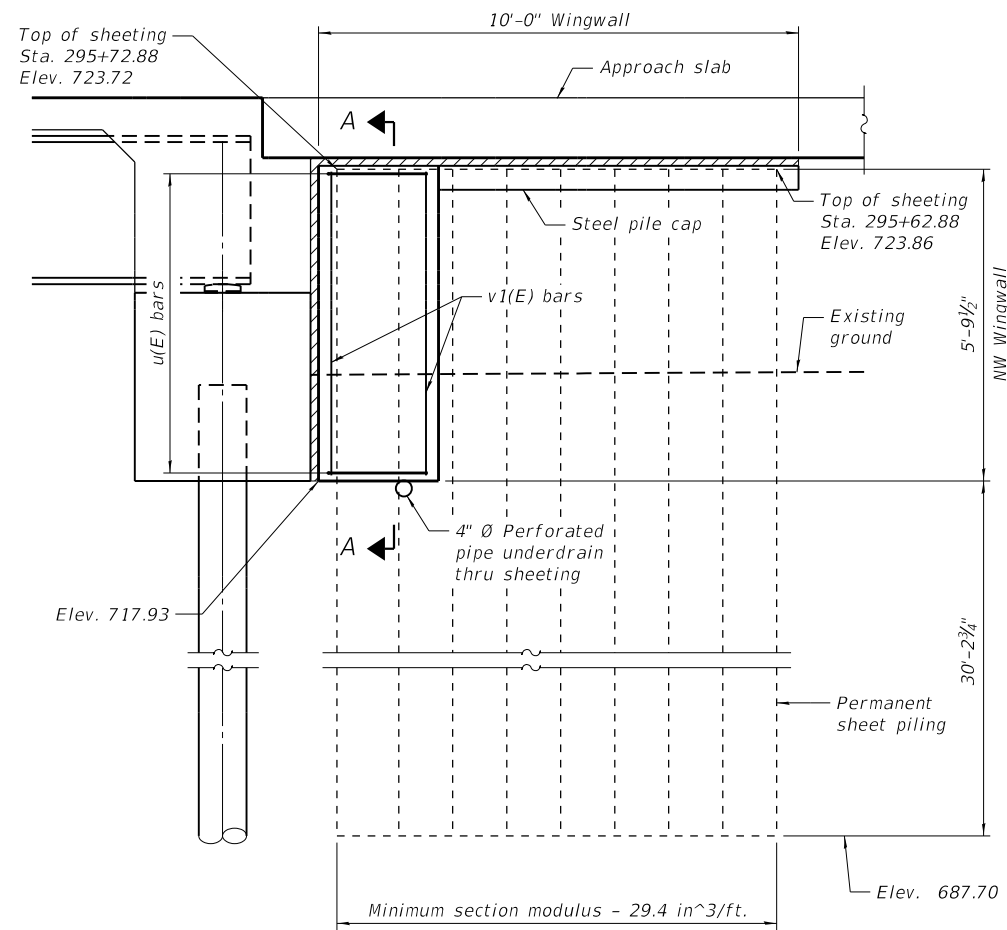
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CHECKED	- PV	CHECKED	- PV	REVISED	
PLOT SCALE	• 8:0.0000 "/ in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

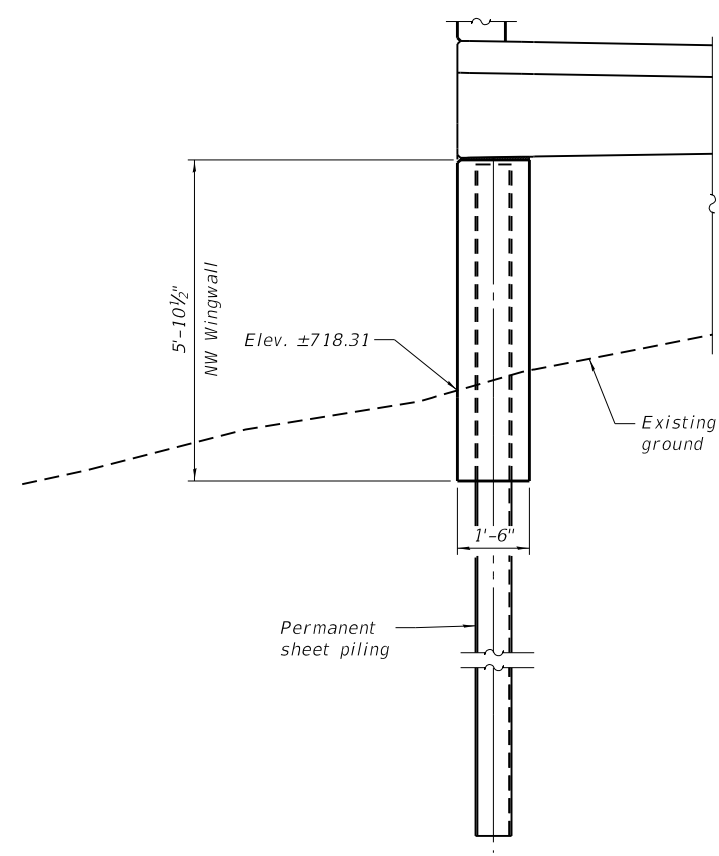
**ABUTMENTS  
STRUCTURE NO. 022-3093**

SHEET S-24 OF S-30 SHEETS

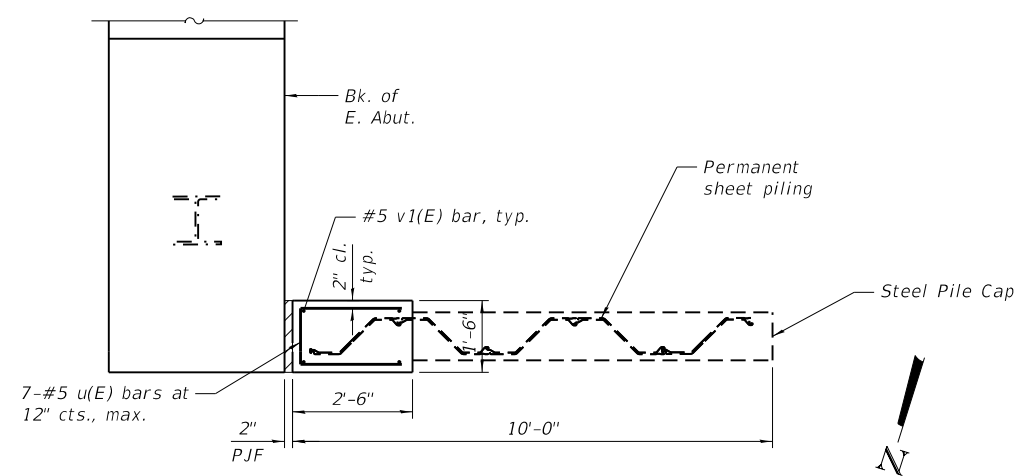
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	67
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				



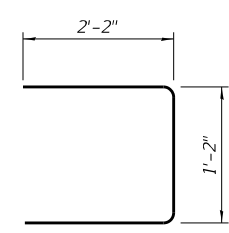
**NW WINGWALL ELEVATION**  
(Looking South)



**SECTION A-A**  
(Looking East)



**NW WINGWALL PLAN**



**BAR u(E)**

**NW WINGWALL  
BILL OF MATERIAL**  
(1 Required)

Bar	No.	Size	Length	Shape
v1(E)	4	#5	5'-5"	—
u(E)	7	#5	5'-6"	U
Concrete Structures			Cu Yd	0.9
Permanent Sheet Piling			Sq Ft	361
Reinforcement Bars, Epoxy Coated			Pound	70

Note:  
See sheet S-02 of S-30 for wall connection to structure detail.

MODEL: Default  
 FILE NAME: p:\1\patrickcp-pw-bentley.com\patrickcp-pw-07\Documents\Dupage County\22277\_024\_GenevaBRPH212\_Design\12.3\_CADD\SHEETS\024-SHT-0223093-025-NWWall-C1.dgn  
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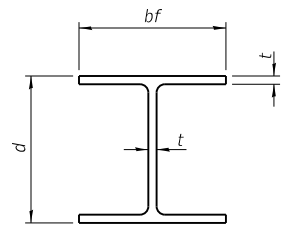
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PLOT DATE	• 12/28/2023	DRAWN	- RMH	REVISED	
		CHECKED	- AMK	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**NW WINGWALL  
STRUCTURE NO. 022-3093**

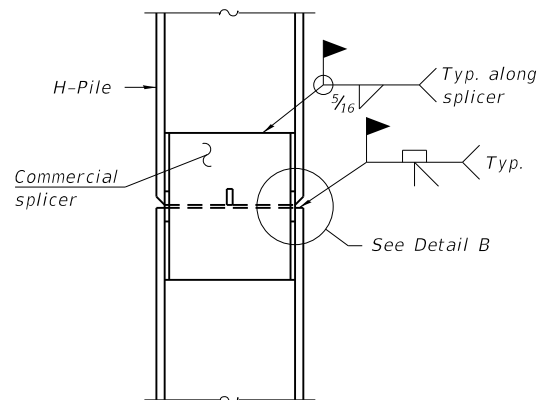
SHEET S-25 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			61J30	
ILLINOIS FED. AID PROJECT				

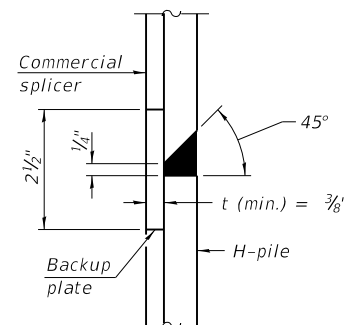


**STEEL PILE TABLE**

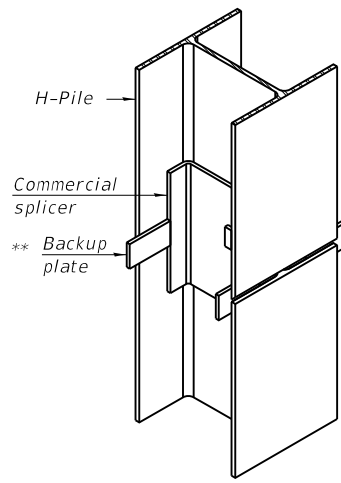
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



**ELEVATION**

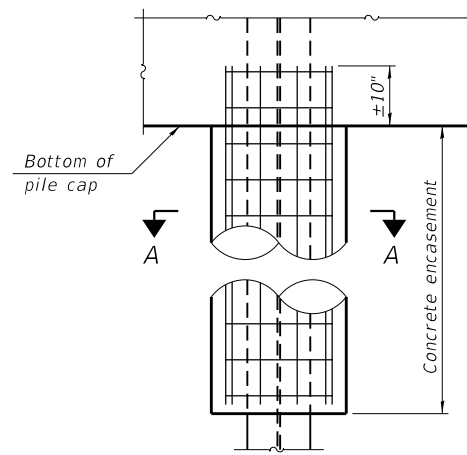


**DETAIL "B"**

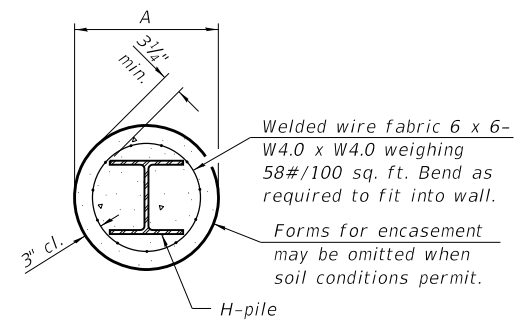


**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**

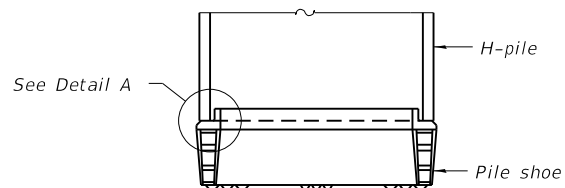


**ELEVATION**

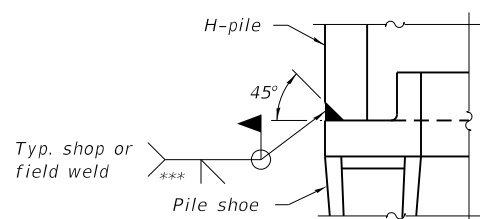


**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
(when specified)

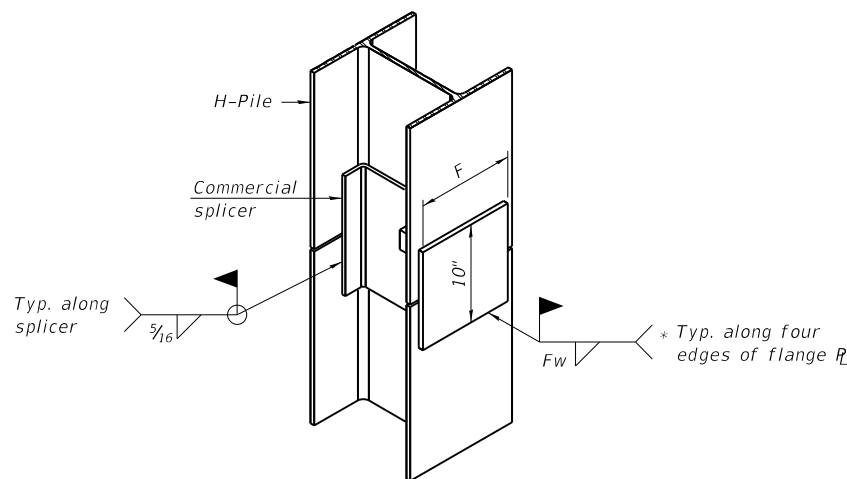


**ELEVATION**



**DETAIL A**

**SHOE ATTACHMENT**



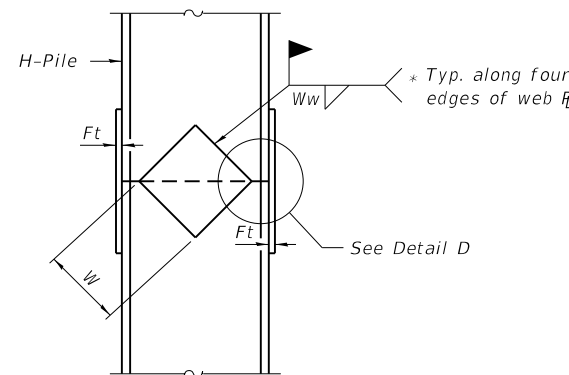
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

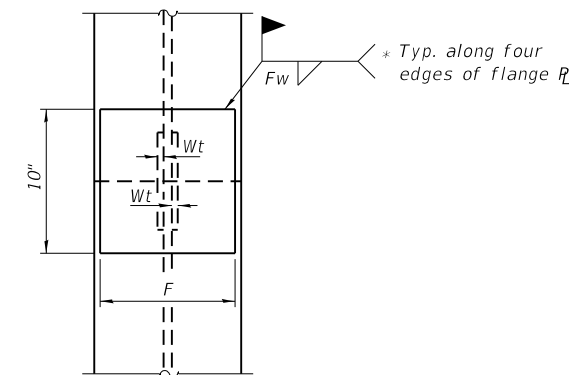
\* Interrupt welds 1/4" from end of web and/or each flange.

\*\* Remove portions of backup plates that extend outside the flanges.

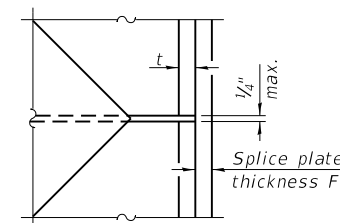
\*\*\* Weld size per pile shoe manufacturer ( 5/16" min.).



**ELEVATION**



**END VIEW**



**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP

2-1-2023

USER NAME	• Ibolzenius
PLOT SCALE	• 0:2.0000 " = 1" / in.
PLOT DATE	• 12/28/2023

DESIGNED	- SP	REVISED	
CHECKED	- PV	REVISED	
DRAWN	- RMH	REVISED	
CHECKED	- AMK	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

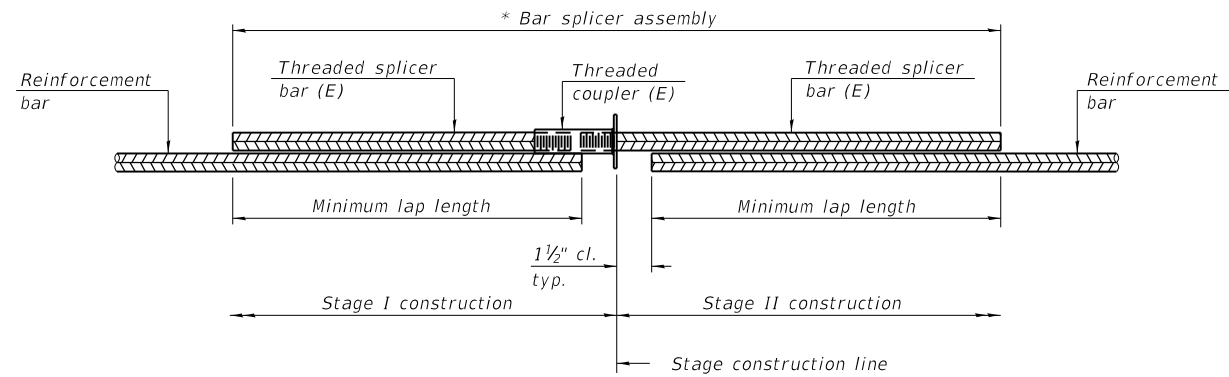
**HP PILE DETAILS  
STRUCTURE NO. 022-3093**

SHEET S-26 OF S-30 SHEETS

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	69
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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12/28/2023 1:45:48 AM



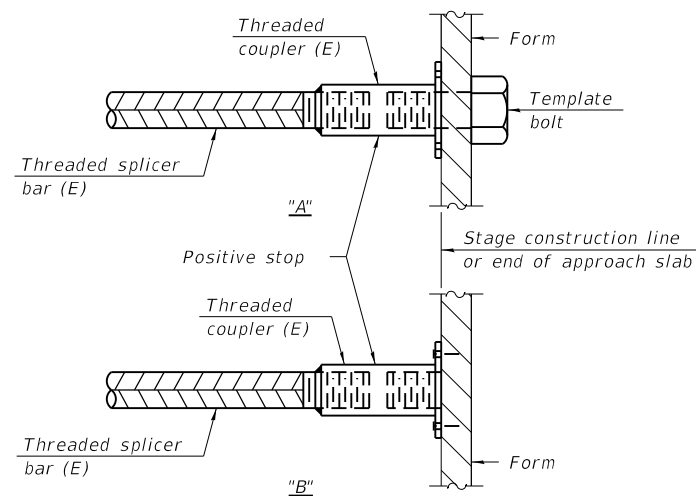


**STANDARD BAR SPLICER ASSEMBLY PLAN**

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

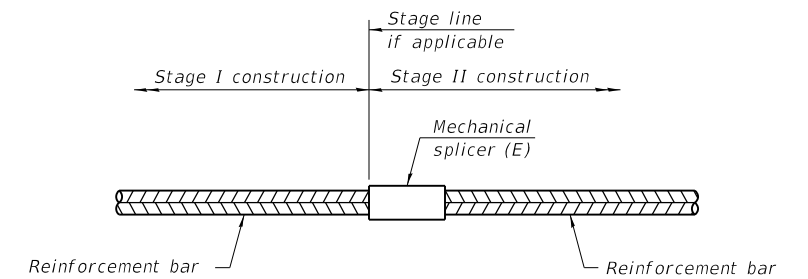


**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required

Location	Bar Size	No. Assemblies Required	Minimum Lap Length	
<b>Deck</b>				
Top	a1(E)	#5	202	3'-6"
Bottom	a2(E)	#5	126	3'-6"
<b>Diaphragm</b>				
Back side	m10(E)	#6	8	4'-0"
Front side	**	#6	6	4'-0"
<b>Approach Slab</b>				
Top	a10(E)	#5	92	3'-4"
Bottom	a12(E)	#8	120	4'-9"
Footing - Top & Bottom	w10(E)	#5	80	3'-4"
<b>Abutments</b>				
Cap	p(E)	#7	20	5'-0"
Total =		654		

\*\* Stage 1 side: Bar Splicers are not lapped with rebar, cut to fit the threaded splice bar and provide min. clearance.  
 Stage 2 side: Bar Splicers are lapped with m14(E) bars on Stage 2 side.

Notes:  
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: Default  
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USER NAME	DESIGNED	REVISIONS
• Ibolzenius	- PV	
	CHECKED	REVISIONS
	- AMK	
PLOT SCALE	DRAWN	REVISIONS
• 0:2.0000 " = 1' / in.	- RMH	
PLOT DATE	CHECKED	REVISIONS
• 12/28/2023	- AMK	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 022-3093

SHEET S-27 OF S-30 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	70
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		



# SOIL BORING LOG

Date 10/25/19

ROUTE County Route # 21, Geneva Road DESCRIPTION Geneva road bridge over DuPage river LOGGED BY Eric Slusser  
SECTION \_\_\_\_\_ LOCATION Northeast corner of bridge  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
022-3001	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft	
Station _____											
BORING NO. <u>BSB-01</u>											
Station <u>1031567.75, 1901420.309</u>											
Offset _____											
Ground Surface Elev. <u>720.28</u> ft											
Rock Core 73.5'-88.5' See Rock Core Log (continued)											
	-85										
	631.78										
	-90										
	-95										
	-100										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

# SOIL BORING LOG

Date 10/24/19

ROUTE County Route # 21, Geneva Road DESCRIPTION Geneva road bridge over DuPage river LOGGED BY Eric Slusser  
SECTION \_\_\_\_\_ LOCATION Southwest corner of bridge  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
022-3001	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft	
Station _____											
BORING NO. <u>BSB-02</u>											
Station <u>1031619.6, 1901517.235</u>											
Offset _____											
Ground Surface Elev. <u>720.26</u> ft											
ASPHALT											
	719.51										
Loose, White CRUSHED AGGREGATE FILL, Moist											
	4										
	4										
	3										
	717.26										
Very Loose, Brown Sandy Loam, trace to little medium to fine gravel, Moist											
	1										
	2			17.3							
	-5										
	714.76										
Medium Stiff, black Clay Loam, trace to little gravel, Moist											
	1										
	3										
	2		0.5								
	712.76										
Shelby Tube 7.5'-9.5' Medium Stiff, Black Clay, pieces of wood 9.5'-13.0', Moist to wet											
Color change to Light Gray/Yellowish brown and Black at 11.0 feet											
	-10	1									
	2			38.2							
	5		0.5								
	3										
	3		0.8								
	707.26										
Medium dense to Dense, Gray sand, coarse to fine grain, little medium to fine gravel, Saturated											
	5										
	6			12.0							
	-15	6									
	10										
	19			10.3							
	16										
	702.26										
Medium Dense Silt, massive, scattered thin sand lenses (0.01-0.02' thick), clay lense 19.1-19.3'											
	10										
	8			18.3							
	-20	7									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Default  
FILE NAME: p:\patrickcp-pw-bentley.com\patrickcp-pw-071\Documents\DuPage\_County\22277.024\_GenevaBRPH212\_Design\12.3\_CADD\SHEETS\024-SHT-0223093-029-blog-02.dgn



USER NAME	DESIGNED	REVISIONS
Ibolzenius	PV	
CHECKED	AMK	REVISED
PLOT SCALE	DRAWN	REVISIONS
0:2.0000 '"/in.	RMH	
PLOT DATE	CHECKED	REVISED
12/28/2023	AMK	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 3)  
STRUCTURE NO. 022-3093

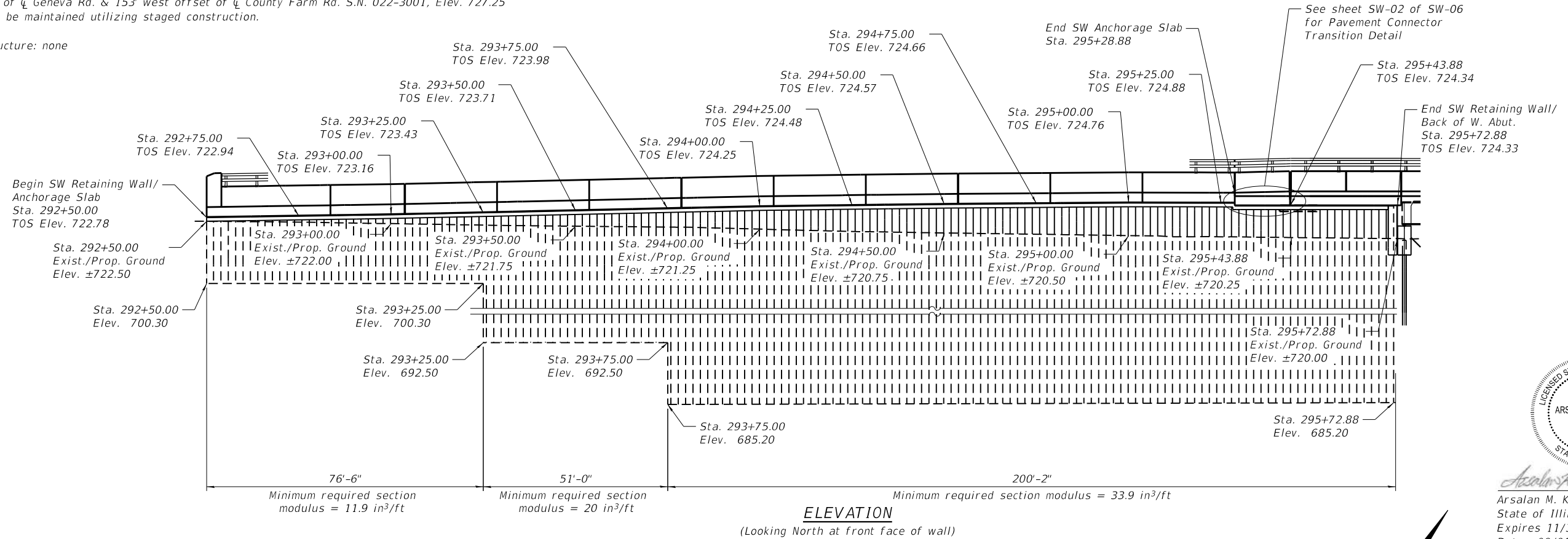
SHEET S-29 OF S-30 SHEETS

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	72
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

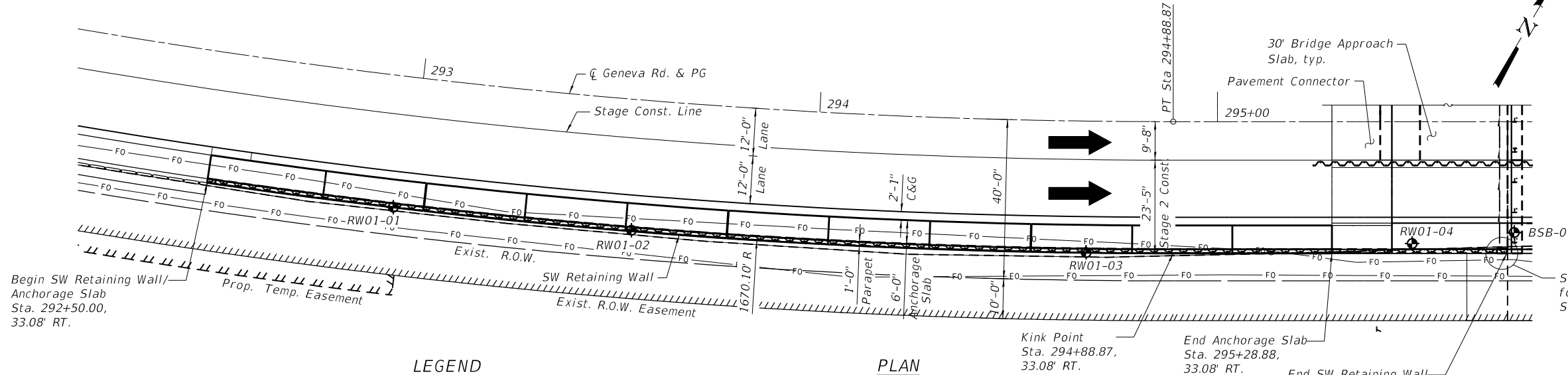


Benchmark: 0112 - The monument is a 3.5 inch brass disk on the top of an 8 inch concrete headwall, and below the level of the gravel trail of the Illinois Prairie Path. 84' north offset of  $\bar{C}$  Geneva Rd. & 153' west offset of  $\bar{C}$  County Farm Rd. S.N. 022-3001, Elev. 727.25  
 Traffic shall be maintained utilizing staged construction.

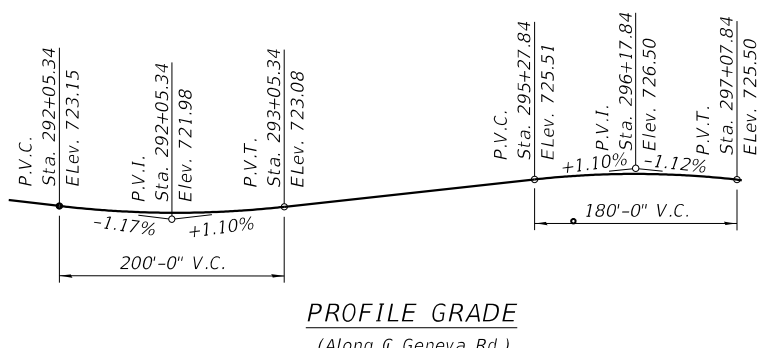
Existing Structure: none



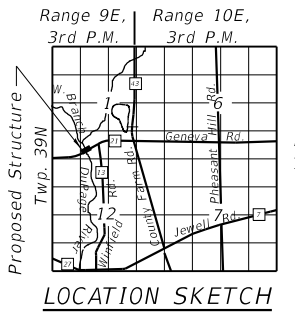
**ELEVATION**  
 (Looking North at front face of wall)



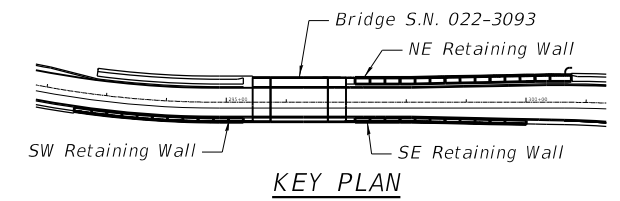
**PLAN**



**PROFILE GRADE**  
 (Along  $\bar{C}$  Geneva Rd.)

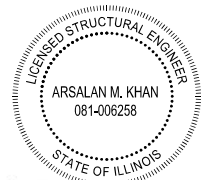


**LOCATION SKETCH**



**KEY PLAN**

**GENERAL PLAN & ELEVATION**  
**SW RETAINING WALL - GENEVA ROAD**  
 F.A.U. 1397 CH 21 - SEC. 18-00206-10-BR  
 DUPAGE COUNTY  
 STA. 292+50.00 TO STA. 295+72.71



Arsalan M. Khan P.E., S.E.  
 State of Illinois No. 081.006258  
 Expires 11/30/2024  
 Date: 09/01/2023

I certify that to the best of knowledge, information and belief, this wall 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 LRFD Bridge Design Specifications.

**EXIST. CURVE DATA**

(EX GENEVA 3)  
 P.I. Sta. = 290+86.02  
 $\Delta = 28^\circ 49' 22''$  (LT)  
 $D = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 420.66'$   
 $L = 823.51'$   
 $e = 53.18'$   
 $e =$   
 $T.R. =$   
 $S.E. Run =$   
 $P.C. Sta. = 286+65.36$   
 $P.T. Sta. = 294+88.87$

**DESIGN SPECIFICATIONS**

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**DESIGN STRESSES**

**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f'_c = 4,000$  psi (Superstructure Concrete)  
 $f_y = 50,000$  psi (M202 Grade 50) (Permanent Sheet Piling)  
 $f_y = 60,000$  psi (Reinforcement)

- LEGEND**
- ◆ Boring Location
  - FO- Exist. Fiber Optic
  - TOS Top of Steel Sheet Piling

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
 SW RETAINING WALL

SHEET SW-01 OF SW-06 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	74
CONTRACT NO.			61130	

ILLINOIS FED. AID PROJECT

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 12/28/2023 1:47:00 AM

**GENERAL NOTES**

- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.

**INDEX OF SHEETS**

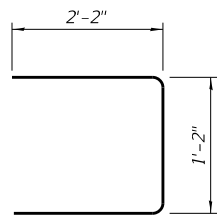
- SW-01 GENERAL PLAN & ELEVATION
- SW-02 GENERAL DATA
- SW-03 ANCHORAGE SLAB DETAILS
- SW-04 ALUMINUM RAILING, TYPE L
- SW-05 SOIL BORING LOGS (1 OF 2)
- SW-06 SOIL BORING LOGS (2 OF 2)

**TOTAL BILL OF MATERIALS**

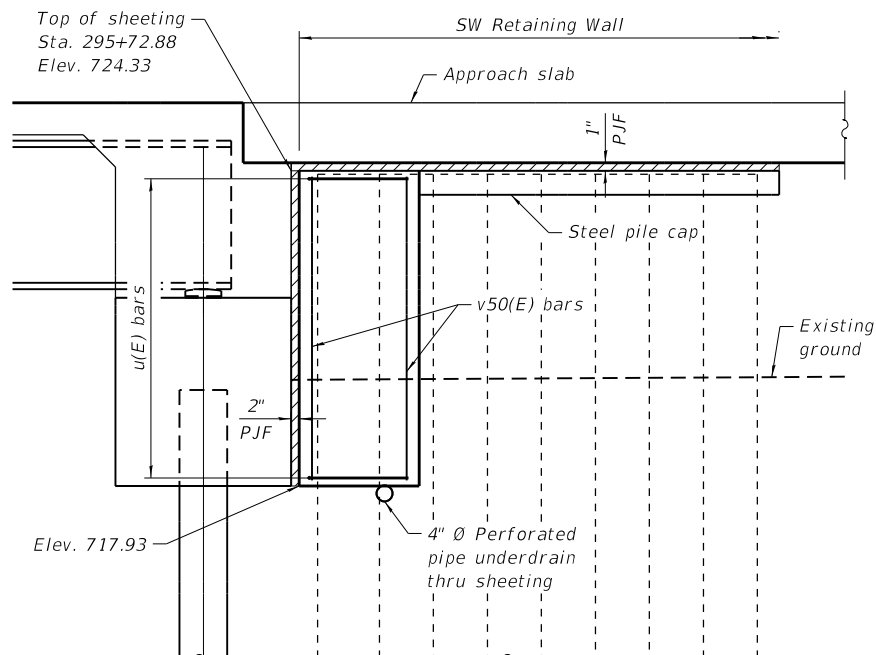
Item	Unit	Super	Sub	Total
Porous Granular Backfill	Cu Yd	—	160	160
Concrete Structures	Cu Yd	—	0.9	0.9
Concrete Superstructure	Cu Yd	127.2	—	127.2
Protective Coat	Sq Yd	308	—	308
Reinforcement Bars, Epoxy Coated	Pound	14,070	70	14,140
Aluminum Railing, Type L	Foot	279	—	279
Permanent Sheet Piling	Sq Ft	—	11,044	11,044
Geocomposite Wall Drain	Sq Yd	—	102	102

**SW END CAP BILL OF MATERIAL**

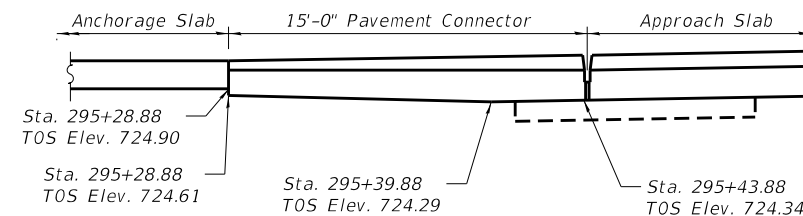
Bar	No.	Size	Length	Shape
u(E)	7	#5	5'-6"	—
v50(E)	4	#5	6'-0"	□
Concrete Structures			Cu Yd	0.9
Reinforcement Bars, Epoxy Coated			Pound	70



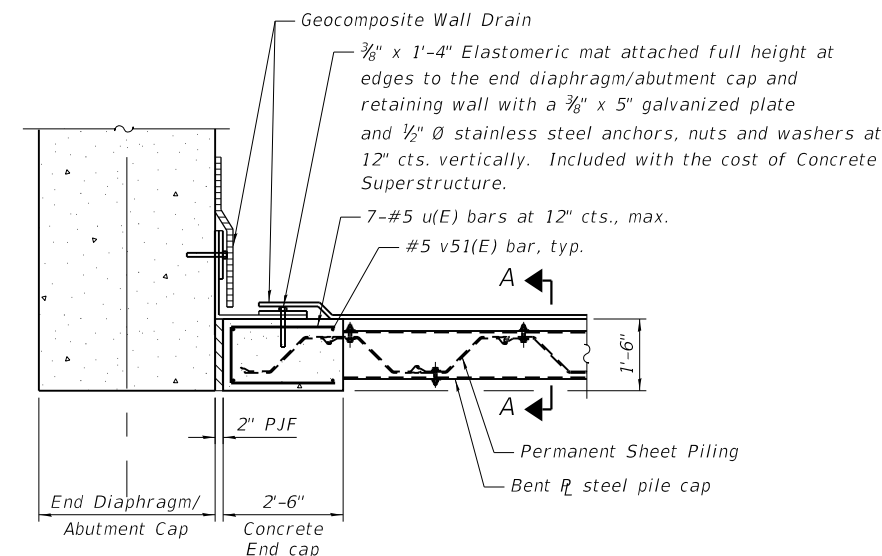
BAR u(E)



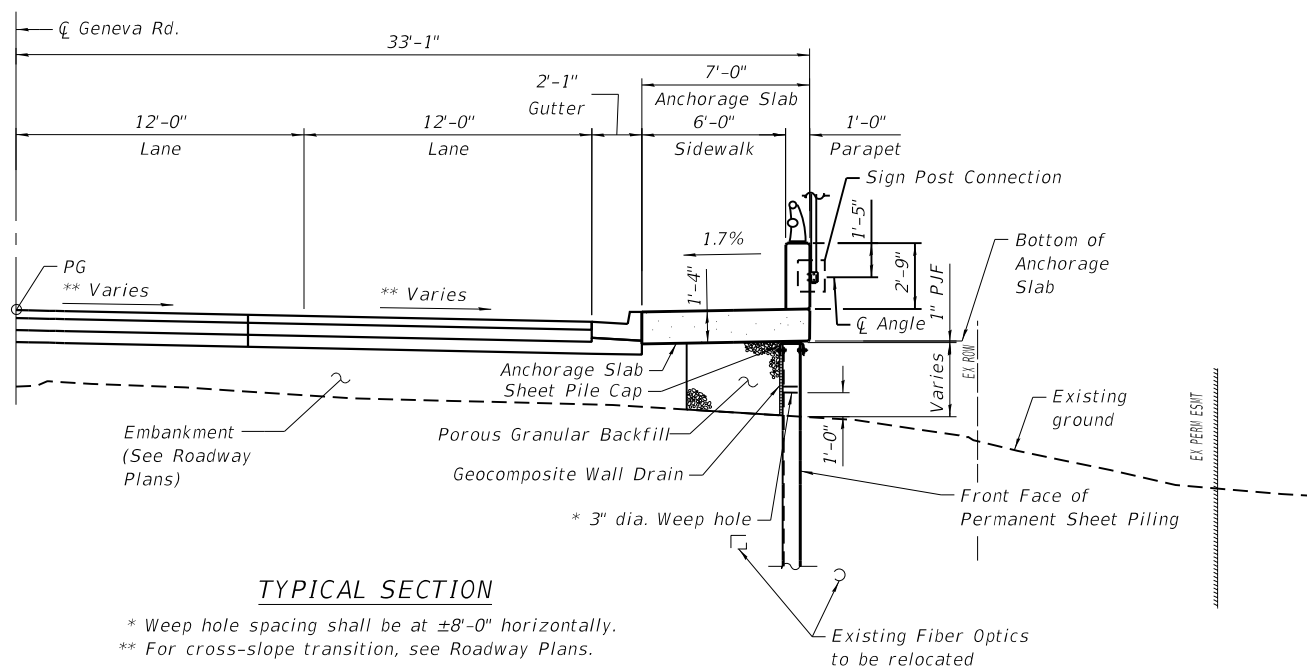
CONCRETE END CAP ELEVATION



PAVEMENT CONNECTOR TRANSITION DETAIL

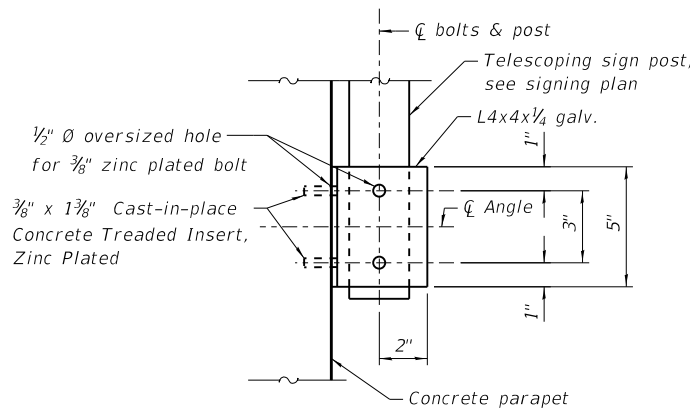


CONCRETE END CAP/SHEET PILING CONNECTION

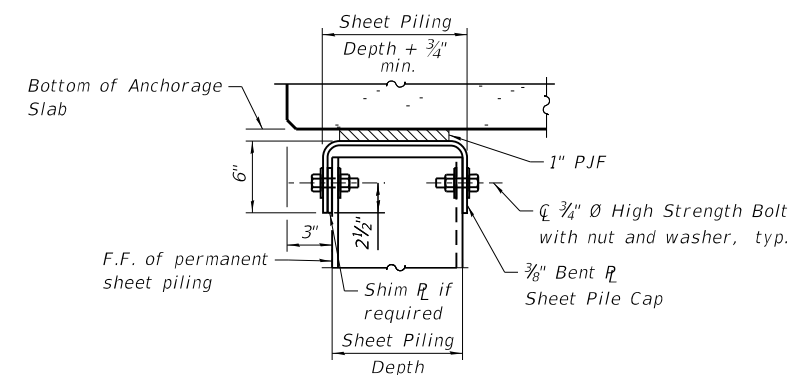


TYPICAL SECTION

\* Weep hole spacing shall be at ±8'-0" horizontally.  
 \*\* For cross-slope transition, see Roadway Plans.



SIGN POST CONNECTION



SECTION A-A

Cost of sheet pile cap, 3/4" Ø high strength bolts, shim Rs and P.J.F. is included with Permanent Sheet Piling.

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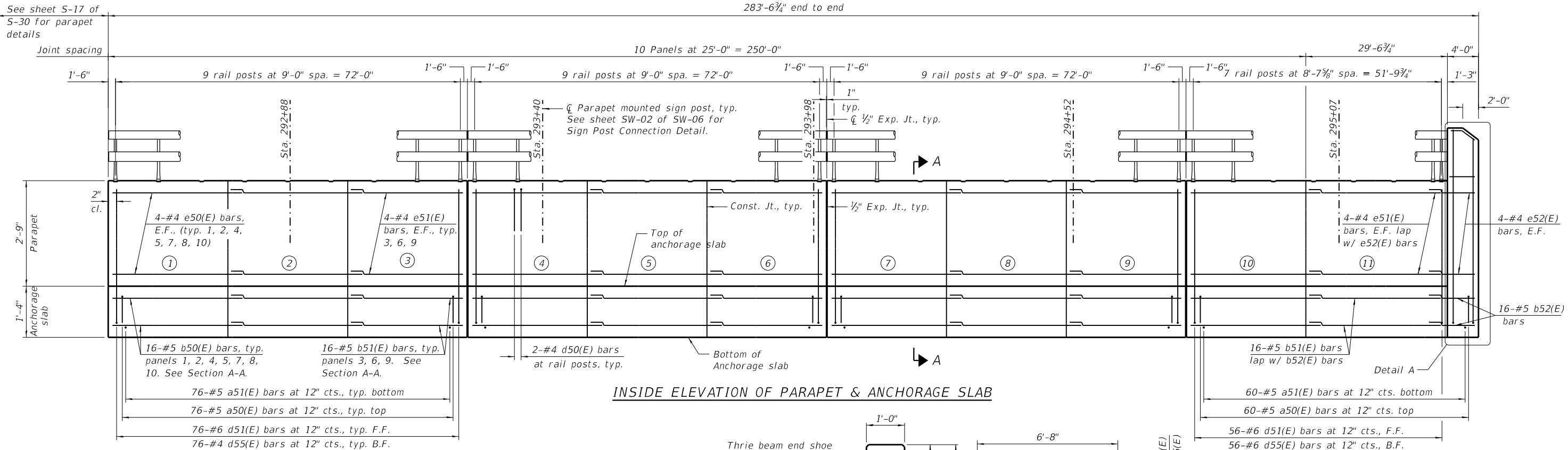
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PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

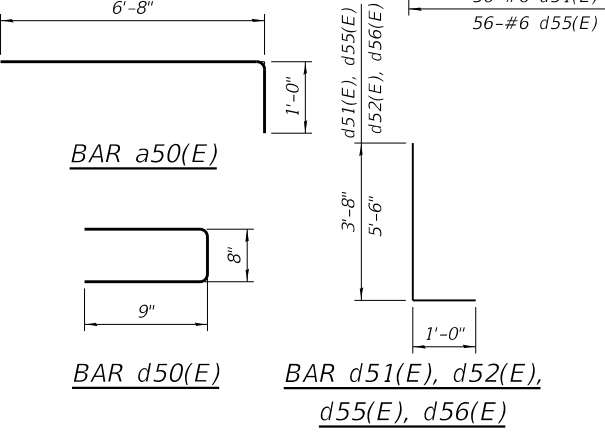
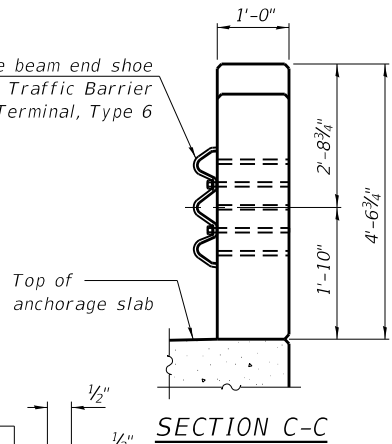
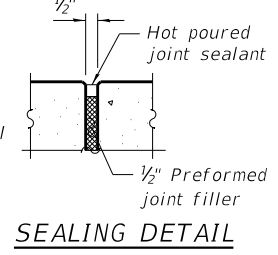
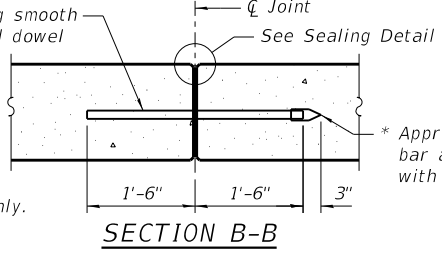
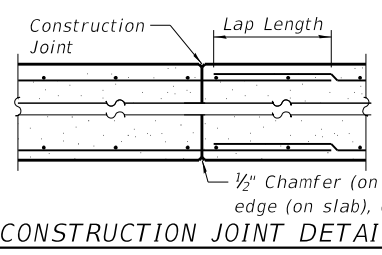
GENERAL DATA  
 SW RETAINING WALL

SHEET SW-02 OF SW-06 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	75
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				



**INSIDE ELEVATION OF PARAPET & ANCHORAGE SLAB**

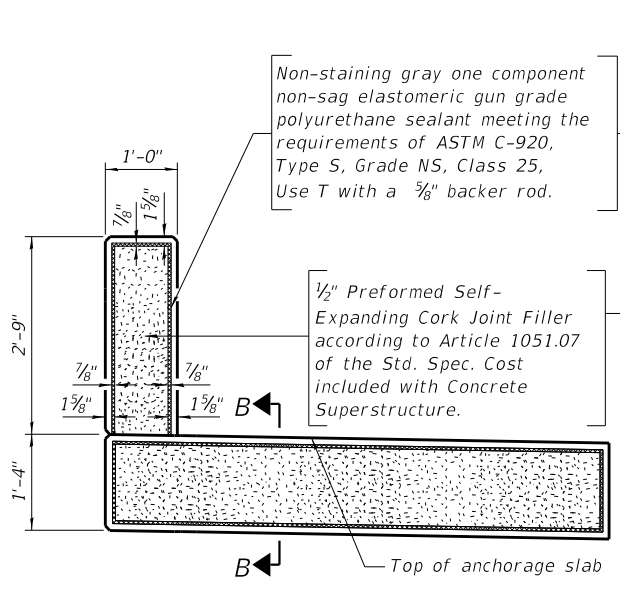
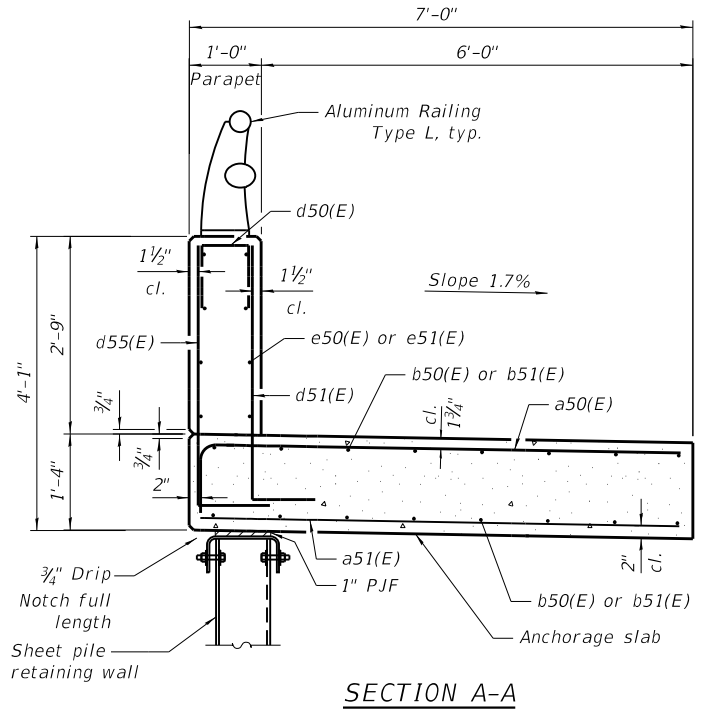


**TYP. LAP SPLICE**

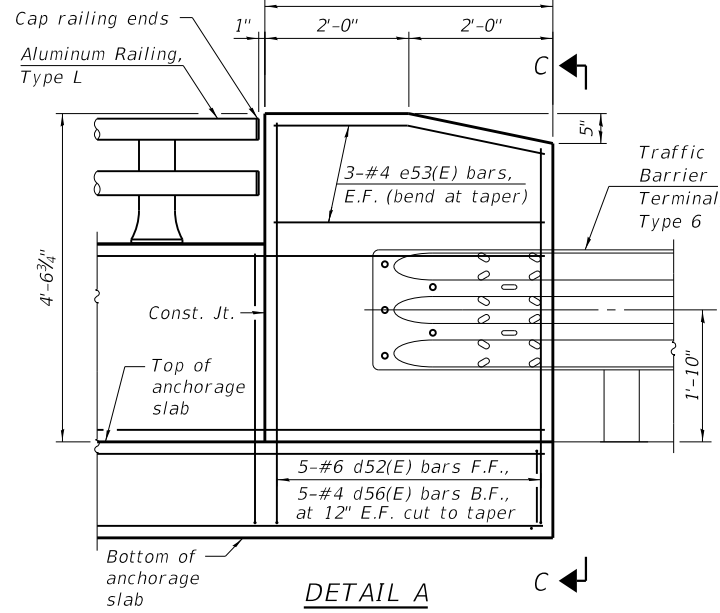
Bar Size	Min. Lap
#4	2'-5"
#5	3'-0"

**ANCHORAGE SLAB BILL OF MATERIAL**  
(Stage 2 Construction)

Bar	No.	Size	Length	Shape
a50(E)	288	#5	7'-8"	L
a51(E)	288	#5	6'-8"	—
d50(E)	68	#4	2'-2"	□
d51(E)	284	#6	4'-8"	L
d52(E)	5	#6	6'-6"	L
d55(E)	284	#4	4'-8"	L
d56(E)	5	#4	6'-6"	L
e50(E)	56	#4	27'-3"	—
e51(E)	32	#4	24'-8"	—
e52(E)	8	#4	11'-1"	—
e53(E)	6	#4	3'-8"	—
b50(E)	112	#5	27'-10"	—
b51(E)	64	#5	24'-8"	—
b52(E)	16	#5	11'-7"	—
Concrete Superstructure		Cu Yd		127.2
Protective Coat		Sq Yd		308
Reinforcement Bars, Epoxy Coated		Pound		14,070



Note: The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



Note: See Sheet SW-04 of SW-06 for Aluminum Railing, Type L details.

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12/28/2023 1:47:20 AM



USER NAME	DESIGNED	CHECKED	PLOT SCALE	PLOT DATE
Ibolzenus	EMA	AMK	2:8.0000 "/ in.	12/28/2023

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB DETAILS  
SW RETAINING WALL

SHEET SW-03 OF SW-06 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	76

CONTRACT NO. 61J30  
ILLINOIS FED. AID PROJECT







Interra, Inc.  
600 Territorial Drive, Suite G  
Bolingbrook, IL 60440  
www.interraservices.com

# SOIL BORING LOG

Date 1/11/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 01 LOGGED BY Sponaugle

SECTION LOCATION E1031320.719;N1901287.428

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 01  
Station 292+49.82 to 295+43.88

BORING NO. RW01-01  
Station 292+96.24  
Offset 33.05ft RT  
Ground Surface Elev. 722.30 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft

Groundwater Elev.:  
First Encounter 710.3 ft  
Upon Completion 711.8 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	LOW (ft)	UCS (tsf)	MOIST (%)	DESCRIPTION
721.70				ASPHALT (7")
721.20				GRAVEL BASE COURSE (6")
719.30	6	1.0	15.5	Stiff, Black (N1) with green mottling CLAY LOAM fill, little gravel, trace asphalt, moist
715.80	2	0.8	25.0	Medium stiff, Black (N1) CLAY, little organics, low plasticity, moist
714.30	3	1.0	14.3	Moisture=24.47% Stiff, dark grayish Brown (2.5Y 4/2) LOAM, trace gravel. Shelby tube 6-8'. LL= 7%, PI =12%
711.80	4	0.3	17.4	Soft, olive Gray (5Y 4/1) LOAM, trace gravel, trace organics, low plasticity, moist
706.80	5		10.5	Medium dense, dark yellowish Orange (10YR 6/6) coarse to fine SANDY LOAM and GRAVEL, wet Free water at 11'
704.30	7		7.8	Medium dense, moderate yellowish Brown (10YR 5/4) coarse to fine SANDY LOAM and GRAVEL, wet
702.30	9		9.9	Medium dense, light olive Gray (5Y 6/1) coarse to fine SANDY LOAM, little gravel, wet
702.30	11			End of boring at 20'

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)



Interra, Inc.  
600 Territorial Drive, Suite G  
Bolingbrook, IL 60440  
www.interraservices.com

# SOIL BORING LOG

Date 1/12/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 01 LOGGED BY Sponaugle

SECTION LOCATION E1031408.705;N1901330.597

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 01  
Station 292+49.82 to 295+43.88

BORING NO. RW01-02  
Station 293+93.00  
Offset 32.85ft RT  
Ground Surface Elev. 721.80 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft

Groundwater Elev.:  
First Encounter 711.8 ft  
Upon Completion 710.9 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	LOW (ft)	UCS (tsf)	MOIST (%)	DESCRIPTION
721.30				ASPHALT (6")
720.70				GRAVEL BASE COURSE (7")
715.80	6	2.5	12.3	Very stiff, brownish Black (5YR 2/1) with green mottling CLAY LOAM fill, trace gravel, low plasticity, dry
713.80	7	1.5	20.3	Stiff 0.2' seam of black topsoil
712.80	6		10.7	Dark grayish Brown (2.5Y 4/2) SANDY LOAM and GRAVEL Shelby tube. 6-8'. Non-plastic
712.80	7		9.4	Stiff, Black (N1) CLAY, trace organic, low plasticity, moist Moisture= 27.5%, Qu=1tsf
711.80	8	1.0	30	Medium dense, dark yellowish Orange (10YR 6/6) coarse to fine SANDY LOAM and GRAVEL, moist Free water at 10'
706.30	5		14.2	Wet.
705.30	6		15.1	Loose, light olive Gray (5Y 6/1) medium to fine SANDY LOAM, little gravel, wet. Moisture= 19.1%
702.80	4	1.0	21.1	Stiff, olive Gray (5Y 4/1) SILTY LOAM, moist
701.80	10	1.0	10.9	Medium dense, light olive Gray (5Y 6/1) SANDY LOAM and
701.80	10			End of boring at 20'

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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USER NAME	DESIGNED	REVISED
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	CHECKED	REVISED
	- AMK	
PLOT SCALE	DRAWN	REVISED
0:2.0000 " = 1' / in.	- RMH	
PLOT DATE	CHECKED	REVISED
12/28/2023	- AMK	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 2)  
SW RETAINING WALL

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	78
CONTRACT NO.			61J30	
ILLINOIS FED. AID PROJECT				

# SOIL BORING LOG

Date 1/12/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 01 LOGGED BY Sponaugle

SECTION LOCATION E1031475.058;N1901366.547

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 01  
Station 292+49.82 to 295+43.88

BORING NO. RW01-03  
Station 294+67.38  
Offset 33.01ft RT  
Ground Surface Elev. 721.10 ft

DEPTH (ft)	BLWS (/6")	UCS (tsf)	MOST (%)	DESCRIPTION	DEPTH (ft)	BLWS (/6")	UCS (tsf)	MOST (%)
720.60				ASPHALT (6")				
720.00				GRAVEL BASE COURSE (7")				
	3			Very stiff, brownish Black (5YR 2/1) with green mottling CLAY LOAM fill, trace gravel, low plasticity, dry	3			20.9
	11	2.5			4	1.2		
		P				B		
	5			Stiff, trace brick	3			22.4
	6		15.4		3			
	6	1.5			5	1.2		
		P				B		
715.60				Very stiff, olive Gray (5Y 4/1) with black mottling SILTY CLAY, little organics, trace gravel, low plasticity, moist	9			11.1
	3		24.6		10			
	3	2.5			10			
		P						
712.10			19.5	Soft, black (10YR 2/1) SANDY LOAM and GRAVEL. Shelby tube 8.5-10.5'. LL=39%, PI=15%	6			12.4
	U				10			
	S	0.3						
	H			End of boring 30'				
710.60				Stiff, dark yellowish Brown (10Y 4/2) coarse to fine SANDY CLAY LOAM, trace gravel, wet Free water at 10.5'				
	6							
	8		14.7					
	9	1.8						
		P						
708.10				Medium dense, light olive Gray (5Y 5/2) coarse to fine SANDY LOAM and GRAVEL, wet				
	3		8.5					
	9							
	14							
	9							
	12		13.3					
	7							
703.10				Medium stiff, olive Gray (5Y 4/1) SILTY CLAY, medium plasticity, moist				
	5		22.7					
	3							
	3	0.8						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

# SOIL BORING LOG

Date 1/12/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 01 LOGGED BY Sponaugle

SECTION LOCATION E1031544.519;N1901410.475

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 01  
Station 292+49.82 to 295+43.88

BORING NO. RW01-04  
Station 295+48.92  
Offset 30.62ft RT  
Ground Surface Elev. 720.60 ft

DEPTH (ft)	BLWS (/6")	UCS (tsf)	MOST (%)	DESCRIPTION	DEPTH (ft)	BLWS (/6")	UCS (tsf)	MOST (%)
719.80				ASPHALT (10")				
719.40				GRAVEL BASE COURSE (5")				
	4			Loose, dark yellowish Orange (10YR 6/6) coarse to fine SANDY LOAM and GRAVEL, moist	5			10.5
					4			
717.60				Very stiff, olive Gray (5Y 4/1) SILTY CLAY, medium plasticity, moist. Moisture = 24.4%, Qu=2.0 tsf				
	3		10.5					
	3			Loose, moderate yellowish Brown (10YR 5/4) coarse to fine SILTY LOAM and GRAVEL, moist. Moisture= 10.9%				
	-5							
715.10				Stiff, Black (N1) CLAY, trace organics, low plasticity, moist. Organic Content = 9.1%				
	2		48.8					
	2	1.0				0.5		
		P						
712.10				Very soft, black (10YR 2/1) SANDY LOAM, some gravel. Shelby tube 8.5-10.5'. LL=29%, PI=12%				
	U		36.0					
	S	0.2						
	H			Medium dense, olive Gray (5Y 4/1) coarse to fine SANDY LOAM, little gravel, wet Free water at 10'				
710.10								
	4							
	5		13.4					
	6							
				Loose, trace gravel				
	5							
	6		22.0					
	-15							
	2							
	9							
	17		30.9					
	38							
				Very dense, coarse to fine sand				
	2							
	7		11.9					
	12							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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USER NAME	DESIGNED	REVISION
• Ibolzenius	- PV	REVISED
	CHECKED	REVISED
	- AMK	REVISED
PLOT SCALE	DRAWN	REVISED
• 0:2.0000 " = 1' in.	- RMH	REVISED
PLOT DATE	CHECKED	REVISED
• 12/28/2023	- AMK	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

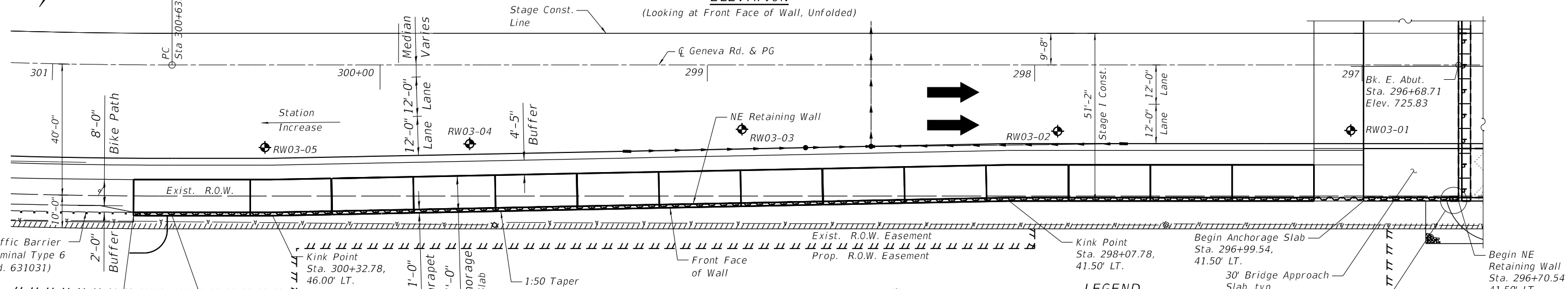
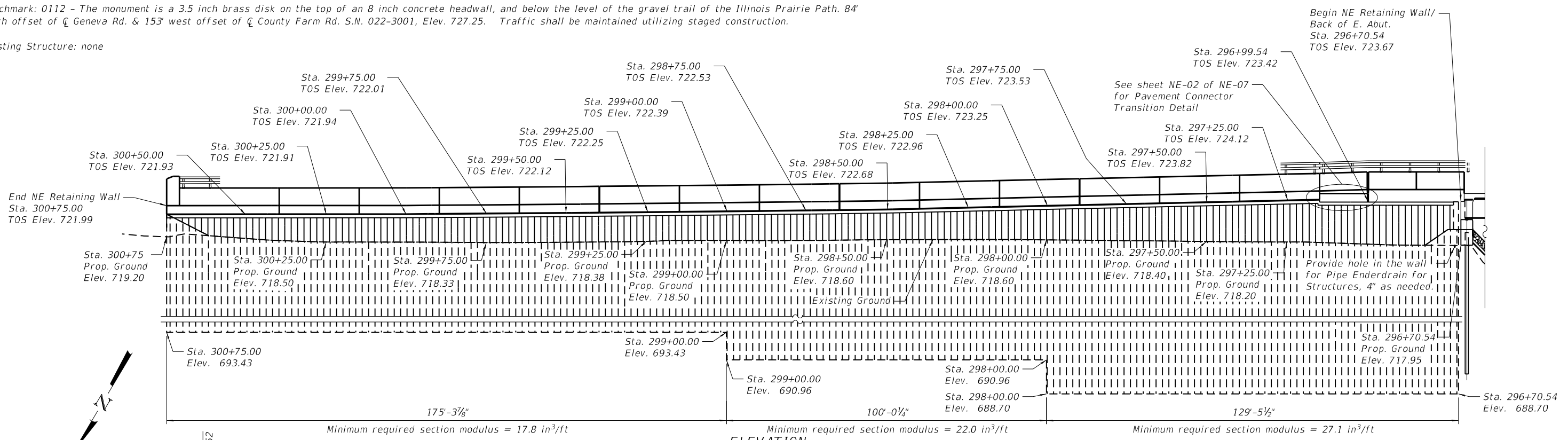
SOIL BORING LOGS (2 OF 2)  
SW RETAINING WALL

SHEET SW-06 OF SW-06SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	79
CONTRACT NO.			61J30	
ILLINOIS		FED. AID PROJECT		

Benchmark: 0112 - The monument is a 3.5 inch brass disk on the top of an 8 inch concrete headwall, and below the level of the gravel trail of the Illinois Prairie Path. 84' north offset of  $\bar{C}$  Geneva Rd. & 153' west offset of  $\bar{C}$  County Farm Rd. S.N. 022-3001, Elev. 727.25. Traffic shall be maintained utilizing staged construction.

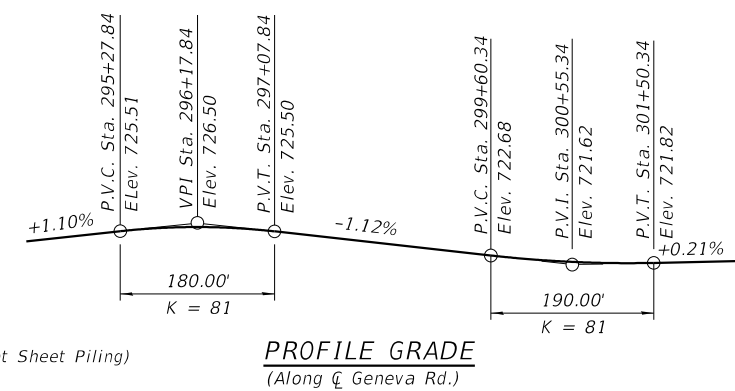
Existing Structure: none



**EXIST. CURVE DATA**  
 (Ex Geneva 6)  
 P.I. Sta. = 304+19.30  
 $\Delta = 23^\circ 38' 27''$  (RT)  
 $D = 3^\circ 22' 13''$   
 $R = 1,700.00'$   
 $T = 355.78'$   
 $L = 701.44'$   
 $E = 36.83'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ Run} = \text{-----}$   
 P.C. Sta. = 300+63.52  
 P.T. Sta. = 307+64.96

**DESIGN SPECIFICATIONS**  
 2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

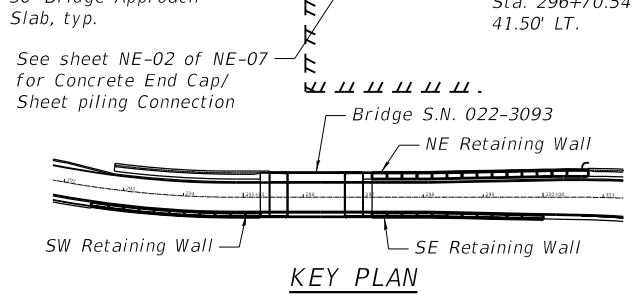
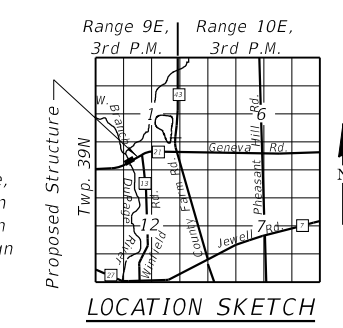
**DESIGN STRESSES**  
 FIELD UNITS  
 $f'_c = 3,500$  psi  
 $f'_c = 4,000$  psi (Superstructure Concrete)  
 $f_y = 50,000$  psi (M202 Grade 50) (Permanent Sheet Piling)  
 $f_y = 60,000$  psi (Reinforcement)



Arsalan M. Khan  
 Arsalan M. Khan P.E., S.E.  
 State of Illinois No. 081.006258  
 Expires 11/30/2024  
 Date: 09/01/2023

I certify that to the best of knowledge, information and belief, this wall 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 LRFD Bridge Design Specifications.

**LEGEND**  
  
 Boring Location  
 Exist. Aerial Line  
 Prop. Storm Sewer  
 TOS Top of Steel Sheet Piling



**GENERAL PLAN & ELEVATION**  
**NE RETAINING WALL - GENEVA ROAD**  
**F.A.U. 1397 CH 21 - SEC. 18-00206-10-BR**  
**DUPAGE COUNTY**  
**STA. 296+70.54 TO STA. 300+75.00**

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
 NE RETAINING WALL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	80
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

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 12/28/2023 1:48:32 AM

**GENERAL NOTES**

- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.

**INDEX OF SHEETS**

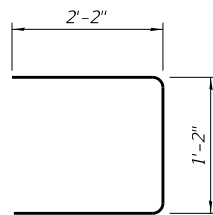
NE-01	GENERAL PLAN & ELEVATION
NE-02	GENERAL DATA
NE-03	ANCHORAGE SLAB DETAILS
NE-04	ALUMINUM RAILING, TYPE L
NE-05	SOIL BORING LOGS (1 OF 3)
NE-06	SOIL BORING LOGS (2 OF 3)
NE-07	SOIL BORING LOGS (3 OF 3)

**TOTAL BILL OF MATERIALS**

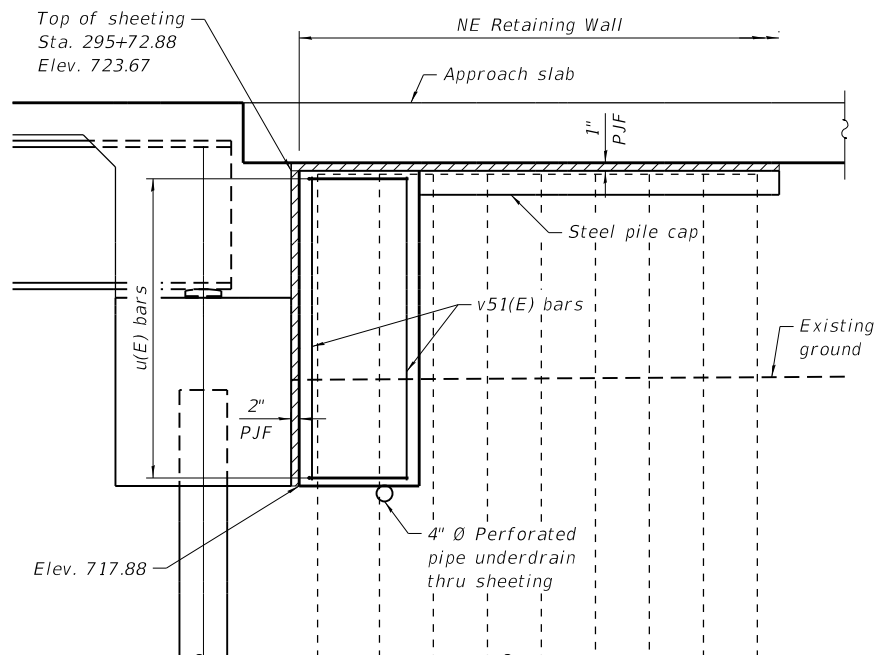
Item	Unit	Super	Sub	Total
Porous Granular Backfill	Cu Yd	—	204	204
Concrete Structures	Cu Yd	—	0.9	0.9
Concrete Superstructure	Cu Yd	233.0	—	233.0
Protective Coat	Sq Yd	552	—	552
Reinforcement Bars, Epoxy Coated	Pound	24,150	70	24,220
Aluminum Railing, Type L	Foot	356	—	356
Permanent Sheet Piling	Sq Ft	—	12,687	12,687
Geocomposite Wall Drain	Sq Yd	—	135	135

**NE END CAP  
BILL OF MATERIAL**

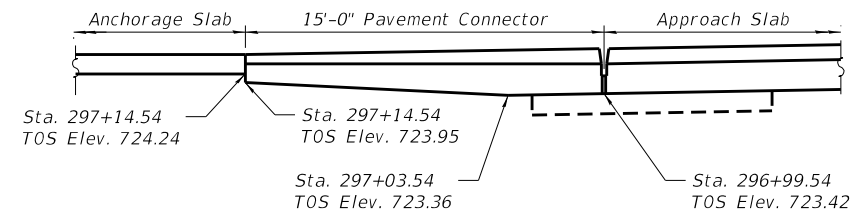
Bar	No.	Size	Length	Shape
u(E)	7	#5	5'-6"	—
v51(E)	4	#5	5'-5"	□
Concrete Structures			Cu Yd	0.9
Reinforcement Bars, Epoxy Coated			Pound	70



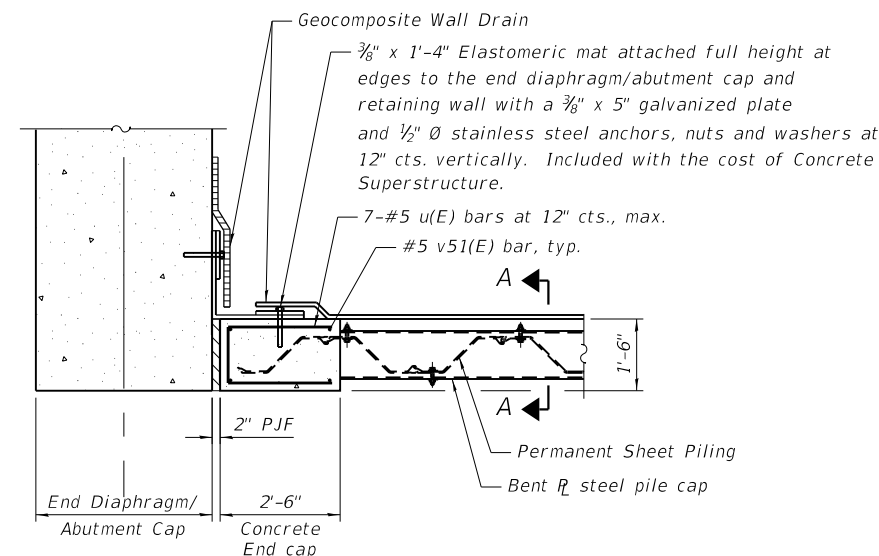
BAR u(E)



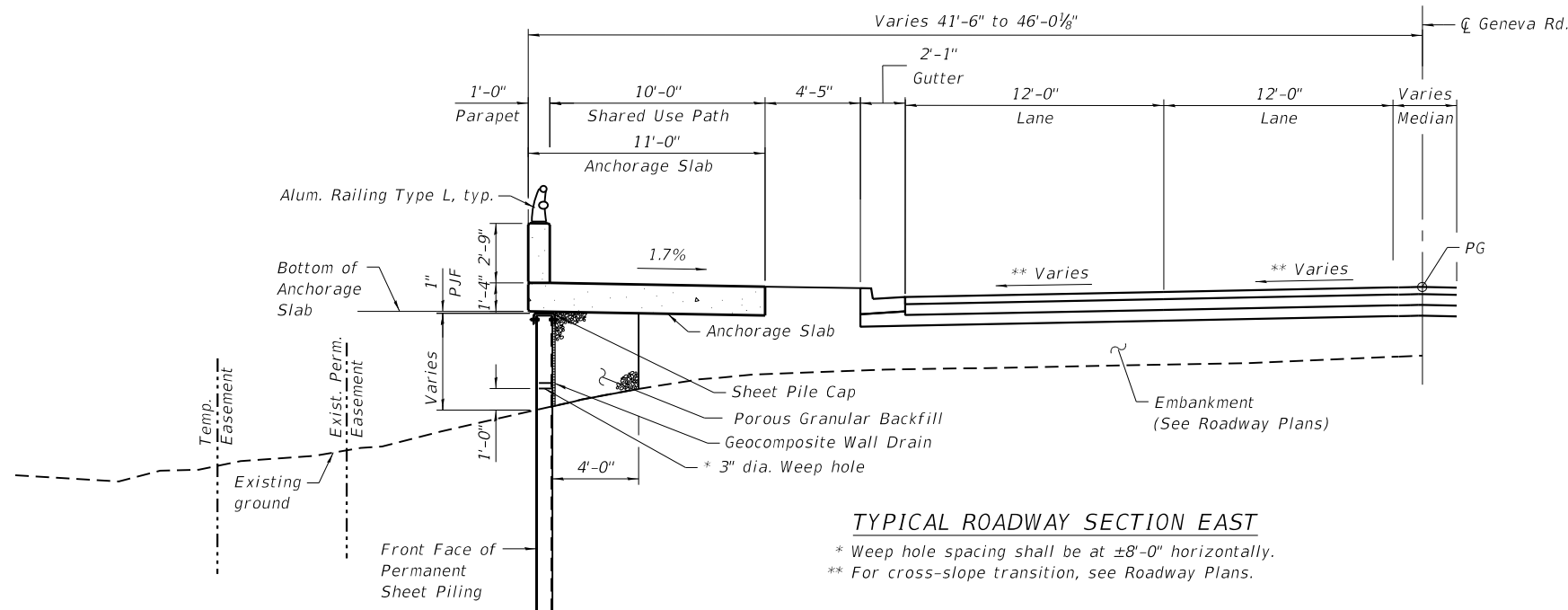
CONCRETE END CAP ELEVATION



PAVEMENT CONNECTOR TRANSITION DETAIL

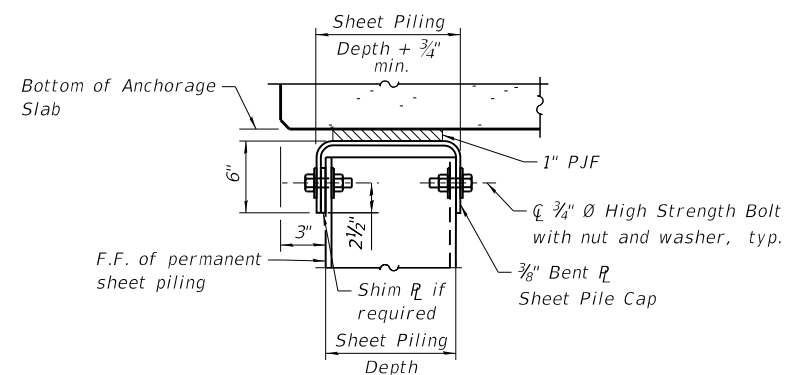


CONCRETE END CAP/SHEET PILING CONNECTION



TYPICAL ROADWAY SECTION EAST

\* Weep hole spacing shall be at ±8'-0" horizontally.  
\*\* For cross-slope transition, see Roadway Plans.



SECTION A-A

Cost of sheet pile cap, 3/4" Ø high strength bolts, shim R's and P.J.F. is included with Permanent Sheet Piling.

MODEL: Default  
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USER NAME	Ibolzenius
PLOT SCALE	8:0.0000 " = 1' / in.
PLOT DATE	12/28/2023

DESIGNED	- PV
CHECKED	- AMK
DRAWN	- RMH
CHECKED	- AMK

REVISED	
REVISED	
REVISED	
REVISED	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

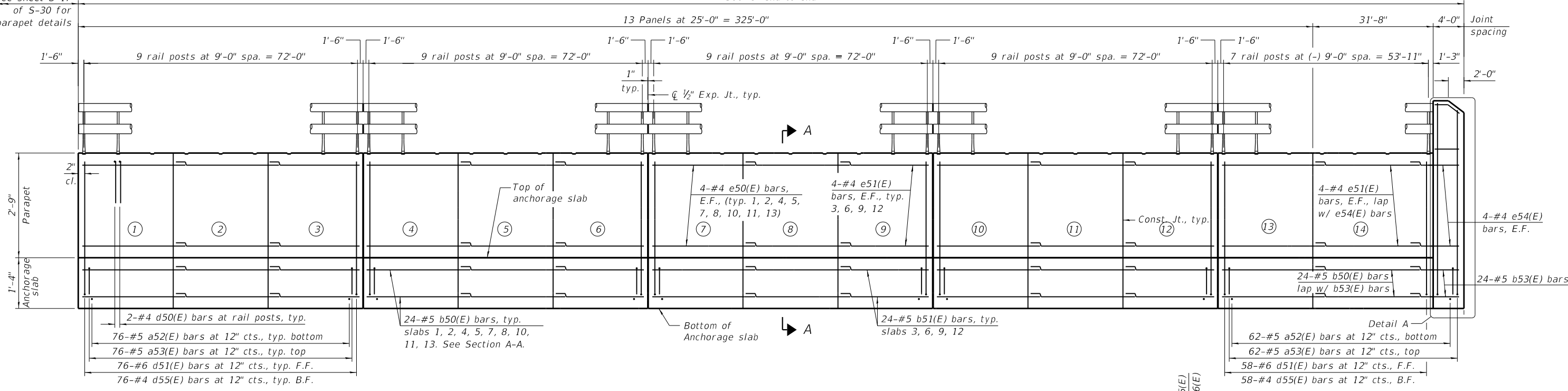
GENERAL DATA  
NE RETAINING WALL

SHEET NE-02 OF NE-07 SHEETS

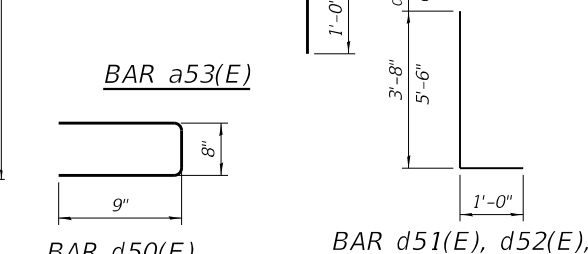
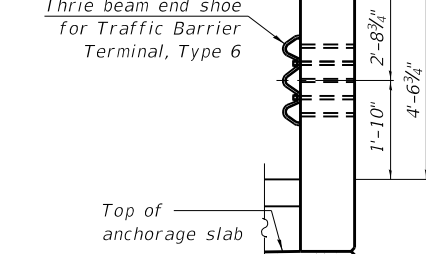
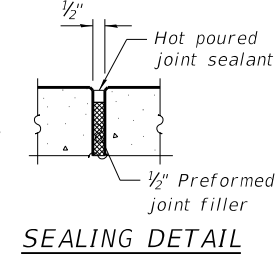
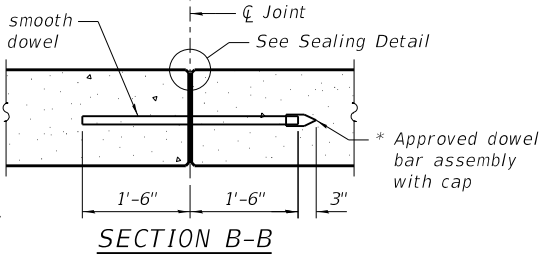
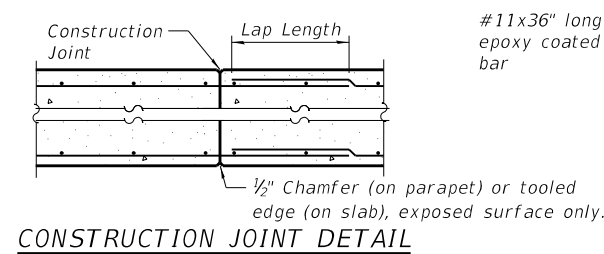
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	81
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

See sheet S-17 of S-30 for parapet details

360'-8" end to end



INSIDE ELEVATION OF PARAPET & ANCHORAGE SLAB

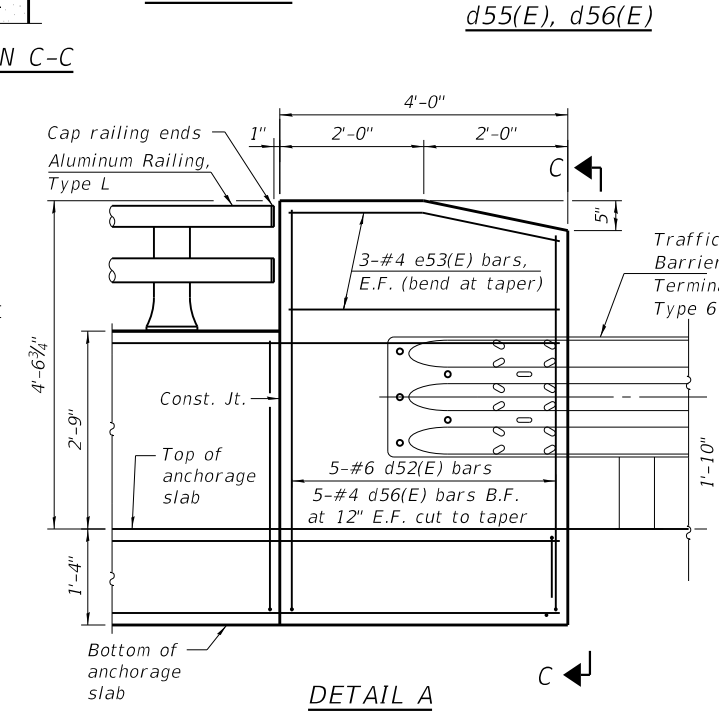
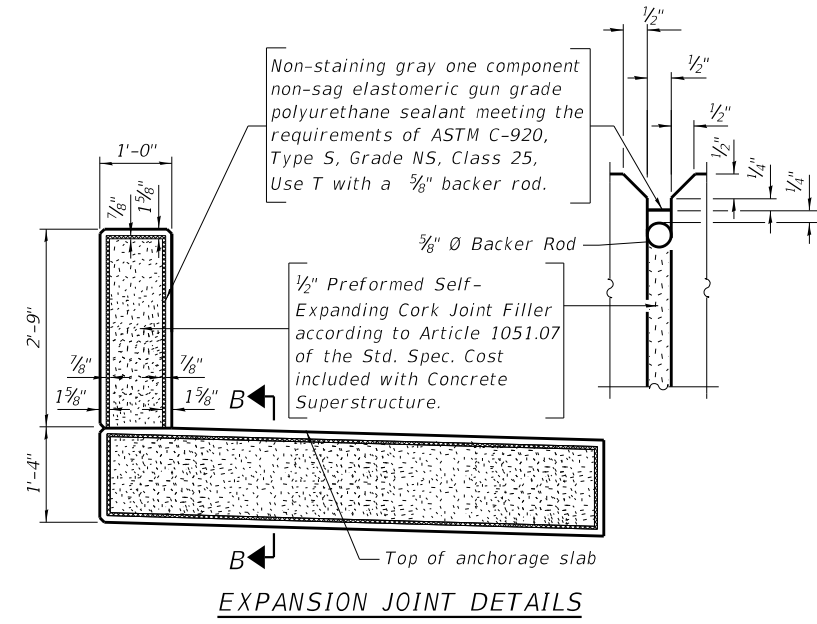
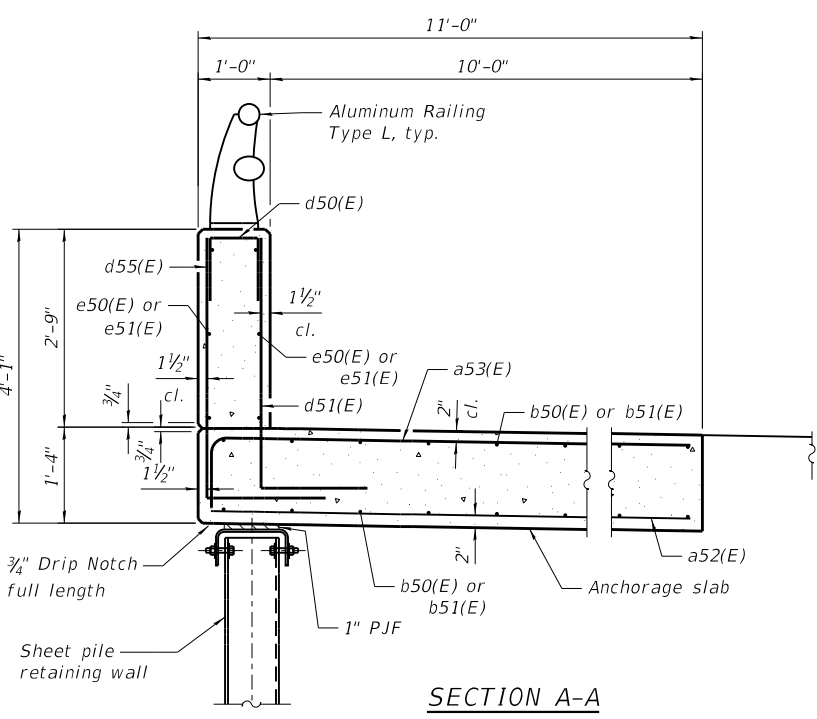


TYP. LAP SPLICE

Bar Size	Min. Lap
#4	2'-5"
#5	3'-0"

ANCHORAGE SLAB BILL OF MATERIAL (Stage 1 Construction)

Bar	No.	Size	Length	Shape
a52(E)	366	#5	10'-8"	—
a53(E)	366	#5	11'-8"	L
d50(E)	86	#4	2'-2"	□
d51(E)	362	#6	4'-8"	L
d52(E)	5	#6	6'-6"	L
d55(E)	362	#4	4'-8"	L
d56(E)	5	#4	6'-6"	L
e50(E)	72	#4	27'-3"	—
e51(E)	40	#4	24'-8"	—
e53(E)	6	#4	3'-8"	—
e54(E)	8	#4	13'-2"	—
b50(E)	240	#5	27'-10"	—
b51(E)	96	#5	24'-8"	—
b53(E)	24	#5	10'-6"	—
Concrete Superstructure		Cu Yd		233.0
Protective Coat		Sq Yd		552
Reinforcement Bars, Epoxy Coated		Pound		24,150



Note: The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Note: See sheet NE-04 of NE-07 for Aluminum Railing, Type L details.

MODEL: Default  
FILE NAME: p:\1\patricp-pw-bentley.com\patricp-pw-07\Documents\DuPage\_County\22277.024\_GenevaBRPH212\_Design\12.3\_CADD\SHEET\1024-SHT-XXXXXX-NERW-003-Aslab-01.dgn



USER NAME	• Ibolzenius	DESIGNED	- EMA	REVISED	
		CHECKED	- AMK	REVISED	
PLOT SCALE	• 2:8.0000 "/ in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB DETAILS  
NE RETAINING WALL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	82
			CONTRACT NO.	61130
ILLINOIS FED. AID PROJECT				



# SOIL BORING LOG

Date 1/10/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 03 LOGGED BY Boland

SECTION LOCATION E1031650.779;N1901533.338

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 03  
Station 296+99.54 to 300+75.30  
BORING NO. RW03-01  
Station 297+03.47  
Offset 20.02ft LT  
Ground Surface Elev. 720.40 ft

DEPTH (ft)	DIAMETER (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	DIAMETER (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
699.90				ASPHALT (13")					
719.30	5			GRAVEL BASE COURSE (9")					
718.60	5	14.5		Stiff, dark yellowish Brown (10Y 4/2) CLAY, medium plasticity, moist	6		9.0		
717.40	3	1.3		Stiff, olive Gray (5Y 4/1) CLAY, medium plasticity, moist	6	1.8			
716.40	1			Medium stiff, Black CLAY LOAM, low plasticity, moist	4		18.4		
714.40	1	1.0		Medium stiff, Black (7.5YR 2.5/1) SILTY CLAY, trace gravel. Shelby tube 6-8'. LL= 63%, PI = 31%	3	1.3			
712.40	1	29.2		Stiff, dark yellowish Brown (10Y 4/2) CLAY, trace organics, medium plasticity, moist Organic Content = 6.5%	11	1.5	23.1		
709.40	5	49.3		Medium dense, olive Gray (5Y 4/1) coarse to fine SANDY LOAM, little gravel, wet Free water at 11.5'	5		18.8		
687.40	7	11.3		No recovery 33.5-35'	10		13.2		
685.40	7			End of boring 35'	15		11.8		
704.90	4	19.6		Very stiff, light olive Gray (5Y 5/2) CLAY, medium plasticity, moist	8				
	7	2.5			7		11.0		
	21	B			8				
	5				7		11.0		
	6				7				
	10	4.0		Sand and gravel layer @ 18.5'-198.0'. Moisture=9.9% Hard	8				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

# SOIL BORING LOG

Date 1/10/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 03 LOGGED BY Boland

SECTION LOCATION E1031728.068;N1901579.307

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 03  
Station 296+99.54 to 300+75.30  
BORING NO. RW03-02  
Station 297+93.01  
Offset 20.22ft LT  
Ground Surface Elev. 720.60 ft

DEPTH (ft)	DIAMETER (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	DIAMETER (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
700.10				ASPHALT (14")					
719.40	10			Loose, light olive Gray (5Y 5/2) fine SAND, wet Moisture content = 16.5%	1		18.2		
699.10	16	4.8		Stiff, light olive Gray (5Y 5/2) SILTY CLAY, medium plasticity, moist	2	1.8			
717.60	4			Stiff, Black (N1) CLAY LOAM, low plasticity, moist	5	S			
714.60	4	27.4		Medium stiff	4		18.6		
695.60	5	1.5		End of boring 25'	2	0.9			
714.60	4				3	B			
712.60	1			Very dark Brown (10YR 2/2) SANDY LOAM and GRAVEL Shelby tube 6-8' LL = 35%, PI = 16%	4				
711.60	6			Medium stiff, dark yellowish Brown (10Y 4/2) SANDY CLAY, low plasticity, moist Moisture content = 37.4%, Qu=0.8tsf	11		18.2		
709.40	8	11.2		Medium dense, moderate yellowish Brown (10YR 5/4) coarse to fine SANDY LOAM and GRAVEL, wet Free water at 9'	6		11.2		
704.90	9	9.9			8		11.0		
685.40	3			End of boring 35'	9		9.9		
685.40	11				11				
704.90	6				6				
	7				7		11.0		
	7				7				
	15				7				
	1				1				
	4			light olive Gray (5Y 5/2)	4		8.4		
	8				8				
	14				14				
	17				17		15.0		
	17				17				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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USER NAME	DESIGNED	REVISIONS
• Ibolzenius	- EMA	REVIS
	CHECKED - AMK	REVIS
PLOT SCALE	DRAWN - RMH	REVIS
• 0:2.0000 " = 1' / in.	CHECKED - AMK	REVIS
PLOT DATE		
• 12/28/2023		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 3)  
NE RETAINING WALL

SHEET NE-05 OF NE-07 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	84
CONTRACT NO.			61J30	
ILLINOIS FED. AID PROJECT				

# SOIL BORING LOG

Date 1/10/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 03 LOGGED BY Boland

SECTION LOCATION E1031810.992;N1901628.078

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 03  
Station 296+99.54 to 300+75.30

BORING NO. RW03-03  
Station 298+89.42  
Offset 19.64ft LT  
Ground Surface Elev. 720.80 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft

Groundwater Elev.:  
First Encounter 711.3 ft  
Upon Completion 711.3 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	DIAMETER (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
719.60	12			ASPHALT (14")
	7	12.3		Stiff, dusky yellowish Brown (10YR 2/2) CLAY LOAM, trace gravel, low plasticity, moist
	8			
	5			trace organics
	4	19.5		
	3	1.5		
		P		
	1			
	1	10.6		
	2	1.8		
		P		
713.30				Very dark brown (10YR 2/2) GRAVEL and SAND. Shelby tube 7.5-8.5" NP
712.30	5	15.4		
711.80	6	19.3		Stiff, dark brown CLAY, Moisture content = 35.6%, Qu=1 tsf
	6			Medium dense, light olive Gray (5Y 6/1) coarse to fine SANDY LOAM and GRAVEL, wet
	4			Free water at 9.5'
	6	13.0		
	6			
	5			Moisture content = 11.3%
706.80	6	18.6		Very stiff, light olive Gray (5Y 6/1) SILTY CLAY, medium plasticity, moist
	7	2.9		
		B		
705.30	12			Dense, light olive Gray (5Y 6/1) coarse to fine SANDY LOAM, little gravel, wet
	22	14.2		
	18			
702.80				Medium dense, light olive Gray (5Y 6/1) fine SAND, trace gravel, wet
	10	21.5		
	10			
	8			End of boring 20'
700.80	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

# SOIL BORING LOG

Date 1/10/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 03 LOGGED BY Boland

SECTION LOCATION E1031880.944;N1901674.677

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 03  
Station 296+99.54 to 300+75.30

BORING NO. RW03-04  
Station 299+72.60  
Offset 24.07ft LT  
Ground Surface Elev. 721.20 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft

Groundwater Elev.:  
First Encounter 712.7 ft  
Upon Completion 710.5 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	DIAMETER (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
720.00	5			ASPHALT (14")
	4	18.3		Very stiff, dusky yellowish Brown (10yr 2/2) CLAY LOAM, trace gravel, low plasticity, moist
	12	2.0		
		P		
718.20	2	32.7		Stiff, dusky yellowish Brown (10yr 2/2) SANDY CLAY, little organics, trace gravel, low plasticity, moist
	2			
	3	1.5		
		P		
715.20				Very soft, Black (10YR 2/1) LOAM, little gravel. Shelby tube 6-8'. LL=37%, PI=19%
		0.2		
		B		
713.20	6	12.6		Medium dense, moderate yellowish Brown (10YR 5/4) SANDY LOAM and GRAVEL, wet
	6			Free water at 8.5'
	6			
	2			
	5	13.5		
	6			
	9			
	10	14.3		
	6			
	15			
	15	19.1		
	14			
	6			
	16	16.3		
	12			End of boring 20'
701.20	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Default  
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USER NAME	DESIGNED	REVISIONS
Ibolzenius	EMA	
	CHECKED	REVISIONS
	AMK	
PLOT SCALE	DRAWN	REVISIONS
0:2.0000 " = 1' in.	RMH	
PLOT DATE	CHECKED	REVISIONS
12/28/2023	AMK	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 3)  
NE RETAINING WALL

SHEET NE-06 OF NE-07 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	85
CONTRACT NO.			61J30	
ILLINOIS		FED. AID PROJECT		





Interra, Inc.  
600 Territorial Drive, Suite G  
Bolingbrook, IL 60440  
www.interraservices.com

# SOIL BORING LOG

Page 1 of 1

Date 1/10/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 03 LOGGED BY Boland

SECTION LOCATION E1031933.652;N1901707.401

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 03  
Station 296+99.54 to 300+75.30  
BORING NO. RW03-05  
Station 300+35.15  
Offset 25.18ft LT  
Ground Surface Elev. 721.70 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter 710.7 ft  
Upon Completion 710.5 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION
720.50	4			ASPHALT (14")
718.70	7	17.5		Medium dense, dark yellowish Brown (10Y 4/2) SANDY LOAM, trace gravel, moist
716.20	2		17.4	Very stiff, dusky yellowish Brown (10YR 2/2) SANDY CLAY, trace gravel, low plasticity, moist
712.70	2			Stiff, Black (N1) ORGANIC CLAY, low plasticity, moist Organic Content = 20.4%
711.20	3	1.8		Medium stiff, Moisture=84% Qu=0.53tsf Dark Brown (10YR 3/3) SILTY LOAM, trace gravel, NP. Shelby tube 8.5-10.5'
708.70	9		16.4	Medium dense, olive Gray (5Y 4/1) coarse to fine SANDY LOAM and GRAVEL, wet Free water at 11'
706.20	2		21.0	Stiff, olive Gray (5Y 4/1) SILTY CLAY, medium plasticity, moist
701.70	14		12.5	Dense, olive Gray (5Y 4/1) coarse to fine SANDY LOAM, little gravel, wet
701.70	12		7.7	Medium dense, and GRAVEL
	12			End of boring 20'

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)



Interra, Inc.  
600 Territorial Drive, Suite G  
Bolingbrook, IL 60440  
www.interraservices.com

# SOIL BORING LOG

Page 1 of 1

Date 1/11/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 04 LOGGED BY Sponaugle

SECTION LOCATION E1031516.081;N1901452.444

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. \_\_\_\_\_  
Station \_\_\_\_\_  
BORING NO. RW04-04  
Station 295+46.24  
Offset 19.78ft LT  
Ground Surface Elev. 720.40 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter 709.4 ft  
Upon Completion 710.0 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION
699.90				ASPHALT (14")
719.20	9			Medium dense, light olive Gray (5Y 6/1) coarse to fine SANDY LOAM, trace gravel, wet
717.40	6	1.4		Loose, dark yellowish Brown (10Y 4/2) coarse to fine SANDY LOAM and GRAVEL, moist
714.40	6		23.5	Soft, Black (10YR 2/1) SANDY LOAM, some gravel, Shelby tube 6-8'. LL=52%, PI=24%
711.40	1			Stiff, Moisture content = 38.0%
709.90	6	0.5	12.2	Medium dense, medium dark Gray (N4) medium to fine SANDY LOAM, little gravel, moist
707.40	8		24.1	Dense, olive Gray (5Y 4/1) medium to fine SANDY LOAM and GRAVEL, wet Free water at 11'
	12			End of boring 30'
	7		9.7	Medium dense, light olive Gray (5Y 5/2) coarse to fine SANDY LOAM, little gravel, wet
	5			Loose, medium to fine, no gravel
	4		15.7	Moisture content = 16.8%
701.40	2		21.7	Very stiff, olive Gray (5Y 4/1) CLAY, medium plasticity, moist

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Default  
FILE NAME: p:\patrickcp-pw-bentley.com\patricp-pw-07\Documents\DuPage\_County\22277.024\_GenevaBRPH212\_Design\12.3\_CADD\SHEETS\024-SHT-XXXXXX-NERW-007-blog-03.dgn



USER NAME	DESIGNED	REVISION
• Ibolzenius	- EMA	REVISED
	CHECKED	REVISED
	- AMK	REVISED
PLOT SCALE	DRAWN	REVISED
• 0:2.0000 " = 1' in.	- RMH	REVISED
PLOT DATE	CHECKED	REVISED
• 12/28/2023	- AMK	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

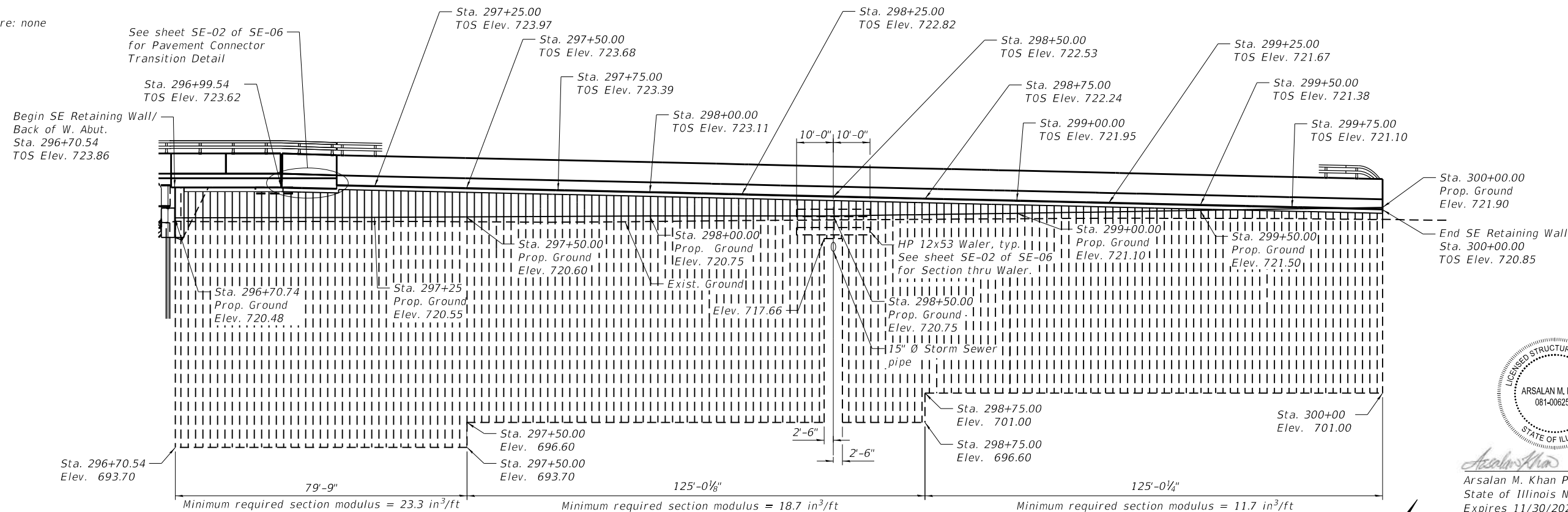
SOIL BORING LOGS (3 OF 3)  
NE RETAINING WALL

SHEET NE-07 OF NE-07 SHEETS

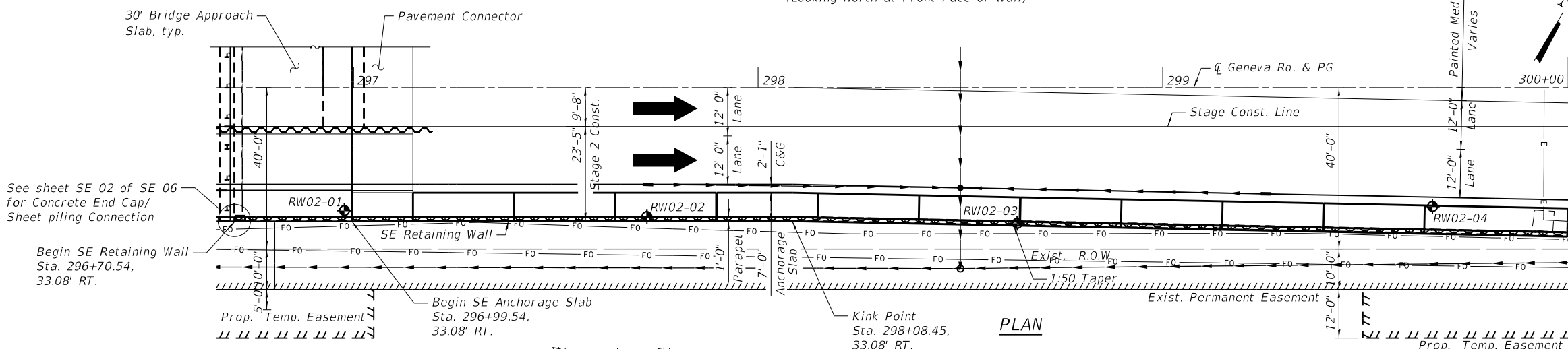
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	86
CONTRACT NO.			61J30	
ILLINOIS FED. AID PROJECT				

Benchmark: 0112 - The monument is a 3.5 inch brass disk on the top of an 8 inch concrete headwall, and below the level of the gravel trail of the Illinois Prairie Path. 84' north offset of  $\bar{C}$  Geneva Rd. & 153' west offset of  $\bar{C}$  County Farm Rd. S.N. 022-3001, Elev. 727.25  
 Traffic shall be maintained utilizing staged construction.

Existing Structure: none



**ELEVATION**  
 (Looking North at Front Face of Wall)



**PLAN**

**EXIST. CURVE DATA**

(Ex Geneva 6)  
 P.I. Sta. = 304+19.30  
 $\Delta = 23^\circ 38' 27''$  (RT)  
 $R = 3^\circ 22' 13''$   
 $D = 1,700.00'$   
 $T = 355.78'$   
 $L = 701.44'$   
 $E = 36.83'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ Run} = \text{-----}$   
 P.C. Sta. = 300+63.52  
 P.T. Sta. = 307+64.96

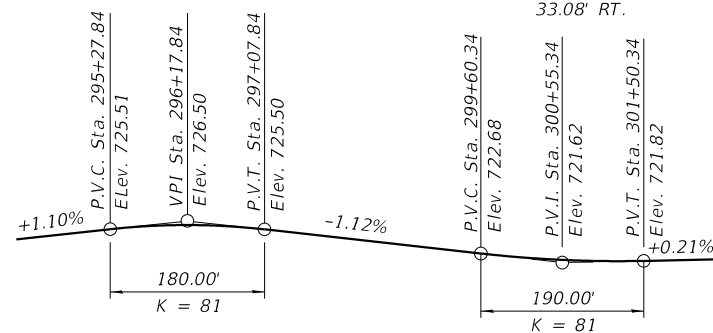
**DESIGN SPECIFICATIONS**

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**DESIGN STRESSES**

**FIELD UNITS**

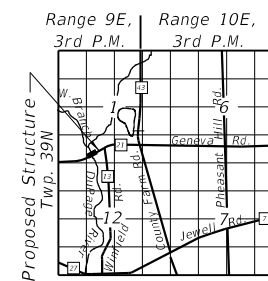
$f'_c = 3,500$  psi  
 $f'_c = 4,000$  psi (Superstructure Concrete)  
 $f_y = 50,000$  psi (M202 Grade 50) (Permanent Sheet Piling)  
 $f_y = 60,000$  psi (Reinforcement)



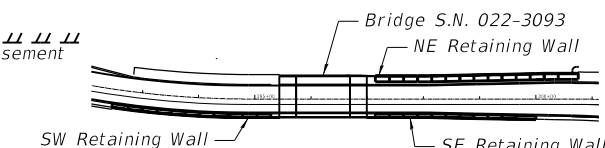
**PROFILE GRADE**  
 (Along  $\bar{C}$  Geneva Rd.)

**LEGEND**

- $\odot$  Boring Location
- FO- Exist. Fiber Optic
- E- Exist. Underground Electric
- $\rightarrow$  Prop. Storm Sewer
- TOS Top of Steel Sheet Piling



**LOCATION SKETCH**



**KEY PLAN**

**GENERAL PLAN & ELEVATION**  
**SE RETAINING WALL - GENEVA ROAD**  
 F.A.U. 1397 CH 21 - SEC. 18-00206-10-BR  
 DUPAGE COUNTY  
 STA. 296+70.71 TO STA. 300+00.00



Arsalan M. Khan P.E., S.E.  
 State of Illinois No. 081.006258  
 Expires 11/30/2024  
 Date: 09/01/2023

I certify that to the best of knowledge, information and belief, this wall 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 LRFD Bridge Design Specifications.

MODEL: Default  
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 12/28/2023 1:50:03 AM

USER NAME	• Ibolzenius	DESIGNED	- SP	REVISED	
CHECKED	- AMK	REVISION			
PLOT SCALE	• 32:0.0000 " = 1' in.	DRAWN	- RMH	REVISION	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISION	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION**  
**SE RETAINING WALL**

SHEET SE-01 OF SE-06 SHEETS

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	87
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- Steel Walers shall be AASHTO Grade 50.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.

**INDEX OF SHEETS**

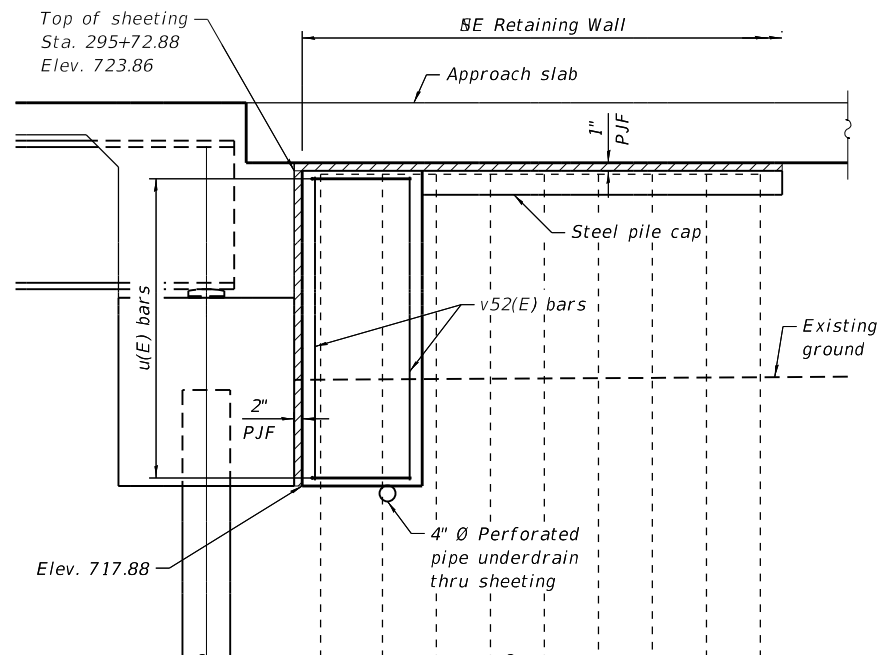
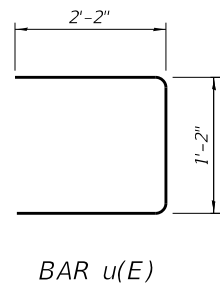
- SE-01 GENERAL PLAN & ELEVATION
- SE-02 GENERAL DATA
- SE-03 WALL ANCHORAGE SLAB DETAILS
- SE-04 ALUMINUM RAILING, TYPE L
- SE-05 SOIL BORING LOGS (1 OF 2)
- SE-06 SOIL BORING LOGS (2 OF 2)

**TOTAL BILL OF MATERIALS**

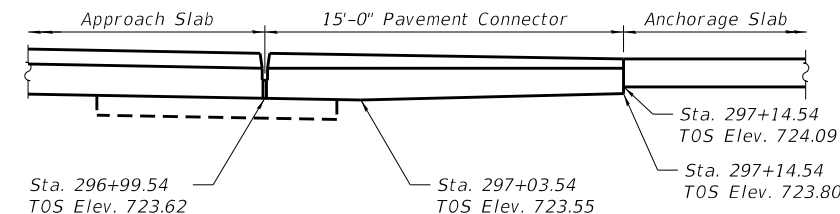
Item	Unit	Super	Sub	Total
Porous Granular Backfill	Cu Yd	—	131	131
Concrete Structures	Cu Yd	—	0.9	0.9
Concrete Superstructure	Cu Yd	127.7	—	127.7
Protective Coat	Sq Yd	310	—	310
Reinforcement Bars, Epoxy Coated	Pound	14,120	70	14,190
Aluminum Railing, Type L	Foot	284	—	284
Permanent Sheet Piling	Sq Ft	—	8,126	8,126
Geocomposite Wall Drain	Sq Yd	—	89	89

**SE END CAP  
BILL OF MATERIAL**

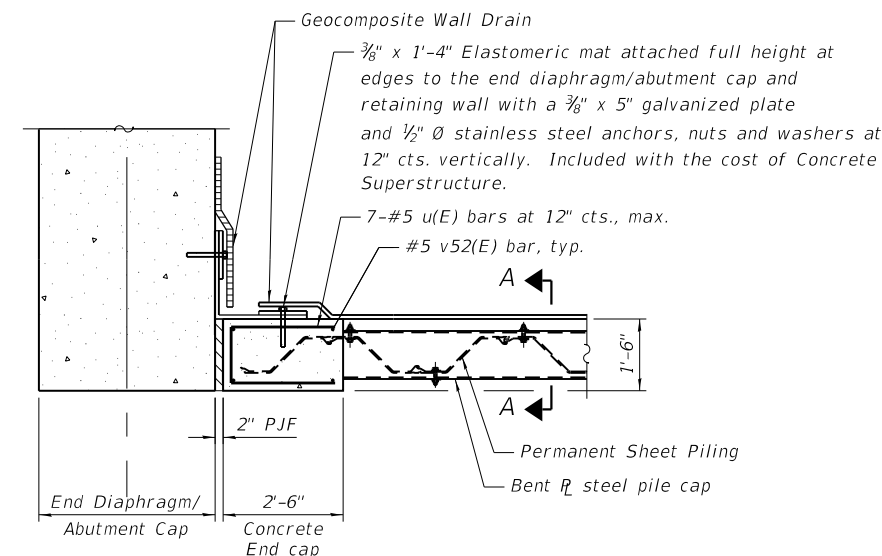
Bar	No.	Size	Length	Shape
u(E)	7	#5	5'-6"	—
v52(E)	4	#5	5'-7"	□
Concrete Structures			Cu Yd	0.9
Reinforcement Bars, Epoxy Coated			Pound	70



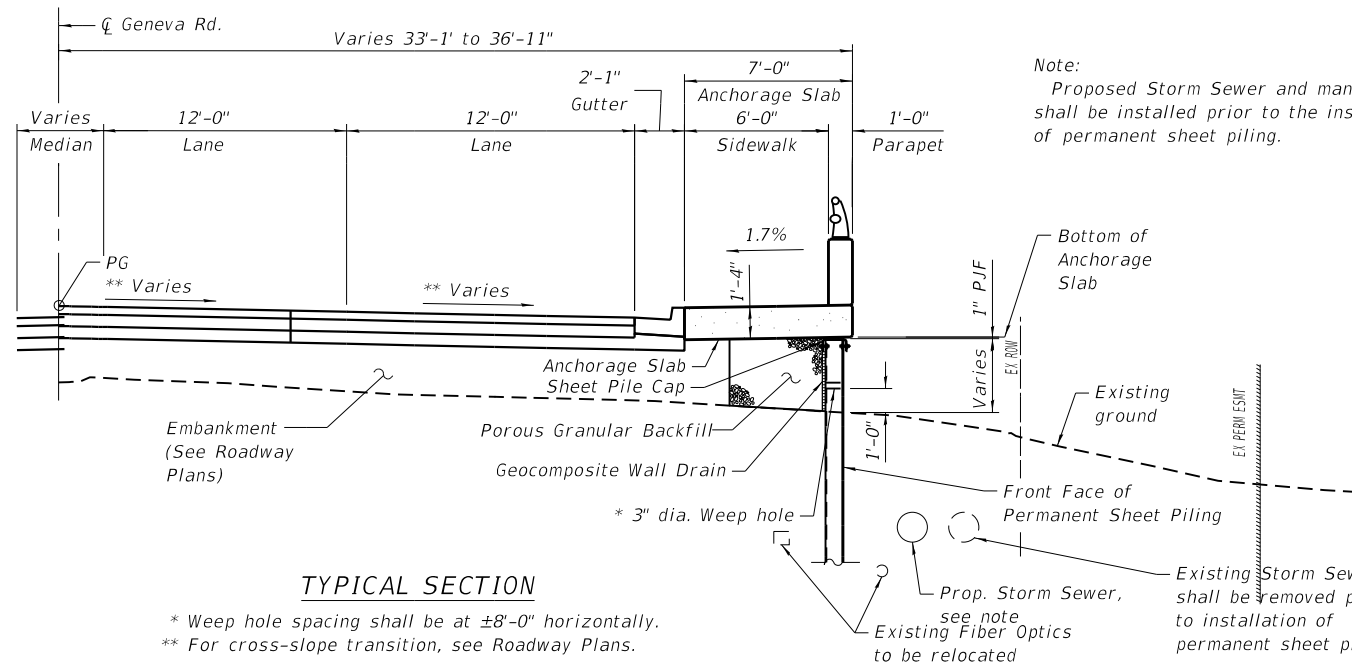
**CONCRETE END CAP ELEVATION**



**PAVEMENT CONNECTOR TRANSITION DETAIL**

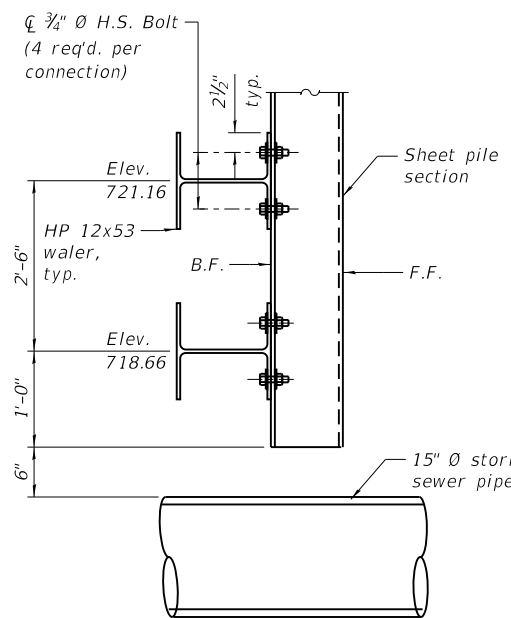


**CONCRETE END CAP/SHEET PILING CONNECTION**



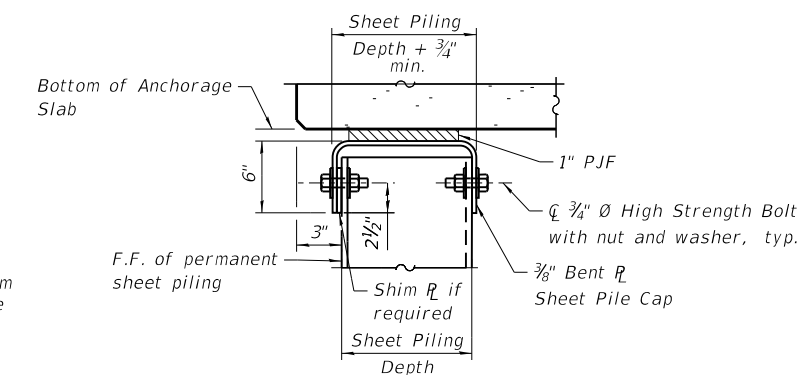
**TYPICAL SECTION**

\* Weep hole spacing shall be at ±8'-0" horizontally.  
\*\* For cross-slope transition, see Roadway Plans.



**SECTION THRU WALER**

Cost of waler and waler connection included with permanent Sheet Piling.



**SECTION A-A**

Cost of sheet pile cap, 3/4" Ø high strength bolts, shim Rs and P.J.F. is included with Permanent Sheet Piling.

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USER NAME	• Ibolzenius	DESIGNED	- PV	REVISED	
CHECKED	- AMK	CHECKED	- AMK	REVISED	
PLOT SCALE	• 8:0.0000 " = 1' / in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

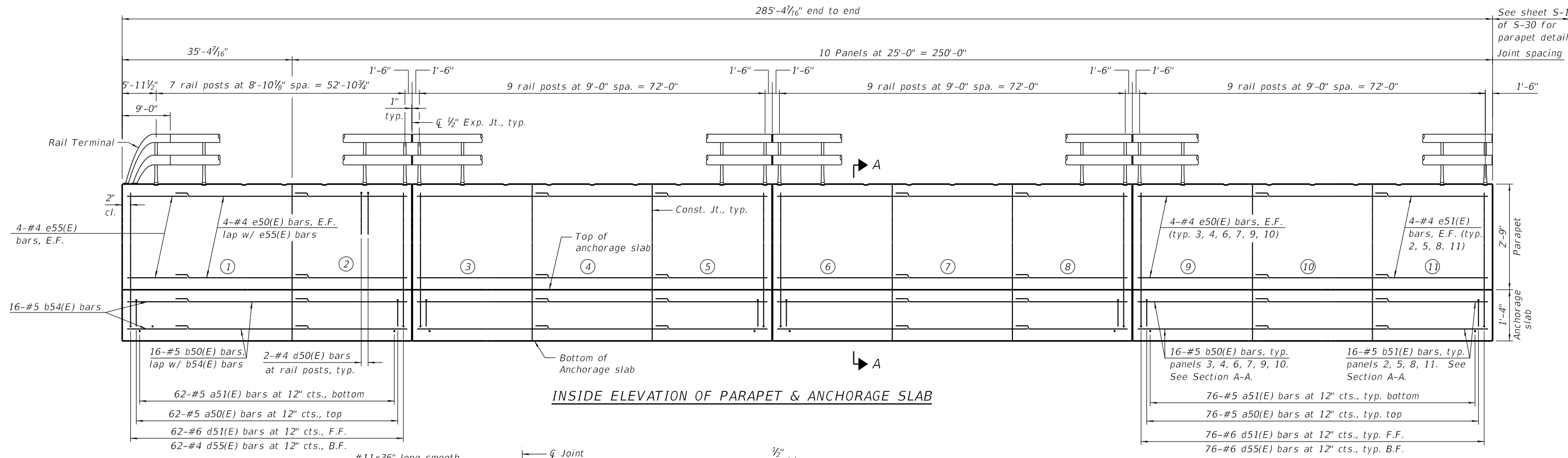
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
SE RETAINING WALL**

SHEET SE-02 OF SE-06 SHEETS

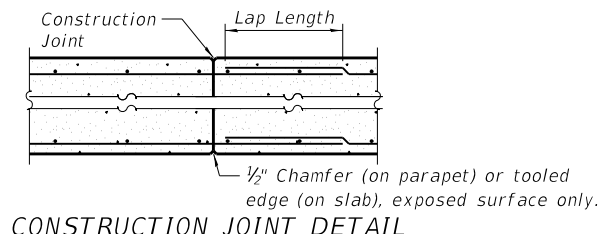
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	88
CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

MODEL: Default  
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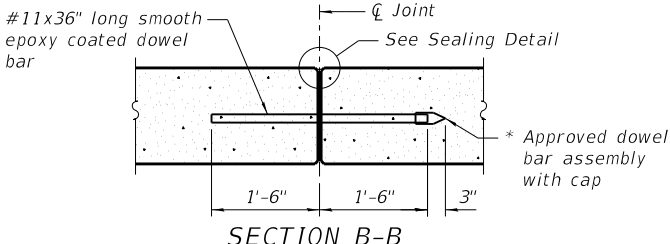


See sheet S-17 of S-30 For parapet details Joint spacing

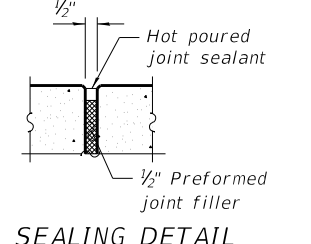
**INSIDE ELEVATION OF PARAPET & ANCHORAGE SLAB**



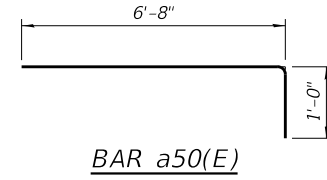
**CONSTRUCTION JOINT DETAIL**



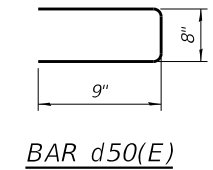
**SECTION B-B**



**SEALING DETAIL**



**BAR a50(E)**

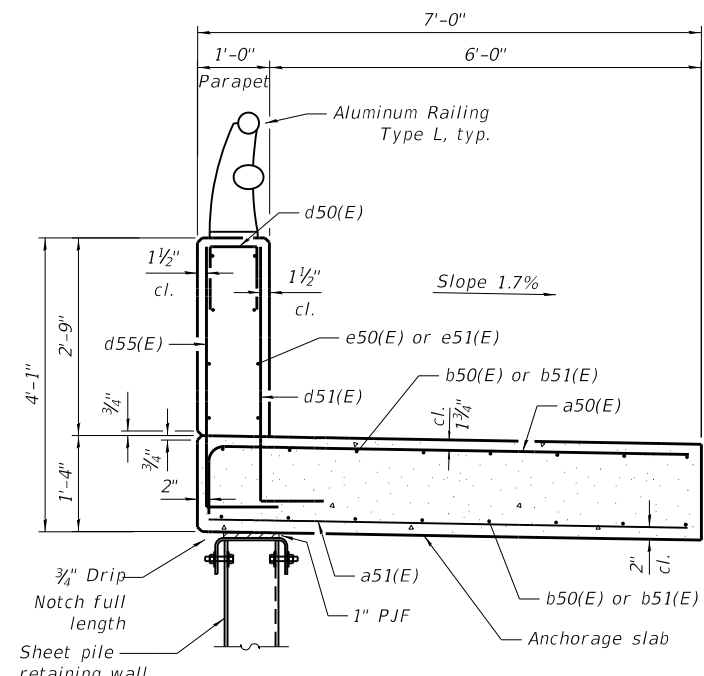


**BAR d50(E)**

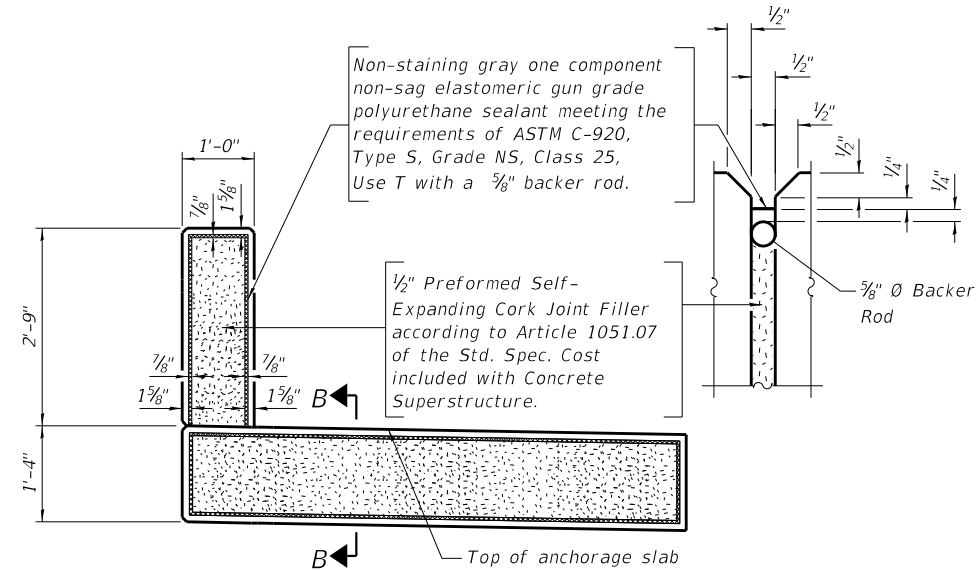
Bar	A
d51(E)	3'-8"
d55(E)	3'-8"

**ANCHORAGE SLAB BILL OF MATERIAL**  
(Stage 2 Construction)

Bar	No.	Size	Length	Shape
a50(E)	290	#5	7'-8"	L
a51(E)	290	#5	6'-8"	—
d50(E)	68	#4	2'-2"	□
d51(E)	290	#6	4'-8"	L
d55(E)	290	#4	4'-8"	L
e50(E)	56	#4	27'-3"	—
e51(E)	32	#4	24'-8"	—
e55(E)	8	#4	12'-11"	—
b50(E)	112	#5	27'-10"	—
b51(E)	64	#5	24'-8"	—
b54(E)	16	#5	14'-1"	—
Concrete Superstructure		Cu Yd		127.7
Protective Coat		Sq Yd		310
Reinforcement Bars, Epoxy Coated		Pound		14,120



**SECTION A-A**



**EXPANSION JOINT DETAILS**

Note:  
 The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

**TYP. LAP SPLICE**

Bar Size	Min. Lap
#4	2'-5"
#5	3'-0"

Note:  
 See Sheet SE-04 of SE-06 for Aluminum Railing, Type L details.



USER NAME	DESIGNED	CHECKED	PLOT SCALE	PLOT DATE
Ibolzenius	EMA	AMK	2:8.0000 "/ in.	12/28/2023

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ANCHORAGE SLAB DETAILS**  
**SE RETAINING WALL**

SHEET SE-03 OF SE-06 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	89

CONTRACT NO. 61J30  
 ILLINOIS FED. AID PROJECT



# SOIL BORING LOG

Date 1/12/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 02 LOGGED BY Sponaugle

SECTION LOCATION E1031672.627;N1901487.155

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	D	B	U	M	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	Filled ft
Retaining Wall 02	296+99.54 to 300+00.04	RW02-01	296+97.72	30.45ft RT	720.40	(ft)	(/6")	(tsf)	(%)	ft	ft	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft		ft
ASPHALT (12")																					
719.40																					
Loose, Black (N1) LOAM fill, trace gravel, dry																					
10																					
5																					
4																					
6.9																					
717.40																					
Medium dense, dark yellowish Orange (10YR 6/6) coarse to fine SANDY LOAM, some gravel, moist																					
6																					
6																					
6																					
12.0																					
Stiff																					
5																					
4																					
4																					
1.4																					
20.7																					
8																					
9																					
6																					
10.4																					
712.40																					
Soft, grayish Brown (5YR 3/2) SANDY CLAY, trace organics, low plasticity, moist																					
2																					
2																					
2																					
0.3																					
45.3																					
709.90																					
Very stiff, olive Gray (5Y 4/1) SILTY CLAY, trace gravel, medium plasticity, moist																					
11																					
6																					
4																					
2.8																					
16.8																					
5																					
6																					
4.1																					
20.6																					
11																					
18																					
19																					
2.2																					
19.5																					
8																					
6																					
4																					
2.5																					
22.7																					
SANDY LOAM and GRAVEL seam 19-19.5', wet. Moisture =																					
-20																					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

# SOIL BORING LOG

Date 1/13/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 02 LOGGED BY Sponaugle

SECTION LOCATION E1031736.969;N1901523.539

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	D	B	U	M	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	Filled ft
Retaining Wall 02	296+99.54 to 300+00.04	RW02-02	297+72.42	31.96ft RT	720.40	(ft)	(/6")	(tsf)	(%)	ft	ft	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft		ft
ASPHALT (11")																					
719.50																					
Very stiff, dusky yellowish Brown (10RY 2/2) CLAY LOAM fill, little gravel, low plasticity, dry																					
14																					
5																					
5																					
2.5																					
6.5																					
5																					
2.5																					
P																					
4																					
3																					
4																					
1.5																					
30.6																					
Medium stiff																					
3																					
3																					
0.8																					
18.8																					
714.90																					
Medium stiff, grayish Olive (10Y 4/2) CLAY, medium plasticity, moist																					
2																					
1																					
2																					
0.9																					
34.9																					
711.90																					
Medium stiff, grayish Brown (2.5Y 5/2) LOAM, little gravel																					
P																					
U																					
S																					
0.8																					
15.9																					
709.90																					
Medium dense, dark yellowish Brown (10Y 4/2) coarse to fine SANDY LOAM, little gravel, moist																					
11																					
10																					
11																					
7.3																					
Free water at 13.5' wet																					
4																					
7																					
11																					
15.9																					
7																					
6																					
5																					
9.4																					
4																					
6																					
18.0																					
No gravel																					
-20																					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Default  
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USER NAME	• Ibolzenius	DESIGNED	- PV	REVISED	
CHECKED	- AMK	REVISIONS			
PLOT SCALE	• 0:2.0000 " = 1' / in.	DRAWN	- RMH	REVISED	
PLOT DATE	• 12/28/2023	CHECKED	- AMK	REVISED	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 2)  
SE RETAINING WALL

SHEET SE-05 OF SE-06 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	91
CONTRACT NO.			61J30	
ILLINOIS FED. AID PROJECT				

# SOIL BORING LOG

Date 1/13/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 02 LOGGED BY Sponaugle

SECTION LOCATION E1031816.729:N1901569.523

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 02  
Station 296+99.54 to 300+00.04

BORING NO. RW02-03  
Station 298+64.06  
Offset 33.64ft RT  
Ground Surface Elev. 720.80 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft

Groundwater Elev.:  
First Encounter 711.8 ft  
Upon Completion 711.9 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	DESCRIPTION
0	14			ASPHALT (14")
719.60	14			GRAVEL BASE COURSE (3")
719.30	6	3.0	16.1	Very stiff, dusky yellowish Brown (10RY 2/2) CLAY LOAM, little gravel, low plasticity, dry
717.80	5	P		No recovery
	4			
	4			
	5			
715.30	5			Medium dense, dark yellowish Brown (10Y 4/2) coarse to fine SANDY LOAM, little gravel, moist
	6		13.3	
	7			
712.80	6			Medium dense, dark yellowish Orange (10YR 6/6) coarse to fine SANDY LOAM and GRAVEL, wet
	8		12.7	Free water at 9'
	9			
	6			
	8		9.4	
	11			
707.80	6			Medium dense, moderate yellowish Brown (10YR 5/4) medium to fine SANDY LOAM, trace gravel, wet
	8		10.7	
	14			
705.30	4			Medium dense, pale yellowish Brown (10YR 6/2) fine SAND, wet
	16		20.8	
	11			
	14			
	20			
700.80	21			End of boring at 20'

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

# SOIL BORING LOG

Date 1/13/23

ROUTE Geneva Road DESCRIPTION Geneva Rd & Winfield Rd - Retaining Wall 02 LOGGED BY Sponaugle

SECTION LOCATION E1031903.037:N1901625.594

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE D50 Turbo Auto

STRUCT. NO. Retaining Wall 02  
Station 296+99.54 to 300+00.04

BORING NO. RW02-04  
Station 299+66.69  
Offset 29.43ft RT  
Ground Surface Elev. 721.10 ft

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft

Groundwater Elev.:  
First Encounter 710.1 ft  
Upon Completion 711.0 ft  
After \_\_\_\_\_ Hrs. Filled ft

DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	DESCRIPTION
0	6			ASPHALT (16")
719.80	9		12.3	GRAVEL BASE COURSE
	6			
718.10	4			Stiff, dark yellowish Brown (10Y 4/2) with black mottling CLAY LOAM, trace gravel, low plasticity, moist
	3		23.8	
	4	1.5		
	5	P		
714.60	P			Moisture=58.7%
	U		25.4	Medium stiff, Gray (10YR 5/1) SILTY CLAY LOAM, trace gravel, Shelby tube 6-8'. LL=41%, PI=20%
713.10	S	0.8		
	H	B		Medium dense, dark Gray (N3) medium to fine SAND, moist
	6			
	9		14.6	
	11			
710.60	8			Medium dense, dark yellowish Brown (10Y 4/2) coarse to fine SANDY LOAM and GRAVEL, wet
	9		9.9	Free water at 11'
	13			
708.10	4			No recovery - large piece of gravel as recovery
	9			
	11			
705.60	6			Medium dense, moderate yellowish Brown (10YR 5/4) coarse to fine SANDY LOAM, some gravel, wet
	7		9.9	
	10			
	9			
	12		11.3	And gravel
701.10	13			End of boring at 20'

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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	CHECKED	REVISED
	- AMK	
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• 0:2.0000 " = 1' / in.	- RMH	
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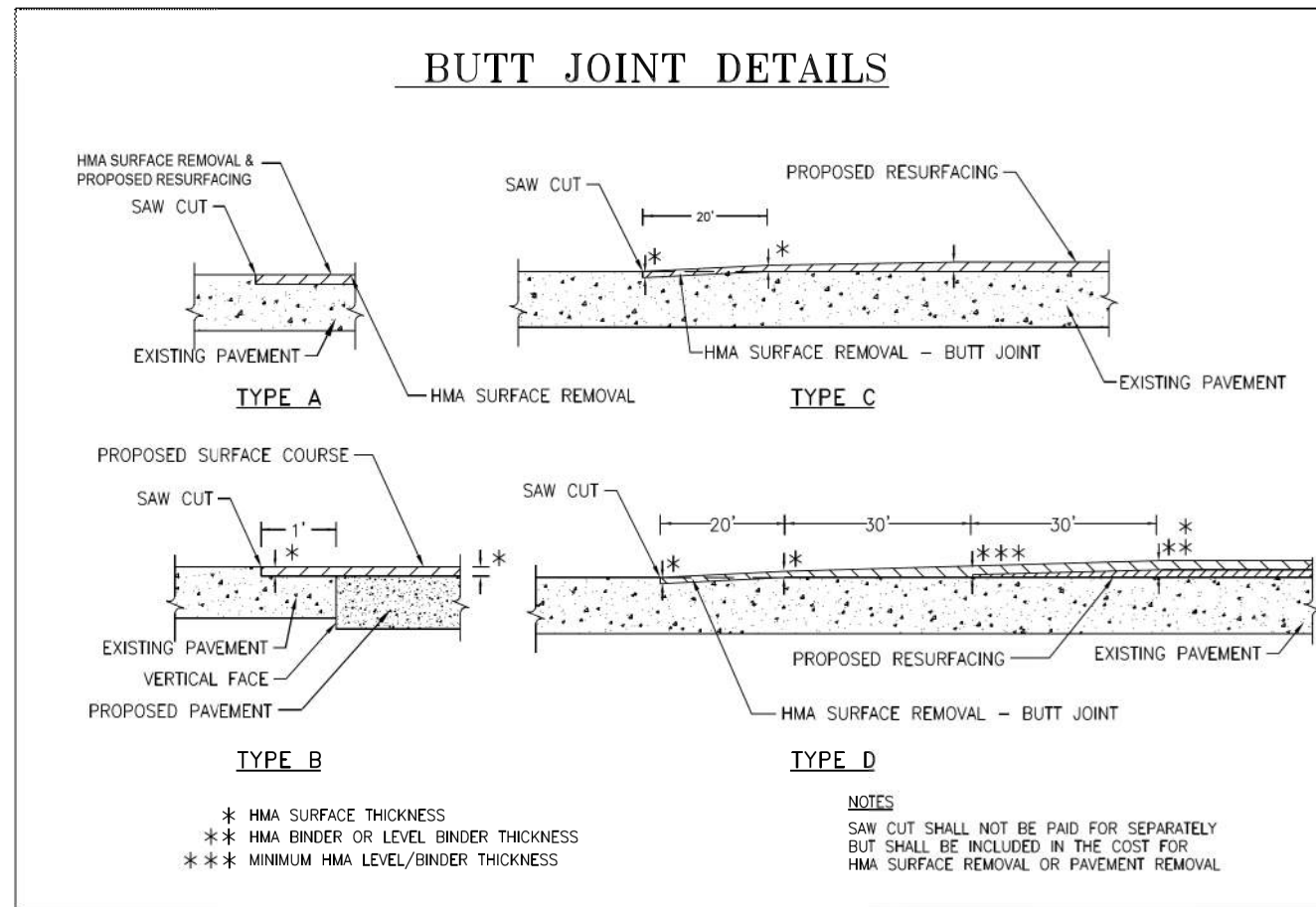
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 2)  
SE RETAINING WALL

SHEET SE-06 OF SE-06 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	92
CONTRACT NO.			61J30	
ILLINOIS		FED. AID PROJECT		

### BUTT JOINT DETAILS



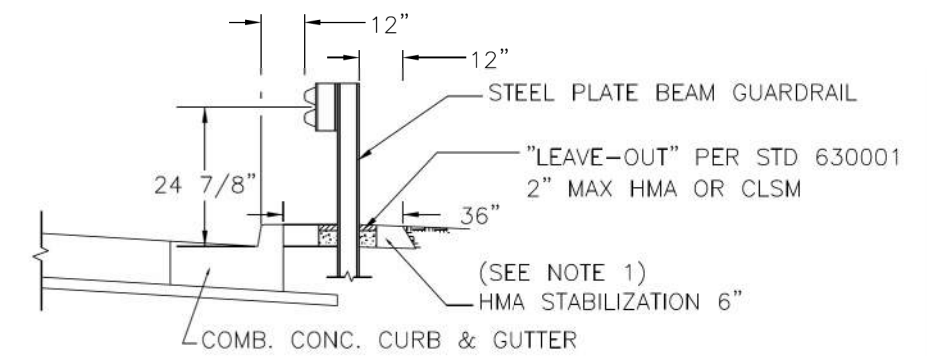
12-14-2017  
DuPage County D.O.T.

- \* HMA SURFACE THICKNESS
- \*\* HMA BINDER OR LEVEL BINDER THICKNESS
- \*\*\* MINIMUM HMA LEVEL/BINDER THICKNESS

- NOTES**
- SAW CUT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR HMA SURFACE REMOVAL OR PAVEMENT REMOVAL

### BUTT JOINT DETAILS

### DETAILS FOR STEEL PLATE BEAM GUARDRAIL ADJACENT TO CURB AND GUTTER



- NOTES:**
1. THE HMA STABILIZATION SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
  2. GUARDRAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.
  3. GUARDRAIL POSTS TO CORED PER ARTICLE 630.06.
  4. WHEN THE DISTANCE BETWEEN THE FACE OF CURB AND THE FACE OF GUARDRAIL IS GREATER THAN 12", THE CURB SHALL BE "MOUNTABLE".

1/29/2018  
DuPAGE COUNTY D.O.T.

### DETAILS FOR STEEL PLATE BEAM GUARDRAIL ADJACENT TO CURB AND GUTTER

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENEVA ROAD  
DUPAGE COUNTY STANDARD DETAILS

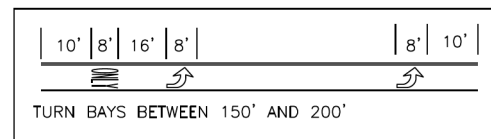
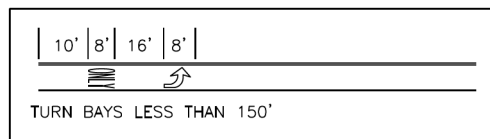
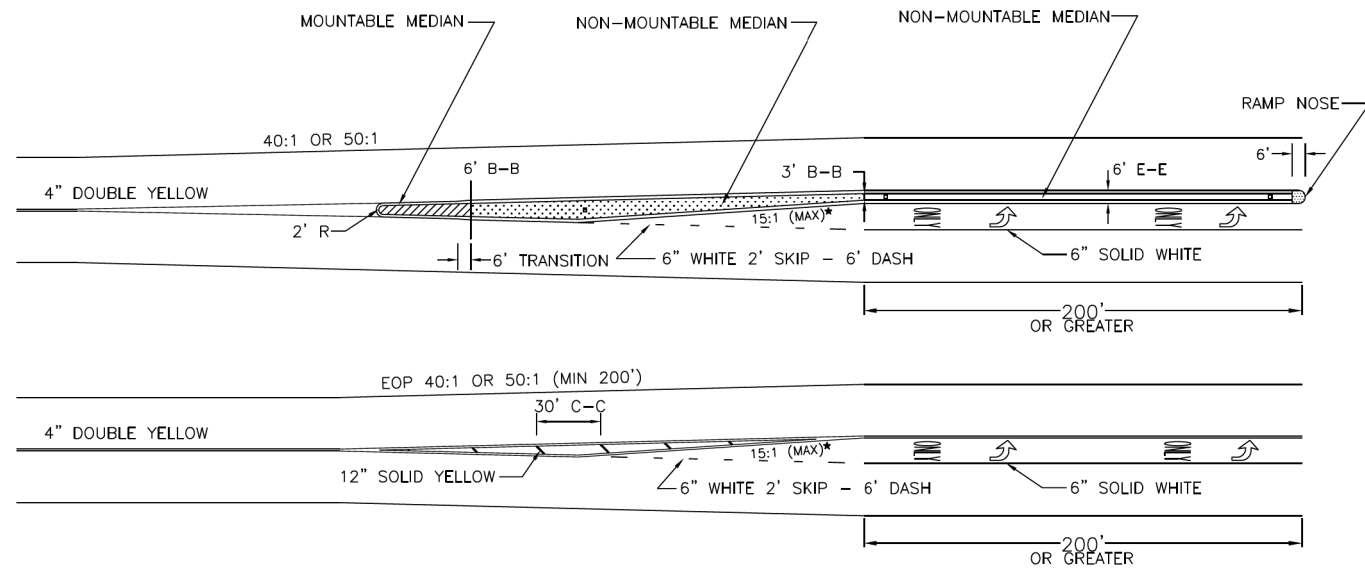
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

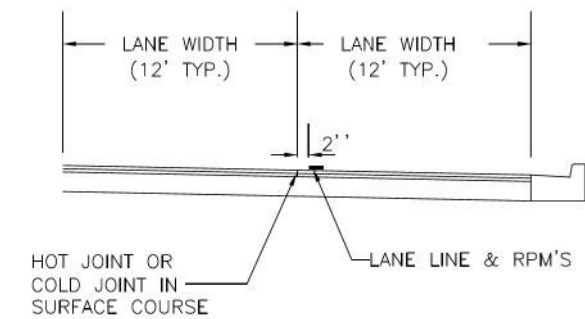


### TYPICAL TURN BAYS

- NOTES:**  
 1. SEE MEDIAN DETAILS FOR MEDIAN DEPTH DESIGN, CURB TYPE, AND SIGN POST CUTOUTS.  
 \*ADJUST FOR CURVE SECTION (12:1/10:1)



### PAVEMENT MARKING LOCATION



12-14-2017  
 DuPage County D.O.T.



### TYPICAL TURN BAYS

### PAVEMENT MARKING LOCATION

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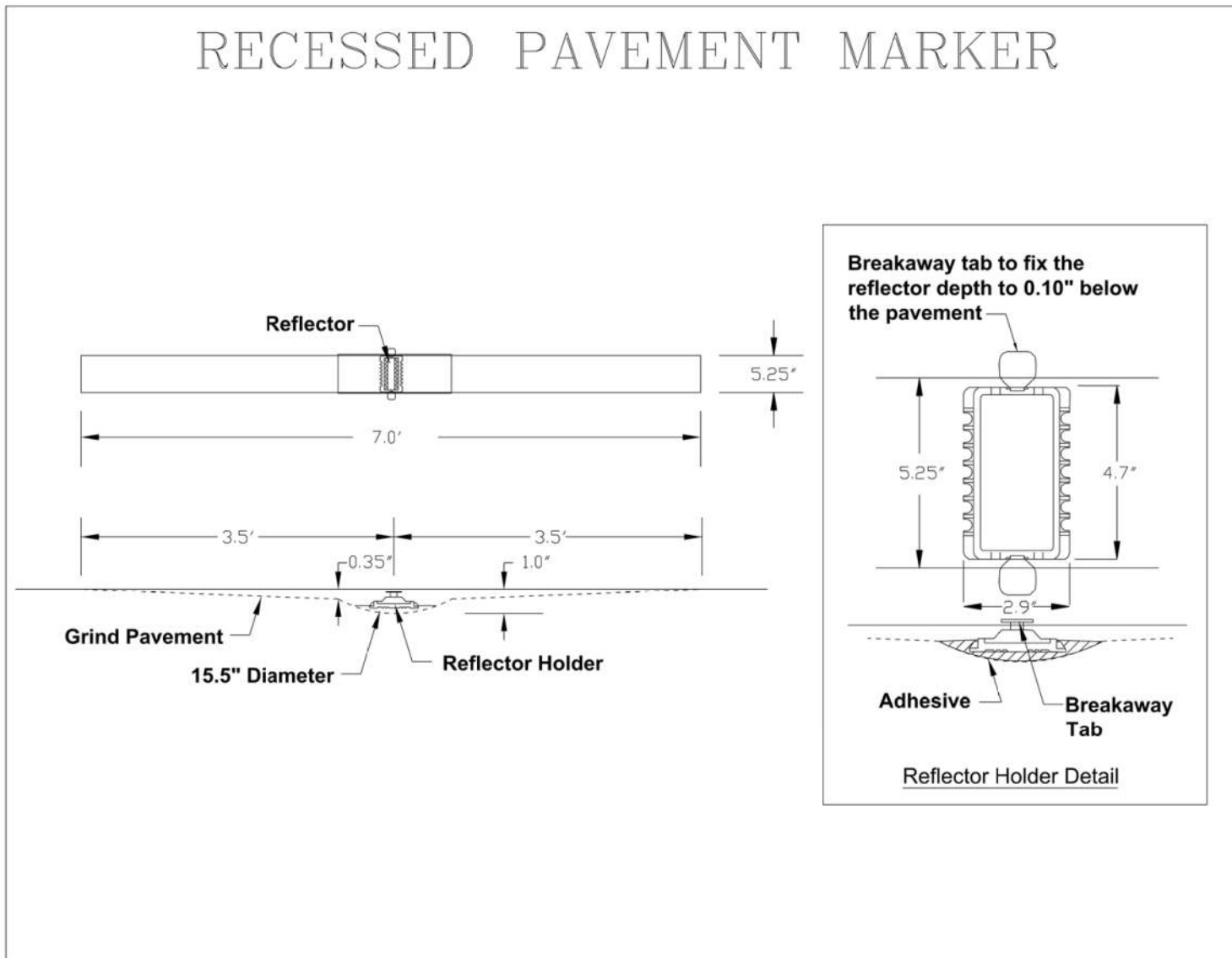
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
 DUPAGE COUNTY STANDARD DETAILS**

SCALE: NTS SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	94
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61J30	

# RECESSED PAVEMENT MARKER



9/1/2020  
DuPAGE COUNTY D.O.T.

# RECESSED PAVEMENT MARKER

## PAVEMENT MARKINGS AND PAVEMENT MARKERS

### MATERIALS FOR PAVEMENT MARKINGS:

LOCATION	MATERIAL
ALL MARKINGS ON BITUMINOUS PAVEMENT	THERMOPLASTIC PAVEMENT MARKINGS
ALL MARKINGS ON CONCRETE SURFACES	URETHANE PAVEMENT MARKINGS

### INSTALLATION OF PAVEMENT MARKINGS:

LOCATION	TYPE OF MARKING
PAINTED MEDIANS	4" DOUBLE YELLOW; 11" c-c AND 12" YELLOW @ 45°; 30' c-c
BARRIER MEDIANS	4" YELLOW
TURN BAY TAPERS ALONG THRU LANES	6" WHITE, 2' LONG, 6' SPACE (DOTTED WHITE)
START OF TURN BAYS	ARROW AND "ONLY"
END OF TURN BAYS 150'-200' LONG	ADDITIONAL ARROW 10' FROM END
TURN BAYS > 200' LONG	ADDITIONAL "ONLY"
ALL OTHER MARKINGS PER MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OF ILLINOIS.	

### INSTALLATION OF RECESSED REFLECTIVE PAVEMENT MARKERS:

LOCATION	SPACING	TYPE
DOUBLE YELLOW CENTERLINE, & SKIP-DASH WHITE LANE LINES APPROACH & DEPARTURE FROM INTERSECTIONS & CURVES* * EQUAL TO LENGTH OF TURN BAY, OR 200'	40'	2-WAY YELLOW
ALONG CURVES OR TAPERS	40'	2-WAY YELLOW
TANGENT SECTIONS	40'	1-WAY YELLOW
SOLID LANE LINES (TURN BAYS)	40'	NONE **
END OF PAINTED MEDIANS	3 @ 3' LATERAL	
DOUBLE YELLOW CENTERLINE		2-WAY YELLOW
PAINTED MEDIANS ≤ 4' WIDE		2-WAY YELLOW
PAINTED MEDIANS > 4' WIDE		1-WAY YELLOW
YELLOW LINE ALONG BARRIER MEDIANS ** EXCEPT IN SPECIAL CIRCUMSTANCES		NONE **
SKIP-DASH WHITE LANE LINES, SOLID LANE LINES (TURN BAYS)		1-WAY WHITE
2-WAY, UNDIVIDED ROADWAY		2-WAY WHITE / RED
1-WAY ROADWAY, OR DIVIDED WITH BARRIER MEDIAN		

9/1/2020  
DuPAGE COUNTY D.O.T.

# PAVEMENT MARKINGS AND PAVEMENT MARKERS

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PLOT DATE = 12/28/2023	DATE - 9/1/23	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENEVA ROAD  
DUPAGE COUNTY STANDARD DETAILS

SCALE: NTS SHEET 3 OF 6 SHEETS STA. TO STA.

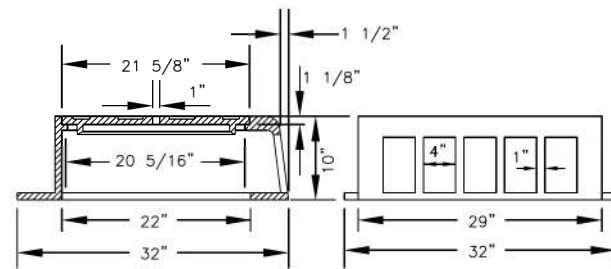
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	95
CONTRACT NO.			61130	
ILLINOIS FED. AID PROJECT				

# SAG FRAME & LID

Sag Frame and Lid shall be Neenah Foundry Company #R-3305

## R-3305 Catch Basin Frame and Lid

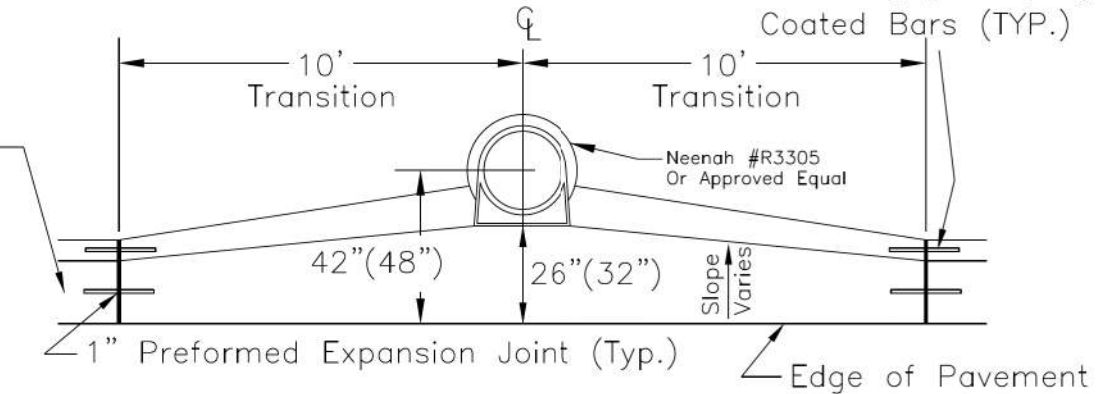
For behind-the-curb construction.  
Heavy-Duty  
Total weight 937 Kilograms (425 lbs.)



PLAN VIEW

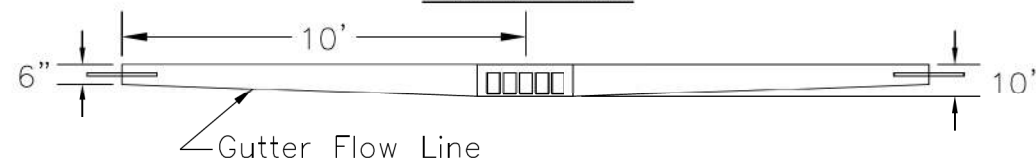
18" Long #10 Epoxy Coated Bars (TYP.)

Type B-6.18(B-6.24) Curb & Gutter (Typ.)



Note: Plan and profile not to scale

PROFILE VIEW



1/31/2018  
DuPAGE County D.O.T.

# SAG FRAME & LID

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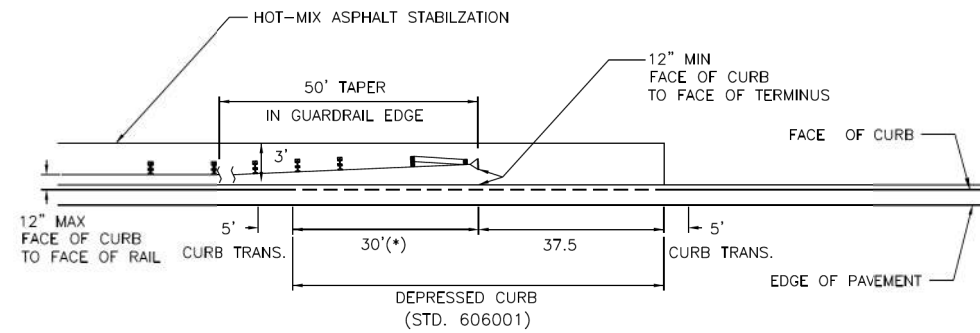
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

<b>GENEVA ROAD</b>			
<b>DUPAGE COUNTY STANDARD DETAILS</b>			
SCALE: NTS	SHEET 4	OF 6 SHEETS	STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR	DUPAGE	134	96
CONTRACT NO. 61J30				
ILLINOIS		FED. AID PROJECT		

**TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL  
ADJACENT TO CURB AND GUTTER**



(\*) NOTE: DEPRESSED CURB WHERE FACE OF GUARDRAIL OR TRAFFIC BARRIER TERMINAL IS MORE THAN 12" FROM FACE OF CURB.

1/31/2018  
DuPAGE COUNTY D.O.T.

**TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL  
ADJACENT TO CURB AND GUTTER**

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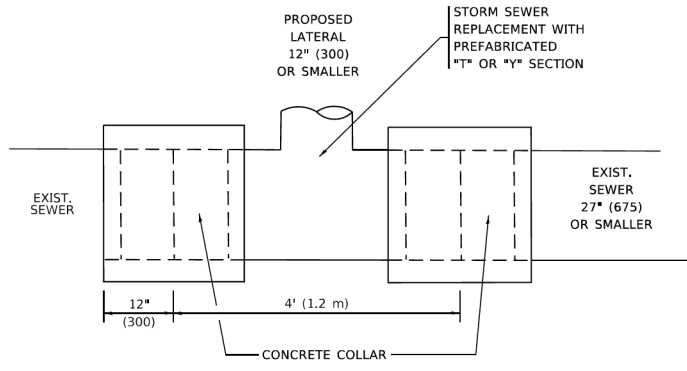
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENEVA ROAD  
DUPAGE COUNTY STANDARD DETAILS**

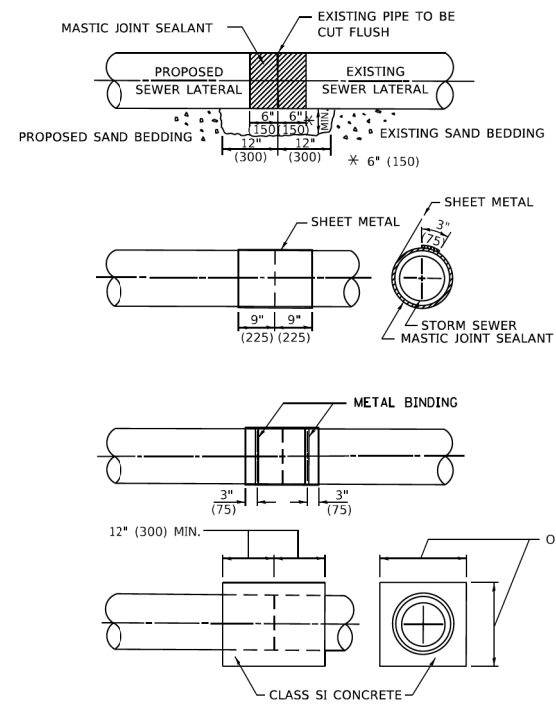
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F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			61130	
ILLINOIS		FED. AID PROJECT		

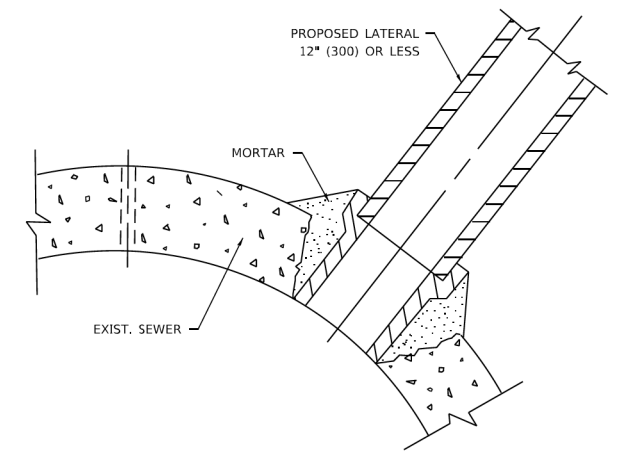




**DETAIL "A"**  
LATERAL CONNECTION TO EXISTING SEWER  
OF 27" (675) OR SMALLER



**DETAIL "B"**  
CLASS SI CONCRETE COLLAR



**DETAIL "C"**  
PROPOSED LATERAL  
CONNECTION TO EXISTING SEWER  
OF 30" (750) OR LARGER

**CONSTRUCTION SEQUENCE**

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

**NOTES:**

**MATERIAL**

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

**CONSTRUCTION METHODS**

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

**GENERAL**

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

**BASIS OF PAYMENT**

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

\* ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	DRAWN -	REVISED - R. SHAH 10-25-94
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PLOT DATE = 11/18/2022	DATE - 07-25-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR		134	99
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	

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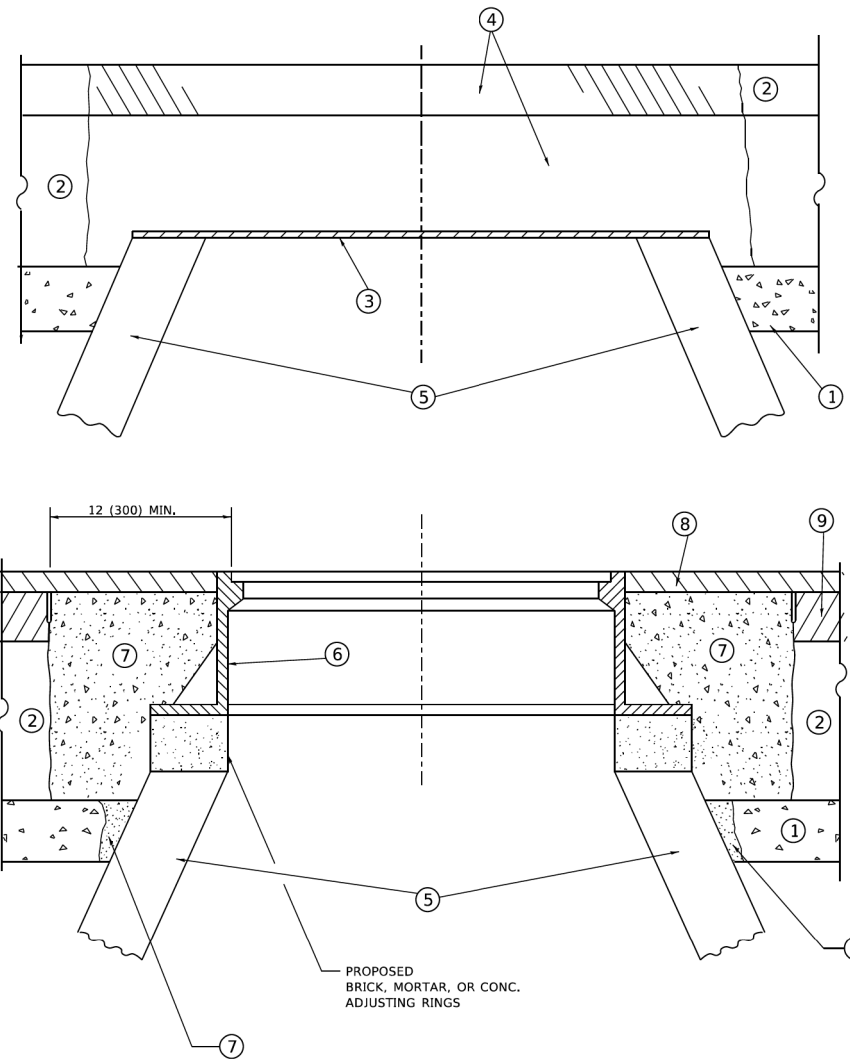


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PLOT DATE = 12/28/2023	DATE - 9/1/23	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

GENEVA ROAD IDOT DISTRICT 1 STANDARD DRAWINGS			
SCALE: NTS	SHEET 1	OF 18 SHEETS	STA. TO STA.

F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	18-00206-10-BR		134	99
CONTRACT NO. 61J30			ILLINOIS FED. AID PROJECT	



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

**NOTES**

- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

**STAGE 2 (AFTER PAVEMENT MILLING)**

- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

**LEGEND**

- |  |                               |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL                 | ⑥ FRAME AND LID (SEE NOTES)   |
| ② EXISTING PAVEMENT                          | ⑦ CLASS PP-2* CONCRETE        |
| ③ 36 (900) DIAMETER METAL PLATE              | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE  |
| ⑤ EXISTING STRUCTURE                         |                               |

**LOCATION OF STRUCTURES**

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT**

- REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR</b> <b>FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	CHECKED -	REVISED - R. BORO 12-06-11		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	<b>BD600-03 (BD-08)</b>		CONTRACT NO.	
PLCT SCALE = 100.0000' / in.	DATE - 10-25-94	REVISED - K. SMITH 11-18-22						ILLINOIS FED. AID PROJECT		
PLCT DATE = 9/15/2023	REVISED - K. SMITH 09-15-23									

	USER NAME = Ibolzenius	DESIGNED - BAW	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>GENEVA ROAD</b> <b>IDOT DISTRICT 1 STANDARD DRAWINGS</b>		F.A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - BAW	CHECKED - LB	REVISED -		SCALE: NTS	SHEET 2 OF 18 SHEETS	STA. TO STA.	<b>1397</b>		<b>18-00206-10-BR</b>		DUPAGE 134 100
	PLCT SCALE = 100.0000' / in.	DATE - 9/1/23	REVISED -						ILLINOIS FED. AID PROJECT		CONTRACT NO. 61130	
	PLCT DATE = 12/28/2023											

MODEL: Default  
 FILE NAME: I:\projects\1397\1397-18-00206-10-BR\1397-18-00206-10-BR-03 (BD-08).dgn  
 MODEL: Default  
 FILE NAME: I:\projects\1397\1397-18-00206-10-BR\1397-18-00206-10-BR-03 (BD-08).dgn