

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-BR-00	DUPAGE	25	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 63178		

CONTRACT NO. 63178

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**C.H. 48 / IL. PRAIRIE PATH
SECTION: 98-00313-00-BR
OVER E.J. & E. RAILROAD
PEDESTRIAN TRUSS SUPERSTRUCTURE
PROJECT: HPP-2106(002)
JOB NO.: C-91-143-09
VILLAGE OF WAYNE
COUNTY: DuPAGE**

WAYNE TOWNSHIP
R. 9 E.

INDEX OF SHEETS:

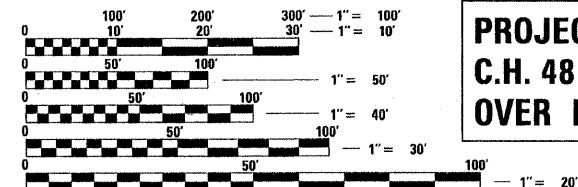
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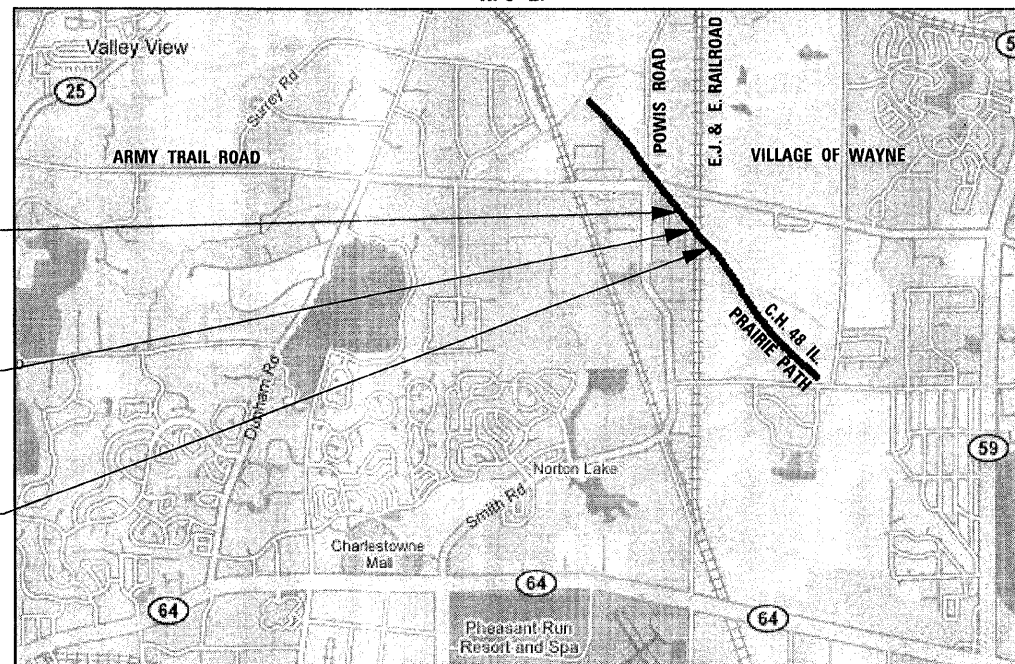


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

FIELD ENGINEER - MARILIN SOLOMON
(847) 705-4407

CONTRACT NO. 63178



**PROJECT BEGINS
STA. 97 + 00**

**PROJECT LOCATION:
C.H. 48 IL. PRAIRIE PATH
OVER E.J. & E. R.R.**

**PROJECT ENDS
STA. 103 + 00**

**GROSS LENGTH OF PROJECT = 600.00 FEET = 0.114 MILES
NET LENGTH OF PROJECT = 600.00 FEET = 0.114 MILES**



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED April 3, 20 09
Charles F. Fohardt
DuPAGE COUNTY DIVISION OF TRANSPORTATION, COUNTY ENGINEER

PASSED JUNE 5, 2009
[Signature]
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW JUNE 5, 20 09
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER



Birinder S. Sachdeva April 2, 2009
BIRINDER S. SACHDEVA, P.E. DATE
EXPIRES: 11-30-2009

CR & A
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS - PLANNERS - SURVEYORS
211 W. WACKER DRIVE CHICAGO, IL 60606
TELEPHONE: 312-372-2023

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

GENERAL NOTES

1. NO WORK SHALL COMMENCE UNTIL TRAIL CLOSURE REQUIREMENTS ARE MET.
2. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
3. UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
4. THE INFORMATION SHOWN IN THIS PLAN SET CONCERNING TYPE AND LOCATION OF ALL UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

5. ANY DEWATERING AND/OR SHEETING OR SHORING AND/OR OTHER APPROVED CONSTRUCTION METHODS REQUIRED TO CONSTRUCT THE PROPOSED ABUTMENTS OR PIERS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF STRUCTURE EXCAVATION AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

6. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS ENCOUNTERED UNTIL THE RESPECTIVE OWNER OR AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

7. ALL EXCESS MATERIAL (BROKEN CONCRETE, WASTE ROADWAY EXCAVATION, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

8. THERE ARE EXISTING 12 & 34 kV OVERHEAD FACILITIES IN THE WORK AREA. THE CONTRACTORS SHOULD USE CAUTION IN OPERATING CRANES AND OTHER EQUIPMENT NEAR THE OVERHEAD FACILITIES. FOR SHIELDING OF THE OVERHEAD LINES, CALL COMMONWEALTH EDISON AT (800)-EDISON-1. A ONE WEEK ADVANCE NOTICE IS REQUIRED.

9. THE EXISTING PRAIRIE PATH SIGNS AND POSTS SHALL BE REMOVED BY THE CONTRACTOR AND DELIVERED TO A COUNTY MAINTENANCE FACILITY. THIS WORK SHALL BE PAID FOR AS REMOVE SIGN PANEL ASSEMBLY - TYPE A.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

10. 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.
11. ALL LIMBS, BRANCHES AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

12. ALL CLEARING, REMOVAL OF BUSHES, HEDGES AND TREES UNDER SIX (6) INCHES IN DIAMETER WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

13. DUPAGE COUNTY HAS A TRAIL MAINTENANCE POLICY THAT GOVERNS TREE REMOVAL AND TRIMMING ALONG THE IL. PRAIRIE PATH. THE CONTRACTOR SHALL SUBMIT A PLAN FOR APPROVAL FOR ANY TREE TRIMMING AND REMOVAL REQUIRED FOR COMPLETION OF THIS CONTRACT. NO TREE TRIMMING OR REMOVAL SHALL COMMENCE UNTIL THE CONTRACTOR HAS WRITTEN APPROVAL FROM THE COUNTY.

ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH.

THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TREE REMOVAL.

14. TEMPORARY FENCE SHALL BE ERECTED ALONG THE DRIPLINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED, NOTHING IS TO BE STORED, DRIVEN OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE WORK INVOLVED.

TOPSOIL

15. TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.
16. THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.
17. TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE RIGHT OF WAY OR LIMITS OF CONSTRUCTION.

EARTH EXCAVATION

18. ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO MEET THE COMPACTION REQUIREMENTS AS OUTLINED IN ARTICLES 205 AND 301 OF THE STANDARD SPECIFICATIONS PRIOR TO PLACING AGGREGATE BASE COURSE.
19. ALL EXISTING GRANULAR MATERIALS TO BE REMOVED SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE UNIT PRICE FOR EARTH EXCAVATION. NO EXCAVATION OR FILL MATERIALS WILL BE ALLOWED TO BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION OR THE RIGHT-OF-WAY.

TRAFFIC CONTROL AND PROTECTION

20. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAIL CLOSURE PLAN, THE SPECIAL PROVISIONS AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).

WORK AREA LIMITATIONS

21. THE COUNTY DOES NOT HAVE PERMISSION TO UTILIZE THE COMMONWEALTH EDISON RIGHT-OF-WAY. AS SUCH, THE CONTRACTOR SHALL RESTRICT ALL ACTIVITIES TO WITHIN THE C.H. 48 IL. PRAIRIE PATH RIGHT-OF-WAY AND THE E.J. & E. RAILROAD RIGHT-OF-WAY. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE CONDITION OF THE PATH AND POINTS OF ACCESS OUTSIDE OF THE LIMITS OF CONSTRUCTION. THE C.H. 48 RIGHT-OF-WAY AND ANY OTHER AREAS DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED AND RESTORED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND/OR THE RAILROAD.

RAILROAD NOTES

22. THE COUNTY DOES NOT HAVE PERMISSION TO UTILIZE THE RAILROAD RIGHT OF WAY OUTSIDE THE LIMITS OF CONSTRUCTION. THE EXISTING AT-GRADE CROSSING IS A PEDESTRIAN CROSSING AND IS NOT SUITABLE FOR CROSSING OF EQUIPMENT. IF THE CONTRACTOR DESIRES TO MAKE A CROSSING FOR CONSTRUCTION PURPOSES OR TO UTILIZE OTHER RAILROAD PROPERTY, IT SHALL BE ONLY WITH THE PERMISSION AND DISCRETION OF THE RAILROAD. A SEPARATE PERMIT FROM THE RAILROAD WOULD BE REQUIRED. THE CROSSING, INCLUDING PERMITS AND ALL OTHER REQUIREMENTS OF THE RAILROAD, SHALL BE AT NO COST TO THE DEPARTMENT. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 OF THE STANDARD SPECIFICATION REGARDING WHICH RAILROAD FLAGGING IS INCLUDED IN THE CONTRACT AND WHICH RAILROAD FLAGGING WILL BE REIMBURSED BY THE DEPARTMENT. THE NAME AND TELEPHONE NUMBER OF THE RAILROAD ENGINEER IS RAYMOND BAKER (815) 370-9436.

ENDANGERED SPECIES

23. AN ENDANGERED SPECIES KNOWN AS THE BLANDING'S TURTLE IS KNOWN TO BE IN THE PROJECT VICINITY. ANY TURTLE FOUND WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED AND LEFT UNDISTURBED. SEE THE SPECIAL PROVISION FOR "ENDANGERED SPECIES PROTECTION". IT IS A CRIMINAL ACT TO HANDLE A BLANDING'S TURTLE.

FILE NAME = 98-00313-sht-gennote.dwg
PLOT DATE = 8/17/2009



DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - AUGUST 3, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES
IL. PRAIRIE PATH OVER E.J. & E. RAILROAD**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 97+00 TO STA. 103+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DUPAGE	25	2
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63178	

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	C.H. 48 BRIDGE X932-2A	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	515	515	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	158	158	
20101000	TEMPORARY FENCE	FOOT	100	100	
20101100	TREE TRUNK PROTECTION	EACH	38	38	
20200100	EARTH EXCAVATION	CU YD	240	240	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	272	272	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	370	370	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	48	48	
* 21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1,936	1,936	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	36	36	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	36	36	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	36	36	
* 25001800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.40	0.40	
* 25100630	EROSION CONTROL BLANKET	SQ YD	1,936	1,936	
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	300	300	
28000400	PERIMETER EROSION BARRIER	FOOT	1,120	1,120	
* 28000700	MULCH, METHOD 1	ACRE	0.70	0.70	
X1006653	FENCE (SPECIAL)	FOOT	1,120	1,120	
28100101	STONE RIPRAP, CLASS A1	SQ YD	124	124	
28200200	FILTER FABRIC	SQ YD	124	124	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	322	322	
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	26	26	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	27.8	27.8	
50200100	STRUCTURE EXCAVATION	CU YD	196	196	
50300225	CONCRETE STRUCTURES	CU YD	96.0	96.0	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	98.5	98.5	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	31,250	31,250	

* SPECIALTY ITEM

EARTHWORK TABLE							
LOCATION	EARTH EXCAVATION	STRUCTURE EXCAVATION	TOTAL EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE EXCAVATION	POROUS GRANULAR EMBANKMENT
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
STA. 101+15 TO STA. 104+00	16	67	62	97	- (35)	157	357
BRIDGE							
STA. 96+75 TO STA. 99+20	224	67	218	0	218	115	13
PROJECT TOTAL	240	134	280	97	184	272	370

SHRINKAGE FACTOR: 25%

ESTIMATED TOPSOIL STRIPPING DEPTH 1', MATERIAL REMOVED TO BE CONSIDERED UNSUITABLE EXCAVATION.

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	C.H. 48 BRIDGE X932-2A	
51201400	FURNISHING STEEL PILES HP 10 x 42	FOOT	2,696	2,696	
51202305	DRIVING PILES	FOOT	2,696	2,696	
51203400	TEST PILE STEEL HP 10 x 42	EACH	4	4	
51500100	NAME PLATES	EACH	1	1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	25	25	
58700300	CONCRETE SEALER	SQ FT	1,410	1,410	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	30	30	
60109580	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	46	46	
67100100	MOBILIZATION	L SUM	1	1	
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	
72000100	SIGN PANEL - TYPE 1	SQ FT	5	5	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9	9	
72900100	METAL POST - TYPE A	FOOT	28	28	
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	41	41	
X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	4,736	4,736	
XX003338	TEST HOLE	EACH	5	5	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
△ Z0076600	TRAINEES	HOUR	500	500	
Z0077900	WOOD POST AND RAIL FENCE	FOOT	64	64	
* A2002912	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY) 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	7	7	
* A2006512	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK) 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	7	7	
* A2006712	TREE, QUERCUS MACROCARPA (BUR OAK) 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	8	8	
* C2C0335G	SHRUB, HAMMAMELIS VIRGINIANA (COMMON WITCHHAZEL) CONTAINER GROWN, 5-GALLON	EACH	15	15	
* C2C043G5	SHRUB, LINDERA BENZOIN (SPICEBUSH) CONTAINER GROWN, 5-GALLON	EACH	29	29	
* C2C048G5	SHRUB, PHYSOCARPUS OPULIFOLIUS (NINEBARK) CONTAINER GROWN, 5-GALLON	EACH	9	9	
* C2C063G5	SHRUB, RIBES MISSOURIENSE (WILD GOOSEBERRY) CONTAINER GROWN, 5-GALLON	EACH	65	65	

* SPECIALTY ITEM △ Y080

AGGREGATE PAVING SCHEDULE		
LOCATION	AGGREGATE BASE COURSE, TYPE B, 4"	AGGREGATE SURFACE COURSE, TYPE A
	SQ YD	SQ YD
STA. 101+52.75 TO STA. 104+00	169	12
STA. 96+75 TO STA. 98+22	153	14
PROJECT TOTAL	322	26

FILE NAME = 98-00313-ah-500.dgn
PLOT DATE = 8/4/2009

CR CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - AUGUST 3, 2009	REVISED -

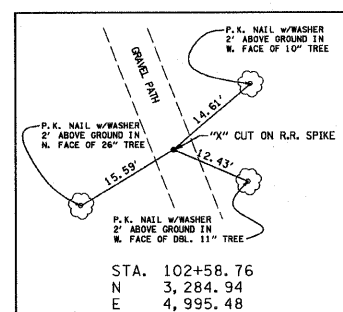
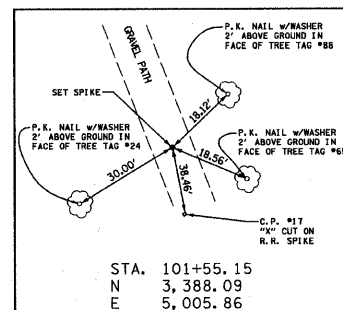
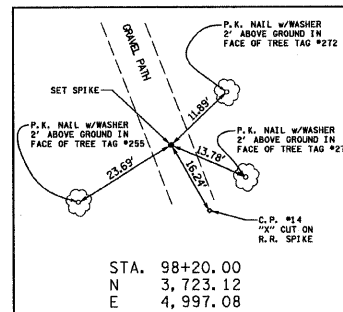
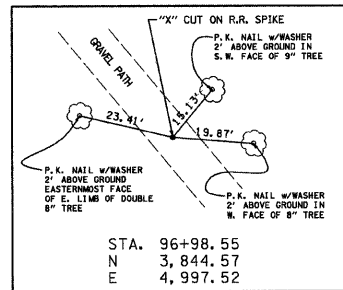
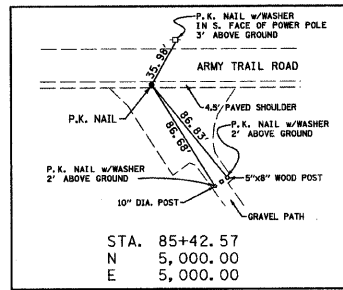
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL. PRAIRIE PATH OVER E.J. & E. RAILROAD

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 97+00 TO STA. 103+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DUPAGE	25	3
CONTRACT NO. 63178			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

CONTROL POINTS



BENCHMARKS

DuPAGE COUNTY BENCHMARK WA18001 ELEV. 748.26
BRONZE DISK IN THE SOUTH CONCRETE HEADWALL
OF NORTON CREEK, 0.6 MILES NORTHWEST ALONG
THE PRAIRIE PATH FROM POWIS ROAD

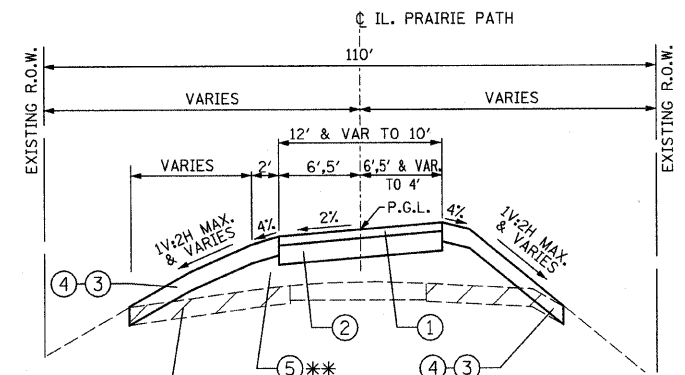
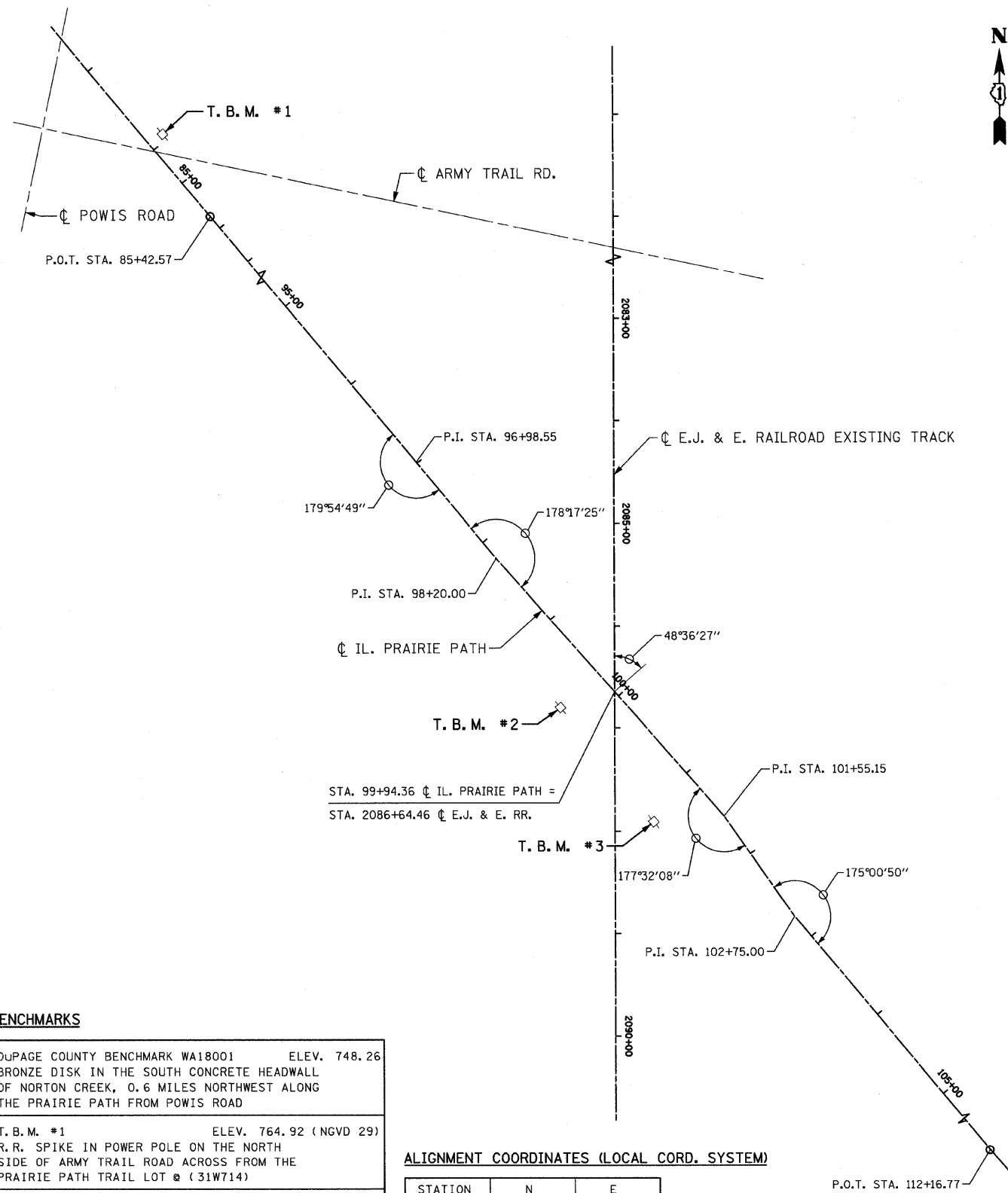
T. B. M. #1 ELEV. 764.92 (NGVD 29)
R. R. SPIKE IN POWER POLE ON THE NORTH
SIDE OF ARMY TRAIL ROAD ACROSS FROM THE
PRAIRIE PATH TRAIL LOT @ (31W714)

T. B. M. #2 STA. 99+74, 50' RT. ELEV. 763.57
R. R. SPIKE IN FIRST POWER POLE
SOUTHWEST OF THE INTERSECTION OF
THE RAILROAD TRACKS AND THE PRAIRIE PATH

T. B. M. #3 STA. 101+15, 55' RT. ELEV. 763.92
R. R. SPIKE IN FIRST POWER POLE
SOUTHEAST OF THE INTERSECTION OF
THE RAILROAD TRACKS AND THE PRAIRIE PATH

ALIGNMENT COORDINATES (LOCAL CORD. SYSTEM)

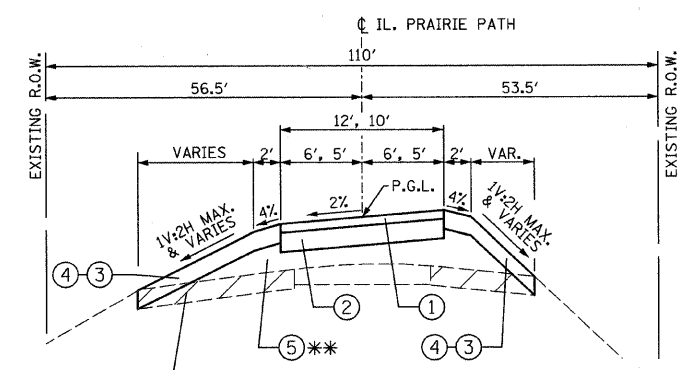
STATION	N	E
85+42.57	5,000.00	5,000.00
96+98.00	3,844.57	4,997.52
98+20.00	3,723.12	4,997.08
101+55.15	3,388.09	5,005.86
102+75.99	3,268.39	4,995.49
112+16.77	2,326.92	4,995.85



PROPOSED TYPICAL SECTION
STA. 101+50 TO STA. 103+00
BRIDGE OMISSION:
STA. 98+25 TO STA. 101+50

1'± TOPSOIL STRIPPING (TYP.)
PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"

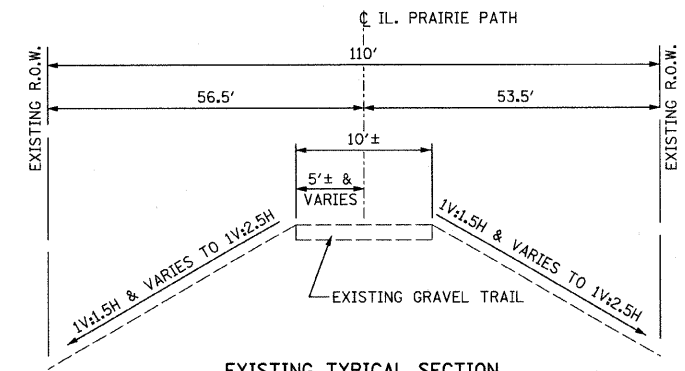
** USE POROUS GRANULAR EMBANKMENT WHEN THE FILL DEPTH EXCEEDS 6"



PROPOSED TYPICAL SECTION
STA. 97+00 TO STA. 98+25

1'± TOPSOIL STRIPPING (TYP.)
PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"

** USE POROUS GRANULAR EMBANKMENT WHEN THE FILL DEPTH EXCEEDS 6"



EXISTING TYPICAL SECTION
STA. 97+00 TO STA. 98+25
STA. 101+50 TO STA. 103+00

LEGEND

- ① AGGREGATE SURFACE COURSE, TYPE A, 2"
- ② AGGREGATE BASE COURSE, TYPE B, 4"
- ③ TOPSOIL FURNISH AND PLACE, 6"
- ④ EROSION CONTROL BLANKET & SEEDING, CLASS 4 (MODIFIED)
- ⑤ POROUS GRANULAR EMBANKMENT

FILE NAME = 98-00313-ah-typicol.dgn
PLOT DATE = 6/2/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.
DRAWN - A.C.S.
CHECKED - E.J.M.
DATE - JUNE 1, 2009

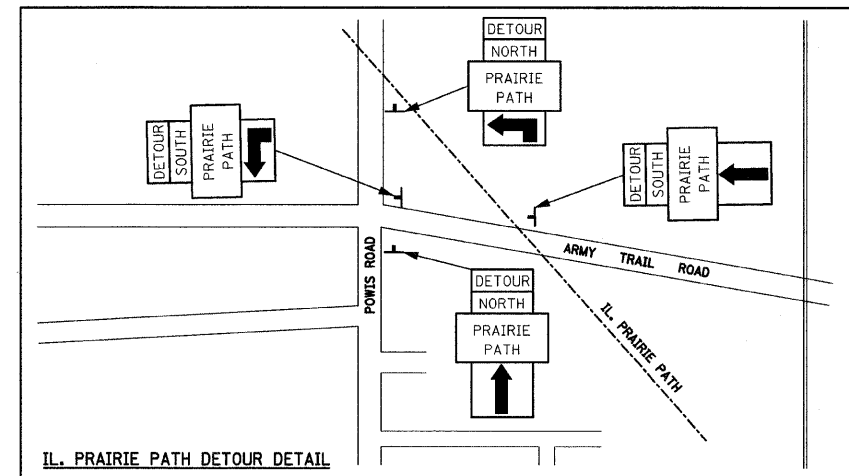
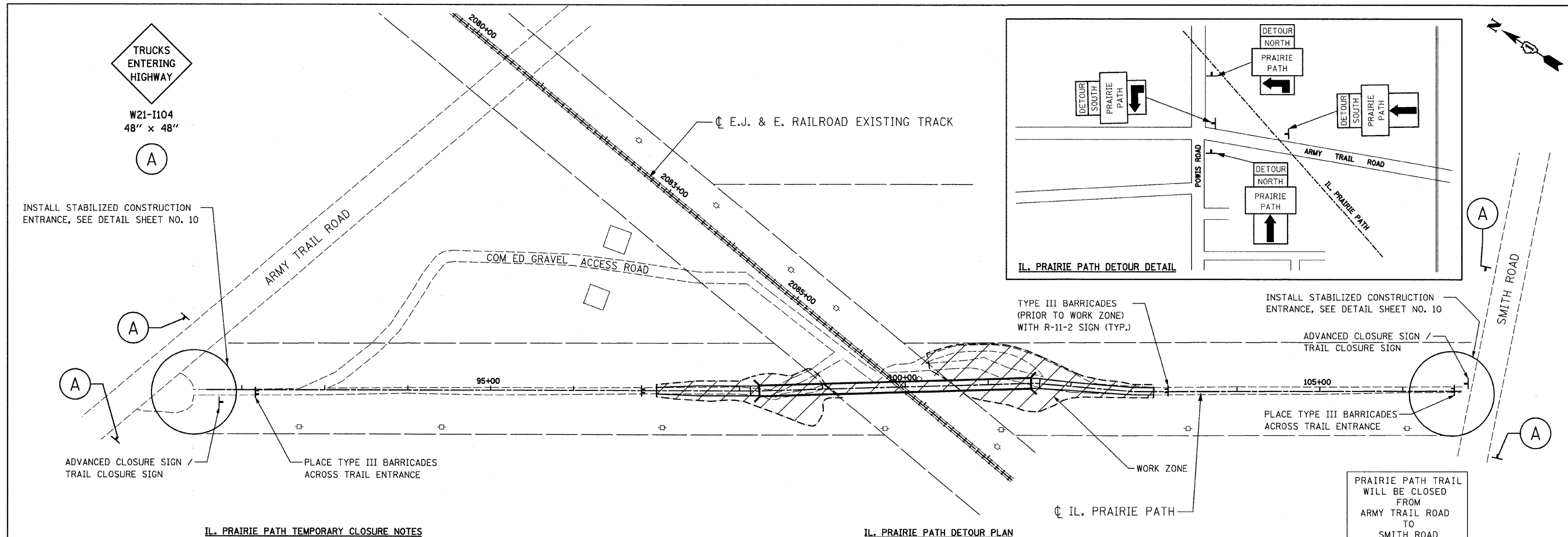
REVISED -
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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS, ALIGNMENT & TIES
IL. PRAIRIE PATH OVER E.J. & E. RAILROAD

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 97+00 TO STA. 103+00

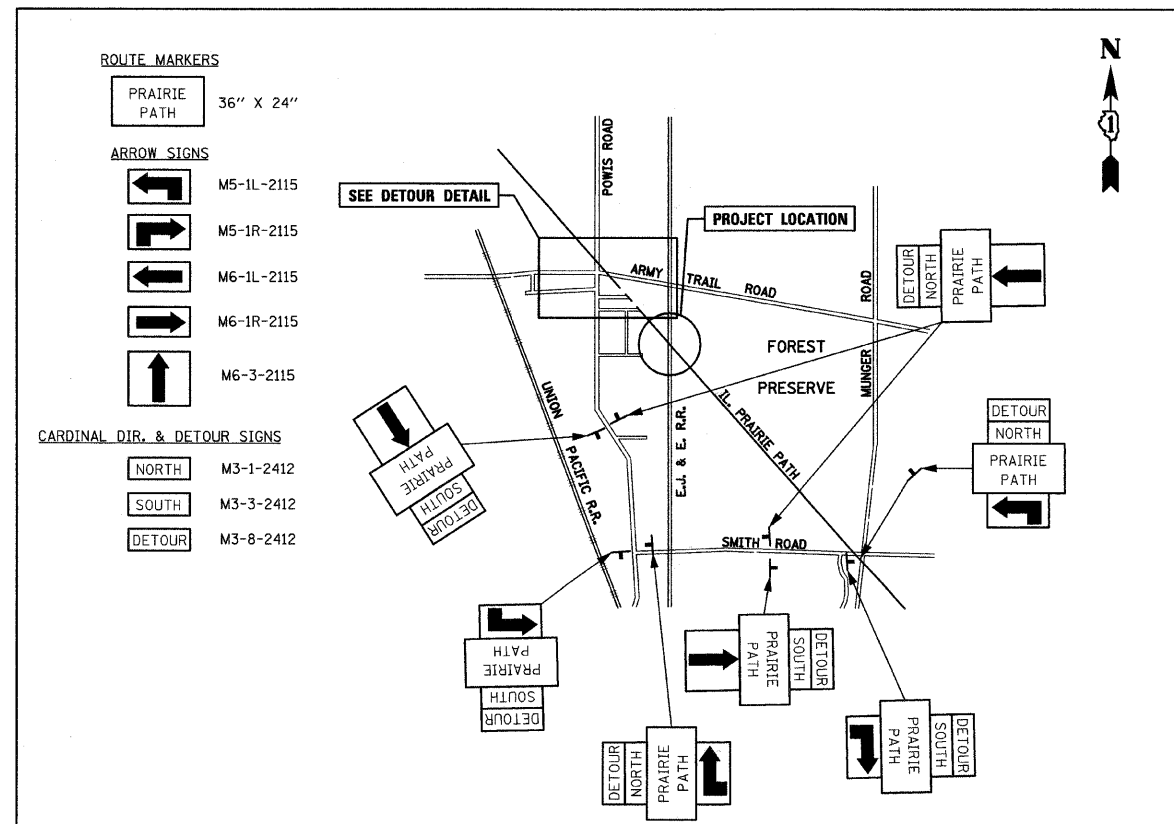
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DuPAGE	25	4
CONTRACT NO. 63178				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



IL. PRAIRIE PATH TEMPORARY CLOSURE NOTES

1. THE CONTRACTOR SHALL KEEP THE TRAIL CLOSURE TO MINIMUM. WHEN THE TRAIL AND BRIDGE CAN BE SAFELY OPENED AND NO WORK IS BEING PERFORMED, THE CONTRACTOR SHALL COVER THE DETOUR SIGNS AND OPEN THE TRAIL.
2. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 4 WEEKS PRIOR TO THE START OF WORK AT THE SITE AND SHALL INSTALL THE ADVANCE CLOSURE SIGNS AT THE ARMY TRAIL ROAD / COMMONWEALTH EDISON GRAVEL ROAD AND AT THE ARMY TRAIL ROAD AND SMITH ROAD TRAIL HEADS. THE LOCATION OF THE MOUNTING OF THE SIGNS SHALL BE APPROVED BY THE ENGINEER.
3. WHEN SITE WORK BEGINS, A PANEL WITH THE WORD "CLOSED" SHALL BE PLACED OVER THE "WILL BE CLOSED" TEXT ON THE ADVANCE CLOSURE SIGN AND TYPE III BARRICADES SHALL BE PLACED ACROSS THE TRAIL HEADS AT ARMY TRAIL ROAD AND SMITH ROAD.
4. TYPE III BARRICADES WITH A R11-2 "BRIDGE OUT" SIGNS ATTACHED SHALL BE PLACED ACROSS THE TRAIL PRIOR TO THE WORK ZONE AREA AND AROUND THE EXCAVATIONS OR OTHER AREAS AS DIRECTED BY THE ENGINEER.
5. THE "ADVANCE CLOSURE SIGNS" SHALL BE PAID FOR AS "TEMPORARY INFORMATION SIGNING".
6. AT THE END OF EACH WORK DAY, THE TYPE III BARRICADES AT THE WORK ZONE LIMITS SHALL BE PLACED ACROSS THE TRAIL AND THE BARRICADES AT THE TRAIL HEADS SHALL BE CHECKED FOR PROPER PLACEMENT ACROSS THE TRAIL.
7. THE COST OF THE INSTALLATION, MAINTENANCE AND REMOVAL OF THE IL. PRAIRIE PATH DETOUR SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

IL. PRAIRIE PATH DETOUR PLAN



PRAIRIE PATH TRAIL WILL BE CLOSED FROM ARMY TRAIL ROAD TO SMITH ROAD
(DATE)
TO
(DATE)

36" x 36" (9 SQ. FT.)
ADVANCE CLOSURE SIGN
PLACE AT THE TRAIL HEADS AT ARMY TRAIL ROAD, COMMONWEALTH EDISON AND SMITH ROAD 4 WEEKS PRIOR TO THE BEGINNING OF WORK.

PRAIRIE PATH TRAIL CLOSED FROM ARMY TRAIL ROAD TO SMITH ROAD
(DATE)
TO
(DATE)

36" x 36" (9 SQ. FT.)

TRAIL CLOSURE SIGN
NOTE: ADD 6" x 30" (1.25 SQ. FT.) PANEL WITH "CLOSED" TEXT OVER SECOND LINE OF ADVANCE CLOSURE SIGN.

- NOTES:
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
 2. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING"

FILE NAME = 98-00313-shr-ategung.dgn
PLOT DATE = 8/4/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

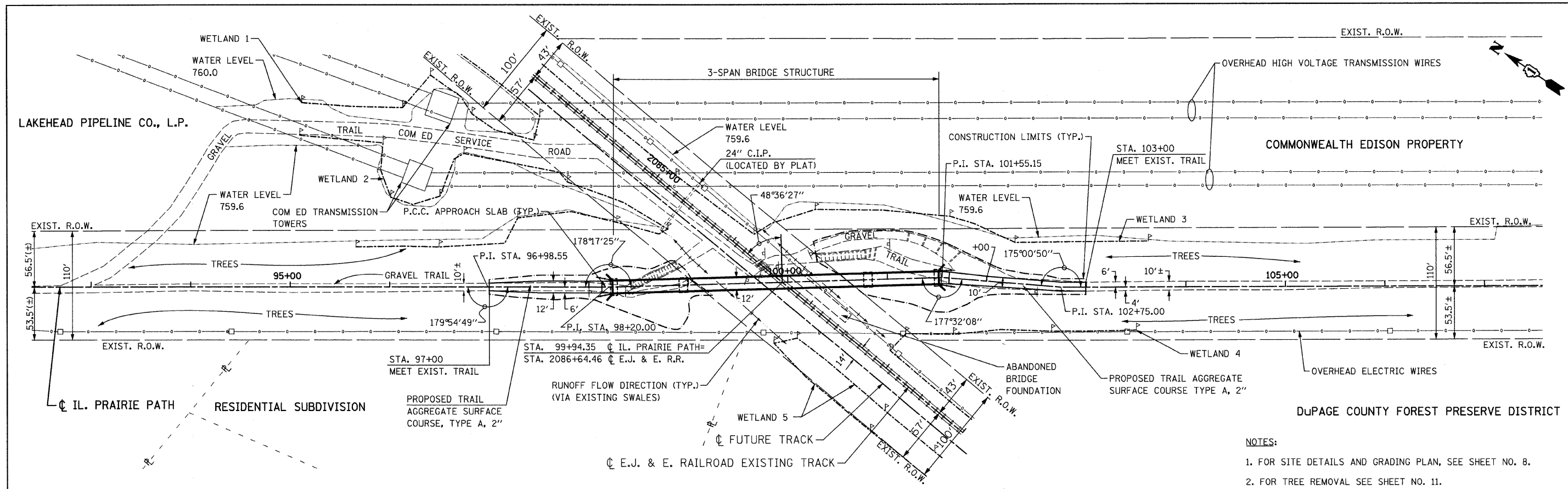
DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - AUGUST 3, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

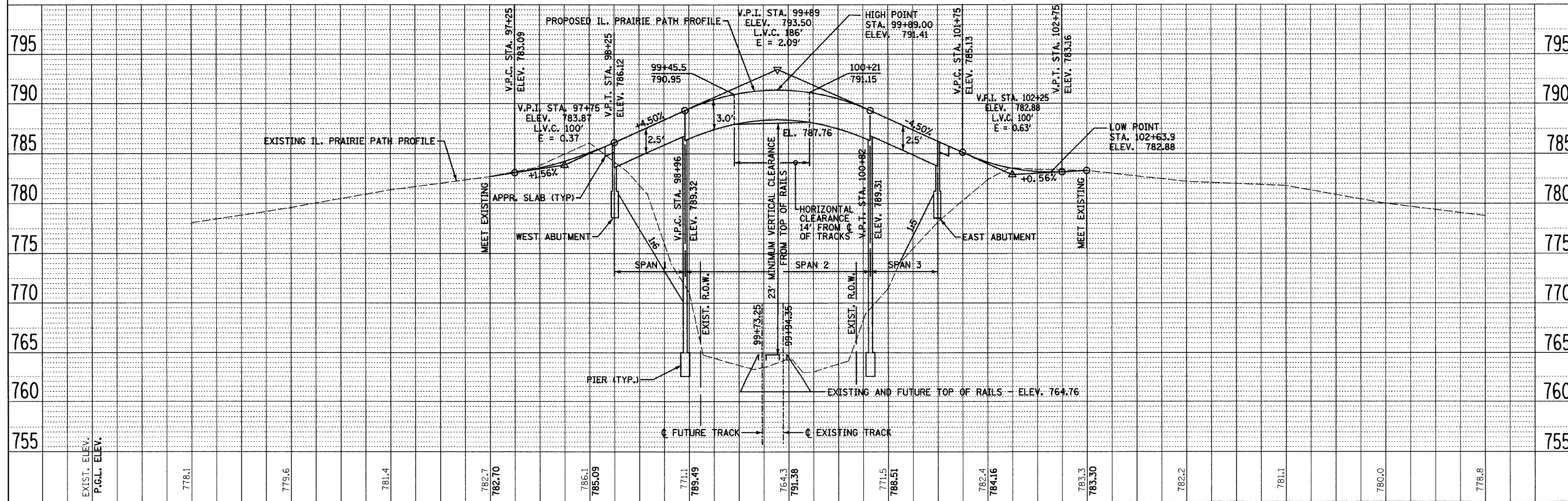
**TRAIL CLOSURE PLAN
IL. PRAIRIE PATH OVER E.J. & E. RAILROAD**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 97+00 TO STA. 103+00

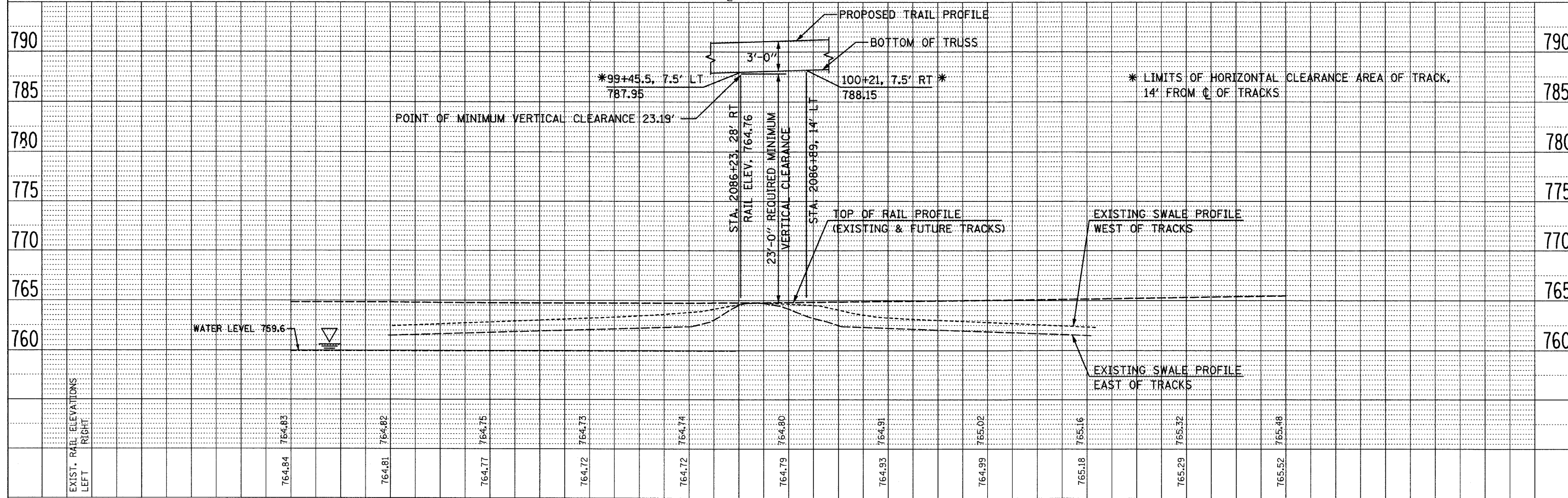
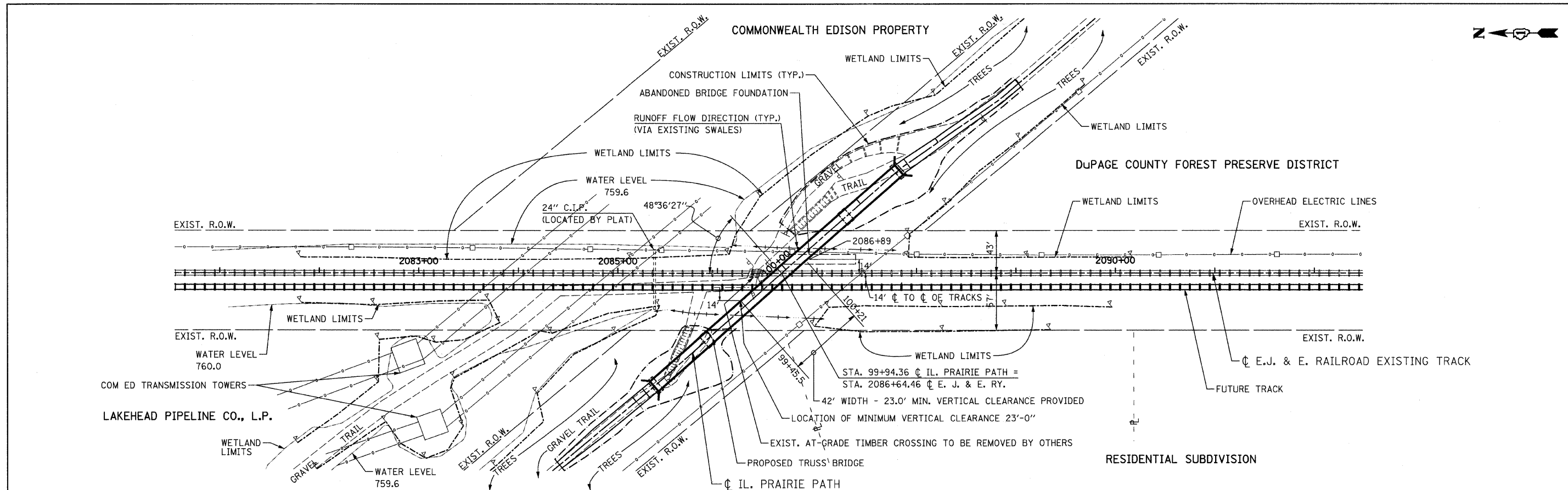
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DuPAGE	25	5
CONTRACT NO. 63178				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



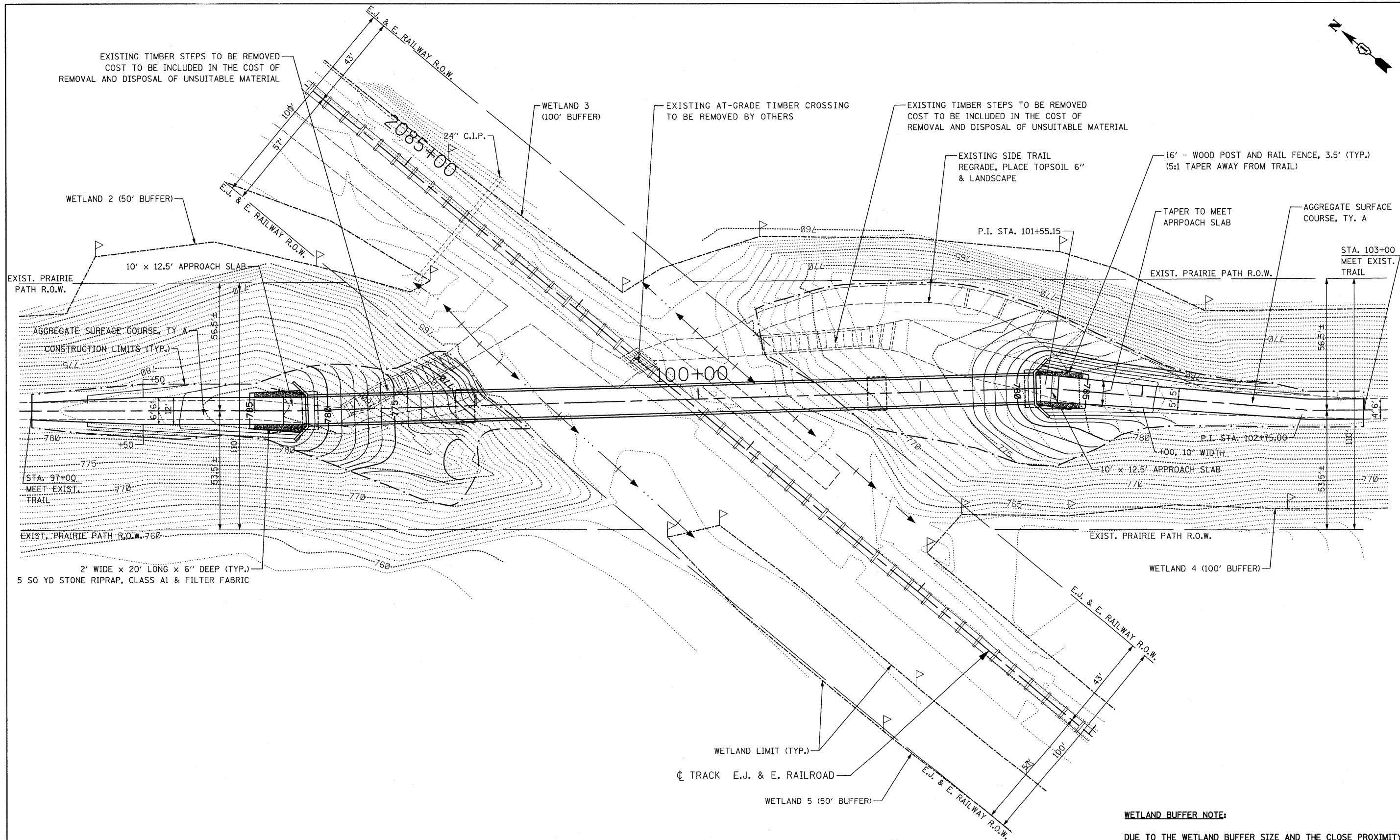
- NOTES:
1. FOR SITE DETAILS AND GRADING PLAN, SEE SHEET NO. 8.
 2. FOR TREE REMOVAL SEE SHEET NO. 11.



FILE NAME = 98-00313-shr-plnpr1.dgn	DESIGNED - S.J.P.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE IL. PRAIRIE PATH OVER E.J. & E. RAILROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLLOT DATE = 8/4/2009	DRAWN - A.C.S.	REVISED -			98-00313-00-BR	DuPAGE	25	6	
CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-5274	CHECKED - E.J.M.	REVISED -			CONTRACT NO. 63178				
DATE - AUGUST 3, 2009	REVISED -	REVISED -							



FILE NAME = 98-00313-sht-plnprf2.dgn	CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-5274	DESIGNED - S.J.P.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE E.J. & E. RAILROAD IL PRAIRIE PATH OVER E.J. & E. RAILROAD	F.A.P. SECTION COUNTY TOTAL SHEET SHEET	R.T.E. 98-00313-00-BR DuPAGE 25 7 CONTRACT NO. 63178 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
PLOT DATE = 8/4/2009		DRAWN - A.C.S.	REVISED -			SCALE: 1" = 50'		SHEET NO. 2 OF 2 SHEETS	STA. 97+00 TO STA. 103+00
		CHECKED - E.J.M.	REVISED -						
		DATE - AUGUST 3, 2009	REVISED -						



EXISTING TIMBER STEPS TO BE REMOVED
COST TO BE INCLUDED IN THE COST OF
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

EXISTING TIMBER STEPS TO BE REMOVED
COST TO BE INCLUDED IN THE COST OF
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

16' - WOOD POST AND RAIL FENCE, 3.5' (TYP.)
(5:1 TAPER AWAY FROM TRAIL)

WETLAND 2 (50' BUFFER)

WETLAND 3
(100' BUFFER)

EXISTING AT-GRADE TIMBER CROSSING
TO BE REMOVED BY OTHERS

EXISTING SIDE TRAIL
REGRADE, PLACE TOPSOIL 6"
& LANDSCAPE

TAPER TO MEET
APPROACH SLAB

AGGREGATE SURFACE
COURSE, TY. A

EXIST. PRAIRIE
PATH R.O.W.

10' x 12.5' APPROACH SLAB

AGGREGATE SURFACE COURSE, TY. A

CONSTRUCTION LIMITS (TYP.)

P.I. STA. 101+55.15

EXIST. PRAIRIE PATH R.O.W.

STA. 103+00
MEET EXIST.
TRAIL

STA. 97+00
MEET EXIST.
TRAIL

EXIST. PRAIRIE PATH R.O.W. 760

2' WIDE x 20' LONG x 6" DEEP (TYP.)
5 SQ YD STONE RIPRAP, CLASS A1 & FILTER FABRIC

EXIST. PRAIRIE PATH R.O.W.

WETLAND 4 (100' BUFFER)

WETLAND LIMIT (TYP.)

☉ TRACK E.J. & E. RAILROAD

WETLAND 5 (50' BUFFER)

WETLAND BUFFER NOTE:

DUE TO THE WETLAND BUFFER SIZE AND THE CLOSE PROXIMITY
OF THE WETLANDS, ALL WETLAND BUFFERS OVERLAP.
THE ENTIRE PROJECT AND THE RAILROAD RIGHT-OF-WAY
ARE WITHIN THE WETLAND BUFFER.
AS SUCH, NO WETLAND BUFFERS ARE SHOWN ON THE PLANS.

FILE NAME = 98-00313-ah-ctour.dgn
PLOT DATE = 8/4/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

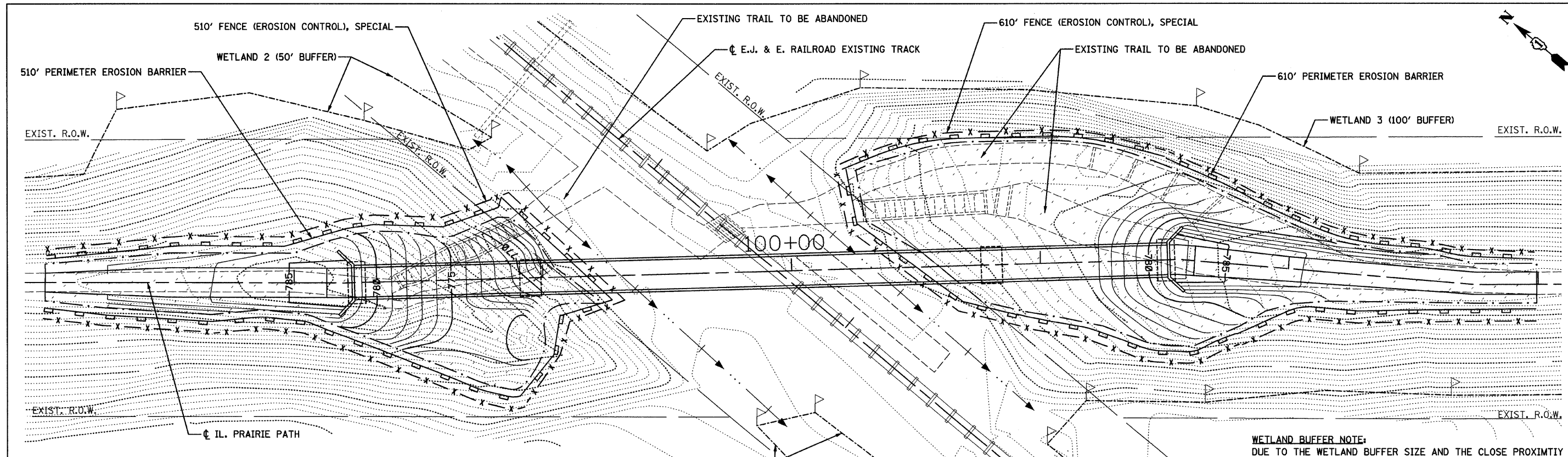
DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - AUGUST 3, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SITE AND GRADING PLAN
IL PRAIRIE PATH OVER E.J. & E. RAILROAD**

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 97+00 TO STA. 103+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DuPAGE	25	8
CONTRACT NO. 63178				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



EROSION CONTROL NOTES

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 15-116 OF THE DuPAGE COUNTY COUNTYWIDE STORM WATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE SEPTEMBER 24, 1991 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER I.D.O.T. 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 PERMIT NO. ILR10.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF 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 AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAS CONCLUDED. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.

TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
- TEMPORARY SEEDING SHALL BE USED TO STABILIZE ANY AREA WHERE PERMANENT AND/OR TEMPORARY CONSTRUCTION ACTIVITIES HAVE CEASED.

- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY THE WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED IN WETLANDS. THE CONTRACTOR SHALL NOT BE ALLOWED TO STOCKPILE ANY MATERIAL ON SITE.
- 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/OR AS NEEDED. SEE SHEET NO. 5 FOR CONSTRUCTION ENTRANCE LOCATIONS. THE COST OF THE INSTALLATION, MAINTENANCE AND REMOVAL OF THE STABILIZED CONSTRUCTION ENTRANCES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- 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.
- THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 0.5 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED WITHIN 24 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- THE COST OF REPAIRING OR REMOVING SEDIMENT FROM EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- THE PERIMETER EROSION BARRIER AND THE FENCE (EROSION CONTROL), SPECIAL SHALL ALSO FUNCTION AS EXCLUSIONARY FENCING TO DETER BLANDING'S TURTLES, AN ENDANGERED SPECIES, FROM ENTERING THE CONSTRUCTION SITE. THE PERIMETER EROSION BARRIER AND THE FENCE (EROSION CONTROL), SPECIAL SHALL BE INSTALLED PRIOR TO ANY WORK ON SITE, INCLUDING CLEARING AND TREE REMOVAL.

WETLAND BUFFER NOTE:
DUE TO THE WETLAND BUFFER SIZE AND THE CLOSE PROXIMITY OF THE WETLANDS, ALL WETLAND BUFFERS OVERLAP. THE ENTIRE PROJECT AND THE RAILROAD RIGHT-OF-WAY ARE WITHIN THE WETLAND BUFFER. AS SUCH, NO WETLAND BUFFERS ARE SHOWN ON THE PLANS.

LEGEND

-----	WETLAND LIMIT
— x — x —	PERIMETER EROSION BARRIER
- - - - -	FENCE (EROSION CONTROL), SPECIAL
— · — · —	CONSTRUCTION LIMIT
□	TEMPORARY EROSION CONTROL SEEDING

SEQUENCE OF CONSTRUCTION

SET UP PERIMETER EROSION CONTROL BARRIER, FENCE (EROSION CONTROL), SPECIAL AND PERFORM CLEARING AND TREE REMOVAL OPERATIONS. COMPLETE FOUNDATION AND EXCAVATION. INSTALL STEEL PILES AND CONSTRUCT ABUTMENTS AND PIERS. PLACE EMBANKMENTS AND AGGREGATE SUBGRADE. INSTALL PREFABRICATED BRIDGE. POUR CONCRETE DECK AND APPROACH SLAB. PLACE TOPSOIL, SEEDING, LANDSCAPING AND EROSION CONTROL BLANKET. PLACE AGGREGATE SURFACE.

FILE NAME = 98-00313-shr-erosl.dgn
PLOT DATE = 8/4/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

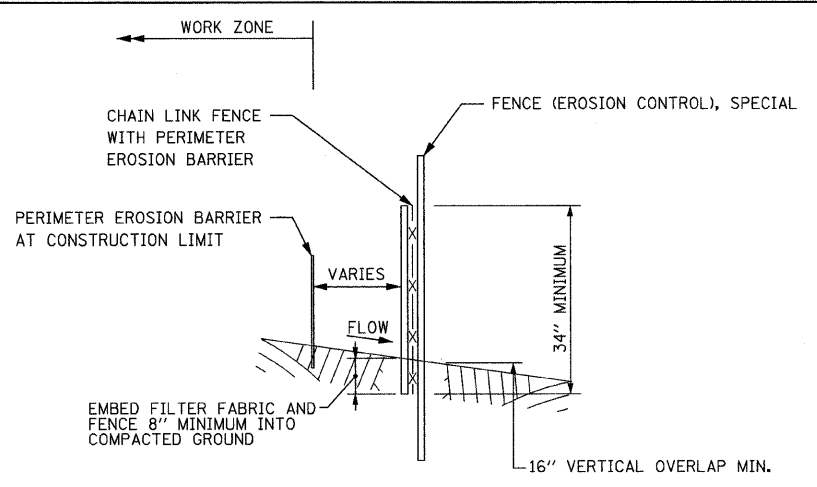
DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - AUGUST 3, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

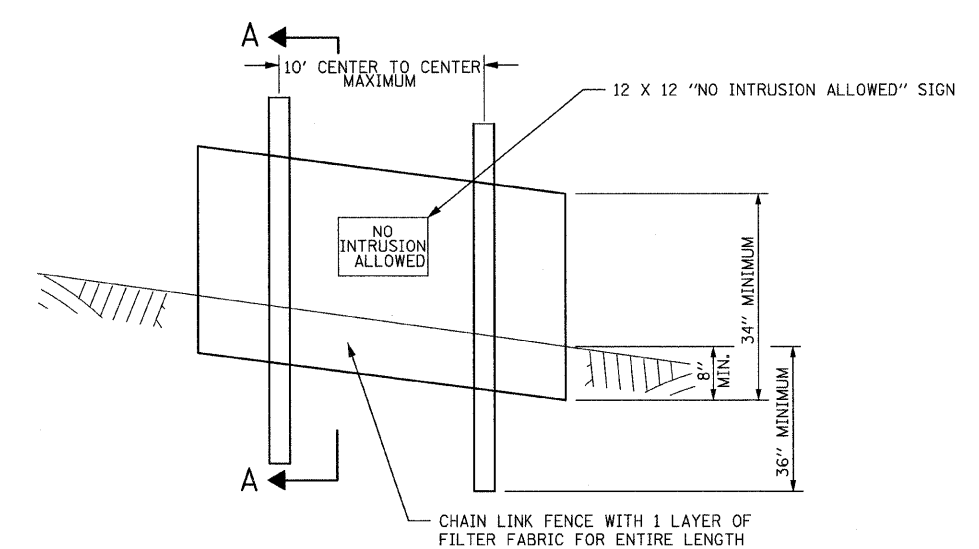
**EROSION CONTROL PLAN
IL PRAIRIE PATH OVER E.J. & E. RAILROAD**

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 97+00 TO STA. 103+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DuPAGE	25	9
CONTRACT NO. 63178			ILLINOIS FED. AID PROJECT	



SECTION A-A

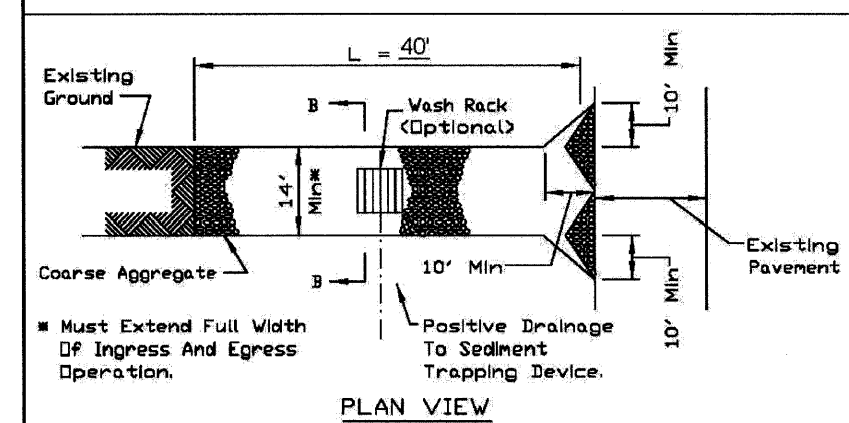


FENCE (EROSION CONTROL), SPECIAL

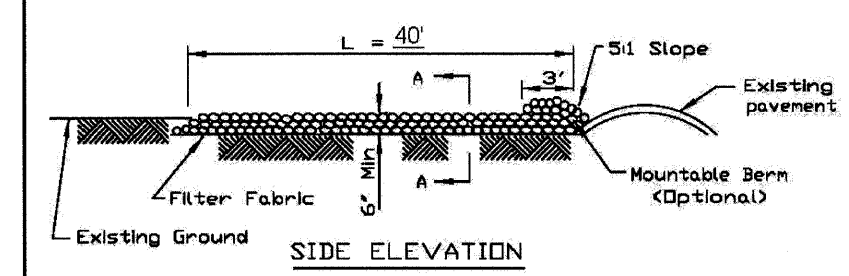
FENCE (EROSION CONTROL), SPECIAL NOTES

- FENCING SHALL BE 42" IN HEIGHT AND CONSTRUCTED IN ACCORDANCE WITH IDOT STANDARD 664001 (CHAIN LINK FENCE). THE SPECIFICATION FOR A 6' FENCE SHALL BE USED, SUBSTITUTING 42" FABRIC AND 8' LENGTH POSTS.
- CHAIN LINK FENCE SHALL BE FASTENED SECURELY TO THE FENCE POSTS WITH WIRE TIES. THE LOWER TENSION WIRE, BRACE AND TRUSS RODS, DRIVE ANCHORS AND POST CAPS ARE NOT REQUIRED. ALL POSTS FOR FENCE EROSION CONTROL (SPECIAL) SHALL BE LINE POSTS. PULL POSTS, CORNER POSTS, HORIZONTAL BRACING AND TIE RODS ARE NOT REQUIRED.
- SILT FILTER FABRIC SHALL BE FASTENED SECURELY TO THE CHAIN LINK FENCE WITH TIES SPACED EVERY 24" AT THE TOP AND MID SECTION.
- SILT FILTER FABRIC AND CHAIN LINK FENCE SHALL BE EMBEDDED 8" INTO THE GROUND.
- WHEN TWO SECTIONS OF SILT FILTER FABRIC ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED 2' HORIZONTALLY.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED. SILT BUILD-UP AGAINST FENCE SHALL BE INSPECTED AFTER EVERY STORM EVENT AND REMOVED WHEN SILT REACHES 50% OF FENCE HEIGHT.
- SILT FILTER FABRIC SHALL CONFORM TO THE STANDARD SPECIFICATION 280.
- FENCE (EROSION CONTROL), SPECIAL SHALL HAVE EIGHT (8) - 12" X 12" "NO INTRUSION ALLOWED" SIGNS. THE COST OF THIS SHALL BE INCLUDED AS PART OF THE UNIT COST FOR FENCE (EROSION CONTROL), SPECIAL.

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW

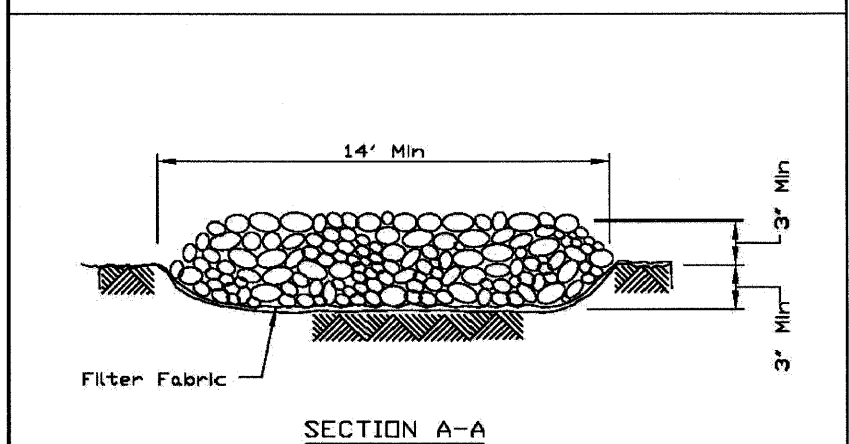


SIDE ELEVATION

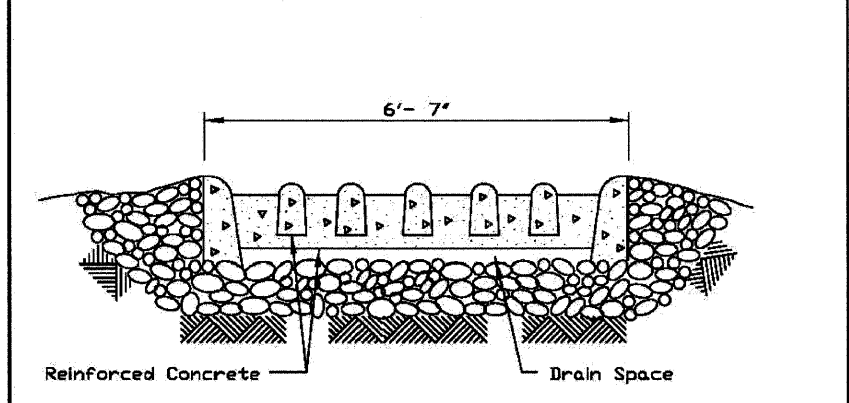
- NOTES:
- Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
 - Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2,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

REFERENCE Project _____ Date _____	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO. IL-630
Designed _____ Date _____		SHEET 1 OF 2
Checked _____ Date _____		DATE 8-18-94
Approved _____ Date _____		

STABILIZED CONSTRUCTION ENTRANCE PLAN

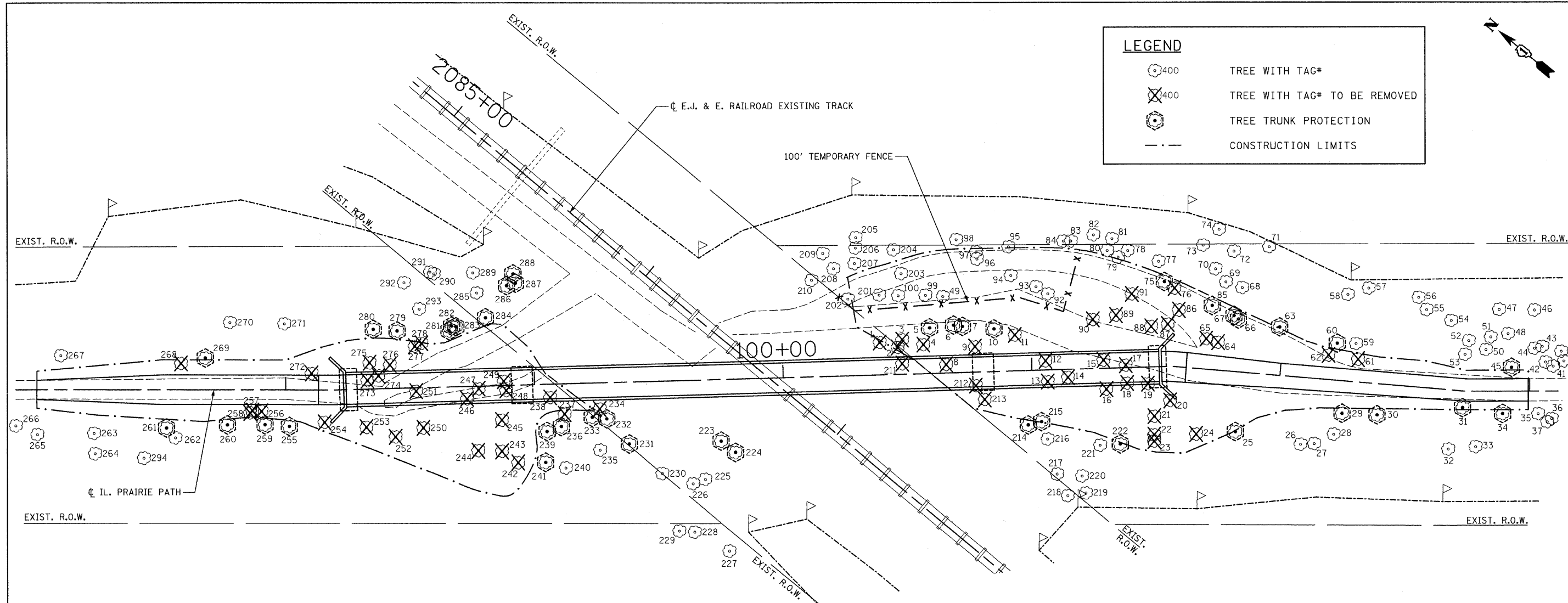


SECTION A-A



SECTION B-B

REFERENCE Project _____ Date _____	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO. IL-630
Designed _____ Date _____		SHEET 2 OF 2
Checked _____ Date _____		DATE 8-18-94
Approved _____ Date _____		



LEGEND

- TREE WITH TAG#
- TREE WITH TAG# TO BE REMOVED
- TREE TRUNK PROTECTION
- CONSTRUCTION LIMITS

TAG#	COMMON NAME	SIZE 6 TO 15 UNITS	SIZE OVER 15 UNITS
1	SIBERIAN ELM	8"	
2	WHITE MULBERRY	7"	
3	BOX ELDER	6"	
4	BOX ELDER	8"	
8	BOX ELDER	7"	
9	SIBERIAN ELM		17"
11	SIBERIAN ELM		16"
12	SIBERIAN ELM	6"	
13	SIBERIAN ELM	8"	
14	BOX ELDER	7"	
15	BOX ELDER	7"	
16	SIBERIAN ELM	10"	
17	BOX ELDER	11"	
18	BOX ELDER	6"	
19	BOX ELDER	7"	
20	SIBERIAN ELM	15"	
21	BOX ELDER	8"	
22	BOX ELDER	8"	
23	BOX ELDER	11"	
24	BOX ELDER	13"	
61	SIBERIAN ELM	14"	

TAG#	COMMON NAME	SIZE 6 TO 15 UNITS	SIZE OVER 15 UNITS
62	BOX ELDER	7"	
64	SIBERIAN ELM	6"	
65	BOX ELDER	12"	
76	BOX ELDER	9"	
86	WHITE MULBERRY	7"	
87	BOX ELDER	12"	
88	BOX ELDER	14"	
89	SIBERIAN ELM		19"
90	BOX ELDER	9"	
91	BOX ELDER	8"	
211	SIBERIAN ELM	8"	
212	BOX ELDER	9"	
213	SLIPPERY ELM	6"	
234	SLIPPERY ELM	6"	
237	SLIPPERY ELM	9"	
238	SLIPPERY ELM	10"	
242	SLIPPERY ELM	13"	
243	SLIPPERY ELM		17"
244	EASTERN COTTONWOOD		16"
245	SLIPPERY ELM	10"	
246	GREEN ASH	12"	

TAG#	COMMON NAME	SIZE 6 TO 15 UNITS	SIZE OVER 15 UNITS
247	EASTERN COTTONWOOD	12"	
248	SIBERIAN ELM	6"	
249	SIBERIAN ELM	11"	
250	SIBERIAN ELM	10"	
251	SIBERIAN ELM	12"	
252	SIBERIAN ELM	6"	
253	EASTERN COTTONWOOD	12"	
254	SLIPPERY ELM	11"	
256	SLIPPERY ELM		17"
257	SLIPPERY ELM	6"	
258	SLIPPERY ELM	7"	
268	BOX ELDER	7"	
272	SLIPPERY ELM		16"
273	SLIPPERY ELM	10"	
274	SLIPPERY ELM	10"	
275	SLIPPERY ELM	6"	
276	SLIPPERY ELM	7"	
277	SLIPPERY ELM	11"	
278	SLIPPERY ELM	7"	
61 TREES	PROJECT SUBTOTAL	485"	118"
	TREE STUMPS *	30"	40"
	TREE REMOVAL PROJECT TOTAL	515"	158"

* TREE STUMPS NOT SHOWN

FILE NAME = 98-00313-shr-rem.dgn
 PLOT DATE = 8/4/2009
CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

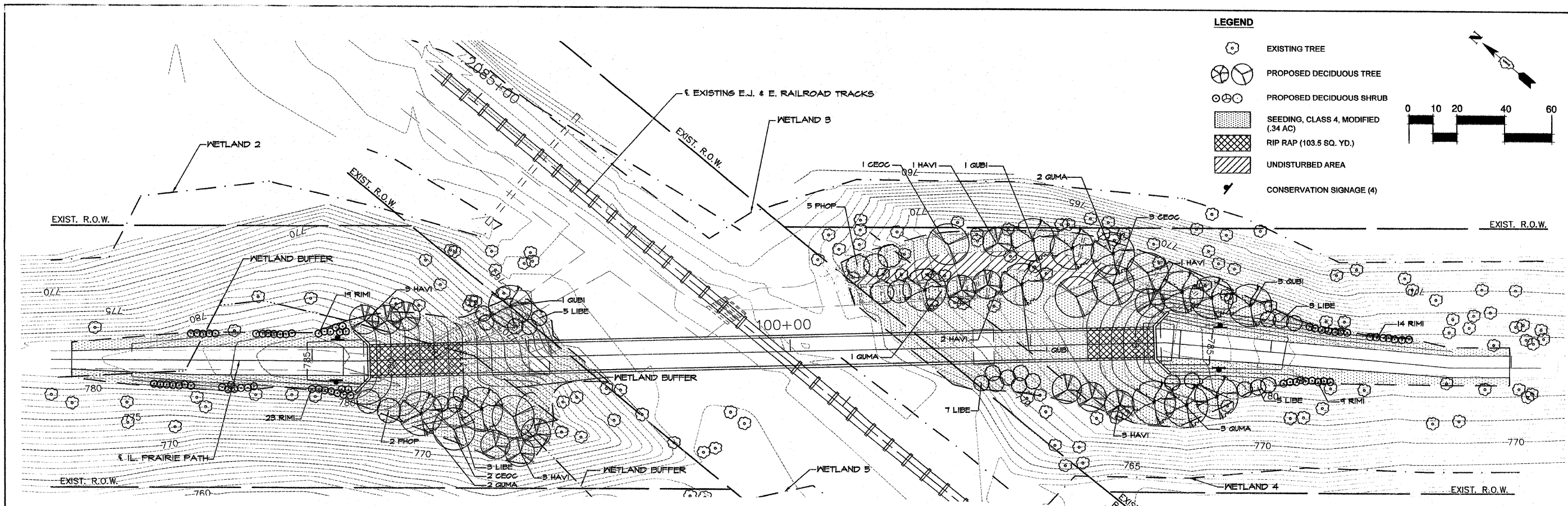
DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - AUGUST 3, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TREE REMOVAL PLAN
 IL. PRAIRIE PATH OVER E.J. & E. RAILROAD**

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 97+00 TO STA. 103+00

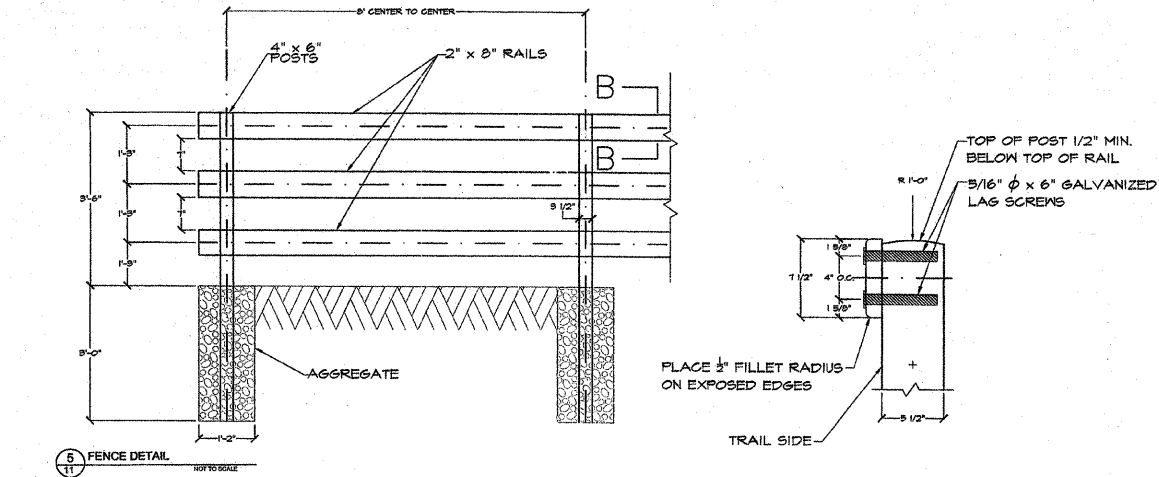
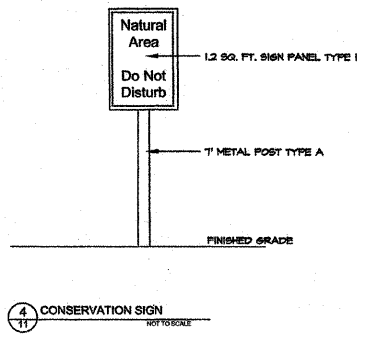
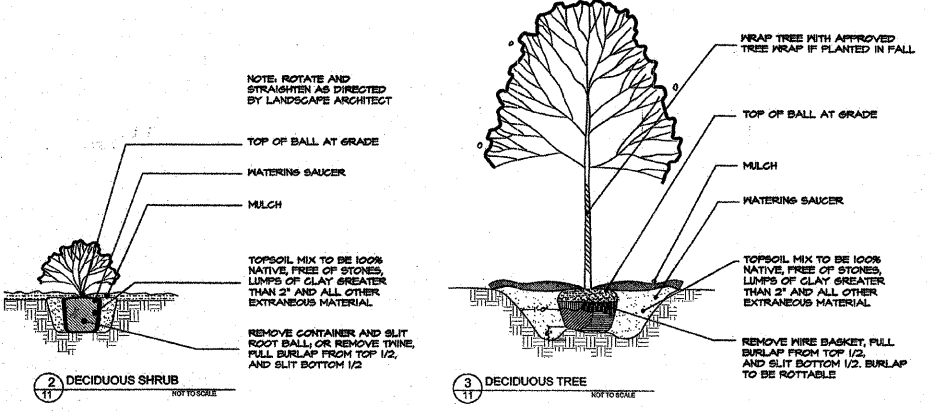
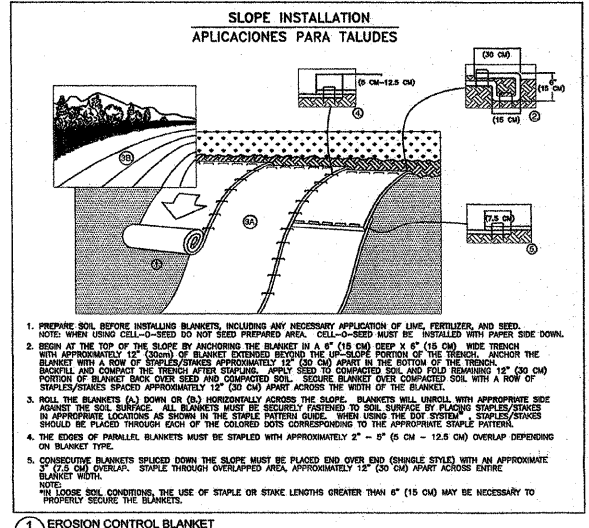
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DuPAGE	25	11
CONTRACT NO. 63178				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LEGEND

- EXISTING TREE
- PROPOSED DECIDUOUS TREE
- PROPOSED DECIDUOUS SHRUB
- SEEDING, CLASS 4, MODIFIED (.34 AC)
- RIP RAP (103.5 SQ. YD.)
- UNDISTURBED AREA
- CONSERVATION SIGNAGE (4)

0 10 20 40 60



Tree & Shrub Plant List

Symbol	Tree	Unit	Quantity
CEOC	Tree, Celtis occidentalis (Common Hackberry), 1-1/2" Caliper, Balled & Burlapped	Each	6
QUBI	Tree, Quercus bicolor (Swamp White Oak), 1-1/2" Caliper, Balled & Burlapped	Each	6
QUMA	Tree, Quercus macrocarpa (Bur Oak), 1-1/2" Caliper, Balled & Burlapped	Each	8
HAVI	Shrub, Hamamelis virginiana (Common Witchhazel), Container Grown, 5-Gallon	Each	13
LIBE	Shrub, Lindera benzoin (Spicebush), Container Grown, 5-Gallon	Each	23
PHOP	Shrub, Physocarpus opulifolius (Ninebark), Container Grown, 5-Gallon	Each	7
RIMI	Shrub, Ribes missouriense (Wild Gooseberry), Container Grown, 5-Gallon	Each	65
Seeding List			
N/A	Seeding, Class 4 (Modified)	AC	0.34
Botanical Name			
	<i>Allium cernuum</i>	Common Name	Lbs/Acre
	<i>Nodding Wild Onion</i>		0.01
	<i>Andropogon gerardi</i>	Big Blue Stem	2.00
	<i>Andropogon scoparius</i>	Little Blue Stem	4.00
	<i>Arisaema triphyllum</i>	Jack-in-the-Pulpit	0.03
	<i>Avena sativa</i>	Seed Oats	32.00
	<i>Bouteloua curtipendula</i>	Side Oats Grama	4.00
	<i>Elymus canadensis</i>	Prairie Wild Rye	4.00
	<i>Hystrix patula</i>	Bottlebrush Grass	0.01
	<i>Panicum virgatum</i>	Prairie Switch Grass	0.25
	<i>Rudbeckia hirta</i>	Black-eyed Susan	0.25
	<i>Sorghastrum nutans</i>	Indian Grass	2.00
	subtotal		48.54

- PLANTING NOTES**
- All plant materials shall originate within 150 miles of the project site to maintain local genotypes.
 - Plant installation shall be performed in accordance with supplier specifications.
 - Qualified contractors with experience in native vegetation installation shall be used.
 - Woody materials shall be installed without disturbing seeded areas.
 - Rangeland drill seeding methodology at a depth less than 1/4 inch is generally the preferable seed installation methodology.
 - If hand-broadcast seeding methodology is utilized, the seed quantities should be doubled.
 - Erosion control blanket shall be installed on all exposed slopes.
 - Copies of the nursery packing lists shall be provided to the engineer.

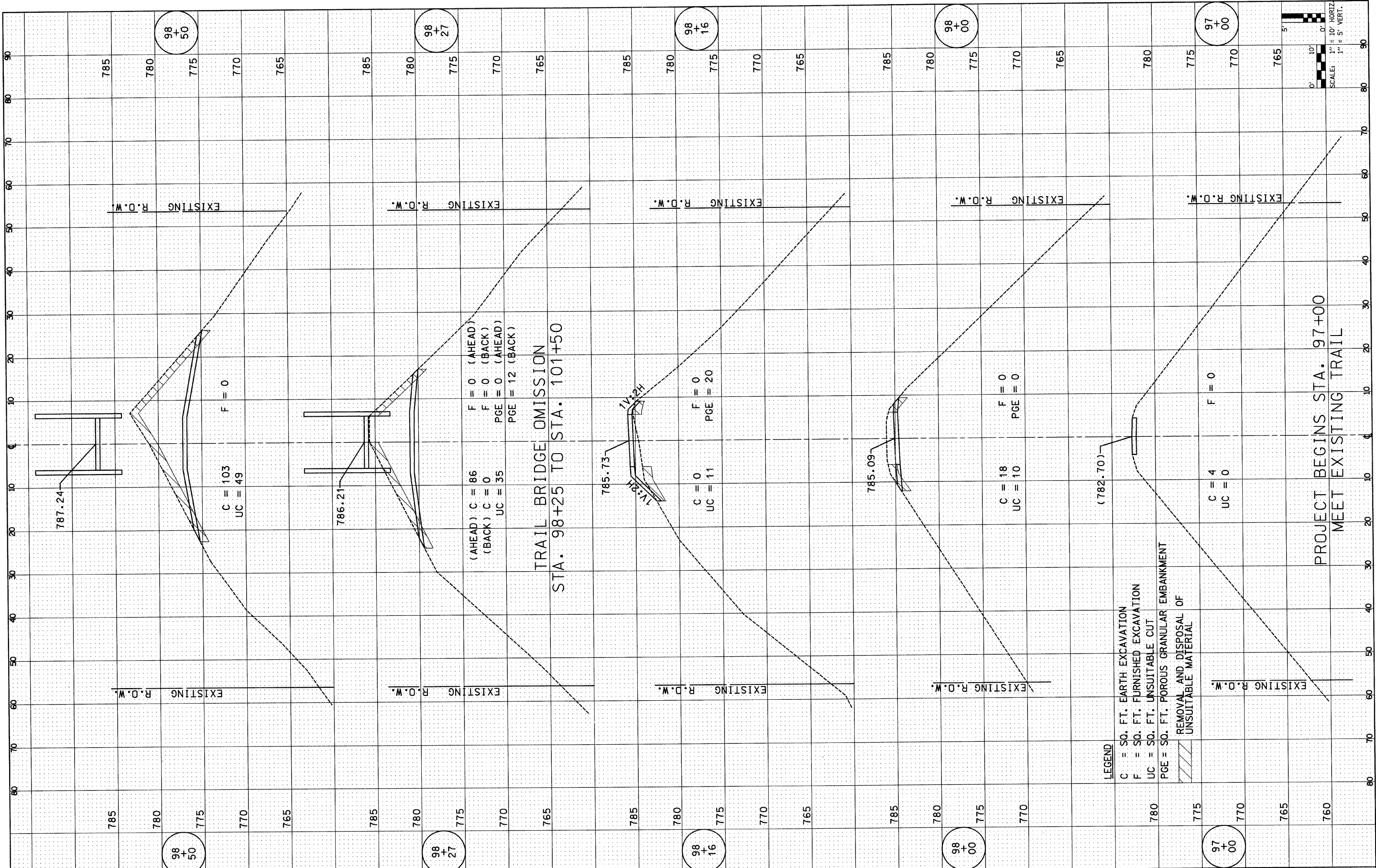
- TOPSOIL NOTES**
- A minimum of six inches of topsoil shall be spread throughout the seeding areas prior to vegetation installation.
 - The soil shall be prepared by discing or rototilling prior to planting.

- LANDSCAPE NOTES**
- The existing trail to be abandoned shall have the top 6 inches of the trail removed, including any timber steps, minimum of 6 inches of topsoil and seeding shall be placed on the abandoned area.
 - All disturbed areas shall be covered with seeding and erosion control blanket.

- WETLAND BUFFER NOTE**
- Due to the wetland buffer size and close proximity of the wetlands, the project area South of the EJ&E right-of-way is entirely within the wetland buffer, as such no buffer lines are shown in this area.

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

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



FILE NAME = 98-00313-sh1-xsh1.dgn
 PLOT DATE = 6/2/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.
 DRAWN - A.C.S.
 CHECKED - E.J.M.
 DATE - JUNE 1, 2009

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

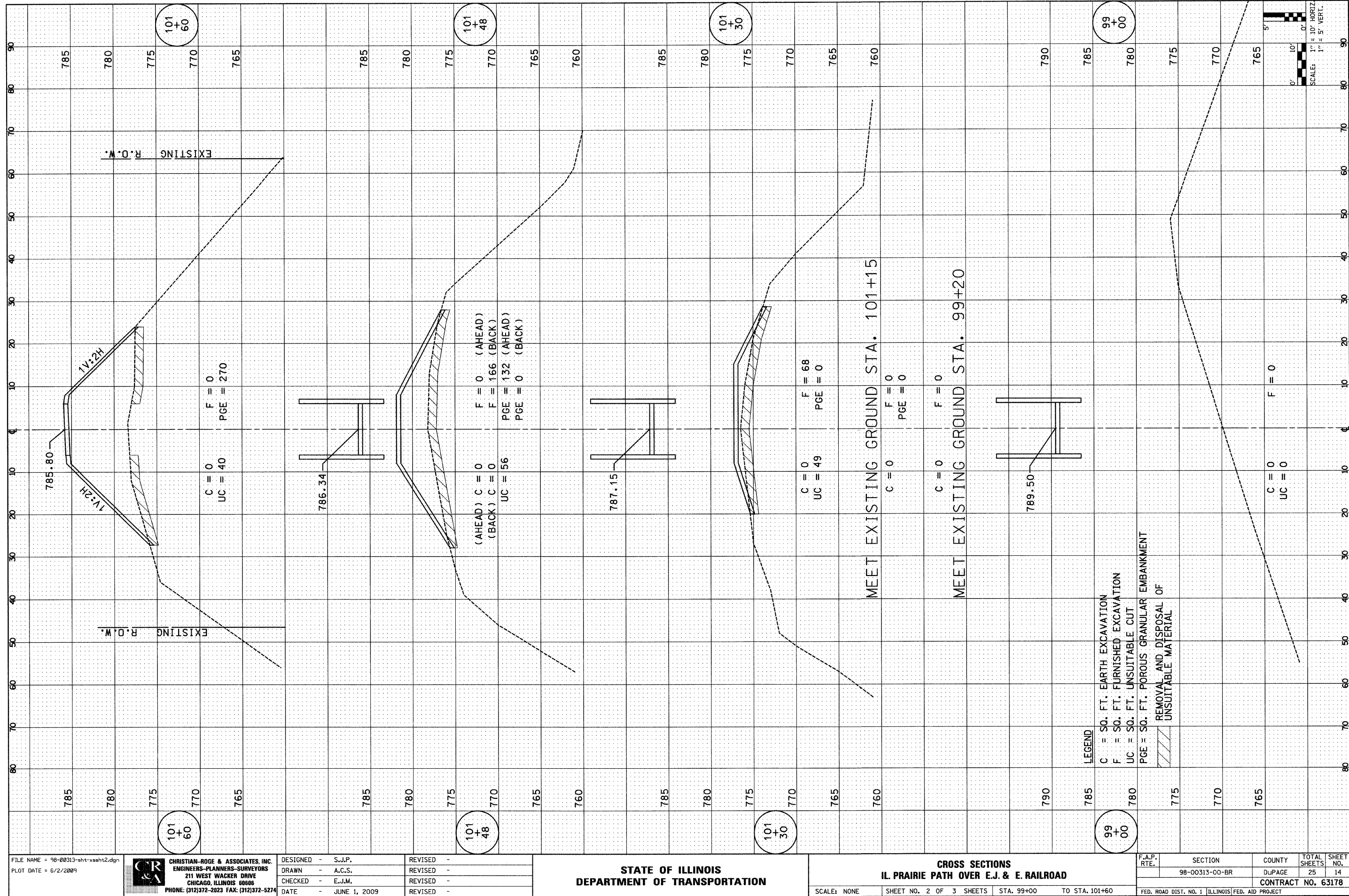
**CROSS SECTIONS
 IL. PRAIRIE PATH OVER E.J. & E. RAILROAD**

SCALE: NONE SHEET NO. 1 OF 3 SHEETS STA. 97+00 TO STA. 98+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR		25	13
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				
CONTRACT NO. 63178				

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

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



FILE NAME = 98-00313-sht-xssht2.dgn
 PLOT DATE = 6/2/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED	-	S.J.P.	REVISED	-
DRAWN	-	A.C.S.	REVISED	-
CHECKED	-	E.J.M.	REVISED	-
DATE	-	JUNE 1, 2009	REVISED	-

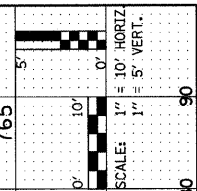
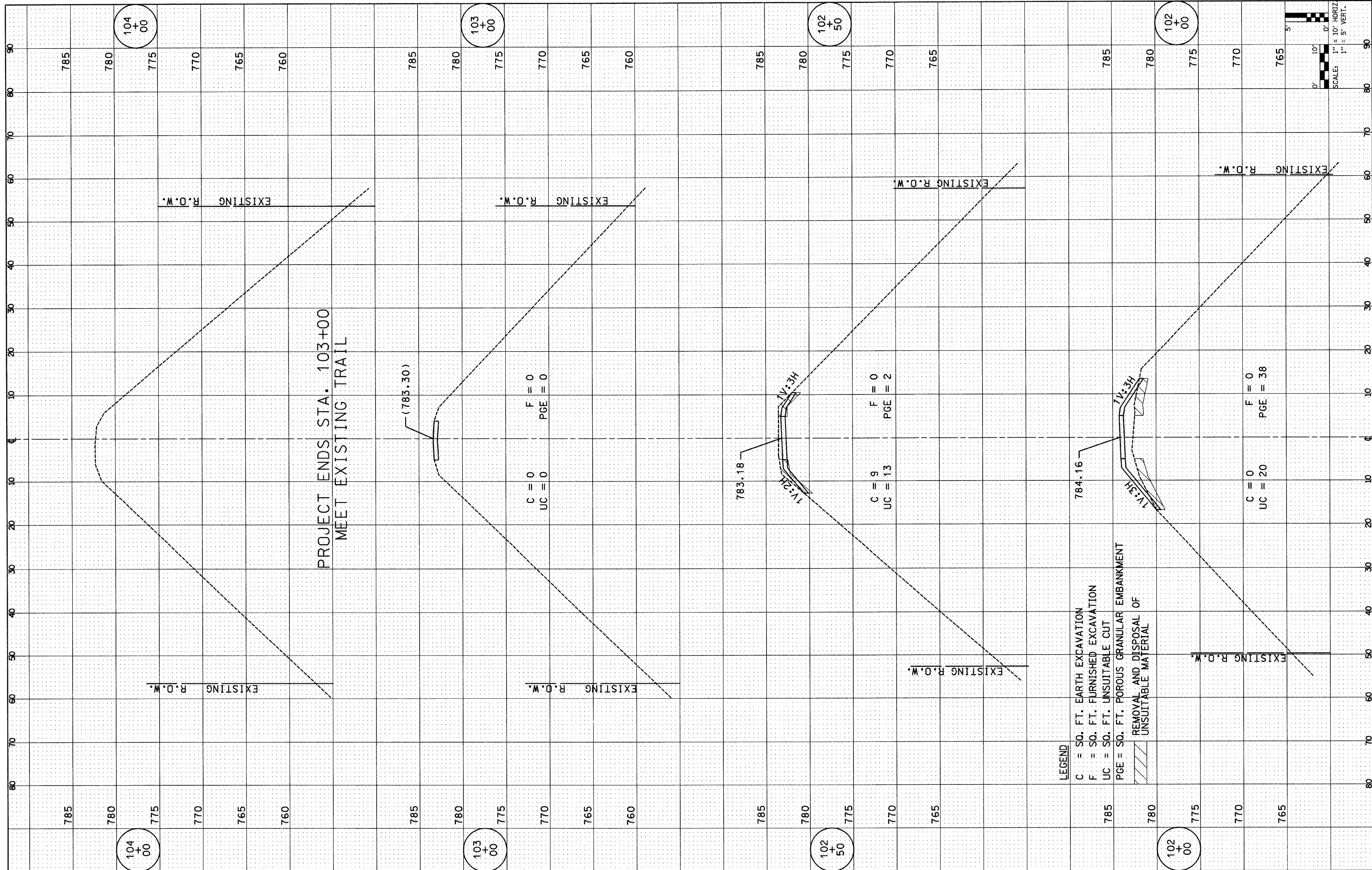
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL PRAIRIE PATH OVER E.J. & E. RAILROAD
 SCALE: NONE SHEET NO. 2 OF 3 SHEETS STA. 99+00 TO STA. 101+60

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DUPAGE	25	14
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63178	

FINL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY	DESIGNED	DATE
NOTE BOOK	PLOTTED	BY
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	



FILE NAME = 98-00313-sht-xssh3.dgn
PLOT DATE = 6/2/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED	-	S.J.P.	REVISED	-
DRAWN	-	A.C.S.	REVISED	-
CHECKED	-	E.J.M.	REVISED	-
DATE	-	JUNE 1, 2009	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL. PRAIRIE PATH OVER E.J. & E. RAILROAD

SCALE: NONE SHEET NO. 3 OF 3 SHEETS STA. 102+00 TO STA. 104+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	98-00313-00-BR	DUPAGE	25	15
CONTRACT NO. 63178				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

BENCH MARKS:

BM 1:
DuPage County Benchmark WA18001 Elev. 748.26
Disk set in top of concrete headwall
0.50 miles Northwest along PATH from Powis Road.

BM 2:
RR Spike N. side of Army Trail Road, Elev. 764.98
across from Prairie Path Trail Lot at 31W714.

No existing Structure.

NOTES FOR PREFABRICATED PEDESTRIAN TRUSS SUPERSTRUCTURE

The work shall consist of design, fabrication, storage, delivery and erection of a welded steel pedestrian truss superstructure. Also included in this work shall be the furnishing and installation of Galvanized Floor Deck for concrete, all bearings, anchors and/or retainers, railings, fencing and miscellaneous items as indicated on the plans.

MATERIALS:

Unpainted weathering steel.

Bridges which are not painted shall be fabricated from high strength, low alloy, atmospheric corrosion resistant ASTM A847 coldformed welded square and rectangular tubing and/or ASTM A588, ASTM A 606 plate structural steel shapes (Fy = 50,000 psi). The minimum corrosion index of atmospheric corrosion resistant steel, as determined in accordance with ASTM G101, shall be 5.8.

BOLTS:

Field splices shall be fully bolted with ASTM A325 Type 3 high strength bolts in accordance with the "Specifications for Structural Joints Using ASTM A325 or A490 Bolts".

WELDING:

Welding and weld procedure qualification tests shall conform to the provisions of ANSI/AWS D1.1 "Structural Welding Code", 1996 Edition. For exposed, bare unpainted applications of corrosion resistant steels (i.e. ASTM A588 and A847) the filler metal shall be in accordance with AWS D1.1, Section 3.7.3.

FINISHES:

All exposed surfaces of Weathering Steel Bridges shall be sandblasted in accordance with the Steel Structures Painting Council (SSPC) Surface Preparation Specifications No. 6 "Commercial Blast Cleaning". The ends (5'-0") of the Truss shall be painted according to the Special Provision, "Surface Preparation and Painting Requirements for Weathering Steel".

CONCRETE FLOORS:

Concrete Floors shall be completely formed by the bridge manufacturer with a minimum of 22 gauge galvanized floor deck. The floor deck shall be manufactured by a member of the Steel Deck Institute or have their deck properties certified by the Steel Deck Institute. The pouring and finishing of 3,500 psi lightweight concrete (no additives allowed) and the furnishing of the reinforcement shall be the responsibility of the contractor. The Contractor shall apply a Membrane Curing Compound, Type 1 in accordance with Article 1022.01 of the Standard Specifications. The cost shall be considered as included in the Unit Bid Price for the "Concrete Superstructure".

Concrete Deck design shall be performed by the Bridge Manufacturer.

DESIGN SPECIFICATIONS

AASHTO 1997 "Guide Specifications for Design of Pedestrian Bridges".
AASHTO 2002, 17TH Edition.
Standard Specifications for Road and Bridge Construction, adopted January 1, 2007 by the Illinois Department of Transportation.
Supplemental Specifications and Recurring Special Provisions, adopted January 1, 2009 by the Illinois Department of Transportation.

LIVE LOAD DEFLECTION

Limited to span length/400

DESIGN LOADINGS

Live Load = 85psf (or H20 AASHTO Truck)
Wind Load = 35psf on the full vertical projected area of the bridges, as if enclosed.

DESIGN STRESSES

FIELD UNITS

f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)
f_s = 27,000 psi (AASHTO M270 Grade 50W)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient = 0.039g
Site Coefficient (S) = 1.0

GENERAL NOTES:

Reinforcement Bars shall conform to the requirements of ASTM A706, Grade 60. See Special Provisions.

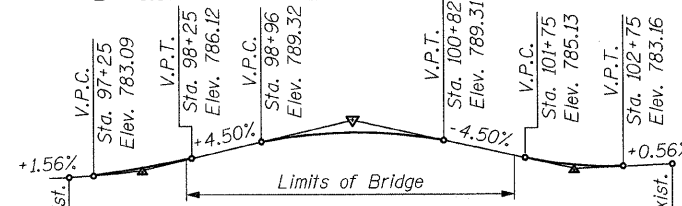
The Contractor shall drive Test Piles to 110 percent of the Nominal Required Bearing specified in Production Locations at Substructures specified or approved by the Engineer before ordering the remainder of Piles.

Concrete Sealer shall be applied to designated areas of the Abutments and Piers.

Reinforcement Bars designated (E) shall be Epoxy Coated.

Cost for Safety Fence (Vinyl Coated) included in the contract unit price for Pedestrian Truss Superstructure.

V.P.I. Sta. 97+75 Elev. 783.87 L.V.C. = 100' E = 0.37'
V.P.I. Sta. 99+89 Elev. 793.50 L.V.C. = 186' E = 2.09'
V.P.I. Sta. 102+25 Elev. 782.88 L.V.C. = 100' E = 0.63'

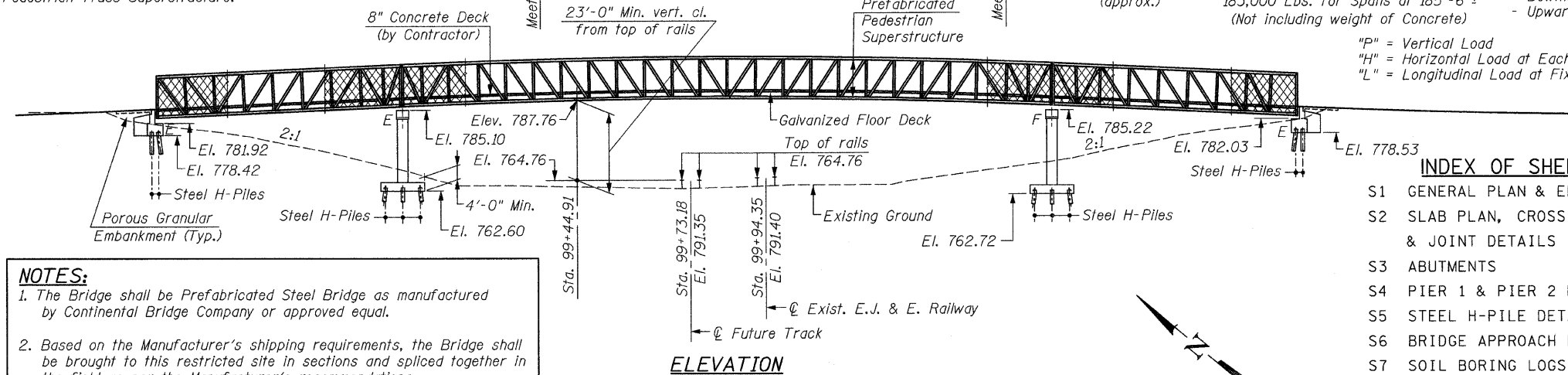


BRIDGE REACTIONS (FOR INFORMATION ONLY)

	EACH ABUTMENT			EACH PIER		
	P (LBS.)	H (LBS.)	L (LBS.)	P (LBS.)	H (LBS.)	L (LBS.)
Dead Load (approx.)	+70,350	-	-	+257,900	-	-
Uniform Live Load	+39,900	-	-	+138,500	-	-
Vehicle Load	+40,000	-	-	+40,000	-	-
Wind Uplift 20 p.s.f.	-16,312	-	-	-57,000	-	-
Thermal	+15,730	+16,000	-	+58,950	+55,500	-

Bridge Lifting Weight = 81,000 Lbs. for Spans at 70'-0"±
183,000 Lbs. for Spans at 185'-6"± + Downward Load
(approx.) (Not including weight of Concrete) - Upward Load

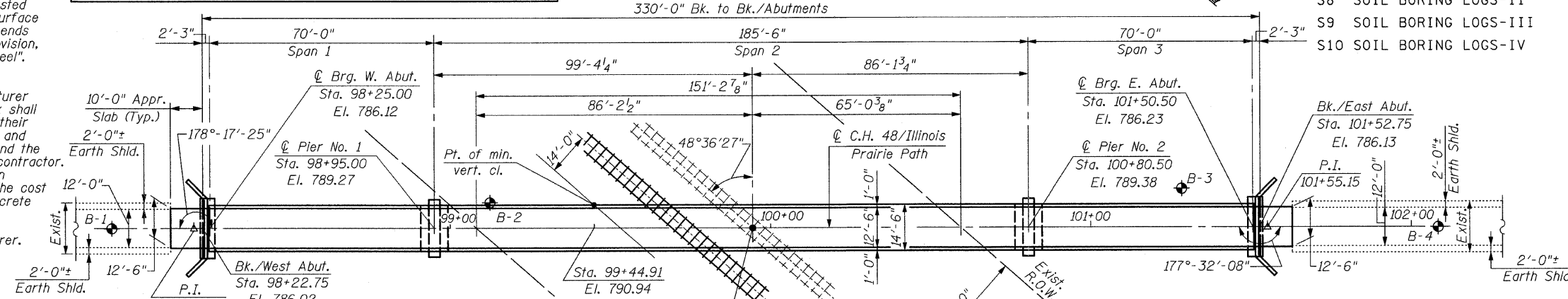
"P" = Vertical Load
"H" = Horizontal Load at Each Footing
"L" = Longitudinal Load at Fixed Bearing



NOTES:
1. The Bridge shall be Prefabricated Steel Bridge as manufactured by Continental Bridge Company or approved equal.
2. Based on the Manufacturer's shipping requirements, the Bridge shall be brought to this restricted site in sections and spliced together in the field as per the Manufacturer's recommendations.

INDEX OF SHEETS

- S1 GENERAL PLAN & ELEVATION
- S2 SLAB PLAN, CROSS SECTION & JOINT DETAILS
- S3 ABUTMENTS
- S4 PIER 1 & PIER 2 DETAILS
- S5 STEEL H-PILE DETAILS
- S6 BRIDGE APPROACH PAVEMENT
- S7 SOIL BORING LOGS-I
- S8 SOIL BORING LOGS-II
- S9 SOIL BORING LOGS-III
- S10 SOIL BORING LOGS-IV



TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structure Excavation	Cu. Yd.	196
Concrete Structures	Cu. Yd.	96.0
Concrete Superstructure	Cu. Yd.	98.5
Reinforcement Bars, Epoxy Coated	Pound	31,250
Concrete Sealer	Sq. Ft.	1,410
Pedestrian Truss Superstructure	Sq. Ft.	4,736
Porous Granular Embankment, Special	Cu. Yd.	48
Name Plates	Each	1
Preformed Joint Strip Seal	Foot	25
Furnishing Steel Piles HP 10x42	Foot	2,696
Driving Piles	Foot	2,696
Test Pile Steel HP 10x42	Each	4
Bridge Approach Pavement	Sq. Yd.	27.8
Geocomposite Wall Drain	Sq. Yd.	30
Pipe Underdrain For Structures, 4"	Foot	46

*See Special Provisions

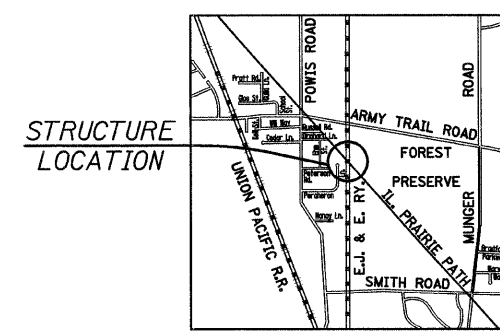
ILLINOIS PRAIRIE PATH
BUILT 200 BY
DuPAGE COUNTY
SEC. 98-00313-00-BR
STATION 99+94.35
LOADING H20
STRUCTURE NO. 022-3119

NAME PLATE
See Std. 515001-02

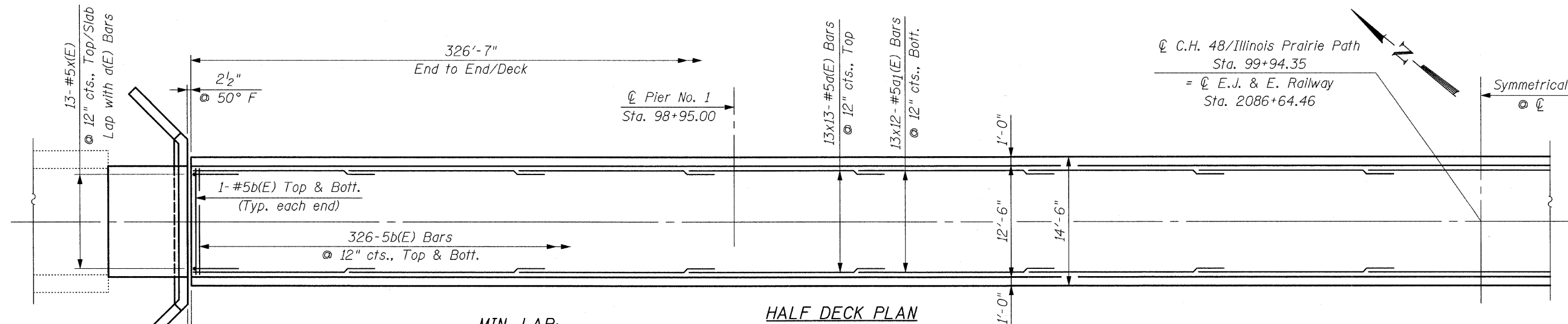
CERTIFICATION STATEMENT

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans and complies with the requirements of the Contract and the current "AASHTO Guide Specifications for Design of Pedestrian Bridges"

Indicates Boring Locations



Bhadresh N. Shah
06/01/2009
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS LIC. No. 081-004476
EXPIRES: 11-30-10



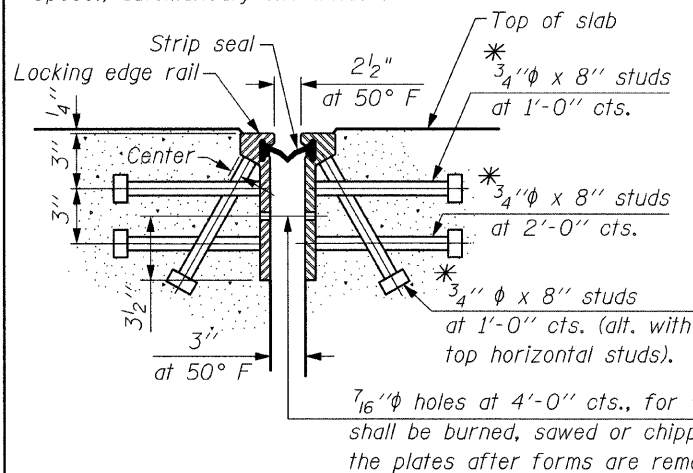
☉ C.H. 48/Illinois Prairie Path
Sta. 99+94.35
= ☉ E.J. & E. Railway
Sta. 2086+64.46

HALF DECK PLAN

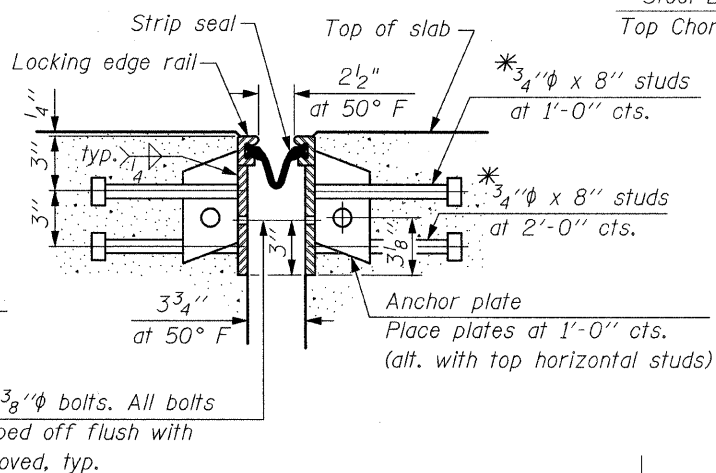
MIN. LAP:
#5 Bars = 2'-2"

NOTE:
Bars indicated thus 13x13-#5 etc., indicates 13 lines of Bars with 13 lengths per line.

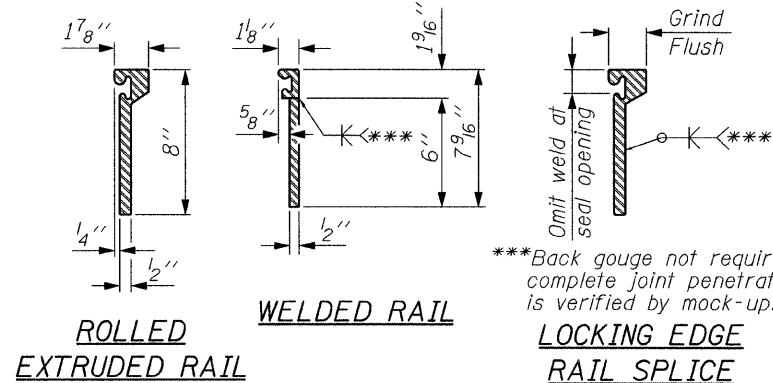
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SECTION THRU ROLLED RAIL JOINT

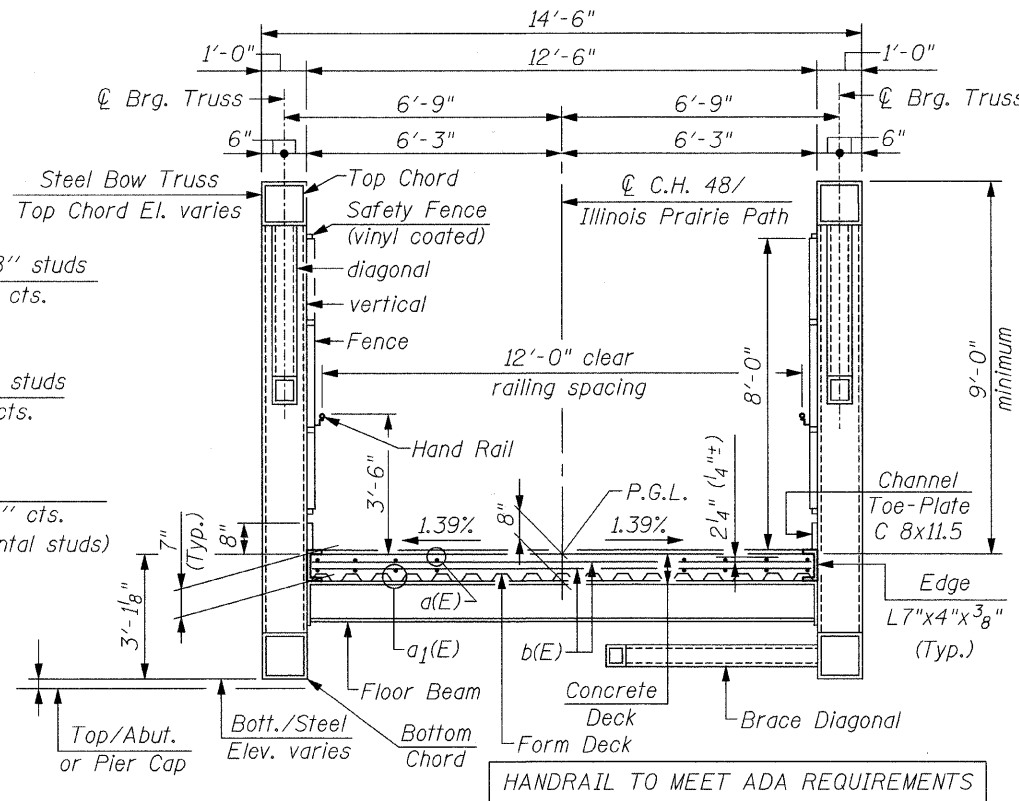


SECTION THRU WELDED RAIL JOINT



LOCKING EDGE RAILS

The inside of the locking edge rail groove shall be free of weld residue.



TYPICAL CROSS SECTION

(Half-Through Truss Bridge With Tubular Members)

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

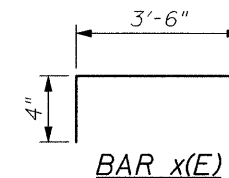
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	169	#5	27'-1"	—
a1(E)	156	#5	29'-2"	—
b(E)	656	#5	12'-2"	—
x(E)	26	#5	3'-10"	┌
Reinforcement Bars, Epoxy Coated		Pound	17,950	
Concrete Superstructure		Cu. Yd.	98.5**	
Preformed Joint Strip Seal		Foot	25	
Bridge Deck Rough-Broom Finish		Sq. Ft.	4,082	

** See Sht. S3

● Shall meet the approval of the Engineer. Cost included in the contract unit price for Concrete Superstructure. The Contractor shall provide the Engineer with a 3'x3' sample of the Bridge Deck Rough-Broom Finish for approval. The bridge deck shall not be placed without the Engineer's approval.



BAR x(E)

FILE NAME = slab_x-section.dgn
PLOT DATE = 6/2/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

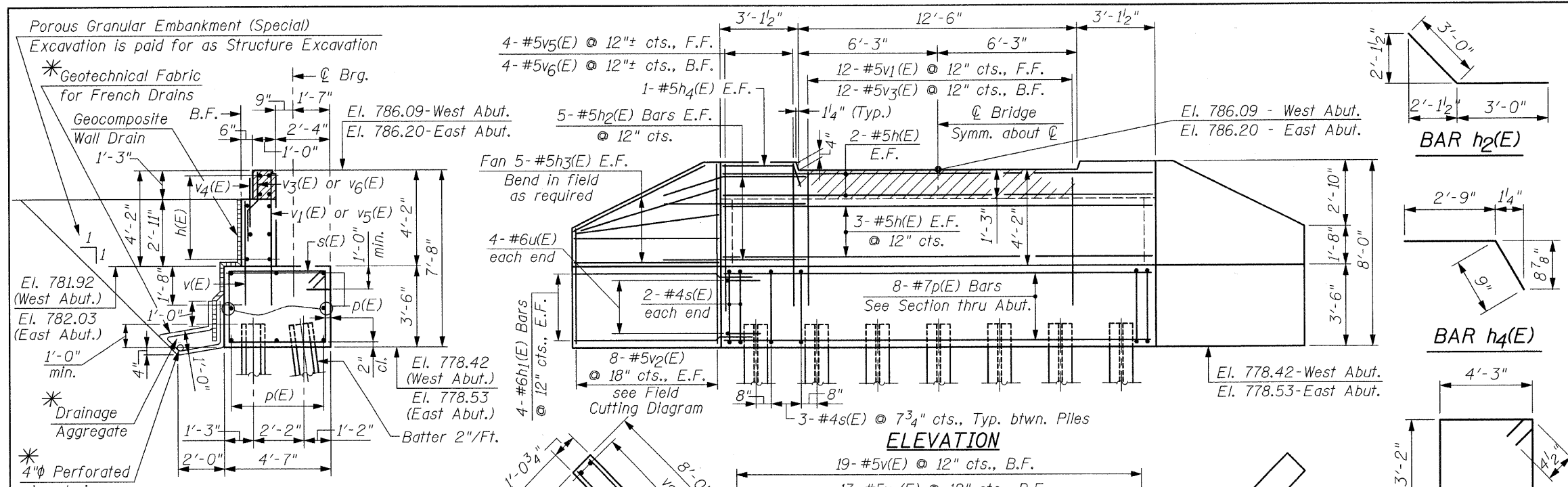
DESIGNED - B.N.S./J.C.N.	REVISED -
DRAWN - F.M.	REVISED -
CHECKED - B.N.S./J.C.N.	REVISED -
DATE - JUNE 1, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLAB PLAN, CROSS SECTION & JOINT DETAILS
C.H. 48 / ILLINOIS PRAIRIE PATH BRIDGE
OVER THE E.J. & E. RAILWAY S.N. 022-3119

SCALE: SHEET NO. S2 OF S10 SHEETS STA. TO STA.

COUNTY HIGHWAY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
48	98-00313-00-BR	DUPAGE	25	17
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63178	



SECTION THRU ABUTMENT

* Included in the cost of Pipe Underdrain for Structures

NOTES:

All drainage system components shall extend to 2'-0" from the end of each Wingwall except an Outlet Pipe shall extend until intersecting with the side slopes. The Pipes shall drain into concrete Headwalls. (See Article 601.05 of the Standard Specifications and Highway Std. 601101).

Hatched area to be poured after Deck Slab pouring has been completed. Quantity of concrete is included with Concrete Superstructure.

** The Contractor shall install the Anchor Bolts in accordance with the Bridge Manufacturer's Anchor Bolt spacing dimensions

NOTES:

Piles shall be driven through 12 in. Dia. Precored Holes extending to Elevation 760.00 According to Article 512.09(C) of the Standard Specifications. Cost included in Driving Piles.

Concrete Sealer shall be applied to the backwall, seat & front face of the Pile Cap.

For details of Piles, see Sht. S5.

PILE DATA

(Typ. at each Abutment)

Type: Steel HP 10x42 with Pile Shoes

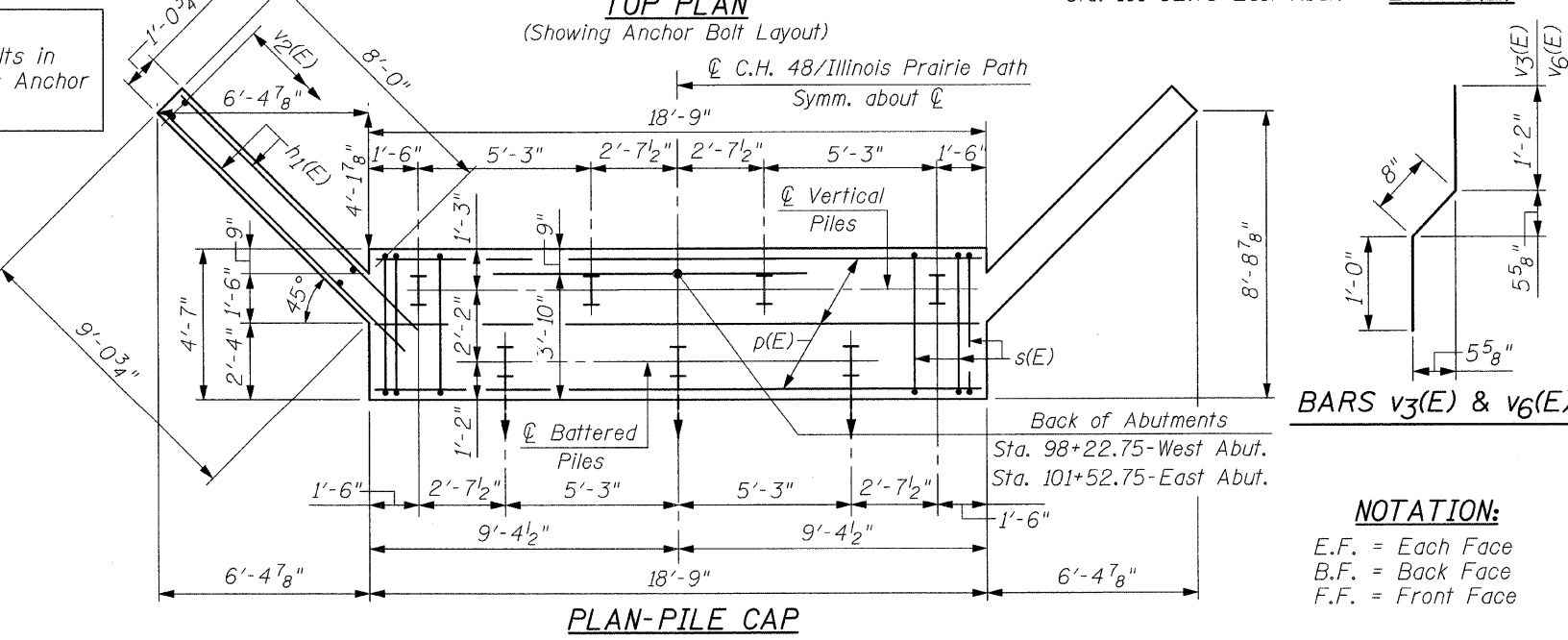
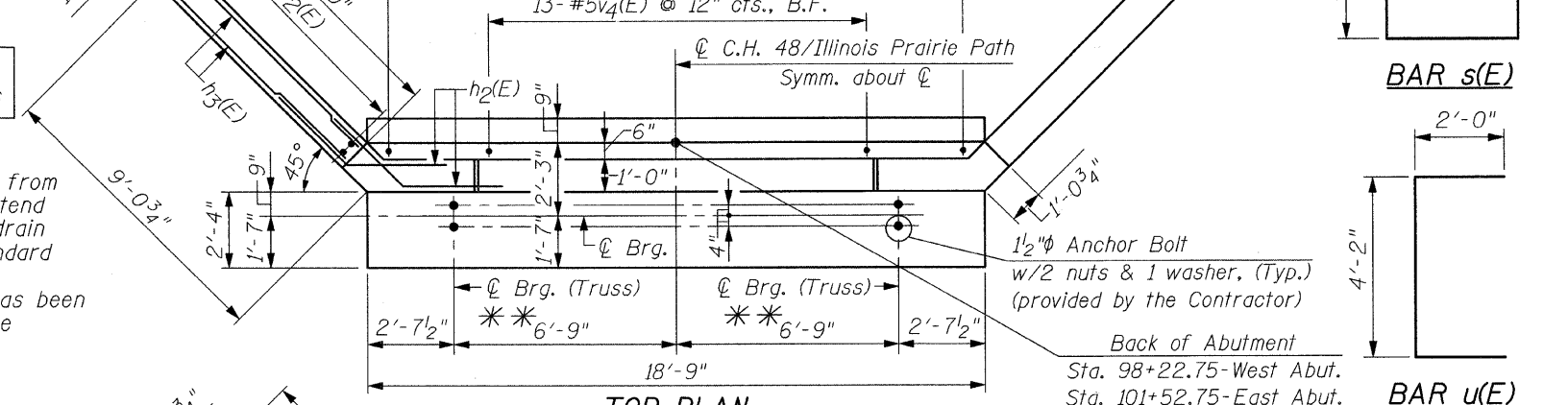
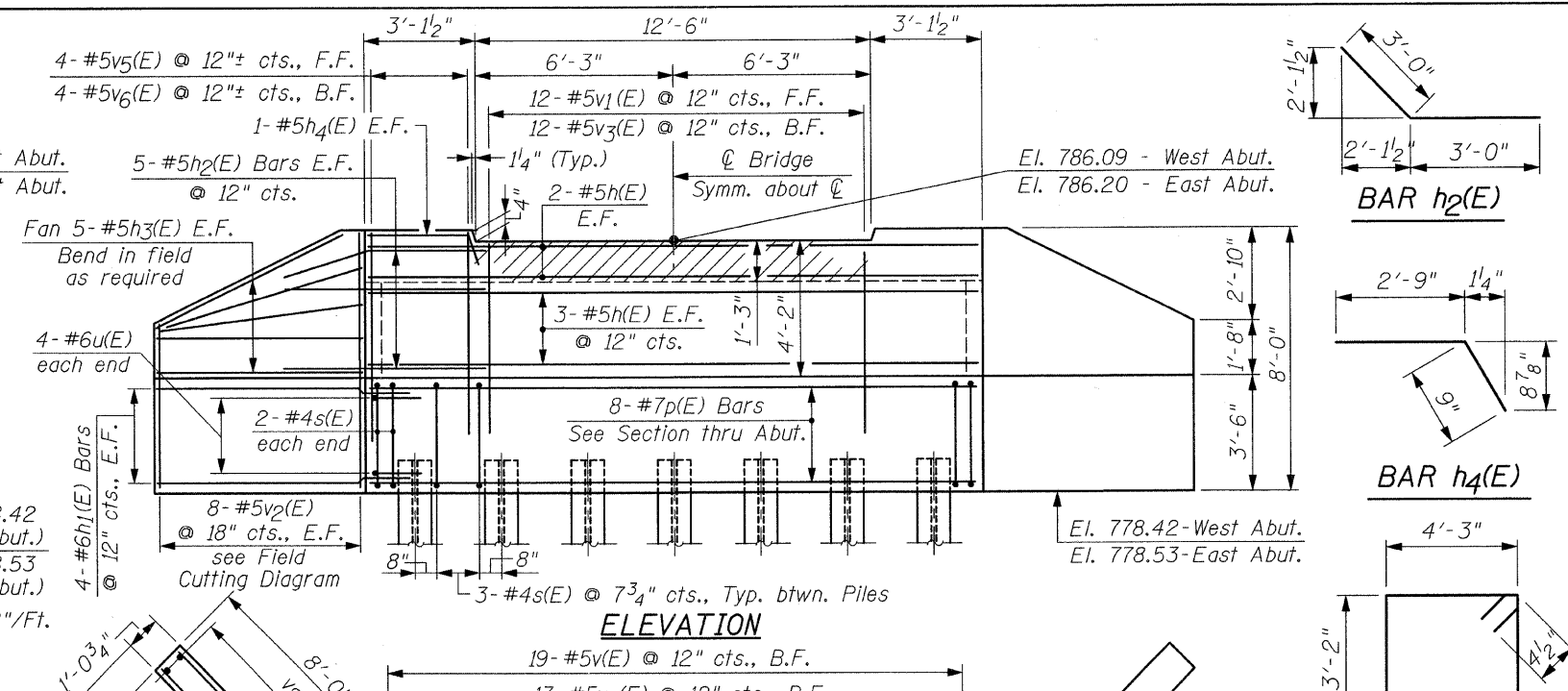
Nominal required bearing: 335 kips

Allowable resistance available: 111.6 kips

Est. Length: 66'-0"

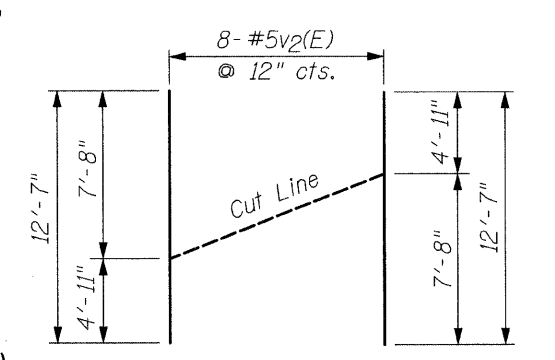
No. Production Piles: 6

No. Test Piles: 1



BILL OF MATERIAL
(FOR ONE ABUTMENT ONLY)

Bar	No.	Size	Length	Shape
h(E)	10	#5	18'-5"	—
h1(E)	16	#6	11'-0"	—
h2(E)	20	#5	6'-0"	—
h3(E)	20	#5	7'-8"	—
h4(E)	4	#5	3'-6"	—
p(E)	8	#7	18'-5"	—
s(E)	22	#4	15'-7"	□
u(E)	8	#6	8'-2"	□
v(E)	19	#5	4'-5"	—
v1(E)	12	#5	5'-8"	—
v2(E)	16	#5	12'-7"	—
v3(E)	12	#5	2'-10"	—
v4(E)	13	#5	2'-3"	—
v5(E)	8	#5	6'-0"	—
v6(E)	8	#5	3'-2"	—
Reinforcement Bars, Epoxy Coated		Pound	1,900	
Concrete Structures		Cu. Yd.	19.0	
Furnishing Steel Piles HP 10x42		Foot	396	
Driving Piles		Foot	396	
Test Pile HP 10x42		Each	1	
Structure Excavation		Cu. Yd.	55	
Concrete Sealer		Sq. Ft.	188	
Porous Granular Embankment, Special		Cu. Yd.	24	
Pipe Underdrain For Structures, 4"		Foot	23	
Geocomposite Wall Drain		Sq. Yd.	15	

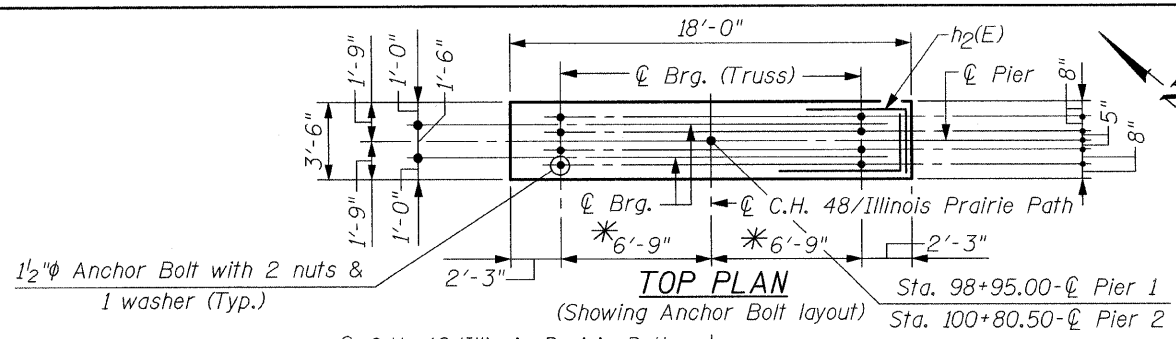


BAR CUTTING DIAGRAM

Order v2(E) Bars full length. Cut as shown and use remainder of bars in opposite side

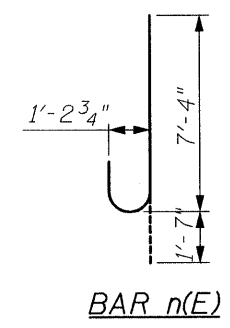
NOTATION:

E.F. = Each Face
B.F. = Back Face
F.F. = Front Face



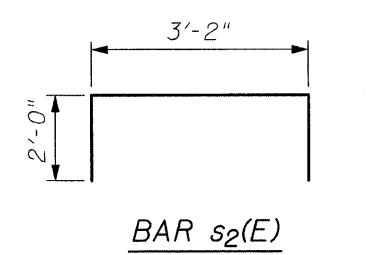
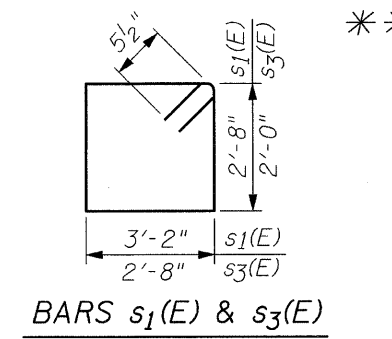
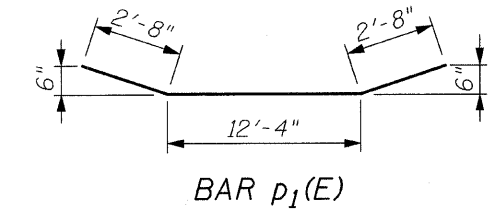
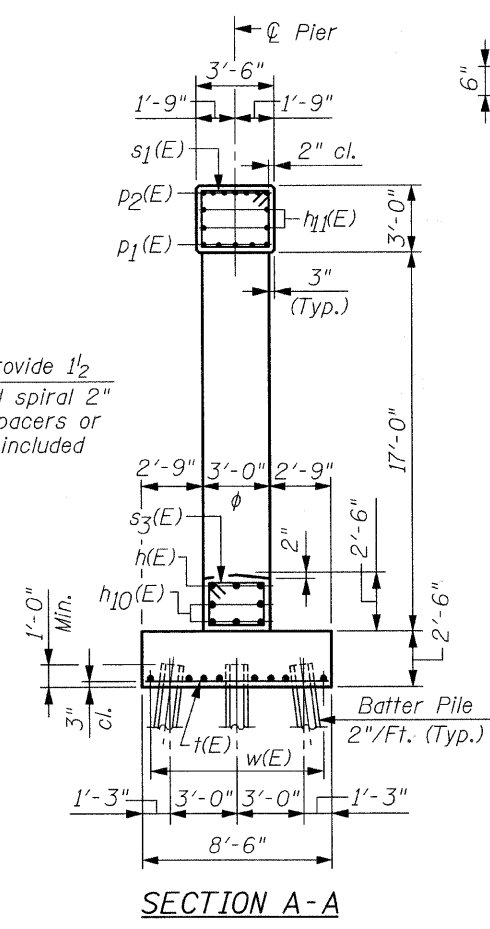
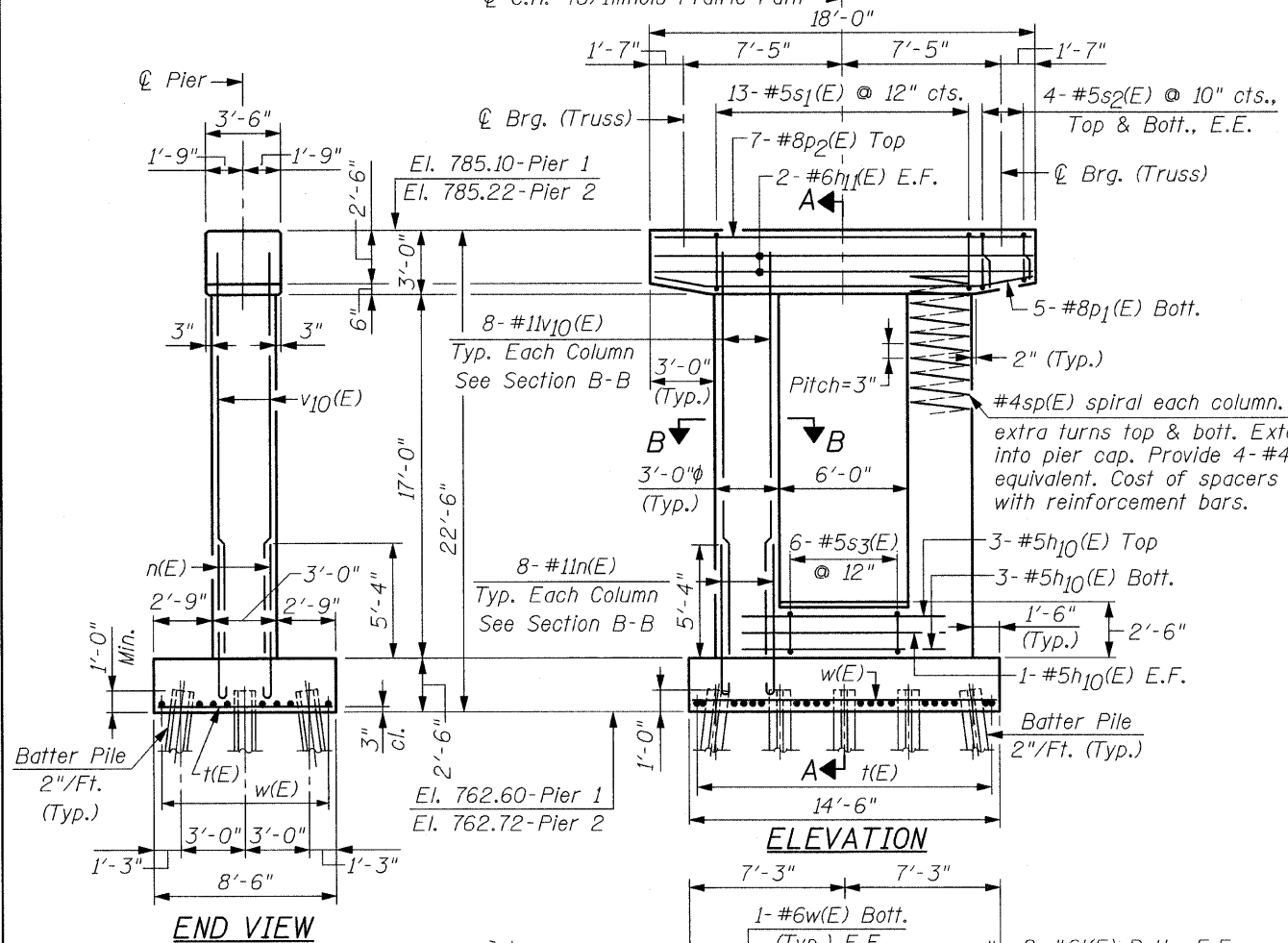
NOTE:
Space Reinforcement in cap to miss Anchor Bolts

* The Contractor shall install the Anchor Bolts in accordance with the Bridge Manufacturer's Anchor Bolts spacing dimensions



**BILL OF MATERIAL
(FOR ONE PIER ONLY)**

Bar	No.	Size	Length	Shape
$h_{10}(E)$	8	#5	9'-2"	—
$h_{11}(E)$	4	#6	17'-8"	—
$n(E)$	16	#11	8'-11"	U
$p_1(E)$	5	#8	17'-8"	U
$p_2(E)$	7	#8	17'-8"	—
$s_1(E)$	13	#5	12'-7"	□
$s_2(E)$	16	#5	7'-2"	□
$s_3(E)$	6	#5	10'-3"	□
$sp(E)$	2	#4	17'-0"	W
$v_{10}(E)$	16	#11	18'-11"	—
$t(E)$	20	#6	8'-2"	—
$w(E)$	8	#6	14'-2"	—
Reinforcement Bars, Epoxy Coated		Pound	4,750	
Concrete Structures		Cu. Yd.	29.0	
Furnishing Steel Piles HP 10x42		Foot	952	
Driving Piles		Foot	952	
Test Pile HP 10x42		Each	1	
Structure Excavation		Cu. Yd.	43	
Concrete Sealer		Sq. Ft.	517	

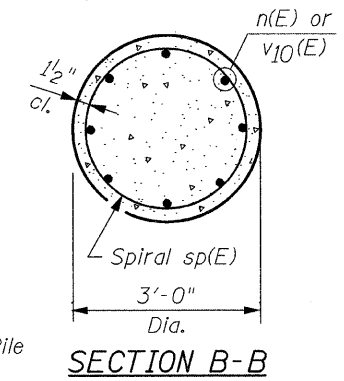


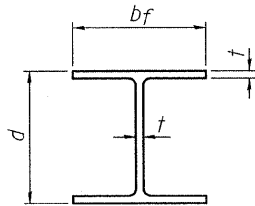
** Actual length = 647'-9" along of Spiral

NOTES:
Concrete Sealer shall be applied to all surfaces of the Pier above footing.
For details of Piles, see Sht. S5.

PILE DATA:
Type: Steel Piles, HP 10x42
Nominal required bearing: 339 kips
Allowable resistance available: 111.6 kips
Est. Length: 68 Feet
at Pier No. 1 & Pier No. 2
No. Production Piles: 14
No. Test Piles: 1

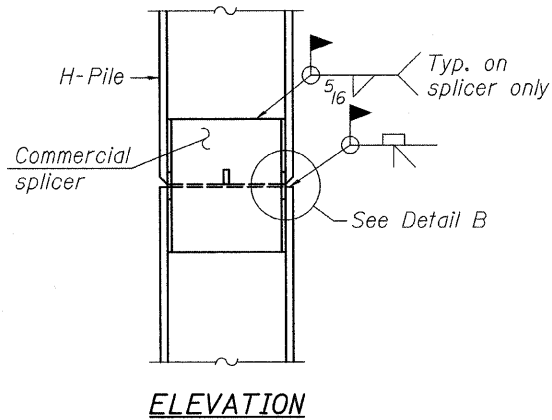
LEGEND:
E.F. = Each Face
E.E. = Each End
= Battered Pile



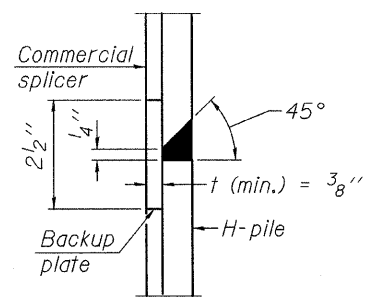


STEEL PILE TABLE

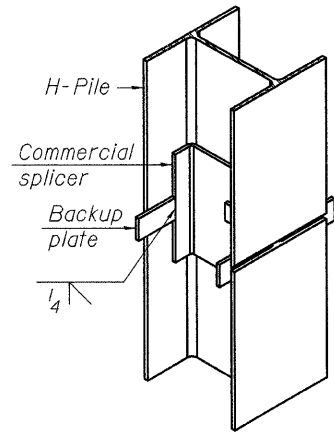
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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

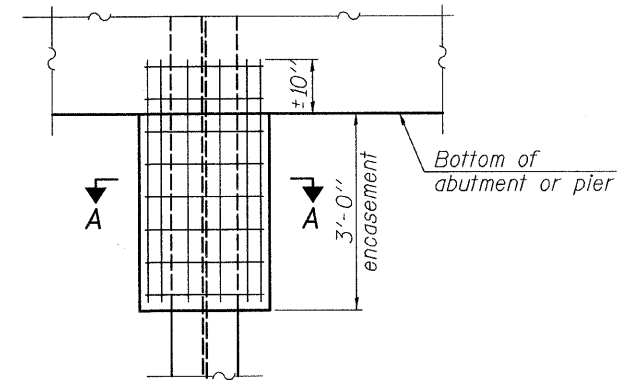


DETAIL "B"



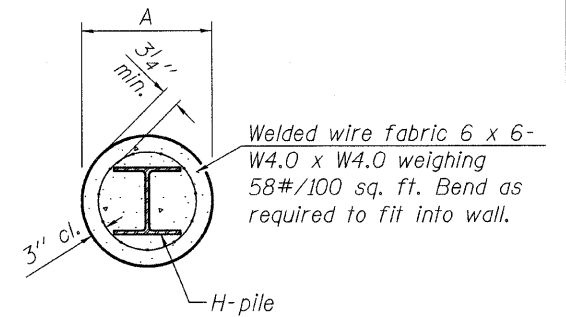
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



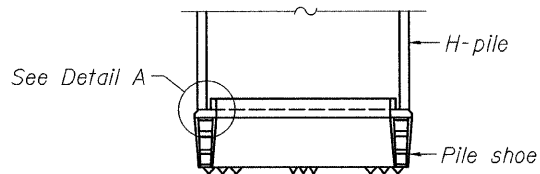
ELEVATION

PILE ENCASEMENT

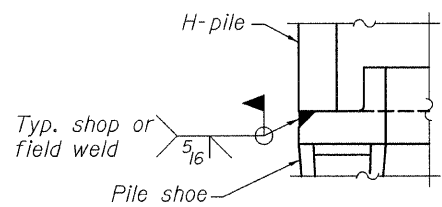


SECTION A-A

Note: Forms for encasement may be omitted when soil conditions permit.

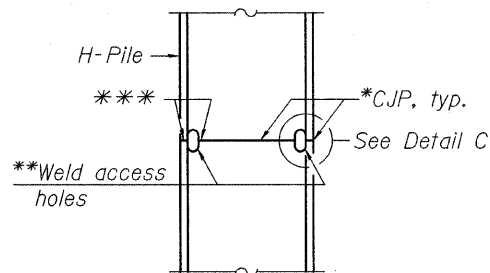


ELEVATION



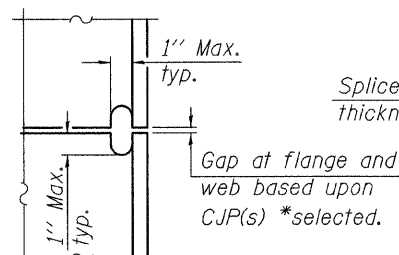
DETAIL A

H-PILE SHOE ATTACHMENT

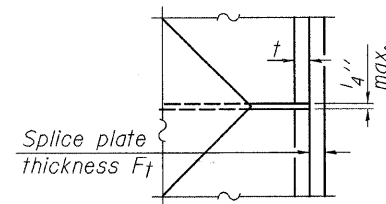


ELEVATION

COMPLETE PENETRATION WELD SPLICE



DETAIL C



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F _t	F _w	W	W _t	W _w
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"

HP PILE DETAILS

* Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

*** Interrupt welds 1/4" from end of each pile.

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

F-HP 10-1-08

FILE NAME = H-steel.pile.detail.dgn
PLOT DATE = 6/2/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

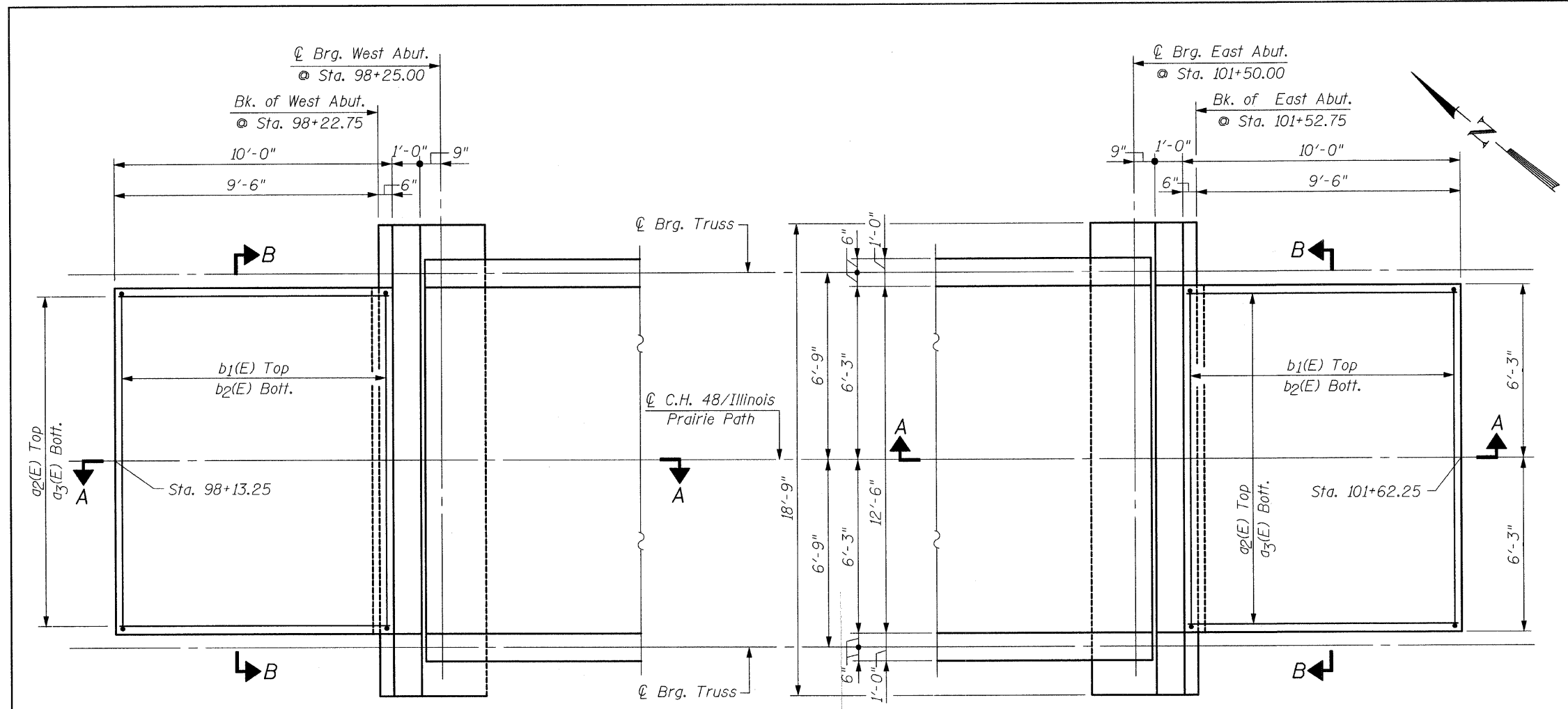
DESIGNED - B.N.S./J.C.N.	REVISED -
DRAWN - F.M.	REVISED -
CHECKED - B.N.S./J.C.N.	REVISED -
DATE - JUNE 1, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL H-PILE DETAILS
C.H. 48 / ILLINOIS PRAIRIE PATH BRIDGE
OVER THE E.J. & E. RAILWAY S.N. 022-3119

SCALE: SHEET NO. 55 OF 510 SHEETS STA. TO STA.

COUNTY HIGHWAY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
48	98-00313-00-BR	DUPAGE	25	20
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 63178				



WEST APPROACH

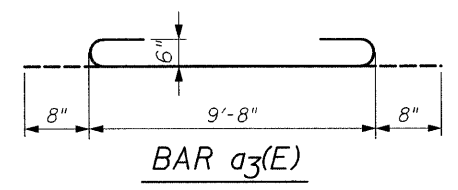
EAST APPROACH

PLAN

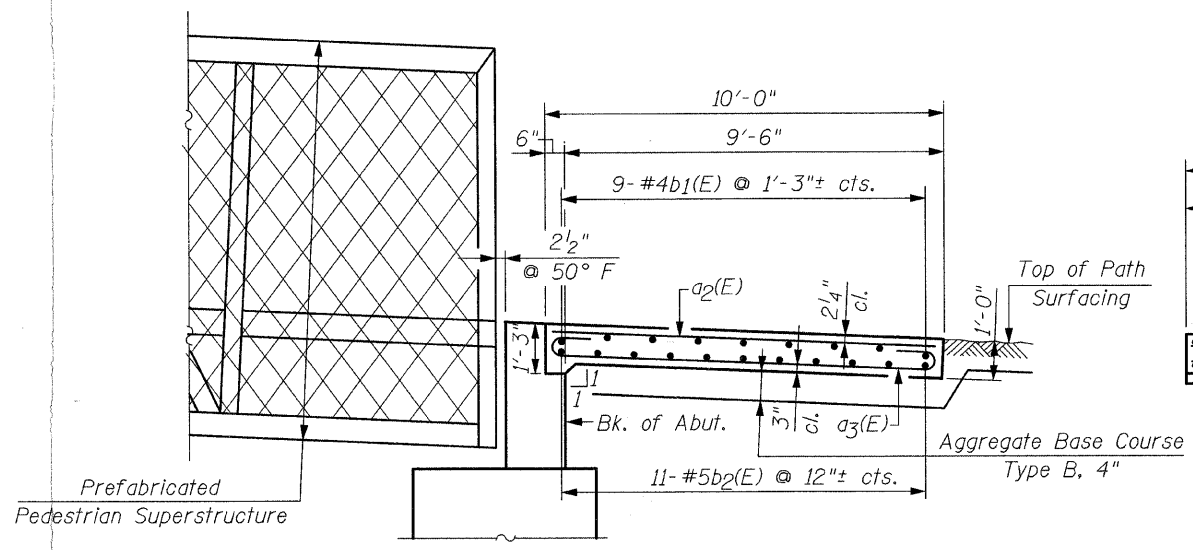
BILL OF MATERIAL
(BOTH APPROACH PAVEMENTS)

Bar	No.	Size	Length	Shape
a ₂ (E)	26	#4	9'-8"	—
a ₃ (E)	34	#6	11'-0"	⌋
b ₁ (E)	18	#4	12'-2"	—
b ₂ (E)	22	#5	12'-2"	—

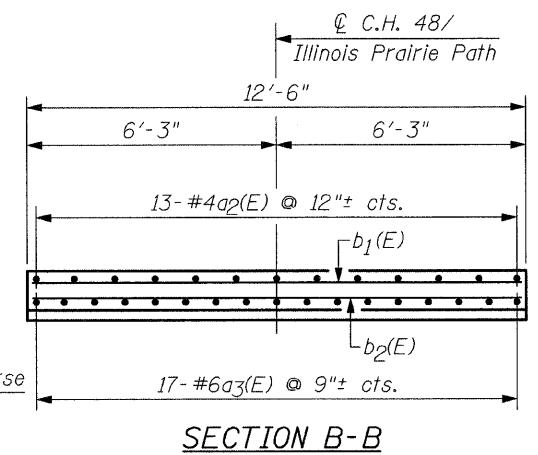
- * Reinforcement Bars, Epoxy Coated Pound 1,160
 - Bridge Approach Pavement Sq. Yd. 27.8
 - Bridge Deck Rough-Broom Finish Sq. Ft. 250
- * Cost of Reinforcement is included with Bridge Approach Pavement.
- Shall meet the approval of the Engineer. Cost included in the contract unit price for Bridge Approach Pavement.



BAR a₃(E)



SECTION A-A



SECTION B-B

PAGE 1 of 2
DATE 11/20/01
LOGGED BY OBA
OBA JOB No. 01352

SOIL BORING LOG

ROUTE xx DESCRIPTION Illinois Prairie Path Bicycle & Pedestrian Bridge
SECTION 98-00313-00-BR LOCATION Over E.J & E Railway
COUNTY DuPage DRILLING METHOD Rotary HAMMER TYPE CME Automatic

STRUCT. NO. xx
Station xx
BORING NO. B-1
Station 98+00
Offset -
Ground Surface Elev. 785.9 ft

DEPTH (ft)	BLOWS (6')	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6')	UCS (tsf)	MOIST (%)
				Surface Water Elev. <u>N/A</u> Stream Bed Elev. <u>N/A</u> Groundwater Elevation: First Encounter <u>N/A</u> ▼ Upon Completion <u>N/A</u> ▼ After <u>xx</u> Hrs. <u>xx</u> ft ▼				
783.4	17 NP	5		Crushed STONE-dense (Fill)	762.9	8 3.75P	22	
780.9	-5 II NP	2		GRAVEL with SAND-medium dense (Fill)	757.9	3		
778.4	15 9.75P	9		CLAY-trace gravel-brown-very hard (A-6) Fill	754.9	9 NP	15	
775.9	-10 6 NP	2		Large Crushed STONE & CLAY (Fill)	749.9	3		
772.4	14 10.0P	14		CLAY-trace gravel-brown & gray-very hard (A-6) Fill	745.9	4 1.0B	14	
765.9	-20 II 7.25P	19		TOPSOIL-trace clay-very stiff to hard (Fill)	745.9	5 1.75P	14	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%).

PAGE 2 of 2
DATE 11/20/01
LOGGED BY OBA
OBA JOB No. 01352

SOIL BORING LOG

ROUTE xx DESCRIPTION Illinois Prairie Path Bicycle & Pedestrian Bridge
SECTION 98-00313-00-BR LOCATION Over E.J & E Railway
COUNTY DuPage DRILLING METHOD Rotary HAMMER TYPE CME Automatic

STRUCT. NO. xx
Station xx
BORING NO. B-1
Station 98+00
Offset -
Ground Surface Elev. 785.9 ft

DEPTH (ft)	BLOWS (6')	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6')	UCS (tsf)	MOIST (%)
				Surface Water Elev. <u>N/A</u> Stream Bed Elev. <u>N/A</u> Groundwater Elevation: First Encounter <u>N/A</u> ▼ Upon Completion <u>N/A</u> ▼ After <u>xx</u> Hrs. <u>xx</u> ft ▼				
	2	11.49		CLAY-trace gravel-gray-stiff to very stiff (A-6)	737.9	7 1.6B	17	
	4	11.37			734.9	4		
	5	11.75			732.4	9		
	6	11.75			727.4	23		
	6	11.75			725.9	20 NP	9	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%).

FILE NAME = soil_boring-1.dgn
PLOT DATE = 6/2/2009



DESIGNED - B.N.S./J.C.N.	REVISED -
DRAWN - F.M.	REVISED -
CHECKED - B.N.S./J.C.N.	REVISED -
DATE - JUNE 1, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS-1
C.H. 48 / ILLINOIS PRAIRIE PATH BRIDGE
OVER THE E.J. & E. RAILWAY S.N. 022-3119**

COUNTY HIGHWAY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
48	98-00313-00-BR	DUPAGE	25	22
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63178	

PAGE 1 of 2
DATE 11/22/01
LOGGED BY OBA
OBA JOB No. 01352

SOIL BORING LOG

ROUTE xx DESCRIPTION Illinois Prairie Path Bicycle & Pedestrian Bridge
SECTION 98-00313-00-BR LOCATION Over E.J. & E Railway
COUNTY DuPage DRILLING METHOD Rotary HAMMER TYPE CME Automatic

STRUCT. NO. xx
Station xx
BORING NO. B-3
Station 101+34
Offset 12' Left
Ground Surface Elev. 777.0 ft

DEPTH (ft)	BLOW S	U.C.S. (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOW S	U.C.S. (tsf)	MOIST (%)	
				Surface Water Elev. <u>N/A</u> Stream Bed Elev. <u>N/A</u> Groundwater Elevation: First Encounter <u>N/A</u> Upon Completion <u>N/A</u> After <u>xx</u> Hrs. <u>xx</u> ft					
	2			CLAY-brown-very stiff to hard (A-6) Fill	756.0	1			
	4					2			
	4	2.0P	22	SILTY CLAY-gray-soft (A-6/A-4)		2	0.5P	19	
	4					5			
	6					6	No		
	8	4.75P	13		751.0	7	Recovery		
	6					5		121.2	
	6					5			
	9	7.5P	10	CLAY-gray-stiff to very stiff (A-6)		8	2.2B	14	
769.0						2		116.0	
	2			Black TOPSOIL and CLAY-Fill		4			
	4					8	1.8B	17	
	6	5.5P	19			2		114.9	
	6					4			
	7	6.0P	23			6	1.9B	17	
	4					2		106.9	
	4					4			
762.0	-15	2.0P	27			-35	7	2.1B	20
	2			Black TOPSOIL-organic	741.0	3			
	4					4			
	6	2.0P	38	SILTY CLAY LOAM with large gravel-gray-medium dense (A-6/A-2-6)		8		13	
758.5					738.5				
	2		98.6	CLAY-mottled brown and gray-stiff (A-6) Wet		4			
	2					6			
757.0	-20	1.1B	24	CLAY LOAM to SILTY CLAY LOAM-gray-loose to medium dense (A-6/A-2-6)	737.0	-40	6	-	16

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)

PAGE 2 of 2
DATE 11/22/01
LOGGED BY OBA
OBA JOB No. 01352

SOIL BORING LOG

ROUTE xx DESCRIPTION Illinois Prairie Path Bicycle & Pedestrian Bridge
SECTION 98-00313-00-BR LOCATION Over E.J. & E Railway
COUNTY DuPage DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. xx
Station xx
BORING NO. B-3
Station 101+34
Offset 12' Left
Ground Surface Elev. 777.0 ft

DEPTH (ft)	BLOW S	U.C.S. (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOW S	U.C.S. (tsf)	MOIST (%)	
				Surface Water Elev. <u>N/A</u> Stream Bed Elev. <u>N/A</u> Groundwater Elevation: First Encounter <u>N/A</u> Upon Completion <u>N/A</u> After <u>xx</u> Hrs. <u>xx</u> ft					
	2			CLAY LOAM to SILTY CLAY LOAM-gray-loose to medium dense (A-6/A-2-6)	713.5	12			
	3					17			
	5	1.0P	13			15	NP	11	
	3					12			
	3					14			
	6			CLAY to SILTY CLAY-trace gravel-gray-stiff to hard (A-6)	732.0	-65	17	1.5P	16
	3					12		109.5	
	4					17			
	8	1.5B	15		729.0	19	4.5B	20	
729.0						13		108.1	
	16			SANDY LOAM with large gravel-medium dense to very dense (A-2-6)		19			
	21					25	4.2B	21	
	18	NP	12		706.0	4			
	32					4			
	36					6		13	
	28	NP	10	SILTY CLAY to SILTY CLAY LOAM-gray-medium dense (A-4)		4			
	28					5			
	20				702.0	-75	8	-	13
	19	NP	7						
	13			End of Boring @ -75' 30" of 4" Casing					
	14								
	10	NP	8						
	13								
	14								
717.0	-60	15	NP	10		-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)

