

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99-00313-03-BT	DUPAGE	IL	18	1
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
PROJECT NO.: HPD-242(003)				
CONTRACT NO. 63069				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**C.H. 47 / IL. PRAIRIE PATH
OVER EAST BRANCH DUPAGE RIVER
PEDESTRIAN TRUSS SUPERSTRUCTURE
SECTION: 99-00313-03-BT
PROJECT: HPP-242(003)
JOB NO.: C-91-125-06
CITY OF GLEN ELLYN
DUPAGE COUNTY**



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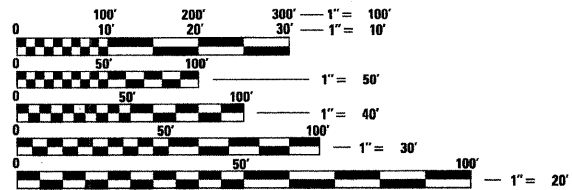
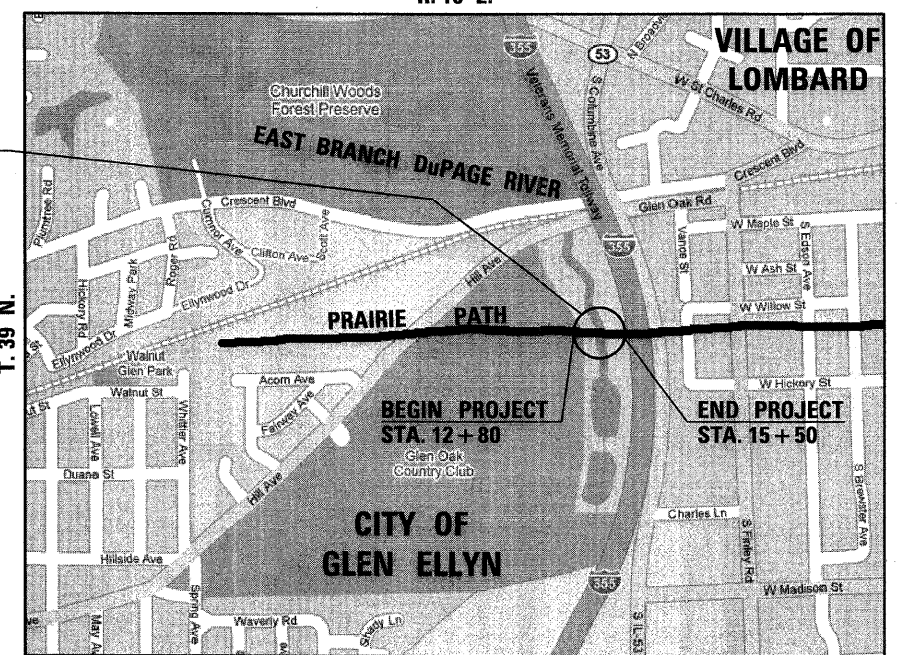
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- 701901 TRAFFIC CONTROL DEVICES

PROJECT SITE



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 EXCAVATION
1-800-892-0123
OR 811

CONTRACT NO. 63069

MILTON TOWNSHIP
GROSS LENGTH OF PROJECT = 270.00 FEET = 0.051 MILES
NET LENGTH OF PROJECT = 270.00 FEET = 0.051 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 8-22-2008
Charles F. Pohanski
DUPAGE COUNTY DIVISION OF TRANSPORTATION, COUNTY ENGINEER

PASSED September 2008
Christopher Holt
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW September 9, 2008
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER



Birinder S. Sachdeva 8-19-08
BIRINDER S. SACHDEVA, P.E. DATE
EXPIRES: 11-30-2009



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

FIELD ENGINEER - MARILYN SOLOMON (847) 705-4407

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	86	86
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36	36
20101000	TEMPORARY FENCE	FOOT	800	800
20101100	TREE TRUNK PROTECTION	EACH	10	10
20200100	EARTH EXCAVATION	CU YD	260	260
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	247	247
20400800	FURNISHED EXCAVATION	CU YD	149	149
20700220	POROUS GRANULAR EMBANKMENT	CU YD	23	23
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	800	800
* 25001820	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.2	0.2
25100630	EROSION CONTROL BLANKET	SQ YD	800	800
28000255	TEMPORARY EROSION CONTROL SEEDING	ACRE	0.1	0.1
28000400	PERIMETER EROSION BARRIER	FOOT	568	568
28100101	STONE RIPRAP, CLASS A1	SQ YD	105	105
28100107	STONE RIPRAP, CLASS A4	SQ YD	105	105
28200200	FILTER FABRIC	SQ YD	105	105
35101800	AGGREGATE BASE COURSE, TYPE B, 6"	SQ YD	230	230
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	24	24
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	32	32
42001300	PROTECTIVE COAT	SQ YD	180	180

EARTHWORK TABLE						
LOCATION	EARTH EXCAVATION	STRUCTURE EXCAVATION	TOTAL EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE EXCAVATION
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
STA. 12+80 TO STA. 13+60	47	26	55	48	7	197
STA. 14+23 TO STA. 15+62	213	26	179	335	-(156)	50
PROJECT TOTAL	260	52	234	383	-(149)	247

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	
48101498	AGGREGATE SHOULDERS, TYPE B, 4"	SQ YD	80	80
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1
50200100	STRUCTURE EXCAVATION	CU YD	52.8	52.8
50300225	CONCRETE STRUCTURES	CU YD	35.8	35.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	32.3	32.3
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	9,330	9,330
51200956	FURNISHING METAL SHELL PILES 12" x 0.179"	FOOT	480	480
51202305	DRIVING PILES	FOOT	480	480
51203200	TEST PILE METAL SHELLS	EACH	2	2
51500100	NAME PLATES	EACH	1	1
52000020	PREFORMED JOINT SEAL, 1 1/4"	FOOT	29	29
58700300	CONCRETE SEALER	SQ FT	98	98
67100100	MOBILIZATION	L SUM	1	1
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1
* A2006720	TREE, QUERCUS MACROCARPA (BUR OAK), 2 1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5
* C2001536	SHRUB, CORNUS RACEMOSA (GREY DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED	EACH	9	9
* C2003372	SHRUB, HAMAMELIS VIRGINIANA (COMMON WITCHHAZEL), 6' HEIGHT, BALLED AND BURLAPPED	EACH	2	2
* C2011736	SHRUB, VIBURNUM DENTATUM (ARROWWOOD VIBURNUM), 3' HEIGHT, BALLED AND BURLAPPED	EACH	7	7
XX003338	TEST HOLE	EACH	2	2
* XX005307	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, BALLED AND BURLAPPED	EACH	3	3
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	21	21
* X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	1,305	1,305
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0077900	WOOD POST AND RAIL FENCE	FOOT	64	64

* SPECIALTY ITEM

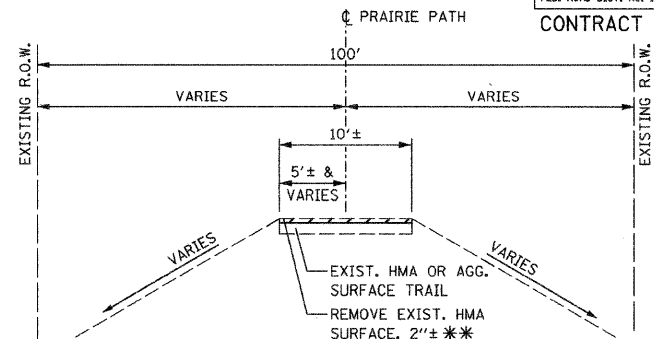
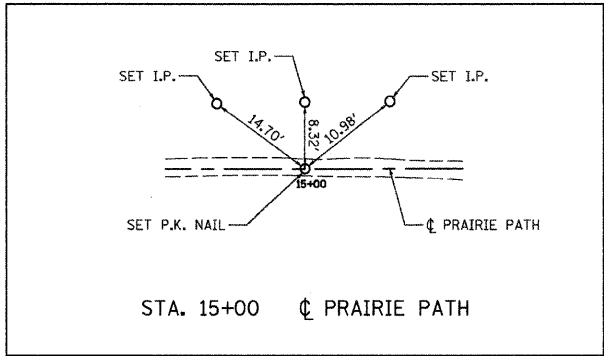
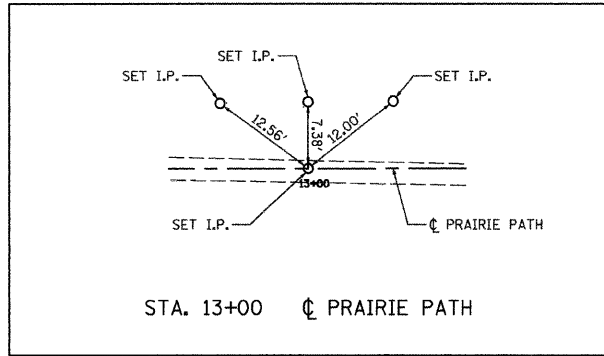


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
C.H. 47 ILLINOIS PRAIRIE PATH
OVER THE
EAST BRANCH OF THE DuPAGE RIVER

SCALE: NONE
DATE: SEPTEMBER 17, 2008

DRAWN BY: A.C.S.
CHECKED BY: S.J.P.



DuPAGE COUNTY BENCHMARK MI12001
ELEV. 690.8312

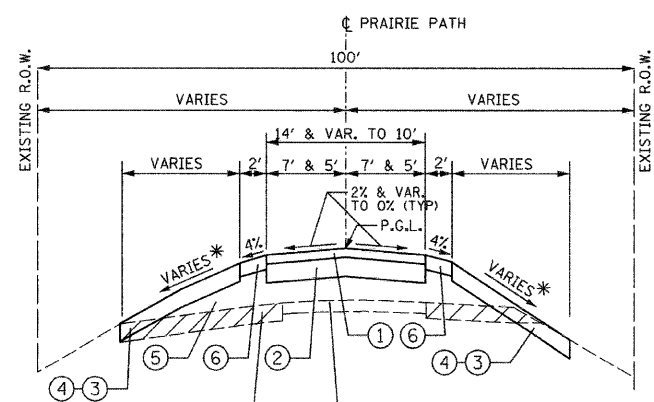
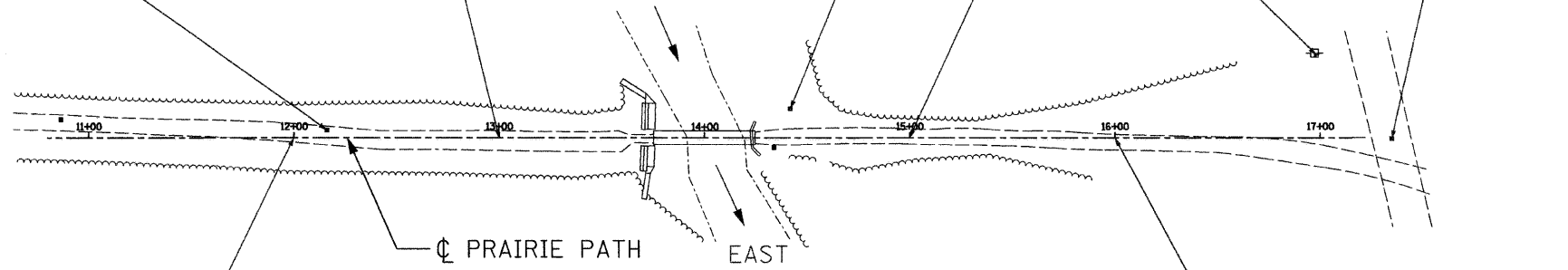
CRESCENT AVENUE BRIDGE AT
EAST BRANCH DuPAGE RIVER
BRONZE DISK IN CONCRETE HEADWALL STAMPED
"DuPAGE COUNTY MAPS AND PLATS"

B.M. 1 - ELEV. 698.54
FOUND NAIL IN GRAVEL PATH

B.M. 2 - ELEV. 689.15
FOUND NAIL IN 8" TREE

B.M. 4 - ELEV. 703.02
FOUND NAIL IN ACCESS ROAD

B.M. 3 - ELEV. 700.98
FOUND RAILROAD SPIKE IN POWER POLE



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

EXIST. AGG. TRAIL TO REMAIN IN PLACE IF
NOT IN CONFLICT WITH PROP. TRAIL.

LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ② AGGREGATE BASE COURSE, TYPE B, 6"
- ③ TOPSOIL FURNISH AND PLACE, 6"
- ④ EROSION CONTROL BLANKET & SEEDING, CLASS 5 (MODIFIED)
- ⑤ EMBANKMENT
- ⑥ AGGREGATE SHOULDERS, TYPE B, 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
MEDIAN SURFACE / BIKEWAY		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 2"	PG 64-22	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS, ALIGNMENT AND TIES
C.H. 47 ILLINOIS PRAIRIE PATH
OVER THE
EAST BRANCH OF THE DuPAGE RIVER

SCALE: NOT TO SCALE
DATE: AUGUST 19, 2008

DRAWN BY: A.C.S.
CHECKED BY: S.J.P.

ALIGNMENT COORDINATES

DESCRIPTION	STATION	N	E	ELEV.
☉ PRAIRIE PATH	12+00.00	5000.13	4844.40	698.76
☉ PRAIRIE PATH	13+00.00	5000.18	4944.40	698.27
☉ PRAIRIE PATH	15+00.00	5000.28	5144.40	692.63
☉ PRAIRIE PATH	16+00.00	5000.33	5244.40	698.42

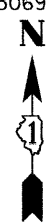
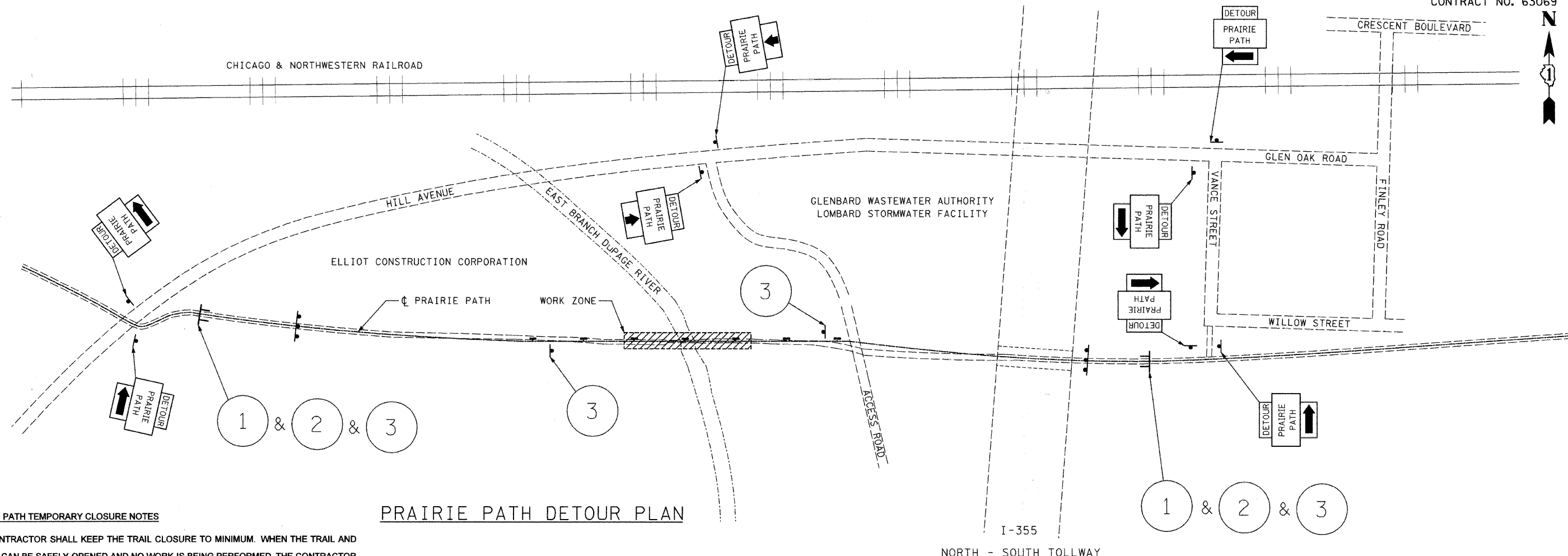
BENCHMARK COORDINATES

DESCRIPTION	STATION	N	E	ELEV.
BENCHMARK 1	12+16	5003.95	4860.36	698.54
BENCHMARK 2	14+42	5014.11	5086.28	689.15
BENCHMARK 3	16+98	5040.44	5342.55	700.98
BENCHMARK 4	17+35	5000.00	5379.25	703.02

CR & A
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
1-312-372-2023 FAX: 1-312-372-5274

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00313-03-BT	DuPAGE	18	5
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

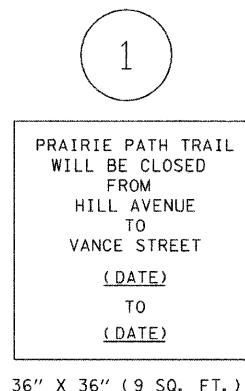
CONTRACT NO. 63069



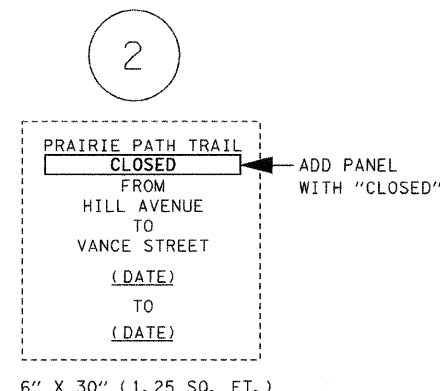
PRAIRIE PATH TEMPORARY CLOSURE NOTES

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 ADVANCED WARNING SIGNS AT HILL AVENUE AND VANCE ST. 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 ADVANCED CLOSURE SIGN AND TYPE III BARRICADES SHALL BE PLACED ACROSS THE TRAIL HEADS AT HILL AVENUE AND VANCE STREET.
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 SIGN" & "TRAIL CLOSURE SIGN" SHALL BE PAID FOR AS "TEMPORARY INFORMATION SIGNING".
6. AT THE END OF EACH WORK DAY, THE TYPE III BARRICADES AND TEMPORARY FENCE 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 MATERIAL, PLACEMENT, MAINTENANCE AND REMOVAL OF THE TYPE III BARRICADES, AND ANY OTHER NEEDED TRAIL CLOSURE MATERIALS AND/OR ACTIVITIES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.
8. THE COST OF THE INSTALLATION, MAINTENANCE AND REMOVAL OF THE PRAIRIE PATH DETOUR SHALL BE INCLUDED IN THE COST IN TRAFFIC CONTROL AND PROTECTION.

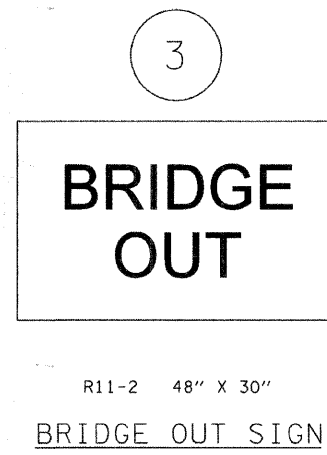
PRAIRIE PATH DETOUR PLAN



ADVANCE CLOSURE SIGN
PLACE AT THE TRAIL HEADS AT HILL AVENUE AND VANCE ST. 4 WEEKS PRIOR TO THE BEGINNING OF WORK.



TRAIL CLOSURE SIGN
NOTE: ADD PANEL WITH "CLOSED" TEXT OVER SECOND LINE OF ADVANCE CLOSURE SIGN.



BRIDGE OUT SIGN

LEGEND

	WORK ZONE
	TEMPORARY FENCE
	TYPE III BARRICADES W/ TWO FLASHING LIGHTS (AT LEAST TWO PER LOCATION)
	TEMPORARY SIGN

REVISIONS	
NAME	DATE

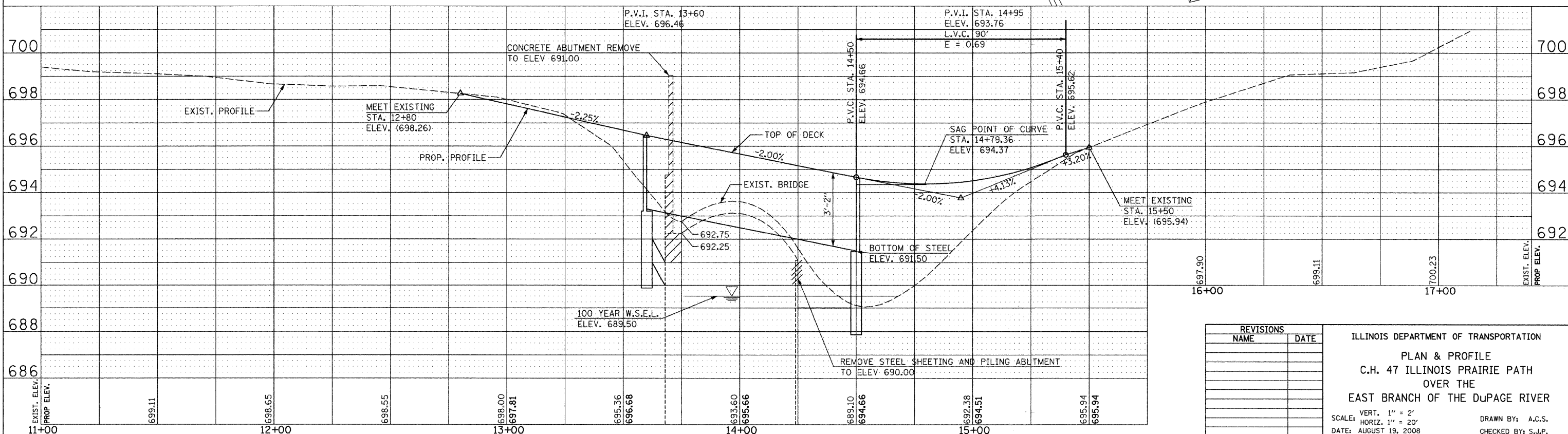
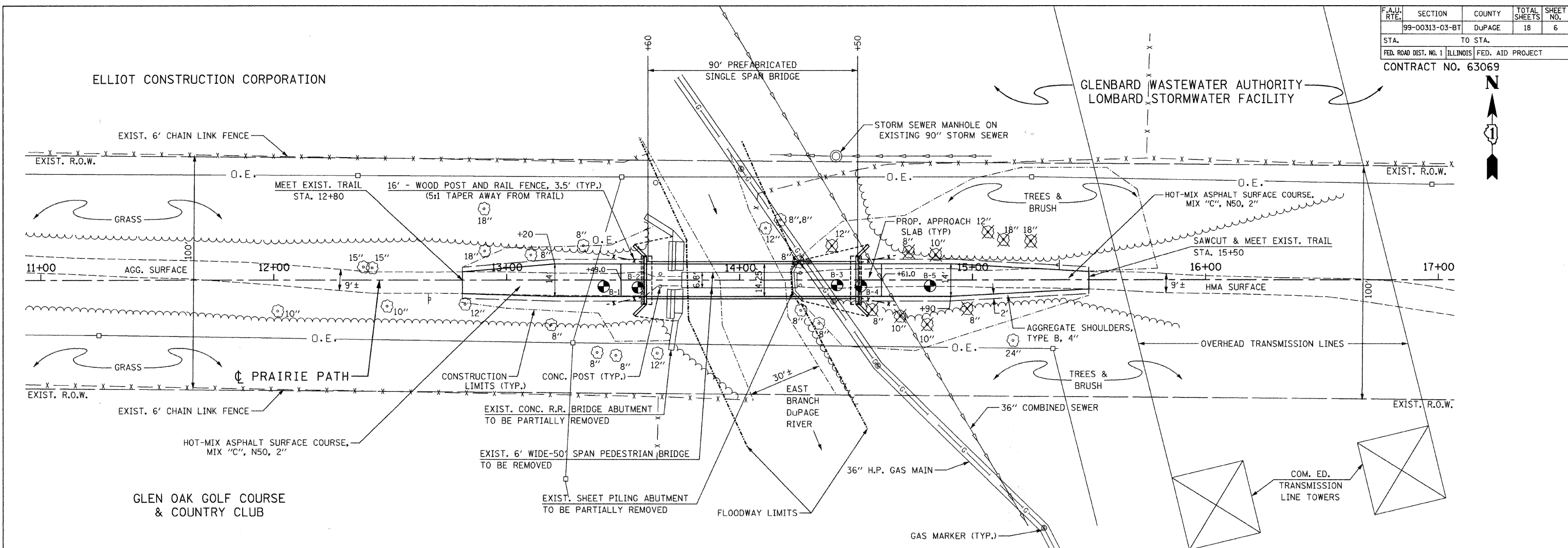
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAIL CLOSURE PLAN
C.H. 47 ILLINOIS PRAIRIE PATH
OVER THE
EAST BRANCH OF THE DuPAGE RIVER

SCALE: NOT TO SCALE
DATE: AUGUST 19, 2008

DRAWN BY: A.C.S.
CHECKED BY: S.J.P.

CR & A
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
1-312-372-2023 FAX: 1-312-372-5274

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99-00313-03-BT	DuPAGE	ILLINOIS	18	6
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS		FED. AID PROJECT	
CONTRACT NO. 63069				



REVISIONS	
NAME	DATE

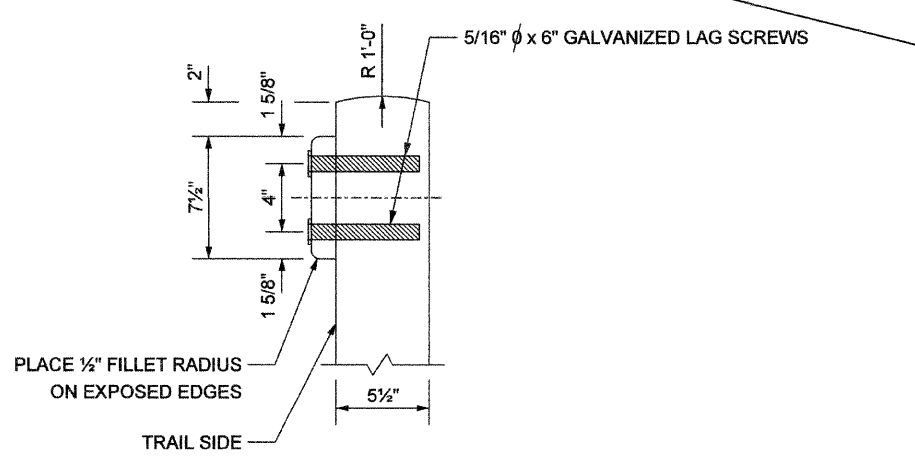
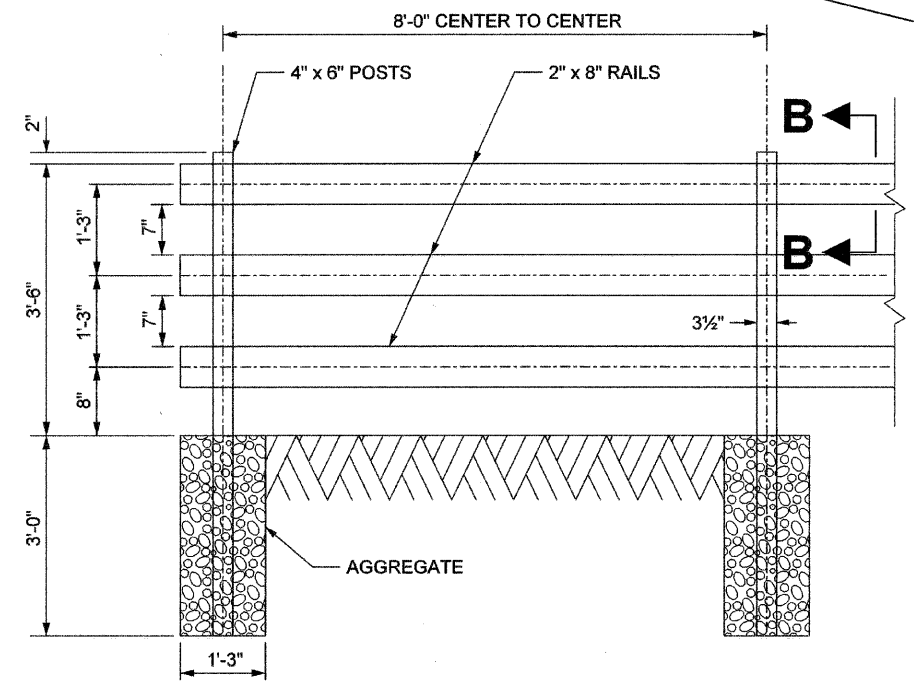
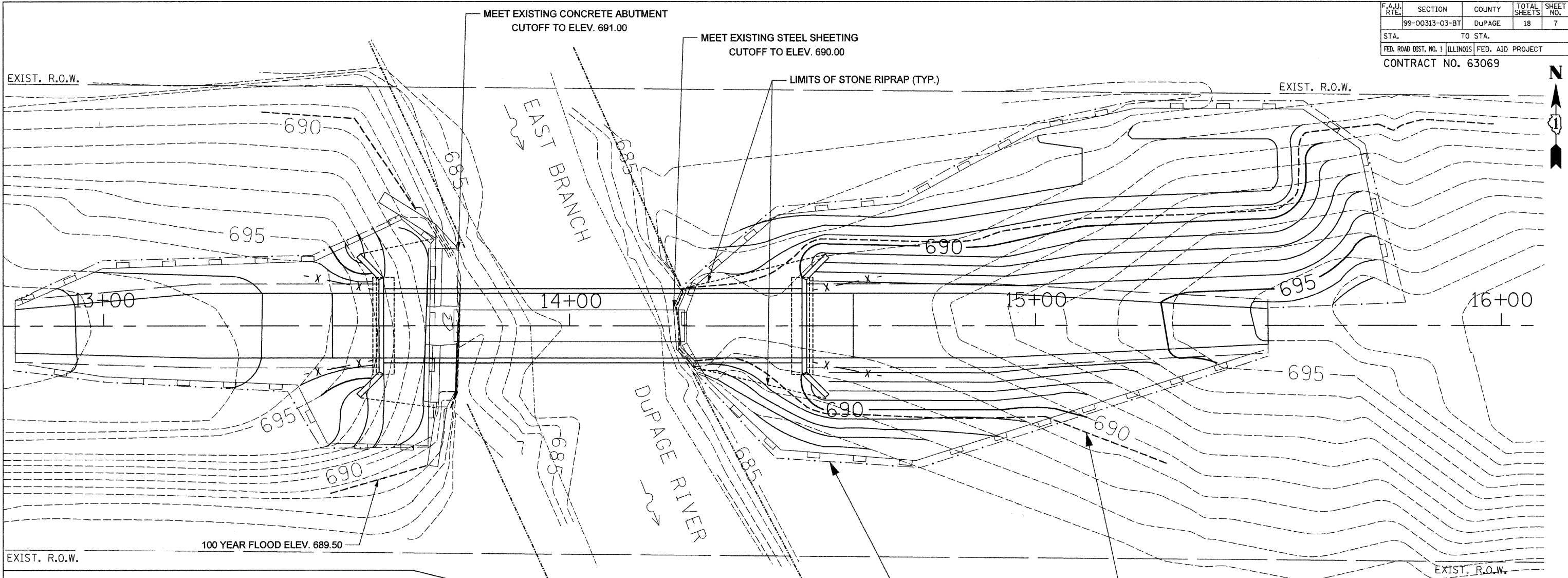
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
C.H. 47 ILLINOIS PRAIRIE PATH
OVER THE
EAST BRANCH OF THE DUPAGE RIVER

SCALE: VERT. 1" = 2'
 HORIZ. 1" = 20'

DATE: AUGUST 19, 2008

DRAWN BY: A.C.S.
 CHECKED BY: S.J.P.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99-00313-03-BT	DUPAGE	ILLINOIS	18	7
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 63069				



WOOD POST AND RAIL FENCE, 3.5 FEET - DETAIL

SECTION B-B

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CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 1-312-372-2023 FAX: 1-312-372-5274

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SITE & GRADING PLAN
 C.H. 47 ILLINOIS PRAIRIE PATH
 OVER THE
 EAST BRANCH OF THE DUPAGE RIVER

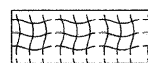
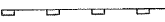
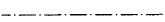


SCALE: 1" = 10'
 DATE: AUGUST 19, 2008

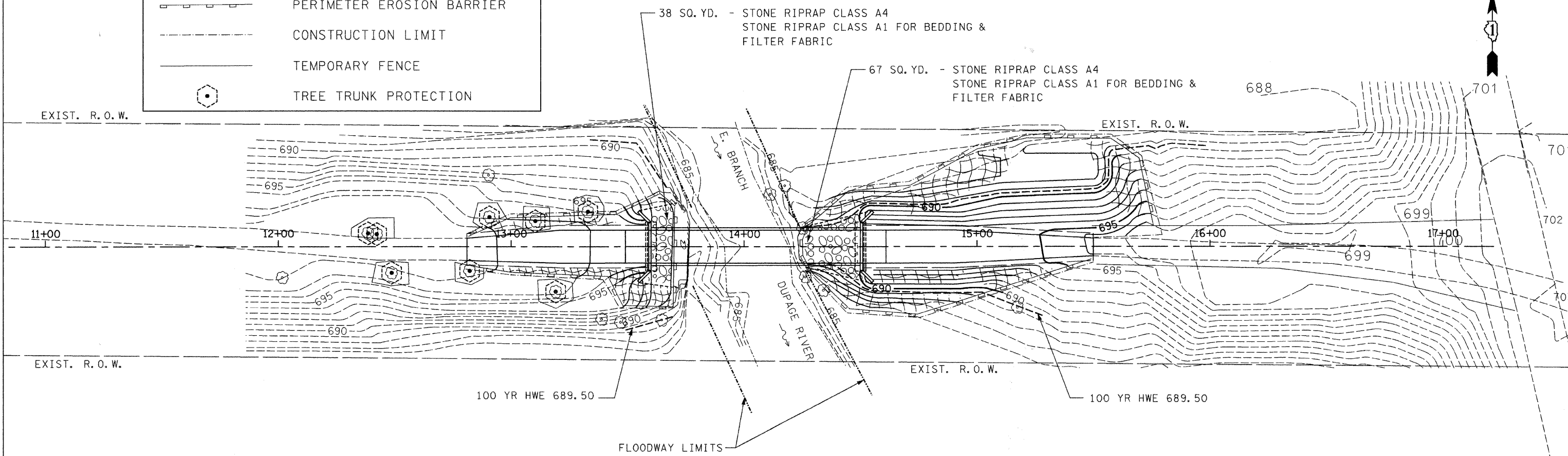
DRAWN BY: A.C.S.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00313-03-BT	DUPAGE	18	8
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 63069				



LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
-  PERIMETER EROSION BARRIER
-  CONSTRUCTION LIMIT
-  TEMPORARY FENCE
-  TREE TRUNK PROTECTION



EROSION CONTROL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 15-116 OF THE DU PAGE 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 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 PERMIT ILR40.
2. EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
3. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
4. 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. ERODABLE AREAS OUTSIDE AND DOWN SLOPE FROM THE CONSTRUCTION LIMITS SHALL BE SIMILARLY SEEDED.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN 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 IN WETLANDS.
6. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
7. WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.

8. 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.
9. 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.
10. 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.
11. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE 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.
12. THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 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.
13. 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.
14. 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.

SEQUENCE OF CONSTRUCTION

- REMOVE EXISTING BRIDGE AND PARTIAL REMOVAL OF EXISTING ABUTMENTS.
- SET UP PERIMETER EROSION CONTROL BARRIER AND PERFORM CLEARING AND TREE REMOVAL OPERATIONS.
- DRILL FOR AND INSTALL STEEL SHELL PILES AND CONSTRUCT ABUTMENTS.
- COMPLETE EXCAVATION; PLACE EMBANKMENTS AND AGGREGATE SUBGRADE; PLACE RIPRAP. PLACE TEMPORARY SEEDING ON ALL DISTURBED AREAS.
- PLACE PREFABRICATED BRIDGE; POUR CONCRETE DECK; PLACE TOPSOIL, SEEDING AND EROSION CONTROL BLANKET;
- PLACE HOT-MIX ASPHALT SURFACE AND AGGREGATE SHOULDERS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 C.H. 47 ILLINOIS PRAIRIE PATH
 OVER THE
 EAST BRANCH OF THE DUPAGE RIVER

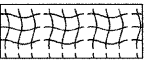
SCALE: 1" = 20'
 DATE: AUGUST 19, 2008


DRAWN BY: A.C.S.
 CHECKED BY: S.J.P.

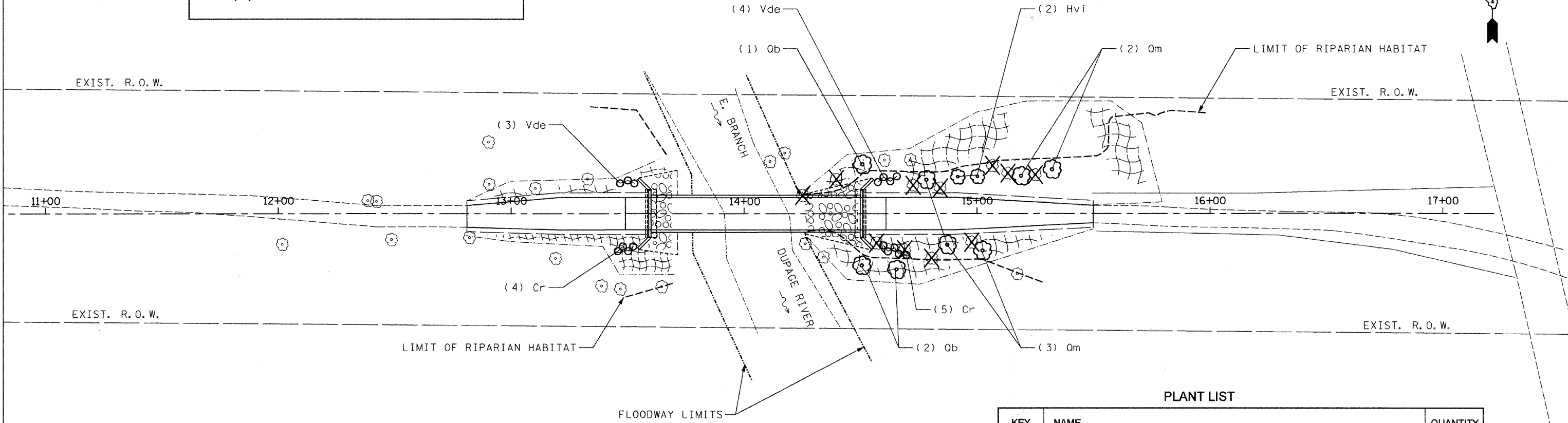
 **CHRISTIAN-ROGE & ASSOCIATES, INC.**
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 1-312-372-2023 FAX: 1-312-372-5274



LEGEND

 EROSION CONTROL BLANKET & SEEDING, CLASS 5 (MODIFIED)

 TREE REMOVAL



PLANT LIST

KEY	NAME	QUANTITY
Cr	SHRUB, CORNUS RACEMOSA (GREY DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED	9
Hvi	SHRUB, HAMAMELIS VIRGINIANA (COMMON WITCHHAZEL), 6' HEIGHT, BALLED AND BURLAPPED	2
Qb	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, BALLED AND BURLAPPED	3
Qm	TREE, QUERCUS MACROCARPA (BUR OAK), 2½" CALIPER, BALLED AND BURLAPPED	5
Vde	SHRUB, VIBURNUM DENTATUM (ARROWWOOD VIBURNUM), 3' HEIGHT, BALLED AND BURLAPPED	7

LANDSCAPING NOTES

- ALL DISTURBED AREAS SHALL BE COVERED WITH SEEDING, CLASS 5 (MODIFIED) AND EROSION CONTROL BLANKET.
- ALL PLANTS SHALL CONFORM TO THE STANDARDS ADOPTED BY THE AMERICAN ASSOCIATION OF NURSERYMEN ASA260.1.
- PLANTS SHALL BE HARDY TO USDA HARDINESS ZONE 5b AND GROWN FOR NOT LESS THAN TWO YEARS IN A NURSERY LOCATED WITHIN THE ZONES 4-5b.
- ALL PLANTS SHALL BE FREE FROM INSECT PESTS, DISEASES, SUNSCALD, KNOTS, STUBS OR DISFIGUREMENTS.
- PLANTS SHALL BE SYMMETRICAL, HEAVILY BRANCHED AND UNIFORM IN SIZE AND SHAPE WHERE THERE IS MORE THAN ONE OF A KIND.
- TREES SHALL HAVE A SINGLE UN CUT LEADER AND STRAIGHT TRUNK.
- NO PLANT SHALL HAVE MAJOR BRANCHES RUBBING, TOUCHING, OR CROSSING WHERE THEY BRANCH FROM THE TRUNK.
- DECIDUOUS SHRUBS SHALL BE PLACED FIVE FEET FROM THE PROPOSED WOOD POST AND RAIL FENCE TO HELP DELINEATE THE APPROACHING BRIDGE.

NOTE:

- ESTIMATED QUANTITIES FOR TREE TRUNK PROTECTION AND TEMPORARY FENCE HAVE BEEN INCLUDED IN THE PLANS. THE ENGINEER SHALL UTILIZE THESE QUANTITIES AS NEEDED DUE TO SITE CONDITIONS.

CR & A
CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 1-312-372-2023 FAX: 1-312-372-5274

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 LANDSCAPE REPLACEMENT PLAN
 C.H. 47 ILLINOIS PRAIRIE PATH
 OVER THE
 EAST BRANCH OF THE DUPAGE RIVER

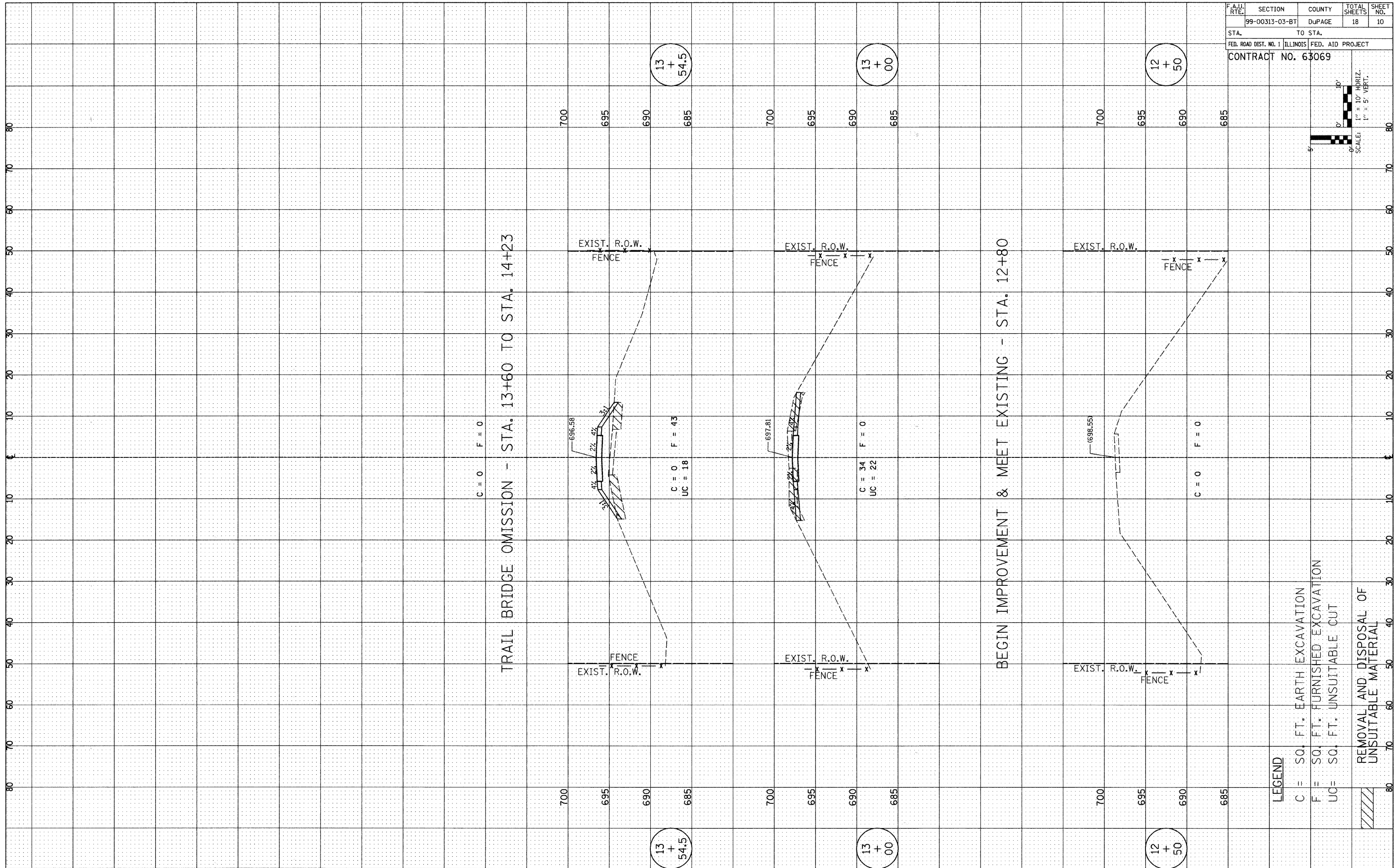
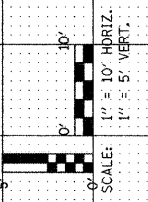
SCALE: 1" = 20'
 DATE: AUGUST 19, 2008

DRAWN BY: A.C.S.
 CHECKED BY: S.J.P.

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	REVISIONS		
	NO. _____		
	DATE _____		
	BY _____		
	DATE _____		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	REVISIONS		
	NO. _____		
	DATE _____		
	BY _____		
	DATE _____		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00313-03-BT	DUPAGE	18	10
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 63069				



LEGEND

C =	SQ. FT. EARTH EXCAVATION
F =	SQ. FT. FURNISHED EXCAVATION
UC =	SQ. FT. UNSUITABLE CUT
	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

BENCHMARK:

DuPage County Benchmark #M112001

Elev. 690.83, NAVD 29 Bronze Disk, stamped "DuPage County Maps and Plats" in northwest concrete headwall of Crescent Blvd. Bridge over the East Branch of the DuPage River, south of St. Charles Road.

EXISTING STRUCTURE:

The existing bridge structure on CH-47 Illinois Prairie Path across the East Branch of the DuPage River is a steel truss prefabricated bridge. There are no plans available for the existing bridge and abutments structures. The description is based on the field observations; all dimensions are approximate. The width of the existing bridge is 6 feet with a span length of approximately 50 feet. The bridge rests on the old railroad abutment at the west end. The abutment structure is comprised of a concrete abutment with concrete back walls. The east end of the bridge apparently rests on a steel substructure with a sheet pile wall at the river face.

SCOPE OF WORK:

1. Remove the existing superstructure in it's entirety.
2. Remove the concrete backwalls in their entirety.
3. Remove the concrete abutment above El. 691.00, estimated 45 Cu. Yd. of concrete and remove the steel sheet piles above Elev. 690.00.
4. Two 8"φ Concrete Posts at Each End of the Existing Bridge to be Removed.
5. The path will be closed during the entire period of construction. Construction is expected to last approximately two months.

Cost included with Removal of Existing Superstructure

NOTES FOR PREFABRICATED PEDESTRIAN TRUSS SUPERSTRUCTURE

The work shall consist of design, fabrication, storage, delivery and erection of a welded steel pedestrian truss superstructure, a Pratt truss style as shown. The Fabricator may submit an alternate bridge style for approval. Also included in this work shall be the furnishing and installation of Galvanized Floor Deck for concrete, all bearings, anchors and/or retainers, railings 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 Provisions "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 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 I, 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".

DESIGN SPECIFICATIONS

AASHTO 1997 "Guide Specifications For Design of Pedestrian Bridge".

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, 2008 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

ILLINOIS PRAIRIE PATH
BUILT 200_ BY
DuPAGE COUNTY
SEC. 99-00313-03-BT
STATION 14+05
LOADING H20

NAME PLATE
See Std. 515001-02

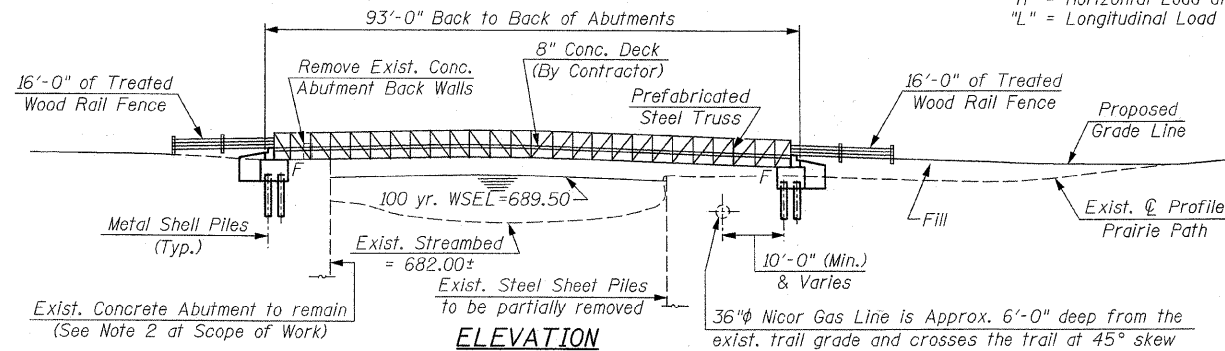
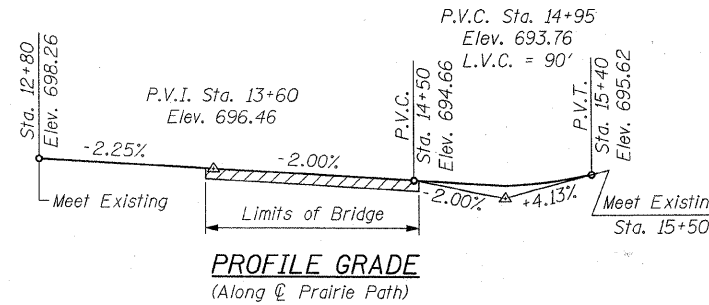
GENERAL NOTES:

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 the Production locations at Abutments specified or approved by the Engineer, before ordering the remainder of Piles.

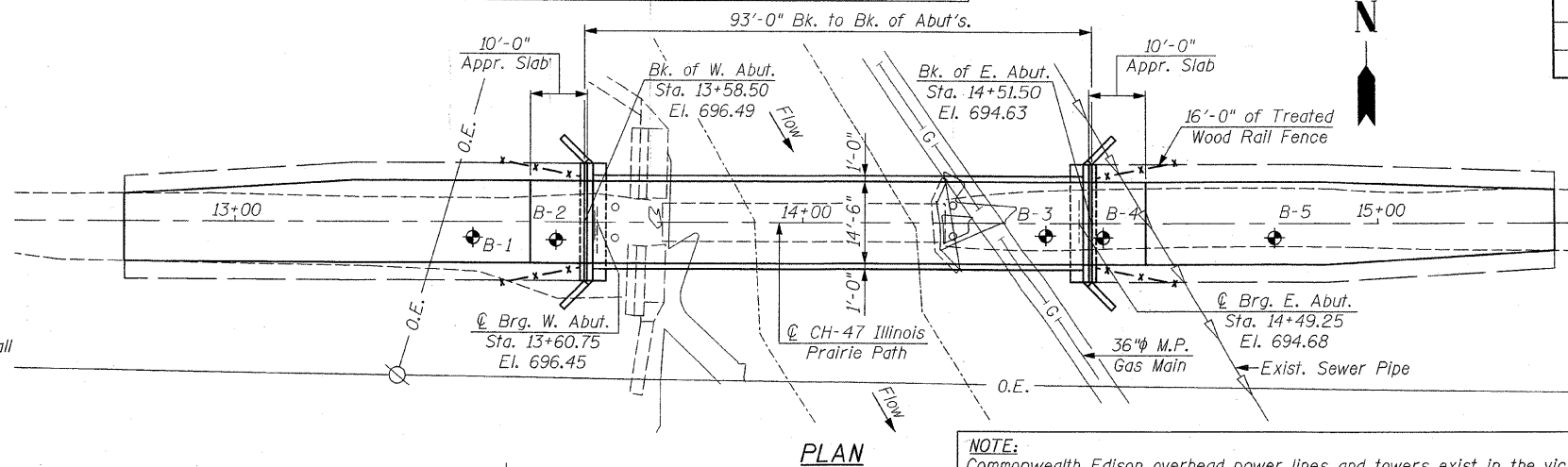
Concrete Sealer shall be applied to designated areas of the Abutments.

Reinforcement Bars designated (E) shall be Epoxy Coated.



NOTES:

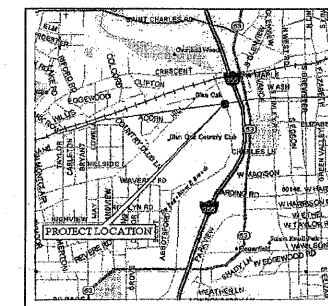
1. The bridge shall be a prefabricated steel bridge as manufactured by Continental Bridge Company or approved equal.
2. Based on the Manufacturer's shipping requirements, the bridge shall be brought to this restricted site in either two, three or four sections and spliced together in the field as per the Manufacturer's recommendations.



Indicates Boring Locations

NOTE:

Commonwealth Edison overhead power lines and towers exist in the vicinity of the proposed improvements. The work should be undertaken in close coordination with the utility company. Also precautions should be taken during the construction, so as not to damage the existing underground 36" Nicor natural gas line between the east abutment of the existing bridge and Sewer Pipe.



LOCATION SKETCH

BRIDGE REACTIONS (FOR INFORMATION ONLY)

	AT EACH ABUTMENT		
	P (LBS.)	H (LBS.)	L (LBS.)
Dead Load	+95,500	-	-
Uniform Live Load	+39,000	-	-
Vehicle Load	+40,000	-	-
Wind Uplift 20 p.s.f.	-21,500	-	-
Wind	+22,112	+21,298	-
Thermal	-	-	+7,165

Bridge Lifting Weight = 89,000 Lbs.
(Not including weight of Concrete)

+ Downward Load - Upward Load
"P" = Vertical Load
"H" = Horizontal Load at Each Footing
"L" = Longitudinal Load at Fixed Bearing

SHEET 51 OF 56

F.A.ILL. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99-00313-03-BT	DuPAGE		18	12

CONTRACT NO. 63069

INDEX OF SHEETS

- S1 GENERAL PLAN & ELEVATION
- S2 SLAB PLAN & CROSS SECTION
- S3 ABUTMENTS
- S4 METAL SHELL PILES
- S5 BRIDGE APPROACH PAVEMENT
- S6 BORING LOGS

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structure Excavation	Cu. Yd.	52.8
Concrete Structures	Cu. Yd.	35.8
Concrete Superstructure	Cu. Yd.	32.3
Reinforcement Bars, Epoxy Coated	Lbs.	9,330
Pedestrian Truss Superstructure	Sq. Ft.	4,305
Name Plates	Each	1
Removal of Existing Superstructure	L. Sum	1
Furnishing Metal Shell Piles 12" x 0.179"	Ft.	480
Driving Piles	Ft.	480
Test Pile Metal Shells	Each	2
Bridge Approach Pavement	Sq. Yd.	32.3
Porous Granular Embankment	Cu. Yd.	23.0
Concrete Sealer	Sq. Ft.	98.0
Preformed Joint Seal, 1 3/4"	Ft.	29.0

CERTIFICATION STATEMENT

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 Standard Specifications for Highway Bridges.



Bhadresh N. Shah
BHADRESH N. SHAH 08/11/08
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS LIC. No. 081-004476
EXPIRES: 11-30-08

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION

C.H. 47 ILLINOIS PRAIRIE PATH BRIDGE
OVER THE
EAST BRANCH OF THE DuPAGE RIVER
MILTON TOWNSHIP DuPAGE COUNTY

SCALE: DRAWN BY: F.M.
DATE: AUGUST 19, 2008 CHECKED BY: B.N.S.
CHRISTIAN-ROGE & ASSOC., INC.
CHICAGO ILLINOIS

REVISIONS	
NAME	DATE

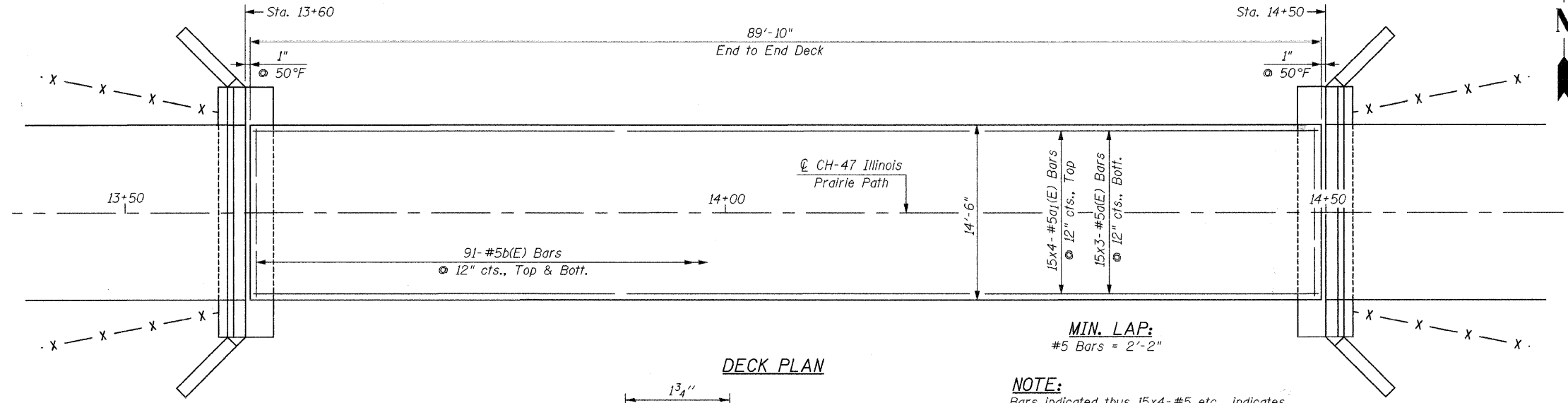
F.A.I.L. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99-00313-03-BT	DUPAGE	18	13	
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 63069

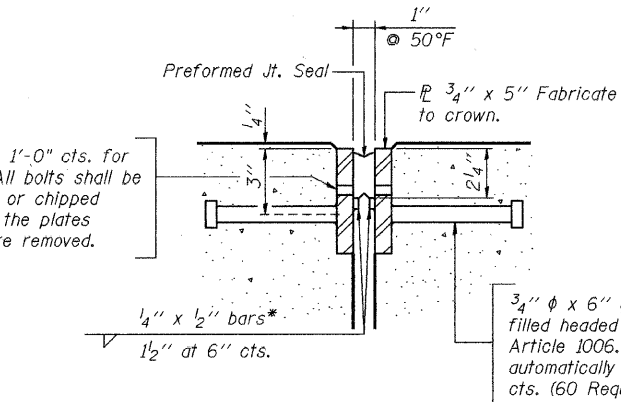
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	45	#5	31'-4"	
a ₁ (E)	60	#5	24'-1"	
b(E)	182	#5	14'-2"	
Concrete Superstructure			Cu. Yd.	32.3**
Reinforcement Bars, Epoxy Coated			Lb.	5,670
Preformed Joint Seal, 1 ³ / ₄ "			Ft.	29.0

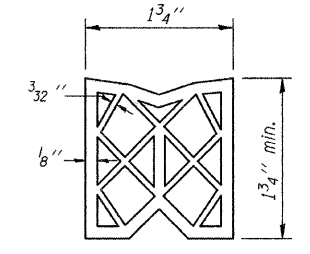
** See Abutments on Sheet S3 of S6



NOTE:
Bars indicated thus 15x4-#5 etc., indicates 15 lines of bars with 4 lengths per line.



SECTION THRU FIXED PREFORMED JOINT SEAL
(Typ. at each Abutment)



PREFORMED JOINT SEAL

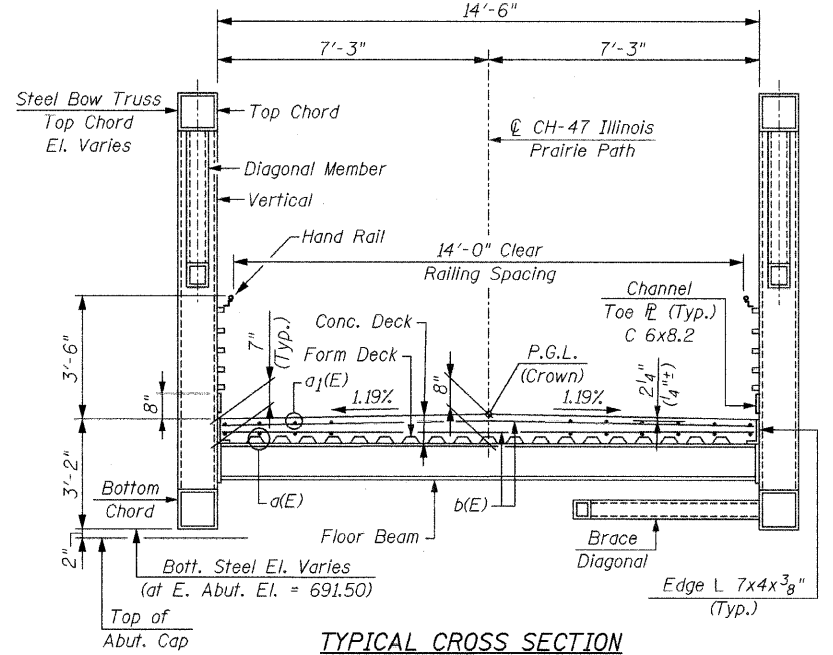
DESIGN SCOUR ELEVATION TABLE

	West Abutment	East Abutment
Design Scour Elevation (ft.)	689.67	687.80

WATERWAY INFORMATION TABLE

Drainage Area =	15.35 sq mi	Exist. Low Grade Elev. =	680.0 ft. at Station	500						
Max. Recorded H.W.E. =	688.75 ft. (1954)	Prop. Low Grade Elev. =	680.0 ft. at Station	500						
Flood	Discharge (cfs)		Waterway Opening (sf)		Natural H.W.E.	Created Head		Headwater Elevation		
	Existing	Proposed	Existing	Proposed		Existing	Proposed	Existing	Proposed	
10	Main Channel	659	659	176.98	176.98	686.30	0.58	0.58	686.88	686.88
	Relief Structure	---	---	---	---	---	---	---	---	---
	Total	659	659	176.98	176.98	686.30	0.58	0.58	686.88	686.88
50	Main Channel	822	822	207.54	207.54	686.74	0.86	0.86	687.64	687.64
	Relief Structure	---	---	---	---	---	---	---	---	---
	Total	822	822	207.54	207.54	686.74	0.86	0.86	687.64	687.64
100	Main Channel	1070	1070	249.64	249.64	687.43	1.26	1.26	688.69	688.69
	Relief Structure	---	---	---	---	---	---	---	---	---
	Total	1070	1070	249.64	249.64	687.43	1.26	1.26	688.69	688.69
Overtopping	Main Channel	---	---	---	---	---	---	---	---	---
	Relief Structure	---	---	---	---	---	---	---	---	---
	Total	---	---	---	---	---	---	---	---	---
500	Main Channel	1319	1319	287.64	287.64	688.04	1.61	1.61	689.65	689.65
	Relief Structure	---	---	---	---	---	---	---	---	---
	Total	1319	1319	287.64	287.64	688.04	1.61	1.61	689.65	689.65
10 Year Velocity through Existing Bridge = 4.29 fps					10 Year Velocity through Proposed Bridge = 4.29 fps					

DATUM: NGVD 29



TYPICAL CROSS SECTION
(Half-Through Truss Bridge With Tubular Members)

NOTE:
Handrail to meet ADA requirements.

REVISIONS	
NAME	DATE

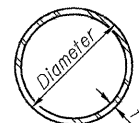
ILLINOIS DEPARTMENT OF TRANSPORTATION

SLAB PLAN & CROSS SECTION
C.H. 47 ILLINOIS PRAIRIE PATH BRIDGE
OVER THE
EAST BRANCH OF THE DUPAGE RIVER
MILTON TOWNSHIP DuPAGE COUNTY

SCALE: DRAWN BY: F.M.
DATE: AUGUST 19, 2008 CHECKED BY: B.M.S.
CHRISTIAN-ROGE & ASSOC., INC.
CHICAGO ILLINOIS

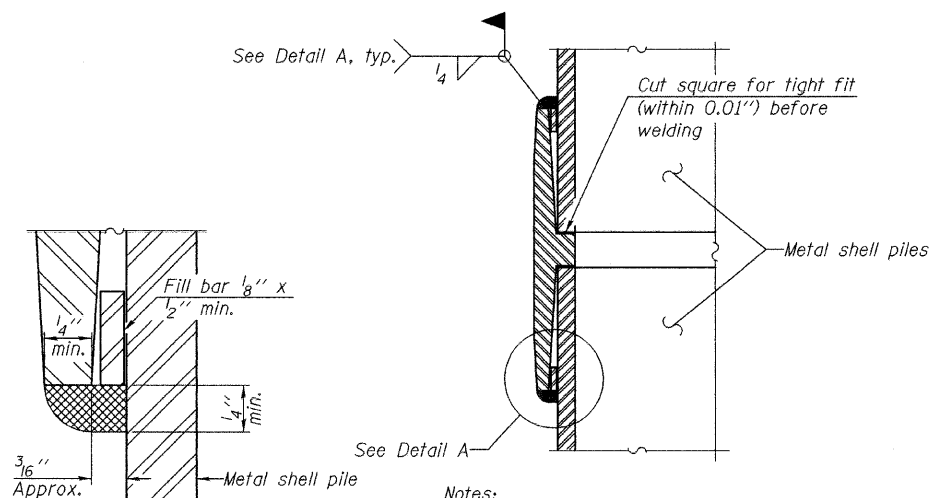
F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99-00313-03-BT	DUPAGE	18	15	
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 63069



METAL SHELL PILE TABLE

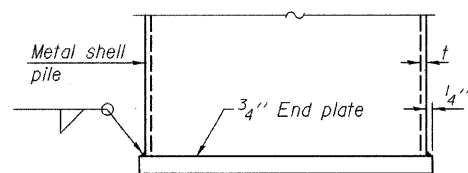
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



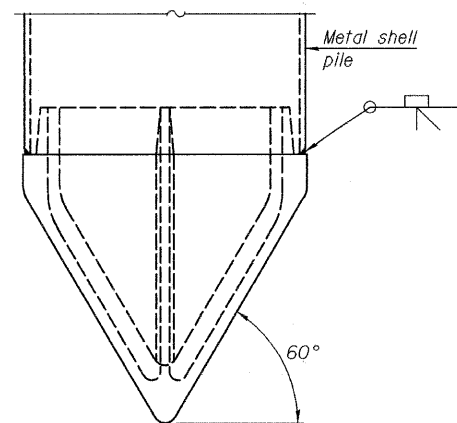
DETAIL A

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



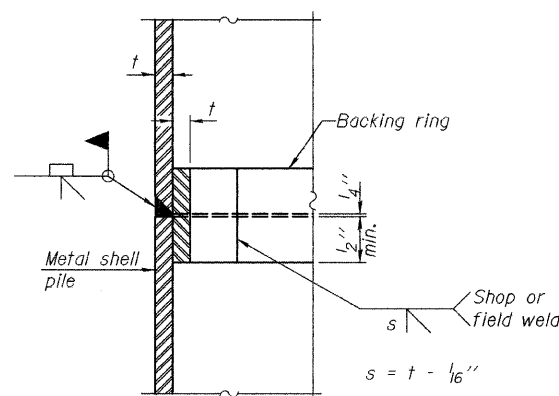
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

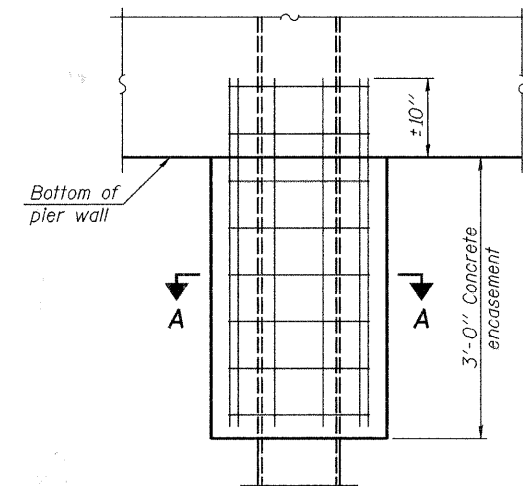
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



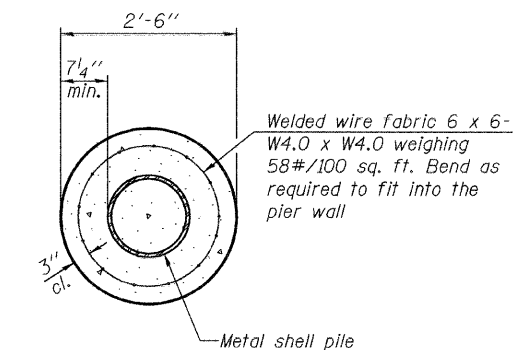
COMPLETE PENETRATION WELD SPLICE

Backing ring made from pile shell. Remove segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



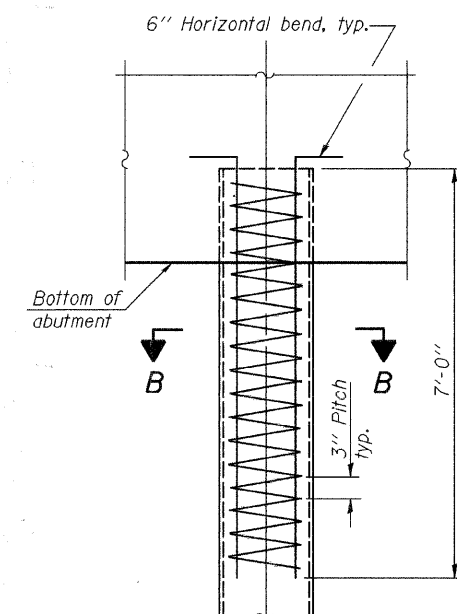
ELEVATION

CONCRETE ENCASEMENT AT PIERS



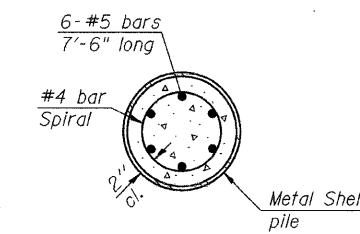
SECTION A-A

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



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

ILLINOIS DEPARTMENT OF TRANSPORTATION

METAL SHELL PILES

C.H. 47 ILLINOIS PRAIRIE PATH BRIDGE OVER THE EAST BRANCH OF THE DUPAGE RIVER MILTON TOWNSHIP DuPAGE COUNTY

SCALE: DATE: AUGUST 19, 2008 DRAWN BY: F.M. CHECKED BY: B.N.S. CHRISTIAN-ROGE & ASSOC., INC. CHICAGO ILLINOIS

REVISIONS	
NAME	DATE

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

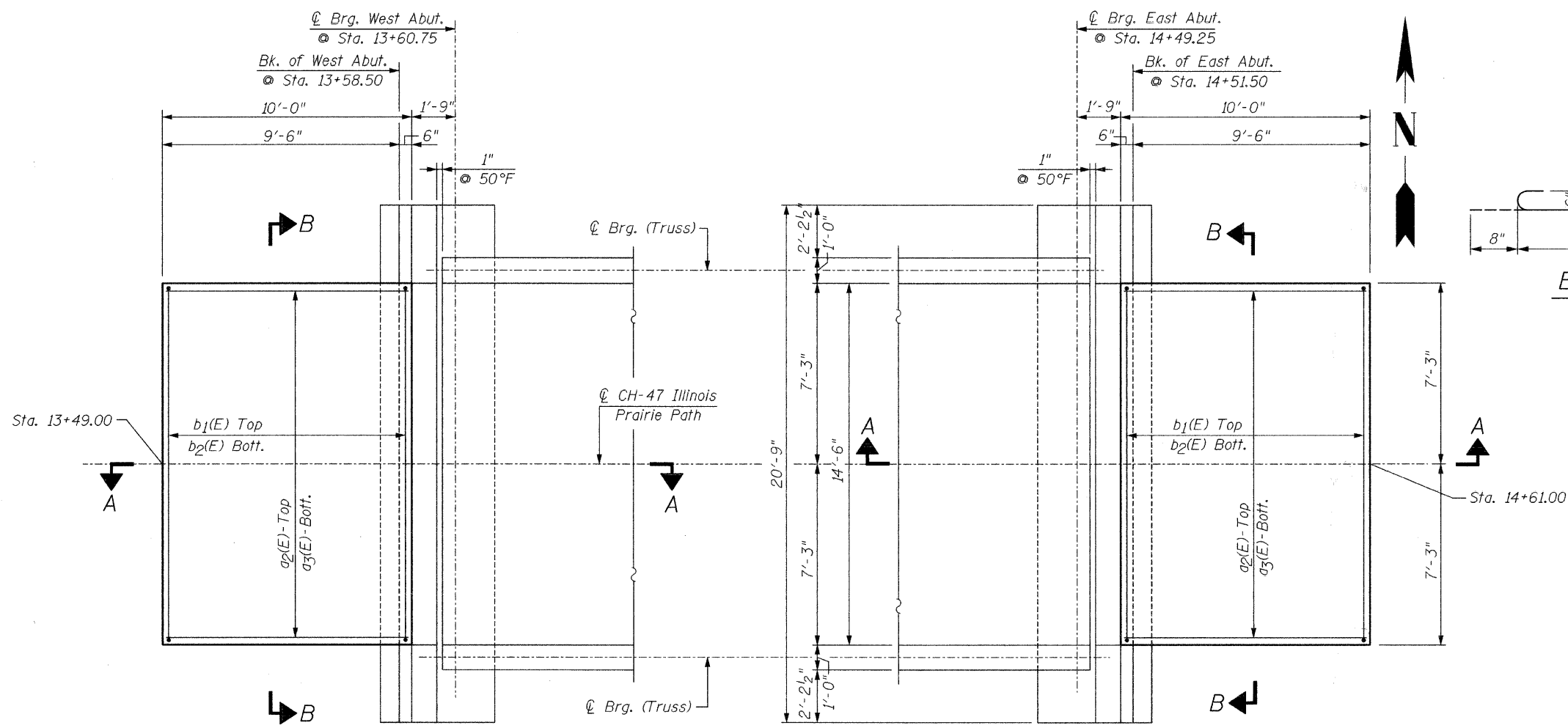
FALL RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99-00313-03-BT	DUPAGE	18	16	
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 63069

**BILL OF MATERIAL
BOTH APPROACH PAVEMENTS**

Bar	No.	Size	Length	Shape
a ₂ (E)	30	#4	9'-8"	—
a ₃ (E)	40	#6	11'-0"	—
b ₁ (E)	18	#4	14'-2"	—
b ₂ (E)	22	#5	14'-2"	—
Reinforcement Bars, Epoxy Coated			Lb.	1,350
Bridge Approach Pavement			Sq. Yd.	32.3

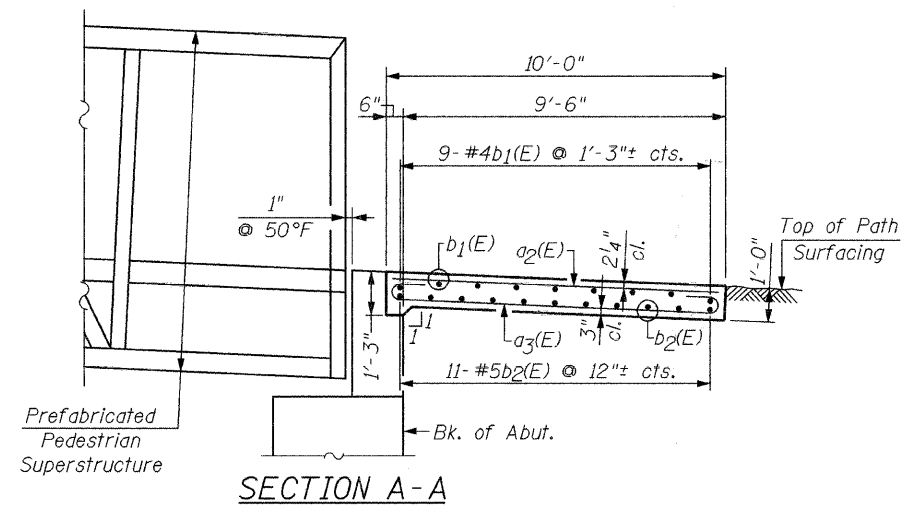
NOTE:
Cost of Reinforcement is included with Pay Item of Bridge Approach Pavement



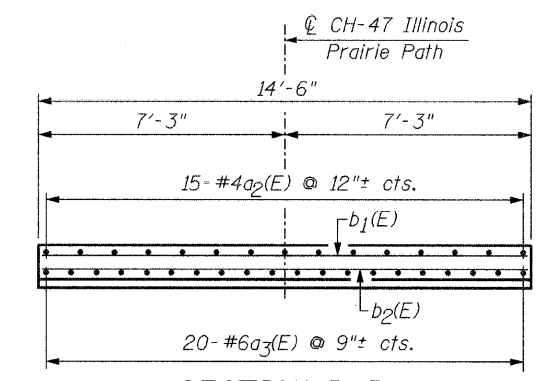
WEST APPROACH

PLAN

EAST APPROACH



SECTION A-A



SECTION B-B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT

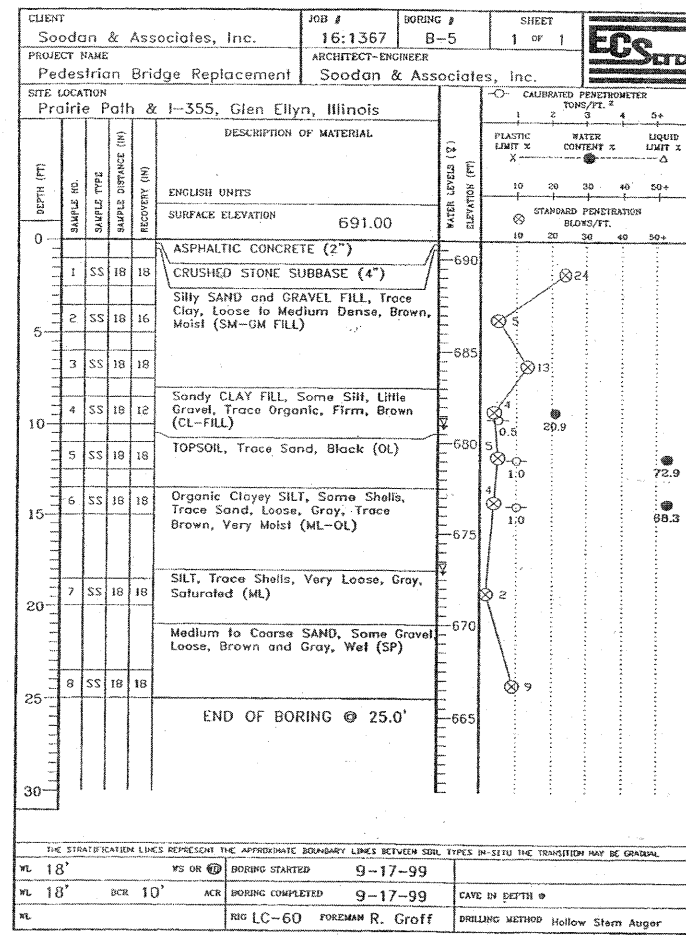
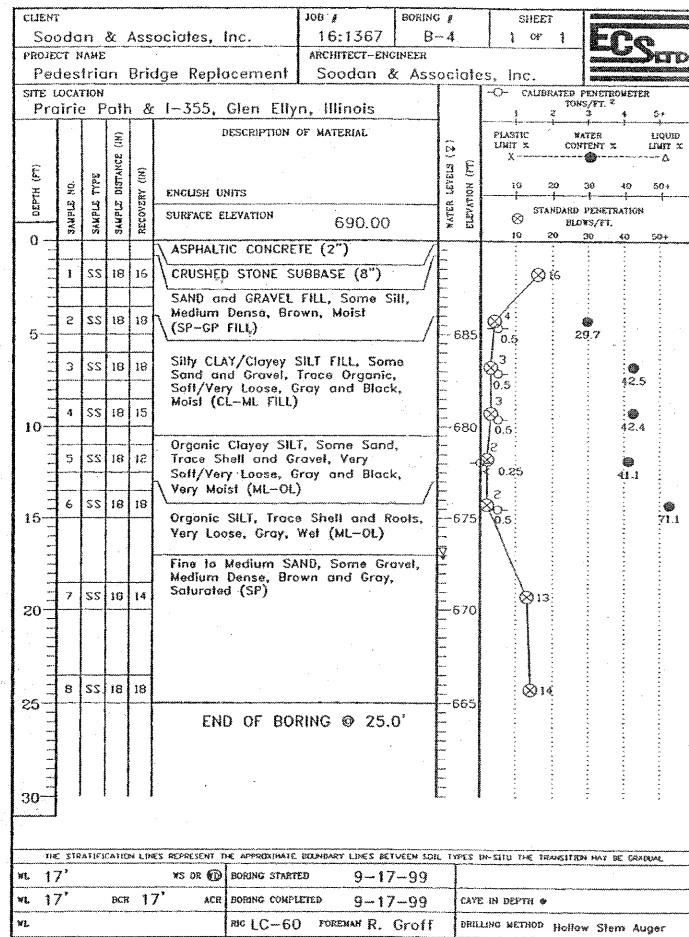
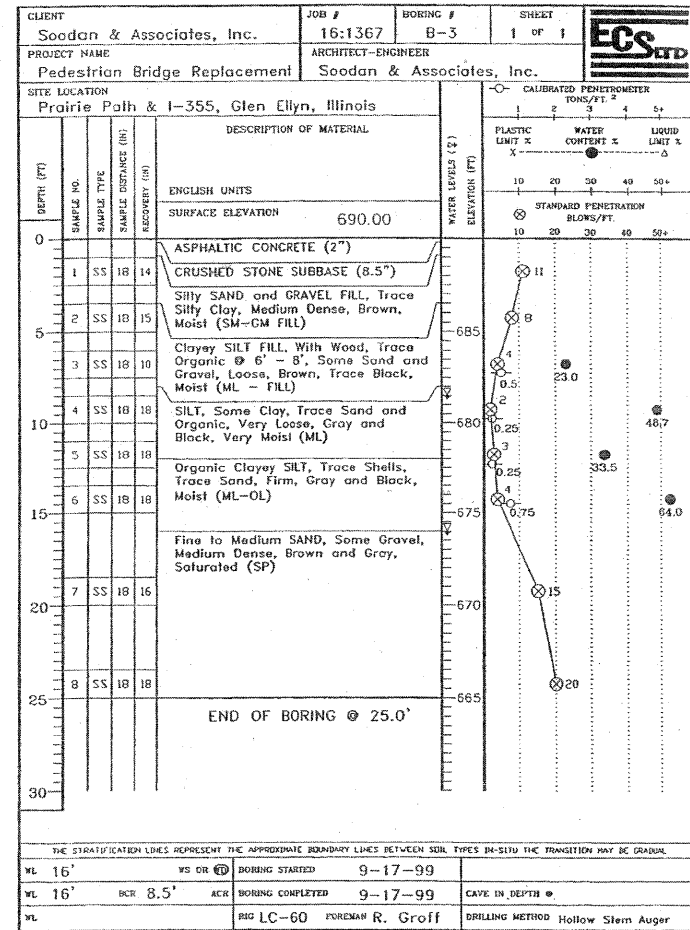
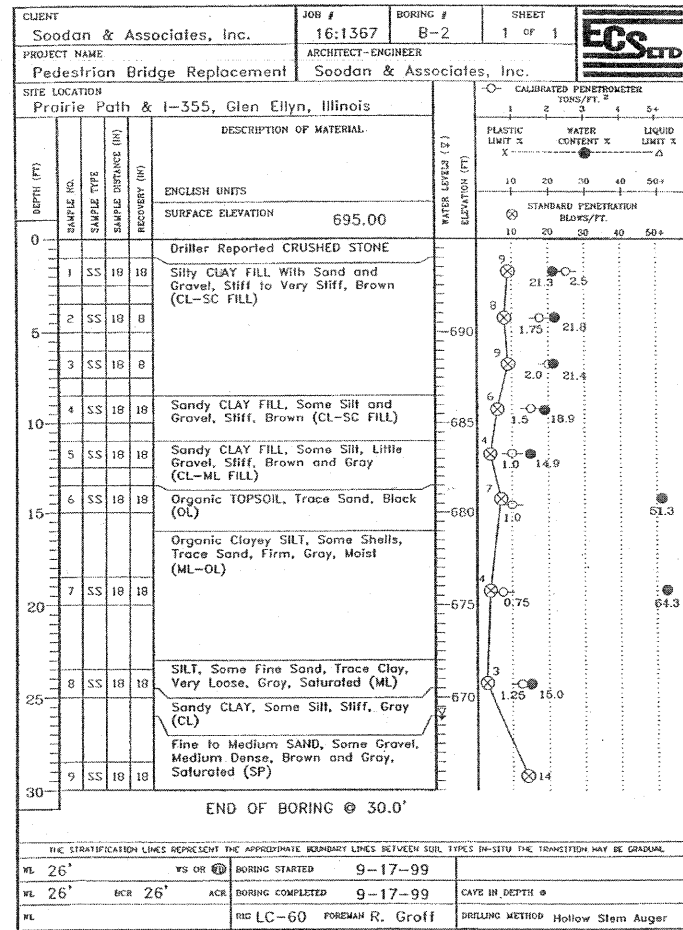
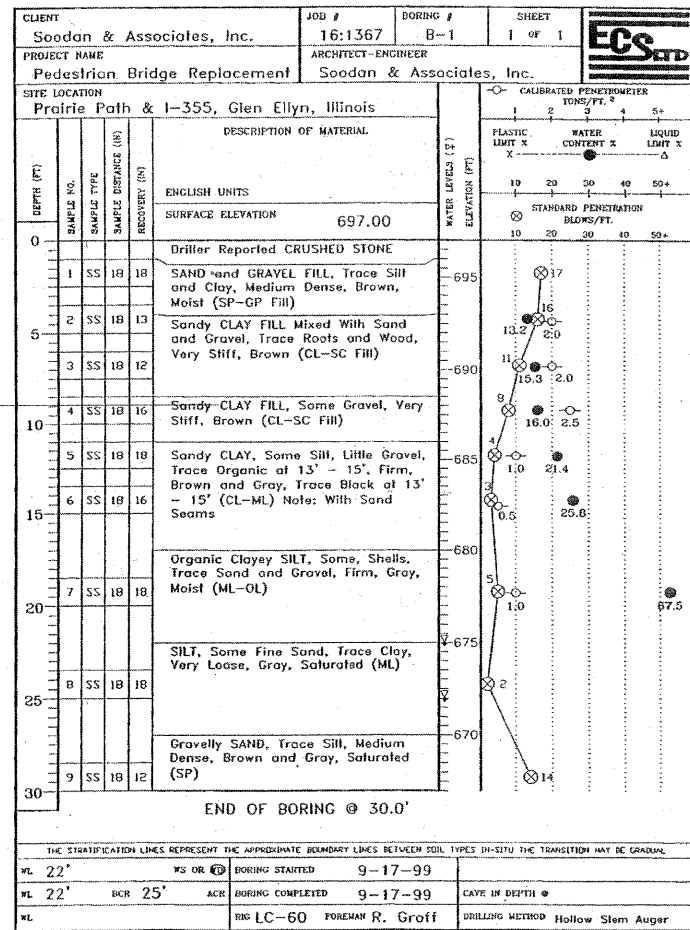
C.H. 47 ILLINOIS PRAIRIE PATH BRIDGE OVER THE EAST BRANCH OF THE DUPAGE RIVER MILTON TOWNSHIP DUPAGE COUNTY

SCALE: DATE: AUGUST 19, 2008 DRAWN BY: F.M. CHECKED BY: B.N.S.

CHRISTIAN-ROGE & ASSOC., INC.
CHICAGO ILLINOIS

F.A.I.L. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00313-03-BT	DUPAGE	18	17
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 63069



ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS

C.H. 47 ILLINOIS PRAIRIE PATH BRIDGE OVER THE EAST BRANCH OF THE DUPAGE RIVER MILTON TOWNSHIP DUPAGE COUNTY

SCALE: DRAWN BY: F.M. CHECKED BY: B.N.S.
DATE: AUGUST 19, 2008

CHRISTIAN-ROGE & ASSOC., INC. CHICAGO ILLINOIS

REVISIONS	
NAME	DATE

**CONSTRUCTION / CROSSING PROCEDURE
CROSSING TRANSMISSION PIPELINES / USING NICOR GAS' PROPERTY**

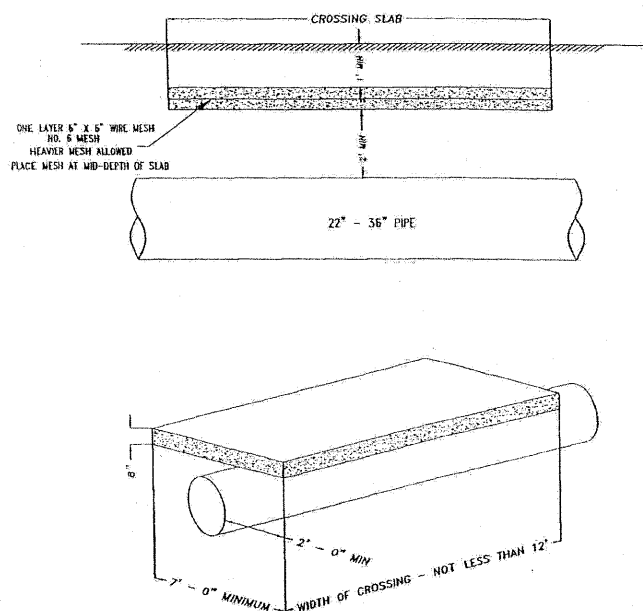
**IMPORTANT ITEMS TO CONSIDER WHEN PLANNING TO CROSS OR WORK
IN CLOSE PROXIMITY TO NICOR GAS' OWNED AND OPERATED
TRANSMISSION PIPELINE(S)**

- 1) Prior to commencement of construction: (i) all plans for the proposed facility will have been reviewed and approved by Nicor Gas; (ii) all documentation authorizing the installation of the proposed facility across Nicor Gas owned and operated transmission pipelines and/or Nicor Gas owned property will have been finalized; (iii) all applicable permits for the proposed facility will have been obtained from the appropriate municipal, governmental and/or regulatory agency; (iv) all required proof of insurance will have been furnished to Nicor Gas; and, (v) all required fees, if any, will have been paid to Nicor Gas.
- 2) At no time is any work to be performed within fifteen (15) feet of Nicor Gas' existing transmission pipeline(s) without a Nicor Gas representative being present. To discuss construction procedures and to arrange for on-site inspection services, contact Nicor Gas' Transmission Department Supervisor at 630-983-8888, extension 3145, well in advance of the estimated start of construction (not less than 72 hours). At that time be prepared to discuss: (i) proposed method of installation; and, (ii) proposed staging plans, including but not limited to, storage of material, marshalling of equipment and crew, and construction time line. At that time, Nicor Gas' Transmission Department Supervisor may approve your construction plans or may require the plans be modified to address Nicor Gas' reasonable safety concerns and engineering criteria. So long as such plans and specifications meet Nicor Gas' reasonable approval, construction approval will not be unreasonably delayed.
- 3) All digging within ten (10) feet of Nicor Gas' transmission pipeline(s) will be performed by hand until the pipeline has been exposed; then, if approved by Nicor Gas' on-site representative, mechanical excavation equipment may be used until within five (5) feet of Nicor Gas' transmission pipeline(s); afterwards, all excavation will be performed by hand, or as directed by Nicor Gas' on-site representative.
- 4) Unless otherwise previously agreed, the proposed underground facility will be located below the existing transmission pipeline(s) with a minimum separation of two (2) feet.

DATE	
BY	
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

DATE	
BY	
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

TS 30.104.138



- NOTES:
1. CONCRETE SLAB TO BE A MINIMUM OF 2 FEET ABOVE PIPE, 7" WIDE, 8" IN DEPTH, AND OF LENGTH EQUAL TO CROSSING WIDTH.
 2. CAST CONCRETE SLAB A MINIMUM OF 7 DAYS IN ADVANCE OF CONSTRUCTION WITH 3000 PSI CONCRETE.
 3. CONCRETE MAY BE EARTH FORMED.
 4. PROVIDE TEMPORARY FENCING FOR INDICATING CROSSING LOCATION.
 5. PREVENT CROSSING OF PIPE LINE AT ALL OTHER LOCATIONS.
 6. MAXIMUM LOADING: 15,000 LB. WHEEL LOAD

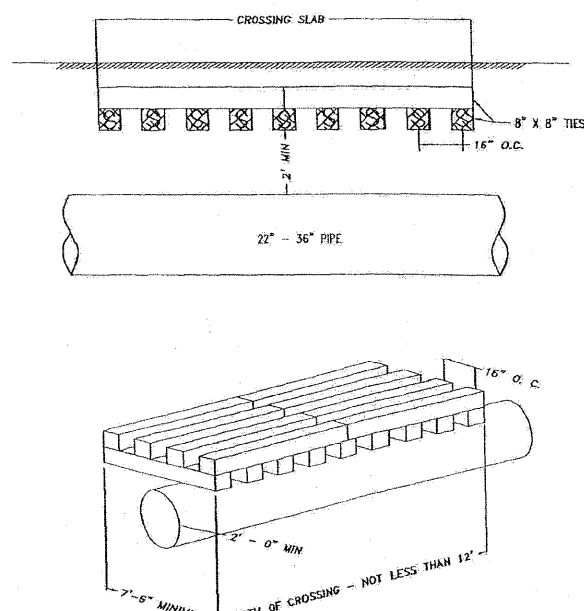
November 19, 2004



APPROVED BY: *[Signature]*
DATE: 7-18-2000

DETAIL OF CONCRETE SLAB FOR HEAVY EQUIPMENT CROSSING PIPELINES

TS 30.104.128



- NOTES:
1. LAY TIES IN TWO LAYERS. SET LOWER TIES AND BACKFILL TO TOP OF TIES; SET SECOND LAYER AND BACKFILL TO GRADE.
 2. PROVIDE TEMPORARY FENCE TO DEFINE CROSSING.
 3. MAINTAIN TEMPORARY FENCING DURING CONSTRUCTION.
 4. MAX LOADING: WHEEL LOAD: 15,000 LBS., TRACK LOAD: 80,000 LBS.



APPROVED BY: *[Signature]*
DATE: 7-27-2000

DETAIL OF TIE SLAB FOR HEAVY EQUIPMENT CROSSING PIPELINES

**PROTECTION OF TRANSMISSION PIPELINES
SAFETY AND DESIGN CONSIDERATIONS**

**IMPORTANT INFORMATION FOR ALL PARTIES WHO WILL BE (OR ARE)
INVOLVED IN ANY PROPOSED (OR CURRENT) DESIGN OR
CONSTRUCTION ACTIVITY ACROSS OR IN CLOSE PROXIMITY
TO NICOR GAS' OWNED AND OPERATED TRANSMISSION PIPELINE(S)**

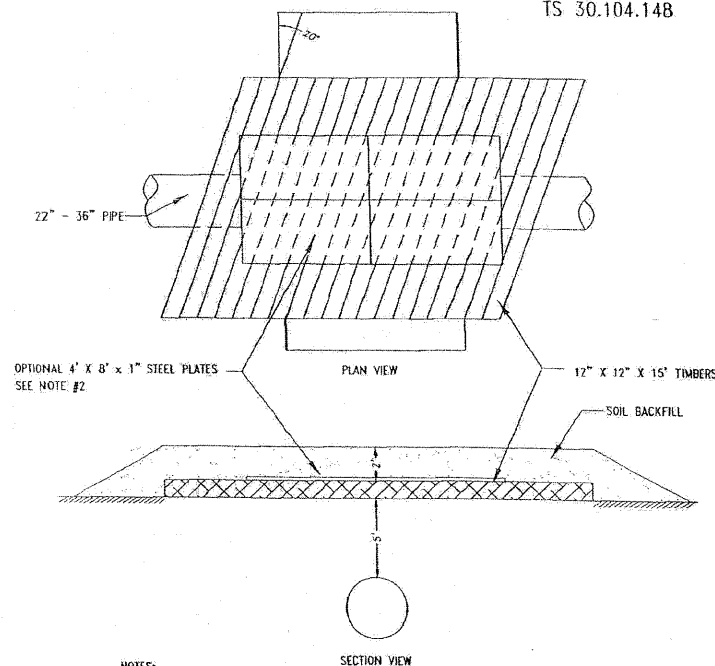
Please be advised that your project, as currently proposed, appears to directly impact a Nicor Gas owned and operated, buried, large diameter, high pressure, natural gas transmission pipeline (or pipelines). Great care must be taken to protect the integrity of the transmission pipeline(s). Please familiarize yourself with the information contained in this memo and in the accompanying attachments. Please employ all of the stipulated criteria in your design process and in your construction plans, details and specifications. Nicor Gas will insist that all such criteria and precautions be implemented. This will be done in order to: (i) prevent damage to the transmission pipeline(s); and, (ii) insure the safety of those individuals living and/or working in close proximity to the transmission pipeline(s).

In particular, this information package addresses issues including, but not limited to, required clearances, weight distribution and protective padding for heavy equipment operation over or in close proximity to Nicor Gas' transmission pipeline(s). Any proposed improvement(s) must maintain a defined minimum distance from the transmission pipeline, both vertically and horizontally. Drawings for all temporary or permanent facilities must be reviewed and approved in advance of construction. All heavy equipment crossings must be approved in advance and specific pad protection (temporary or permanent) must be installed in order to prevent vibration and/or compression damage to the transmission pipeline(s).

In addition to engineering concerns, there are timing and real estate considerations that must also be addressed. Due to Nicor Gas' system requirements, the redesign or realignment of the existing transmission pipeline(s) can only be performed during a limited seasonal window. Material to facilitate agreed changes may need to be designed and ordered as much as a year in advance. The cost to install such protective measures, or to initiate changes in transmission pipeline alignment, may be substantial. If Nicor Gas owns the right-of-way, there may also be a Real Estate element to address. This may involve Nicor Gas granting a license or easement to document the nature and limits of the proposed installation. If so, there will probably be a fee due Nicor Gas as consideration for the grant.

(UPDATED SEPTEMBER 25, 2000)

TS 30.104.148



- NOTES:
1. 12" X 12" X 15' TIMBERS LAID SIDE BY SIDE ON GRADE - 20 OFF PERPENDICULAR TO PIPE CENTERLINE WITH 2' OF COVER OVER TIMBER.
 2. IF POOR SOIL CONDITIONS EXIST, NICOR FIELD REPRESENTATIVE MAY REQUIRE STEEL PLATES CENTERED ON TOP OF TIMBERS (AS SHOWN ABOVE).
 3. STEEL PLATES SHALL BE 4" X 8" X 1/2" GRADE OF STEEL SHALL BE ASTM A-36.
 4. PROVIDE TEMPORARY FENCE TO DEFINE CROSSING.
 5. MAINTAIN TEMPORARY FENCING DURING CONSTRUCTION.
 6. EXCAVATING EQUIPMENT CAN NOT BE OPERATED WHILE SITTING ON PROTECTIVE STRUCTURE.

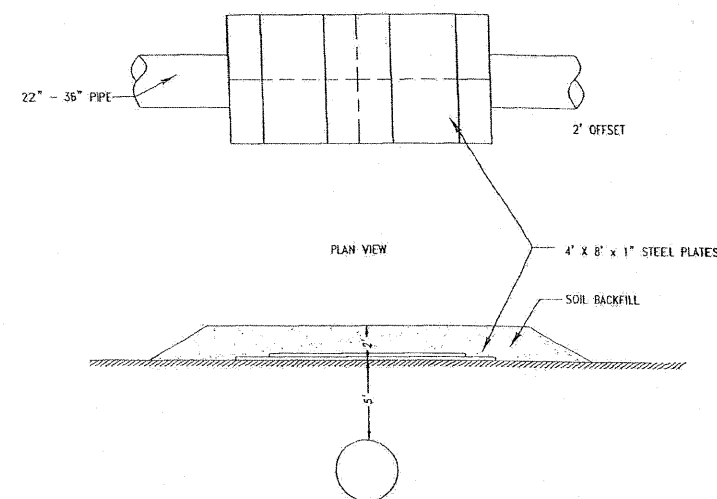


APPROVED BY: *[Signature]*
DATE: 7-18-2000

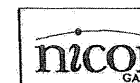
ALTERNATE CROSSING FOR HEAVY EQUIPMENT CROSSING PIPELINES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00313-03-BT	DuPAGE	18	18
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 63069				

TS 30.104.150



- NOTES:
1. STEEL PLATES SHALL BE 4" X 8" X 1/2" GRADE OF STEEL SHALL BE A-36.
 2. PLACE STEEL SHEETS IN TWO LAYERS AS SHOWN ABOVE. ALIGNMENT OF THE UPPER LAYER SHALL BE PERPENDICULAR TO THE LOWER LAYER WITH 2' OF COVER OVER STEEL PLATES.
 3. PROVIDE TEMPORARY FENCE TO DEFINE CROSSING.
 4. MAINTAIN TEMPORARY FENCING DURING CONSTRUCTION.
 5. EXCAVATING EQUIPMENT CAN NOT BE OPERATED WHILE SITTING ON PROTECTIVE STRUCTURE.



APPROVED BY: *[Signature]*
DATE: 7-18-2000

ALTERNATE CROSSING FOR HEAVY EQUIPMENT CROSSING PIPELINES



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROTECTION OF TRANSMISSION PIPELINES
C.H. 47 ILLINOIS PRAIRIE PATH
OVER THE
EAST BRANCH OF THE DUPAGE RIVER

SCALE: NONE
DATE: AUGUST 19, 2008

DRAWN BY: A.C.S.
CHECKED BY: S.J.P.