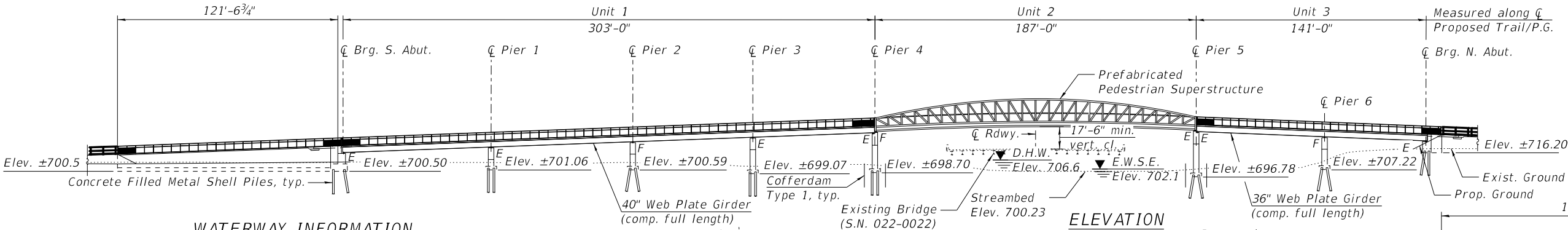


Bench Mark: WI15004. Brass disk monument on southwest wingwall of existing bridge S.N. 022-0022, Roosevelt Rd. over the West Branch DuPage River, Elev. 714.87.

Existing Structure: None



WATERWAY INFORMATION

Drainage Area = 58.5 sq. mi. Low Grade Elev. N/A @ Sta. N/A									
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²	Nat.	Head - Ft.	Headwater El.	Exist.	Prop.	Exist.
Design	10	1,700	N/A	N/A	N/A	N/A	705.78	705.79	705.79
Base	50	2,400	N/A	N/A	N/A	N/A	707.07	707.07	707.07
Overtopping	100	2,700	N/A	N/A	N/A	N/A	707.63	707.64	707.64
Max. Calc.	500	3,550	N/A	N/A	N/A	N/A	709.05	709.06	709.06

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)					
S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5
700.50	701.06	700.50	699.07	697.20	696.78

OFFSET SKETCH

(Unit 1, curve 1)

OFFSET SKETCH

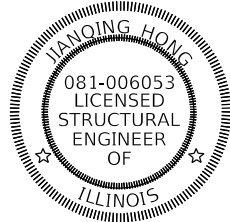
(Unit 1, curve 2)

OFFSET SKETCH

(Unit 3)

LEGEND

- Aerial Power Line Pole
- Manhole
- Aerial Power Line
- Underground Water
- Underground Sanitary Sewer



Robert Hong

JIANQING HONG, P.E., S.E.

NO. 081-006053

EXP. DATE 11/30/2026

APPLIES TO SHEETS 79-129

I certify that to the best of knowledge, information and belief, this design is structurally adequate for the design loads shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the AASHTO LRFD Specification.

GENERAL PLAN AND ELEVATION

WEST BRANCH DUPAGE RIVER

BIKE TRAIL CONNECTOR

DUPAGE COUNTY

Sta. 114+71.37

STRUCTURE NO. 022-9023

CURVE DATA

(Unit 1, Curve 1)

P.I. Sta. = 110+94.25
Δ = 42° 31' 24" (RT)
D = 25° 27' 53"
R = 225.00'
T = 87.55'
L = 166.99'
E = 16.43'
e = N/A
T.R. = N/A
S.E. Run = N/A
P.C. Sta. = 110+06.70
P.T. Sta. = 111+73.69

CURVE DATA

(Unit 1, Curve 2)

P.I. Sta. = 113+14.21
Δ = 45° 26' 53" (LT)
D = 33° 42' 12"
R = 170.00'
T = 71.20'
L = 134.85'
E = 14.31'
e = N/A
T.R. = N/A
S.E. Run = N/A
P.C. Sta. = 112+43.01
P.T. Sta. = 113+77.86

CURVE DATA

(Unit 3)

P.I. Sta. = 117+25.73
Δ = 71° 07' 26" (RT)
D = 25° 27' 53"
R = 225.00'
T = 160.86'
L = 279.30'
E = 51.59'
e = N/A
T.R. = N/A
S.E. Run = N/A
P.C. Sta. = 115+64.87
P.T. Sta. = 118+44.17

DESIGN SPECIFICATIONS

LRFD Guide Specifications for Design of Pedestrian Bridges;

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition;

AASHTO Guide Specifications for Horizontally Curved Steel Highway Bridges, 2003

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1

Design Spectral Acceleration at 1.0 sec. (SD1) = 0.088g

Design Spectral Acceleration at 0.2 sec. (SDS) = 0.159g

Soil Site Class = D

LOADING H10

Alternative Uniform Pedestrian Live Load = 90 psf

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Superstructure)

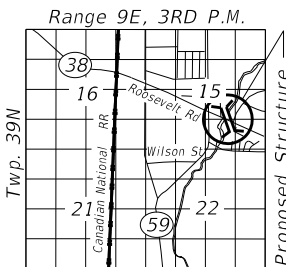
f'c = 3,500 psi (Substructure)

fy = 60,000 psi (reinforcement)

fy = 50,000 psi (M270 Grade 50W)

PROFILE GRADE

(along Proposed Trail/P.G.)



LOCATION SKETCH

MODEL: Default
FILE: W:\15004 - West Branch DuPage River Trail Connector\15004-01-STR-GENERAL PLAN ELEVATION
PROJECT: 15004 - West Branch DuPage River Trail Connector\15004-01-STR-GENERAL PLAN ELEVATION
SHEET: 15004-01-STR-GENERAL PLAN ELEVATION

LOCHNER

H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME

Personal

DESIGNED

CMM

DRAWN

MWM

CHECKED

BJN

DATE

8/27/2025

REVISED

10/24/2025 TAT

REVISED

REVISED

REVISED

REVISED

REVISED

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL

SCALE:

SHEET 1

OF 51

SHEETS

STA.

TO STA.

F.A.U.

SECTION

16-F3000-15-BT

CONTRACT NO. 61J54

ILLINOIS

FED. AID PROJECT

COUNTY

DUPAGE

TOTAL

148

SHEET

79

GENERAL NOTES:

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas or coated metallized areas. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dipped galvanized in uncoated areas. Fasteners shall be ASTM F 3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts 7/8 in. Ø, holes 15/16 in. Ø, unless otherwise noted.

2. Calculated weight of Structural Steel:
Grade 50W = 195,000 lbs.
Grade 36 = 1,150 lbs.

3. All structural steel shall be AASHTO M270 Grade 50W except expansion joints which shall be AASHTO M270 Grade 36.

4. No field welding is permitted except as specified in the contract documents.

5. Reinforcement bars designated (E) shall be epoxy coated.

6. All exposed concrete edges shall have a 3/4" x 45 degree chamfer, except where shown otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.

7. Reinforcement bar bending dimensions are out to out.

8. Bars noted thus, 3x2-#5, indicates 3 lines of bars within 2 lengths of bars per line.

9. Contractor shall not scale dimensions from the contract plans for construction purposes.

10. No construction joints except those shown on the plans will be allowed unless approved by the Engineer.

11. It shall be the Contractor's responsibility to verify the location of all utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123

12. Temporary soil retention systems, sheeting, bracing or cofferdams shall be constructed at the locations shown on the plans and/or as required for the excavation to protect the adjacent areas from settling or falling into the excavated areas.

13. The soil borings represent point information. Presentation of this information in no way implies that subsurface conditions are the same at locations other than the exact location of the boring.

14. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

15. All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

16. Ream cross frame connection holes during shop assembly, or provide detailing and fabrication controls acceptable to the Engineer which ensures accuracy such that field reaming will not exceed the amount permitted in Article 505.08(l) of the Standard Specification.

17. A comprehensive Steel Erection plan shall be provided detailing the proposed methods, procedures, and plans for the erection of the structural steel to the desired lines, elevations and geometry included in the Contract Plans. The Erection Plan shall be complete in detail for all phases of the erection process and shall describe the erection procedures, sequences, geometry controls and adjustment procedures, temporary shoring or bracing, bearing and anchor bolt placement, bolt installation and tightening procedures, and shall include all necessary drawings and calculations, The Erection Plan shall be prepared and sealed by an Illinois Licensed Structural Engineer and shall be submitted to the Engineer for review and acceptance.
18. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

19. The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for bridge slab shall be removed prior to placement of bridge approach slab.

20. Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

GENERAL NOTES (CONTINUED):

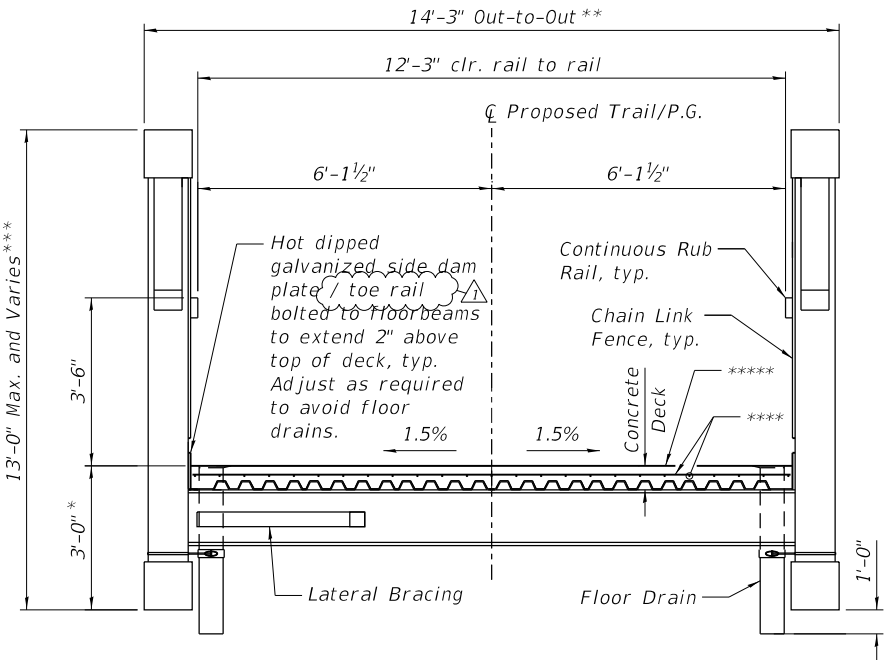
21. Concrete Sealer shall be applied to the designated areas of the abutments, piers, and walls as noted in the plans. The Concrete Sealer shall be a "film forming" type for horizontal surfaces.
22. All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from a pier or abutment support shall be painted as specified in Section 506 of the Standard Specifications.
23. Exposed to view portions of unpainted weathering steel fascia girders, including but not limited to stiffeners, web and flange plates, shall be blast cleaned to SSPC SP-6 (commercial blast cleaning) and then sprayed with a stream of potable water to ensure uniform weathering. All other unpainted weathering steel not exposed to view shall be cleaned with SSPC-1 (solvent cleaning).
24. All bolt heads exposed to view shall have the bolt heads installed on the outside face of the steel components.
25. The Organic Zinc Rich Primer / Epoxy / Urethane Point System shall be used for painting the new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat shall be Reddish Brown, Munsell No. 2.5 YR 3/4.
26. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
27. The Contractor shall submit for approval a detailed structure drawing of the Prefabricated Pedestrian Bridge prior to the layout of the structure foundations.
28. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
29. The Contractor will be required to work in the vicinity of and under relocated and other aerial utility lines and poles. This work will include driving piles and other operations with equipment that meets OSHA requirements for minimum clearance distance to the power lines, in addition to pile splices. The cost of all work in the vicinity of and under the aerial utility lines and poles shall be included in the unit bid price for each affected pay item. No additional compensation will be provided for any work affected by the presence of the aerial utility lines and poles, and any damage to these lines and/or poles must be repair to the satisfaction of the Engineer at the Contractor's expense.

STATION 114+71.37
BUILT 20__ BY
DUPAGE COUNTY
LOADING H10
STRUCTURE NO. 022-9023

NAME PLATE
See Std. 515001

TRUSS MANUFACTURER NOTES:

1. The substructure is designed per AASHTO LRFD and based on the assumed truss loads (including deck) shown below:
Total nominal superstructure dead load at Pier 4 = 147 kips
Total nominal superstructure dead load at Pier 5 = 147 kips
2. Truss manufacturer shall camber the truss as necessary to provide allowance for dead load deflection.
3. Bridge bearing seat elevations are subject to revision based on the approved pedestrian truss superstructure shop drawings. Contractor shall verify all dimension and elevations with final shop drawings.
4. Truss manufacturer shall provide the reinforced concrete deck design. Concrete deck to utilize stay-in-place galvanized forms. Reinforcement shall be epoxy coated. Contractor shall place the concrete deck after truss is set. Cost of Concrete Superstructure and Reinforcement Bars, Epoxy Coated for the concrete deck installation are included with Pedestrian Truss Superstructure.
5. Structure depth does not include height of bearing.
6. Maximum horizontal clear gap from the end of the bicycle railing on Unit 1 or Unit 3 to truss structure, or railing used on truss structure, shall be 4 inches at 50°F.

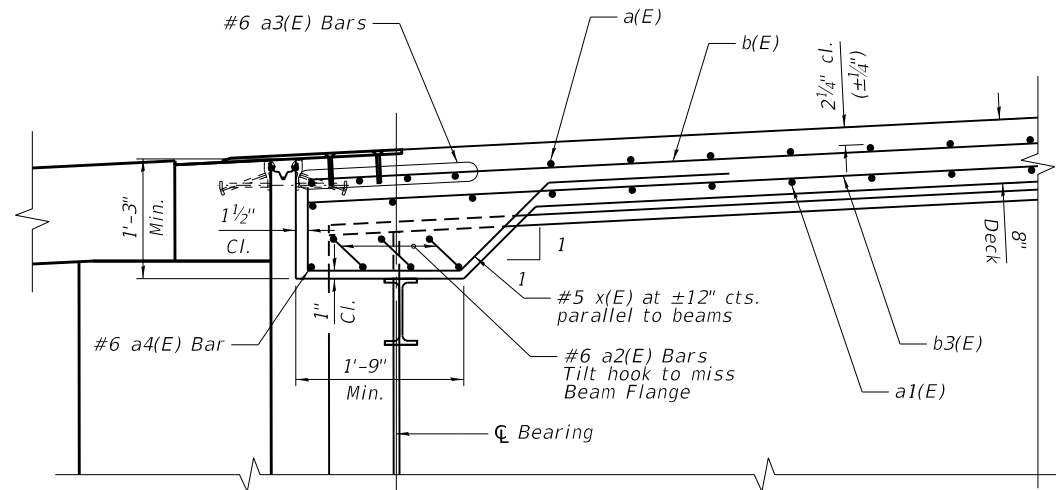


TYPICAL TRUSS CROSS SECTION

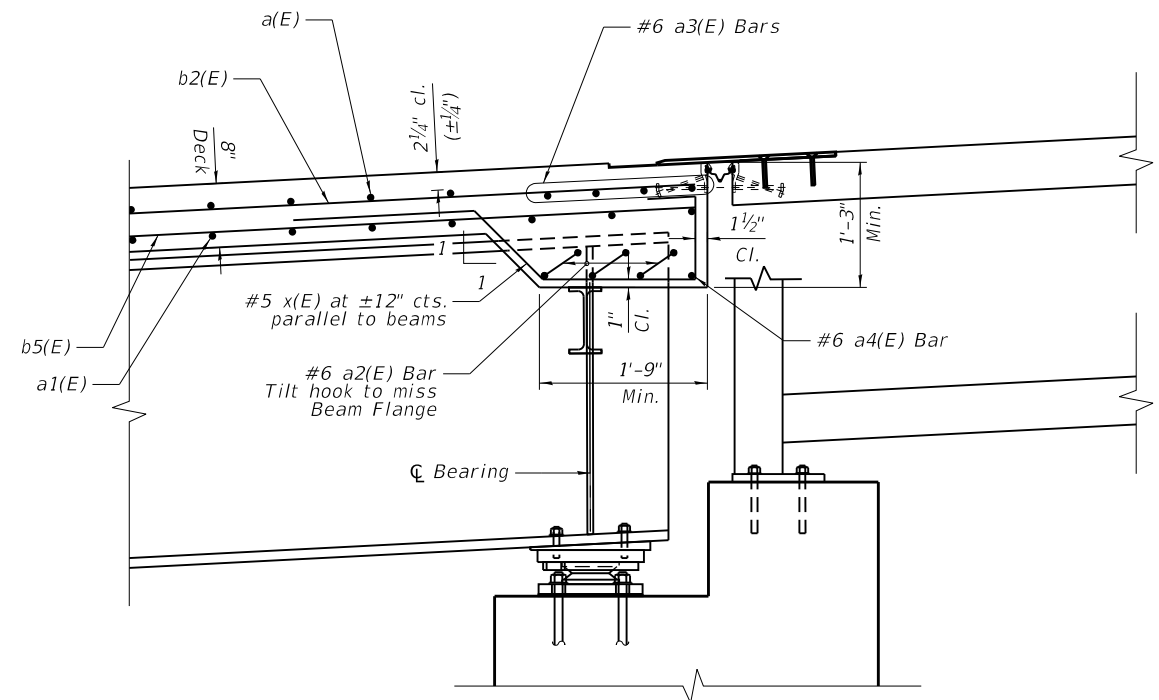
- * Dimension from crown of deck at Proposed Trail to bottom of steel truss Or as approved by Engineer
- ** Elevation of top of top chord shall match elevation of top of adjacent bicycle railing at Pier 4 and Pier 5. Contractor to coordinate details with truss manufacturer prior to commencing shop drawings. Truss style shall be modified bow-string arch truss - "Capstone" by Contech, "Viking" by U.S. Bridge, or similar.
- **** Concrete deck and its reinforcement to be designed by Prefabricated Truss Manufacturer.
- ***** The top of deck elevations within the Prefabricated Truss span shall be set based on the theoretical grade elevations as shown on Sheet 1 and deck cross slope geometries adjusted for the anticipated dead load deflections per Prefabricated Truss Manufacturer's calculations. Final top of deck elevations after the deck is installed shall conform to the Profile Grade Elevations with the designated cross slope. End of the deck should be poured with the considerations of expansion joint details as shown on Sheet 14.

USER NAME	Personal	DESIGNED	-	ACL	REVISED	-	10/24/2025 TAT
		DRAWN	-	ACL	REVISED	-	
		CHECKED	-	RH	REVISED	-	
PLOT DATE	10/24/2025	DATE	-	8/27/2025	REVISED	-	

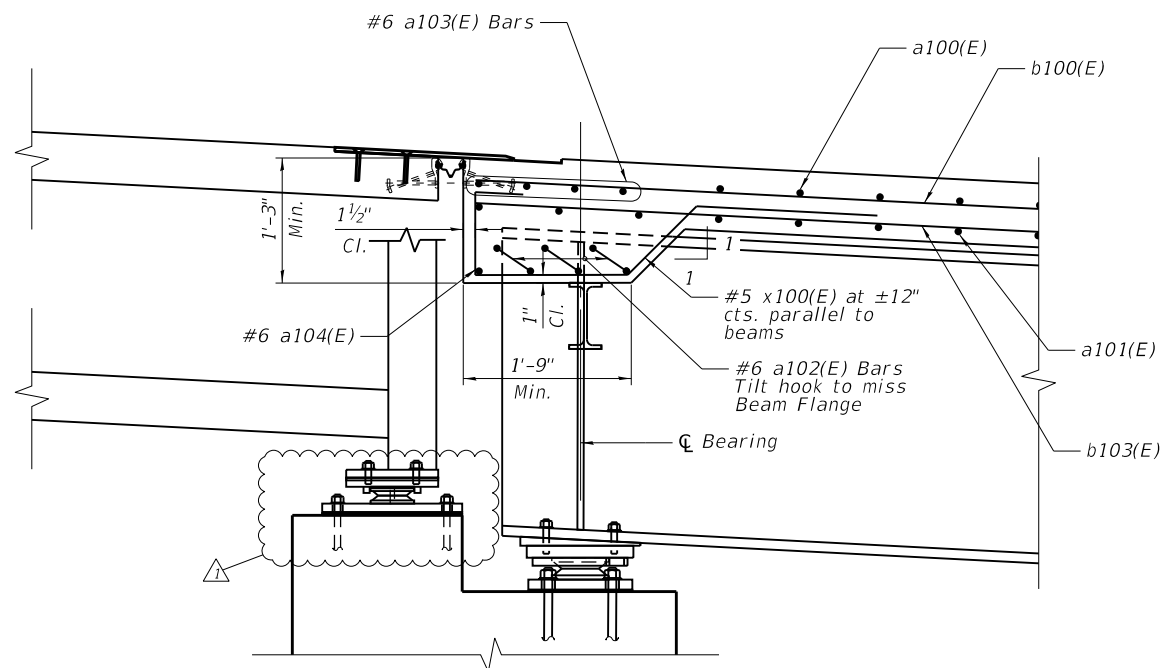
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61J54				
ILLINOIS FED. AID PROJECT				



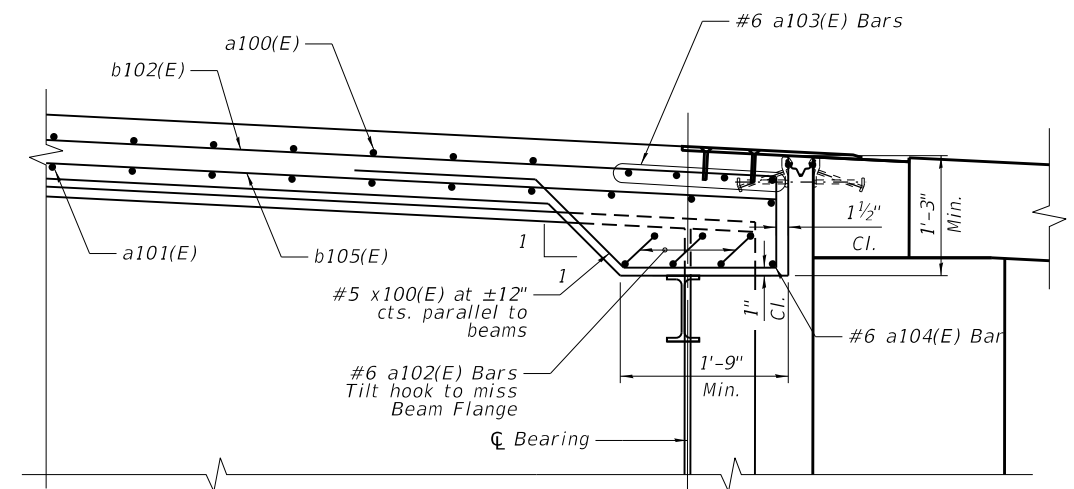
SECTION B-B



SECTION C-C



SECTION E-E



SECTION F-F

NOTES:

1. Work this sheet with Sheets 9 thru 11.

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LOCHNER

H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

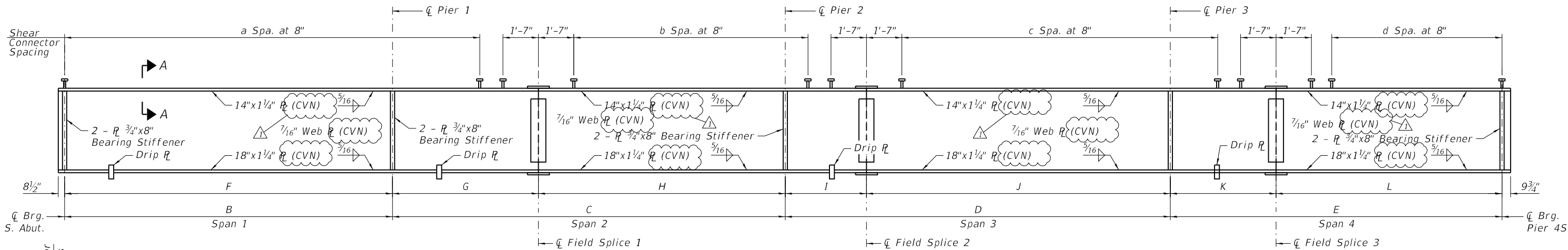
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		DRAWN -	CR	REVISED -	
		CHECKED -	RH	REVISED -	
PLOT DATE	10/23/2025	DATE	8/27/2025	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

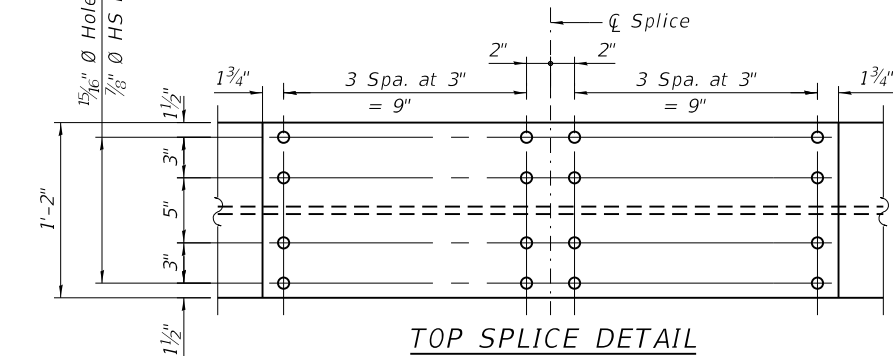
**WEST BRANCH DUPAGE RIVER TRAIL
SUPERSTRUCTURE CROSS SECTION**

SCALE: SHEET 12 OF 51 SHEETS STA. TO STA.

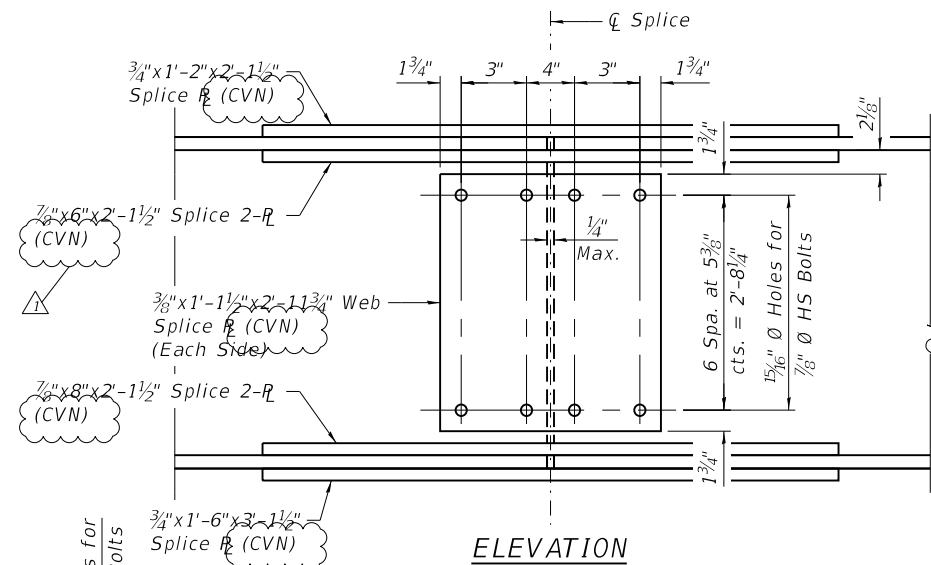
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347	16-F3000-15-BT	DUPAGE	148	90
CONTRACT NO. 61J54				
ILLINOIS FED. AID PROJECT				



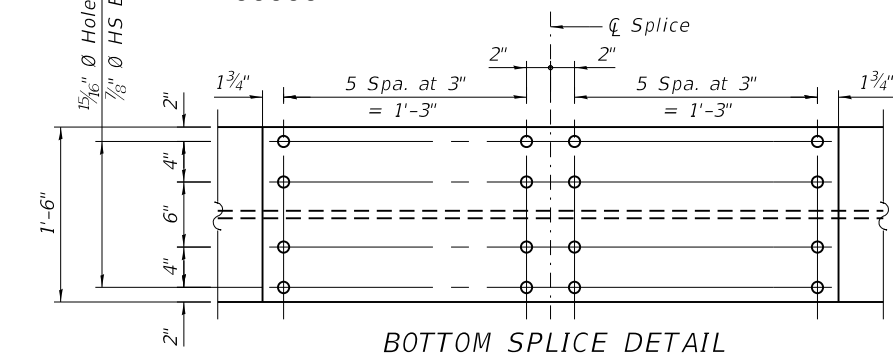
BEAM ELEVATION



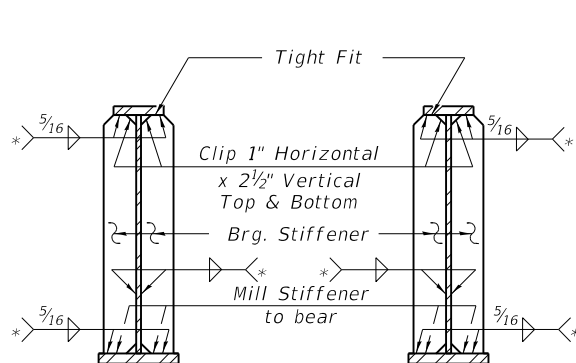
TOP SPLICE DETAIL



ELEVATION



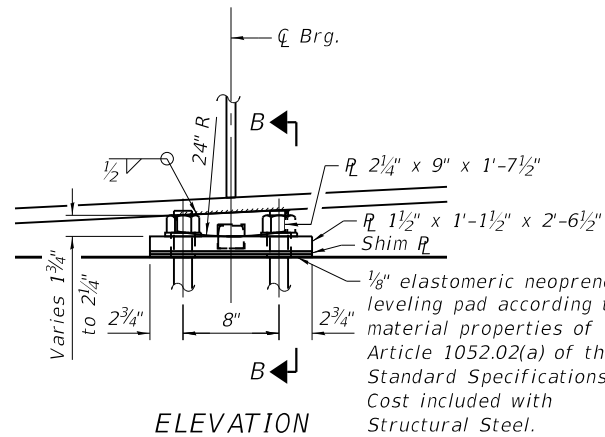
BOTTOM SPLICE DETAIL



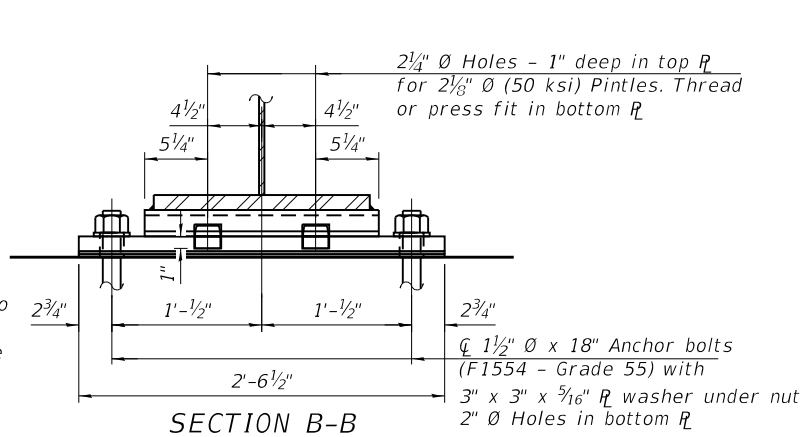
SECTION AT PIER

SECTION AT ABUTMENT

* Terminate 1/4" (±1/8") from the end of plate intersects.



ELEVATION



SECTION B-B

FIXED BEARING AT PIER 2

(2 Required)

- Notes:
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASTHO M314 anchor bolts may be used in lieu of ASTM F1554.
 - Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 - Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1 1/2"	Each	8
Shear Stud Connectors	Each	2,649

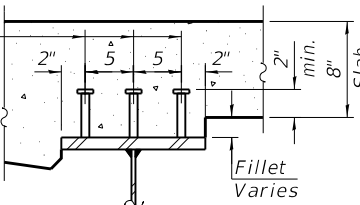
NOTES:

- 1. Work this Sheet with Sheets 16 and 18.
- 2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
- 3. All steel for the bearings, except for anchor bolts or as noted otherwise, shall conform to the requirements of AASTHO M270 Grade 36.
- 4. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- 5. Heat-curving of welded girders is not allowed.
- 6. For drip plate details, see Sheet 20.

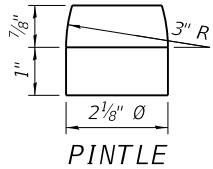
SHEAR STUD CONNECTOR SPACING TABLE

	Girder 1	Girder 2
a	148	142
b	98	97
c	126	133
d	60	63

3/4" Ø Granular or solid flux filled headed studs automatically end welded to flange. (No. Req'd.= 2,649)



SECTION A-A



PINTLE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

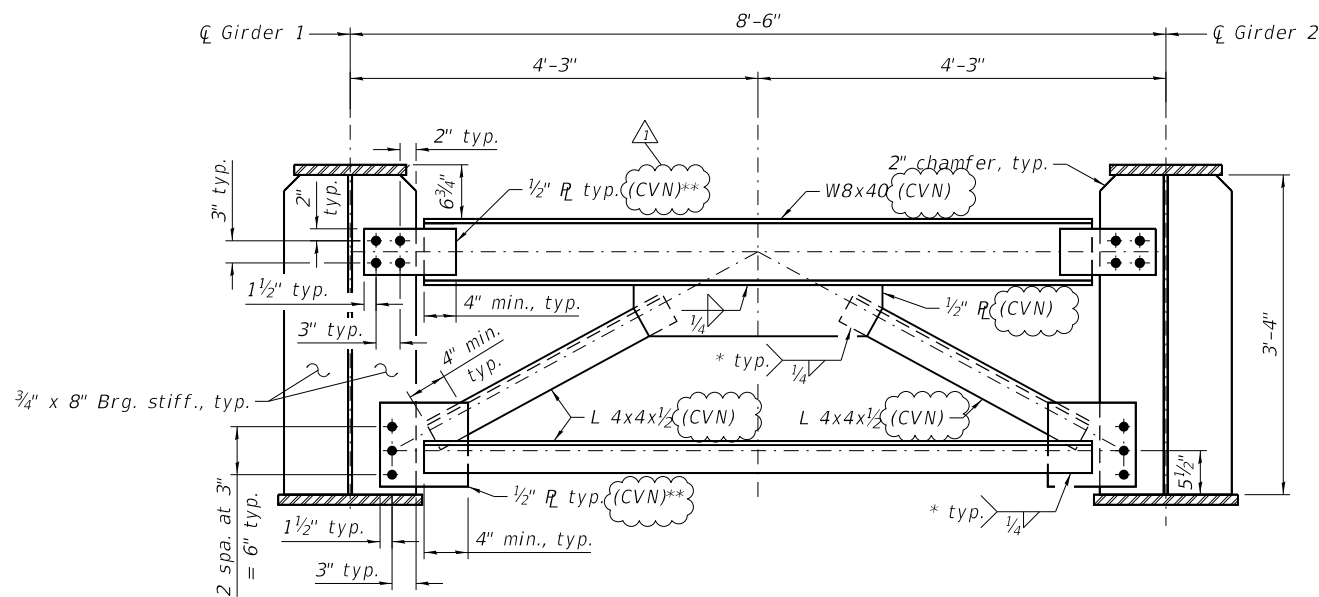
WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 SUPERSTRUCTURE DETAILS - 1

SCALE: SHEET 17 OF 51 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	95
CONTRACT NO. 61J54				
ILLINOIS FED. AID PROJECT				

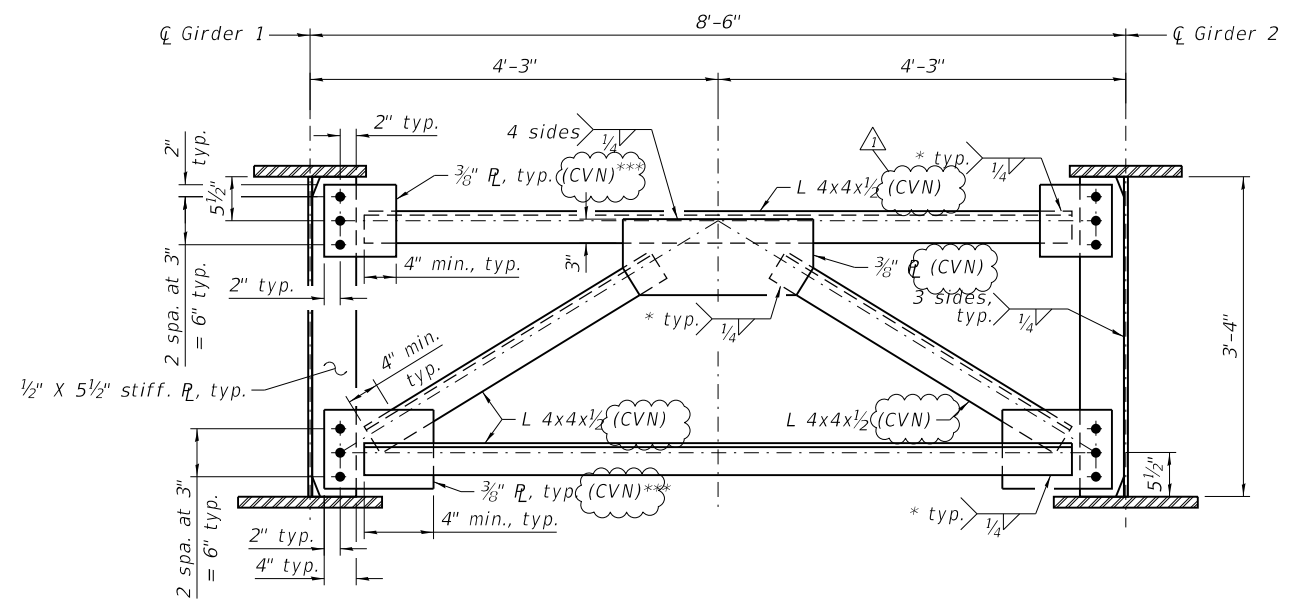
LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME	Personal	DESIGNED	ACL	REVISED	10/24/2025 TAT
		DRAWN	ACL	REVISED	
		CHECKED	RH	REVISED	
PLOT DATE	10/23/2025	DATE	8/27/2025	REVISED	

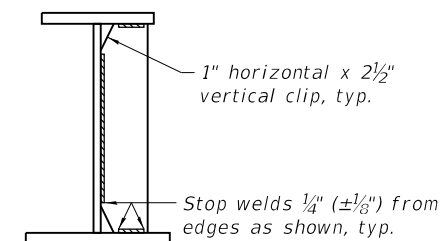


END DIAPHRAGM - "D1"

- * Fillet weld angles along 3 sides on one face of gusset plate.
- ** Place gusset plates on upstation side of bearing stiffener at S. Abutment and on downstation side of bearing stiffener at Pier 4.
- *** Place gusset plates on upstation side of stiffener



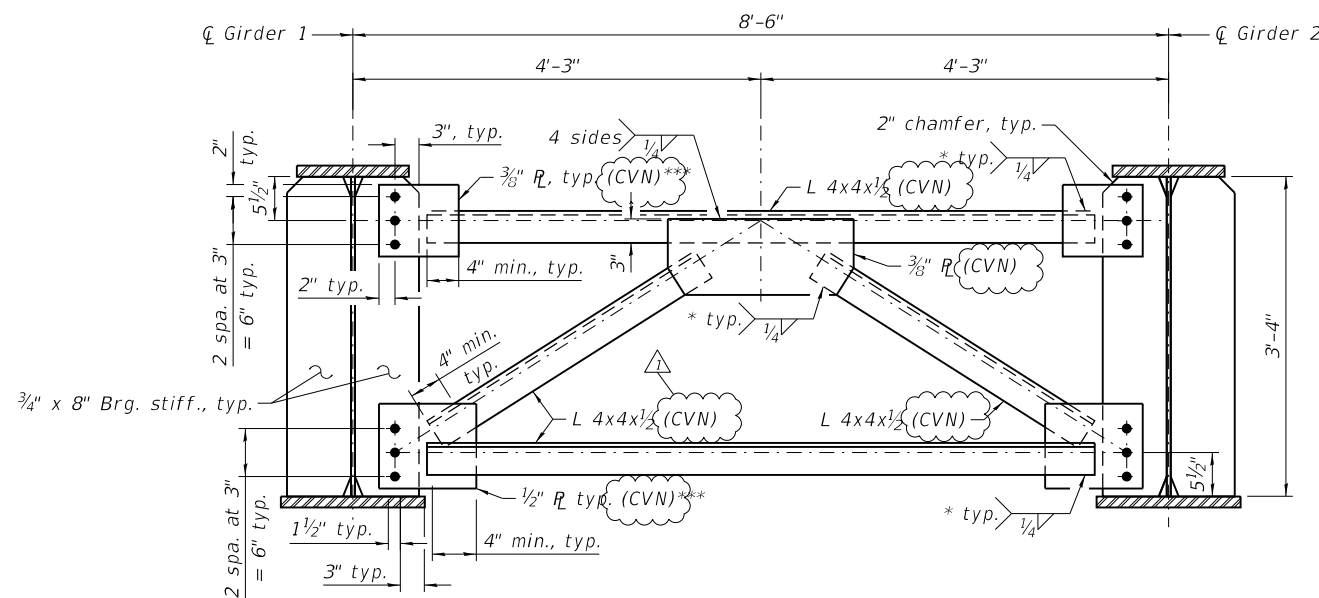
INTERMEDIATE DIAPHRAGM - "D2"



**INTERMEDIATE DIAPHRAGM
WELD LIMITS AND CLIP DETAILS**

NOTES:

1. Work this Sheet with Sheets 16 and 17.
2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
3. All steel for the cross frames and connection plates shall conform to the requirements of AASHTO M270 Grade 50W, unless otherwise noted.
4. All steel for bearing stiffeners and transverse stiffeners shall conform to the requirements of AASHTO M270 Grade 50W.
5. For location of cross frames see Sheet 17.
6. All bolted cross frame connections shall be ASTM F3125 Grade A325, type 3, 7/8" ϕ bolts in 1 1/16" ϕ holes, unless noted otherwise.
7. Class B contact surface, for slip resistance, shall be provided for all cross frames.
8. All bolt holes are to be subpunched and reamed to size or drilled full size.
9. All cross frames between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer.
10. For connection details of bearing stiffeners to girders, see Sheet 17.
11. The cross frames shall be detailed for No Load Fit condition.



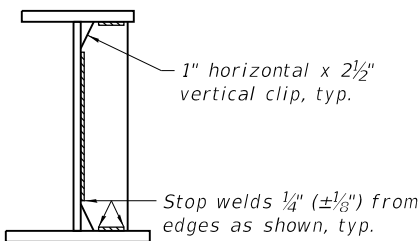
INTERIOR PIER DIAPHRAGM - "D3"

USER NAME	Personal	DESIGNED -	EHK	REVISED -	10/24/2025 TAT
		DRAWN -	EHK	REVISED -	
		CHECKED -	ACL	REVISED -	
PLOT DATE	10/23/2025	DATE	8/27/2025	REVISED -	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	96
CONTRACT NO. 61J54				
ILLINOIS FED. AID PROJECT				

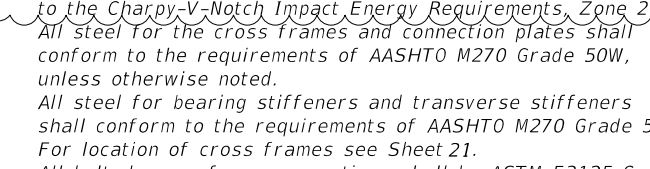


- * Fillet weld angles along 3 sides on one face of gusset plate.
- ** Place gusset plates on upstation side of bearing stiffener at Pier 5 and on downstation side of bearing stiffener at N. Abutment.
- *** Place gusset plates on upstation side of stiffener

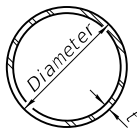


INTERMEDIATE DIAPHRAGM
WELD LIMITS AND CLIP DETAILS

NOTES:

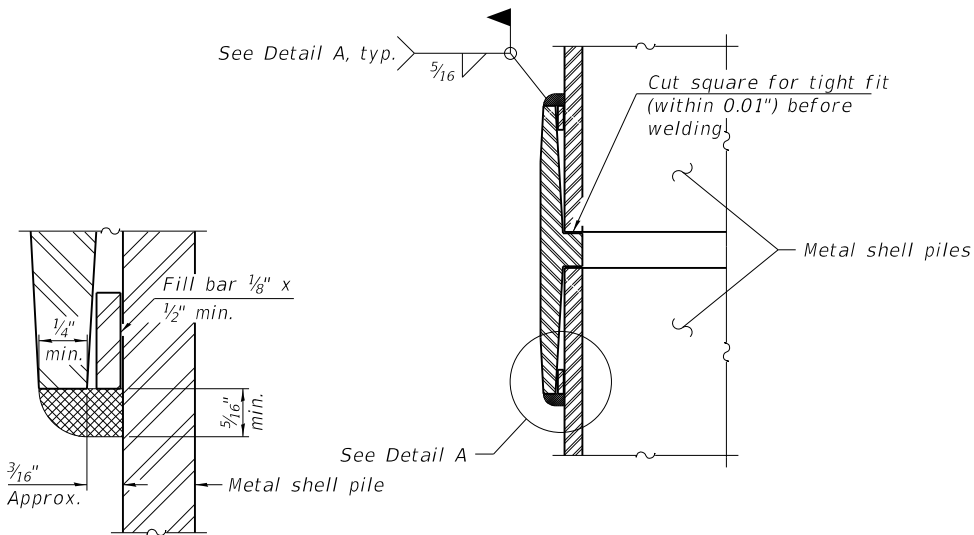
- 
1. Work this Sheet with Sheets 21 and 22.
2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
3. All steel for the cross frames and connection plates shall conform to the requirements of AASHTO M270 Grade 50W, unless otherwise noted.
4. All steel for bearing stiffeners and transverse stiffeners shall conform to the requirements of AASHTO M270 Grade 50W.
5. For location of cross frames see Sheet 21.
6. All bolted cross frame connections shall be ASTM F3125 Grade A325, type 3, $\frac{7}{8}$ ϕ bolts in $1\frac{1}{16}$ ϕ holes, unless noted otherwise.
7. Class B contact surface, for slip resistance, shall be provided for all cross frames.
8. All bolt holes are to be subpunched and reamed to size or drilled full size.
9. All cross frames between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer.
10. For connection details of bearing stiffeners to girders, see Sheet 22.
11. The cross frames shall be detailed for No Load Fit condition.





METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



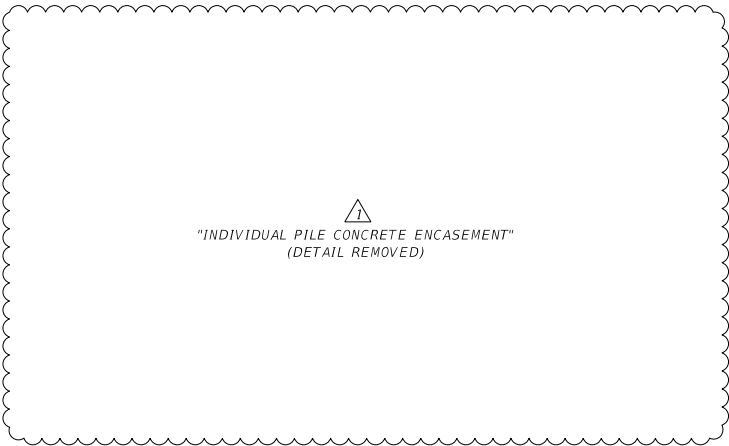
DETAIL A

WELDED COMMERCIAL SPLICE

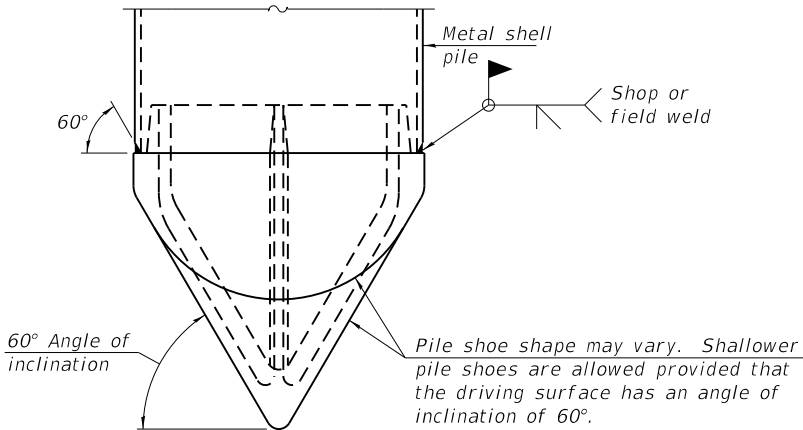
Notes:

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.

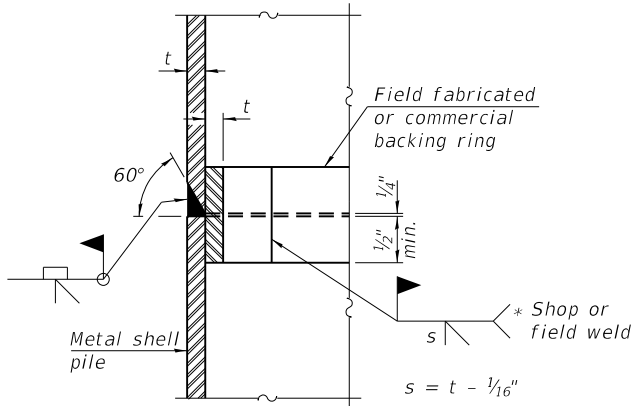


"END PLATE ATTACHMENT"
(DETAIL REMOVED)



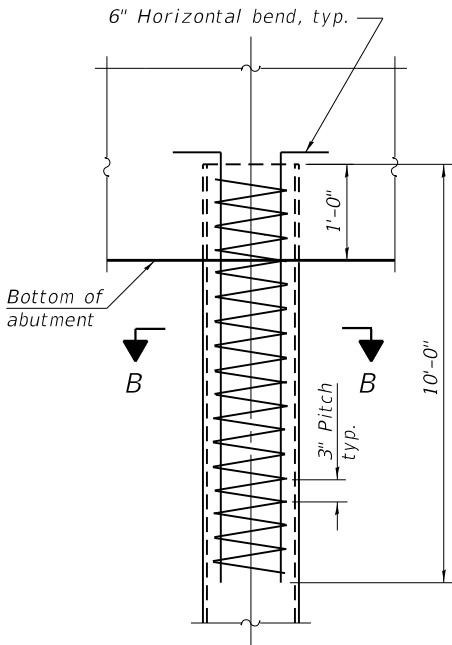
PILE SHOE ATTACHMENT

(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 80-50 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).

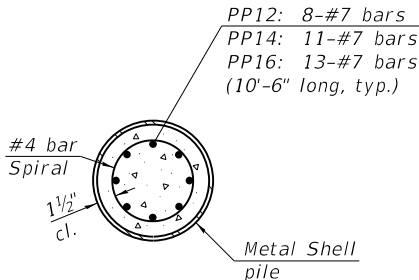


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

MODEL: Default
FILE NAME: C:\Users\lochner\OneDrive\Documents\pp-01\Documents\Projects\000016432\03_CADD\01_Sheets\Structural\16432-SHT-HWLS-STR-METAL_SHELL_PILE_DETAILS

LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME	Personal	DESIGNED	-	EEK	REVISED	-	10/24/2025 TAT
		DRAWN	-	EEK	REVISED	-	
		CHECKED	-	ACL	REVISED	-	
PLOT DATE	10/23/2025	DATE	-	8/27/2025	REVISED	-	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WEST BRANCH DUPAGE RIVER TRAIL METAL SHELL PILE DETAILS			
SCALE:	SHEET 47	OF 51 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	125
CONTRACT NO. 61J54				
ILLINOIS FED. AID PROJECT				