11-07-2025 LETTING ITEM 139

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	1
	ILLINOIS	CONTRACT NO. 61J54		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

WEST BRANCH DUPAGE RIVER TRAIL IMPROVEMENTS AND BRIDGE OVER FAU ROUTE 347 (IL ROUTE 38 ROOSEVELT RD)

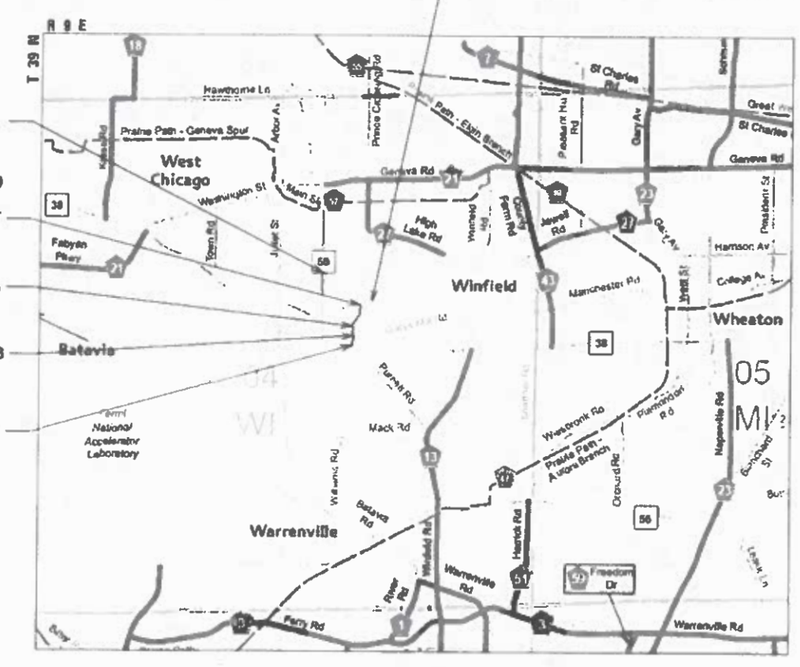
SECTION 16-F3000-15-BT
PROJECT NO. WHF6(372)
FOREST PRESERVE DISTRICT OF DUPAGE COUNTY
DUPAGE COUNTY
C-91-038-17

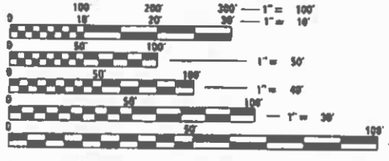
DESIGN DESIGNATION = OFF SYSTEM BIKE PATH

IL ROUTE 38 (ROOSEVELT ROAD) TRAFFIC = 18,700 ADT (2023)
IL ROUTE 38 (ROOSEVELT ROAD) SPEED LIMIT = 50 MPH
IL ROUTE 38 (ROOSEVELT ROAD) FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL

IL ROUTE 59 TRAFFIC = 29,300 ADT (2023)
IL ROUTE 59 SPEED LIMIT = 45 MPH
IL ROUTE 59 FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL

GARYS MILL ROAD TRAFFIC = 5,600 ADT (2023)
GARYS MILL ROAD SPEED LIMIT = 35 MPH
GARYS MILL ROAD FUNCTIONAL CLASSIFICATION = MINOR COLLECTOR





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

PROJECT LOCATION MAP
NOT TO SCALE

		GROSS LENGTH		NET LENGTH	
LOC. #1	GARYS MILL ROAD TO WEST DUPAGE WOODS	3,353.04 FT	0.635 MILE	3,353.04 FT	0.635 MILE
LOC. #2	WEST TRAIL CONNECTOR	345.30 FT	0.065 MILE	345.30 FT	0.065 MILE
	TOTAL	3,698.34 FT	0.700 MILE	3,698.34 FT	0.700 MILE

JIANQING HONG
081-006053
LICENSED STRUCTURAL ENGINEER OF ILLINOIS

JIANQING HONG, P.E., S.E.
NO. 081-006053
EXP. DATE 11/30/2026
APPLIES TO SHEETS 79-129

ANDREW W. MCKENNA
062-053651
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

ANDREW W. MCKENNA, P.E.
NO. 062-053651
EXP. DATE 11/30/2025
APPLIES TO SHEETS 1-78, 130-148

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
APPROVED ON: AUGUST 26, 2025
FOREST PRESERVE DISTRICT OF DUPAGE COUNTY
PASSED August 28, 2025
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW Aug 28th, 2025 IR
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 61J54

LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS & PLANNERS
225 WEST WASHINGTON STREET, 12TH FLOOR
CHICAGO, IL 60606

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IDOT HIGHWAY STATE STANDARDS

NUMBER	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
602301-04	INLET - TYPE A
604001-05	FRAME AND LIDS TYPE 1
604006-05	FRAME AND GRATE TYPE 3
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-03	HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
878001-11	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

IDOT DISTRICT ONE STANDARDS

NUMBER	DESCRIPTION
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, CONTROLS AND CONDITIONS PRIOR TO BEGINNING CONSTRUCTION. CONTACT J.U.L.I.E. AT (1-800-892-0123) FOR UTILITY LOCATIONS PRIOR TO DIGGING. CONTACT THE FOREST PRESERVE DISTRICT OF DuPAGE COUNTY'S FACILITIES MANAGEMENT DEPARTMENT FOR ADDITIONAL UTILITY LOCATIONS. ALL UTILITIES AND THEIR CONTROLS INTERFERING WITH CONSTRUCTION SHALL BE REMOVED AND RESET AT THE CONTRACTOR'S EXPENSE. ALL UTILITIES TO BE RELOCATED AND RESET SHALL BE INSTALLED OR RESTORED EQUAL TO OR BETTER THAN THEIR EXISTING CONDITION.
2. THE CONTRACTOR SHALL VISIT THE SITE AND BE KNOWLEDGEABLE OF CONDITIONS THEREON. THE CONTRACTOR SHALL INVESTIGATE, VERIFY, AND BE RESPONSIBLE FOR ALL CONDITIONS REQUIRING MODIFICATIONS BEFORE PROCEEDING WITH THE WORK.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH BY THE MOST CURRENT DuPAGE COUNTY & LOCAL MUNICIPAL BUILDING CODES, STORMWATER & FLOODPLAIN ORDINANCE AND ZONING ORDINANCE, THE STATE OF ILLINOIS ACCESSIBILITY CODE AND THE AMERICANS WITH DISABILITIES ACT, I.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND I.D.O.T. SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
4. THE CONTRACTOR SHALL COORDINATE USE OF SITE, ACCESS TO SITE & HOURS OF WORK WITH THE PROJECT REPRESENTATIVE.
5. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL JOB SITE SAFETY.
6. ALL PROJECT PERMITS SHALL BE OBTAINED BY THE OWNER, WITH EXCEPTION OF HIGHWAY PERMITS. ALL PERMIT INSPECTION SHALL BE COORDINATED BY THE CONTRACTOR.
7. ALL WORK SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES, ORDINANCES AND LAWS.
8. THE CONTRACTOR SHALL KEEP THE PROJECT AREA CLEAR OF RUBBISH AND DEBRIS AT ALL TIMES.
9. THE CONTRACTOR IS RESPONSIBLE FOR THE RESTORATION OF ALL ACCESS AND CONSTRUCTION AREAS TO THEIR ORIGINAL CONDITION. THE COST OF THIS WORK IN AREAS OUTSIDE OF THE LIMITS OF CONSTRUCTION IS INCIDENTAL TO THE CONTRACT. PAY ITEMS ARE INCLUDED FOR RESTORATION WORK WITHIN THE LIMITS OF CONSTRUCTION AND WITHIN THE SUGGESTED LOCATIONS FOR CONCRETE WASHOUTS/STOCKPILES.
10. THE CONTRACTOR SHALL NOTIFY THE DISTRICT ABOUT ANY DISCREPANCIES OR DEVIATIONS FROM THE PLANS IMMEDIATELY BEFORE WORK MAY PROCEED.
11. THE CONTRACTOR IS RESPONSIBLE FOR DAMAGES TO THE TRAILS. TRAILS DAMAGED WILL BE REPAIRED TO THEIR ORIGINAL CONDITION.
12. ALL QUANTITIES SHOWN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THE CONTRACTOR MUST CONFIRM ALL MATERIAL AND SUPPLY SUFFICIENT MATERIAL TO COMPLETE THE JOB AS SHOWN. DIMENSIONS SHALL HAVE PREFERENCE OVER SCALE.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY SIGNS, BARRICADES, FENCES, ETC. AS REQUIRED TO ENSURE THE SAFETY OF VEHICLES AND PEDESTRIANS DURING ALL PHASES OF CONSTRUCTION. NO WORK WILL BE ALLOWED TO BEGIN UNTIL ALL CONSTRUCTION BARRIERS ARE IN PLACE AND HAVE BEEN APPROVED BY THE PROJECT REPRESENTATIVE.
14. ALL STOCKPILE AREAS IDENTIFIED ON THE PLANS MUST BE APPROVED BY THE PROJECT REPRESENTATIVE PRIOR TO CONSTRUCTION BEGINNING.
15. ALL CONSTRUCTION LAYOUT AND STAKING SHALL BE PROVIDED BY THE CONTRACTOR AND MUST BE REVIEWED AND APPROVED BY THE PROJECT REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION.
16. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED ACCORDING TO THE PLANS AND SPECIFICATIONS AND SHALL BE REVIEWED AND APPROVED BY THE PROJECT REPRESENTATIVE PRIOR TO RESTORING DISTURBED AREA.
17. TREES AND SHRUBS 3 INCHES OR GREATER IN DIAMETER WITHIN THE LIMITS OF CONSTRUCTION HAVE BEEN REMOVED BY OTHERS IN ADVANCE OF THE CONTRACT. IF ANY TREES OR SHRUBS 3 INCHES OR GREATER REMAIN WITHIN THE CONSTRUCTION LIMITS THEY SHALL ONLY BE REMOVED BETWEEN NOVEMBER 1 AND MARCH 31 DUE TO THE NORTHERN LONG EARED BAT. NOMINAL QUANTITIES FOR SELECTIVE CLEARING AND TREE REMOVAL ARE INCLUDED FOR USE AND MUST BE APPROVED BY THE PROJECT REPRESENTATIVE. SEE GRADING NOTE 7 ON THE NEXT SHEET FOR ADDITIONAL INFORMATION REGARDING TREE PROTECTION.
18. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
19. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION HAS BEEN HAS BEEN PROVIDED FOR USE AT TRAIL SUBGRADE OR EMBANKMENT FOUNDATIONS FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 302.04 (01/01/2012) AND THE IDOT SUBGRADE STABILITY MANUAL (05/01/2005). IF UNSTABLE AND/OR UNSUITABLE SOILS IS NOT ENCOUNTERED, THEN THE QUANTITIES SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

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

USER NAME = Personal	DESIGNED - JS	REVISED -	
	DRAWN - JS	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - BN	REVISED -	
PLOT DATE = 9/11/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES

SCALE: N/A | SHEET 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	2
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

UTILITY NOTES

1. THE APPROXIMATE LOCATIONS OF EXISTING UTILITIES ARE SHOWN ON THE DRAWINGS ACCORDING TO THE INFORMATION OBTAINED FROM UTILITY COMPANIES AND SURVEYS. HOWEVER, THE FOREST PRESERVE DISTRICT OF DuPAGE COUNTY DOES NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF THE INFORMATION REGARDING UTILITIES, EITHER PUBLIC OR PRIVATE SUCH AS SEWERS, GAS LINES, WATERMAINS, TELEPHONE, ELECTRICAL DUCT LINES, MANHOLES, CATCH BASINS OR OTHER SIMILAR STRUCTURES. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION OPERATIONS AND REPORT TO THE OWNER'S REPRESENTATIVE OMISSIONS AND DIFFERENCES FROM THE LOCATIONS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH ARE OCCASIONED BY HIS/HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.

2. ALL EXISTING DRAINS, SEWERS, WATER LINES, ELECTRIC LINES OR OTHER MISCELLANEOUS UTILITIES DISRUPTED BY THE CONTRACTOR, SHALL BE REROUTED OR REPLACED TO THE SATISFACTION OF THE OWNER.

SITE LAYOUT NOTES

1. EXISTING SITE INFORMATION SUPPLIED BY MILLENNIA PROFESSIONAL SERVICES, LTD. ON 8/8/2017. ALL QUANTITIES AND DESIGN BASED UPON SAME.

2. LAYOUT BENCHMARK STATIONING TIES IN WITH COUNTY COORDINATE DATUM. NORTHING & EASTING COORDINATES ARE PROVIDED FOR BENCHMARKS AS INDICATED IN THE DRAWINGS.

3. ALL LAYOUT TO BE DONE BY THE CONTRACTOR AND MUST BE REVIEWED AND APPROVED BY THE PROJECT REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION.

4. PROPOSED CURBS, SIDEWALKS AND STORM STRUCTURES GRADES SHALL BE STAKED AND REVIEWED IN THE FIELD BY THE PROJECT REPRESENTATIVE. ADJUSTMENTS MAY BE MADE BASED UPON SLIGHT VARIATIONS IN EXISTING TOPOGRAPHY TO MAINTAIN POSITIVE DRAINAGE. NO WORK SHALL SHALL PROCEED UNTIL CENTERLINE GRADES ARE ACCEPTABLE TO THE ENGINEER.

5. LAYOUT OF ALL NEW PATHWAYS AND CURBS SHALL BE SMOOTH AND CONTINUOUS. ABRUPT CHANGES TO SLOPE OR ALIGNMENT WILL NOT BE ACCEPTED. PROJECT REPRESENTATIVE WILL REVIEW STAKED LAYOUT AND FORMWORK BEFORE CONSTRUCTION BEGINS.

DEMOLITION NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MARKING ALL ITEMS TO BE SALVAGED OR REMOVED AS IDENTIFIED ON THE PLANS PRIOR TO CONSTRUCTION BEGINNING. THE PROJECT REPRESENTATIVE SHALL APPROVE ALL ITEMS TO BE SALVAGED OR REMOVED PRIOR TO DEMOLITION OCCURRING.

2. THE CONTRACTOR SHALL NOT DISPOSE OF ANY CONSTRUCTION DEBRIS WITHIN ANY FPDDC DUMPSTER, WASTE RECEPTACLE, OR PROPERTY. THE CONTRACTOR SHALL LEGALLY DISPOSE OF ALL CONSTRUCTION DEBRIS OFF-SITE AT HIS/HER EXPENSE. ALL DEMOLITION & REMOVAL SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.

3. ALL ITEMS TO BE SALVAGED AND REUSED SHALL BE PROTECTED AT ALL TIMES. SALVAGED ITEMS MUST BE INSTALLED AND RESTORED EQUAL TO OR BETTER THAN THEIR EXISTING CONDITION. ALL ADJACENT PAVEMENTS, STRUCTURES AND UTILITIES SHALL ALSO BE PROTECTED. ALL LANDSCAPE, PAVEMENTS, STRUCTURES, AND UTILITIES DAMAGED DURING THE COURSE OF CONSTRUCTION SHALL BE RESTORED TO THEIR EXISTING CONDITIONS.

4. STRUCTURES, SIDEWALKS, PAVEMENTS AND OTHER UTILITIES TO REMAIN SHALL BE PROTECTED FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CREATED BY SITE IMPROVEMENT OPERATIONS.

5. SEE GENERAL NOTE 17 ON PREVIOUS SHEET FOR INFORMATION REGARDING TREE AND SHRUB REMOVAL.

6. TEMPORARY FENCE AND/OR PERIMETER EROSION BARRIER SHALL ACT AS THE LIMITS OF CONSTRUCTION. ABSOLUTELY NO WORK SHALL TAKE PLACE OUTSIDE THIS AREA UNLESS APPROVED BY THE DISTRICT OR THE PROJECT REPRESENTATIVE.

LANDSCAPE NOTES

1. ALL LAYOUT OF LANDSCAPE ITEMS (PLANTING BEDS, WOODY SPECIES, PERENNIALS, SEEDING LIMITS, AND ETC.) SHALL BE PROVIDED BY THE CONTRACTOR AND MUST BE REVIEWED AND APPROVED BY THE PROJECT REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION.

2. ALL PLANTS MUST BE DELIVERED TO THE PROJECT SITE WITH ORIGINAL TAGS OR LABELS FROM THE ORIGINAL NURSERY SUPPLIER. PLANTS DELIVERED TO THE JOBSITE WITHOUT APPROPRIATE SIZING AND SPECIES INFORMATION WILL BE REJECTED.

3. ALL DISTURBED AREAS WITHIN SEEDING LIMITS SHALL BE RESTORED WITH 4" TOPSOIL AND SEEDING WITH EROSION CONTROL BLANKET, UNLESS NOTED OTHERWISE OR DIRECTED BY THE DISTRICT OR AN AUTHORIZED AGENT OF THE DISTRICT.

4. ALL SEEDING SPECIFICATIONS SHALL FOLLOW SECTION 250 OF IDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION UNLESS NOTED OTHERWISE IN SPECIAL PROVISIONS OR BELOW.

5. THE PROJECT REPRESENTATIVE MUST BE NOTIFIED 48 HOURS IN ADVANCE OF DELIVERY OF ALL PLANTING MATERIALS AND MUST APPROVE ALL PLANTS PRIOR TO BEING UNLOADED.

6. ALL PLANTS SHALL MEET OR EXCEED THE CURRENT AMERICAN NURSERYMAN AND LANDSCAPE ASSOCIATION STANDARDS AND BE TRUE TO FORM AND SIZE AS REPRESENTATIVE OF ITS SPECIES.

7. PLANTING PROCEDURES SHALL BE IN ACCORDANCE FOR THE CONTRACT SPECIAL PROVISION FOR PLANTING WOODY PLANTS.

8. PLUGS SHALL BE PLANTED ON 24 INCH CENTERS IN A TRIANGLE PATTERN BETWEEN MAY 1 AND JUNE 15 IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISION PLANTING WETLAND PLUGS.

9. SEE GENERAL NOTE 17 ON PREVIOUS SHEET FOR INFORMATION REGARDING TREE AND SHRUB REMOVAL. ANY REMAINING STUMPS SHALL BE TREATED WITH HERBICIDE IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISION FOR SELECTIVE CLEARING.

10. THE COVER CROP MATRIX WILL BE SEEDED AND MATTED WITH 100% BIODEGRADABLE SOIL EROSION CONTROL BLANKET THROUGHOUT THE STORMWATER DETENTION AREAS AND TEMPORARY IMPACT AREAS IMMEDIATELY AFTER PROJECT COMPLETION TO PREVENT EROSION. ALL SEEDING SHALL BE HAND BROADCAST AT TWICE THE DRILL SEED RATE. IF CONDITIONS ARE NOT CONDUCIVE FOR NATIVE SPECIES SEEDING, PERMANENT NATIVE SPECIES SHALL BE DORMANT SEEDED, OR SEEDED DURING THE FIRST AVAILABLE GROWING SEASON AT THE APPROPRIATE TIME AND CONDITIONS FOR SUCH PLANTINGS. THE SEED WILL BE LIGHTLY RAKED IN, ROLLED, AND WATERED.

11. WATER SHALL NOT BE AVAILABLE FROM THE DISTRICT AND ITS FACILITIES. ALL WATER SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE CONTRACT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO WATER ALL PLANTS UNTIL ESTABLISHMENT HAS BEEN ACHIEVED PER SPECIFICATIONS.

12. ALL FERTILIZER NUTRIENTS WERE INTENTIONALLY OMITTED DUE TO PROXIMITY TO RIVER.

GRADING NOTES

1. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.

2. CONTRACTOR SHALL MATCH THE LINE AND GRADE OF EXISTING PAVEMENTS AND CURB. CONTRACTOR SHALL ALERT PROJECT REPRESENTATIVE OF ANY SUBSTANTIAL DEVIATIONS.

3. EXCAVATED SOIL SHALL BE DEPOSITED IN THE DESIGNATED STOCKPILE AREA.

4. STOCKPILED SPOILS TO REMAIN FREE OF EXCESSIVE COMPACTION AND INORGANIC DEBRIS, GRADED TO AN EVEN SLOPE NOT TO EXCEED 20% AND SHALL BE OVERLAID WITH A MINIMUM OF 6" TOPSOIL.

5. PROPOSED DITCH CENTERLINE GRADE SHALL BE STAKED AND REVIEWED IN THE FIELD BY THE PROJECT REPRESENTATIVE. ADJUSTMENTS MAY BE MADE BASED UPON SLIGHT VARIATIONS IN EXISTING TOPOGRAPHY TO MAINTAIN POSITIVE DRAINAGE. NO WORK SHALL PROCEED UNTIL CENTERLINE GRADES ARE ACCEPTABLE TO THE PROJECT REPRESENTATIVE.

6. CONTRACTOR SHALL ADJUST ANY UTILITY STRUCTURE WITHIN THE SITE TO MEET PROPOSED GRADE, UNLESS OTHERWISE NOTED.

7. MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN IN PLACE. USE TREE PROTECTION-FENCING OR TREE TRUNK PROTECTION WHERE INDICATED AND DIRECTED BY THE FOREST PRESERVE, SEE LANDSCAPING SHEETS. NOMINAL QUANTITY OF TREE TRUNK PROTECTION AND TEMPORARY FENCING IS PROVIDED FOR TREE PROTECTION. PROTECT EXISTING TREES TO REMAIN IN PLACE AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP OF THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IN PLACE IS STRICTLY PROHIBITED.

8. ALL COMPENSATORY STORAGE SHOULD BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN. GRADING IN WETLANDS, FLOODPLAINS, OR BUFFERS SHALL BE DONE IN SUCH A MANNER THAT THE EFFECTIVE FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.

COMMITMENTS

THE FOLLOWING COMMITMENTS ARE INCLUDED TO AVOID ADVERSE EFFECTS TO THE RUSTY BATCH BUMBLE BEE:

1. THE HIGH-QUALITY HABITAT WITHIN THE COMPENSATORY STORAGE BASIN CONSTRUCTION FOOTPRINT WILL BE MOWED FROM MARCH 15TH THROUGH OCTOBER 14TH OF ANY GIVEN YEAR FOR THE LENGTH OF CONSTRUCTION SO AS NOT TO ALLOW THE GROWTH AND ESTABLISHMENT OF VEGETATION OF FLORAL RESOURCES. MOW HEIGHTS SHOULD BE SET TO 6 INCHES.

2. DISTURBED AREAS OUTSIDE OF THE TRAIL SHOULDERS SHALL BE SEEDED WITH A CLASS 4, 4 (MODIFIED), 4B (MODIFIED), OR 5 (MODIFIED) SEED MIXTURE AS SHOWN ON THE LANDSCAPING PLANS AND IN ACCORDANCE WITH SECTION 250 OF IDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CONTRACT SPECIAL PROVISIONS.

THE FOLLOWING COMMITMENT IS INCLUDED TO PROTECT THE NORTHERN LONG EARED BAT:

1. TREES 3 (THREE) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED BETWEEN APRIL 1 AND OCTOBER 31.

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

USER NAME = Personal	DESIGNED - JS	REVISED -	
	DRAWN - JS	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - BN	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES

SCALE: N/A | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	3
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	32		32			
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36		36			
	20101000	TEMPORARY FENCE	FOOT	4731		4731			
*	20101100	TREE TRUNK PROTECTION	EACH	20		20			
*	20101200	TREE ROOT PRUNING	EACH	20		20			
*	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5		5			
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5		5			
*	20101700	SUPPLEMENTAL WATERING	UNIT	187		187			
	20200100	EARTH EXCAVATION	CU YD	3350		3350			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	315		315			
	20400800	FURNISHED EXCAVATION	CU YD	800		800			
	20800150	TRENCH BACKFILL	CU YD	100		100			
	20900110	POROUS GRANULAR BACKFILL	CU YD	659			659		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	2810		2810			
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	5080		5080			
*	25000350	SEEDING, CLASS 7	ACRE	3.25		3.25			
*	25000750	MOWING	ACRE	3.25		3.25			
*	25100125	MULCH, METHOD 3	ACRE	3.25		3.25			

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/10000164330/03_CADD/01_Sheets/Civ/i216432-SHT-SOQ01.dgn

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

USER NAME = Personal	DESIGNED - GG	REVISED -
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PLOT SCALE = 99.998 ' / In.	CHECKED - AM	REVISED -
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	4
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
*	25100645	WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	13141		13141			
*	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	325		325			
*	28000305	TEMPORARY DITCH CHECKS	FOOT	330		330			
*	28000400	PERIMETER EROSION BARRIER	FOOT	8534		8534			
*	28000510	INLET FILTERS	EACH	4		4			
	28100105	STONE RIPRAP, CLASS A3	SQ YD	60		60			
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	315		315			
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3199		3199			
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	129			129		
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1811		1811			
	42400800	DETECTABLE WARNINGS	SQ FT	82		82			
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	70		70			
	44000600	SIDEWALK REMOVAL	SQ FT	114		114			
	50200100	STRUCTURE EXCAVATION	CU YD	1701			1701		
	50200300	COFFERDAM EXCAVATION	CU YD	131			131		
	50300225	CONCRETE STRUCTURES	CU YD	527.2			527.2		
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	167.6	167.6				
	50300285	FORM LINER TEXTURED SURFACE	SQ FT	4198			4198		

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
					BRIDGE	TRAIL	BRIDGE	TRAINEES	OTHER
					0028	0028	0028	0042	0028
					URBAN	URBAN	URBAN	URBAN	URBAN
	50300300	PROTECTIVE COAT	SQ YD	972			972		
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	13			13		
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1				
	50500505	STUD SHEAR CONNECTORS	EACH	3873			3873		
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	105880			105880		
*	50901720	BICYCLE RAILING	FOOT	1150			1150		
	51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	1456			1456		
	51202305	DRIVING PILES	FOOT	1456			1456		
	51203200	TEST PILE METAL SHELLS	EACH	5			5		
	51204650	PILE SHOES	EACH	51			51		
	51500100	NAME PLATES	EACH	1			1		
	52000027	PREFORMED JOINT SEAL 2 1/4"	FOOT	47			47		
	52100520	ANCHOR BOLTS, 1"	EACH	24			24		
	52100540	ANCHOR BOLTS, 1 1/2"	EACH	16			16		
	52200800	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	1254			1254		
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2		2			
	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	12		12			
	5421A015	PIPE CULVERTS, CLASS A, TYPE 1 15" (TEMPORARY)	FOOT	100		100			

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643703_CADD/01_Sheets/Civil/16432-SHT-SQ003.dgn

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

USER NAME = Personal	DESIGNED - GG	REVISED -
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PLOT SCALE = 99.996 ' / In.	CHECKED - AM	REVISED -
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	6
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
	542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	76		76			
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	70		70			
	55100500	STORM SEWER REMOVAL 12"	FOOT	22		22			
	56109210	WATER VALVES TO BE ADJUSTED	EACH	1		1			
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	12.1			12.1		
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	288			288		
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4		4			
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	255			255		
	60146305	PIPE UNDERDRAINS FOR STRUCTURES (SPECIAL) 4"	FOOT	150		150			
	60207605	CATCH BASINS, TYP C, TYPE 8 GRATE	EACH	2		2			
	60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	1		1			
	60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1		1			
	60500060	REMOVING INLETS	EACH	1		1			
	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	25		25			
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	46		46			
*	66400505	CHAIN LINK FENCE, 8'	FOOT	1578		1578			
*	66405500	CHAIN LINK GATES, 8' X 12' SINGLE	EACH	2		2			
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2260		2260			

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FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/60001643/03_CADD/01_Sheets/Civ/016432-SHT-S0004.dgn

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	7
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	5		5			
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1		1			
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1		1			
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	40		40			
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12		12			
	67100100	MOBILIZATION	L SUM	1		1			
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	60		60			
	70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1		1			
*	72000100	SIGN PANEL - TYPE 1	SQ FT	32		32			
*	72900100	METAL POST - TYPE A	FOOT	104		104			
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2135		2135			
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	199		199			
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	315		315			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	11		11			
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	15		15			
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	16		16			
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	140		140			
*	81400100	HANDHOLE	EACH	1		1			

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FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643703_CADD/01_Sheets/Civil/16432-SHT-SQQ05.dgn

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

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PLOT SCALE = 99.998 ' / In.	CHECKED - AM	REVISED -
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	8
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2			
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	311		311			
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	325		325			
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	922		922			
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	198		198			
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	248		248			
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		2			
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8		8			
*	87900200	DRILL EXISTING HANDHOLE	EACH	4		4			
*	88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5		5			
*	88040150	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1		1			
*	88102825	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	2		2			
*	89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	1		1			
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	700		700			
*	89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	263		263			
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1			
*	89502380	REMOVE EXISTING HANDHOLE	EACH	1		1			
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	2		2			

MODEL: Default
FILE NAME: pw:\lochner-pw.bentley.com:lochner-pw-03\Documents\Projects\09001643203_C401201_Sheets\Civil\16432-SHT-SD056.dgn

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
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PLOT SCALE = 99.996 ' / In.	CHECKED - AM	REVISED -	
PLOT DATE = 9/29/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	9
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
*	A2002612	TREE, CARYA CORDIFORMIS (BITTERNUT HICKORY), 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5		5			
*	A2002714	TREE, CARYA OVATA (SHAGBARK HICKORY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	6		6			
*	A2005014	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	6		6			
*	A2005814	TREE, PLATANUS OCCIDENTALIS (SYCAMORE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	8		8			
*	A2006512	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6		6			
*	A2006712	TREE, QUERCUS MACROCARPA (BUR OAK), 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	8		8			
*	A2006912	TREE, QUERCUS PALUSTRIS (PIN OAK), 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	8		8			
*	C2001162	SHRUB, CEPHALANTHUS OCCIDENTALIS (BUTTON BUSH), CONTAINER GROWN, 5-GALLON	EACH	17		17			
*	C2C005G5	SHRUB, CORYLUS AMERICANA (AMERICAN FILBERT), CONTAINER GROWN, 5-GALLON	EACH	18		18			
*	C2C015G3	SHRUB, CORNUS OBLIQUA (PALE DOGWOOD), CONTAINER GROWN, 3-GALLON	EACH	21		21			
*	C2C043G5	SHRUB, LINDERA BENZOIN (SPICEBUSH), CONTAINER GROWN, 5-GALLON	EACH	11		11			
*	C2C09624	SHRUB, SAMBUCUS CANADENSIS (AMERICAN ELDER), 2' HEIGHT, CONTAINER	EACH	15		15			
*	C2C100G5	SHRUB, VIBURNUM LENTAGO (NANNYBERRY), CONTAINER GROWN, 5-GALLON	EACH	12		12			
*	K0013030	PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG	UNIT	24		24			
	X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	2665			2665		
*	X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	263		263			
*	X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1		1			
	X0327999	ANTI-GRAFFITI COATING	SQ FT	7391					7391

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	10
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
*	X1400326	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2		2			
	X2010514	SELECTIVE CLEARING	ACRE	0.50		0.50			
*	X2501010	SEEDING, CLASS 2 (MODIFIED)	ACRE	0.50		0.50			
*	X2501800	SEEDING, CLASS 4 (MODIFIED)	ACRE	2.50		2.50			
*	X2501820	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.75		0.75			
*	X2502024	SEEDING, CLASS 4B (MODIFIED)	ACRE	0.25		0.25			
	X2800520	ABOVE GRADE INLET FILTERS	EACH	2		2			
	X4240118	PORTLAND CEMENT CONCRETE SIDEWALK CURB	FOOT	88		88			
	X4420174	CLASS D PATCHES, TYPE IV, 8 INCH (SPECIAL)	SQ YD	25		25			
	X4810200	AGGREGATE SHOULDER REMOVAL	CU YD	5		5			
	X5012650	CONCRETE HEADWALL REMOVAL (SPECIAL)	EACH	1		1			
	X5021512	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	2		2			
	X5030290	STAINING CONCRETE STRUCTURES	SQ FT	2852			2852		
	X5211605	HIGH LOAD MULTI-ROTATIONAL BEARINGS, DISC, GUIDED EXPANSION-100K	EACH	8			8		
	X5211610	HIGH LOAD MULTI-ROTATIONAL BEARINGS, DISC, GUIDED EXPANSION-200K	EACH	4			4		
	X5510011	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1		1			
	X6640628	WOOD POST AND RAIL FENCE	FOOT	770.5		562.5	208		
*	X6640706	TEMPORARY CHAIN LINK FENCE WITH SCREENING, 6'	FOOT	1350		1350			

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FILE NAME: c:\projectwise.bentley.com:lochner-pw-01\Documents\Projects\0001643203_CADD\01_Sheets\Civil\216432-SHT-SOD08.dgn

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H. W. LOCHNER, INC.
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	11
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

					CONSTRUCTION CODE				
					STU 80% FED/20% LA	TAP-L-CMAP STE 80% FED/20% LA			100% LA
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0028 URBAN	TRAIL 0028 URBAN	BRIDGE 0028 URBAN	TRAINEES 0042 URBAN	OTHER 0028 URBAN
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1			
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	12.5		12.5			
*	X8100863	INTERCEPT EXISTING CONDUIT	EACH	2		2			
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2		2			
*	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3		3			
*	X8950512	REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT	FOOT	263		263			
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	399		399			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1			
	Z0023201	SEDIMENT CONTROL, SILT CURTAIN	EACH	2		2			
*	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1		1			
	Z0076600	TRAINEES	HOUR	1000				1000	
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000				1000	
	XX007606	LIMESTONE SCREENING SURFACE 2"	SQ YD	3199		3199			

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0003016432/03_CADD/01_Sheets/CW//16432-SHT-SQ000.dgn

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

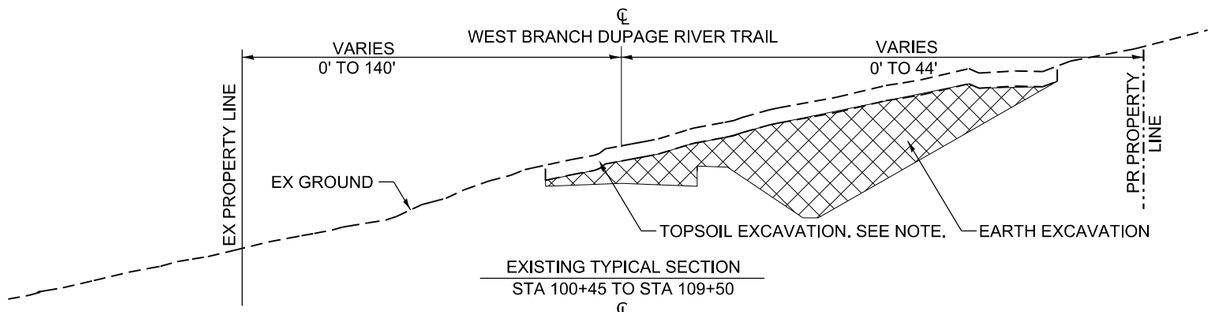
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 99.996 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

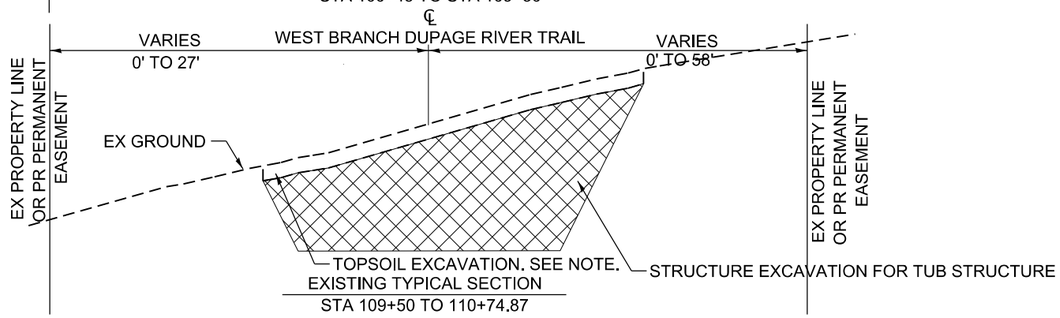
WEST BRANCH DUPAGE RIVER TRAIL
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 9 OF 9 SHEETS | STA. | TO STA.

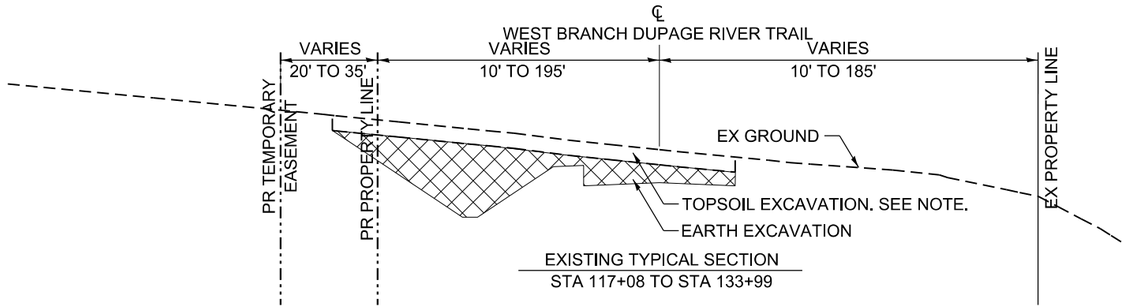
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	12
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



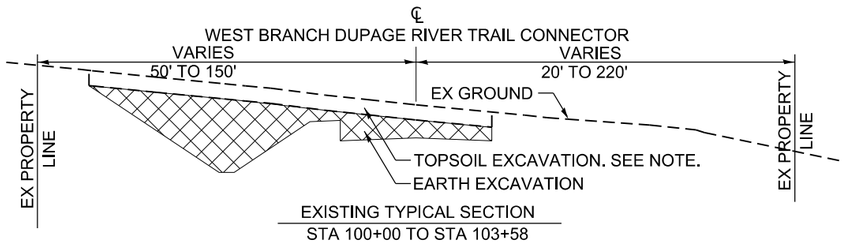
EXISTING TYPICAL SECTION
STA 100+45 TO STA 109+50



EXISTING TYPICAL SECTION
STA 109+50 TO STA 110+74.87



EXISTING TYPICAL SECTION
STA 117+08 TO STA 133+99



EXISTING TYPICAL SECTION
STA 100+00 TO STA 103+58

NOTE:

EXCAVATE TOPSOIL WITHIN EXCAVATION AND EMBANKMENT LIMITS (1' DEPTH TYPICAL). REUSE TOPSOIL FOR PROPOSED SEEDING AREAS.

MODEL: Default
FILE NAME: pw:\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\000016432\03_CADD\01_Sheets\Civil\16432-SHT-TYP01.dgn

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

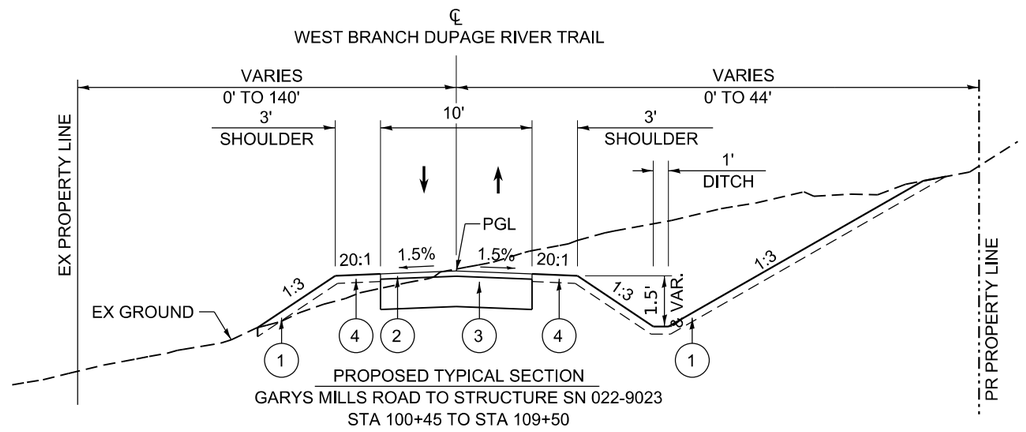
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 10.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

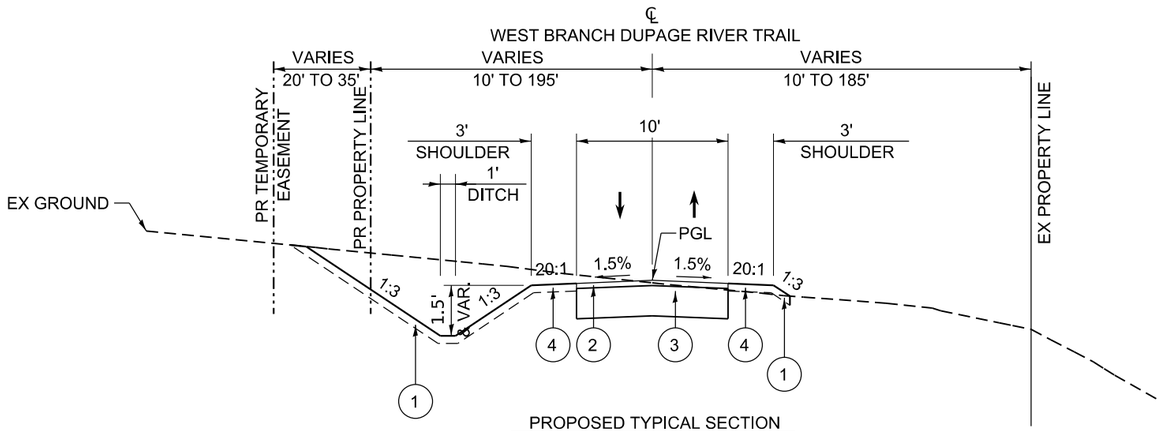
WEST BRANCH DUPAGE RIVER TRAIL
EXISTING TYPICAL SECTIONS

SCALE: N/A | SHEET 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

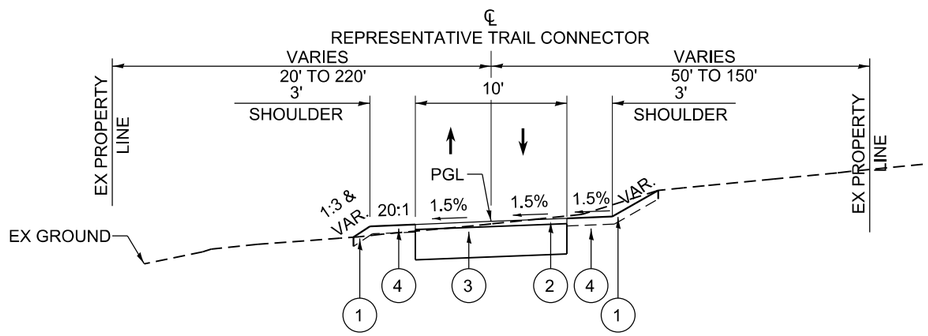
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	13
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
GARYS MILLS ROAD TO STRUCTURE SN 022-9023
STA 100+45 TO STA 109+50



PROPOSED TYPICAL SECTION
STRUCTURE SN 022-9023 TO WEST DUPAGE WOODS
STA 117+08 TO STA 133+98



PROPOSED TYPICAL SECTION
WEST CHICAGO TRAIL CONNECTOR
STA 100+00 TO STA 103+58

PROPOSED LEGEND

1. 4" TOPSOIL PLACEMENT. USE TOPSOIL FROM SITE. PAID AS TOPSOIL EXCAVATION AND PLACEMENT (21101505)
2. LIMESTONE SCREENING SURFACE 2" (XX007606)
3. AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
4. EARTH SHOULDER
   SEE LANDSCAPING PLANS FOR SEEDING CLASSES USED ON EARTH SHOULDER

NOTES

1. SEE STRUCTURAL SHEETS FOR BRIDGE TYPICALS FROM STATION 109+50.00 TO STATION 117+08.70
2. RETAINING WALL ON RIGHT SIDE OF PATH FROM STATION 105+72 TO STATION 107+76. SEE STRUCTURAL SHEETS FOR MORE INFORMATION.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	**AIR VOIDS Ndes**	**QUALITY MANAGEMENT PROGRAM (QMP)**
CLASS D PATCHES (SPECIAL)		
HMA BINDER (IL-19 mm), 6"	4% @ 70 Gyr.	LR 1030-2
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 2"	4% @ 70 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22", UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

TABLE PROVIDED FOR PATCHING AT HAHN PLACE DUE TO STORM SEWER INSTALLATION.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-03\Documents\Projects\0000161432\03_CADD\01_Sheets\CivilM161432-SHT-TYP02.dgn

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

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PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PROPOSED TYPICAL SECTIONS

SCALE: N/A | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	14
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

EARTHWORK SCHEDULE

LOCATION		20200100 EARTH EXCAVATION	STRUCTURE EXCAVATION	66900200 NON-SPECIAL WASTE DISPOSAL	SUITABLE EXCAVATION, USED AS EMBANKMENT (ADJ FOR 15% SHRINKAGE)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	20400800 FURNISHED EXCAVATION	20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	21101505 TOPSOIL EXCAVATION AND PLACEMENT	TOPSOIL PLACEMENT
STA	STA	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	
WEST BRANCH DUPAGE RIVER TRAIL											
100+72.00	101+00.00	12.92			10.98	1.63	9.35			15.41	2.54
101+00.00	101+50.00	45.02			38.27	4.35	33.92			58.98	10.66
101+50.00	102+00.00	32.42			27.56	5.81	21.75			58.97	12.20
102+00.00	102+50.00	17.95			15.25	9.40	5.85			54.73	12.08
102+50.00	103+00.00	27.91			23.72	7.82	15.90			58.06	13.19
103+00.00	103+50.00	123.34		123.34	0.00	10.55	-10.55			0.00	16.53
103+50.00	104+00.00	157.20		157.20	0.00	17.81	-17.81			0.00	19.88
104+00.00	104+50.00	210.77		210.77	0.00	11.08	-11.08			0.00	21.86
104+50.00	105+00.00	296.01		296.01	0.00	1.98	-1.98			0.00	25.81
105+00.00	105+50.00	273.30		273.30	0.00	2.81	-2.81			0.00	22.69
105+50.00	106+00.00	149.96		149.96	0.00	19.61	-19.61			0.00	15.19
106+00.00	106+50.00	107.29		107.29	0.00	23.13	-23.13			0.00	14.65
106+50.00	107+00.00	118.88		118.88	0.00	7.96	-7.96			0.00	15.85
107+00.00	107+50.00	35.00			29.75	49.72	-19.97			63.74	20.42
107+50.00	108+00.00	2.74			2.32	92.59	-90.26			72.57	20.47
108+00.00	108+50.00	2.92			2.48	120.56	-118.08			70.57	17.36
108+50.00	109+00.00	3.19			2.71	161.68	-158.97			76.52	19.34
109+00.00	109+50.00	2.71			2.30	146.02	-143.72			85.56	21.10
109+50.00	110+00.00	1.28			1.09	67.34	-66.25			56.04	15.15
110+00.00	110+50.00	0.11			0.09	16.44	-16.34			16.30	7.23
110+50.00	110+71.70	0.00			0.00	6.66	-6.66			5.06	2.60
110+71.70	111+00.00	0.00			0.00	3.85	-3.85			3.25	1.70
BRIDGE OMISSION											
116+50.00	117+00.00	0.00			0.00	18.12	-18.12			30.90	6.39
117+00.00	117+09.04	0.00			0.00	23.05	-23.05			18.85	3.30
117+09.04	117+50.00	0.00			0.00	304.65	-304.65			105.09	22.19
117+50.00	118+00.00	0.00			0.00	395.92	-395.91			97.48	26.34
118+00.00	118+50.00	11.40			9.69	176.20	-166.51			88.49	23.33
118+50.00	119+00.00	47.23			40.14	47.91	-7.77			93.74	25.07
119+00.00	119+50.00	115.80			98.43	6.25	92.18			97.18	26.23
119+50.00	120+00.00	127.48			108.36	2.42	105.94			92.67	24.73
120+00.00	120+50.00	82.04			69.73	6.37	63.36			86.03	22.51
120+50.00	121+00.00	70.71			60.11	16.73	43.38			89.64	22.50
121+00.00	121+50.00	49.65			42.20	45.90	-3.70			83.60	20.49
121+50.00	122+00.00	37.34			31.74	38.56	-6.82			67.52	16.34
122+00.00	122+50.00	43.25			36.76	17.60	19.16			64.53	15.34
122+50.00	123+00.00	55.44			47.13	18.65	28.48			79.97	20.49
123+00.00	123+50.00	70.27			59.73	9.41	50.32			89.68	23.72
123+50.00	124+00.00	47.36			40.26	10.14	30.12			80.19	20.56
124+00.00	124+50.00	18.61			15.82	12.47	3.34			67.51	16.33
124+50.00	125+00.00	8.04			6.83	13.03	-6.19			58.70	13.40
125+00.00	125+50.00	7.41			6.30	10.20	-3.90			53.12	11.54
125+50.00	126+00.00	5.52			4.69	10.50	-5.81			43.92	8.46
126+00.00	126+50.00	13.61			11.57	8.76	2.81			41.34	7.60
126+50.00	127+00.00	12.89			10.95	38.61	-27.65			53.95	11.81
127+00.00	127+50.00	6.53			5.55	48.85	-43.30			73.60	18.38
127+50.00	128+00.00	11.24			9.56	19.75	-10.19			74.07	18.53
128+00.00	128+50.00	7.09			6.03	29.99	-23.96			74.85	18.78
128+50.00	129+00.00	6.14			5.22	49.95	-44.74			80.38	20.62
129+00.00	129+50.00	24.09			20.48	44.95	-24.47			75.32	18.94
129+50.00	130+00.00	43.09			36.63	38.69	-2.07			78.97	20.15
130+00.00	130+50.00	36.02			30.62	36.94	-6.32			76.25	19.24
130+50.00	131+00.00	42.58			36.19	29.68	6.52			78.23	19.90
131+00.00	131+50.00	54.51			46.34	32.29	14.04			87.51	22.99
131+50.00	132+00.00	62.94			53.50	35.59	17.91			95.33	24.52
132+00.00	132+50.00	37.75			32.09	96.93	-64.84			79.06	20.35
132+50.00	133+00.00	0.00			0.00	189.91	-189.91			72.49	19.17
133+00.00	133+50.00	1.05			0.89	125.99	-125.09			70.81	16.96
133+50.00	133+98.11	1.01			0.86	14.96	-14.10			25.59	6.97
WEST CHICAGO TRAIL CONNECTOR											
100+00.00	100+50.00	4.43			3.77	15.23	-11.46			60.76	17.10
100+50.00	101+00.00	9.54			8.11	12.97	-4.86			72.69	18.03
101+00.00	101+50.00	8.83			7.51	46.55	-39.04			68.47	16.56
101+50.00	102+00.00	2.37			2.02	50.95	-48.93			64.57	15.27
102+00.00	102+50.00	12.45			10.58	16.65	-6.07			73.12	18.19
102+50.00	103+00.00	12.65			10.75	12.92	-2.17			76.53	19.33
103+00.00	103+40.70	7.00			5.95	8.18	-2.23			46.79	15.88
NOMINAL QUANTITIES				175.00					315.00		
COMPENSATORY STORAGE		510.14		433.62	76.52	164.16	-87.64			1290.45	364.84
RETAINING WALL			419.00	210.00	177.65	0.00	177.65				
ABUTMENTS			920.00		782.00	0.00	782.00				
BRIDGE PIERS			133.00		113.05	0.00	113.05				
TOTAL		3350	1472	2260	2340	3145	-800	800	315	5080	1470

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	3350
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	315
20400800	FURNISHED EXCAVATION	CU YD	800
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	5080
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2260
66900530	SOIL DISPOSAL ANALYSIS	EACH	5
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1
66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1
66901006	REGULATED SUBSTANCES MONITORING	CAL DA	40

NOTES:

1. TOPSOIL SHALL BE STRIPPED, STOCKPILED, STORED, AND REUSED FOR THE PROPOSED LANDSCAPING IMPROVEMENTS. DISPOSAL OF EXCESS TOPSOIL SHALL BE INCLUDED IN THE COST OF TOPSOIL EXCAVATION AND PLACEMENT. EXCESS TOPSOIL EXCAVATION MAY BE UTILIZED BY THE FOREST PRESERVE DISTRICT (FPD) AT A NEARBY LOCATION ALSO WITHIN THE BLACKWELL FOREST PRESERVE. THIS WORK (IF NECESSARY) WILL BE DIRECTED BY FPD AND THE COST OF TRANSPORTING THE MATERIAL WILL BE INCLUDED IN THE COST OF TOPSOIL EXCAVATION AND PLACEMENT.

2. NOMINAL QUANTITIES PROVIDED FOR NON-SPECIAL WASTE DISPOSAL AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL BE USED FOR REMOVING UNSUITABLE SOILS ENCOUNTERED IN THE FIELD DURING CONSTRUCTION. NOMINAL QUANTITIES PROVIDED FOR AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE USED FOR REPLACEMENT OF UNSUITABLE SOILS. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION AND APPROVED BY THE ENGINEER. POTENTIAL UNSTABLE SOILS SHALL BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SCHEDULE OF QUANTITIES

SCALE: N/A | SHEET 1 OF 3 SHEETS | STA. | TO STA.

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

MODEL: Default
FILE NAME: pw:J:\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000164320\3_CADD\01 Sheets\Civil\16432-SHT-SCH01.dgn

30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"					
STA	**STA**	**TRAIL**	**DESPCRIPTION**	**AREA (SF)**	**UNIT CONV.**	**SQ YD**
101+00.0	109+50.0	West Branch DuPage River Trail	SOUTH OF PR BRIDGE	8501.6	1/9	944.6
117+14.0	133+92.3	West Branch DuPage River Trail	NORTH OF PR BRIDGE	16815.4	1/9	1,868.4
100+00.0	103+43.0	West Chicago Trail Connector	TRAIL CONNECTOR	3467.1	1/9	385.2
TOTAL						3,199

NOTE: A NOMINAL QUANTITY OF 315 CU YD OF AGGREGATE SUBGRADE IMPROVEMENT (30300001) HAS BEEN INCLUDED FOR ADDITIONAL UNDERCUTS.

XX007606	LIMESTONE SCREENING SURFACE 2"					
STA	STA	TRAIL	Location	AREA (SF)	UNIT CONV.	SQ YD
101+00.0	109+50.0	West Branch DuPage River Trail	SOUTH OF PR BRIDGE	8501.6	1/9	944.6
117+14.0	133+92.3	West Branch DuPage River Trail	NORTH OF PR BRIDGE	16815.4	1/9	1,868.4
100+00.0	103+43.0	West Chicago Trail Connector	TRAIL CONNECTOR	3467.1	1/9	385.2
TOTAL						3,199

42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
Location	SQ FT
Hahn Place	106.3
Hahn Place / IL 59	123.8
IL 59	25.4
Gary Mills South Side	156.8
Gary Mills North Side	163.6
Tub Structure	1,235.0
TOTAL	1,811

42400800	DETECTABLE WARNINGS
Location	SQ FT
Hahn Place	12.0
Hahn Place / IL 59	10.0
IL 59 West Side	10.0
IL 59 East Side	10.0
Gary Mills South Side	20.0
Gary Mills North Side	20.0
TOTAL	82

X4240118	PORTLAND CEMENT CONCRETE SIDEWALK CURB
Location	**FOOT**
Hahn Place West Side	28.0
Hahn Place / IL 59	50.0
IL 59 East Side	10.0
TOTAL	88

PERIMETER EROSION BARRIER (28000400)								
ALIGNMENT	STATION	OFFSET		STATION	OFFSET		LENGTH	ROWS	FOOT
WEST BRANCH DUPAGE RIVER TRAIL	101+75.8	55.1	LT	113+64.6	23.8	LT	1216.3	2	2,432.6
WEST BRANCH DUPAGE RIVER TRAIL	115+60.8	30.4	RT	133+97.3	30.5	LT	1917.5	2	3,835.0
CONNECTOR TRAIL	100+23.8	15.7	LT	103+43.4	5.0	LT	362.1	1	362.1
SOIL STOCKPILE AREAS							525.1	1	525.1
COMPENSATORY STORAGE AREA							492.7	2	985.4
TOTAL									8,141

INLET FILTERS (28000510)				
ALIGNMENT	STATION	OFFSET		EACH
US 59	99+43.6	69.3	LT	1
US 59	99+53.5	27.3	LT	1
US 59	99+54.0	47.4	LT	1
US 59	99+79.7	36.5	RT	1
TOTAL				4

TEMPORARY DITCH CHECKS (28000305)		
STATION	RT/LT	FOOT
101+91.0	RT	10.1
102+51.0	RT	10.1
103+08.0	RT	10.1
103+88.0	RT	10.1
104+70.0	RT	9.3
105+10.0	LT	9.3
105+09.0	RT	9.3
105+39.0	RT	9.3
108+00.0	RT	10.1
108+32.0	RT	10.1
108+52.0	RT	10.1
108+66.0	RT	10.1
118+90.0	RT	10.1
118+30.0	LT	10.1
118+60.0	LT	10.1
118+90.0	LT	10.1
119+20.0	RT	10.1
119+47.0	RT	10.1
119+20.0	LT	10.1
119+47.0	LT	10.1
119+67.0	LT	10.1
120+97.0	LT	10.1
121+21.0	LT	10.1
121+94.0	LT	10.1
122+44.0	LT	10.1
122+94.0	LT	10.1
123+40.0	LT	10.1
123+61.0	LT	10.1
124+76.0	LT	10.1
125+96.0	LT	10.1
ENG. DISCRETION (10%)		30.0
TOTAL		330

COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) (X5021512)							
STATION	OFFSET		STATION	OFFSET		LENGTH (FT)	EACH
113+66.2	16.1	LT	113+88.4	16.5	RT	108.0	1
115+51.9	4.3	LT	115+69.9	26.8	RT	953.3	1
TOTAL							2

SEDIMENT CONTROL, SILT CURTAIN (Z0023201)							
STATION	OFFSET		STATION	OFFSET		LENGTH (FT)	EACH
113+65.5	22.3	LT	114+23.4	14.6	RT	90.9	1
115+22.7	6.7	LT	115+59.9	28.6	RT	28.6	1
TOTAL							2

TEMPORARY FENCE (20101000)						
STATION	OFFSET		STATION	OFFSET		FOOT
101+74.8	53.6	LT	113+65.8	22.1	LT	1,219
115+60.0	28.6	RT	133+95.3	30.6	LT	1,915
104+65.7	101.8	RT	105+37.0	34.7	RT	162
TREE PROTECTION						942
COMPENSATORY STORAGE AREA						493
TOTAL						4,731

ABOVE GRADE INLET FILTERS (X2800520)			
STATION	OFFSET		EACH
128+20.0	9.1	LT	1
132+00.0	11.4	LT	1
TOTAL			2

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

USER NAME = Personal		DESIGNED -	GG	REVISED -
		DRAWN -	GG	REVISED -
PLOT SCALE = 99.996 ' / in.		CHECKED -	AM	REVISED -
PLOT DATE = 8/27/2025		DATE -	8/27/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SCHEDULE OF QUANTITIES

SCALE: N/A | SHEET 2 OF 3 SHEETS | STA. | TO STA.

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

SEEDING SCHEDULE										
STATION	STATION	OFFSET	SEEDING, CLASS 2 (MODIFIED) (X2501010)	SEEDING, CLASS 4 (MODIFIED) (X2501800)	SEEDING, CLASS 4B (MODIFIED) (X2502024)	SEEDING, CLASS 5 (MODIFIED) (X2501820)	WILDLIFE FRIENDLY EROSION CONTROL BLANKET (25100645)	MULCH, METHOD 3 (25100125)	SEEDING, CLASS 7 (25000350)	PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG (K0013030)
			ACRE	ACRE	ACRE	ACRE	SQ YD	ACRE	ACRE	UNIT
100+44.9	100+61.8	RT/LT	0.002				8.3	0.002	0.002	
100+81.6	109+50.0	RT/LT	0.118				573.3	0.118	0.118	
100+82.0	110+85.6	RT		0.497			1615.9	0.497	0.497	
100+84.6	105+50.0	LT		0.044			226.3	0.044	0.044	
105+50.0	107+50.0	LT		0.040			217.1	0.040	0.040	
107+50.0	110+85.6	LT		0.066			335.8	0.066	0.066	
116+99.0	117+14.0	RT/LT		0.019			104.7	0.019	0.019	
117+14.0	133+92.3	RT/LT	0.231				1114.5	0.231	0.231	
117+14.0	133+92.3	LT		0.546			2787.5	0.546	0.546	
117+14.0	121+30.0	RT		0.154			785.8	0.154	0.154	
121+30.0	121+70.0	RT		0.009			43.2	0.009	0.009	
121+70.0	122+30.0	RT		0.004			21.1	0.004	0.004	
122+30.0	122+70.0	RT		0.006			26.6	0.006	0.006	
122+70.0	133+92.3	RT		0.242			1246.1	0.242	0.242	
99+88.0*	103+43.2*	RT/LT	0.049				235.8	0.049	0.049	
99+88.0*	103+43.2*	RT/LT		0.132			673.7	0.132	0.132	
COMPENSATORY STORAGE AREA				0.524	0.169	0.524	3125.3	0.693	0.524	23.2
TOTAL			0.400	2.283	0.169	0.524	13,140.8	2.851	2.851	23.2
ROUNDED TOTAL			0.50	2.50	0.25	0.75	13,141	3.25	3.25	24

NOTE: SEEDING, CLASS 7 SHALL ONLY BE USED IN THE EVENT OF A WINTER SHUTDOWN AND IF THE PERMANENT SEEDING CANNOT BE PLACED BEFORE THE SHUTDOWN. THE PERMANENT SEEDING MUST BE PLACED AFTER A WINTER SHUTDOWN. A QUANTITY OF 325 LBS OF TEMPORARY EROSION CONTROL SEEDING (28000250) IS PROVIDED FOR SHORT-TERM COVER.

* STATION MEASURED WITH REPRESENTATIVE CONNECTOR TRAIL CENTERLINE

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

USER NAME = Personal	DESIGNED - GG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL SCHEDULE OF QUANTITIES	
	DRAWN - GG	REVISED -			
PLOT SCALE = 99.996 ' / in.	CHECKED - AM	REVISED -			
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		SCALE: N/A SHEET 3 OF 3 SHEETS STA. TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	17
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 1 OF 3 SHEETS | STA. 100+45.07 | TO STA. 127+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	18
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

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

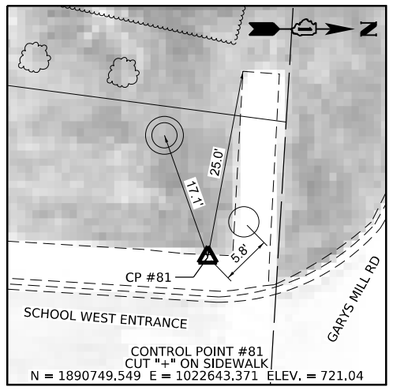
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

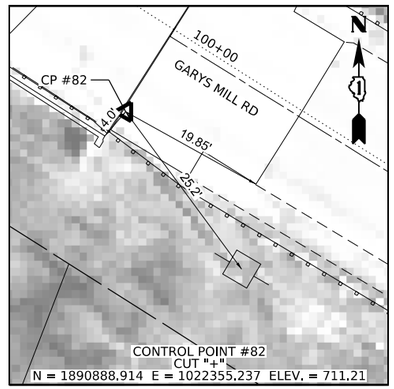
WEST BRANCH DUPAGE RIVER TRAIL
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 2 OF 3 SHEETS | STA. | TO STA.

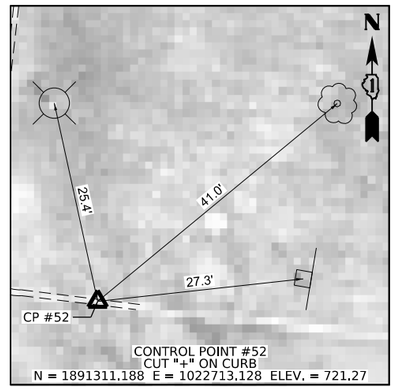
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	19
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



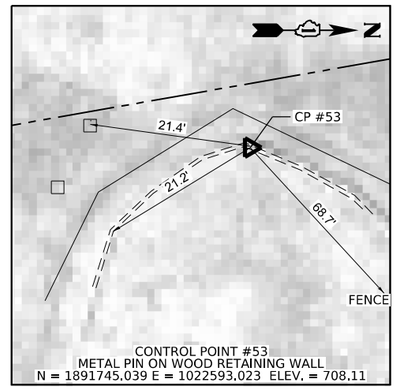
CONTROL POINT #81
CUT "+" ON SIDEWALK
N = 1890749.549 E = 1022643.371 ELEV. = 721.04



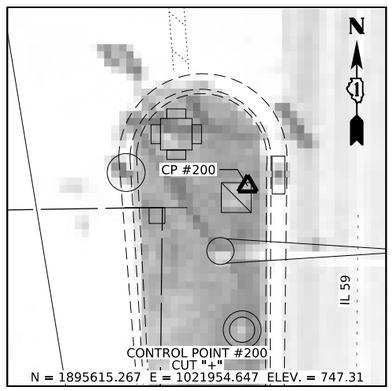
CONTROL POINT #82
CUT "+"
N = 1890888.914 E = 1022355.237 ELEV. = 711.21



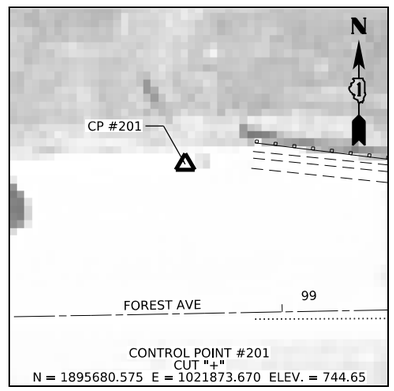
CONTROL POINT #52
CUT "+" ON CURB
N = 1891311.188 E = 1022713.128 ELEV. = 721.27



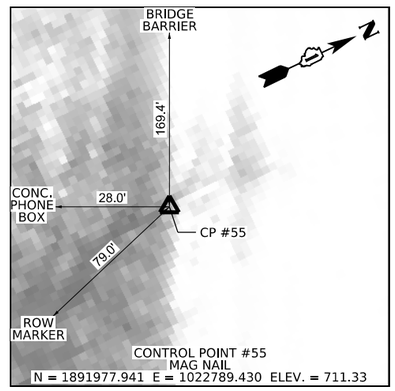
CONTROL POINT #53
METAL PIN ON WOOD RETAINING WALL
N = 1891745.039 E = 1022593.023 ELEV. = 708.11



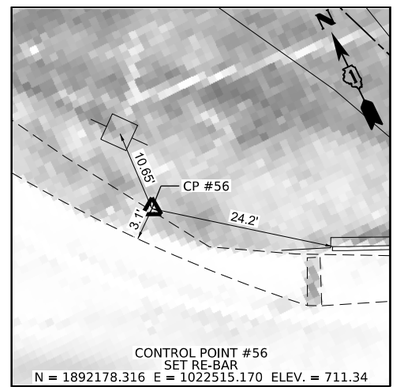
CONTROL POINT #200
CUT "+"
N = 1895615.267 E = 1021954.647 ELEV. = 747.31



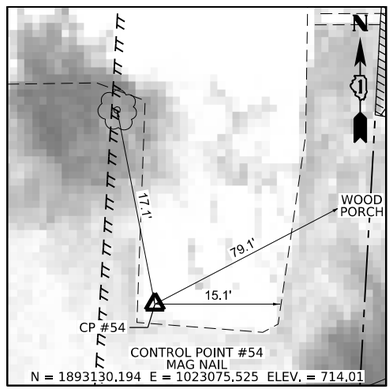
CONTROL POINT #201
CUT "+"
N = 1895680.575 E = 1021873.670 ELEV. = 744.65



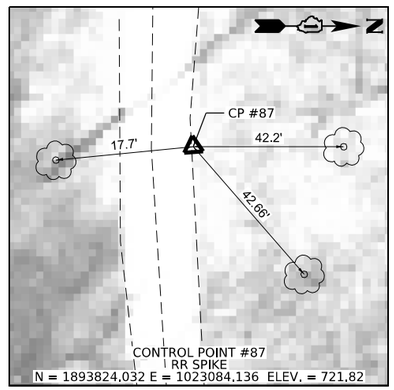
CONTROL POINT #55
MAG NAIL
N = 1891977.941 E = 1022789.430 ELEV. = 711.33



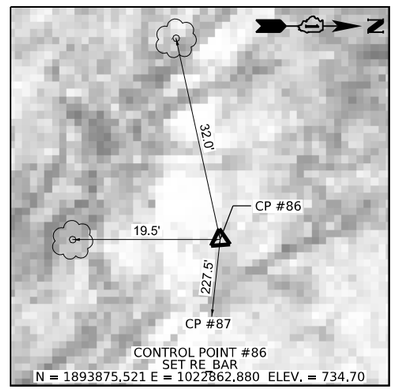
CONTROL POINT #56
SET RE-BAR
N = 1892178.316 E = 1022515.170 ELEV. = 711.34



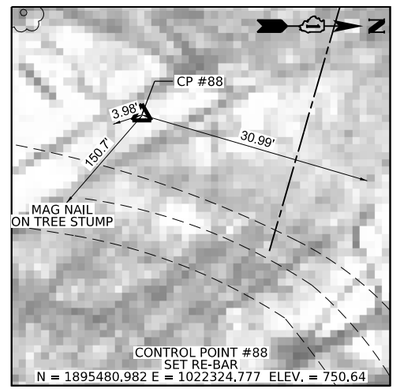
CONTROL POINT #54
MAG NAIL
N = 1893130.194 E = 1023075.525 ELEV. = 714.01



CONTROL POINT #87
RR SPIKE
N = 1893824.032 E = 1023084.136 ELEV. = 721.82



CONTROL POINT #86
SET RE_BAR
N = 1893875.521 E = 1022862.880 ELEV. = 734.70



CONTROL POINT #88
SET RE-BAR
N = 1895480.982 E = 1022324.777 ELEV. = 750.64

BENCHMARK				
BM #	NORTHING	EASTING	ELEVATION	DESCRIPTION
WI15004	1892047	1022631	714.87	TOP OF SE WINGWALL ON IL ROUTE 38 BRIDGE OVER WEST BRANCH DUPAGE RIVER.

VERTICAL DATUM NAVD 88. NORTHING AND EASTING INFORMATION IS GIVEN IN NAD 83 ILLINOIS STATE PLANE EAST AND ARE FOR LOCATION REFERENCE ONLY. ACTUAL NORTHING AND EASTING INFORMATION MAY DIFFER.

DETAIL DESCRIPTION DUPAGE COUNTY BENCHMARK WI15004

STATION IS LOCATED ON THE TOP OF THE SOUTHEAST END OF A WINGWALL OF A BRIDGE FOR ILLINOIS ROUTE 38 (ROOSEVELT ROAD) OVER THE WEST BRANCH OF THE DUPAGE RIVER. STATION IS LOCATED ALONG THE SOUTH SIDE OF ILLINOIS ROUTE 38, EAST OF THE ENTRANCE RAMP TO ILLINOIS ROUTE 59. STATION IS 33.0 FT SOUTH OF THE CENTERLINE OF ILLINOIS ROUTE 38 AND 212.0 FT EAST OF THE CENTERLINE OF THE MEDIAN IN THE ENTRANCE RAMP FOR ILLINOIS ROUTE 59. MONUMENT IS A 3.5 INCH BRASS DISK 2.9 FT ABOVE THE ROAD SURFACE AND IS FERROMAGNETIC.

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 19.999 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=10' | SHEET 3 OF 3 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	20
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

BLACKWELL FOREST PRESERVE

EX. R.O.W.

GARYS MILL RD

EX. R.O.W.

EX. FOREST PRESERVE DISTRICT OF DUPAGE COUNTY PROPERTY LINE

WEST BRANCH DUPAGE RIVER

CONSTRUCTION LIMITS (TYP.)

EXISTING TRAIL

WETLAND AND TREE PROTECTION ZONE

PR. PROPERTY LINE

℄ WEST BRANCH DUPAGE RIVER TRAIL

PR. TEMP. EASEMENT

MATCHLINE 112+00

AGGREGATE SHOULDER REMOVAL (X4810200) - 5 CU YD

FIELD VERIFY IF TREE REMOVAL IS NEEDED FOR CONSTRUCTION OF RETAINING WALL. NOMINAL QUANTITY PROVIDED.
TREE REMOVAL (6 TO 15 UNITS DIAMETER) (20100110) - 16 UNITS
(2) 8 INCH DIAMETER TREES

0 50 100 150
SCALE IN FEET

SARANA BLVD

CONSTRUCTION LIMITS (TYP.)

PR. PROPERTY LINE

℄ WEST BRANCH DUPAGE RIVER TRAIL

PR. TEMP. EASEMENT

WEST BRANCH DUPAGE RIVER

EX. R.O.W.

EX. R.O.W.

SEE NOTE 2 FOR FENCE REMOVAL

REMOVE ABANDONED HEADWALL. THIS WORK SHALL BE PAID FOR AS CONCRETE HEADWALL REMOVAL SPECIAL (X5012650)

WETLAND AND TREE PROTECTION ZONE

EX. FOREST PRESERVE DISTRICT OF DUPAGE COUNTY PROPERTY LINE

MATCHLINE 127+00

MATCHLINE 112+00

W ROOSEVELT RD
IL 38

PR. TEMP. EASEMENT

NOTES:
1. SEE EROSION AND SEDIMENT CONTROL PLANS FOR ADDITIONAL INFORMATION ON TREE PROTECTION ADN THE WETLAND AND TREE PROTECTION ZONE.
2. FENCE REMOVAL WITHIN THE R.O.W. SHALL BE CONSIDERED CLEARING IN ACCORDANCE WITH ARTICLE 201.01 OF THE STANDARD SPECIFICATIONS AND SHALL NOT BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 201.

0 50 100 150
SCALE IN FEET

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
REMOVAL PLANS

SCALE: 1" = 50' | SHEET 1 OF 2 SHEETS | STA. 100+45.07 TO STA. 127+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	21
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

NOTES:
1. SEE EROSION AND SEDIMENT CONTROL PLANS FOR ADDITIONAL INFORMATION ON TREE PROTECTION ADN THE WETLAND AND TREE PROTECTION ZONE.
2. FENCE REMOVAL WITHIN THE R.O.W. SHALL BE CONSIDERED CLEARING IN ACCORDANCE WITH ARTICLE 201.01 OF THE STANDARD SPECIFICATIONS AND SHALL NOT BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 201.

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

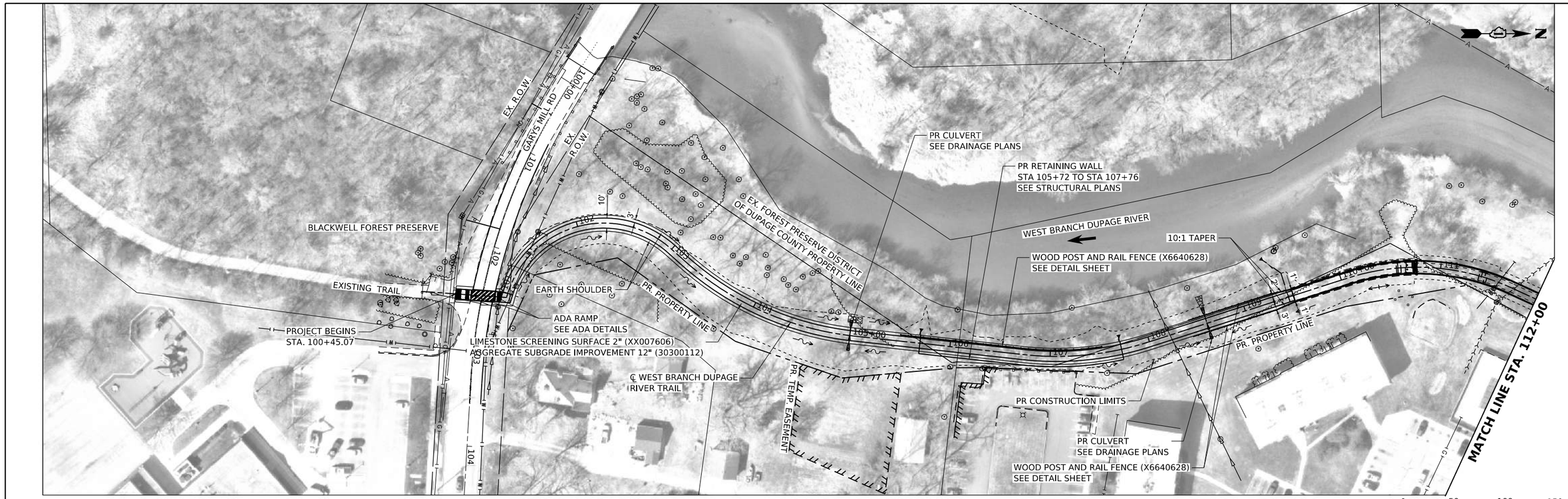
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

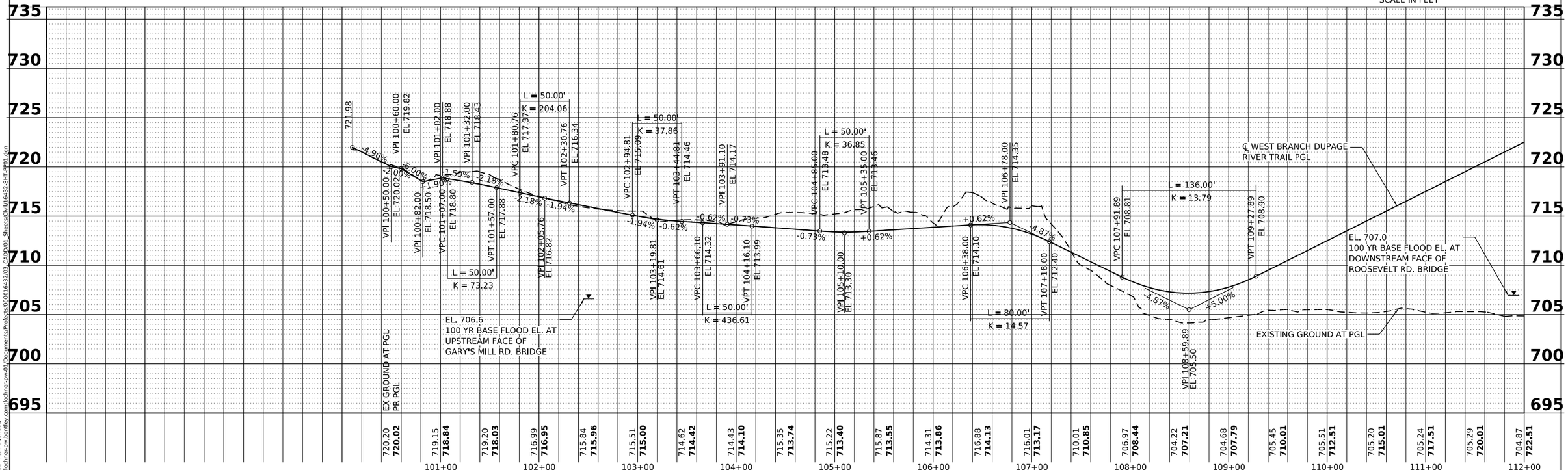
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
REMOVAL PLANS

SCALE: 1" = 50' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	22
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	





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

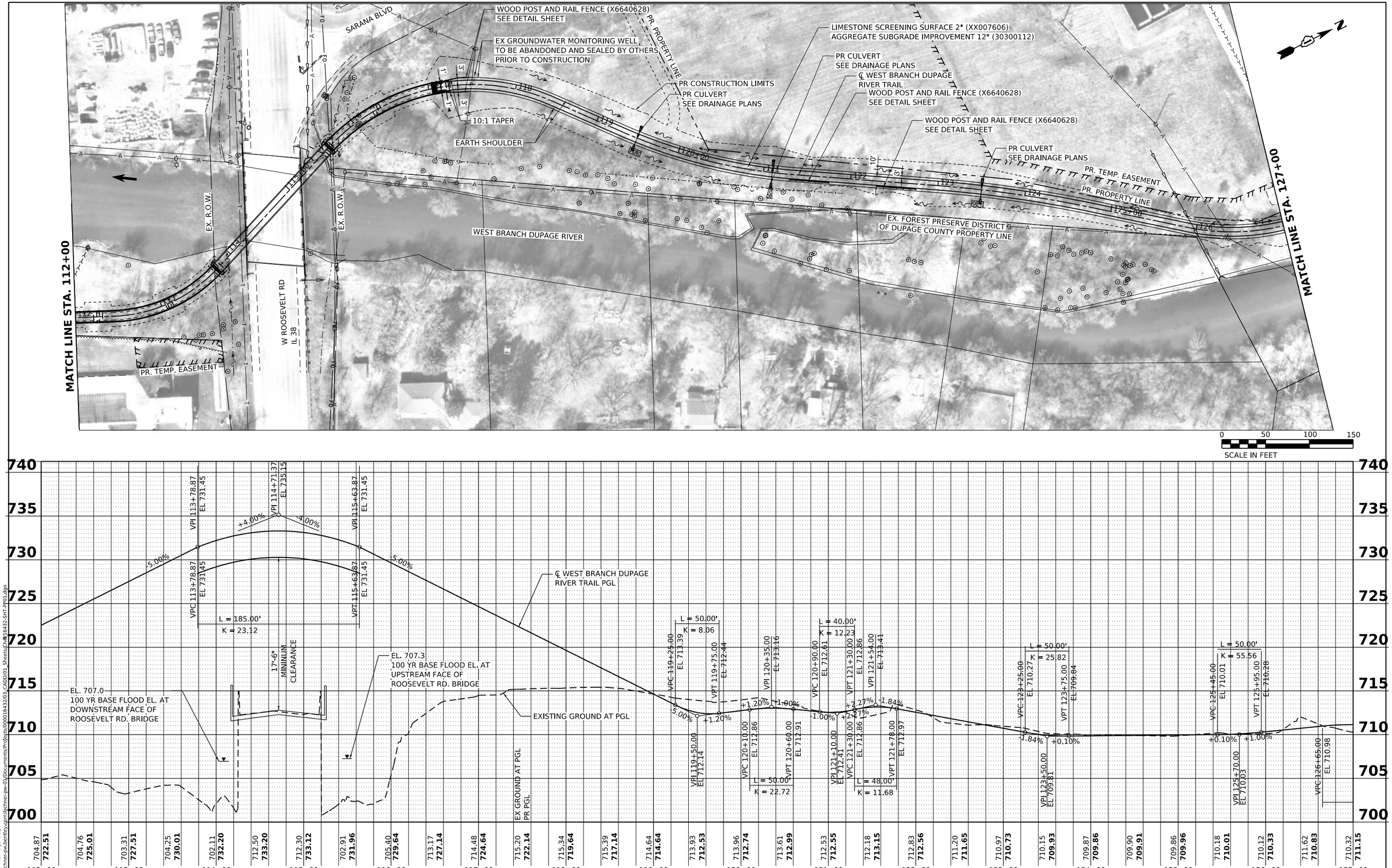
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PLAN AND PROFILE

SCALE: 1"=50'H/1"=5'V | SHEET 1 OF 4 SHEETS | STA. 100+95.36 TO STA. 112+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	23
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



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

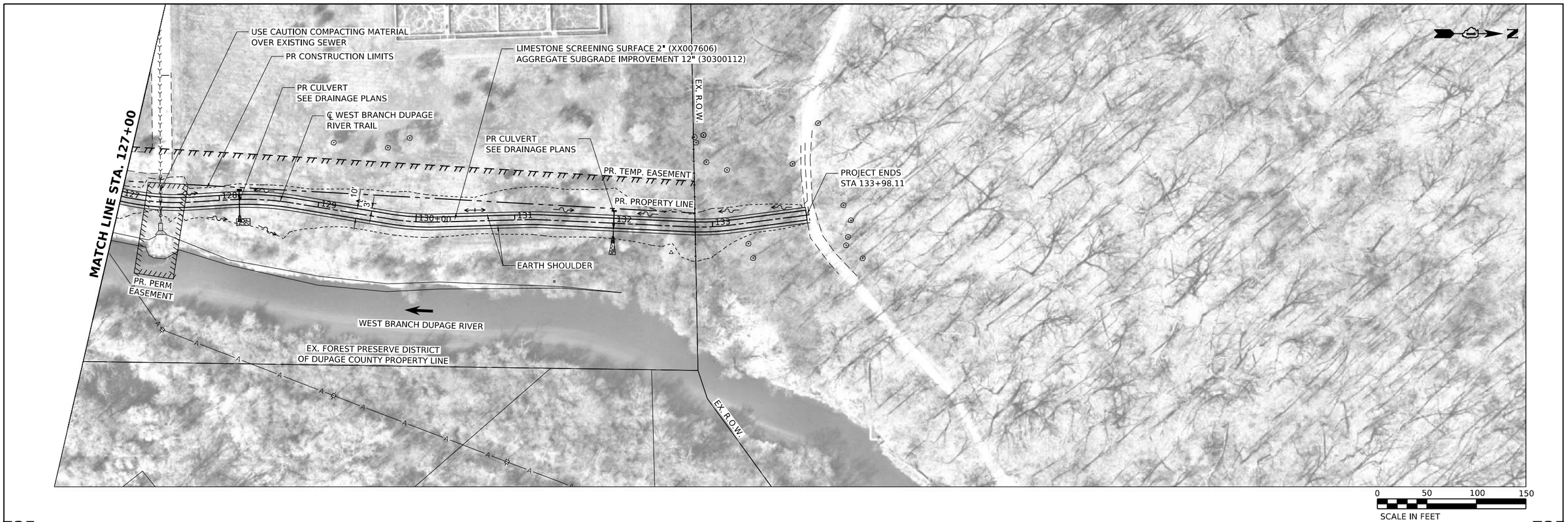
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

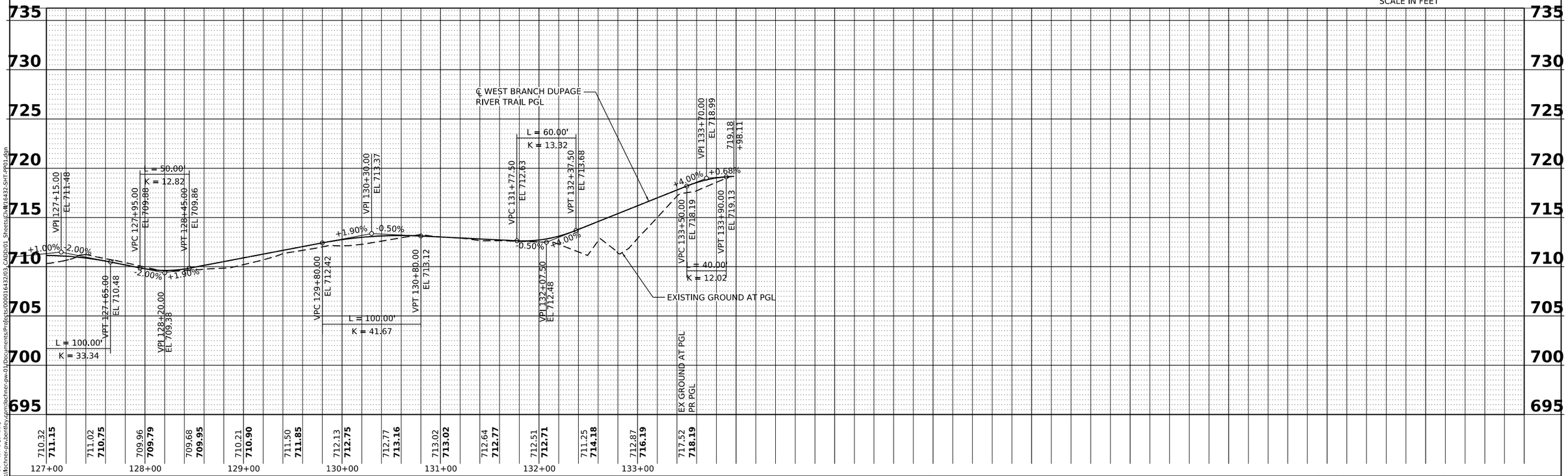
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PLAN AND PROFILE

SCALE: 1"=50'H/1"=5'V | SHEET 2 OF 4 SHEETS | STA. 112+00 | TO STA. 127+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	24
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		





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

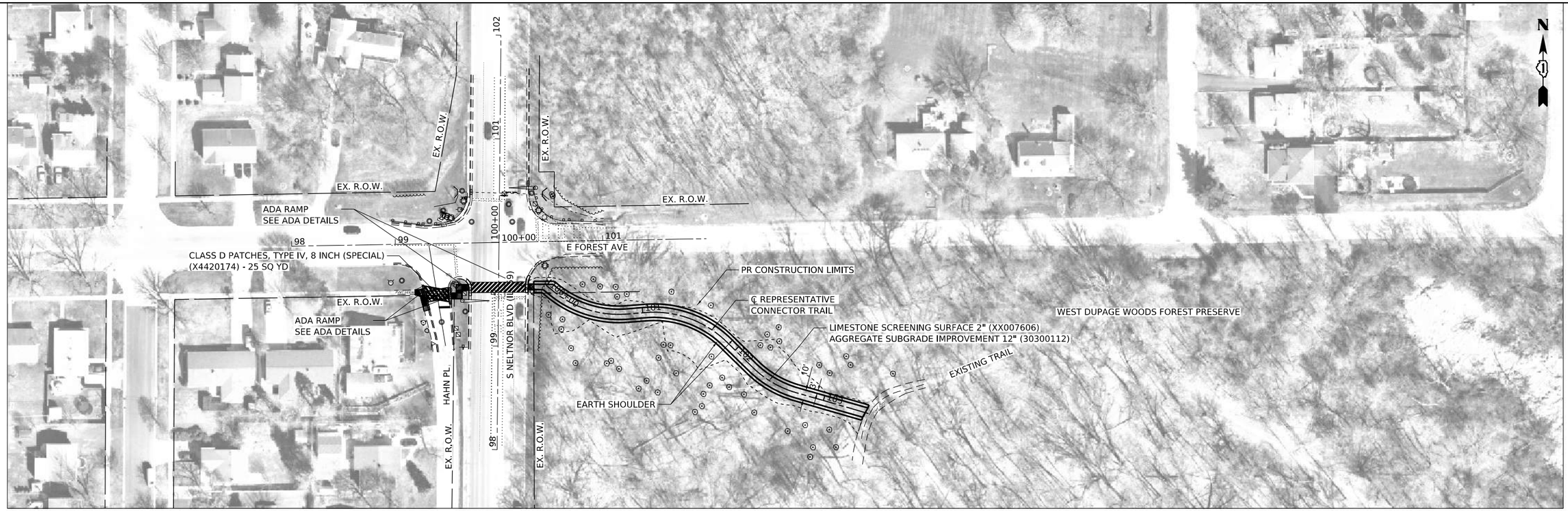
USER NAME = Personal	DESIGNED - RR	REVISED -
	DRAWN - RR	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -

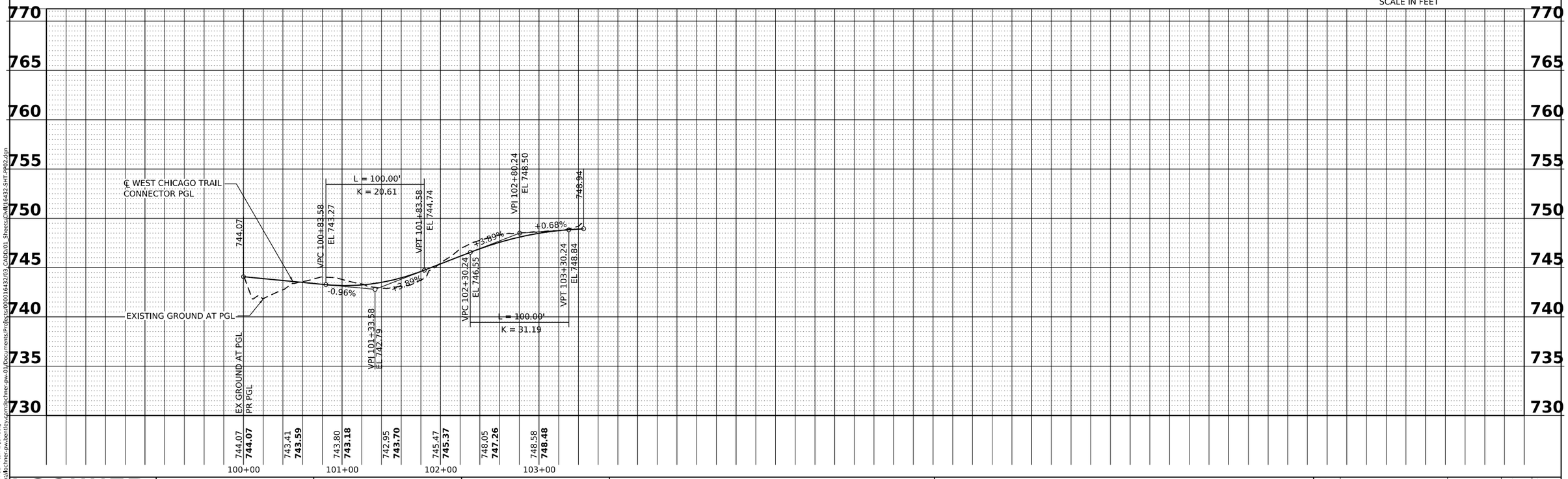
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PLAN AND PROFILE

SCALE: 1"=50'H/1"=5'V | SHEET 3 OF 4 SHEETS | STA. 127+00 | TO STA. 133+97.84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	25
		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 - RR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL PLAN AND PROFILE – WEST CHICAGO TRAIL CONNECTOR
		DRAWN - RR	REVISED -		
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	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	26
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

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ADA LEGEND

STA. 50+25.36 — STATION
OFFSET 25.26 — OFFSET (L/R)
ELEV (745.70) — EXISTING ELEVATION

STA. 50+25.36 — STATION
OFFSET 25.26 — OFFSET (L/R)
ELEV 745.70 — PROPOSED ELEVATION

SLOPE DIRECTION
1.02% — PROPOSED SLOPE

SLOPE DIRECTION
(1.02%) — EXISTING SLOPE

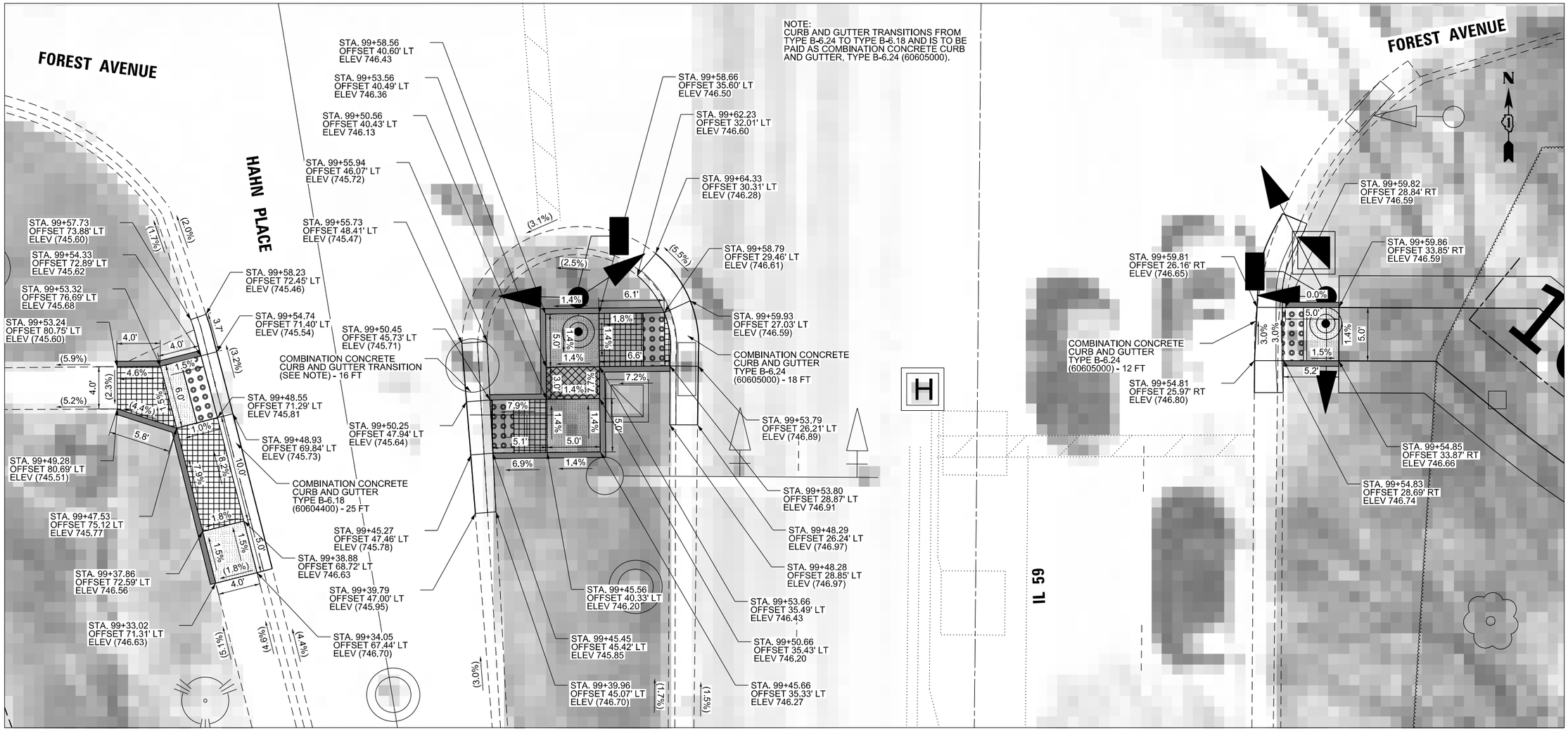
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200) CONCRETE CURB RAMP

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200) CONCRETE SIDEWALK

PORTLAND CEMENT CONCRETE SIDEWALK CURB (X4240118)

DETECTABLE WARNINGS (42400800)

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200) LEVEL LANDING AREA



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LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - GG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**WEST BRANCH DUPAGE RIVER TRAIL ADA DETAIL – FOREST AVENUE**
		DRAWN - GG	REVISED -		
	PLOT SCALE = 10.000 ' / in.	CHECKED - AM	REVISED -		SCALE: 1" = 5' SHEET 1 OF 2 SHEETS STA. TO STA.
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	27
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

ADA LEGEND

STA. 50+25.36 — STATION
OFFSET 25.26 — OFFSET (L/R)
ELEV (745.70) — EXISTING ELEVATION

STA. 50+25.36 — STATION
OFFSET 25.26 — OFFSET (L/R)
ELEV 745.70 — PROPOSED ELEVATION

SLOPE DIRECTION
1.02% — PROPOSED SLOPE

SLOPE DIRECTION
(1.02%) — EXISTING SLOPE

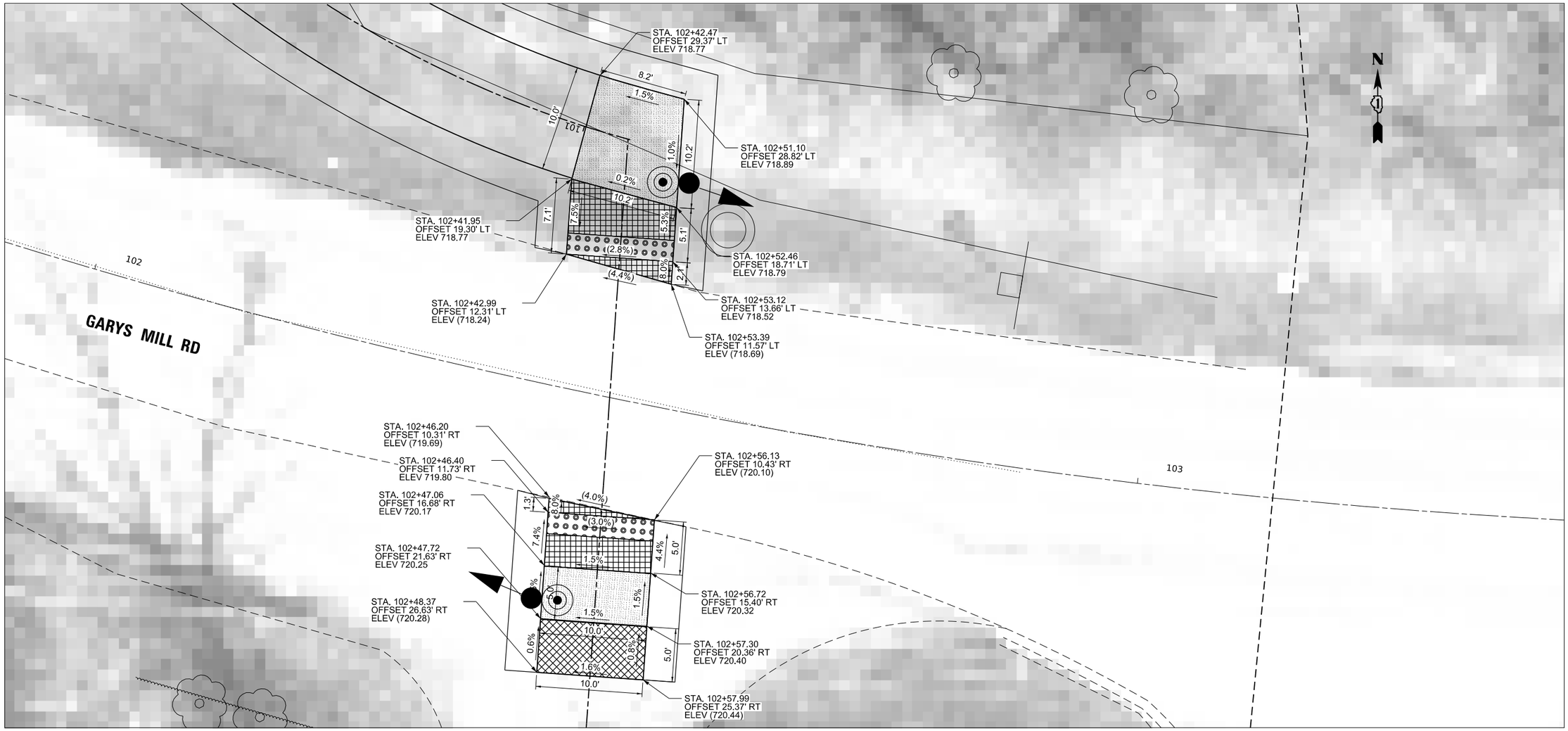
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200) CONCRETE CURB RAMP

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200) CONCRETE SIDEWALK

PORTLAND CEMENT CONCRETE SIDEWALK CURB (X4240118)

DETECTABLE WARNINGS (42400800)

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200) LEVEL LANDING AREA



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SCALE IN FEET

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LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - GG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL ADA DETAIL – GARYS MILL ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GG	REVISED -			347	16-F3000-15-BT	DUPAGE	148	28
	PLOT SCALE = 10.000 ' / in.	CHECKED - AM	REVISED -					CONTRACT NO. 61J54		
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		SCALE: 1" = 5' SHEET 2 OF 2 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

MAINTENANCE OF TRAFFIC NOTES

1. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, TRAFFIC SIGNAL PLANS, THESE NOTES, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS.

2. THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.

3. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.

4. TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 50 FEET CENTER TO CENTER.

5. DROP-OFFS ADJACENT TO THE TRAVEL LANE SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN OR EQUAL TO 12"AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE TRAVEL LANE SHALL BE BACKFILLED IN ACCORDANCE WITH TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES AT THE END OF EACH WORKDAY. THIS MAY REQUIRE THE CONTRACTOR TO REPLACE OR PLACE SUFFICIENT MATERIAL IN THE EXCAVATION TO REDUCE THE DROP-OFF TO BE COMPLIANT WITH THE REQUIREMENTS FOR USE OF BARRICADES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.

6. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.

7. TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGATED BY THE ENGINEER.

8. TYPE I, II AND/OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION. WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.

9. WHERE REQUIRED, TRAFFIC SIGNS WILL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.

10. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.

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

12. TRAFFIC CONTROL STANDARDS ARE INCLUDED ON THE LIST OF STANDARD DRAWINGS ON SHEET 2 AND ARE THE MINIMUM REQUIREMENTS FOR TRAFFIC CONTROL FOR THIS PROJECT.

13. CONTRACTOR TO MAINTAIN ACCESS TO ALL PRIVATE RESIDENCES AND BUSINESSES AT ALL TIMES DURING CONSTRUCTION.

14. CONTRACTOR TO PROTECT WORK AREA AS NECESSARY TO PREVENT ANY EQUIPMENT, MATERIALS, DEBRIS, ETC. FROM FALLING ONTO/ENTERING WORK ZONE.

15. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

16. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUING AND/OR WITH MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE ENGINEER.

SEQUENCE OF CONSTRUCTION

THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST AND MAINTAIN THE MINIMUM NUMBER OF TRAVEL LANES AS INDICATED IN THE PLANS. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.

WEST BRANCH DUPAGE RIVER TRAIL - GARYS MILL RD

STAGE 1:

MAINTENANCE OF TRAFFIC:

1. CONTRACTOR TO FOLLOW MAINTENANCE OF TRAFFIC PLANS AND HIGHWAY STANDARDS AS NOTED TO REDUCE TRAFFIC TO ONE LANE ON GARYS MILL ROAD, WITH THE WB TRAFFIC LANE BEING CLOSED THROUGHOUT THE WORK ZONE, AND THE EB TRAFFIC LANE TO HAVE TWO-WAY TRAFFIC ON ONE LANE, CONTROLLED BY FLAGGERS. THIS WORK SHALL BE PERFORMED DURING DAYLIGHT HOURS DURING THE WEEKEND. THIS STAGING CONFIGURATION WILL ONLY BE USED WHEN INSTALLING THE ADA CURB RAMP ON THE NORTH SIDE OF GARYS MILL ROAD AT THE TRAIL CROSSING. MAINTENANCE OF TRAFFIC PLANS ARE INCLUDED TO INDICATE LOCATION OF WORK. SEE HIGHWAY STANDARDS 701001-02, 701006-05, 701501-06, 701901-08.

CONSTRUCTION ACTIVITIES

1. CONTRACTOR TO INSTALL WEST BRANCH DUPAGE RIVER TRAIL, ADA RAMP, AND STRUCTURE COMPONENTS NORTH OF GARYS MILL ROAD TO SOUTH OF IL 38 (STA. 113+77.87).

2. CONTRACTOR TO INSTALL WEST BRANCH DUPAGE RIVER TRAIL AND STRUCTURE COMPONENTS NORTH OF IL 38 (STA. 115+64.87) TO NORTHERN PROJECT LIMIT OF TRAIL (STA. 133+98.11).

STAGE 2:

MAINTENANCE OF TRAFFIC:

1. CONTRACTOR TO FOLLOW MAINTENANCE OF TRAFFIC PLANS AND HIGHWAY STANDARDS AS NOTED TO REDUCE TRAFFIC TO ONE LANE ON GARYS MILL ROAD, WITH THE EB TRAFFIC LANE BEING CLOSED THROUGHOUT THE WORK ZONE, AND THE WB TRAFFIC TO HAVE TWO-WAY TRAFFIC ON ONE LANE, CONTROLLED BY FLAGGERS. THIS WORK SHALL BE PERFORMED DURING DAYLIGHT HOURS DURING THE WEEKEND. THIS STAGING CONFIGURATION WILL ONLY BE USED WHEN INSTALLING THE ADA CURB RAMP ON THE SOUTH SIDE OF GARYS MILL ROAD AT THE TRAIL CROSSING. MAINTENANCE OF TRAFFIC PLANS ARE INCLUDED TO INDICATE LOCATION OF WORK. SEE HIGHWAY STANDARDS 701001-02, 701006-05, 701501-06, 701901-08.

CONSTRUCTION ACTIVITIES

1. CONTRACTOR TO INSTALL ADA RAMP AND ALL NECESSARY ITEMS ON THE SOUTH PART OF GARYS MILL ROAD AT THE TRAIL CROSSING.

TRAIL STRUCTURE OVER IL 38

MAINTENANCE OF TRAFFIC

1. CONTRACTOR TO FOLLOW DETOUR PLAN AND HIGHWAY STANDARDS SET UP FOR CLOSING IL 38 FOR CONSTRUCTION OF THE TRAIL OVER IL 38. THIS CLOSURE IS TO LAST ONE NIGHT WITH ALLOWED HOURS FROM 6:00PM TO 6:00AM. THIS WILL INCLUDE APPROPRIATE SIGNAGE AND MESSAGE SIGNS AS NOTED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. SEE HIGHWAY STANDARDS 701101-05, 701426-09, 701901-08.

   THE PROPOSED DETOUR WILL RUN THROUGH THE FOLLOWING INTERSECTIONS WHICH MAY REQUIRE TEMPORARY TRAFFIC SIGNAL TIMING:
   - IL 59 @ GARYS MILL RD
   - IL 59 @ BROWNING WAY
   - IL 59 @ DAYTON AVE

CONSTRUCTION ACTIVITIES

1. CONTRACTOR TO INSTALL STRUCTURAL COMPONENTS OF TRAIL BRIDGE OVER IL 38.

2. THIS WORK TO BE COMPLETED DURING ONE NIGHT TIME, WITH ALLOWING CLOSURE OF IL 38 DURING CONSTRUCTION AND AS SHOWN IN THE DETOUR PLAN. NIGHT TIME HOURS WILL BE 9:00 PM TO 6:00 AM.

SEQUENCE OF CONSTRUCTION (CONTINUED)

WEST BRANCH DUPAGE RIVER TRAIL - FOREST AVE

STAGE 1:

MAINTENANCE OF TRAFFIC:

1. CONTRACTOR TO FOLLOW MAINTENANCE OF TRAFFIC PLANS AND HIGHWAY STANDARDS AS NOTED TO REDUCE TRAFFIC TO ONE LANE IN BOTH THE NB AND SB DIRECTION. THE OUTER LANES WILL BE CLOSED IN BOTH DIRECTIONS DURING THIS STAGE OR WORK AS NOTED IN THE MAINTENANCE OF TRAFFIC PLANS. LANE CLOSURES ON IL 59 WILL BE LIMITED TO THE HOURS LISTED IN THE SPECIAL PROVISION KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY).

CONSTRUCTION ACTIVITIES

1. CONTRACTOR TO INSTALL ADA RAMPS AT THE SW CORNER OF FOREST AVENUE AND HAHN PLACE, THE SW CORNER OF IL 59 AND FOREST AVENUE, AND THE SE CORNER OF IL 59 AND FOREST AVENUE.

2. CONTRACTOR TO RELOCATE SIGNAL EQUIPMENT AND INSTALL ADA PUSH BUTTONS AS NECCESSARY TO FOLLOW ADA GUIDELINES.

3. CONTRACTOR TO BUILD TRAIL FROM SE CORNER OF FOREST AVENUE AND IL 59 TO EXISTING WEST CHICAGO TRAIL CONNECTION AS NOTED ON THE PLANS.

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

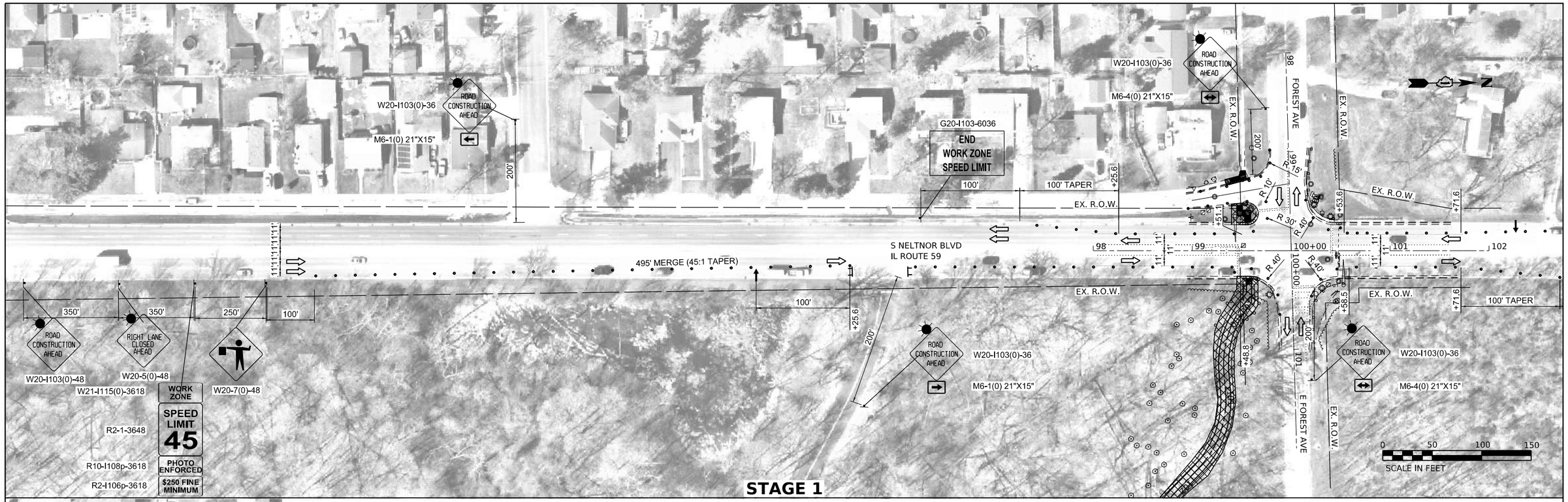
USER NAME = Personal	DESIGNED - JS	REVISED -	
	DRAWN - JS	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - BN	REVISED -	
PLOT DATE = 9/11/2025	DATE - 8/27/2025	REVISED -	

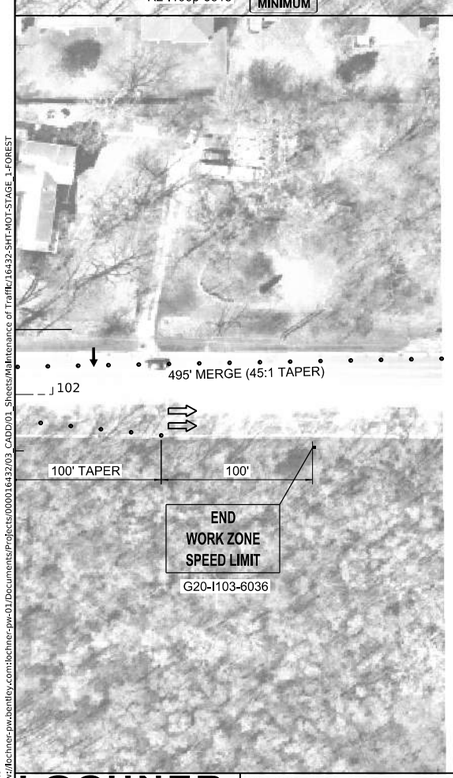
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

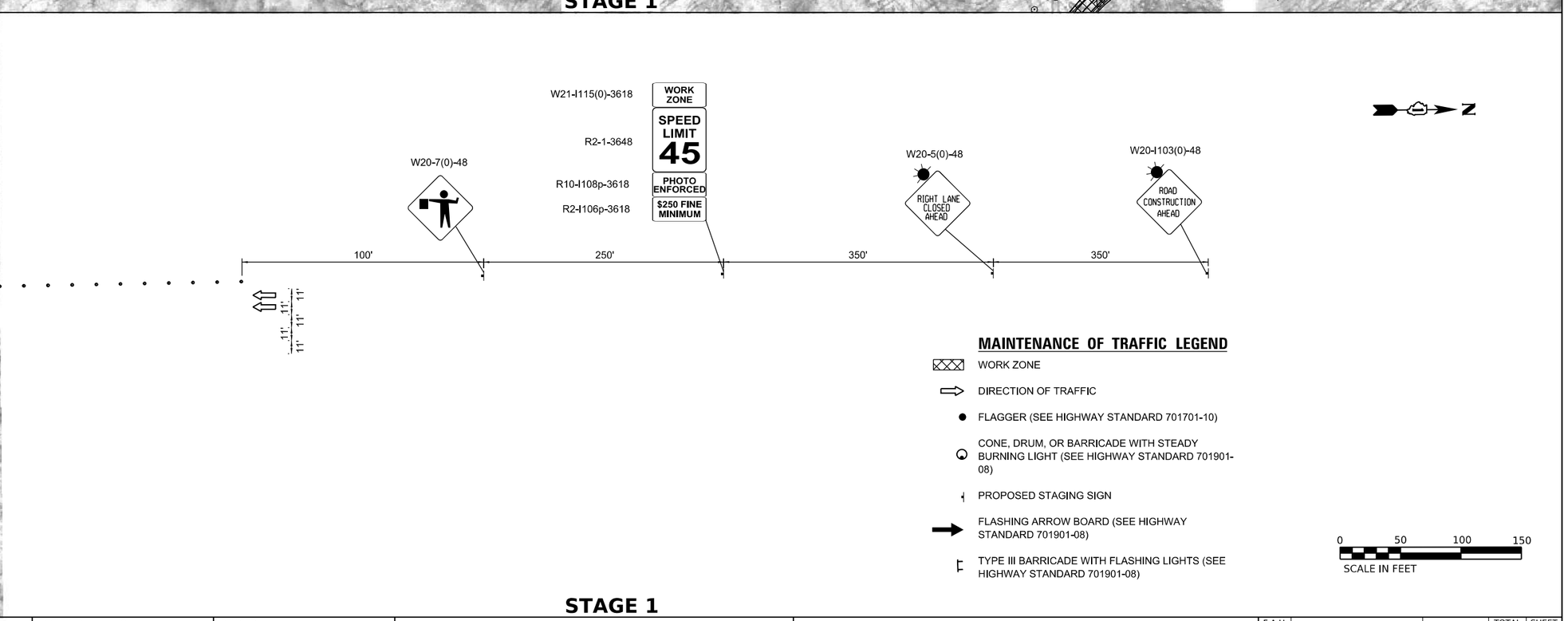
WEST BRANCH DUPAGE RIVER TRAIL
MAINTENANCE OF TRAFFIC – NOTES AND SEQUENCE OF CONSTRUCTION

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	29
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		







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LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - JS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL MAINTENANCE OF TRAFFIC – FOREST AVENUE
		DRAWN - JS	REVISED -		
	PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -		
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	30
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

MAINTENANCE OF TRAFFIC LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- FLAGGER (SEE HIGHWAY STANDARD 701701-10)
- CONE, DRUM, OR BARRICADE WITH STEADY BURNING LIGHT (SEE HIGHWAY STANDARD 701901-08)
- PROPOSED STAGING SIGN
- FLASHING ARROW BOARD (SEE HIGHWAY STANDARD 701901-08)
- TYPE III BARRICADE WITH FLASHING LIGHTS (SEE HIGHWAY STANDARD 701901-08)

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LOCHNER
H. W. LOCHNER, INC.
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USER NAME = Personal	DESIGNED - JS	REVISED -	
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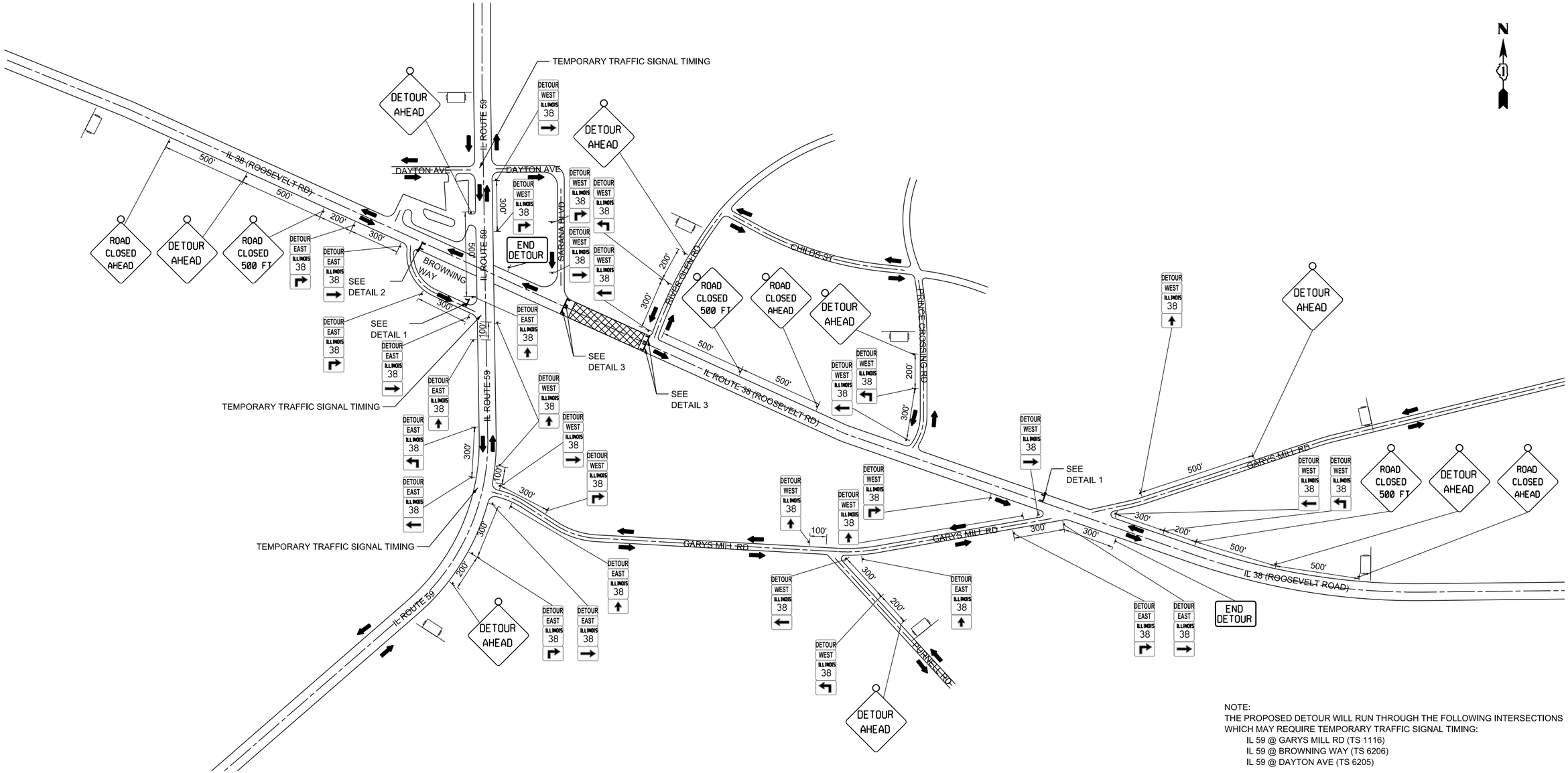
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
MAINTENANCE OF TRAFFIC – GARYS MILL ROAD

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	31
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



NOTE:
THE PROPOSED DETOUR WILL RUN THROUGH THE FOLLOWING INTERSECTIONS WHICH MAY REQUIRE TEMPORARY TRAFFIC SIGNAL TIMING:
IL 59 @ GARYS MILL RD (TS 1116)
IL 59 @ BROWNING WAY (TS 6206)
IL 59 @ DAYTON AVE (TS 6205)

CARDINAL DIRECTION & DETOUR SIGNS

- NORTH M3-1(O)-2412
- EAST M3-2(O)-2412
- SOUTH M3-3(O)-2412
- WEST M3-4(O)-2412
- DETOUR M4-8(O)-2412

ARROW SIGNS

- M5-1L(O)-2115
- M5-1R(O)-2115
- M6-1(O)-2115
- M6-1(O)-2115
- M6-3(O)-2115

ROUTE MARKERS

ILLINOIS 38 M1-50-2424

LEGEND

- PROPOSED STAGING SIGN
- DIRECTION OF TRAFFIC

ROAD CLOSED SIGNS

W20-3(O)-4848
W20-3(O)-4848

DETOUR SIGNS

M4-8A(O)-4830
W20-2(O)-4848

DETAIL 1

DETAIL 2

DETAIL 3

CHANGEABLE MESSAGE SIGN NOTES

1. PLACED 1000' AHEAD OF ROAD CLOSED AHEAD/DETOUR AHEAD SIGN OR AS DIRECTED BY THE ENGINEER.

CHANGEABLE MESSAGE SIGN (70106800)

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203_CADD\01_Sheets\Maintenance of Traffic\16432-SHT-MOT-DETOUR

LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - JS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL ROOSEVELT ROAD DETOUR PLAN
		DRAWN - JS	REVISED -		
	PLOT SCALE = 599.976 ' / in.	CHECKED - AM	REVISED -		SCALE: 1" = 300' SHEET OF SHEETS STA. EDIT TO STA. EDIT
	PLOT DATE = 9/11/2025	DATE - 8/27/2025	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	32
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

EROSION AND SEDIMENT CONTROL NOTES

1. THE TEMPORARY EROSION CONTROL ITEMS WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE CONTRACT SPECIFICATIONS, SECTION 280 OF THE IDOT STANDARD SPECIFICATIONS, IDOT STANDARD DRAWING 280001-7, THE ILLINOIS URBAN MANUAL AND AS DIRECTED BY THE ENGINEER.

2. EROSION CONTROL MEASURES AS INDICATED IN THE PLAN OR AS DIRECTED BY THE ENGINEER SHALL BE INSTALLED AND FUNCTIONAL ON THE PROJECT SITE PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITY WHICH WILL CREATE POTENTIALLY ERODIBLE CONDITIONS. ALL RUNOFF FROM DISTURBED AREAS SHALL BE FILTERED BY THE SPECIFIED EROSION CONTROL BARRIER.

3 A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

4. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

5. STABILIZATION OF DISTURBED AREAS SHALL, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND SHALL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICALBE. THE ENGINEER MAY REQUIRE THAT CRITICAL LOCATIONS BE STABILIZED IMMEDIATELY, AND THE CONTRACTOR SHALL IMPLEMENT TEMPORARY STABILIZATION MEASURES TO THESE AREAS WITHIN 24 HOURS AFTER SUCH DIRECTIVE TO ESTABLISH TEMPORARY COVER.

6. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

7. A SPECIFIC AREA SHALL BE DESIGNATED AS A CONCRETE WASH LOCATION AND SHALL BE SURROUNDED BY APPROPRIATE EROSION CONTROL BARRIER. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

8. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. EROSION CONTROL MEASURES SHALL BE PROVIDED FOR THE TOPSOIL STOCKPILE IF IN PLACE MORE THAN THREE DAYS. SOIL STOCKPILES SHALL NOT BE PLACED IN DRAINAGE WAY, WETLANDS, FLOODPLAIN AREAS OR A DESIGNATED BUFFER.

9. SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

10. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

11. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

12. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

13. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.

14. DITCHES, SEDIMENT CONTROL, SILT FENCE, STONE OUTLET STRUCTURES, EARTH BERMS, ETC. SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. STONE OUTLET STRUCTURES SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% THE HEIGHT OF THE CONTROL DEVICE. PERIMETER BARRIER FENCE SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES ONE-THIRD OF THE BARRIER HEIGHT. THESE SPOILS WILL BE REMOVED TO AN APPROVED SITE.

15. PERMANENT SEEDING WITH MULCH OR EROSION CONTROL BLANKET, OR SOD, SHALL BE PLACED ON ALL DISTURBED AREAS WITHIN 14 DAYS OF THE TOPSOIL PLACEMENT AND FINAL GRADING. EROSION CONTROL BARRIER SHALL REMAIN IN PLACE UNTIL A HEALTHY STAND OF GRASS HAS BEEN ESTABLISHED. TEMPORARY SEEDING QUANTITY IS PROVIDED IN CASE CONSTRUCTION TAKES PLACE OUTSIDE OF ALLOWABLE SEEDING DATES.

16. TREE PROTECTION FENCE AND SILT FENCE IS SHOWN SCHEMATICALLY. CONTRACTOR SHALL INSTALL FENCING IN ACCORDANCE WITH ACTUAL IMPROVEMENTS, BUT SHALL NOT NEGATIVELY IMPACT EXISTING TREES OTHER THAN AS SHOWN ON THESE PLANS. ACTUAL LOCATION OF FENCING TO BE APPROVED BY THE PROJECT REPRESENTATIVE.

17. THE CONTRACTOR SHALL PLACE ALL TEMPORARY CONSTRUCTION FENCING, TREE PROTECTION FENCING, SILT FENCING AND PERFORM ALL TREE ROOT PRUNING PRIOR TO THE START OF CONSTRUCTION.

18. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO EQUAL OR BETTER CONDITION.

19. TEMPORARY SEED ALL BARE AND ERODIBLE AREAS EVERY SEVEN DAYS AS DIRECTED BY THE ENGINEER. THEMPORARY MULCH (MULCH METHOD 3) ALL SEEDED AREAS ACCORDING TO ARTICLE 251.03(B) OR ARTICLE 251.03(C). EROSION CONTROL BLANKET CAN BE USED INSTEAD OF MULCH ACCORDING TO ARTICLE 251.04.

20. THE CONTRACTOR IS ADVISED THAT SOIL, MUD AND CONSTRUCTION DEBRIS SHALL NOT BE DEPOSITED ON THE ADJACENT ROADWAYS. ANY DIRT AND DEBRIS ACCUMULATED ON THE PAVEMENT MUST BE CLEANED BY THE CONTRACTOR WITHIN FOUR (4) HOURS OF THE INCIDENT AND CONTRACTOR SHALL PROVIDE A WASH-DOWN FACILITY FOR ALL CONSTRUCTION VEHICLES LEAVING THE SITE. COST INCIDENT TO CONTRACT

21. ALL SLOPES REQUIRING EROSION CONTROL BLANKET SHALL BE BLANKETED WITH MATERIALS MEETING THE SPECIFICATIONS OF TENSAR NORTH AMERICAN GREEN BIONET S75BN, UNLESS OTHERWISE NOTED. THE BLANKET SHALL BE SECURED USING BIODEGRADEABLE ECOSTAKES, AND MUST BE APPROVED BY THE PROJECT REPRESENTATIVE PRIOR TO INSTALLATION.

22. WATER PUMPED FROM THE SITE SHALL BE FILTERED THROUGH THE USE OF A SILT BAG ON THE END OF THE DISCHARGE HOSE.

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

1. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL MOST RECENT VERSION.

2. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

3. DURING DEWATERING OPERATION, WATER WILL BE PUMPED INTO SEDIMENT BASINS.

4. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.

5. WHEN DEWATERING THE CONSTRUCTION AREA IS NECESSARY, ALL WATERS SHALL BE FILTERED BY USING FILTER BAGS OR AN ALTERNATIVE MEASURE APPROVED BY THE KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT. ALL FILTER BAGS MUST HAVE SECONDARY CONTAINMENT DEVICES, AND SHOULD BE PLACED ON LEVEL GROUND. WATER MUST HAVE SEDIMENT REMOVED BEFORE BEING ALLOWED TO RETURN TO THE ORIGINAL CREEK. THE DISCHARGE SHALL BE DESIGNED SO THAT RETURNING WATERS DO NOT CAUSE EROSION. THE CONTRACTOR WILL COORDINATE THE METHOD, DESIGN AND LOCATION OF THE DEWATERING PLAN AND FILTER BAG(S) WITH KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT AT THE PRE-CONSTRUCTION MEETING.

6. BACK UP BEST MANAGEMENT PRACTICES SHALL BE KEPT ON SITE IN ORDER TO IMPLEMENT IMMEDIATE CORRECTIONAL ACTION FOLLOWING INSTANCES OF NON-COMPLIANCES

7. POLYMER FLOCCULENT OR TREATMENT CONTROLS SHALL FOLLOW ILLINOIS URBAN MANUAL IUM 894 FOR POLYACRYLAMIDE (PAM) FOR TURBIDITY REDUCTION AND SEDIMENT CONTROL.

IN-WATERWAY WORK NOTES

1. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE AT OR BELOW THE NORMAL WATER ELEVATION.

2. THE IN-STREAM WORK PLAN MUST BE SUBMITTED TO THE ENGINEER PRIOR TO THE START OF WORK NEAR THE WATERS OF THE US. THE PLAN MUST BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.

3. WATER MUST BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.

4. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.

5. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE MUST BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE MUST BE RELEASED ONTO A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND MUST NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.

6. DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER MUST HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER MUST NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.

7. THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE MUST BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES MUST BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

8. THIS PROJECT REQUIRES A U.S. ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DISTRICT. THE CHICAGO DISTRICT USACE HAS GIVEN DUPAGE COUNTY REVIEW AUTHORITY UNDER THE SECTION 404 PERMITTING PROCESS UNDER NATIONWIDE PERMIT #42. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-WATERWAY WORK PLAN TO THE DISTRICT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-WATERWAY WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE AND DUPAGE COUNTY DEFINES AND DETERMINES IN-WATERWAY WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-WATERWAY WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EROSION AND SEDIMENT CONTROL WETLAND AND WATERS OF THE U.S. NOTES

1. WETLAND AREAS OUTSIDE OF THE WORK ZONE ARE TO BE AVOIDED. IF THE CONTRACTOR SHOULD ENCROACH UPON ANY WETLAND AREA THAT IS NOT WITHIN THE CONSTRUCTION LIMITS AND/OR PERMITTED FOR IMPACT THROUGH THE USACE, THE CONTRACTOR IS SUBJECT TO FINES. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY WETLAND IMPACTS OUTSIDE OF THE WORK ZONE. IMPACTED AREAS SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR IN COORDINATION WITH AND TO THE SATISFACTION OF THE USACE.

2. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" AND AROUND EXISTING WETLANDS TO ESTABLISH A "WETLAND PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED, OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE"AND "WETLAND PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

3. THE CONTRACTOR SHALL ATTACH AN ALUMINUM SIGN WITH THE FOLLOWING TEXT: PROTECTED WETLAND NO INTRUSION. THE SIGN(S) SHALL BE ATTACHED TO THE STAKES BY A METHOD APPROVED BY THE ENGINEER. THE SIGN(S) WILL BE PROVIDED BY THE DEPARTMENT AND SHALL BE PICKED UP BY THE CONTRACTOR FROM THE DISTRICT ONE ROADSIDE DEVELOPMENT LANDSCAPE TECHNICIAN IN SCHAUMBURG, ILLINOIS. SCHEDULING THE PICKUP OF THE SIGNS CAN BE ARRANGED BY CONTACTING THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171. WHEN WORK HAS BEEN COMPLETED, THE SIGN SHALL BE RETURNED TO THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT. THE COST OF PICKING UP, ATTACHING THE SIGNS TO THE TEMPORARY FENCE STAKES, AND RETURNING THE SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY FENCE.

4. ALL WETLANDS, WATERS OF THE U.S. AND OPEN WATER DETENTION FACILITIES ARE SUBJECT TO THE REVIEW AND APPROVAL BY RESOURCE AND REGULATORY AGENCIES. THOSE AGENCIES INCLUDE BUT ARE NOT LIMITED TO THE USACE, THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES, THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND THE COUNTY SOIL AND WATER CONSERVATION DISTRICTS.

EROSION & SEDIMENT CONTROL LEGEND

- PERIMETER EROSION BARRIER (28000400) (INSTALL DUAL ROW, ONE ROW HIGH VISIBILITY, ADJACENT TO WETLAND PROTECTION ZONE)
- TEMPORARY FENCE (20101000) - ORANGE REQUIRED
- TEMPORARY DITCH CHECK (28000305)
- PROPOSED DITCH FLOW
- EXISTING DITCH FLOW
- INLET FILTER (28000510)
- ABOVE GRADE INLET FILTER (X2800520)
- SC — SEDIMENT CONTROL, SILT CUTRAIN (Z0023201)
- COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) (X5021512)
- WOUS IMPACT
- WETLAND IMPACT

BLACKWELL FOREST PRESERVE
SUGGESTED CONSTRUCTION ENTRANCE (L = 30') AND CONCRETE WASHOUT AREA
EX. R.O.W.
GARYS MILL RD
101'
EX. R.O.W.
FLOODWAY BOUNDARY
CONSTRUCTION LIMIT (TYP.)
COMPENSATORY STORAGE FACILITY
WETLAND SITE 2
WATERS OF THE US SITE 1
100 YR FLOODPLAIN BOUNDARY
FLOODWAY BOUNDARY
N
WETLAND AND TREE PROTECTION ZONE. SEE EROSION AND SEDIMENT CONTROL WETLAND AND WATERS OF U.S. NOTES ON SHEET 33
EX. FOREST PRESERVE DISTRICT OF DUPAGE COUNTY PROPERTY LINE
WEST BRANCH DUPAGE RIVER
WETLAND SITE 1
DUAL ROW PERIMETER EROSION BARRIER
PR RIPRAP SEE DRAINAGE PLANS
℄ WEST BRANCH DUPAGE RIVER TRAIL
PR RIPRAP SEE DRAINAGE PLANS
WETLAND SITE 1
EXISTING TRAIL
PR. PROPERTY LINE
PR. TEMP. EASEMENT
PR. PROPERTY LINE
100 YR FLOODPLAIN BOUNDARY
MATCHLINE 112+00
20'
SUGGESTED SOIL STOCKPILE AREA
SINGLE ROW PERIMETER EROSION BARRIER
0 50 100 150
SCALE IN FEET

SARANA BLVD
DEWATERING LOCATION FOR IN-STREAM WORK
WATERS OF THE US SITE 2
100 YR FLOODPLAIN BOUNDARY
COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) (X5021512)
2-YR HWL = 703.50
PR. PROPERTY LINE
SEE SHEET 36 FOR CONSTRUCTION ENTRANCE DETAILS
CONSTRUCTION LIMIT (TYP.)
℄ WEST BRANCH DUPAGE RIVER TRAIL
TEMPORARY DITCH CHECK (TYP.)
PR RIPRAP SEE DRAINAGE PLANS
DUAL ROW PERIMETER EROSION BARRIER
WEST BRANCH DUPAGE RIVER
COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) (X5021512)
2-YR HWL = 703.50
WETLAND SITE 1
EX. R.O.W.
EX. R.O.W.
WATERS OF THE US SITE 2
TEMPORARY IMPACTS = 0.010 AC
PERMANENT IMPACTS = 0.002 AC
GRADE EXISTING DITCH AROUND PROPOSED PIER PRIOR TO PIER CONSTRUCTION. SEE DRAINAGE PLANS
PR RIPRAP SEE DRAINAGE PLANS
PR. TEMP. EASEMENT
EX. FOREST PRESERVE DISTRICT OF DUPAGE COUNTY PROPERTY LINE
WETLAND AND TREE PROTECTION ZONE. SEE EROSION AND SEDIMENT CONTROL WETLAND AND WATERS OF U.S. NOTES ON SHEET 33
WETLAND SITE 3
WETLAND SITE 3
SEDIMENT CONTROL, SILT CURTAIN (Z0023201)
WETLAND SITE 1
TEMPORARY IMPACTS = 0.000 AC
PERMANENT IMPACTS = 0.002 AC
PR RIPRAP SEE DRAINAGE PLANS
WATERS OF THE US SITE 1
MATCHLINE 112+00
W ROOSEVELT RD
IL 38
MATCHLINE 127+00
DEWATERING LOCATION FOR IN-STREAM WORK
PR. TEMP. EASEMENT
PIPE CULVERTS, CLASS A, TYPE 1 15" (5421A015) - 60 FT INSTALL PRIOR TO PIER CONSTRUCTION TO RE-ROUTE DITCH FLOW AROUND PIER
WETLAND SITE 1
TEMPORARY IMPACTS = 0.000 AC
PERMANENT IMPACTS = 0.005 AC
FLOODWAY BOUNDARY
100 YR FLOODPLAIN BOUNDARY
0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643203_CADD/01_Sheets/Erosion and Sediment Control-Landscaping/16432-SHT-ESC01.dgn

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
EROSION AND SEDIMENT CONTROL PLANS

SCALE: 1" = 50' | SHEET 1 OF 4 SHEETS | STA. 100+45.07 | TO STA. 127+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	34
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203_CAD\01 Sheets\Erosion and Sediment Control-Landscaping\16432-SHT-ESC02.dgn

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

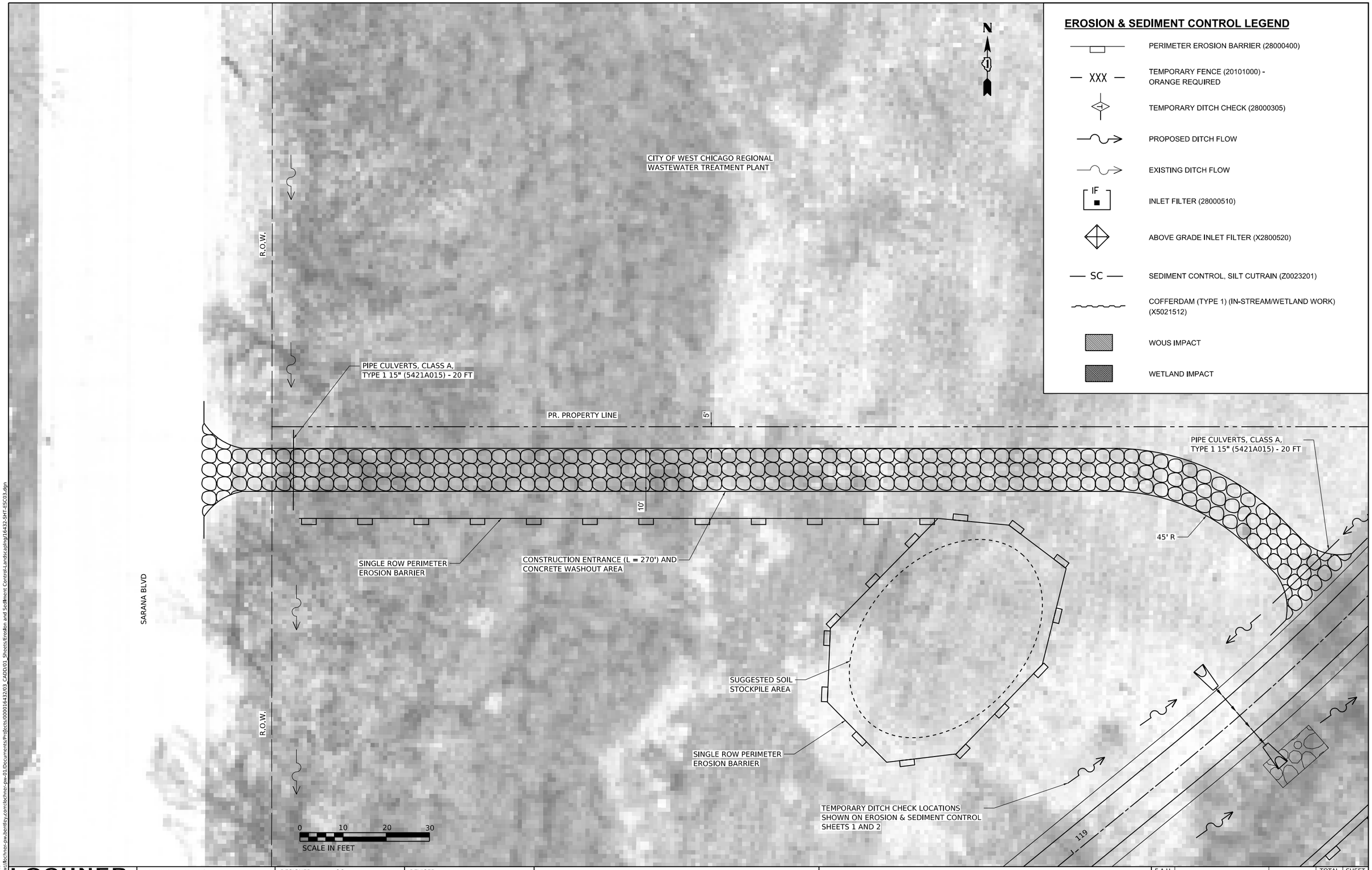
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
EROSION AND SEDIMENT CONTROL PLANS

SCALE: 1" = 50' | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	35
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



EROSION & SEDIMENT CONTROL LEGEND

- PERIMETER EROSION BARRIER (28000400)
- XXX — TEMPORARY FENCE (20101000) - ORANGE REQUIRED
- TEMPORARY DITCH CHECK (28000305)
- PROPOSED DITCH FLOW
- EXISTING DITCH FLOW
- IF — INLET FILTER (28000510)
- ABOVE GRADE INLET FILTER (X2800520)
- SC — SEDIMENT CONTROL, SILT CUTRAIN (Z0023201)
- COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) (X5021512)
- WOUS IMPACT
- WETLAND IMPACT

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01Documents\Projects\00001643203_CAD\03_Sheets\Erosion and Sediment Control-Landscaping\16432-SHT-ESC03.dgn

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 19.999 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
EROSION AND SEDIMENT CONTROL PLANS

SCALE: 1"=10' | SHEET 3 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	36
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

EROSION & SEDIMENT CONTROL LEGEND

- PERIMETER EROSION BARRIER (28000400) (INSTALL DUAL ROW, ONE ROW HIGH VISIBILITY, ADJACENT TO WETLAND PROTECTION ZONE)
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- SC — SEDIMENT CONTROL, SILT CUTRAIN (Z0023201)
- COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) (X5021512)
- WOUS IMPACT
- WETLAND IMPACT

N

S NELTNOR BLVD
IL- 59TH ST

100 YR FLOODPLAIN BOUNDARY
SINGLE ROW PERIMETER EROSION BARRIER
SUGGESTED CONSTRUCTION ENTRANCE (L = 30') AND CONCRETE WASHOUT AREA
SUGGESTED STOCKPILE LOCATION
CONSTRUCTION LIMIT (TYP.)
COMPENSATORY STORAGE FACILITY GRADING
WETLAND PROTECTION ZONE. SEE EROSION AND SEDIMENT CONTROL WETLAND AND WATERS OF U.S. NOTES ON SHEET 33
FLOODWAY BOUNDARY
DUAL ROW PERIMETER EROSION BARRIER
WETLAND SITE 2
WATER OF THE US SITE 1
WEST BRANCH DUPAGE RIVER
WETLAND SITE 1
EX. FOREST PRESERVE DISTRICT OF DUPAGE COUNTY PROPERTY LINE
BLACKWELL FOREST PRESERVE
EX. R.O.W.
GARYS MILL RD
EXISTING TRAIL
PR. PROPERTY LINE
℄ WEST BRANCH DUPAGE RIVER TRAIL
PR. TIE

704 705 706 707 100+00 101 102 103 104 105+00 106 107 108 109 110+00 111

0 40 80 120
SCALE IN FEET

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 79.997 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

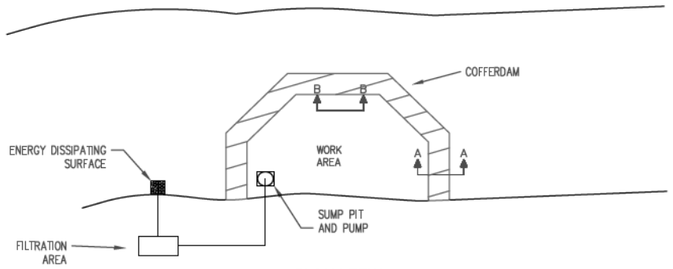
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
COMPENSATORY STORAGE EROSION AND SEDIMENT PLAN

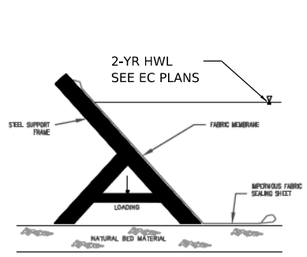
SCALE: 1"=40' | SHEET 4 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	37
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

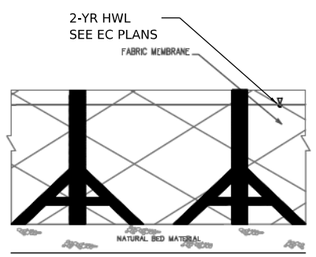
A–FRAME PARTIAL COFFERDAM



PLAN VIEW



SECTION A-A



SECTION B-B

NOTES:

1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES.

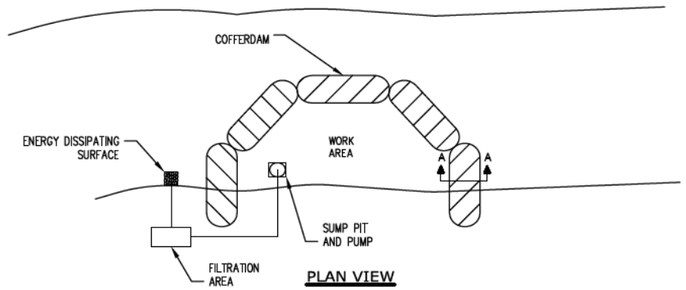
2. LOCATIONS FOR SUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.

3. A–FRAME SHOULD BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS.

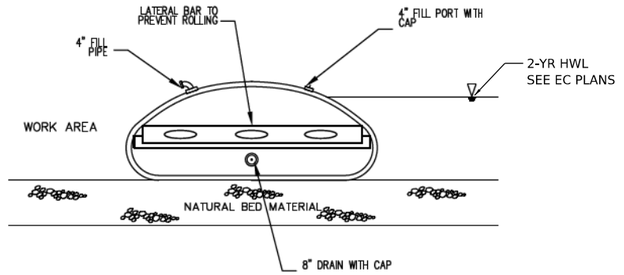
REFERENCE
Project
Designed Date
Checked Date
Approved Date

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

BLADDER PARTIAL COFFERDAM



PLAN VIEW



COFFERDAM PROFILE

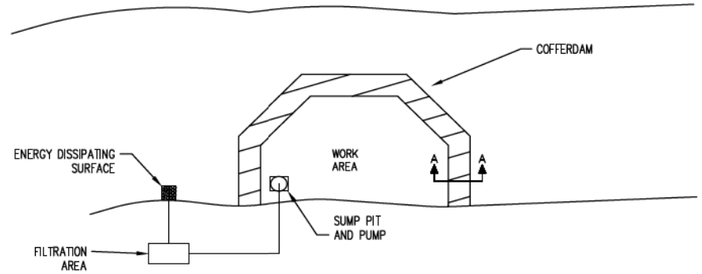
NOTES:
1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES.

2. LOCATIONS FOR THE SUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.

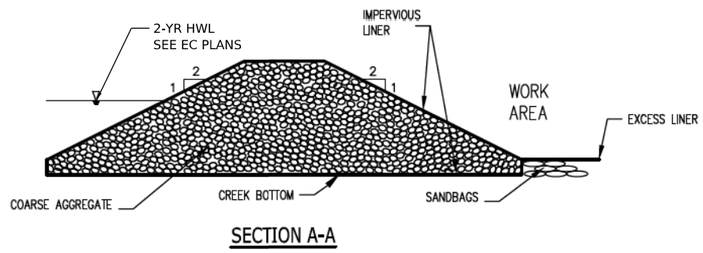
REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO.
IUM-503BP
SHEET 4 OF 7
DATE 7-09-2012

ROCK PARTIAL COFFERDAM



PLAN VIEW



SECTION A-A

NOTES:

1. THE LINER SHALL BE PLACED ON BOTTOM OF WATERWAY W/EXCESS LINER EXTENDING OUT OF THE COFFERED AREA. ONCE STONE IS PLACED, LINER WILL BE PULLED OVER ROCK AND EXTEND BEYOND THE PILE ON THE DOWNSTREAM SIDE. SANDBAGS WILL SECURE THE EXCESS LINER AS SHOWN. REFER TO THE STANDARD FOR LINER SPECIFICATIONS.

REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO.
IUM-503RP
SHEET 6 OF 7
DATE 7-09-2012

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

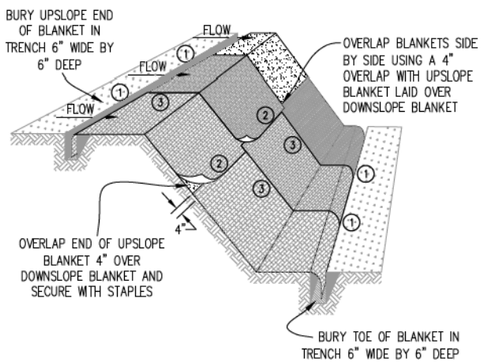
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

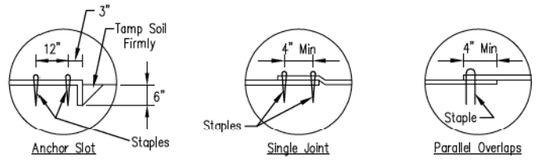
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N/A | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	38
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	





DETAIL 1 DETAIL 2 DETAIL 3

STAPLE DETAIL

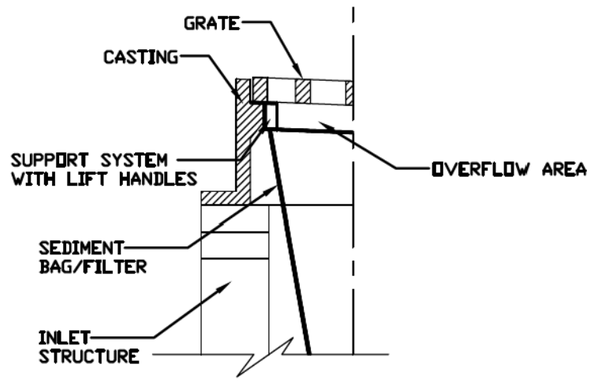
PUSH PIN DETAIL

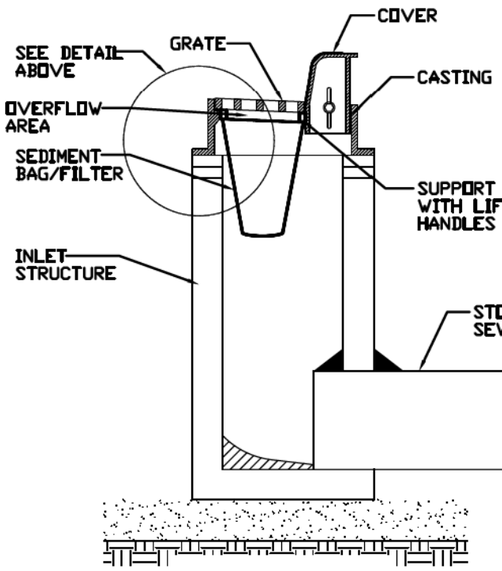
NOTES:

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

Sheet 1 of 1 Sheets	File Name: IUM-530	EROSION CONTROL BLANKET INSTALLATION DETAILS	Designed — Date
			Drawn B. JOHNSON — 11/08
			Checked —
			Approved —

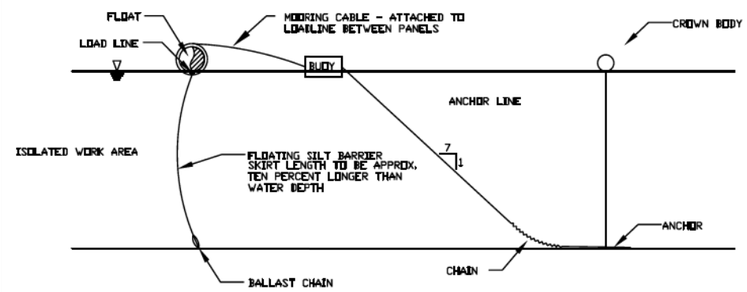
INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



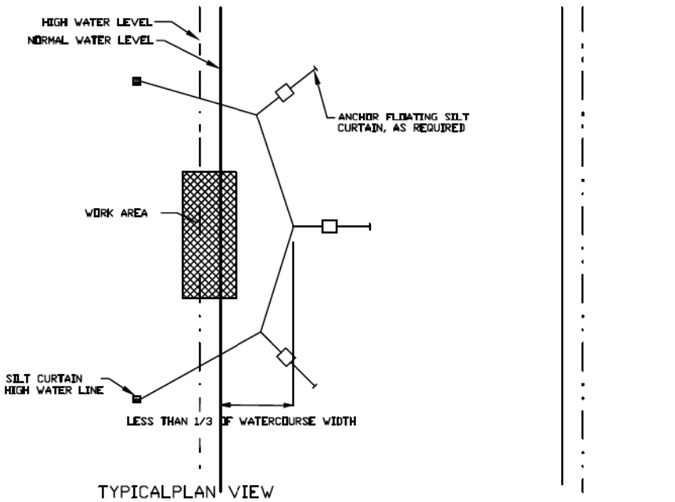


REFERENCE		STANDARD DWG. NO.
Project		IUM-561D
Designed — Date		SHEET 1 OF 1
Checked — Date		DATE 01-11-11
Approved — Date		

FLOATING SILT CURTAIN - TYPICAL LAYOUT



TYPICAL COMPONENTS / ANCHORAGE SYSTEM



TYPICALPLAN VIEW

Maximum flow for waterbody shall be less than 5fps.
Isolated work area shall not exceed more than 1/3 stream width.
Silt curtain shall be placed parallel to stream flow.

REFERENCE		STANDARD DWG. NO.
Project		IUM-617A
Designed — Date		SHEET 1 OF 1
Checked — Date		DATE 1-06-2012
Approved — Date		

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203_CADD\01 Sheets\Erosion and Sediment Control-Landscaping\16432-SHT-ESC-DET02.dgn

LOCHNER	USER NAME = Personal	DESIGNED - GG	REVISED -
H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606		DRAWN - GG	REVISED -
	PLOT SCALE = 0.167 ' / in.	CHECKED - AM	REVISED -
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -

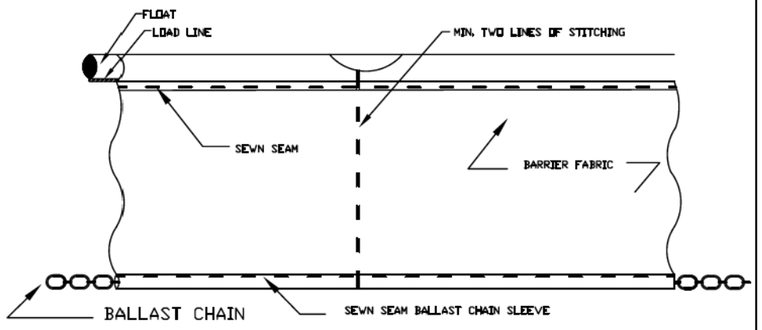
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
EROSION AND SEDIMENT CONTROL DETAILS

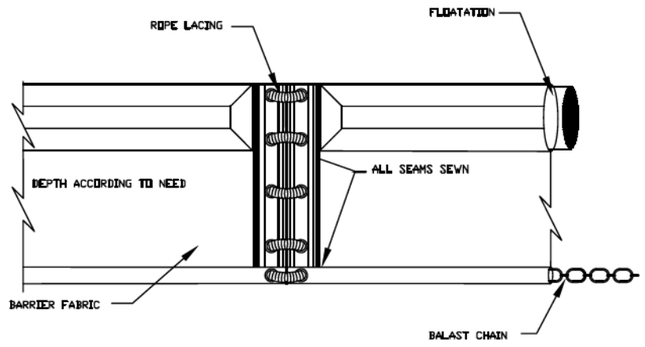
SCALE: N/A | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	39
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

FLOATING SILT CURTAIN - PANEL CONNECTORS



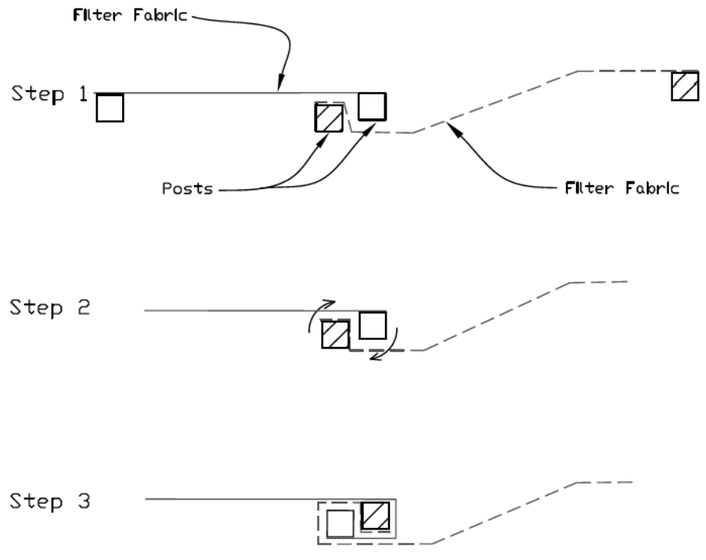
SEWN SEAM



GROMMETED HOLES WITH ROPE LACING

REFERENCE		STANDARD DWG. NO.
Project		IUM-617B
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 1-6-2012
Approved ____ Date ____		

SILT FENCE - SPLICING TWO FENCES

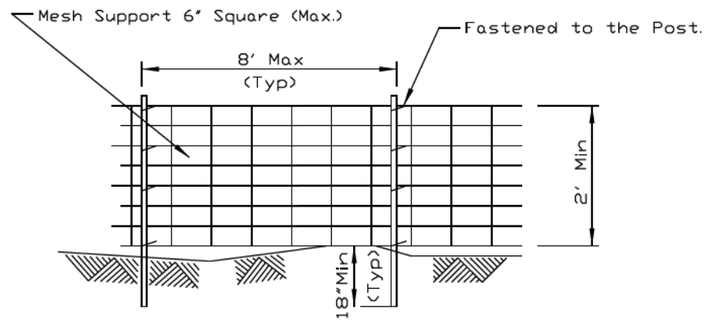


ATTACHING TWO SILT FENCES

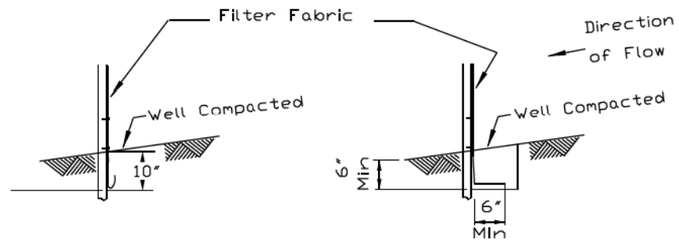
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE		STANDARD DWG. NO.
Project		IUM-620B(W)
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 3-16-2012
Approved ____ Date ____		

SILT FENCE WITH WIRE SUPPORT PLAN



ELEVATION



FABRIC ANCHOR DETAIL

STATIC SLICE INSTALLATION TRENCH INSTALLATION

NOTES:
1. Silt Fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization. Silt fence shall be placed on the flattest area available.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1, Class 2.
3. Fence posts shall be either standard steel post or wood post 2"X2" nominal.
4. Wire mesh may be omitted if post spacing is 5' on center or less.

REFERENCE		STANDARD DWG. NO.
Project		IUM-620A(W)
Designed ____ Date ____		SHEET 1 OF 2
Checked ____ Date ____		DATE 4-15-2021
Approved ____ Date ____		

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

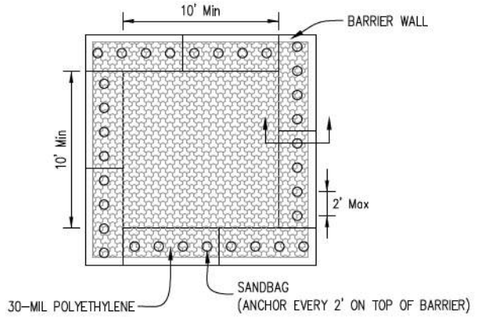
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

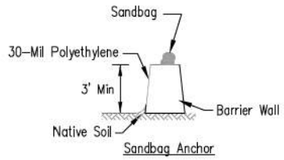
WEST BRANCH DUPAGE RIVER TRAIL
EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N/A | SHEET 3 OF 7 SHEETS | STA. | TO STA.

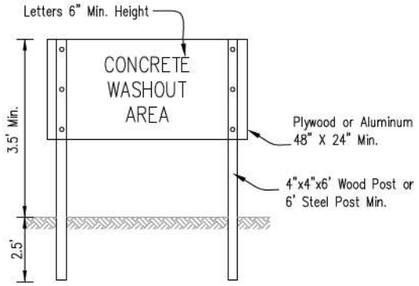
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	40
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



PLAN VIEW



BARRIER WALL ANCHOR SECTION



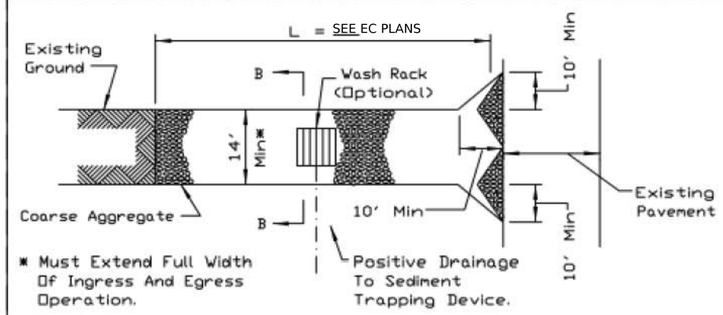
SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet No.	Drawing No.	File Name	TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL	Date
3 of 3	IL-630BW			
			Designed	
			Drawn B. JOHNSON	6/06
			Checked	
			Approved	

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW

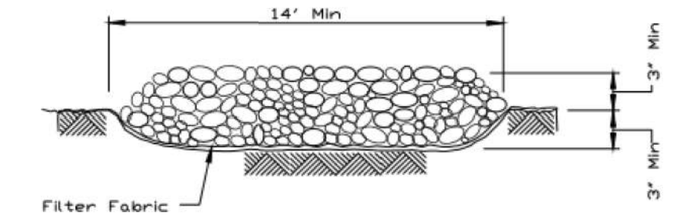
SIDE ELEVATION

NOTES:

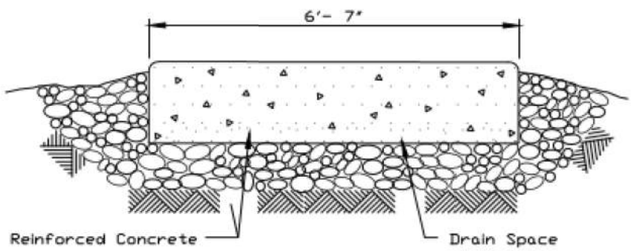
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3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

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

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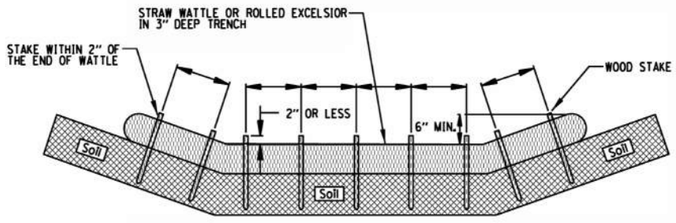
LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME = Personal	DESIGNED - GG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL EROSION AND SEDIMENT CONTROL DETAILS
	DRAWN - GG	REVISED -		
PLOT SCALE = 0.167 ' / in.	CHECKED - AM	REVISED -		
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		SCALE: N/A SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	41
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

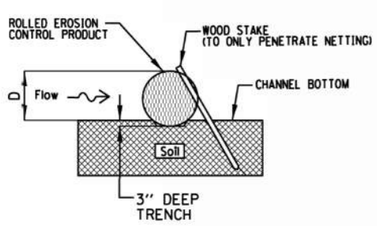
ROLLED EROSION CONTROL PRODUCTS

STAKING PATTERN GUIDE



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

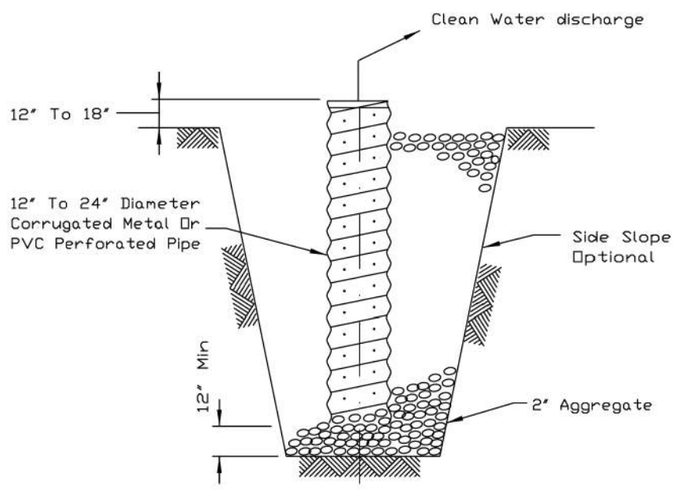
STAKE DETAIL



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

REFERENCE		STANDARD DWG. NO.
Project		IUM-514
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 08-2-2019
Approved ____ Date ____		

SUMP PIT PLAN

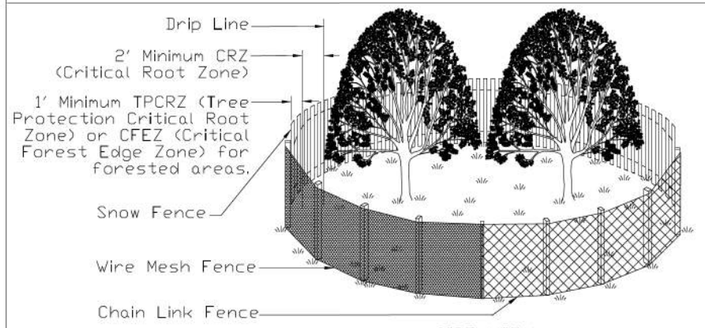


SECTION

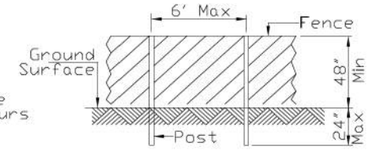
NOTES:
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-650
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 8-11-94
Approved ____ Date ____		

TREE PROTECTION - FENCING
(Moderately Urbanized to Open Space Areas)



SIDE VIEW



POST AND FENCE DETAIL

NOTES:
1. Call J.U.L.I.E. (800-892-0123) for the location of existing utilities 48 hours prior to commencement of work.
2. The CRZ is located 2' from the farthest outreaching branch (drip edge) or the distance as determined by the ISA trunk diameter method or whichever is greater.
3. The fence shall be located 1' from the Critical Root Zone (CRZ) of the protected tree, thus creating the Tree Protection Critical Root Zone (TPCRZ) and the Critical Forest Edge Zone (CFEZ) for forested areas.
4. Fence Posts shall be either 6' steel posts @ 1.33Lbs./Ft. or 2" x 2" nominal wood posts.
5. For projects without highly significant or historical trees and that will last for less than 6 months duration, a non-treated wood lath snow fence or wire mesh fencing shall be used with appropriate posts that are securely anchored into the ground. For projects over 6 months in duration or trees considered significant or historical, a chain link fence with Construction Specification Chain Link Fence IUM 91 or better (as approved by the local Forester per local ordinances singularly or in tandem with the project Engineer) shall be used. Fencing shall be a minimum height of 4'. For chain link fencing, metal posts shall be placed 6' on center (OC) and the fencing securely anchored to the post.
6. Outside the TPCRZ or CFEZ, erosion and sediment control measures shall be installed to prevent sediment reaching the TPCRZ or the CFEZ. These measures shall extend out from the fence 10' and shall be continuous around the perimeter of the fence. These measures include, but are not limited to vegetative filter strip, rolled excelsior blankets and mulch with a 3" to 5" depth. Other measures may be used if approved by the Professional Forester, Certified Arborist or Horticulturalist. Installation shall cause no disturbance to soils.

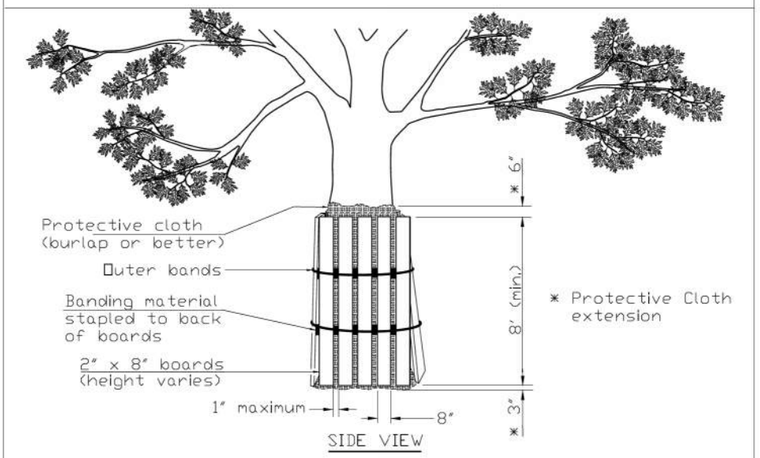
REFERENCE		STANDARD DWG. NO.
Project		IUM-690-A
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 09-14-2017
Approved ____ Date ____		

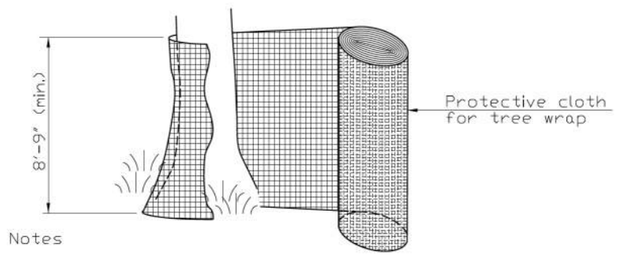
MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203_CAD\01_Sheets\Erosion and Sediment Control-Landscaping\16432-SHT-ESC-DET05.dgn

LOCHNER					
H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - GG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL EROSION AND SEDIMENT CONTROL DETAILS
		DRAWN - GG	REVISED -		
	PLOT SCALE = 0.167 ' / in.	CHECKED - AM	REVISED -		SCALE: N/A SHEET 5 OF 7 SHEETS STA. TO STA.
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	42
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

TREE TRUNK PROTECTION





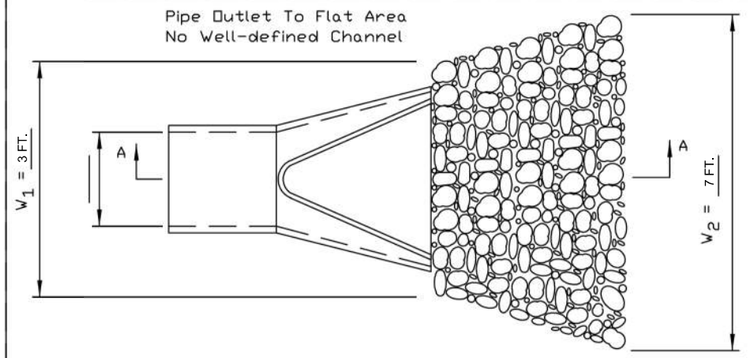
Notes

1. The contractor shall provide 2" x 8" boards banded continuously around each trunk with a protective cloth (such as burlap or better) placed between the boards and the tree to prevent scarring of the tree being protected. The height of the boards is variable due to height of tree being protected. Trees to be protected shall be shown in the plans or designated by the Professional Forester or Certified Arborist.

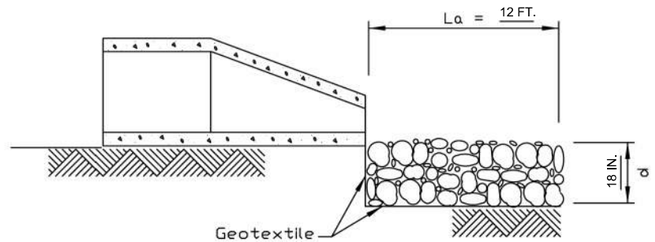
2. The protective cloth shall extend past both the top and bottom of the boards as shown in the detail. Width of wrap material varies. For fabric that does not meet the required height, fabric shall overlap a minimum of 6" and shall be spliced to avoid slippage.

REFERENCE			STANDARD DWG. NO.
Project			IUM-690-C
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 09-14-2017
Approved	Date		

PIPE OUTLET TO FLAT AREA



PLAN

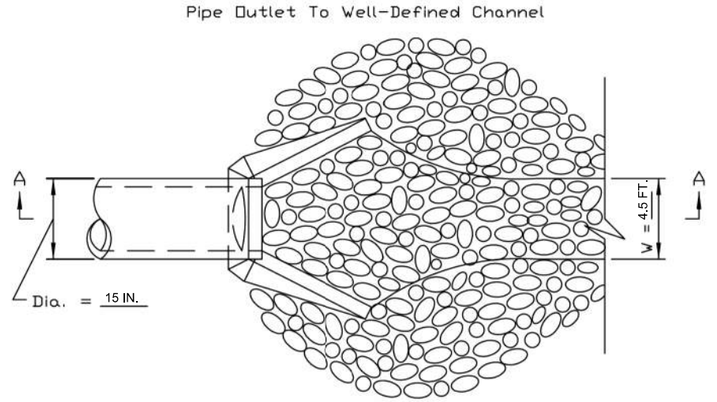


SECTION A-A

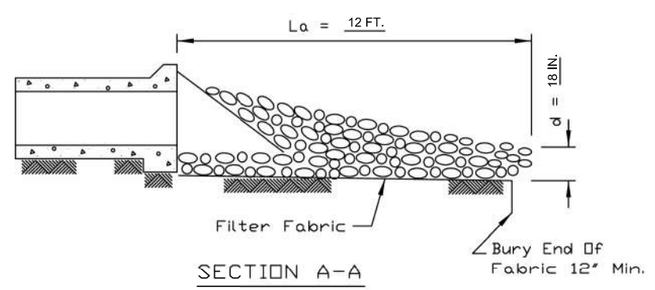
NOTES:
1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class I, II or III.
2. The rock riprap shall shall meet the IDOT requirements for the following gradation: RR No. 3, Quality A.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE				STANDARD DWG. NO.
Project			NRCS	IL-610
Designed	Date		Natural Resources Conservation Service	SHEET 1 OF 1
Checked	Date			DATE 9-15-93
Approved	Date			

PIPE OUTLET TO CHANNEL



PLAN



SECTION A-A

NOTES:
1. The filter fabric shall meet the requirements in material specification 592 GEOTEXTILE Table 1 or 2, Class I, II or III.
2. The rock riprap shall meet the IDOT requirements for the following gradation No. 3.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE				STANDARD DWG. NO.
Project			NRCS	IL-611
Designed	Date		Natural Resources Conservation Service	SHEET 1 OF 1
Checked	Date			DATE 8-18-94
Approved	Date			

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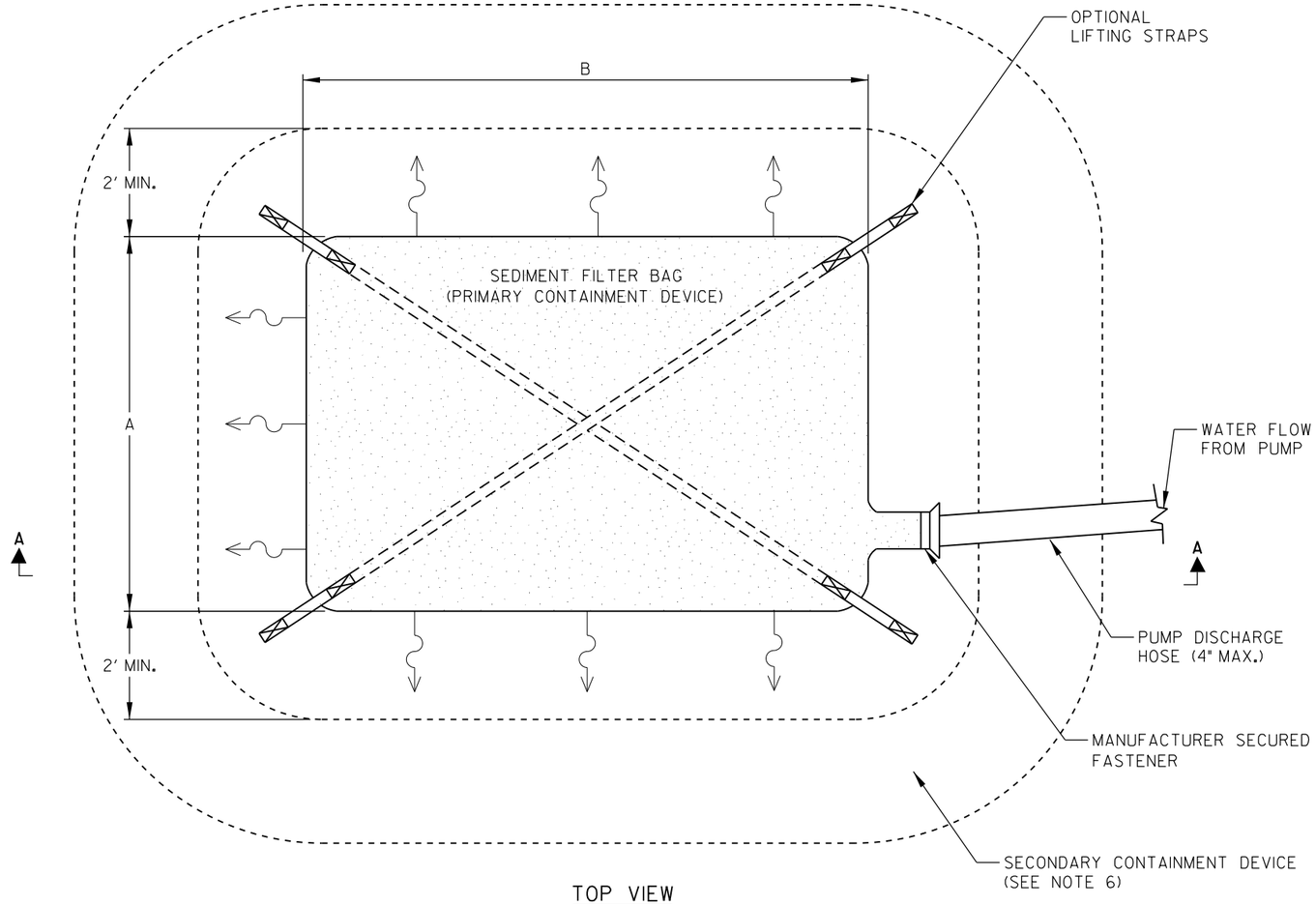
LOCHNER	USER NAME = Personal	DESIGNED - GG	REVISED -
H. W. LOCHNER, INC.		DRAWN - GG	REVISED -
225 WEST WASHINGTON STREET	PLOT SCALE = 0.167 ' / in.	CHECKED - AM	REVISED -
12 TH FLOOR	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -
CHICAGO, ILLINOIS 60606			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

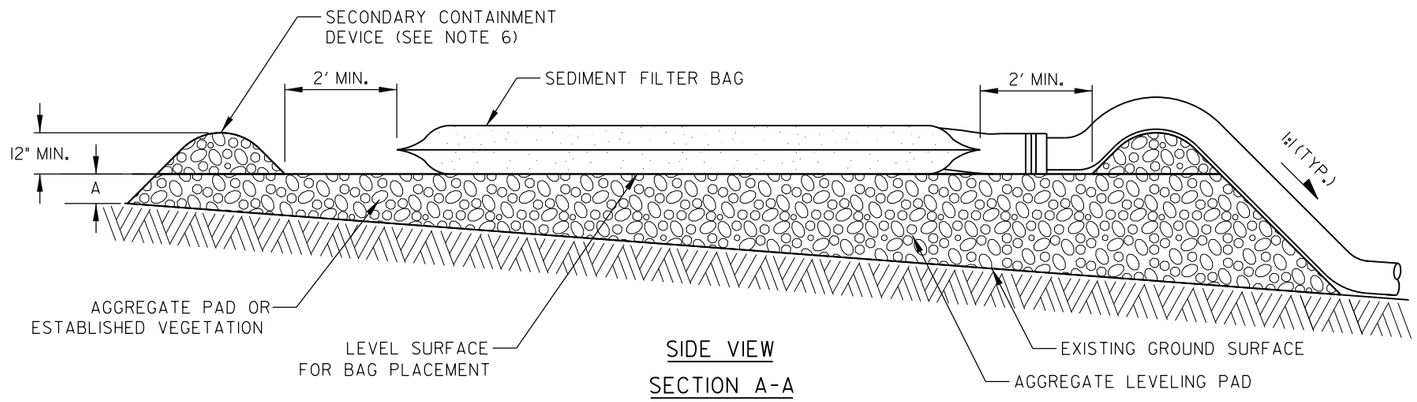
WEST BRANCH DUPAGE RIVER TRAIL
EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N/A | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	43
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



TOP VIEW



SIDE VIEW

SECTION A-A

NOTES:

1. SEDIMENT FILTER BAGS TO BE CONSIDERED AN ALTERNATE FOR SITES WHERE SEDIMENT BASIN INSTALLATION IS PROBLEMATIC.
2. SEDIMENT FILTER BAGS TO BE SIZED BASED ON VOLUME OF WATER BEING PUMPED, QUANTITY AND TYPE OF SEDIMENT AND THE PERMITIVITY OF THE SPECIFIC BAG SIZE. THE MINIMUM BAG SIZE SHALL BE 10 FEET BY 15 FEET WITH A USABLE SURFACE AREA OF 300 SQUARE FEET.
3. MULTIPLE DISCHARGES INTO A SINGLE BAG ARE NOT PERMITTED.
4. SEDIMENT FILTER BAG SHALL BE ORIENTATED TO DIRECT FLOW AWAY FROM CONSTRUCTION AREA AND DISCHARGE FILTERED WATER INTO APPROVED RECEIVING AREA OR CONTAINMENT SYSTEM.
5. SEDIMENT FILTER BAG SHALL BE REPLACED WHEN IT BECOMES $\frac{1}{2}$ FULL OF SEDIMENT OR WHEN THE SEDIMENT HAS REDUCED DISCHARGE FLOW RATE BELOW DESIGN REQUIREMENTS.
6. SECONDARY CONTAINMENT DEVICE SHALL BE COMPRISED OF AGGREGATE MATERIAL, TEMPORARY DITCH CHECK OR EQUIVALENT.
7. PLACE STRAPS, CROSS CHAINS, PALLETS OR OTHER LIFTING DEVICE UNDER THE SEDIMENT FILTER BAG WHEN REPLACEMENT IS ANTICIPATED.

DESIGN ELEMENTS		VALUES
AGGREGATE PAD AND SECONDARY CONTAINMENT DEVICE	GRADATION	1/2" TO 1-1/2" CA
AGGREGATE PAD DEPTH (MIN.)	A (INCH)	6

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

USER NAME = Personal	DESIGNED - GG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL EROSION AND SEDIMENT CONTROL DETAILS
	DRAWN - GG	REVISED -		
PLOT SCALE = 99.996 ' / in.	CHECKED - AM	REVISED -		
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		SCALE: N/A SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	44
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

PU1 CONCRETE HEADWALL FOR PIPE DRAIN
STA. 105+72, 14.7' LT
INV = 711.80 V.I.F.

PU1A 25' - PIPE UNDERDRAIN FOR STRUCTURES (SPECIAL) 4" @ 0.5%

PU2 CONCRETE HEADWALL FOR PIPE DRAIN
STA. 107+76, 14.7' LT
INV = 707.75 V.I.F.

PU2A 25' - PIPE UNDERDRAIN FOR STRUCTURES (SPECIAL) 4" @ 0.5%

DRAINAGE LEGEND

- EXISTING MANHOLE
- EXISTING INLET
- EXISTING CATCH BASIN
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- CONCRETE HEADWALL FOR PIPE DRAIN
- PROPOSED PIPE UNDERDRAIN
- EXISTING STORM SEWER
- PROPOSED STORM SEWER/CULVERT
- EXISTING SANITARY SEWER
- EXISTING DITCH
- PROPOSED DITCH

REGULATORY BASE FLOOD EL.
@ UPSTREAM FACE OF GARY'S MILL RD.
BRIDGE = 706.6

FLOODWAY BOUNDARY
100 YR FLOODPLAIN BOUNDARY
WETLAND SITE 2
COMED (AERIAL)
WETLAND SITE 1
FLOODWAY BOUNDARY
WETLAND SITE 1
4" NICOR GAS
COMED AND AT&T
WATER VALVE TO BE ADJUSTED
WATERS OF THE US SITE 1
EX. R.O.W.
EX. FOREST PRESERVE DISTRICT OF DUPAGE COUNTY PROPERTY LINE
STONE RIPRAP, CLASS A3 (28100105) - 7 SY
STONE RIPRAP, CLASS A3 (28100105) - 9 SY
PR. PROPERTY LINE
PR DITCH
AT&T (BURIED)
COMED (AERIAL)
PR. TEMP. EASEMENT
℄ WEST BRANCH DUPAGE RIVER TRAIL
100 YR FLOODPLAIN BOUNDARY
MATCH LINE STA. 112+00

1 REINFORCED CONCRETE FES, 15"
STA. 105+00 , 12.6' RT
INV = 710.95 (E)

2 REINFORCED CONCRETE FES, 15"
STA. 105+00 , 13.1' LT
INV = 710.80 (W)

1A 13.5' - PIPE CULVERT 15" @ 0.58%

PU3 CONCRETE HEADWALL FOR PIPE DRAIN
STA. 109+30, 44.9' LT
INV = 702.06 V.I.F.

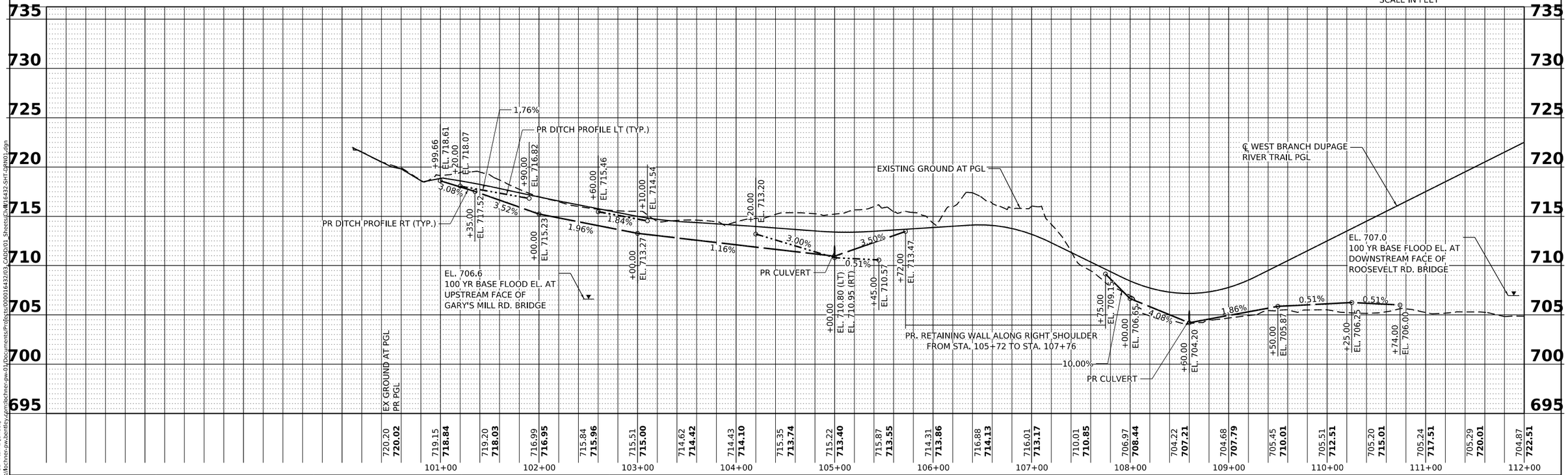
PU3A 65' - PIPE UNDERDRAIN FOR STRUCTURES (SPECIAL) 4" @ 0.5%

3 REINFORCED CONCRETE FES, 15"
STA. 108+60 , 14.2' RT
INV = 704.20 (E)

4 REINFORCED CONCRETE FES, 15"
STA. 108+60 , 15.9' LT
INV = 703.63 (W)

3A 17.9' - PIPE CULVERT 15" @ 1.89%

0 50 100 150
SCALE IN FEET



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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
DRAINAGE AND UTILITY PLAN AND PROFILE

SCALE: 1"=50'H/1"=5'V | SHEET 1 OF 4 SHEETS | STA. 100+95.36 TO STA. 112+00

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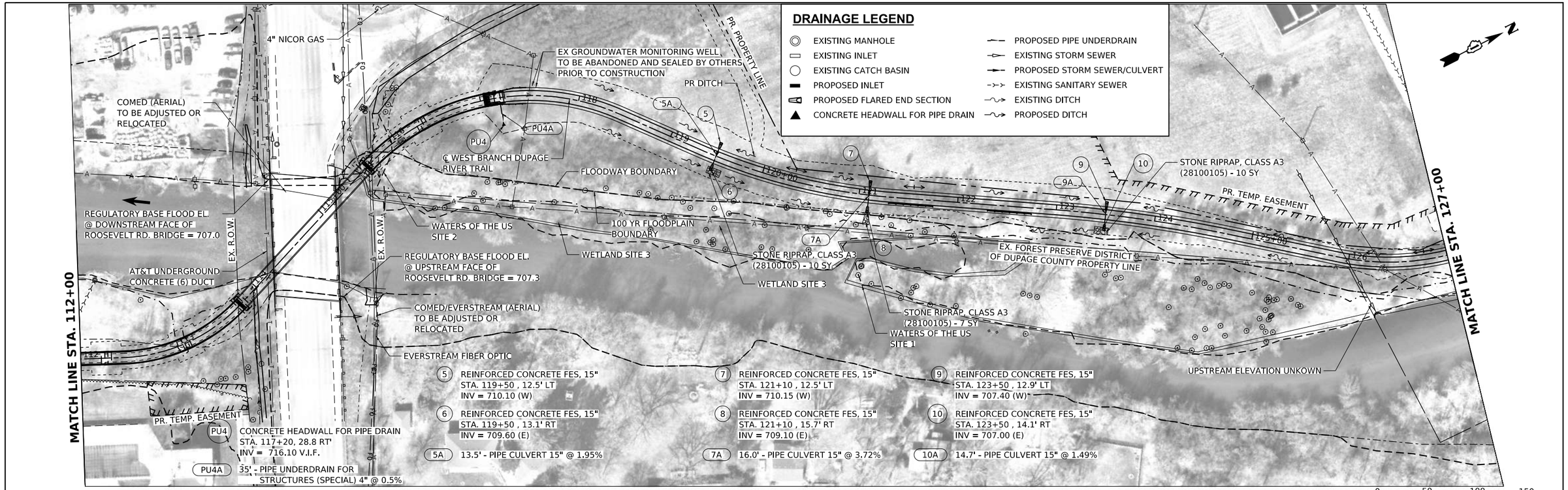
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



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

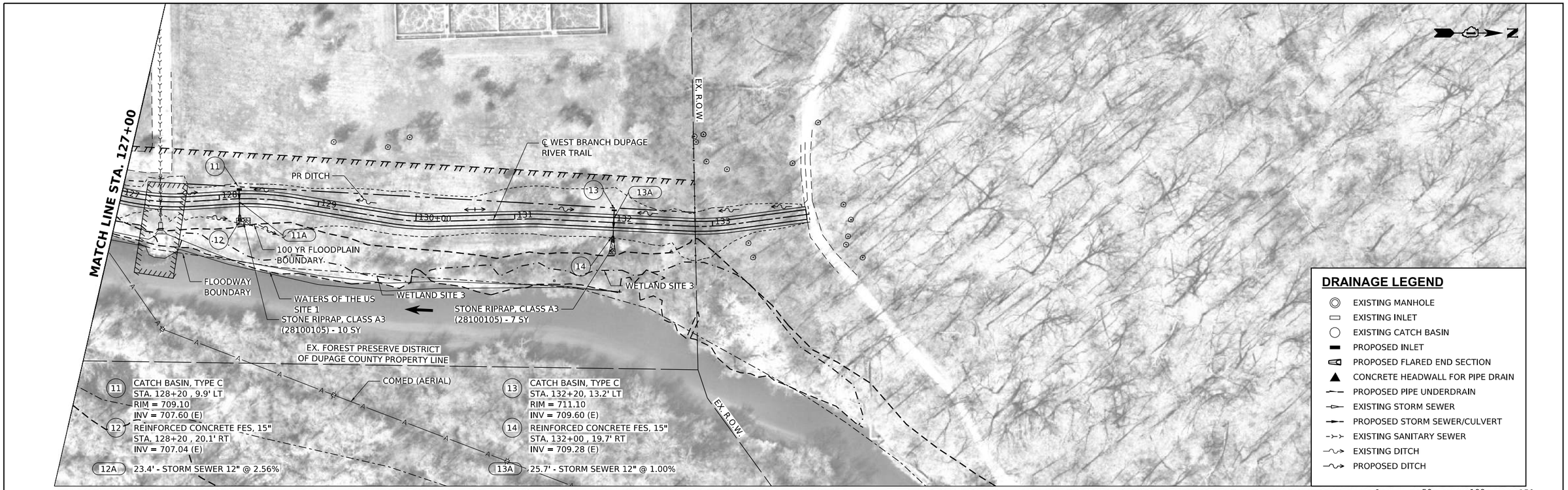
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
DRAINAGE AND UTILITY PLAN AND PROFILE

SCALE: 1"=50'H/1"=5'V | SHEET 2 OF 4 SHEETS | STA. 112+00 | TO STA. 127+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	46
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
DRAINAGE AND UTILITY PLAN AND PROFILE

SCALE: 1"=50'H/1"=5'V | SHEET 3 OF 4 SHEETS | STA. 127+00 | TO STA. 133+97.84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	47
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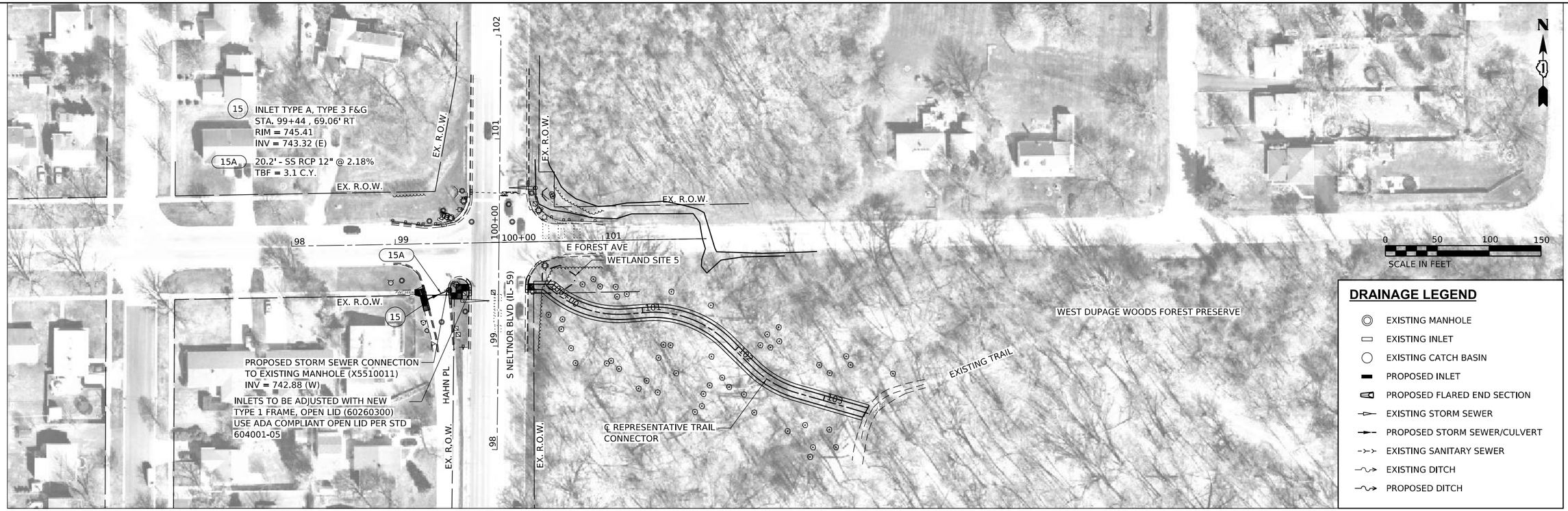
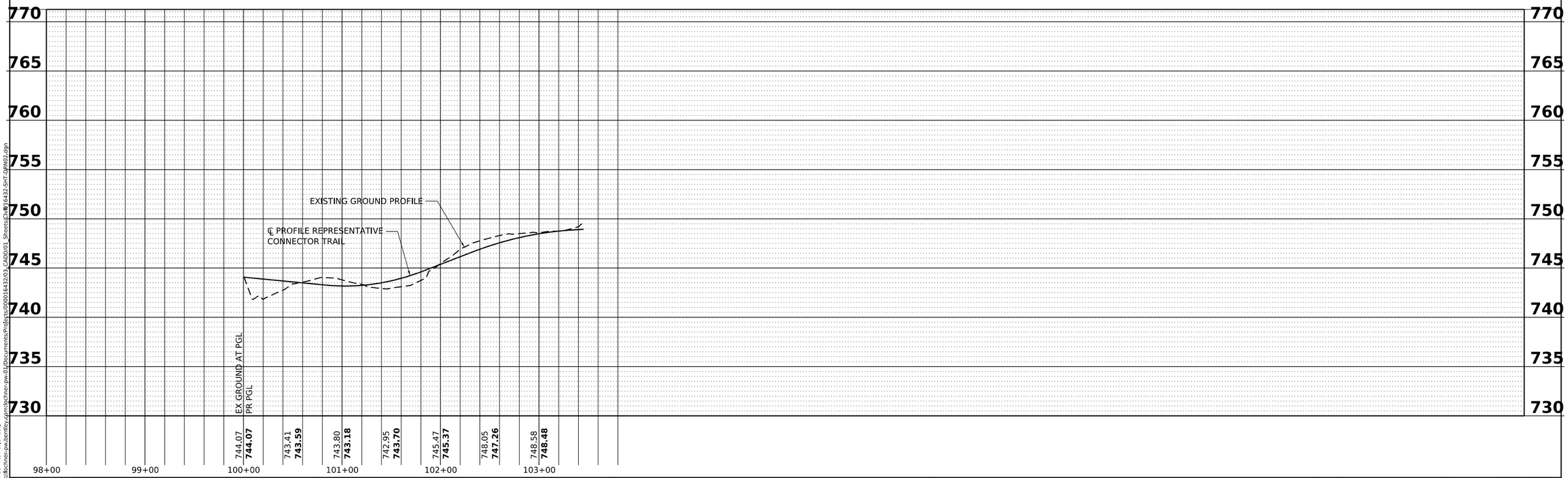
	ILLINOIS	FED. AID PROJECT		





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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
DRAINAGE & UTILITY PLAN – WEST CHICAGO TRAIL CONNECTOR

SCALE: 1"=50'H/1"=5'V | SHEET 4 OF 4 SHEETS | STA. 100+00 | TO STA. 103+45.30

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	48
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

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LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - GG	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
		DRAWN - GG	REVISED -	
	PLOT SCALE = 79.997 ' / in.	CHECKED - AM	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

WEST BRANCH DUPAGE RIVER TRAIL
COMPENSATORY STORAGE FACILITY

SCALE: 1"=40' | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

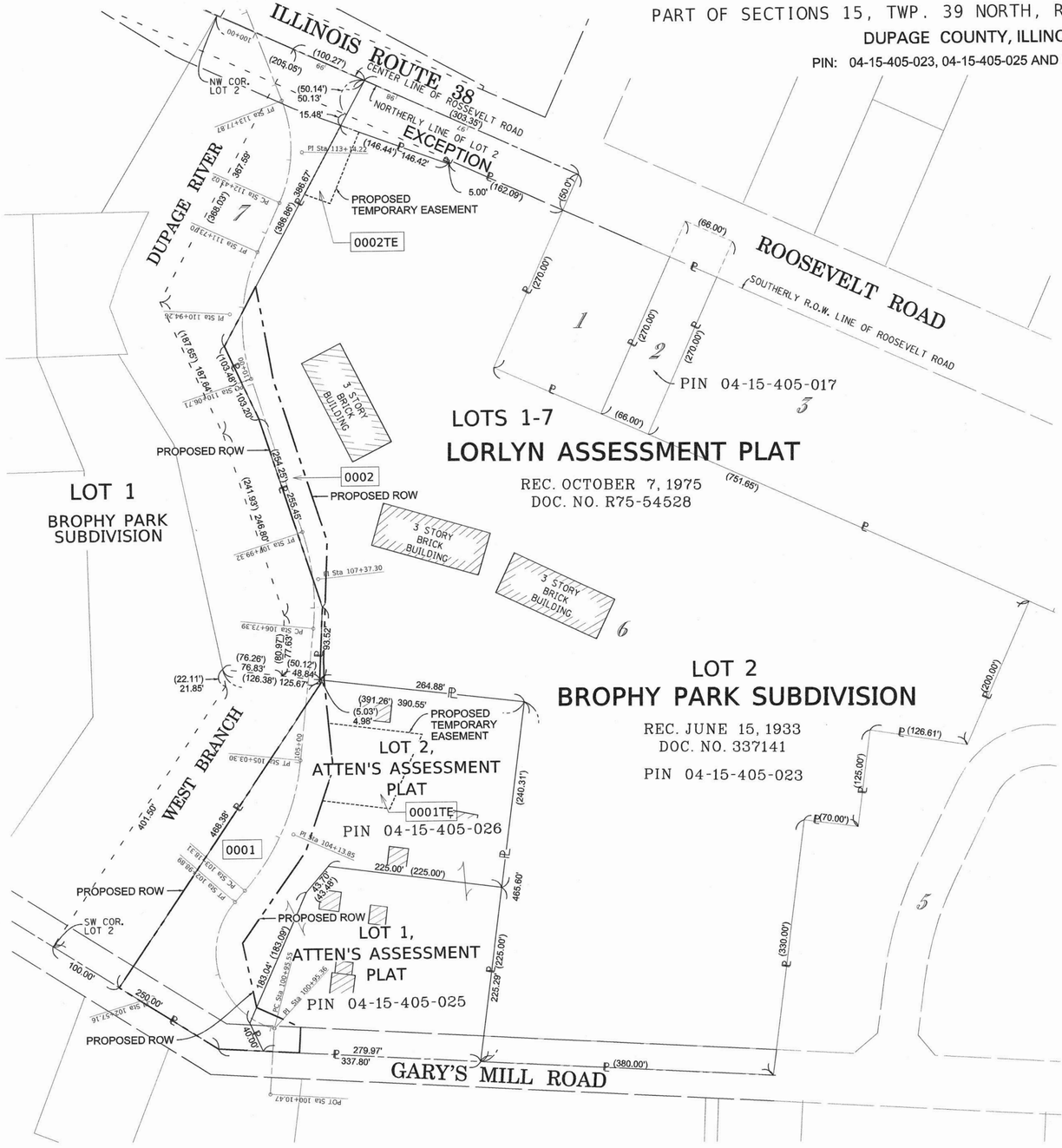
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	49
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

PLAT OF HIGHWAYS

PART OF SECTIONS 15, TWP. 39 NORTH, RANGE 9 EAST, 3RD P.M.

DUPAGE COUNTY, ILLINOIS

PIN: 04-15-405-023, 04-15-405-025 AND 04-15-405-026



TOTAL HOLDING EASEMENT PLAT
FOR
WEST BRANCH DUPAGE RIVER TRAIL

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION / QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE (APL)
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED TEMP. EASEMENT
- PROPOSED EASEMENT
- EXISTING ACCESS CONTROL LINE (AC)
- PROPOSED ACCESS CONTROL LINE (AC)
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING

GRAPHIC SCALE FEET
0 80
SCALE: 1"= 80'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (XXXX ADJUSTMENT), EAST ZONE.

- o IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5 / 8" REBAR SET
- ■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET

SURVEY NOTES:
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
2. BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999976703.
4. AREAS SHOWN ON THIS PLAT ARE "GROUND".
5. FIELD SURVEY COMPLETED ON 05-11-2022.

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, DANIEL EVANS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, MILLENNIA PROFESSIONAL SERVICES AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184.004070-0010 HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 15, TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT Downers Grove ILLINOIS THIS 31ST DAY OF July 2023 A.D.

DANIEL J. EVANS
No. 3348
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
MORTON, ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3348
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

MILLENNIA PROFESSIONAL SERVICES
www.millennia.pro

PLAT OF HIGHWAYS
DUPAGE COUNTY
DEPARTMENT OF TRANSPORTATION
WEST BRANCH DUPAGE RIVER TRAIL

LIMITS: COUNTY: DUPAGE
SECTION: 16-F3000-15-BT JOB NO.: C-91-038-17
STA. 100+95.75 TO STA. 113+35.98
SCALE: 1" = 80' SHEET 1 OF 4 SHEETS

DUPAGE COUNTY

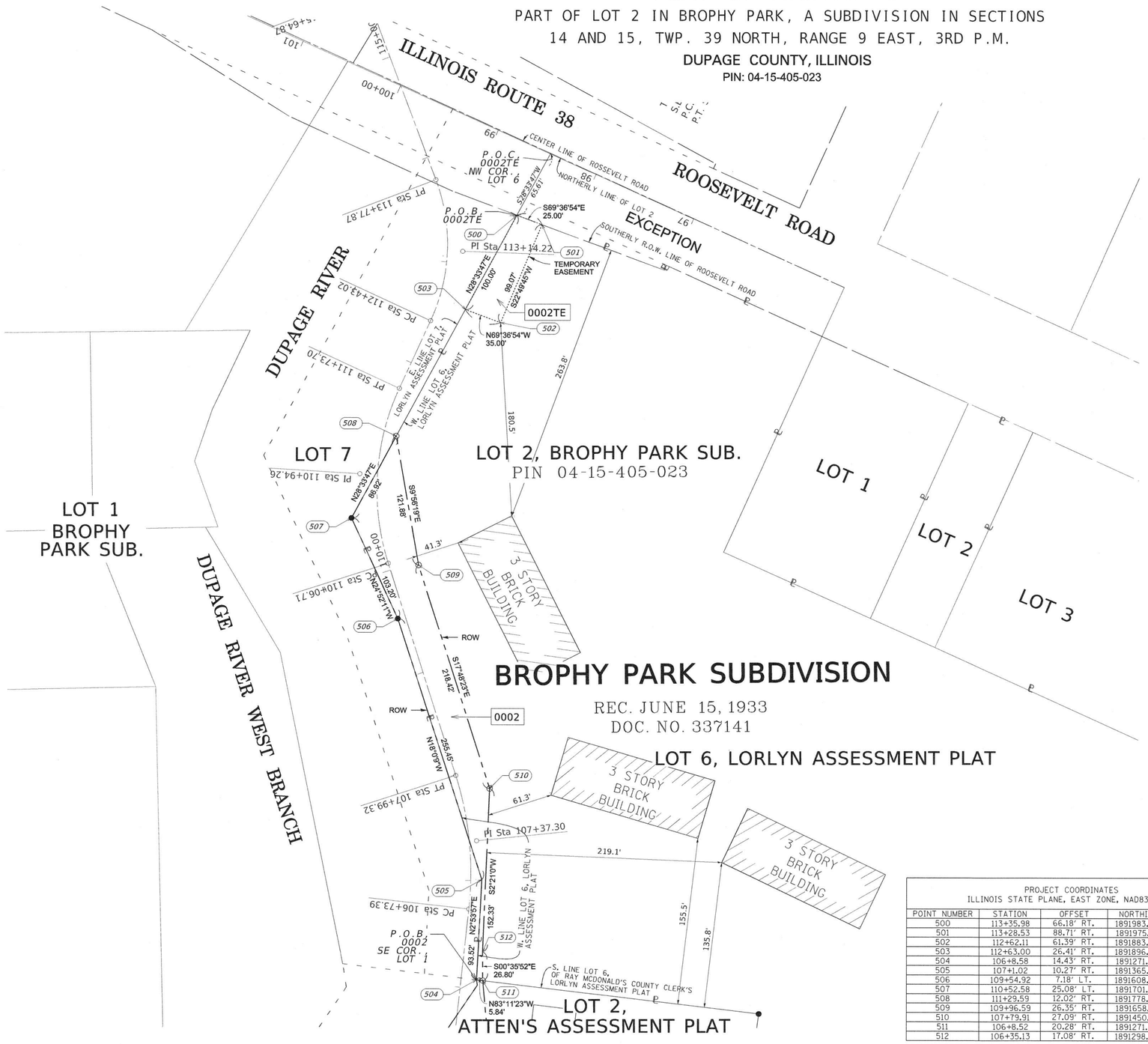
OFFICE USE ONLY

PLAT OF HIGHWAYS

PART OF LOT 2 IN BROPHY PARK, A SUBDIVISION IN SECTIONS 14 AND 15, TWP. 39 NORTH, RANGE 9 EAST, 3RD P.M.

DUPAGE COUNTY, ILLINOIS

PIN: 04-15-405-023



LEGEND

SECTION CORNER — QUARTER SECTION CORNER

	SECTION / QUARTER SECTION LINE
	PLATTED LOT LINES
P	PROPERTY (DEED) LINE
APL	APPARENT PROPERTY LINE
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	EXISTING EASEMENT
	PROPOSED TEMP. EASEMENT
	PROPOSED EASEMENT
AC	EXISTING ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
129.32'	MEASURED DIMENSION
129.32' (COMP)	COMPUTED DIMENSION
(129.32')	RECORDED DIMENSION
	EXISTING BUILDING

N

GRAPHIC SCALE FEET 0 50

SCALE: 1"= 50'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (XXXX ADJUSTMENT), EAST ZONE.

- ○ IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5 / 8" REBAR SET
- ■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ◓ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET

SURVEY NOTES:
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
2. BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999976703.
4. AREAS SHOWN ON THIS PLAT ARE "GROUND".
5. FIELD SURVEY COMPLETED ON 05-11-2022.

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

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DANIEL J. EVANS No. 3348 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WORTH, ILLINOIS

DATED AT Downers Grove ILLINOIS THIS 31st DAY OF July 2023 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3348
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

MILLENNIA PROFESSIONAL SERVICES www.millennia.pro

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
500	113+35.98	66.18' RT.	1891983.886	1022690.693
501	113+28.53	88.71' RT.	1891975.178	1022714.127
502	112+62.11	61.39' RT.	1891883.866	1022675.688
503	112+63.00	26.41' RT.	1891896.057	1022642.880
504	106+8.58	14.43' RT.	1891271.924	1022654.803
505	107+1.02	10.27' RT.	1891365.324	1022659.533
506	109+54.92	7.18' LT.	1891608.270	1022580.584
507	110+52.58	25.08' LT.	1891701.899	1022537.183
508	111+29.59	12.02' RT.	1891778.240	1022578.743
509	109+96.59	26.35' RT.	1891658.188	1022599.778
510	107+79.91	27.09' RT.	1891450.231	1022666.573
511	106+8.52	20.28' RT.	1891271.230	1022660.606
512	106+35.13	17.08' RT.	1891298.034	1022660.326

PARCEL NUMBER	TOTAL HOLDING ACRES		PART TAKEN ACRES		REMAINDER ACRES		EASEMENT ACRES		PERMANENT TAX INDEX NUMBER
0002	14.191 ±	-	0.314 ±	-	13.877 ±	-	0.068	-	04-15-405-023 & -017
0002TE									04-15-405-023 & -017

OFFICE USE ONLY

PLAT OF HIGHWAYS

DUPAGE COUNTY
DEPARTMENT OF TRANSPORTATION
WEST BRANCH DUPAGE RIVER TRAIL

LIMITS: COUNTY: DUPAGE
SECTION: 16-F3000-15-BT JOB NO.: C-91-038-17
STA. 106+8.52 TO STA. 113+35.98
SCALE: 1" = 50' SHEET 2 OF 4 SHEETS

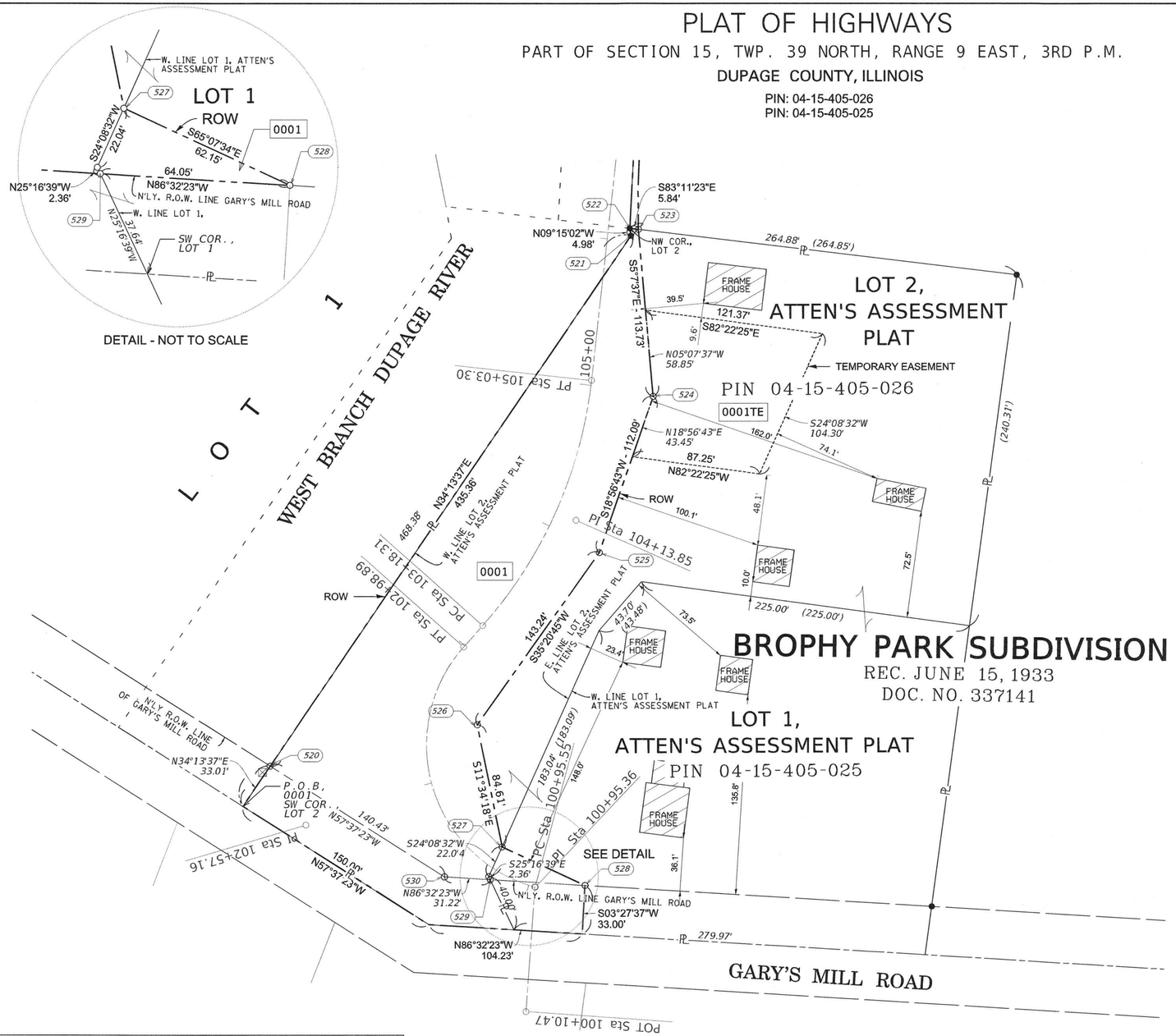
DUPAGE COUNTY

PLAT OF HIGHWAYS

PART OF SECTION 15, TWP. 39 NORTH, RANGE 9 EAST, 3RD P.M.

DUPAGE COUNTY, ILLINOIS

PIN: 04-15-405-026
PIN: 04-15-405-025



LEGEND

SECTION CORNER — QUARTER SECTION CORNER

	SECTION / QUARTER SECTION LINE
	PLATTED LOT LINES
P	PROPERTY (DEED) LINE
APL	APPARENT PROPERTY LINE
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	EXISTING EASEMENT
	PROPOSED TEMP. EASEMENT
	PROPOSED EASEMENT
AC	EXISTING ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
129.32'	MEASURED DIMENSION
129.32' (COMP)	COMPUTED DIMENSION
(129.32')	RECORDED DIMENSION
	EXISTING BUILDING

N

GRAPHIC SCALE FEET 0 40

SCALE: 1"= 40'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (XXXX ADJUSTMENT), EAST ZONE.

o	IRON PIPE OR ROD FOUND	⊕	"MAG" NAIL SET
+	CUT CROSS FOUND OR SET	●	5 / 8" REBAR SET

■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET

SURVEY NOTES:
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
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4. AREAS SHOWN ON THIS PLAT ARE "GROUND".
5. FIELD SURVEY COMPLETED ON 05-11-2022.

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, DANIEL EVANS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, MILLENNIA PROFESSIONAL SERVICES AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184004070-0010 HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 15, TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT Downers Grove ILLINOIS THIS 31st DAY OF July 2023 A.D.

DANIEL J. EVANS No. 3348 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS MORTON, ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3348
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

MILLENNIA PROFESSIONAL SERVICES www.millennia.pro

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

POINT #	STATION	OFFSET	NORTHING	EASTING
520	102+19.29	106.82' LT.	1890907.042	1022410.723
521	106+3.78	15.76' RT.	1891267.010	1022655.603
522	106+8.58	14.43' RT.	1891271.924	1022654.803
523	106+8.52	20.28' RT.	1891271.230	1022660.606
524	104+97.81	42.79' RT.	1891157.956	1022670.769
525	103+98.71	38.48' RT.	1891051.939	1022634.378
526	102+46.75	33.08' RT.	1890935.101	1022551.511
527	101+30.33	15.38' RT.	1890852.209	1022568.484
528	100+95.75	33.87' RT.	1890826.068	1022624.866
529	101+24.55	7.61' LT.	1890829.961	1022560.480
530	101+46.66	25.44' LT.	1890831.846	1022529.318

PARCEL NUMBER	TOTAL HOLDING ACRES	-	PART TAKEN ACRES	-	AREA IN EXISTING R.O.W. ACRES	-	REMAINDER ACRES	-	EASEMENT ACRES	-		PERMANENT TAX INDEX NUMBER
0001	4.070 ±		1.162 ±		0.186 ±		2.908 ±		N/A			04-15-405-026 04-15-405-025
0001TE									0.228			

OFFICE USE ONLY

PLAT OF HIGHWAYS

DUPAGE COUNTY
DEPARTMENT OF TRANSPORTATION
WEST BRANCH DUPAGE RIVER TRAIL

LIMITS: COUNTY: DUPAGE
SECTION: 16-F3000-15-BT JOB NO.: C-91-038-17
STA. 100+95.75 TO STA. 106+8.58
SCALE: 1" = 40' SHEET 3 OF 4 SHEETS

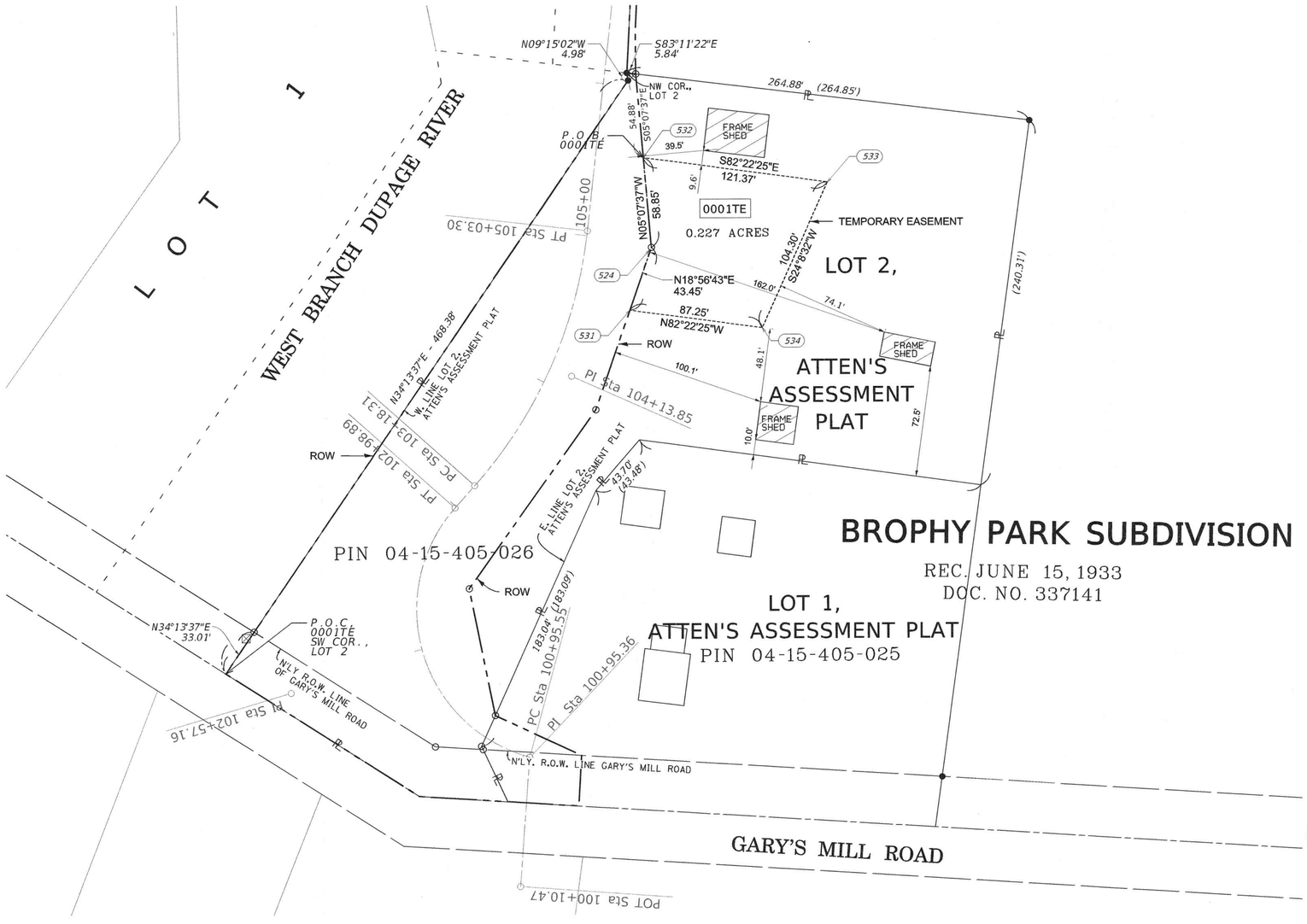
DUPAGE COUNTY

PLAT OF HIGHWAYS

PART OF SECTION 15, TWP. 39 NORTH, RANGE 9 EAST, 3RD P.M.

DUPAGE COUNTY, ILLINOIS

PIN: 04-15-405-026



LEGEND

SECTION CORNER (9 10 16 15) — QUARTER SECTION CORNER (16 — 15)

	SECTION / QUARTER SECTION LINE
	PLATTED LOT LINES
P	PROPERTY (DEED) LINE
APL	APPARENT PROPERTY LINE
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	EXISTING EASEMENT
	PROPOSED TEMP. EASEMENT
	PROPOSED EASEMENT
AC	EXISTING ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
129.32'	MEASURED DIMENSION
129.32' (COMP)	COMPUTED DIMENSION
(129.32')	RECORDED DIMENSION
	EXISTING BUILDING

N

GRAPHIC SCALE FEET 0 40

SCALE: 1"= 40'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (XXXX ADJUSTMENT), EAST ZONE.

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- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5 / 8" REBAR SET
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- □ RIGHT OF WAY STAKING PROPOSED TO BE SET

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5. FIELD SURVEY COMPLETED ON 05-11-2022.

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

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DATED AT Downers Grove ILLINOIS THIS 31st DAY OF July 2023 A.D.

DANIEL J. EVANS No. 3348 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS MORTON, ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3348
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

MILLENNIA PROFESSIONAL SERVICES www.millennia.pro

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
524	104+97.81	42.79' RT.	1891157.956	1022670.769
531	104+59.80	36.72' RT.	1891116.866	1022656.664
532	105+54.72	31.11' RT.	1891216.574	1022665.510
533	105+51.83	152.44' RT.	1891200.466	1022785.805
534	104+67.27	123.47' RT.	1891105.286	1022743.144

PARCEL NUMBER	TOTAL HOLDING ACRES	-	PART TAKEN ACRES	-	REMAINDER ACRES	-	TEMP EASEMENT ACRES	-		PERMANENT TAX INDEX NUMBER
0001TE	2.592 ±						0.227			04-15-405-026

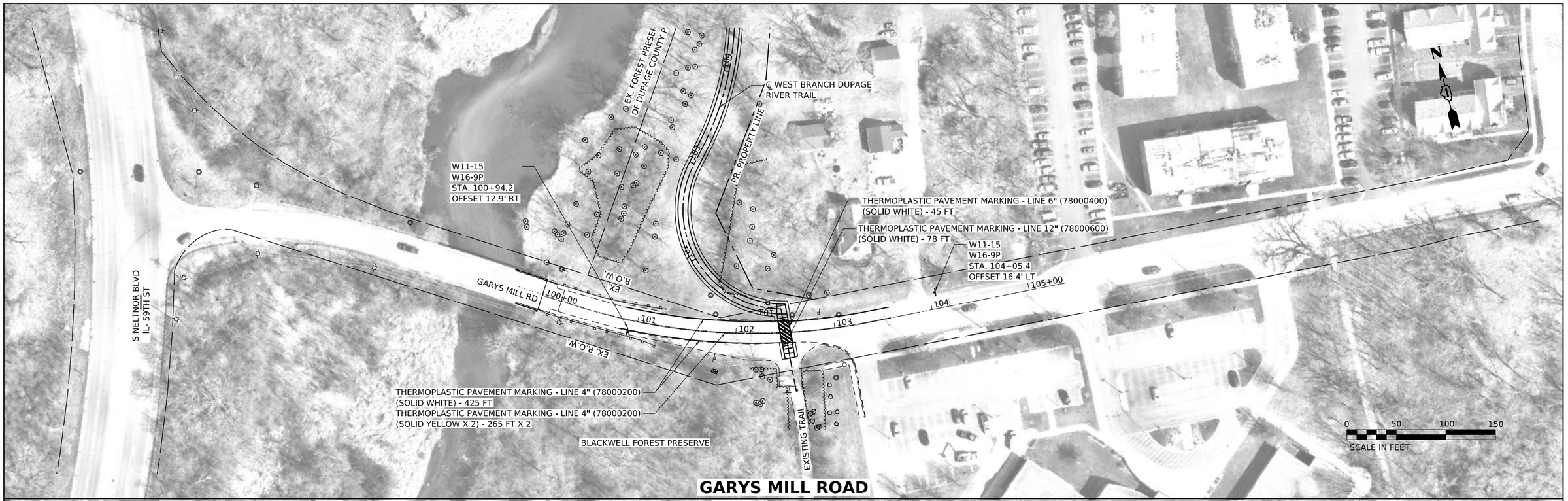
OFFICE USE ONLY

PLAT OF HIGHWAYS

DUPAGE COUNTY
DEPARTMENT OF TRANSPORTATION
WEST BRANCH DUPAGE RIVER TRAIL

LIMITS: COUNTY: DUPAGE
SECTION: 16-F3000-15-BT JOB NO.: C-91-038-17
STA. 104+59.80 TO STA. 105+54.72
SCALE: 1" = 40' SHEET 4 OF 4 SHEETS

DUPAGE COUNTY



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

USER NAME = Personal	DESIGNED - JS	REVISED -	
	DRAWN - JS	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PAVEMENT MARKING AND SIGNING PLANS

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	54
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

LEGEND:

SEEDING, CLASS 2 (MODIFIED) (X2501010)
4" TOPSOIL PLACEMENT
WILDLIFE FRIENDLY EROSION CONTROL BLANKET
(25100645)

SEEDING, CLASS 4 MODIFIED (X2501800)
4" TOPSOIL PLACEMENT
WILDLIFE FRIENDLY EROSION CONTROL BLANKET
(25100645)

SEEDING, CLASS 4 (MODIFIED) (X2501800)
SEEDING, CLASS 5 (MODIFIED) (X2501820)
4" TOPSOIL PLACEMENT
WILDLIFE FRIENDLY EROSION CONTROL BLANKET
(25100645)

SEEDING, CLASS 4B (MODIFIED) (X2502024)
PERENNIAL PLANTS, WETLAND TYPE,
2" DIAMETER BY 4" DEEP PLUG (K0013030)
4" TOPSOIL PLACEMENT
WILDLIFE FRIENDLY EROSION CONTROL BLANKET
(25100645)

TREE PROTECTION
(SEE GRADING NOTE 7)

BLACKWELL FORI

1

OM3-L
6" X 18"

2

EXISTING TRAIL

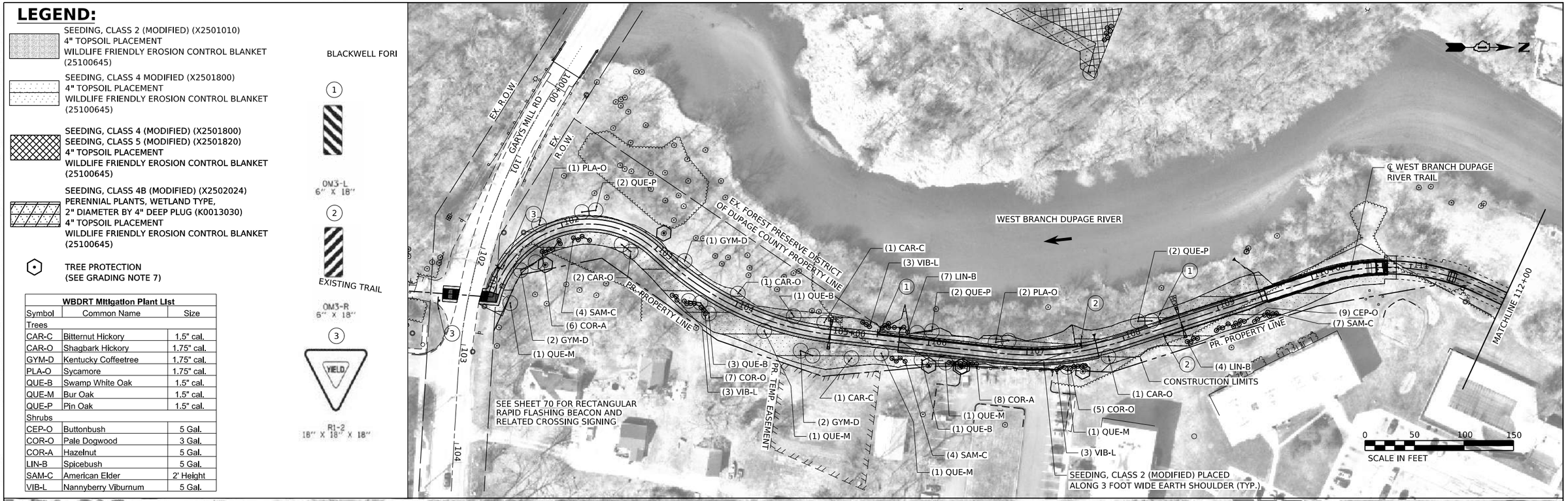
OM3-R
6" X 18"

3

YIELD

R1-2
18" X 18" X 18"

WBDRT Mitigation Plant List		
Symbol	Common Name	Size
Trees		
CAR-C	Bitternut Hickory	1.5" cal.
CAR-O	Shagbark Hickory	1.75" cal.
GYM-D	Kentucky Coffeetree	1.75" cal.
PLA-O	Sycamore	1.75" cal.
QUE-B	Swamp White Oak	1.5" cal.
QUE-M	Bur Oak	1.5" cal.
QUE-P	Pin Oak	1.5" cal.
Shrubs		
CEP-O	Buttonbush	5 Gal.
COR-O	Pale Dogwood	3 Gal.
COR-A	Hazelnut	5 Gal.
LIN-B	Spicebush	5 Gal.
SAM-C	American Elder	2' Height
VIB-L	Nannyberry Viburnum	5 Gal.



NOTES:

1. THE CHAIN LINK FENCE SHALL BE BLACK PVC COATED STEEL ACCORDING TO ARTICLE 1006.27(a)(1)d.
2. TREE REMOVAL WILL BE PERFORMED IN ADVANCE OF THIS CONTRACT. EXISTING TREES REMOVED WITHIN THE LIMITS OF CONSTRUCTION ARE SHOWN FOR INFORMATION ONLY.
3. SEED AREAS DISTURBED BY PIER CONSTRUCTION WITH SEEDING, CLASS 4 (MODIFIED) (X2501010), UNLESS OTHERWISE NOTED ON THE PLANS.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000116432/03_CADD/01 Sheets/Erosion and Sediment Control-Landscaping/16432-SHT-LP01.dgn

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

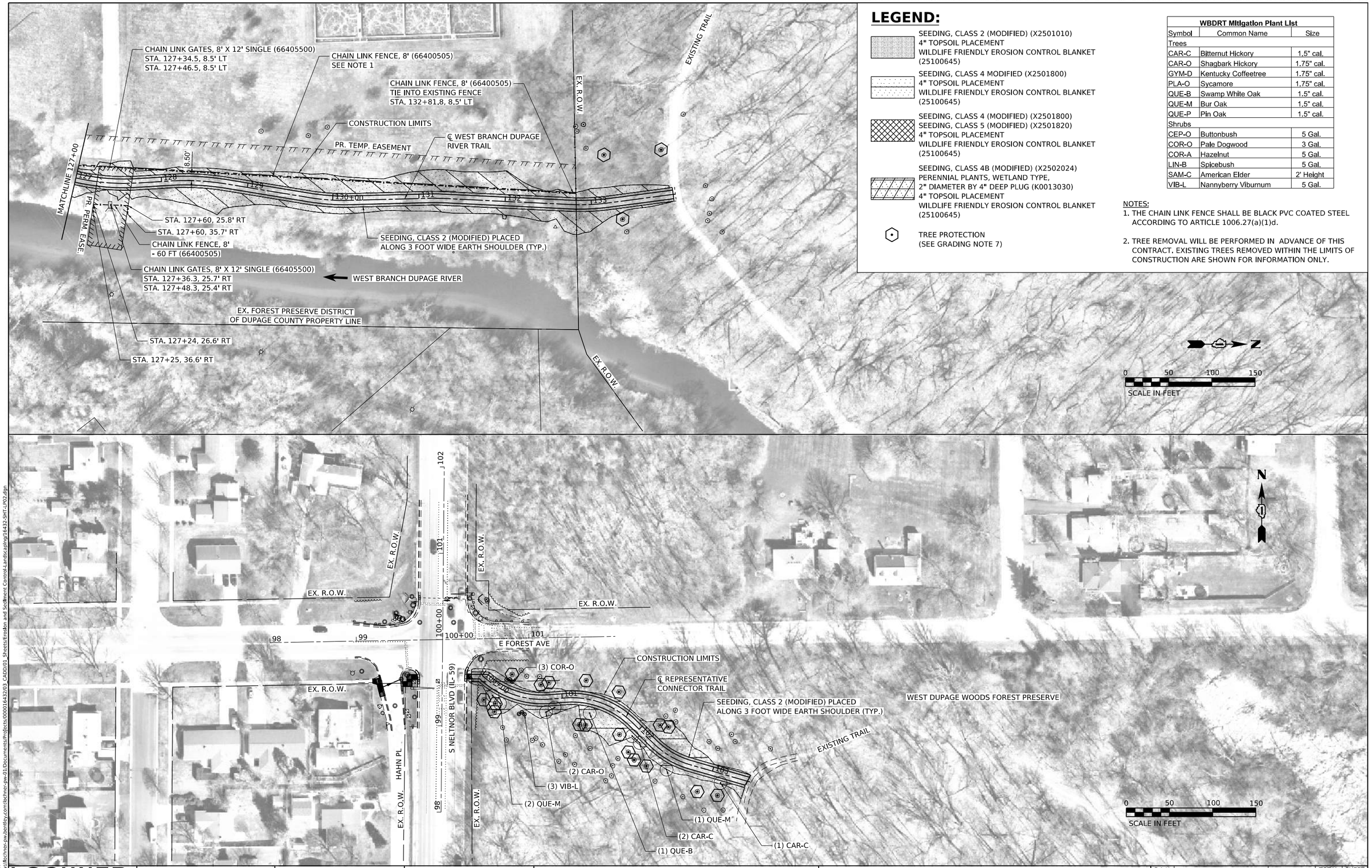
USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
TRAIL SIGNING, LANDSCAPING AND FENCING PLANS

SCALE: 1" = 50' | SHEET 1 OF 2 SHEETS | STA. 100+45.07 | TO STA. 127+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	55
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



LEGEND:

- SEEDING, CLASS 2 (MODIFIED) (X2501010)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET
  (25100645)
- SEEDING, CLASS 4 MODIFIED (X2501800)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET
  (25100645)
- SEEDING, CLASS 4 (MODIFIED) (X2501800)
  SEEDING, CLASS 5 (MODIFIED) (X2501820)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET
  (25100645)
- SEEDING, CLASS 4B (MODIFIED) (X2502024)
  PERENNIAL PLANTS, WETLAND TYPE,
  2" DIAMETER BY 4" DEEP PLUG (K0013030)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET
  (25100645)
- TREE PROTECTION
  (SEE GRADING NOTE 7)

WBDRT Mitigation Plant List

Symbol	Common Name	Size
Trees		
CAR-C	Bitternut Hickory	1.5" cal.
CAR-O	Shagbark Hickory	1.75" cal.
GYM-D	Kentucky Coffeetree	1.75" cal.
PLA-O	Sycamore	1.75" cal.
QUE-B	Swamp White Oak	1.5" cal.
QUE-M	Bur Oak	1.5" cal.
QUE-P	Pin Oak	1.5" cal.
Shrubs		
CEP-O	Buttonbush	5 Gal.
COR-O	Pale Dogwood	3 Gal.
COR-A	Hazelnut	5 Gal.
LIN-B	Spicebush	5 Gal.
SAM-C	American Elder	2' Height
VIB-L	Nannyberry Viburnum	5 Gal.

NOTES:
1. THE CHAIN LINK FENCE SHALL BE BLACK PVC COATED STEEL ACCORDING TO ARTICLE 1006.27(a)(1)d.
2. TREE REMOVAL WILL BE PERFORMED IN ADVANCE OF THIS CONTRACT. EXISTING TREES REMOVED WITHIN THE LIMITS OF CONSTRUCTION ARE SHOWN FOR INFORMATION ONLY.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643203_CADD/01 Sheets/Erosion and Sediment Control-Landscaping/16432-SHT-LP02.dgn

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
TRAIL SIGNING, LANDSCAPING AND FENCING PLANS

SCALE: 1" = 50' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	56
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

LEGEND:

- SEEDING, CLASS 2 (MODIFIED) (X2501010)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET (25100645)
- SEEDING, CLASS 4 MODIFIED (X2501800)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET (25100645)
- **SEEDING, CLASS 4 (MODIFIED) (X2501800)**
  SEEDING, CLASS 5 (MODIFIED) (X2501820)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET (25100645)
- **SEEDING, CLASS 4B (MODIFIED) (X2502024)**
  PERENNIAL PLANTS, WETLAND TYPE,
  2" DIAMETER BY 4" DEEP PLUG (K0013030)
  4" TOPSOIL PLACEMENT
  WILDLIFE FRIENDLY EROSION CONTROL BLANKET (25100645)
- TREE PROTECTION
  (SEE GRADING NOTE 7)

WBDRT Mitigation Plant List

Symbol	Common Name	Size
Trees		
CAR-C	Bitternut Hickory	1.5" cal.
CAR-O	Shagbark Hickory	1.75" cal.
GYM-D	Kentucky Coffeetree	1.5" cal.
PLA-O	Sycamore	1.5" cal.
QUE-B	Swamp White Oak	1.5" cal.
QUE-M	Bur Oak	1.5" cal.
QUE-P	Pin Oak	1.5" cal.
Shrubs		
CEP-O	Buttonbush	5 Gal.
COR-O	Pale Dogwood	3 Gal.
COR-A	Hazelnut	5 Gal.
LIN-B	Spicebush	5 Gal.
SAM-C	American Elder	2' Height
VIB-L	Nannyberry Viburnum	5 Gal.

S NELTNOR BLVD
IL- 59TH ST
100 YR FLOODPLAIN BOUNDARY
CONSTRUCTION LIMIT (TYP.)
(2) PLA-0
706
705
707
704
(3) CEP-O
(2) QUE-P
705
(6) COR-O
(2) PLA-0
(5) CEP-O
704
FLOODWAY BOUNDARY
COMPENSATORY STORAGE FACILITY
SEE SPECIAL PROVISION 'PLANTING WETLAND PLUGS' FOR PLUG SPECIES AND PLANTING PATTERN
(1) PLA-0
EX. R.O.W.
GARYS MILL RD
100'
EX. R.O.W.
BLACKWELL FOREST PRESERVE
(1) PLA-O
(2) QUE-P
EX. FOREST PRESERVE DISTRICT OF DUPAGE COUNTY PROPERTY LINE
WEST BRANCH DUPAGE RIVER
℄ WEST BRANCH DUPAGE RIVER TRAIL
(1) GYM-D
(1) CAR-C
(3) VIB-L
(7) LIN-B
(2) QUE-P
(2) PLA-O
(2) QUE-P
(1) CAR-O
(1) QUE-B
(2) CAR-O
EXISTING TRAIL
PR. PROPERTY LINE
(4) SAM-C
(6) COR-A
(2) GYM-D
(1) QUE-M
(3) QUE-B
(7) COR-O
(3) VIB-L
(1) QUE-M
(2) GYM-D
(1) CAR-C
(1) QUE-M
(4) SAM-C
(1) QUE-B
(8) COR-A
(1) QUE-M
(5) COR-O
(1) QUE-M
(3) VIB-L
(9) CEP-O
(7) SAM-C
PR. PROPERTY LINE
(4) LIN-B
(1) CAR-O
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SCALE IN FEET

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643203_CADD/01_Sheets/CivilR16432-Sht-CSR02.dgn

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

USER NAME = Personal	DESIGNED - GG	REVISED -	
	DRAWN - GG	REVISED -	
PLOT SCALE = 79.997 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
COMPENSATORY STORAGE LANDSCAPING PLAN

SCALE: 1"=40' | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	57
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	CC	CC
MASTER CONTROLLER	MC	MC
MASTER MASTER CONTROLLER	MMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	T	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P	P
SAMPLING (SYSTEM) DETECTOR	S	S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS	IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS	QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

USER NAME = footerj	DESIGNED - IP	REVISED -	
	DRAWN - IP	REVISED -	
PLOT SCALE = 50.0000 ' / In.	CHECKED - LP	REVISED -	
PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	58
	TS-05	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

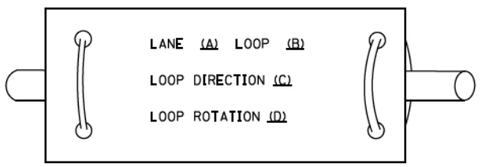
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

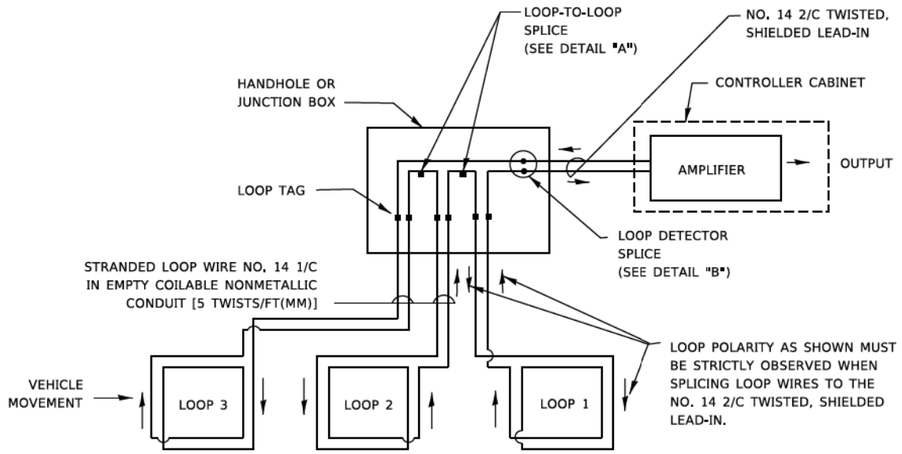


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

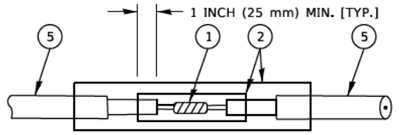
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

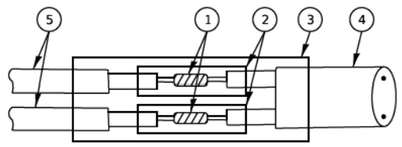


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

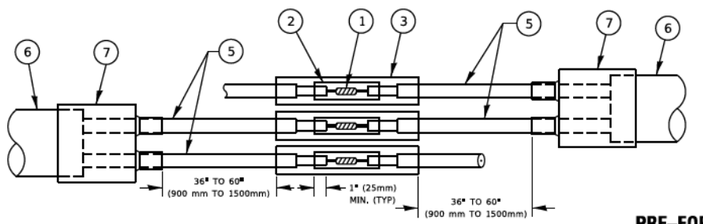


DETAIL "A"
LOOP-TO-LOOP SPLICE



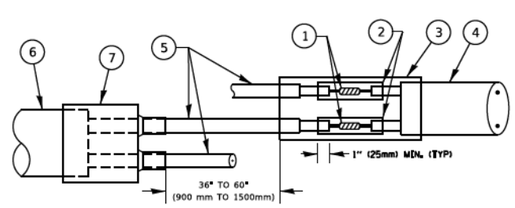
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.Bentley.com:ProjectWiseDMS1\Documents\IDOT Office\District 1\Projects\Detsfd22x34\CADData\CADsheets\td10.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

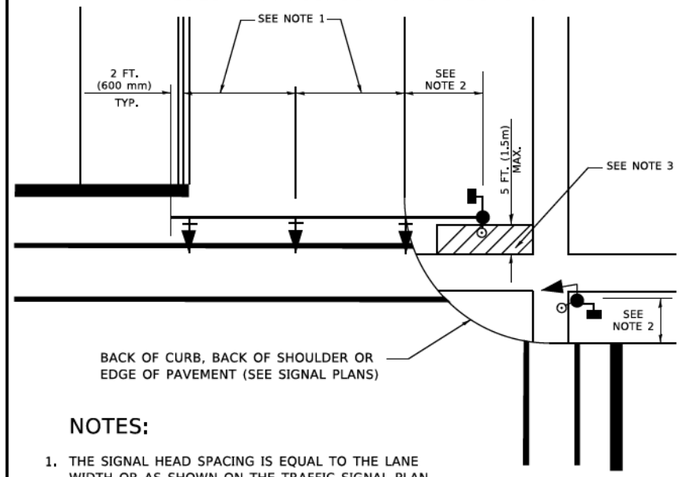
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	59
	TS-05	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

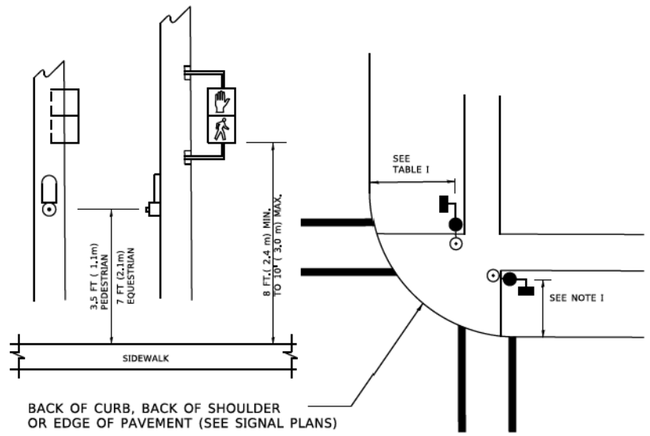
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

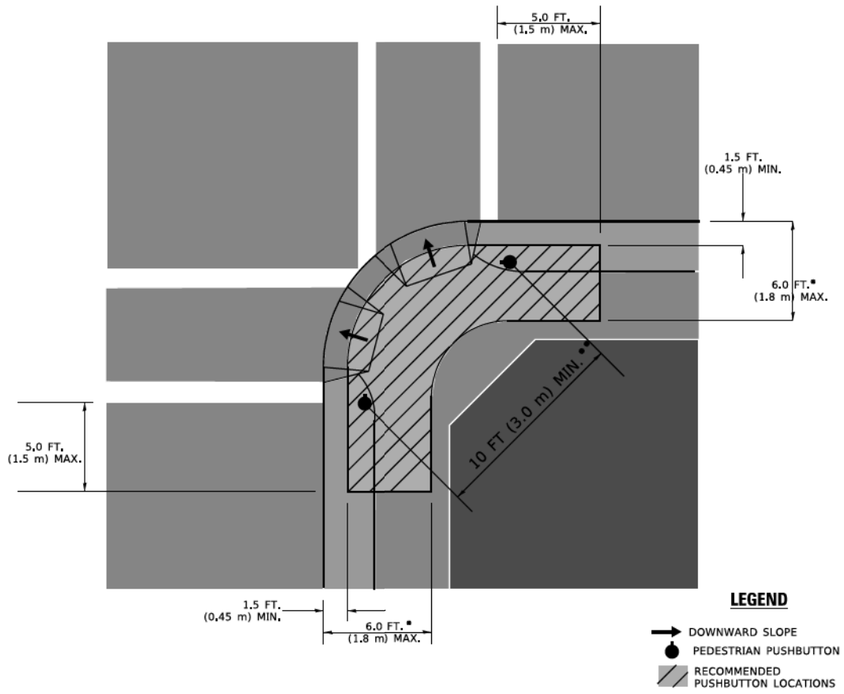
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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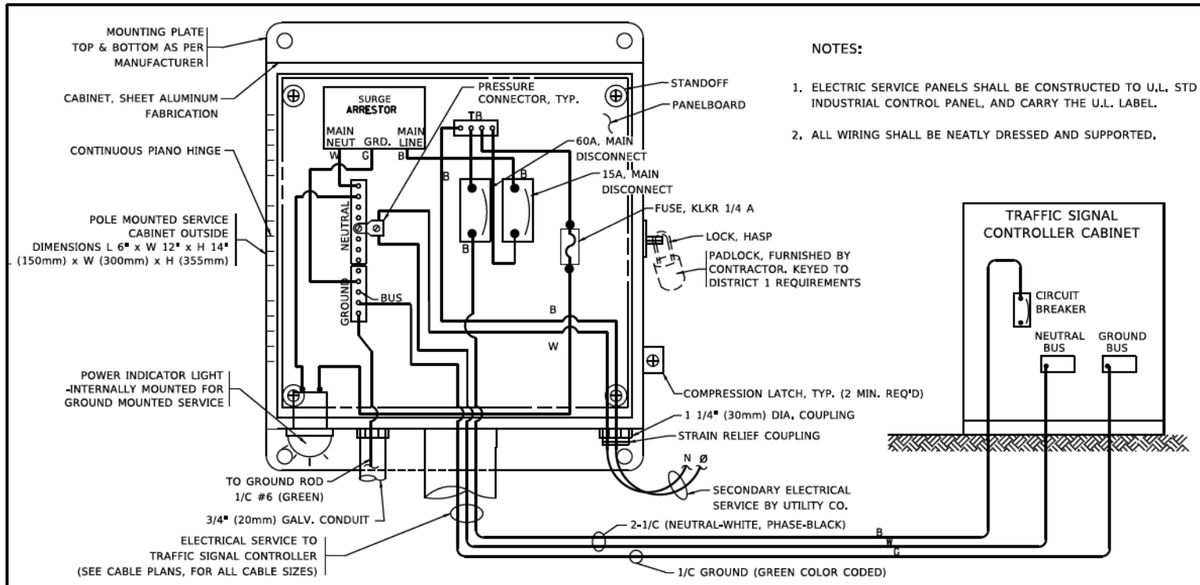
	TS-05	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



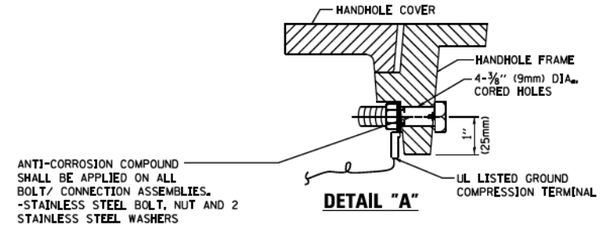
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

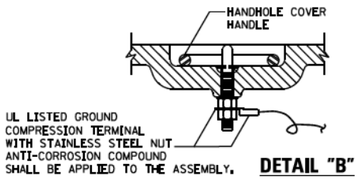
(NOT TO SCALE)

NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



DETAIL "A"

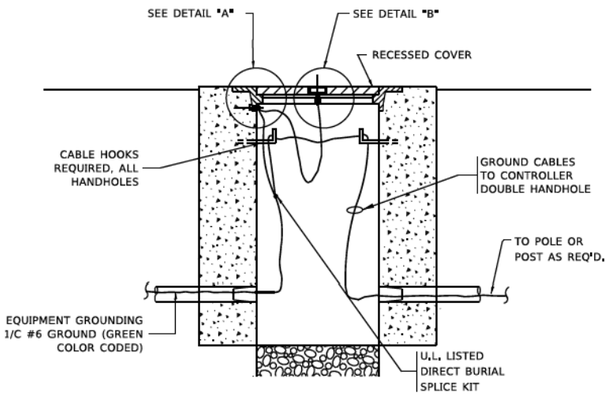


DETAIL "B"

NOTES:

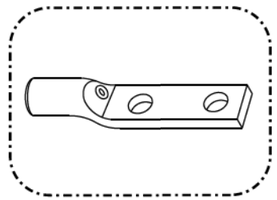
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED, ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.), GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

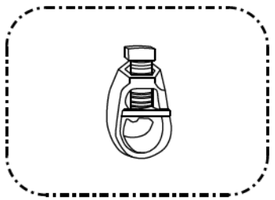


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



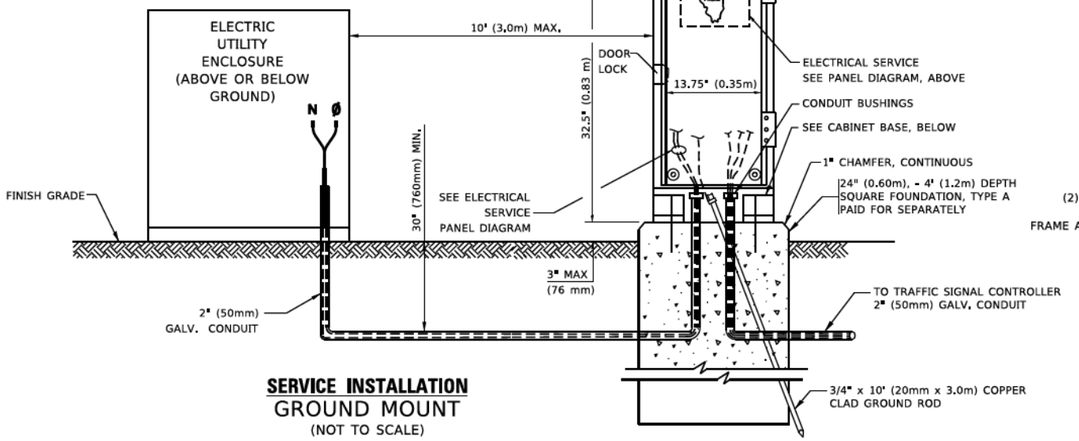
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

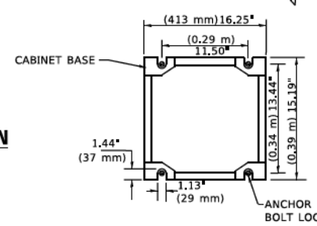
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES, 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION

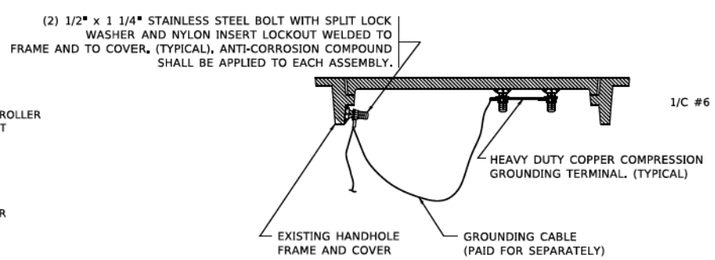
GROUND MOUNT

(NOT TO SCALE)



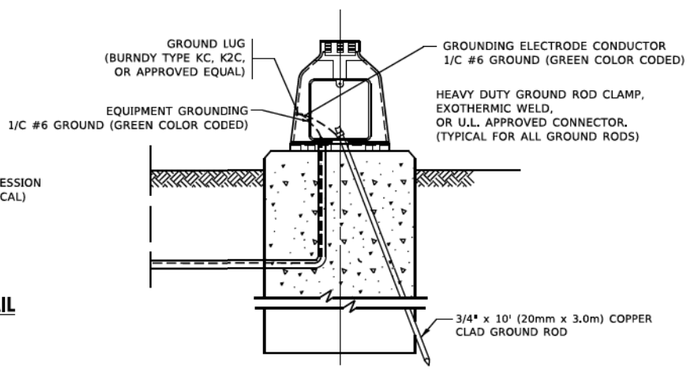
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 4 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TS-05	CONTRACT NO. 61J54		
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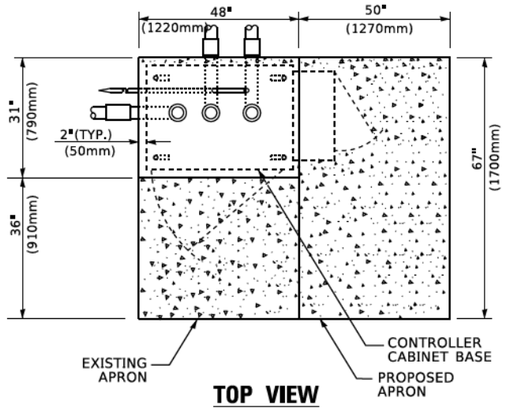
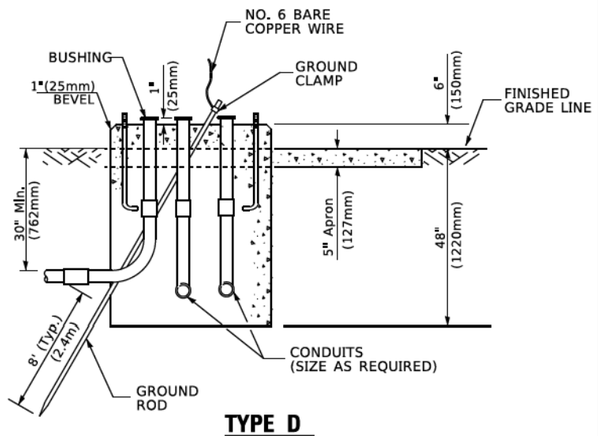
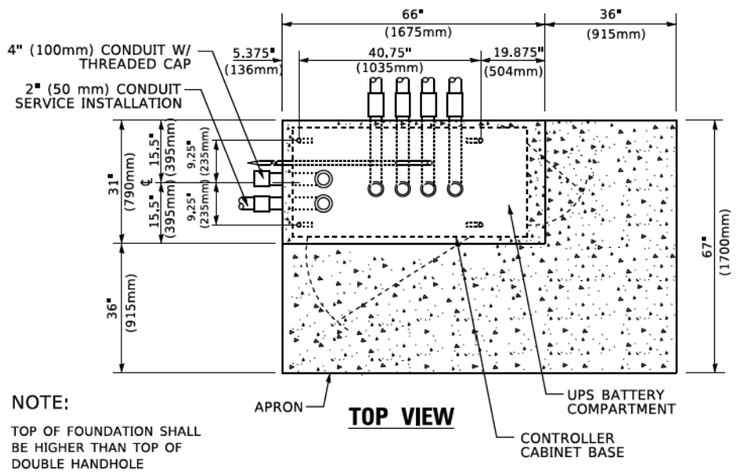


TOP VIEW



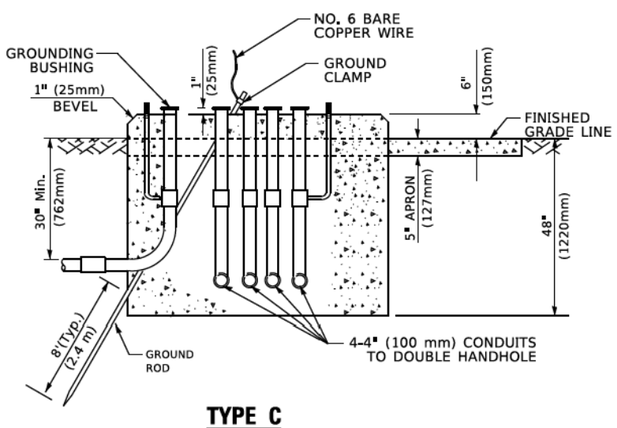
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



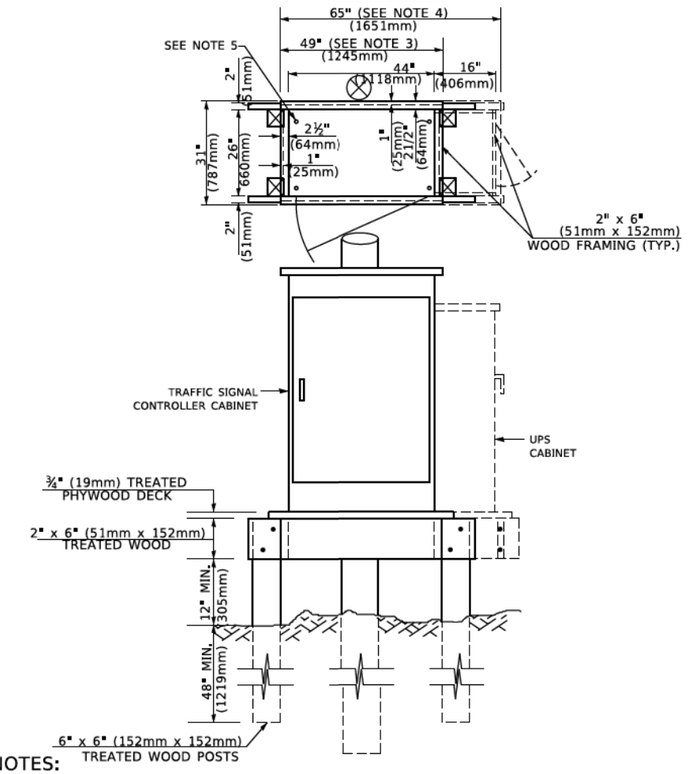
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE, FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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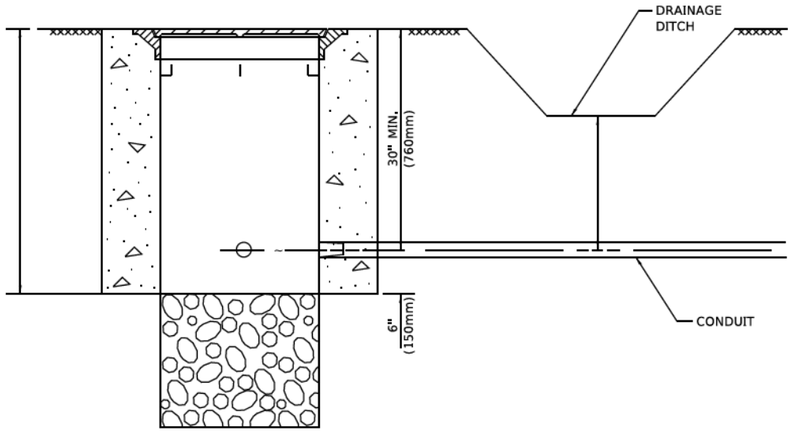
	TS-05	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

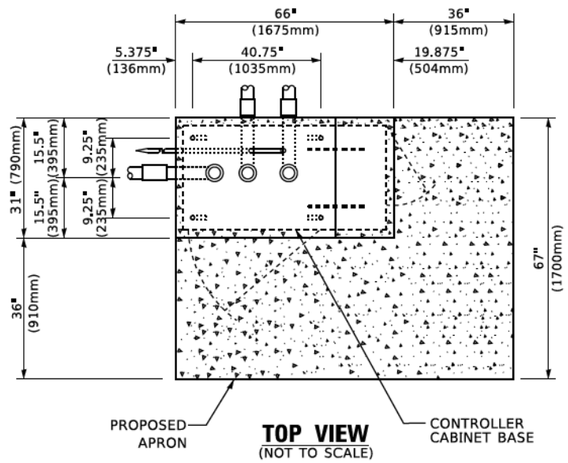


NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

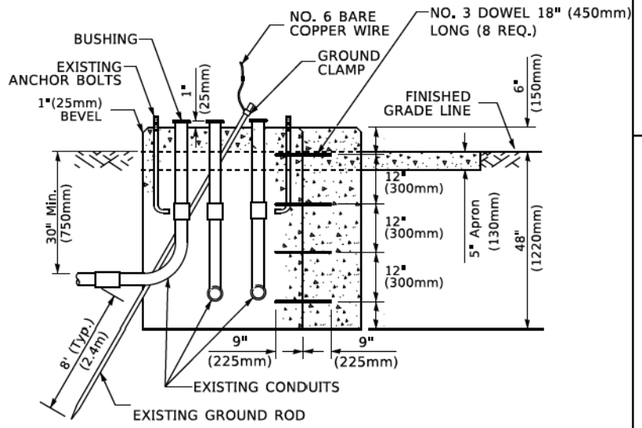
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



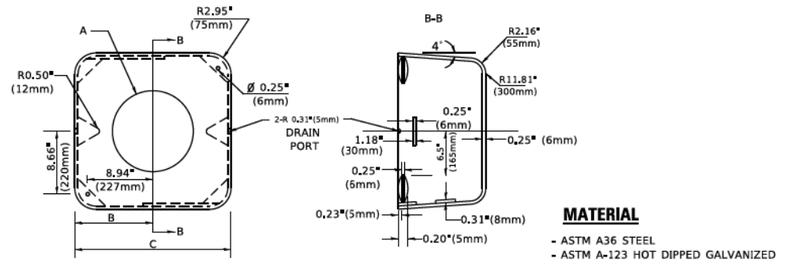
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL

- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

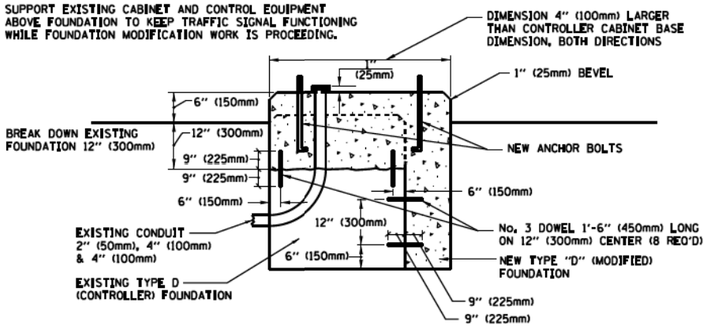
SHROUD

NOTES:

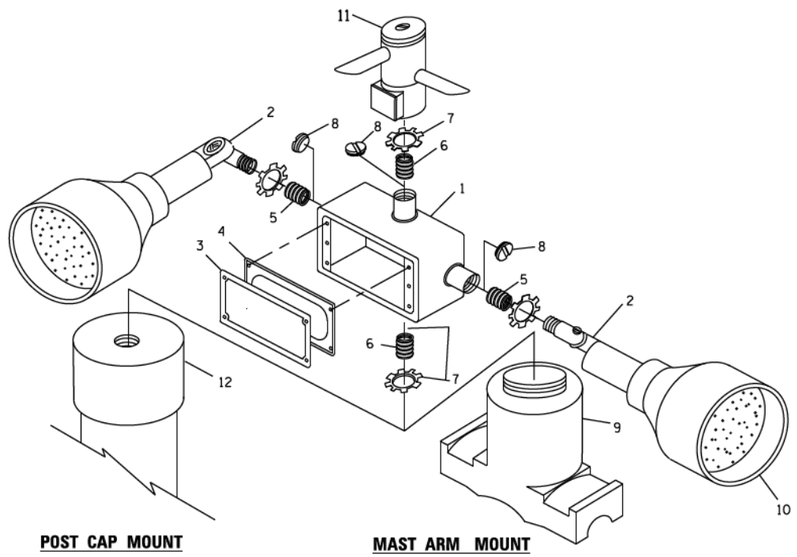
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



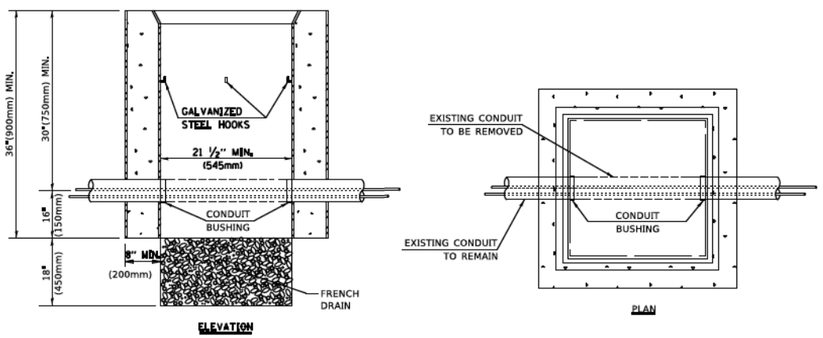
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

USER NAME = footem]	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	63
	TS-05	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

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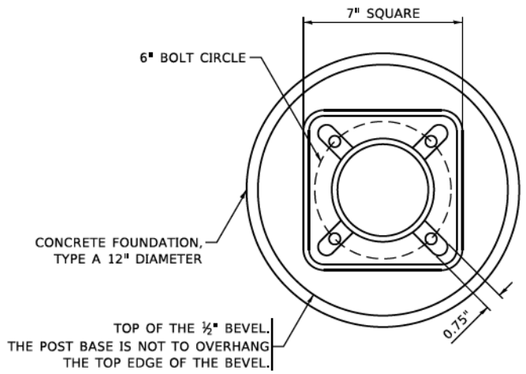
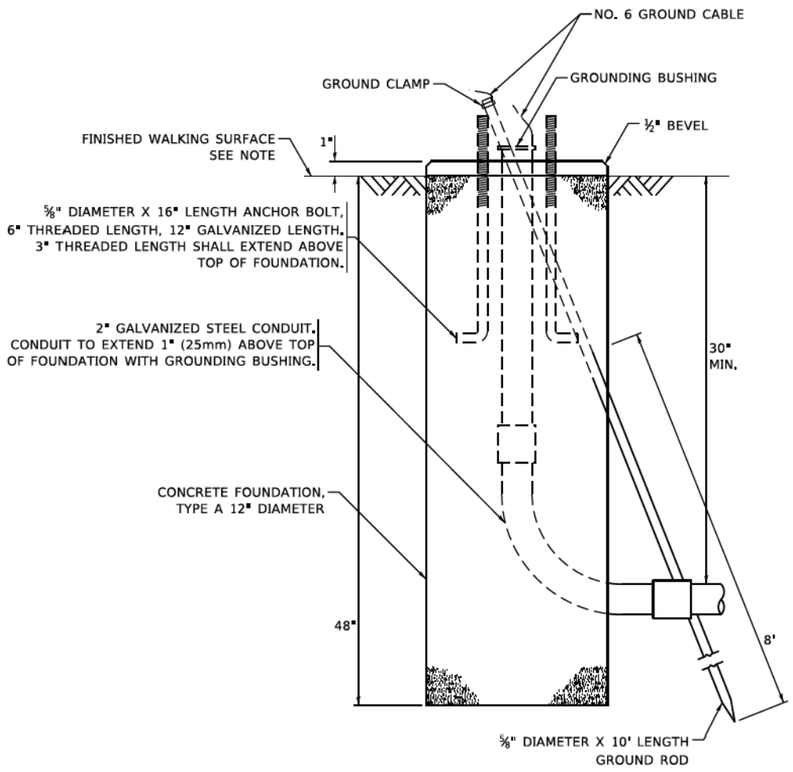
Plotted: 3/4/2019 11:23:31 AM [JonesEmma]



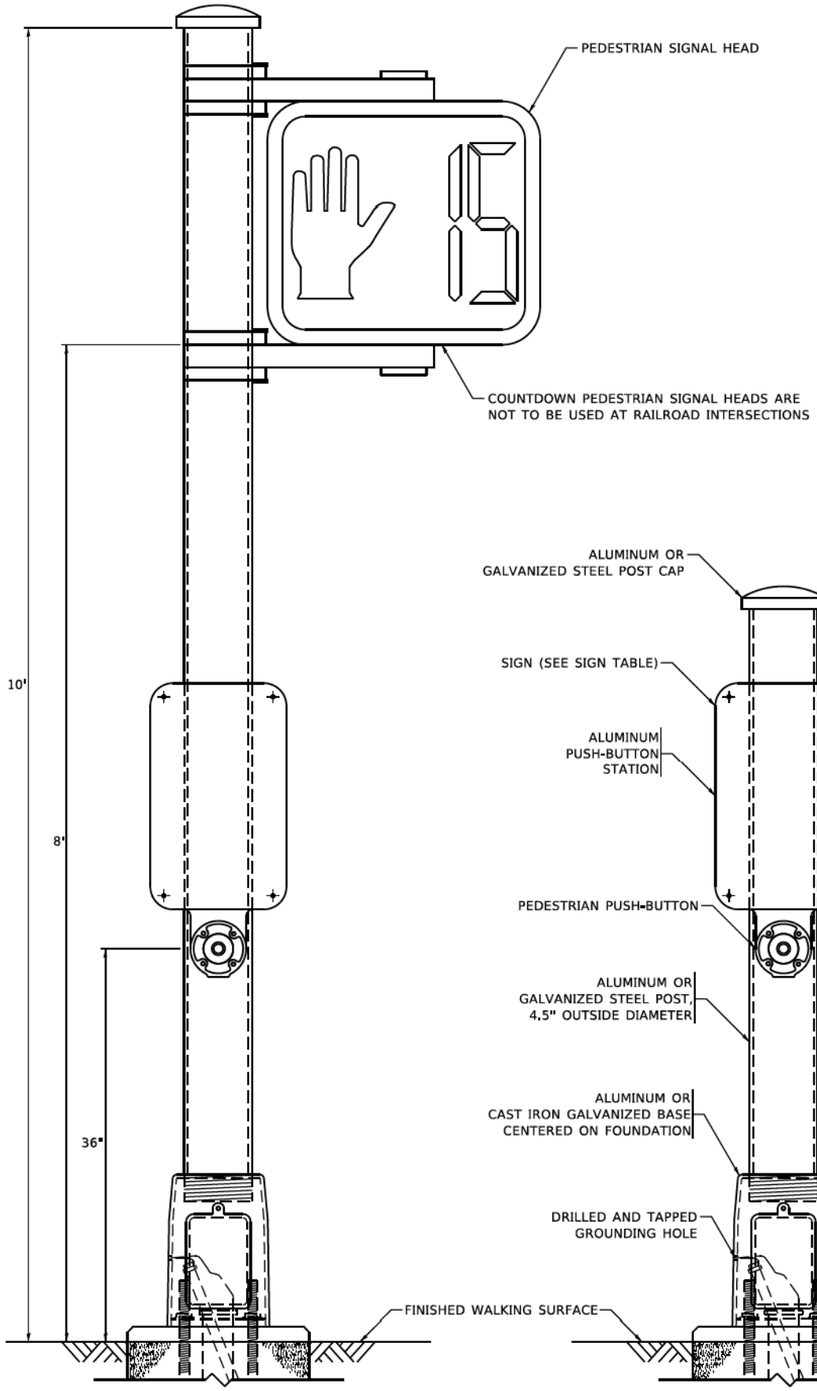
BOLT PATTERN

NOTE:

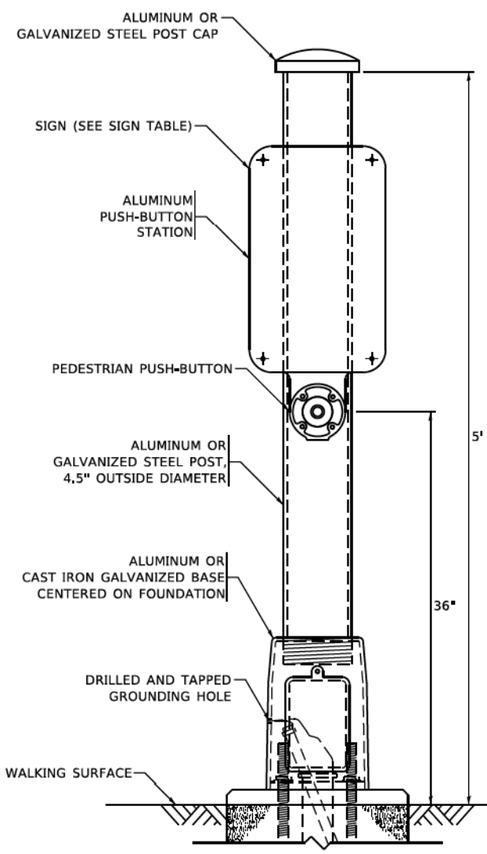
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



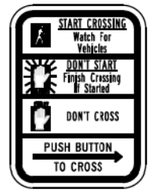
CONCRETE FOUNDATION, TYPE A 12–INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.

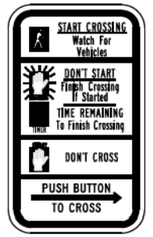


PEDESTRIAN SIGNAL POST, 5 FT.



R10–3b

R10–3d



R10–3e

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

MODEL: Default
FILE NAME: pw:\\adannroom.dot.illinois.gov:Documents\IDOT Offices\IDRafts: I:\Projects\Stdsd22x3alt\CADData\CADSheets\ts03.dgn

USER NAME = gaglianobt	DESIGNED - IP	REVISED - 10-15-2020
	DRAWN - IP	REVISED -
PLOT SCALE = 100.0000 ' / In.	CHECKED - LP	REVISED -
PLOT DATE = 11/23/2020	DATE - 10-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	64
	TS-05	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

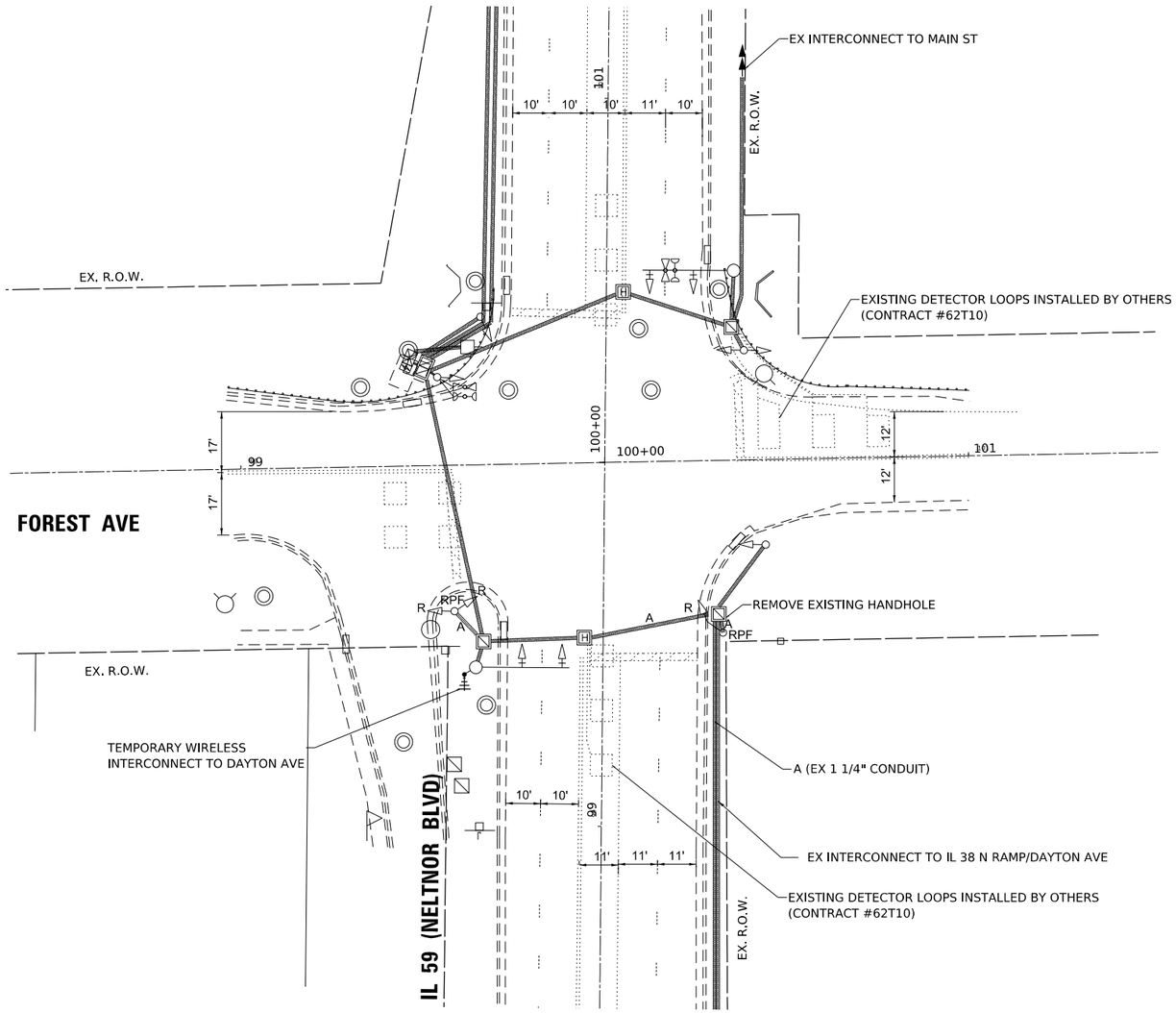
REMOVAL NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE OF THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

2	EACH	TRAFFIC SIGNAL POST
2	EACH	3 - SECTION SIGNAL HEAD
1	EACH	5 - SECTION SIGNAL HEAD

CONSTRUCTION NOTES:

1. THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL NOT BE REMOVED UNTIL THE PROPOSED TRAFFIC SIGNAL EQUIPMENT IS FULLY OPERATIONAL OR AS DIRECTED BY THE ENGINEER.
2. ALL EXISTING TRAFFIC CABLE NO LONGER REQUIRED SHALL BE REMOVED.



TS 6390
EAGLE 5A

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LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - EO	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
		DRAWN - EO	REVISED -	
	PLOT SCALE = 39.998 ' / in.	CHECKED - AM	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

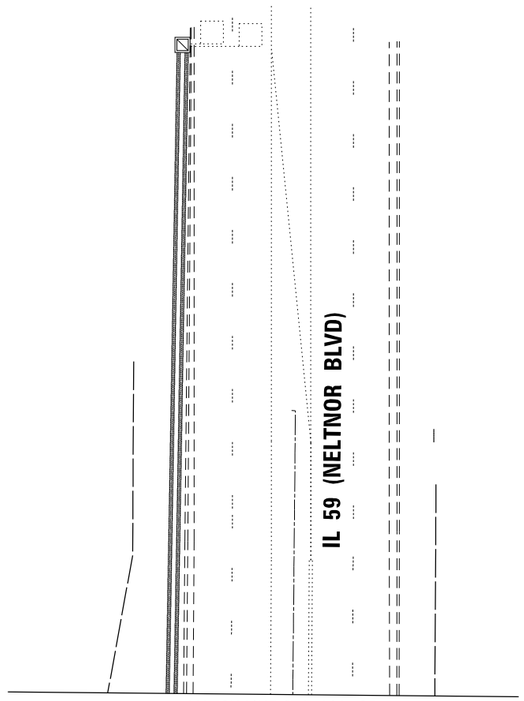
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
IL 59 (NELTNOR BLVD) & FOREST AVE

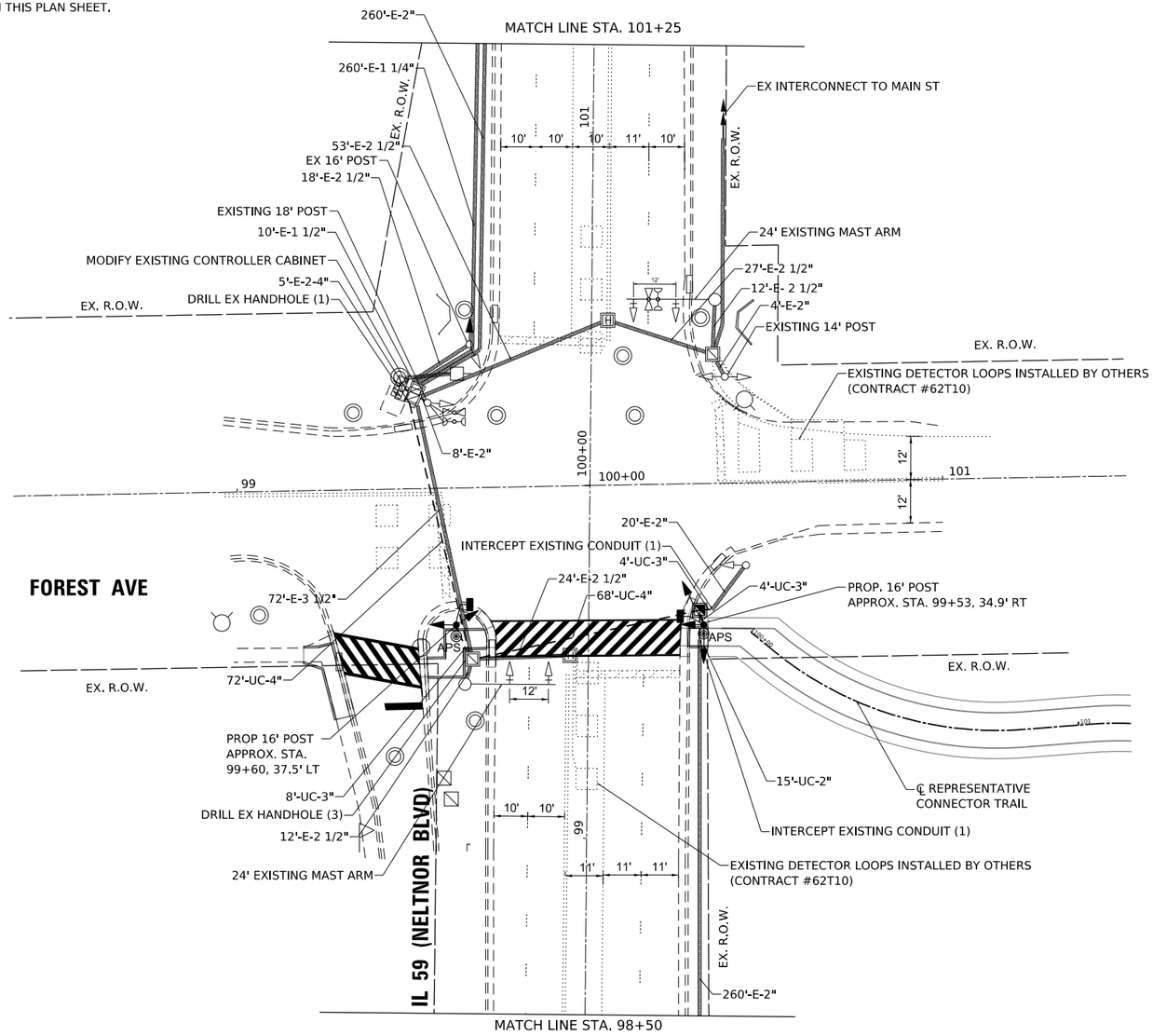
SCALE: 1" = 10' | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

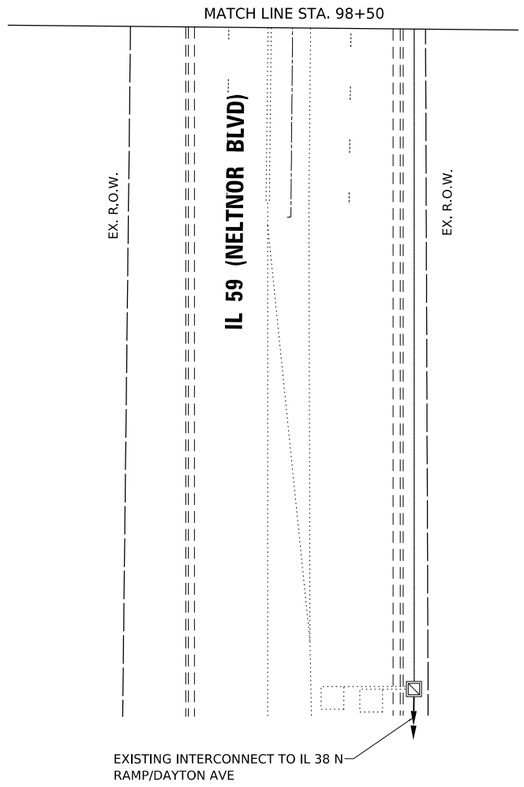
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	65
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

CONSTRUCTION NOTES:

1. ALL PROPOSED TRAFFIC SIGNAL CABLE SHALL BE ROUTED THROUGH THE PROPOSED CONDUIT.
2. ALL PROPOSED PUSH-BUTTONS SHALL BE ACCESSIBLE PEDESTRIAN SIGNALS (APS).
3. THIS LOCATION HAS BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY THE ENGINEER TO ENSURE ADA COMPLIANCE.
4. SEE ADA PLAN - FOREST AVE FOR DETAILS OF APS PLACEMENT.
5. IL 59 (NELTNOR BLVD) STATIONING IS USED FOR EQUIPMENT LOCATIONS ON THIS PLAN SHEET.







TS 6390
EAGLE 5A

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LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - EO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - EO	REVISED -	
	PLOT SCALE = 39.998 ' / in.	CHECKED - AM	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

TRAFFIC SIGNAL MODERNIZATION PLAN
IL 59 (NELTNOR BLVD) & FOREST AVENUE

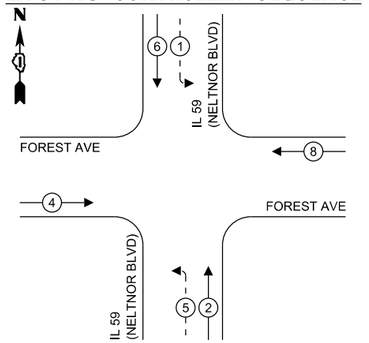
SCALE: 1" = 10' | SHEET 1 OF 1 SHEETS | STA. 98+00 TO STA. 102+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	66
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

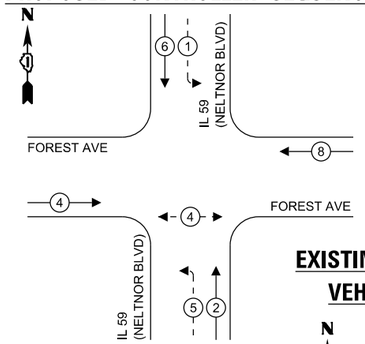
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	15
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	16
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	140
HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	FOOT	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	311
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	325
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	922
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	198
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	EACH	248
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING HANDHOLE	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	2
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	700
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	2
INTERCEPT EXISTING CONDUIT	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

EXISTING CONTROLLER SEQUENCE



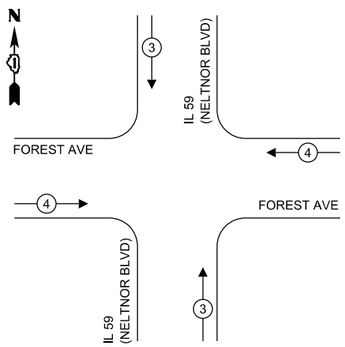
PROPOSED CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



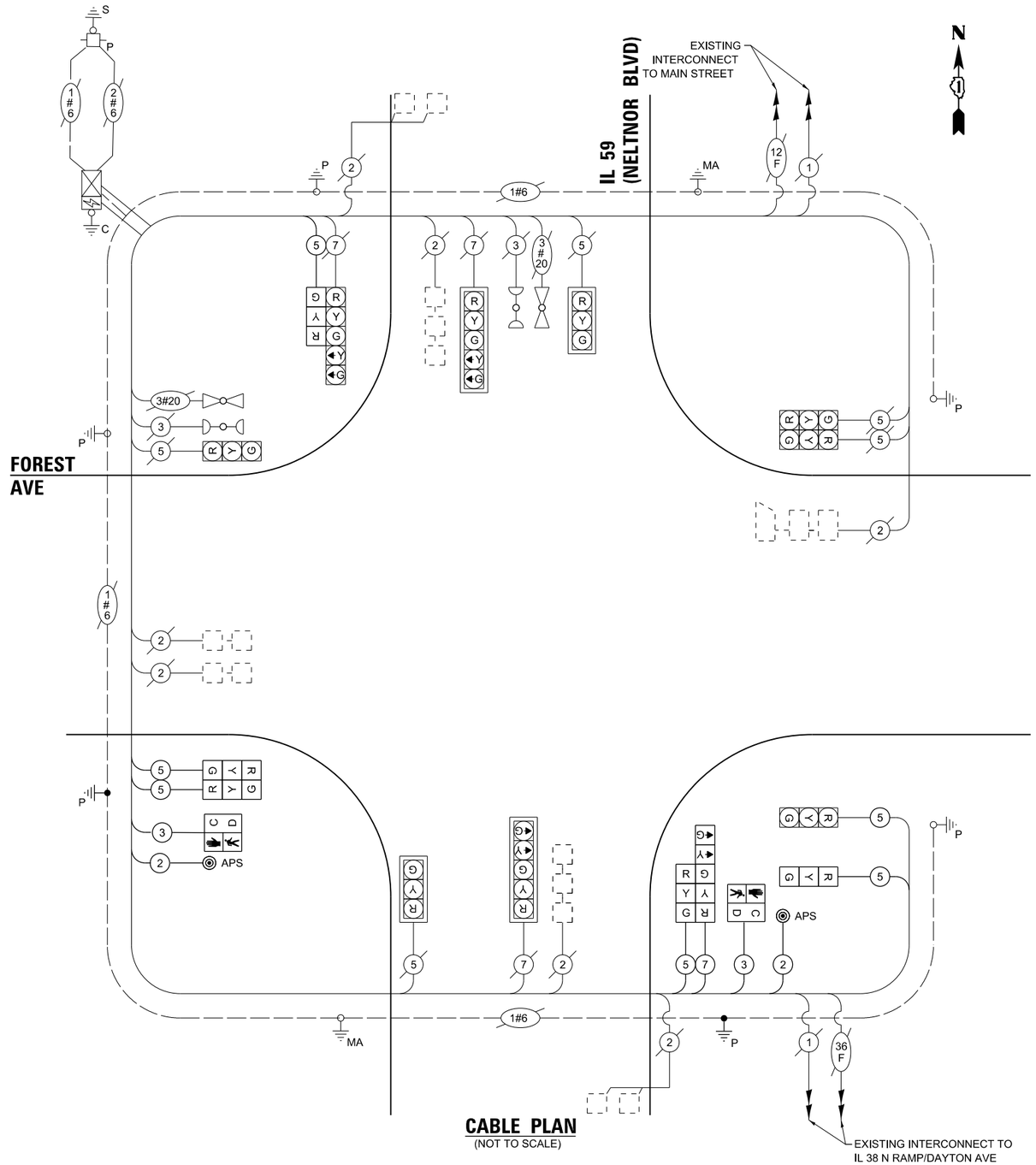
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	11	11	121.0
4-SECTION	-	14	-
5-SECTION	4	13	52.0
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	2	15	30.0
CONTROLLER	1	150	150.0
MASTER CONTROLLER	1	100	100.0
UPS	1	25	25.0
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			478.0
UPS CHARGING	1	225	225.0
BATTERY HEATER MAT	1	180	180.0
CABINET HEATER	1	200	200.0
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE		240	-
TOTAL SERVICE WIRE SIZING			1083.0

ENERGY COSTS TO:

CITY OF WEST CHICAGO
475 MAIN STREET
WEST CHICAGO, IL 60185

ENERGY SUPPLY: PHONE: 866-639-3532
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 73470-49055
METER NUMBER



CABLE PLAN
(NOT TO SCALE)

TS 6390
EAGLE 5A

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

USER NAME = Personal	DESIGNED - EO	REVISED -	
	DRAWN - EO	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES
IL 59 (NELTNOR BLVD) & FOREST AVE

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	67
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

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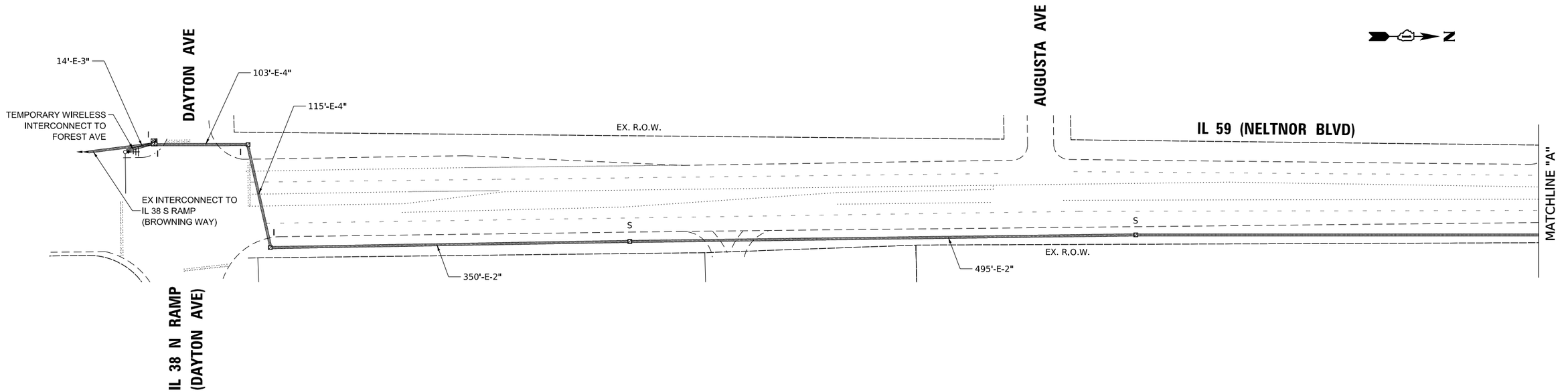
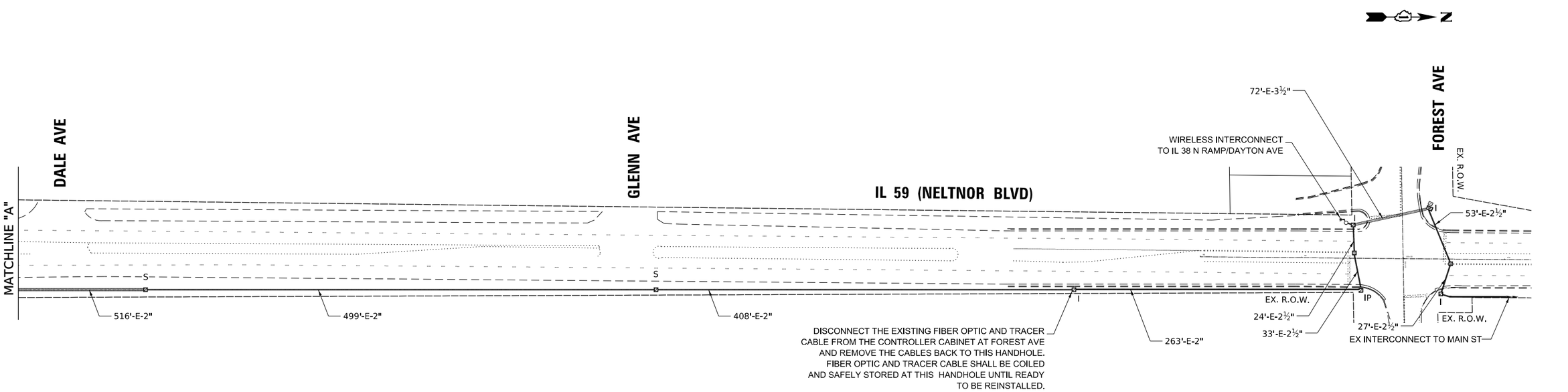


NOTE:
UTILIZE EXISTING SLACK STORED IN HANDHOLES
BETWEEN IL 38 N RAMP/ DAYTON AVE AND FOREST AVE
WHEN REINSTALLING FIBER OPTIC AND TRACER CABLE



EAGLE 5A

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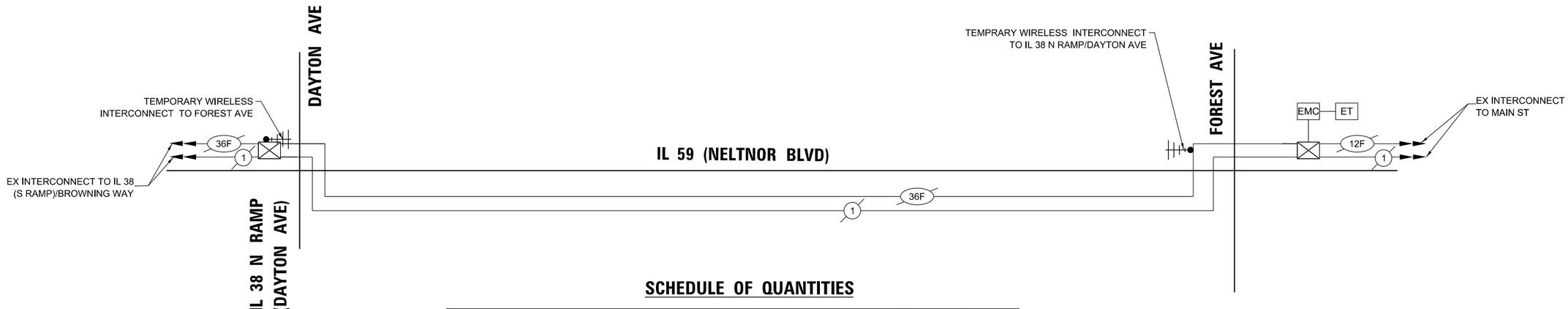
LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED -	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
		DRAWN -	REVISED -	
	PLOT SCALE = 100.000 ' / in.	CHECKED -	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

TEMPORARY INTERCONNECT PLAN
IL 59 (NELTNOR BLVD)
DAYTON AVE TO FOREST AVE

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	68
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ROD AND CLEAN EXISTING CONDUIT	FOOT	263
TEMPORARY WIRELESS INTERCONNECT (COMPLETE)	EACH	1
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	263
REMOVE AND REINSTALL FIBER OPTIC CABLE IN CONDUIT	FOOT	263
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1

NOTE:
1. MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION QUANTITIES HAVE BEEN INCLUDED FOR THE FOLLOWING INTERSECTIONS:

IL 59 (NELTNOR BLVD) AND IL 38 N RAMP/DAYTON AVE

EAGLE 5A

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

USER NAME = Personal	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC
IL 59 (NELTNOR BLVD)
IL 38 N RAMP/DAYTON AVE TO FOREST AVE

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	69
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

N

℄ WEST BRANCH DUPAGE RIVER TRAIL

RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)
STA. 100+81.2 RIVER TRAIL ALIGNMENT
OFFSET 5.5' RT

GARY MILLS RD

101

102

103

104

12'

10'

10'

10'

RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)
STA. 100+41.3 RIVER TRAIL ALIGNMENT
OFFSET 5.5' LT

POT STA 100+10.47

WEST BRANCH DUPAGE RIVER TRAIL

CURRIER ELEMENTARY SCHOOL ENTRANCE

0 10 20 30
SCALE IN FEET

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2

NOTE:
SEE SHEET 71 FOR RECTANGULAR RAPID FLASHING BEACON ASSEMBLY DETAIL

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

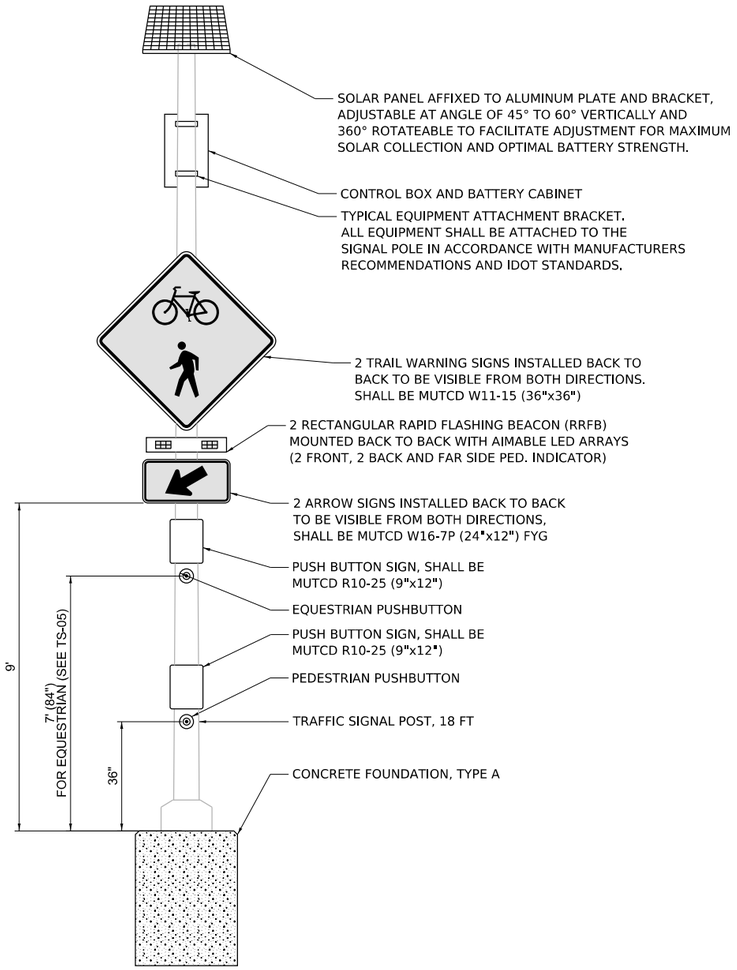
USER NAME = Personal	DESIGNED -		REVISED -
	DRAWN -		REVISED -
PLOT SCALE = 19.999 ' / in.	CHECKED -		REVISED -
PLOT DATE = 8/27/2025	DATE -	8/27/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
RECTANGULAR RAPID FLASHING BEACON DETAIL

SCALE: 1" = 10" | SHEET 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	70
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



NOTES

1. INTEGRATED PEDESTRIAN PUSHBUTTON AND SIGN ASSEMBLY. PUSHBUTTON SIGN SHALL BE 9" (IN) X 12" (IN) R10-25 SIGN IN ACCORDANCE WITH 2023 MUTCD.
2. ALL SIGN SHALL BE CONSTRUCTED WITH DIAMOND GRADE REFLECTIVE SHEETING IN ACCORDANCE WITH SECTIONS 720 AND 1091 OF THE STANDARD SPECIFICATIONS.
3. CONTROL CABINET ENCLOSURE SHALL BE SIZED BY THE RFB MANUFACTURER AS REQUIRED TO HOUSE CONTROLLER AND COMPONENTS. THE CONTROLLER CABINET MAY BE INTEGRATED INTO THE SOLAR PANEL ASSEMBLY.
4. BEACON ASSEMBLY SHALL BE MOUNTED ON THE SIDE OF THE POLE OR ON THE TOP OF THE POLE. A SOLAR POWER UNIT MAY BE INSTALLED ON TOP OF THE MOUNT.
5. RRFB DISPLAYS SHALL BE LED TYPE MEETING THE INTENSITY REQUIREMENTS OF SAE 1595 FOR CLASS 1 YELLOW. BUT SHALL NOT EXCEED 1000 CANDELAS DURING DAYLIGHT AMD 500 CANDELAS AFTER DARK.
6. SEE HIGHWAY STANDARD 720001 (SIGN PANEL MOUNTING DETAILS).
7. RECTANGULAR FLASHER SHOP DRAWINGS SHALL BE SUBMITTED TO OPERATIONS FOR REVIEW.
8. ORIENT SOLAR PANEL TOWARDS SOUTHERN SKY FOR MAXIMUM SOLAR EXPOSURE.
9. CONTROL CABINET HEIGHT MAY VARY.
10. WORM CLAMPS ARE PROVIDED, STANDARD 3/4" S/S BANDING IS RECOMMENDED.
11. J-BOLTS NOT SHOWN.

OPERATION NOTES

PATTERN: DURING EACH FLASHING PERIOD ONE INDICATION SHALL EMIT TWO RADIO PULSES OF LIGHT AND THE OTHER INDICATION SHALL EMIT THREE RAPID PULSES OF LIGHT. THE PATTERN THEN SWITCHES BETWEEN THE INDICATIONS FOR THE NEXT PERIOD.

UPON PEDESTRIAN ACTIVATION ALL RRFB UNITS SHALL BECOME ACTIVE.

1. DARK UNTIL ACTIVATED
2. 70 TO 80 PERIODS OF FLASHING PER MINUTE. (25 SECONDS)
3. DARK AGAIN UNTIL ACTIVATED

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

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	DRAWN - GG	REVISED -	
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PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

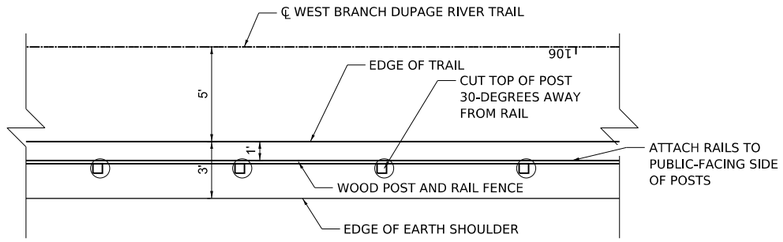
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
RECTANGULAR RAPID FLASHING BEACON ASSEMBLY DETAIL

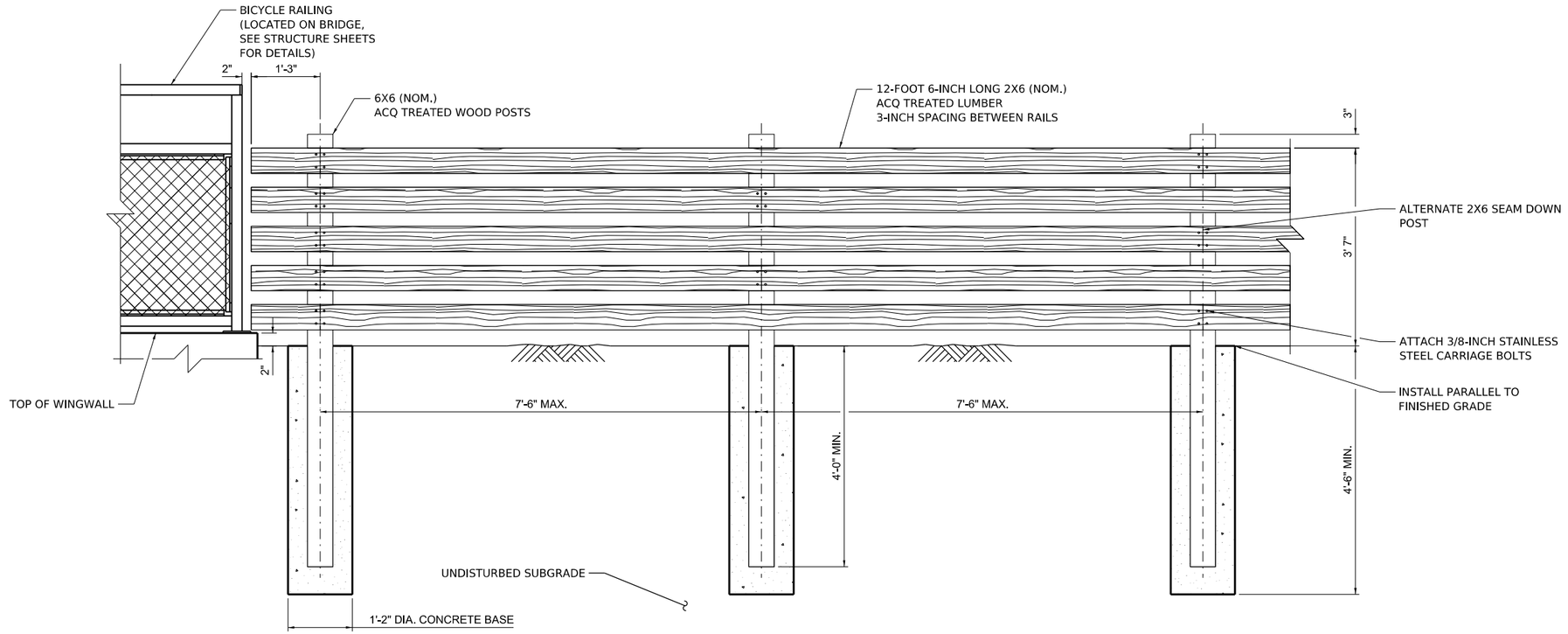
SCALE: NTS | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	71
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

WOOD POST AND RAIL FENCE NOTES
1. WOOD SHALL BE SOUTHERN PINE OR DOUGLAS FUR.
2. WOOD SHALL BE PRESSURE TREATED WITH ACQ.
3. TWO COATS OF CLEAR SEALING PRODUCT SHALL BE APPLIED TO THE COMPLETED FENCE.
4. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



WOOD POST AND RAIL FENCE PLAN DETAIL



WOOD POST AND RAIL FENCE ELEVATION DETAIL

SCHEDULE OF QUANTITY

X6640626 - WOOD POST AND RAIL FENCE			
START STATION	END STATION	OFFSET (LT/RT)	LENGTH (FT)
105+50.00	107+52.50	LT	202.50
108+45.00	109+50.00	LT	105.00
108+45.00	109+50.00	RT	105.00
117+17.00	117+47.00	LT	30.00
117+17.00	117+47.00	RT	30.00
121+30.00	121+75.00	RT	45.00
122+30.00	122+75.00	RT	45.00
		TOTAL	562.50

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

USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
WOOD POST AND RAIL FENCE DETAIL

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

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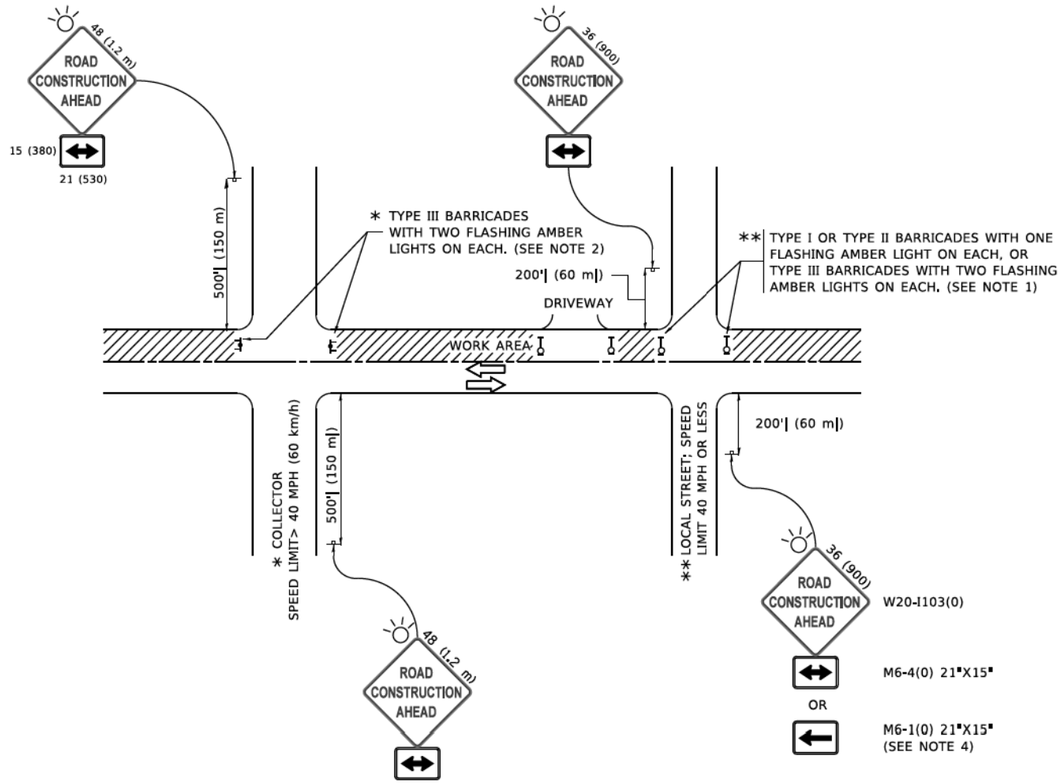
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

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	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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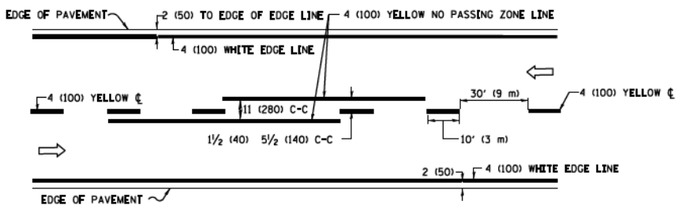
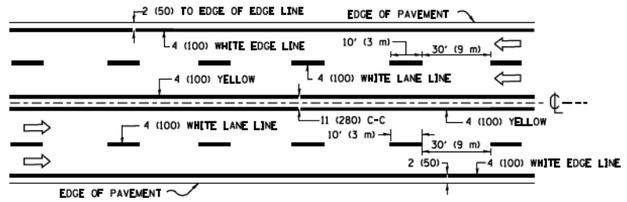
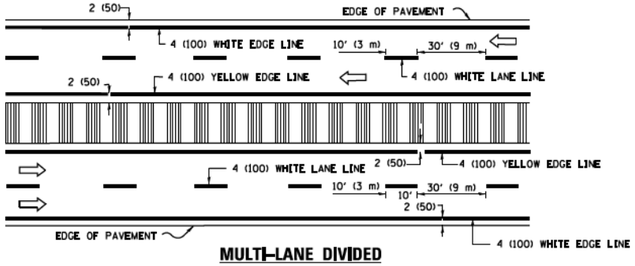
	TC-10	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

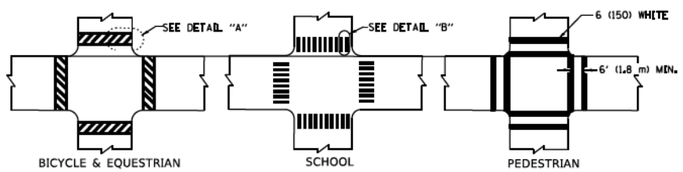


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

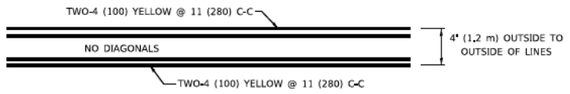
TYPICAL LANE AND EDGE LINE MARKING



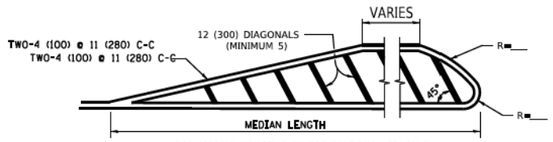
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

✱ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



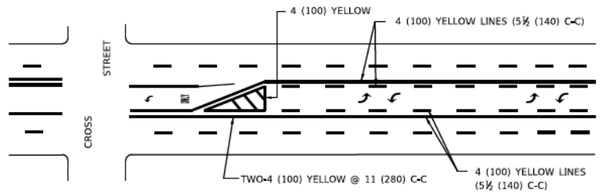
4' (1.2 m) WIDE MEDIANS ONLY



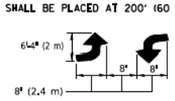
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

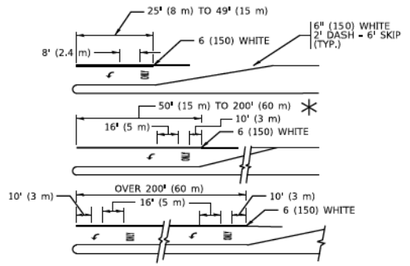


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

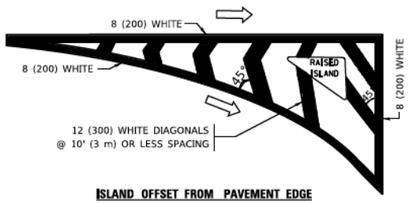


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

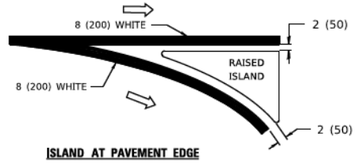
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

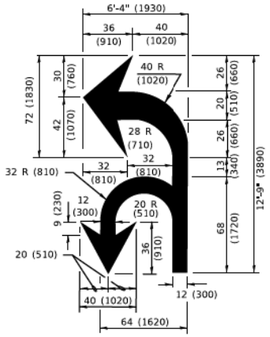


ISLAND OFFSET FROM PAVEMENT EDGE

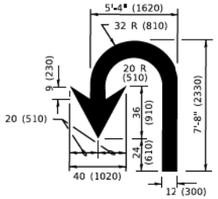


ISLAND AT PAVEMENT EDGE

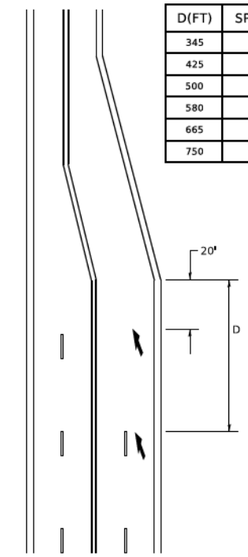
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

✱ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2,4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16,3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30,4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

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	DRAWN -	REVISED - C. JUCIUS 07-01-13			**TC-13** · CONTRACT NO. 61J54
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED - C. JUCIUS 12-21-15		SCALE: NONE · SHEET 1 OF 2 SHEETS · STA. · TO STA.	ILLINOIS · FED. AID PROJECT
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

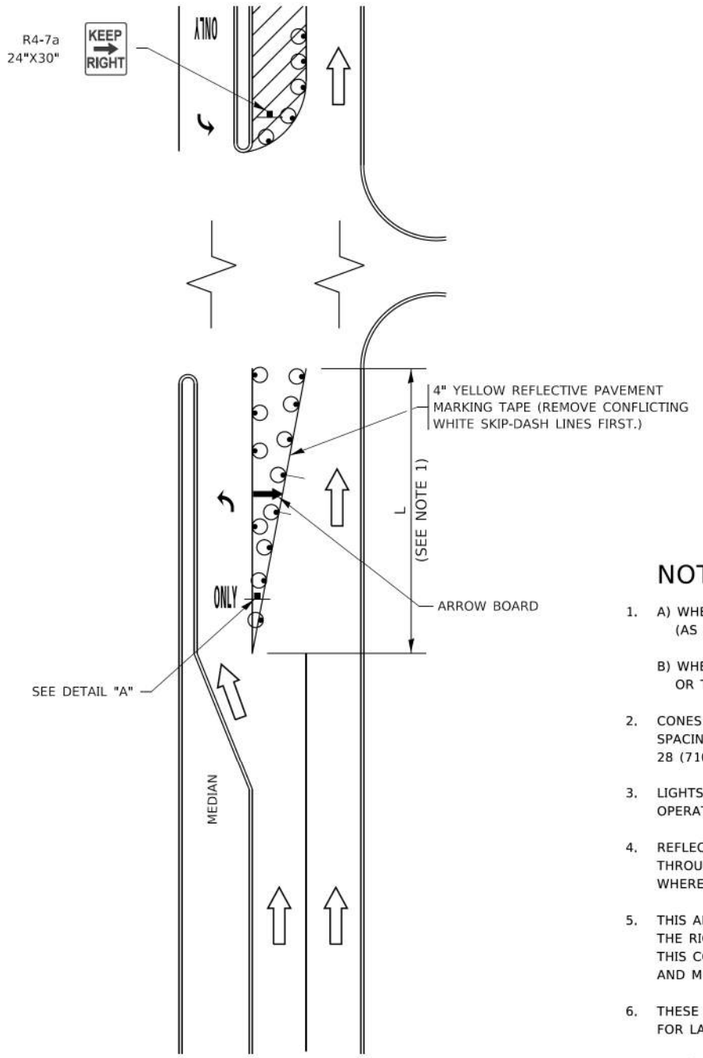


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

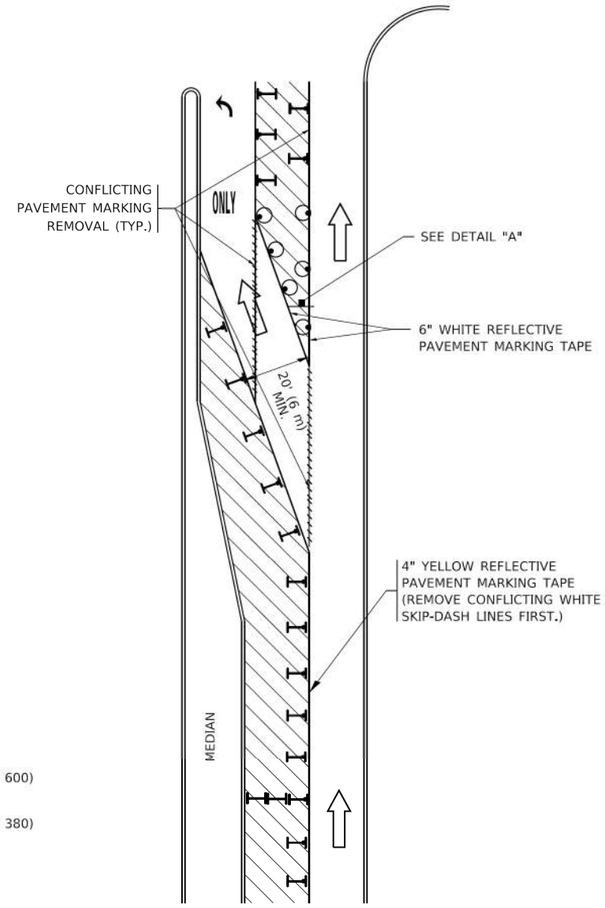
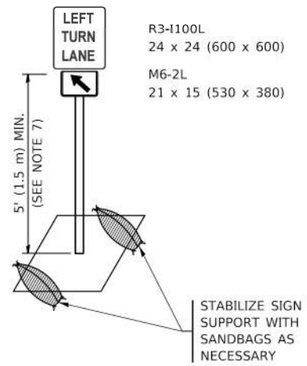


FIGURE 2



DETAIL A

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13			
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	75
	TC-14	CONTRACT NO. 61J54		
		ILLINOIS FED. AID PROJECT		

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tc14.dgn 3/4/2019 10:36:01 AM User=footemj

ROUTE MARKERS

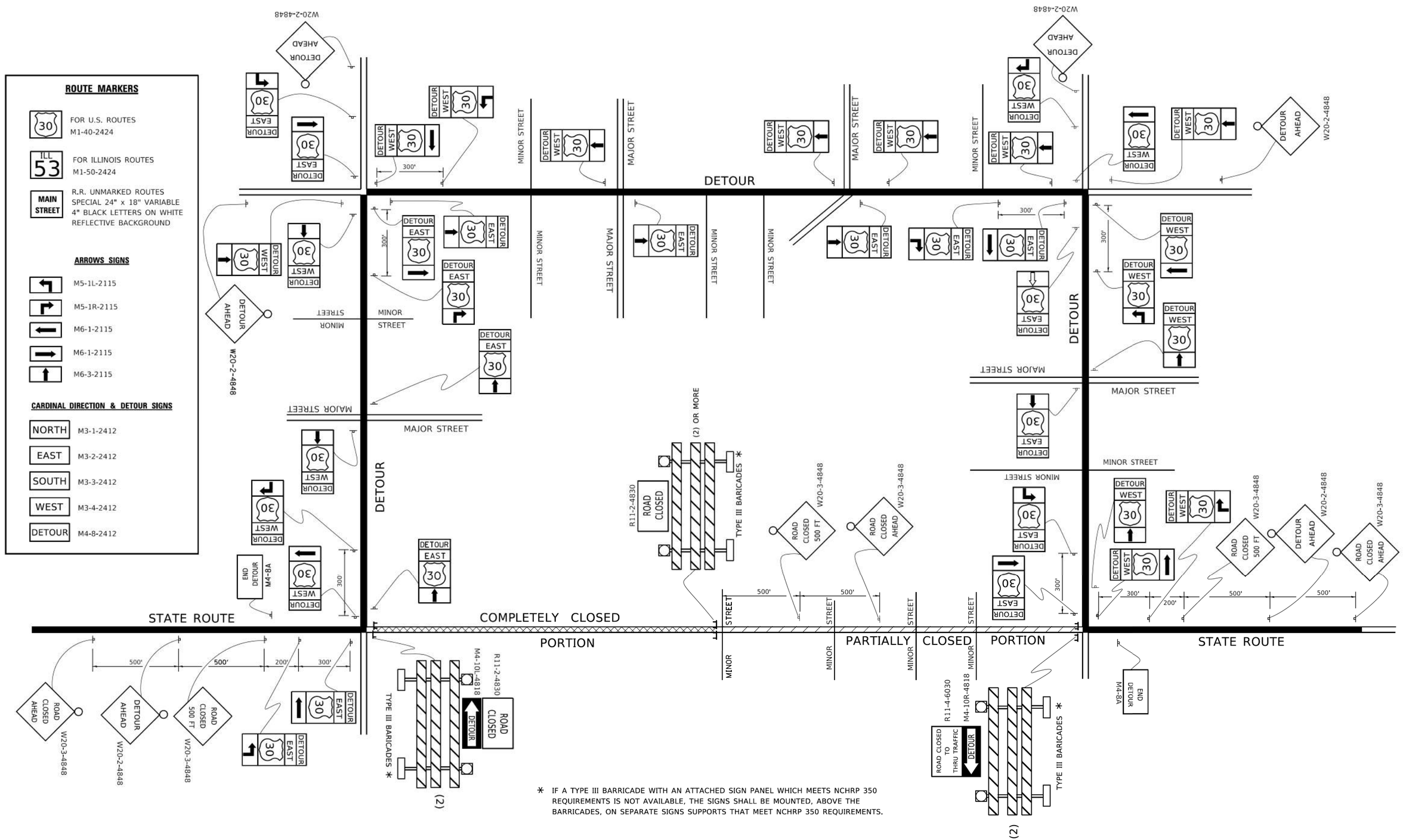
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

NORTH	M3-1-2412
EAST	M3-2-2412
SOUTH	M3-3-2412
WEST	M3-4-2412
DETOUR	M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

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	DRAWN -	REVISED - R. BORO 09-14-09	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	76
	TC-21	CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

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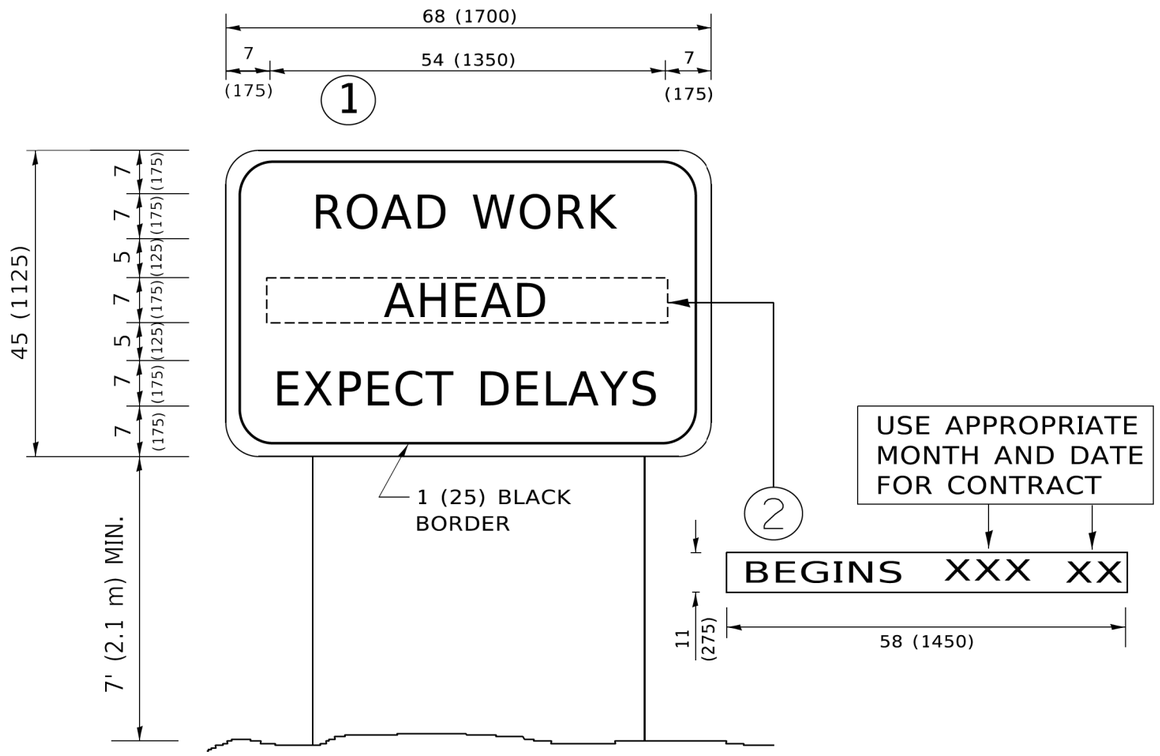

NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

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USER NAME = footemj	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	77
	TC-22	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

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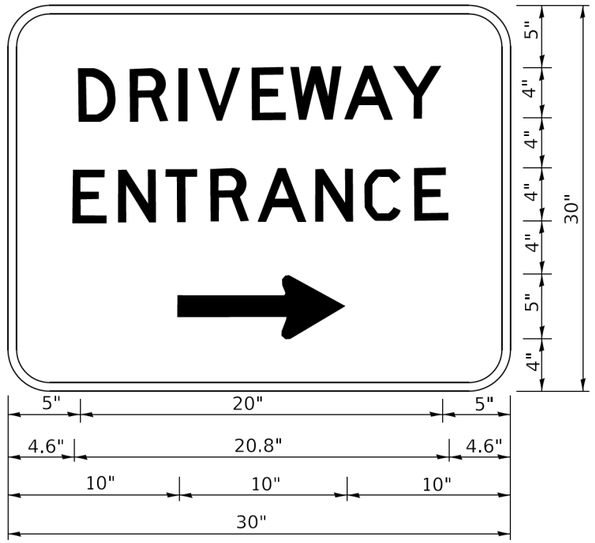

3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

MODEL: Default
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USER NAME = leysa	DESIGNED -	REVISED -	C. JUCIUS 02-15-07
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/6/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

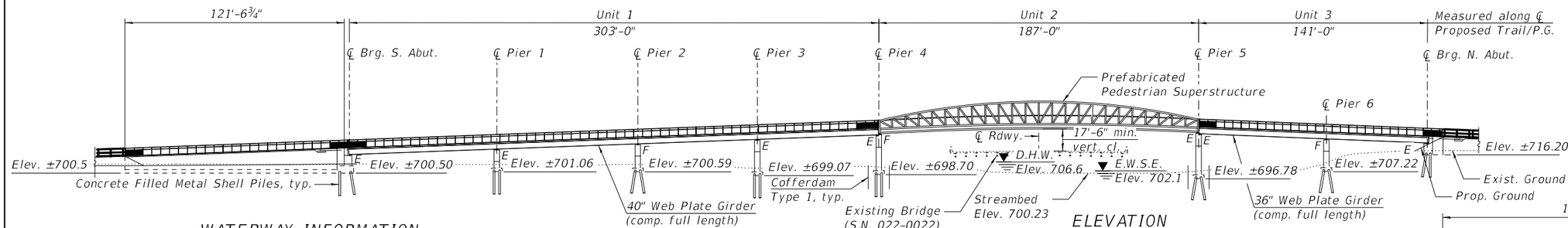
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	78
	TC-26	CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

tc26.dgn 8/6/2021 8:37:02 AM User=leysa

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



NOTES:

1. Stations and offsets for the S. Structure are relative to the ℄ Proposed Trail/P.G.
2. Aerial power lines to be moved by others.
3. ℄ Brg. S. Abut., ℄ Pier 1, ℄ Pier 2, ℄ Pier 3, ℄ Pier 4, ℄ Pier 5, ℄ Pier 6 and ℄ Brg. N. Abut are perpendicular to the ℄ Proposed Trail.
4. Bk. S. Abut. is parallel to ℄ Brg. S. Abut.
5. Bk. N. Abut. is parallel to ℄ Brg. N. Abut.

WATERWAY INFORMATION

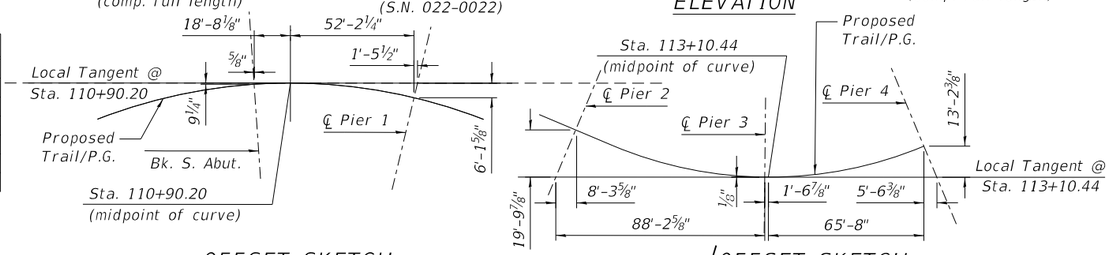
Drainage Area = 58.5 sq. mi. Low Grade Elev. N/A @ Sta. N/A

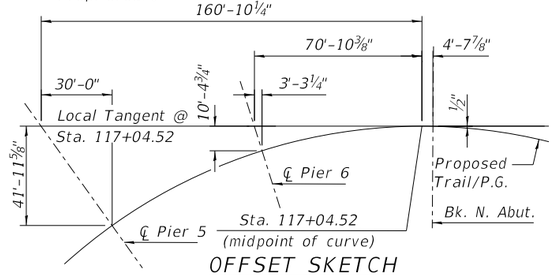
Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1,700	N/A	N/A	N/A	N/A	N/A	705.78	705.79
Design	50	2,400	N/A	N/A	N/A	N/A	N/A	707.07	707.07
Base	100	2,700	N/A	N/A	N/A	N/A	N/A	707.63	707.64
Overtopping									
Max. Calc.	500	3,550	N/A	N/A	N/A	N/A	N/A	709.05	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	700.20	699.00	697.00	696.78

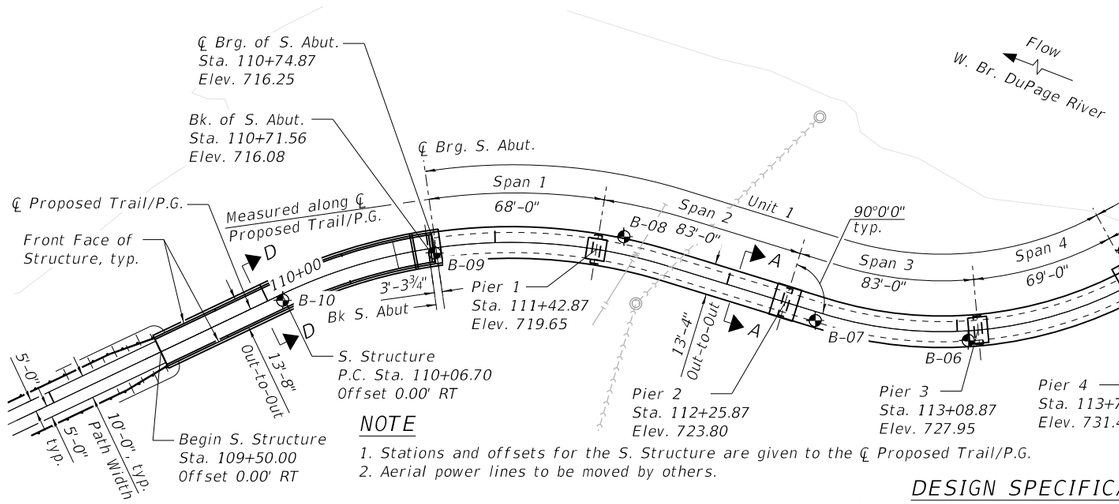
ELEVATION





OFFSET SKETCH

(Unit 1, curve 1)



NOTE

1. Stations and offsets for the S. Structure are given to the ℄ Proposed Trail/P.G.
2. Aerial power lines to be moved by others.

PLAN

OFFSET SKETCH

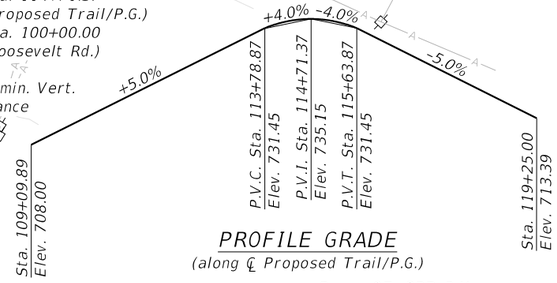
(Unit 1, curve 2)

OFFSET SKETCH

(Unit 3)

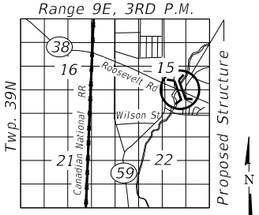
LEGEND

- Aerial Power Line Pole
- Manhole
- A — Aerial Power Line
- W — Underground Water
- Underground Sanitary Sewer



PROFILE GRADE

(along ℄ Proposed Trail/P.G.)



LOCATION SKETCH

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)

JIANQING HONG
081-006053
LICENSED STRUCTURAL ENGINEER OF
ILLINOIS

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 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

MODEL: Default
FILE NAME: pw:\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643\03 CADD\01 Sheets\Structural\16432-SHT-HWL-STR-GENERAL PLAN ELEVATION

LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - CMM	REVISED -	
		DRAWN - MWM	REVISED -	
		CHECKED - BJN	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL

SCALE: | SHEET 1 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	79
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES:

1. Fasteners shall be ASTM F3125 Grade A325, mechanically galvanized bolts (in painted areas and ASTM F3125 Grade A325 in unpainted areas). Bolts ⅞ in. Ø, holes 15/16 in. Ø, unless otherwise noted.
2. Calculated weight of Structural Steel:
   Grade 50W = 195,000 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 ¾" 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 "NTR" shall conform to the Impact Testing Requirement, 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 ⅛ 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.
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.

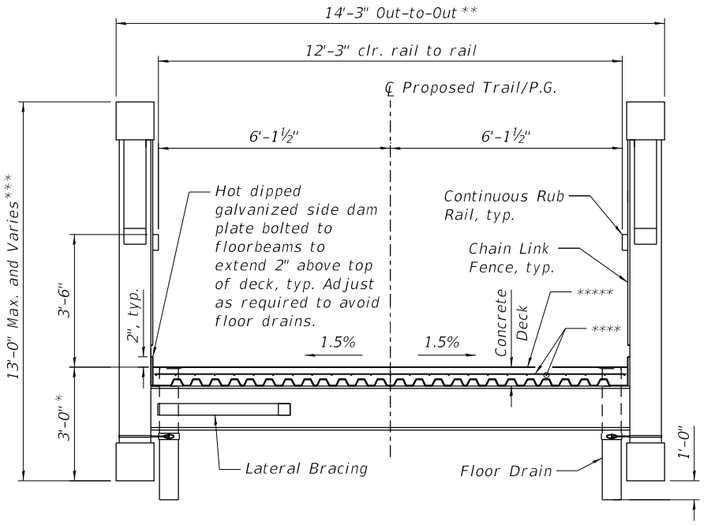
STATION 114+71.37
BUILT 20__ BY
DUPAGE COUNTY
LOADING H10
STRUCTURE NO. 022-9023

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.

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

USER NAME = Personal	DESIGNED - ACL	REVISED -
	DRAWN - ACL	REVISED -
	CHECKED - RH	REVISED -
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
GENERAL NOTES, BILL OF MATERIAL & INDEX OF SHEETS - 1

SCALE: | SHEET 2 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	80
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub		Total
			Piers	Abuts.	
Porous Granular Backfill	Cu Yd	–	–	659	659
Subbase Granular Material, Type B 4"	Sq Yd	–	–	129	129
Structure Excavation	Cu Yd	–	133	1,568	1,701
Cofferdam Excavation	Cu Yd	–	131	–	131
Concrete Structures	Cu Yd	3.2	203.7	320.3	527.2
Concrete Superstructure	Cu Yd	167.6	–	–	167.6
Form Liner Textured Surface	Sq Ft	–	2,089	2,109	4,198
Protective Coat	Sq Yd	781	–	186	967
Concrete Superstructure (Approach Slab)	Cu Yd	13	–	–	13
Furnishing And Erecting Structural Steel	L Sum	1	–	–	1
Stud Shear Connectors	Each	3,873	–	–	3,873
Reinforcement Bars, Epoxy Coated	Pound	40,450	33,380	32,050	105,880
Bicycle Railing	Foot	1,150	–	–	1,150
Furnishing Metal Shell Piles 12" X 0.250"	Foot	–	1,134	322	1,456
Driving Piles	Foot	–	1,134	322	1,456
Test Pile Metal Shells	Each	–	3	2	5
Pile Shoes	Each	–	36	15	51
Name Plates	Each	1	–	–	1
Preformed Joint Seal 2 1/4"	Foot	47	–	–	47
Anchor Bolts, 1"	Each	24	–	–	24
Anchor Bolts, 1 1/2"	Each	16	–	–	16
Segmental Concrete Block Wall	Sq Ft	–	–	1,253.4	1,253.4
Granular Backfill For Structures	Cu Yd	–	–	12.1	12.1
Geocomposite Wall Drain	Sq Yd	–	–	288	288
Pipe Underdrains For Structures 4"	Foot	–	–	255	255
Pedestrian Truss Superstructure	Sq Ft	2,665	–	–	2,665
Anti-Graffiti Coating	Sq Ft	–	2,771	4,620	7,391
Staining Concrete Structures	Sq Ft	–	682	2,170	2,852
High Load Multi-Rotational Bearings, Disc, Guided Expansion-100K	Each	–	4	4	8
High Load Multi-Rotational Bearings, Disc, Guided Expansion-200K	Each	–	4	–	4
Wood Post And Rail Fence	Foot	–	–	208	208

INDEX OF SHEETS

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3	GENERAL NOTES, BILL OF MATERIAL & INDEX OF SHEETS - 2
4	FOUNDATION LAYOUT
5	TOP OF DECK ELEVATIONS - 1
6	TOP OF DECK ELEVATIONS - 2
7	TOP OF DECK ELEVATIONS - 3
8	TOP OF APPROACH SLAB ELEVATIONS
9	UNIT 1 SUPERSTRUCTURE PLAN - 1
10	UNIT 1 SUPERSTRUCTURE PLAN - 2
11	UNIT 3 SUPERSTRUCTURE PLAN
12	SUPERSTRUCTURE CROSS SECTIONS
13	BICYCLE RAILING PLAN
14	EXPANSION JOINT DETAILS
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23	UNIT 3 SUPERSTRUCTURE DETAILS - 2
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25	BEARING DETAILS - 1
26	BEARING DETAILS - 2
27	BEARING DETAILS - 3
28	SOUTH ABUTMENT DETAILS - 1
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31	NORTH ABUTMENT DETAILS - 1
32	NORTH ABUTMENT DETAILS - 2
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34	SOUTH APPROACH SLAB DETAILS
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36	GENERAL AESTHETIC DETAILS - 1
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41	PIER 1 DETAILS
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48	SOIL BORING LOGS - 1
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51	SOIL BORING LOGS - 4

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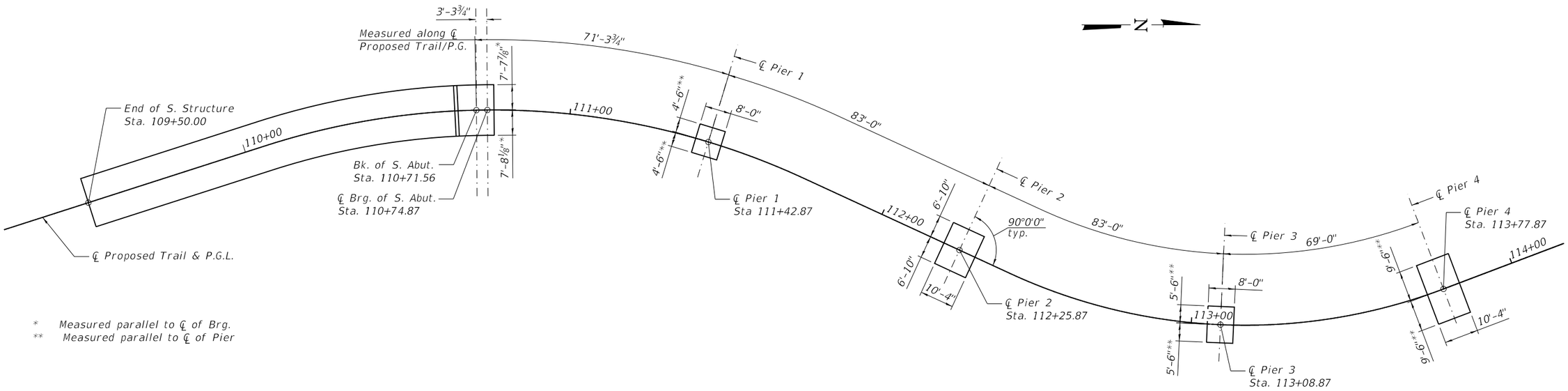
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
GENERAL NOTES, BILL OF MATERIAL & INDEX OF SHEETS – 2

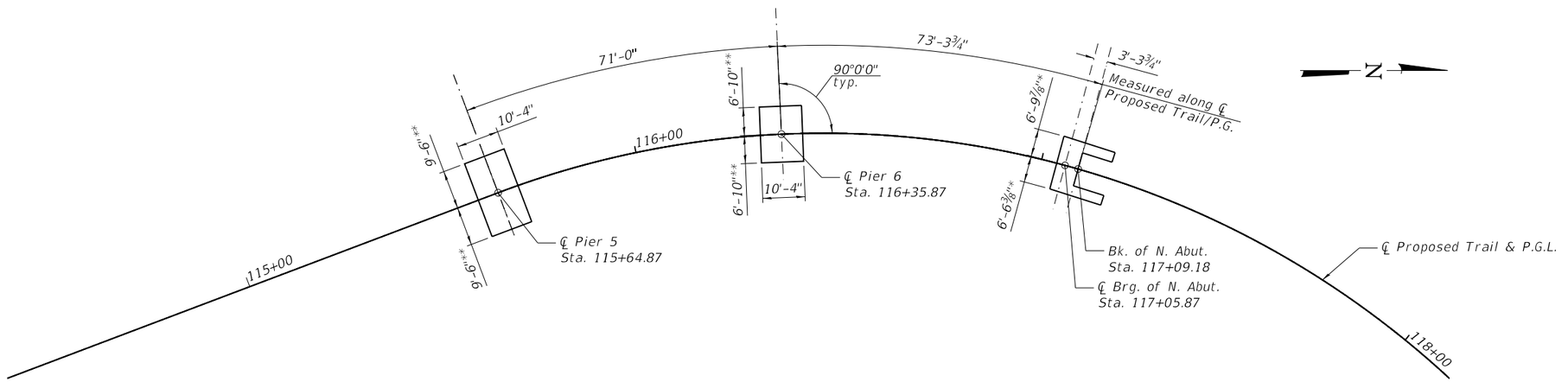
SCALE: | SHEET 3 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	81
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



* Measured parallel to ℄ of Brg.
** Measured parallel to ℄ of Pier

FOOTING LAYOUT
(Unit 1 & S. Structure)



FOOTING LAYOUT
(Unit 3)

NOTES:

1. ℄ Brg. S. Abut., ℄ Pier 1, ℄ Pier 2, ℄ Pier 3, ℄ Pier 4, ℄ Pier 5, ℄ Pier 6 and ℄ Brg. N. Abut are perpendicular to the ℄ Proposed Trail.
2. Bk. S. Abut. is parallel to ℄ Brg. S. Abut.
3. Bk. N. Abut. is parallel to ℄ Brg. N. Abut.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

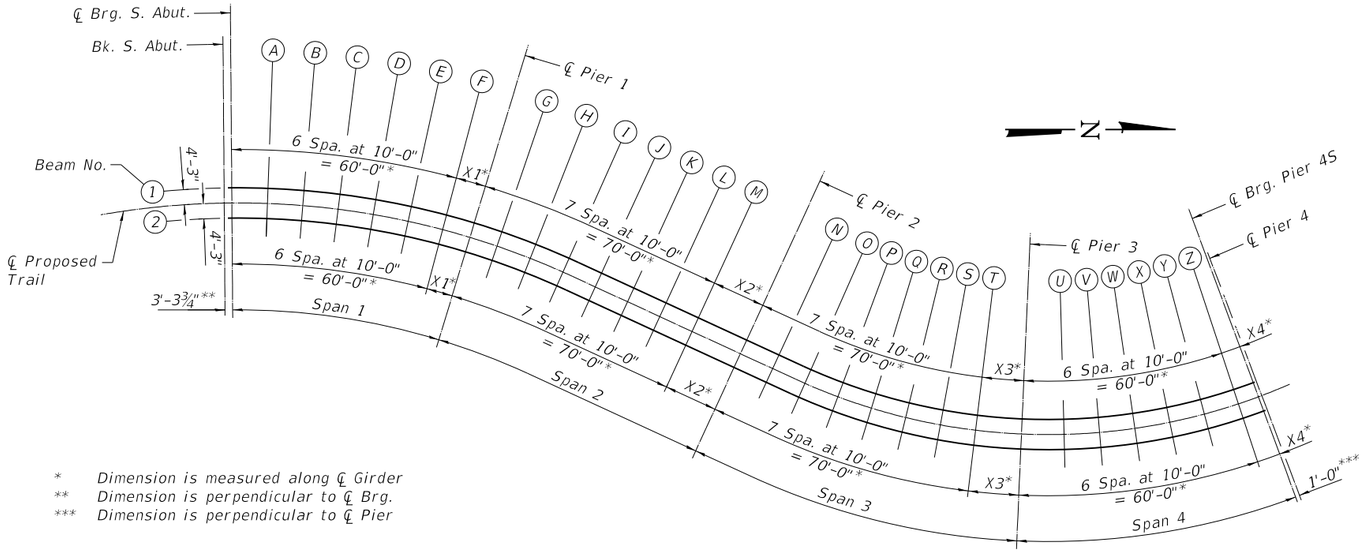
WEST BRANCH DUPAGE RIVER TRAIL
FOUNDATION LAYOUT

SCALE: | SHEET 4 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	82
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

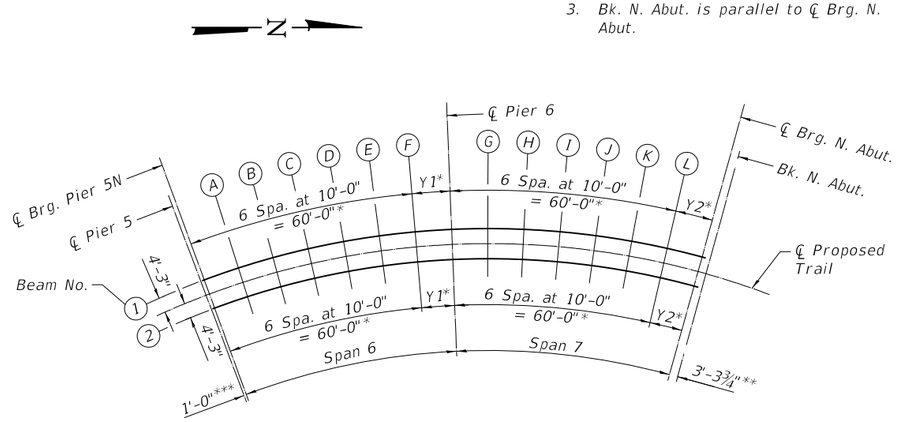
NOTES:

1. ℄ Brg. S. Abut., ℄ Pier 1, ℄ Pier 2, ℄ Pier 3, ℄ Pier 4, ℄ Pier 5, ℄ Pier 6 and ℄ Brg. N. Abut are perpendicular to the ℄ Proposed Trail.
2. Bk. S. Abut. is parallel to ℄ Brg. S. Abut.
3. Bk. N. Abut. is parallel to ℄ Brg. N. Abut.

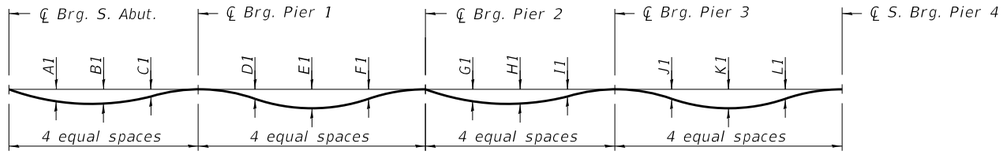


* Dimension is measured along ℄ Girder
** Dimension is perpendicular to ℄ Brg.
*** Dimension is perpendicular to ℄ Pier

UNIT 1 PLAN
(Spans 1 thru 4)

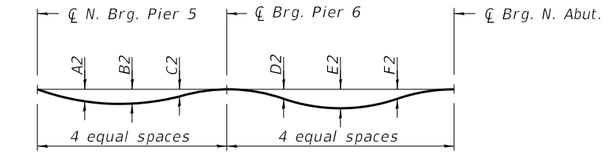


UNIT 3 PLAN
(Spans 6 and 7)



UNIT 1 DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete and Bicycle Railing only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



UNIT 3 DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete and Bicycle Railing only.)

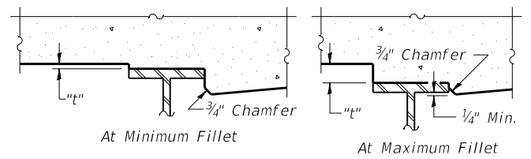
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

DEAD LOAD DEFLECTION DIAGRAM DIMENSION TABLE

Location	A1	B1	C1	D1	E1	F1	G1	H1	I1	J1	K1	L1	A2	B2	C2	D2	E2	F2
Girder 1	1/2"	5/8"	3/8"	1/8"	3/8"	1/8"	1/4"	3/8"	1/4"	1/8"	3/8"	1/4"	1/2"	5/8"	1/4"	1/4"	5/8"	1/2"
Girder 2	1/4"	3/8"	1/8"	1/8"	1/4"	1/8"	3/8"	5/8"	3/8"	3/8"	3/4"	5/8"	3/8"	3/8"	1/4"	1/4"	3/8"	3/8"

ELEVATION LOCATION DIMENSION TABLE

Location	X1	X2	X3	X4	Y1	Y2
Girder 1	9'-3 3/8"	13'-7"	11'-4 1/4"	6'-3 1/4"	11'-4 1/8"	11'-3 7/8"
Girder 2	6'-8 5/8"	12'-5"	14'-7 3/4"	9'-8 3/4"	8'-7 7/8"	8'-1 1/8"



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

FILLET HEIGHTS

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203_CADD\01_Sheets\Structural\16432-SHT-HWL-STR-TOP_OF_DECK_ELEVATIONS_1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
TOP OF DECK ELEVATIONS – 1

SCALE: | SHEET 5 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	83
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. S. Abut	110+71.56	-4.25	716.02	716.02
CL Brg. S. Abut	110+74.87	-4.25	716.19	716.19
A	110+84.87	-4.25	716.69	716.72
B	110+94.87	-4.25	717.19	717.24
C	111+04.87	-4.25	717.69	717.75
D	111+14.87	-4.25	718.19	718.24
E	111+24.87	-4.25	718.69	718.72
F	111+34.87	-4.25	719.19	719.20
CL Pier 1	111+42.87	-4.25	719.59	719.59
G	111+52.87	-4.25	720.09	720.09
H	111+62.87	-4.25	720.59	720.60
I	111+72.87	-4.25	721.09	721.11
J	111+82.87	-4.25	721.59	721.62
K	111+92.87	-4.25	722.09	722.12
L	112+02.87	-4.25	722.59	722.61
M	112+12.87	-4.25	723.09	723.10
CL Pier 2	112+25.87	-4.25	723.74	723.74
N	112+35.87	-4.25	724.24	724.24
O	112+45.87	-4.25	724.74	724.76
P	112+55.87	-4.25	725.24	725.27
Q	112+65.87	-4.25	725.74	725.77
R	112+75.87	-4.25	726.24	726.27
S	112+85.87	-4.25	726.74	726.76
T	112+95.87	-4.25	727.24	727.25
CL Pier 3	113+08.87	-4.25	727.89	727.89
U	113+18.87	-4.25	728.39	728.40
V	113+28.87	-4.25	728.89	728.91
W	113+38.87	-4.25	729.39	729.42
X	113+48.87	-4.25	729.89	729.93
Y	113+58.87	-4.25	730.39	730.42
Z	113+68.87	-4.25	730.89	730.90
CL Brg. Pier 4S	113+76.87	-4.25	731.29	731.29
CL Pier 4	113+77.87	-4.25	731.34	731.34

℄ PROPOSED TRAIL & PGL

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. S. Abut	110+71.56	0.00	716.08	716.08
CL Brg. S. Abut	110+74.87	0.00	716.25	716.25
A	110+84.87	0.00	716.75	716.78
B	110+94.87	0.00	717.25	717.30
C	111+04.87	0.00	717.75	717.80
D	111+14.87	0.00	718.25	718.29
E	111+24.87	0.00	718.75	718.78
F	111+34.87	0.00	719.25	719.26
CL Pier 1	111+42.87	0.00	719.65	719.65
G	111+52.87	0.00	720.15	720.16
H	111+62.87	0.00	720.65	720.67
I	111+72.87	0.00	721.15	721.18
J	111+82.87	0.00	721.65	721.68
K	111+92.87	0.00	722.15	722.18
L	112+02.87	0.00	722.65	722.67
M	112+12.87	0.00	723.15	723.16
CL Pier 2	112+25.87	0.00	723.80	723.80
N	112+35.87	0.00	724.30	724.31
O	112+45.87	0.00	724.80	724.83
P	112+55.87	0.00	725.30	725.34
Q	112+65.87	0.00	725.80	725.85
R	112+75.87	0.00	726.30	726.35
S	112+85.87	0.00	726.80	726.83
T	112+95.87	0.00	727.30	727.31
CL Pier 3	113+08.87	0.00	727.95	727.95
U	113+18.87	0.00	728.45	728.46
V	113+28.87	0.00	728.95	728.98
W	113+38.87	0.00	729.45	729.50
X	113+48.87	0.00	729.95	730.01
Y	113+58.87	0.00	730.45	730.50
Z	113+68.87	0.00	730.95	730.98
CL Brg. Pier 4S	113+76.87	0.00	731.35	731.35
CL Pier 4	113+77.87	0.00	731.40	731.40

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. S. Abut	110+71.56	4.25	716.02	716.02
CL Brg. S. Abut	110+74.87	4.25	716.19	716.22
A	110+84.87	4.25	716.69	716.74
B	110+94.87	4.25	717.19	717.25
C	111+04.87	4.25	717.69	717.74
D	111+14.87	4.25	718.19	718.22
E	111+24.87	4.25	718.69	718.70
F	111+34.87	4.25	719.19	719.19
CL Pier 1	111+42.87	4.25	719.59	719.59
G	111+52.87	4.25	720.09	720.10
H	111+62.87	4.25	720.59	720.61
I	111+72.87	4.25	721.09	721.12
J	111+82.87	4.25	721.59	721.62
K	111+92.87	4.25	722.09	722.11
L	112+02.87	4.25	722.59	722.60
M	112+12.87	4.25	723.09	723.09
CL Pier 2	112+25.87	4.25	723.74	723.74
N	112+35.87	4.25	724.24	724.26
O	112+45.87	4.25	724.74	724.77
P	112+55.87	4.25	725.24	725.27
Q	112+65.87	4.25	725.74	725.77
R	112+75.87	4.25	726.24	726.26
S	112+85.87	4.25	726.74	726.75
T	112+95.87	4.25	727.24	727.24
CL Pier 3	113+08.87	4.25	727.89	727.90
U	113+18.87	4.25	728.39	728.41
V	113+28.87	4.25	728.89	728.92
W	113+38.87	4.25	729.39	729.43
X	113+48.87	4.25	729.89	729.92
Y	113+58.87	4.25	730.39	730.40
Z	113+68.87	4.25	730.89	730.89
CL Brg. Pier 4S	113+76.87	4.25	731.29	731.29
CL Pier 4	113+77.87	4.25	731.34	731.34

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
TOP OF DECK ELEVATIONS - 2

SCALE: | SHEET 6 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	84
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
℄ Pier 5	115+64.87	–4.25	731.34	731.34
℄ Brg. Pier 5N	115+65.87	–4.25	731.29	731.29
A	115+75.87	–4.25	730.79	730.82
B	115+85.87	–4.25	730.29	730.35
C	115+95.87	–4.25	729.79	729.86
D	116+05.87	–4.25	729.29	729.35
E	116+15.87	–4.25	728.79	728.82
F	116+25.87	–4.25	728.29	728.30
℄ Pier 6	116+35.87	–4.25	727.79	727.79
G	116+45.87	–4.25	727.29	727.30
H	116+55.87	–4.25	726.79	726.82
I	116+65.87	–4.25	726.29	726.35
J	116+75.87	–4.25	725.79	725.86
K	116+85.87	–4.25	725.29	725.35
L	116+95.87	–4.25	724.79	724.82
℄ Brg. N. Abut.	117+05.87	–4.25	724.29	724.29
Bk. N. Abut.	117+09.18	–4.25	724.12	724.12

℄ PROPOSED TRAIL & PGL

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
℄ Pier 5	115+64.87	0.00	731.40	731.40
℄ Brg. Pier 5N	115+65.87	0.00	731.35	731.35
A	115+75.87	0.00	730.90	730.93
B	115+85.87	0.00	730.40	730.45
C	115+95.87	0.00	729.90	729.96
D	116+05.87	0.00	729.40	729.45
E	116+15.87	0.00	728.90	728.93
F	116+25.87	0.00	728.40	728.41
℄ Pier 6	116+35.87	0.00	727.85	727.85
G	116+45.87	0.00	727.35	727.36
H	116+55.87	0.00	726.85	726.88
I	116+65.87	0.00	726.35	726.40
J	116+75.87	0.00	725.85	725.91
K	116+85.87	0.00	725.35	725.40
L	116+95.87	0.00	724.85	724.88
℄ Brg. N. Abut.	117+05.87	0.00	724.35	724.35
Bk. N. Abut.	117+09.18	0.00	724.18	724.18

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for Dead Load Deflection
℄ Pier 5	115+64.87	4.25	731.34	731.34
℄ Brg. Pier 5N	115+65.87	4.25	731.29	731.32
A	115+75.87	4.25	730.79	730.85
B	115+85.87	4.25	730.29	730.36
C	115+95.87	4.25	729.79	729.85
D	116+05.87	4.25	729.29	729.32
E	116+15.87	4.25	728.79	728.80
F	116+25.87	4.25	728.29	728.29
℄ Pier 6	116+35.87	4.25	727.79	727.80
G	116+45.87	4.25	727.29	727.32
H	116+55.87	4.25	726.79	726.85
I	116+65.87	4.25	726.29	726.36
J	116+75.87	4.25	725.79	725.85
K	116+85.87	4.25	725.29	725.32
L	116+95.87	4.25	724.79	724.79
℄ Brg. N. Abut.	117+05.87	4.25	724.29	724.29
Bk. N. Abut.	117+09.18	4.25	724.12	724.12

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225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

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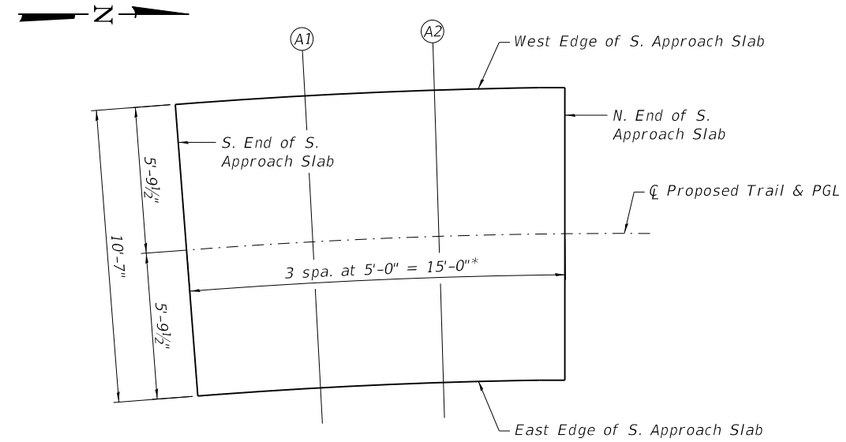
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

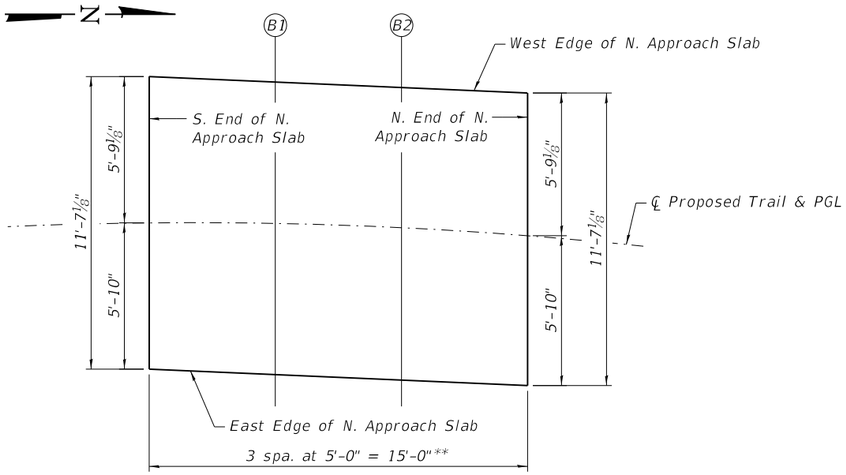
WEST BRANCH DUPAGE RIVER TRAIL
TOP OF DECK ELEVATIONS – 3

SCALE: | SHEET 7 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	85
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



SOUTH APPROACH SLAB PLAN



NORTH APPROACH SLAB PLAN

* Dimension along ℄ Proposed Trail
** Dimension parallel to S. End of N. Approach Slab

WEST EDGE OF SOUTH APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation
S. End S. Approach Slab	110+57.56	-5.79	715.30
A1	110+62.56	-5.79	715.55
A2	110+67.56	-5.79	715.80
N. End S. Approach Slab	110+72.56	-5.79	716.05

WEST EDGE OF NORTH APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Approach Slab	117+08.18	-5.76	724.15
B1	117+13.19	-5.65	723.90
B2	117+18.19	-5.65	723.65
N. End N. Approach Slab	117+23.20	-5.76	723.40

℄ PROPOSED TRAIL & PGL

Location	Station	Offset	Theoretical Grade Elevation
S. End S. Approach Slab	110+57.56	0.00	715.38
A1	110+62.56	0.00	715.63
A2	110+67.56	0.00	715.88
N. End S. Approach Slab	110+72.56	0.00	716.13

℄ PROPOSED TRAIL & PGL

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Approach Slab	117+08.18	0.00	724.23
B1	117+13.19	0.00	723.98
B2	117+18.19	0.00	723.73
N. End N. Approach Slab	117+23.20	0.00	723.48

EAST EDGE OF SOUTH APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation
S. End S. Approach Slab	110+57.56	5.79	715.30
A1	110+62.56	5.79	715.55
A2	110+67.56	5.79	715.80
N. End S. Approach Slab	110+72.56	5.79	716.05

EAST EDGE OF NORTH APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Approach Slab	117+08.18	5.83	724.15
B1	117+13.19	5.95	723.89
B2	117+18.19	5.95	723.64
N. End N. Approach Slab	117+23.20	5.83	723.40

NOTES:

1. S. End of S. Approach Slab, A1 and A2 are perpendicular to ℄ Proposed Trail.
2. N. End of S. Approach Slab is parallel to ℄ S. Abut. Brg.
3. S. End of N. Approach Slab, B1, B2 and N. End of N. Approach Slab are parallel to ℄ N. Abut. Brg.

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12 TH FLOOR
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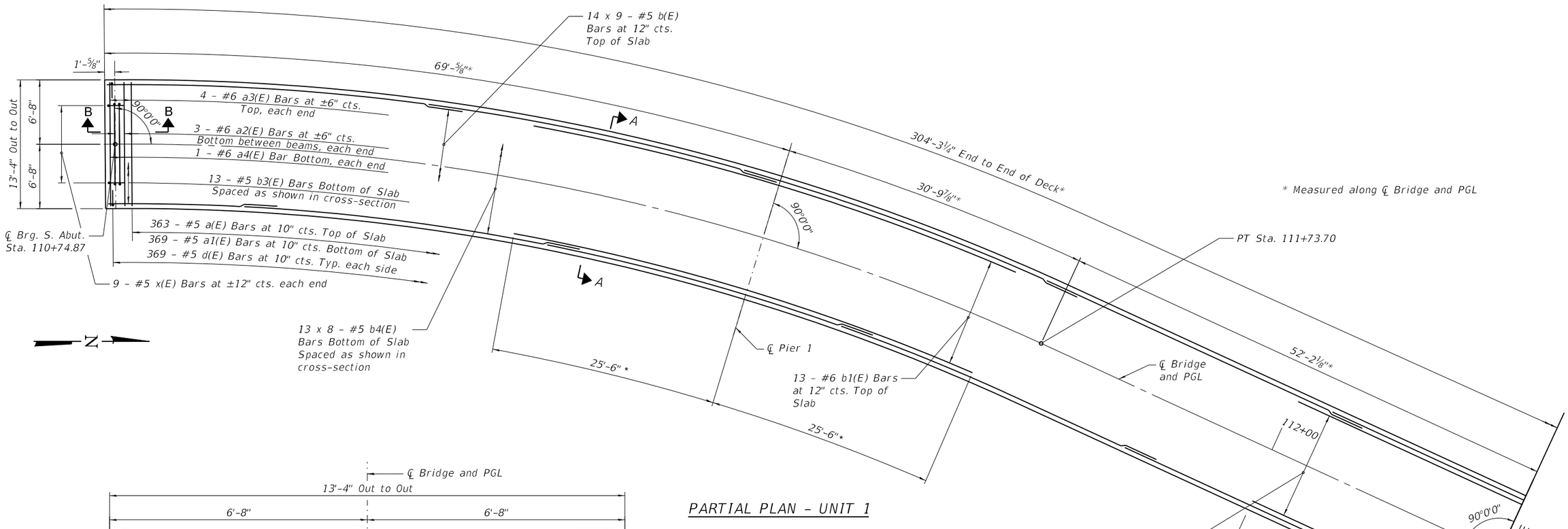
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

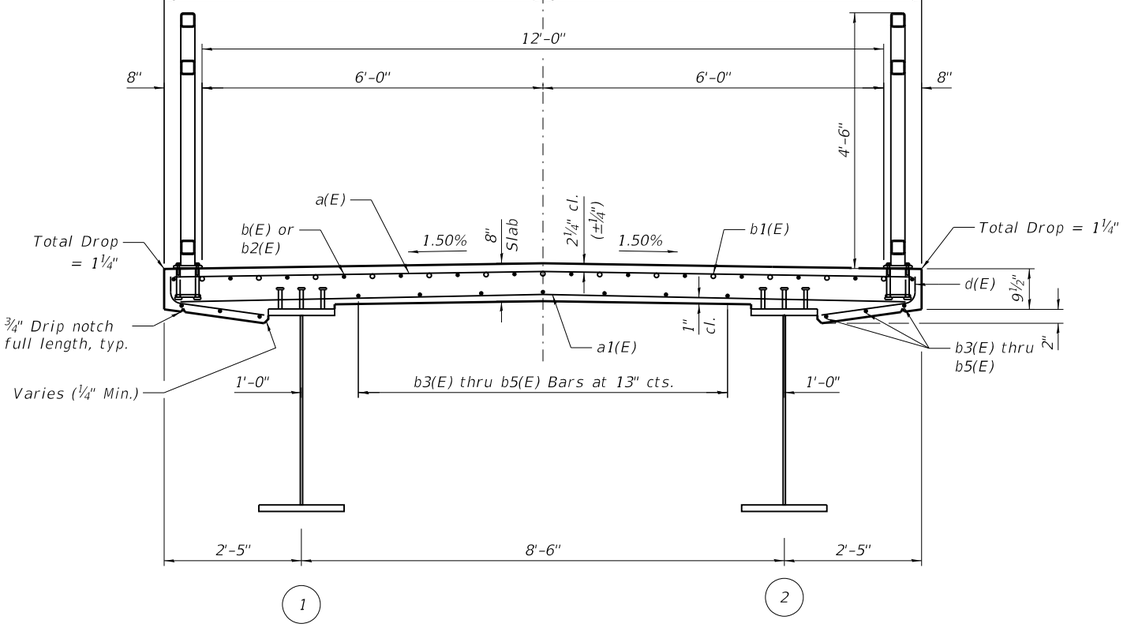
WEST BRANCH DUPAGE RIVER TRAIL
TOP OF APPROACH SLAB ELEVATIONS

SCALE: | SHEET 8 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	86
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN - UNIT 1



SECTION A-A

NOTES:

1. For Section B-B see Sheet 12.
2. For Unit 1 Bill of Material see Sheet 10.
3. Minimum bar lap for #5 bar = 3'-6" min.
4. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Layout the transverse bars in the deck slab radial to the ℄ Proposed Trail.
6. Bend the longitudinal bars in the deck slab as required to account for the horizontal curve layout of the structure.

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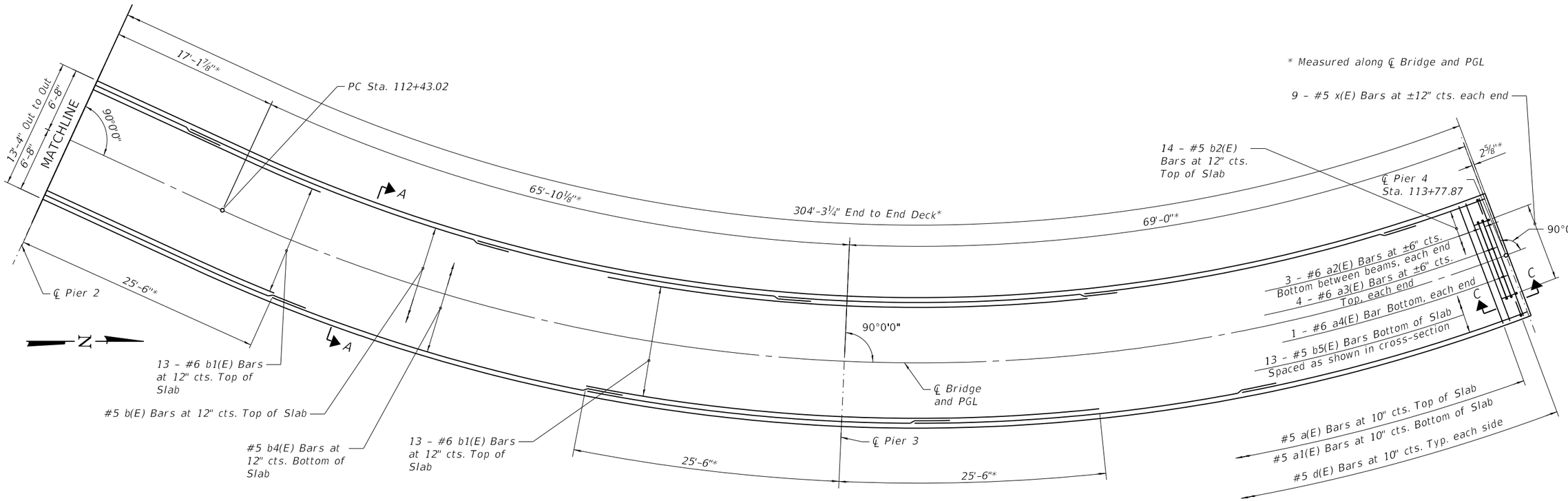
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 SUPERSTRUCTURE PLAN - 1

SCALE: | SHEET 9 OF 51 SHEETS | STA. | TO STA.

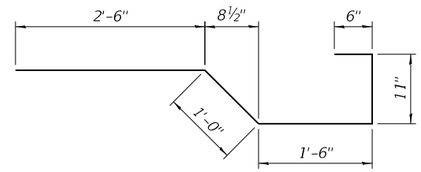
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	87
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



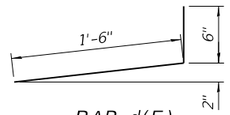
UNIT 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	363	#5	13'-0"	——
a1(E)	369	#5	13'-0"	——
a2(E)	6	#6	10'-3"	⊂—⊃
a3(E)	8	#6	13'-0"	——
a4(E)	2	#6	13'-0"	——
b(E)	126	#5	36'-0"	——
b1(E)	39	#6	51'-0"	——
b2(E)	14	#5	13'-10"	——
b3(E)	13	#5	18'-0"	——
b4(E)	104	#5	36'-0"	——
b5(E)	13	#5	31'-10"	——
d(E)	738	#5	2'-0"	⌐
x(E)	18	#5	6'-5"	⌐—
Concrete Superstructure			Cu. Yd.	113.0
Protective Coat			Sq. Yd.	505
Reinforcement Bars, Epoxy Coated			Pound	24,380

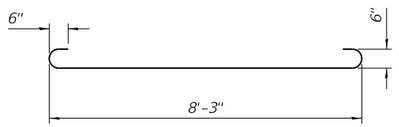
PARTIAL PLAN - UNIT 1



BAR x(E)



BAR d(E)



BAR a2(E)

NOTES:

1. For Section A-A see Sheet 9 .
2. For Section C-C see Sheet 12 .
3. Minimum bar lap for #5 bar = 3'-6" min.
4. Layout the transverse bars in the deck slab radial to the ℄ Proposed Trail.
5. Bend the longitudinal bars in the deck slab as required to account for the horizontal curve layout of the structure.

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225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

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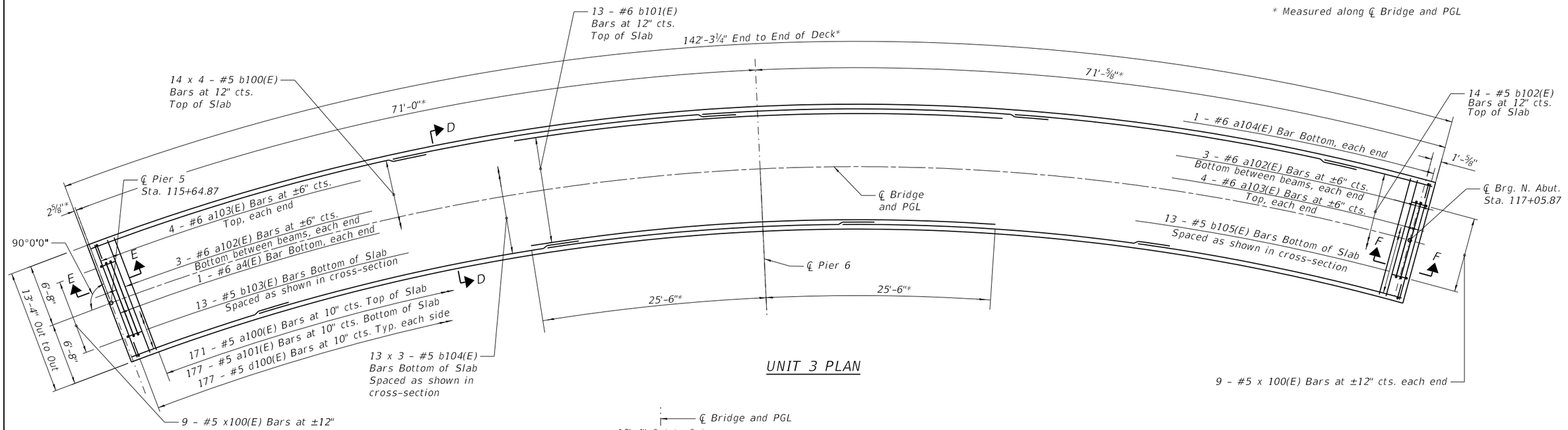
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

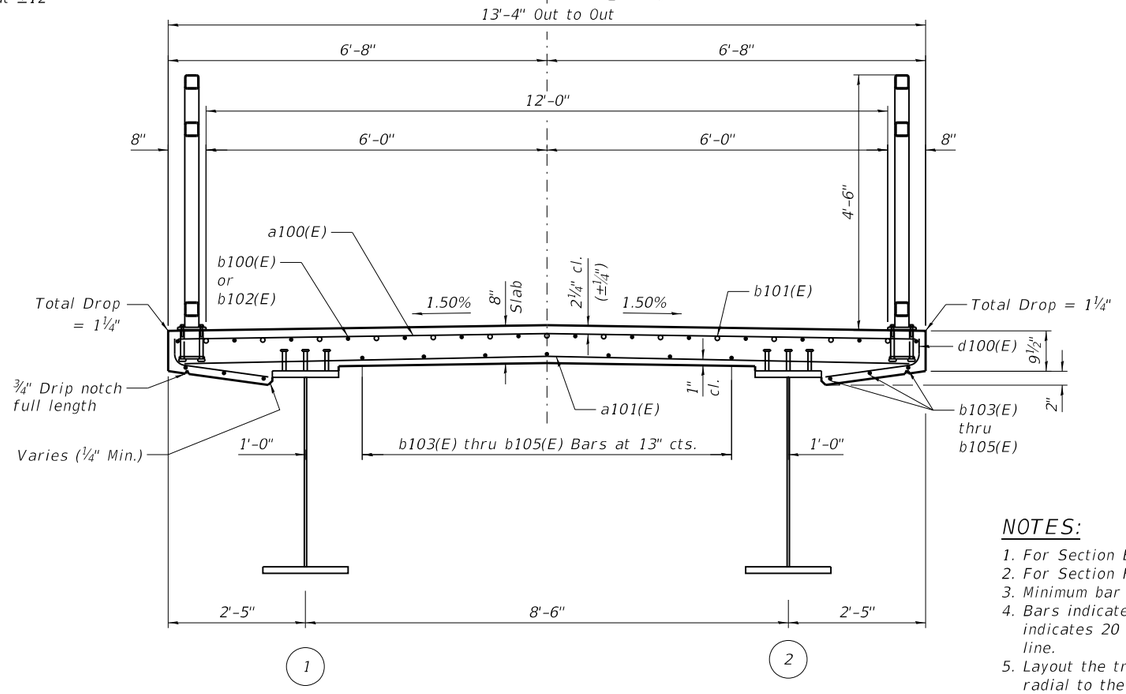
WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 SUPERSTRUCTURE PLAN - 2

SCALE: | SHEET 10 OF 51 SHEETS | STA. | TO STA.

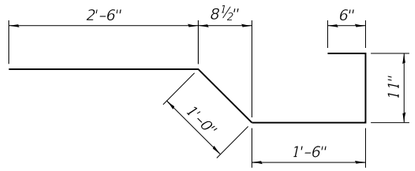
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	88
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



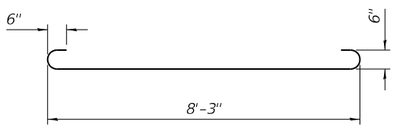
UNIT 3 PLAN



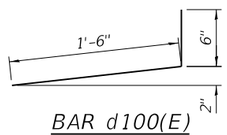
SECTION D-D



BAR x100(E)



BAR a102(E)



BAR d100(E)

UNIT 3
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	171	#5	13'-0"	
a101(E)	176	#5	13'-0"	
a102(E)	6	#6	10'-3"	
a103(E)	8	#6	13'-0"	
a104(E)	2	#6	13'-0"	
b100(E)	56	#5	36'-0"	
b101(E)	13	#6	51'-0"	
b102(E)	14	#5	16'-1"	
b103(E)	13	#5	18'-0"	
b104(E)	39	#5	36'-0"	
b105(E)	13	#5	34'-1"	
d100(E)	354	#5	2'-0"	
x100(E)	18	#5	6'-5"	
Concrete Superstructure			Cu. Yd.	53.6
Protective Coat			Sq. Yd.	236
Reinforcement Bars, Epoxy Coated			Pound	11,360

NOTES:

1. For Section E-E see Sheet 12.
2. For Section F-F see Sheet 12.
3. Minimum bar lap for #5 bar = 3'-6" Min.
4. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Layout the transverse bars in the deck slab radial to the ℄ Proposed Trail.
6. Bend the longitudinal bars in the deck slab as required to account for the horizontal curve layout of the structure.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
UNIT 3 SUPERSTRUCTURE PLAN

SCALE: | SHEET 11 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	89
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

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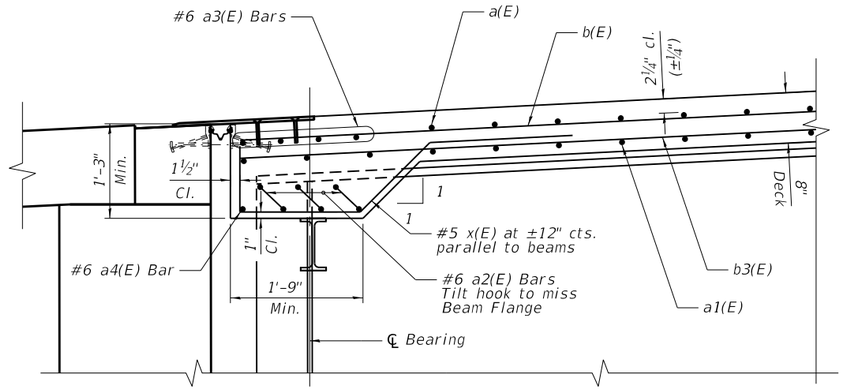
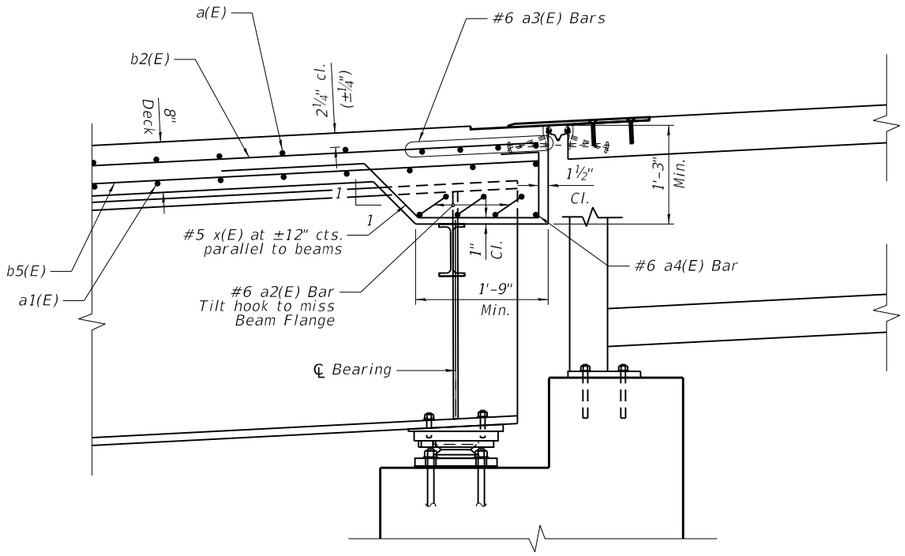
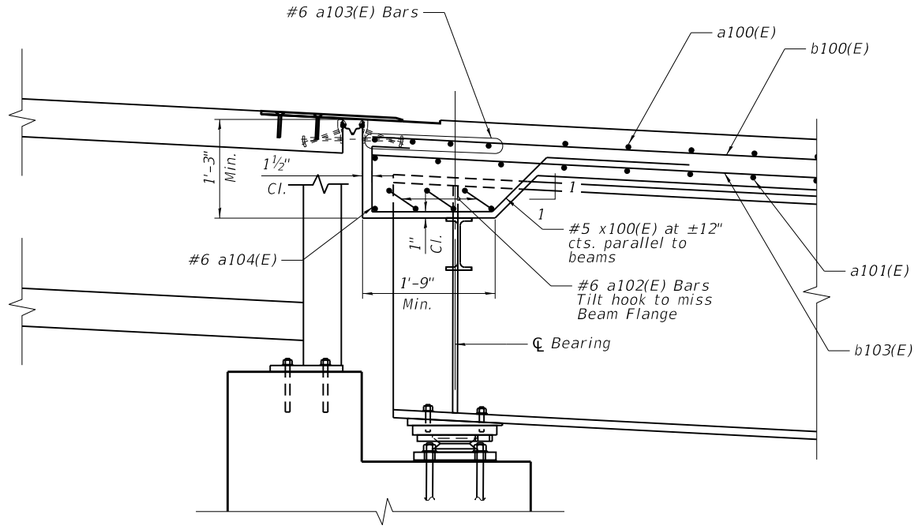


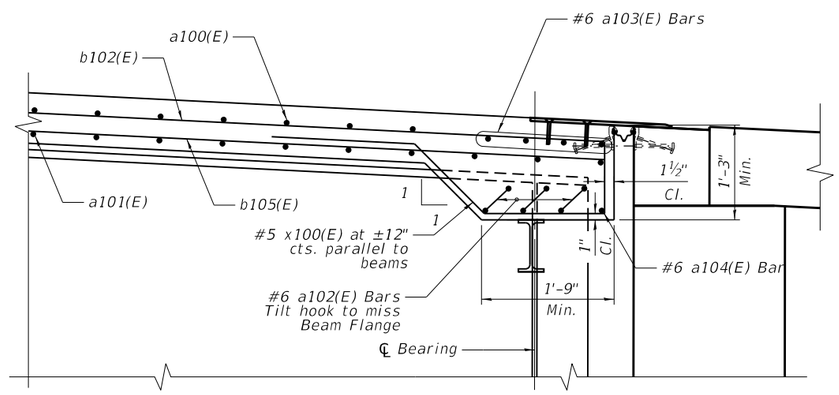
SECTION B-B



SECTION C-C



SECTION E-E



SECTION F-F

NOTES:

1. Work this sheet with Sheets 9 thru 11.

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225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

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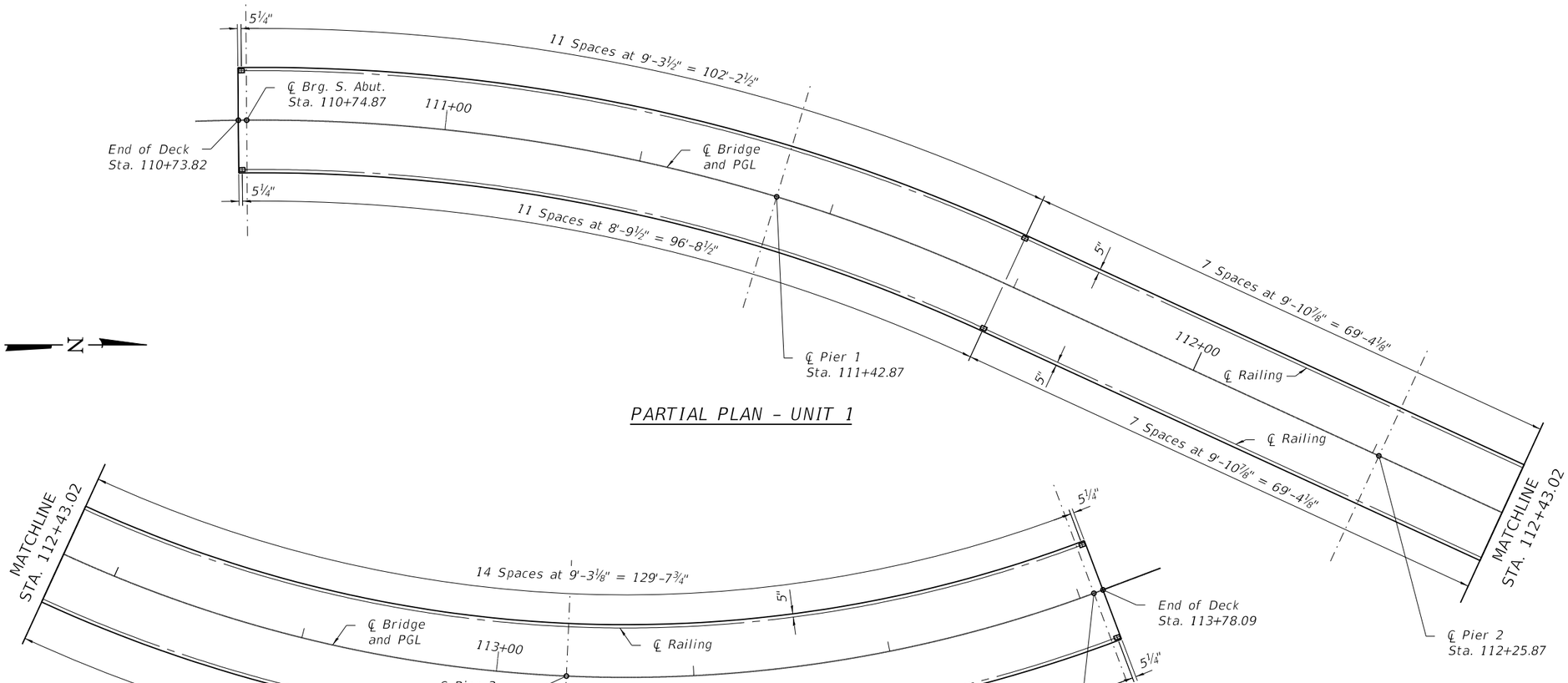
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

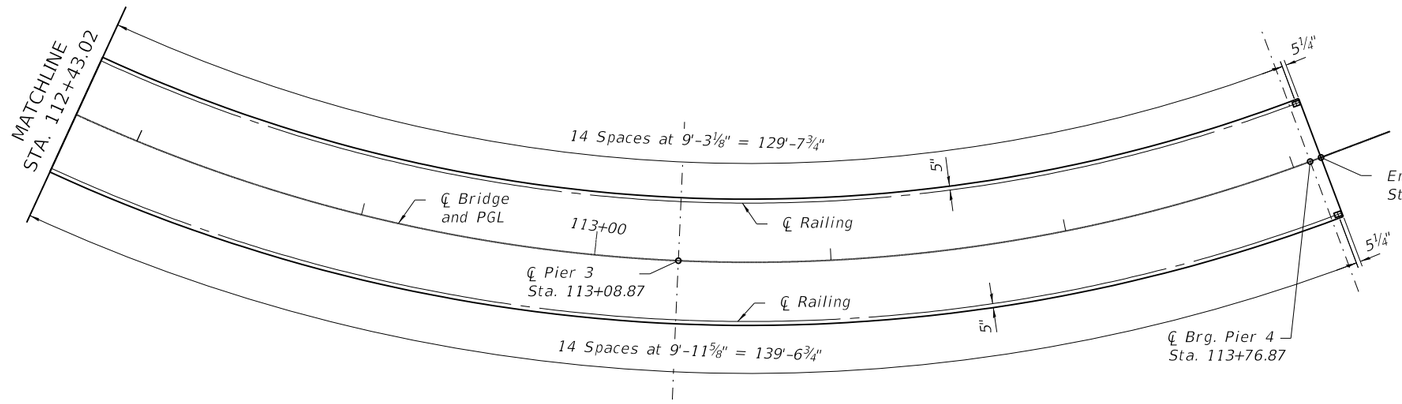
WEST BRANCH DUPAGE RIVER TRAIL
SUPERSTRUCTURE CROSS SECTION

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

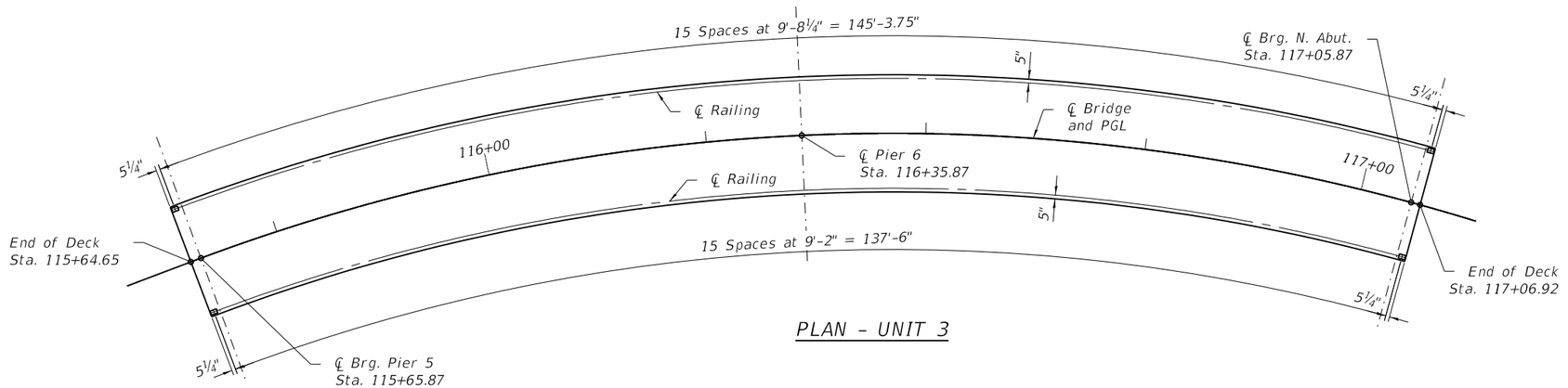
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	90
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN - UNIT 1



PARTIAL PLAN - UNIT 1



PLAN - UNIT 3

NOTES:

1. For Bicycle Railing Details see Sheet 15 .
2. Dimensions and Spacing shown are measured along the ℄ of Railing Post.

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LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - DMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL BICYCLE RAILING PLAN
		DRAWN - CR	REVISED -		
		CHECKED - RH	REVISED -		
	PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -		SCALE: SHEET 13 OF 51 SHEETS STA. TO STA.

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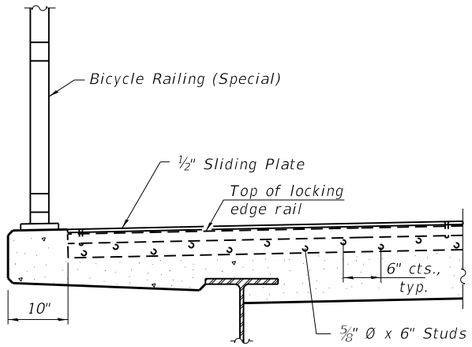
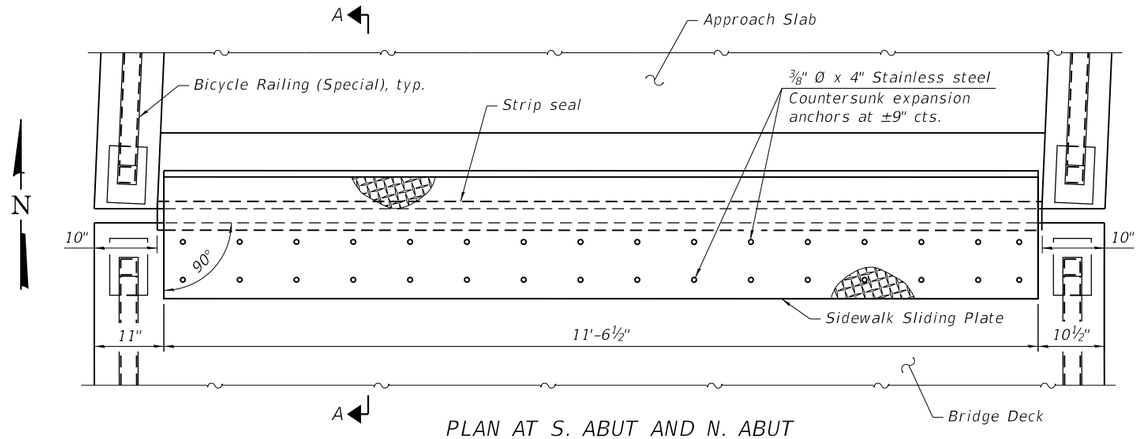
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

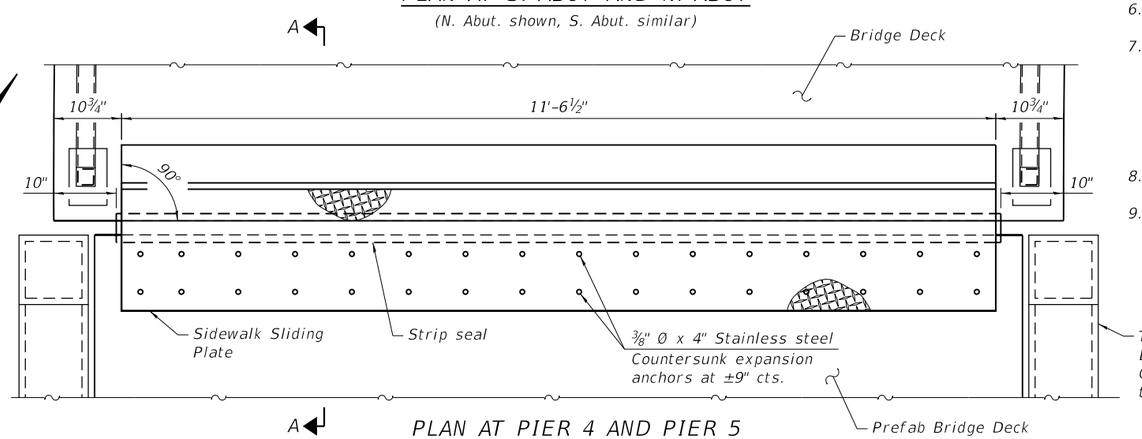


SECTION AT BRIDGE DECK



PLAN AT S. ABUT AND N. ABUT

(N. Abut. shown, S. Abut. similar)



PLAN AT PIER 4 AND PIER 5

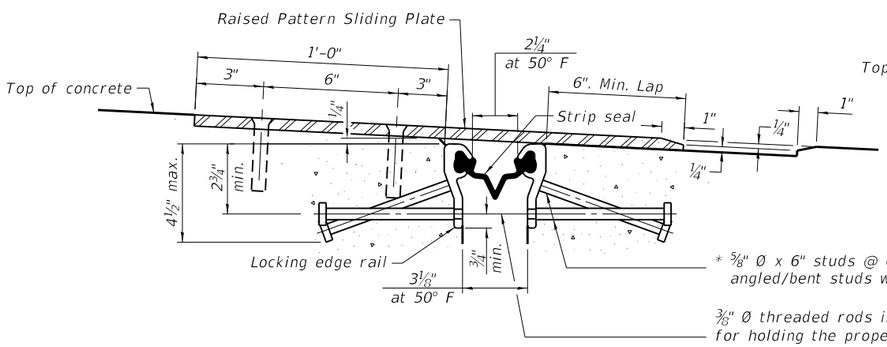
(Pier 5 shown, Pier 4 similar)

BILL OF MATERIALS

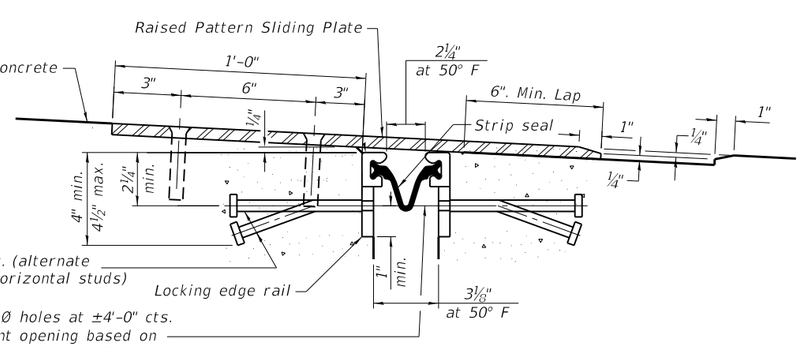
Item	Unit	Total
Preformed Joint Strip Seal	Foot	47

NOTES:

1. The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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.
2. The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
3. The manufacturer's recommended installation methods shall be followed.
4. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
5. The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
6. Cost of sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
7. The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required.
8. The top surface of the sliding plate shall have a raised pattern according to ASTM A786.
9. The sliding plate shall follow the profile of the deck. The Contractor shall ensure a tight fit beween the sliding plate and the top of the concrete surface.



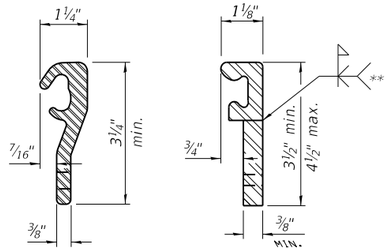
SHOWING ROLLED RAIL JOINT



SHOWING WELDED RAIL JOINT

SECTION A-A

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

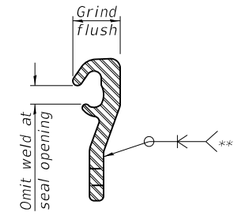


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



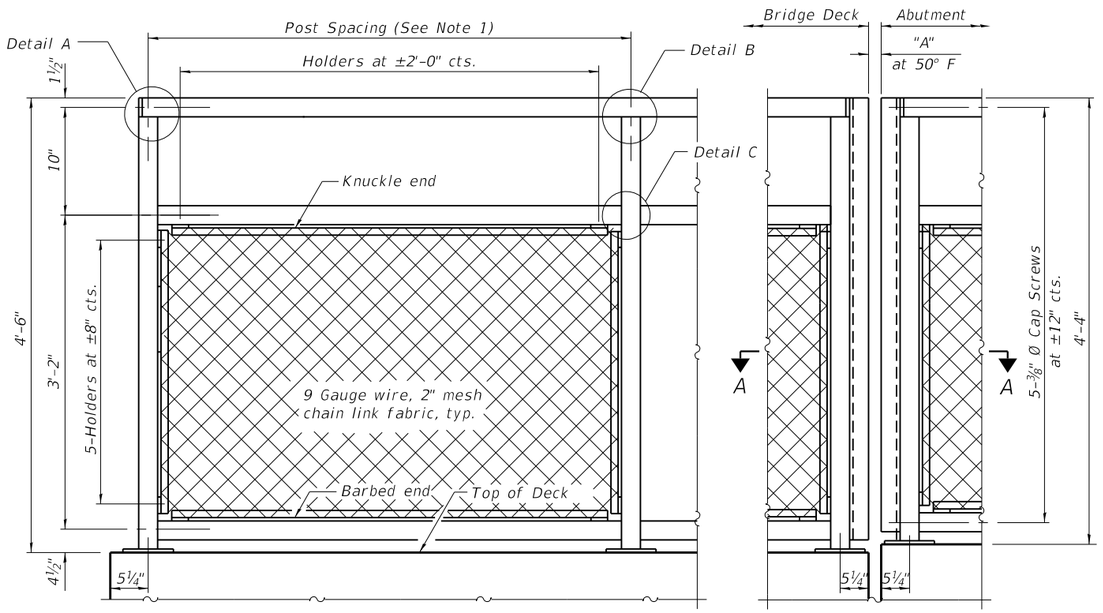
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000316432\03_CADD\01_Sheets\Structural\316432-SHT-HWL-STR-EXPANSION_JOINT_DETAILS

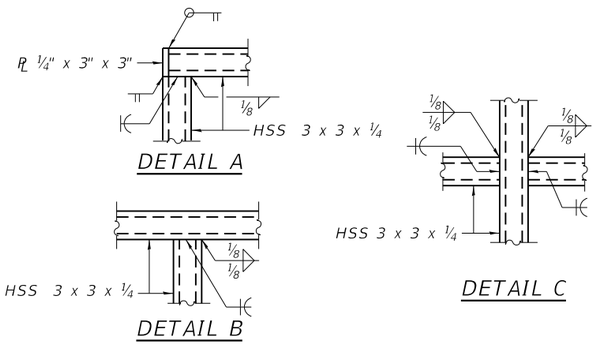
LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - ACL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL EXPANSION JOINT DETAILS
		DRAWN - ACL	REVISED -		
		CHECKED - BJN	REVISED -		SCALE: SHEET 14 OF 51 SHEETS STA. TO STA.
	PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	92
		CONTRACT NO. 61J54		
		ILLINOIS FED. AID PROJECT		



BICYCLE RAILING ON BRIDGE DECK

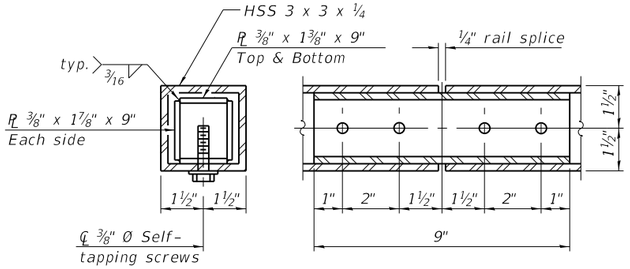
BICYCLE RAILING AT BRIDGE ABUTMENT



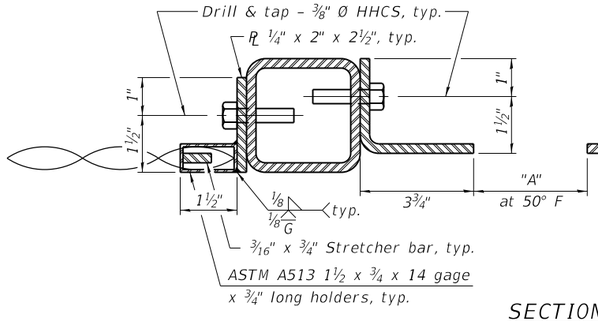
DETAIL A

DETAIL B

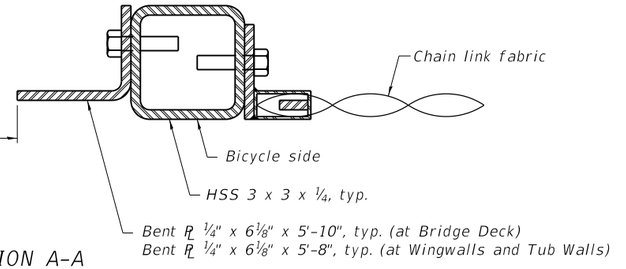
DETAIL C

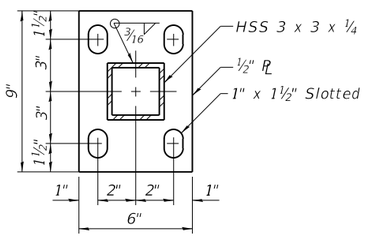


RAIL SPLICE

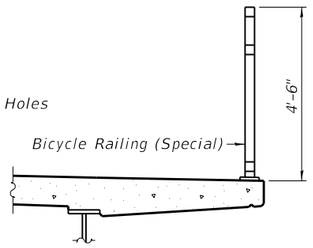


SECTION A-A

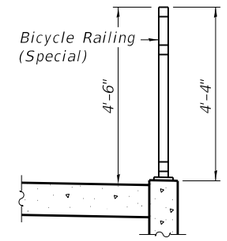




SECTION B-B



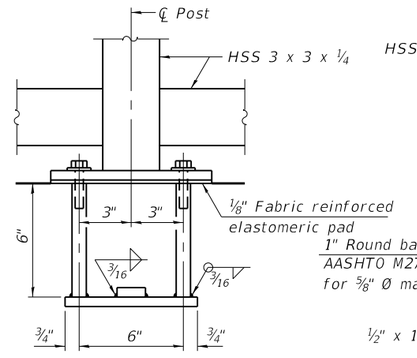
SECTION THRU DECK

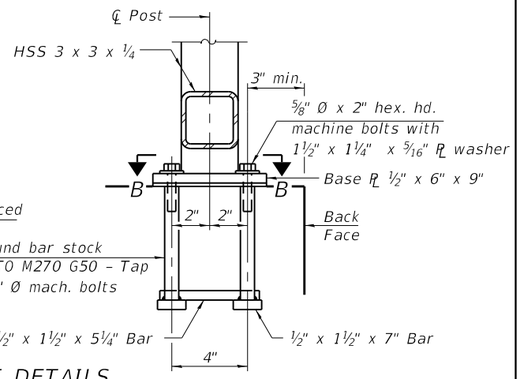


SECTION THRU WINGWALLS OR TUB WALLS

NOTES:

1. For post spacings see Sheets 13, 36 and 37.
2. Railing shall be according to Section 509 of the Standard Specification, except as noted, and will be paid for at the Contract Unit Price per foot for Bicycle Railing.
3. Hollow structural sections shall conform to the requirements of ASTM A847, weathering structural steel tubing. All other steel shapes and plates shall conform to the requirements of AASHTO M270 Grade 50W.
4. The chain link fabric, ties and other accessories will be fused bonded vinyl coated in brown color, as approved by the Engineer.
5. Place reinforcement bars to miss anchor rod locations.
6. CVN testing is not required for the HSS tubing used in the Bicycle Railing.
7. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.





ANCHOR BOLT DETAILS

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing (Special)	Foot	1,150

JOINT OPENING DIMENSIONS AT 50°F

Location	"A"
Bridge Abutments	3⅛"
Wall Expansion Joints	½"

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000016432\03 CADD\03_Sheets\Structural\16432-SHT-HWL-STR-BICYCLE RAILING DETAILS

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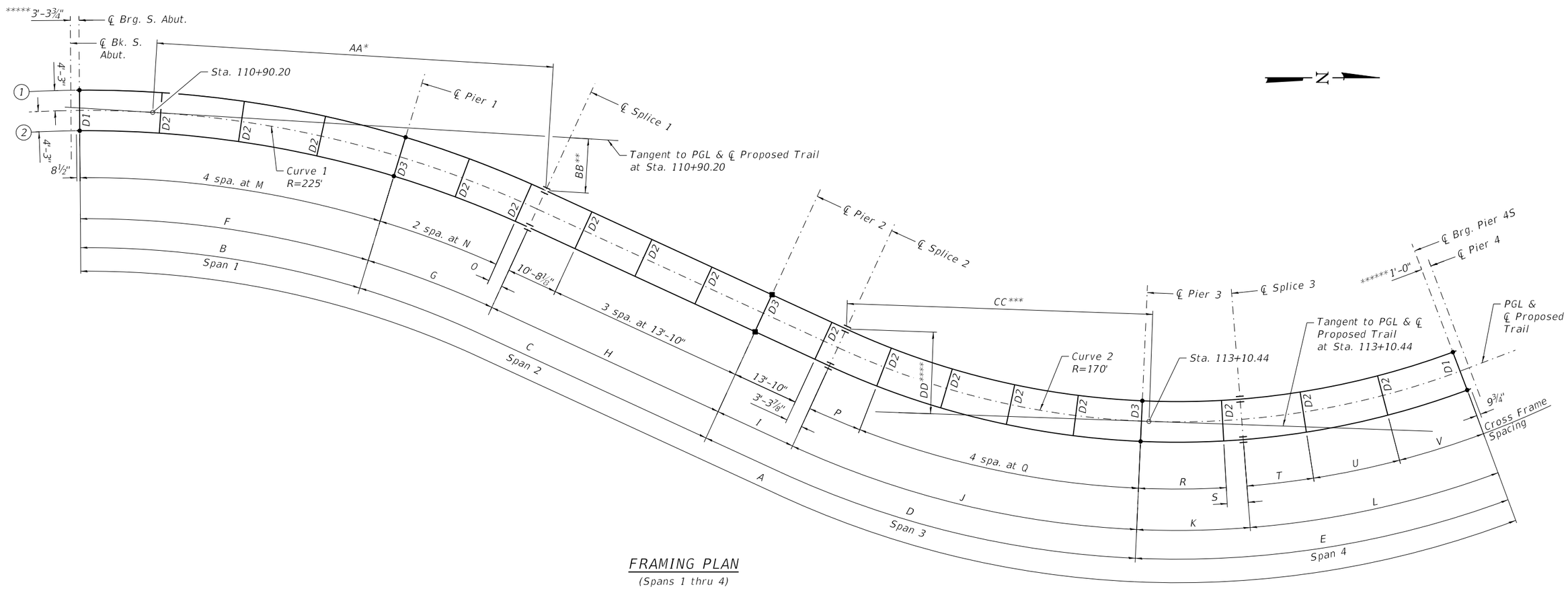
CHECKED - BJN | REVISED -
DATE - 7/28/2025 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
BICYCLE RAILING AND PARAPET RAILING

SCALE: | SHEET 15 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	93
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



FRAMING PLAN

(Spans 1 thru 4)

* Dimension AA is parallel to Tangent to PGL & ℄ Proposed Trail at Sta. 110+90.20
** Dimension BB is perpendicular to Tangent to PGL & ℄ Proposed Trail at Sta. 110+90.20
*** Dimension CC is parallel to Tangent to PGL & ℄ Proposed Trail at Sta. 113+10.44
**** Dimension DD is perpendicular to Tangent to PGL & ℄ Proposed Trail at Sta. 113+10.44
***** Dimension perpendicular to ℄ S. Abut. Brg.
****** Dimension perpendicular to ℄ Pier 4

LAYOUT DIMENSIONS

Girder	℄ Brg. S. Abut.		℄ Pier 1		℄ Splice 1		℄ Splice 2		℄ Pier 3		℄ Splice 3		℄ Brg. Pier 4S	
	AA	BB	AA	BB	AA	BB	CC	DD	CC	DD	CC	DD	CC	DD
1	15'-7¼"	3'-8⅝"	53'-2⅛"	2'-0"	83'-1⅝"	11'-4¼"	64'-0⅜"	17'-1⅜"	1'-6½"	4'-3⅛"	18'-10¾"	5'-4"	63'-1¼"	16'-8¾"
2	15'-0⅜"	4'-9⅛"	51'-2½"	10'-3¼"	80'-0⅝"	19'-3⅜"	67'-3¾"	9'-3¼"	1'-7⅜"	4'-2⅞"	19'-10⅜"	3'-1⅜"	66'-4⅝"	8'-10¾"

GIRDER DIMENSIONS

Girder	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
1	300'-5⅞"	69'-3⅜"	83'-7"	81'-4¼"	66'-3¼"	69'-3⅜"	31'-4⅞"	52'-2⅛"	17'-1⅞"	64'-2⅜"	20'-5⅝"	45'-9⅝"	17'-3⅞"	14'-1⅛"	3'-2⅝"	10'-3"	13'-5⅞"	16'-6⅞"	3'-10¾"	12'-8½"	16'-6⅞"	16'-6⅝"
2	303'-2⅝"	66'-8⅝"	82'-5"	84'-4¼"	69'-8¾"	66'-8⅝"	30'-2⅞"	52'-2⅛"	17'-1⅞"	67'-5⅞"	21'-6⅜"	48'-2⅜"	16'-8⅛"	13'-6⅞"	3'-1¼"	10'-9⅝"	14'-2½"	17'-5⅛"	4'-1¼"	13'-3⅞"	17'-5½"	17'-5⅜"

LEGEND:

- Guided Expansion Bearing. See Sheets 25 thru 27
- ■ Fixed Bearing. See Sheet 17

NOTES:

1. Work this Sheet with Sheets 17 thru 20.
2. Dimensions in Girder Dimensions table are along the centerline of the girder in question, unless noted otherwise.
3. ℄ S. Abut. Brg., ℄ Pier 1, ℄ Splice 1, ℄ Pier 2, ℄ Splice 2, ℄ Pier 3, ℄ Splice 3 and ℄ Pier 4 are perpendicular to the ℄ Proposed Trail.
4. Bk. S. Abut. is parallel to ℄ S. Abut. Brg.
5. ℄ Pier 4S Brg. is parallel to ℄ Pier 4.

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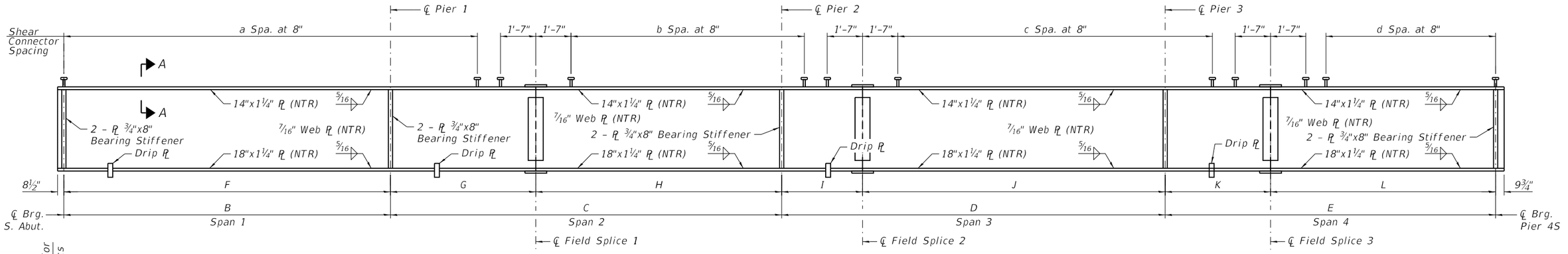
USER NAME = Personal	DESIGNED - ACL	REVISED -	
	DRAWN - ACL	REVISED -	
	CHECKED - RH	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

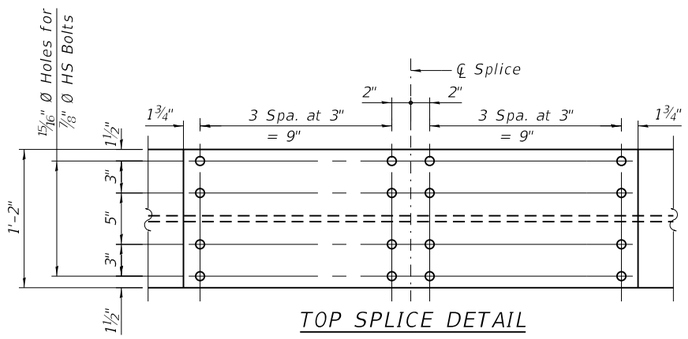
WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 FRAMING PLAN

SCALE: | SHEET 16 OF 51 SHEETS | STA. | TO STA.

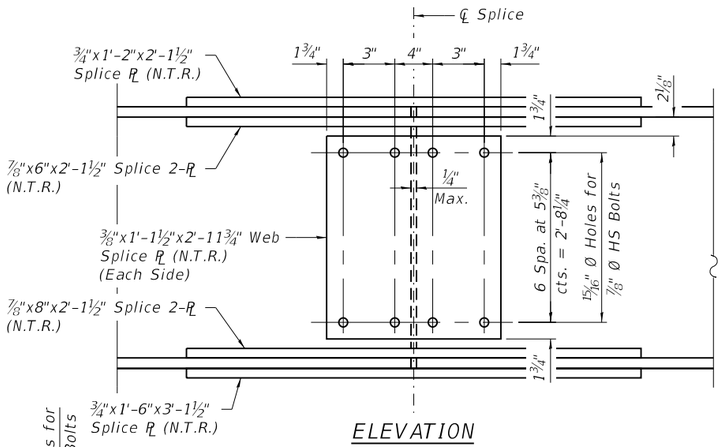
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	94
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



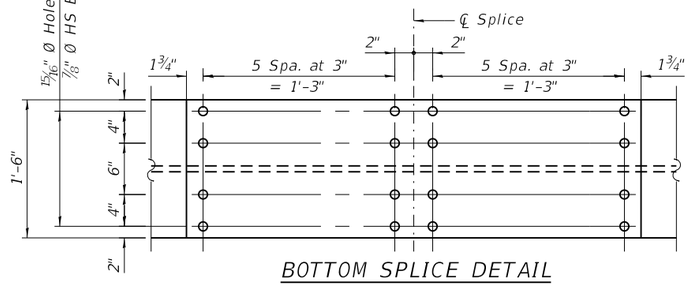
BEAM ELEVATION



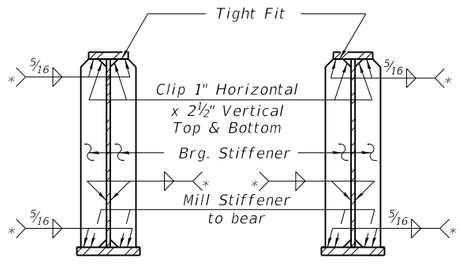
TOP SPLICE DETAIL



ELEVATION



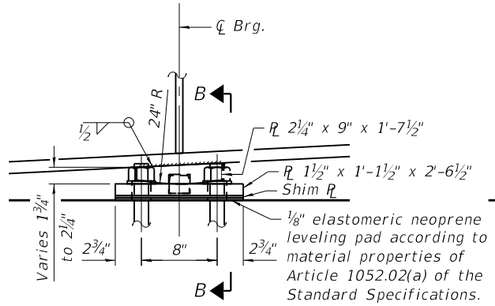
BOTTOM SPLICE DETAIL



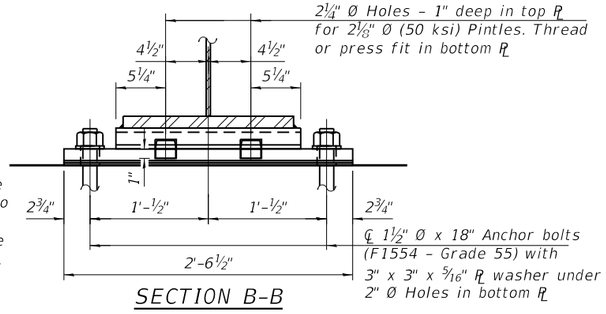
SECTION AT PIER

SECTION AT ABUTMENT

* Terminate ¼" (±⅛") from the end of plate intersects.



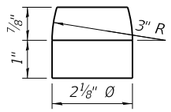
ELEVATION



SECTION B-B

FIXED BEARING AT PIER 2

(2 Required)



PINTLE

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.

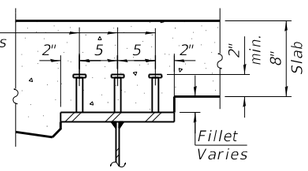
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

SHEAR STUD CONNECTOR SPACING TABLE

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

¾" Ø Granular or solid flux filled headed studs automatically end welded to flange. (No. Req'd.= 2,649)



SECTION A-A

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 "NTR" shall be conform to the Impact Testing, Zone 2.
3. All steel for the bearings, except for anchor bolts or as noted otherwise, shall conform to the requirements of AASHTO M270 Grade 36.
4. Two ⅛ 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.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000164320\3_CADD\01 Sheets\Structural\164320-SHT-HWU-STR-UNIT_1_SUPERSTRUCTURE_DETAILS_1

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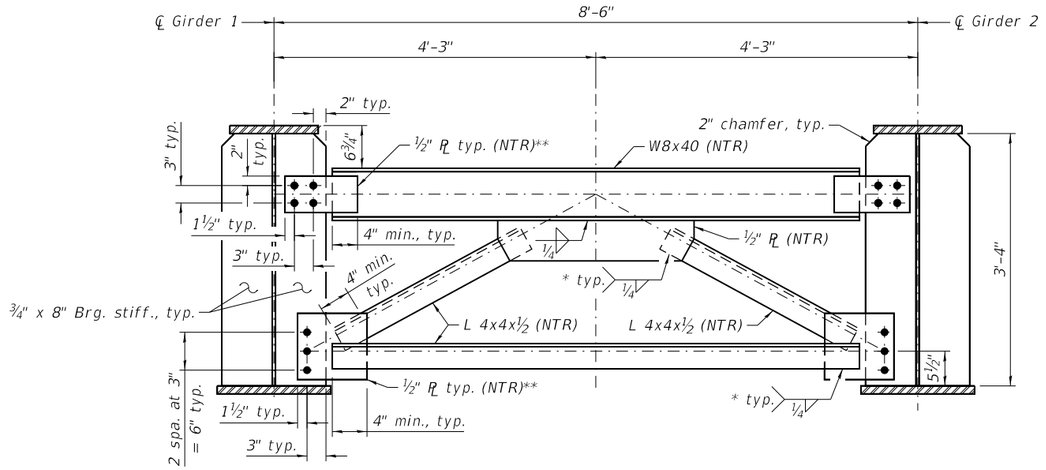
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

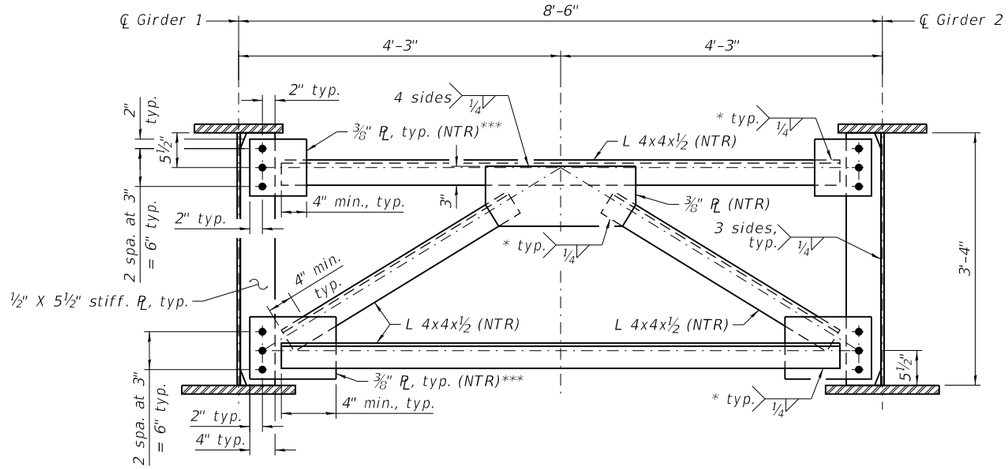
WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 SUPERSTRUCTURE DETAILS – 1

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

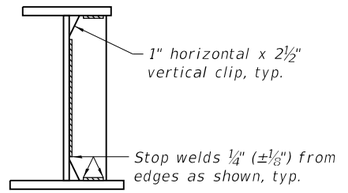
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	95
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



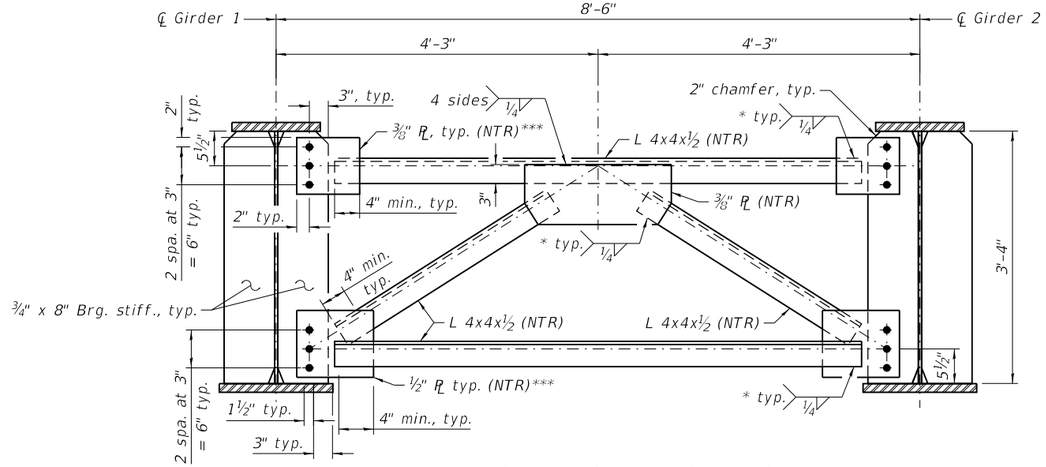
END DIAPHRAGM – "D1"



INTERMEDIATE DIAPHRAGM – "D2"



INTERMEDIATE DIAPHRAGM WELD LIMITS AND CLIP DETAILS



INTERIOR PIER DIAPHRAGM – "D3"

NOTES:

1. Work this Sheet with Sheets 16 and 17.
2. Load carrying components designated "NTR" shall be conform to the Impact Testing, 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, ⅞" ø bolts in 1 1/16" ø 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.

* 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

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000\16432\03_CADD\03_Sheets\Structural\16432-SHT-HWL-STR-UNIT 1_SUPERSTRUCTURE DETAILS 2

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 SUPERSTRUCTURE DETAILS – 2

SCALE: | SHEET 18 OF 51 SHEETS | STA. | TO STA.

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		

GIRDER MOMENT TABLE																
		0.4 Span 1		Pier 1		0.5 Span 2		Pier 2		0.5 Span 3		Pier 3		0.6 Span 4	
		Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2
I_s	(in^4)	19169	19169	19169	19169	19169	19169	19169	19169	19169	19169	19169	19169	19169	19169
$I_{c(n)}$	(in^4)	36356	36356	36356	36356	36356	36356	36356	36356	36356	36356	36356	36356	36356	36356
$I_{c(3n)}$	(in^4)	28064	28064	28064	28064	28064	28064	28064	28064	28064	28064	28064	28064	28064	28064
$I_{c(cr)}$	(in^4)	– –	– –	19169	19169	– –	– –	19169	19169	– –	– –	19169	19169	– –	– –
S_s	(in^3)	832	832	832	832	832	832	832	832	832	832	832	832	832	832
$S_{c(n)}$	(in^3)	2212	2212	2212	2212	2212	2212	2212	2212	2212	2212	2212	2212	2212	2212
$S_{c(3n)}$	(in^3)	5455	5455	5455	5455	5455	5455	5455	5455	5455	5455	5455	5455	5455	5455
$S_{c(cr)}$	(in^3)	– –	– –	832	832	– –	– –	832	832	– –	– –	832	832	– –	– –
DC1	(k/')	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
M_{DC1}	('k)	228.00	428.00	493.00	649.00	255.00	284.00	683.00	551.00	332.00	171.00	737.00	488.00	420.00	204.00
DC2	(k/')	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
M_{DC2}	('k)	13.00	20.00	27.00	32.00	13.00	15.00	34.00	28.00	17.00	9.00	36.00	27.00	20.00	12.00
DW	(k/')	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
M_{DW}	('k)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LLDF		0.40	0.56	0.46	0.60	0.49	0.53	0.89	0.51	0.53	0.35	0.61	0.41	0.57	0.36
M_{L+IM}	('k)	207.00	310.00	363.00	413.00	299.00	327.00	486.00	458.00	325.00	186.00	456.00	334.00	327.00	180.00
M_{Ped}	('k)	178.00	250.00	112.00	158.00	217.00	234.00	182.00	147.00	236.00	155.00	163.00	109.00	259.00	166.00
f_l (Strength I)	(ksi)	14.17	12.31	11.84	14.79	0.00	0.00	0.00	0.00	15.00	8.69	21.68	15.01	16.67	9.26
$M_u + \frac{1}{3} f_l S_{xc}$	('k)	663.50	1102.50	1285.25	1574.00	858.25	946.00	1746.75	1525.25	1005.00	550.50	1764.25	1228.25	1122.25	585.00
* $\emptyset_f M_n$	('k)	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
f_s DC1	(ksi)	3.29	6.17	7.11	9.36	3.68	4.10	9.85	7.95	4.79	2.47	10.63	7.04	6.06	2.94
f_s DC2	(ksi)	0.03	0.04	0.06	0.07	0.03	0.03	0.07	0.06	0.04	0.02	0.08	0.06	0.04	0.03
f_s DW	(ksi)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
$f_{s(L+IM)}$	(ksi)	1.12	1.68	5.24	5.96	1.62	1.77	7.01	6.61	1.76	1.01	6.58	4.82	1.77	0.98
$f_{s(Ped)}$		0.97	1.36	1.62	2.28	1.18	1.27	2.63	2.12	1.28	0.84	2.35	1.57	1.40	0.90
f_l (Service II)	(ksi)	14.17	12.31	11.84	14.79	0.00	0.00	0.00	0.00	15.00	8.69	21.68	15.01	16.67	9.26
$f_s + f_l/2$ (Service II)	(ksi)	13.12	16.32	22.00	27.54	7.35	8.09	22.45	19.36	16.28	9.24	33.16	22.91	18.57	10.04
$0.95R_hF_{yf}$	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50
$f_s + f_l/3$ (Total)(Strength I)	(ksi)	12.52	17.19	24.90	31.14	9.53	10.49	29.27	25.29	16.36	9.24	36.24	25.06	18.75	10.08
* $\emptyset_f F_n$	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
* V_f	(k)	76.25	213.35	76.25	213.35	173.10	213.35	178.85	213.35	184.60	213.35	190.35	213.35	196.10	213.35

NOTES:

1. Live load distribution for design was determined by a refined method of analysis. The live load distribution factor (LLDF) is in the form of a ratio of the girder live load demand obtained from the refined analysis, divided by the girder live load demand obtained from a single lane of live load acting on a single straight isolated girder.
2. AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges, December 2009, states that the fundamental frequency in a vertical mode of a pedestrian bridge without live load shall be greater than 3.0 hertz to avoid the first harmonic. The design of the superstructure was governed by this criteria.

* Strength Limit State for moments, stress and shears shown include a 1.05 load modifier related to redundancy classification of a 2 girder system bridge

GIRDER REACTION TABLE											
		S. Abut.		Pier 1		Pier 2		Pier 3		Pier 4	
		Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2
LLDF		0.53	0.48	0.52	0.51	0.51	0.58	0.51	0.53	0.50	0.56
OCF		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
R_{DC1}	(k)	33.20	20.20	83.80	83.10	78.10	89.70	83.30	85.70	18.50	33.70
R_{DC2}	(k)	1.50	1.10	4.40	4.10	4.00	4.40	4.00	4.50	1.10	1.50
R_{DW}	(k)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
R_{L}	(k)	14.20	12.80	14.90	14.50	14.60	16.40	14.40	15.00	12.60	14.20
R_{IM}	(k)	22.90	15.10	53.70	52.10	53.50	60.40	49.10	54.60	14.30	23.90
R_{Ped}	(k)	4.70	4.30	4.90	4.80	4.80	5.40	4.80	5.00	4.20	4.70
R_{Total}	(k)	76.50	53.50	161.70	158.60	155.00	176.30	155.60	164.80	50.70	78.00

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_{c(n)}$, $S_{c(n)}$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_{c(3n)}$, $S_{c(3n)}$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

$I_{c(cr)}$, $S_{c(cr)}$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

S_{xc}: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange ($in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored vehicular live load moment plus dynamic load allowance (impact) (kip-ft.).

M_{Ped}: Un-factored pedestrian live load moment (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM} + 1.75\ M_{Ped}$

f_l: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or Service II as applicable (kip-ft.).

$\emptyset_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_{c(3n)}$ or $M_{DC2} / S_{c(cr)}$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_{c(3n)}$ or $M_{DW} / S_{c(cr)}$ as applicable.

$f_{s(L+IM)}$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite vehicular live load plus impact loads as calculated below (ksi).
$M_{L+IM} / S_{c(n)}$ or $M_{L+IM} / S_{c(cr)}$ as applicable.

$f_{s(Ped)}$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite pedestrian live load plus impact loads as calculated below (ksi).
$M_{Ped} / S_{c(n)}$ or $M_{Ped} / S_{c(cr)}$ as applicable.

$f_s + f_l/2$ (Service II): Sum of stresses as computed below (ksi).
$f_s DC1 + f_s DC2 + f_s DW + 1.3\ f_{s(L+IM)} + 1.3\ f_{s(Ped)} + f_l/2$

$0.95R_hF_{yf}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

$f_s + f_l/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_s DC1 + f_s DC2) + 1.5\ f_s DW + 1.75\ f_{s(L+IM)} + 1.75\ f_{s(Ped)} + f_l/3$

$\emptyset_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_f: Maximum factored shear range in span computed according to Article 6.10.10.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000116432/03 - CADD/01 - Sheets/Structural/16432-SHT-HWL-STR-UNIT 3 SUPERSTRUCTURE DETAILS 3

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 SUPERSTRUCTURE DETAILS – 3

SCALE: | SHEET 19 OF 51 SHEETS | STA. | TO STA.

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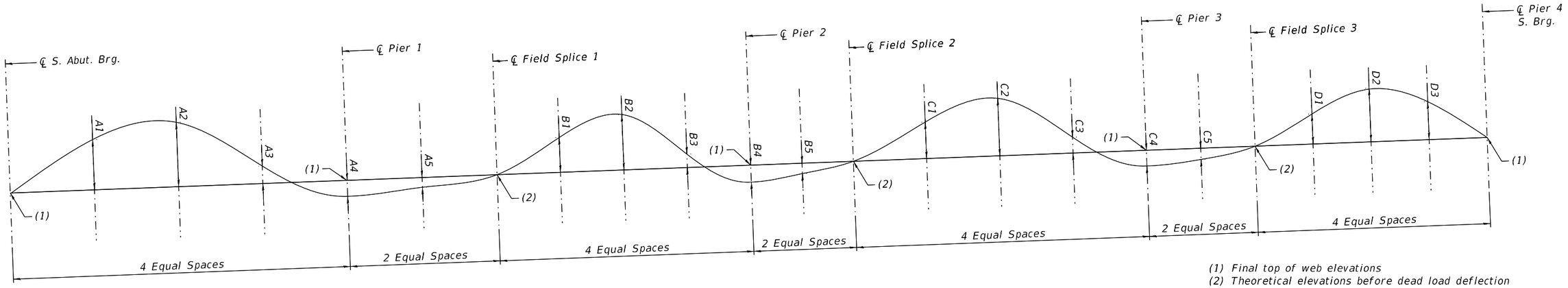
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



(1) Final top of web elevations
(2) Theoretical elevations before dead load deflection

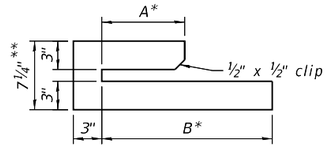
CAMBER DIAGRAM

CAMBER DIMENSIONS

Location	Girder 1	Girder 2
℄ S. Abut. Brg.	0"	0"
A1	5/8"	0"
A2	7/8"	0"
A3	5/8"	0"
A4	0"	0"
A5	0"	0"
℄ Field Splice 1	0"	0"
B1	5/8"	1/2"
B2	7/8"	3/4"
B3	5/8"	1/2"
B4	0"	0"
B5	0"	0"
℄ Field Splice 2	0"	0"
C1	3/4"	3/4"
C2	1"	1"
C3	3/4"	3/4"
C4	0"	0"
C5	0"	0"
℄ Field Splice 3	0"	0"
D1	1/2"	3/4"
D2	3/4"	1"
D3	1/2"	3/4"
℄ Pier 4 S. Brg.	0"	0"

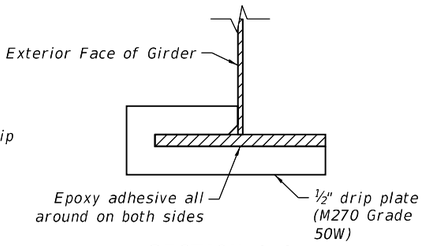
TOP OF WEB ELEVATIONS (FOR FABRICATION ONLY)

Location	Girder 1	Girder 2
℄ S. Abut. Brg.	715.29	715.29
℄ Pier 1	718.69	718.69
℄ Field Splice 1	720.20	720.20
℄ Pier 2	722.84	722.84
℄ Field Splice 2	723.65	723.67
℄ Pier 3	726.99	726.99
℄ Field Splice 3	728.21	728.24
℄ Pier 4 S. Brg.	730.39	730.39

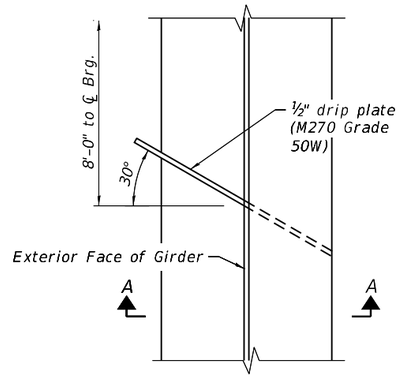


DRIP PLATE ELEVATION

* Adjust A and B to fit girder bottom flange
** Adjust dimensions as required for thickness tolerance and fit up



SECTION A-A



DRIP PLATE - PLAN

NOTES:

1. Work this Sheet with Sheets 21 and 23.
2. Drip plate shall be installed using a two component epoxy suitable for structrual steel under prolonged exposure.

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000\16432\03_CADD\01_Sheets\Structural\16432-SHT-HWL-STR-UNIT_1_SUPERSTRUCTURE_DETAILS_4

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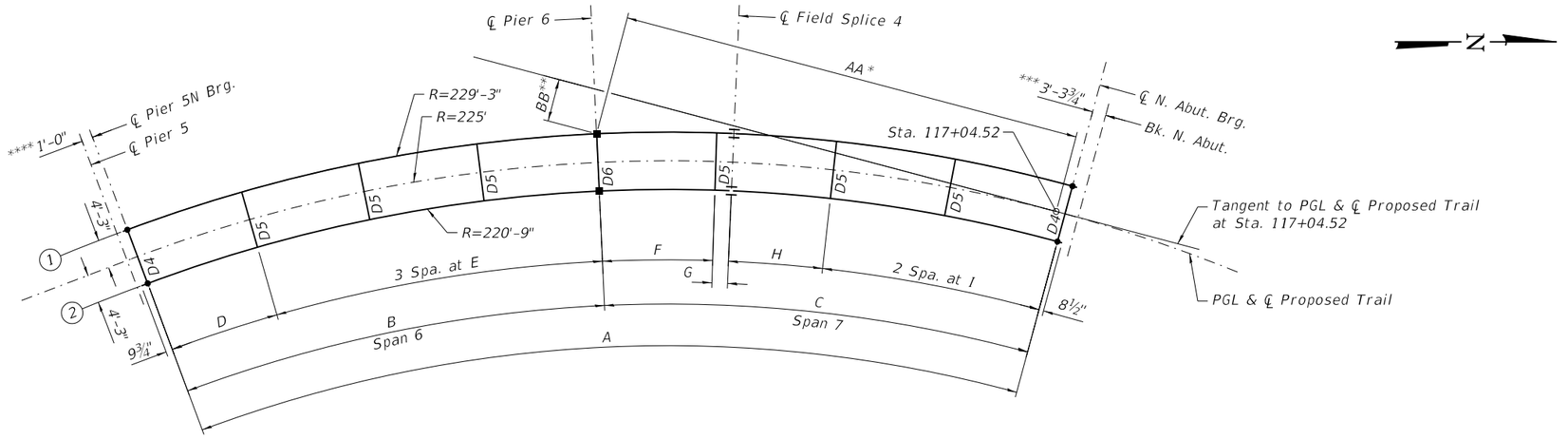
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
UNIT 1 SUPERSTRUCTURE DETAILS - 4

SCALE: | SHEET 20 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	98
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



FRAMING PLAN

(Spans 6 and 7)

* Dimension AA is parallel to Tangent to PGL & ℄ Proposed Trail at Sta. 117+04.52
** Dimension BB is perpendicular to Tangent to PGL & ℄ Proposed Trail at Sta. 117+04.52
*** Dimension perpendicular to ℄ N. Abut. Brg.
**** Dimension perpendicular to ℄ Pier 5

LAYOUT DIMENSIONS

Girder	℄ Pier 5N Brg.		℄ Pier 6		℄ Splice 4		℄ N. Abut. Brg.	
	AA	BB	AA	BB	AA	BB	AA	BB
1	132'-6 1/8"	37'-11 1/8"	68'-10 3/8"	6'-4"	49'-2 1/4"	1'-1"	1'-4 1/2"	4'-3"
2	127'-6 7/8"	44'-10 1/8"	66'-3 3/4"	14'-5 3/8"	47'-4 3/8"	9'-4 5/8"	1'-3 7/8"	4'-3"

GIRDER DIMENSIONS

Girder	A	B	C	D	E	F	G	H	I
1	142'-8"	71'-4 1/8"	71'-3 7/8"	17'-10 1/8"	17'-10"	17'-10"	2'-6 5/8"	15'-3 3/8"	17'-10"
2	137'-4"	68'-7 7/8"	68'-8 1/8"	17'-1 7/8"	17'-2"	17'-2"	2'-5 3/8"	14'-8 5/8"	17'-2"

LEGEND:

- Guided Expansion Bearing. See Sheets 25 thru 27
- ■ Fixed Bearing. See Sheet 22

NOTES:

1. Work this Sheet with Sheets 22 thru 24.
2. Dimensions in Girder Dimensions table are along the centerline of the girder in question, unless noted otherwise.
3. ℄ Pier 6, ℄ Field Splice 4 and ℄ N. Abut. Brg. are perpendicular to the ℄ Proposed Trail.
4. Bk. N. Abut. is parallel to ℄ N. Abut. Brg.
5. ℄ Pier 5N Brg. is parallel to ℄ Pier 5.

MODEL: Default
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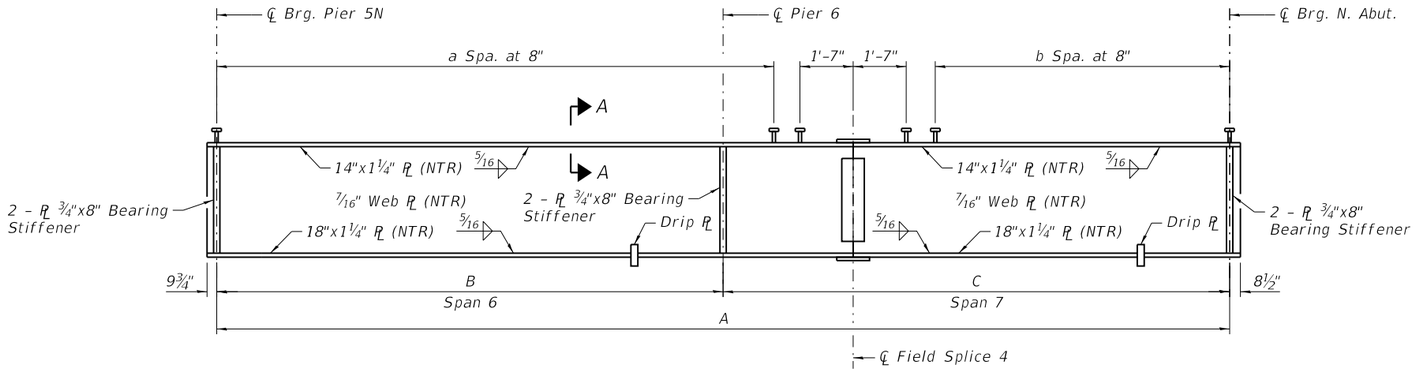
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

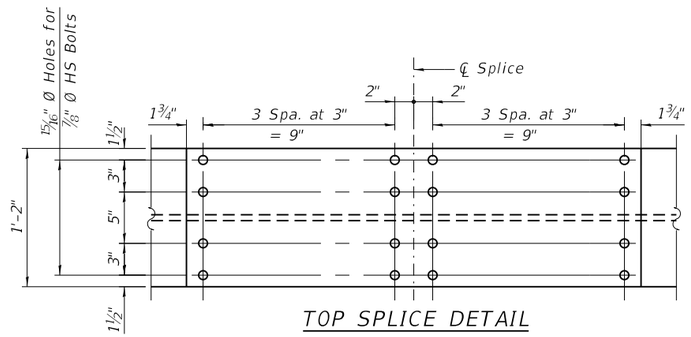
WEST BRANCH DUPAGE RIVER TRAIL
UNIT 3 FRAMING PLAN

SCALE: | SHEET 21 OF 51 SHEETS | STA. | TO STA.

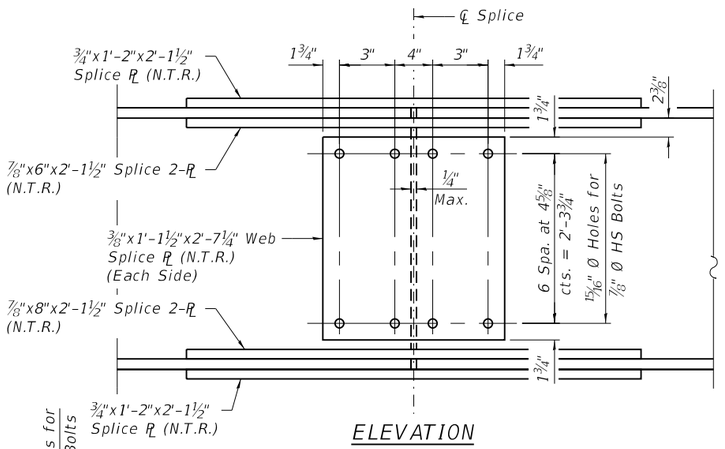
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	99
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



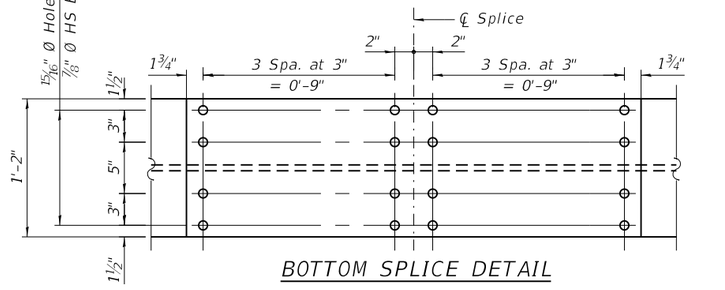
BEAM ELEVATION



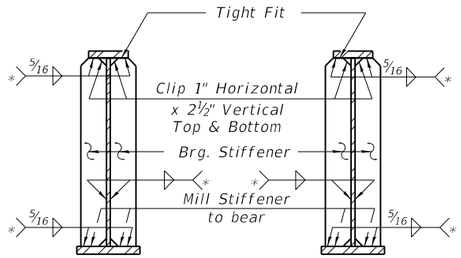
TOP SPLICE DETAIL



ELEVATION



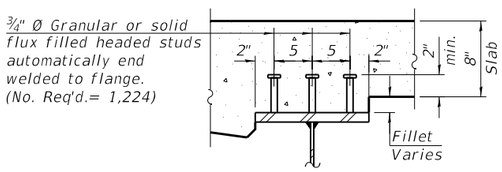
BOTTOM SPLICE DETAIL



SECTION AT PIER

SECTION AT ABUTMENT

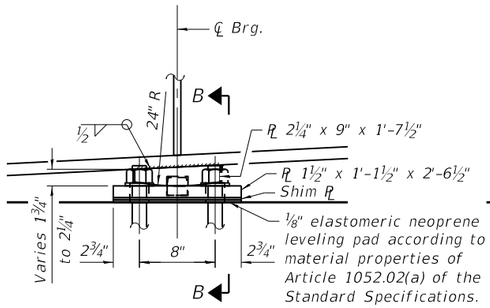
* Terminate ¼" (±⅛") from the end of plate intersects.



SECTION A-A

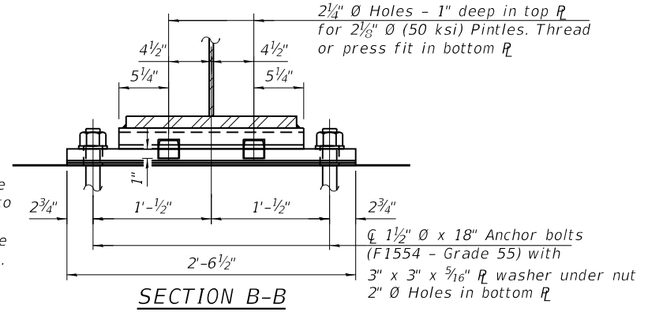
SHEAR STUD CONNECTOR SPACING TABLE

	Girder 1	Girder 2
a	134	129
b	70	67



ELEVATION

PINTLE



SECTION B-B

FIXED BEARING AT PIER 6

(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	1,224

NOTES:

1. Work this Sheet with Sheets 21 and 23.
2. Load carrying components designated "NTR" shall be conform to the Impact Testing, Zone 2.
3. All steel for the bearings, except for anchor bolts or as noted otherwise, shall conform to the requirements of AASHTO M270 Grade 36.
4. Two ⅛ 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.

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000316432\03 CADD\01 Sheets\Structural\16432-SHT-HWL-STR-UNIT 3 SUPERSTRUCTURE DETAILS 1

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225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

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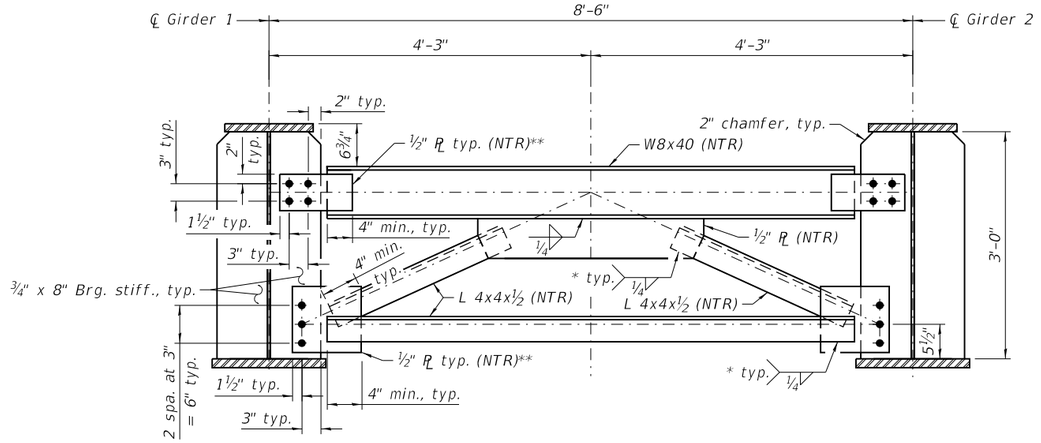
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

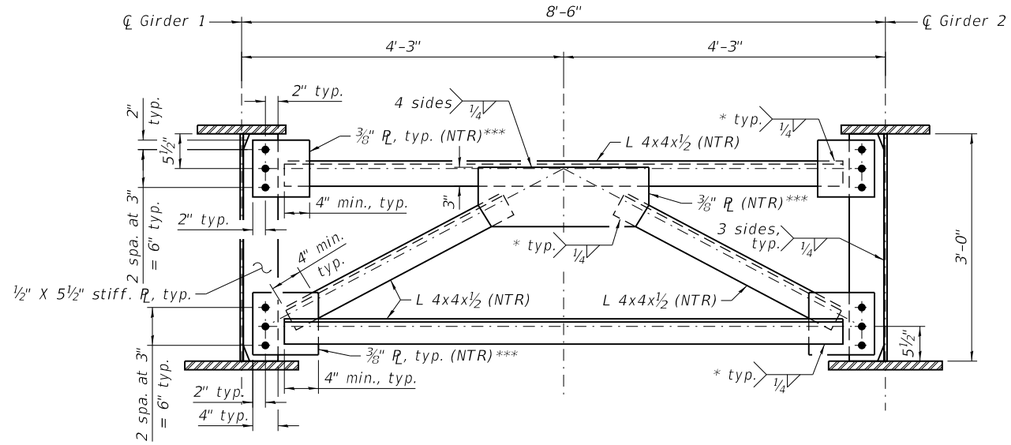
WEST BRANCH DUPAGE RIVER TRAIL
UNIT 3 SUPERSTRUCTURE DETAILS - 1

SCALE: | SHEET 22 OF 51 SHEETS | STA. | TO STA.

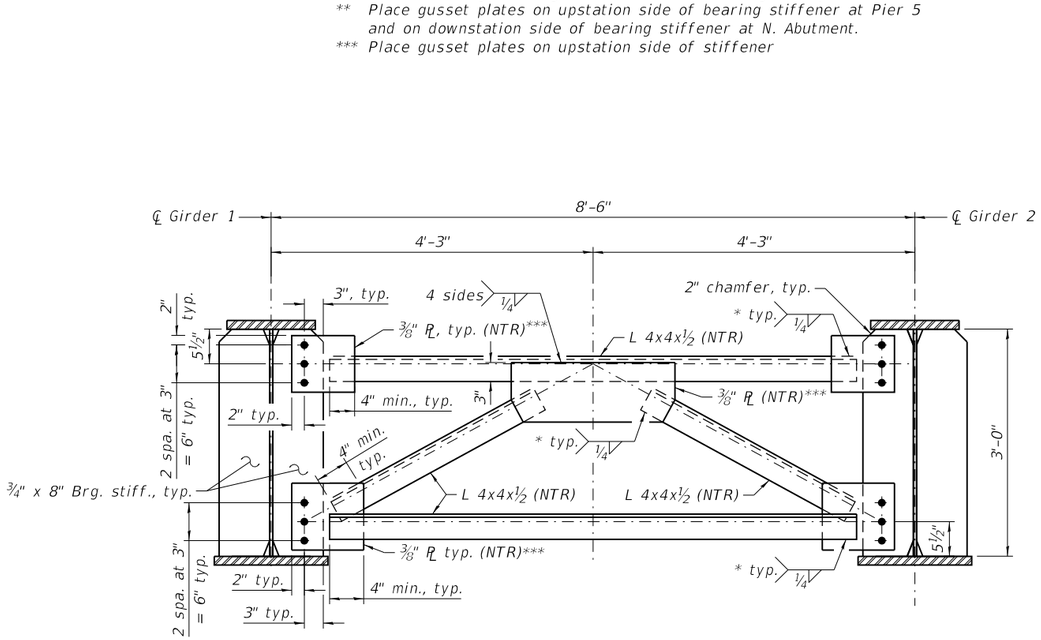
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	100
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



END DIAPHRAGM – "D1"

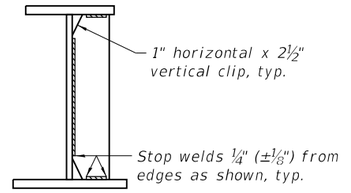


INTERMEDIATE DIAPHRAGM – "D2"



INTERIOR PIER DIAPHRAGM – "D3"

* 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 "NTR" shall be conform to the Impact Testing, 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, ⅞" ø bolts in 1 1/16" ø 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.

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FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000161432\03_CADD\03_Sheets\Structural\161432-SHT-HWL-STR-UNIT_3_SUPERSTRUCTURE DETAILS 2

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WEST BRANCH DUPAGE RIVER TRAIL
UNIT 3 SUPERSTRUCTURE DETAILS – 2
SCALE: | SHEET 23 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	101
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

GIRDER MOMENT TABLE							
		0.4 Span 6		Pier 6		0.6 Span 7	
		Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2
I_s	(in^4)	15426	15426	15426	15426	15426	15426
$I_{c(n)}$	(in^4)	33653	33653	33653	33653	33653	33653
$I_{c(3n)}$	(in^4)	25354	25354	25354	25354	25354	25354
$I_{c(cr)}$	(in^4)	– –	– –	15426	15426	– –	– –
S_s	(in^3)	877	877	737	737	877	877
$S_{c(n)}$	(in^3)	946	946	2167	2167	946	946
$S_{c(3n)}$	(in^3)	1020	1020	6098	6098	1020	1020
$S_{c(cr)}$	(in^3)	– –	– –	737	737	– –	– –
DC1	(k/')	1.01	1.01	1.01	1.01	1.01	1.01
M_{DC1}	('k)	227.00	387.00	508.00	776.00	227.00	387.00
DC2	(k/')	0.05	0.05	0.05	0.05	0.05	0.05
M_{DC2}	('k)	13.00	20.00	30.00	39.00	13.00	19.00
DW	(k/')	0.00	0.00	0.00	0.00	0.00	0.00
M_{DW}	('k)	0.00	0.00	0.00	0.00	0.00	0.00
LLDF		0.49	0.65	0.46	0.60	0.49	0.65
M_{LL+IM}	('k)	204.00	288.00	337.00	425.00	204.00	288.00
M_{Ped}	('k)	183.00	244.00	131.00	196.00	183.00	245.00
f_l (Strength I)	(ksi)	10.34	15.23	15.78	22.27	10.34	15.23
$M_u + \frac{1}{3} f_l S_{xc}$	('k)	977.25	1439.75	1491.50	2105.50	977.25	1440.25
* $\emptyset_f M_n$	('k)	– –	– –	– –	– –	– –	– –
f_s DC1	(ksi)	3.10	5.29	8.27	12.63	3.10	5.29
f_s DC2	(ksi)	0.15	0.24	0.06	0.08	0.15	0.22
f_s DW	(ksi)	0.00	0.00	0.00	0.00	0.00	0.00
$f_s(LL+IM)$	(ksi)	2.59	3.65	5.48	6.92	2.59	3.65
$f_s(Ped)$		2.32	3.09	2.13	3.19	2.32	3.11
f_l (Service II)	(ksi)	10.34	15.23	15.78	22.27	10.34	15.23
$f_s + f_l/2$ (Service II)	(ksi)	14.81	21.91	26.12	36.98	14.81	21.92
$0.95R_hF_{yf}$	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50
$f_s + f_l/3$ (Total)(Strength I)	(ksi)	16.11	23.79	29.00	40.99	16.11	23.80
* $\emptyset_f F_n$	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00
* V_f	(k)	76.25	190.35	76.25	196.10	173.10	201.85

GIRDER REACTION TABLE							
		Pier 5S		Pier 6		N. Abut.	
		Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2
LLDF		0.64	0.59	0.62	0.61	0.66	0.58
OCF		– –	– –	– –	– –	– –	– –
R_{DC1}	(k)	30.30	19.20	88.70	82.10	30.30	19.20
R_{DC2}	(k)	1.60	1.10	4.60	4.40	1.60	1.10
R_{DW}	(k)	0.00	0.00	0.00	0.00	0.00	0.00
R_{LL}	(k)	14.10	13.00	14.70	14.60	13.70	12.10
R_{Ped}	(k)	21.10	14.90	52.30	50.50	19.60	13.40
R_{IM}	(k)	4.70	4.30	4.90	4.80	4.60	4.00
R_{Total}	(k)	71.80	52.50	165.20	156.40	69.80	49.80

* *Strength Limit State for moments, stress and shears shown include a 1.05 load modifier related to redundancy classification of a 2 girder system bridge*

I_s, S_s: *Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).*

$I_{c(n)}$, $S_{c(n)}$: *Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).*

$I_{c(3n)}$, $S_{c(3n)}$: *Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).*

$I_{c(cr)}$, $S_{c(cr)}$: *Composite moment of $_s$inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).*

S_{xc}: *Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange ($in.^3$).*

DC1: *Un-factored non-composite dead load (kips/ft.).*

M_{DC1}: *Un-factored moment due to non-composite dead load (kip-ft.).*

DC2: *Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).*

M_{DC2}: *Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).*

DW: *Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).*

M_{DW}: *Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).*

M_{LL+IM}: *Un-factored vehicular live load moment plus dynamic load allowance (impact) (kip-ft.).*

M_{Ped}: *Un-factored pedestrian live load moment (kip-ft.).*

M_u (Strength I): *Factored design moment (kip-ft.).*
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{LL+IM} + 1.75\ M_{Ped}$

f_l: *Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or Service II as applicable (kip-ft.).*

$\emptyset_f M_n$: *Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).*

f_s DC1: *Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).*
M_{DC1} / S_{nc}

f_s DC2: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).*
$M_{DC2} / S_{c(3n)}$ or $M_{DC2} / S_{c(cr)}$ *as applicable.*

f_s DW: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).*
$M_{DW} / S_{c(3n)}$ or $M_{DW} / S_{c(cr)}$ *as applicable.*

$f_s(LL+IM)$: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite vehicular live load plus impact loads as calculated below (ksi).*
$M_{LL+IM} / S_{c(n)}$ or $M_{LL+IM} / S_{c(cr)}$ *as applicable.*

$f_s(Ped)$: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite pedestrian live load plus impact loads as calculated below (ksi).*
$M_{Ped} / S_{c(n)}$ or $M_{Ped} / S_{c(cr)}$ *as applicable.*

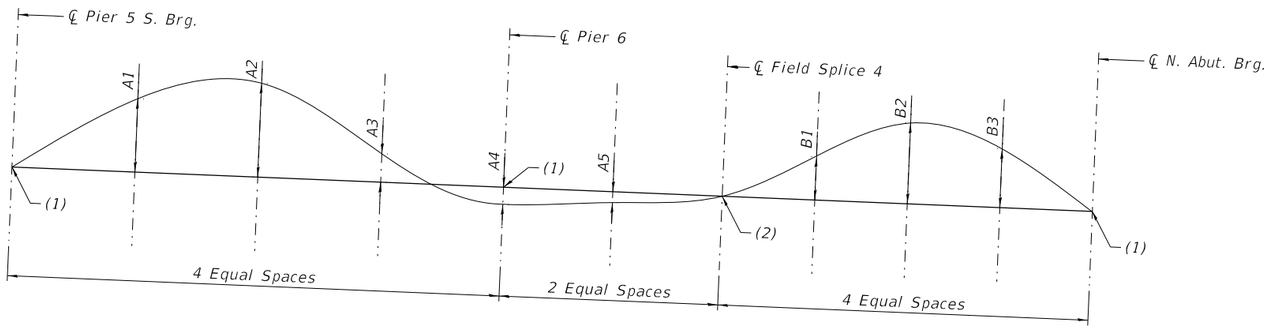
$f_s + f_l/2$ (Service II): *Sum of stresses as computed below (ksi).*
$f_s DC1 + f_s DC2 + f_s DW + 1.3\ f_s(LL+IM) + 1.3\ f_s(Ped) + f_l/2$

$0.95R_hF_{yf}$: *Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).*

$f_s + f_l/3$ (Total)(Strength I): *Sum of stresses as computed below on non-compact section (ksi).*
$1.25\ (f_s DC1 + f_s DC2) + 1.5\ f_s DW + 1.75\ f_s(LL+IM) + 1.75\ f_s(Ped) + f_l/3$

$\emptyset_f F_n$: *Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).*

V_f: *Maximum factored shear range in span computed according to Article 6.10.10.*



CAMBER DIAGRAM

(1) *Final top of web elevations*
(2) *Theoretical elevations before dead load deflection*

CAMBER DIMENSIONS

Location	Girder 1	Girder 2
℄ Pier 5 S. Brg.	0"	0"
A1	3/4"	0"
A2	1"	0"
A3	3/4"	0"
A4	0"	0"
A5	0"	0"
℄ Field Splice 4	0"	0"
B1	3/4"	5/8"
B2	1"	7/8"
B3	3/4"	5/8"
℄ N. Abut. Brg.	0"	0"

TOP OF WEB ELEVATIONS (FOR FABRICATION ONLY)

Location	Girder 1	Girder 2
℄ Pier 5 S. Brg.	730.39	730.39
℄ Pier 6	726.89	726.89
℄ Field Splice 4	725.87	725.85
℄ N. Abut. Brg.	723.39	723.39

NOTES:

1. *Live load distribution for design was determined by a refined method of analysis. The live load distribution factor (LLDF) is in the form of a ratio of the girder live load demand obtained from the refined analysis, divided by the girder live load demand obtained from a single lane of live load acting on a single straight isolated girder.*

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STATE OF ILLINOIS
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WEST BRANCH DUPAGE RIVER TRAIL
UNIT 3 SUPERSTRUCTURE DETAILS – 3

SCALE: | SHEET 24 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	102
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

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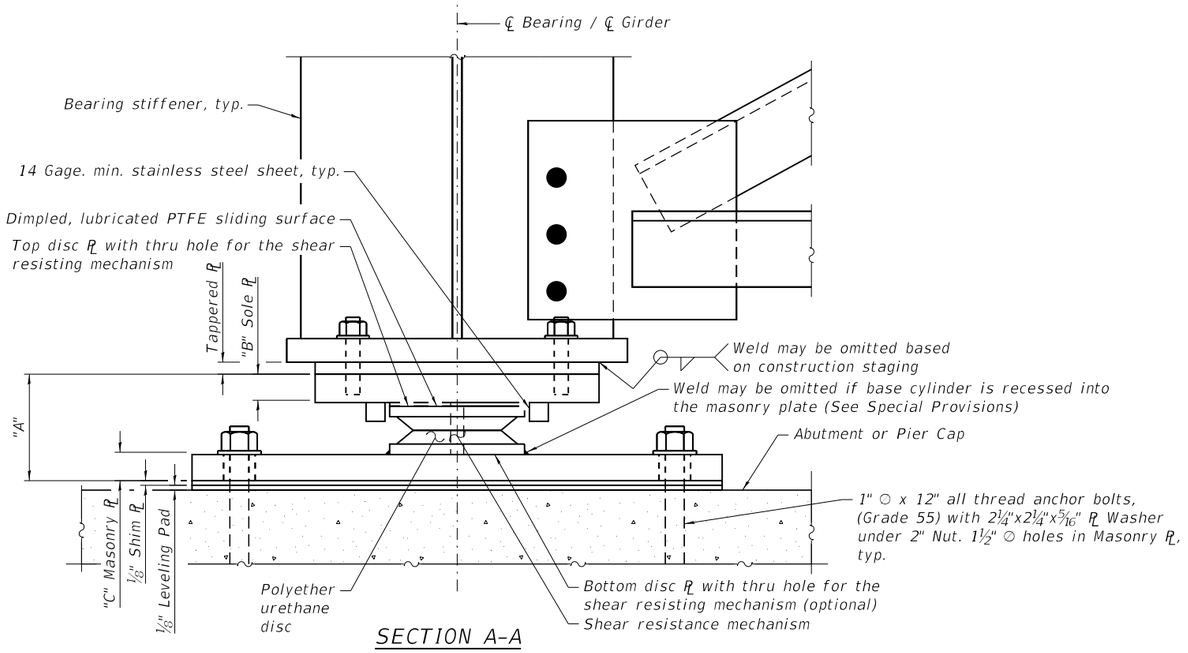
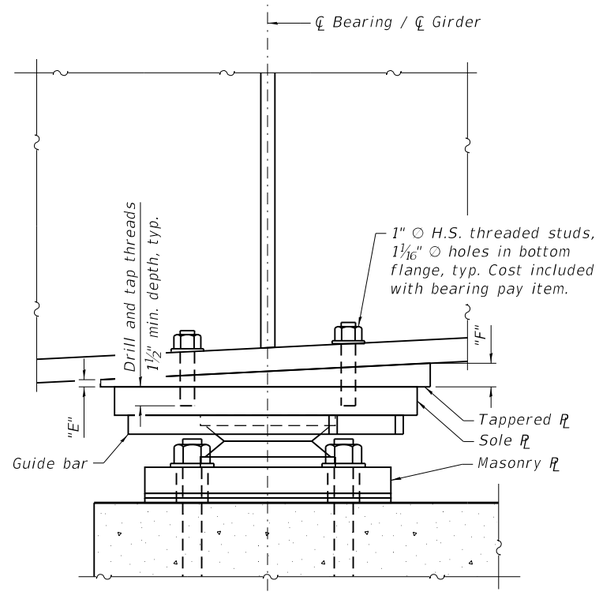
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643203_CADD/01 Sheets/Structural/16432-SHT-HWL-STR-UNIT 3 SUPERSTRUCTURE DETAILS 3



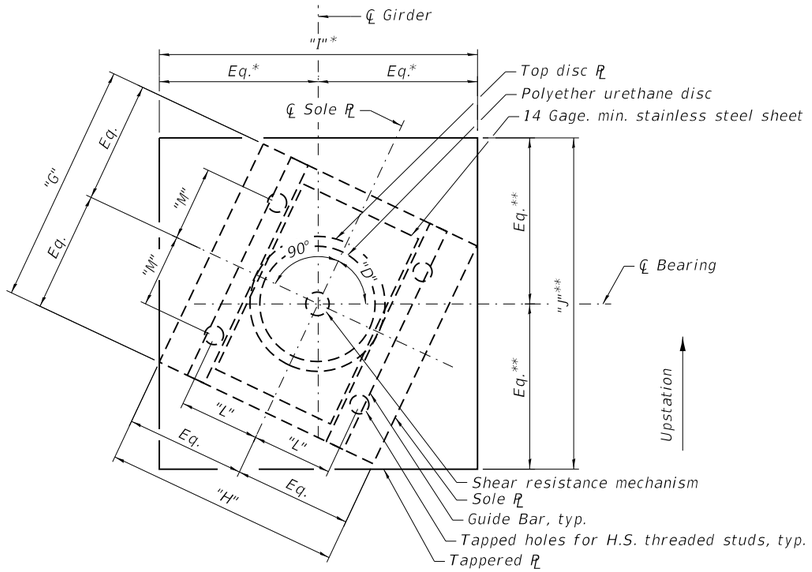
SECTION A–A



SECTION B–B

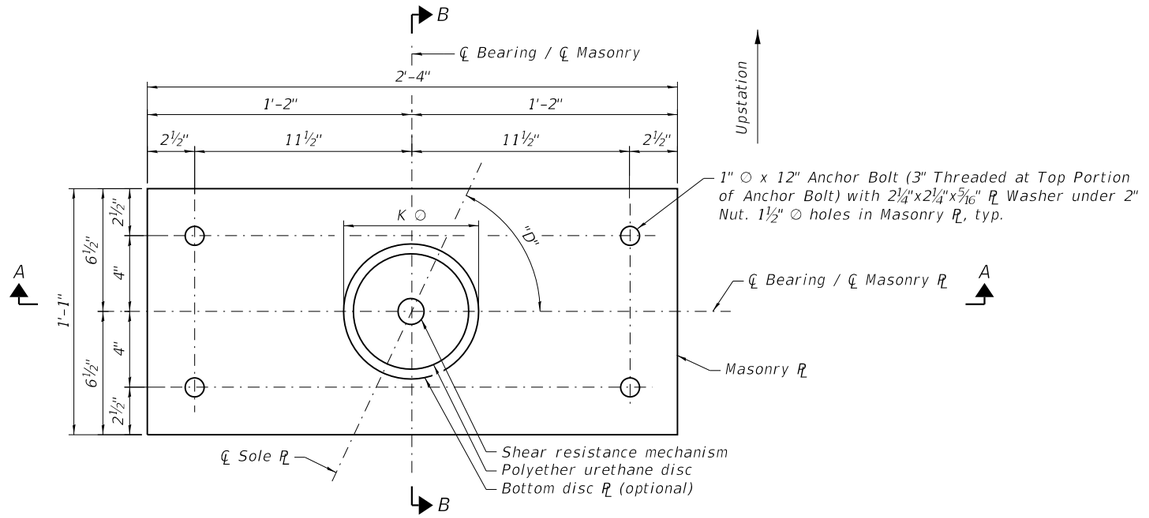
NOTES:

1. Work this Sheet with Sheet 16, 21 and 27.
2. Two ½ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates are not included in total bearing height. One shim is included in calculating the bearing seat elevations in this plan set. Cost included with bearing pay item.
3. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.
4. ⅛" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with the bearing pay item.
5. As an exclusion from IDOT GBSP #13, High Load Multi-Rotational Bearings shall be disc type. Pot Bearings are not allowed. Bearing Assemblies shown are schematic.
6. After final bearing placement, fill annular space between masonry plate and anchor bolts with epoxy grout with a minimum compressive strength of 8 ksi.



SOLE PLATE AND TOP DISC PLAN

* Dimensions are perpendicular to the ℄ Girder at ℄ Bearing
** Dimensions are parallel to the ℄ Girder at ℄ Bearing



MASONRY PLATE AND BOTTOM DISC PLAN

BEARING DETAILS FOR S. ABUT, PIER 1, PIER 4, PIER 5 & N. ABUT

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-91\Documents\Projects\0000316432\03_CADD\03_Sheets\Structural\16432-SHT-HWL-STR-BEARING DETAILS_1

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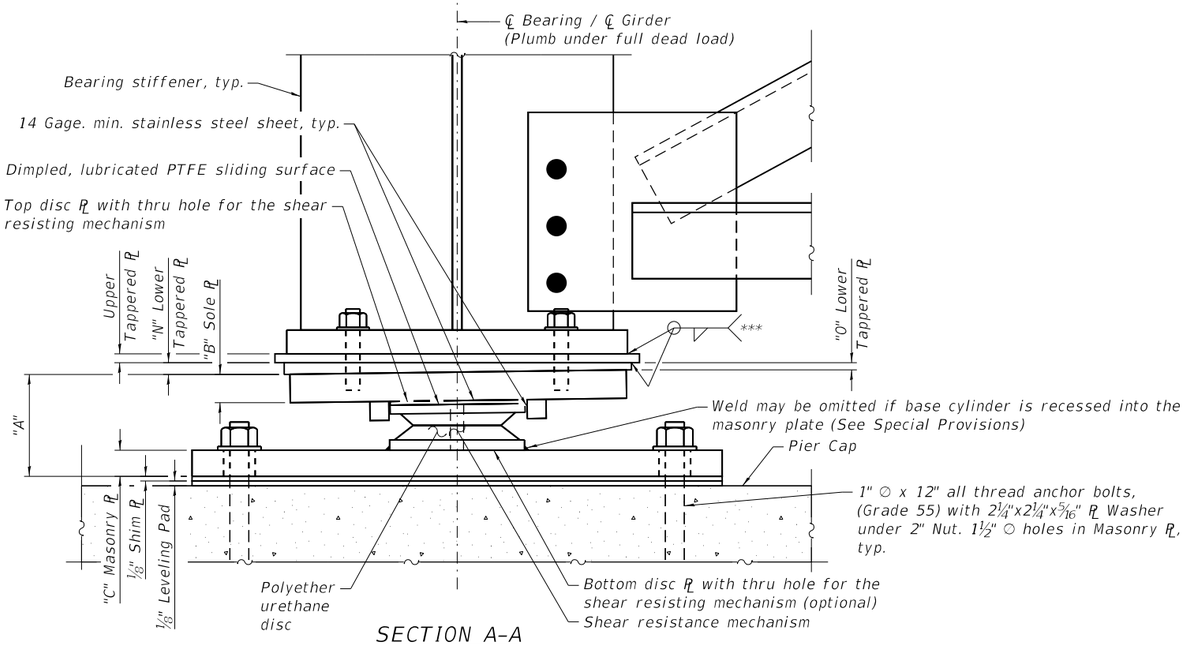
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

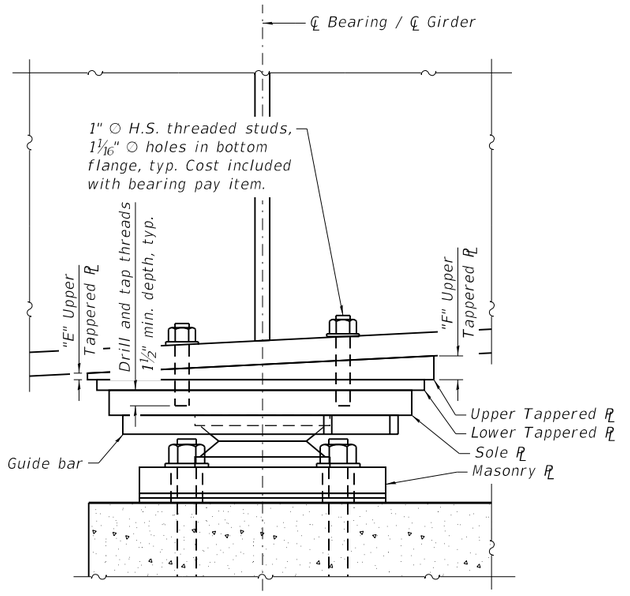
WEST BRANCH DUPAGE RIVER TRAIL
BEARING DETAILS – 1

SCALE: | SHEET 25 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	103
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



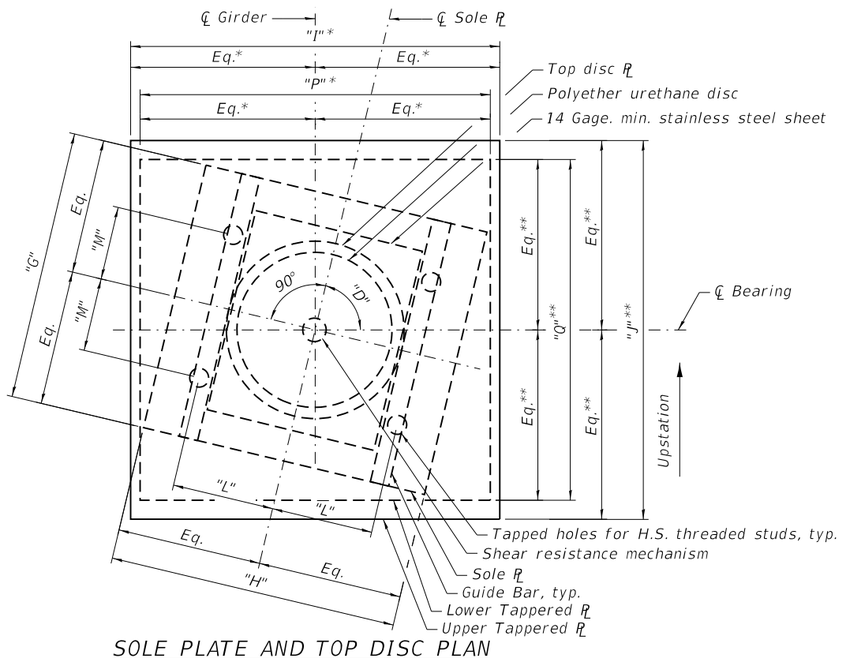
SECTION A–A



SECTION B–B

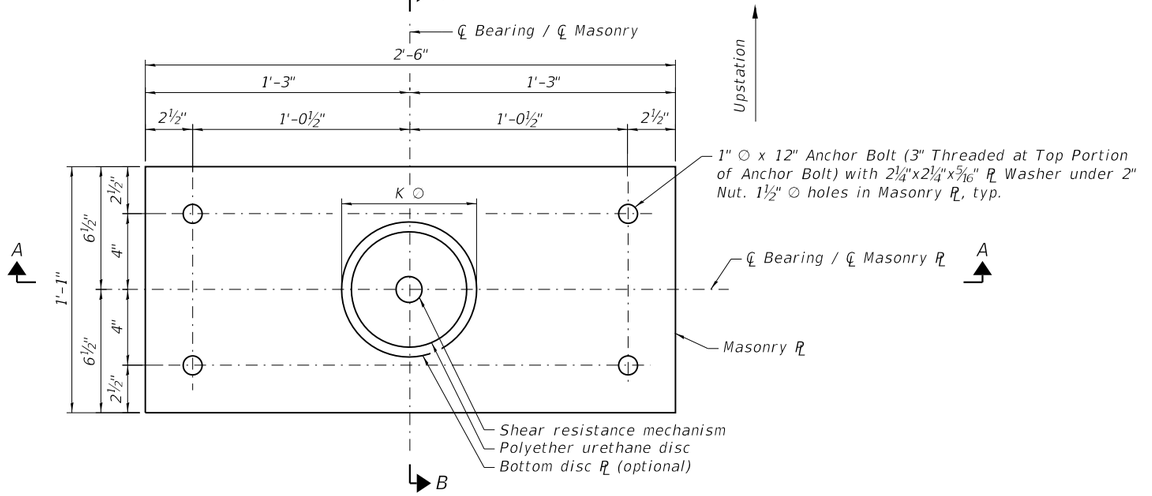
NOTES:

1. Work this Sheet with Sheet 16 and 27.
2. Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates are not included in total bearing height. One shim is included in calculating the bearing seat elevations in this plan set. Cost included with bearing pay item.
3. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.
4. ⅛" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with the bearing pay item.
5. As an exclusion from IDOT GBSP #13, High Load Multi-Rotational Bearings shall be disc type. Pot Bearings are not allowed. Bearing Assemblies shown are schematic.
6. After final bearing placement, fill annular space between masonry plate and anchor bolts with epoxy grout with a minimum compressive strength of 8 ksi.



SOLE PLATE AND TOP DISC PLAN

* Dimensions are perpendicular to the ℄ Girder at ℄ Bearing
** Dimensions are parallel to the ℄ Girder at ℄ Bearing
*** Weld may be omitted based on construction staging



MASONRY PLATE AND BOTTOM DISC PLAN

BEARING DETAILS FOR PIER 3

BEARING DIMENSION TABLE

Pier Location	Capacity	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	"N"	"O"	"P"	"Q"
S. Abut.	100k	6"	1¾"	1½"	73°03'12"	⅜"	1⅛"	11⅝"	1'-0½"	1'-5"	1'-3"	7⅛"	4¼"	3½"	- -	- -	- -	- -
Pier 1	200k	7¼"	1¾"	2¼"	83°36'25"	⅜"	1¼"	1'-2¼"	1'-3¼"	1'-5"	1'-5½"	9⅜"	5½"	4½"	- -	- -	- -	- -
Pier 3	200k	7¼"	1¾"	2¼"	76°36'21"	⅜"	1⅜"	1'-2¼"	1'-3¼"	1'-7½"	1'-8"	9⅜"	5½"	4½"	¼"	⅝"	1'-6½"	1'-6"
S. Pier 4	100k	6"	1¾"	1½"	64°31'53"	⅜"	1¼"	11⅝"	1'-0½"	1'-5"	1'-5½"	7⅛"	4¼"	3½"	- -	- -	- -	- -
N. Pier 5	100k	6"	1¾"	1½"	81°22'17"	⅜"	1⅛"	11⅝"	1'-0½"	1'-5"	1'-3"	7⅛"	4¼"	3½"	- -	- -	- -	- -
N. Abut.	100k	6"	1¾"	1½"	97°44'02"	⅜"	1⅛"	11⅝"	1'-0½"	1'-5"	1'-3"	7⅛"	4¼"	3½"	- -	- -	- -	- -

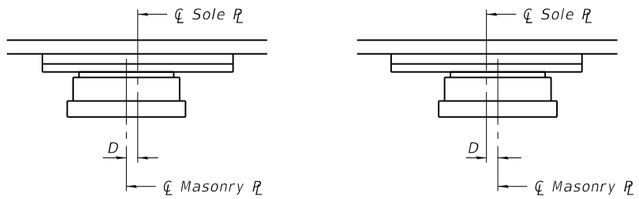
BEARING DESIGN DATA

Bearing	S. Abut.		Pier 1		Pier 3		Pier 4		Pier 5		N. Abut.	
	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2	Girder 1	Girder 2
Unfactored Vertical Dead Load Reaction (R_{DC})	34.00	21.00	89.00	88.00	88.00	91.00	19.00	35.00	32.00	21.00	32.00	21.00
Unfactored Vertical Wearing Surface Reaction (R_{DW})	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	34.00	21.00	89.00	88.00	88.00	91.00	19.00	35.00	36.00	28.00	34.00	26.00
Maximum Strength or Extreme Event Lateral Reaction (H_u)	8.00	6.00	16.00	9.00	13.00	25.00	4.00	9.00	1.00	1.00	1.00	1.00
Maximum Strength Limit State Longitudinal Rotation (θ_u according to Article 14.4.2.2)	0.011	0.006	0.005	0.005	0.008	0.009	0.014	0.008	0.010	0.008	0.009	0.008
Maximum Strength Limit State Transverse Rotation (θ_u according to Article 14.4.2.2)	0.005	0.005	0.030	0.030	0.019	0.019	0.021	0.019	0.002	0.001	0.005	0.004
Service I Factored Lateral Reaction	7.00	6.00	14.00	11.00	14.00	20.00	4.00	7.00	1.00	1.00	1.00	1.00
Service I Longitudinal Rotation	0.008	0.004	0.003	0.003	0.012	0.013	0.010	0.004	0.007	0.005	0.006	0.004
Service I Transverse Rotation	0.003	0.003	0.021	0.020	0.010	0.011	0.014	0.012	0.001	0.001	0.003	0.002
Strength I Factored Longitudinal Movement	0.82	0.82	0.45	0.45	0.45	0.45	0.82	0.82	0.38	0.38	0.38	0.38
Service I Factored Vertical Reaction	68.00	42.00	178.00	176.00	176.00	182.00	38.00	70.00	68.00	49.00	66.00	47.00
Strength I Factored Vertical Reaction	102.00	63.00	267.00	264.00	264.00	273.00	57.00	105.00	103.00	75.25	99.50	71.75

Service I Load Factors = 1.00 DC + 1.00 DW + 1.00LL
Strength I Load Factors = 1.25 DC + 1.50 DW + 1.75LL + 1.20 TU
Extreme Event Factors = 1.00 EQ

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Disc, Guided Expansion - 100k	Each	8
High Load Multi-Rotational Bearings, Disc, Guided Expansion - 200k	Each	2
Anchor Bolts, 1"	Each	24



BELOW 50°F.
(Move masonry ℄ away from fixed bearing)

ABOVE 50°F.
(Move masonry ℄ toward fixed bearing)

SETTING ANCHOR BOLTS AT EXPANSION BEARING

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.
D is measured parallel to ℄ Sole ℄

NOTES:

1. Work this Sheet with Sheets 25 and 26.
2. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643203_Sheets/Structural/16432-SHT-HWL-STR-BEARING_DETAILS_3

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

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	DRAWN - ACL	REVISED -	
	CHECKED - RH	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

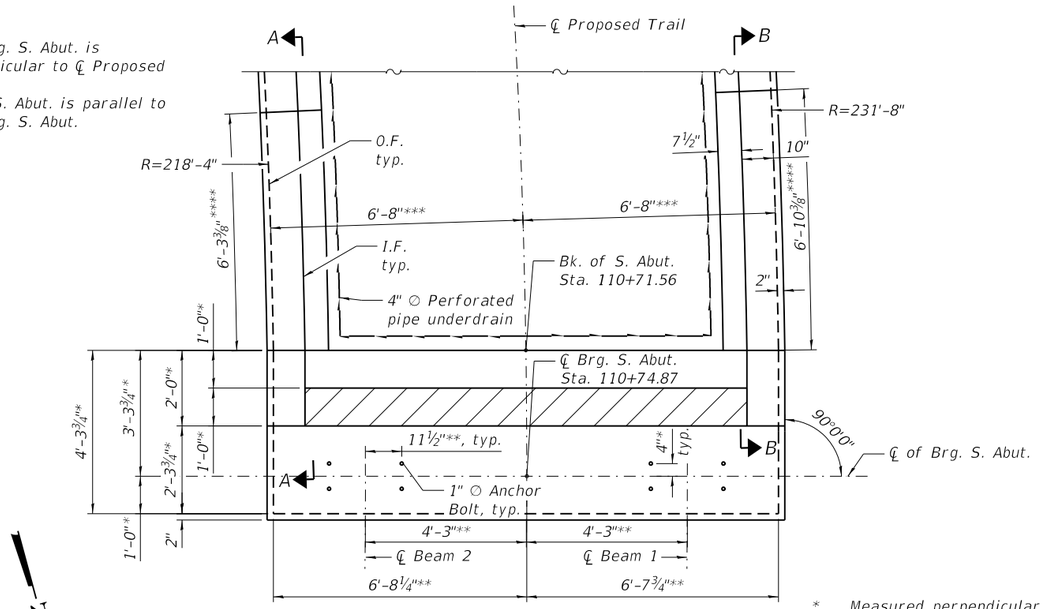
WEST BRANCH DUPAGE RIVER TRAIL
BEARING DETAILS - 3

SCALE: | SHEET 27 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	105
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

NOTES:

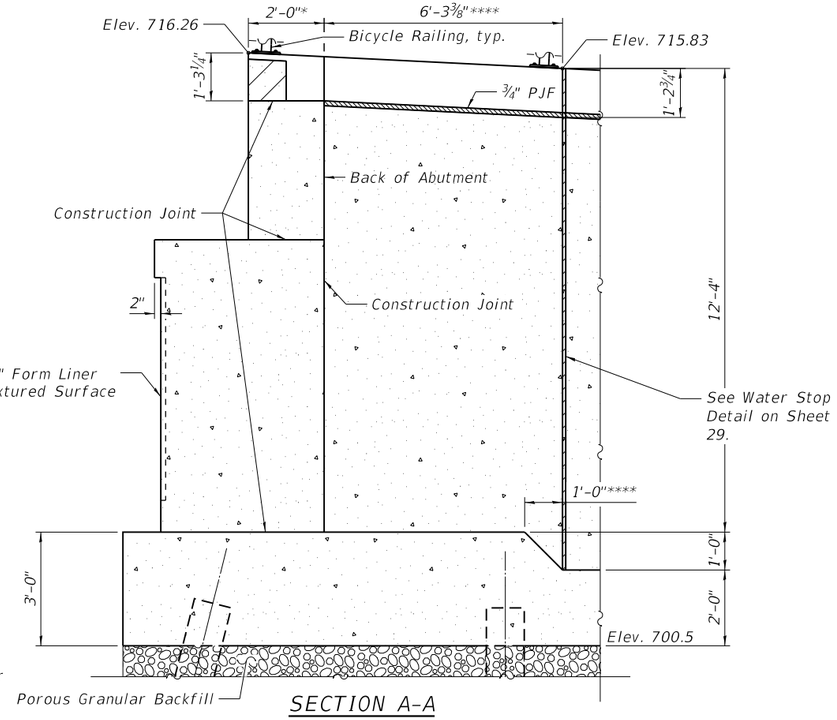
1. ℄ of Brg. S. Abut. is perpendicular to ℄ Proposed Trail.
2. Bk. of S. Abut. is parallel to ℄ of Brg. S. Abut.



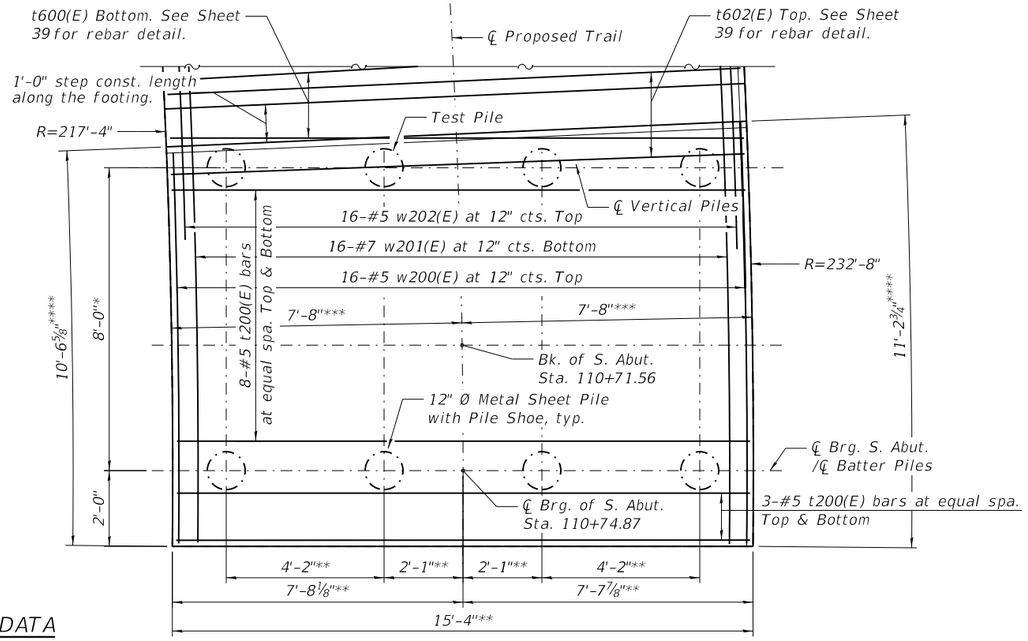
PLAN

(Form Liner Textured Surface and Bicycle Railing not shown for clarity)

* Measured perpendicular to ℄ Brg. S. Abut.
** Measured parallel to ℄ Brg. S. Abut.
*** Measured perpendicular to ℄ of Proposed Trail
**** Measured along the curved outside face of the wall or along the curved edge of the footing.



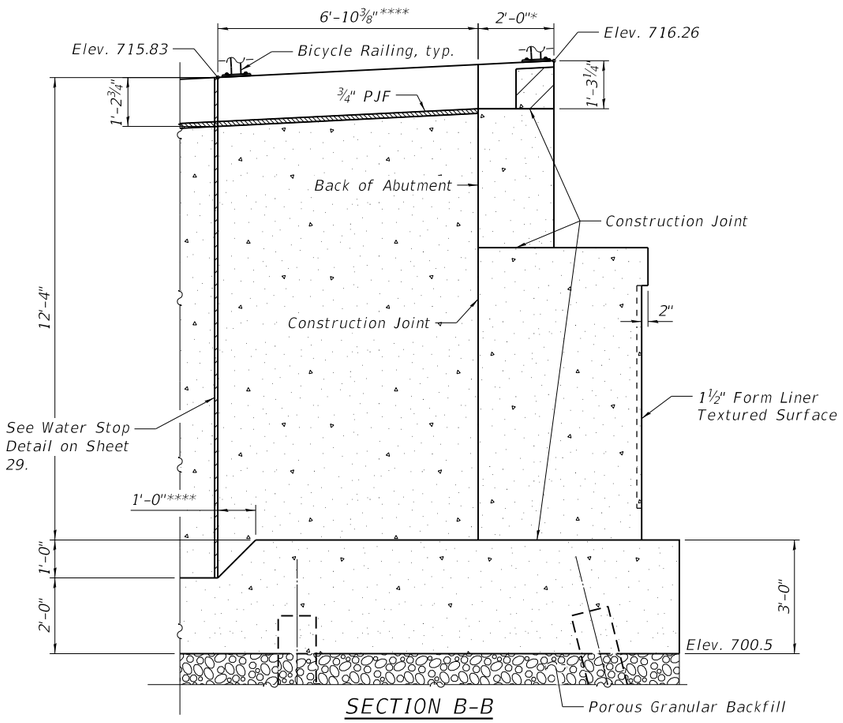
SECTION A-A



PILE CAP PLAN

PILE DATA

Type: Metal Shell Pile 12" x 0.250" with Pile Shoe
Nominal Required Bearing: 242k
Factored Resistance Available: 168k
Est. Length: 26 ft.
No. Production Piles: 7
No. Test Piles: 1



SECTION B-B

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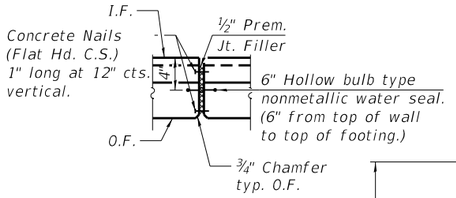
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SOUTH ABUTMENT DETAIL - 1

SCALE: | SHEET 28 OF 51 SHEETS | STA. | TO STA.

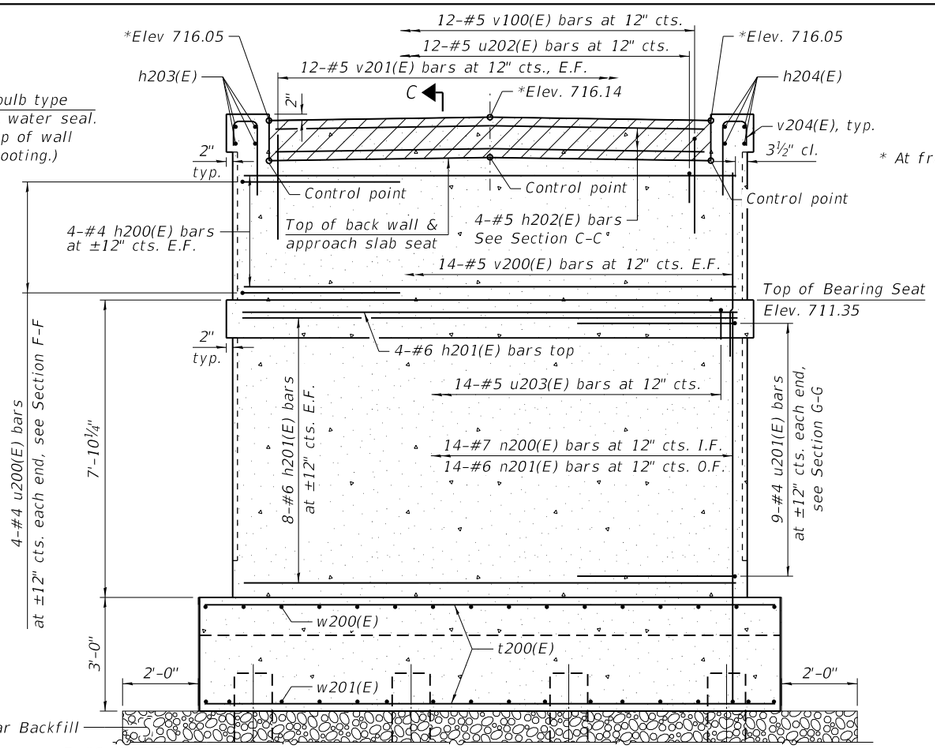
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	106
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



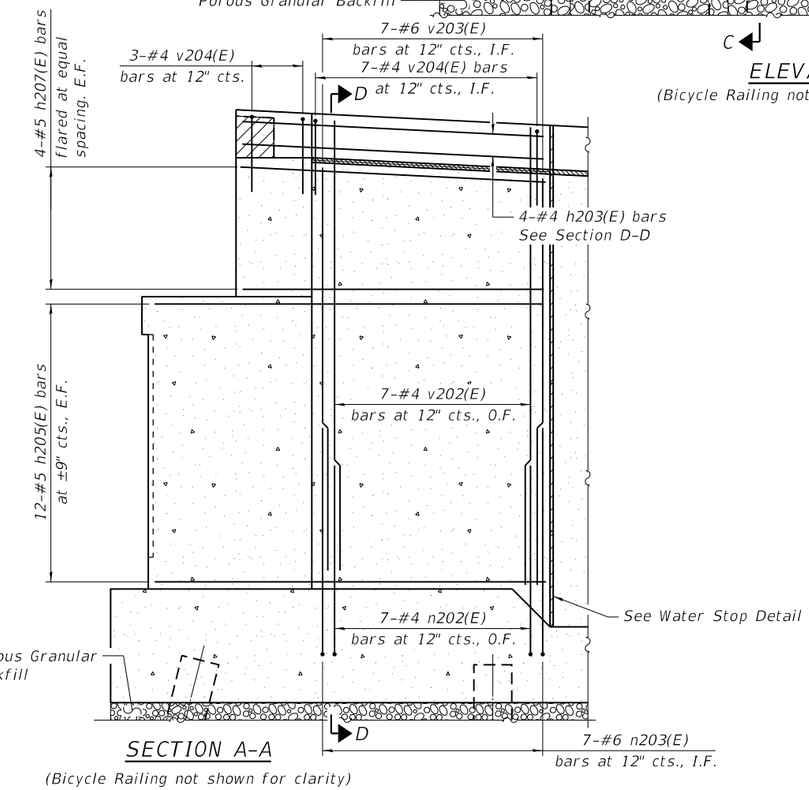
WATER STOP DETAIL

MINIMUM BAR LAP

#4 bar = 2'-7"
#5 bar*** = 3'-7"
#6 bar = 3'-10"
*** Horizontal Rebar

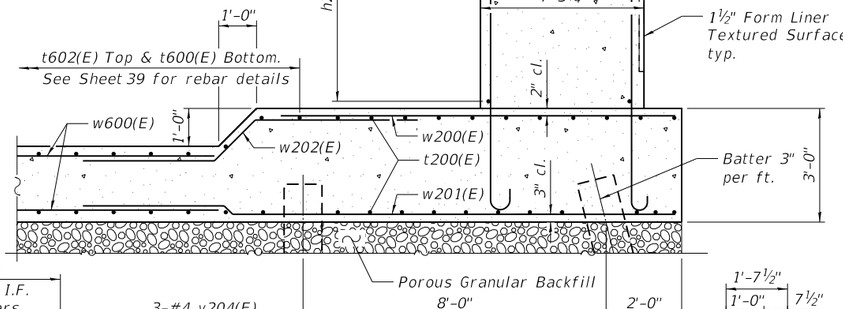


* At front face of hatch block



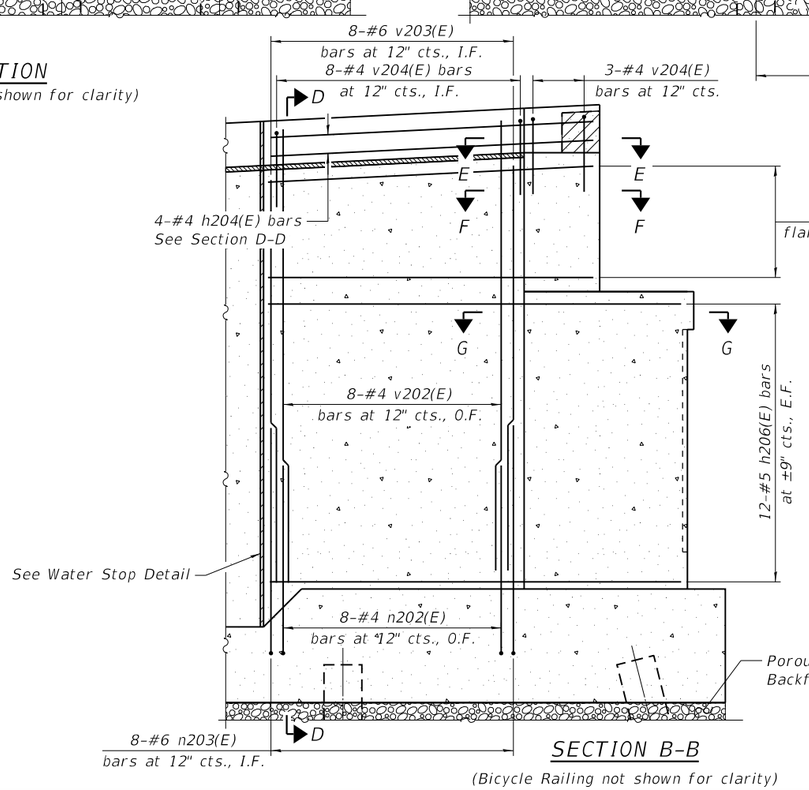
ELEVATION

(Bicycle Railing not shown for clarity)



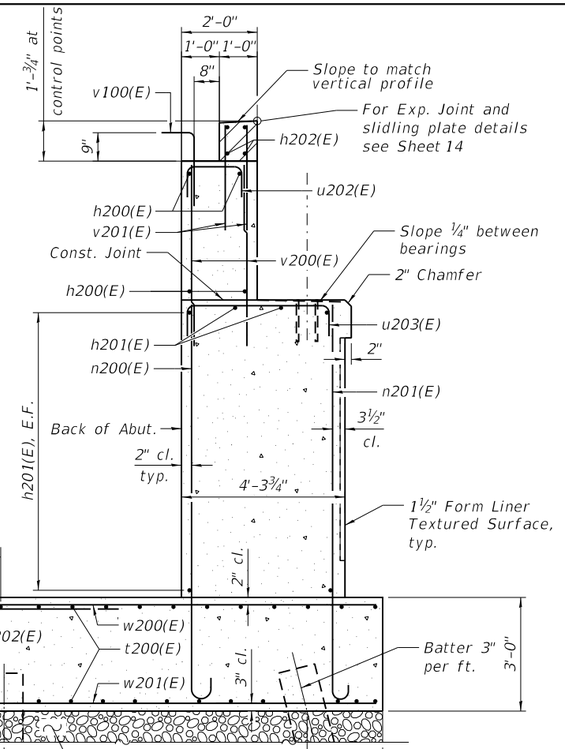
SECTION C-C

(At Rt. ℄'s)



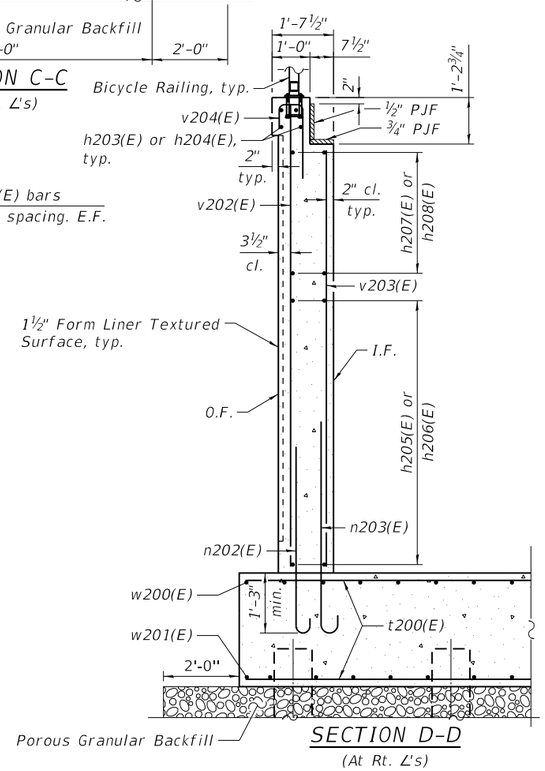
SECTION B-B

(Bicycle Railing not shown for clarity)



SECTION C-C

(At Rt. ℄'s)



SECTION D-D

(At Rt. ℄'s)

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CHICAGO, ILLINOIS 60606

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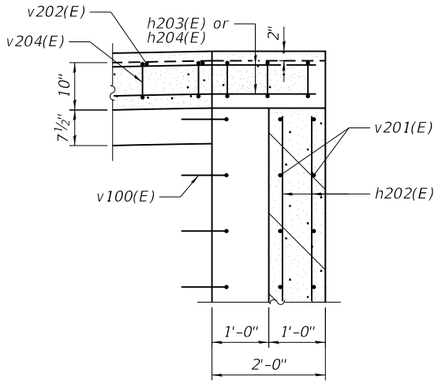
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SOUTH ABUTMENT DETAIL – 2

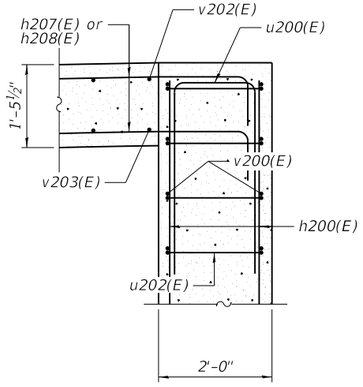
SCALE: | SHEET 29 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	107
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



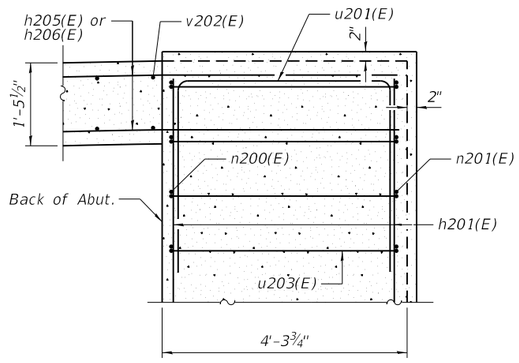
SECTION E-E

(West wingwall shown, East wingwall similar)



SECTION F-F

(West wingwall shown, East wingwall similar)

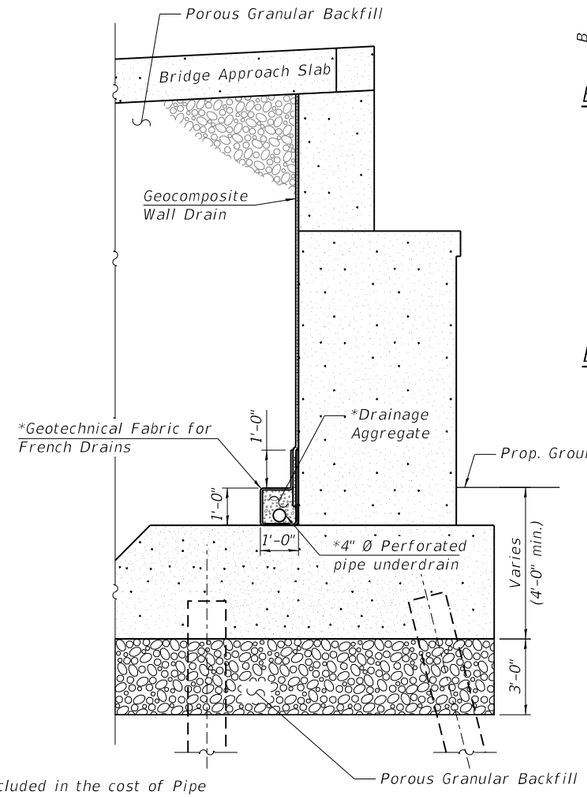


SECTION G-G

(West wingwall shown, East wingwall similar)

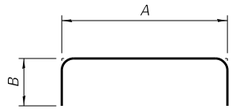
SOUTH ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h200(E)	8	#4	13'-0"	
h201(E)	20	#6	13'-0"	
h202(E)	4	#5	11'-4"	
h203(E)	4	#4	7'-11"	
h204(E)	4	#4	8'-6"	
h205(E)	24	#5	10'-3"	
h206(E)	24	#5	10'-10"	
h207(E)	8	#5	8'-7"	
h208(E)	8	#5	9'-2"	
n200(E)	14	#7	11'-0"	
n201(E)	14	#6	10'-10"	
n202(E)	15	#4	4'-10"	
n203(E)	15	#6	6'-3"	
t200(E)	22	#5	15'-0"	
u200(E)	8	#4	9'-10"	
u201(E)	18	#4	12'-1"	
u202(E)	12	#5	3'-4"	
u203(E)	14	#5	5'-7"	
v200(E)	28	#5	6'-4"	
v201(E)	24	#5	3'-5"	
v202(E)	15	#4	12'-0"	
v203(E)	15	#6	10'-10"	
v204(E)	21	#4	4'-5"	
v100(E)	12	#5	4'-0"	
w200(E)	16	#5	10'-3"	
w201(E)	16	#7	17'-3"	
w202(E)	16	#5	9'-11"	
Porous Granular Backfill			Cu. Yd.	28.8
Structure Excavation			Cu. Yd.	97
Concrete Structures			Cu. Yd.	47.2
Form Liner Textured Surface			Sq. Ft.	293
Reinforcement Bars, Epoxy Coated			Pound	4,270
Furnishing Metal Shell Piles 12" x 0.250"			Foot	182
Driving Piles			Foot	182
Test Pile Metal Shells			Each	1
Pile Shoes			Each	8
Geocomposite Wall Drain			Sq. Yd.	31
Pipe Underdrains For Structures 4"			Foot	11
Anti-Graffiti Coating			Sq. Ft.	467
Staining Concrete Structures			Sq. Ft.	138
Protective Coat			Sq. Yd.	4



* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

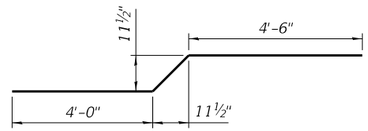
DRAINAGE DETAILS



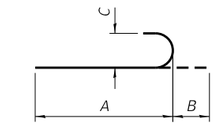
BAR u200(E), u201(E), u202(E) & u203(E)

DIMENSION A & B

Bar	A	B
u200(E)	1'-6"	4'-2"
u201(E)	3'-8½"	4'-2"
u202(E)	1'-8"	10"
u203(E)	3'-10¼"	10"



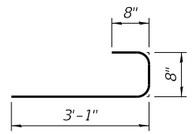
BAR w202(E)



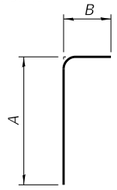
BAR n200(E), n201(E), n202(E) & n203(E)

DIMENSION A, B & C

Bar	A	B	C
n200(E)	10'-2"	10"	7"
n201(E)	10'-2"	8"	6"
n202(E)	4'-4"	6"	4"
n203(E)	5'-7"	8"	6"



BAR v204(E)



BAR v100(E), h207(E) & h208(E)

DIMENSION A & B

Bar	A	B
h207(E)	7'-9"	10"
h208(E)	8'-4"	10"
v100(E)	3'-2"	10"

NOTES:

1. Hatched area to be poured separately after superstructure falsework has been removed and after approach slab side formwork has been removed.
2. Quantity of concrete in hatched area included with Concrete Superstructure on Sheet 34.
3. Space reinforcement to miss piles and anchor bolts.
4. For details of metal shell piles, see Sheet 47.
5. Concrete Staining shall be applied to all exposed surfaces (except those which have the Form Liner Textured Surface or Protective Coat applied) including the bearing seats and front faces of the hatched block, back wall, abutment cap, and wingwalls.
6. Anti-Graffetti Coating shall be applied to all exposed surfaces.
7. Protective Coat shall be applied to the exposed horizontal faces of the wingwalls and hatched block. Protective coat shall also be applied to the exposed inside vertical faces of the wingwalls.
8. The pipes shall drain into concrete headwalls. See Article 601.05 of the Standard Specifications and Highway Standard 601101. See drainage plans for details.
9. For Bridge Approach Slab Details, see Sheet 34.
10. For Aesthetic Details, see Sheet 36.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000164320/3_CADD/01_Sheets/Structural/164323-SHT-HWL-STR-SOUTH_ABUTMENT_DETAILS_3.dgn

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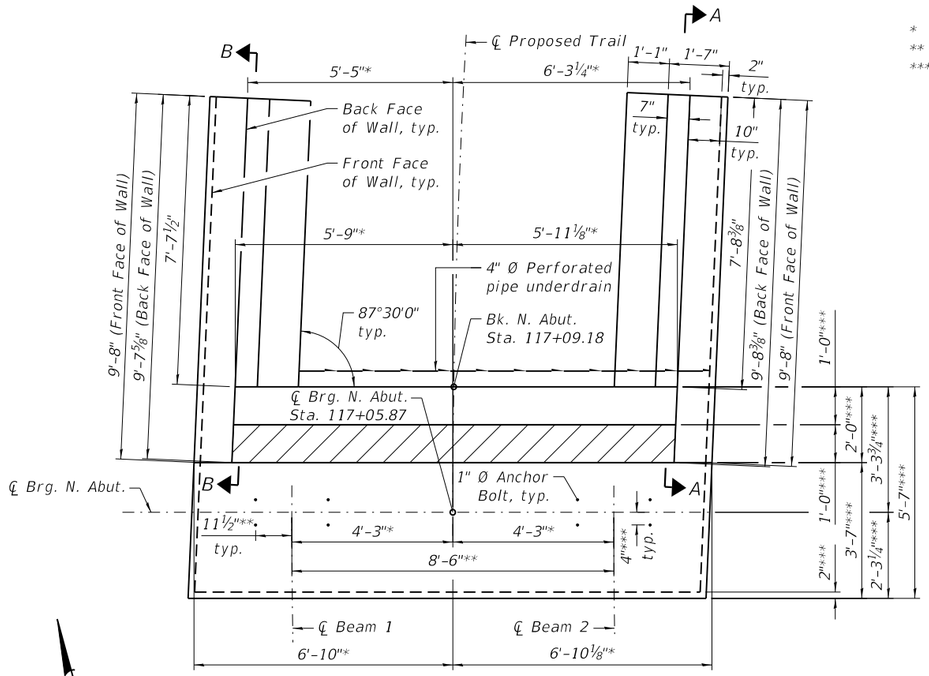
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SOUTH ABUTMENT DETAIL - 3

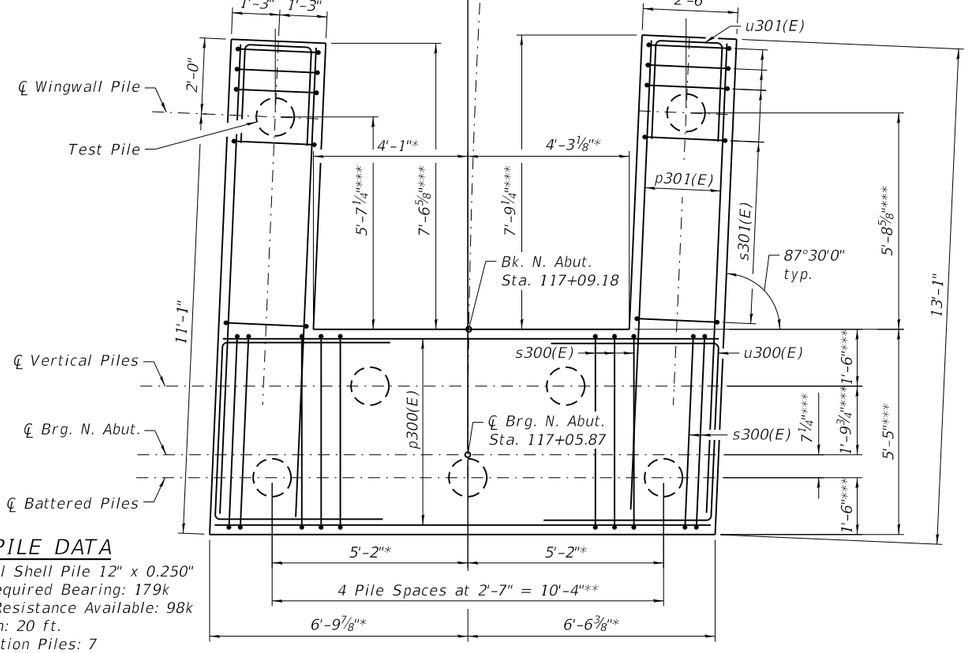
SCALE: | SHEET 30 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	108
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



PLAN

(Textured Form Liner and Bicycle Railing not shown for clarity)



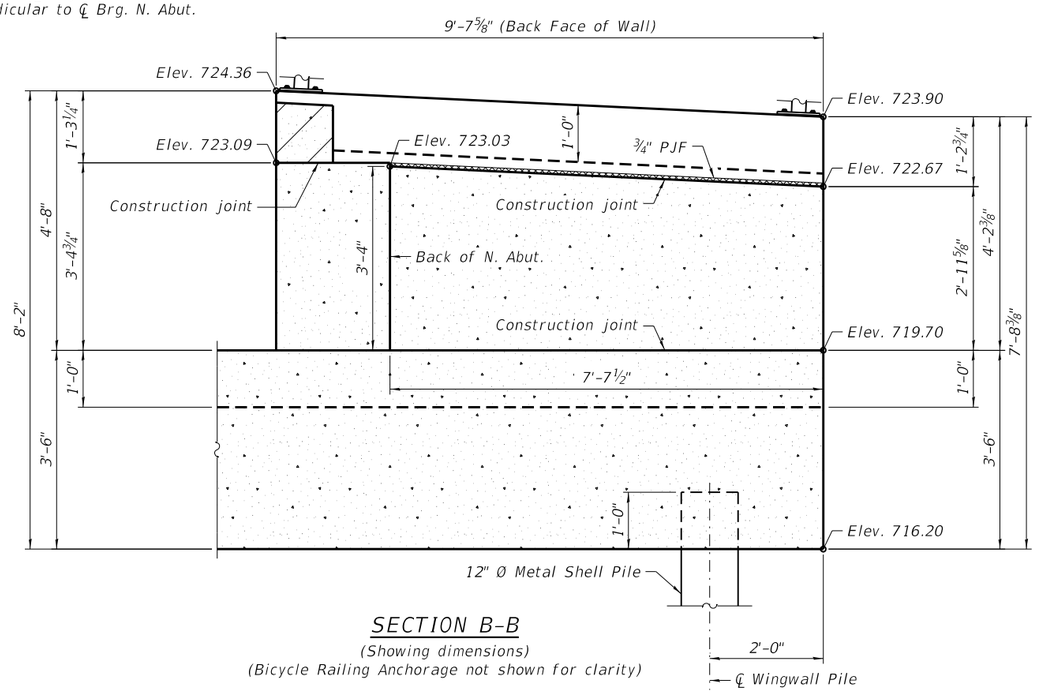
PILE CAP PLAN

(Textured Form Liner not shown for clarity)

PILE DATA

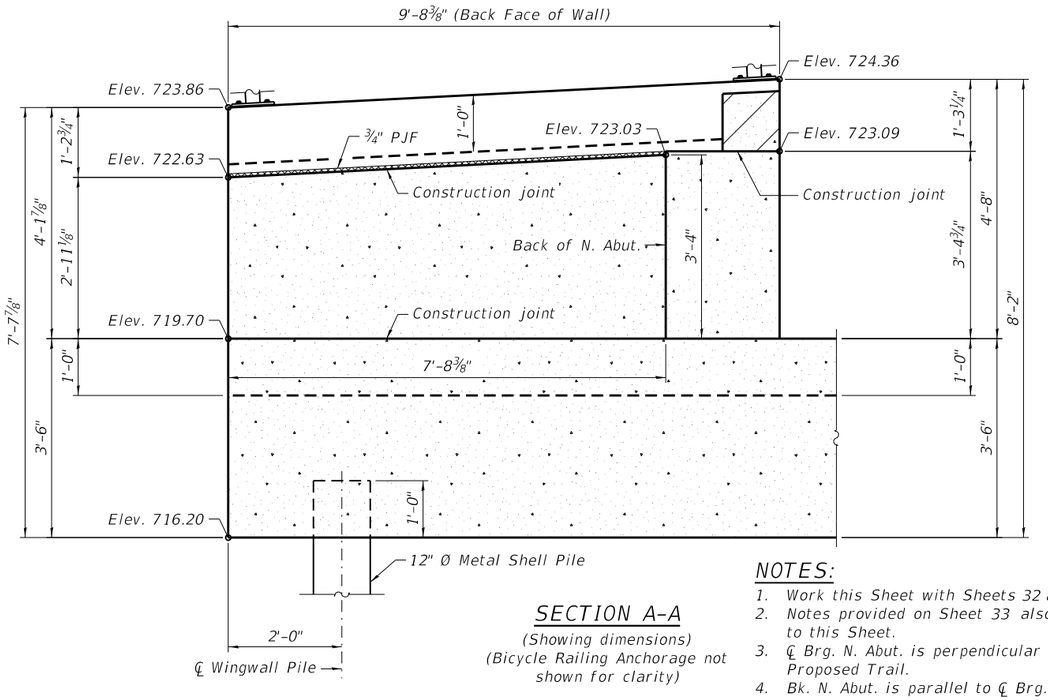
Type: Metal Shell Pile 12" x 0.250"
Nominal Required Bearing: 179k
Factored Resistance Available: 98k
Est. Length: 20 ft.
No. Production Piles: 7
No. Test Piles: 1

* Dimension is parallel to ℄ Brg. N. Abut. Dimensioned to ℄ Proposed Trail at ℄ Brg. N. Abut.
** Dimension is parallel to ℄ Brg. N. Abut.
*** Dimension is perpendicular to ℄ Brg. N. Abut.



SECTION B-B

(Showing dimensions)
(Bicycle Railing Anchorage not shown for clarity)



SECTION A-A

(Showing dimensions)
(Bicycle Railing Anchorage not shown for clarity)

NOTES:

1. Work this Sheet with Sheets 32 and 33.
2. Notes provided on Sheet 33 also apply to this Sheet.
3. ℄ Brg. N. Abut. is perpendicular to ℄ Proposed Trail.
4. Bk. N. Abut. is parallel to ℄ Brg. N. Abut.

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000316432\03 CADD\01 Sheets\Structural\16432-SHT-HWL-STR-NORTH ABUTMENT DETAILS 1

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

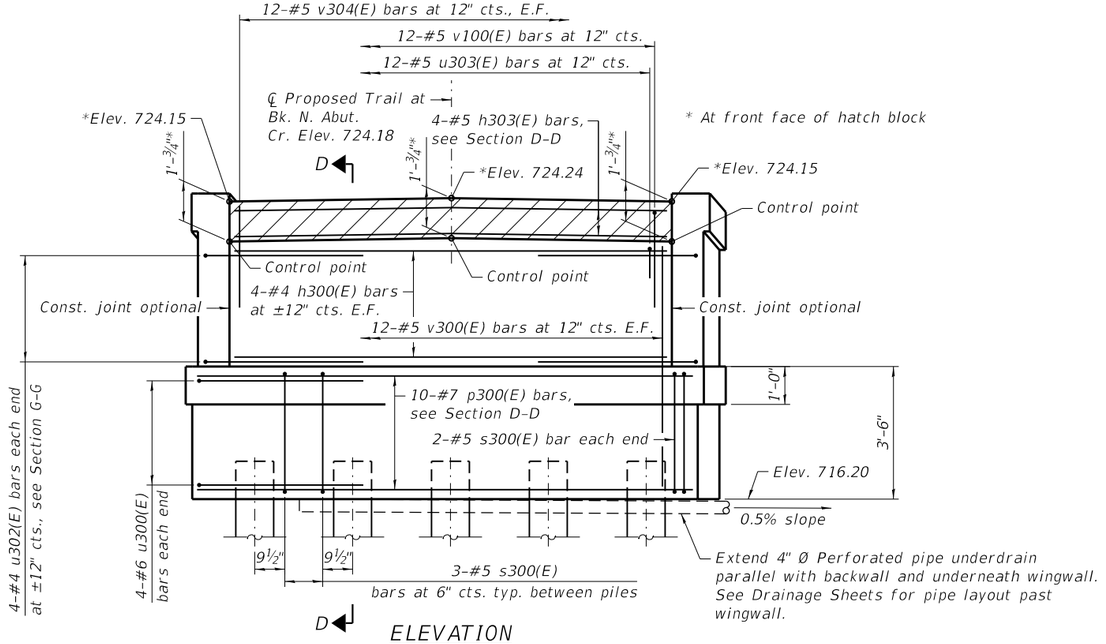
USER NAME = Personal	DESIGNED - BMM	REVISED -	
	DRAWN - BMM	REVISED -	
	CHECKED - ACL	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
NORTH ABUTMENT DETAILS – 1

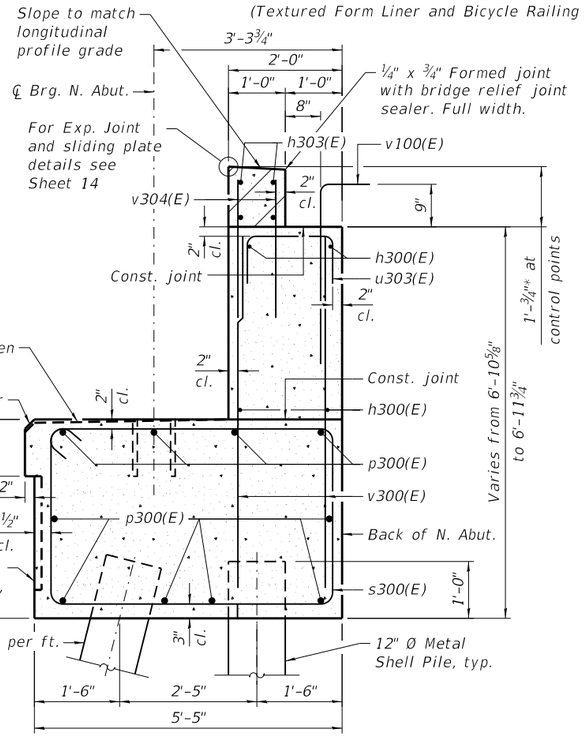
SCALE: | SHEET 31 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	109
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



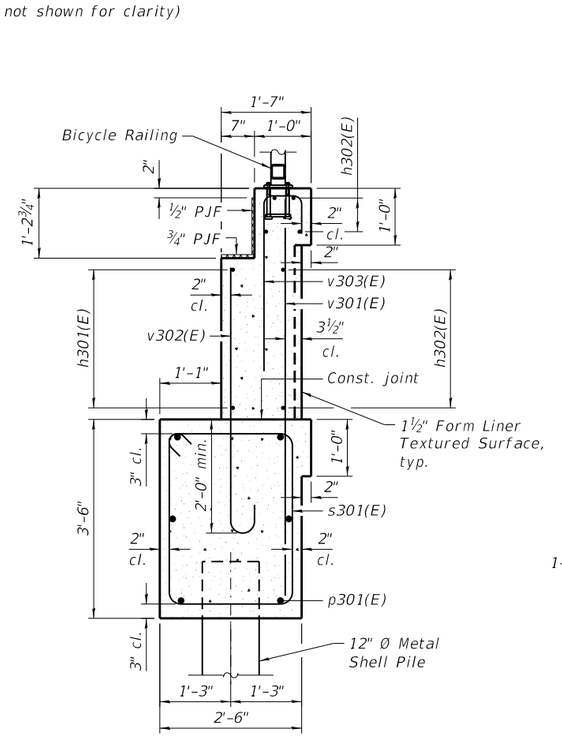
ELEVATION

(Textured Form Liner and Bicycle Railing not shown for clarity)



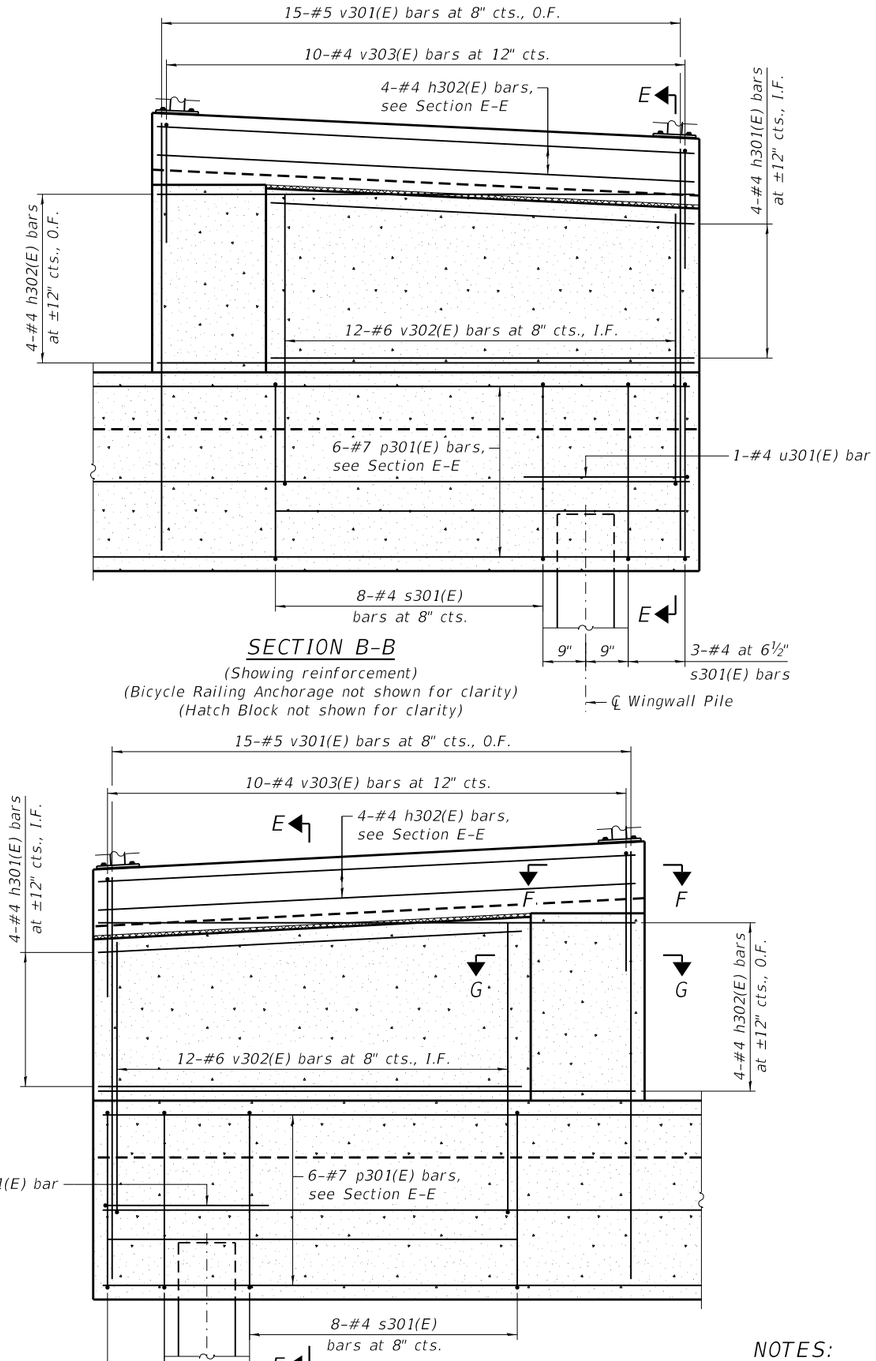
SECTION D–D

(Horizontal dimensions are all perpendicular ℄ Brg. N. Abut.)



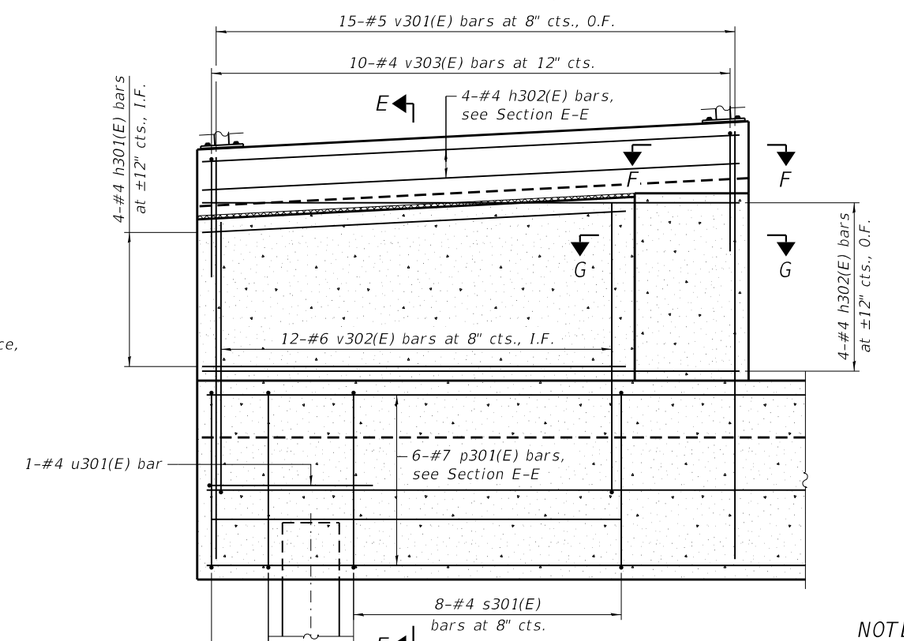
SECTION E–E

(At Rt. ∠'s)



SECTION B–B

(Showing reinforcement)
(Bicycle Railing Anchorage not shown for clarity)
(Hatch Block not shown for clarity)



SECTION A–A

(Showing reinforcement)
(Bicycle Railing Anchorage not shown for clarity)
(Hatch Block not shown for clarity)

NOTES:

1. Work this Sheet with Sheets 31 and 33.
2. Notes provided on Sheet 33 also apply to this Sheet.

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

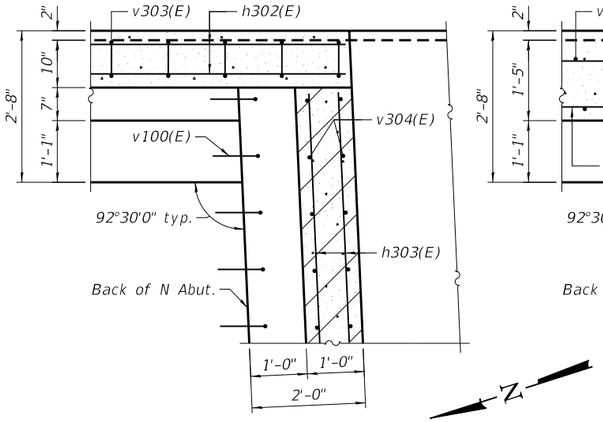
USER NAME = Personal	DESIGNED - BMM	REVISED -	
	DRAWN - BMM	REVISED -	
	CHECKED - ACL	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
NORTH ABUTMENT DETAILS – 2

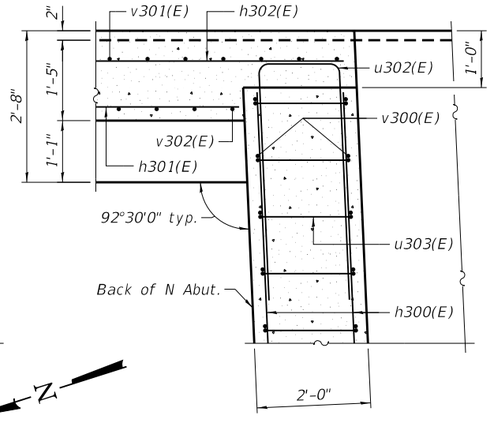
SCALE: | SHEET 32 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	110
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



SECTION F-F

(East wingwall shown, West wingwall similar)
(Textured Form Liner not shown for clarifty)



SECTION G-G

(East wingwall shown, West wingwall similar)
(Textured Form Liner not shown for clarifty)

NOTES:

1. Hatched area to be poured separately after superstructure falsework has been removed and after approach slab side formwork has been removed.
2. Quantity of concrete in hatched area included with Concrete Superstructure on Sheet 35.
3. Space reinforcement in cap to miss piles and anchor bolts.
4. For details of metal shell piles, see Sheet 47.
5. The top of back wall and approach slab seat shall have a constant slope determined from the control points shown.
6. Anti-Graffiti Coating shall be applied to all exposed surfaces including the bearing seats and front faces of the hatched block, back wall, abutment cap, and wingwalls.
7. Concrete Staining shall be applied to all exposed surfaces which do not have Form Liner Textured Surface or Protective Coat applied.
8. Protective Coat shall be applied to the top faces of the wingwalls, the exposed inside face of the wingwalls and the top surface of the backwall.
9. The s300(E) (only at cap ends), u303(E), and v100(E) bars shall be placed parallel with wingwall.
10. All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101). See Drainage Sheets for details.
11. For bridge approach slab details, see Sheet 35.
12. For general aesthetic details, see Sheet 37.
13. For bicycle railing details, see Sheet 15.

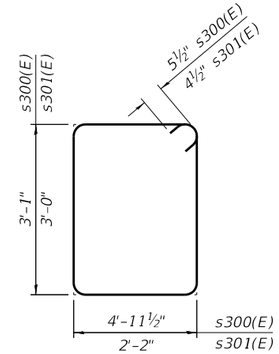
NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	8	#4	11'-4"	
h301(E)	8	#4	7'-3"	
h302(E)	8	#4	9'-3"	
h303(E)	4	#5	11'-4"	
p300(E)	10	#7	12'-9"	
p301(E)	12	#7	12'-7"	
s300(E)	16	#5	17'-0"	
s301(E)	22	#4	11'-1"	
u300(E)	8	#6	13'-7"	
u301(E)	2	#4	7'-11"	
u302(E)	8	#4	9'-11"	
u303(E)	12	#5	3'-4"	
v300(E)	24	#5	6'-6"	
v301(E)	30	#5	7'-3"	
v302(E)	24	#6	5'-10"	
v303(E)	20	#4	4'-5"	
v304(E)	24	#5	2'-8"	
v100(E)	12	#5	4'-0"	
Concrete Structures		Cu. Yd.	21.4	
Form Liner Textured Surface		Sq. Ft.	107	
Reinforcement Bars, Epoxy Coated		Pound	2,260	
Furnishing Metal Shell Piles 12" X 0.250"		Foot	140	
Driving Piles		Foot	140	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	7	
Granular Backfill For Structures		Cu. Yd.	12.1	
Geocomposite Wall Drain		Sq. Yd.	7	
Pipe Underdrains For Structures 4"		Foot	13	
Anti-Graffiti Coating		Sq. Ft.	304	
Staining Concrete Structures		Sq. Ft.	161	
Protective Coat		Sq. Yd.	4	

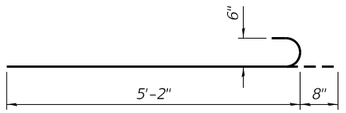
BAR u300(E), u301(E), u302(E), & u303(E)

A & B DIMENSIONS

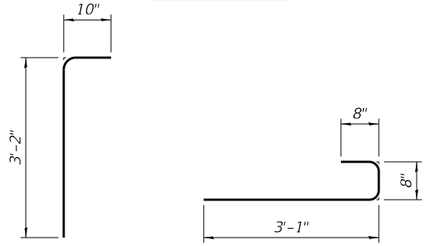
Bar	A	B
u300(E)	4'-10¼"	4'-4"
u301(E)	2'-1"	2'-11"
u302(E)	1'-6½"	4'-2"
u303(E)	1'-8"	10"



BARS s300(E) & s301(E)



BAR v302(E)

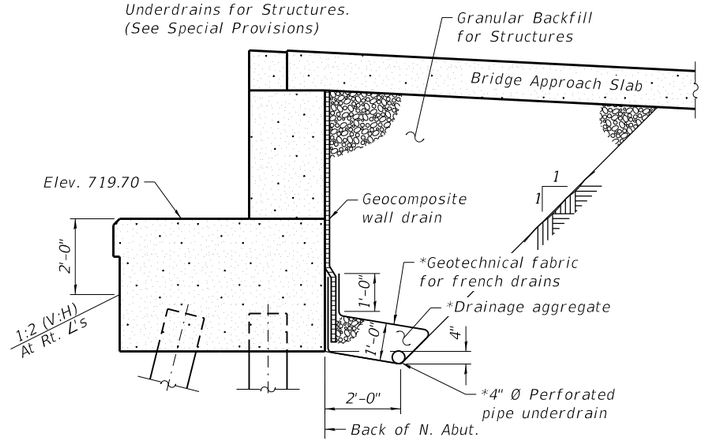


BAR v100(E)

(Headed)

BAR v303(E)

* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)



DRAINAGE DETAILS

(At Rt. ℄s)

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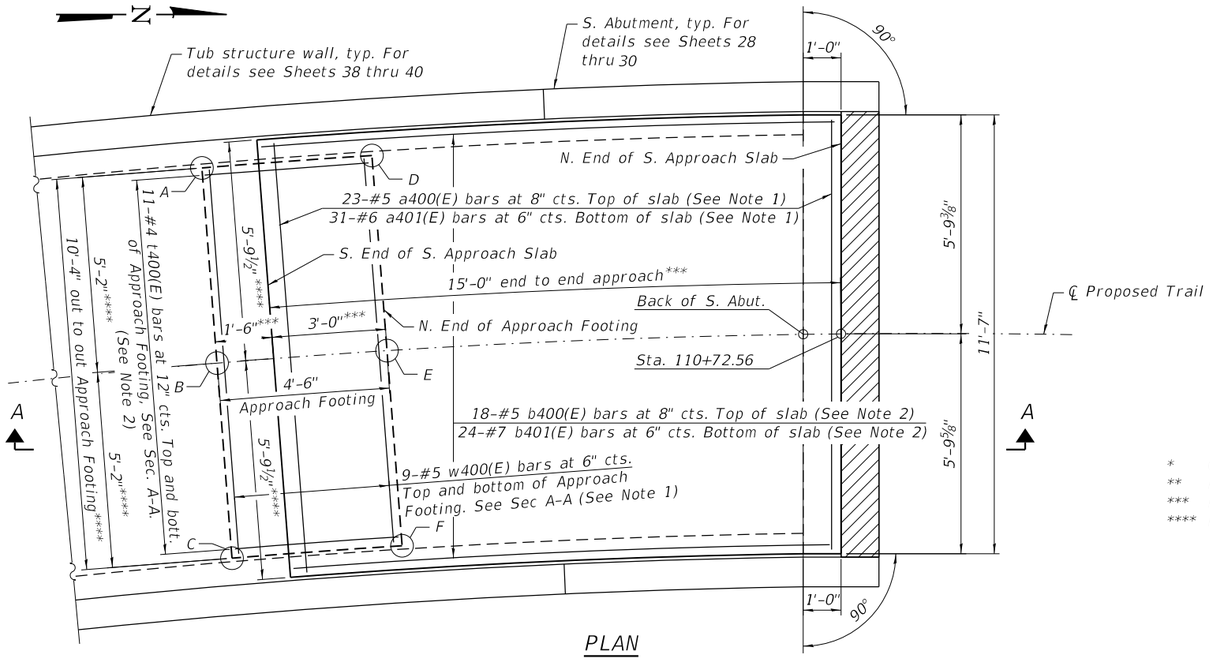
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203\03_CADD\01_Sheets\Structural\16432-SHT-HWL-STR-NORTH_ABUTMENT_DETAILS_3

LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - BMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - BMM	REVISED -	
		CHECKED - ACL	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

WEST BRANCH DUPAGE RIVER TRAIL
NORTH ABUTMENT DETAILS – 3

SCALE: | SHEET 33 OF 51 SHEETS | STA. | TO STA.

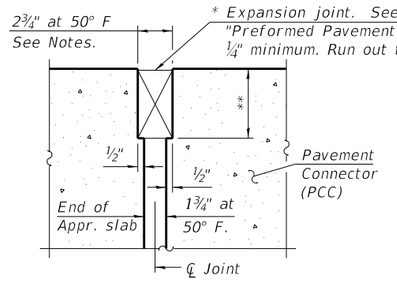
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	111
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

S. Approach Footing		
Point/ Location	Top	Bottom
A -	714.23	713.40
B -	714.31	713.48
C -	714.23	713.40
D -	714.46	713.62
E -	714.53	713.70
F -	714.46	713.62

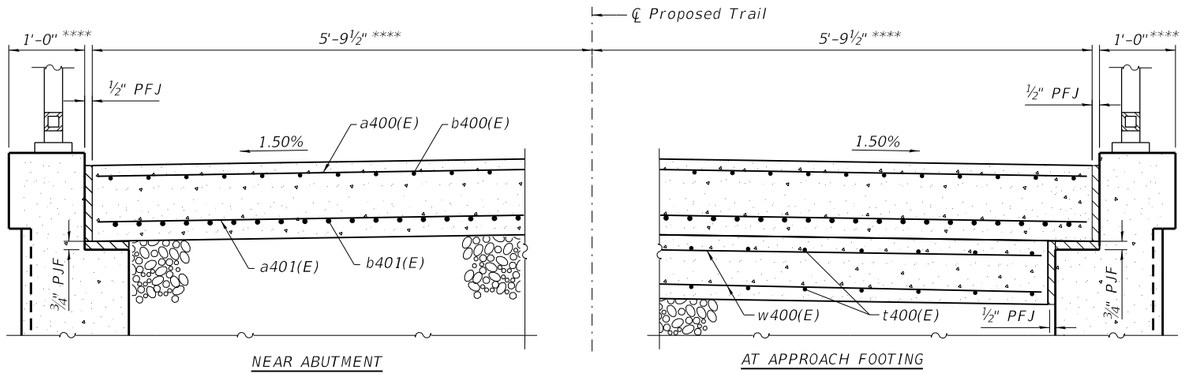


DETAIL A
(at Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations
*** Dimension is along ℄ Proposal Trail
**** Dimension is perpendicular to ℄ Proposed Trail

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a400(E)	23	#5	11'-3"	———
a401(E)	31	#6	11'-3"	———
b400(E)	18	#5	14'-8"	———
b401(E)	34	#7	14'-8"	———
t400(E)	22	#4	4'-2"	———
w400(E)	18	#5	10'-0"	———
Concrete Superstructure		Cu. Yd.	0.5	
Protective Coat		Sq. Yd.	20	
Concrete Superstructure (Approach Slab)		Cu. Yd.	6.5	
Concrete Structures		Cu. Yd.	1.5	
Reinforcement Bars, Epoxy Coated		Pound	2,340	

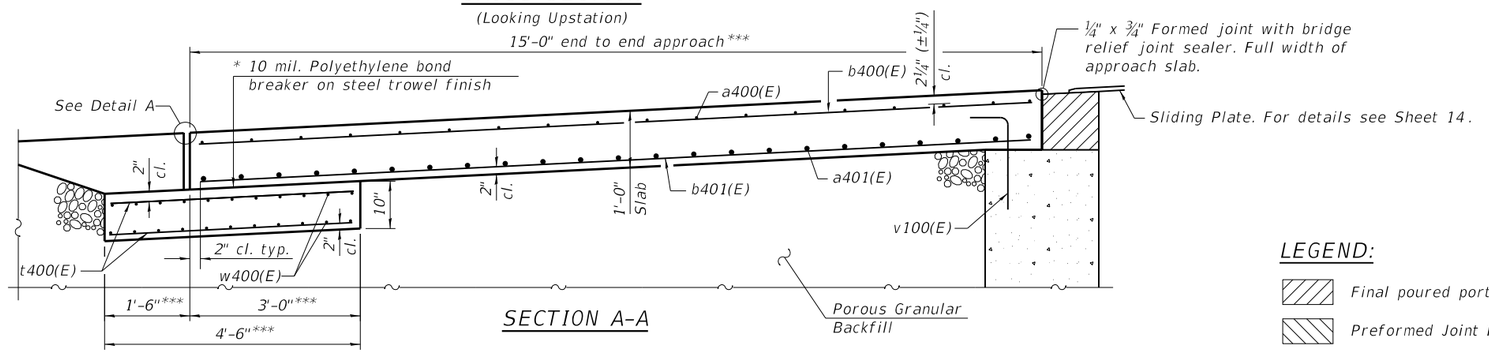


NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION

(Looking Upstation)



SECTION A-A

LEGEND:

Final poured portion of backwall

Preformed Joint Filler (PJF)

NOTES:

1. Layout the transverse bars in the approach slab and the approach footing are radial to ℄ Proposed Trail. Adjust the final transverse bar in the approach slab at the abutment end so that it is parallel to Bk. of S. Abutment.
2. Bend the longitudinal bars in the approach slab and the approach footing as required to account for the horizontal curve layout of the structure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
6. For Porous Granular Backfill and drainage treatment details, see Sheet 30.
7. The hatched area of the backwall is poured separately after the superstructure falsework has been removed and after approach slab side formwork has been removed. Hatched area paid for as Concrete Superstructure.
8. S. End of S. Approach Slab, S. End of Approach Footing and N. End of Approach Footing are perpendicular to ℄ Proposed Trail. N. End of S. Approach Slab is parallel to ℄ S. Abut. Brg.

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

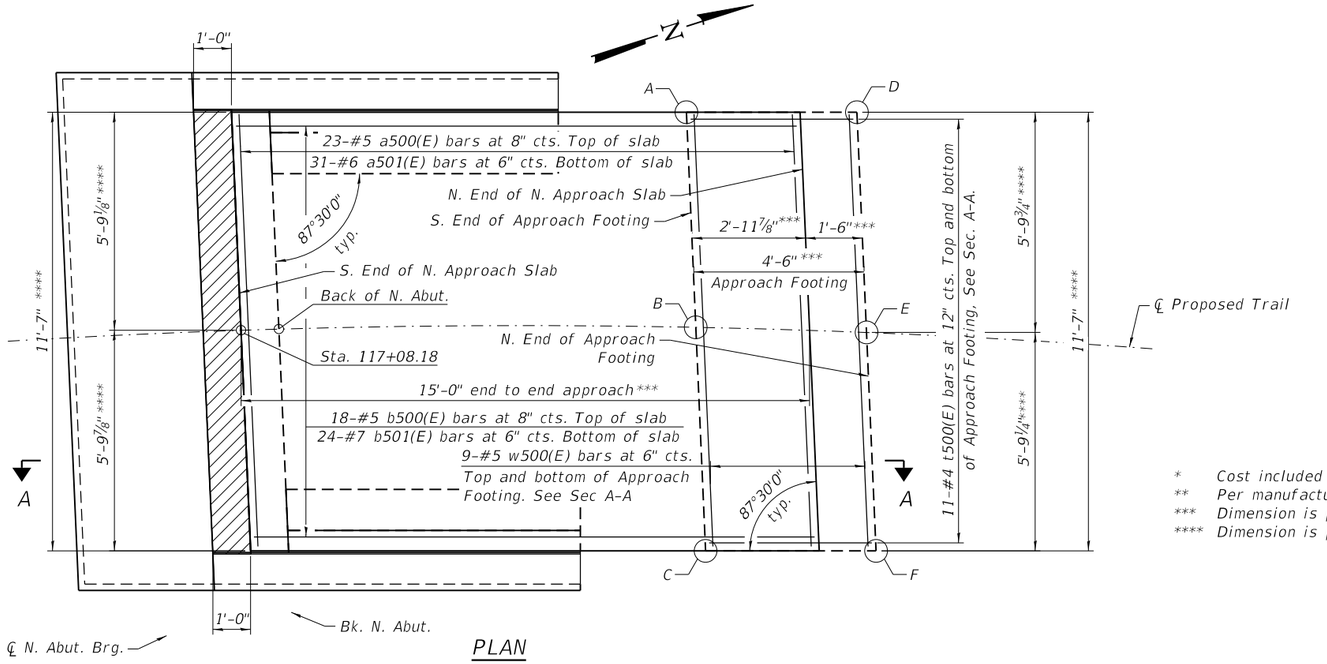
USER NAME = Personal	DESIGNED - EHK	REVISED -	
	DRAWN - ACL	REVISED -	
	CHECKED - RH	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SOUTH APPROACH SLAB DETAILS

SCALE: | SHEET 34 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	112
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

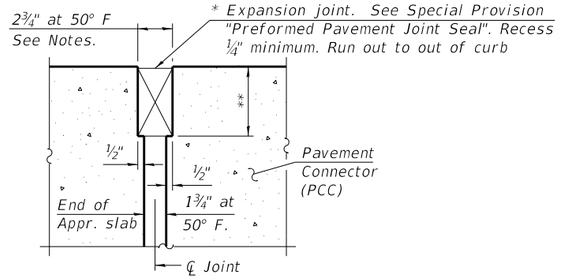


PLAN

* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations
*** Dimension is parallel to the wingwall
**** Dimension is perpendicular to the wingwall

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

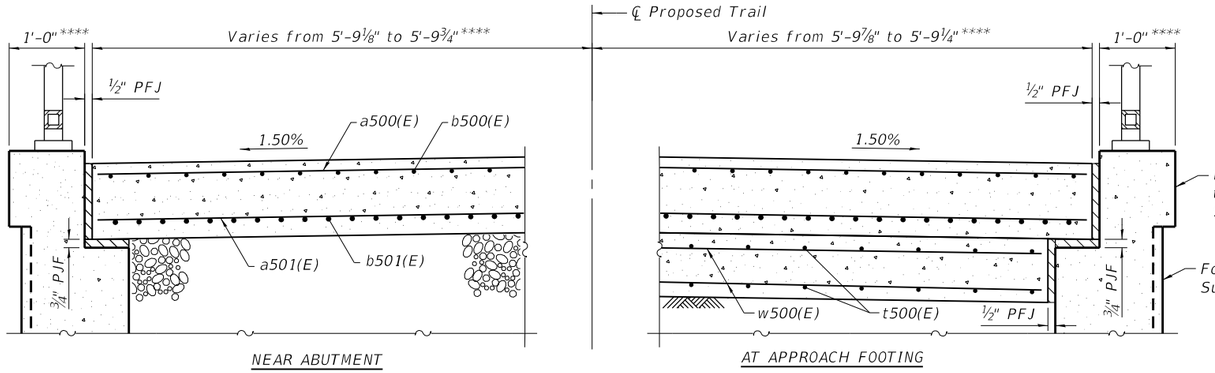
N. Approach Footing		
Point/ Location	Top	Bottom
A -	722.57	721.73
B -	722.63	721.80
C -	722.52	721.69
D -	722.34	721.51
E -	722.41	721.58
F -	722.29	721.46



DETAIL A
(at Rt. ℄'s)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a500(E)	23	#5	11'-3"	———
a501(E)	31	#6	11'-3"	———
b500(E)	18	#5	14'-8"	———
b501(E)	34	#7	14'-8"	———
t500(E)	22	#4	4'-2"	———
w500(E)	18	#5	11'-3"	———
Concrete Superstructure		Cu. Yd.	0.5	
Protective Coat		Sq. Yd.	20	
Concrete Superstructure (Approach Slab)		Cu. Yd.	6.5	
Concrete Structures		Cu. Yd.	1.7	
Reinforcement Bars, Epoxy Coated		Pound	2,370	

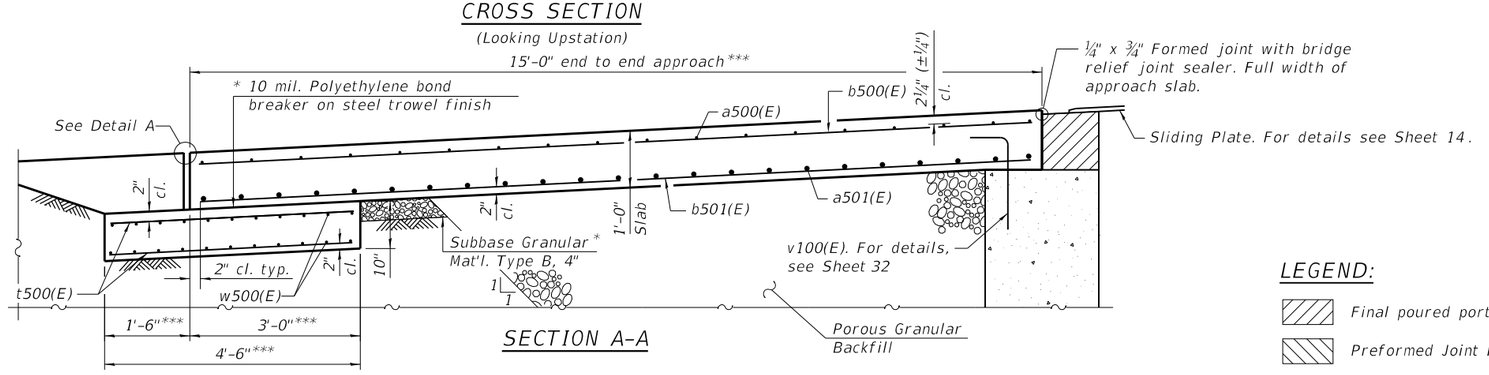


NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION

(Looking Upstation)



SECTION A-A

LEGEND:

Final poured portion of backwall

Preformed Joint Filler (PJF)

NOTES:

1. Layout the transverse bars in the approach slab and approach footing parallel to the back of the N. Abutment. .
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
5. For Porous Granular Backfill and drainage treatment details, see Sheet 33.
6. The hatched area of the backwall is poured separately after the superstructure falsework has been removed and after approach slab side formwork has been removed. Hatched area paid for as Concrete Superstructure.
7. S. End of N. Approach Slab, N. End of N. Approach Slab, S. End of Approach Footing and N. End of Approach Footing are parallel to ℄ N. Abut. Brg.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:bchner-pw-01/Documents/Projects/0000164320/3_CADD/01_Sheets/Structural/164320-SHT-HWU-STR-BRIDGE_NORTH_APPROACH_SLAB_DETAILS

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

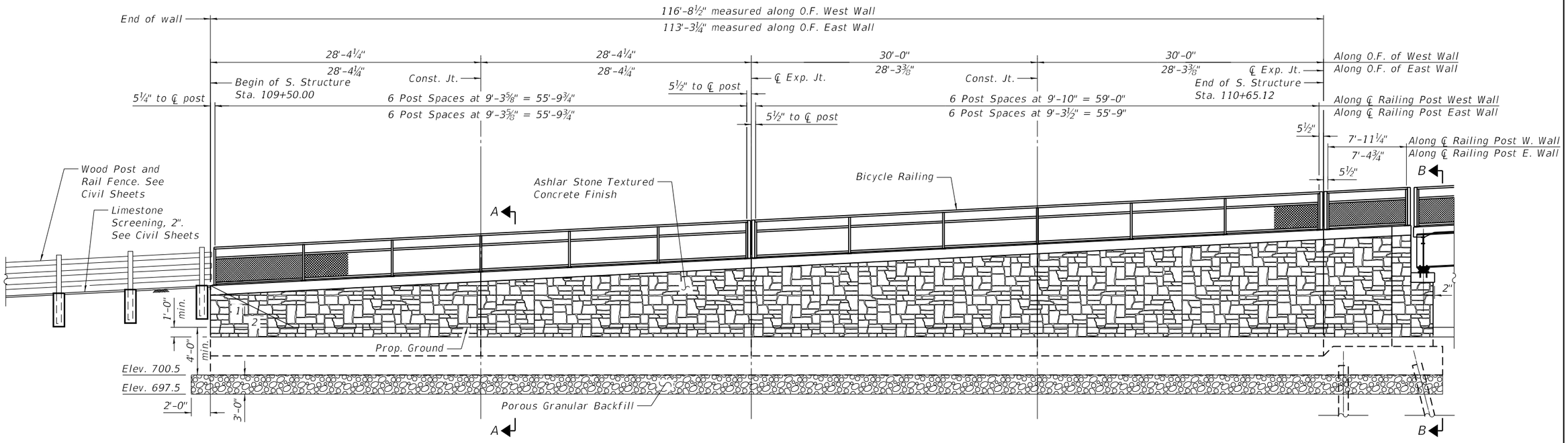
USER NAME = Personal	DESIGNED - EHK	REVISED -	
	DRAWN - EHK	REVISED -	
	CHECKED - ACL	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
NORTH APPROACH SLAB DETAILS

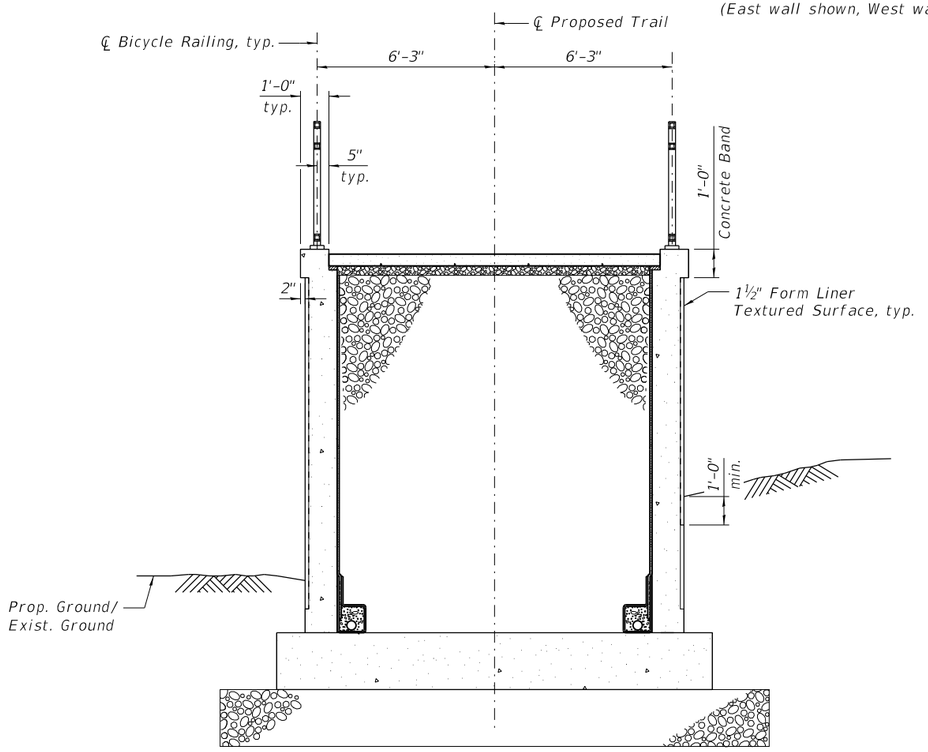
SCALE: | SHEET 35 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	113
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

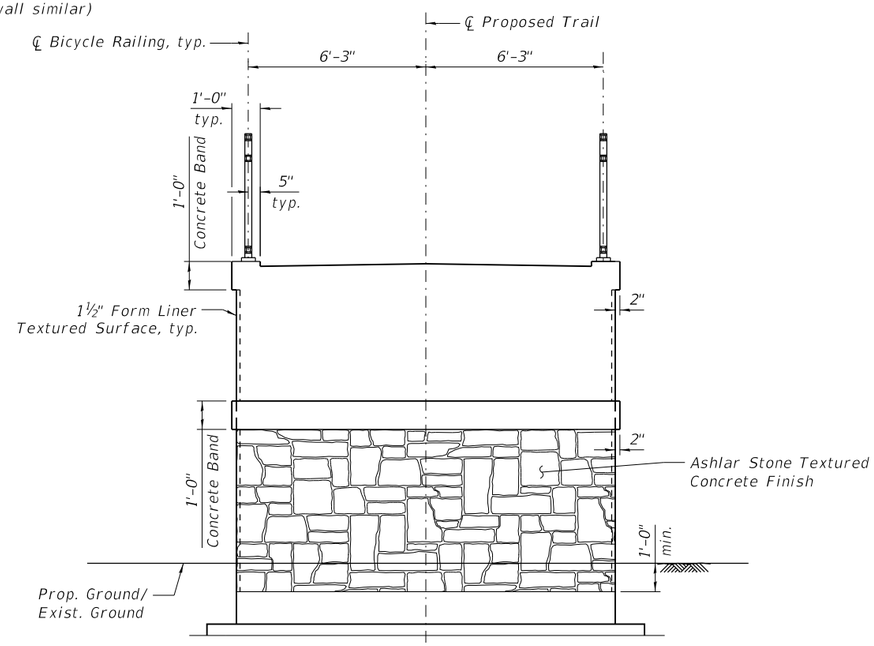


ELEVATION

(East wall shown, West wall similar)



SECTION A-A



VIEW B-B

(Bridge superstructure not shown for clarity)

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000164320/03_CADD\01_Sheets\Structural\164320-SHT-HWL-STR-GENERAL_AESTHETIC_DETAILS_1

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

USER NAME = Personal	DESIGNED - EEK	REVISED -	
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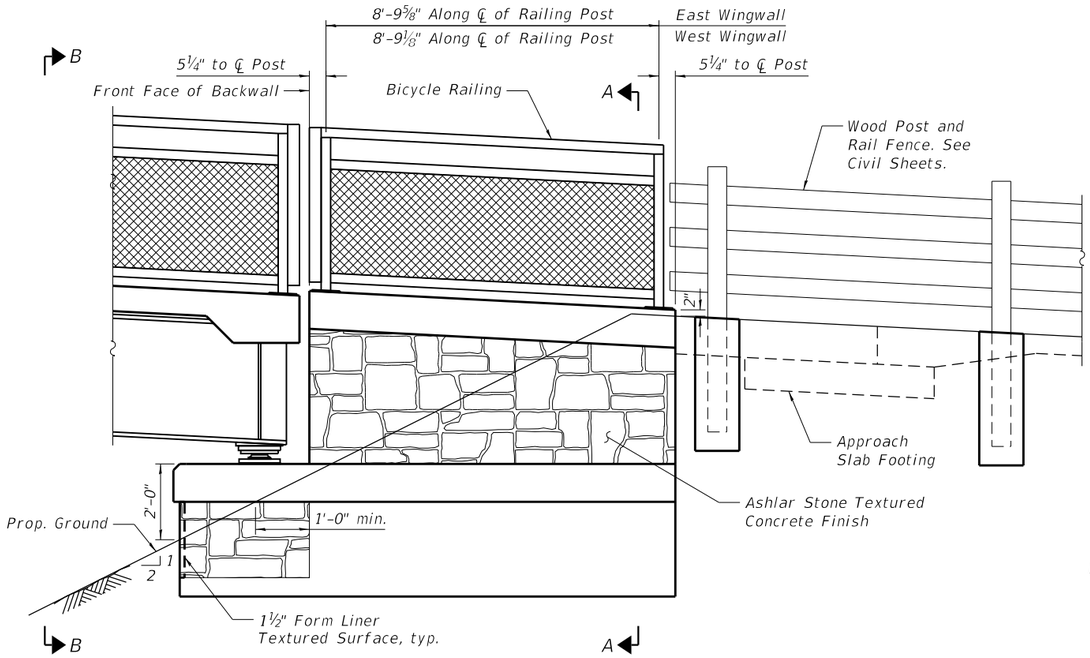
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
GENERAL AESTHETIC DETAILS – 1

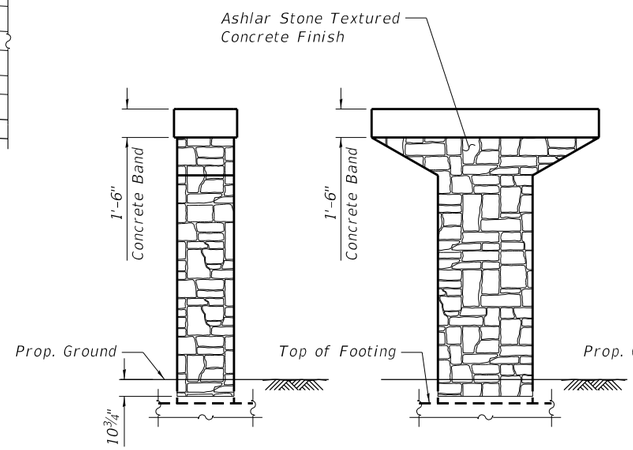
SCALE: | SHEET 36 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	114
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

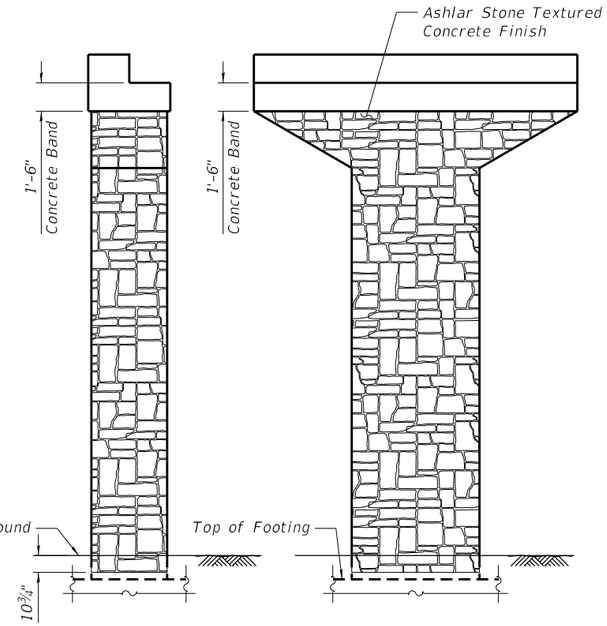


NORTH ABUTMENT ELEVATION

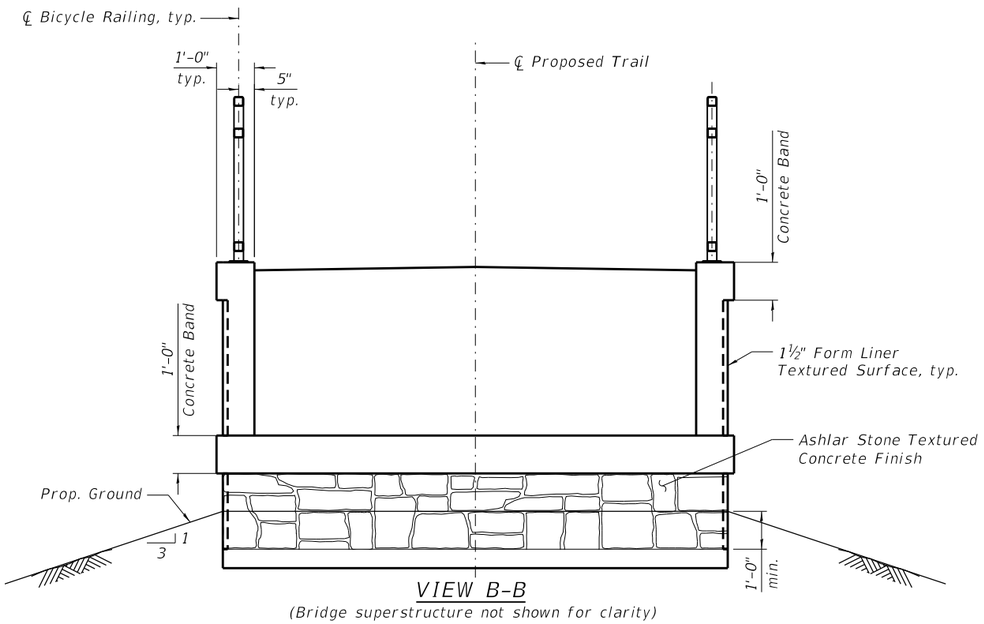
(East wingwall shown, West wingwall similar)



PIERS 1, 2, 3, & 6

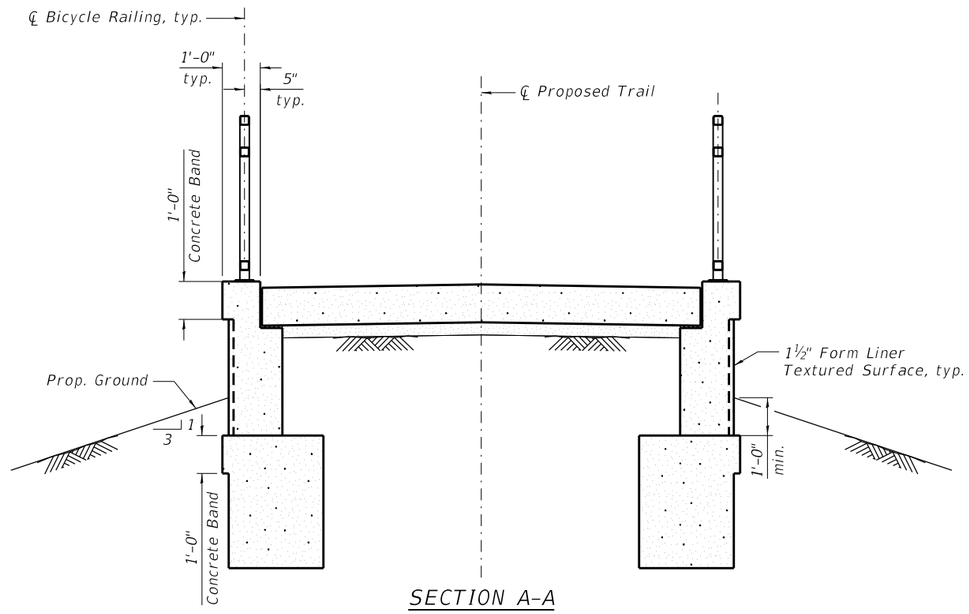


PIERS 4 & 5



VIEW B-B

(Bridge superstructure not shown for clarity)



SECTION A-A

MODEL: Default
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12 TH FLOOR
CHICAGO, ILLINOIS 60606

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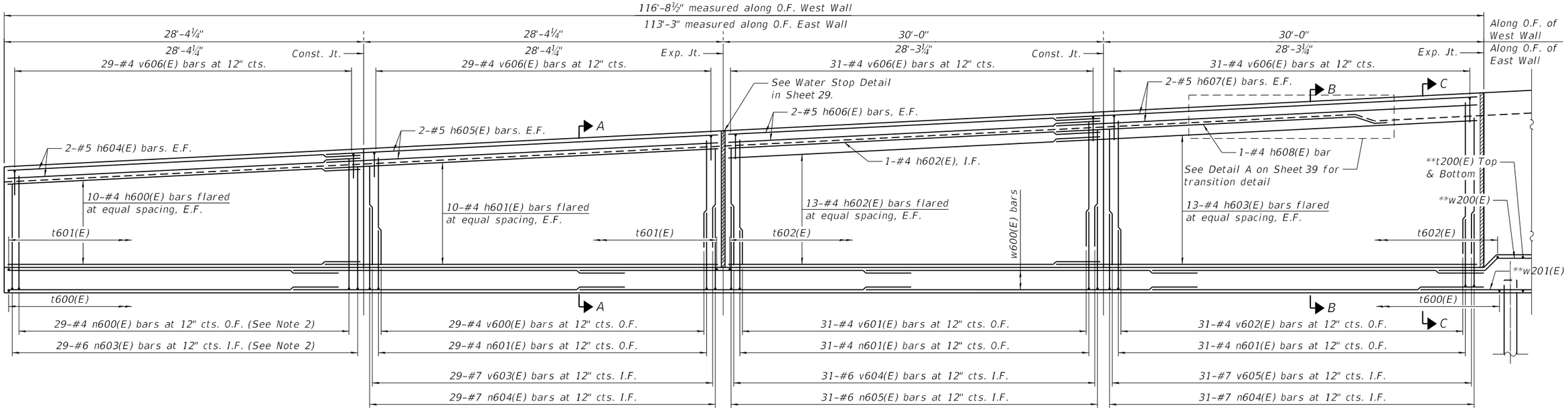
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
GENERAL AESTHETIC DETAILS – 2

SCALE: | SHEET 37 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	115
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

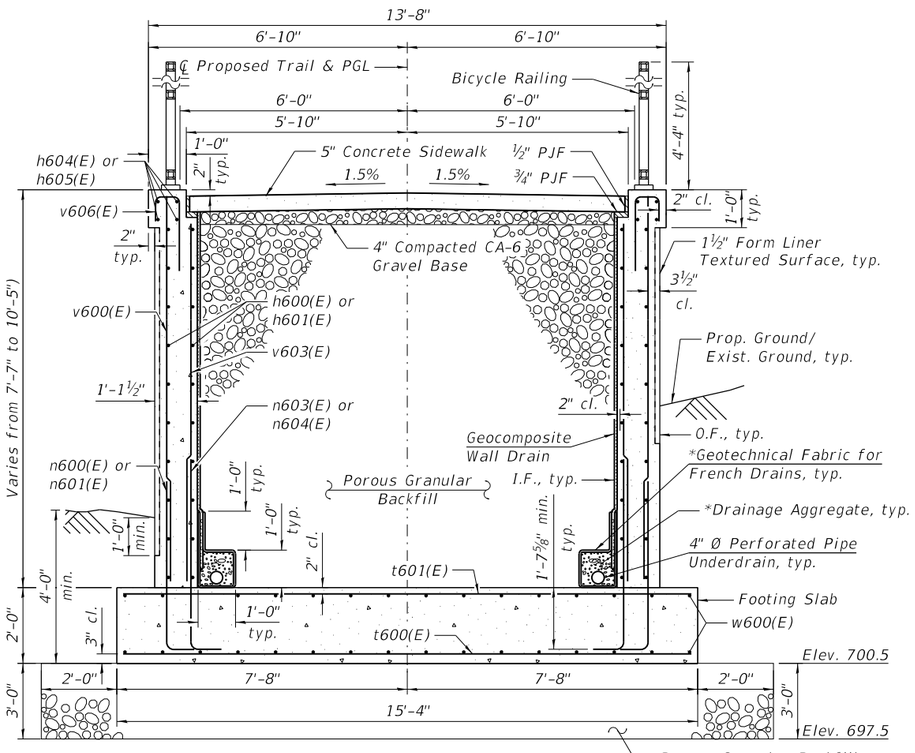


ELEVATION

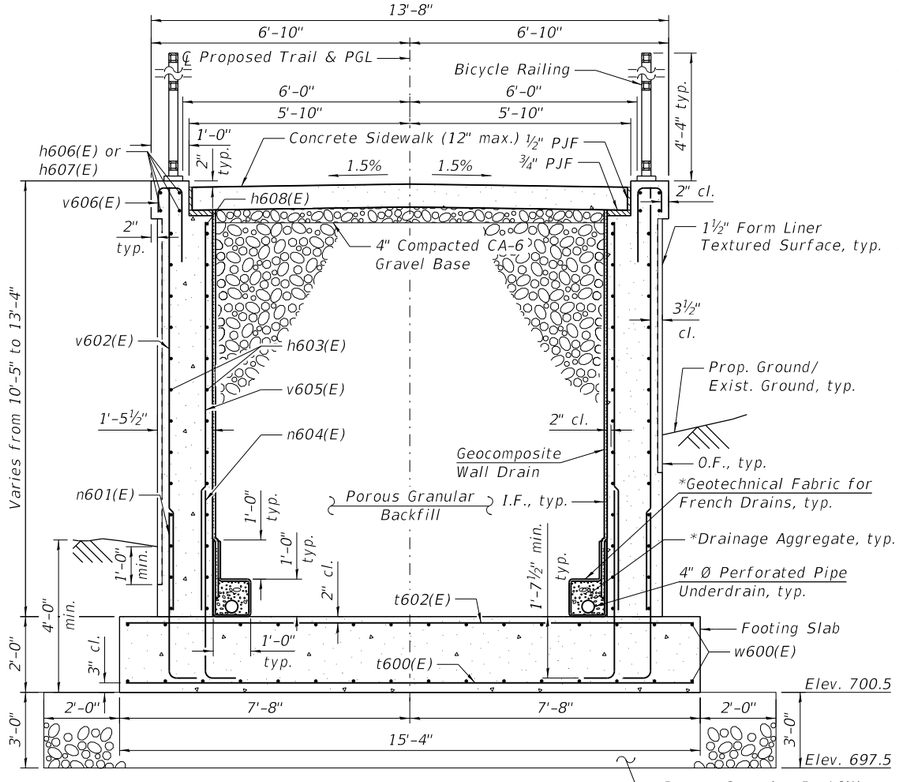
(East wall shown, West wall similar. Bicycle Railing and Form Liner Textured Surface not shown for clarity. See Sheet 36 for Bicycle Railing)

* Included in the cost of Pipe Underdrains for Structures

** See Sheet 28 and 29 for rebar detail.



SECTION A-A



SECTION B-B

MINIMUM BAR LAP

#4 bar = 2'-7"
#4 bar*** = 2'-11"
#5 bar = 3'-2"
#5 bar*** = 3'-7"
#6 bar = 3'-10"
#7 bar = 4'-5"

*** Horizontal Rebar

NOTES

1. Work this Sheet with Sheet 39.
2. Order n600(E) and n603(E) bars full length. Cut to fit in East wall and use remainder of bars in West wall.
3. If soils with less than adequate bearing strength are noted at the foundation level during footing construction, the weaker soils encountered at the base of the footings should be undercut to reach suitable bearing soils, and the undercut area filled with lean concrete or a suitable compacted crushed stone structural fill material. Suitable crushed stone fill materials include materials meeting the gradation requirements of IDOT CA-1, CA-6 and CA-7
4. The tub footing maximum applied service bearing pressure (Qmax) = 2.235 ksf
5. For Bicycle Railing details, see Sheet 15 and 36
6. Anti-Graffiti Coating shall be applied to all exposed surfaces.
7. Staining Concrete Structures shall be applied to all exposed surfaces which do not have Form Liner Textured Surface or Proective Coat applied.
8. Protective Coat shall be applied to the top surface of the concrete sidewalk, the top surface of the walls and the exposed inside vertical faces of the walls.
9. For Section C-C, see Sheet 39.
10. Bend the longitudinal bars in the tub footing and the tub wall as required to account for the horizontal curve layout of the structure.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000116432/03_CADD/01_Sheets/Structural/116432-SHT-HWL-STR-FILLED_TUB_DETAILS_1

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12 TH FLOOR
CHICAGO, ILLINOIS 60606

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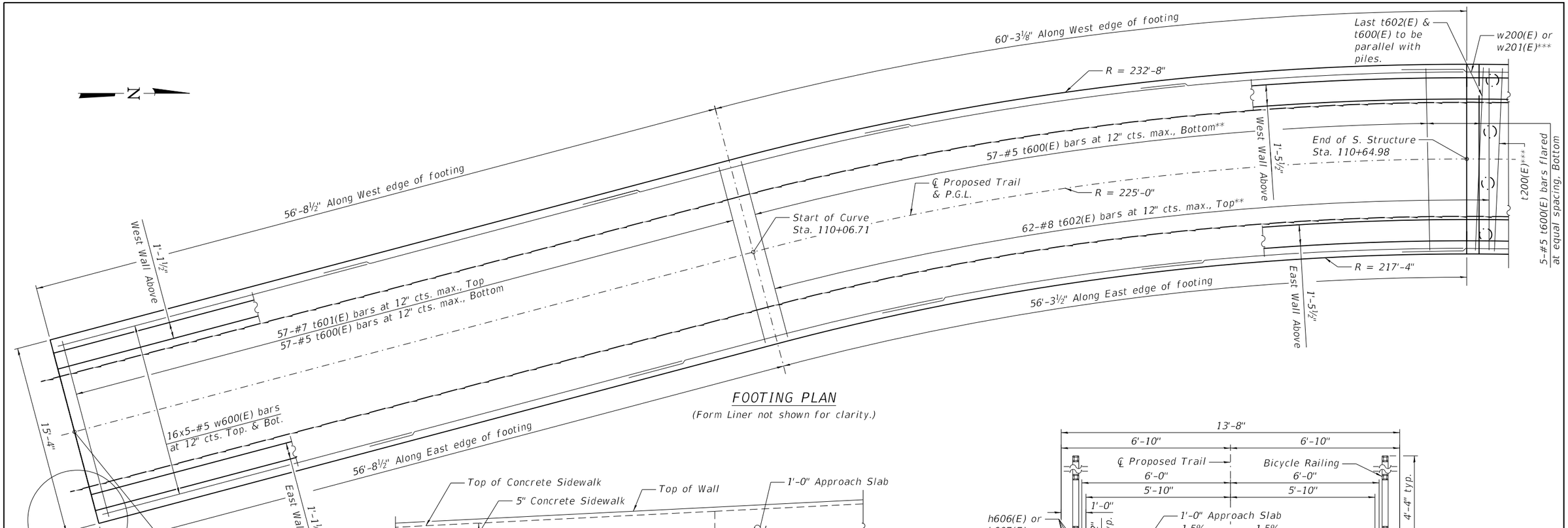
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
FILLED TUB DETAILS – 1

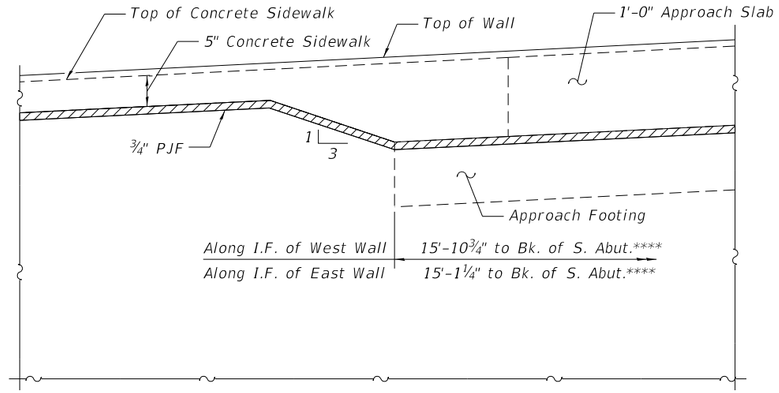
SCALE: | SHEET 38 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	116
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

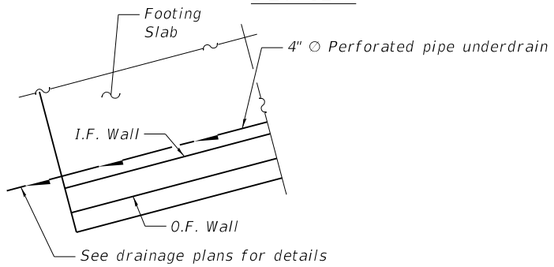


FOOTING PLAN

(Form Liner not shown for clarity.)

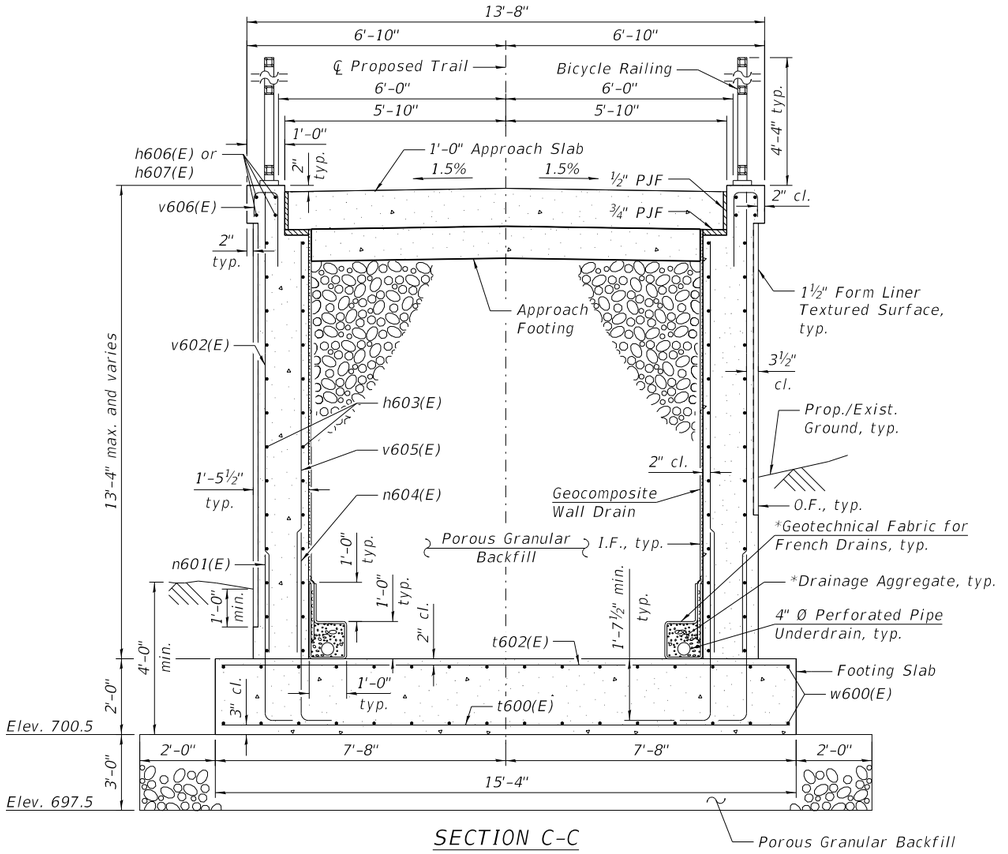


DETAIL A



DETAIL B

(Underdrain along East Wall is shown. West Wall similar)



SECTION C-C

* Included in the cost of Pipe Underdrains for Structures
** Space rebars radially
*** See Sheet 28 for rebar detail
**** Along inside face of wall

NOTES:

1. Notes provided on Sheet 38 also apply to this sheet.
2. For approach slab and approach footing, see Sheet 34.
3. For Section C-C location, see Sheet 38.

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643\03_CADD\03_Sheets\Structural\16432-SHT-HWL-STR-FILLED_TUB_DETAILS_2

LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - EHK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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		CHECKED - ACL	REVISED -	
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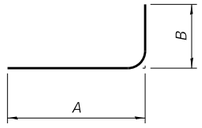
WEST BRANCH DUPAGE RIVER TRAIL
FILLED TUB DETAILS – 2

SCALE: | SHEET 39 OF 51 SHEETS | STA. | TO STA.

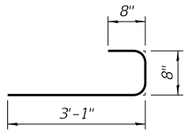
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	117
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

DIMENSION A & B

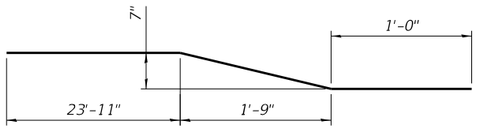
Bar	A	B
n601(E)	5'-11"	8"
n604(E)	7'-8"	1'-2"
n605(E)	7'-2"	1'-0"



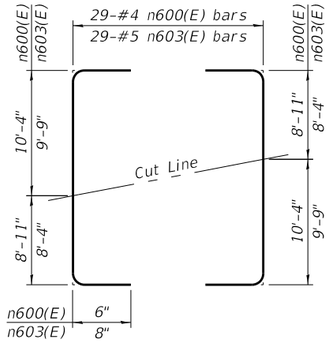
BAR n601(E), n604(E) & n605(E)



BAR v606(E)



BAR h608(E)



FIELD CUTTING DIAGRAM

Order n600(E) and n603(E) bars full length. Cut to fit in East wall and use remainder of bars in West Wall.

FILLED TUB
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h600(E)	40	#4	28'-3"	
h601(E)	40	#4	31'-2"	
h602(E)	54	#4	27'-10"	
h603(E)	52	#4	35'-0"	
h604(E)	8	#5	28'-1"	
h605(E)	8	#5	32'-0"	
h606(E)	8	#5	27'-10"	
h607(E)	8	#5	35'-0"	
h608(E)	2	#4	26'-10"	
n600(E)	29	#4	20'-7"	
n601(E)	182	#4	6'-7"	
n603(E)	29	#6	20'-1"	
n604(E)	120	#7	8'-10"	
n605(E)	62	#6	8'-2"	
t600(E)	119	#5	15'-0"	
t601(E)	57	#7	15'-0"	
t602(E)	62	#8	15'-0"	
v600(E)	58	#4	8'-7"	
v601(E)	62	#4	10'-1"	
v602(E)	62	#4	11'-7"	
v603(E)	58	#7	8'-1"	
v604(E)	62	#6	9'-6"	
v605(E)	62	#7	11'-0"	
V606(E)	240	#4	4'-5"	
w600(E)	160	#5	26'-3"	
Porous Granular Backfill			Cu. Yd.	630.2
Subbase Granular Material, Type B 4"			Sq. Yd.	129
Structure Excavation			Cu. Yd.	823
Concrete Structures			Cu. Yd.	251.7
Form Liner Textured Surface			Sq. Ft.	1,709
Protective Coat			Sq. Yd.	178
Reinforcement Bars, Epoxy Coated			Pound	25,520
Geocomposite Wall Drain			Sq. Yd.	250
Pipe Underdrains For Structures 4"			Foot	231
Anti-Graffiti Coating			Sq. Ft.	2,247
Staining Concrete Structures			Sq. Ft.	269

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000116432/03_CADD/01_Sheets/Structural/116432-SHT-HWL-STR-FILLED_TUB_DETAILS_3

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225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
FILLED TUB DETAILS – 3

SCALE: | SHEET 40 OF 51 SHEETS | STA. | TO STA.

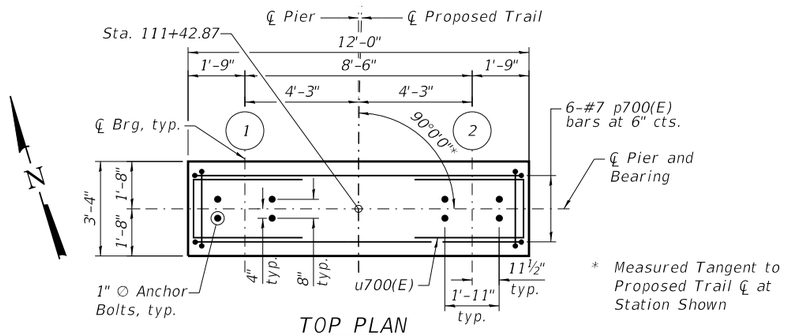
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	118
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			

PILE DATA

Type: Metal Shell 12" ∅ x 0.250" walls with pile shoes
Nominal Required Bearing: 331 kips
Factored Resistance Available: 182 kips
*Est. Length: 36 ft****
No. Production Piles: 4
No. Test Piles: 0

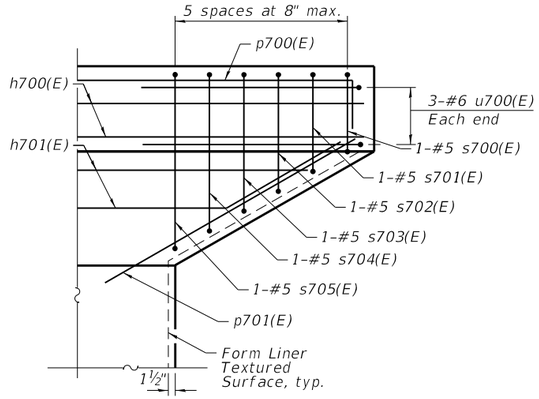
Indicates Direction of 12V:2H Pile Batter

*** *Minimum Length Required to Provide Adequate Pile Capacity Under Service Condition*



TOP PLAN

* *Measured Tangent to Proposed Trail ℄ at Station Shown*



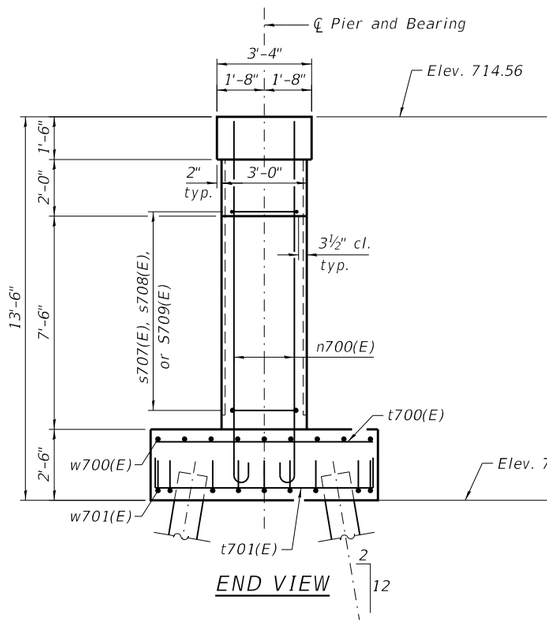
DETAIL 1

Detail at East end shown.
West end similar, opposite hand.

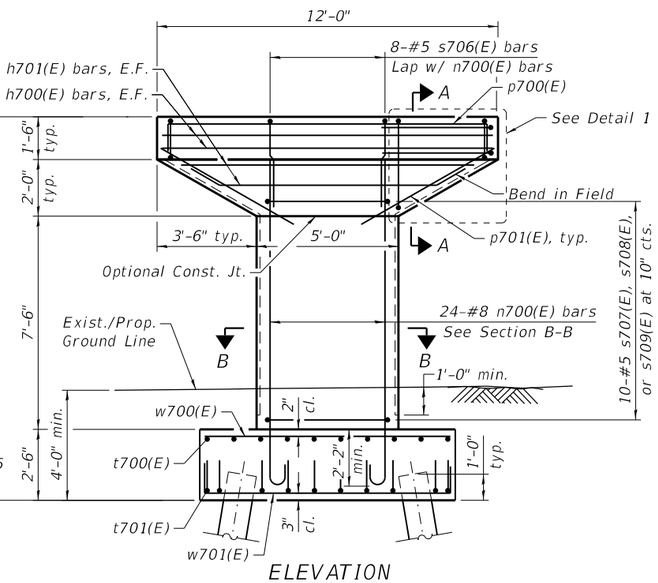
BILL OF MATERIAL

(Pier 1)

Bar	No.	Size	Length	Shape
h700(E)	4	#5	11'-8"	
h701(E)	4	#5	9'-1"	
n700(E)	24	#8	13'-11"	
p700(E)	6	#7	13'-10"	
p701(E)	8	#5	6'-0"	
s700(E)	2	#5	8'-7"	
s701(E)	2	#5	9'-3"	
s702(E)	2	#5	10'-1"	
s703(E)	2	#5	10'-9"	
s704(E)	2	#5	11'-7"	
s705(E)	2	#5	12'-3"	
s706(E)	8	#5	8'-8"	
s707(E)	10	#5	14'-7"	
s708(E)	10	#5	12'-7"	
s709(E)	10	#5	9'-9"	
t700(E)	10	#5	7'-8"	
t701(E)	10	#7	10'-0"	
u700(E)	6	#6	10'-4"	
w700(E)	9	#5	8'-8"	
w701(E)	9	#7	11'-0"	
Structure Excavation		Cu. Yd.	24.1	
Concrete Structures		Cu. Yd.	15.0	
Form Liner Textured Surface		Sq. Ft.	179	
Reinforcement Bars, Epoxy Coated		Pound	2,450	
Furnishing Metal Shell Piles 12" X 0.250"		Foot	144	
Driving Piles		Foot	144	
Pile Shoes		Each	4	
Anti-Graffiti Coating		Sq. Ft.	260	
Staining Concrete Structures		Sq. Ft.	81	

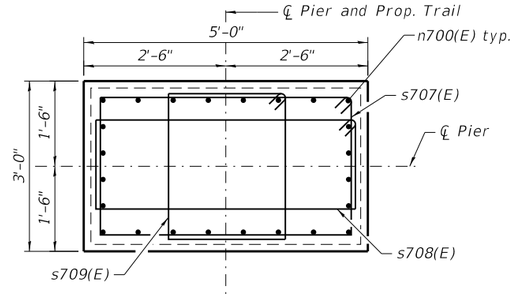


END VIEW

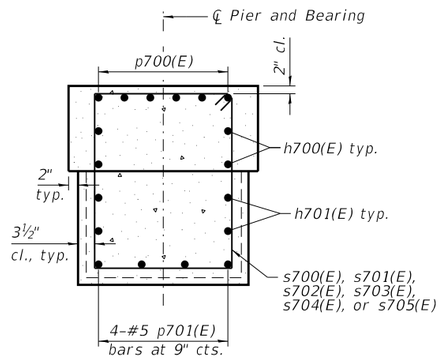


ELEVATION

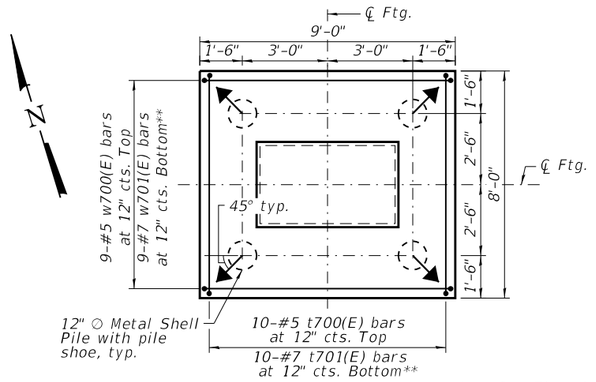
Looking North



SECTION B-B

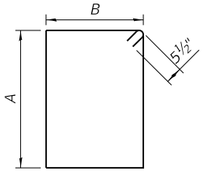


SECTION A-A



FOOTING PLAN

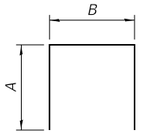
** *See Elevation (place bars to avoid piles)*



BARS s700(E), s701(E), s702(E), s703(E), s704(E), s705(E), s707(E), s708(E), & s709(E)

A AND B DIMENSIONS

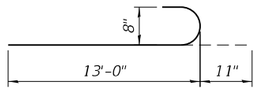
Bar	A	B
s700(E)	1'-2"	2'-8"
s701(E)	1'-6"	2'-8"
s702(E)	1'-11"	2'-8"
s703(E)	2'-3"	2'-8"
s704(E)	2'-8"	2'-8"
s705(E)	3'-0"	2'-8"
s707(E)	2'-5"	4'-5"
s708(E)	1'-5"	4'-5"
s709(E)	2'-5"	2'-0"



BARS p700(E), s706(E), t702(E), u700(E), & w701(E)

A AND B DIMENSIONS

Bar	A	B
p700(E)	1'-2"	11'-6"
s706(E)	3'-2"	2'-3½"
t701(E)	1'-2"	7'-8"
u700(E)	3'-10"	2'-7½"
w701(E)	1'-2"	8'-8"



BAR n700(E)

NOTES:

1. *Space reinforcement in cap to miss anchor bolts.*
2. *Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛" (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.*
3. *Anti-Graffiti Coating shall be applied to all exposed surfaces.*
4. *Staining Concrete Structures shall be applied to all exposed surfaces which do not have Form Liner Textured Surface applied.*
5. *See Sheet 37 for Aesthetic Details.*
6. *See Sheet 25 for anchor bolt details.*

LOCHNER
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PIER 1 DETAILS

SCALE: | SHEET 41 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	119
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

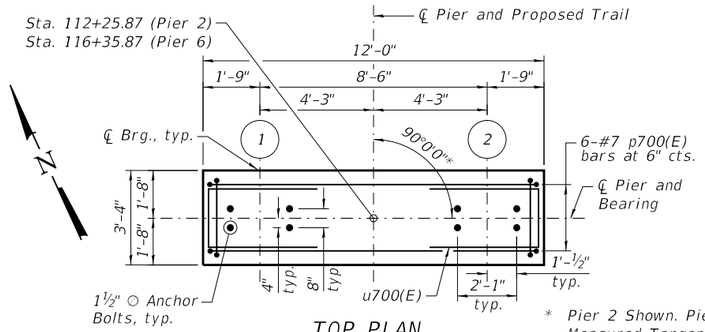
MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000164327\03_CADD\01_Sheets\Structural\16432-SHT-HWL-STR-PIER_1_DETAILS.dgn

PILE DATA

Type: Metal Shell 12" ∅ x 0.250" walls with pile shoes
Nominal Required Bearing: 325 kips
Factored Resistance Available: 179 kips
*Est. Length: 30 ft*** (Pier 2), 34 ft*** (Pier 6)*
No. Production Piles: 11
No. Test Piles: 1 (Pier 2)

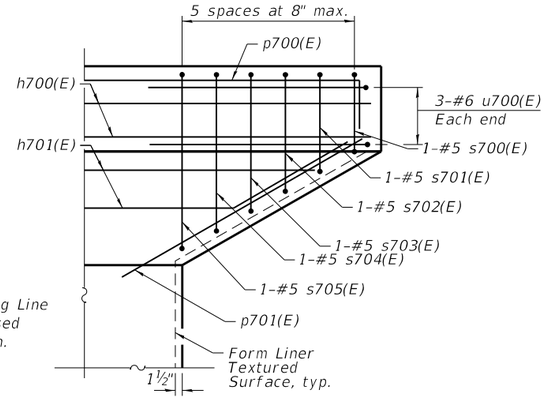
Indicates Direction of 12V:2H Pile Batter

*** *Minimum Length Required to Provide Adequate Pile Capacity Under Service Condition*



TOP PLAN

* *Pier 2 Shown. Pier 6 Bearing Line Measured Tangent to Proposed Trail ℄ at the Station Shown.*



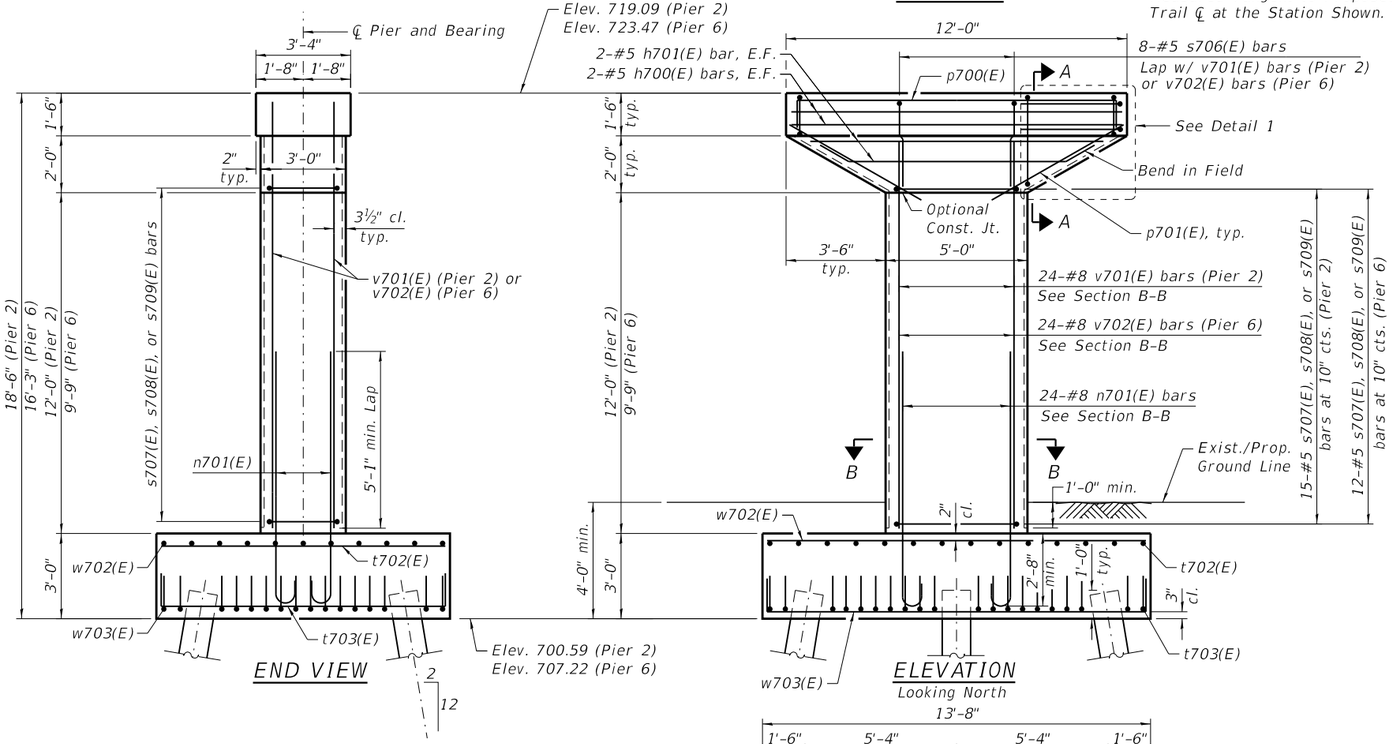
DETAIL 1

Detail at East end shown.
West end similar, opposite hand.

BILL OF MATERIAL

(Piers 2 and 6)

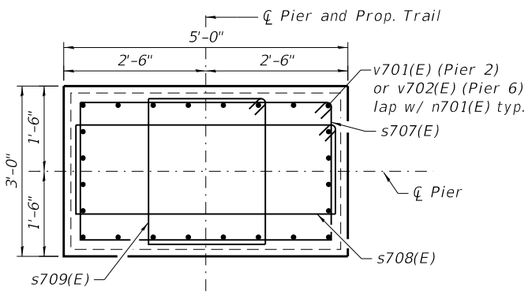
Bar	No.	Size	Length	Shape
h700(E)	8	#5	11'-8"	
h701(E)	8	#5	9'-1"	
n701(E)	48	#8	8'-10"	
p700(E)	12	#7	13'-10"	
p701(E)	16	#5	6'-0"	
s700(E)	4	#5	8'-7"	
s701(E)	4	#5	9'-3"	
s702(E)	4	#5	10'-1"	
s703(E)	4	#5	10'-9"	
s704(E)	4	#5	11'-7"	
s705(E)	4	#5	12'-3"	
s706(E)	16	#5	8'-8"	
s707(E)	27	#5	14'-7"	
s708(E)	27	#5	12'-7"	
s709(E)	27	#5	9'-9"	
t702(E)	28	#5	10'-0"	
t703(E)	40	#7	12'-4"	
u700(E)	12	#6	10'-4"	
v701(E)	24	#8	15'-2"	
v702(E)	24	#8	12'-11"	
w702(E)	22	#5	13'-4"	
w703(E)	32	#7	15'-8"	
Structure Excavation		Cu. Yd.	77.3	
Concrete Structures		Cu. Yd.	51.7	
Form Liner Textured Surface		Sq. Ft.	466	
Reinforcement Bars, Epoxy Coated		Pound	7,820	
Furnishing Metal Shell Piles 12" X 0.250"		Foot	354	
Driving Piles		Foot	354	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	12	
Anti-Graffiti Coating		Sq. Ft.	628	
Staining Concrete Structures		Sq. Ft.	162	



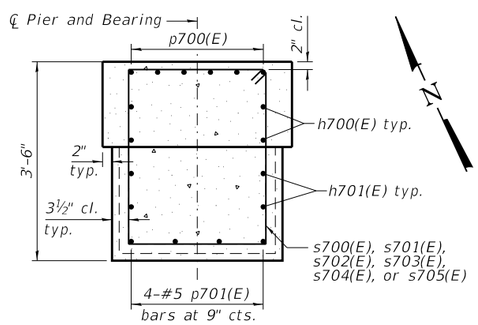
END VIEW

ELEVATION

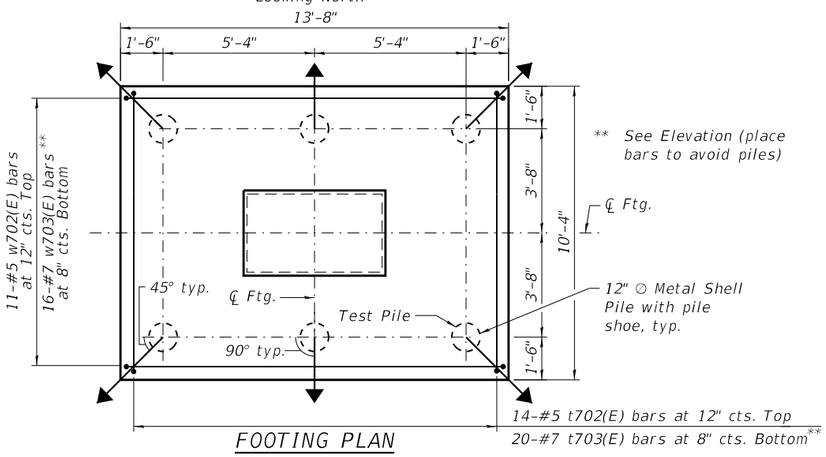
Looking North



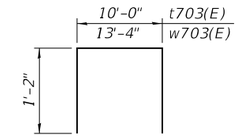
SECTION B-B



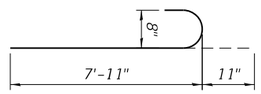
SECTION A-A



FOOTING PLAN



BARS t703(E), & w703(e)



BAR n701(E)

NOTES:

1. *Space reinforcement in cap to miss anchor bolts.*
2. *Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛" (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.*
3. *Anti-Graffiti Coating shall be applied to all exposed surfaces.*
4. *Staining Concrete Structures shall be applied to all exposed surfaces which do not have Form Liner Textured Surface applied.*
5. *See Sheet 41 for p700(E), s700(E) thru s709(E) and u700(E) details.*
6. *See Sheet 37 for Aesthetic Details.*
7. *For anchor bolt details for Pier 2 and Pier 6, See Sheets 17 and 22 respectively.*

MODEL: Default
FILE NAME: pw:///lochner-pw.bentley.com:bchnor-pw-91\Documents\Projects\0000\16432\03_CADD\03_Sheets\Structural\16432-SHT-HWL-STR-PIERS_2_AND_6_DETAILS.dgn

LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - JWM	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - JWM	REVISED -	
		CHECKED - ACL	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

WEST BRANCH DUPAGE RIVER TRAIL
PIERS 2 AND 6 DETAILS

SCALE: | SHEET 42 OF 51 SHEETS | STA. | TO STA.

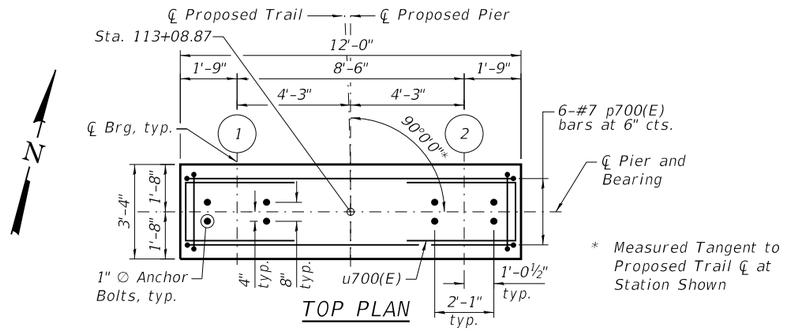
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	120
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

PILE DATA

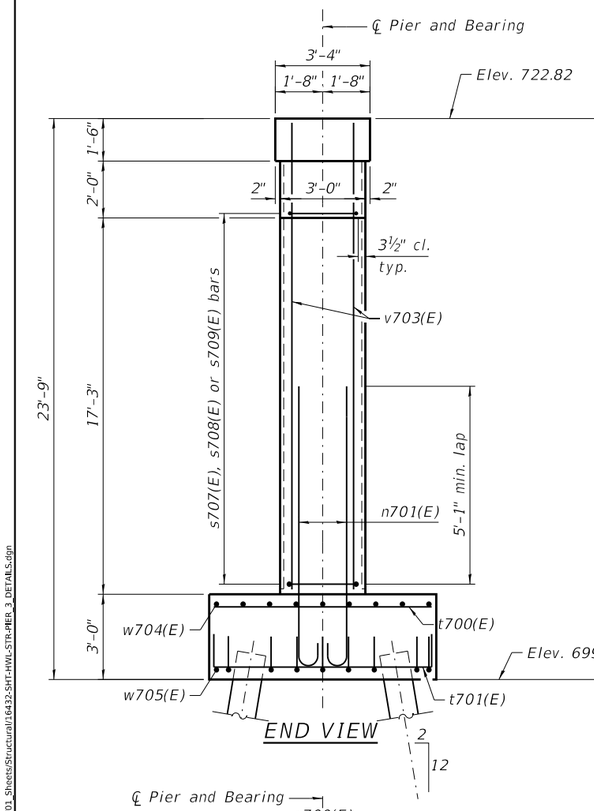
Type: Metal Shell 12" ∅ x 0.250" walls with pile shoes
Nominal Required Bearing: 344 kips
Factored Resistance Available: 189 kips
*Est. Length: 26 ft****
No. Production Piles: 4
No. Test Piles: 0

Indicates Direction of 12V:2H Pile Batter

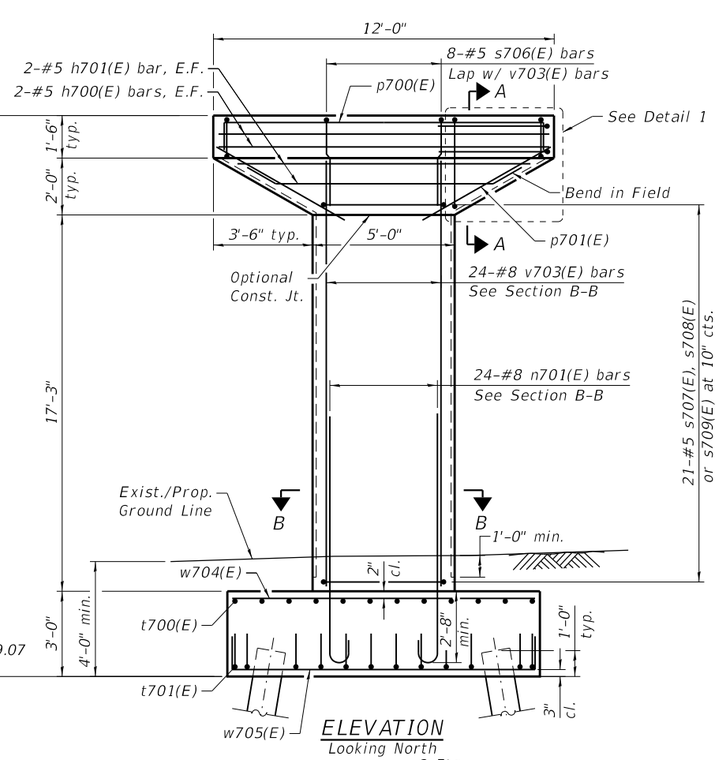
*** *Minimum Length Required to Provide Adequate Pile Capacity Under Serice Condition*



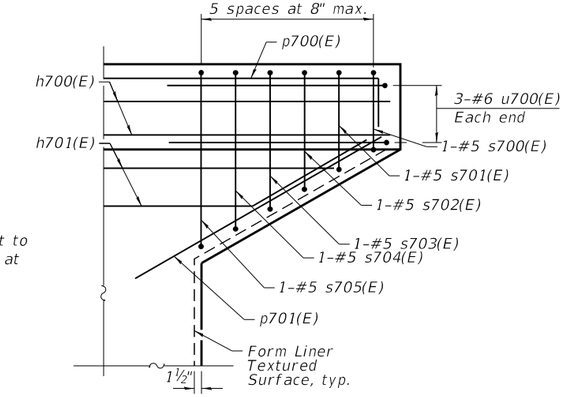
TOP PLAN



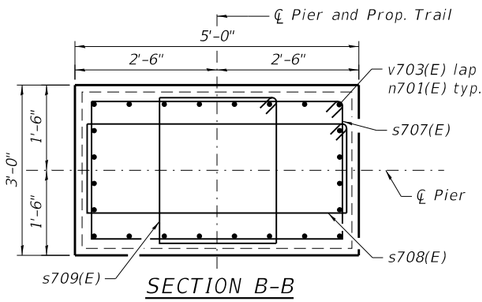
END VIEW



ELEVATION
Looking North



DETAIL 1
Detail at East end shown. West end similar, opposite hand.

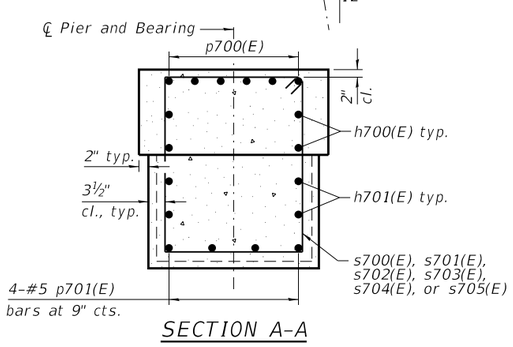


SECTION B-B

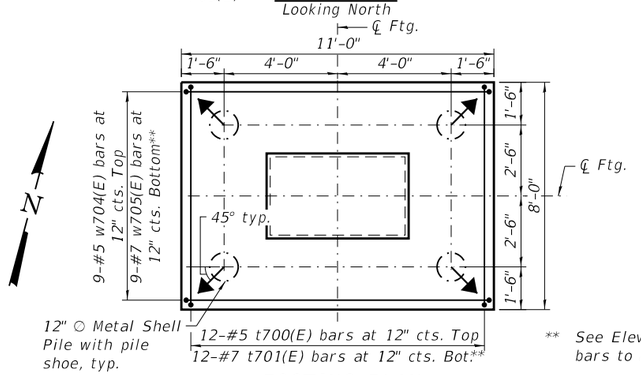
BILL OF MATERIAL
(Piers 3)

Bar	No.	Size	Length	Shape
h700(E)	4	#5	11'-8"	
h701(E)	4	#5	9'-1"	
n701(E)	24	#8	8'-10"	
p700(E)	6	#7	13'-10"	
p701(E)	8	#5	6'-0"	
s700(E)	2	#5	8'-7"	
s701(E)	2	#5	9'-3"	
s702(E)	2	#5	10'-1"	
s703(E)	2	#5	10'-9"	
s704(E)	2	#5	11'-7"	
s705(E)	2	#5	12'-3"	
s706(E)	8	#5	8'-8"	
s707(E)	21	#5	14'-7"	
s708(E)	21	#5	12'-7"	
s709(E)	21	#5	9'-9"	
t700(E)	12	#5	7'-8"	
t701(E)	12	#7	10'-0"	
u700(E)	6	#6	10'-4"	
v703(E)	24	#8	20'-5"	
w704(E)	9	#5	10'-8"	
w705(E)	9	#7	13'-0"	

Structure Excavation	Cu. Yd.	29.6
Concrete Structures	Cu. Yd.	23.5
Form Liner Textured Surface	Sq. Ft.	335
Reinforcement Bars, Epoxy Coated	Pound	3,970
Furnishing Metal Shell Piles 12" X 0.250"	Foot	104
Driving Piles	Foot	104
Pile Shoes	Each	4
Anti-Graffiti Coating	Sq. Ft.	416
Staining Concrete Structures	Sq. Ft.	81

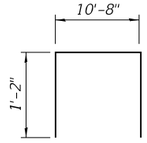


SECTION A-A



FOOTING PLAN

** *See Elevation (place bars to avoid piles)*



BAR w705(E)

NOTES:

1. *Space reinforcement in cap to miss anchor bolts.*
2. *Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛" (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.*
3. *Anti-Graffiti Coating shall be applied to all exposed surfaces.*
4. *Staining Concrete Structures shall be applied to all exposed surfaces which do not have Form Liner Textured Surface applied.*
5. *See Sheet 41 for p700(E), s700(E) thru s709(E), and u700(E) details.*
6. *See Sheet 42 for n701(E) details.*
7. *See Sheet 37 for aesthetic details.*
8. *See Sheet 25 for anchor bolt details.*

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643203_CADD/01_Sheets/Structural/16432-SHT-HWL-STR-PIER_3_DETAILS.dgn

LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - JWM	REVISED -	
		DRAWN - JWM	REVISED -	
		CHECKED - ACL	REVISED -	
	PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PIER 3 DETAILS

SCALE: | SHEET 43 OF 51 SHEETS | STA. | TO STA.

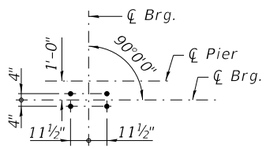
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	121
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

PILE DATA

Type: Metal Shell 12" ∅ x 0.250" walls with pile shoes
Nominal Required Bearing: 352 kips
Factored Resistance Available: 193 kips
Est. Length: 38 ft***
No. Production Piles: 14 (7 per Pier)
No. Test Piles: 2 (1 per Pier)

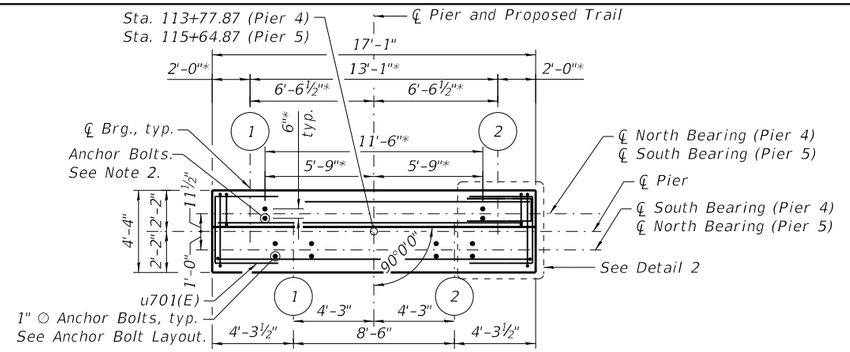
→ Indicates Direction of 12V:2H Pile Batter

*** Minimum Length Required to Provide Adequate Pile Capacity Under Service Condition



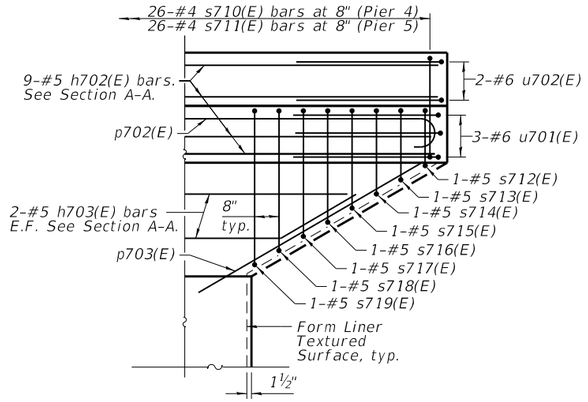
ANCHOR BOLT LAYOUT

At Plate Girders Only



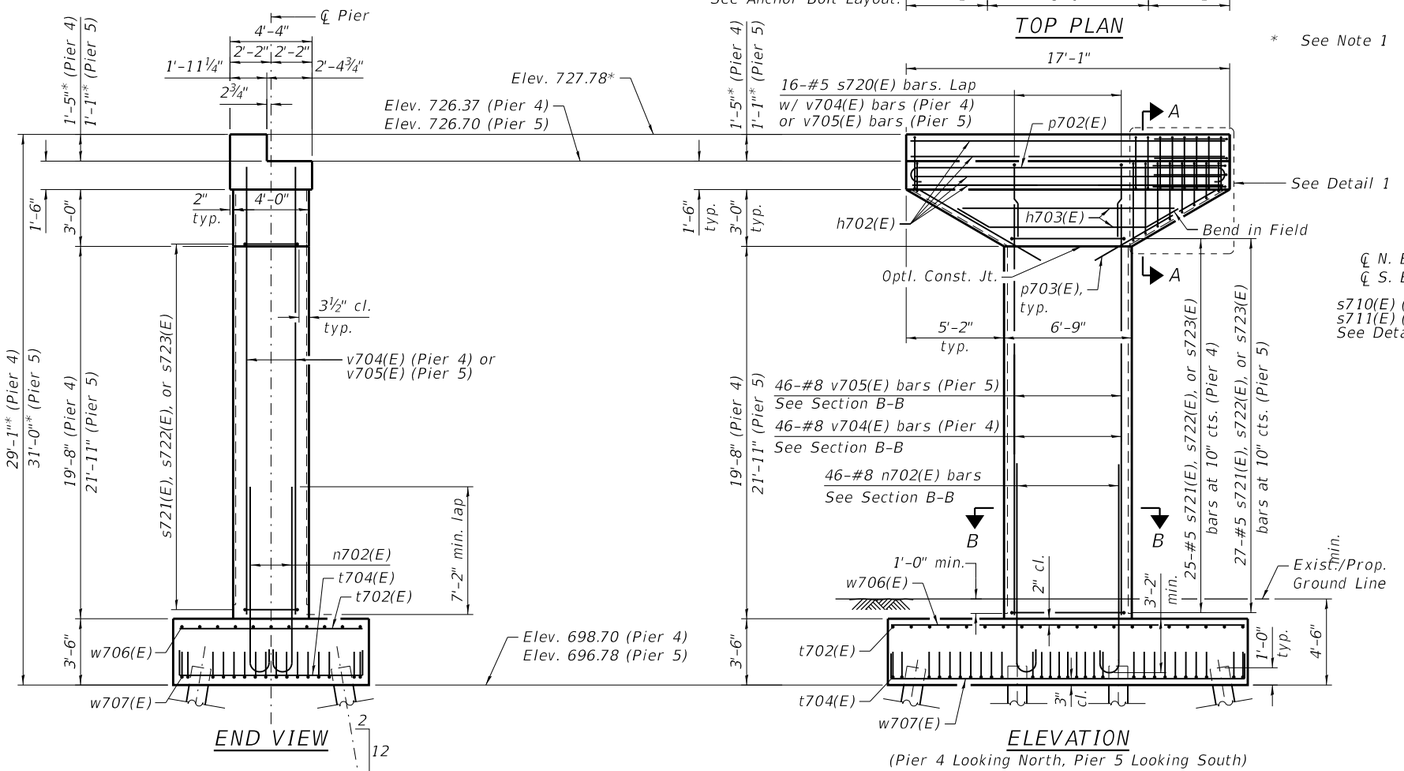
TOP PLAN

* See Note 1



DETAIL 1

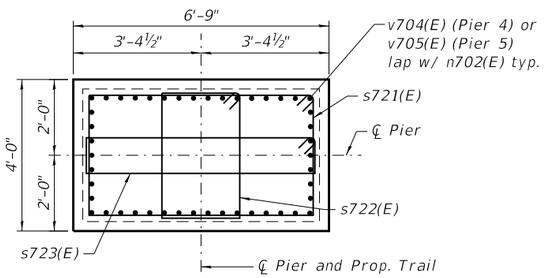
Detail at East end shown.
West end similar, opposite hand.



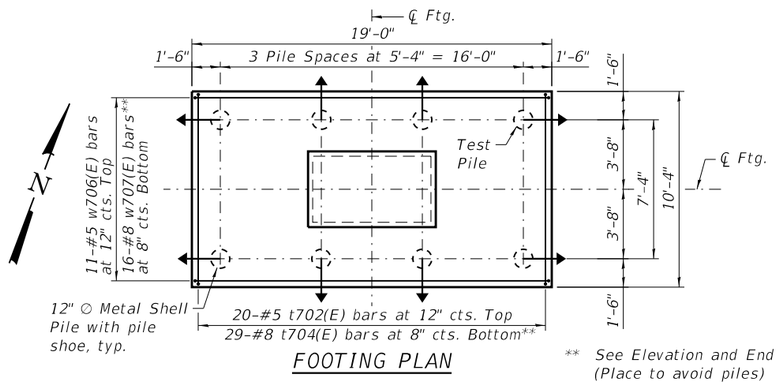
END VIEW

ELEVATION

(Pier 4 Looking North, Pier 5 Looking South)

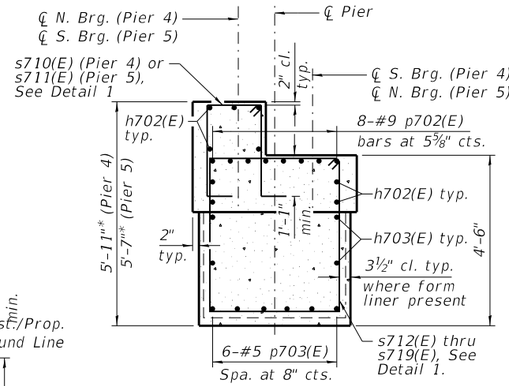


SECTION B-B

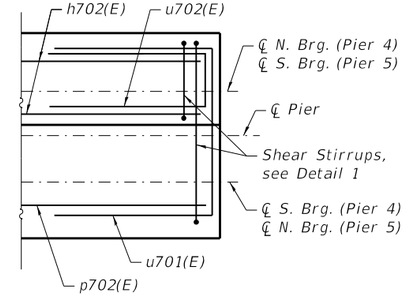


FOOTING PLAN

** See Elevation and End View. (Place to avoid piles)



SECTION A-A



DETAIL 2

Anchor Bolts not shown for clarity
Detail at East end shown. West end similar, opposite hand.

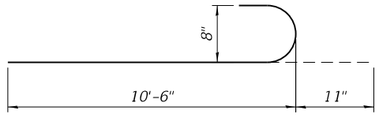
NOTES:

1. Dimensions to be adjusted as per Prefabricated Truss Bridge manufacturer's plans. Contractor to verify and coordinate the bearing dimensions, elevations and anchor bolt details for the Prefabricated Truss Bridge prior to starting fabrication of the Prefabricated Truss Bridge and prior to placing any reinforcement. Any changes from the details shown in the plans shall be approved by the Engineer prior to starting fabrication of the Prefabricated Truss Bridge.
2. Anchor Bolts for Prefabricated Pedestrian Superstructure to be provided by Truss Manufacturer. Cost included with Prefabricated Pedestrian Superstructure.
3. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛" (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.
4. Anti-Graffiti Coating shall be applied to all exposed surfaces.
5. Staining Concrete Structures shall be applied to all exposed surfaces that do not have Form Liner Textured Surface applied.
6. Concreet Sealer shall be applied to all exposed surfaces.
7. See Sheet 37 for Aesthetic Details.
8. See Sheet 45 for Reinforcement Details and Bill of Material.
9. For anchor bolt details, see Sheet 25.

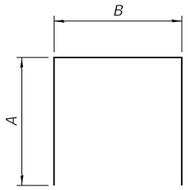
MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203_CADD\01_Sheets\Structural\16432-SHT-HWL-STR-PIERS_4_AND_5_DETAILS_1.dgn

LOCHNER H. W. LOCHNER, INC. 225 WEST WASHINGTON STREET 12 TH FLOOR CHICAGO, ILLINOIS 60606	USER NAME = Personal	DESIGNED - JWM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL PIERS 4 AND 5 DETAILS – 1
		DRAWN - JWM	REVISED -		
		CHECKED - ACL	REVISED -		
	PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -		SCALE: SHEET 44 OF 51 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	122
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



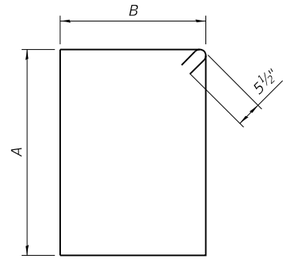
BAR n702(E)



BARS s720(E), t704(E), u701(E), u702(E), & w707(E)

A AND B DIMENSIONS

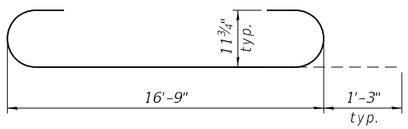
Bar	A	B
s720(E)	3'-2"	3'-3½"
t704(E)	1'-4"	10'-0"
u701(E)	3'-10"	3'-3½"
u702(E)	3'-10"	1'-5½"
w707(E)	1'-4"	18'-8"



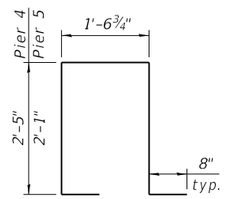
BARS s712(E) thru s719(E), s721(E) thru 723(E)

A AND B DIMENSIONS

Bar	A	B
s712(E)	1'-2"	3'-5"
s713(E)	1'-7"	3'-5"
s714(E)	1'-11"	3'-5"
s715(E)	2'-4"	3'-5"
s716(E)	2'-8"	3'-5"
s717(E)	3'-1"	3'-5"
s718(E)	3'-6"	3'-5"
s719(E)	3'-10"	3'-5"
s721(E)	3'-5"	6'-2"
s722(E)	3'-5"	2'-2"
s723(E)	1'-0"	6'-2"



BAR p702(E)



BARS s710(E) & s711(E)

BILL OF MATERIAL

(Piers 4 and 5)

Bar	No.	Size	Length	Shape
h702(E)	18	#5	16'-9"	
h703(E)	8	#5	13'-6"	
n702(E)	92	#8	11'-5"	
p702(E)	16	#9	19'-3"	
p703(E)	24	#5	8'-0"	
s710(E)	26	#4	7'-9"	
s711(E)	26	#4	7'-1"	
s712(E)	4	#5	10'-1"	
s713(E)	4	#5	10'-11"	
s714(E)	4	#5	11'-7"	
s715(E)	4	#5	12'-5"	
s716(E)	4	#5	13'-1"	
s717(E)	4	#5	13'-11"	
s718(E)	4	#5	14'-9"	
s719(E)	4	#5	15'-5"	
s720(E)	32	#5	9'-8"	
s721(E)	52	#5	20'-1"	
s722(E)	52	#5	12'-1"	
s723(E)	52	#5	15'-3"	
t702(E)	40	#5	10'-0"	
t704(E)	58	#8	12'-8"	
u701(E)	12	#6	11'-0"	
u702(E)	8	#6	9'-2"	
v704(E)	46	#8	23'-10"	
v705(E)	46	#8	26'-1"	
w706(E)	22	#5	18'-8"	
w707(E)	32	#8	21'-4"	

Concrete Structures	Cu. Yd.	113.5
Form Liner Textured Surface	Sq. Ft.	1,109
Reinforcement Bars, Epoxy Coated	Pound	19,140
Furnishing Metal Shell Piles 12" X 0.250"	Foot	532
Driving Piles	Foot	532
Test Pile Metal Shells	Each	2
Pile Shoes	Each	16
Anti-Graffiti Coating	Sq. Ft.	1,467
Staining Concrete Structures	Sq. Ft.	358

MODEL: Default
FILE NAME: pw:///lochner-pw.bentley.com:lochner-pw-911/Documents/Projects/0000316432/03_CADD/03_Sheets/Structural/316432-SHT-HWL-STR-PIERS_4_AND_5_DETAILS_2.dgn

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CHICAGO, ILLINOIS 60606

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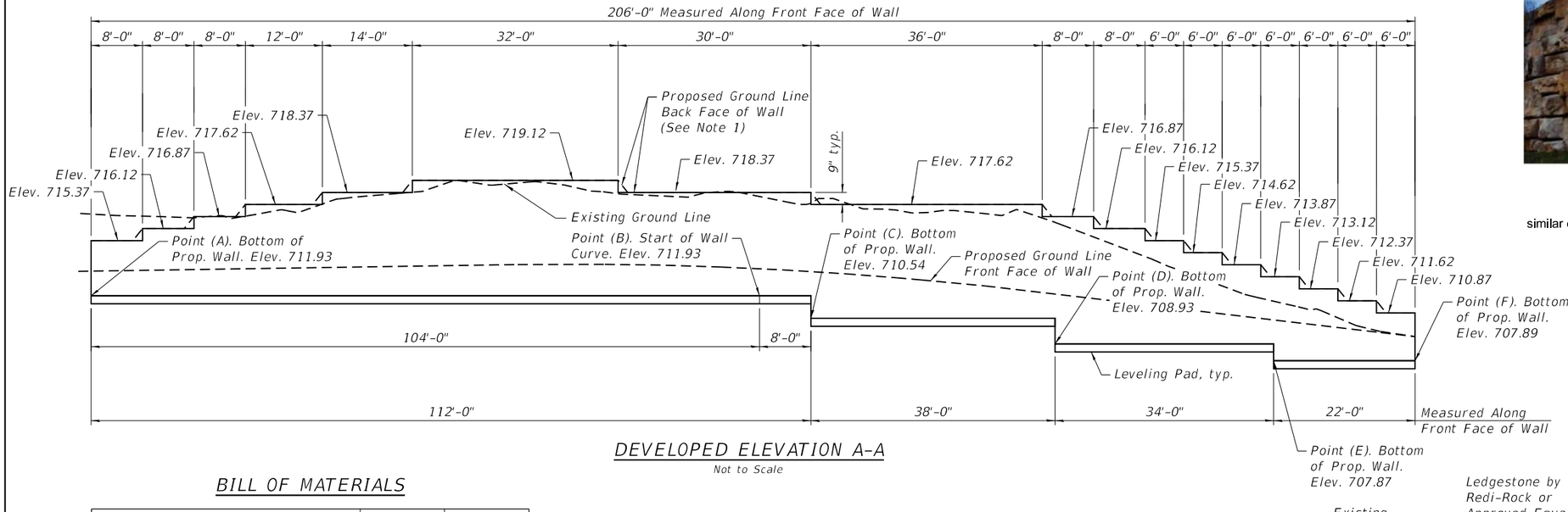
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
PIERS 4 AND 5 DETAILS – 2

SCALE: | SHEET 45 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	123
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

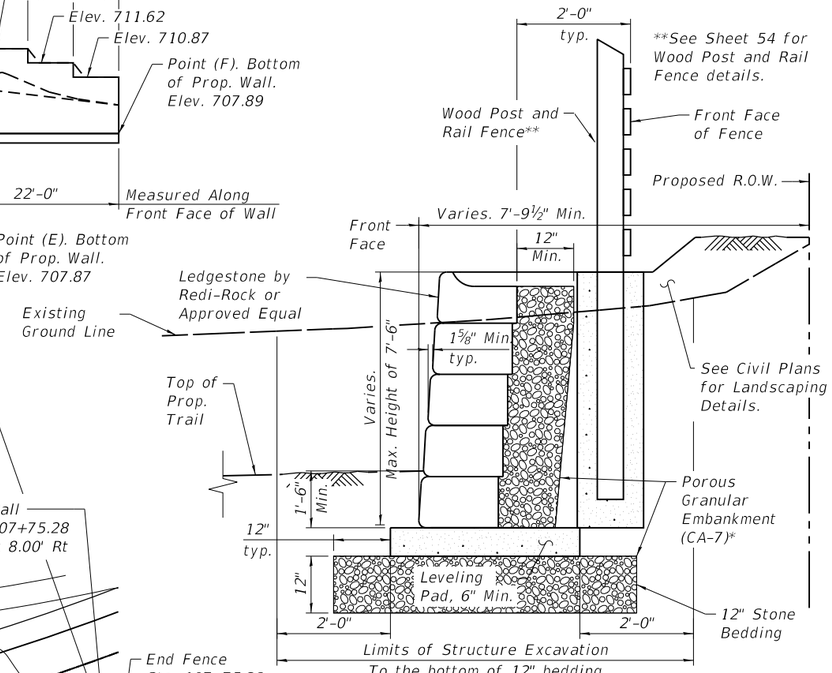


DEVELOPED ELEVATION A-A

Not to Scale

TYPICAL LEDGESTONE

Note: Contractor shall provide Ledgestone with similar color to above per requirement of Staining Concrete Structures.

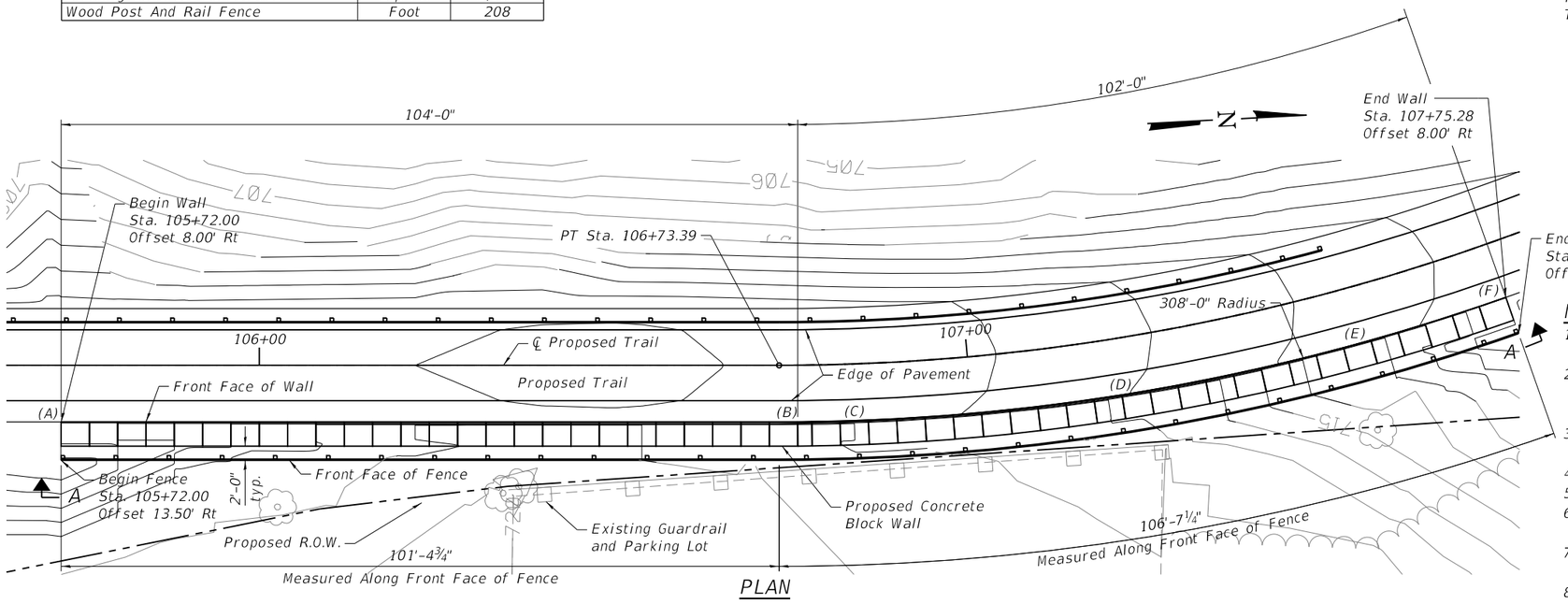


TYPICAL SECTION THROUGH WALL

Note: Wall height and number of blocks varies

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
Structure Excavation	Cu. Yd.	648
Segmental Concrete Block Wall	Sq. Ft.	1,254
Anti-Graffiti Coating	Sq. Ft.	1,602
Staining Concrete Structures	Sq. Ft.	1,602
Wood Post And Rail Fence	Foot	208



PLAN

NOTES:

*Included with the cost of Segmental Concrete Block Wall

1. Proposed Ground Line is coincident with top of wall. Step terrain and wrap around segmental blocks at height transitions.
2. The design details of the proposed Segmental Concrete Block Wall shall be prepared by the wall manufacturer, submitted by the Contractor, and approved by the Engineer prior to installation.
3. Bottom of wall elevation may be adjusted to accomodate modular block sizing.
4. Drawing intended to be printed in color.
5. Orient blocks to follow radius where following curve.
6. Staining Concrete Structures and Anti-Graffiti Coating shall be applied to all exposed surfaces
7. Cost of designing, furnishing, and installing the temporary soil retention system is included with Segmental Concrete Block Wall, if required.
8. Anti-Graffiti Coating shall be applied to all exposed wall surfaces.
9. Staining Concrete Structures shall be applied to all exposed wall surfaces.

MODEL: Default
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643203_CADD\01_Sheets\Structural\16432-SHT-HWL-STR-PR_RETWALL.dgn

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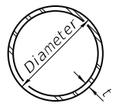
WEST BRANCH DUPAGE RIVER TRAIL
PROPOSED RETAINING WALL

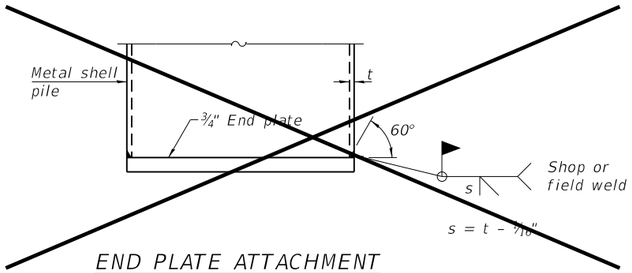
SCALE: | SHEET 46 OF 51 SHEETS | STA. 105+72.00 | TO STA. 107+75.28

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	124
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

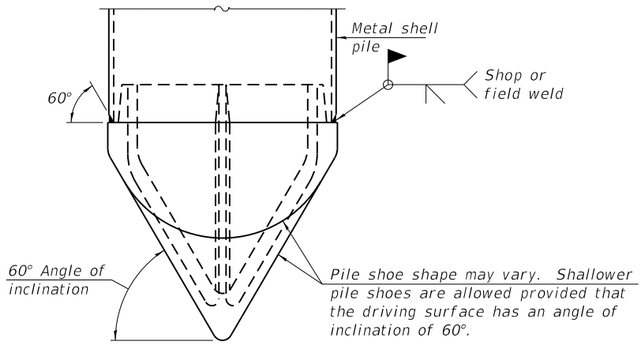


METAL SHELL PILE TABLE

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

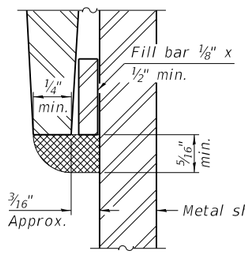


END PLATE ATTACHMENT

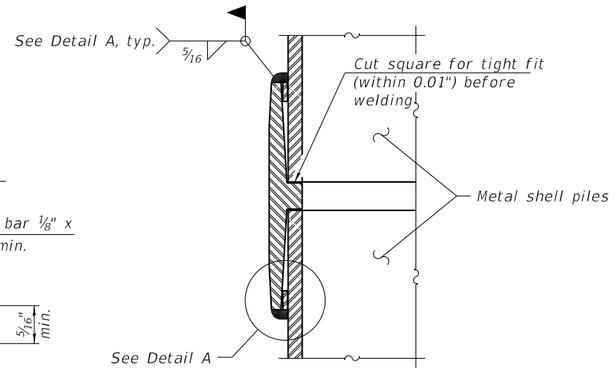


PILE SHOE ATTACHMENT

(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).

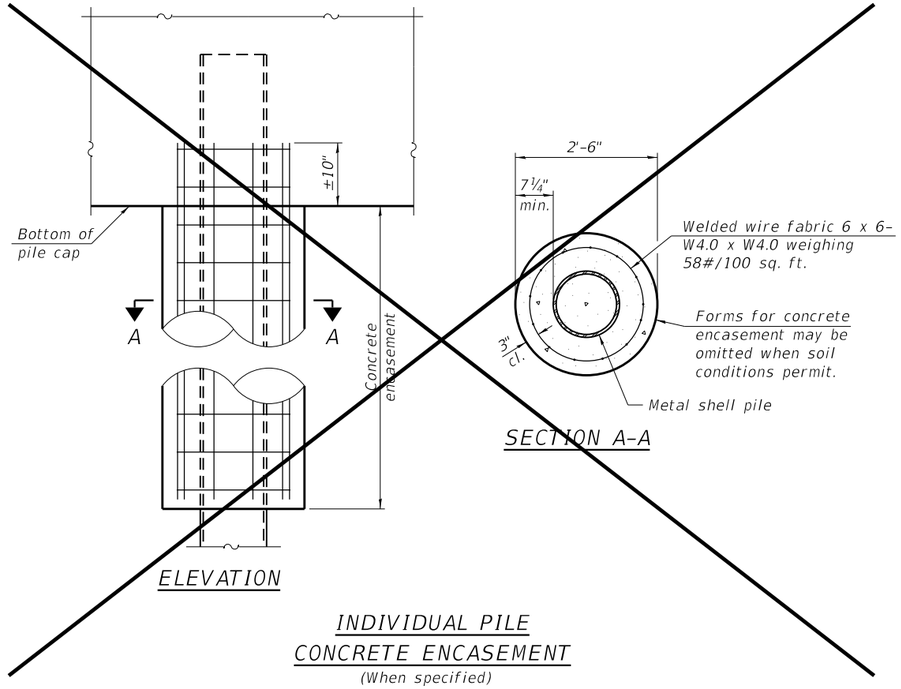


DETAIL A



WELDED COMMERCIAL SPLICE

Notes:
The ⅛" x ½" min. fill bar may be constructed of 2 bars with a ⅛" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

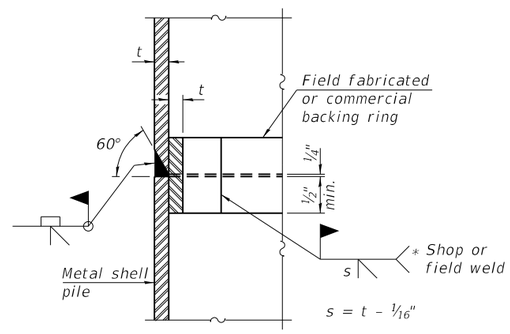


ELEVATION

SECTION A–A

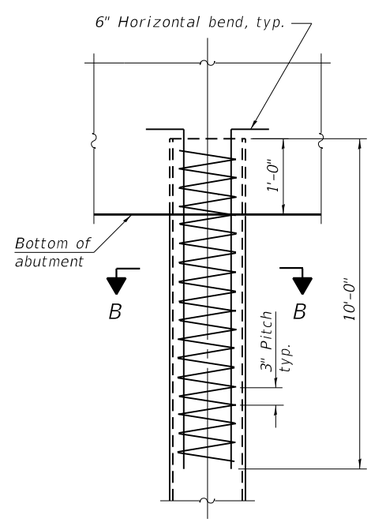
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)

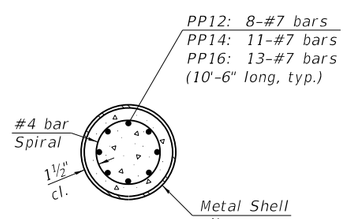


COMPLETE PENETRATION WELD SPLICE

* 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: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000016432\03 CADD\03 Sheets\Structural\16432-SHT-HWL-STR-METAL SHELL PILE DETAILS

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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		

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/24/2017
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GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-1**
Station: 118+57
Offset: 32' Left
Ground Surface Elev. 705.5 (ft)

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 699.5
Upon Completion n/a
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL–black	AS		30
	3		
SILTY CLAY–dark brown–very stiff (CL) Fill	3		
	5	2.5P	26
ORGANIC SILTY CLAY–dark brown to black–loose (OL)	3		74
	4		
–5	5	1.4B	38
	8		
SILTY CLAY with Gravel–gray–loose (CL/ML)	5		
	3	<0.25P	26
CLAYEY SAND & GRAVEL–gray–medium dense (GC)	7		
	14		
–10	14		13
End Of Boring @ –10.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer			
–15			
–20			
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/25/2017
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Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-02**
Station: 117+30
Offset: 15.0' Left
Ground Surface Elev. 713.5 (ft)

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 701.0
Upon Completion n/a
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL–black	AS		38
	5		
	4		
LEAN CLAY with Sand & Stone–dark brown–very stiff to hard (CL) Fill	4	4.5+P	12
	3		
	1		
–5	2	2.75P	17
	1		95
	1		
SILTY CLAY–dark brown & gray spotted black–stiff (CL) Possible Fill	3	1.0B	23
	2		94
	3		
–10	4	1.1B	26
	3		82
	3		
	5	1.4B	34
CLAYEY SAND & GRAVEL–brown–medium dense (GC)	5		
	7		
–15	11		13
LEAN CLAY–gray–very stiff (CL)	7		107
	7		
	7	3.0B	21
CLAYEY SAND–gray–loose (SC)	5		
	4		
–20	5		16
–25			
–30			
–35			
–40			

CLAYEY SAND–gray–loose (SC)
POORLY GRADED SAND–gray–medium dense (SP)
POORLY GRADED SAND & GRAVEL–gray–medium dense (GP)
End Of Boring @ –30.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	5		
	7		
	9		22
	4		
	8		
–25	11		22
	4		
	7		
	10		22
	6		
	9		
–30	14		7
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/28/2017
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GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-03**
Station: 116+66
Offset: 10.0' Left
Ground Surface Elev. 713.4 (ft)

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 700.9
Upon Completion n/a
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL with Stone–dark brown to black	AS		16
	18		
	12		
LEAN CLAY with Sand & Stone–dark brown spotted black–very stiff to hard (CL) Fill	8	4.5+P	10
	8		
	7		
–5	10	4.5+P	10
	7		
	7		
	8	4.5+P	12
	3		
	3		
–10	3	3.75P	17
	4		
SILTY CLAY–dark brown & gray–stiff (CL)	4		
	5	1.0P	35
POORLY GRADED GRAVEL with Sand–brown–medium dense (GP)	7		
	16		
–15	13		8
	17		
CLAYEY SAND & GRAVEL–gray–dense (GC)	19		
	14		13
	7		
POORLY GRADED SAND–gray–medium dense (SP)	9		
–20	11		22
–25			
–30			
–35			
–40			

POORLY GRADED SAND–gray–medium dense (SP)
POORLY GRADED GRAVEL with Sand–brown–dense (GP)
POORLY GRADED SAND–gray–medium dense (SP)
SILTY CLAY with Sand & Gravel–gray–medium dense (CL/ML)
End Of Boring @ –30.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	14		
	15		13
	8		
	16		7
–25	20		
	8		
	9		
	12		11
	7		
	13		
–30	11	1.25P	23
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

NOTES:

1. *For locations of boreholes, see Sheet 1.*

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000116432/03_CADD/01_Sheets/Structural/16432-SHT-HWL-STR-SOIL_BORINGS_1

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	CHECKED - ACL	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SOIL BORING LOGS – 1

SCALE: | SHEET 48 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	126
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 2
DATE 8/23/2017
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GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-04**
Station: 115+79
Offset: 40.0' Left
Ground Surface Elev. 710.2
Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry to -10.0'
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	AS		2	12.0" TOPSOIL-black
	4			
	3			LEAN CLAY with Sand-brown spotted black-stiff (CL) Fill
	6	1.75P	20	
	2			
	3			
-5	4		23	
	4			SANDY LEAN CLAY with Gravel-brown-very loose (SC/CL)
	2			
	2		12	
	2			CLAYEY SILT with Gravel-brown-loose (GM)
	2			
-10	6		19	
	10			CLAYEY SAND & GRAVEL-brown-dense (GC)
	14			
	16		10	
	5			SAND & GRAVEL-brown & gray-medium dense (GP)
	6			
-15	6		9	
	4			SILTY SAND-gray-medium dense (SM)
	8			
	11		21	
	11			SAND & GRAVEL-gray-medium dense (GP)
	15			
-20	14		9	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	4			SAND & GRAVEL-gray-medium dense (GP)
	14			
	10		8	
	11			FRACTURED ROCK-gray-dense (GP)
-25	17			
	19		6	
	15			SAND & GRAVEL-gray-medium dense (GP)
	15			
	10		12	
	5			SILTY SAND-gray-medium dense (SM)
	7			
-30	13		17	
	6			CLAYEY SAND & GRAVEL-gray-medium dense (GC)
	6			
-35	9		11	
	12			
	14			
-40	12		12	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR-No Recovery NP-Nonplastic

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STRUCTURE FOUNDATION BORING LOG

PAGE 2 of 2
DATE 8/23/2017
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GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-04**
Station: 115+79
Offset: 40.0' Left
Ground Surface Elev. 710.2
Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry to -10.0'
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				CLAYEY SAND & GRAVEL-gray-medium dense (GC)
	10			
	13			
-45	11		18	
	22			FRACTURED ROCK-gray-very dense (GP)
	50/5"			
-50			4	
				End Of Boring @ -50.0'
				Hollow Stem Augers To -10.0'
				Rotary Drilling To Completion
				10.0' Of 4.0"ø Casing Used
				CME Automatic Hammer
-55				
-60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
-65			
-70			
-75			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR-No Recovery NP-Nonplastic

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Naperville, Illinois 60565
(630) 355-2838

STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 2
DATE 8/24/2017
LOGGED BY TZ
GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-05**
Station: 113+81
Offset: 14.0' Left
Ground Surface Elev. 702.2
Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 697.7
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	AS		25	TOPSOIL-black
	4			
	3			SILTY CLAY-dark brown to black-loose (CL/ML)
	3		29	
	1			SILTY SAND with Gravel-black-loose (SM)
	2			
-5	5		61	
	5			SILTY SAND-dark brown & black-loose (SM)
	11			
	17		23	
	6			WELL GRADED SAND with Silty Clay & Gravel-gray-medium dense (SW-SC)
	9			
-10	13		9	
	9			POORLY GRADED SAND & GRAVEL-gray-medium dense to very dense (GP)
	14			
	17		6	
	11			
	50/4"			
-15			10	
	8			
	16			
	9		9	
	9			
-20	10			
	11		9	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	7			POORLY GRADED SAND & GRAVEL-gray-medium dense to very dense (GP)
	9			
	11		13	
	4			SILTY CLAY-gray-stiff (CL/ML)
	5			
-25	6	1.5P	17	
	9			POORLY GRADED SAND & GRAVEL-gray-medium dense (GP)
	12			
	15		5	
	8			
	11			
-30	14		6	
	5		107	LEAN CLAY-gray-very stiff (CL)
	8			
-35	11	3.68	19	
	5			POORLY GRADED SAND & GRAVEL-gray-medium dense (GP)
	3			
-40	7		13	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR-No Recovery NP-Nonplastic

NOTES:

1. For locations of boreholes, see Sheet 1.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/0000116432/03_CADD/01_Sheets/Structural/116432-SHT-HWL-STR-SOIL_BORINGS_2

LOCHNER
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CHICAGO, ILLINOIS 60606

USER NAME = Personal	DESIGNED - EEK	REVISED -	
	DRAWN - EEK	REVISED -	
	CHECKED - ACL	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SOIL BORING LOGS - 2

SCALE: | SHEET 49 OF 51 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	127
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

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STRUCTURE FOUNDATION BORING LOG

PAGE 2 of 2
DATE 8/24/2017
LOGGED BY
GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-05**
Station: 113+81
Offset: 14.0' Left
Ground Surface Elev. 702.2

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 697.7
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
POORLY GRADED SAND & GRAVEL–gray–medium dense (GP)			
–45	8 12 17		10
POORLY GRADED SAND–gray–medium dense (SP)			
–50	8 9 13		23
End Of Boring @ –50.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer			
–55			
–60			
–65			
–70			
–75			
–80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/25/2017
LOGGED BY TZ
GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-06**
Station: 113+04
Offset: 4.0' Right
Ground Surface Elev. 703.5

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 697.5
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL–black	AS		29
SILTY CLAY–brown & gray–medium stiff (CL)	2 3	0.75P	38
ORGANIC SILTY CLAY–dark brown to black–loose (OL)	1 2 4	0.25P	38
POORLY GRADED SAND & GRAVEL–brown & gray–medium dense to dense (GP)	6 16 13 7		10
CLAYEY SAND & GRAVEL–gray–medium dense (GC)	9 19 15 8 12 14		10
POORLY GRADED SAND & GRAVEL–gray–medium dense to very dense (GP)	5 7 8 11 7 3		13
Drillers Obsrvation: Possible cobble or boulder @ –21.0'			
	50/2"		
POORLY GRADED SAND & GRAVEL–gray–medium dense to very dense (GP)	7 20 28 8 9 8		6 5 11
End Of Boring @ –30.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer	7 13 18		9
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/25/2017
LOGGED BY TZ
GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-07**
Station: 112+40
Offset: 4.0' Right
Ground Surface Elev. 705.3

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 699.3
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL–black	AS 4 5		22 34
SILTY CLAY–trace organics–brown, gray & black–very loose (CL)	3 2 –5 2	0.75P	32
POORLY GRADED GRAVEL–gray–medium dense (GP)	2 1 2 5 –10 7 8		27 2
SILTY CLAYEY GRAVEL with Sand–brown–medium dense (GC–GM)	10 13 16 11 15 –15 17		12 8
POORLY GRADED SAND & GRAVEL–brown–medium dense to dense (GP) becoming gray @ –18.0'	13 15 15 11 16 –20 13		6 7
...continued			
POORLY GRADED SAND–gray–medium dense (SP)	8 10 11		24
SILTY SAND–gray–very dense (SM)	50/4" –25		17
POORLY GRADED SAND & GRAVEL–gray–medium dense to very dense (GP)	10 13 15 50/4" –30		6 5
End Of Boring @ –30.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer	–35		
	–40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

NOTES:

1. *For locations of boreholes, see Sheet 1.*

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643 2/03_CADD/01_Sheets/Structural/16432-SHT-HWL-STR-SOIL_BORINGS_3

LOCHNER
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CHICAGO, ILLINOIS 60606

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	DRAWN - EEK	REVISED -	
	CHECKED - ACL	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
SOIL BORING LOGS – 3

SCALE: SHEET 50 OF 51 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	128
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/24/2017
LOGGED BY TZ
GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-08**
Station: 111+53
Offset: 7.0' Left
Ground Surface Elev. 705.2

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 699.2
Upon Completion n/a
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	AS		21	TOPSOIL–black
	6			
	6			
	7		35	
	2			SILTY CLAY–dark brown & black–very loose (CL)
–5	2		24	
	5			POORLY GRADED SAND & GRAVEL–gray–medium dense to very dense (GP)
	6			
	11		12	
	14			
	15			
–10	50/6"		9	
	9			
	14			
	14		5	
	50/4"			POORLY GRADED GRAVEL–gray–very dense (GP) possible cobbles or boulder
–15			3	
	7			WELL GRADED SAND–gray–medium dense (SW)
	10			
	12		26	
	5			POORLY GRADED SAND & GRAVEL–gray–medium dense (GP)
	8			
–20	11		9	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	7			POORLY GRADED SAND & GRAVEL–gray–medium dense (GP)
	10			
–25	9		24	POORLY GRADED SAND–gray–medium dense (SP)
	9			POORLY GRADED SAND & GRAVEL–gray–medium dense (GP)
	10			
	13		12	
	5			LEAN CLAY with Sand & Gravel–gray–stiff (CL)
	7			
–30	8	1.5P	14	
				End Of Boring @ –30.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer
–35				
–40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/24/2017
LOGGED BY TZ
GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-09**
Station: 110+74
Offset: 2.0' Right
Ground Surface Elev. 705.6

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 698.6
Upon Completion n/a
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	AS		23	TOPSOIL–black
	3			
	4			
	4		22	
				SILTY CLAY–dark brown & gray–very loose to loose (CL)
	2		79	
–5	2	0.3B	38	
	3			SILTY SAND & GRAVEL–dark gray–loose to medium dense (GM)
	3			
	4		15	
	4			
–10	10			
	11		14	
	50/2"			Drillers Observation: possible cobbles or boulder from –011.0' to –12.5'
			NR	
	5			POORLY GRADED SAND & GRAVEL–gray–medium dense (GP)
	13			
–15	14		6	
	7			POORLY GRADED SAND–gray–medium dense (SP)
	11			
	14		24	
	5			
	8			
–20	13		17	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				POORLY GRADED SAND–gray–medium dense (SP)
	6			
	9			
	11		18	
	5			
	7			
–25	6		19	
	6			
	10			
	11		17	
	8			POORLY GRADED SAND & GRAVEL–gray–medium dense (GP)
	12			
–30	13		13	
				End Of Boring @ –30.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer
–35				
–40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

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Naperville, Illinois 60565
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STRUCTURE FOUNDATION BORING LOG

PAGE 1 of 1
DATE 8/24/2017
LOGGED BY TZ
GSI JOB No. 16096

Project: Geotechnical Investigation For The West Branch Of The DuPage River Trail
Location: West Branch of the Dupage River Trail, Dupage County Forest Preserve District
County: DuPage Drilling Method: 4.0" H.S.A/Rotary Hammer Type: CME Automatic
Client: H.W. Lochner
BORING No.: **B-10**
Station: 110+06
Offset: 2.0' Right
Ground Surface Elev. 705.5

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 699.5
Upon Completion n/a
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	AS		30	TOPSOIL–black
	3			
	3			
	5	2.5P	26	SILTY CLAY–dark brown–very stiff (CL) Fill
	3		74	ORGANIC SILTY CLAY–dark brown to black–loose (OL)
–5	4			
	5	1.4B	38	
	8			
	5			SILTY CLAY with Gravel–gray–loose (CL/ML)
	3	<0.25P	26	
	7			CLAYEY SAND & GRAVEL–gray–medium dense (GC)
	14			
–10	14		13	
				End Of Boring @ –10.0' 3.25"ø Hollow Stem Augers Diedrich Automatic Hammer
–15				
–20				
–25				
–30				
–35				
–40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
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 (%)
NR–No Recovery NP–Nonplastic

NOTES:

1. For locations of boreholes, see Sheet 1.

MODEL: Default
FILE NAME: pw://lochner-pw.bentley.com:lochner-pw-01/Documents/Projects/00001643203_CADD\01_Sheets/Structural\16432-SHT-HWL-STR-SOIL_BORINGS_4

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CHICAGO, ILLINOIS 60606

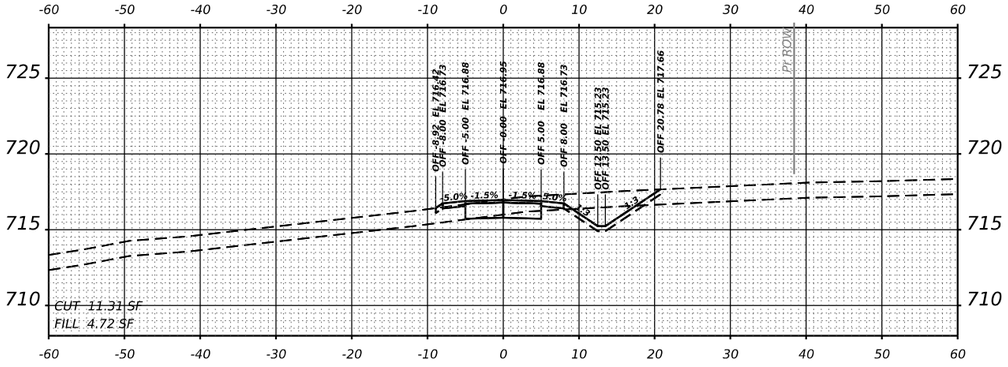
USER NAME = Personal	DESIGNED - EEK	REVISED -	
	DRAWN - EEK	REVISED -	
	CHECKED - ACL	REVISED -	
PLOT DATE = 8/27/2025	DATE - 7/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

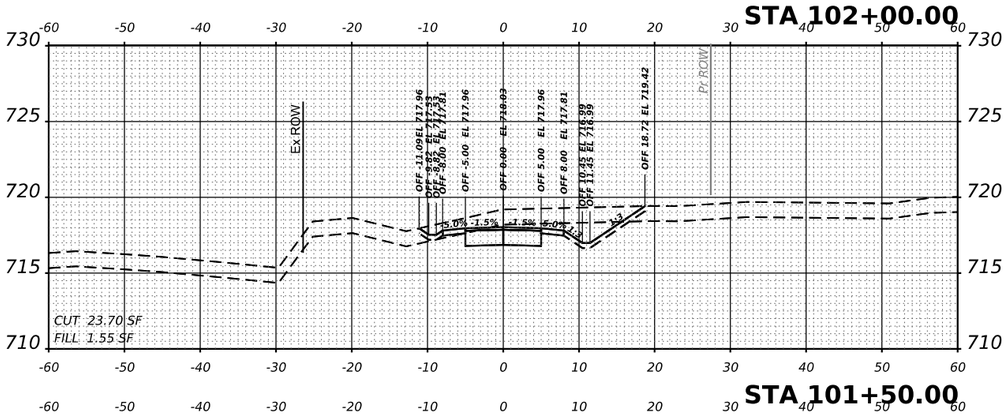
WEST BRANCH DUPAGE RIVER TRAIL
SOIL BORING LOGS – 4

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	129
		CONTRACT NO. 61J54		
	ILLINOIS FED. AID PROJECT			



STA 101+50.00



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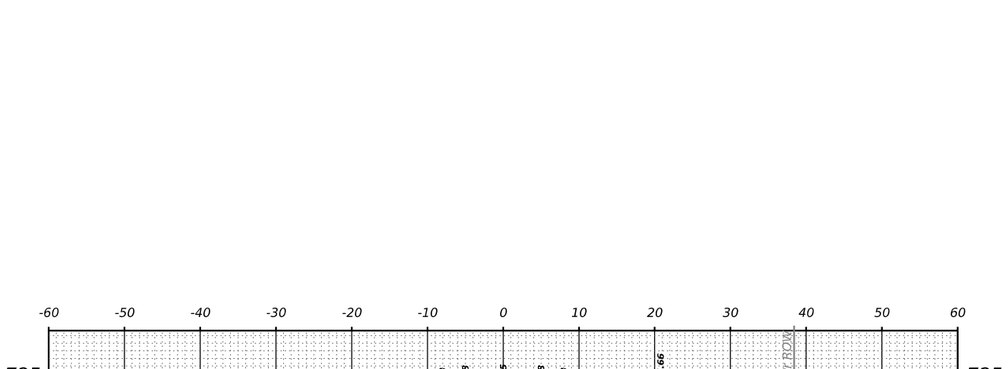

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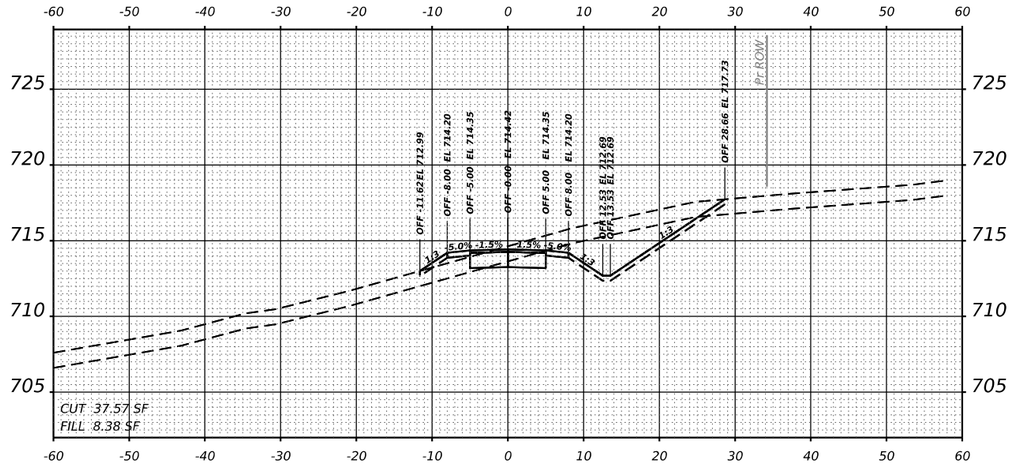

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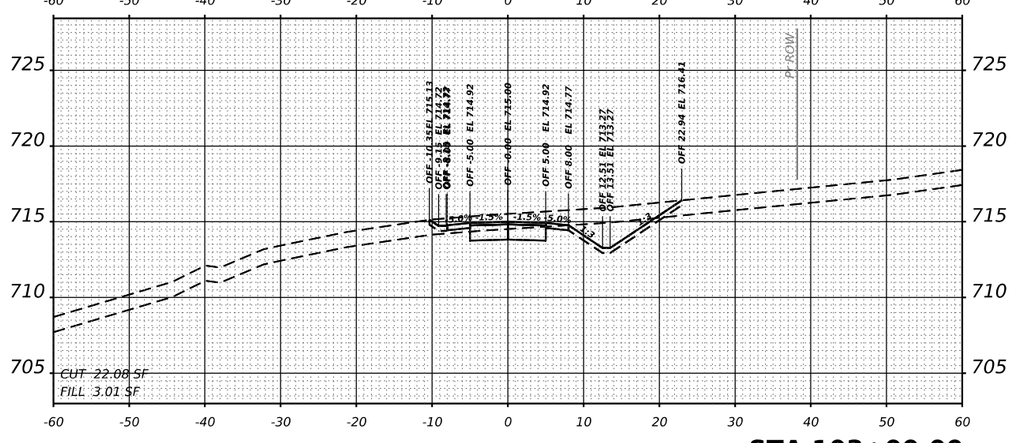

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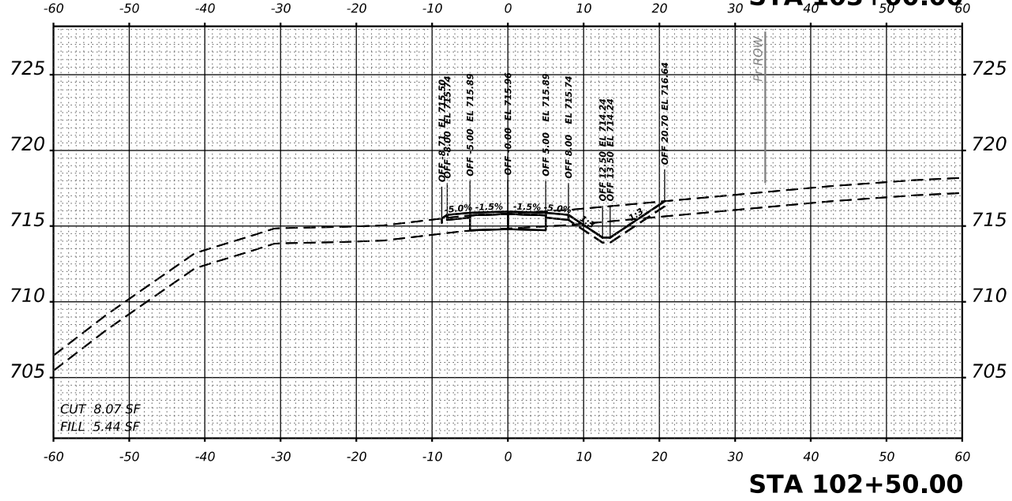


STA 102+50.00

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

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

MODEL: WBDRT-CL - 101+00.00 [Sheet]
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000164320\03_CADD\01_Sheets\CWB164320-SHT-XS01.dgn

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

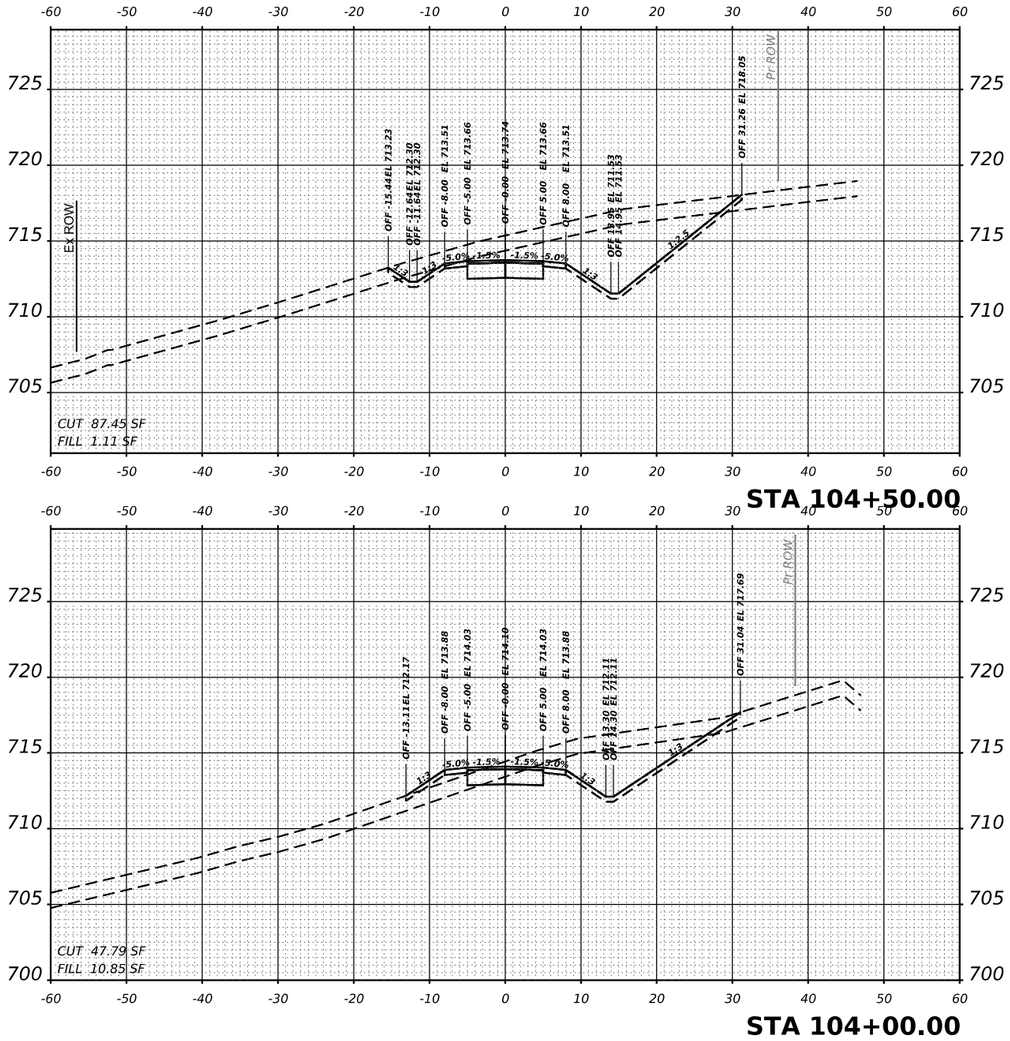
USER NAME = Personal		DESIGNED - RR		REVISED -	
		DRAWN - RR		REVISED -	
PLOT SCALE = 0.16666685 ' / in.		CHECKED - AM		REVISED -	
PLOT DATE = 8/27/2025		DATE - 8/27/2025		REVISED -	

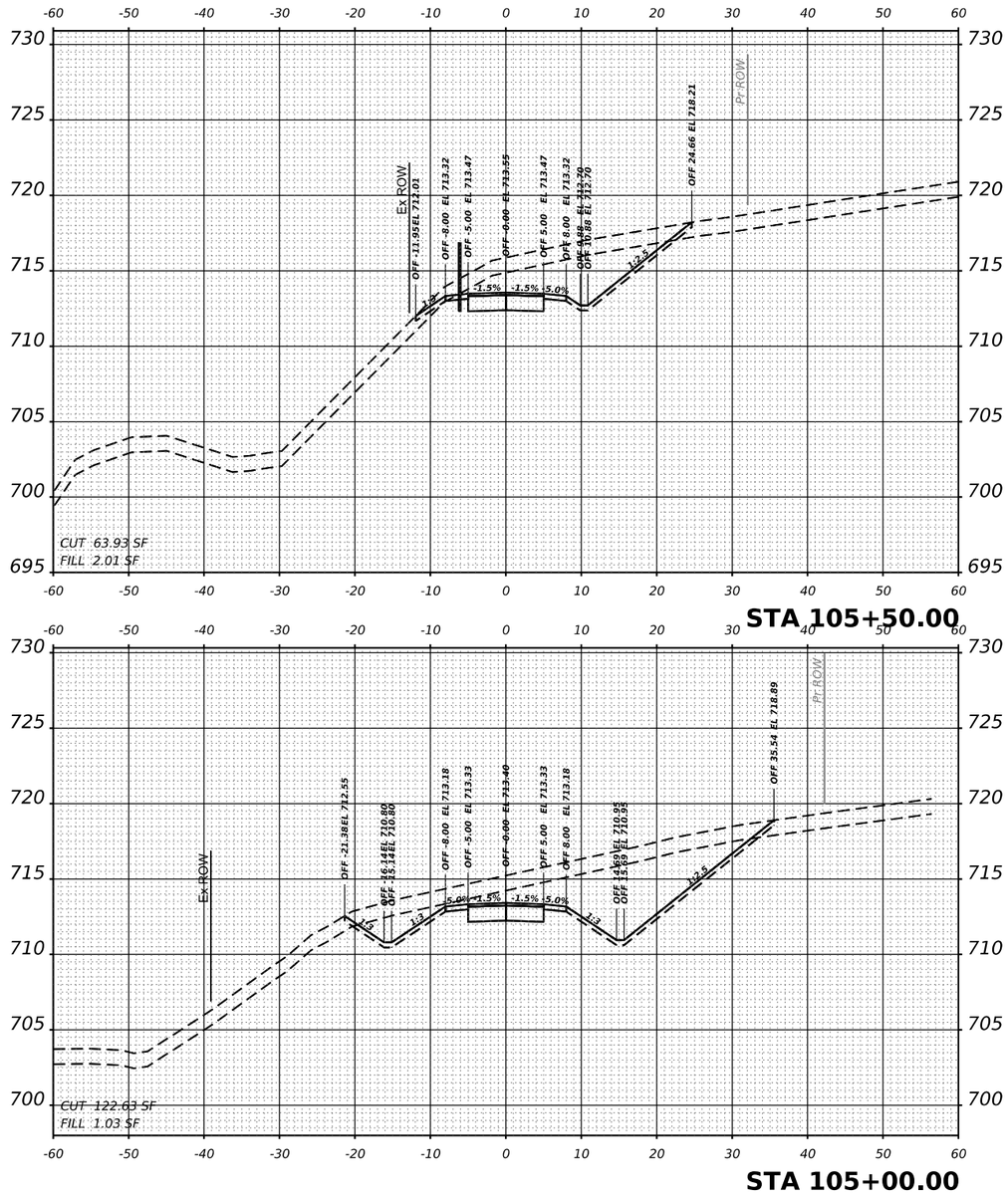
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 1 OF 19 SHEETS | STA. 101+00.00 | TO STA. 103+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	130
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	





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

MODEL: WBDRT-CL - 104+00.00 [Sheet]
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\00001643 2\03_CADD\01_Sheets\CivilD16432-SHT-XS01.dgn

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

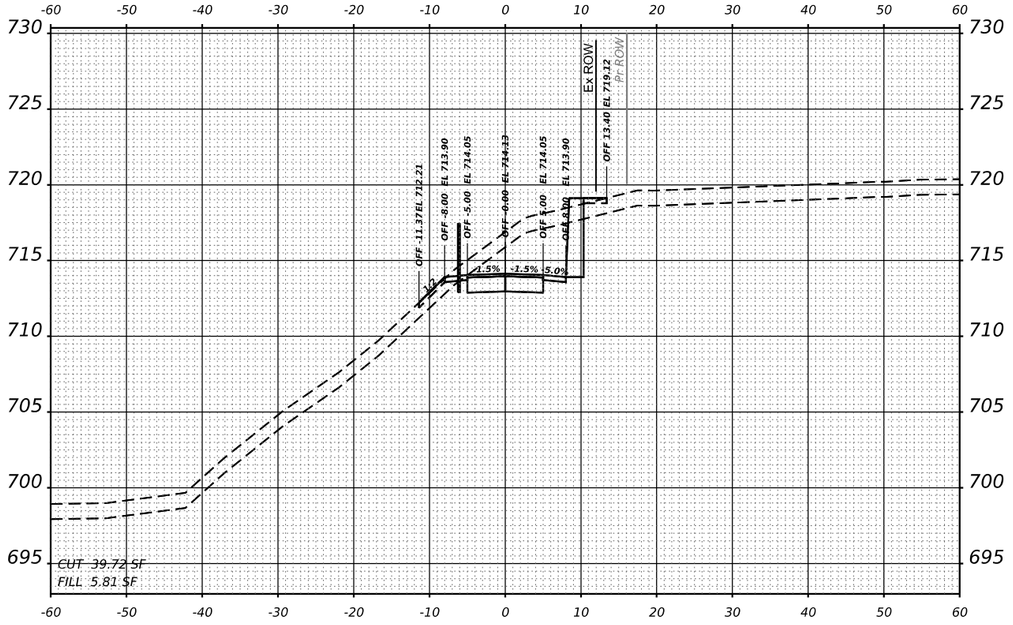
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

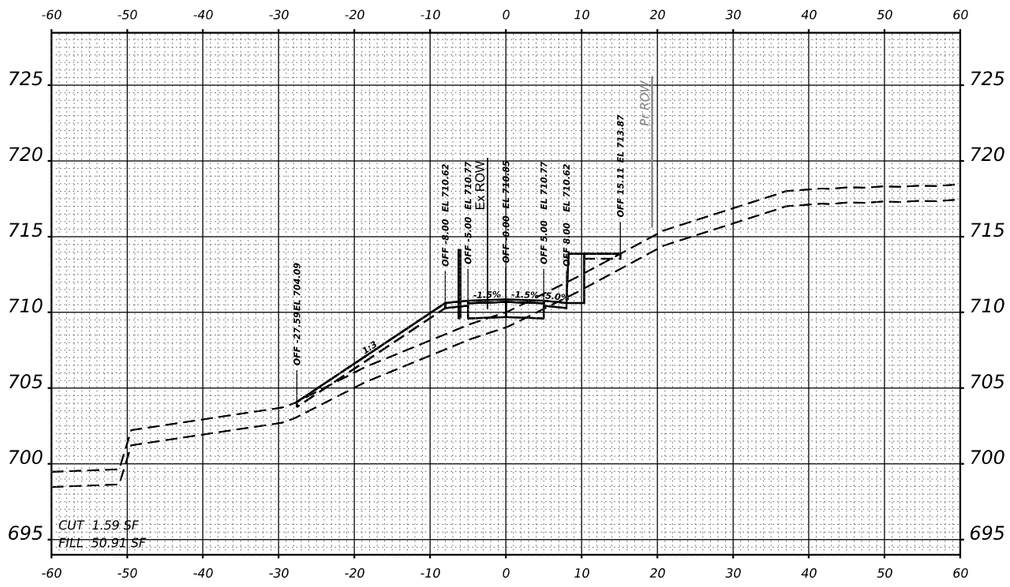
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 2 OF 19 SHEETS | STA. 104+00.00 | TO STA. 105+50.00

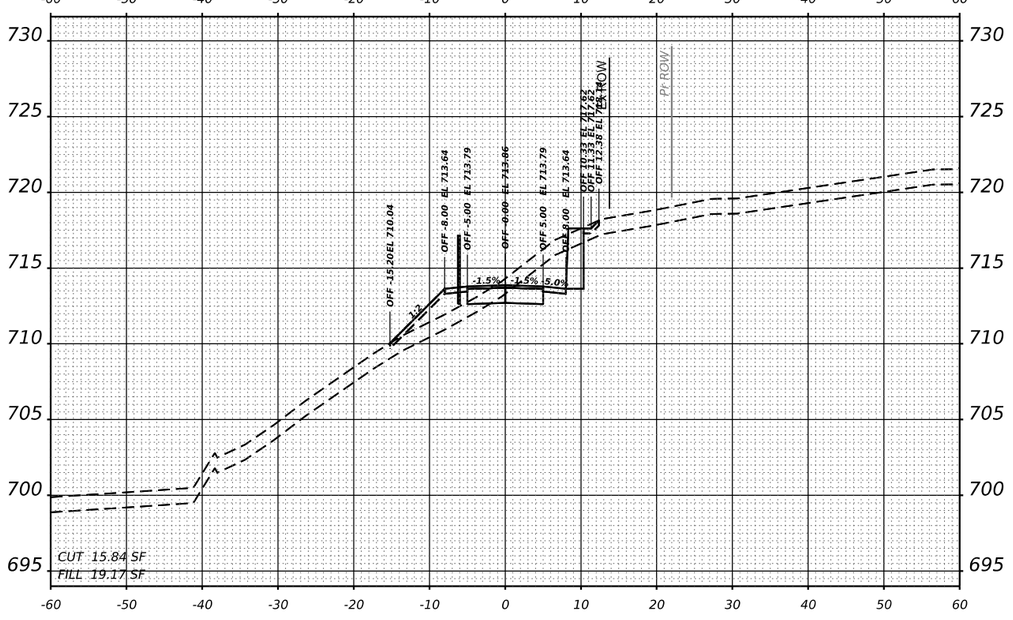
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	131
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



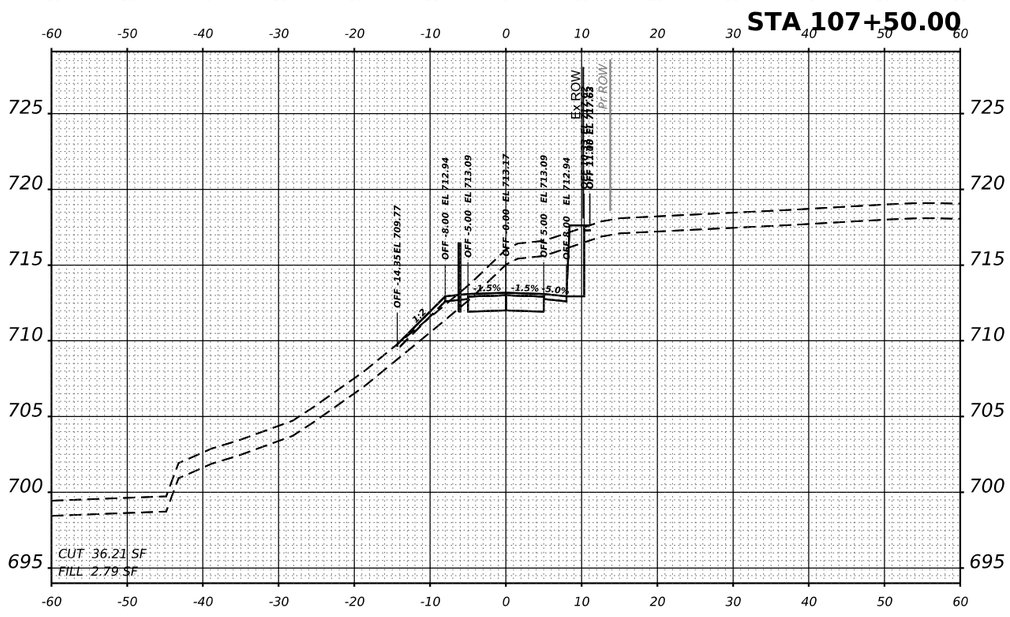
STA 106+50.00



STA 107+50.00



STA 106+00.00



STA 107+00.00

ORIGINAL SURVEY	FINAL SURVEY
NOTE BOOK	
NO.	

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY

DATE

MODEL: WBDRT-CL - 106+00.00 [Sheet]
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000016432\03_CADD\01_Sheets\Civil\16432-SHT-XS01.dgn

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

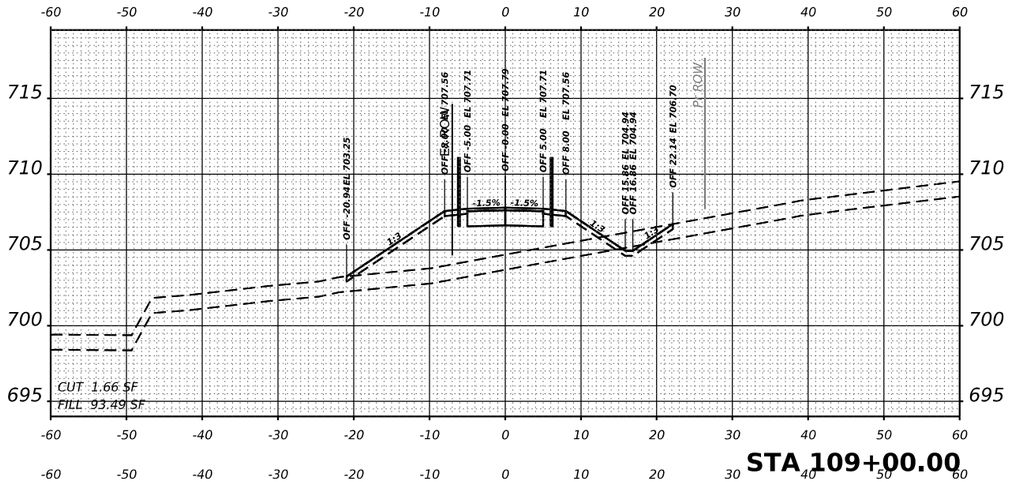
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

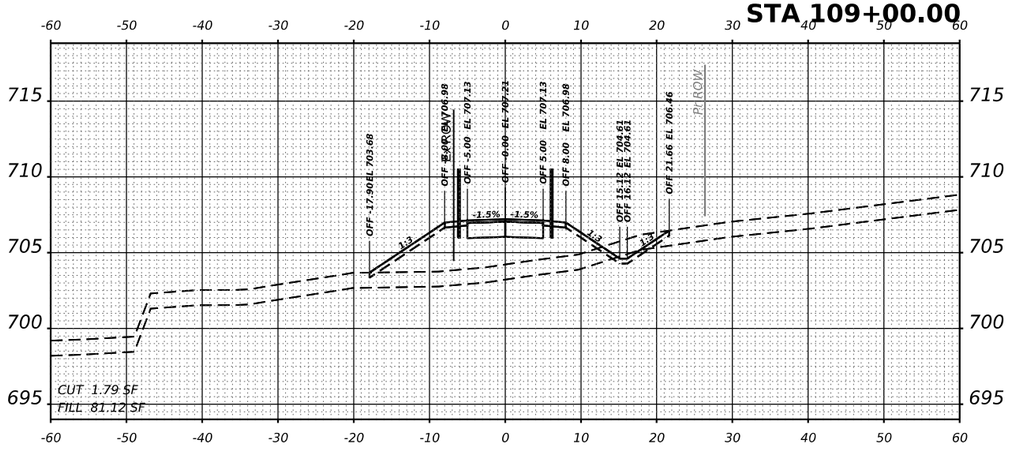
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 3 OF 19 SHEETS | STA. 106+00.00 TO STA. 107+50.00

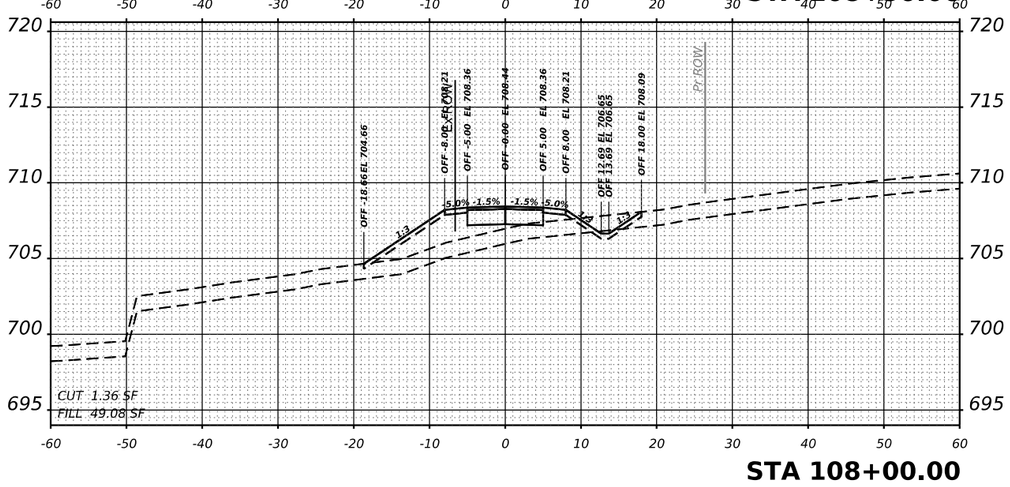
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	132
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



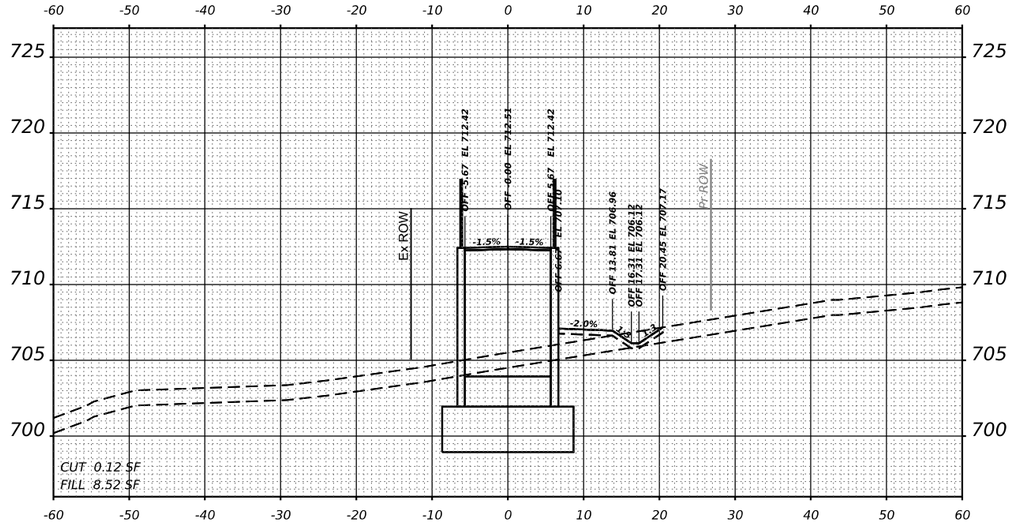
STA 109+00.00



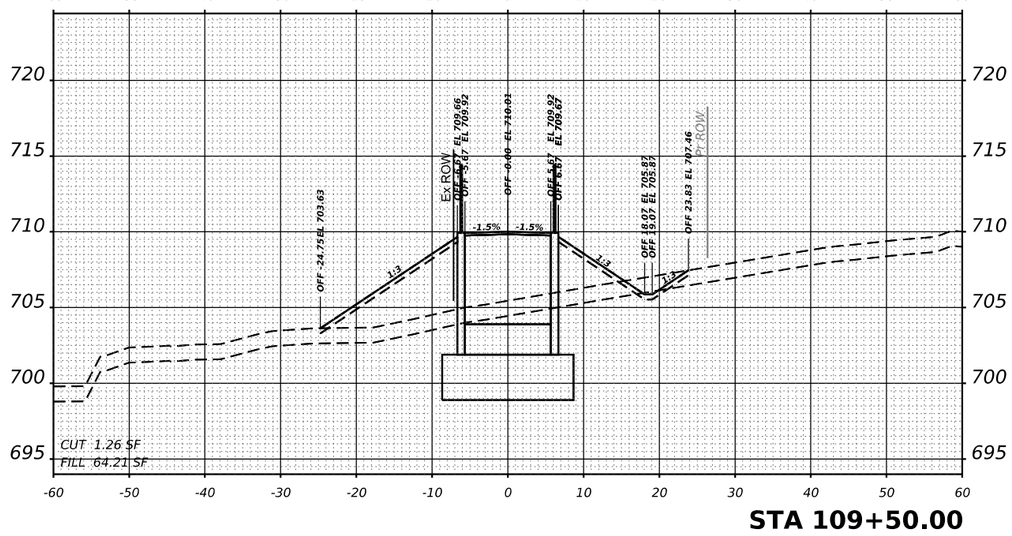
STA 108+50.00



STA 108+00.00



STA 110+00.00



STA 109+50.00

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

MODEL: WBDRT-CL - 108+00.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

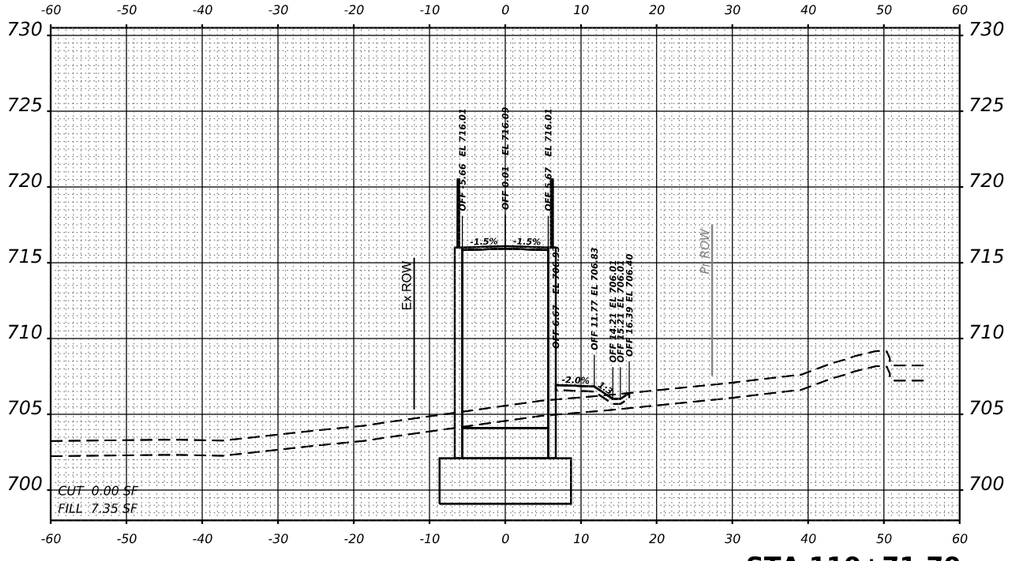
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

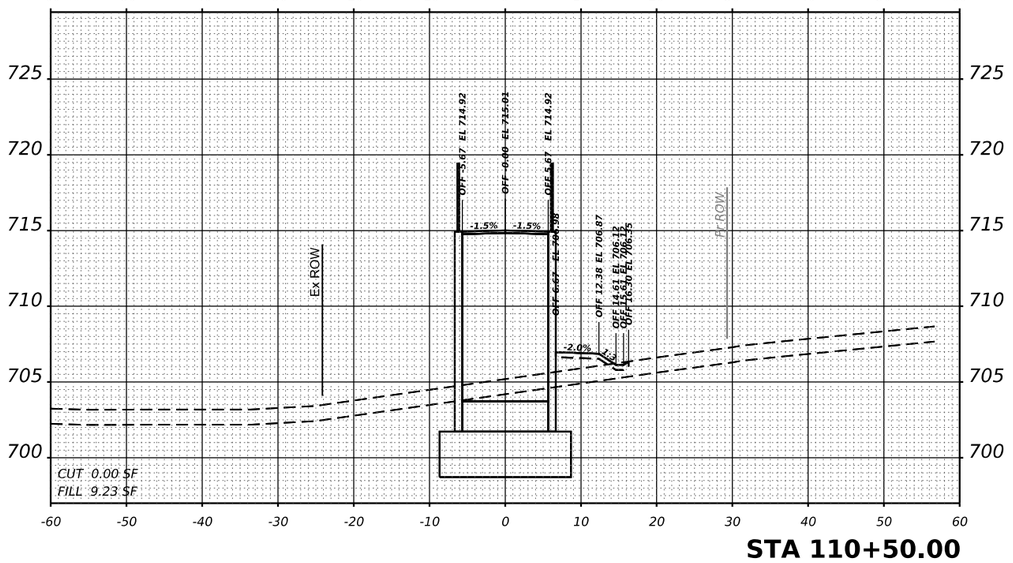
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 4 OF 19 SHEETS | STA. 108+00.00 TO STA. 110+00.00

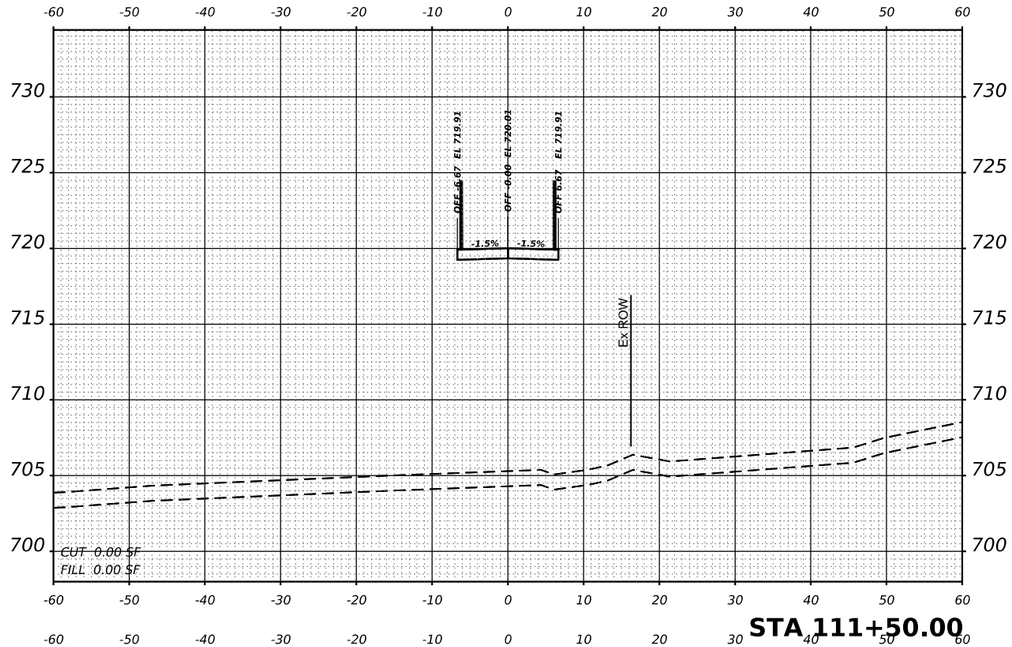
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	133
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



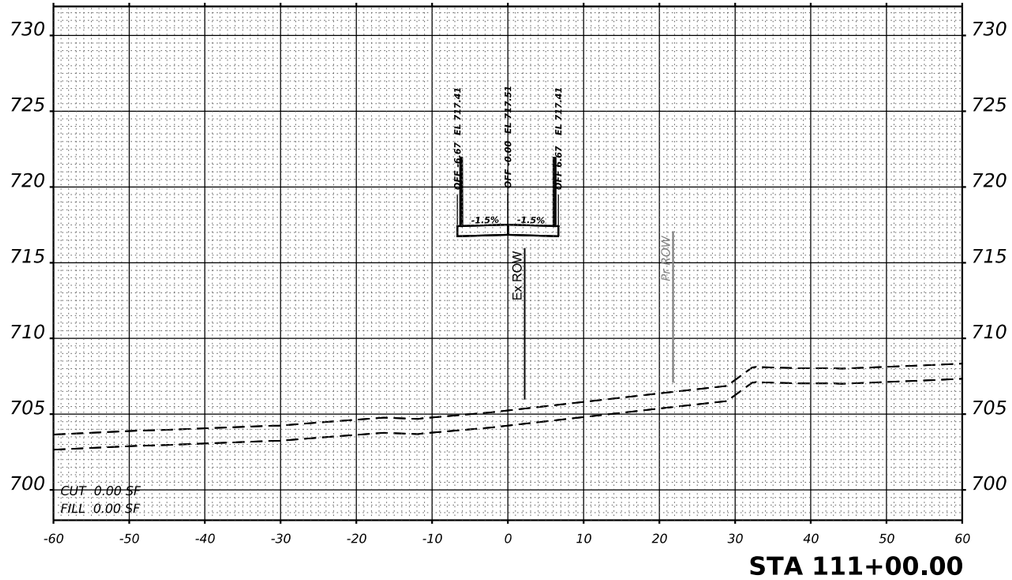
STA 110+71.70



STA 110+50.00



STA 111+50.00



STA 111+00.00

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

MODEL: MBORT-CL - 110+50.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

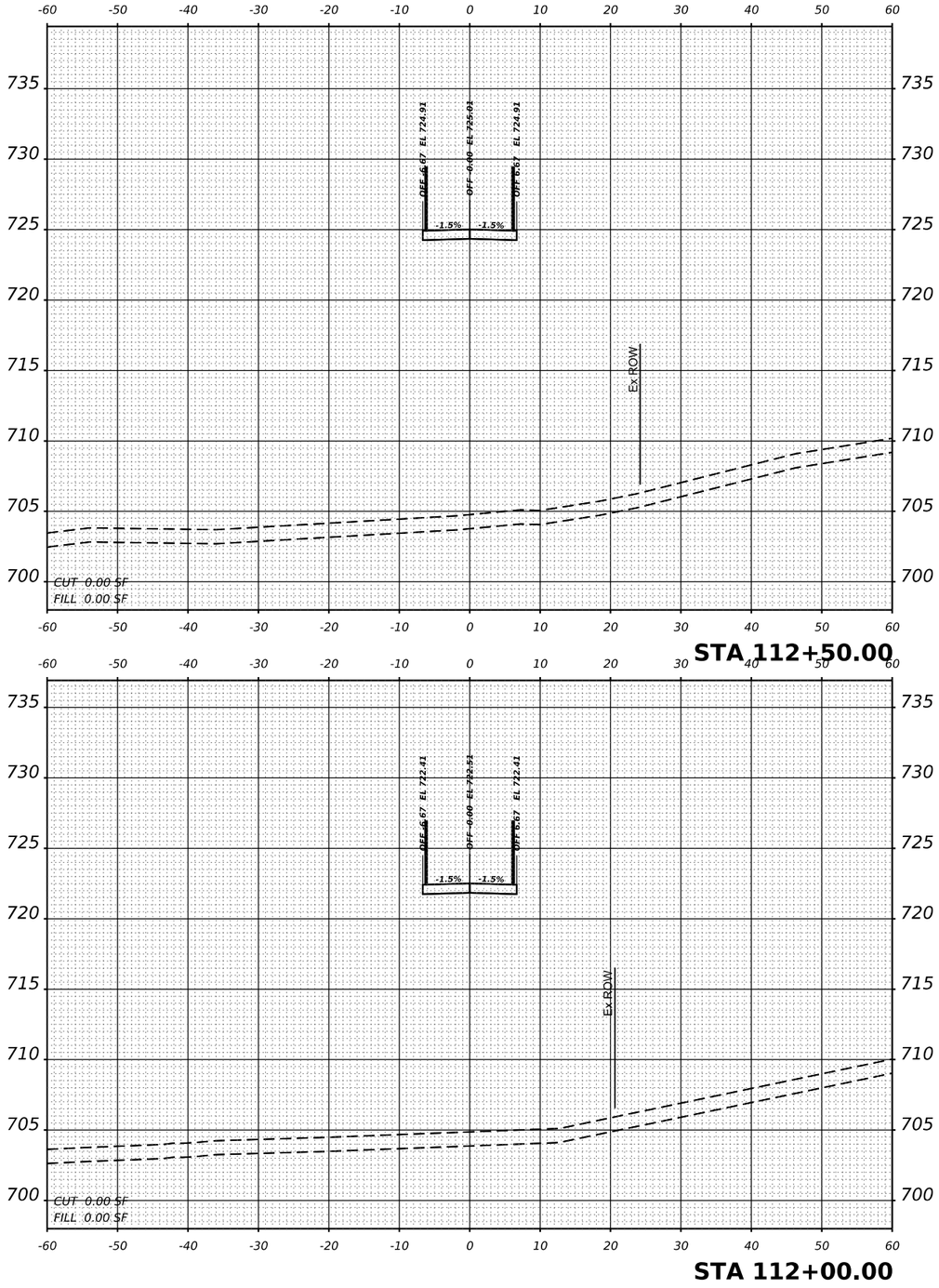
USER NAME	= Personal	DESIGNED	- RR	REVISED	-
		DRAWN	- RR	REVISED	-
PLOT SCALE	= 0.16666685 ' / in.	CHECKED	- AM	REVISED	-
PLOT DATE	= 8/27/2025	DATE	- 8/27/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

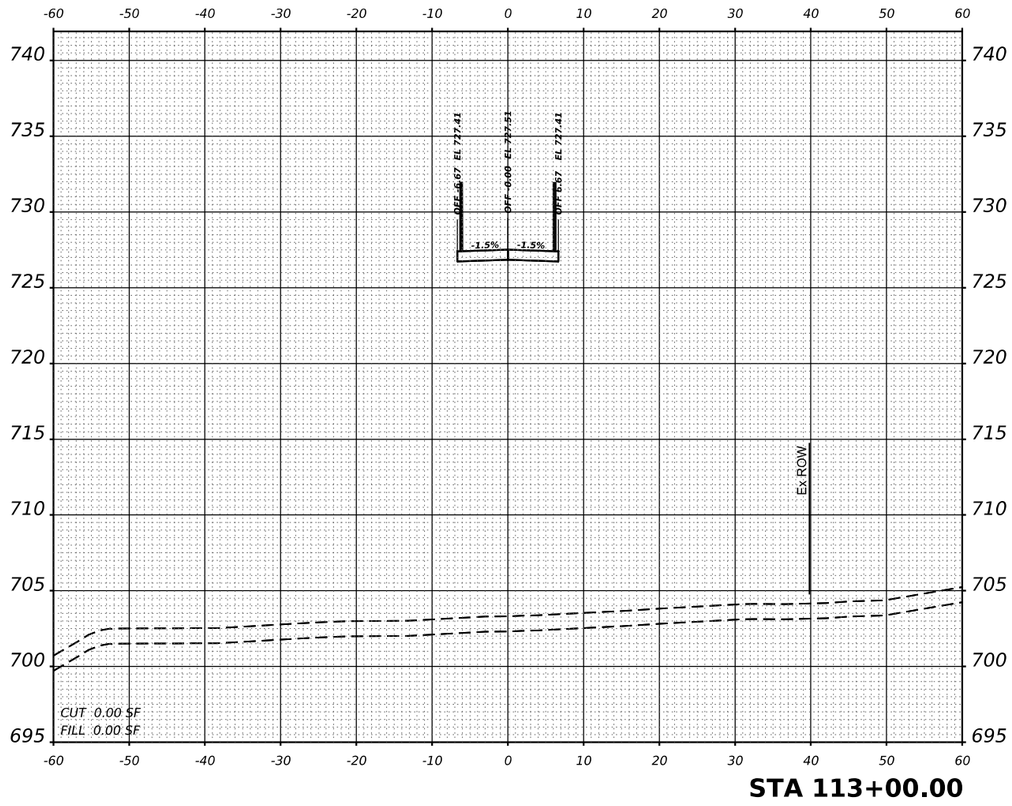
SCALE: 1"=10'H/1"=5'V | SHEET 5 OF 19 SHEETS | STA. 110+50.00 | TO STA. 111+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	134
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



STA 112+50.00

STA 112+00.00



STA 113+00.00

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

MODEL: WBDRT-CL - 112+00.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME = Personal		DESIGNED - RR	REVISED -	
		DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.		CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025		DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

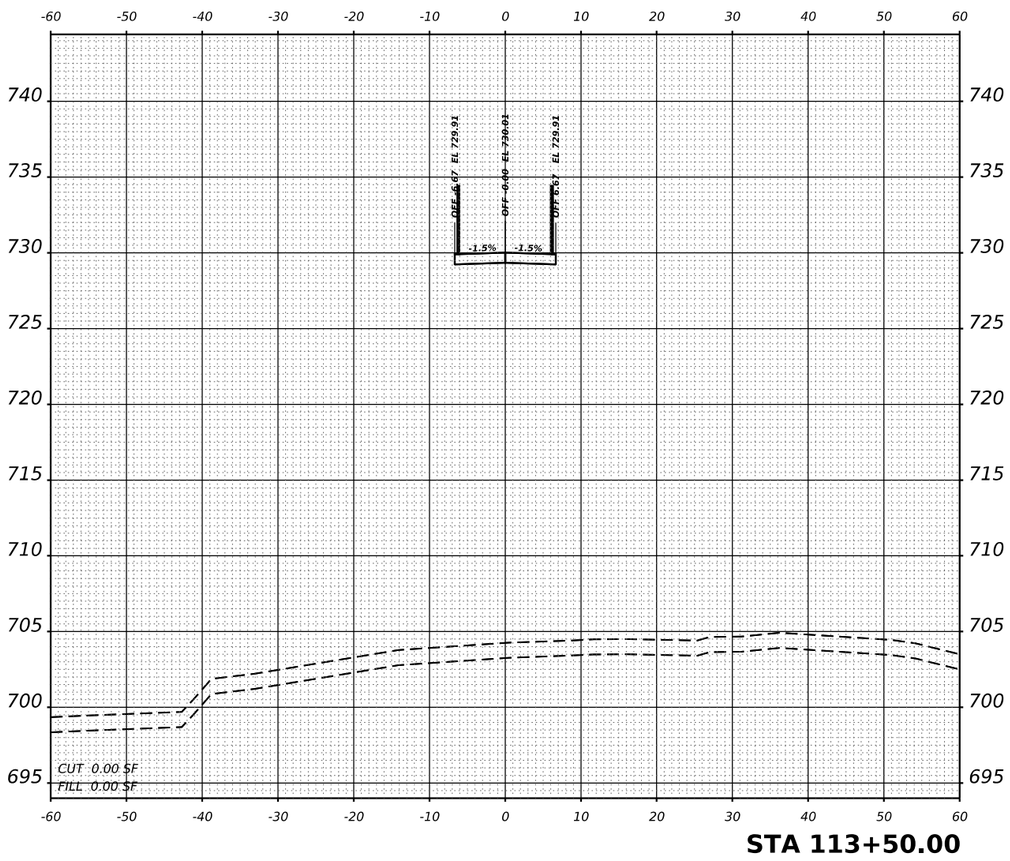
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 6 OF 19 SHEETS | STA. 112+00.00 | TO STA. 113+00.00

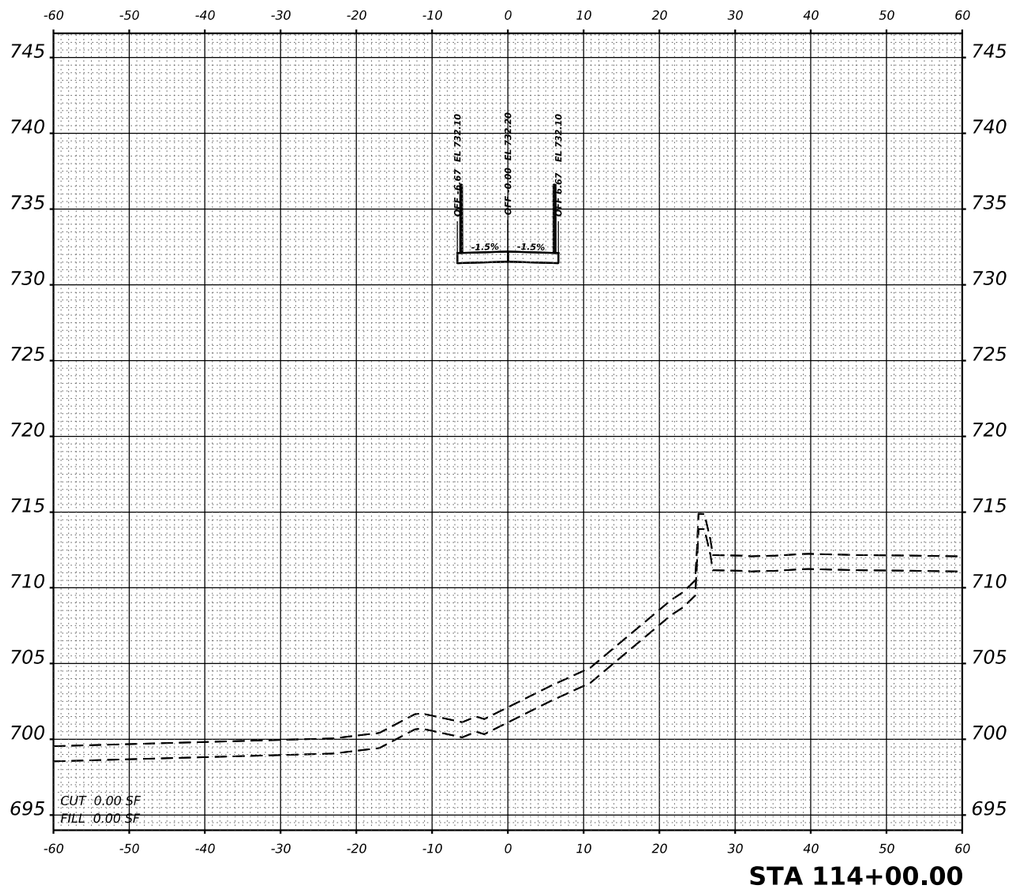
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	135
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

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

BY	DATE



STA 113+50.00



STA 114+00.00

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

BY	DATE

MODEL: WBDRT-CL - 113+50.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 7 OF 19 SHEETS | STA. 113+50.00 | TO STA. 114+00.00

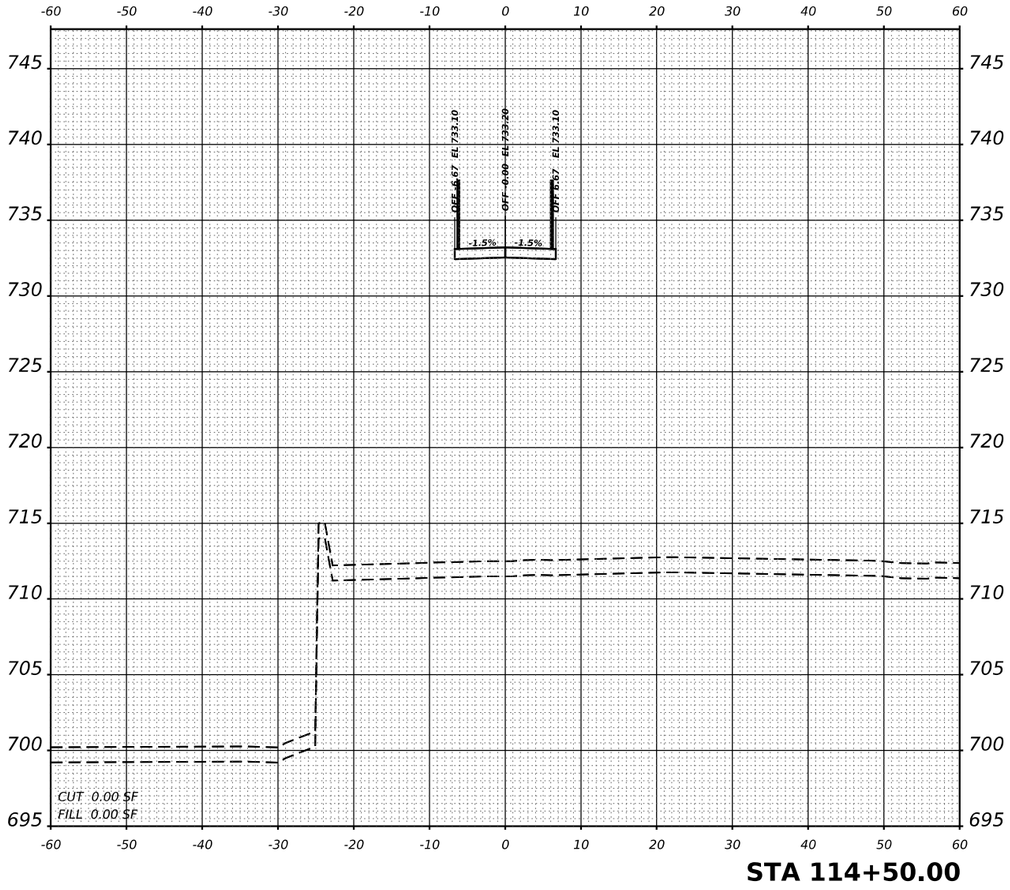
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	136
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	

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

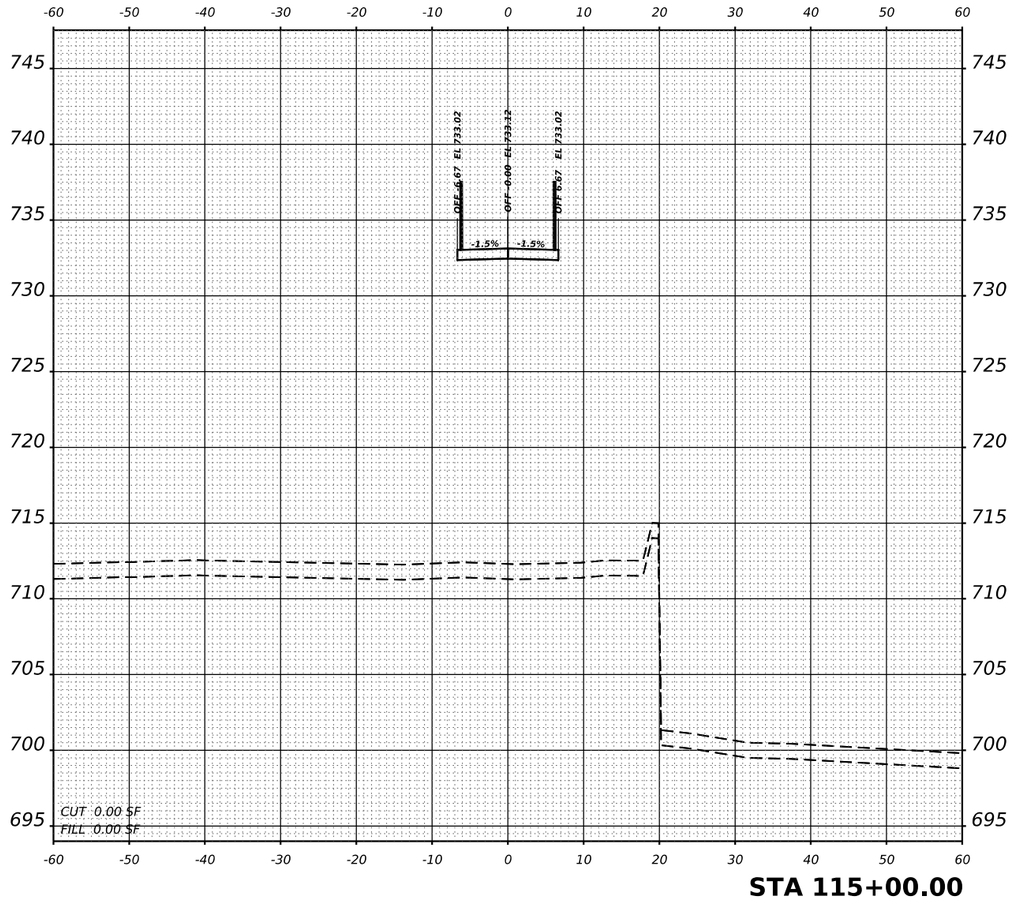
BY	DATE

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

BY	DATE



STA 114+50.00



STA 115+00.00

MODEL: WBDRT-CL - 114+50.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

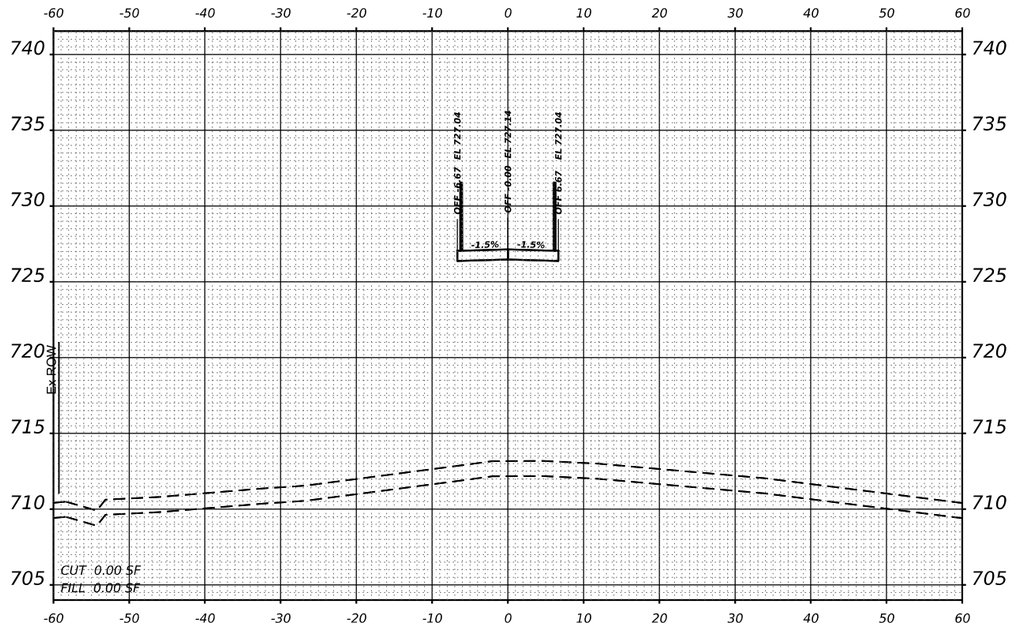
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

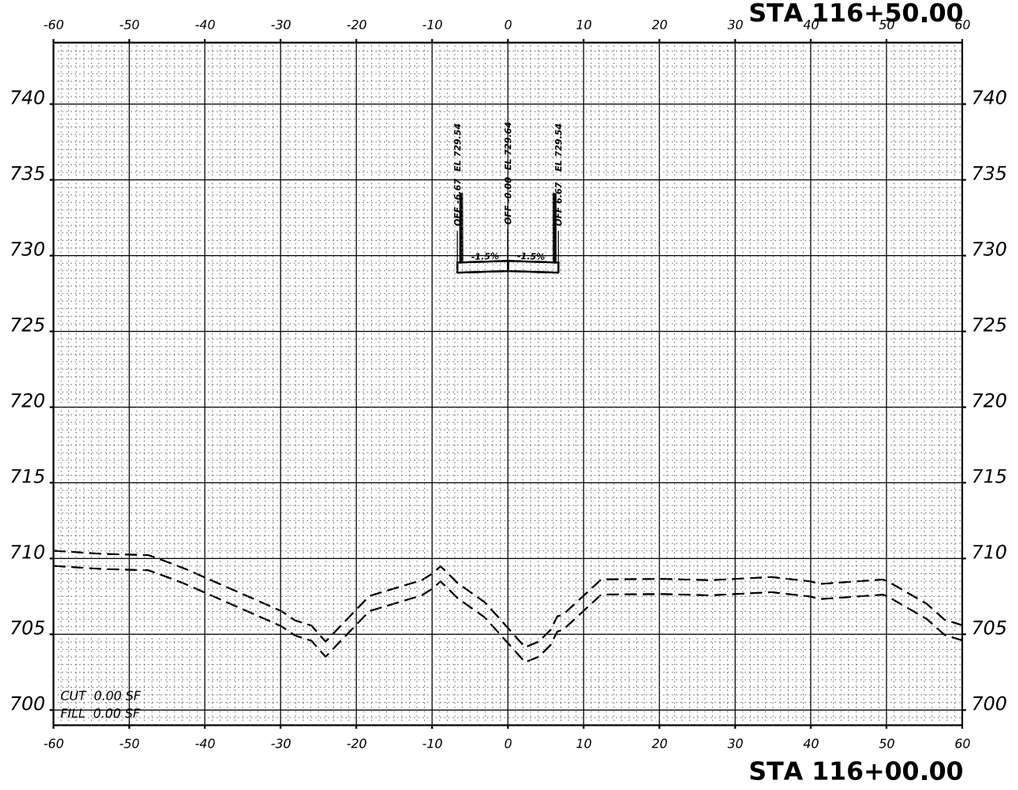
SCALE: 1"=10'H/1"=5'V | SHEET 8 OF 19 SHEETS | STA. 114+50.00 TO STA. 115+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	137
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		

STA 115+50.00



STA 116+50.00



STA 116+00.00

ORIGINAL SURVEY	DATE
FINAL SURVEY	BY
NOTE BOOK	
NO.	

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

MODEL: WBDRT-CL - 115+50.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

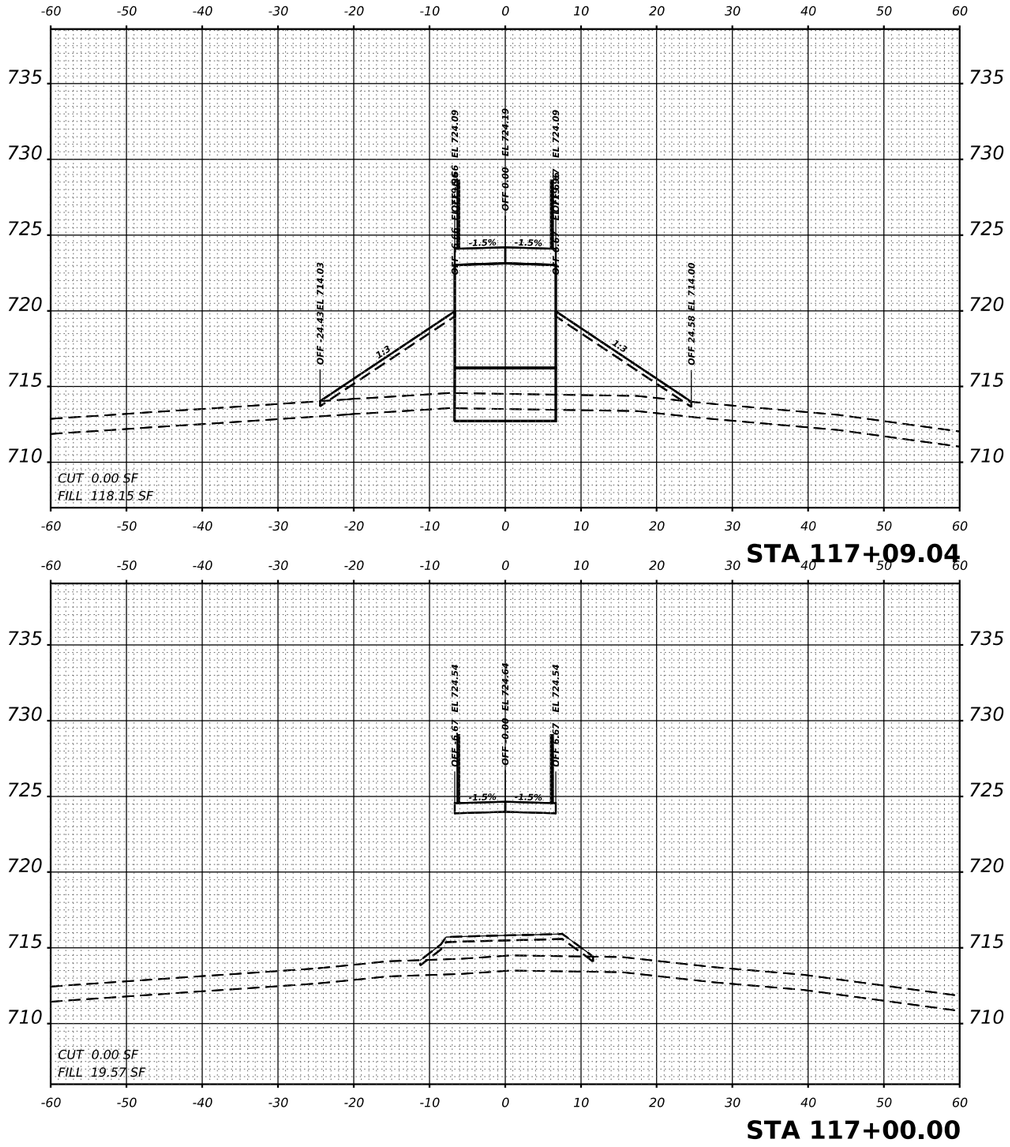
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

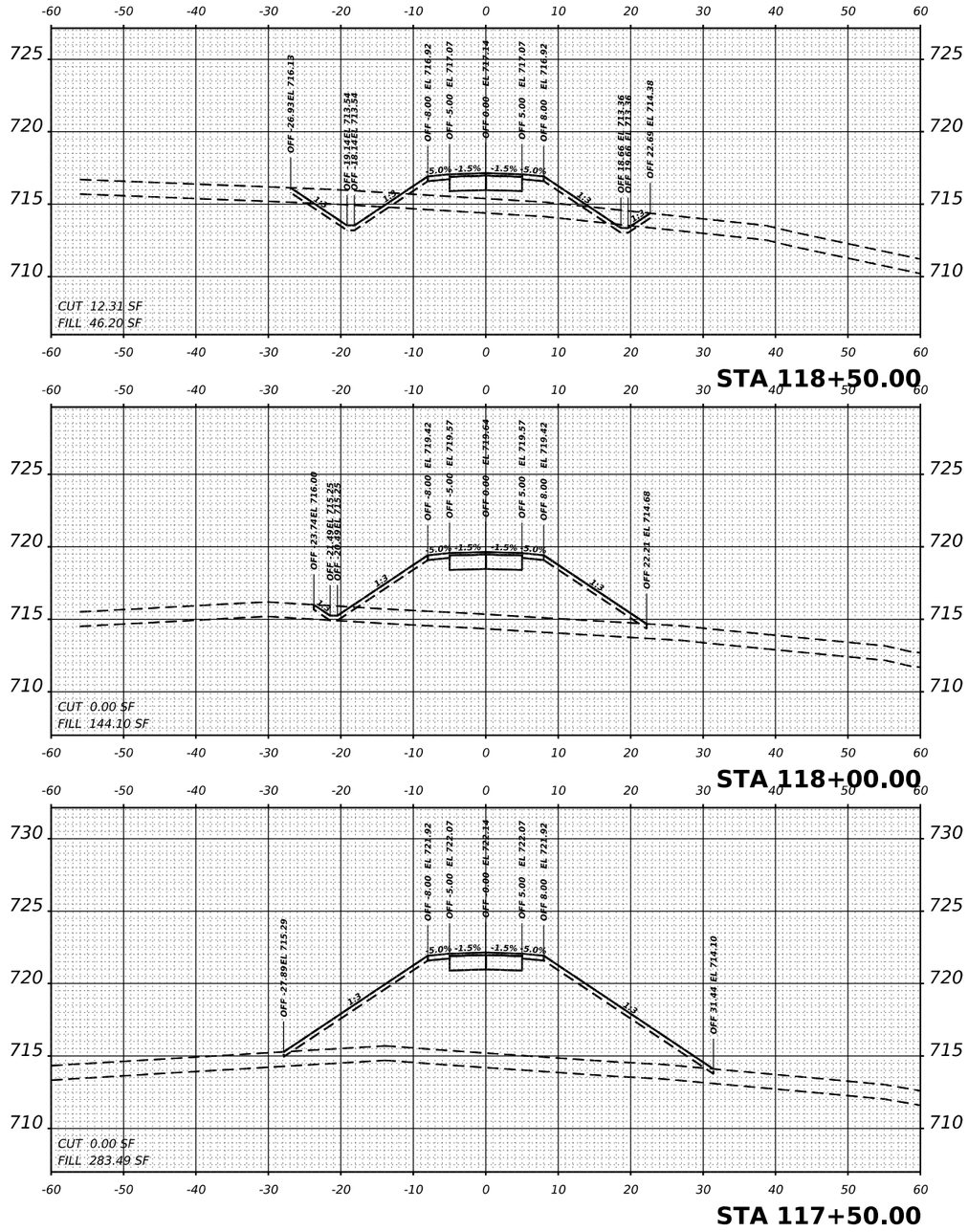
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 9 OF 19 SHEETS | STA. 115+50.00 | TO STA. 116+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	138
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		





FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY		

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

MODEL: WBDRT-CL - 117+00.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

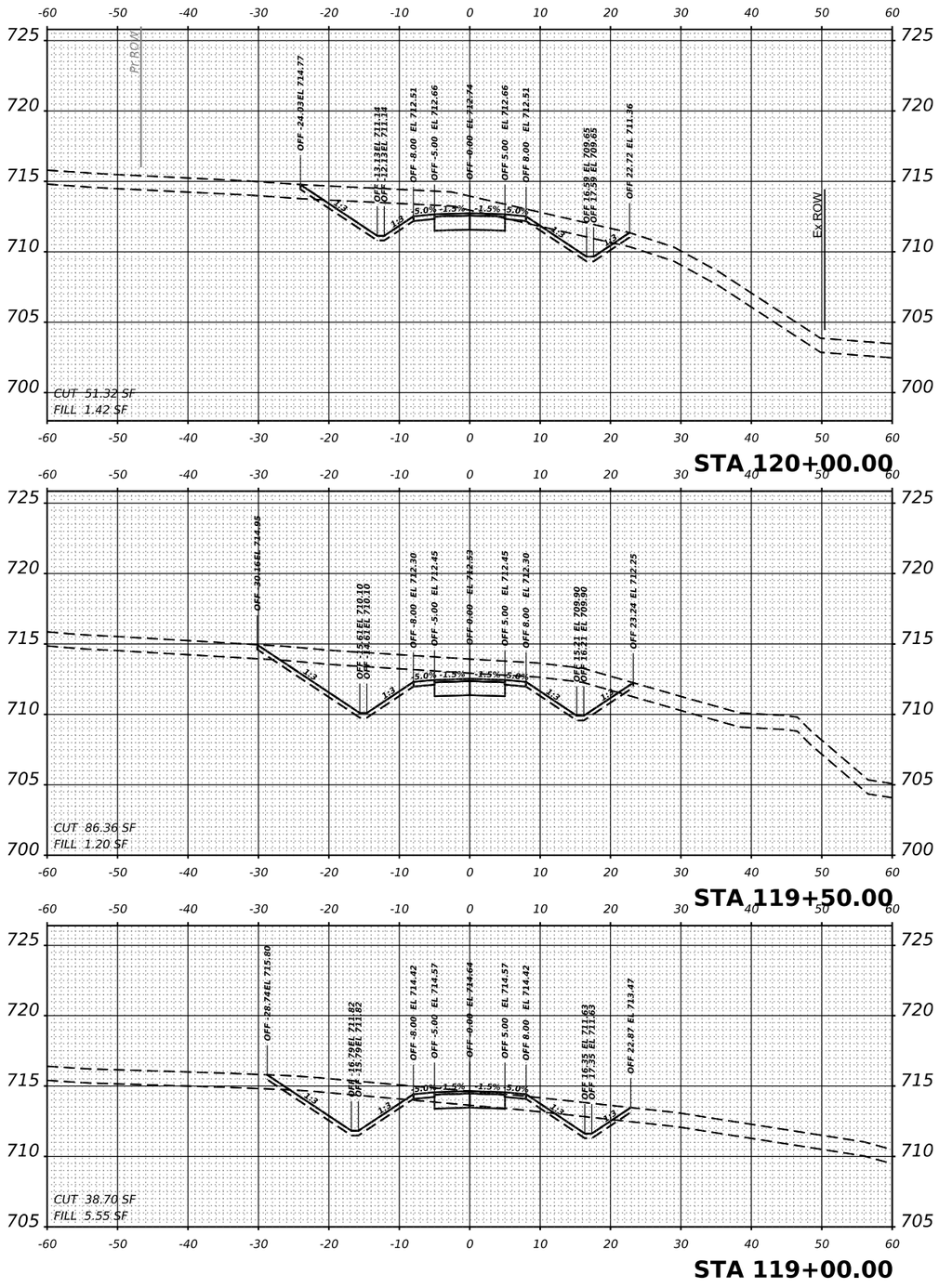
USER NAME = Personal		DESIGNED - RR		REVISED -	
		DRAWN - RR		REVISED -	
PLOT SCALE = 0.16666685 ' / in.		CHECKED - AM		REVISED -	
PLOT DATE = 8/27/2025		DATE - 8/27/2025		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 10 OF 19 SHEETS | STA. 117+00.00 TO STA. 118+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	139
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



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

MODEL: WBRRT-CL - 119+00.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

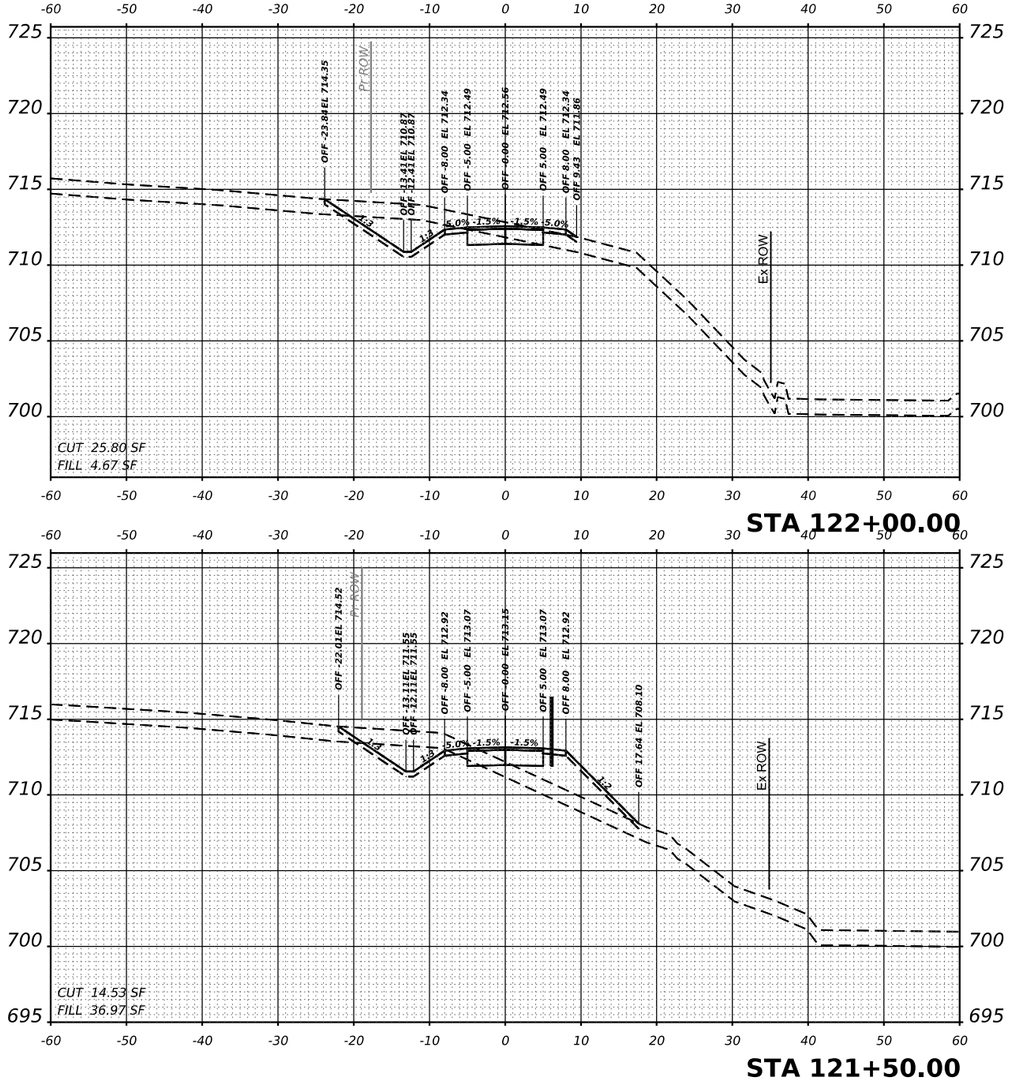
USER NAME = Personal		DESIGNED - RR		REVISED -	
		DRAWN - RR		REVISED -	
PLOT SCALE = 0.16666685 ' / in.		CHECKED - AM		REVISED -	
PLOT DATE = 8/27/2025		DATE - 8/27/2025		REVISED -	

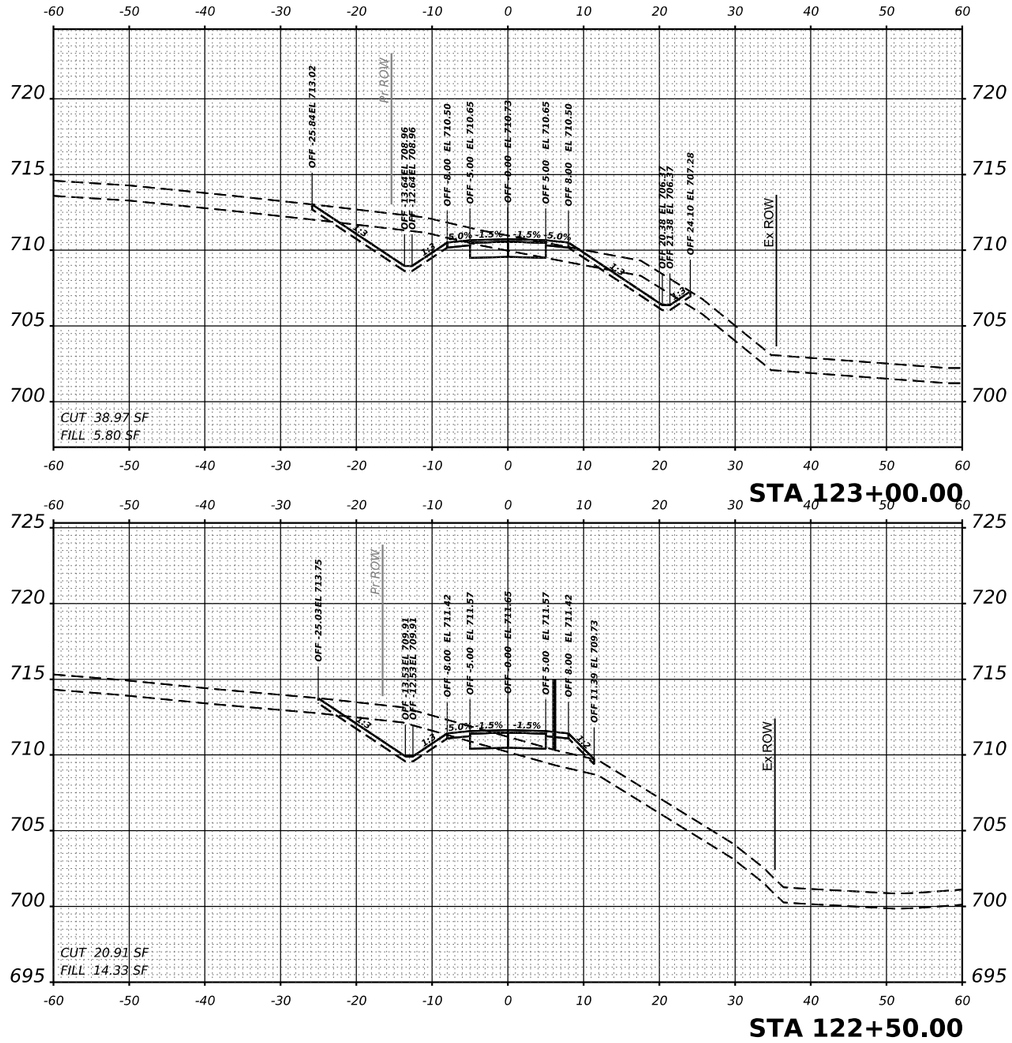
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 11 OF 19 SHEETS | STA. 119+00.00 | TO STA. 121+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	140
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	





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

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

MODEL: WBDRT-CL - 121+50.00 [Sheet]
FILE NAME: pw:\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000164332\03 CADD\01 Sheets\CivilII\16432-SHT-XS01.dgn

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

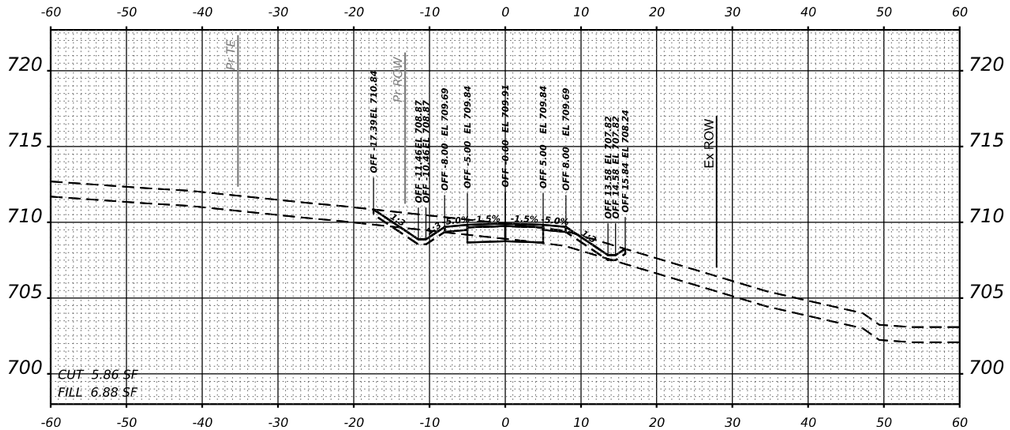
USER NAME = Personal	DESIGNED - RR	REVISED -
	DRAWN - RR	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

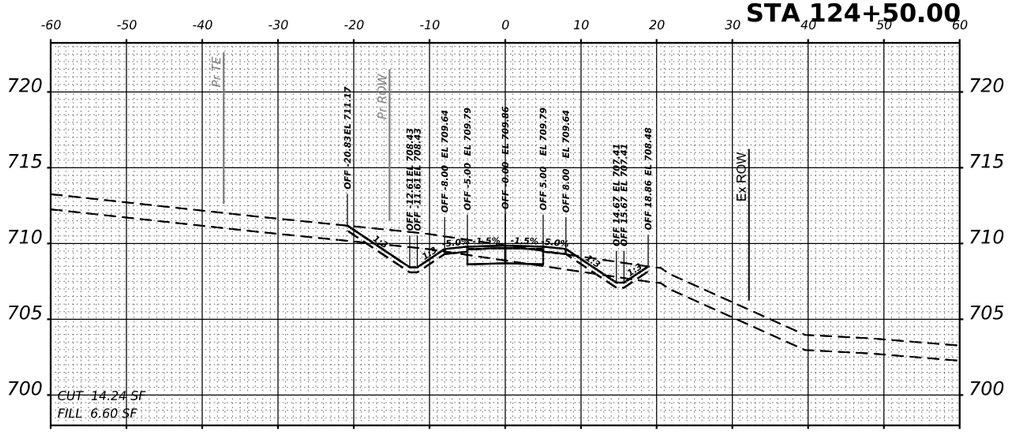
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 12 OF 19 SHEETS | STA. 121+50.00 | TO STA. 123+00.00

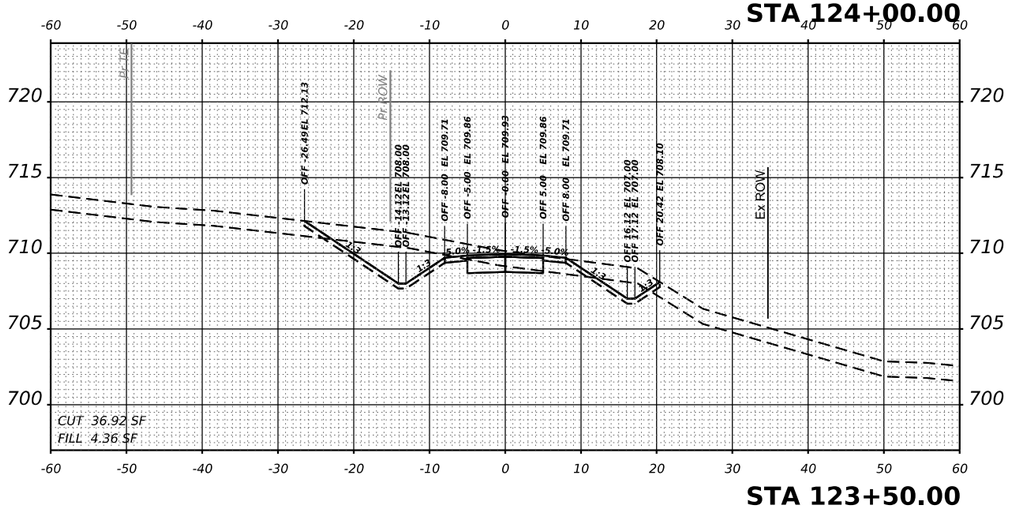
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	141
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



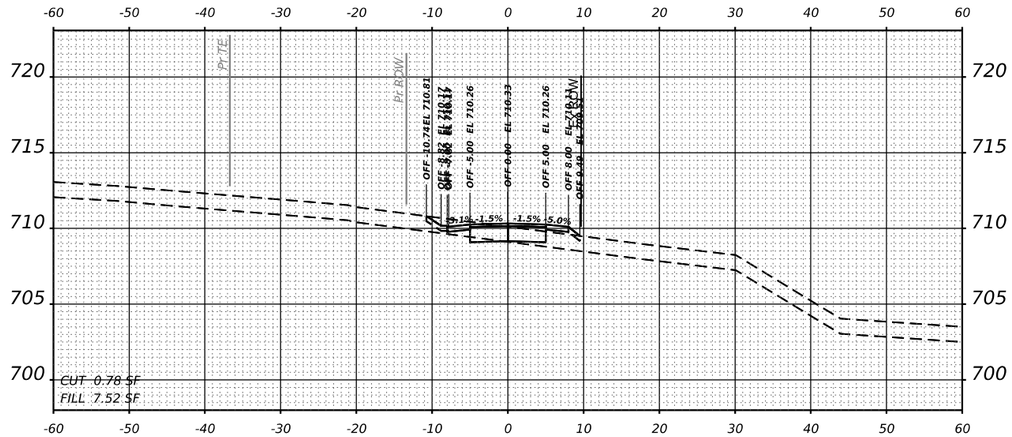
STA 124+50.00



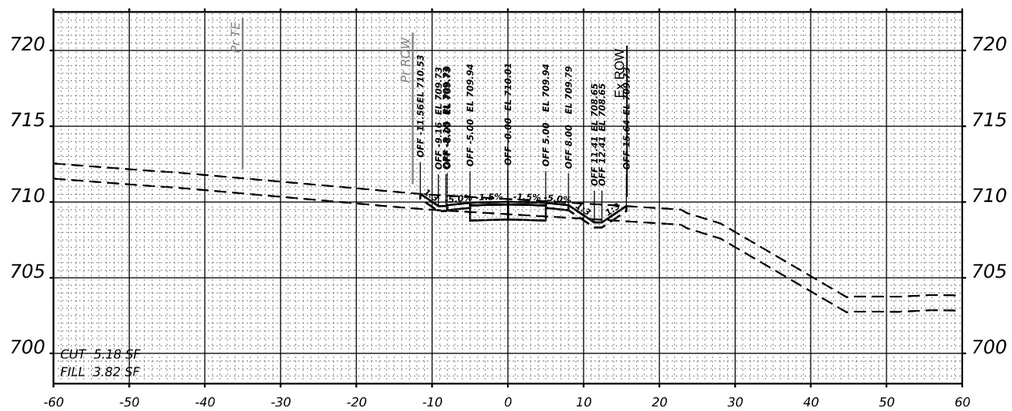
STA 124+00.00



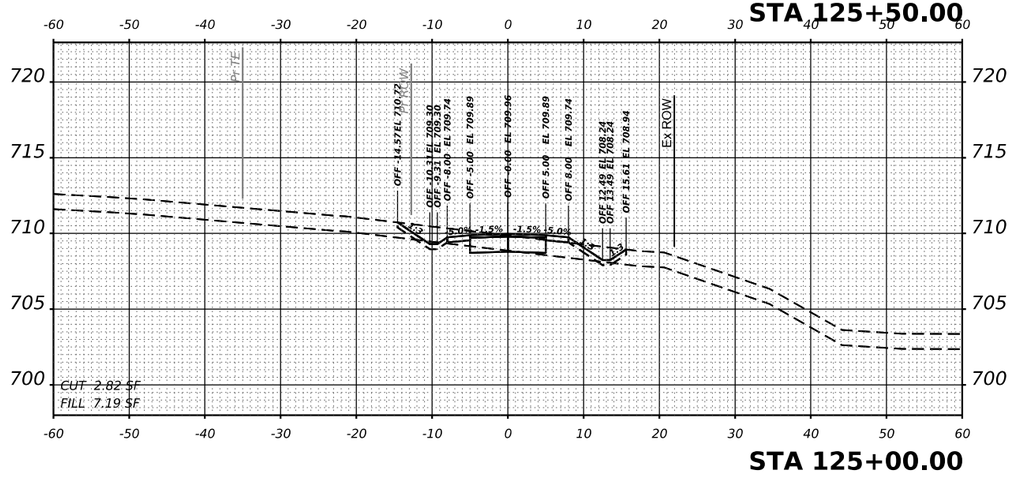
STA 123+50.00



STA 126+00.00



STA 125+50.00



STA 125+00.00

ORIGINAL SURVEY / FINAL SURVEY

NOTE BOOK NO.

SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED

BY

DATE

MODEL: WBDRT-CL - 123+50.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

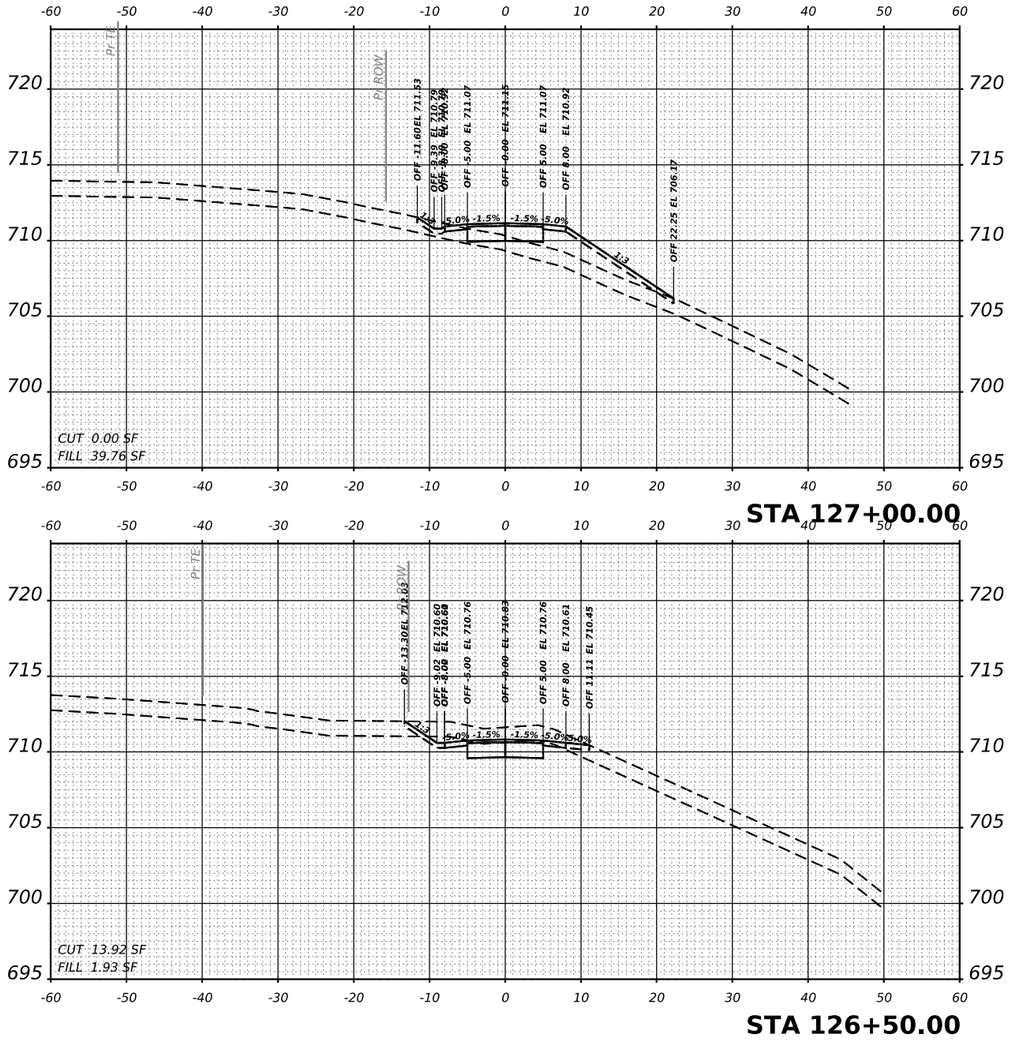
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

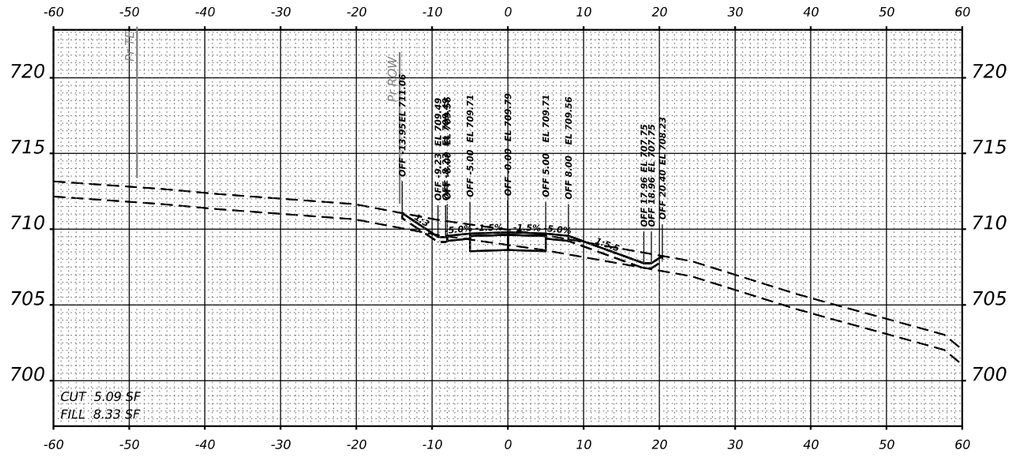
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

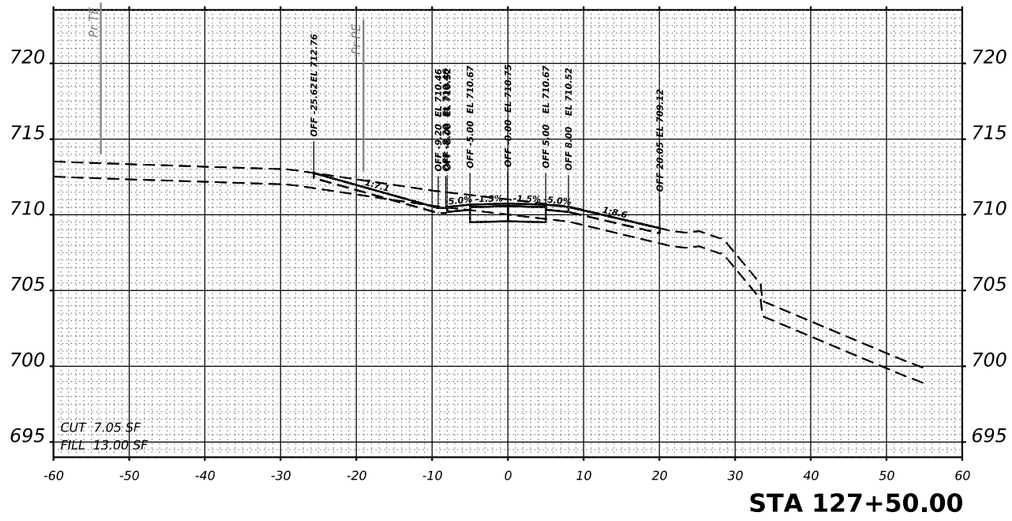
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 13 OF 19 SHEETS | STA. 123+50.00 TO STA. 126+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	142
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	







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

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

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

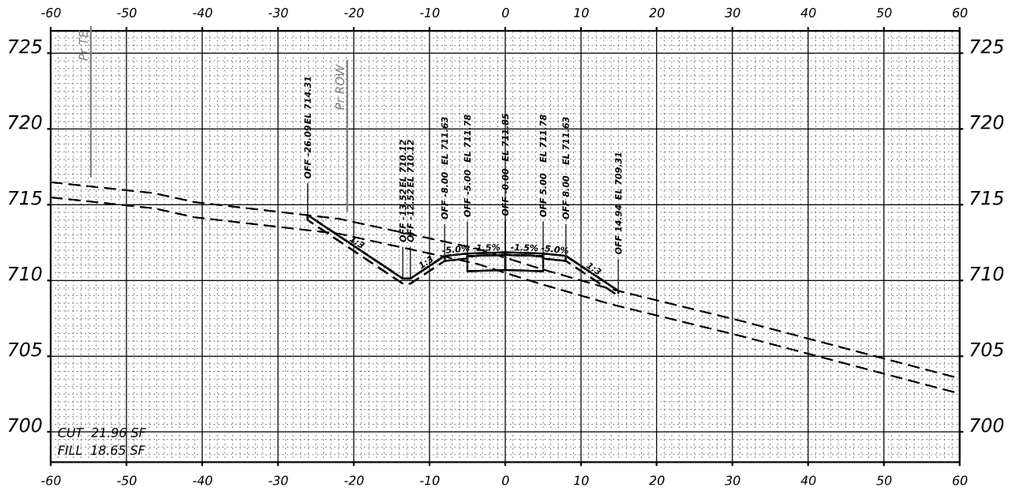
USER NAME = Personal	DESIGNED - RR	REVISED -
	DRAWN - RR	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

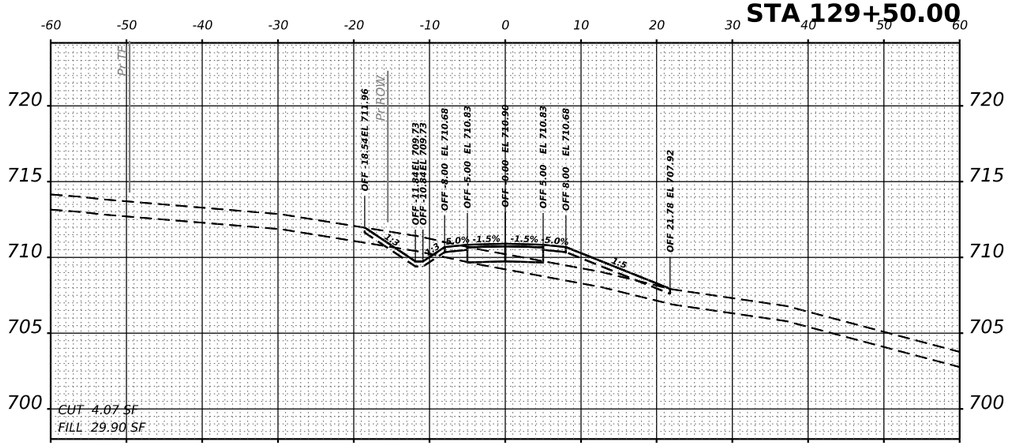
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 14 OF 19 SHEETS | STA. 126+50.00 TO STA. 128+00.00

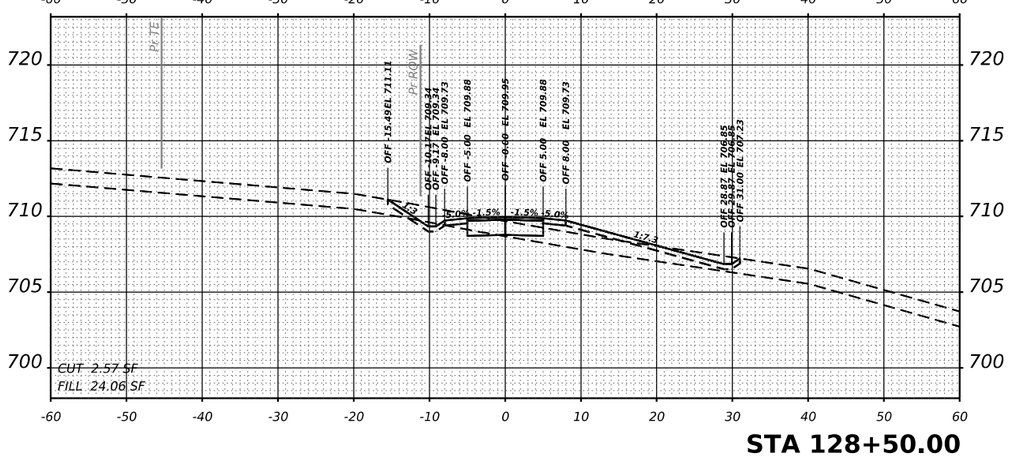
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	143
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



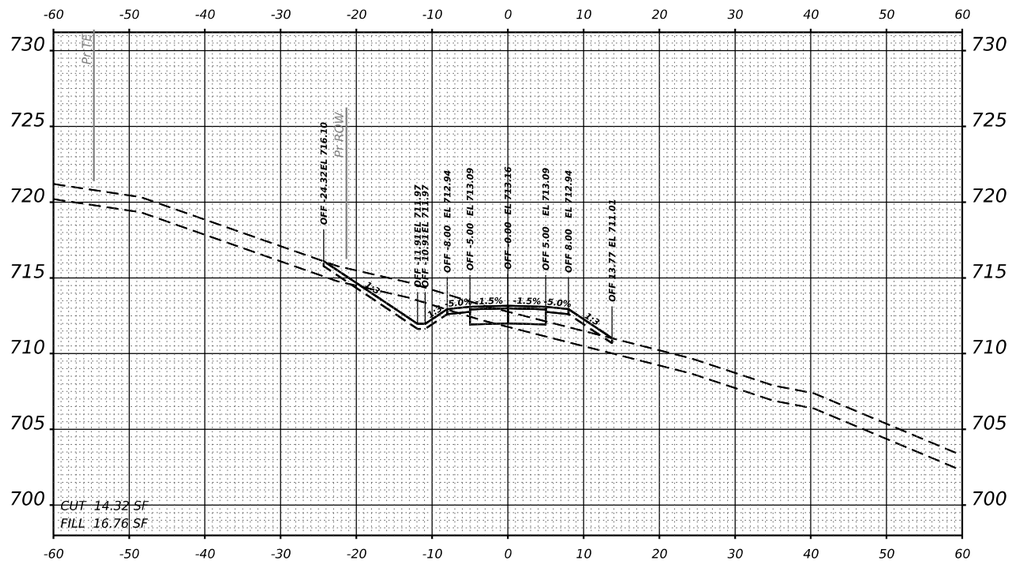
STA 129+50.00



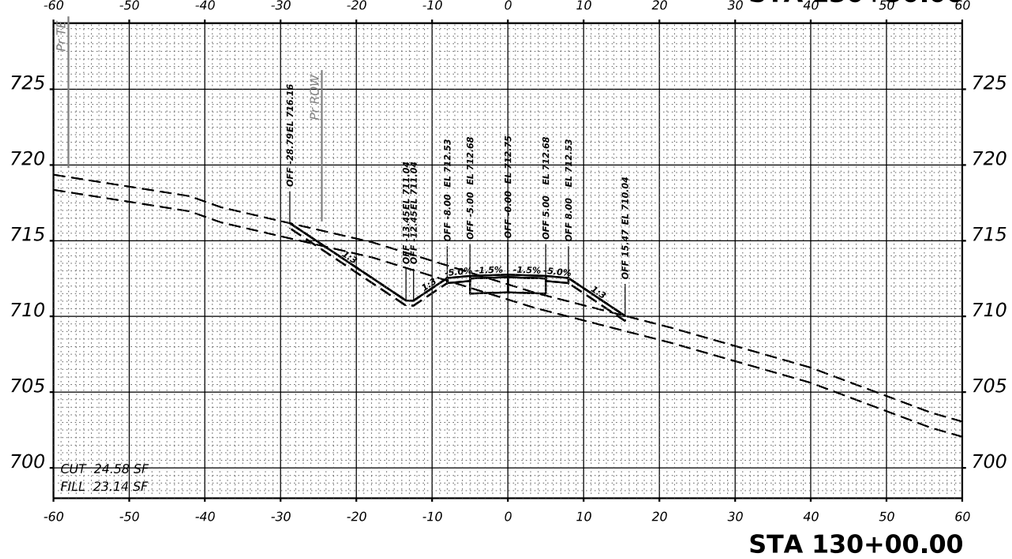
STA 129+00.00



STA 128+50.00



STA 130+50.00



STA 130+00.00

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

MODEL: WBDRT-CL - 128+50.00 [Sheet]
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LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

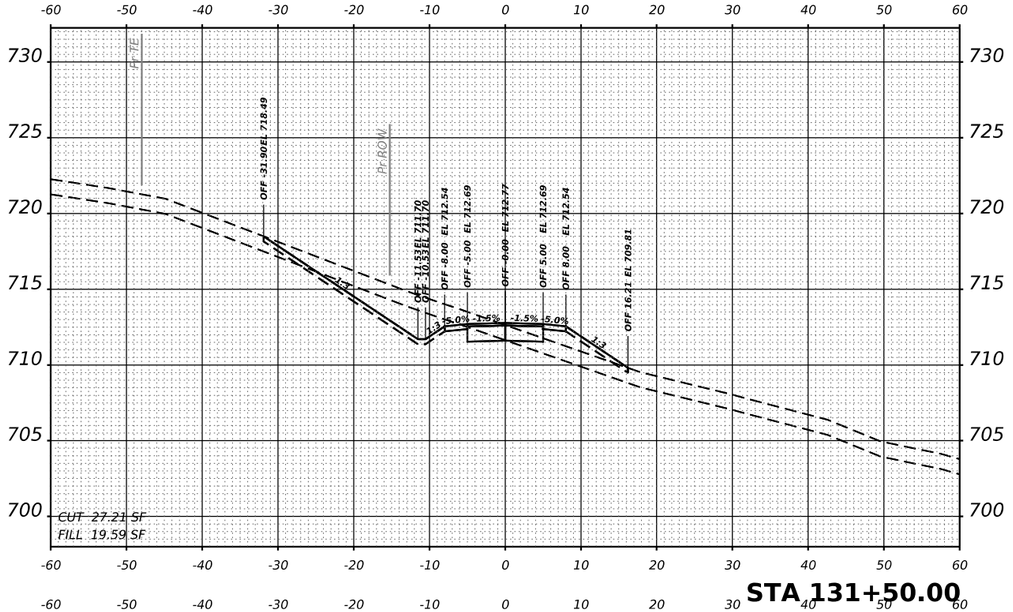
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

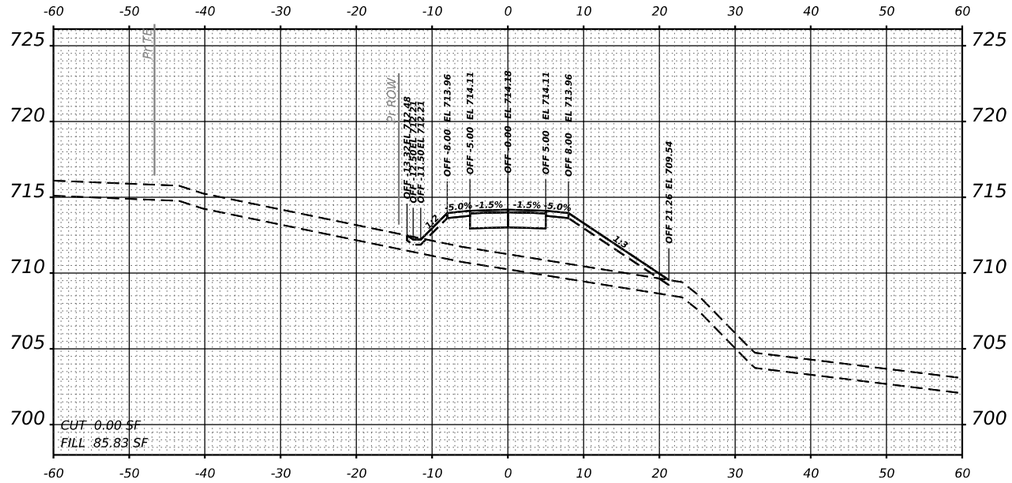
WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 15 OF 19 SHEETS | STA. 128+50.00 TO STA. 130+50.00

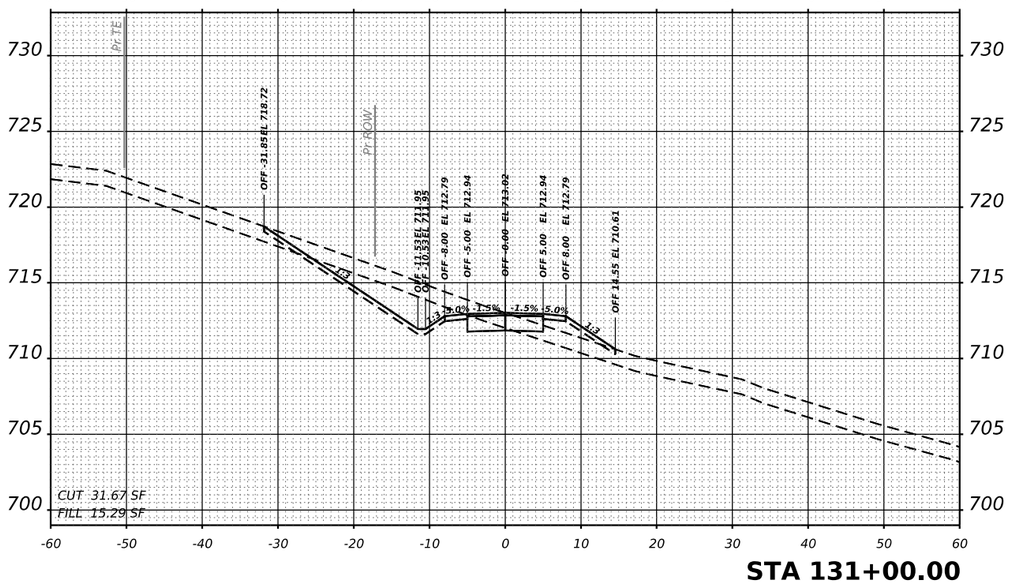
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	144
		CONTRACT NO. 61J54		
		ILLINOIS	FED. AID PROJECT	



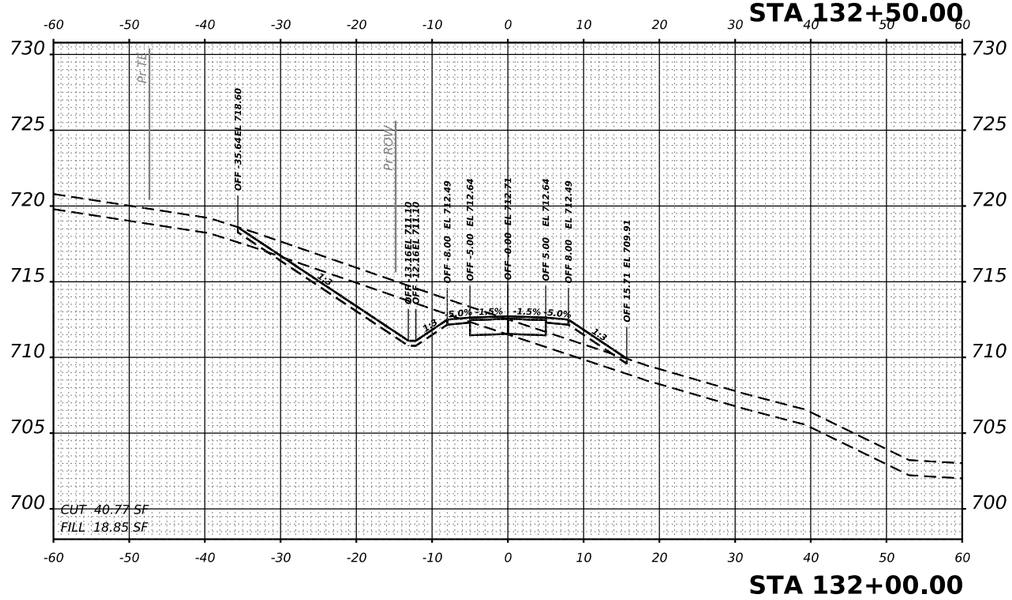
STA 131+50.00



STA 132+50.00



STA 131+00.00



STA 132+00.00

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

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

MODEL: WBDRT-CL - 131+00.00 [Sheet]
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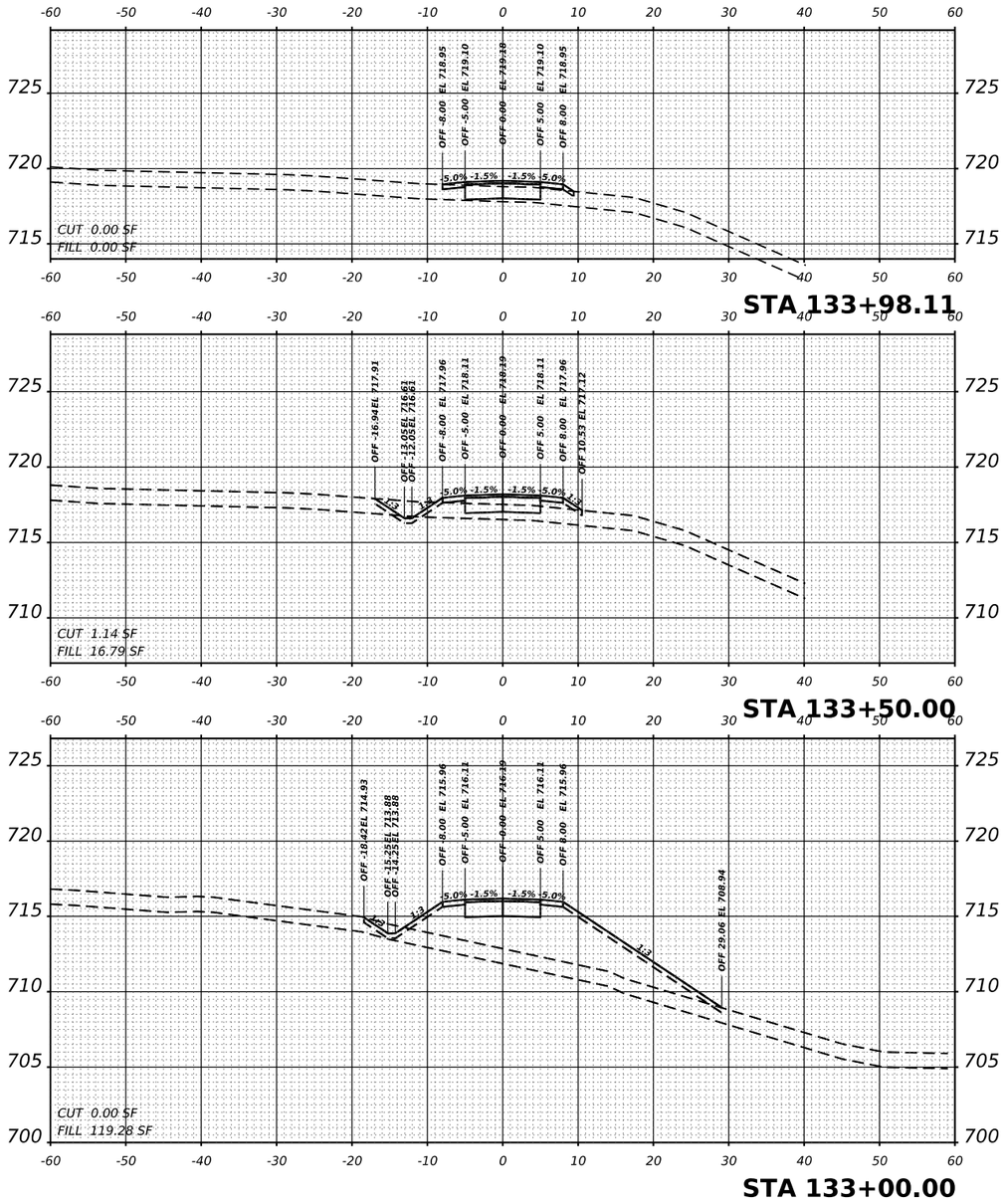
LOCHNER
H. W. LOCHNER, INC.
225 WEST WASHINGTON STREET
12 TH FLOOR
CHICAGO, ILLINOIS 60606

USER NAME = Personal	DESIGNED - RR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRANCH DUPAGE RIVER TRAIL CROSS SECTIONS
	DRAWN - RR	REVISED -		
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -		
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -		SCALE: 1"=10'H/1"=5'V SHEET 16 OF 19 SHEETS STA. 131+00.00 TO STA. 132+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	145
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



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

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

MODEL: WBDRT-CL - 133+00.00 [Sheet]
FILE NAME: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000016432\03 CADD\01 Sheets\Civil\16432-SHT-XS01.dgn

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

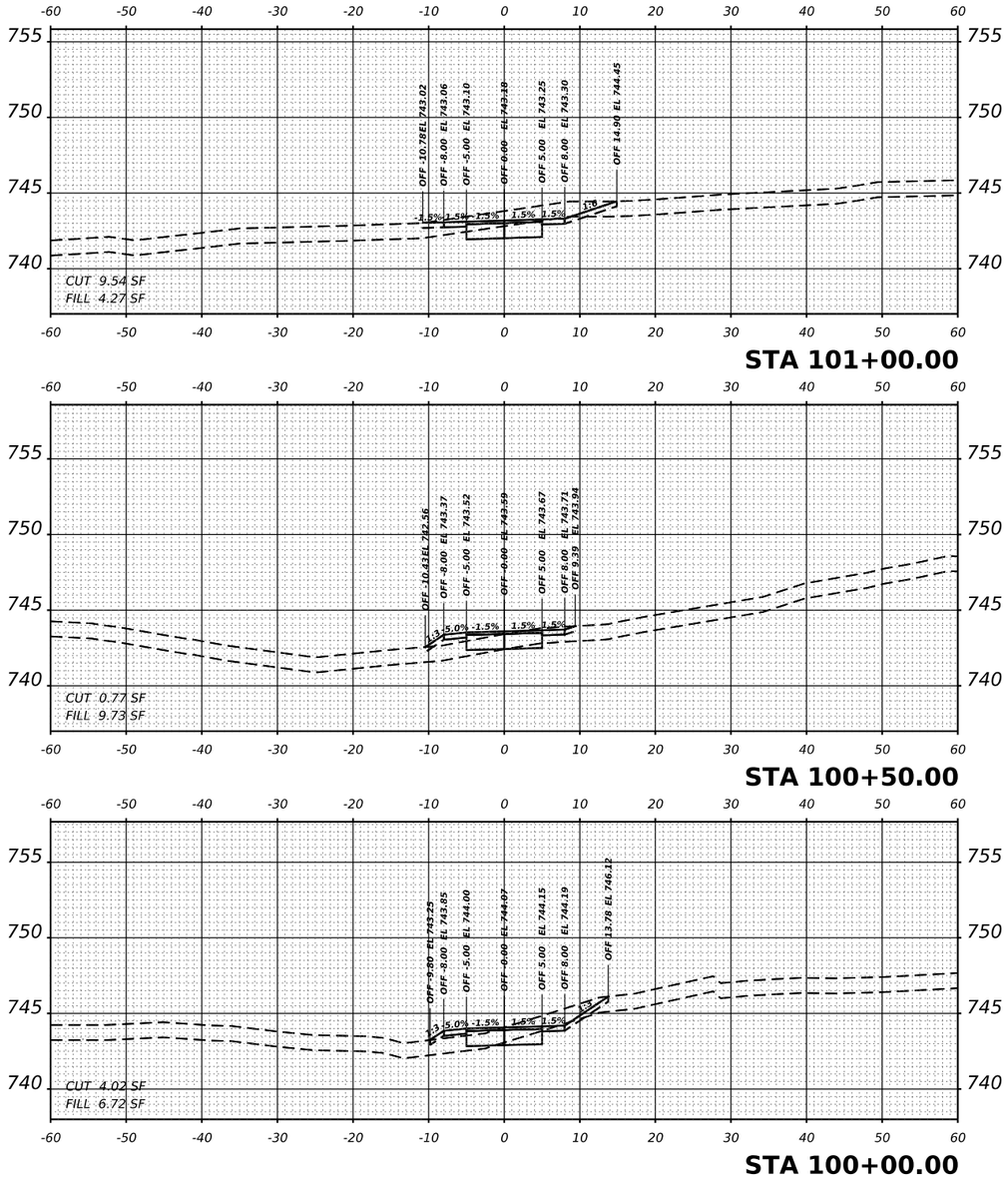
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS

SCALE: 1"=10'H/1"=5'V | SHEET 17 OF 19 SHEETS | STA. 133+00.00 | TO STA. 133+98.11

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	146
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



ORIGINAL SURVEY / FINAL SURVEY

NOTE BOOK NO.

SURVEYED PLOTTED TEMPLATE AREAS AREAS CHECKED

BY

DATE

MODEL: FORESTCL - 100+00.00 [Sheet]
FILE NAME: pw:J:\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\0000016432\03 CADD\01 Sheets\Civil\16432-SHT-XS02.dgn

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

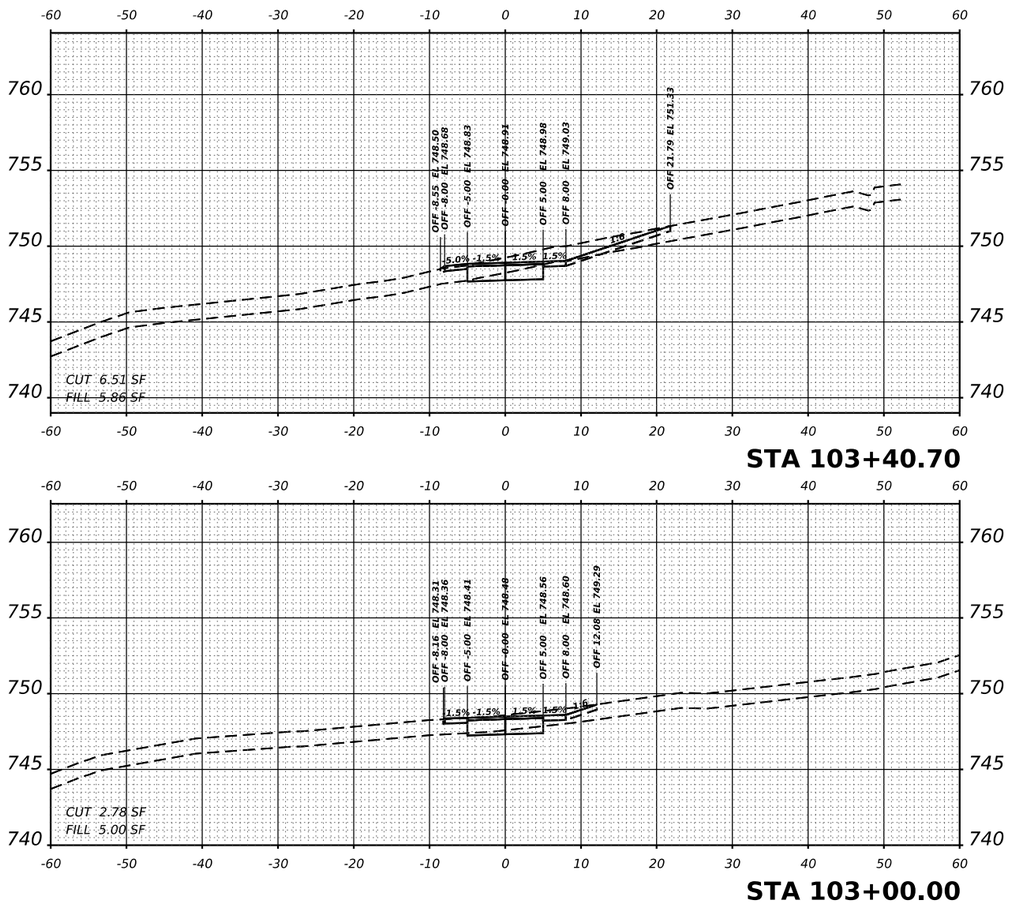
USER NAME = Personal	DESIGNED - RR	REVISED -	
	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS – WEST CHICAGO TRAIL CONNECTOR

SCALE: 1"=10'H/1"=5'V | SHEET 18 OF 19 SHEETS | STA. 100+00.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	16-F3000-15-BT	DUPAGE	148	147
		CONTRACT NO. 61J54		
	ILLINOIS	FED. AID PROJECT		



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

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

MODEL: FORESTCL - 103+00.00 [Sheet]
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LOCHNER
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225 WEST WASHINGTON STREET
12 TH FLOOR
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	DRAWN - RR	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED - AM	REVISED -	
PLOT DATE = 8/27/2025	DATE - 8/27/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRANCH DUPAGE RIVER TRAIL
CROSS SECTIONS – WEST CHICAGO TRAIL CONNECTOR

SCALE: 1"=10'H/1"=5'V | SHEET 19 OF 19 SHEETS | STA. 103+00.00 | TO STA. 130+40.70

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