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UTILITIES:

- ELECTRIC:**
ComEd
MIKE LENNOX
123 ENERGY AVENUE
ROCKFORD, ILLINOIS 61109
(815) 490-2869
- GAS:**
NICOR
CONSTANCE LANE
UTILITY CONSULTANT
1844 FERRY ROAD
NAPERVILLE, ILLINOIS 60563-9600
(630) 388-3830
- TELEPHONE:**
ATT
STEVE STULL
2404 8th AVENUE
ROCKFORD, ILLINOIS 61108
(815) 394-7276
- VERIZON
WINDY BOCOCK
104 W. MULBERRY
NORMAL, ILLINOIS 61761
(309) 454-1511
- SEWER:**
ROCK RIVER WATER RECLAMATION DISTRICT
3333 KISHWAUKEE STREET
ROCKFORD, ILLINOIS 61109
(815) 387-7400
- VILLAGE OF WINNEBAGO
108 WEST MAIN
WINNEBAGO, ILLINOIS 61088
(815) 335-2020
- WATER:**
CITY OF ROCKFORD WATER DIVISION
425 EAST STATE STREET
ROCKFORD, ILLINOIS 61104
(815) 987-5570
- VILLAGE OF WINNEBAGO
108 WEST MAIN
WINNEBAGO, ILLINOIS 61088
(815) 335-2020
- CITY:**
CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS
425 EAST STATE STREET
ROCKFORD, ILLINOIS 61104
(815) 987-5570

C.A.T.V.:
COMCAST
MICHAEL OWENS
4450 KISHWAUKEE STREET
ROCKFORD, ILLINOIS 611098
(815) 395-8977



CALL J.U.L.I.E BEFORE YOU DIG
1-800-892-0123
TOLL FREE

SCALES:

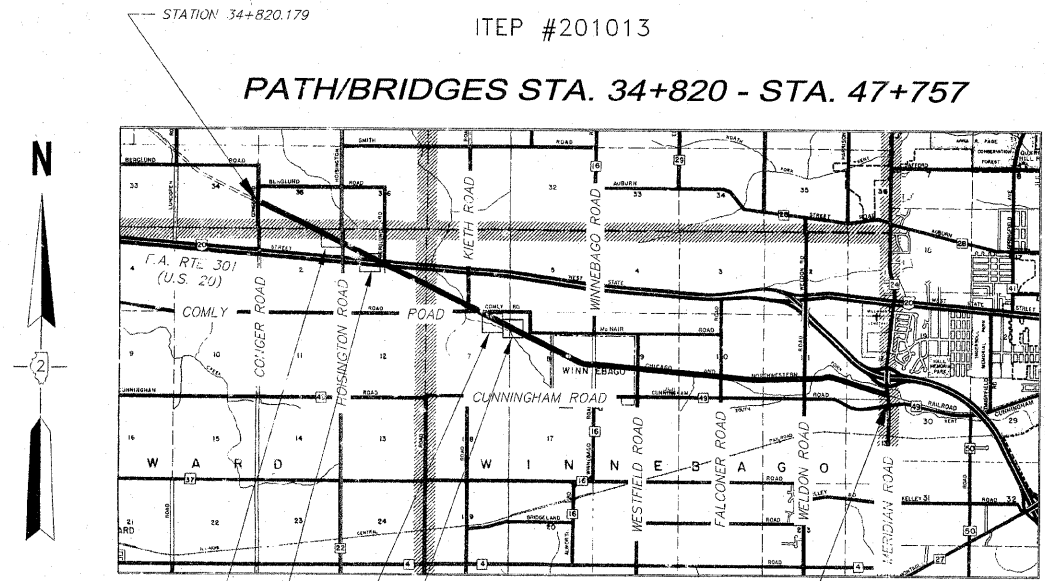
PLAN & PROFILE: 1:1000 HORIZONTAL - 1:50 VERTICAL (RURAL)
1:250 HORIZONTAL - 1:50 VERTICAL (URBAN)
CROSS SECTIONS: 1:50 HORIZONTAL - 1:50 VERTICAL

PLANS FOR PROPOSED TEA21 ENHANCEMENT FUND PROJECT

PECATONICA PRAIRIE PATH SECTION 94-00267-00-BT PROJECT No. TE-D2(94) WINNEBAGO COUNTY JOB NO. C-92-129-00

CONTRACT NO. 85443
ITEP #201013

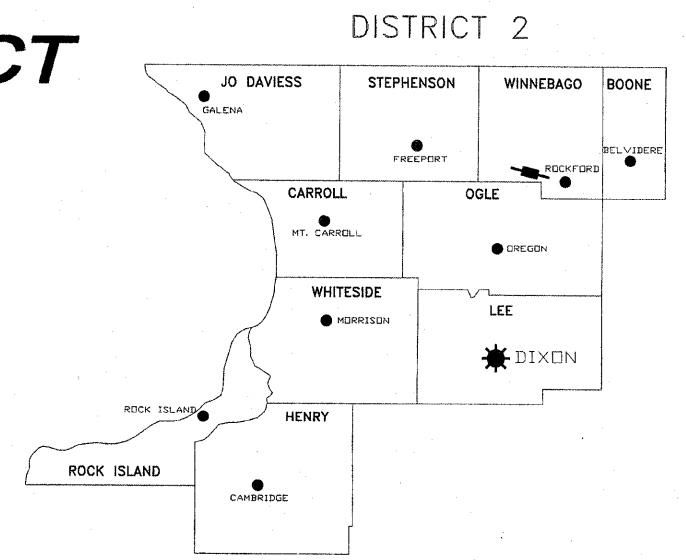
PATH/BRIDGES STA. 34+820 - STA. 47+757



STATION EQUATIONS: STA. 37+406.619 (BACK) = STA. 37+422.107 (AHEAD)
STA. 39+369.864 (BACK) = STA. 39+376.300 (AHEAD)

CONSTRUCTION BEGINS - CONSTRUCTION ENDS
36+400 - 36+420
36+624.7 - 37+406.6
39+870 - 39+960
40+400 - 40+480

R. 10 E., R. 11 E.
4th P.M. R. 1 E.
3rd P.M.



★ DISTRICT HEADQUARTERS
— PROJECT LOCATION

LEGEND

- DECIDUOUS TREE
- EVERGREEN TREE
- SIGN
- UTILITY POLE
- TELEPHONE PEDESTAL
- ELECTRIC TRANSFORMER
- EXISTING CABLE TELEVISION LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING GAS MAIN
- EXISTING UNDERGROUND TELEPHONE LINE
- EXISTING OVERHEAD ELECTRIC/TELEVISION
- EXISTING WATER MAIN
- EXISTING VALVE AND VAULT
- EXISTING VALVE AND BOX
- EXISTING FIRE HYDRANT ASSEMBLY
- EXISTING ELECTRIC HANDHOLE
- EXISTING BUILDING
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- RIGHT-OF-WAY
- SECTION LINE
- CENTER LINE
- WET LAND
- BARBED WIRE FENCE
- LANDSCAPE LIMITS
- EXISTING MANHOLE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING INLET TYPE 700
- EXISTING INLET TYPE 6-A
- EXISTING INLET SPECIAL

DATE SIGNED 2/23/09
EXPIRES 11/30/09

DATE SIGNED 2/24/09
EXPIRES 11/30/2010

PASSED March 9 2009
DISTRICT ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID March 9 2009
BASED ON LIMITED REVIEW
DEPUTY DIRECTOR OF HIGHWAYS, REGIONAL ENGINEER

APPROVED February 26 2009
WINNEBAGO COUNTY HIGHWAY ENGINEER

REVISIONS		
NO.	ITEM	DATE
1	ADDITIONAL REINFORCEMENT TO ABUTMENTS	1/19/09
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1

DRAWN BY: REK

CHECKED BY:

DATE: DECEMBER, 2008

McClure
Engineering Associates, Inc.
7282 Argus Drive
Rockford, Illinois 61107-5837
(815) 398-2332
Design Firm License: Illinois 184-000816

COVER SHEET
Contract 85443
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
G:\surveys\PECPATH\1ST RELEASE\98-037 COVER.dwg
JOB NUMBER: 04-28-98-037

SHEET NO. 1 OF 98+1099

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", JANUARY 1, 2007 AND "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" JANUARY 1, 2009 EDITION WHERE APPLICABLE.
2. THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TOGETHER WITH A LIST OF SUPPLIERS AND SUBCONTRACTORS AT THE PRE-CONSTRUCTION MEETING.
3. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. HE WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, ORDERING MATERIALS, OR BEGINNING CONSTRUCTION, PARTICULARLY AS THEY RELATE TO LUMP SUM PAY ITEMS.
5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK ON THIS PROJECT. PERMITS HAVE BEEN GRANTED FOR THIS PROJECT BY THE CORPS OF ENGINEERS, AND DIVISION OF WATER RESOURCES. COPIES ARE AVAILABLE FOR INSPECTION AT THE CONTRACTOR'S REQUEST.
6. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT OF WAY PINS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS WITH NO ADDITIONAL COMPENSATION BEING ALLOWED. REPLACEMENT OF MONUMENTS SHALL BE DETERMINED BY THE ENGINEER.
7. THE STAGING PLAN FOR U.S. ROUTE 20 SHALL NOT BE ALTERED WITHOUT APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE ENGINEER.
8. MAINTENANCE OF TRAFFIC WILL BE REQUIRED WHEN WORKING WITHIN THE RIGHT OF WAY OF RURAL ROADWAYS OR URBAN STREETS.
9. THE CONTRACTOR SHALL KEEP EXISTING ROADWAYS AND PAVEMENTS FREE OF MUD AND OTHER DEBRIS AND SHALL INSTITUTE DUST CONTROL MEASURES DURING CONSTRUCTION.
10. SOIL BORING LOGS ARE AVAILABLE FOR RTE. 20 CROSSING. - IN PLANS SHEET 83
11. SEE CROSS-SECTIONS FOR SPECIAL DITCHES AND GRADING DETAILS.
12. NO OVERHAUL HAS BEEN COMPUTED AND NONE SHALL BE PAID FOR FROM ANY SOURCE.
13. SOD AND TOPSOIL SHALL BE REMOVED IN THE PATH AND SHOULDER AREAS, HOWEVER, IT MAY BE USED IN CONSTRUCTING THE SIDESLOPES OF FILL AREAS ADJACENT TO THE SHOULDER. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR PROPERLY DISPOSING OF ALL SUITABLE AND UNSUITABLE MATERIAL, AWAY FROM THE JOB SITE, THAT IS IN EXCESS OF WHAT IS REQUIRED OR REJECTED AS EMBANKMENT FILL BY THE ENGINEER. THE COST FOR ADDITIONAL HANDLING AND DISPOSAL OF SUCH MATERIAL SHALL BE CONSIDERED INCIDENTAL TO "SHAPING AND GRADING ROADWAY".
14. THE CONTRACTOR SHALL CONFINE WORK ACTIVITIES TO THE CONSTRUCTION LIMITS AS DEFINED ON THE TYPICAL SECTIONS AND CROSS SECTIONS. AREAS DISTURBED OUTSIDE THE CONSTRUCTION LIMITS WILL BE RESTORED AT THE CONTRACTOR'S OWN EXPENSE.
15. THE CONTRACTOR SHALL PLACE EROSION CONTROL AND SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS USING SEEDING CLASS 1 OR CLASS 4 WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. STRAW MULCH SHALL BE APPLIED AT THE RATE OF 4.5 METRIC TONS PER HECTARE OVER SEEDED AREAS. FERTILIZER SHALL BE APPLIED AT A RATE OF 300 KILOGRAMS OF FERTILIZER NUTRIENTS PER HECTARE AT A 1:1:1 RATIO.
16. THE FINAL TOP 100mm OF SOIL IN ANY AREAS DISTURBED BY THE CONTRACTOR MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
17. ONLY THOSE TREES DESIGNATED BY THE ENGINEER AND MARKED IN THE FIELD SHALL BE REMOVED. THE CONTRACTOR WILL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS. BRUSH AND WOODY PLANTS ALONG THE EDGE OF THE PATH WHICH NEED TO BE REMOVED MAY BE CHIPPED AND LEFT ON THE SLOPES AS MULCH. THIS ITEM IS PAID FOR AS SELECTIVE CLEARING.
18. ALL EXISTING SIGNS, GATES, AND TRAFFIC CONTROL SIGNS LOCATED ALONG THE PROPOSED PATH SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITH THE EXCEPTION OF UTILITY WARNING SIGNS OR ANY OTHER SIGNS DESIGNATED BY THE ENGINEER TO REMAIN IN PLACE. THE COST FOR REMOVING AND DISPOSING OF SUCH SIGNS AND GATES, SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE INCIDENTAL TO "SELECTIVE CLEARING".
19. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
20. REMOVAL ITEMS CONFORMING TO SECTION 440 OF THE STANDARD SPECIFICATIONS SHALL BE SAWED PRIOR TO BEING REMOVED. ALL JOINTS BETWEEN THE PORTION REMOVED AND THAT LEFT IN PLACE SHALL BE SAWED TO SUCH A DEPTH THAT A CLEAN, NEAT EDGE WILL RESULT WITH NO SPALLING TO THE REMAINING PORTION. THE COST OF SAWING FOR REMOVAL ITEMS AND OTHER LOCATIONS INDICATED ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ADDITIONAL SAWING OR RE-SAWING MAY BE REQUIRED AS DIRECTED BY THE ENGINEER IF THE NEAT EDGE IS DAMAGED BY THE CONTRACTOR PRIOR TO PAVING WITH NO ADDITIONAL COMPENSATION BEING ALLOWED.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S OWN EXPENSE. UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES, WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES THAT ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. TELEPHONE NUMBER IS (800)-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR ALL NON-EMERGENCY WORK.
22. WHERE EXISTING PIPE CULVERTS OR STORM SEWER ARE TO BE REPLACED THE REMOVAL OF EXISTING PIPE CULVERTS OR STORM SEWER PIPES SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE REPLACEMENT PIPE, REGARDLESS OF THE CLASS, TYPE, AND DIAMETER SPECIFIED.
23. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED STORM SEWERS, DRAINAGE STRUCTURES, AND APPURTENANCES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
24. WHENEVER THE PROPOSED BIKE PATH INTERSECTS AN EXISTING SIDE ROAD OR STREET, THE PATH SHALL MATCH EXISTING GRADE AT CROSSING.
25. ANY RAILROAD TIE AND/OR RAILS FOUND WITHIN THE GRADING LIMITS SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED WASTE SITE.
26. WHERE NGS BENCH MARKS SHOWN ON THE PLANS WILL BE DISTURBED BY CONSTRUCTION THE ENGINEER WILL RESET A NEW MONUMENT IN THE NEW WORK. THE CONTRACTOR SHALL NOT DISTURB THE BENCH MARK UNTIL THE ENGINEER HAS REFERENCED IT.
27. SCALE APPLIES TO FULL SIZE DRAWINGS.
28. THE BRIDGES IN THIS SECTION HAVE BEEN DESIGNED FOR AND ARE RATED AT 20,000 LBS (H-10) GROSS VEHICLE WEIGHT. IF THE CONTRACTOR MUST CROSS A BRIDGE WITH A LOAD EXCEEDING 20,000 LBS G.V.W., A RUN AROUND OR ALTERNATE ACCESS MUST BE USED.
29. BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED AT A RATE OF 0.3 L/SQ.M ON PAVED SURFACES, AND 1.5 L/SQ.M ON AGGREGATE SURFACES.
30. FRENCH DRAIN SHALL BE PLACED IN THE SHOULDER ON BOTH SIDES OF THE PATH AT LOW POINTS AND ON 150 METER SPACING.
31. PATH MILE MARKERS ARE NOT INCLUDED IN PLANS.
32. ITEMS MARKED "N.I.C." ARE NOT INCLUDED IN THIS CONTRACT.

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE:	1 : 1
DRAWN BY:	REK
CHECKED BY:	
DATE:	DECEMBER, 2008

McClure
Engineering Associates, Inc.

7282 Argus Drive
(815) 398-2332

Rockford, Illinois 61107-5837
FAX (815) 398-2496

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GENERAL NOTES

Contract 85443

PECATONICA PRAIRIE PATH

WINNEBAGO COUNTY HIGHWAY DEPARTMENT

SECTION 94-00267-00-BT

FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 typical.dwg

JOB NUMBER: 04-28-98-037

SUMMARY OF QUANTITIES
PECATONICA PRAIRIE PATH STA 34+820 TO 47+757
CONSTRUCTION TYPE CODE : Y047

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY
M70101700	TRAFFIC CONTROL AND PROTECTION	LS	1
M2010110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	218
M2010210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNITS	100
M2020010	EARTH EXCAVATION	CU M	5,309
M2040800	FURNISHED EXCAVATION	CU M	290
M2070220	POROUS GRANULAR EMBANKMENT	CU M	15
M2080150	TRENCH BACKFILL	CU M	77
M2090110	POROUS GRANULAR BACKFILL	CU M	3,413
M2101000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ M	774
M2500310	SEEDING CLASS 4	HA	0.40
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	40
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	40
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	40
M2510115	MULCH, METHOD 2	HA	0.4
M2510630	EROSION CONTROL BLANKET	SQ M	2,600
M2600400	PERIMETER EROSION BARRIER	METER	855
28000300	TEMPORARY DITCH CHECKS	EACH	12
29000500	INLET AND PIPE PROTECTION	EACH	5
M2810109	STONE RIPRAP, CLASS A5	SQ M	18
M2810709	STONE DUMPED RIPRAP, CLASS A5	SQ M	131
M2820200	FILTER FABRIC	SQ M	149
M3010300	SHAPING AND GRADING ROADWAY	UNITS	7.8
M3111010	SUB-BASE GRANULAR MATERIAL, TYPE B	M TON	1,380
M3511100	AGGREGATE BASE COURSE, TYPE B, 200MM	SQ M	3,215
M3530255	PORTLAND CEMENT CONCRETE BASE COURSE, 255MM	SQ M	438
M4020050	AGGREGATE SURFACE COURSE, TYPE A, 50MM	SQ M	1,413
M4200250	PORTLAND CEMENT CONCRETE PAVEMENT, 250MM	SQ M	1,839
M4060200	BITUMINOUS MATERIALS, (PRIME COAT)	M TON	3.63
M4063345	HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "D", N90	M TON	110
M4080500	INCIDENTAL HOT-MIX ASPHALT SURFACING	M TON	189

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY
M4205100	PAVEMENT FABRIC	SQ M	438
M4402000	PAVEMENT REMOVAL	SQ M	438
M4402530	PAVED SHOULDER REMOVAL	SQ M	668
M4812150	AGGREGATE SHOULDERS, TYPE B, 150MM	SQ M	734
M4820600	HOT-MIX ASPHALT SHOULDERS, 200MM	SQ M	256
50100100	REMOVAL OF EXISTING STRUCTURE	EACH	1
M5030350	CONCRETE STRUCTURES	CU M	251.58
M5070105	TREATED TIMBER	CU M	2.43
M5070305	HARDWARE	KG	123
M5080105	REINFORCEMENT BARS	KG	9,896
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	4,224
M5160300	DRILLED SHAFT IN SOIL	CU M	5.35
M5160400	DRILLED SHAFT IN ROCK	CU M	0.54
M5210020	ANCHOR BOLTS, M20	EACH	20
54001000	BOX CULVERT END SECTIONS	EACH	2
M5401090	PRECAST CONCRETE BOX CULVERT 2.1M x 2.1M	METER	12.6
M5421245	MULTI-PLATE STEEL PIPE ARCH, 5.664m x 3.658m	METER	48.8
M5421245	PIPE CULVERTS, TYPE 1 RCCP 1050MM	METER	16
M5421410	PIPE CULVERTS, TYPE 1, CS/A CP, 300MM	METER	15
M5421415	PIPE CULVERTS, TYPE 1, CS/A CP, 375MM	METER	48
M5421620	PIPE CULVERTS, TYPE 1, CS, EQUIV. ROUND SIZE 600MM	METER	22
M5421430	PIPE CULVERTS, TYPE 1, CS/A CP, 600MM	METER	12.2
M542E148	PRECAST REINF. CONC. FLARED END SECT. 1050MM	EACH	4
M542E216	STEEL END SECTIONS 375MM	EACH	4
M542E228	STEEL END SECTIONS, 600MM	EACH	2
M542E828	STEEL END SECTIONS EQUIV. ROUND SIZE 600MM	EACH	4
M6010080	FRENCH DRAIN	CU M	3
M6110050	EXPLORATION TRENCH, 1.3M DEPTH	METER	2
M6110070	FIELD TILE JUNCTION VAULTS, 600MM DIA.	EACH	1


ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY
M6300101	STEEL PLATE BEAM GUARD RAIL, TYPE A, 1.83 POSTS	METER	54
63100041	TRAFFIC BARRIER TERMINAL, TYPE 1B	EACH	2
M6330700	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	METER	61
M6380900	MODULAR GLARE SCREEN SYSTEM	METER	152
M6420015	SHOULDER RUMBLE STRIP	METER	120
M6650100	WOVEN WIRE FENCE, 1.2 METER	METER	278
67100100	MOBILIZATION	LS	1
M7030100	SHORT-TERM PAVEMENT MARKING	METER	122
M7040100	TEMPORARY CONCRETE BARRIER	METER	2,243
M7040200	RELOCATE TEMPORARY CONCRETE BARRIER	METER	2,243
M7200100	SIGN PANEL-TYPE 1	SQ M	5,3601
M7300100	WOOD SIGN SUPPORT	METER	50.7
M7800205	PAINT PAVEMENT MARKING - LINE 100MM	METER	8,100
M7030620	TEMPORARY PAINT PAVEMENT MARKING 100MM	METER	19,780
M7830105	PAVEMENT MARKING REMOVAL	METER	27,880
MX030570	PEDESTRIAN BRIDGE SUPERSTRUCTURE	SQM	43.55
XX005018	TEMPORARY SOIL RETENTION SYSTEM	LS	1
MZ064600	SELECTIVE CLEARING	HA	0.66
MZ065767	SLOTTED DRAIN 375MM WITH 45MM SLOT	METER	38
XX008021	REMOVE EXISTING STONE ARCH & WING WALLS	EACH	1
MZ078000	WOOD RAIL	METER	180
51500100	NAME PLATES	EACH	3
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	24
X0322288	MEDIAN CLOSURE	EACH	1
XX008022	MASONRY CLEANING & TUCKPOINTING	LS	1
Z0030280	IMPACT ATTENUATOR, TEMPORARY (SEVERE USE, NARROW) TEST LEVEL 3	EACH	1
Z0030380	IMPACT ATTENUATOR, RELOCATE (SEVERE USE) TEST LEVEL 3	EACH	1
XX008023	REMOVE AND RESET EXISTING STEEL STRINGER ASSEMBLY	EACH	1
Z0018905	DRILL AND GROUT BARS	EACH	216
X8410102	TEMPORARY LIGHTING SYSTEM	LS	1

* SPECIAL PROVISIONS

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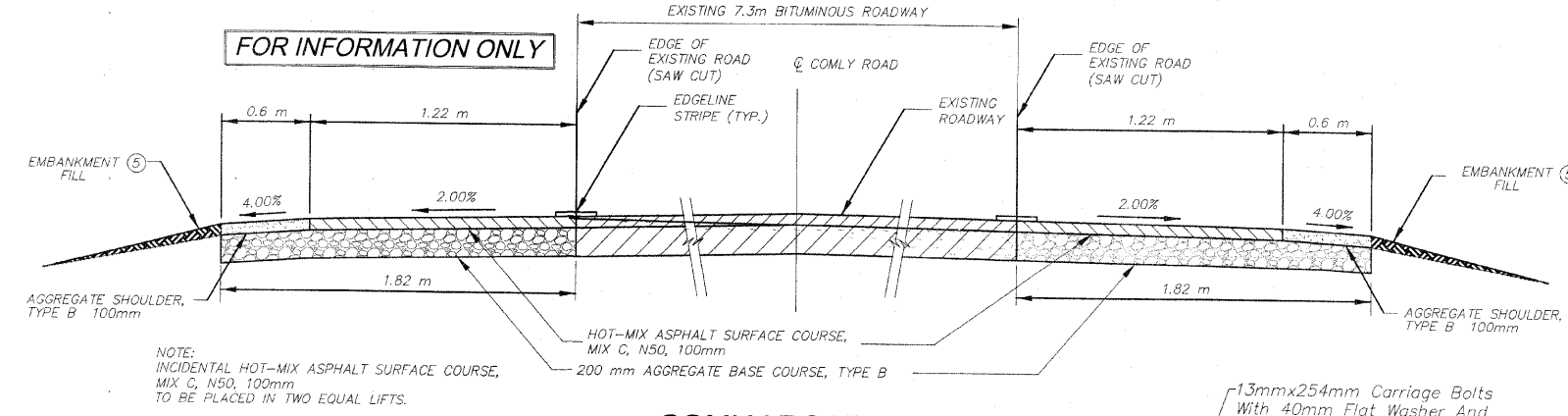
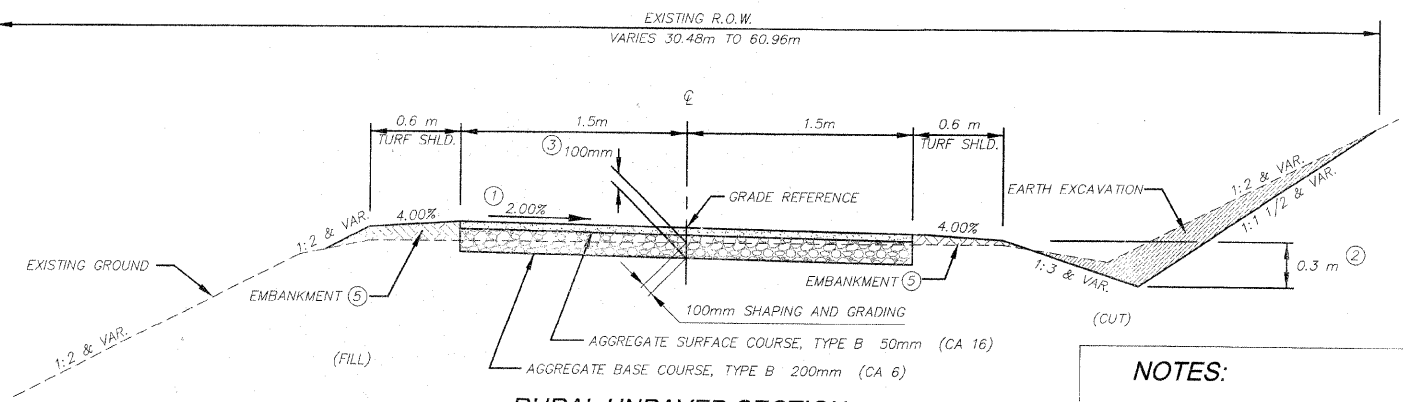
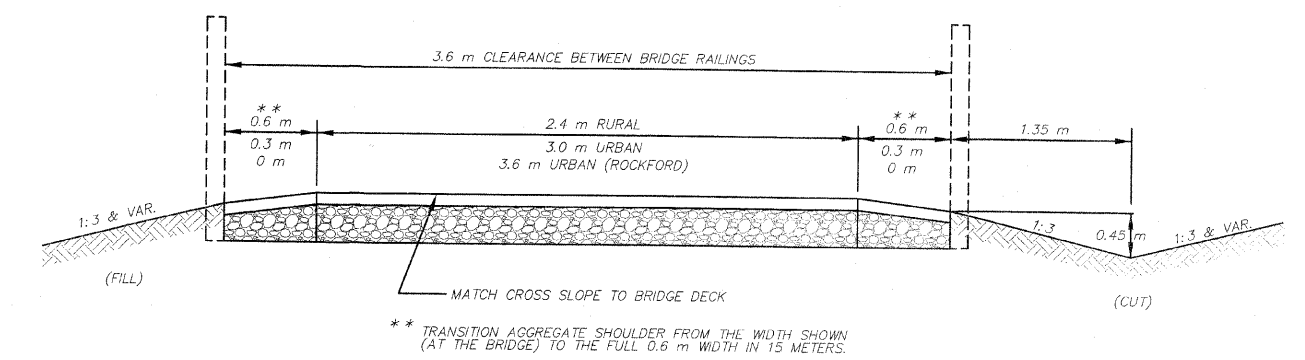
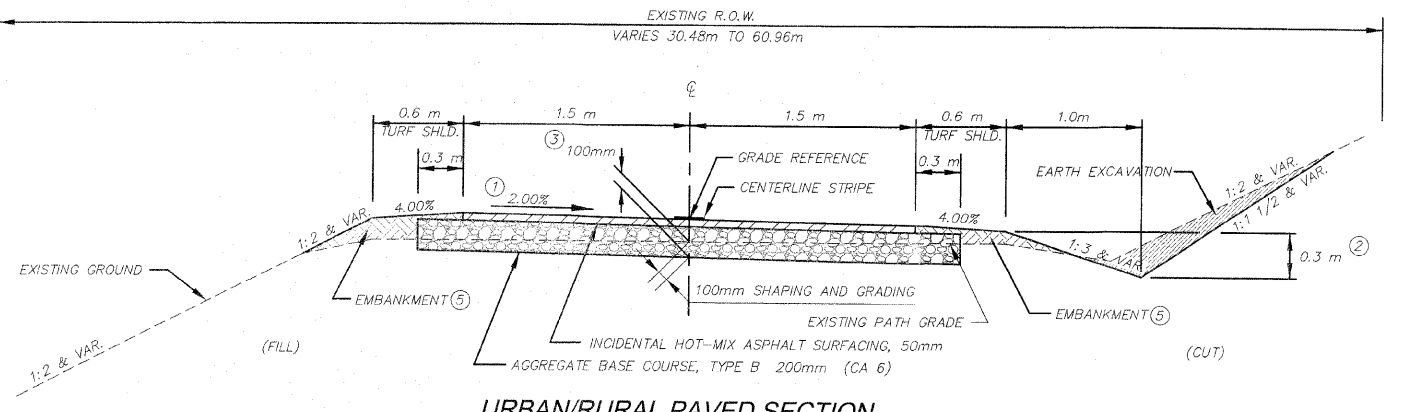
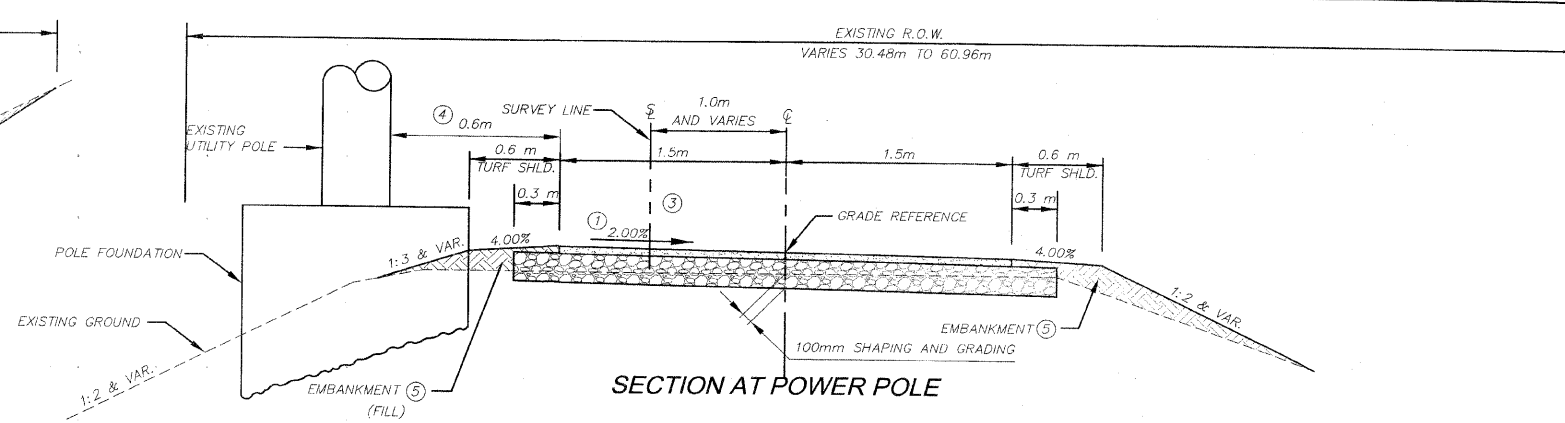
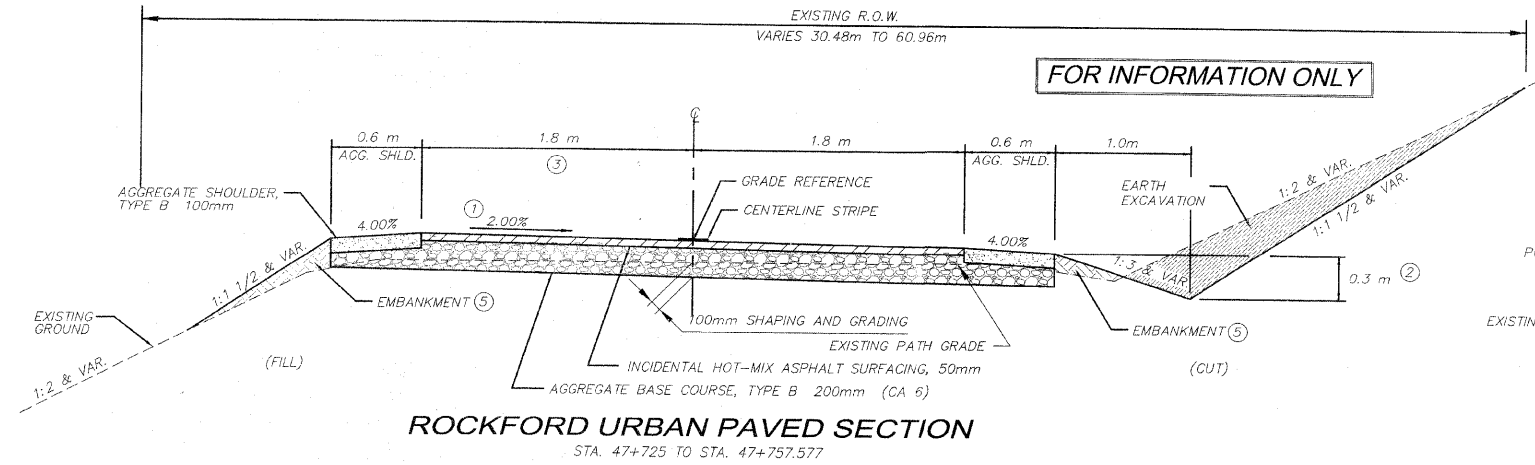
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1		ADDITIONAL REINFORCEMENT TO ABUTMENTS	1/19/09
2		REVIEW COMMENTS	1/22/09
3		REVIEW COMMENTS	3/9/09

PLOTING SCALE: 1 : 1	
DRAWN BY:	REK
CHECKED BY:	
DATE:	DECEMBER, 2008

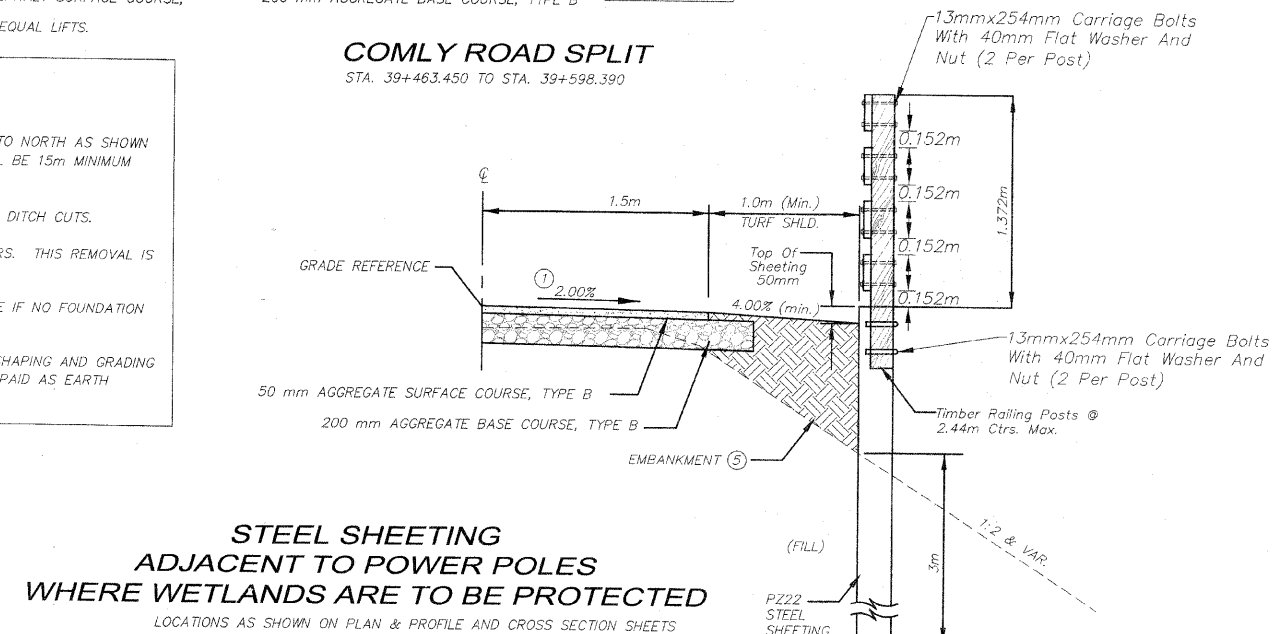
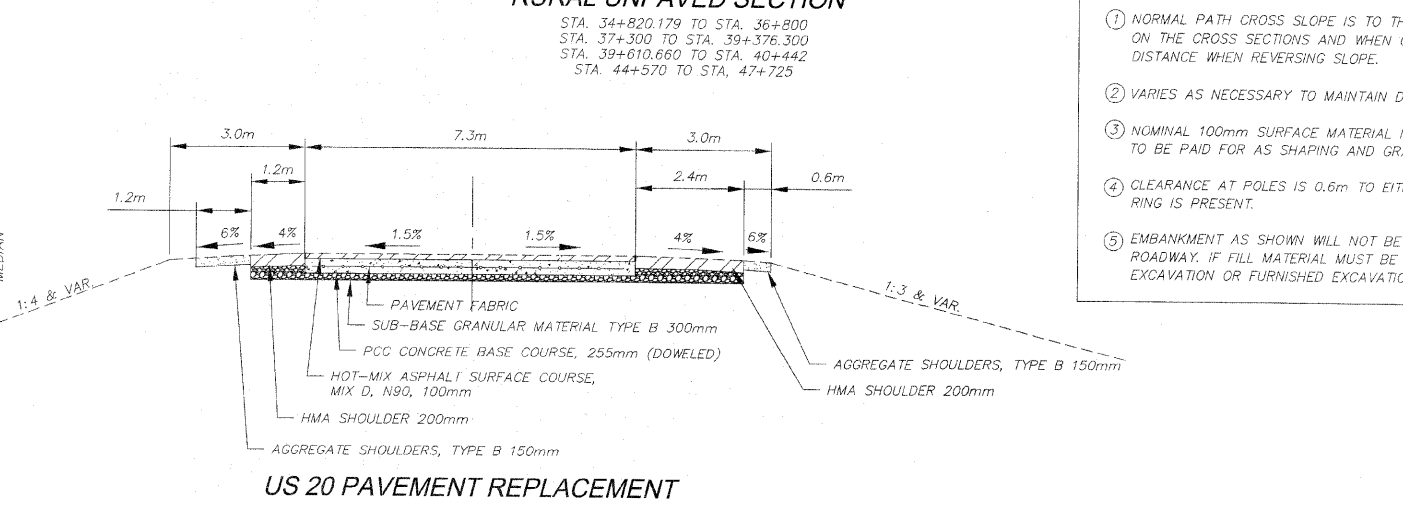
	
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SCHEDULE OF QUANTITIES	
PECATONICA PRAIRIE PATH Contract 85 443	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00287-00-BT	
FILE NAME: C:\survey\PECPATH\1ST RELEASE\98-037 summary.dwg	JOB NUMBER: 04-28-98-037

SHEET NO.	
3 OF 98	



- NOTES:**
- ① NORMAL PATH CROSS SLOPE IS TO THE SOUTH (AWAY FROM POWER POLES.) REVERSE TO NORTH AS SHOWN ON THE CROSS SECTIONS AND WHEN CURVING TO THE LEFT. TRANSITION LENGTH SHALL BE 15m MINIMUM DISTANCE WHEN REVERSING SLOPE.
 - ② VARIES AS NECESSARY TO MAINTAIN DRAINAGE. CONSULT CROSS SECTIONS FOR SPECIAL DITCH CUTS.
 - ③ NOMINAL 100mm SURFACE MATERIAL IS TO BE REMOVED AND USED TO BUILD SHOULDERS. THIS REMOVAL IS TO BE PAID FOR AS SHAPING AND GRADING ROADWAY.
 - ④ CLEARANCE AT POLES IS 0.6m TO EITHER THE FOUNDATION RING OR THE FACE OF POLE IF NO FOUNDATION RING IS PRESENT.
 - ⑤ EMBANKMENT AS SHOWN WILL NOT BE PAID FOR SEPARATELY, BUT IS THE RESULT OF SHAPING AND GRADING ROADWAY. IF FILL MATERIAL MUST BE BROUGHT FROM A REMOTE LOCATION, IT WILL BE PAID AS EARTH EXCAVATION OR FURNISHED EXCAVATION.



REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

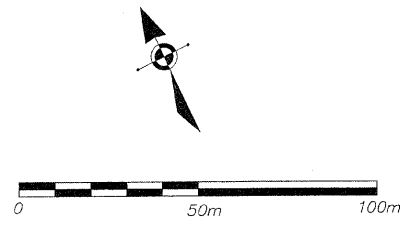
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DRAWN BY: REK
CHECKED BY:
DATE: DECEMBER, 2008

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TYPICAL SECTIONS
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\SURVEYS\PECPATH\IST RELEASE\98-037 TYPICAL.DWG

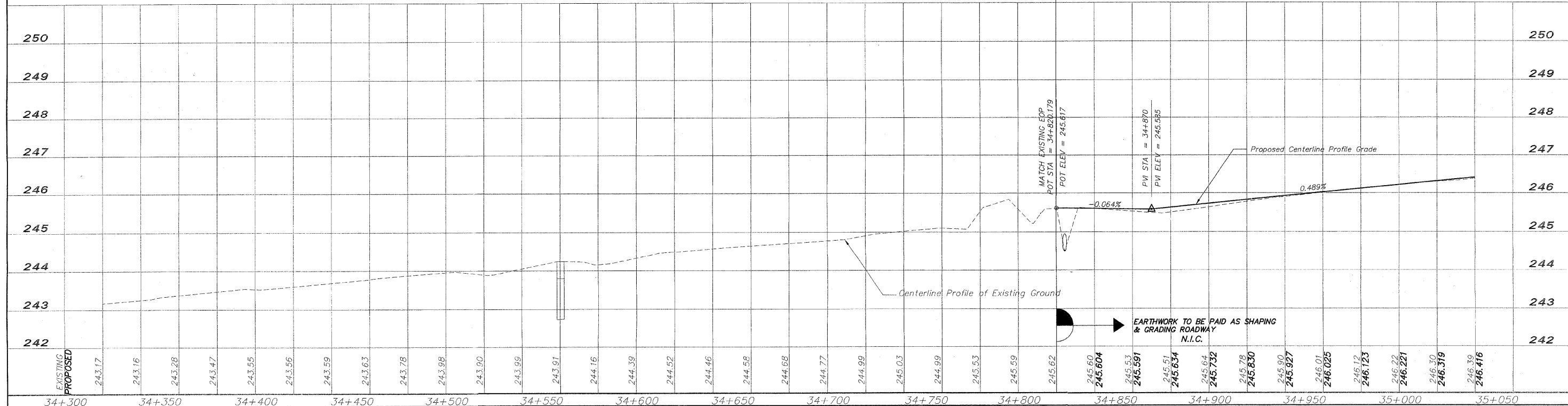
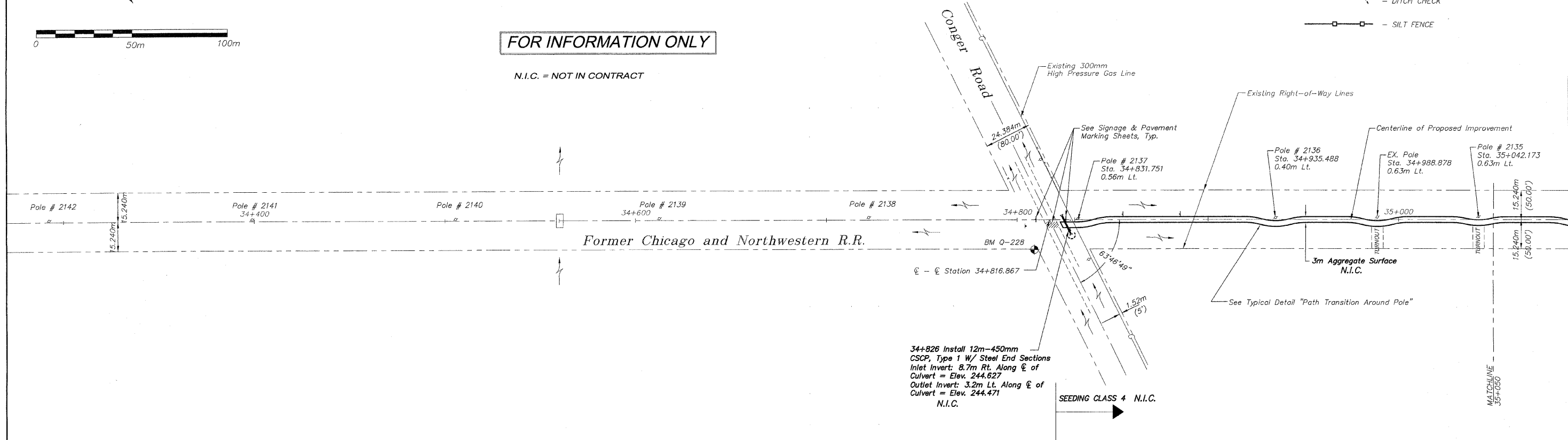
BM Q-228 Standard USGS Disk
Sta. 34+808.973, 16.133 m RT
Elev. 244.695

- EROSION CONTROL**
- INLET PROTECTION
 - CULVERT PIPE PROTECTION
 - DITCH CHECK
 - SILT FENCE



FOR INFORMATION ONLY

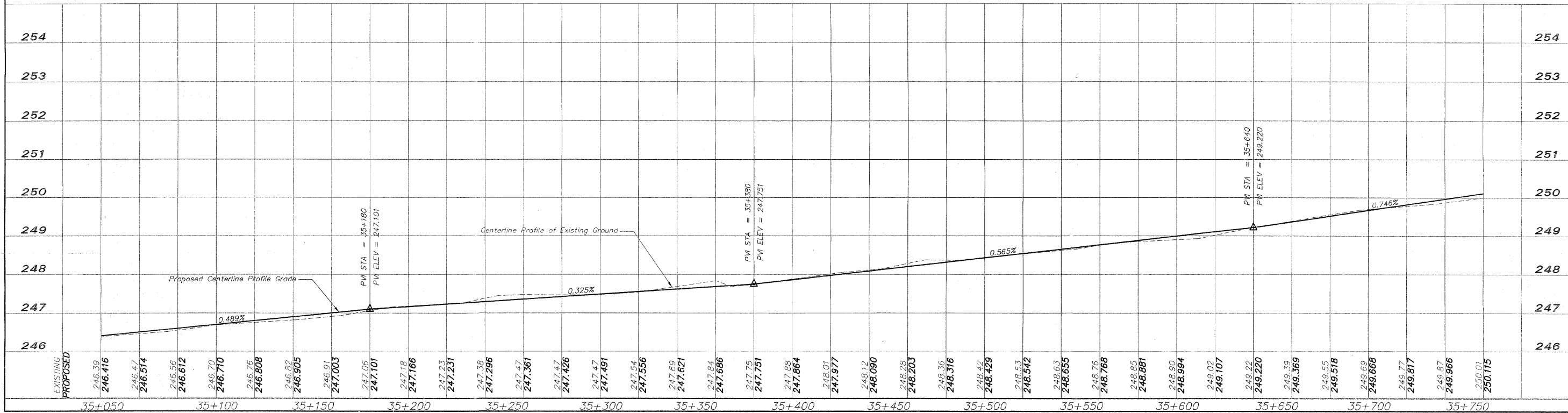
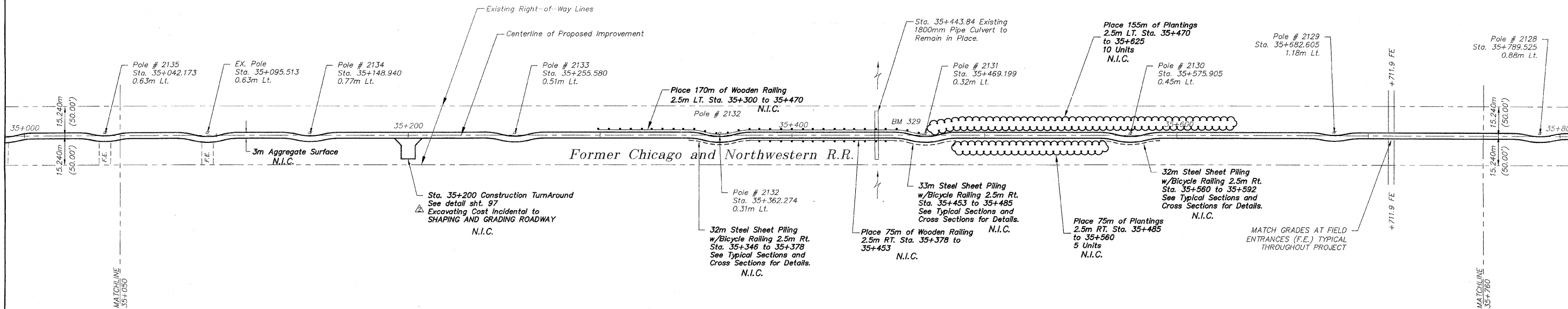
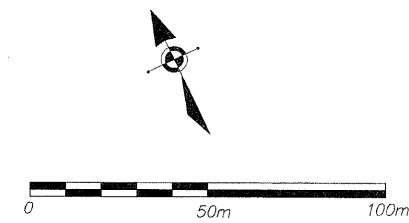
N.I.C. = NOT IN CONTRACT



BM 329 RR Spike in Power Pole #2131
Sta. 35+469.196, 0.955 m LT
Elev. 249.109

FOR INFORMATION ONLY

N.I.C. = NOT IN CONTRACT



NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
DRAWN BY: REK
CHECKED BY:
DATE: DECEMBER, 2008

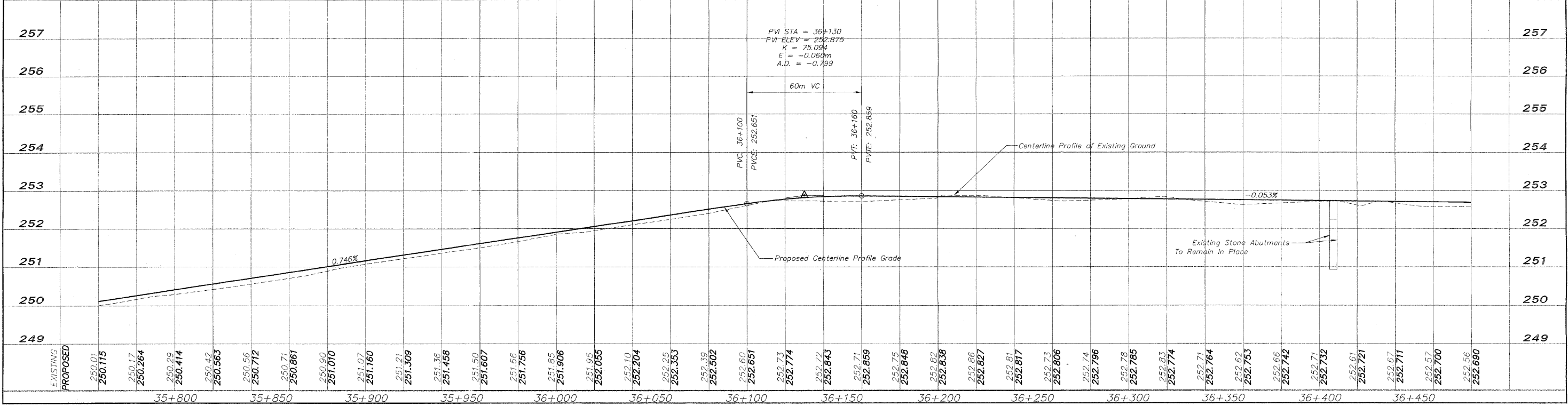
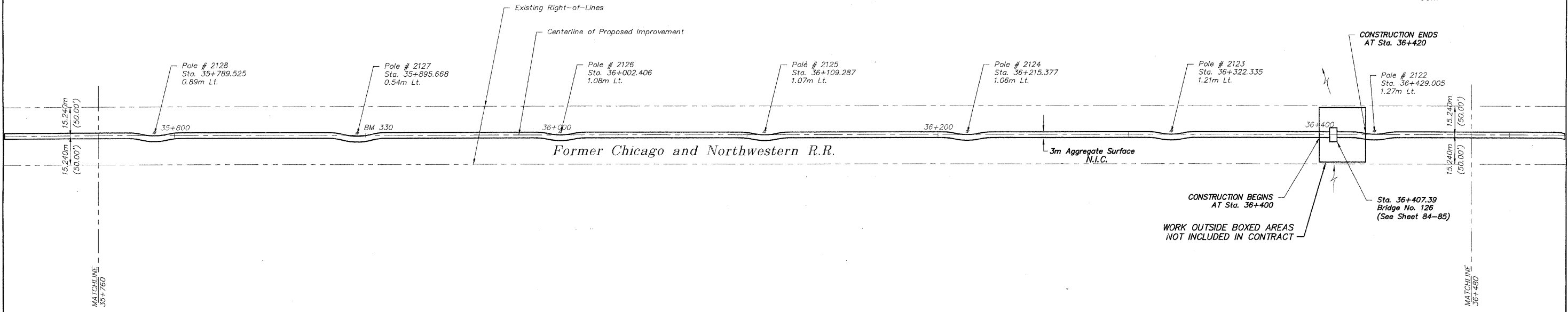
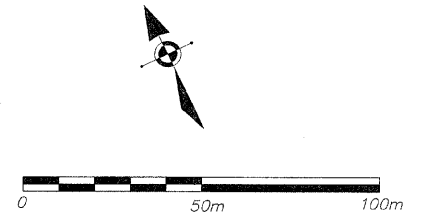
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PLAN AND PROFILE 35+050/35+760
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp35+050-35+760.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
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OF
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BM 330 RR Spike in Power Pole # 2127
Sta. 35+895.660 1.17m LT.
Elev. 251.854

N.I.C. = NOT IN CONTRACT



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REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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 DATE: DECEMBER, 2008

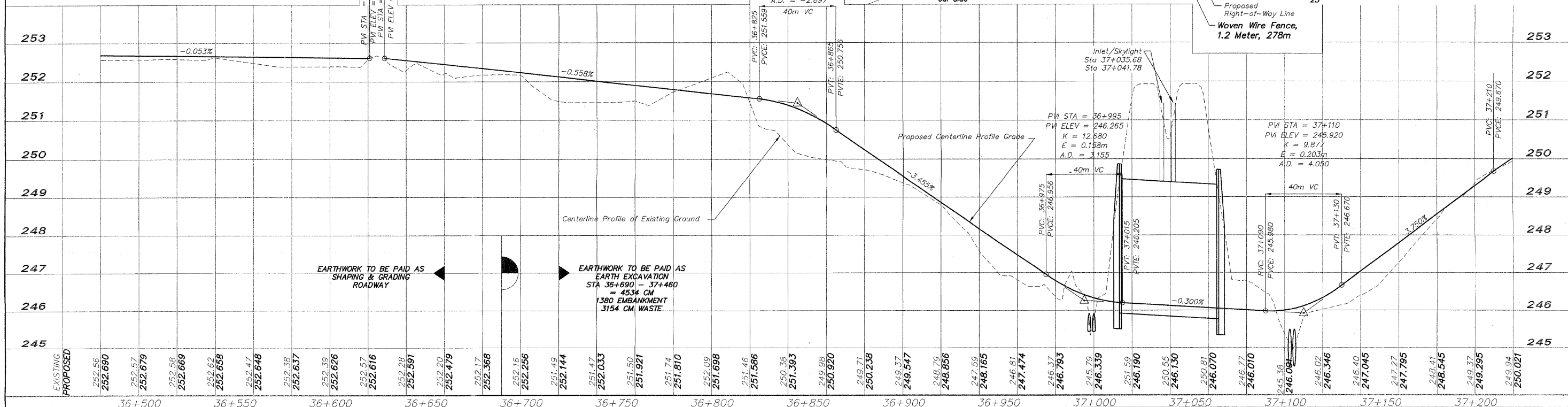
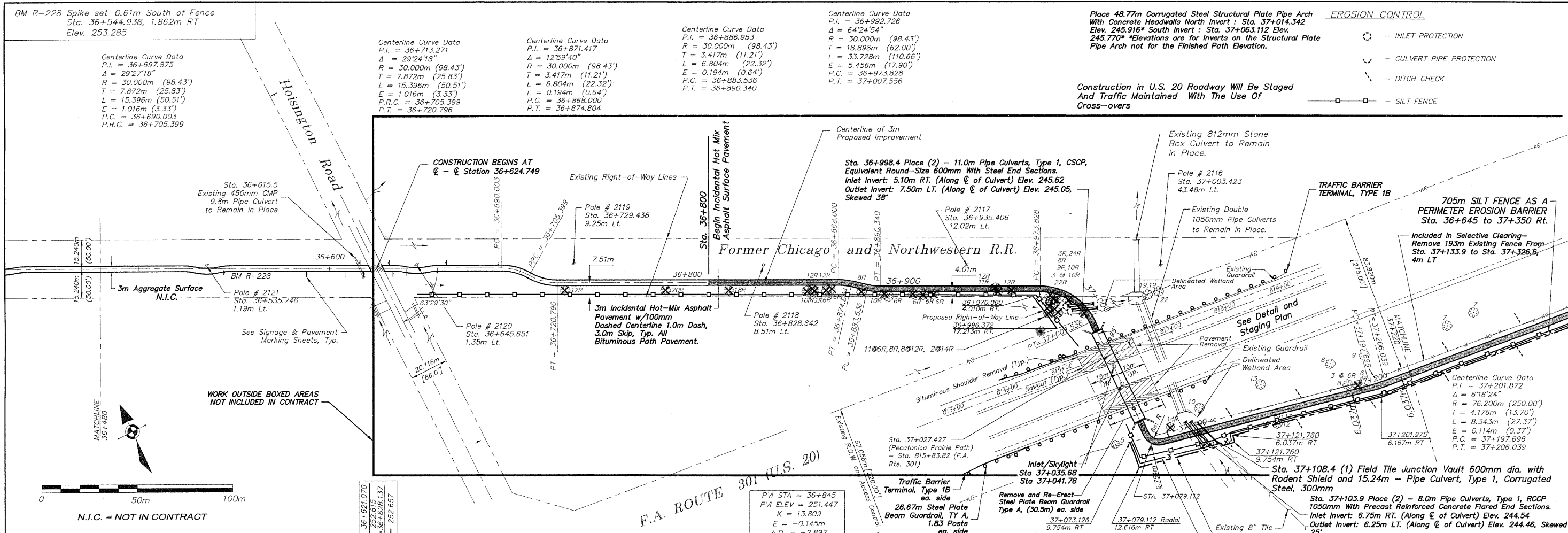
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PLAN AND PROFILE 35+760-36+480
PECATONICA PRAIRIE PATH Contract 85 443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp35+760-36+480.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
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OF
98

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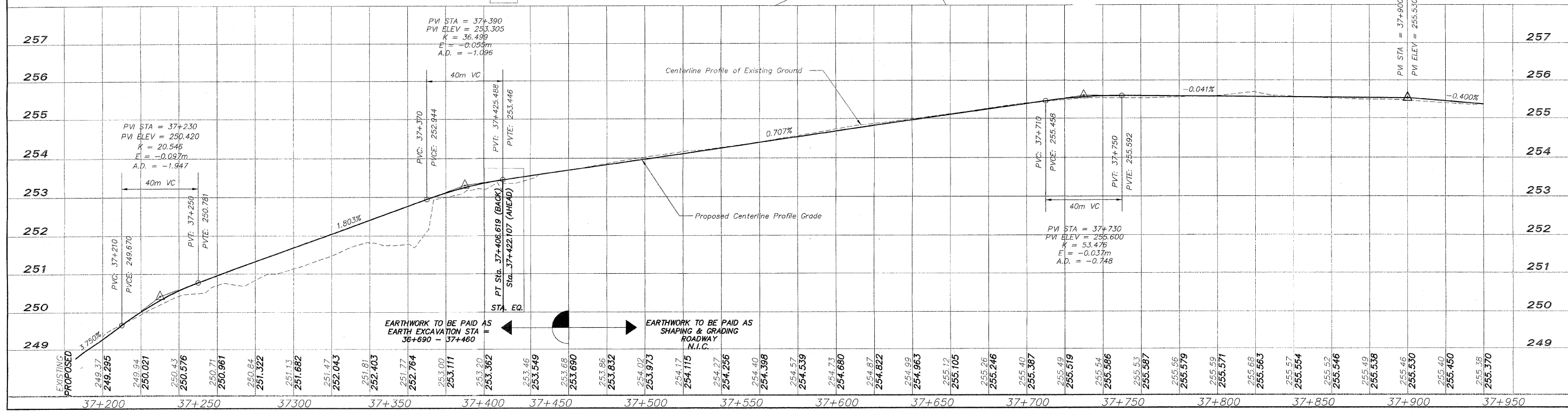
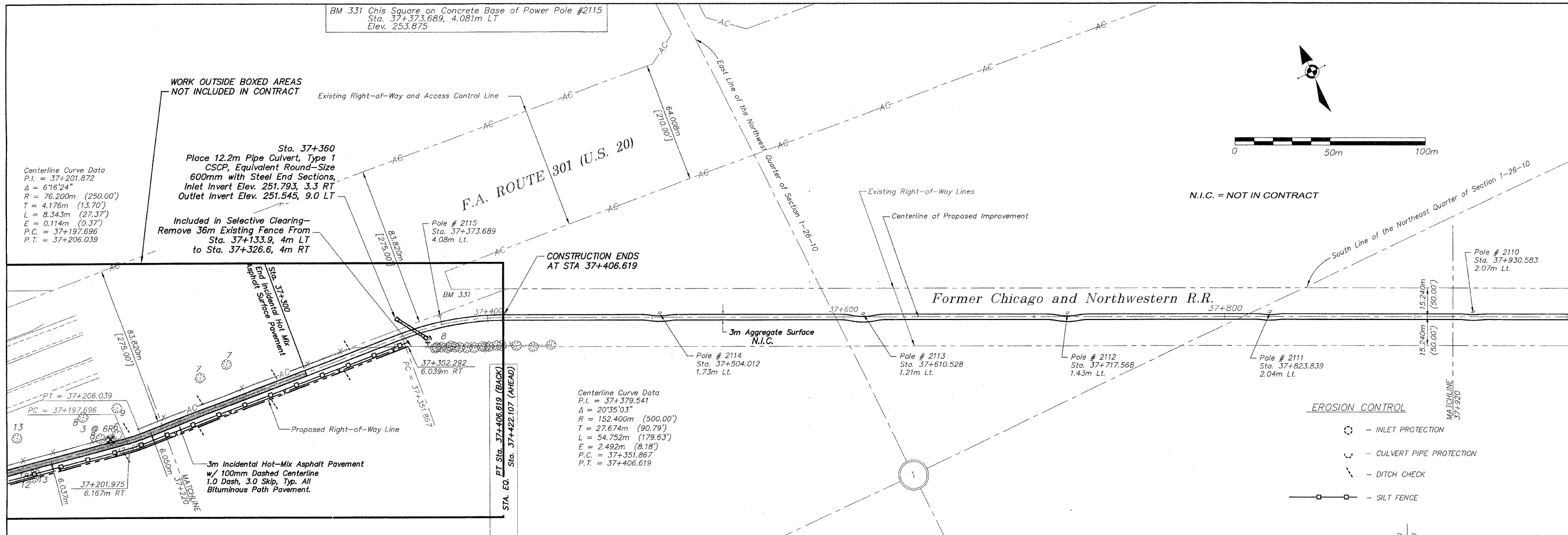
NO.	REVIEW COMMENTS	DATE
2		1/22/09

NO.	ITEM	DATE

PLOTTING SCALE: 1 : 1
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 CHECKED BY:
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PLAN AND PROFILE 36+480/37+220
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 FILE NAME: G:\surveys\PEC\PATH\1ST RELEASE\98-037 pp36+480-37+220.dwg JOB NUMBER: 04-28-98-037



NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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 CHECKED BY:
 DATE: DECEMBER, 2008

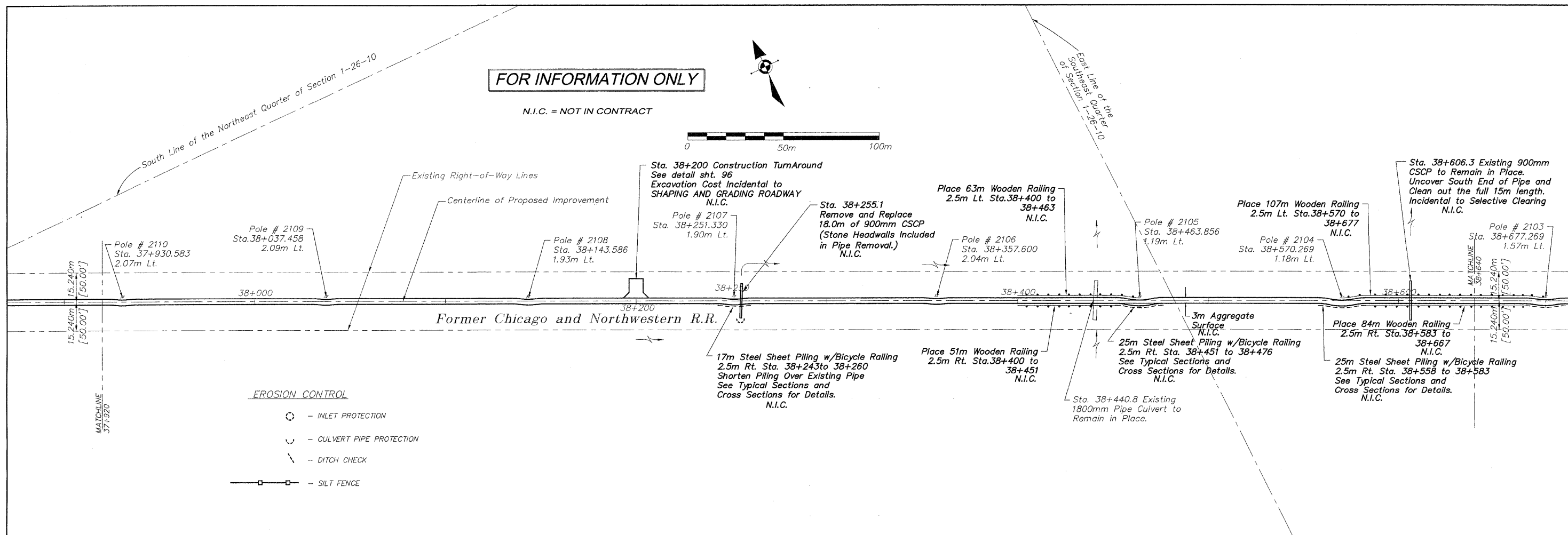
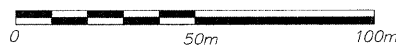
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PLAN AND PROFILE 37+220/37+920
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 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp37+220-37+920.dwg JOB NUMBER: 04-28-98-037

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12
OF
98

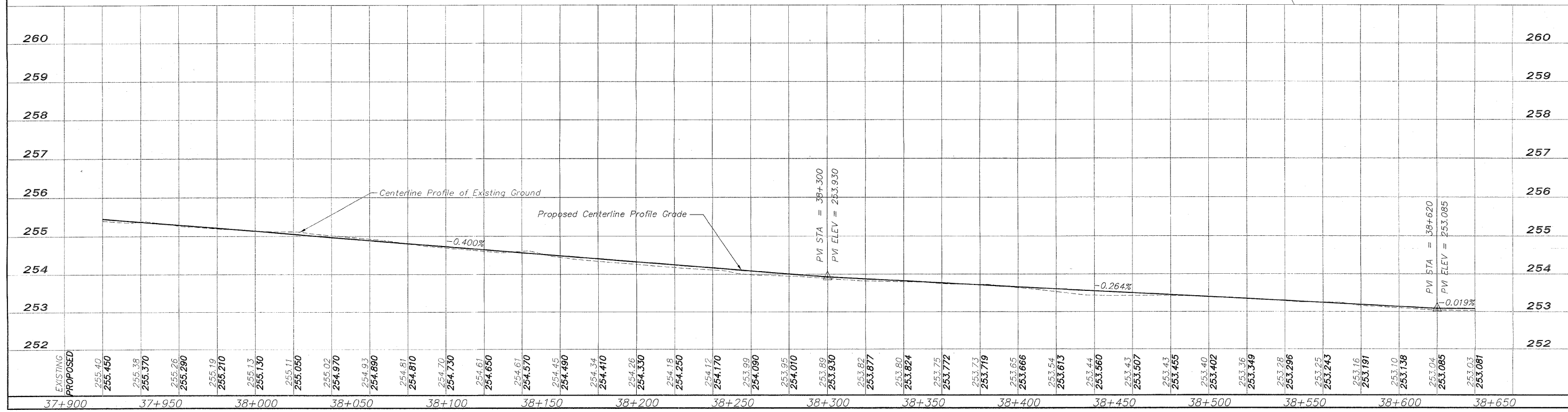
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N.I.C. = NOT IN CONTRACT



EROSION CONTROL

- INLET PROTECTION
- CULVERT PIPE PROTECTION
- DITCH CHECK
- SILT FENCE



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REVISIONS													
NO.	ITEM	DATE											
2	REVIEW COMMENTS	1/22/09											

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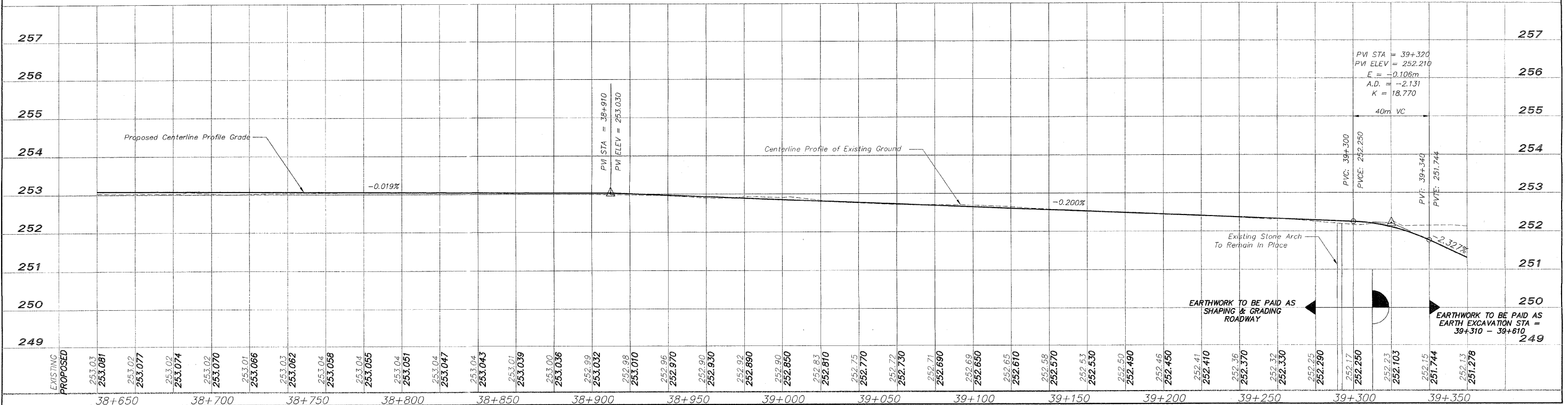
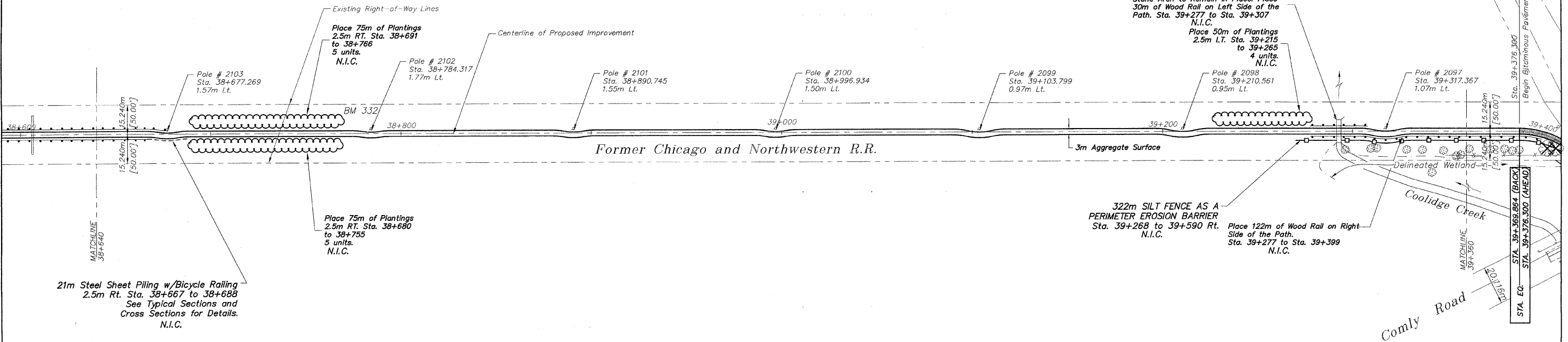
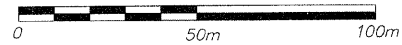
BM 332 RR Spike in Power Pole #2102
Sta. 38+784.317, 2.403m LT
Elev. 253.615

FOR INFORMATION ONLY

N.I.C. = NOT IN CONTRACT

EROSION CONTROL

- - INLET PROTECTION
- ▽ - CULVERT PIPE PROTECTION
- - - DITCH CHECK
- - SILT FENCE



NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
DRAWN BY: REK
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DATE: DECEMBER, 2008

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PLAN AND PROFILE 38+640-39+360
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WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00287-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp38+640-39+360.dwg JOB NUMBER: 04-28-98-037

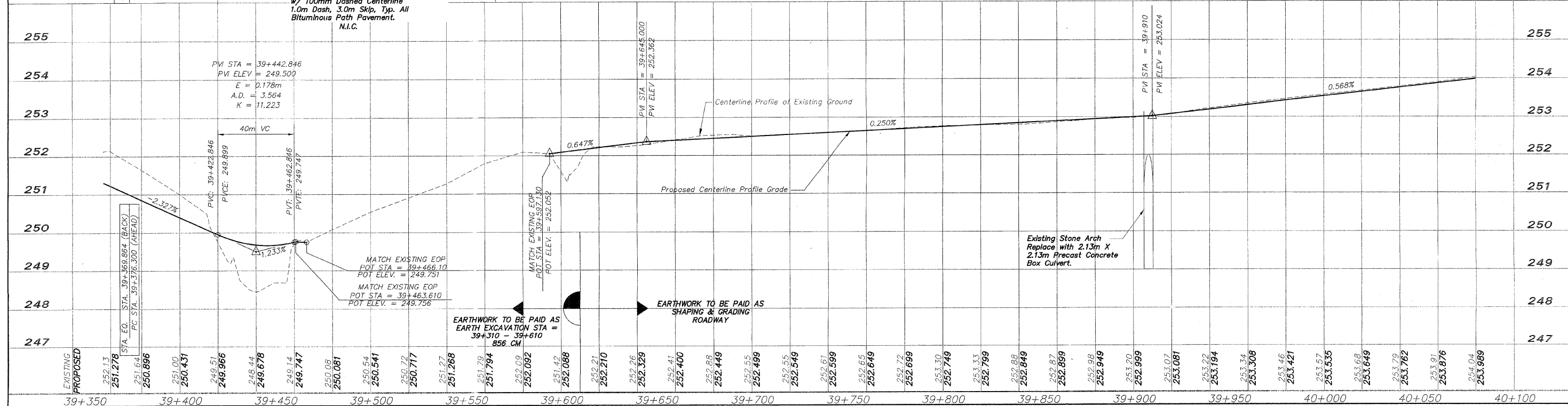
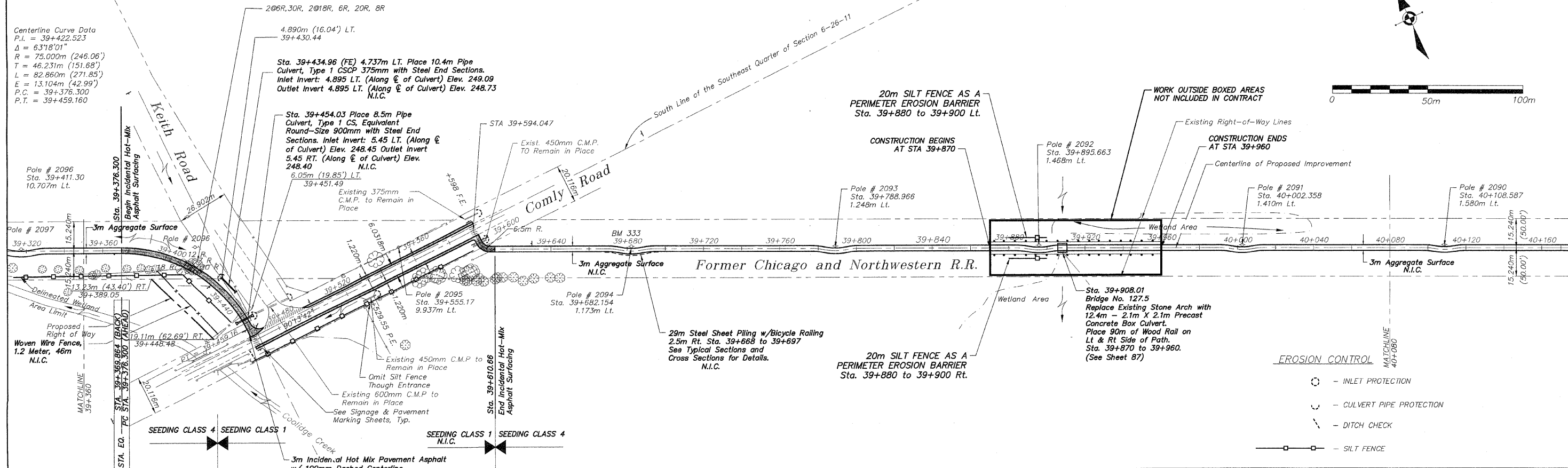
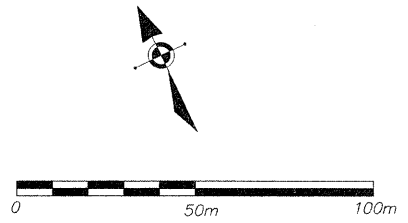
SHEET NO.
14
OF
98

Remove Existing Fence from: RT. Sta. 39+405.5 to LT. Sta. 39+425.04 to LT. Sta. 39+451.49 to RT. Sta. 39+452.27
Cost to be included in Selective Clearing.

BM 333 RR Spike in Power Pole #2094
Sta. 39+682.139, 1.903 m LT
Elev. 253.128

N.I.C. = NOT IN CONTRACT

Centerline Curve Data
P.I. = 39+422.523
Δ = 63°18'01"
R = 75.000m (246.06')
T = 46.231m (151.68')
L = 82.860m (271.85')
E = 13.104m (42.99')
P.C. = 39+376.300
P.T. = 39+459.160



- EROSION CONTROL**
- - INLET PROTECTION
 - ⌋ - CULVERT PIPE PROTECTION
 - - - - - DITCH CHECK
 - - SILT FENCE

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
DRAWN BY: REK
CHECKED BY:
DATE: DECEMBER, 2008

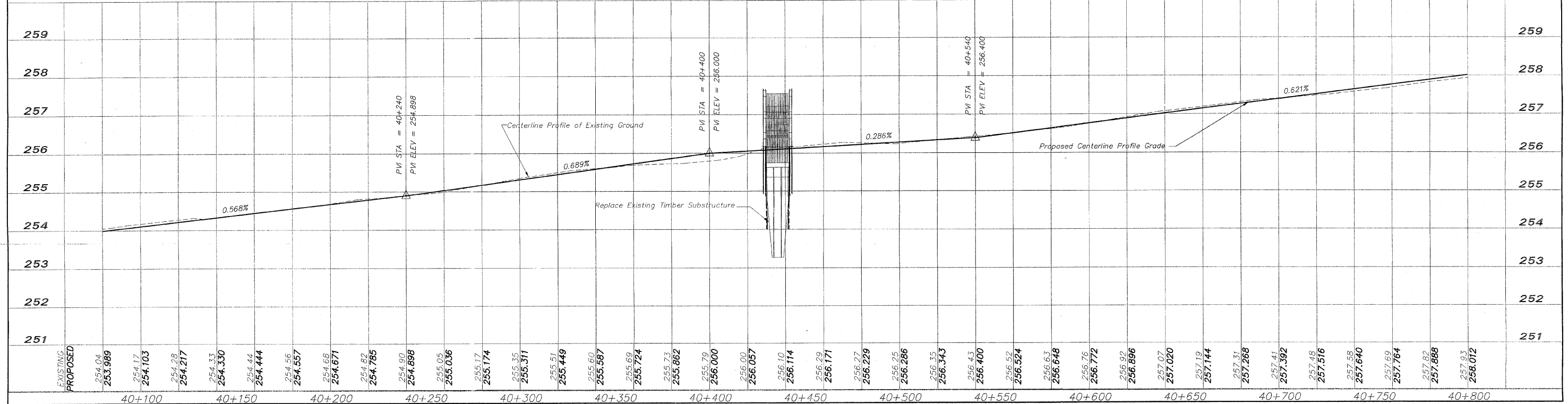
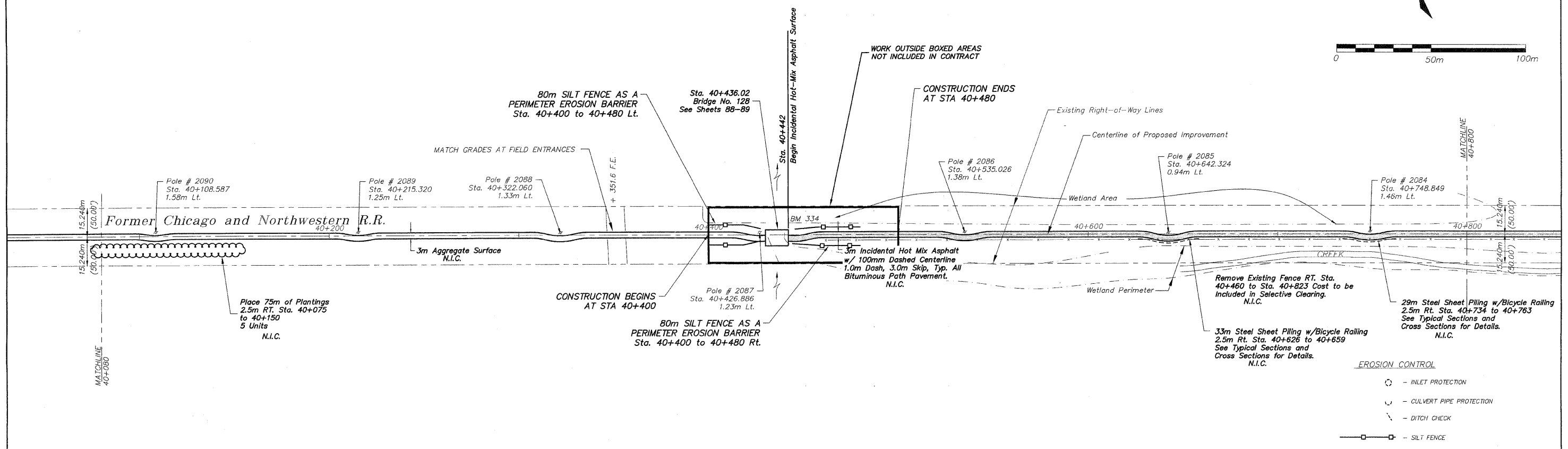
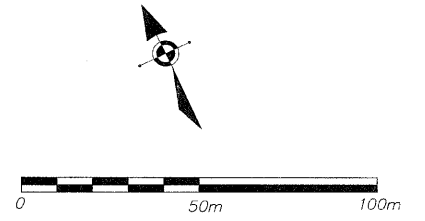
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18101 398-2332 FAX 18151 398-2436
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PLAN & PROFILE 39+360/40+080
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 04-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp39+360-40+080.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
15
OF
98

BM 334 Top of Bolt 2' Below the S.E. Corner of Bridge No. 128
Sta. 40+442.036, 3.500m LT Elev. 255.703

N.I.C. = NOT IN CONTRACT



- EROSION CONTROL**
- - INLET PROTECTION
 - ∩ - CULVERT PIPE PROTECTION
 - - - DITCH CHECK
 - - SILT FENCE

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

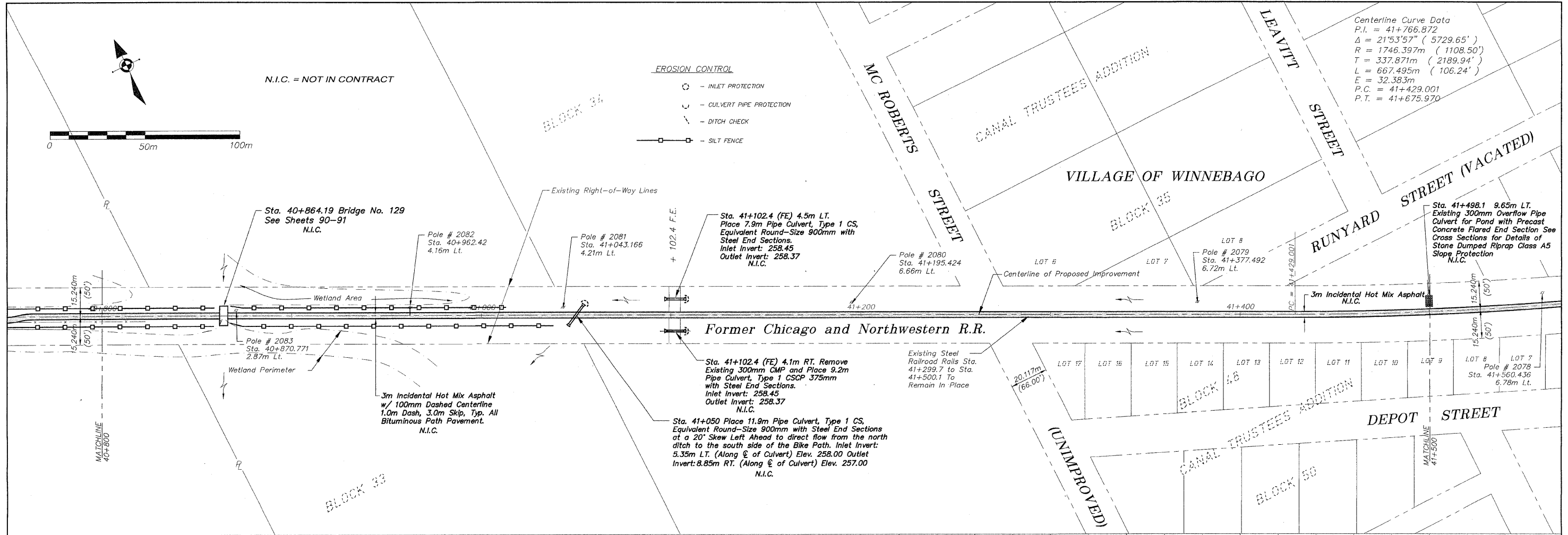
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 DRAWN BY: REK
 CHECKED BY:
 DATE: DECEMBER, 2008

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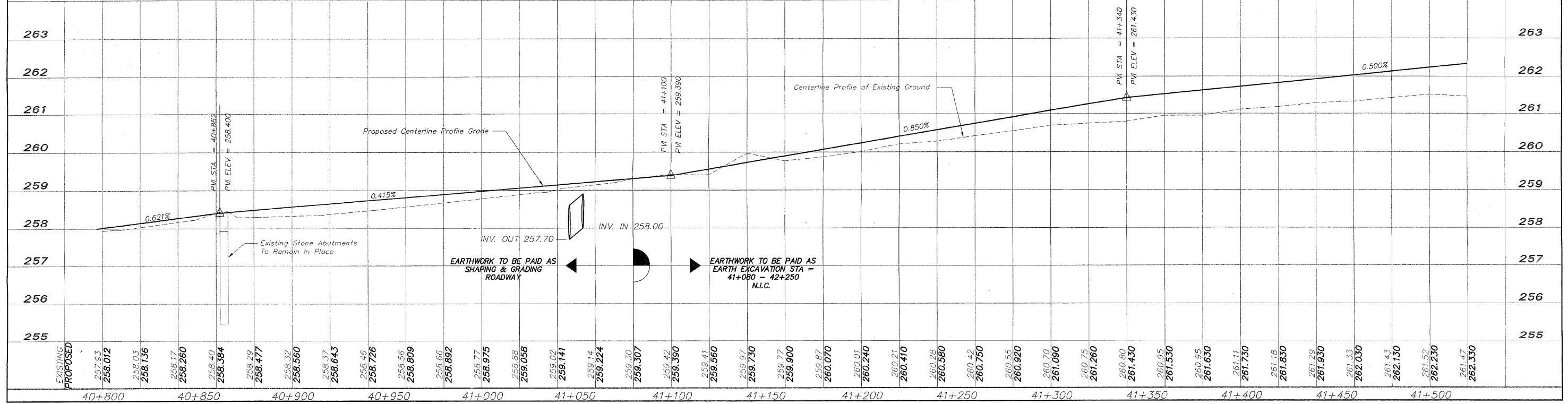
PLAN AND PROFILE 40+080/40+800
 PEACATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: C:\surveys\PECPATH\1ST RELEASE\98-037 pp40+080-40+800.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
16
OF
98

D:\surveys\PECPATH\1ST RELEASE\98-037 pp40+080-40+800.dwg, Layout1, 3/4/2009, 11:05:47 AM, 1-1, REK



Centerline Curve Data
 P.I. = 41+766.872
 $\Delta = 21^{\circ}53'57''$ (5729.65')
 $R = 1746.397m$ (1108.50')
 $T = 337.871m$ (2189.94')
 $L = 667.495m$ (106.24')
 $E = 32.383m$
 $P.C. = 41+429.001$
 $P.T. = 41+675.970$



C:\survey\PECPATH\151 RELEASE\98-037 pp40+800-41+500.dwg, Layout1, 3/4/2009 11:05:53 AM, 1:1, REK

NO.	REVIEW COMMENTS	DATE
2	REVIEW COMMENTS	1/22/09

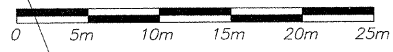
REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
 DRAWN BY: REK
 CHECKED BY:
 DATE: DECEMBER, 2008

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PLAN AND PROFILE 40+800/41+500
 PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\survey\PECPATH\151 RELEASE\98-037 pp40+800-41+500.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
17
 OF
98



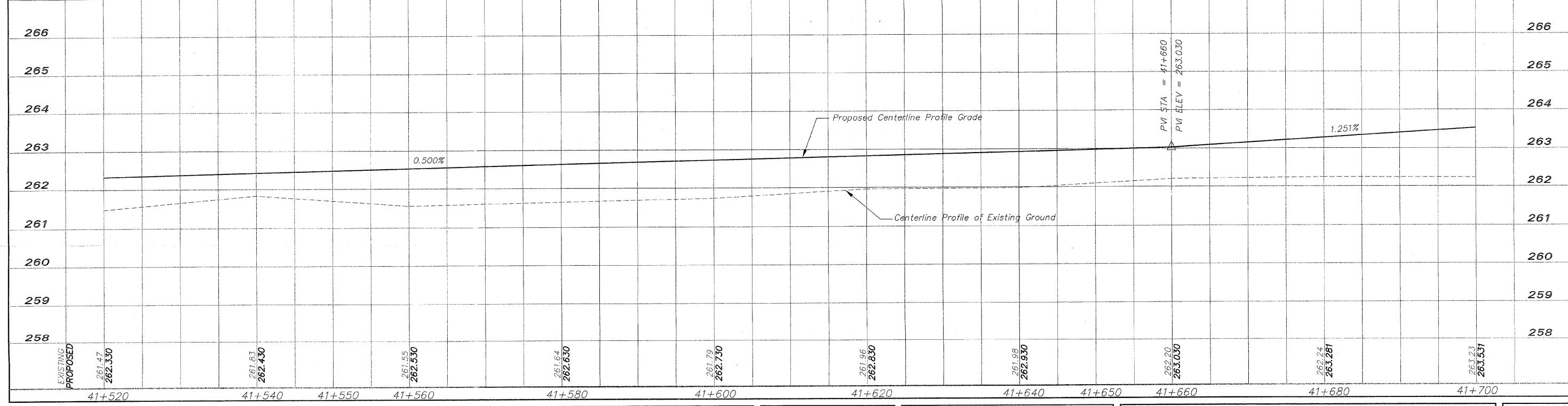
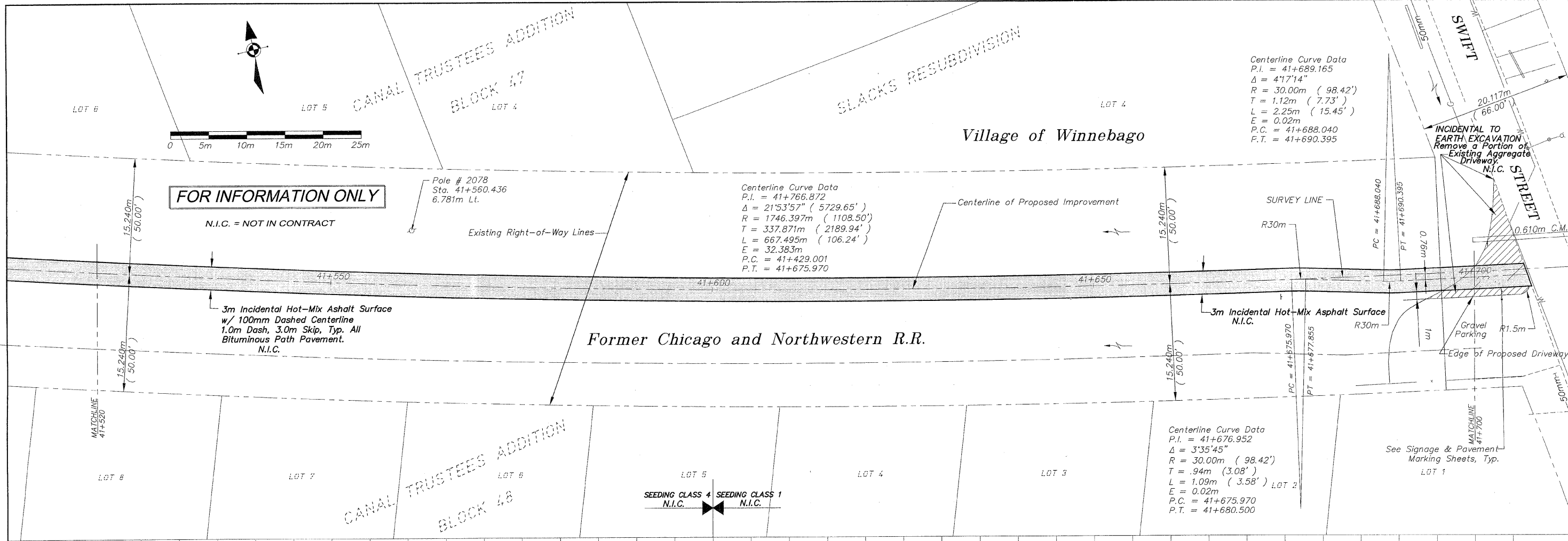
FOR INFORMATION ONLY

N.I.C. = NOT IN CONTRACT

Pole # 2078
Sta. 41+560.436
6.781m Lt.

Centerline Curve Data
P.I. = 41+766.872
 $\Delta = 21^{\circ}53'57''$ (5729.65')
R = 1746.397m (1108.50')
T = 337.871m (2189.94')
L = 667.495m (106.24')
E = 32.383m
P.C. = 41+429.001
P.T. = 41+675.970

Centerline Curve Data
P.I. = 41+689.165
 $\Delta = 4^{\circ}17'14''$
R = 30.00m (98.42')
T = 1.12m (7.73')
L = 2.25m (15.45')
E = 0.02m
P.C. = 41+688.040
P.T. = 41+690.395



REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

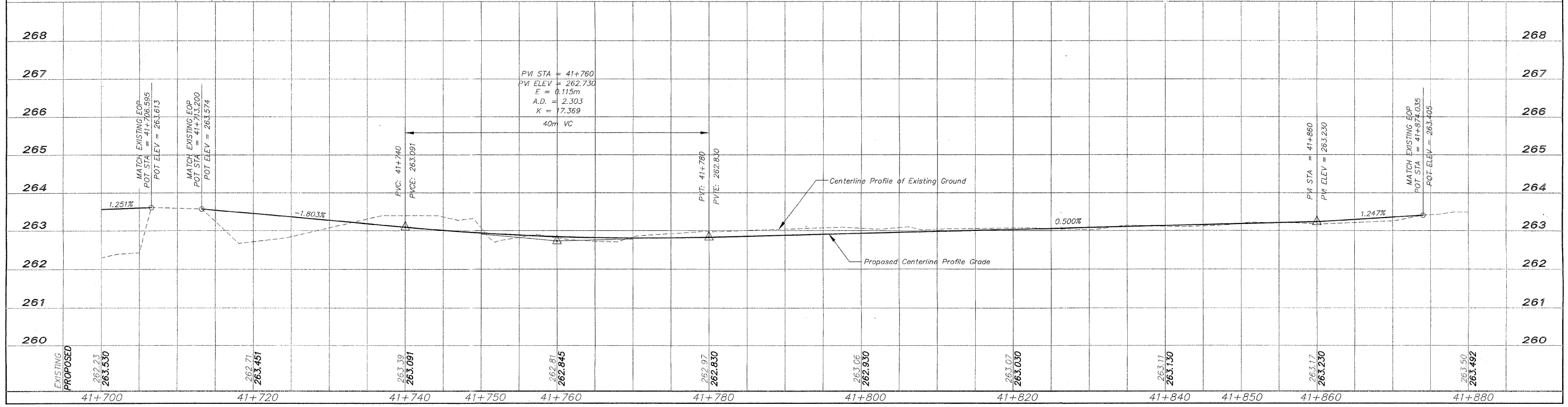
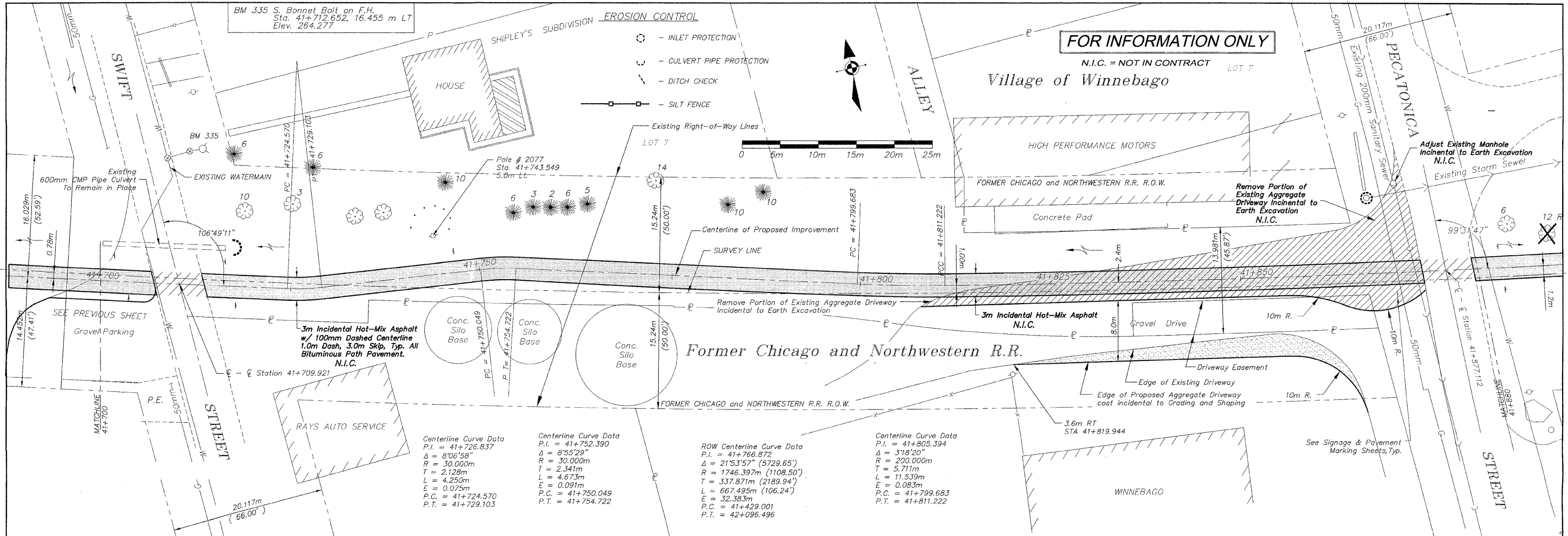
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DRAWN BY: REK
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DATE: DECEMBER, 2008

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PLAN AND PROFILE 41+520/41+700
PECATONICA PRAIRIE PATH Contract 95443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp41+500-41+700.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
18
OF
98

G:\surveys\PECPATH\1ST RELEASE\98-037 pp41+500-41+700.dwg Layout1, 3/4/2009 11:05:57 AM, 1:1, REK



NO.	REVIEW COMMENTS	DATE
2		1/22/09

NO.	REVISIONS	DATE
2		1/22/09

PLOTTING SCALE: 1 : 1

DRAWN BY: REK

CHECKED BY:

DATE: DECEMBER, 2008

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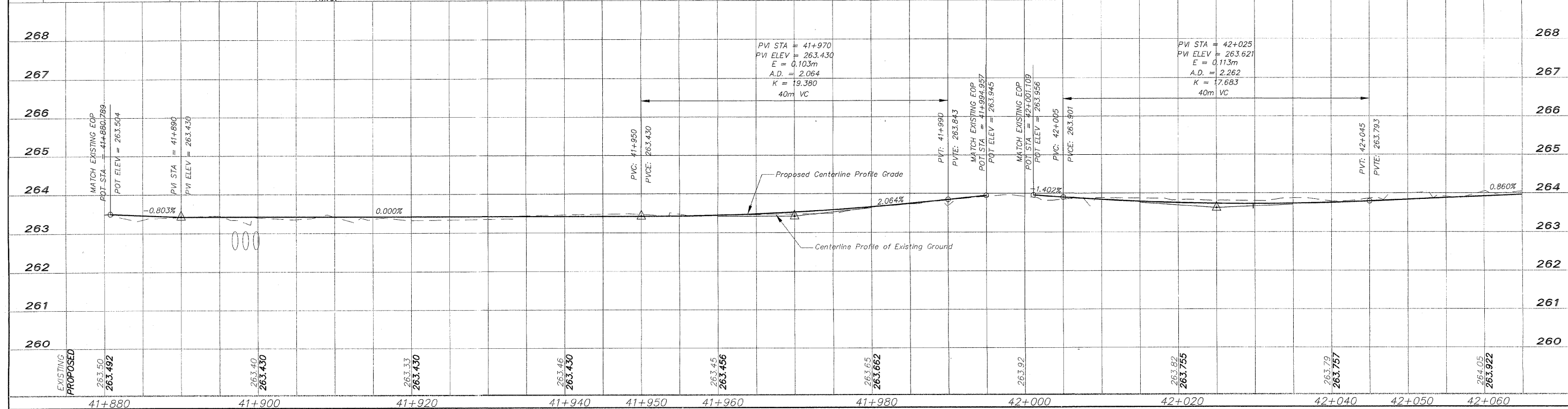
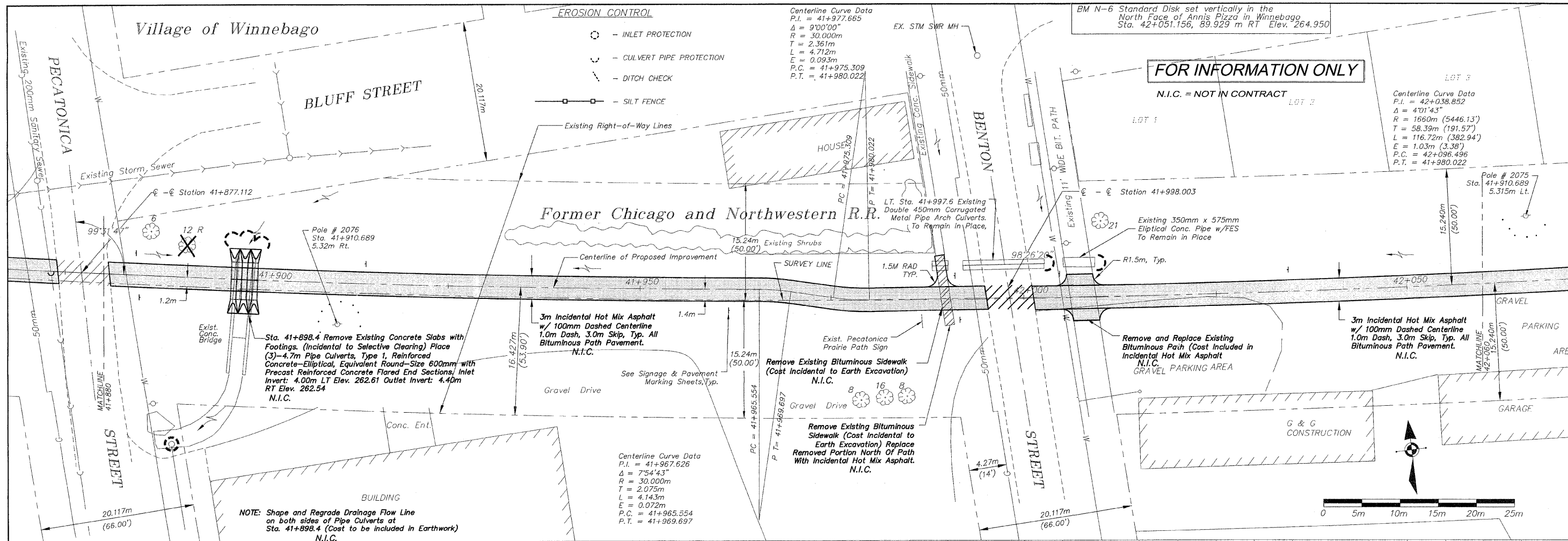
PLAN AND PROFILE 41+700/41+880

PECATONICA PRAIRIE PATH Contract 85443

WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT

FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp41+700-41+880.dwg JOB NUMBER: 04-28-98-037

G:\surveys\PECPATH\1ST RELEASE\98-037 pp41+700-41+880.dwg, Layout1, 3/4/2009 11:06:02 AM, 1:1, REK



REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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 CHECKED BY:
 DATE: DECEMBER, 2008

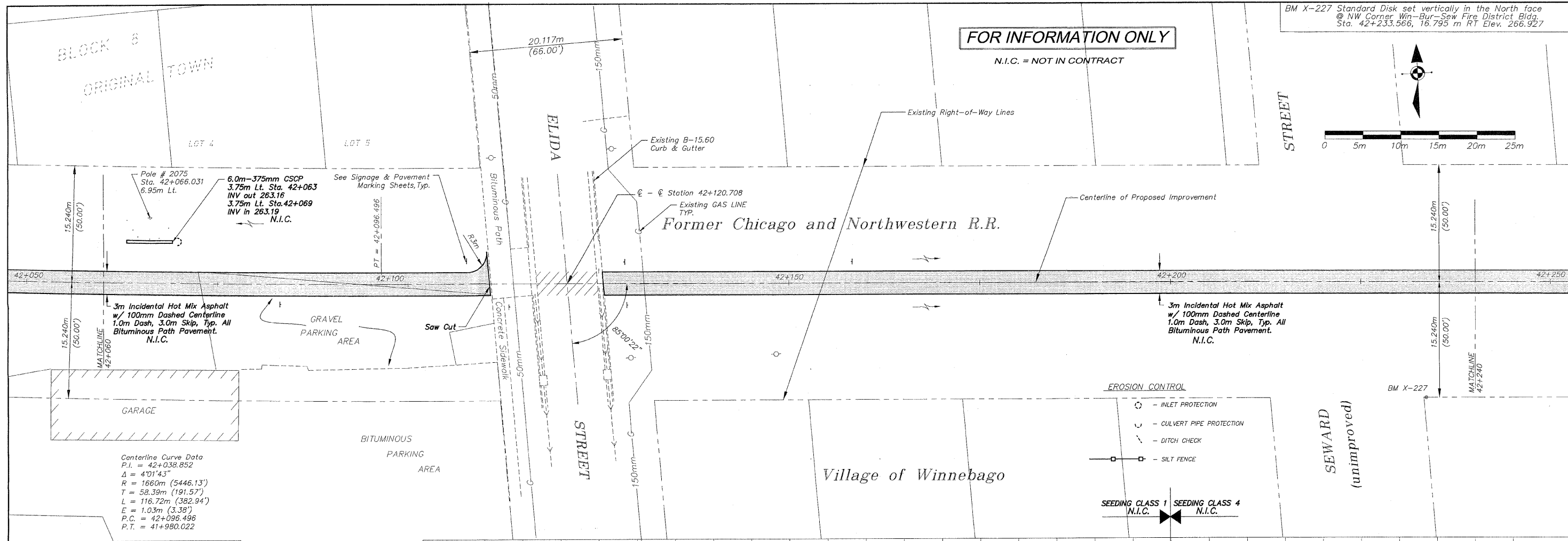
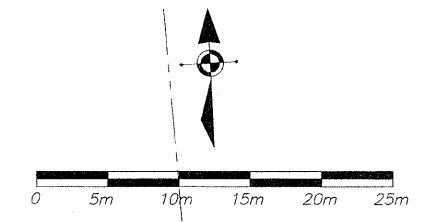
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PLAN AND PROFILE 41+880/42+060
 PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp41+880-42+060.dwg JOB NUMBER: 04-28-98-037

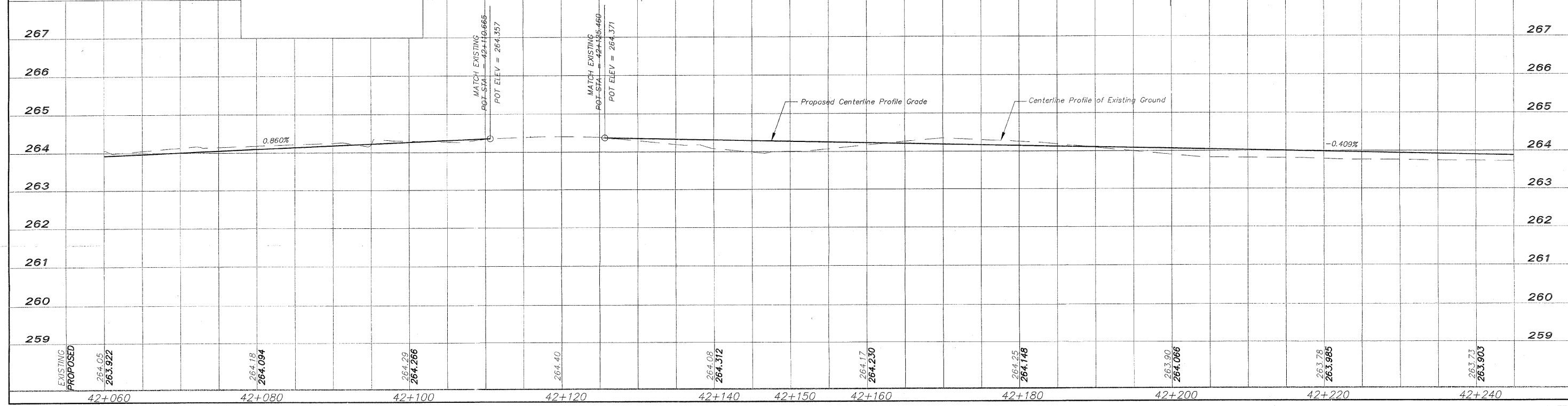
SHEET NO. 20 OF 98

BM X-227 Standard Disk set vertically in the North face
 @ NW Corner Win-Bur-Sew Fire District Bldg.
 Sta. 42+233.566, 16.795 m RT Elev. 266.927

FOR INFORMATION ONLY
 N.I.C. = NOT IN CONTRACT



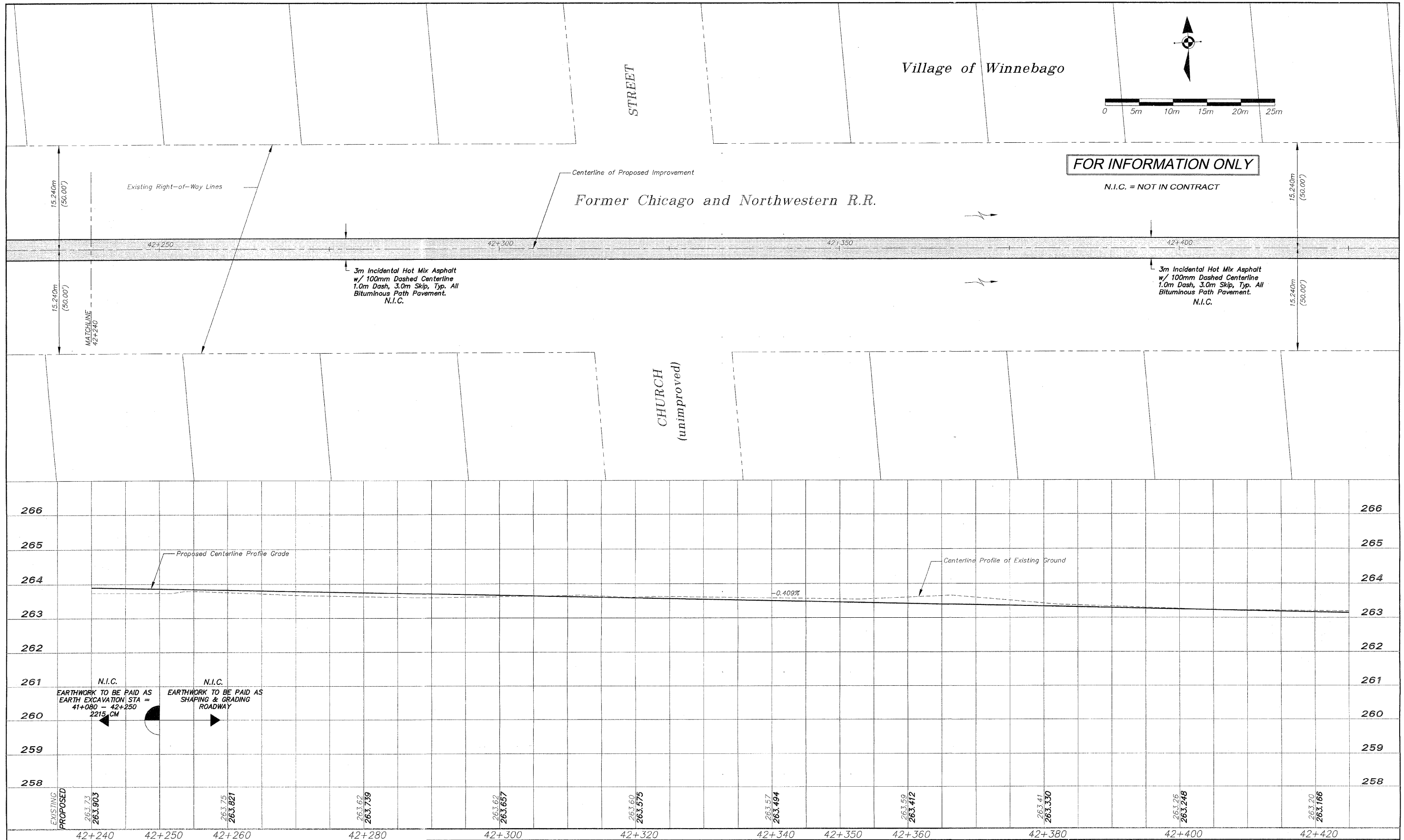
Centerline Curve Data
 P.I. = 42+038.852
 $\Delta = 4^{\circ}01'43''$
 R = 1660m (5446.13')
 T = 58.39m (191.57')
 L = 116.72m (382.94')
 E = 1.03m (3.38')
 P.C. = 42+096.496
 P.T. = 41+980.022



REVISIONS			PLOTING SCALE: 1 : 1			PLAN AND PROFILE 42+060/42+240	
NO.	ITEM	DATE	DRAWN BY:	REK		PECATONICA PRAIRIE PATH Contract 85443 <small>WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT</small>	
2	REVIEW COMMENTS	1/22/09	CHECKED BY:		7282 Argus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2496	FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp42+060-42+240.dwg JOB NUMBER: 04-28-98-037	
			DATE:	DECEMBER, 2008	Design Firm License: Illinois 184-000816 Copyright 2006 By McClure Engineering Associates, Inc.		SHEET NO. 21 OF 98

G:\surveys\PECPATH\1ST RELEASE\98-037 pp42+060-42+240.dwg, Post Elida Improvement, 3/4/2009 11:06:12 AM, 1:1, REK

S:\surveys\PECPATH\1ST RELEASE\98-037 pp42+240-42+420.dwg, layout1, 3/4/2009 11:06:17 AM, 1:1, REK



NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
 DRAWN BY: REK
 CHECKED BY:
 DATE: DECEMBER, 2008

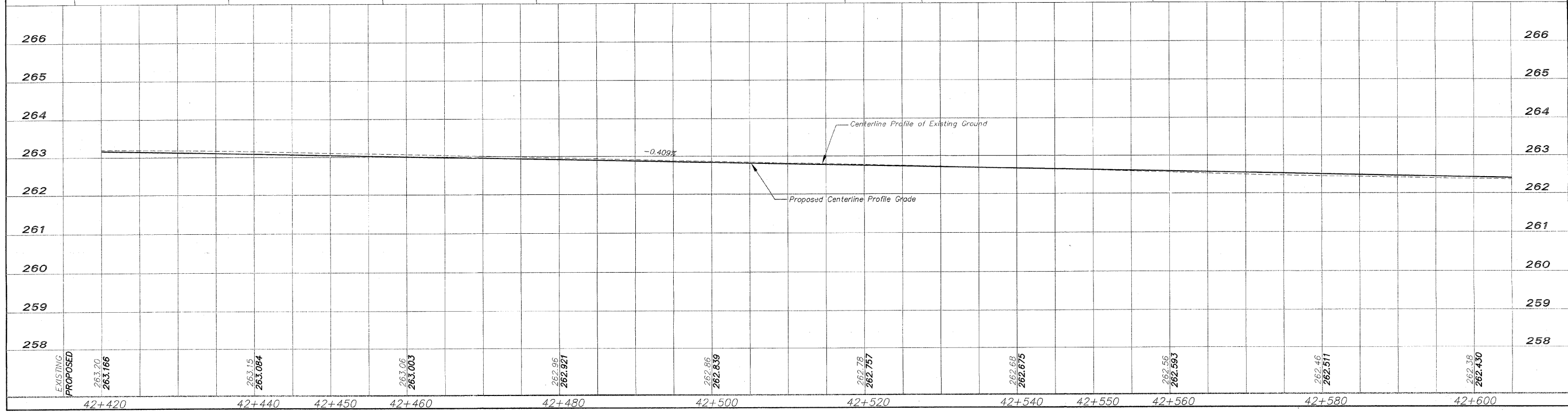
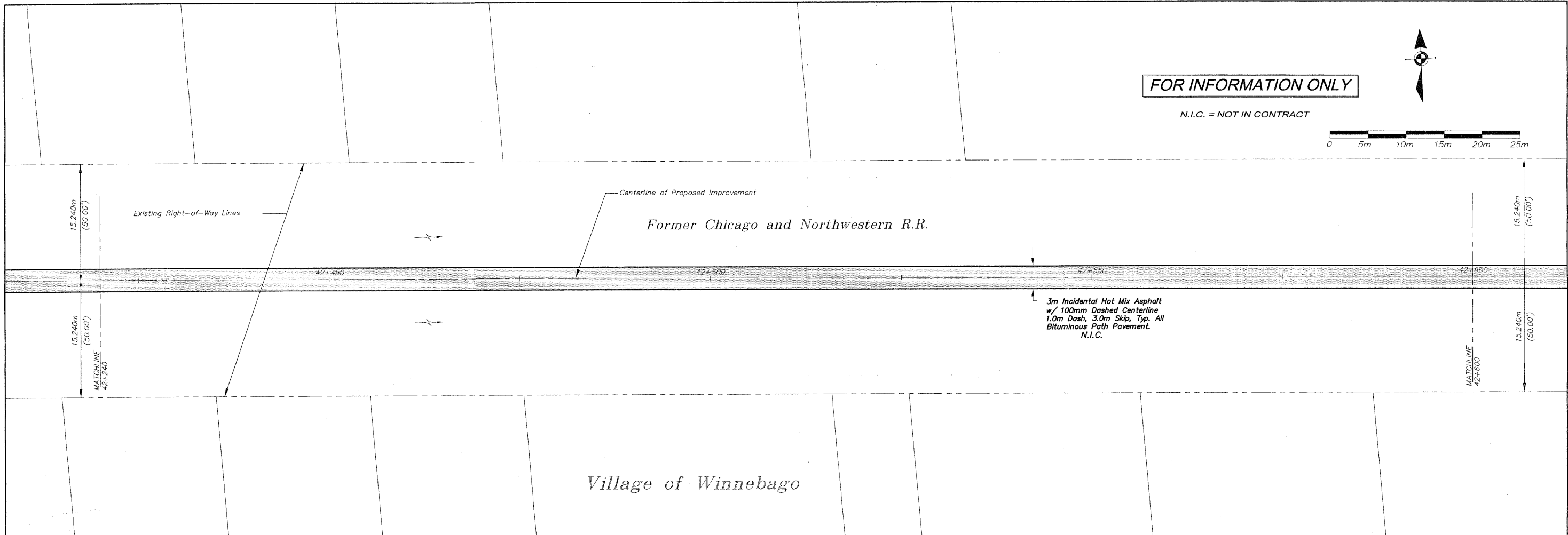
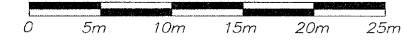
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PLAN AND PROFILE 42+240/42+420
 PEACATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp42+240-42+420.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
22
 OF
98

FOR INFORMATION ONLY

N.I.C. = NOT IN CONTRACT



EXISTING		
PROPOSED		

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
 DRAWN BY: REK
 CHECKED BY:
 DATE: DECEMBER, 2008

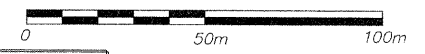
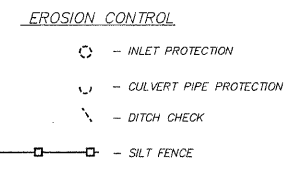
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PLAN AND PROFILE 42+420/42+600
 PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp42+420-42+600.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
23
 OF
98

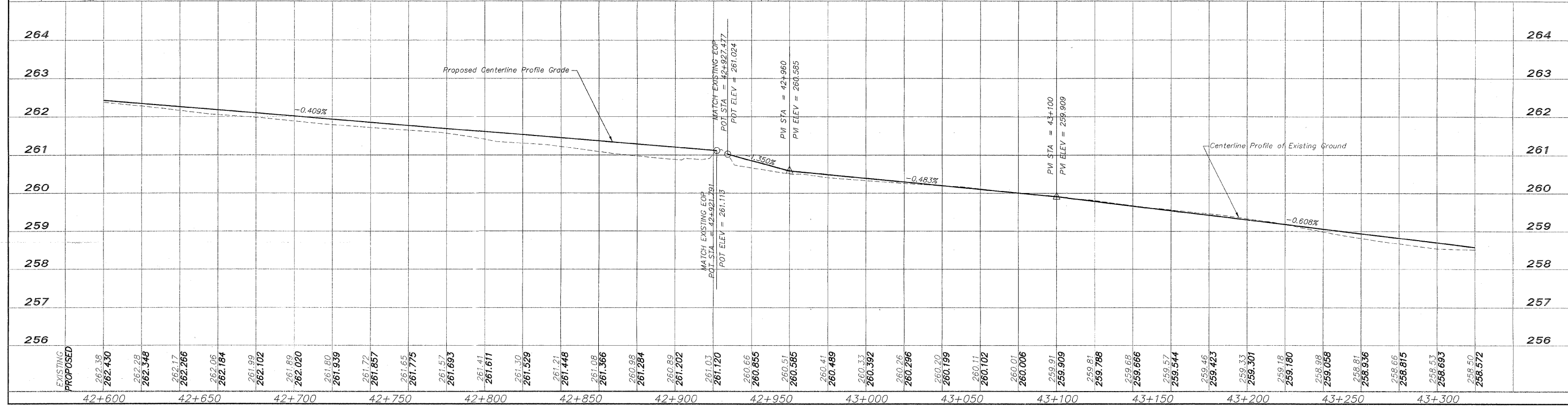
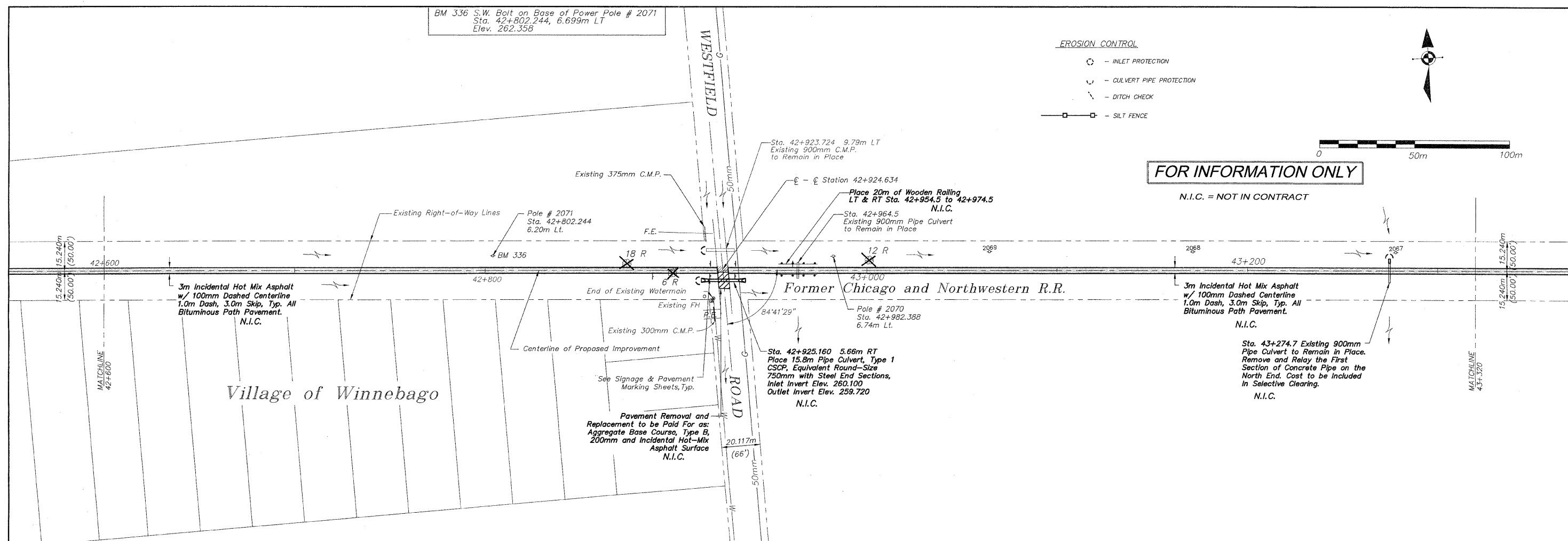
D:\surveys\PECPATH\1ST RELEASE\98-037 pp42+420-42+600.dwg, Layout1, 3/4/2009 11:06:21 AM, 1:1, REK

BM 336 S.W. Bolt on Base of Power Pole # 2071
Sta. 42+802.244, 6.699m LT
Elev. 262.358



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N.I.C. = NOT IN CONTRACT



EXISTING	PROPOSED
262.38	262.430
262.28	262.348
262.17	262.266
262.06	262.184
261.99	262.102
261.89	262.020
261.80	261.939
261.72	261.857
261.65	261.775
261.57	261.693
261.41	261.611
261.30	261.529
261.21	261.448
261.08	261.366
260.98	261.284
260.89	261.202
260.72	261.120
260.66	260.855
260.51	260.585
260.41	260.489
260.33	260.392
260.26	260.296
260.20	260.199
260.11	260.102
260.01	260.006
259.91	259.909
259.81	259.788
259.68	259.666
259.57	259.544
259.46	259.423
259.33	259.301
259.18	259.180
258.98	259.058
258.81	258.936
258.68	258.815
258.53	258.693
258.50	258.572

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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PLAN AND PROFILE 42+600/43+320
PECATONICA PRAIRIE PATH Contract 95443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\IST RELEASE\98-037 pp42+600-43+320.dwg JOB NUMBER: 04-28-98-037

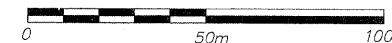
SHEET NO.
24
OF
98

G:\surveys\PECPATH\IST RELEASE\98-037 pp42+600-43+320.dwg, Layout1, 3/4/2009 11:06:26 AM, 1:1, REK

BM 337 RR Spike in Power Pole # 2062
Elev. 255.345

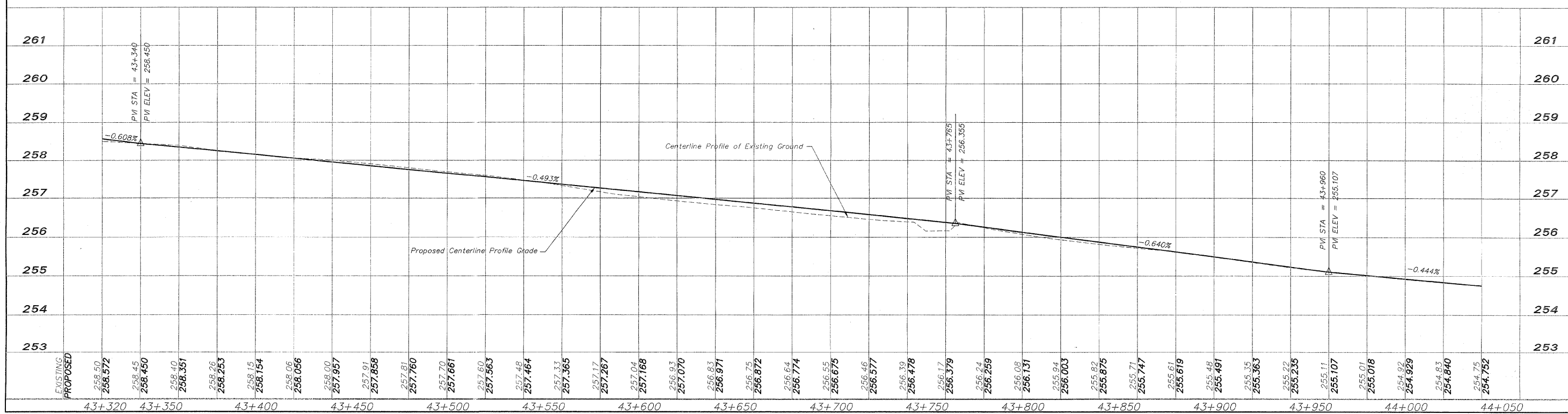
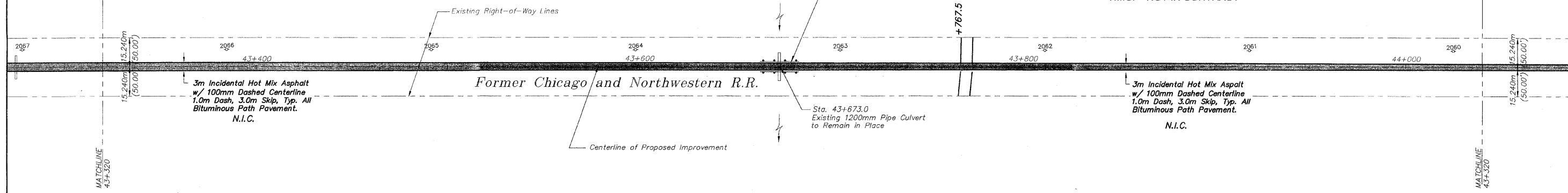
EROSION CONTROL

- INLET PROTECTION
- CULVERT PIPE PROTECTION
- DITCH CHECK
- SILT FENCE



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N.I.C. = NOT IN CONTRACT



NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

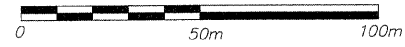
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1" = 1'
DRAWN BY: REK
CHECKED BY:
DATE: DECEMBER, 2008

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PLAN AND PROFILE 43+320/44+040
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp43+320-44+040.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
25
OF
98

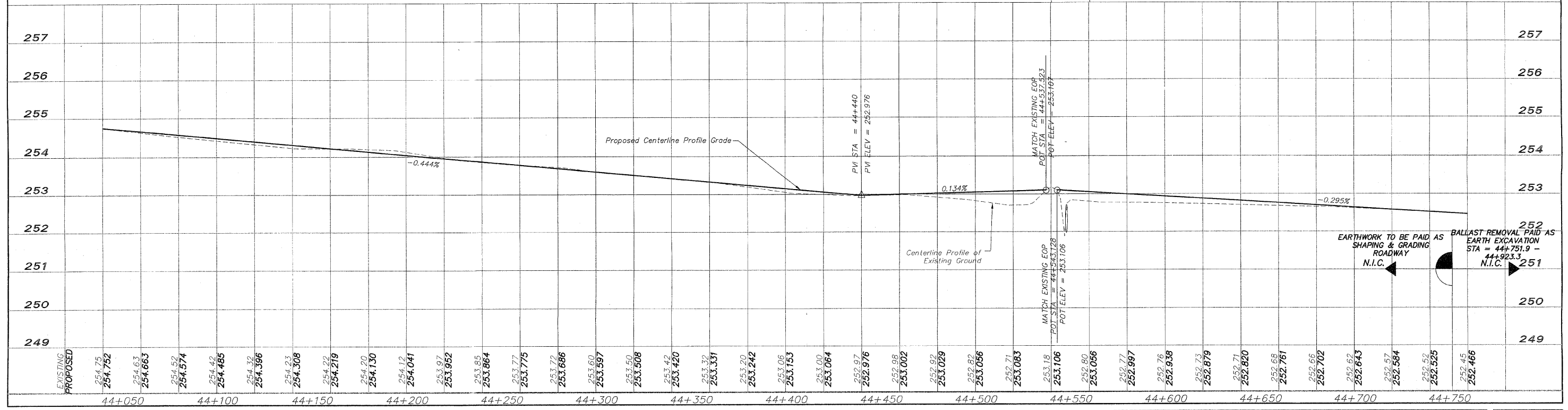
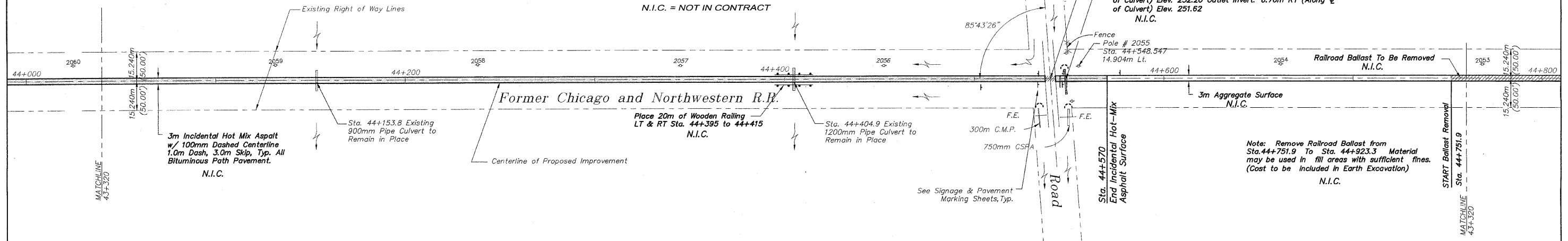


EROSION CONTROL

- - INLET PROTECTION
- ⌋ - CULVERT PIPE PROTECTION
- - - DITCH CHECK
- - SILT FENCE

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N.I.C. = NOT IN CONTRACT



EXISTING PROPOSED	44+050	44+100	44+150	44+200	44+250	44+300	44+350	44+400	44+450	44+500	44+550	44+600	44+650	44+700	44+750
254.75	254.752	254.63	254.663	254.52	254.574	254.42	254.485	254.32	254.366	254.23	254.308	254.22	254.219	254.20	254.130
253.97	253.952	253.85	253.864	253.77	253.775	253.72	253.686	253.60	253.597	253.50	253.508	253.42	253.420	253.32	253.331
253.20	253.242	253.06	253.06	253.06	253.06	253.00	253.064	252.97	252.976	252.98	253.002	252.82	253.029	252.82	253.056
252.71	253.083	253.18	253.106	253.106	253.106	253.106	253.106	252.80	253.066	252.77	252.997	252.76	252.938	252.73	252.879
252.62	252.643	252.57	252.584	252.52	252.525	252.45	252.466								

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE:	1 : 1
DRAWN BY:	REX
CHECKED BY:	
DATE:	DECEMBER, 2008

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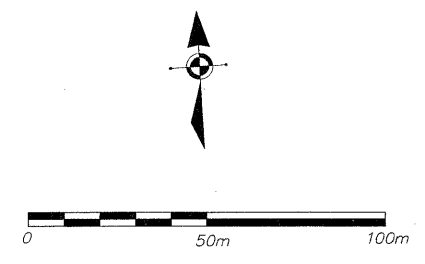
PLAN AND PROFILE 44+040/44+760
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp44+040-44+760.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
26
OF
98

G:\surveys\PECPATH\1ST RELEASE\98-037 pp44+040-44+760.dwg, Layout1, 3/4/2009 11:06:36 AM, 1:1, REK

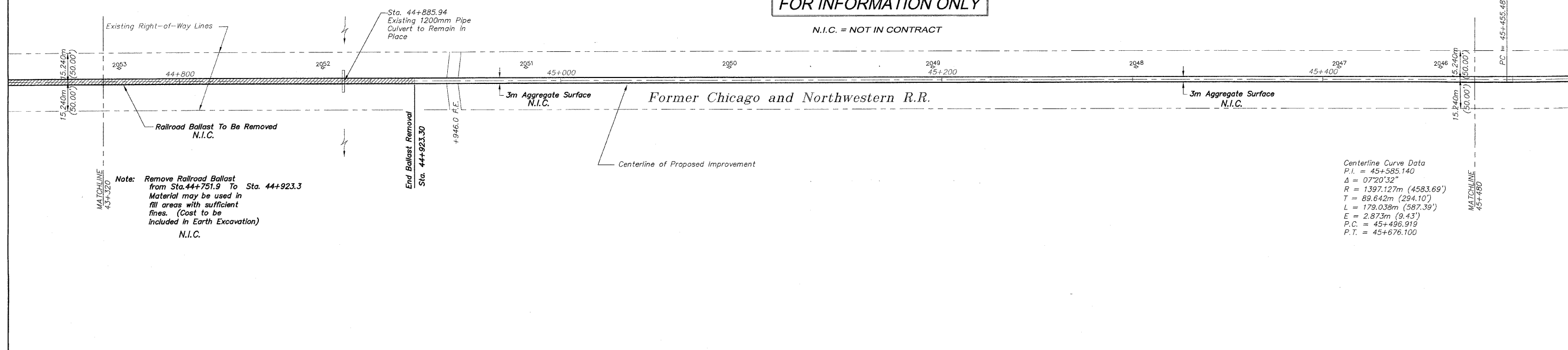
EROSION CONTROL

- - INLET PROTECTION
- - - CULVERT PIPE PROTECTION
- - - DITCH CHECK
- □ — SILT FENCE

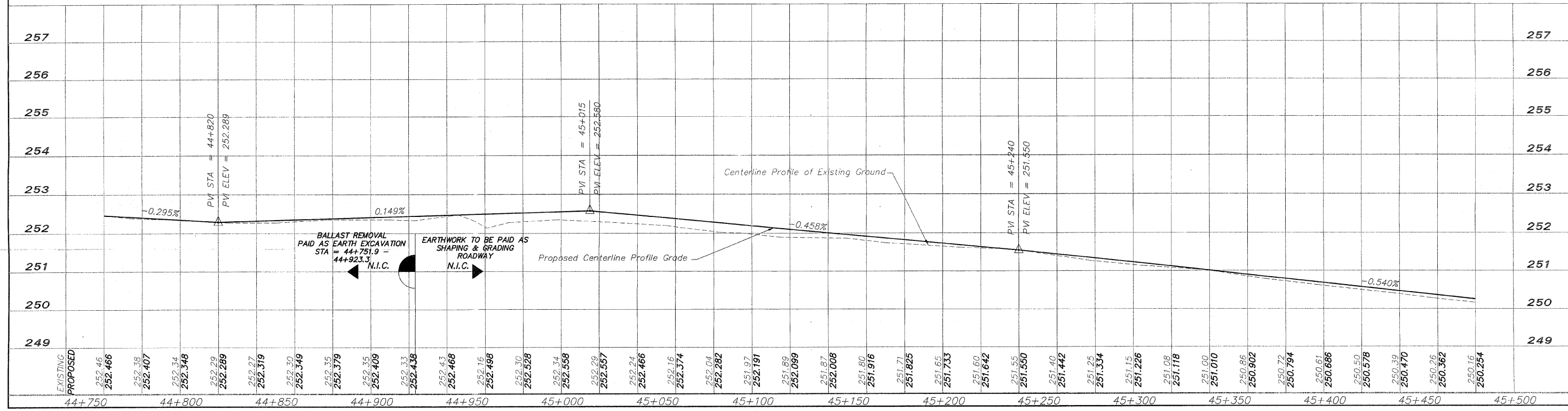


FOR INFORMATION ONLY

N.I.C. = NOT IN CONTRACT



Centerline Curve Data
 P.I. = 45+585.140
 Δ = 07°20'32"
 R = 1397.127m (4583.69')
 T = 89.642m (294.10')
 L = 179.038m (587.39')
 E = 2.873m (9.43')
 P.C. = 45+496.919
 P.T. = 45+676.100



EXISTING PROPOSED	STATION	ELEVATION
	44+750	252.46
	44+750	252.466
	44+800	252.38
	44+800	252.407
	44+800	252.34
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REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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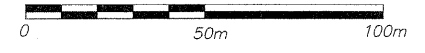
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 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp44+760-45+480.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
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OF
98

BM A-228 Standard USGS Disk
Sta. 46+113.487, 10.363m RT
Elev. 246.163

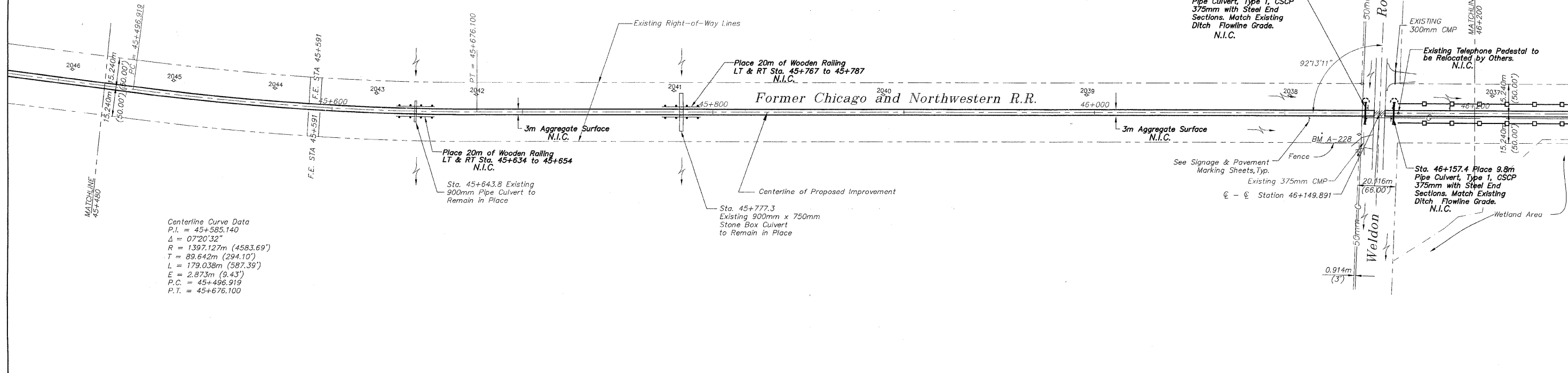
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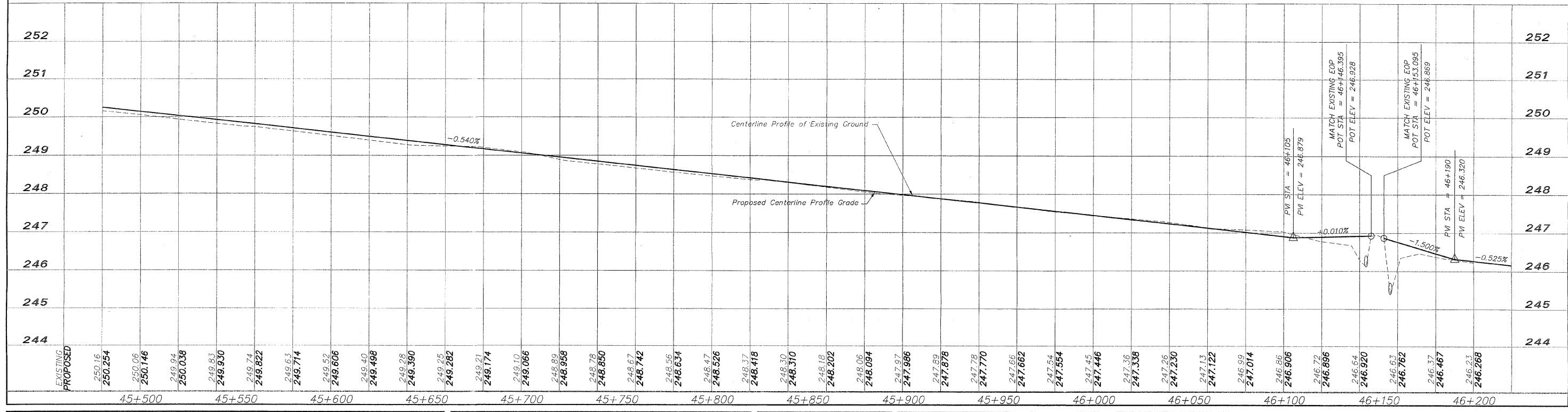


EROSION CONTROL

- - INLET PROTECTION
- ⌋ - CULVERT PIPE PROTECTION
- - DITCH CHECK
- - SILT FENCE



Centerline Curve Data
P.I. = 45+585.140
Δ = 07°20'32"
R = 1397.127m (4583.69')
T = 89.642m (294.10')
L = 179.038m (587.39')
E = 2.873m (9.43')
P.C. = 45+496.919
P.T. = 45+676.100



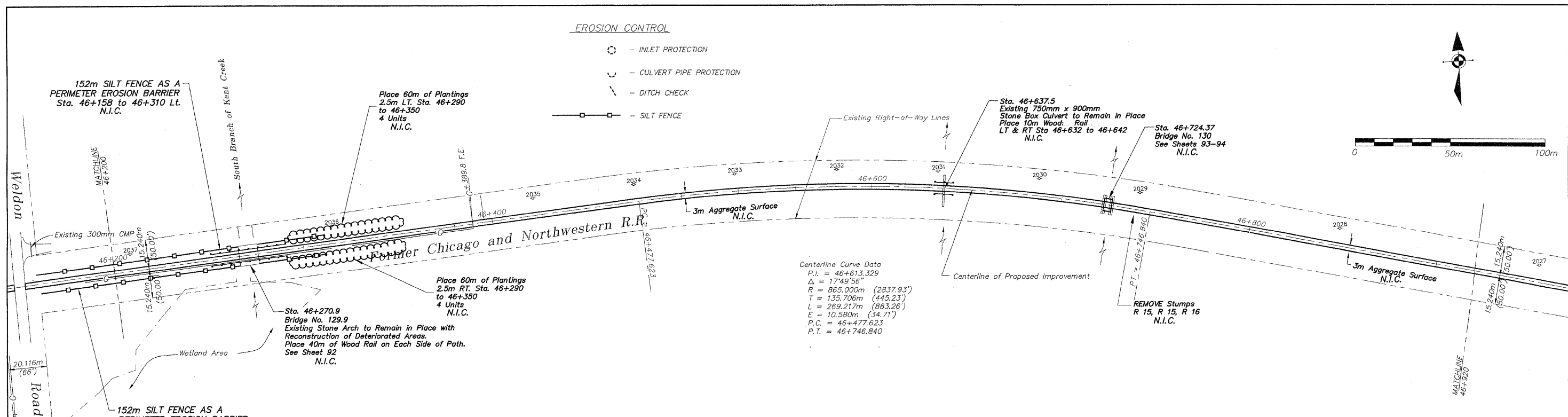
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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PLAN AND PROFILE 45+480/46+200
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FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 pp45+480-46+200.dwg JOB NUMBER: 04-28-98-037

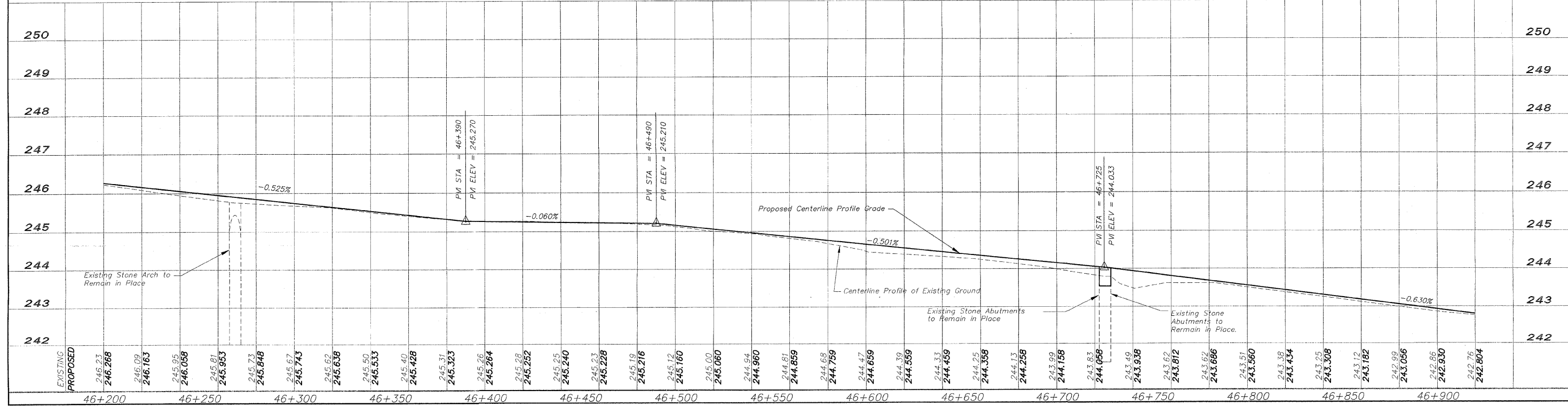
SHEET NO.
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98



Centerline Curve Data
 P.I. = 46+613.329
 $\Delta = 17^{\circ}49'56''$
 $R = 365.000m (2837.93')$
 $T = 135.706m (445.23')$
 $L = 269.217m (883.26')$
 $E = 10.580m (34.71')$
 $P.C. = 46+477.623$
 $P.T. = 46+746.840$

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EXISTING	PROPOSED	STATION	ELEVATION
	246.23	46+200	
	246.268		
	246.09	46+250	
	246.163		
	245.95	46+300	
	246.058		
	245.81	46+350	
	245.953		
	245.73	46+400	
	245.848		
	245.67	46+450	
	245.743		
	245.62	46+500	
	245.638		
	245.50	46+550	
	245.533		
	245.40	46+600	
	245.428		
	245.31	46+650	
	245.323		
	245.26	46+700	
	245.284		
	245.28	46+750	
	245.252		
	245.25	46+800	
	245.240		
	245.23	46+850	
	245.228		
	245.19	46+900	
	245.216		
	245.12		
	245.160		
	245.00		
	245.080		
	244.94		
	244.960		
	244.81		
	244.859		
	244.68		
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	242.804		

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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
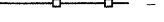
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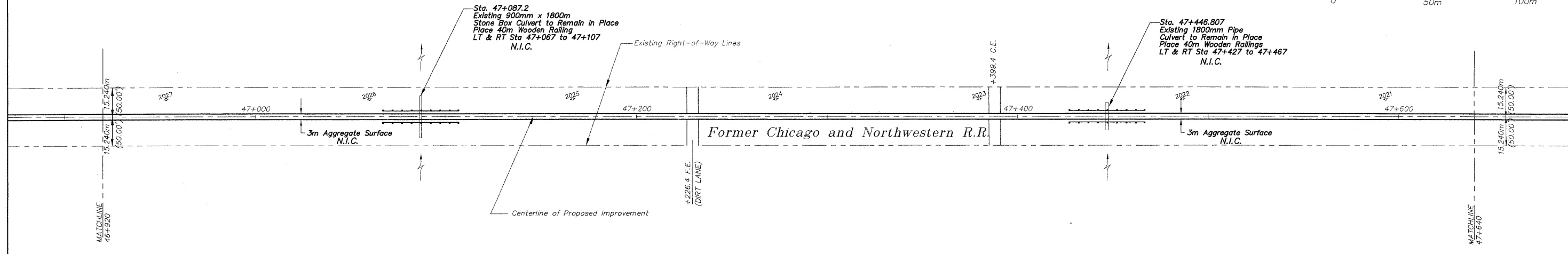
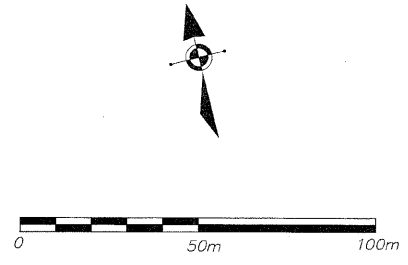
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 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
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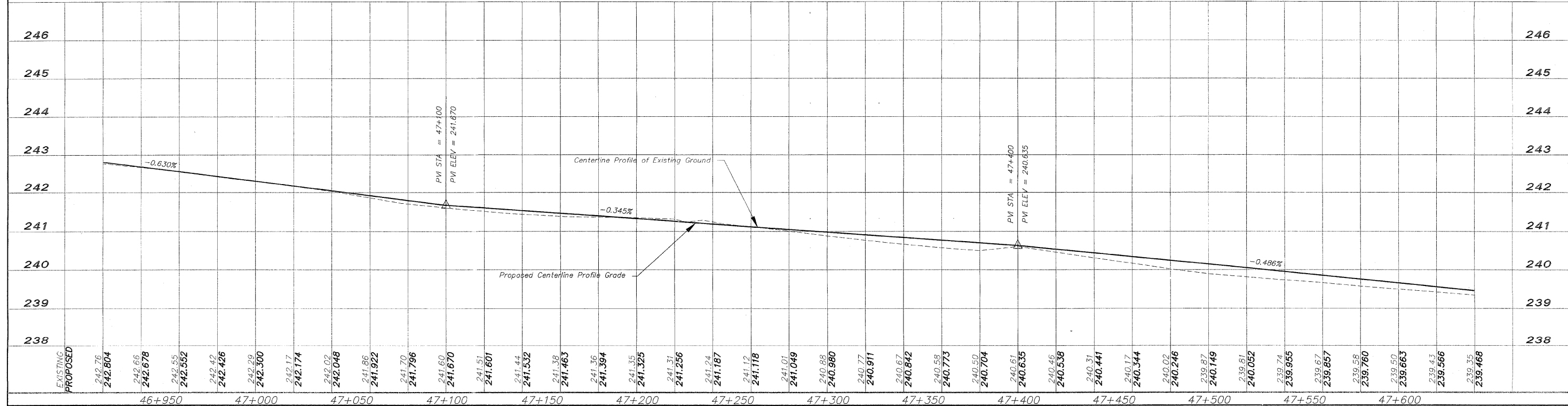
EROSION CONTROL

-  - INLET PROTECTION
-  - CULVERT PIPE PROTECTION
-  - DITCH CHECK
-  - SILT FENCE



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NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

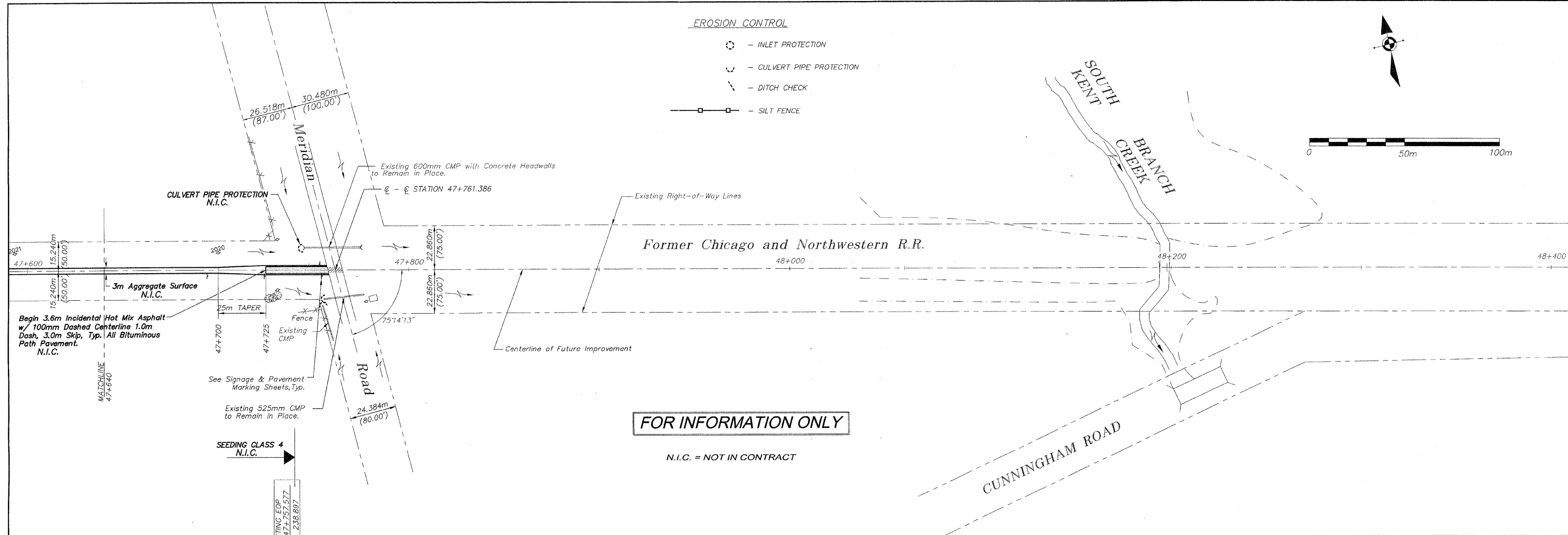
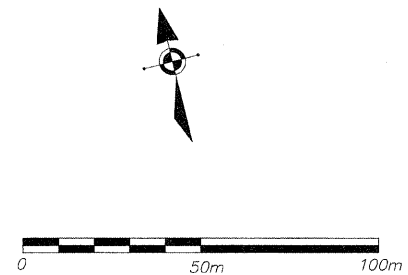
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PLAN AND PROFILE 46+920/47+640
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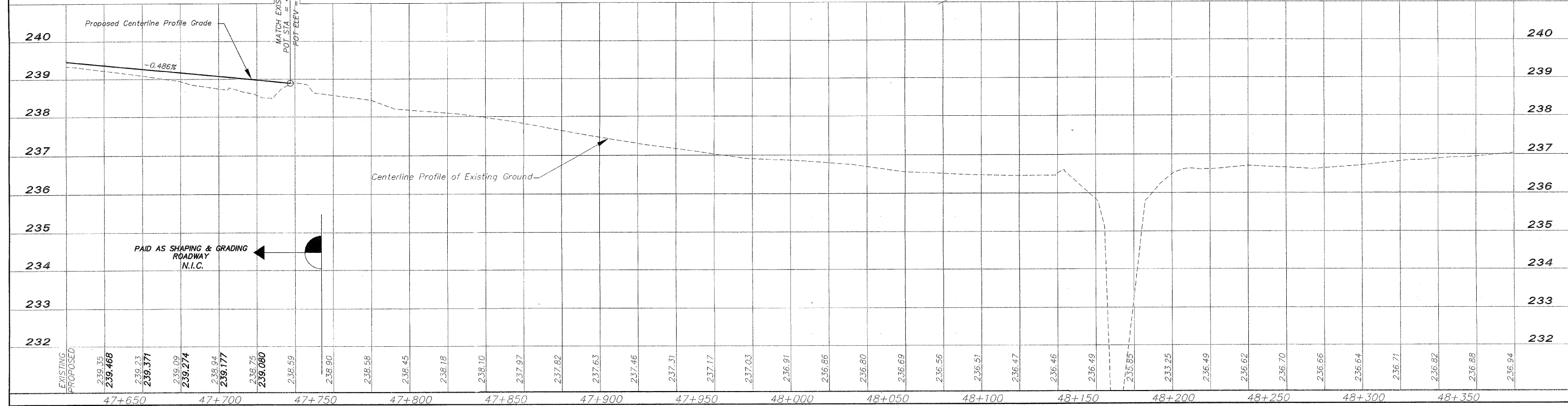
SHEET NO.
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98

- EROSION CONTROL**
- - INLET PROTECTION
 - ⌋ - CULVERT PIPE PROTECTION
 - - - DITCH CHECK
 - SILT FENCE



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REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

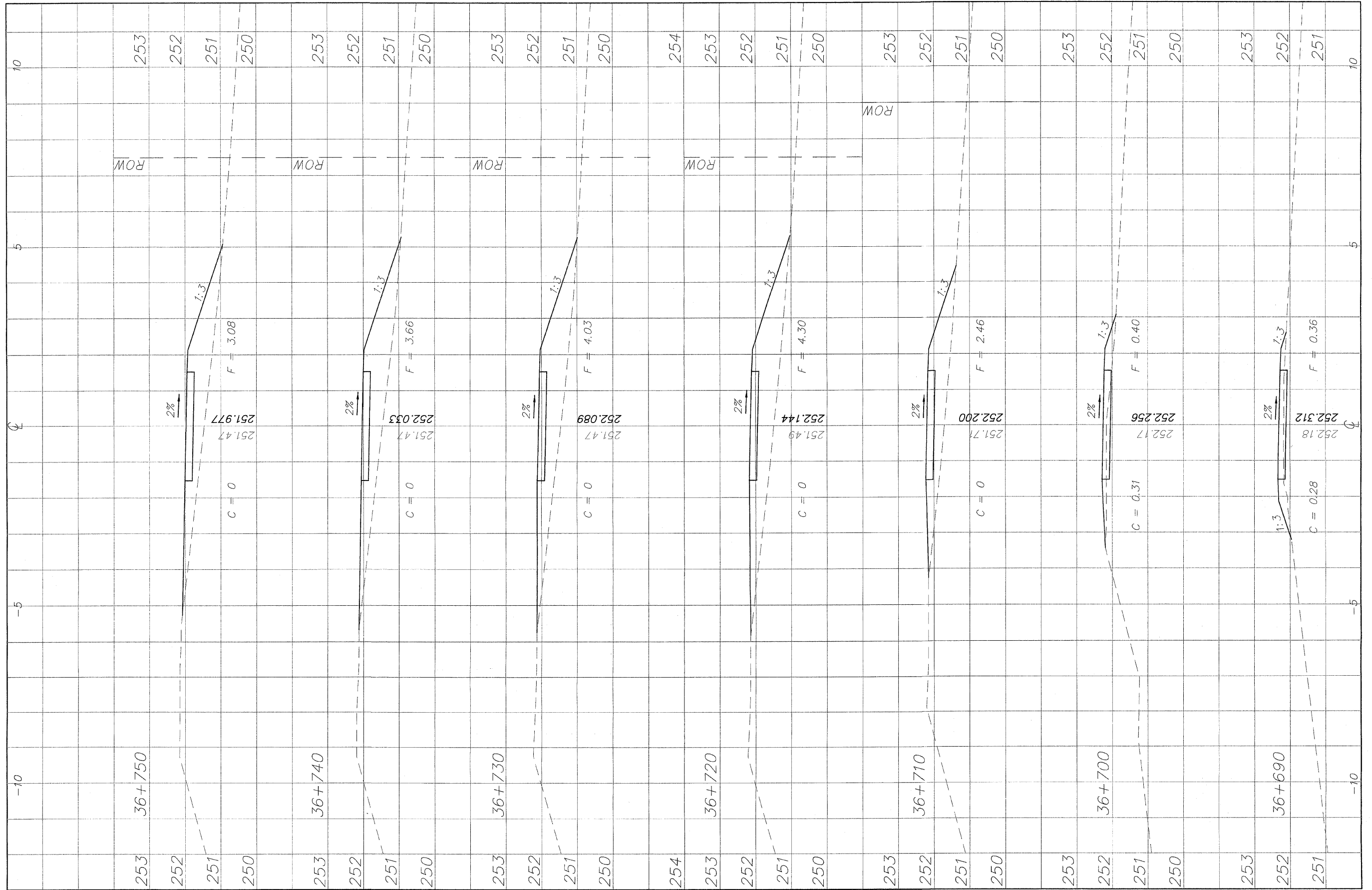
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DATE:	DECEMBER, 2008

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PLAN AND PROFILE 47+640/47+757
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31
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98

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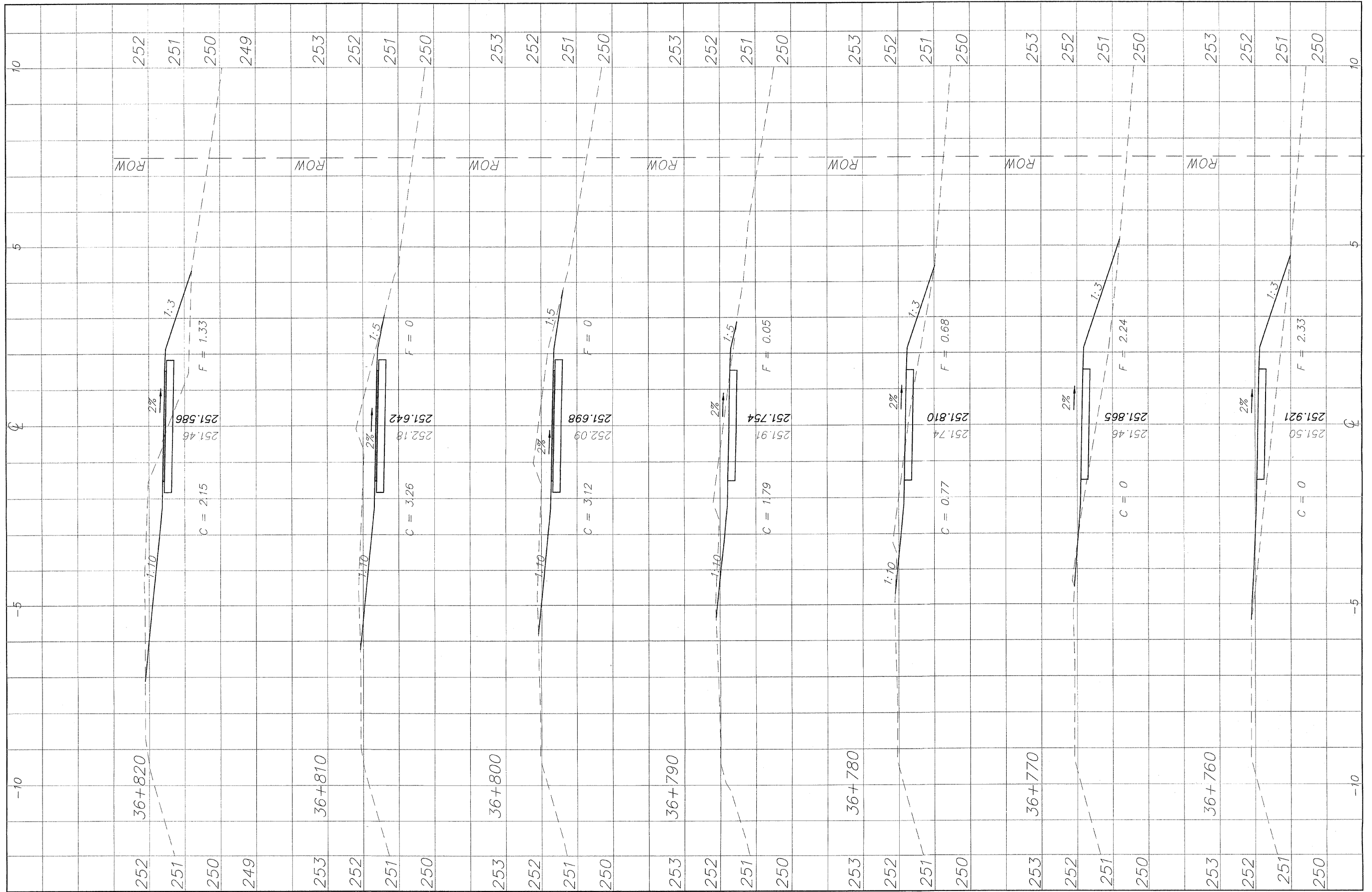
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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CROSS SECTIONS 36+690/36+750
 PECATONICA PRAIRIE PATH Contract 85443
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98



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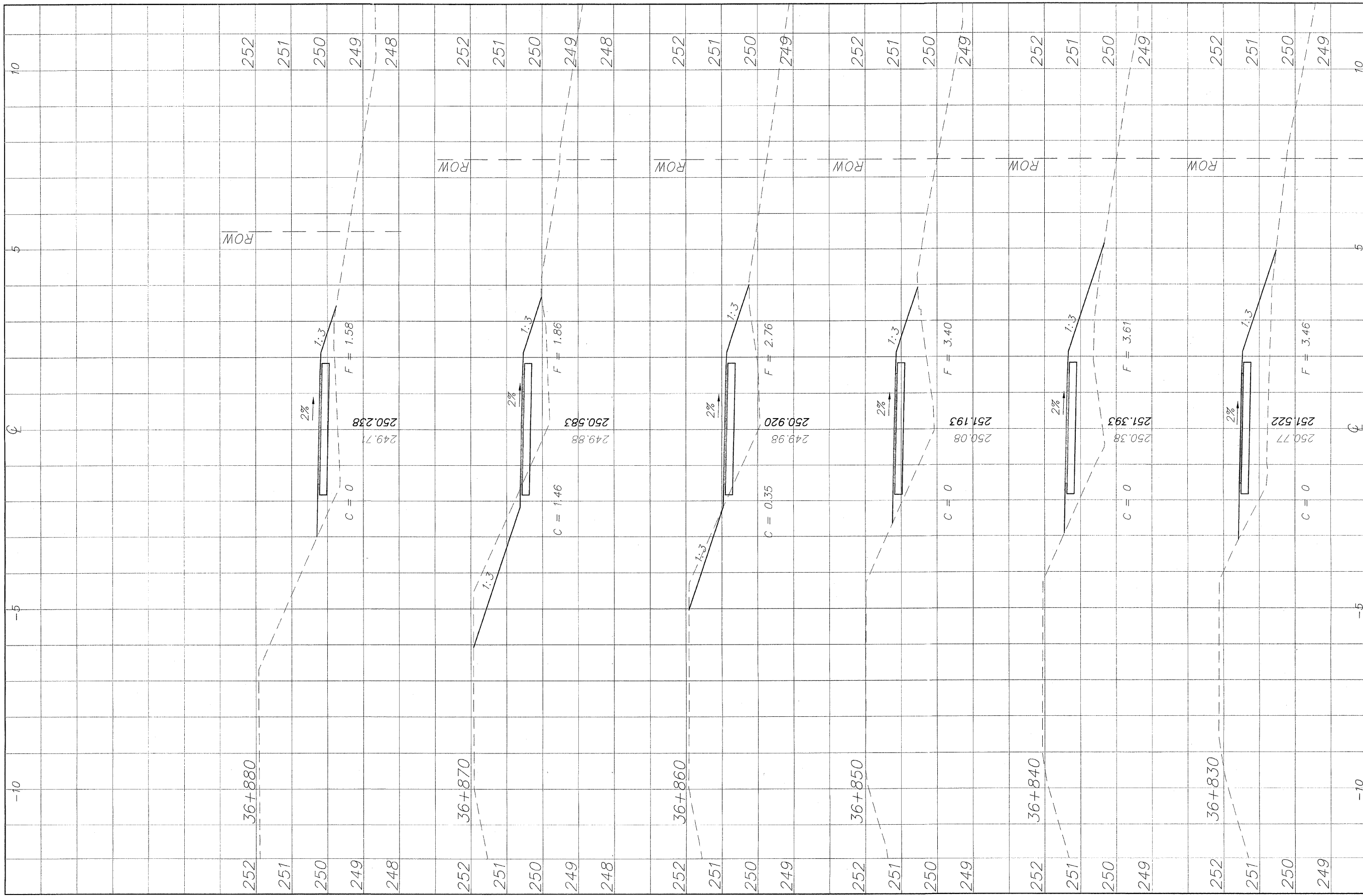
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33
OF
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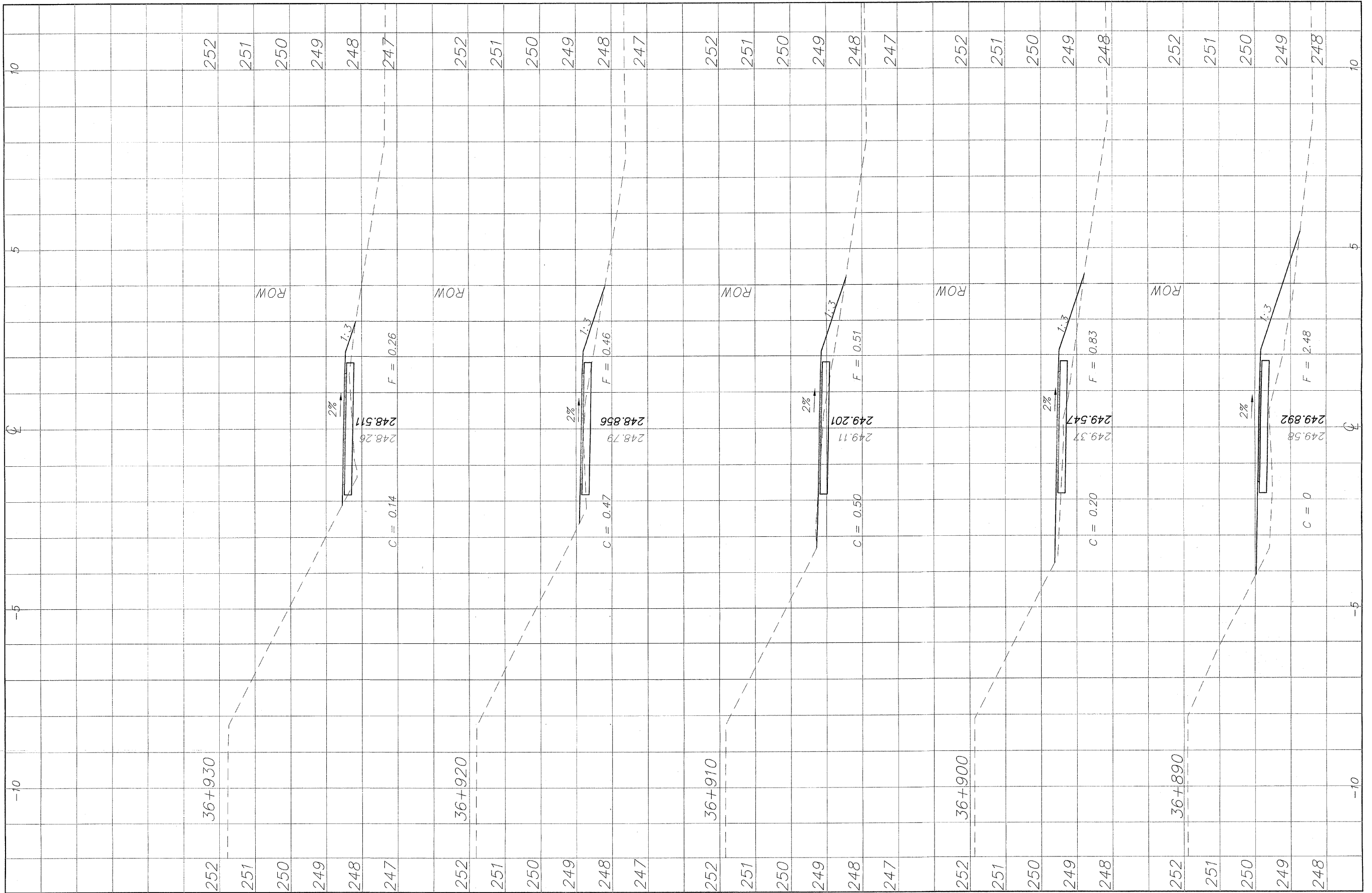


NO.	REVISIONS	DATE
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CROSS SECTIONS 36+830/36+880
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98



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NO.	ITEM	DATE
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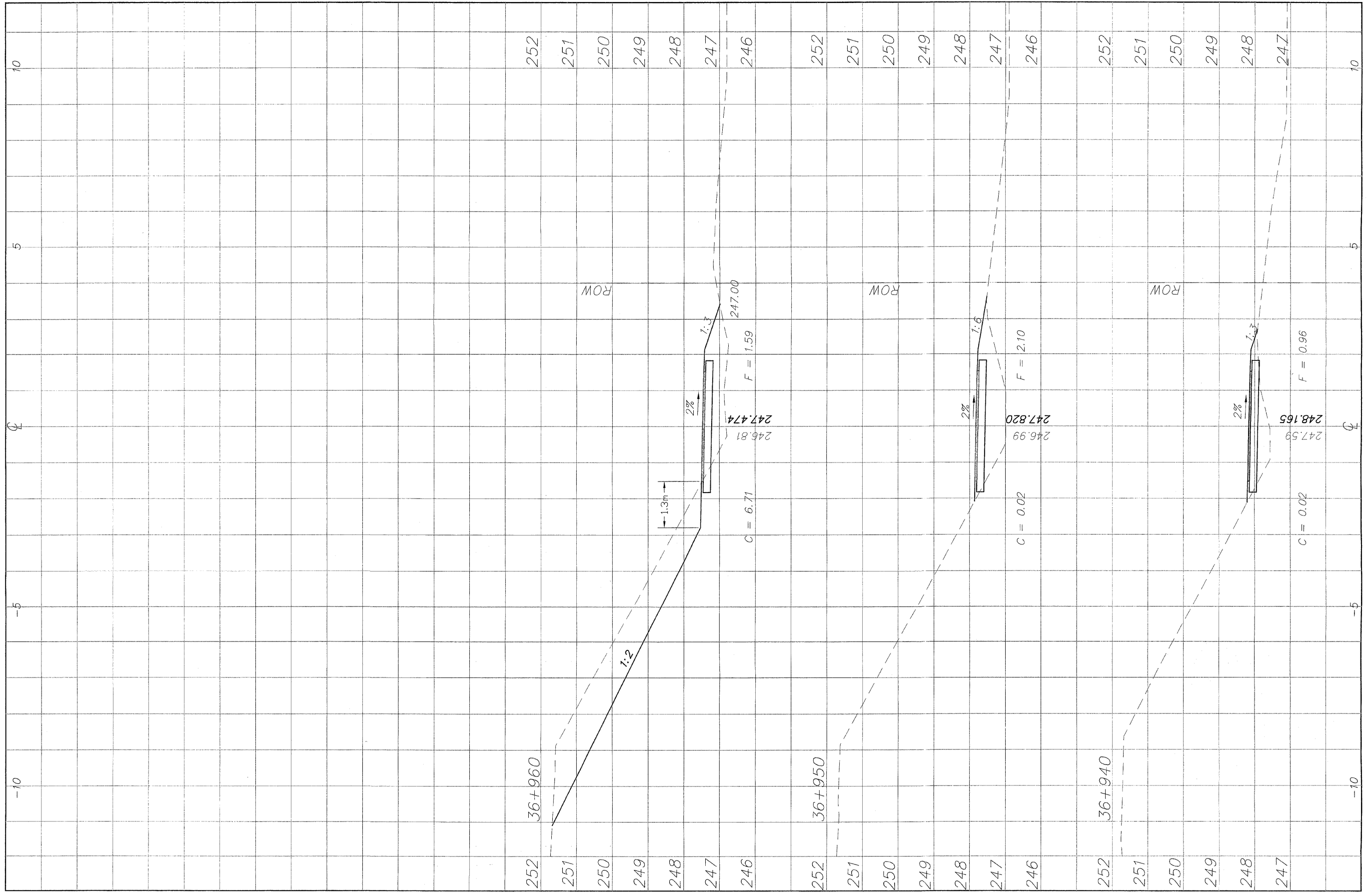
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98

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NO.	DATE
2	1/22/09

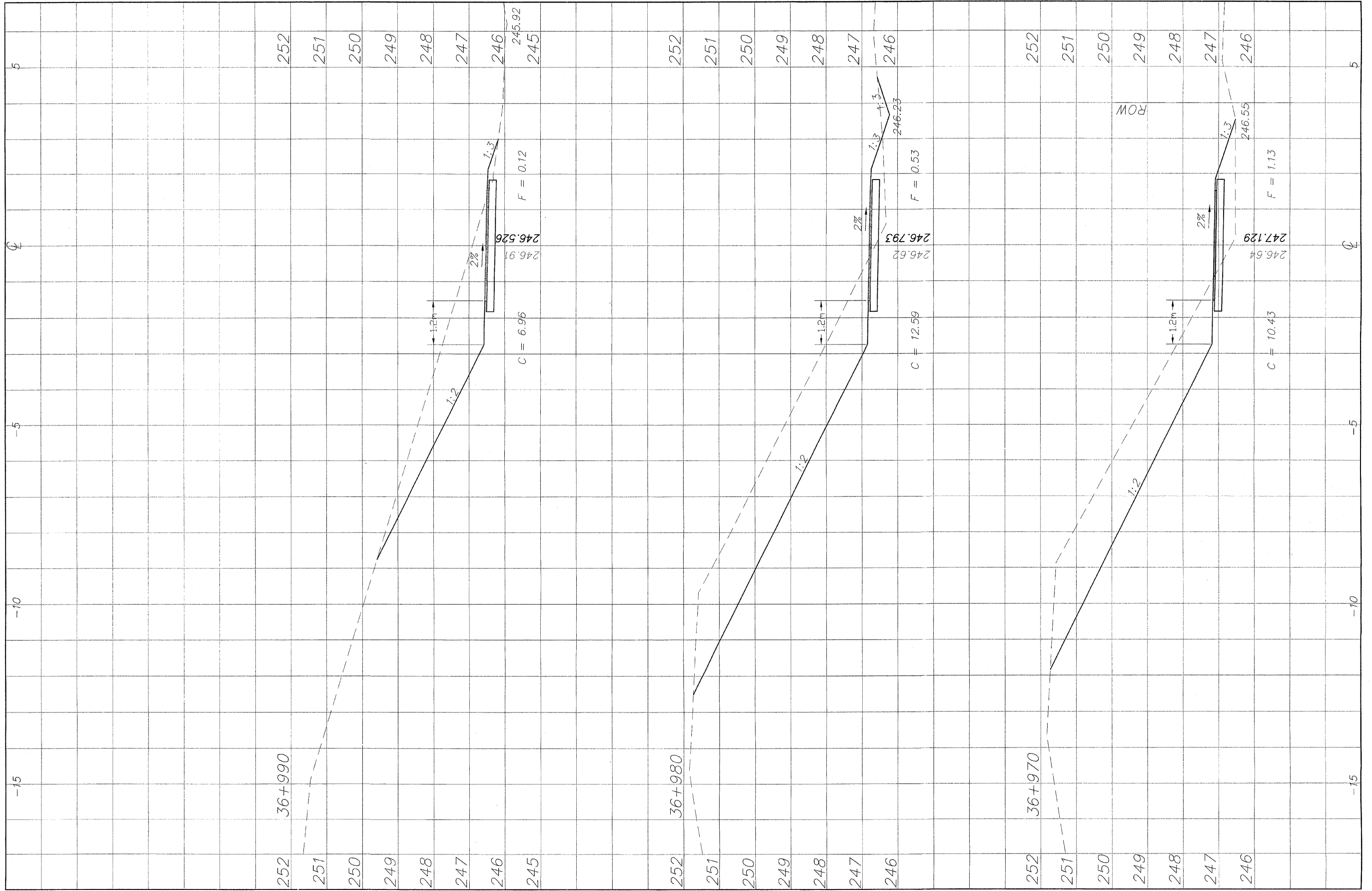
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CROSS SECTIONS 36+940/36+960
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SHEET NO.
36
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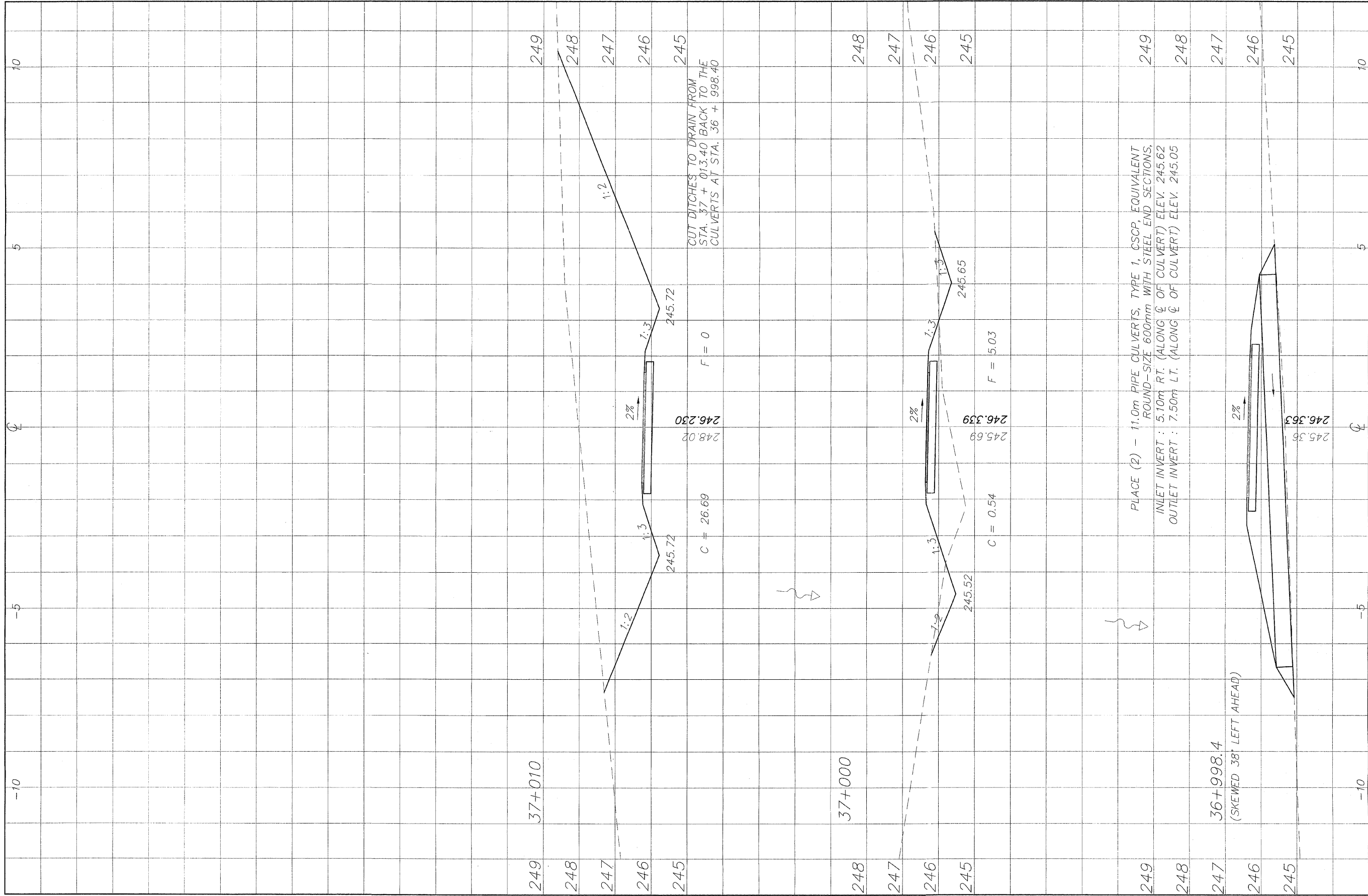
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SHEET NO.
37
OF
98

I:\surveys\PECFAITH\1ST RELEASE\98-037 sections.dwg, 36+998.4 - 37+010, 5/4/2009 11:20:01 AM, 1:0:05, REK



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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

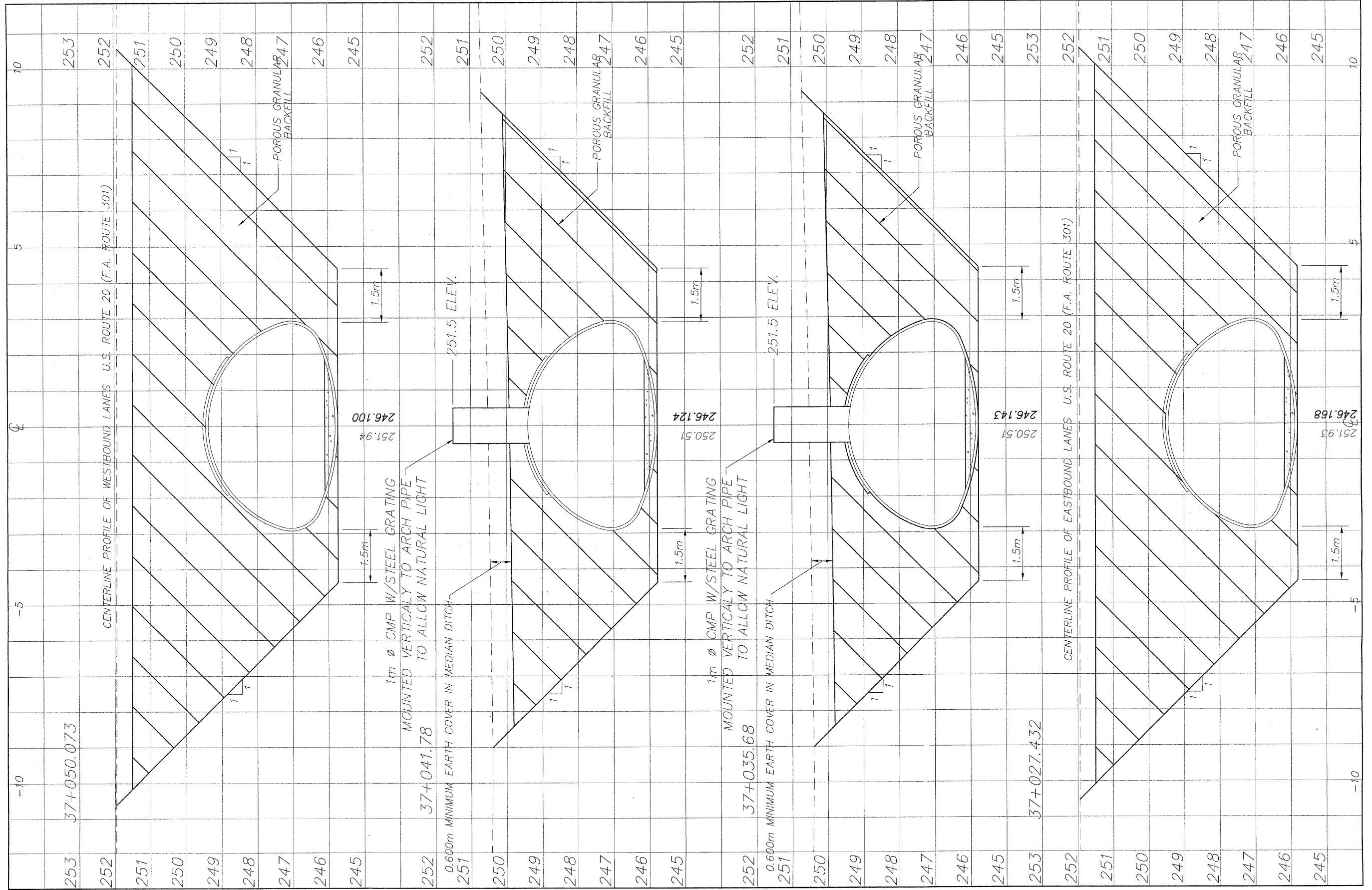
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CROSS SECTIONS 36+998.4/37+010
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SHEET NO.
38
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251	
250	
249	
248	
247	
246	
245	
252	37+041.78
251	0.600m MINIMUM EARTH COVER IN MEDIAN DITCH
250	
249	
248	
247	
246	
245	
252	37+035.68
251	0.600m MINIMUM EARTH COVER IN MEDIAN DITCH
250	
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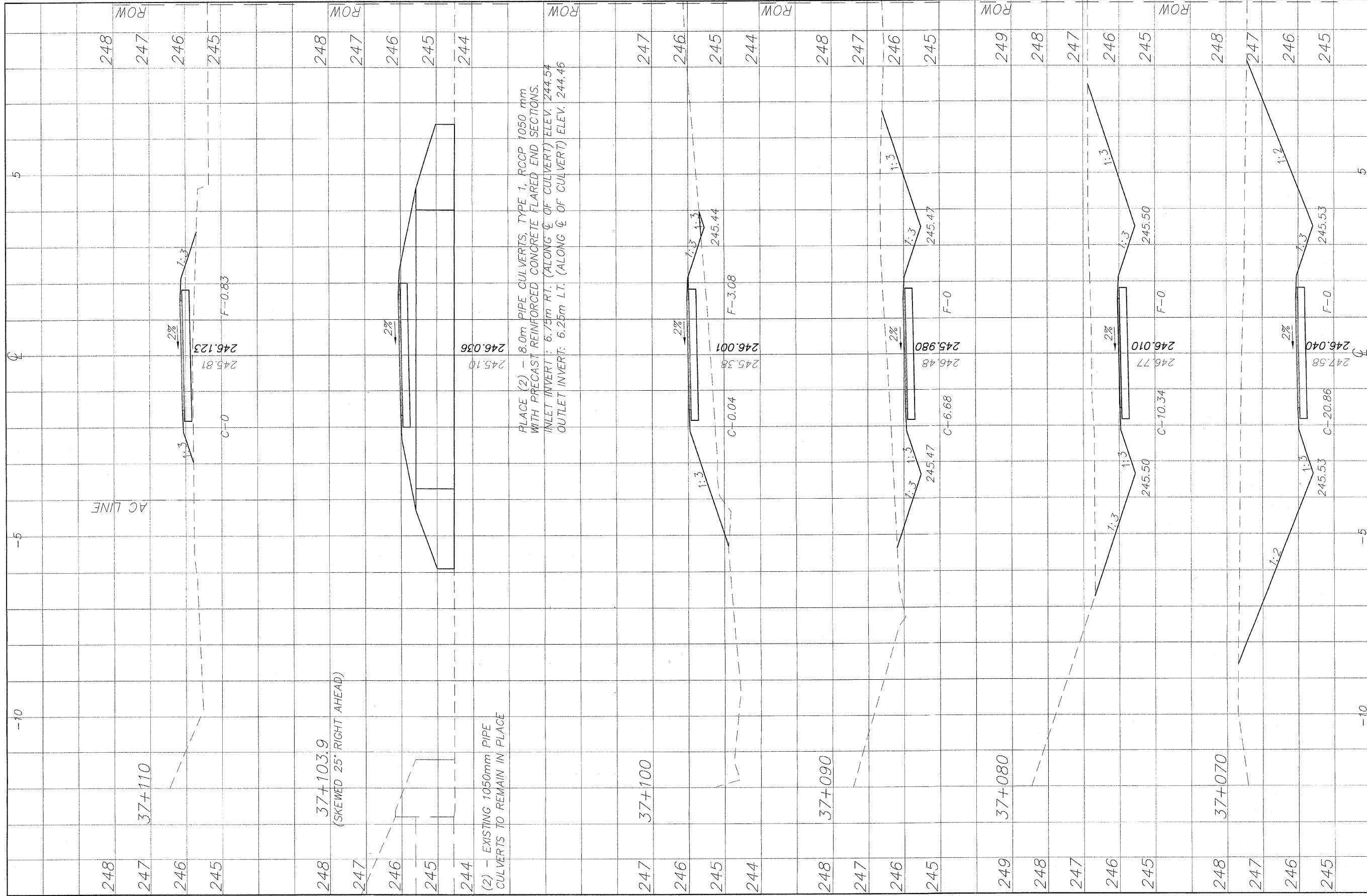
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CROSS SECTIONS 37+027/37+050.1
PECATONICA PRAIRIE PATH Cont. of 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267.00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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REVISIONS		
NO.	ITEM	DATE
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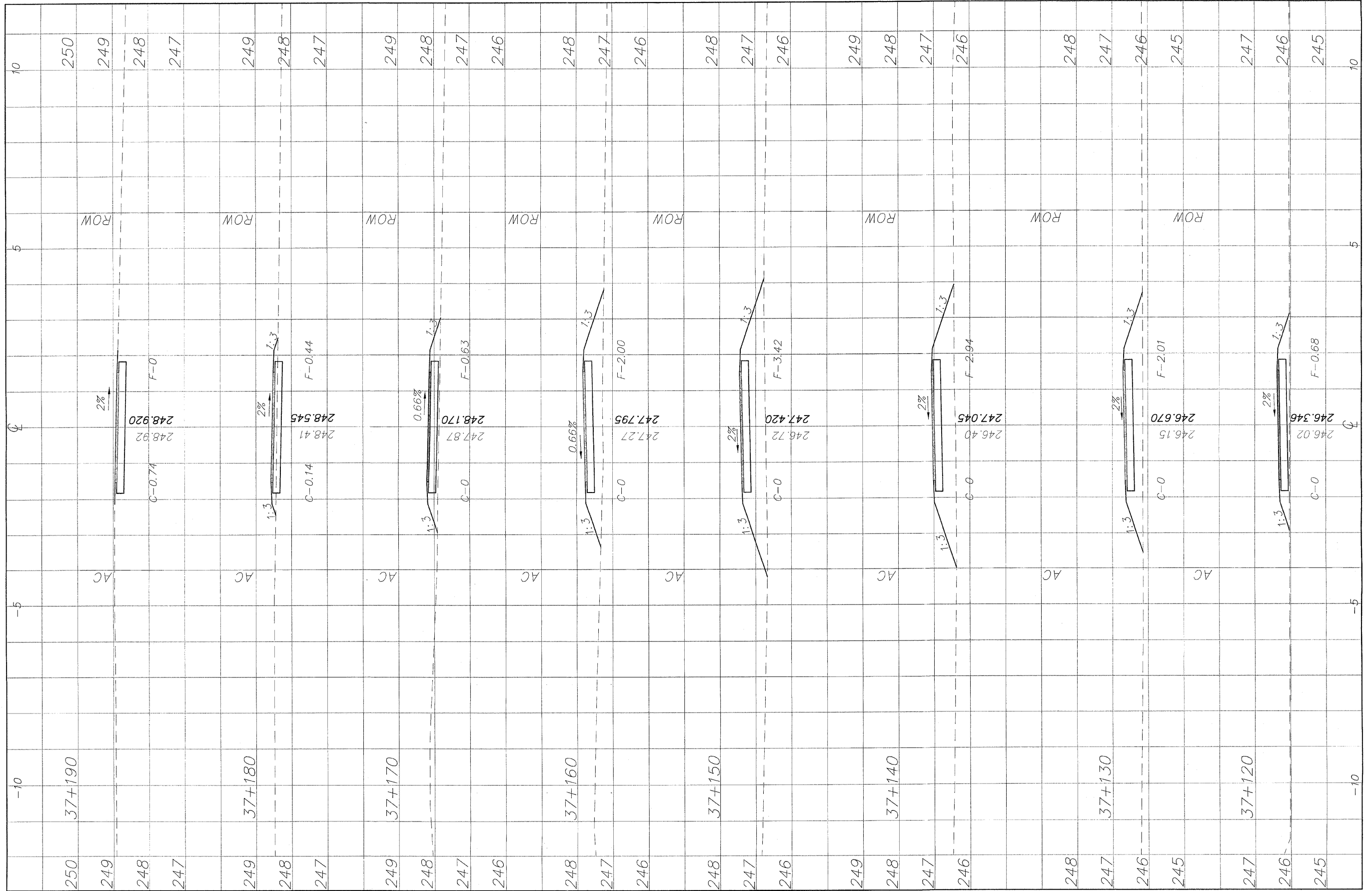
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CROSS SECTIONS 37+070/37+110
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FILE NAME: G:\surveys\PEC\PATH\151 RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
40
OF
98

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249	37+170		ROW	249
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249	37+140		ROW	249
248				248
247				247
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246				246
245				245
247	37+120		ROW	247
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245				245

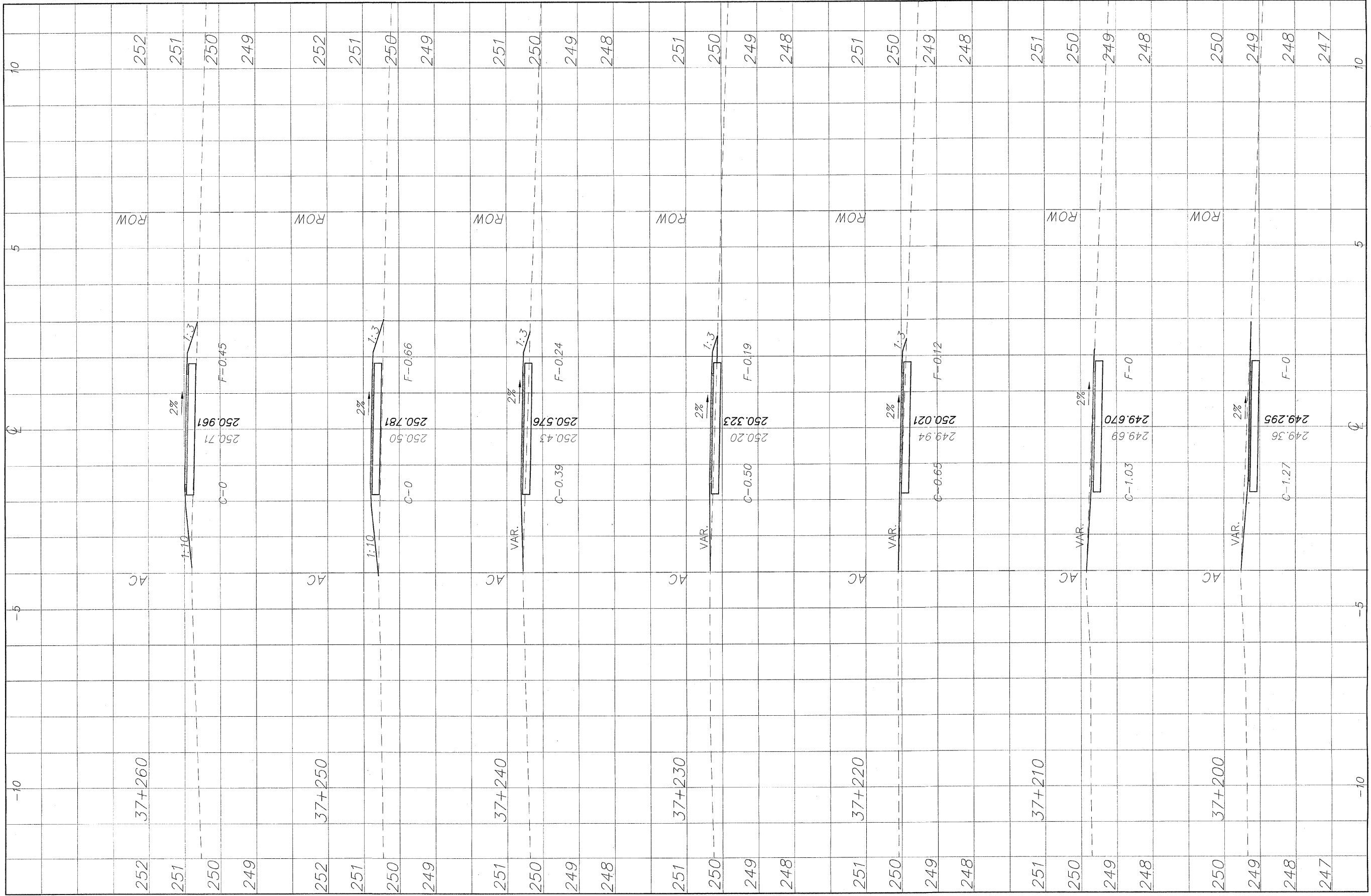
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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CROSS SECTIONS 37+120/37+190
PECATONICA PRAIRIE PATH Contract 85443
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FILE NAME: G:\surveys\PECPTH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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252	37+260	252	10
251		251	5
250		250	0
249		249	-5
252	37+250	252	10
251		251	5
250		250	0
249		249	-5
251	37+240	251	10
250		250	5
249		249	0
248		248	-5
251	37+230	251	10
250		250	5
249		249	0
248		248	-5
251	37+220	251	10
250		250	5
249		249	0
248		248	-5
251	37+210	251	10
250		250	5
249		249	0
248		248	-5
250	37+200	250	10
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248		248	0
247		247	-5

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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

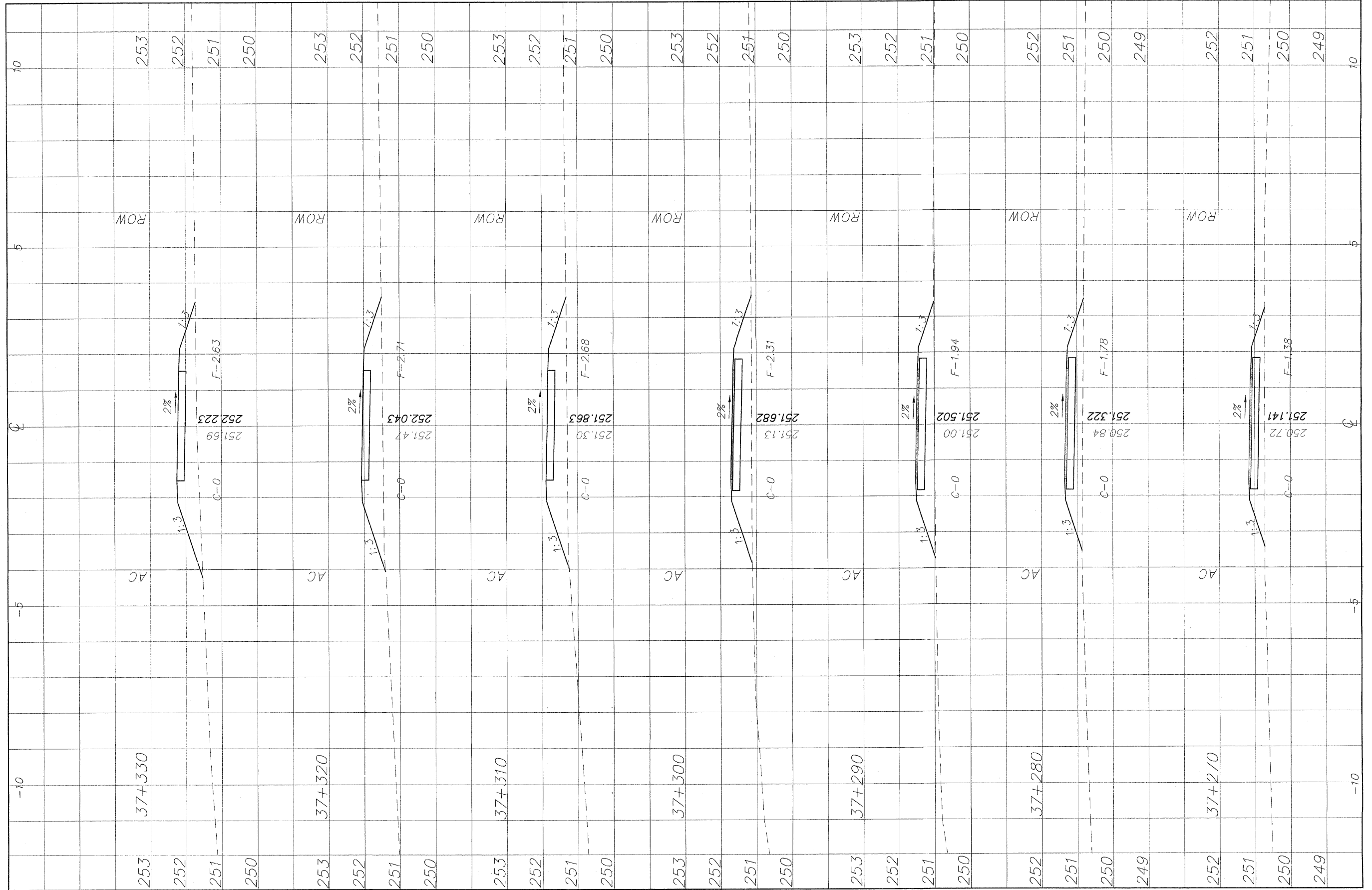
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 FILE NAME: G:\surveys\PECATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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98

\\surveys\PEC\ATH\1ST RELEASE\98-037 sections.dwg 37+270 ... 37+330 3/4/2009 1:21:18 AM 1:0.05 REK



253	37+330
252	
251	
250	
253	37+320
252	
251	
250	
253	37+310
252	
251	
250	
253	37+300
252	
251	
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249	

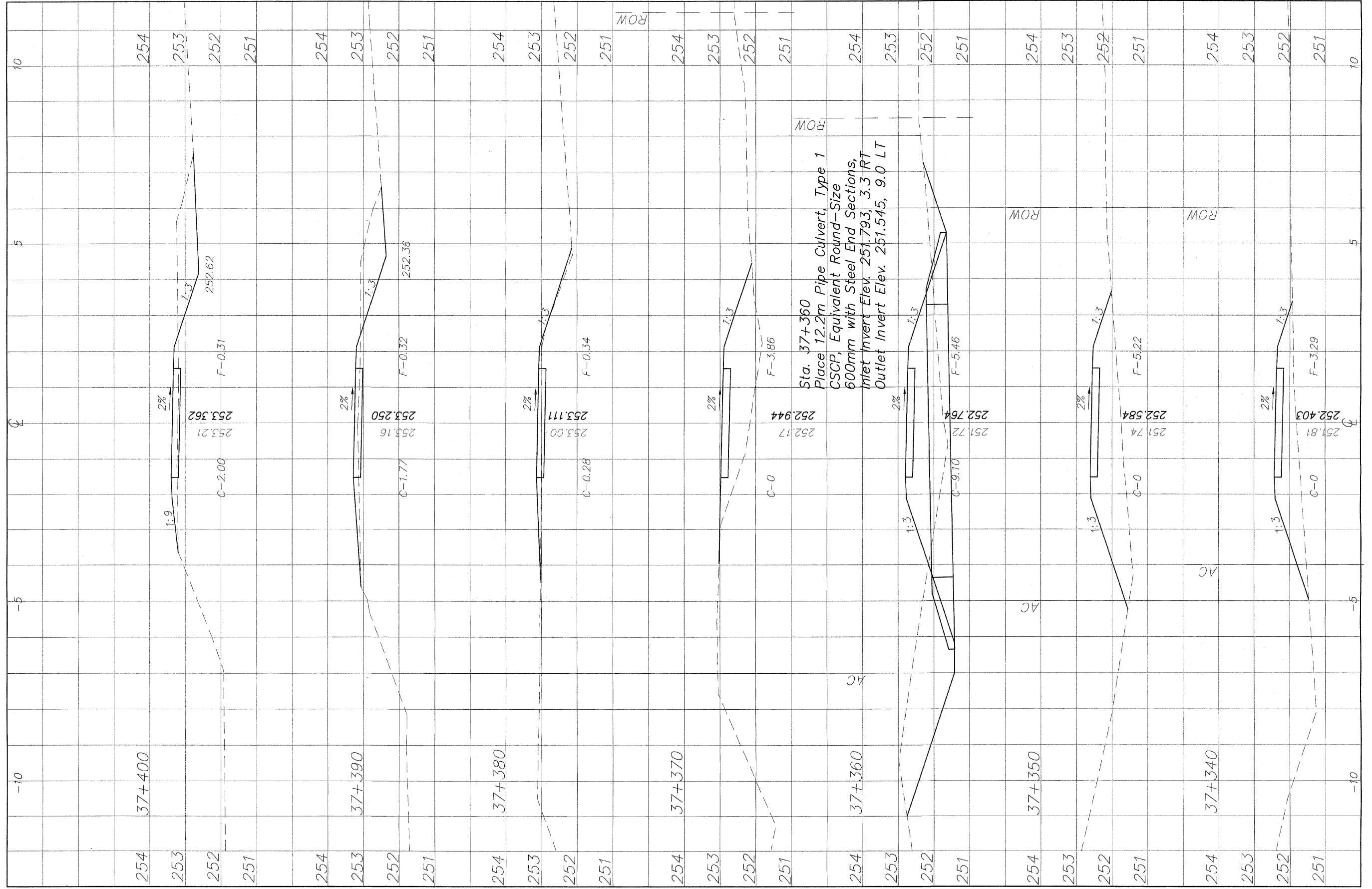
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2	REVIEW COMMENTS	1/22/09

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Sta. 37+360
Place 12.2m Pipe Culvert, Type 1
CSCP, Equivalent Round-Size
600mm with Steel End Sections,
Inlet Invert Elev. 251.793, 3.3 RT
Outlet Invert Elev. 251.545, 9.0 LT

254	37+400	254	10
253		253	
252		252	
251		251	
254		254	
253	37+390	253	
252		252	
251		251	
254		254	
253	37+380	253	
252		252	
251		251	
254		254	
253	37+370	253	
252		252	
251		251	
254		254	
253	37+360	253	
252		252	
251		251	
254		254	
253	37+350	253	
252		252	
251		251	
254		254	
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251		251	
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253		253	
252		252	
251		251	

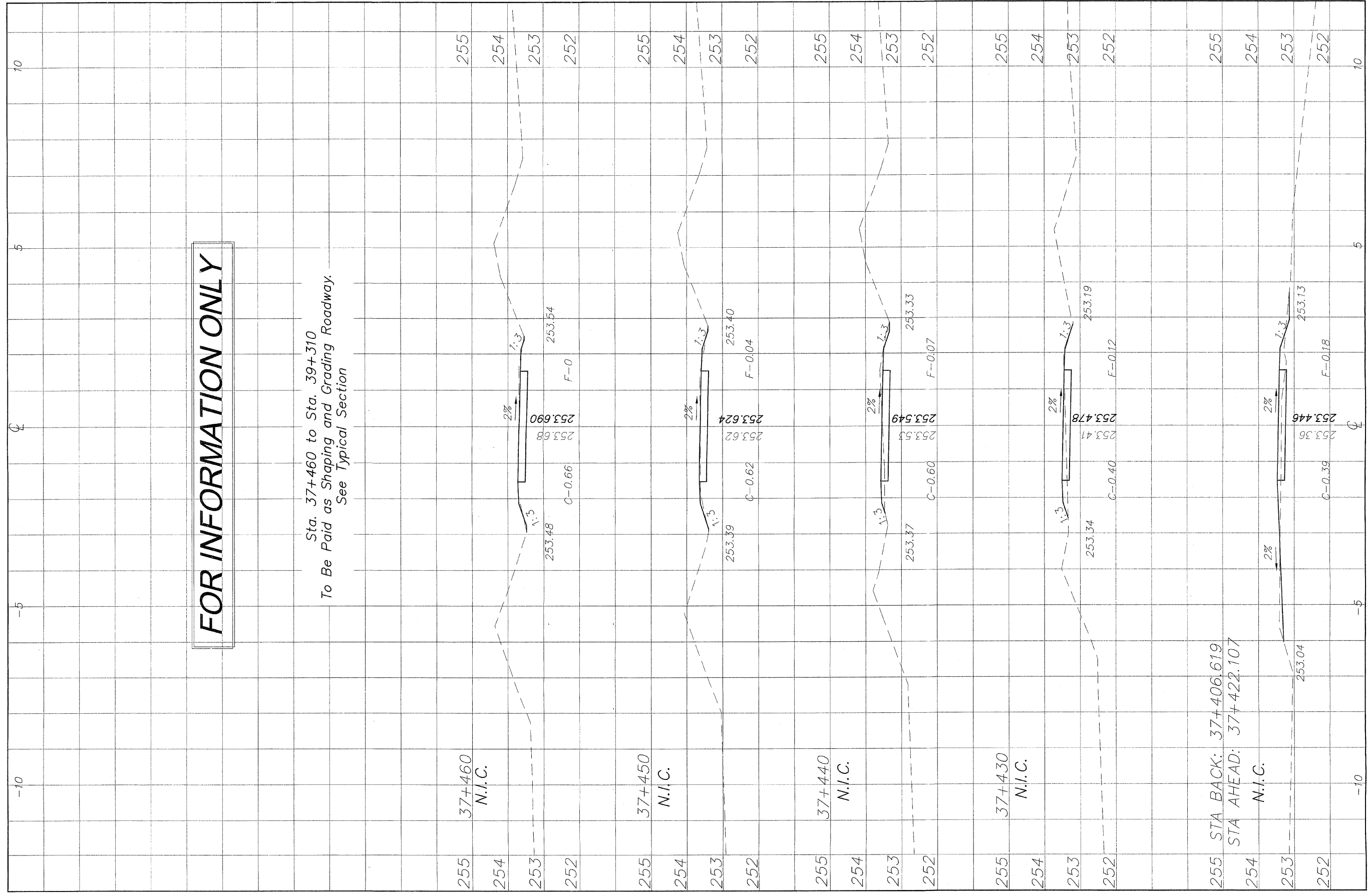
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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FILE NAME: G:\surveys\PECPATH\1st release\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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OF
98



FOR INFORMATION ONLY

Sta. 37+460 to Sta. 39+310
To Be Paid as Shaping and Grading Roadway.
See Typical Section

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

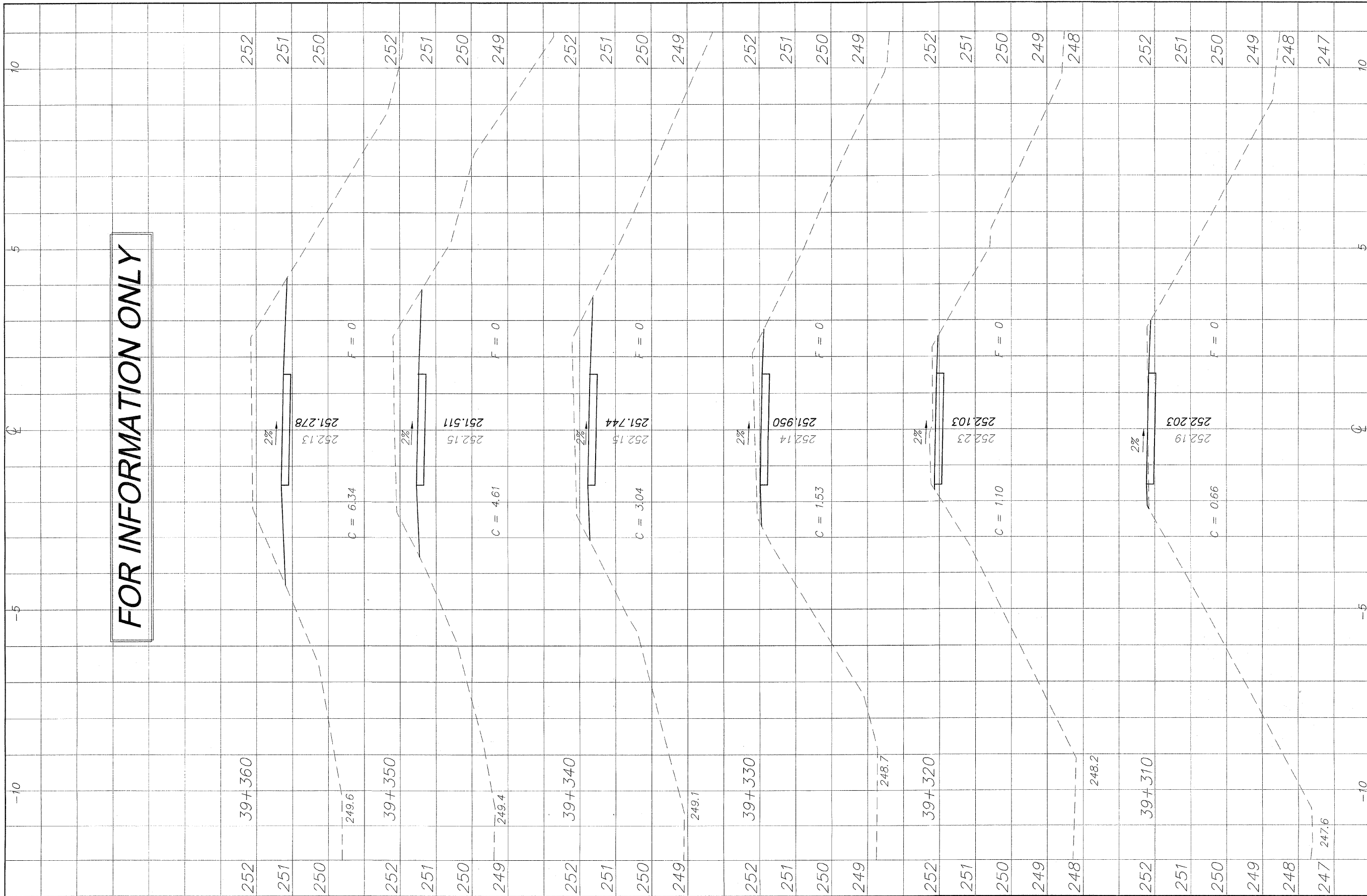
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CROSS SECTIONS 37+430/37+460
 PECATONICA PRAIRIE PATH Contract 85443
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 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-98

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45
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98

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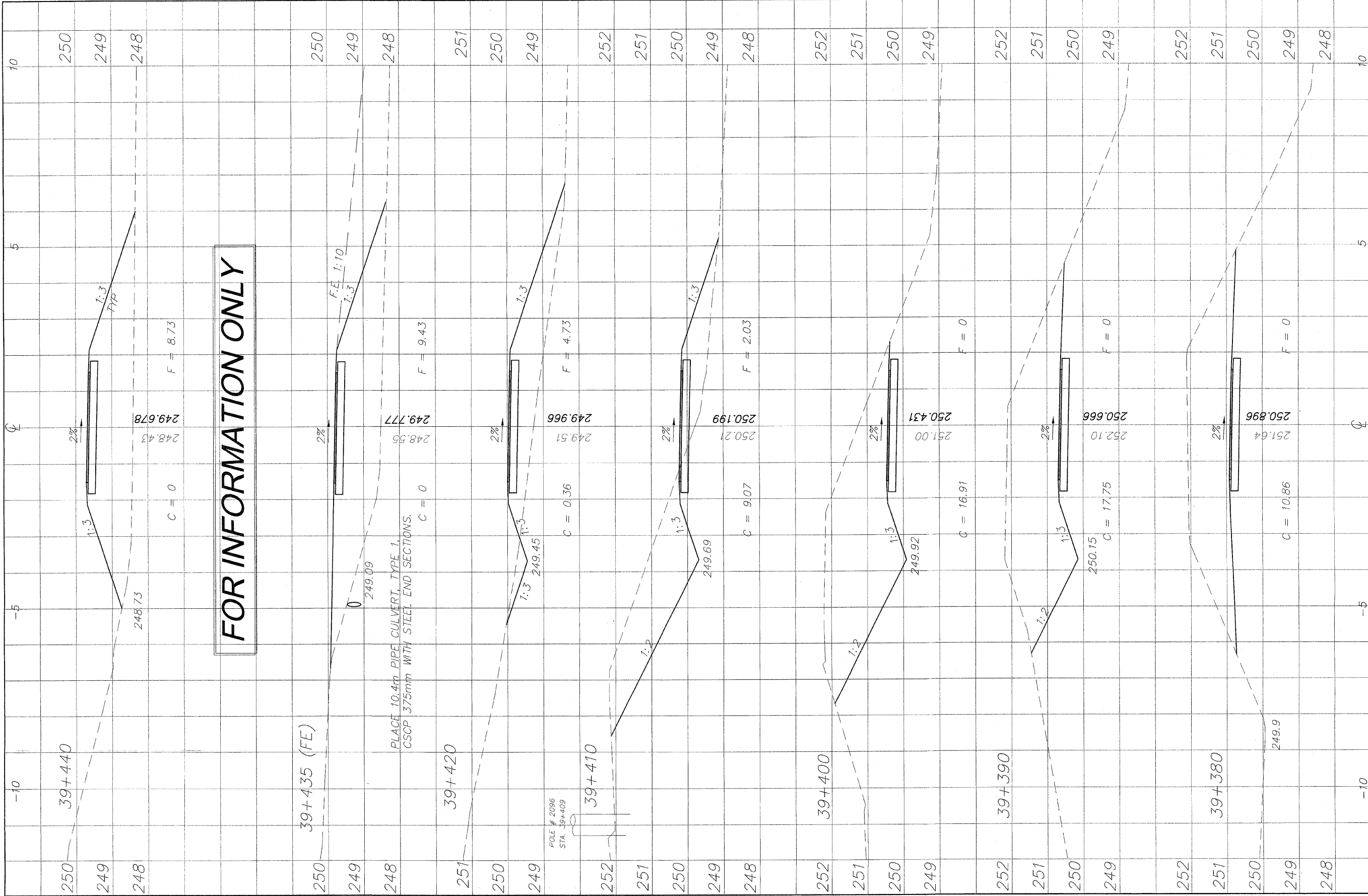
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2	REVIEW COMMENTS	1/22/09

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CROSS SECTIONS 39+310/39+380
 PECATONICA PRAIRIE PATH Contract 85 443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: C:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg
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SHEET NO.
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 OF
98

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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

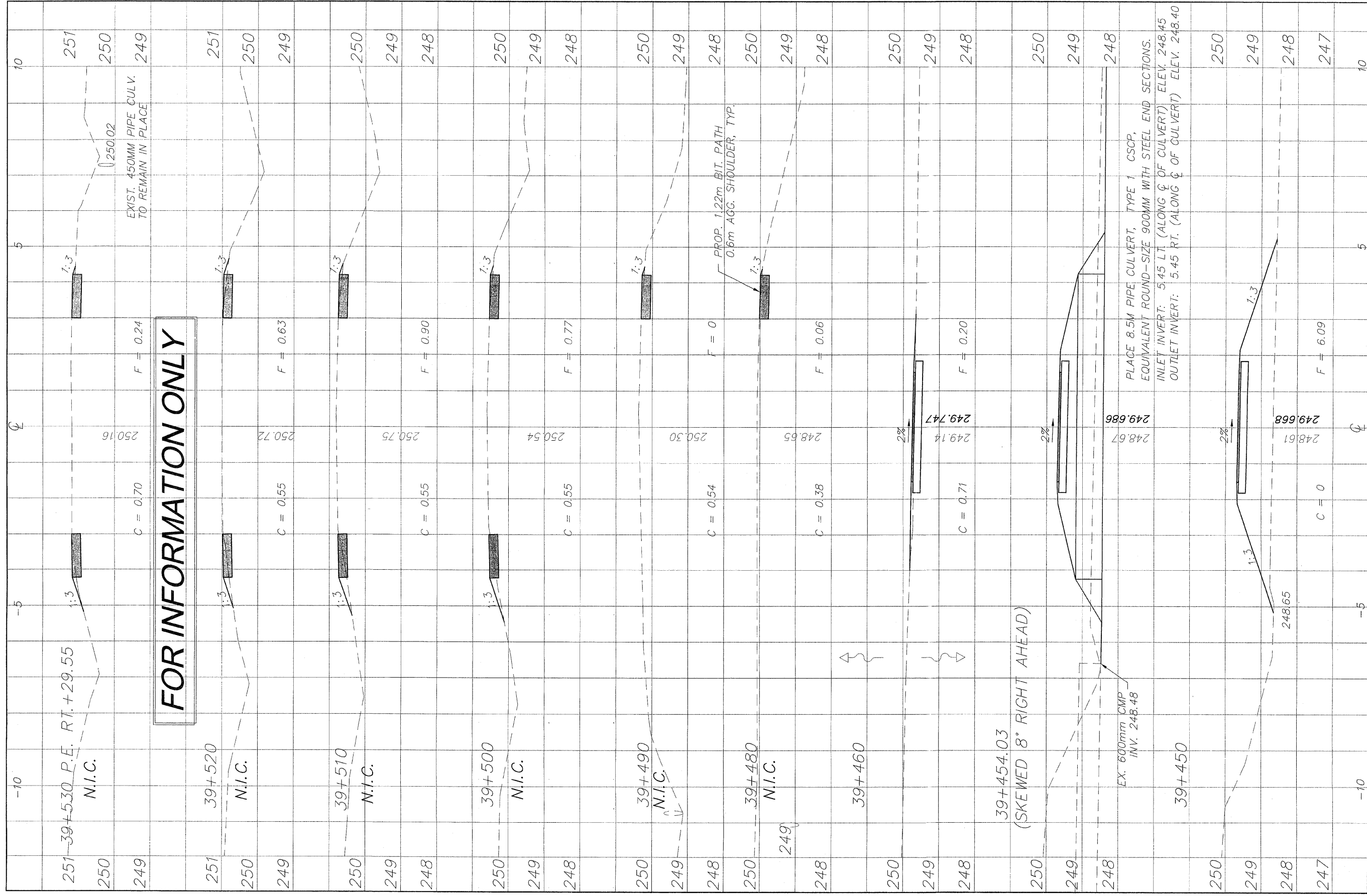
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 OF
98

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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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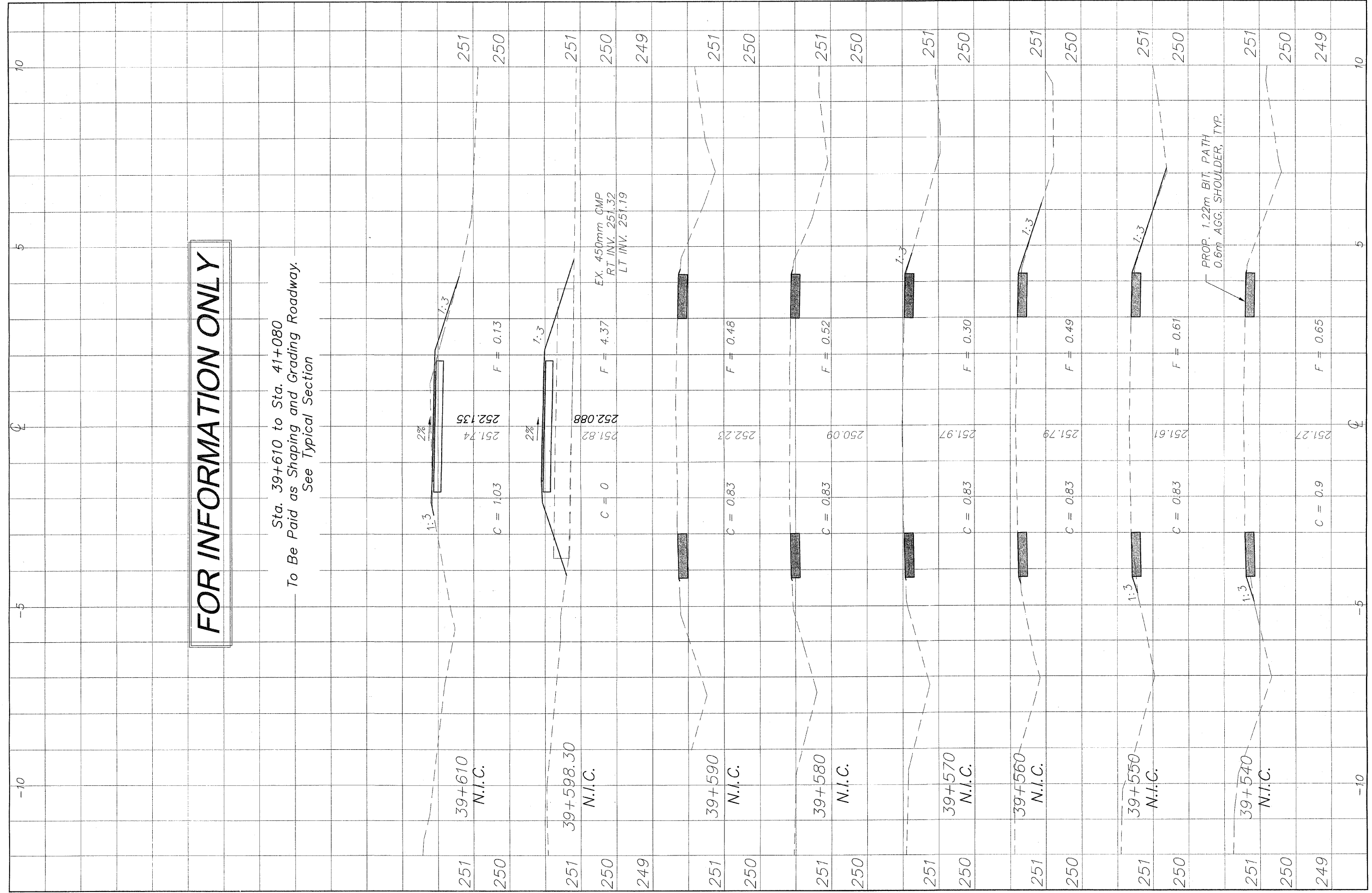
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SHEET NO.
48
 OF
98

FOR INFORMATION ONLY

Sta. 39+610 to Sta. 41+080
 To Be Paid as Shaping and Grading Roadway.
 See Typical Section



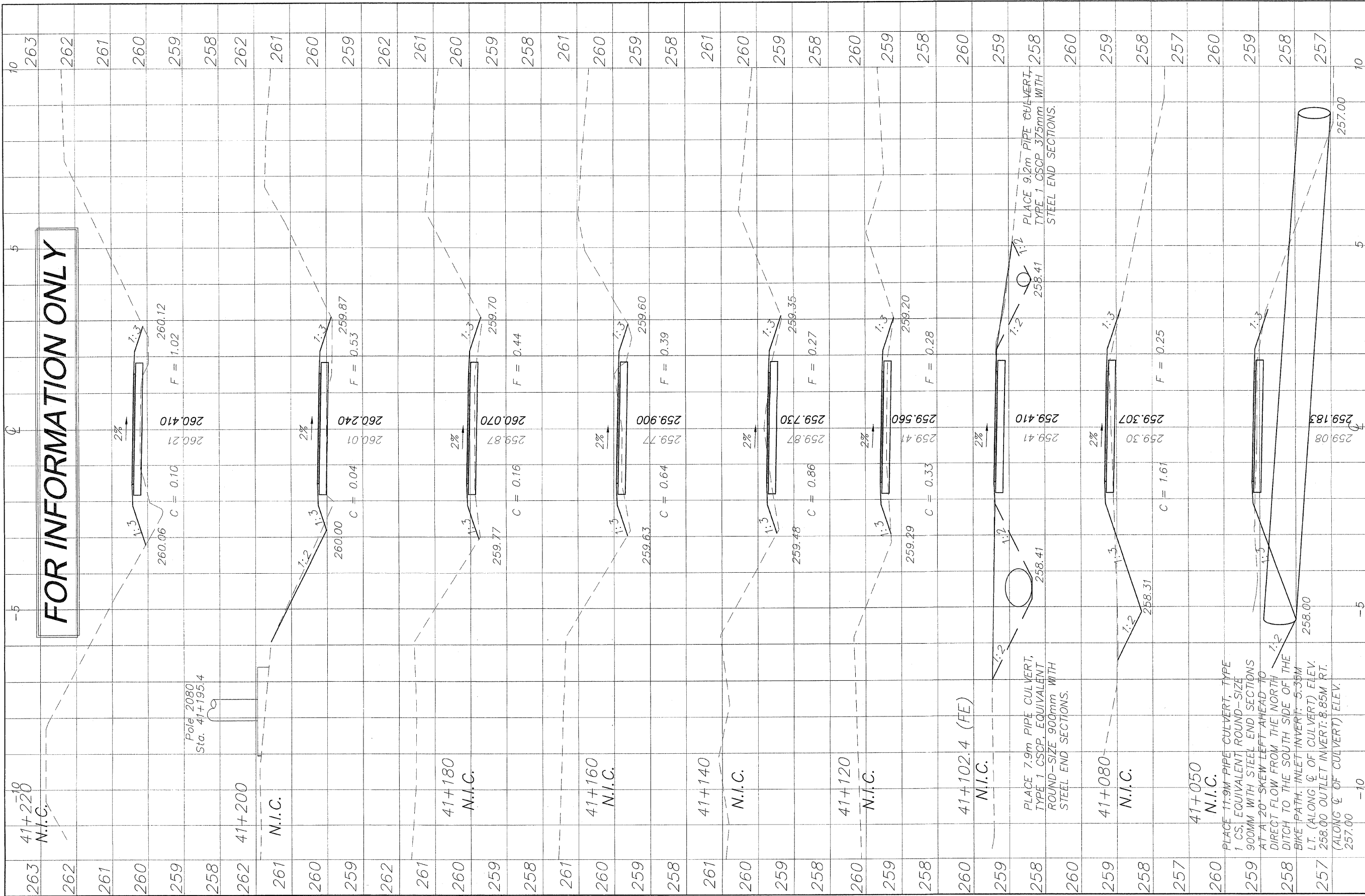
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2	REVIEW COMMENTS	1/22/09

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 DATE: DECEMBER, 2008

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CROSS SECTIONS 39+541.7/39+630
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 FILE NAME: G:\surveys\PEC\PATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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98



263	41+220	N.I.C.
262		
261		
260		
259		
258		
262	41+200	N.I.C.
261		
260		
259		
262		
261		
260	41+180	N.I.C.
259		
258		
261		
260	41+160	N.I.C.
259		
258		
261		
260	41+140	N.I.C.
259		
258		
261		
260		
259		
258		
260	41+120	N.I.C.
259		
258		
260	41+102.4 (FE)	N.I.C.
259		
258		
260	41+080	N.I.C.
259		
258		
257		
260	41+050	N.I.C.
259		
258		
257		

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

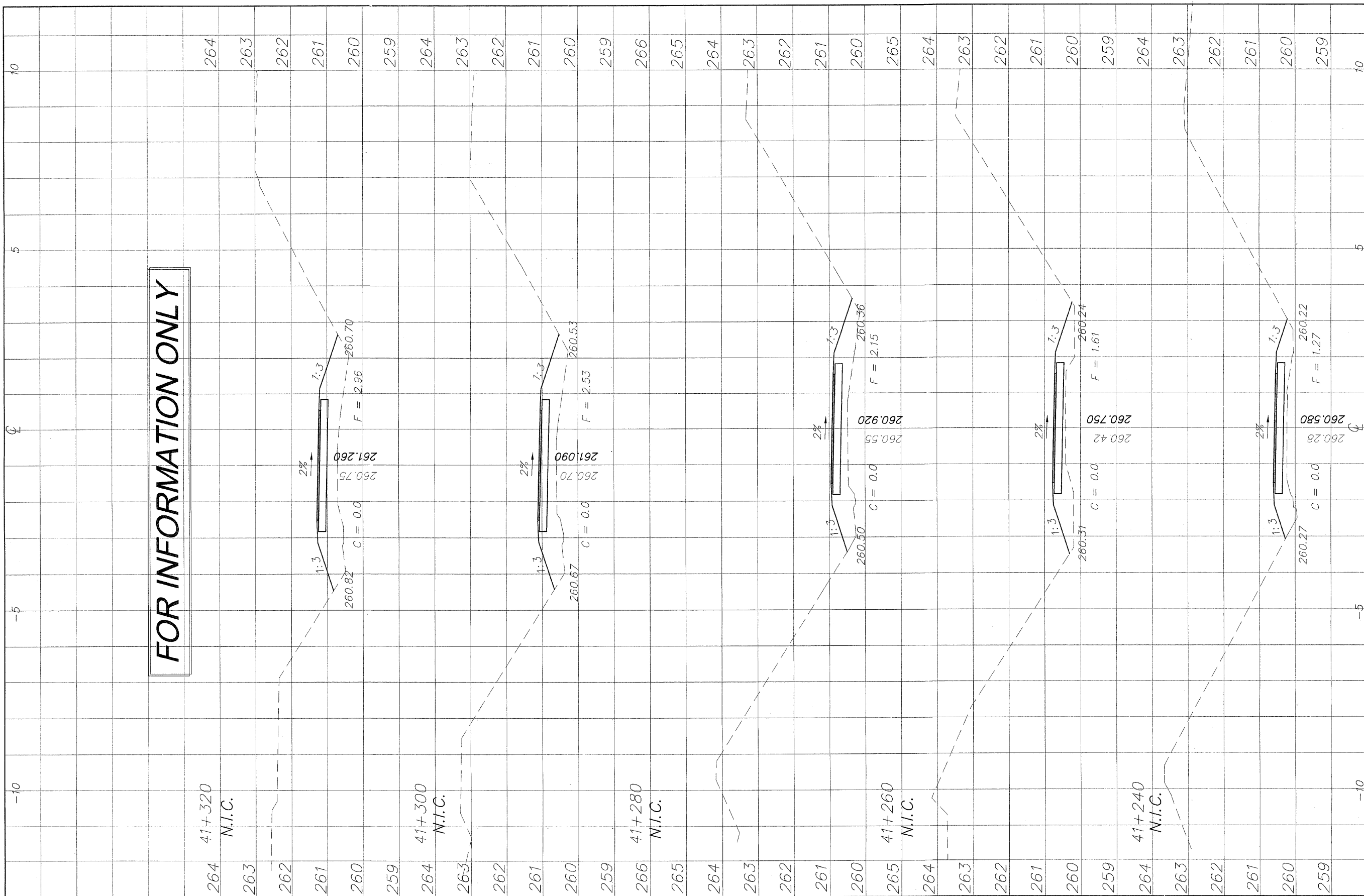
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 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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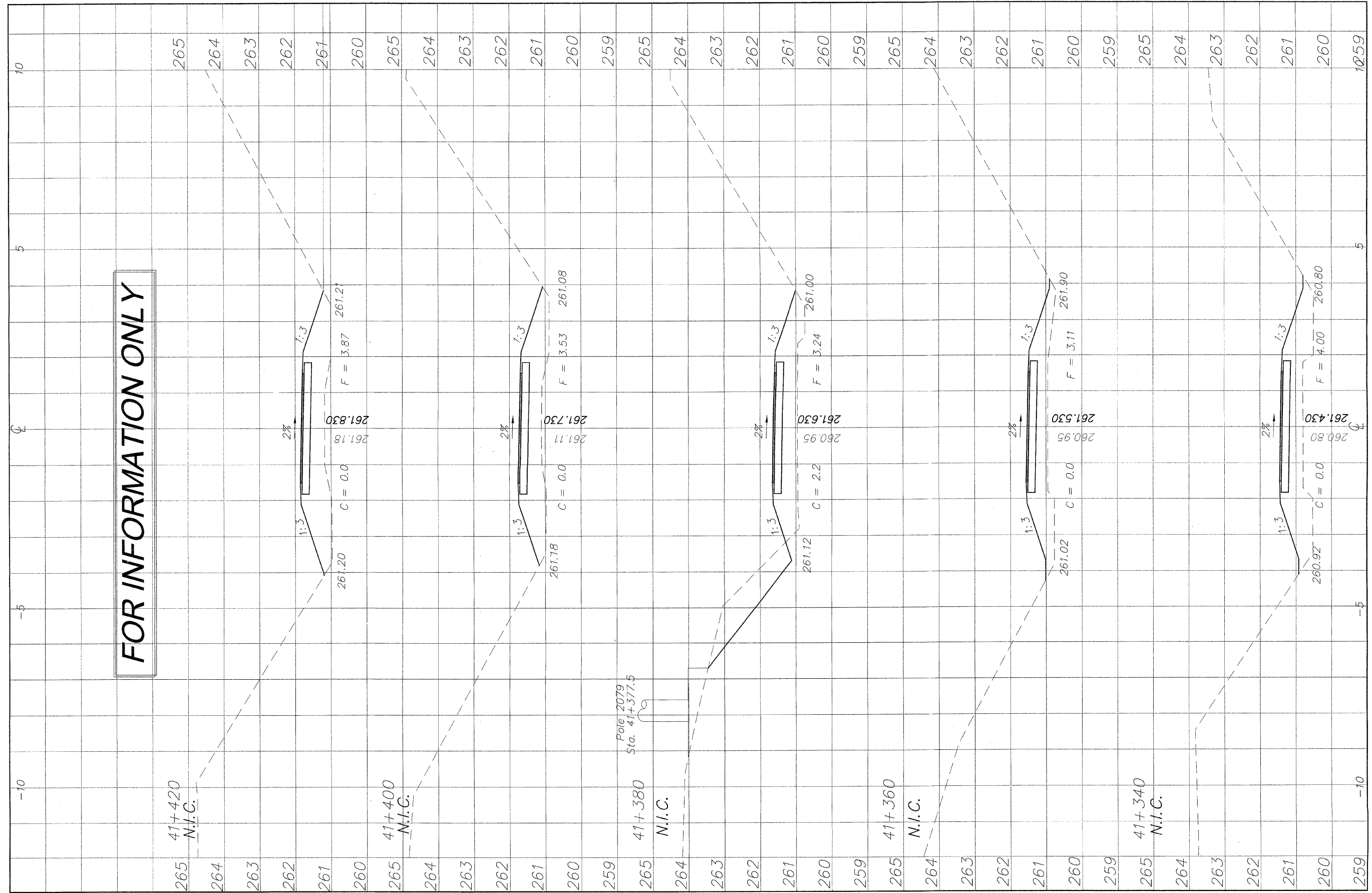
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CROSS SECTIONS 41+240/41+320
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OF
98

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NO.	ITEM	DATE
2	REVIEW COMMENTS	11/22/09

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	11/22/09

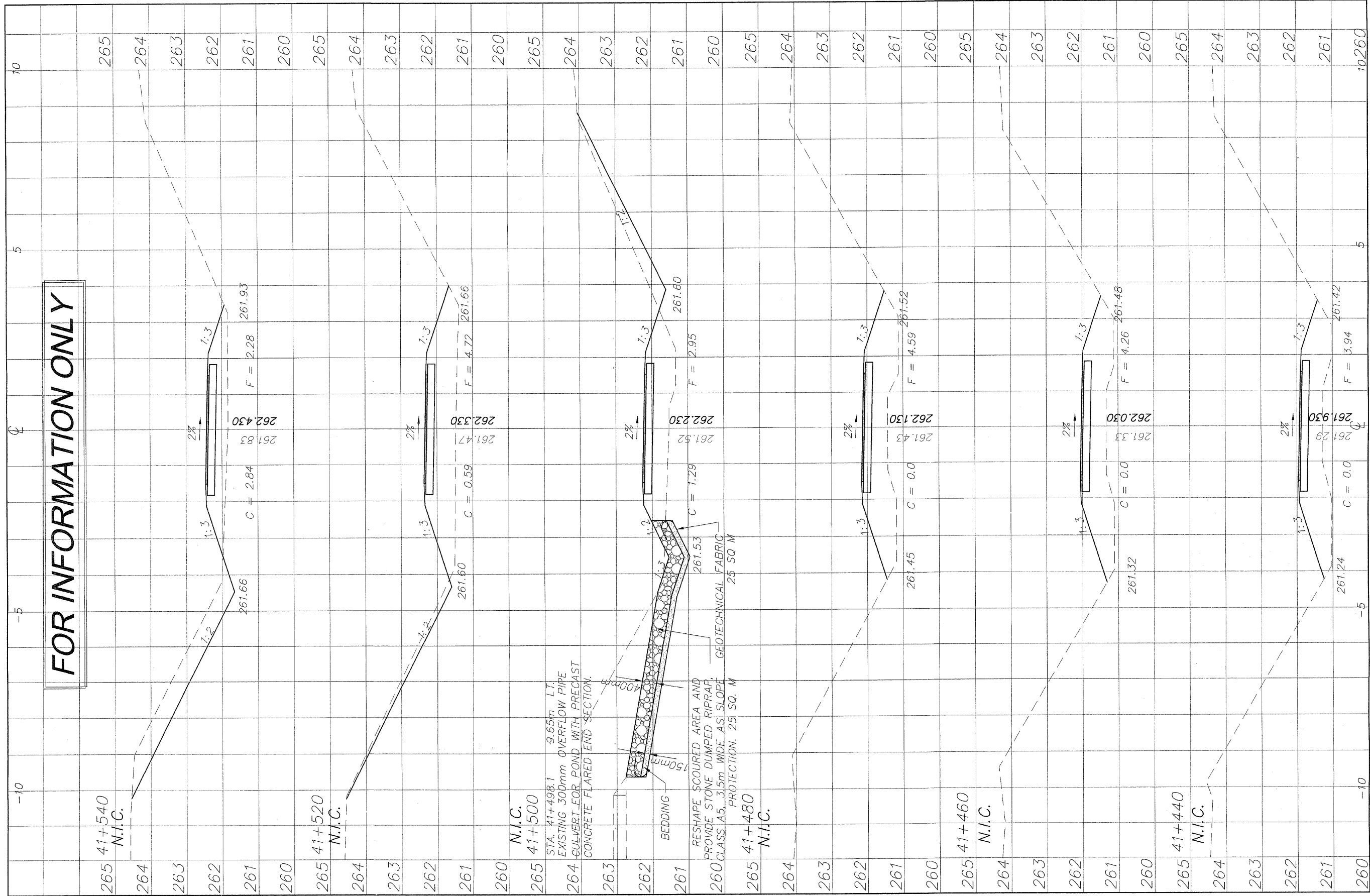
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CROSS SECTIONS 41+340/41+420
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 FILE NAME: C:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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 OF
98

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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

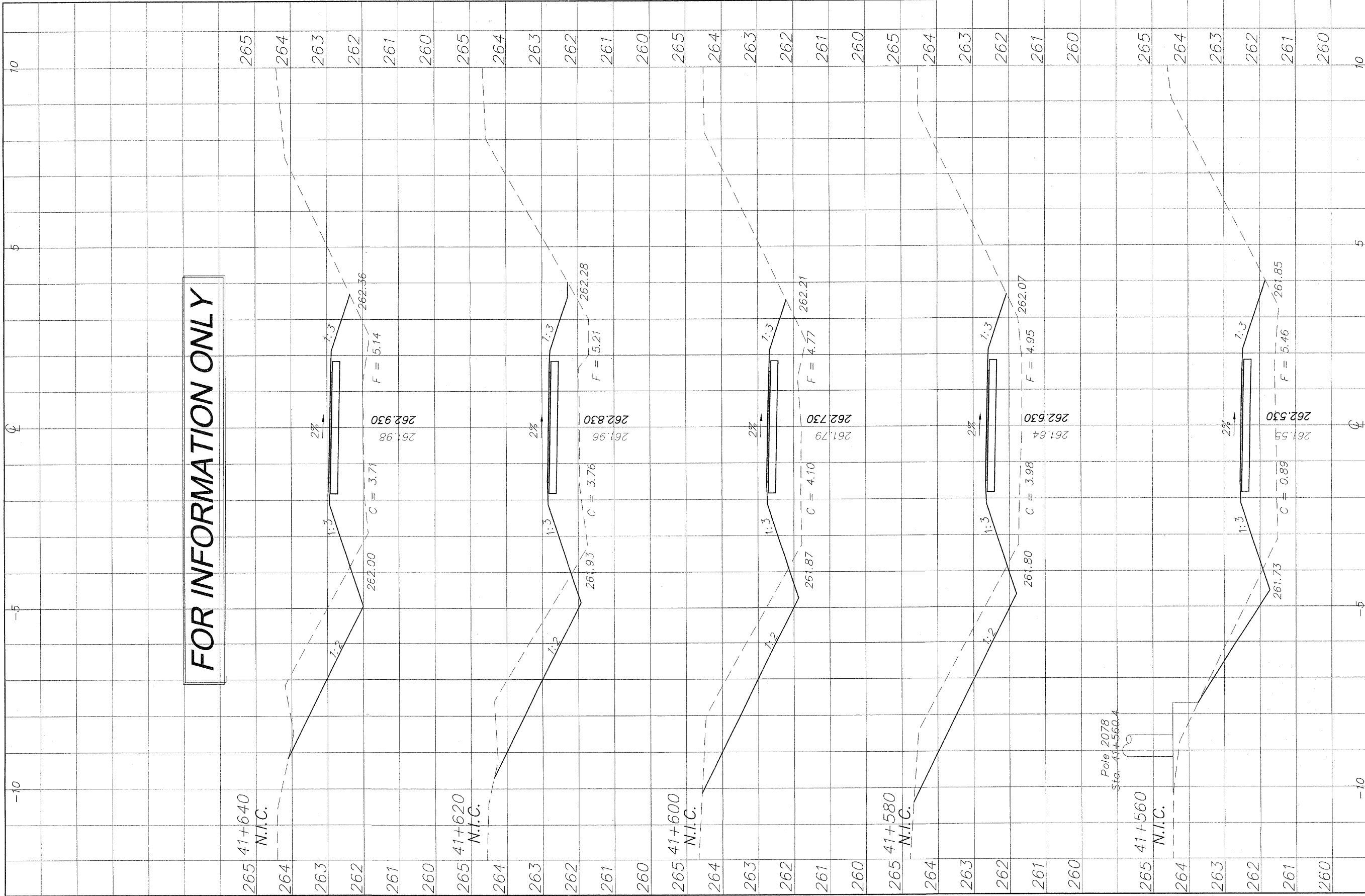
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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98



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REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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CROSS SECTIONS 41+560/41+640

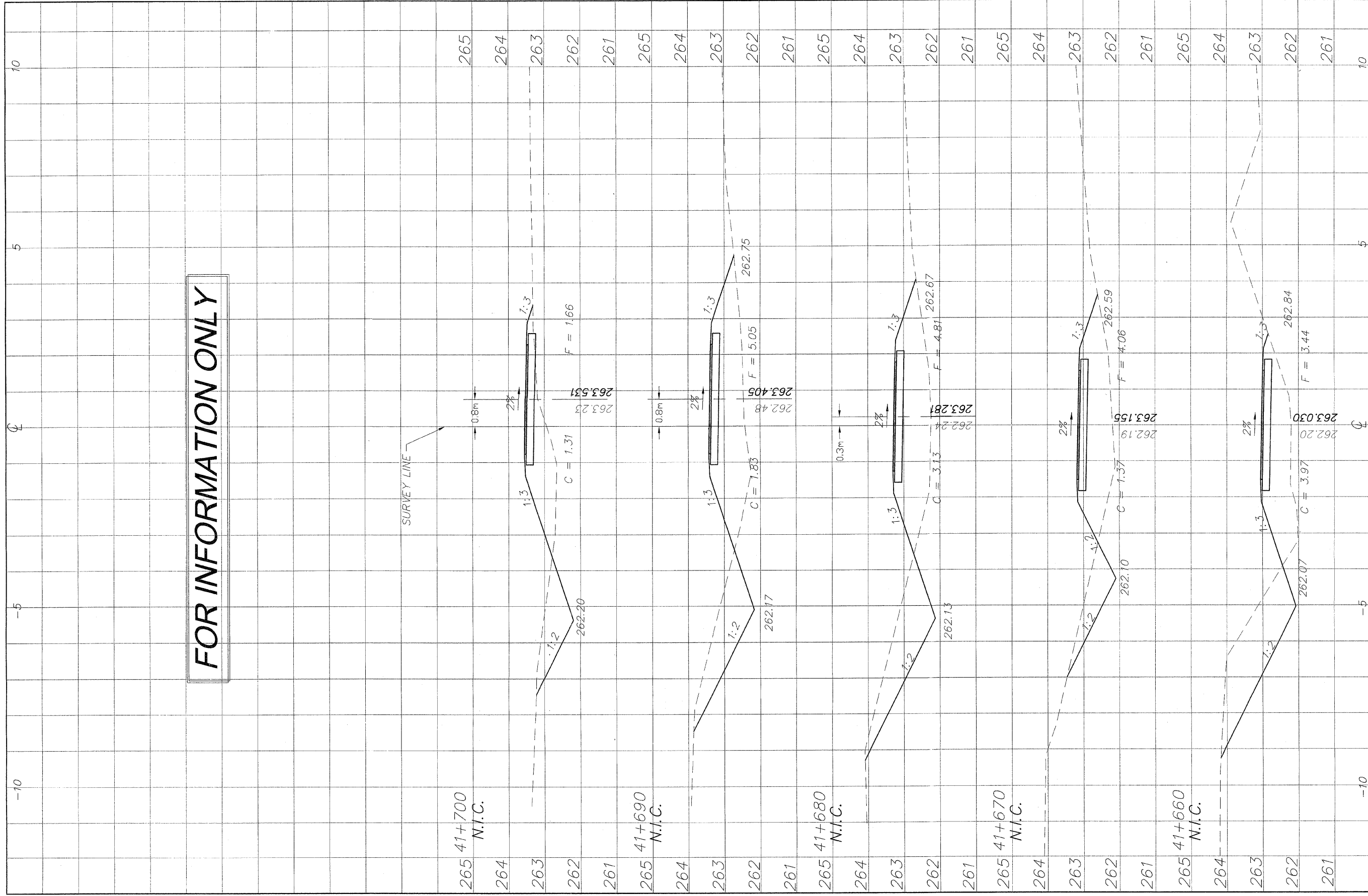
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WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-87

FILE NAME: G:\surveys\PEC PATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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54
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98

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2	REVIEW COMMENTS	1/22/09

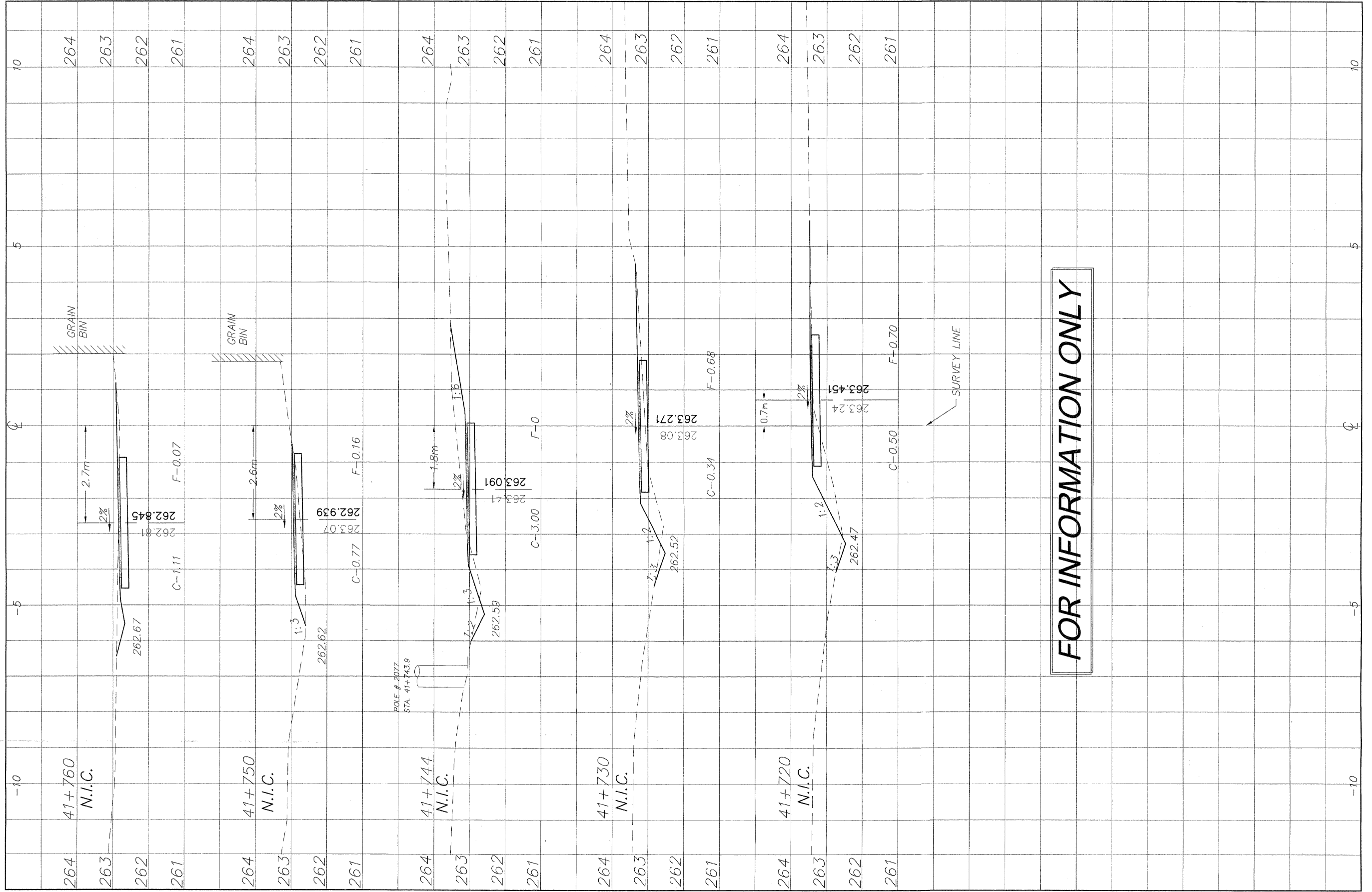
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 OF
98

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REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

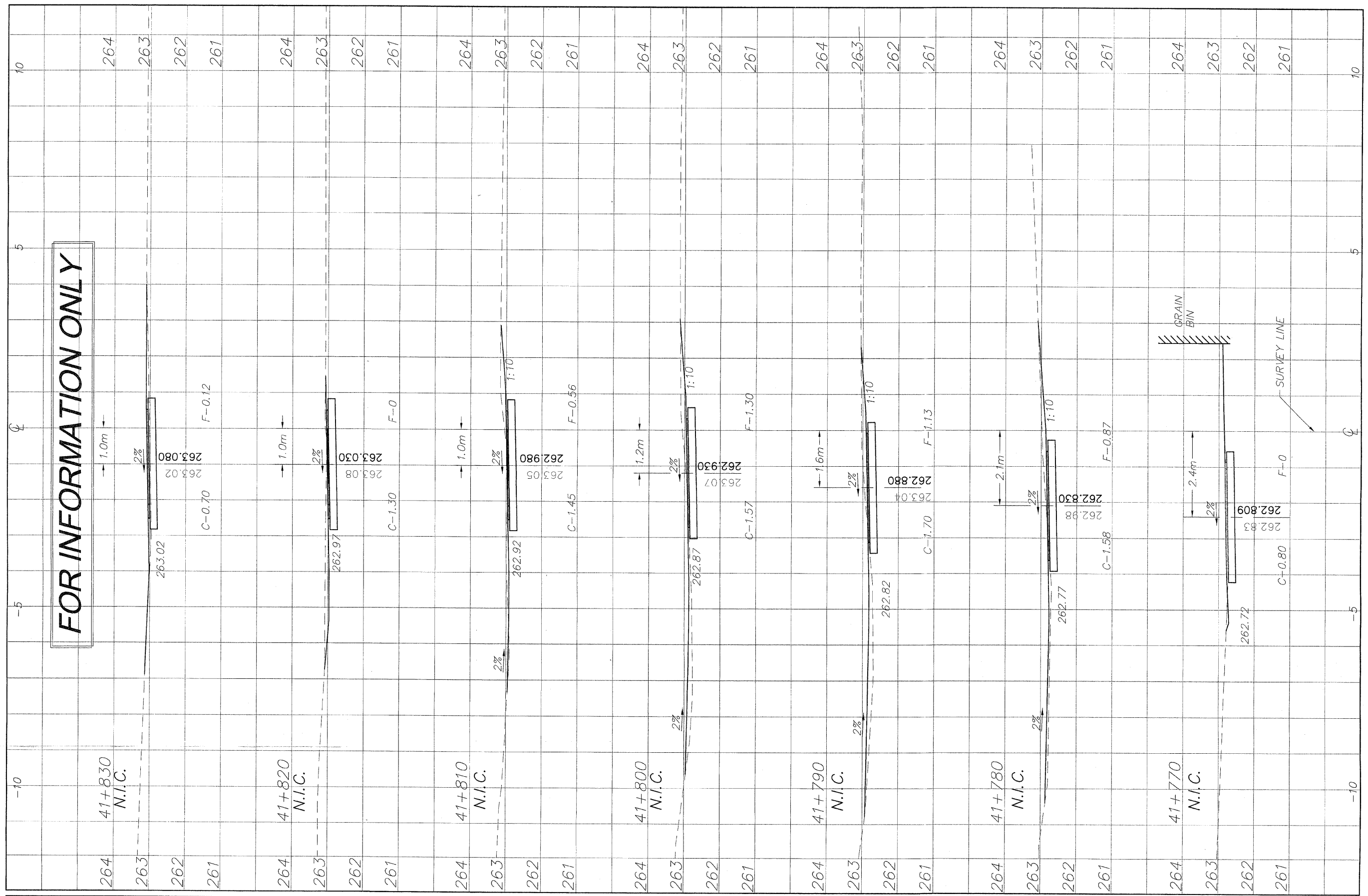
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DATE:	DECEMBER, 2008

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SHEET NO.	56
	OF
	98

C:\Users\jw\Documents\PECPATH\151 RELEASE\98-037 sections.dwg, 41+770 - 41+830, 3/1/2009 11:24:51 AM, 1:0:05, REK



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REVISIONS		
NO	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

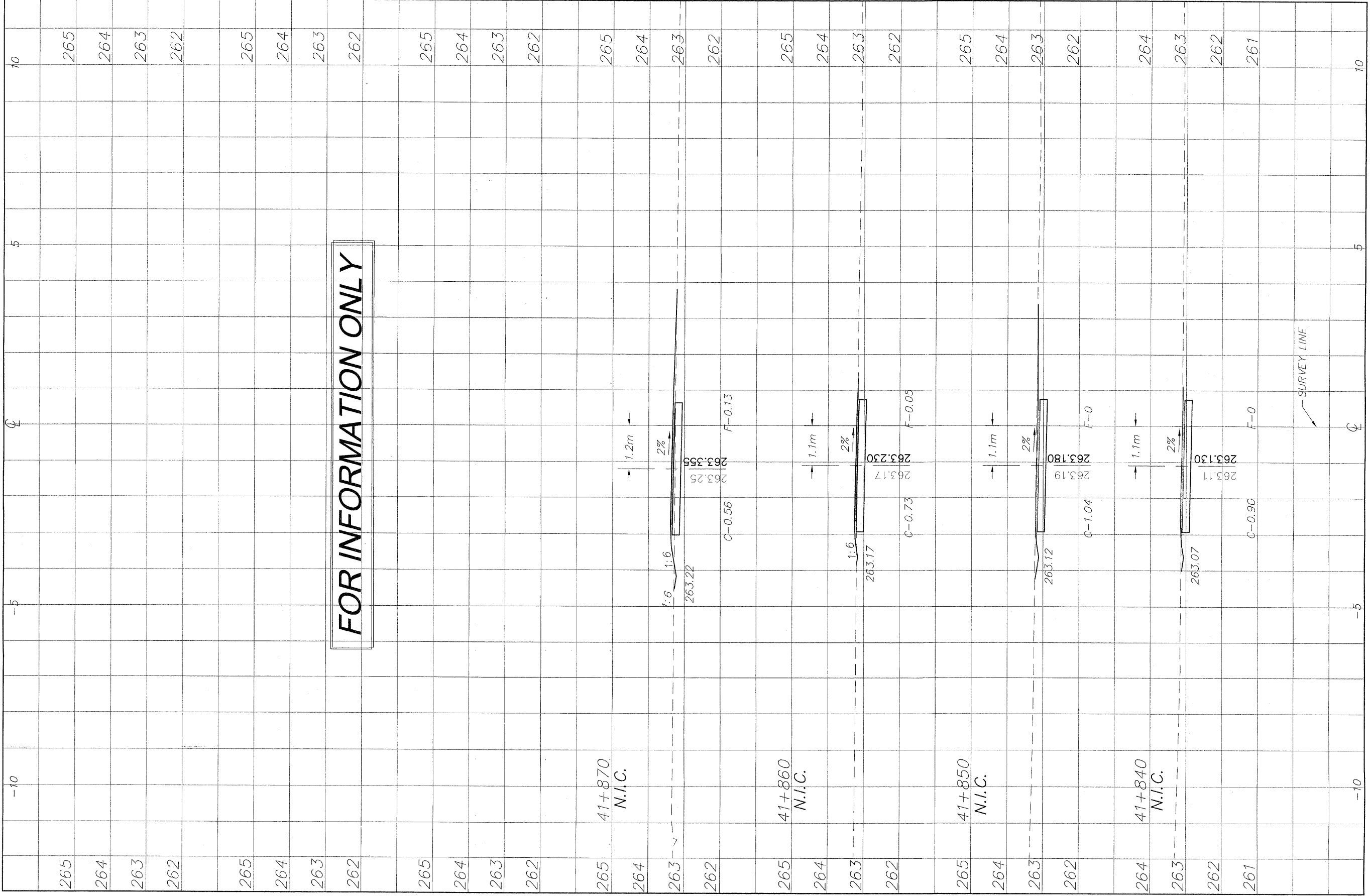
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 FILE NAME: G:\surveys\PECPATH\151 RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
57
 OF
98

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265	264	263	262	265	264	263	262
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REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
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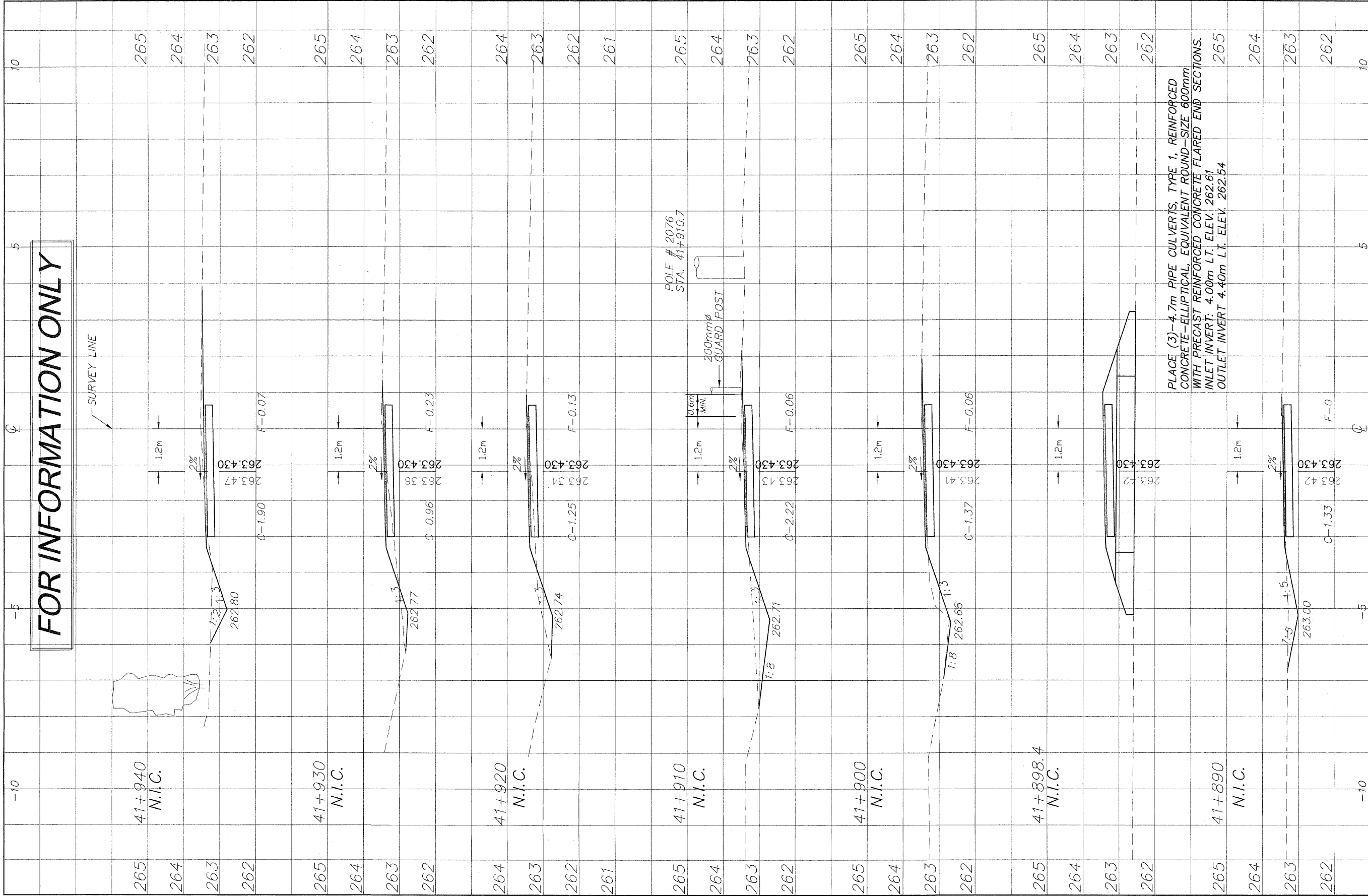
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CROSS SECTIONS 41+840/41+870
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 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
58
OF
98

I:\surveys\PEC\PATH\1ST RELEASE\98-037 sections.dwg, 41+890 - 41+940, 3/4/2009 11:25:21 AM, 1:0.05, REK

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PLACE (3)-4.7m PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE-ELLIPTICAL, EQUIVALENT ROUND-SIZE 600mm WITH PRECAST REINFORCED CONCRETE FLARED END SECTIONS. INLET INVERT: 4.00m L.T. ELEV. 262.61 OUTLET INVERT 4.40m L.T. ELEV. 262.54

NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
 DRAWN BY: REK
 CHECKED BY:
 DATE: DECEMBER, 2008

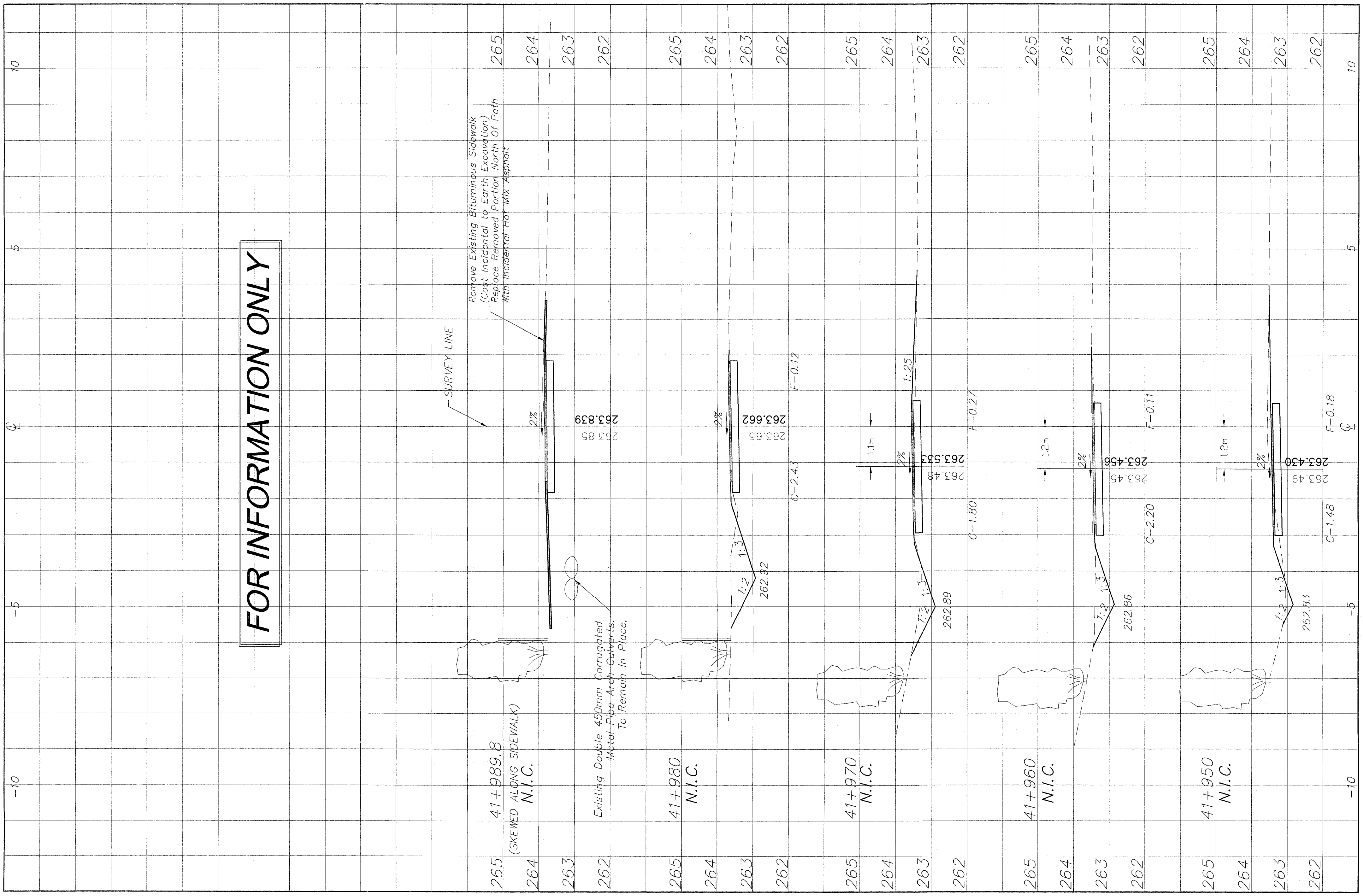
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 FILE NAME: G:\surveys\PEC\PATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-26-98-037

SHEET NO.
59
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98

\\surveys\PEC\FATH\1ST RELEASE\98-037 sections.dwg, 41+950, 3/4/2009 11:25:36 AM, 1:0.05, REK

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NO.	REVISIONS	DATE
2	REVIEW COMMENTS	1/22/09

NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

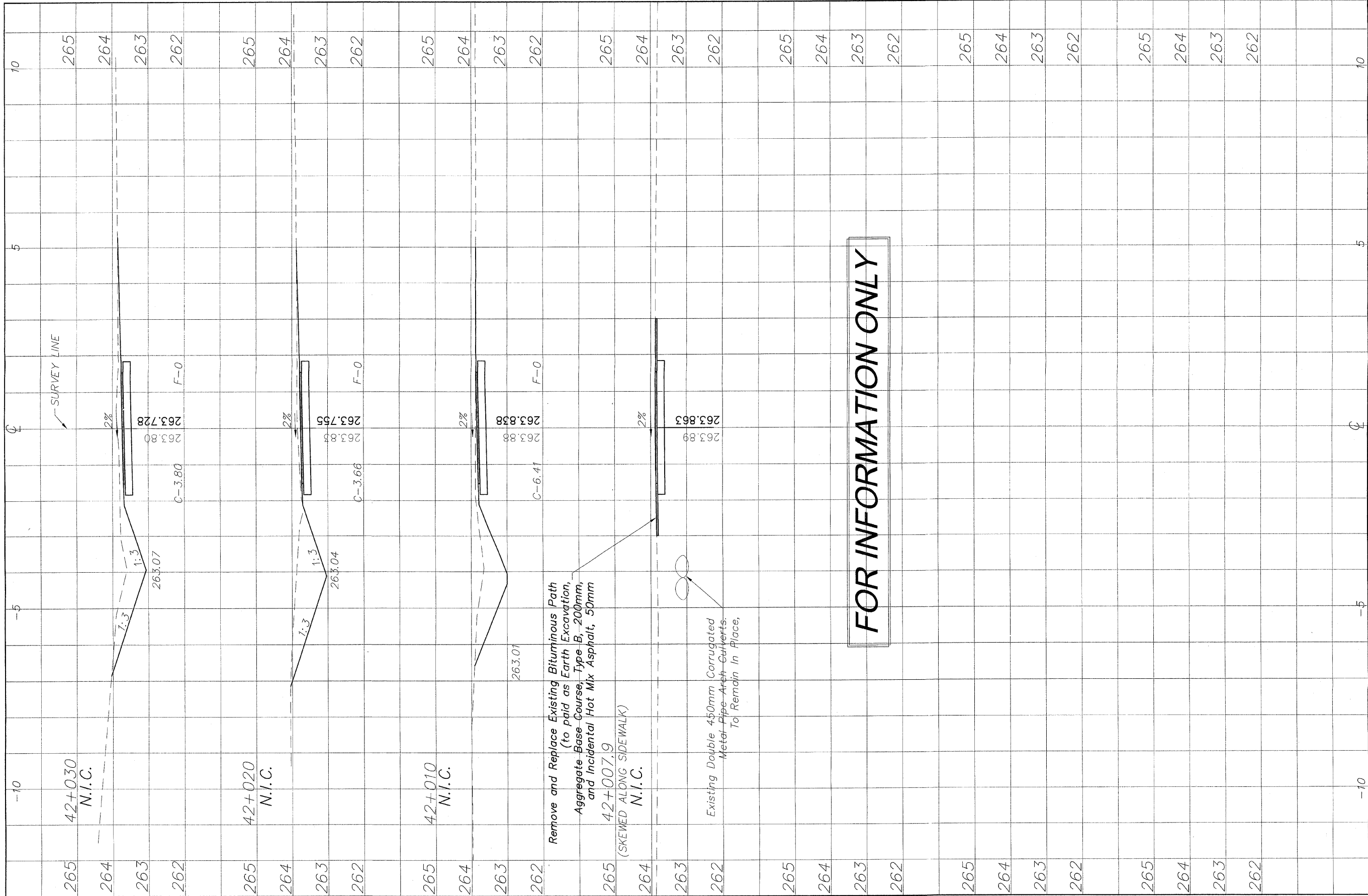
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CROSS SECTIONS 41+950/41+990
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 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PEC\FATH\1ST RELEASE\98-037 sections.dwg JOB NUMBER: 04-28-98-037

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98

\\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg, 42+030, 3/4/2009 11:25:50 AM, 1:0.05, REK



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265	42+030	10
264	N.I.C.	10
263		10
262		10
265	42+020	10
264	N.I.C.	10
263		10
262		10
265	42+010	10
264	N.I.C.	10
263		10
262		10
265		10
264		10
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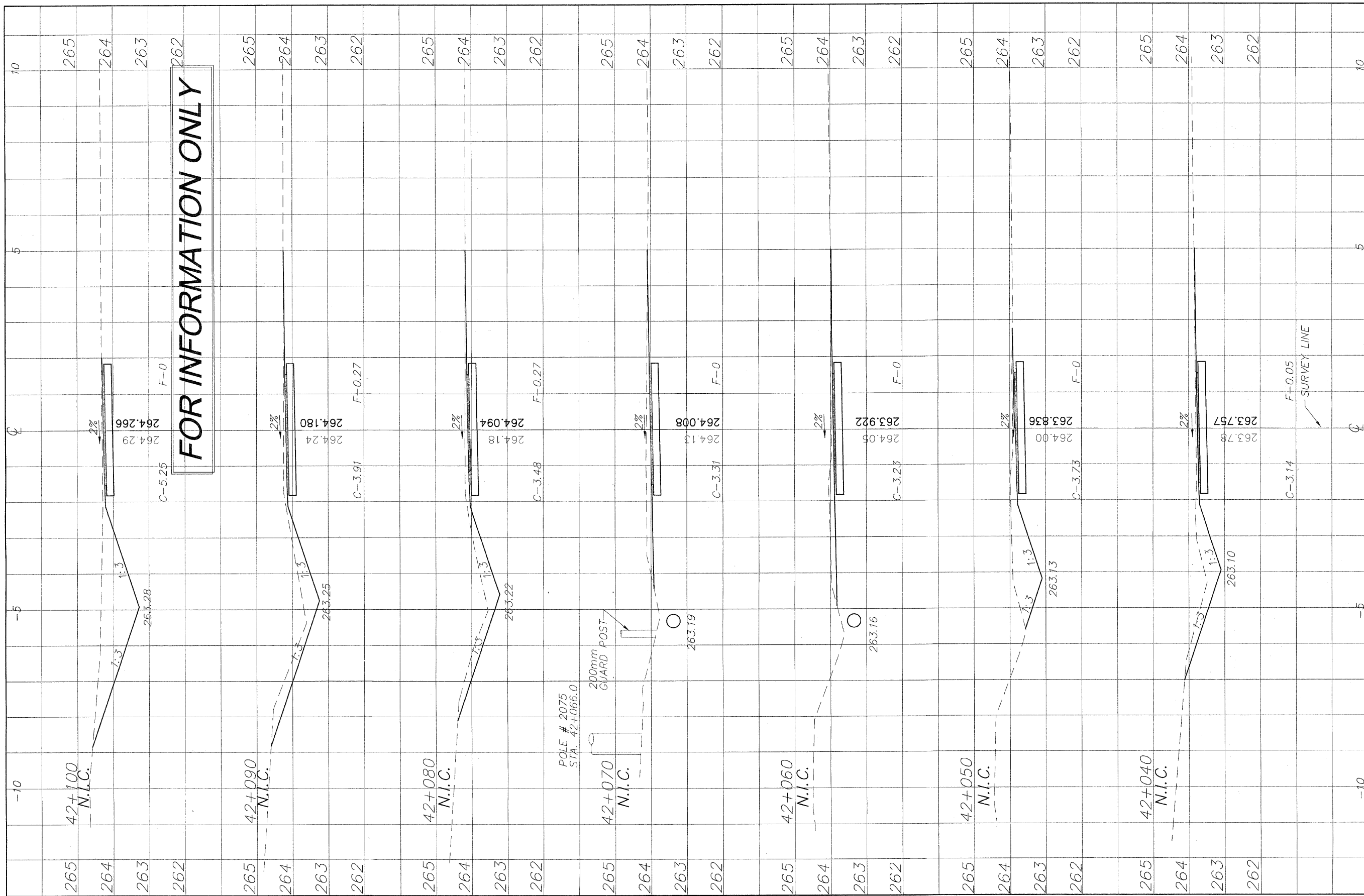
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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265	42+100	N.I.C.
264		
263		
262		

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

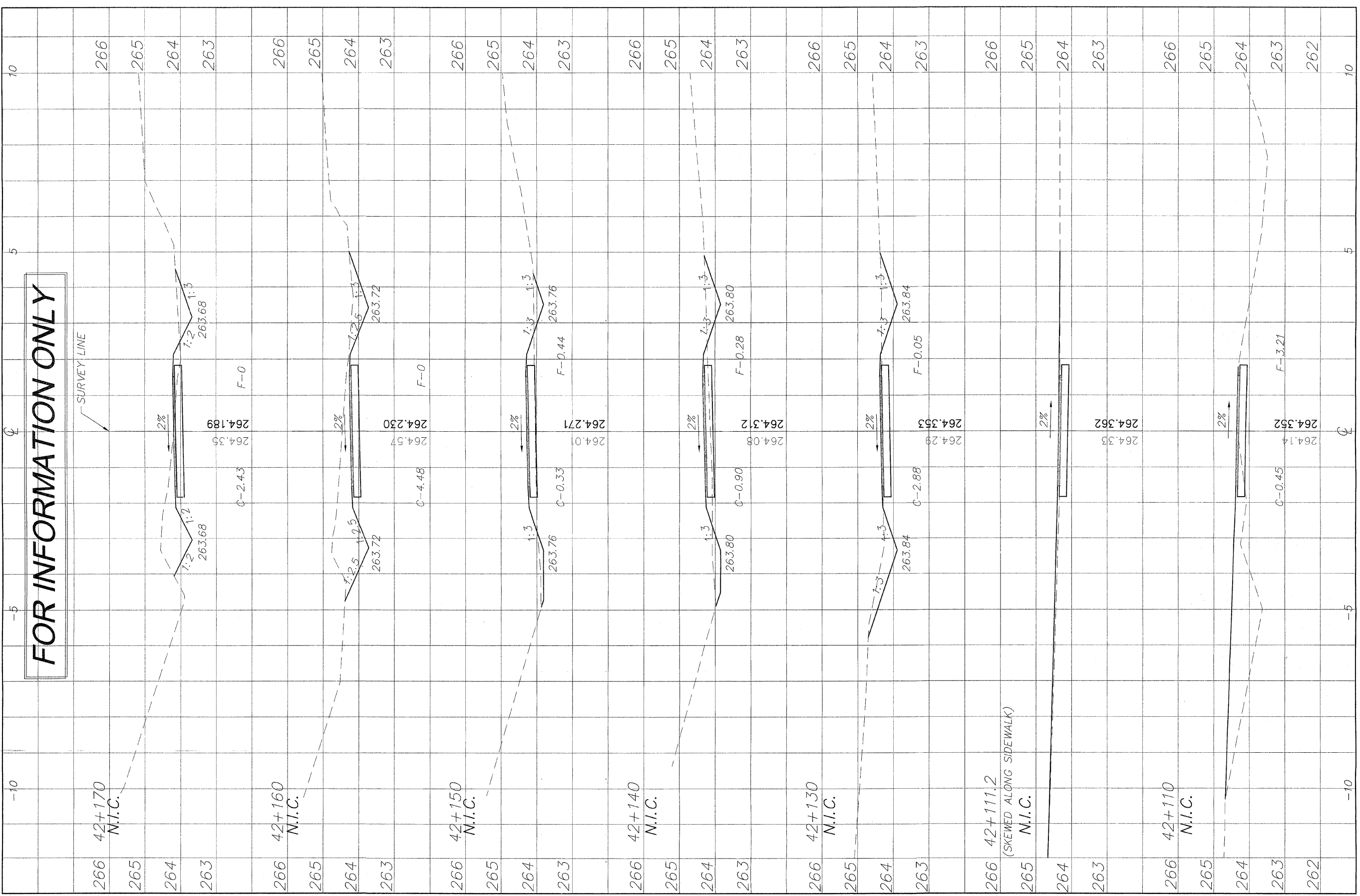
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D:\surveys\PECPATH\1ST RELEASE\98-037 sections.dwg, 42+110 - 42+170, 3/4/2009 11:26:23 AM, I.C.CS, REK



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266 42+170
N.I.C.
265
264
263

266 42+160
N.I.C.
265
264
263

266 42+150
N.I.C.
265
264
263

266 42+140
N.I.C.
265
264
263

266 42+130
N.I.C.
265
264
263

266 42+111.2
(SKEWED ALONG SIDEWALK)
N.I.C.
265
264
263

266 42+110
N.I.C.
265
264
263

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

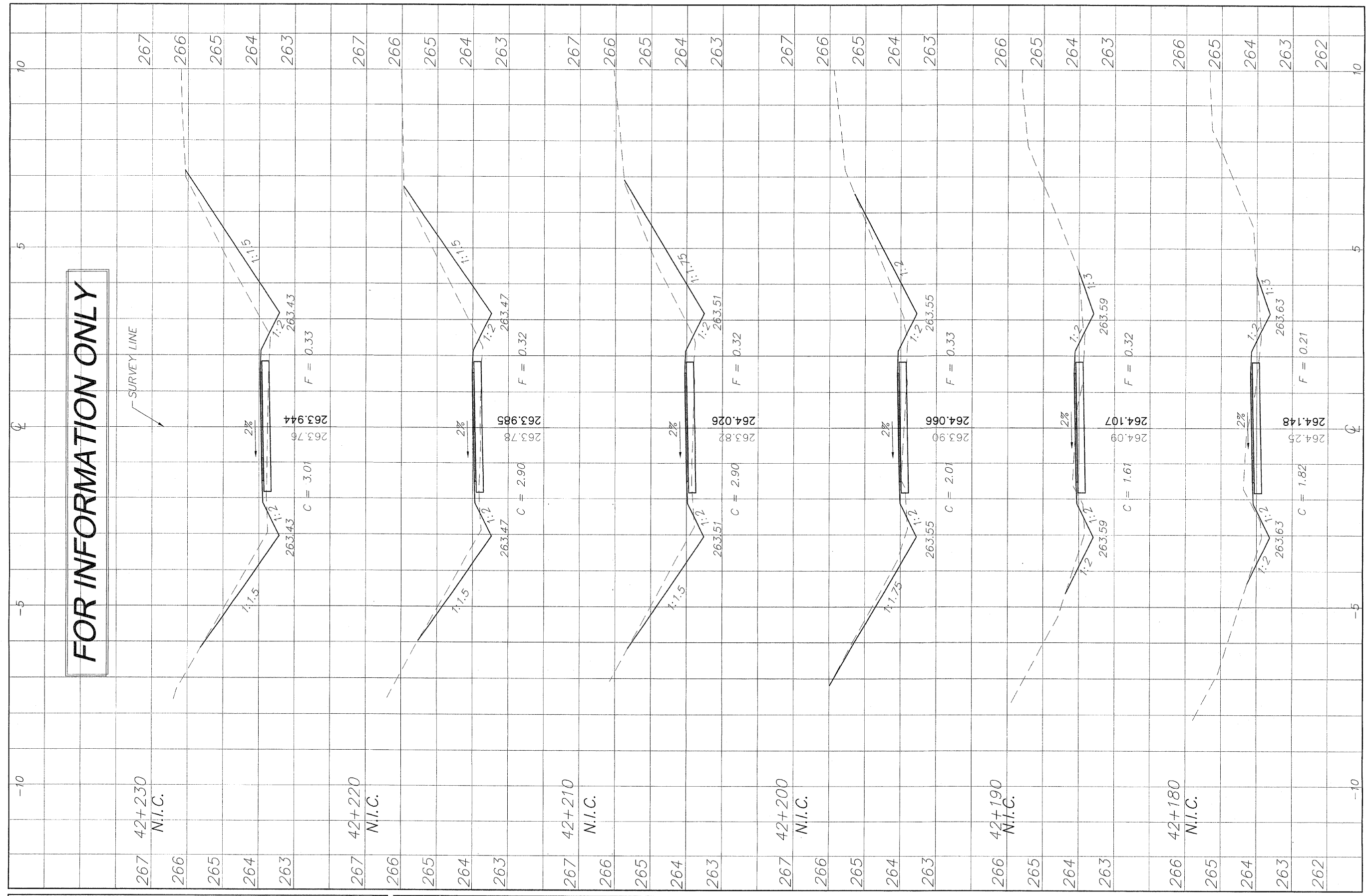
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CROSS SECTIONS 42+110/42+170
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98

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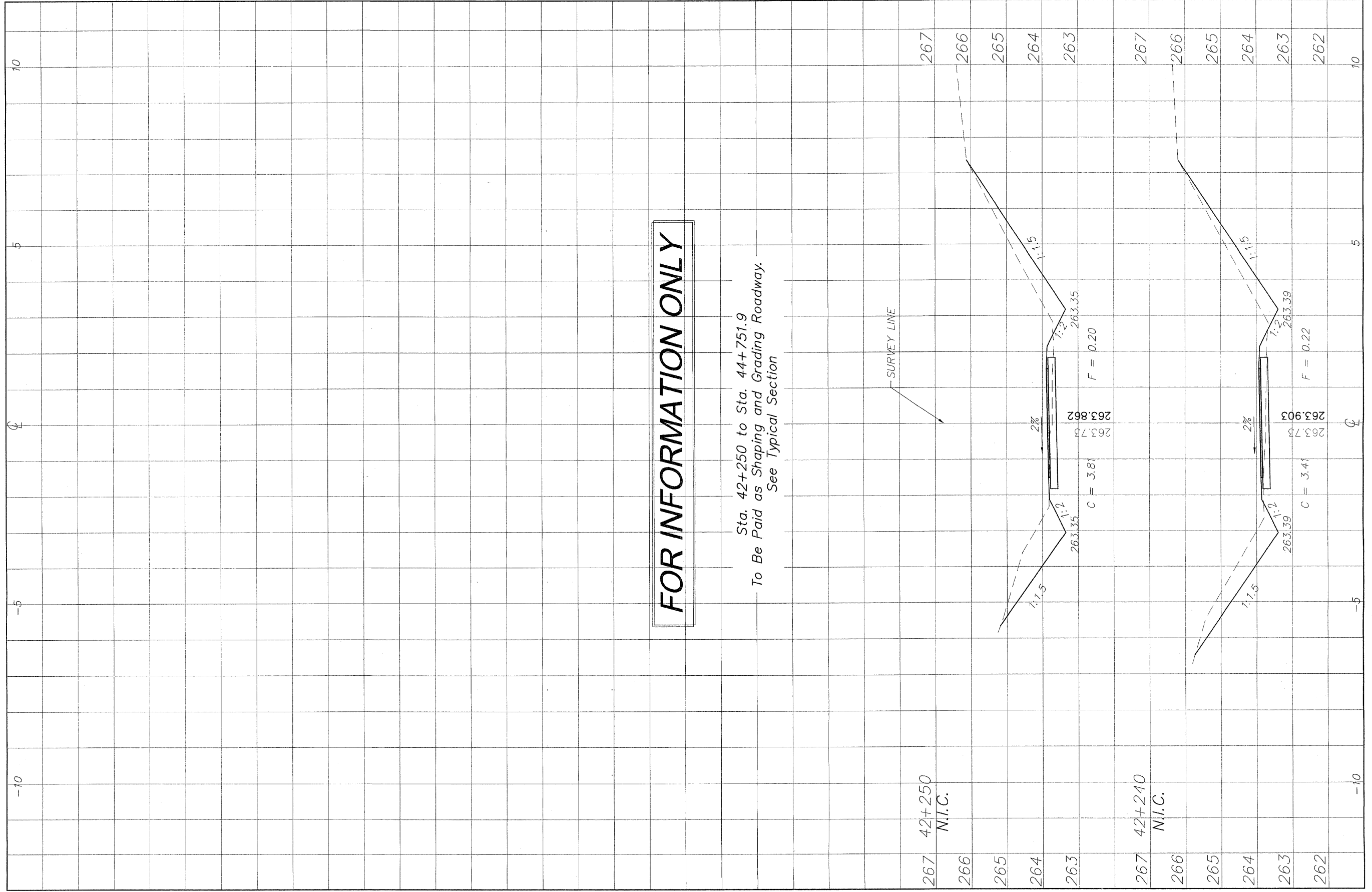
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NO.	ITEM	DATE
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CROSS SECTIONS 42+180/42+230
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Sta. 42+250 to Sta. 44+751.9
 To Be Paid as Shaping and Grading Roadway.
 See Typical Section

267 42+250
 N.I.C.

267 42+240
 N.I.C.

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

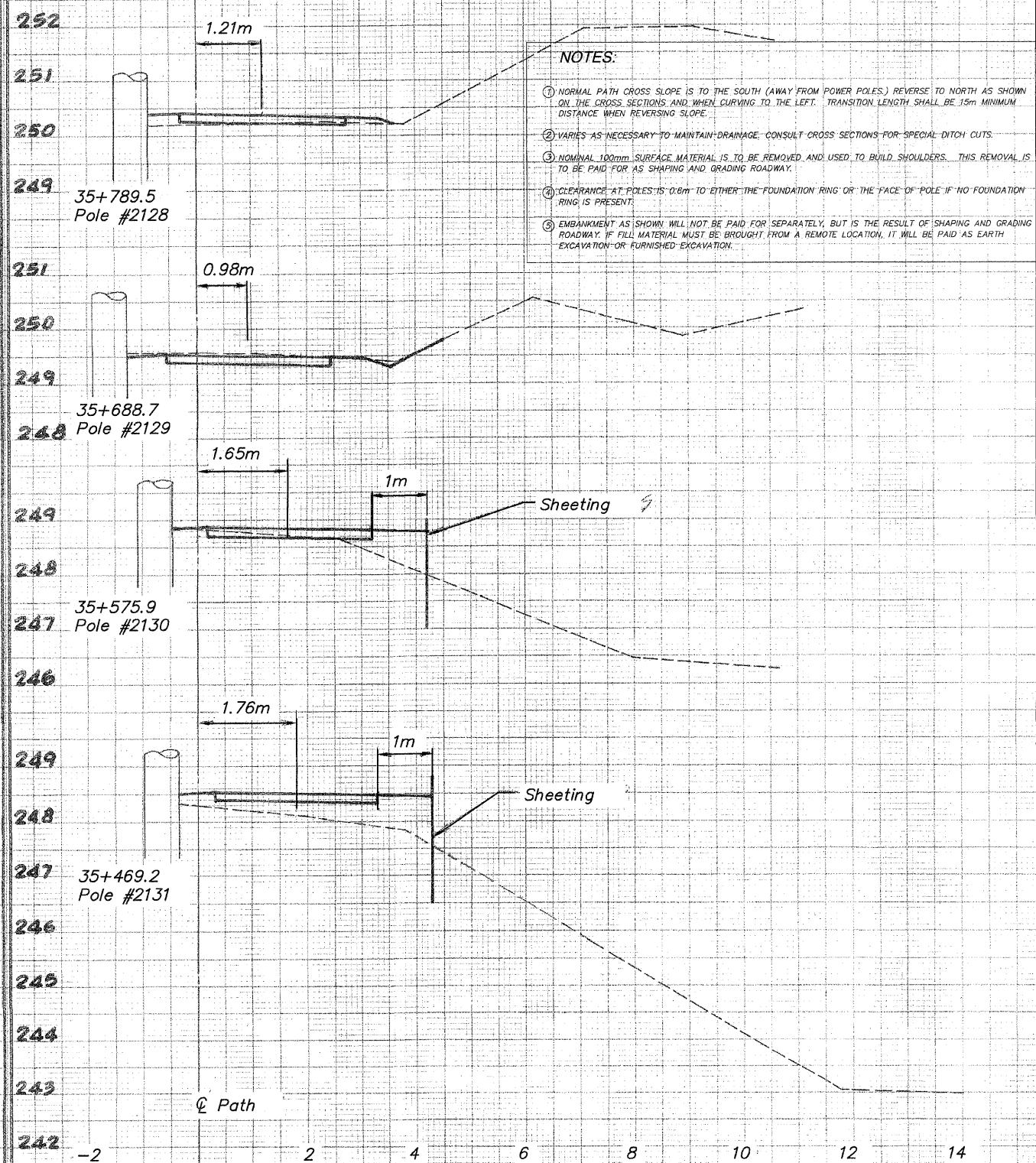
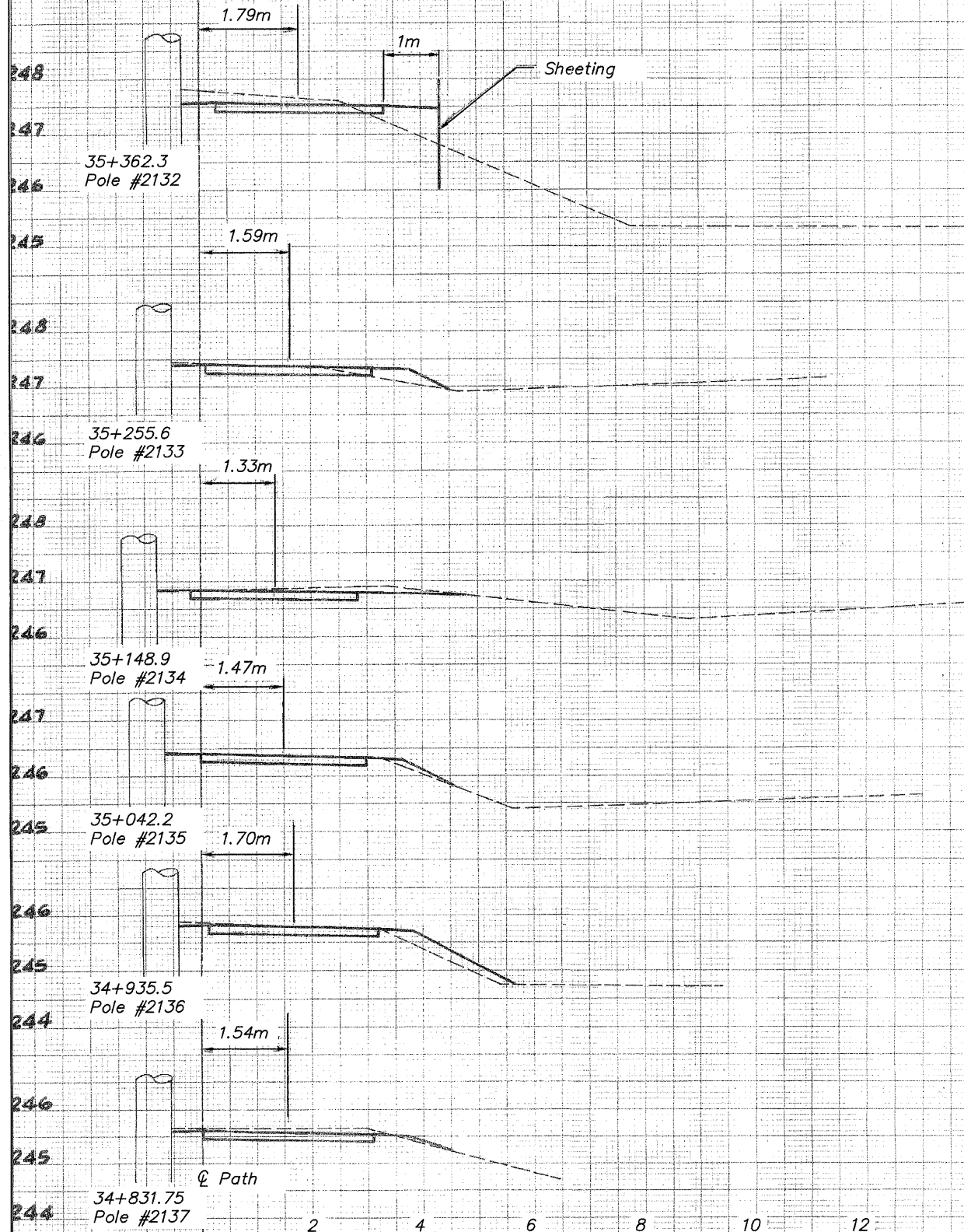
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- NOTES:
- ① NORMAL PATH CROSS SLOPE IS TO THE SOUTH (AWAY FROM POWER POLES). REVERSE TO NORTH AS SHOWN ON THE CROSS SECTIONS AND WHEN CURVING TO THE LEFT. TRANSITION LENGTH SHALL BE 15m MINIMUM DISTANCE WHEN REVERSING SLOPE.
 - ② VARIES AS NECESSARY TO MAINTAIN DRAINAGE. CONSULT CROSS SECTIONS FOR SPECIAL DITCH CUTS.
 - ③ NOMINAL 100mm SURFACE MATERIAL IS TO BE REMOVED AND USED TO BUILD SHOULDERS. THIS REMOVAL IS TO BE PAID FOR AS SHAPING AND GRADING ROADWAY.
 - ④ CLEARANCE AT POLES IS 0.6m TO EITHER THE FOUNDATION RING OR THE FACE OF POLE IF NO FOUNDATION RING IS PRESENT.
 - ⑤ EMBANKMENT AS SHOWN WILL NOT BE PAID FOR SEPARATELY, BUT IS THE RESULT OF SHAPING AND GRADING ROADWAY. IF FILL MATERIAL MUST BE BROUGHT FROM A REMOTE LOCATION, IT WILL BE PAID AS EARTH EXCAVATION OR FURNISHED EXCAVATION.

NO.		ITEM		DATE	
2		REVIEW COMMENTS		1/22/09	

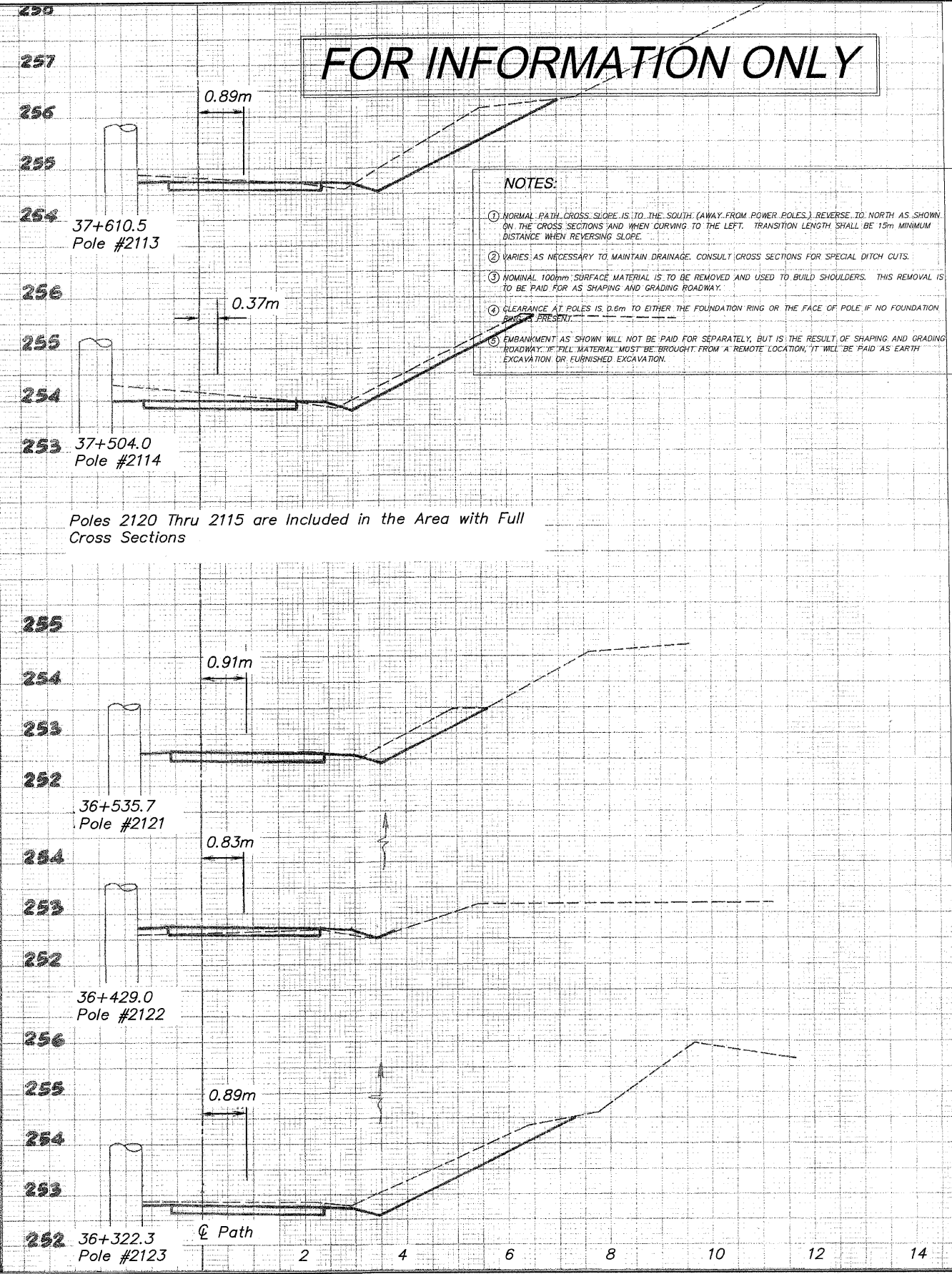
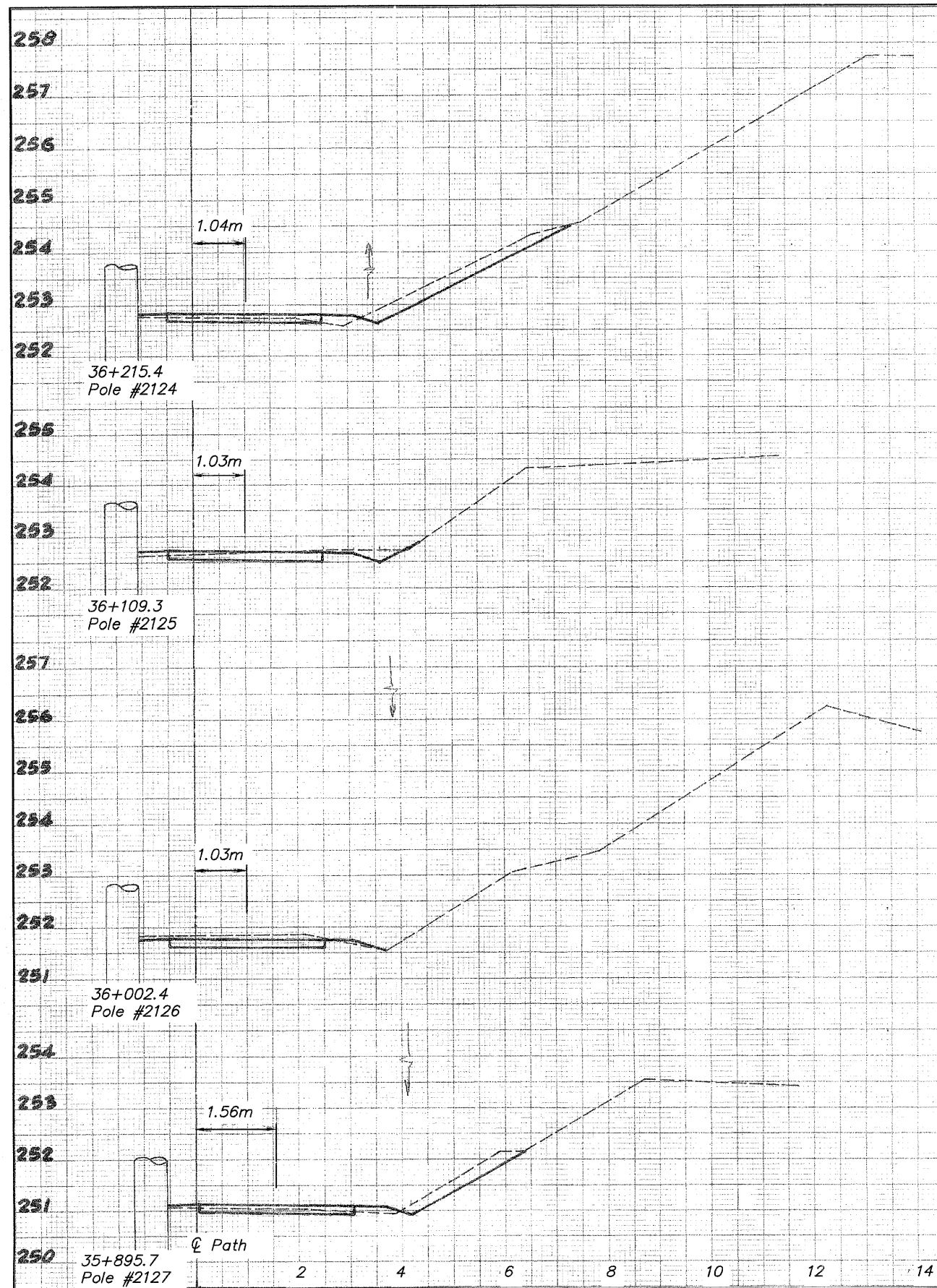
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CROSS SECTIONS POLES 2128-2137
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NOTES:

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Poles 2120 Thru 2115 are Included in the Area with Full Cross Sections

NO.		REVISIONS	
2	REVIEW COMMENTS	ITEM	DATE
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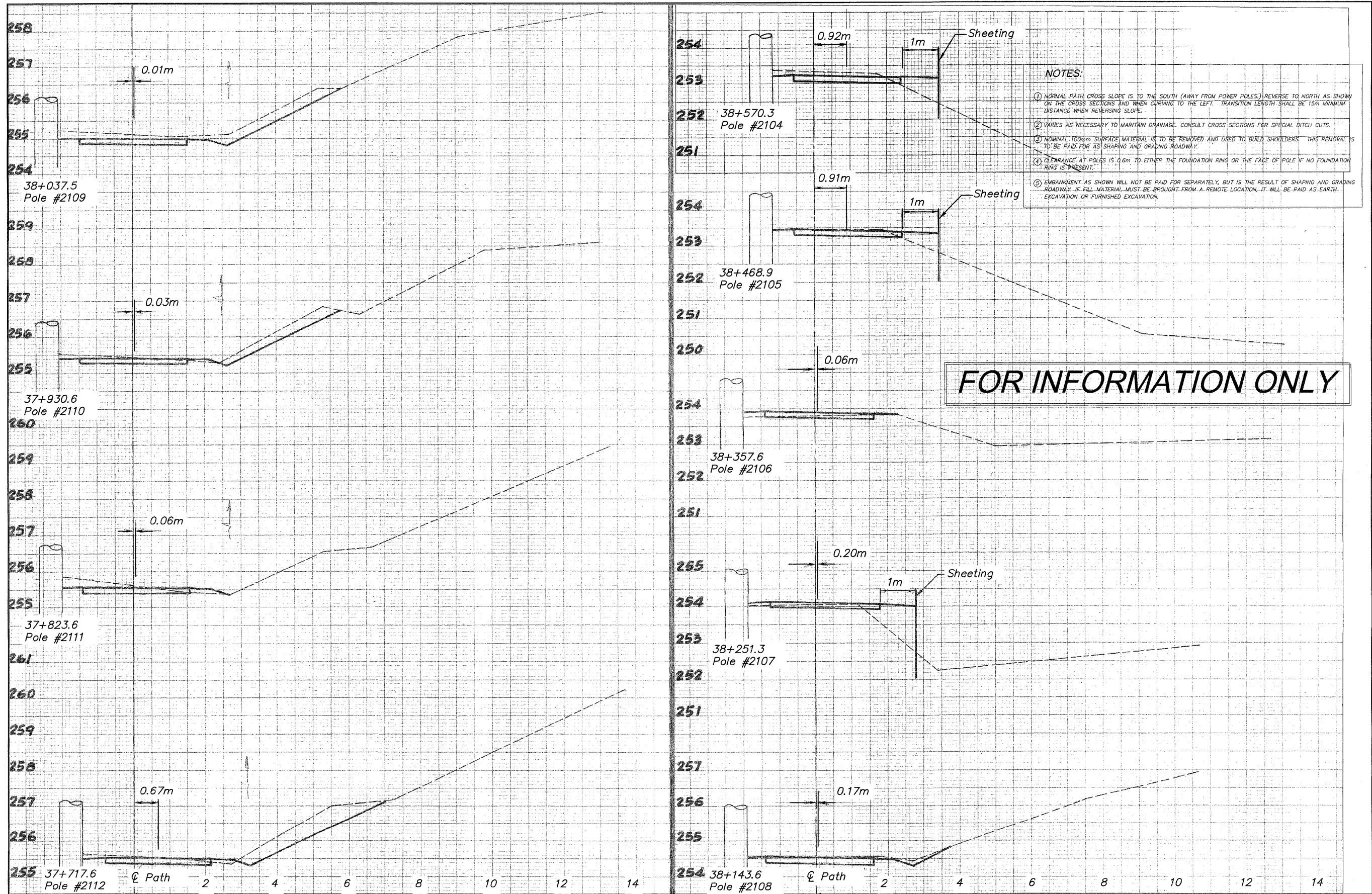
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CROSS SECTIONS POLES 2113-2127
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

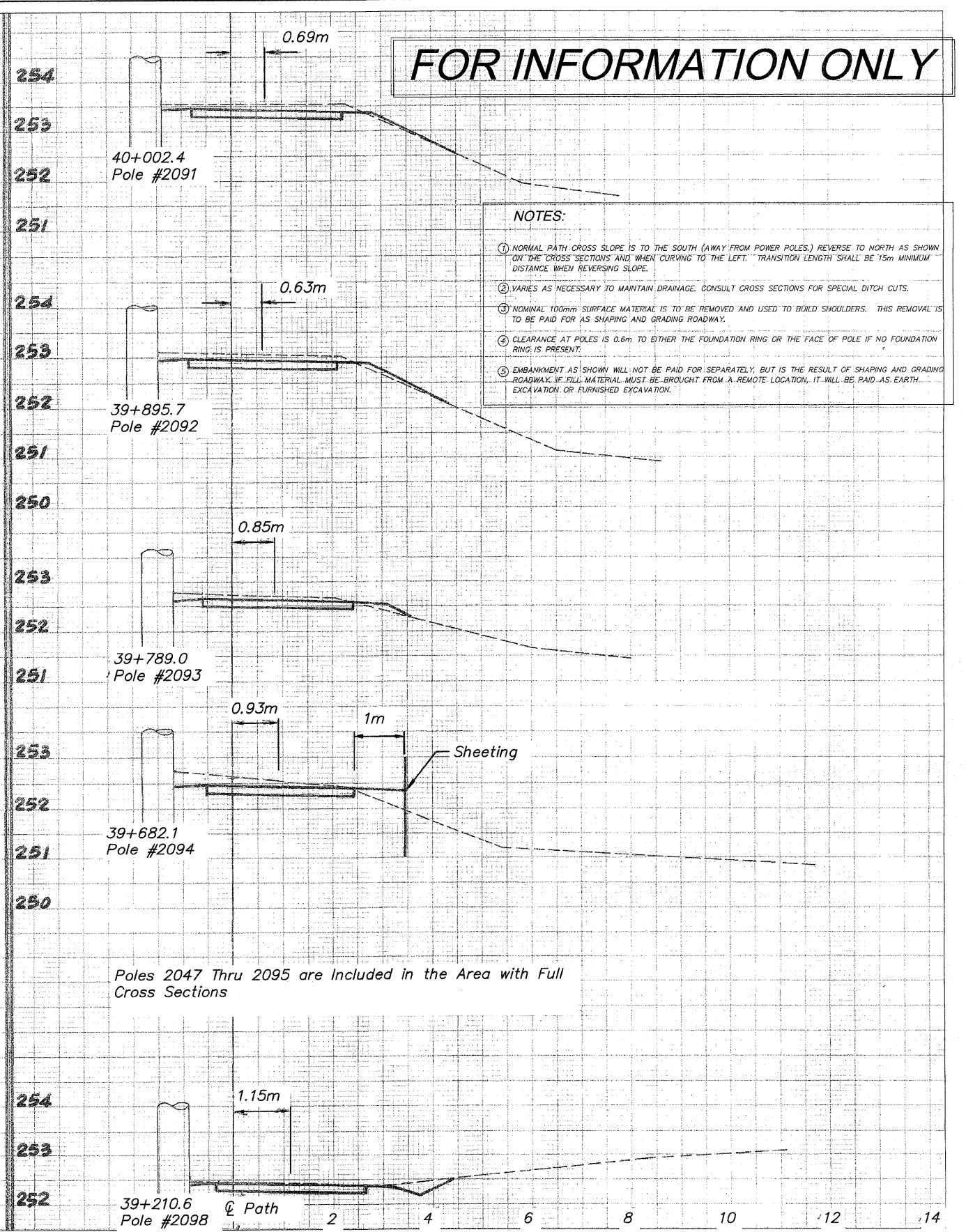
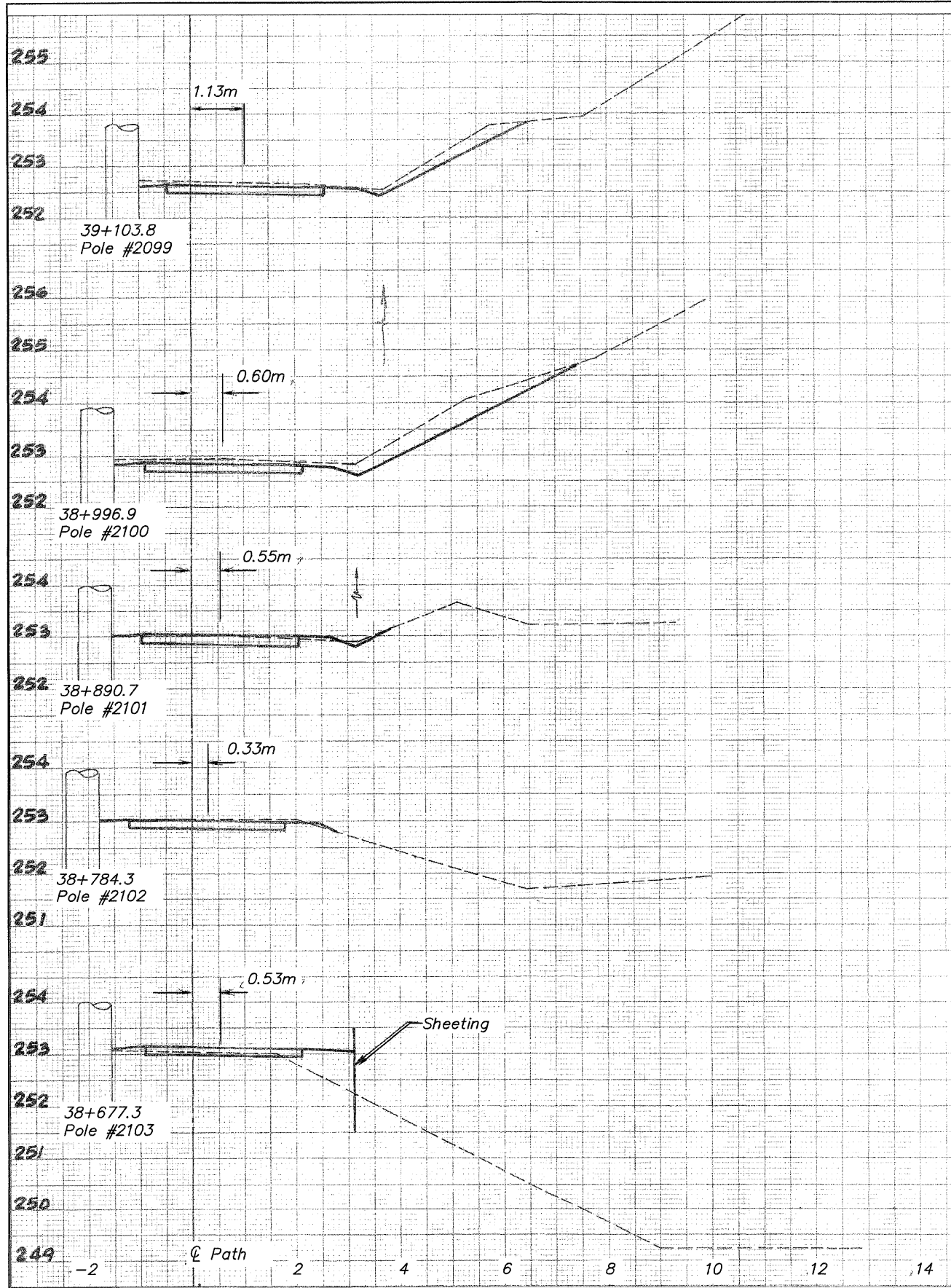
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- NOTES:**
- ① NORMAL PATH CROSS SLOPE IS TO THE SOUTH (AWAY FROM POWER POLES.) REVERSE TO NORTH AS SHOWN ON THE CROSS SECTIONS AND WHEN CURVING TO THE LEFT. TRANSITION LENGTH SHALL BE 15m MINIMUM DISTANCE WHEN REVERSING SLOPE.
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NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

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2	REVIEW COMMENTS	1/22/09

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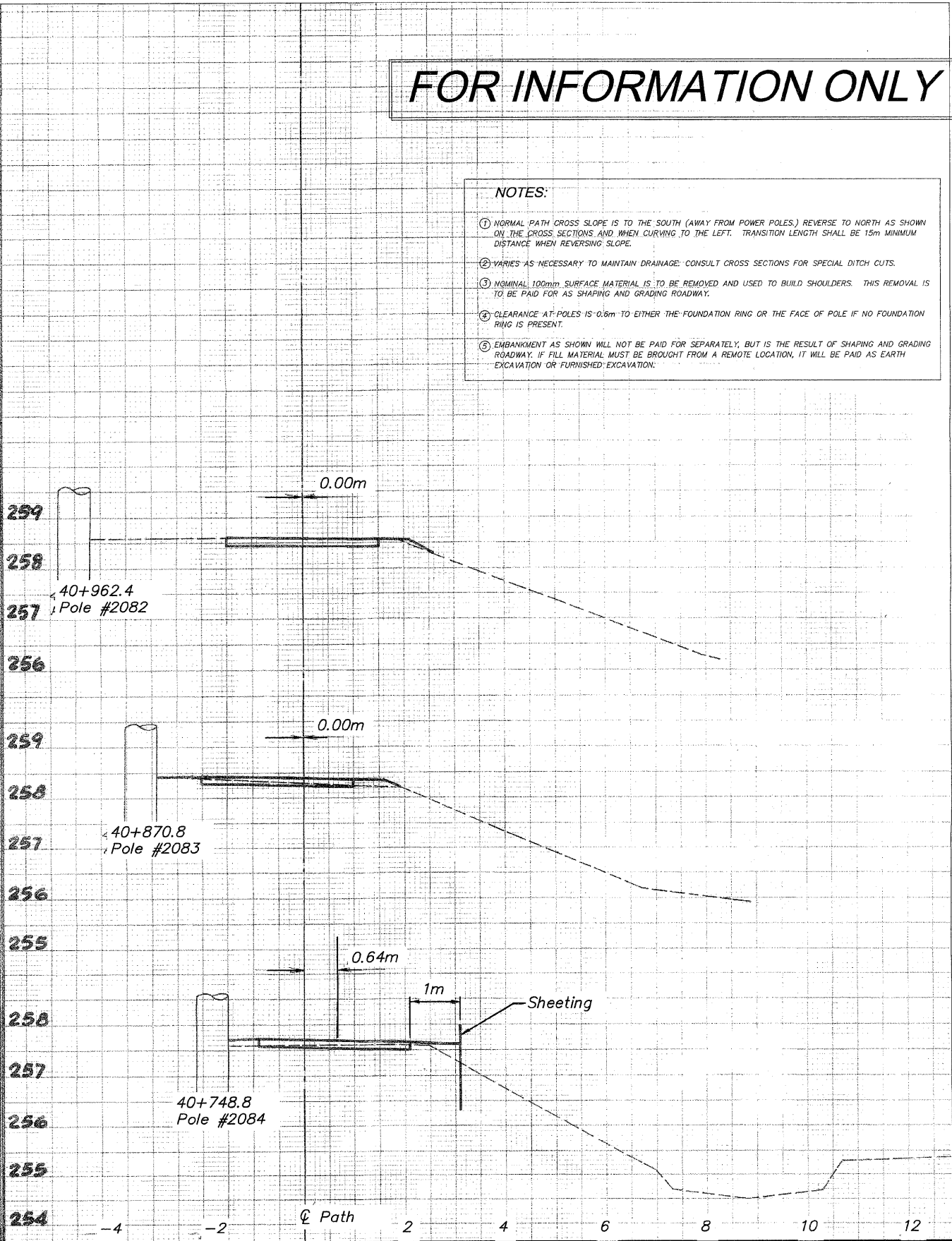
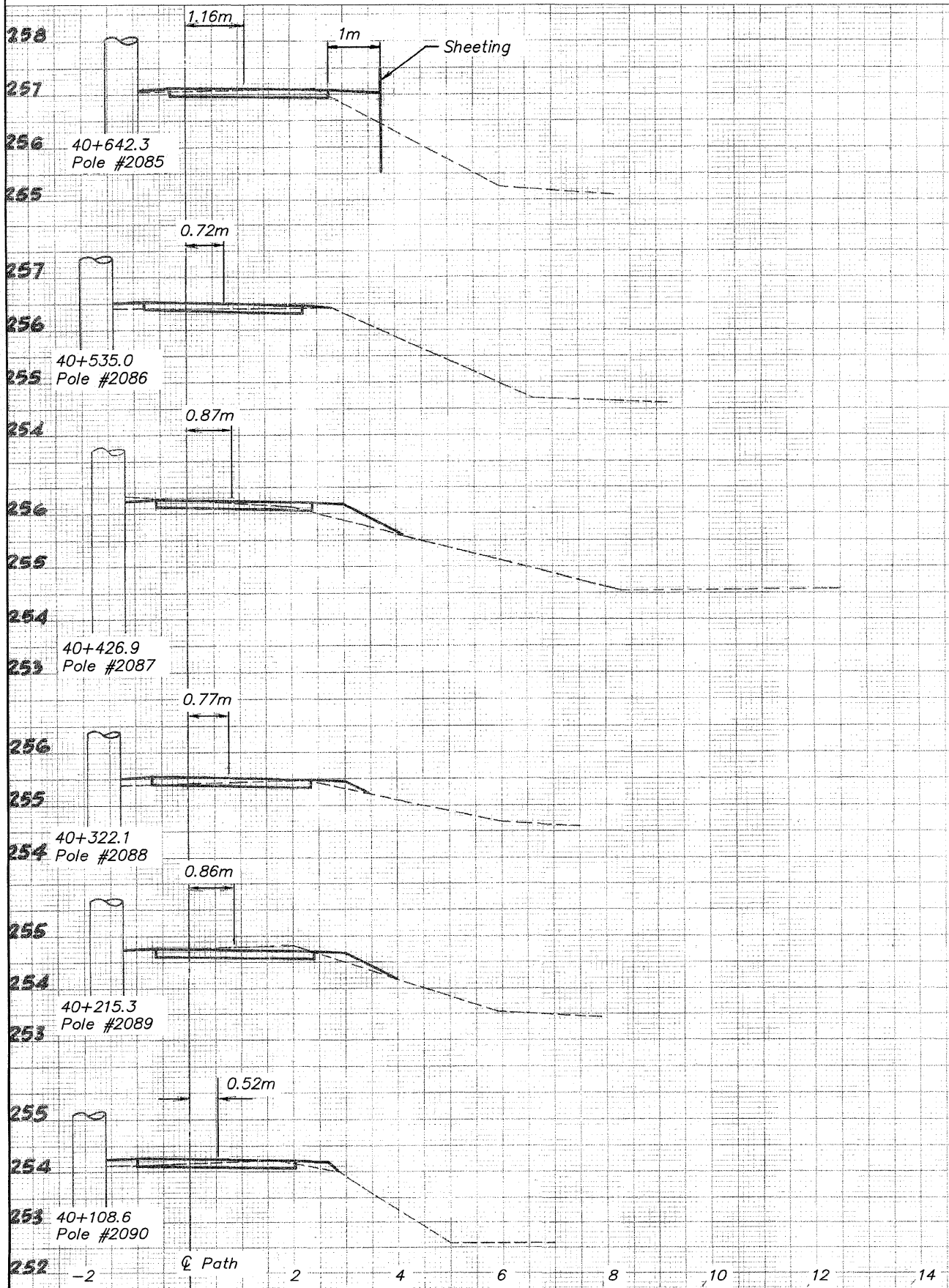
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NOTES:

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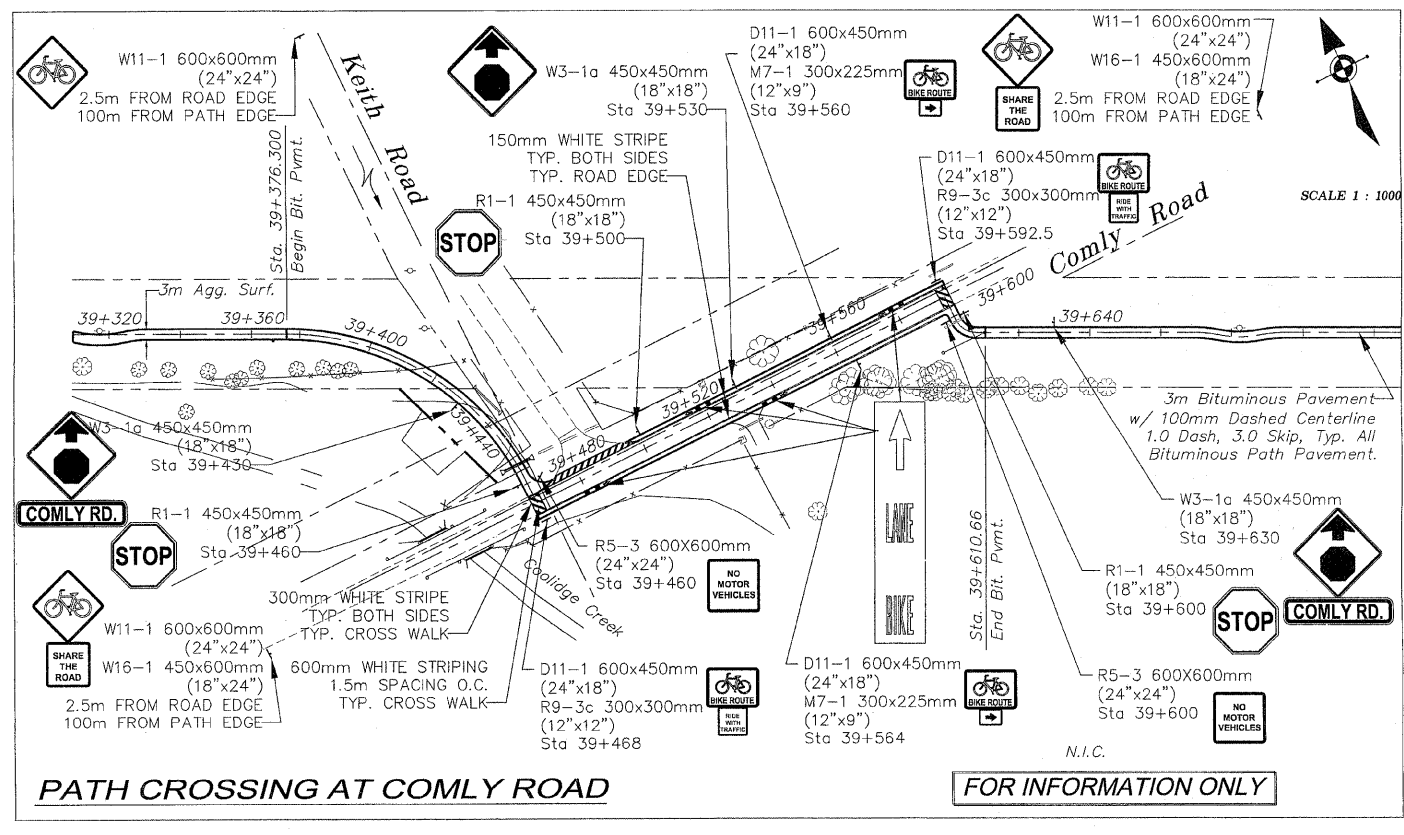
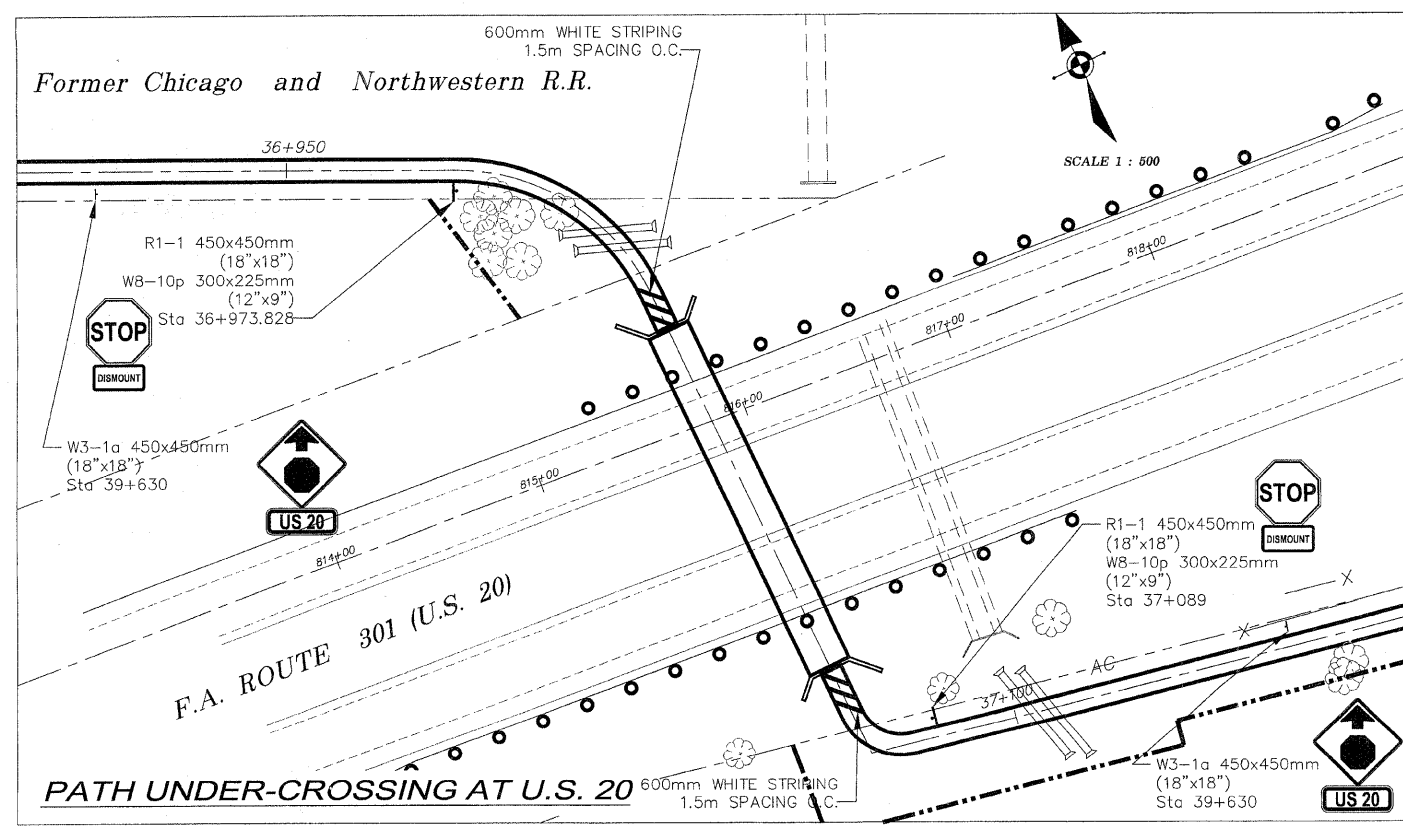
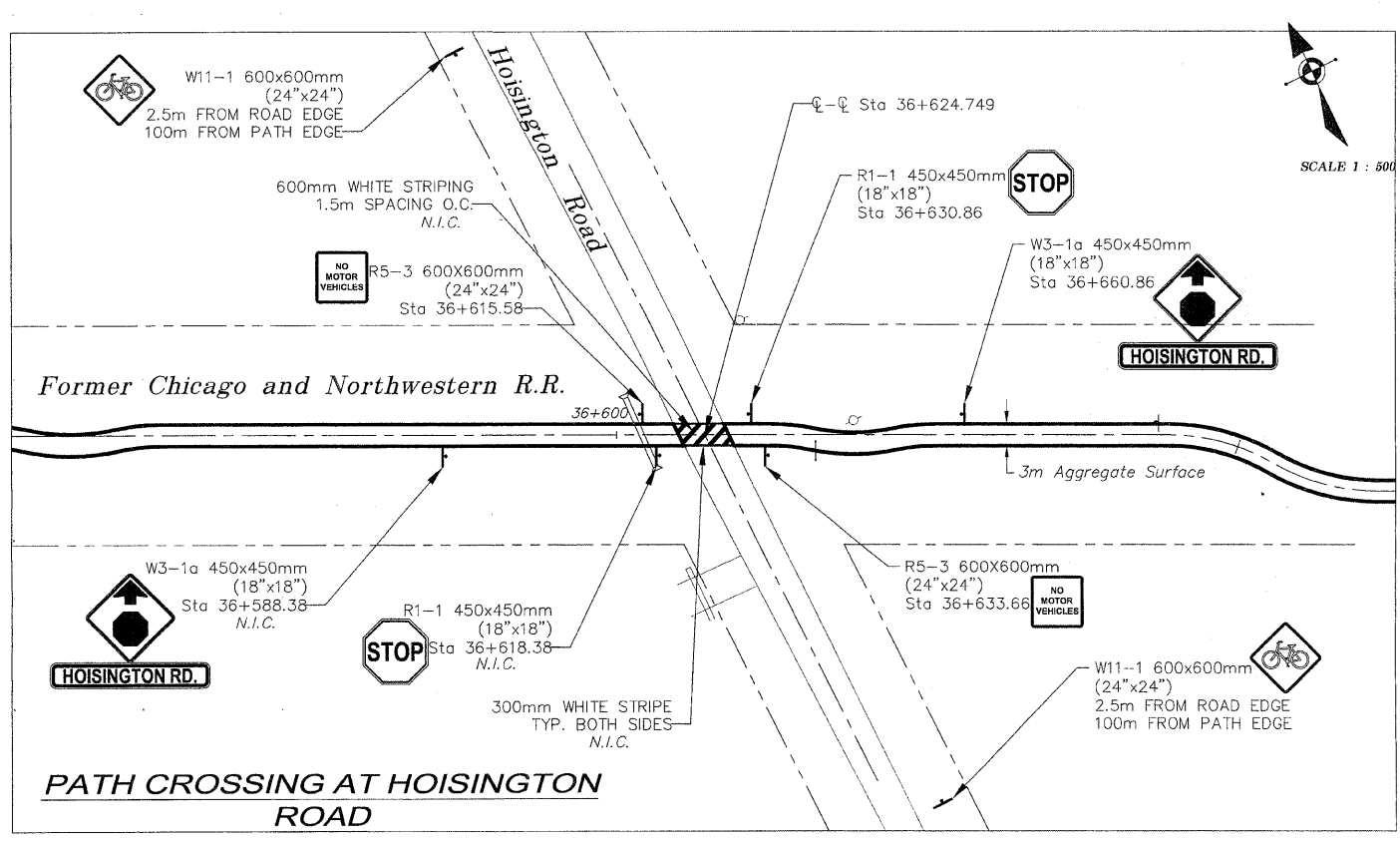
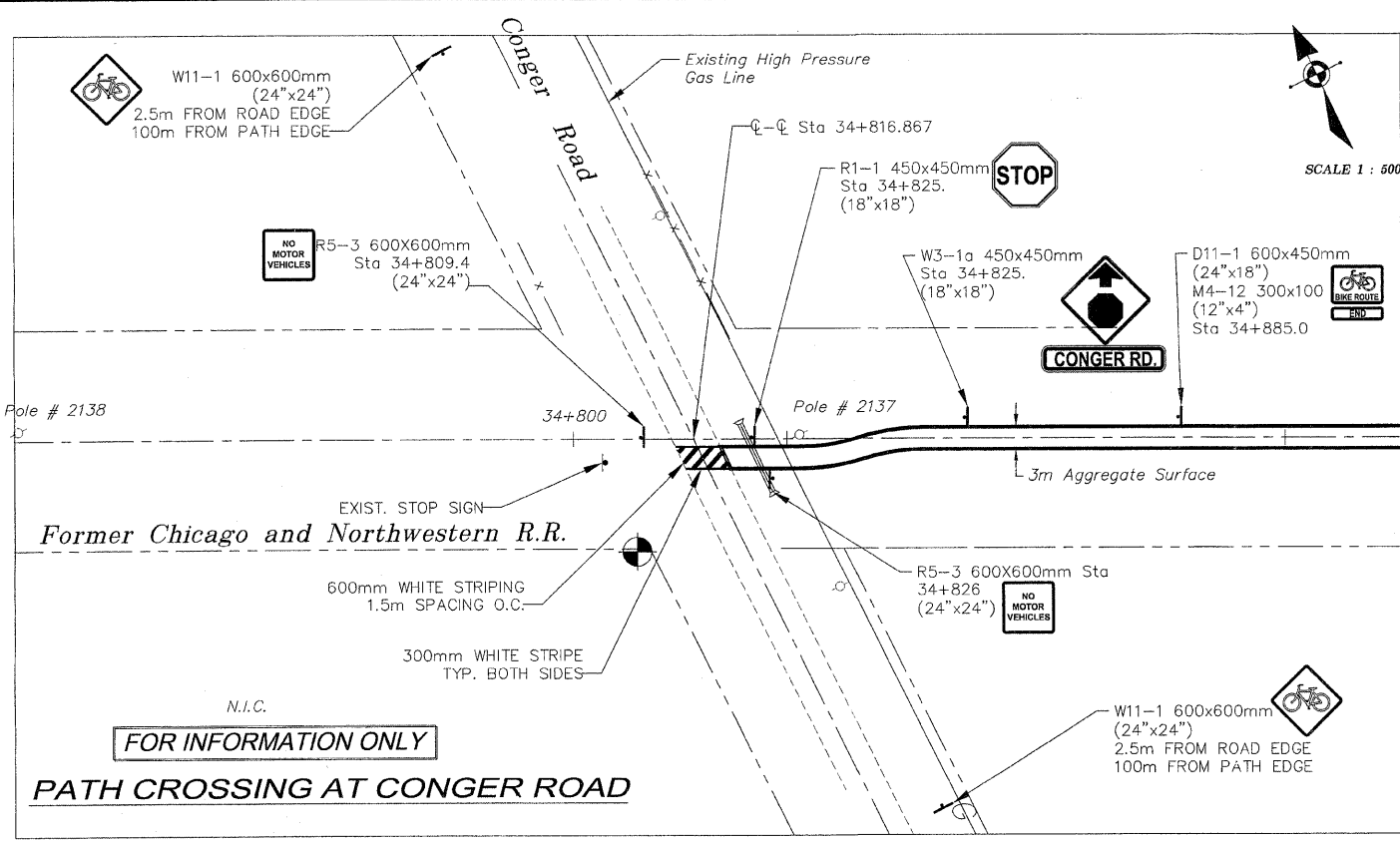
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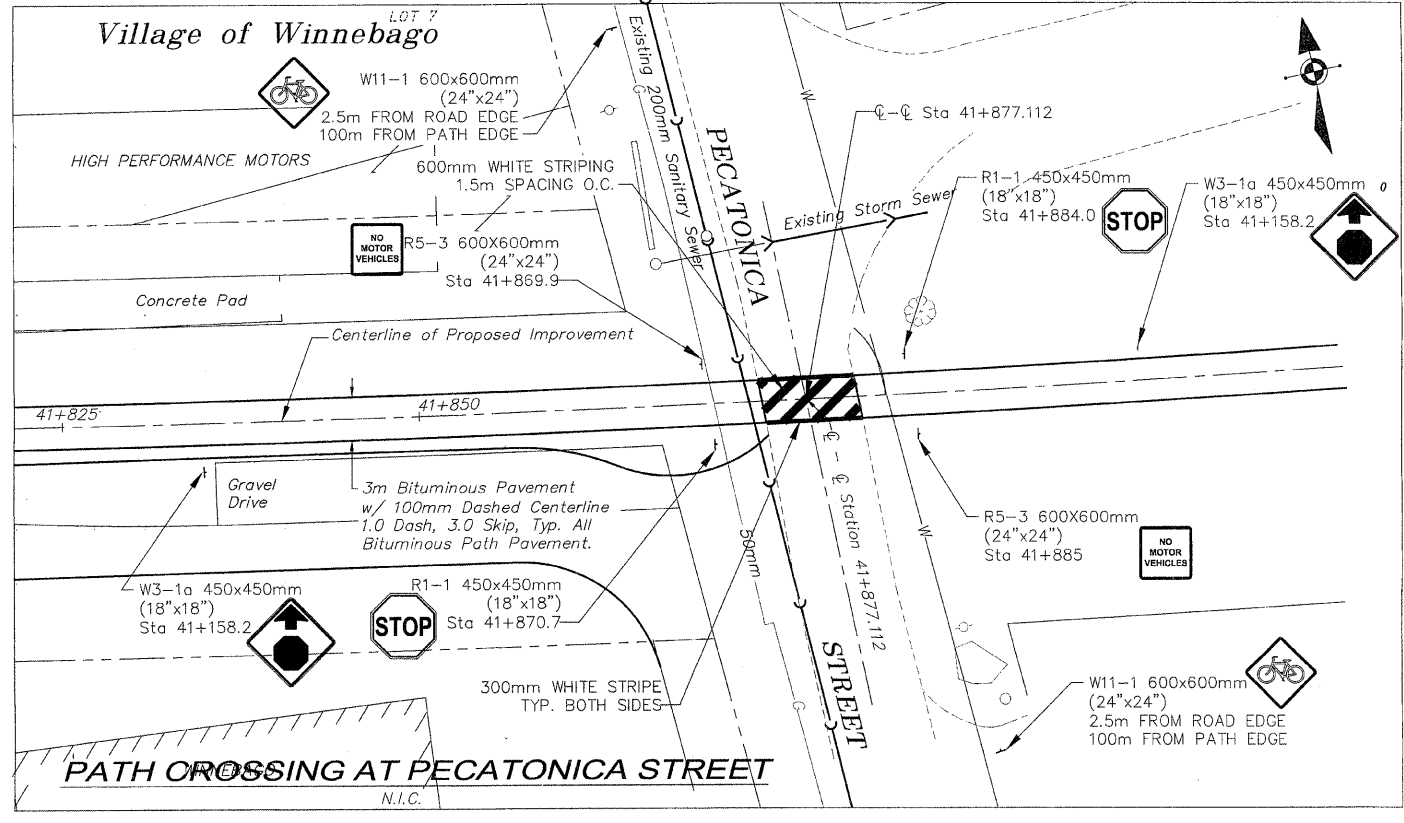
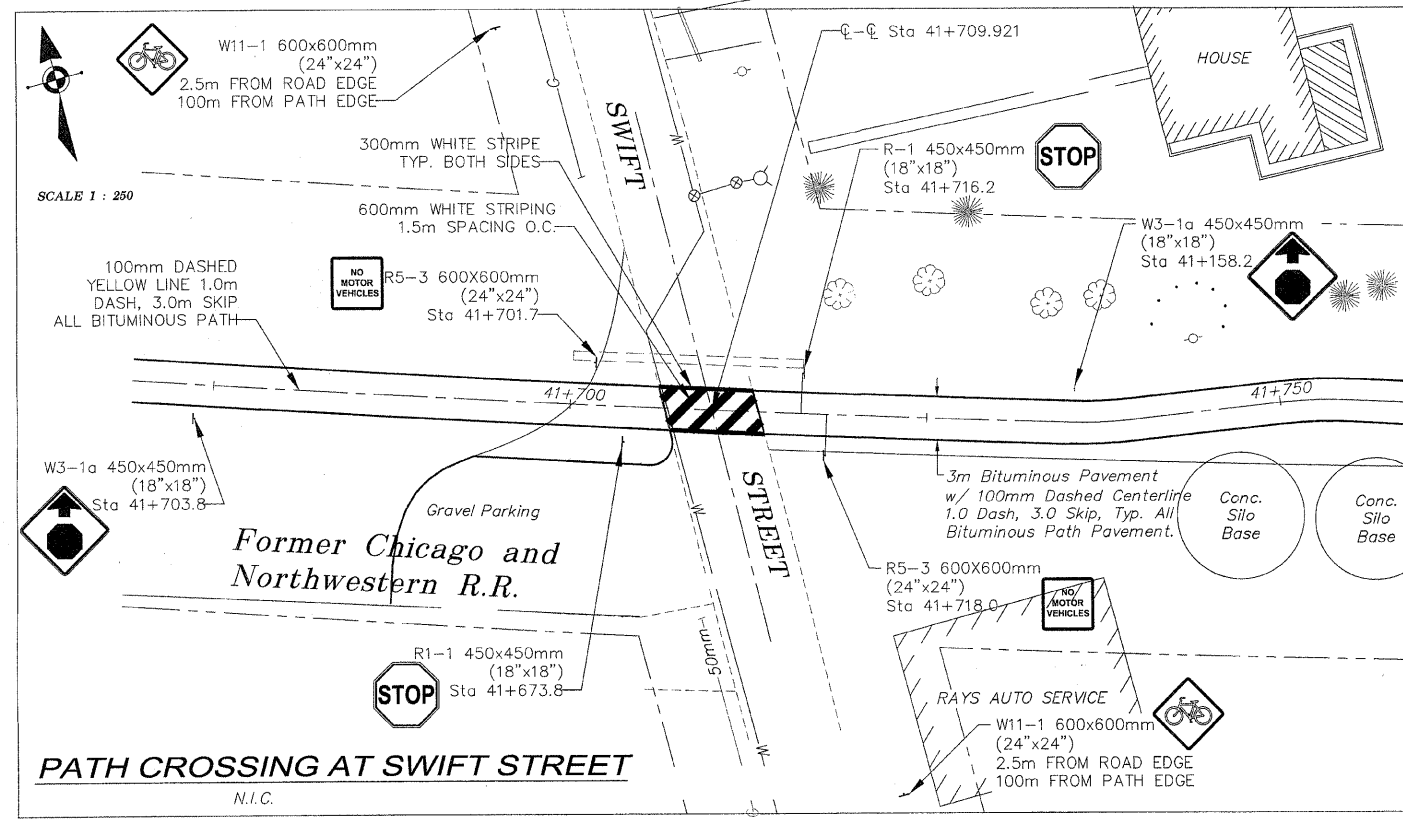
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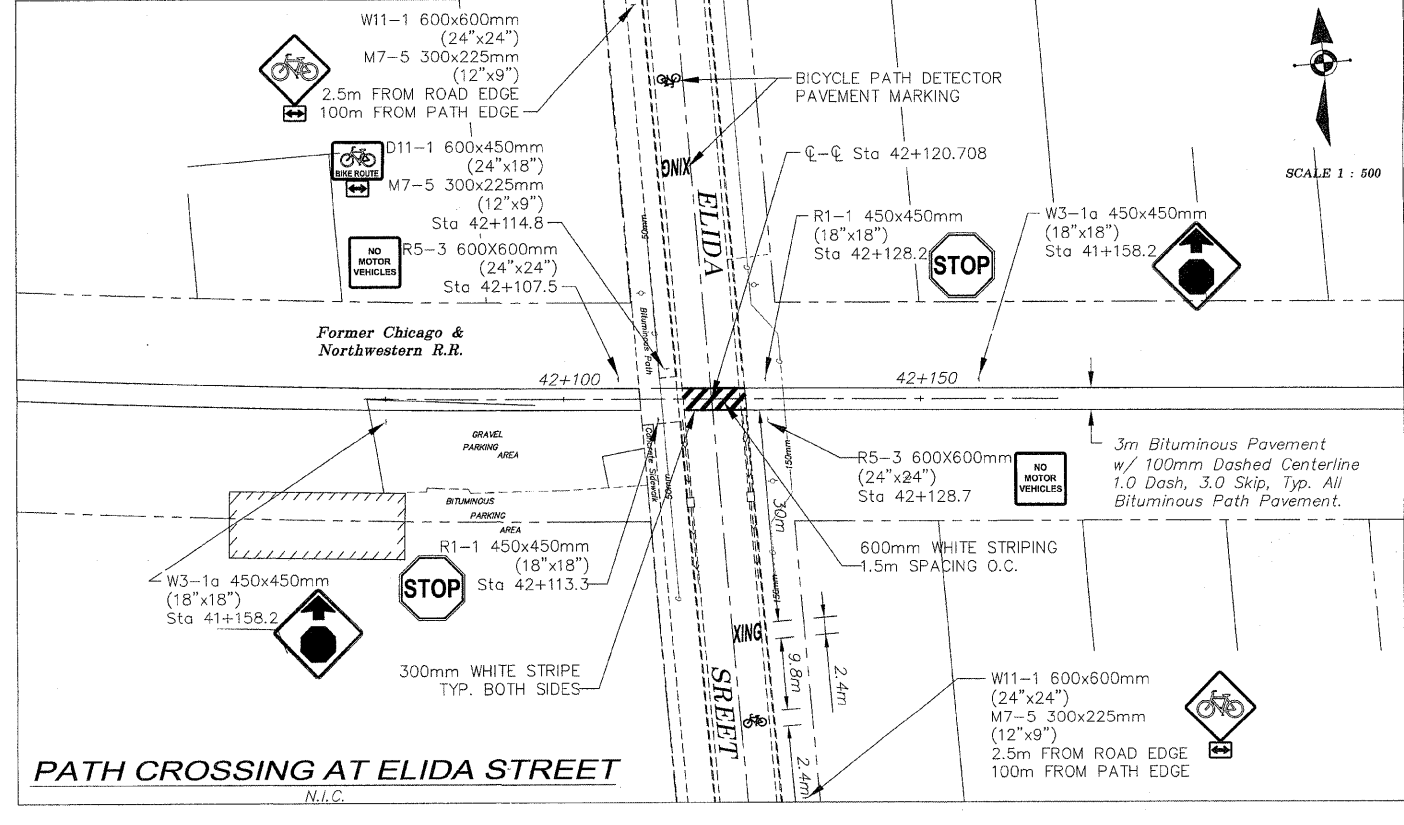
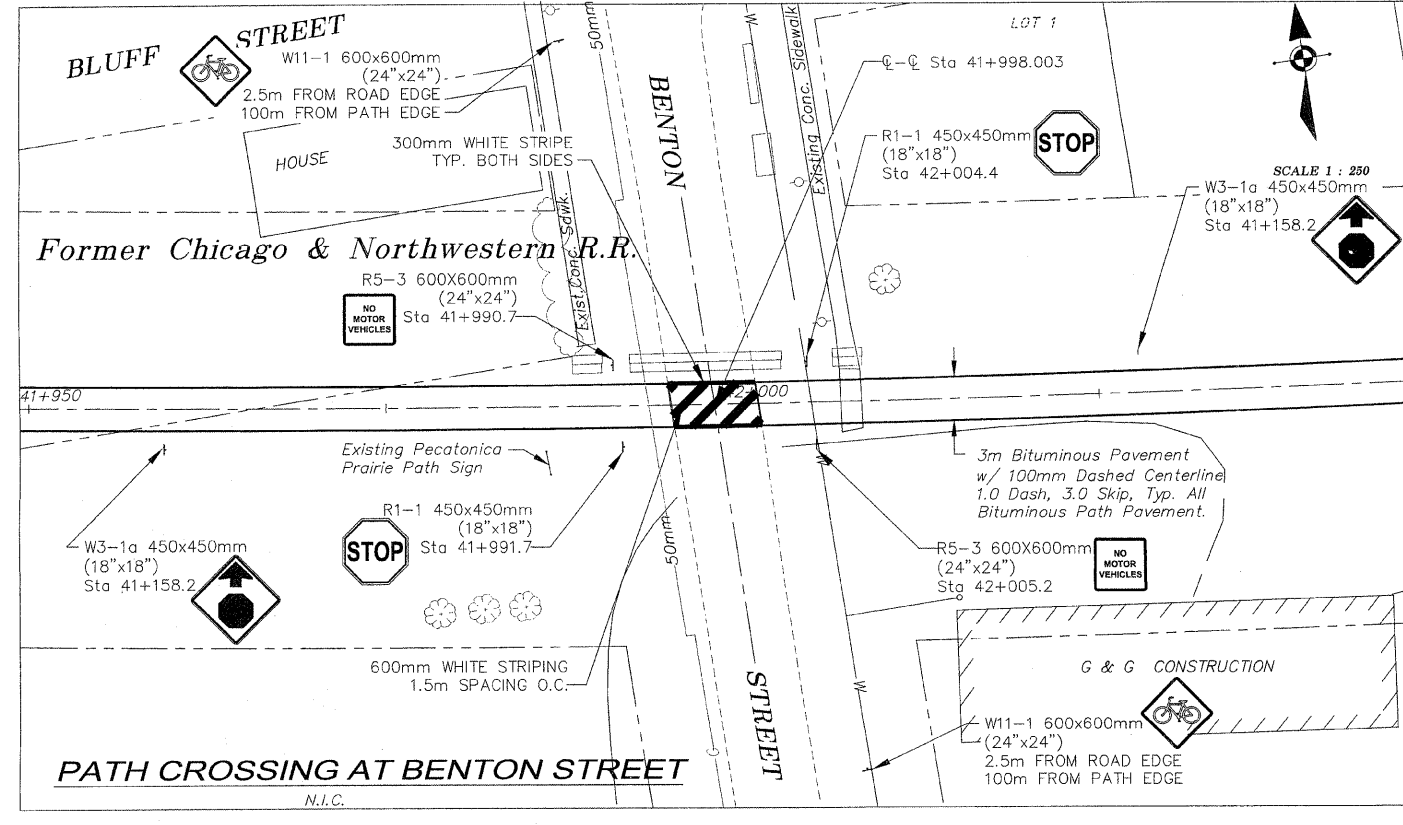
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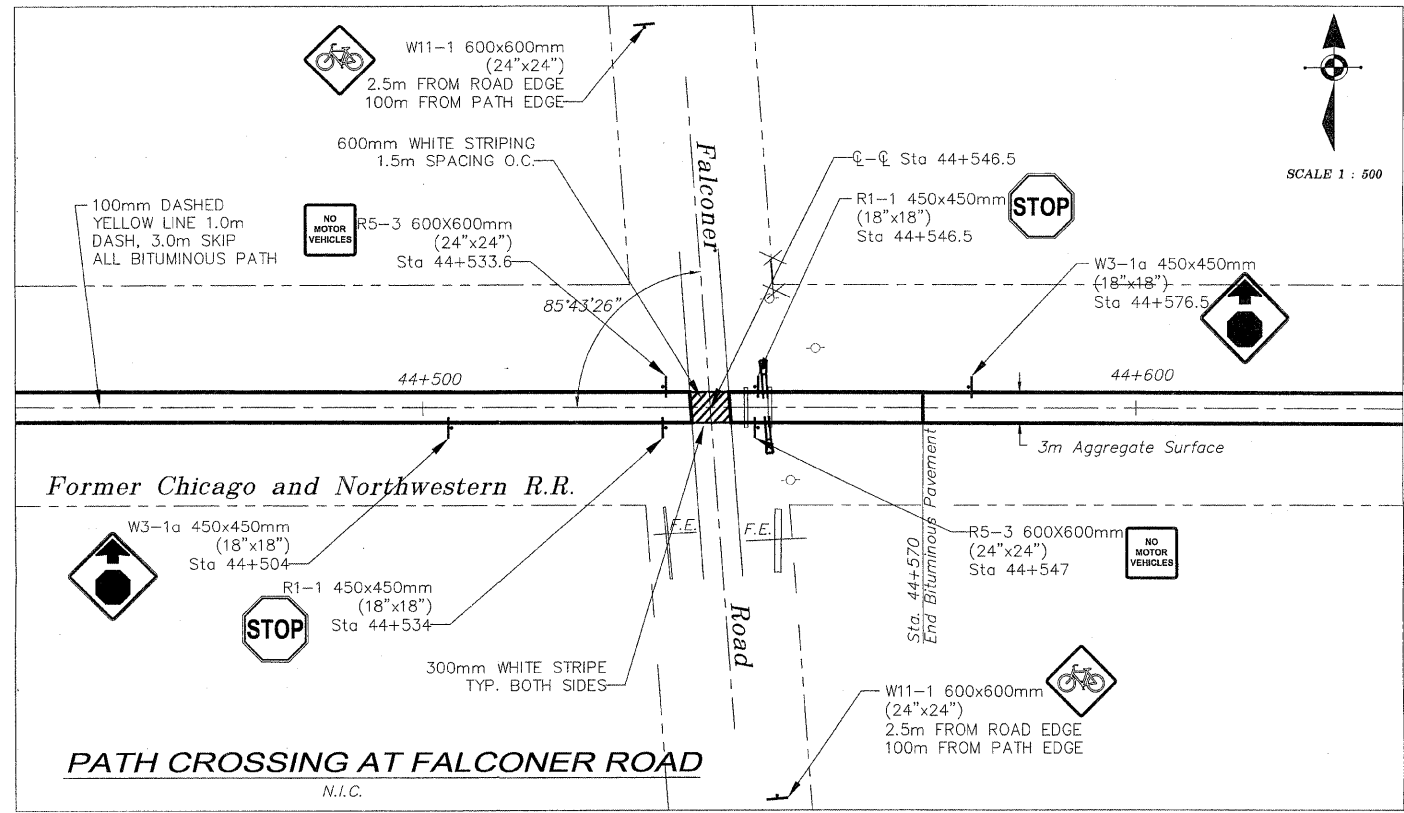
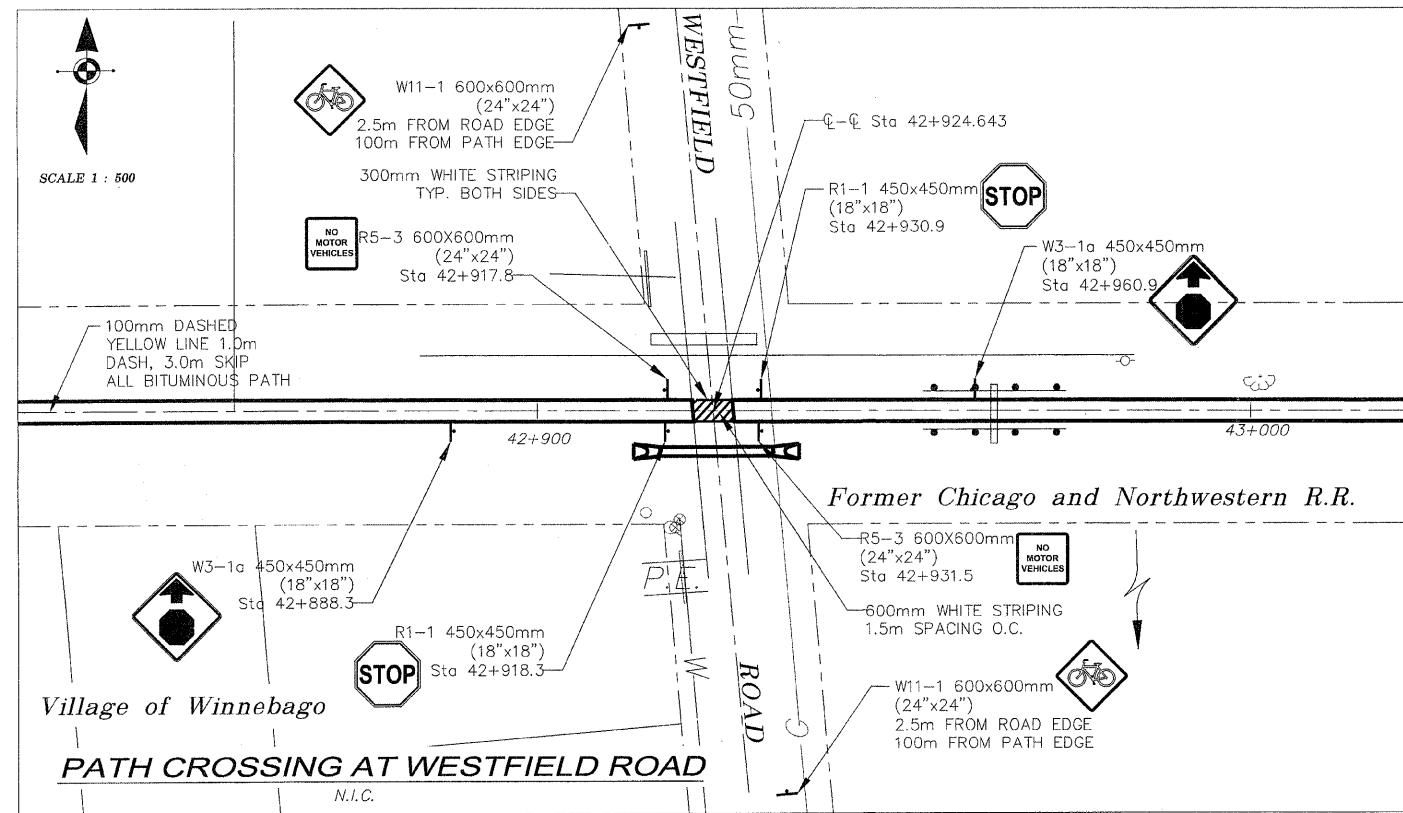


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NO.	ITEM	DATE
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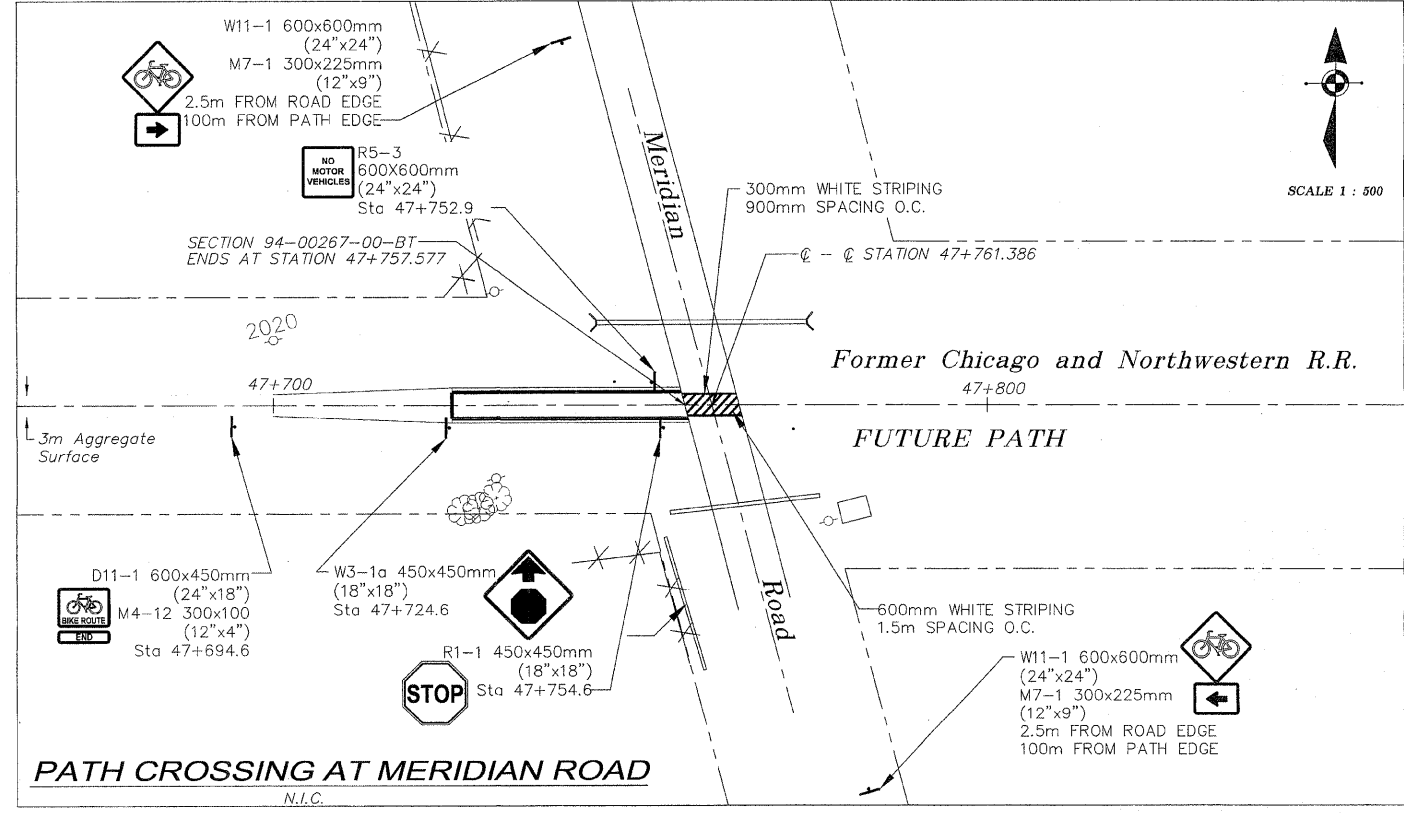
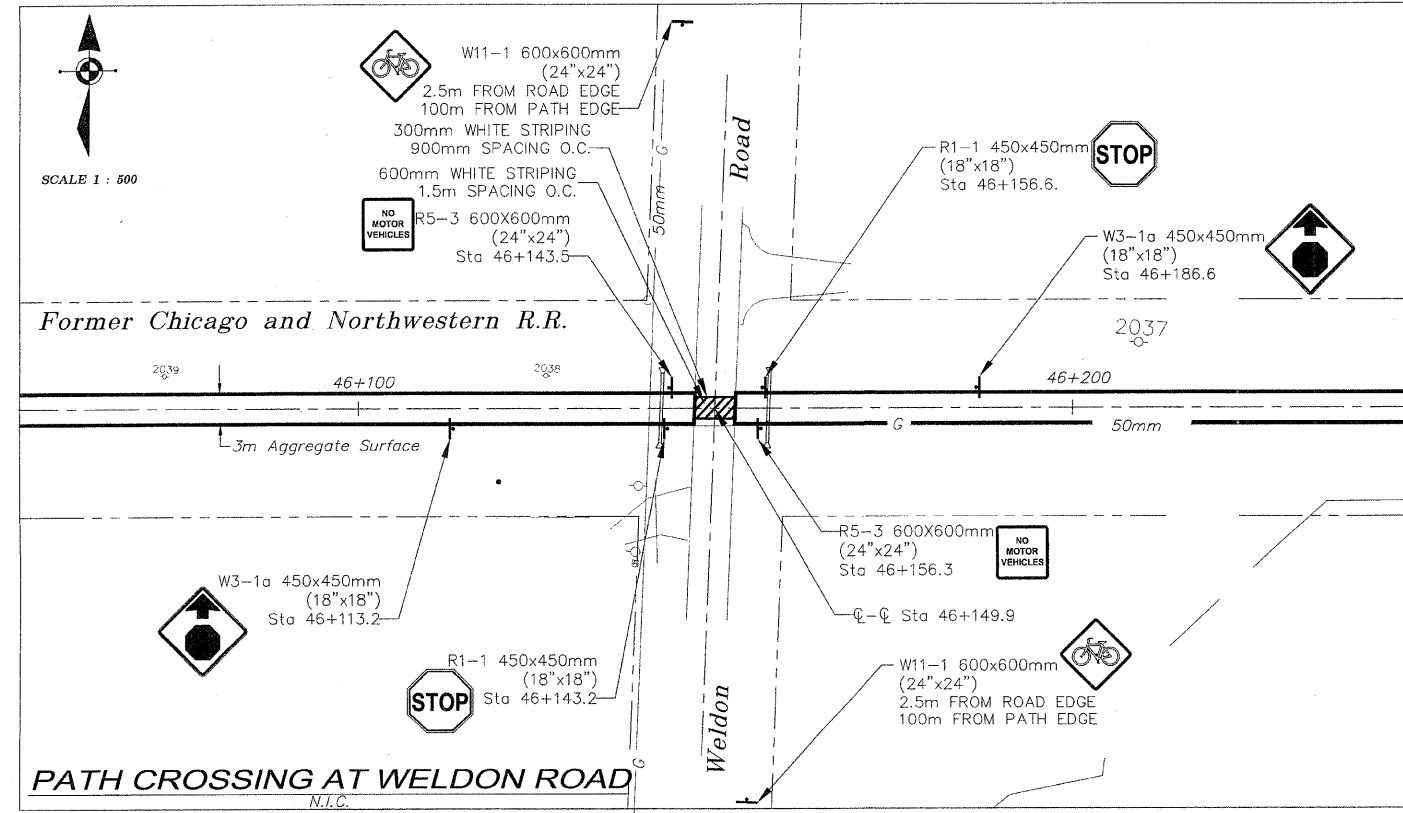
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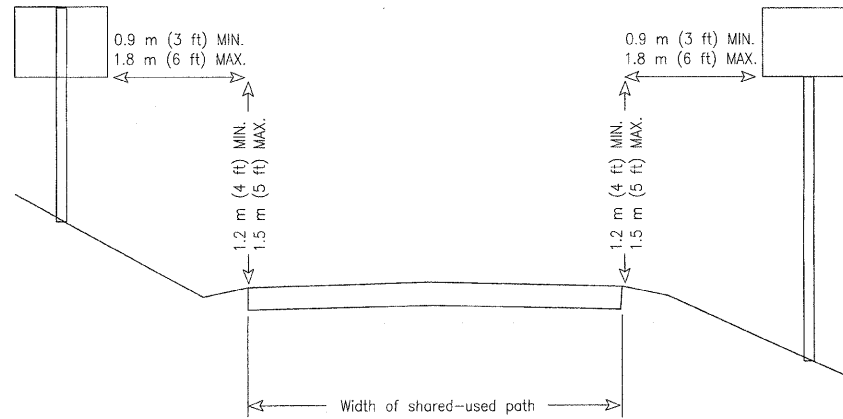
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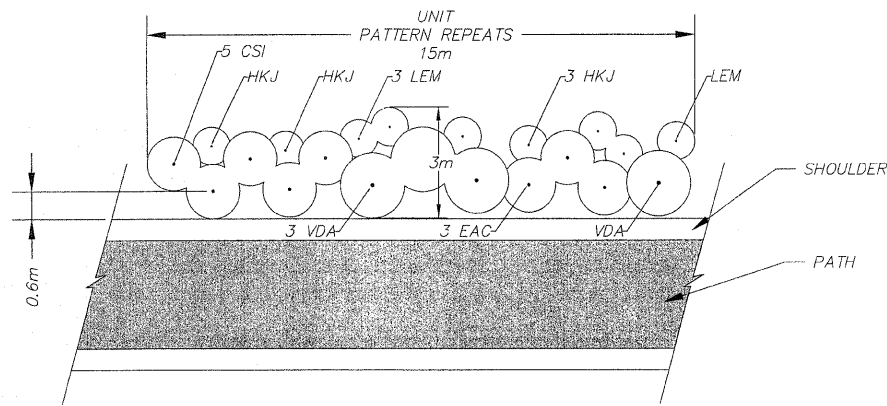
PLANTING NOTES

- LANDSCAPE CONTRACTOR (CONTRACTOR) SHALL VISIT SITE, INSPECT EXISTING CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, PLAN SHALL GOVERN QUANTITIES.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON-SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS PHASE OF WORK. ELECTRIC, GAS, TELEPHONE AND CABLE TELEVISION MAY BE LOCATED BY CALLING J.U.L.I.E. AT 1 (800) 892-0123. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. CONTRACTOR SHALL COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES ON THE JOB AND REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER'S REPRESENTATIVE PRIOR TO COMMENCING WORK.
- CONTRACTOR WILL SUPPLY, PLACE AND FINISH GRADE TOPSOIL IN QUANTITIES SUFFICIENT TO ENSURE MINIMUM DEPTHS OF 4" IN ALL LAWN AREAS, AND 24" IN ALL PLANTING AREAS. TOPSOIL TO BE NATURAL, FERTILE, FRIABLE AND FREE OF CLAY LUMPS, STONES, STUMPS, ROOTS OR SUBSTANCES 2" OR MORE IN DIAMETER.
- GUARANTEE OF PLANTS FOR ONE (1) YEAR SHALL BEGIN AFTER ACCEPTANCE BY LANDSCAPE ARCHITECT AND/OR OWNER. THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES FOR ALL PLANT MATERIAL INCLUDING WATERING, WEEDING, MULCHING AND SPRAYING, AS NECESSARY TO KEEP PLANTS FREE OF INSECTS AND IN A HEALTHY, VIGOROUS CONDITION. CONTRACTOR SHALL REPLACE WITHOUT COST TO OWNER ANY DEAD OR UNACCEPTABLE PLANTS, AS DETERMINED BY LANDSCAPE ARCHITECT AT END OF ONE (1) YEAR GUARANTEE PERIOD.
- ALL SHRUB BEDS AND TREES SHALL BE MULCHED WITH A 3" CONTINUOUS LAYER OF SHREDDED BARK. ALL GROUND COVER AND PERENNIAL BEDS SHALL BE MULCHED WITH A 1" LAYER OF SHREDDED BARK. ALL DECIDUOUS TREES SHALL BE MULCHED WITH A 3' DIAMETER CIRCLE OF MULCH. ALL EVERGREEN TREES SHALL BE MULCHED TO THE DRIP LINE.
- CONTRACTOR TO SEED ALL LAWN AREAS AS INDICATED ON PLAN. SEEDED AREAS TO BE A COMBINATION OF SEEDS IN ACCORDANCE WITH SECTIONS 250.06 AND 250.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ALL SEEDED LAWN AREAS SHALL BE FERTILIZED AT INSTALLATION WITH A 6-24-24 ANALYSIS AT A RATE OF 220 LBS. OF FERTILIZER NUTRIENTS PER ACRE. ACCEPTANCE AND GUARANTEE NOTE SHALL APPLY TO ALL SEEDED LAWN AREAS.
- ACCEPTANCE OF GRADING AND SEEDING SHALL BE BY LANDSCAPE ARCHITECT AND/OR OWNER. THE CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITIES FOR A MINIMUM OF SIXTY (60) DAYS OR UNTIL SECOND CUTTING, WHICHEVER IS LONGER. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, RESEEDING AND OTHER OPERATIONS NECESSARY TO KEEP ALL LAWN AREAS IN A THRIVING CONDITION. UPON FINAL ACCEPTANCE, OWNER SHALL ASSUME ALL MAINTENANCE RESPONSIBILITIES. AFTER LAWN AREAS HAVE GERMINATED, AREAS WHICH FAIL TO SHOW A UNIFORM STAND OF GRASS FOR ANY REASON WHATSOEVER SHALL BE RESEDED REPEATEDLY UNTIL ALL AREAS ARE COVERED WITH A SATISFACTORY STAND OF GRASS. MINIMUM ACCEPTANCE OF SEEDED LAWN AREAS MAY INCLUDE SCATTERED BARE SPOTS, NONE OF WHICH ARE LARGER THAN 1 SQUARE FOOT, AND WHEN COMBINED DO NOT EXCEED 2% OF TOTAL SEEDED LAWN AREA.



**SHARED USE PATH
SIGN PLACEMENT**

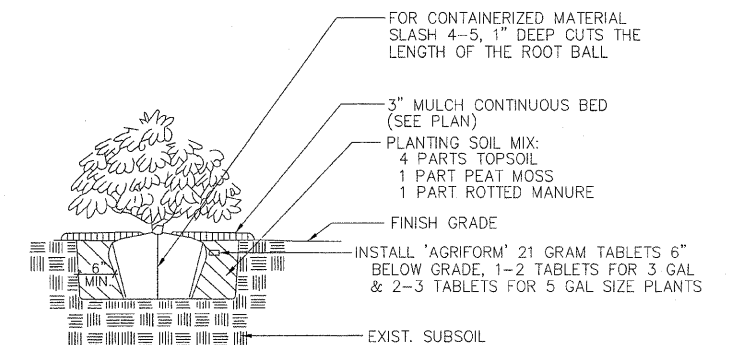
FOR INFORMATION ONLY



**TYPICAL LINEAR
PLANTING**

15m PLANTING MODULE

KEY	QTY	Botanical name COMMON NAME	ITEM #
CSI	5	SHRUB, CORNUS SERICEA ISANTI (ISANTI REDOSIER DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED	C2001836
EAC	3	SHRUB, EUONYMUS ALATA COMPACTA (DWARF WINGED EUONYMUS), 3' HEIGHT, BALLED AND BURLAPPED	C2002636
HKJ	5	SHRUB, HYPERICUM KALMIANUM (KALM ST. JOHNSWORT), 2' HEIGHT, BALLED AND BURLAPPED	C2003724
LEM	4	SHRUB, LONICERA XYLOSTEUM EMERALD MOUND (EMERALD MOUND HONEYSUCKLE), 2' HEIGHT, BALLED AND BURLAPPED	C2004440
VDA	4	SHRUB, VIBURNUM DENTATUM (ARROWWOOD VIBURNUM), 3' HEIGHT, BALLED AND BURLAPPED	C2011736



SHRUB PLANTING DETAIL

REVISIONS

NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1

DRAWN BY: REK

CHECKED BY:

DATE: DECEMBER, 2008

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SIGNAGE & PLANTINGS

PECATONICA PRAIRIE PATH Contract 85443

WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT

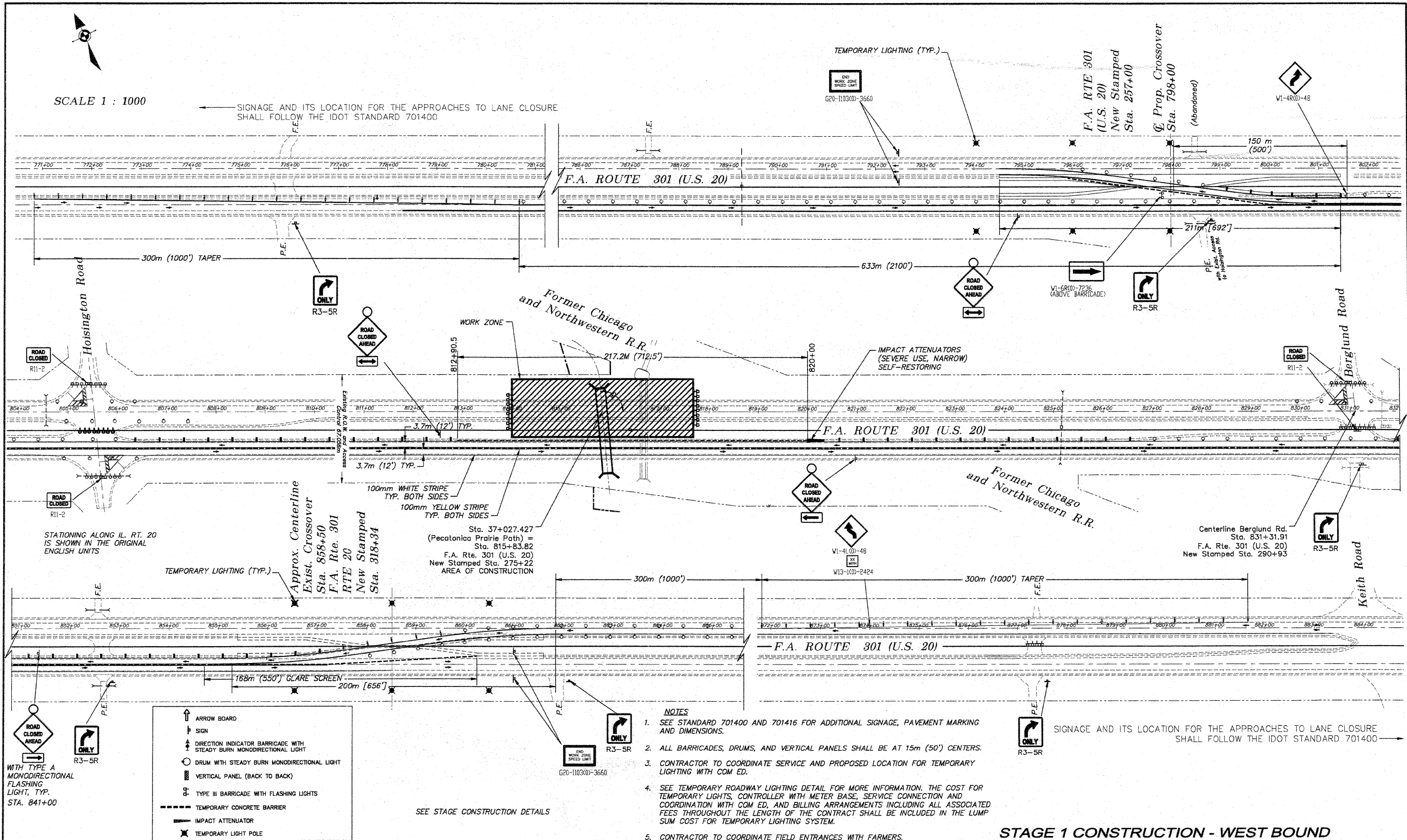
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 Signage -Pvmt Mrk.dwg JOB NUMBER: 04-28-98-037

SHEET NO.

74
OF
98

SCALE 1 : 1000

SIGNAGE AND ITS LOCATION FOR THE APPROACHES TO LANE CLOSURE SHALL FOLLOW THE IDOT STANDARD 701400



STATIONING ALONG IL. RT. 20 IS SHOWN IN THE ORIGINAL ENGLISH UNITS

Approx. Centerline Exist. Crossover F.A. Rte. 301 New Stamped Sta. 318+34

Sta. 37+027.427 (Pecatonica Prairie Path) = Sta. 815+83.82 F.A. Rte. 301 (U.S. 20) New Stamped Sta. 275+22 AREA OF CONSTRUCTION

Centerline Berglund Rd. Sta. 831+31.91 F.A. Rte. 301 (U.S. 20) New Stamped Sta. 290+93

- ↑ ARROW BOARD
- ↑ SIGN
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▨ VERTICAL PANEL (BACK TO BACK)
- ⚡ TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- ✱ TEMPORARY LIGHT POLE

- NOTES**
1. SEE STANDARD 701400 AND 701416 FOR ADDITIONAL SIGNAGE, PAVEMENT MARKING AND DIMENSIONS.
 2. ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE AT 15m (50') CENTERS.
 3. CONTRACTOR TO COORDINATE SERVICE AND PROPOSED LOCATION FOR TEMPORARY LIGHTING WITH COM ED.
 4. SEE TEMPORARY ROADWAY LIGHTING DETAIL FOR MORE INFORMATION. THE COST FOR TEMPORARY LIGHTS, CONTROLLER WITH METER BASE, SERVICE CONNECTION AND COORDINATION WITH COM ED, AND BILLING ARRANGEMENTS INCLUDING ALL ASSOCIATED FEES THROUGHOUT THE LENGTH OF THE CONTRACT SHALL BE INCLUDED IN THE LUMP SUM COST FOR TEMPORARY LIGHTING SYSTEM.
 5. CONTRACTOR TO COORDINATE FIELD ENTRANCES WITH FARMERS.

SIGNAGE AND ITS LOCATION FOR THE APPROACHES TO LANE CLOSURE SHALL FOLLOW THE IDOT STANDARD 701400

STAGE 1 CONSTRUCTION - WEST BOUND

WITH TYPE A MONODIRECTIONAL FLASHING LIGHT, TYP. STA. 841+00

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09
3	REVIEW COMMENTS	3/9/09

PLOTTING SCALE:	1 : 1
DRAWN BY:	REK
CHECKED BY:	
DATE:	DECEMBER, 2008

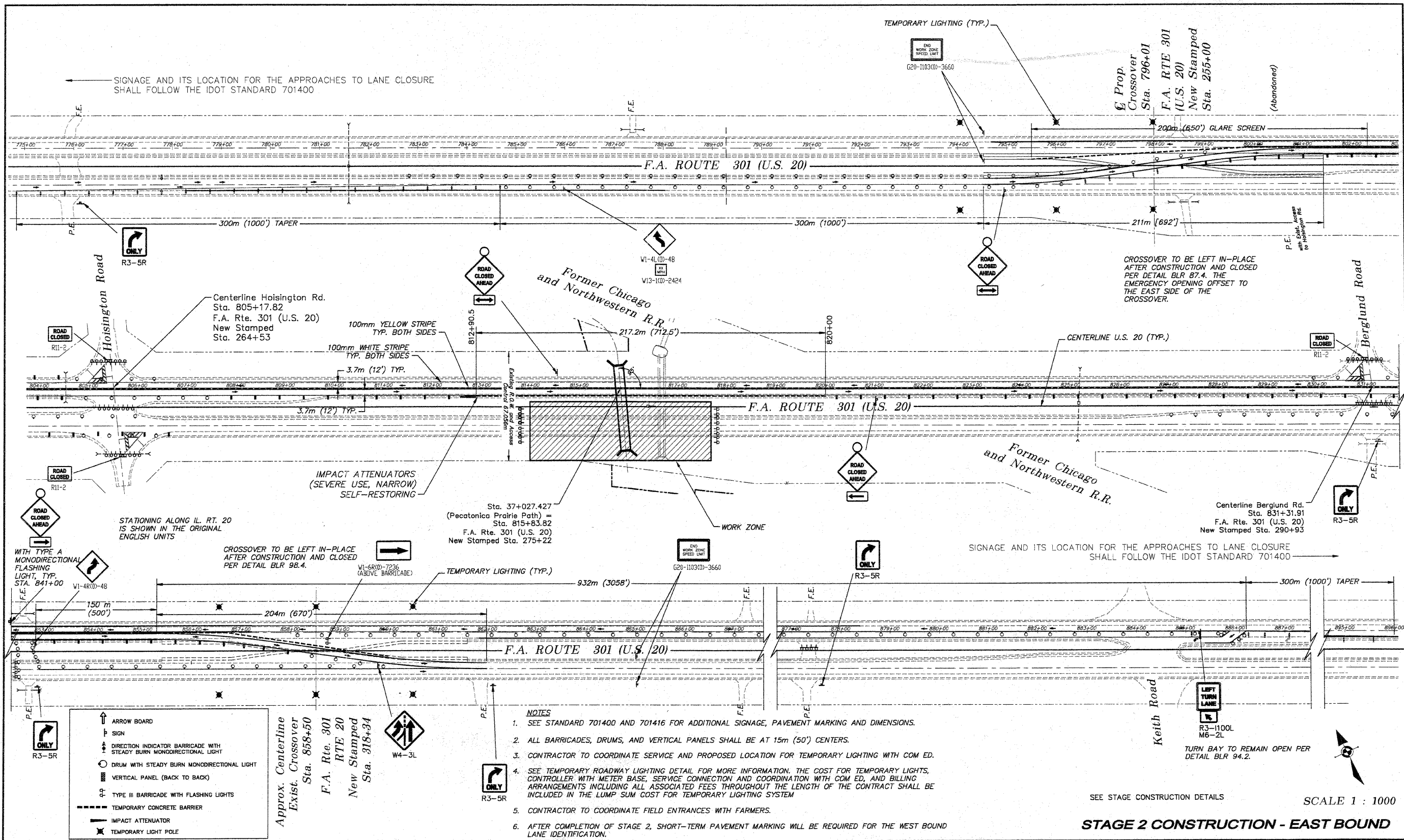
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U.S. ROUTE 20 CROSSOVER
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\ST RELEASE\98-037 route 20 x-over.dwg JOB NUMBER: 04-26-98-037

SHEET NO.
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OF
98

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C:\surveys\PEC\PATH\IST RELEASE\98-037 route 20 x-over.dwg, STAGE 2 EAST BOUND, 3/13/2009 8:42:25 AM, 1:25.4, REK



SIGNAGE AND ITS LOCATION FOR THE APPROACHES TO LANE CLOSURE SHALL FOLLOW THE IDOT STANDARD 701400

CROSSOVER TO BE LEFT IN-PLACE AFTER CONSTRUCTION AND CLOSED PER DETAIL BLR 87.4. THE EMERGENCY OPENING OFFSET TO THE EAST SIDE OF THE CROSSOVER.

STATIONING ALONG IL. RT. 20 IS SHOWN IN THE ORIGINAL ENGLISH UNITS

SIGNAGE AND ITS LOCATION FOR THE APPROACHES TO LANE CLOSURE SHALL FOLLOW THE IDOT STANDARD 701400

- ↑ ARROW BOARD
- ⚡ SIGN
- ⚡ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⚡ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⚡ VERTICAL PANEL (BACK TO BACK)
- ⚡ TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- ✱ TEMPORARY LIGHT POLE

Approx. Centerline Exist. Crossover Sta. 858+50
F.A. Rte. 301 RTE 20 New Stamped Sta. 318+34

NOTES

1. SEE STANDARD 701400 AND 701416 FOR ADDITIONAL SIGNAGE, PAVEMENT MARKING AND DIMENSIONS.
2. ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE AT 15m (50') CENTERS.
3. CONTRACTOR TO COORDINATE SERVICE AND PROPOSED LOCATION FOR TEMPORARY LIGHTING WITH COM ED.
4. SEE TEMPORARY ROADWAY LIGHTING DETAIL FOR MORE INFORMATION. THE COST FOR TEMPORARY LIGHTS, CONTROLLER WITH METER BASE, SERVICE CONNECTION AND COORDINATION WITH COM ED, AND BILLING ARRANGEMENTS INCLUDING ALL ASSOCIATED FEES THROUGHOUT THE LENGTH OF THE CONTRACT SHALL BE INCLUDED IN THE LUMP SUM COST FOR TEMPORARY LIGHTING SYSTEM
5. CONTRACTOR TO COORDINATE FIELD ENTRANCES WITH FARMERS.
6. AFTER COMPLETION OF STAGE 2, SHORT-TERM PAVEMENT MARKING WILL BE REQUIRED FOR THE WEST BOUND LANE IDENTIFICATION.

SEE STAGE CONSTRUCTION DETAILS

SCALE 1 : 1000

STAGE 2 CONSTRUCTION - EAST BOUND

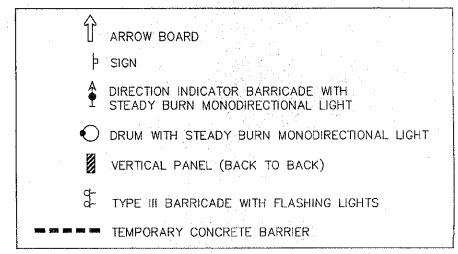
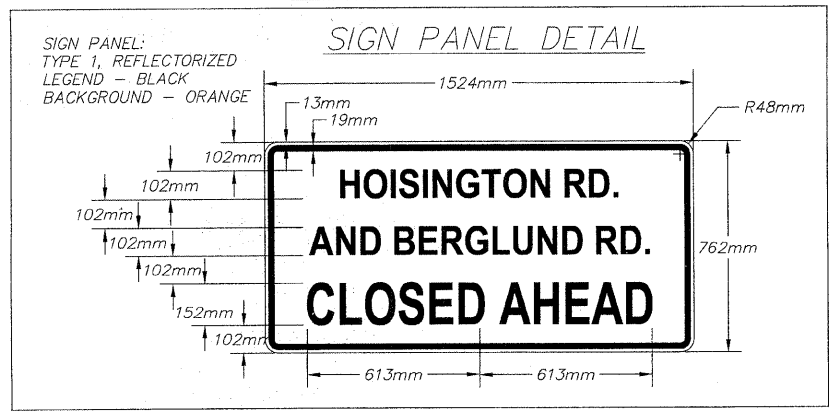
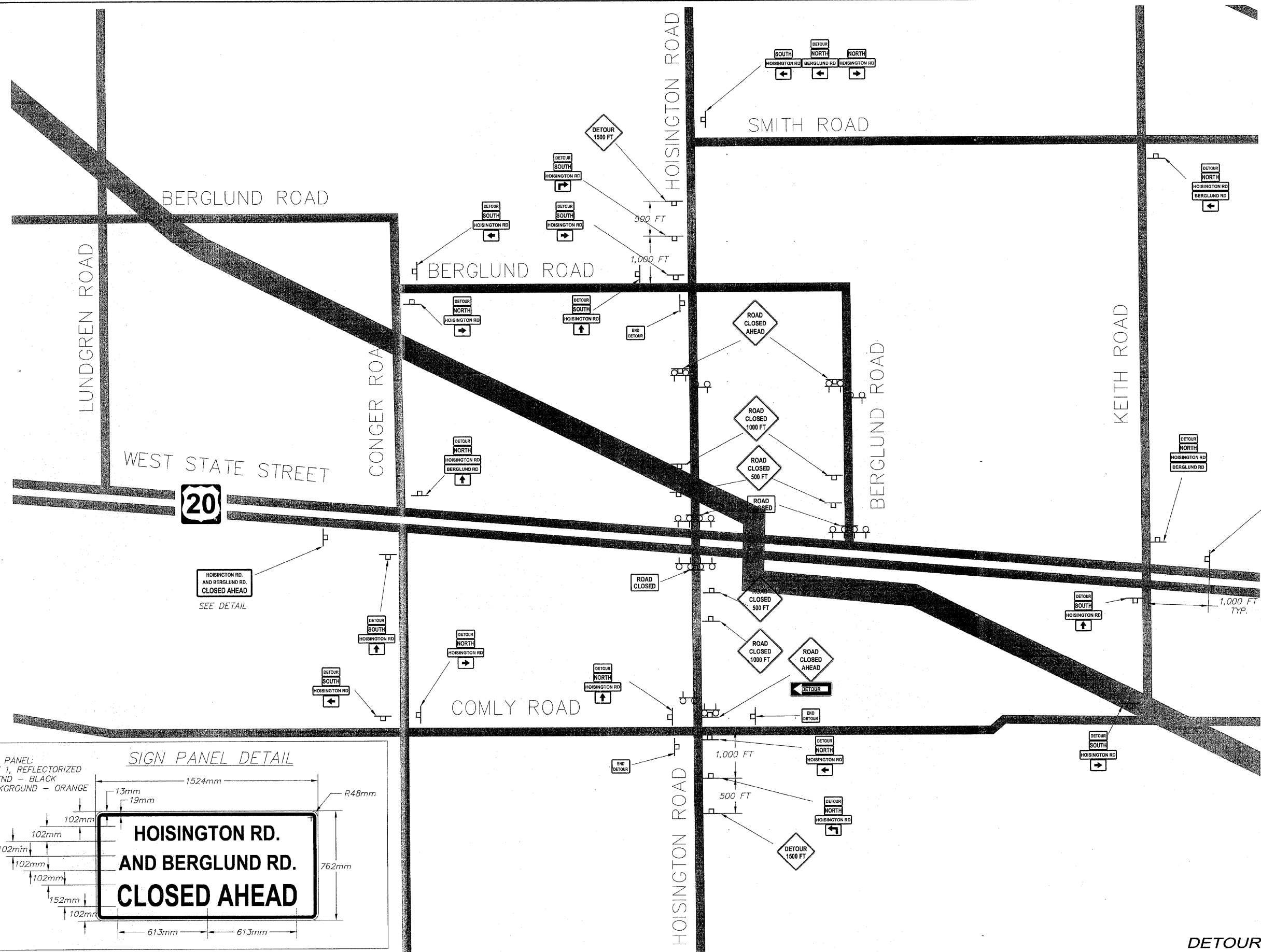
REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09
3	REVIEW COMMENTS	3/9/09

PLOTTING SCALE:	1 : 1
DRAWN BY:	REK
CHECKED BY:	
DATE:	DECEMBER, 2008

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U.S. ROUTE 20 CROSSOVER
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 84-00287-00-BT
NAME: G:\surveys\PEC\PATH\IST RELEASE\98-037 route 20 x-over.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
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OF
98



DETOUR MAP

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

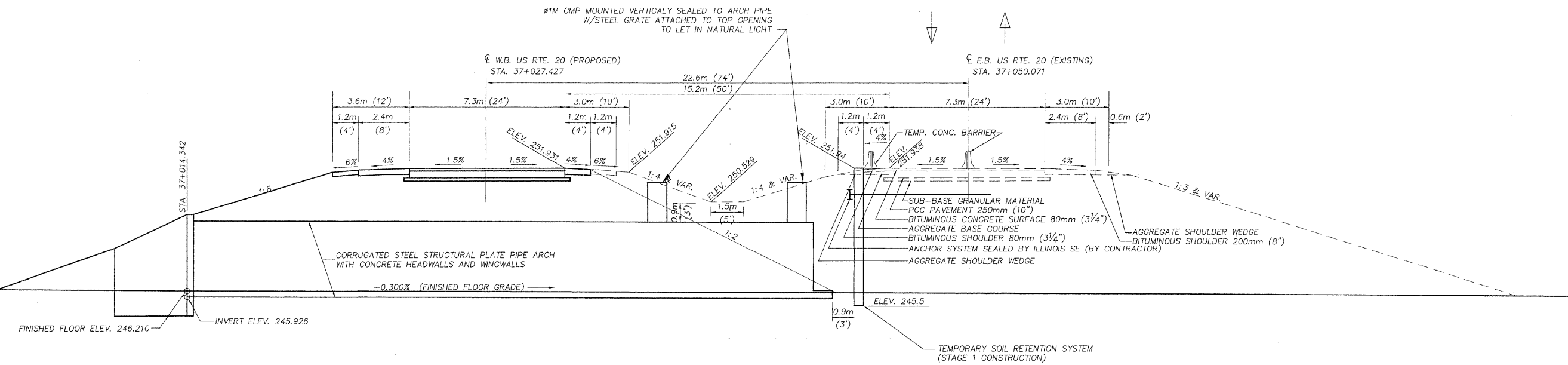
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DRAWN BY:	REK
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DATE:	SEPTEMBER, 2007

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U.S. ROUTE 20 CROSSOVER
PECATONICA PRAIRIE PATH *Contract 85443*
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPTH\1ST RELEASE\98-037 route 20 x-over.dwg JOB NUMBER: 04-28-98-037

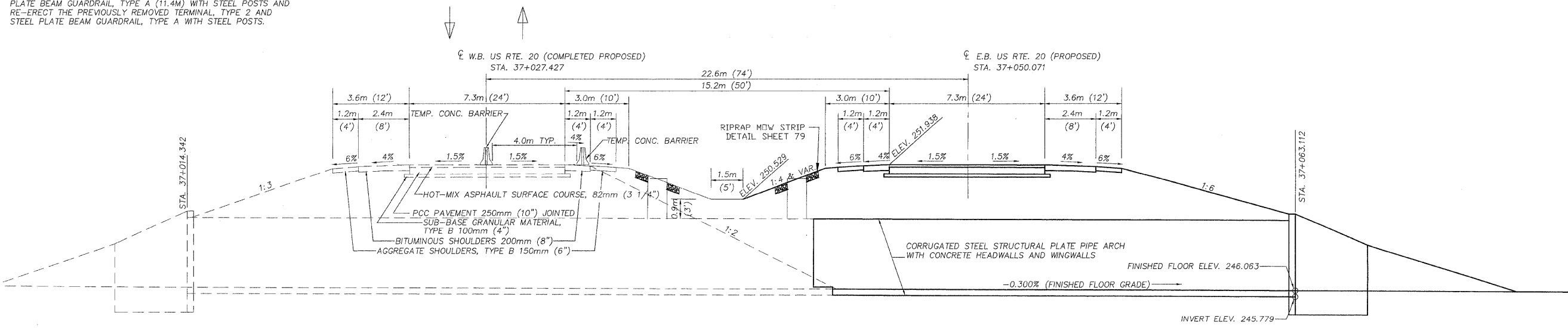
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**CENTERLINE PATH / RTE 20 LONGITUDINAL SECTION
STAGE 1 WESTBOUND CONSTRUCTION**

HORIZONTAL DIMENSIONS ARE AT RIGHT ANGLES STATIONS SHOWN ARE ALONG THE CENTERLINE OF THE PROPOSED STRUCTURE (5' SKEW LT AHEAD)

PRIOR TO STAGE 1 CONSTRUCTION WORK: REMOVE EXISTING RAIL ELEMENT OF EXISTING GUARD RAIL TERMINAL, TYPE 2 (1 EACH) AND A PORTION OF THE STEEL PLATE BEAM GUARDRAIL, TYPE A, (15.2M).
AFTER COMPLETION OF THE STAGE 1 CONSTRUCTION WORK: EXTEND REMAINING IN-PLACE GUARDRAIL TO THE WEST WITH NEW STEEL PLATE BEAM GUARDRAIL, TYPE A (11.4M) WITH STEEL POSTS AND RE-ERECT THE PREVIOUSLY REMOVED TERMINAL, TYPE 2 AND STEEL PLATE BEAM GUARDRAIL, TYPE A WITH STEEL POSTS.



**CENTERLINE PATH / RTE 20 LONGITUDINAL SECTION
STAGE 2 EASTBOUND CONSTRUCTION**

HORIZONTAL DIMENSIONS ARE AT RIGHT ANGLES STATIONS SHOWN ARE ALONG THE CENTERLINE OF THE PROPOSED STRUCTURE (5' SKEW LT AHEAD)

PRIOR TO STAGE 2 CONSTRUCTION WORK: REMOVE EXISTING RAIL ELEMENT OF EXISTING GUARD RAIL TERMINAL, TYPE 2 (1 EACH) AND A PORTION OF THE STEEL PLATE BEAM GUARDRAIL, TYPE A, (15.2M).
AFTER COMPLETION OF THE STAGE 2 CONSTRUCTION WORK: EXTEND REMAINING IN-PLACE GUARDRAIL TO THE WEST WITH NEW STEEL PLATE BEAM GUARDRAIL, TYPE A (11.4M) WITH STEEL POSTS AND RE-ERECT THE PREVIOUSLY REMOVED TERMINAL, TYPE 2 AND STEEL PLATE BEAM GUARDRAIL, TYPE A WITH STEEL POSTS.

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE:	1 : 1
DRAWN BY:	REK
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DATE:	OCTOBER, 2008

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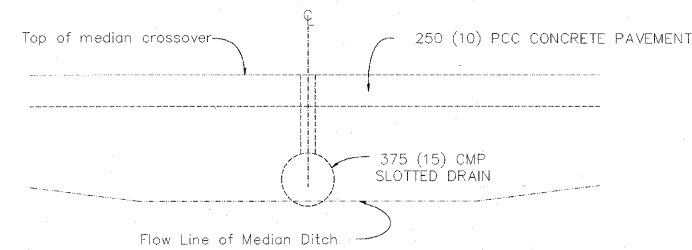
STAGE CONSTRUCTION DETAILS
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 staging.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
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OF
98

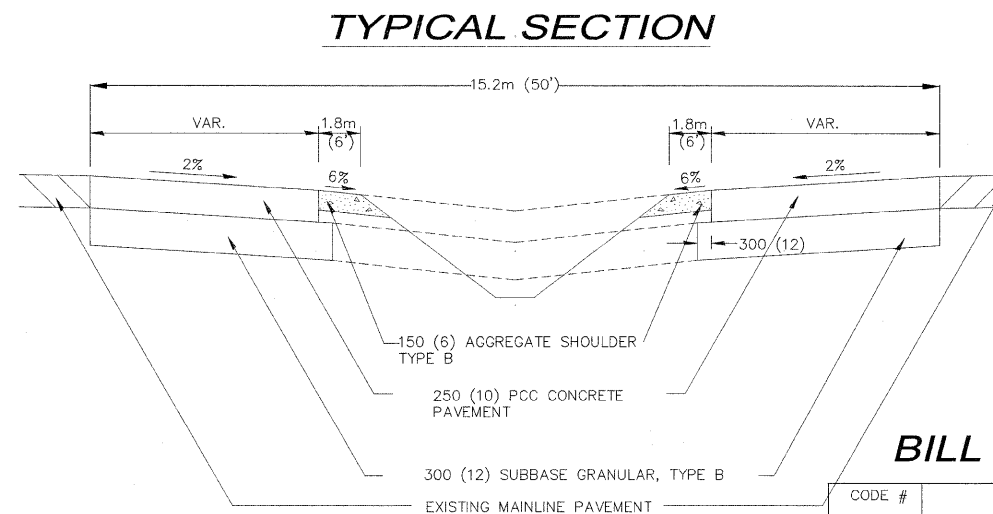
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STATION 798+00
15.2m (50') MEDIAN CROSSOVER

GENERAL NOTES



SECTION C-C

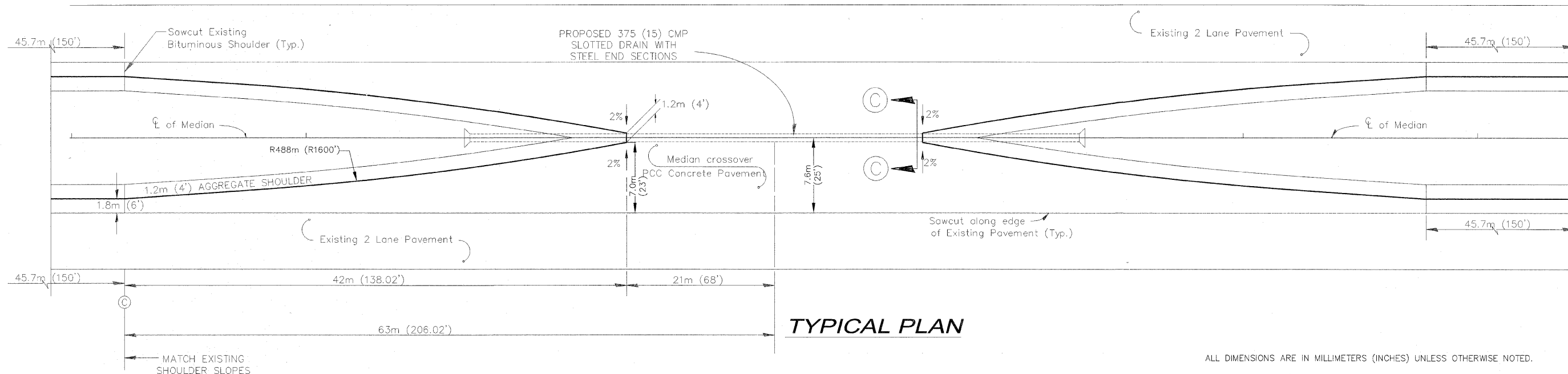


BILL OF MATERIAL - MEDIAN CROSSOVERS

CODE #	ITEM	UNIT	EASTERLY CROSSOVER	WESTERLY CROSSOVER	TOTAL
M2020010	EARTH EXCAVATION	CU M		775	775
M2040800	FURNISHED EXCAVATION	CU M		50	50
M2065767	SLOTTED DRAIN 375mm WITH 45mm SLOT	METER		38	38
M3111010	SUB-BASE GRANULAR, TYPE B	M TON	100	796	896
M4200250	PORTLAND CEMENT CONCRETE PAVEMENT 250MM	SQ M	204	1635	1839
M4402530	PAVED SHOULDER REMOVAL	SQ M		412	412
M4812150	AGGREGATE SHOULDERS, TYPE B, 150mm	SQ M	313	313	626
M5421415	PIPE CULVERTS, TYPE 1 CSCP 375mm	METER	10	38	48
M542E216	STEEL END SECTIONS 375mm	EACH	2	2	4

TABLE OF OFFSETS AND DROPS

Distance meters (feet) from location station	0	21 (68)	23 (75)	30.5 (100)	38 (125)	46 (150)	53 (175)	61 (200)	63 (206.02)
Offsets meters (feet) from inside edge of pavement	7.6 (25)	7 (23)	6.7 (21.84)	5.5 (17.97)	4.4 (14.50)	3.5 (11.43)	2.7 (8.76)	2 (6.49)	1.8 (6)
Drop meters (feet) from inside edge of pavement	0.15 (0.50)	0.14 (0.46)	0.13 (0.42)	0.11 (0.36)	0.09 (0.29)	0.07 (0.23)	0.06 (0.19)	0.05 (0.16)	0.04 (0.13)



TYPICAL PLAN

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.
 TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
DRAWN BY: REK
CHECKED BY:
DATE: DECEMBER, 2008

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MEDIAN CROSSOVER DETAILS

PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT

FILE NAME: G:\surveys\PEC\PATH\1ST RELEASE\98-037 BRIDGE GEN-NOTES.dwg JOB NUMBER: 04-28-98-037

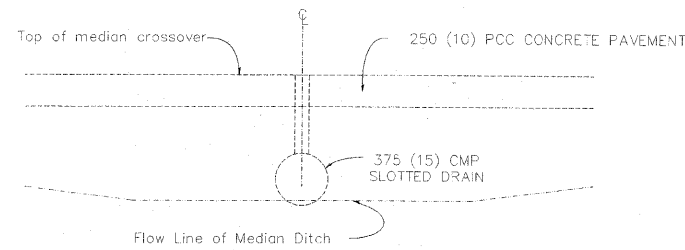
SHEET NO.
79
 OF
98

STATION 858+50
EXISTING MEDIAN CROSSOVER

GENERAL NOTES

The intent of this plan is to show the construction requirements to bring the existing crossover up to current standards.

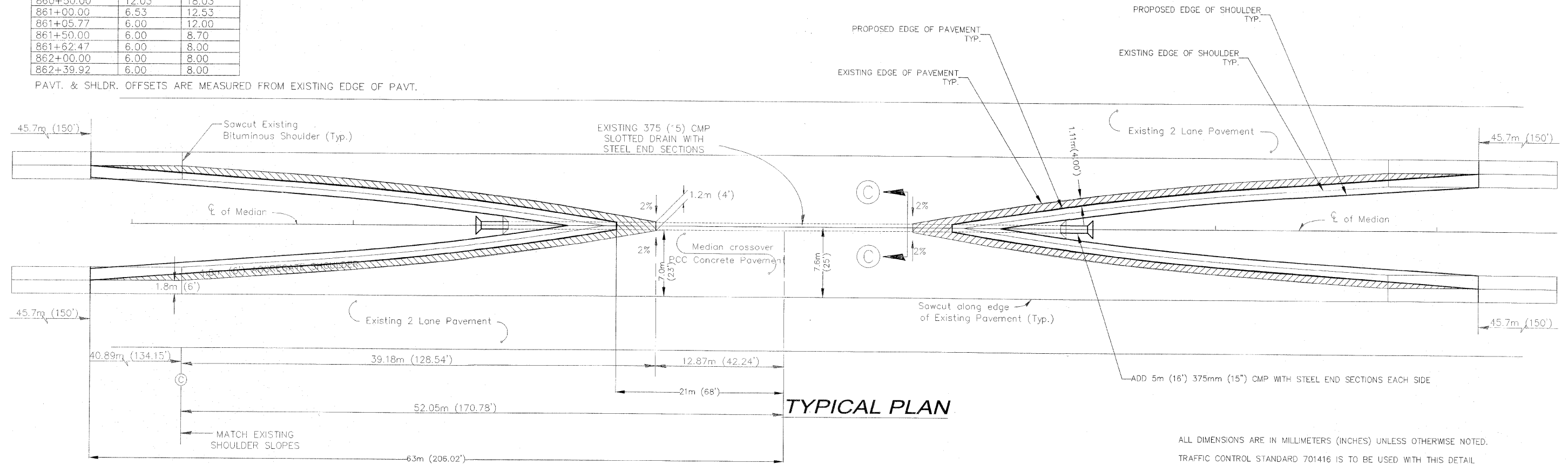
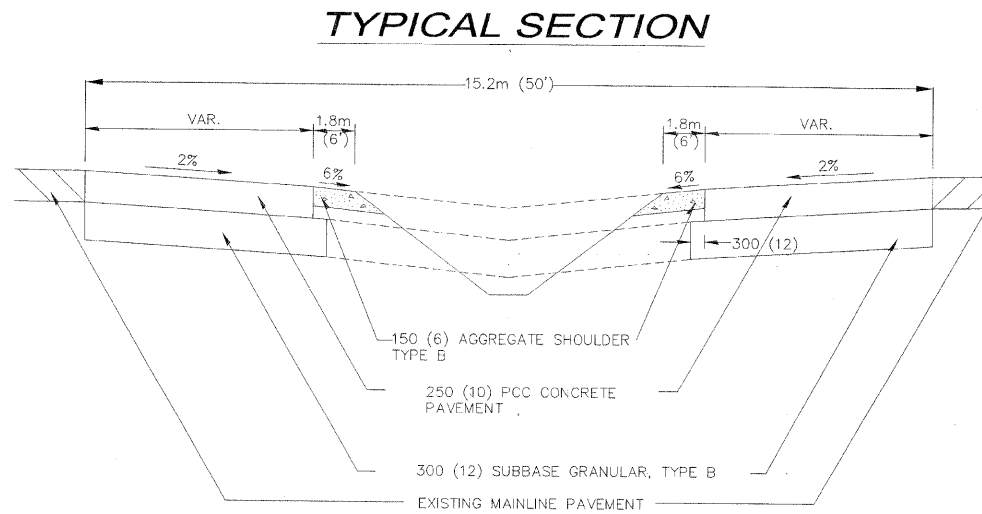
The Steel End Sections for the median crossover culvert shall be included in the cost of the pipe culvert.



SECTION C-C

STATION	PAVT. OFFSET	SHLDR. OFFSET
856+30.08	6.00	8.00
856+50.00	6.00	8.00
857+00.00	6.00	8.00
857+07.53	6.00	8.00
857+50.00	6.00	10.79
857+64.23	6.00	12.00
858+00.00	9.63	15.63
858+50.00	16.13	22.13
858+92.72	23.00	25.00
859+00.00	25.00	0.00
859+35.00	25.00	0.00
859+77.28	23.00	25.00
859+93.00	20.33	25.00
860+00.00	19.19	25.00
860+14.12	17.00	23.00
860+50.00	12.03	18.03
861+00.00	6.53	12.53
861+05.77	6.00	12.00
861+50.00	6.00	8.70
861+62.47	6.00	8.00
862+00.00	6.00	8.00
862+39.92	6.00	8.00

PAVT. & SHLDR. OFFSETS ARE MEASURED FROM EXISTING EDGE OF PAVT.



TYPICAL PLAN

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.
TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL.

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE:	1 : 1
DRAWN BY:	REK
CHECKED BY:	
DATE:	DECEMBER, 2008

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MEDIAN CROSSOVER DETAILS

PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT

FILE NAME: G:\surveys\PECAPATH\1ST RELEASE\98-037 BRIDGE GEN-NOTES.dwg JOB NUMBER: 04-28-98-037

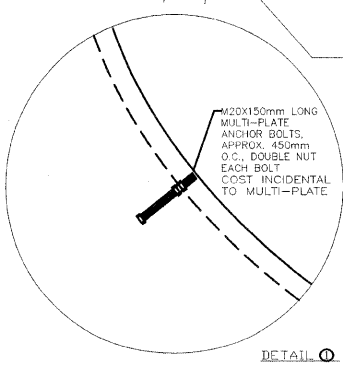
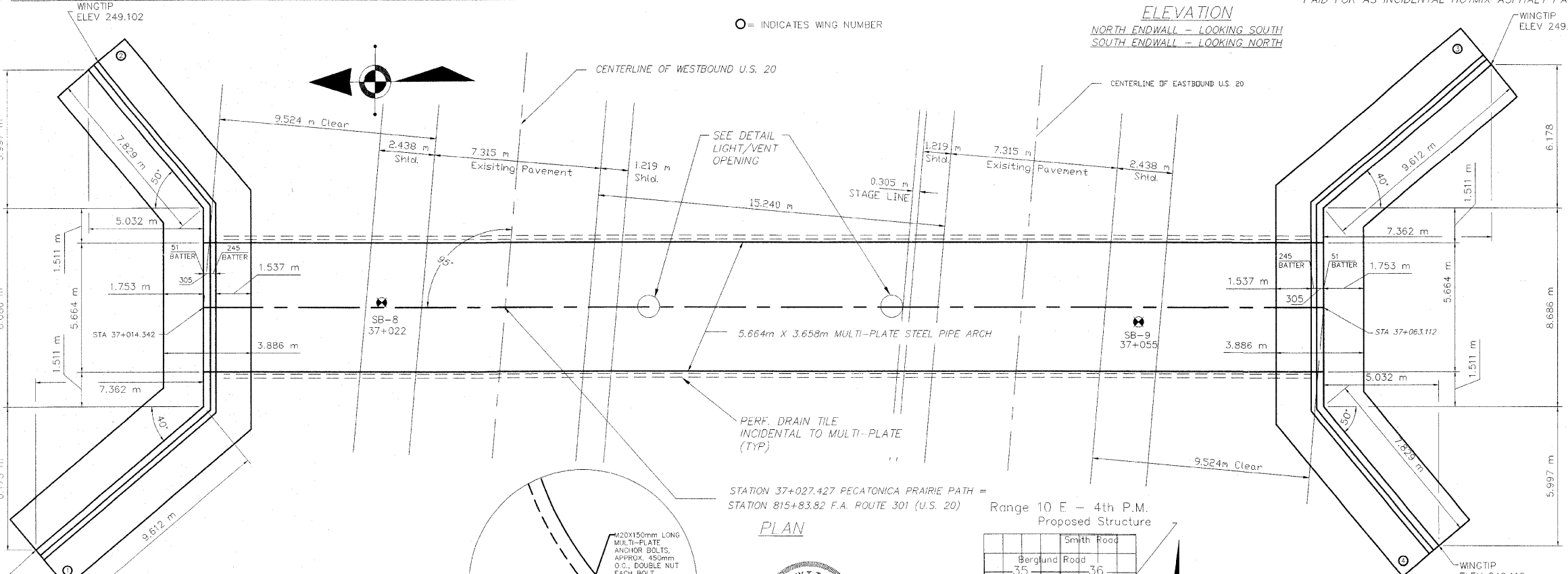
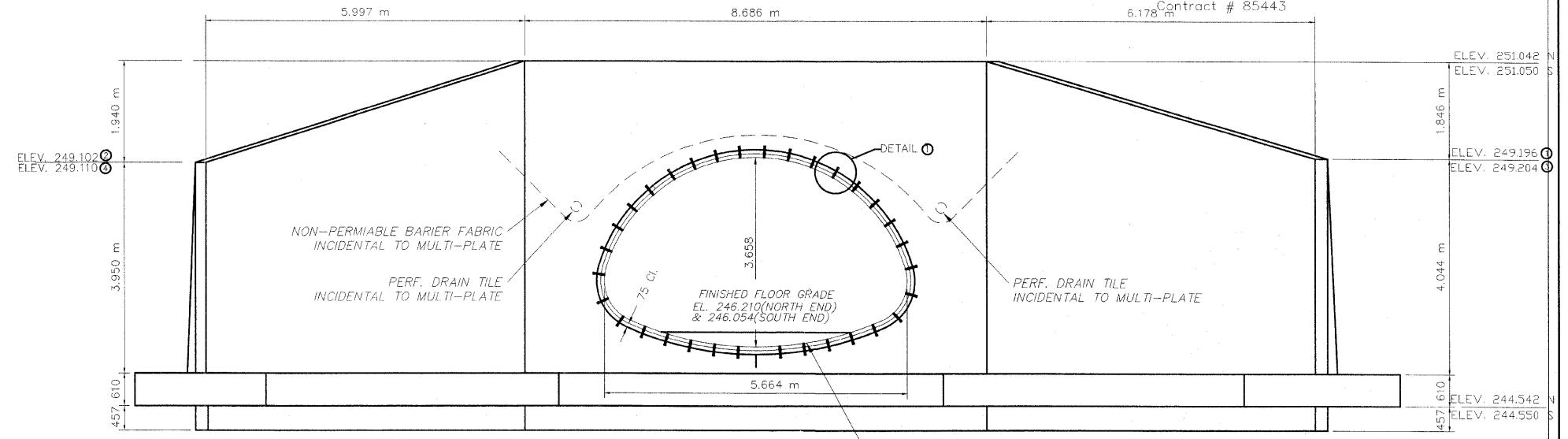
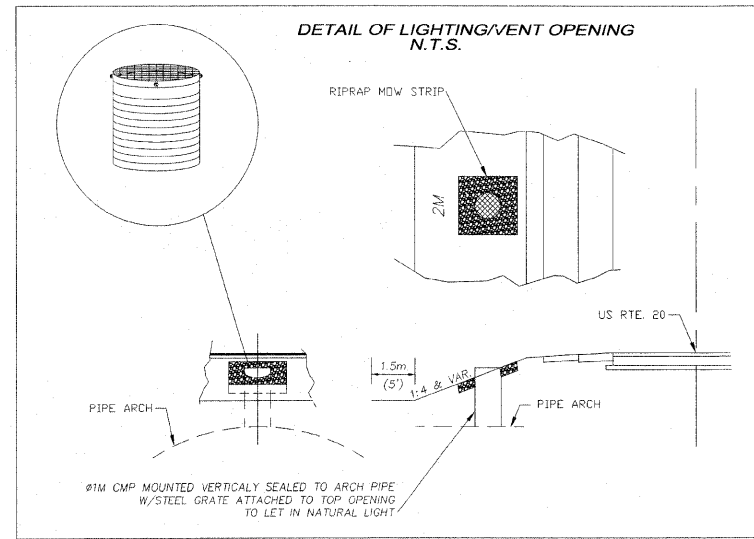
SHEET NO.
79A
OF
98

BENCHMARKS: R-228 Spike Set 0.6 m South of Fence at Station 36+544.94, 1.86 m Rt. Elev. 253.285
 331 Chiseled Square on Concrete Power Pole Base, Pole No. 2115 at Station 37+373.69,
 4.08 m Lt., Elev. 253.875

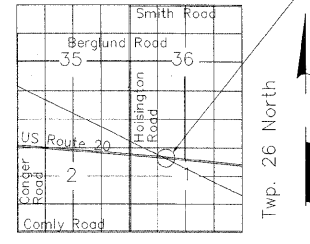
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 1
					1 SHEETS

Contract # 85443



STATION 37+027.427 PECATONICA PRAIRIE PATH =
 STATION 815+83.82 F.A. ROUTE 301 (U.S. 20)
 Range 10 E - 4th P.M.
 Proposed Structure



JEFFREY T. TORNER
 081-02480
 REGISTERED
 STRUCTURAL
 ENGINEER
 Expires 11/30/2010

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 Ralph E. Anderson (TJD)
 ENGINEER OF BRIDGES AND STRUCTURES

Structural Plate shall conform to AASHTO M-167, Minimum plate thickness shall be 7 Gauge with square cut ends. End plated shall be factory cut for Headwall skew.

HIGHWAY CLASSIFICATION
 F.A. ROUTE 301 (US 20)
 ADT: 15700 (2005)
 Functional Class: Major Arterial
 Design Speed: 65 mph
 Posted Speed: 65 mph

DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications
 17th Edition

LOADING HS20-44
 Allow 50# / sq. ft. for future wearing surface

DESIGN STRESSES
FIELD UNITS
 f'c = 24 MPa
 fy = 400 MPa (reinforcement)
 Maximum Soil Pressure (TOE) 150 KN/m2

SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.032 G
 Site Coefficient (S) = 1

GENERAL PLAN
 PECATONICA PRAIRIE PATH
 UNDER F.A. ROUTE 301 (US 20)
 SECTION 94-00267-00-BT
 WINNEBAGO COUNTY
 STATION 815+83.82
 STRUCTURE NO. 101-0185

DESIGNED	JTT
CHECKED	JTT
DRAWN	NJB
CHECKED	JTT

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09
3	Bridge Office Review	4/10/2009

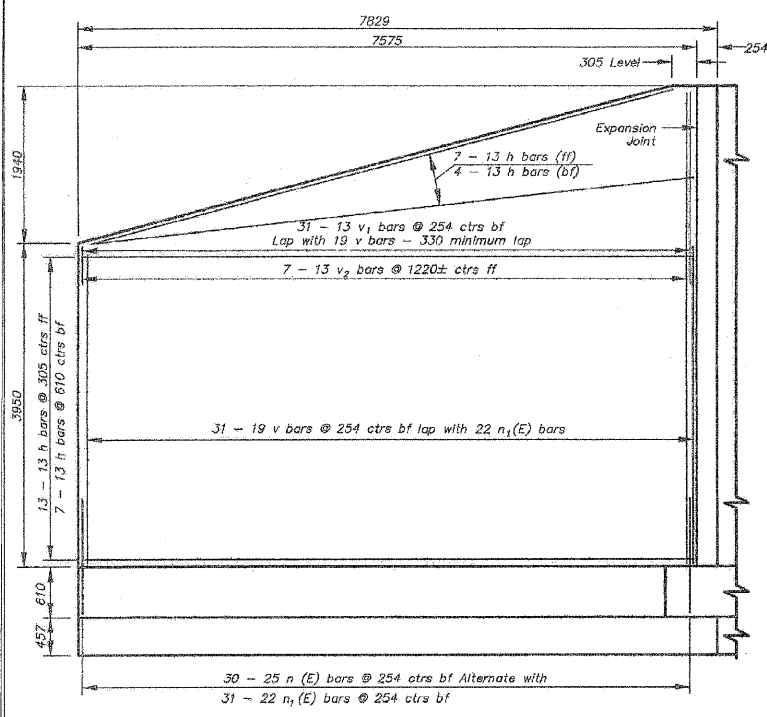
PLOTTING SCALE: 1 : 1
 DRAWN BY: REK
 CHECKED BY:
 DATE: DECEMBER, 2008

McClure
 Engineering Associates, Inc.
 7282 Argus Drive Rockford, Illinois 61107-5837
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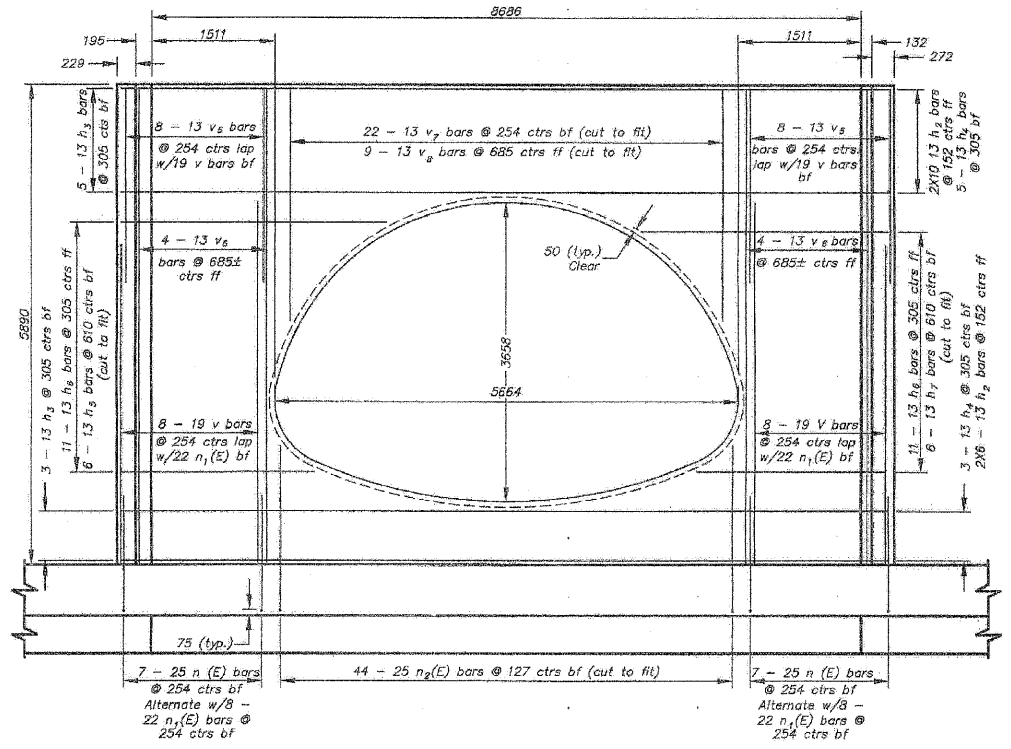
ROUTE 20 PATH CROSSING-HEADWALL
 PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 headwall.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
80
 OF
98

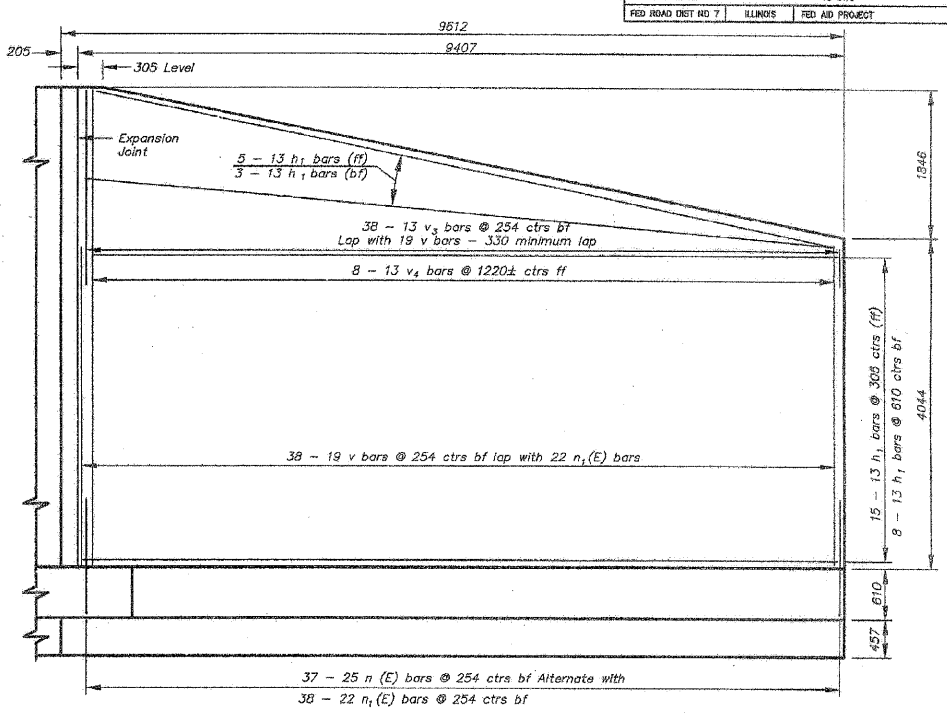
FILE	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
301 (U.S. 20)	97-00267-00-87	WINNEBAGO	3	2
STA. 815+83.82	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



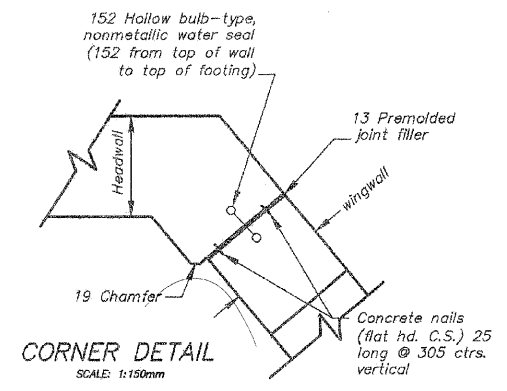
ELEVATION VIEW - WINGS ② & ④
SCALE: 1:2000mm



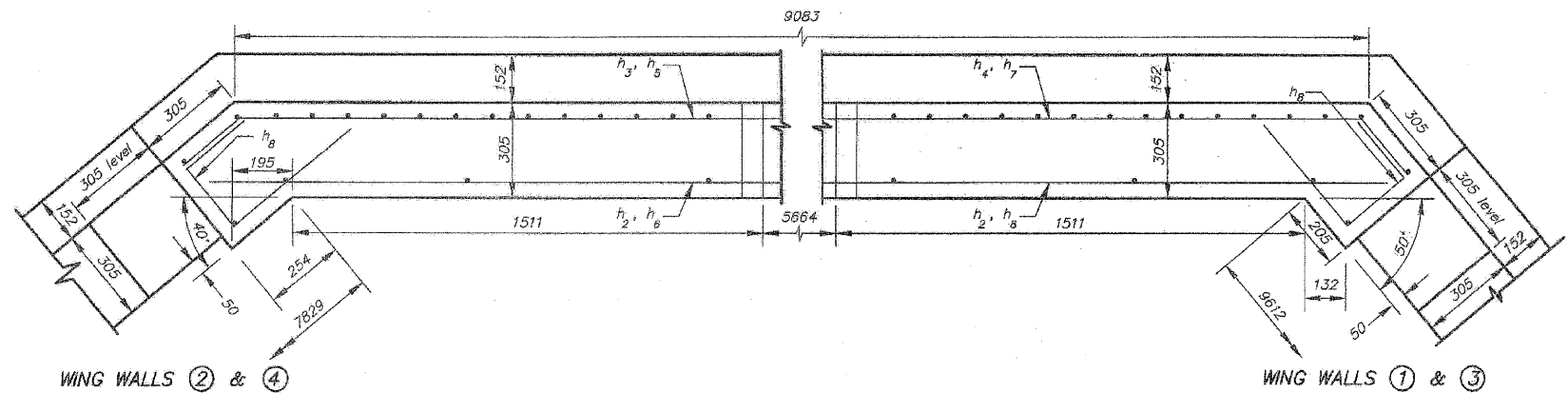
ELEVATION VIEW - HEADWALL
SCALE: 1:2000mm



ELEVATION VIEW - WINGS ① & ③
SCALE: 1:2000mm



CORNER DETAIL
SCALE: 1:150mm



HEADWALL PLAN VIEW
SCALE: 1:500mm

NOTE:
bf = back face
ff = front face

ILLINOIS DEPARTMENT OF TRANSPORTATION
WING WALL STRUCTURAL DETAILS
PECATONICA PRAIRIE PATH
UNDER F.A. ROUTE 301 (U.S.20)
WINNEBAGO COUNTY
STRUCTURE NO. 101-0185



REVISIONS	
NO.	DATE

SCALE: PER VIEW
DATE: AUGUST 13, 2007
DRAWN BY: JUD MEAI-M
CHECKED BY: JTT MEAI-M

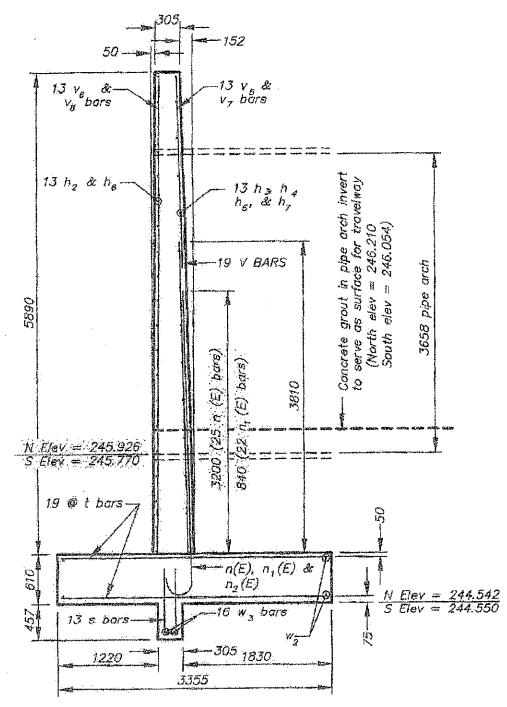
REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1:1
DRAWN BY: REK
CHECKED BY:
DATE: DECEMBER, 2008

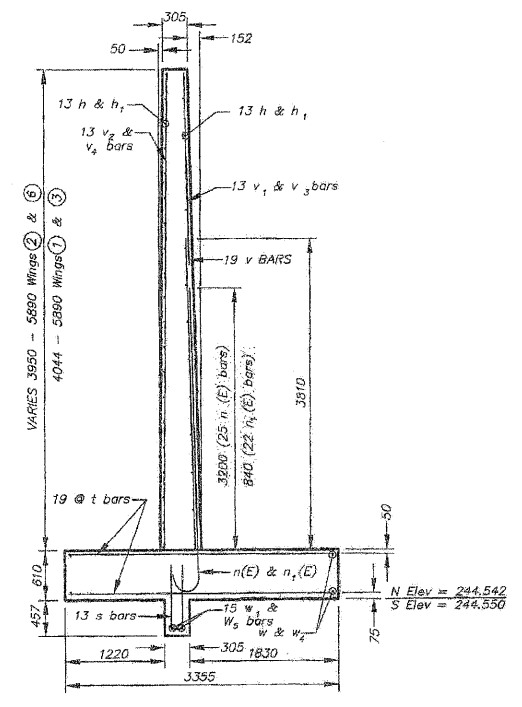
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ROUTE 20 PATH CROSSING-HEADWALL
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 headwall.dwg
JOB NUMBER: 04-28-98-037

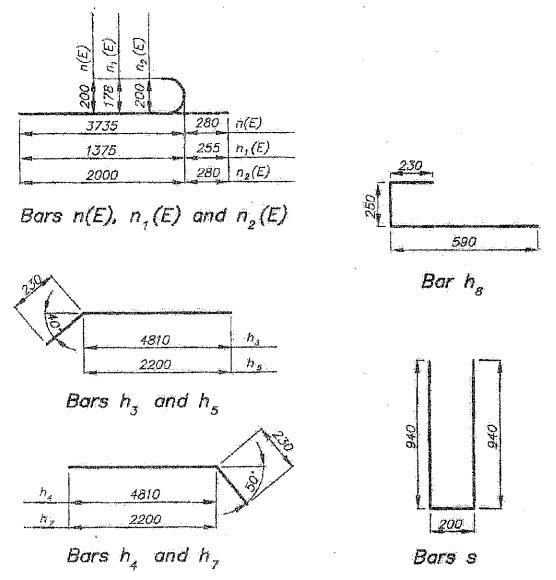
SHEET NO.
81
OF
98



SECTION THROUGH HEADWALL
SCALE: 1:200mm

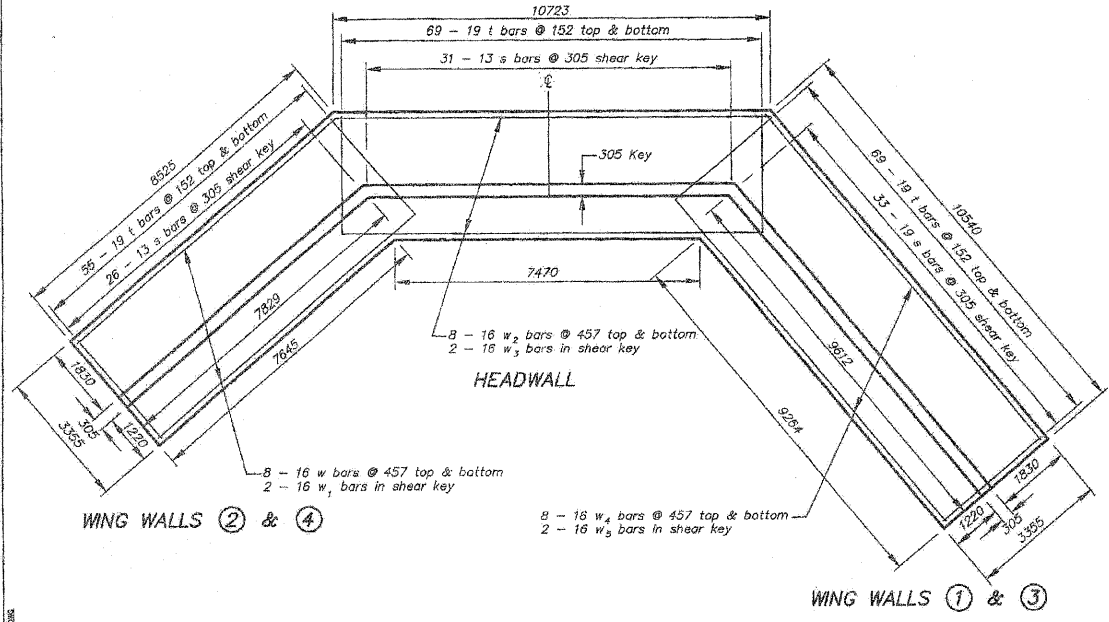


SECTION THROUGH WINGWALLS
SCALE: 1:200mm



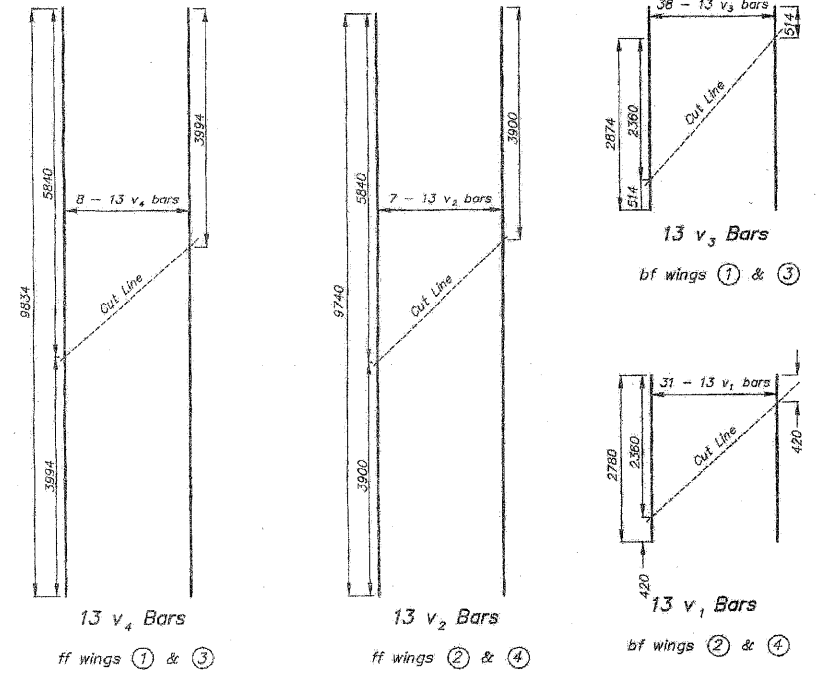
BAR BENDING DIAGRAMS
Not to Scale

BILL OF MATERIAL				
BAR	NO.	SIZE	LENGTH mm	SHAPE
h	62	13	7475	—
h ₁	62	13	9307	—
h ₂	64	13	4890	—
h ₃	16	13	5040	—
h ₄	16	13	5040	—
h ₅	12	13	2430	—
h ₆	44	13	2880	—
h ₇	12	13	2430	—
h ₈	56	13	1070	—
n (E)	162	25	4015	—
n ₁ (E)	170	22	1630	—
n ₂ (E)	88	25	2280	—
t	386	19	3255	—
s	180	13	2080	—
v	170	19	3810	—
v ₁	62	13	2780	—
v ₂	14	13	9740	—
v ₃	76	13	2870	—
v ₄	16	13	9834	—
v ₅	32	13	2360	—
v ₆	16	13	5840	—
v ₇	44	13	2750	—
v ₈	18	13	2750	—
w	16	16	8500	—
w ₁	4	16	7830	—
w ₂	16	16	10720	—
w ₃	4	16	8690	—
w ₄	16	16	10540	—
w ₅	4	16	9620	—
Concrete Headwall	cu. m.		232	
Reinforcing Bars	Kg		8296	
Reinforcing Bars, Epoxy Coated	Kg		4224	
Porous Granular Backfill	cu. m.		3281	



WING WALL/HEADWALL FOOTING DETAIL
SCALE: 1:100mm

NOTE:
bf = back face
ff = front face



FIELD CUTTING DIAGRAMS
Order bars full length. Cut as shown and use remainder of bars in opposite wing.
Scale 1:5mm



REVISIONS	
NAME	DATE

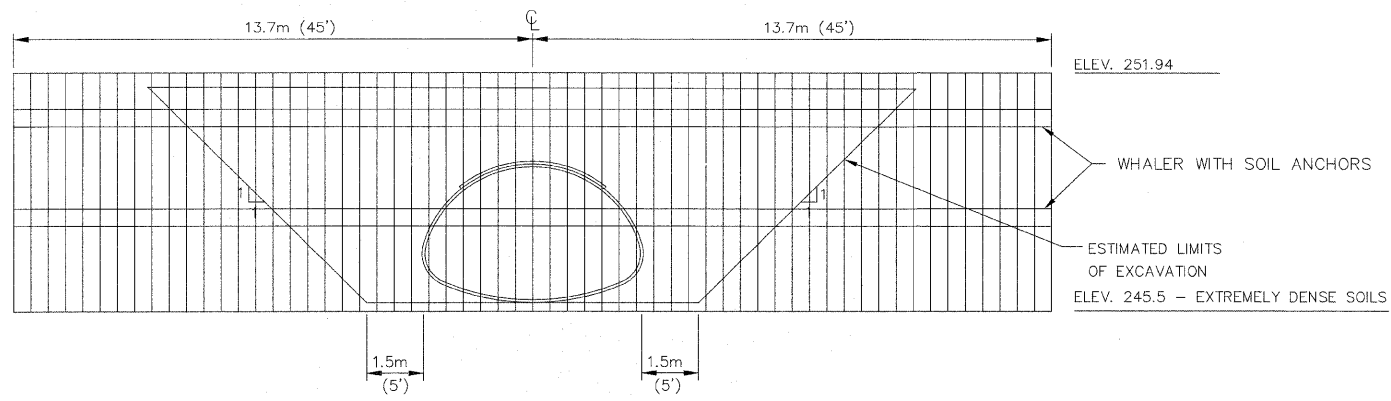
ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURAL SECTIONS
PECATONICA PRAIRIE PATH
UNDER F.A. ROUTE 301 (U.S.20)
WINNEBAGO COUNTY
STRUCTURE NO. 101-0185
SCALE: PER VIEW
DATE: AUGUST 13, 2007
DRAWN BY: JED MEAL-III
CHECKED BY: JTT MEAL-III

REVISIONS		
NO.	ITEM	DATE
2	REVIEW COMMENTS	1/22/09

PLOTTING SCALE: 1 : 1
DRAWN BY: REK
CHECKED BY:
DATE: OCTOBER, 2008

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18151 398-2332 FAX (815) 398-2496
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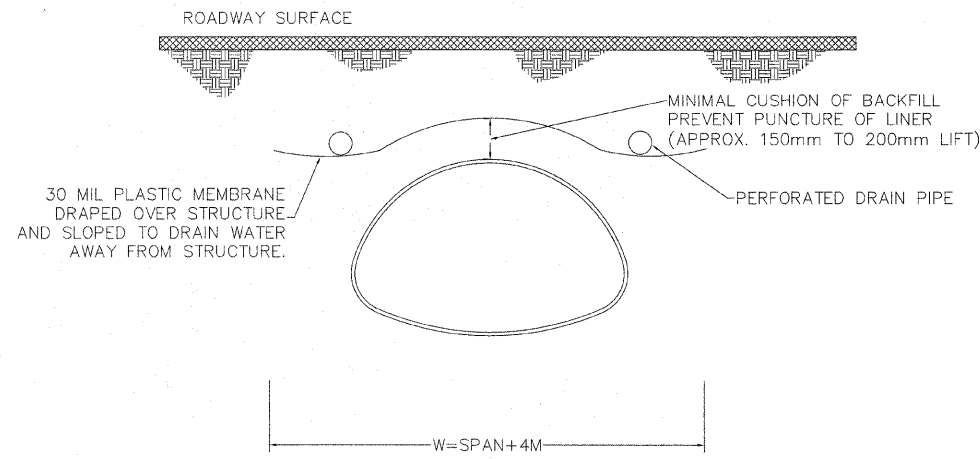
ROUTE 20 PATH CROSSING-HEADWALL
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00207-00-87
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\96-037 headwall.dwg JOB NUMBER: 04-28-98-037



CROSS SECTION STAGE 1 SOIL RETENTION SYSTEM

(LOOKING NORTH)
 TEMPORARY SHEET PILING SHALL REMAIN IN PLACE UNTIL THE WEST BOUND LANES ARE COMPLETED AS SHOWN IN STAGE 1 LONGITUDINAL SECTION, STAGE CONSTRUCTION DETAILS SHEET

MEMBRANE PROTECTION FROM DE-ICING SALTS



MEMBRANE DETAIL

LOG OF BORING NO. SB-8		Page 1 of 1					
CLIENT McCLURE ENGINEERING ASSOCIATES, INC. SITE RTE 20 CROSSING, E. OF HOISINGTON RD STEPHENSON & WINNEBAGO COUNTY, ILLINOIS Approx. Boring Location: Sta 36+990		PROJECT ILLINOIS PRAIRIE PATH PROJECT					
DEPTH, ft.	USCS SYMBOL	SAMPLES		TESTS			
		NUMBER	TYPE	RECOVERY, in.	SPT - N* BLOWS / ft.	WATER CONTENT, %	DRY UNIT WT pcf
DESCRIPTION							
Approx. Surface Elev.: 826.5 ft							
0.1	HS	1	SS	2	10	4.6	
1.5	SS	2	HS	6	17	7.7	
4	SS	3	HS	10	22	20.4	
9.5	SS	4	HS	10	25	21.9	8000*
12.5	SM	5	SS	6	13	10.5	
18	SW	6	SS	1	50/1*	6.7	
25	SW	7	SS	1	50/1*	4.1	
30	SW	8	SS	2	50/2*	2.7	
35	SW	9	SS	2	50/2*	2.6	
40	SW	10	SS	3	50/3*	3.4	
45	SW	11	SS	2	50/2*	6.3	
48.6	SW	12	SS	1	50/1*	3.1	
BOTTOM OF BORING							
The stratification lines represent the approximate boundary lines between soil and rock types: in-situ, the transition may be gradual.							
WATER LEVEL OBSERVATIONS, ft				BORING STARTED 2-15-99			
WL <input checked="" type="checkbox"/> DRY WD <input checked="" type="checkbox"/> DRY AB				BORING COMPLETED 2-15-99			
RIG 74 FOREMAN BR				APPROVED RWG JOB# 19985007			
Terracon							

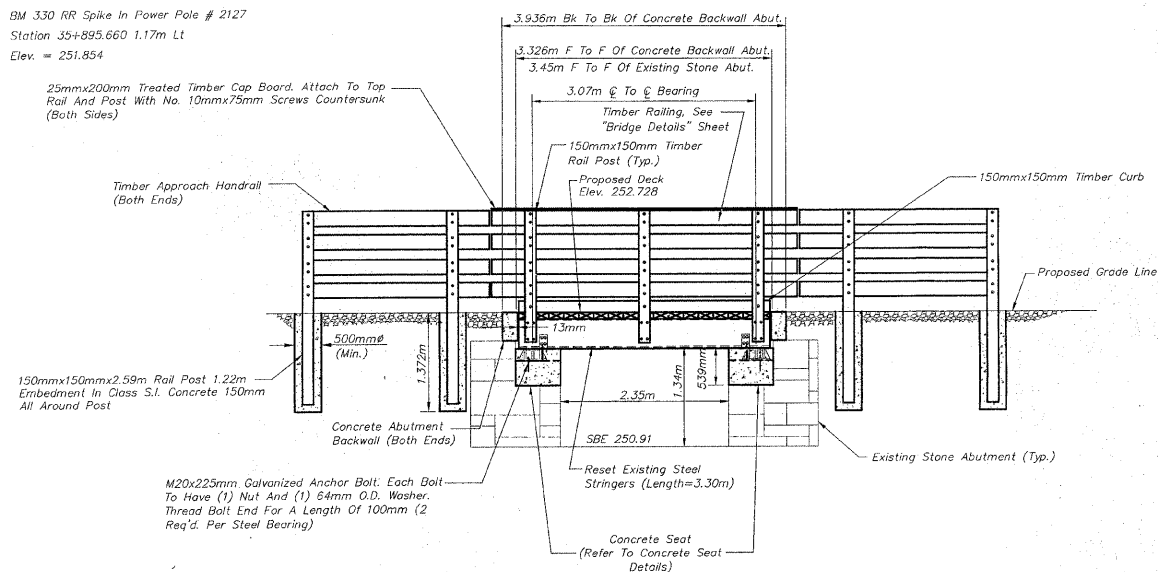
LOG OF BORING NO. SB-9		Page 1 of 1					
CLIENT McCLURE ENGINEERING ASSOCIATES, INC. SITE RTE 20 CROSSING, E. OF HOISINGTON RD STEPHENSON & WINNEBAGO COUNTY, ILLINOIS Approx. Boring Location: Sta 37+020		PROJECT ILLINOIS PRAIRIE PATH PROJECT					
DEPTH, ft.	USCS SYMBOL	SAMPLES		TESTS			
		NUMBER	TYPE	RECOVERY, in.	SPT - N* BLOWS / ft.	WATER CONTENT, %	DRY UNIT WT pcf
DESCRIPTION							
Approx. Surface Elev.: 826.5 ft							
0.3	HS	1	SS	5	14	7.5	
1.5	SS	2	HS	4	20	3.7	
6.5	SS	3	HS	10	53	10.1	
12	SS	4	HS	8	36	20.5	
17	SM	5	SS	7	59	8.8	
20	SW	6	SS	1	50/0*		
25	SW	7	SS	1	50/1*	5.0	
30	SW	8	SS	1	50/1*	6.0	
35	SW	9	SS	2	50/3*	5.6	
40	SW	10	SS	1	50/1*	8.4	
45	SW	11	SS	2	50/2*	7.0	
48.6	SW	12	SS	1	50/1*	7.9	
BOTTOM OF BORING							
The stratification lines represent the approximate boundary lines between soil and rock types: in-situ, the transition may be gradual.							
WATER LEVEL OBSERVATIONS, ft				BORING STARTED 2-15-99			
WL <input checked="" type="checkbox"/> DRY WD <input checked="" type="checkbox"/> DRY AB				BORING COMPLETED 2-15-99			
RIG 74 FOREMAN BR				APPROVED RWG JOB# 19985007			
Terracon							

SOIL BORINGS

REVISIONS NO. ITEM DATE 2 REVIEW COMMENTS 1/22/09			PLOTTING SCALE: 1 : 1 DRAWN BY: REK CHECKED BY: DATE: DECEMBER, 2008	 7282 Argus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2496 Design Firm License: Illinois 184-000816 Copyright 2006 By McClure Engineering Associates, Inc.	TEMPORARY SOIL RETENTION SYSTEM PECATONICA PRAIRIE PATH Contract 85443 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT	SHEET NO. 83 OF 98
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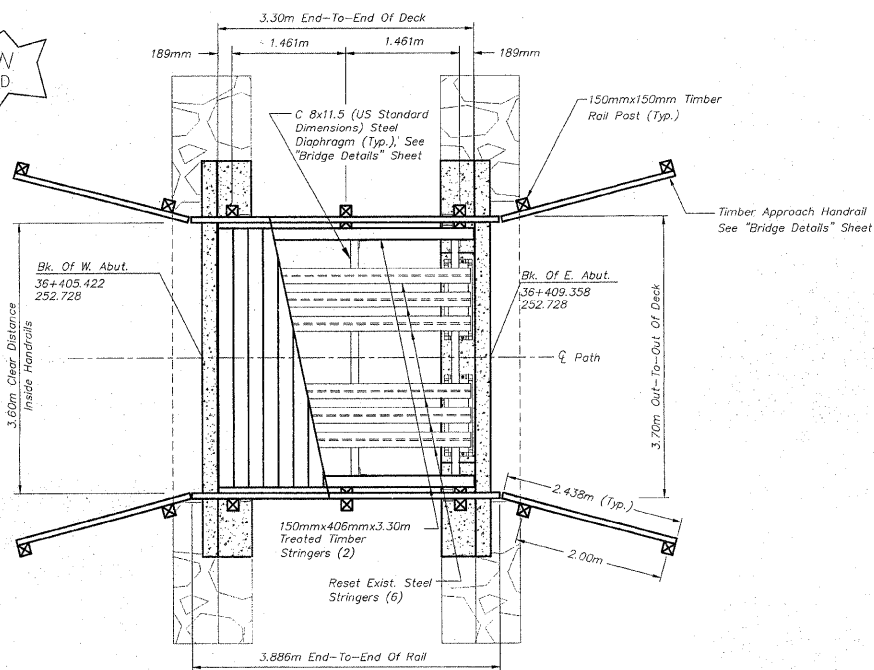
BENCH MARK

BM 330 RR Spike In Power Pole # 2127
 Station 35+895.660 1.17m Lt
 Elev. = 251.854



ELEVATION

NOT TO SCALE



PLAN

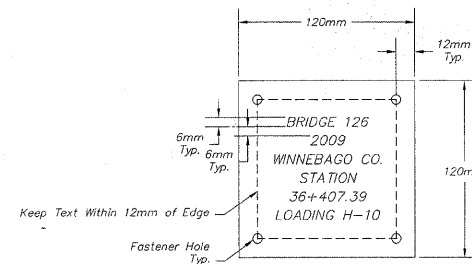
NOT TO SCALE

BILL OF MATERIALS - BRIDGE 126

ITEM	UNIT	QUANTITY
REMOVE & RESET EXISTING STEEL STRINGER ASSEMBLIES	EA	1
REMOVAL OF EXISTING SUPERSTRUCTURE	EA	1
CONCRETE STRUCTURES	CM	3.99
REINFORCEMENT BARS	Kg	342
TREATED TIMBER	CM	2.43
HARDWARE	Kg	123
WOOD RAILING	M	9.75
DRILL AND GROUT BARS	EA	216
ANCHOR BOLTS, M20	EA	12
MASONRY CLEANING & TUCKPOINTING	LS	1
NAME PLATE	EA	1
REFLECTORS	EA	12
POROUS GRANULAR EMBANKMENT	CM	5

BRIDGE 126 NOTES

- REFER TO "BRIDGE GENERAL NOTES" SHEET FOR ADDITIONAL TIMBER BRIDGE GENERAL NOTES.
- THE CONTRACTOR SHALL REMOVE ALL ELEMENTS OF THE EXISTING TIMBER DECKING AND PROPERLY DISPOSE OF OFF-SITE. THIS INCLUDES THE TRANSVERSE RAILROAD TIES, TIMBER WALKWAY, STEEL ANGLE RAIL POSTS AND CABLE, TIMBER BEARING SUPPORTS, AND ANY OTHER ITEMS AS APPLICABLE TO THE EXISTING TIMBER DECKING. ALL ITEMS TO BE REMOVED SHALL BE DISPOSED OF IN CONFORMANCE WITH THE REQUIREMENTS OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS. ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVAL OF EXISTING SUPERSTRUCTURE WITH NO ADDITIONAL COMPENSATION ALLOWED.
- THE INTENT OF THE PLAN IS TO REUSE/RESET THE EXISTING 5 15x50 (US STANDARD DIMENSIONS) STEEL STRINGERS AS AN ASSEMBLY AFTER MODIFYING THE EXISTING ABUTMENTS. THE ASSEMBLY INCLUDES THE EXISTING STEEL STRINGERS WITH THE CONNECTED DIAPHRAGMS AND STEEL BEARINGS. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS SO AS NOT TO CAUSE DAMAGE WHEN REMOVING THE EXISTING STEEL STRINGER ASSEMBLIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY ITEM DAMAGED WITH NO ADDITIONAL COMPENSATION ALLOWED. CONTRACTOR SHALL COORDINATE THE SCHEDULE OF THIS WORK WITH THE ENGINEER TO ALLOW FOR DETAILED INSPECTION OF THE STEEL STRINGER ASSEMBLIES IF REQUIRED. ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVE AND RESET EXISTING STEEL STRINGER ASSEMBLIES AND SHALL BE MEASURED AS ONE (1) UNIT EACH PER BRIDGE AS APPLICABLE.
- CONTRACTOR SHALL REMOVE ANY LOOSE OR DETERIORATED MORTAR FROM THE EXISTING MASONRY LIMESTONE ABUTMENT JOINTS, CLEAN, AND TUCK POINT IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS. THIS WORK WILL BE PAID FOR AS LUMP SUM AT THE CONTRACT UNIT PRICE FOR MASONRY CLEANING & TUCKPOINTING.
- ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
- CONTRACTOR SHALL FURNISH AND INSTALL A BRASS NAME PLATE IN ACCORDANCE WITH SECTION 515 OF THE IDOT STANDARD SPECIFICATIONS EXCEPT THAT IT SHALL BE INSTALLED WITH FOUR (4) TAMPER RESISTANT SCREWS TO THE TOP TIMBER BRIDGE RAIL ON THE RIGHTHAND SIDE OF APPROACH END WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING. THE PLATE SHALL BE MADE OF SOLID BRASS 3mm THICK WITH IMPRINTED STAMP LETTERING 6mm HIGH. THIS ITEM WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR NAME PLATES.



NAME PLATE

DESIGN LOADING

H-10

DESIGN STRESSES

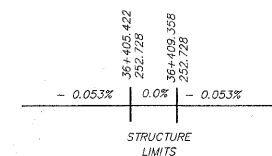
$f_c = 24 \text{ MPa}$
 Reinforcing $f_y = 420 \text{ MPa}$
 Fasteners $f_y = 250 \text{ MPa}$
 Diaphragm Steel $f_y = 250 \text{ MPa}$
 Structural Timber $F_b = 9.3 \text{ MPa}$
 Structural Timber $F_v = 1.14 \text{ MPa}$

DESIGN SPECIFICATIONS

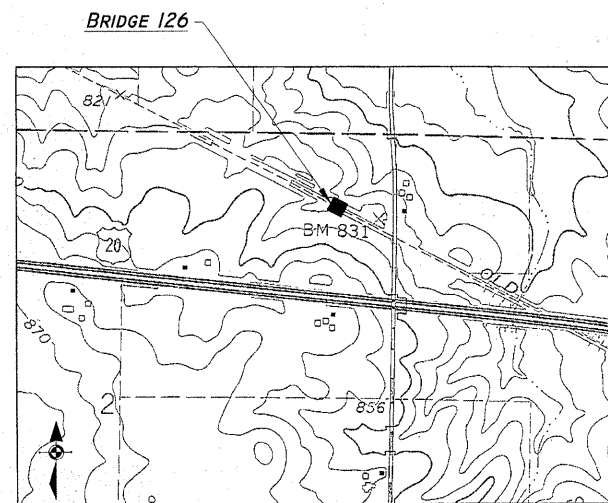
2002 AASHTO Standard Specifications - 17th Edition

SEISMIC DATA

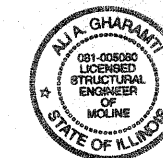
Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 3.25%
 Site Coefficient(s) = 1.0



PROFILE GRADE



LOCATION SKETCH



Signature: *Ali A. Gharami*
 Date: 3/5/09
 Exp. Date: 11/30/10

GENERAL PLAN & ELEVATION
 OVER A TRIBUTARY DITCH TO
 PECATONICA RIVER
 SECTION 94-00267-00-BT
 WINNEBAGO COUNTY
 STATION 36+407.39

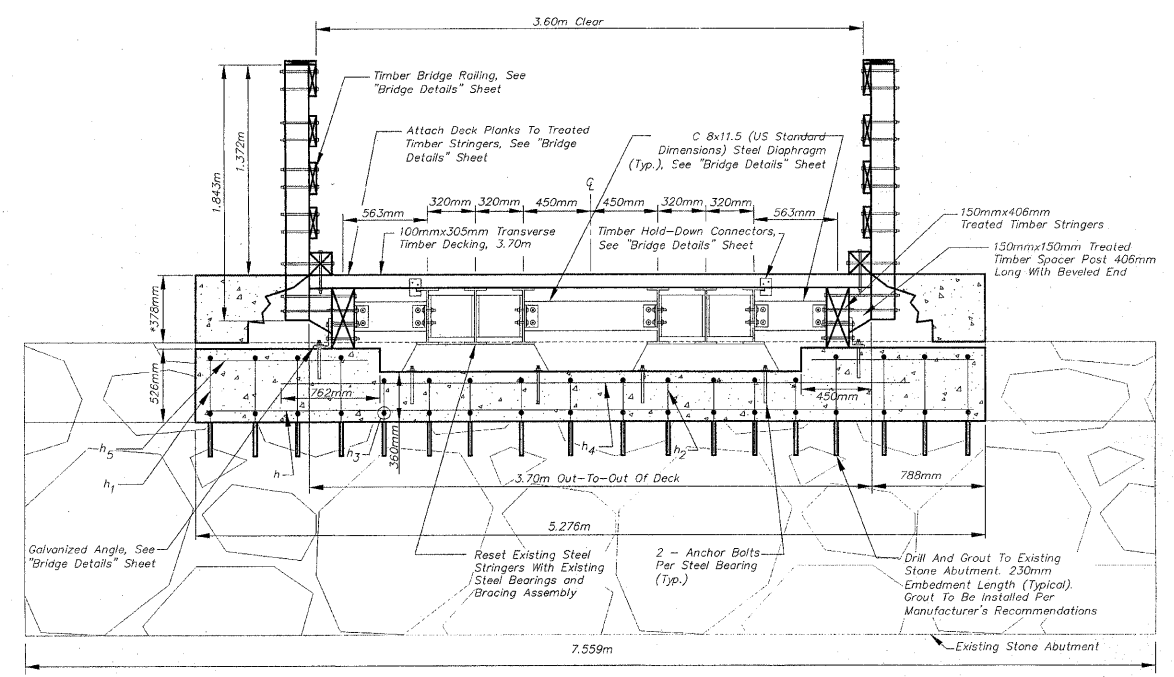
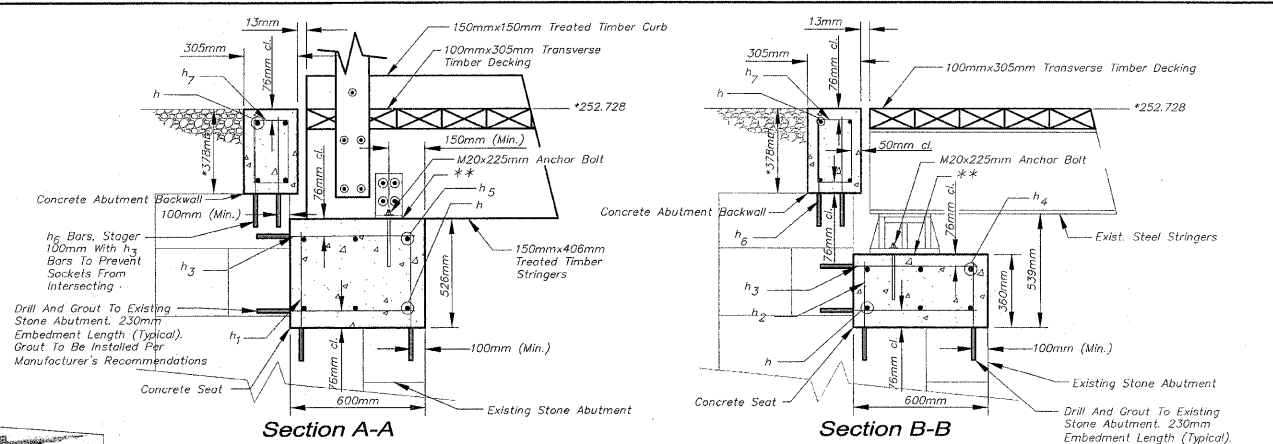
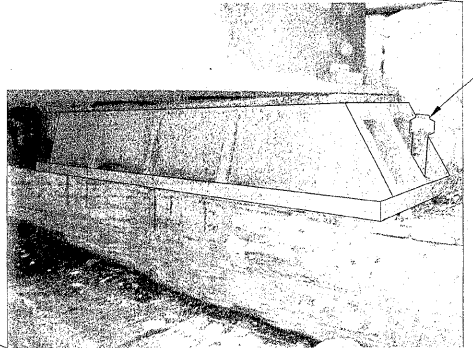
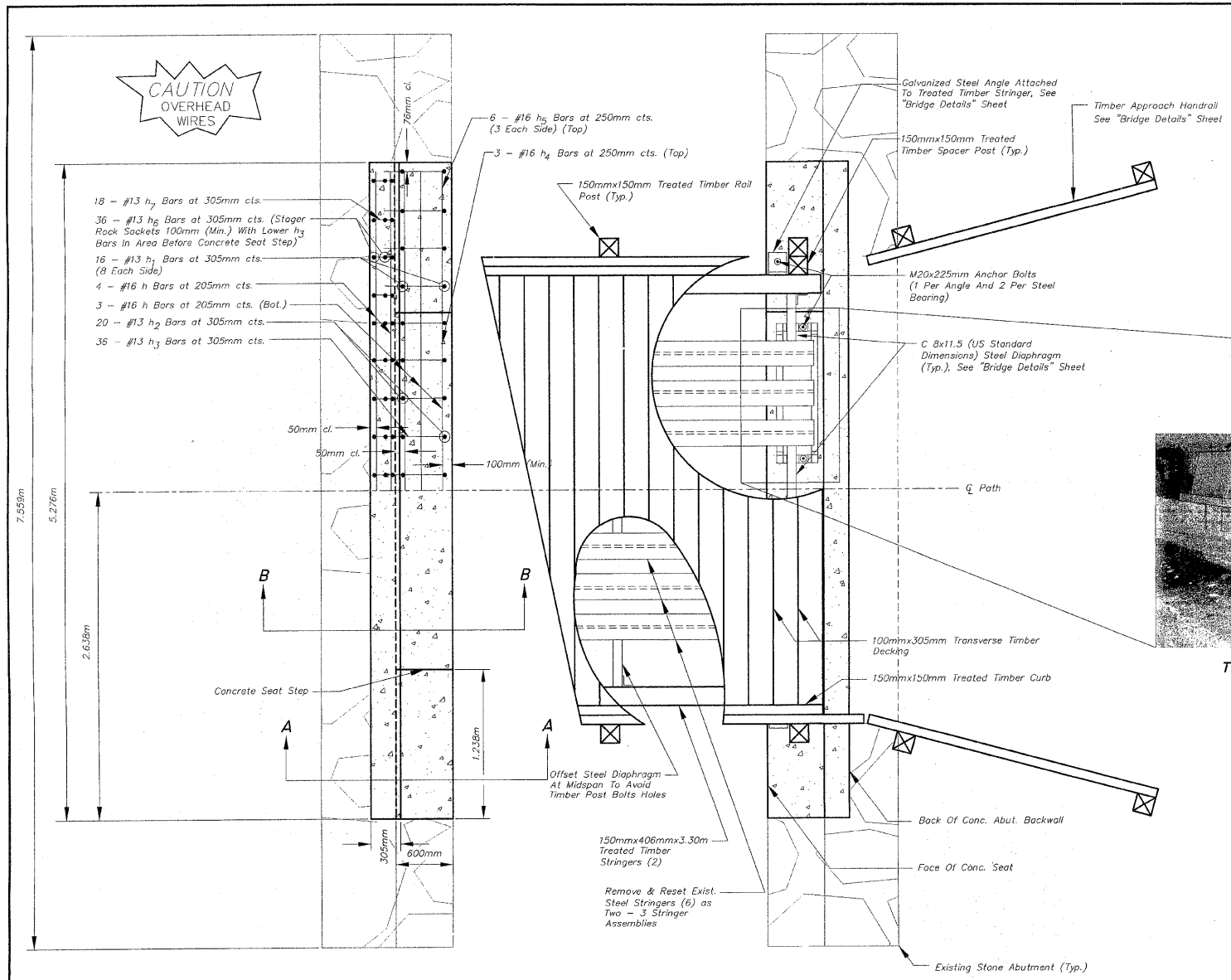
REVISIONS		
NO.	ITEM	DATE
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE: 1 : 1
 DRAWN BY: PLH/JRC/CDS
 CHECKED BY:
 DATE: DECEMBER, 2008

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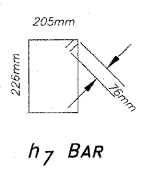
BRIDGE NO. 126 STA. 36+407.39
 PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 b126.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
84
 OF
98

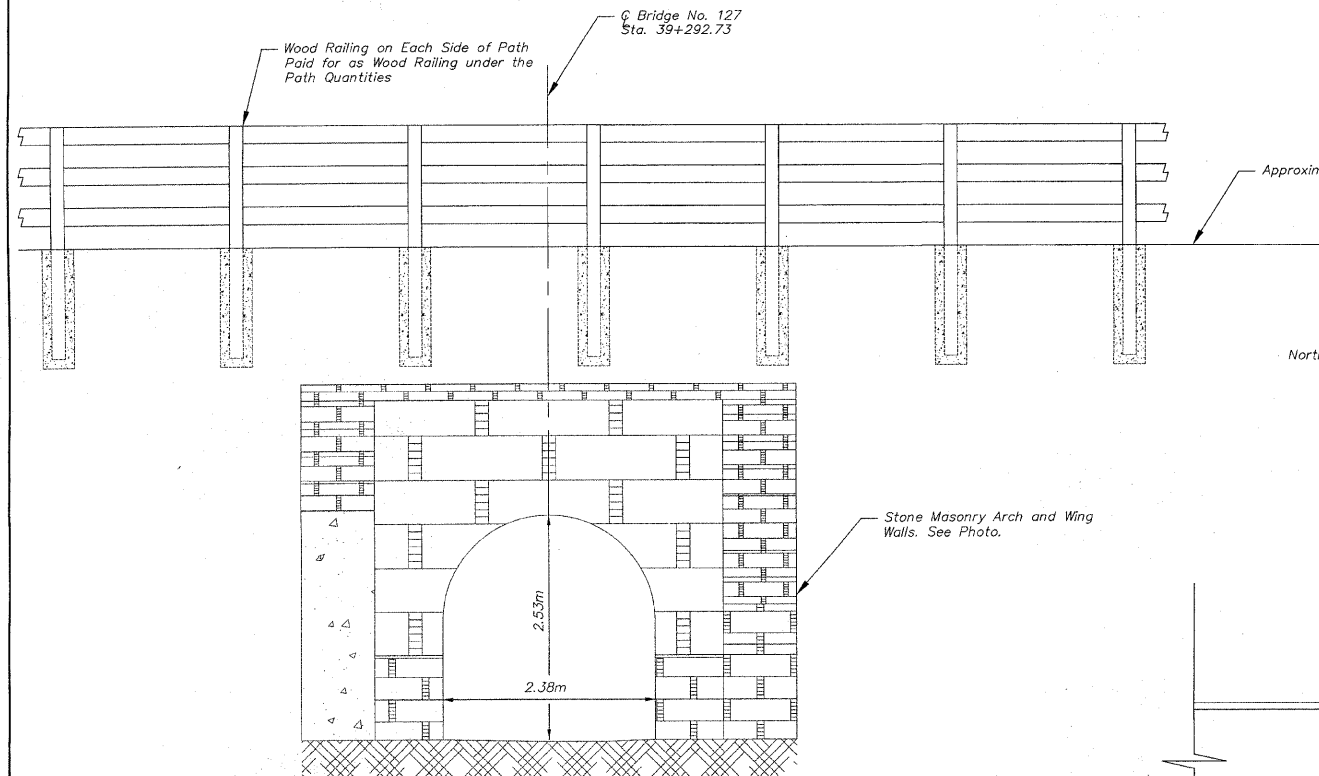


BILL OF MATERIAL FOR BOTH ABUTMENTS

Bar	No.	Size	Length	Shape
h	14	#16	5.124m	—
h ₁	32	#13	0.679m	—
h ₂	40	#13	0.513m	—
h ₃	72	#13	0.729m	—
h ₄	6	#16	4.324m	—
h ₅	12	#16	1.086m	—
h ₆	72	#13	0.531m	—
h ₇	36	#13	1.014m	□
Reinforcement Bars		kg	342	
Concrete Structures		CM	3.99	
Drill and Grout Bars		EA	216	
Anchor Bolts, M20		Each	12	

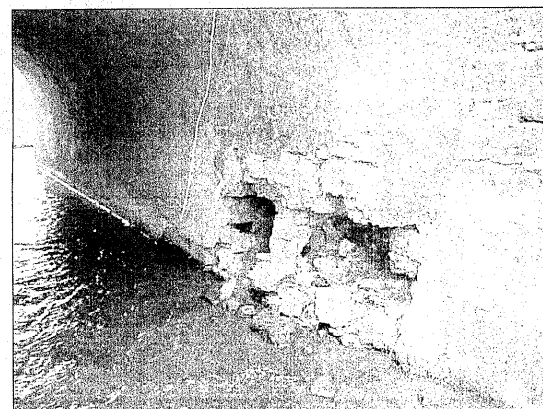


BRIDGE DETAILS OVER A TRIBUTARY DITCH TO PECATONICA RIVER SECTION 94-00267-00-BT WINNEBAGO COUNTY STATION 36+407.39



ELEVATION

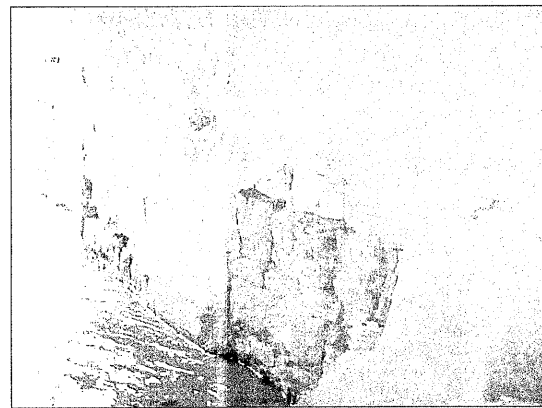
NOT TO SCALE



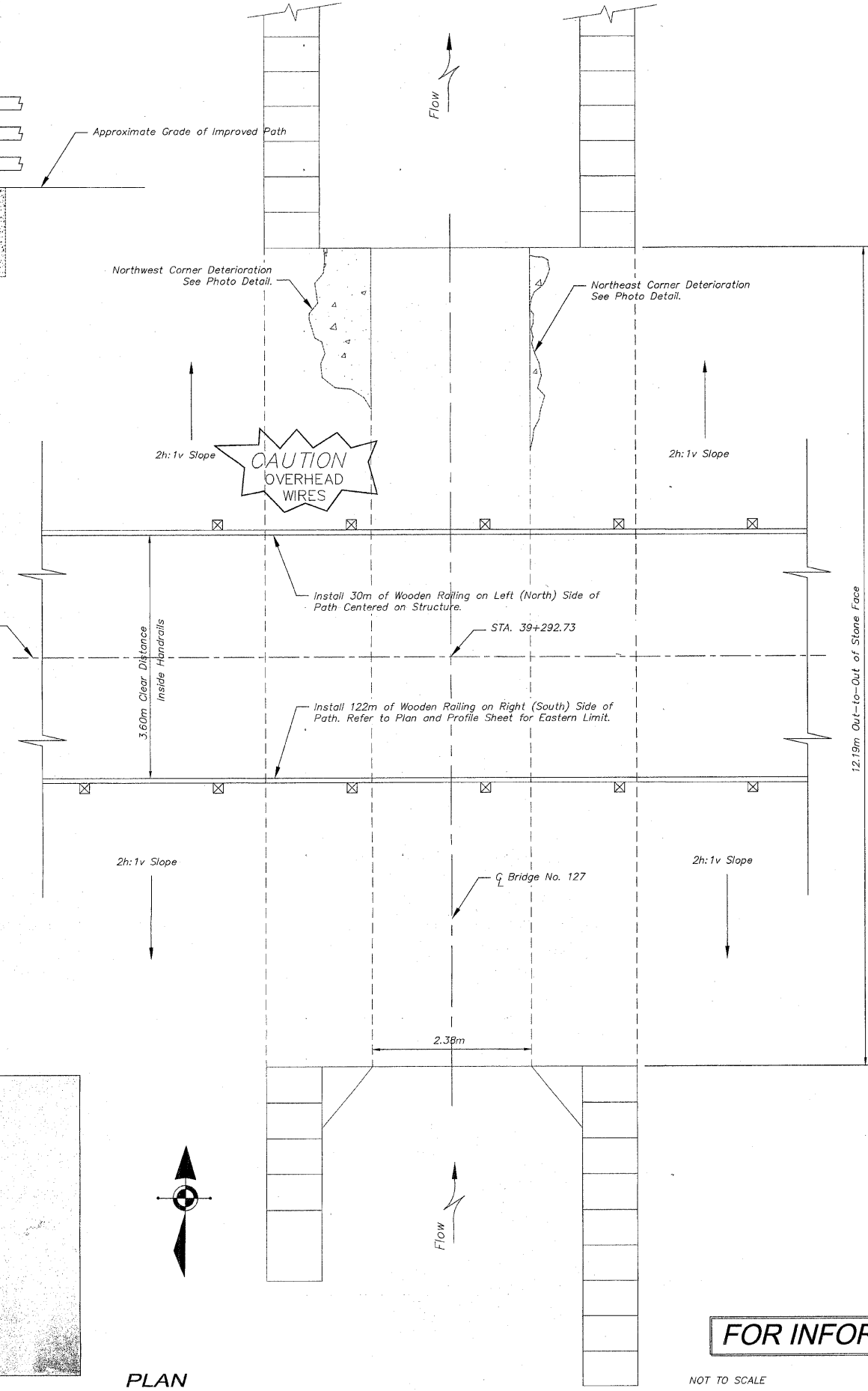
Northwest Corner of Stone Masonry Arch
(Looking South/Upstream)
Restore Deteriorated Areas to Original Arch Dimensions.



Stone Masonry Arch Structure
(Looking North/Downstream)



Northeast Corner of Stone Masonry Arch
(Looking North/Downstream)



PLAN

NOT TO SCALE

BRIDGE 127 NOTES

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM FIELD SURVEYS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AND INSTALLED AT THE CONTRACT UNIT PRICE FOR THE SPECIFIC PAY ITEM.
2. STONE MASONRY ARCH BRIDGE SHALL BE RECONSTRUCTED ABOVE AND BELOW THE NORMAL WATERLINE AS REQUIRED TO RESTORE THE WATERWAY OPENING TO THE ORIGINAL DIMENSIONS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
3. RECONSTRUCTION OF THE ARCH BRIDGE SHALL BE PERFORMED BY A QUALIFIED STONE MASONRY CONTRACTOR. ALL WORK SHALL BE IN ACCORDANCE WITH THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" LATEST EDITION AND THE CONTRACT SPECIAL PROVISIONS. ALL MATERIAL AND LABOR REQUIRED TO COMPLETELY RESTORE THE ARCH BRIDGE WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR PERFORMANCE BASED SPECIFICATION, CULVERT RESTORATION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE NECESSARY STAGING AND TEMPORARY SHORING TO COMPLETE THE WORK WHILE ASSURING THE SAFETY AND INTEGRITY OF THE ARCH STRUCTURE.
5. CONTRACTOR SHALL PROVIDE THE NECESSARY MATERIAL AND EQUIPMENT TO DEWATER THE WORK AREA SUCH THAT ALL CONSTRUCTION CAN BE PERFORMED IN DRY CONDITIONS. NO MASONRY CONSTRUCTION WILL BE ALLOWED TO BE PLACED IN FLOWING WATER. REMOVAL AND DISPOSAL OF UNSALVAGEABLE MATERIAL SHALL CONFORM TO THE REQUIREMENT OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS.

DESIGN LOADING

H-10
Design Fill Height > 610mm

DESIGN STRESSES

$f_c = 35 \text{ MPa}$ (PRECAST)
 $f_c = 24 \text{ MPa}$ (FIELD POURED)
Reinforcing $f_y = 450 \text{ MPa}$ (WELDED WIRE FABRIC)
Reinforcing $f_y = 420 \text{ MPa}$ (FIELD POURED)
Fasteners $f_y = 248 \text{ MPa}$

DESIGN SPECIFICATIONS

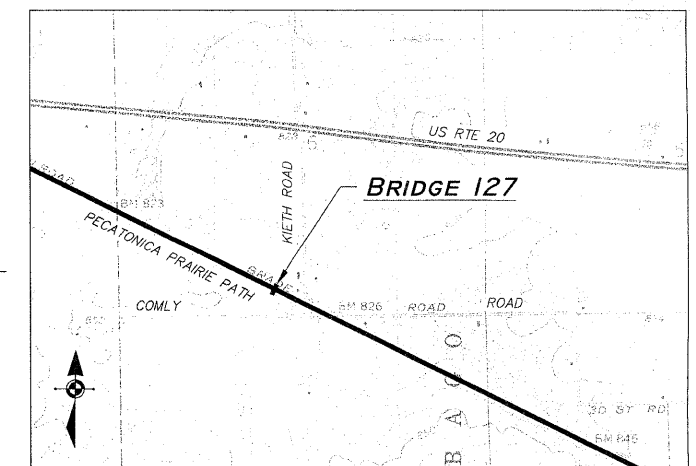
2002 AASHTO Standard Specifications - 17th Edition

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (4) = 3.25%
Site Coefficient(s) = 1.0

BILL OF MATERIAL - BRIDGE 127

ITEM	UNIT	QUANTITY
PERFORMANCE BASED SPECIFICATION, CULVERT RESTORATION	LS	1



LOCATION SKETCH

GENERAL PLAN & ELEVATION
OVER A TRIBUTARY DITCH TO
THE PECATONICA RIVER
SECTION 94-00267-00-BT
WINNEBAGO COUNTY
STATION 39+292.73

FOR INFORMATION ONLY

REVISIONS		
NO.	ITEM	DATE
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE:	1 : 1
DRAWN BY:	REK/CDS
CHECKED BY:	
DATE:	DECEMBER, 2008

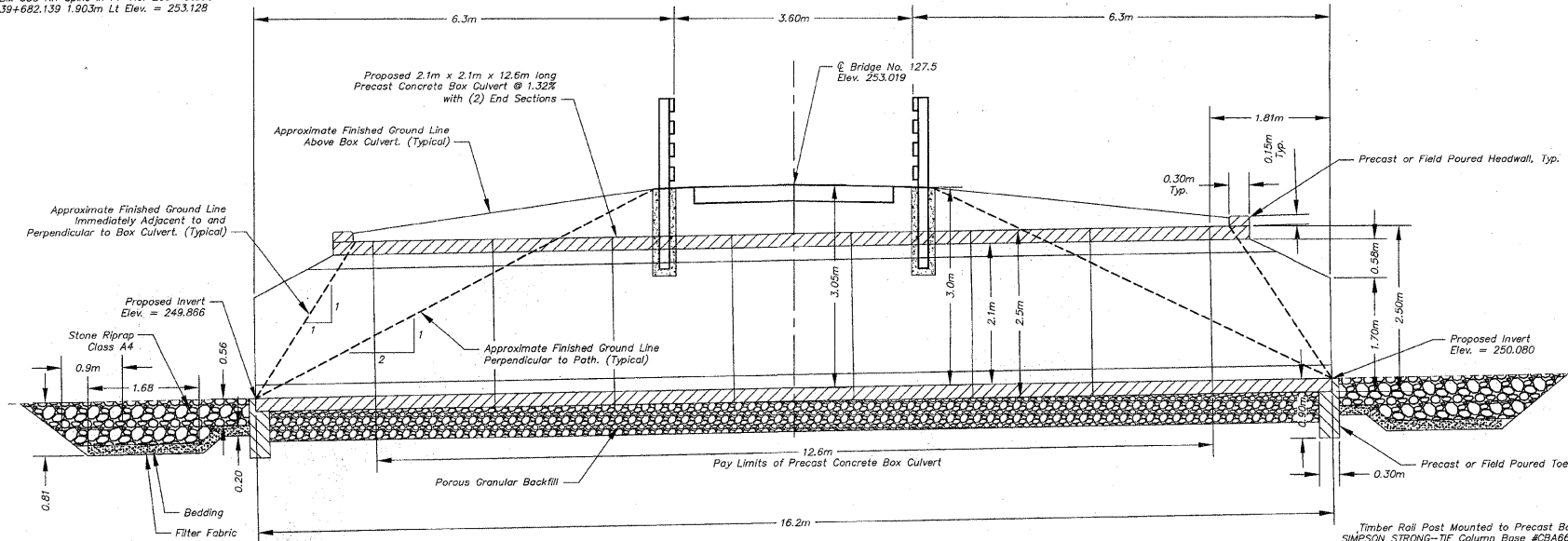
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BRIDGE NO. 127 STA. 39+292.73	
PECATONICA PRAIRIE PATH Contract 85443	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 a127.dwg	JOB NUMBER: 04-28-98-037

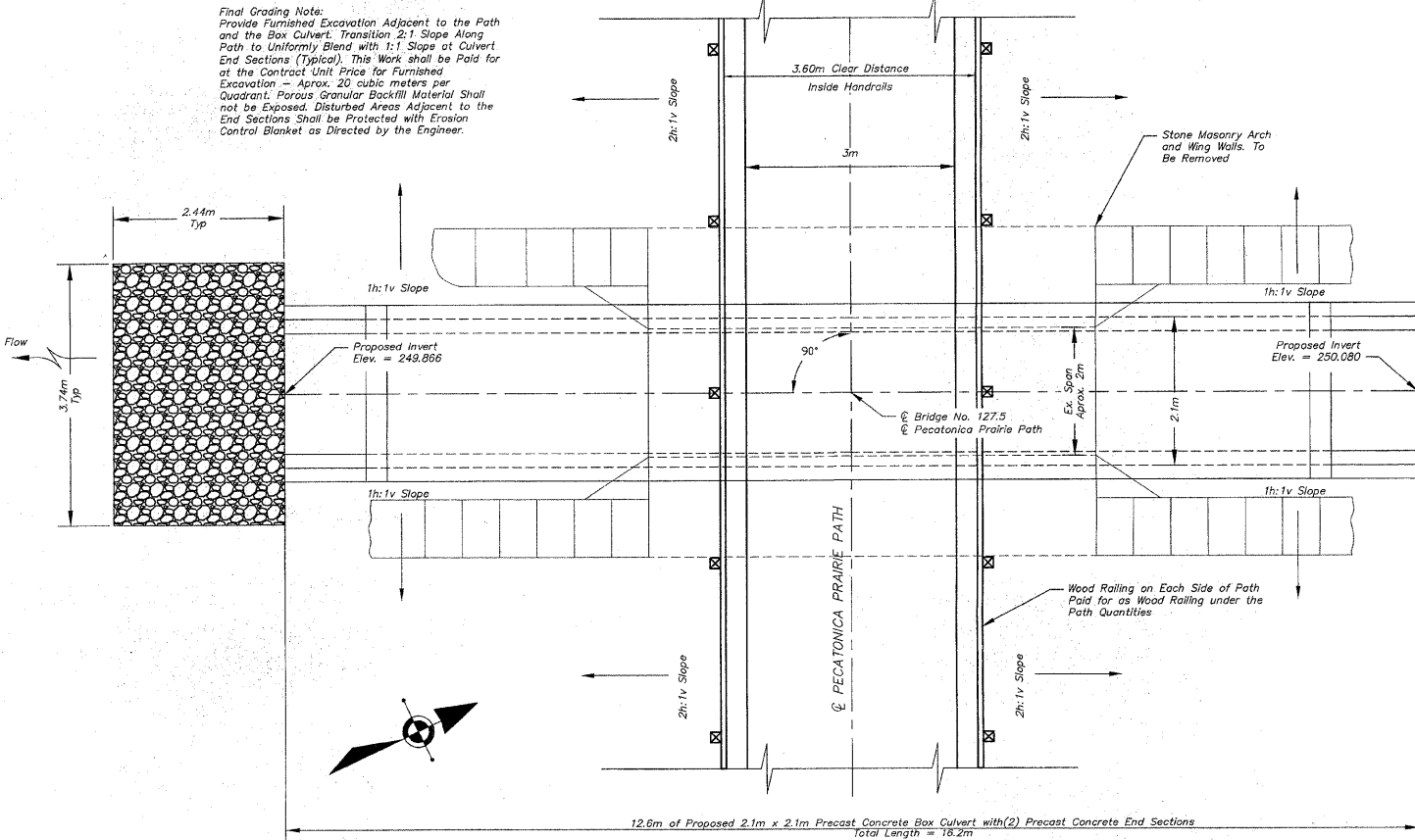
SHEET NO.
86
OF
98

BENCH MARK

BM 333 RR Spike in PP No. 2094 Station
39+682.139 1.903m Lt Elev. = 253.128



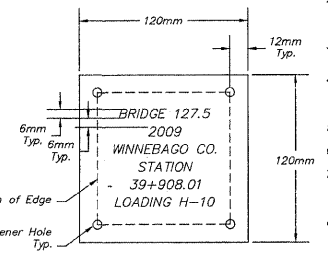
LONGITUDINAL SECTION
(Looking East) NOT TO SCALE



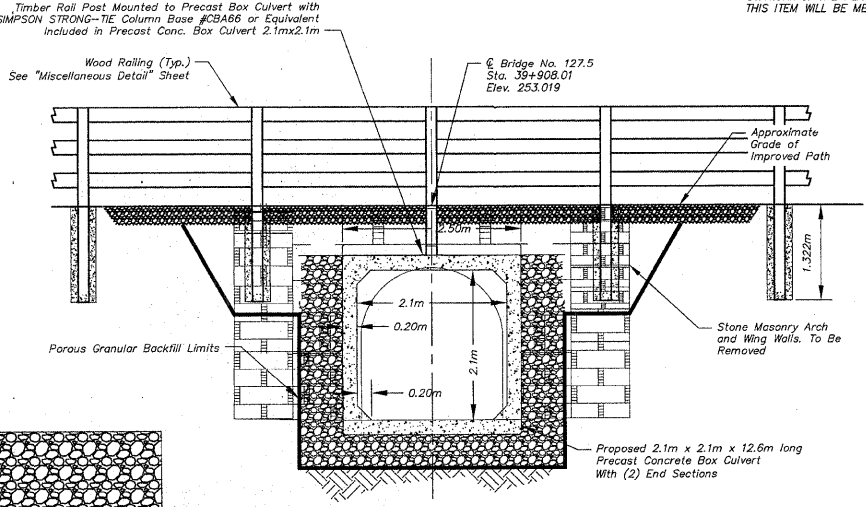
PLAN NOT TO SCALE

BRIDGE 127.5 NOTES

- THE PRECAST CONCRETE BOX CULVERT BARREL SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C850 AND THE END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ARTICLES 1003.02 AND 1004.02 OF THE STANDARD SPECIFICATIONS, WITH THE EXCEPTION OF A GRADATION.
- ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
- THE CONTRACTOR SHALL REMOVE EXISTING STONE ARCH TO A MINIMUM DEPTH OF 1.5m BELOW FINISHED GRADE. THE CONTRACTOR SHALL REMOVE EXISTING WING WALLS.
- PRECAST CONCRETE BOX CULVERT SECTIONS AND BOX CULVERT END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 540.06 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE REQUIREMENTS OF AASHTO M273M.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENT OF AASHTO M31M, M42M OR M53M GRADE 420.
- LIFTING HOLES SHALL BE FILLED WITH CONCRETE PLUGS AND MASTIC AFTER BOX SECTIONS ARE IN PLACE.
- BOX CULVERT SECTIONS AND END SECTIONS SHALL BE PRECAST, CAST-IN-PLACE CONCRETE. ALTERNATIVE FOR BOX CULVERT SECTIONS AND END SECTIONS IS NOT ALLOWED. HEADWALL AND TOEWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE.
- THE EXCAVATION AND BACKFILLING FOR PRECAST CONCRETE BOX CULVERT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 502 OF THE STANDARD SPECIFICATIONS EXCEPT A LAYER OF POROUS GRANULAR BACKFILL, AT LEAST 457mm(18") IN THICKNESS, SHALL BE PLACED BELOW THE ELEVATION OF THE BOTTOM OF THE BOX. THE POROUS GRANULAR BACKFILL SHALL BE PLACED TO EXTEND AT LEAST 600mm(2') EACH SIDE OF THE BOX. THE PRECAST CONCRETE BOX CULVERT SHALL BE LAID IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF ARTICLE 542.04 (g) OF THE DOT STANDARD SPECIFICATIONS. STRUCTURE EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED WITH THE COST OF REMOVING THE EXISTING STRUCTURE.
- SHOP PLANS FOR THE PRECAST CONCRETE BOX CULVERT SECTIONS AND THE END SECTION SHALL BE SUBMITTED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 1042.03 (b) OF THE IDOT STANDARD SPECIFICATIONS.
- THE PRECAST CONCRETE BOX CULVERT EXCLUDING END SECTIONS WILL BE MEASURED AND PAID PER METER FOR PRECAST CONCRETE BOX CULVERT, OF THE SIZE SPECIFIED, AND INCLUDES POROUS GRANULAR BACKFILL EXCAVATION EXCEPT EXCAVATION OF ROCK AND/OR UNSTABLE OR UNSUITABLE MATERIAL BELOW BEDDING GRADE.
- THE PRECAST CONCRETE BOX CULVERT END SECTION WILL BE MEASURED ON AN EACH BASIS. THE END SECTIONS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR BOX CULVERT END SECTIONS, OF THE CULVERT NUMBER SPECIFIED, AND INCLUDE EXCAVATION, TOEWALL AND HEADWALL.
- CONTRACTOR SHALL FURNISH AND INSTALL A BRASS NAME PLATE IN ACCORDANCE WITH SECTION 515 OF THE IDOT STANDARD SPECIFICATIONS EXCEPT THAT IT SHALL BE INSTALLED WITH FOUR (4) TAMPER RESISTANT SCREWS TO THE TOP TIMBER RAIL ON THE RIGHT-HAND SIDE ABOVE THE CULVERT WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING. THE PLATE SHALL BE MADE OF SOLID BRASS 3MM THICK WITH IMPRINTED STAMP LETTERING 6MM HIGH. THIS ITEM WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR NAME PLATES.



NAME PLATE



SECTION THRU BARREL NOT TO SCALE

DESIGN LOADING

H-10
Design Fill Height < 610mm

DESIGN STRESSES

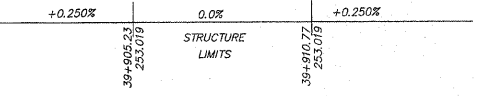
$f_c = 35$ MPa (PRECAST)
 $f_c = 24$ MPa (FIELD POURED)
Reinforcing $f_y = 450$ MPa (WELDED WIRE FABRIC)
Reinforcing $f_y = 420$ MPa (FIELD POURED)
Fasteners $f_y = 248$ MPa

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th Edition

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 3.25%
Site Coefficient(s) = 1.0



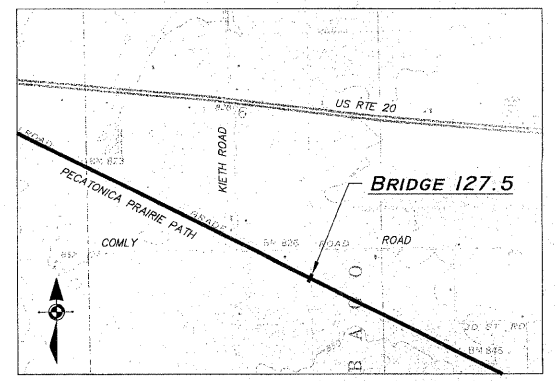
PROFILE GRADE

BILL OF MATERIAL - BRIDGE 127.5

ITEM	UNIT	QUANTITY
PRECAST CONC BOX CULVERT 2.1M X 2.1M	M	12.6
BOX CULVERT END SECTIONS	EA	2
REMOVE EXIST. STONE ARCH & WING WALLS	EA	1
POROUS GRANULAR BACKFILL	CM	132
STONE RIPRAP, CLASS A5	SM	18
FILTER FABRIC	SM	18
NAME PLATE	EA	1



Signature: *[Signature]*
Date: 3/5/09
Exp. Date: 11/30/10



LOCATION SKETCH

GENERAL PLAN & ELEVATION
OVER A TRIBUTARY DITCH TO
THE PECATONICA RIVER
SECTION 94-00267-00-BT
WINNEBAGO COUNTY
STATION 39+908.01

REVISIONS		
NO.	ITEM	DATE
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE: 1 : 1
DRAWN BY: JRC/CDS
CHECKED BY:
DATE: DECEMBER, 2008

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BRIDGE NO. 127.5 STA. 39+908.01
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 0127.5.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
87
OF
98

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BENCH MARK

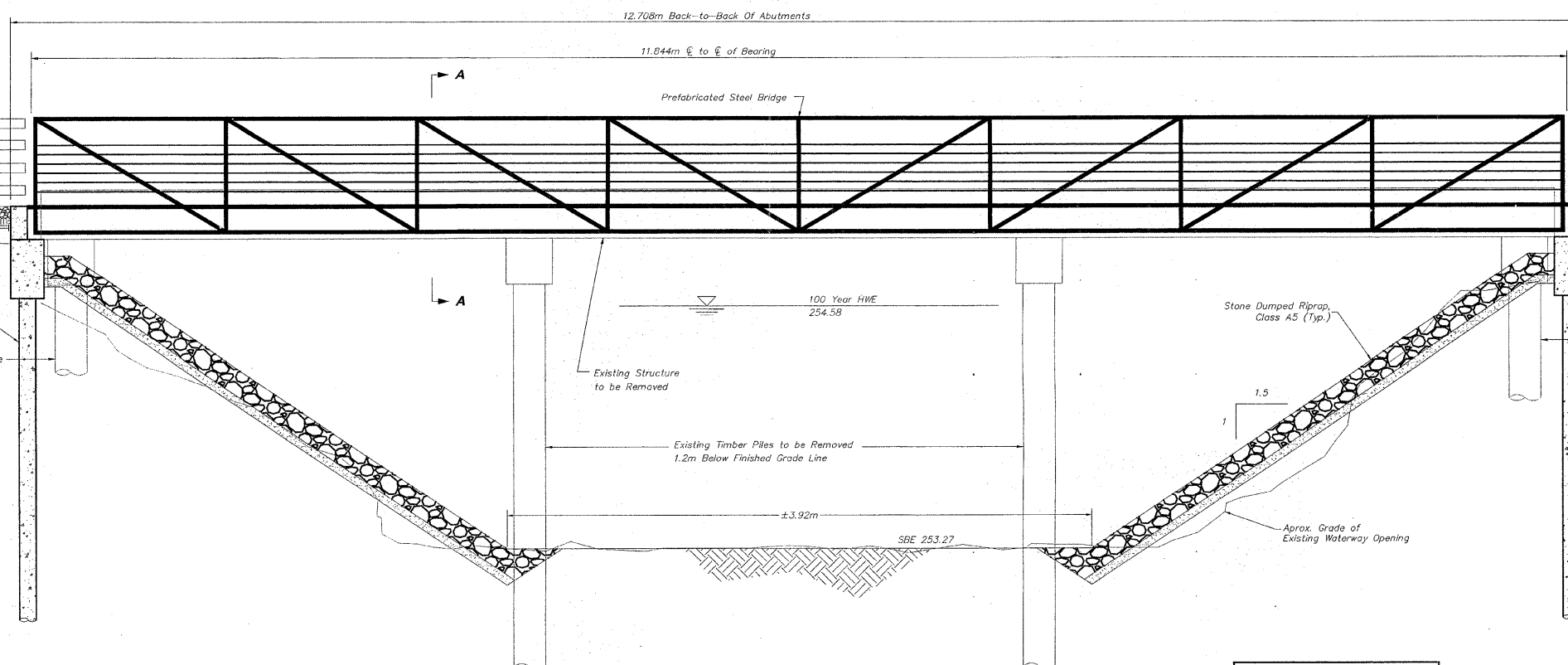
BM 334 Top Of Bolt 2' Below
The S.E. Corner Of Bridge 128
Station 40+442.036 3.500m Lt
Elev. = 255.703

Pole #2087

610mm# Drilled Shaft
Remove Existing Abutment Pile
1.2m Below Finished Grade

DRILLED SHAFT DATA

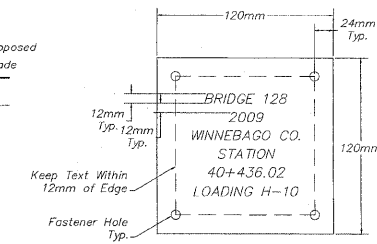
Type & Size: Rein. Conc. Drilled Shaft, 610mm#
F_c = 27.5 MPa, f_y = 420 MPa
No. Req'd: 4 (2 Per Abutment)
Capacity: 478.8 kPa - Per Shaft
Est. Length: 2 @ 5.014m - West Abutment
2 @ 5.051m - East Abutment



ELEVATION

NOT TO SCALE

NOTE:
DIMENSIONS AND ELEVATIONS MAY
VARY WITH PREFABRICATED BRIDGE
MANUFACTURER. DETERMINE ACTUAL
BACK WALL HEIGHT AND BRIDGE
SEAT ELEVATION IN ACCORDANCE
WITH SHOP DRAWINGS SUPPLIED
FOR THIS PROJECT.



NAME PLATE

BILL OF MATERIALS - BRIDGE 128

ITEM	UNIT	QUANTITY
EXISTING STRUCTURE REMOVAL	LS	1
CONCRETE STRUCTURES	CM	15.59
DRILLED SHAFT IN SOIL	CM	5.35
DRILLED SHAFT IN ROCK	CM	0.54
REINFORCEMENT BARS	KG	1260
PEDESTRIAN BRIDGE SUPERSTRUCTURE	SM	43.5
STONE DUMPED RIPRAP, CLASS A5	SM	1.31
WOOD RAIL	M	9.75
ANCHOR BOLTS, M20	EA	8
NAME PLATE	EA	1
MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EA	12
FILTER FABRIC	SM	1.31
POROUS GRANULAR EMBANKMENT	CM	10

DESIGN LOADING

H-10

DESIGN STRESSES

f_c = 24 MPa (FIELD POURED)
Reinforcing f_y = 420 MPa

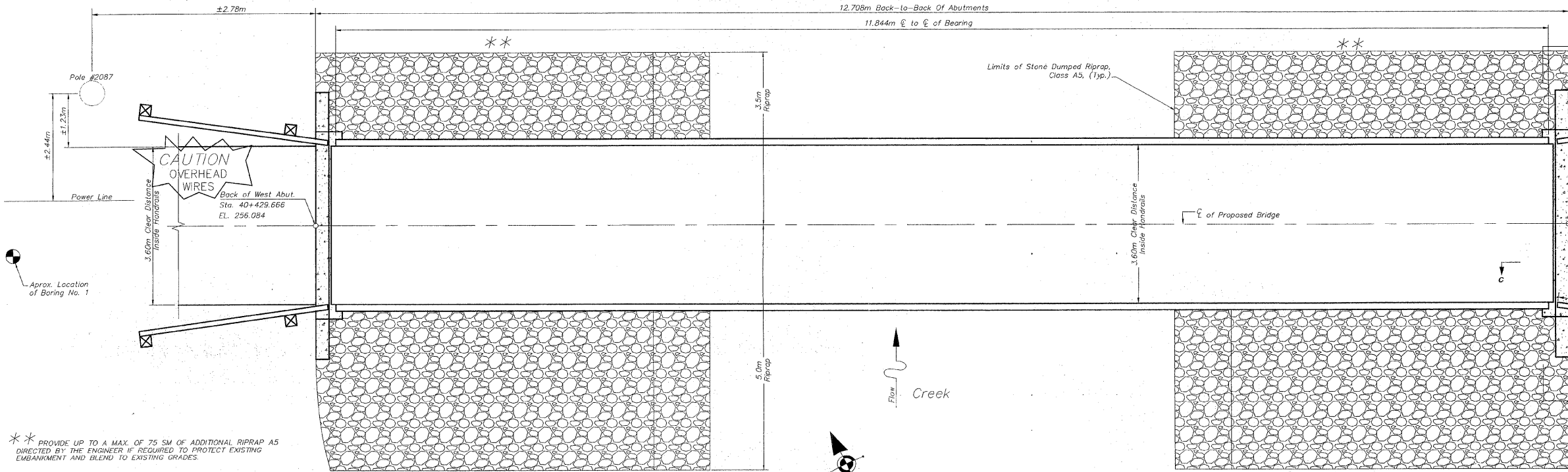
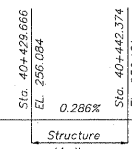
DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th Edition

SEISMIC DATA

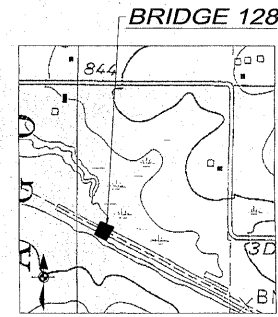
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (4) = 3.25%
Site Coefficient(s) = 1.0

PROFILE GRADE



PLAN

NOT TO SCALE



LOCATION SKETCH



Signature: *AIA Gharani*
Date: 3/5/09
-on Date: 11/30/10

**GENERAL PLAN & ELEVATION
OVER COOLIDGE CREEK
SECTION 94-00267-00-BT
WINNEBAGO COUNTY
STATION 40+436.02**

REVISIONS		
NO.	ITEM	DATE
1	Additional Reinforcement to Abutments	1/19/2009
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE: 1 : 1
DRAWN BY: PLH/JRC/CDS
CHECKED BY:
DATE: DECEMBER, 2008

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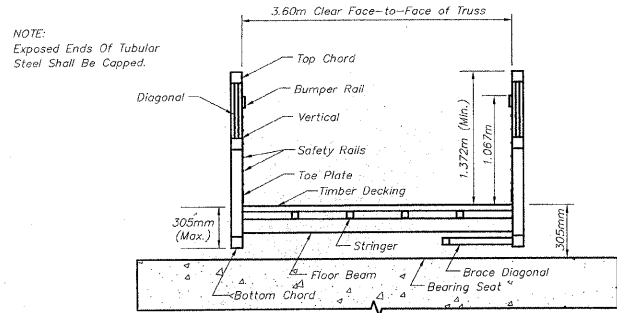
BRIDGE NO. 128 STA. 40+436.02
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 b128.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
**88
OF
98**

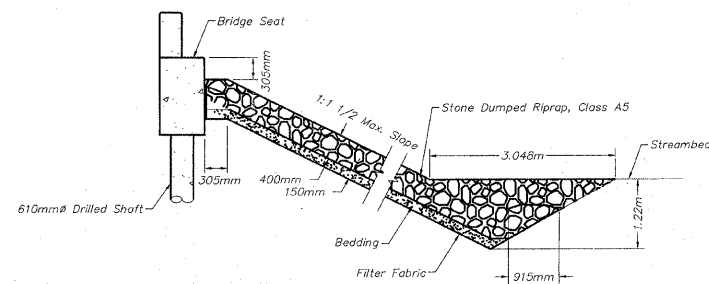
BRIDGE 128 NOTES

- REFER TO "BRIDGE GENERAL NOTES" SHEET FOR ADDITIONAL PREFABRICATED STEEL BRIDGE GENERAL NOTES.
- ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
- CONTRACTOR SHALL PROVIDE NAME PLATE CONSTRUCTION DETAILS WITH THE SHOP DRAWINGS SUBMITTAL. NAME PLATES SHALL BE OF SIMILAR MATERIAL AND ATTACHED TO THE TRUSS SUPERSTRUCTURE ON THE RIGHT HAND SIDE OF APPROACH END WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING REFER TO NAME PLATE DETAIL FOR APPROXIMATE SIZE AND MINIMUM BRIDGE DATA REQUIRED.

NOTE:
DIMENSIONS AND ELEVATIONS MAY VARY WITH PREFABRICATED BRIDGE MANUFACTURER. DETERMINE ACTUAL BACK WALL HEIGHT AND BRIDGE SEAT ELEVATION IN ACCORDANCE WITH SHOP DRAWINGS SUPPLIED FOR THIS PROJECT.



SECTION A-A NOT TO SCALE



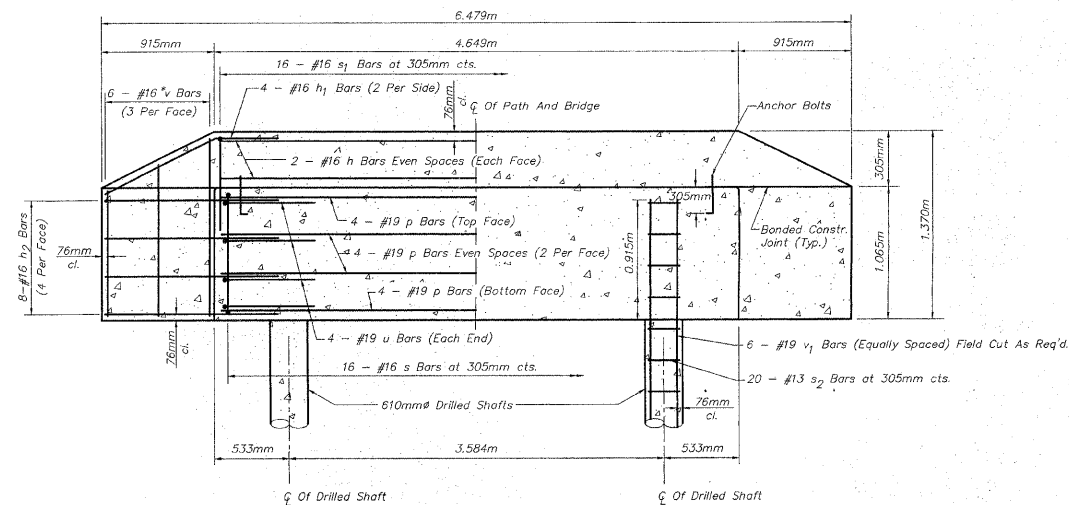
TYPICAL STONE RIPRAP TREATMENT NOT TO SCALE

BILL OF MATERIAL FOR BOTH ABUTMENTS

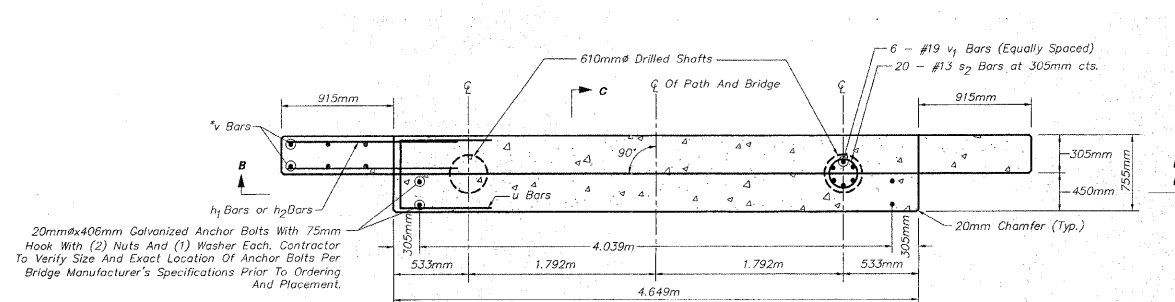
Bar	No.	Size	Length	Shape
h	8	#16	4.497m	—
h1	8	#16	1.830m	—
h2	32	#16	1.525m	—
p	24	#19	4.497m	—
s	32	#16	3.232m	□
s1	32	#16	1.983m	∏
s2	80	#13	2.046m	○
u	16	#19	2.177m	∏
v	24	#16	1.218m	—
v1	24	#19	5.890m	—

Reinforcement Bars	kg	1260
Concrete Structures	CM	15.59
Anchor Bolts, M20	Each	8
Drilled Shafts in Soil	CM	5.35
Drilled Shafts in Rock	CM	0.54

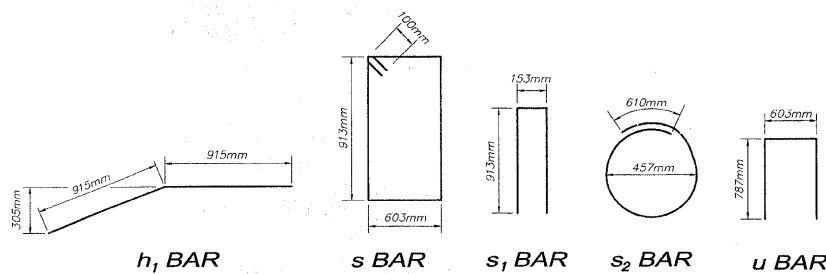
* Cut v Bars to Fit Top of Wall Taper



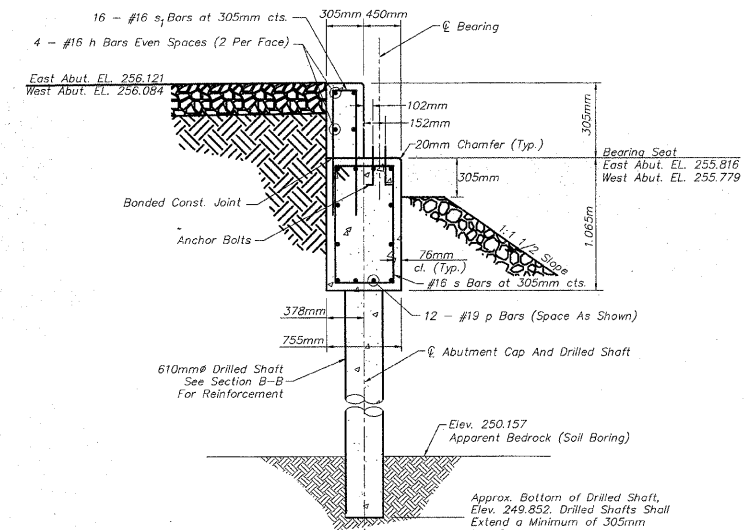
SECTION B-B NOT TO SCALE



ABUTMENT PLAN VIEW NOT TO SCALE



Reinforcement Bars are Dimensioned Outside Edge to Outside Edge.



SECTION C-C NOT TO SCALE

Page 1 of 1

CLIENT		PROJECT							
McClure Engineering Associates, Inc.		Pecatonica Prairie Path Bridge							
SITE		TESTS							
Old RR near Keith & Comly Winnebago, Illinois		SAMPLES							
GRAPHIC LOG	DEPTH, ft.	USCS SYMBOL	NUMBER	TYPE	RECOVERY, in.	SPT-N* BLOWS/ft.	WATER CONTENT, %	DRY UNIT WT, pcf	UNCONSOLIDATED STRENGTH, psf
	1			HS					
	1	GL-ML	1	SS	10	5	31		
	3			HS					
	5	ML	2	SS	12	4	30		
	6			HS					
	8	SM	3	SS	16	5	21		
	10			HS					
	15			HS					
	15	GP	4	SS	5	35	10		
	15			HS					
	20	GP	6	SS	1	50/5	12		
	20			HS					
DRILLER'S NOTE: Grinding on apparent bedrock									
BOTTOM OF BORING									
** Practical auger refusal on apparent bedrock/ boulder zone at about 18.5 feet **									

*140 Lbs Automatic SPT Hammer
 **Calibrated Hand Penetrometer

WATER LEVEL OBSERVATIONS, ft				BORING STARTED	
WL	12.5	WD	5	AB	02-04-08
WL		WD			02-04-08
WL		WD			

Terracon

RIG	68	FOREMAN	JH
APPROVED	JPJ	JOB #	19085014

BRIDGE DETAILS OVER COOLIDGE CREEK SECTION 94-00267-00-BT WINNEBAGO COUNTY STATION 40+436.02

REVISIONS		
NO.	ITEM	DATE
1	Additional Reinforcement to Abutments	1/19/2009
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE:	1 : 1
DRAWN BY:	PLH/JRC/CDS
CHECKED BY:	
DATE:	DECEMBER, 2008

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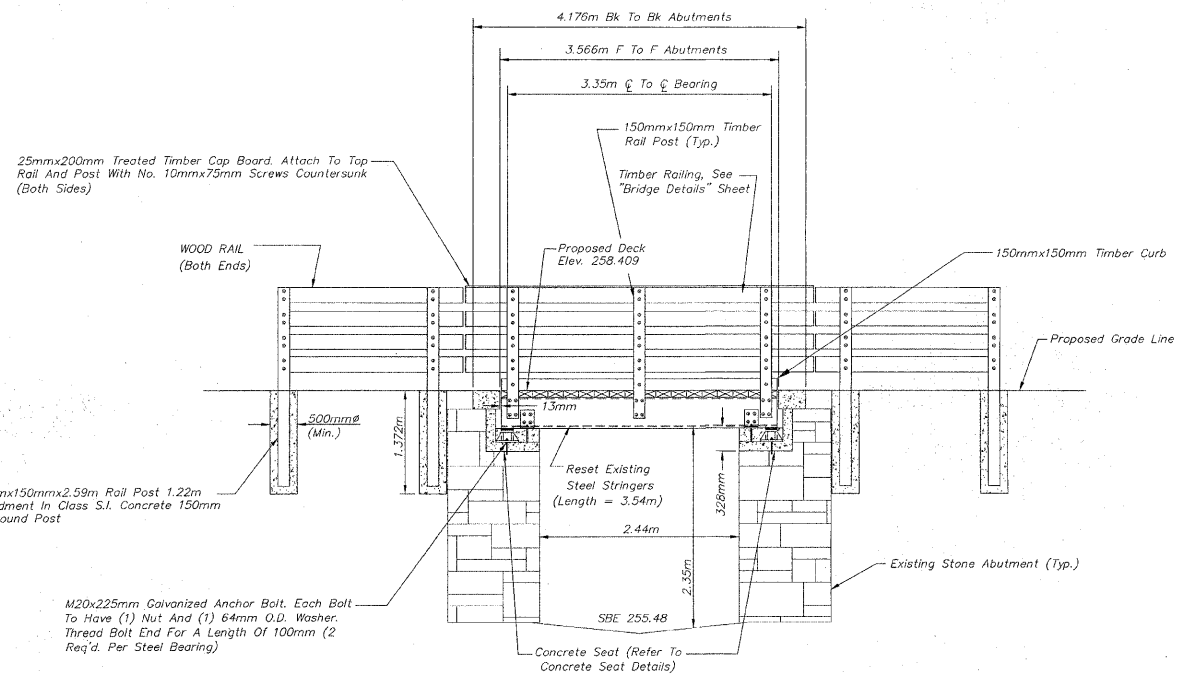
BRIDGE NO. 128 STA. 40+436.02	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	Contract 85443 SECTION 94-00267-00-BT
FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 b128.dwg	JOB NUMBER: 04-28-98-037

SHEET NO.
89 OF 98

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BENCH MARK

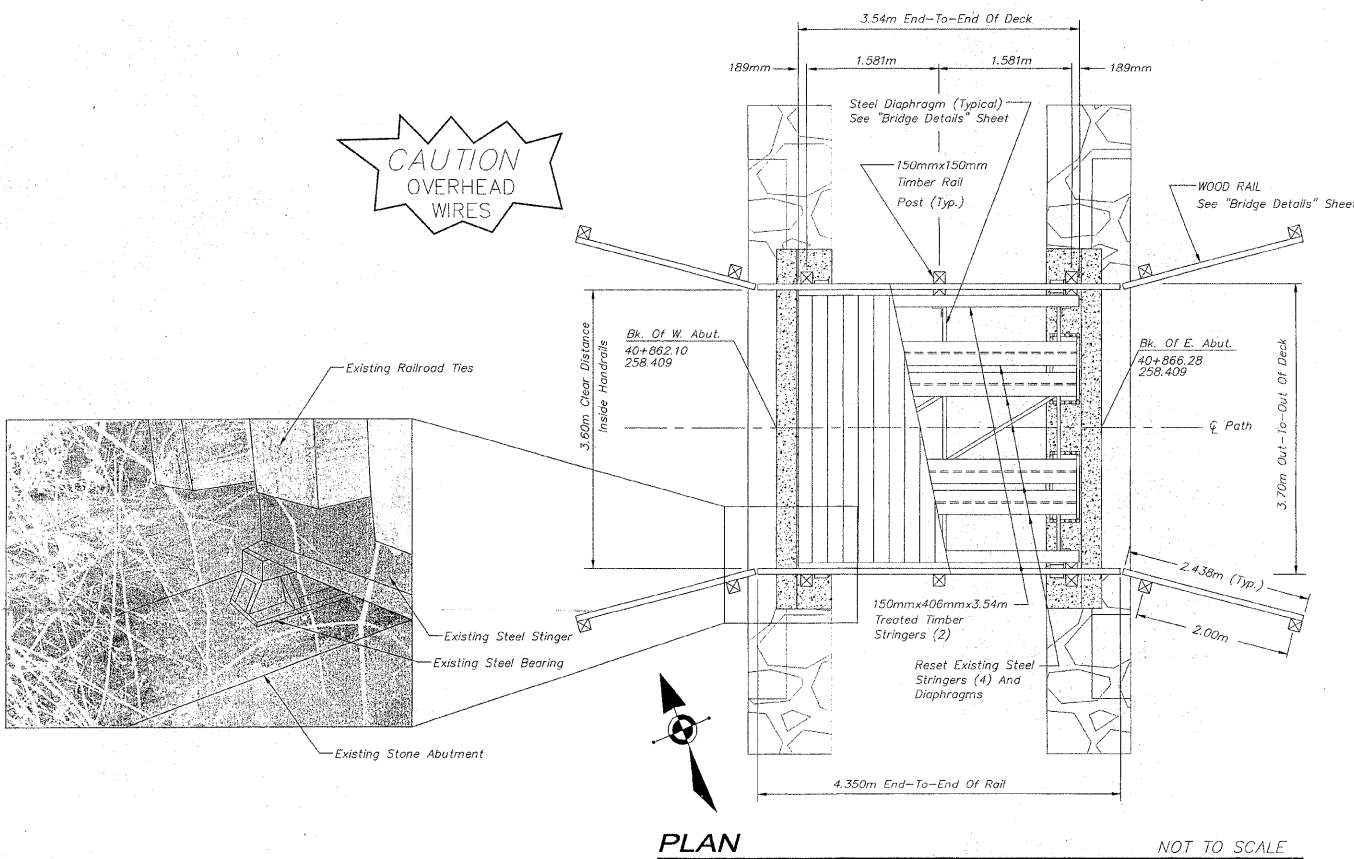
BM 334 Top of Bolt 2' Below
The S.E. Corner of Bridge 128'
Station 40+42.036 3.500m Lt
Elev. = 255.703



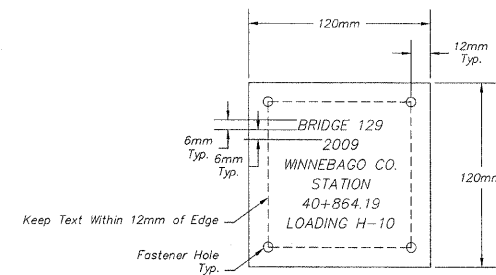
ELEVATION NOT TO SCALE

BRIDGE 129 NOTES

- REFER TO "BRIDGE GENERAL NOTES" SHEET FOR ADDITIONAL TIMBER BRIDGE GENERAL NOTES.
- THE CONTRACTOR SHALL REMOVE ALL ELEMENTS OF THE EXISTING TIMBER DECKING AND PROPERLY DISPOSE OF OFF-SITE. THIS INCLUDES THE TRANSVERSE RAILROAD TIES, TIMBER WALKWAY, STEEL ANGLE RAIL POSTS AND CABLE, TIMBER BEARING SUPPORTS, AND ANY OTHER ITEMS AS APPLICABLE TO THE EXISTING TIMBER DECKING. ALL ITEMS TO BE REMOVED SHALL BE DISPOSED OF IN CONFORMANCE WITH THE REQUIREMENTS OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS. ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVAL OF EXISTING SUPERSTRUCTURE WITH NO ADDITIONAL COMPENSATION ALLOWED.
- THE INTENT OF THE PLAN IS TO REUSE/RESET THE EXISTING S15x50 (US STANDARD DIMENSIONS) STEEL STRINGERS AS AN ASSEMBLY AFTER MODIFYING THE EXISTING ABUTMENTS. THE ASSEMBLY INCLUDES THE EXISTING STEEL STRINGERS WITH THE CONNECTED DIAPHRAGMS AND STEEL BEARINGS. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS SO AS NOT TO CAUSE DAMAGE WHEN REMOVING THE EXISTING STEEL STRINGER ASSEMBLIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY ITEM DAMAGED WITH NO ADDITIONAL COMPENSATION ALLOWED. CONTRACTOR SHALL COORDINATE THE SCHEDULE OF THIS WORK WITH THE ENGINEER TO ALLOW FOR DETAILED INSPECTION OF THE STEEL STRINGER ASSEMBLIES IF REQUIRED. ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVE AND RESET EXISTING STEEL STRINGER ASSEMBLIES AND SHALL BE MEASURED AS ONE (1) UNIT EACH PER BRIDGE AS APPLICABLE.
- CONTRACTOR SHALL REMOVE ANY LOOSE OR DETERIORATED MORTAR FROM THE EXISTING MASONRY LIMESTONE ABUTMENT JOINTS, CLEAN, AND TUCK POINT IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS. THIS WORK WILL BE PAID FOR AS LUMP SUM AT THE CONTRACT UNIT PRICE FOR MASONRY CLEANING & TUCKPOINTING.
- ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
- CONTRACTOR SHALL FURNISH AND INSTALL A BRASS NAME PLATE IN ACCORDANCE WITH SECTION 515 OF THE IDOT STANDARD SPECIFICATIONS EXCEPT THAT IT SHALL BE INSTALLED WITH FOUR (4) TAMPER RESISTANT SCREWS TO THE TOP TIMBER BRIDGE RAIL ON THE RIGHTHAND SIDE OF APPROACH END WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING. THE PLATE SHALL BE MADE OF SOLID BRASS 3mm THICK WITH IMPRINTED STAMP LETTERING 6mm HIGH. THIS ITEM WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR NAME PLATES.



PLAN NOT TO SCALE



NAME PLATE

DESIGN LOADING

H-10

DESIGN STRESSES

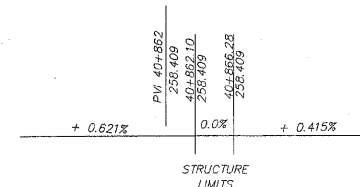
- $f_c = 24 \text{ MPa}$
- Reinforcing $f_y = 420 \text{ MPa}$
- Fasteners $f_y = 250 \text{ MPa}$
- Diaphragm Steel $f_y = 250 \text{ MPa}$
- Structural Timber $F_b = 9.3 \text{ MPa}$
- Structural Timber $F_v = 1.14 \text{ MPa}$

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th Edition

SEISMIC DATA

- Seismic Performance Category (SPC) = A
- Bedrock Acceleration Coefficient (4) = 3.25%
- Site Coefficient(s) = 1.0



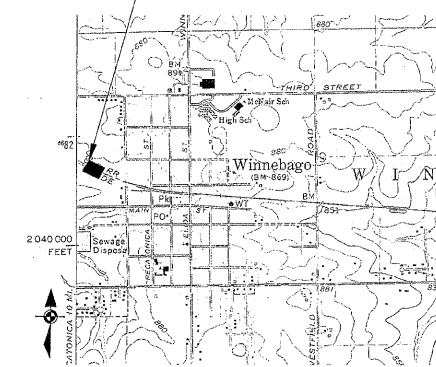
PROFILE GRADE

BILL OF MATERIAL-BRIDGE 129

ITEM	UNIT	QUANTITY
REMOVE & RESET EXISTING STEEL STRINGER ASSEMBLIES	EA	1
REMOVAL OF EXISTING SUPERSTRUCTURE	EA	1
CONCRETE STRUCTURES	CM	2.26
REINFORCEMENT BARS	Kg	270
TREATED TIMBER	CM	2.60
HARDWARE	Kg	113
WOOD RAIL	M	9.75
DRILL AND GROUT BARS	EA	140
ANCHORS BOLTS, M20	EA	12
MASONRY CLEANING & TUCKPOINTING	LS	1
NAME PLATE	EA	1
MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EA	12
POROUS GRANULAR EMBANKMENT	CM	5

BRIDGE 129

FOR INFORMATION ONLY



LOCATION SKETCH

GENERAL PLAN & ELEVATION
OVER A TRIBUTARY DITCH TO
THE KEITH CREEK
SECTION 94-00267-00-BT
WINNEBAGO COUNTY
STATION 40+864.19

REVISIONS

NO.	ITEM	DATE
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE: 1 : 1

DRAWN BY: PLH/JRC/CDS
CHECKED BY:
DATE: DECEMBER, 2008

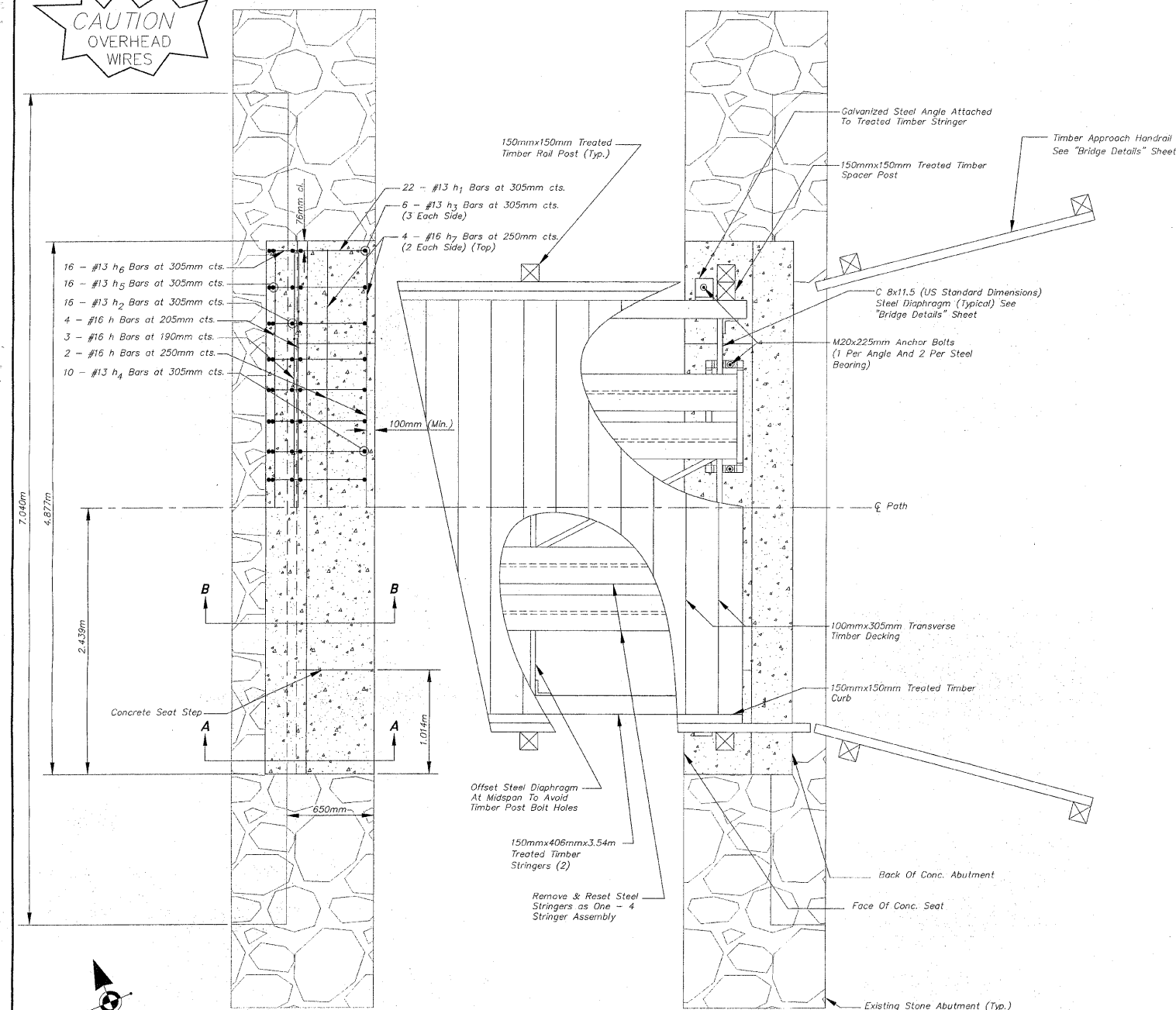
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BRIDGE NO. 129 STA. 40+864.19
PECATONICA PRAIRIE PATH Contract 85443
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT

FILE NAME: G:\surveys\PECPATH\1ST RELEASE\98-037 b129-130.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
90
OF
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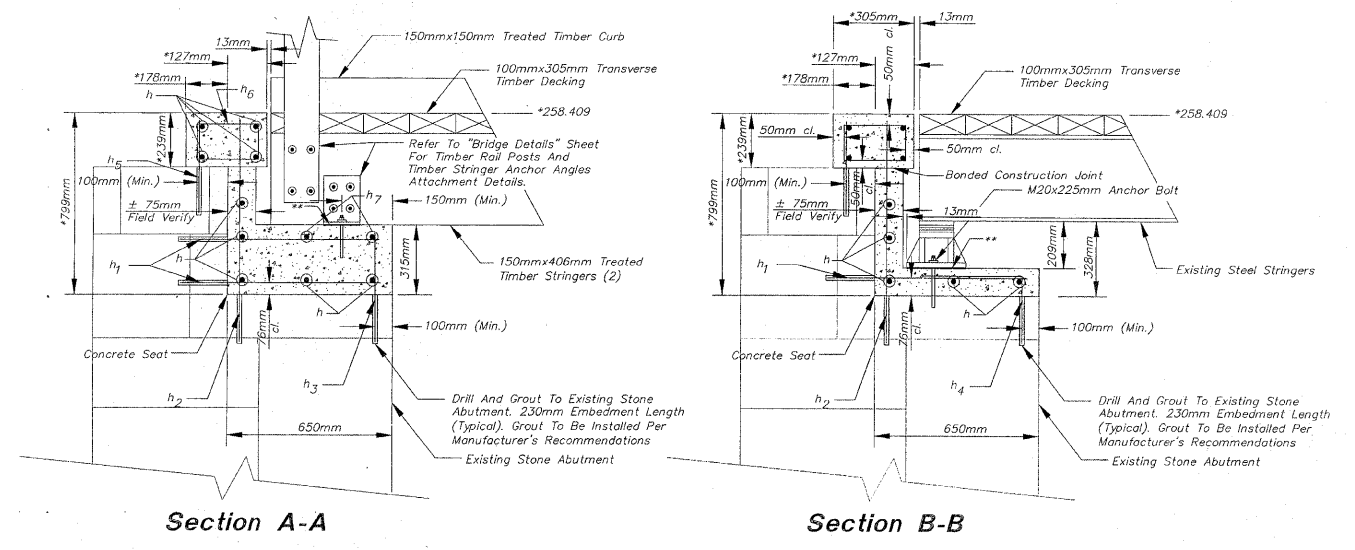
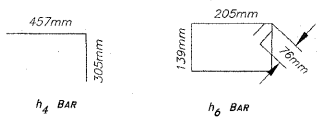
CAUTION
OVERHEAD
WIRES



PLAN NOT TO SCALE

BILL OF MATERIAL FOR BOTH ABUTMENTS

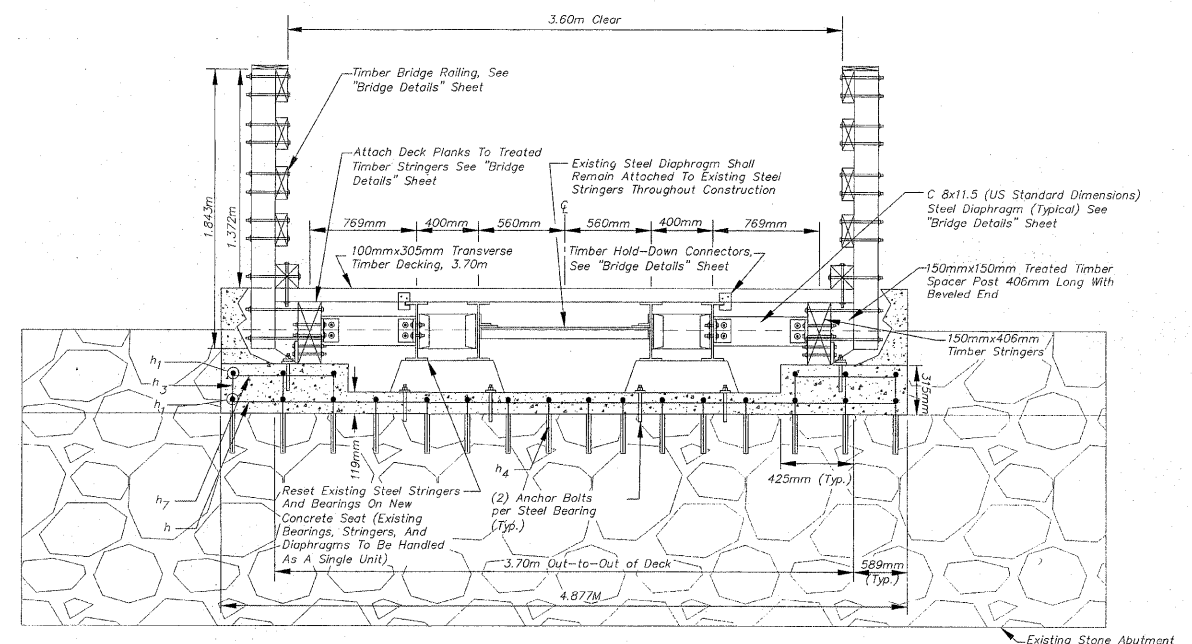
Bar	No.	Size	Length	Shape
h	18	#16	4.725m	—
h ₁	44	#13	0.779m	—
h ₂	32	#13	0.978m	—
h ₃	12	#13	0.494m	—
h ₄	20	#13	0.762m	□
h ₅	32	#13	0.418m	—
h ₆	32	#13	0.840m	□
h ₇	8	#16	0.862m	—
Reinforcement Bars	kg		270	
Concrete Structures	CM		2.26	
Drill and Grout Bars	Each		140	
Anchor Bolts, M20	Each		12	



* The Concrete Abutment Backwall Above The Existing Stone Abutment Shall Be Cast After The Timber And Steel Stringers Have Been Set In-Place. Field Verify Dimension To Match Top Of Timber Deck.

** Provide 3mm Elastomeric Neoprene Levelling Pad According To The Material Properties Of Art. 1052.02 Of The IDOT Standard Specifications (Typ.). This Item Of Work Shall Not Be Paid For Separately But Shall Be Included With The Cast Of Concrete Structures.

CONCRETE SEAT DETAIL NOT TO SCALE



FOR INFORMATION ONLY

BRIDGE DETAILS
OVER A TRIBUTARY DITCH
TO THE KEITH CREEK
SECTION 94-00267-00-BT
WINNEBAGO COUNTY
STATION 40+864.19

REVISIONS		
NO.	ITEM	DATE
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE: 1 : 1

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CHECKED BY:

DATE: DECEMBER, 2008

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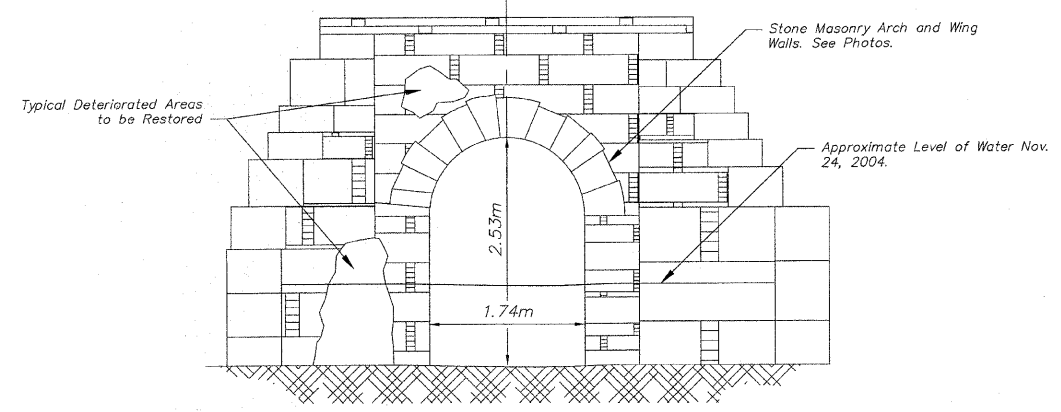
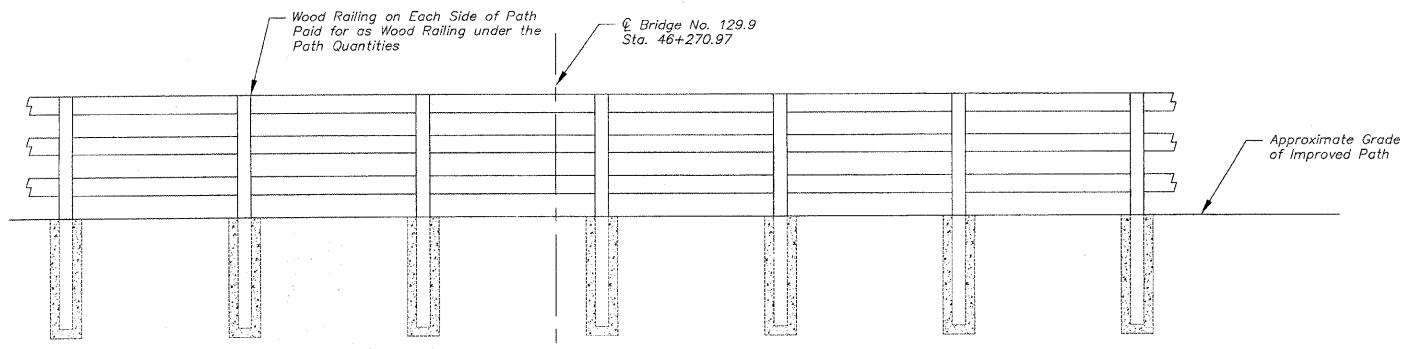
BRIDGE NO. 129 STA. 40+864.19

PECATONICA PRAIRIE PATH Contract 85443

WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT

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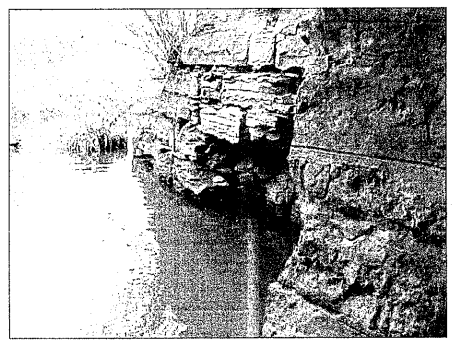
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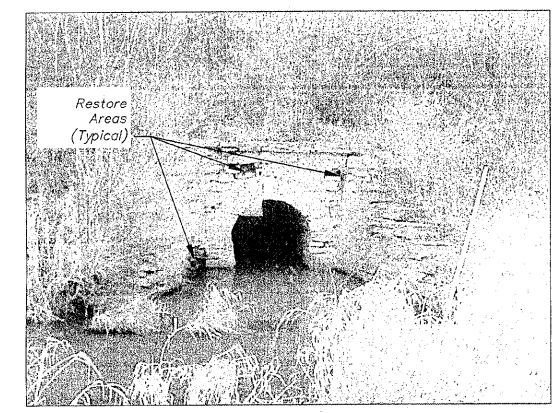
ELEVATION NOT TO SCALE



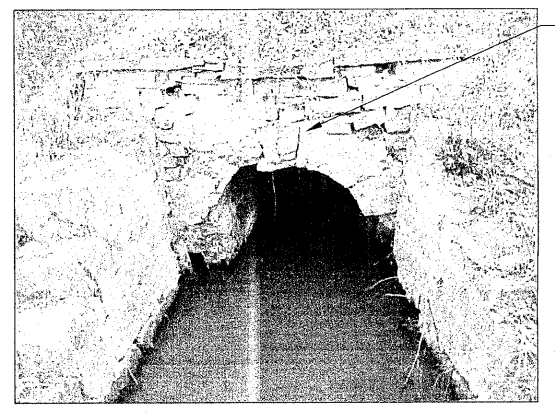
Interior East Wall Section Towards North End (Looking South/Upstream)



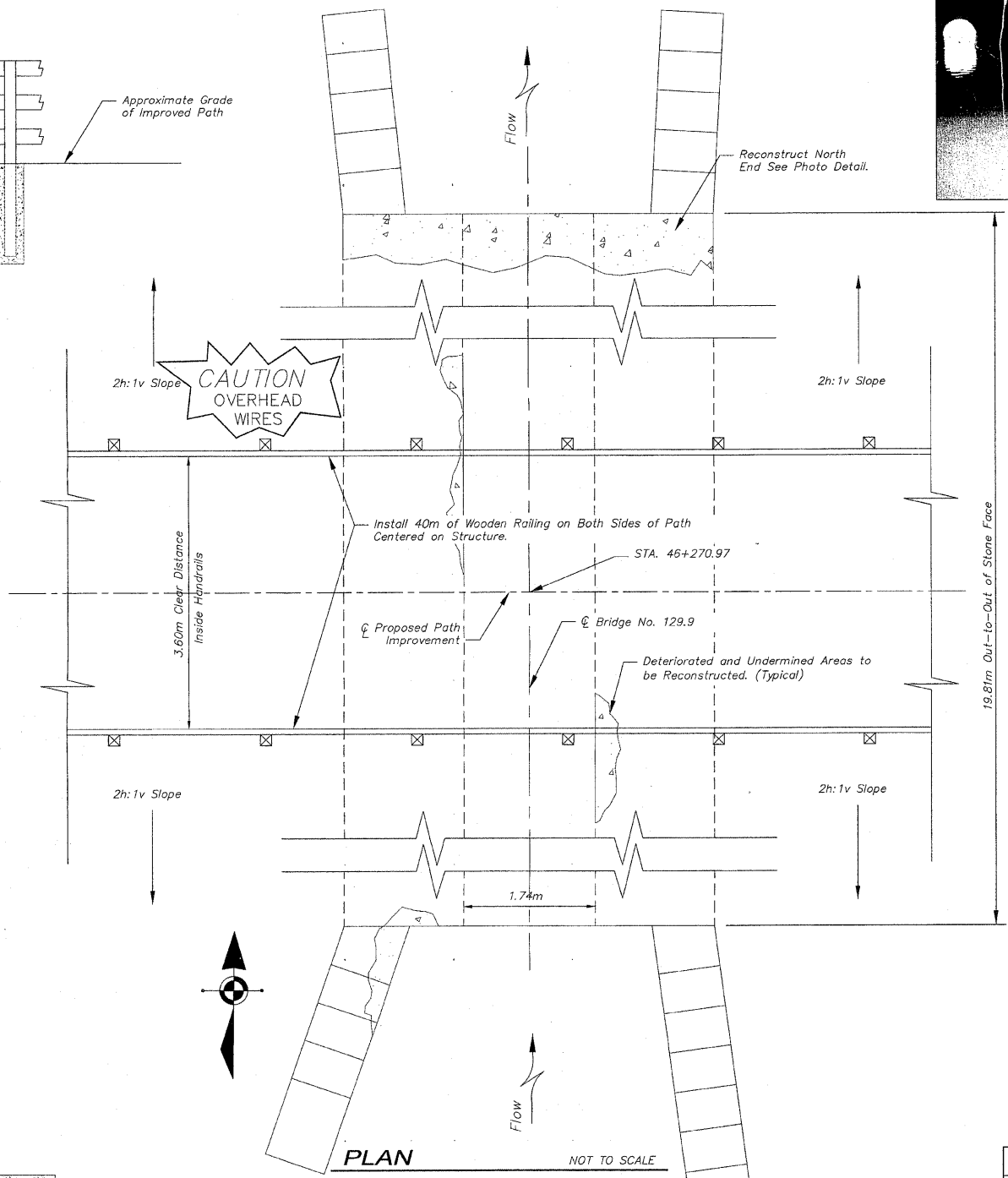
Southwest Corner of Stone Masonry Arch



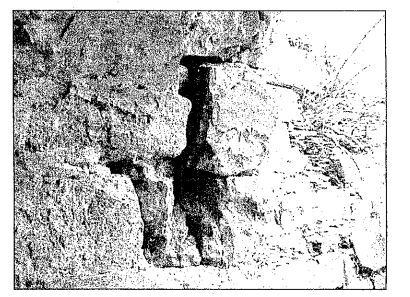
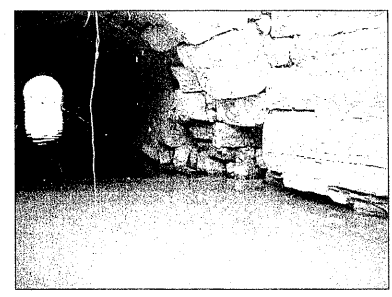
Stone Masonry Arch Structure (Looking North/Downstream)



Stone Masonry Arch Structure (Looking South/Upstream)



PLAN NOT TO SCALE



Northwest Corner of Stone Masonry Arch
Reconstruct Areas to Restore Original Arch Dimensions.

BRIDGE 129.9 NOTES

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM FIELD SURVEYS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AND INSTALLED AT THE CONTRACT UNIT PRICE FOR THE SPECIFIC PAY ITEM.
2. STONE MASONRY ARCH BRIDGE SHALL BE RECONSTRUCTED ABOVE AND BELOW THE NORMAL WATERLINE AS REQUIRED TO RESTORE THE WATERWAY OPENING TO THE ORIGINAL DIMENSIONS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
3. RECONSTRUCTION OF THE ARCH BRIDGE SHALL BE PERFORMED BY A QUALIFIED STONE MASONRY CONTRACTOR. ALL WORK SHALL BE IN ACCORDANCE WITH THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION AND THE CONTRACT SPECIAL PROVISIONS. ALL MATERIAL AND LABOR REQUIRED TO COMPLETELY RESTORE THE ARCH BRIDGE WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR PERFORMANCE BASED SPECIFICATION, CULVERT RESTORATION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE NECESSARY STAGING AND TEMPORARY SHORING TO COMPLETE THE WORK WHILE ASSURING THE SAFETY AND INTEGRITY OF THE ARCH STRUCTURE.
5. CONTRACTOR SHALL PROVIDE THE NECESSARY MATERIAL AND EQUIPMENT TO DEWATER THE WORK AREA SUCH THAT ALL CONSTRUCTION CAN BE PERFORMED IN DRY CONDITIONS. NO MASONRY CONSTRUCTION WILL BE ALLOWED TO BE PLACED IN FLOWING WATER. REMOVAL AND DISPOSAL OF UNSALVAGEABLE MATERIAL SHALL CONFORM TO THE REQUIREMENT OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS.

DESIGN LOADING

H-10
Design Fill Height > 610mm

DESIGN STRESSES

$f'_c = 35 \text{ MPa}$ (PRECAST)
 $f'_c = 24 \text{ MPa}$ (FIELD POURED)
 Reinforcing $f_y = 450 \text{ MPa}$ (WELDED WIRE FABRIC)
 Reinforcing $f_y = 420 \text{ MPa}$ (FIELD POURED)
 Fasteners $f_y = 248 \text{ MPa}$

DESIGN SPECIFICATIONS

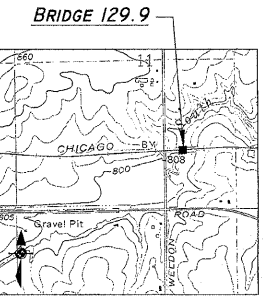
2002 AASHTO Standard Specifications - 17th Edition

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (4) = 3.25%
 Site Coefficient(s) = 1.0

BILL OF MATERIAL - BRIDGE 129.9

ITEM	UNIT	QUANTITY
PERFORMANCE BASED SPECIFICATION, CULVERT RESTORATION	LS	1



BRIDGE 129.9
LOCATION SKETCH

Interior East Wall Section Towards South End (Looking South/Upstream) Restore Deteriorated Areas to Restore Original Arch Dimensions.



FOR INFORMATION ONLY

GENERAL PLAN & ELEVATION OVER A TRIBUTARY DITCH TO THE PECATONICA RIVER SECTION 94-00267-00-BT WINNEBAGO COUNTY STATION 46+270.97

REVISIONS		
NO.	ITEM	DATE
2	IDOT Review Comments and Internal Review	1/28/2009

PLOTTING SCALE: 1 : 1
 DRAWN BY: REK/CDS
 CHECKED BY:
 DATE: DECEMBER, 2008

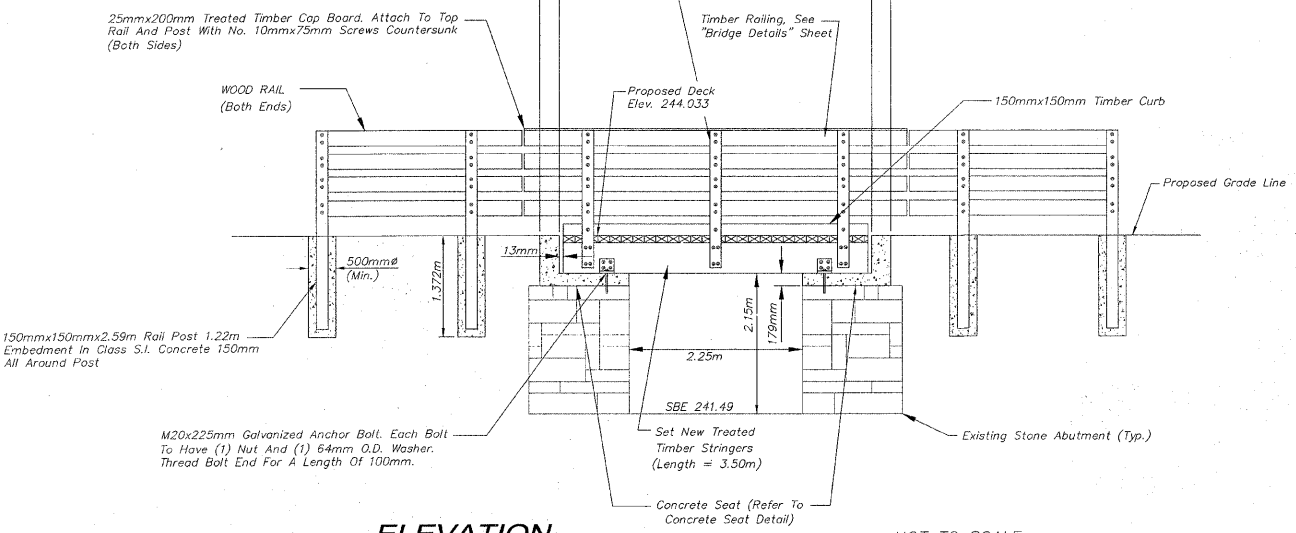
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PECATONICA PRAIRIE PATH Contract 85443
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
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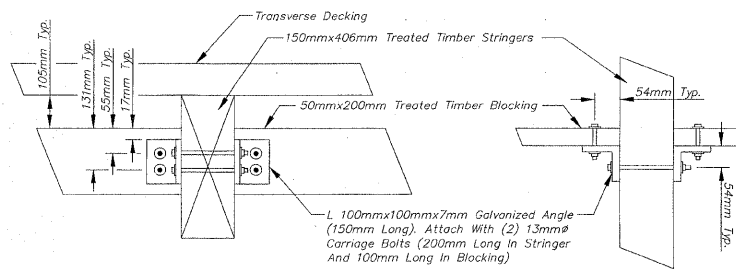
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 OF
98

BENCH MARK

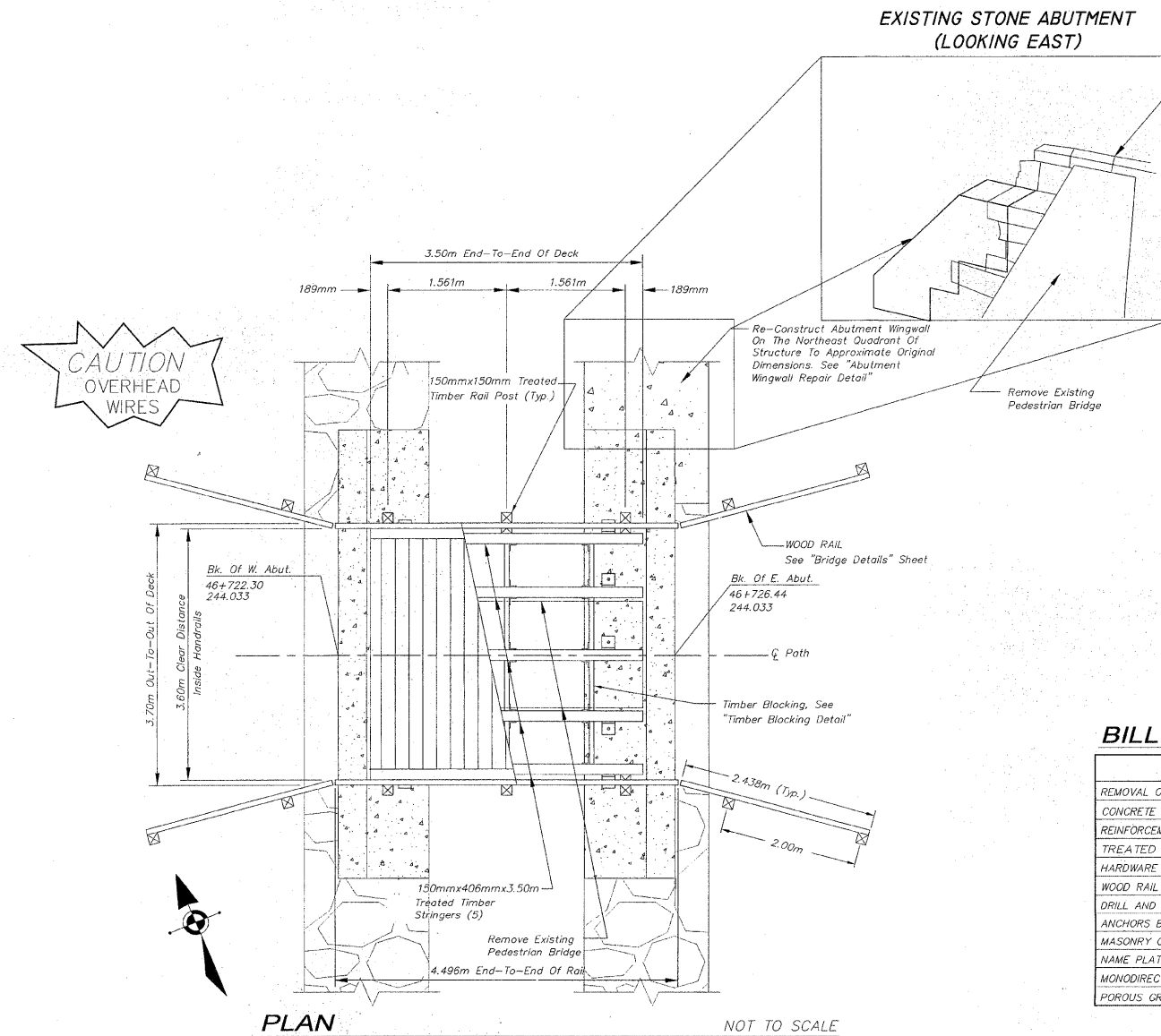
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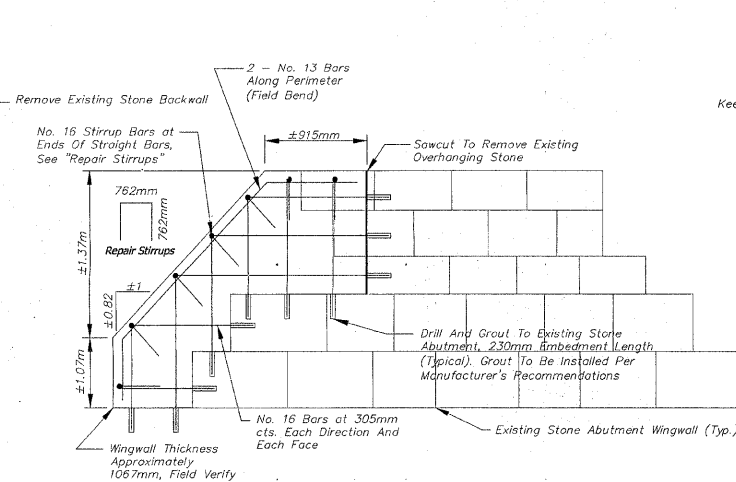
ELEVATION NOT TO SCALE



ELEVATION VIEW **PLAN VIEW**
TIMBER BLOCKING DETAIL NOT TO SCALE



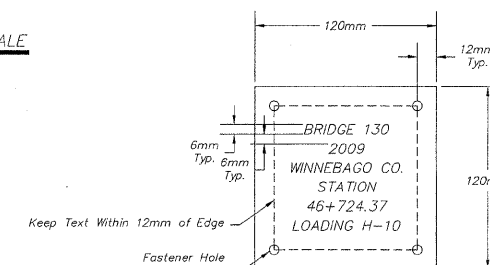
PLAN NOT TO SCALE



ABUTMENT WINGWALL REPAIR DETAIL NOT TO SCALE

BRIDGE 130 NOTES

- REFER TO "BRIDGE GENERAL NOTES" SHEET FOR ADDITIONAL TIMBER BRIDGE GENERAL NOTES.
- THE CONTRACTOR SHALL REMOVE ALL ELEMENTS OF THE EXISTING TIMBER SUPERSTRUCTURE AND PROPERLY DISPOSE OF OFF-SITE. THIS INCLUDES THE TRANSVERSE RAILROAD TIES, TIMBER WALKWAY, STEEL ANGLE RAIL POSTS AND CABLE, TIMBER BEARING SUPPORTS, AND ANY OTHER ITEMS AS APPLICABLE TO THE EXISTING TIMBER SUPERSTRUCTURE. ALL ITEMS TO BE REMOVED SHALL BE DISPOSED OF IN CONFORMANCE WITH THE REQUIREMENTS OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS. ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVAL OF EXISTING SUPERSTRUCTURE WITH NO ADDITIONAL COMPENSATION ALLOWED.
- CONTRACTOR SHALL REMOVE ANY LOOSE OR DETERIORATED MORTAR FROM THE EXISTING MASONRY LIMESTONE ABUTMENT JOINTS, CLEAN, AND TUCK POINT IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS. THIS WORK WILL BE PAID FOR AS LUMP SUM AT THE CONTRACT UNIT PRICE FOR MASONRY CLEANING & TUCKPOINTING.
- ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
- CONTRACTOR SHALL FURNISH AND INSTALL A BRASS NAME PLATE IN ACCORDANCE WITH SECTION 515 OF THE IDOT STANDARD SPECIFICATIONS EXCEPT THAT IT SHALL BE INSTALLED WITH FOUR (4) TAMPER RESISTANT SCREWS TO THE TOP TIMBER BRIDGE RAIL ON THE RIGHAND SIDE OF APPROACH END WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING. THE PLATE SHALL BE MADE OF SOLID BRASS 3mm THICK WITH IMPRINTED STAMP LETTERING 6mm HIGH. THIS ITEM WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR NAME PLATES.
- THE MATERIAL AND LABOR FOR THE ABUTMENT REPAIR WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONCRETE STRUCTURES, REINFORCING BARS AND DRILL & GROUT BARS QUANTITIES. THE MATERIAL AND LABOR FOR THE TIMBER BLOCKING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE TREATED TIMBER AND HARDWARE QUANTITIES.



NAME PLATE

DESIGN LOADING

H-10

DESIGN STRESSES

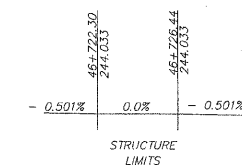
$f_c = 24 \text{ MPa}$
 Reinforcing $f_y = 420 \text{ MPa}$
 Fasteners $f_y = 250 \text{ MPa}$
 Structural Timber $F_b = 9.3 \text{ MPa}$
 Structural Timber $F_v = 1.14 \text{ MPa}$

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th Edition

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 3.25%
 Site Coefficient(s) = 1.0

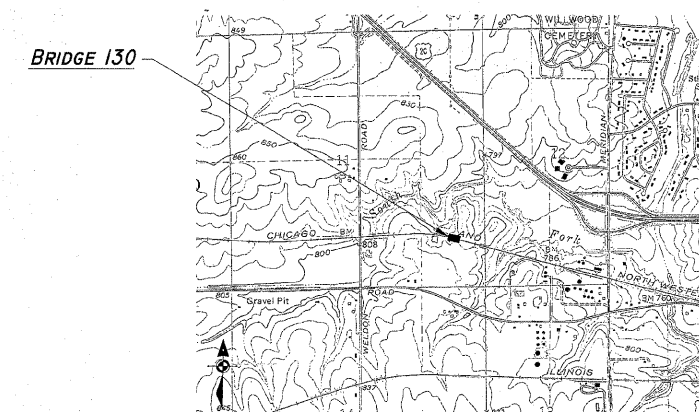


PROFILE GRADE

FOR INFORMATION ONLY

BILL OF MATERIAL-BRIDGE 130

ITEM	UNIT	QUANTITY
REMOVAL OF EXISTING SUPERSTRUCTURE	EA	1
CONCRETE STRUCTURES	CM	8.72
REINFORCEMENT BARS	Kg	486
TREATED TIMBER	CM	3.71
HARDWARE	Kg	194
WOOD RAIL	M	9.75
DRILL AND GROUT BARS	EA	144
ANCHORS BOLTS, M20	EA	10
MASONRY CLEANING & TUCKPOINTING	LS	1
NAME PLATE	EA	1
MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EA	12
POROUS GRANULAR EMBANKMENT	CM	5



LOCATION SKETCH

GENERAL PLAN & ELEVATION OVER A TRIBUTARY DITCH TO THE KEITH CREEK
SECTION 94-00267-00-BT
WINNEBAGO COUNTY
STATION 46+724.37

REVISIONS

NO.	ITEM	DATE
2	IDOT Review Comments and Internal Review	1/28/2009

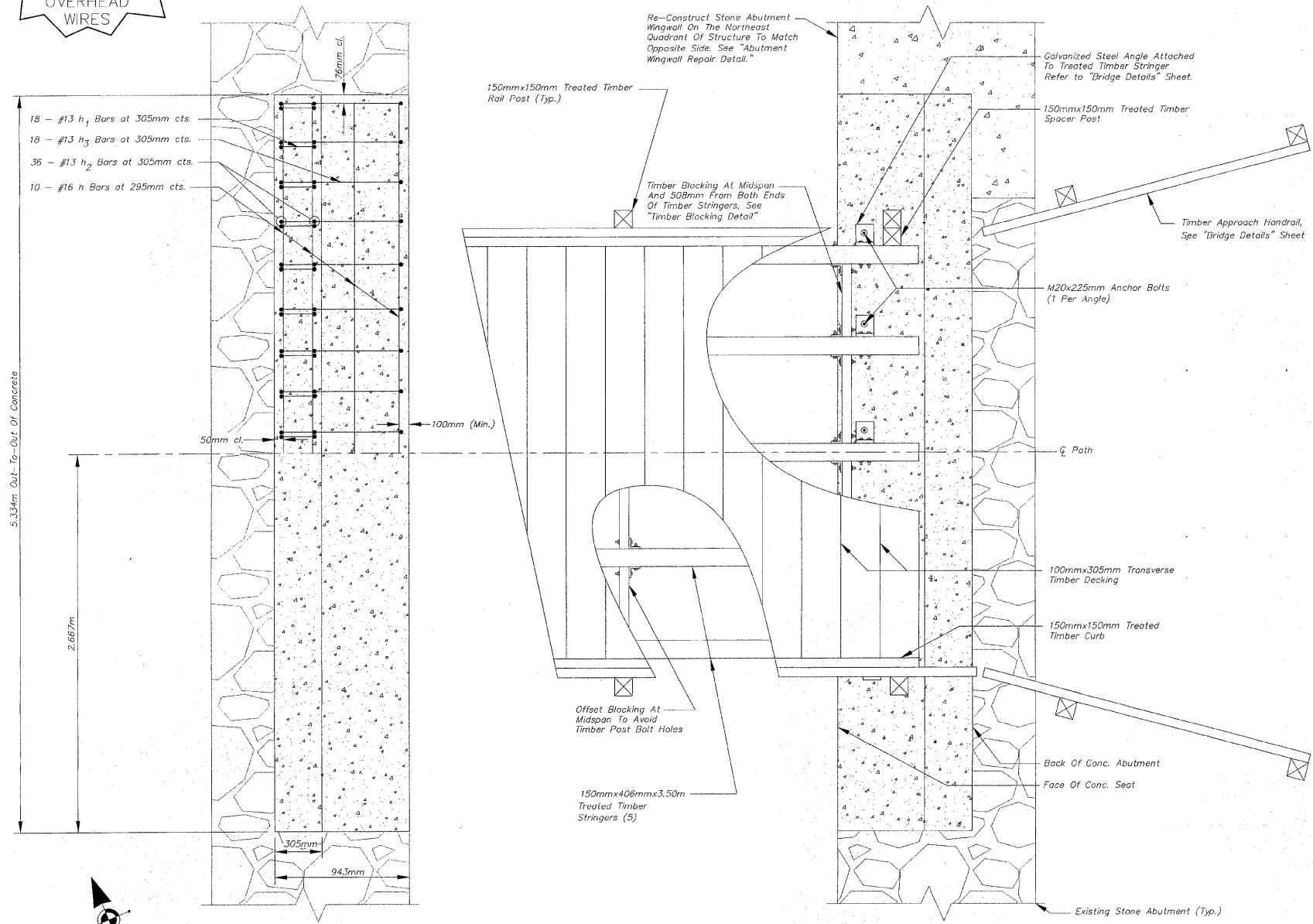
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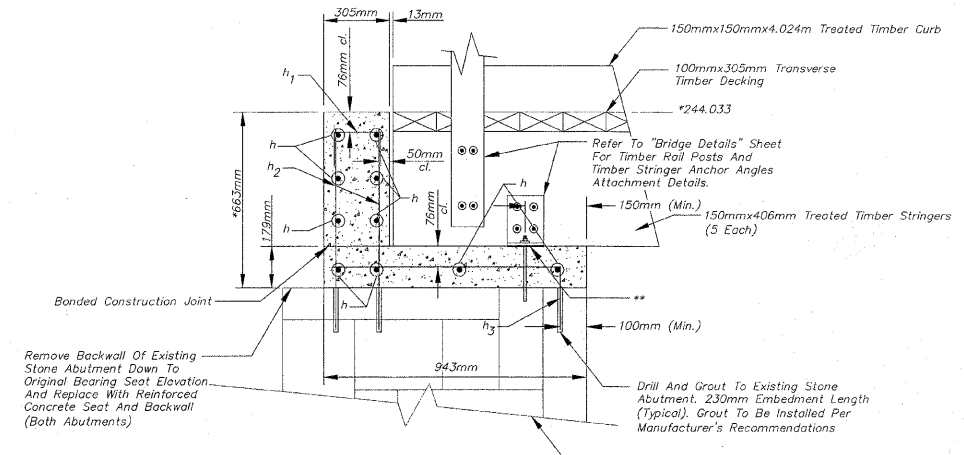
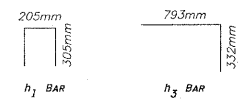
**CAUTION
OVERHEAD
WIRES**



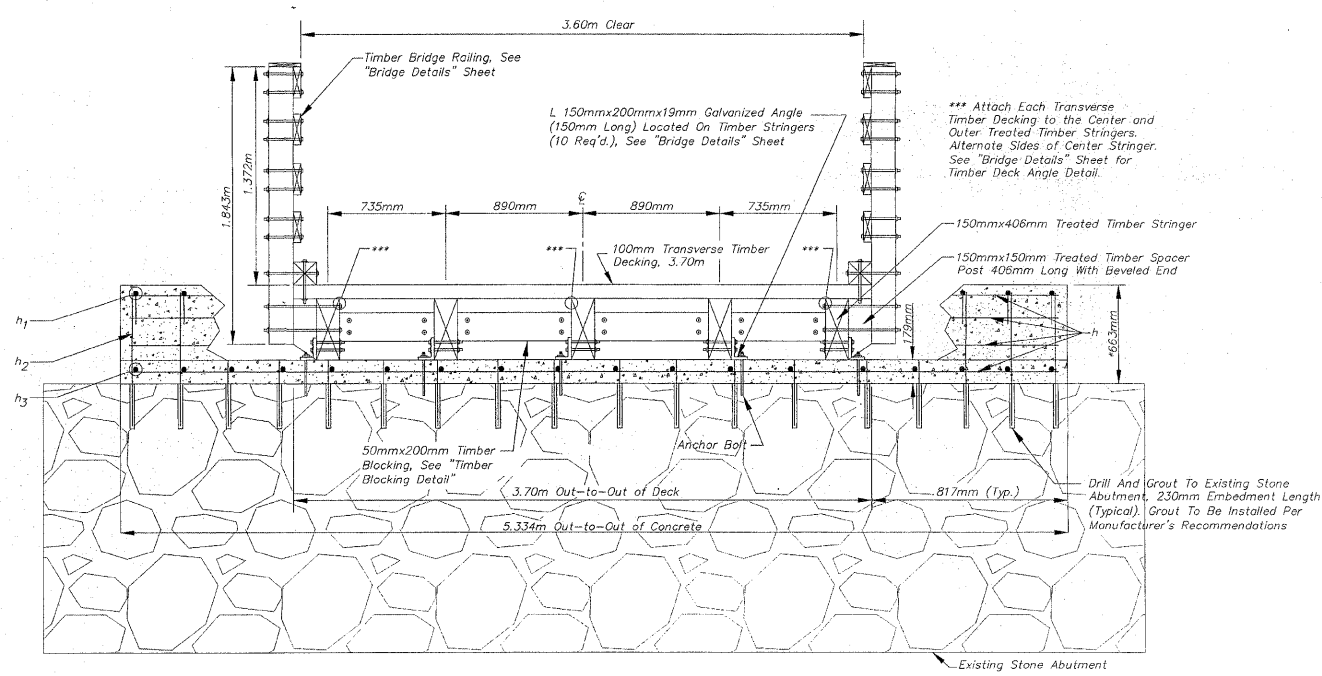
PLAN NOT TO SCALE

**BILL OF MATERIAL
FOR BOTH ABUTMENTS**

Bar	No.	Size	Length	Shape
h	20	#16	5.182m	—
h ₁	36	#13	0.815m	□
h ₂	72	#13	0.816m	□
h ₃	36	#13	1.125m	□
Reinforcement Bars		kg	290	
Concrete Structures		CM	3.38	
Drill and Grout Bars		Each	108	
Anchor Bolts, M20		Each	10	



CONCRETE SEAT DETAIL NOT TO SCALE



SECTION THRU DECK NOT TO SCALE

**BRIDGE DETAILS
OVER A TRIBUTARY DITCH
TO THE KEITH CREEK
SECTION 94-00267-00-BT
WINNEBAGO COUNTY
STATION 46+724.37**

FOR INFORMATION ONLY

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OF
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PREFABRICATED STEEL BRIDGE(S) GENERAL NOTES

(BRIDGE 128)

- THE DESIGN AND FABRICATION OF THE PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL COMPLY WITH THE REQUIREMENTS OF THE "AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES", THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" (17th EDITION), THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) AND SHALL ALSO BE IN CONFORMANCE WITH THE CURRENT IDOT GUIDE BRIDGE SPECIAL PROVISION, GBSP 33, "PEDESTRIAN TRUSS SUPERSTRUCTURE".
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS IN ACCORDANCE WITH GBSP 33 TO THE ENGINEER PRIOR TO BEGINNING FABRICATION AND PRIOR TO THE CONSTRUCTION OF THE CONCRETE SUBSTRUCTURE IN THE FIELD.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- THE ABUTMENTS, PIERS AND PILE/DRILLED SHAFT LOCATIONS, AS APPLICABLE, WILL BE STAKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE ENGINEER 48 HRS PRIOR TO THE START OF THIS WORK.
- THE DRILLED SHAFT FOUNDATIONS SHALL BE CONSTRUCTED TO THE DEPTH SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL CONFORM TO SECTION 516 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
- THE CONCRETE SUBSTRUCTURE SHALL BE CONSTRUCTED, AS SHOWN, IN ACCORDANCE WITH THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" AND SECTION 503 OF THE CURRENT EDITION OF THE "IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". ABUTMENT SEATS SHALL BE SLOPED FOR DRAINAGE BETWEEN BEARING LOCATIONS.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706M GRADE 420. SEE SPECIAL PROVISIONS. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED OR AS INDICATED BY SPECIFIC PLAN SHEET PER STRUCTURE. COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCING BARS SHALL BE 50mm MINIMUM UNLESS OTHERWISE SHOWN.
- ALL EXPOSED EDGES OF CONCRETE SUBSTRUCTURE SHALL HAVE A 20mm x 45' CHAMFER, EXCEPT AS SHOWN OTHERWISE. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF 305mm BELOW FINISHED GROUND LEVEL. EXPOSED CONCRETE SHALL RECEIVE A "NORMAL" FINISH WHICH SHALL BE INCLUDED WITH THE CONTRACT UNIT COST FOR CONCRETE STRUCTURES.
- ALL STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1006 OF THE IDOT STANDARD SPECIFICATIONS, ASTM A947 FOR COLD FORMED WELDED SQUARE AND RECTANGULAR TUBING, AASHTO M270M 345W FOR ATMOSPHERIC CORROSION RESISTANT STRUCTURAL STEEL, AS APPLICABLE, UNLESS OTHERWISE SHOWN ON THE PLANS OR APPROVED BY THE ENGINEER.
- BRIDGE DECK SHALL BE 75mm THICK TREATED TIMBER PLANK. THE TREATED TIMBER DECKING SHALL BE #1 GRADE SOUTHERN YELLOW PINE OR SELECT STRUCTURAL FIR. TIMBER MATERIAL AND PRESERVATIVE TREATMENT SHALL BE IN ACCORDANCE WITH SECTION 1007 OF THE IDOT STANDARD SPECIFICATIONS (CREOSOTE OIL WILL NOT BE ALLOWED). TIMBER PLANKS SHALL BE SECURELY FASTENED WITH 13mm MINIMUM DIAMETER CARRIAGE BOLTS. A MINIMUM OF TWO BOLTS WILL BE REQUIRED AT EACH OUTER SUPPORT AND THE CENTER SUPPORT SO THAT THE TIMBER IS SUPPORTED BY THE STEEL STRUCTURE.
- WELDING SHALL BE PERFORMED IN ACCORDANCE WITH "THE AMERICAN WELDING SOCIETY" (AWS). ALL WELDERS SHALL BE QUALIFIED IN ACCORDANCE WITH AWS D1.5-88 (ANSI/AASHTO/AWS D1.5-88) "BRIDGE WELDING CODE".
- UNLESS OTHERWISE NOTED, WELDED CONNECTIONS SHALL BE FILLET WELDS PROPERLY SIZED TO THE THICKNESS OF THE LIGHTEST GAGE MEMBER IN THE CONNECTION AND SHALL BE DESIGNED IN ACCORDANCE WITH THE STRUCTURAL WELDING CODE - STEEL ANSI/AWS D1.1. METAL THICKNESS SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 10.8 OF THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", EXCEPT THAT THE MINIMUM THICKNESS OF CLOSED STRUCTURAL TUBING MEMBERS SHALL BE 6.35mm (0.25in).
- THE PEDESTRIAN BRIDGE DESIGN SHALL BE BASED ON THE COMBINATIONS OF THE FOLLOWING LOADS WHICH WILL PRODUCE MAXIMUM CRITICAL MEMBER STRESSES:
 - 4.07 KN/m² (85 psf) UNIFORM LIVE LOADING ON THE FULL DECK AREA REDUCED PER "AASHTO GUIDE SPECIFICATION FOR DESIGN OF PEDESTRIAN BRIDGES", SECTION 1.2.1.1 OR ONE 88.96 KN (H-10) VEHICLE LOAD. THE LOAD SHALL BE DISTRIBUTED AS A TWO AXLE VEHICLE WITH 80% OF LOAD ON THE REAR AXLE. THE AXLES SHALL BE SPACED 4.27m (14ft) APART.
 - 1.67 KN/m² (35 psf) WIND LOAD ON THE FULL HEIGHT OF THE BRIDGE, AS IF ENCLOSED.
 - 0.96 KN/m² (20 psf) UPWARD FORCE APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE BRIDGE WIDTH (AASHTO 3.15.3).
- BRIDGE CAMBER SHALL BE USED TO OFFSET DEAD LOAD DEFLECTION TO MATCH PROPOSED PROFILE GRADE LINE AS SHOWN ON THE PLANS. ALL VERTICAL TRUSS MEMBERS SHALL BE PERPENDICULAR TO THE GROUND (HORIZON) AFTER THE BRIDGE IS ERRECTED AND DEAD LOADS APPLIED.
- VERTICAL DEFLECTION DUE TO LIVE LOADS SHALL NOT EXCEED 1/500 OF SPAN LENGTH. HORIZONTAL DEFLECTION DUE TO WIND LOAD SHALL NOT EXCEED 1/500 OF SPAN LENGTH.
- VIBRATIONS SHALL BE IN ACCORDANCE WITH "AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES", ARTICLE 1.3.2.
- TOP CHORD HEIGHT SHALL BE A MINIMUM OF 1.372m ABOVE THE BRIDGE DECK AND SHALL SERVE AS THE TOP RAIL ON OPEN TRUSSES.
- A 50mm x 150mm WOODEN RUB RAIL SHALL BE INSTALLED ON THE INSIDE OF OPEN TRUSSES AT 1.067m ABOVE THE BRIDGE DECK. COST OF THE RAIL SHALL BE INCLUDED WITH PEDESTRIAN TRUSS SUPERSTRUCTURE.
- TUBULAR STEEL OR ANGLE SAFETY RAILS OF SELF-WEATHERING STEEL SHALL BE INSTALLED BELOW THE WOODEN RUB RAIL OR HANDRAIL ON THE INSIDE OF THE TRUSS. THE SAFETY RAILS SHALL BE SPACED SO THAT THE CLEAR OPENING BETWEEN RAILS DOES NOT EXCEED 150mm. COST OF THE RAILS SHALL BE INCLUDED WITH PEDESTRIAN TRUSS SUPERSTRUCTURE.
- A STEEL TOE PLATE OF SELF-WEATHERING STEEL SHALL BE INSTALLED ABOVE THE WOOD DECKING ON THE INSIDE OF THE TRUSS. COST OF THE PLATE SHALL BE INCLUDED WITH PEDESTRIAN TRUSS SUPERSTRUCTURE.
- CAST-IN-PLACE CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE IDOT STANDARD SPECIFICATIONS. SUBSTRUCTURE UNITS SHALL BE CLASS SI CONCRETE WITH A 14 DAY COMPRESSIVE STRENGTH OF 24,000 kPa OR GREATER. DRILLED SHAFTS AND METAL SHELL PILES SHALL BE CLASS DS WITH A 14 DAY COMPRESSIVE STRENGTH OF 27,500 kPa OR GREATER. ALL CONSTRUCTION JOINTS SHALL BE BONDED.
- THE PROFILE OF THE PATH AT THE BRIDGE INTERFACE SHALL BE COORDINATED DURING CONSTRUCTION TO PROVIDE AN ACCEPTABLE TRANSITION BETWEEN THE PATH AND THE BRIDGE.
- THE CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF ANCHOR BOLTS, AS PER BRIDGE MANUFACTURE'S SPECIFICATIONS, PRIOR TO ORDERING AND SETTING BOLTS INTO CAST-IN-PLACE CONCRETE CAPS OR DRILLING AND EPOXY GROUTING BOLTS INTO CONCRETE CAPS. SPACE CAP REINFORCEMENT TO MISS ANCHOR BOLTS. ANCHOR BOLTS SHALL CONFORM TO ARTICLE 1006.09 OF THE IDOT STANDARD SPECIFICATIONS.
- LAYOUT OF THE SLOPE AND STREAM BANK PROTECTION SYSTEM MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELD OR AS DIRECTED BY THE ENGINEER. RIPRAP SHALL BE OF THE SIZE SPECIFIED ON THE PLANS AND SHALL BE IN ACCORDANCE WITH SECTION 281 OF THE IDOT STANDARD SPECIFICATIONS. EXCAVATION AND BEDDING FOR RIPRAP WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR RIPRAP.
- THE CONTRACTOR SHALL REMOVE ALL ELEMENTS OF THE EXISTING STRUCTURE(S) AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 501 OF THE IDOT STANDARD SPECIFICATIONS. ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF-SITE. REMOVAL AND DISPOSAL OF UNSALVAGEABLE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED WITH THE STRUCTURE REMOVAL COST WITH NO ADDITIONAL COMPENSATION ALLOWED.
- SOIL BORING INFORMATION HAS BEEN PROVIDED BY TERRACON DATED FEBRUARY 2008 AND ASSUME A MAXIMUM NET ALLOWABLE BEARING PRESSURE OF 478.8 kPa (10kscf). IF FIELD CONDITIONS DIFFER GREATLY FROM THIS INFORMATION CONTACT THE ENGINEER.
- STRUCTURE EXCAVATION SHALL BE IN ACCORDANCE WITH SECTION 502 OF THE IDOT STANDARD SPECIFICATIONS AND WILL NOT BE PAID FOR AS A SEPARATE ITEM BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE STRUCTURES OF EACH APPROPRIATE STRUCTURE.
- REFER TO BRIDGE SHEETS FOR ADDITIONAL NOTES AND DETAILS SPECIFIC TO EACH INDIVIDUAL BRIDGE.

TIMBER BRIDGE(S) GENERAL NOTES

(BRIDGE 126, BRIDGE 129, & BRIDGE 130)

- PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM FIELD SURVEYS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AND INSTALLED AT THE CONTRACT UNIT PRICE FOR THE SPECIFIC PAY ITEM.
- THE CONTRACTOR SHALL REMOVE THE ELEMENTS OF THE EXISTING SUPERSTRUCTURE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 501 OF THE IDOT STANDARD SPECIFICATIONS. THE SUPERSTRUCTURE ELEMENTS TO BE REUSED SHALL BE HANDLED AND STORED IN SUCH A MANNER AS TO NOT CAUSE DAMAGE. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY ITEM DAMAGED WITH NO ADDITIONAL COMPENSATION ALLOWED. ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF-SITE. REMOVAL AND DISPOSAL OF UNSALVAGEABLE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED WITH THE COST FOR REMOVAL OF EXISTING SUPERSTRUCTURE WITH NO ADDITIONAL COMPENSATION ALLOWED.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706M GRADE 420. SEE SPECIAL PROVISIONS. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED OR AS INDICATED BY SPECIFIC PLAN SHEET PER STRUCTURE. COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCING BARS SHALL BE 50mm MINIMUM UNLESS OTHERWISE SHOWN.
- CAST-IN-PLACE CONCRETE SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTIONS 503 AND 1020 OF THE IDOT STANDARD SPECIFICATIONS. SUBSTRUCTURE UNITS SHALL BE CLASS SI CONCRETE WITH A 14 DAY COMPRESSIVE STRENGTH OF 24,000 kPa OR GREATER. ALL CONSTRUCTION JOINTS SHALL BE BONDED.
- ALL EXPOSED EDGES OF CONCRETE SUBSTRUCTURE SHALL HAVE A 20mm x 45' CHAMFER, EXCEPT AS SHOWN OTHERWISE. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF 305mm BELOW FINISHED GROUND LEVEL. EXPOSED CONCRETE SHALL RECEIVE A "NORMAL" FINISH WHICH SHALL BE INCLUDED WITH THE CONTRACT UNIT COST FOR CONCRETE STRUCTURES.
- ALL TIMBER CONSTRUCTION FOR THE BRIDGES AND APPURTENANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTION 507 OF THE IDOT STANDARD SPECIFICATIONS. ALL LUMBER AND TIMBER INCORPORATED IN THE COMPLETED WORK SHALL BE #1 GRADE SOUTHERN YELLOW PINE OR SELECT STRUCTURAL FIR. TIMBER MATERIAL AND PRESERVATIVE TREATMENT SHALL BE IN ACCORDANCE WITH SECTION 1007 OF THE IDOT STANDARD SPECIFICATIONS (CREOSOTE OIL WILL NOT BE ALLOWED). LUMBER USED FOR THE TIMBER RAILING AND POSTS, BRIDGE DECKING, AND ANY OTHER AREAS THAT PEDESTRIANS WILL FREQUENTLY COME INTO CONTACT WITH SHALL BE TREATED WITH ARSENIC FREE AND/OR CHROMIUM FREE PRESERVATIVE TREATMENT SUCH AS ACO (ALKALINE COPPER QUATERNARY).
- ALL CUTTING, FRAMING AND BORING OF TREATED TIMBER SHALL BE DONE BEFORE TREATMENT INSOFAR AS IS PRACTICABLE. ALL CUTS, ABRASIONS, AND HOLES MADE AFTER TREATMENT SHALL BE REPAIRED ACCORDING TO ARTICLE 1007.13 OF THE IDOT STANDARD SPECIFICATIONS.
- ALL STRINGERS SHALL BE BLOCKED WITH CONTINUOUS DIAPHRAGMS AT BOTH ENDS AND AT EITHER THE MIDPOINT OR THIRD POINTS ALONG THE SPAN AS INDICATED ON THE BRIDGE SHEETS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT RATHER SHALL BE INCLUDED WITH THE APPROPRIATE STRINGER PAY ITEM.
- TRANSVERSE TIMBER DECKING SHALL BE PRE-DRILLED FOR THE HOLD-DOWN CONNECTORS AND TOE NAILS. CONTRACTOR SHALL PLACE TWO (2) CONNECTORS BETWEEN EACH JOINT AS SHOWN ON THE PLANS AND TOE NAIL EACH PLANK/PANEL OUTER END TO TIMBER STRINGERS WITH 20d SPIKES. CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER FULL BRIDGE WIDTH 100mm x 305mm TIMBER DECK PLANKS OR FABRICATE 100mm x 1.219m FULL BRIDGE WIDTH LAMINATED TIMBER DECK PANELS. REFER TO "BRIDGE DETAILS" SHEET FOR LAMINATED PANEL REQUIREMENTS. TIMBER DECK SHALL BE MEASURED AND PAID AT THE CONTRACT UNIT PRICE FOR TREATED TIMBER WITH NO ADDITIONAL COMPENSATION ALLOWED FOR EITHER OPTION.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR REVIEW BY THE ENGINEER FOR THE PROPOSED FASTENING METHODS AT THE BEARING SEAT LOCATIONS. FASTENING LOCATIONS SHALL INCLUDE THE TIMBER STRINGERS TO NEW CONCRETE BEARING SEATS AND THE EXISTING STEEL BEAMS TO NEW CONCRETE BEARING SEATS. SHOP DRAWINGS FOR TIMBER HOLD-DOWN CONNECTORS FOR FASTENING THE BRIDGE DECKING TO THE STRINGERS SHALL ALSO BE SUBMITTED TO THE ENGINEER.
- THE BICYCLE RAILING SHALL BE A MINIMUM OF 1.372m IN HEIGHT MEASURED FROM THE TOP OF THE TIMBER BRIDGE DECK SURFACE TO THE TOP OF TOP RAIL. THE MAXIMUM CLEAR OPENING BETWEEN RAILS, OR BETWEEN THE LOWER RAIL AND THE WALKWAY SURFACE, SHALL BE PER PLAN DETAIL. TIMBER APPROACH RAILS SHALL BE AT LEAST 2.695m LONG WITH A 610mm FLARE. APPROACH POSTS SHALL BE SPACED 2.0m CENTER TO CENTER WITH A MINIMUM 1.22m EMBEDMENT INTO THE CONCRETE FOOTING. REFER TO "BRIDGE DETAILS" SHEET FOR APPROACH RAIL DETAIL.
- THE TREATED TIMBER RAILS, POSTS AND CURB ATTACHED TO THE BRIDGE WILL BE MEASURED AND PAID AT THE CONTRACT UNIT PRICE PER CUBIC METER FOR TREATED TIMBER. THE WOODEN APPROACH HANDRAILS, WHICH ARE NOT ATTACHED TO THE BRIDGE BUT RATHER WHERE THE POSTS ARE SET IN CONCRETE, WILL BE MEASURED AND PAID AT THE CONTRACT UNIT PRICE PER METER FOR WOOD RAILING, WHICH SHALL INCLUDE ALL MATERIAL AND LABOR TO EXCAVATE POST HOLES AND TO PROVIDE AND INSTALL CONCRETE EMBEDMENT, HARDWARE, TIMBER RAILINGS AND POSTS.
- THE PROFILE OF THE PATH AT THE BRIDGE INTERFACE SHALL BE COORDINATED DURING CONSTRUCTION TO PROVIDE AN ACCEPTABLE TRANSITION BETWEEN THE PATH AND THE BRIDGE.
- ALL FASTENERS, CONNECTORS, CLIP ANGLES, AND MISCELLANEOUS HARDWARE USED WITH TREATED WOOD PRODUCTS SHALL BE STAINLESS STEEL ACCORDING TO ARTICLE 1006.29(d) OF THE IDOT STANDARD SPECIFICATIONS OR HOT-DIPPED GALVANIZED ACCORDING TO AASHTO M232, CLASS C, EXCEPT THAT THE MINIMUM MASS (WEIGHT) OF ZINC COATING SHALL BE 610 g/sq m (2.0 oz/sq ft). DECK HOLD-DOWN CONNECTORS AND ANGLES FOR BRACING TIMBER STRINGERS WILL BE PAID AT THE CONTRACT UNIT PRICE FOR HARDWARE.
- THE CONCRETE BEARING SEAT AND BACKWALL SHALL BE CONSTRUCTED, AS SHOWN, IN ACCORDANCE WITH THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" AND SECTION 503 OF THE CURRENT EDITION OF THE "IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". ABUTMENT SEATS SHALL BE SLOPED FOR DRAINAGE BETWEEN BEARING LOCATIONS. CONCRETE ABUTMENT BACKWALL SHALL NOT BE ALLOWED TO BE PLACED PRIOR TO SETTING STRINGERS.
- THE CONTRACTOR SHALL VERIFY LOCATION OF ANCHOR BOLTS PRIOR TO SETTING BOLTS INTO CAST-IN-PLACE CONCRETE CAPS OR DRILLING AND EPOXY GROUTING BOLTS INTO CONCRETE CAPS. SPACE CAP REINFORCEMENT TO MISS ANCHOR BOLTS. ANCHOR BOLTS SHALL CONFORM TO ARTICLE 1006.09 OF THE IDOT STANDARD SPECIFICATIONS.
- CONTRACTOR SHALL PROVIDE AN INERT BARRIER, APPROVED BY THE ENGINEER, BETWEEN TIMBER-TO-STEEL AND TIMBER-TO-CONCRETE CONTACT AREAS TO REDUCE FUTURE DETERIORATION AND CORROSION. THIS ITEM OF WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TREATED TIMBER.
- ANY NUT OR BOLT HEAD IN DIRECT CONTACT WITH A TIMBER SURFACE SHALL HAVE A WASHER BETWEEN THE NUT OR BOLT AND TIMBER SURFACE. ANY NUT OR BOLT HEAD IN DIRECT CONTACT WITH A METAL SURFACE SHALL HAVE A CUT WASHER BETWEEN THE NUT OR BOLT HEAD AND METAL SURFACE.
- ALL FASTENERS SHALL BE TAMPER RESISTANT. THREADS ON ALL BOLTS SHALL BE SET WITH A CENTER PUNCH AT THE NUT AFTER TIGHTENING.
- STRUCTURE EXCAVATION SHALL BE IN ACCORDANCE WITH SECTION 502 OF THE IDOT STANDARD SPECIFICATIONS AND WILL NOT BE PAID FOR AS A SEPARATE ITEM BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE STRUCTURES OF EACH APPROPRIATE STRUCTURE.
- REFER TO BRIDGE SHEETS FOR ADDITIONAL NOTES AND DETAILS SPECIFIC TO EACH INDIVIDUAL BRIDGE.

BOARD CONVERSION CHART

mm	INCH	DRESSED INCH	DRESSED mm
150x406	6x16	5 1/2 x 15 1/2	(139.7x393.7)
150x150	6x6	5 1/2 x 5 1/2	(139.7x139.7)
100x305	4x12	3 1/2 x 11 1/4	(88.9x285.75)
50x200	2x8	1 1/2 x 7 1/4	(38.1x184.15)
50x150	2x6	1 1/2 x 5 1/2	(38.1x139.7)
50x100	2x4	1 1/2 x 3 1/2	(38.1x88.9)
25x200	1x8	3/4 x 7 1/4	(19.05x184.15)

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NO.	ITEM	DATE

NO.		

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CHECKED BY:

DATE: DECEMBER, 2008



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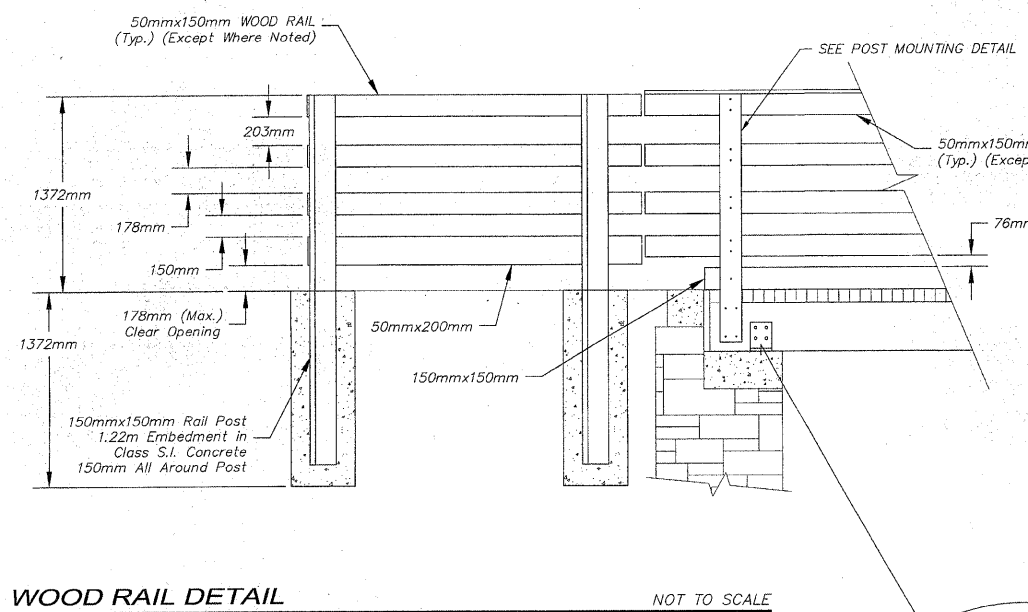
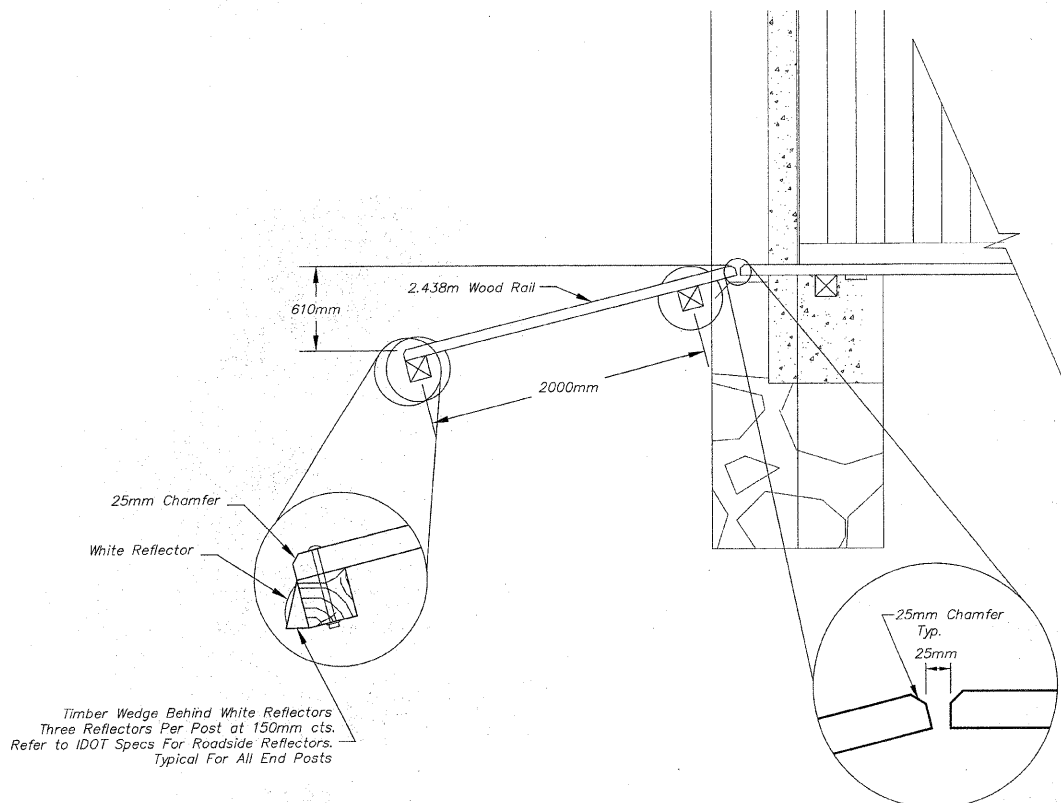
BRIDGE GENERAL NOTES

PECATONICA PRAIRIE PATH Contract 85443

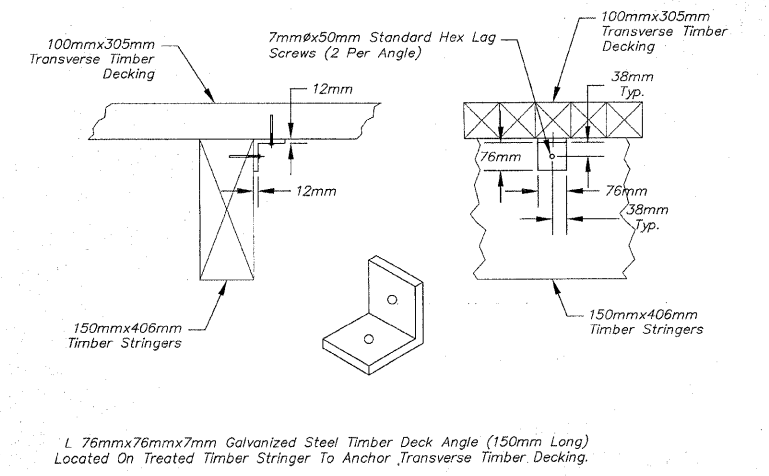
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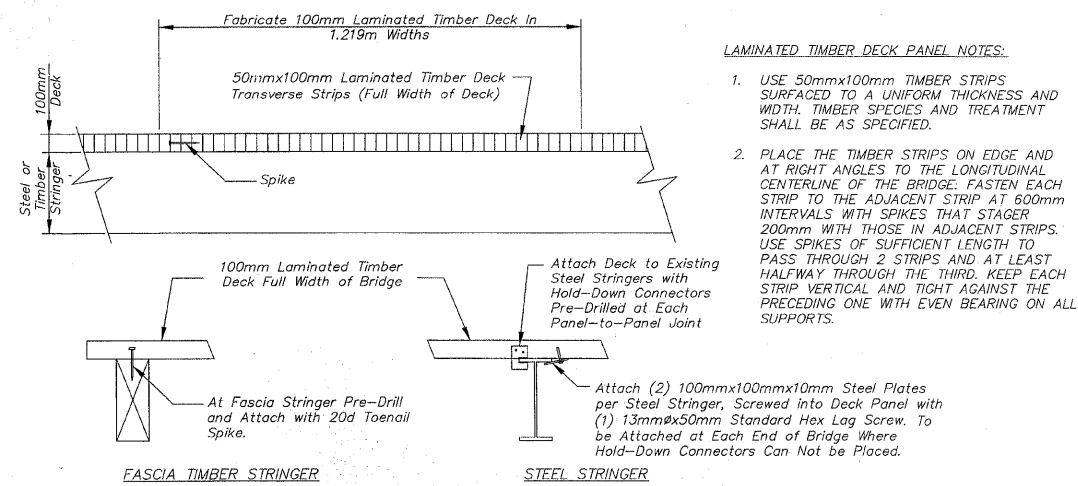
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WOOD RAIL DETAIL NOT TO SCALE

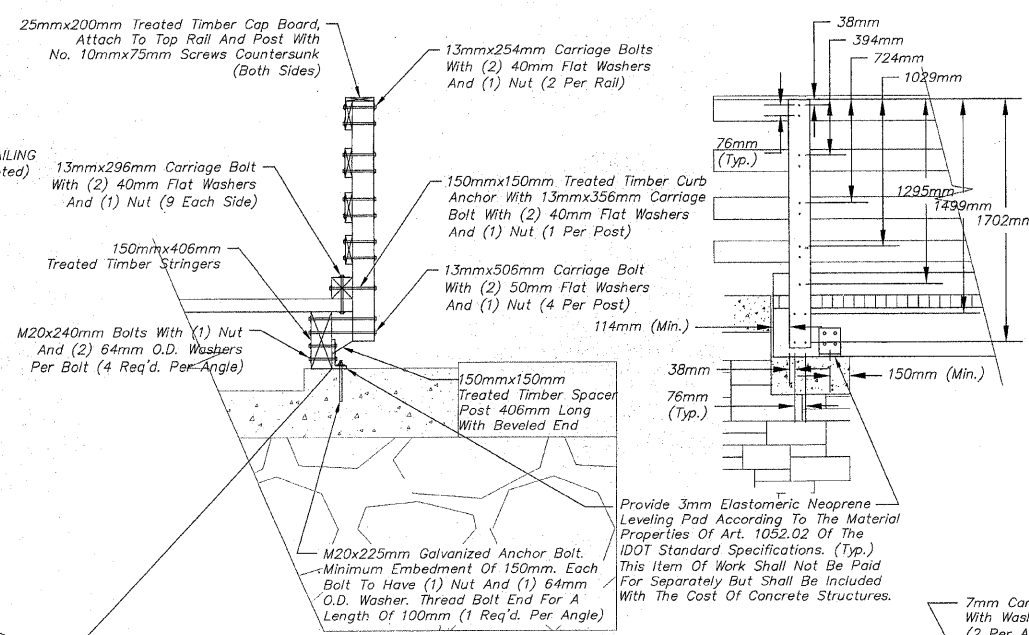


TIMBER DECK ANGLE NOT TO SCALE

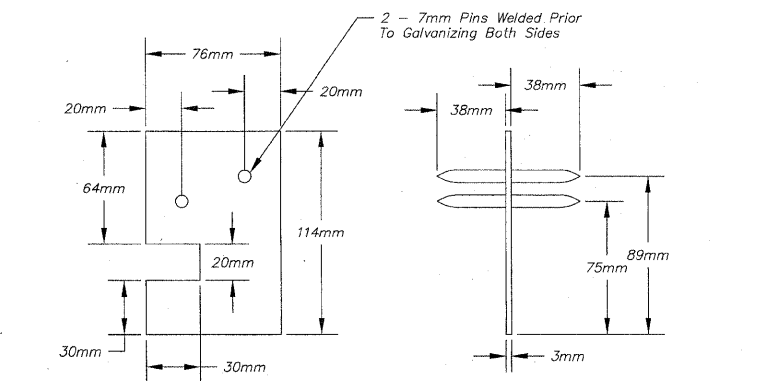


LAMINATED TIMBER DECK PANEL NOT TO SCALE

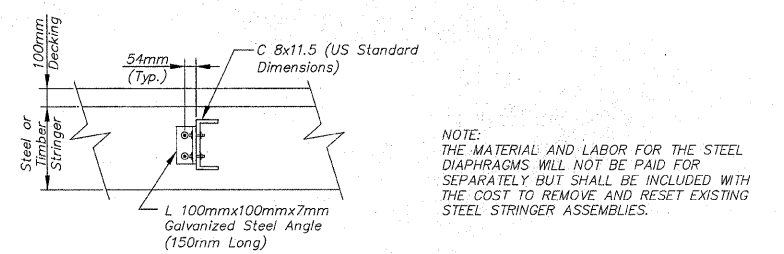
- LAMINATED TIMBER DECK PANEL NOTES:**
- USE 50mmx100mm TIMBER STRIPS SURFACED TO A UNIFORM THICKNESS AND WIDTH. TIMBER SPECIES AND TREATMENT SHALL BE AS SPECIFIED.
 - PLACE THE TIMBER STRIPS ON EDGE AND AT RIGHT ANGLES TO THE LONGITUDINAL CENTERLINE OF THE BRIDGE. FASTEN EACH STRIP TO THE ADJACENT STRIP AT 600mm INTERVALS WITH SPIKES THAT STAGER 200mm WITH THOSE IN ADJACENT STRIPS. USE SPIKES OF SUFFICIENT LENGTH TO PASS THROUGH 2 STRIPS AND AT LEAST HALFWAY THROUGH THE THIRD. KEEP EACH STRIP VERTICAL AND TIGHT AGAINST THE PRECEDING ONE WITH EVEN BEARING ON ALL SUPPORTS.



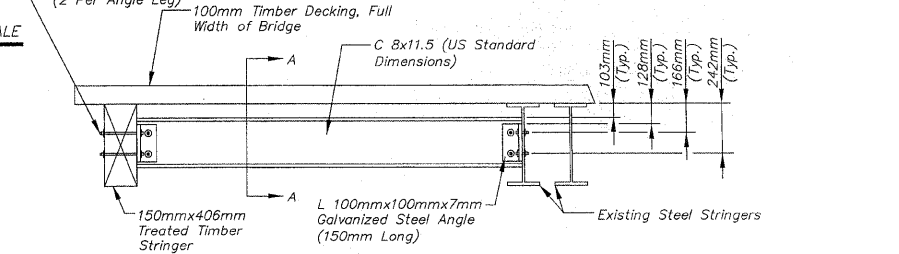
BRIDGE RAIL & TIMBER STRINGER BEARING DETAILS NOT TO SCALE



TIMBER HOLD-DOWN CONNECTORS NOT TO SCALE

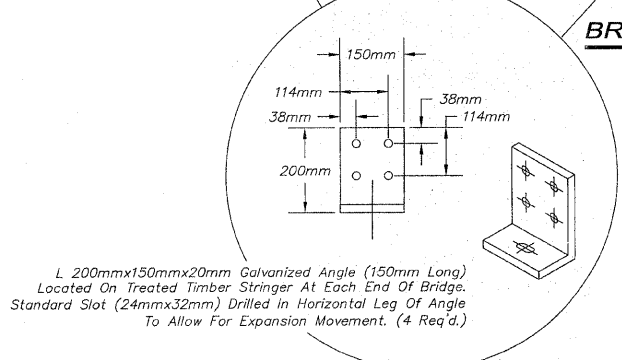


SECTION A-A



ELEVATION VIEW

STEEL DIAPHRAGM DETAIL NOT TO SCALE



L 200mmx150mmx20mm Galvanized Angle (150mm Long)
Located On Treated Timber Stringer At Each End Of Bridge.
Standard Slot (24mmx32mm) Drilled In Horizontal Leg Of Angle
To Allow For Expansion Movement. (4 Req'd.)

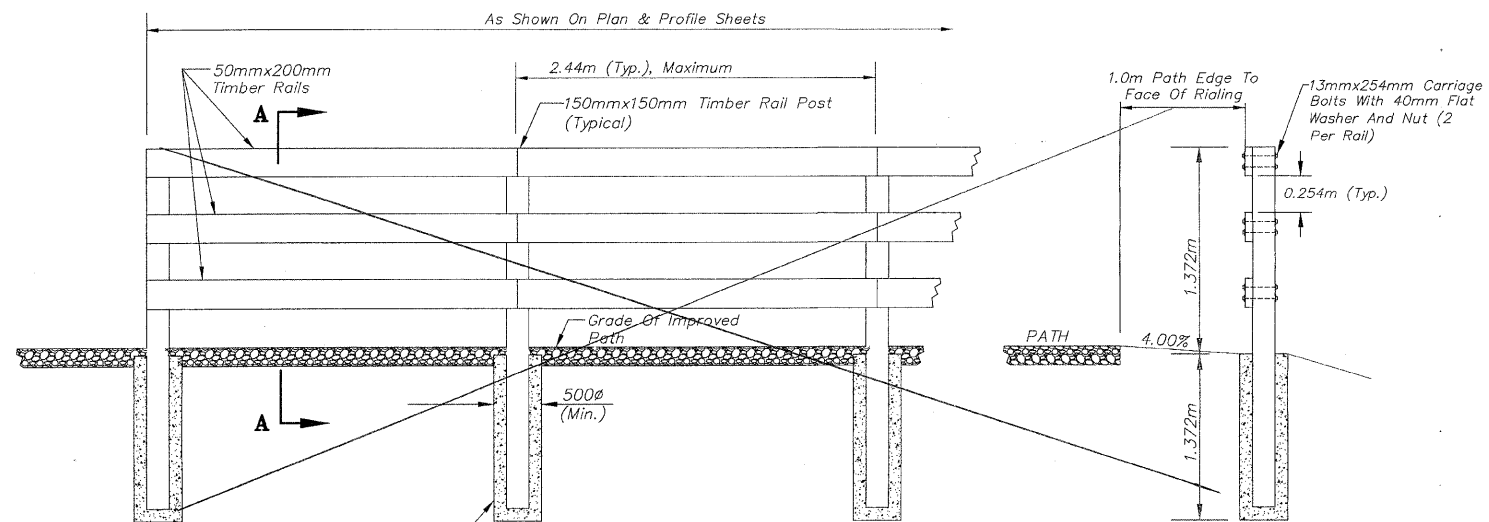
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2	IDOT Review Comments and Internal Review	1/28/09

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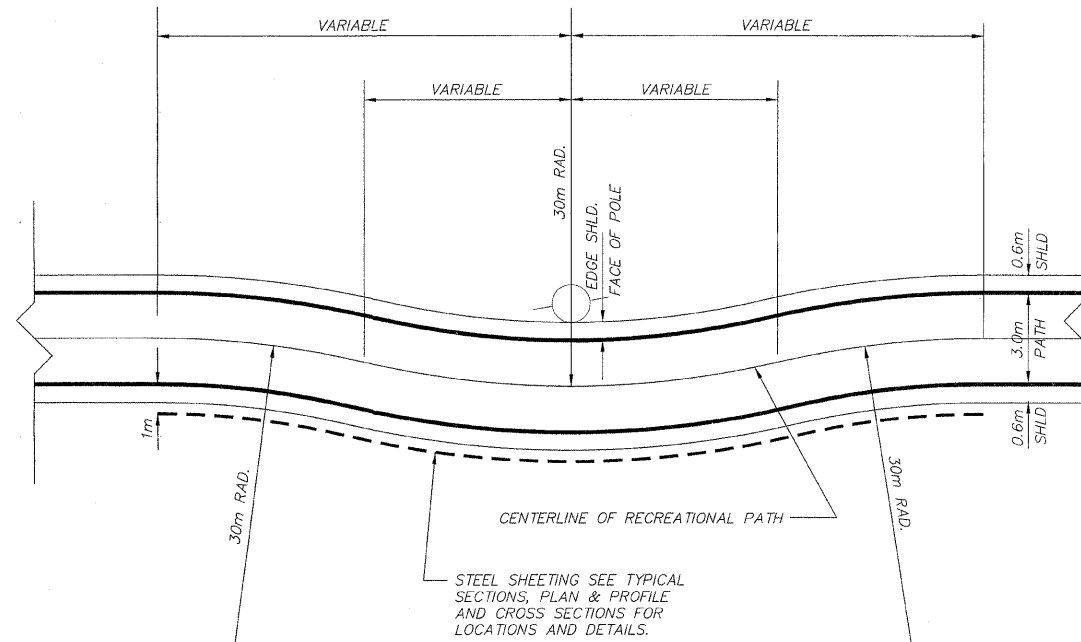
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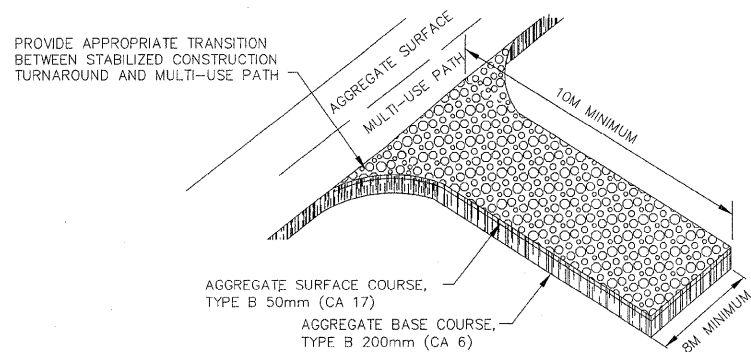
SECTION A-A NOT TO SCALE

WOOD RAILING (PATH Side View) NOT TO SCALE
(See PLAN & PROFILE SHEETS for Additional Details and Dimensions)

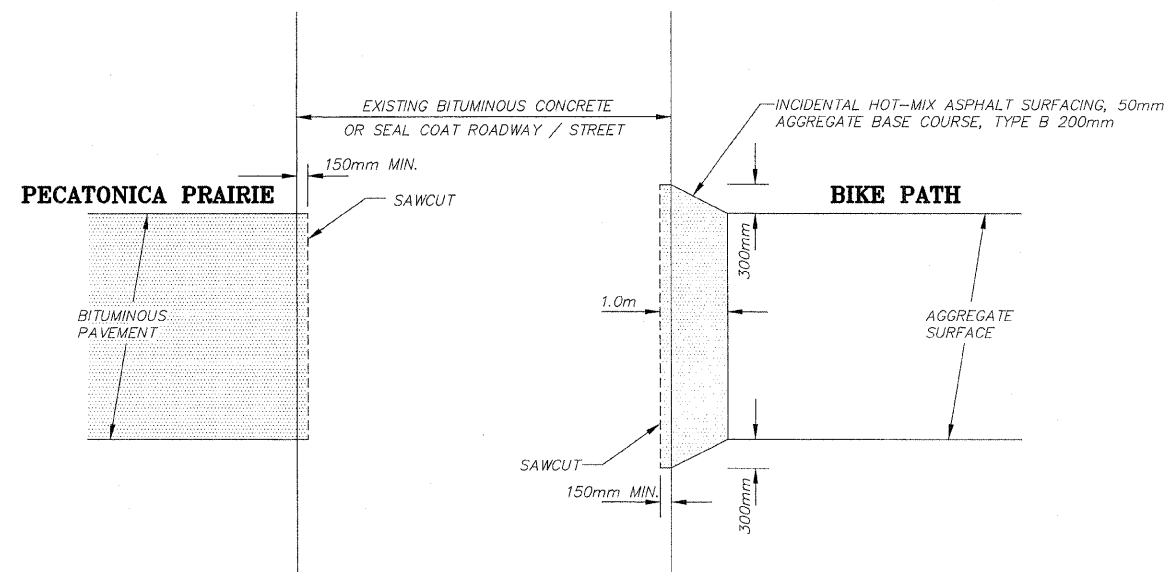
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PATH TRANSITION AROUND POLE NOT TO SCALE



CONSTRUCTION TURNAROUND NOT TO SCALE
(See PLAN & PROFILE SHEETS for LOCATIONS)



BITUMINOUS EDGE TREATMENT NOT TO SCALE

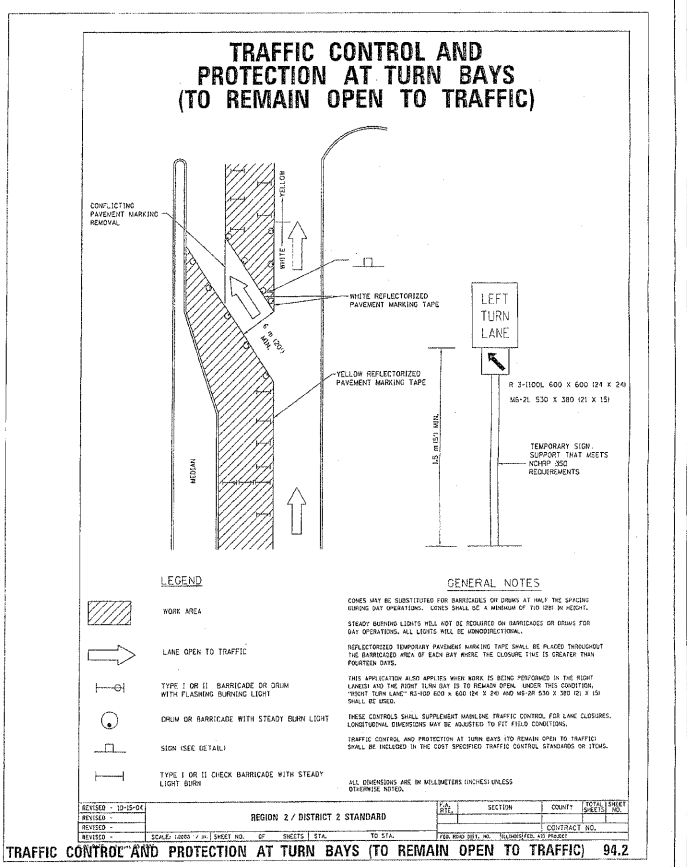
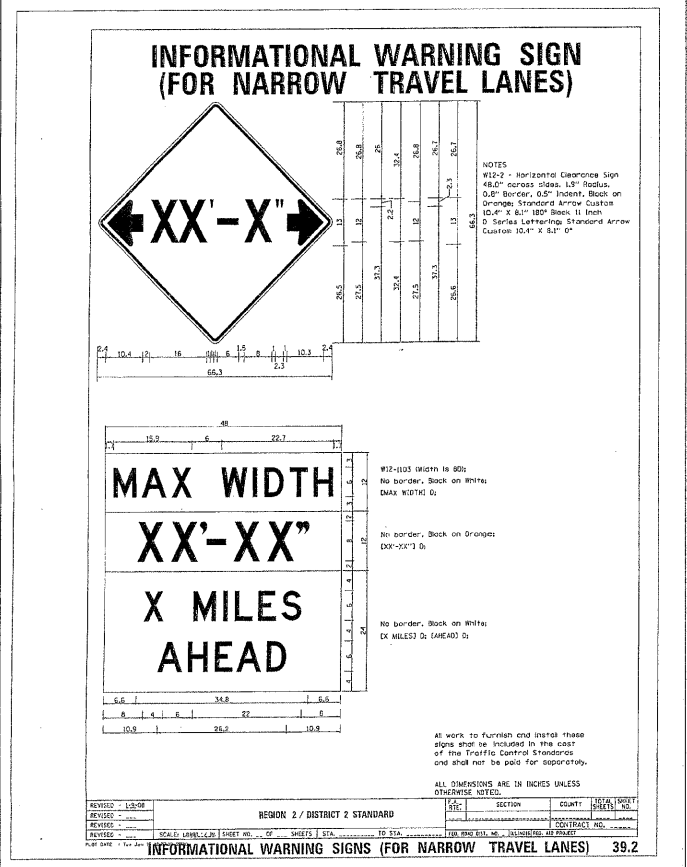
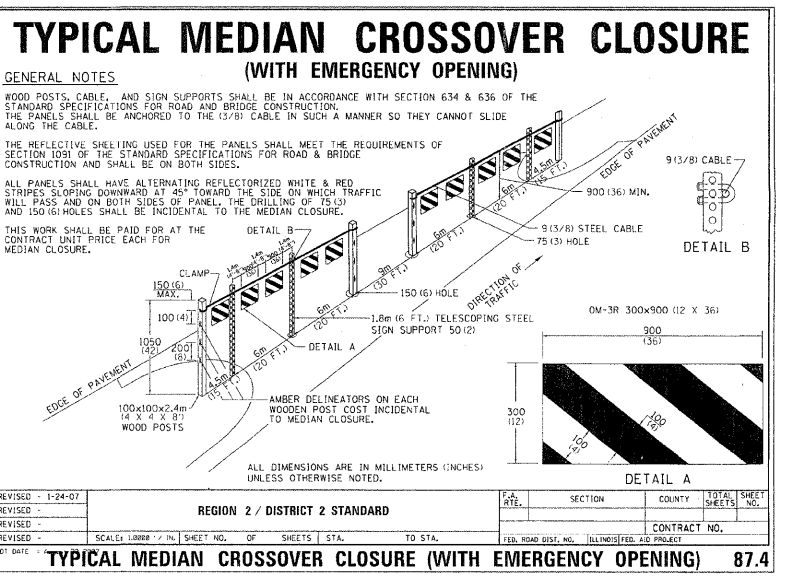
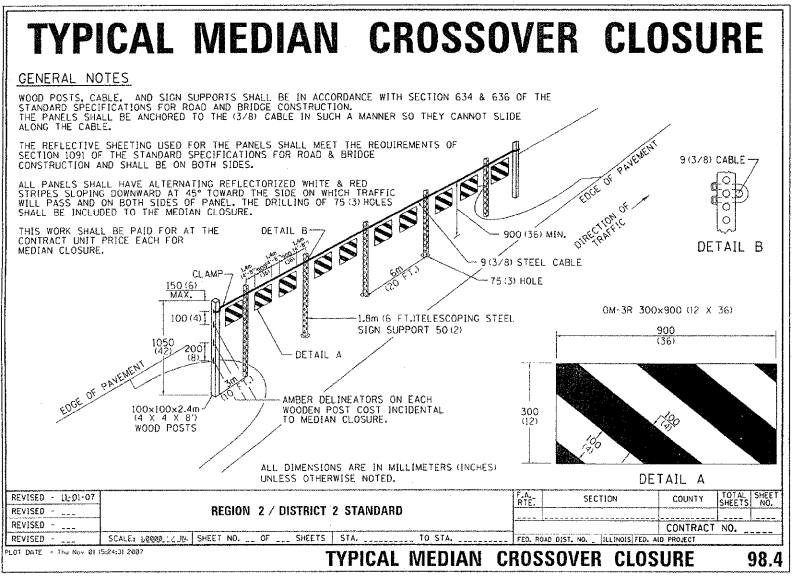
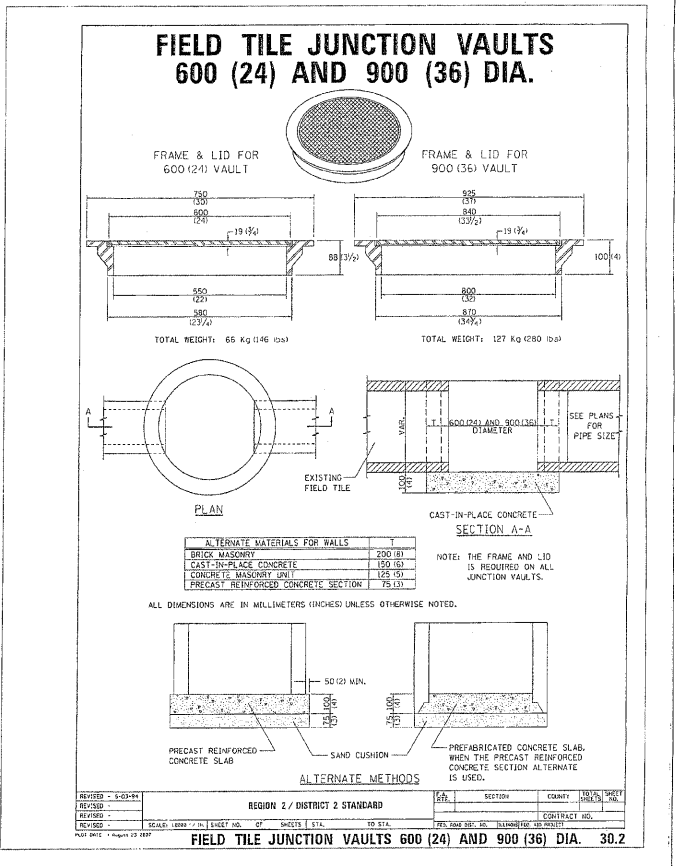
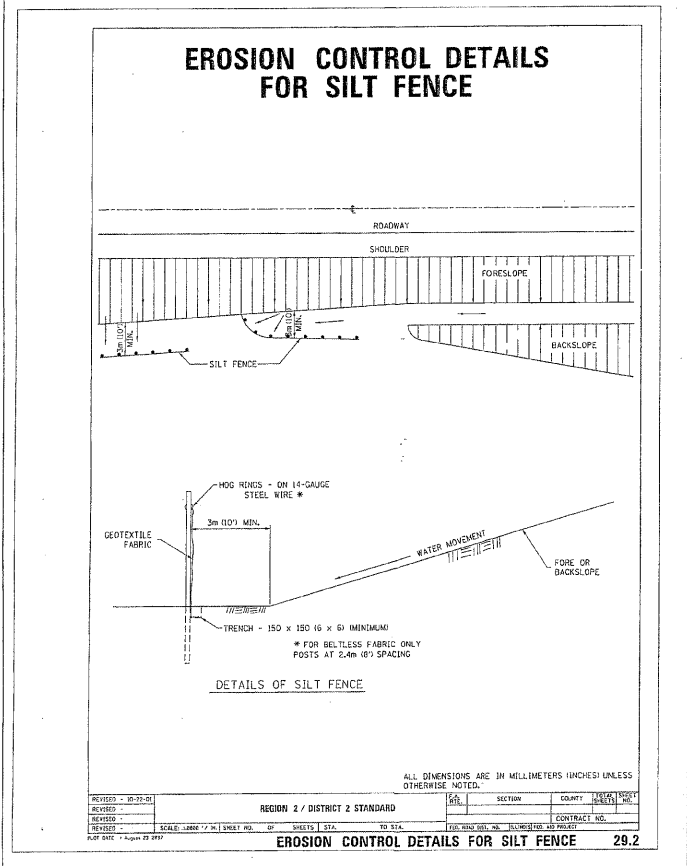
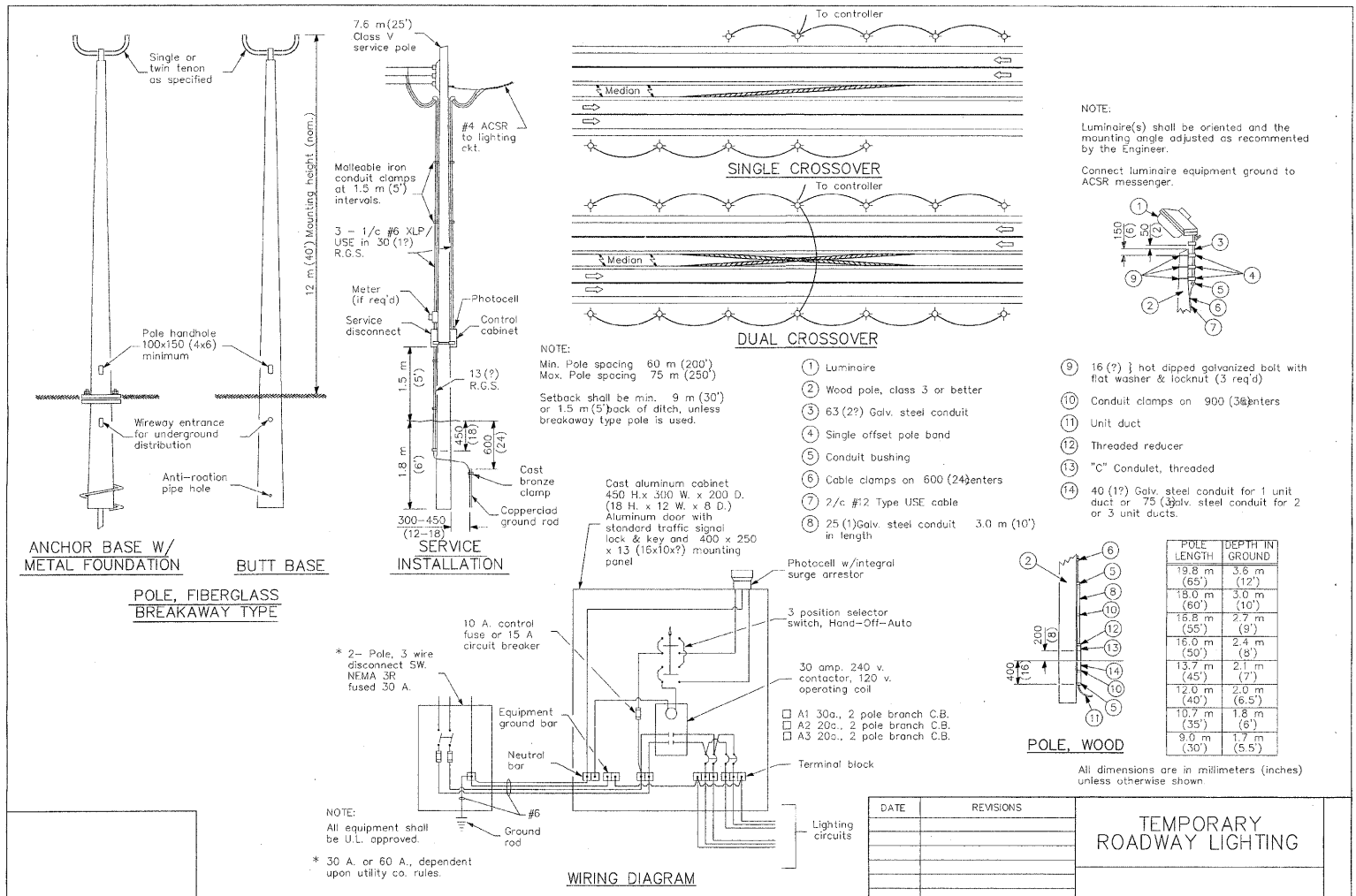
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WINNEBAGO COUNTY HIGHWAY DEPARTMENT

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