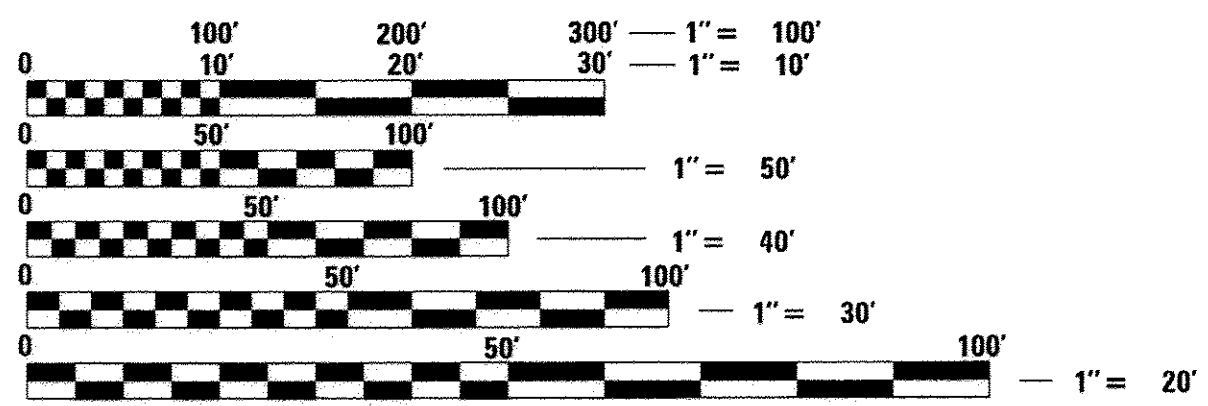
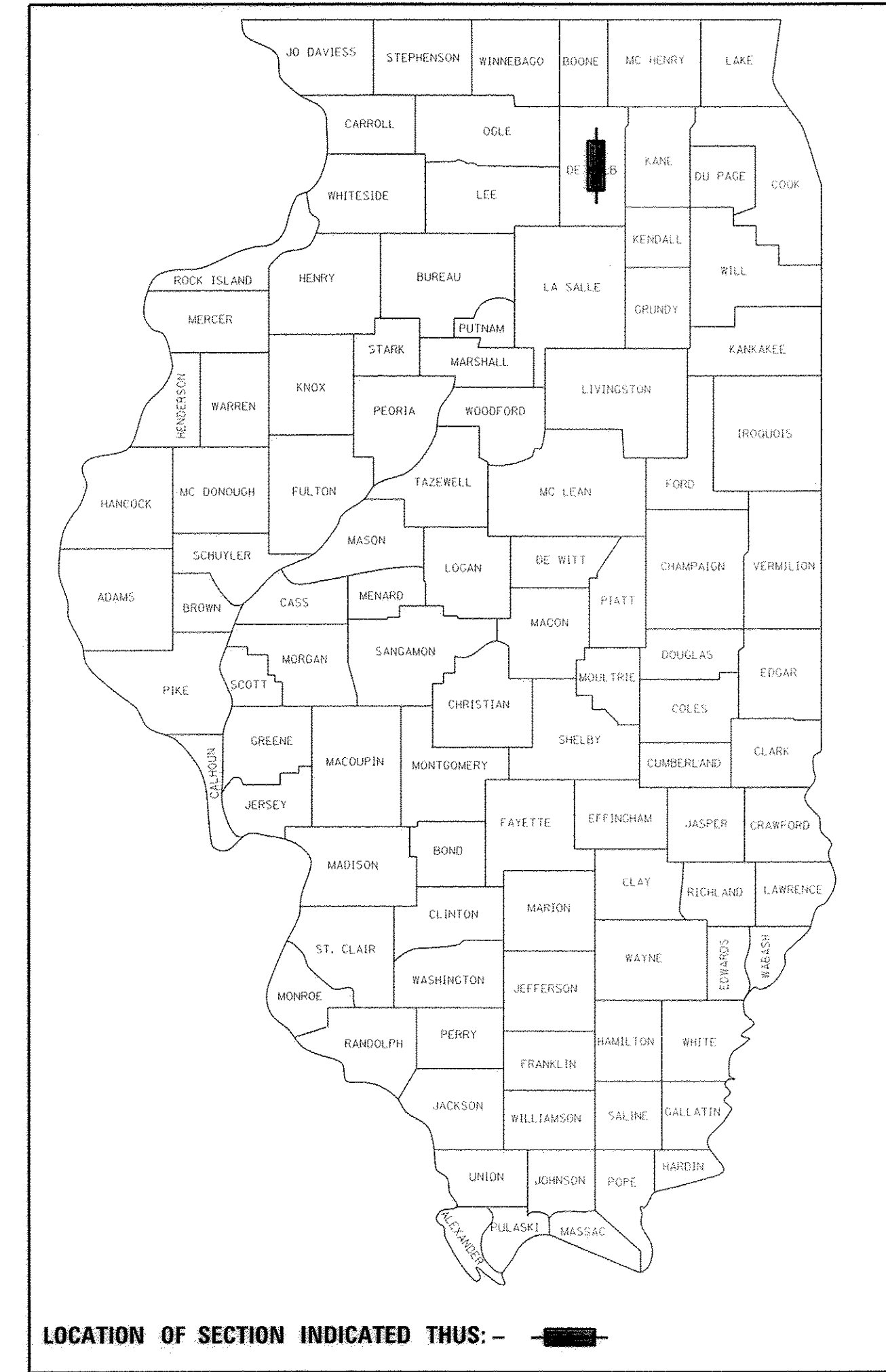


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-00182-00-BT	DEKALB	40	1
		ILLINOIS	CONTRACT NO. 87599	

INDEX TO SHEETS	
SHEET NO.	DESCRIPTION
04-28-2017	LETTING ITEM 185
1	COVER SHEET
2	GENERAL NOTES, STANDARDS & SUPPLEMENTAL LEGEND
3	SUMMARY OF QUANTITIES
4	SCHEDULE OF QUANTITIES
5-6	TYPICAL SECTIONS
7-8	ALIGNMENT, TIES & BENCHMARK
9-12	PLAN AND PROFILE
13-14	REMOVAL PLAN
15-16	EROSION CONTROL PLAN
17	TRAFFIC CONTROL PLAN
18	LIGHTING PLAN
19	DETAILS
20-26	RAILROAD PROTECTIVE COVER
27-40	CROSS SECTIONS

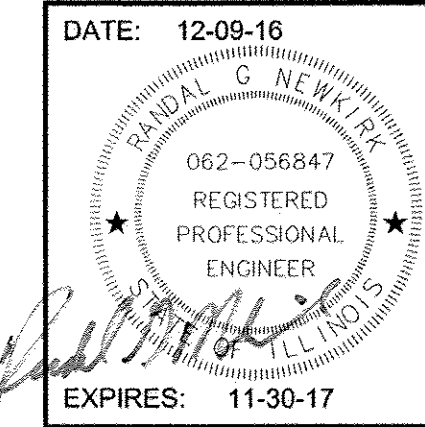
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ILLINOIS TRANSPORTATION
ENHANCEMENT PROGRAM
PROPOSED TRAIL PLANS
CITY OF DEKALB
SECTION 13-00182-00-BT
PROJECT TE00D3 (089)
KISHWAUKEE KIWANIS MULTI-USE TRAIL
DEKALB COUNTY
C-93-046-15



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

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

PROJECT ENGINEER: CHRISTOPHER E. OLCOTT
 PROJECT MANAGER: RANDAL G. NEWKIRK
 CONTRACT NO. 87599

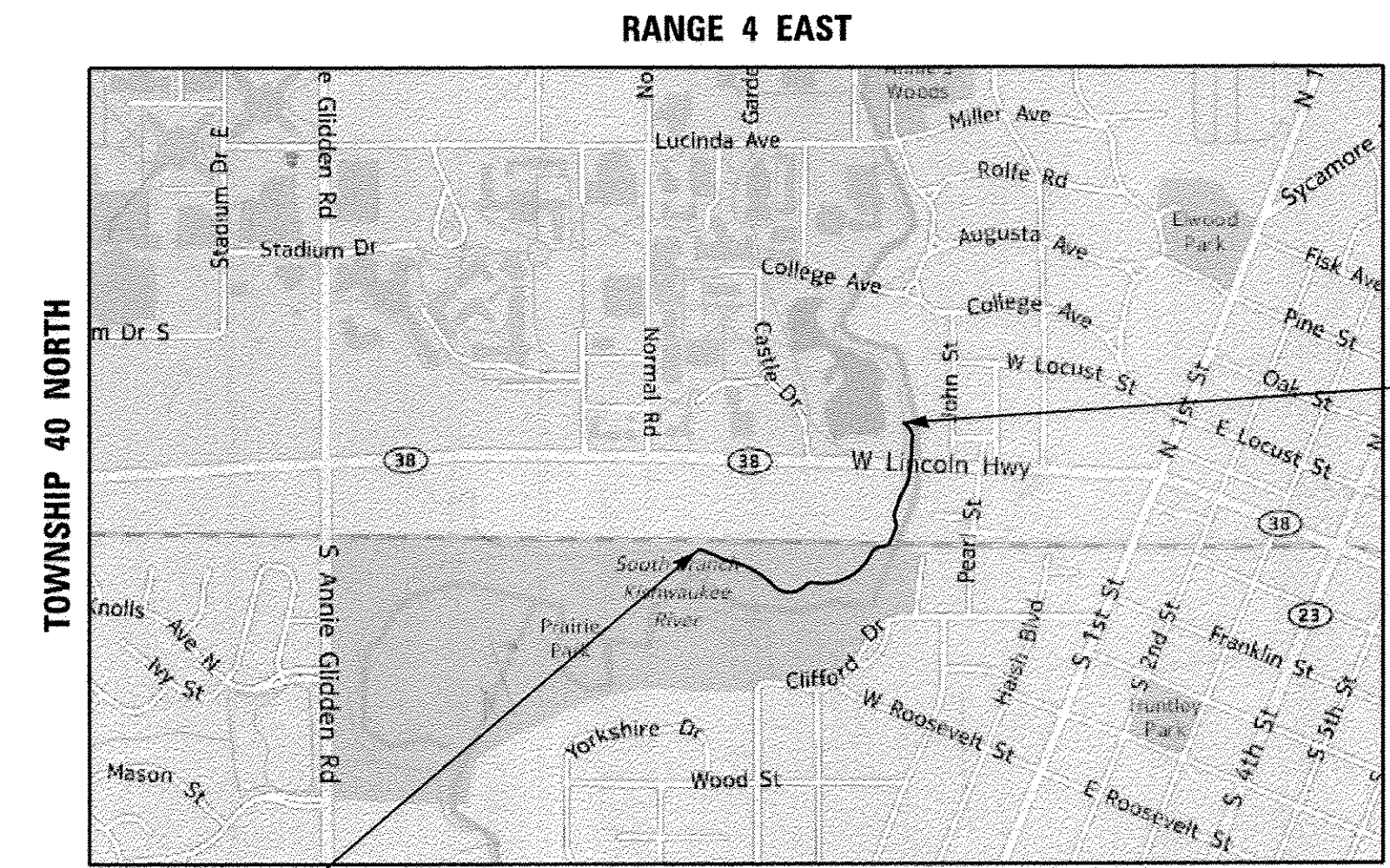


DATE: 12-09-16

Hampton, Lenzini and Renwick, Inc.
 Civil Engineers • Structural Engineers
 Land Surveyors • Environmental Services

HLR
 380 SHEPARD DRIVE
 ELGIN, ILLINOIS 60123
 847.697.8700 www.hirengineering.com
 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

PROJECT NUMBER: 13.0067.320 DATE: 12-09-16



MULTI-USE TRAIL IMPROVEMENT BEGINS STA. 9+98.76

LOCATION MAP
 APPROXIMATE SCALE: 1" = 1000'

GROSS LENGTH = 2096.73 FT. = 0.397 MILE
 NET LENGTH = 2096.73 FT. = 0.397 MILE
 DESIGN SPEED = 18 MPH

MULTI-USE TRAIL IMPROVEMENT ENDS STA. 30+95.49

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE BUREAU OF LOCAL ROADS AND STREETS MANUAL.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved DECEMBER 8TH 2016
 [Signature]
 City of DeKalb

Passed 2-24 2017
Danell B. E.
 District 3 Engineer of Local Roads & Streets

Releasing for Bid
 Based on Limited
 Review 2-24 2017
Kevin Hauke
 Region 2 Engineer

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION UNLESS OTHERWISE NOTED.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

UTILITIES

- THE CONTRACTOR SHALL COOPERATE WITH THE CITY, PARK DISTRICT, AND STATE IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE CITY, PARK DISTRICT, OR STATE WITHIN THE DURATION OF THE CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

SEWERS AND WATER MAINS

- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- FRAME OR GRATE ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OR GRATES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.
- CULVERT INVERTS GIVEN ON THE PLANS SHALL BE ADJUSTED TO ELEVATION BASED ON FINAL FIELD CONDITIONS. ALL NECESSARY CHANGES TO THE INVERTS SHALL BE APPROVED BY THE ENGINEER.
- ALL STORM SEWERS SHALL BE RCCP, CLASS IV, UNLESS NOTED OTHERWISE ON THE PLAN.

BACKFILL

- STORM SEWER, WATER MAIN, AND SANITARY SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07 OF THE LATEST STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.
- ALL TRENCH BACKFILL QUANTITIES FOR STORM AND SANITARY SEWER AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

STAKING

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL ELEVATIONS ARE ON NAVD-88 DATUM.
- ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE CENTERLINE OR BASELINE AS SHOWN ON THE PLANS.

MISCELLANEOUS

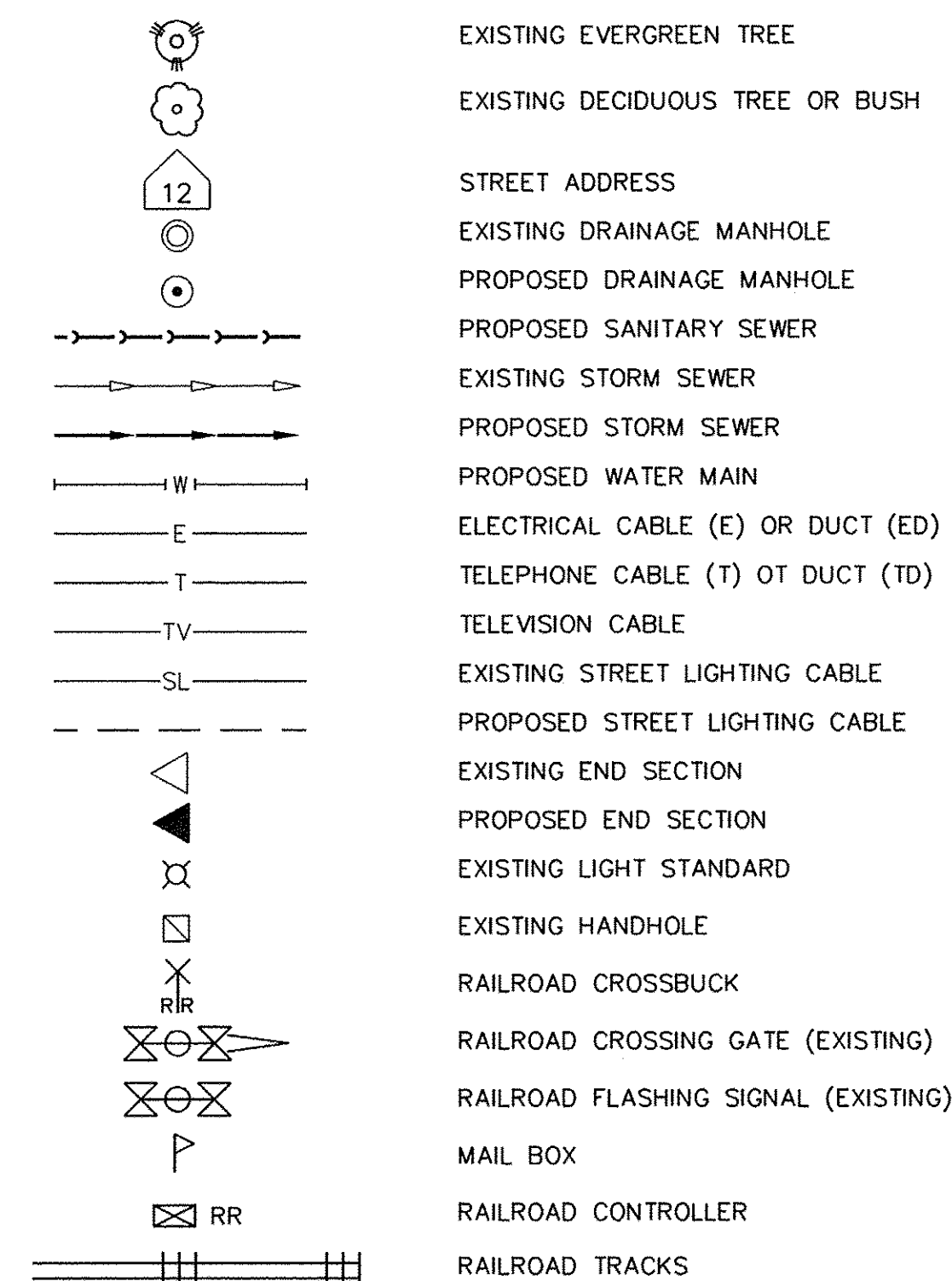
- BEFORE STARTING ANY EXCAVATIONS, THE CONTRACTOR SHALL CALL JULIE AT 1-800-892-0123 FOR FIELD LOCATIONS OF UTILITIES.
- THE CONTRACTOR SHALL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY, SCHOOL, OR PARK DISTRICT PROPERTY WITHOUT WRITTEN PERMISSION.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING AREAS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.
- WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
- ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE SEEDED. SEED LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES.
- ALL TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH.
- THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.
- FERTILIZER NUTRIENTS:
USE A FERTILIZER WITH AN ANALYSIS OF 1:1 RATIO AT THE FOLLOWING RATE PER ACRE:

NITROGEN FERTILIZER NUTRIENT 90 LBS.
POTASSIUM FERTILIZER NUTRIENT 90 LBS.

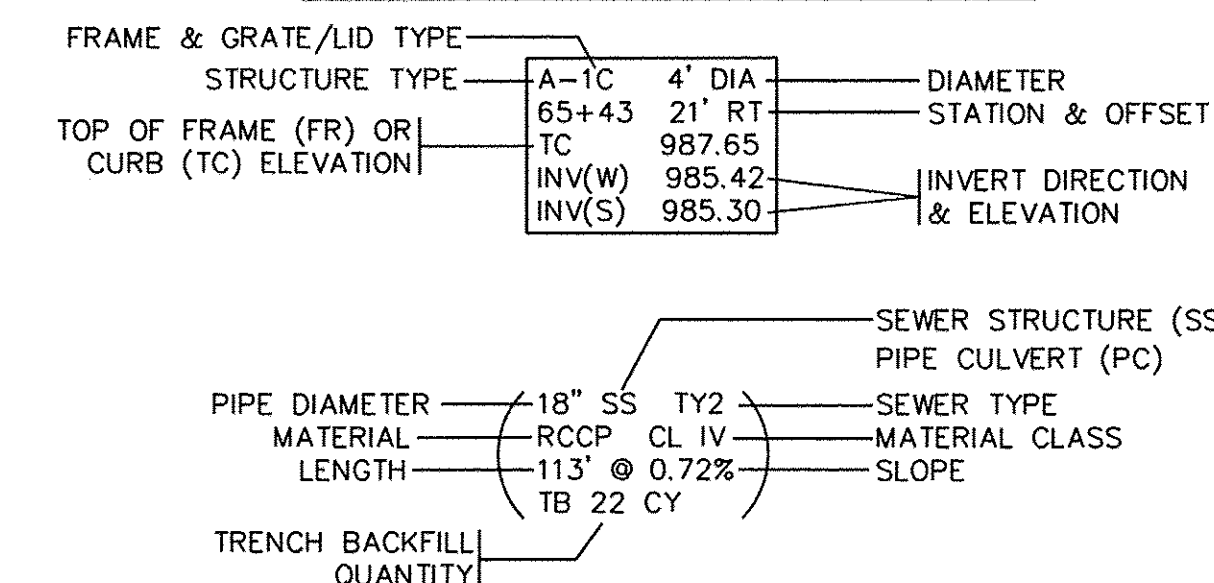
RAILROAD

- ALL EQUIPMENT WITHIN RAILROAD RIGHT-OF-WAY SHALL HAVE A BOOM THAT DOES NOT EXCEED THE BOTTOM OF THE BRIDGE STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COST AND PERMITS NECESSARY IF NEEDED FOR LARGER EQUIPMENT.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A RIGHT-OF-ENTRY PERMIT FROM THE RAILROAD.
- THE CONTRACTOR SHALL ABIDE BY ALL APPLICABLE RULES AND REGULATIONS OF THE UNION PACIFIC RAILROAD.

SUPPLEMENTAL LEGEND



SEWER STRUCTURE AND PIPE NOTATION



HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-08 PAVEMENT JOINTS
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 602301-04 INLET-TYPE A
- 602401-03 MANHOLE TYPE A
- 602601-04 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-04 FRAME AND LIDS TYPE 1
- 604101-01 MEDIAN INLET FOR 24" (600 mm) REINFORCED CONCRETE PIPE
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
- 701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701901-06 TRAFFIC CONTROL DEVICES
- 814001-03 HANDHOLES
- 878001-10 CONCRETE FOUNDATION DETAILS

COMMITMENTS

TREE CLEARING RESTRICTION FROM JUNE 1ST TO JULY 31ST DUE TO INDIANA BAT.

FILE NAME =	USER NAME = #USER#	DESIGNED - RGN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KISHWAUKEE KIWANIS MULTI-USE TRAIL GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\2013\130067\cod\phase 2\CAADD_Sheets\	30067-sht-genote.dgn	DRAWN - AC	REVISED -			13-00182-00-BT	DEKALB	40	2	
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED - DAY	REVISED -			CONTRACT NO. 87599				
	PLOT DATE = 12/20/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE: N/A	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A				

SPECIAL PROVISION	ITEM NO.	DESCRIPTION	UNIT	TOTAL	CONSTRUCTION CODE
					0028
					PEDESTRIAN TRAIL
	20200100	EARTH EXCAVATION	CU YD	3,987	3,987
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	456	456
	20700220	POROUS GRANULAR EMBANKMENT	CU YD	456	456
	20800150	TRENCH BACKFILL	CU YD	23	23
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3,635	3,635
Δ	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	72	72
Δ	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	72	72
Δ	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	72	72
Δ	25100630	EROSION CONTROL BLANKET	SQ YD	3,635	3,635
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75	75
	28000305	TEMPORARY DITCH CHECKS	FOOT	100	100
	28000400	PERIMETER EROSION BARRIER	FOOT	2,213	2,213
	28000500	INLET AND PIPE PROTECTION	EACH	7	7
	28100203	STONE RIPRAP, CLASS A2	TON	130	130
	28100211	STONE RIPRAP, CLASS A6	TON	336	336
	28200200	FILTER FABRIC	SQ YD	209	209
*	30300118	AGGREGATE SUBGRADE IMPROVEMENT 18"	SQ YD	2,749	2,749
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4,470	4,470
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	268	268
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	209	209
	40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	444	444
	42001300	PROTECTIVE COAT	SQ YD	389	389
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	100	100
	44000600	SIDEWALK REMOVAL	SQ FT	100	100
	48101498	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	789	789
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5,928	5,928
	51603000	DRILLED SHAFT IN SOIL	CU YD	29	29
	54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2
	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1
	54215545	METAL END SECTIONS, 10"	EACH	9	9
*	542A0215	PIPE CULVERTS, CLASS A, TYPE 1 10"	FOOT	203	203
	542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	32	32
	550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	54	54

Δ SPECIALTY ITEMS

SPECIAL PROVISION	ITEM NO.	DESCRIPTION	UNIT	TOTAL	CONSTRUCTION CODE
					0028
					PEDESTRIAN TRAIL
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1
	60238305	INLETS TYPE A, WITH MEDIAN INLET (604101)	EACH	1	1
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4
	67100100	MOBILIZATION	L SUM	1	1
Δ	81028300	UNDERGROUND CONDUIT, PVC, 1/2" DIA.	FOOT	20	20
Δ	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	70	70
Δ	81100120	CONDUIT ATTACHED TO STRUCTURE, 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	106	106
Δ	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	1	1
Δ	81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1	1
Δ	81702100	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 12	FOOT	474	474
Δ *	A2001020	TREE, ACER RUBRUM (RED MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5
Δ *	A2002320	TREE, BETULA NIGRA (RIVER BIRCH), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5
Δ *	A2002520	TREE, CARPINUS CAROLINIANA (AMERICAN HORNBEAM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5
Δ *	A2006520	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5
Δ *	A2007620	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5
Δ *	K0026610	TRANSPLANTED SALVAGED TREES	EACH	1	1
Δ *	K1005421	SEEDING (SPECIAL)	ACRE	0.75	0.75
*	LR420021	PORTLAND CEMENT CONCRETE PAVEMENT 6" (SPECIAL)	SQ YD	389	389
*	X0091170	STRUCTURAL STANDING SEAM METAL ROOF	SQ FT	1,886	1,886
*	X0321865	ANTI-GRAFFITI PROTECTION SYSTEM	SQ FT	217	217
*	X0323265	REMOVE EXISTING RIPRAP	SQ YD	142	142
Δ *	X0323927	MAINTENANCE OF LIGHTING SYSTEM	EACH	1	1
*	X0324939	ANCHOR RODS	EACH	80	80
*	X0326113	DRILL EXISTING WINGWALL	EACH	1	1
*	X2010310	TREE REMOVAL (SPECIAL)	UNIT	1,350	1,350
Δ *	X6640570	CHAIN LINK FENCE, 8' (SPECIAL)	FOOT	70	70
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
Δ *	X8212030	LUMINAIRE, LED, VERTICAL MOUNT, 30 WATT	EACH	4	4
Δ *	X8950130	MODIFY EXISTING LIGHTING CONTROLLER	EACH	1	1
*	XX003668	PRECONSTRUCTION VIDEO TAPING	L SUM	1	1
*	XX006821	CONCRETE TRUCK WASHOUT	L SUM	1	1
*	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	105	105
*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
*	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	250	250
*	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

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USER NAME = #USER#
 30067-shr-500.dgn
 PLOT SCALE = #SCALE#
 PLOT DATE = 1/11/2017

DESIGNED - RGN
 DRAWN - AC
 CHECKED - CM
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED - 1-10-17 PER IDOT

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

KISHWAUKEE KIWANIS MULTI-USE TRAIL
 SUMMARY OF QUANTITIES
 SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. SECTION 13-00182-00-BT COUNTY DEKALB TOTAL SHEETS 40 SHEET NO. 3 CONTRACT NO. 87599 ILLINOIS FED. AID PROJECT

LANDSCAPING AND EROSION CONTROL SCHEDULE														
STATION			ITEM											
			21101615	25000400	25000500	25000600	25100630	28000250	28000400	2500500	28100203	28100211	28200200	K1005421
From	To	Offset	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)	NITROGEN FERTILIZER (POUND)	PHOSPHOROUS FERTILIZER (POUND)	POTASSIUM FERTILIZER (POUND)	EROSION CONTROL BLANKET (SQ YD)	TEMPORARY EROSION CONTROL SEEDING (POUND)	PERIMETER EROSION BARRIER (FOOT)	INLET AND PIPE PROTECTION (EACH)	STONE RIPRAP, CLASS A2 (TON)	STONE RIPRAP, CLASS A6 (TON)	FILTER FABRIC (SQ YD)	SEEDING (SPECIAL) (ACRE)
9+98.	15+00.	RT	229	5	5	5	229	4.7	498					0.048
9+98.	15+00.	LT	229	5	5	5	229	4.7		3				0.048
15+00.	20+00.	RT	373	7	7	7	373	7.7	675					0.077
15+00.	20+00.	LT	259	5	5	5	259	5.3						0.053
20+00.	25+00.	RT	356	7	7	7	356	7.4	554		130	336	209	0.073
20+00.	25+00.	LT	350	7	7	7	350	7.4		3				0.072
25+00.	28+63.	RT	276	6	6	6	276	5.7	327					0.057
25+00.	28+63.	LT	1014	19	19	19	1014	21.0						0.21
29+41.	30+95.	RT	368	7	7	7	368	7.6	159					0.077
29+41.	30+95.	LT	181	4	4	4	181	3.7		1				0.038
TOTAL			3635	72	72	72	3635	75	2213	7	130	336	209	0.75

STORM STRUCTURES SCHEDULE						
STA.	INLET & PIPE PROTECTION	METAL ES 10"	PRC- FES		INL TY A MED. IN	MANHOLE 5' TY A-1C
			24"	30"		
15+25	12.6' LT	12.5' LT				
15+25		12.5' RT				
17+50	14.0' LT	14.0' RT				
17+85		34.8' RT				
19+25	13.0' LT	13.0' LT				
19+25		41.7' RT				
20+75	13.0' LT	13.0' LT				
20+75		25.9' RT				
23+00	12.0' LT				12.0' LT	
23+00		17.0' RT				
24+66	16.8' LT		16.8' LT			
24+66			15.0' RT			
29+77	25.9' LT					25.9' LT
30+01				23.2' RT		
TOTAL	7	9	2	1	1	1

EARTHWORK					
LOCATION	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND PGE*	EXCAVATION AVAILABLE FOR EMBANKMENT ADJUSTED FOR SHRINKAGE 25%	EMBANKMENT	EARTHWORK BALANCE
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	WASTE (+) OR SHORTAGE (-) (CU YD)
MULTI-USE TRAIL					
10+00 TO 30+95	3987	456	2990	143	2847
PROJECT TOTAL					
	3987	456	2990	143	2847

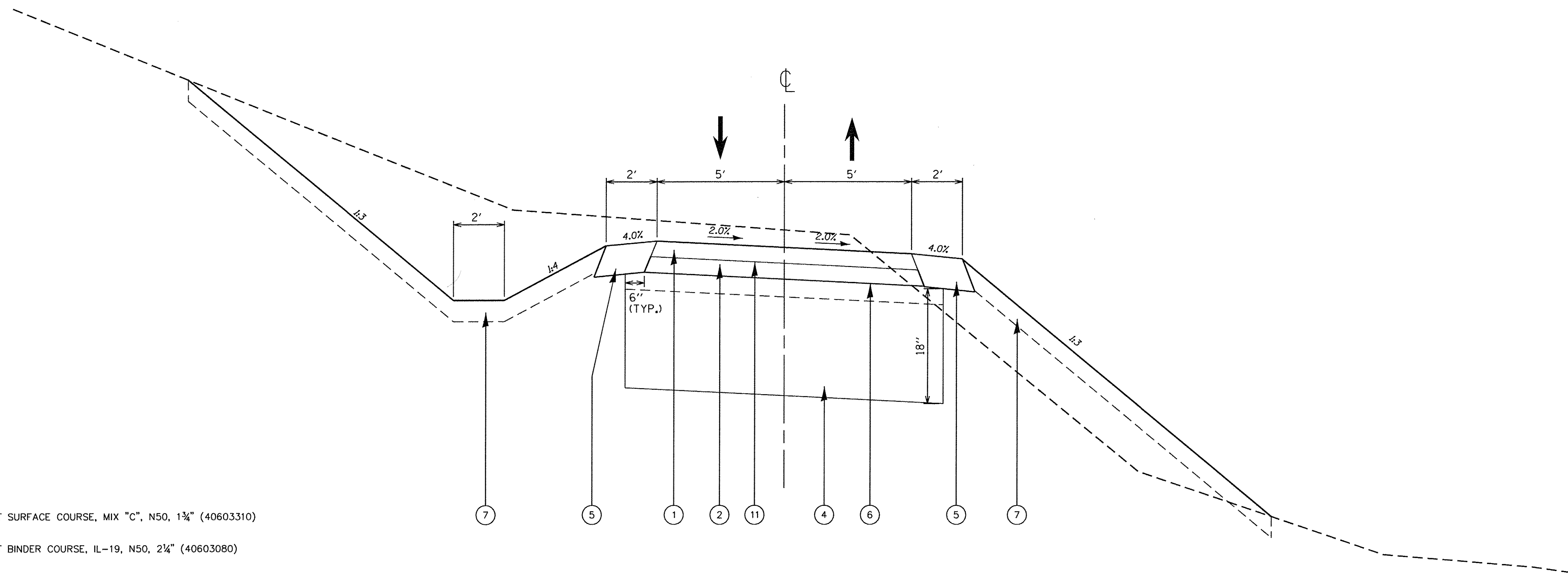
STORM SEWER & PIPE CULVERT SCHEDULE				
STATION		CUL. CL. A TY 1		SS CL. A TY 2
FROM	TO	10"	24"	30"
15+25	15+25	25'		
17+50	17+85	57'		
19+25	19+25	55'		
20+75	20+75	39'		
23+00	23+00	27'		
24+66	24+66		32'	
29+77	30+00			54'
TOTAL		203'	32'	54'

* PLAN QUANTITY BASED ON 6 INCHES OF REMOVAL AND REPLACEMENT FOR THE ENTIRE LENGTH OF THE PROJECT. THESE QUANTITIES ARE NOT INCLUDED IN THE EARTHWORK BALANCE.

PAVEMENT SCHEDULE										
STATION		40600275	40603080	40603310	40700100	LR420021	50800205	42001300	48101498	3030118
From	To	BITUMINOUS MATERIALS (PRIME COAT) (POUND)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (TON)	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (TON)	BITUMINOUS MATERIALS (TACK COAT) (POUND)	PORTLAND CEMENT CONCRETE PAVEMENT 6" (SPECIAL) (SQ.YD.)	REINFORCEMENT BARS, EPOXY COATED (POUND)	PROTECTIVE COAT (SQ.YD.)	AGGREGATE SHOULDERS, TYPE B 4" (SQ.YD.)	AGGREGATE SUBGRADE IMPROVEMENT 18" (SQ YD)
9+98.	15+00.	1267	76	60	126					670
15+00.	20+00.	1250	75	58	125				222	666
20+00.	22+50.	625	38	29	63				111	334
22+50.	25+00.					389	2258	389		389
25+00.	28+63.	907	54	42	91				161	484
29+41.	30+95.	421	25	20	39				69	206
TOTAL		4470	268	209	444	389	2258	389	789	2749

- NOTES: 1. SEE SHEET 20 FOR ADDITIONAL REINFORCEMENT BAR QUANTITY FOR RAILROAD PROTECTIVE COVER
2. SEE EARTHWORK SCHEDULE ABOVE FOR REMOVAL OF UNSUITABLE MATERIAL AND POROUS GRANULAR EMBANKMENT PLAN QUANTITY
3. AGGREGATE SUBGRADE IMPROVEMENT 18" FROM STATION 23+25 TO STATION 24+50 TO BE USED FOR TEMPORARY ACCESS.

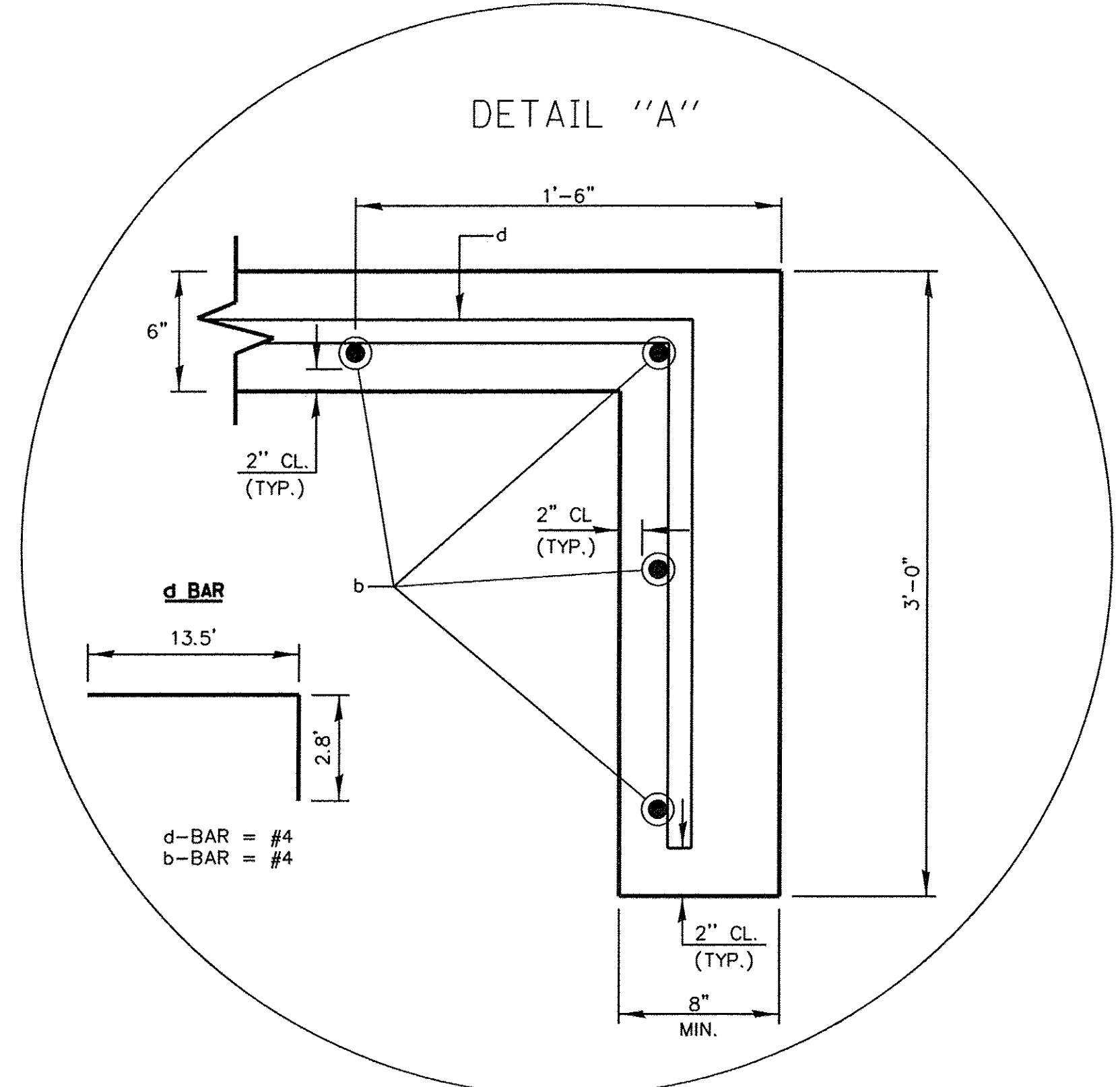
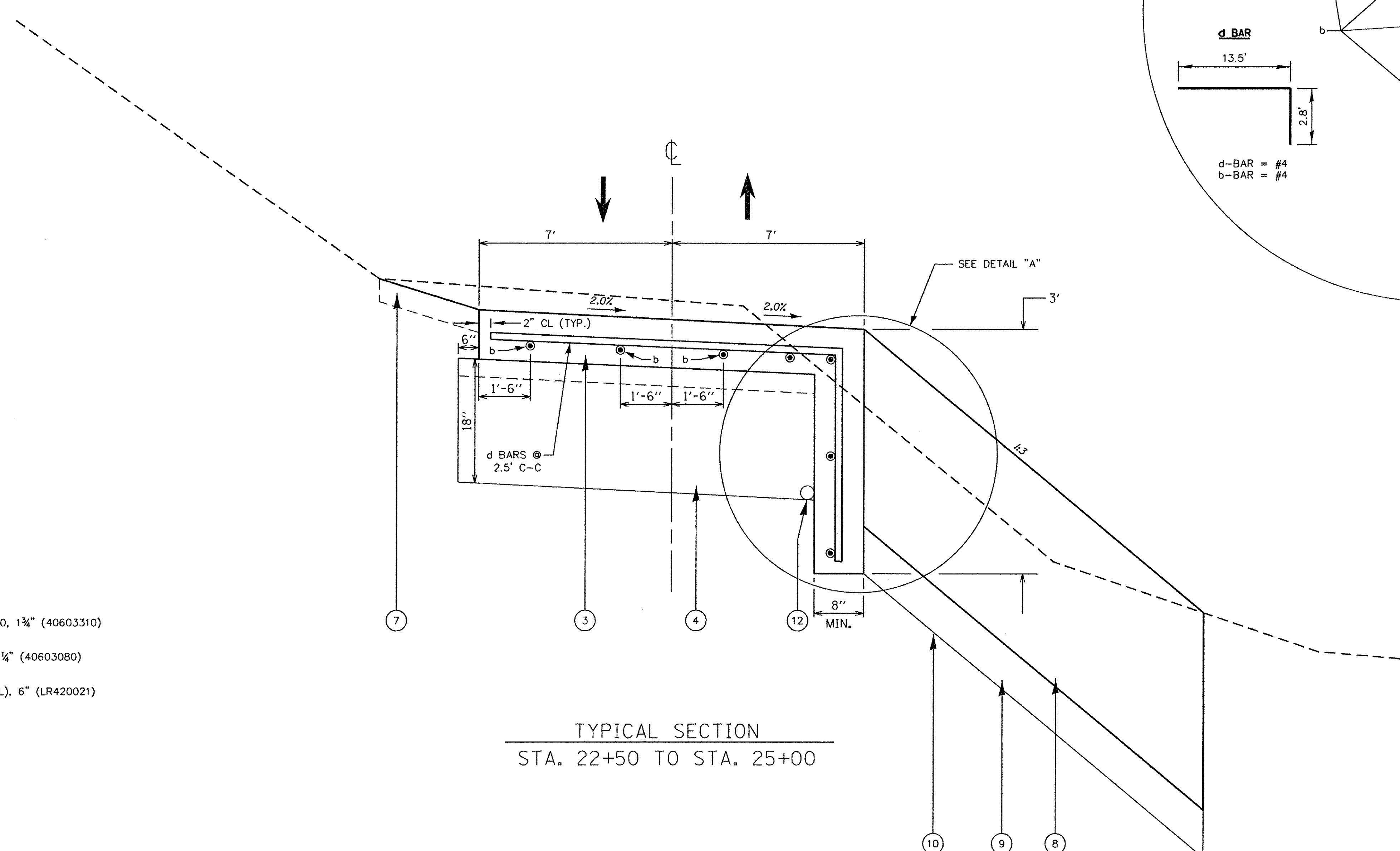
HMA MIXTURE REQUIREMENT TABLE		
LOCATION(S):	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BINDER	HMA SURFACE
BINDER GRADE(PG):	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 19.0	IL 9.5
FRICTION AGGREGATE:	NA	MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA
SUBLOT SIZE:	NA	NA
DENSITY TEST METHOD:	LR 1030	LR 1030



- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/4" (40603310)
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19, N50, 2 1/4" (40603080)
- ③ PORTLAND CEMENT CONCRETE PAVEMENT, (SPECIAL), 6" (LR420021)
- ④ AGGREGATE SUBGRADE IMPROVEMENT, 18" 15" PLUS 3" CAPPING STONE (30300118)
- ⑤ AGGREGATE SHOULDERS, TYPE B, 4" (48101498)
- ⑥ BITUMINOUS MATERIALS (PRIME COAT) (40600275)
- ⑦ TOPSOIL FURNISH AND PLACE, 4" (21101615) AND SEEDING, SPECIAL (K1005421)
- ⑧ STONE RIPRAP, CLASS A6, 26" (28100211)
- ⑨ STONE RIPRAP, CLASS A2, 10" (28100203)
- ⑩ FILTER FABRIC (28200200)
- ⑪ BITUMINOUS MATERIALS (TACK COAT) (40700100)
- ⑫ PIPE UNDERDRAINS FOR STRUCTURES, 4" (Z0046304)

TYPICAL SECTION
 STA. 9+98.76 TO STA. 22+50
 STA. 25+00 TO STA. 30+95.49

FILE NAME = P:\2013\130067\cod\phase 2\CADD\Sheets\30067-sht-typical.dgn	USER NAME = #USER#	DESIGNED - RGN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HLR	KISHWAUKEE KIWANIS MULTI-USE TRAIL PROPOSED TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED - DAY	REVISED -				13-00182-00-BT	DEKALB	40	5	
PLOT DATE = 12/20/2016	DATE - 12/20/2016	REVISED -	SCALE: N.T.S.				SHEET 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 87599		
ILLINOIS FED. AID PROJECT											



TYPICAL SECTION
STA. 22+50 TO STA. 25+00

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/4" (40603310)
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19, N50, 2 1/4" (40603080)
- ③ PORTLAND CEMENT CONCRETE PAVEMENT, (SPECIAL), 6" (LR420021)
- ④ AGGREGATE SUBGRADE IMPROVEMENT, 18" 15" PLUS 3" CAPPING STONE (30300118)
- ⑤ AGGREGATE SHOULDERS, TYPE B, 4" (48101498)
- ⑥ BITUMINOUS MATERIALS (PRIME COAT) (40600275)
- ⑦ TOPSOIL FURNISH AND PLACE, 4" (21101615) AND SEEDING, SPECIAL (K1005421)
- ⑧ STONE RIPRAP, CLASS A6, 26" (28100211)
- ⑨ STONE RIPRAP, CLASS A2, 10" (28100203)
- ⑩ FILTER FABRIC (28200200)
- ⑪ BITUMINOUS MATERIALS (TACK COAT) (40700100)
- ⑫ PIPE UNDERDRAINS FOR STRUCTURES, 4" (Z0046304)

- NOTES:
- LONGITUDINAL SAWED JOINT SHALL BE SAWCUT ON THE C.
 - TRANSVERSE EXPANSION JOINTS SHALL BE INSTALLED AT 84' C-C.
 - TRANSVERSE CONTRACTION JOINTS SHALL BE SAWCUT AT 7' C-C.
 - SEE HIGHWAY STANDARD 420001 FOR ADDITIONAL INFORMATION.

FILE NAME = P:\2013\130067\cod\phase 2\CADD\Sheets\30067-sht-typical.dgn	USER NAME = \$USER\$	DESIGNED - RGN	REVISED -
	PLOT SCALE = \$SCALE\$	DRAWN - AC	REVISED -
\$MODELNAME\$	PLOT DATE = 12/20/2016	CHECKED - DAY	REVISED -
		DATE - 12/20/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



KISHWAUKEE KIWANIS MULTI-USE TRAIL
PROPOSED TYPICAL SECTIONS

SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-00182-00-BT	DEKALB	40	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 87599	

PROP. CURVE BIKEPATH-1
 PI STA. = 10+19.78
 $\Delta = 39^\circ 33' 36''$ (RT)
 D = 104' 10' 27"
 R = 55.00'
 T = 19.78'
 L = 37.97'
 E = 3.45'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 10+00.00
 P.T. STA = 10+37.97

PROP. CURVE BIKEPATH-2
 PI STA. = 11+92.07
 $\Delta = 10^\circ 11' 58''$ (LT)
 D = 19' 05' 55"
 R = 300.00'
 T = 26.77'
 L = 53.40'
 E = 1.19'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 11+65.29
 P.T. STA = 12+18.70

PROP. CURVE BIKEPATH-3
 PI STA. = 13+68.96
 $\Delta = 33^\circ 27' 16''$ (RT)
 D = 11' 27' 33"
 R = 500.00'
 T = 150.27'
 L = 291.95'
 E = 22.09'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 12+18.70
 P.T. STA = 15+10.64

PROP. CURVE BIKEPATH-4
 PI STA. = 16+48.06
 $\Delta = 93^\circ 10' 41''$ (LT)
 D = 44' 04' 25"
 R = 130.00'
 T = 137.42'
 L = 211.41'
 E = 59.17'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 15+10.64
 P.T. STA = 17+22.06

PROP. CURVE BIKEPATH-5
 PI STA. = 17+53.94
 $\Delta = 55^\circ 57' 49''$ (RT)
 D = 95' 29' 35"
 R = 60.00'
 T = 31.88'
 L = 58.60'
 E = 7.94'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 17+22.06
 P.T. STA = 17+80.66

PROP. CURVE BIKEPATH-6
 PI STA. = 20+18.10
 $\Delta = 72^\circ 18' 08''$ (LT)
 D = 17' 37' 46"
 R = 325.00'
 T = 237.44'
 L = 410.12'
 E = 77.49'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 17+80.66
 P.T. STA = 21+90.78

PROP. CURVE BIKEPATH-7
 PI STA. = 22+13.15
 $\Delta = 31^\circ 14' 17''$ (RT)
 D = 71' 37' 11"
 R = 80.00'
 T = 22.37'
 L = 43.62'
 E = 3.07'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 21+90.78
 P.T. STA = 22+34.40

PROP. CURVE BIKEPATH-8
 PI STA. = 23+42.36
 $\Delta = 36^\circ 15' 05''$ (LT)
 D = 104' 10' 27"
 R = 55.00'
 T = 18.00'
 L = 34.80'
 E = 2.87'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 23+24.35
 P.T. STA = 23+59.15

PROP. CURVE BIKEPATH-9
 PI STA. = 24+32.05
 $\Delta = 45^\circ 47' 19''$ (LT)
 D = 104' 10' 27"
 R = 55.00'
 T = 23.23'
 L = 43.95'
 E = 4.70'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 24+08.82
 P.T. STA = 24+52.77

PROP. CURVE BIKEPATH-10
 PI STA. = 24+84.37
 $\Delta = 43^\circ 06' 04''$ (RT)
 D = 71' 37' 11"
 R = 80.00'
 T = 31.59'
 L = 60.18'
 E = 6.01'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 24+52.77
 P.T. STA = 25+12.95

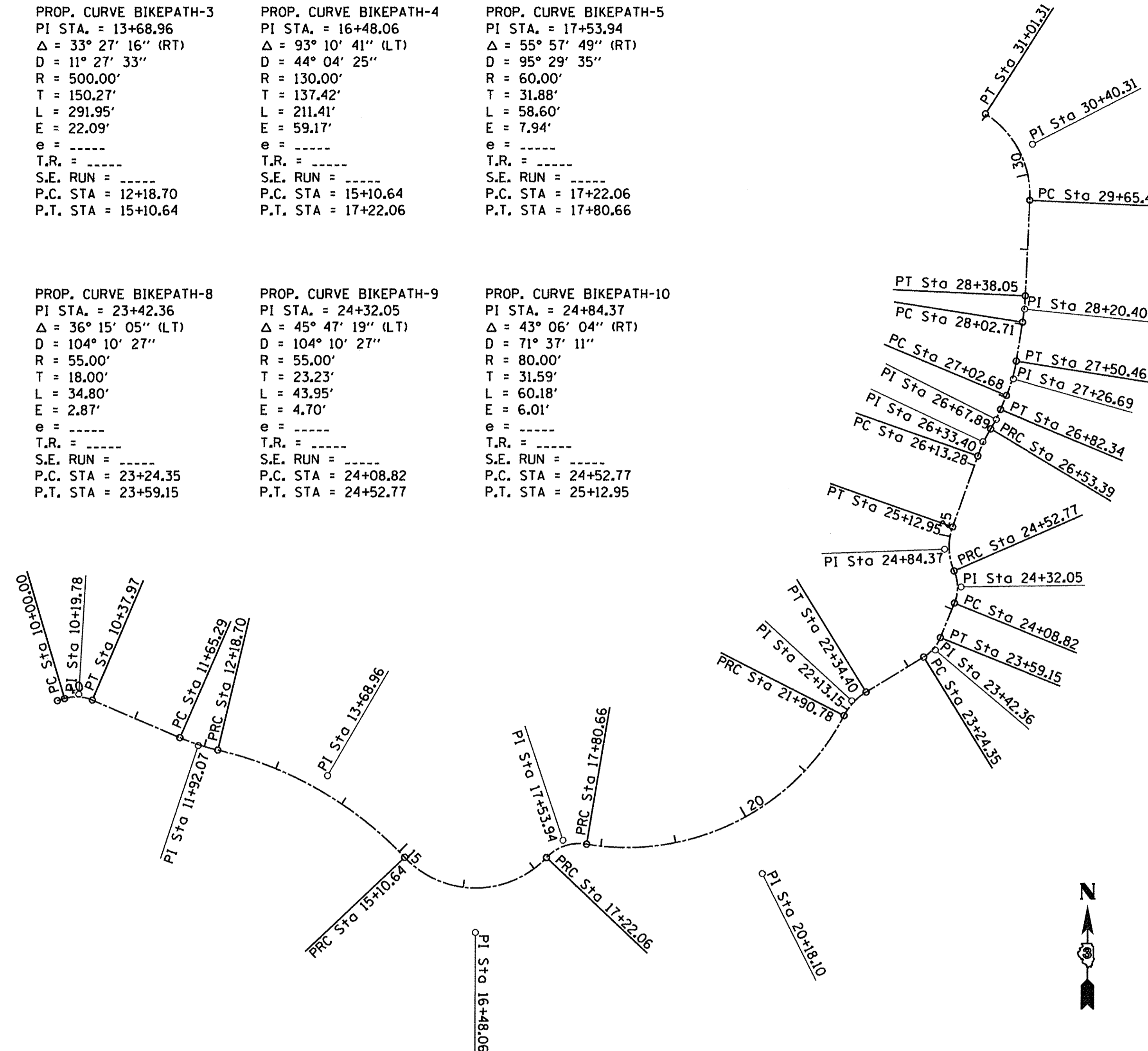
PROP. CURVE BIKEPATH-11
 PI STA. = 26+33.40
 $\Delta = 11^\circ 29' 28''$ (RT)
 D = 28' 38' 52"
 R = 200.00'
 T = 20.12'
 L = 40.11'
 E = 1.01'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 26+13.28
 P.T. STA = 26+53.39

PROP. CURVE BIKEPATH-12
 PI STA. = 26+67.89
 $\Delta = 8^\circ 17' 37''$ (LT)
 D = 28' 38' 52"
 R = 200.00'
 T = 14.50'
 L = 28.95'
 E = 0.52'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 26+53.39
 P.T. STA = 26+82.34

PROP. CURVE BIKEPATH-13
 PI STA. = 27+26.69
 $\Delta = 13^\circ 41' 14''$ (LT)
 D = 28' 38' 52"
 R = 200.00'
 T = 24.00'
 L = 47.78'
 E = 1.44'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 27+02.68
 P.T. STA = 27+50.46

PROP. CURVE BIKEPATH-14
 PI STA. = 28+20.40
 $\Delta = 6^\circ 19' 39''$ (LT)
 D = 17' 54' 18"
 R = 320.00'
 T = 17.69'
 L = 35.34'
 E = 0.49'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 28+02.71
 P.T. STA = 28+38.05

PROP. CURVE BIKEPATH-15
 PI STA. = 30+40.31
 $\Delta = 59^\circ 53' 13''$ (LT)
 D = 44' 04' 25"
 R = 130.00'
 T = 74.88'
 L = 135.88'
 E = 20.03'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 29+65.43
 P.T. STA = 31+01.31



ALIGNMENT COORDINATES

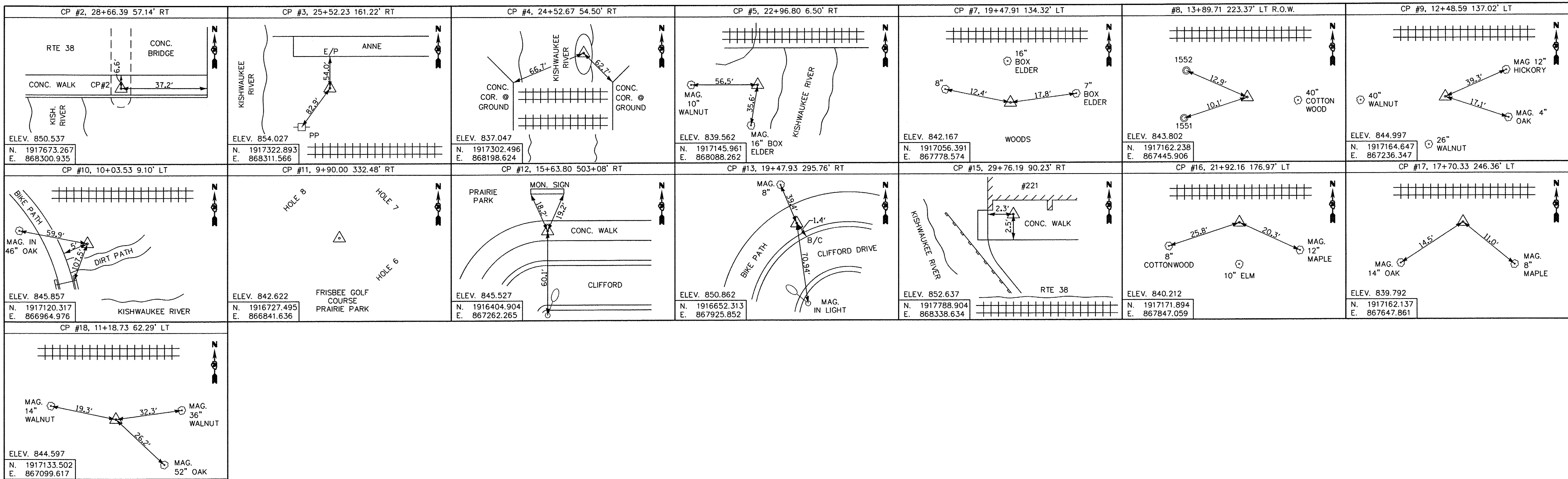
PNT	STATION	NORTHING	EASTING
PI	9+90.00	1,917,107.7049	866,954.0069
PC	10+00.00	1,917,110.5521	866,963.5930
PI	10+19.78	1,917,116.1838	866,982.5538
PT	10+37.97	1,917,108.4497	867,000.7585
PC	11+65.29	1,917,057.8384	867,117.5855
PI	11+92.07	1,917,047.1958	867,142.1520
PRC	12+18.70	1,917,041.0715	867,168.2148
PI	13+68.96	1,917,006.6977	867,314.4967
PRC	15+10.64	1,916,897.3775	867,417.5939
PI	16+48.06	1,916,797.4040	867,511.8763
PRC	17+22.06	1,916,897.0840	867,606.4690
PI	17+53.94	1,916,920.2076	867,628.4124
PRC	17+80.66	1,916,914.9662	867,659.8567
PI	20+18.10	1,916,875.9265	867,894.0633
PRC	21+90.78	1,917,087.1807	868,002.4536
PI	22+13.15	1,917,107.0794	868,012.6633
PT	22+34.40	1,917,118.7986	868,031.7121
PC	23+24.35	1,917,165.9332	868,108.3270
PI	23+42.36	1,917,175.3672	868,123.6615
PT	23+59.15	1,917,192.0428	868,130.4491
PC	24+08.82	1,917,238.0460	868,149.1741
PI	24+32.05	1,917,259.5586	868,157.9305
PRC	24+52.77	1,917,280.8358	868,148.6168
PI	24+84.37	1,917,309.7788	868,135.9476
PT	25+12.95	1,917,339.5683	868,146.4737
PC	26+13.28	1,917,434.1615	868,179.8980
PI	26+33.40	1,917,453.1353	868,186.6024
PRC	26+53.39	1,917,470.3932	868,196.9522
PI	26+67.89	1,917,482.8288	868,204.4102
PT	26+82.34	1,917,496.2102	868,209.9963
PC	27+02.68	1,917,514.9841	868,217.8335
PI	27+26.69	1,917,537.1347	868,227.0803
PT	27+50.46	1,917,560.8442	868,230.8232
PC	28+02.71	1,917,612.4504	868,238.9700
PI	28+20.40	1,917,629.9220	868,241.7281
PT	28+38.05	1,917,647.5912	868,242.5439
PC	29+65.43	1,917,774.8376	868,248.4185
PI	30+40.31	1,917,849.6423	868,251.8721
PT	31+01.31	1,917,890.1600	868,188.8959

BENCHMARKS:

BM 1:
 CROSS NOTCH ON CONCRETE WALK
 IN FRONT OF #221 LINCOLN HIGHWAY. CP15
 STA. 29+76.19
 OFFSET 90.23' RT
 ELEV. 852.64 NAVD 88

BM 2:
 IR/ WITH RED HLR CONTROL CAP ON STREAM BANK
 JUST S. OF RAILROAD BRIDGE. CP5
 STA. 22+96.80
 OFFSET 6.50' RT
 ELEV. 839.56 NAVD 88

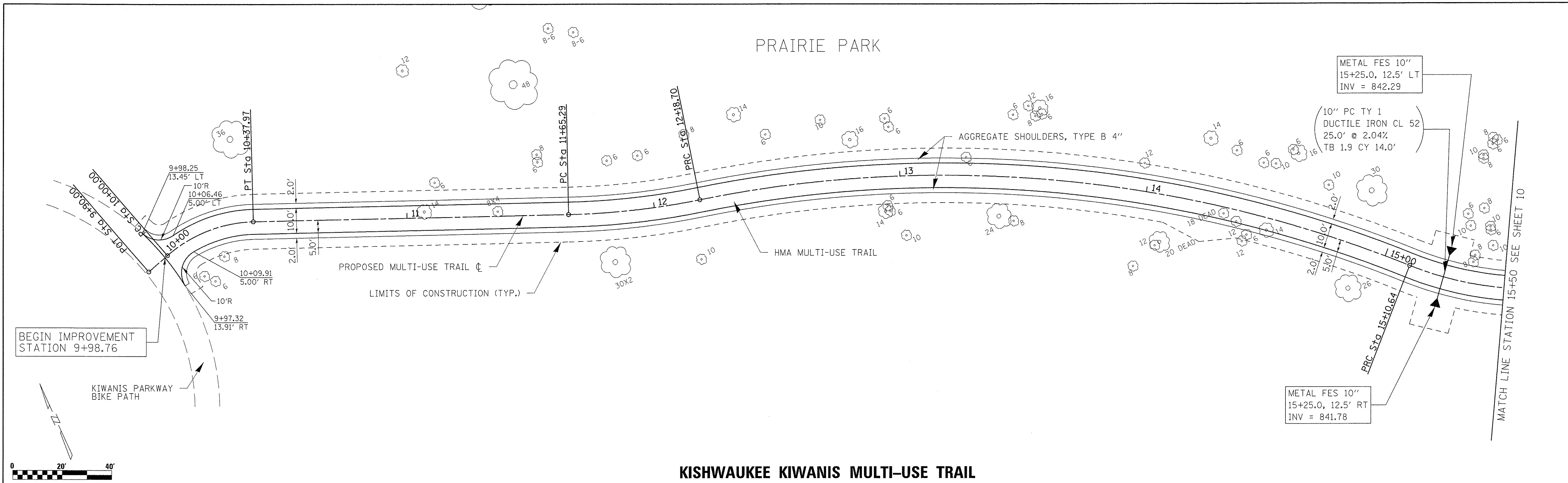
BM 3:
 IR/ WITH RED HLR CONTROL CAP JUST EAST OF
 BIKE PATH APPROXIMATELY 108' NORTH OF BIKE
 PATH BRIDGE OVER KISHWAUKEE. CP10
 STA. 10+03.53
 OFFSET 9.10' LT
 ELEV. 845.86 NAVD 88



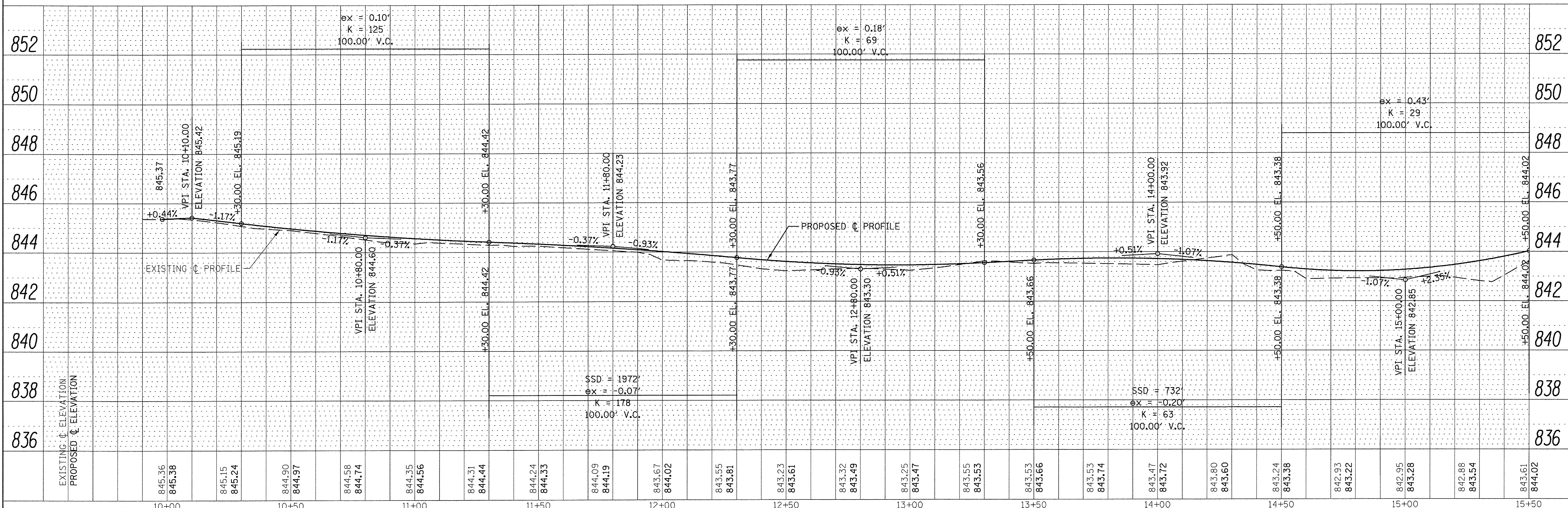
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	PLOT DATE = 3/30/2016	DATE -	REVISED -				CONTRACT NO. 87599			ILLINOIS FED. AID PROJECT	
							SCALE: N.T.S.	SHEET	OF	SHEETS	STA.

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	NOTED	NO.
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
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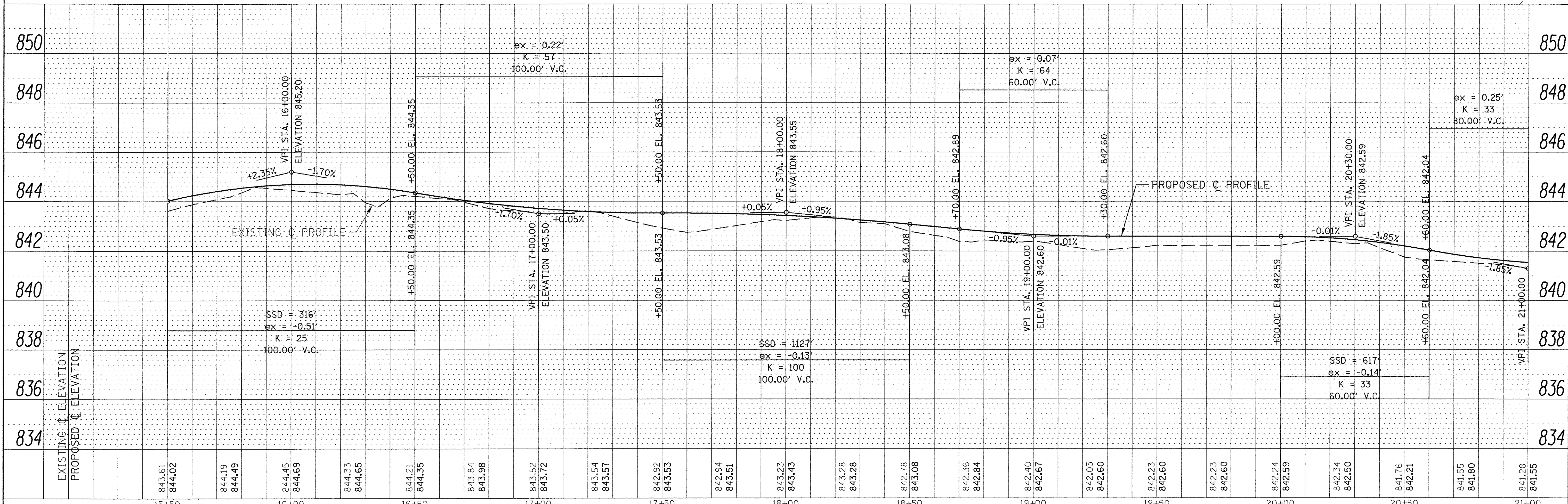
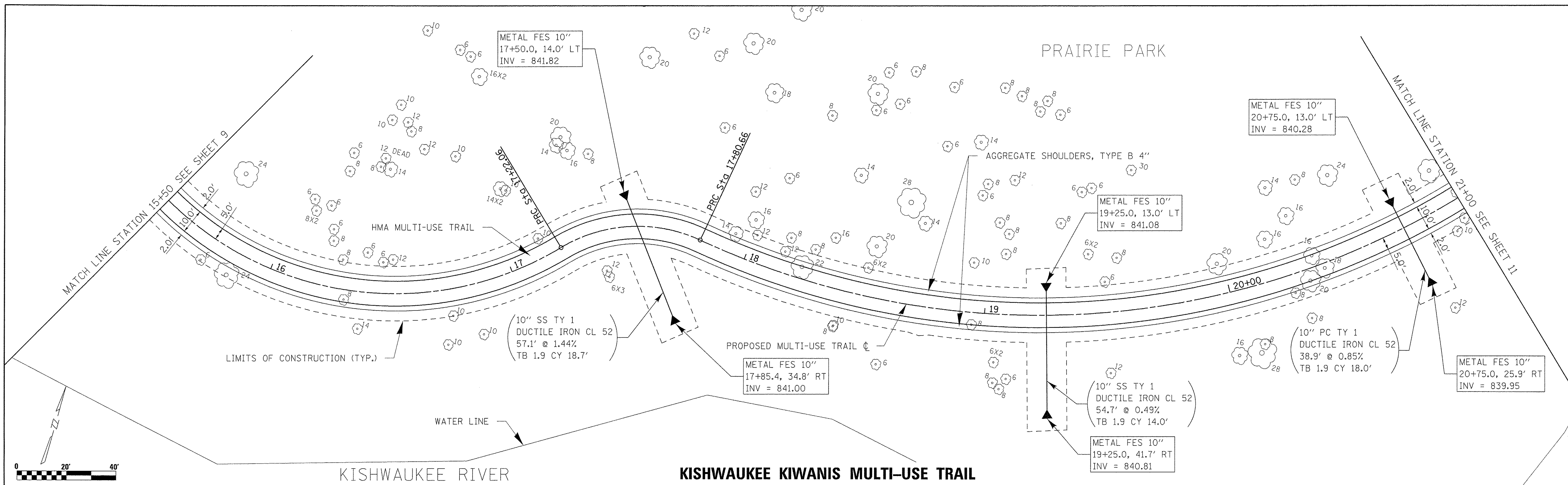
KISHWAUKEE KIWANIS MULTI-USE TRAIL



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PLOT SCALE = \$SCALE#	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								
PLOT DATE = 12/8/2016				SCALE: 1"=20'			SHEET 1 OF 4 SHEETS STA. 9+90 TO STA. 15+00				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
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MODELNAME	DATE -	DATE -	REVISED -				CONTRACT NO. 87599			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 12/8/2016	DATE -	REVISED -				SCALE: 1"=20'			SHEET 2 OF 4 SHEETS STA. 15+00 TO STA. 21+00	

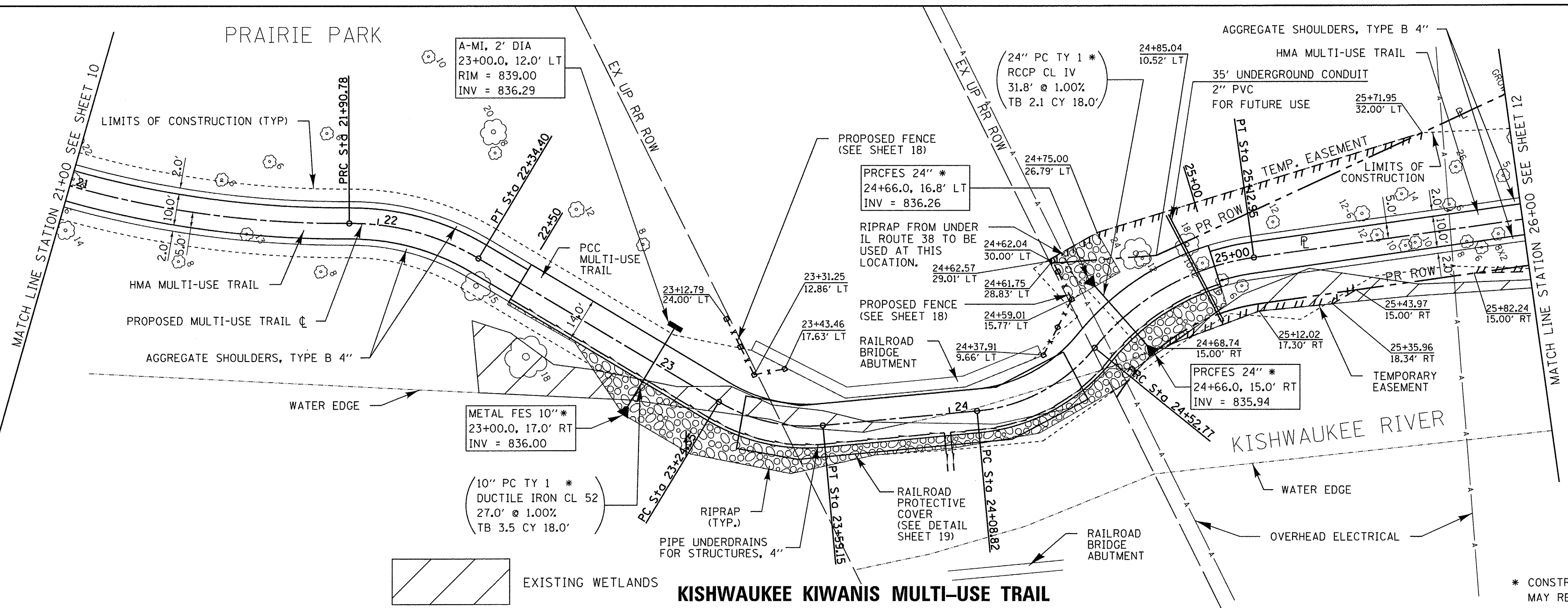
PROP. CURVE BIKEPATH-7
 PI STA. = 22+13.15
 $\Delta = 31^\circ 14' 17''$ (RT)
 D = 71° 37' 11"
 R = 80.00'
 T = 22.37'
 L = 43.62'
 E = 3.07'
 P.C. STA = 21+90.78
 P.T. STA = 22+34.40

PROP. CURVE BIKEPATH-8
 PI STA. = 23+42.36
 $\Delta = 36^\circ 15' 05''$ (LT)
 D = 104° 10' 27"
 R = 55.00'
 T = 18.00'
 L = 34.80'
 E = 2.87'
 P.C. STA = 23+24.35
 P.T. STA = 23+59.15

PROP. CURVE BIKEPATH-9
 PI STA. = 24+32.05
 $\Delta = 45^\circ 47' 19''$ (LT)
 D = 104° 10' 27"
 R = 55.00'
 T = 23.23'
 L = 43.95'
 E = 4.70'
 P.C. STA = 24+08.82
 P.T. STA = 24+52.77

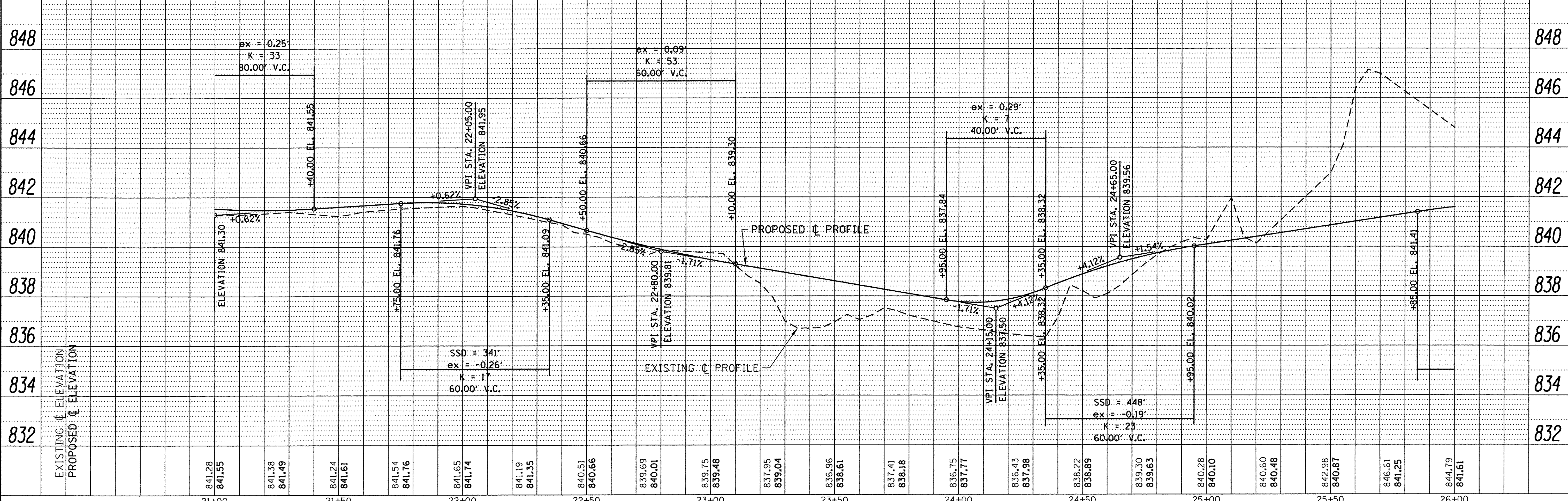
PROP. CURVE BIKEPATH-10
 PI STA. = 24+84.37
 $\Delta = 43^\circ 06' 04''$ (RT)
 D = 71° 37' 11"
 R = 80.00'
 T = 31.59'
 L = 60.18'
 E = 6.01'
 P.C. STA = 24+52.77
 P.T. STA = 25+12.95

PROP. CURVE BIKEPATH-11
 PI STA. = 26+33.40
 $\Delta = 11^\circ 29' 28''$ (RT)
 D = 28° 38' 52"
 R = 200.00'
 T = 20.12'
 L = 40.11'
 E = 1.01'
 P.C. STA = 26+13.28
 P.T. STA = 26+53.39



PLAN	SURVEYED	CHECKED
NOTE BOOK	ALIGNED	FILED
NO.	NO.	NO.

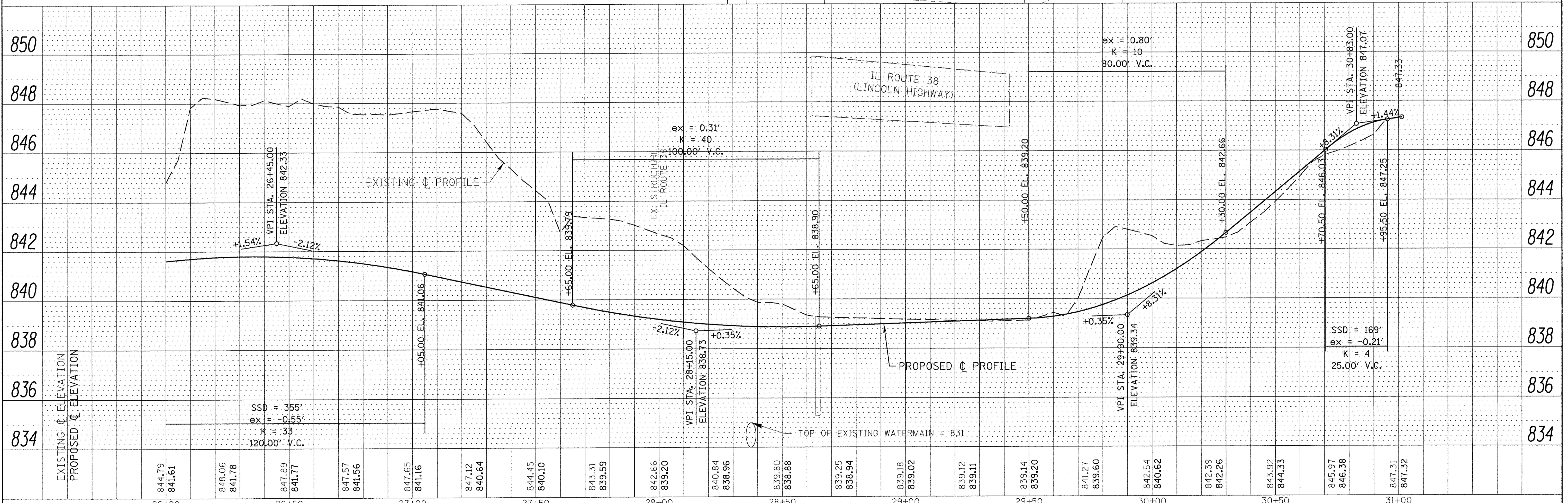
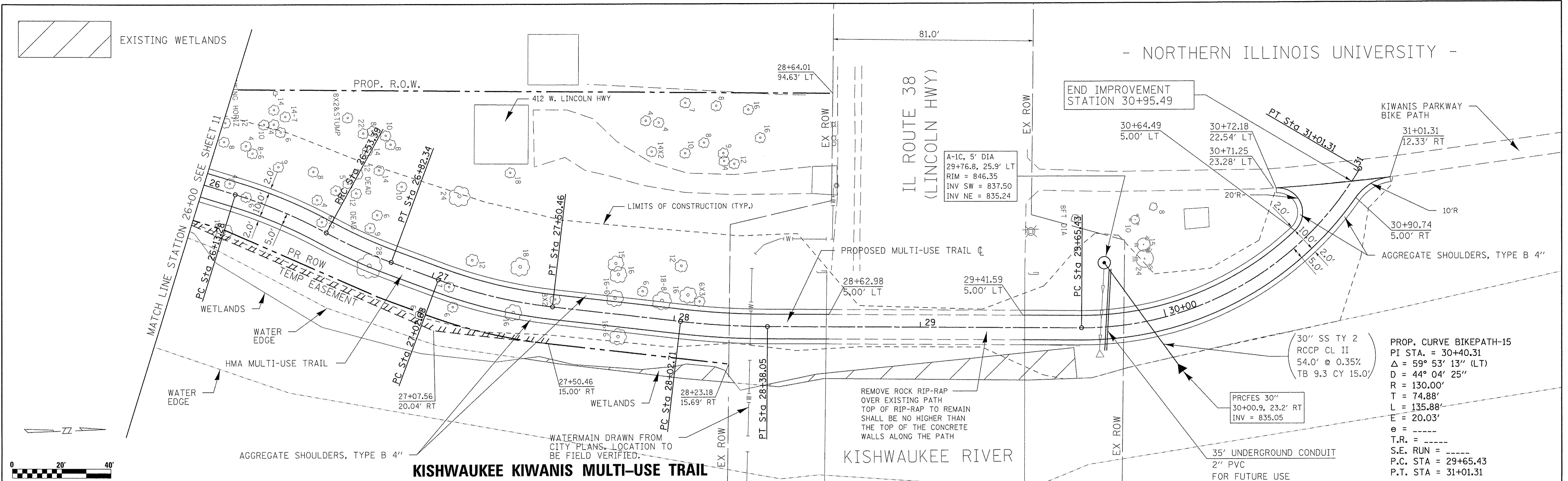
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NOTE BOOK	GRADES	STRUCTURE
NO.	NO.	NO.



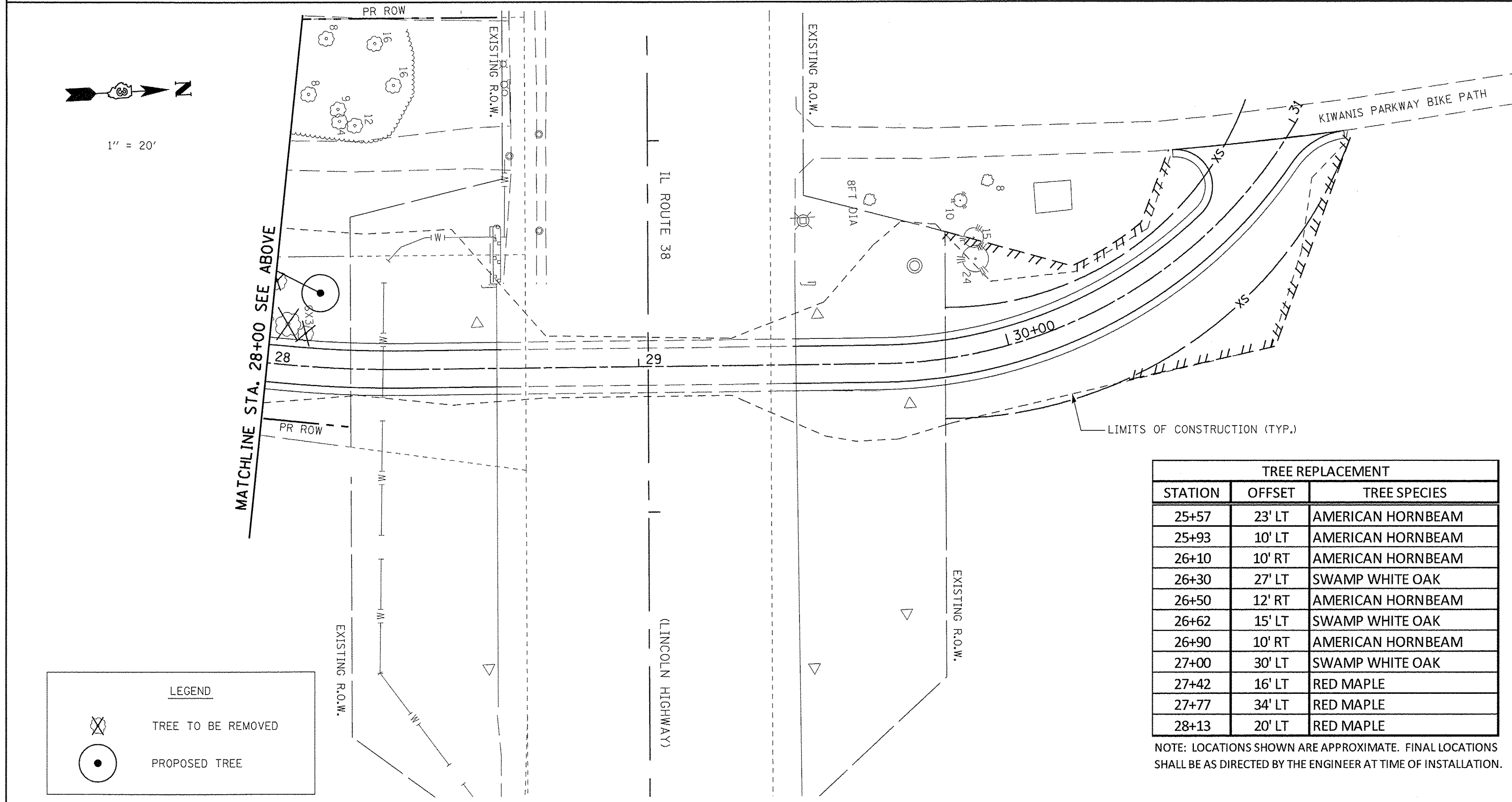
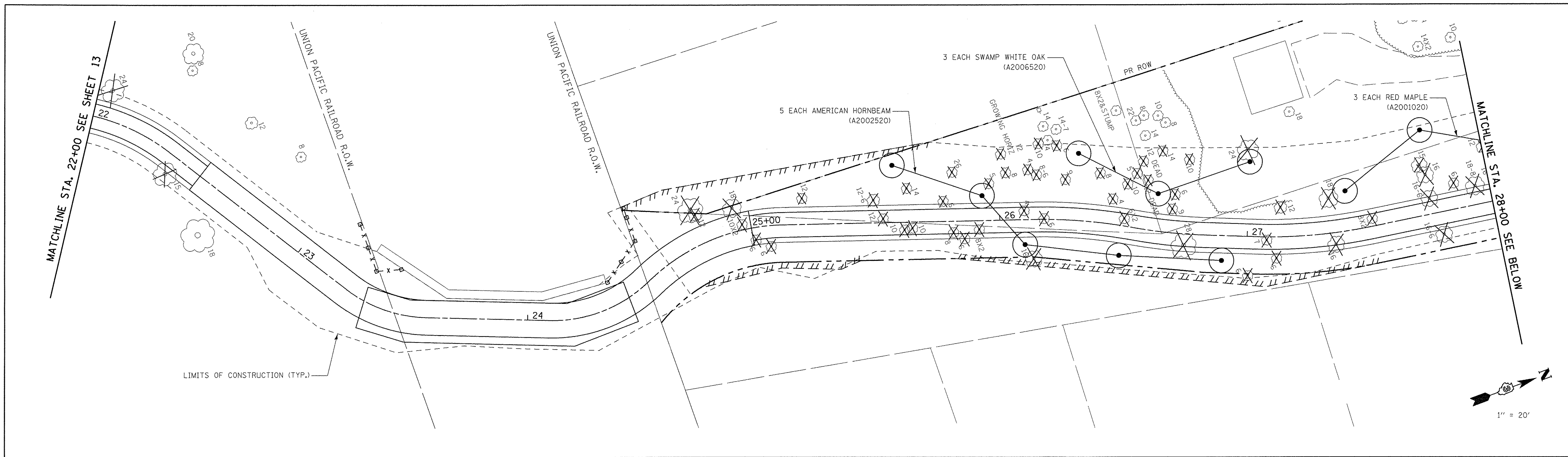
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	PLOT DATE = 12/20/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

PLAN	REVISED	DATE
NOTE BOOK	PLOTTED	BY
NO.	ALIGNMENT CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	REVISED	DATE
NOTE BOOK	PLOTTED	BY
NO.	GRADES CHECKED	
	B.M. NOTED	
	STRUCTURE NOTATIONS CHKD	
	NO.	



FILE NAME =	USER NAME = #USER#	DESIGNED -	CO	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		KISHWAUKEE KIWANIS MULTI-USE TRAIL PLAN AND PROFILE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\2013\130067\cod\phase 2\CADD_Sheets\130067-shr-plnprf-04.dgn		DRAWN -	JMH	REVISED -						13-00182-00-BT	DEKALB	40	12	
#MODELNAME#		CHECKED -	AM	REVISED -						CONTRACT NO. 87599			ILLINOIS FED. AID PROJECT	
		DATE -		REVISED -						SCALE: 1"=20'			SHEET 4 OF 4 SHEETS STA. 27+00 TO STA. 30+96	



TREE REMOVAL SPECIAL (X2010310)

STATION	OFFSET (FT)	LT/RT	DIAMETER (IN)	NO. OF TRUNKS
22+05	12	LT	24	1
22+38	8	RT	15	1
24+80	14	LT	24	1
24+81	12	LT	12	1
24+94	10	LT	18	1
24+97	2	LT	10	2
25+01	5	RT	6	1
25+07	8	RT	6	1
25+20	10	LT	12	1
25+49	9	LT	6	1
25+49	9	LT	12	1
25+53	2	LT	12	1
25+62	3	RT	10	1
25+62	19	LT	14	1
25+65	3	RT	10	1
25+76	13	LT	6	1
25+80	25	LT	26	1
25+81	5	RT	8	1
25+86	7	RT	6	1
25+92	4	RT	8	2
25+95	15	LT	5	1
26+00	27	LT	12	1
26+02	19	LT	8	1
26+10	4	LT	4	1
26+10	20	LT	4	1
26+13	16	RT	16	1
26+14	18	LT	8	2
26+14	31	LT	10	1
26+18	0	LT	6	1
26+21	30	LT	6	1
26+25	16	LT	9	1
26+39	20	LT	8	1

STATION	OFFSET (FT)	LT/RT	DIAMETER (IN)	NO. OF TRUNKS
26+45	10	LT	4	1
26+50	3	LT	6	2
26+51	17	LT	10	1
26+54	22	LT	5	1
26+57	27	LT	12	1
26+58	20	LT	14	1
26+64	33	LT	14	1
26+69	10	LT	9	1
26+70	10	LT	9	1
26+71	15	LT	6	1
26+75	5	RT	28	1
26+76	30	LT	10	1
26+99	35	LT	24	1
27+01	16	RT	6	1
27+08	1	RT	7	1
27+12	9	RT	6	1
27+14	12	LT	12	1
27+34	14	LT	18	1
27+35	5	RT	16	1
27+51	3	LT	8	2
27+74	20	LT	15	1
27+75	6	LT	6	1
27+75	6	LT	16	1
27+76	16	LT	16	1
27+78	9	RT	6	1
27+78	9	RT	16	1
27+86	10	LT	6	1
27+94	8	LT	8	1
27+94	8	LT	18	1
28+01	22	LT	12	1
28+05	11	LT	16	1
28+10	9	LT	6	3

TREE REPLACEMENT

STATION	OFFSET	TREE SPECIES
25+57	23' LT	AMERICAN HORNBEAM
25+93	10' LT	AMERICAN HORNBEAM
26+10	10' RT	AMERICAN HORNBEAM
26+30	27' LT	SWAMP WHITE OAK
26+50	12' RT	AMERICAN HORNBEAM
26+62	15' LT	SWAMP WHITE OAK
26+90	10' RT	AMERICAN HORNBEAM
27+00	30' LT	SWAMP WHITE OAK
27+42	16' LT	RED MAPLE
27+77	34' LT	RED MAPLE
28+13	20' LT	RED MAPLE

NOTE: LOCATIONS SHOWN ARE APPROXIMATE. FINAL LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER AT TIME OF INSTALLATION.

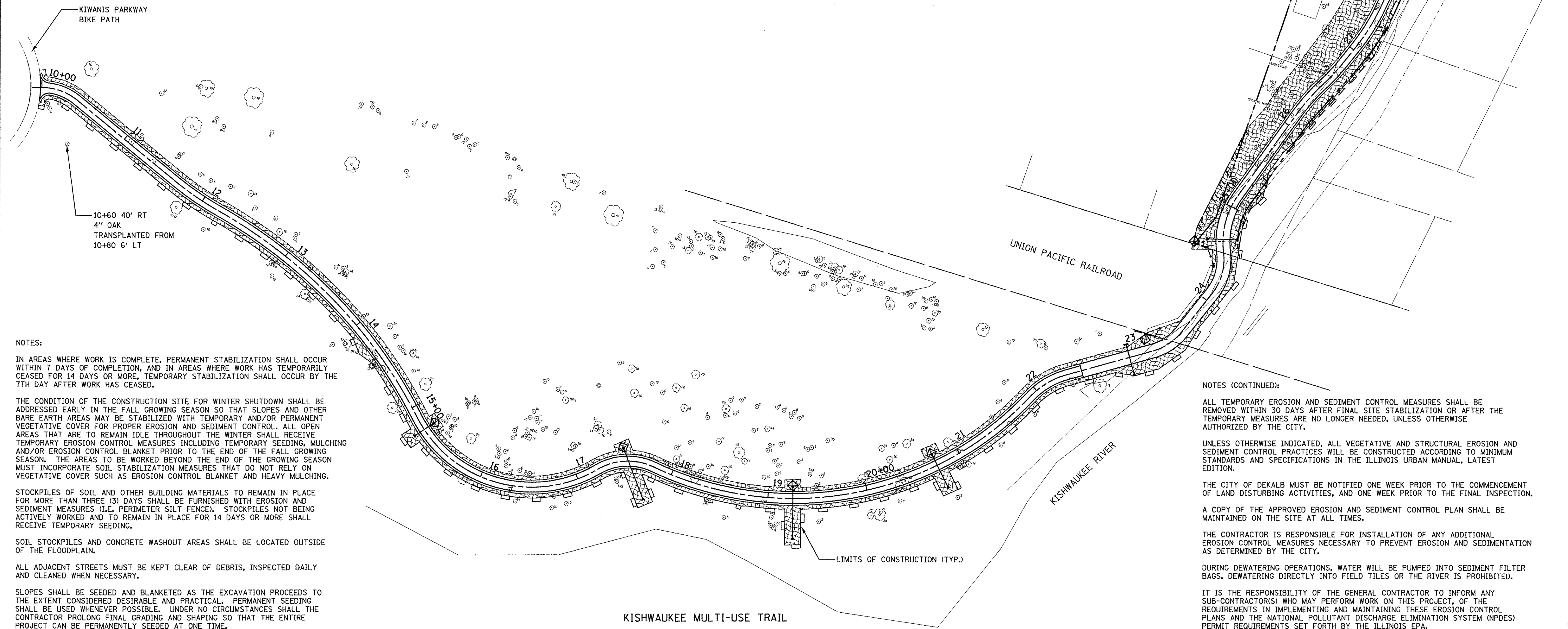
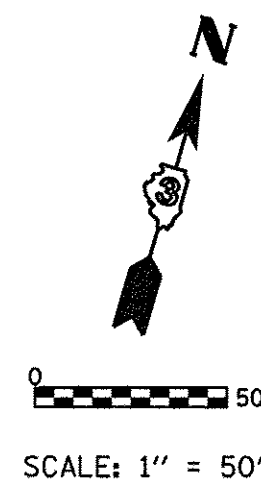
STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PERMANENT SEEDING			A									
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C			D						
SODDING			E**									
MULCHING	F											

A SEE STANDARD ROAD SPECIFICATIONS FOR SEEDING MIXTURE. C SPRING OATS 100 LBS/ACRE * IRRIGATION NEEDED DURING JUNE AND JULY.
 B SEE STANDARD ROAD SPECIFICATIONS FOR SEEDING MIXTURE. D WHEAT OR CEREAL RYE 150 LBS/ACRE. ** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.
 E SOD
 F STRAW MULCH 2 TONS/ACRE.

SOIL STABILIZATION CHART

LEGEND

	PERIMETER EROSION BARRIER (28000400)
	INLET AND PIPE PROTECTION (28000500)
	EROSION CONTROL BLANKET (25100630) AND SEEDING (SPECIAL) (K1005421)
	STABILIZED CONSTRUCTION ENTRANCE
	CONCRETE WASHOUT



NOTES:

IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7TH DAY AFTER WORK HAS CEASED.

THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.

STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE FOR MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES NOT BEING ACTIVELY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

SOIL STOCKPILES AND CONCRETE WASHOUT AREAS SHALL BE LOCATED OUTSIDE OF THE FLOODPLAIN.

ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.

SLOPES SHALL BE SEEDED AND BLANKETED AS THE EXCAVATION PROCEEDS TO THE EXTENT CONSIDERED DESIRABLE AND PRACTICAL. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDDED AT ONE TIME.

NOTES (CONTINUED):

ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE CITY.

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.

THE CITY OF DEKALB MUST BE NOTIFIED ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

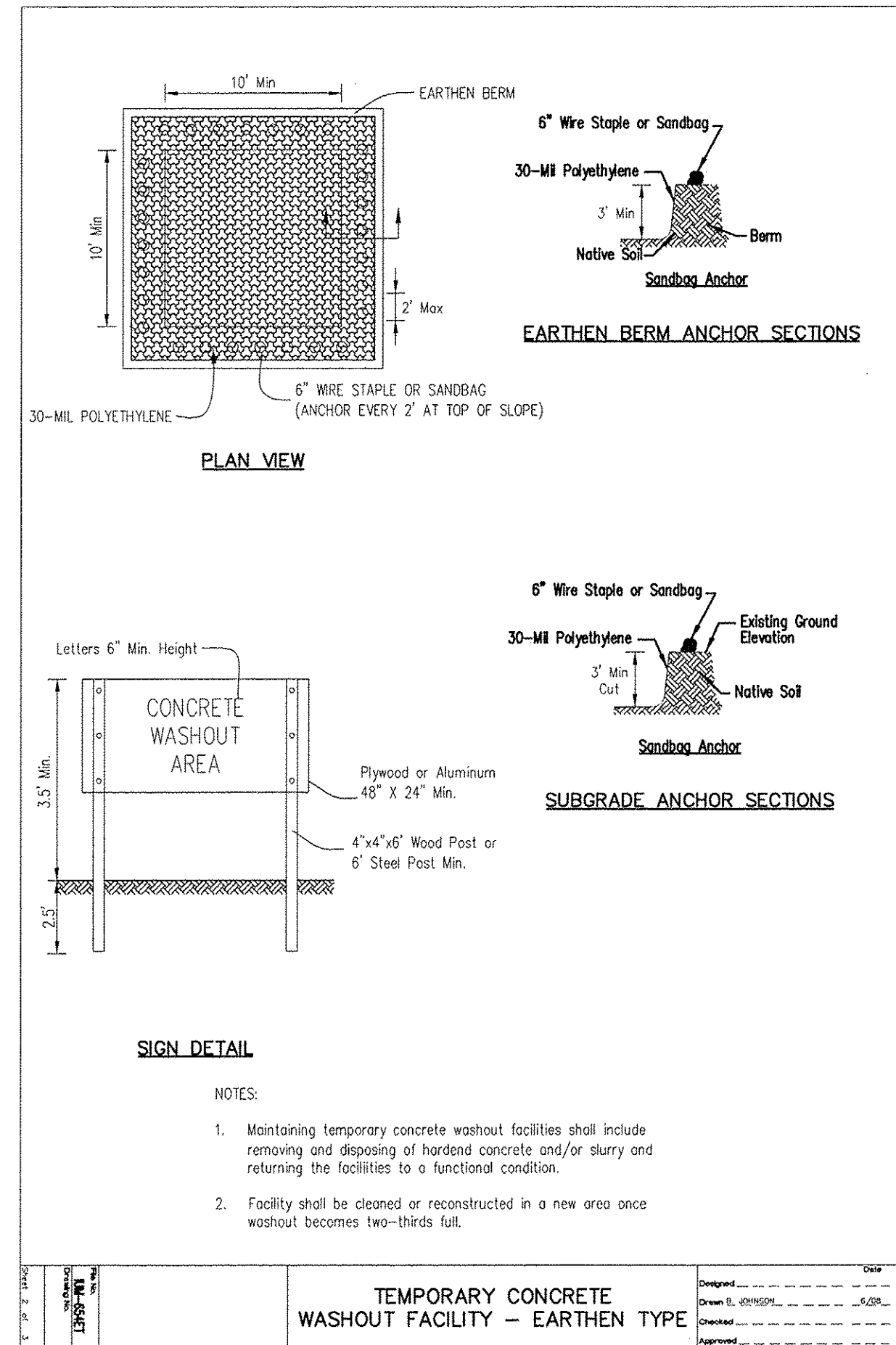
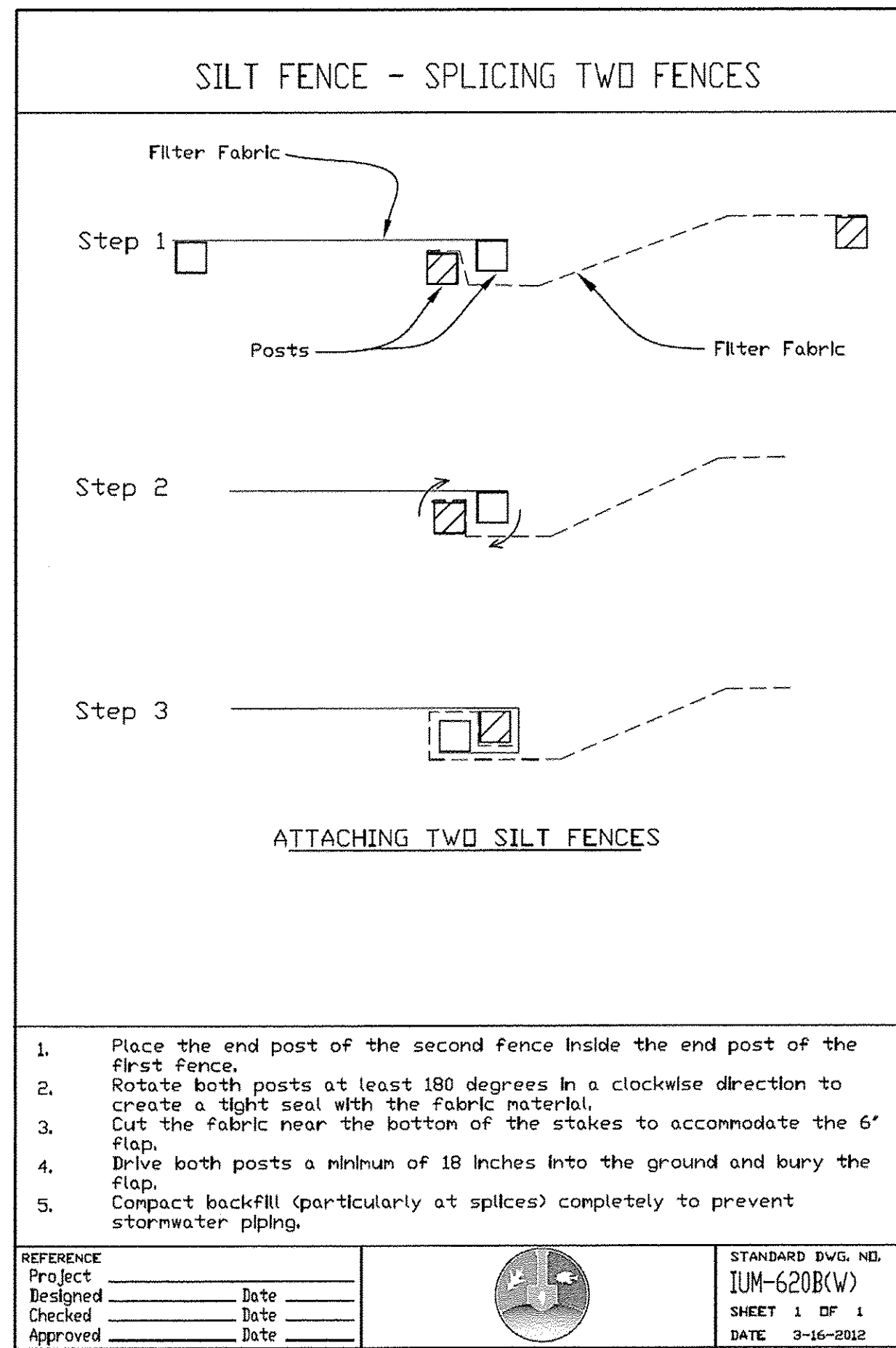
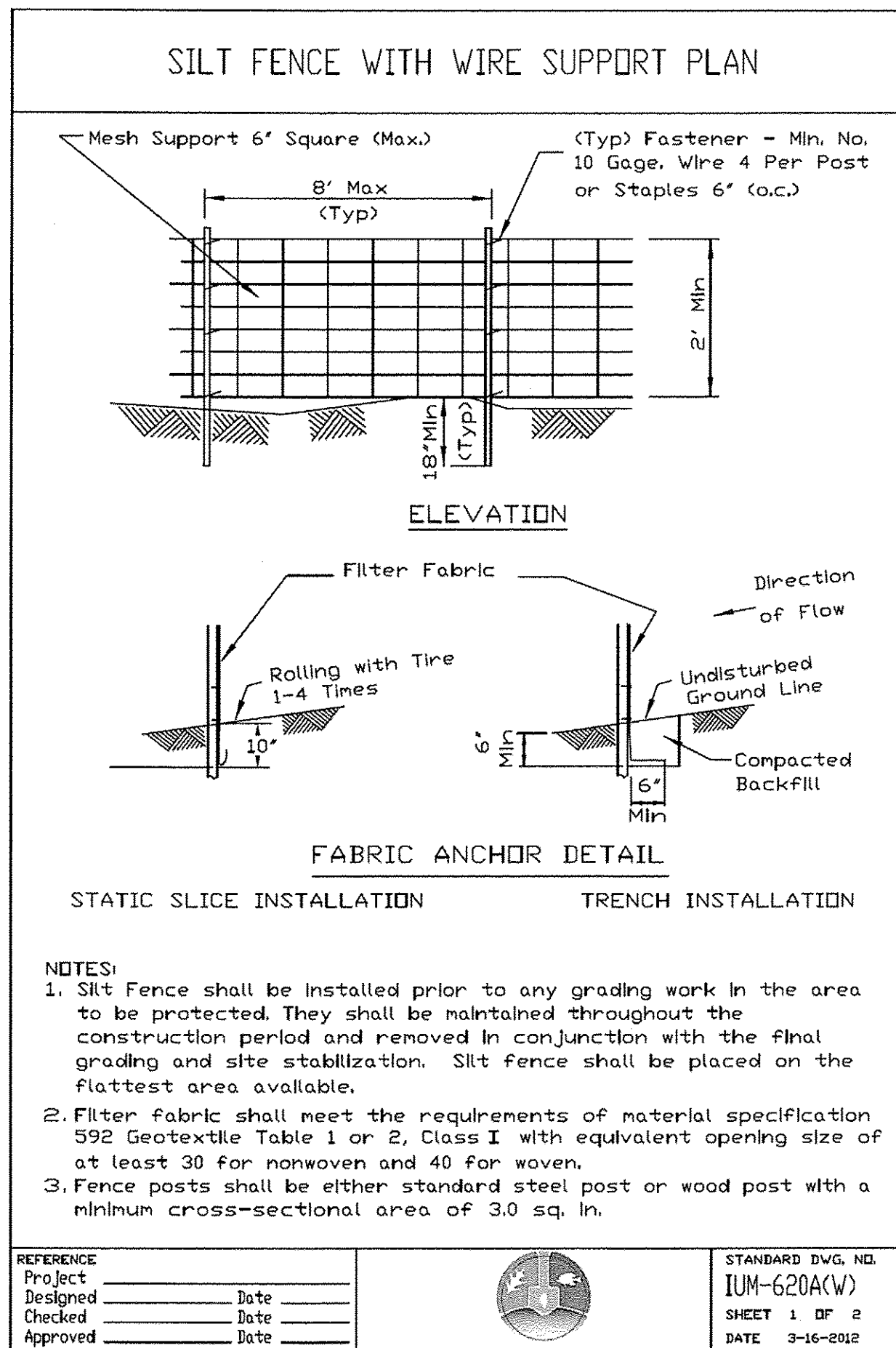
A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE CITY.

DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT FILTER BAGS. DEWATERING DIRECTLY INTO FIELD TILES OR THE RIVER IS PROHIBITED.

IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

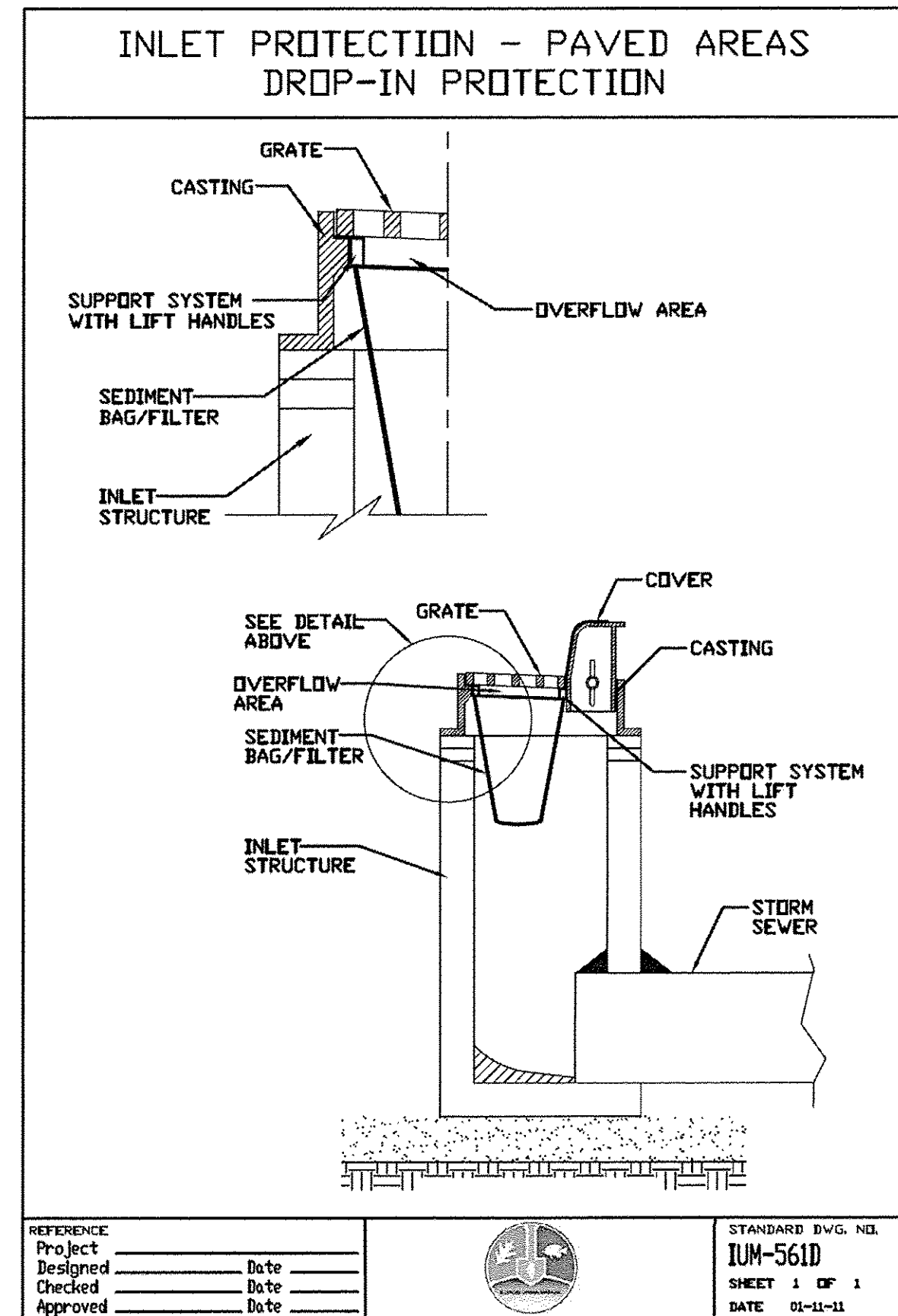
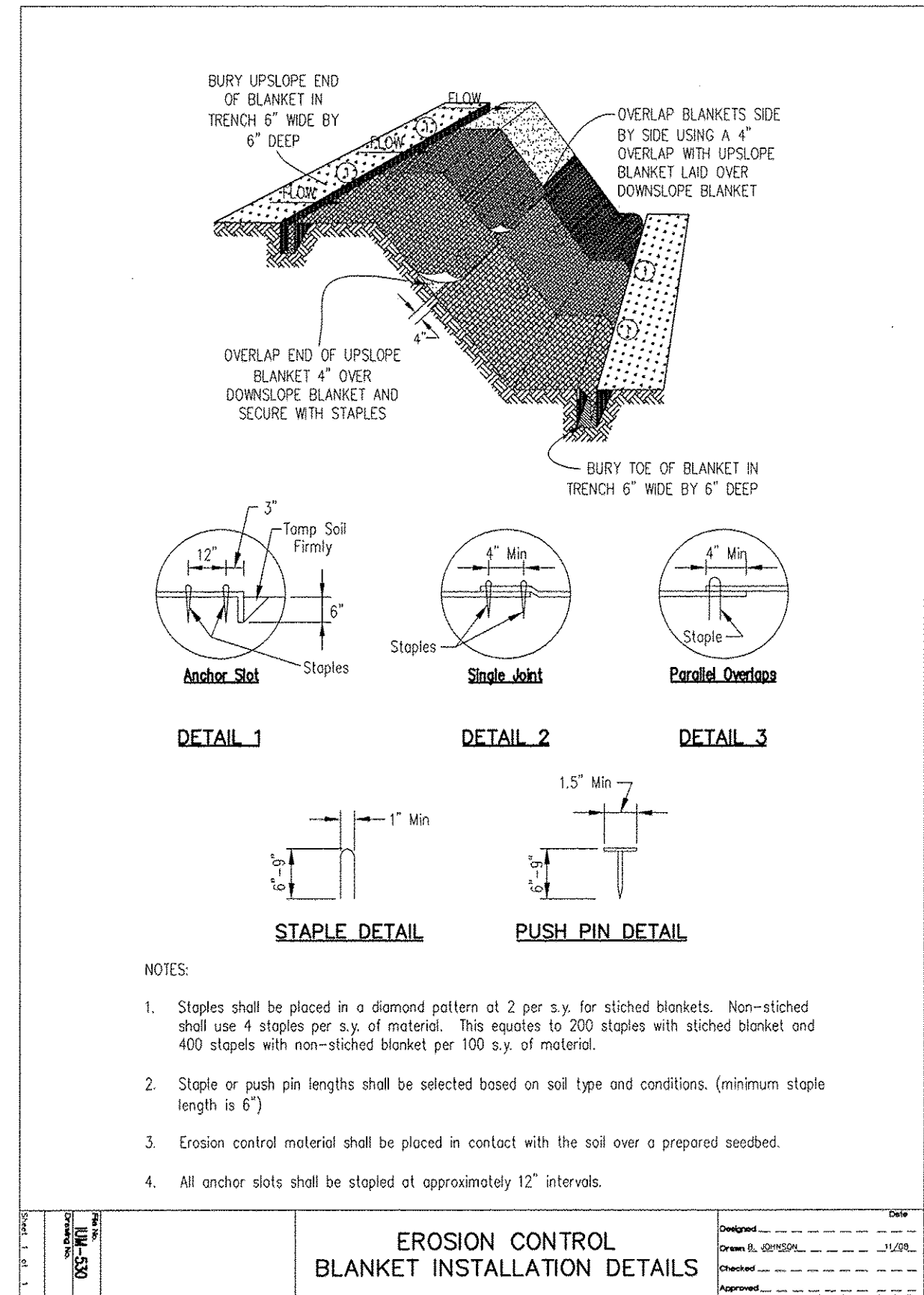
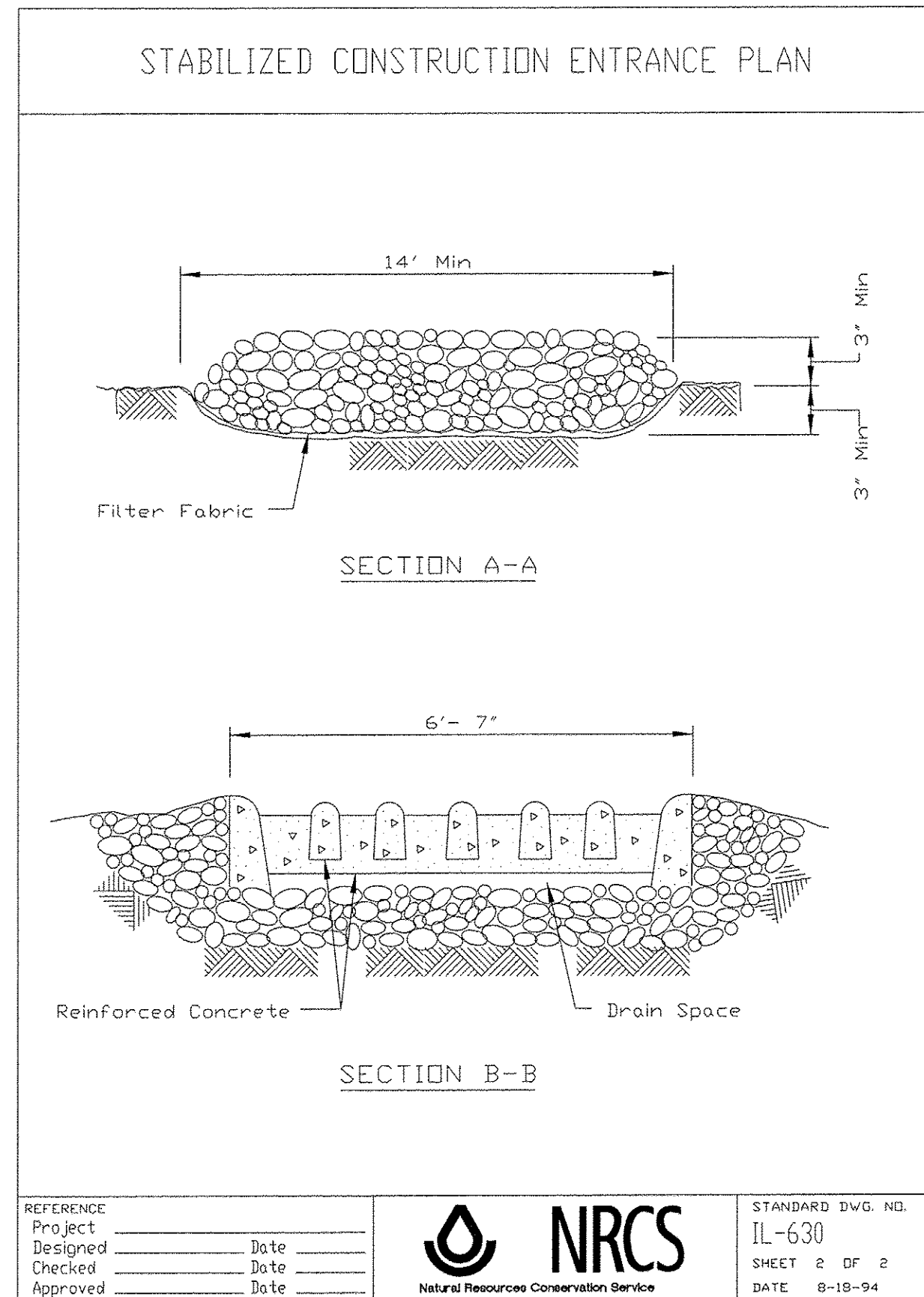
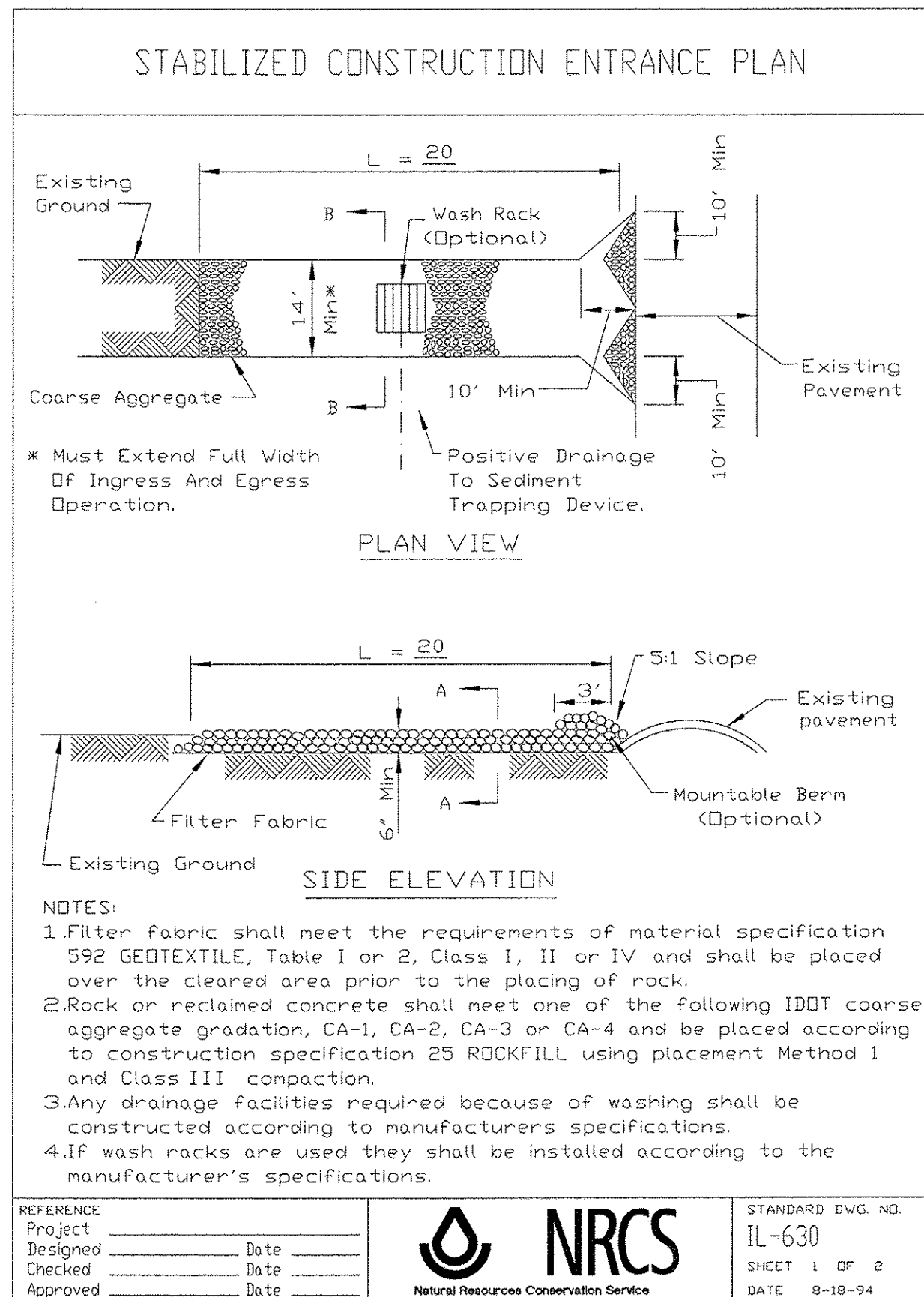
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	PLOT DATE = 12/8/2016	DATE -	REVISED -				CONTRACT NO. 87599			ILLINOIS FED. AID PROJECT	
							SCALE: 1" = 50'	SHEET 1 OF 2 SHEETS	STA. 10+00 TO STA. 31+00		

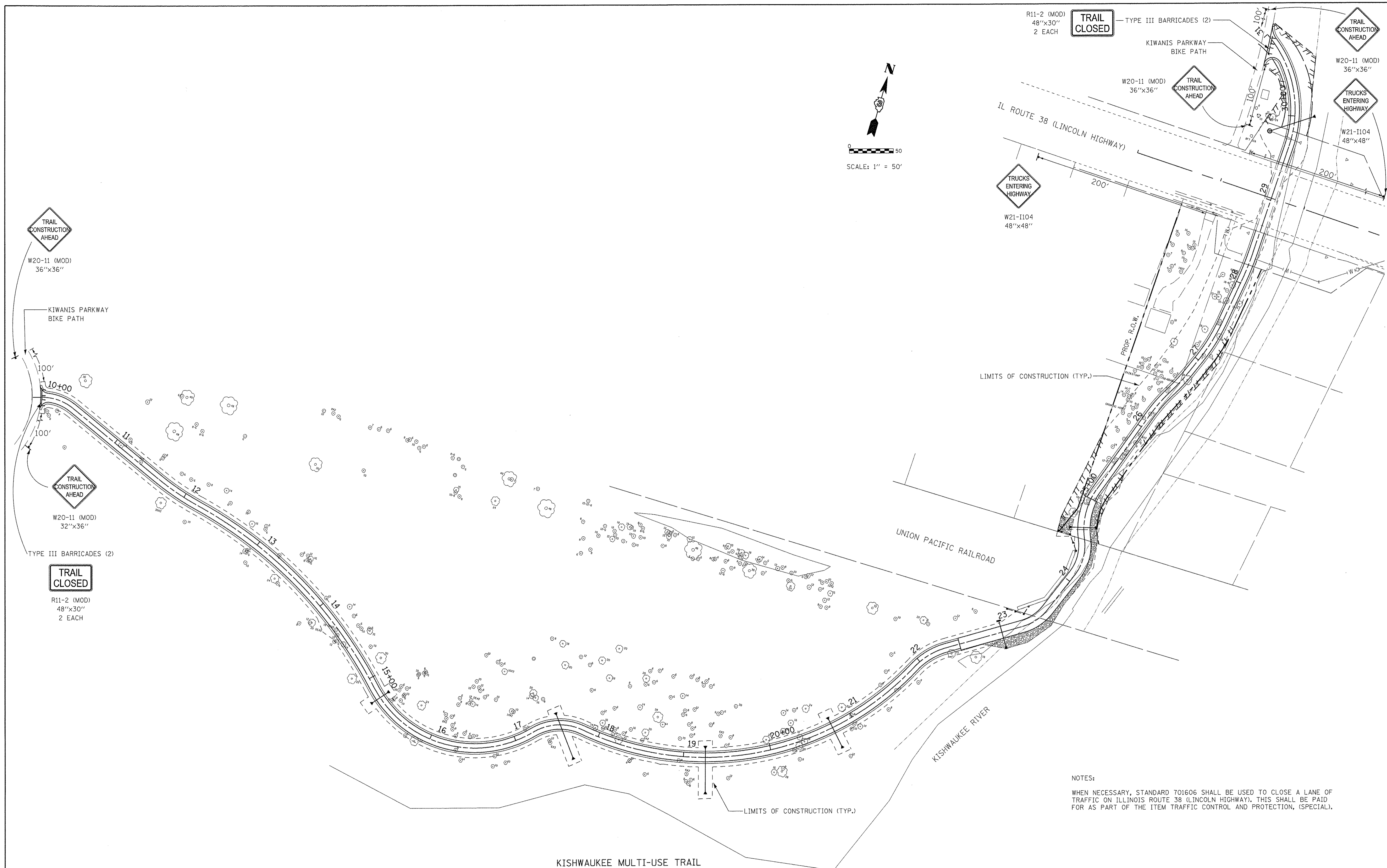


BMP	Recommended Maintenance
Temporary Seeding	Re-apply seed if stabilization hasn't been achieved. Supplement BMP (i.e. ECB or mulch) if weather conditions (extreme heat or cold) are not conducive for germination.
Perimeter Erosion Barrier	Remove sediment once 1/3 of the height is occupied by sediment. Re-erect all fence that has been breached.
Erosion Control Blanket	Repair damage due to water running beneath the blanket and restore ECBs (and restaple) when displacement occurs. Reseeding may be necessary. Repair tears, gaps or undermining. Restore leaning silt fence and ensure taut. Repair or replace any missing or broken stakes. Clean silt fence if sediment reaches one-third height of fence.
Inlet protection	Remove sediment from inlet filter basket when basket is 25% full or 50% of the fabric pores are covered with silt. Clean filter if standing water is present longer than one hour after a rain event. Remove trash accumulated around or on top of inlet. When filter is removed for cleaning, replace filter if any tear is present.
Stockpile Management	Repair and/or replace perimeter controls and stabilization measures when stockpile material has potential to be discharge or leaves the limits of protection. Remove all off-tracked material by sweeping or other methods. During summer months, stockpiles should be watered to maintain crop cover.
Stabilized Construction Entrance	Replenish stone or replace exit if vehicles continue to track sediment onto the roadway from the construction site. Use street sweeping in conjunction with this BMP to remove sediment not removed by the stabilized construction exit.
Temporary Concrete Washout Facilities	Do not discharge washout water into the environment; facilitate evaporation of low volume washout water. Clean and remove any discharges within 24 hours of discovery. If effluent cannot be removed prior to anticipated rainfall event, place and secure a non-collapsing, non-water collecting cover over the washout facility to prevent accumulation and precipitation overflow. Replace damaged liner immediately. Dispose of solidified concrete waste, considered Clean Construction or Demolition Debris (CCDD) as per the IEPA Act (415 ILCS5).

Recommended Maintenance of Erosion and Sediment Control Measures

NOTE: All erosion and sediment control measures shall be inspected weekly or after 1/2" or greater rainfall event and

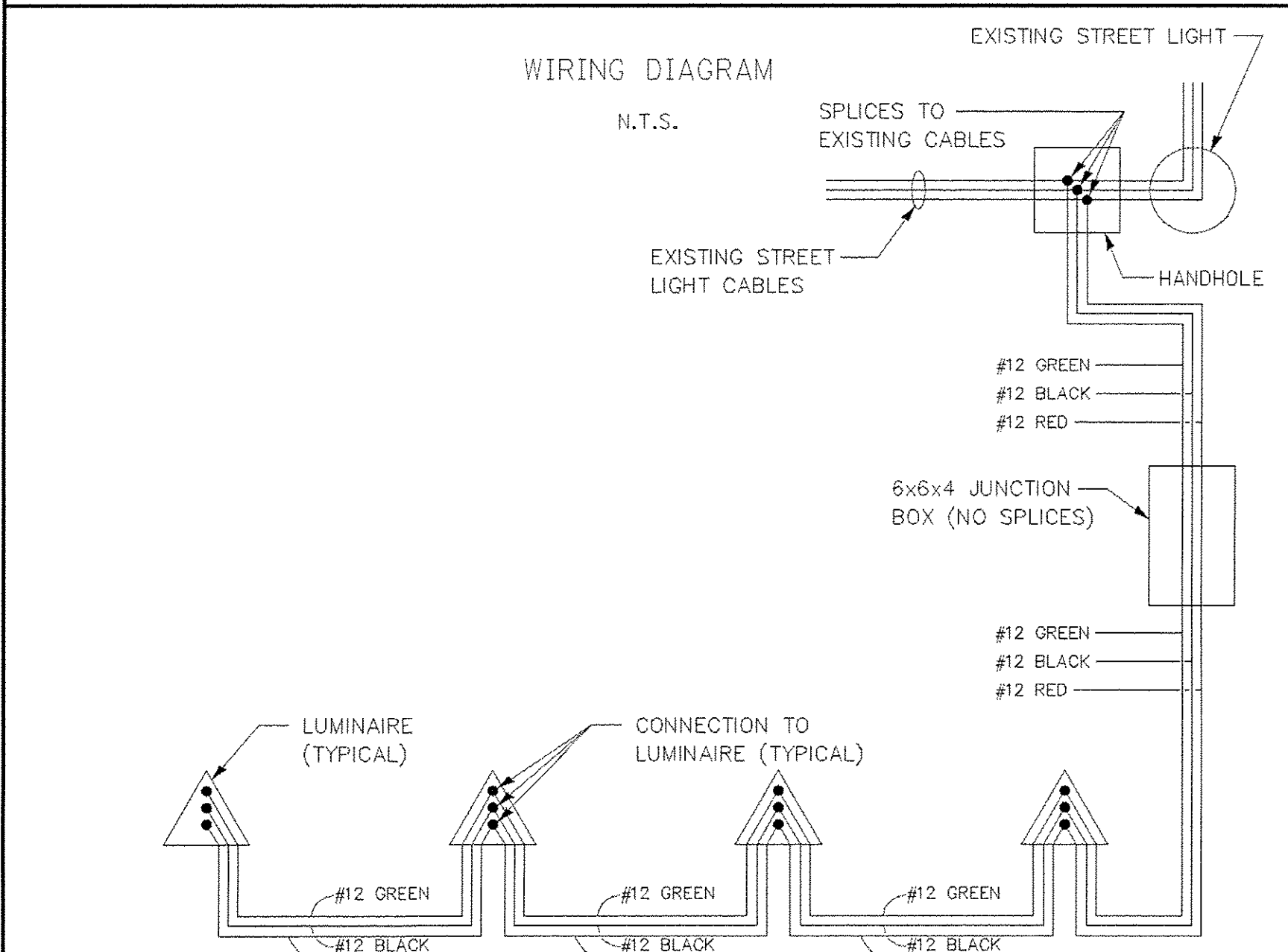
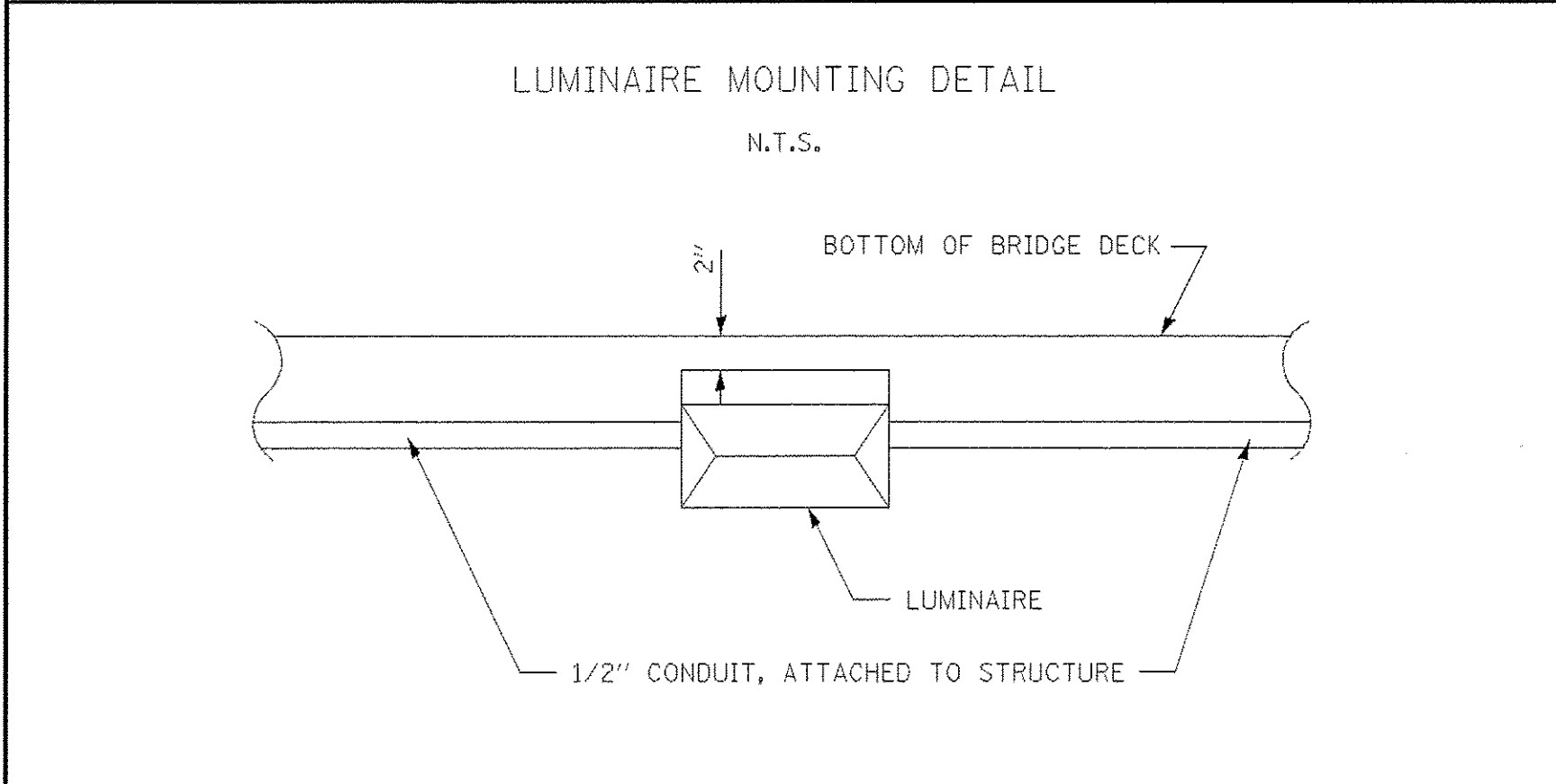
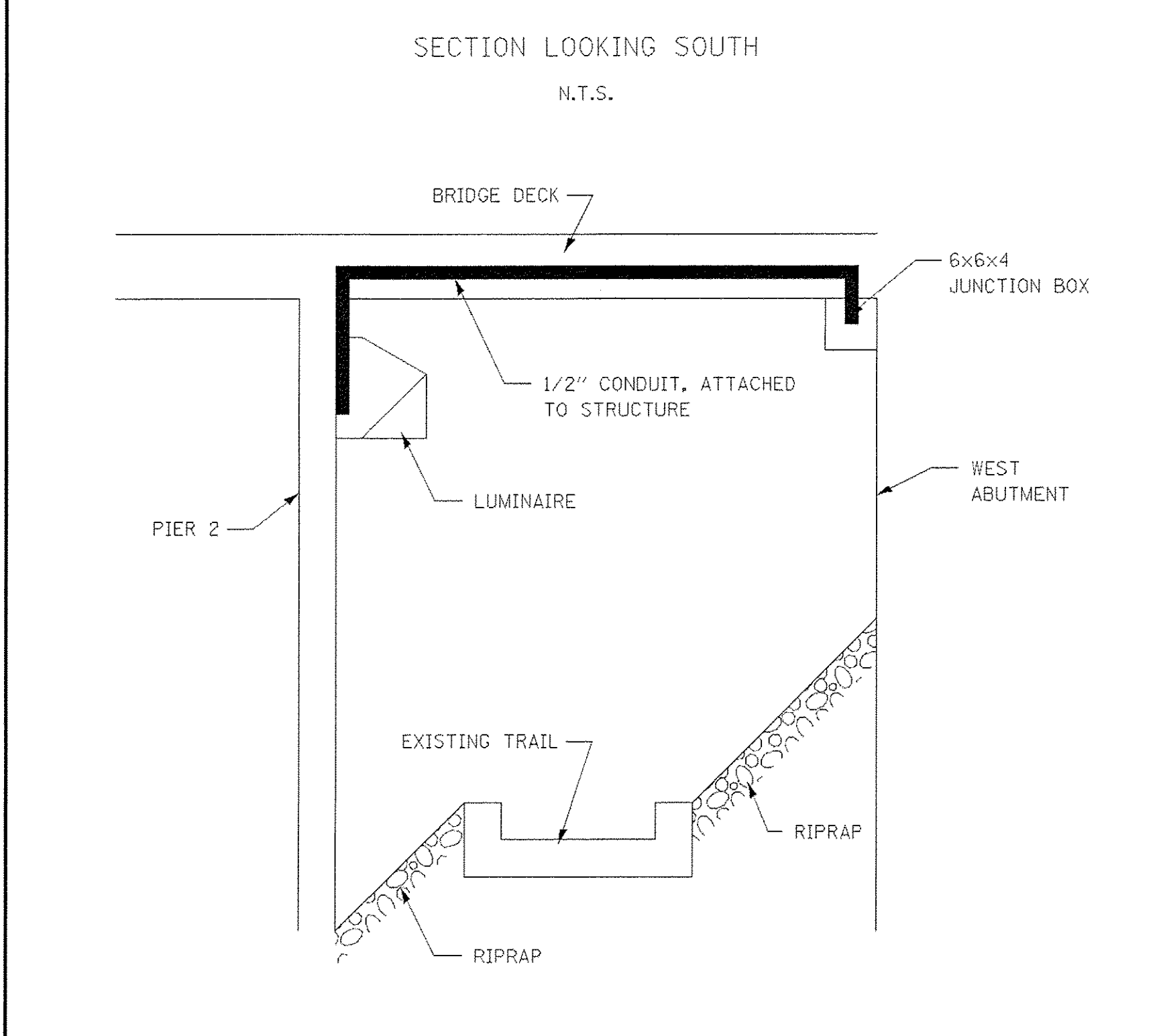
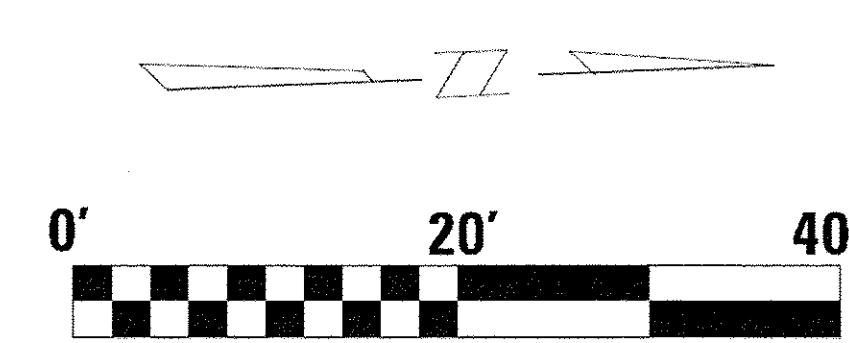
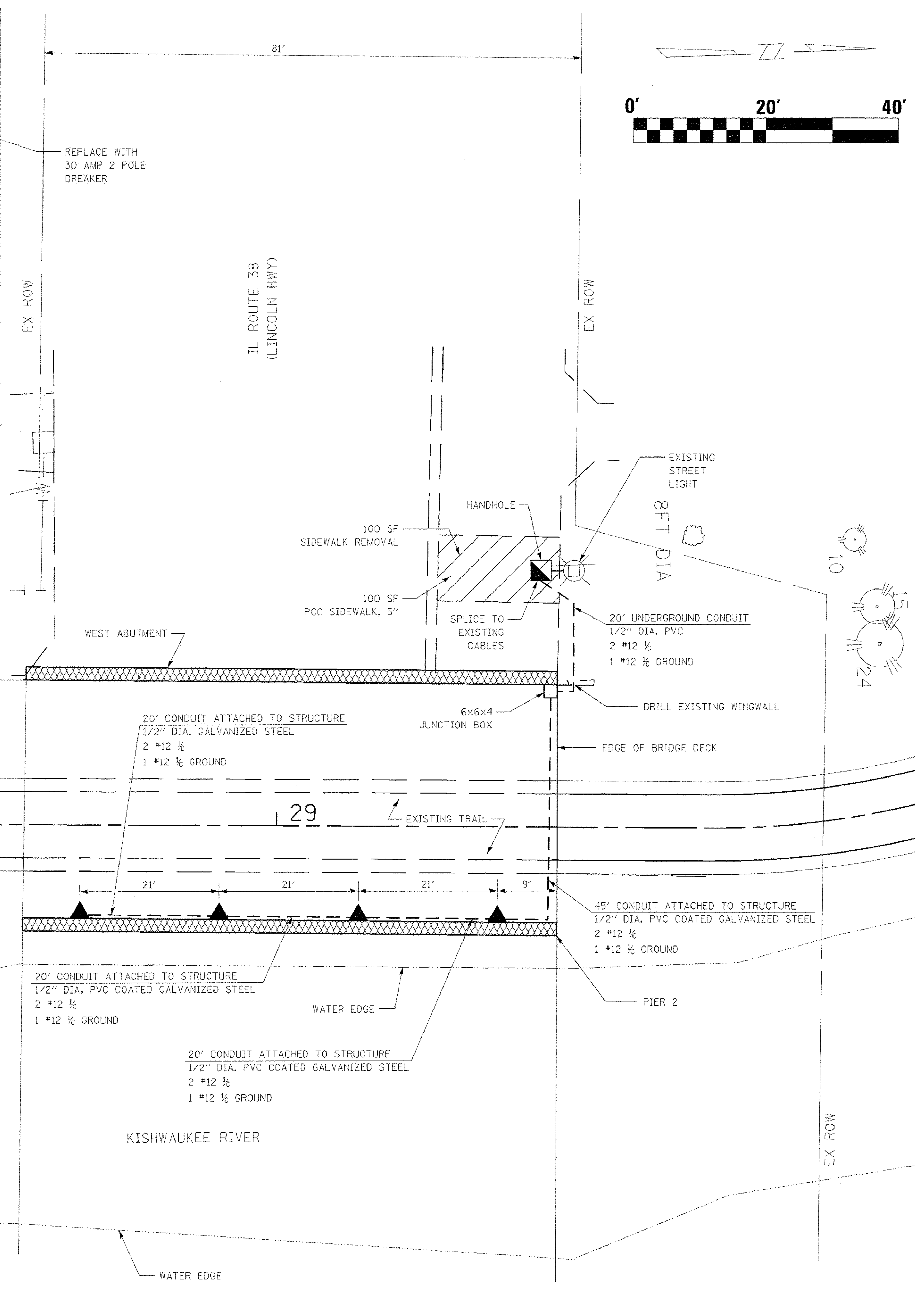
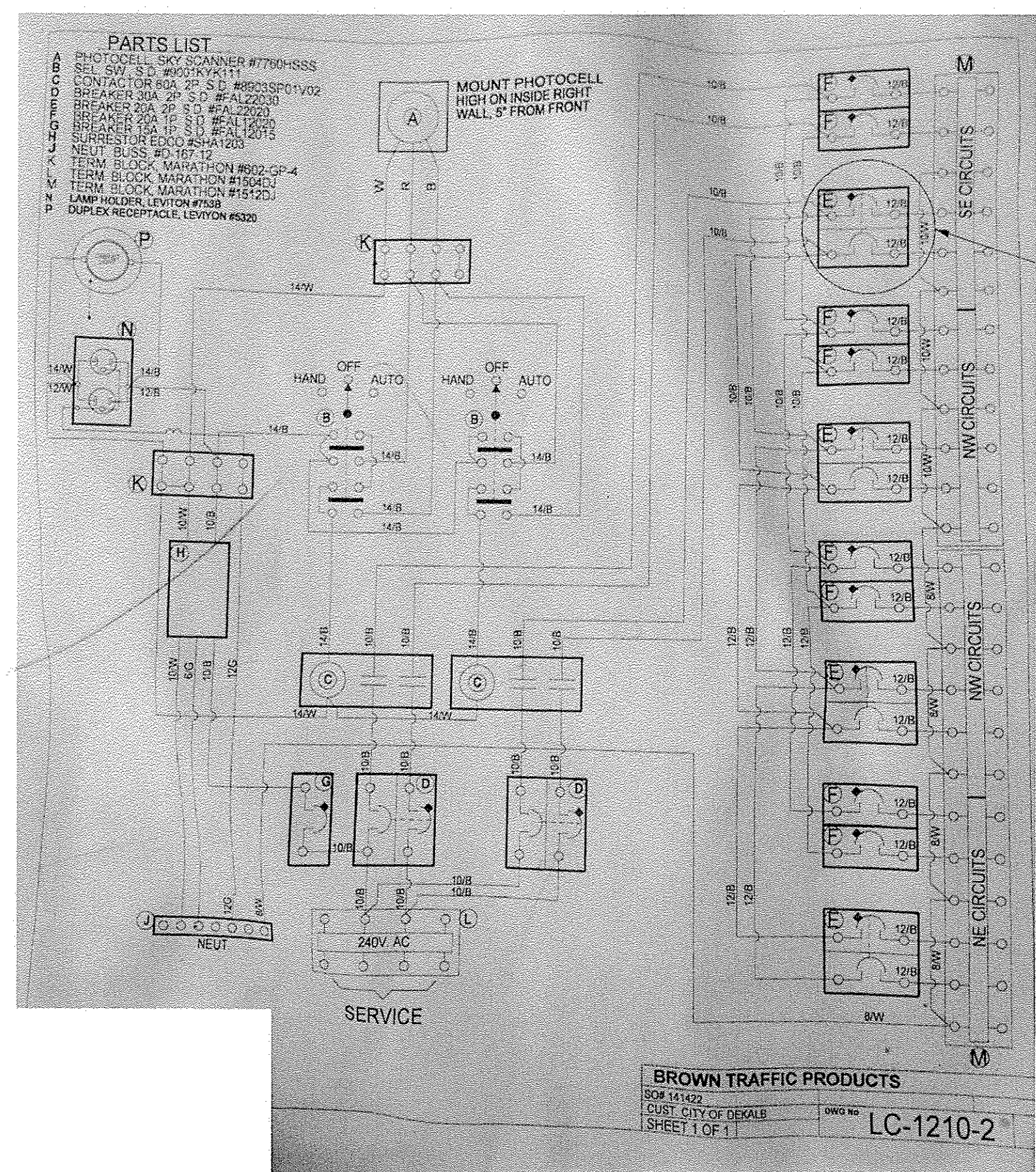




NOTES:
 WHEN NECESSARY, STANDARD 701606 SHALL BE USED TO CLOSE A LANE OF TRAFFIC ON ILLINOIS ROUTE 38 (LINCOLN HIGHWAY). THIS SHALL BE PAID FOR AS PART OF THE ITEM TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

KISHWAUKEE MULTI-USE TRAIL

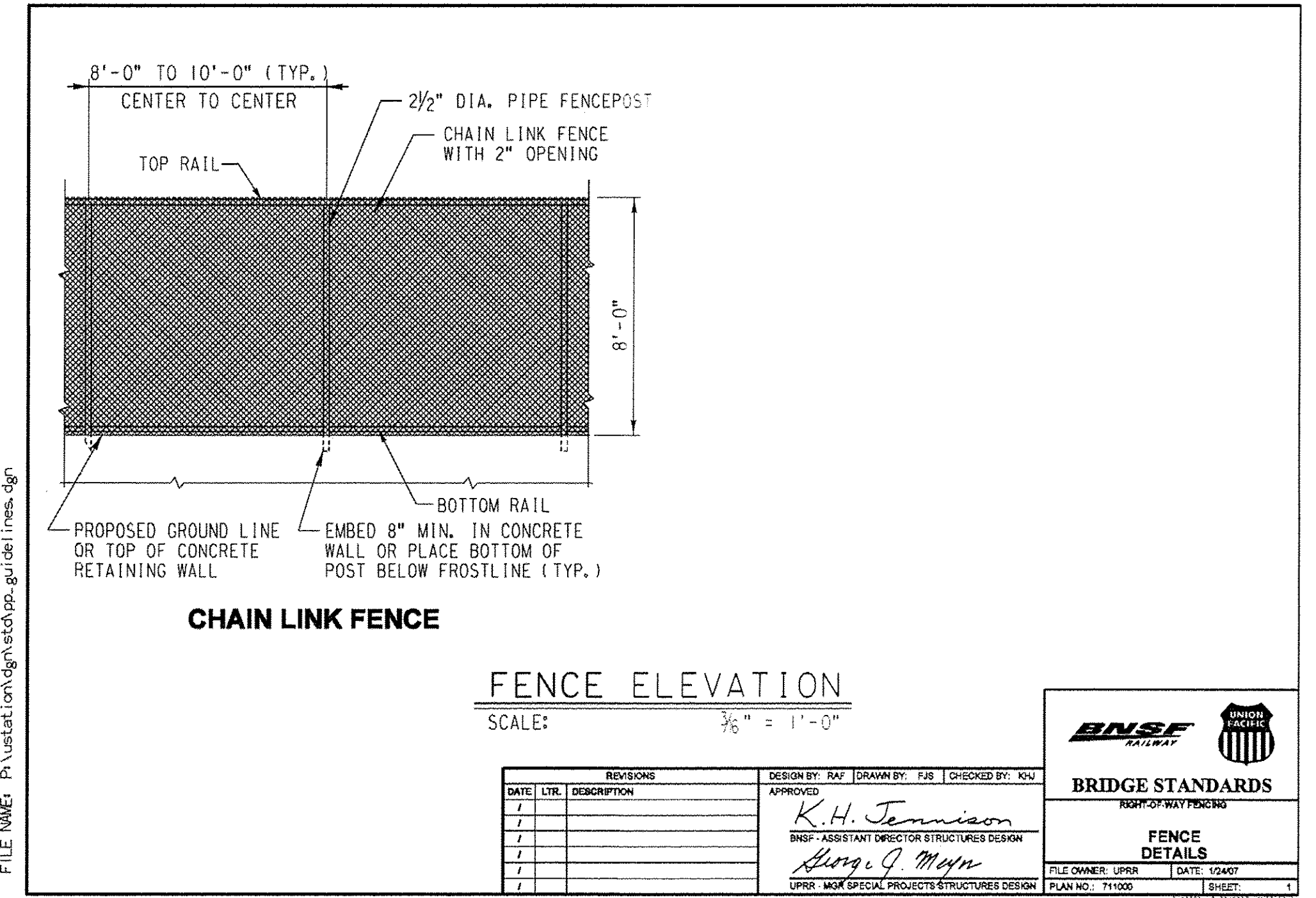
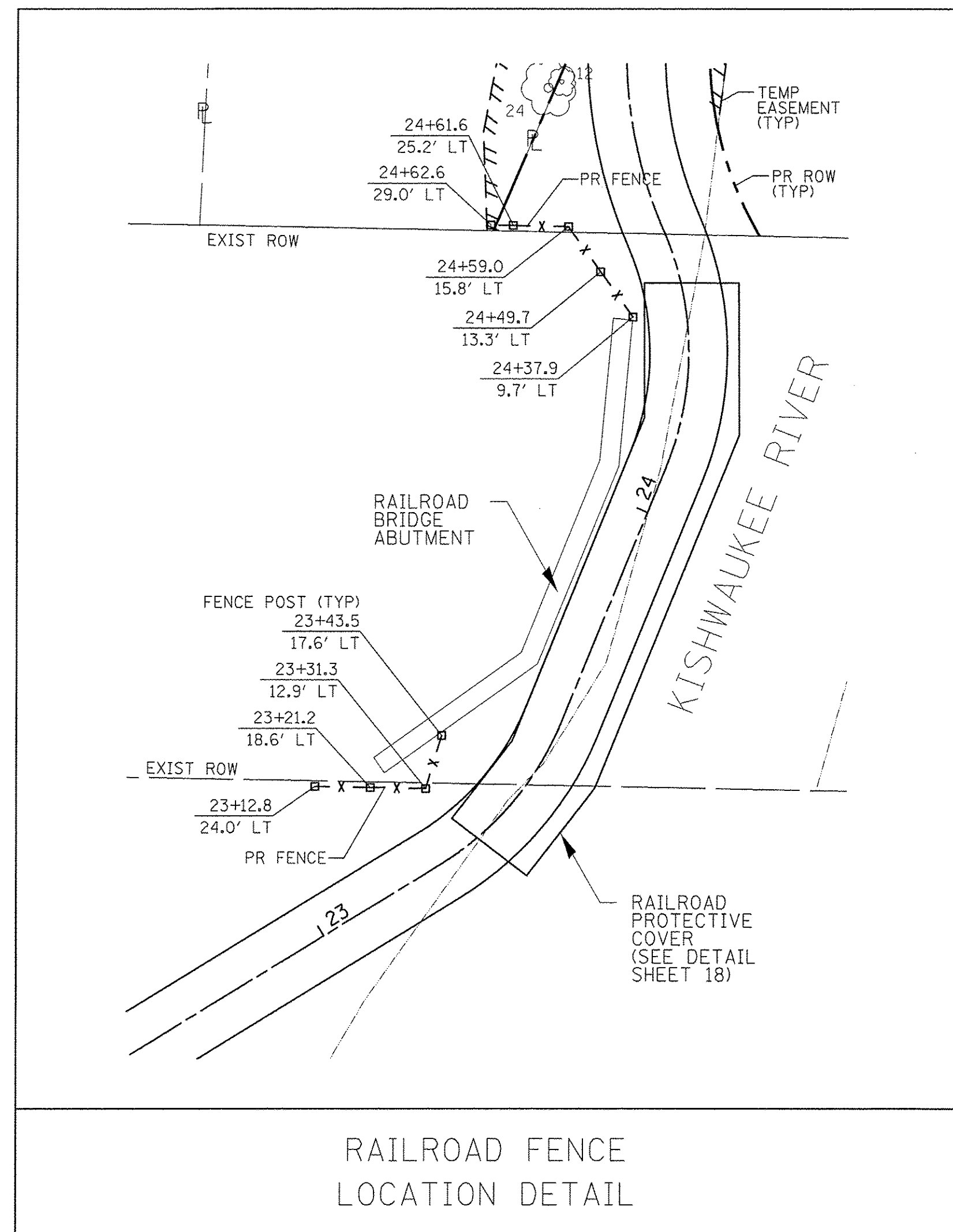
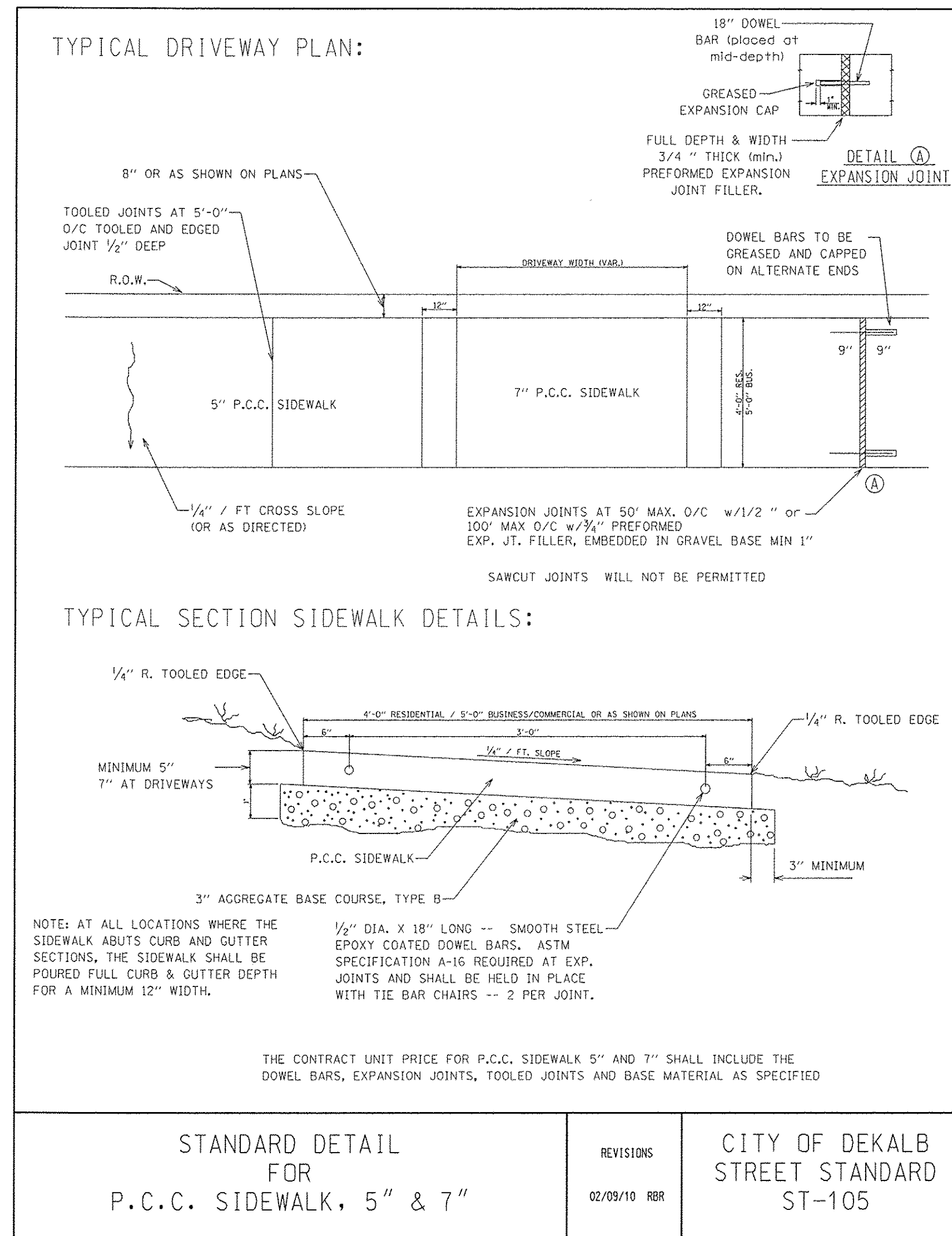
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	PLOT DATE = 12/8/2016	DATE - #DATE#	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE: 1" = 50'	SHEET 1	OF 1 SHEETS	STA. 10+00	TO STA. 31+00	



NOTES:
 THE EXISTING LIGHTING CONTROLLER FOR THIS SYSTEM IS LOCATED IN FRONT OF 100 PARK AVENUE. THIS PROJECT INCLUDES REPLACING AN EXISTING 20 AMP, TWO POLE BREAKER WITH A 30 AMP, TWO POLE BREAKER AS DIRECTED BY THE ENGINEER. DUE TO THE MODIFICATION OF THE EXISTING LIGHTING CONTROLLER, THE CONTRACTOR SHALL TAKE THE MAINTENANCE OF THE LIGHTING SYSTEM ONCE WORK ON THE ELECTRICAL SYSTEM BEGINS.

LEGEND
 - - - - - CONDUIT, METHOD OF INSTALTLATION, SIZE AND MATERIAL AS SPECIFIED
 ▲ LUMINAIRE, LED, VERTICAL MOUNT, 30 WATT

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							SCALE: 1" = 10'			SHEET OF SHEETS STA. TO STA.	

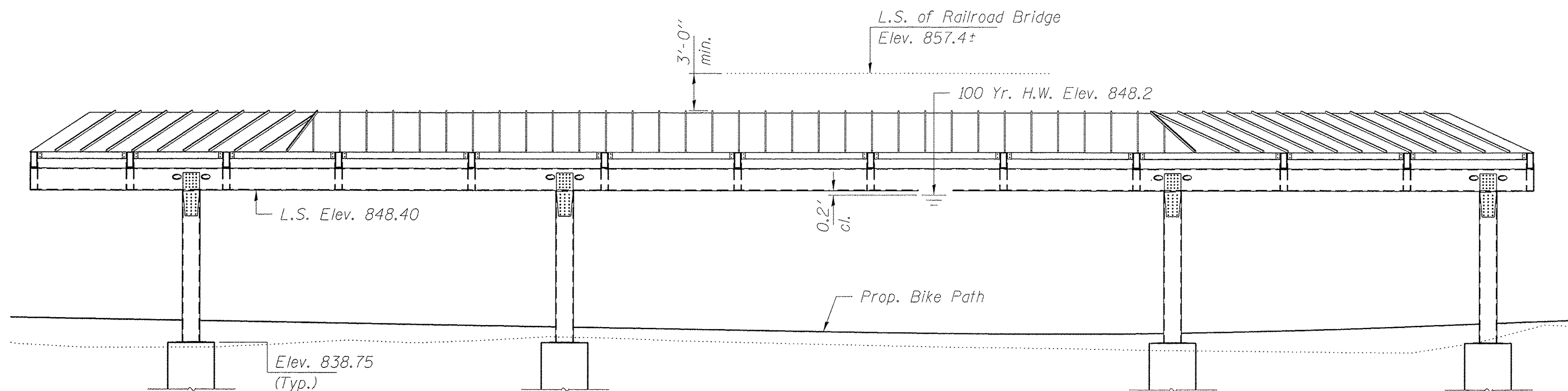


BENCHMARK: BM#2 (CP5) - IR with a red HLR Control Cap on stream bank, just south of Railroad bridge. Sta. 22+96.80, 6.50' Rt., Elev. 839.56 NAVD 88

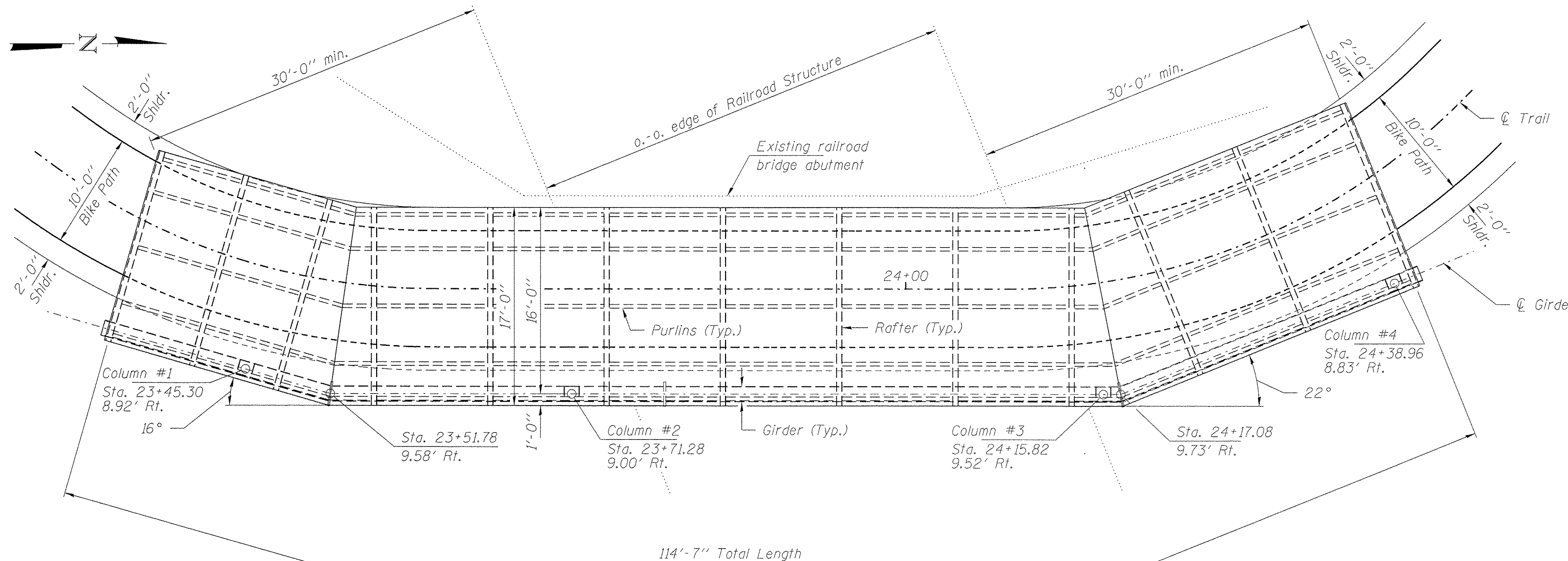
EXISTING STRUCTURE: None

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts, except as otherwise specified. Bolts $\frac{7}{8}$ " ϕ , holes $\frac{15}{16}$ " ϕ , unless otherwise noted. Two hardened washers are required for each bolt. Nuts shall be ASTM A563 Grade DH and the washers shall be ASTM F436 Type 1.
 Calculated weight of Structural Steel: M270 Grade 50 = 14,310 lbs.
 A500 Grade B = 44,180 lbs.
 All structural steel shall be AASHTO M 270 Grade 50 except HSS Sections which shall be ASTM A500 Grade B. Alternately, HSS Sections may conform to ASTM A572 Grade 50 or ASTM A1085 Grade 50.
 No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.
 The Epoxy / Urethane Paint System shall be used for painting all exterior surfaces of new structural steel and SSSMR except where otherwise noted. The entire system shall be shop applied, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all steel surfaces shall be Federal Standard 595B, color #14109; submit paint chips to the Engineer for approval prior to ordering any finish coat material.
 All structural steel shall conform to the Impact Testing Requirement, Zone 2.
 All tube steel, plates, angles, bolts, anchor bolts, nuts, washers and SSSMR shall be galvanized according to AASHTO M111 or M232 as applicable. The galvanized surface shall be prepared according to ASTM D6386 for all exterior surfaces that will be painted.
 Anti-Graffiti Coating shall be applied to the following locations: Steel Columns
 Contractor may substitute removable high strength blind bolts in order to omit required handholes. Contractor shall submit bolt material specifications showing equal or greater capacity provided by the blind bolts for review and acceptance by the Engineer.
 Lock nuts shall be used with all bearing type bolt connections.



ELEVATION



PLAN

DESIGN SPECIFICATIONS

ASCE/SEI 7-05 Minimum Design Loads for Buildings and other Structures
 AISC Hollow Structural Sections Connections Manual

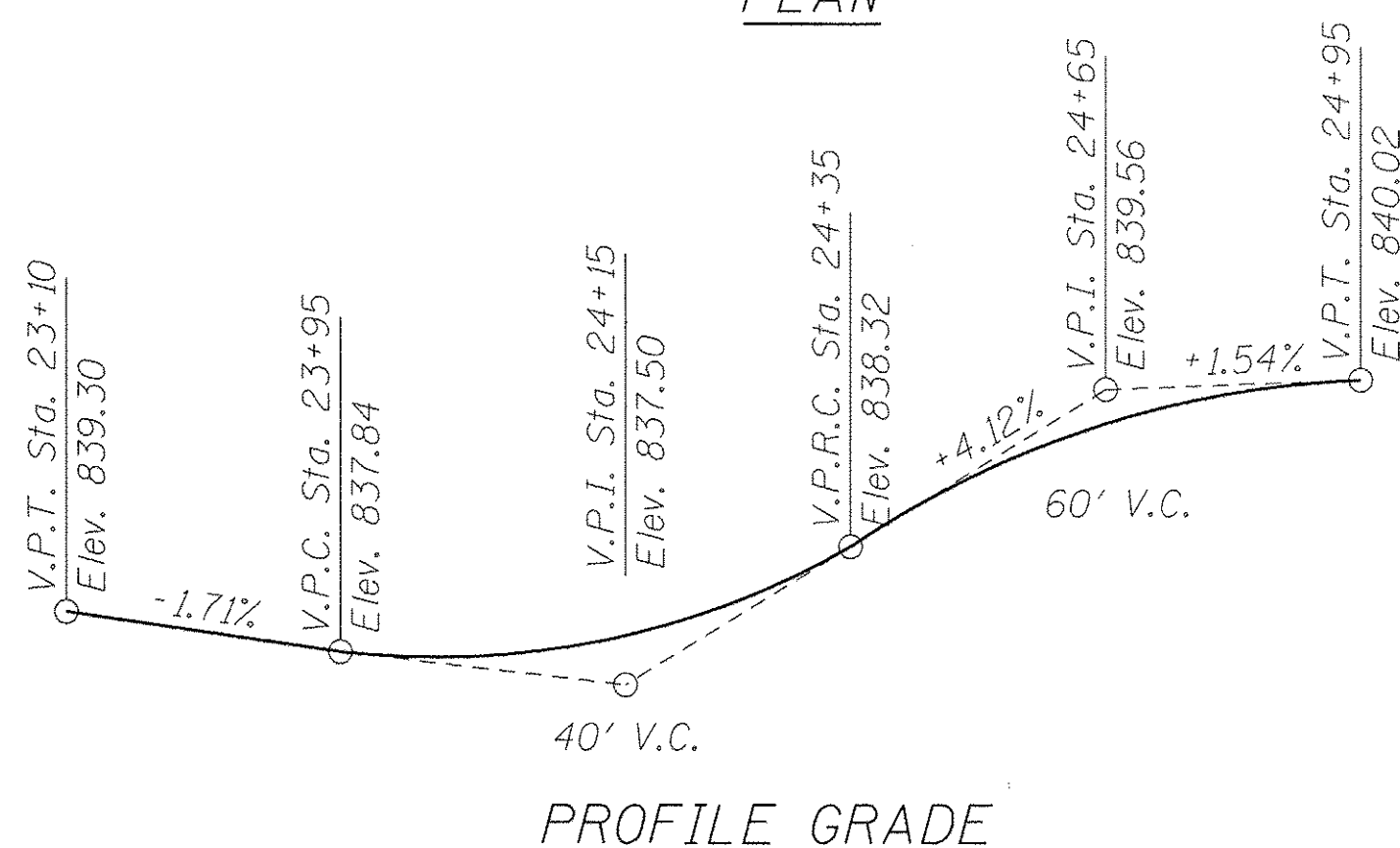
MULTI-USE TRAIL LOADING

ROOF LOADINGS

Main Wind Force Resistance System:
 $C_w = 19$ psf, -45 psf
 Wind Load on Components and Cladding
 $C_w = 19$ psf, -45 psf
 Balanced Snow Load = 25 psf

DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50) - Connection Plates
 $f_y = 46,000$ psi (ASTM A500 Gr. B) - Framing tube steel
 or 50,000 psi (ASTM A572 Grade 50)

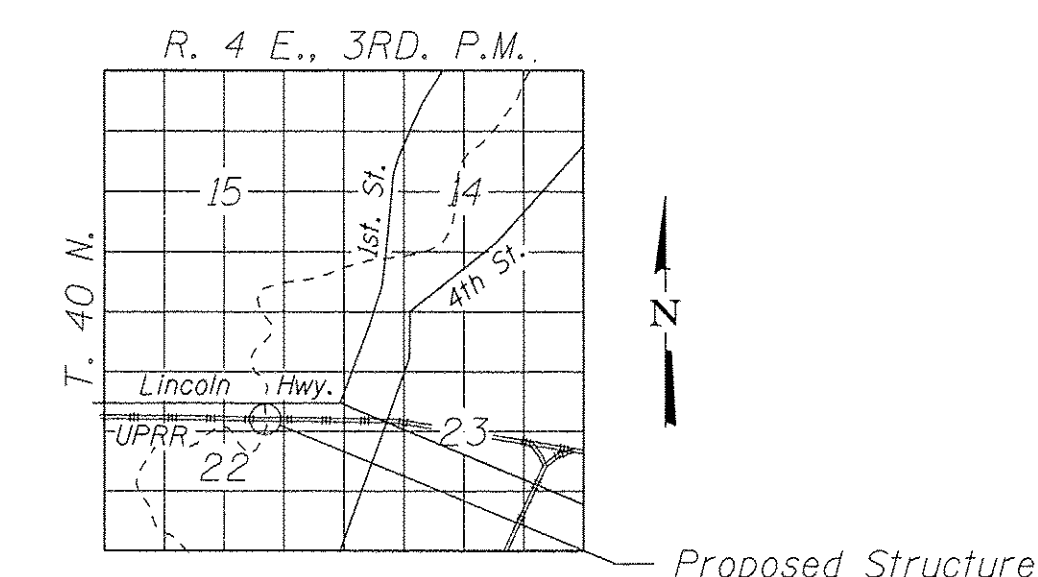


PROFILE GRADE

Design Scour Elevations (ft.)	
	Channel
Q100	834.0
Q500	833.4

INDEX OF STRUCTURE SHEETS

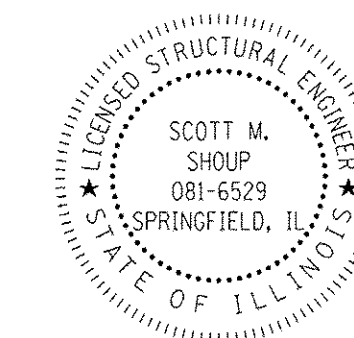
1. General Plan & Elevation
2. Cross Section and General Details
- 3-4. Structure Details
5. Base Plate and Additional Details
6. Drilled Shaft
7. Boring



LOCATION SKETCH

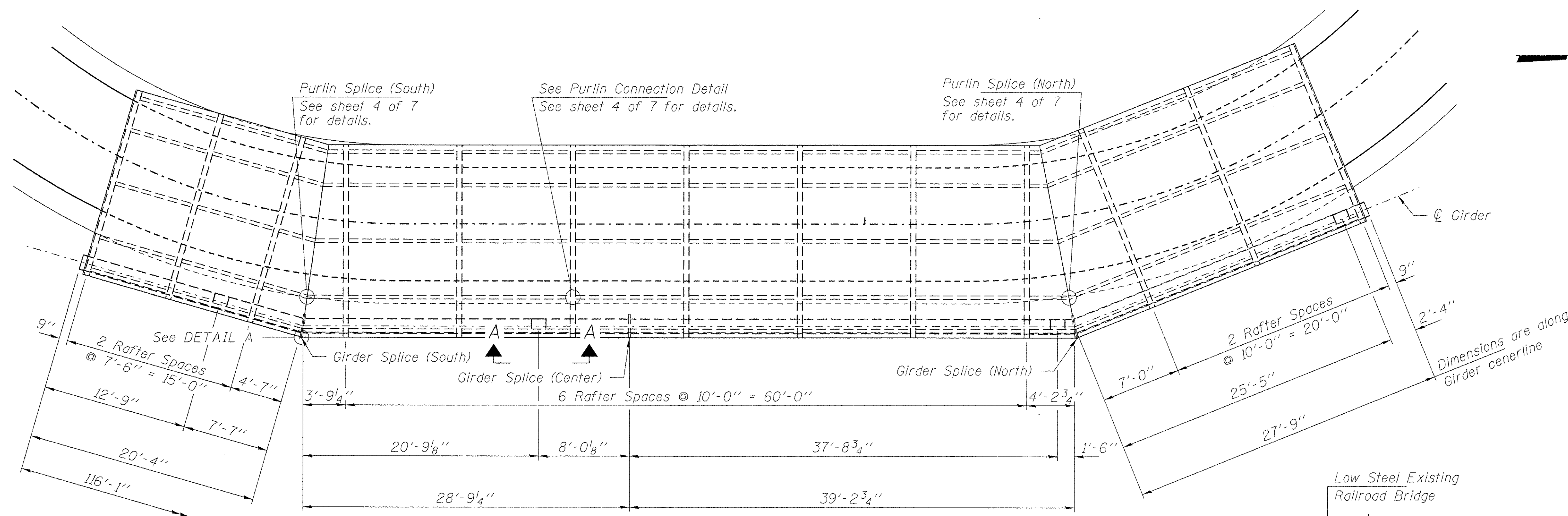
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Furnishing and Erecting Structural Steel	L. Sum	1		1
Reinforcement Bars, Epoxy Coated	Pound		3,670	3,670
Drilled Shaft in Soil	Cu. Yd.		28.5	28.5
Anti-Graffiti Protection System	Sq. Ft.	217		217
Anchor Rods	Each		80	80
Structural Standing Seam Metal Roof	Sq. Ft.	1,886		1,886

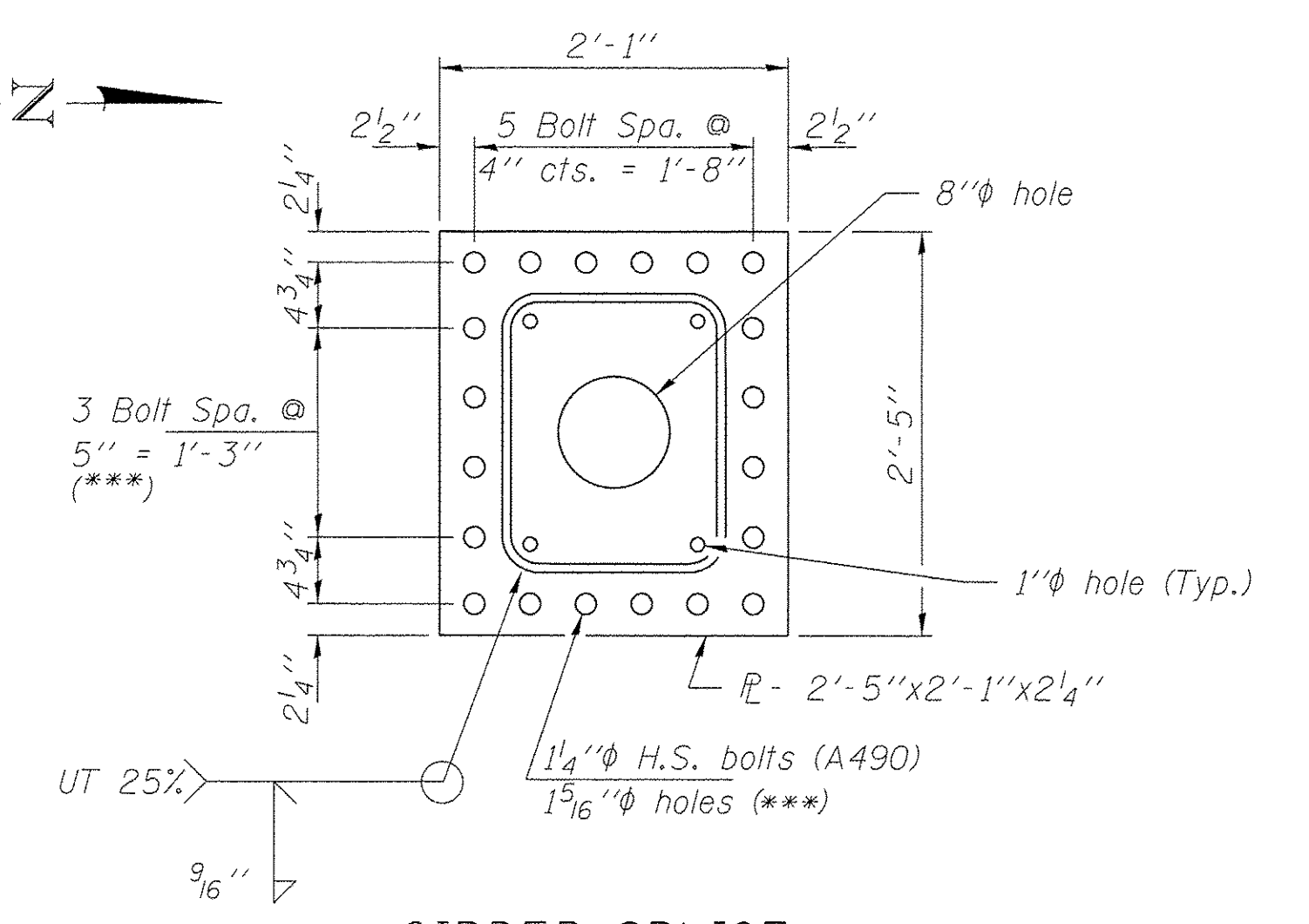


ILLINOIS STRUCTURAL NO. 081-6529
 Expires 11-30-2018

FILE NAME = 130067-sht-shield structure.dgn	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KISHWAUKEE KIWANIS MULTI-USE TRAIL RAILROAD PROTECTIVE COVER GENERAL PLAN AND ELEVATION	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 308 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	USER NAME = #USER#	CHECKED - T.J.A.			REVISED -	13-00182-00-BT	DeKalb	40	20
ILLINOIS PROFESSIONAL DESIGN FIRM LS/PE/SE CORP. 184.000959	PLOT SCALE = #SCALE#	DRAWN - D.A.B.			REVISED -	CONTRACT NO. 87599			
	PLOT DATE = 2/23/2017	CHECKED - M.D.C.			REVISED -	[ILLINOIS] FED. AID PROJECT			

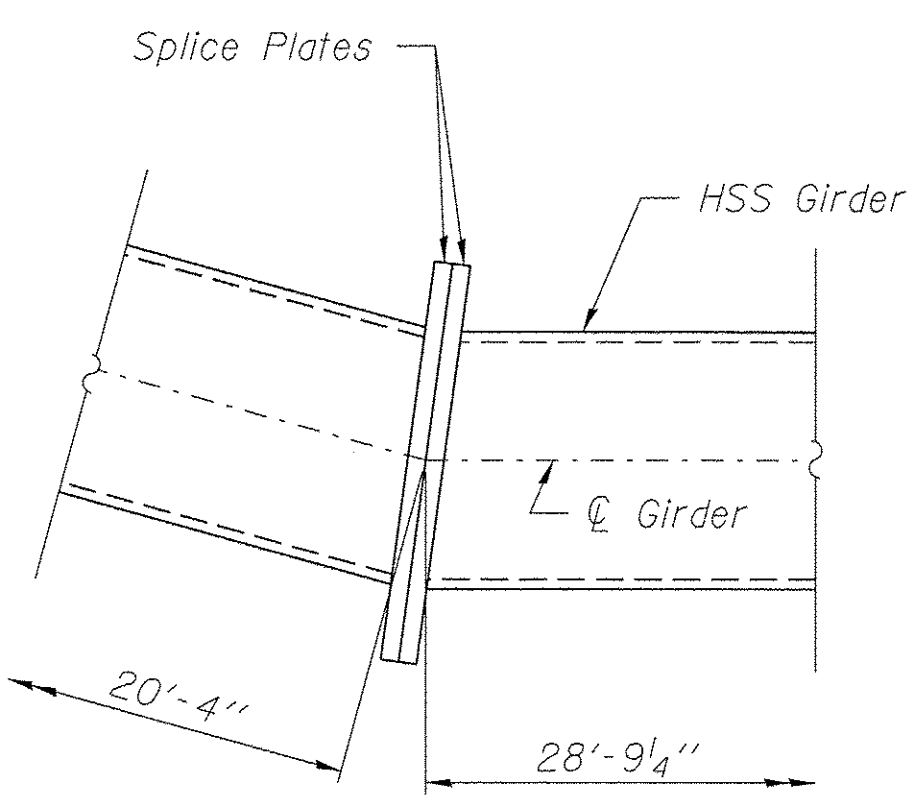


PLAN



GIRDER SPLICE

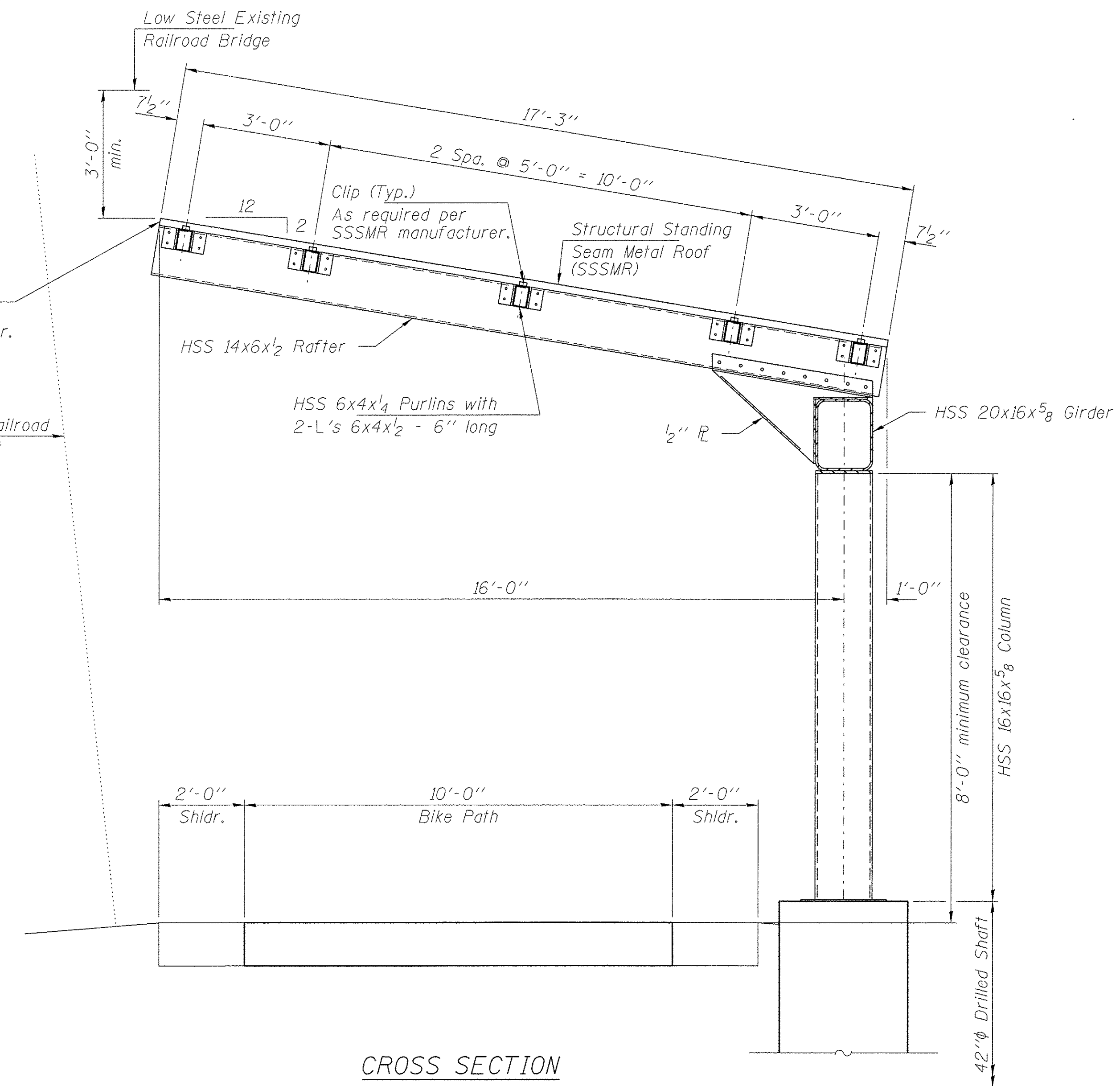
***Oversized holes are allowed on the obtuse angle side web bolts of the North Splice to facilitate the installation of the bolts.



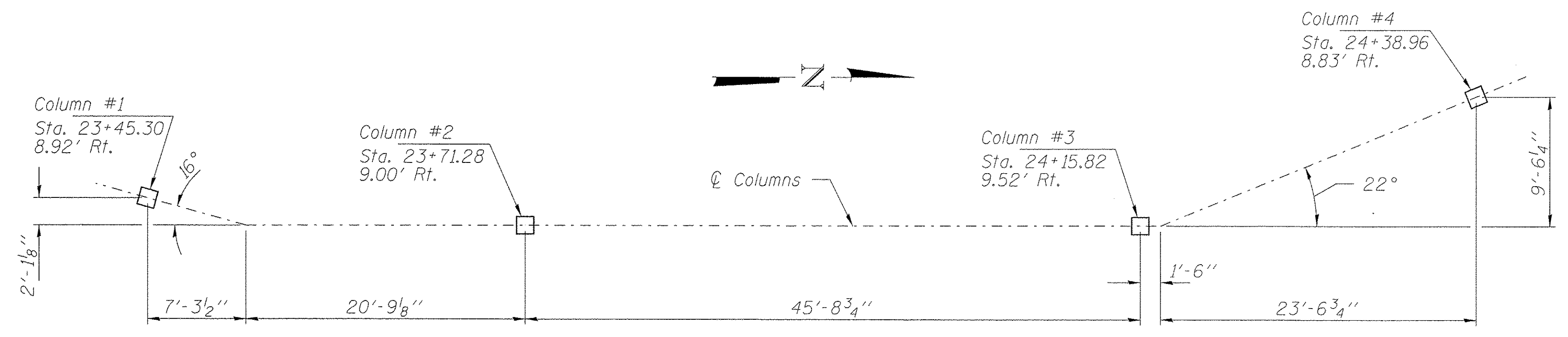
DETAIL A
(other splice locations similar)

Note:
See sheet 3 of 7 for SECTION A-A.

Flashing (Typ.)
As required per SSSMR manufacturer.

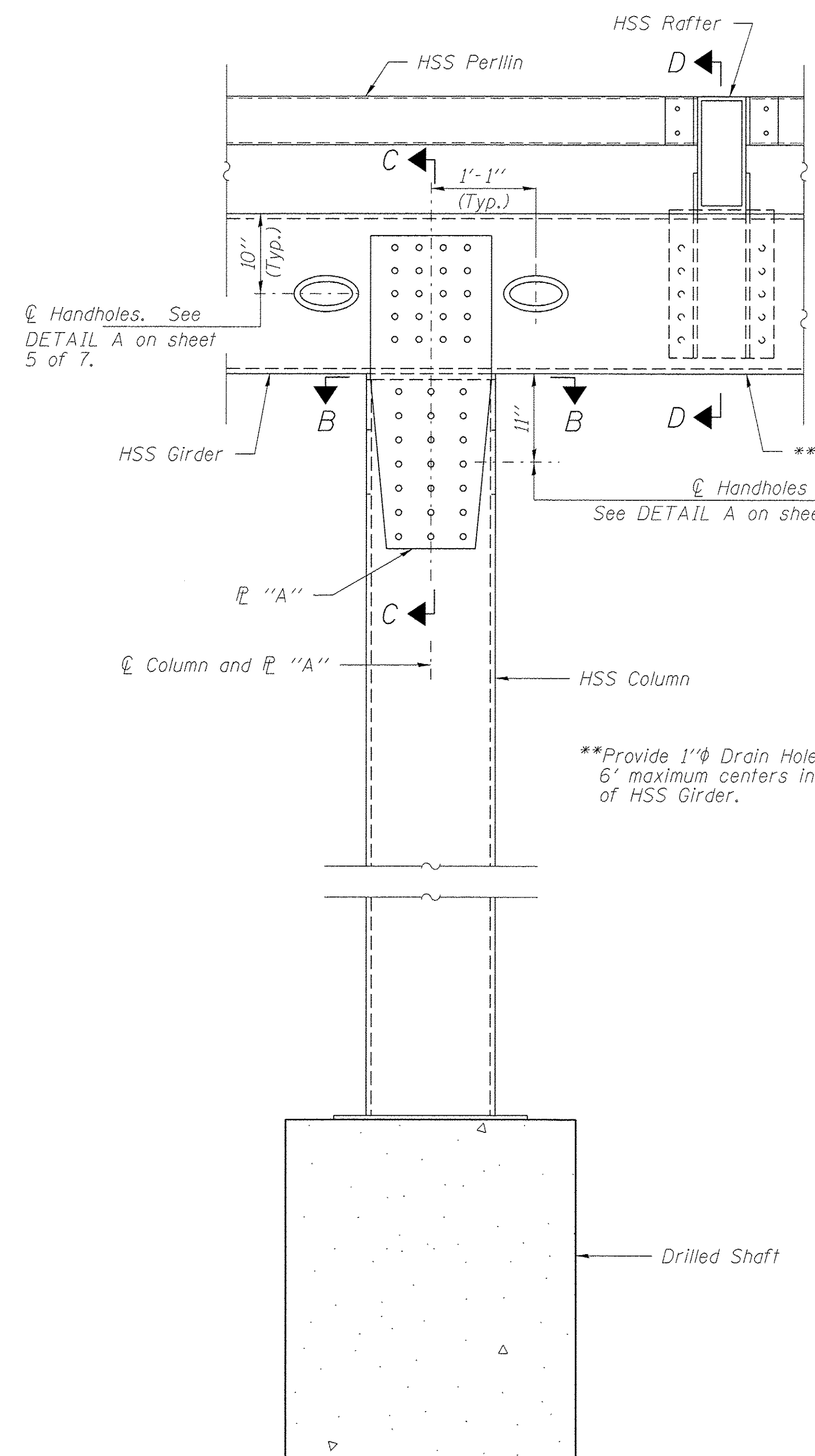


CROSS SECTION

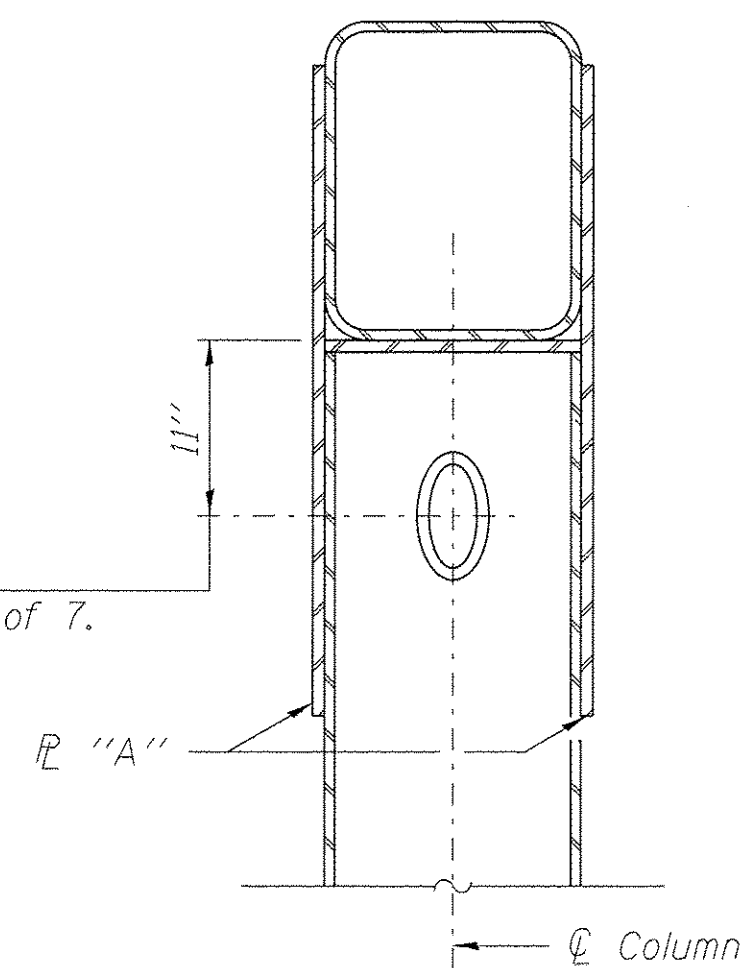


COLUMN LAYOUT
(Column stationing and offsets are from ϕ Bike Path)

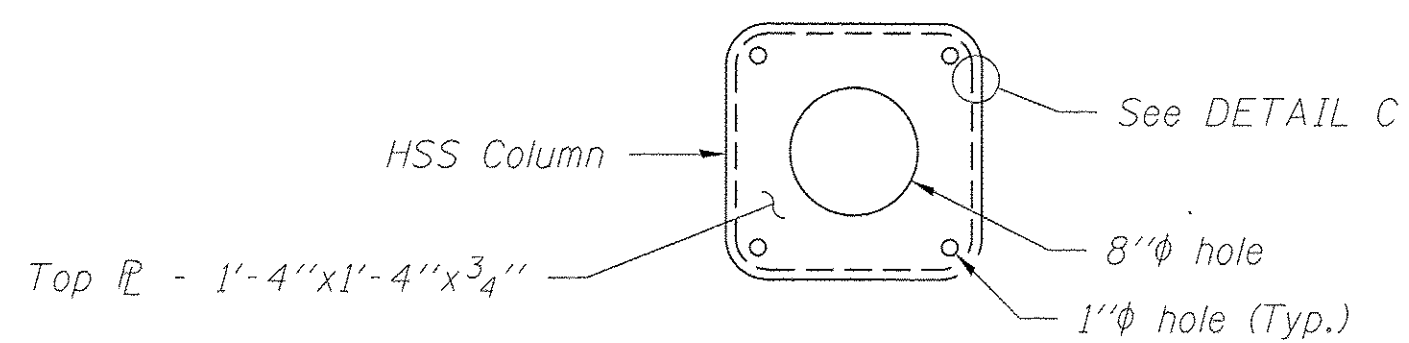
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HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	USER NAME = *USER*	CHECKED - T.J.A.			REVISED -	13-00182-00-BT	DeKalb	40	21
ILLINOIS PROFESSIONAL DESIGN FIRM L8 / PE / SE CORP. 184.000999	PLOT SCALE = *SCALE*	DRAWN - D.A.B.			REVISED -	CONTRACT NO. 87599			
	PLOT DATE = 2/23/2017	CHECKED - M.D.C.			REVISED -	[ILLINOIS] FED. AID PROJECT			
					SHEET NO. 2 OF 7 SHEETS				



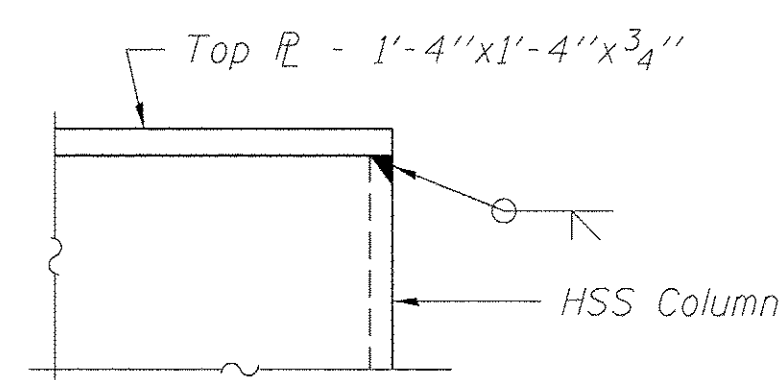
SECTION A-A



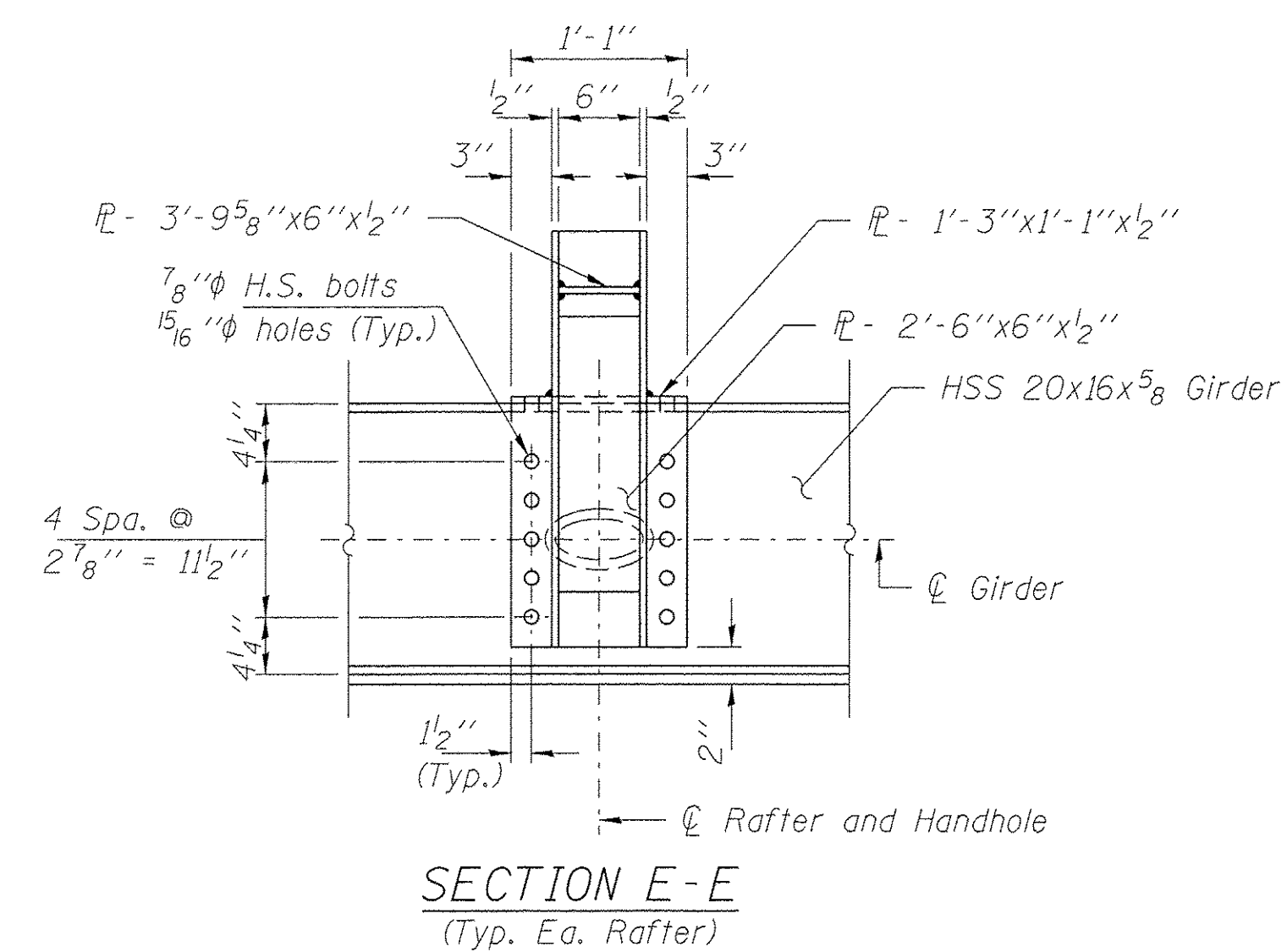
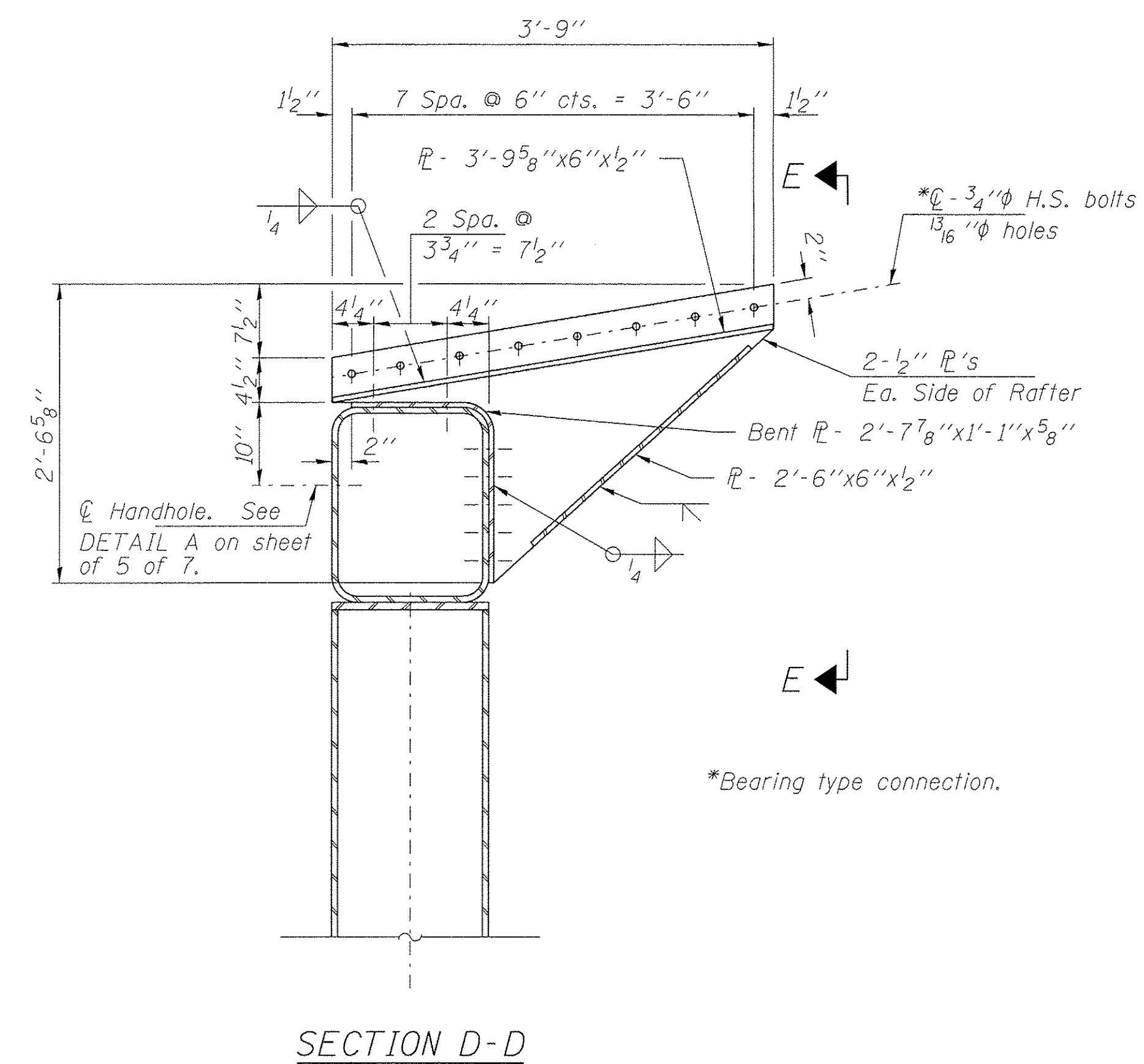
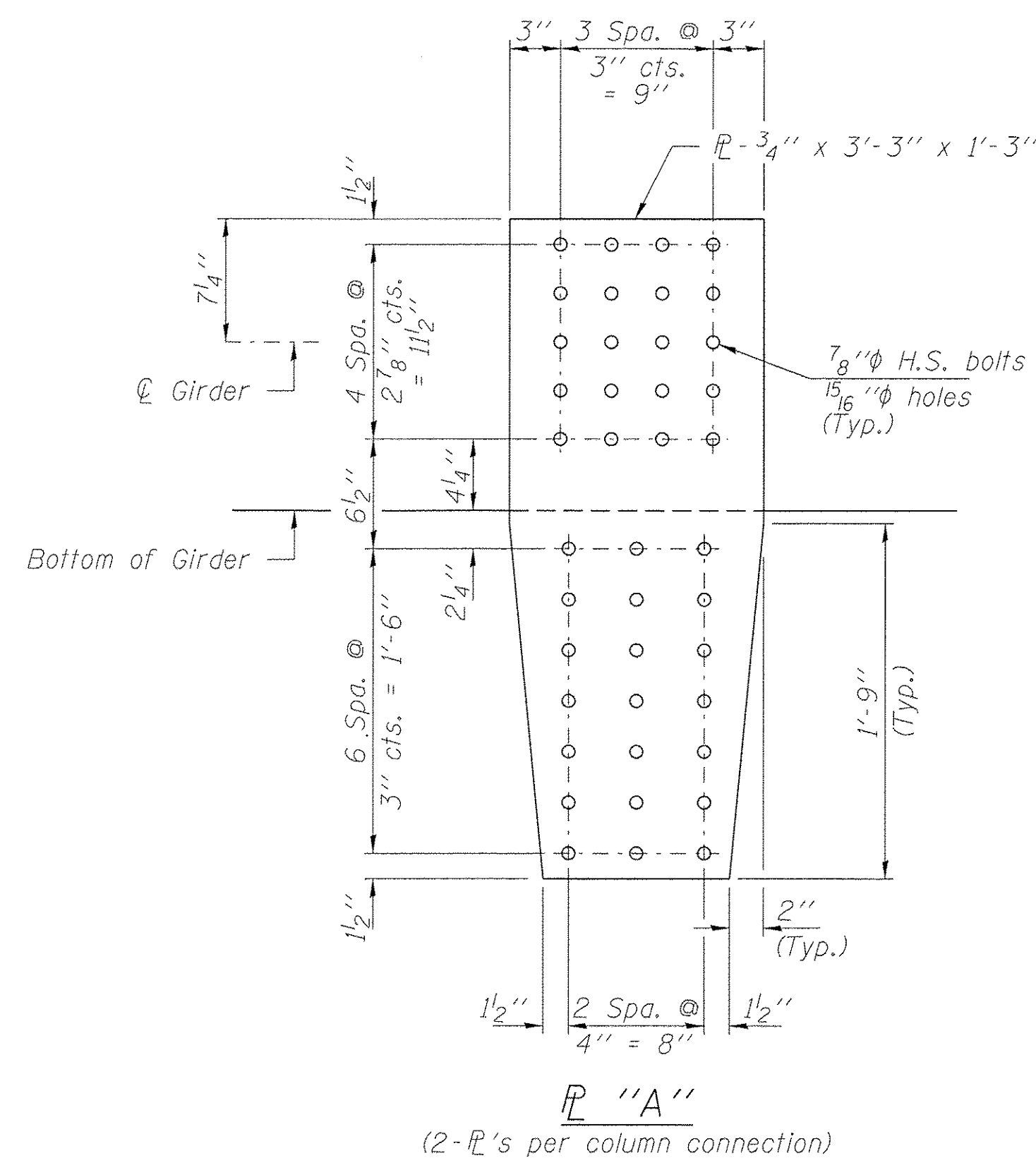
SECTION C-C



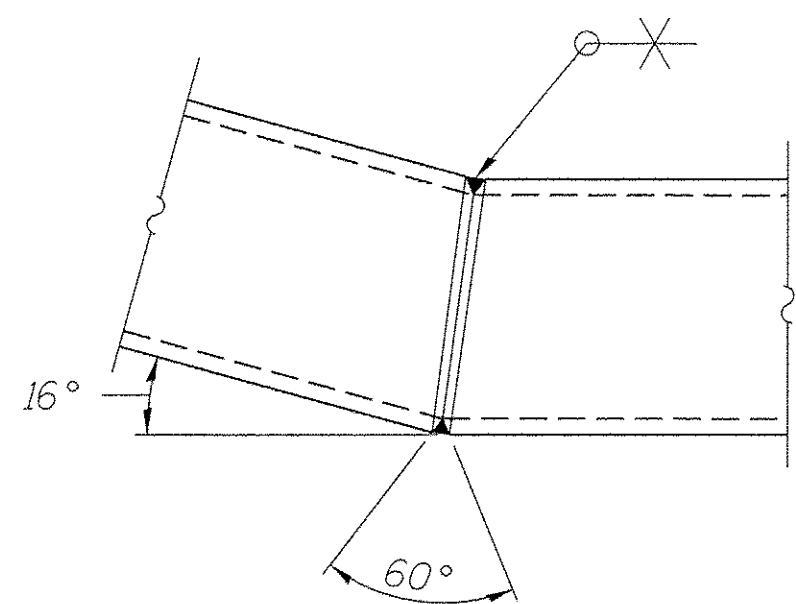
SECTION B-B



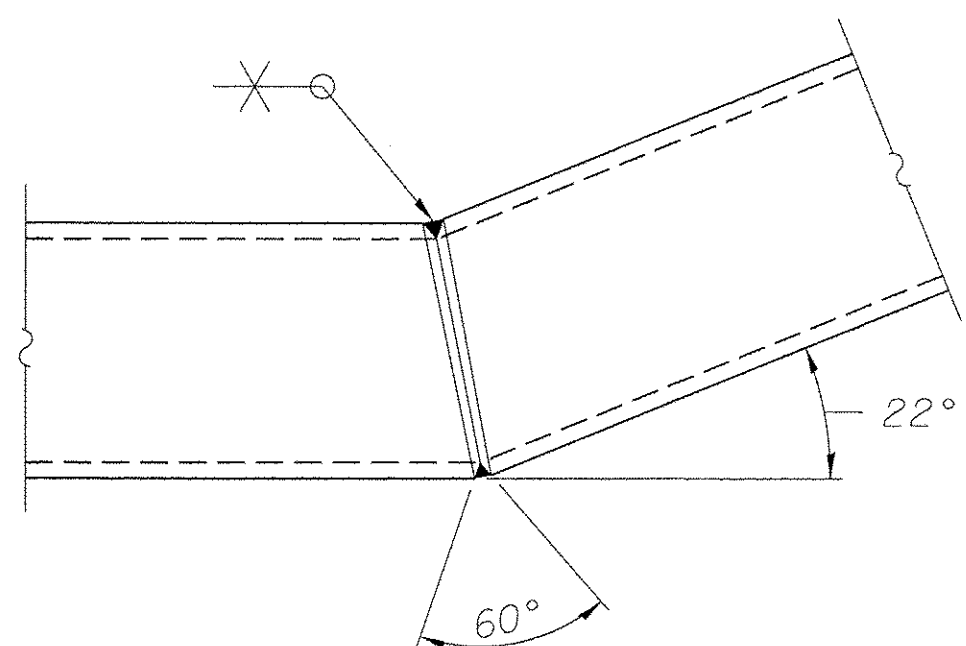
DETAIL C



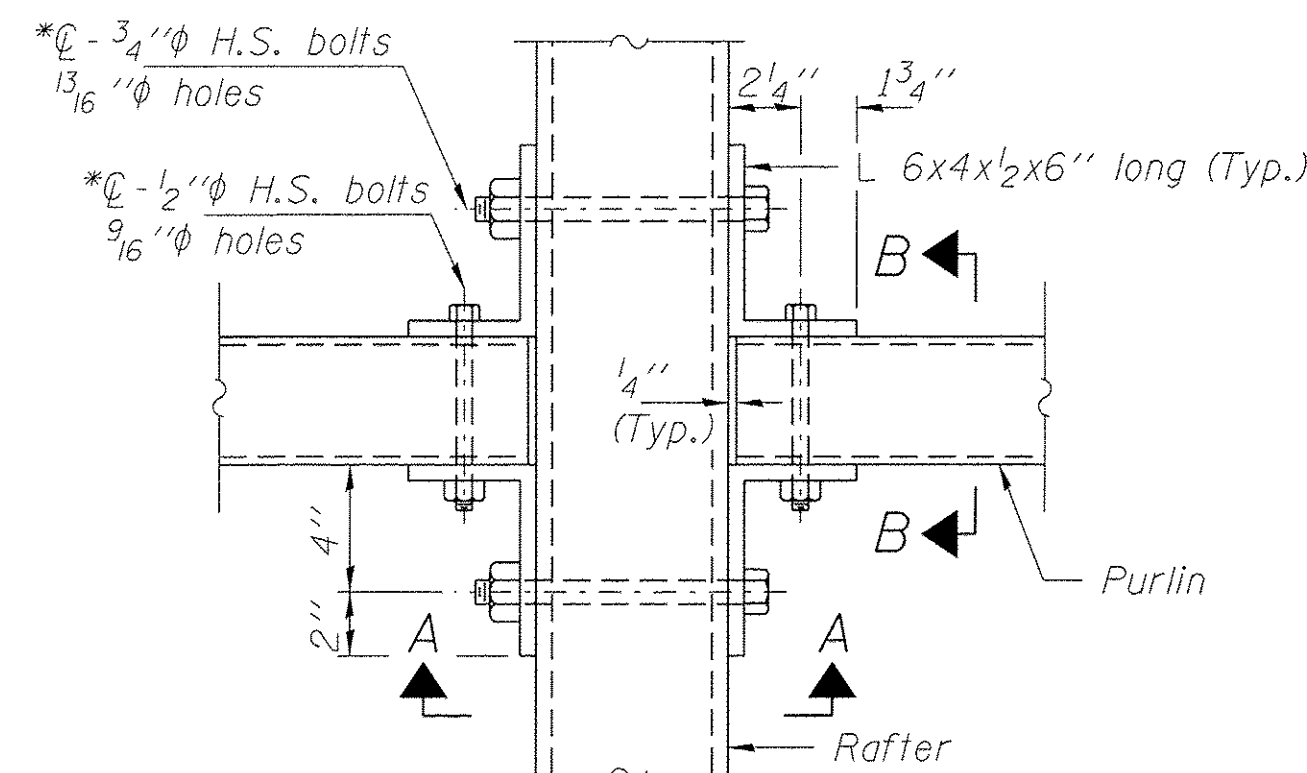
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ILR ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184.000999	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 87599			
PLOT SCALE = \$SCALE\$	CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT			
PLOT DATE = 2/23/2017			SHEET NO. 3 OF 7 SHEETS					



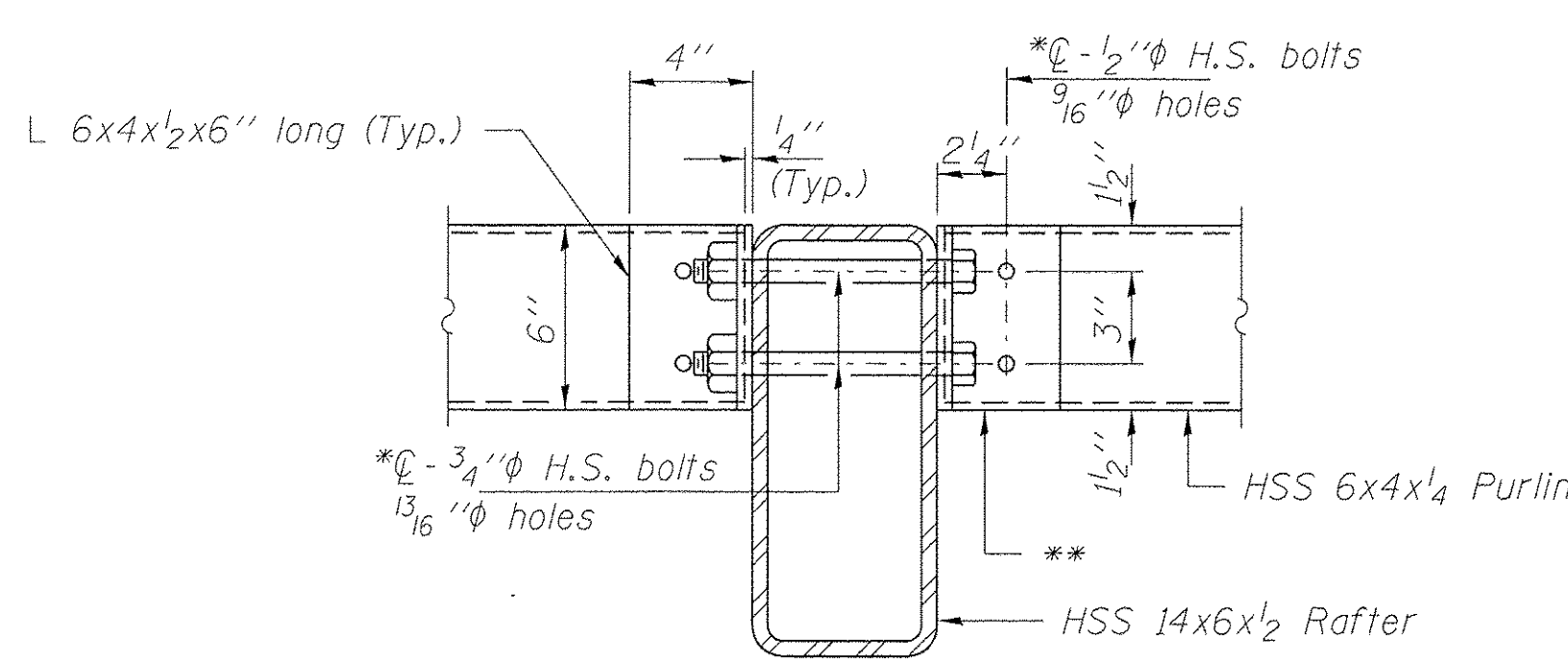
PURLIN SPLICE (SOUTH)



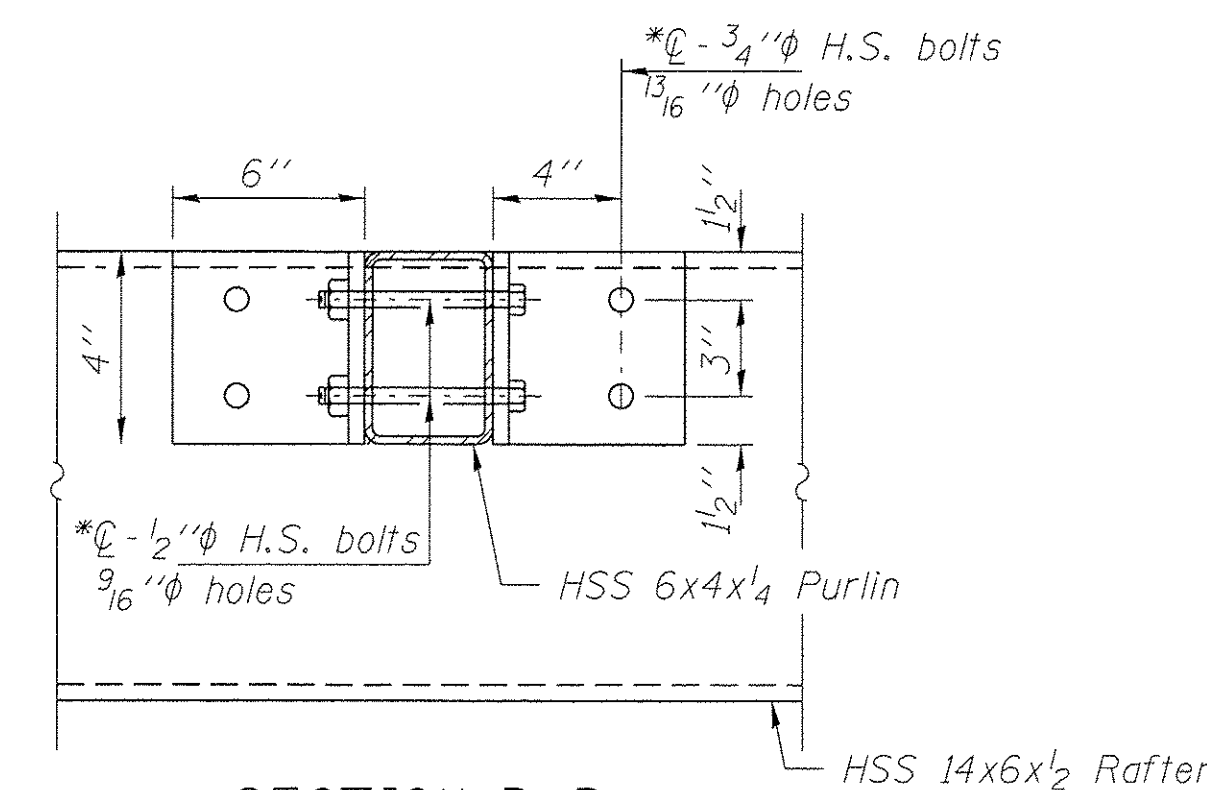
PURLIN SPLICE (NORTH)



PLAN



SECTION A-A

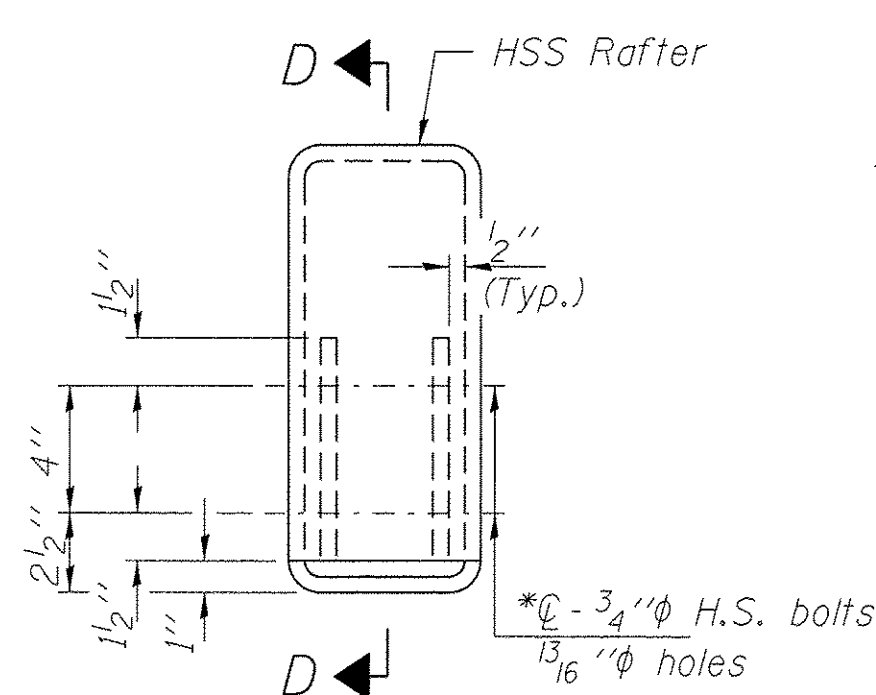


SECTION B-B

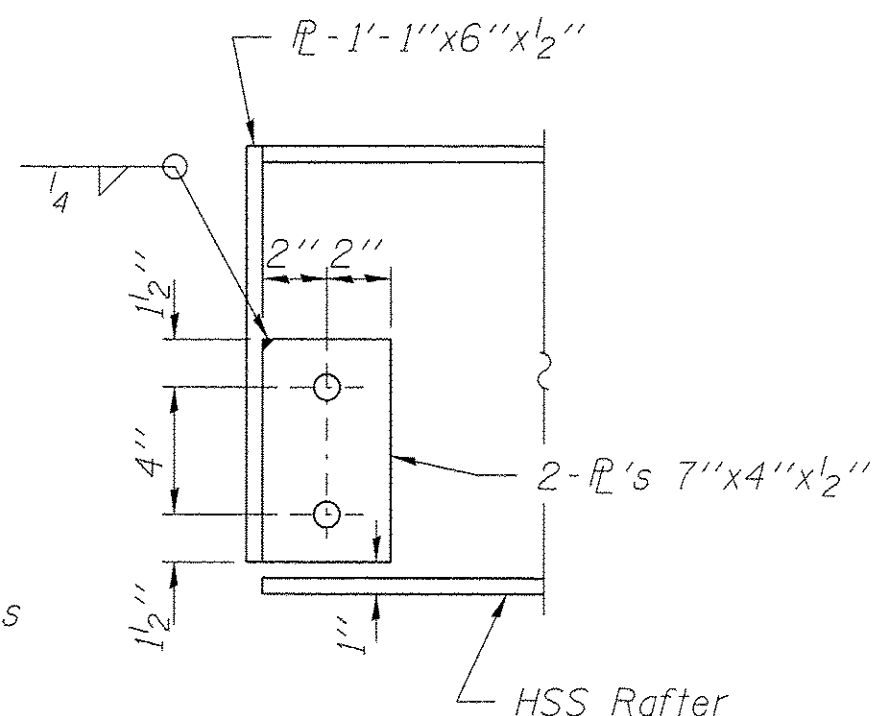
*Bearing type connection.

PURLIN CONNECTION DETAILS

**Provide 1/2" φ Drain Holes at 6' maximum centers. Located on "Low" side of the bottom flange.

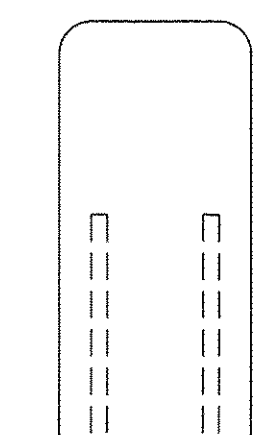


END VIEW

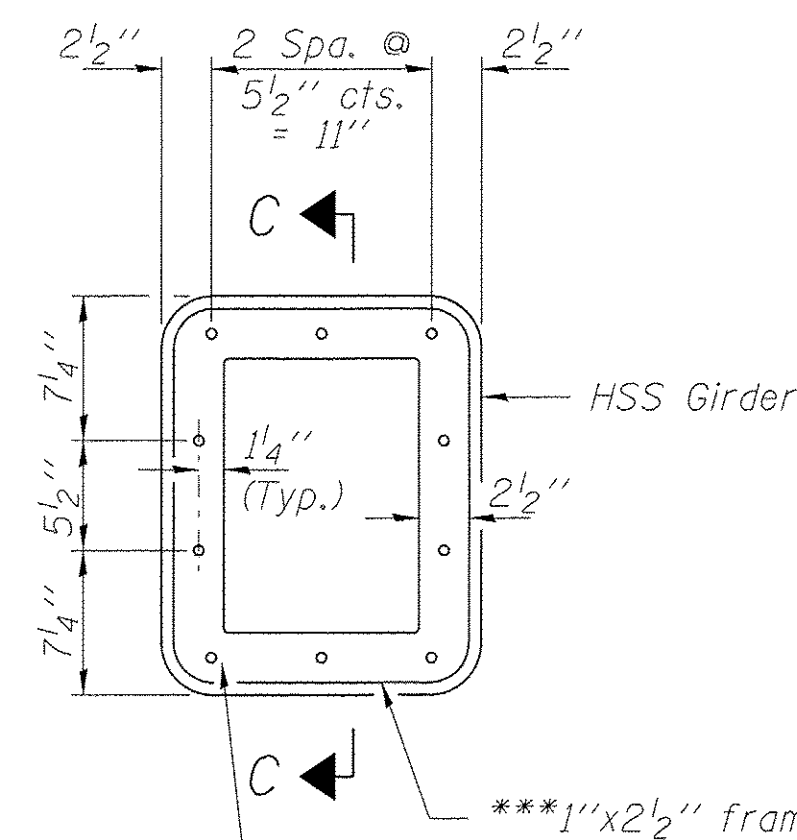


SECTION D-D

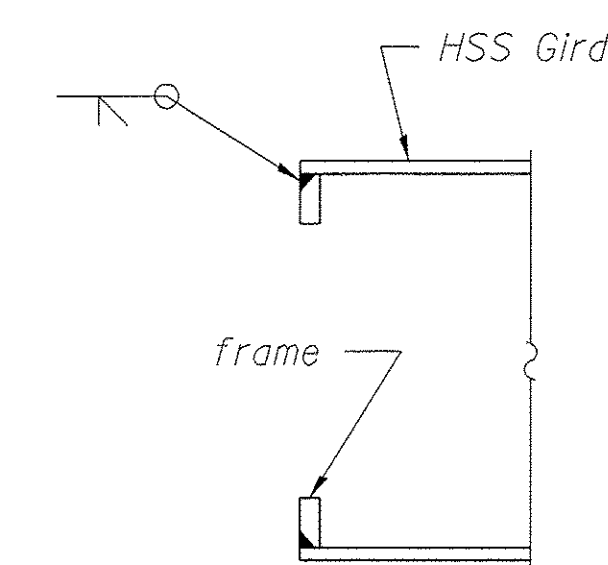
RAFTER END PLATE



END PLATE

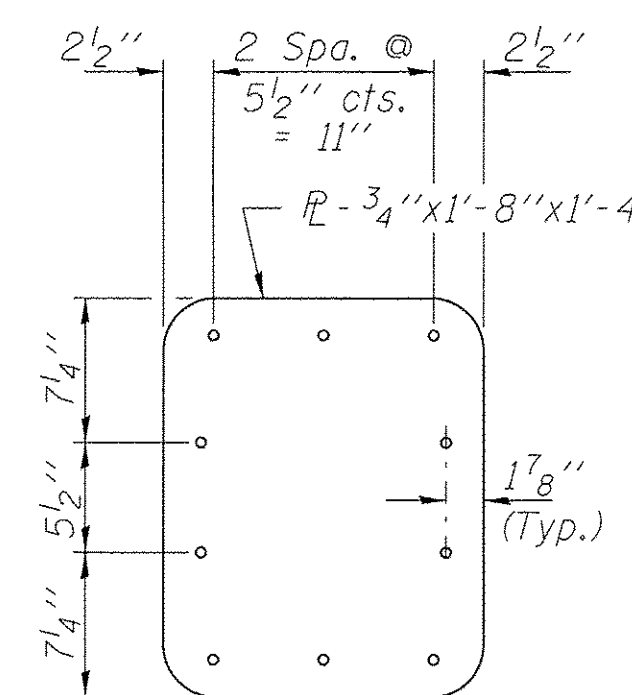


END VIEW



SECTION C-C

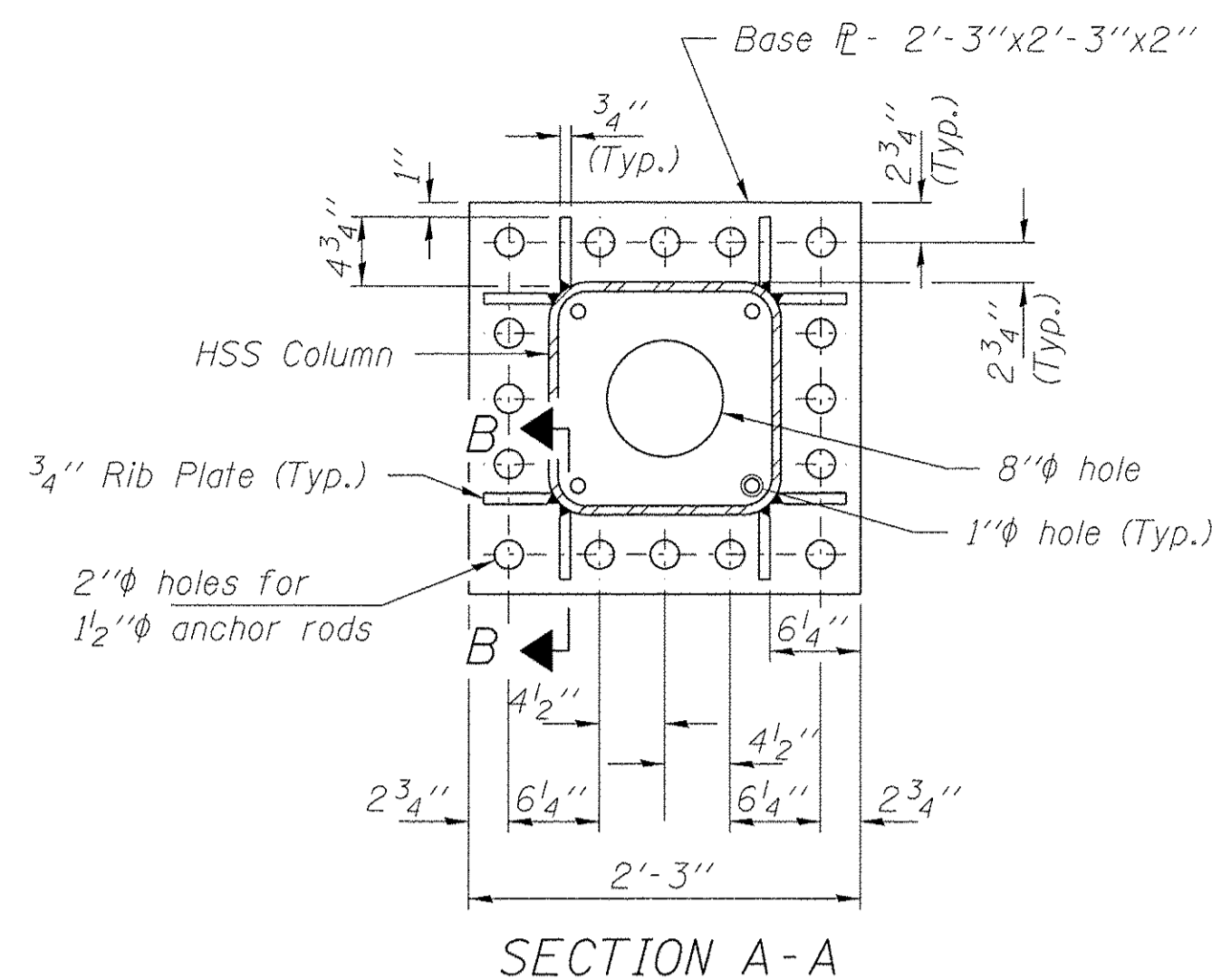
GIRDER END PLATE
(2-Required)



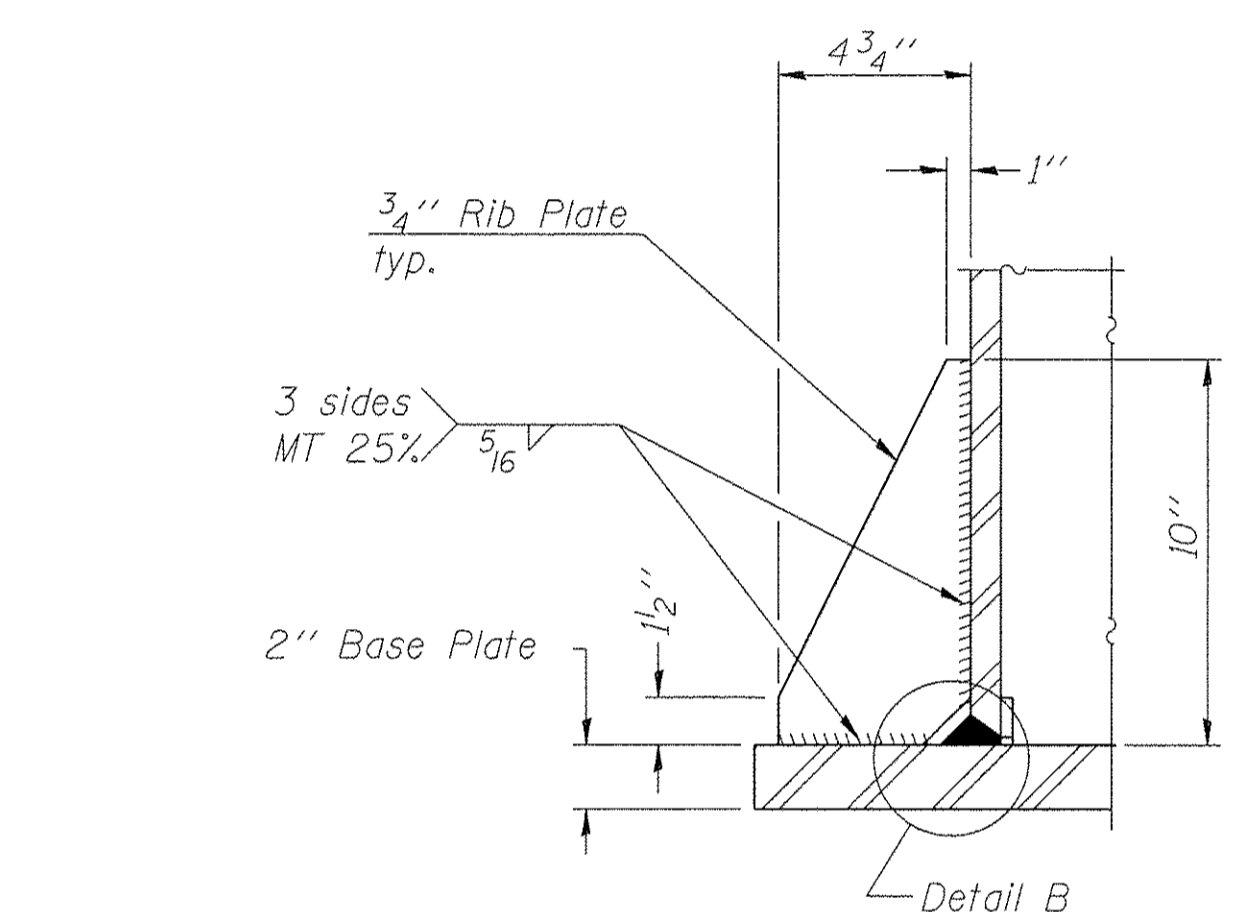
END PLATE

***Frame may be fabricated by butt welding flat bar or may be cut from 1" plate. All cut faces to be ground to ANSI Roughness of 500 μin or less.

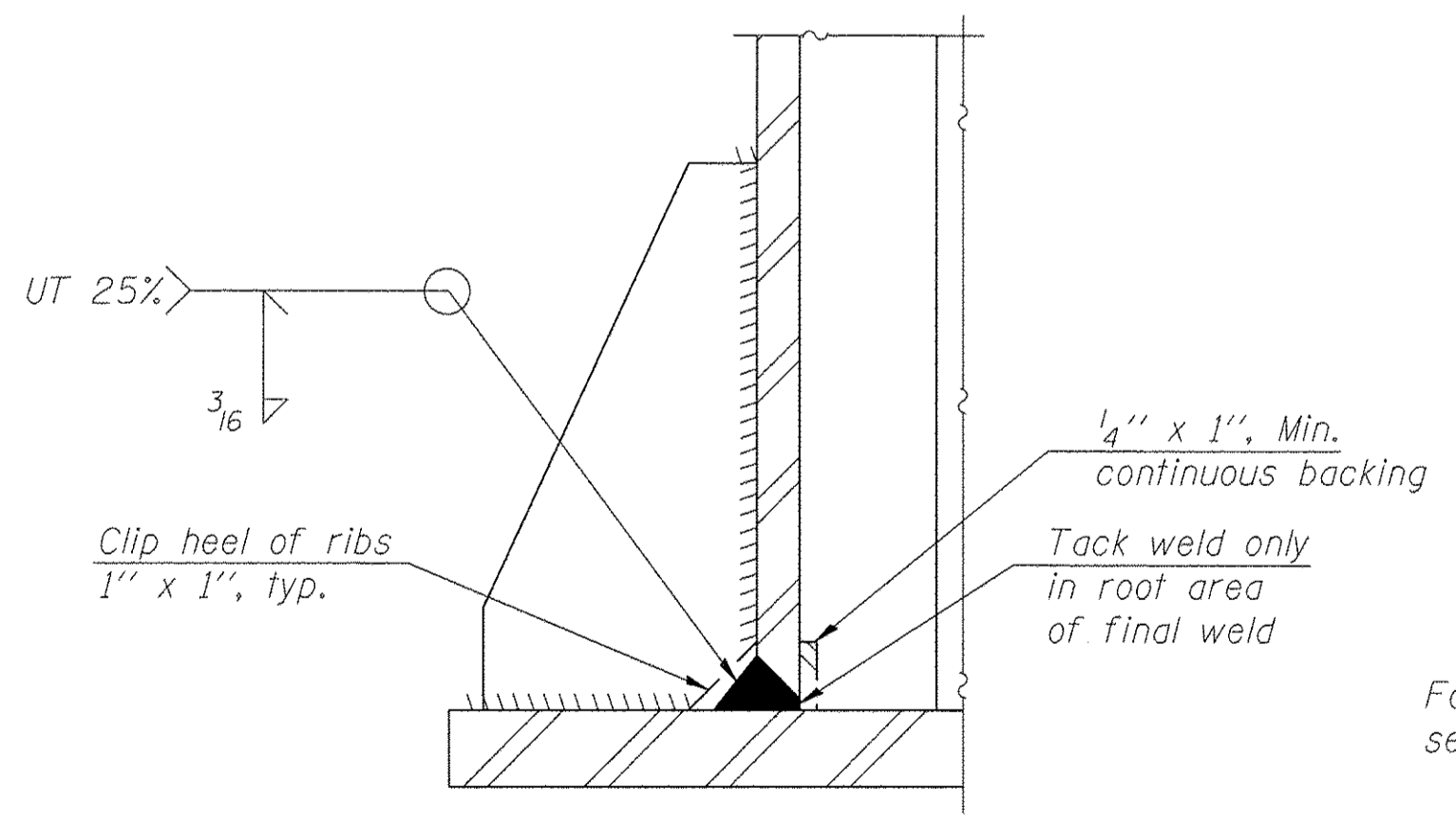
FILE NAME = 130067-sht-shield structure.dgn	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KISHWAUKEE KIWANIS MULTI-USE TRAIL RAILROAD PROTECTIVE COVER DETAILS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3385 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000999	USER NAME = #USER#	CHECKED - T.J.A.			REVISED -	13-00182-00-BT	DeKALB	40	23
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	PLOT DATE = 2/23/2017	CHECKED - M.D.C.			REVISED -	ILLINOIS FED. AID PROJECT			
				SHEET NO. 4 OF 7 SHEETS					



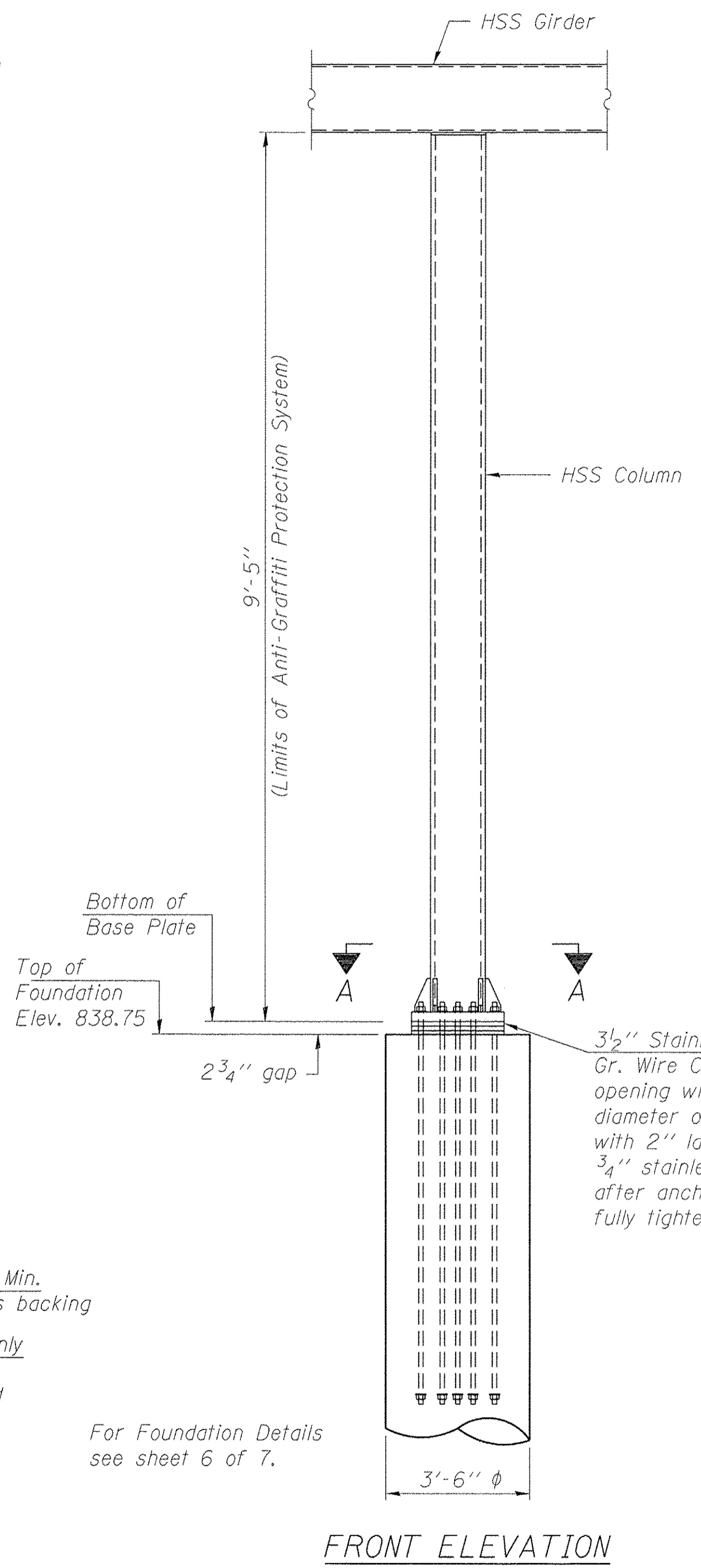
SECTION A-A



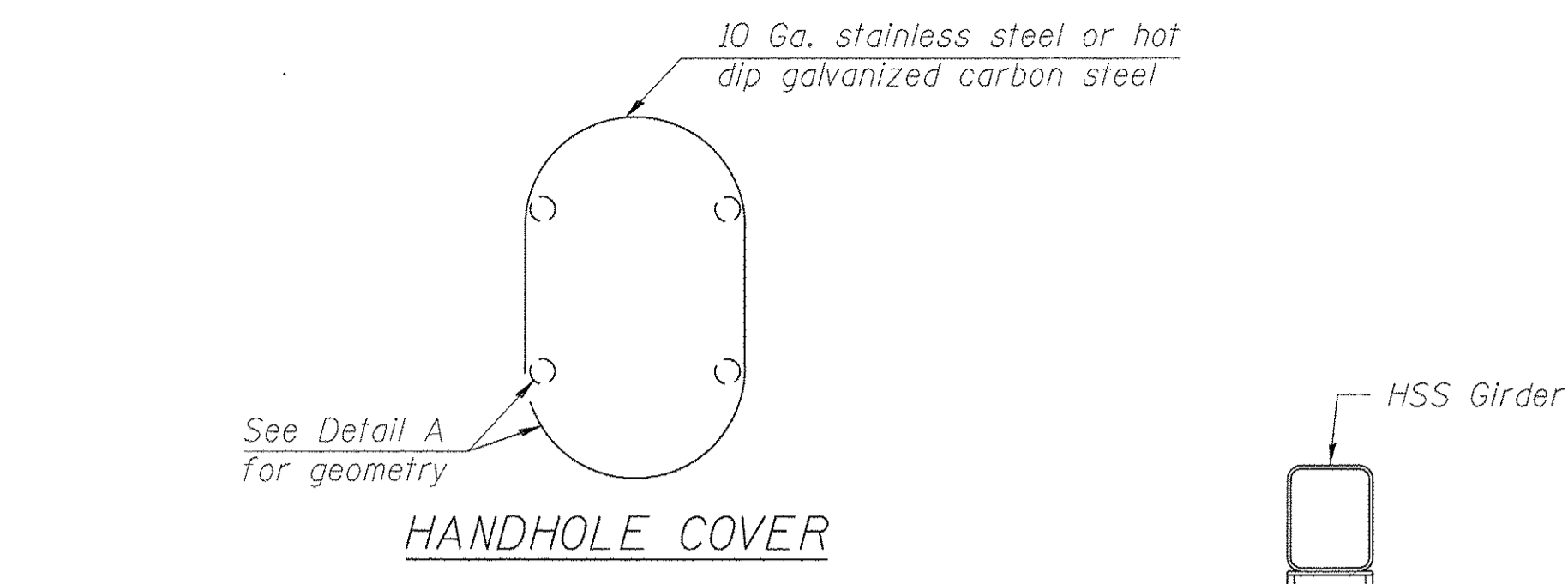
SECTION B-B



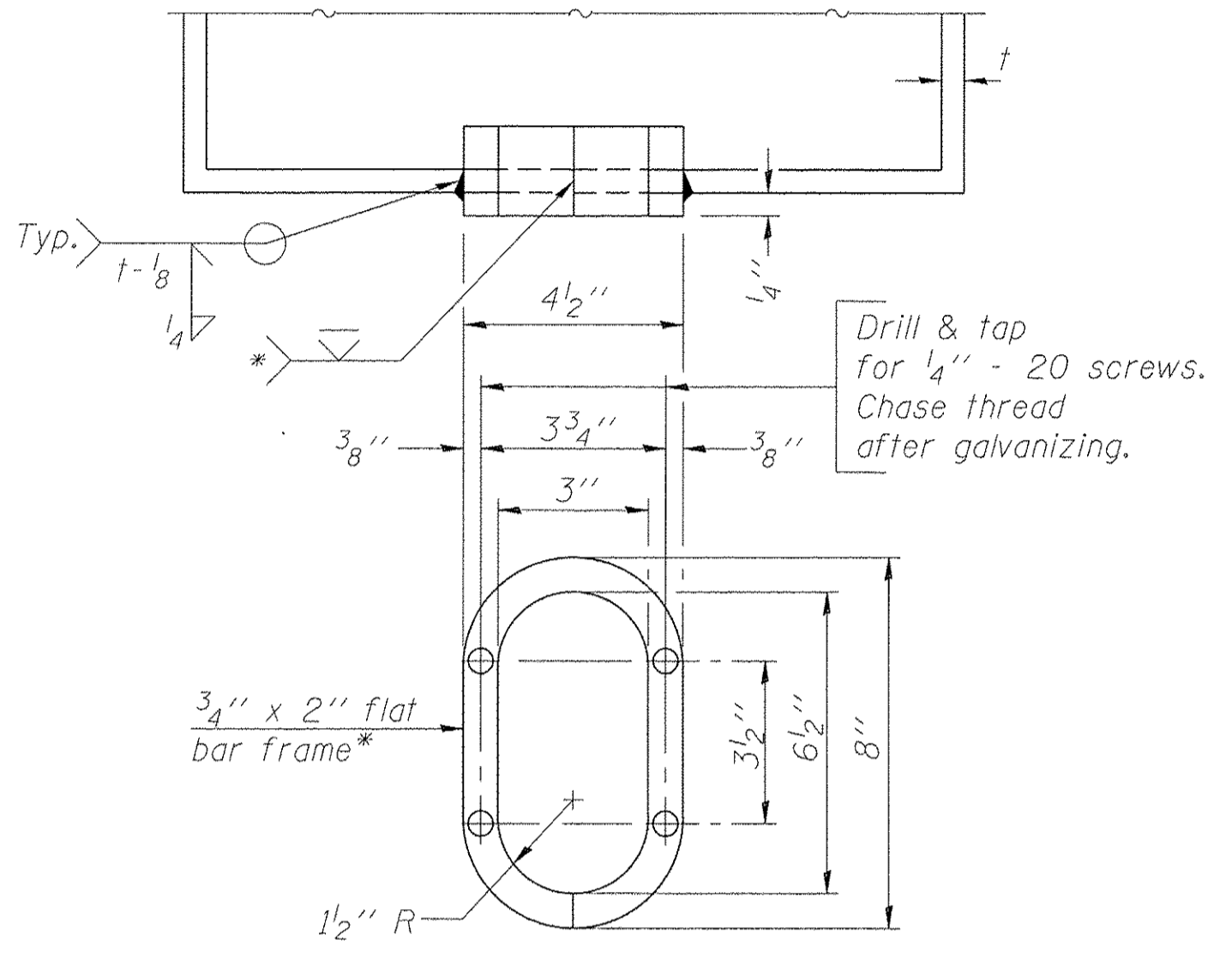
DETAIL B
(Typical rib)



FRONT ELEVATION



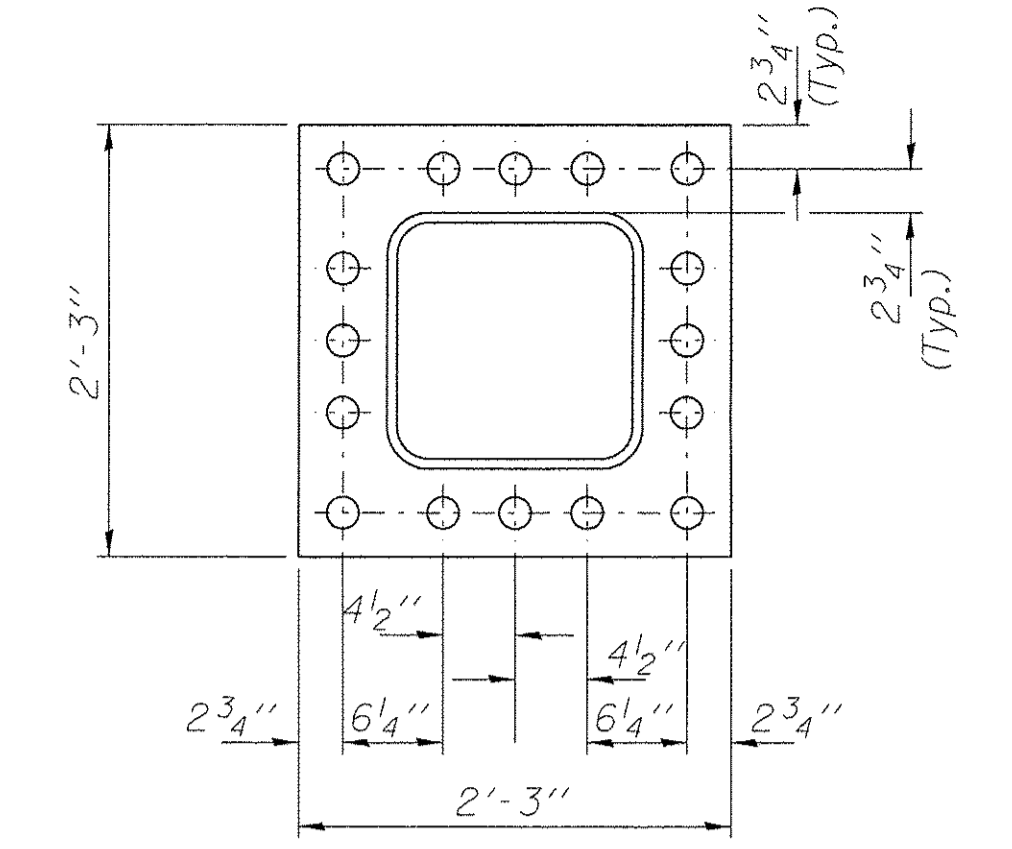
HANDHOLE COVER



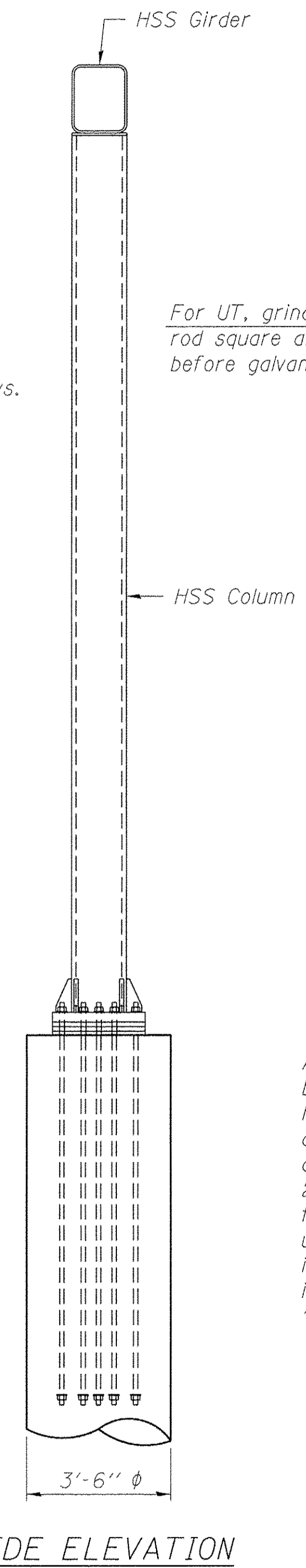
DETAIL A

Provide 8" x 4 1/2" cover.
Outside corners = 2 1/4" radius.
Provide 4 - 5/16" diameter holes in cover for 1/4" - 20 round head hot dip galvanized or stainless steel machine screws.
(See cover details)

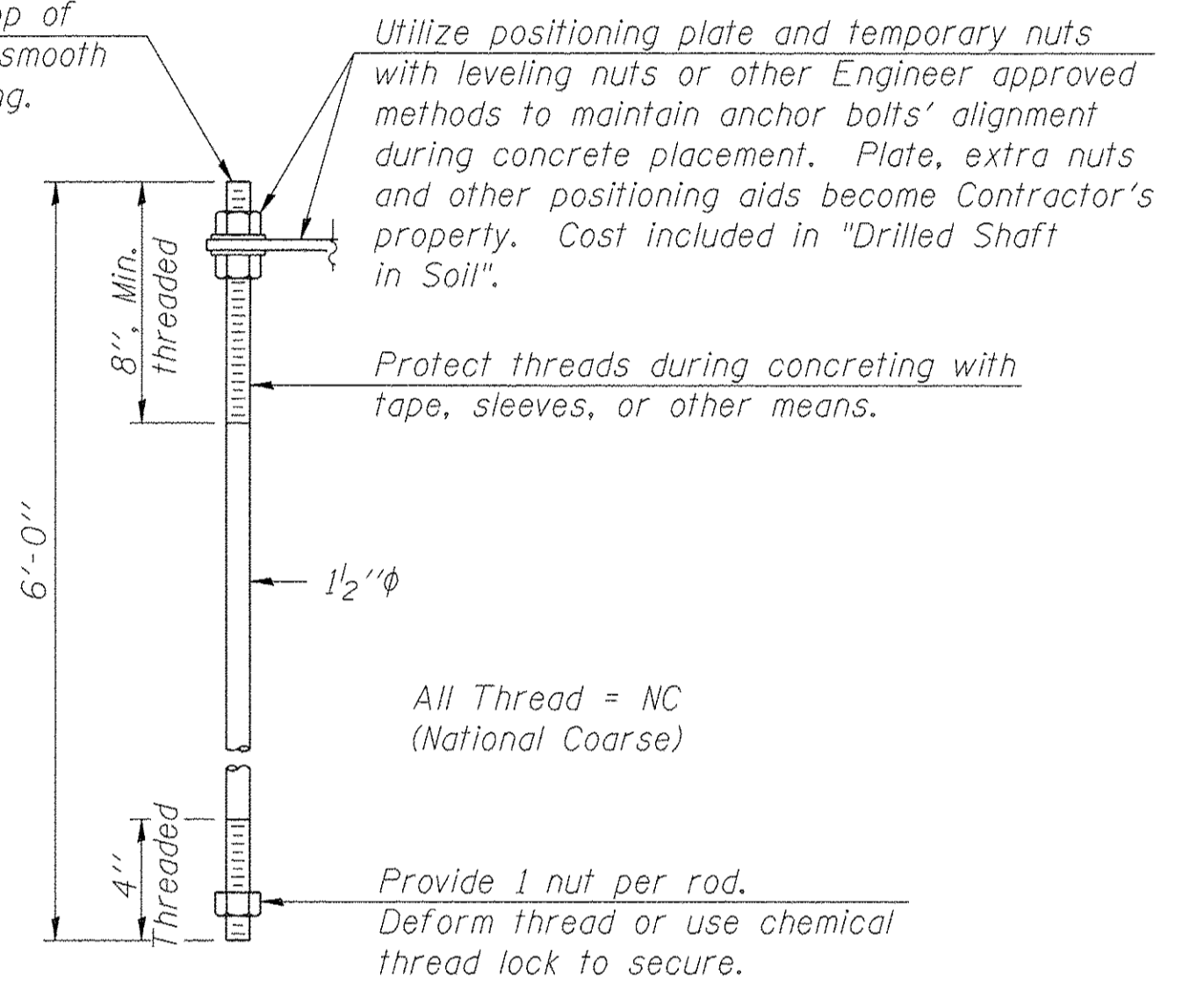
Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μin or less.



SUGGESTED POSITIONING PLATE



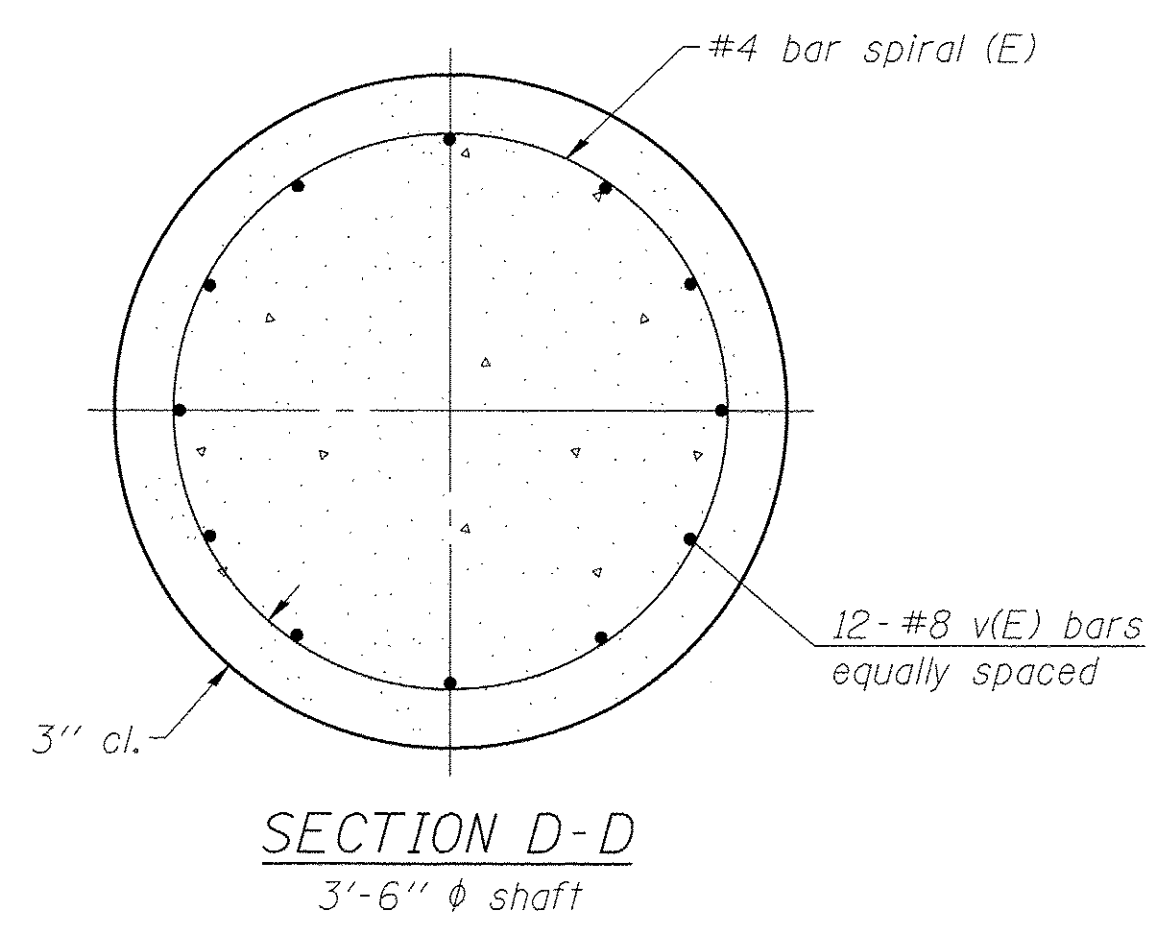
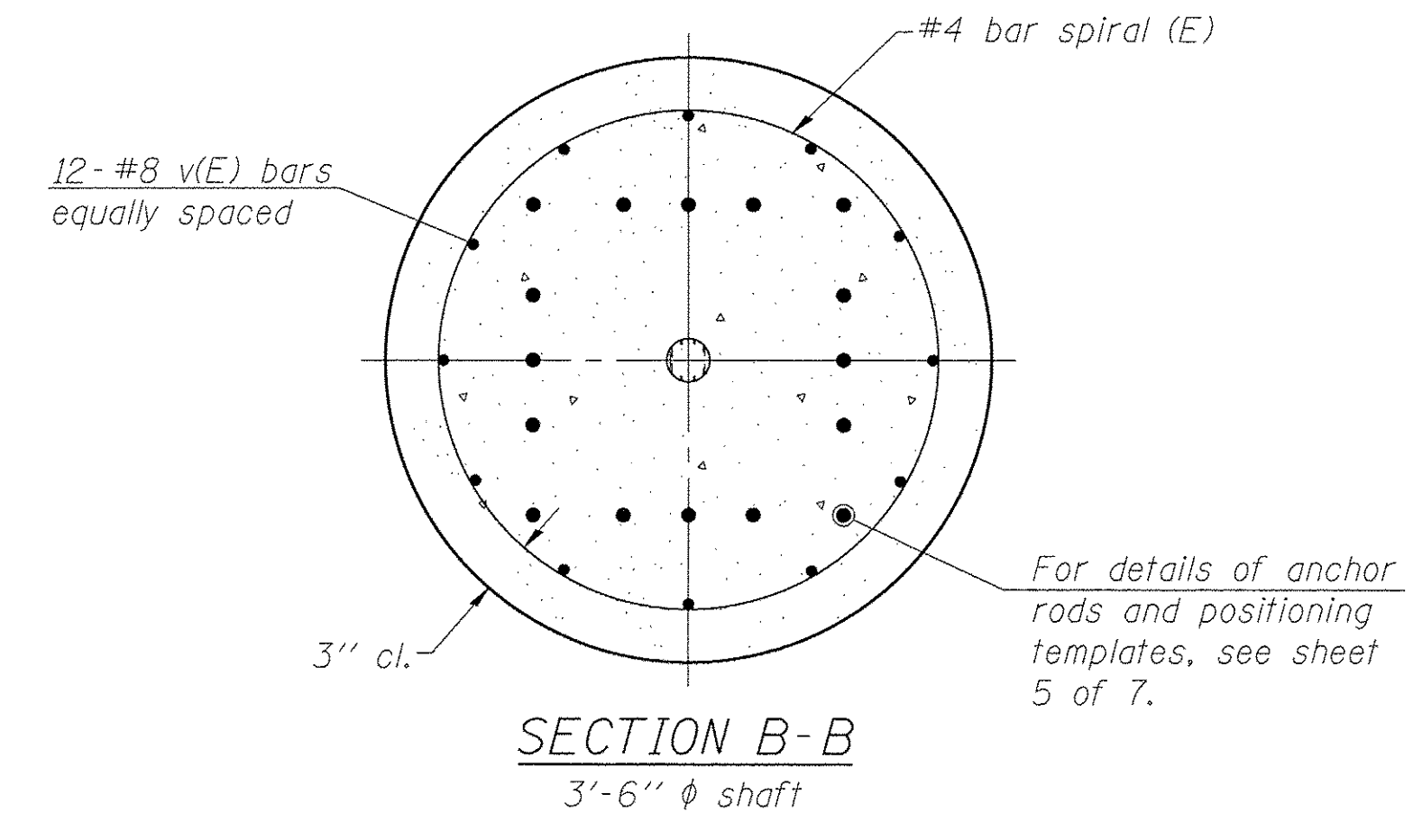
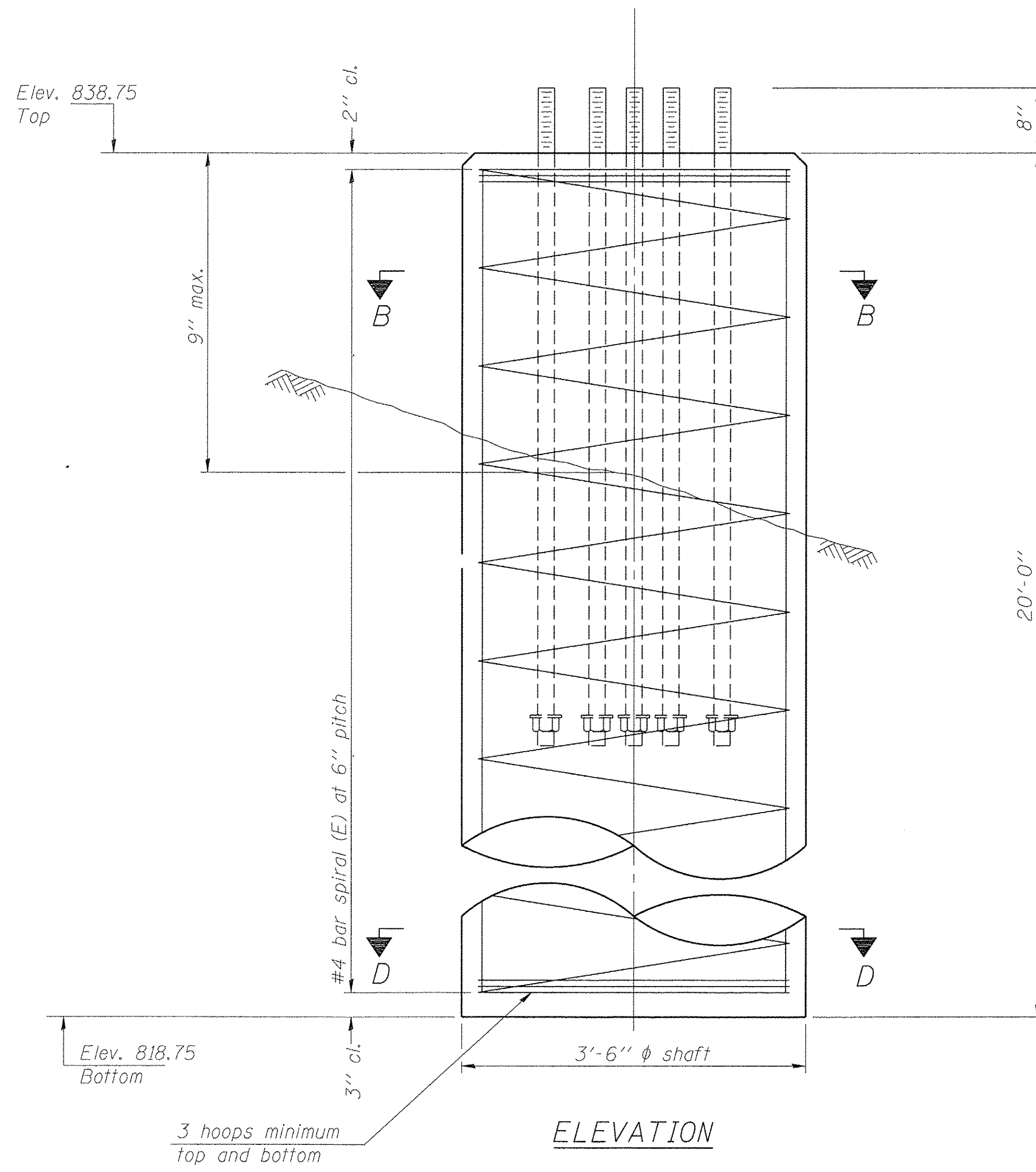
SIDE ELEVATION



ANCHOR ROD DETAIL

Anchor rods shall conform to ASTM F1554 Grade 105. All (embedded and separate) anchor bolts, nuts and washers shall be galvanized according to AASHTO M111 or M232 as applicable. No welding shall be permitted on rods. Provide a nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in "Drilled Shaft in Soil".

FILE NAME = 130067-sht-shield structure.dgn	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KISHWAUKEE KIWANIS MULTI-USE TRAIL RAILROAD PROTECTIVE COVER BASE PLATE AND ADDITIONAL DETAILS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 207 SPRINGFIELD, ILLINOIS 62703	USER NAME = #USER#	CHECKED - T.J.A.			REVISED -	13-00182-00-BT	DeKALB	40	24
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	PLOT DATE = 2/23/2017	CHECKED - M.D.C.			REVISED -	ILLINOIS FED. AID PROJECT			



Notes:
 The foundation details shown are based on common cohesive soil conditions (silty or sandy clay) with an average $Q_u \geq 1.25$ ton/sq. ft. "Qu", the soil's unconfined compressive strength, shall be determined by the Engineer from either hand penetrometer readings during construction or previous soil investigations at the site. For lower soil strengths or different soil types, the Engineer shall review pertinent data and determine any required revisions to the diameter, depth, reinforcement or configuration of the foundation. If changes are required by the Engineer, or if dimensions are increased by the Contractor, "as-built" plans shall be prepared for future reference.
 No sonotubes or decomposable forms shall be used below 12" of the ground line. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineers' written permission. Excavations shall be dewatered before concrete placement if directed by the Engineer at no additional cost.
 Concrete shall be placed monolithically, without construction joints.
 Backfill shall be placed per Article 502 of Standard Specification and prior to erection of the column.
 A normal surface finish followed by a Concrete Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft In Soil.

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
sp(E)	4	#4	19'-7"	W
v(E)	48	#8	19'-7"	—
Reinforcement Bars, Epoxy Coated			Pound	3,670
Drilled Shaft in Soil			Cu. Yd.	28.5
Anchor Rods			Each	80

Note: 20'-0" min depth of embedment is required for each drilled shaft.

PROJECT **Proposed Protection Structure, Kishwaukee River Bike Path, DeKalb, IL**

CLIENT **Hampton, Lenzini and Renwick, Inc., Elgin, Illinois**

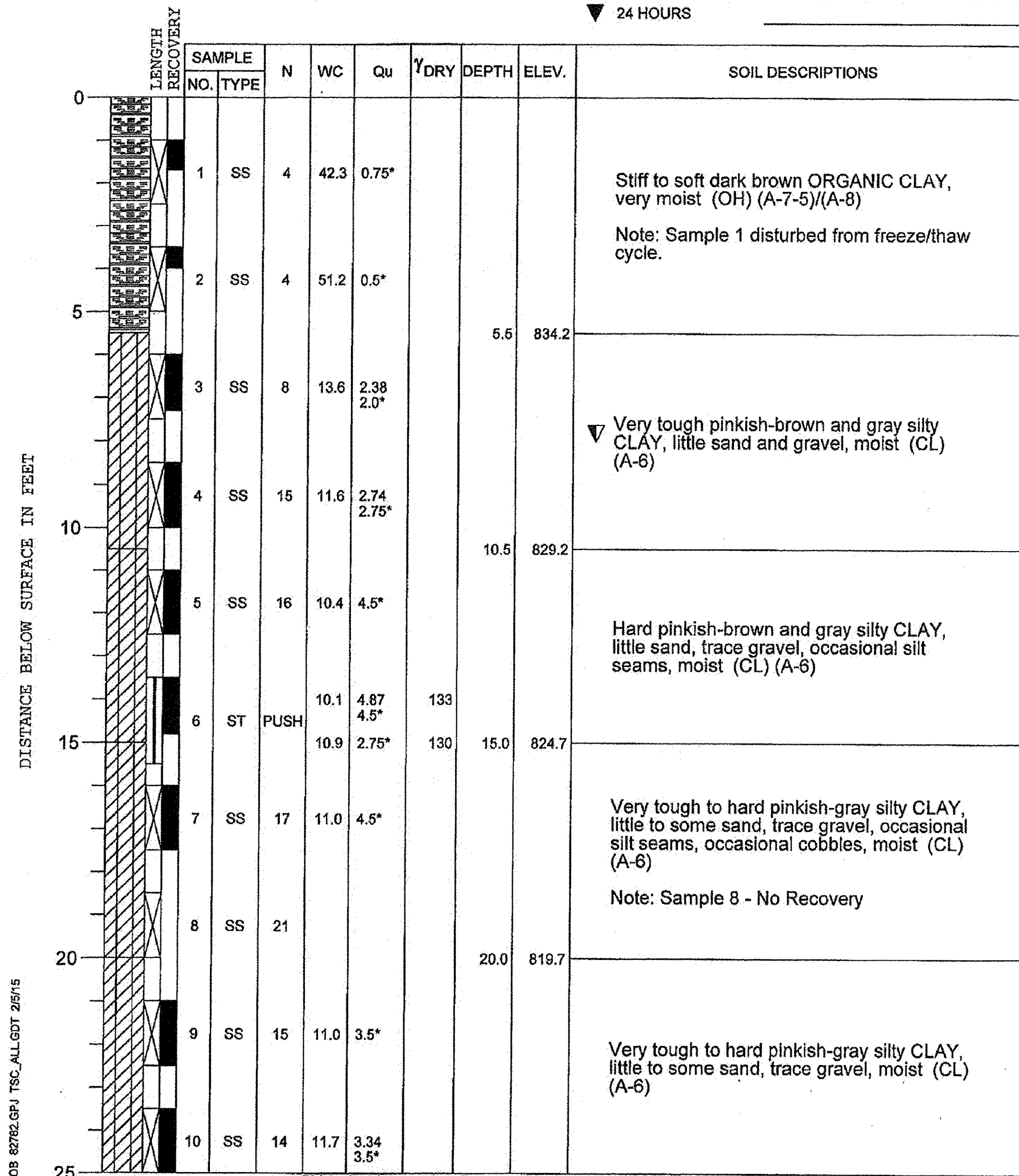
BORING **4A** DATE STARTED **1-12-15** DATE COMPLETED **1-12-15** JOB **L-82,782**

ELEVATIONS WATER LEVEL OBSERVATIONS

GROUND SURFACE **839.7** WHILE DRILLING **8.0'**

END OF BORING **799.7** AT END OF BORING **Dry**

24 HOURS



DRILL RIG NO. **334**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

End of Boring at 40.0'

Page 1 of 2

PROJECT **Proposed Protection Structure, Kishwaukee River Bike Path, DeKalb, IL**

CLIENT **Hampton, Lenzini and Renwick, Inc., Elgin, Illinois**

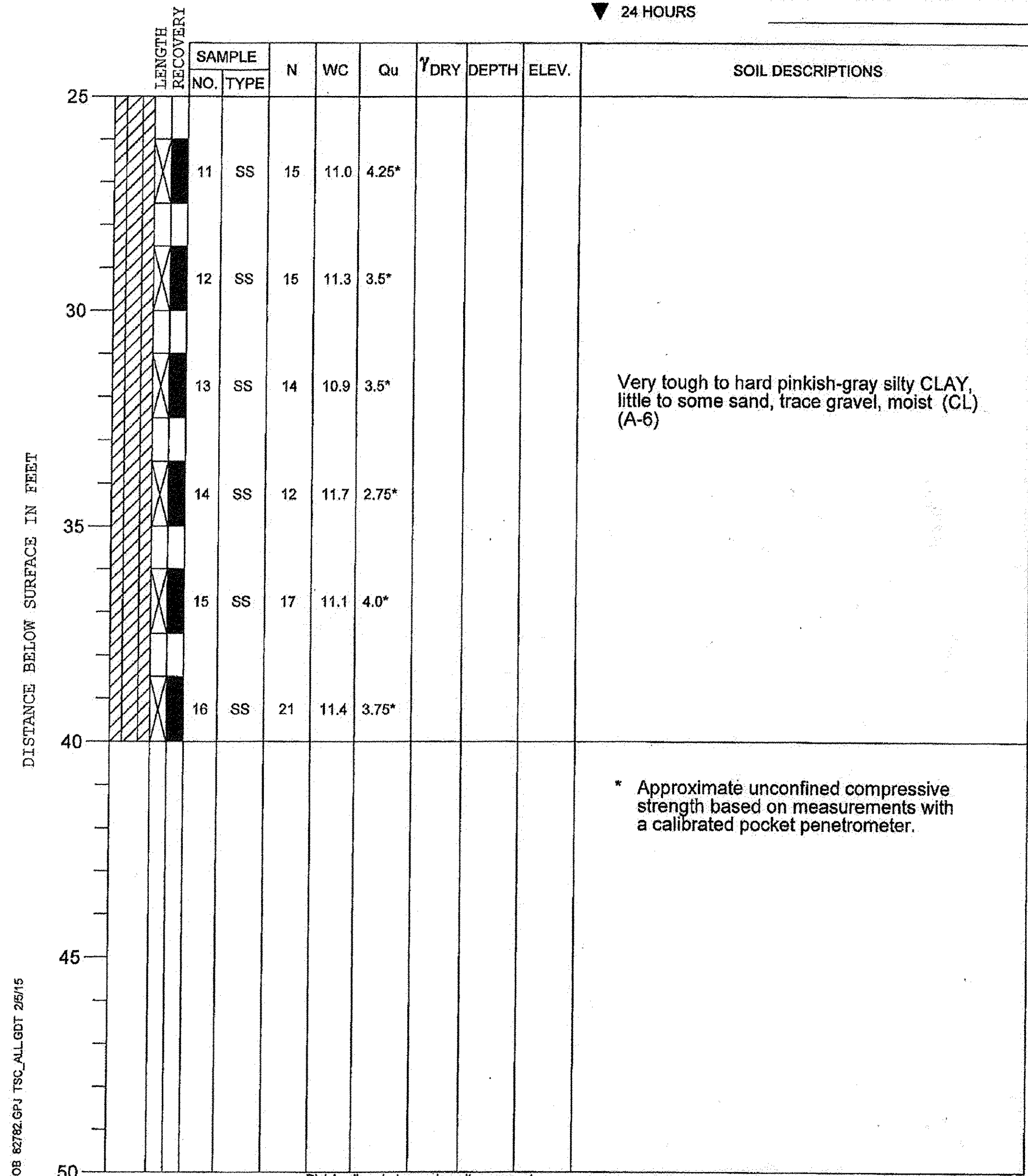
BORING **4A** DATE STARTED **1-12-15** DATE COMPLETED **1-12-15** JOB **L-82,782**

ELEVATIONS WATER LEVEL OBSERVATIONS

GROUND SURFACE **839.7** WHILE DRILLING **8.0'**

END OF BORING **799.7** AT END OF BORING **Dry**

24 HOURS



DRILL RIG NO. **334**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

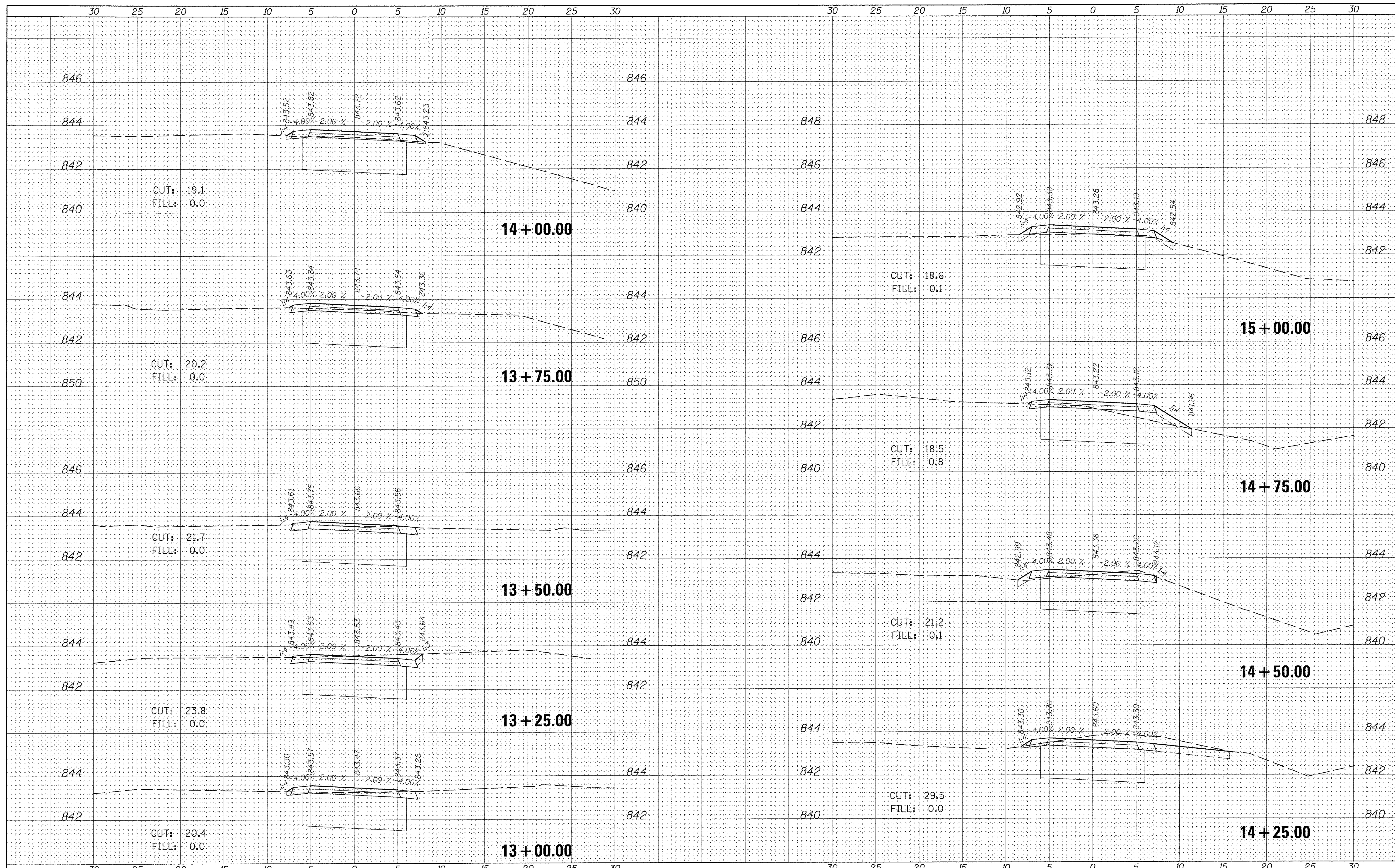
End of Boring at 40.0'

Page 2 of 2

BORING 4A

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SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	

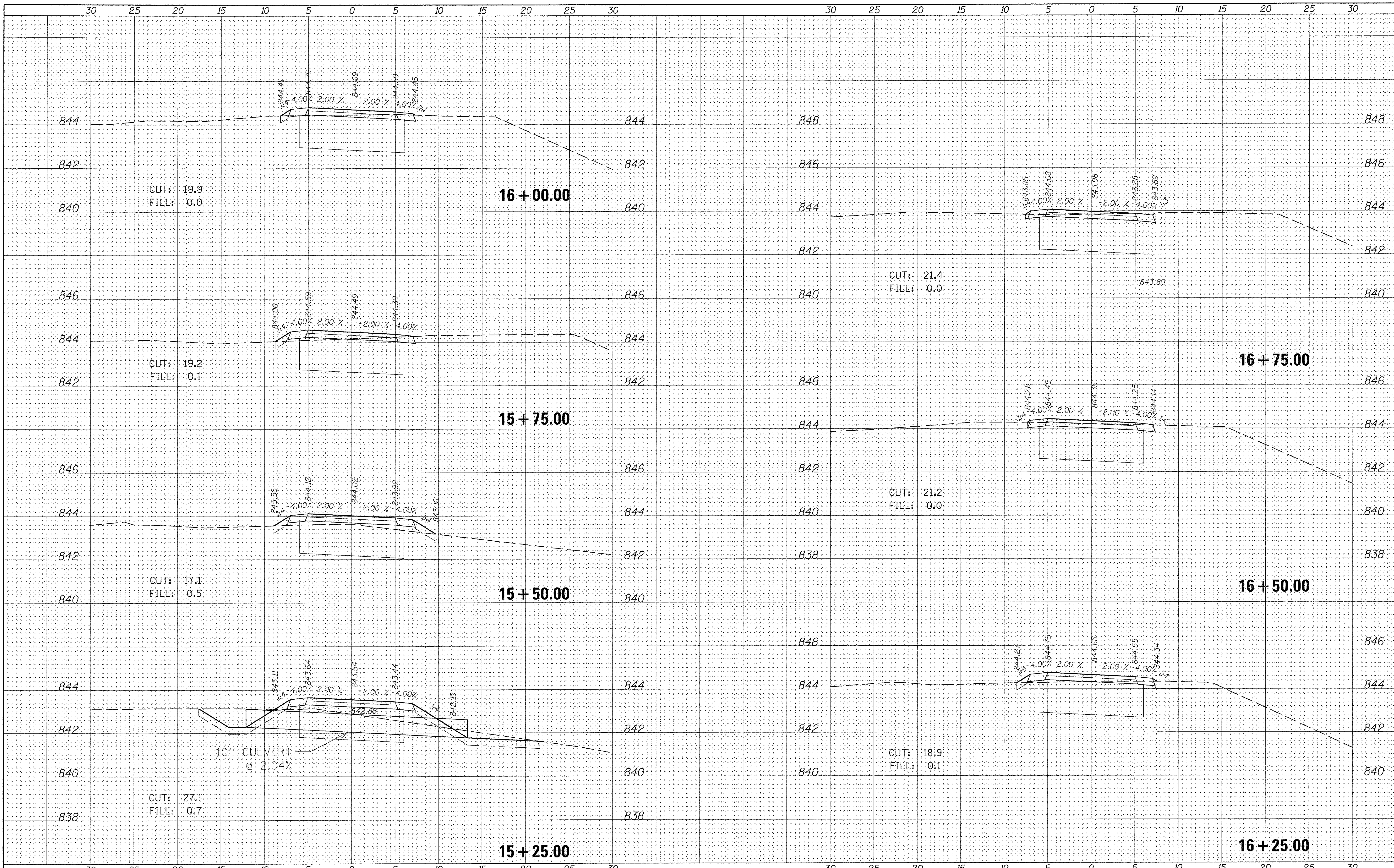
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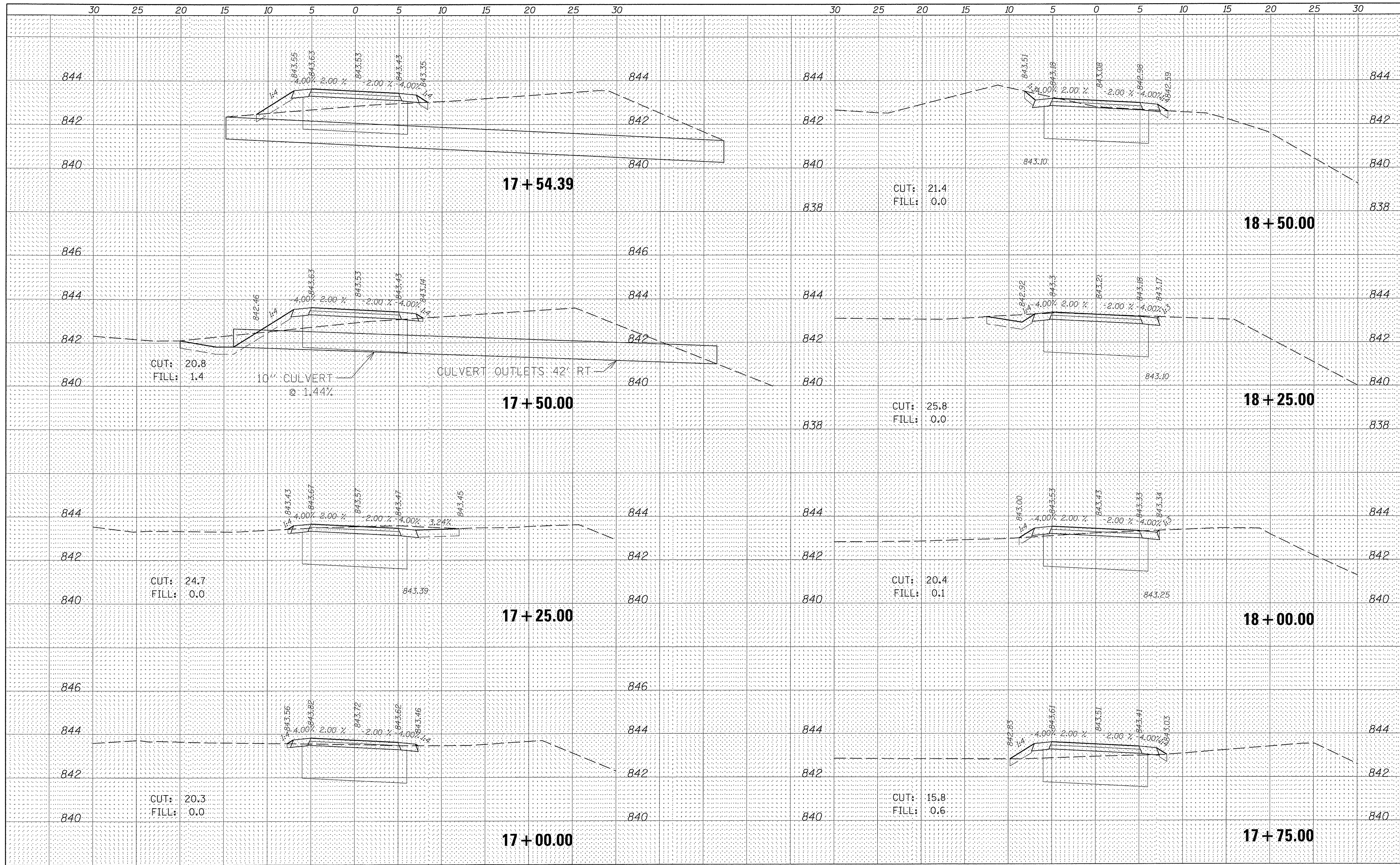
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NOTE BOOK	
TEMPLATE AREAS	
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FINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
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NOTE BOOK	
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 REVISION -
 REVISION -
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 DATE - #DATE#

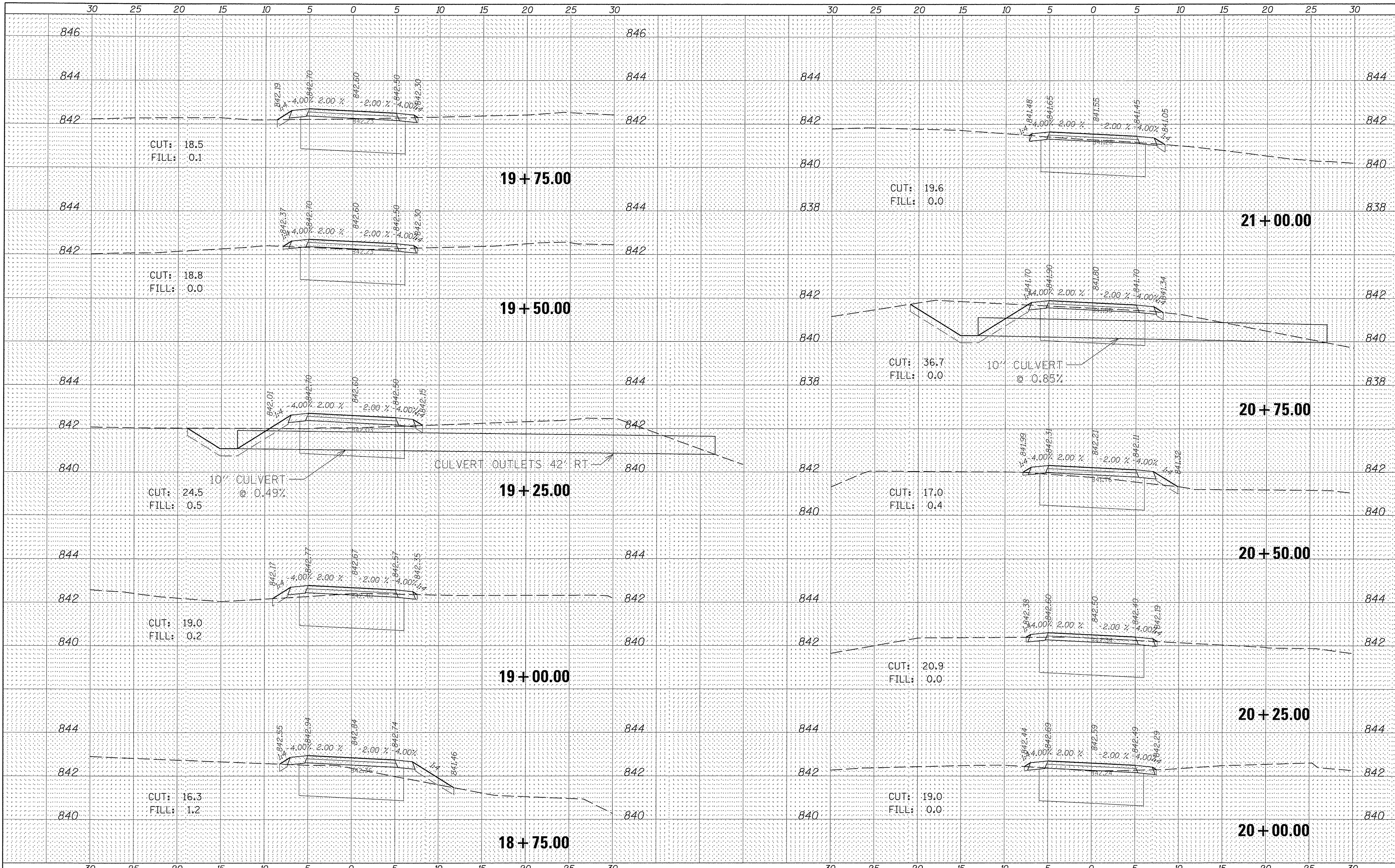
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**KISHWAUKEE KIWANIS MULTI-USE TRAIL
 CROSS SECTIONS**
 SCALE: 1"=5'H/1"=2'V SHEET 1 OF 14 SHEETS STA. 17+00.00 TO STA. 18+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-00182-00-BT	DEKALB	40	30
CONTRACT NO. 87599				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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DATE	
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		DATE - #DATE#	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: 1"=5'H/1"=2'V SHEET 1 OF 14 SHEETS STA. 18+75.00 TO STA. 21+00.00

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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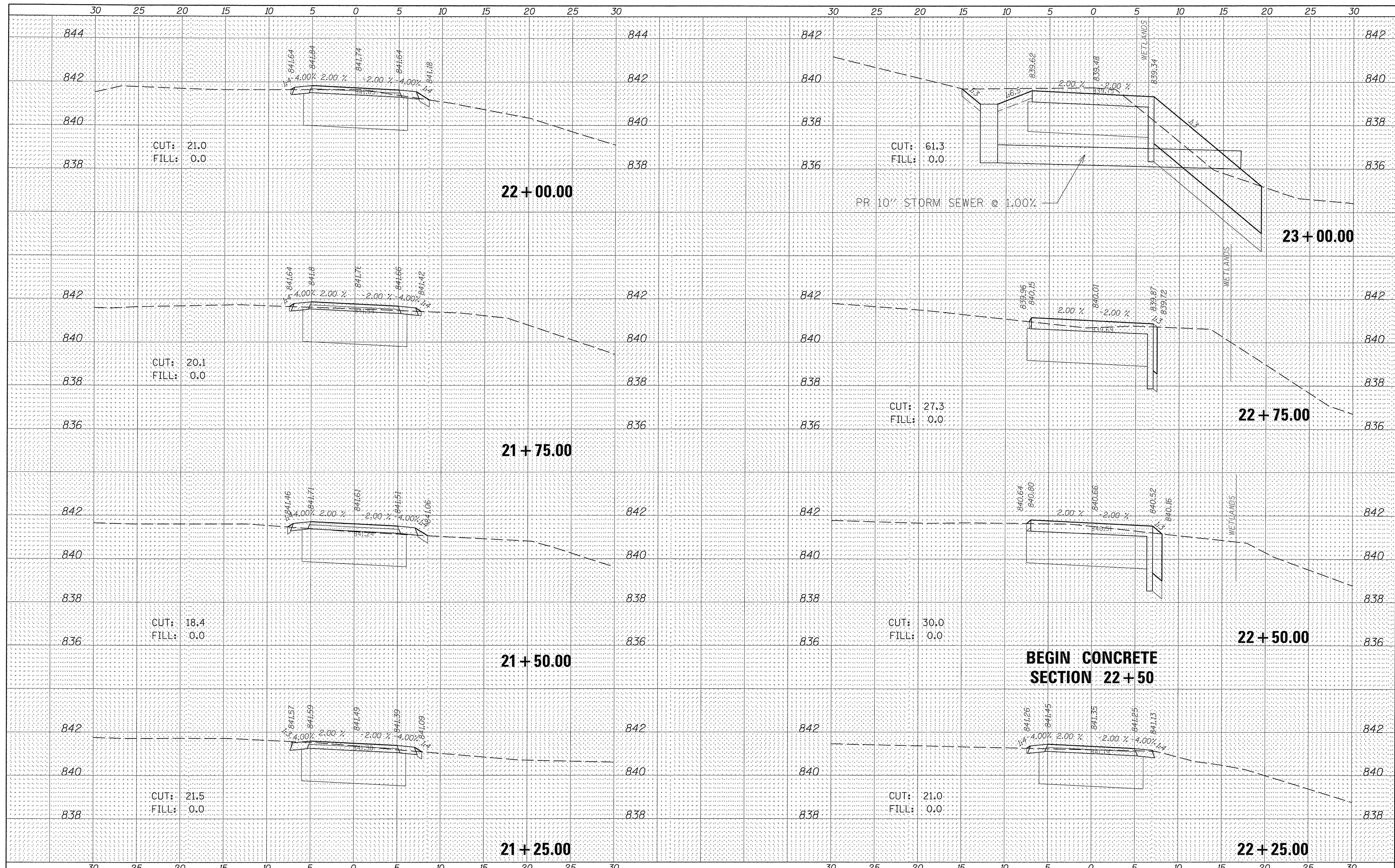
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KISHWAUKEE KIWANIS MULTI-USE TRAIL
CROSS SECTIONS**

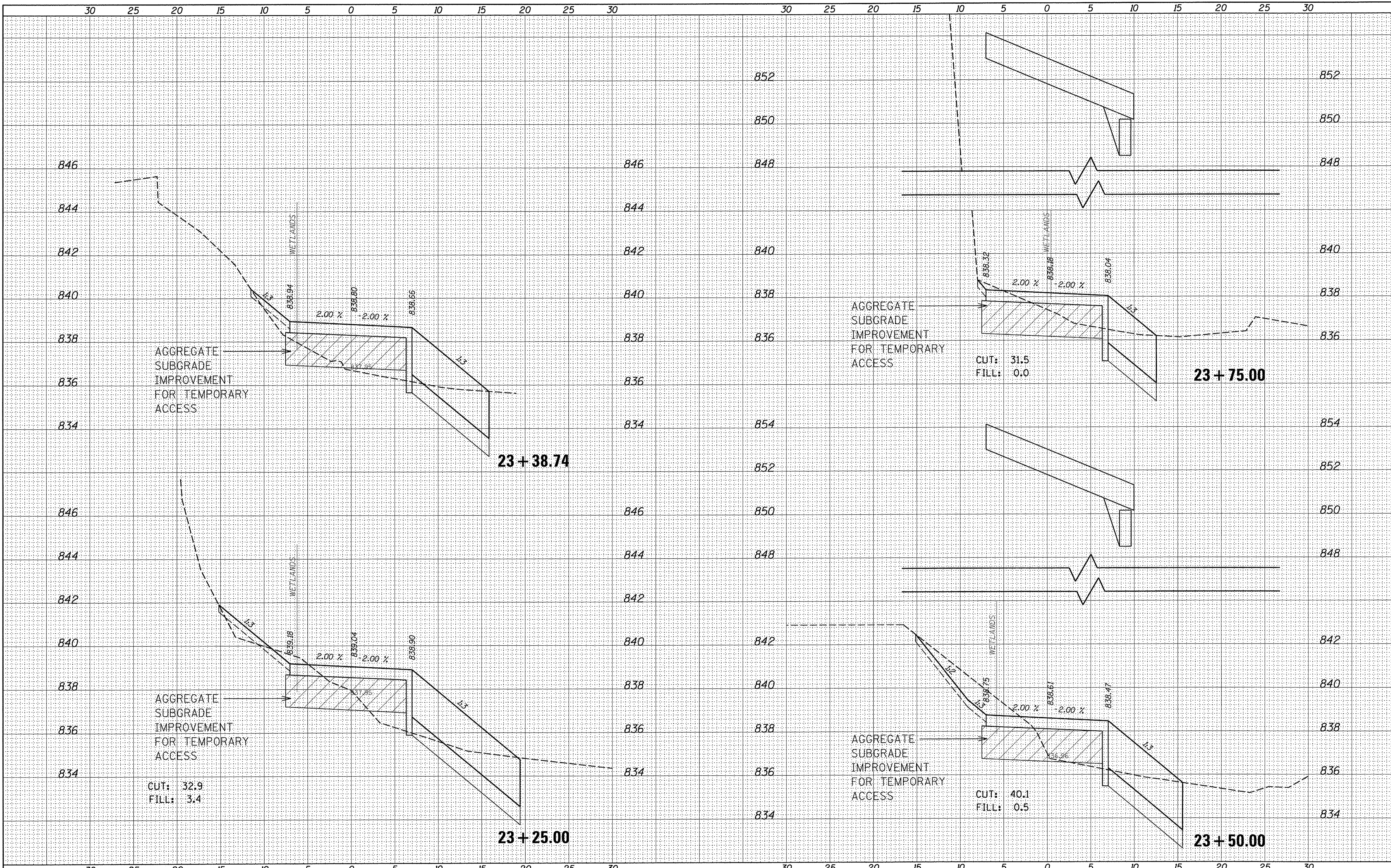
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-00182-00-BT	DEKALB	40	32
CONTRACT NO. 87599			ILLINOIS FED. AID PROJECT	



DATE	
BY	
FINAL SURVEY	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

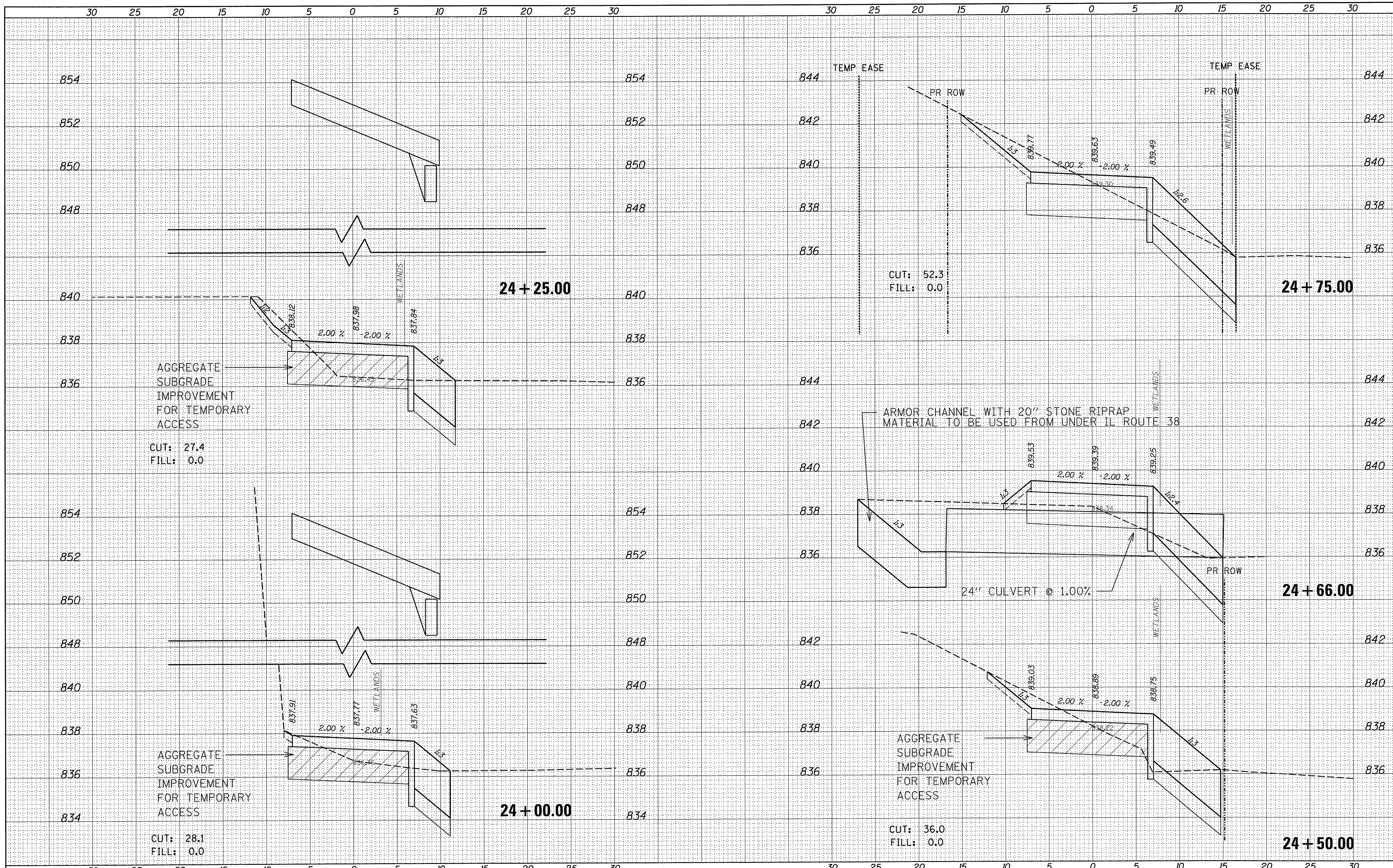
**KISHWAUKEE KIWANIS MULTI-USE TRAIL
 CROSS SECTIONS**

SCALE: 1"=5'H/1"=2'V SHEET 1 OF 14 SHEETS STA. 23+25.00 TO STA. 23+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 87599			ILLINOIS FED. AID PROJECT	

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BY	
SURVEYED	
TEMPLATE	
NOTE BOOK	
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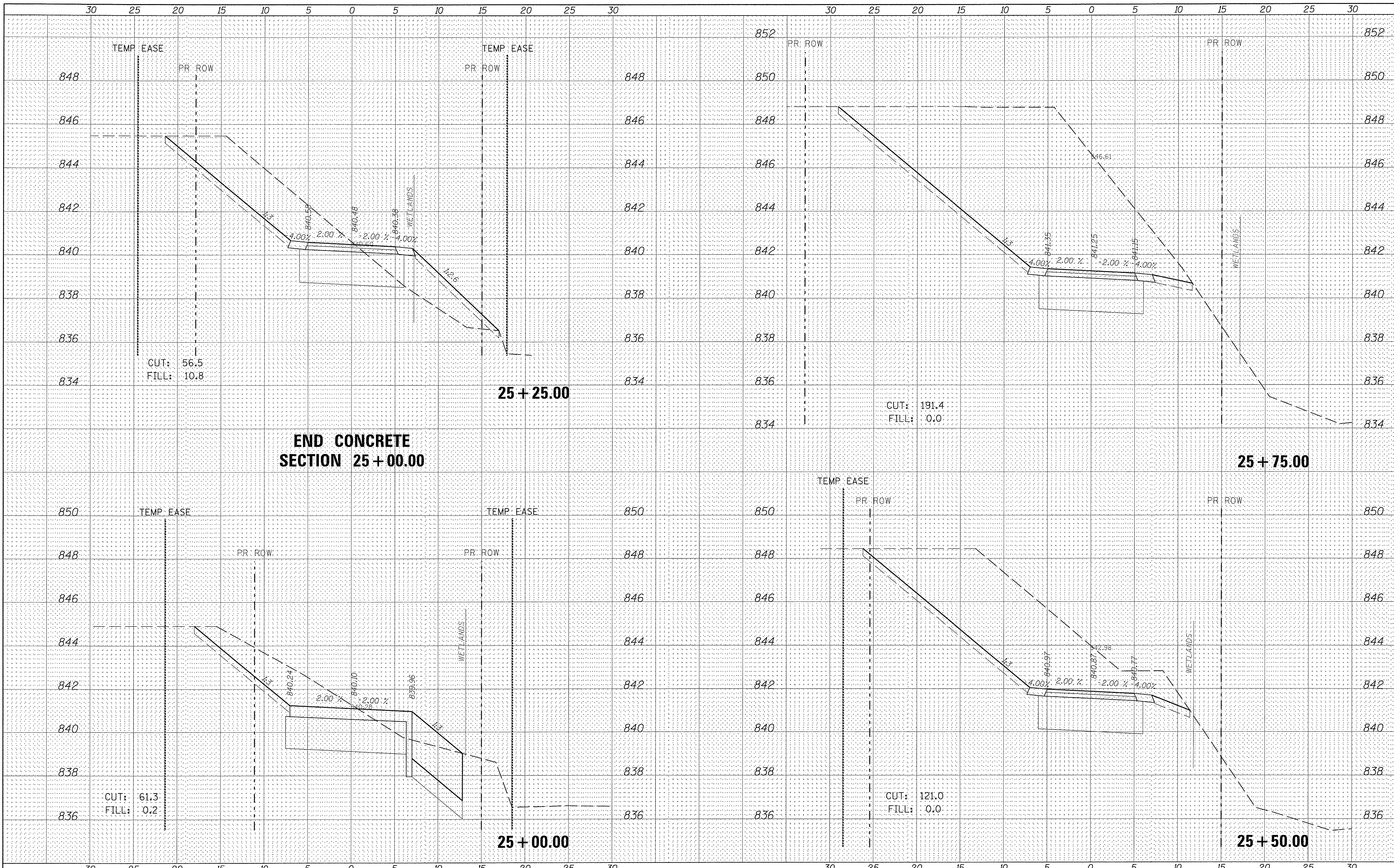
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

KISHWAUKEE KIWANIS MULTI-USE TRAIL
 CROSS SECTIONS
 SCALE: 1"=5'-H/1"=2'-V SHEET 1 OF 14 SHEETS STA. 24+00.00 TO STA. 24+75.00

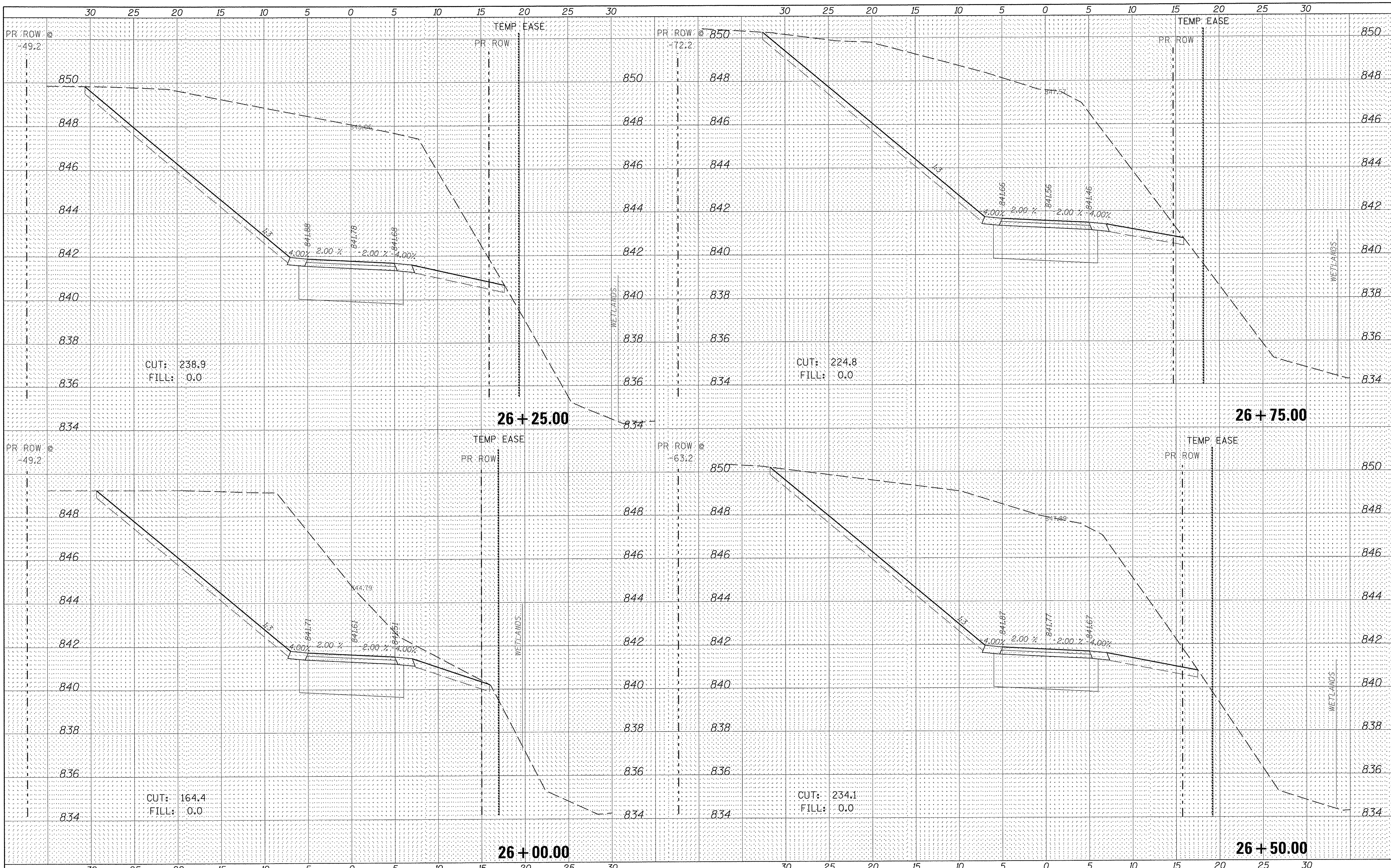
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-00182-00-BT	DEKALB	40	34
				CONTRACT NO. 87599
ILLINOIS FED. AID PROJECT				

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

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

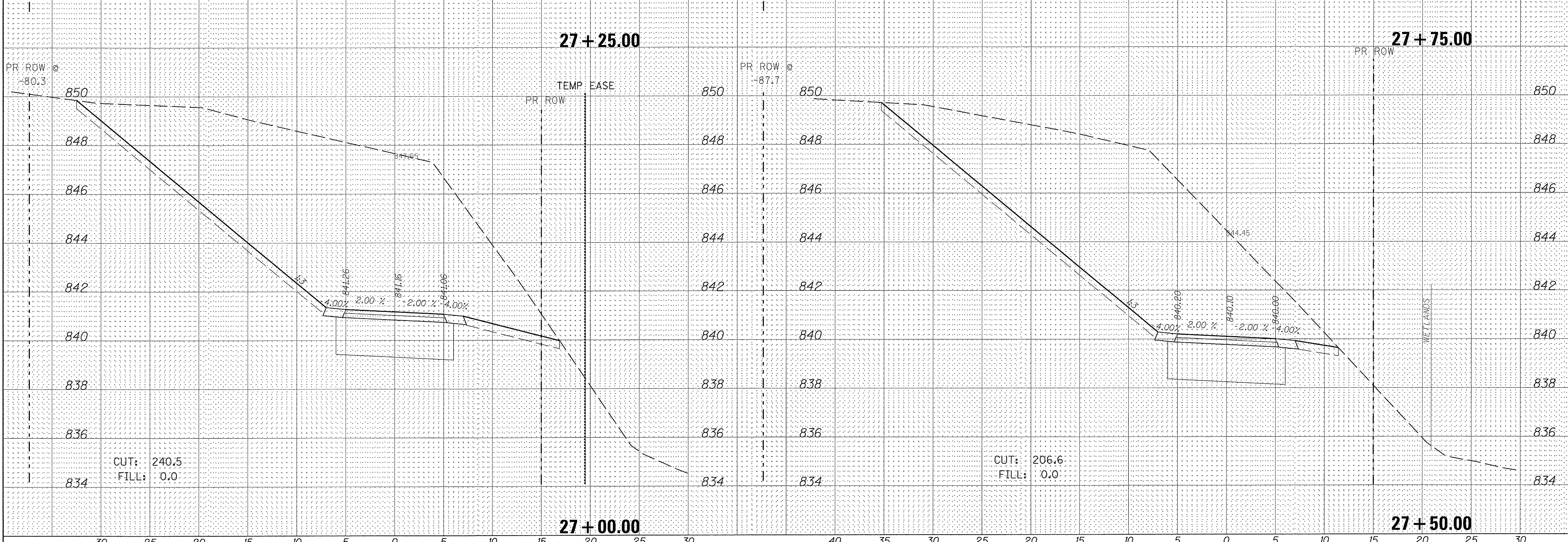
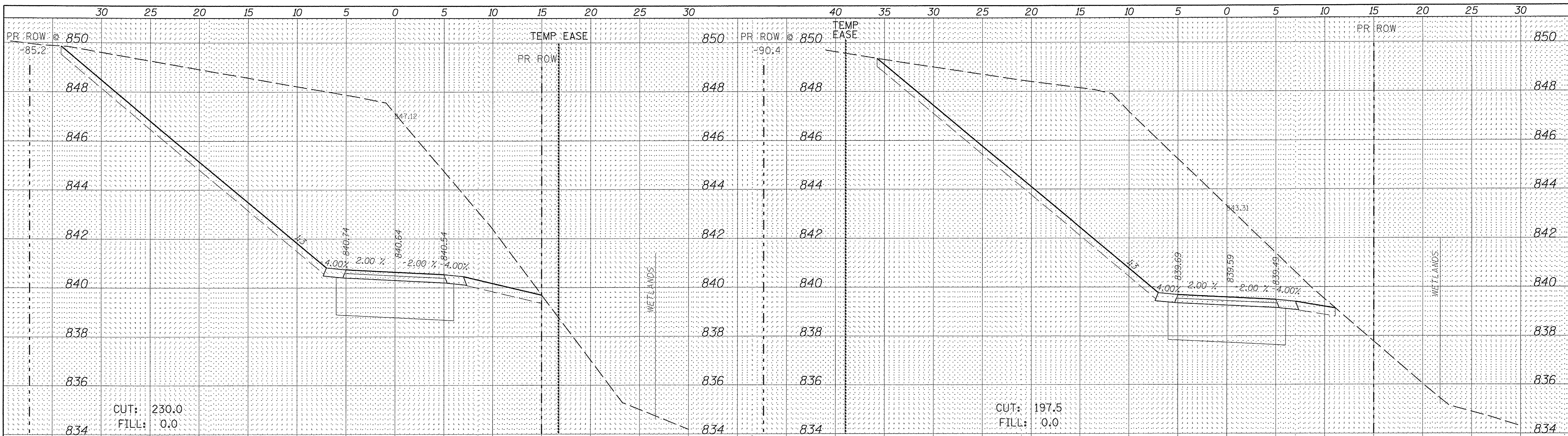


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MODELNAME	PLOT SCALE = \$SCALE\$	CHECKED - RGN	REVISED -		SCALE: 1"=5'H/1"=2'V	SHEET 1	OF 14 SHEETS	STA. 25+00.00	TO STA. 25+75.00	DEKALB	40	35
	PLOT DATE = 12/8/2016	DATE - \$DATE\$	REVISED -							CONTRACT NO. 87599		
										ILLINOIS FED. AID PROJECT		



DATE	
BY	
NO.	
FINAL SURVEY	
NOTED SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	

DATE	
BY	
NO.	
ORIGINAL SURVEY	
NOTED SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	



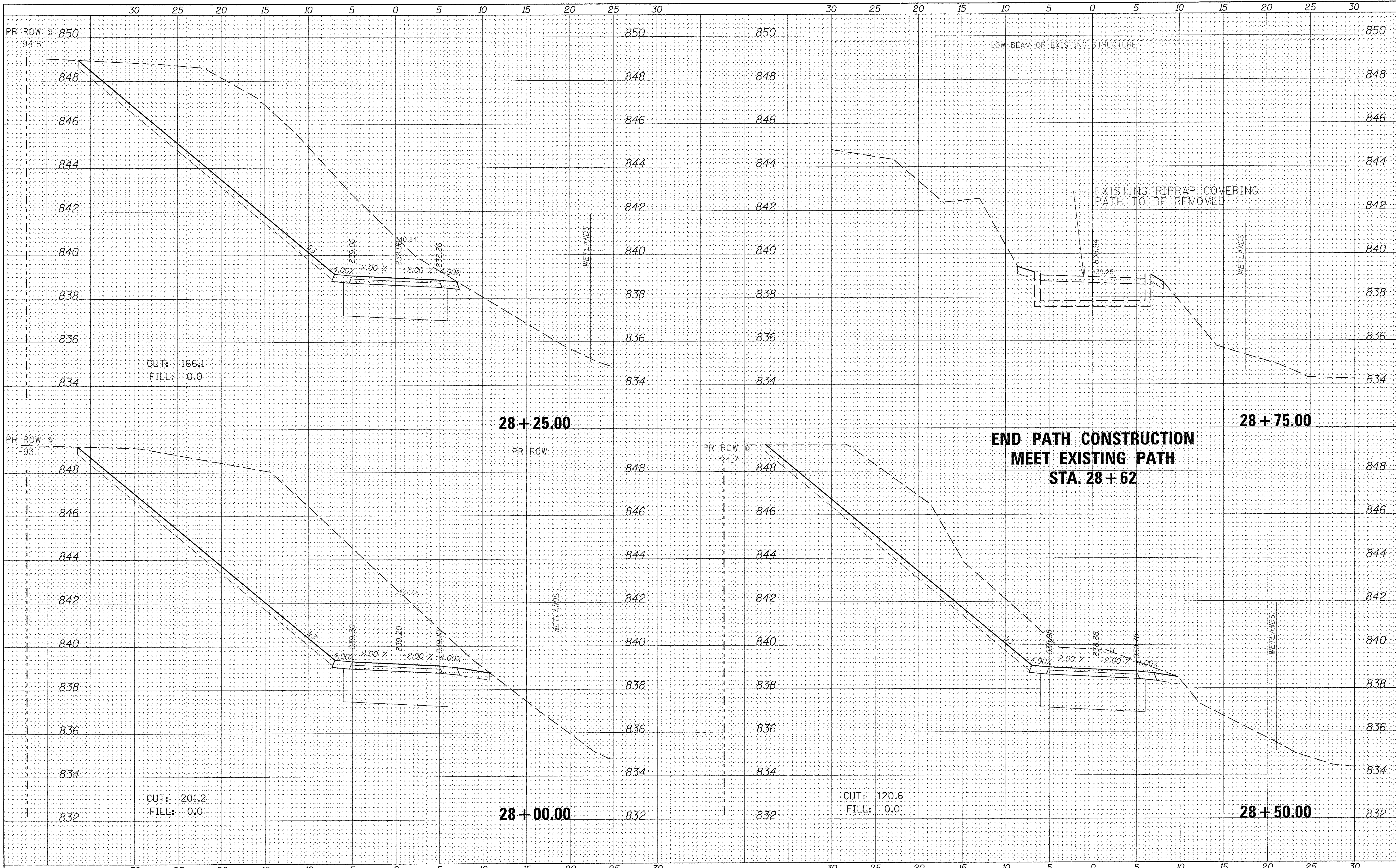
FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KISHWAUKEE KIWANIS MULTI-USE TRAIL CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\2013\130067\cad\phase 2\CADD_Sheets\130067-ht-xs-bikepath.dgn	PLOT SCALE = #SCALE#	DRAWN - AC	REVISED -			13-00182-00-BT	DEKALB	40	37	
MODELNAME	PLOT DATE = 12/7/2016	CHECKED - RGN	REVISED -			CONTRACT NO. 87599				
		DATE - #DATE#	REVISED -			ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	

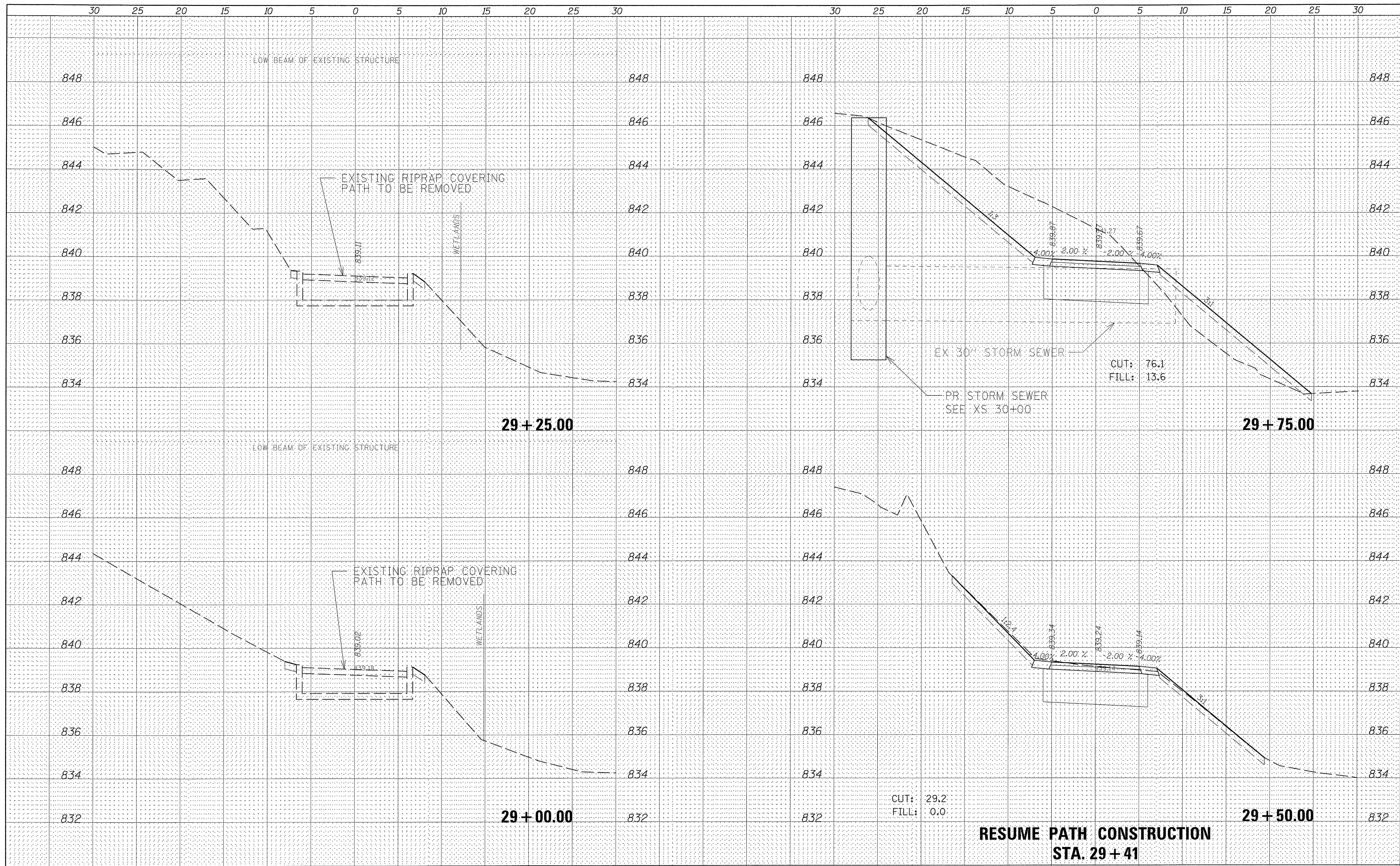


**END PATH CONSTRUCTION
MEET EXISTING PATH
STA. 28+62**

FILE NAME = F:\2013\130067\cad\phase 2\CADD_Sheets\130067-ht-xs-bikepath.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KISHWAUKEE KIWANIS MULTI-USE TRAIL CROSS SECTIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = #SCALE#	CHECKED - RGN	DATE - #DATE#	REVISED -		SCALE: 1"=5'H/1"=2'V	SHEET 1	OF 14 SHEETS	STA. 28+00.00	TO STA. 28+75.00	13-00182-00-BT	DEKALB	40	38
PLOT DATE = 12/7/2016	DATE - #DATE#	REVISED -	REVISED -		CONTRACT NO. 87599								
ILLINOIS FED. AID PROJECT													

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =
 P:\2013\130067\cadd\phase 2\CADD_Sheets\130067-
 MODELNAME

USER NAME = \$USER\$
 PLOT SCALE = \$SCALE\$
 PLOT DATE = 7/27/2016

DESIGNED - DAY
 DRAWN - AC
 CHECKED - RGN
 DATE - \$DATE\$

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

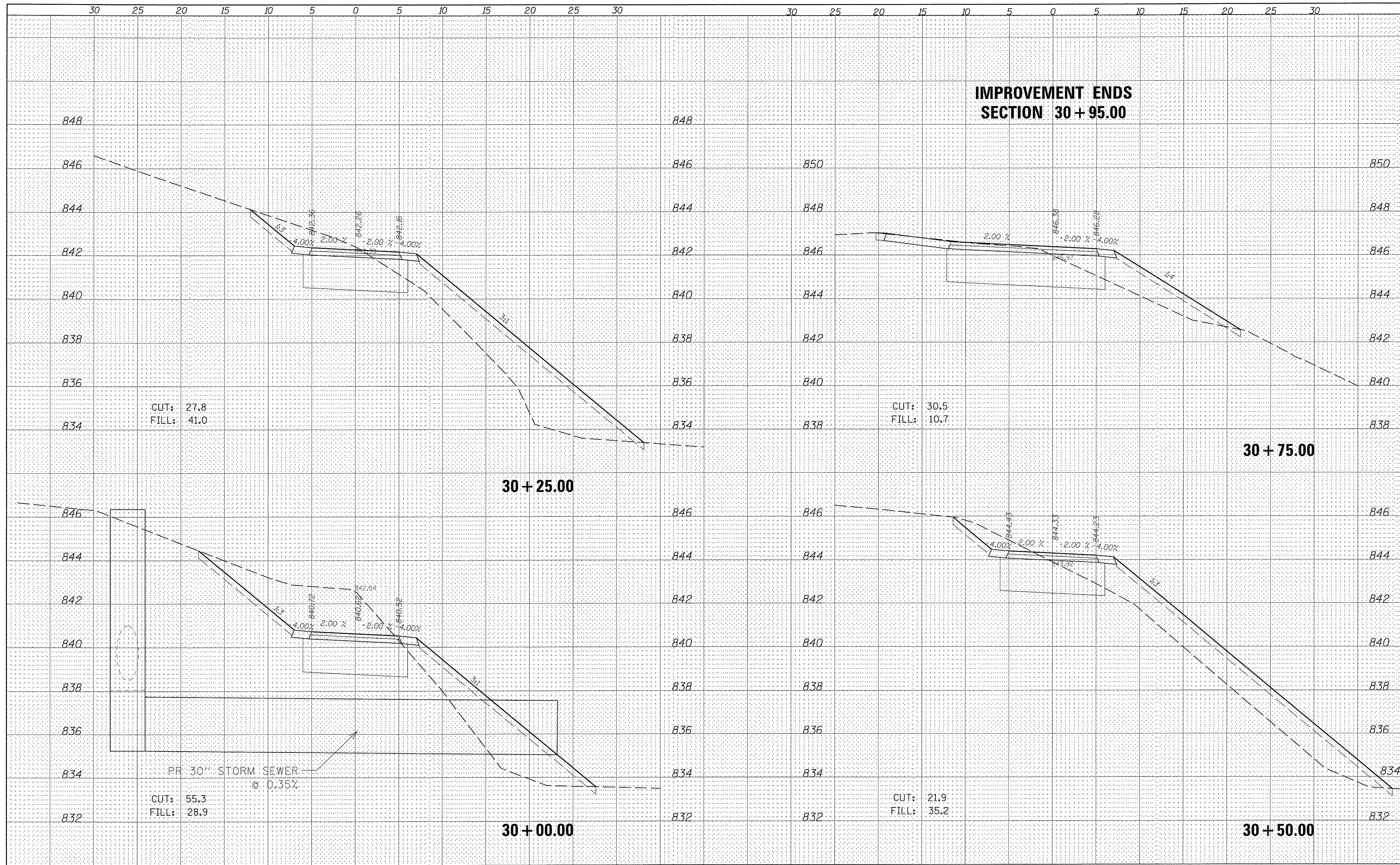
**KISHWAUKEE KIWANIS MULTI-USE TRAIL
 CROSS SECTIONS**

SCALE: 1"=5'H/1"=2'V SHEET 1 OF 14 SHEETS STA. 29+00.00 TO STA. 29+75.10

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-00182-00-BT	DEKALB	40	39
CONTRACT NO. 87599				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =	USER NAME = \$USER\$	DESIGNED - DAY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KISHWAUKEE KIWANIS MULTI-USE TRAIL CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\2013\130067\cad\phase 2\CADD_Sheets\130067-ht-xs-bikepath.dgn	PLOT SCALE = \$SCALE\$	DRAWN - AC	REVISED -			13-00182-00-BT	DEKALB	40	40	
MODELNAME	PLOT DATE = 7/27/2016	CHECKED - RGN	REVISED -			CONTRACT NO. 87599				
		DATE - \$DATE\$	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: 1"=5'H/1"=2'V SHEET 1 OF 14 SHEETS STA. 30+00.20 TO STA. 30+75.50										