

INDEX OF SHEETS

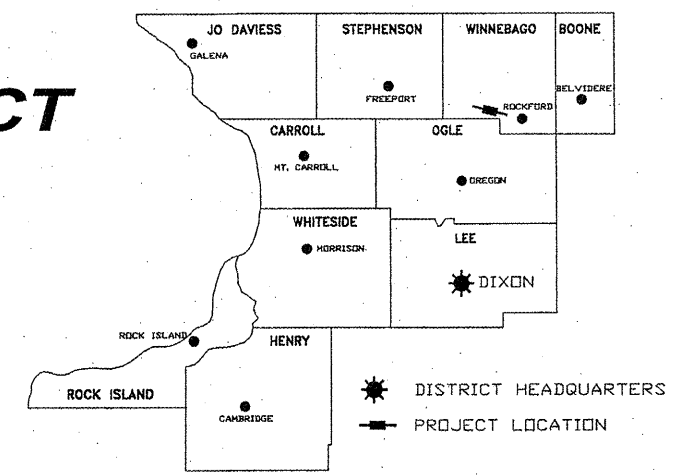
Table with 2 columns: Sheet Number and Description. Includes items like COVER SHEET, GENERAL NOTES, PLAN AND PROFILES, BRIDGE 121-130, BRIDGE DETAILS, and STORMWATER POLLUTION PLAN DETAILS.

03-09-12 LETTING ITEM 097

PLANS FOR PROPOSED TEA21 ENHANCEMENT FUND PROJECT PECATONICA PRAIRIE PATH SECTION 10-00267-01-BT PROJECT No. TE-00D2(151) WINNEBAGO COUNTY JOB NO. C-92-033-12

CONTRACT NO. 85546

DISTRICT 2

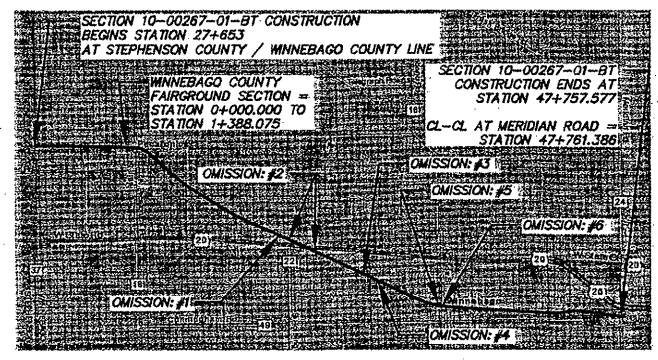
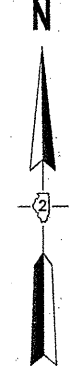


LEGEND

Legend table with 3 columns: Symbol, Description, and Symbol. Includes symbols for trees, signs, utility poles, transformers, cables, electric and gas lines, telephones, water mains, valves, fire hydrants, buildings, and various types of lines (existing, proposed, easement, right-of-way, section, center, wetland, fence, landscape limits, manholes, storm sewers, sanitary sewers, inlets, and special inlets).

STANDARDS

Table of standards with 2 columns: Standard Number and Description. Includes items like EARTH MEDIAN DITCH CHECK, TEMPORARY EROSION CONTROL SYSTEMS, PRECAST REINFORCED CONCRETE FLARED END SECTIONS, METAL END SECTION FOR PIPE CULVERTS, CONCRETE HEADWALL FOR PIPE DRAIN, TRAFFIC CONTROL OFF-RD OPERATIONS MORE THAN 15' AWAY, TRAFFIC CONTROL OFF-RD OPERATIONS 15' TO 24" FROM PAVEMENT EDGE, TRAFFIC CONTROL LANE CLOSURE SHORT TIME OPERATIONS, TRAFFIC CONTROL URBAN LANE CLOSURE, SIDEWALK, CORNER OF CROSSWALK CLOSURE, TRAFFIC CONTROL DEVICES, SIGN PANEL MOUNTING DETAILS, SIGN PANEL ERECTION DETAILS, METAL POSTS (SIGNS, MARKERS, AND DELINEATORS), TELESCOPING STEEL SIGN SUPPORT, APPLICATION OF TYPE A AND B METAL POSTS, and TYPICAL PAVEMENT MARKINGS.



R. 10 E., R. 11 E. 4th P.M.

PROJECT LENGTH: PECATONICA PRAIRIE PATH = 18,496.886 METERS = 18.497 KILOMETERS; WINNEBAGO COUNTY FAIRGROUNDS = 1,388.075 METERS = 1.388 KILOMETERS; TOTAL = 19,884.961 METERS = 19.885 KILOMETERS

- OMISSIONS: #1 FROM STA. 36+400.000 TO STA. 36+420.000; #2 FROM STA. 36+624.749 TO STA. 37+406.619/37+422.107; #3 FROM STA. 39+870.000 TO STA. 39+960.000; #4 FROM STA. 40+400.000 TO STA. 40+480.000; #5 FROM STA. 41+994.957 TO STA. 42+001.109; #6 FROM STA. 42+110.665 TO STA. 42+125.460

- STATION EQUATIONS: STA. 31+026.077 (BACK) = STA. 31+021.543 (AHEAD); STA. 37+406.619 (BACK) = STA. 37+422.107 (AHEAD); STA. 39+369.864 (BACK) = STA. 39+376.300 (AHEAD); STA. 41+692.395 (BACK) = STA. 41+690.395 (AHEAD)

- STRUCTURE LOCATIONS: STRUCTURE 121 = 28+215.43; STRUCTURE 122 = 29+206.53; STRUCTURE 123 = 30+528.14; STRUCTURE 124 = 31+599.70; STRUCTURE 125 = 34+560.26; STRUCTURE 129 = 40+864.19; STRUCTURE 130 = 46+724.37

SCALES:

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

UTILITIES:

Table of utility providers and contact information. Includes Electric (ComEd, Mike Lennox), Sewer (Rock River Water Reclamation District, Village of Winnebago), Gas (NICOR, Constance Lane), Telephone (ATT, Steve Stull, Verizon, Windy Bocoek), and Water (City of Rockford Water Division, Village of Winnebago, City of Rockford).



811 or 1-800-892-0123 TOLL FREE

Professional Engineer seals for M.A. Gharani and Scott W. Gharani, including sheet counts and expiration dates.

AGENCY RESPONSIBLE FOR LETTING. Includes approval and passing signatures for the Winnebago County Highway Engineer and District Engineer of Local Roads & Streets, dated January 18, 2012.

Table for SHEET REVIEW with columns for Agency, Date, and Reviewer.

Table for REVISIONS with columns for No., Item, and Date.

Table for SCALE with columns for Scale, Drawn By, Checked By, and Date.

Table for SCALE with columns for Scale, Drawn By, Checked By, and Date.

McClure Engineering Associates, Inc. logo and contact information.

COVER SHEET information: PECATONICA PRAIRIE PATH, SECTION 94-00267-00-BT, WINNEBAGO COUNTY HIGHWAY DEPARTMENT, JOB: 04-30-10-042.

SHEET NO. 1 OF 107


GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", JANUARY 1, 2012 AND "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" JANUARY 1, 2012 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. MAINTENANCE OF TRAFFIC WILL BE REQUIRED WHEN WORKING WITHIN THE RIGHT OF WAY OF RURAL ROADWAYS OR URBAN STREETS.
8. THE CONTRACTOR SHALL KEEP EXISTING ROADWAYS AND PAVEMENTS FREE OF MUD AND OTHER DEBRIS AND SHALL INSTITUTE DUST CONTROL MEASURES DURING CONSTRUCTION.
9. SEE CROSS-SECTIONS FOR SPECIAL DITCHES AND GRADING DETAILS.
10. NO OVERHAUL HAS BEEN COMPUTED AND NONE SHALL BE PAID FOR FROM ANY SOURCE.
11. 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".
12. 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.
13. 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.
14. THE FINAL TOP 100mm OF SOIL IN ANY AREAS DISTURBED BY THE CONTRACTOR MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
15. 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.
16. 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 "CLEARING".
17. 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.
18. 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.
19. 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.
20. 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.
21. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED STORM SEWERS, DRAINAGE STRUCTURES, AND APPURTENANCES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
22. WHENEVER THE PROPOSED BIKE PATH INTERSECTS AN EXISTING SIDE ROAD OR STREET, THE PATH SHALL MATCH EXISTING GRADE AT CROSSING.
23. ANY RAILROAD TIE AND/OR RAILS FOUND WITHIN THE GRADING LIMITS SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED WASTE SITE.
24. 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.
25. SCALE APPLIES TO FULL SIZE DRAWINGS.
26. 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.
27. 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.
28. FRENCH DRAIN SHALL BE PLACED IN THE SHOULDER ON BOTH SIDES OF THE PATH AT LOW POINTS AND ON 150 METER SPACING.
29. PATH MILE MARKERS ARE INCLUDED IN PLANS.

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	REK
CHECKED BY:	JMH
DATE:	DECEMBER 12, 2011

	
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Rookford, Illinois 61107-6637 FAX (616) 398-2486	

GENERAL NOTES PECATONICA PRAIRIE PATH WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT	
FILE:H:\110-042 WINN CO PEC PATH\DESIGN\DRAWINGS\110-042 GENERAL NOTES.DWG	JOB:04-30-10-042

SHEET NO. 2 OF 107

PREFABRICATED STEEL BRIDGE(S) GENERAL NOTES
(BRIDGE 124)

- 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 A847 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 ERECTED 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. GROUTED 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 (10ksf). 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 121, BRIDGE 122, BRIDGE 125, 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 ACQ (ALKALINE COPPER QUARTERNARY).
- 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 TIMBER 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 RAIL, 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.
- THE INTENT OF THE PLAN IS TO REUSE/RESET THE EXISTING 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. THE 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 BID AS ONE (1) UNIT PER BRIDGE AS APPLICABLE.

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)

JOB: 04-30-10-042

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE: N/A
DRAWN BY: REK
CHECKED BY: JMS
DATE: DECEMBER 12, 2011

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GENERAL NOTES BRIDGE		
PECATONICA PRAIRIE PATH		
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT	
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 GENERAL NOTES BRIDGE.DWG		

SHEET NO.
3
OF
107

SUMMARY OF QUANTITIES CONSTRUCTION TYPE CODE 0028

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY
28000500	INLET AND PIPE PROTECTION	EACH	29
50101500	REMOVAL OF EXISTING SUPERSTRUCTURE	EACH	7
51500100*	NAME PLATES	EACH	7
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2
60100080*	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4
67100100	MOBILIZATION	LS	1
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	84
89502385*	REMOVE EXISTING CONCRETE FOUNDATION	EACH	2
K1005419*	TEMPORARY SEEDING	HA	8.32
M2010110*	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	538
M2010210*	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNITS	368
M2020010*	EARTH EXCAVATION	CUM	4,487
M2040800	FURNISHED EXCAVATION	CUM	5,617
M2070220	POROUS GRANULAR EMBANKMENT	CUM	95.2
M2080150	TRENCH BACKFILL	CUM	73
M2090110	POROUS GRANULAR BACKFILL	CUM	40
M2101000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQM	270
M2500100	SEEDING CLASS 1	HA	0.34
M2500310	SEEDING CLASS 4	HA	7.98
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	832
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	832
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	832
M2510115	MULCH, METHOD 2	HA	8.32
M2510630*	EROSION CONTROL BLANKET	SQM	2,100
M2800305	TEMPORARY DITCH CHECKS	METER	5
M2800400	PERIMETER EROSION BARRIER	METER	3,312
M2810107	STONE RIPRAP, CLASS A4	SQM	9
M2810709	STONE DUMPED RIPRAP, CLASS A5	SQM	76
M2820200	FILTER FABRIC	SQM	23
M3010300*	SHAPING AND GRADING ROADWAY	UNIT	565.5
M3511200	AGGREGATE BASE COURSE, TYPE B, 200MM	SQM	19,241.9
M3580200*	AGGREGATE BASE REPAIR	M TON	7,230
M4021020*	AGGREGATE SURFACE COURSE, TYPE B	CUM	144.7
M4060200	BITUMINOUS MATERIALS, (PRIME COAT)	M TON	5,780
M4063310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	M TON	33,661
M4080500	INCIDENTAL HOT-MIX ASPHALT SURFACING	M TON	1,207,403
M4240100	PORTLAND CEMENT CONCRETE SIDEWALK 100MM	SQM	96.6
M4248000*	DETECTABLE WARNINGS	SQM	193.5
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	30.0
M4402050	SIDEWALK REMOVAL	SQM	29.0
M4812100*	AGGREGATE SHOULDERS, TYPE B, 100MM	SQM	281.7
M5020100	STRUCTURE EXCAVATION	CUM	137.39
M5030350	CONCRETE STRUCTURES	CUM	42.29
M5070105	TREATED TIMBER	CUM	23.43
M5070305	HARDWARE	KG	972
M5080105	REINFORCEMENT BARS	KG	2,626
M5210020	ANCHOR BOLTS, M20	EACH	52
M5210022	ANCHOR BOLTS, M24	EACH	8

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY
M5401050	PRECAST CONCRETE BOX CULVERT 1.5M X 1.5M	METER	8.54
M5403220	EXPANSION BOLTS M20	EACH	56
M5422320	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 600MM	METER	14.1
M5422530	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 750MM	METER	15.7
M5422535	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 900MM	METER	17.6
M5422565	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 1800MM	METER	9.4
M542E216	STEEL END SECTIONS 375MM	EACH	6
M542E228	STEEL END SECTIONS 600MM	EACH	1
M542E628	PRC FL ES EQ RS 600	EACH	6
M542E836	STEEL END SECTIONS, EQUIVALENT ROUND-SIZE 750MM	EACH	2
M542E844	STEEL END SECTIONS, EQUIVALENT ROUND-SIZE 900MM	EACH	4
M542E868	STEEL END SECTIONS, EQUIVALENT ROUND-SIZE 1800MM	EACH	2
M542H020	PIPE CULVERTS, CLASS A, TYPE 1 300MM	METER	2.4
M542H425	PIPE CULVERTS, CLASS D, TYPE 1 375MM	METER	44.3
M542H440	PIPE CULVERTS, CLASS D, TYPE 1 600MM	METER	50.2
M542H455	PIPE CULVERTS, CLASS D, TYPE 1 900MM	METER	18.0
M5910100	GEOCOMPOSITE WALL DRAIN	SQM	11.5
M6010080	FRENCH DRAIN	CUM	1,412
M6060600	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.45	METER	30.0
M6840120	CHAIN LINK FENCE, 1.8 METER	METER	827.1
M6841630	CHAIN LINK GATES, 1.8M X 4.3M DOUBLE	EACH	1
M6841650	CHAIN LINK GATES, 1.8M X 5.5M DOUBLE	EACH	1
M6841670	CHAIN LINK GATES, 1.8M X 6.7M DOUBLE	EACH	1
M6650100	WOVEN WIRE FENCE, 1.2 METER	METER	46.0
M7200100	SIGN PANEL-TYPE 1	SQM	70.44
M7300100	WOOD SIGN SUPPORT	METER	815.1
MX030570	PEDESTRIAN BRIDGE SUPERSTRUCTURE	SQM	49.24
MX033693	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 125 MM)	SQM	23.10
MX033694	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 125 MM)	SQM	5.70
MX202045*	EARTH EXCAVATION (SPECIAL)	CUM	3,000
MX780605	URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQM	25.34
MX780610	URETHANE PAVEMENT MARKING - LINE 100 MM	METER	2,131.93
MX780614	URETHANE PAVEMENT MARKING - LINE 150 MM	METER	224.66
MX780618	URETHANE PAVEMENT MARKING - LINE 300 MM	METER	410.38
MX780622	URETHANE PAVEMENT MARKING - LINE 600 MM	METER	471.93
MZ022800*	FENCE REMOVAL	METER	125
MZ064600*	SELECTIVE CLEARING	HA	9.60
MZ078000*	WOOD RAIL	METER	1,162
MZ011100*	PIPE UNDERDRAINS FOR STRUCTURES 100MM	METER	32.8
X0328549*	STONE MASONRY REPAIRS AND REPLACEMENT	LS	1
X7010216	TRAFFIC CONTROL AND PROTECTION SPECIAL	LS	1
XX008345*	MASONRY CLEANING & TUCKPOINTING	EACH	5
XX008023*	REMOVE AND RESET EXISTING STEEL STRINGER ASSEMBLIES	EACH	3
XX008345*	MILE MARKERS	EACH	13
Z0018905*	DRILL AND GROUT BARS	EACH	680
XX008638	STEEL SHEET PILING WITH BICYCLE RAILING	METER	400

CONSTRUCTION TYPE CODE 0042

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY
Z0078600	TRAINEES	HOUR	500

Δ SPECIALTY ITEMS

* SPECIAL PROVISIONS

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	REK
CHECKED BY:	JMH
DATE:	DECEMBER 12, 2011



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SUMMARY OF QUANTITIES

PECATONICA PRAIRIE PATH

WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SUMMARY.DWG JOB: 04-30-10-042

28000500				
INLET AND PIPE PROTECTION				
STATION	OFFSET	SIDE		EACH
38+255	8.99	RT		1
38+440	10.23	RT		1
38+606	10.21	RT		1
39+430	4.92	LT		1
39+454	4.94	LT		1
39+456	25.45	LT		1
39+533	7.26	RT		1
39+587	7.15	LT		1
39+602	3.70	LT		1
41+504	5.64	LT		1
41+107	8.46	LT		1
41+107	8.46	RT		1
41+765	20.03	LT		1
41+859	86.79	RT		1
41+893	15.96	LT	3	
42+011	17.50	LT		1
42+037	17.85	LT		1
42+913	5.11	RT		1
42+916	10.39	LT		1
43+275	6.11	LT		1
44+534	12.80	RT		1
44+548	72.00	LT		1
44+549	13.18	RT		1
46+143	7.74	LT		1
47+742	11.08	LT		1
47+754	15.16	RT		1
47+755	17.05	RT		1
TOTAL				29

89502385				
REMOVE EXISTING CONCRETE FOUNDATION				
FROM	TO			EACH
STATION	SIDE	STATION	SIDE	
30+655	LT	30+655	RT	1
30+658	LT	30+658	RT	1
TOTAL				2

M2010210				
TREE REMOVAL, (OVER 15 UNITS DIAMETER)				
STATION	OFFSET	SIDE		UNITS
0+046	0.01	LT		18
0+060	1.94	RT		30
0+075	0.84	RT		18
0+149	1.81	RT		18
0+149	1.81	RT		18
0+161	1.03	RT		34
0+165	1.61	RT		18
0+328	0.92	RT		18
0+342	2.69	RT		28
0+480	1.42	RT		16
39+408	1.36	RT		18
39+412	0.73	LT		18
39+412	0.73	LT		18
39+412	0.73	LT		20
39+412	0.73	LT		30
39+414	1.69	LT		20
42+875	3.47	LT		18
TOTAL				358

M2010110				
TREE REMOVAL, (6-15 UNITS DIAMETER)				
STATION	OFFSET	SIDE		UNITS
0+028	0.09	LT		15
0+080	1.94	RT		12
0+075	0.84	RT		15
0+326	2.92	RT		6
0+326	3.06	RT		9
0+326	3.06	RT		15
0+327	3.50	RT		8
0+327	3.50	RT		10
0+328	3.18	RT		15
0+329	0.30	LT		12
0+330	2.91	RT		9
0+330	0.89	RT		8
0+331	2.07	LT		6
0+335	2.16	LT		6
0+336	0.86	RT		12
0+336	1.07	RT		12
0+336	4.68	RT		7
0+337	5.02	RT		11
0+337	3.21	RT		9
0+338	5.18	LT		7
0+338	2.45	LT		15
0+342	3.38	RT		9
0+343	7.57	LT		12
0+344	2.76	LT		8
0+344	0.16	RT		14
0+347	4.79	LT		8
0+396	1.14	RT		8
0+396	1.14	RT		10
0+396	1.14	RT		12
0+450	1.82	RT		12
0+451	2.11	RT		8
0+454	3.28	LT		10
0+460	3.13	RT		12
0+460	3.13	RT		12
0+470	1.95	LT		12
0+471	0.19	RT		8
0+472	1.04	RT		6
0+474	0.46	RT		6
0+474	0.46	RT		8
0+478	0.90	RT		7
0+482	0.85	LT		6
0+482	0.85	LT		8
28+304	5.80	RT		10
28+766	6.10	LT		6
28+770	5.20	LT		6
28+774	8.50	LT		6
28+786	8.20	RT		6
28+793	9.50	RT		7
28+800	6.90	RT		8
28+820	9.80	RT		8
28+920	9.10	RT		10
39+412	0.73	LT		6
39+412	0.73	LT		6
39+412	0.73	LT		6
39+412	0.73	LT		8
41+863	16.76	LT		12
42+899	1.43	RT		6
43+001	5.18	LT		12
TOTAL				538

M2020010			
EARTH EXCAVATION			
FROM	TO		CU M
0+000	0+500		472
0+840	1+380		442
39+310	39+610		895
41+060	41+680		43
42+110	42+250		299
44+752	44+923		472
TOTAL			2,623

M2040800		
FURNISHED EXCAVATION		
FROM	TO	CU M
34+820	36+621	488
37+406	39+461	609
39+467	41+707	2175
41+713	41+874	57
41+881	41+995	18
42+001	42+116	31
42+126	42+922	339
42+927	44+538	300
44+543	46+145	464
46+153	47+758	1136
TOTAL		5,617

M2080150				
TRENCH BACKFILL				
FROM	TO			CU M
0+200	RT	0+200	LT	2
0+340	RT	0+343	LT	10
38+255	LT	38+255	RT	14
39+430	LT	39+440	LT	7
39+454	LT	39+454	RT	6
40+500	RT	40+500	RT	4
41+875	RT	41+882	LT	3
41+897	LT	41+897	RT	2
41+898	LT	41+898	RT	2
41+899	LT	41+899	RT	2
42+917	RT	42+933	RT	10
44+458	LT	44+548	RT	6
46+142	LT	46+142	RT	5
TOTAL				73

M2101000		
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION		
FROM	TO	SQ M
39+380	39+455	270
TOTAL		270

M2500100		
SEEDING CLASS 1		
FROM	TO	HA
0+000	0+520	0.15
0+820	1+400	0.11
39+376	39+463	0.04
42+125	42+200	0.04
TOTAL		0.34

M2500310		
SEEDING CLASS 4		
FROM	TO	HA
27+653	36+625	3.77
37+407	39+370	0.83
39+610	42+110	1.05
42+200	47+758	2.33
TOTAL		7.98

M2500400		
NITROGEN FERTILIZER NUTRIENT		
FROM	TO	KG
0+000	0+520	15
0+820	1+400	11
276+53	366+25	377
374+07	393+70	83
393+76	394+63	4
396+10	421+10	105
42+125	47+758	237
TOTAL		832

M2500500		
PHOSPHOROUS FERTILIZER NUTRIENT		
FROM	TO	KG
0+000	0+520	15
0+820	1+400	11
276+53	366+25	377
374+07	393+70	83
393+76	394+63	4
396+10	421+10	105
42+125	47+758	237
TOTAL		832

M2500600		
POTASSIUM FERTILIZER NUTRIENT		
FROM	TO	KG
0+000	0+520	15
0+820	1+400	11
276+53	366+25	377
374+07	393+70	83
393+76	394+63	4
396+10	421+10	105
42+125	47+758	237
TOTAL		832

M2510115		
MULCH METHOD 2		
FROM	TO	HA
0+000	0+520	0.15
0+820	1+400	0.11
276+53	366+25	3.77
374+07	393+70	0.83
393+76	394+63	0.04
396+10	421+10	1.05
42+125	47+758	2.37
TOTAL		8.32

M2510630				
EROSION CONTROL BLANKET				
FROM	TO			SQ M
39+300	LT & RT	39+450	LT & RT	1,500
46+240	LT & RT	46+300	LT & RT	600
TOTAL				2,100

M2800305			
TEMPORARY DITCH CHECKS			
STATION	OFFSET	SIDE	METER
39+461	6.21	RT	5
TOTAL			5

M2800400				
PERIMETER EROSION BARRIER				
FROM	TO			METER
0+160	LT	0+390	LT	226
0+450	LT	0+500	LT	52
0+880	LT	1+140	LT	165
28+105	LT	28+212	LT	107
28+105	RT	28+206	RT	101
28+217	RT	28+388	RT	172
28+220	LT	28+390	LT	170
28+814	RT	29+217	RT	403
30+347	LT	30+400	LT	53
30+414	LT	30+552	LT	138
39+268	RT	39+590	RT	305
40+480	LT	41+038	LT	556
40+480	RT	41+038	RT	558
46+158	LT	46+310	LT	152
46+158	RT	46+310	RT	152
TOTAL				3,312

M2810709				
STONE DUMPED RIPRAP, CLASS A5				
FROM	TO			SQ M
0+200	RT	0+200	RT	4
0+200	LT	0+200	LT	4
0+340	RT	0+340	RT	17
0+344	LT	0+344	LT	24
28+210	RT	28+210	RT	14
41+500	RT	41+498	LT	13
TOTAL				76

M3010300			
SHAPING AND GRADING ROADWAY			
FROM	TO		UNITS
27+653	29+582		64.3
30+395	30+682		9.6
30+692	30+805		3.8
30+820	30+945		4.2
30+952	31+026		2.5
STATION EQUATION			
31+022	31+033		0.4
31+048	31+230		6.1
31+241	32+922		56.0
32+931	33+335		13.5
33+345	34+815		49.0
34+821	36+621		60.0
37+406	39+310		63.5
39+610	41+080		49.0
42+250	47+458		183.6
TOTAL			565.5

M4021020				
AGGREGATE SURFACE COURSE, TYPE B				
FROM	TO	DEPTH mm	WIDTH mm	CU M
27+653	29+537	100	300	18.844
31+241	31+251	50	300	0.050
31+251	32+912	100	300	16.605
32+912	32+922	50	300	0.050
32+931	32+941	50	300	0.050
32+941	33+325	100	300	3.841
33+325	33+335	50	300	0.050
33+345	34+050	50	300	3.528
34+050	34+804	100	300	7.536
34+804	34+814	50	300	0.050
34+820	34+830	50	300	0.050
34+830	36+611	100	300	17.809
36+611	36+621	50	300	0.050
37+407	39+370	100		

M406200		
BITUMINOUS MATERIALS (PRIME COAT)		
FROM	TO	
STATION	STATION	M TON
0+000	0+499	0.575
0+838	0+961	0.142
0+968	1+226	0.297
1+237	1+388	0.174
30+222	30+882	0.530
30+889	30+806	0.135
30+819	30+944	0.144
30+952	31+033	0.094
31+048	31+078	0.035
31+085	31+230	0.559
39+376	39+464	0.101
39+465	39+593	0.061
39+497	39+596	0.047
39+594	39+611	0.016
40+442	41+707	1.457
41+713	41+874	0.667
41+881	41+945	0.132
42+001	42+111	0.126
42+125	42+550	0.488
	TOTAL	5.780

M4063310		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50		
FROM	TO	
STATION	STATION	M TON
39+465	39+593	18.957
39+497	39+596	14.704
	TOTAL	33.661

M4080500		
INCIDENTAL ASPHALT SURFACING		
FROM	TO	
STATION	STATION	M TON
0+000	0+499	181.913
0+838	0+961	44.840
0+968	1+226	94.055
1+237	1+388	55.048
30+222	30+882	167.695
30+889	30+806	42.653
30+819	30+944	45.569
30+952	31+033	29.529
31+047	31+078	11.301
31+085	31+230	52.880
39+376	39+464	32.081
39+594	39+611	6.197
41+300	41+707	148.373
41+713	41+874	58.693
41+881	41+995	41.559
42+001	42+111	40.101
42+125	42+550	154.936
	TOTAL	1,207.403

M4240100					
PORTLAND CEMENT CONCRETE SIDEWALK, 100MM					
FROM	TO				
STATION	SIDE	STATION	SIDE	SQ M	
1+238	CL	1+259	CL	64.7	
30+801	LT	30+804	RT	12.8	
30+820	LT	30+825	RT	16.2	
				2.9	
				TOTAL	96.6

M4402040				
COMBINATION CURB AND GUTTER REMOVAL				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
30+790	LT	30+790	RT	10.0
30+804	LT	30+807	RT	10.0
30+818	LT	30+822	RT	10.0
			TOTAL	30.0

M4402050				
SIDEWALK REMOVAL				
FROM	TO			
STATION	SIDE	STATION	SIDE	SQ M
30+801	LT	30+804	RT	12.8
30+820	LT	30+825	RT	16.2
			TOTAL	29.0

M4812100				
AGGREGATE SHOULDERS, TYPE B, 100 MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	SQ M
39+465	RT	39+596	RT	159.75
39+496	LT	39+596	LT	121.94
			TOTAL	281.69

M5422320				
PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND SIZE 600MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
41+897	LT	41+897	RT	4.7
41+898	LT	41+898	RT	4.7
41+899	LT	41+899	RT	4.7
			TOTAL	14.1

M5422530				
PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND SIZE 750MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
42+917	RT	42+933	RT	15.7
			TOTAL	15.7

M5422535				
PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND SIZE 900MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
39+454	LT	39+454	RT	8.5
44+548	LT	44+548	RT	9.1
			TOTAL	17.6

M5422565				
PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND SIZE 1800MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
0+341	RT	0+343	LT	9.4
			TOTAL	9.4

M542E216			
STEEL END SECTIONS 375MM			
STATION	SIDE	EACH	
0+200	LT	1	
0+200	RT	1	
39+430	LT	1	
39+440	LT	1	
46+142	LT	1	
46+142	RT	1	
	TOTAL	6	

M542E228			
STEEL END SECTIONS 600MM			
STATION	SIDE	EACH	
41+668	RT	1	
	TOTAL	1	

M542E628			
PRC FLES EQ RS 600			
STATION	SIDE	EACH	
41+897	LT	1	
41+897	RT	1	
41+898	LT	1	
41+898	RT	1	
41+899	LT	1	
41+899	RT	1	
	TOTAL	6	

M542E836			
STEEL END SECTIONS EQUIVALENT ROUND SIZE 750MM			
STATION	SIDE	EACH	
42+917	RT	1	
42+933	RT	1	
	TOTAL	2	

M542E844			
STEEL END SECTIONS EQUIVALENT ROUND SIZE 900MM			
STATION	SIDE	EACH	
39+454	LT	1	
39+454	RT	1	
44+548	LT	1	
44+548	RT	1	
	TOTAL	4	

M542E868			
STEEL END SECTIONS, EQUIVALENT ROUND SIZE 1800MM			
STATION	SIDE	EACH	
0+340	RT	1	
0+344	LT	1	
	TOTAL	2	

M542H020				
PIPE CULVERTS, CLASS A, TYPE 1 300MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
41+500.2	RT	41+500.2	RT	2.4
			TOTAL	2.4

M542H425				
PIPE CULVERTS, CLASS D, TYPE 1 375MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
0+200	LT	0+200	RT	7.5
1+242	LT	1+242	RT	12.8
39+430	LT	39+440	LT	10.4
42+063	LT	42+069	LT	3.8
46+142	LT	46+142	RT	9.8
			TOTAL	44.3

M542H440				
PIPE CULVERTS, CLASS D, TYPE 1 600MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
33+540	LT	33+544	LT	8.0
33+540	RT	33+544	RT	8.0
41+668	RT	41+702	LT	34.2
			TOTAL	50.2

M542H455				
PIPE CULVERTS, CLASS D, TYPE 1 900MM				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
38+255	LT	38+255	RT	18.0
			TOTAL	18.0

M6060600				
COMBINATION CURB AND GUTTER, TYPE B-15.45				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
30+790	LT	30+790	RT	10.0
30+804	LT	30+807	RT	10.0
30+818	LT	30+822	RT	10.0
			TOTAL	30.0

M6640120				
CHAIN LINK FENCE, 1.8 METER				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
29+561	RT	0+482	RT	484.1
0+498	RT	0+746	RT	245.3
0+755	RT	0+836	RT	76.8
0+849	RT	0+870	RT	20.9
			TOTAL	827.1

M6650100				
WOVEN WIRE FENCE, 1.2 METER				
FROM	TO			
STATION	SIDE	STATION	SIDE	METER
39+400	RT	39+446	RT	46
			TOTAL	46

M6641630			
CHAIN LINK GATES, 1.8M X 4.3 DOUBLE			
STATION	SIDE	EACH	
0+751	RT	1	
	TOTAL	1	

M6641650			
CHAIN LINK GATES, 1.8M X 5.5 DOUBLE			
STATION	SIDE	EACH	
0+489	RT	1	
	TOTAL	1	

M6641670			
CHAIN LINK GATES, 1.8M X 6.7 DOUBLE			
STATION	SIDE	EACH	
0+842	RT	1	
	TOTAL	1	

M6010080			
FRENCH DRAIN			
STATION	CU M	STATION	CU M
27+653	0.012	38+337	0.012
27+803	0.012	38+487	0.012
27+953	0.012	38+637	0.012
28+103	0.012	38+787	0.012
28+253	0.012	38+937	0.012
28+403	0.012	39+087	0.012
28+553	0.012	39+237	0.012
28+703	0.012	STATION EQUATION	
28+853	0.012	39+494	0.012
29+003	0.012	39+644	0.012
29+153	0.012	39+794	0.012
29+303	0.012	39+944	0.012
29+453	0.012	40+094	0.012
STATION EQUATION		40+244	0.012
30+395	0.012	40+394	0.012
30+545	0.012	40+544	0.012
30+695	0.012	40+694	0.012
30+845	0.012	40+844	0.012
30+995	0.012	40+994	0.012
31+145	0.012	41+144	0.012
31+295	0.012	41+294	0.012
31+445	0.012	41+444	0.012
31+595	0.012	41+594	0.012
31+745	0.012	41+744	0.012
31+895	0.012	41+894	0.012
32+045	0.012	42+044	0.012
32+195	0.012	42+126	0.012
32+345	0.012	42+276	0.012
32+495	0.012	42+426	0.012
32+645	0.012	42+576	0.012
32+795	0.012	42+726	0.012
32+945	0.012	42+876	0.012
33+095	0.012	43+026	0.012
33+245	0.012	43+176	0.012
33+395	0.012	43+326	0.012
33+545	0.012	43+476	0.012
33+695	0.012	43+626	0.012
33+845	0.012	43+776	0.012
33+995	0.012	43+926	0.012
34+145	0.012	44+076	0.012
34+295	0.012	44+226	0.012
34+445	0.012	44+376	0.012
34+595	0.012	44+526	0.012
34+745	0.012	44+676	0.012
34+895	0.012	44+826	0.012
35+045	0.012	44+976	0.012
35+195	0.012	45+126	0.012
35+345	0.012	45+276	0.012
35+495	0.012	45+426	0.012
35+645	0.012	45+576	0.012
35+795	0.012	45+726	0.012
35+945	0.012	45+876	0.012
36+095	0.012	46+026	0.012
36+245	0.012	46+176	0.012
36+395	0.012	46+326	0.012
37+437	0.012	46+476	0.012
37+587	0.01		

M7200100											
SIGN PANEL - TYPE 1											
STATION	SIDE	SIGN TYPE	SQ M	STATION	SIDE	SIGN TYPE	SQ M	STATION	SIDE	SIGN TYPE	SQ M
0+044	LT	W1-2	0.3600	31+079	LT	R1-1	0.2025	41+702	LT	PATH LOGO	0.2025
0+125	RT	W1-1	0.3600	31+084	LT	R1-1	0.2025	41+716	LT	R1-1	0.2025
0+174	LT	W1-1	0.3600	31+087	LT	R5-3	0.3600	41+718	RT	PATH LOGO	0.2025
0+328	RT	W1-1	0.3600	31+114	LT	W3-1a and D3-1	0.3398	41+718	RT	R5-3	0.3600
0+373	LT	W1-1	0.3600	31+124	LT	W11-1	0.3600	41+735	LT	W3-1a and D3-1	0.3285
0+453	RT	W1-1	0.3600	31+127	LT	W11-1	0.3600	41+739	RT	W11-1	0.3600
0+458	RT	W3-1a	0.3600	31+142	RT	W11-1	0.3600	41+835	RT	W3-1a and D3-1	0.3835
0+488	RT	R1-1	0.3600	31+199	RT	W3-1a and D3-1	0.3510	41+853	LT	W11-1	0.3600
0+512	LT	W1-1	0.3600	31+229	LT	R5-3	0.3600	41+870	LT	R5-3	0.3600
0+839	LT	R1-1	0.3600	31+229	RT	R1-1	0.2025	41+870	RT	R1-1 and R5-3	0.5625
0+869	LT	W3-1a	0.3600	31+229	LT	PATH LOGO	0.2025	41+884	LT	R1-1	0.2025
0+926	RT	W3-1a	0.3600	31+240	LT	R1-1	0.2025	41+885	RT	R5-3	0.3600
0+956	RT	R1-1	0.3600	31+245	RT	R1-1	0.2025	41+889	RT	W11-1	0.3600
0+976	LT	R1-1	0.3600	31+245	RT	PATH LOGO	0.2025	41+901	LT	W3-1a and D3-1	0.3835
1+103	RT	W3-1a	0.3600	31+270	LT	W3-1a and D3-1	0.3510	41+959	RT	W3-1a and D3-1	0.3398
1+133	RT	R1-1	0.3600	31+309	RT	W11-1	0.3600	41+979	LT	W11-1	0.3600
1+144	LT	R1-1	0.3600	32+856	LT	W11-1	0.3600	41+991	LT	R5-3	0.3600
1+182	RT	W1-2	0.3600	32+892	RT	W3-1a and D3-1	0.3630	41+992	RT	R1-1	0.2025
1+187	RT	R1-1	0.3600	32+915	LT	R5-3	0.3600	42+004	LT	R1-1	0.2025
1+198	LT	R1-1	0.3600	32+915	LT	PATH LOGO	0.2025	42+005	RT	R5-3	0.3600
1+219	RT	W1-2	0.3600	32+922	RT	R1-1	0.2025	42+014	RT	W11-1	0.3600
1+224	RT	R1-1	0.3600	32+933	LT	R1-1	0.2025	42+028	LT	W3-1a and D3-1	0.3398
1+225	LT	W1-2	0.3600	32+933	RT	PATH LOGO	0.2025	42+075	RT	W3-1a and D3-1	0.3285
1+240	LT	R1-1	0.3600	32+939	RT	R5-3	0.3600	42+107	LT	R5-3	0.3600
1+252	RT	W1-2	0.3600	32+975	LT	W3-1a and D3-1	0.3630	42+108	LT	W11-1 and M7-5	1.5213
1+281	LT	W1-2	0.3600	33+000	RT	W11-1	0.3600	42+108	LT	PATH LOGO	0.2025
1+270	LT	R1-1	0.3600	33+284	RT	W11-1	0.3600	42+113	RT	R1-1	0.2025
1+298	LT	W1-2	0.3600	33+295	RT	W3-1a and D3-1	0.3165	42+115	LT	D11-1	0.1620
1+341	RT	W1-1	0.3600	33+325	RT	R1-1	0.2025	42+128	LT	R1-1	0.2025
29+527	RT	W1-2	0.3600	33+335	LT	PATH LOGO	0.2025	42+128	RT	PATH LOGO	0.2025
30+237	LT	W1-1	0.3600	33+335	LT	R5-3	0.3600	42+129	RT	R5-3	0.3600
30+651	RT	W3-1a and D3-1	0.3165	33+346	RT	R5-3	0.3600	42+134	RT	W11-1 and M7-5	1.5213
30+670	LT	W11-1	0.3600	33+352	LT	R1-1	0.2025	42+158	LT	W3-1a and D3-1	0.3285
30+681	LT	R5-3	0.3600	33+352	RT	PATH LOGO	0.2025	42+888	RT	W3-1a and D3-1	0.3743
30+681	RT	R1-1	0.2025	33+382	LT	W3-1a and D3-1	0.3630	42+912	LT	W11-1	0.3600
30+681	LT	PATH LOGO	0.2025	33+418	LT	W11-1	0.3600	42+918	LT	R5-3	0.3600
30+694	LT	R1-1	0.2025	34+770	LT	W11-1	0.3600	42+918	RT	R1-1	0.2025
30+694	RT	R5-3	0.3600	34+776	RT	W3-1a and D3-1	0.3285	42+918	LT	PATH LOGO	0.2025
30+694	RT	PATH LOGO	0.2025	34+808	RT	R1-1	0.2025	42+931	LT	R1-1	0.2025
30+709	RT	W11-1	0.3600	34+809	LT	PATH LOGO	0.2025	42+931	RT	PATH LOGO	0.2025
30+724	LT	W3-1a and D3-1	0.3165	34+809	LT	R5-3	0.3600	42+932	RT	R5-3	0.3600
30+776	RT	W3-1a and D3-1	0.3165	34+825	RT	R1-1	0.2025	42+937	RT	W11-1	0.3600
30+780	LT	W11-1	0.3600	34+827	RT	PATH LOGO	0.2025	42+981	LT	W3-1a and D3-1	0.3743
30+805	LT	R5-3	0.3600	34+828	RT	R5-3	0.3600	44+504	RT	W3-1a and D3-1	0.3630
30+806	RT	R1-1	0.2025	34+855	LT	W3-1a and D3-1	0.3285	44+530	LT	W11-1	0.3600
30+806	LT	PATH LOGO	0.2025	34+888	RT	W11-1	0.3600	44+534	LT	R5-3	0.3600
30+829	LT	R1-1	0.2025	36+571	LT	W11-1	0.3600	44+534	RT	R1-1	0.2025
30+835	RT	PATH LOGO	0.2025	36+588	RT	D3-1	0.1830	44+534	LT	PATH LOGO	0.2025
30+835	RT	R5-3	0.3600	36+618	LT	PATH LOGO	0.2025	44+547	LT	R1-1	0.2025
30+856	RT	W11-1	0.3600	36+631	RT	PATH LOGO	0.2025	44+547	RT	PATH LOGO	0.2025
30+859	LT	W3-1a and D3-1	0.3165	36+661	LT	W3-1a and D3-1	0.3855	44+547	RT	R5-3	0.3600
30+906	LT	W11-1	0.3600	36+673	RT	W11-1	0.3600	44+550	RT	W11-1	0.3600
30+915	RT	W3-1a and D3-1	0.3835	39+365	RT	W11-1 and W16-1P	0.6300	44+577	LT	W3-1a and D3-1	0.3630
30+943	LT	R5-3	0.3600	39+378	LT	W11-1	0.3600	46+113	RT	W3-1a and D3-1	0.3398
30+943	LT	PATH LOGO	0.2025	39+430	RT	W3-1a and D3-1	0.3285	46+143	RT	R1-1	0.2025
30+945	LT	R1-1	0.2025	39+460	LT	R1-1 and R5-3	0.5625	46+143	LT	PATH LOGO	0.2025
30+952	LT	R1-1	0.2025	39+460	RT	PATH LOGO	0.2025	46+144	LT	R5-3	0.3600
30+952	RT	W11-1	0.3600	39+460	RT	R5-3	0.3600	46+149	RT	W11-1	0.3600
30+953	RT	PATH LOGO	0.2025	39+468	RT	D11-1 and R9-3c	0.2520	46+150	LT	W11-1	0.3600
30+953	RT	R5-3	0.3600	39+500	LT	R1-1	0.2025	46+156	RT	R5-3	0.3600
30+982	LT	W3-1a and D3-1	0.3835	39+530	LT	W3-1a and D3-1	0.3285	46+157	LT	R1-1	0.2025
31+000	RT	W11-1	0.3600	39+560	LT	D11-1 and M7-1	0.8370	46+157	RT	PATH LOGO	0.2025
31+004	LR	W3-1a and D3-1	0.3285	39+564	LT	D11-1 and M7-1	0.8370	46+187	LT	W3-1a and D3-1	0.3398
31+027	LT	W11-1	0.3600	39+592	LT	D11-1 and R9-3c	0.2520	47+695	RT	D11-1 and M4-6	0.3150
31+029	RT	R1-1	0.2025	39+600	RT	PATH LOGO	0.2025	47+725	RT	W3-1a and D3-1	0.3630
31+034	LT	R5-3	0.3600	39+630	LT	D3-1	0.1260	47+732	LT	W11-1 and M6-1	1.0350
31+047	RT	R5-3	0.3600	39+674	RT	R1-1	0.2025	47+753	LT	R5-3	0.3600
31+052	LT	R1-1	0.2025	39+688	LT	W11-1 and W16-1P	0.6300	47+753	LT	PATH LOGO	0.2025
31+062	RT	W3-1a and D3-1	0.3398	41+674	RT	W3-1a and D3-1	0.3285	47+755	RT	R1-1	0.2025
31+064	LT	W3-1a and D3-1	0.3285	41+702	LT	R5-3	0.3600	47+791	RT	W11-1 and M6-1	1.0350
31+076	LT	R5-3	0.3600	41+704	RT	R1-1	0.2025				
		SUB-TOTAL	23.1448			SUB-TOTAL	22.3298			SUB-TOTAL	24.9614
										TOTAL	70.4360

M7300100											
WOOD SIGN SUPPORT											
STATION	SIDE	METER	STATION	SIDE	METER	STATION	SIDE	METER	STATION	SIDE	METER
0+044	LT	3.9	31+076	LT	3.9	41+716	LT	3.9			
0+125	RT	3.9	31+079	LT	3.9	41+718	RT	3.9			
0+174	LT	3.9	31+084	LT	3.9	41+718	RT	3.9			
0+328	RT	3.9	31+087	LT	3.9	41+735	LT	3.9			
0+373	LT	3.9	31+114	LT	3.9	41+739	RT	3.9			
0+453	RT	3.9	31+124	LT	3.9	41+835	RT	3.9			
0+458	RT	3.9	31+127	LT	3.9	41+870	LT	3.9			
0+488	RT	3.9	31+142	RT	3.9	41+870	RT	3.9			
0+512	LT	3.9	31+199	RT	3.9	41+884	LT	3.9			
0+839	LT	3.9	31+229	LT	3.9	41+885	RT	3.9			
0+869	LT	3.9	31+229	RT	3.9	41+889	RT	3.9			
0+926	RT	3.9	31+240	RT	3.9	41+901	LT	3.9			
0+956	RT	3.9	31+240	LT	3.9	41+959	RT	3.9			
0+978	LT	3.9	31+245	RT	3.9	41+979	LT	3.9			
1+103	RT	3.9	31+245	RT	3.9	41+991	LT	3.9			
1+182	RT	3.9	31+270	LT	3.9	41+992	RT	3.9			
1+133	RT	3.9	31+309	RT	3.9	42+004	LT	3.9			
1+144	LT	3.9	32+856	LT	3.9	42+005	RT	3.9			
1+187	RT	3.9	32+892	RT	3.9	42+014	RT	3.9			
1+198	LT	3.9	32+915	LT	3.9	42+028	LT	3.9			
1+219	RT	3.9	32+915	LT	3.9	42+075	RT	3.9			
1+224	RT	3.9	32+922	RT	3.9	42+107	LT	3.9			
1+225	LT	3.9	32+933	LT	3.9	42+108	LT	3.9			
1+240	LT	3.9	32+933	RT	3.9	42+108	LT	3.9			
1+252	RT	3.9	32+939	RT	3.9	42+113	RT	3.9			
1+261	LT	3.9	32+975	LT	3.9	42+115	LT	3.9			
1+270	LT	3.9	33+000	RT	3.9	42+128	RT	3.9			
1+298	LT	3.9	33+284	RT	3.9	42+129	RT	3.9			
1+341	RT	3.9	33+295	RT	3.9	42+134	RT	3.9			
29+527	RT	3.9	33+325	RT	3.9	42+158	LT	3.9			
30+237	LT	3.9	33+335	LT	3.9	42+888	RT	3.9			
30+651	RT	3.9	33+335	LT	3.9	42+912	LT	3.9			
30+670	LT	3.9	33+346	RT	3.9	42+918	LT	3.9			
30+681	LT	3.9	33+346	RT	3.9	42+918	RT	3.9			
30+681	RT	3.9	33+352	LT	3.9	42+931	LT	3.9			
30+681	LT	3.9	33+382	LT	3.9	42+931	RT	3.9			
30+694	LT	3.9	33+418	LT	3.9	42+932	RT	3.9			
30+694	RT	3.9	34+770	LT	3.9	42+937	RT	3.9			
30+694	RT	3.9	34+776	RT	3.9	42+981	LT	3.9			
30+709	RT	3.9	34+808	RT	3.9	44+504	RT	3.9			
30+724	LT	3.9	34+808	RT	3.9	44+530	LT	3.9			
30+776	RT	3.9	34+809	LT	3.9	44+534	LT	3.9			
30+780	LT	3.9	34+825	RT	3.9	44+534					

MX780605			
URETHANE PAVEMENT MARKINGS			
LETTERS AND SYMBOLS			
STATION	SIDE	DESCRIPTION	SQ M
39+480	RT	"BIKE"	1.98
39+483	RT	"LANE"	2.16
39+488	RT	ARROW SYMBOL	1.07
39+515	LT	ARROW SYMBOL	1.07
39+518	LT	"LANE"	2.16
39+521	LT	"BIKE"	1.98
39+536	RT	"BIKE"	1.98
39+539	RT	"LANE"	2.16
39+542	RT	ARROW SYMBOL	1.07
39+576	LT	ARROW SYMBOL	1.07
39+579	LT	"LANE"	2.16
39+582	LT	"BIKE"	1.98
42+115	LT	BIKE SYMBOL	0.37
42+116	LT	"XING"	1.88
42+125	RT	XING	1.88
42+127	RT	BIKE SYMBOL	0.37
TOTAL			25.34

MX780618		
URETHANE PAVEMENT		
MARKING LINE - 300MM		
FROM	TO	METER
0+961	0+968	14.29
1+226	1+238	22.45
30+686	30+686	20.72
30+809	30+809	28.94
30+946	30+946	14.23
31+040	31+040	28.48
31+079	31+079	14.49
31+235	31+235	23.77
32+927	32+927	17.82
33+340	33+340	20.14
34+817	34+817	12.64
36+625	36+625	13.74
39+466	39+466	11.44
39+469	39+469	30.09
39+474	39+474	20.34
39+594	39+594	11.44
41+710	41+710	13.14
41+887	41+887	13.48
41+998	41+998	12.26
42+121	42+121	17.48
42+925	42+925	11.38
44+546	44+546	11.00
46+150	46+150	11.38
47+761	47+761	15.24
TOTAL		410.38

MZ078000				
WOOD RAIL				
FROM	TO	SIDE	METER	
35+300	35+470	LT	170	
35+378	35+453	RT	75	
38+400	38+463	LT	63	
38+400	38+451	RT	51	
38+570	38+677	LT	107	
38+583	38+667	RT	84	
39+277	39+307	LT	30	
39+277	39+399	RT	122	
42+955	42+975	LT	20	
42+955	42+975	RT	20	
43+663	43+683	LT	20	
43+663	43+683	RT	20	
44+395	44+415	LT	20	
44+395	44+415	RT	20	
45+634	45+654	LT	20	
45+634	45+654	RT	20	
45+767	45+787	LT	20	
45+767	45+787	RT	20	
46+251	46+251	LT	40	
46+251	46+251	RT	40	
46+632	46+642	LT	10	
46+632	46+642	RT	10	
47+067	47+107	LT	40	
47+067	47+107	RT	40	
47+427	47+467	LT	40	
47+427	47+467	RT	40	
TOTAL			1162	

XX512050				
STEEL SHEET PILING				
WITH BICYCLE RAILING				
FROM	TO	SIDE	METER	
31+680	31+795	RT	15	
31+884	31+979	RT	15	
31+938	31+953	RT	15	
32+045	32+080	RT	15	
32+157	32+172	RT	15	
32+258	32+273	RT	15	
32+370	32+385	RT	15	
32+477	32+492	RT	15	
32+580	32+595	RT	15	
32+680	32+705	RT	15	
35+346	35+378	RT	32	
35+453	35+485	RT	32	
35+560	35+592	RT	32	
38+243	38+260	RT	17	
38+558	38+583	RT	25	
38+667	38+688	RT	21	
39+668	39+697	RT	29	
40+626	40+658	RT	33	
40+734	40+763	RT	29	
TOTAL			400	

STATION	ARRAS		VOLUMES		CUMULATIVE VOLUMES	
	CUT	FILL	CUT	FILL	CUT	FILL
0+000	0.000	0.000	4.134	1.807	4.134	1.807
0+020	0.413	0.181	16.981	1.990	21.115	3.797
0+040	1.285	0.018	25.182	0.514	46.297	4.310
0+060	1.233	0.033	30.830	0.331	77.127	4.641
0+080	1.849	0.000	47.734	0.000	124.881	4.641
0+100	2.924	0.000	55.259	0.000	180.120	4.641
0+120	2.802	0.000	48.861	0.000	228.981	4.641
0+140	2.284	0.000	51.081	0.000	280.061	4.641
0+160	3.108	0.000	31.081	40.891	311.142	45.532
0+180	0.000	4.089	0.000	48.741	311.142	94.274
0+200	0.000	0.785	4.329	37.285	315.472	131.559
0+220	0.433	2.944	25.350	29.778	340.822	161.337
0+240	2.102	0.034	65.206	0.343	406.028	161.680
0+260	4.419	0.000	69.819	0.000	475.947	161.680
0+280	2.573	0.000	33.082	0.439	509.029	162.119
0+300	0.735	0.044	7.348	0.439	516.378	162.568
0+320	0.000	0.000	0.000	138.611	516.378	301.170
0+340	0.000	13.861	12.233	135.330	528.611	436.500
0+360	1.217	0.000	24.451	0.000	553.062	436.500
0+380	1.228	0.000	24.111	0.000	577.173	436.500
0+400	1.183	0.000	26.052	0.000	603.225	436.500
0+420	1.422	0.000	26.450	0.022	629.675	436.522
0+440	1.223	0.002	12.228	21.323	641.903	457.845
0+460	0.000	2.130	0.000	60.101	641.903	517.945
0+480	0.000	3.880	8.097	40.825	651.000	558.570
0+500	0.910	0.000	0.000	0.000	651.000	558.570

MX780610		
URETHANE PAVEMENT		
MARKING LINE - 100MM		
FROM	TO	METER
0+000.00	0+498.70	124.74
0+838.03	0+961.20	30.79
0+968.32	1+226.39	64.52
1+237.59	1+388.08	37.62
29+210.00	29+582.43	93.11
30+394.67	30+682.43	71.94
30+692.75	30+805.34	28.15
30+819.81	30+944.88	31.27
30+952.00	31+026.08	18.52
STATION EQUATION		
31+021.54	31+033.35	2.95
31+047.64	31+229.59	45.49
31+241.28	32+921.80	420.13
32+930.72	33+335.21	101.12
33+344.54	33+375.00	7.62
39+376.30	39+463.80	21.82
39+597.13	39+610.86	3.38
40+442.00	41+707.04	316.26
41+713.68	41+874.03	40.09
41+880.77	41+995.15	28.60
42+001.28	42+110.71	27.36
42+125.65	42+537.39	199.05
42+927.53	44+537.39	402.47
44+542.89	44+570.00	6.78
47+725.00	47+757.58	8.15
TOTAL		2,131.93

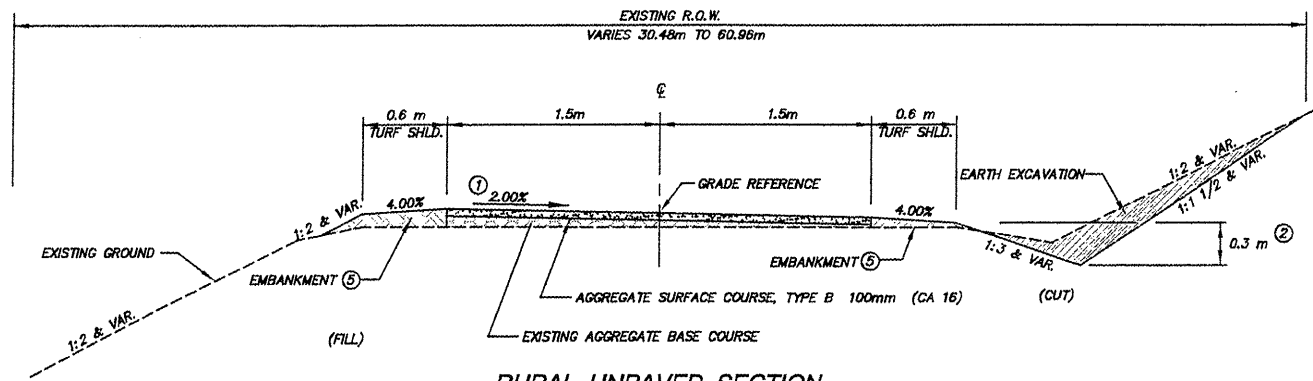
MX780622		
URETHANE PAVEMENT		
MARKING LINE - 600MM		
FROM	TO	METER
0+961	0+968	14.38
1+226	1+238	23.82
30+686	30+686	19.50
30+809	30+809	30.21
30+946	30+946	14.76
31+040	31+040	29.05
31+079	31+079	14.86
31+235	31+235	23.70
32+927	32+927	18.08
33+340	33+340	19.41
34+817	34+817	12.39
36+625	36+625	13.71
39+466	39+466	11.62
39+473	39+497	28.64
39+594	39+594	11.62
41+710	41+710	27.04
41+887	41+887	27.26
41+998	41+998	24.84
42+121	42+121	17.34
42+925	42+925	19.54
44+546	44+546	25.72
46+150	46+150	19.12
47+761	47+761	25.400
TOTAL		471.93

MZ022800				
FENCE REMOVAL				
FROM	TO	SIDE	METER	
0+687	0+693	LT	60	
0+865	0+869	RT	65	
TOTAL			125	

XX008345				
MILE MARKERS				
STATION	SIDE	POLE #	MILEAGE	EACH
27+688	LT	2202	16.0	1
29+350	LT	2184	17.0	1
30+895	LT	2174	18.0	1
32+484	LT	2163	19.0	1
34+186	LT	2143	20.0	1
35+790	LT	2128	21.0	1
37+374	LT	2115	22.0	1
38+997	LT	2100	23.0	1
40+535	LT	2086	24.0	1
42+250	LT	2074	25.0	1
43+811	LT	2062	26.0	1
45+409	LT	2047	27.0	1
47+060	LT	2026	28.0	1
TOTAL			13	

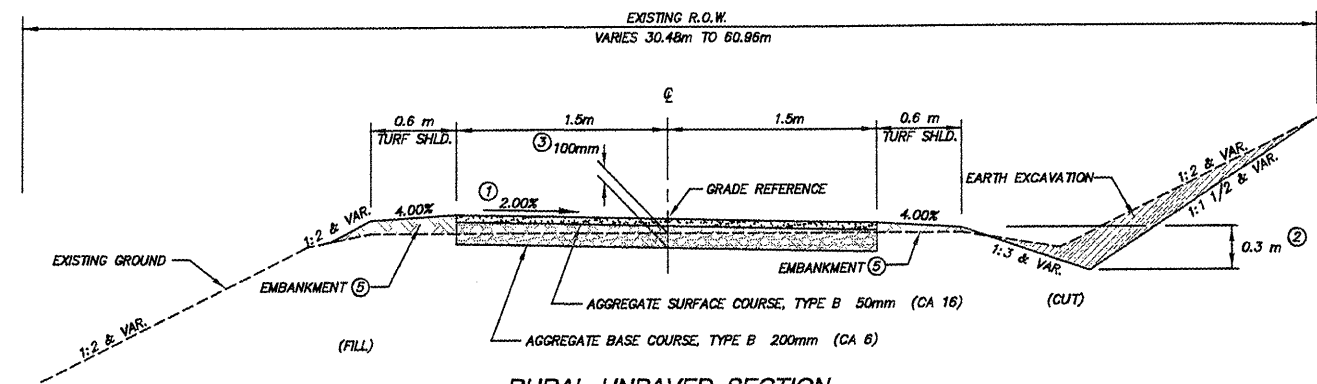
M4248000		
DETECTABLE WARNINGS		
FROM	TO	SQ M
0+497.0	0+498.5	4.5
0+838.0	0+839.5	4.5
0+959.7	0+961.2	4.5
0+968.3	0+969.8	4.5
1+244.9	1+226.4	4.5
1+237.6	1+239.1	4.5
30+680.9	30+682.4	4.5
30+689.1	30+690.6	4.5
30+804.7	30+805.2	4.5
30+819.0	30+820.5	4.5
30+942.4	30+943.9	4.5
30+952.0	30+953.5	4.5
30+031.9	31+033.4	4.5
31+047.7	31+049.2	4.5
31+076.4	31+077.9	4.5
31+085.1	31+086.6	4.5
31+228.1	31+229.6	4.5
31+241.3	31+242.8	4.5
32+920.3	32+921.8	4.5
32+931.3	32+932.8	4.5
33+333.9	33+335.4	4.5
33+344.9	33+346.4	4.5
31+819.3	34+820.8	4.5
34+870.0	34+871.5	4.5
34+619.6	34+621.1	4.5
36+628.1	36+629.6	4.5
39+461.6	39+463.1	4.5
39+597.1	39+598.6	4.5
41+705.1	41+706.6	4.5
41+713.2	41+714.7	4.5
41+872.5	41+874.0	4.5
41+880.8	41+882.3	4.5
41+993.8	41+995.3	4.5
42+001.1	42+002.6	4.5
42+109.2	42+110.7	4.5
42+125.5	42+127.0	4.5
42+920.3	42+921.8	4.5
42+927.5	42+929.0	4.5
44+536.0	44+537.5	4.5
44+543.1	44+544.6	4.5
46+143.5	46+145.0	4.5
46+153.4	46+154.9	4.5
47+756.3	47+757.8	4.5
TOTAL		193.5

STATION	ARRAS		VOLUMES		CUMULATIVE VOLUMES	
	CUT	FILL	CUT	FILL	CUT	FILL
41+060	0.817	0.091	24.323	1.178	24.323	1.178
41+080	1.825	0.027	41.056	0.276	65.379	1.454
41+100	2.480	0.000	64.583	0.003	129.962	1.457
41+120	3.978	0.000	87.747	0.000	217.709	1.457
41+140	4.797	0.000	88.975	0.000	306.685	1.457
41+160	4.103	0.000	67.004	0.000	373.689	1.457
41+180	2.598	0.000	26.207	3.789	399.896	5.226
41+200	0.023	0.377	12.923	4.195	412.819	9.421
41+220	1.269	0.043	53.765	0.426	466	



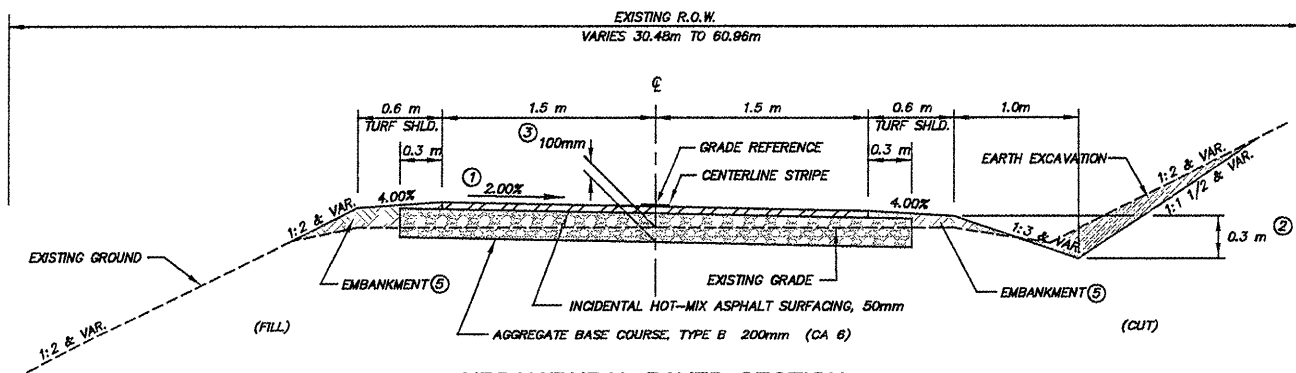
RURAL UNPAVED SECTION

FROM STA. 27+653 TO STA. 29+537.387/0+000.000
 FROM STA. 31+229.587 TO STA. 33+340.000
 OMISSION FROM STA. 36+400.000 TO STA. 36+420.000
 FROM STA. 34+050.000 TO STA. 36+624.749
 FROM STA. 37+406.619 TO STA. 39+369.864/39+376.300
 OMISSION FROM STA. 39+870.000 TO STA. 39+960.000
 OMISSION FROM STA. 40+400.000 TO STA. 40+480.000
 FROM STA. 39+610.660 TO STA. 41+300.000
 FROM STA. 42+550.000 TO STA. 44+946.000
 FROM STA. 46+850.000 TO STA. 47+725.000



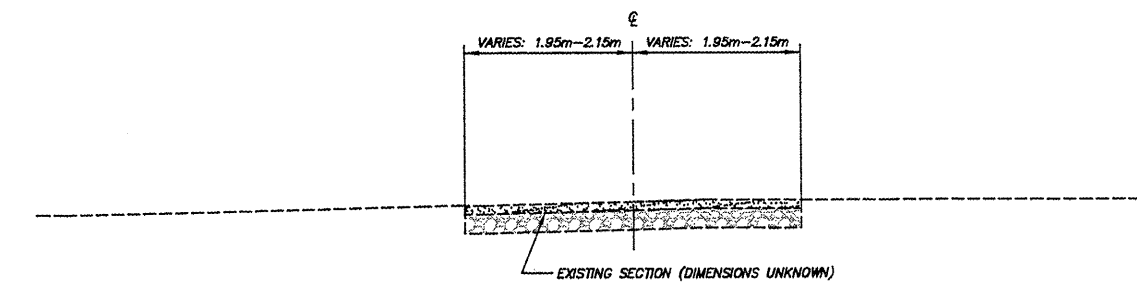
RURAL UNPAVED SECTION

STA. 33+340.000 TO STA. 34+050.000
 STA. 44+946.000 TO 46+850.000



URBAN/RURAL PAVED SECTION

FROM STA. 0+000.000 TO STA. 0+498.954
 FROM STA. 0+838.034 TO 1+388.075/30+222.229
 FROM STA. 30+222.229 TO STA. 31+229.587
 FROM STA. 39+376.300 TO STA. 39+463.610
 FROM STA. 39+587.126 TO STA. 39+610.660
 OMISSION FROM STA. 41+994.957 TO STA. 42+001.109
 OMISSION FROM STA. 42+110.665 TO STA. 42+125.460
 FROM STA. 41+300.000 TO STA. 42+550.000
 FROM STA. 47+725.000 TO STA. 47+757.777



EXISTING PAVED SECTION THRU FAIRGROUNDS

FROM STA. 0+498.954 TO STA. 0+838.034

HOT MIX ASPHALT REQUIREMENTS SURFACE COURSE	
PG	PG 58-22
DESIGN AIR VOIDS	3.0 % @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 FG
FRICTION AGGREGATE	C
20 YEAR ESAL	NA
MIX UNIT WEIGHT	112 lbs/sy/inch

NOTES:

- 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.
- VARIES AS NECESSARY TO MAINTAIN DRAINAGE. CONSULT CROSS SECTIONS FOR SPECIAL DITCH CUTS.
- 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.
- CLEARANCE AT POLES IS 0.6m TO EITHER THE FOUNDATION RING OR THE FACE OF POLE IF NO FOUNDATION RING IS PRESENT.
- 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.

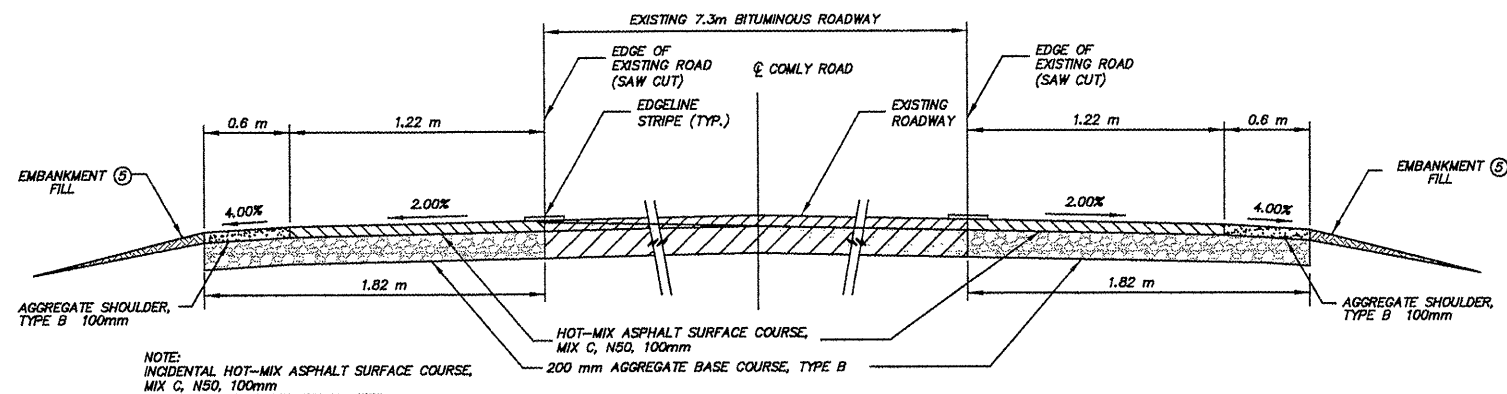
SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	REX
CHECKED BY:	JMH
DATE:	DECEMBER 12, 2011

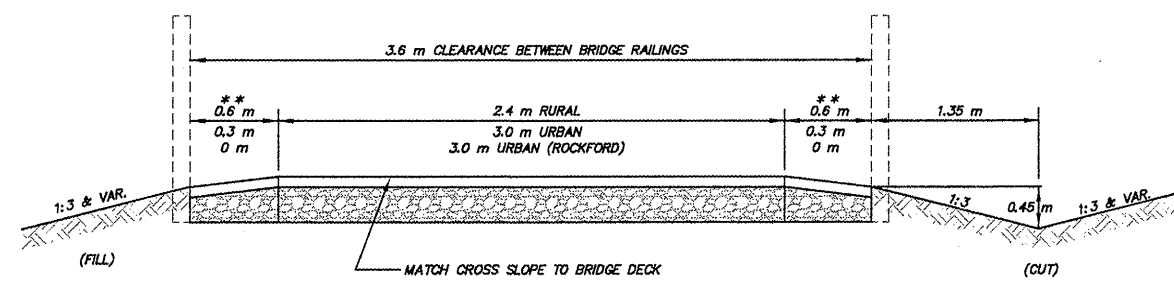
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TYPICAL SECTIONS I
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 TYPICAL SECTIONS.DWG JOB:04-30-10-042



NOTE:
 INCIDENTAL HOT-MIX ASPHALT SURFACE COURSE, MIX C, NSD, 100mm TO BE PLACED IN TWO EQUAL LIFTS.

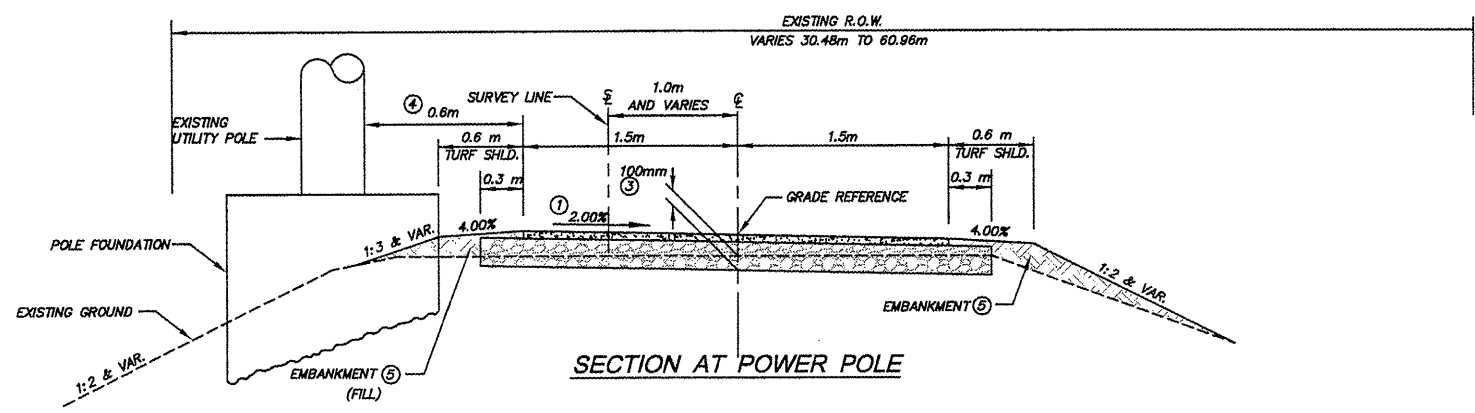
COMLY ROAD SPLIT
 STA. 39+463.610 TO STA. 39+597.128



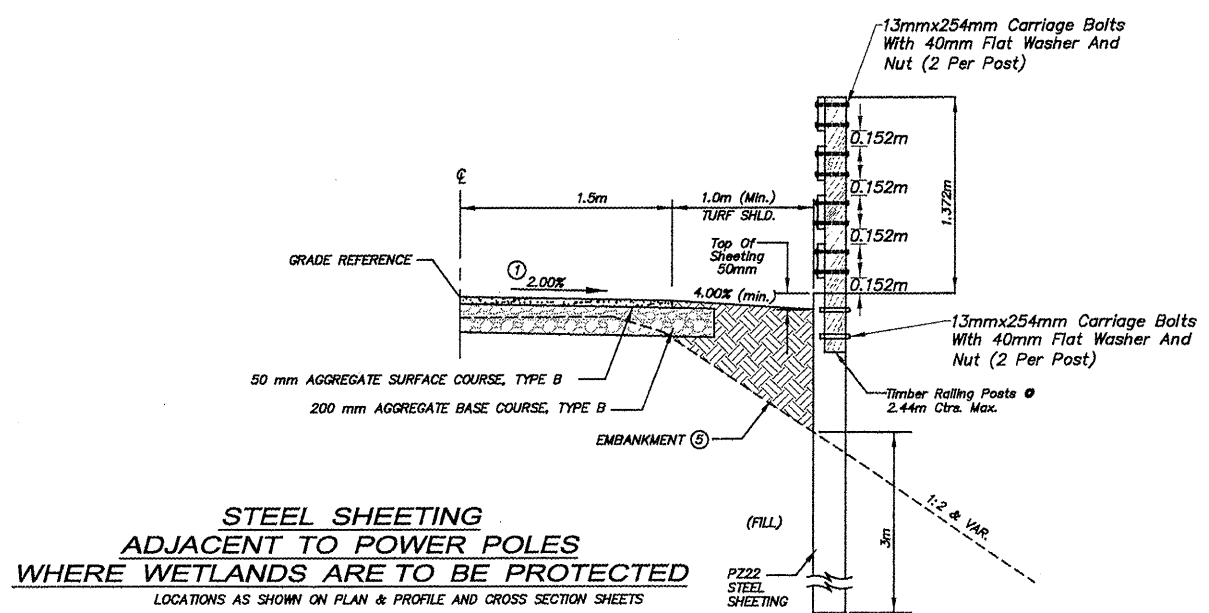
** TRANSITION AGGREGATE SHOULDER FROM THE WIDTH SHOWN (AT THE BRIDGE) TO THE FULL 0.6 m WIDTH IN 15 METERS.

APPROACH SECTION AT BRIDGE

SEE OTHER TYPICAL SECTIONS FOR ADDITIONAL DETAILS AND NOTES



SECTION AT POWER POLE



STEEL SHEETING ADJACENT TO POWER POLES WHERE WETLANDS ARE TO BE PROTECTED
 LOCATIONS AS SHOWN ON PLAN & PROFILE AND CROSS SECTION SHEETS

- NOTES:**
- 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.
 - VARIES AS NECESSARY TO MAINTAIN DRAINAGE. CONSULT CROSS SECTIONS FOR SPECIAL DITCH CUTS.
 - 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.
 - CLEARANCE AT POLES IS 0.6m TO EITHER THE FOUNDATION RING OR THE FACE OF POLE IF NO FOUNDATION RING IS PRESENT.
 - 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.

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	REK
CHECKED BY:	JMM
DATE:	DECEMBER 12, 2011

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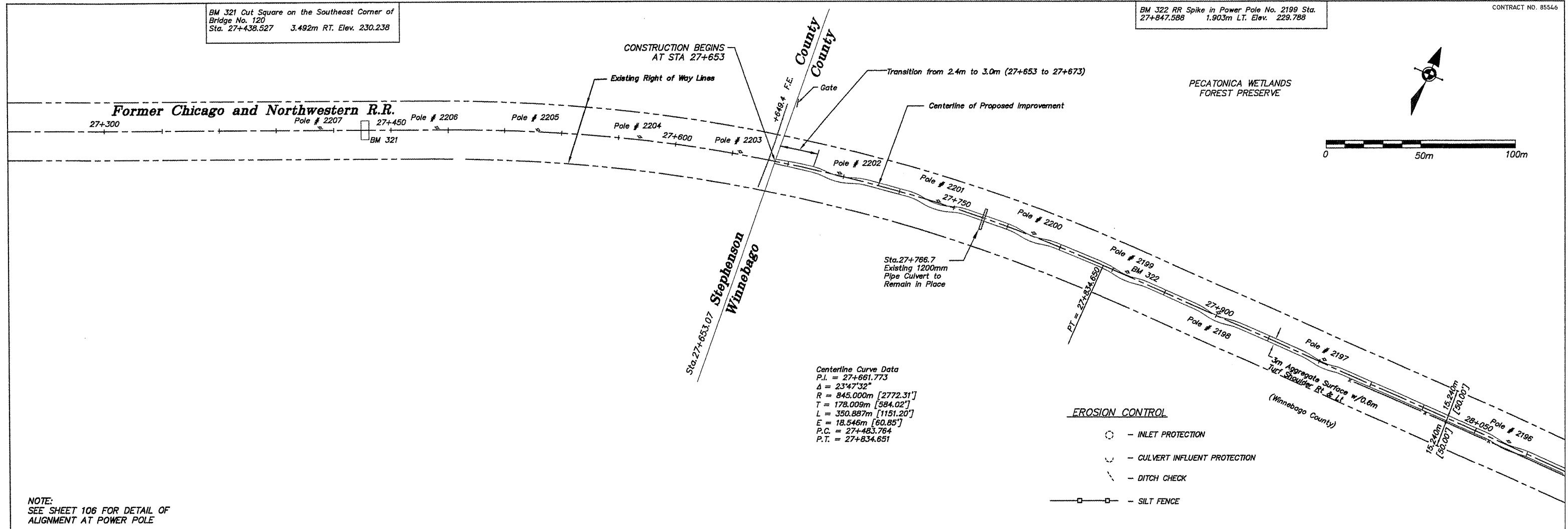
TYPICAL SECTIONS 2
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 TYPICAL SECTIONS.DWG JOB:04-30-10-042

SHEET NO.	10
OF	107

BM 321 Cut Square on the Southeast Corner of Bridge No. 120
Sta. 27+438.527 3.492m RT. Elev. 230.238

BM 322 RR Spike in Power Pole No. 2199 Sta. 27+847.588 1.903m LT. Elev. 229.788

CONTRACT NO. 85546

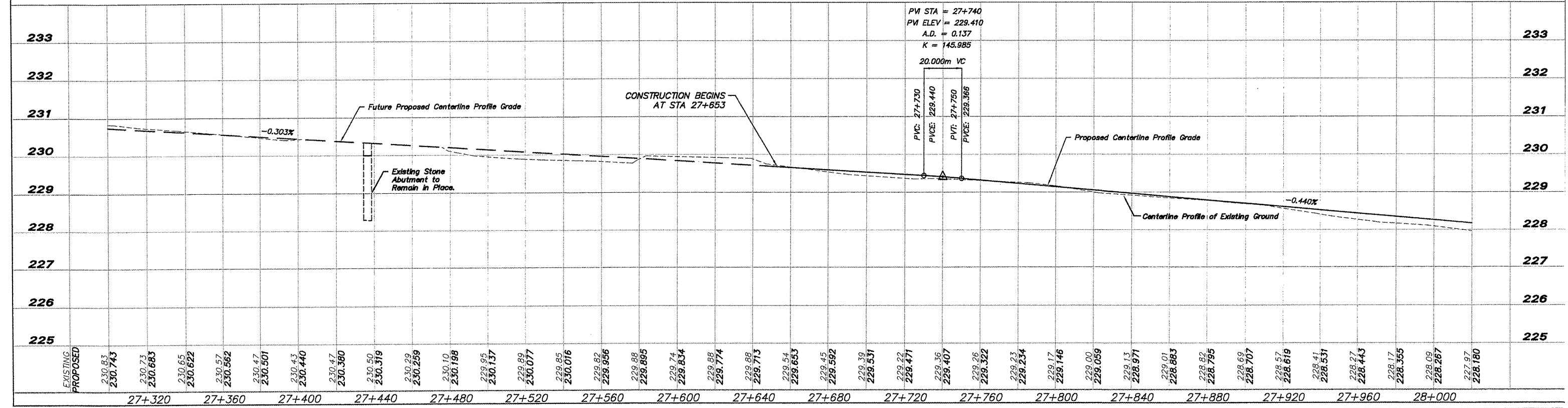


Centerline Curve Data
P.I. = 27+661.773
Δ = 23°47'32"
R = 845.000m [2772.31']
T = 178.009m [584.02']
L = 350.887m [1151.20']
E = 18.546m [60.85']
P.C. = 27+483.764
P.T. = 27+834.651

EROSION CONTROL

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

NOTE:
SEE SHEET 106 FOR DETAIL OF ALIGNMENT AT POWER POLE



SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE: Hor. = 1:1000 Ver. = 1:50
DRAWN BY: REK
CHECKED BY: JWH
DATE: DECEMBER 12, 2011

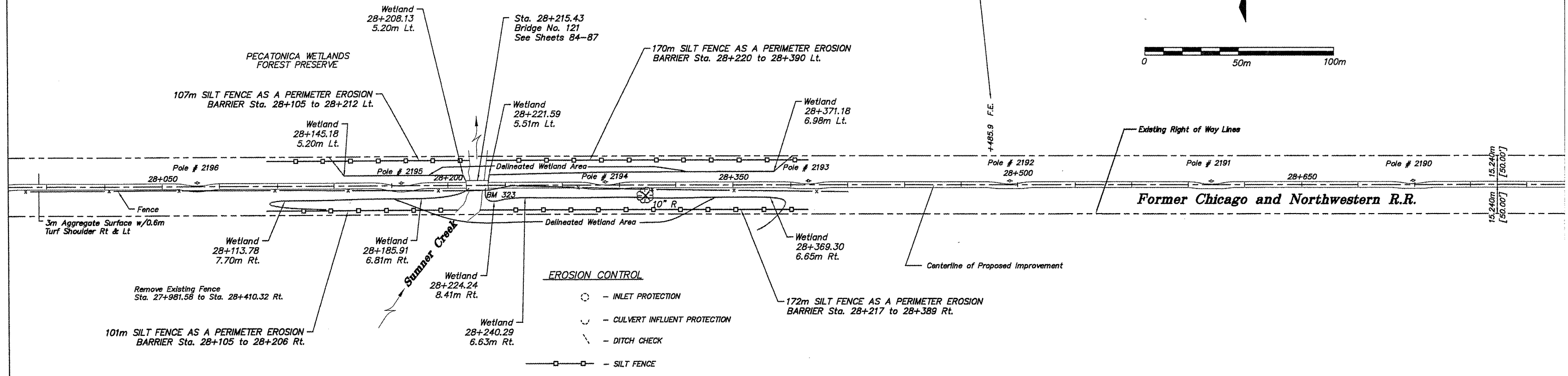
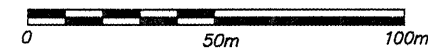
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PLAN & PROFILE 27+653 TO 28+020
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP27+653 TO 28+020.DWG JOB: 04-30-10-042

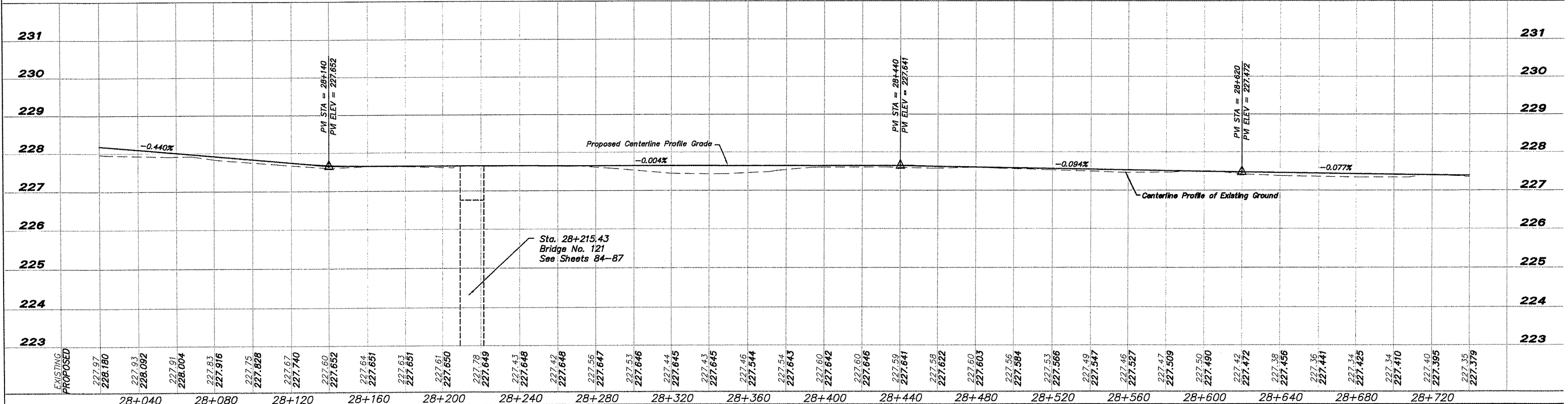
SHEET NO.
11
OF
107

BM 323 North Bolt on the Southeast Corner of Bridge No. 121
Sta. 28+221.124 1.524m RT. Elev. 228.024

MATCH GRADES AT FIELD ENTRANCES (F.E.) TYPICAL THROUGHOUT PROJECT. SEE SHEET 106 FOR DETAIL OF LIMITS OF WORK AT ALL FIELD ENTRANCES.



NOTE:
SEE SHEET 106 FOR DETAIL OF ALIGNMENT AT POWER POLE



SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

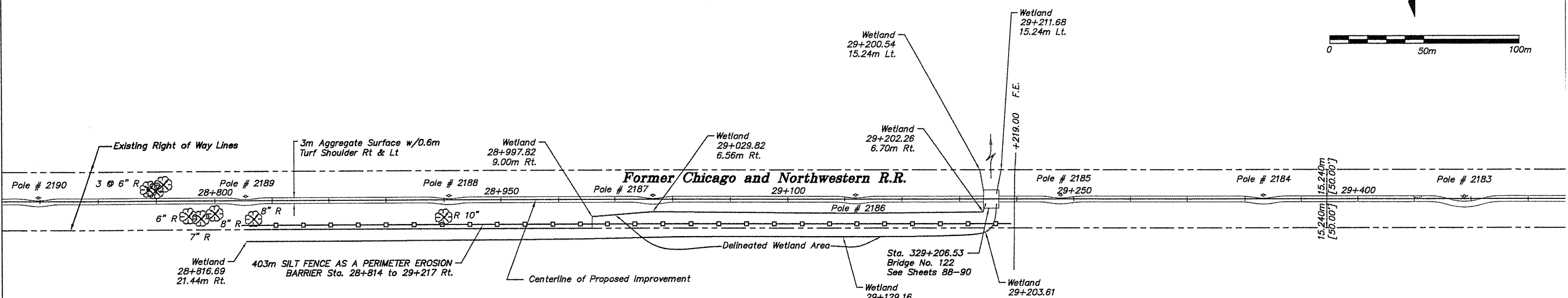
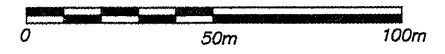
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DRAWN BY: REK
CHECKED BY: JMI
DATE: DECEMBER 12, 2011

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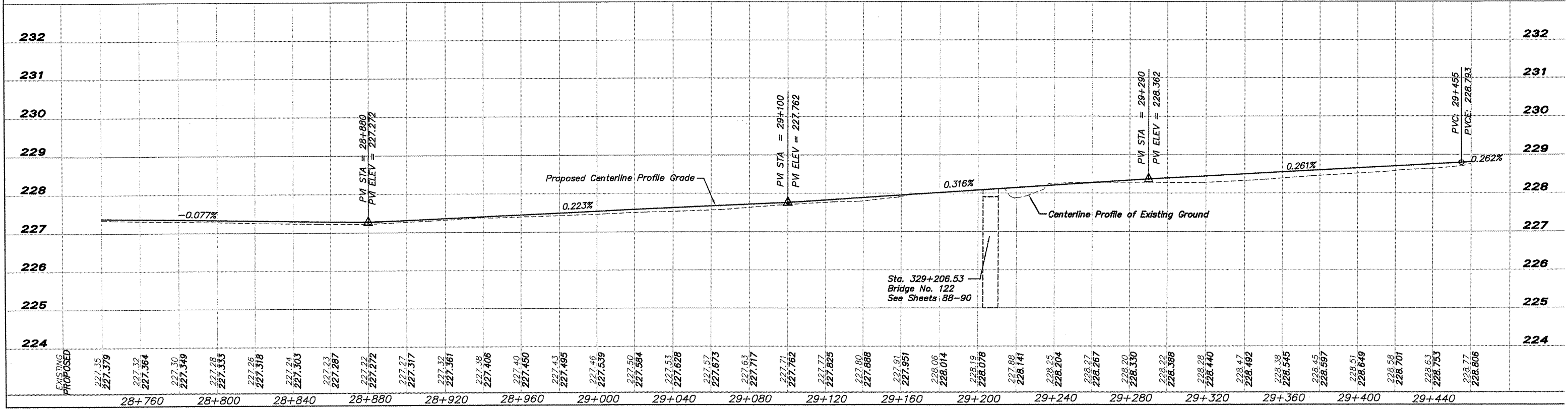
PLAN & PROFILE 28+020 TO 28+740
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT
SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP28+020 TO 28+740.DWG
JOB: 04-30-10-042

SHEET NO.
12
OF
107



- EROSION CONTROL**
- - INLET PROTECTION
 - ⌒ - CULVERT INFLUENT PROTECTION
 - - - - DITCH CHECK
 - - SILT FENCE

NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE



EXISTING	PROPOSED
227.35	227.35
227.379	227.379
227.32	227.364
227.30	227.349
227.28	227.333
227.26	227.318
227.24	227.303
227.23	227.287
227.22	227.272
227.21	227.257
227.20	227.242
227.19	227.227
227.18	227.212
227.17	227.197
227.16	227.182
227.15	227.167
227.14	227.152
227.13	227.137
227.12	227.122
227.11	227.107
227.10	227.092
227.09	227.077
227.08	227.062
227.07	227.047
227.06	227.032
227.05	227.017
227.04	227.002
227.03	226.987
227.02	226.972
227.01	226.957
227.00	226.942
226.99	226.927
226.98	226.912
226.97	226.897
226.96	226.882
226.95	226.867
226.94	226.852
226.93	226.837
226.92	226.822
226.91	226.807
226.90	226.792
226.89	226.777
226.88	226.762

SHEET REVIEW	
AGENCY	DATE

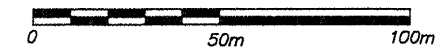
REVISIONS		
NO.	ITEM	DATE

SCALE: Hor. = 1:1000 Ver. = 1:50
DRAWN BY: REK
CHECKED BY: JWH
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PLAN & PROFILE 28+740 TO 29+460
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP28+740 TO 29+460.DWG JOB: 04-30-10-042

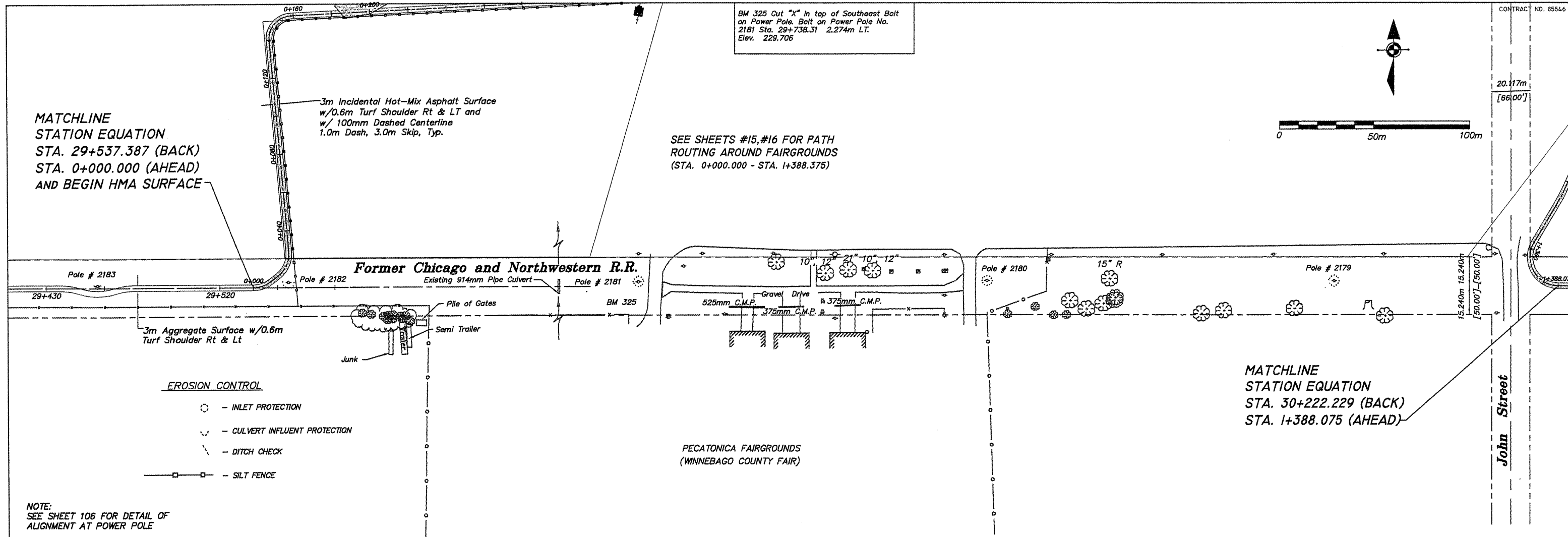
BM 325 Cut "X" in top of Southeast Bolt on Power Pole. Bolt on Power Pole No. 2181 Sta. 29+738.31 2.274m LT. Elev. 229.706



MATCHLINE
STATION EQUATION
STA. 29+537.387 (BACK)
STA. 0+000.000 (AHEAD)
AND BEGIN HMA SURFACE

SEE SHEETS #15, #16 FOR PATH ROUTING AROUND FAIRGROUNDS (STA. 0+000.000 - STA. 1+388.375)

20.17m
[66'00"]



- EROSION CONTROL**
- - INLET PROTECTION
 - ⌒ - CULVERT INFLUENT PROTECTION
 - - - DITCH CHECK
 - - SILT FENCE

NOTE:
SEE SHEET 106 FOR DETAIL OF ALIGNMENT AT POWER POLE

MATCHLINE
STATION EQUATION
STA. 30+222.229 (BACK)
STA. 1+388.075 (AHEAD)

PECATONICA FAIRGROUNDS
(WINNEBAGO COUNTY FAIR)

John Street



EXISTING	228.77	228.73	228.75	228.83	228.84	228.94	229.11	228.80
PROPOSED	228.806	228.834	228.837	228.83	228.841	228.94	229.11	228.80

SHEET REVIEW	
AGENCY	DATE

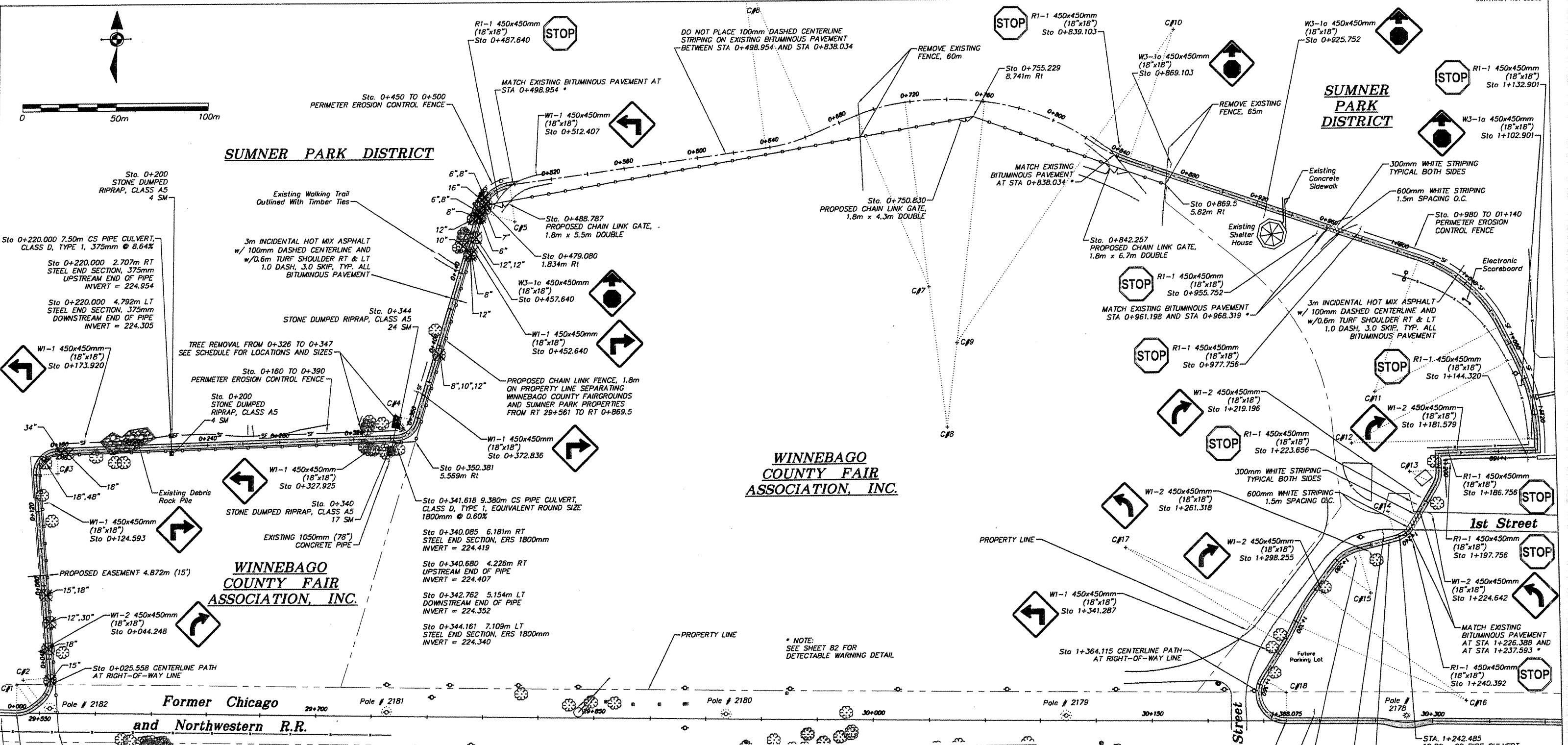
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PLAN & PROFILE 29+460 TO 29+580
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP29+460 TO 29+580.DWG JOB: 04-30-10-042

SHEET NO.
14
OF
107



Horizontal Curve Table

	Curve #1	Curve #2	Curve #3	Curve #4	CH5	CH6	CH7	CH8	CH9	CH10	CH11	CH12	CH13	CH14	CH15	CH16	CH17	CH18	
P.I.	0+005.168	0+022.472	0+152.080	0+351.515	0+487.427	0+650.915	0+709.780	0+739.218	0+789.716	0+835.996	1+042.151	1+110.661	1+205.711	1+240.610	1+275.356	1+310.705	1+327.897	1+383.028	
Δ	38°01'10"	56°58'26"	92°16'41"	71°11'36"	65°18'46"	14°57'57"	15°36'27"	14°16'05"	28°20'19"	16°23'33"	43°51'54"	26°11'59"	30°48'02"	46°18'11"	37°37'09"	12°45'22"	6°59'19"	121°25'17"	
Radius	15,000	15,000	12,000	20,000	100,000	100,000	175,000	130,000	75,000	75,000	98,742	15,000	15,000	25,000	100,000	100,000	15,000		
Tangent	5.168	8.140	12.487	8.590	12.818	13.135	13.705	21.903	32.821	10.803	30.199	22.978	4.132	6.414	8.515	11.178	6.106	26.741	
Length	9.953	14.196	19.237	14.911	22.799	26.120	27.240	43.580	64.298	21.458	45.152	8.064	12.122	16.414	22.264	12.197	31.788		
External	0.865	2.066	5.318	2.758	3.755	0.859	0.935	1.365	4.079	0.774	5.852	2.638	0.559	1.314	1.410	0.623	0.186	15.661	
P.C.	0+000.000	0+014.332	0+139.593	0+342.925	0+474.609	0+637.780	0+690.075	-	-	-	1+011.952	1+087.683	1+201.579	1+234.196	1+266.841	1+299.527	-	1+356.287	
P.C.C.	-	-	-	-	-	-	0+717.315	0+717.315	0+760.895	-	-	-	-	-	-	-	-	-	-
P.C.C.	-	-	-	-	-	-	-	-	0+760.895	-	-	-	-	-	-	-	-	-	-
P.R.C.	-	-	-	-	-	-	-	-	0+825.193	0+825.193	-	-	-	-	-	1+321.791	1+321.791	-	
P.T.	0+009.953	0+029.248	0+158.920	0+357.836	0+497.407	0+663.900	-	-	-	0+846.651	1+089.371	1+132.835	1+209.642	1+246.318	1+283.255	-	1+333.989	1+388.075	

MATCHLINE
STATION EQUATION
STA. 30+222.229 (BACK)
STA. 1+388.075 (AHEAD)

MATCHLINE
STATION EQUATION
STA. 29+537.387 (BACK)
STA. 0+000.000 (AHEAD)
BEGIN HMA SURFACE
STA. 0+000.000

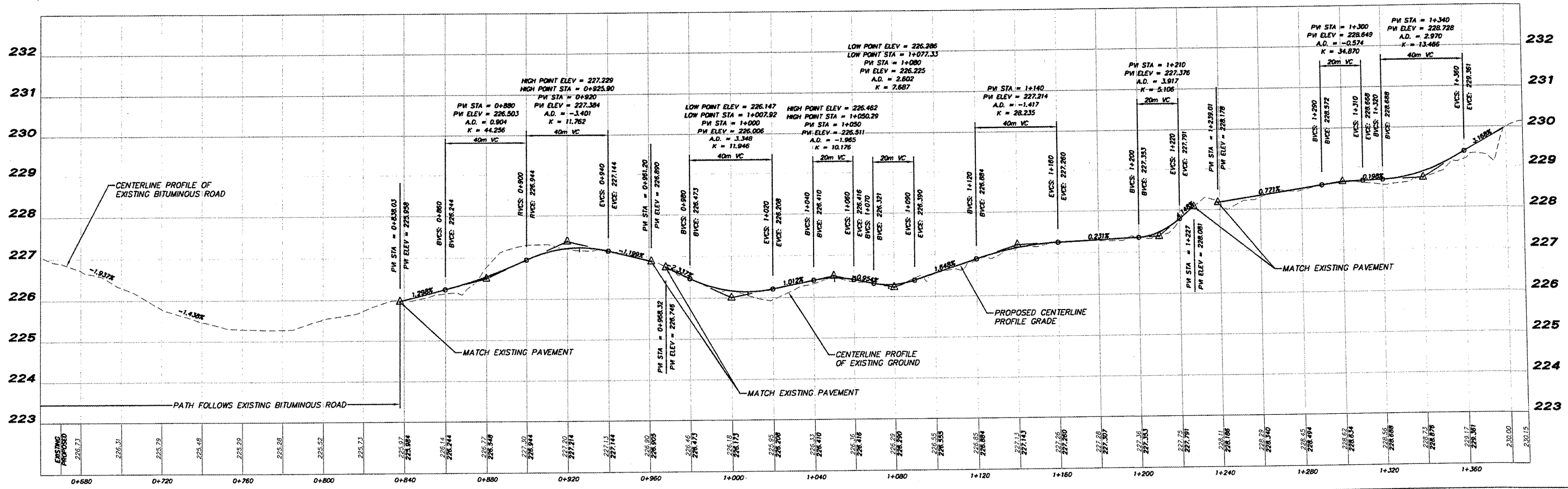
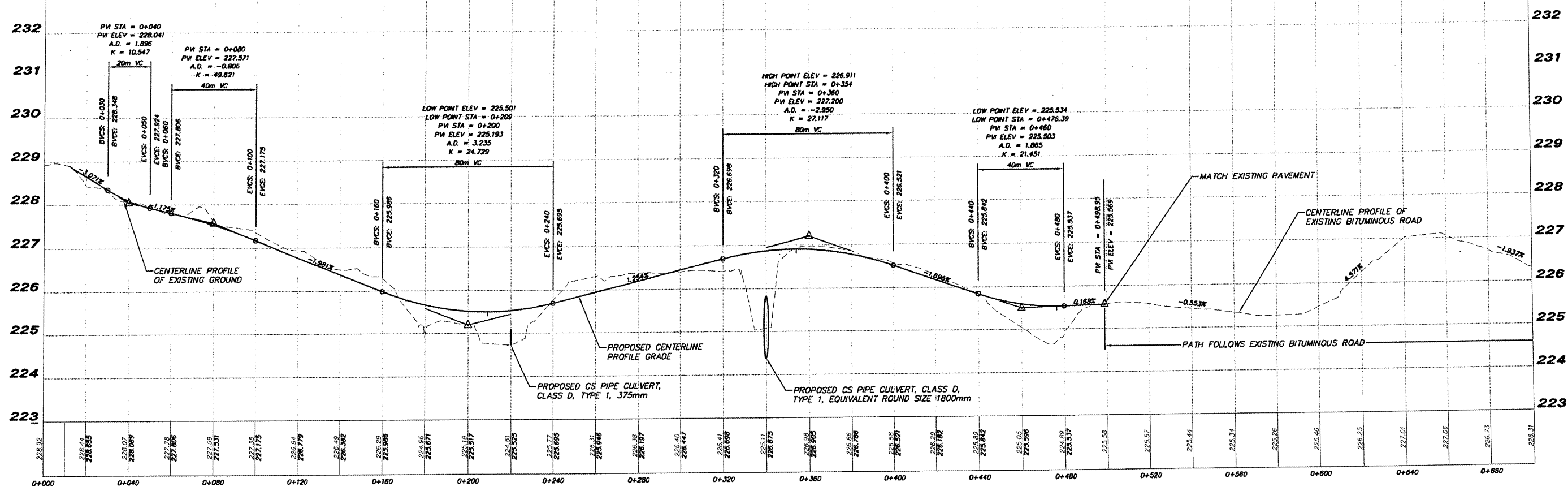
SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	
Hor.	1:1000
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CHECKED BY:	JWH
DATE:	DECEMBER 12, 2011

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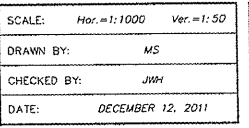
FAIRGROUNDS PLAN 0+000 TO 1+388.075
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP FAIRGROUNDS.DWG
JOB:04-30-10-042



SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

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DATE: DECEMBER 12, 2011

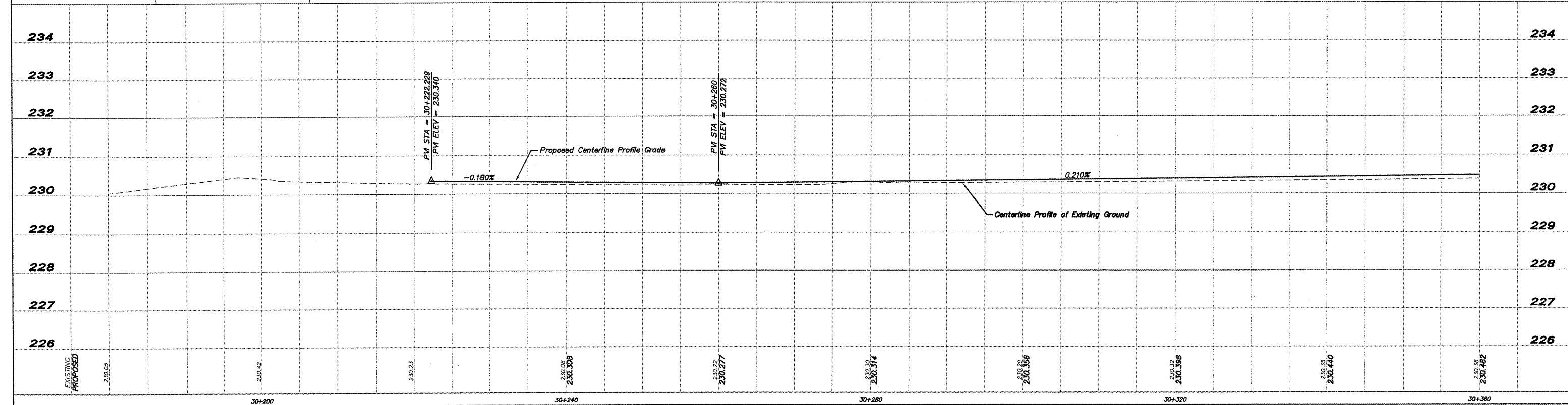
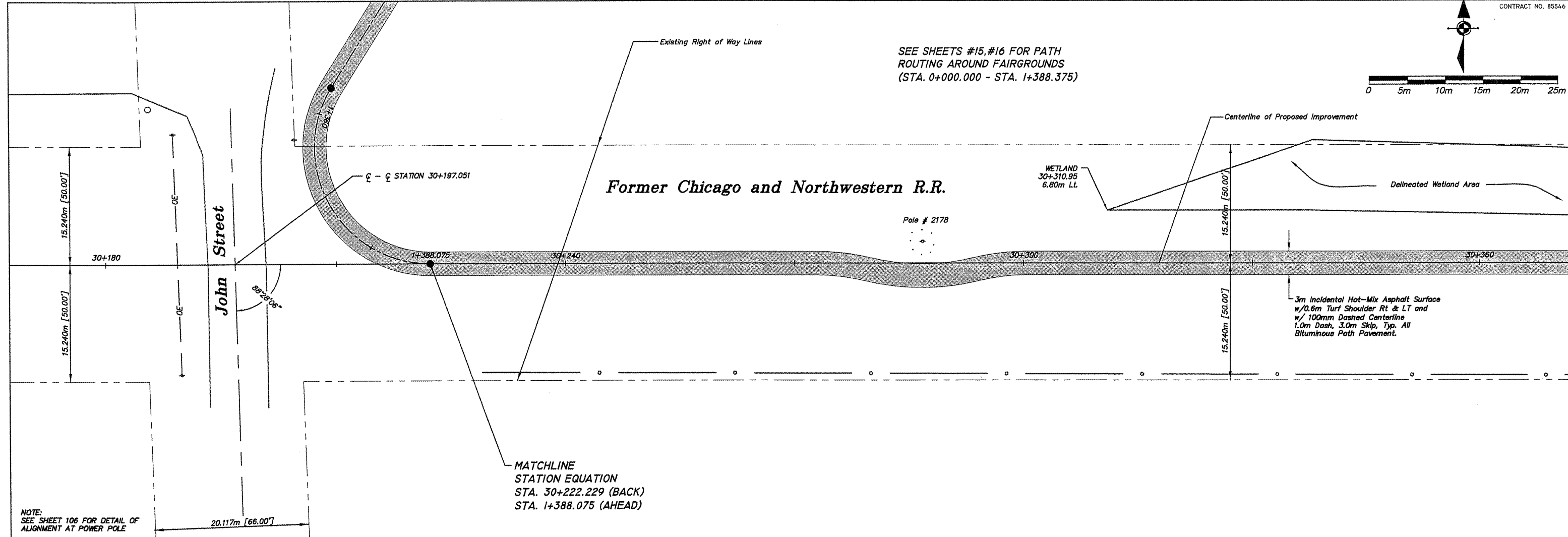


FAIRGROUNDS PROFILE 0+000 TO 1+388.075
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT
 SECTION 94-00267-00-BT
 FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP FAIRGROUNDS.DWG
 JOB:04-30-10-042

SHEET NO. 16 OF 107



SEE SHEETS #15, #16 FOR PATH ROUTING AROUND FAIRGROUNDS (STA. 0+000.000 - STA. 1+388.375)



SHEET REVIEW	
AGENCY	DATE

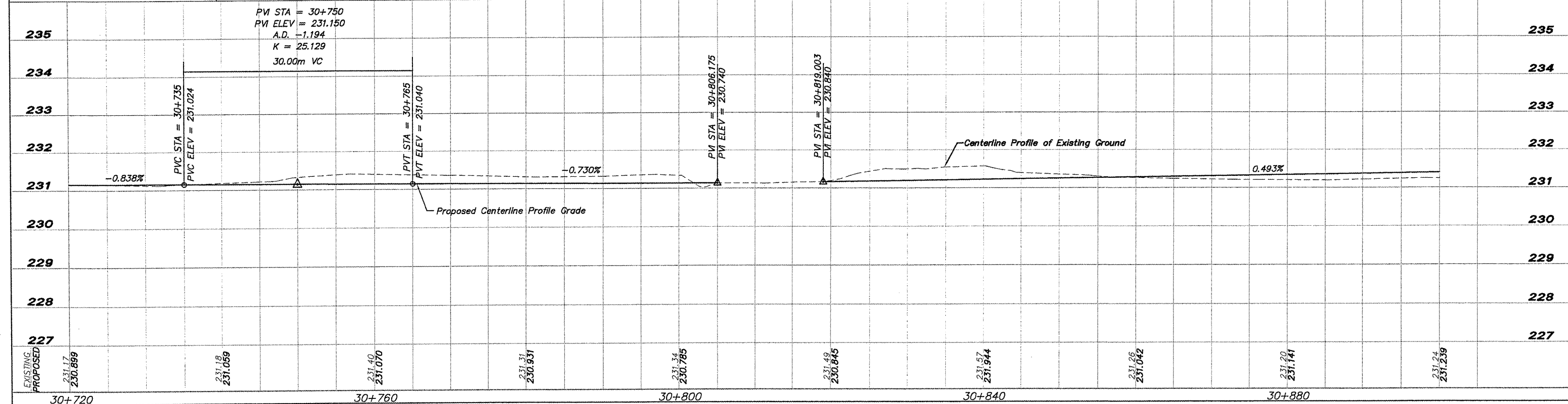
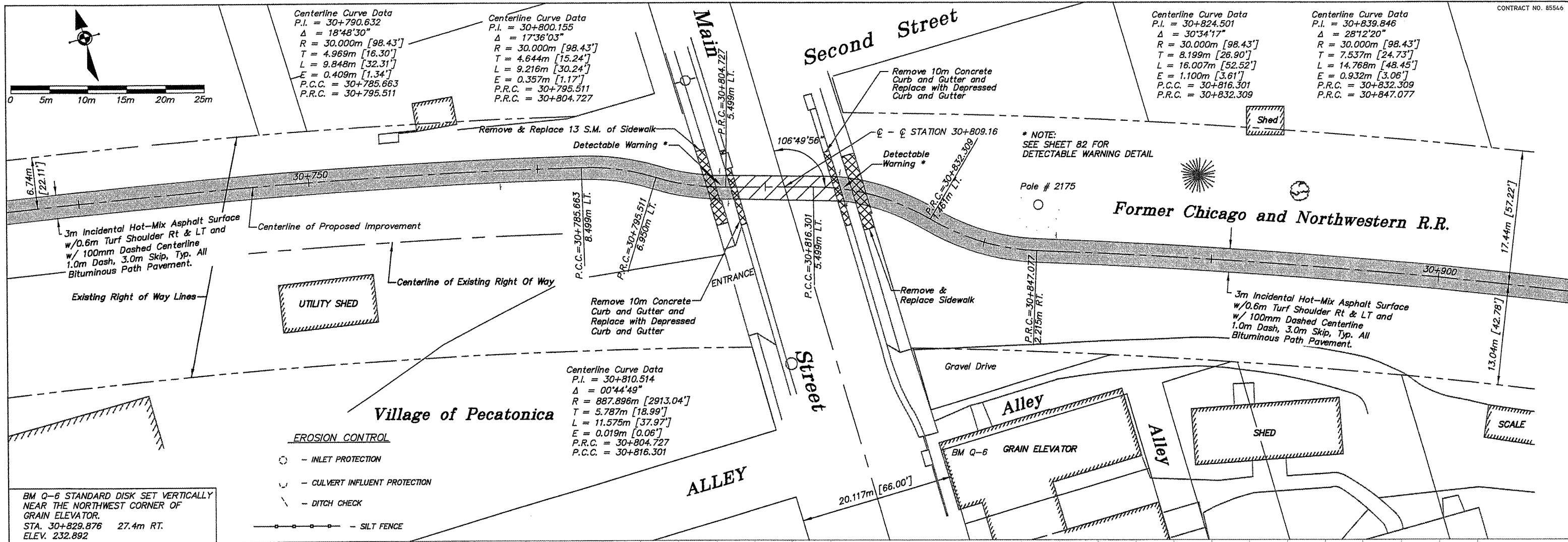
REVISIONS		
NO.	ITEM	DATE

SCALE: Hor. = 1:250 Ver. = 1:50
DRAWN BY: REK
CHECKED BY: JWH
DATE: DECEMBER 12, 2011

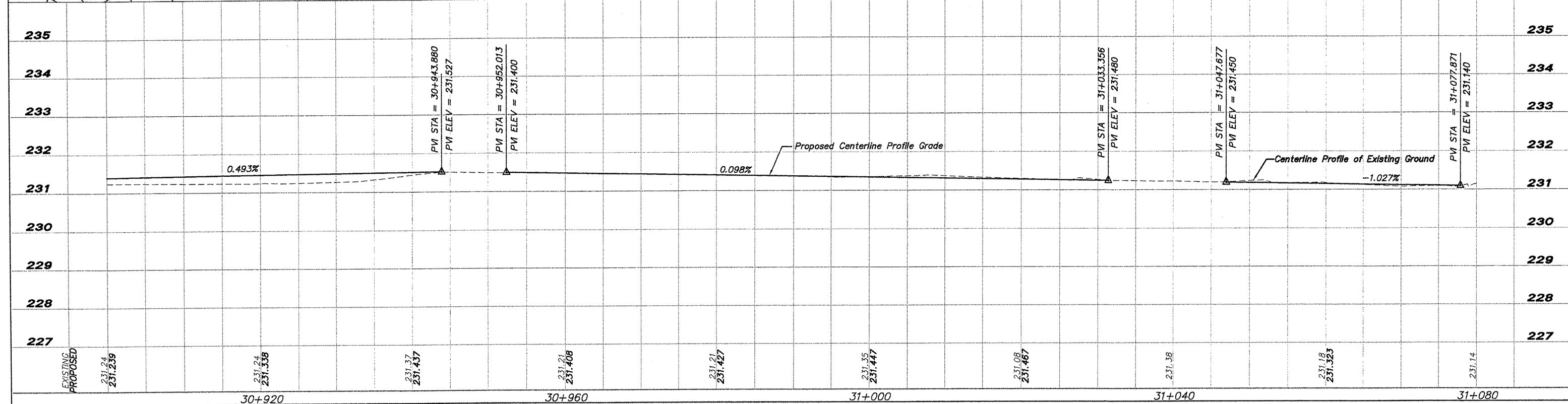
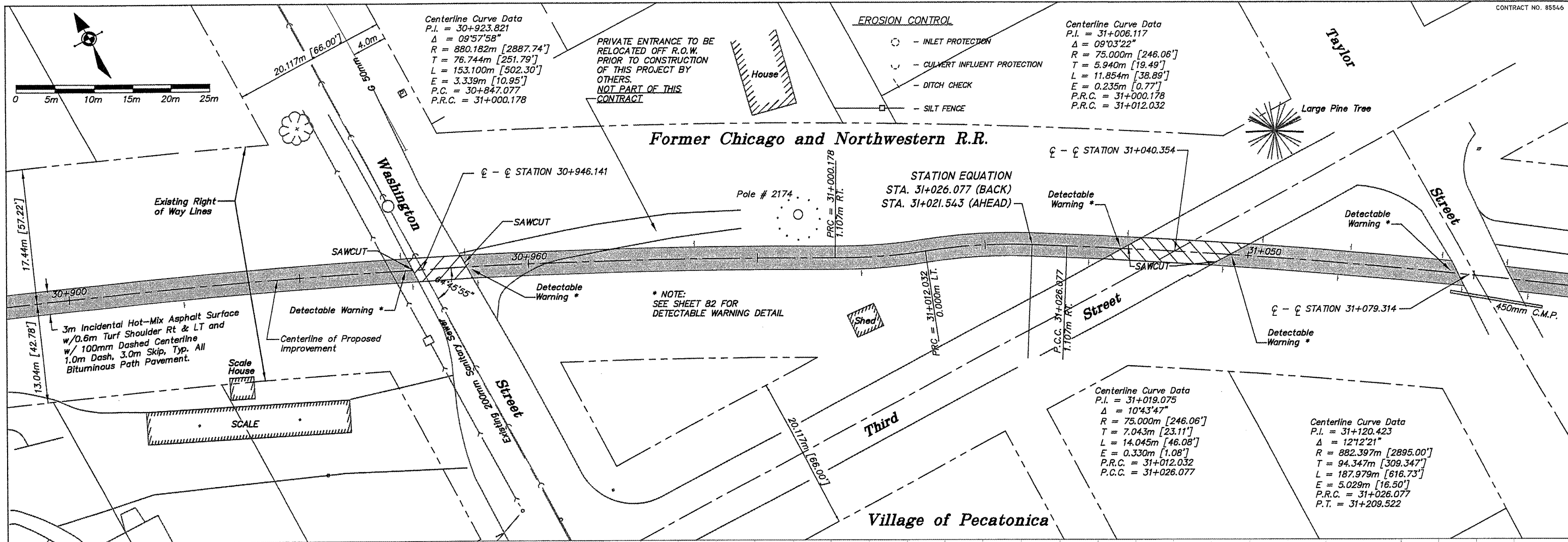
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PLAN & PROFILE 30+180 TO 30+360
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP30+180 TO 30+360.DWG JOB:04-30-10-042

SHEET NO.	17
OF	17
	107

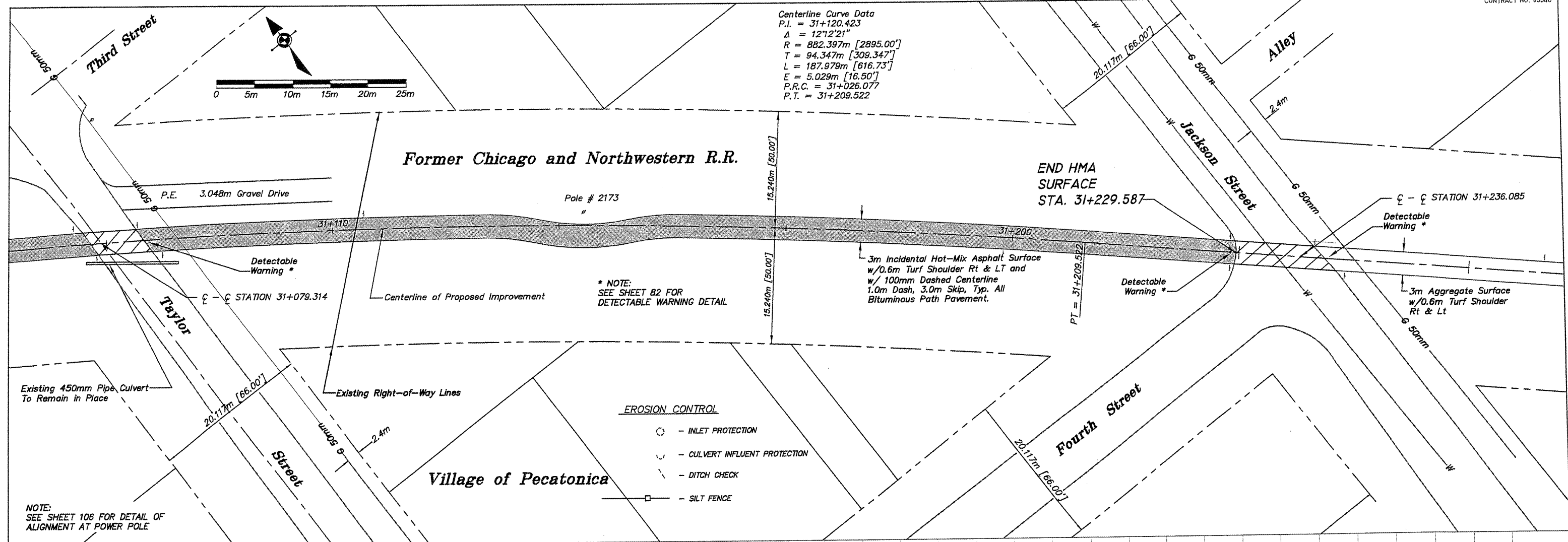
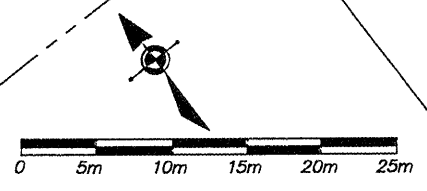


SHEET REVIEW		REVISIONS		SCALE: Hor. = 1:250 Ver. = 1:50	<p>7262 Argus Drive Rookford, Illinois 61107-5837 (815) 398-2332 (815) 398-2498 Design Firm License: Illinois 184-000816 Copyright 2011 by McClure Engineering Associates, Inc.</p>	PLAN & PROFILE 30+720 TO 30+900		SHEET NO. 20 OF 107	
AGENCY	DATE	NO.	ITEM	DATE		WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT		
						FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP30+720 TO 30+900.DWG			
				DATE: DECEMBER 12, 2011		JOB:04-30-10-042			



SHEET REVIEW		REVISIONS			SCALE: Hor. = 1:250 Ver. = 1:50		McClure Engineering Associates, Inc. 7282 Argus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2486 Design Firm License: Illinois 184-000816 Copyright 2011 By McClure Engineering Associates, Inc.	PLAN & PROFILE 30+900 TO 31+080		SHEET NO. 21 OF 107
AGENCY	DATE	NO.	ITEM	DATE	DRAWN BY: REK	WINNEBAGO COUNTY HIGHWAY DEPARTMENT		SECTION 94-00267-00-BT		
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					DATE: DECEMBER 12, 2011 <td> </td> <td> </td> <td> </td> <td> </td>					

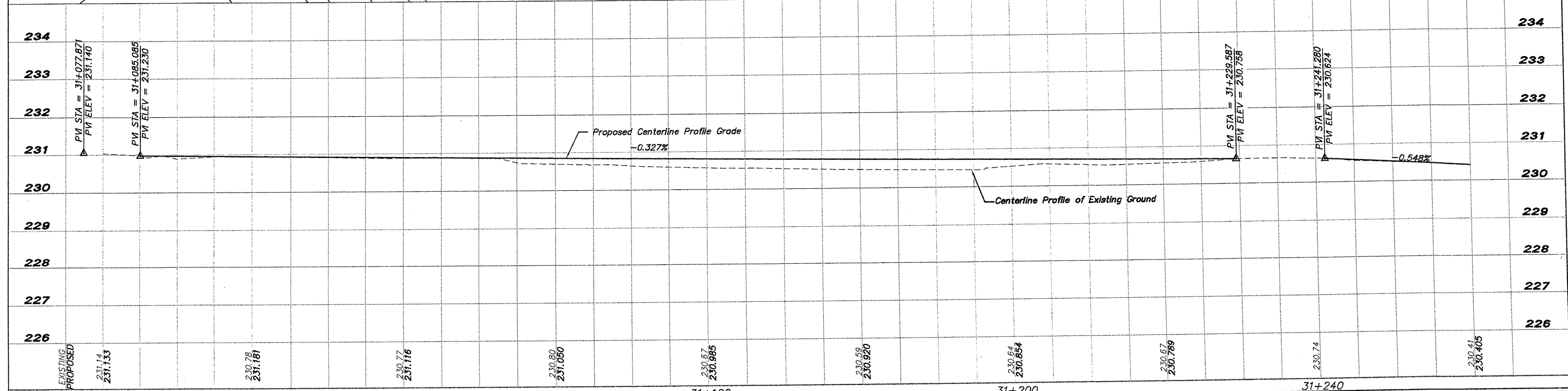
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 Δ = 12°12'21"
 R = 882.397m [2895.00']
 T = 94.347m [309.347']
 L = 187.979m [616.73']
 E = 5.029m [16.50']
 P.R.C. = 31+026.077
 P.T. = 31+209.522



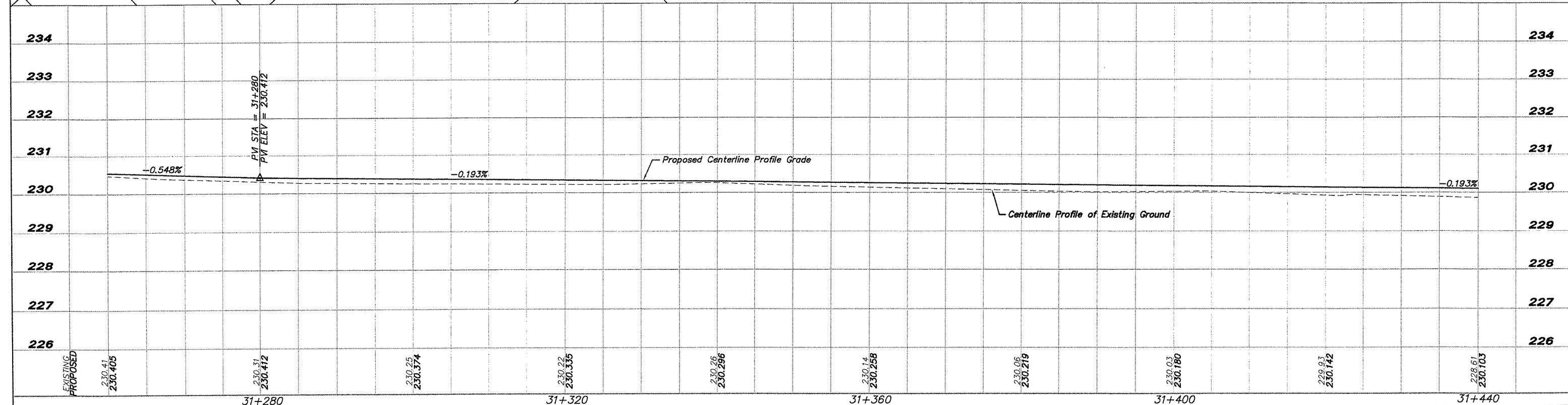
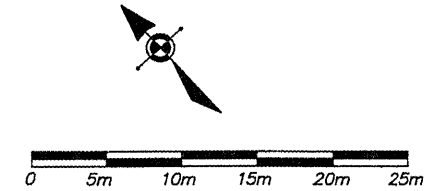
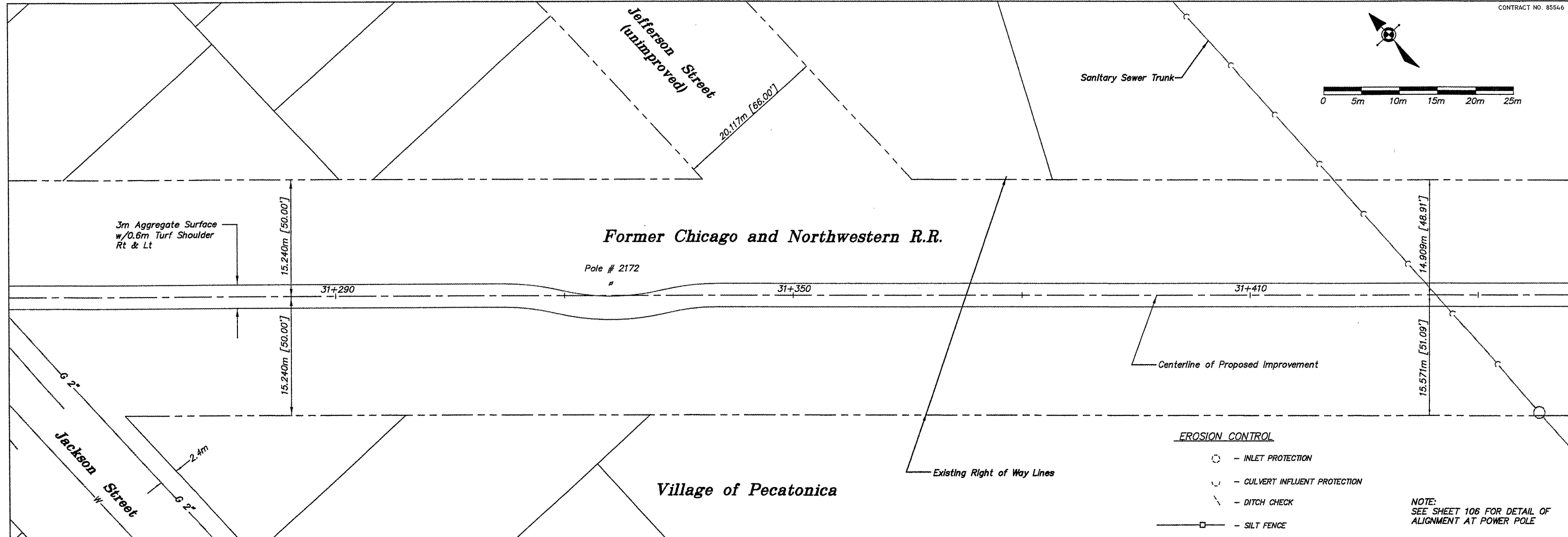
* NOTE:
 SEE SHEET B2 FOR
 DETECTABLE WARNING DETAIL

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

NOTE:
 SEE SHEET 106 FOR DETAIL OF
 ALIGNMENT AT POWER POLE



<p>EXISTING PROPOSED</p> <p>231.14 231.133</p> <p>230.78 231.181</p> <p>230.77 231.116</p> <p>230.80 231.050</p> <p>230.67 230.985</p> <p>230.59 230.920</p> <p>230.64 230.854</p> <p>230.67 230.789</p> <p>230.74</p> <p>230.41 230.405</p>	<p>31+080</p> <p>31+120</p> <p>31+160</p> <p>31+200</p> <p>31+240</p>	<p>SHEET REVIEW</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>AGENCY</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> </table> <p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>ITEM</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	AGENCY	DATE			NO.	ITEM	DATE				<p>SCALE: Hor. = 1"=250' Ver. = 1"=50'</p> <p>DRAWN BY: REK</p> <p>CHECKED BY: JWH</p> <p>DATE: DECEMBER 12, 2011</p>	<p>McClure Engineering Associates, Inc. 7282 Argus Drive Rookford, Illinois 61167-8937 (815) 398-2332 FAX (815) 398-2496 Design Firm License: Illinois 164-000816 Copyright 2011 by McClure Engineering Associates, Inc.</p>	<p>PLAN & PROFILE 31+080 TO 31+260</p> <p>PECATONICA PRAIRIE PATH</p> <p>WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT</p> <p>FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP31+080 TO 31+260.DWG JOB: 04-30-10-042</p>	<p>SHEET NO. 22 OF 107</p>
AGENCY	DATE															
NO.	ITEM	DATE														



NO.	DATE	REVISIONS

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE: Hor. = 1:250 Ver. = 1:50

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DATE: DECEMBER 12, 2011

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PLAN & PROFILE 31+260 TO 31+440

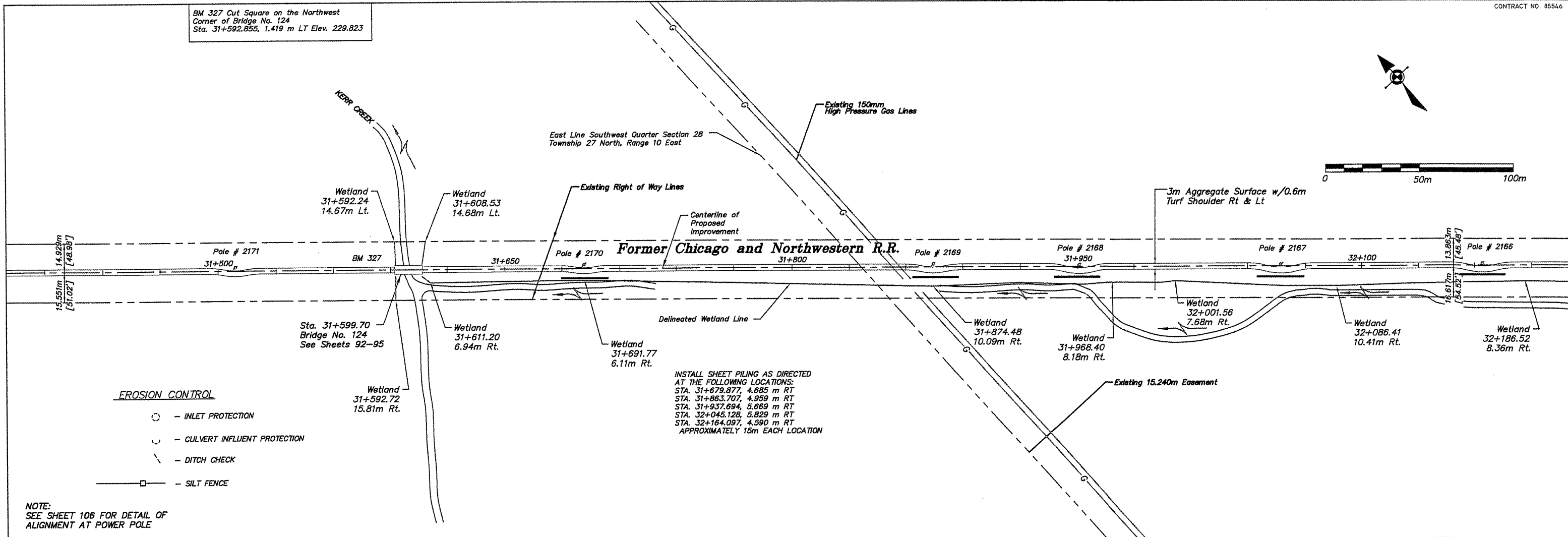
PECATONICA PRAIRIE PATH

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

FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP31+260 TO 31+440.DWG JOB: 04-30-10-042

SHEET NO.
23
OF
107

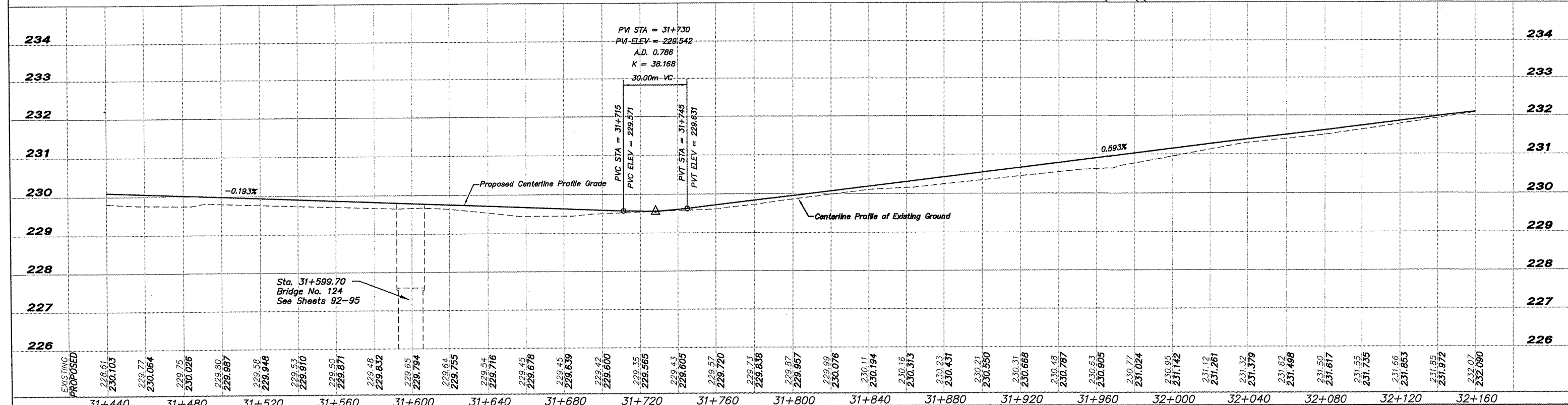
BM 327 Cut Square on the Northwest Corner of Bridge No. 124
Sta. 31+592.855, 1,419 m LT Elev. 229.823



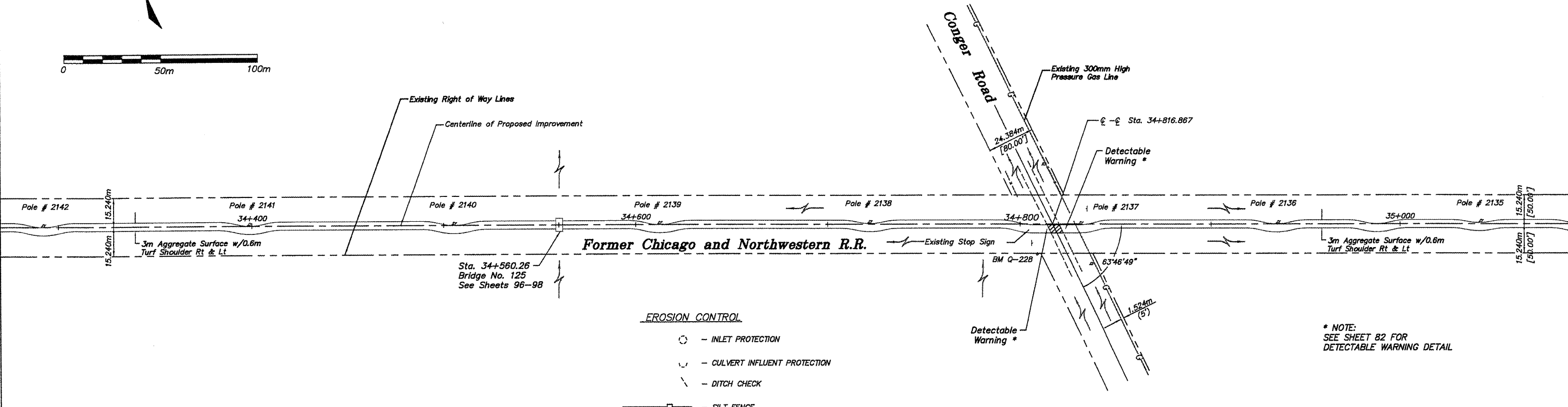
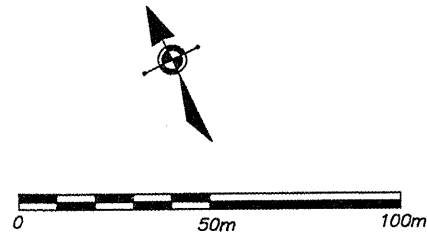
- EROSION CONTROL**
- - INLET PROTECTION
 - ∩ - CULVERT INFLUENT PROTECTION
 - - - DITCH CHECK
 - - SILT FENCE

INSTALL SHEET PILING AS DIRECTED AT THE FOLLOWING LOCATIONS:
 STA. 31+679.877, 4.685 m RT
 STA. 31+863.707, 4.959 m RT
 STA. 31+937.694, 5.669 m RT
 STA. 32+045.128, 5.829 m RT
 STA. 32+164.097, 4.590 m RT
 APPROXIMATELY 15m EACH LOCATION

NOTE:
SEE SHEET 106 FOR DETAIL OF ALIGNMENT AT POWER POLE



SHEET REVIEW	AGENCY	DATE	NO.	ITEM	DATE	SCALE: Hor. = 1:1000 Ver. = 1:50	 7282 Argus Drive Rockford, Illinois 61107-8837 (815) 398-2332 FAX (815) 398-2498 Design Firm License: Illinois 184-000816 Copyright 2011 By McClure Engineering Associates, Inc.	PLAN & PROFILE 31+440 TO 32+160 PECATONICA PRAIRIE PATH WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PPSH\440 TO 32+160.DWG JOB: 04-30-10-042	SHEET NO. 24 OF 107
DRAWN BY: REX					DATE: DECEMBER 12, 2011				
CHECKED BY: JMH									



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

NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE



EXISTING	PROPOSED
243.17	243.203
243.16	243.281
243.28	243.360
243.47	243.438
243.55	243.517
243.56	243.595
243.59	243.674
243.63	243.752
243.78	243.831
243.98	243.909
243.90	243.988
243.99	244.077
243.91	244.156
244.16	244.238
244.39	244.410
244.52	244.521
244.46	244.633
244.58	244.745
244.68	244.856
244.77	244.968
244.99	245.080
245.03	245.191
244.99	245.303
245.53	245.415
245.59	245.526
245.62	245.637
245.60	245.749
245.53	245.861
245.51	245.973
245.64	246.085
245.78	246.197
245.90	246.309
245.927	246.421
246.01	246.533
246.12	246.645
246.22	246.757
246.30	246.869
246.39	246.981
246.416	247.093

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

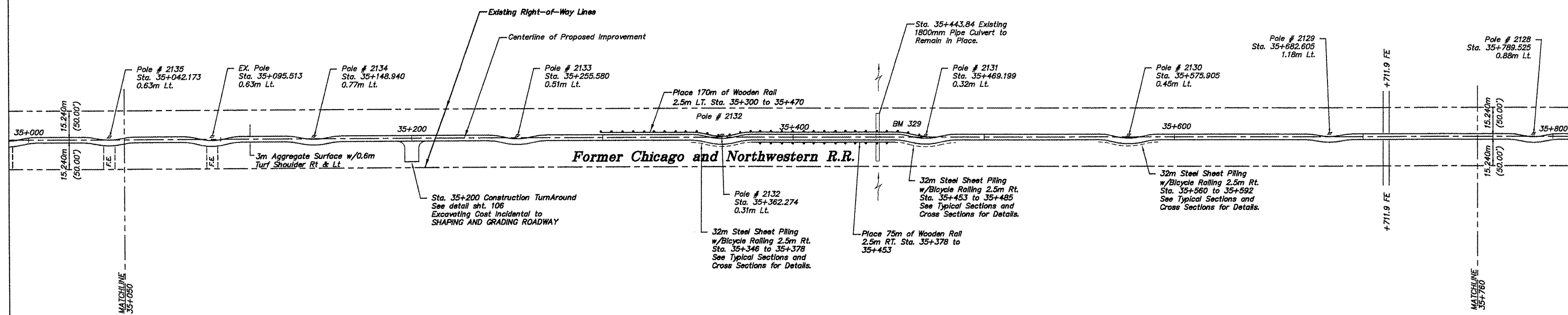
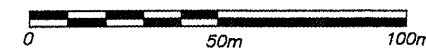
SCALE: Hor. = 1:1000 Ver. = 1:50
DRAWN BY: REK
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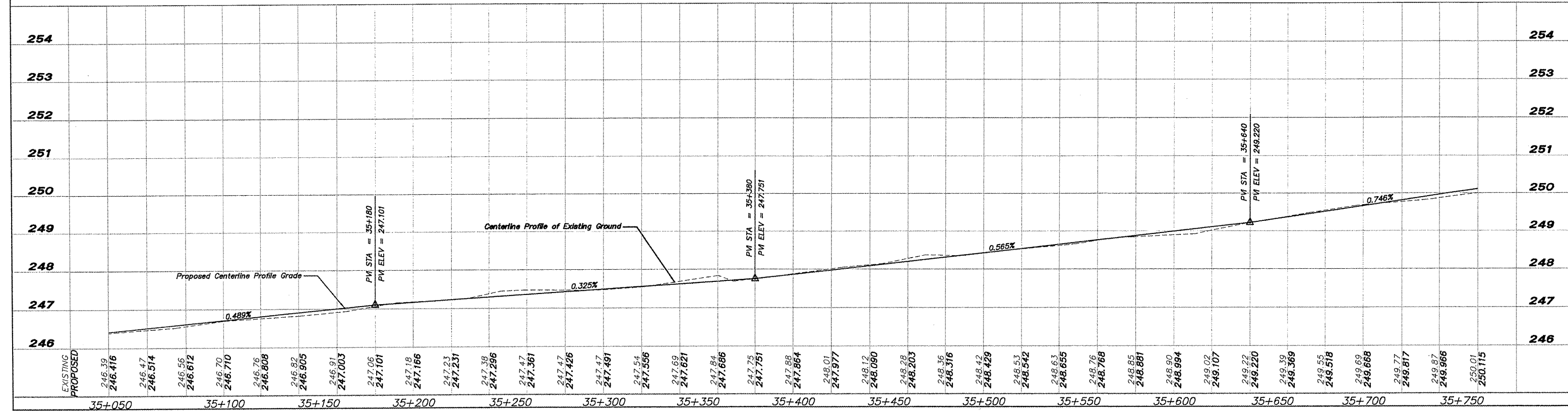
PLAN & PROFILE 34+320 TO 35+050
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP34+320 TO 35+050.DWG JOB: 04-30-10-042

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

CONTRACT NO. 65546



NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE



EXISTING	PROPOSED
246.39	246.416
246.47	246.514
246.56	246.612
246.70	246.710
246.76	246.808
246.82	246.905
246.91	247.003
247.06	247.101
247.18	247.166
247.23	247.231
247.38	247.296
247.47	247.361
247.47	247.426
247.47	247.491
247.54	247.556
247.69	247.621
247.84	247.686
247.75	247.751
247.88	247.816
248.01	247.977
248.12	248.090
248.28	248.203
248.36	248.316
248.42	248.429
248.53	248.542
248.63	248.655
248.76	248.768
248.85	248.881
248.90	248.994
249.02	249.107
249.22	249.220
249.39	249.369
249.55	249.518
249.69	249.668
249.77	249.817
249.87	249.966
250.01	250.115

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE: Hor. = 1:1000 Ver. = 1:50
DRAWN BY: REK
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DATE: DECEMBER 12, 2011

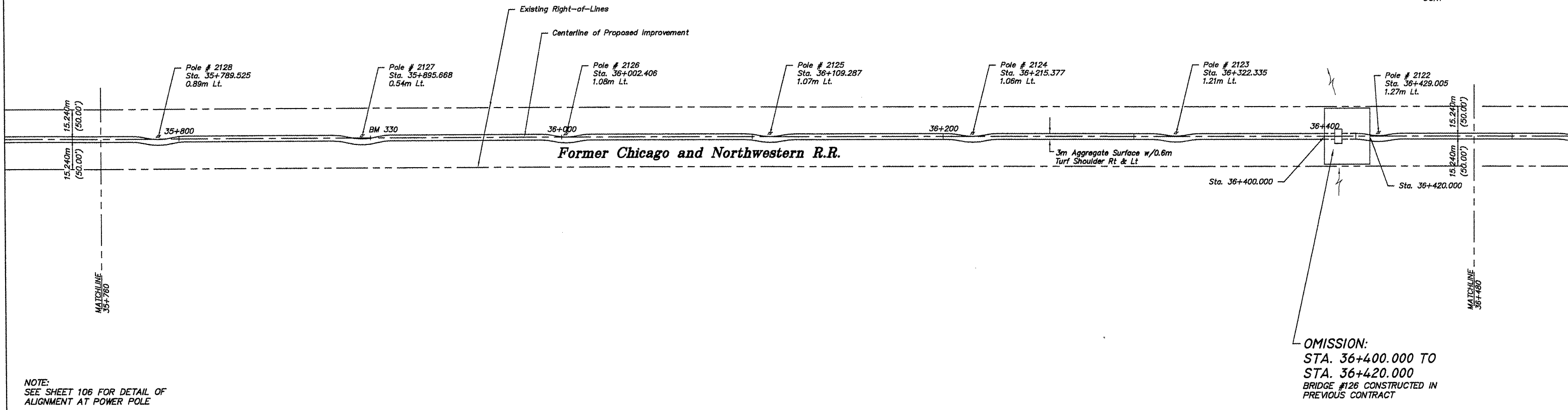
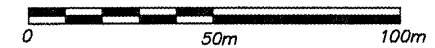
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PLAN & PROFILE 35+050 TO 35+760
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP35+050 TO 35+760.DWG JOB: 04-30-10-042

SHEET NO.
29
OF
107

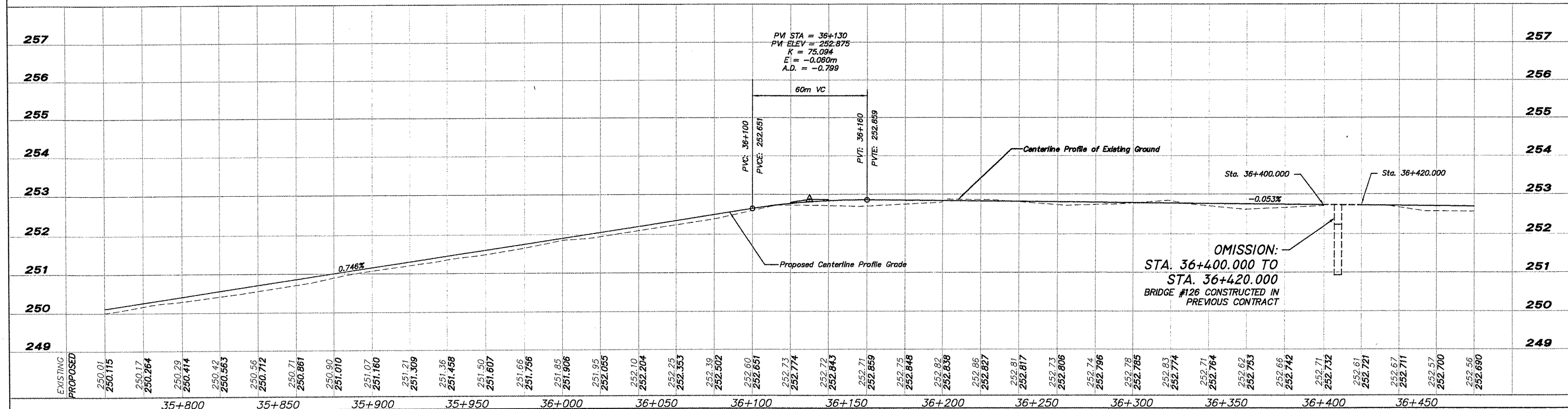
BM 330 RR Spike in Power Pole # 2127
Sta. 35+895.660 1.17m LT.
Elev. 251.854

CONTRACT NO. 85546



NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE

OMISSION:
STA. 36+400.000 TO
STA. 36+420.000
BRIDGE #126 CONSTRUCTED IN
PREVIOUS CONTRACT



OMISSION:
STA. 36+400.000 TO
STA. 36+420.000
BRIDGE #126 CONSTRUCTED IN
PREVIOUS CONTRACT

EXISTING	PROPOSED
250.01	250.115
250.17	250.264
250.29	250.414
250.42	250.563
250.56	250.712
250.71	250.861
250.90	251.010
251.07	251.160
251.21	251.309
251.36	251.458
251.50	251.607
251.66	251.756
251.85	251.906
251.95	252.055
252.10	252.204
252.25	252.353
252.39	252.502
252.60	252.651
252.73	252.774
252.72	252.843
252.71	252.859
252.75	252.848
252.82	252.838
252.86	252.827
252.81	252.817
252.73	252.806
252.74	252.796
252.78	252.785
252.83	252.774
252.71	252.764
252.62	252.753
252.66	252.742
252.71	252.732
252.61	252.721
252.67	252.711
252.57	252.700
252.56	252.690

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

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PLAN & PROFILE 35+760 TO 36+480
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP35+760 TO 36+480.DWG JOB:04-30-10-042

SHEET NO.
30
OF
107

BM R-228 Spike set 0.61m South of Fence
Sta. 36+544.938, 1.862m RT
Elev. 253.285

Centerline Curve Data
P.I. = 36+697.875
Δ = 29°27'18"
R = 30.000m (98.43')
T = 7.872m (25.83')
L = 15.396m (50.51')
E = 1.016m (3.33')
P.C. = 36+690.003
P.R.C. = 36+705.399

* NOTE:
SEE SHEET 82 FOR
DETECTABLE WARNING DETAIL

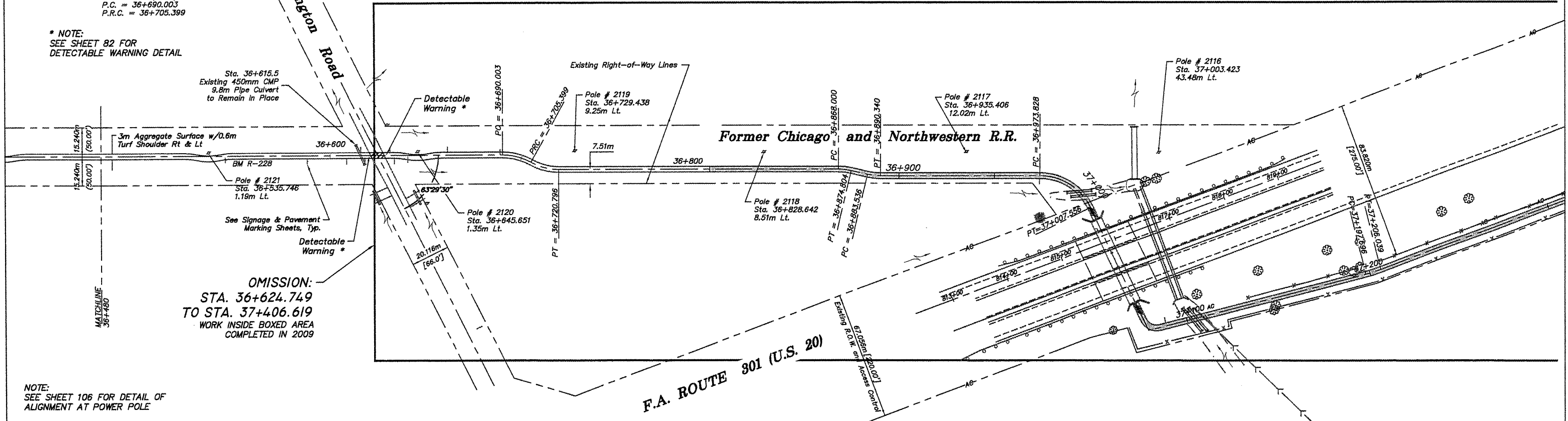
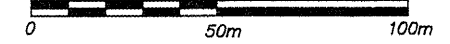
Centerline Curve Data
P.I. = 36+713.271
Δ = 29°24'18"
R = 30.000m (98.43')
T = 7.872m (25.83')
L = 15.396m (50.51')
E = 1.016m (3.33')
P.C. = 36+705.399
P.T. = 36+720.796

Centerline Curve Data
P.I. = 36+871.417
Δ = 12°59'40"
R = 30.000m (98.43')
T = 3.417m (11.21')
L = 6.804m (22.32')
E = 0.194m (0.64')
P.C. = 36+868.000
P.T. = 36+874.804

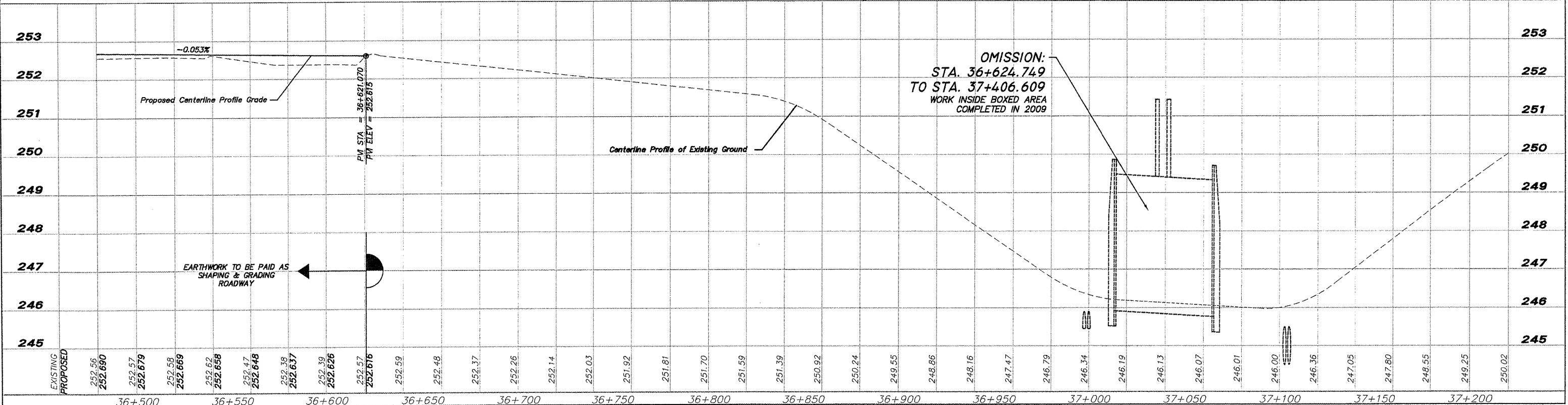
Centerline Curve Data
P.I. = 36+886.953
R = 30.000m (98.43')
T = 3.417m (11.21')
L = 6.804m (22.32')
E = 0.194m (0.64')
P.C. = 36+883.536
P.T. = 36+890.340

Centerline Curve Data
P.I. = 36+992.726
Δ = 64°2'54"
R = 30.000m (98.43')
T = 18.898m (62.00')
L = 33.728m (110.66')
E = 5.456m (17.90')
P.C. = 36+973.828
P.T. = 37+007.556

CONTRACT NO. 85546



NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE



EXISTING	PROPOSED
252.56	252.690
252.57	252.679
252.58	252.669
252.62	252.658
252.47	252.648
252.38	252.637
252.39	252.626
252.57	252.616
252.59	
252.48	
252.37	
252.26	
252.14	
252.03	
251.92	
251.81	
251.70	
251.59	
251.39	
250.92	
250.24	
249.55	
248.86	
248.16	
247.47	
246.79	
246.34	
246.19	
246.13	
246.07	
246.01	
246.00	
246.36	
247.05	
247.80	
248.55	
249.25	
250.02	

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

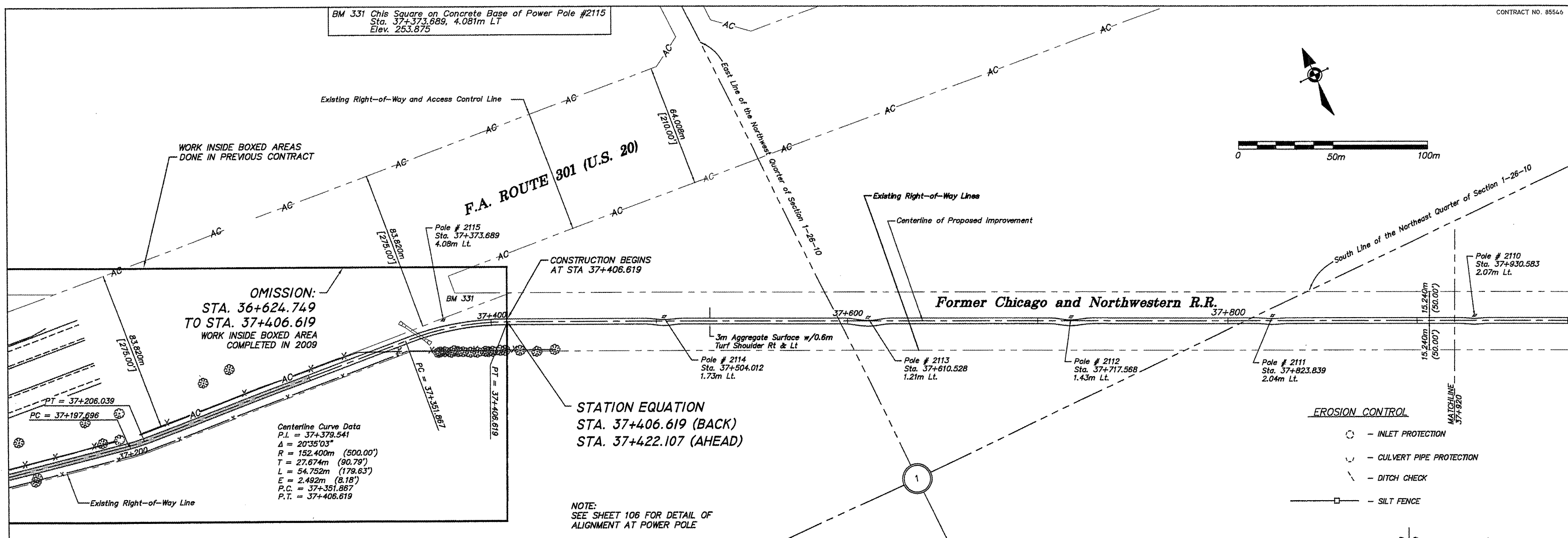
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DRAWN BY: REK
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PLAN & PROFILE 36+480 TO 37+220
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP36+480 TO 37+220.DWG JOB:04-30-10-042

SHEET NO.
31
OF
107

BM 331 Chis Square on Concrete Base of Power Pole #2115
Sta. 37+373.689, 4.081m Lt
Elev. 253.875

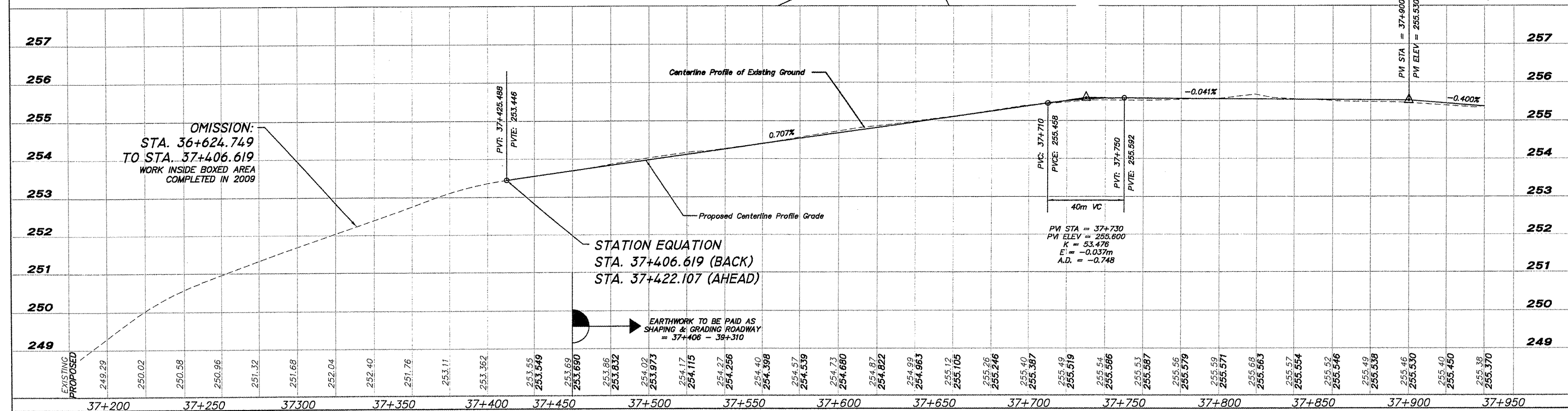


Centerline Curve Data
P.I. = 37+379.541
 $\Delta = 20^{\circ}35'03''$
R = 152.400m (500.00')
T = 27.674m (90.79')
L = 54.752m (179.63')
E = 2.492m (8.18')
P.C. = 37+351.867
P.T. = 37+406.619

STATION EQUATION
STA. 37+406.619 (BACK)
STA. 37+422.107 (AHEAD)

NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE

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



EXISTING	PROPOSED
249.29	249.29
250.02	250.02
250.58	250.58
250.96	250.96
251.32	251.32
251.68	251.68
252.04	252.04
252.40	252.40
251.76	251.76
253.11	253.11
253.362	253.362
253.55	253.55
253.549	253.549
253.69	253.69
253.690	253.690
253.86	253.86
253.832	253.832
254.02	254.02
253.973	253.973
254.17	254.17
254.115	254.115
254.27	254.27
254.256	254.256
254.40	254.40
254.398	254.398
254.57	254.57
254.539	254.539
254.73	254.73
254.680	254.680
254.87	254.87
254.822	254.822
254.99	254.99
254.963	254.963
255.12	255.12
255.105	255.105
255.26	255.26
255.246	255.246
255.40	255.40
255.387	255.387
255.49	255.49
255.519	255.519
255.54	255.54
255.566	255.566
255.53	255.53
255.587	255.587
255.56	255.56
255.579	255.579
255.59	255.59
255.571	255.571
255.68	255.68
255.563	255.563
255.57	255.57
255.554	255.554
255.52	255.52
255.546	255.546
255.49	255.49
255.538	255.538
255.46	255.46
255.530	255.530
255.40	255.40
255.450	255.450
255.38	255.38
255.370	255.370

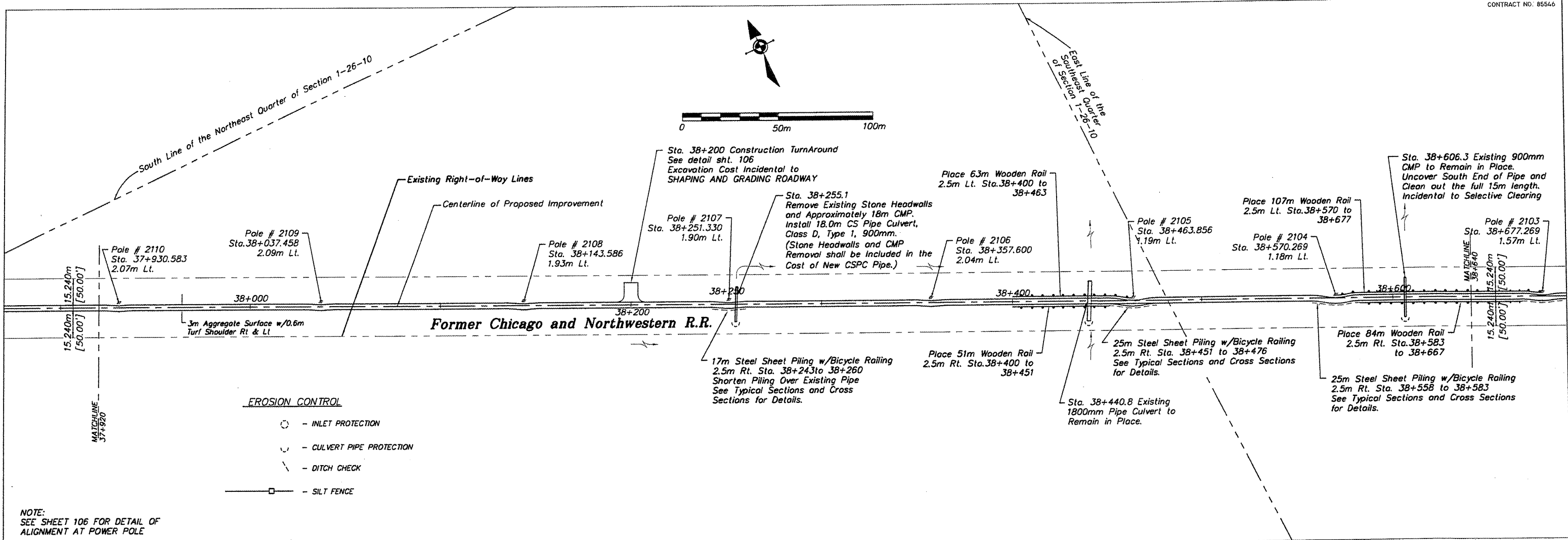
SHEET REVIEW	
AGENCY	DATE

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NO.	ITEM	DATE

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DRAWN BY: REK
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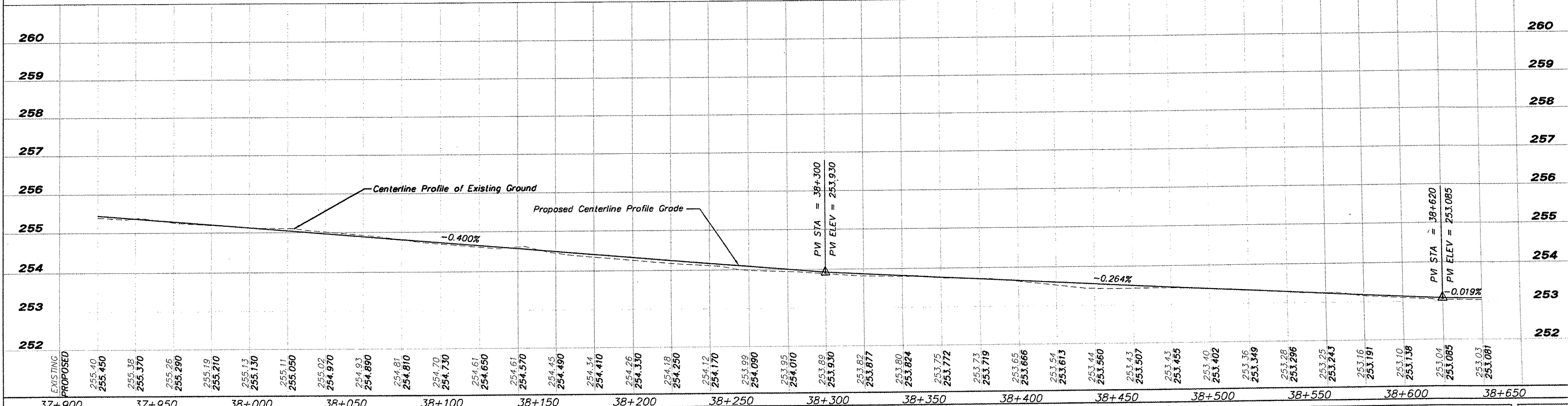
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PLAN & PROFILE 37+220 TO 37+920
PECATONICA PRAIRIE PATH
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FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP37+220 TO 37+920.DWG JOB:04-30-10-042



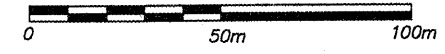
- EROSION CONTROL**
- - INLET PROTECTION
 - ⌋ - CULVERT PIPE PROTECTION
 - - - - DITCH CHECK
 - - SILT FENCE

NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE

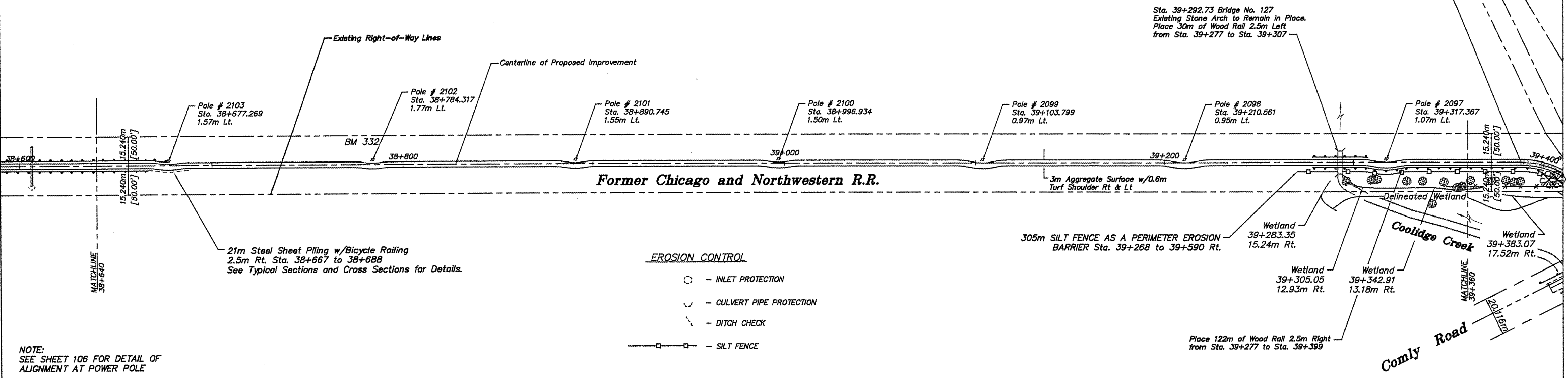


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AGENCY	DATE														
NO.	ITEM	DATE													

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



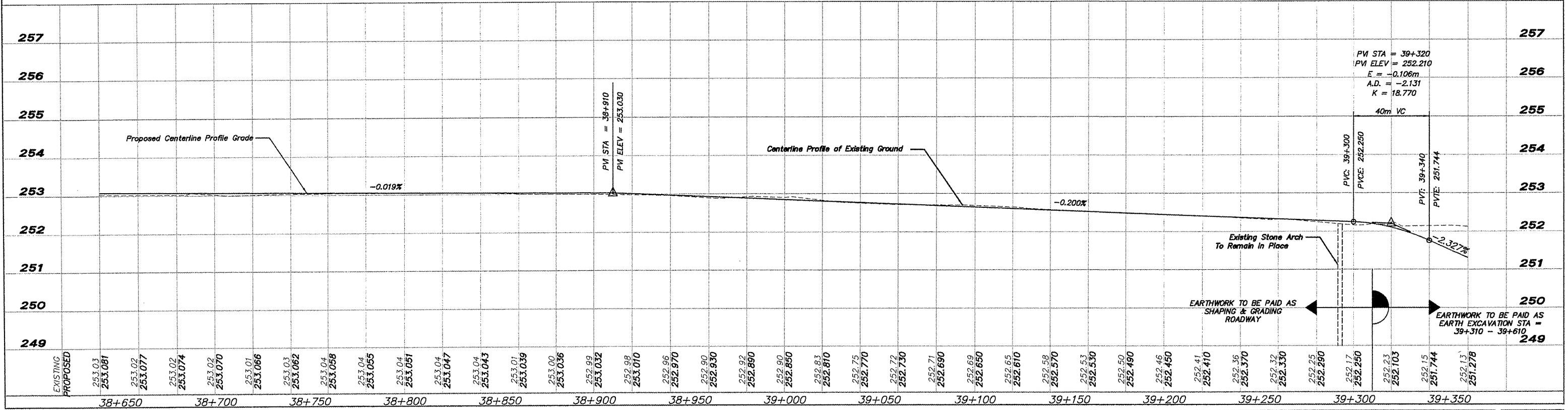
STATION EQUATION
STA. 39+369.864 (BACK)
STA. 39+376.300 (AHEAD)
AND BEGIN HMA SURFACE



EROSION CONTROL

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

NOTE:
SEE SHEET 106 FOR DETAIL OF
ALIGNMENT AT POWER POLE



EXISTING	PROPOSED	38+650	38+700	38+750	38+800	38+850	38+900	38+950	39+000	39+050	39+100	39+150	39+200	39+250	39+300	39+350
253.03	253.03	253.081	253.02	253.077	253.02	253.074	253.02	253.070	253.01	253.066	253.03	253.062	253.04	253.058	253.04	253.055
253.04	253.04	253.051	253.04	253.047	253.04	253.043	253.01	253.039	253.00	253.036	252.99	253.032	252.98	253.010	252.96	252.970
252.90	252.90	252.90	252.90	252.90	252.90	252.90	252.83	252.810	252.75	252.770	252.72	252.730	252.71	252.690	252.69	252.650
252.65	252.65	252.610	252.58	252.570	252.53	252.530	252.50	252.490	252.46	252.450	252.41	252.410	252.36	252.370	252.32	252.330
252.25	252.25	252.250	252.17	252.250	252.23	252.103	252.15	251.744	251.13	251.278						

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE: Hor. = 1:1000 Ver. = 1:50	<p>7283 Argus Drive Rochford, Illinois 61107-5837 (815) 388-2332 FAX (815) 388-2486 Design Firm License: Illinois 184-000816 Copyright 2011 By McClure Engineering Associates, Inc.</p>
DRAWN BY: REK	
CHECKED BY: JWH	
DATE: DECEMBER 12, 2011	

<p>PLAN & PROFILE 38+640 TO 39+360</p> <p>PECATONICA PRAIRIE PATH</p> <p>WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT</p> <p>FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP38+640 TO 39+360.DWG JOB:04-30-10-042</p>	
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SHEET NO.	34
OF	107

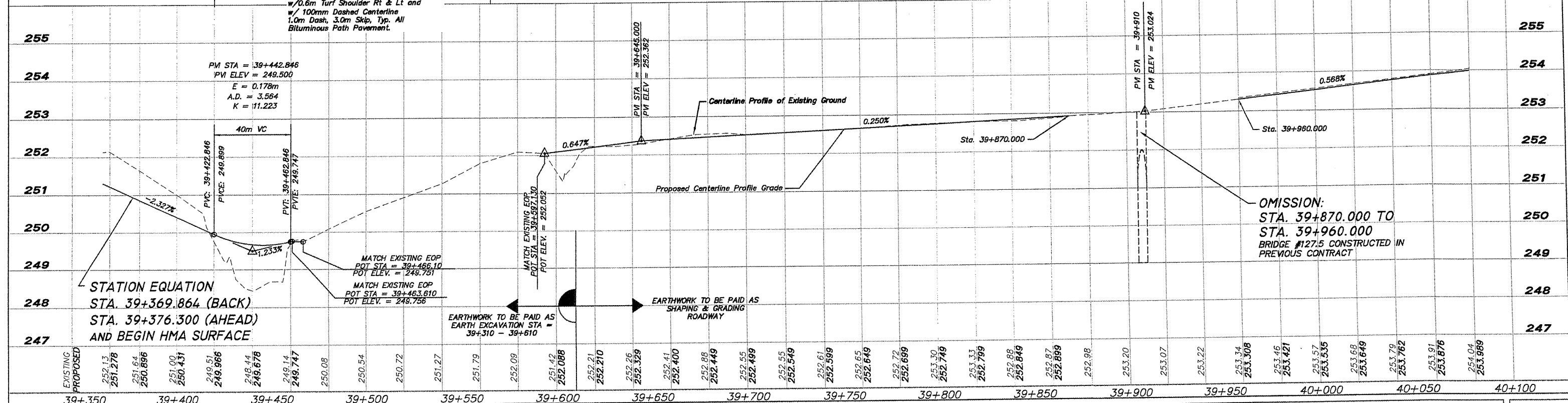
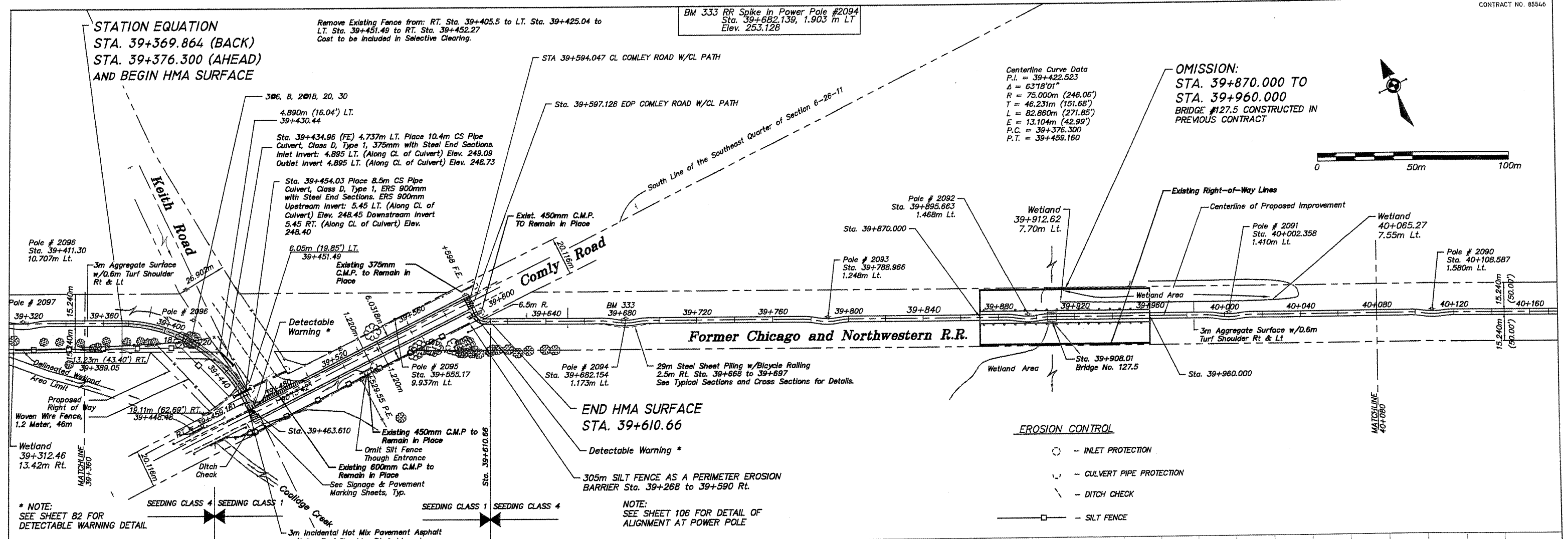
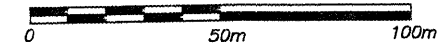
STATION EQUATION
 STA. 39+369.864 (BACK)
 STA. 39+376.300 (AHEAD)
 AND BEGIN HMA SURFACE

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

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

OMISSION:
 STA. 39+870.000 TO
 STA. 39+960.000
 BRIDGE #127.5 CONSTRUCTED IN
 PREVIOUS CONTRACT



STATION EQUATION
 STA. 39+369.864 (BACK)
 STA. 39+376.300 (AHEAD)
 AND BEGIN HMA SURFACE

EXISTING	PROPOSED
252.13	251.278
251.64	250.866
251.00	250.431
249.51	249.966
248.44	249.678
249.14	249.747
250.08	
250.54	
250.72	
251.27	
251.79	
252.09	
251.42	
252.088	
252.21	
252.210	
252.26	
252.329	
252.41	
252.400	
252.88	
252.449	
252.55	
252.499	
252.55	
252.549	
252.61	
252.599	
252.65	
252.649	
252.72	
252.699	
253.30	
252.749	
253.33	
252.789	
252.88	
252.849	
252.87	
252.899	
252.98	
253.20	
253.07	
253.22	
253.34	
253.308	
253.46	
253.421	
253.57	
253.535	
253.68	
253.649	
253.79	
253.762	
253.91	
253.876	
254.04	
253.989	

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

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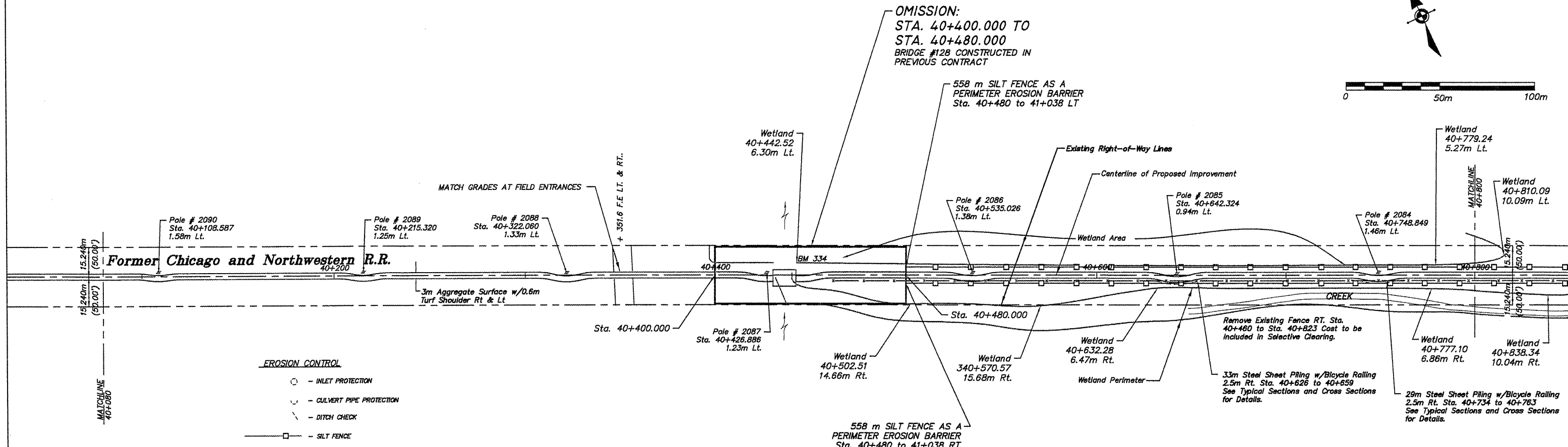
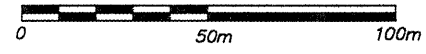
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PLAN & PROFILE 39+360 TO 40+080
 PEACATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP39+360 TO 40+080.DWG
 JOB: 04-30-10-042

SHEET NO.
 35
 OF
 107

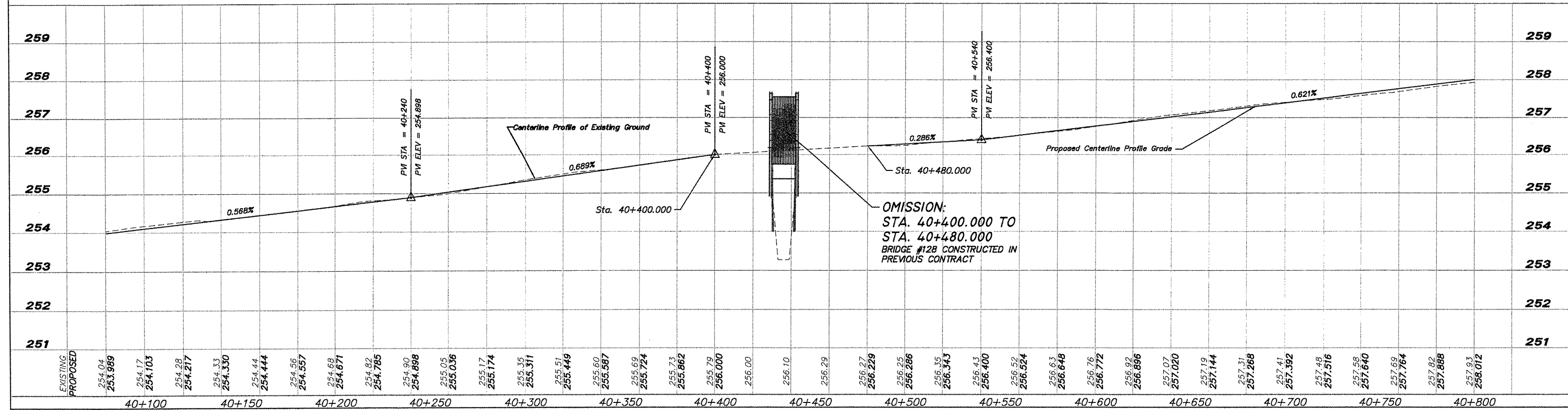
BM 334 Top of Bolt 2' Below the S.E.
 Corner of Bridge No. 128
 Sta. 40+442.036, 3.500m LT Elev. 255.703

CONTRACT NO. 85546

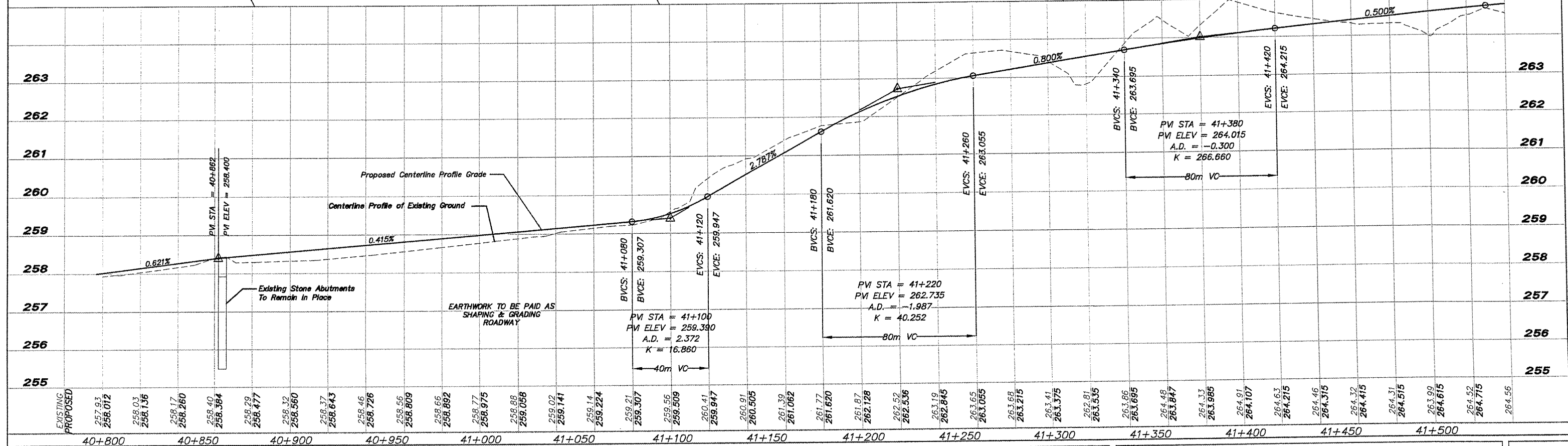
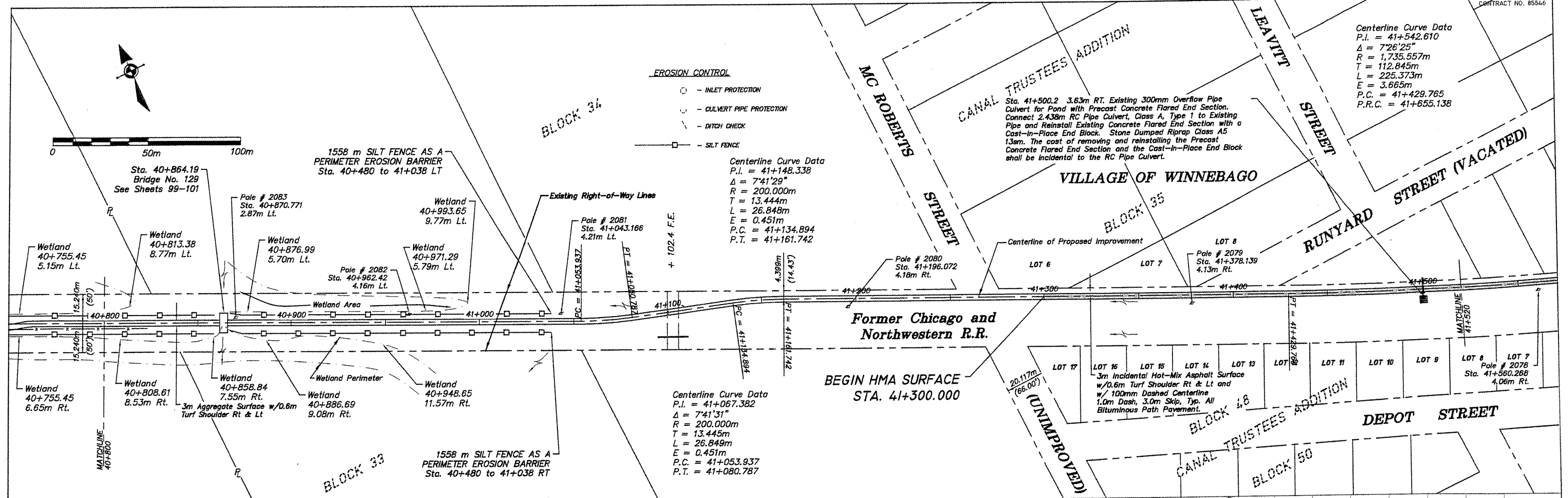


- EROSION CONTROL**
- - INLET PROTECTION
 - ⋯ - CULVERT PIPE PROTECTION
 - ⋈ - DITCH CHECK
 - - SILT FENCE

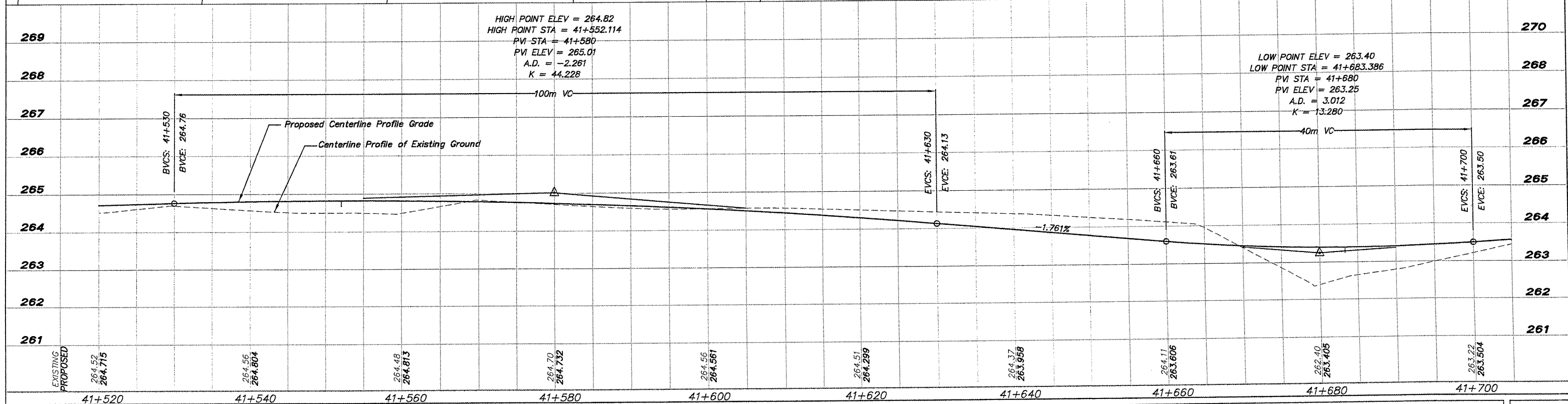
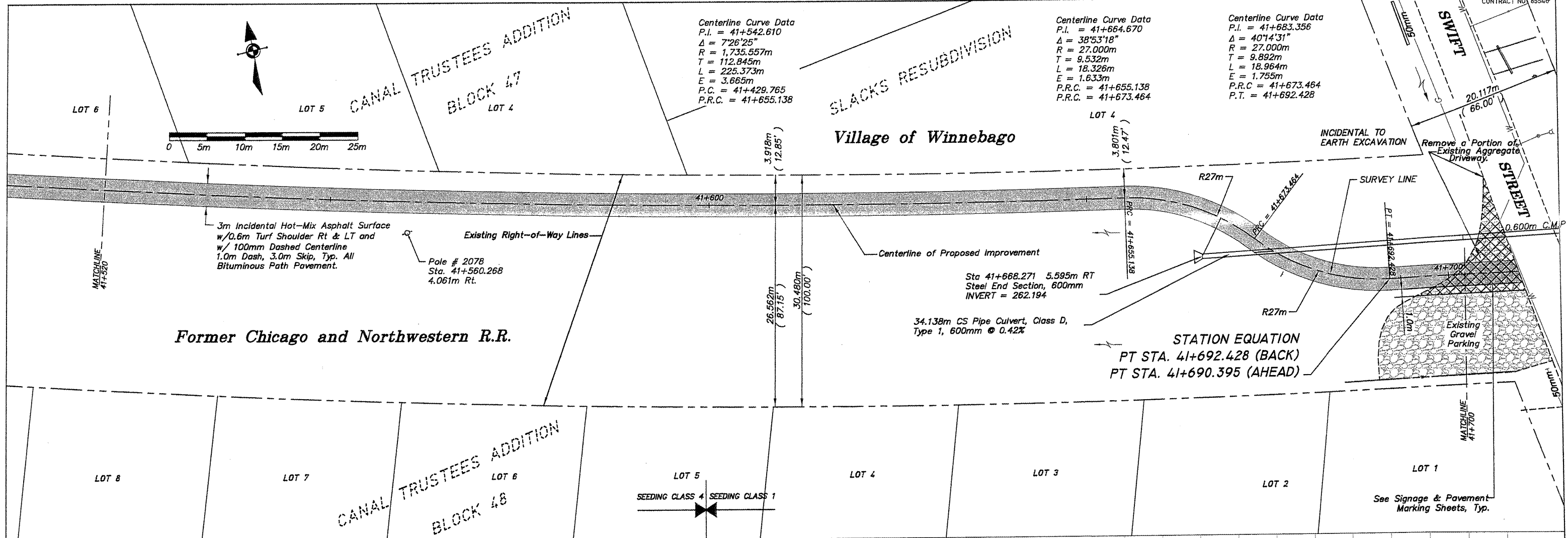
NOTE:
 SEE SHEET 106 FOR DETAIL OF
 ALIGNMENT AT POWER POLE



	SHEET REVIEW AGENCY: _____ DATE: _____ _____ _____	REVISIONS NO. ITEM DATE _____ _____	SCALE: Hor. = 1:1000 Ver. = 1:50 DRAWN BY: REK CHECKED BY: JWH DATE: DECEMBER 12, 2011	 7282 Argus Drive Rookford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2496 Design Firm License: Illinois 184-000818 Copyright 2011 By McClure Engineering Associates, Inc.	PLAN & PROFILE 40+080 TO 40+800 PECATONICA PRAIRIE PATH WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP40+080 TO 40+800.DWG JOB: 04-30-10-042	SHEET NO. 36 OF 107
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EXISTING	PROPOSED
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258.260	258.40
258.384	258.477
258.29	258.32
258.560	258.37
258.643	258.46
258.726	258.56
258.809	258.66
258.892	258.77
258.975	258.88
259.058	259.02
259.141	259.14
259.224	259.21
259.307	259.307
259.390	259.390
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259.556	259.556
259.639	259.639
259.722	259.722
259.805	259.805
259.888	259.888
259.971	259.971
260.054	260.054
260.137	260.137
260.220	260.220
260.303	260.303
260.386	260.386
260.469	260.469
260.552	260.552
260.635	260.635
260.718	260.718
260.801	260.801
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260.967	260.967
261.050	261.050
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261.216	261.216
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261.465	261.465
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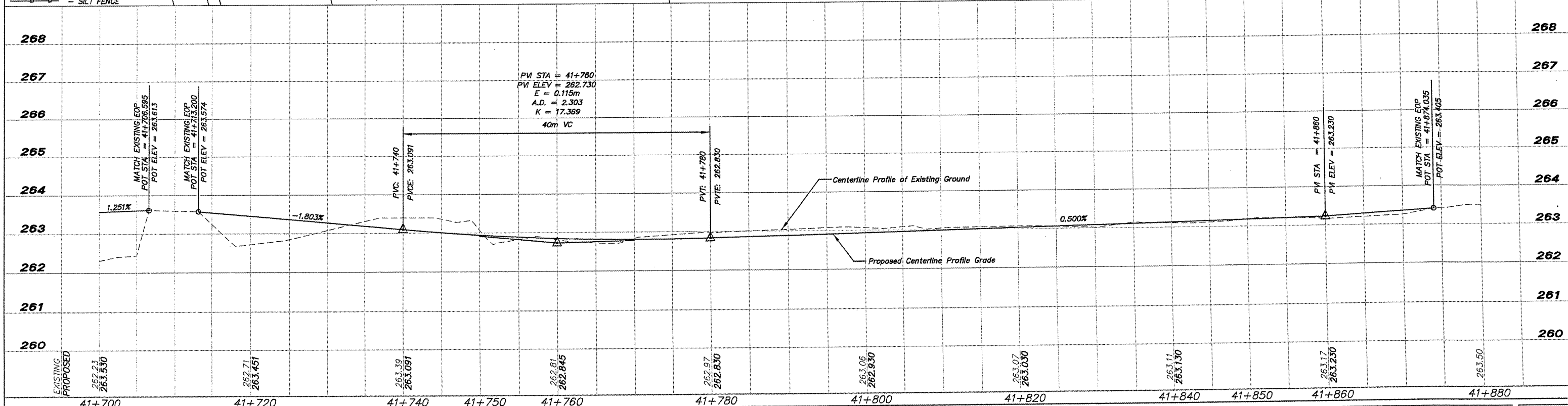
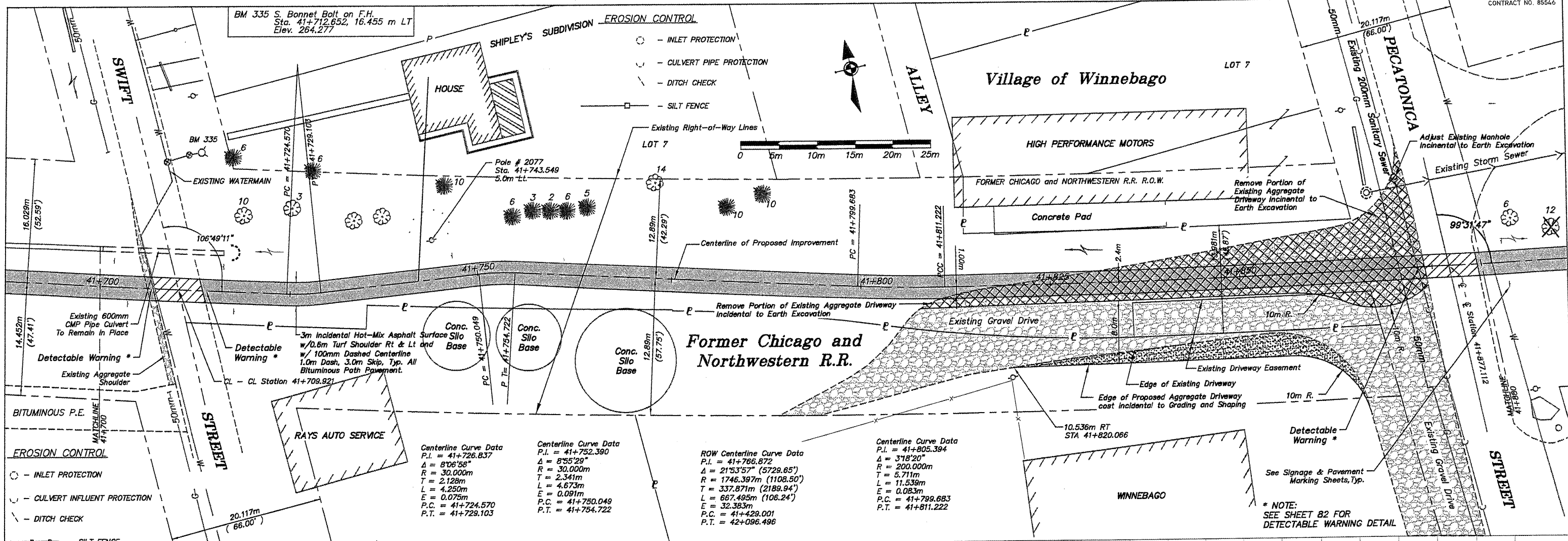
SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

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PLAN & PROFILE 41+500 TO 41+700
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT
 SECTION 94-00267-00-BT
 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP4\H500 TO 41+700.DWG
 JOB: 04-30-10-042



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AGENCY	DATE

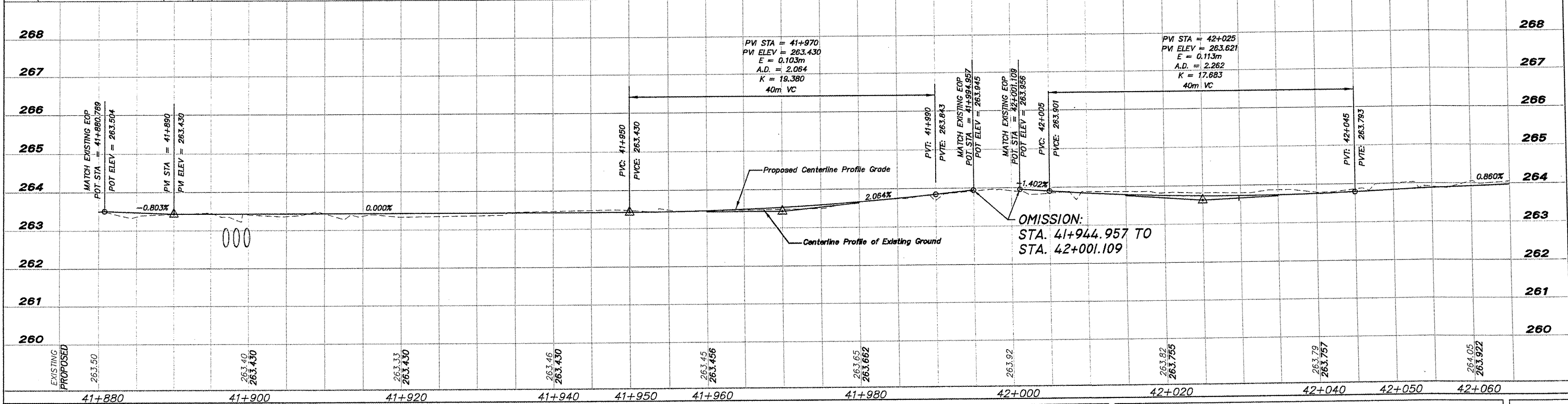
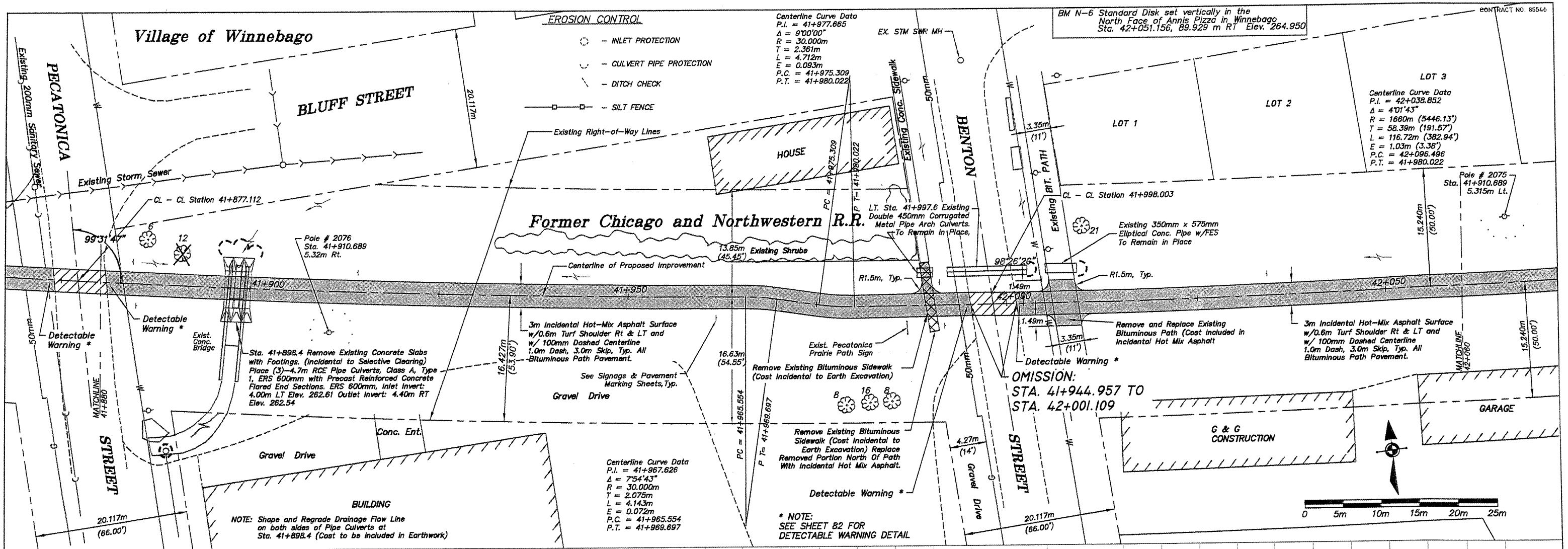
REVISIONS		
NO.	ITEM	DATE

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PLAN & PROFILE 41+700 TO 41+880	
PECATONICA PRAIRIE PATH	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP\41+700 TO 41+880.DWG	JOB: 04-30-10-042

268	268
267	267
266	266
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263	263
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261	261
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SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

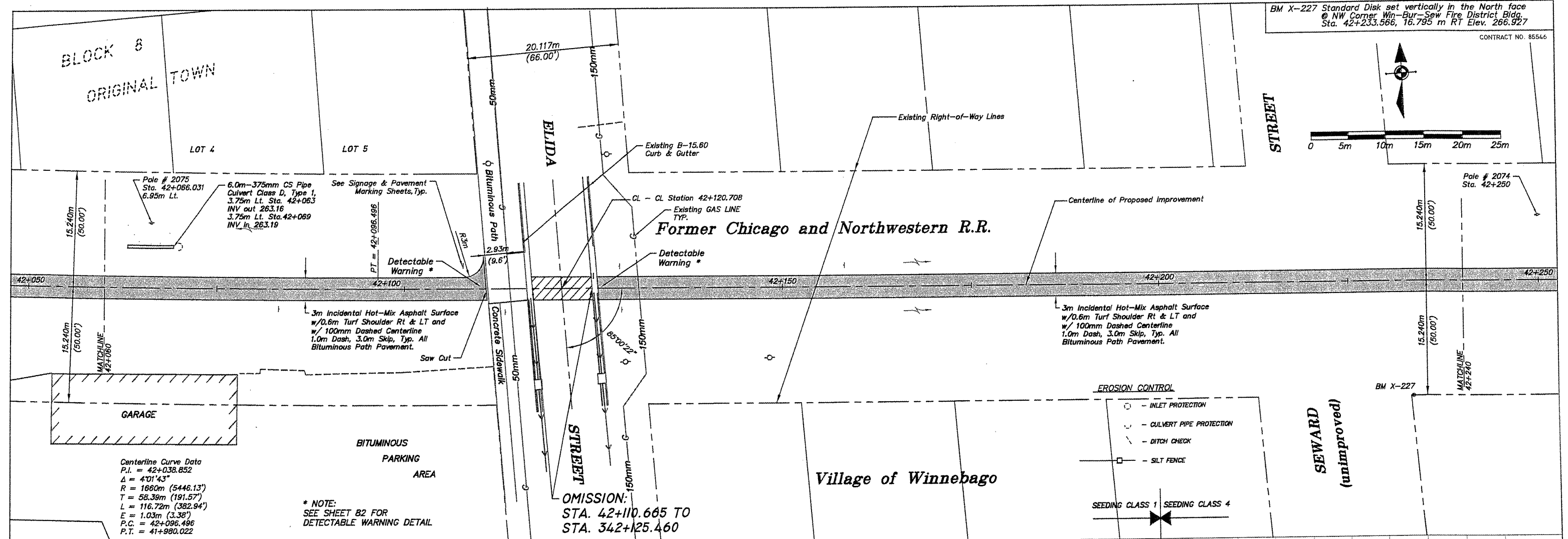
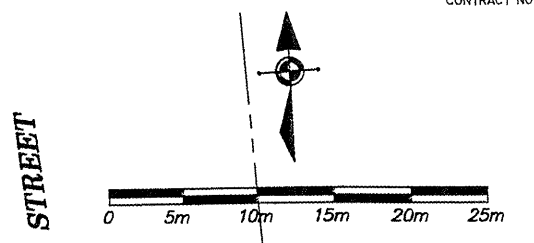
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PLAN & PROFILE 41+880 TO 42+060
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP41+880 TO 42+060.DWG JOB: 04-30-10-042

SHEET NO. **40** OF **107**

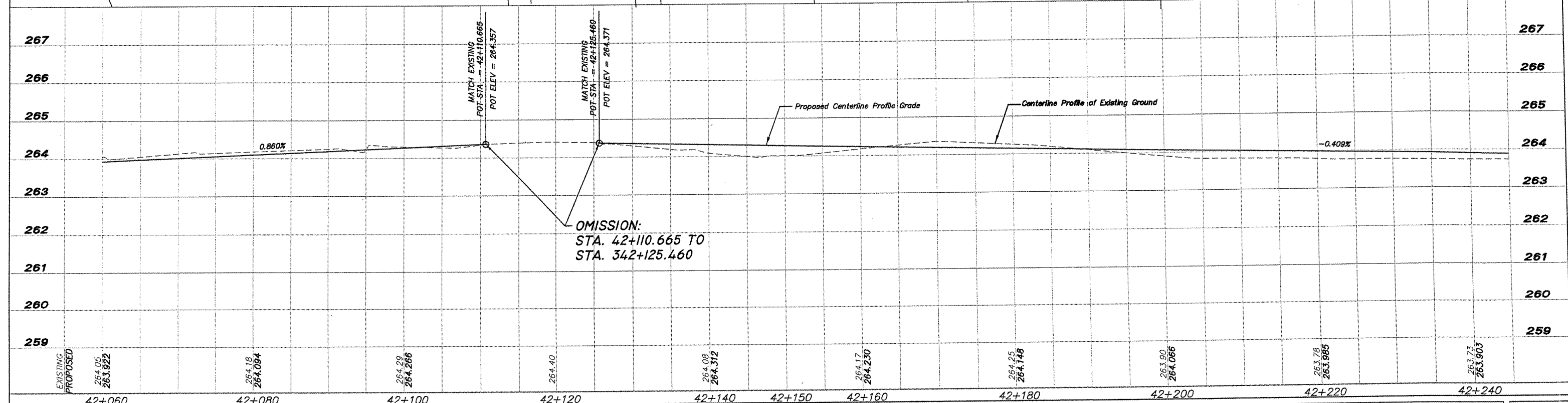
BM X-227 Standard Disk set vertically in the North face @ NW Corner Win-Bur-Sew Fire District Bldg. Sta. 42+233.566, 16.795 m RT Elev. 266.927
 CONTRACT NO. 85546



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

* NOTE:
 SEE SHEET B2 FOR
 DETECTABLE WARNING DETAIL

OMISSION:
 STA. 42+110.665 TO
 STA. 342+125.460



EXISTING PROPOSED	264.05 263.922	264.18 264.094	264.29 264.266	264.40	264.08 264.312	264.17 264.230	264.25 264.148	263.90 264.066	263.78 263.985	263.73 263.903
	42+060	42+080	42+100	42+120	42+140	42+160	42+180	42+200	42+220	42+240

SHEET REVIEW	
AGENCY	DATE

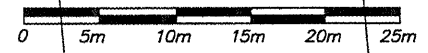
REVISIONS		
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PLAN & PROFILE 42+060 TO 42+240
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP42+060 TO 42+240.DWG JOB:04-30-10-042

SHEET NO.
 41
 OF
 107



STREET

Village of Winnebago

Centerline of Proposed Improvement
Former Chicago and Northwestern R.R.

Existing Right-of-Way Lines

Pole # 2074
Sta. 42+250

15.240m
(50.00')

15.240m
(50.00')

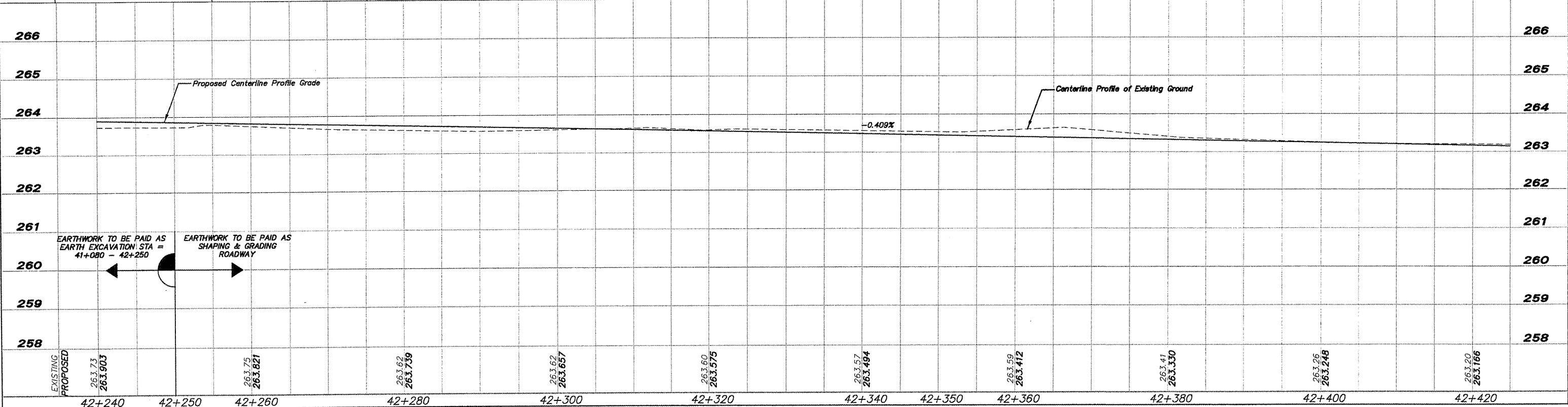
15.240m
(50.00')

15.240m
(50.00')

MATCHLINE
42+240

3m Incidental Hot-Mix Asphalt Surface
w/0.6m Turf Shoulder Rt & LT and
w/ 100mm Dashed Centerline
1.0m Dash, 3.0m Skip, Typ. All
Bituminous Path Pavement.

CHURCH
(unimproved)



SHEET REVIEW	
AGENCY	DATE

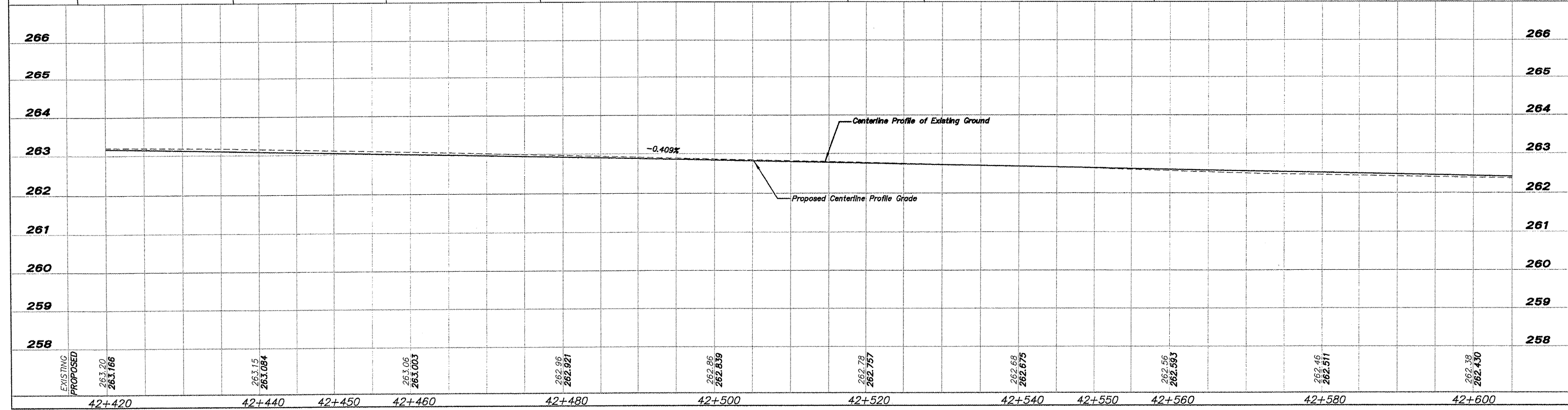
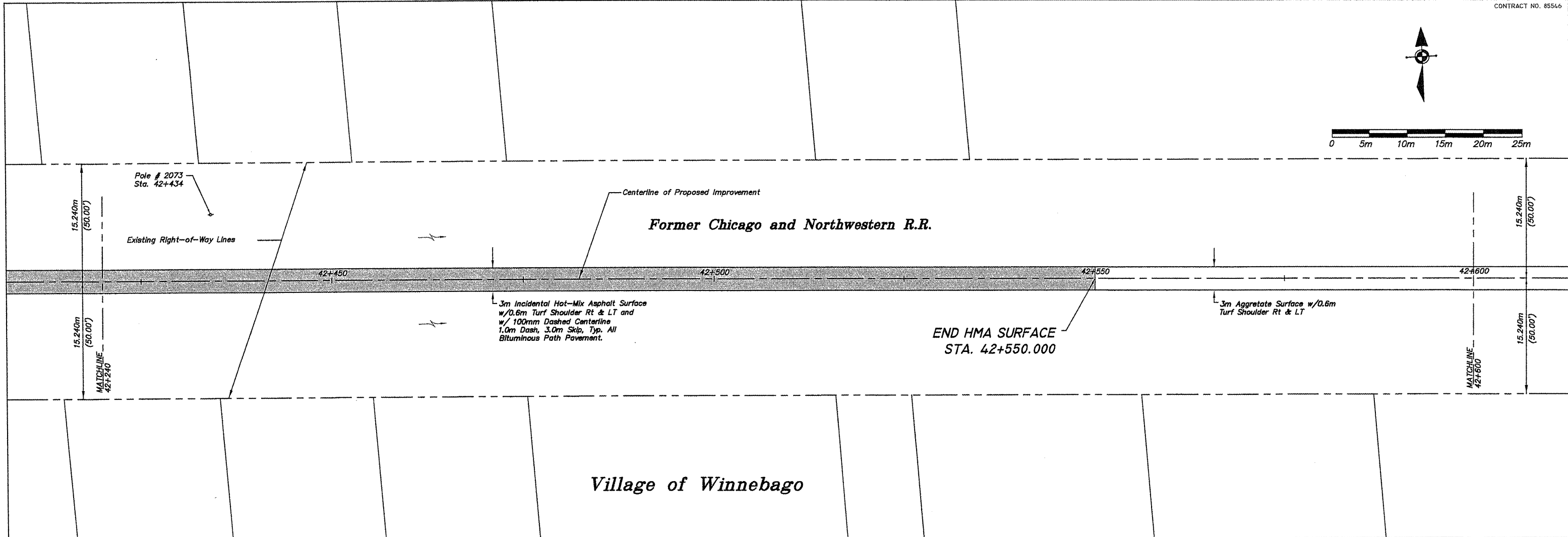
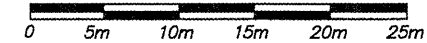
REVISIONS		
NO.	ITEM	DATE

SCALE: Hor. = 1:250 Ver. = 1:50
DRAWN BY: REK
CHECKED BY: JWH
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PLAN & PROFILE 42+240 TO 42+420
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP42+240 TO 42+420.DWG JOB: 04-30-10-042

SHEET NO. **42** OF **107**



SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

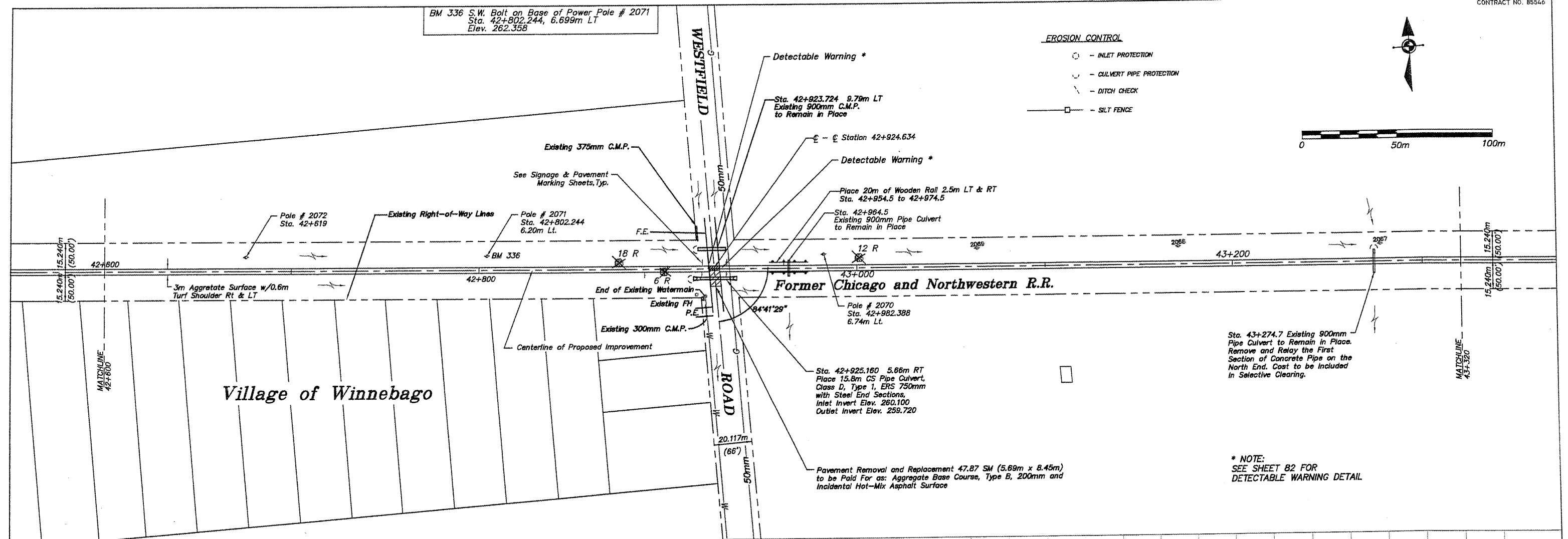
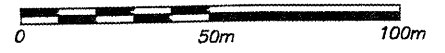
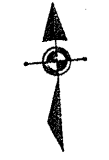
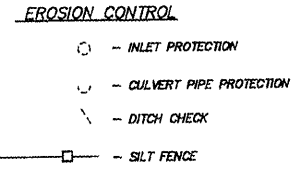
SCALE: Hor.=1:250 Ver.=1:50
DRAWN BY: REK
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PLAN & PROFILE 42+420 TO 42+600
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP42+420 TO 42+600.DWG JOB:04-30-10-042

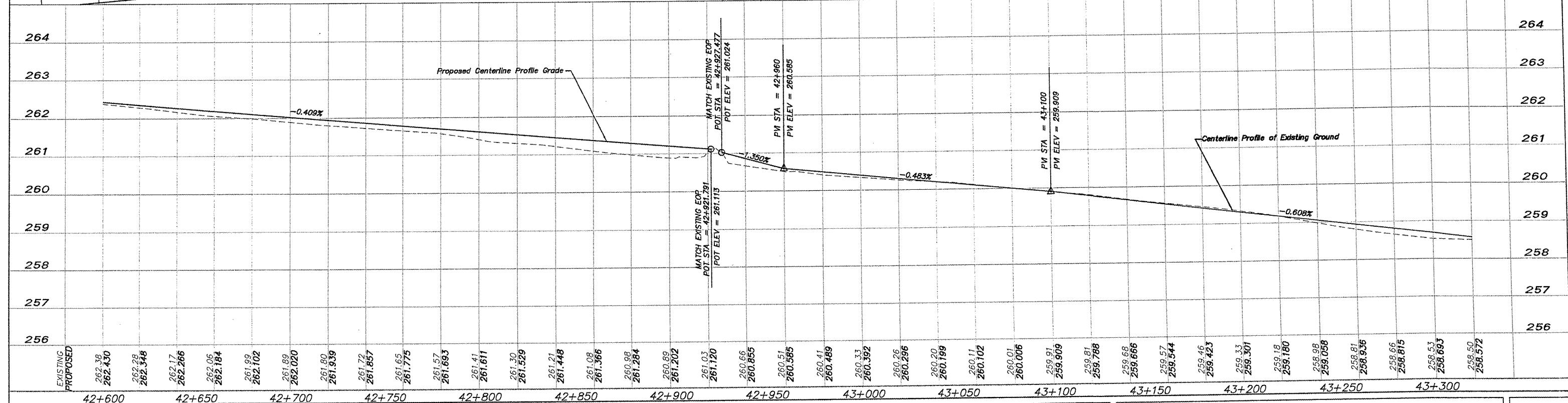
SHEET NO. 43 OF 107

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

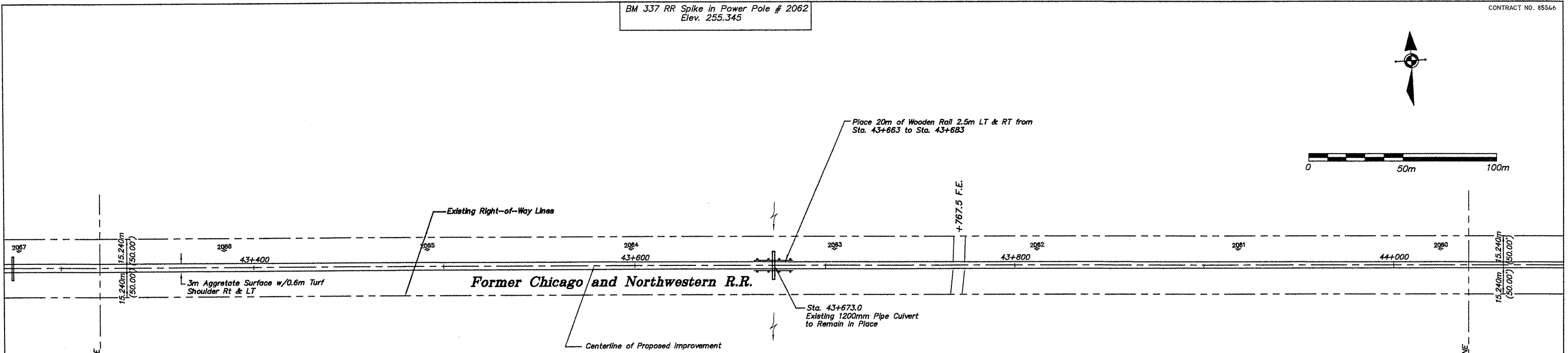
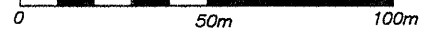


Sta. 43+274.7 Existing 900mm Pipe Culvert to Remain in Place. Remove and Relay the First Section of Concrete Pipe on the North End. Cost to be included in Selective Clearing.

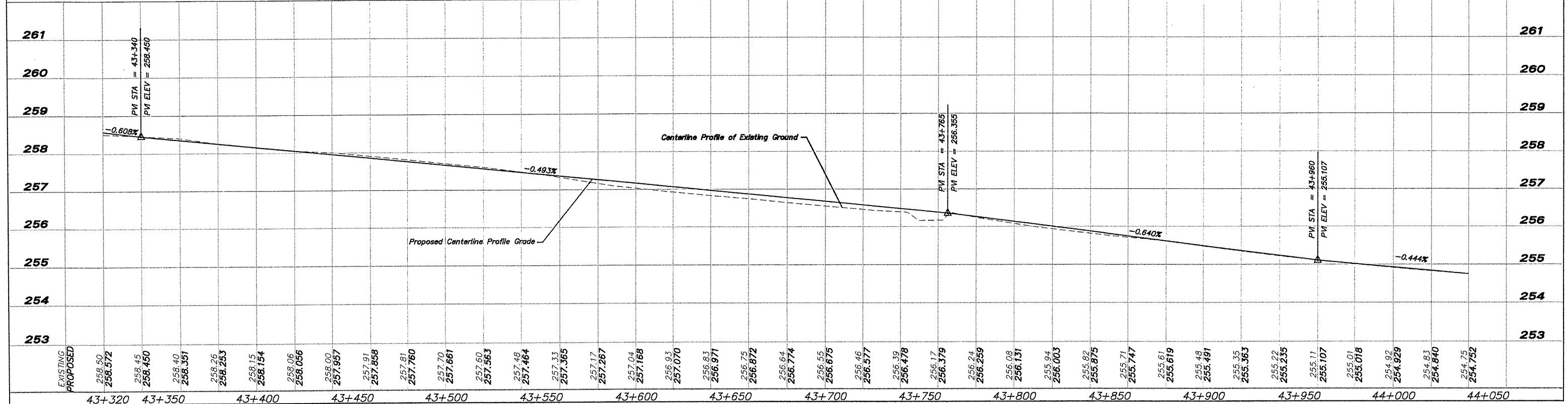
* NOTE:
SEE SHEET B2 FOR
DETECTABLE WARNING DETAIL



	SHEET REVIEW	REVISIONS	SCALE: Hor. = 1:1000 Ver. = 1:50	<p>7282 Arque Drive Rockford, Illinois 61107-8837 (815) 398-2332 FAX (815) 398-2488 Design Firm License: Illinois 164-000818 Copyright 2011 By McClure Engineering Associates, Inc.</p>	<p>PLAN & PROFILE 42+600 TO 43+320</p> <p>PECATONICA PRAIRIE PATH</p> <p>WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT</p> <p>FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP42+600 TO 43+320.DWG JOB: 04-30-10-042</p>	<p>SHEET NO.</p> <p style="font-size: 24pt;">44</p> <p>OF</p> <p style="font-size: 24pt;">107</p>



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



STATION	EXISTING ELEVATION	PROPOSED ELEVATION
43+320	258.50	258.572
43+350	258.45	258.450
43+400	258.40	258.351
43+450	258.25	258.253
43+500	258.15	258.154
43+550	258.06	258.056
43+600	258.00	257.967
43+650	257.91	257.858
43+700	257.81	257.760
43+750	257.70	257.661
43+800	257.60	257.563
43+850	257.48	257.464
43+900	257.33	257.365
43+950	257.17	257.267
44+000	257.04	257.168
44+050	256.93	257.070
	256.83	256.971
	256.75	256.872
	256.64	256.774
	256.55	256.675
	256.46	256.577
	256.39	256.478
	256.17	256.379
	256.24	256.280
	256.08	256.131
	255.94	256.003
	255.82	255.875
	255.71	255.747
	255.61	255.619
	255.48	255.491
	255.35	255.363
	255.22	255.235
	255.11	255.107
	255.01	255.018
	254.92	254.929
	254.83	254.840
	254.75	254.752

SHEET REVIEW	
AGENCY	DATE

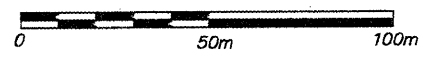
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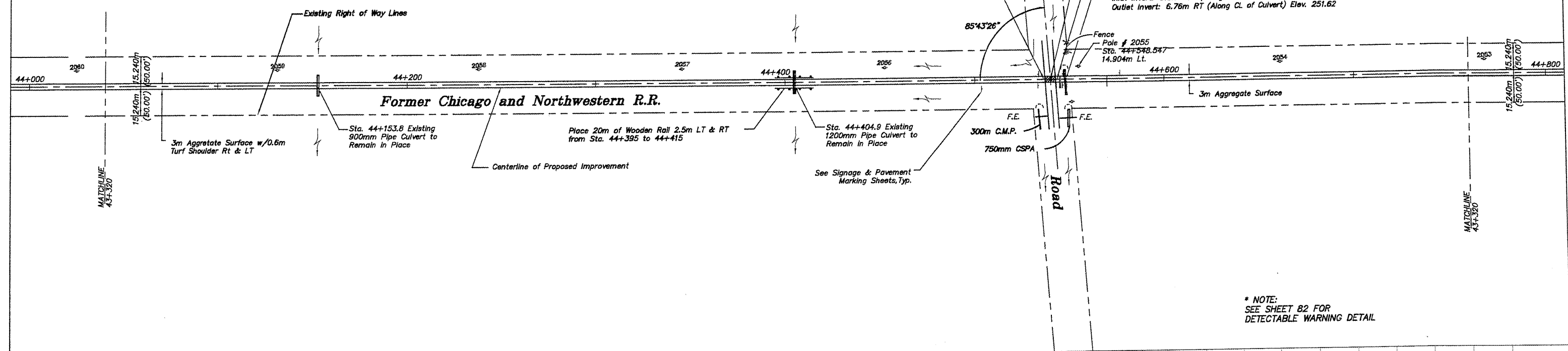
PLAN & PROFILE 43+320 TO 44+040
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP43+320 TO 44+040.DWG JOB:04-30-10-042

SHEET NO.
45
 OF
107

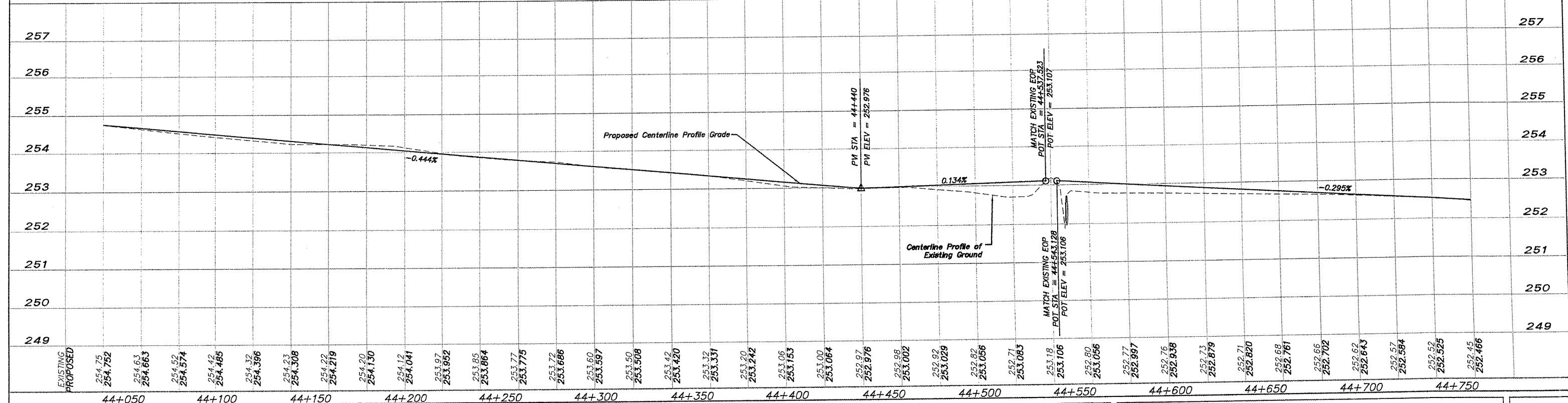


EROSION CONTROL

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



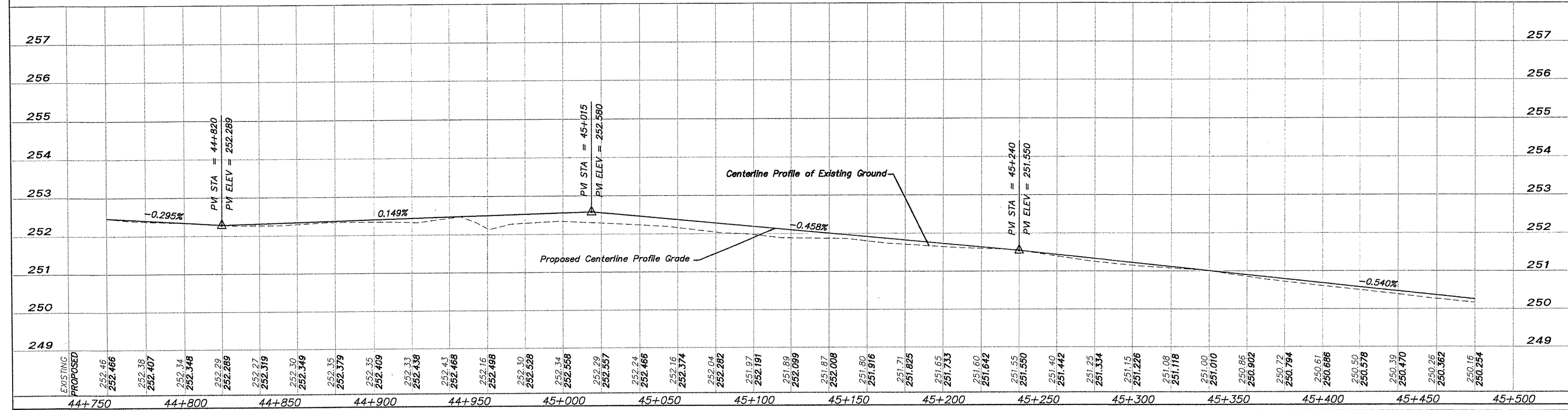
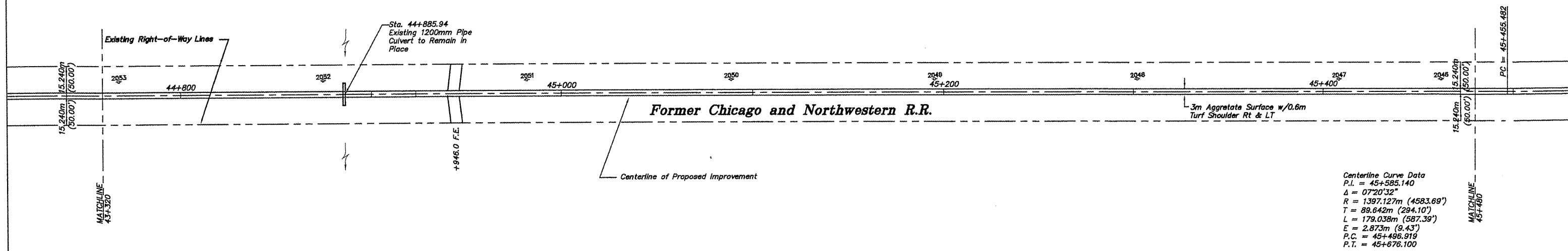
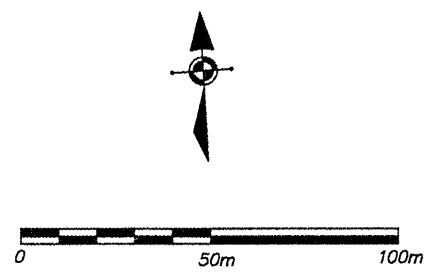
* NOTE:
SEE SHEET B2 FOR
DETECTABLE WARNING DETAIL



	SHEET REVIEW	REVISIONS	SCALE: Hor. = 1:1000 Ver. = 1:50	<p>7282 Argus Drive Rookford, Illinois 61107-6837 (815) 398-2332 FAX (815) 398-2488 Design Firm License: Illinois 164-000818 Copyright 2011 By McClure Engineering Associates, Inc.</p>	<p>PLAN & PROFILE 44+040 TO 44+760</p> <p>PECATONICA PRAIRIE PATH</p> <p>WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT</p> <p>FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP44+040 TO 44+760.DWG</p>	<p>SHEET NO.</p> <p>46</p> <p>OF</p> <p>107</p>									
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>AGENCY</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> </table>	AGENCY	DATE				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>ITEM</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	ITEM	DATE				<p>DRAWN BY: REK</p> <p>CHECKED BY: JWH</p> <p>DATE: DECEMBER 12, 2011</p>	
AGENCY	DATE														
NO.	ITEM	DATE													

EROSION CONTROL

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



EXISTING	PROPOSED
252.46	252.466
252.38	252.407
252.34	252.348
252.29	252.289
252.27	252.27
252.319	252.319
252.30	252.349
252.35	252.379
252.35	252.409
252.33	252.438
252.43	252.468
252.16	252.498
252.30	252.528
252.34	252.558
252.29	252.587
252.24	252.616
252.16	252.646
252.04	252.674
251.97	252.702
251.89	252.731
251.87	252.759
251.80	252.787
251.71	252.815
251.65	252.843
251.60	252.871
251.55	252.899
251.40	252.927
251.25	252.955
251.15	252.983
251.08	253.011
251.00	253.039
250.86	253.067
250.72	253.095
250.61	253.123
250.50	253.151
250.39	253.179
250.26	253.207
250.16	253.235
250.04	253.263

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

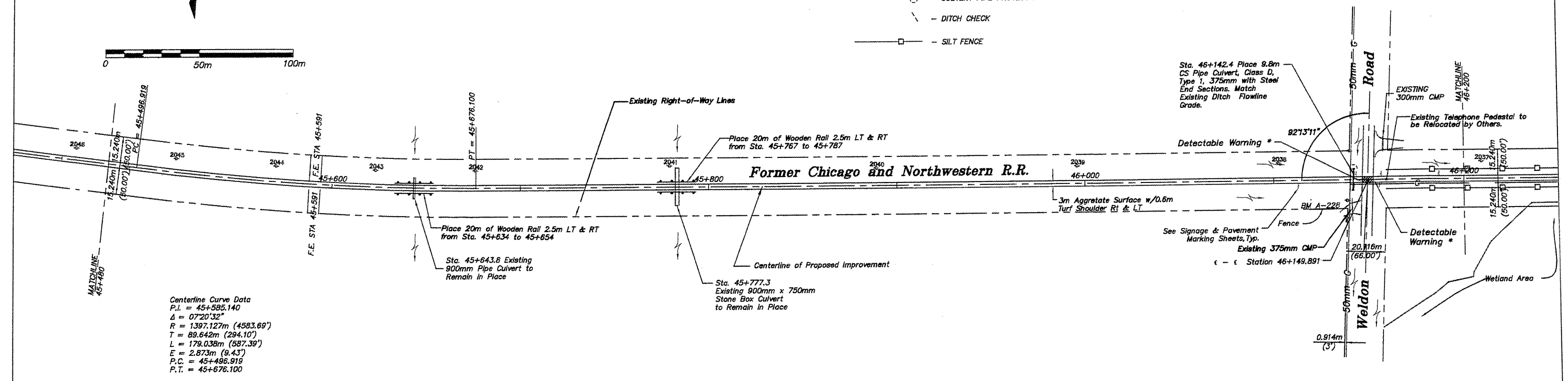
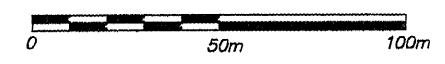
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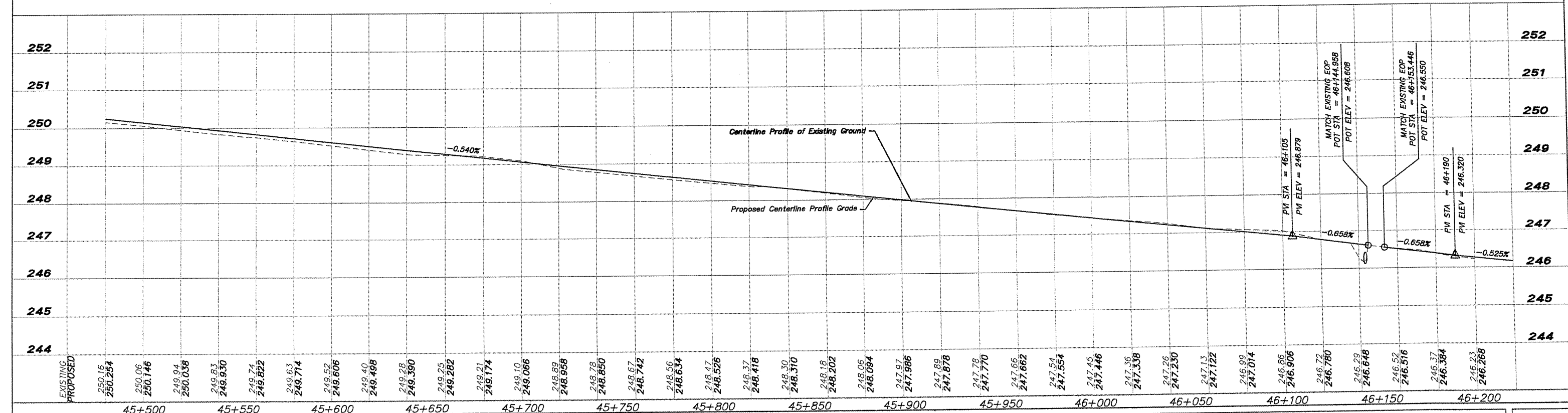
PLAN & PROFILE 44+760 TO 45+480
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP44+760 TO 45+480.DWG JOB: 04-30-10-042

EROSION CONTROL

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



* NOTE:
SEE SHEET 82 FOR
DETECTABLE WARNING DETAIL



AGENCY	DATE

SHEET REVIEW	

REVISIONS			
NO.	ITEM	DATE	

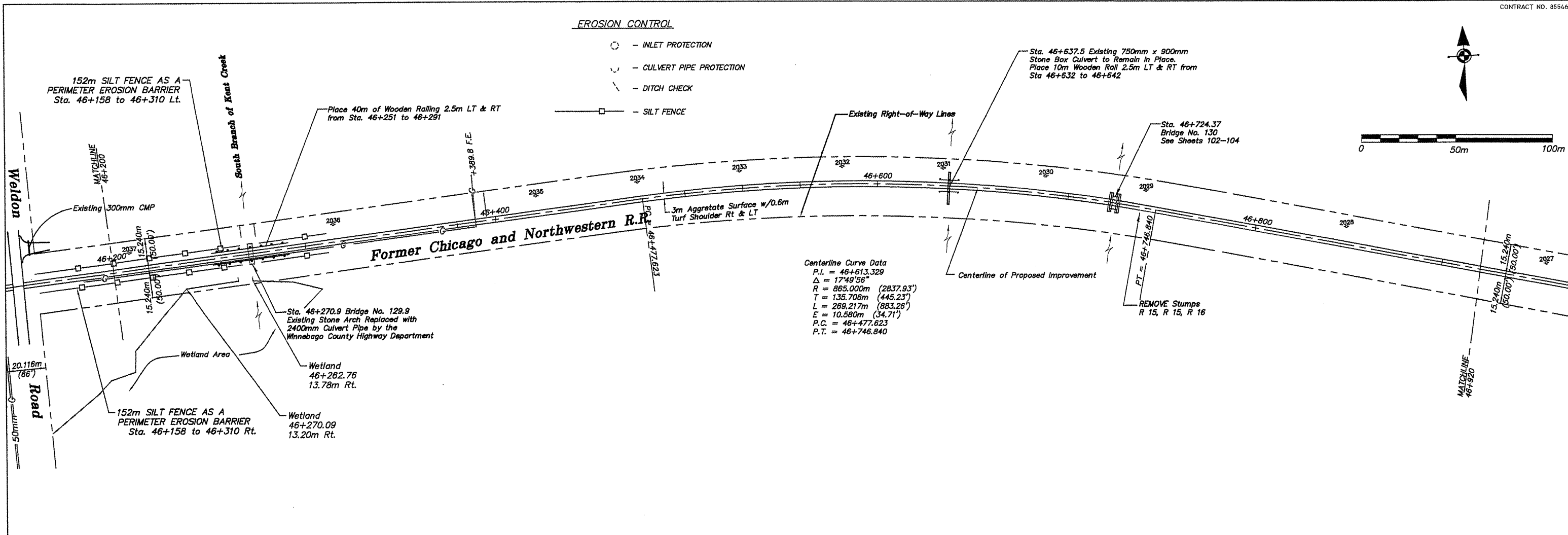
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DRAWN BY: REK
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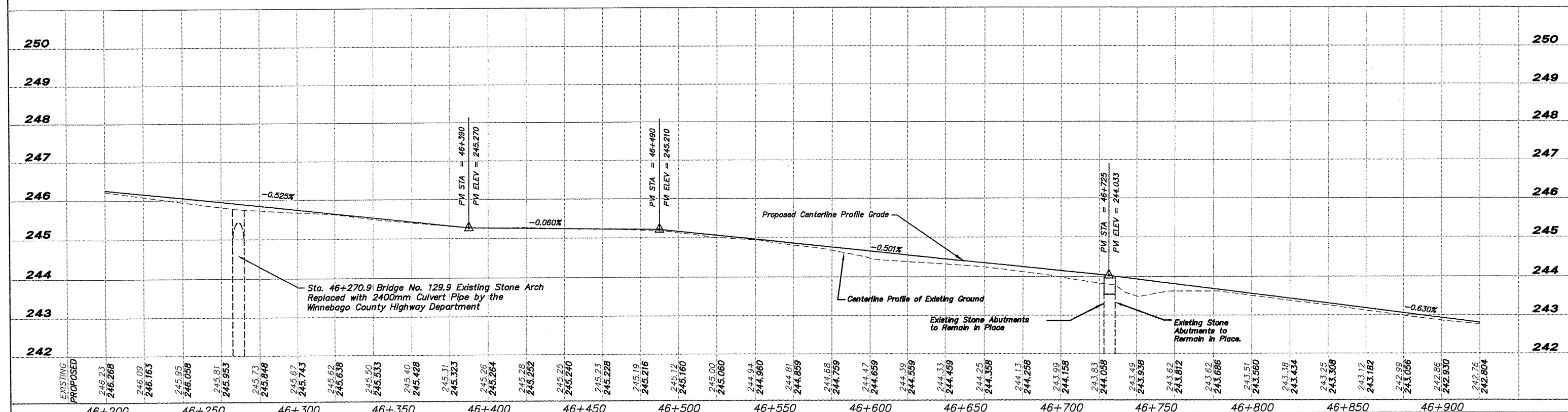
PLAN & PROFILE 45+480 TO 46+200
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP4.5+480 TO 46+200.DWG
 JOB: 04-30-10-042

EROSION CONTROL

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



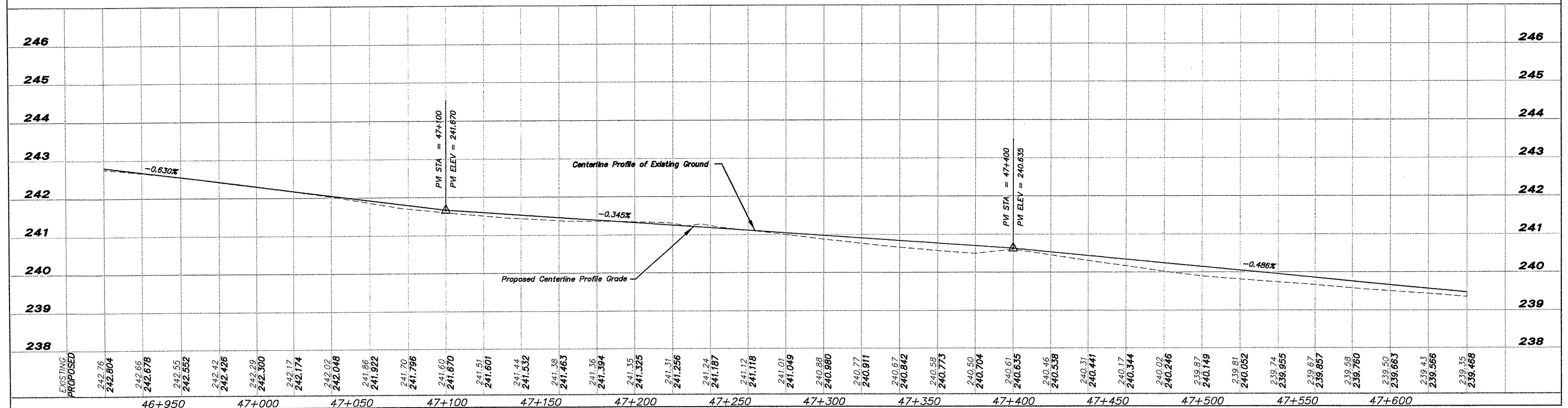
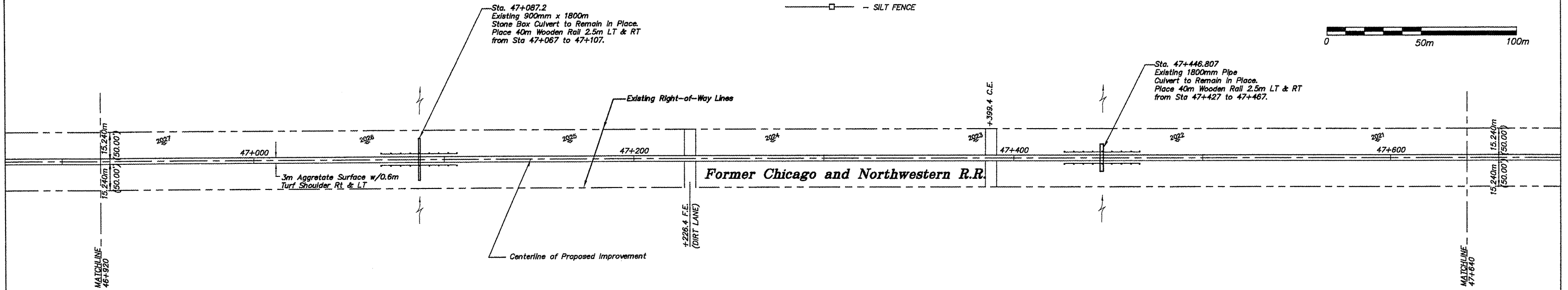
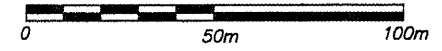
Centerline Curve Data
 P.I. = 46+613.329
 $\Delta = 17^{\circ}49'56''$
 R = 865.000m (2837.93')
 T = 135.706m (445.23')
 L = 269.217m (883.26')
 E = 10.580m (34.71')
 P.C. = 46+477.623
 P.T. = 46+746.840



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	AGENCY	NO.	DRAWN BY: REK			
	DATE	ITEM	CHECKED BY: JMW			
		DATE	DATE: DECEMBER 12, 2011			

EROSION CONTROL

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



EXISTING	PROPOSED
242.76	242.76
242.66	242.66
242.55	242.55
242.42	242.42
242.29	242.29
242.17	242.17
242.02	242.02
241.86	241.86
241.70	241.70
241.51	241.51
241.44	241.44
241.38	241.38
241.35	241.35
241.31	241.31
241.24	241.24
241.12	241.12
241.01	241.01
240.88	240.88
240.77	240.77
240.67	240.67
240.59	240.59
240.50	240.50
240.46	240.46
240.31	240.31
240.17	240.17
240.02	240.02
239.87	239.87
239.81	239.81
239.74	239.74
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239.58	239.58
239.50	239.50
239.43	239.43
239.35	239.35

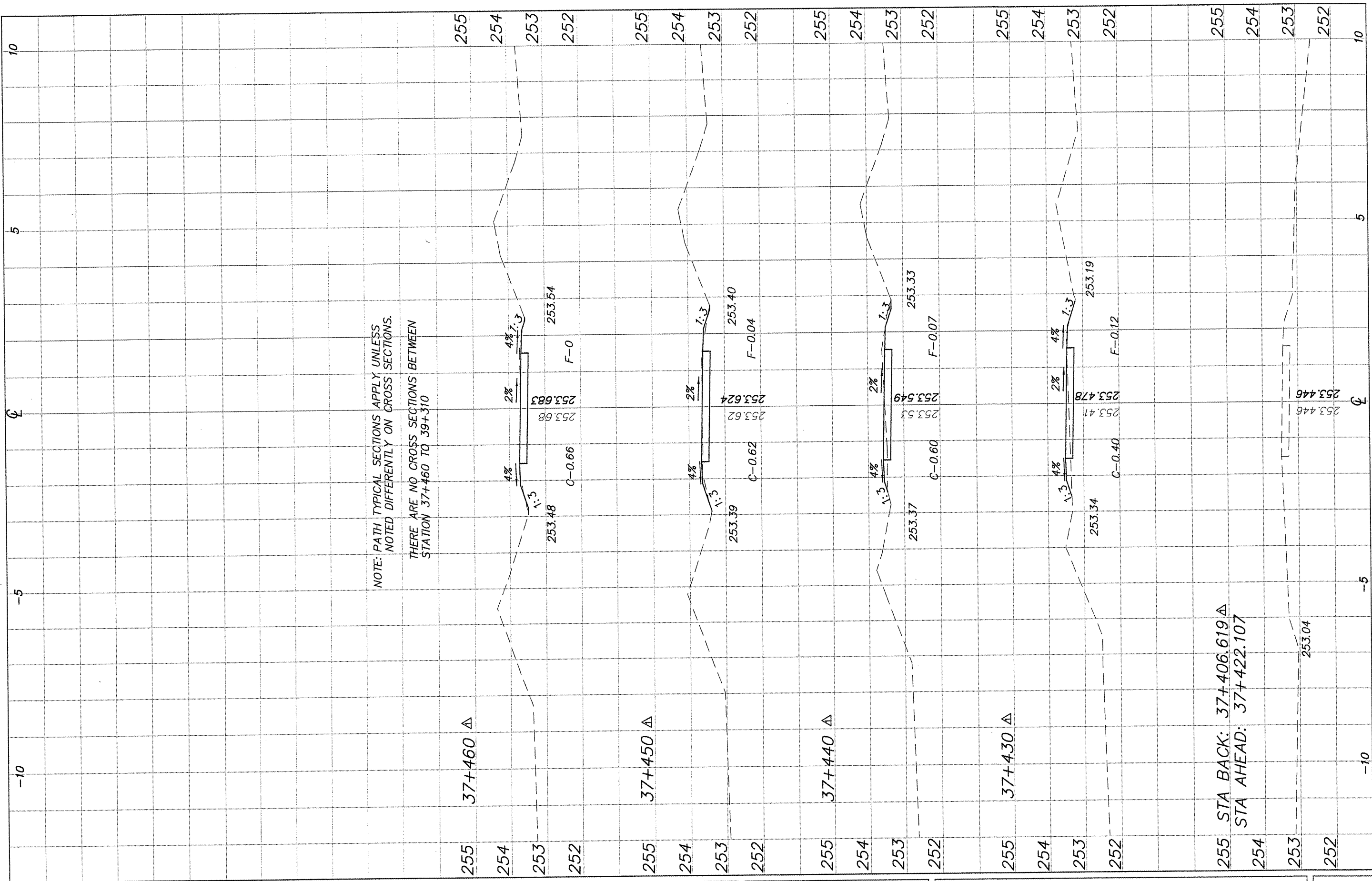
SHEET REVIEW	
AGENCY	DATE

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PLAN & PROFILE 46+920 TO 47+640
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 96-00267-00-BT
 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 PP46+920 TO 47+640.DWG JOB: 04-30-10-042



NOTE: PATH TYPICAL SECTIONS APPLY UNLESS NOTED DIFFERENTLY ON CROSS SECTIONS.
 THERE ARE NO CROSS SECTIONS BETWEEN STATION 37+460 TO 39+310

STA BACK: 37+406.619 Δ
 STA AHEAD: 37+422.107

SHEET REVIEW	
AGENCY	DATE

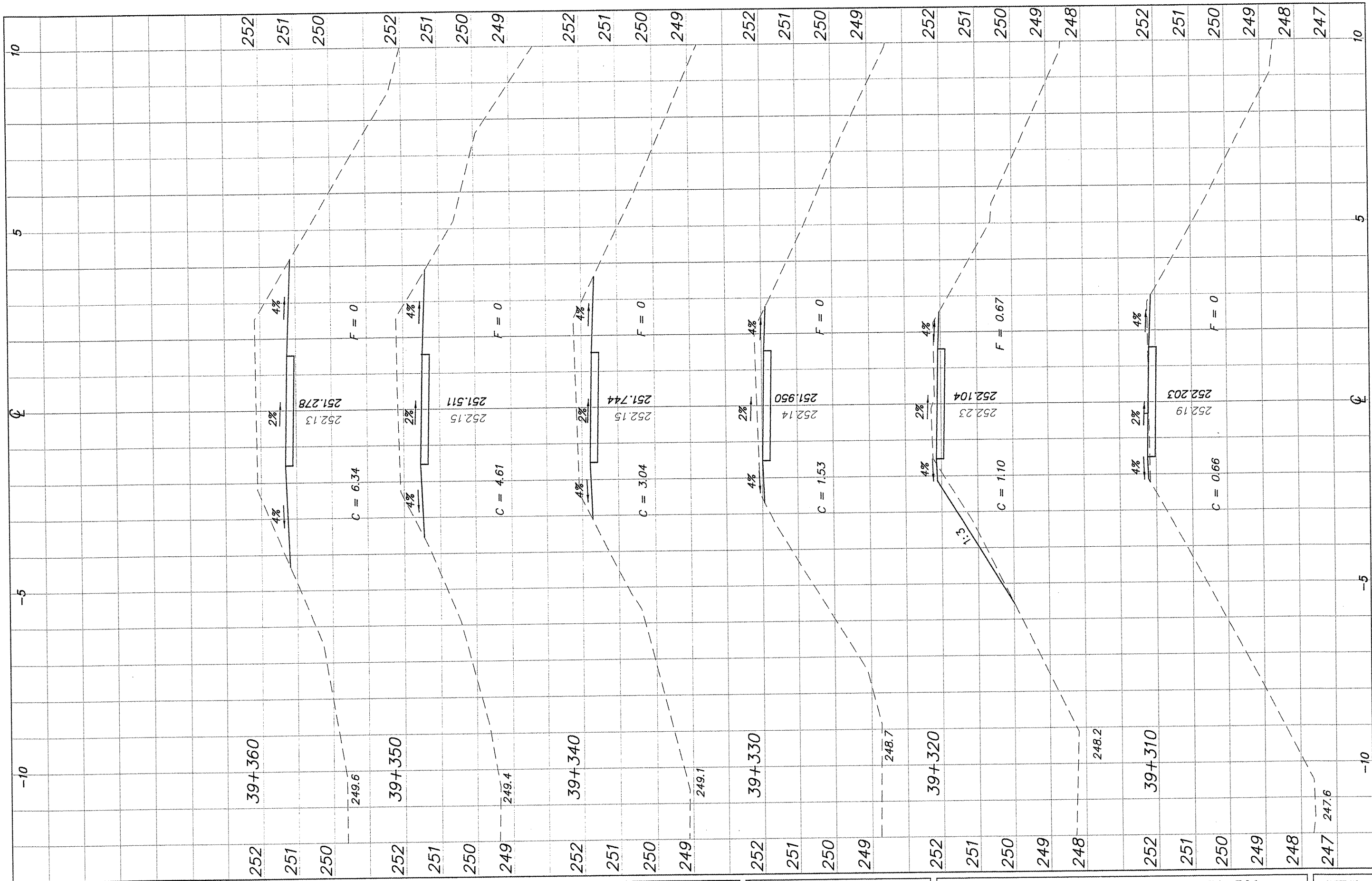
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CROSS SECTIONS 37+430 - 37+460
 PECATONICA PRAIRIE PATH
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 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 CROSS SECTIONS.DWG 04-30-10-042

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 OF
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SHEET REVIEW	
AGENCY	DATE

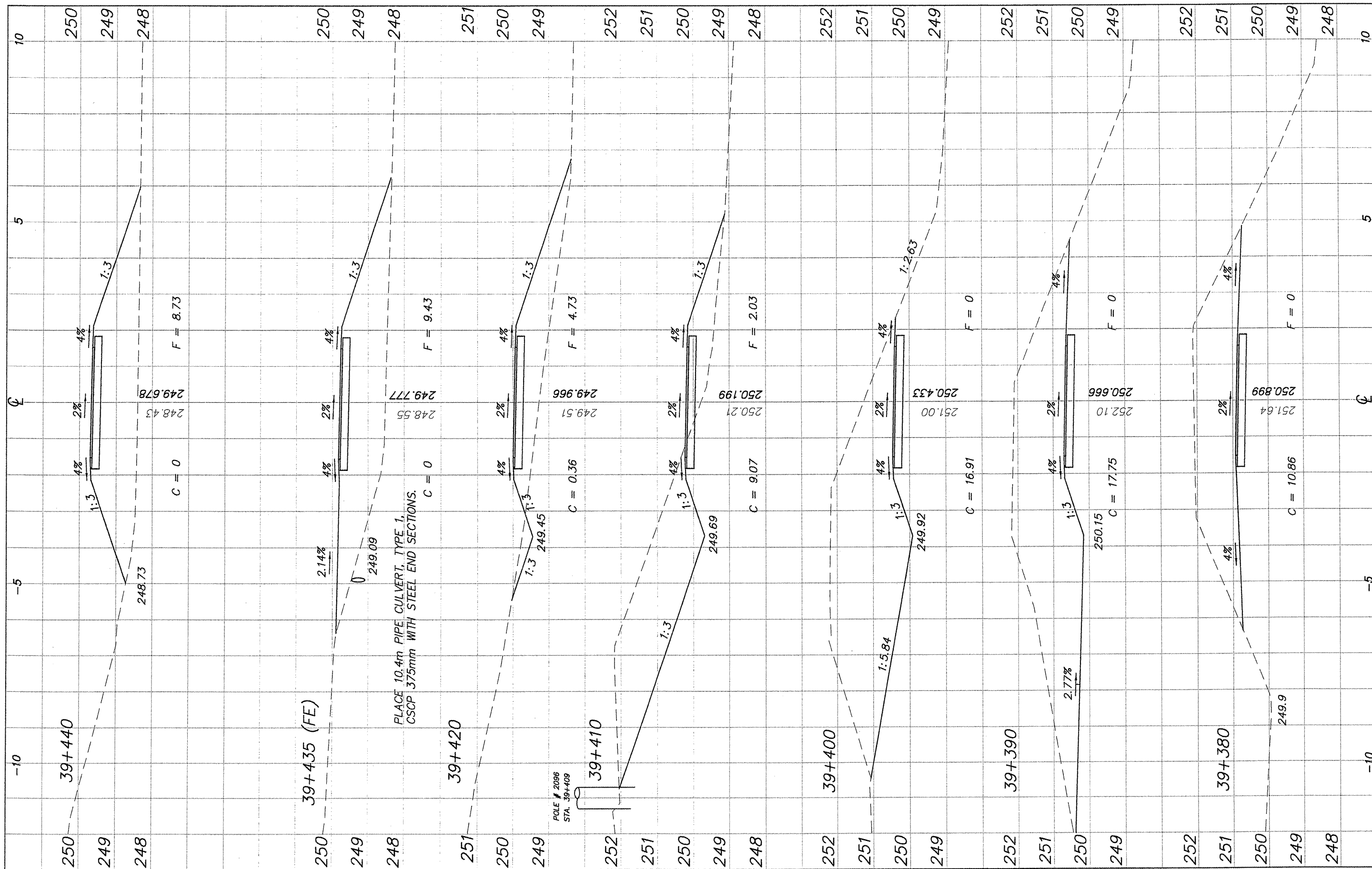
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CROSS SECTIONS 39+310 - 39+380
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 CROSS SECTIONS.DWG 04-30-10-042

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 OF
 107



SHEET REVIEW	
AGENCY	DATE

REVISIONS	
NO.	DATE

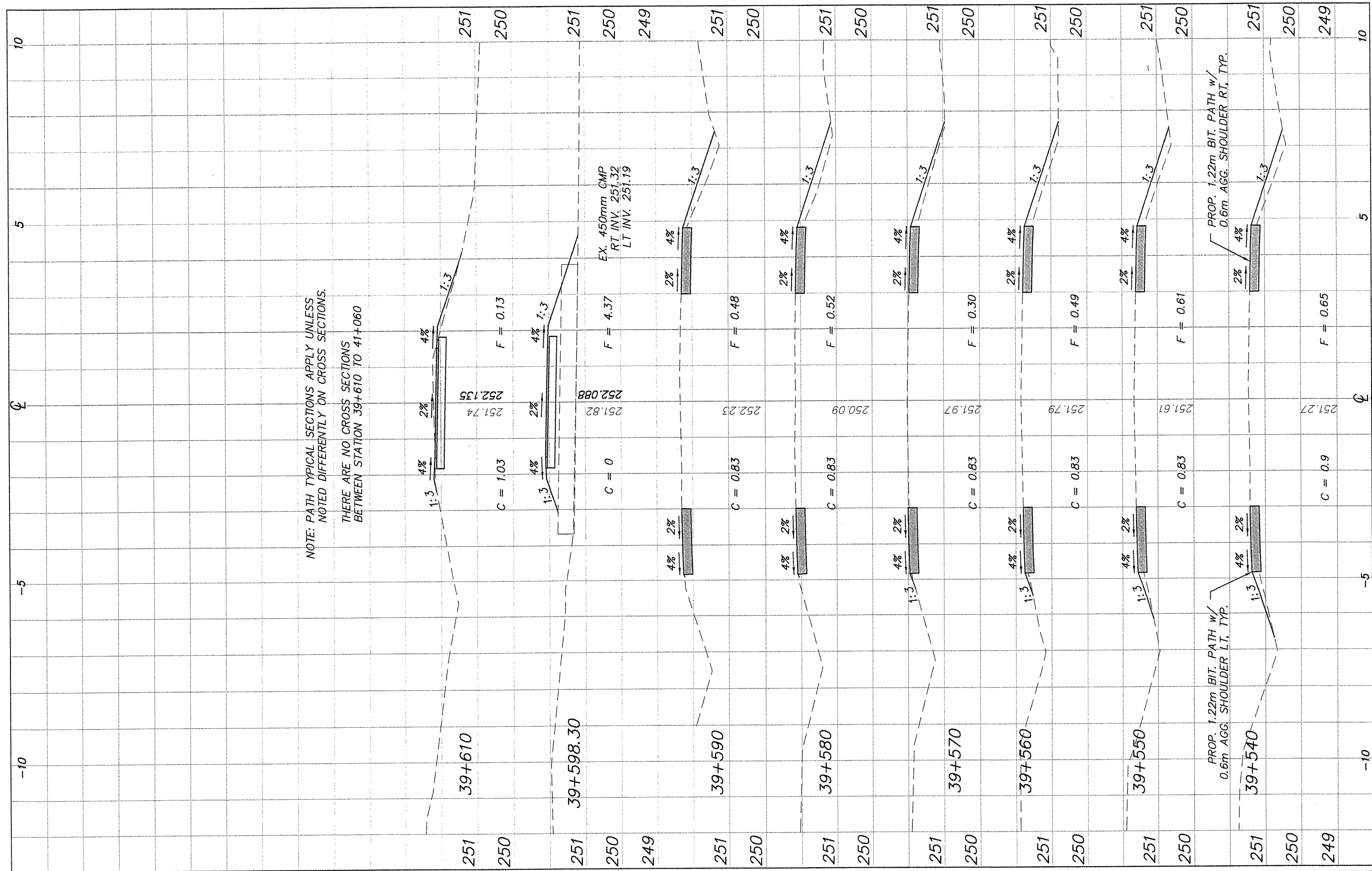
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CROSS SECTIONS 39+390 - 39+450
 PECAONICA PRAIRIE PATH
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 FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 CROSS SECTIONS.DWG 04-30-10-042

SHEET NO.
 54
 OF
 107



SHEET REVIEW	
AGENCY	DATE

REVISIONS	
NO.	DATE

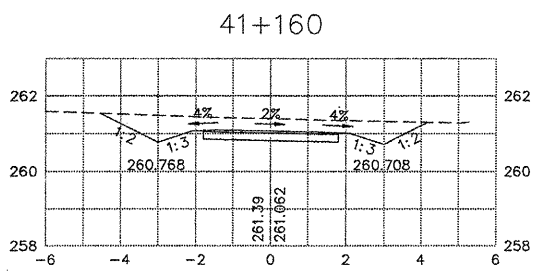
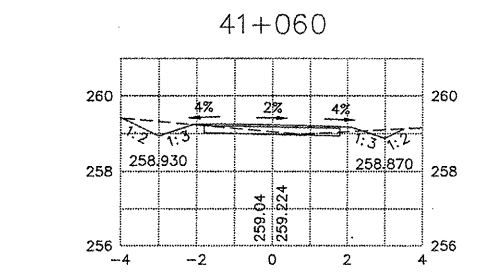
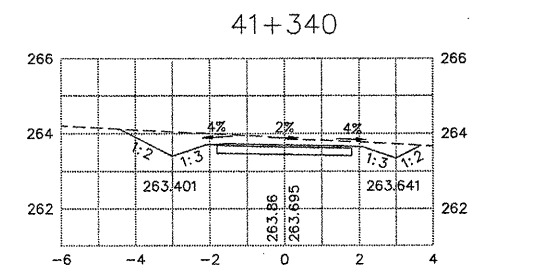
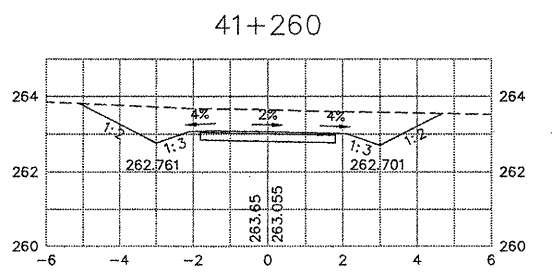
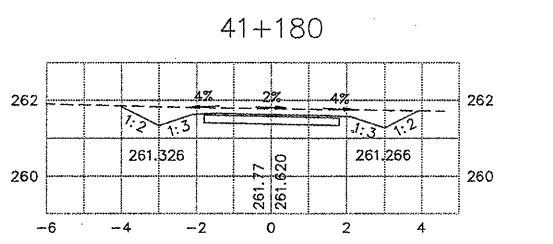
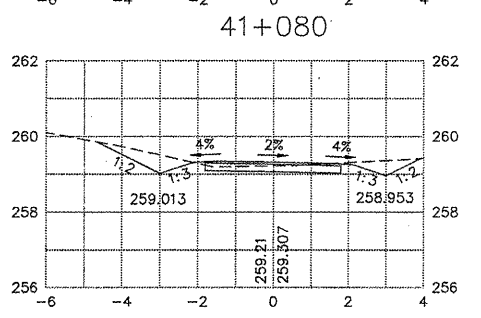
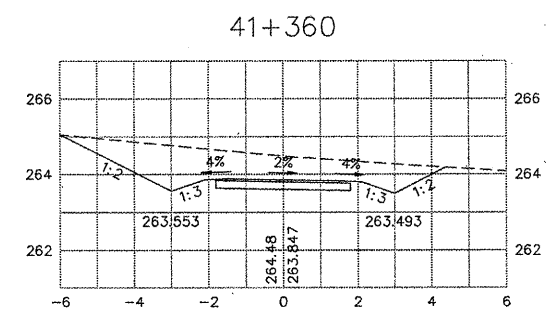
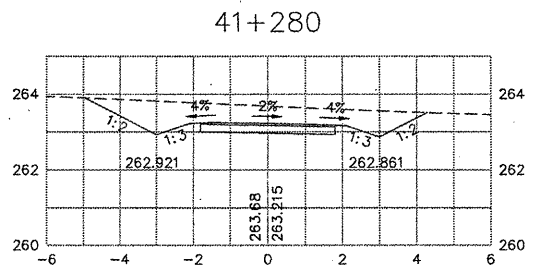
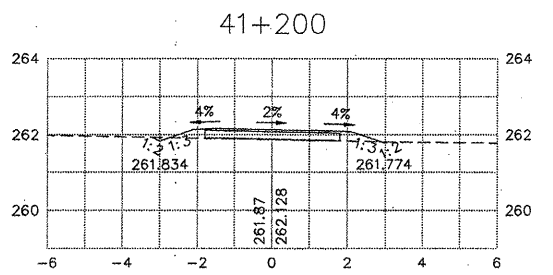
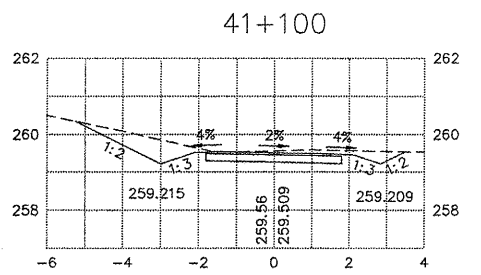
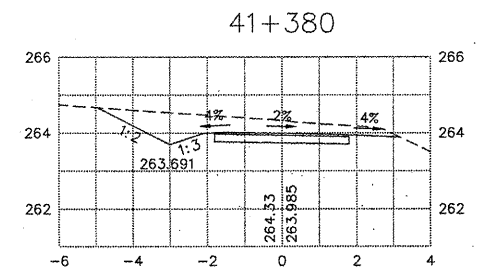
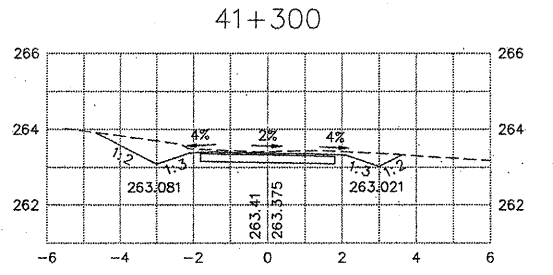
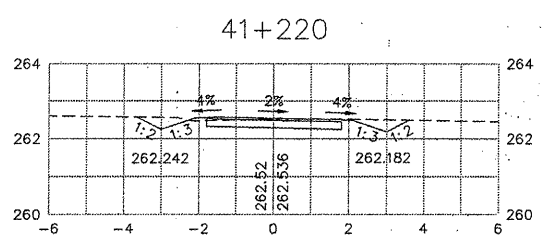
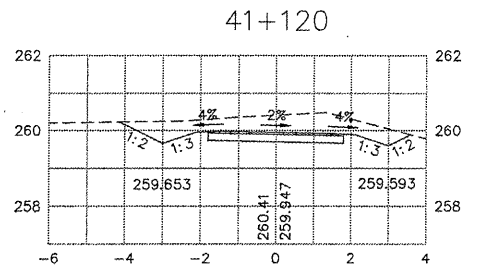
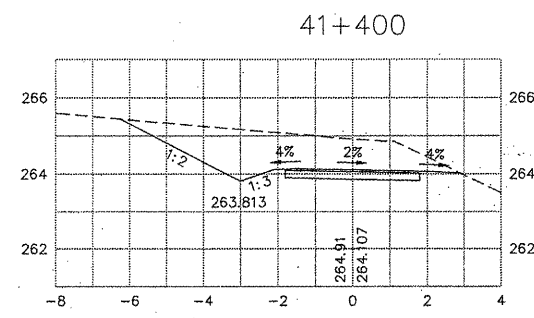
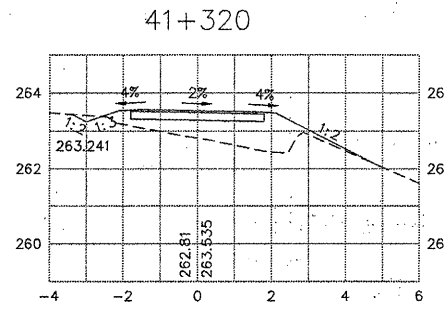
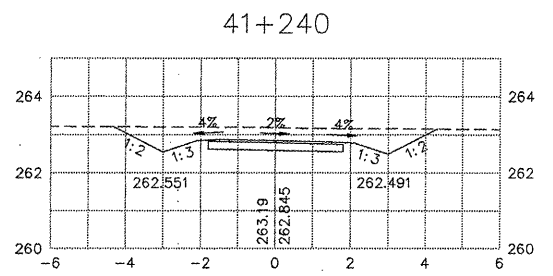
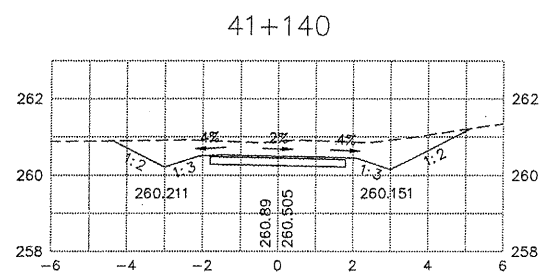
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CROSS SECTIONS 39+541.7 - 39+630
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 CROSS SECTIONS.DWG 04-30-10-042

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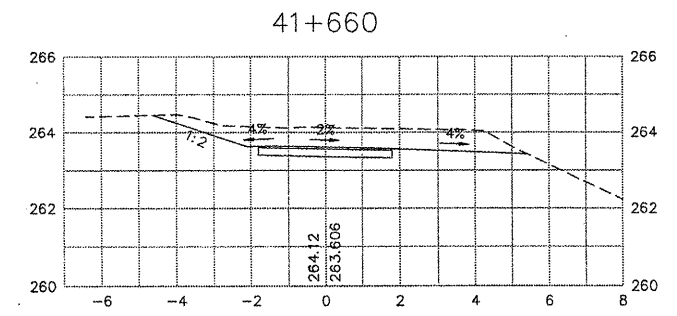
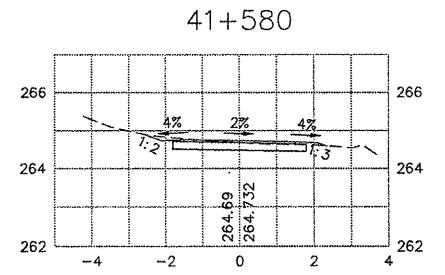
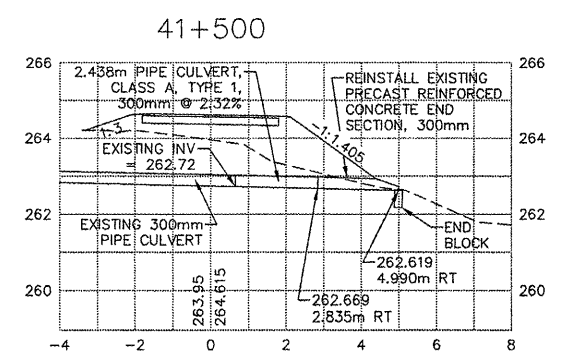
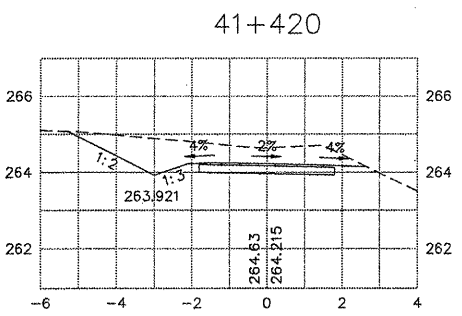
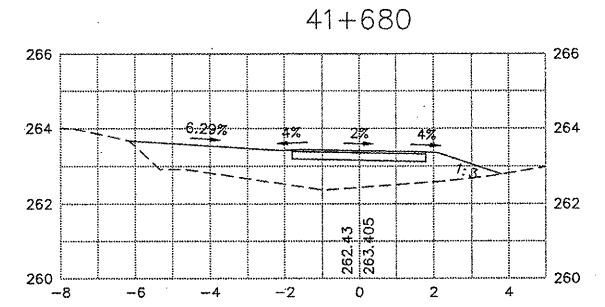
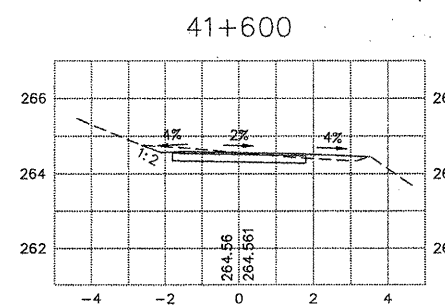
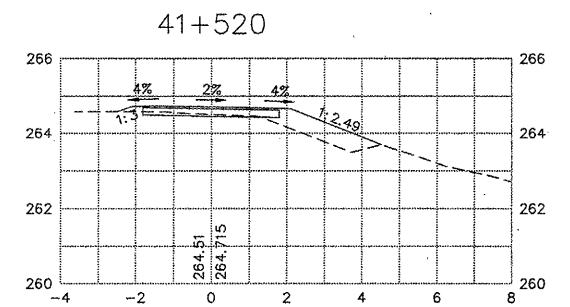
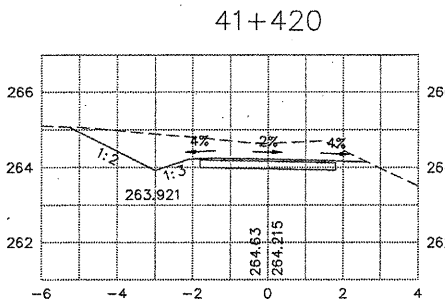
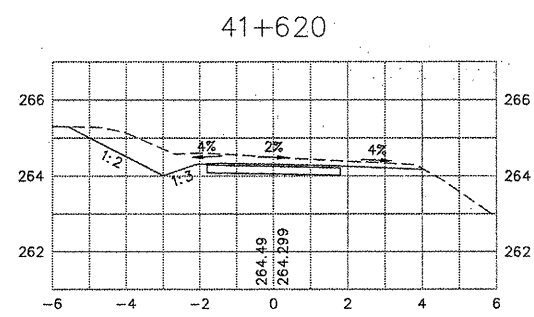
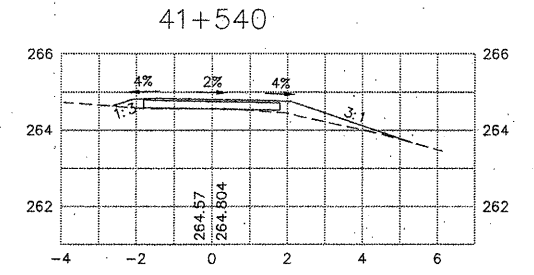
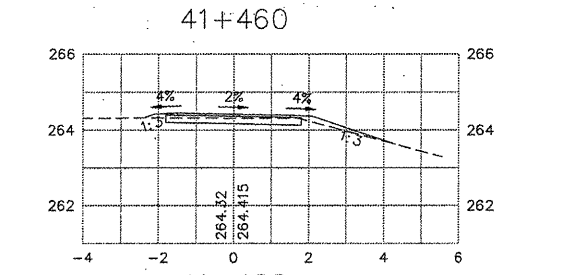
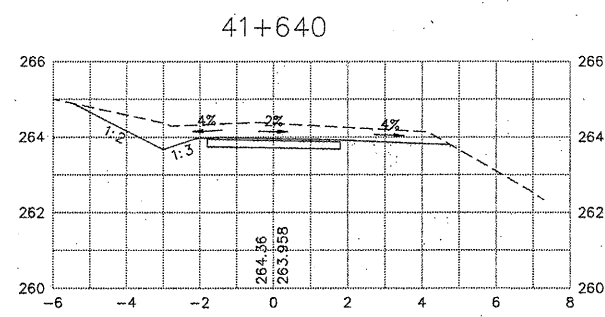
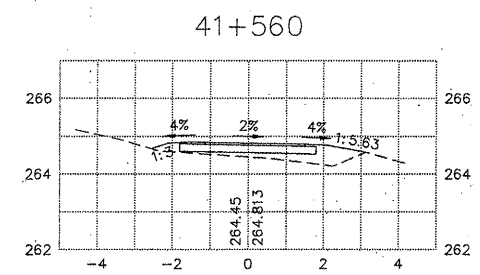
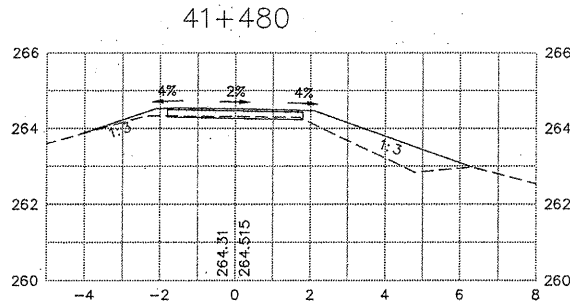
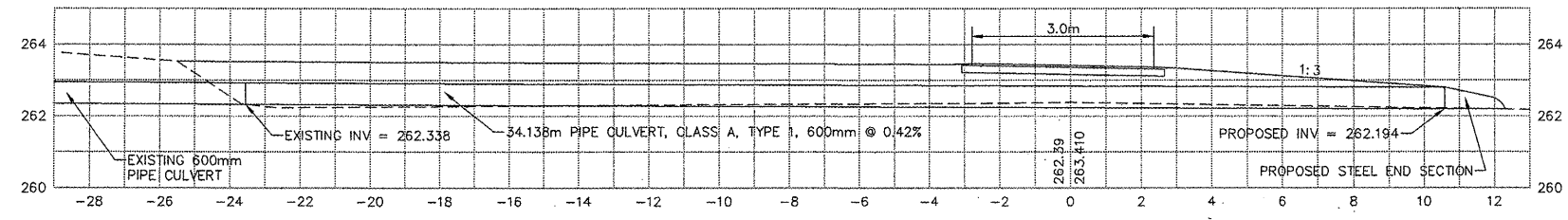
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CROSS SECTIONS 41+060 - 41+440
PECATONICA PRAIRIE PATH
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FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SWIFT WEST CROSS SECTIONS.DWG JOB: 04-30-10-042

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(SKEWED SECTION ALONG THE CL OF 300m PIPE)
41+678.21

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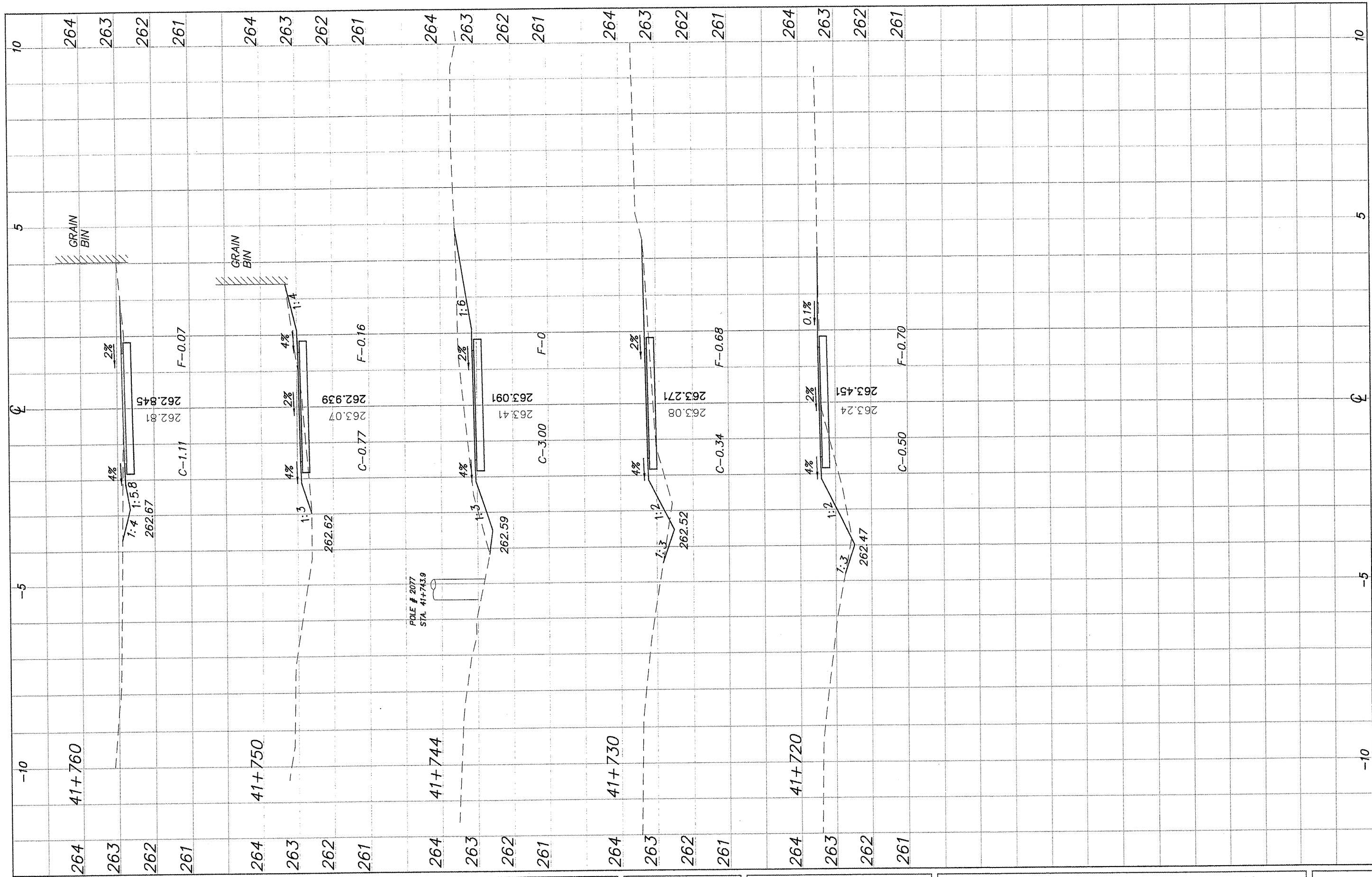
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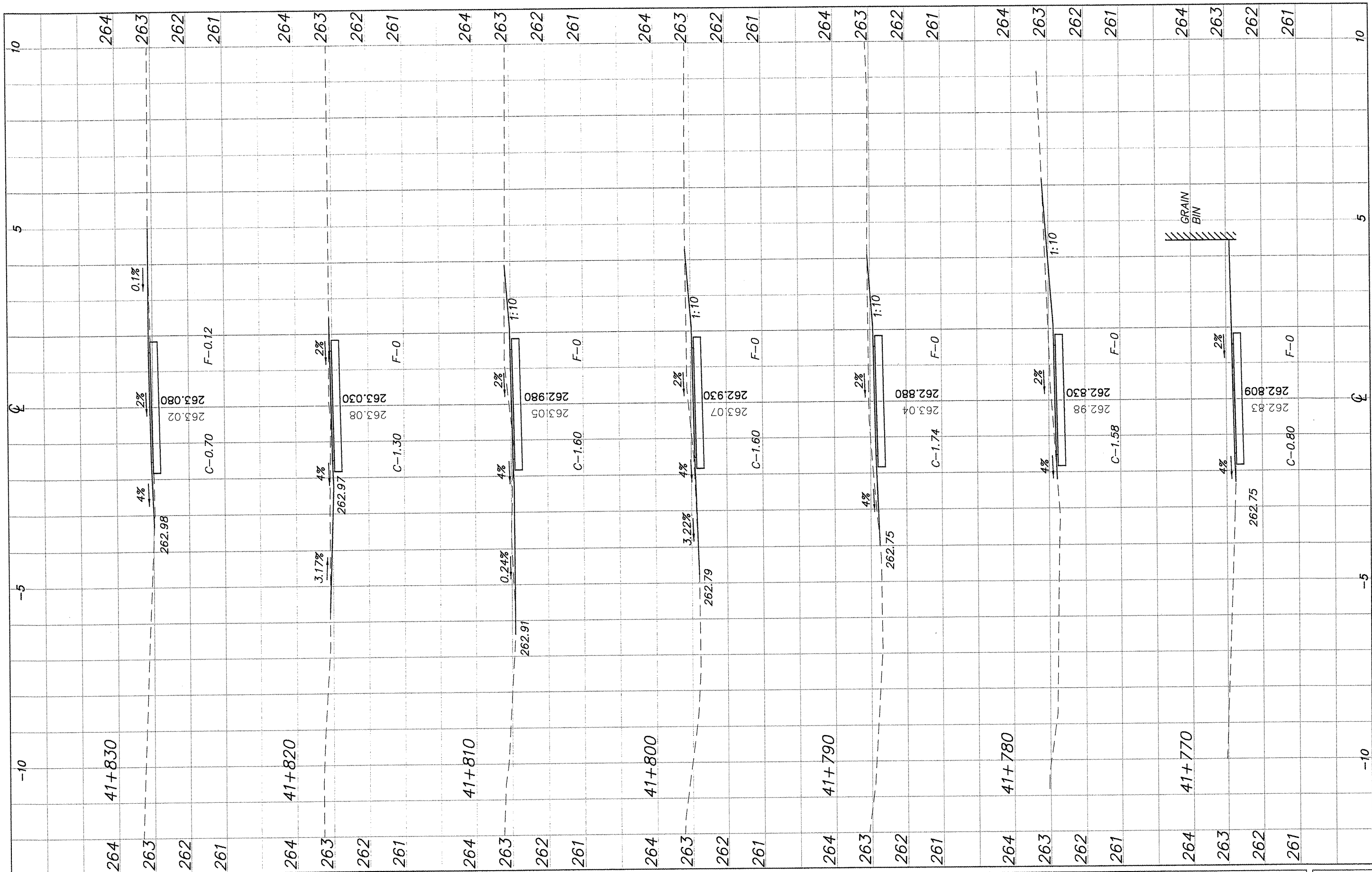
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CROSS SECTIONS 41+720 - 41+760
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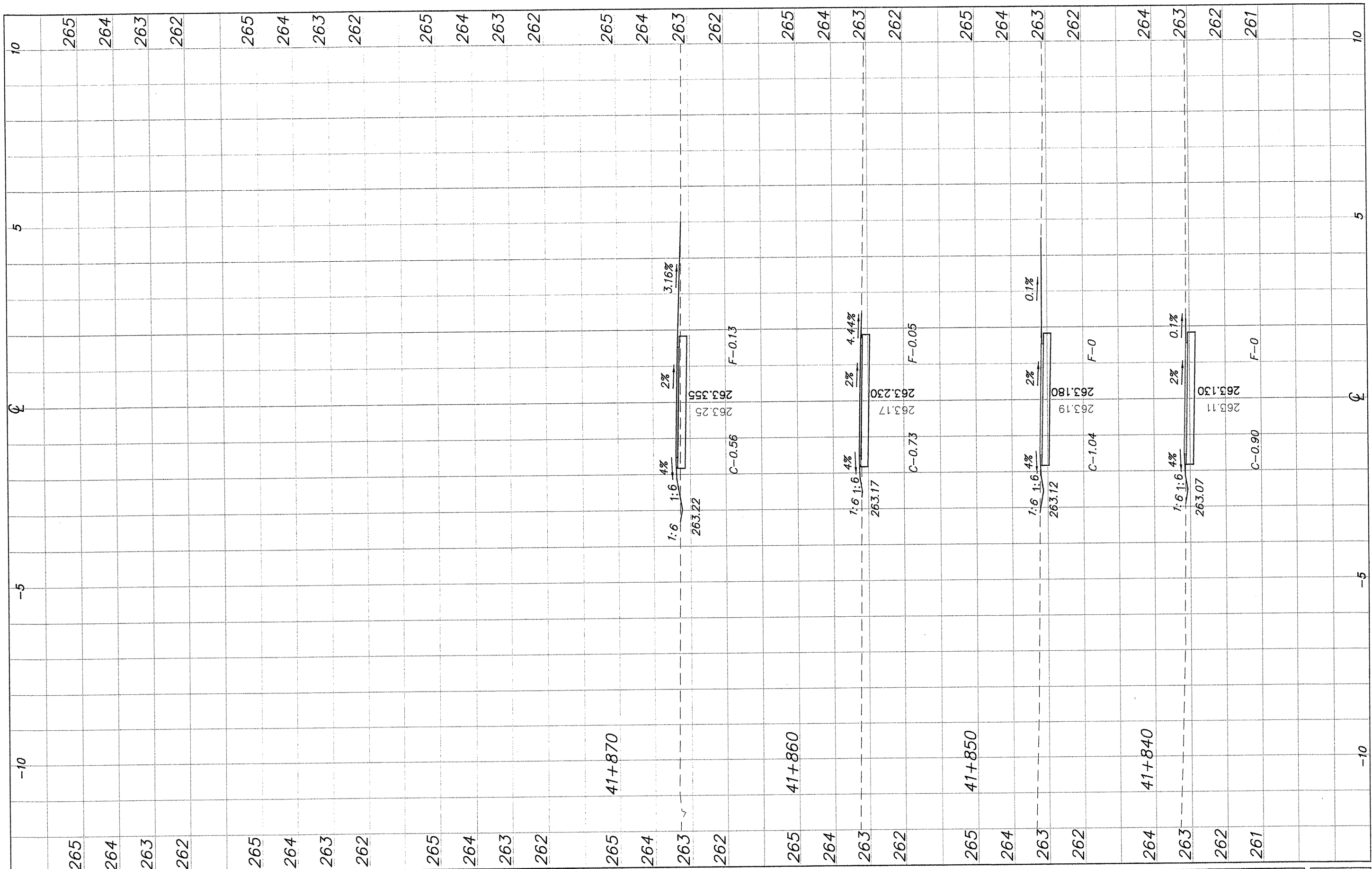
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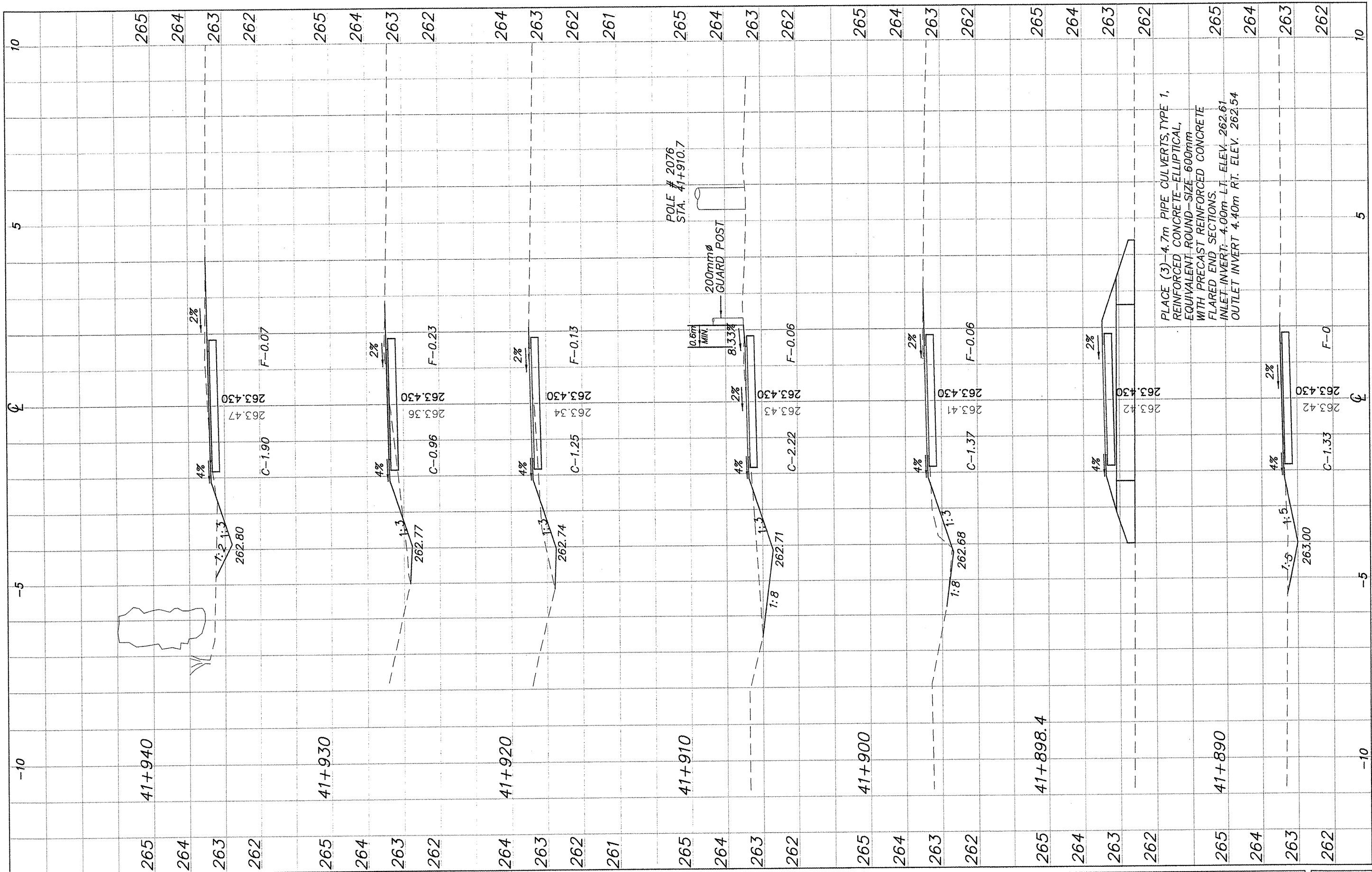
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CROSS SECTIONS 41+840 - 41+870
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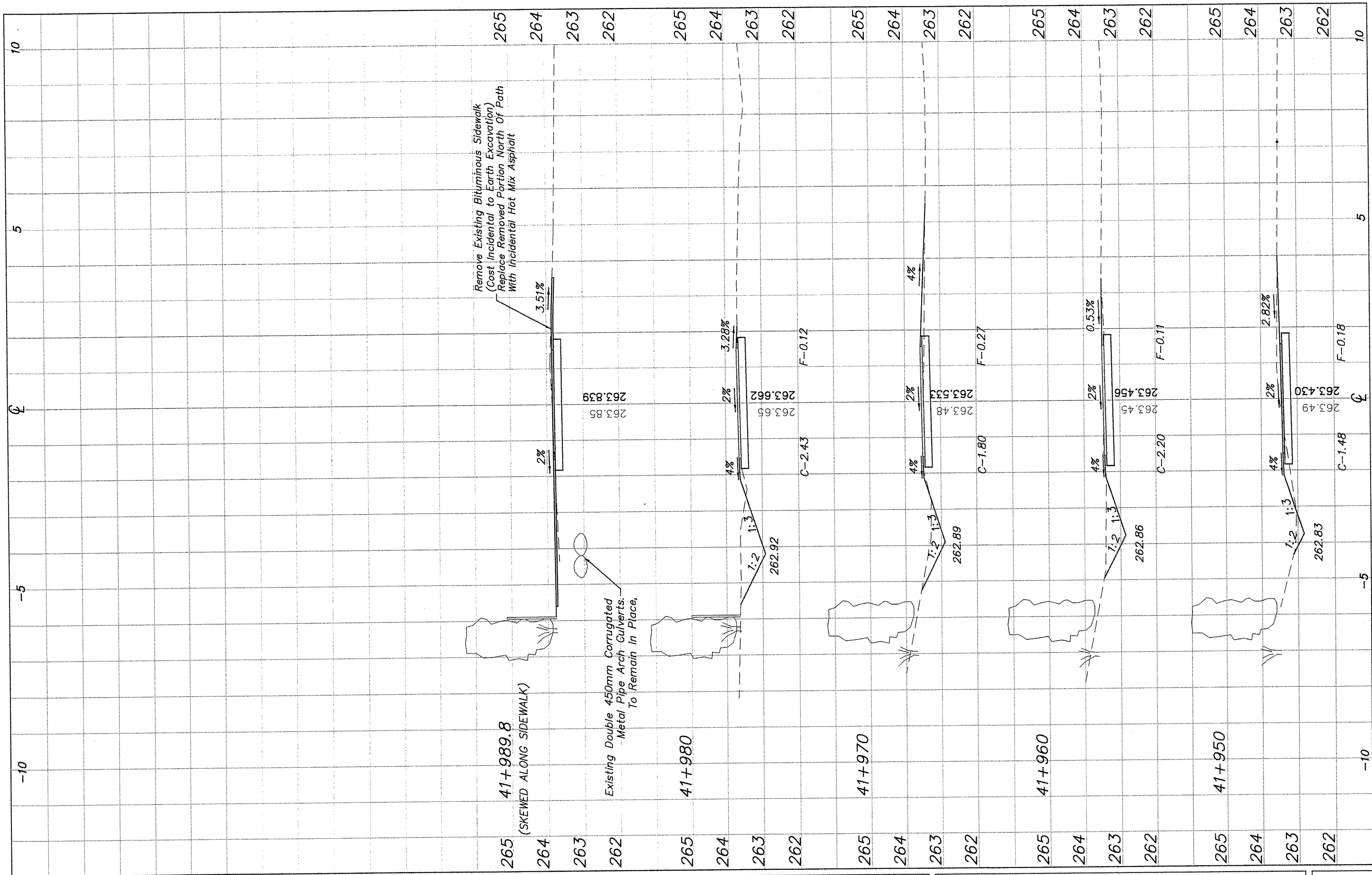
CROSS SECTIONS 41+890 - 41+940

PECATONICA PRAIRIE PATH

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

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Remove Existing Bituminous Sidewalk
(Cost Incidental to Earth Excavation)
Replace Removed Portion North Of Path
With Incidental Hot Mix Asphalt

Existing Double 450mm Corrugated
Metal Pipe Arch Culverts.
To Remain In Place.

41+989.8
(SKEWED ALONG SIDEWALK)

41+980

41+970

41+960

41+950

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AGENCY	DATE

SHEET REVIEW	
AGENCY	DATE

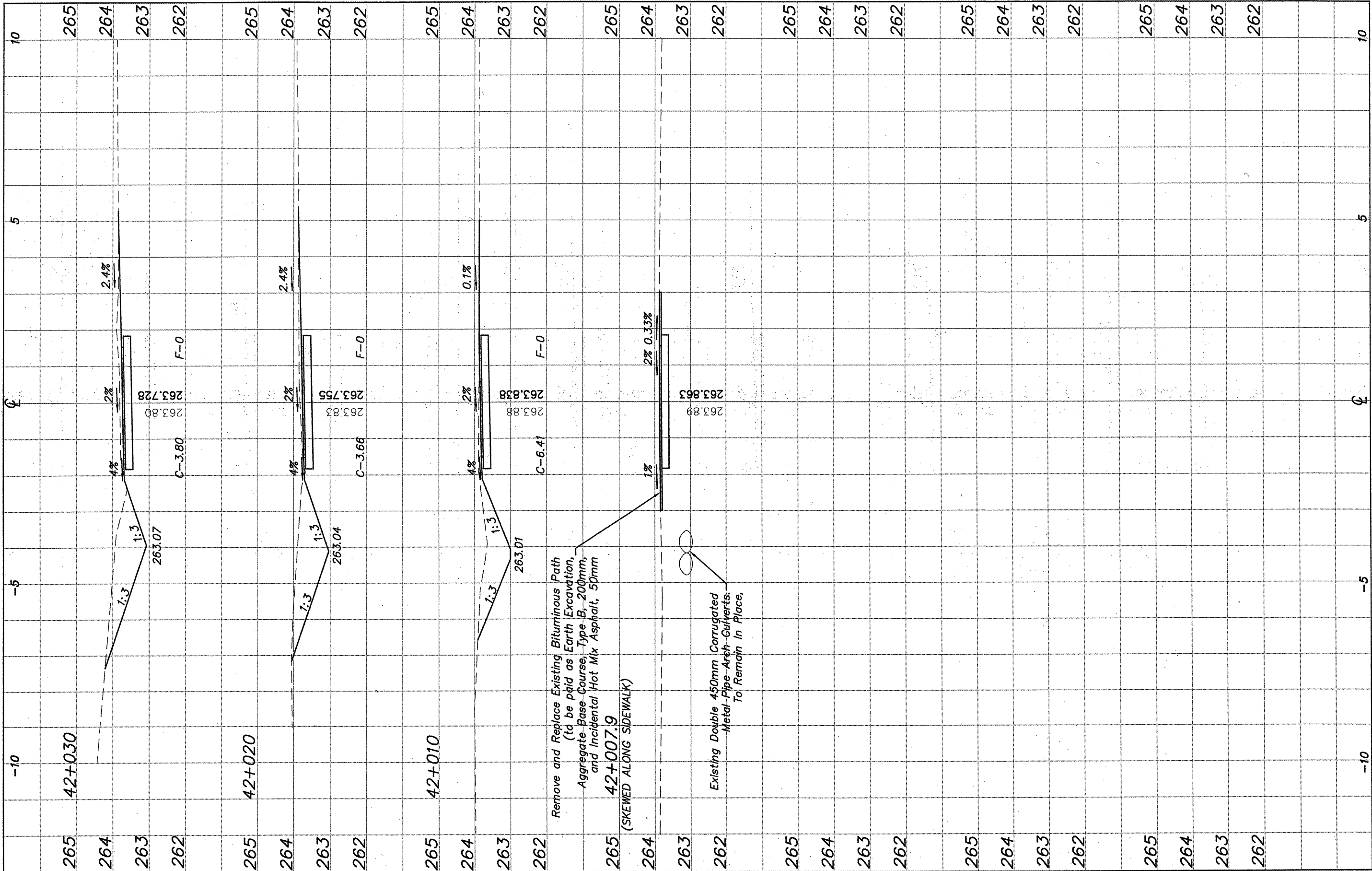
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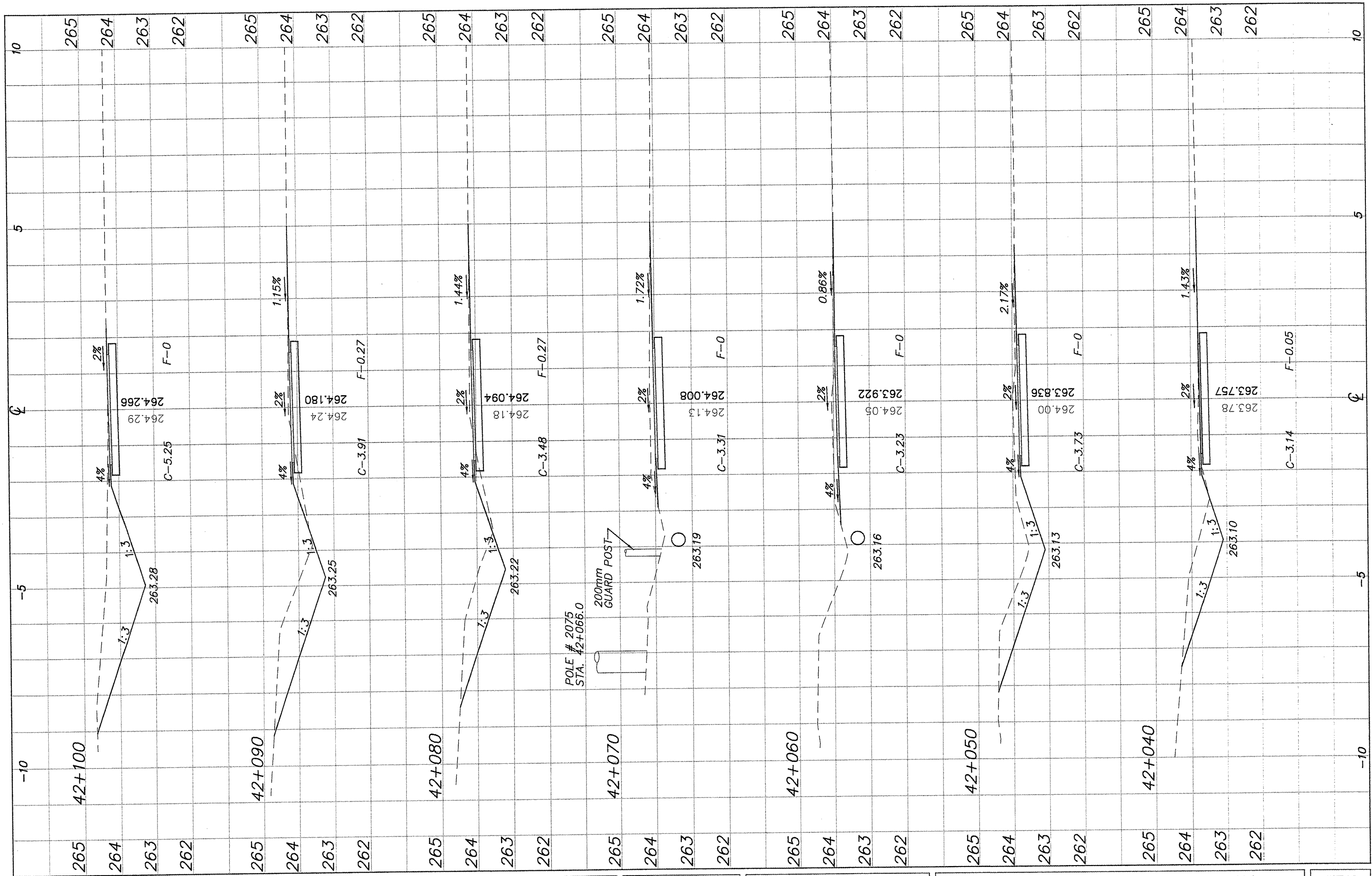
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CROSS SECTIONS 42+007.9 - 42+030
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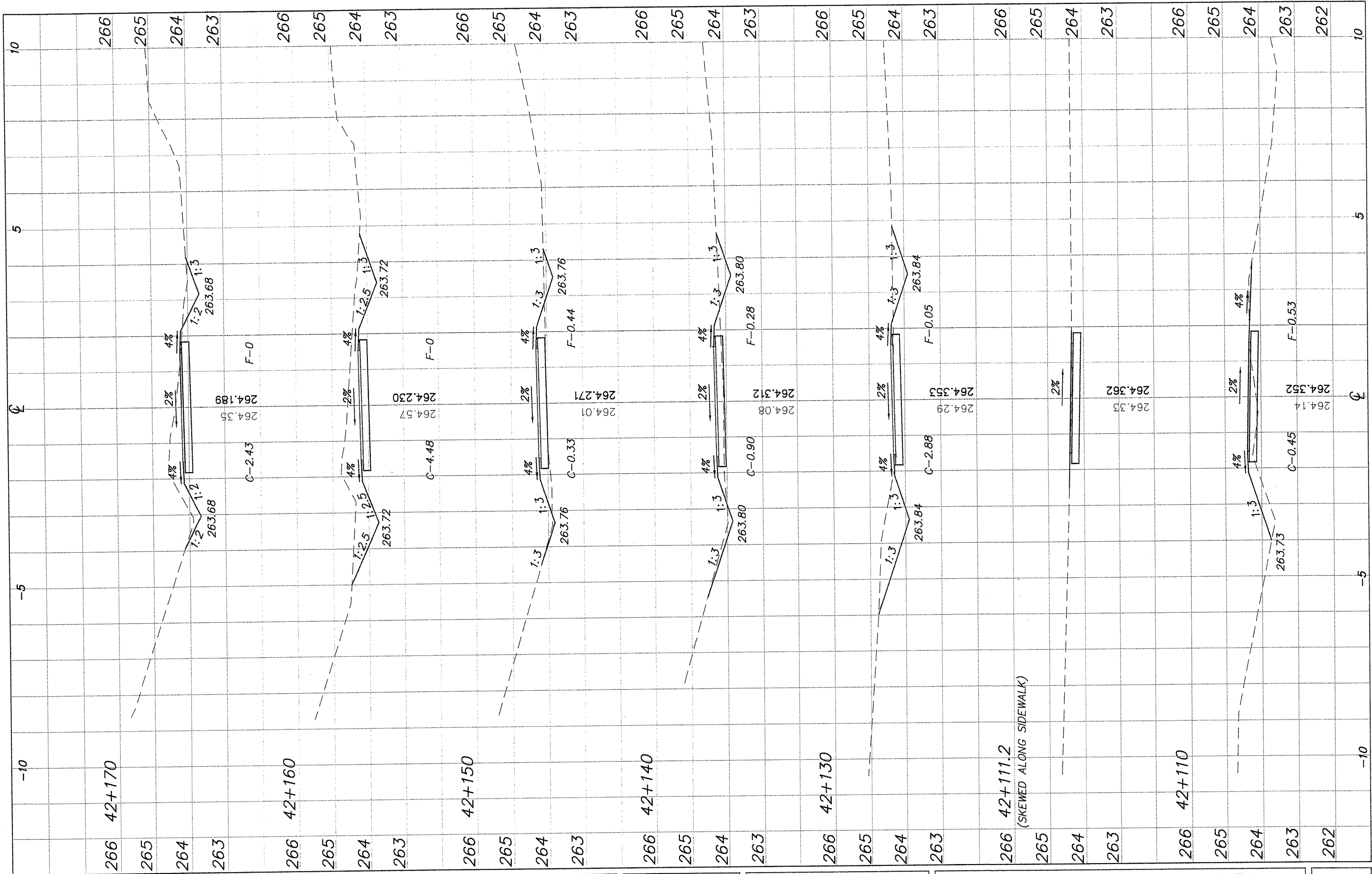
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266	42+170
265	
264	
263	

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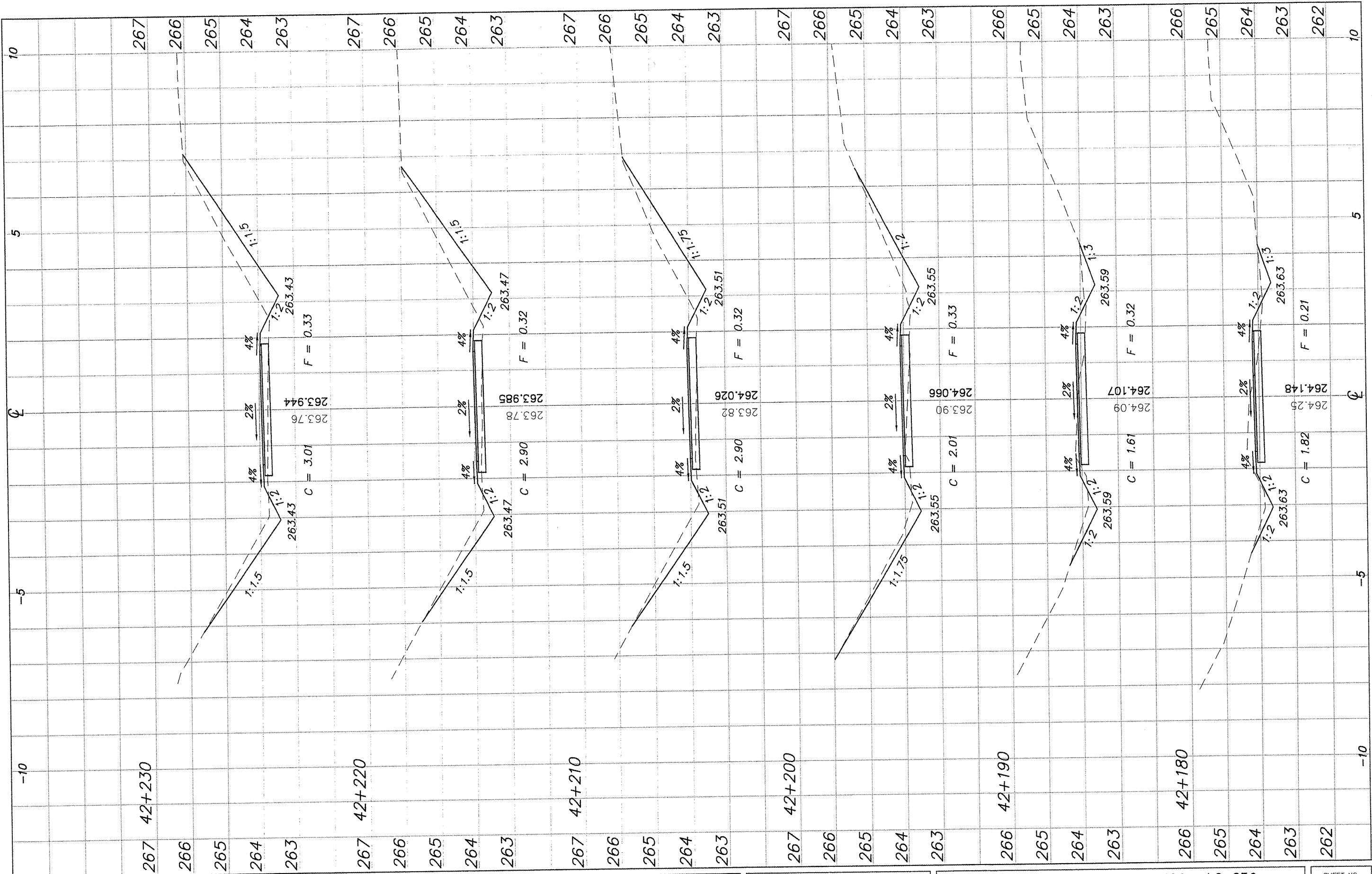
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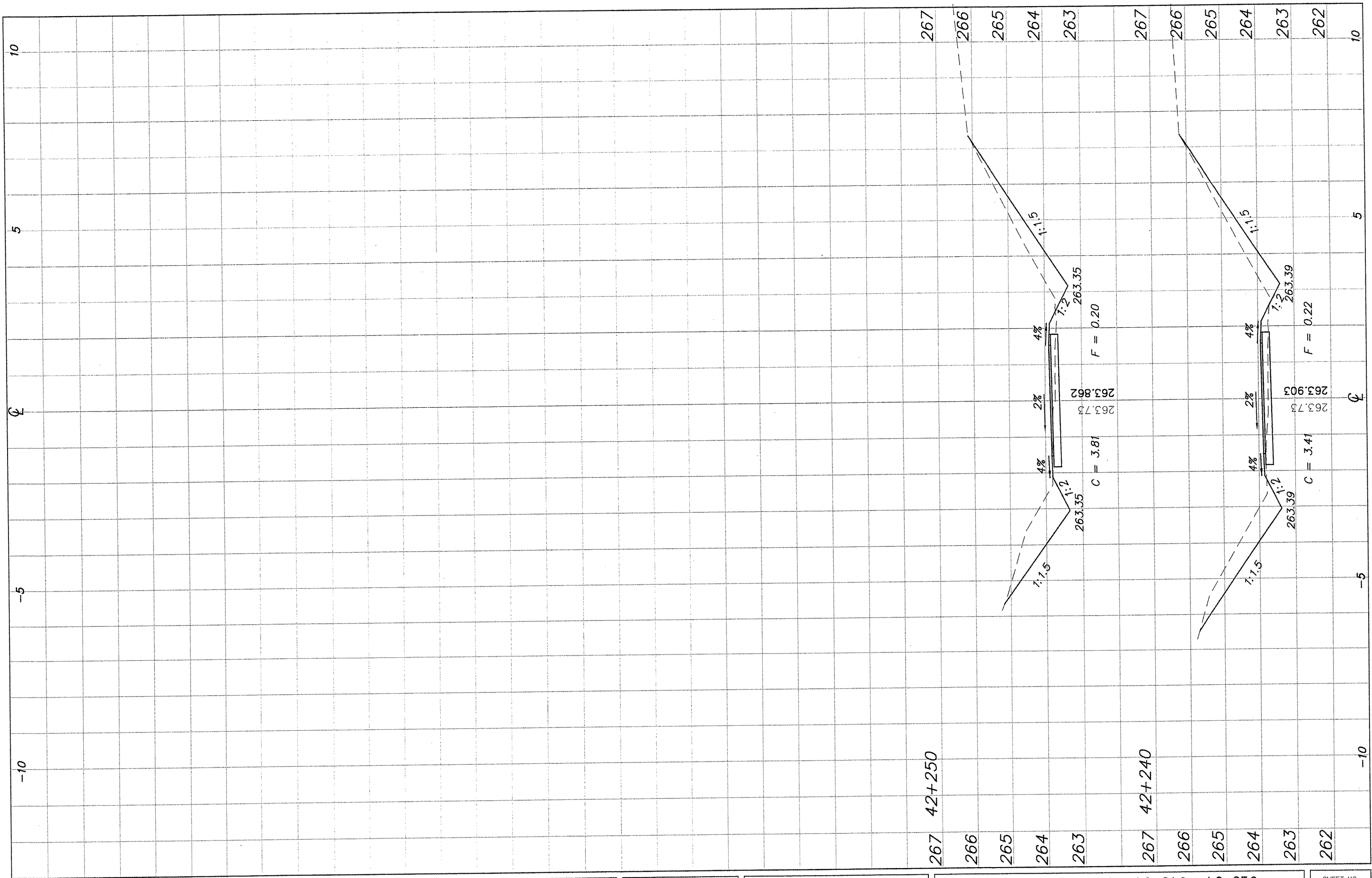
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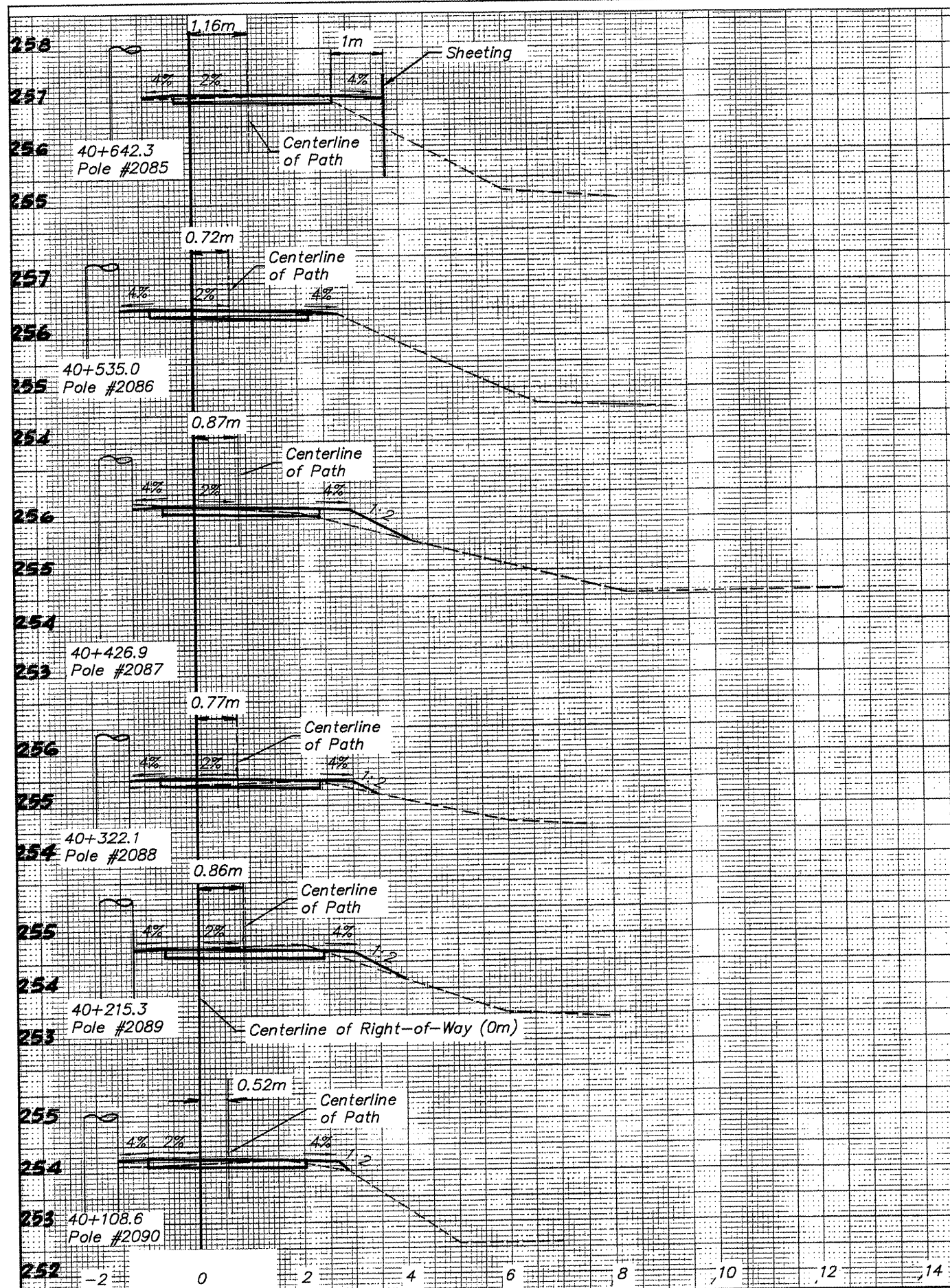
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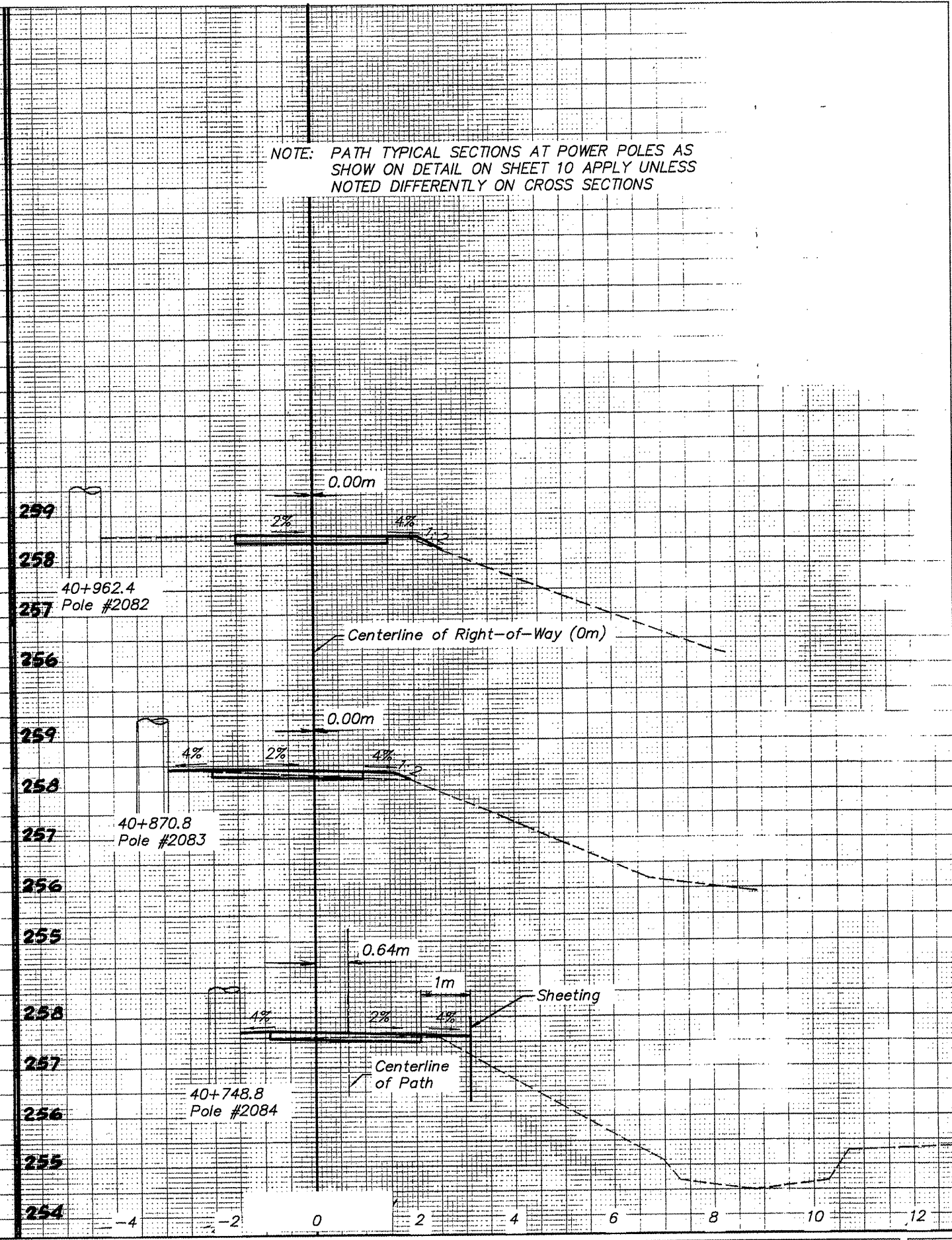
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 SECTION 94-00267-00-BT
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CROSS SECTIONS 42+240 - 42+250
 PECCATONICA PRAIRIE PATH
 SECTION 94-00267-00-BT
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NOTE: PATH TYPICAL SECTIONS AT POWER POLES AS SHOW ON DETAIL ON SHEET 10 APPLY UNLESS NOTED DIFFERENTLY ON CROSS SECTIONS



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AGENCY	DATE

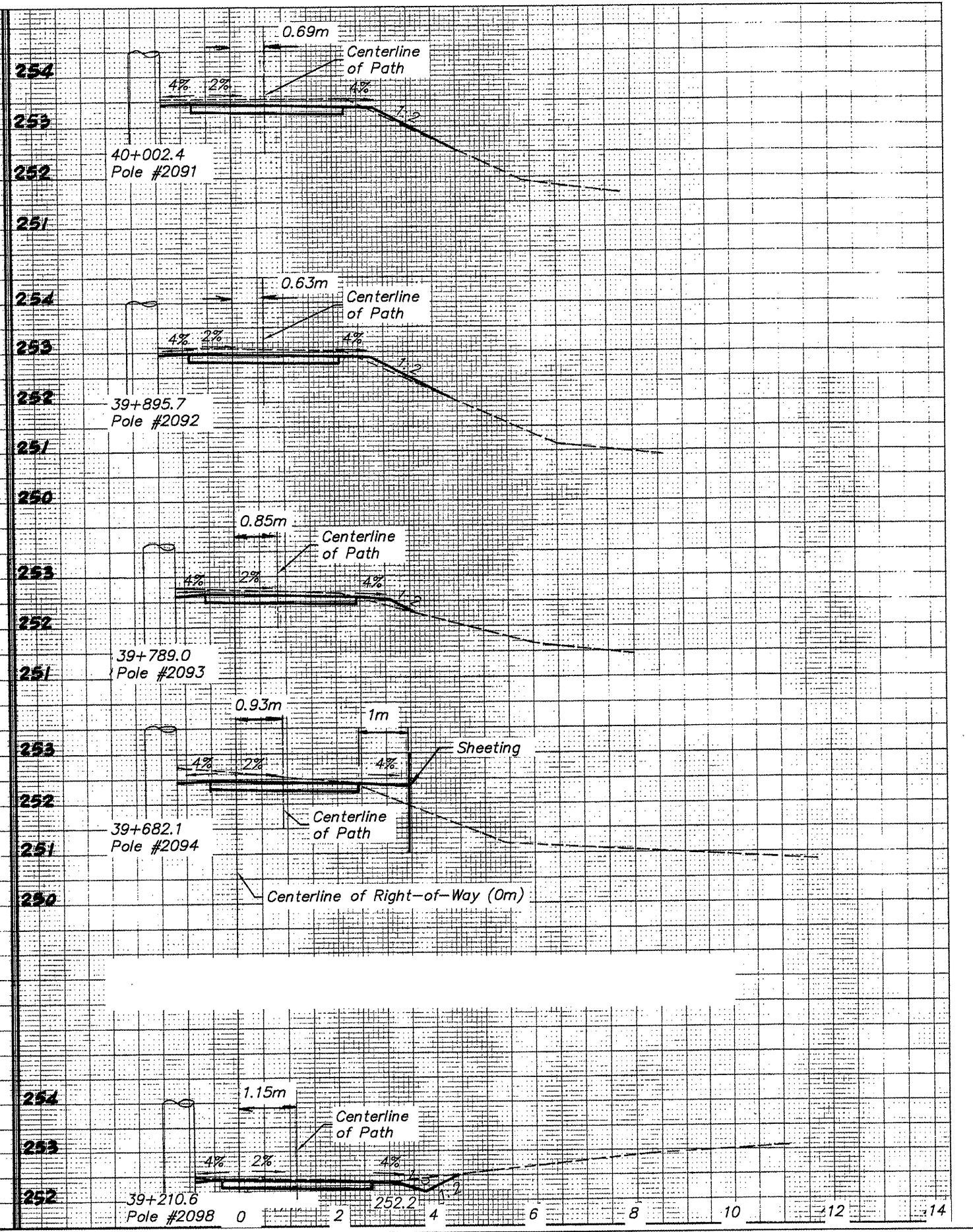
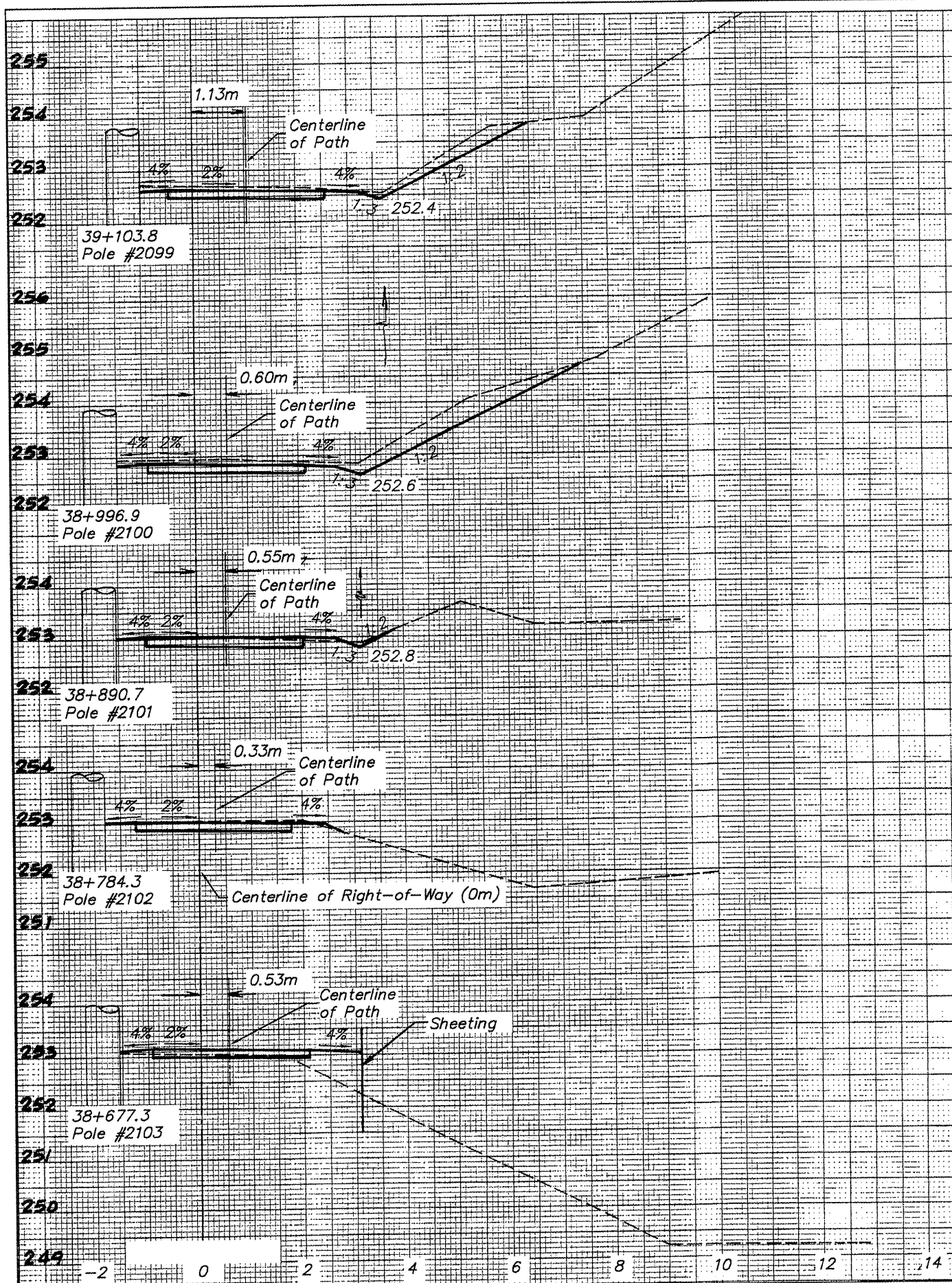
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CROSS SECTIONS POLES 2082-2090
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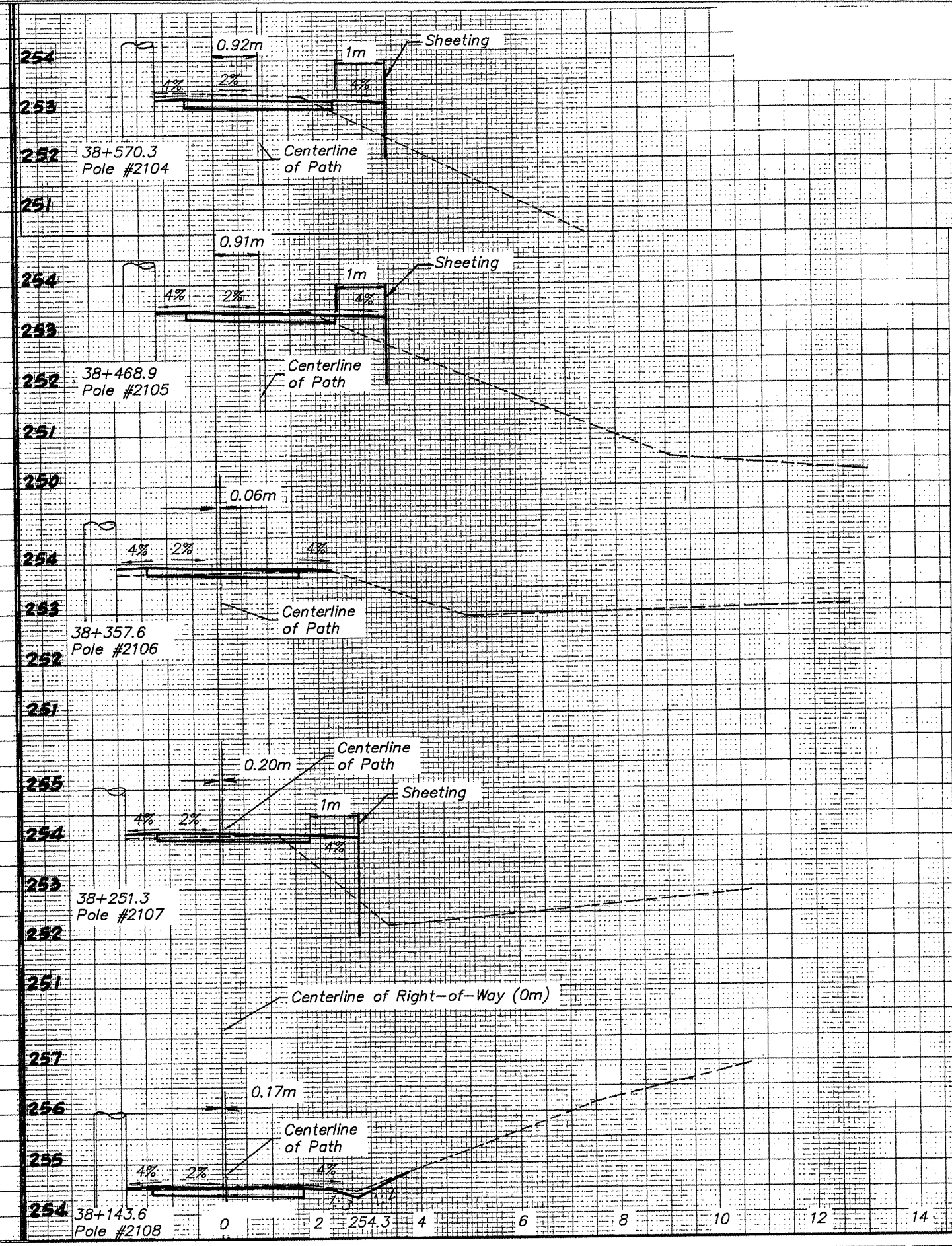
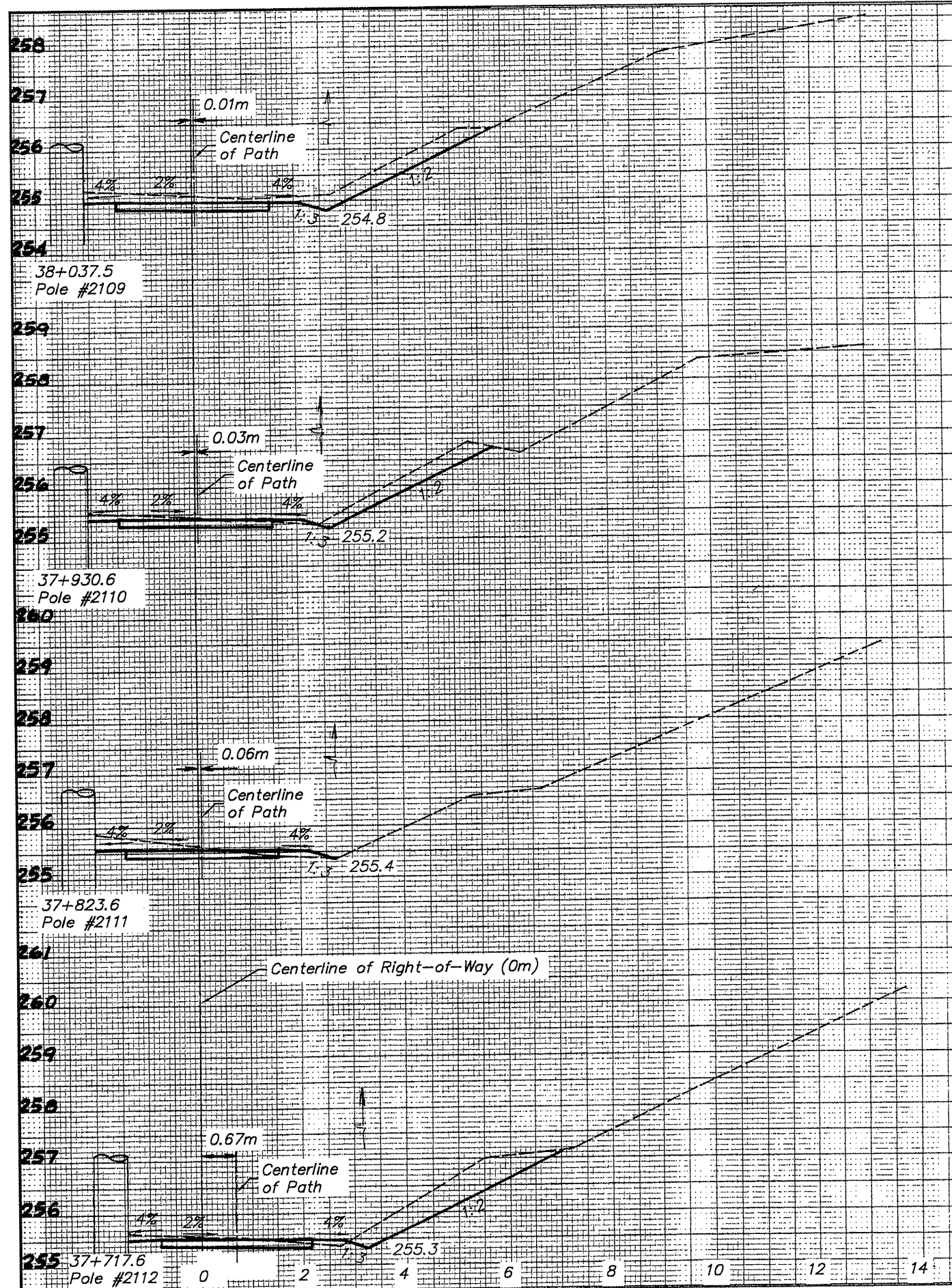
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SHEET REVIEW	
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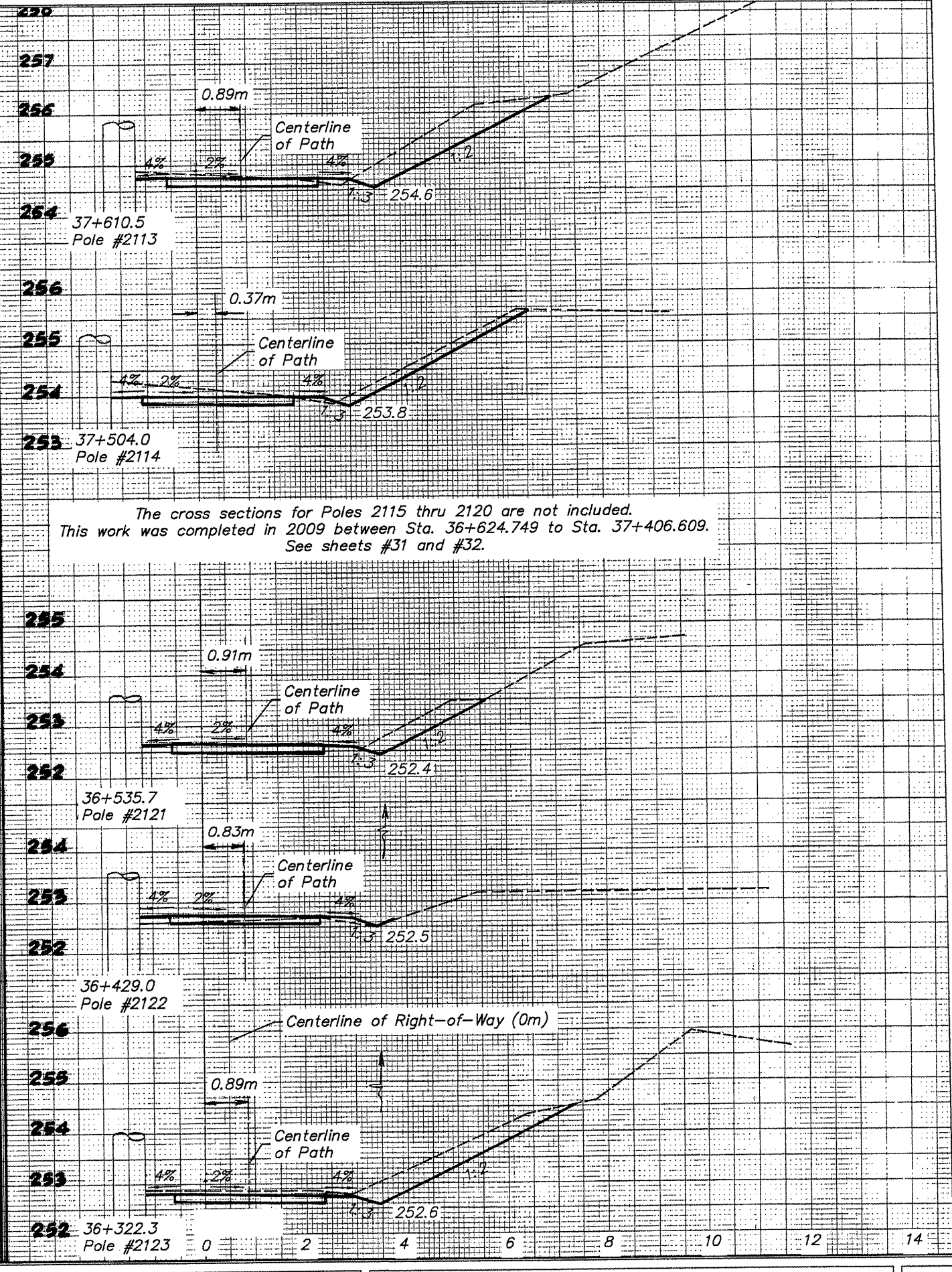
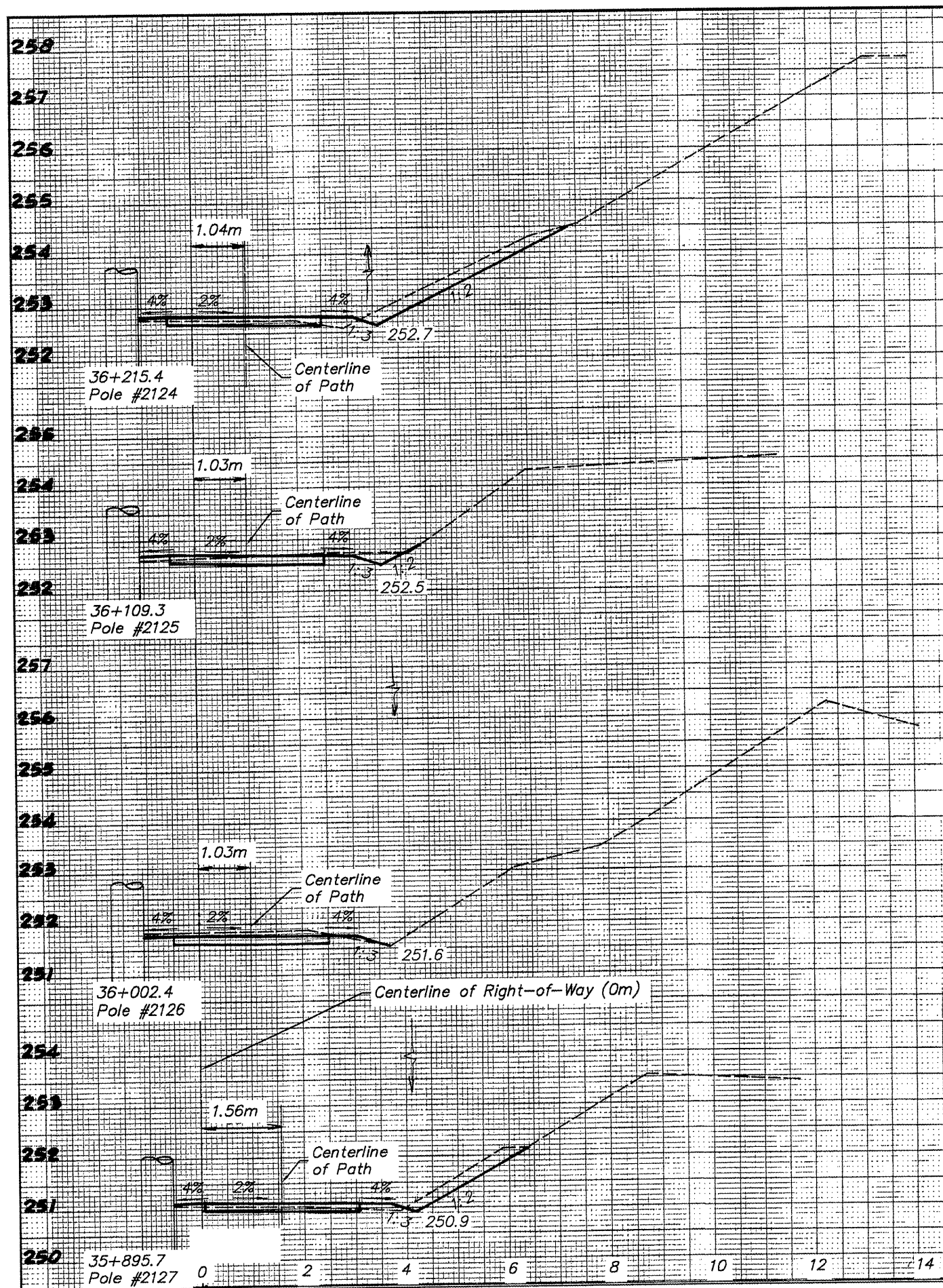
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CROSS SECTIONS POLES 2104-2112
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
 FILE:110-042 WINN CO PEC PATH\DESIGN\DRAWINGS\110-042 CROSS SECTIONS.DWG 04-30-10-042

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The cross sections for Poles 2115 thru 2120 are not included.
This work was completed in 2009 between Sta. 36+624.749 to Sta. 37+406.609.
See sheets #31 and #32.

SHEET REVIEW	
AGENCY	DATE

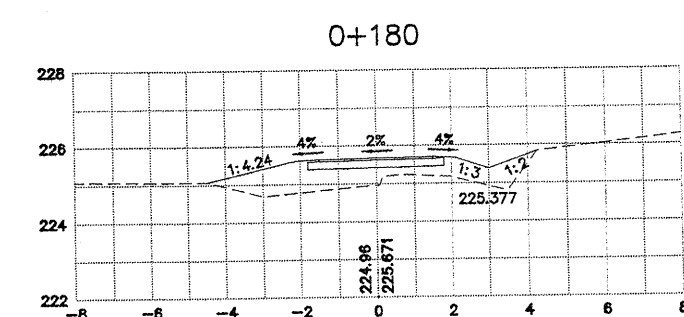
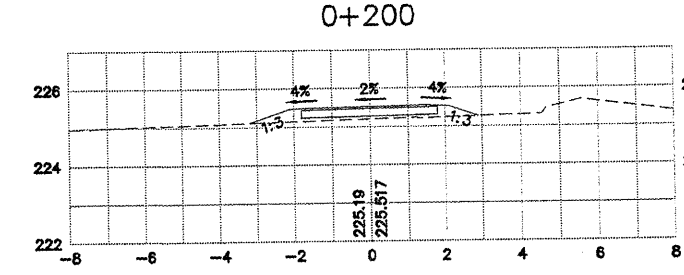
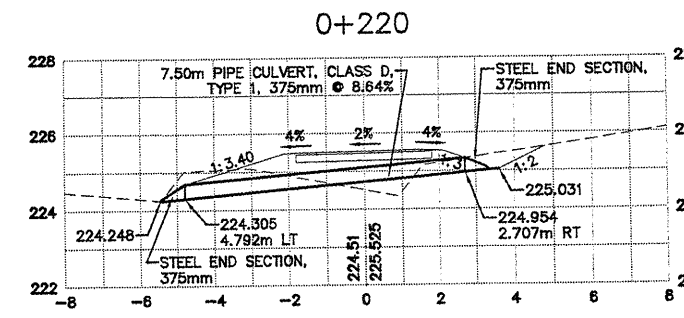
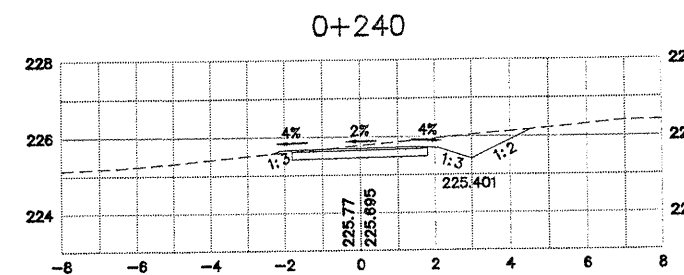
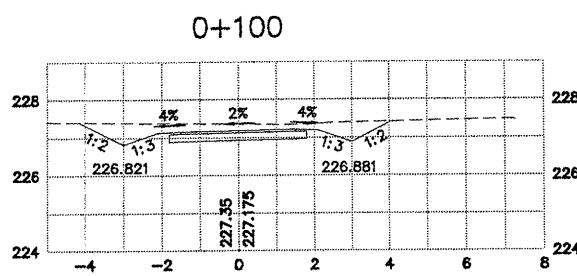
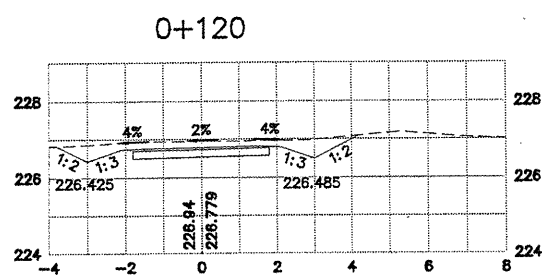
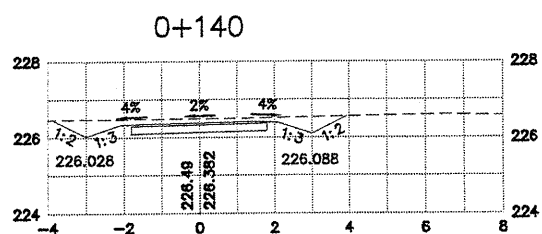
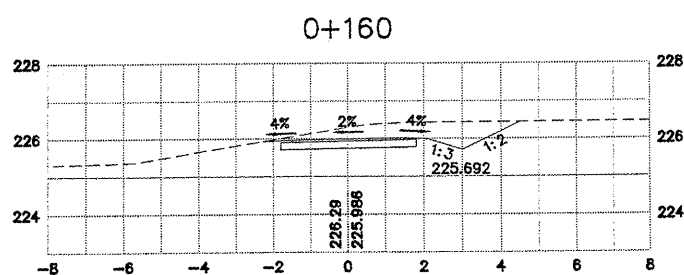
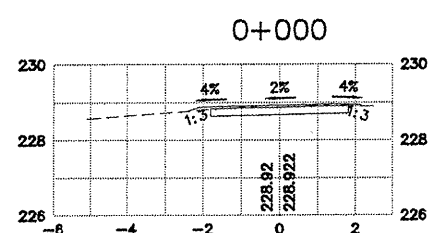
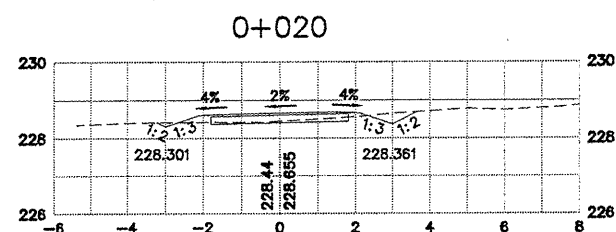
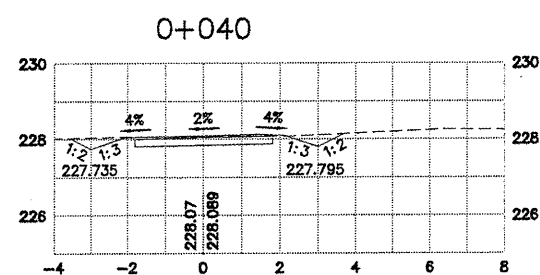
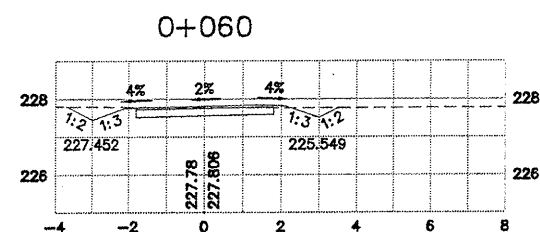
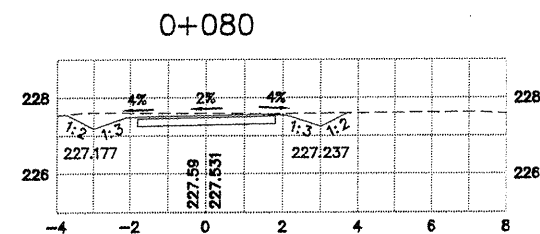
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CROSS SECTIONS POLES 2113-2127
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WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE# 110-042 WINN CO PEC PATH\DESIGN\DRAWINGS\110-042 CROSS SECTIONS.DWG 04-30-10-042

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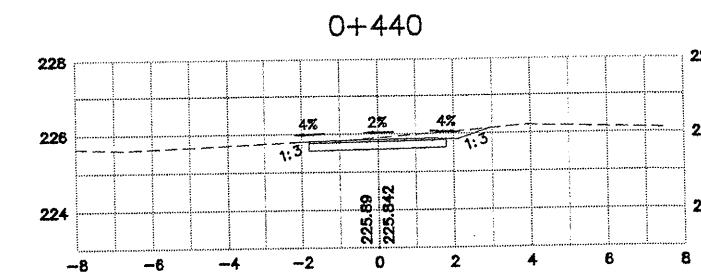
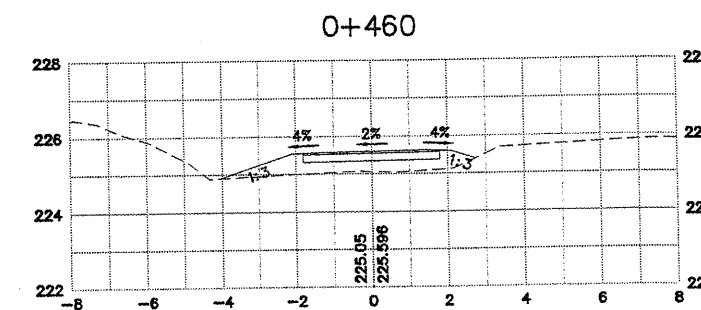
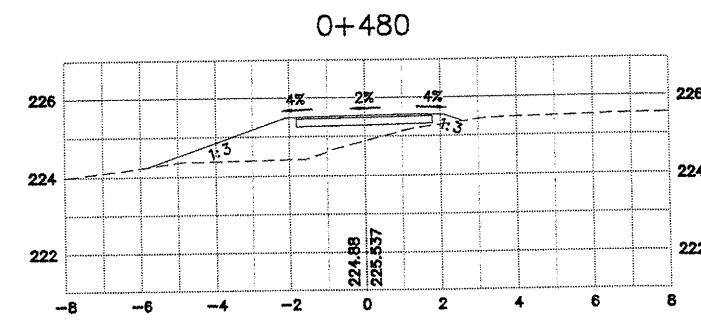
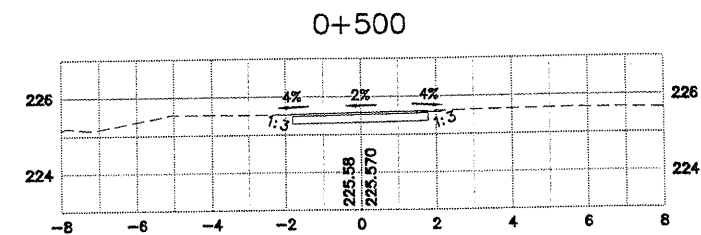
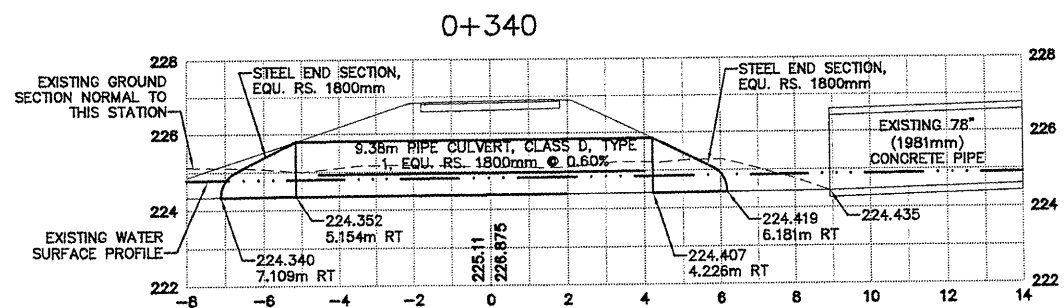
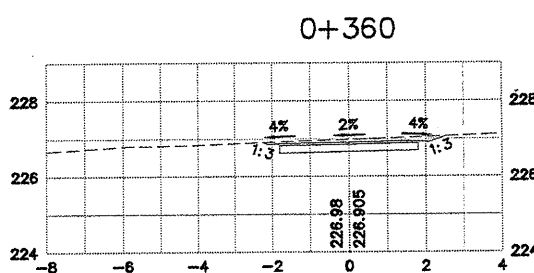
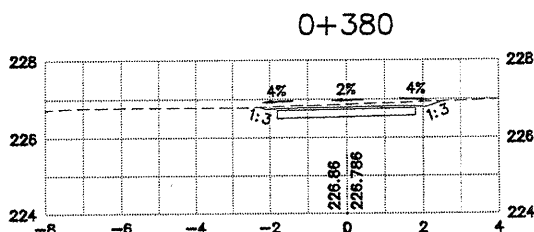
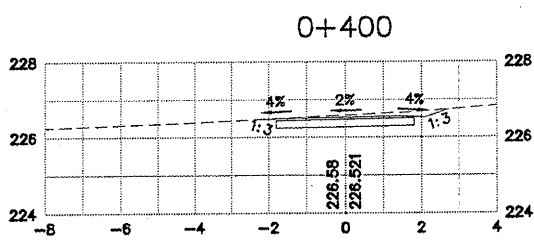
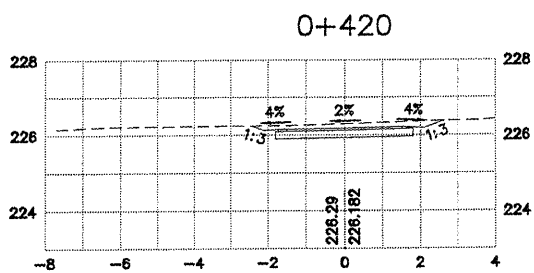
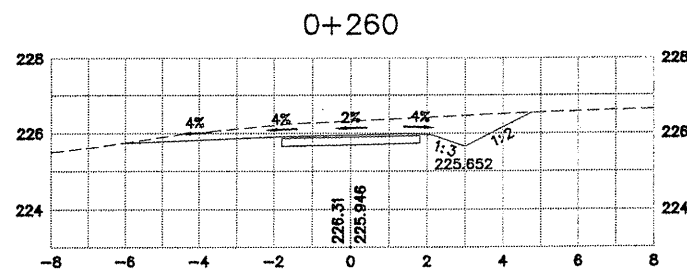
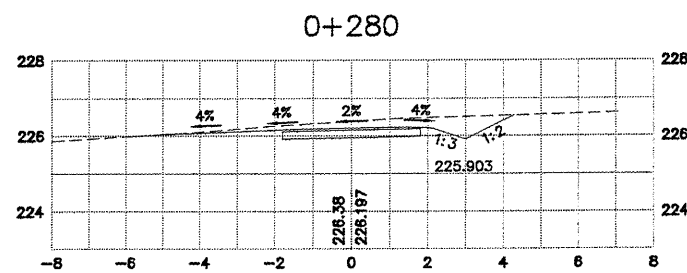
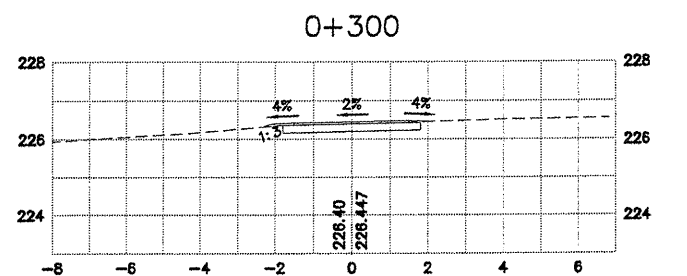
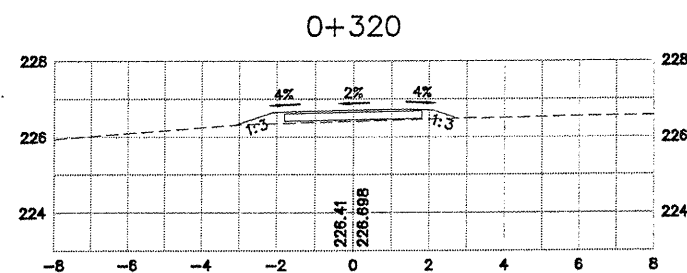
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 FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 FAIRGROUNDS CROSS SECTIONS.DWG JOB:04-30-10-042

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SHEET REVIEW	
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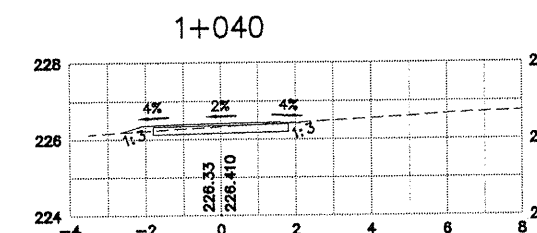
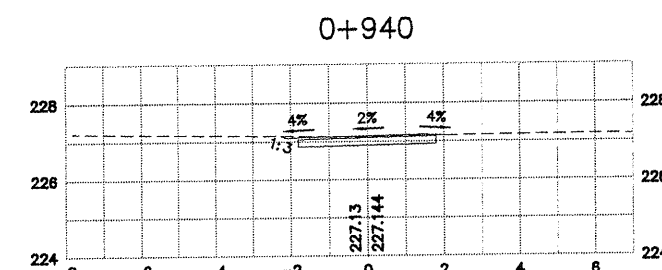
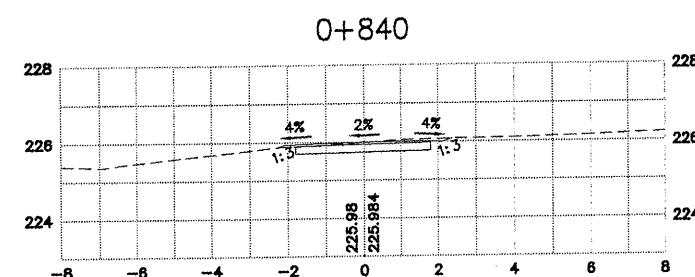
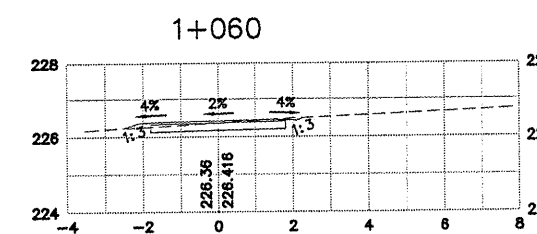
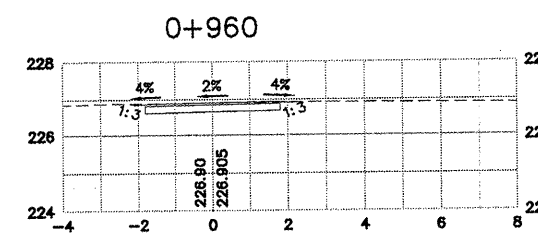
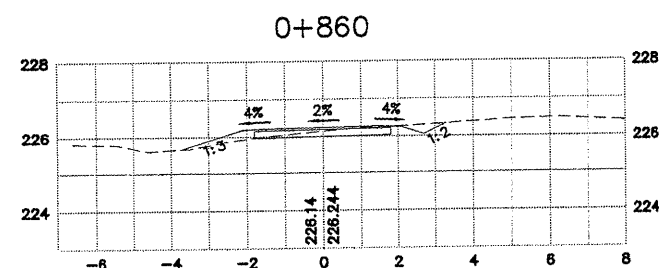
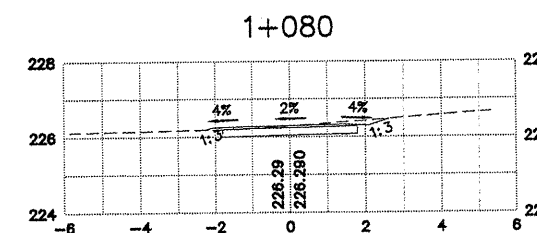
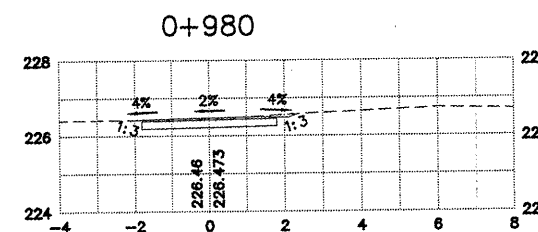
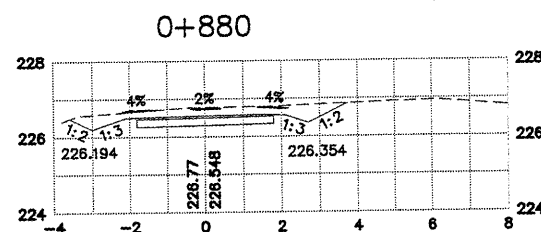
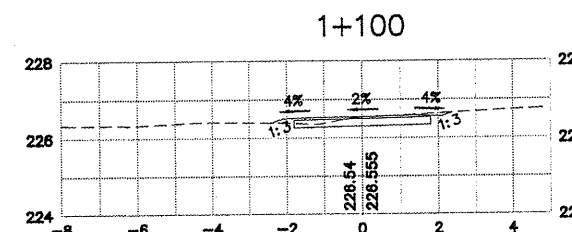
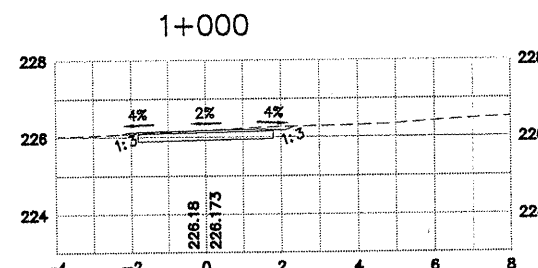
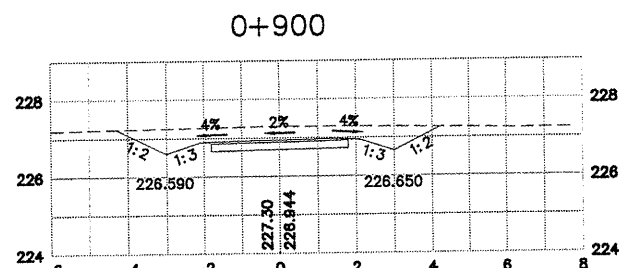
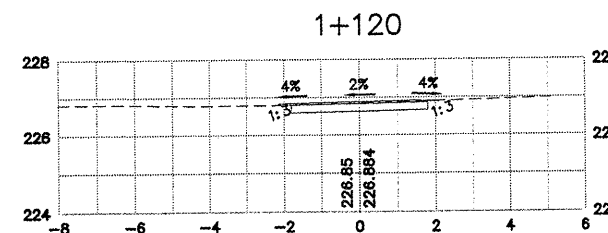
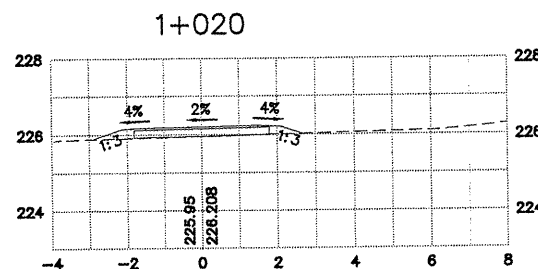
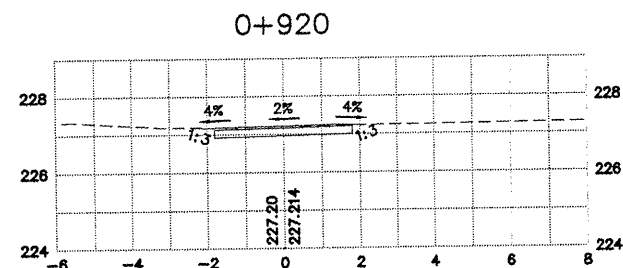
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 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 FAIRGROUNDS CROSS SECTIONS.DWG JOB: 04-30-10-042

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SHEET REVIEW	
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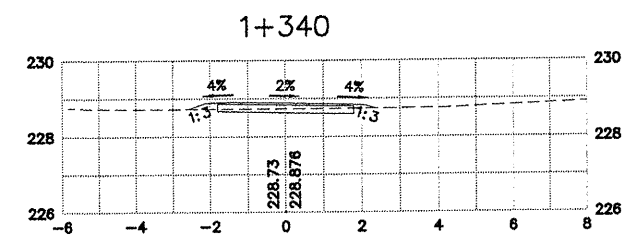
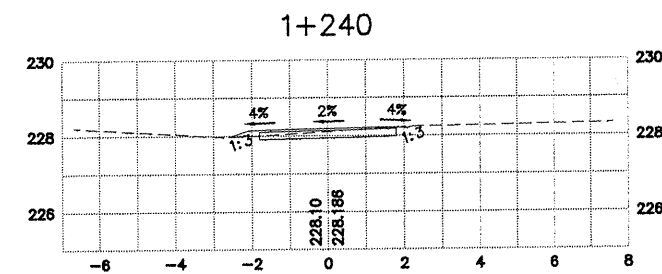
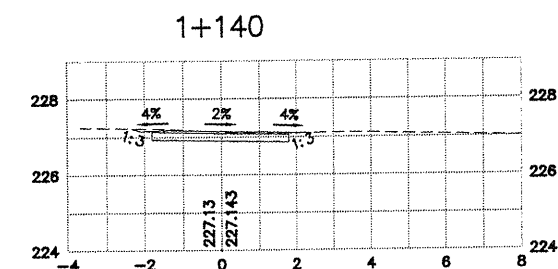
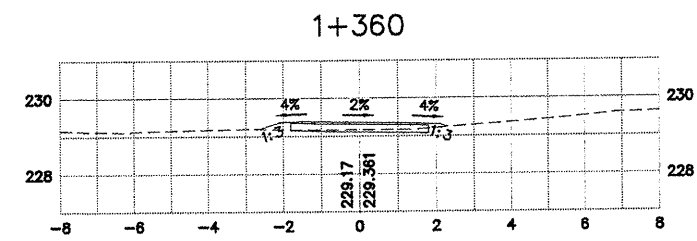
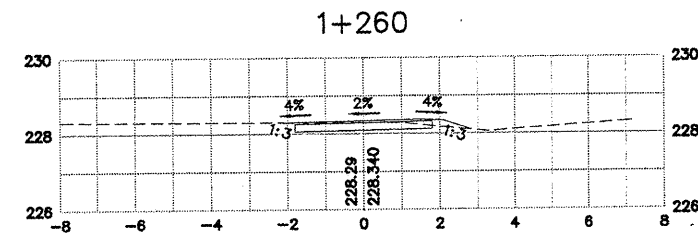
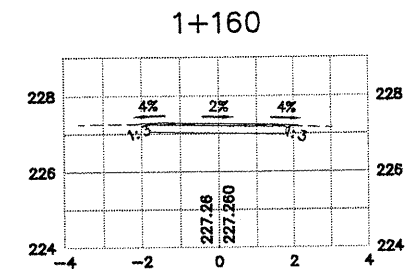
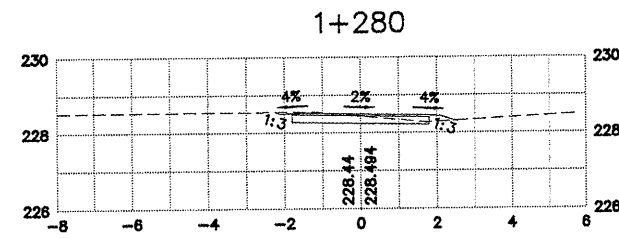
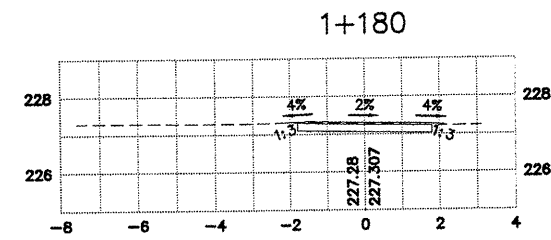
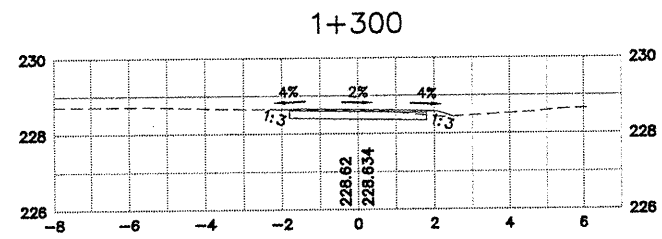
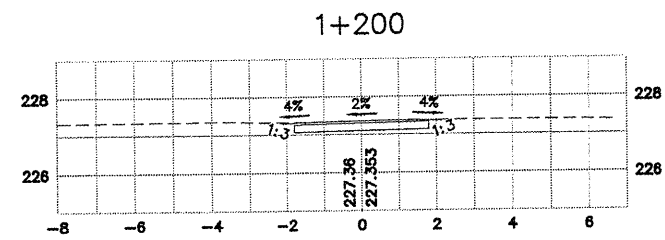
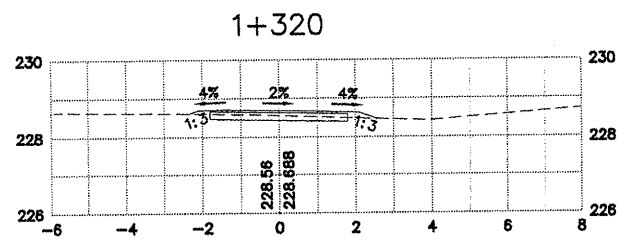
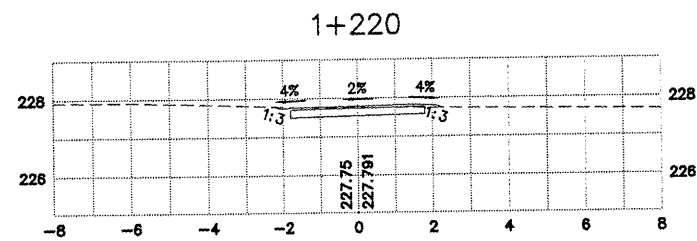
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CROSS SECTIONS 0+840 - 1+120
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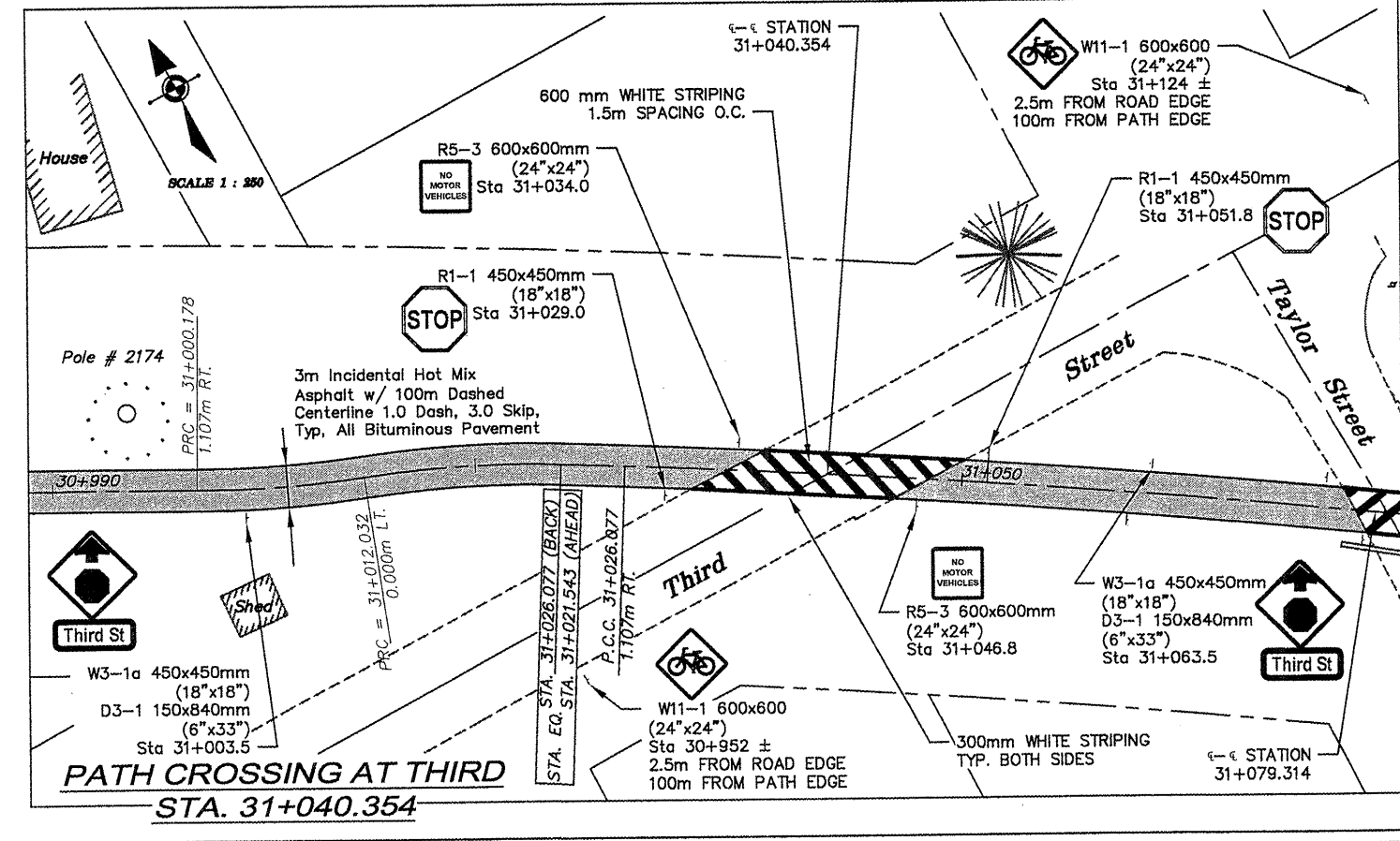
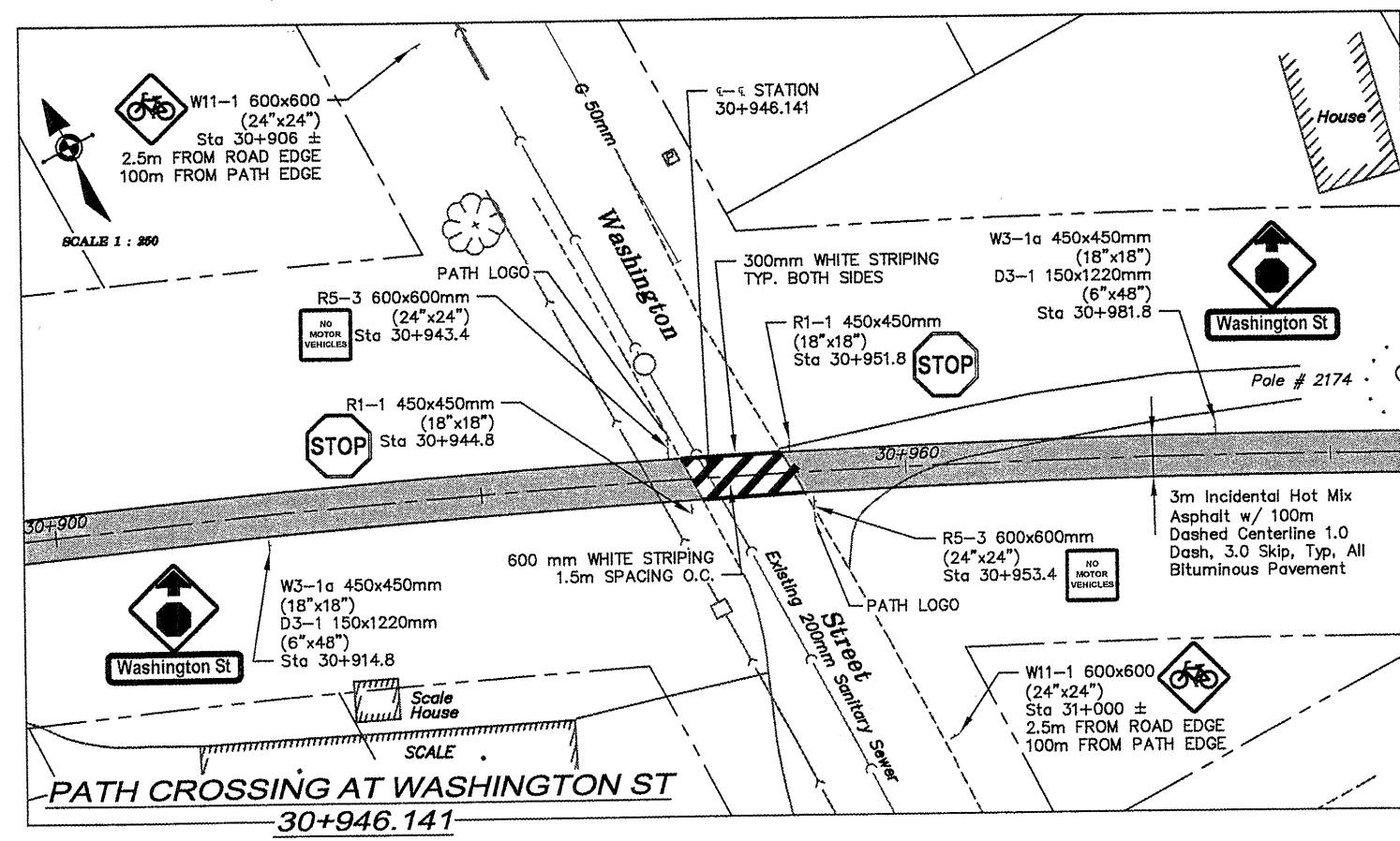
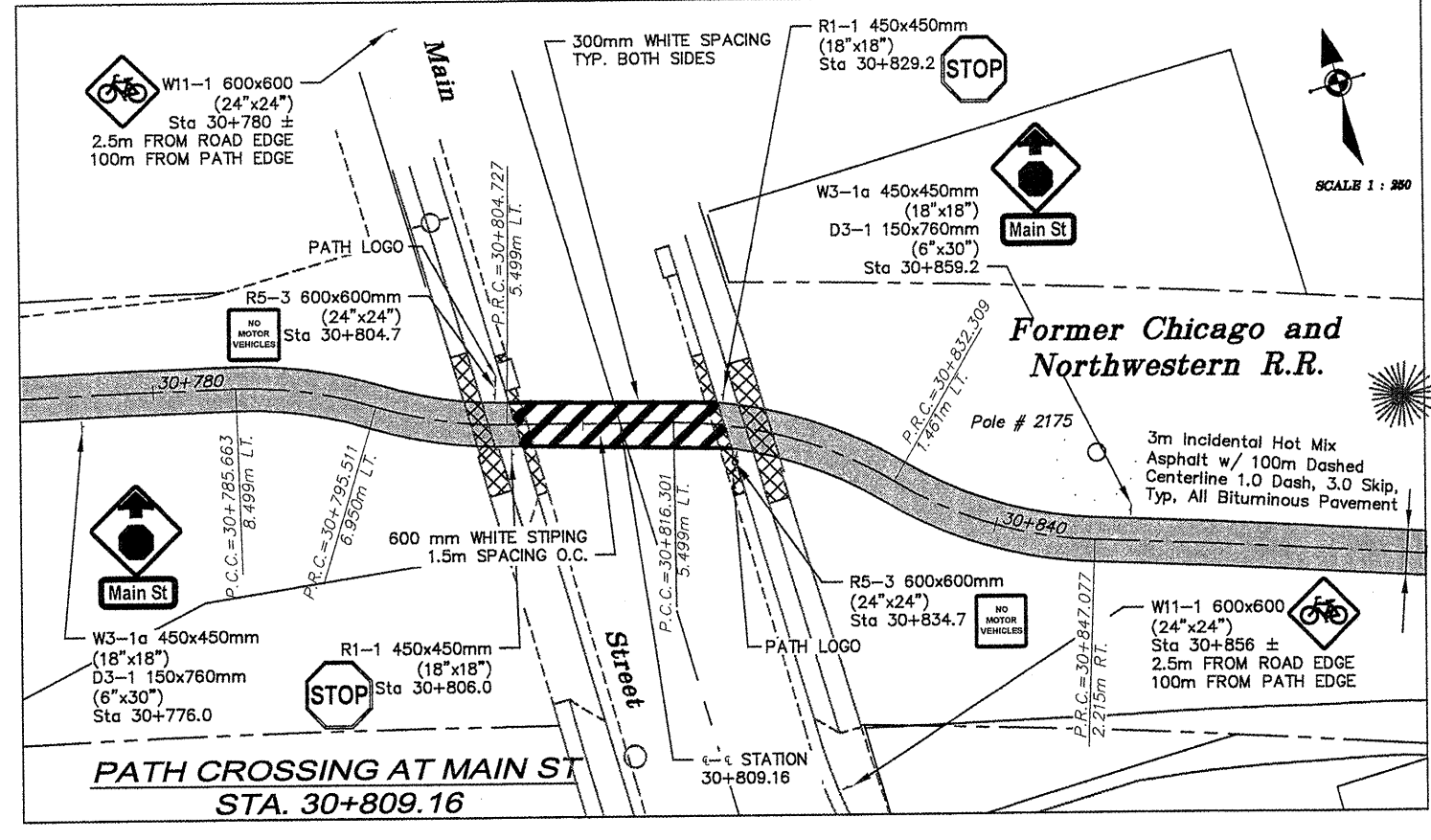
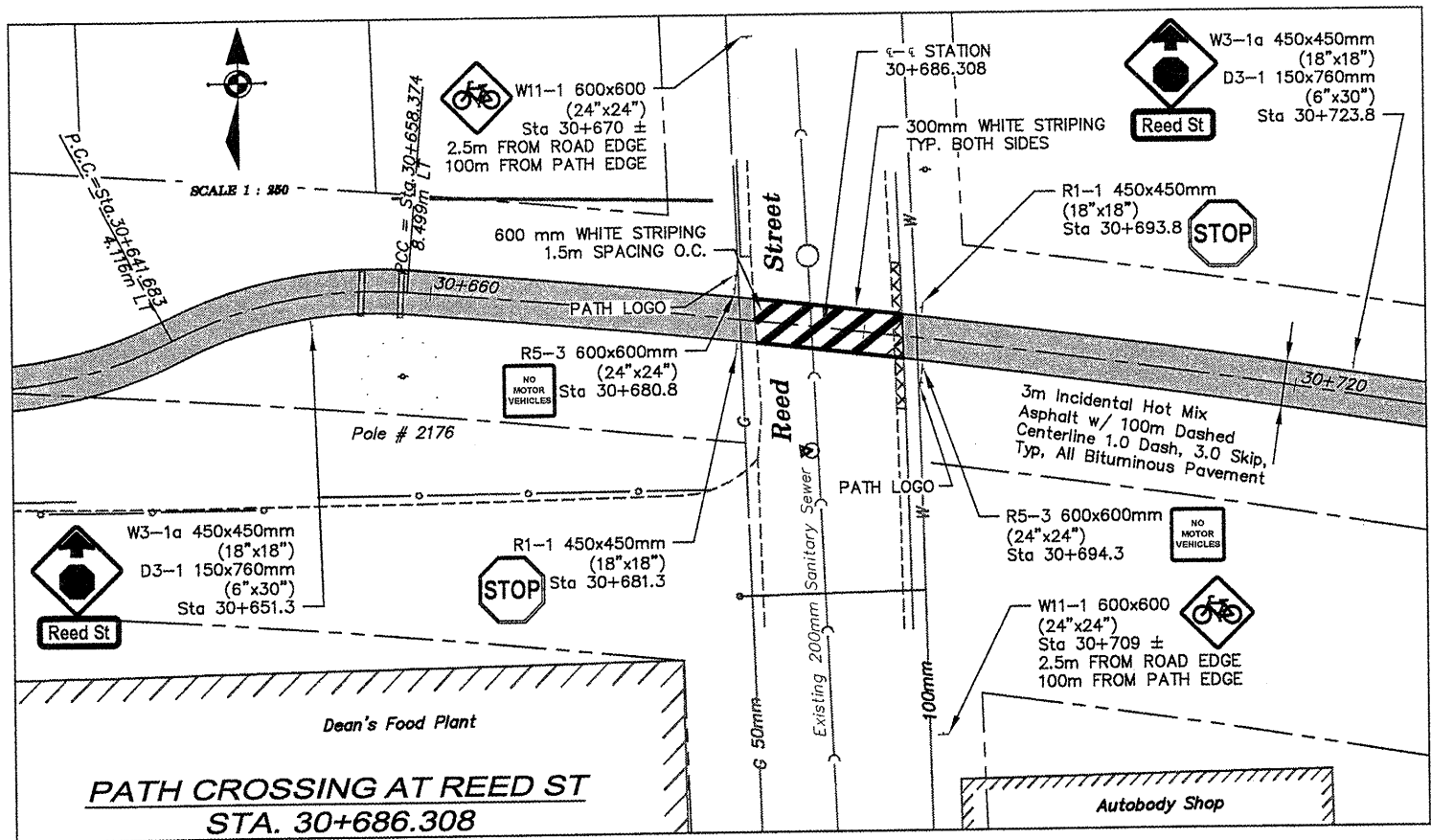
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CROSS SECTIONS 1+140 - 1+360
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SHEET REVIEW	
AGENCY	DATE

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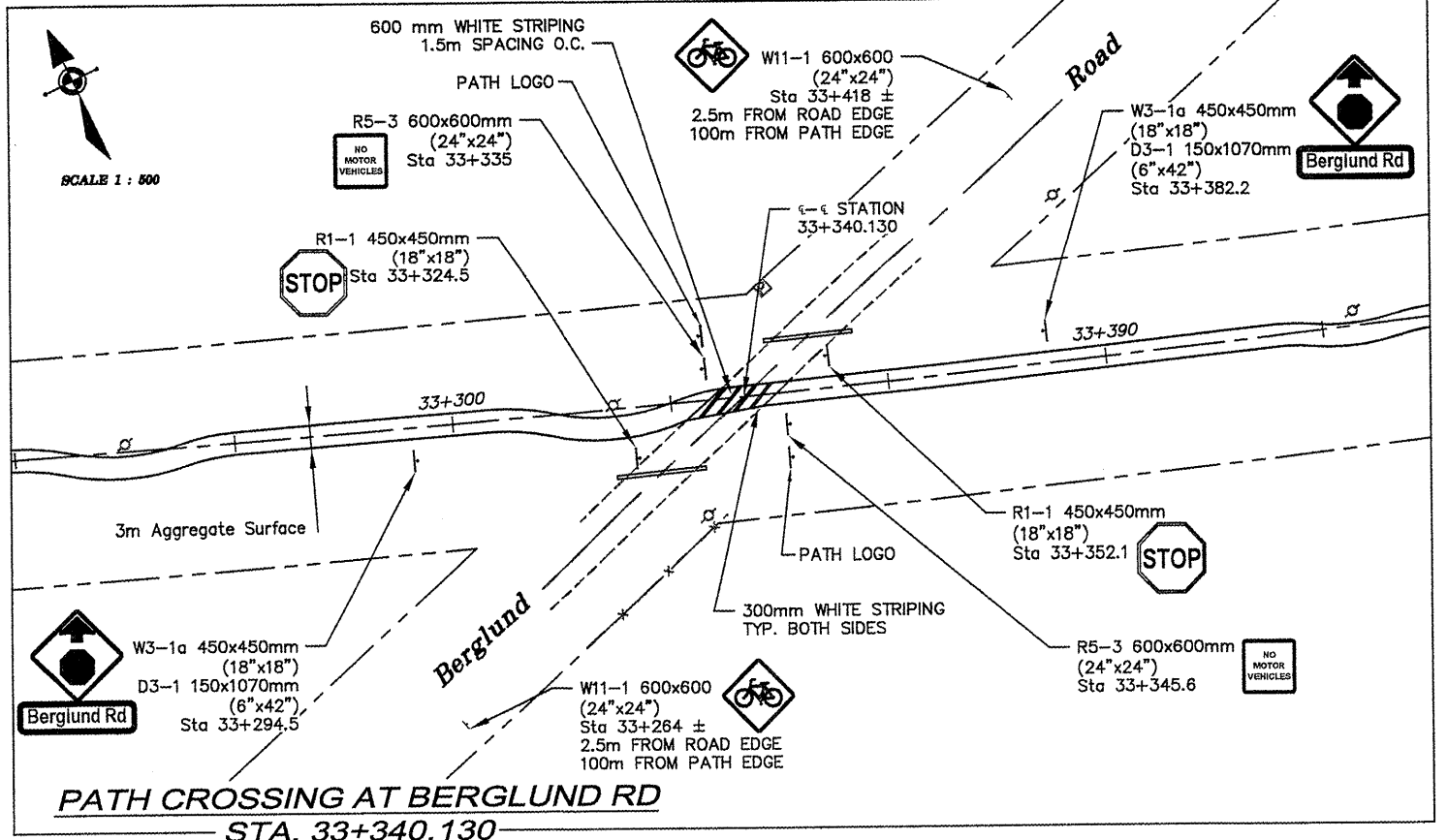
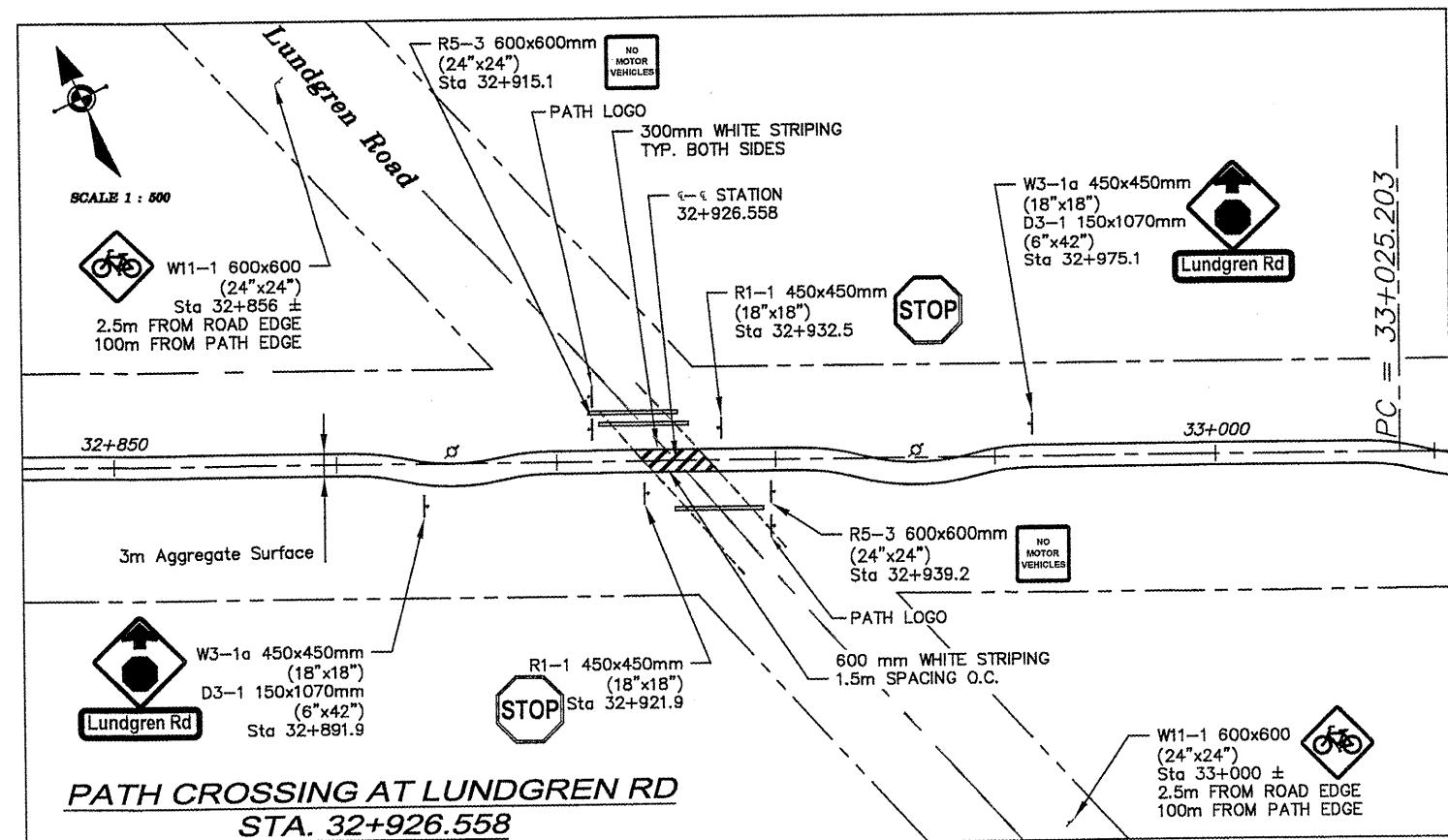
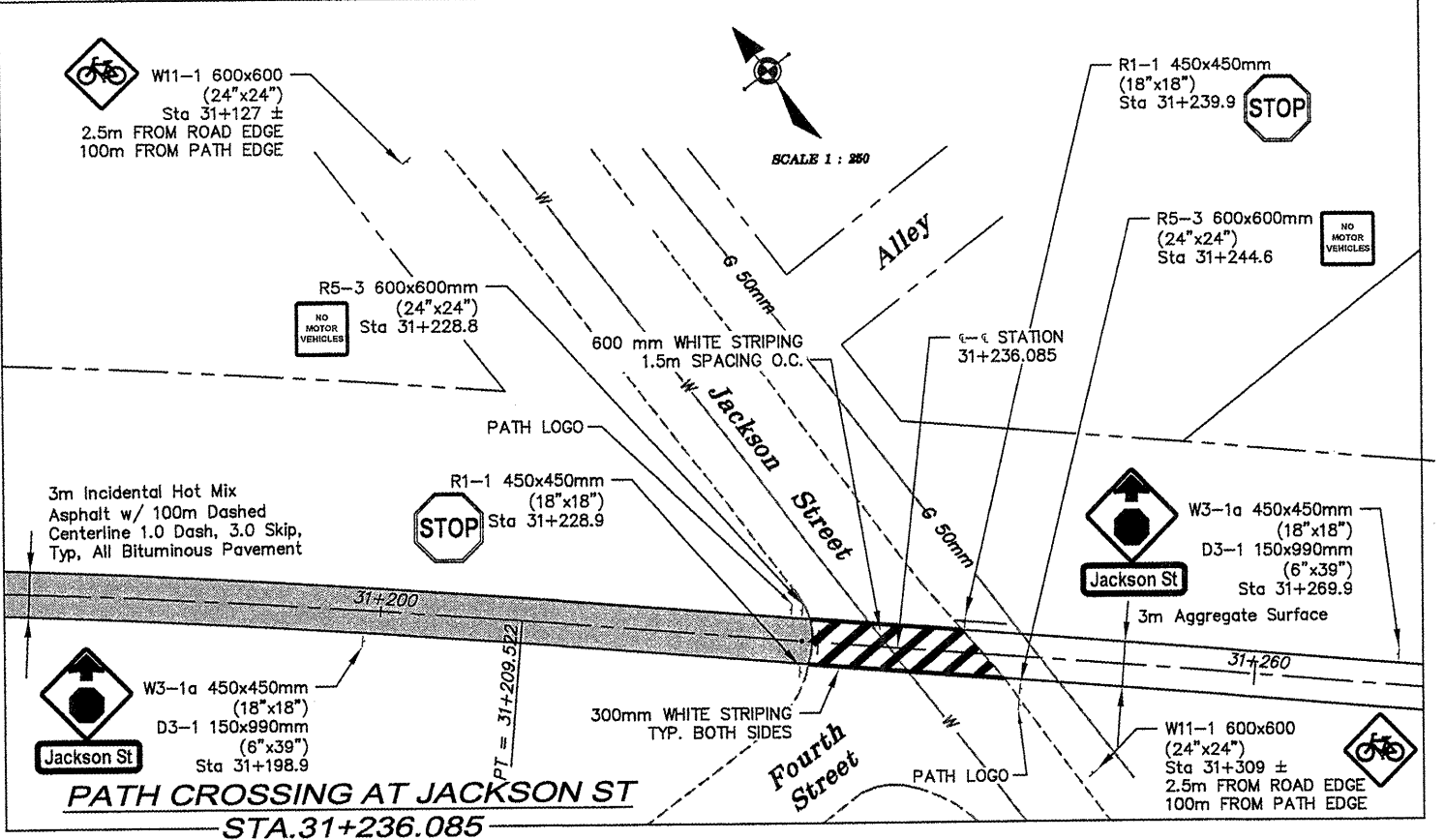
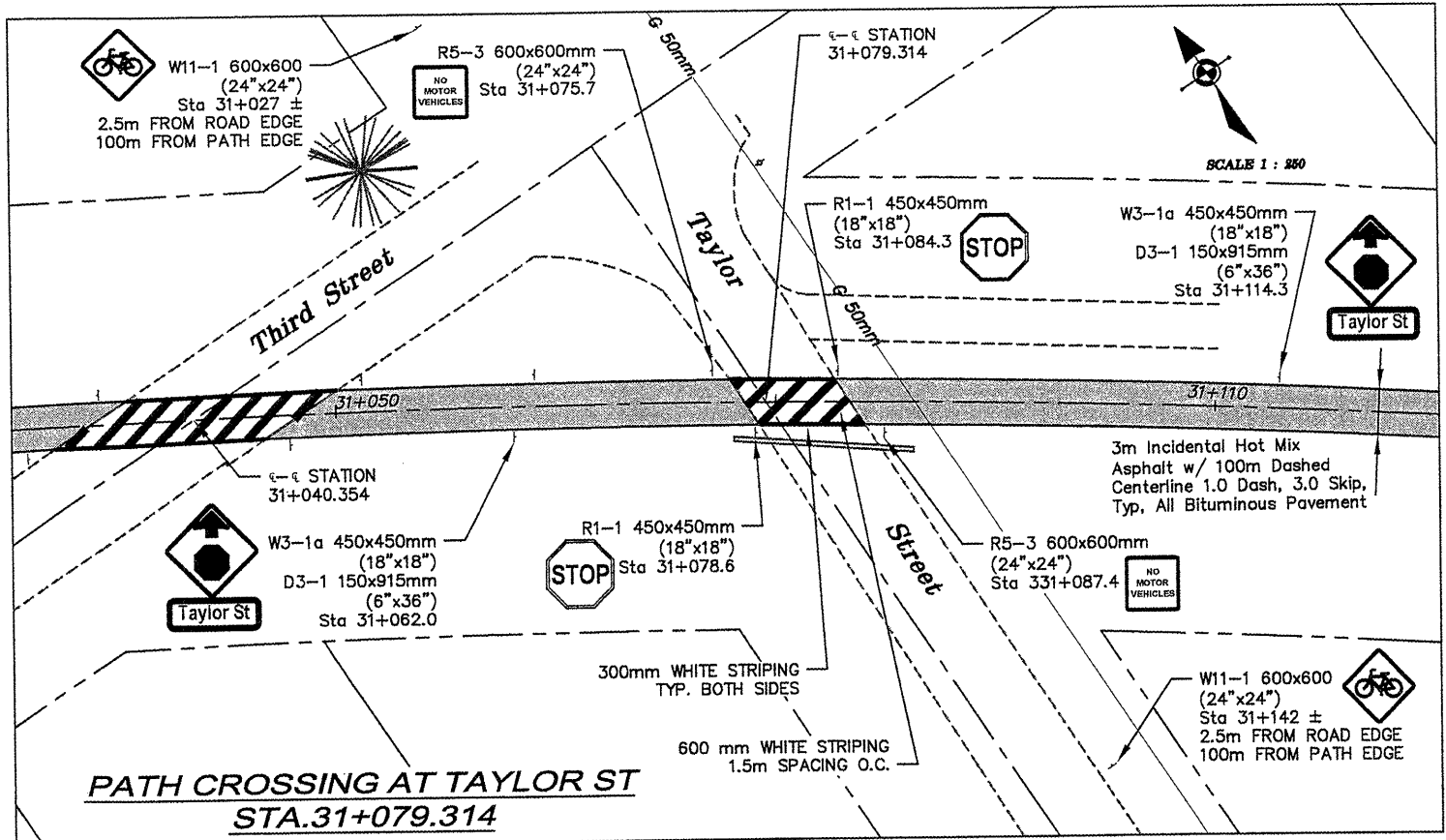
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SIGNAGE AND PAVEMENT MARKING - I
 PECATONICA PRAIRIE PATH
 WINNEBAGO COUNTY HIGHWAY DEPARTMENT
 SECTION 94-00267-00-BT
 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SIGNAGE -PVMT MRK LDWG
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OF
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SHEET REVIEW	
AGENCY	DATE

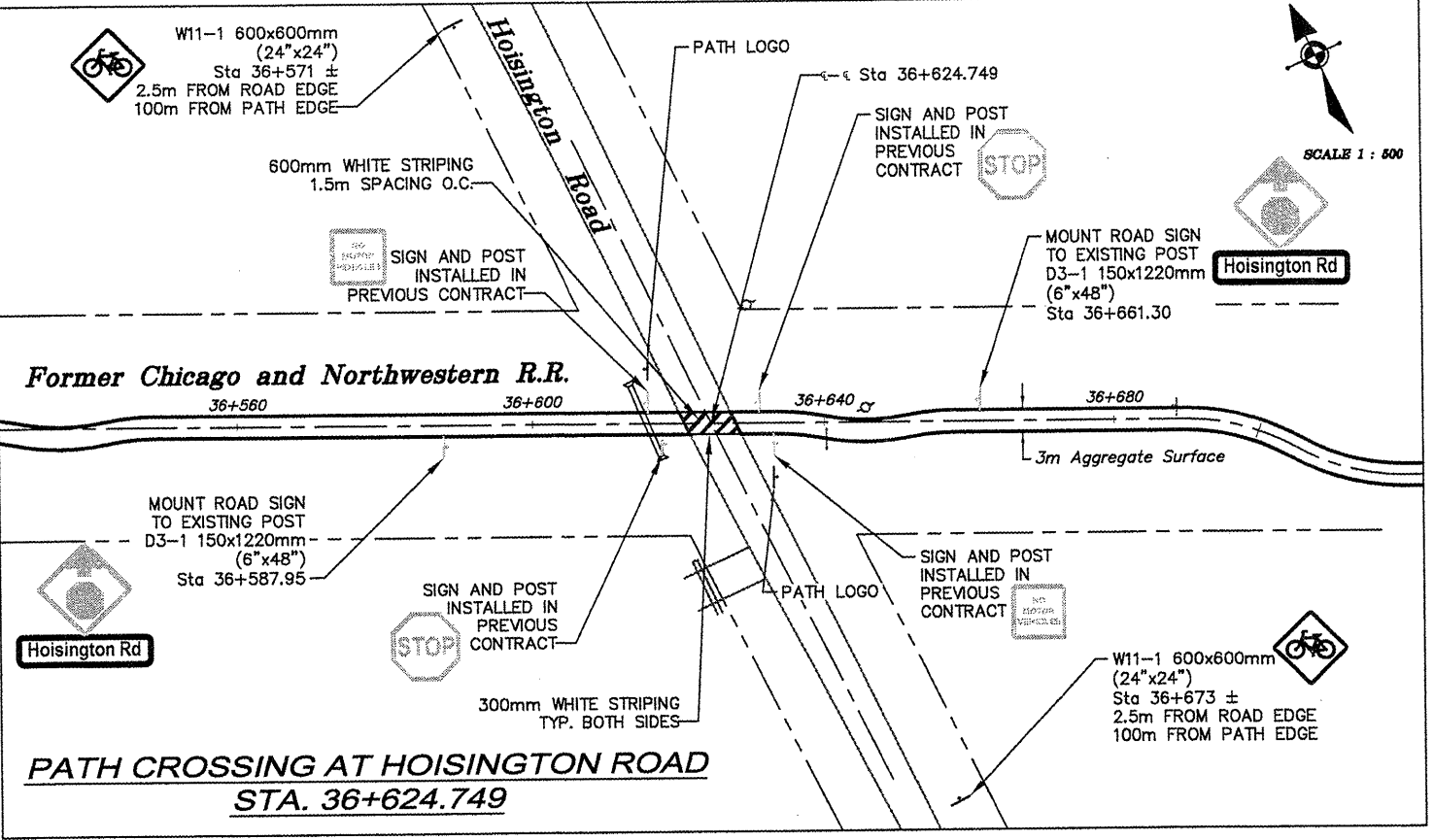
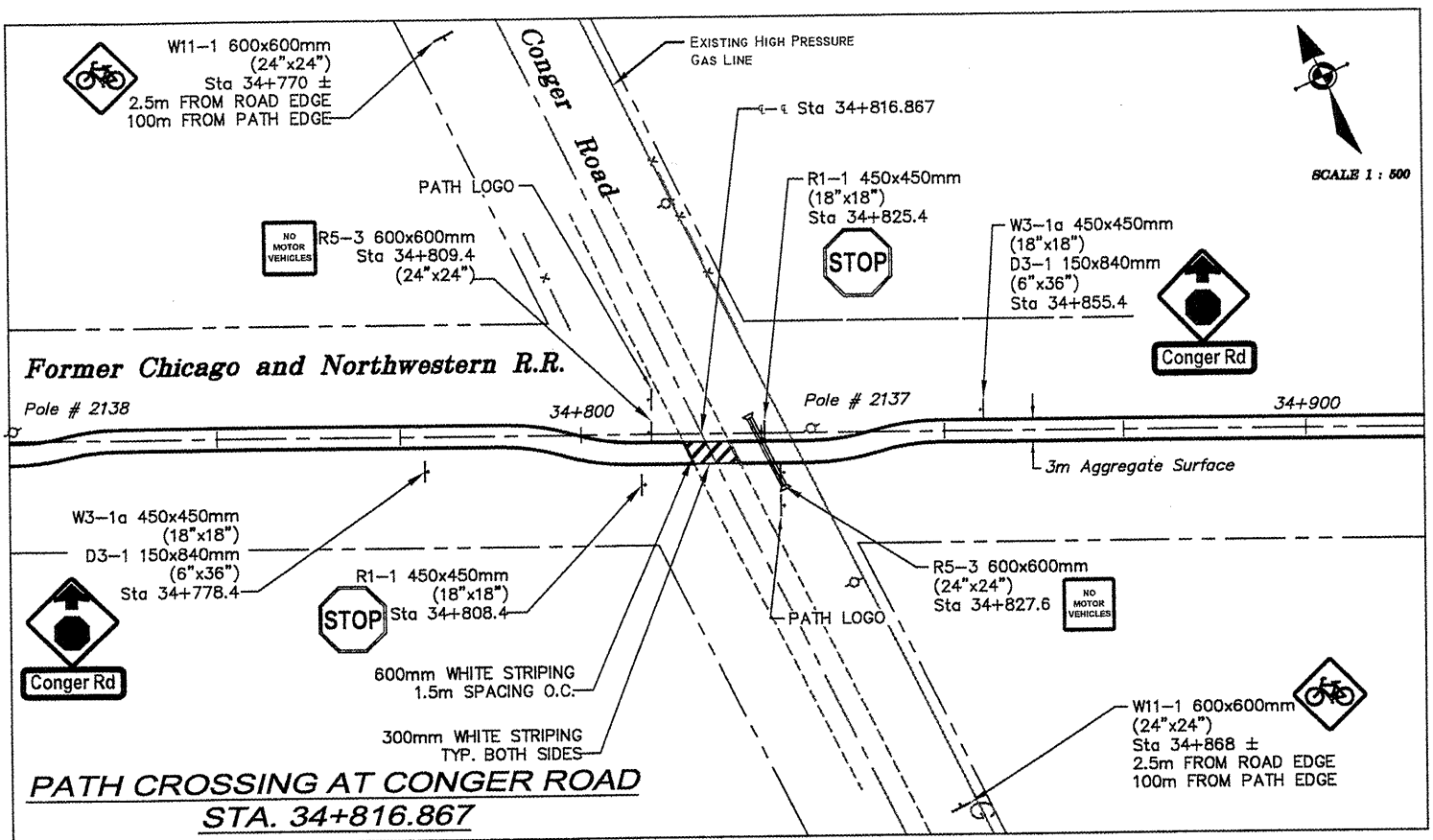
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SIGNAGE AND PAVEMENT MARKING - 2
PECATONICA PRAIRIE PATH
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FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SIGNAGE -PVMT MRK 1.DWG JOB:04-30-10-042

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SHEET REVIEW	
AGENCY	DATE

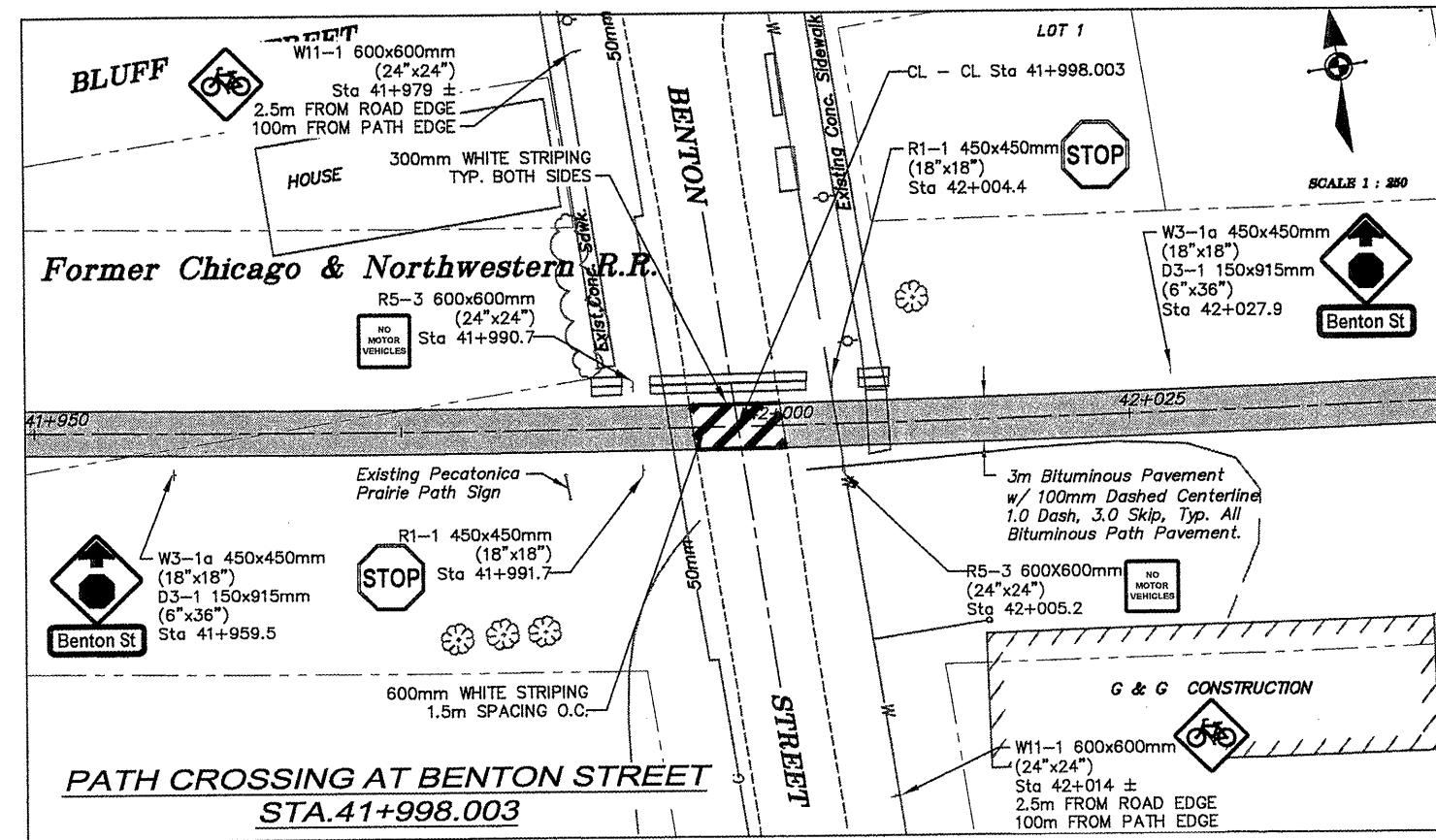
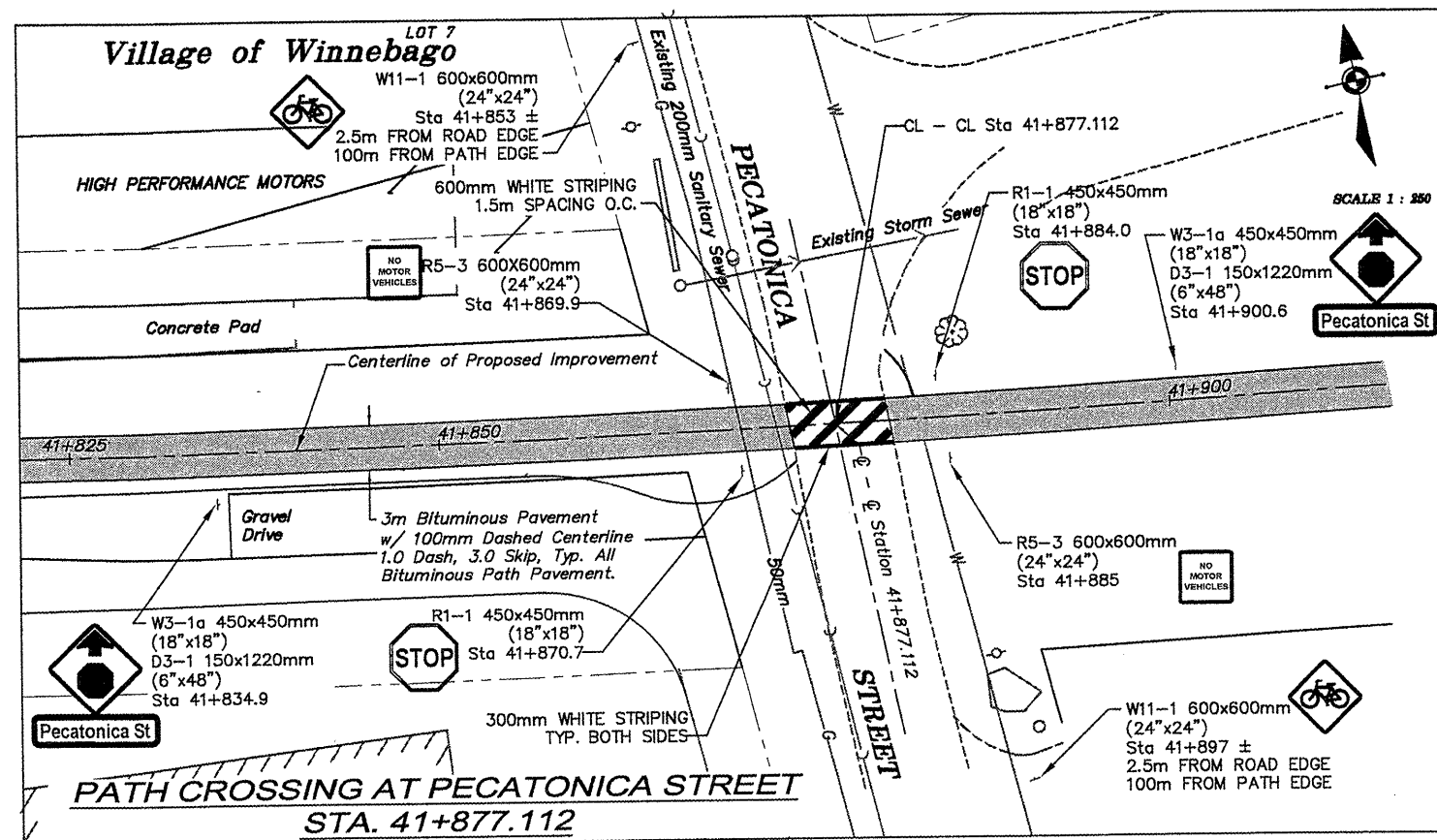
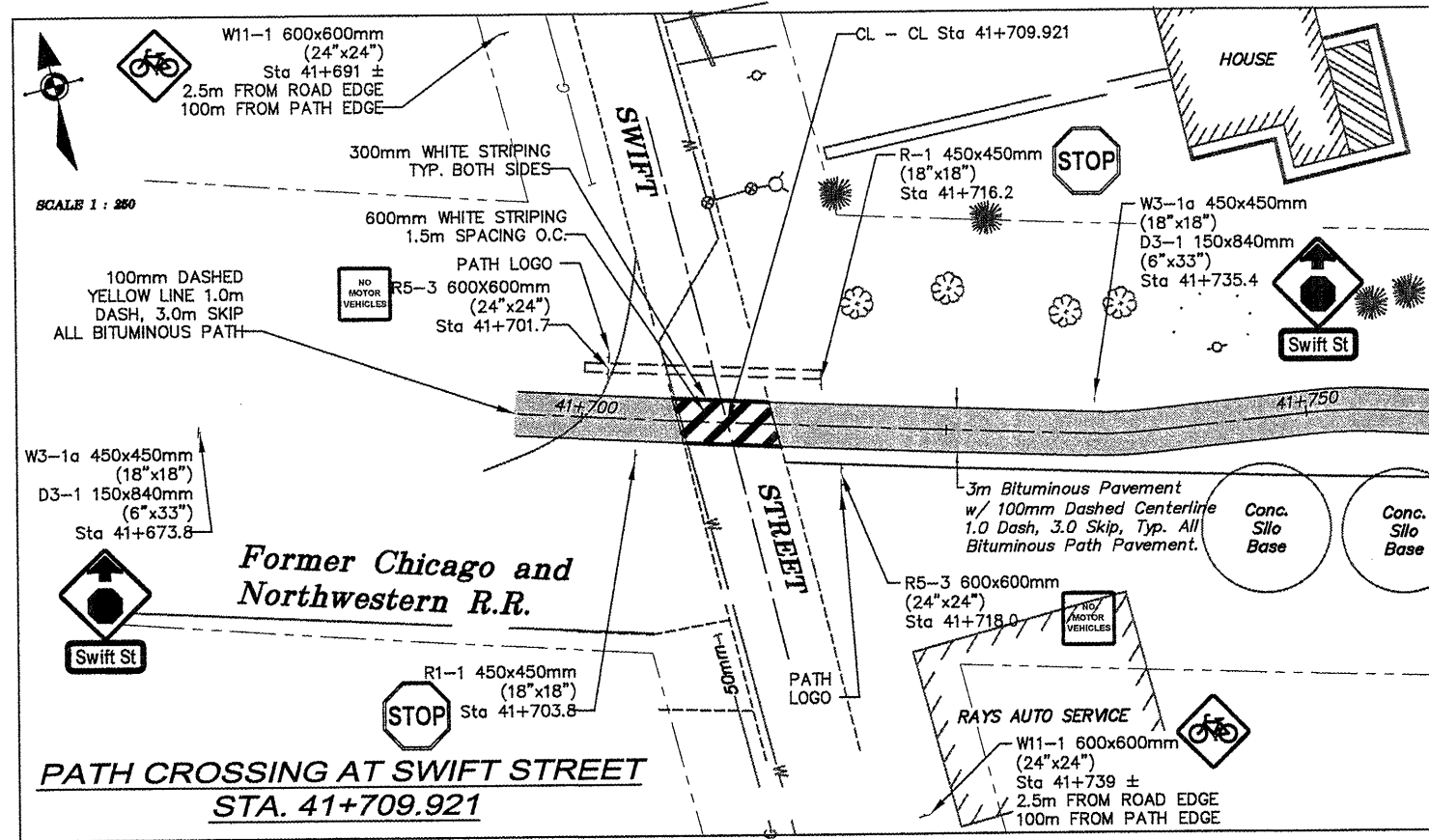
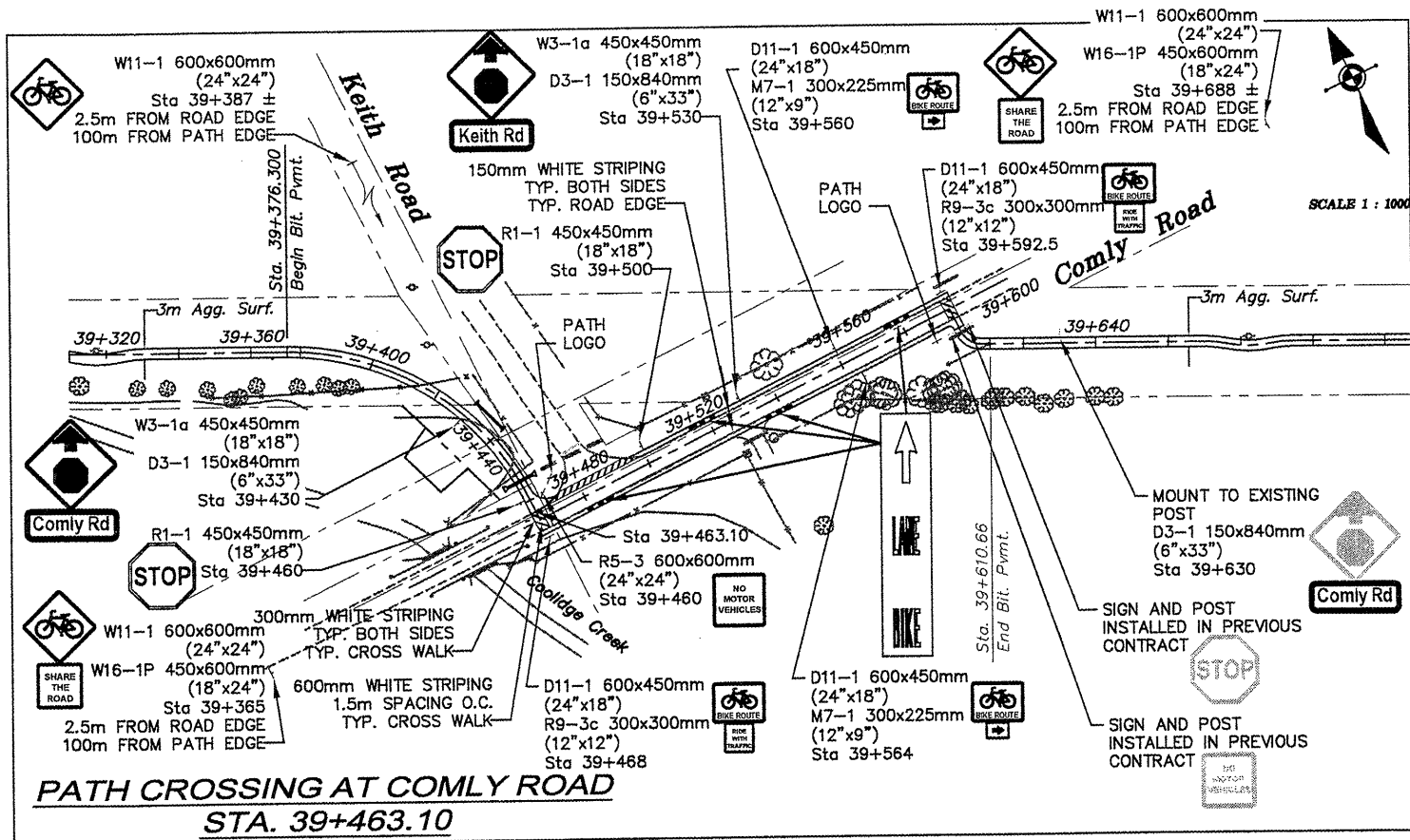
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SIGNAGE AND PAVEMENT MARKING - 3
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 FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SIGNAGE -PVMT HRK 1.DWG JOB: 04-30-10-042

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AGENCY	DATE	NO.	ITEM	DATE

SCALE: Hor. = 1:250 and 1:1000

DRAWN BY: REK

CHECKED BY: JWH

DATE: DECEMBER 12, 2011

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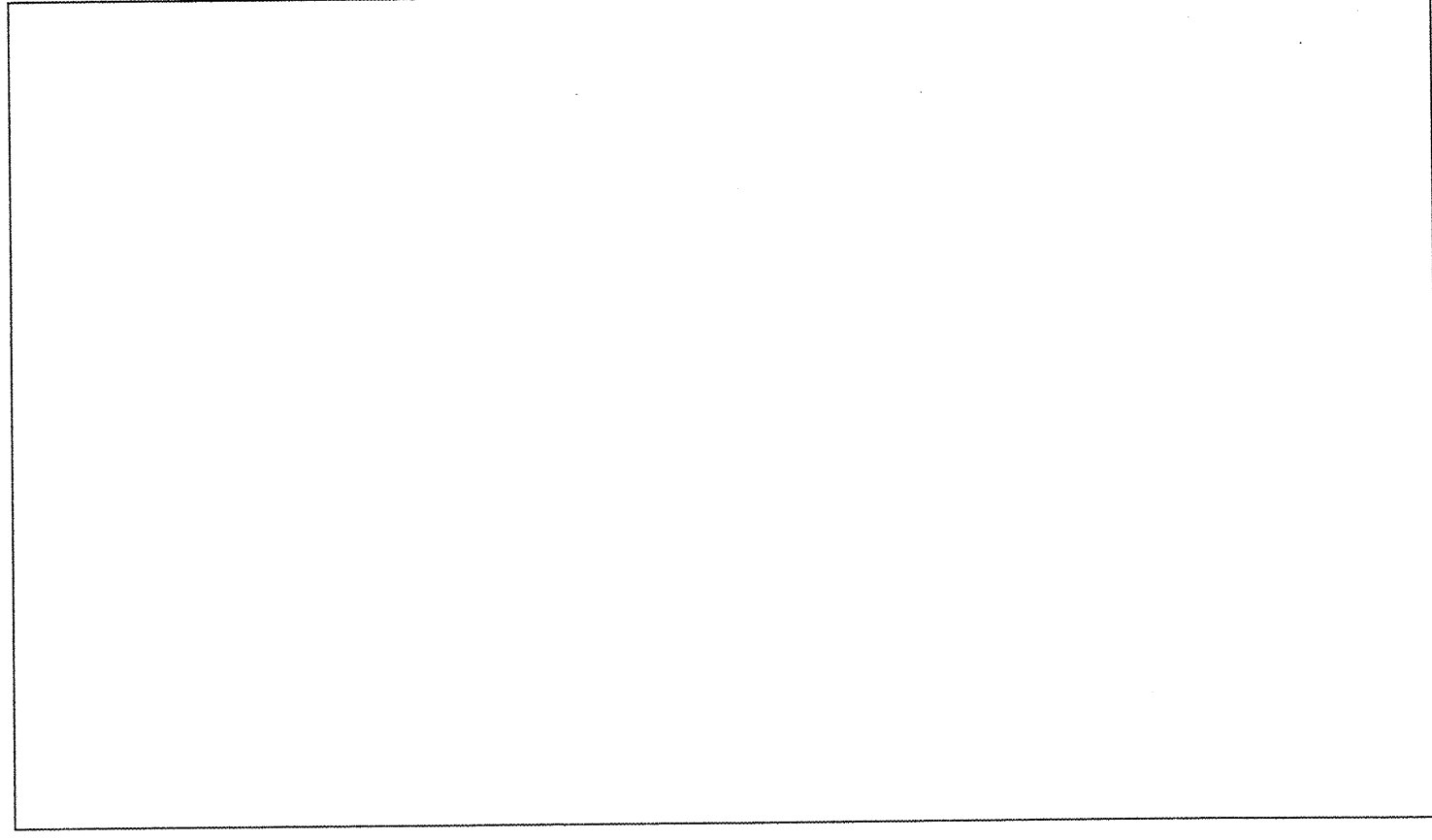
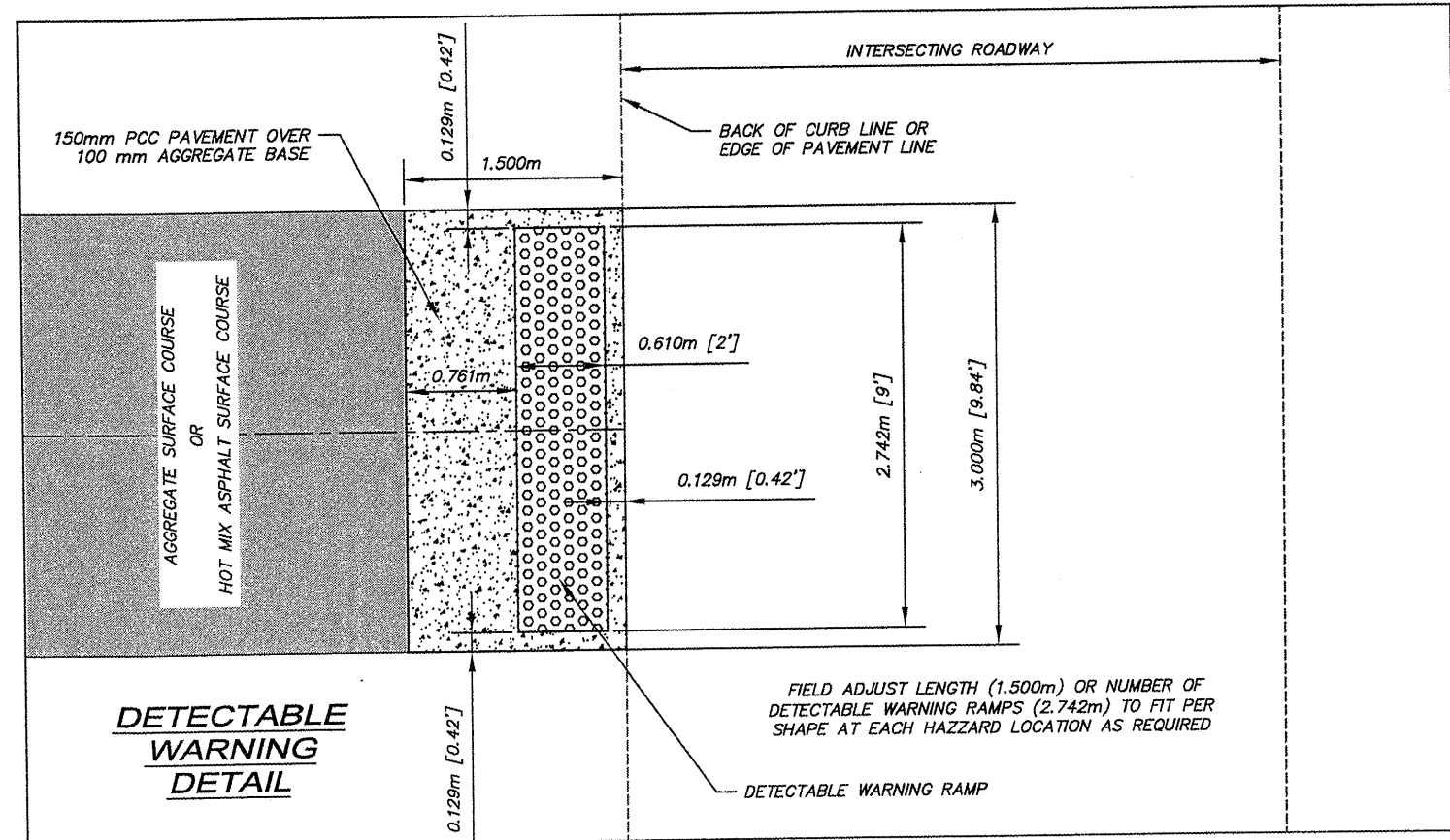
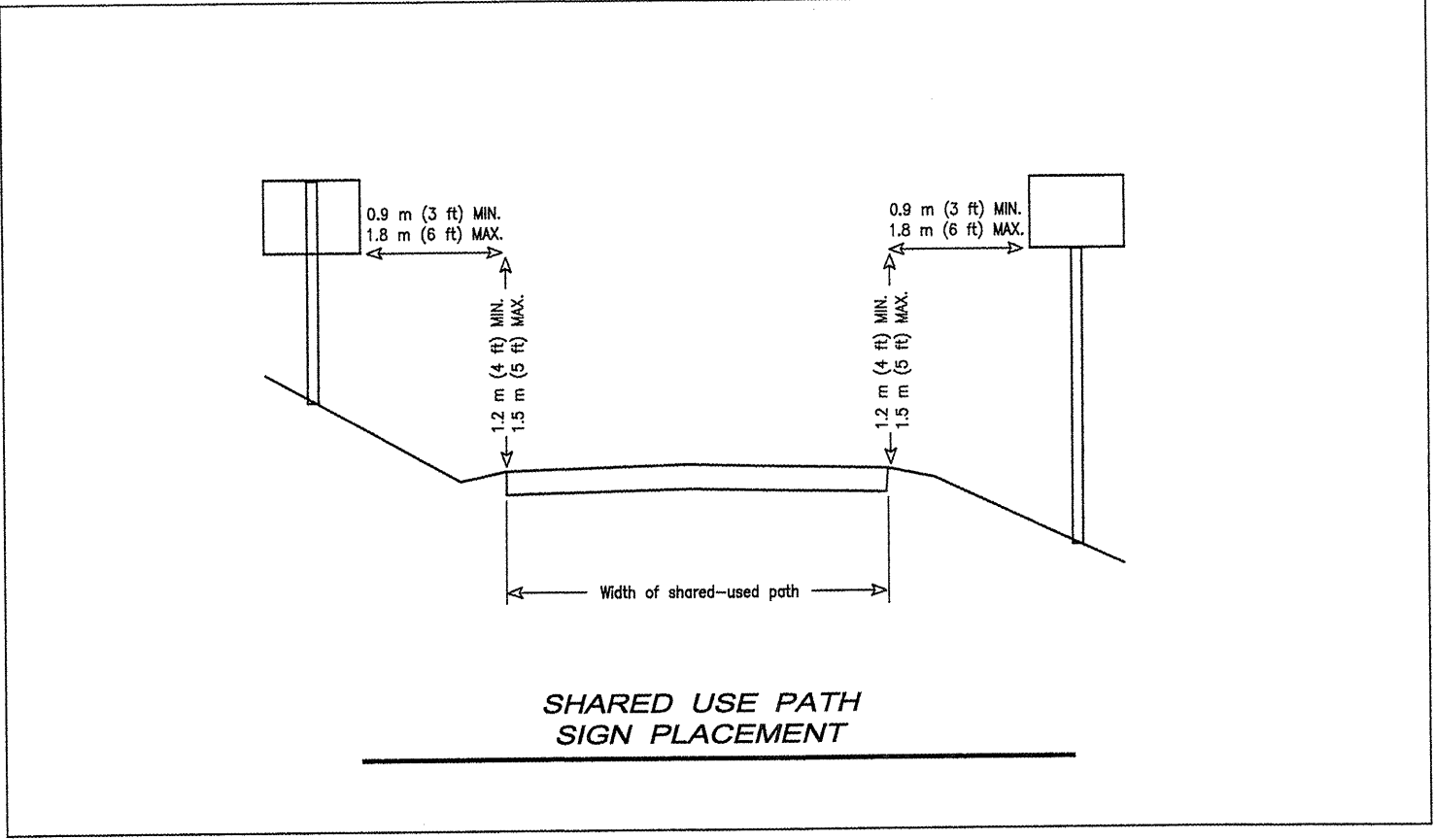
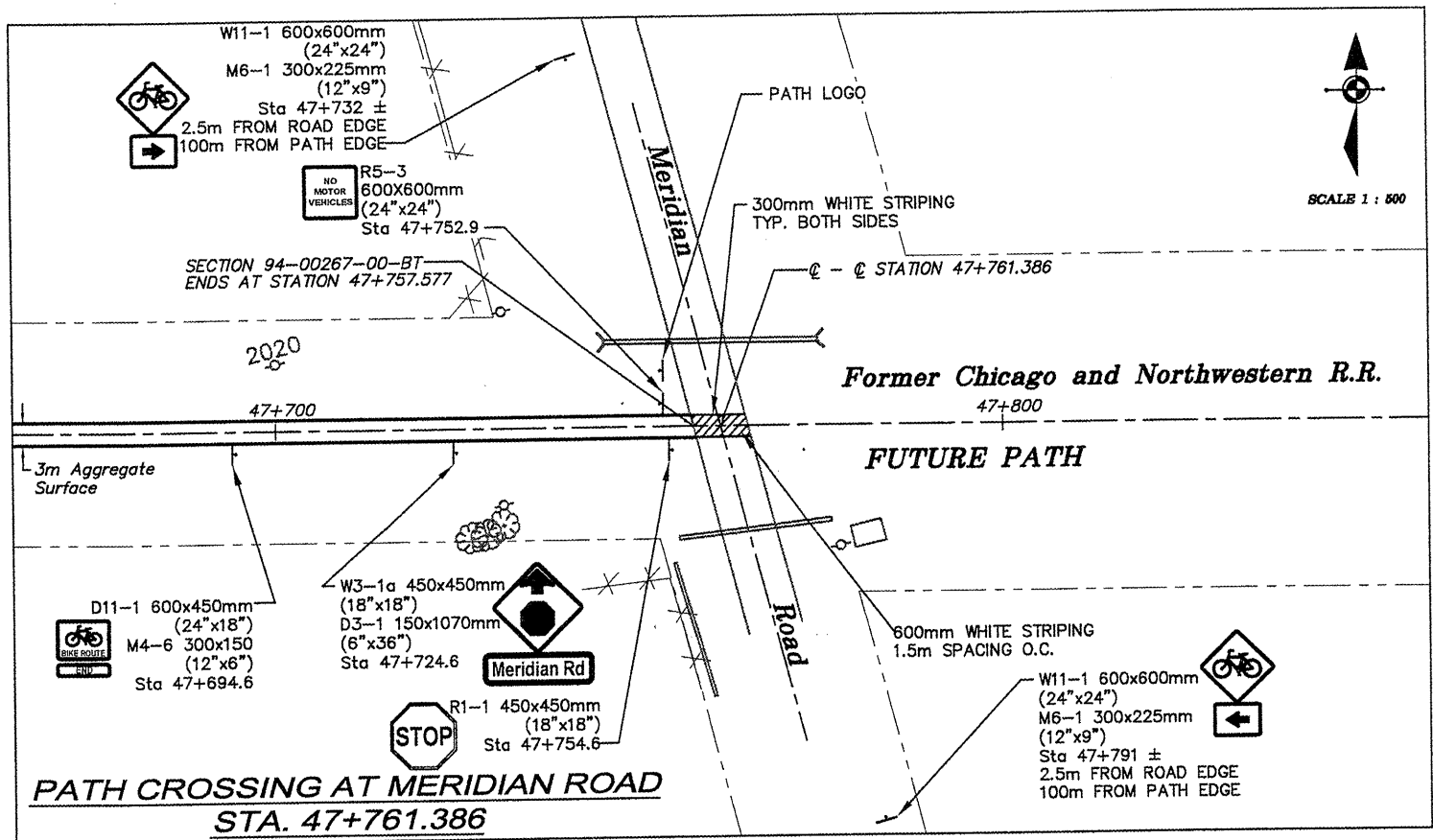
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SIGNAGE AND PAVEMENT MARKING - 4

PECATONICA PRAIRIE PATH

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

FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SIGNAGE - PVMT MRK 2.DWG JOB: 04-30-10-042



SHEET REVIEW	
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DATE:	DECEMBER 12, 2011

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SIGNAGE AND PAVEMENT MARKING - 6
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SIGNAGE -PVMT MRK 2.DWG JOB:04-30-10-042


SHEET NO. 82 OF 107

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WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 SIGNAGE -PVMT MRK 2.DWG	JOB: 04-30-10-042

SHEET NO.
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107

BRIDGE 121 GENERAL NOTES

1. Refer to "BRIDGE GENERAL NOTES" Sheet for additional Timber Bridge GENERAL NOTES.
2. The Contractor shall remove all elements of the existing Timber Decking and properly dispose of it off-site. This includes: Transverse Railroad Ties, Timber Walkway, Steel Anchors, Excess Limestone Blocks, and any other items as applicable to the existing Timber Decking which is necessary to set new Timber Stringers. 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.
3. The Contractor shall remove any loose or deteriorated mortar from the existing masonry limestone abutment joints. He shall then 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 AND TUCK POINTING.
4. 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 respective individual items.
5. The Contractor shall furnish and install a brass Name Plate in accordance with the 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 right hand side of the 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 at the Contract Unit Price EACH for NAME PLATE.
6. The existing Steel Bridge shall remain in place including bearings, cross-bracing, and steel stringers. Any cleaning that is necessary to attach the new Timber Decking shall be done in place. A waterproof membrane barrier conforming to the material requirements of Section 1060.09 of the Standard Specifications shall be placed between the timber stringers and steel supports. The cost shall be included in the Unit cost for TREATED TIMBER.
7. Flat washers shall be placed between nuts and treated wood surfaces, and shall be either galvanized or stainless steel. When fastening to plate steel, lock washers shall be used instead of flat washers.
8. The Southwest Wing Wall has loose and dislodged stones. The Contractor shall remove the loose stones and clean the affected area of loose material. He shall then form a repair as shown on the plans. This Repair will be paid as STRUCTURAL REPAIR OF CONCRETE OF THE DEPTH REQUIRED.
9. Two trees approximately 200mm (Unit Diameter) growing from the limestone shall be removed as part of this contract. The cost of the removal shall be incidental to MASONRY CLEANING AND TUCK POINTING.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

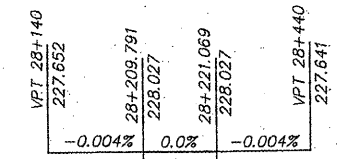
DESIGN LOADING
Pedestrian/Bicycle = 4.07KN/m² (85 psf)
Vehicular = H-10

HIGHWAY CLASSIFICATION
Pecatonica Prairie Path
Functional Class: Multi-Use Path

DESIGN SPECIFICATIONS
2002 AASHTO "Standard Specifications for Highway Bridges" - 17th Edition
1997 AASHTO "Guide Specifications for Design of Pedestrian Bridges"

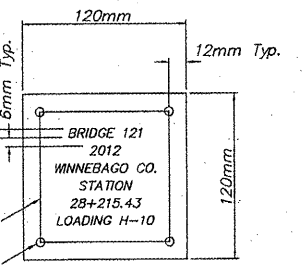
DESIGN STRESSES
FIELD UNITS
f_c = 24 MPa (3,500 psi) - Cast-in-Place Concrete
f_y = 400 MPa (60,000 psi) - Reinforcement
f_t = 250 MPa (36,000 psi) - Fasteners
F_b = 5.9 MPa (850 psi) - Timber Stringers
F_v = 0.7 MPa (100 psi) - Timber Stringers
F_b = 6.7 MPa (975 psi) - Timber Decking

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.0325g
Site Coefficient (s) = 1.0

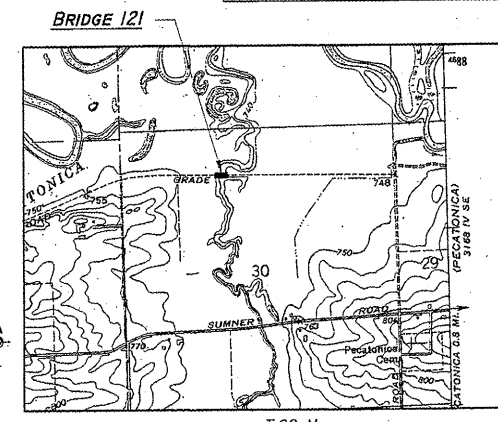


INDEX OF BRIDGE SHEETS

1. Bridge NO. 121 GP&E
2. Bridge Details
3. Bridge Details
4. Bridge Details



NAME PLATE



LOCATION SKETCH



Signature: *A.J.A. Gharami*
Date: 12/14/11
Exp. Date: 11/30/17

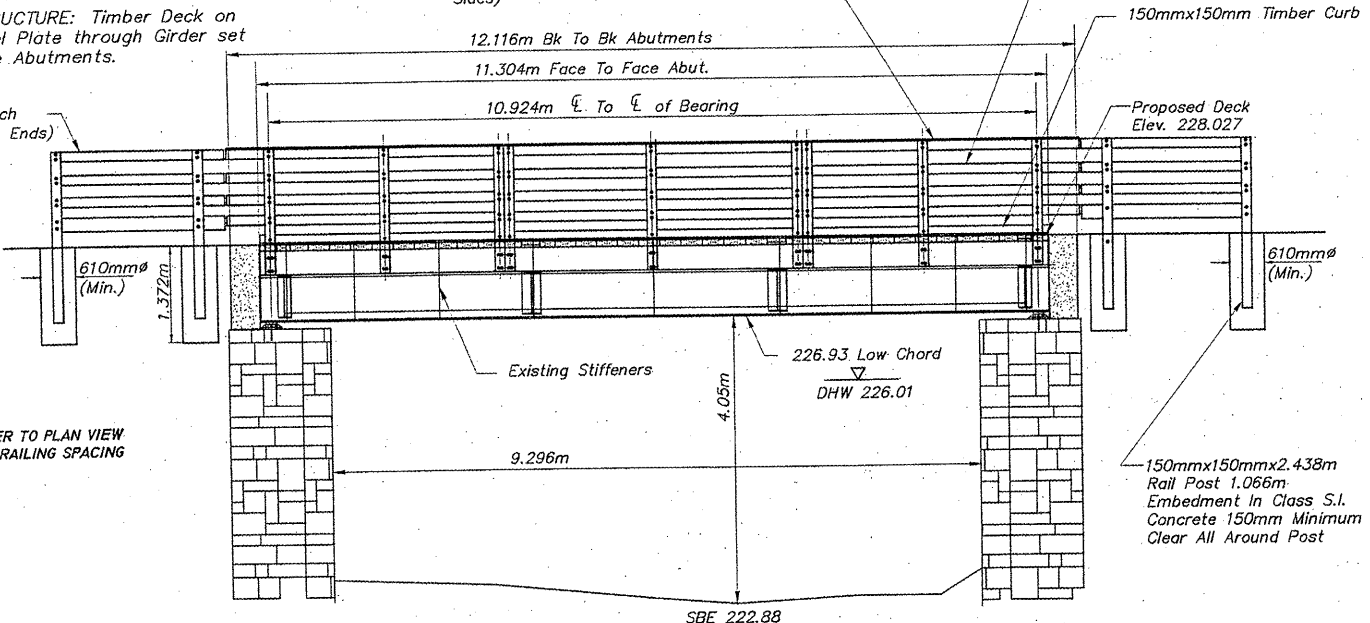
GENERAL PLAN & ELEVATION
BRIDGE 121
OVER THE SUMNER CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 28+215.43

SHEET 1 OF 4

BENCHMARK		
NO.	DESCRIPTION	ELEVATION
323	North Bolt on the Southeast corner of Bridge No. 121 Station 28+221.124, 1.542m Rt.	228.024

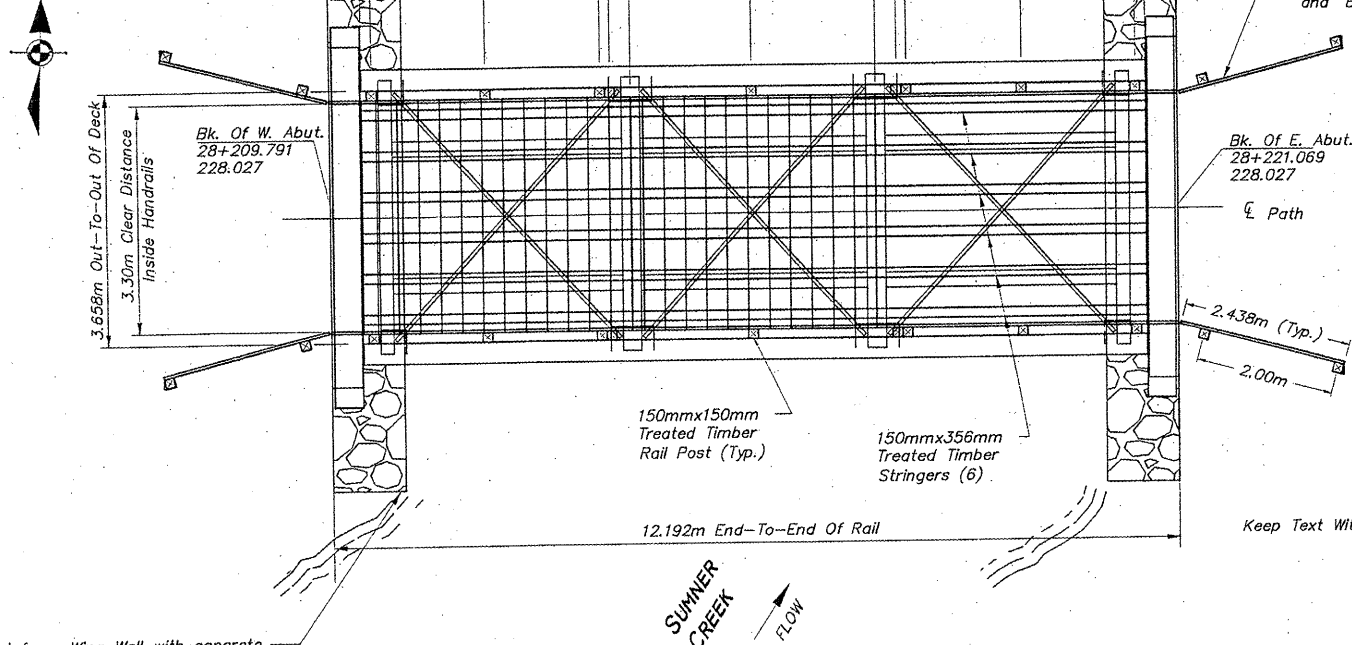
EXISTING STRUCTURE: Timber Deck on Railroad Steel Plate through Girder set on Limestone Abutments.

Timber Approach Handrail (Both Ends)



ELEVATION NOT TO SCALE

CAUTION
OVERHEAD WIRES



PLAN NOT TO SCALE

Reinforce Wing Wall with concrete. This work will be paid as STRUCTURAL REPAIR OF CONCRETE. SEE DETAILS on Sheets 85 and 87 and Special Provisions.

SHEET REVIEW		REVISIONS	
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AGENCY	DATE

NO.	ITEM	DATE

SCALE:	N/A
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CHECKED BY:	JJM
DATE:	DECEMBER 12, 2011

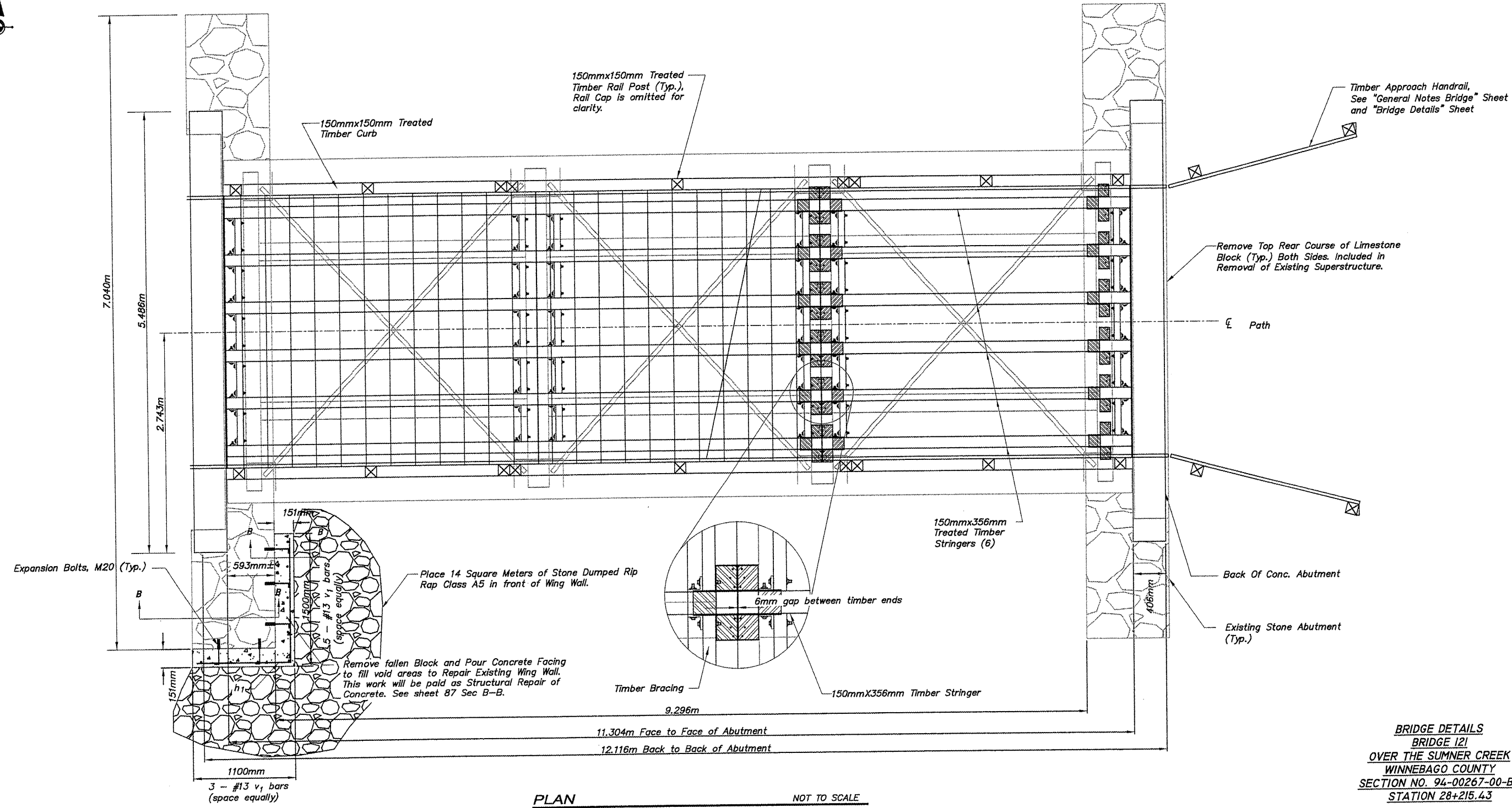
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BRIDGE NO. 121 GP&E		SECTION 94-00267-00-BT
PECATONICA PRAIRIE PATH		SECTION 94-00267-00-BT
WINNEBAGO COUNTY HIGHWAY DEPARTMENT		SECTION 94-00267-00-BT
FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B121.DWG	JOB: 04-30-10-042	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAUTION
OVERHEAD
WIRES



PLAN NOT TO SCALE

BRIDGE DETAILS
BRIDGE 121
OVER THE SUMNER CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 28+215.43

SHEET 2 OF 4

SHEET REVIEW	
AGENCY	DATE

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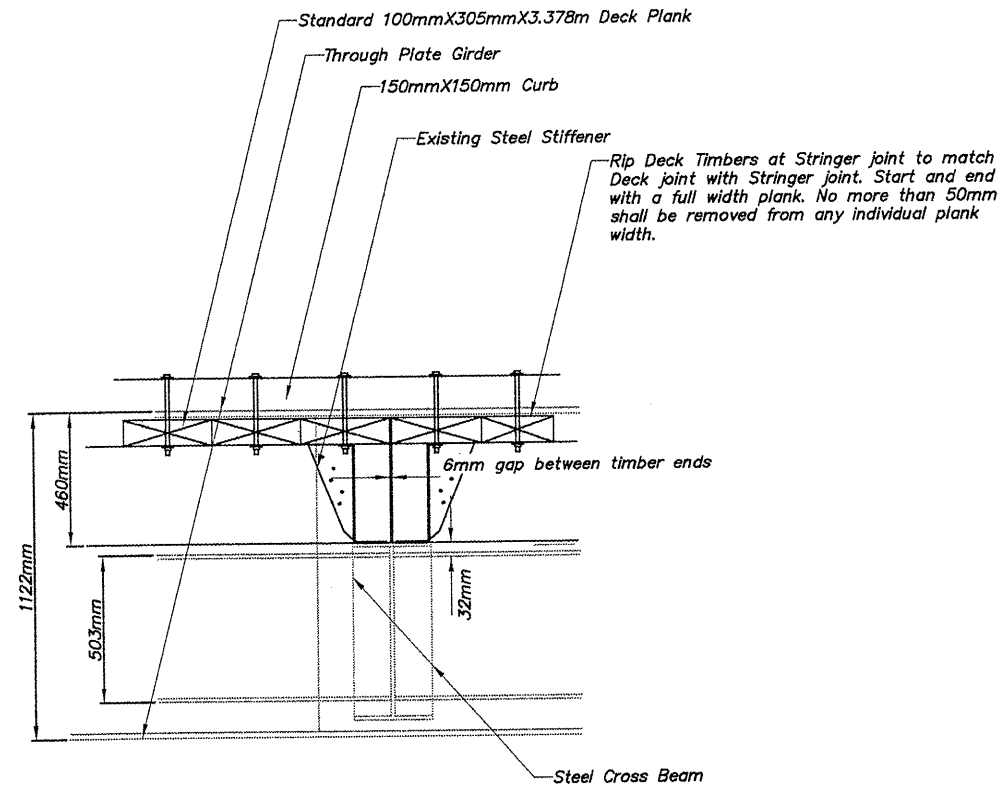
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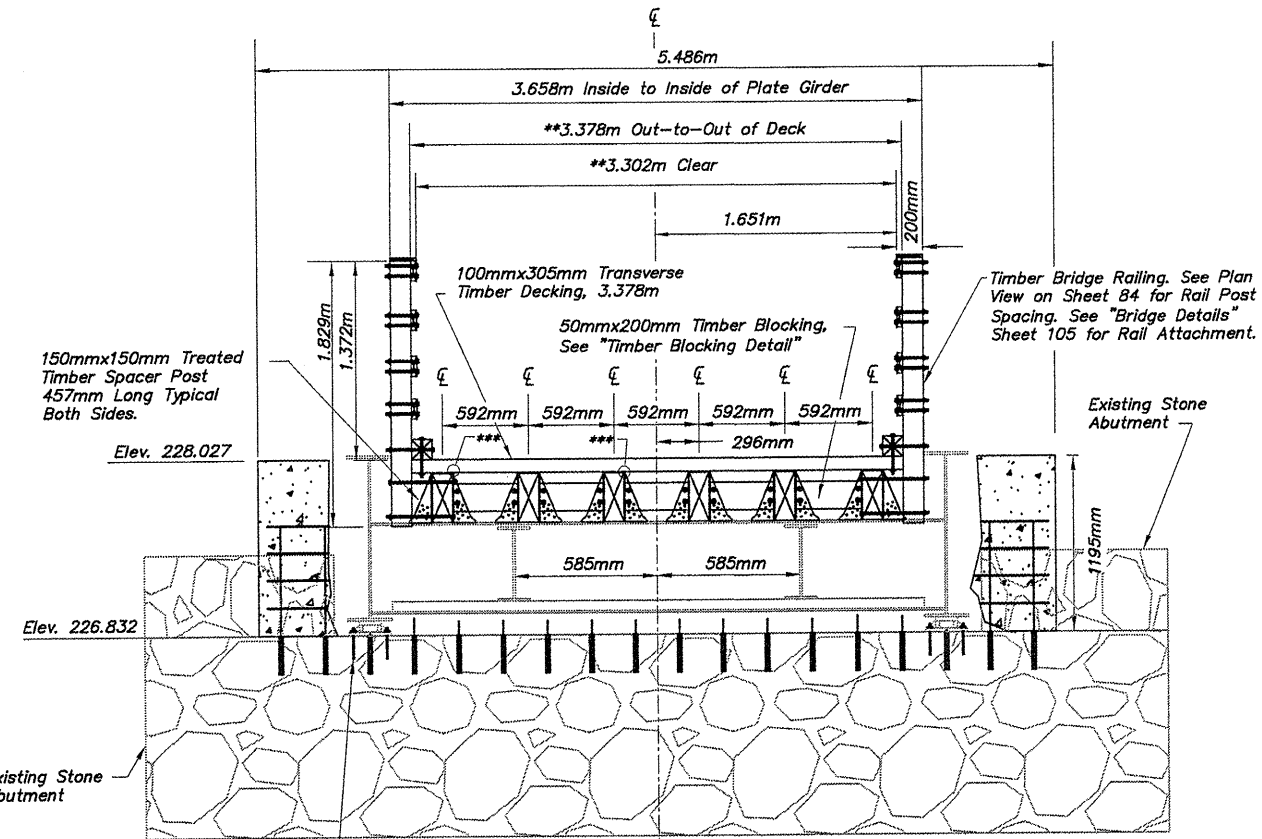
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PECATONICA PRAIRIE PATH SECTION 94-00267-00-BT
WINNEBAGO COUNTY HIGHWAY DEPARTMENT
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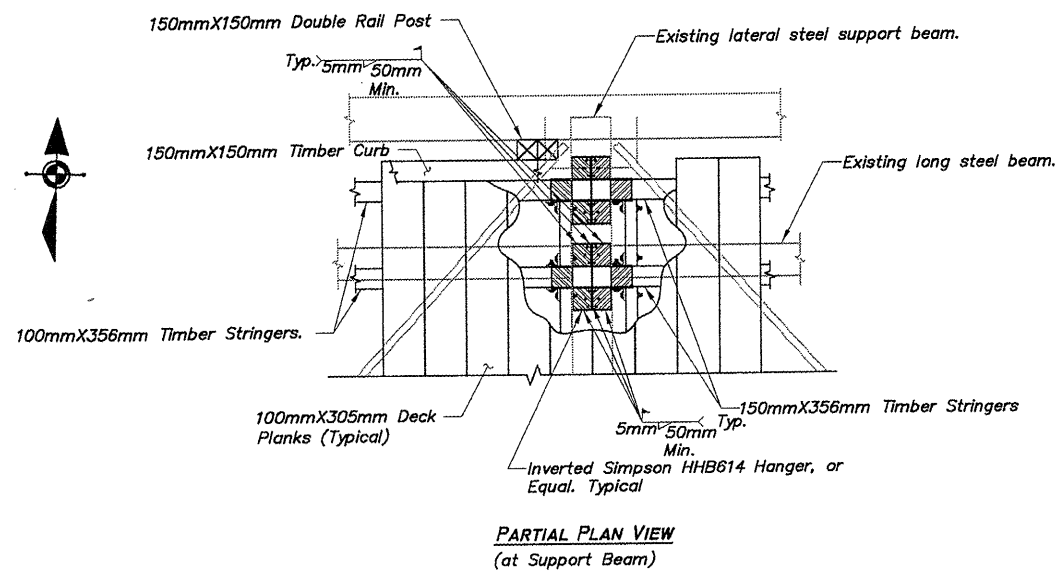
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



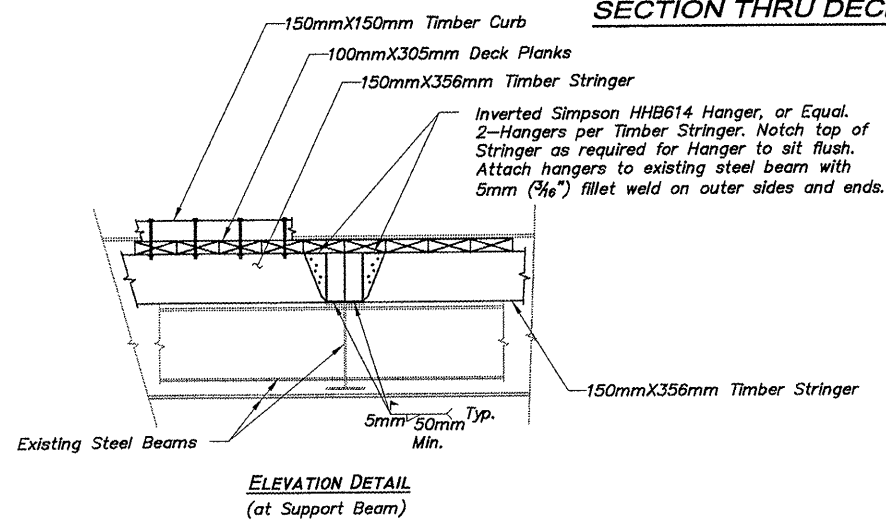
SECTION THRU DECK AT STRINGER JOINT NOT TO SCALE



SECTION THRU DECK NOT TO SCALE



PARTIAL PLAN VIEW (at Support Beam)



ELEVATION DETAIL (at Support Beam)

*** Attach Each Transverse Timber Decking to the Center and Outer Treated Timber Stringers. Alternate Sides of Center Stringer. See "Bridge Details" Sheet for Timber Deck Angle Detail on Sheet 105.

Weld Notes:

Welds shall be applied to outer side and along each end of each hanger.

Weld material shall be E-70xx.

Fillet welds shall be 5mm (3/16") X 50mm (2") Minimum.

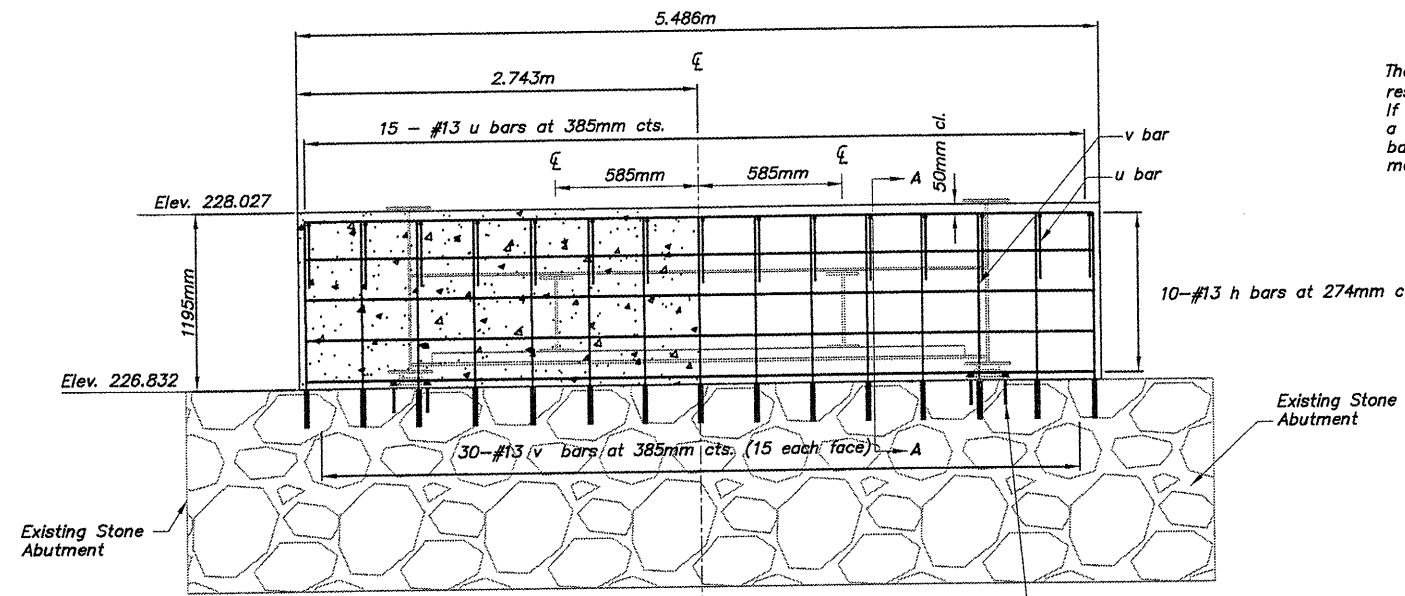
Existing steel surfaces shall be properly prepared and all welding shall be in accordance with A.W.S. Standards.

BRIDGE DETAILS
BRIDGE 121
OVER THE SUMNER CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 28+215.43

SHEET 3 OF 4

SHEET REVIEW		REVISIONS		SCALE: N/A	<p>7282 Argus Drive Rockford, Illinois 61107-6837 (815) 398-2332 FAX (815) 398-2496 Design Firm License: Illinois 184-000816 Copyright 2011 By McClure Engineering Associates, Inc.</p>	BRIDGE NO. 121 DETAILS 2		SHEET NO. 86 OF 107
AGENCY	DATE	NO.	ITEM	DATE		DRAWN BY: REK CHECKED BY: JWH DATE: DECEMBER 12, 2011	PECATONICA PRAIRIE PATH WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B121.DWG JOB:04-30-10-042	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

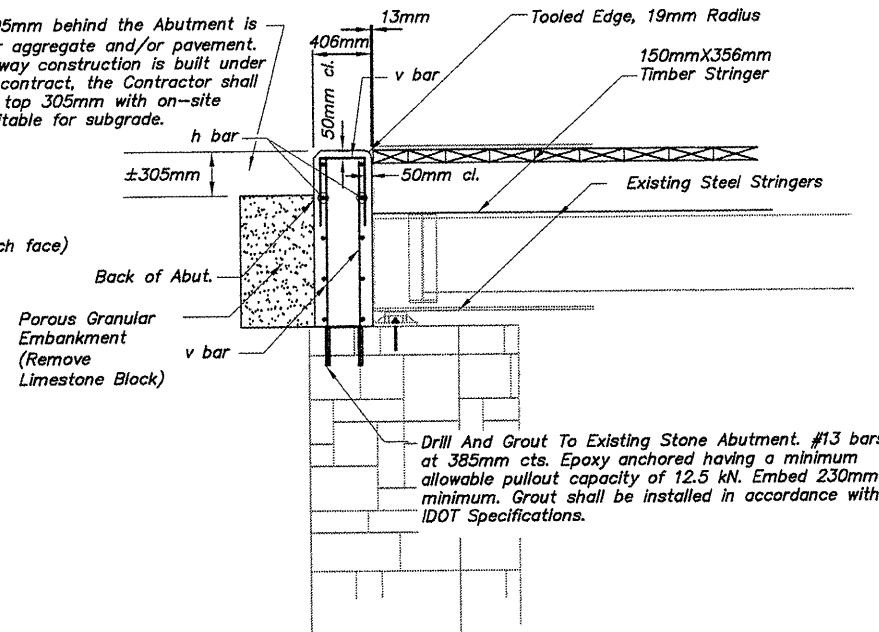


ELEVATION

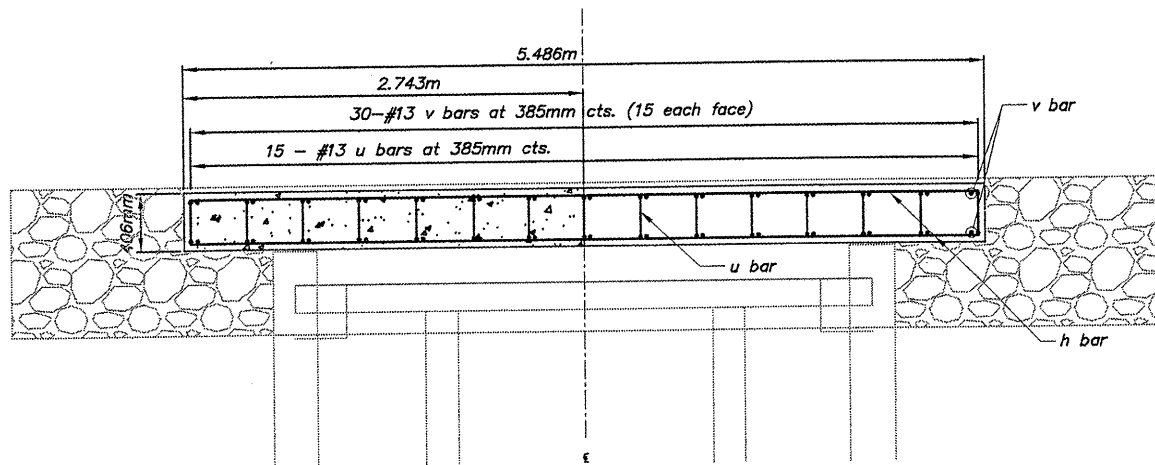
NOT TO SCALE

Existing Anchor Bolts to remain in place.

The final 305mm behind the Abutment is reserved for aggregate and/or pavement. If the Roadway construction is built under a separate contract, the Contractor shall backfill the top 305mm with on-site material suitable for subgrade.



Section A-A



PLAN

NOT TO SCALE

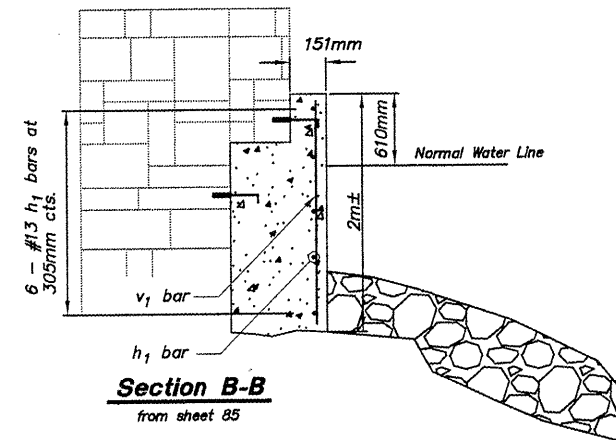
CONCRETE ABUTMENT DETAILS

BILL OF MATERIAL

For Both Abutments

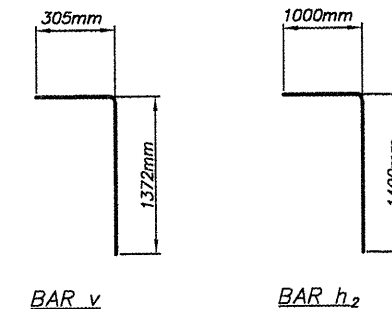
Bar	No.	Size	Length	Shape
h	20	#13	5.385m	—
h ₁	6	#13	2.400m	└┘
v	60	#13	1.375m	—
v ₁	8	#13	1.900m	—
u	30	#13	1.225m	└┘

Treated Timber Size	No.	Cu. M.
305mmX100mmX3.378m	37	3.812
150mmX356mmX3.868m	12	2.479
150mmX356mmX3.530m	6	1.131
150mmX150mmX4.267m	2	0.192
150mmX150mmX3.504m	4	0.315
50mmX150mmX4.267m	8	0.256
50mmX150mmX3.962m	16	0.475
25mmX200mmX4.267m	2	0.043
25mmX200mmX3.692m	4	0.074
150mmX150mmX0.457m	18	0.185
150mmX150mmX1.829m	18	0.741
Concrete Structures	Cu. M.	5.32
Reinforcement Bars	Kg	361
Drill and Grout Bars	Each	72
Expansion Bolts, M20	Each	12



Section B-B

from sheet 85



BAR v

BAR h₂

BRIDGE DETAILS
BRIDGE 121
OVER THE SUMNER CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 28+215.43

SHEET 4 OF 4

SHEET REVIEW	
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BRIDGE NO. 121 DETAILS 3
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT
SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B121.DWG
JOB:04-50-10-042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

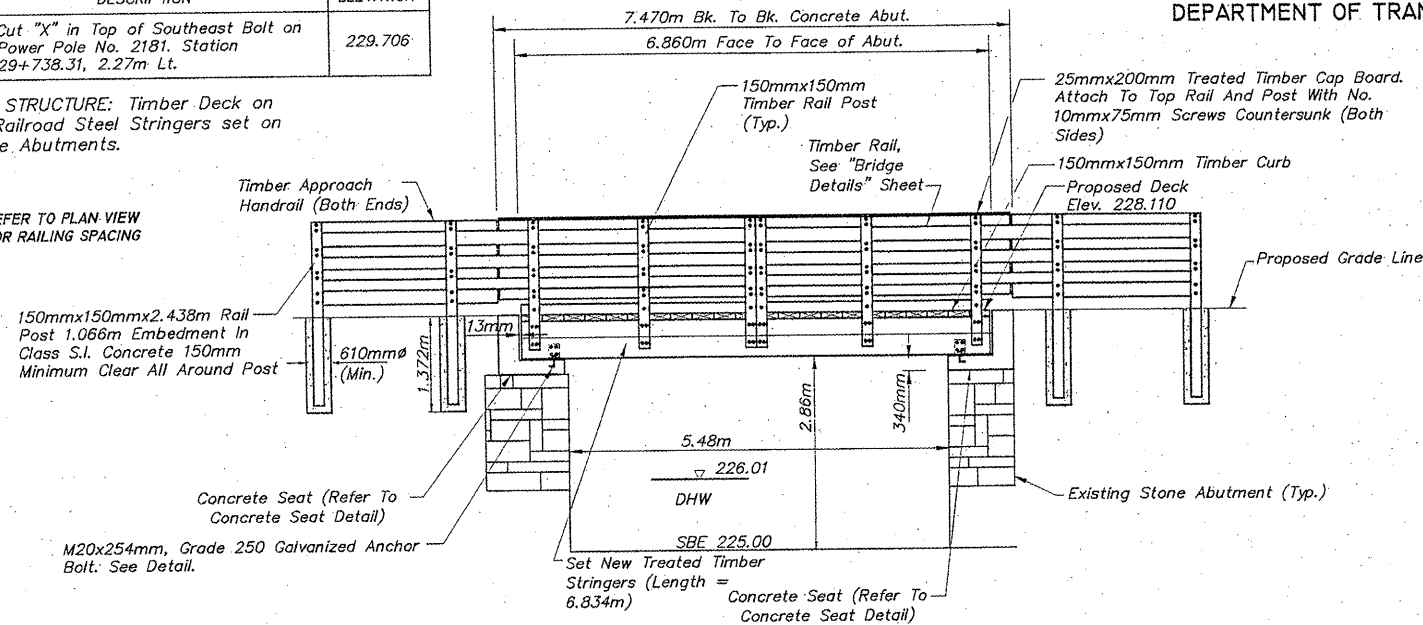
BRIDGE 122 GENERAL NOTES

- 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 it off-site. This includes: Transverse Railroad Ties, Timber Walkway, Steel Angle, Timber Bearing Supports, Excess Limestone Blocks, and any other items as applicable to the existing Timber Decking which is necessary to set new Timber Stringers. 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.
- The Contractor shall remove any loose or deteriorated mortar from the existing masonry limestone abutment joints. He shall then 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 AND TUCK POINTING.
- 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 respective individual items.
- The Contractor shall furnish and install a brass Name Plate in accordance with the 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 right hand side of the 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 at the Contract Unit Price EACH for NAME PLATE.
- Diaphragm Blocking and incidental hardware will not be paid separately, but shall be incidental to the TREATED TIMBER STRINGERS.
- The Northeast Wing Wall is in need of more extensive repairs than Tuck Pointing. The Contractor shall remove loose and deteriorated stones and reset or replace them. Limestone blocks removed from the top and back of the abutment which are in good condition may be reused in repairing the wing wall. This work shall be paid for at the Contract Unit Price per LUMP SUM FOR MASONRY REPAIRS for the work indicated.
- Modify approach rail flare on the East end of Bridge 122 to avoid encroachment into the traveled way of the farm entrances crossing the path.

BENCHMARK		
NO.	DESCRIPTION	ELEVATION
325	Cut "X" in Top of Southeast Bolt on Power Pole No. 2181. Station 29+738.31, 2.27m Lt.	229.706

EXISTING STRUCTURE: Timber Deck on Original Railroad Steel Stringers set on Limestone Abutments.

REFER TO PLAN VIEW FOR RAILING SPACING



ELEVATION NOT TO SCALE

DESIGN LOADING
Pedestrian/Bicycle = 4.07KN/m² (85 psf)
Vehicular = H-10

HIGHWAY CLASSIFICATION
Pecatonica Prairie Path
Functional Class: Multi-Use Path

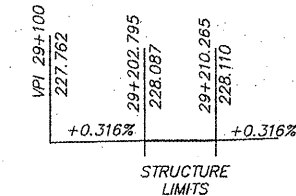
DESIGN SPECIFICATIONS
2002 AASHTO "Standard Specifications for Highway Bridges" - 17th Edition
1997 AASHTO "Guide Specifications for Design of Pedestrian Bridges"

DESIGN STRESSES
FIELD UNITS
f_c = 24 MPa (3,500 psi) - Cast-in-Place Concrete
f_y = 400 MPa (60,000 psi) - Reinforcement
f_y = 250 MPa (36,000 psi) - Fasteners
f_y = 250 MPa (36,000 psi) - Diaphragm Steel
F_b = 5.9 MPa (850 psi) - Timber Stringers
F_v = 0.7 MPa (100 psi) - Timber Stringers
F_b = 6.7 MPa (975 psi) - Timber Decking

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.0325g
Site Coefficient (s) = 1.0

TOTAL BILL OF MATERIALS

ITEM	UNITS	TOTAL
Remove and Reset Existing Steel Stringer Assembly	Each	1
Removal of Existing Superstructure	Each	1
Concrete Structures	Cu. M.	5.68
Reinforcement Bars	Kg	399
Treated Timber	Cu. M.	5.40
Hardware	Kg	201
Wood Rail	Meter	9.75
Drill and Grout Bars	Each	132
Anchor Bolts, M20	Each	14
Masonry Cleaning and Tuckpointing	L. Sum	1
Stone Masonry Repairs and Replacement	L. Sum	1
Name Plate	Each	1
Monodirectional Prismatic Barrier Reflectors	Each	12
Porous Granular Embankment	Cu. M.	5
Structure Excavation	Cu. M.	6.6

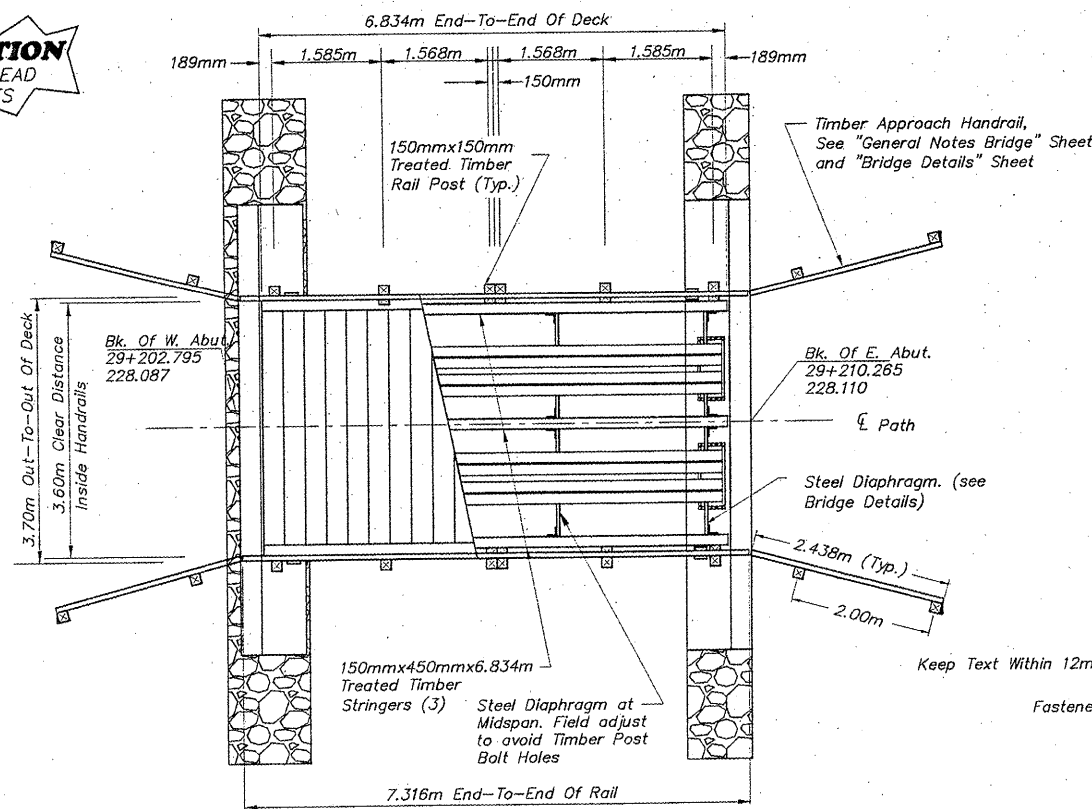


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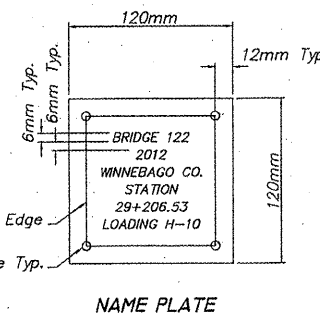
INDEX OF BRIDGE SHEETS

- Bridge NO. 122 GP&E
- Bridge Details
- Bridge Details

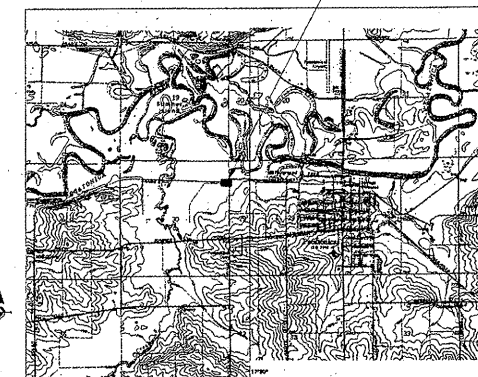
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OVERHEAD
WIRES



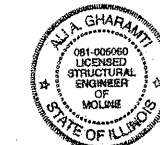
PLAN NOT TO SCALE



NAME PLATE



LOCATION SKETCH



Signature: *A. A. Gharani*
Date: 11/14/11
Exp. Date: 11/30/12

GENERAL PLAN & ELEVATION
BRIDGE 122
OVER A DITCH TRIBUTARY
TO THE PECATONICA RIVER
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 29+206.53

SHEET 1 OF 3

SHEET REVIEW	
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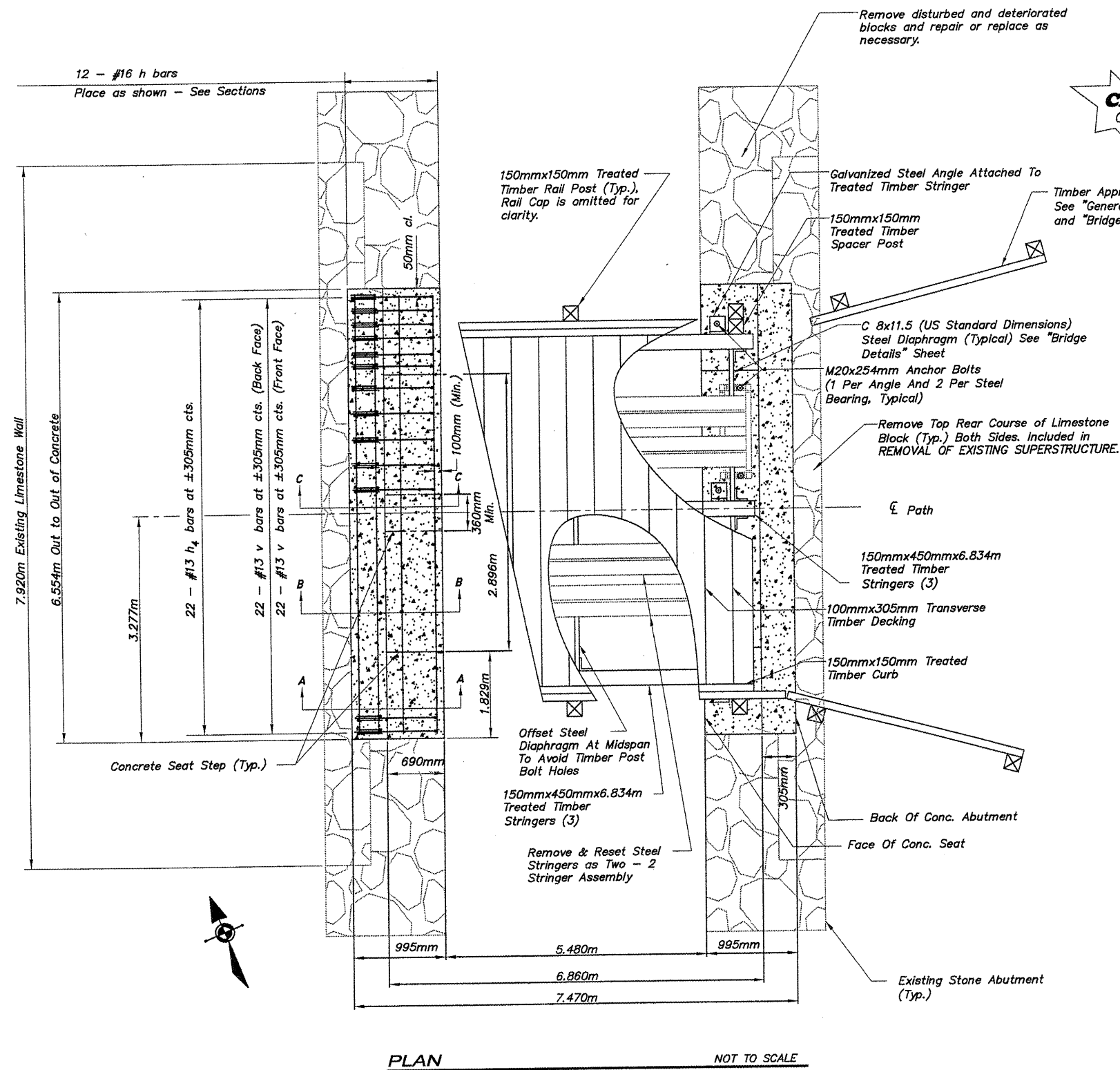
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BRIDGE NO. 122 GP&E
PECATONICA PRAIRIE PATH
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SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 8122.DWG
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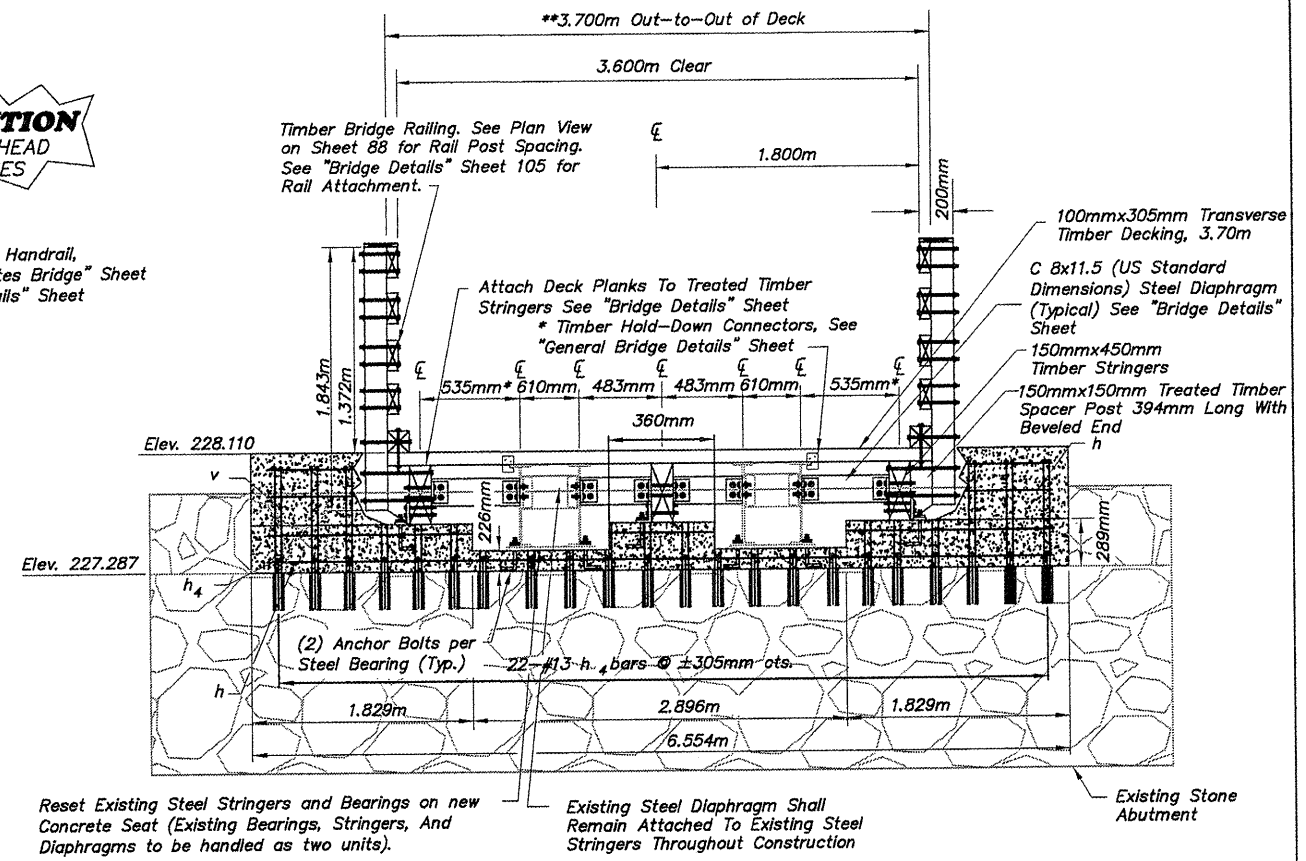
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OF
107

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN NOT TO SCALE

CAUTION
OVERHEAD
WIRES

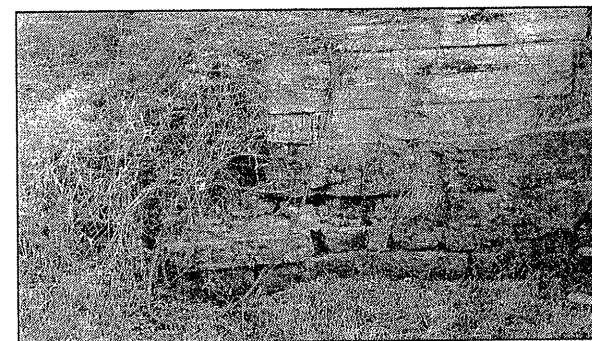


SECTION THRU DECK NOT TO SCALE

* Note: The Contractor may use an alternative method of using a 10mm thick plate washer and lag screw in place of the Timber Deck Angle as shown on the General Bridge Details and General Bridge Notes.

** Note: Dimensional lumber may vary in furnished size. Clear width of the deck shall be 3.600m minimum.

Note: Space reinforcement to avoid Anchor Bolts.



Northeast Wing Wall to be repaired by removing loose and deteriorated stones and replacing them with Limestone Block removed from the top and back walls of the Abutments.

BRIDGE DETAILS
BRIDGE 122
OVER A DITCH TRIBUTARY
TO THE PECATONICA RIVER
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 29+206.53

SHEET 2 OF 3

SHEET REVIEW	
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BRIDGE NO. 122 DETAILS I	
PECATONICA PRAIRIE PATH	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE 123 GENERAL NOTES

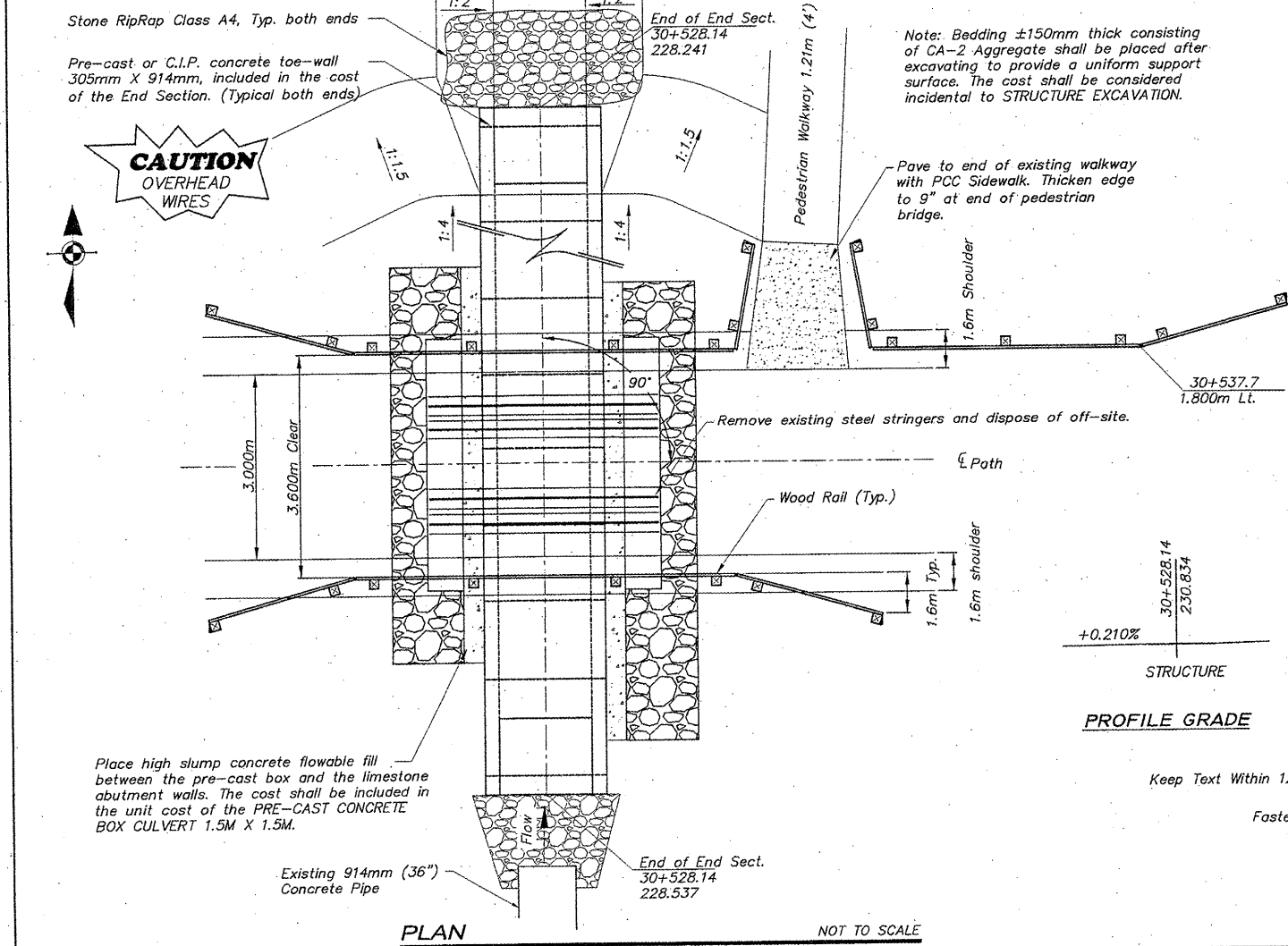
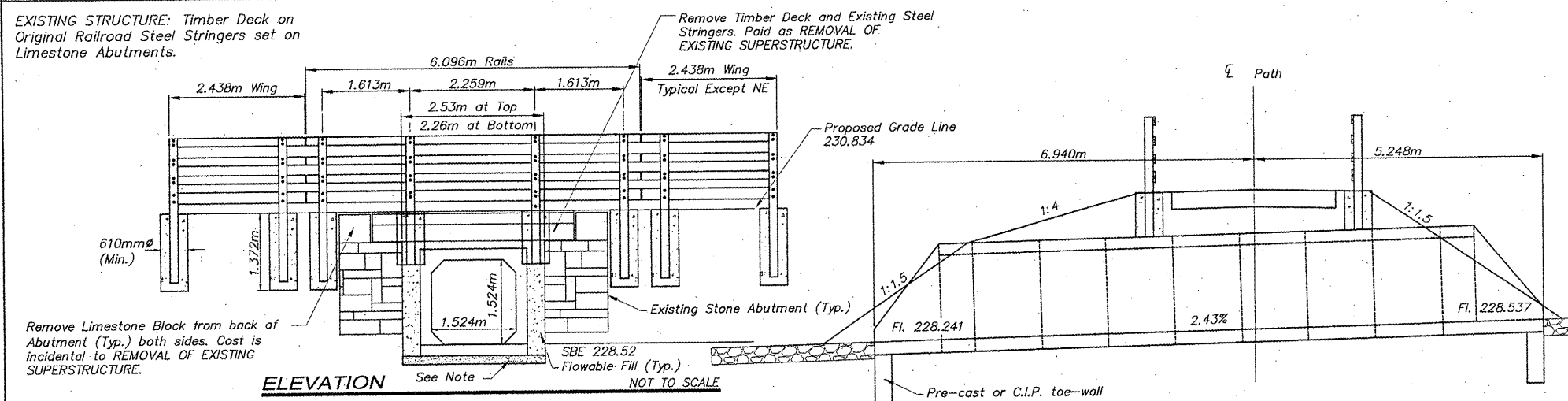
1. Refer to "BRIDGE GENERAL NOTES" Sheet for additional Wood Railing GENERAL NOTES.
2. The Contractor shall remove all elements of the existing Timber Decking and properly dispose of it off-site. This includes: Transverse Railroad Ties, Timber Walkway, Steel Angle, Steel Stringers, Timber Bearing Supports, Excess Limestone Blocks, and any other items as applicable to the existing Timber Decking which is necessary. 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.
3. 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 respective individual items.
4. The Contractor shall furnish and install a brass Name Plate in accordance with the 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 right hand side of the 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 at the Contract Unit Price EACH for NAME PLATE.
5. All Pre-Cast Concrete products shall be in accordance with 540.06 of the Standard Specifications for Road and Bridge Construction. Payment for Pre-cast Box Culvert will be made in Meters and payment for Pre-cast End Sections will be made per Each.
6. Wood Rail shall be constructed as shown on the plan details and because it is not physically part of the Box Culvert structure, it will be paid for in meters. See "Bridge Details" Sheet for Railing Details.
7. Any void areas between the existing limestone abutments and the outside face of the Pre-cast Concrete Box Culvert shall be filled with a high slump concrete flowable fill to the top of the concrete box. The cost of this work shall be incidental to the unit price for PRE-CAST CONCRETE BOX CULVERT 1.5M X 1.5M.
8. The excess limestone blocks shall be removed and disposed of by the Contractor. Any limestone projections below grade which interfere with Structure Excavation shall be removed to the satisfaction of the Engineer. The cost of this work shall be included in the unit cost for Structure Excavation. A 100mm (minimum) layer of fine aggregate bedding shall be placed below the pre-cast box culvert sections to maintain uniform support. The cost of this work shall be included in the unit cost for PRE-CAST CONCRETE BOX CULVERT 1.5M X 1.5M.
9. Lifting holes and joints shall be sealed in accordance with Section 540.06 of the Standard Specifications.

TOTAL BILL OF MATERIALS

ITEM	UNITS	TOTAL
Removal of Existing Superstructure	Each	1
Pre-cast Concrete Box Culvert, 1.5m X 1.5m	Meter	8.54
Box Culvert End Sections, Culvert No.1	Each	2
Structure Excavation	Cu. M.	8.1
Stone RipRap Class A4	Sq. M.	9
Wood Rail	Meter	27.9
Name Plate	Each	1
Monodirectional Prismatic Barrier Reflectors	Each	12
Porous Granular Embankment	Cu. M.	21
PCC Sidewalk, 100mm	Sq. M.	2.9

BENCHMARK		
NO.	DESCRIPTION	ELEVATION
Q-6	Standard Disk set vertically in the face of the Pecatonica Produce & Supply building, Station 30+829.88, 27.4m Rt.	232.892

EXISTING STRUCTURE: Timber Deck on Original Railroad Steel Stringers set on Limestone Abutments.



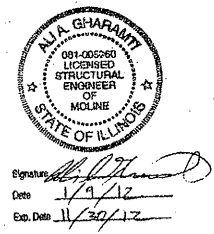
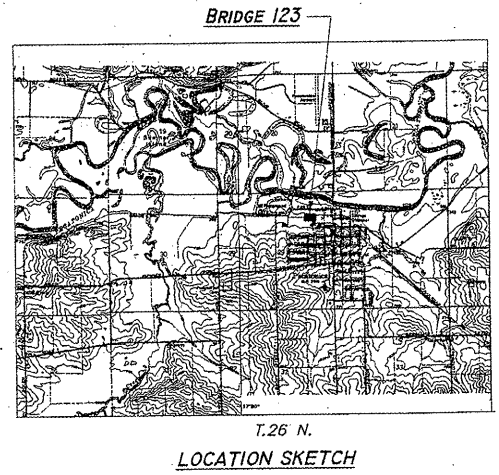
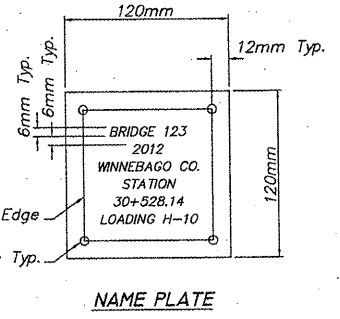
DESIGN LOADING
Pedestrian/Bicycle = 4.07KN/m² (85 psi)
Vehicular = H-10

HIGHWAY CLASSIFICATION
Pecatonica Prairie Path
Functional Class: Multi-Use Path

DESIGN SPECIFICATIONS
2002 AASHTO "Standard Specifications for Highway Bridges" - 17th Edition
1997 AASHTO "Guide Specifications for Design of Pedestrian Bridges"

DESIGN STRESSES
PRECAST UNITS
f'c = 35 MPa (5,000 psi) - Precast Concrete
fy = 450 MPa (65,000 psi) - Reinforcement (Welded Wire)

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.0325g
Site Coefficient (s) = 1.0



GENERAL PLAN & ELEVATION
BRIDGE 123
OVER A DITCH TRIBUTARY
TO THE PECATONICA RIVER
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 30+528.14
SHEET 1 OF 1

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	
DRAWN BY:	CHECKED BY:
DATE:	
1:500	
KTS, PLH	JWH
DECEMBER 12, 2011	

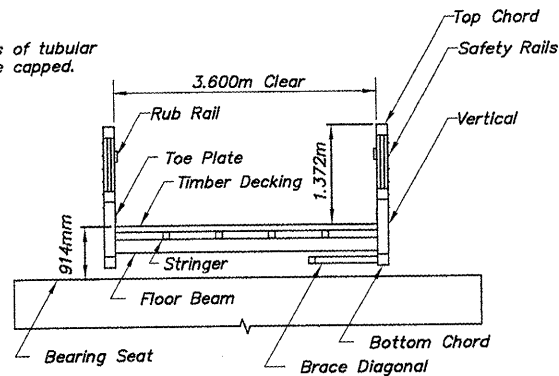
McClure Engineering Associates, Inc.
7282 Argus Drive, Rockford, Illinois 61107-9837
(815) 398-2332, FAX (815) 398-2496
Design Firm License, Illinois 184-000818
Copyright 2011 By McClure Engineering Associates, Inc.

BRIDGE NO. 123 GP&E
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT
SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B123.DWG
JOB:04-30-10-042

SHEET NO. 91 OF 107

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

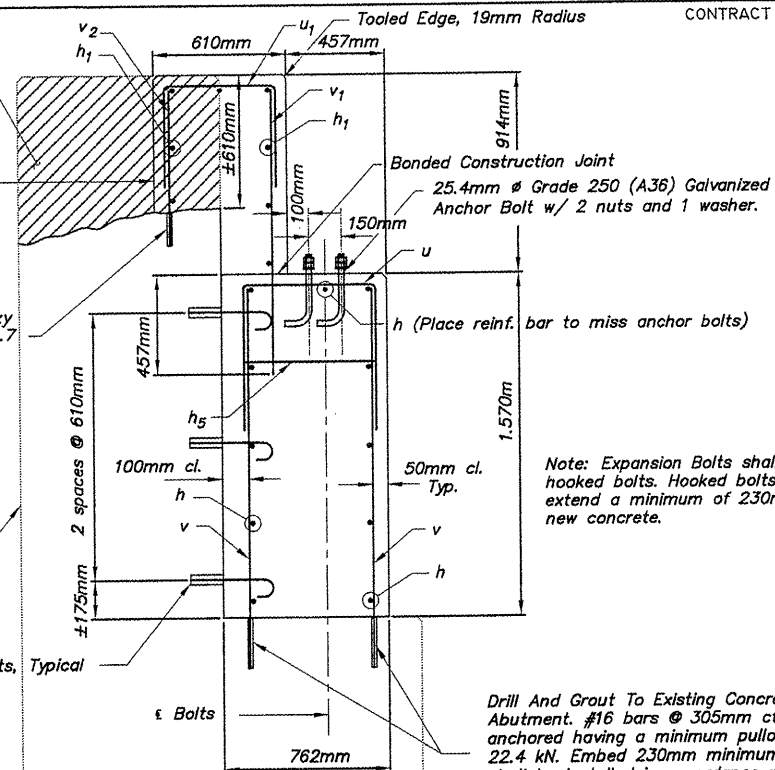
Note:
Exposed ends of tubular
steel shall be capped.



SECTION THROUGH BRIDGE NOT TO SCALE

Remove ±610mm of
Existing Back Wall
Concrete. Slope removal
to drain.

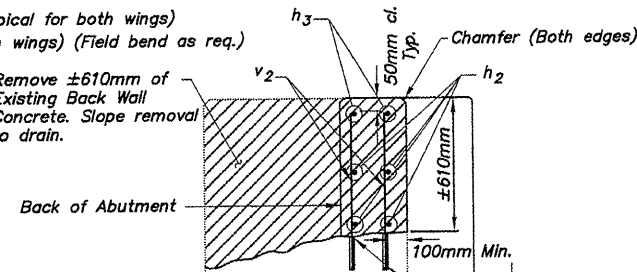
Drill And Grout To Existing Concrete
Abutment. #13 bars @ 305mm cts; epoxy
anchored having a minimum pullout of 6.7
kN. Embed 150mm minimum. Grout shall
be installed in accordance with IDOT
Specifications.



Note: Expansion Bolts shall be M20
hooked bolts. Hooked bolts shall
extend a minimum of 230mm into
new concrete.

Drill And Grout To Existing Concrete
Abutment. #16 bars @ 305mm cts; epoxy
anchored having a minimum pullout of
22.4 kN. Embed 230mm minimum. Grout
shall be installed in accordance with IDOT
Specifications.

Remove ±610mm of
Existing Back Wall
Concrete. Slope removal
to drain.

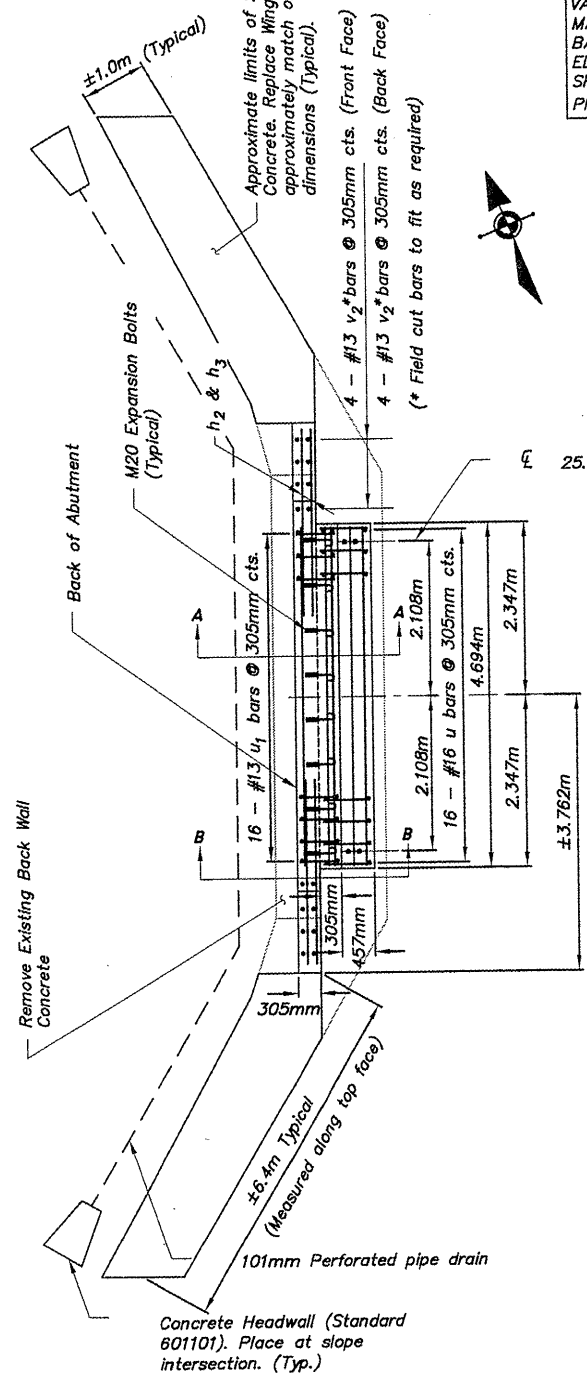


Drill And Grout To Existing Concrete
Abutment. #13 bars @ 305mm cts; epoxy
anchored having a minimum pullout of 6.7
kN. Embed 150mm minimum. Grout shall
be installed in accordance with IDOT
Specifications.

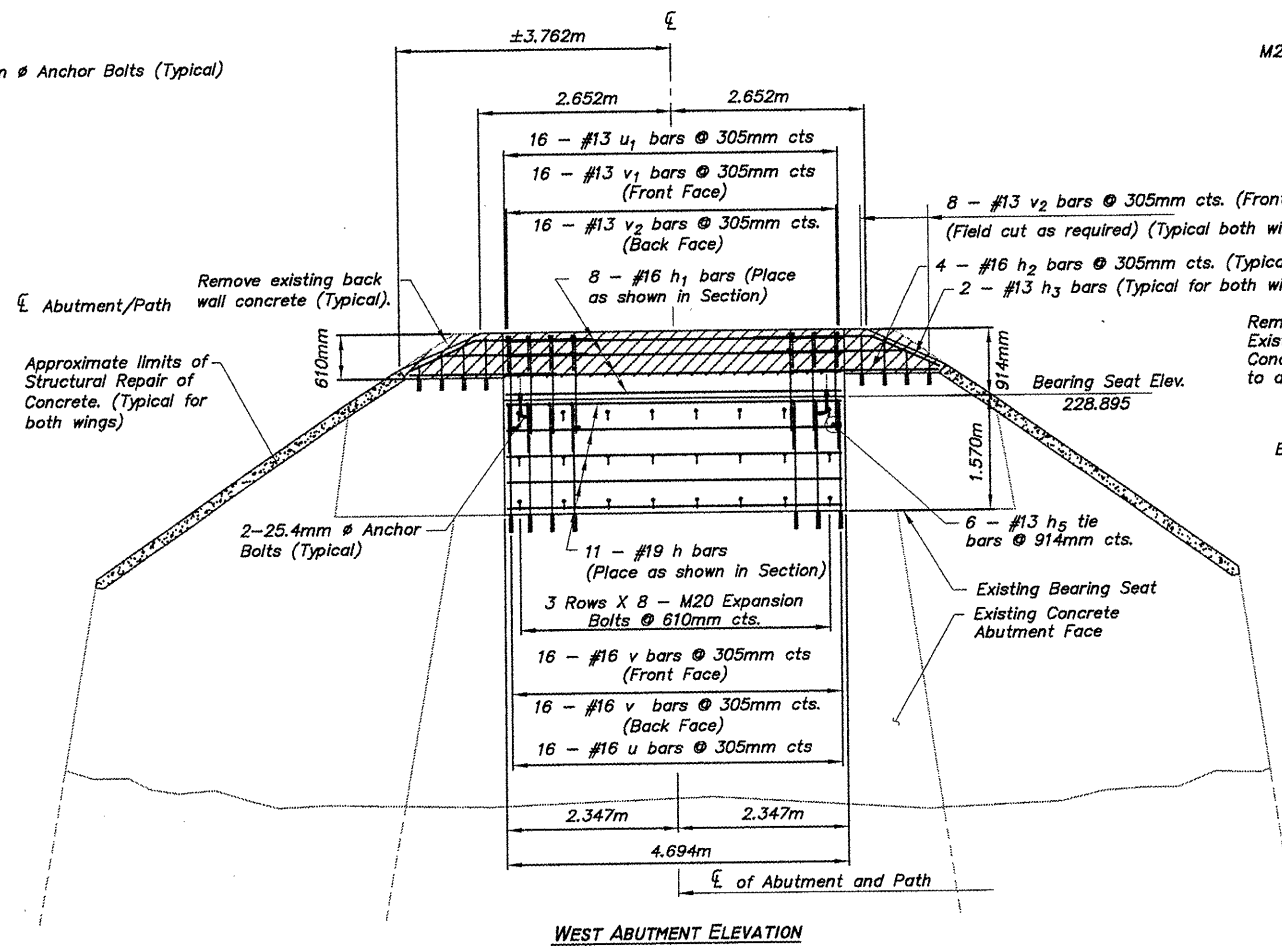
CAUTION
OVERHEAD
WIRES

Approximate limits of Structural Repair of
Concrete. Replace Wing Wall surface to
approximately match original lines and
dimensions (Typical).

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.



WEST ABUTMENT PLAN NOT TO SCALE



WEST ABUTMENT ELEVATION

Minimum Bar Lap	
#13	530mm
#16	660mm
#19	790mm

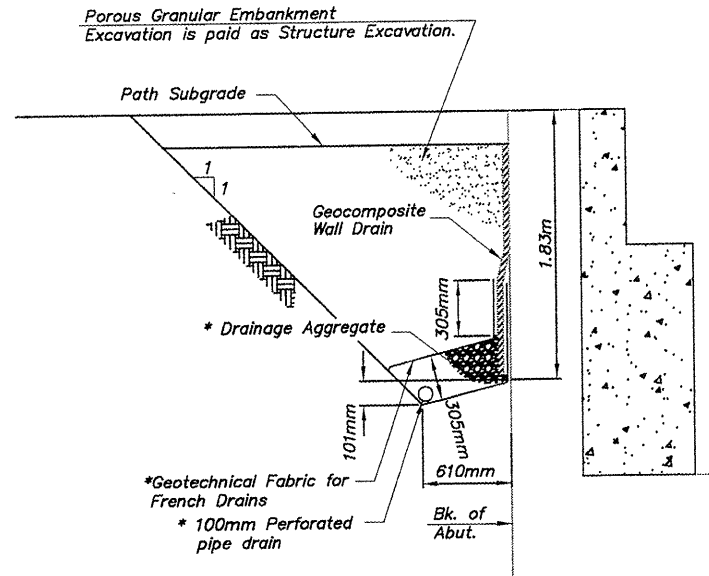
WEST ABUTMENT DETAILS
BRIDGE 124
OVER KERR CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 31+599.70

SHEET REVIEW		REVISIONS		SCALE: N/A	<p>7283 Argus Drive Rockford, Illinois 61107-5837 (616) 398-2332 FAX (616) 398-2498 Design Firm License: Illinois 184-000816 Copyright 2011 By McClure Engineering Associates, Inc.</p>	BRIDGE NO. 124 DETAILS I		SHEET NO.
AGENCY	DATE	NO.	ITEM	DATE		PECONICA PRAIRIE PATH WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B124.DWG	93	
							OF	
							107	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

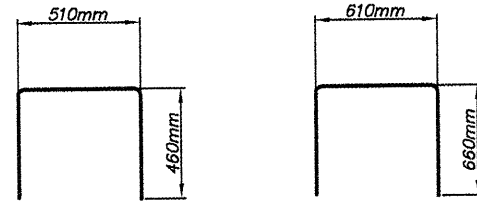
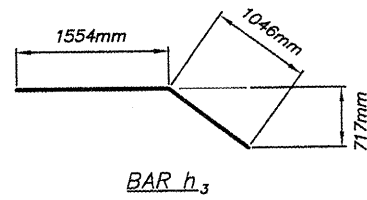
BILL OF MATERIAL
For Both Abutments

Bar	No.	Size	Length	Shape
h	22	#19	4.597m	—
h ₁	17	#16	4.597m	—
h ₂	16	#16	2.000m	—
h ₃	8	#13	2.600m	—
h ₄	4	#16	2.500m	—
h ₅	12	#13	0.610m	—
v	64	#16	1.750m	—
v ₁	32	#13	1.321m	—
v ₂	32	#13	0.700m	—
v ₃	36	#13	1.064m	—
u	32	#16	1.930m	□
u ₁	32	#13	1.430m	□
Structure Excavation		Cu. M.	56.6	
Expansion Bolts M20		Each	48	
Concrete Structures		Cu. M.	17.91	
Reinforcement Bars		Kg	851	
Drill and Grout Bars		Each	132	
Anchor Bolts M24		Each	8	
Structural Repair of Concrete (Depth Greater than 125mm)		Sq. M.	17.9	
Structural Repair of Concrete (Depth Equal or Less than 125mm)		Sq. M.	5.7	

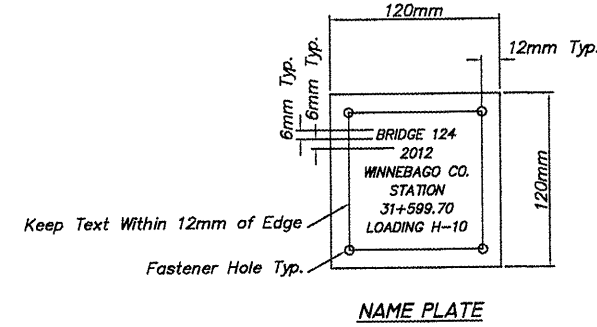


* Included in the cost of Pipe Underdrains for Structures 100mm.
All drainage system components shall extend to 610mm (2') from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

Pipe Underdrain Detail



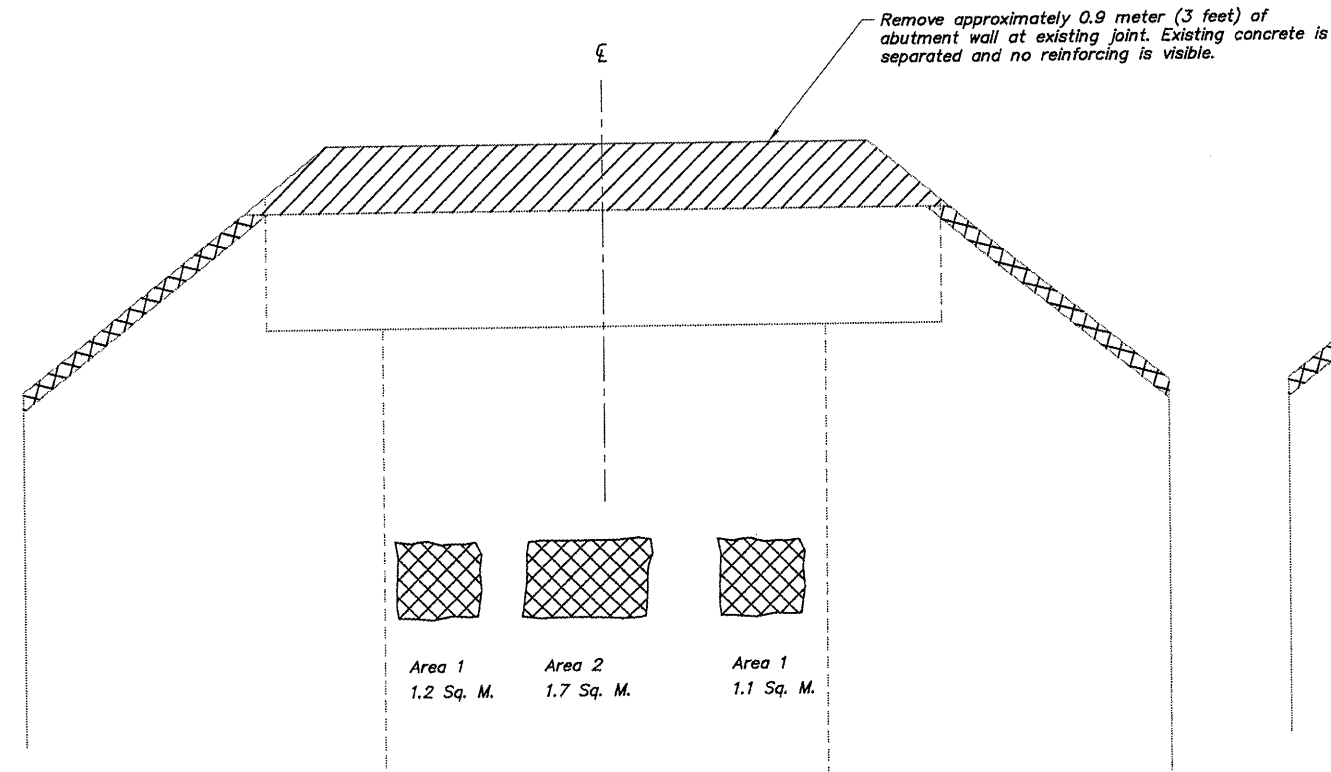
BAR u₁ BAR u



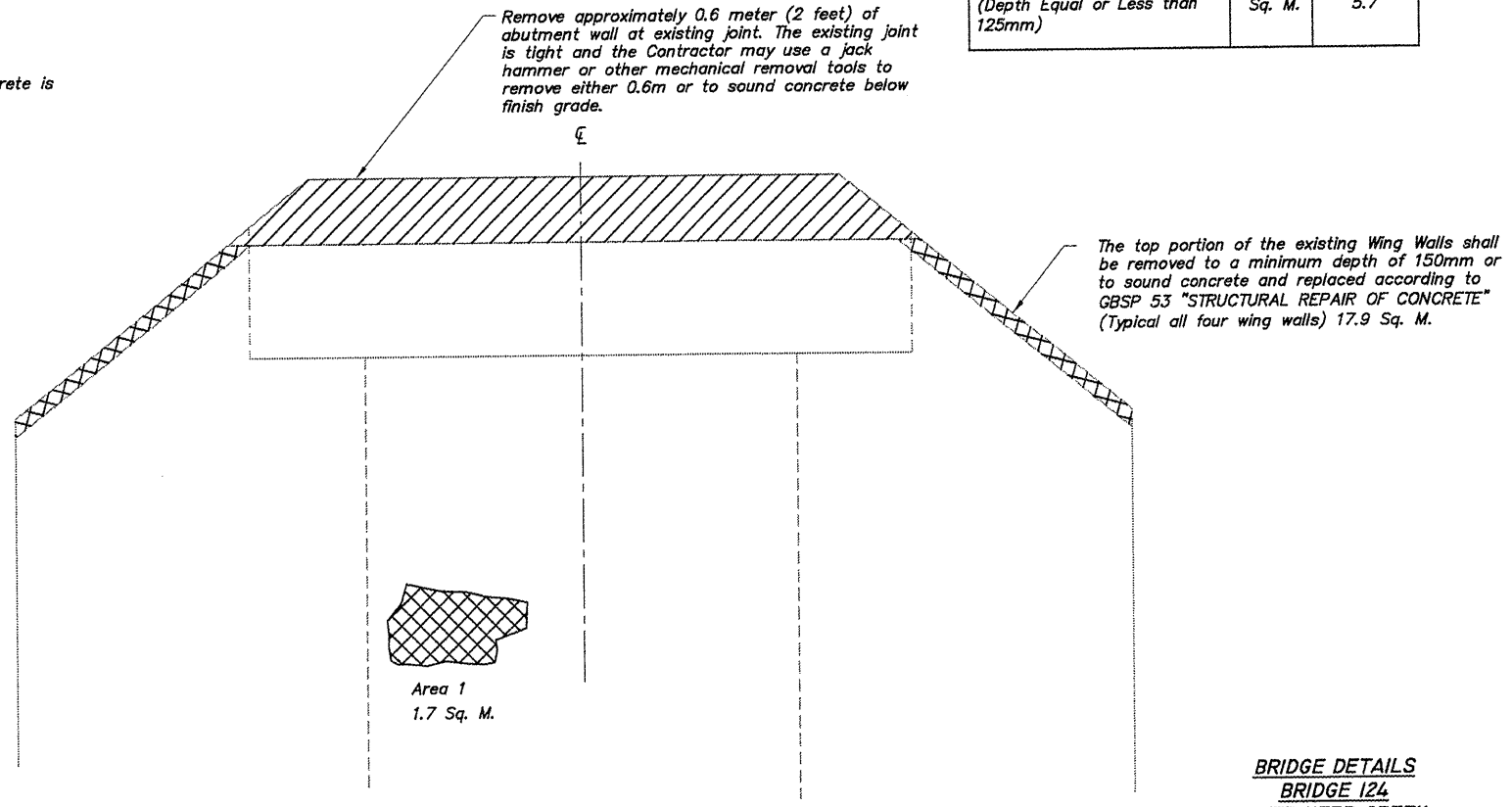
Keep Text Within 12mm of Edge

Fastener Hole Typ.

NAME PLATE



EAST ABUTMENT ELEVATION NOT TO SCALE



WEST ABUTMENT ELEVATION NOT TO SCALE

BRIDGE DETAILS
BRIDGE 124
OVER KERR CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 31+599.70

SHEET 4 OF 4

SHEET REVIEW	
AGENCY	DATE

REVISIONS	
NO.	DATE

NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	REK
CHECKED BY:	JWM
DATE:	DECEMBER 12, 2011

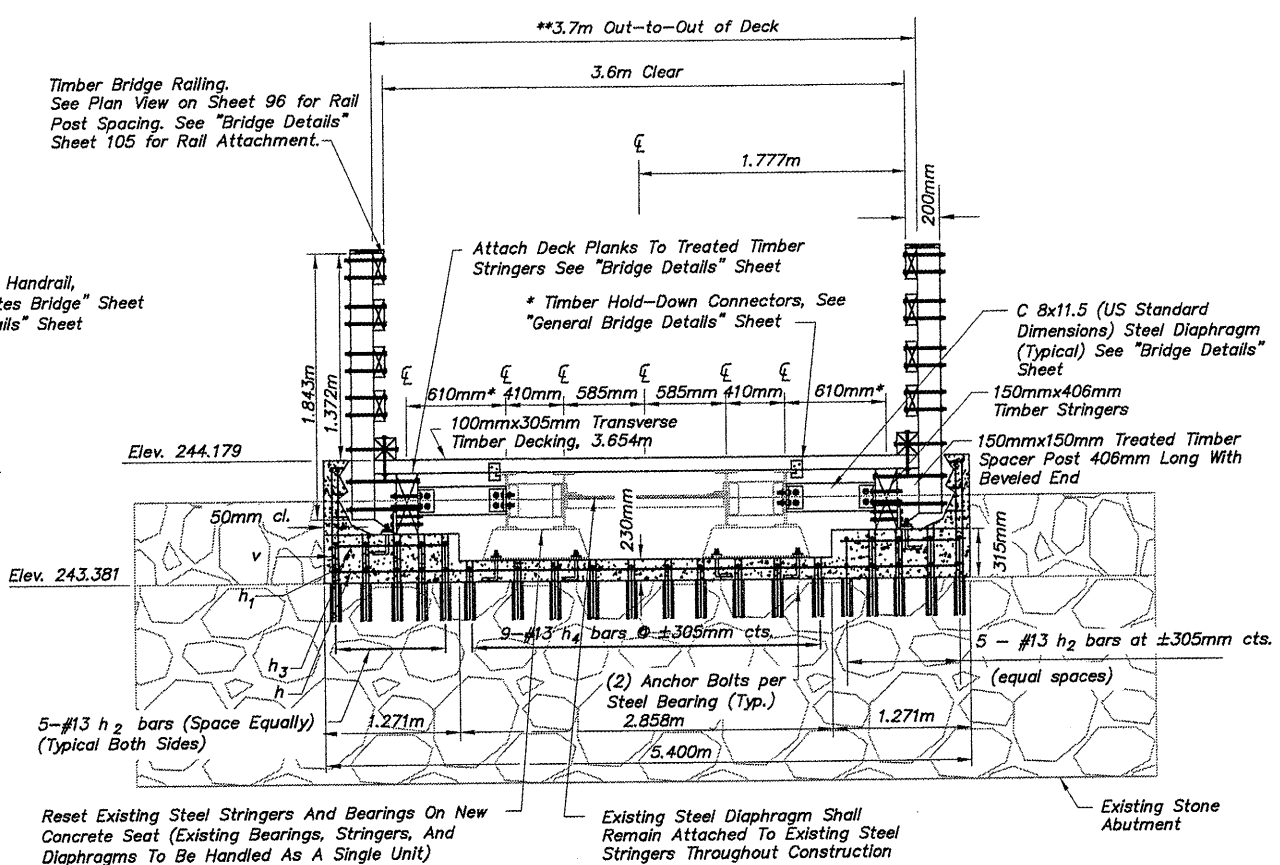
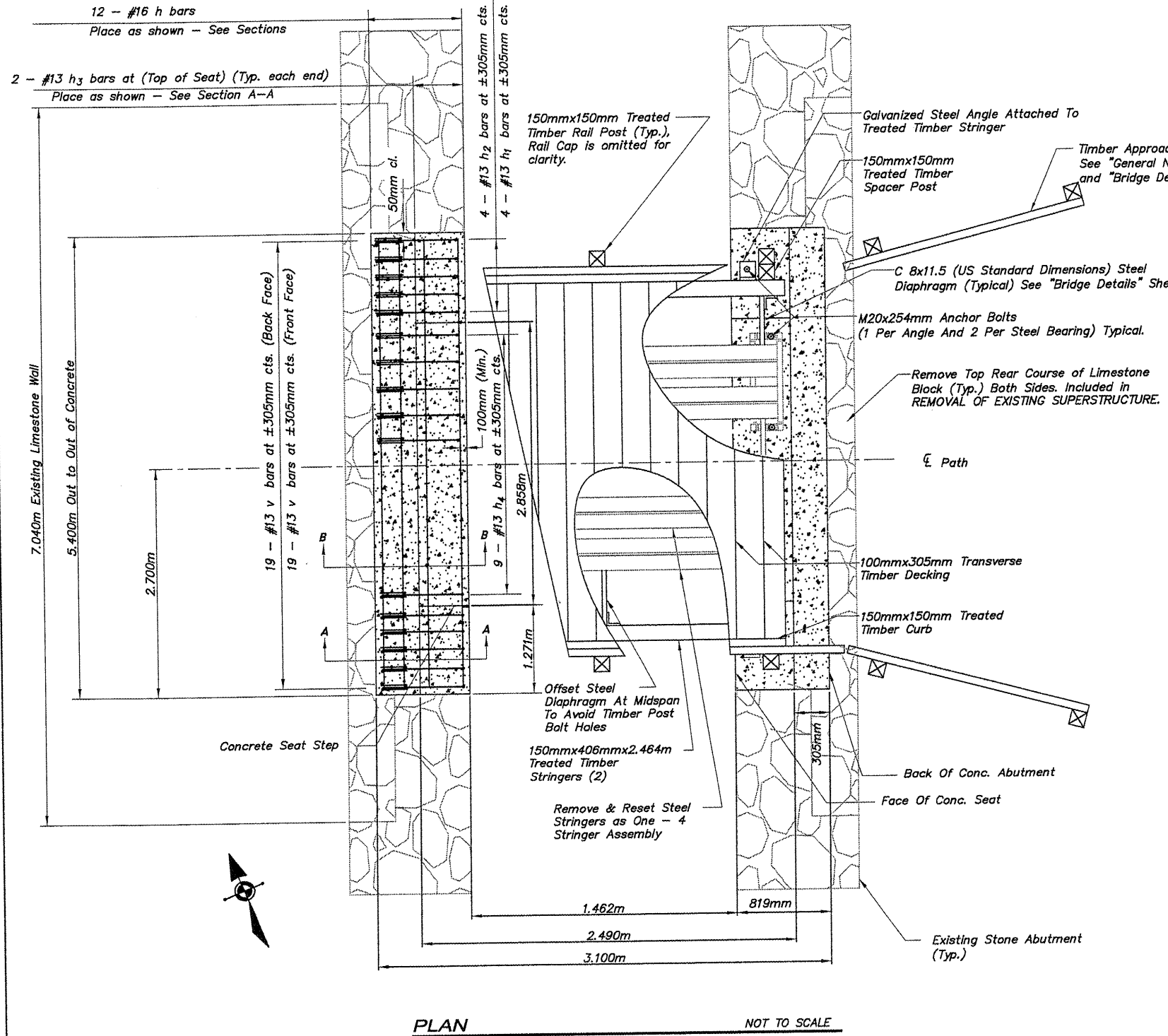
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BRIDGE NO. 124 DETAILS 3
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B124.DWG JOB:04-10-10-042

SHEET NO.
95
OF
107

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAUTION
OVERHEAD
WIRES



* Note: The Contractor may use an alternative method of using a 10mm thick plate washer and lag screw in place of the Timber Deck Angle as shown on the General Bridge Details and General Bridge Notes.

** Note: Dimensional lumber may vary in furnished size. Clear width of the deck shall be 3.6m minimum.

Note: Space reinforcing to avoid Anchor Bolt locations.

GENERAL PLAN & ELEVATION
BRIDGE 125
OVER A MINOR DITCH
TRIBUTARY TO THE PECATONICA RIVER
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 34+560.26
SHEET 2 OF 3

SHEET REVIEW		REVISIONS		SCALE: N/A	<p>7282 Arvus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2498 Design Firm License: Illinois 184-000816 Copyright 2011 By McClure Engineering Associates, Inc.</p>	BRIDGE NO. 125 DETAILS I		SHEET NO. 97 OF 107
AGENCY	DATE	NO.	ITEM	DATE		WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B125.DWG JOB:04-30-10-042		

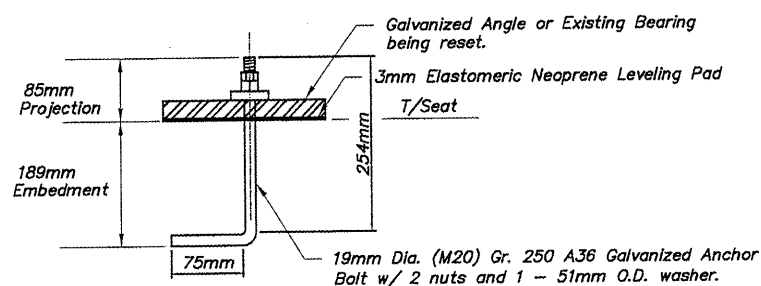
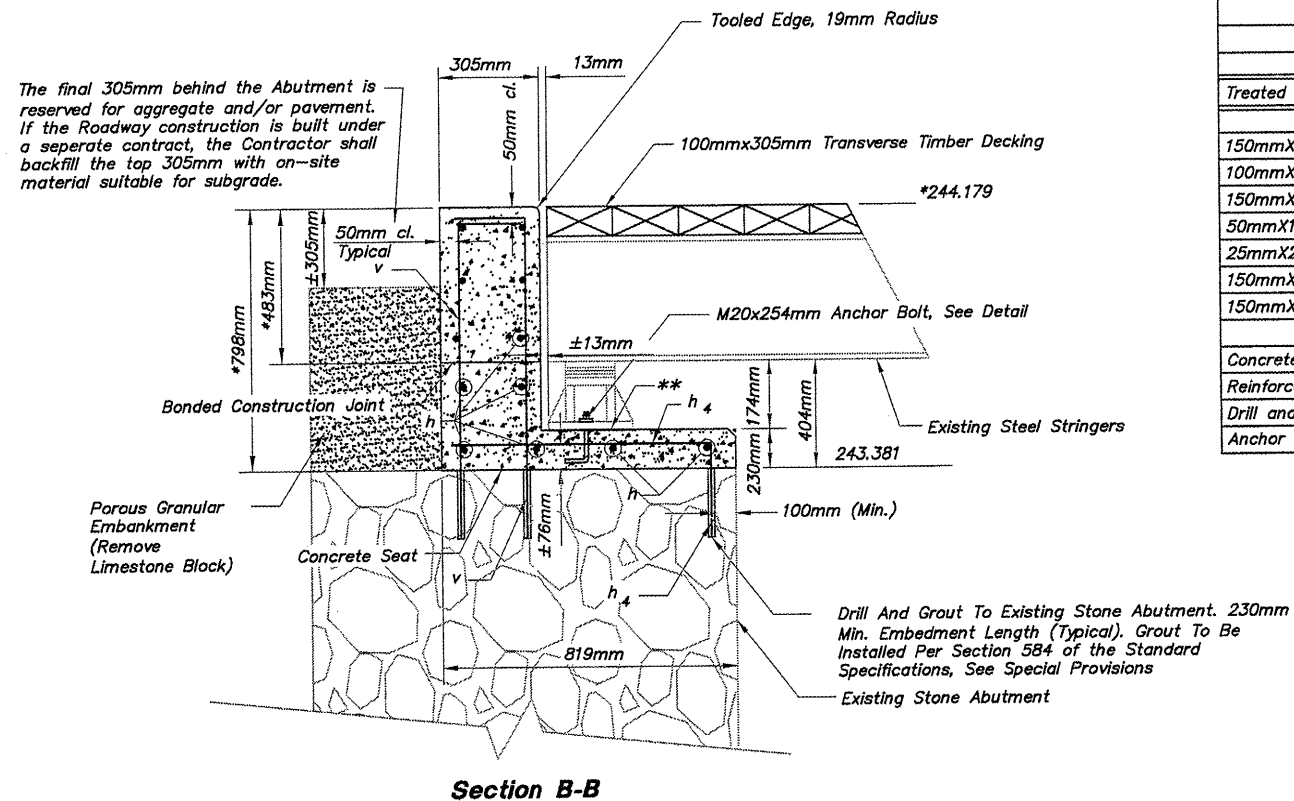
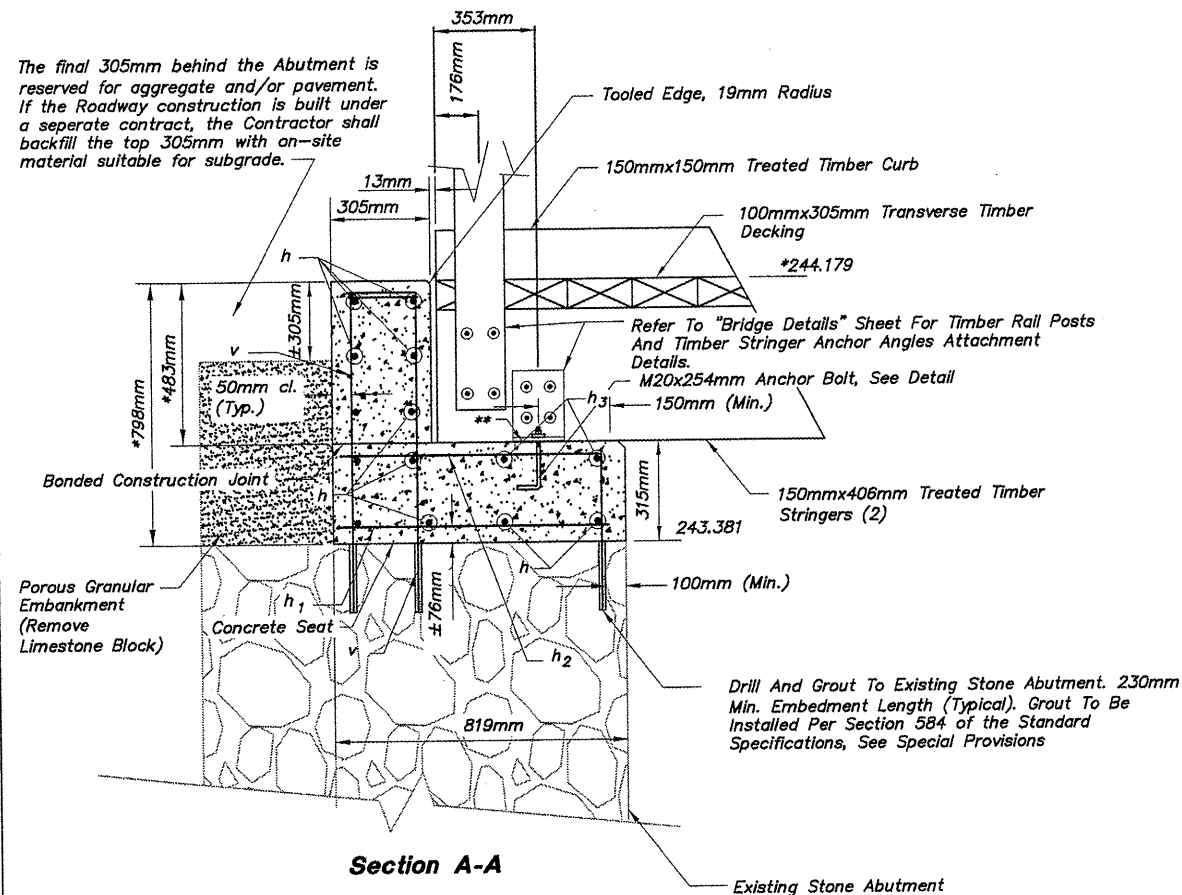
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIAL

For Both Abutments

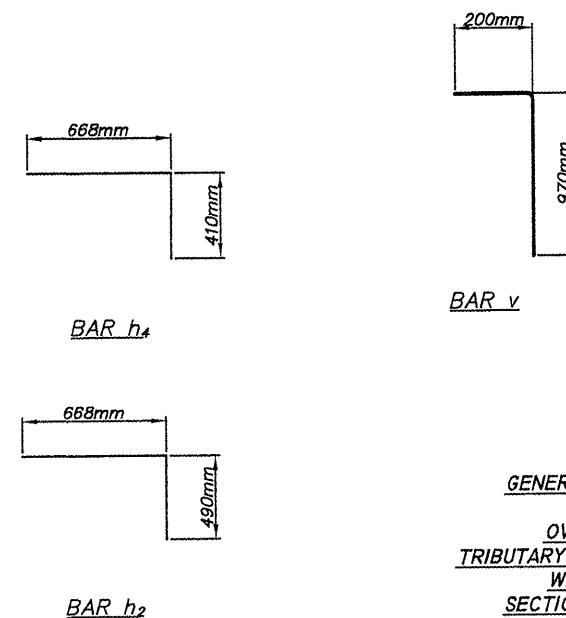
Bar	No.	Size	Length	Shape
h	24	#16	5.300m	—
h ₁	20	#13	0.675m	—
h ₂	20	#13	1.158m	—
h ₃	8	#13	1.170m	—
h ₄	18	#13	1.078m	—
v	76	#13	1.170m	—

Treated Timber Size	No.	Cu. M.
150mmX406mmX2.464m	2	0.301
100mmX305mmX3.700m	9	1.016
150mmX150mmX2.464m	2	0.111
50mmX150mmX3.658m	8	0.219
25mmX200mmX3.658m	2	0.037
150mmX150mmX0.406m	6	0.055
150mmX150mmX1.843m	6	0.249
Concrete Structures	Cu. M.	4.13
Reinforcement Bars	Kg	352
Drill and Grout Bars	Each	114
Anchor Bolts M20	Each	12



ANCHOR BOLT DETAIL

CONCRETE SEAT DETAILS NOT TO SCALE



GENERAL PLAN & ELEVATION
BRIDGE 125
OVER A MINOR DITCH
TRIBUTARY TO THE PECATONICA RIVER
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 34+560.26
SHEET 3 OF 3

SHEET REVIEW		REVISIONS		SCALE: N/A	<p>7282 Argus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2496 Design Firm License: Illinois 184-000818 Copyright 2011 By McClure Engineering Associates, Inc.</p>	BRIDGE NO. 125 DETAILS 2		SHEET NO. 98 OF 107
AGENCY	DATE	NO.	ITEM	DATE		PECATONICA PRAIRIE PATH	SECTION 94-00267-00-BT	
						WINNEBAGO COUNTY HIGHWAY DEPARTMENT	JOB: 04-30-10-042	
						FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B125.DWG		

BENCHMARK		
NO.	DESCRIPTION	ELEVATION
J-228	Standard USC&GS Tablet set in the NW Abutment stone in 1960. Station 40+862.8, 3.2m Lt.	257.610

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE 129 GENERAL 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 it off-site. This includes the Transverse Railroad Ties, Timber Walkway, Excess Limestone Blocks, 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.
- The intent of the Plan is to Reuse/Reset the existing .S15X50 (US Standard Dimension) 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. The 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 as one (1) unit per bridge as applicable.
- The Contractor shall remove any loose or deteriorated mortar from the existing masonry limestone abutment joints. He shall then 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 AND TUCK POINTING.
- 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 respective individual items.
- The Contractor shall furnish and install a brass Name Plate in accordance with the 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 right hand side side of the 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 at the Contract Unit Price EACH for NAME PLATE.

DESIGN LOADING
Pedestrian/Bicycle = 4.07KN/m² (85 psf)
Vehicular = H-10

HIGHWAY CLASSIFICATION
Pecatonica Prairie Path
Functional Class: Multi-Use Path

DESIGN SPECIFICATIONS
2002 AASHTO "Standard Specifications for Highway Bridges" - 17th Edition
1997 AASHTO "Guide Specifications for Design of Pedestrian Bridges"

DESIGN STRESSES
FIELD UNITS
f'c = 24 MPa (3,500 psi) - Cast-in-Place Concrete
fy = 400 MPa (60,000 psi) - Reinforcement
fy = 250 MPa (36,000 psi) - Fasteners
fy = 250 MPa (36,000 psi) - Diaphragm Steel
Fb = 5.9 MPa (850 psi) - Timber Stringers
Fv = 0.7 MPa (100 psi) - Timber Stringers
Fb = 6.7 MPa (975 psi) - Timber Decking

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.0325g
Site Coefficient (s) = 1.0

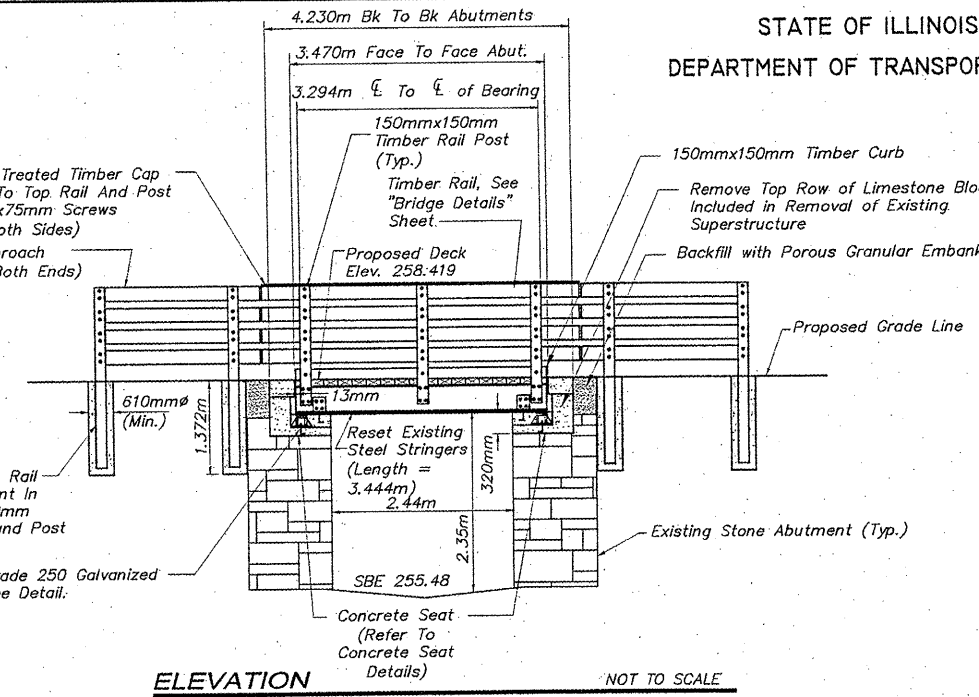
EXISTING STRUCTURE: Timber Deck on original Railroad Steel Stringers set on Limestone Abutments.

25mmx200mm Treated Timber Cap Board. Attach To Top Rail And Post With No. 10mmx75mm Screws Countersunk (Both Sides)

REFER TO PLAN VIEW FOR RAILING SPACING

150mmx150mmx2.438m Rail Post 1.066m Embedment In Class S.I. Concrete 150mm Minimum Clear All Around Post

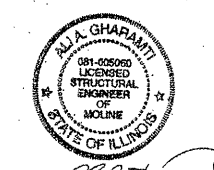
M20x151mm, Grade 250 Galvanized Anchor Bolt. See Detail.



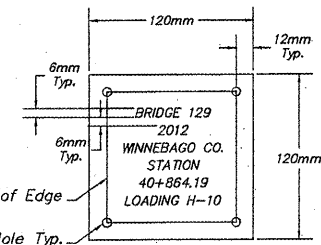
ELEVATION NOT TO SCALE

TOTAL BILL OF MATERIALS

ITEM	UNITS	TOTAL
Remove and Reset Existing Steel Stringer Assemblies	Each	1
Removal of Existing Superstructure	Each	1
Concrete Structures	Cu. M.	3.83
Reinforcement Bars	Kg	316
Treated Timber	Cu. M.	2.45
Hardware	Kg	112
Wood Rail	Meter	9.75
Drill and Grout Bars	Each	102
Anchor Bolts, M20	Each	12
Masonry Cleaning and Tuckpointing	L. Sum	1
Name Plate	Each	1
Monodirectional Prismatic Barrier Reflectors	Each	12
Porous Granular Embankment	Cu. M.	5
Structure Excavation	Cu. M.	4.8



Signature: [Signature]
Date: 12/14/11
Exp. Date: 11/30/17



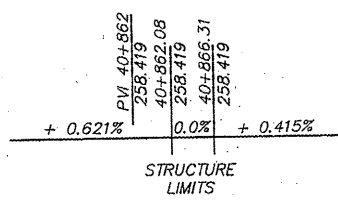
NAME PLATE

INDEX OF BRIDGE SHEETS

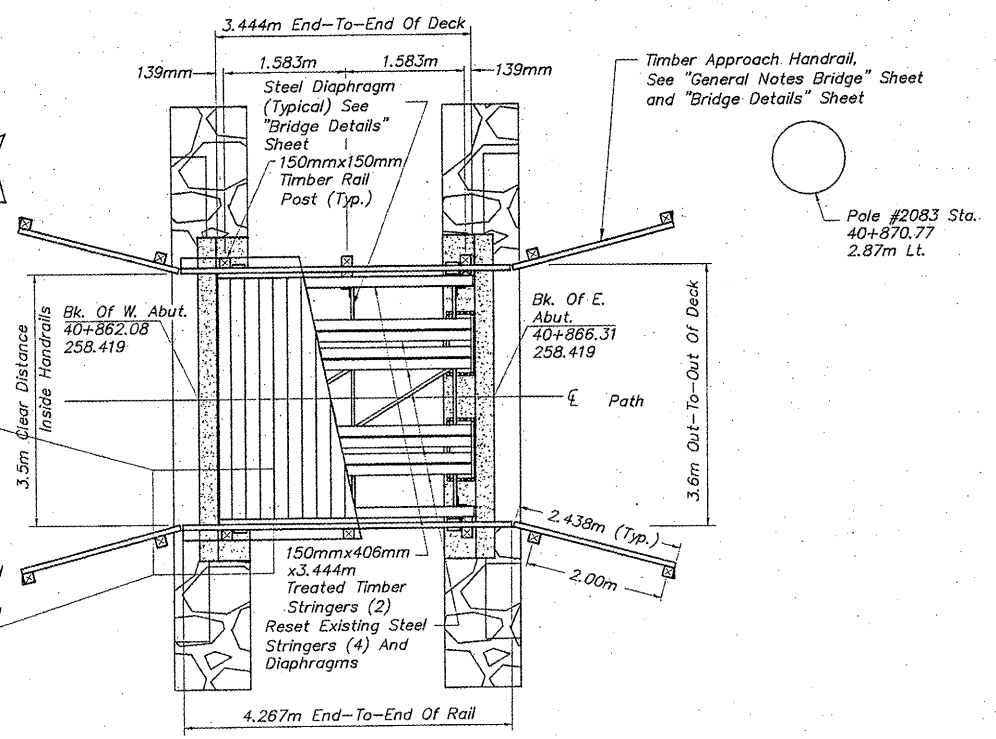
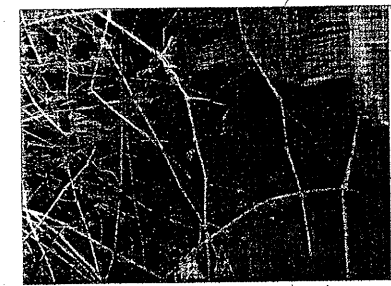
- Bridge NO. 129 GP&E
- Bridge Details
- Bridge Details

GENERAL PLAN & ELEVATION
BRIDGE 129
OVER A TRIBUTARY TO THE
COOLIDGE CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 40+864.19

SHEET 1 OF 3

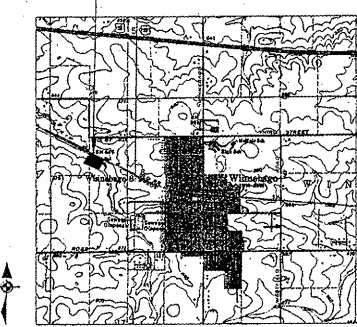


PROFILE GRADE



PLAN NOT TO SCALE

BRIDGE 129



LOCATION SKETCH

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	
DRAWN BY:	CHK
CHECKED BY:	JMH
DATE:	DECEMBER 12, 2011

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BRIDGE NO. 129 GP&E	
PECATONICA PRAIRIE PATH	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B129-150.DWG	JOB:04-30-10-042

SHEET NO.	
99	OF
107	

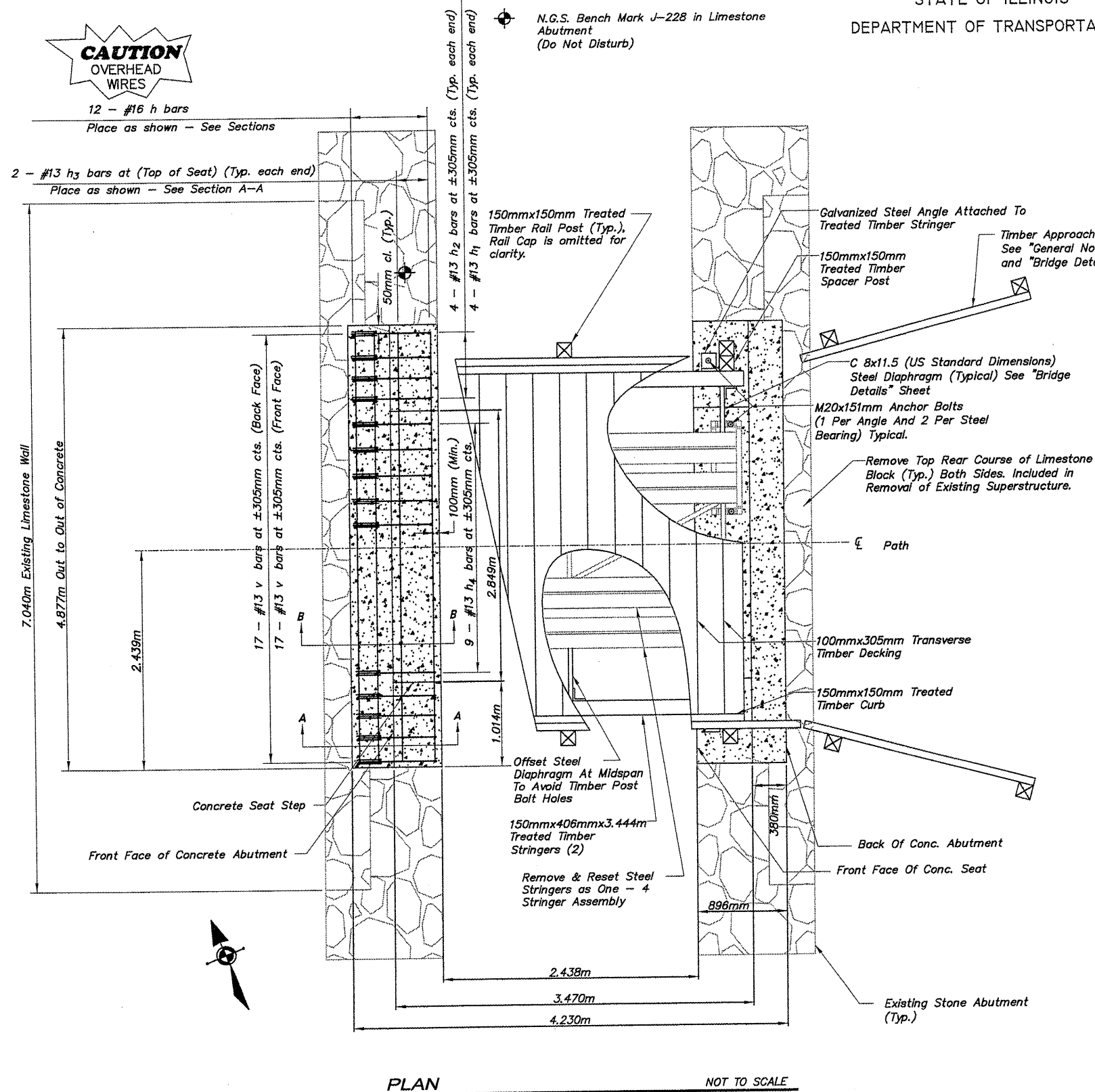
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAUTION
OVERHEAD
WIRES

12 - #16 h bars
Place as shown - See Sections

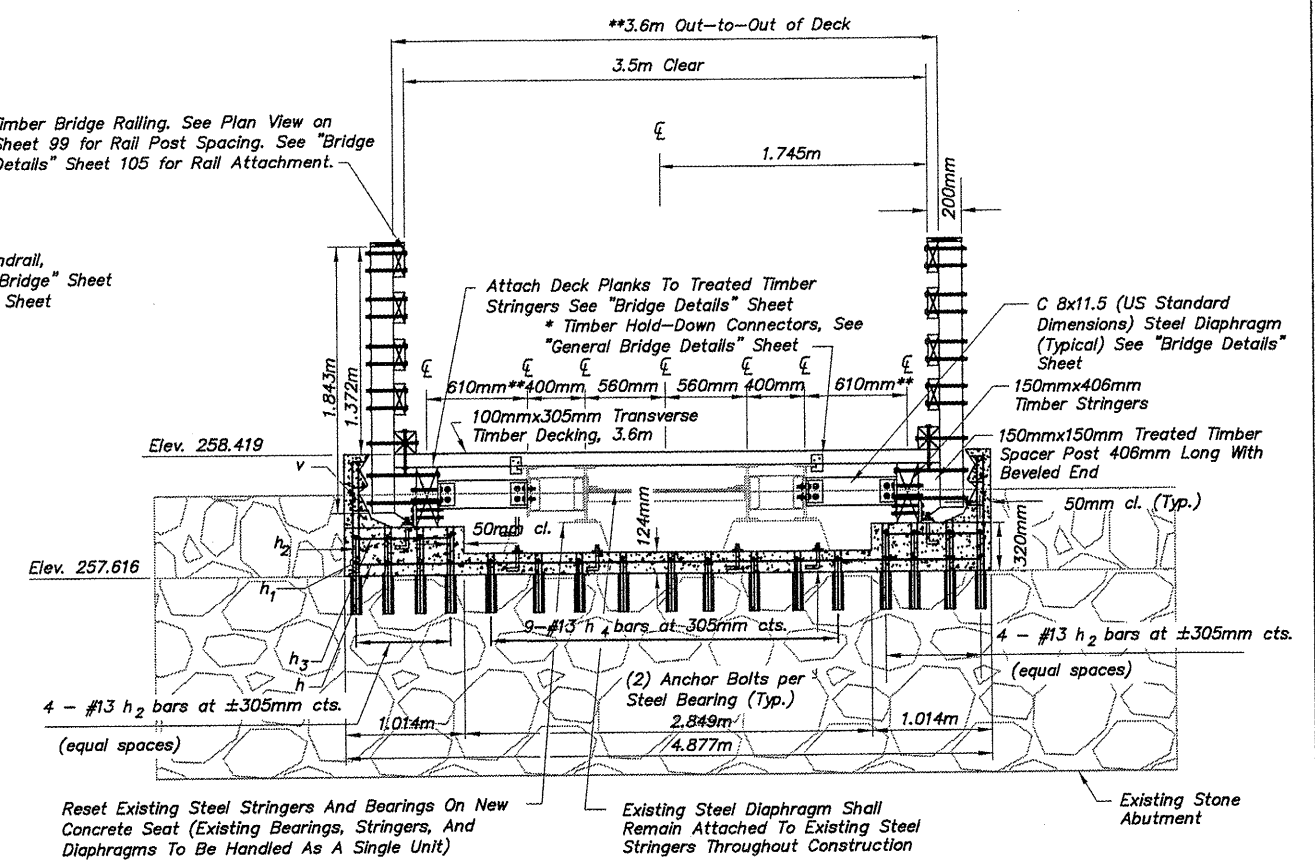
2 - #13 h₃ bars at (Top of Seat) (Typ. each end)
Place as shown - See Section A-A

N.G.S. Bench Mark J-228 in Limestone
Abutment
(Do Not Disturb)



PLAN NOT TO SCALE

Timber Bridge Railing. See Plan View on
Sheet 99 for Rail Post Spacing. See "Bridge
Details" Sheet 105 for Rail Attachment.



SECTION THRU DECK NOT TO SCALE

* Note: The Contractor may use an alternative
method of using a 10mm thick plate washer and
lag screw in place of the Timber Deck Angle as
shown on the General Bridge Details and General
Bridge Notes.

** Note: Dimensional lumber may vary in furnished
size. Clear width of the deck shall be 3.5m
minimum.

Note: Space reinforcing to avoid Anchor Bolt locations

BRIDGE DETAILS
BRIDGE 129
OVER A TRIBUTARY TO THE
COOLIDGE CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 40+864.19

SHEET 2 OF 3

SHEET REVIEW		REVISIONS		SCALE: N/A	<p>7282 Argus Drive Rookford, Illinois 61107-6837 (815) 398-2332 FAX: (815) 398-2486 Design Firm License: Illinois 184-000818 Copyright 2011 By McClure Engineering Associates, Inc.</p>	<p>BRIDGE NO. 129 DETAILS I</p> <p>PECATONICA PRAIRIE PATH WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B129-130.DWG JOB:04-30-10-042</p>	<p>SHEET NO. 100 OF 107</p>
AGENCY	DATE	NO.	ITEM	DATE			

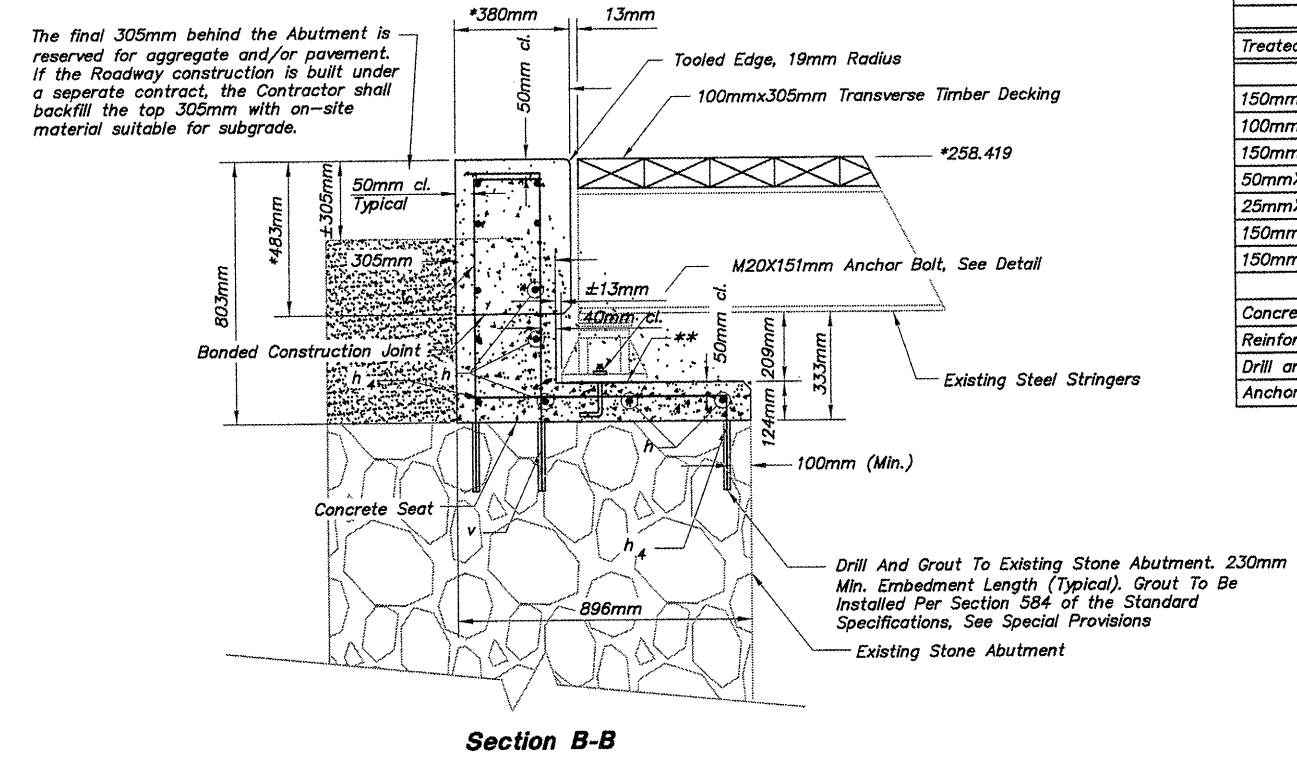
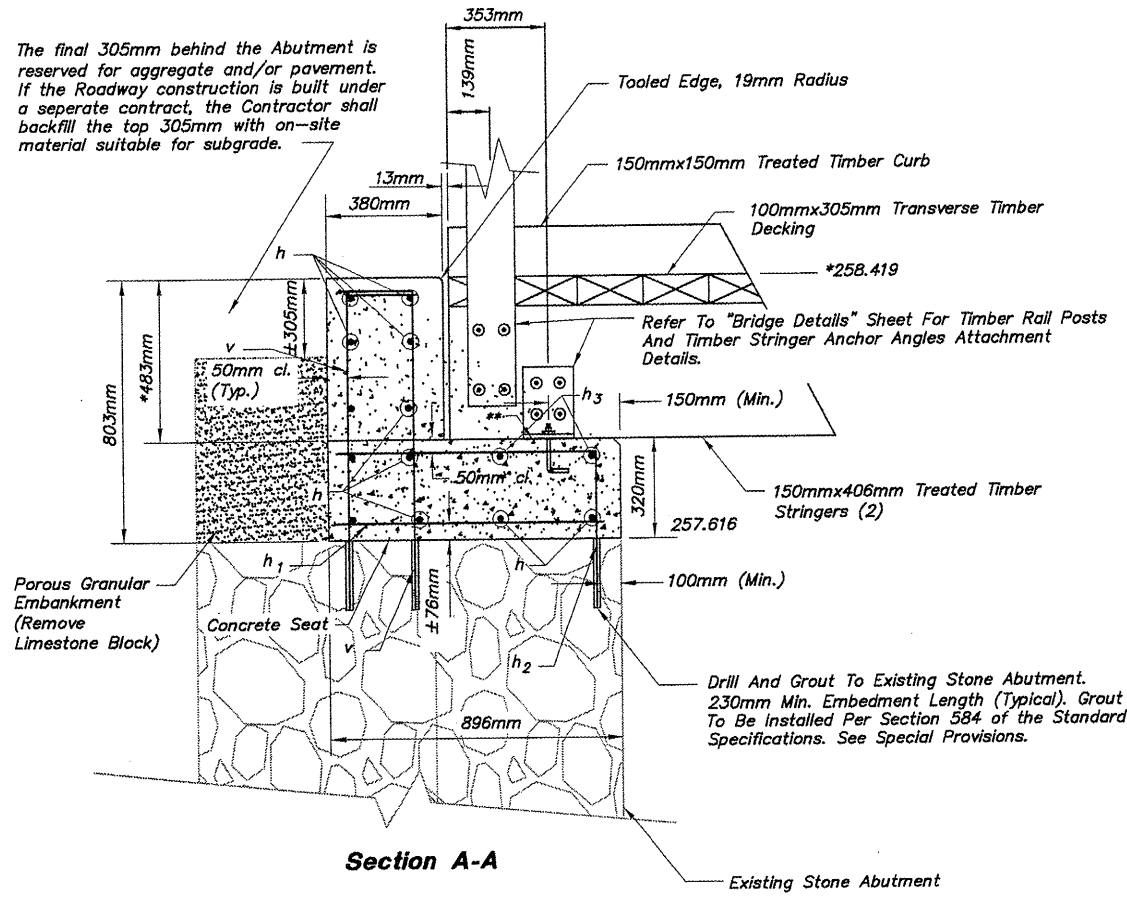
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIAL

For Both Abutments

Bar	No.	Size	Length	Shape
h	24	#16	4.770m	—
h1	16	#13	0.740m	—
h2	16	#13	1.240m	┌
h3	8	#13	0.910m	—
h4	18	#13	1.040m	┌
v	68	#13	1.180m	—

Treated Timber Size	No.	Cu. M.
150mmx406mmx3.44m	2	0.419
100mmx305mmx3.56m	12	1.277
150mmx150mmx3.44m	2	0.155
50mmx150mmx4.267m	8	0.256
25mmx200mmx4.267m	2	0.043
150mmx150mmx0.406m	6	0.055
150mmx150mmx1.843m	6	0.249
Concrete Structures	Cu. M.	3.83
Reinforcement Bars	Kg	316
Drill and Grout Bars	Each	102
Anchor Bolts M20	Each	12

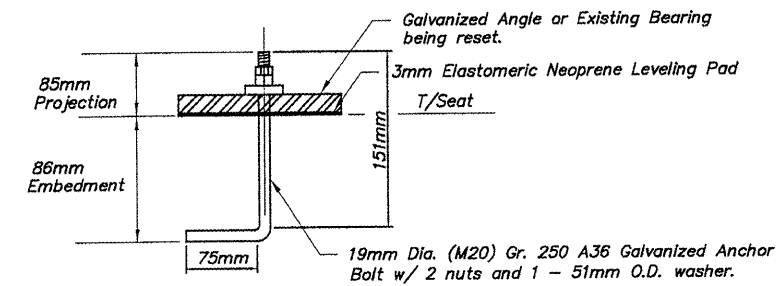


The final 305mm behind the Abutment is reserved for aggregate and/or pavement. If the Roadway construction is built under a separate contract, the Contractor shall backfill the top 305mm with on-site material suitable for subgrade.

The final 305mm behind the Abutment is reserved for aggregate and/or pavement. If the Roadway construction is built under a separate contract, the Contractor shall backfill the top 305mm with on-site material suitable for subgrade.

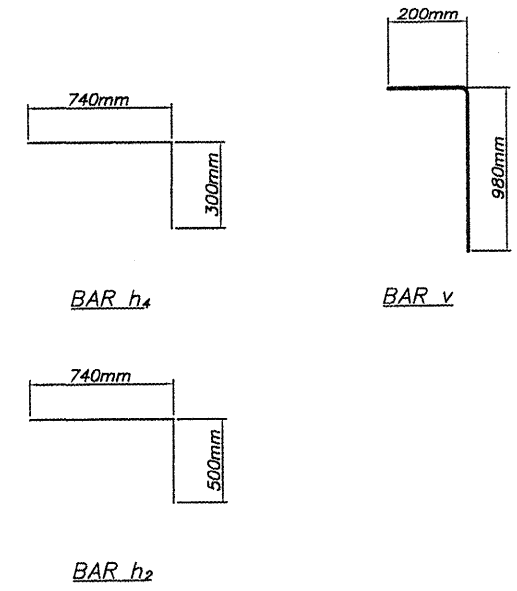
* The Concrete Abutment Backwall Above The Existing Stone Abutment Shall Be Cast After The Timber And Steel Stringers Have Been Set In-Place. Field Verify Dimension To Match Top Of Timber Deck.

** Provide 3mm Elastomeric Neoprene Leveling 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 Cost Of Concrete Structures.



ANCHOR BOLT DETAIL

CONCRETE SEAT DETAILS NOT TO SCALE



BRIDGE DETAILS
BRIDGE 129
OVER A TRIBUTARY TO THE
COOLIDGE CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 40+864.19

SHEET 3 OF 3

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

4 - #16 h bars (equally spaced in seat)

6 - #16 h bars in back wall as shown. Refer to Concrete Seat Detail.

Re-Construct Stone Abutment Wingwall On The Northeast Quadrant Of Structure To Match Opposite Side. See "Abutment Wingwall Repair Detail."

Timber Blocking At Midspan And 508mm From Both Ends Of Timber Stringers, See "Timber Blocking Detail"

150mmx150mm Treated Timber Rail Post (Typ.)

Galvanized Steel Angle Attached To Treated Timber Stringer Refer to "Bridge Details" Sheet.

150mmx150mm Treated Timber Spacer Post

Timber Approach Handrail, See "General Notes Bridge" Sheet and "Bridge Details" Sheet

M20x15mm Anchor Bolts (1 Per Angle) Typical.

Timber Bridge Railing, See Plan View on Sheet 102 for Rail Post Spacing. See "Bridge Details" Sheet 105 for Rail Attachment.

Path

100mmx305mm Transverse Timber Decking

150mmx150mm Treated Timber Curb

Back Of Conc. Abutment
Face Of Conc. Seat

Existing Stone Abutment (Typ.)

CAUTION
OVERHEAD
WIRES

5.334m Out-to-Out of Concrete

2.667m

18 - #13 v bars at ±305mm cts. (back face)
18 - #13 v bars at ±305mm cts. (front face)

50mm cl.

50mm cl.

100mm (Min.)

18 - #13 h₁ bars at ±305mm cts.

305mm

1080mm

775mm

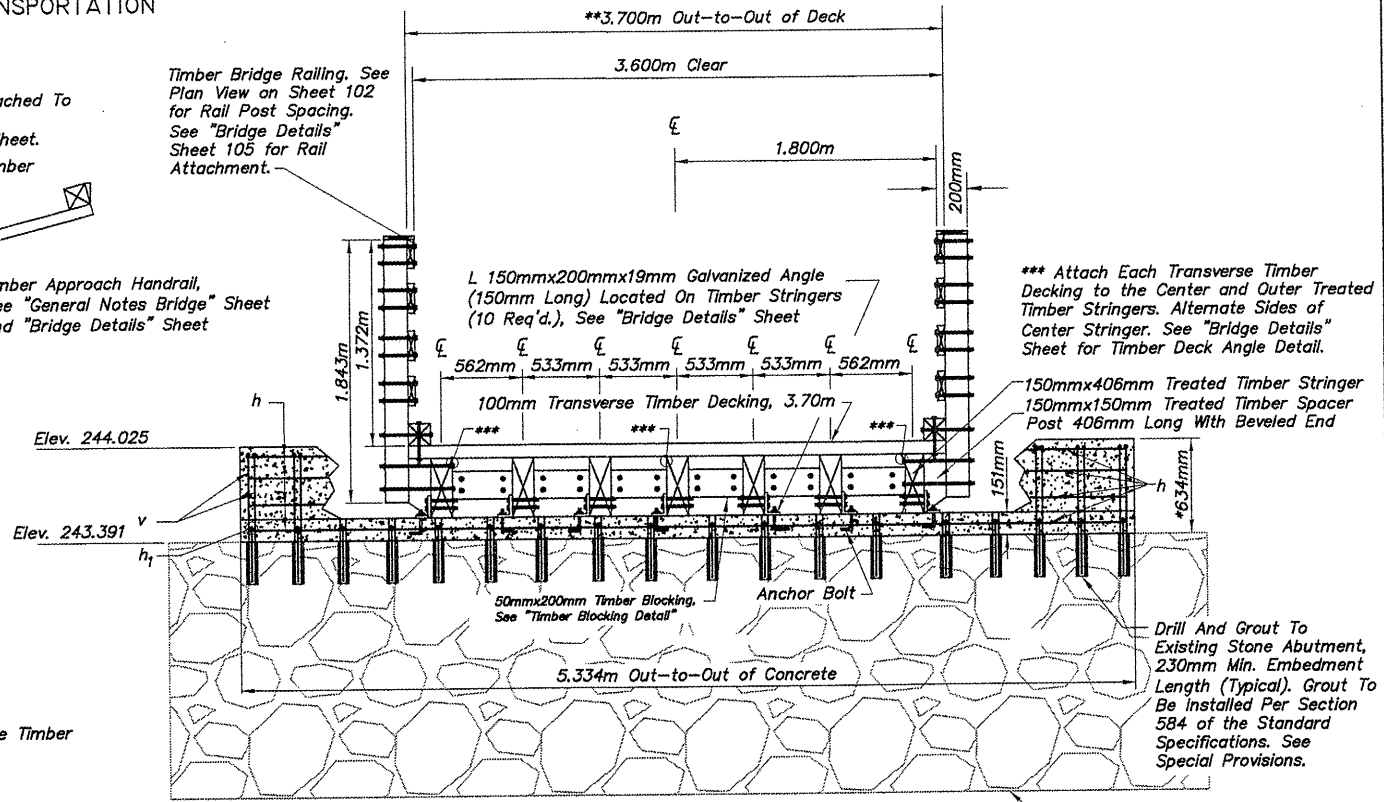
2.286m

3.836m

4.446m

PLAN

NOT TO SCALE



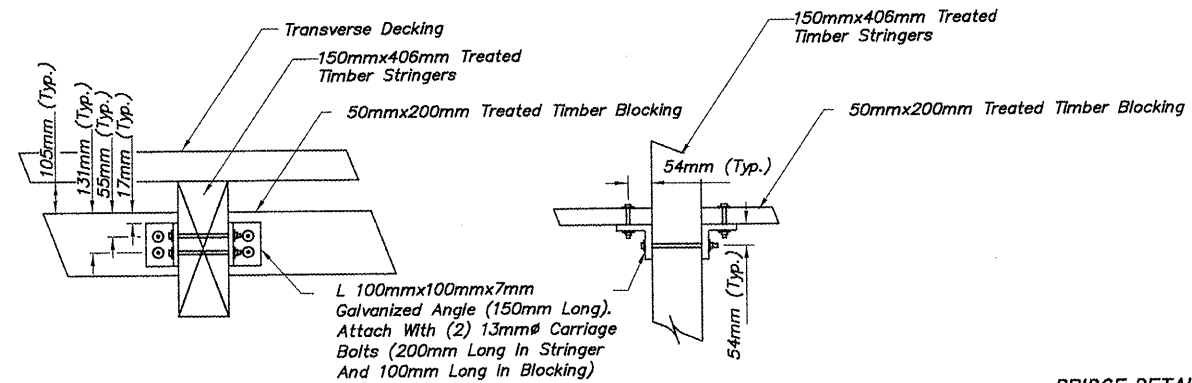
SECTION THRU DECK

NOT TO SCALE

** Note: Dimensional lumber may vary in furnished size. Clear width of the deck shall be 3.600m minimum.

* The Concrete Abutment back wall above the Existing Stone Abutment shall be cast after the Timber Stringers have been set in place. Field verify dimension to match Top of Timber Deck Elevation.

Note: Space reinforcement to avoid anchor bolts.



ELEVATION VIEW

PLAN VIEW

TIMBER BLOCKING DETAIL

NOT TO SCALE

BRIDGE DETAILS
BRIDGE 130
OVER A MINOR DITCH
TRIBUTARY TO THE S KENT CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 46+724.37

SHEET 2 OF 3

SHEET REVIEW		REVISIONS		SCALE: N/A	<p>7282 Arroyo Drive Rockford, Illinois 61107-6837 (815) 398-2332 FAX (815) 398-2495 Design Firm License: Illinois 184-000816 Copyright 2011 By McClure Engineering Associates, Inc.</p>	BRIDGE NO. 130 DETAILS I		SHEET NO. 103 OF 107
AGENCY	DATE	NO.	ITEM	DATE		DRAWN BY: REK CHECKED BY: JWH DATE: DECEMBER 12, 2011	PECAONICA PRAIRIE PATH WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT FILE: H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B129-130.DWG JOB: 04-30-10-042	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

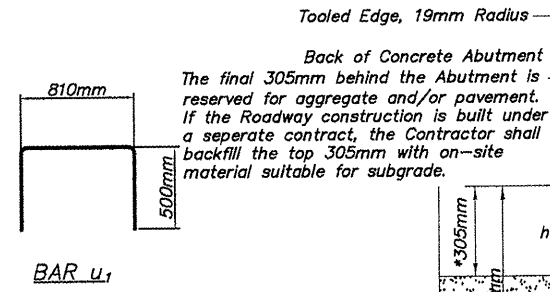
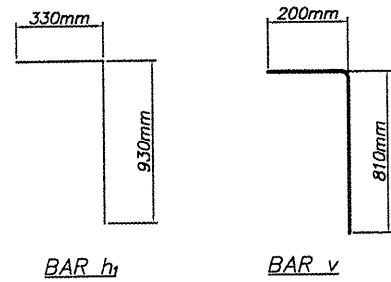
BILL OF MATERIAL

For Both Abutments and Wing Wall Repair

Bar	No.	Size	Length	Shape
h	20	#16	5.230m	—
h ₁	36	#13	1.260m	—
h ₂	2	#16	2.200m	—
h ₃	2	#16	2.500m	—
h ₄	2	#16	1.000m	—
h ₅	2	#16	0.400m	—
h ₆	2	#13	3.600m	—
v	72	#13	1.010m	—
***v ₁	14	#13	1.000m	—
***v ₂	4	#13	1.400m	—
u ₁	12	#13	1.810m	—

Treated Timber Size	No.	Cu. M.
150mmX406mmX3.810m	7	1.624
100mmX305mmX3.70m	12	1.467
150mmX150mmX3.810m	2	0.171
50mmX150mmX4.572m	8	0.274
25mmX200mmX4.572m	2	0.046
150mmX150mmX0.406m	6	0.055
150mmX150mmX1.843m	6	0.249
Concrete Structures	Cu. M.	5.42
Reinforcement Bars	Kg	347
Drill and Grout Bars	Each	108
Anchor Bolts M20	Each	14

*** Field cut length as required



Tooled Edge, 19mm Radius
Back of Concrete Abutment
The final 305mm behind the Abutment is reserved for aggregate and/or pavement. If the Roadway construction is built under a separate contract, the Contractor shall backfill the top 305mm with on-site material suitable for subgrade.

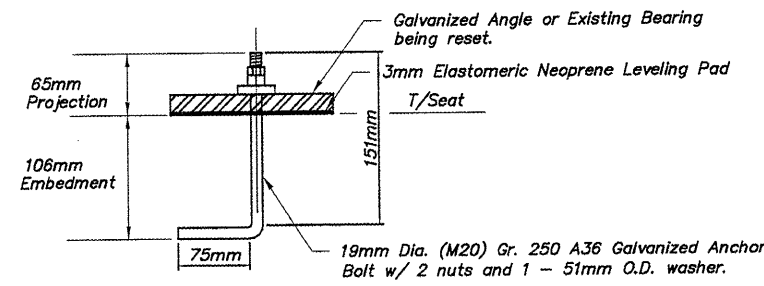
Porous Granular Embankment

Bonded Construction Joint

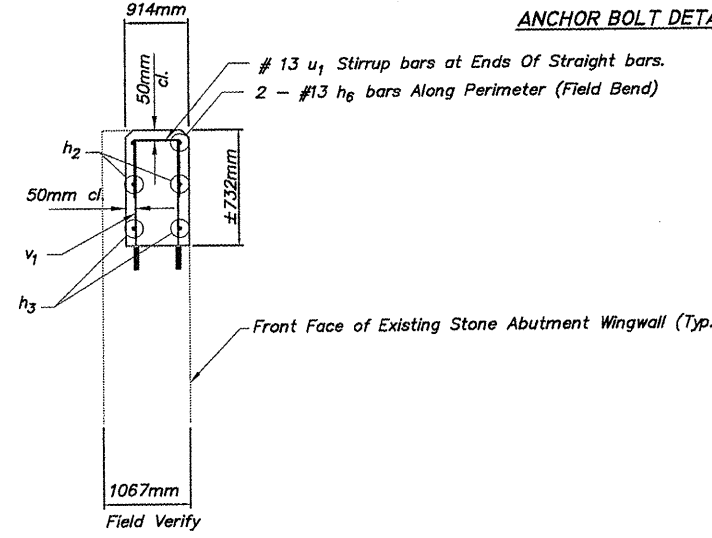
Remove Back wall of Existing Stone Abutment down to original bearing seat elevation and replace with Reinforced Concrete Seat and Back of Abutment Wall (Both Abutments). Removal is included in Removal of Existing Superstructure.

* The Concrete Abutment back wall above the Existing Stone Abutment shall be cast after the Timber Stringers have been set in place. Field verify dimension to match Top of Timber Deck Elevation.

** Provide 3mm Elastomeric Neoprene Leveling 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 Cost of Concrete Structures.



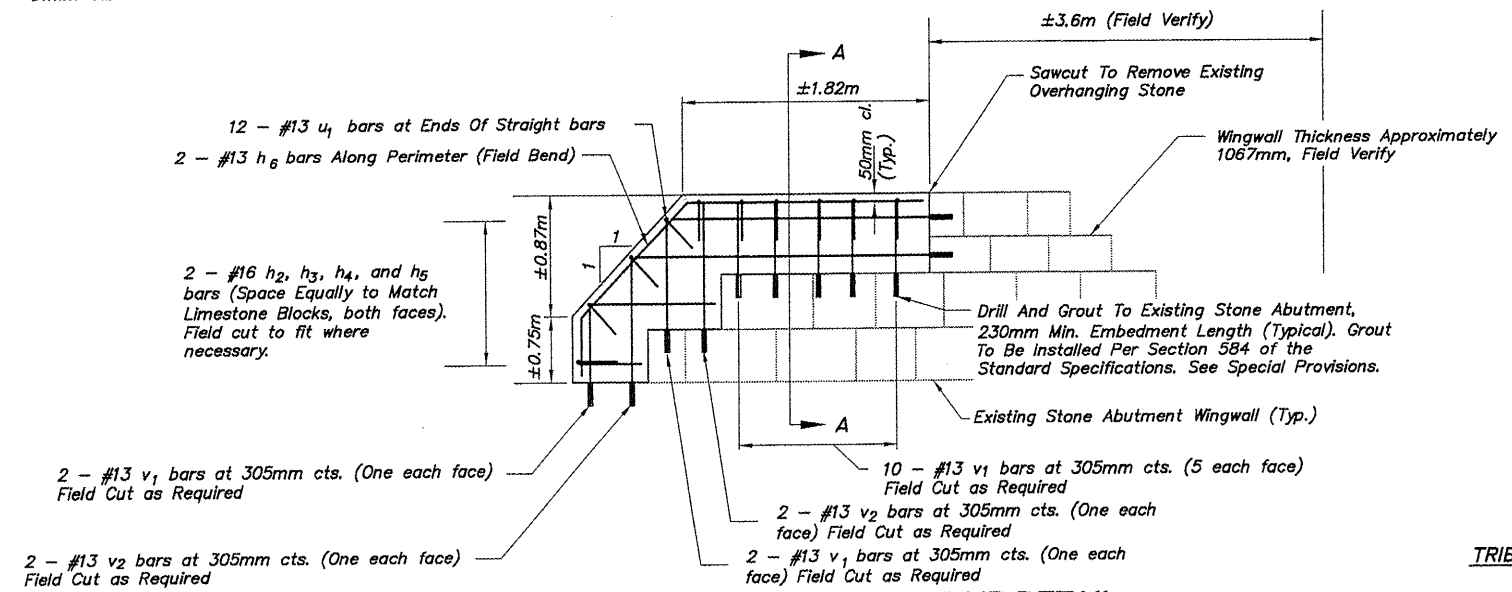
ANCHOR BOLT DETAIL



SECTION A-A

NOT TO SCALE

CONCRETE SEAT DETAIL NOT TO SCALE



ABUTMENT WINGWALL REPAIR DETAIL NOT TO SCALE

BRIDGE DETAILS
BRIDGE 130
OVER A MINOR DITCH
TRIBUTARY TO THE S KENT CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 46+724.37

SHEET 3 OF 3

SHEET REVIEW	
AGENCY	DATE

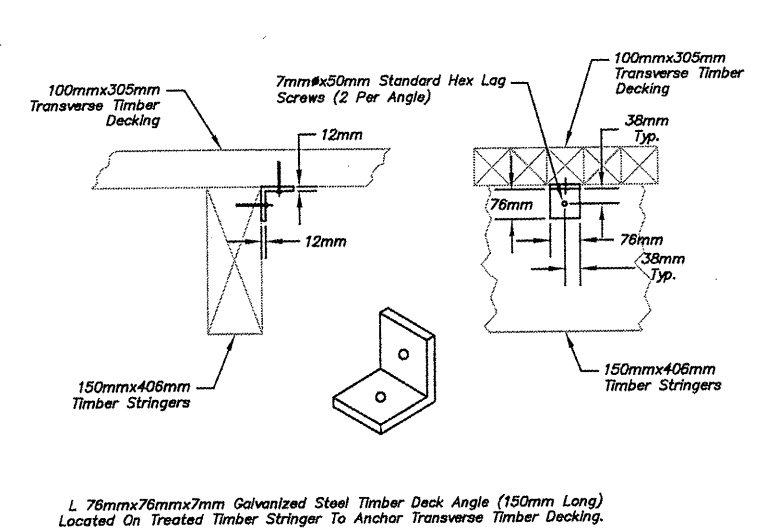
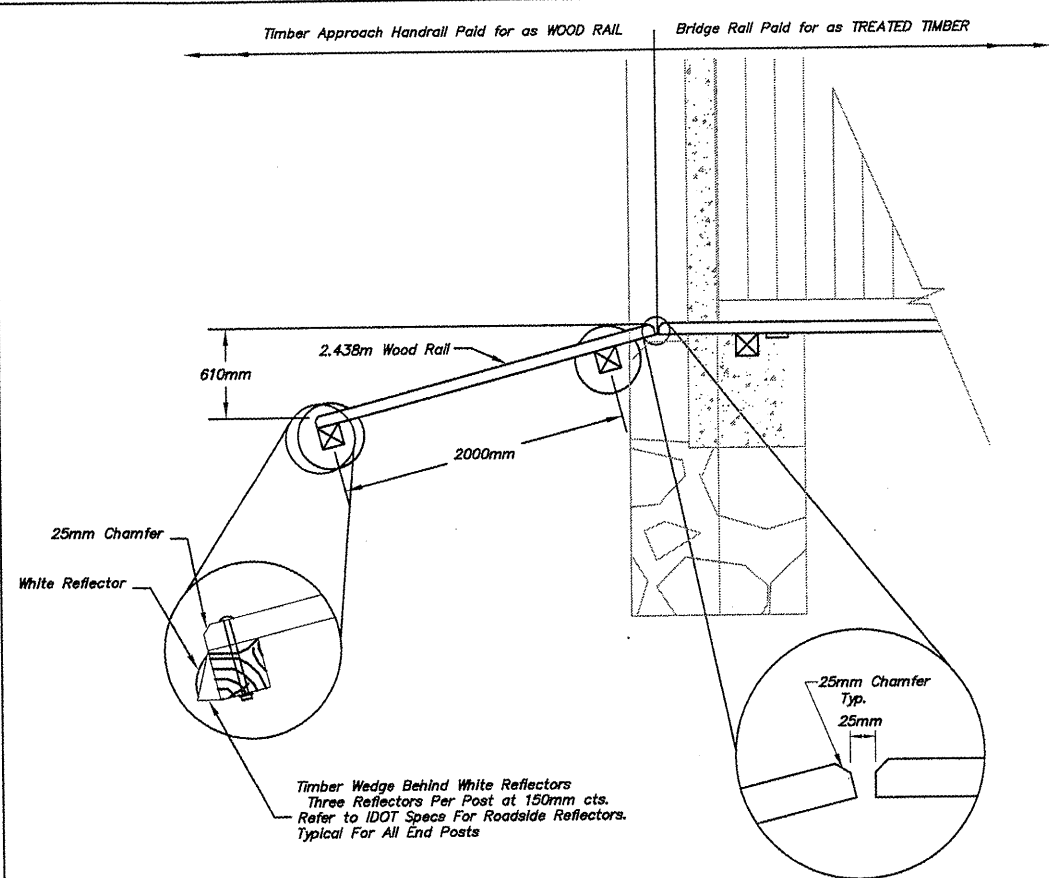
REVISIONS		
NO.	ITEM	DATE

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CHECKED BY:	JWH
DATE:	DECEMBER 12, 2011

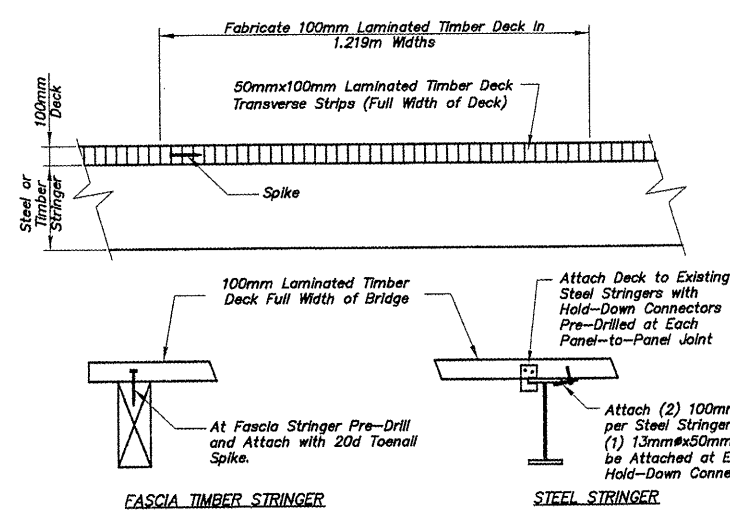
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BRIDGE NO. 130 DETAILS 2	
PECATONICA PRAIRIE PATH	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT
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104	OF
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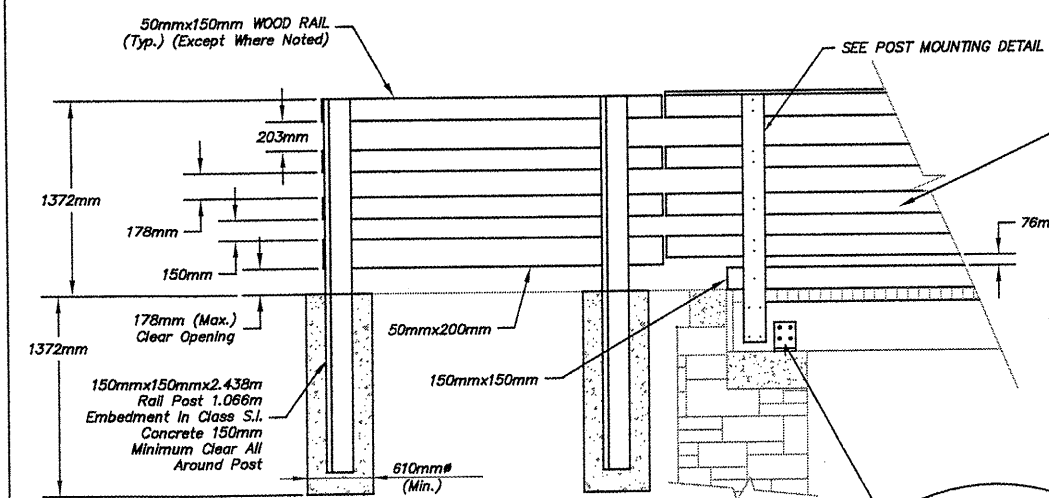


TIMBER DECK ANGLE END NOT TO SCALE

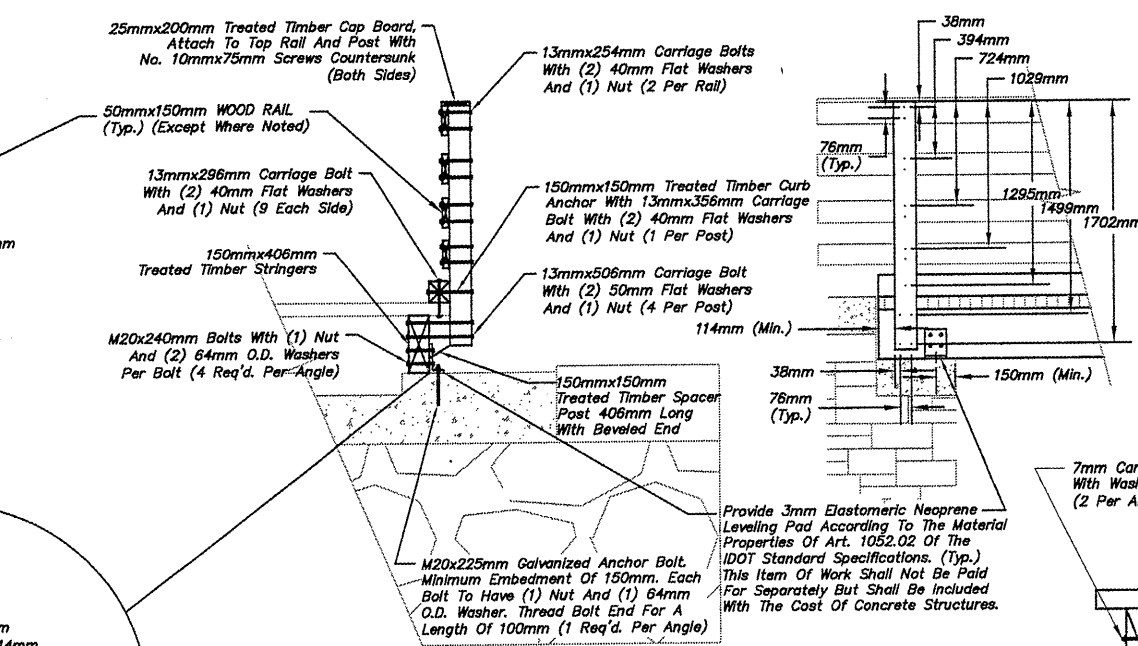


LAMINATED TIMBER DECK PANEL NOT TO SCALE

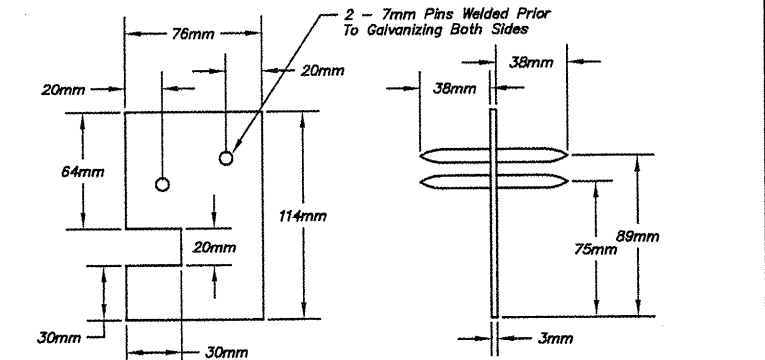
- LAMINATED TIMBER DECK PANEL NOTES:**
1. USE 50mmx100mm TIMBER STRIPS SURFACED TO A UNIFORM THICKNESS AND WIDTH. TIMBER SPECIES AND TREATMENT SHALL BE AS SPECIFIED.
 2. PLACE THE TIMBER STRIPS ON EDGE AND AT RIGHT ANGLES TO THE LONGITUDINAL CENTERLINE OF THE BRIDGE. FASTEN EACH STRIP TO THE ADJACENT 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.



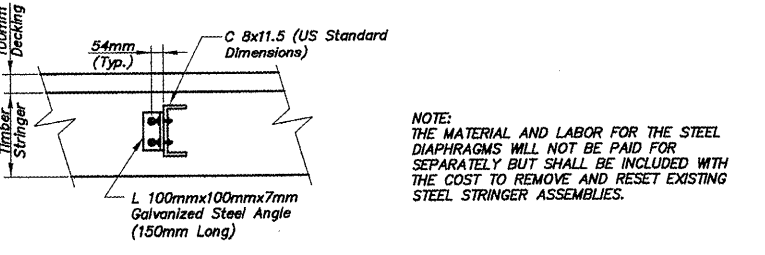
WOOD RAIL DETAIL NOT TO SCALE



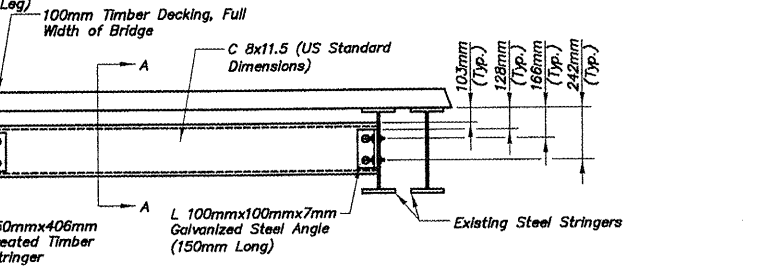
BRIDGE RAIL & TIMBER STRINGER BEARING DETAILS NOT TO SCALE



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.)

SHEET REVIEW	
AGENCY	DATE

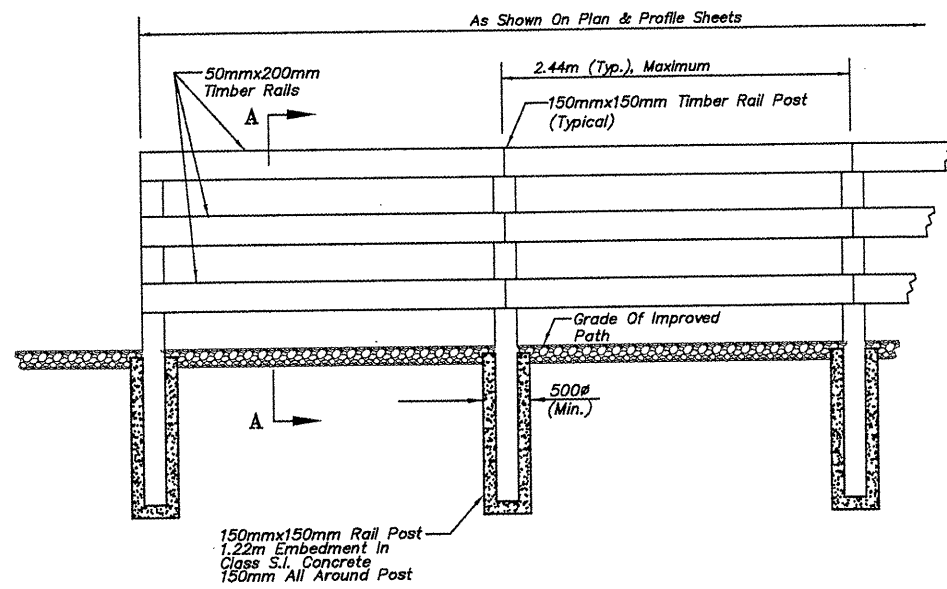
REVISIONS		
NO.	ITEM	DATE

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DRAWN BY:	REK
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DATE:	DECEMBER 12, 2011

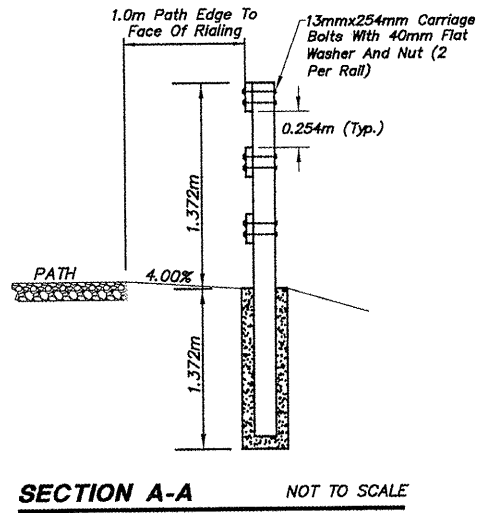
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BRIDGE DETAILS	
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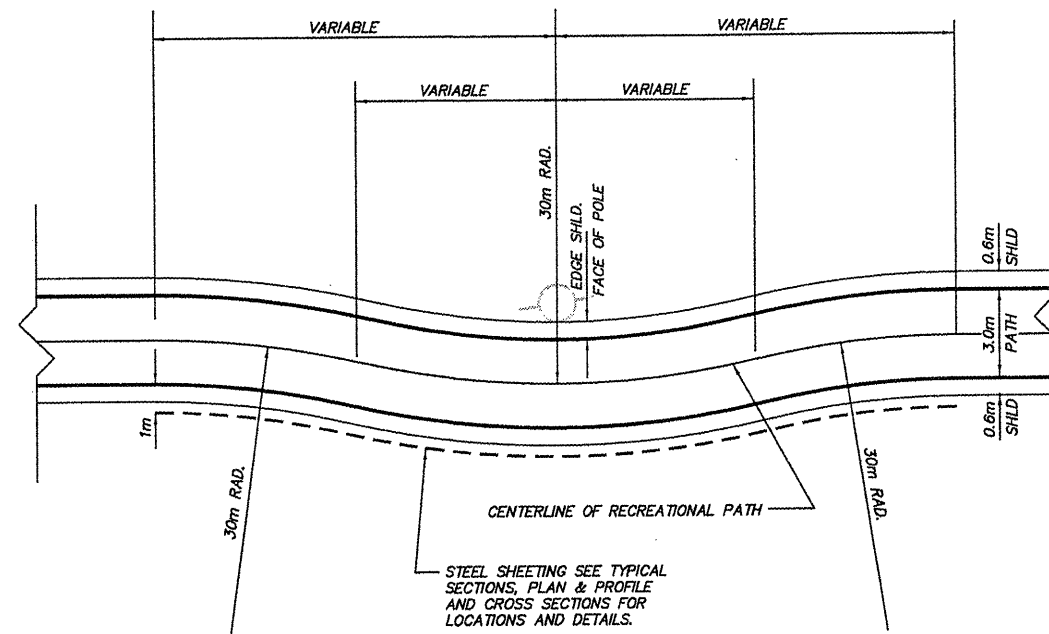
SHEET NO.	
105	OF
107	



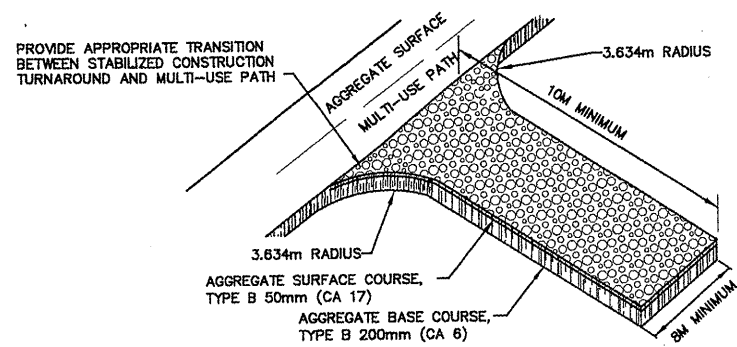
WOOD RAIL (PATH Side View) NOT TO SCALE
 (See PLAN & PROFILE SHEETS for Additional Details and Dimensions)



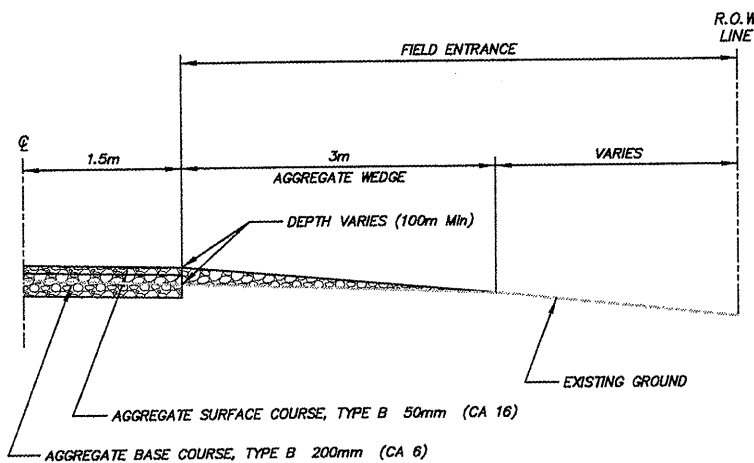
SECTION A-A NOT TO SCALE



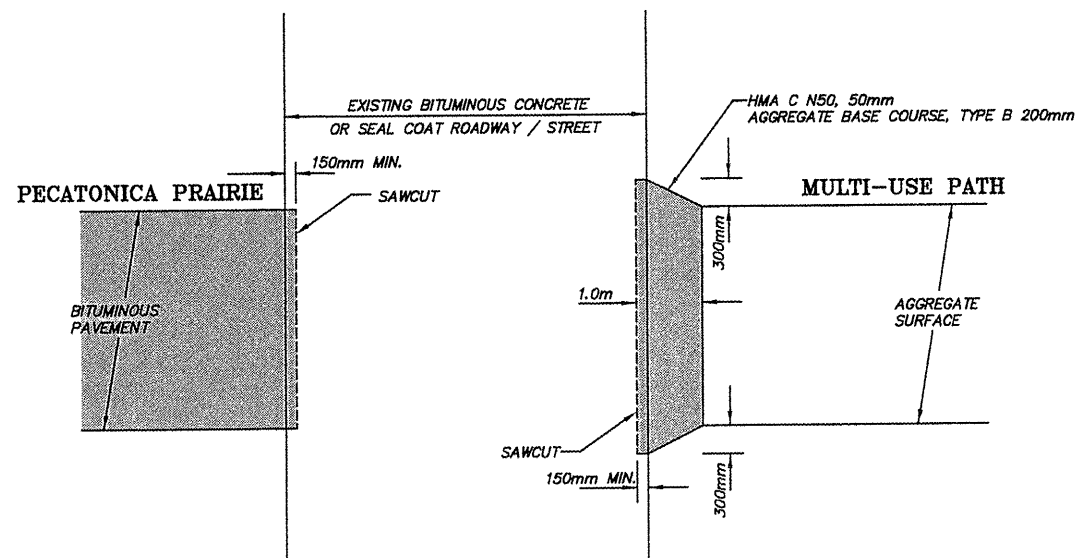
PATH TRANSITION AROUND POLE NOT TO SCALE



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



TYPICAL DETAIL AT FIELD ENTRANCES NOT TO SCALE
 (See PLAN & PROFILE SHEETS for LOCATIONS)



BITUMINOUS EDGE TREATMENT NOT TO SCALE

SHEET REVIEW	
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MISCELLANEOUS DETAILS
 PECATONICA PRAIRIE PATH
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STORMWATER POLLUTION PREVENTION

1. THE STORMWATER POLLUTION PREVENTION PLAN IS COMPRISED OF THE PLAN DRAWING MAPS, SWPPP PLAN NARRATIVE SPECIFICATIONS, THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN, ILLINOIS EPA NPDES GENERAL PERMIT AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES (BMP) AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
4. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
5. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA.
6. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
7. QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT YET BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES AND EQUIPMENT ENTER AND EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND GREATER OR EQUIVALENT SNOWFALL.
8. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
9. TEMPORARY SEEDING - THIS ITEM WILL BE APPLIED TO ALL BARE AREAS EVERY SEVEN DAYS TO MINIMIZE THE AMOUNT OF EXPOSED SURFACE AREAS. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION. BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.
10. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
11. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAY OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
12. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
13. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
14. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTORS SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, DITCH CHECKS, ETC.) TO PREVENT EROSION.
15. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR HMA PAVING FOR ROAD CONSTRUCTION.
16. INLET PROTECTION MUST BE PROVIDED AND MAINTAINED FOR ALL PROPOSED INLETS UNTIL FINAL GRADES HAVE BEEN ESTABLISHED.
17. THE EROSION CONTROL MEASURES INDICATED ON THE DRAWING MAPS ARE THE MINIMUM REQUIREMENTS.
18. TEMPORARY SLOPES AND GROUND SHALL BE MAINTAINED IN ROUGHENED STATE AS A BMP TO DISCOURAGE RILL EROSION.

TOPSOIL / SEEDING

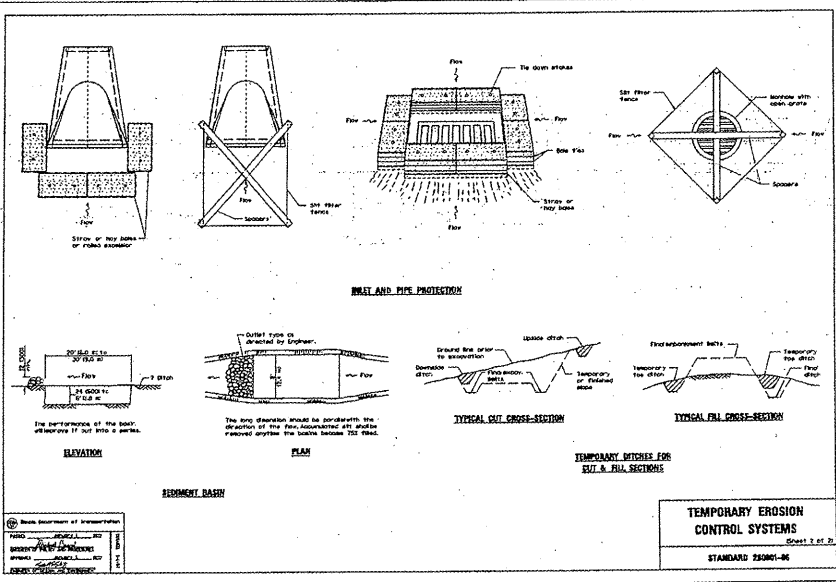
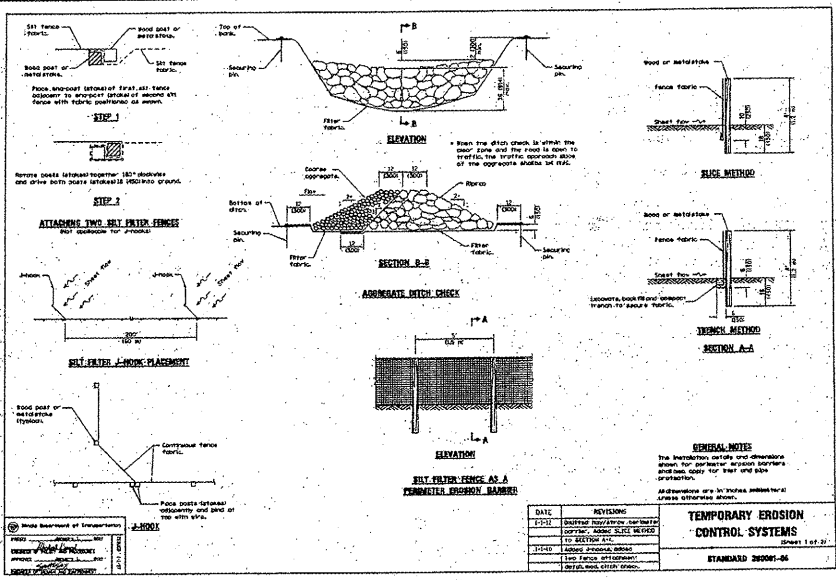
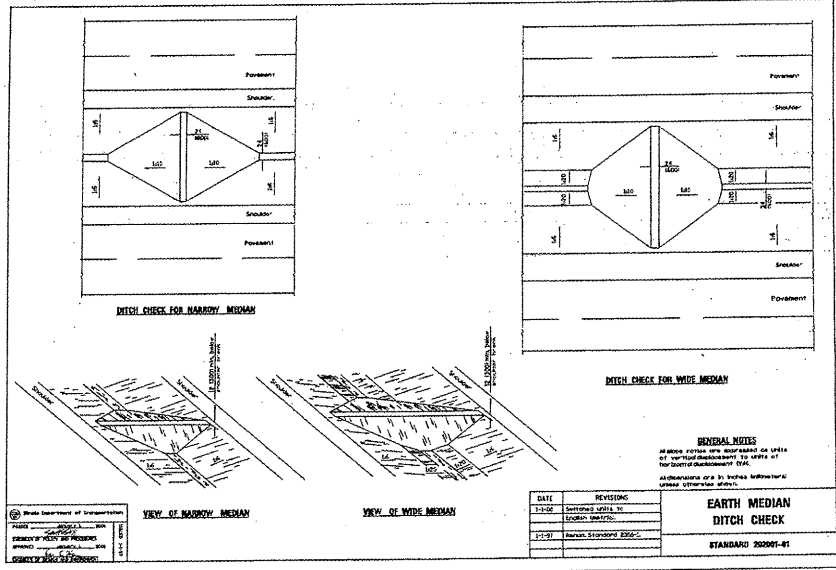
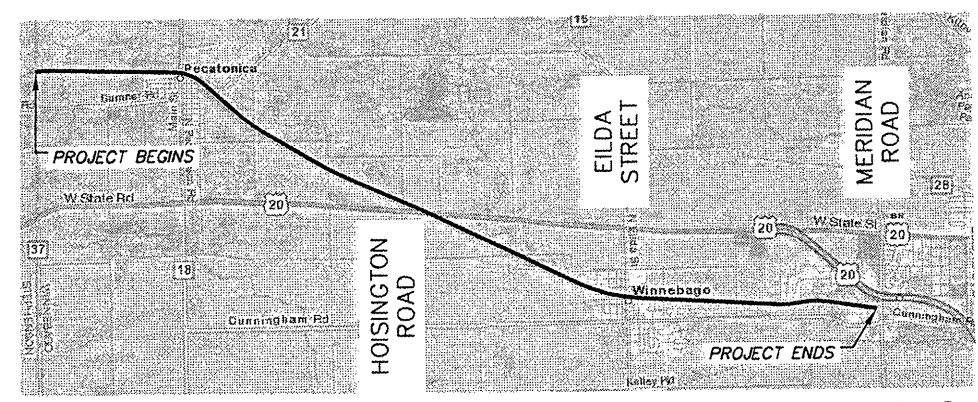
1. DISTURBED AREAS ARE LOCATIONS WHERE THE CONTRACTOR'S OPERATIONS HAVE DAMAGED EXISTING GROUND COVER AND/OR TOPSOIL OUTSIDE OF THE LIMITS OF CONSTRUCTION AS SHOWN IN THE PLANS. SEEDING OF THESE DISTURBED AREAS IS INCLUDED IN ALL THE OTHER PROJECT PAY ITEMS AND NO ADDITIONAL COMPENSATION IS ALLOWED.
2. THE FINAL TOP 6 INCHES OF SOIL IN ANY AREA MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
3. FERTILIZER SHALL BE APPLIED AT A RATE OF 100 KG/HA TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SOWING THE SEED.
4. THE CONTRACTOR SHALL SEED ALL AREAS WITHIN THE LIMITS OF CONSTRUCTION WITH SEEDING, CLASS 1 IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS OR AS APPROVED BY THE ENGINEER.

MAINTENANCE NOTES

ALL BMP MEASURES STATED ON THIS STORM WATER POLLUTION PREVENTION MAP AND PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE ROADWAY PROJECT. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED AND ENTERED INTO INSPECTION RECORD LOG BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS ACHIEVED AND MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, MULCHED AND RESEEDED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION AREA ACCESSES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PAVED ROAD SURFACES OR OUTSIDE WORK AREA. THIS MAY REQUIRE PERIODIC ROAD SWEEPING.

SITE LOCATION MAP (NOT TO SCALE)



SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	Not to Scale
DRAWN BY:	REK
CHECKED BY:	JWH
DATE:	DECEMBER 12, 2011

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STORMWATER POLLUTION PLAN DETAILS
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT
SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\10-042 DETAILS.DWG
JOB:04-30-10-042

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