

# PLANS FOR :

# CITY OF ROCKFORD

# RAILS TO TRAILS

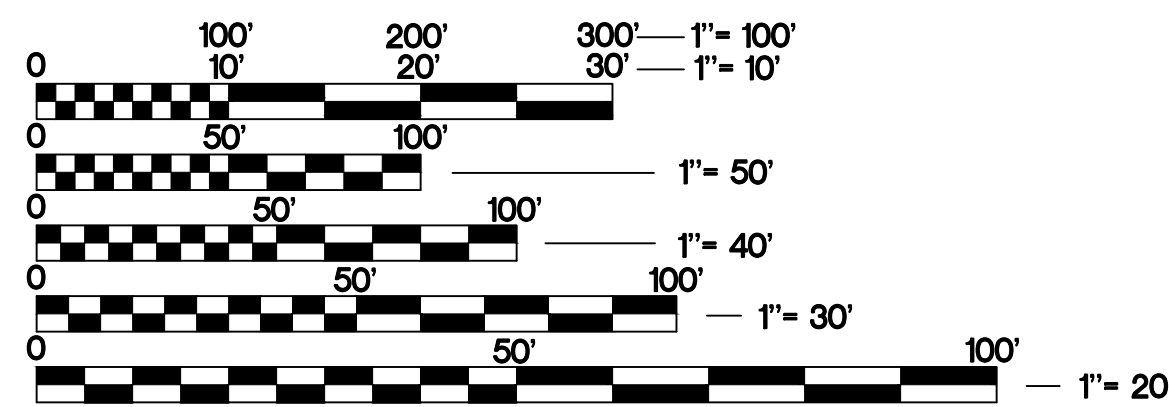
# ROCK RIVER SHORELINE REPAIR

# (ISSUE FOR BIDDING)

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR BENCHMARK INFORMATION, SEE SHEET NO. 3

PROJECT IS AUTHORIZED UNDER THE FOLLOWING PERMITTING AUTHORITIES:

- ACOE – NATIONWIDE PERMIT 13 (MEETS NON-NOTIFYING REQUIREMENTS) ROCK ISLAND DISTRICT
- IDNR–OWR FLOODWAY STATEWIDE PERMIT NO. 9
- ECO-CAT #25113878



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

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

Dial 811 or 1-800-892-0123

Know what's below. Call before you dig.

JULIE DESIGN TICKET: A251750618

WITH THE FOLLOWING:  
COUNTY WINNEBAGO COUNTY  
CITY-TOWNSHIP CITY OF ROCKFORD, ROCKFORD TOWNSHIP  
SEC. & 1/4 SEC. NO. # 26-44 N.-1 E.

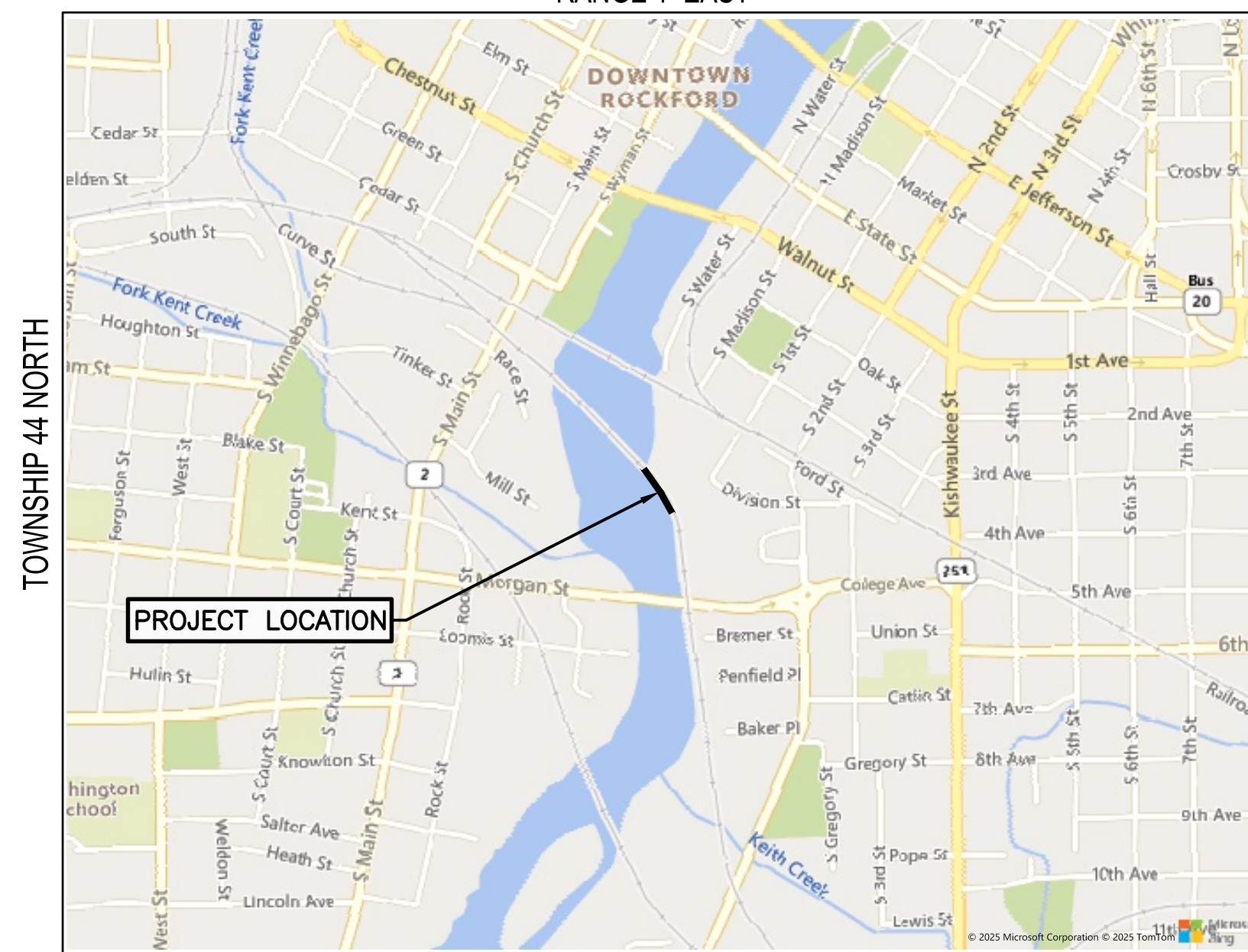
(2) Working Days before you dig  
(Excluding Sat., Sun. & Holidays)

**ENGINEER/SURVEYOR:**  
**HR GREEN, INC**  
1391 CORPORATE DRIVE, SUITE 203 | McHENRY, IL 60050

**PROJECT MANAGER: ANDREA PRACHT, P.E.**  
TEL: (815) 759-8386  
**PROJECT SURVEYOR: MILAN DOBROSAVLJEVIC, P.L.S.**  
TEL: (815) 320-7118

## WINNEBAGO COUNTY, ILLINOIS

PROJECT LOCATION MAP  
SCALE: N.T.S.  
RANGE 1 EAST

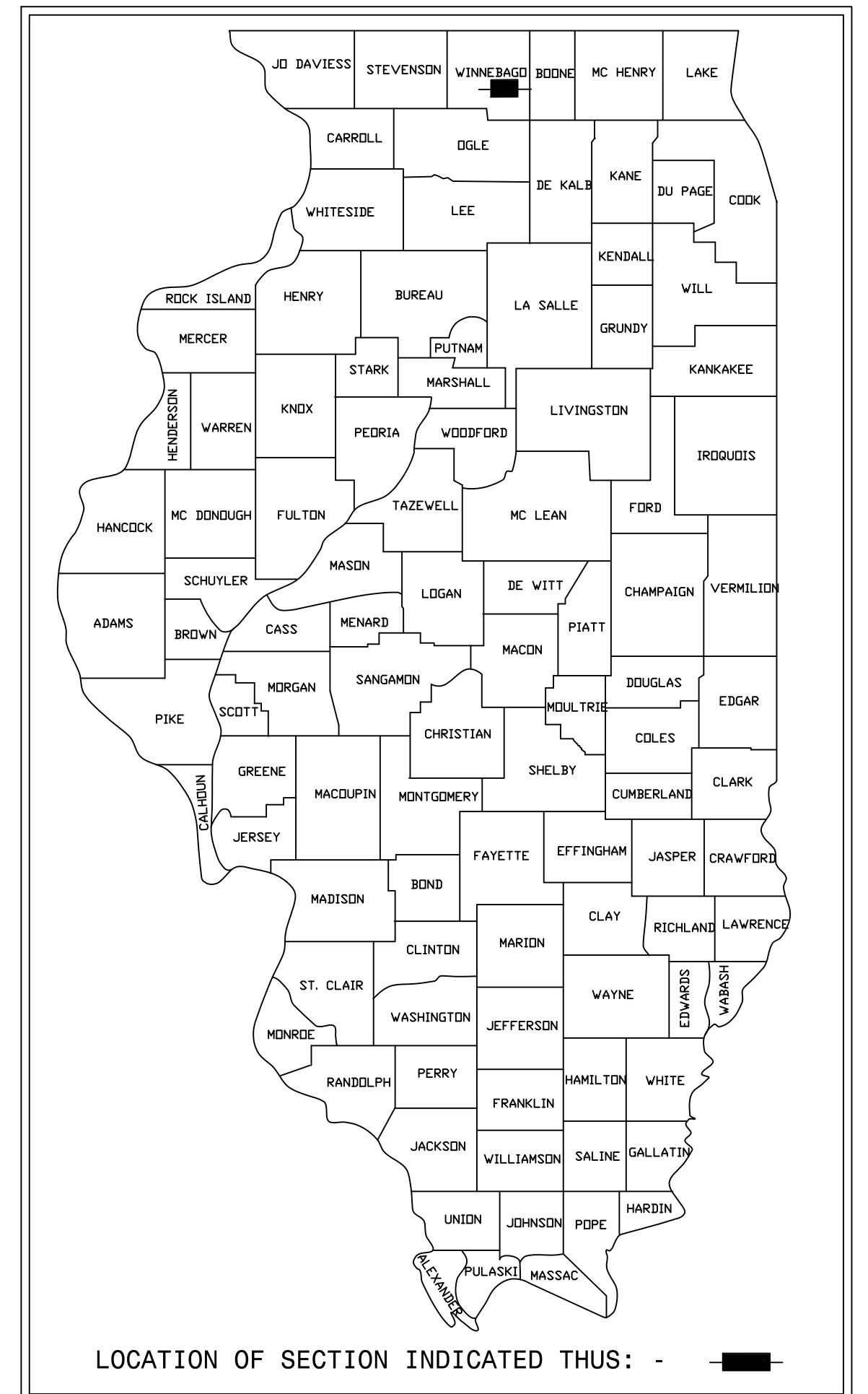


ROCKFORD TOWNSHIP  
THIRD PRINCIPAL MERIDIAN

**PROJECT LENGTH:**  
NET AND GROSS LENGTH OF PROJECT = 270 FEET (0.051 MILES)  
TOTAL DISTURBANCE AREA APPROXIMATELY = 36,995 SQ FT (0.85 AC)



1391 CORPORATE DRIVE, SUITE 203 | McHENRY, IL 60050  
Phone: 815.385.1778 | Toll Free: 800.728.7805 | Fax: 815.385.1781 | HRGreen.com



CITY OF ROCKFORD

APPROVED \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
CITY OF ROCKFORD

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Illinois.

ANDREA H. PRACHT, P.E. DATE \_\_\_\_\_  
License Number: 062-056313  
My license renewal date is November 30, 2027.  
Pages or sheets covered by this seal:  
1-17

### PLANS PREPARED FOR:

CITY OF ROCKFORD  
JEREMY MITCHELL, CFM – ASSISTANT STORMWATER MANAGER  
425 E STATE ST., ROCKFORD, IL 61104  
PH: (779) 348-7354

PROJECT LOCATED IN THE  
CITY OF ROCKFORD

PRINTED BY THE AUTHORITY  
OF THE CITY OF ROCKFORD



COMPANY NAME: HRGreen.com  
PROJECT CONTACT: HRGreen.com  
DATE PLOTTED: 8/28/2026 10:44 AM  
FILE NAME: 2502471-Cover  
PLOT DRIVER: DWG To PDF.pc3  
PEN TABLE: ILDOT-Standard.ctb

HRGreen.com Illinois Professional Design Firm #184.001322	USER NAME = CHRIS.ROGERS	DESIGNED – AHP	REVISED –	<b>CITY OF ROCKFORD</b> <b>RAILS TO TRAILS</b> <b>ROCK RIVER SHORLINE REPAIR</b>	<b>COVER SHEET</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 2502471-Cover	DRAWN – CFR	REVISED –			WINNEBAGO	17	1		
	PLOT SCALE = N.T.S.	CHECKED – LRG	REVISED –	SCALE: N.T.S.	SHEET NO. 01 OF 01 SHEETS	STA.	TO STA.	<b>CONTRACT NO.</b> FED. ROAD DIST. NO. – ILLINOIS FED. AID PROJECT		
	PLOT DATE = 4/28/2026	DATE – 04/28/2026	REVISED –							

## SUMMARY OF QUANTITIES

No.	Item		Quant.
1	CONSTRUCTION LAYOUT	LSUM	1
2	MOBILIZATION	LSUM	1
3	PARKWAY RESTORATION	LSUM	1
4	TRAFFIC CONTROL AND PROTECTION, SPECIAL	LSUM	1
5	ADJUST EX 8" DIP OUTFALL, SPECIAL	EACH	1
6	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	62
7	PAVEMENT REMOVAL	SQ YD	337
8	STONE OR BROKEN CONCRETE DUMPED RIPRAP, CLASS A7	SQ YD	60
9	STONE OR BROKEN CONCRETE DUMPED RIPRAP, CLASS A5	SQ YD	535
10	SEEDING, MESIC PRAIRIE SEEDING	AC	0.16
11	MAINTENANCE, MONITORING & REPORTING OF NATIVE PLANTINGS	LSUM	1
12	EROSION CONTROL BLANKET, SC-150BN	SQ YD	745
13	TOPSOIL FURNISH AND PLACE, 4 "	SQ YD	745
14	NON-SPECIAL WASTE DISPOSAL	CU YD	10
15	SPECIAL WASTE DISPOSAL	CU YD	10
16	SPECIAL WASTE PLANS AND REPORTS	EACH	1
17	SOIL DISPOSAL ANALYSIS	EACH	1
18	RELOCATE EXISTING LIGHTING UNIT (SPECIAL)	EACH	5
19	INCIDENTAL HOT-MIX ASPHALT SURFACING, IL-9.5, MIX "D", N50, 3"	TON	241
20	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	1,398
21	FLOATING SILT CURTAIN	FT	283
22	PERIMETER EROSION BARRIER	FT	130
23	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	300
24	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	1,026
25	SPLIT RAIL FENCE	FT	237
26	TEMPORARY CONSTRUCTION FENCE	FT	800
27	EXCAVATION	CU YD	2,172
28	ENGINEERED FILL	CU YD	76

## INDEX OF SHEETS

NO.	DESCRIPTION
<b>GENERAL SHEETS</b>	
1	COVER SHEET
2	INDEX OF SHEETS & SUMMARY OF QUANTITIES
3	BENCHMARK, UTILITY CONTACTS, SYMBOLS, & LEGENDS
4	GENERAL NOTES
<b>EXISTING CONDITIONS PLAN</b>	
5	EXISTING CONDITIONS PLAN
<b>EROSION CONTROL AND REMOVAL PLAN</b>	
6	EROSION CONTROL AND REMOVAL PLAN
<b>GRADING PLAN</b>	
7	BANK STABILIZATION PLAN
8	BANK STABILIZATION TYPICAL SECTIONS
<b>RESTORATION PLAN</b>	
9	RESTORATION PLAN
<b>DETAILS</b>	
10	EROSION/RESTORATION NOTES & SPECIFICATIONS
11	ILLINOIS URBAN MANUAL DETAILS
12 - 13	STANDARD CONSTRUCTION DETAILS
<b>CROSS SECTIONS</b>	
14 - 17	BANK STABILIZATION CROSS SECTIONS

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 DATE PLOTTED: 4/28/2026 4:10 PM  
 FILE NAME: 2502471-Cover  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: ILDOT-Standard.ctb



USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Cover	DRAWN - CFR	REVISED -
PLOT SCALE = N.T.S.	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD**  
**RAILS TO TRAILS**  
**ROCK RIVER SHORLINE REPAIR**

### INDEX OF SHEETS & SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET NO. 01 OF 01 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	2
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

**SITE BENCHMARKS:**

DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

**SOURCE BENCHMARK:**  
 NGS MONUMENT NH0582  
 ELEVATION: 745.09 (NAVD88)

**SITE BENCHMARK:**  
 CUT SQUARE ON THE NORTH SIDE OF THE CONCRETE BASE OF THE  
 TRANSMISSION TOWER LOCATED ON THE NORTH SIDE OF THE PATH  
 ELEVATION: 713.44 (NAVD88)

**UTILITY CONTACTS**



**City of Rockford**  
**Rails to Trails Rock River Shoreline Repair**  
**HR Green Project No.: 2502471**

JULIE Design Ticket: #A251750618  
 Ticket Date: 6/24/2025

**Contact Information**  
**Julie Design Ticket**  
**Original Contact**  
**Current Contact**

Updated: 3/20/2026

No.	Utility Owner	Utility Company Reference Number	Contact(s)	Telephone	Email	Address
1	City of Rockford	RKFD0A	Marty Bloom	(779) 348-7648	<a href="mailto:Martin.Bloom@rockfordil.gov">Martin.Bloom@rockfordil.gov</a>	425 E State St Rockford, IL 61104
		RKFD1A	Jason Higdon	(779) 238-1659	<a href="mailto:Jason.Higdon@rockfordil.gov">Jason.Higdon@rockfordil.gov</a>	426 E State St Rockford, IL 61104
2	Stratus Networks, Inc.	ATG00A	Tony Jordan	(309) 253-4374	<a href="mailto:TJORDAN@STRATUSNET.COM">TJORDAN@STRATUSNET.COM</a>	
3	AT&T Transmission	ATT0A	Vanessa Ross	(217) 381-4284 xCELL	<a href="mailto:VF2021@ATT.COM">VF2021@ATT.COM</a>	
4	AT&T Distribution	ATTD5A			<a href="mailto:G11629@ATT.COM">G11629@ATT.COM</a>	
5	Comed	CECO0A	Patricia Rodriguez, USIC	(630) 396-8225	<a href="mailto:patriciarodriguez@usicllc.com">patriciarodriguez@usicllc.com</a>	860 Oak Creek Dr Lombard, IL 60148
6	Comcast	COMC0A	Martha Gieras	(224) 229-5862	<a href="mailto:Martha_Gieras@Comcast.Com">Martha_Gieras@Comcast.Com</a>	Comcast Cable Services 680 Industrial Drive Elmhurst, Illinois 60126
7	Windstream	KDLOA	Locate Desk	(800) 289-1901	<a href="mailto:locate_desk@windstream.com">locate_desk@windstream.com</a>	
8	Unite Private Network	KMCOA	George Forbes	(478) 832-0669	<a href="mailto:GEORGE.FORBES@uprfiber.com">GEORGE.FORBES@uprfiber.com</a>	
9	Nicor	NICR0A	Karey Johnson	(224) 471-9356	gasmaps@southernco.com cc: karejohn@southernco.com	
10	Bluebird Network	PEGOA	Jamie Scott	(314) 220-8996 xCELL	<a href="mailto:james.scott@BLUEBIRDNETWORK.COM">james.scott@BLUEBIRDNETWORK.COM</a>	
11	Four Rivers Sanitation Authority	RRWR0A	Chris Baer	(815) 387-7678 x(815)	<a href="mailto:CBAER@FOURRIVERS.ILLINOIS.GOV">CBAER@FOURRIVERS.ILLINOIS.GOV</a>	
12	SIFI Networks	SIFIOA	24/7 SERVICE DESK	(657) 217-2970	<a href="mailto:NOC@SNONETOPS.COM">NOC@SNONETOPS.COM</a>	
13	U.S. Cellular	USC1A	JOE SALOMON	(308) 383-7545 xCELL	<a href="mailto:joe.salomon@uscellular.com">joe.salomon@uscellular.com</a>	

**STANDARD ABBREVIATIONS**

B-B - BACK TO BACK OF CURB  
 B.C. - BACK OF CURB  
 B.O.C. - BACK OF CURB  
 B.S.L. - BUILDING SETBACK LINE  
 C.B. - STORM CATCH BASIN  
 C.E. - COMMONWEALTH EDISON CO.  
 D.E. - DRAINAGE EASEMENT  
 E-E - EDGE TO EDGE OF PAVEMENT  
 E.O.P. - EDGE OF PAVEMENT  
 E.O.S. - EDGE OF SHOULDER  
 E.P. - EDGE OF PAVEMENT  
 E.S. - EDGE OF SHOULDER  
 F.E.S. - FLARED END SECTION  
 I.B.T. - ILLINOIS BELL TELEPHONE CO.  
 L.E. - LANDSCAPE EASEMENT  
 M.H. - MANHOLE (TYPE SPECIFIED ON PLANS)  
 R.C.M.E. - ROAD CONSTRUCTION & MAINTENANCE EASEMENT  
 R.O.W. - RIGHT OF WAY  
 T.B.F. - TRENCH BACKFILL  
 T.C. - TOP OF CURB  
 T.C.E. - TEMPORARY CONSTRUCTION EASEMENT  
 T.O.B. - TOP OF BERM  
 T.O.C. - TOP OF CURB  
 U.E. - UTILITY EASEMENT

**SYMBOL LEGEND**

	EXISTING	PROPOSED
SANITARY MANHOLE		
STORM MANHOLE		
STORM CATCH BASIN/INLET		
INLET		
FLARED END SECTION		
VALVE VAULT		
WATER SERVICE VALVE		
WATER B-BOX		
INDICATES WATER MAIN LINE STOP		
INDICATES PRESSURE VALVE INSERT		
CUT AND CAP		
FIRE HYDRANT WITH AUXILIARY VALVE		
LIGHT POLE		
REGULATORY SIGN		
UTILITY POLE		
UTILITY BOX		
MAILBOX		
WELL		
SANITARY SEWER		
STORM SEWER		
COMBINATION STORM AND SANITARY SEWER		
CULVERT		
PERFORATED UNDERDRAIN		
WATER MAIN		
WATER MAIN ENCASEMENT		
TRENCH BACKFILL		
SANITARY FORCE MAIN		
ELECTRIC LINE		
AERIAL UTILITY LINE		
UNDERGROUND ELECTRIC		
TELEPHONE LINE		
GAS LINE		
CABLE TV LINE		
FIBER OPTIC LINE		
RAILROAD TRACKS		
TREE LINE		
TREE		
CONTOURS		
SPOT ELEVATION		
FENCE		
WETLAND		
MARSH / WETLAND		
RIPRAP		
DRAINAGE DIRECTION ARROW		
DRAINAGE OVERFLOW DIRECTION		

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 4/28/2026 10:44 AM  
 FILE NAME: 2502471-Cover  
 PLOT SCALE: N.T.S.  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: ILDOT-Standard.ctb



USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Cover	DRAWN - CFR	REVISED -
PLOT SCALE = N.T.S.	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**BENCHMARK, UTILITY CONTACTS, & LEGENDS**

SCALE: N.T.S. SHEET NO. 01 OF 01 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	3
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

**GENERAL NOTES:**

- ALL ITEMS OF THIS PROJECT SHALL BE GOVERNED BY SPECIFICATIONS INCLUDED IN THE DOCUMENTS LISTED BELOW:
  - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" PREPARED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND ADOPTED BY SAID DEPARTMENT (LATEST EDITION).
  - "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (LATEST EDITION).
  - "BUREAU OF DESIGN & ENVIRONMENT MANUAL" (BDE) BY ILLINOIS DEPARTMENT OF TRANSPORTATION (LATEST EDITION).
  - "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" - FEDERAL HIGHWAY ADMINISTRATION MUTCD (LATEST EDITION).
  - "ILLINOIS SUPPLEMENT TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (LATEST EDITION).
  - "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" (LATEST EDITION).
  - "ILLINOIS URBAN MANUAL" PREPARED BY THE U.S. DEPARTMENT OF AGRICULTURE NRCS AND MAINTAINED BY THE ASSOCIATION OF ILLINOIS SOIL AND WATER CONSERVATION DISTRICTS (LATEST EDITION).
  - "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" BY IEPA, ILLINOIS URBAN MANUAL - A TECHNICAL MANUAL DESIGNED FOR URBAN ECOSYSTEM PROTECTION AND ENHANCEMENT. (LATEST EDITION).
  - "CITY OF ROCKFORD STORMWATER MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL"
  - "CITY OF ROCKFORD MUNICIPAL CODE AND ENGINEERING STANDARDS"
- IN THESE CONTRACT DOCUMENTS MENTION IS MADE OF THE "ENGINEER," WHICH SHALL MEAN THE CITY OF ROCKFORD OR THEIR DULY AUTHORIZED AGENT. IN THESE CONTRACT DOCUMENTS MENTION IS MADE OF THE "OWNER," WHICH SHALL MEAN CITY OF ROCKFORD, OR THEIR DULY AWARDED AGENT.
- AS PART OF THE BIDDING PROCEDURE, THE CONTRACTOR SHALL VERIFY THAT THE QUANTITIES FOR PAY ITEMS, AS PRESENTED IN THESE PLAN DOCUMENTS, ARE SUBSTANTIALLY CORRECT. IF DISCREPANCIES ARE DETECTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE DISCREPANCY PRIOR TO THE BID DATE.
- QUANTITIES SHOWN ARE ESTIMATES FOR INFORMATION ONLY. PAYMENT WILL BE BASED ON ACTUAL QUANTITIES MEASURED IN THE FIELD OR ON PAYMENT LIMIT DETAILS.
- THE CONTRACTOR SHALL BE PAID FOR MATERIALS AND EQUIPMENT SUCCESSFULLY INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AS MEASURED OR VERIFIED IN PLACE BY THE ENGINEER OR THEIR AGENT.
- IN CASE OF CONFLICT BETWEEN THE ABOVE-MENTIONED SPECIFICATIONS, THE ENGINEER SHALL DETERMINE WHICH OF THE SPECIFICATIONS SHALL GOVERN. THE ENGINEER'S DECISION SHALL BE FINAL AND NO ADDITIONAL COMPENSATION SHALL BE AWARDED UNLESS APPROVED BY THE ENGINEER.
- THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE OWNER. IMPROVEMENT REPRESENTATIONS AS SHOWN ON THESE PLANS, ARE AS ACCURATE AS POSSIBLE FROM THE INFORMATION AVAILABLE. HOWEVER, SOME FIELD REVISIONS MAY BE REQUIRED TO ACCOMMODATE UNFORESEEN CIRCUMSTANCES. THE ENGINEER SHALL BE ADVISED OF ANY NECESSARY REVISIONS WITH SUFFICIENT LEAD TIME ALLOWED TO PROPERLY CONSIDER AND ACT UPON SAID REQUESTS. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED IN CONSTRUCTING THOSE IMPROVEMENTS AS DETAILED IN THIS ENGINEERING PLAN.
- THE ENGINEER SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE OR REJECT THE WORKMANSHIP AND/OR MATERIALS WHICH GO TO MAKE UP IMPROVEMENTS AS DETAILED IN THESE PLANS AND SPECIFICATIONS.
- GENERAL SAFETY PROVISION: TO PROVIDE DRIVERS WITH SAFE TRAVEL CONDITIONS DURING THE CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL FOR THE DURATION OF THIS CONTRACT. ANY EMPLOYEE OF THE CONTRACTOR OR HIS SUBCONTRACTORS WHO REFUSES TO COMPLY WITH THESE GENERAL SAFETY PROVISIONS SHALL BE REMOVED FROM THE JOB SITE IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS. THE CONTRACTOR AND ANY SUBCONTRACTORS RETAINED BY HIM SHALL COMPLY WITH THE STATE AND FEDERAL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (OSHA), JULY 1, 1987, AS IT RELATES TO CONTRACTOR'S OPERATIONS.
- THE CONTRACTOR SHALL COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. CONTRACTOR WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCIDENTAL TO THE CONTRACT.
- 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, AND AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE, STORE, AND RELOCATE TO THE SATISFACTION OF THE ENGINEER ALL EXISTING SIGNAGE IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS, AND CONSIDER THIS AS INCIDENTAL TO THE CONTRACT.
- OUTSIDE THE EXISTING RIGHT-OF-WAY, THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING SIGNS OUTSIDE THE RIGHT-OF-WAY. ANY SIGNS REMOVED FOR CONSTRUCTION PURPOSES SHALL BE CAREFULLY REMOVED AND RE-ERECTED BY THE CONTRACTOR AT A LOCATION NEAREST TO THE ORIGINAL LOCATION, OR AT A LOCATION DETERMINED BY THE ENGINEER IN THE FIELD. REMOVAL AND RE-ERECTED SIGNS AND ANY DAMAGE DONE TO EXISTING SIGNS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL EXPENSE TO THE OWNER.
- ALL ITEMS SHALL INCLUDE ALL THE NECESSARY MATERIALS AND LABOR TO COMPLETE THE ITEM IN PLACE. LABOR NOT SPECIFICALLY IDENTIFIED SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- AT THE END OF EACH DAY, THE CONTRACTOR SHALL SECURE THE CONSTRUCTION WORK ZONE FROM POTENTIAL INTRUDERS.
- THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES, AND VERIFY PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
- THE CONTRACTOR SHALL CONTACT THE ENGINEER OF ANY ERRORS OR DISCREPANCIES WHICH MAY BE SUSPECTED IN LINES AND GRADES AND SHALL NOT PROCEED WITH THE WORK UNTIL ALL LINES AND GRADES WHICH ARE BELIEVED TO BE IN ERROR HAVE BEEN VERIFIED OR CORRECTED BY THE ENGINEER OR HIS REPRESENTATIVE.
- THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCE OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- ALL ITEMS TO BE REMOVED AND NOT DEFINED AS A PAY ITEM SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- ALL EXCESS EARTH EXCAVATION, EXCESS MATERIALS, OR OTHER REMOVED ITEMS SHALL BE HAULED OFF-SITE AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE APPROVED BY THE OWNER.
- THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL OBSTRUCTIONS, TREES, DEBRIS AND BRUSH AS DESIGNATED BY THE OWNER AND AS INDICATED ON THE PLANS. ALL MATERIALS SHALL BE DISPOSED OF AT THE CONTRACTOR'S EXPENSE. DURING CONSTRUCTION, CARE SHALL BE TAKEN TO MINIMIZE DAMAGE TO THE EXISTING TREES AND LANDSCAPING. ONLY THOSE ITEMS DESIGNATED BY THE OWNER SHALL BE REMOVED.

- WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AS WELL AS ADJOINING RESIDENTIAL AREAS.
- THE CONTRACTOR IS REQUIRED TO STAY WITHIN THE NOTED PROPERTY BOUNDARIES RIGHT-OF-WAY AND EASEMENTS AS SHOWN IN THE PLANS. ANY ADDITIONAL EASEMENTS SHALL BE SECURED BY THE CONTRACTOR AT NO EXTRA COST.
- ANY AREAS DAMAGED OR DISTURBED DURING THE PROJECT AS A DIRECT OR INDIRECT RESULT OF CONTRACTOR OPERATIONS, SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION. THE COST OF SAID RESTORATION OR REPAIR SHALL BE BORNE TOTALLY BY THE CONTRACTOR, WITH NO EXTRA COMPENSATION BEING AWARDED UNDER THIS CONTRACT. THE RESPONSIBILITY FOR THE REPAIR OR REPLACEMENT OF ANY UTILITY, STRUCTURE, LANDSCAPING ETC., DAMAGED OR DESTROYED BY THE CONTRACTOR DURING MOBILIZATION OR CONSTRUCTION SHALL BE BORNE SOLELY BY THE CONTRACTOR, WITH NO EXPENSE BEING CHARGED TO THE ENGINEER OR OWNER. PRIOR TO ACCEPTANCE OF THIS REPAIR OR REPLACEMENT, THE CONTRACTOR SHALL PRESENT THE OWNER WITH A "SIGNOFF LETTER," SIGNED BY A RESPONSIBLE OFFICIAL OF THE OWNER OF THE DAMAGED UTILITY STATING THAT THE REPAIR OR REPLACEMENT IS ACCEPTABLE.

**CONSTRUCTION STAKING**

- CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING AND STAKING ALL GRADES AS INDICATED ON ANY APPLICABLE PLANS AND CROSS SECTIONS. ANY DEVIATION FROM CURRENT GRADES WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER WILL NOT BE ACCEPTED FOR PAYMENT UNTIL THE CONTRACTOR HAS CORRECTED THE CONSTRUCTION TO THE SATISFACTION OF OWNERSHIP.

**EROSION CONTROL NOTES**

- UNLESS OTHERWISE SPECIFIED, ALL EROSION AND SEDIMENT CONTROL MEASURES AND THEIR MAINTENANCE, CLEARING AND REMOVAL SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
- THE GENERAL CONTRACTOR AND ANY SUBCONTRACTOR SHALL BE RESPONSIBLE FOR SEDIMENT AND EROSION CONTROL MEASURES OR CONSTRUCTION ACTIVITIES THAT DISTURB SITE SOIL.
- THE CONTRACTOR SHALL IMPLEMENT THE EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED ON THESE EROSION CONTROL PLANS BEFORE CONSTRUCTION BEGINS.
- THE CONTROLS SHALL BE INSTALLED AS DETAILED AND WERE INDICATED ON THE EROSION CONTROL PLAN SHEETS AND AS DIRECTED BY THE INSPECTOR.
- SITE ACTIVITIES SHOULD ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE PRACTICABLE.
- DISTURBED PORTIONS OF THE SITE SHALL BE STABILIZED (TEMPORARILY OR PERMANENTLY SEEDED, MULCHED, SODDED OR PAVED) AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN 7 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
- UNTIL SUCH TIME AS THE PROJECT SITE REACHES FINAL STABILIZATION, THE CONTRACTOR SHALL BE RESPONSIBLE TO ADDRESS EROSION OR REPAIR EROSION. EROSION CONTROL MEASURES, SEDIMENT CONTROLS, AND ANY OTHER PROTECTIVE MEASURES AS REQUIRED IN ORDER TO MAINTAIN THEIR INTENDED FUNCTION IN A GOOD AND EFFECTIVE OPERATING CONDITION.
- EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER EXPECTED DURING THE CONSTRUCTION PROCESS THAT MAY BE COMBINED WITH STORM WATER DISCHARGES ARE:
  - FIRE HYDRANT FLUSHING
  - WATERS USED TO WASH VEHICLES (DETERGENTS ARE NOT TO BE USED)
  - WATERS USED TO CONTROL DUST
  - POTABLE WATER FROM WATER MAIN FLUSHING
  - LANDSCAPE IRRIGATION DRAINAGE
  - UNCONTAMINATED GROUND WATER FROM DEWATERING EXCAVATED TRENCHES
  - PAVEMENT WASH WATERS WHERE SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED (UNLESS ALL SPILLED MATERIAL HAS BEEN REMOVED) ALSO, DETERGENTS ARE NOT TO BE USED
  - UNCONTAMINATED AIR CONDITIONING CONDENSATE
  - NON-STORM WATER DISCHARGES SHALL BE DIRECTED AWAY FROM UNPROTECTED, BARE, OR OTHERWISE UNSTABILIZED SOIL. THE CONTRACTOR SHALL FURTHER IMPLEMENT APPROPRIATE POLLUTION PREVENTION MEASURES TO ENSURE THAT ANY OF THE ABOVE DISCHARGES DO NOT CAUSE EROSION OR DEGRADE THE QUALITY OF RUNOFF FROM THE CONSTRUCTION SITE.
- THE INSPECTOR SHALL HAVE AUTHORIZATION TO DETERMINE THE ADEQUACY OF THE CONTRACTOR'S EROSION CONTROL EFFORTS. THE OWNER OR THE INSPECTOR SHALL HAVE FULL AUTHORITY OVER THE GENERAL CONTRACTOR AND ANY SUBCONTRACTOR TO CAUSE POLLUTANT CONTROL MEASURES TO BE REPAIRED, MODIFIED, MAINTAINED, SUPPLEMENTED, OR WHATEVER ELSE IS NECESSARY IN ORDER TO ACHIEVE EFFECTIVE POLLUTANT CONTROL OR TO SUSPEND OR LIMIT THE CONTRACTOR'S OPERATIONS PENDING ADEQUATE PERFORMANCE.
- PERIMETER EROSION BARRIER TO BE CONSTRUCTED OF SILT FENCE UNLESS NOTED OTHERWISE.
- EROSION CONTROL BLANKET SHALL BE OF NORTH AMERICAN GREEN SC-150BN OR APPROVED EQUAL.
- A TEMPORARY CONCRETE WASHOUT FACILITY SHALL BE CONSTRUCTED AT A LOCATION APPROVED BY THE ENGINEER. WASHOUT FACILITY SHALL BE UTILIZED FOR ALL APPLICABLE OPERATIONS.
- STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED, TO THE DIMENSIONS AS SHOWN, AT APPROVED LOCATIONS FOR THIS PROJECT. ALL CONSTRUCTION TRAFFIC MUST UTILIZE THE STABILIZED CONSTRUCTION ENTRANCES WHEN EXITING THE SITE. ALL COST FOR EROSION CONTROL AND RESTORATION WORK ASSOCIATED WITH THE APPROVED STABILIZED CONSTRUCTION ENTRANCES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- TEMPORARY EROSION CONTROL MEASURES INCLUDE TEMPORARY DITCH CHECKS, PERIMETER EROSION BARRIER, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, AND ANY OTHER TEMPORARY EROSION CONTROL MEASURE NEEDED TO LIMIT THE AMOUNT OF SOIL EROSION AND SEDIMENTATION DURING CONSTRUCTION.
- AT THE COMPLETION OF THE PROJECT, ALL TEMPORARY EROSION CONTROL ITEMS SHALL BE REMOVED FROM THE SITE AND BECOME THE PROPERTY OF THE CONTRACTOR. CONTRACTOR MUST STABILIZE ANY AREA DISTURBED BY THE REMOVAL OF EROSION CONTROL ITEMS.
- CONTRACTOR SHALL CLEAN ANY DEBRIS TRACKED OFFSITE DAILY.
- THE CONTRACTOR'S RESPONSIBILITY FOR EROSION CONTROL SHALL EXTEND THROUGHOUT THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF PAVED SURFACES WITHIN AND ADJACENT TO THE PROJECT ON A TIMELY BASIS AND/OR AT THE DIRECTION OF THE CITY OF ROCKFORD.
- ALL CONSTRUCTION WILL ADHERE TO THE REQUIREMENTS SET FORTH IN THE IEPA'S GENERAL NPDES PERMIT FOR STORMWATER DISCHARGE FROM CONSTRUCTION SITE ACTIVITIES.
- EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EVERY STORM OF ONE HALF INCH OR RAINFALL OR GREATER BY THE ENGINEER. AN INSPECTION REPORT MUST BE SUBMITTED BY THE ENGINEER TO THE CITY FOLLOWING EACH INSPECTION. ANY REPAIRS OR REPLACEMENT NEEDED TO ENSURE ADEQUATE EROSION CONTROL MUST BE MADE IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

- EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EVERY STORM OF ONE HALF INCH OR RAINFALL OR GREATER BY THE ENGINEER. AN INSPECTION REPORT MUST BE SUBMITTED BY THE ENGINEER TO THE CITY FOLLOWING EACH INSPECTION. ANY REPAIRS OR REPLACEMENT NEEDED TO ENSURE ADEQUATE EROSION CONTROL MUST BE MADE IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

**SEEDING OF DISTURBED AREAS**

- THE FINAL TOP 4" INCHES OF SOIL IN ANY DISTURBANCE AREA MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
- FERTILIZER HAVING AN ANALYSIS OF 10-0-10 SHALL BE APPLIED AT A RATE OF 90 LBS/ACRE TO ALL DISTURBED AREAS AS SHOWN ON PLANS AND INCORPORATED INTO THE SEEDBED PRIOR TO SOWING THE SEED. FERTILIZER TO BE APPLIED ONLY ON AREAS IDENTIFIED FOR PARKWAY RESTORATION.
- THE CONTRACTOR SHALL SEED AND STABILIZE ALL DISTURBED AREAS ADJACENT TO IMPROVEMENTS WITH SEEDING, IDOT CLASS 1A AND EROSION CONTROL BLANKET AS SHOWN ON PLANS OR APPROVED EQUAL IN ACCORDANCE WITH IDOT STANDARD SPECIFICATION OR AS APPROVED BY THE ENGINEER.
- QUARANTINE: SCATTERED BARE SPOTS NO LARGER THAN 0.25 SQUARE FOOT WILL BE ALLOWED UP TO A MAXIMUM OF 5% OF ANY SEEDED AREA INCLUDING 30-DAY MAINTENANCE, MOWING AND WATERING AS NECESSARY.
- THIS WORK SHALL CONFORM TO THE APPLICABLE STANDARDS FROM THE ILLINOIS URBAN MANUAL, THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTIONS, CURRENT EDITION, THE PROJECT SPECIFICATIONS, AND THE APPROPRIATE DETAILS.

- RESTORATION - THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION OF THE IMPROVEMENTS AND RELATED APPURTENANCES OR AS PART OF ANY OF THEIR ACTIVITIES TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS FOR PARKWAY RESTORATION.

**COORDINATION WITH UTILITIES**

- UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATION 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 THAT 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 OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ANY AND ALL UTILITY COMPANIES REGARDING ADJUSTMENTS NECESSARY. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE AND CONSIDERED INCIDENTAL TO THE PROJECT COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND, OVERHEAD, OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. 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 EXPENSE.
- THE CONTRACTOR MUST VERIFY AND LOCATE ALL EXISTING UTILITIES ON OR ADJACENT TO THE SITE. PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES, CONTACT J.U.L.L.E. AT 1-800-892-0123 (OR 811) FOR EXACT FIELD LOCATION OF UTILITIES. DAMAGE, AND THE COST THEREOF, TO ANY AND ALL UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ANY AND ALL EXISTING UTILITIES SHOWN HEREON ARE APPROXIMATE. THE ENGINEER AND SURVEYOR ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF THE EXISTING UTILITIES SHOWN HEREON.
- IF THERE ARE ANY UTILITIES WHICH ARE NOT MEMBERS OF THE J.U.L.L.E. SYSTEM, THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THIS AND REQUESTING SAID UTILITIES TO FIELD VERIFY AND MARK PERTINENT UTILITY LOCATION.
- THE UTILITY LOCATIONS, DEPTHS, ETC. SHOWN ON THESE PLANS ARE APPROXIMATE ONLY AND SHALL BE VERIFIED BY THE CONTRACTOR WITH ALL UTILITIES PRIOR TO COMMENCING CONSTRUCTION. INITIATING CONSTRUCTION OPERATIONS, THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY FOR THE ADEQUACY, SUFFICIENCY OR EXACTNESS OF THESE UTILITY REPRESENTATIONS.
- THE CONTRACTOR SHALL CONTACT THE NECESSARY UTILITY COMPANIES FOR ANY UTILITY RELOCATIONS AND SHALL PAY FOR ALL COSTS ASSOCIATED WITH RELOCATION OF UTILITIES ON OR ADJACENT TO THE SUBJECT PROPERTY OR WITHIN THE ROAD RIGHT-OF-WAY.

**CONSTRUCTION OF UNDERGROUND UTILITIES**

- COST FOR REPAIRS, REPLACEMENT, AND/OR CONNECTION SHALL BE INCIDENTAL TO THE VARIOUS CONTRACT ITEMS.
- THE ENGINEER SHALL BE NOTIFIED IF, DURING CONSTRUCTION, ANY BURIED STORM SEWER OR FIELD TILES ARE EXPOSED OR DISTURBED. THE CONTRACTOR SHALL RECONNECT SAID FIELD TILES IF DEEMED NECESSARY, TO BE MEASURED AND PAID FOR PER 109.04 OF THE STANDARDS SPECIFICATIONS.

**TRAFFIC CONTROL**

- THE CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN ALL TRAFFIC CONTROL ITEMS NECESSARY FOR THE CONSTRUCTION OF ITEMS WITHIN THE ROAD RIGHT-OF-WAY. ALL WORK PERFORMED SHALL HAVE TRAFFIC CONTROL IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES' AND OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
- ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE FURNISHED, INSTALLED AND MAINTAINED BY THE CONTRACTOR. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN CONDITIONS MAY REQUIRE THE ENGINEER TO MODIFY THE LOCATION OF THE TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES OPEN TO TRAFFIC FROM DEBRIS SHING BLOWN OR OTHERWISE REMOVED FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING DEBRIS OFF THE ADJACENT TRAVELED ROAD SURFACE. COST INCIDENTAL TO THE PROJECT.
- PROVIDE TO THE ENGINEER AND THE OWNER THE NAME AND PHONE NUMBER OF INDIVIDUALS RESPONSIBLE FOR MAINTAINING TRAFFIC CONTROL MEASURES DURING CONSTRUCTION. THIS INDIVIDUAL SHALL BE AVAILABLE TO CORRECT TRAFFIC CONTROL PROBLEMS 24 HOURS PER DAY.
- THE CONTRACTOR SHALL NOTIFY THE POST OFFICE, POLICE DEPARTMENT, FIRE DEPARTMENT, 911 DISPATCH CENTER, ILLINOIS DEPARTMENT OF TRANSPORTATION, STATE POLICE, APPROPRIATE SCHOOL DISTRICT AND THE LOCAL AGENCY A MINIMUM OF 5 DAYS PRIOR TO CLOSING ANY PORTION OF THE STREET OR ALLEY.
- BKE/PEDESTRIAN PATH TO REMAIN CLOSED TO TRAFFIC THROUGHOUT CONSTRUCTION. CONTRACTOR TO MAINTAIN ACCESS TO BUSINESSES AS NECESSARY. CONTRACTOR TO PROVIDE SIGNAGE SHOWN IN PLANS THROUGHOUT CONSTRUCTION.

**INDEMNIFICATION**

- CONTRACTOR SHALL PROVIDE INDEMNIFICATION AS PER ARTICLE 107.26 OF THE STANDARD SPECIFICATIONS. ALL COSTS FOR INSURANCE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ADDITIONAL REQUIREMENTS: THE CONTRACTOR SHALL ALSO INDEMNIFY AND HOLD HARMLESS, HR GREEN, INC., CITY OF ROCKFORD, ITS OFFICERS, EMPLOYEES, AGENTS, AND SUBCONTRACTORS. THE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL ADDITIONAL INDEMNIFICATION REQUIREMENTS HAVE BEEN OBTAINED UNDER THIS PARAGRAPH.

**INSURANCE AND LIABILITY**

- CONTRACTOR SHALL PROVIDE INSURANCE COVERAGE AS PER ARTICLE 107.27 OF THE STANDARD SPECIFICATIONS. ALL COSTS FOR INSURANCE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE "DEPARTMENT" SHALL BE TAKEN TO MEAN HR GREEN, INC. THE POLICY OF INSURANCE SHALL INCLUDE HR GREEN, INC., CITY OF ROCKFORD, AND ITS AGENTS AS AN ADDITIONAL INSURED OR PROVIDE SEPARATE COVERAGE WITH AN OWNER'S PROTECTIVE POLICY, AS PER THE AMOUNTS STATED IN THE STANDARD SPECIFICATIONS. NO WORK SHALL BEGIN UNTIL THE CERTIFICATE OF INSURANCE IS ON FILE WITH THE ENGINEER.
- ADDITIONAL REQUIREMENTS: THE CONTRACTOR SHALL SECURE AND MAINTAIN SUCH INSURANCE FROM AN INSURANCE COMPANY AUTHORIZED TO WRITE CASUALTY INSURANCE IN THE STATE WHERE THE WORK IS LOCATED AND ALSO WILL PROTECT AND LIST AS ADDITIONAL INSURED, HR GREEN, INC., CITY OF ROCKFORD, AND HIS SUBCONTRACTORS AND HIS EMPLOYEES FROM CLAIMS FOR BODILY INJURY, DEATH OR PROPERTY DAMAGE WHICH MAY ARISE FROM IMPROVEMENTS ON THE PROPERTY. THE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL HE/SHE HAS OBTAINED ALL INSURANCE REQUIRED UNDER THIS PARAGRAPH AND FILED THE CERTIFICATE OF INSURANCE OR THE CERTIFIED COPY OF THE INSURANCE POLICY.

**MISCELLANEOUS GENERAL NOTES:**

- THE CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST OSHA STANDARDS AND REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE "MEANS AND METHODS" REQUIRED TO MEET THE INTENT AND PERFORMANCE CRITERIA OF OSHA, AS WELL AS ANY OTHER ENTITY THAT HAS JURISDICTION FOR EXCAVATION AND/OR TRENCHING PROCEDURES.
- THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. ANY DISCREPANCIES THAT MAY AFFECT THE PUBLIC SAFETY OR PROJECT COST MUST BE IDENTIFIED TO THE ENGINEER IN WRITING IMMEDIATELY. PROCEEDING WITH CONSTRUCTION WITHOUT NOTIFICATION IS DONE SO AT THE CONTRACTOR'S OWN RISK.
- IN CASE OF DISCREPANCIES BETWEEN PLANS OR RELATIVE TO OTHER PLANS, THE SITE PLAN WILL TAKE PRECEDENCE. IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY CONFLICTS.

- ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED TO REMAIN, FENCING, TREES, & ETC., WITHIN CONSTRUCTION AREA SHALL BE REMOVED & DISPOSED OF OFF SITE. NO ON SITE BURNING WILL BE ALLOWED
- GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START.
- PART OF THE PROPOSED PROJECT IS LOCATED WITHIN WATERS OF THE UNITED STATES.
- THE CONTRACTOR SHALL CONFINE THEIR GRADING OPERATIONS TO WITHIN CONSTRUCTION LIMITS AND EASEMENTS SHOWN ON THE PLANS. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL APPLY NECESSARY MOISTURE CONTROL TO THE CONSTRUCTION AREA AND HAUL ROADS TO PREVENT THE SPREAD OF DUST.
- ALL FIELD TILES OR STORM SEWERS ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON THE RECORD PLANS BY THE CONTRACTOR.
- ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF ROCKFORD STANDARDS.
- THE CONTRACTOR SHALL NOT DISTURB DESIRABLE GRASS AREAS AND DESIRABLE TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OR MATERIALS. STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE REMOVED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT ON THE PAVEMENT OR SIDEWALK.
- THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE NOT INSTALLED THE SAME DAY, AS DIRECTED BY THE ENGINEER OR THE OWNER.
- ALL CONSTRUCTION WITHIN PUBLIC ROW/EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE CITY CONSTRUCTION SPECIFICATIONS FOR SUBDIVISIONS AND LATEST EDITION OF IDOT DESIGN STANDARDS
- FIELD VERIFY ELEVATIONS AND LOCATIONS OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION.
- WHERE PUBLIC UTILITY FIXTURES ARE SHOWN AS EXISTING ON THE PLANS OR ENCOUNTERED WITHIN THE CONSTRUCTION AREA, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNERS OF THOSE UTILITIES PRIOR TO THE BEGINNING OF ANY CONSTRUCTION. THE CONTRACTOR SHALL AFFORD ACCESS TO THESE FACILITIES FOR NECESSARY MODIFICATION OF SERVICES. UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IF IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATIONS AND TO AVOID DAMAGE THERETO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY SUCH WORK. THE CONTRACTOR IS REQUIRED TO UTILIZE THE UTILITY CALL JULIE AT 1-800-892-0123 AT LEAST 48 HOURS PRIOR TO EXCAVATING ANYWHERE ON THE PROJECT.
- GENERAL CONTRACTOR SHALL HAVE APPROVAL OF ALL GOVERNING AGENCIES HAVING JURISDICTION OVER THIS SYSTEM PRIOR TO INSTALLATION.
- ALL EXISTING UTILITIES TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

**NORMAL DAILY FLOWS THROUGH THE PROJECT SITE:**

- DOWNSTREAM OF FORDHAM DAM AT BRYON, ILLINOIS (NOAA - NWSLI: BYR12, REACH ID: 10603828); 3.08 KCF5
- UPSTREAM OF FORDHAM DAM AT LATHAM PARK (NOAA - NWSLI: LAT12, REACH ID: 10603716); 2.96 KCF5
- PROJECT IS LOCATED IN REGULATORY FLOODPLAIN AND FLOODWAY, PER FIS MAP 17201C0263E, EFFECTIVE DATE 2/17/2016.
- PROJECT IS LOCATED APPROXIMATELY AT MILE 138.5 ON THE ROCK RIVER.
- FIS FLOWS FOR THE 10% ANNUAL CHANCE OF OCCURRENCE = 26,800 CFS AT AUBURN STREET IN ROCKFORD (2.3 MILES UPSTREAM OF PROJECT AREA)
- MEAN VELOCITY IN PROJECT AREA IS BETWEEN 5.6 - 6.7 fps, PER FIS.

**PROJECT TIMING:**

- IN RIVER WORK (BELOW THE ORDINARY HIGH WATER MARK) MAY NOT COMMENCE BEFORE AUGUST 1, TO COMPLY WITH THE IDNR-ECOCAT RESTRICTIONS.
- THERE ARE NO TIMING RESTRICTION FOR WORK ON THE BANK, ABOVE THE OHM, AND AT THE TOP OF BANK.

**IEPA - NOTICE OF INTENT:**

- PLANS SHOW SITE DISTURBANCE AS LESS THAN 1 ACRE. IF SITE DISTURBANCE EXCEEDS 1 ACRE, CONTRACTOR IS RESPONSIBLE TO PREPARE A SWPPP AND FILE A NOI WITH IEPA.

**ILLINOIS DEPARTMENT OF NATURAL RESOURCES - SPECIAL CONDITIONS FOR STATEWIDE PERMIT 9 - THE FOLLOWING SPECIAL CONDITIONS ARE APPLICABLE TO SITE (REFER TO ENGINEER FOR SUPPORTING DOCUMENTATION OF SITE COMPLIANCE):**

- IF BROKEN CONCRETE IS USED, ALL PROTRUDING MATERIALS SUCH AS REINFORCING RODS SHALL BE CUT FLUSH WITH THE SURFACE OF THE CONCRETE AND REMOVED FROM THE CONSTRUCTION AREA.
- DISTURBANCE OF VEGETATION SHALL BE KEPT TO A MINIMUM DURING CONSTRUCTION TO PREVENT EROSION AND SEDIMENTATION. ALL DISTURBED AREAS SHALL BE SEEDED OR OTHERWISE STABILIZED UPON COMPLETION OF CONSTRUCTION.
- EXCESS MATERIAL EXCAVATED DURING THE CONSTRUCTION OF THE BANK OR SHORELINE PROTECTION SHALL BE PLACED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL LAWS AND RULES AND SHALL NOT BE PLACED IN A FLOODWAY.

**TERMS AND CONDITIONS OF THE NATIONWIDE PERMIT 13 - U.S. COAGE:**

- NO MATERIAL IS TO BE PLACED IN EXCESS OF THE MINIMUM NEEDED FOR EROSION PROTECTION.
- THE ACTIVITY IS 270 FEET IN LENGTH AND WILL NOT EXCEED 500 FEET IN LENGTH ALONG THE BANK.
- THE ACTIVITY WILL NOT EXCEED AN AVERAGE OF ONE CUBIC YARD PER RUNNING FOOT, AS MEASURED ALONG THE LENGTH OF THE TREATED BANK, BELOW THE PLANE OF THE ORDINARY HIGH WATER MARK OR THE HIGH TIDE LINE.
- THE ACTIVITY SHALL NOT INVOLVE DISCHARGES OF DREDGED OR FILL MATERIAL INTO SPECIAL AQUATIC SITES.
- NO MATERIAL IS OF A TYPE, OR IS PLACED IN ANY LOCATION, OR IN ANY MANNER, THAT WILL IMPAIR SURFACE WATER FLOW INTO OR OUT OF ANY WATERS OF THE UNITED STATES.
- NO MATERIAL IS PLACED IN A MANNER THAT WILL BE ERODED BY NORMAL OR EXPECTED HIGH FLOWS.
- NATIVE PLANTS APPROPRIATE FOR CURRENT SITE CONDITIONS, INCLUDING SALINITY, SHALL BE USED FOR BIOENGINEERING OR VEGETATIVE BANK STABILIZATION.
- THE ACTIVITY IS NOT A STREAM CHANNELIZATION ACTIVITY.
- THE ACTIVITY MUST BE PROPERLY MAINTAINED, WHICH MAY REQUIRE REPAIRING IT AFTER SEVERE STORMS OR EROSION EVENTS. NWP 13 AUTHORIZES THOSE MAINTENANCE AND REPAIR ACTIVITIES IF THEY REQUIRE AUTHORIZATION.

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen  
 DATE PLOTTED: 4/28/2026 10:44 AM  
 FILE NAME: 2502471-Cover  
 PLOT DRIVER: DWG To Pdf.pc3  
 PEN TABLE: ILDOT-Standard.ctb



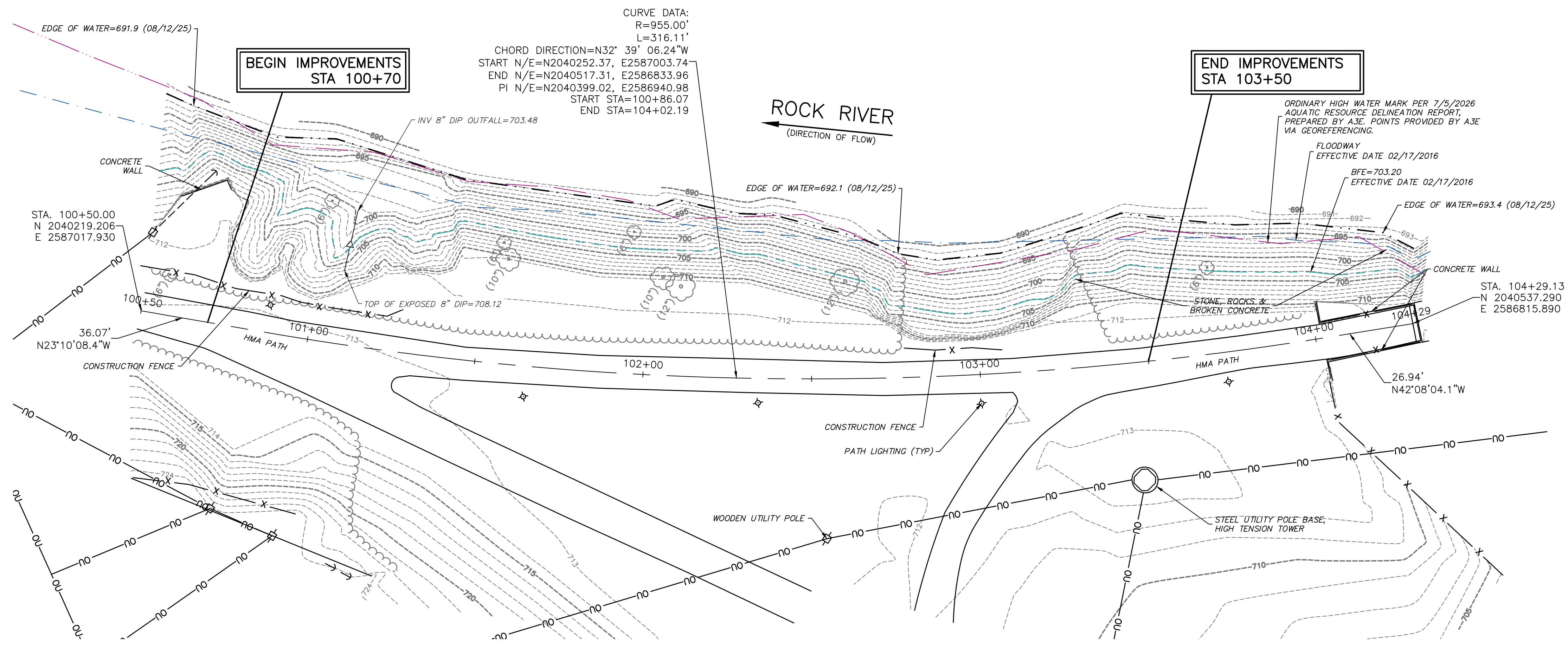
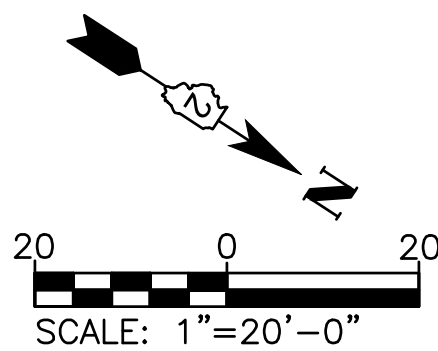
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Cover	DRAWN - CFR	REVISED -
PLOT SCALE = N.T.S.	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE = 04/28/2026	REVISED -

<b>CITY OF ROCKFORD</b>	
<b>RAILS TO TRAILS</b>	
<b>ROCK RIVER SHORLINE REPAIR</b>	

SCALE: N.T.S.	SHEET NO. 01 OF 01 SHEETS	STA. TO STA.
---------------	---------------------------	--------------

**GENERAL NOTES**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	4
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



CURVE DATA:  
 R=955.00'  
 L=316.11'  
 CHORD DIRECTION=N32° 39' 06.24"W  
 START N/E=N2040252.37, E2587003.74  
 END N/E=N2040517.31, E2586833.96  
 PI N/E=N2040399.02, E2586940.98  
 START STA=100+86.07  
 END STA=104+02.19

ORDINARY HIGH WATER MARK PER 7/5/2026  
 AQUATIC RESOURCE DELINEATION REPORT,  
 PREPARED BY A3E. POINTS PROVIDED BY A3E  
 VIA GEOREFERENCING.

FLOODWAY  
 EFFECTIVE DATE 02/17/2016  
 BFE=703.20  
 EFFECTIVE DATE 02/17/2016

STA. 100+50.00  
 N 2040219.206  
 E 2587017.930

STA. 104+29.13  
 N 2040537.290  
 E 2586815.890

EXISTING CONDITIONS  
 SCALE: 1" = 20'

LEGEND	
	EXISTING STORM SEWER
	EXISTING SANITARY SEWER
	EXISTING WATER MAIN
	EXISTING SANITARY SERVICE
	EXISTING WATER SERVICE
	EXISTING FIBER OPTIC LINE
	EXISTING GAS MAIN
	EXISTING AERIAL LINES
	WATER'S EDGE (SURVEYED)
	FLOODWAY
	FLOODPLAIN BY ELEV (BFE)
	ORDINARY HIGH WATER MARK (OHWM)

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS ROGERS  
 DATE PLOTTED: 4/28/2026 10:44 AM  
 FILE NAME: 2502471-ExCond  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: SEC-Standard.ctb



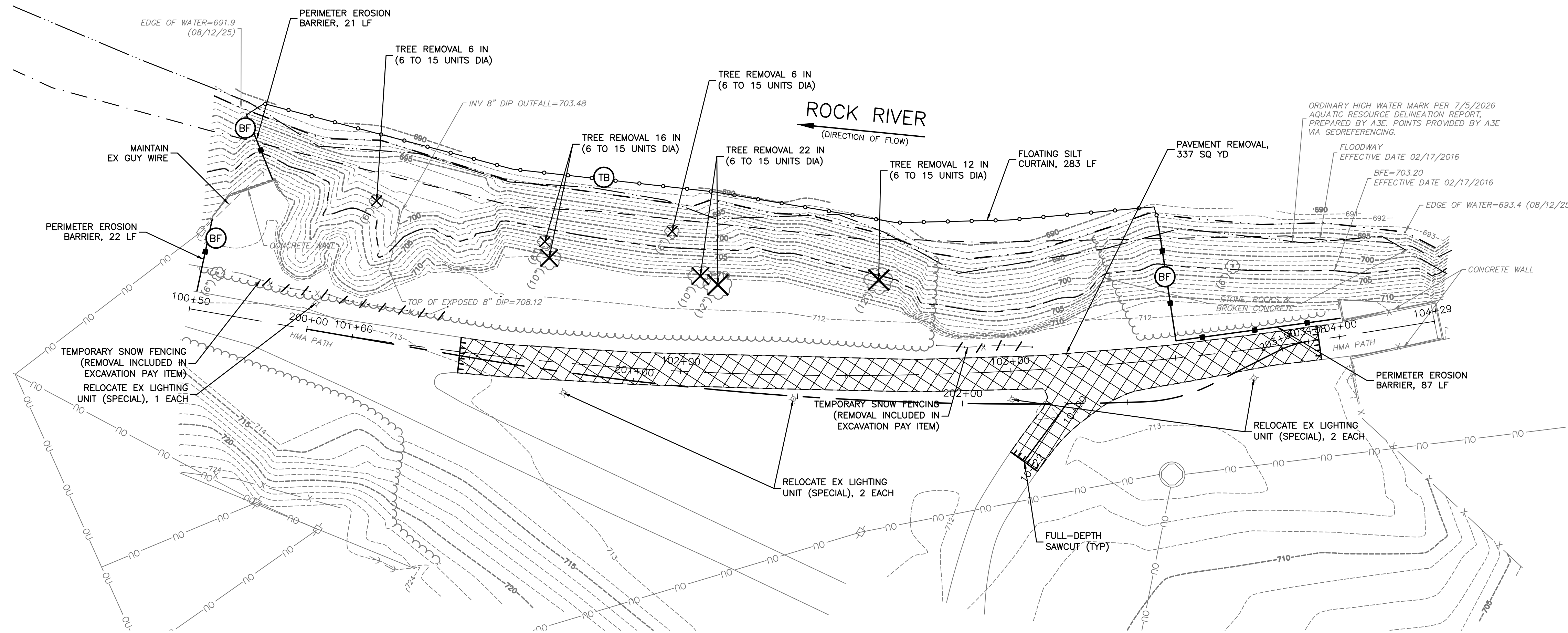
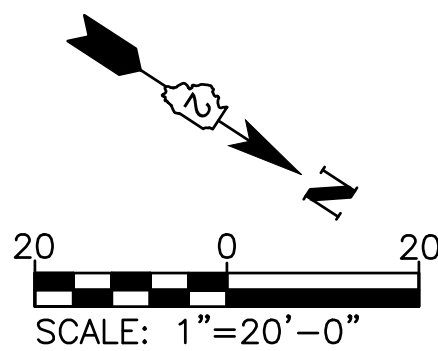
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-ExCond	DRAWN - CFR	REVISED -
PLOT SCALE = 1"=20'	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**EXISTING CONDITIONS PLAN**

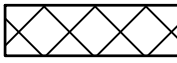




SCALE: 1"=20' SHEET NO. 01 OF 01 SHEETS STA. 100+50 TO STA. 104+29

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	5
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



**1 EROSION CONTROL & REMOVAL PLAN**  
SCALE: 1" = 20'

**LEGEND**

-  INDICATES FULL-DEPTH PAVEMENT REMOVAL
-  INDICATES TREE REMOVAL
-  INDICATES FLOATING SILT CURTAIN
-  INDICATES PERIMETER EROSION BARRIER
-  INDICATES FULL-DEPTH SAWCUT

EROSION CONTROL MEASURES SEE SHEETS 11 & 12 FOR INFO.

**NOTES:**

1. SEE SHEET 7 FOR CONSTRUCTION ACCESS AND STAGING AREAS.
2. STOCKPILE LOCATION, IF NECESSARY TO BE LOCATED OUTSIDE OF THE FLOODPLAIN AND COORDINATED WITH THE ENGINEER. STOCK PILE SHALE BE STABILIZED IN ACCORDANCE WITH THE CONSTRUCTION DETAILS.

COMPANY NAME: HRGreen  
 PROJECT CONTACT: CHRIS ROGERS  
 DATE PLOTTED: 4/28/2026 10:45 AM  
 FILE NAME: 2502471-EC\_Removals  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: SEC-Standard.ctb

**HRGreen.com**  
 Illinois Professional Design Firm  
 #184.001322

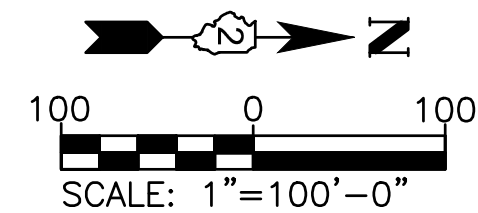
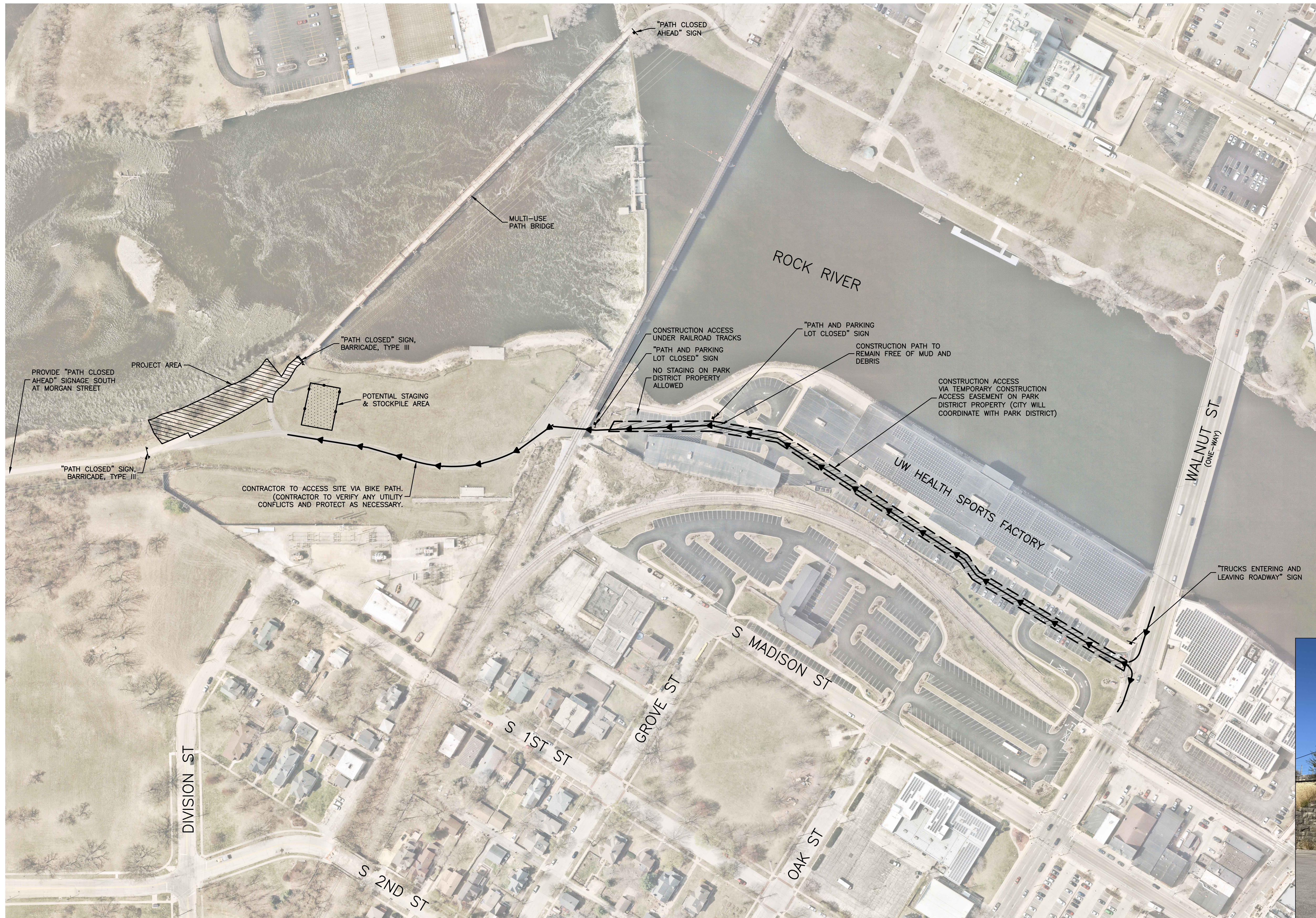
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-EC_Removals	DRAWN - CFR	REVISED -
PLOT SCALE = 1"=20'	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
RAILS TO TRAILS  
ROCK RIVER SHORLINE REPAIR**

**EROSION CONTROL & REMOVAL PLAN**

SCALE: 1"=20' SHEET NO. 01 OF 01 SHEETS STA. 100+50 TO STA. 104+29

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	6
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



**NOTES:**

1. SITE ACCESS IS FROM NORTH AT WALNUT STREET (EAST BOUND ONLY), SOUTH THROUGH THE UW HEALTH SPORTS FACTORY PARKING LOT, TO THE MULTI-USE PATH.
2. EQUIPMENT WILL ACCESS THE SITE THROUGH A PEDESTRIAN CROSSING UNDER THE RAILROAD TRACKS. THE CROSSING IS APPROXIMATELY 14'-8" WIDE AT THE PAVEMENT.
3. EQUIPMENT WILL EXIT THE SITE SOUTH AT WALNUT STREET (WEST BOUND ONLY).



**1 CONSTRUCTION ACCESS AND STAGING PLAN**  
SCALE: 1" = 100'

**2 ACCESS UNDER RAILROAD TRACK**  
SCALE: NTS

COMPANY NAME: HRGreen  
PROJECT CONTACT: CHRIS ROGERS  
DATE PLOTTED: 4/28/2026 10:45 AM  
FILE NAME: 2502471-ConstAccess\_Staging  
PLOT DRIVER: DWG To PDF.pc3  
PEN TABLE: SEC-Standard.ctb



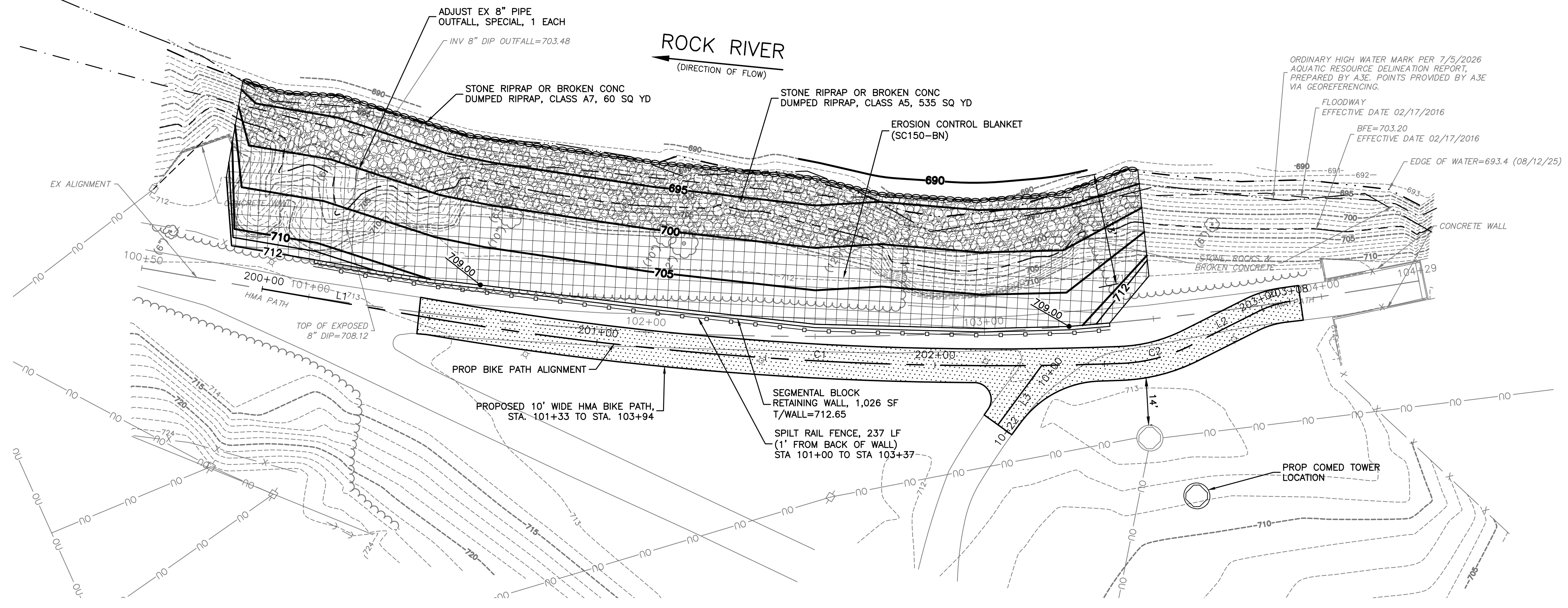
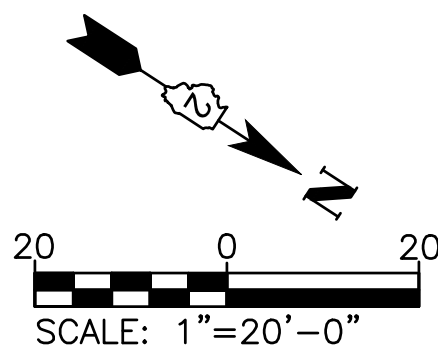
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-ConstAccess_Staging	DRAWN - CFR	REVISED -
PLOT SCALE = 1"=20'	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
RAILS TO TRAILS  
ROCK RIVER SHORLINE REPAIR**

**CONSTRUCTION ACCESS, STAGING, AND PATH CLOSURE PLAN**

SCALE: 1"=20' SHEET NO. 01 OF 01 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	7
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

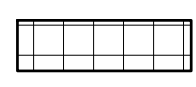
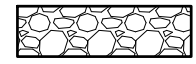

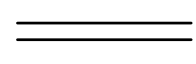
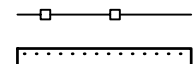
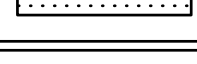


**1 BANK STABILIZATION PLAN**  
SCALE: 1" = 20'

ALIGNMENT LINE TABLE					
LINE NO.	LENGTH	START N/E	End Point	START STA	END STA
L1	46.66	N2040252.37,E2587003.74	N2040295.27, E2586985.38	200+00.00	200+46.66
L2	22.56	N2040491.19,E2586868.55	N2040502.58, E2586849.08	202+76.28	202+98.84
L3	21.77	N2040457.56,E2586897.39	N2040456.25, E2586919.12	10+00.00	10+21.77

ALIGNMENT CURVE TABLE								
CURVE NO.	RADIUS	LENGTH	CHORD DIRECTION	START N/E	END N/E	PI N/E	START STA	END STA
C1	1000.00	208.163	N29° 07' 56.70"W	N2040295.27, E2586985.3772	N2040476.7730, E2586884.2203	N2040391.31, E2586944.28	200+46.66	202+54.83
C2	50.00	21.453	N47° 23' 15.63"W	N2040476.77, E2586884.2203	N2040491.1864, E2586868.5525	N2040485.69, E2586877.96	202+54.83	202+76.28

**LEGEND**

-  INDICATES EROSION CONTROL BLANKET (SC-150BN)
-  INDICATES STONE RIPRAP OR BROKEN CONC DUMPED RIPRAP, CLASS A5
-  INDICATES STONE RIPRAP OR BROKEN CONC DUMPED RIPRAP, CLASS A7
-  INDICATES SEGMENTAL BLOCK RETAINING WALL
-  INDICATES 4'-HIGH WOOD SPLIT RAIL FENCE
-  INDICATES PROPOSED HMA BIKE PATH

- NOTES:**
- SEGMENTAL BLOCK RETAINING WALL TO BE SET BACK A MINIMUM OF 5' FROM THE EDGE OF HMA BIKE PATH.
  - 4'-HIGH WOODEN SPLIT RAIL FENCE TO BE SET BACK APPROX. 1' FROM THE BACK OF SEGMENTAL BLOCK RETAINING WALL TO ALLOW FOR A MINIMUM OF 4' OF MOVABLE SURFACE ALONG THE HMA BIKE PATH EDGE.

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS ROGERS  
 DATE PLOTTED: 4/28/2026 10:45 AM  
 FILE NAME: 2502471-BankPlan  
 PLOT DRIVER: DWG TO PDF.pc3  
 PEN TABLE: SEC-Standard.ctb



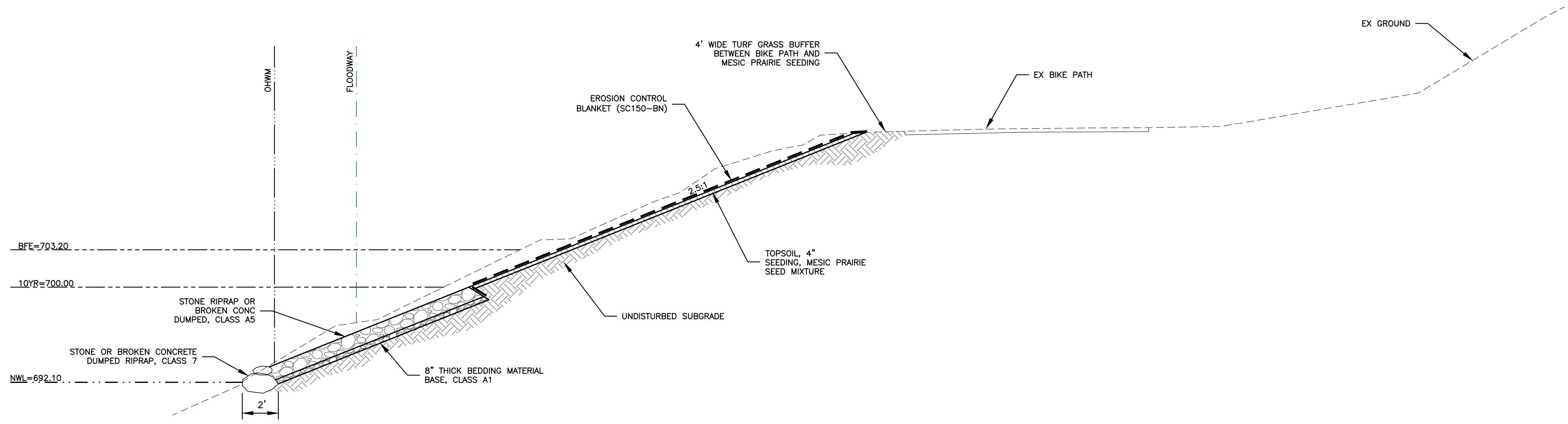
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-BankPlan	DRAWN - CFR	REVISED -
PLOT SCALE = 1"=20'	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
RAILS TO TRAILS  
ROCK RIVER SHORLINE REPAIR**

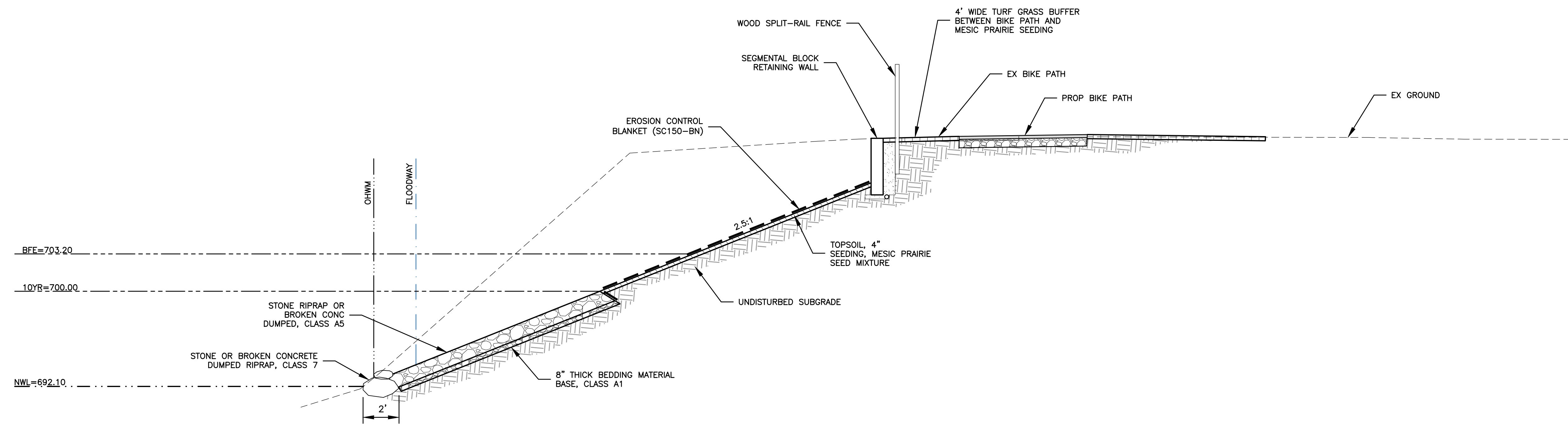
**BANK STABILIZATION PLAN**

SCALE: 1"=20' SHEET NO. 01 OF 01 SHEETS STA. 100+50 TO STA. 104+29

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	8
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



**1** ROCK STABILIZATION TYPICAL SECTION  
 STA. 100+70 TO STA. 101+00  
 SCALE: NTS



**2** ROCK STABILIZATION & RETAINING WALL TYPICAL SECTION  
 STA. 101+00 TO STA. 103+50  
 SCALE: NTS

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS.ROGERS  
 DATE PLOTTED: 4/28/2026 10:45 AM  
 FILE NAME: 2502471-TypSec  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: SEC-Standard.ctb

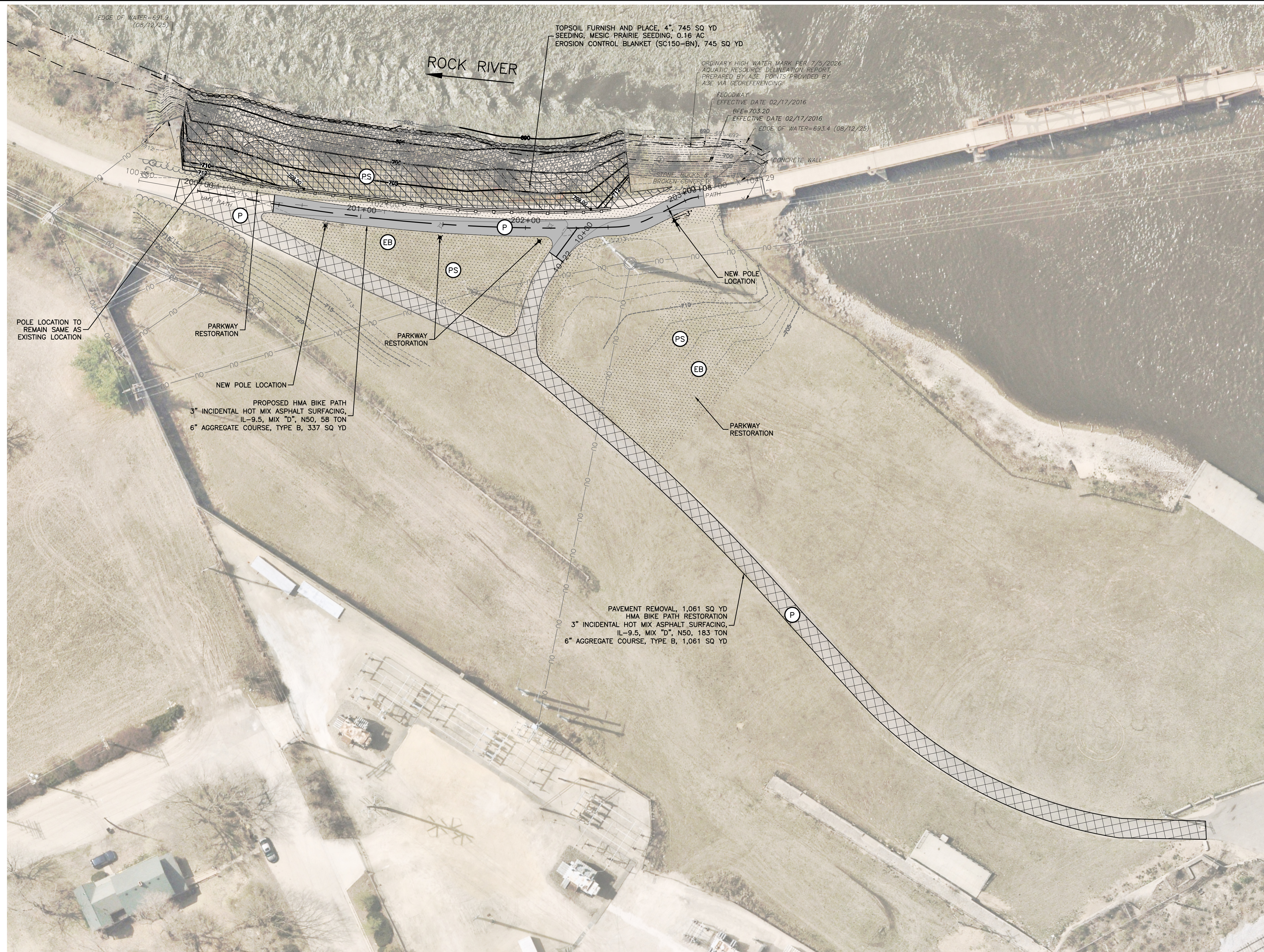
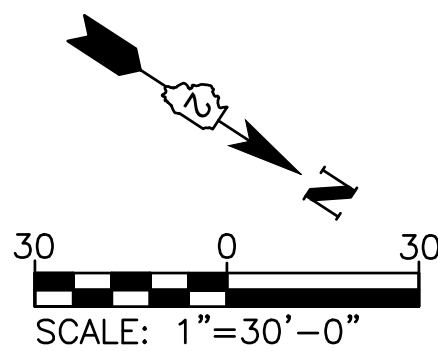


USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-TypSec	DRAWN - CFR	REVISED -
PLOT SCALE =	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**BANK STABILIZATION TYPICAL SECTIONS**  
 SCALE: SHEET NO. 01 OF 01 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	9
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



LEGEND	
(EB) (PS)	PARKWAY RESTORATION REFER TO SPECIFICATIONS FOR SEED AND BLANKET
(PS)	INDICATES NATIVE PLANT SEEDING
(P)	INDICATES PROPOSED HMA BIKE PATH
(P)	INDICATES HMA BIKE PATH RESTORATION

- NOTES:**
- APPROXIMATE DISTURBED AREA SHOWN FOR REFERENCE.
  - ALL DISTURBED AREAS OUTSIDE OF THE BANK STABILIZATION TO BE RESTORED UNDER THE PARKWAY RESTORATION PAY ITEM (LUMP SUM) AS TURF GRASS.

**1 RESTORATION PLAN**  
SCALE: 1" = 30'

COMPANY NAME: HRGreen.com  
PROJECT CONTACT: CHRIS ROGERS  
DATE PLOTTED: 4/28/2026 4:05 PM  
FILE NAME: 2502471-Restoration  
PLOT DRIVER: DWG To PDF.pc3  
PEN TABLE: SEC-Standard.ctb



USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Restoration	DRAWN - CFR	REVISED -
PLOT SCALE = 1"=20'	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
RAILS TO TRAILS  
ROCK RIVER SHORLINE REPAIR**

<b>RESTORATION PLAN</b>		
SCALE: 1"=20'	SHEET NO. 01 OF 01 SHEETS	STA. 100+50 TO STA. 104+29

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	10
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

CONTROL MEASURE GROUP	CONTROL MEASURE	KEY	APPL.	CONTROL MEASURE CHARACTERISTICS	TEMP.	PERMIT
VEGETATIVE SOIL COVER	TEMPORARY SEEDING	(TS)	X	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE.	X	
	PERMANENT SEEDING	(PS)	X	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION, FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN.	X	
	DORMANT SEEDING	(DS)		SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED.		
	SODDING	(SO)		QUICK PERMANENT COVER TO CONTROL EROSION. QUICK WAY TO ESTABLISH VEGETATION FILTER STRIP. CAN BE USED ON STEEP SLOPES OR IN DRAINAGEWAYS WHERE SEEDING MAY BE DIFFICULT.		
	GROUND COVER	(GC)		PROVIDES GROUND COVER, SHRUBS AND TREES IN ADDITION TO PERMANENT VEGETATION. MAY BE USED AS PART OF A FINAL LANDSCAPE PLAN ALONG WITH SHRUBS AND TREES.		
	RAIN GARDEN	(RG)		PROVIDES A TYPE OF FUNCTIONAL LANDSCAPING FEATURE DESIGNED TO CONTROL STORMWATER RUNOFF. SEE LANDSCAPING PLANS FOR DETAILS.		
NON VEGETATIVE SOIL COVER	MULCHING	(M)		ADDED INSURANCE OF A SUCCESSFUL TEMPORARY OR PERMANENT SEEDING. CONTROLS UNWANTED VEGETATION AND PRESERVES MOISTURE. PROVIDES COVER WHERE VEGETATION CANNOT BE ESTABLISHED.		
	AGGREGATE COVER	(AG)		PROVIDES SOIL COVER ON ROADS AND PARKING LOTS AND AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND TRANSPORTED OFF-SITE.		
	PAVING	(P)	X	PROVIDES PERMANENT COVER ON PARKING LOTS AND ROADS OR OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED.	X	
	EROSION BLANKET	(EB)		PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING TIME OF YEAR IS INAPPROPRIATE AND IN SLOPED AREAS.		
DIVERSIONS	RIDGE DIVERSION	(RD)		TYPICALLY USED ABOVE SLOPES. USED WHERE AN EXCESS OF SOIL IS AVAILABLE.		
	CHANNEL DIVERSION	(CD)		TYPICALLY USED AT TOP OR BASE OF SLOPES. USED WHEN EXCESS SOIL IS NOT AVAILABLE.		
	COMBINATION DIVERSION	(CBD)		TYPICALLY USED ANYWHERE ON A SLOPE. SOIL TAKEN OUT OF CHANNEL IS USED TO BUILD THE RIDGE.		
	CURB AND GUTTER	(CG)		SPECIAL CASE OF DIVERSION USED IN CONJUNCTION WITH A STREET TO DIVERT WATER FROM AN AREA NEEDING PROTECTION.		
	BENCHES	(B)		SPECIAL CASE OF DIVERSION CONSTRUCTED WHEN WORKING ON CUT SLOPES TO SHORTEN LENGTH OF SLOPE AND ADD SLOPE STABILITY.		
WATERWAYS	BARE CHANNEL	(BC)		PROVIDES MEANS OF CONVEYING RUNOFF TO DESIRED LOCATION. MAY BE USED TO DRAIN DEPRESSIONAL AREAS. ONLY APPLICABLE WHEN VELOCITY OF FLOW IS VERY LOW.		
	VEGETATIVE CHANNEL	(VC)		PROVIDES ADDED STABILITY TO CHANNEL. USED WHEN VELOCITY OF FLOW IS NOT EXTREMELY FAST.		
	LINED CHANNEL	(LC)		USED WHEN VEGETATION WILL NOT PROTECT THE CHANNEL AGAINST HIGH VELOCITIES OF FLOW OR WHERE VEGETATION CANNOT BE ESTABLISHED.		
	DITCH CHECKS	(DC)		PROVIDES AN ENERGY DISSIPATOR ALONG A LENGTHY CHANNEL TO REDUCE VELOCITY OF STORMWATER.		
ENCLOSED DRAINAGE	STORM SEWER	(ST)	X	CAN BE USED TO CONVEY SEDIMENT LADEN WATER TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WATERWAY.	X	
	UNDERDRAIN	(UD)		USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.		
SPILLWAYS	STRAIGHT PIPE SPILLWAY	(SS)		USED FOR RELATIVELY SMALL VERTICAL DROPS AND SMALL FLOWS OF WATER		
	DROP INLET PIPE SPILLWAY	(DIS)		SAME AS PIPE SPILLWAY EXCEPT LARGER FLOWS AND LARGE VERTICAL DROPS CAN BE ACCOMMODATED.		
	WEIR SPILLWAY	(W)		USED FOR RELATIVELY SMALL VERTICAL DROPS AND FLOWS MUCH GREATER THAN PIPE STRUCTURES.		
	BOX INLET WEIR SPILLWAY	(BS)		SAME AS WEIR SPILLWAY EXCEPT LARGER FLOWS CAN BE ACCOMMODATED BECAUSE OF LOWER WEIR LENGTH.		
OUTLETS	LINED APRON	(LA)		PROTECTS DOWNSTREAM CHANNEL FROM HIGH VELOCITY OF FLOW DISCHARGING FROM STRUCTURES.		
	STONE RIP RAP	(RR)	X	USED AS AN ENERGY DISSIPATOR AT OUTLET STRUCTURES TO REDUCE VELOCITIES.	X	
SEDIMENT BASINS	EMBANKMENT SEDIMENT BASIN	(ES)		USED WHERE TOPOGRAPHY LENDS ITSELF TO CONSTRUCTING A DAM AND EARTH FILL IS AVAILABLE.		
	EXCAVATED SEDIMENT BASIN	(XS)		USED WHERE EMBANKMENT COULD CAUSE A HAZARD DOWNSTREAM IN CASE OF FAILURE AND WHEN EXCESS EARTH FILL IS NOT AVAILABLE.		
	COMBINATION SEDIMENT BASIN	(SB)		USED WHEN TOPOGRAPHY IS SUITABLE BUT ADDITIONAL CAPACITY IS NEEDED.		
SEDIMENT FILTERS	BARRIER FILTER (SILT FENCE)	(BF)	X	A TEMPORARY BARRIER OF ENTRENCHED GEOTEXTILE FABRIC (FILTER FABRIC) STRETCHED ACROSS AND ATTACHED TO SUPPORTING POSTS USED TO INTERCEPT SEDIMENT LADEN RUNOFF FROM SMALL DRAINAGE AREAS OF DISTURBED SOIL.	X	
	VEGETATIVE FILTER	(VF)		USED ALONG DRAINAGEWAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF. SIZE MUST BE INCREASED IN PROPORTION TO DRAINAGE AREA.		
	INLET PROTECTION	(IP)	X	USED FOR FILTERING SEDIMENT WITHIN GRASS AREAS BEFORE WATER ENTERS THE STORM SEWER	X	
	FILTER BASKET	(FB)	X	USED FOR FILTERING SEDIMENT WITHIN THE ROADWAY BEFORE ENTERING THE STORM SEWER	X	
MUD AND DUST CONTROL	STABILIZED CONST. ENTRANCE	(SE)	X	A STABILIZED PAD OF AGGREGATE UNDERLAIN WITH FILTER FABRIC LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK OR PARKING AREA TO PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.	X	
	CONSTRUCTION ROAD STABILIZATION	(CRS)		THE STABILIZATION OF TEMPORARY CONSTRUCTION ACCESS ROUTES, SUBDIVISION ROADS, ON-SITE VEHICLE TRANSPORTATION ROUTES, AND CONSTRUCTION PARKING AREAS WITH STONE IMMEDIATELY AFTER GRADING TO PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.		
	DUST AND TRAFFIC CONTROL	(DT)		CONTROL OF DUST BLOWING AND MOVEMENT ON CONSTRUCTION SITES AND ROADS		
MISC.	EXPLORATORY TRENCH	(ET)		EXPLORATORY TRENCH EXCAVATION FOR EXISTING UTILITIES		
	CONCRETE WASHOUT	(WO)		PREVENTS THE DISCHARGE OF POLLUTANTS TO STORMWATER FROM CONCRETE WASTE IN A DESIGNATED WASHOUT AREA (CONCRETE WASHOUT BMP)		

**UNITED STATES ARMY CORPS OF ENGINEERS NOTES:**

- EARTHEN COFFERDAMS OR OTHER PRACTICES THAT WOULD RESULT IN A RELEASE OF SEDIMENT INTO WATERS OF THE U.S. ARE NOT AUTHORIZED FOR USE. COFFERDAMS SHALL BE CONSTRUCTED OF NON-ERODIBLE MATERIALS ONLY. ACCEPTABLE PRACTICES INCLUDE, BUT ARE NOT LIMITED TO: PRE-FABRICATED RIGID COFFERDAMS, SHEET PILING, INFLATABLE BLADDERS, SANDBAGS AND FABRIC-LINED BASINS.
- WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
- LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
- WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE FABRIC, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.
- WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF THE MATERIALS NECESSARY FOR THE CONSTRUCTION OF THE COFFERDAM. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CAN NOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
- IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
- DURING DEWATERING OF THE COFFERED AREA, ALL WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE Baffle Systems, ANIONIC POLYMERS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
- HYDRAULIC MACHINERY USED DURING EXCAVATION WILL UTILIZE BIODEGRADABLE OR BIO-BASED HYDRAULIC FLUIDS.

**ADDITIONAL NOTES:**

- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE LATEST VERSION OF THE ILLINOIS URBAN MANUAL.
- THE CITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE CITY.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE CITY.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
- IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

**EROSION CONTROL NOTES:**

- No land disturbing activities shall commence until approval to do so has been received by governing authorities, in addition to, no land clearing or grading shall begin until all perimeter erosion and sediment control measures have been installed.
- All topsoil shall be stripped prior to filling
- All exposed areas shall be seeded/sodded as specified within 14 days of final grading.
- Should construction stop for longer than 14 days, the site shall be temporarily seeded as specified.
- Sediment and erosion control measures shall be inspected at least once every seven (7) days and within 24 hours of a rainfall exceeding 0.5 inches during a 24-hour period. All maintenance required by inspection shall commence within 24 hours and be completed within 48 hours of storm event.
- This plan shall not be considered all inclusive as the general contractor shall take all necessary precautions to prevent soil sediment from leaving the site.
- General contractor shall comply with all state and local ordinances that apply.
- Additional erosion and sediment control measures will be installed if deemed necessary by on site inspection.
- General contractor shall be responsible to take whatever means necessary to establish permanent soil stabilization.
- All sedimentation and erosion control regulations shall be adhered to per the City of Rockford's requirements
- All erosion and sediment control practices shall be maintained and repaired as needed to ensure effective performance of the required erosion control measures.
- All erosion and sediment control work shall conform to the I.D.O.T. Manual for, standards and procedures for erosion control.
- All roadways shall be cleaned at the end of each construction day.
- All disturbed areas shall be stabilized within 7 days of active disturbance.
- All erosion control measures shall be disposed of within 30 days of final stabilization of the site.
- Ground cover for 5:1 slopes or greater shall be established as soon as possible.
- All disturbed areas to be restored w/ 4" topsoil respread & seeding/sodding unless otherwise noted on plans
- Silt filter fabric shall be placed between frame and grate until vegetation is established. (See Detail)
- Utilize excelsior blanket on all slopes of 5:1 or greater.
- Seeding per I.D.O.T. Manual, Section 251, Standard Specifications for Road and Bridge Construction, latest edition
- Class 3 type - slope mixture
- Mulch/hydroseed per I.D.O.T. Manual, Section 251, Standard Specifications for Road and Bridge Construction, latest edition
- Mulch/hydroseed method 2, procedure 3
- No dimensions shall be assumed by scaling.
- No known drain tiles are present on the proposed development, if tiles are encountered during construction please notify the engineer immediately.
- Excess material shall be placed at specified location unless otherwise specified by owner and approved by engineer for use of lot grading. Stockpiles shall be surrounded with filter fence and shall be seeded per I.D.O.T. Manual (latest addition) (temporary) if left more than 14 working days.
- General contractor shall notify all utility companies having underground utilities on site or in right-of-way prior to excavation. Contractor shall contact utility locating company and locate all utilities prior to grading start.

**FAILURE TO COMPLY:**

In the event a notice of violation is issued on this project, any and all fines will be the sole responsibility of the contractor. The owner, owner's representative, or other owner's agents will not participate in any payment or reimbursement for fines and will not authorize time extensions due to delays in project progress for work stoppage required to remedy the violations.

**MESIC PRAIRIE SEED MIXTURE**

Scientific name	Common Name	Oz./Acre	Lbs./Acre
<b>Grasses &amp; Sedges:</b>			
<i>Andropogon gerardii</i>	Big bluestem	16.0	
<i>Bouteloua curtipendula</i>	Side oats grama	34.8	
<i>Panicum virgatum</i>	Switch grass	14.5	
<i>Schizachyrium scoparium</i>	Little bluestem	101.0	
<b>Total Grasses &amp; Sedges</b>		<b>166.3</b>	<b>10.4</b>
<b>Forbs:</b>			
<i>Asclepias tuberosa</i>	Butterfly weed	22.4	
<i>Echinacea pallida</i>	Pale purple coneflower	15.7	
<i>Echinacea purpurea</i>	Purple coneflower	11.9	
<i>Eryngium yuccifolium</i>	Rattlesnake master	13.1	
<i>Liatris pycnostachya</i>	Prairie blazing star	9.5	
<i>Monarda fistulosa</i>	Wild bergamot	0.3	
<i>Penstemon digitalis</i>	Foxglove beard tongue	0.7	
<i>Petalostemum purpurea</i>	Purple prairie clover	5.2	
<i>Rudbeckia hirta</i>	Black-eyed Susan	1.0	
<i>Ratibida pinnata</i>	Yellow coneflower	2.1	
<i>Rudbeckia subtomentosa</i>	Sweet black-eyed Susan	1.7	
<i>Symphotrichum novae-angliae</i>	New England aster	1.4	
<i>Tradescantia ohimensis</i>	Spiderwort	9.9	
<b>Total Forbs</b>		<b>94.9</b>	<b>5.9</b>
<b>Total All Species</b>		<b>261.2</b>	<b>16.3</b>
<b>Temporary Cover Crop:</b>			
<i>Elymus canadensis</i>	Canada wild rye	8.0	0.5
<i>Avena sativa</i>	Common oats	320.0	20.0

**SEEDING / SODDING CHART**

STABILIZATION TYPE	CONTRACTOR RESPONSIBILITY			CONTRACTOR RESPONSIBILITY PER I.D.O.T. SPECIFICATIONS APR. 1 - JUNE 15			CONTRACTOR RESPONSIBILITY PER I.D.O.T. SPECIFICATIONS AUG. 1 - NOV. 1			CONTRACTOR RESPONSIBILITY		
	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
* DORMANT SEEDING (135lb/Ac)												
* TEMPORARY SEEDING (100lb/Ac)												
* PERMANENT SEEDING (See IDOT Specs.)												
* MULCHING (2 Tons/Ac)	+	+	+	+	+	+	+	+	+	+	+	+
* SODDING (See IDOT Specs.)												

\* SEE I.D.O.T. SPECIFICATIONS FOR INSTALLATION AND APPLICATION REQUIREMENTS  
 \*\* SUPPLEMENTAL WATERING MAYBE REQUIRED. (SEE I.D.O.T. SPECIFICATIONS FOR REQUIREMENTS)

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Illinois Professional Design Firm #184.001322  
 DATE PLOTTED: 4/28/2026 10:45 AM  
 FILE NAME: 2502471-Notes  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: ILDOT-Standard.ctb



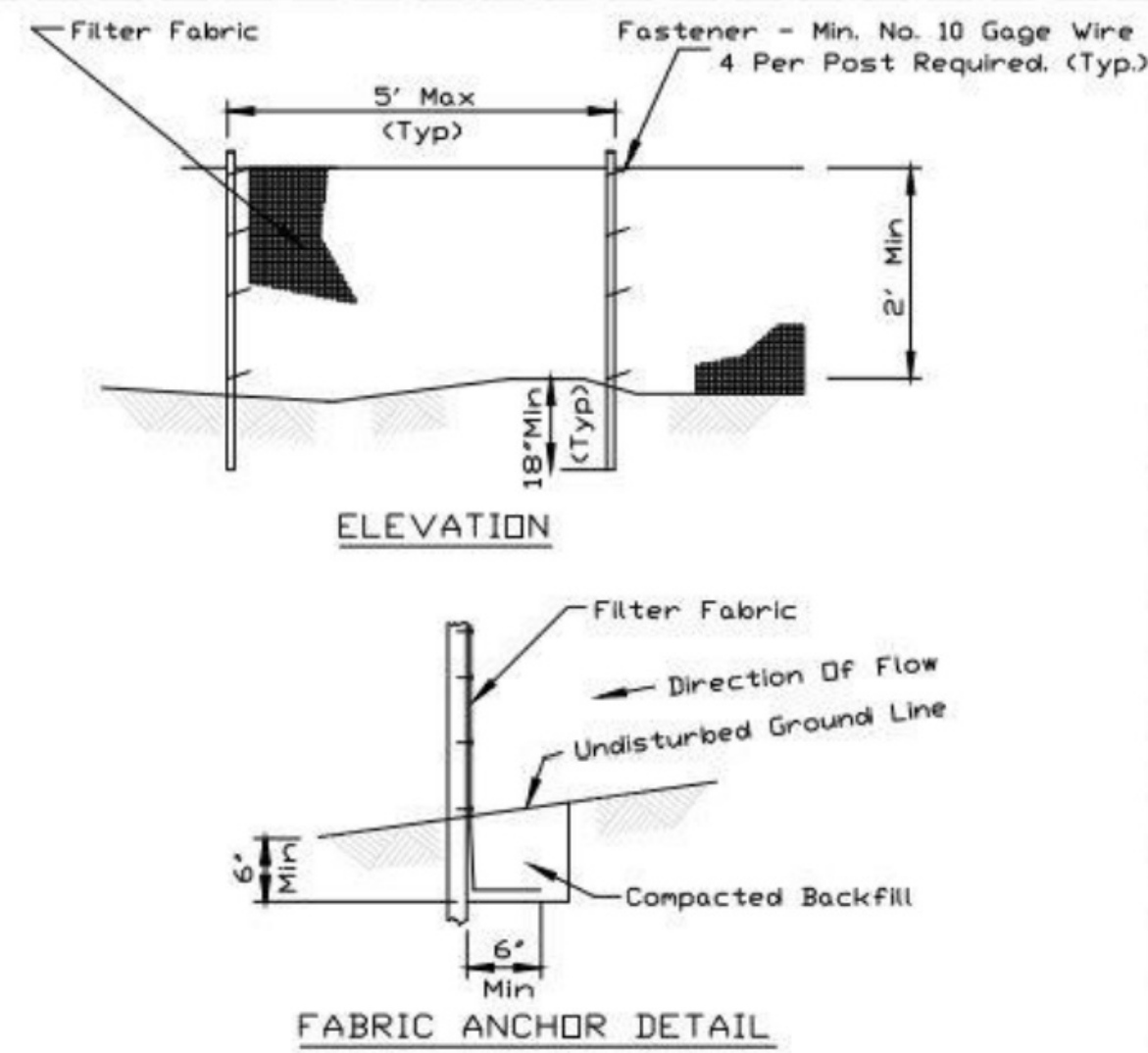
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Notes	DRAWN - CFR	REVISED -
PLOT SCALE = N.T.S.	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**EROSION/RESTORATION NOTES & SPECIFICATIONS**  
 SCALE: N.T.S. SHEET NO. 01 OF 02 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	11
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

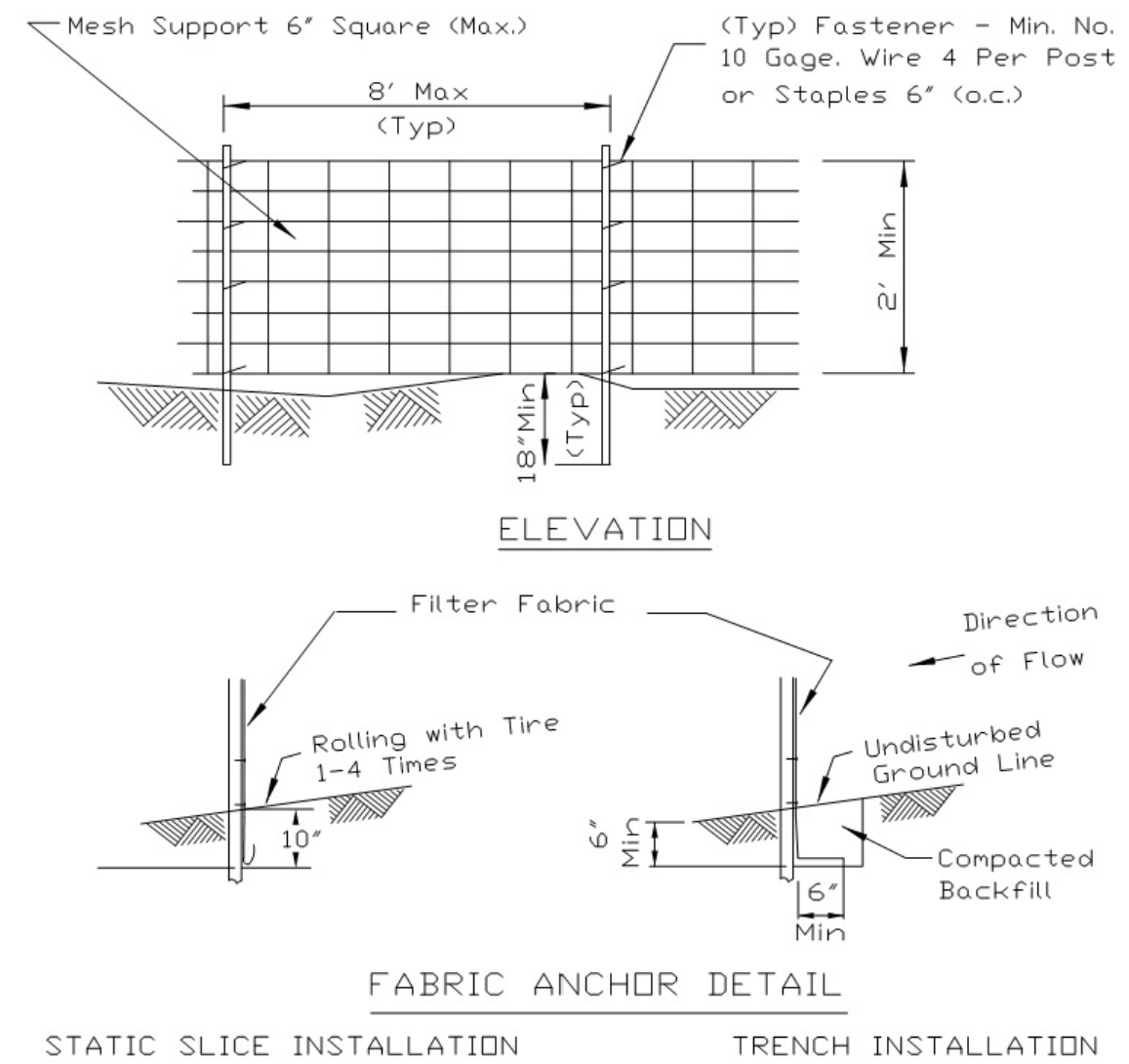
**SILT FENCE PLAN**



- NOTES:**
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
  2. Filter fabric shall meet the requirements of material specification 592 Geotextile based upon performance needed.
  3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 2' x 2' nominal size.

REFERENCE Project	DATE	STANDARD DWG. NO.
Designed	_____	IUM-620
Checked	_____	SHEET 1 OF 2
Approved	_____	DATE 3-16-2012

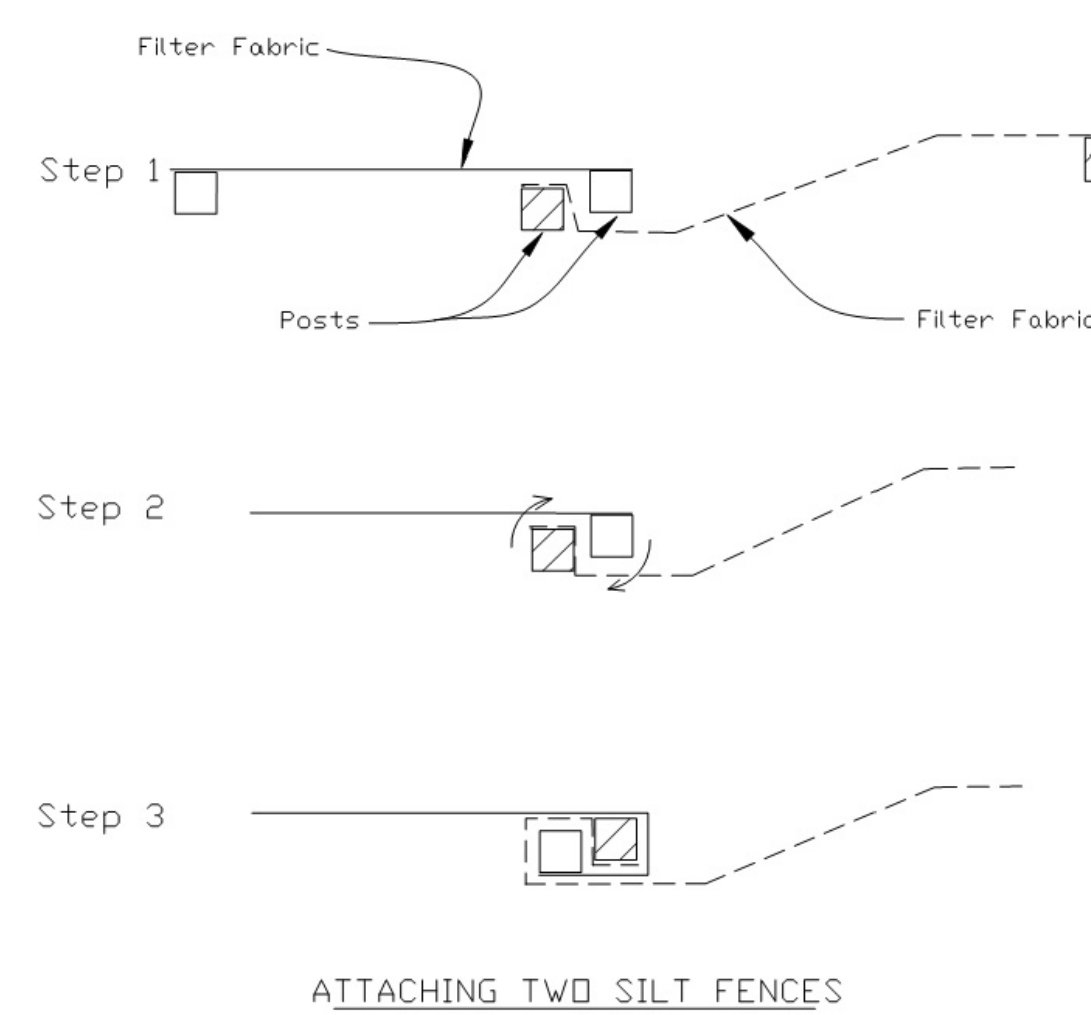
**SILT FENCE WITH WIRE SUPPORT PLAN**



- NOTES:**
1. Silt Fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization. Silt fence shall be placed on the flattest area available.
  2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
  3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE Project	DATE	STANDARD DWG. NO.
Designed	_____	IUM-620A(W)
Checked	_____	SHEET 1 OF 2
Approved	_____	DATE 3-16-2012

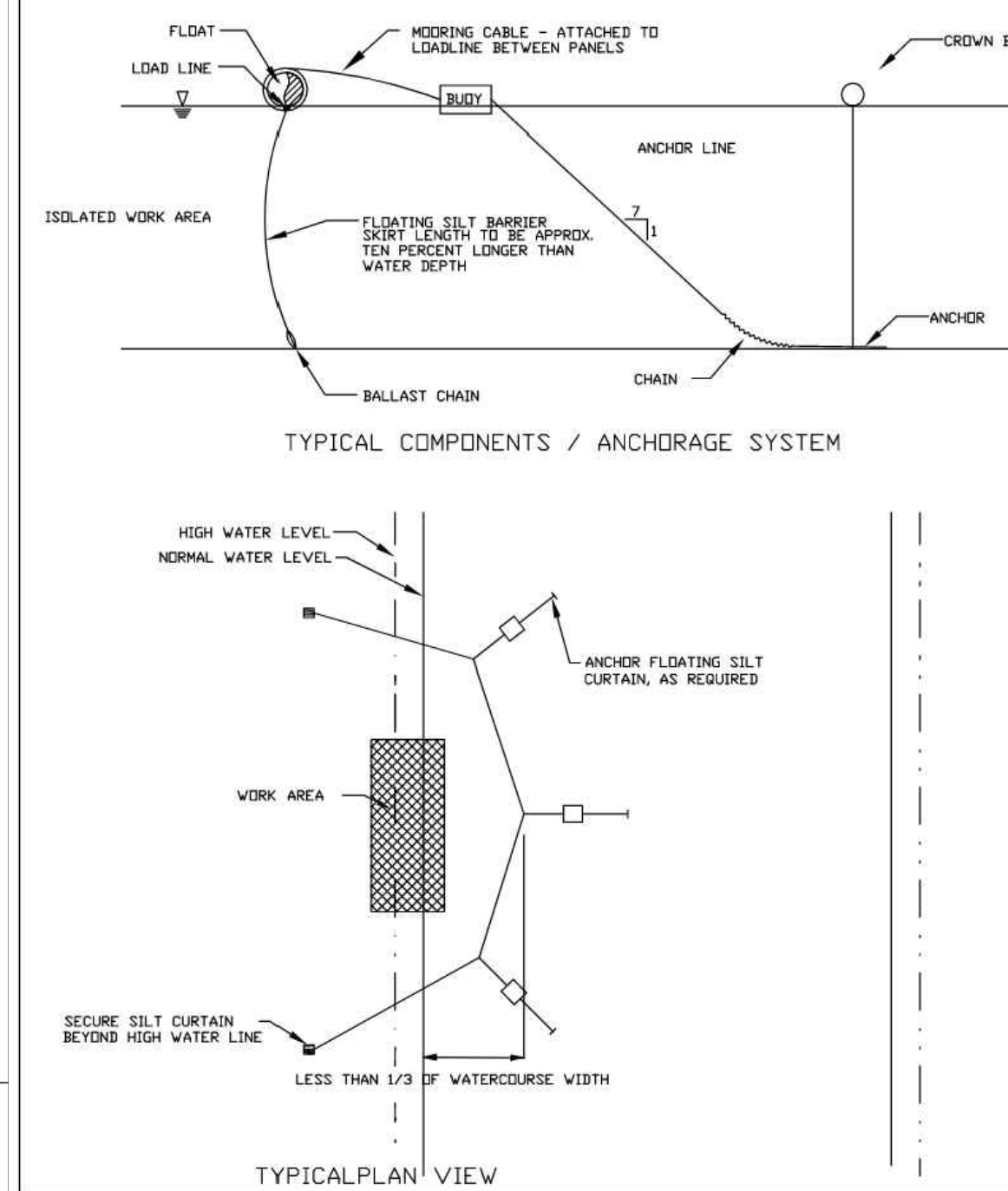
**SILT FENCE - SPLICING TWO FENCES**



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

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

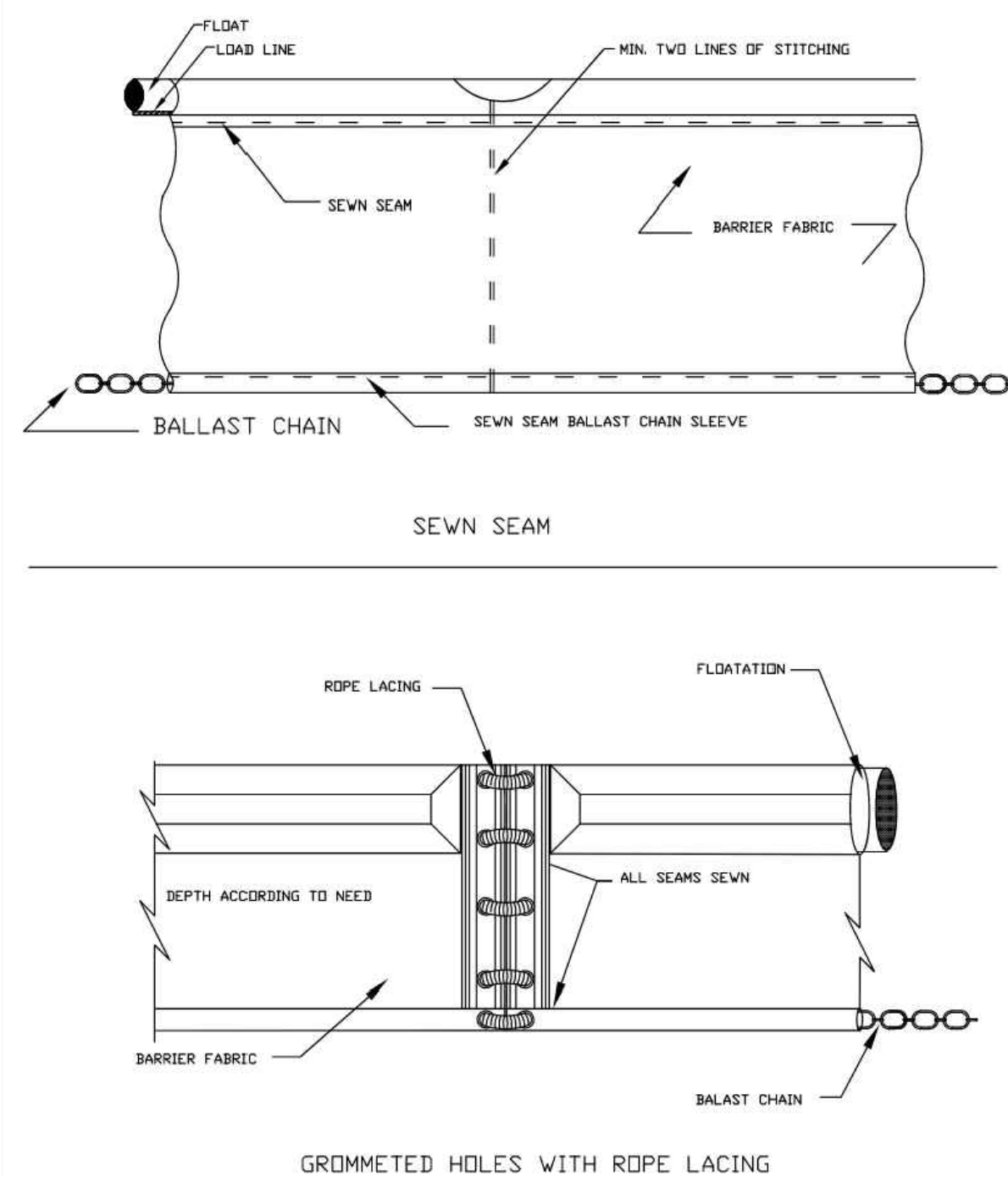
**FLOATING SILT CURTAIN - TYPICAL LAYOUT**



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

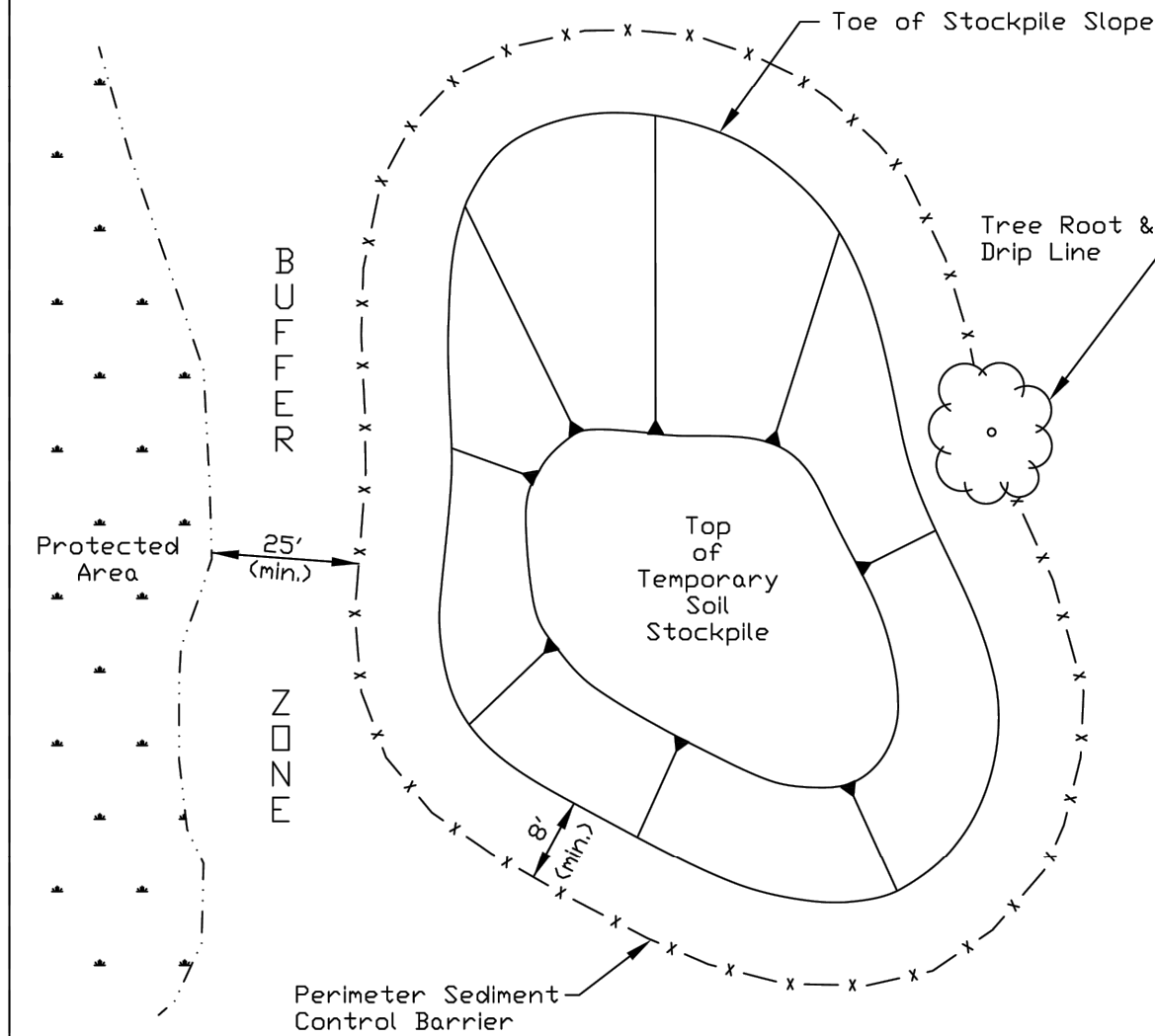
REFERENCE Project	DATE	STANDARD DWG. NO.
Designed	_____	IUM-617A
Checked	_____	SHEET 1 OF 1
Approved	_____	DATE 1-06-2012

**FLOATING SILT CURTAIN - PANEL CONNECTORS**



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

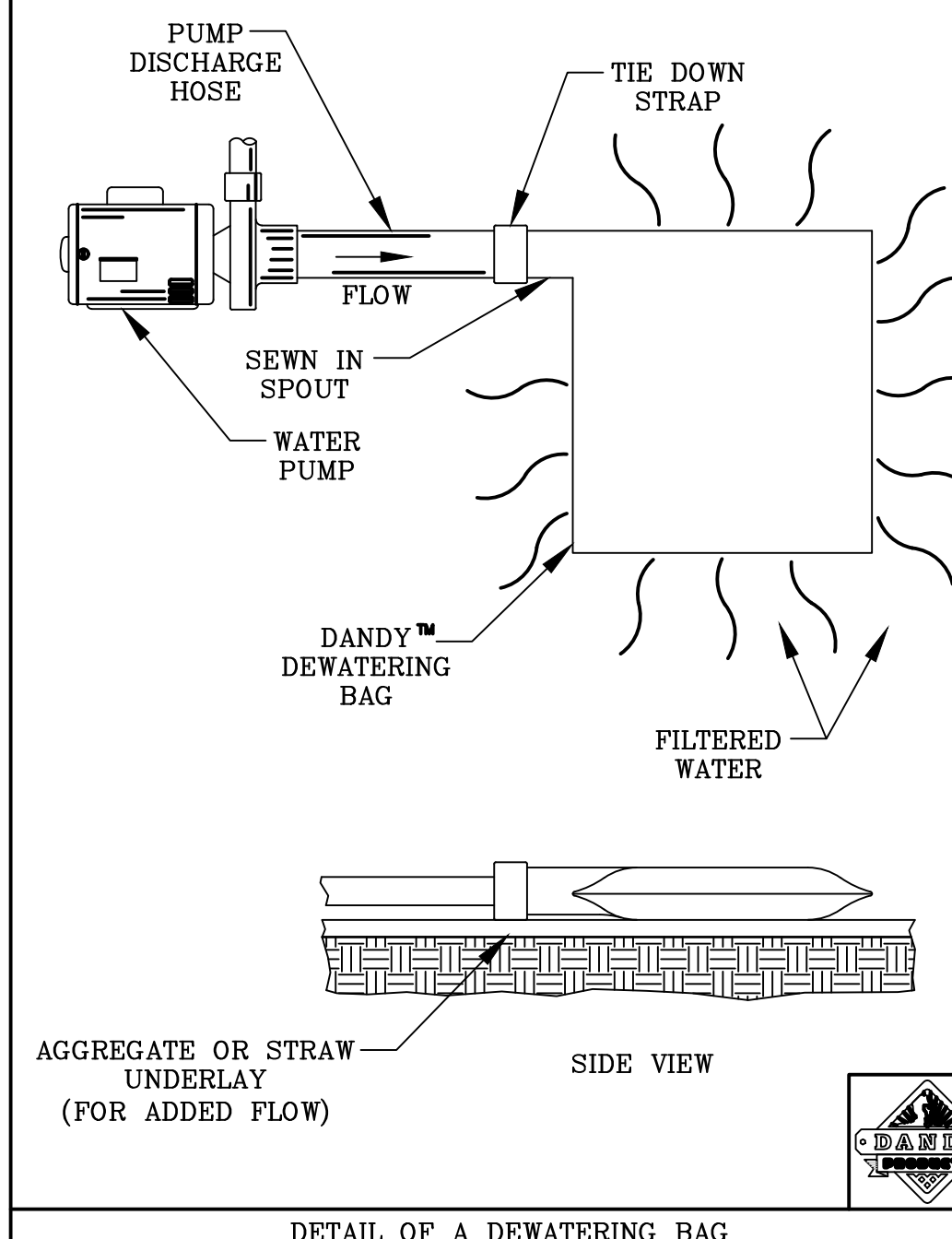
**TEMPORARY SOIL STOCKPILE DETAIL**



- NOTES:**
1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
  2. Soil stockpile to be stabilized in accordance with practical standards.
  3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the root crown of adjacent trees.
  4. Provisions for sediment control practices may be required along haul roads and entrance/exit locations for access the soil stockpile that can create flow path for stormwater runoff.
  5. Installation of benches, terraces, or slope interrupters should be considered.
  6. Avoid building soil stockpiles on impervious surfaces.
  7. Linear sediment trap surrounding the stockpile base may be used to control sediment.

REFERENCE Project	DATE	STANDARD DWG. NO.
Designed	_____	IUM-627
Checked	_____	SHEET 1 OF 1
Approved	_____	DATE JANUARY 2017

**DANDY DEWATERING BAG™**



PROJECT:	DR. BY:
CITY/STATE:	DR. NO:

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS ROGERS  
 DATE PLOTTED: 4/28/2026 10:46 AM  
 FILE NAME: 2502471-Details  
 PLOT DRIVER: DWG TO PDF.pc3  
 PEN TABLE: SEC-Standard.ctb



USER NAME = CHRIS.ROGERS  
 FILE NAME = 2502471-Details  
 PLOT SCALE = N.T.S.  
 PLOT DATE = 4/28/2026

DESIGNED - AHP  
 DRAWN - CFR  
 CHECKED - LRG  
 DATE - 04/28/2026

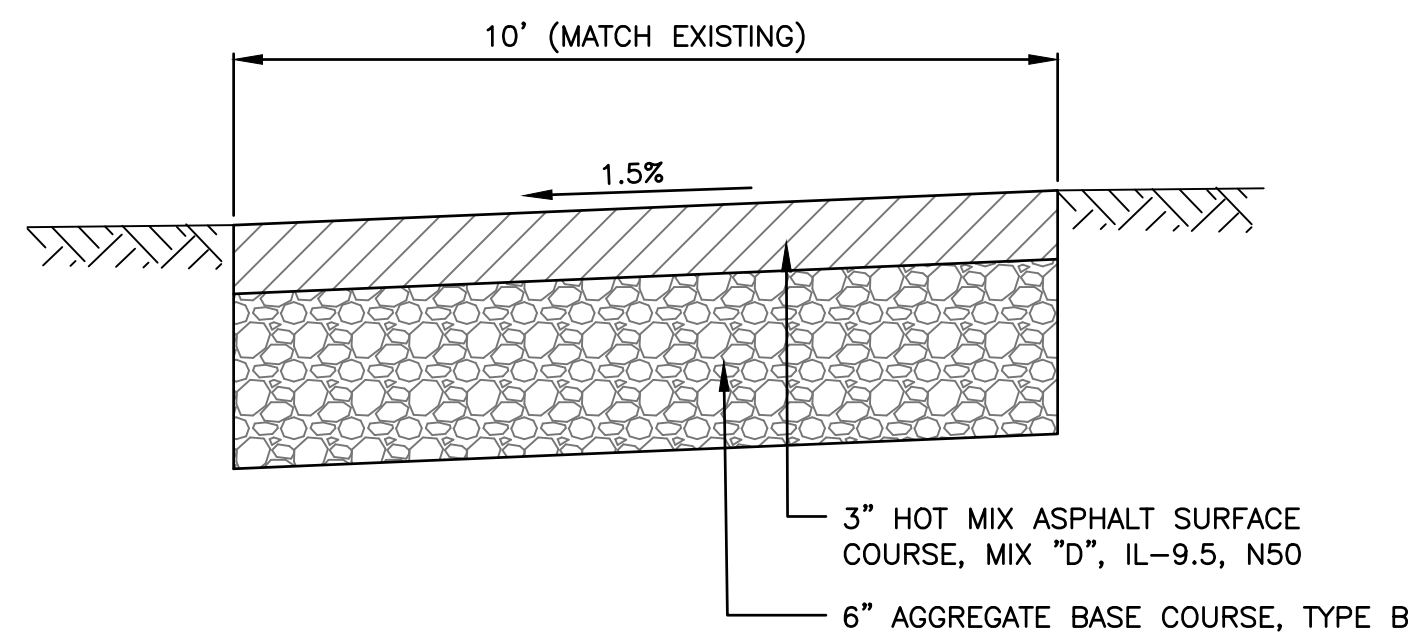
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**ILLINOIS URBAN MANUAL DETAILS**

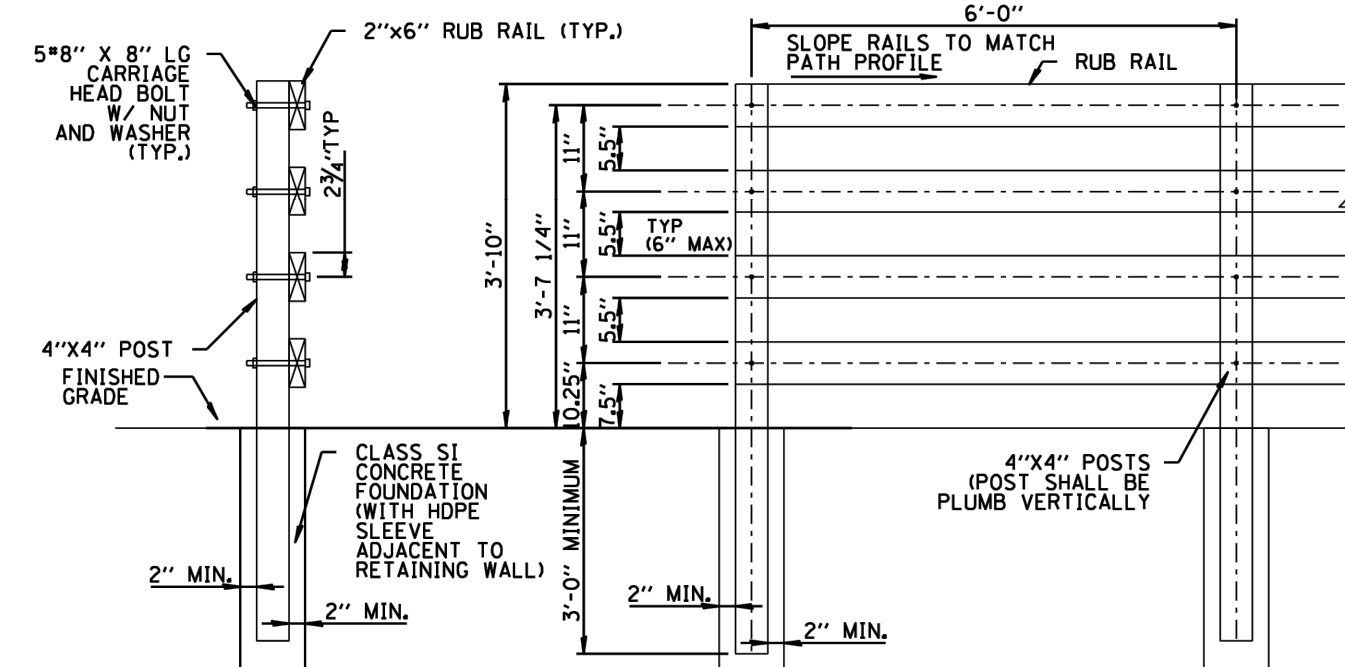
SCALE: N.T.S. SHEET NO. 01 OF 01 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	12
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



**TYPICAL HMA BIKE PATH SECTION**

SCALE: NTS



- NOTES:**
- LUMBER.**
1. ALL LUMBER IS TO BE SOUTHERN YELLOW PINE #1 GRADE OR BETTER AND GRADED UNDER THE SOUTHERN PINE INSPECTION BUREAU, FB-1650 PSI (MIN) (SPIB) GUIDELINES AND IS TO HAVE THE APPROPRIATE GRADE STAMP CLEARLY MARKED.
  2. ALL MEMBERS ARE TO BE S4S (SURFACE FOUR SIDES).
  3. ALL LUMBER SHALL BE PRESSURE TREATED TO A MINIMUM OF 0.6 LBS/CU. FT. RETENTION.
  4. ALL LUMBER SHALL BE KILN DRIED AFTER TREATMENT (KDAT) TO 19 % MAXIMUM MOISTURE CONTENT.

**HARDWARE AND MISCELLANEOUS MATERIALS.**

1. ALL BOLTS, WASHERS, NUTS SHALL BE A307 STEEL AND HOT DIPPED GALVANIZED PER AASHTO SPECIFICATION \*M-232.
2. ALL FASTENERS SHALL BE HOT DIPPED GALVANIZED PER AASHTO SPECIFICATION \*M-232. TREAT ALL FIELD MODIFICATIONS TO STEEL PARTS WITH COLD GALVANIZING PAINT.

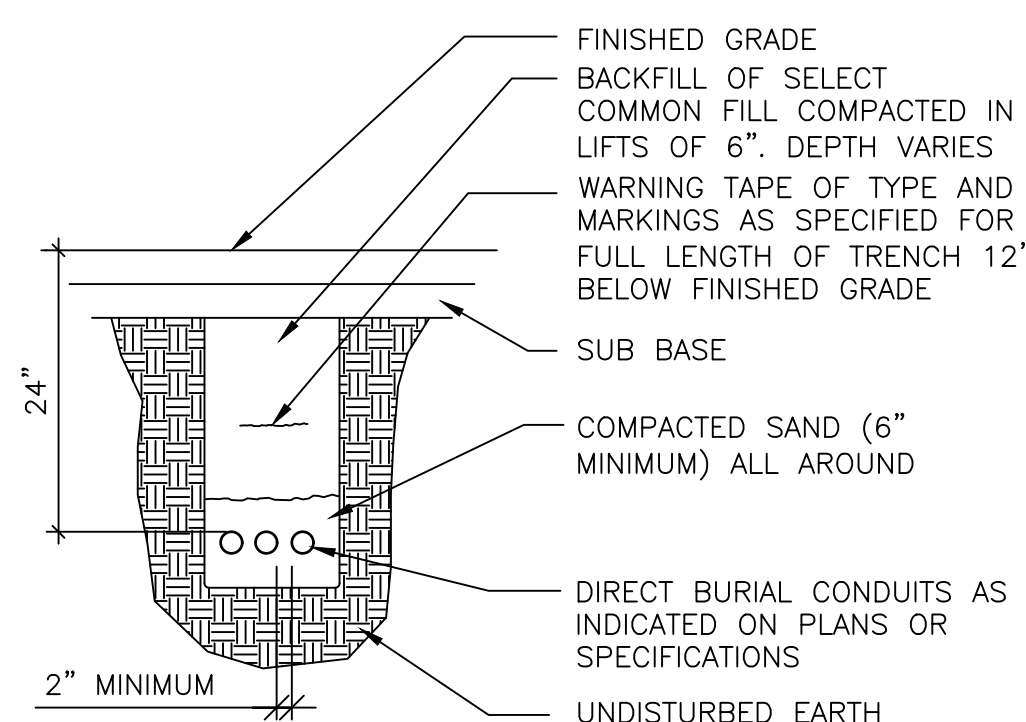
**SPECIFICATIONS.**

1. NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION 1997 EDITION, BY NATIONAL FOREST PRODUCTS ASSOC.
2. AMERICAN WOOD PRESERVERS ASSOCIATION STANDARDS, WATERBORNE PRESERVATIVE STANDARD PS TYPE A, STANDARD C2, AND STANDARD C14.

**WOOD SPLIT RAIL FENCE DETAIL**

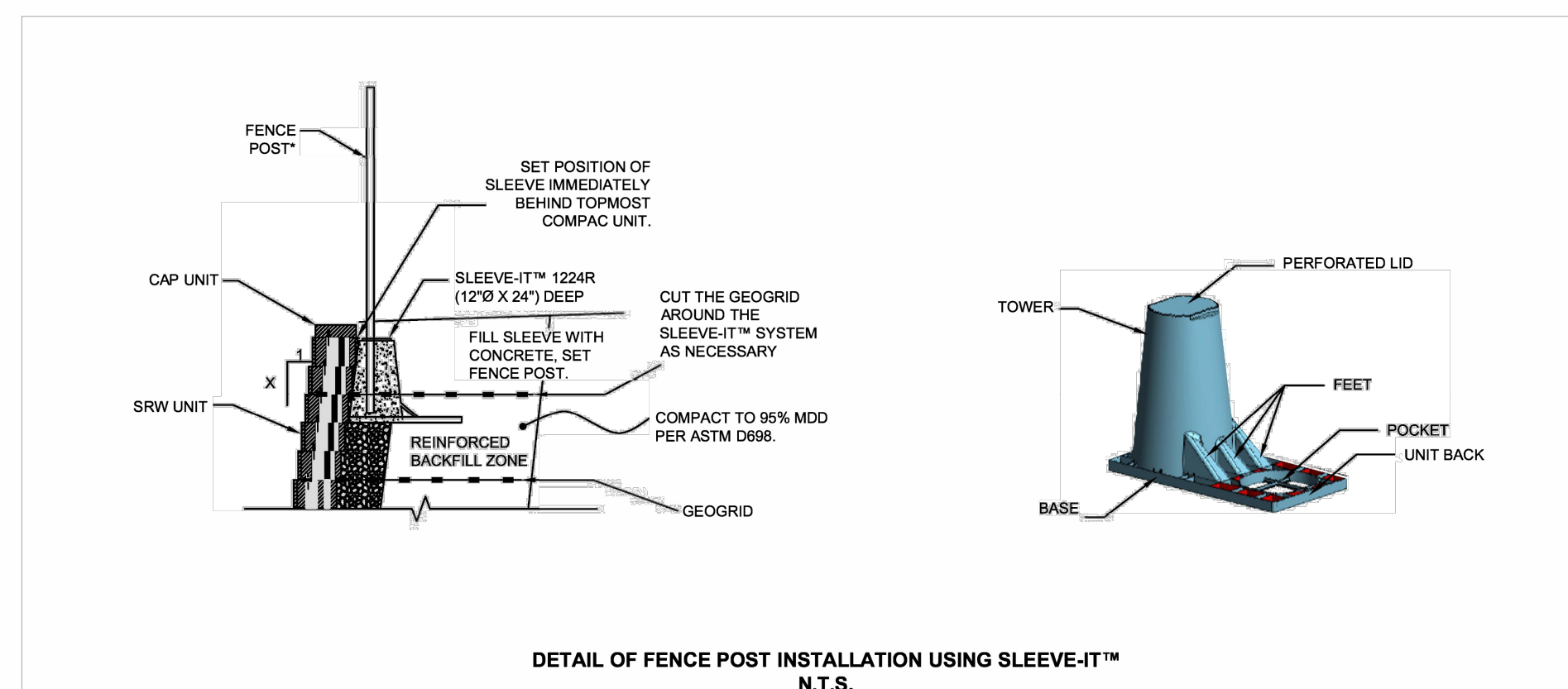
SCALE: NTS

\*ALL POSTS BEHIND RETAINING WALL SHALL USE 'SLEEVE-IT' POST FOUNDATIONS OR APPROVED EQUAL.



**DIRECT BURIED CONDUIT**

SCALE: NTS



**DETAIL OF FENCE POST INSTALLATION USING SLEEVE-IT™ N.T.S.**

**ASSEMBLY & INSTALLATION**

1. General - The Sleeve-IT™ post foundation system shall be purchased and installed by the retaining wall contractor to facilitate future fence post installation. Contractor shall verify proper spacing requirements prior to installation.
2. Assembly & Installation - Refer to instructions provided with units for specific information related to the assembly of the Sleeve-IT™ system and the correct installation procedure. When the segmental retaining wall has been constructed to two feet from top including the separator:
  - Step 1: Prepare a level area approximately 24" wide x 36" deep behind the wall face. The prepared area should be 24" below the proposed top of wall (not including the cap stone).
  - Step 2: Place the Sleeve-IT unit on the level surface in an upright position with the front edge of the unit flush against the back of the wall. Multiple units should be spaced in accordance with fence specifications.
  - Step 3: Encapsulate and stabilize the Sleeve-IT unit by placing and compacting sufficient backfill material layers as required. If geogrid is required, all the geogrid perpendicular to the wall face fast enough to fit around the base of the unit while ensuring that the geogrid remains properly attached to the wall. Continue the backfilling process until the material reaches the top of the level. Do not remove perforated stand ready to place post. Do not step on perforated lid, as this could cause serious bodily injury.
  - Step 4: Punch the perforated lid using a mallet or hammer to expose the inside of the Sleeve-IT unit. Detached lids can be left inside the unit or discarded prior to pouring the lift material.
  - Step 5: Place post through the exposed area and rest on the flat ground surface area inside the Sleeve-IT cavity. Ensure that the post is upright and level and hold in place while carefully pouring lift material such as concrete through the exposed cavity. Follow guidelines as specified by lift supplier. Concrete is highly recommended as lift material.

**Important Note:** Backfill soil as prescribed by retaining wall manufacturer. Backfill material above and surrounding the Sleeve-IT™ system must be compacted to a minimum of 95% of the material's maximum dry density as determined by ASTM D-1556 (Standard Proctor). Backfill and compaction within three feet of the wall face should be performed with hand-operated equipment as recommended by the National Concrete Masonry Association (NCMA) SRW guidelines.

Fence posts shall extend a minimum distance of 18" into the sleeve to ensure proper engagement with the Sleeve-IT™ system. All posts must be on the "ribbed" side of the vertical portion of the carrier base. Fill cavity completely with concrete. When concrete cures, topsoil or other surficial cover may be placed over the Sleeve-IT™ system to create final, finished appearance.

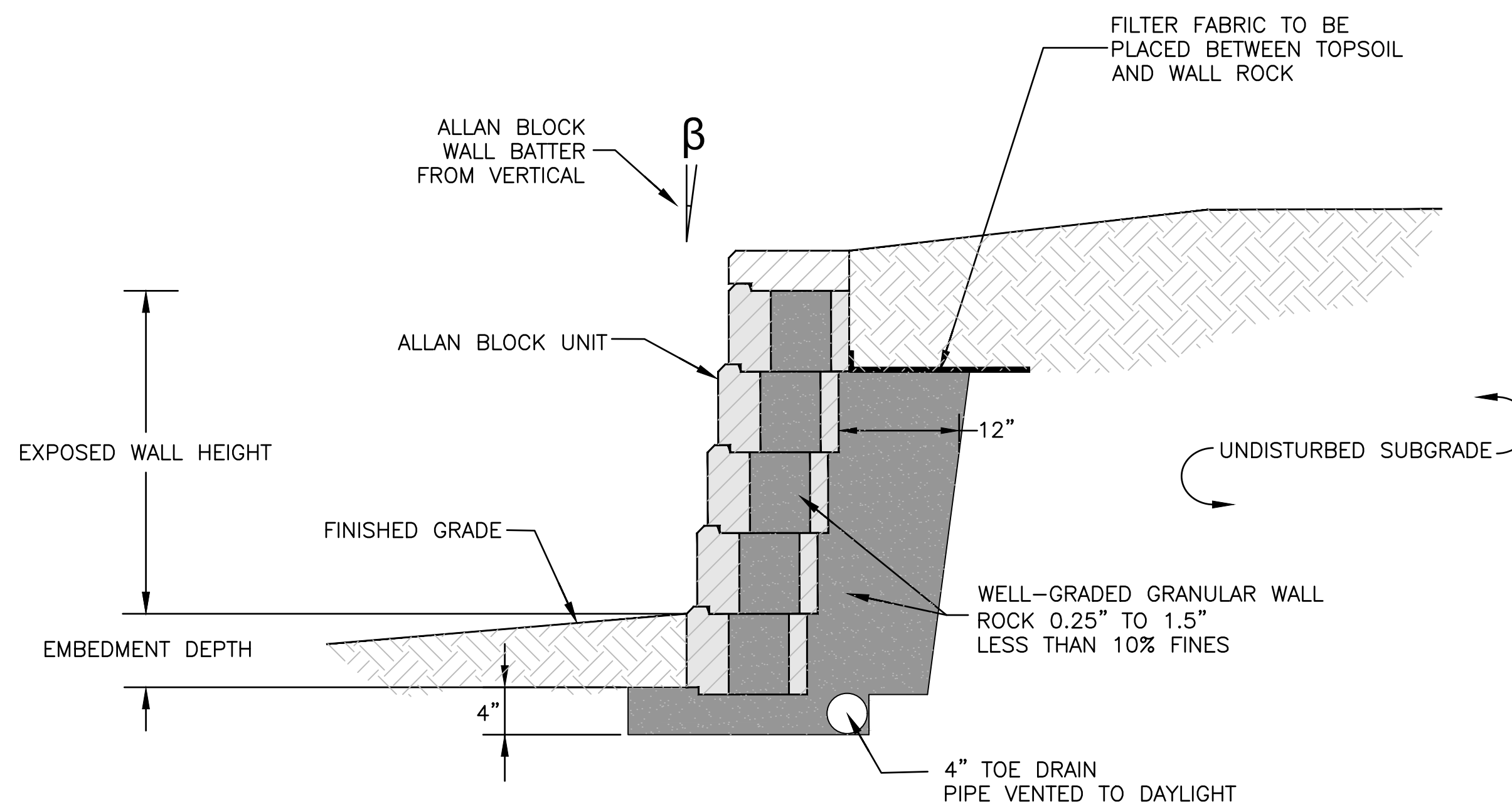
The Sleeve-IT™ product shall be evenly spaced no farther apart than 8 feet on centers in any case. Use of the Sleeve-IT™ system is limited to the following fencing applications without consideration of wind load:

- 6-foot high and under chain link fence
- 6-foot high and under wood fence with gaps between boards
- 6-foot high and under ballasted PVC, steel, aluminum or wrought iron fences.

For other fencing systems specifically not meeting these criteria, contact US Fabrics Inc. to determine suitability. 1860718-2200

ALL material may be subject to site testing for compliance to the above specifications.

<b>SLEEVE-IT</b> by STRATA	FOR MORE INFORMATION CONTACT: US FABRICS 800-518-2290 www.usfabrics.com	
	DATE: 3/15/2018	SCALE: NTS



**SEGEMENTED BLOCK RETAINING WALL SECTION**

SCALE: NTS

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen.com  
DATE PLOTTED: 4/28/2026 10:46 AM  
FILE NAME: 2502471-Details  
PLOT DRIVER: DWG To PDF.pc3  
PEN TABLE: SEC-Standard.ctb



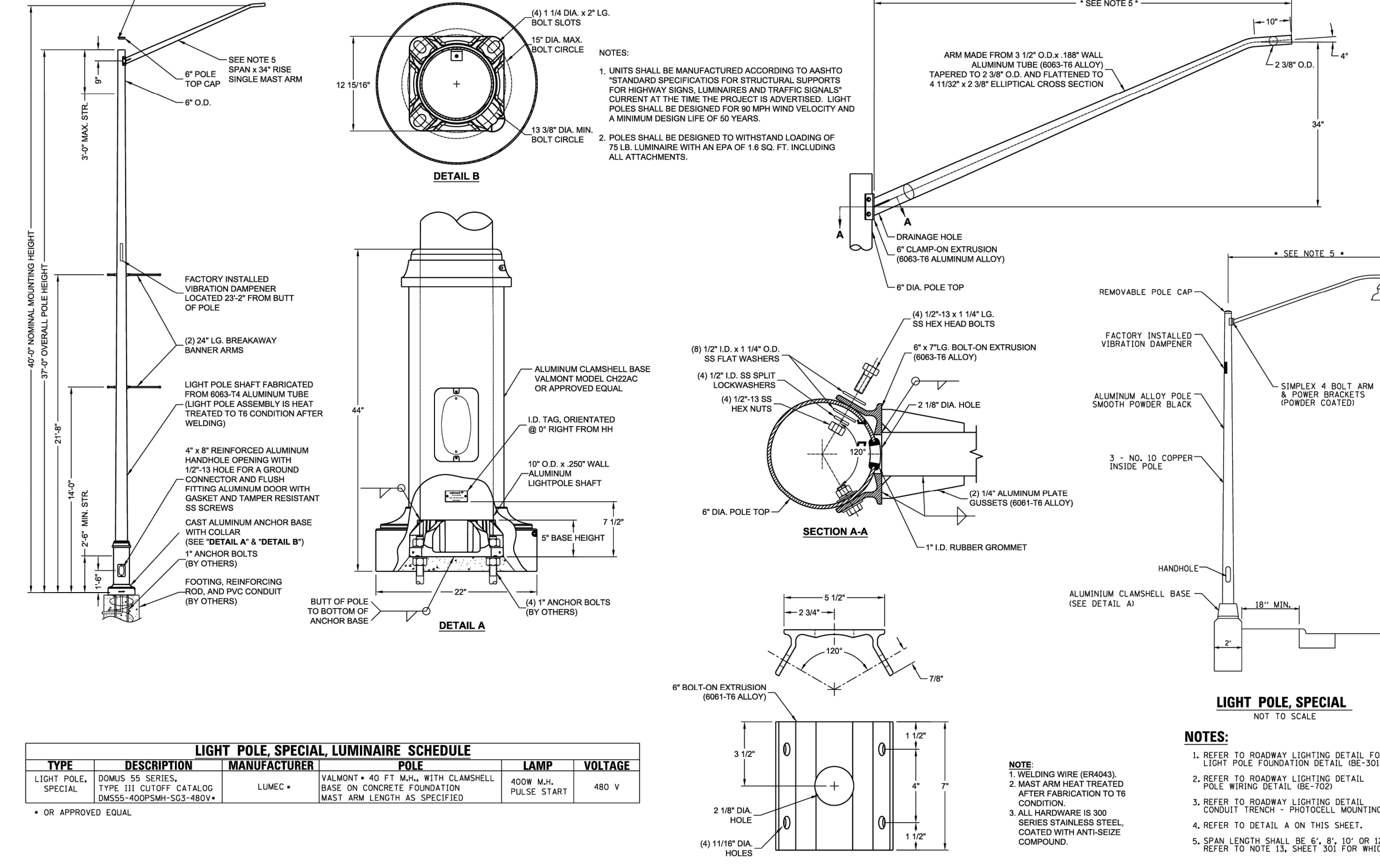
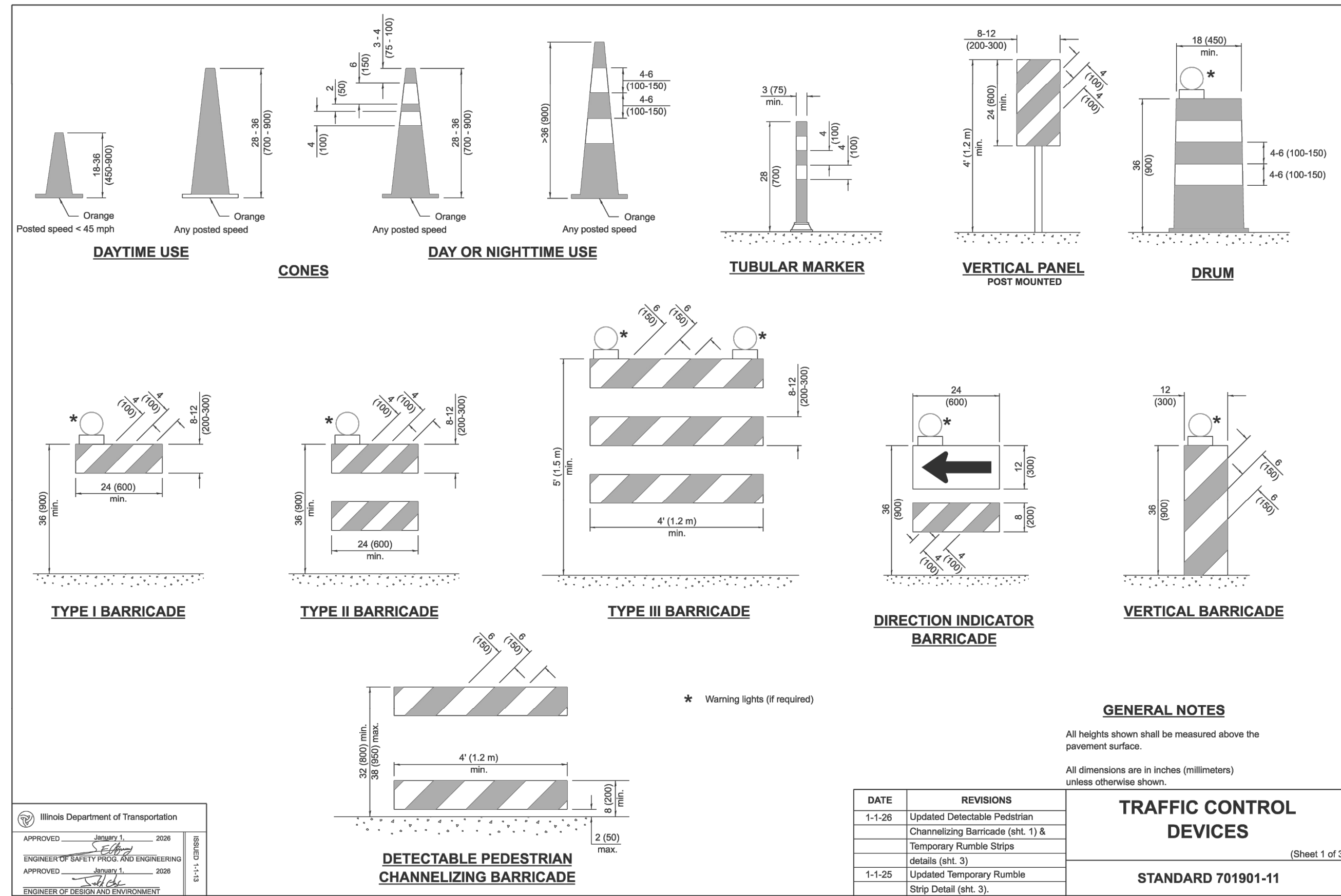
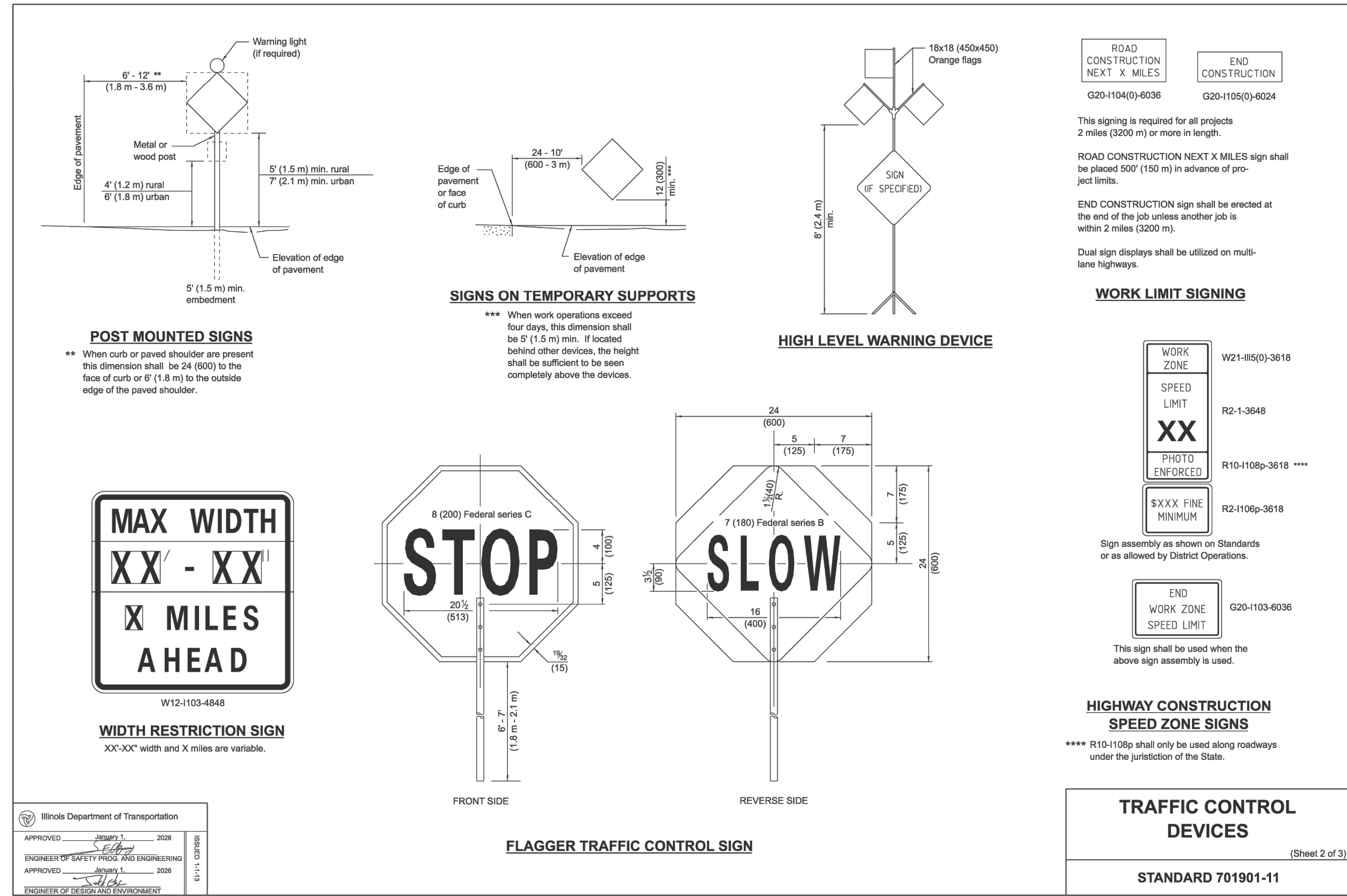
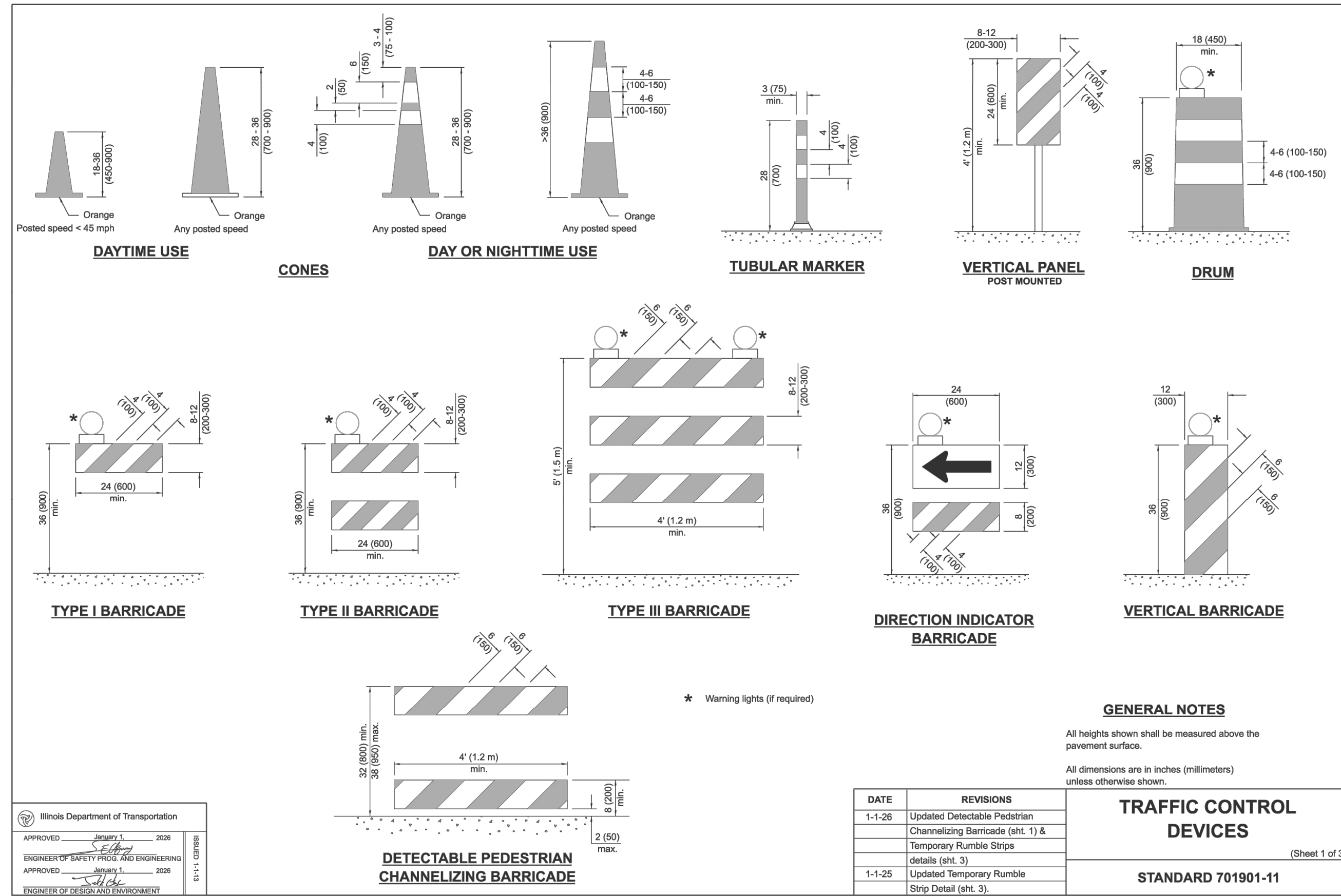
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Details	DRAWN - CFR	REVISED -
PLOT SCALE = N.T.S.	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
RAILS TO TRAILS  
ROCK RIVER SHORLINE REPAIR**

**STANDARD CONSTRUCTION DETAILS**

SCALE: N.T.S. SHEET NO. 01 OF 02 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	13
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS ROGERS  
 DATE PLOTTED: 4/28/2026 10:46 AM  
 FILE NAME: 2502471-Details  
 PLOT DRIVER: DWG TO PDF.pc3  
 PEN TABLE: SEC-Standard.ctb



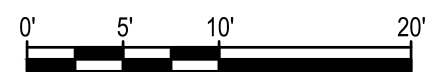
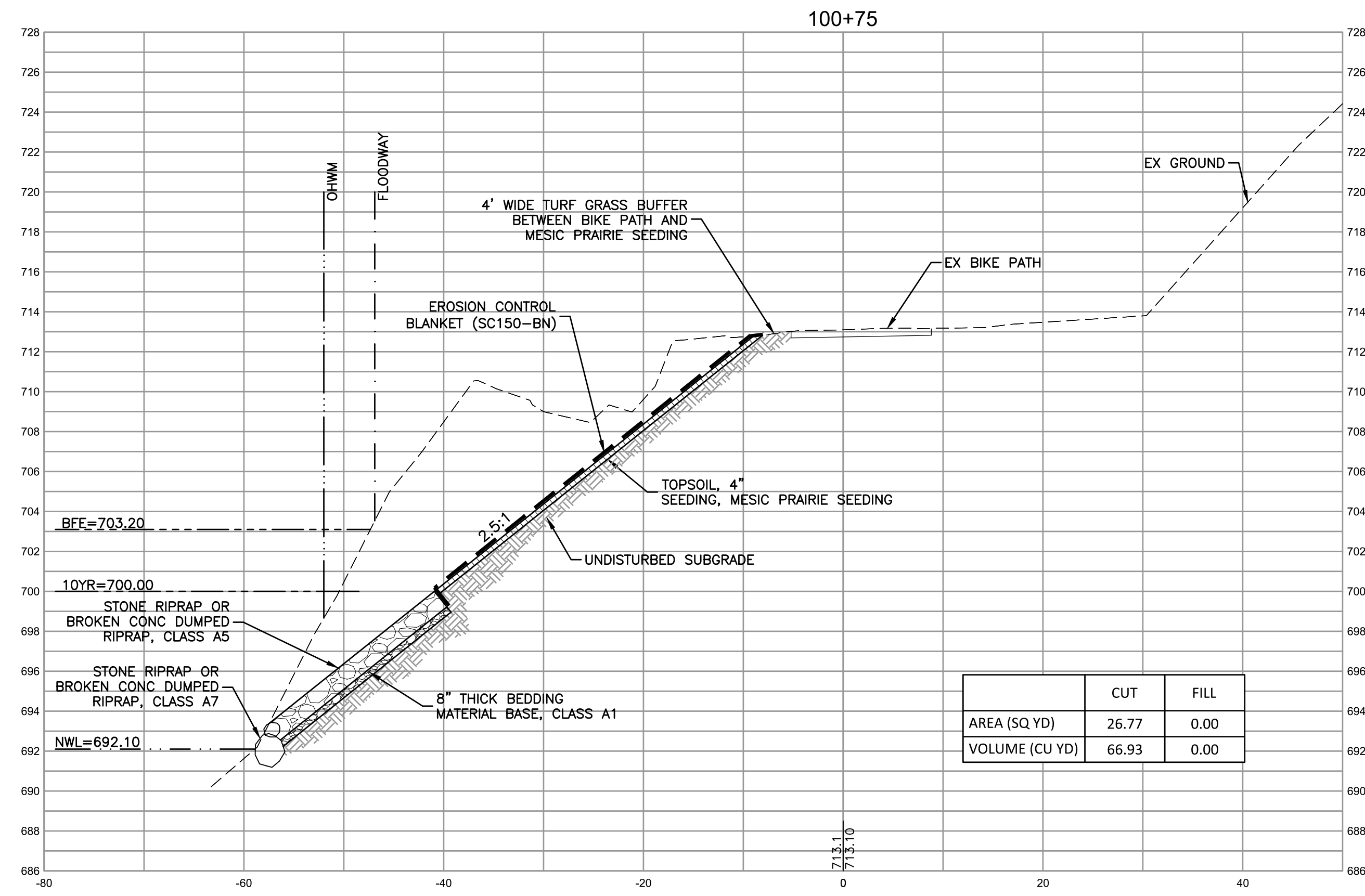
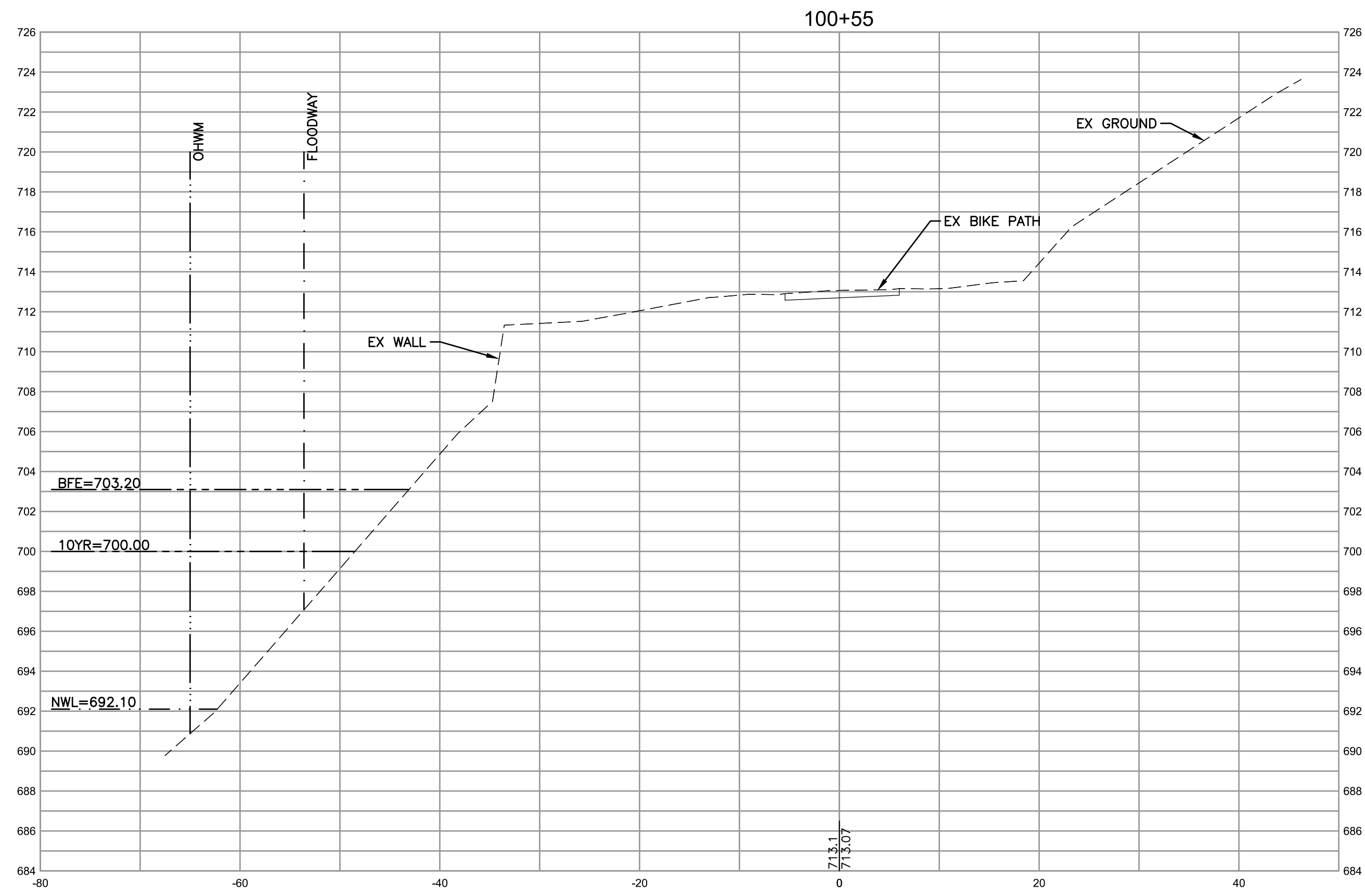
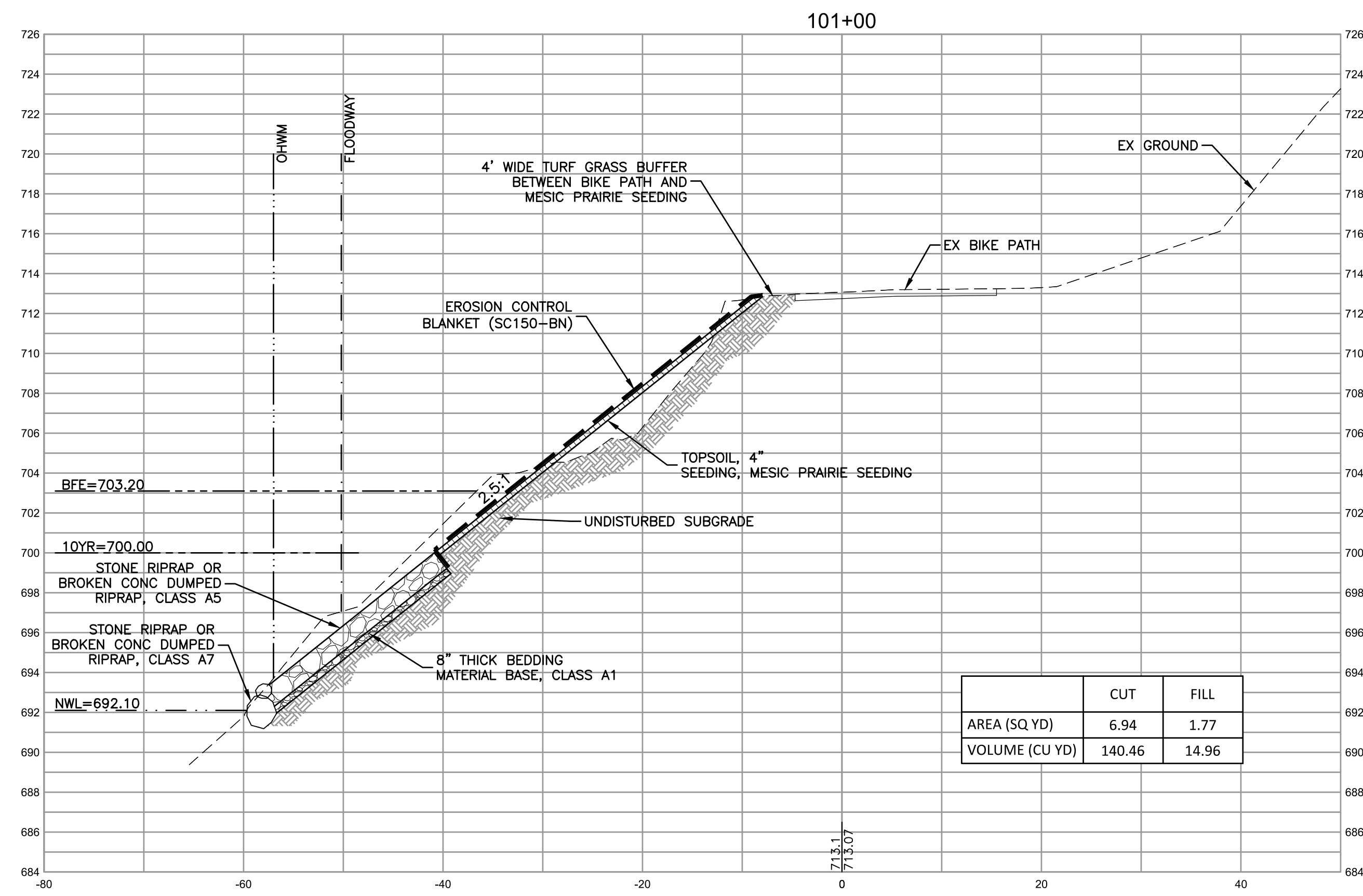
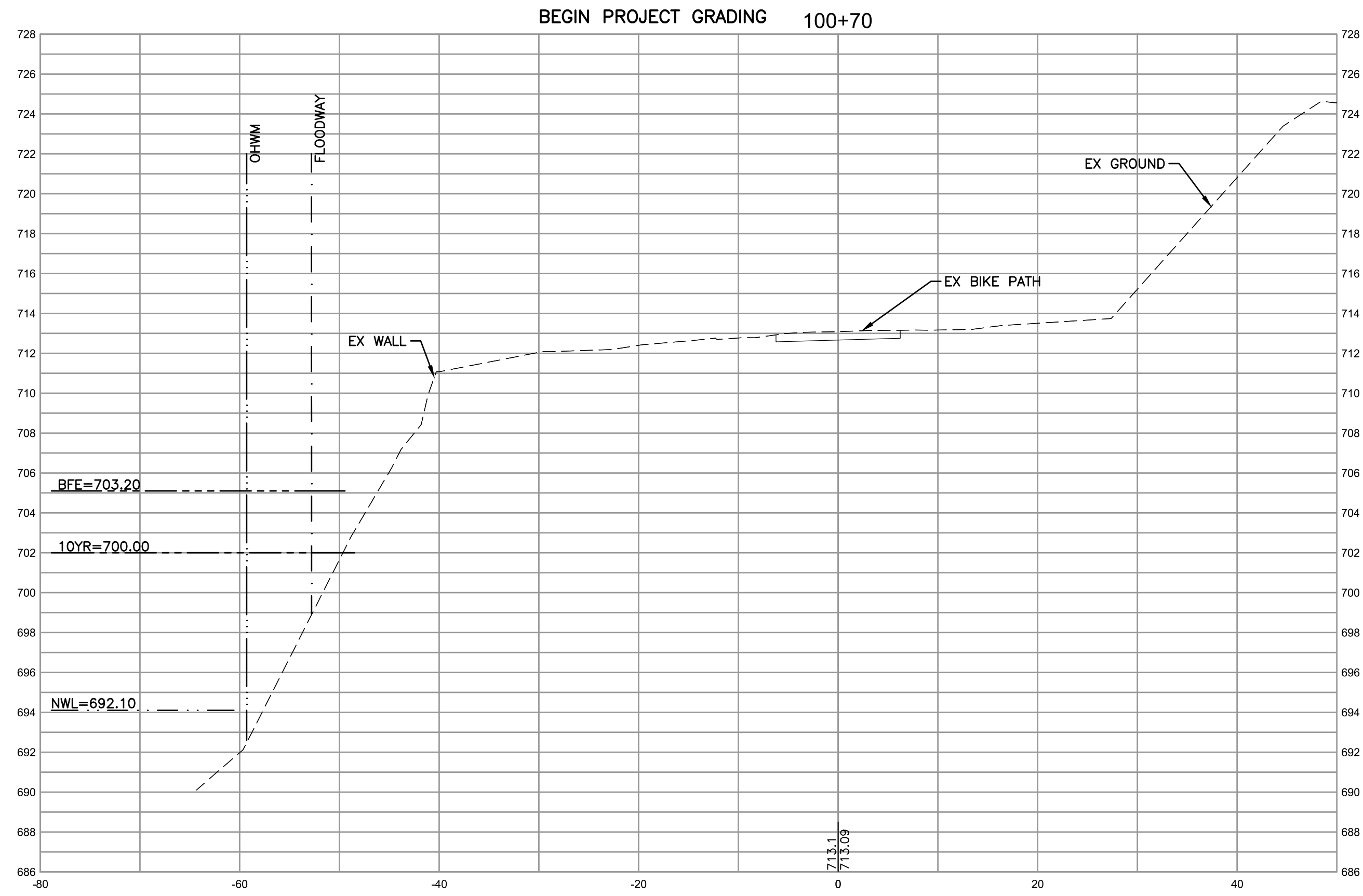
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Details	DRAWN - CFR	REVISED -
PLOT SCALE = N.T.S.	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**STANDARD CONSTRUCTION DETAILS**

SCALE: N.T.S. SHEET NO. 02 OF 02 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	14
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS ROGERS  
 DATE PLOTTED: 4/28/2026 10:46 AM  
 FILE NAME: 2502471-Xsec  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: SEC-Standard.ctb



USER NAME = CHRIS.ROGERS  
 FILE NAME = 2502471-Xsec  
 PLOT SCALE = 1"=10'  
 PLOT DATE = 4/28/2026

DESIGNED - AHP  
 DRAWN - CFR  
 CHECKED - LRG  
 DATE - 04/28/2026

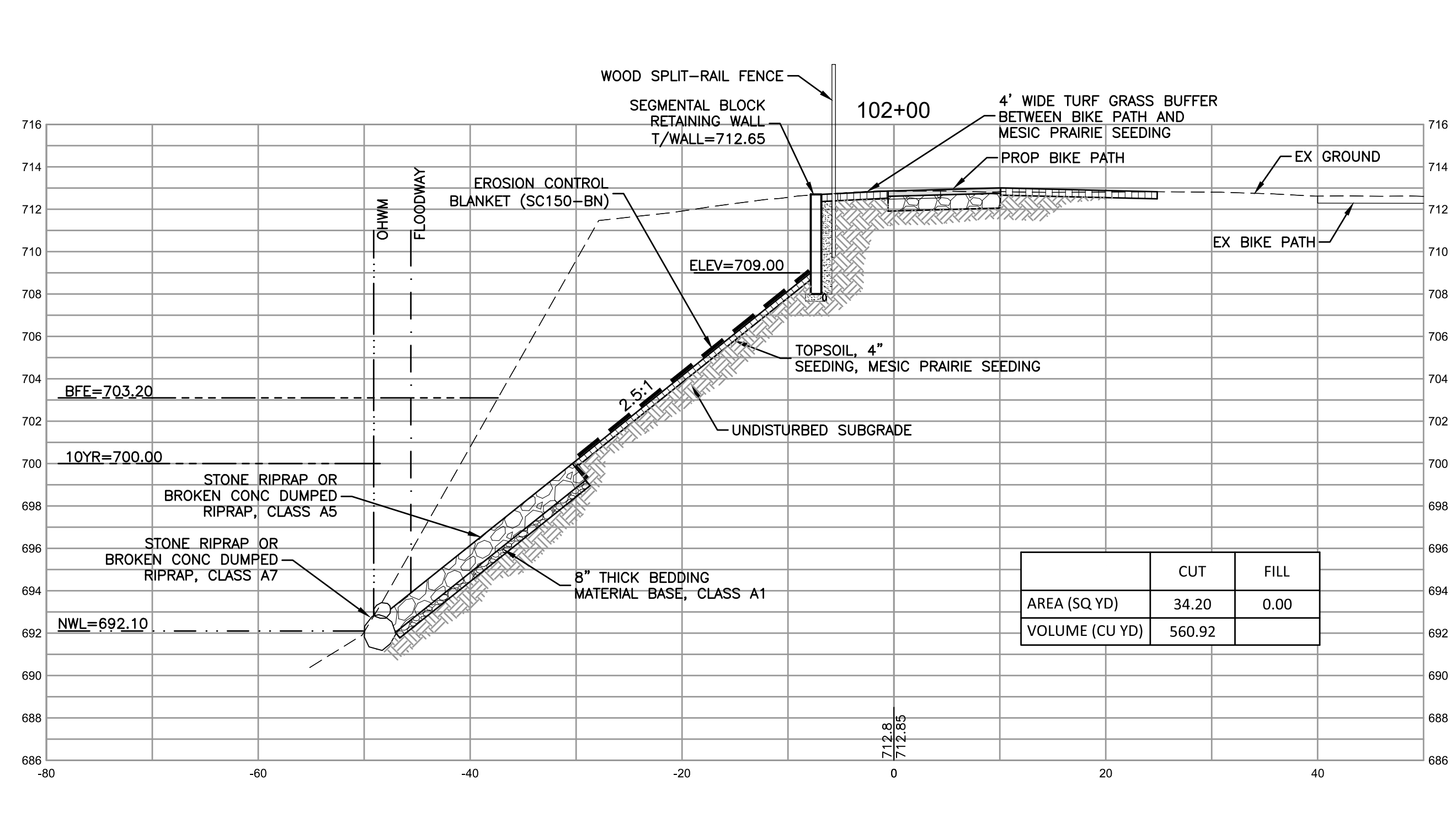
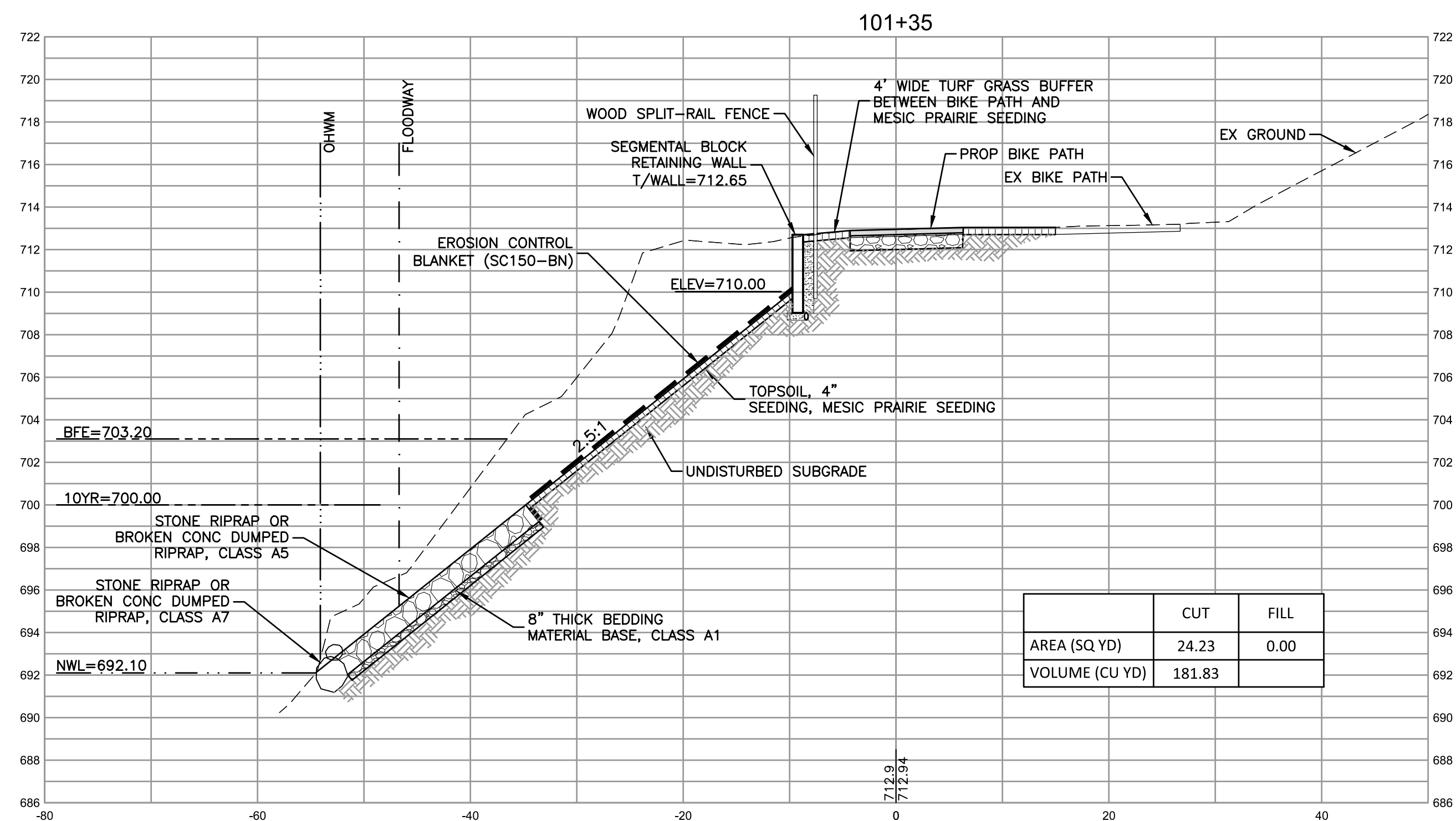
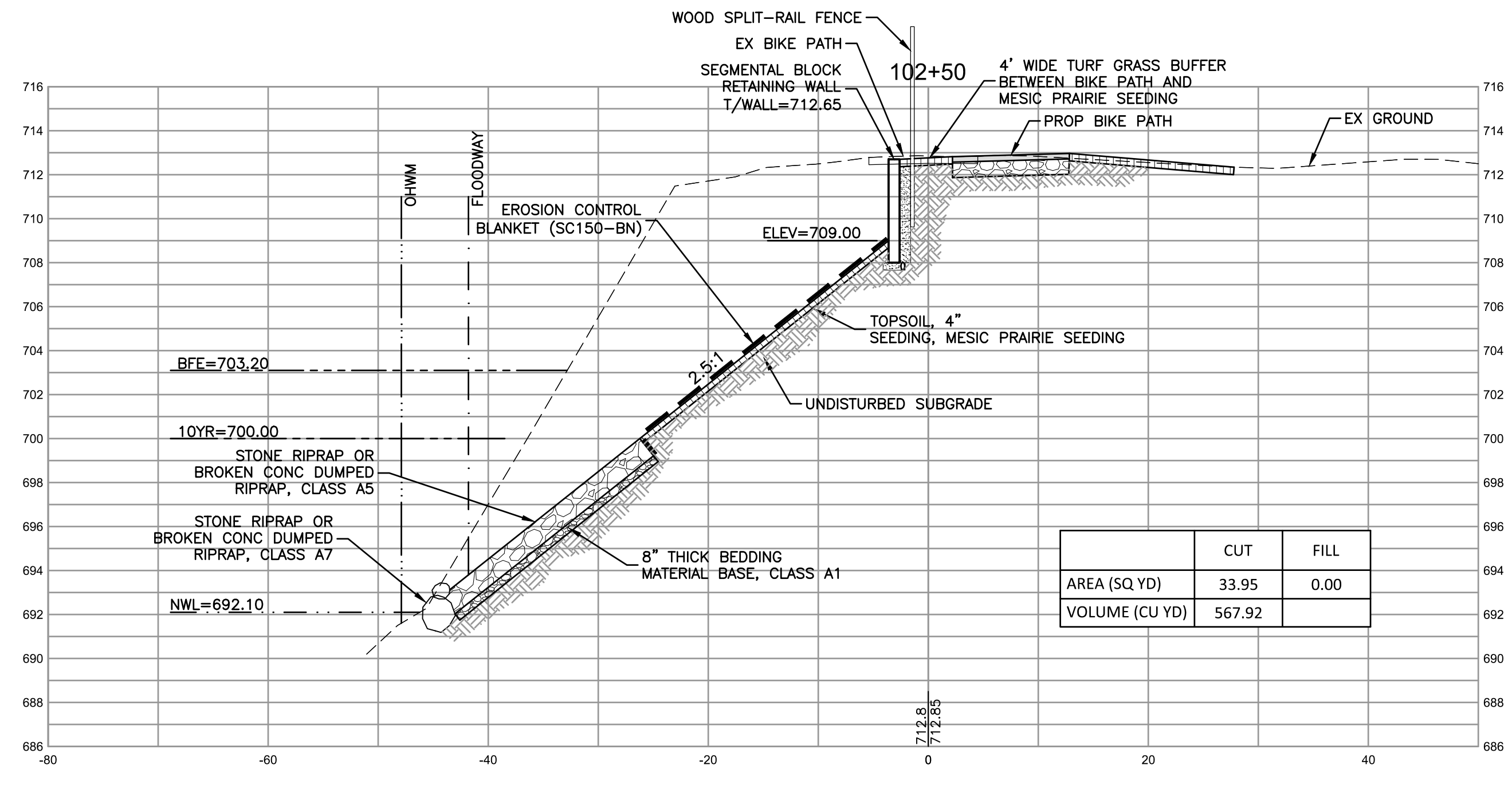
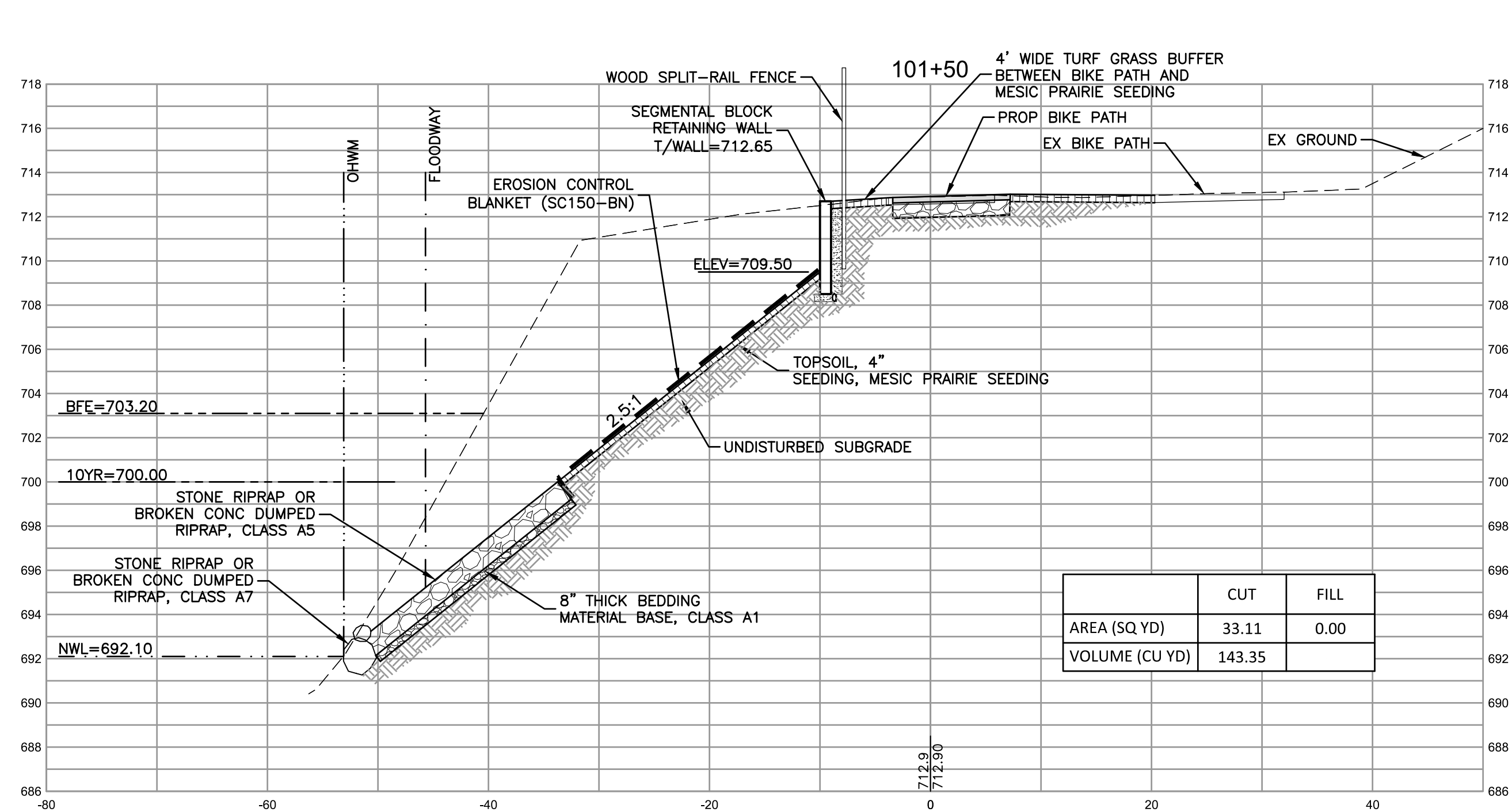
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**BANK STABILIZATION CROSS SECTIONS**

SCALE: 1"=10' SHEET NO. 01 OF 04 SHEETS STA. 100+55 TO STA. 101+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	15
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS.ROGERS  
 DATE PLOTTED: 4/28/2026 10:46 AM  
 FILE NAME: 2502471-Xsec  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: SEC-Standard.ctb



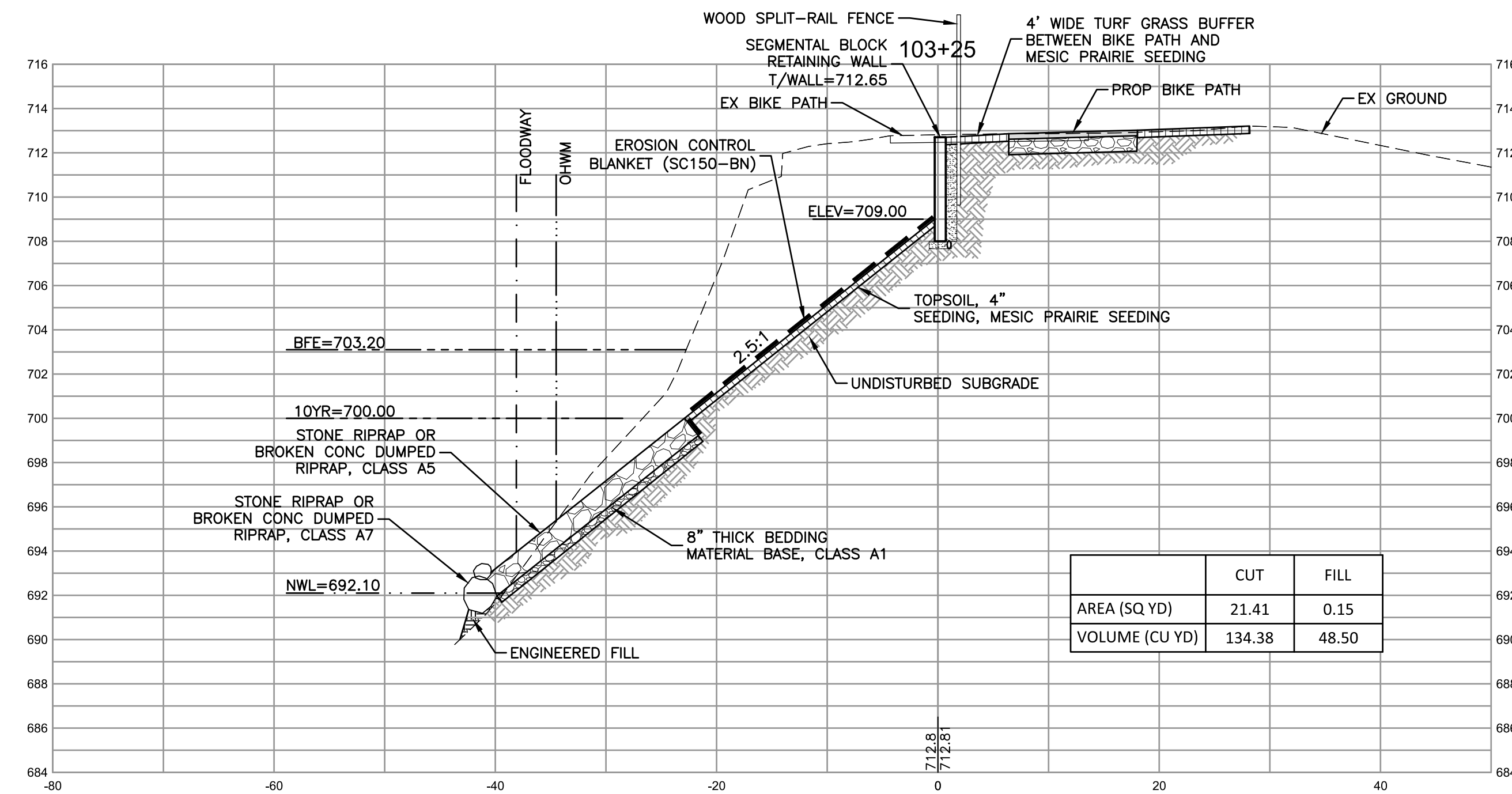
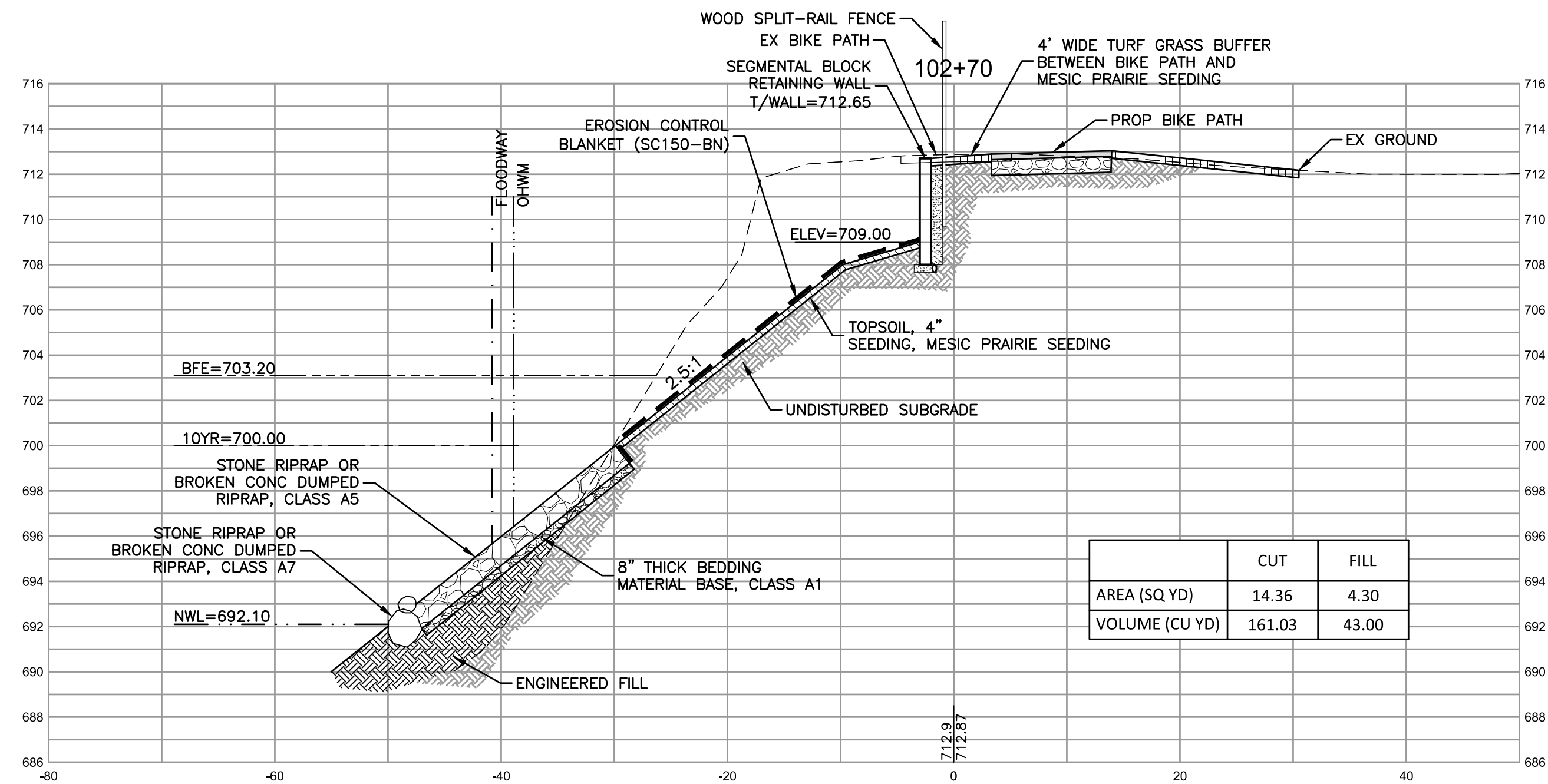
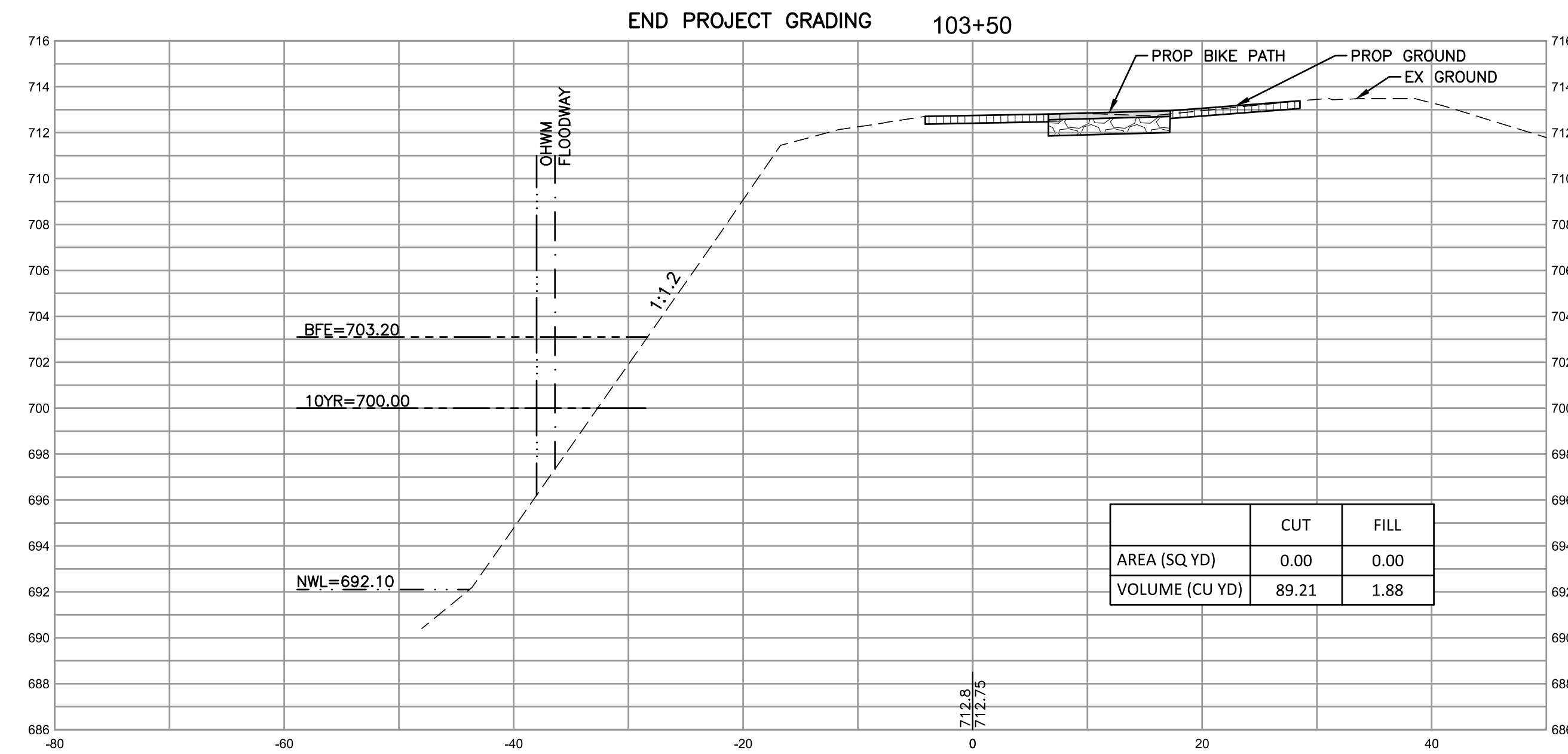
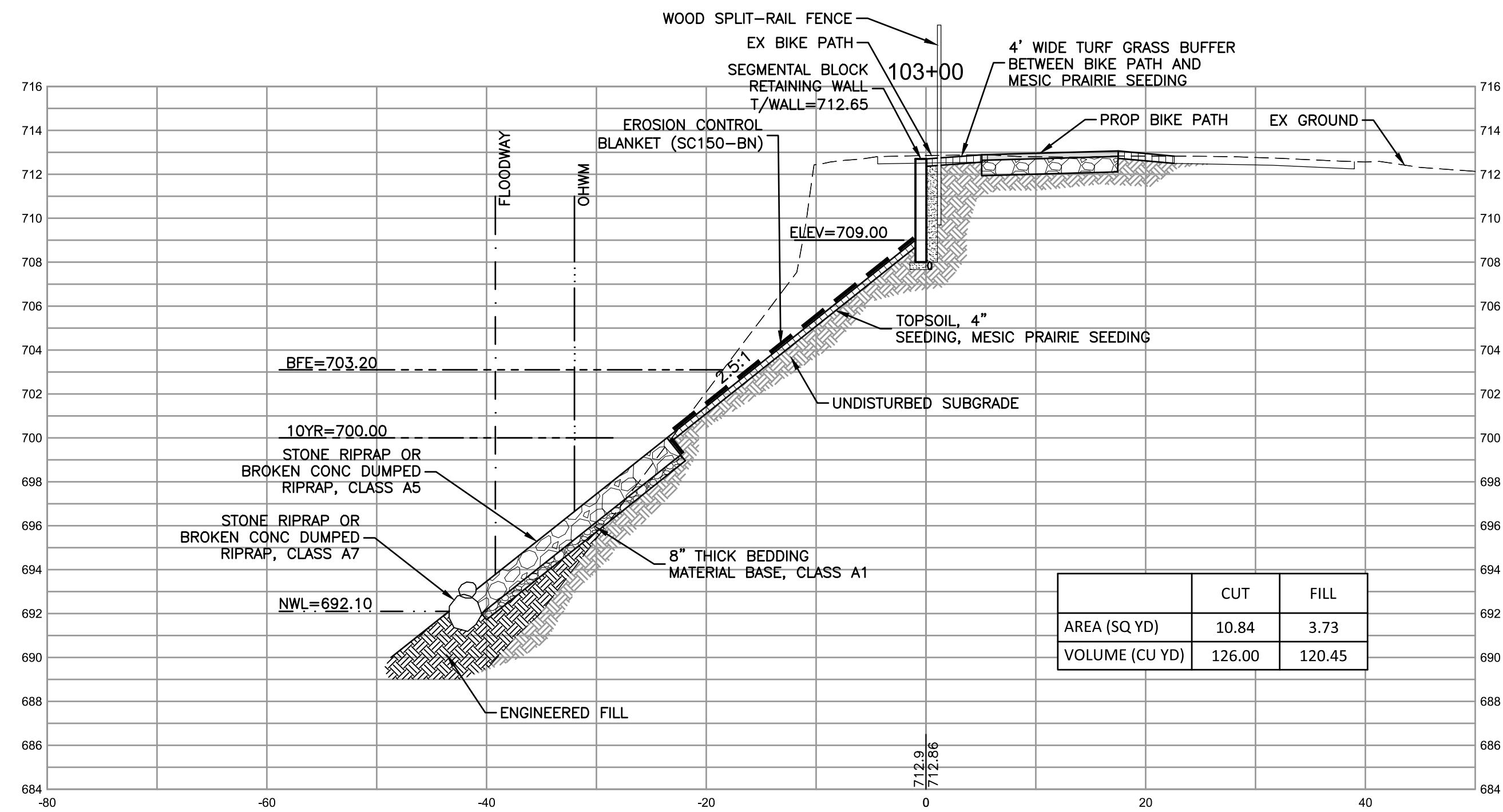
USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Xsec	DRAWN - CFR	REVISED -
PLOT SCALE = 1"=10'	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**BANK STABILIZATION CROSS SECTIONS**

SCALE: 1"=10' SHEET NO. 02 OF 04 SHEETS STA. 101+35 TO STA. 102+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	16
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: CHRIS.ROGERS  
 DATE PLOTTED: 4/28/2026 10:46 AM  
 FILE NAME: 2502471-Xsec  
 PLOT DRIVER: DWG To PDF.pc3  
 PEN TABLE: SEC-Standard.ctb



USER NAME = CHRIS.ROGERS	DESIGNED - AHP	REVISED -
FILE NAME = 2502471-Xsec	DRAWN - CFR	REVISED -
PLOT SCALE = 1"=10'	CHECKED - LRG	REVISED -
PLOT DATE = 4/28/2026	DATE - 04/28/2026	REVISED -

**CITY OF ROCKFORD  
 RAILS TO TRAILS  
 ROCK RIVER SHORLINE REPAIR**

**BANK STABILIZATION CROSS SECTIONS**

SCALE: 1"=10' SHEET NO. 03 OF 04 SHEETS STA. 102+70 TO STA. 103+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WINNEBAGO	17	17
<b>CONTRACT NO.</b>				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				