FOR INDEX OF SHEETS AND STATE HIGHWAY STANDARDS SEE SHEET NO. 2 PROJECT LOCATED IN THE CITY OF SYCAMORE

11/07/2025 LETTING ITEM 142

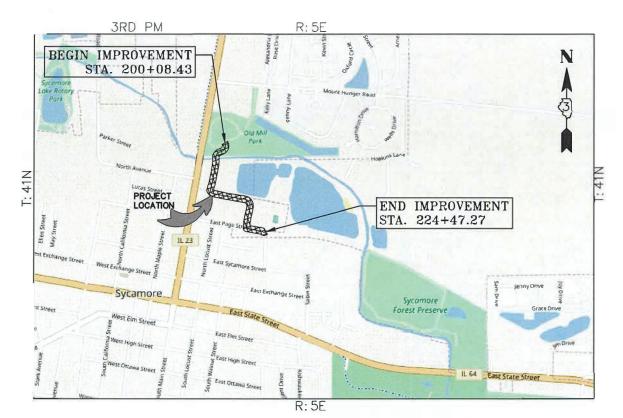
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PLANS FOR PROPOSED FEDERAL AID HIGHWAY GREAT WESTERN TRAIL EXTENSION SEGMENT 2

> OLD MILL PARK TO PLEASANT STREET SYCAMORE PARK DISTRICT SECTION No.: 21-P4006-03-BT

> > JOB No.: C-93-054-22



LOCATION MAP (NOT TO SCALE)

CITY OF SYCAMORE GROSS LENGTH OF IMPROVEMENT = 2,438.84 LF (0.46 MILES) ENGINEERING

RESOURCE ASSOCIATES

Professional Design Firm No. 184-20118E

RESOURCE ASSOCIATES

RESOURCE ASSOCIATES

RESOURCE ASSOCIATES

Professional Design Firm No. 184-20118E

CONTRACT NO. 87843

Professional Design Firm No. 184 Expires April 30, 2027

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

J.U.L.I.E.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

PROJECT MANAGER: JOHN MAYER, PE PROJECT ENGINEER: SARAH GIERALTOWSKI

LOCATION OF SECTION INDICATED THUS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

<sup>7</sup> July 16, 2025



PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

#### GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE"(811) AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED). CONTACT OWNER'S PROJECT MANAGER TO LOCATE PRIVATE UTILITIES WITHIN THE PROJECT AREA, A MINIMUM OF FIVE DAYS IN ADVANCE OF CONSTRUCTION ACTIVITIES.
- 2. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- 3. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
- 4. UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- 5. DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- ${\sf 6.}$  ALL SOIL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED PRIOR TO UPLAND DISTURBANCE.
- 7. THE CONTRACTOR WILL PERFORM ALL CONSTRUCTION LAYOUT AND AS-BUILT SURVEY.

#### TREE REMOVAL & CLEARING

DUE TO THE POTENTIAL PRESENCE OF THE INDIANA BAT AND THE NORTHERN LONG-EARED BAT WITHIN THE PROJECT AREA, TREES SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30.

TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED.

ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT THERE OWN EXPENSE OFFSITE.

THE EXACT CLEARING AND GRUBBING LOCATIONS ARE NOT PROVIDED ON THE PLANS. GENERAL LOCATION ARE NOTED. CLEARING AND GRUBBING SHALL NOT BE PAID FOR SEPARATELY.

#### TOPSOL

IN GENERAL, TOPSOIL SHALL BE PLACED TO A DEPTH OF 4 INCHES. EXISTING TOPSOIL SHALL BE STOCKPILED AND RE-USED ONSITE.

THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL

TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF THE REGULATORY 100—YEAR FLOODPLAIN. NOTE: AS A MAJORITY OF THE PROJECT AREA IS LOCATED WITHIN THE FLOODPLAIN, NO TOPSOIL OR EXCAVATION STOCKPILES SHALL REMAIN ONSITE FOR LONGER THAN 24—HOURS. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING STOCKPILE LOCATIONS OFFSITE. IF NECESSARY.

#### STORM SEWERS, STRUCTURES, & UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMAINS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT OR PROTECTION OF THE UTILITY INVOLVED.

THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER OF THE UTILITY.

ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS OR DITCHES AS DIRECTED BY THE ENGINEER: THIS WORK WILL BE PAID AT THE APPLICABLE CONTRACT UNIT PRICE OR IN ACCORDANCE WITH ARTICLE 109.04.

SHOULD THE CONTRACTOR ENCOUNTER ANY DRAIN TILES, THE CONTRACTOR SHALL CONTACT THE OWNER OR ENGINEER IMMEDIATELY. ANY DAMAGES TO TILES SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

KNOWN UTILITIES INCLUDE THE FOLLOWING:
CITY OF SYCAMORE — SANITARY SEWER, WATER MAIN, STORM SEWER
COMCAST — AERIAL CABLES
COMED — AERIAL CABLES
NICOR — GAS MAIN

#### HOT-MIX ASPHALT

HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION AND AGGREGATE BASE COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

#### PAVEMENT STRIPING

ALL PROPOSED SEGMENTS OF THE TRAIL, EXCEPT WHERE NOTED ON THE PLANS, SHALL BE PAINTED WITH A SINGLE SOLID YELLOW PAVEMENT PAINT MARKING, 4" AT THE CENTERLINE OF THE PATH.

#### TRENCH BACKFIL

WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE. THE COST OF TRENCH BACKFILL SHALL BE INCLUDED IN THE COST OF STORM SEWERS (OF THE TYPE AND DIAMETER SPECIFIED).

#### ATH EXCAVATION

THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING BITUMINOUS MATERIAL BY GRINDING OR EXCAVATING THE MATERIAL. IF THE BITUMINOUS MATERIAL IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. BITUMINOUS MATERIAL REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL OR AS AGGREGATE BASE COURSE IF IT MEETS THE STANDARDS WITHIN THE SPECIAL PROVISIONS. NO BITUMINOUS MATERIAL SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ACCESS.

THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH ANY TRACKED EQUIPMENT.

ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUBBASE GRANULAR MATERIAL.

THERE MAY BE AREAS INVOLVING DRAINAGE DITCHES, CULVERT ENTRANCES AND EXITS, AND DEPRESSIONAL PONDED AREAS THAT MAY HAVE DEPOSITS OF UNSUITABLE OR UNSTABLE MATERIAL. THESE AREAS MUST BE PUMPED DRY OF ANY WATER AND ALL UNSUITABLE/UNSTABLE MATERIAL REMOVED BEFORE ANY EMBANKMENT MATERIAL IS PLACED.

	LEGEND	DDODOCED
	<u>EXISTING</u>	<u>PROPOSED</u>
CURB & GUTTER		
EDGE OF PAVEMENT		
STORM SEWER	$-\!\!\!-\!\!\!\!-\!\!\!\!-\!\!\!\!-\!\!\!\!\!-\!\!\!\!\!-\!\!\!\!\!-\!\!\!\!$	<b>→</b>
CHAIN LINK FENCE	x x	x x
PERIMETER EROSION BARRIER		××××
TEMPORARY FENCE		<del>-x x x x -</del>
OVERHEAD WIRE	——— OH ———	
10-YR FLOODPLAIN	10YR	
100-YR FLOODPLAIN	100YR	
FLOODWAY	FW	
CONTOUR	<del></del> 700 <del></del>	<del></del> 700
MANHOLE	©	•
CATCH BASIN	0	•
NLET		
STEEL END SECTION	<b>&gt;</b>	<b>&gt;</b>
CONC END SECTION		
HYDRANT	A	
HANDHOLE		
UTILITY PEDESTAL	PED	
UTILITY POLE	-0-	
UTILITY POLE W/STREET LIGH	нт ф————————————————————————————————————	
STREET LIGHT	$\circ \longrightarrow \hspace{-0.5cm} \bigcirc$	
STREET LIGHT CONTROLLER	$\bowtie$	
SIGN	<u>.n.</u>	
TREE REMOVAL		
TREE(DECICOUS)		
STONE RIPRAP		
STABILIZED CONSTRUCTION E	NTRANCE	
WETLAND	· · · · · · · · · · · · · · · · · · ·	
ASPHALT TRAIL		
PAVEMENT REMOVAL		
PERMANENT EASEMENT		777777777777777777777777777777777777777
TEMPORARY EASEMENT		
EXISTING PROPERTY LINE		
CONSTRUCTION LIMITS		

#### INDEX OF SHEETS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES, INDEX OF SHEETS, LEGEND, & HIGHWAY STANDARDS
3	SUMMARY OF QUANTITIES
4	EXISTING TYPICAL SECTIONS
5	PROPOSED TYPICAL SECTIONS
6-6A	SCHEDULE OF QUANTITIES
7-8	ALIGNMENT & TIES
9-11	EXISTING CONDITIONS & DEMOLITION PLAN
12-17	PLAN & PROFILES
18-20	LANDSCAPE PLAN & EROSION CONTROL PLAN
21-23	GENERAL PLAN & ELEVATION
24	GENERAL DATA
25-26	APPROACH SLAB PLANS
27	DRILLED SHAFT PIER PLAN & DETAILS
28	HP PILE DETAILS
29-31	SOIL BORING LOG
32-34	PAVEMENT MARKING AND SIGNANGE PLAN
35-36	SOIL AND EROSION CONTROL PROTECTION DETAILS
37-43	CROSS SECTIONS
44	CONSTRUCTION DETAILS

#### IDOT HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
602011-02	CATCH BASIN TYPE C
602401-07	PRECAST MANHOLE, TYPE A, 4' (1.22 m) DIAMETER
602701-02	MANHOLE STEPS
	FRAME AND LIDS TYPE 1
	GRATE TYPE 8
664001-02	CHAIN LINK FENCE
701001-02	
701006-05	OFF-ROAD OPERATIONS: 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-06	LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
720001-01	
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

HMA MIXTURE REQUIREMENT T	ABLE
LOCATIONS:	ENTIRE PROJECT
MIXTURE USE(S):	HMA
	SURFACE
BINDER GRADE (PG):	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50
MIXTURE COMPOSITION:	IL 9.5
(MIXTURE GRADATION)	
FRICTION AGGREGATE:	MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA
SUBLOT SIZE:	N/A
DENSITY TEST METHOD:	CORES/NUCLEAR
MATERIAL TRANSFER DEVICE (REQUIRED):	NO

#### SITE BENCHMARKS:

BM #1 SET "PK" NAIL IN EXISTING PAVEMENT S.W. CORNER PLEASANT ST. AND EAST PAGE ST. STA. 224+25.59, 4.00'RT. ELEV: 833.32 (NAVD 88)

BM #2 SET "PK" NALL IN EXISTING PAVEMENT STA. 220+78.07, 28.47'RT. ELEV: 836.04 (NAVD 88)

BM #3 SET "PK" NAIL IN EXISTNG PAVEMENT STA. 212+57.09, 24.73'LT. ELEV: 830.74 (NAVD 88)

BM #4 SET "PK" NAIL IN EXISTING PAVEMENT STA. 209+37.65, 19.52'RT. ELEV:  $\underline{827.54}$  (NAVD 88)

BM #5 SET "PK" NAIL IN EXISTING PAVEMENT STA. 207+94.86, 36.39'RT. ELEV:  $\underline{829.08}$  (NAVD 88)

BM #6 SET "PK" NAIL IN EXISTING PAVEMENT STA. 204+33.84, 74.18'RT. ELEV:  $\underline{828.66}$  (NAVD 88)

#### FLOOD ELEVATIONS:

SCALE: N.T.S.

FLOOD ELEVATIONS WERE DETERMINED UTILIZING FEMA FLOOD PANEL 17037C0256E AND THE DEKALB COUNTY COUNTYWIDE FLOOD INSURANCE STUDY, BOTH EFFECTIVE JANUARY 2, 2009.

100-YEAR FLOOD ELEVATION: 830.60-835.00 (NAVD88) 10-YEAR FLOOD ELEVATION: 828.60-830.60 (NAVD88)



	USER NAME = sgieraltowski	DESIGNED	_	AK	REVISED	_	06/30/2025
;		DRAWN	_	RT	REVISED	_	10/03/2025
S	PLOT SCALE = \$SCALE\$	CHECKED	_	JM	REVISED	_	
	PLOT DATE = 3/4/2025	DATE	_	October 2023	REVISED	_	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

			F.A.U RTE.	· SEC	TION	COUNTY	TOTAL SHEETS	SHEET NO.		
			_	21-P4006-03-BT		DEKALB	44	2		
								CONTRACT	NO. 8	7843
T.S.	SHEET NO 1 OF 1 SHEETS	STA	TO STA		EED I	DAD DICT NO	II LIMOIS	CED AID DOO IE	T TV////44	7)

# SUMMARY OF QUANTITIES

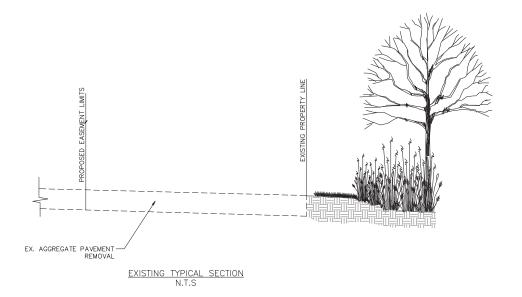
SPECIALTY ITEM	CODE NUMBER	ITEM	UNIT OF MEASURE	QUANTITY	Construction Cod 0028 Federal 90%/Stat 10%/Local 10%
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	243	243
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	66	66
*	20101000	TEMPORARY FENCE	FOOT	220	220
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	32	32
	20200100	EARTH EXCAVATION	CU YD	188	188
		REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	390	390
	20201200				
	20400800	FURNISHED EXCAVATION	CU YD	1,248	1,248
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,170	1,170
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,786	1,786
*	25000100	SEEDING, CLASS 1	ACRE	1.00	1.00
*	25000312	SEEDING, CLASS 4A	ACRE	0.75	0.75
*	25100630	EROSION CONTROL BLANKET	SQ YD	7,757	7,757
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	175	175
	28000400	PERIMETER EROSION BARRIER	FOOT	2,681	2,681
					10
	28000500	INLET AND PIPE PROTECTION	EACH	10	
	28100105	STONE RIPRAP, CLASS A3	SQ YD	33	33
	28200200	FILTER FABRIC	SQ YD	65	65
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	390	390
	35102000	AGGREGATE BASE COURSE, TYPE B 8*	SQ YD	2,669	2,669
	40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	2	2
	40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	414	414
	44000100	PAVEMENT REMOVAL	SQ YD	1,894	1,894
	44002208	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2*	SQ YD	14	14
	44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	11	11
	50300225	CONCRETE STRUCTURES	CU YD	34	34
	50300300	PROTECTIVE COAT	SQ YD	135	135
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	9	9
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6,750	6,750
	51201800	FURNISHING STEEL PILES HP14X73	FOOT	405	405
		DDB/ANC DILEG			405
	51202305	DRIVING PILES	FOOT	405	
	51203800	TEST PILE STEEL HP14X73	EACH	2	2
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12*	EACH	5	5
	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15*	EACH	1	1
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18*	EACH	1	1
	550B0050	STORM SEWERS, CLASS B, TYPE 1 12*	FOOT	102	102

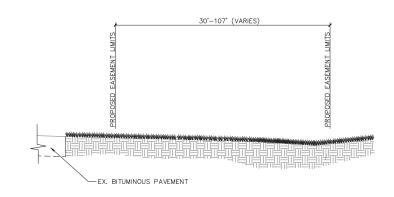
SPECIALTY ITEM	CODE NUMBER	ITEM	UNIT OF MEASURE	QUANTITY	Construction Code 0028 Federal 90%/State 10%/Local 10%
	550B0070	STORM SEWERS, CLASS B, TYPE 1 15"	FOOT	58	58
	550B0380	STORM SEWERS, CLASS B, TYPE 2 18*	FOOT	334	334
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	24	24
	58700300	CONCRETE SEALER	SQ FT	753	753
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	25	25
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2	2
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4*	FOOT	122	122
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	2	2
	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	3	3
	60220200	MANHOLES, TYPE A, 4'-DIAMETER	EACH	4	4
	60222900	MANHOLES, TYPE A, 5'-DIAMETER	EACH	1	1
	60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1
	60600605	CONCRETE CURB, TYPE B	FOOT	165	165
*	66400305	CHAIN LINK FENCE, 6'	FOOT	65	65
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
*	72000100	SIGN PANEL - TYPE 1	SQ FT	31	31
*	72900100	METAL POST - TYPE A	FOOT	115	115
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2,207	2,207
*	78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	254	254
*	78001180	PAINT PAVEMENT MARKING - LINE 24*	FOOT	25	25
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1
	X0322278	RODENT SHIELDS	EACH	2	2
	X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	960	960
	X0326806	WASHOUT BASIN	L SUM	1	1
	X0350805	FOLD DOWN BOLLARDS	EACH	3	3
	X2600012	REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBLY	EACH	1	1
	X3010104	BIAXIAL GEOGRID	SQ YD	1,170	1,170
	X5012501	CONCRETE REMOVAL (SPECIAL)	SQ YD	15	15
	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1
	X6022820	MANHOLES, SANITARY, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1
	X6640302	CHAIN LINK FENCE REMOVAL, SPECIAL	FOOT	75	75
	XX008287	BOARDWALK STRUCTURE	SQ FT	3,631	3,631
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	250	250
	İ	I.	I .	1	1



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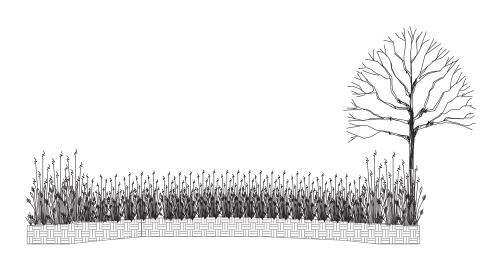
	CLIMMA BY OF OL	IANITITIES	F.A.U. RTE.	SECTION
SUMMARY OF QUANTITIES				21-P4006-03
SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. RO	DAD DIST. NO ILLING





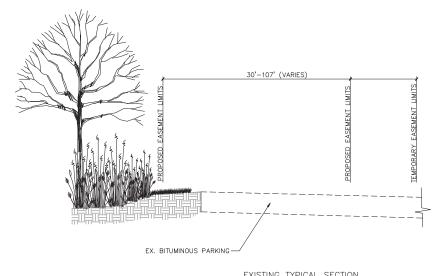
EXISTING TYPICAL SECTION N.T.S

(STA. 209+57.74 TO STA. 216+32)



EXISTING TYPICAL SECTION N.T.S

(STA. 200+08 TO STA. 203+64) (STA. 204+10 TO STA. 204+42) (STA. 216+33 TO STA. 217+76) (STA. 219+28 TO STA. 220+76)



EXISTING TYPICAL SECTION N.T.S

(STA. 204+41.90 TO STA. 209+26)

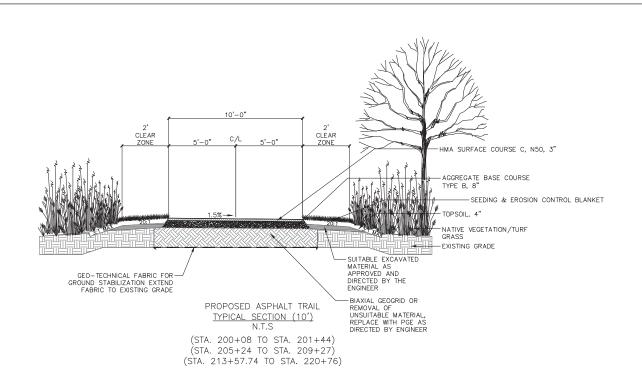
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Sec Sec	RESOURCE ASSOCIATES

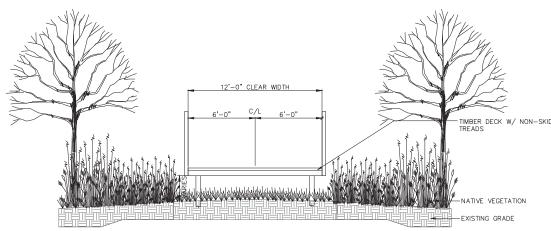
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PLOT DATE = 3/4/2025	DATE — October	2023 REVISED —	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: N.T.S.

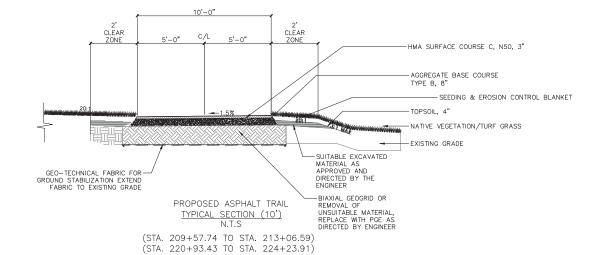
GREAT WESTERN TRA	IL EXTENSION	F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
EXISTING TYPICAL	SECTIONS	_	21-P4006-03-BT	Dekalb	44	4
				CONTRACT	NO. 8	7843
SHEET NO. 1 OF 2 SHEETS	STA. 200+08.42 TO STA. 224+46.74	FED. RO	DAD DIST. NO ILLINOIS	FED. AID PROJEC	T TYVE(41	7)





PROPOSED BOARDWALK TYPICAL SECTION (12') N.T.S

(STA. 201+44 TO STA. 203+44) (STA. 204+24 TO STA. 205+24)



dwb.	<b>ENGINEERING</b>	
-Sec.d	RESOURCE ASSOCIATES	

USER NAME = sgieraltowski	DESIGNED — _	REVISED - 06/30/2025
FILE NAME=	DRAWN — RT	REVISED - 10/03/2025
PLOT SCALE = \$SCALE\$	CHECKED — AK	REVISED —
PLOT DATE = 3/4/2025	DATE — October 2023	REVISED —

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: N.T.S.

GREAT WESTERN TRA	AIL EXTENSION	F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROPOSED TYPICA	I SECTIONS	_	21-P4006-03-BT	Dekalb	44	5
				CONTRACT	NO. 8	7843
SHEET NO. 2 OF 2 SHEETS	STA. 200+08.42 TO STA. 224+46.74	FED. RO	DAD DIST. NO ILLINOIS	FED. AID PROJEC	T TYVE(41	7)

TIMBER DECK W/ NON-SKID

EROSION CONTROL SCHEDULE												
ltem	Unit of Measure	Station 200+00- 209+00		Station 217+00 -224+46	Totals							
PERIMETER EROSION BARRIER	FOOT	1,283	917	481	2,681							
INLET AND PIPE PROTECTION	EACH	3	3	4	10							
STONE RIPRAP, CLASS A3	SQ YD	9	24		33							
FILTER FABRIC	SQ YD	18	47		65							

RESTORATION SCHEDULE												
Item	Unit of Measure	Station 200+00- 209+00	Station 209+00- 217+00	Station 217+00- 224+46	Totals							
SEEDING, CLASS 1	ACRE	0.22	0.48	0.25	1.00							
SEEDING, CLASS 4A	ACRE	0.46	0.08	0.00	0.75							
EROSION CONTROL BLANKET	SQ YD	3,462	2,987	1,308	7,757							

PAVEMENT SCHEDULE												
ltem	Unit of Measure	Station 200+00 -204+50	Station 204+50- 209+00	Station 209+00- 213+00	Station 213+00- 217+00		Station 220+50- 224+46	Totals				
AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	195	590	472	513	449	449	2,669				
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON			2				2				
HOT-MIX ASPHALT SURFACE COURSE, IL-19.5, MIX "C", N50	TON	31	93	73	79	69	69	414				
CLASS D PATCHES, TYPE I, 6 INCH	SQ YD			11				11				

	STORM SEWE	R SCHEDULE						
Item	Unit of Measure	Station 200+00-20 4+50	Station 204+50-20 9+00	Station 209+00-21 3+00	Station 213+00-21 7+00	Station 217+00-22 0+50	Station 220+50-22 4+46	Totals
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH		2	1	2			5
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH						1	1
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1						1
STORM SEWERS, CLASS B, TYPE 1 12"	FOOT		44		24		34	102
STORM SEWERS, CLASS B, TYPE 1 15"	FOOT		52				6	58
STORM SEWERS, CLASS B, TYPE 2 18"	FOOT	43	291					334
CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH		1				1	2
CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH			1			2	3
MANHOLES, TYPE A, 4'-DIAMETER	EACH	1	3					4
MANHOLES, TYPE A, 5'-DIAMETER	EACH						1	1
CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH						1	1
STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT			50				50

	USER NAME = sgieraltowski	DESIGNED	_	AK	REVISED	_	06/30/2025
ì		DRAWN	_	RT	REVISED	_	
	PLOT SCALE = \$SCALE\$	CHECKED	_	JM	REVISED	_	
	PLOT DATE = 2/28/2025	DATE	_	October 2023	REVISED	_	

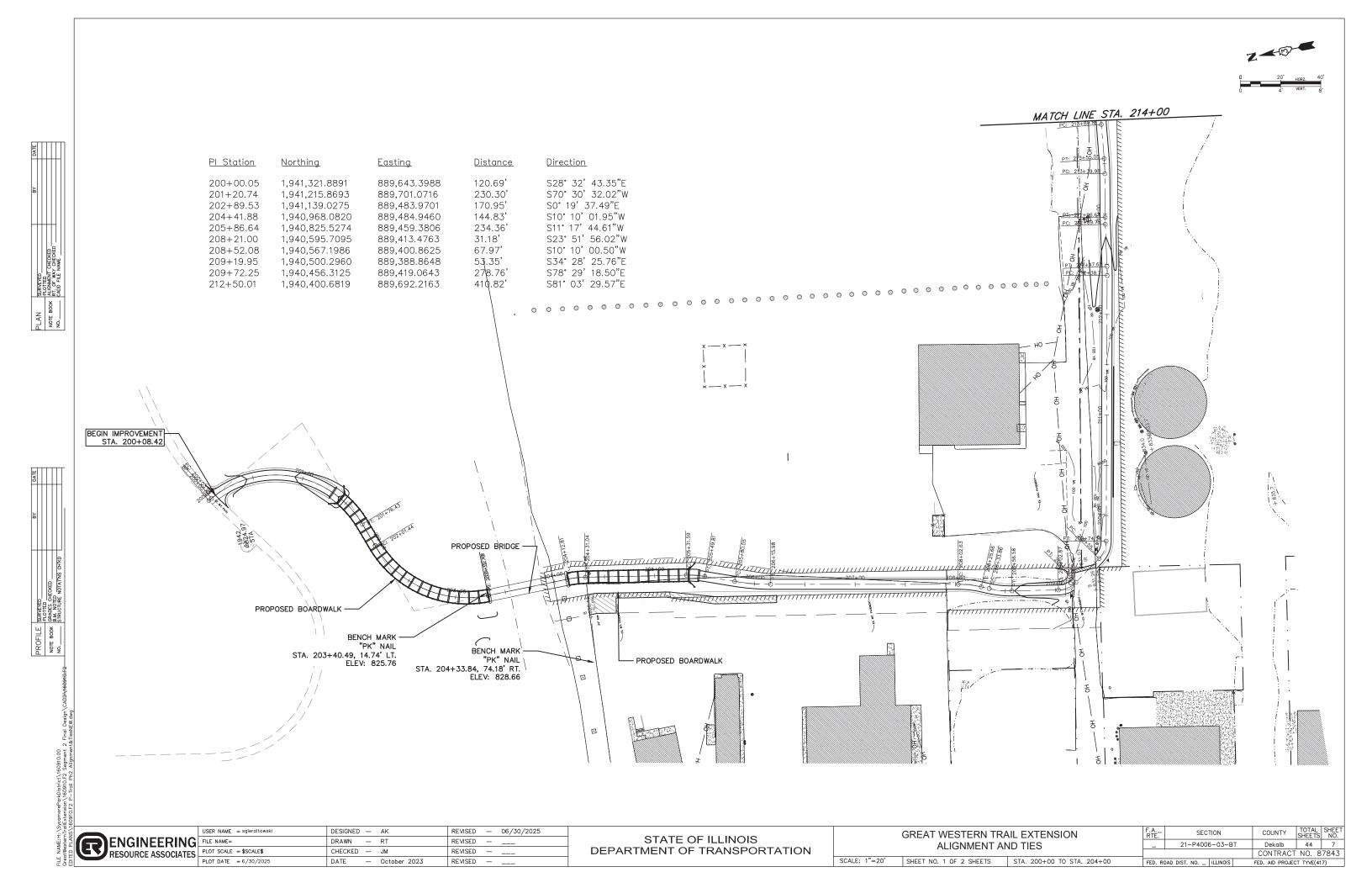
EARTHWORK SCHEDULE												
ltem	Unit of Measure	Station 200+00- 204+50	Station 204+50- 209+00	Station 209+00- 213+00	Station 213+00- 217+00	Station 217+00- 220+50	Station 220+50- 224+46	Totals				
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	27	75	75	82	71	61	390				
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	80	224	225	245	214	183	1,170				
TOPSOIL EXCAVATION AND PLACEMENT	CU YD	61	347	289	556	322	212	1,786				
AGGREGATE SUBGRADE IMPROVEMENT	CU YD	27	75	75	82	71	61	390				
EARTH EXCAVATION	CU YD	-	41	9	66	68	3	188				
FURNISHED EXCAVATION	CU YD	78	263	231	230	254	192	1,248				

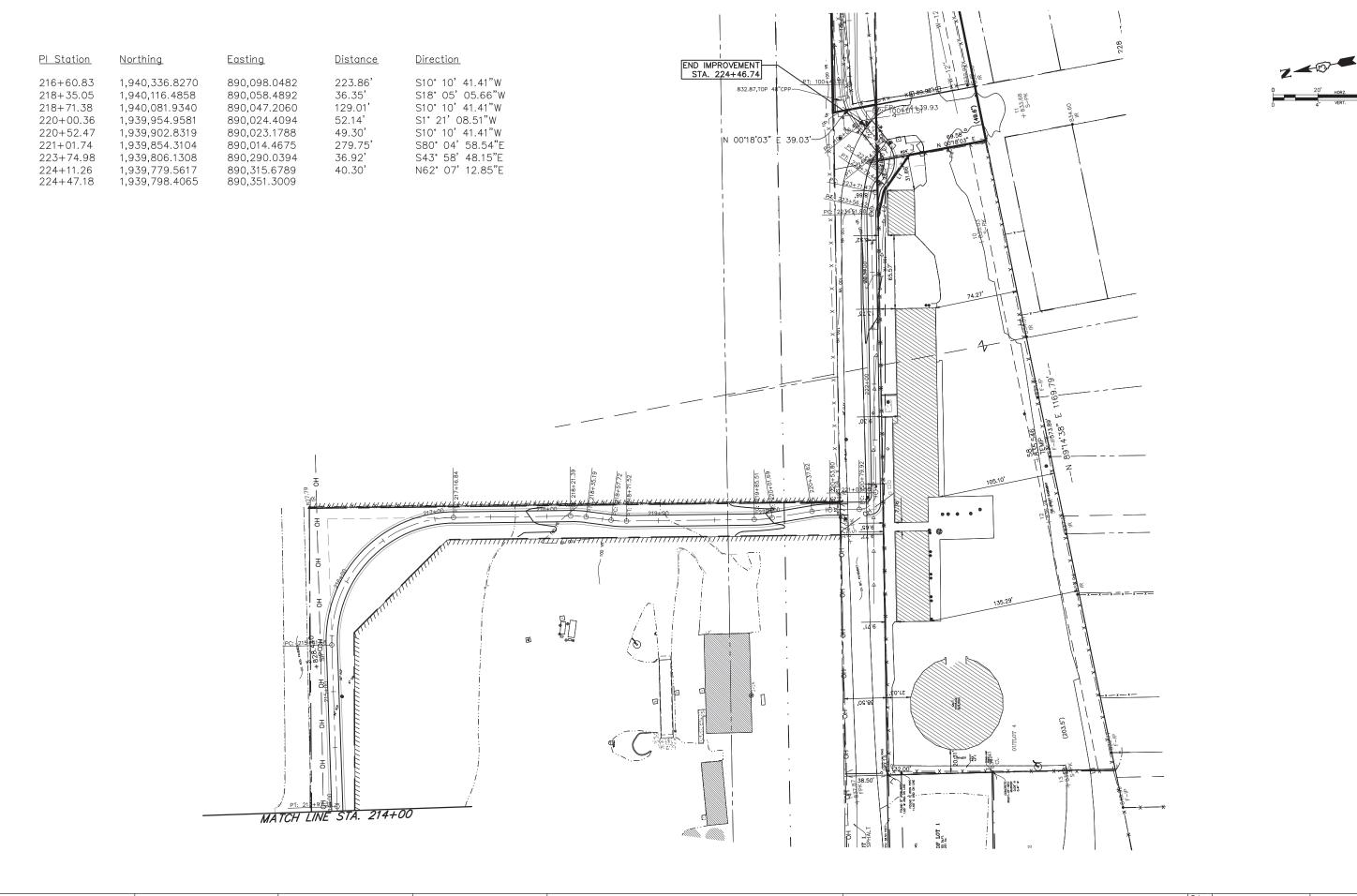
2006	STATION	DISTANCE	CU-	7	FILL	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	CUT LESS TOPSOIL EXCAVATION	FILL LESS TOPSOIL PLACEMENT	EARTH EXCAVATION	EARTH EXCAVATION WITH 15% SHRINKAGE	FURNISHED EXCAVATION	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL EXCAVATION LESS TOPSOIL PLACEMENT
March   Marc		(FT)	(SF	)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY)	FACTOR	(CY)	(CY)	(CY)	
Section   Sect	200+00		0.0		0.0	0.0	0.0	0	0						
200	200+50	50	16.	)	18.9	16.0	2.0	0	16.9	0.0	0.0	15.6	14.8	1.8	13.0
2006   10	201+00	50	18.	)	29.6	18.0	2.7	0	26.94	0.0	0.0	40.6	31.5	4.3	27.2
2009   1	201+43	43	0.0		0.0	0.0	0.0	0	0	0.0	0.0	21.5	14.3	2.1	12.2
2660   260   263   253   283   260   6   2872   0   0   0   0   0   0   0   0   0	205+34	-	0.0		0.0	0.0	0.0	0	0	-	-	-	-	-	-
2500   26	205+50	16	26.	3	35.3	26.8	5.6	0	29.72	0.0	0.0	8.8	7.9	1.7	6.3
Second Second Color	206+00	50	24.	)	23.5	24.0	4.6	0	18.83	0.0	0.0	45.0	47.0	9.5	37.6
Dec   Si		50								0.0	0.0	34.0	43.5	8.3	35.2
State		50								0.0	0.0	57.4	42.6	8.0	34.6
1984   1985		50								0.0	0.0	60.3	36.1	5.9	30.3
18		50								1.5	1.3	30.9	38.7	6.7	32.0
200-40   90		50								15.2	12.9	13.2	59.7	13.9	45.8
200-19		50								24.0	20.4	13.3	71.4	16.9	54.5
200-60   100   0		19								3.9	3.3	4.4	13.5	3.0	10.6
205-00   183		-								-	-	-	-	-	-
200-90		50								0.0	0.0	17.4	17.5	2.7	14.8
211-100   50		50								0.7	0.6	29.8	32.5	4.6	27.9
2114200   50		50								2.6	2.3	25.5	34.5	5.2	29.3
The column   The		50	23.			21.2	3.7	2.15	16	2.1	1.8	30.0	39.1	6.8	32.3
22-90   50	211+50	50	21.:	2	22.0	21.0	3.6	0.12	18.37	0.1	0.1	36.0	44.1	8.5	35.7
221-60   31.8   32.5   31.8   7.2   0.03   25.29   0.0   0.0   45.3   5.5   11.5   42.0	212+00	50	26.	3	26.1	26.6	5.5	0	20.62	0.0	0.0	42.5	54.1	11.8	42.3
239-00   289   289   289   53   0   2383   0   0   373   467   94   373	212+50	50	31.	3	32.5	31.8	7.2	0.03	25.29	0.0		45.3	53.5	11.5	
219-00   24.4   21.5   24.4   4.9   0   16.68   0   20.54   0   0   34.3   6.8   10.3   89.9	213+00		26.	)	28.9	26.0	5.3	0	23.63						
244-00   30,33   27,1   30,3   68   0   25,34   0   0   0   36,3   69,1   13,5   45,6	213+50		24.	4	21.5	24.4	4.9	0	16.66						
214-60   33.6   29.9   33.6   7.8   0.04   22.12	214+00		30.	3	27.1	30.3	6.8	0	20.34						
215+00   304   242   300   66   0.38   17.58   0.4   0.3   3.5   5.8   13.1   45.3	214+50		33.	3	29.9	33.6	7.8	0.04	22.12						
219-00   33.1   27.0   33.1   7.6   0.01   19.54   3.5   3.0   33.5   69.5   16.9   52.6	215+00		30.	4	24.2	30.0	6.6	0.38	17.58						
216+00	215+50		33.	1	27.0	33.1	7.6	0.01	19.34						
216-60   107.7   38.2   76.5   22.1   31.22   16.06	216+00		45.	3	30.7	42.0	10.7	3.8	20.04						
21740	216+50		107	.7	38.2	76.5	22.1	31.22	16.06						
217-80	217+00		34.	3	28.5	34.5	8.1	0.15	20.46						
288-00   220   19.3   220   4.0   0.01   15.28   0.0   0.0   37.0   38.9   6.8   32.1	217+50		21.	4	21.3	21.4	3.8	0	17.5						
218+60   200   281   200   33   0   24.74   0.0   68.0   43.0   8.2   34.8	218+00		22.	)	19.3	22.0	4.0	0.01	15.28						
219+00         285         55.3         28.5         5.5         0         49.77         0.0         78.8         49.1         10.3         38.9           219+50         26.6         40.9         26.6         5.5         0         35.35         30.7         26.1         16.7         51.9         11.3         40.6           220+50         65         17.4         29.4         6.6         33.12         10.81	218+50		20.	)	28.1	20.0	3.3	0	24.74						
219-50   26.6   40.9   26.6   5.5   0   35.35	219+00		26.	5	55.3	26.5	5.5	0	49.77						34.8
220+00   62.5	219+50	50	26.	3	40.9	26.6	5.5	0	35.35	0.0	0.0	78.8	49.1	10.3	38.9
20		50								30.7	26.1	16.7	51.9	11.3	40.6
20		50								37.6	32.0	-12.6	47.0	9.5	37.5
220+70         0.0         27.3         0.0         0.0         0.0         27.3         0.0         0.0         0.0         0.0         0.0         27.3         0.0         0.0         0.0         0.0         27.3         0.0         0.0         0.0         0.0         0.0         0.0         27.3         0.0 <td< td=""><td>220+50</td><td>20</td><td>28.</td><td>9</td><td>13.7</td><td>21.3</td><td>3.6</td><td>7.52</td><td>10.12</td><td>2.8</td><td>2.4</td><td>1.4</td><td>7.9</td><td>1.3</td><td>6.6</td></td<>	220+50	20	28.	9	13.7	21.3	3.6	7.52	10.12	2.8	2.4	1.4	7.9	1.3	6.6
220+87         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.1         0.1         4.4         4.6         0.9         3.7           221+00         19.3         22.2         19.0         3.6         0.27         18.65         0.3         0.2         33.8         33.3         6.0         27.3           221+50         17.0         21.0         17.0         2.9         0         18.06         0.0         0.0         33.2         31.7         5.5         26.1           222+00         17.2         20.8         17.2         3.1         0         17.75         0.0         0.0         33.2         31.7         5.5         26.1           222+50         17.3         19.0         17.3         3.1         0         15.85         0.0         0.0         31.1         32.0         5.7         26.3           222+50         16.3         18.7         16.3         2.7         0         15.92         0.0         0.0         29.4         31.1         5.4         25.7           223+60         16.3         18.7         16.3         2.7         0         15.92         0.0<	220+70		0.0		0.0	0.0	0.0	0	0						
221+00   19.3   22.2   19.0   3.6   0.27   18.65	220+87		0.0		0.0	0.0	0.0	0	0						
221+50         17.0         21.0         17.0         2.9         0         18.06         0.0         0.0         33.2         31.7         5.5         26.1           222+00         17.2         20.8         17.2         3.1         0         17.75         0.0         0.0         31.1         32.0         5.7         26.3           222+50         17.3         19.0         17.3         3.1         0         15.85         0.0         0.0         29.4         31.1         5.4         25.7           223+00         16.3         18.7         16.3         2.7         0         15.92         0.0         0.0         26.6         29.0         4.8         24.3           223+50         15.1         15.3         15.1         2.4         0.05         12.87         0.0         0.0         26.6         29.0         4.8         24.3           224+00         22.5         20.7         22.5         4.8         0         15.92         0.0         0.0         26.6         34.8         6.6         28.1           224+18         0.0         0.0         0.0         0.0         5.3         7.5         1.6         5.9	221+00	13	19.	3	22.2	19.0	3.6	0.27	18.65			4.4	4.6	0.9	3.7
50         17.2         20.8         17.2         3.1         0         17.75         33.2         31.7         5.5         26.1           222+60         17.3         19.0         17.3         3.1         0         15.85         0.0         0.0         31.1         32.0         5.7         26.3           222+60         17.3         19.0         17.3         3.1         0         15.85         0.0         0.0         29.4         31.1         5.4         25.7           223+00         16.3         18.7         16.3         2.7         0         15.92         0.0         0.0         26.6         29.0         4.8         24.3           223+50         15.1         15.3         15.1         2.4         0.05         12.87         0.0         0.0         26.6         29.0         4.8         24.3           224+00         22.5         20.7         22.5         4.8         0         15.92         0.0         0.0         26.6         34.8         6.6         28.1           224+18         0.0         0.0         0.0         0.0         5.3         7.5         1.6         5.9	221+50	50	17.	5	21.0	17.0	2.9	0	18.06	0.3	0.2	33.8	33.3	6.0	27.3
50         17.3         19.0         17.3         3.1         0         15.85         0.0         0.0         31.1         32.0         5.7         26.3           223+00         16.3         18.7         16.3         2.7         0         15.92         0.0         0.0         29.4         31.1         5.4         25.7           223+50         15.1         15.3         15.1         2.4         0.05         12.87         0.0         0.0         26.6         29.0         4.8         24.3           224+00         22.5         20.7         22.5         4.8         0         15.92         0.0         0.0         26.6         34.8         6.6         28.1           224+18         0.0         0.0         0.0         0.0         5.3         7.5         1.6         5.9		50								0.0	0.0	33.2	31.7	5.5	26.1
50     16.3     18.7     16.3     2.7     0     15.92     223400     31.1     5.4     25.7       223+60     15.1     15.3     15.1     2.4     0.05     12.87     24.3     24.3     24.3       50     0.0     0.0     0.0     26.6     29.0     4.8     24.3       224+00     22.5     20.7     22.5     4.8     0     15.92       18     0.0     0.0     0.0     5.3     7.5     1.6     5.9       224+18     0.0     0.0     0.0     0     0     0     0     0     0     0		50								0.0	0.0	31.1	32.0	5.7	26.3
223400         16.3         18.7         16.3         2.7         0         15.92         0.0         0.0         26.6         29.0         4.8         24.3           223450         15.1         15.3         15.1         2.4         0.05         12.87         0.0         0.0         26.6         29.0         4.8         24.3           224400         22.5         20.7         22.5         4.8         0         15.92           18         0.0         0.0         0.0         0.0         5.3         7.5         1.6         5.9           224+18         0.0         0.0         0.0         0<	222+50	50	17.	3	19.0	17.3	3.1	0	15.85	0.0	0.0	29.4	31 1	5.4	25.7
223+50         15.1         15.3         15.1         2.4         0.05         12.87         0.0         0.0         26.6         34.8         6.6         28.1           224+00         22.5         20.7         22.5         4.8         0         15.92         0.0         0.0         5.3         7.5         1.6         5.9           224+18         0.0         0.0         0.0         0 <td>223+00</td> <td></td> <td>16.</td> <td>3</td> <td>18.7</td> <td>16.3</td> <td>2.7</td> <td>0</td> <td>15.92</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	223+00		16.	3	18.7	16.3	2.7	0	15.92						
224+00         22.5         20.7         22.5         4.8         0         15.92         0.0         0.0         5.3         7.5         1.6         5.9           224+18         0.0         0.0         0.0         0.0         0<	223+50	50	15.	1	15.3	15.1	2.4	0.05	12.87	0.0	0.0	26.6	29.0	4.8	24.3
18         0.0         0.0         0.0         0.0         5.3         7.5         1.6         5.9           224+18         0.0         0.0         0.0         0	224+00	50	22	5	20.7	22.5	4.8	0	15 92	0.0	0.0	26.6	34.8	6.6	28.1
		18								0.0	0.0	5.3	7.5	1.6	5.9
	ZZ4+18		0.0	'	U.U	0.0	0.0	1 0		40				077 -	



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS STA. TO STA.





FILE NAME: H: \SycamoreParkDistrict\160910. GreatWesternTrailExtension\160910.F2 Segme EDITED PLANS\160910.F2 P—Trail Ph2 Alianr

ENGINEERING FRESOURCE ASSOCIATES

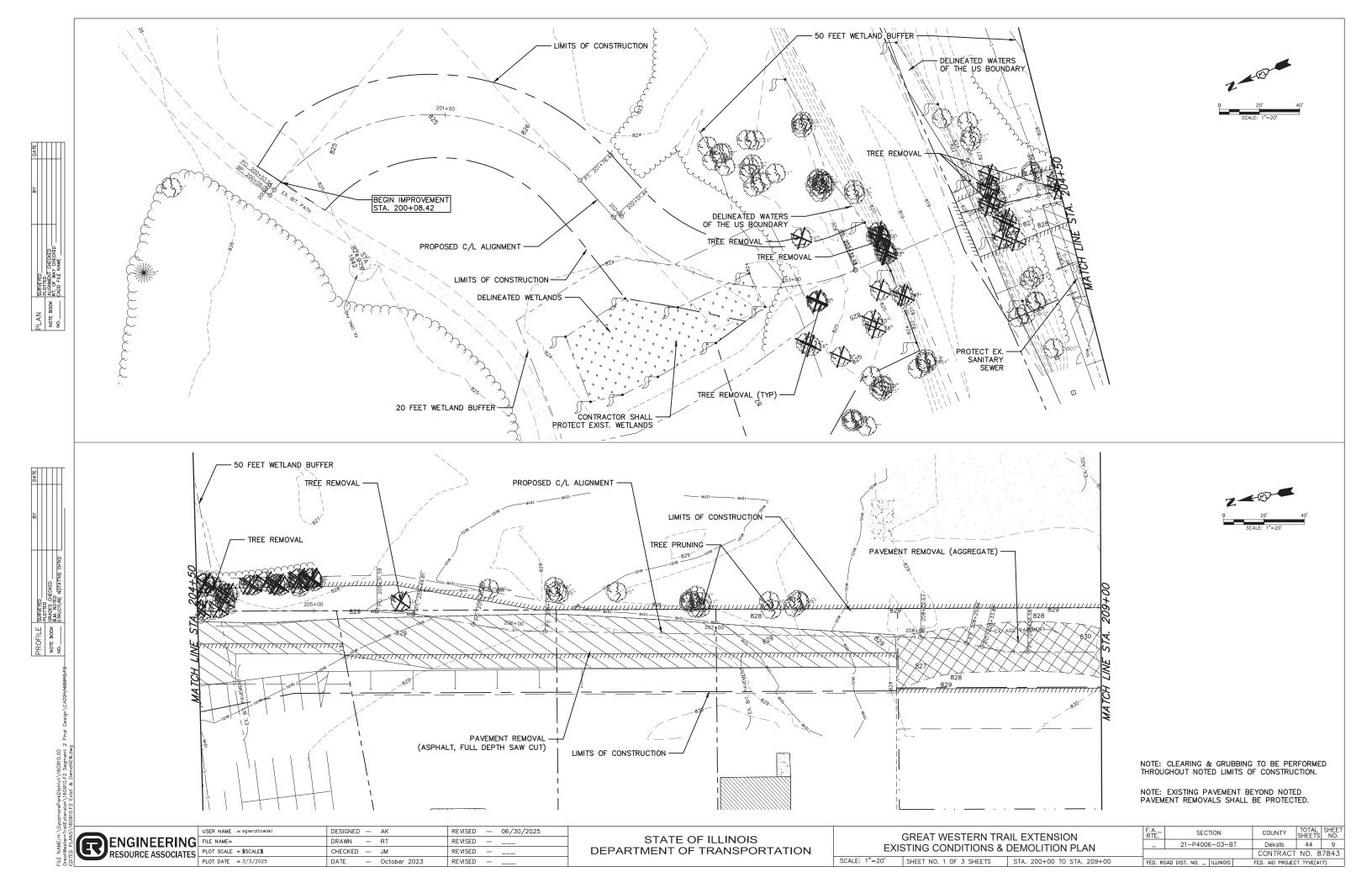
USER NAME = SGIERGITOWSKI	DESIGNED	_	AN	KENISED	_	06/30/2023
FILE NAME=	DRAWN	_	RT	REVISED	_	
PLOT SCALE = \$SCALE\$	CHECKED	_	JM	REVISED	_	
PLOT DATE = $6/30/2025$	DATE	_	October 2023	REVISED	_	

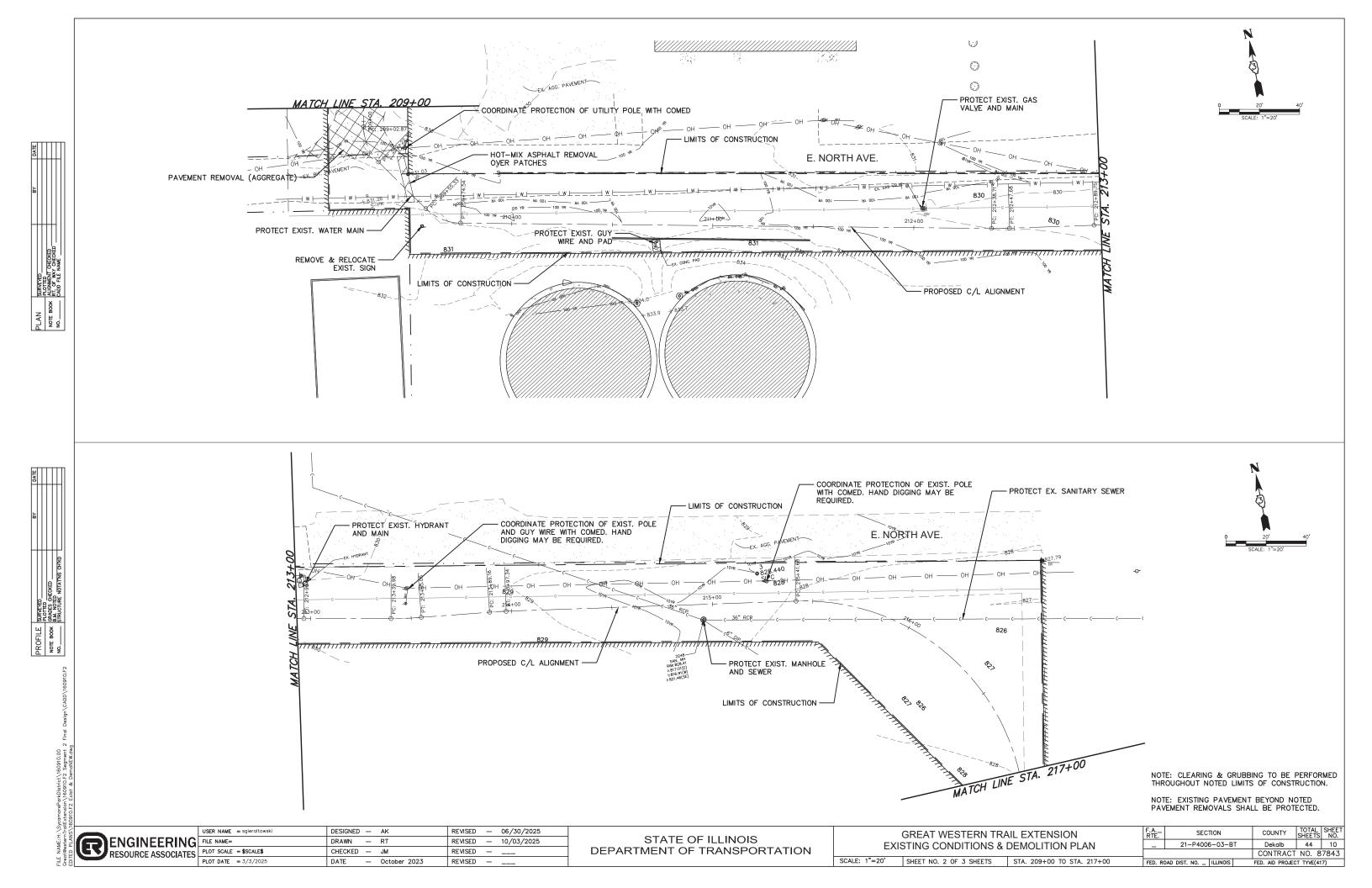
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

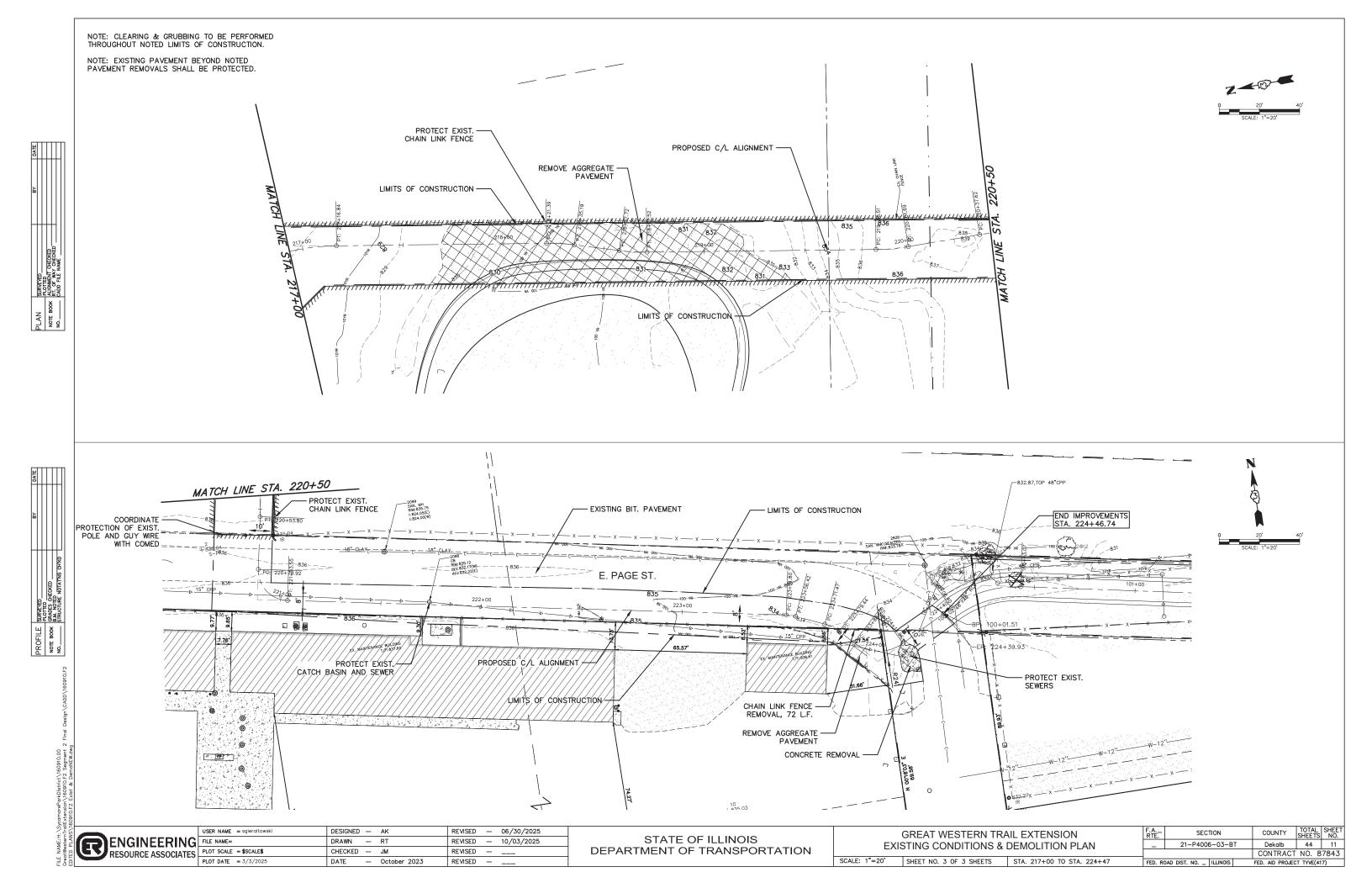
GREAT WESTERN TRAIL EXTENSION ALIGNMENT AND TIES					
SHEET NO. 2 OF 2 SHEETS	STA. 214+00 TO STA. 224+17	.1			

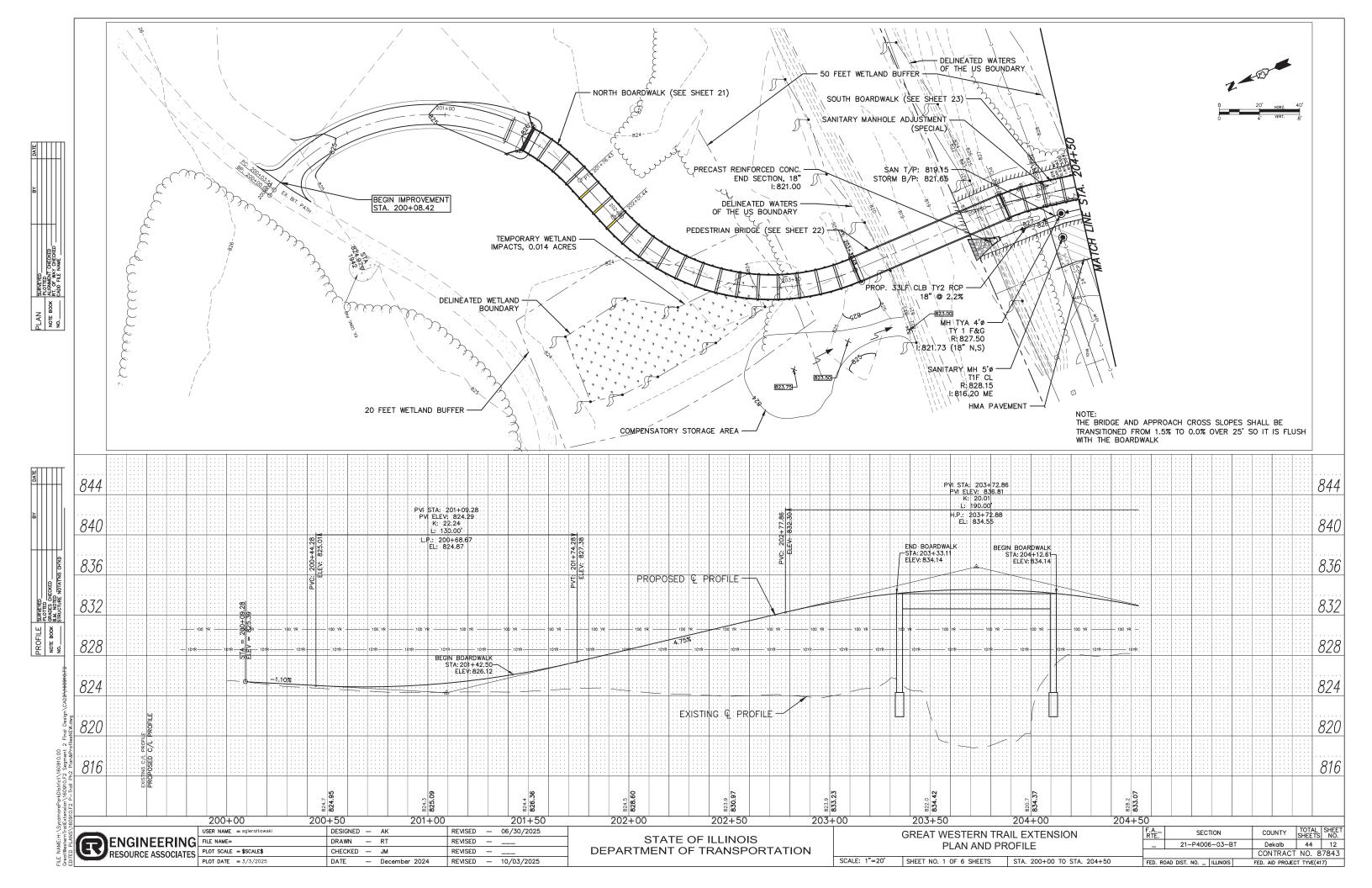
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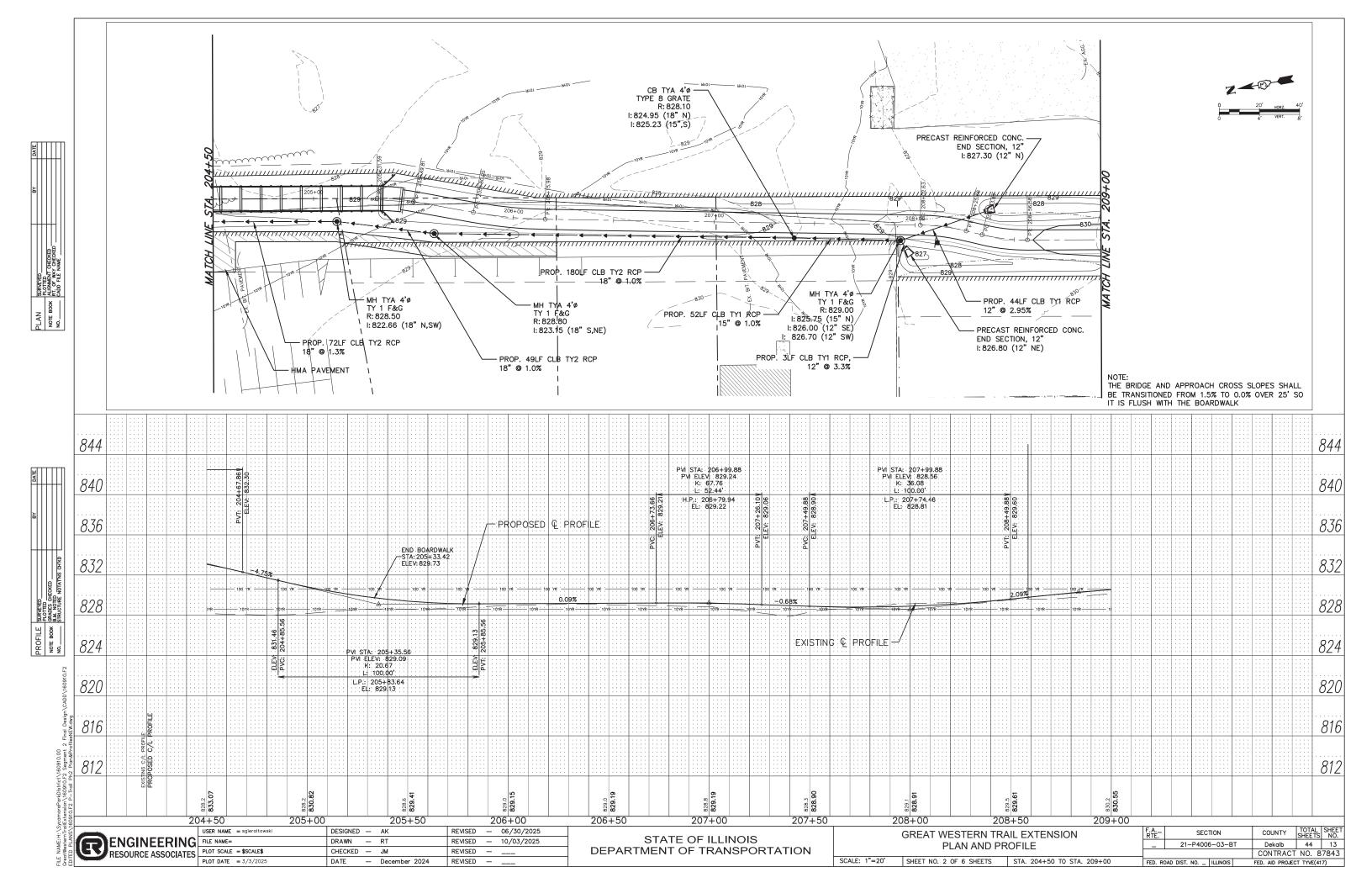
RTE.	SEC	TION		CO	UNTY	SHEETS	NO.
_	21-P400	6-03-E	T	De	ekalb	44	8
CONTRACT NO. 878							7843
FED. R	D. ROAD DIST. NO   ILLINOIS   FED. AID PROJECT TYVE(417						7)

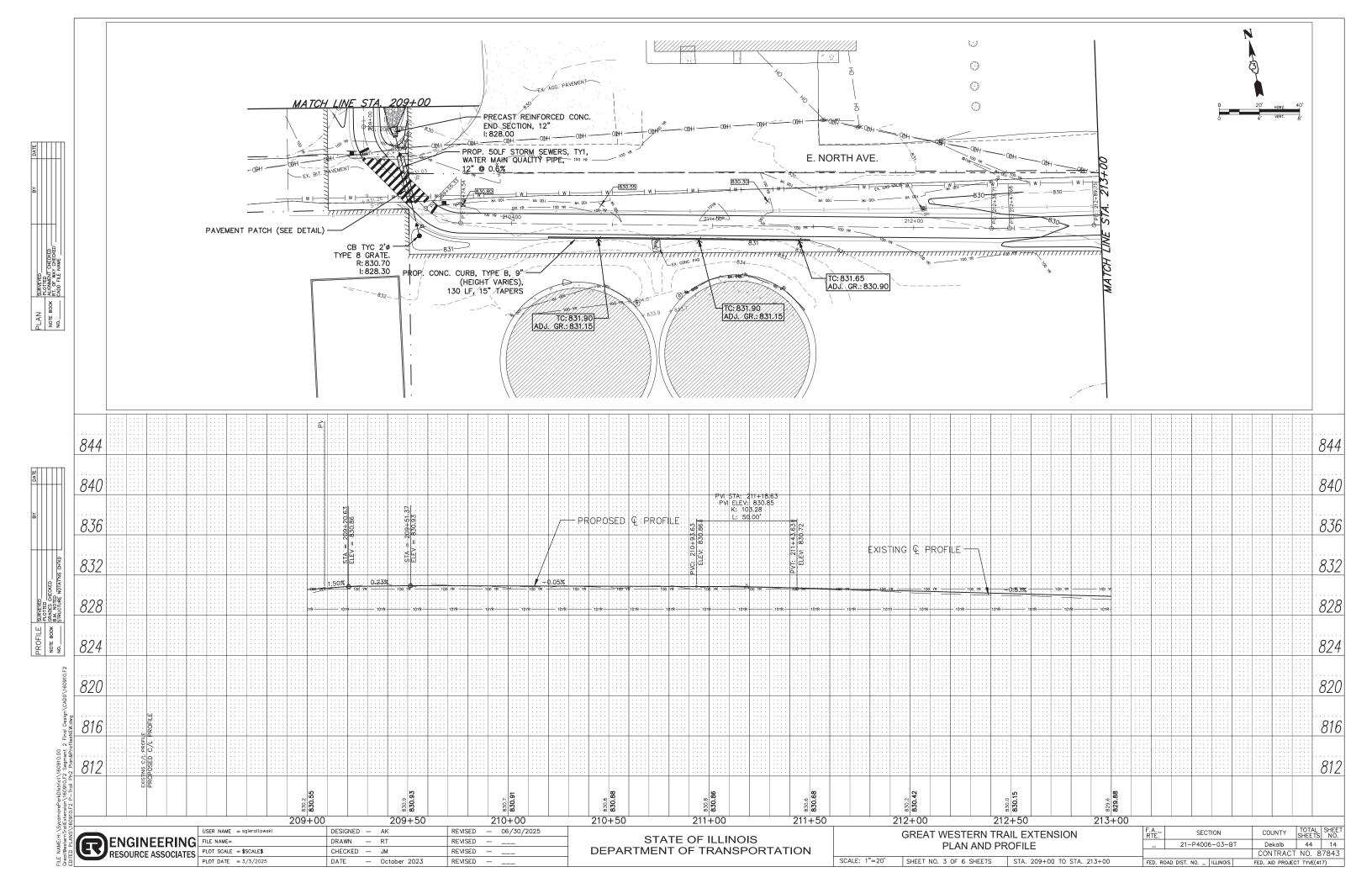


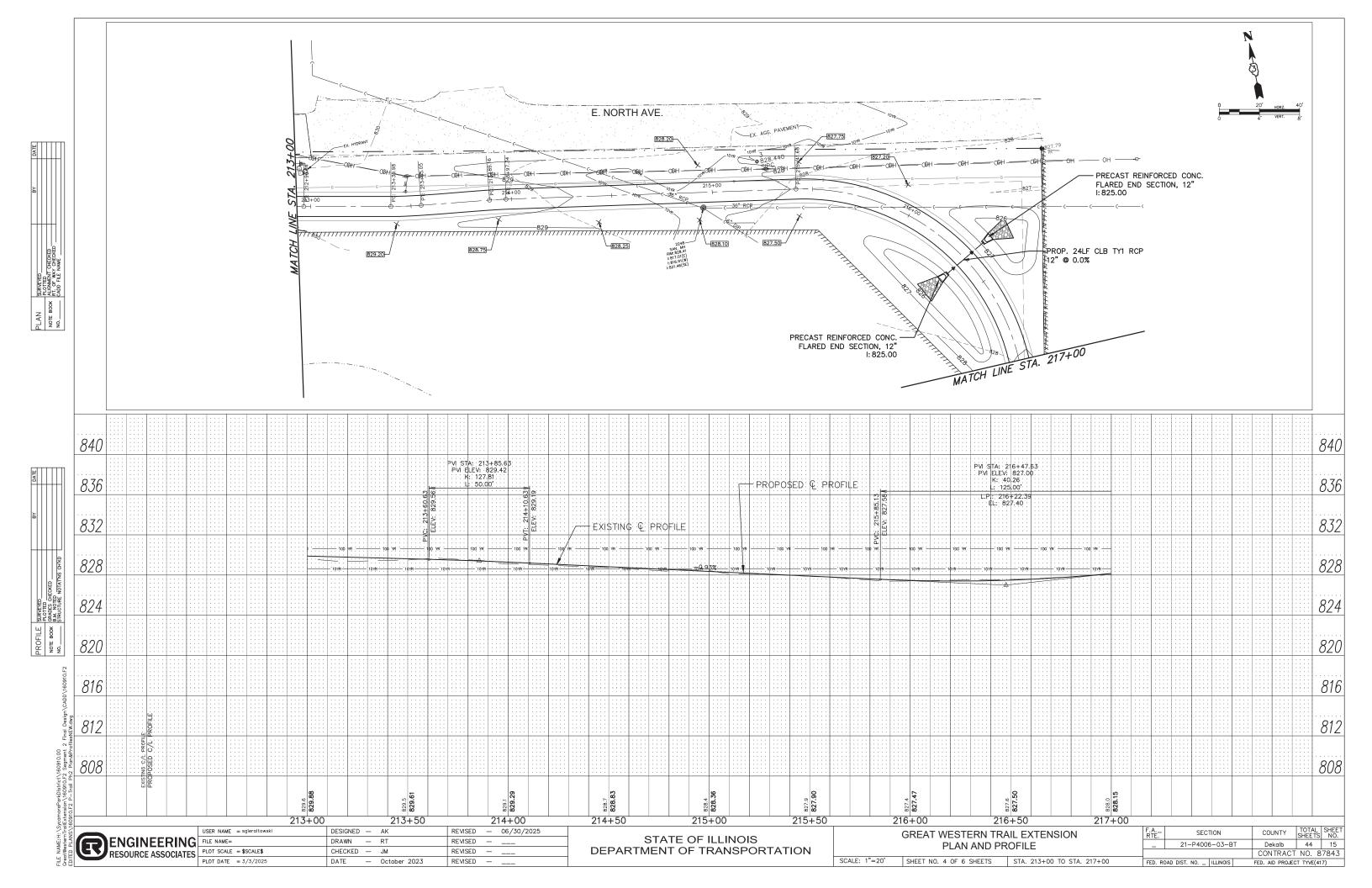


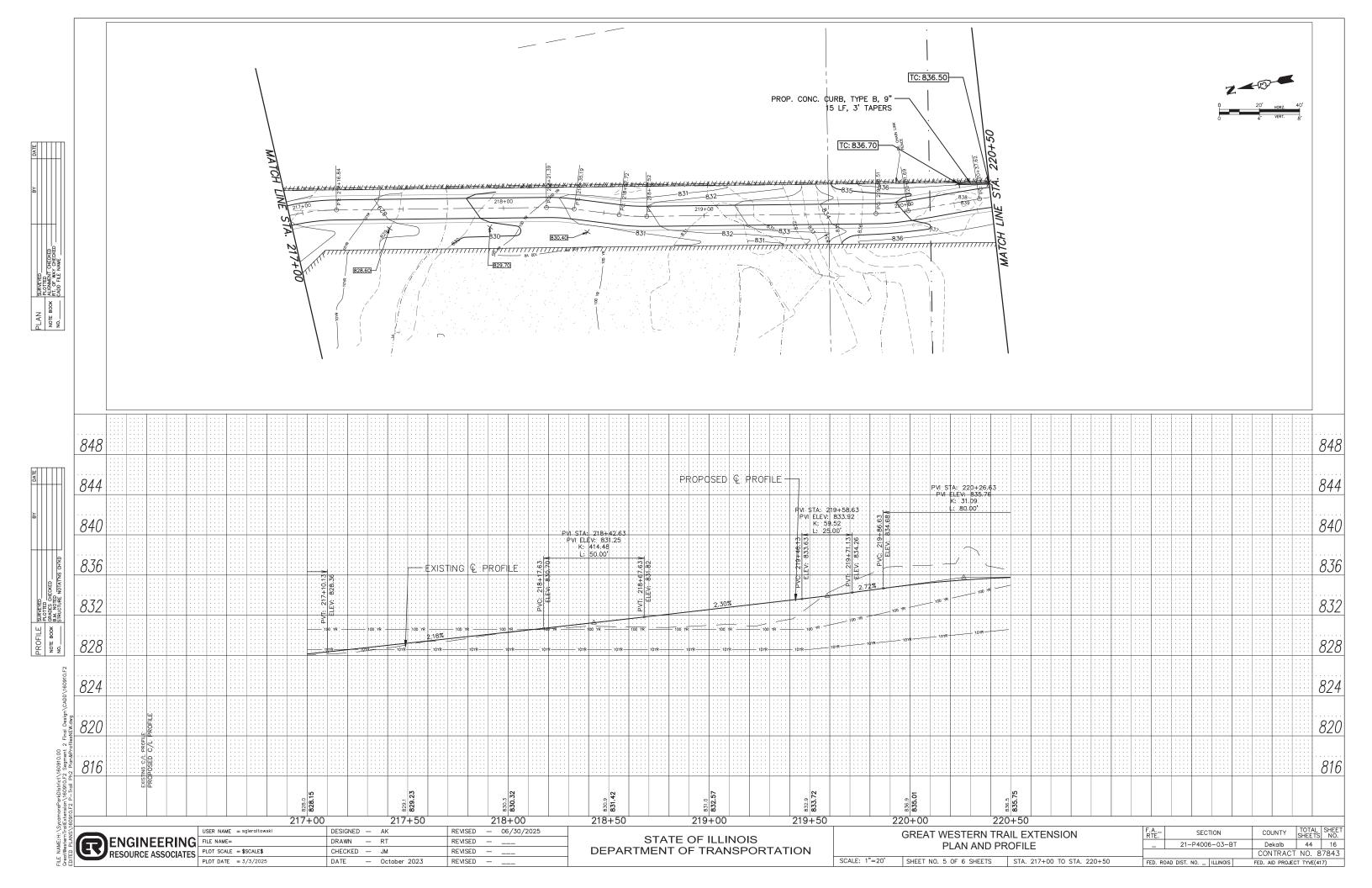


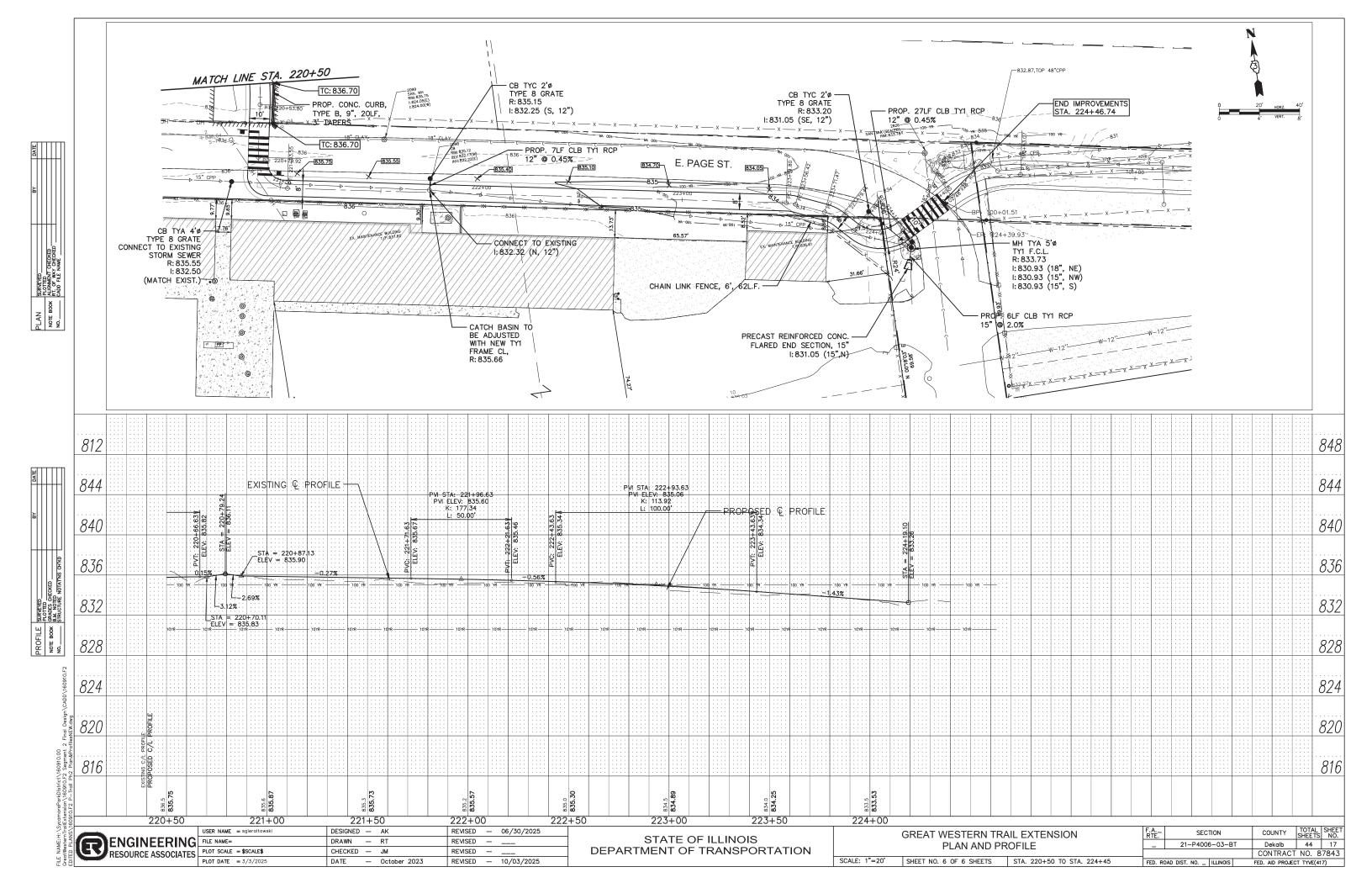


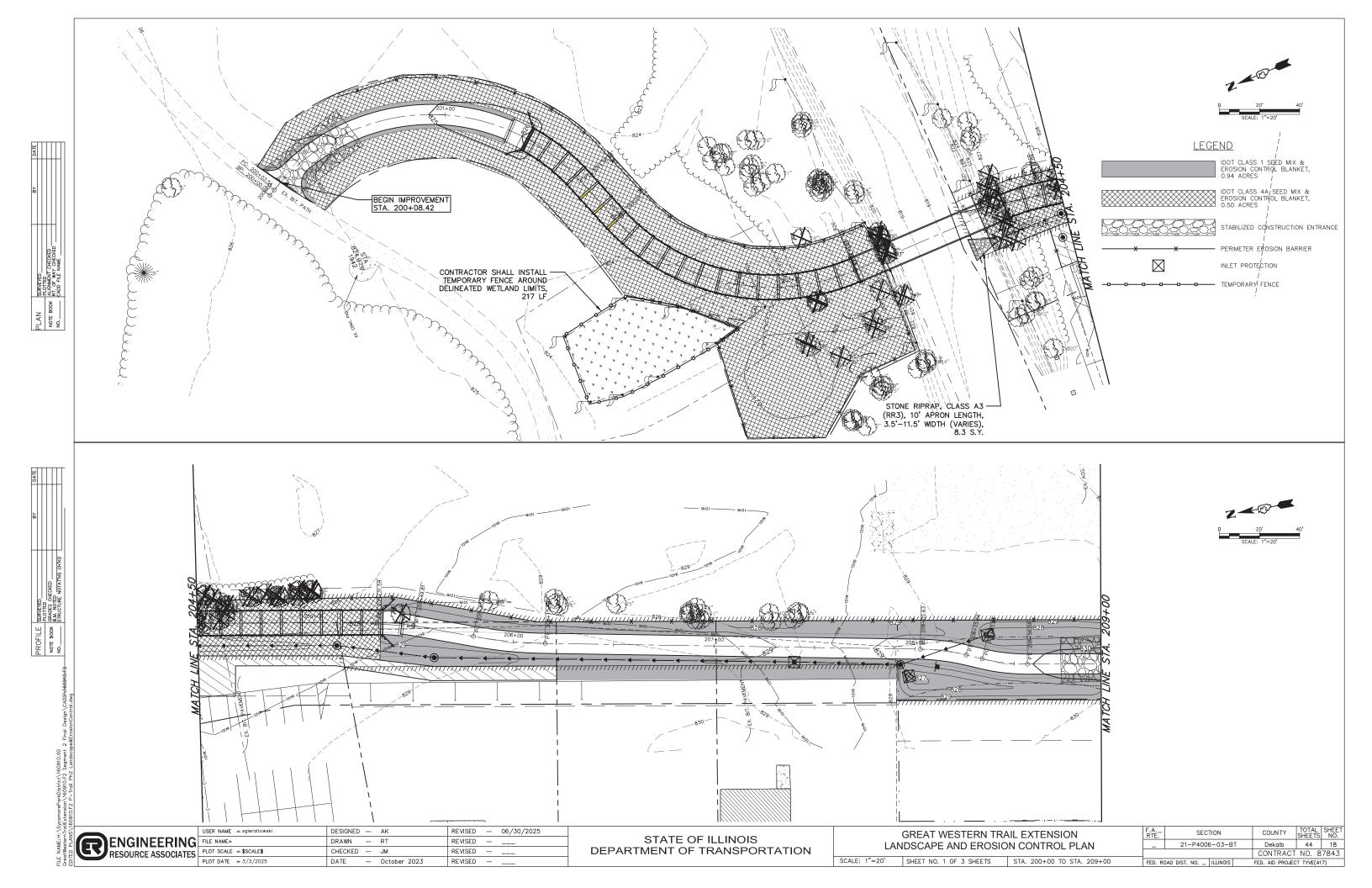


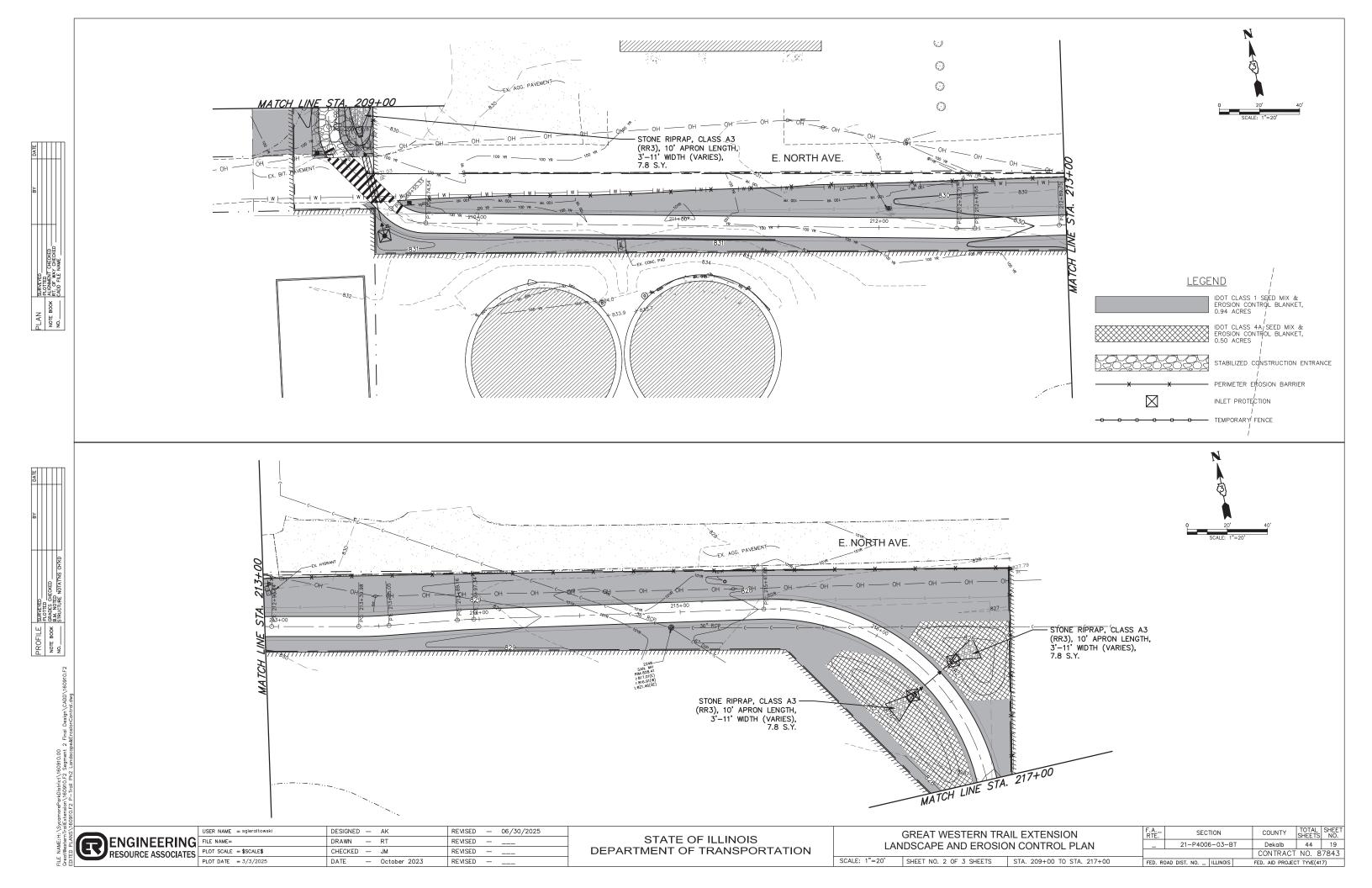


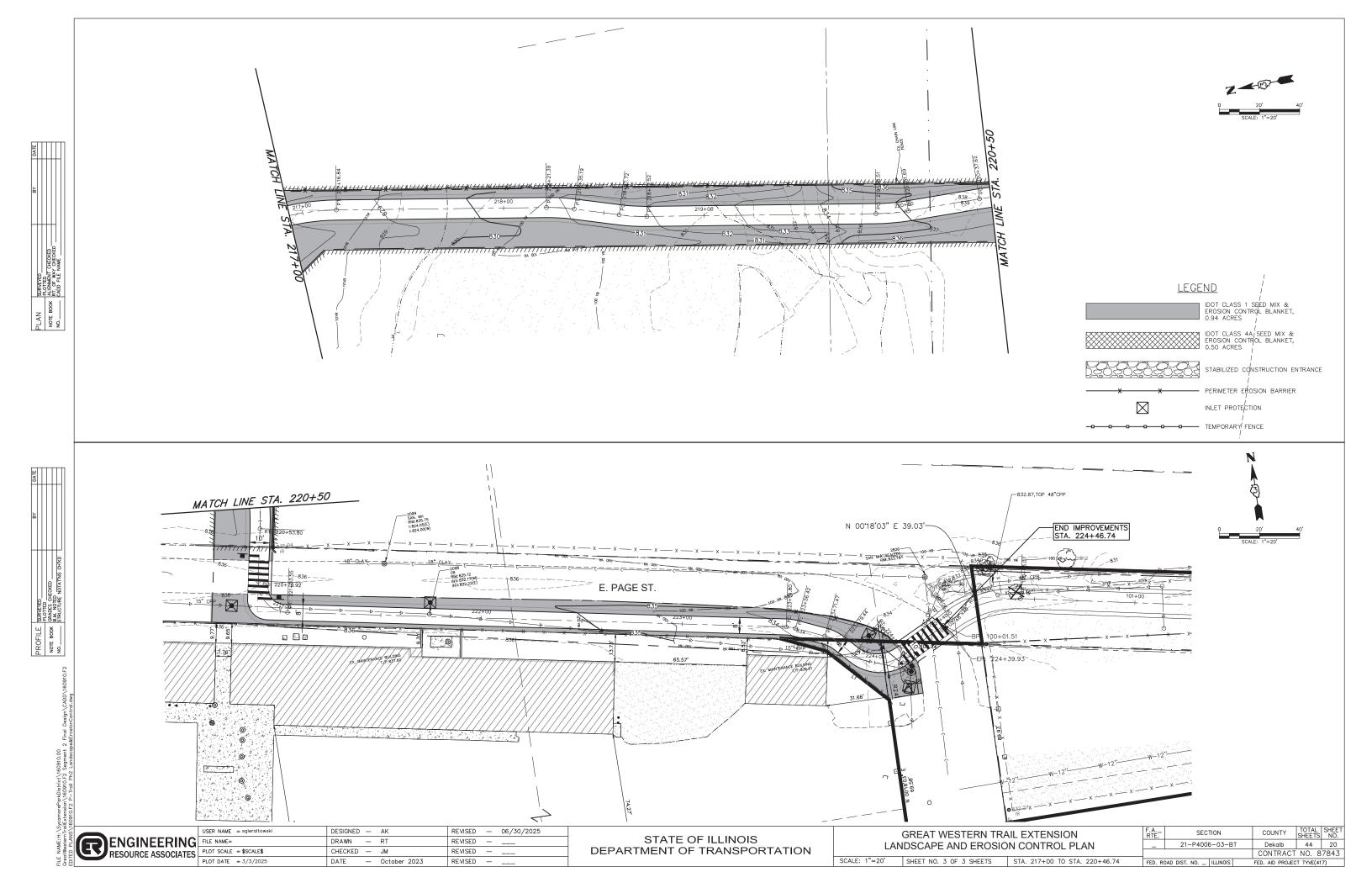












Benchmark: "PK Nail" located at Sta. 203+40.49, 14.74 Lt. (N 1941069.3250; E 889499.1186);

Elev. 825.76 (NAVD88).

Appr. Slab,

€ Pier 1

© Pier 3-

€ Pier 4

Pt. of Tangent —

Sta. 201+76.43

Pier 2

Trail

Edge N. Appr. Slab

Sta. 201+43.68

EI. 825.56

Existing Structure: None

© PIER STATIONS & ELEVATIONS

	(Taken at & Froposed Tran)							
€ Pier	Station	Elevation	ℚ Pier	Station	Elevation	€ Pier	Station	Elevation
Pier 1	201+43.18	826.12	Pier 8	202+13.18	829.23	Pier 15	202+83.18	832.55
Pier 2	201+53.18	826.48	Pier 9	202+23.18	829.70	Pier 16	202+93.18	832.97
Pier 3	201+63.18	826.88	Pier 10	202+33.18	830.18	Pier 17	203+03.18	833.34
Pier 4	201+73.18	827.33	Pier 11	202+43.18	830.65	Pier 18	203+13.18	833.67
Pier 5	201+83.18	827.80	Pier 12	202+53.18	831.13	Pier 19	203+23.18	833.94
Pier 6	201+93.18	828.28	Pier 13	202+63.18	831.60	Pier 20	203+33.18	834.17
Pier 7	202+03.18	828.75	Pier 14	202+73.18	831.08			

8 Spa @ 10-0", 1 Spa @ 10-21/1" = 190-21/1"

⊈ Pier 8 –

@ Pier 9

@ Pier 10 -

PLAN

\* Measured along 🕻 Great Western Trail

### INDEX OF SHEETS

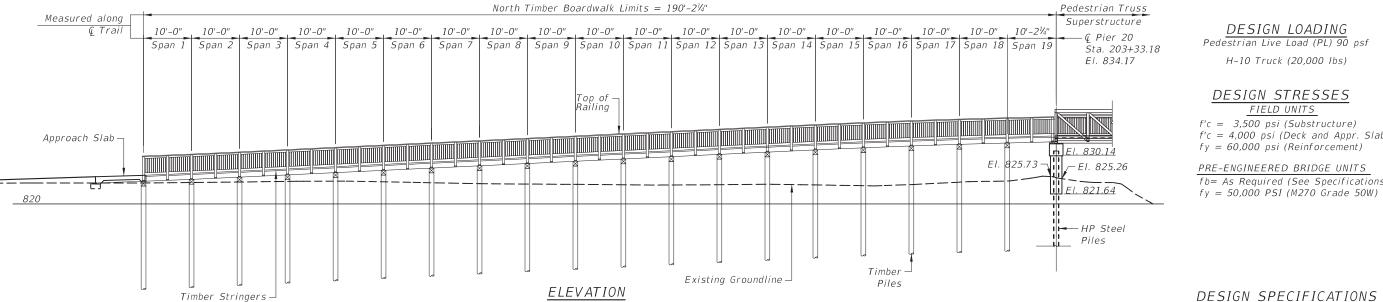
- S1 North Boardwalk General Plan & Elevation
- Pedestrian Bridge General Plan & Elevation
- 53 South Boardwalk - General Plan & Elevation
- 54 General Data
- Approach Slab Plan
- Approach Slab Details
- *S7* Pier Plan & Details
- 58 HP Pile Details
- 59 Soil Boring Log S10 Soil Boring Log

S11 Soil Boring Log



MELISSA F. LANGE, S.E. ILLINOIS REG. STR. ENG. NO. 081-006488 EXPIRATION DATE 11-30-2026 SHEETS S1- S11

I certify to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The designis an economical one for the style of the structure and complies with the requires of the 2020 AASHTO LRFD Bridge Design Specifications.



(Unfolded Elevation taken along & Great Western Trail)

€ Pier 11-

### DESIGN LOADING

Pedestrian Live Load (PL) 90 psf

H-10 Truck (20,000 lbs)

### DESIGN STRESSES

FIELD UNITS

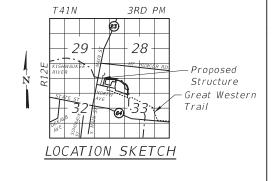
f'c = 3,500 psi (Substructure)f'c = 4,000 psi (Deck and Appr. Slab)fy = 60,000 psi (Reinforcement)

PRE-ENGINEERED BRIDGE UNITS fb= As Required (See Specifications)

# DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2nd Edition



GENERAL PLAN & ELEVATION GREAT WESTERN TRAIL OVER <sup>¹</sup>S. BRANCH KISHWAUKEE RIVER

> SECTION 21-P4006-03-BT DEKALB COUNTY

STRUCTURE NO. 019-P002.1 (TRACKING ONLY



	USER NAME = \$USER\$	DESIGNED - K. KOLODZIEJCZYK	REVISED -
G		CHECKED - M. LANGE	REVISED -
ES	PLOT SCALE = \$SCALE\$	DRAWN - K. KOLODZIEJCZYK	REVISED -
	PLOT DATE = 10/27/2023	CHECKED - M. LANGE	REVISED -

€ Pier 6

Pt. of Curvature -Sta. 202+01.44

> **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

¢ Pier 12 →

NORTH BOARDWALK - GENERAL PLAN & ELEVATION **GREAT WESTERN TRAIL EXTENSION** 

Pier 20

5ta. 203+3₹.36 El. 834.14

> SECTION COUNTY 21-P4006-03-BT DEKALB 44 21 CONTRACT NO. 87842

10/27/2023 7:00:35 AM

Curve 1-R = 100'

⊈ Great Western-

Trail & P.G.L.

Bk. N. Appr. Slab -Sta. 201+33.18

EI. 825.81

SHEET S1 OF S11 SHEETS

© Pier 19

© Pier 17

⊈ Pier 16 –

Curve 2-

R = 100'

@ Pier 15 -

@ Pier 14-

P.I. Sta. = 201+20.74 $\Delta = 99^{\circ} \ 03' \ 15'' \ (RT)$  $D = 57^{\circ} 17' 45''$ 

R = 100.00'T = 117.20'

L = 172.88'

E = 54.06'P.C. Sta. = 200+03.54P.T. Sta. = 201+76.43

### CURVE 2 DATA

P.I. Sta. = 202+76.82 $\Delta = 70^{\circ} 49' 53'' (LT)$  $D = 54^{\circ} \ 03^{\circ} \ 13^{\circ}$  $R = 106.00^{\circ}$ 

T = 75.37'L = 131.04'E = 24.07'P.C. Sta. = 202+01.44

P.T. Sta. = 203+32.48

### CURVE 3 DATA

P.I. Sta. = 204+21.95 $\Delta = 10^{\circ} \ 27' \ 00'' \ (RT)$   $D = 57^{\circ} \ 17' \ 45''$ R = 100.00

T = 9.14'L = 18.24'E = 0.42'

P.C. Sta. = 204+12.81P.T. Sta. = 204+31.04

## CURVE 4 DATA

P.I. Sta. = 204+40.73 $\Delta = 10^{\circ} \ 26' \ 32'' \ (RT)$  $D = 57^{\circ} 17' 45''$ R = 100.00T = 9.14'L = 18.23'

E = 0.42'P.C. Sta. = 205+31.59P.T. Sta. = 205+49.81

### WATERWAY INFORMATION

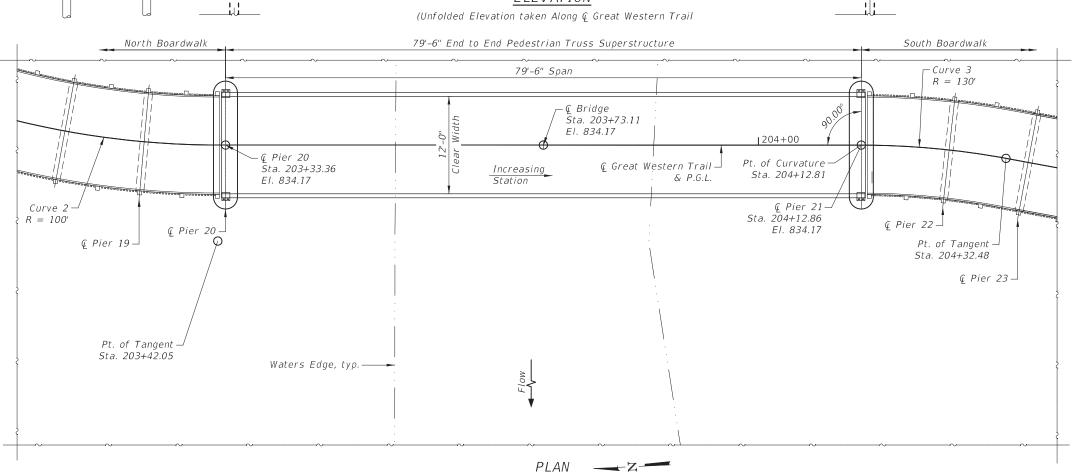
Drainage Area = 126 sg. mi. Low Grade Elev. 824.5 @ Sta. 200+78										
	Freq.	Q	Opening	g Sq. Ft.	Nat. Head - Ft.			Headwater El.		
Flood	Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.	
	10	4400	538.5	546.2	828.3	0.0	0.1	828.3	828.4	
Design	100	7200	699.3	707.0	830.4	0.0	0.1	830.4	830.5	
Base	100	7200	699.3	707.0	830.4	0.0	0.1	830.4	830.5	
Overtopping										
Max. Calc.	500	9000	814.1	821.9	831.9	0.0	0.1	831.9	832.0	

10-Year Velocity through Existing Bridge = N/A 10-Year Velocity through Proposed Bridge = 3.48 ft/s

### North Boardwalk 80'-0" End to End Pedestrian Truss Superstructure South Boardwalk El. 830.14 EI. 830.14 EI. 826.95 100 Yr. N.H.W. → EI. 825.73 -⊢E1. 825.26 E1. 830.5 – EI. 827.47 E.W.S.E. ¬ 822.6 <u>↓ ▼</u> El. 821.64 El. 821.64 Timber -HP Steel Piles, typ. Piles, Typ. Existing -Groundline **ELEVATION**

### SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.085g Design Spectral Acceleration at 0.2 sec. (SDS) = 0.152g Soil Site Class = D



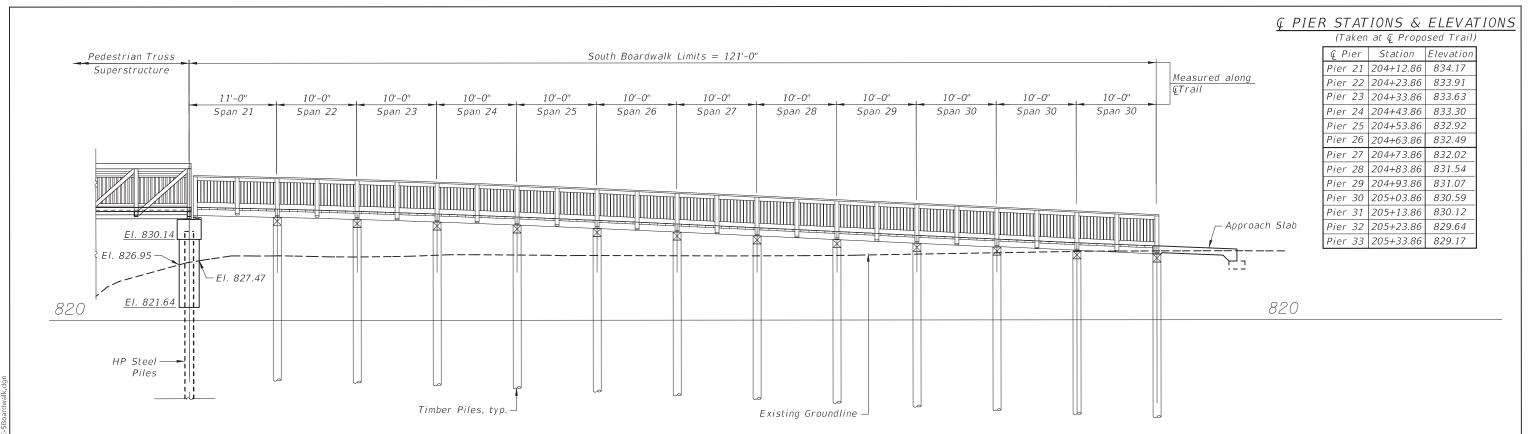
GENERAL PLAN & ELEVATION GREAT WESTERN TRAIL OVER S. BRANCH KISHWAUKEE RIVER SECTION 21-P4006-03-BT DEKALB COUNTY STA. 203+83.84

STRUCTURE NO. 019-P002.1 (TRACKING ONLY,



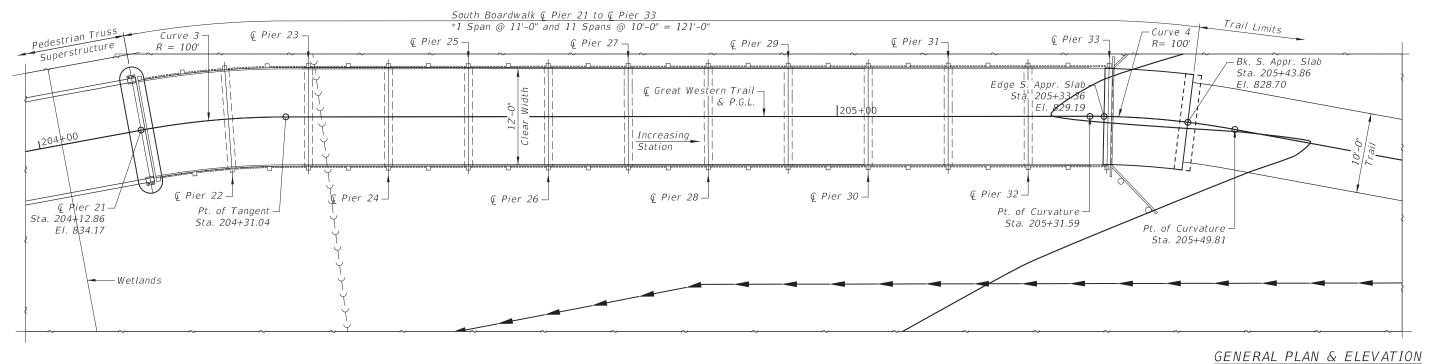
10/27/2023 7:00:36 AM

	USER NAME = \$USER\$	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
ì		CHECKED - M. LANGE	REVISED -	
6	PLOT SCALE = \$SCALE\$	DRAWN - K. KOLODZIEJCZYK	REVISED -	
	PLOT DATE = 10/27/2023	CHECKED - M. LANGE	REVISED -	



<u>ELEVATION</u>

(Unfolded Elevation taken along & Great Western Trail)



 $PLAN \longrightarrow Z$ 

Span lengths are measured along & Great Western Trail

GREAT WESTERN TRAIL OVER

S. BRANCH KISHWAUKEE RIVER

SECTION 21-P4006-03-BT

DEKALB COUNTY

STRUCTURE NO. 019-P002.1 (TRACKING ONLY)



USER NAME = \$USER\$	DESIGNED - K. KOLODZIEJCZYK	REVISED -
	CHECKED - M. LANGE	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - K. KOLODZIEJCZYK	REVISED -
PLOT DATE = 10/27/2023	CHECKED - M. LANGE	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOUTH BOARDWALK - GENERAL PLAN & ELEVATION GREAT WESTERN TRAIL EXTENSION

SHEET S3 OF S11 SHEETS

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted or coated metallized areas. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dipped galvanized in uncoated areas. Fasteners shall be ASTM F3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolt size shall be determined by Pedestrian Truss Superstructure Manufacturer.

All structural steel shall be AASHTO M270 Grade 50W.

Reinforcement bars designated (E) shall be epoxy coated.

Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

All structural steel and exposed surfaces and bearings within a distance of 10 ft. each way from the deck joints shall be painted using the Inorganic Zinc Rich Primer/ Acrylic/ Acrylic Paint system as specified in Section 506 of the Standard Specifications.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.

The Contractor shall be responsible for the design, detail, fabrication, delivery, construction and erection of the Pedestrian Truss Superstructure.

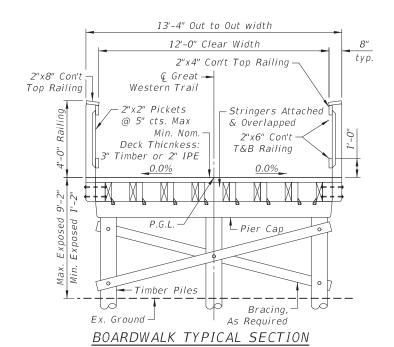
Boardwalk pay limits are defined as the clear width times the length noted on the plans. The boardwalk backwall and wingwalls are included in the cost of the Boardwalk.

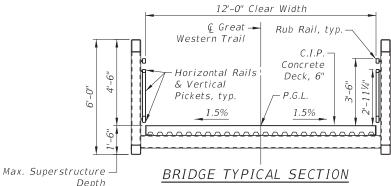
Pedestrian Truss Superstructure pay limits are defined as the clear width from centerline to centerline of pier.

No field welding is permitted except as defined in the contract documents.

Concrete sealer shall be applied to the seat and faces of the pier.

Truss manufacturer shall provide the reinforced concrete deck design and submit shop drawings for review. Concrete deck to utilize stay-in-place galvanized forms. Reinforcement shall be epoxy coated. Contractor shall place the concrete deck and associated design and submittals are included with Pedestrian Truss Superstructure.



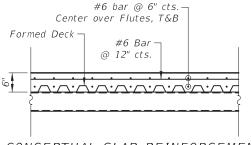


A minimum transition of 10-ft. shall be used to transition from a 1.5% cross slope on the bridge to a 0.0% cross slope on the boardwalk.

### TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.	1.8	32.1	33.9
Protective Coat	Sq. Yd.	135	-	135
Concrete Superstructures (Approach Slab)	Cu. Yd.	9.0	-	9.0
Reinforcement Bars, Epoxy Coated	Pound	2,580	4,170	6,750
Furnishing Steel Piles HP 14x73	Foot	-	405	405
Driving Piles	Foot	-	405	405
Test Pile Steel HP 14x73	Each	-	2	2
Granular Backfill for Structures	Cu. Yd.	-	24.0	24.0
Concrete Sealer	Sq. Ft.	-	753	753
Geocomposite Wall Drain	Sq. Yd.	-	25	25
Concrete Headwall for Pipe Underdrains	Each	-	2	2
Pipe Underdrains for Structures, 4"	Foot	-	122	122
* Rodent Shields	Each	-	2	2
* Pedestrian Truss Superstructure	Sq. Ft.	960	-	960
* Boardwalk	Sq. Ft.	3,631	-	3,631

\*Indicates Special Provision



### CONCEPTUAL SLAB REINFORCEMENT

This detail is provided for bidding purposes only Actual deck details shall be provided by bridge manufacturer

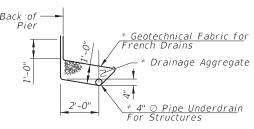
### BRIDGE REACTION TABLE

	Load Category	P (Lbs)	H (Lbs)	L (Lbs)
kaje	Dead Load	38,976	-	-
	Uniform Live Load	21,600	-	-
	Vehicle Load	10,000	-	-
	Wind Uplift (20 psf)	-7,700	-	-
	Wind	± 3,525	6,715	-
	Thermal	-	1	4,195

Bridge Weight w/ concrete deck = 155,900 lbs Bridge Lifting Weight = 83,900 lbs

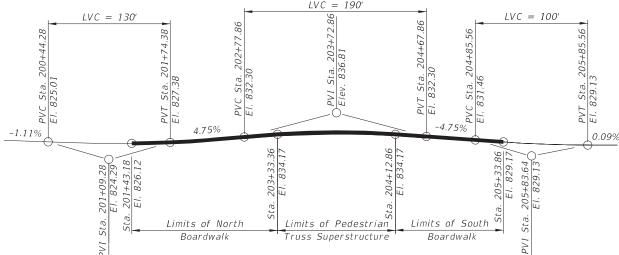
### TABLE OF REFERENCES

P = Vertical load at each base plate (4 per bridge)H = Horizontal load at each footing (2 per Bridge)L = Longitudinal load at each base plate (4 per bridge) Positive - Downward load; negative - Upward load



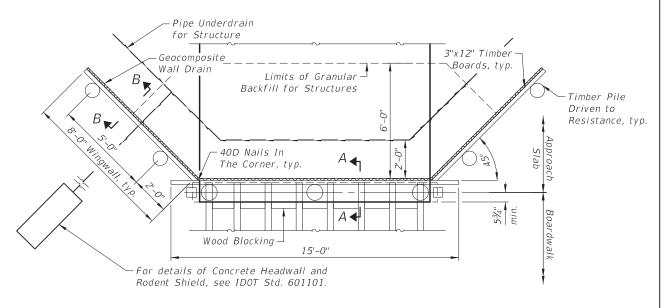
### PIPE UNDERDRAIN DETAIL

\* Included in the Cost of Pipe Underdrains for Structures



## GREAT WESTERN TRAIL PROFILE GRADE

(Along & Trail)



### PARTIAL PLAN: APPROACH SLAB TO BOARDWALK

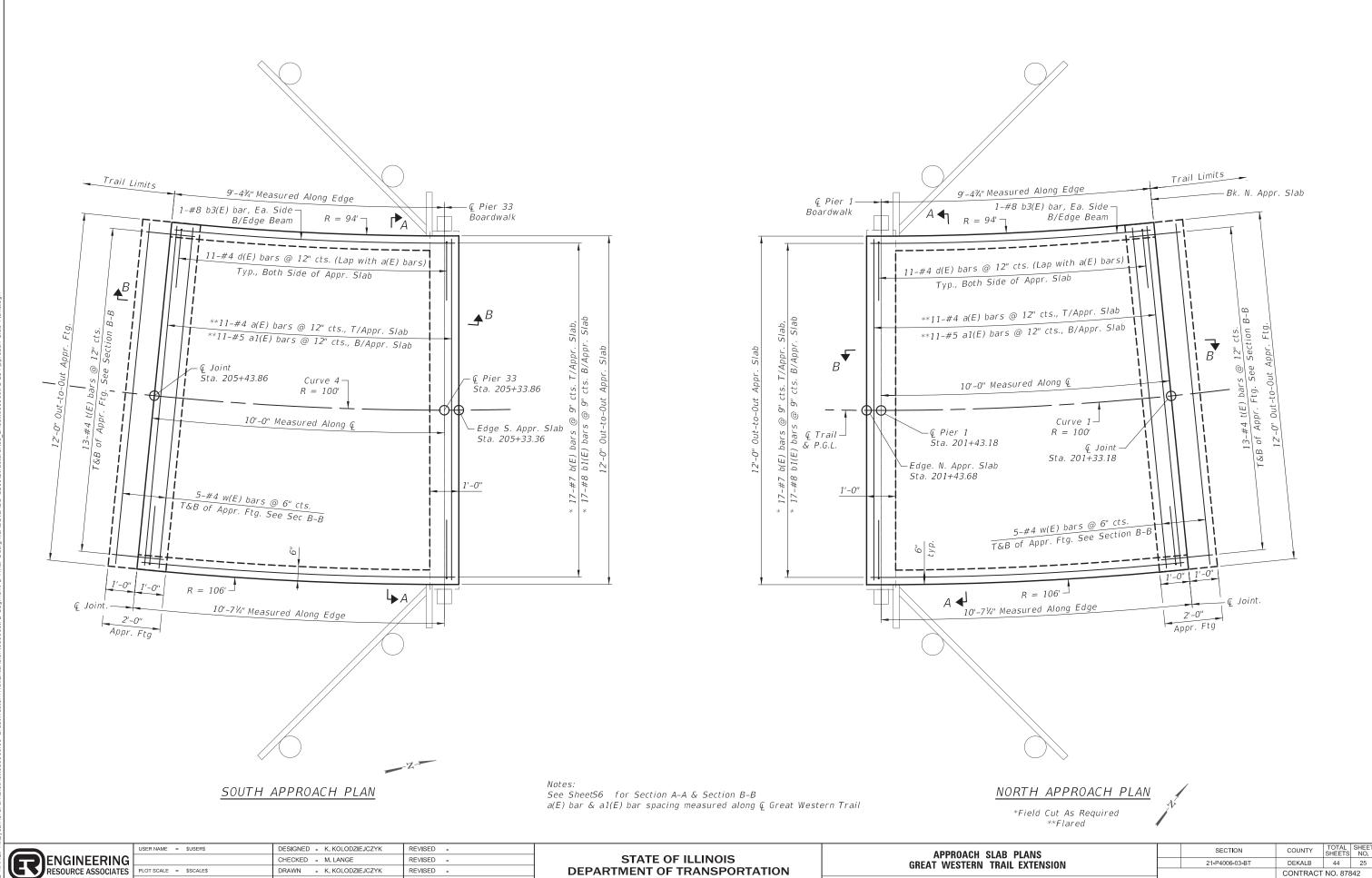
(Wingwalls are included in the cost of the Boardwalk)

	USER NAME = \$USER\$	DESIGNED - K. KOLODZIEJCZYK	REVISED -
ì		CHECKED - M. LANGE	REVISED -
S	PLOT SCALE = \$SCALE\$	DRAWN - K. KOLODZIEJCZYK	REVISED -
	PLOT DATE = 10/27/2023	CHECKED - M. LANGE	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

,							
GENERAL DATA GREAT WESTERN TRAIL EXTENSION		SEC.	Γ <b>Ι</b> ΟΝ		COUNTY	TOTAL SHEETS	SHEET NO.
		21-P400	6-03-BT		DEKALB	44	24
					CONTRACT	NO. 878	342
SHEET S4 OF S11 SHEETS			ILLINOIS	FED. A	D PROJECT		

<sup>\*\*</sup> Includes Weight of concrete deck



CONTRACT NO. 87842

SHEET S5 OF S11 SHEETS

CHECKED - M. LANGE

AT APPROACH FOOTING NEAR ABUTMENT SECTION A-A

> 10 mil. Polyethylene bond breaker on stell trowel finish

> > – a1(E)

Varies

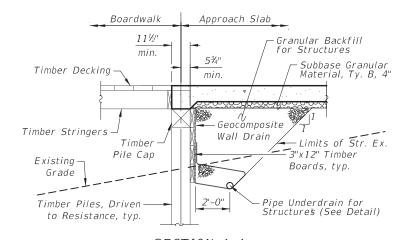
10'-0" Measured along @

\_ b(E)

d(E) bar 10'-9" R = 106'-2''4 spc. @  $2'-8\frac{1}{4}'' = 10'-9''$ 

b(E) & b1(E) bar

Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing shall be paid for as Concrete Structures. The maximum applied service bearing pressues (Qmax) - 2.0 ksf for the approach footings. The cost of excavation for the approach footing is included in the cost of Consrete Structures. See this Sheet for Granular Backfill for Structures details. Approach Slab Flexible



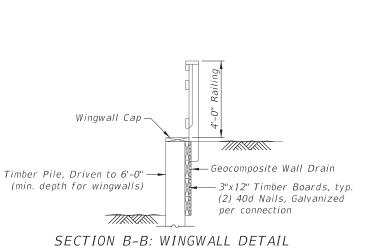
Pavement

### SECTION A-A: APPROACH SLAB TO BOARDWALK DETAIL

(Approach slab shall be supported by the timber piles.)

### BILL OF MATERIAL (Two Approaches)

DETAIL A



No. Size Length Shape 22 #4 11'-8" #5 b(E) 34 #7 10'-9" b1(E) 38 #8 10'-9" d(E)44 #4 3'-0" t(E) #4 1'-8" w(E)20 #5 11'-8" Item Unit Quantit oncrete Structures Cu. Yd. 1.8 Concrete Superstructure Cu. Yd. 9.0 Approach) 28.0 Protective Coat Reinforcement Bars, Pound 2,580 Epoxy Coated

Wingwall railing shall match boardwalk railing

ENGINEERING RESOURCE ASSOCIATES

Approach Footing

USER NAME = \$USER\$ DESIGNED - K. KOLODZIEJCZYK REVISED -CHECKED - M. LANGE REVISED -- K. KOLODZIEJCZYK REVISED -PLOT DATE = 10/27/2023 CHECKED - M. LANGE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

— Timber Piles, typ.

Timber Boardwalk

> APPROACH SLAB PLANS **GREAT WESTERN TRAIL EXTENSION** SHEET S6 OF S11 SHEETS

SECTION COUNTY DEKALB 44 26 21-P4006-03-BT CONTRACT NO. 87842

10/27/2023 7:00:40 AM

2'-0" for Structures

Trail

See Detail A

€ Joint —

Geocomposite -Granular Backfill Wall Drain

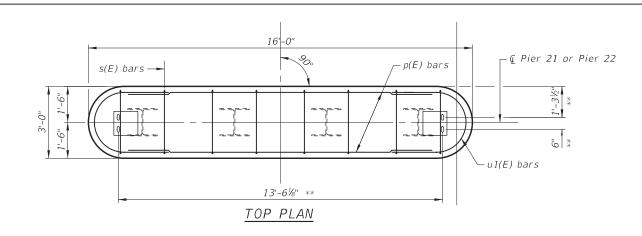
w(E) bars

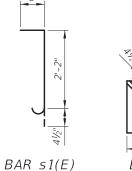
SECTION B-B

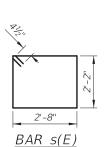
\* Included in the cost of Concrete Superstructure (Approach)

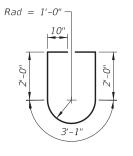
-\*Subbase Granular Material, Type B, 4

r b1(E)

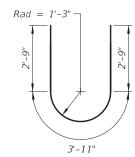








BAR u(E)



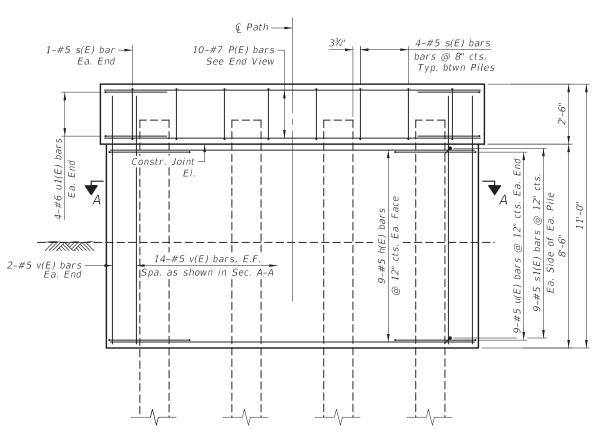
*BAR u1(E)* 

# BILL OF MATERIAL

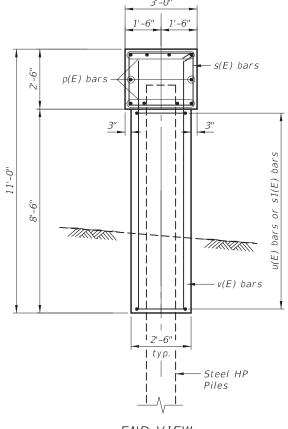
(Two Piers)

	Bar	No.	Size	Length	Shape		
h	(E)	36	#5	13'-0"			
1	)(E)	20	#7	13'-0"			
	5(E)			10'-5"			
	51(E)	144	#5	10'-5"	<b>3</b>		
ι	ι(Ε)	36	#5	9'-7"			
L	1(E)	16	#6	9'-5"	$\cap$		
	V	64 #5		10'-4"			
		Item		Unit	Quantity		
С	oncre	ete Stri	ıctures	Cu. Yd.	32.1		
		rcemen Coated		Pound	4,170		
		hing St					
		HP 14x		Foot	405		
D	rivin	g Piles		Foot	405		
- 1	est F P 14	Pile Ste x73	el	Each	2		
С	oncre	ete Sea	ler	Sq. Ft.	753		

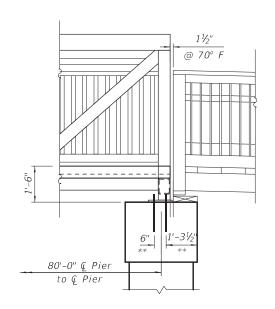
Space cap reinforcement to miss anchor bolts.





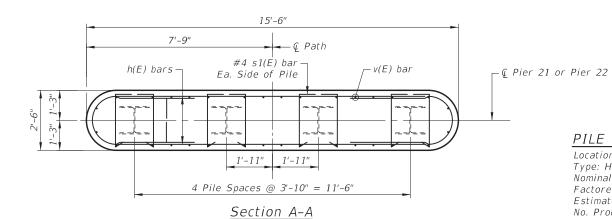


END VIEW



### \*\* CONCEPTUAL ANCHOR PLAN LAYOUT

This detail is provided for bidding purpose only. Contractor shall coordinate the locations of the proposed anchor bolts with the bridge manufacturer prior to construction of the abutments. Anchor rods supplied by Contractor shall be embedded a minimum of 1'-3". Base plates and  $\frac{1}{8}$ " teflon pads under the base plates to be supplied by the bridge manufacturer.



### PILE DATA

Location: Pier 21 (N. Pier) Type: HP14x73 Nominal Required Bearing: 204 kips Factored Resistance Available: 100 kips Estimated Length: 75-ft No. Production Piles: 3 No. Test Piles: 1

### PILE DATA

Location: Pier 22 (S Pier) Type: HP14x73 Nominal Required Bearing: 181 kips Factored Resistance Available: 100 kips Estimated Length: 60-ft No. Production Piles: 3 No. Test Piles: 1

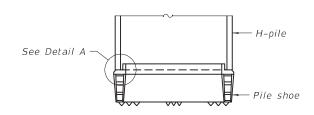
	USER NAME = \$USER\$	DESIGNED - K. KOLODZIEJCZYK	REVISED -
IG		CHECKED - M. LANGE	REVISED -
ΓES	PLOT SCALE = \$SCALE\$	DRAWN - K. KOLODZIEJCZYK	REVISED -
	PLOT DATE = 10/27/2023	CHECKED - M. LANGE	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

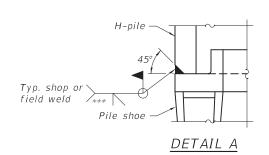
DRILLED SHAFT PIER PLAN & DETAILS GREAT WESTERN TRAIL EXTENSION		SEC.	Γ <b>Ι</b> ΟΝ		COUNTY	TOTAL SHEETS	SHEET NO.
		21-P4006-03-BT			DEKALB	44	27
					CONTRACT	NO. 878	342
SHEET S7 OF S11 SHEETS			ILLINOIS	FED. A	D PROJECT		

### STEEL PILE TABLE

Designation	nation Depth Flange		Web and Flange thickness t	Encasement diameter A
HP 14×117	141/4"	147/8"	<sup>13</sup> / <sub>16</sub> "	30"
x102	14"	14¾"	11/16"	30"
x89	137/8"	1 4 3/4"	5/8"	30"
x73	13%"	145/8"	1/2"	30"
HP 12x84	121/4"	121/4"	11/ <sub>16</sub> "	24"
x74	12½"	121/4"	5/8"	24"
x63	12"	121/8"	1/2"	24"
x53	1 1 3/4"	12"	7/ <sub>16</sub> "	24"
HP 10x57	10"	101/4"	%16"	24"
x42	9¾"	101/8"	7/ <sub>16</sub> "	24"
HP 8x36	8"	81/8"	7/ <sub>16</sub> "	18"



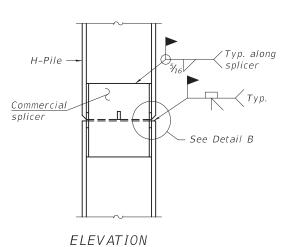
### ELEVATION



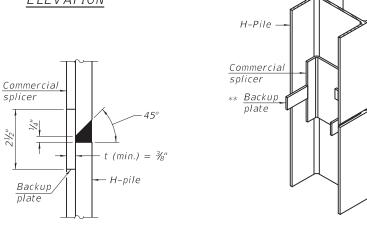
## SHOE ATTACHMENT

Note

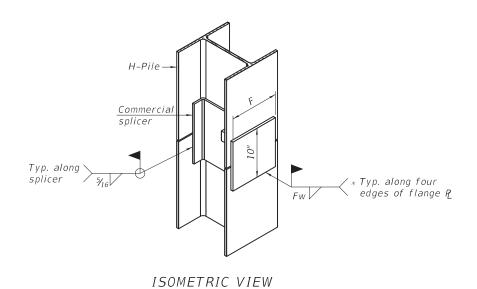
The steel H-piles shall be according to AASHTO M270 Grade 50.



DETAIL "B"

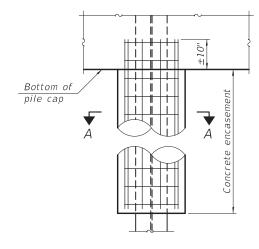


### WELDED COMMERCIAL SPLICE



### WELDED COMMERCIAL SPLICE ALTERNATE

- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer ( $\frac{5}{16}$ " min.).



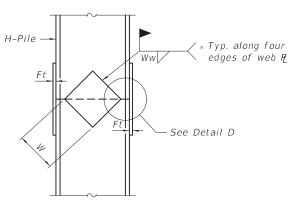
Welded wire fabric 6 x 6-W4.0 x W4.0 weighing 58#/100 sq. ft. Bend as required to fit into wall. Forms for encasement may be omitted when soil conditions permit. H-pile

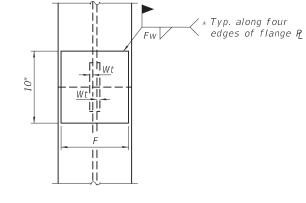
ELEVATION

SECTION A-A

## INDIVIDUAL PILE CONCRETE ENCASEMENT

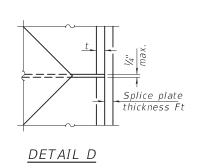
(when specified)





ELEVATION

END VIEW



Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	121/2"	1"	7/8"	73/4"	5/8"	1/2"
x102	121/2"	7/8"	3/4"	73/4"	5/8"	1/2"
x89	121/2"	3/4"	11/16"	73/4"	5/8"	1/2"
x73	121/2"	5/8"	%16"	73/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6½"	5/8"	1/2"
x74	10"	7/8"	11/16"	6½"	5/8"	1/2"
x63	10"	5/8"	1/2"	6½"	1/2"	3/8"
x53	10"	5/8"	1/2"	6½"	1/2"	3/8"
HP 10x57	8"	3/4"	%16"	5½"	1/2"	3/8"
x42	8"	5/8"	%16"	5½"	1/2"	3/8"
HP 8x36	7"	5/8"	7/ <sub>16</sub> "	41/4"	1/2"	3/8"

### WELDED PLATE FIELD SPLICE

F-HP

2-1-2023

ENGINEERING RESOURCE ASSOCIATES

 USER NAME
 =
 SUSERS
 DESIGNED
 K.KOLODZIEJCZYK
 REVISED

 CHECKED
 M. LANGE
 REVISED

 PLOT SCALE
 =
 \$SCALE\$
 DRAWN
 K.KOLODZIEJCZYK
 REVISED

 PLOT DATE
 =
 10/27/2023
 CHECKED
 M. LANGE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ISOMETRIC VIEW

BORING LOCATION: 889505.525 E, 1941079.022 N CLIENT: **Engineering Resource Associates** SAMPLE **TESTS** SOIL Material Description Wc% REMARKS NO. TOPSOIL - Black CLAY, A-7-6, stiff 824.5 to black Sandy CLAY SS 7 30 1.5 (Qp) 821.5 Grey Sandy LOAM with Gravel, 2 34 6 A-1-b, dense Brownish-Grey SAND (f-c), A-3, wet, 819.0 3 27 | 14 medium dense Grey SAND (f-c) with Gravel, A-1-a, 816.5 21 4 8 wet, medium dense 5 31 10 dense SS 6 12 | 11 Grey Sandy Clay LOAM, A-6, soft to 809.0 SS 15 110 7 0.35 SS 15 120 8 5 0.35 20 SS 9 15 | 114 0.27 4 SS 10 14 | 121 0.50 5 SS 14 | 121 11 5 0.31 Hole Caved at 27.0' Upon Completion SS 12 3 14 123 0.54 30 -Grey Sandy LOAM (fine), A-2-4, medium dense SS 13 7 24 35 WATER LEVEL OBSERVATIONS, ft. **BORING STARTED:** 1/18/23 ₹ 5.0' DURING DRILLING: 1/18/23 BORING COMPLETED: \_\_ 4.0 **GPF** IMMEDIATELY AFTER DRILLING: LOGGED BY: HSA **DELAYED READING AFTER BORING METHOD:** Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

LOG OF BORING NO. SB-1

SITE LOCATION:

Page 1 of 3

Sycamore, Illinois

MSET PROJECT NO.: 22318

PROJECT:

**Great Western Trail - Segment 2** 

	ROJECT	NO.: 22318   LOG Great Western Trail - So	OF BORIN	T			V:		Sycamore	nge 2 of 3 , Illinois
BORING LOCATION: 889505.525 E, 1941079.022 N										Associates
T	Т			S	AMPLI	E		TE	STS	
DEPTH (feet)	SOIL	Material Description	Elevation		NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS
40 <del>-</del>		Grey Sandy LOAM (fine), A medium dense	A-2-4,	- SS -	14	10	18			
45 -		Grey SAND (f-m), A-3, slig to medium dense	ghtly dense <sup>782</sup>	- SS	15	7	24			
50 <del>-</del>				- SS	16	8	17			
55		Brown to Grey Sandy Clay A-6, firm	/ LOAM, 769	- - SS .5	17	12	15			
60				- SS	18	16	13	119	0.62	
65 –		Grey Clay LOAM, A-6, stif  Brownish-Grey Sandy LOA wet, medium dense		- SS	19A 19B	18 28	14 26	106	1.86	
70 -		Grey SAND (f-m), A-3, we dense		SS	20A 20B		20 22	110	2.72	
75 –		Brownish-Grey Sandy LOA A-2-4, very dense	AM (f-c), 752	.5 - - SS	21	41	13			
DURING IMMEDI	DRILLIN	DBSERVATIONS, ft.  NG: \forall 5.0'  AFTER DRILLING: \forall 4.0'  ING AFTER \forall 7.0'		MSE	T		BO LO	RING ( GGED	STARTED: COMPLETED BY: METHOD:	1/18/23 1/18/23 GPF HSA

ENGINEERING RESOURCE ASSOCIATES

USER NAME = \$USER\$ DESIGNED - K. KOLODZIEJCZYK REVISED -CHECKED - M. LANGE REVISED -DRAWN - K. KOLODZIEJCZYK PLOT DATE = 10/27/2023 CHECKED - M. LANGE

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY SOIL BORING LOG DEKALB 44 29 **GREAT WESTERN TRAIL EXTENSION** 21-P4006-03-BT CONTRACT NO. 87842 SHEET S9 OF S11 SHEETS

## PROJECT: Great Western Trail - Segment 2  ## PROJECT   Segment 2   SITE LOCATION: 889505.525 E, 1941079.022 N  ## PROJECT   Segment 2   SITE LOCATION:   Segment 2   SITE LOCATION:   Segment 3   SITE LOCATION:   Segment 4   SITE LOCATION:   Segment 4   SITE LOCATION:   Segment 4   SITE LOCATION:   Site locat	MSET PROJECT NO.: 22318 LOG OF BORING						G NO. SB-1					Page 3 of 3		
Brownish-Grey Sandy LOAM (f-c),   SS   22   4*   11	PROJE	ECT: _	Great Wester	rn Trail - Seg	gment 2		SITE	SITE LOCATION: Sycamore, Illinois				, Illinois		
MATER LEVEL OBSERVATIONS, ft. DURING DRILLING:  WATER LEVEL OBSERVATIONS, ft.	BORIN	IG LOC	CATION:8895	05.525 E, 19410	079.022 N	_	CLIE	CLIENT: Engineering Resource			Associates			
Brownish-Grey Sandy LOAM (f-c), A-2-4, extremely dense  End of Boring at 80.0'  TA44.8  WATER LEVEL OBSERVATIONS, ft. DURING DRILLING:  ## 5.0' BORING STARTED: BORING STARTED: BORING COMPLETED: DURING DRILLING: ## 5.0' BORING COMPLETED: DURING CO						_		AMPL				STS		
WATER LEVEL OBSERVATIONS, ft. DURING DRILLING: \$5.0' IMMEDIATELY AFTER DRILLING: \$4.0' INTERCEPT. SORING STARTED: BORING COMPLETED: \$1/18/23   1/1	DEPTH (feet)	SOIL				Elevatio	TYPE/ INTERVAL	NO.	N-VALUE Blows per ft	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS	
WATER LEVEL OBSERVATIONS, ft. DURING DRILLING:  ## 40"  BORING STARTED: BORING STARTED: BORING STARTED: BORING COMPLETED: J/18/23 J/18	-	_			/I (f-c),									
WATER LEVEL OBSERVATIONS, ft.  DURING DRILLING:  ₩ 5.0   DURING COMPLETED:  1/18/23  BORING STARTED:  1/18/23  BORING COMPLETED:  1/18/23		-					- - SS	22		11				
DURING DRILLING: \$\frac{1}{2}\$ 5.0' BORING COMPLETED: \$\frac{1/18/23}{2}\$ LOGGED BY: \$\frac{1/18/23}{2}\$	80_		End of Boring	at 80.0'	-	744.5								
DURING DRILLING: \$\frac{1}{2}\$ 5.0' BORING COMPLETED: \$\frac{1/18/23}{2}\$ LOGGED BY: \$\frac{1/18/23}{2}\$														
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DURING DRILLING: \$\frac{1}{2}\$ 5.0' BORING COMPLETED: \$\frac{1/18/23}{2}\$ LOGGED BY: \$\frac{1/18/23}{2}\$	WATER	LEVEL	OBSERVATIONS. ft.			-				BOI	RINGS	STARTED:	1/18/23	
DELAYED READING AFTER  BORING METHOD:  HSA  HSA	DURING	DRILLI	ING:	\(\frac{}{} 5.0'\) \(\frac{}{} 4.0'\)	CAN !	()				BOI	RING C	OMPLETED	1/18/23	
				- T.V		N	1SE	Ľ						

Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

Defau ME: H:	ENGINEERING	USER
MODEL: FILE NA	RESOURCE ASSOCIATES	PLOT :
	10/27/2023 7:00:47 AM	

USER NAME = \$USER\$	DESIGNED - K. KOLODZIEJCZYK	REVISED -
	CHECKED - M. LANGE	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - K. KOLODZIEJCZYK	REVISED -
PLOT DATE = 10/27/2023	CHECKED - M. LANGE	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEET NO.

DEKALB 44 30 SECTION SOIL BORING LOG GREAT WESTERN TRAIL EXTENSION 21-P4006-03-BT CONTRACT NO. 87842 SHEET S10 OF S11 SHEETS

BORING LOCATION: 889481.271 E, 1940973.957 N CLIENT: Engineering Resource Associates SAMPLE DEPTH (feet) SOIL Material Description REMARKS NO. TOPSOIL - Black CLAY, A-7-6 FILL - Brown and Grey SAND (f-c) 827.4 SS 32 6 with Gravel, A-1, dense Black Clay LOAM, A-7-6, firm 825.4 SS 2 7 23 0.75 (Qp) SS 3 7 65 46 0.78 Grey Sandy LOAM, with Gravel, A-1-820.9 10 b, wet, medium dense 12 | 12 Grey SAND (f-m), A-3, wet, medium 817.9 5 14 | 17 Grey SAND (f-c) with Gravel, A-1-b, 815.4 6 38 | 11 dense to medium dense Mud Rotary Casing 15 at 14.0' SS 7 25 9 SS 8 19 | 15 SS 13 20 9 Grey CLAY, A-6, firm to stiff 805.4 13 106 SS 10 9 0.97 25 SS 12 11 6 1.0 (Qp) SS 14 | 117 12 7 1.13 SS 13 8 13 121 1.01 WATER LEVEL OBSERVATIONS, ft. **BORING STARTED:** 1/20/23 ₹ 8.5' BORING COMPLETED: 1/20/23 **DURING DRILLING: IMMEDIATELY AFTER DRILLING:** MHP LOGGED BY: **DELAYED READING AFTER** HSA **BORING METHOD:** Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

LOG OF BORING NO. SB-2

SITE LOCATION:

Page 1 of 2

Sycamore, Illinois

MSET PROJECT NO.: 22318

Great Western Trail - Segment 2

PROJECT:

LOG OF BORING NO. SB-2 MSET PROJECT NO.: 22318 Page 2 of 2 PROJECT: Great Western Trail - Segment 2 SITE LOCATION: Sycamore, Illinois BORING LOCATION: 889481.271 E, 1940973.957 N **Engineering Resource Associates** CLIENT: SAMPLE **TESTS** DEPTH (feet) Material Description Wc% REMARKS 8 Grey Silty LOAM, A-4, medium dense SS 14 | 14 21 40 -786.9 Grey SAND (fine), A-3, medium dense 15 18 SS 19 45 SS 16 12 50 -Brown Sandy Clay LOAM, A-6, soft 775.9 SS 17 4 23 94 0.35 55 -Grey Silty LOAM, A-4, medium dense 770.9 to dense SS 18 26 21 105 2.06 60 -SS 19 52 15 65 SS 20 34 23 70 Grey SAND (f-c) with Gravel, A-1-b, 755.9 medium dense SS 21 20 15 End of Boring at 75.0' 753.4 WATER LEVEL OBSERVATIONS, ft. 1/20/23 **BORING STARTED: DURING DRILLING: BORING COMPLETED:** \_ 1/20/23 IMMEDIATELY AFTER DRILLING: MHP LOGGED BY: HSA **DELAYED READING AFTER BORING METHOD:** Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

ENGINEERING RESOURCE ASSOCIATES

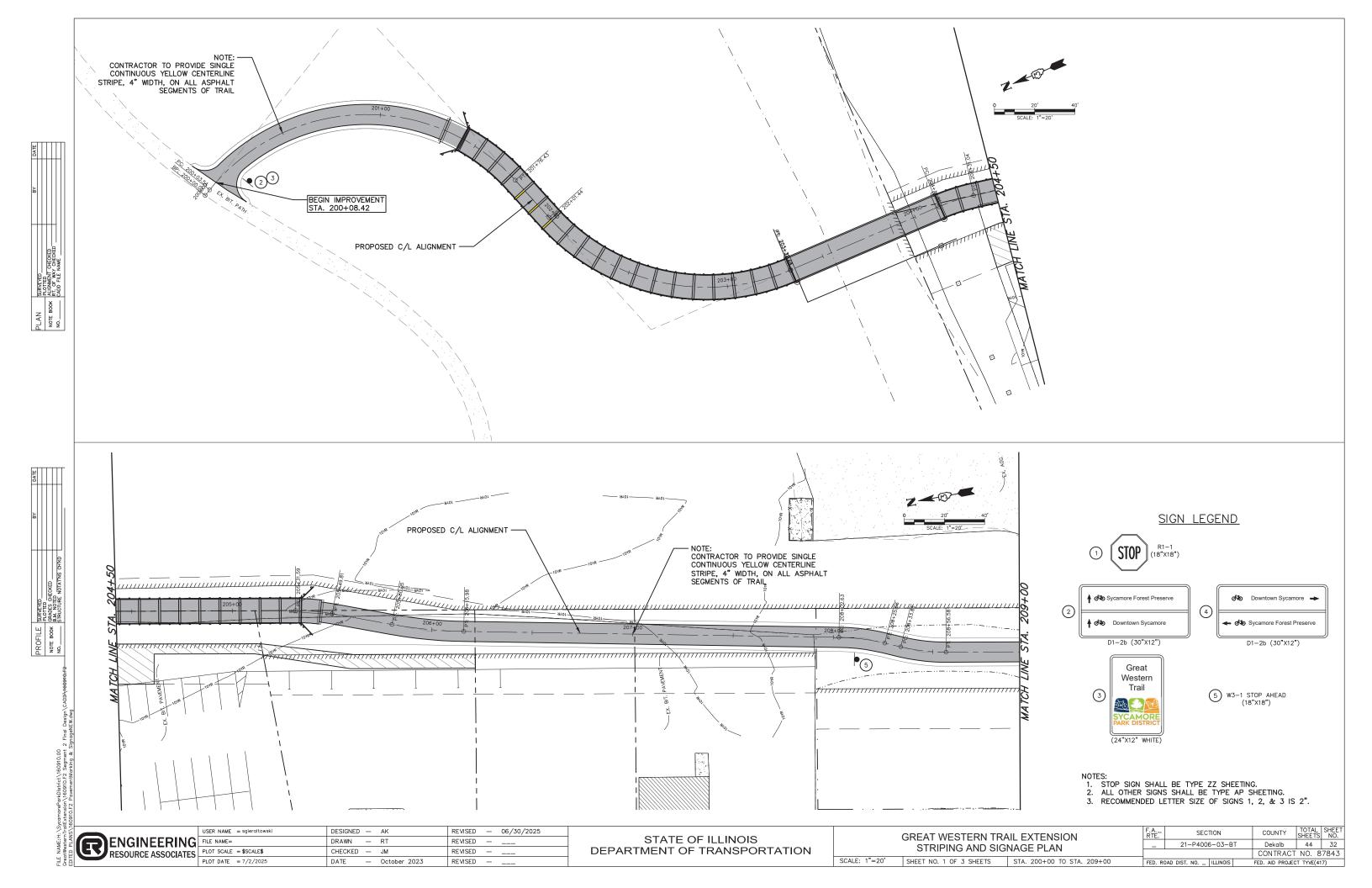
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 - K. KOLODZIEJCZYK
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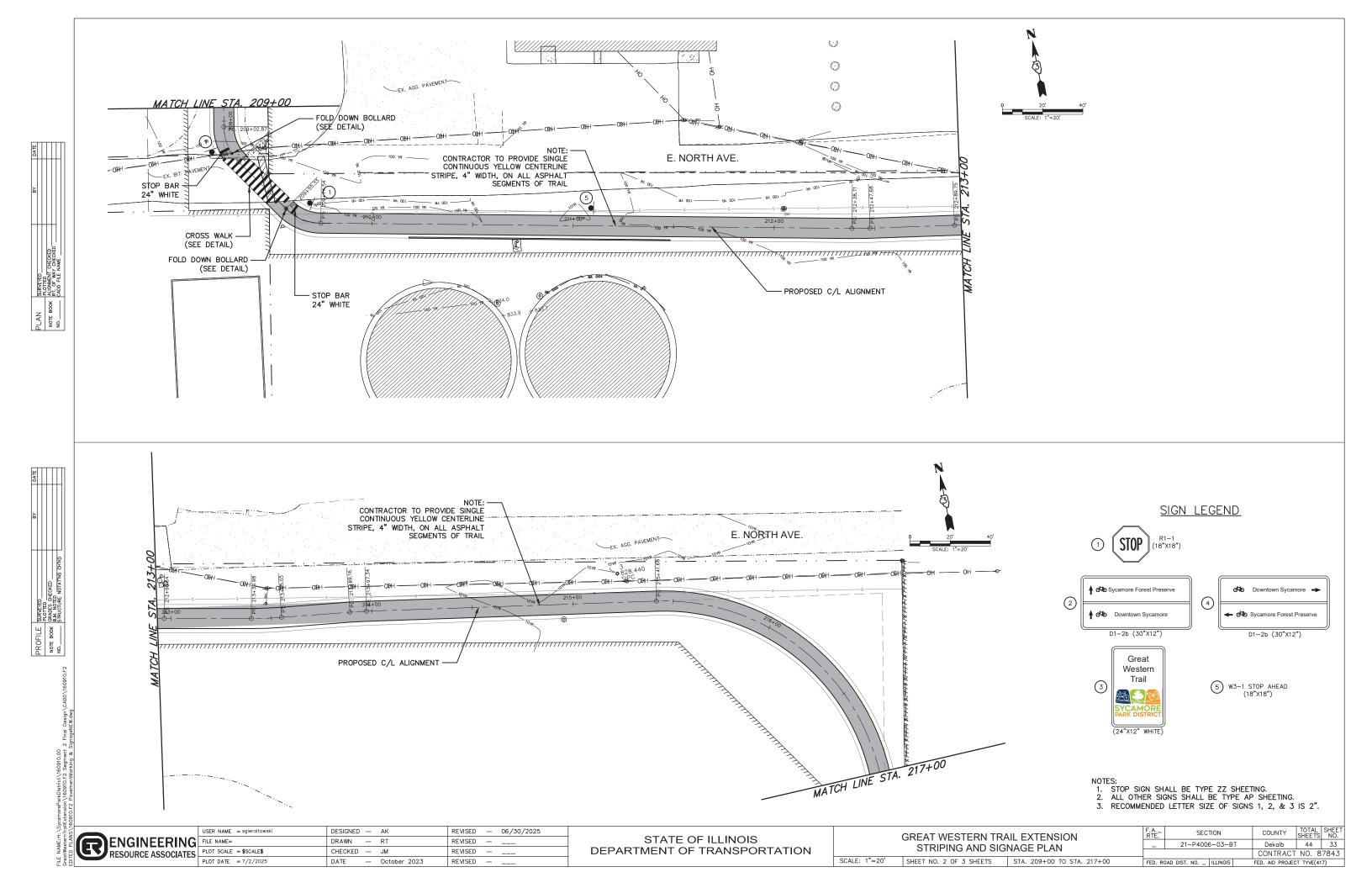
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 - M. LANGE
 REVISED

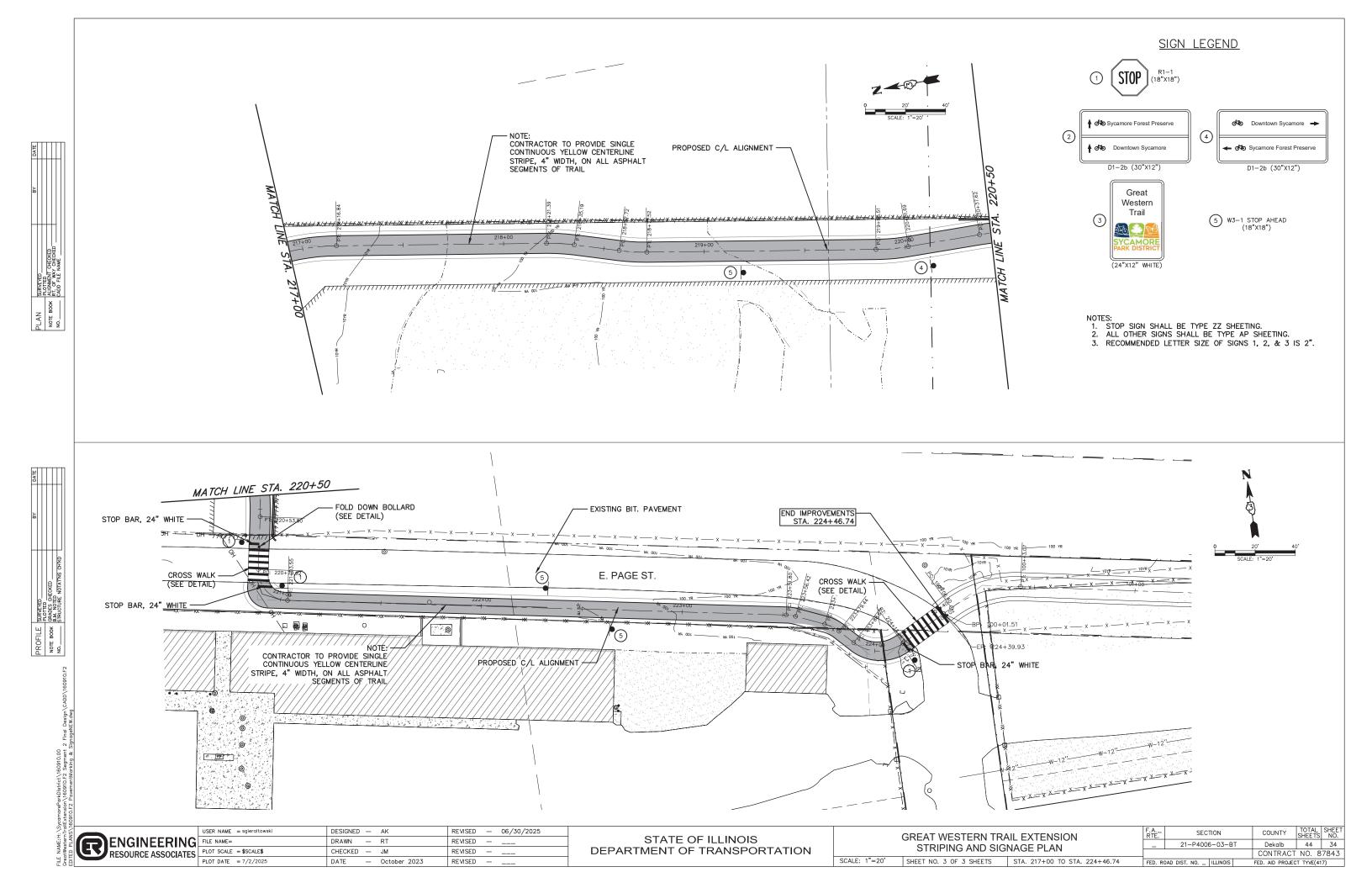
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 - K. KOLODZIEJCZYK
 REVISED

 PLOT DATE
 = 10/27/2023
 CHECKED
 - M. LANGE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION







#### SEDIMENT EROSION CONTROL AND POLLUTION PREVENTION NOTES

- DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS SHALL BE PROTECTED.
  THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING, PARKING OF VEHICLES OF CONSTRUCTION
  EQUIPMENT, STORAGE OF MATERIALS OR OTHER CONSTRUCTION RELATED ACTIVITIES.
  CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT OWNER APPROVED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO
  CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE
  IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- TEMPORARY SEDIMENT CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PERMANENT VEGETATION IS GROWING AND THRIVING.

  EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION.

- ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EACH 1/2" RAIN EVENT.

  THE EROSION CONTROL BLANKET AND/OR STRAW MULCH WITH NETTING (DEPENDING ON SLOPE, SLOPE LENGTH AND FLOW RATES) SHALL BE INSTALLED
- ON ALL SLOPES AND IN CRITICAL AREAS (I.E. POND PERIMETER, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.

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

  8. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 50 LBS/ACRES. TEMPORARY SEEDING SHALL BE PLACED AT THE TIME AND IN THE LOCATION AS DETERMINED BY THE ENGINEER.

  9. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED

- 9. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.

  10. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY AND AS DIRECTED BY ENGINEER.

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

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

  13. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER, CITY OF SYCAMORE, OR SOIL & WATER CONSERVATION DISTRICT OF DEKALB COUNTY.

  14. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTRIBED AREAS. DISTURBED AREAS.
- 15. WHERE THERE IS LOW, INTERMITTENT AMOUNTS OF DEWATERING, PUMPS WITH FILTRATION BAGS SHALL BE USED. FILTRATION BAGS SHALL BE ATTACHED TO PUMP DISCHARGES AND SURROUNDED WITH A SECONDARY CONTAINMENT OR ON A STABILIZED AREA. FILTER BAGS SHALL NOT BE PLACED, WHOLE OR PARTIALLY, WITHIN AQUATIC AREAS (WETLANDS, STREAMS, ETC.) THE MATERIAL FOR THE FILTRATION BAG SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE OF THE ILLINOIS URBAN MANUAL, TABLE 2, CLASS I WITH A MINIMUM TENSILE STRENGTH OF 200 LBS. THE FILTRATION BAG SHALL BE SIZED PER MANUFACTURER RECOMMENDATIONS AND BASED ON THE SIZE OF THE POWP.

  16. IF THE CONTRACTOR ENCOUNTERS GROUNDWATER EITHER DURING CONSTRUCTION OR PRIOR TO THE START OF CONSTRUCTION, A DEWATERING PLAN SHALL BE DEPORTED FOR PURPLY.
- BE PROVIDED TO THE ENGINEER FOR REVIEW.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS

- FEDERAL REGULATIONS.

  18. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY THE OWNER, MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

  19. NO STOCKPILING IS PERMITTED WITHIN THE FLOODPLAIN, STOCKPILES THAT ARE TO REMAIN IN PLACE MORE THAN THREE DAYS SHALL BE PROVIDED WITH SOIL EROSION AND SEDIMENT CONTROL MEASURES.

  20. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY SEDIMENT CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE COST OF THE EROSION CONTROL SYSTEMS AND SHALL NOT BE PAID FOR SEPARATELY.

  21. ALL DROP INLETS ON AND ADDJACENT TO THE SITE MUST HAVE A SEDIMENT TRAPPING OR CONTAINMENT DEVICE INSTALLED DURING CONSTRUCTION

- ACTIVITES. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD. A MANUFACTURER'S SPEC SHOULD BE USED FOR PREFABRICATED DROP INLET PROTECTION AND SHOULD BE AS THE ILLINOIS URBAN MANUAL STANDARD 861 FOR INLET PROTECTION.

  22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

  23. ALL EROSION AND SEDIMENT CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE RECOSION AND SEDIMENT CONTROL PLAN. PRIOR TO THE APPROVAL AND USE IN THE PROFECT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION. AND MET AND MET OF EXCENSION THE CONTROLORS AND DEPORT OF APPLICATION.
- NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION AND RECEIVED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

  24. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE TEMPORARY SEEDING, PERMANENT SEEDING, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. AREAS OF EXISTING VEGETATION, WOOD AND GRASSLANDS, OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED EPOM. CONSTRUCTION ACTUALTIES FROM CONSTRUCTION ACTIVITIES.
- 25. BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN (7) DAYS.

  26. IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODIBLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY

- 26. IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODIBLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN (7) DAYS.

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

  28. THE SITE SHOULD BE PHASED IN A WAY THAT REDUCES THE AMOUNT OF STRIPPED, UNSTABILIZED AREAS WITHIN THE SITE AT ANY ONE TIME. MASS GRADING THE ENTIRE SITE SHOULD BE AVOIDED AS TO PREVENT EROSION ON SITE AND SEDIMENTATION ISSUES DOWNSTREAM.

  29. BARRIER PROTECTION SHALL BE PLACED AT THE LIMITS OF SOIL DISTURBANCE ADJACENT TO ALL UNDISTURBED WETLAND AND RIPARIAN AREAS AS NOTED ON THE PLANS, AND SHALL BE PLACED AT THE LIMITS OF SOIL DISTURBANCE ADJACENT TO ALL UNDISTURBED WETLAND AND RIPARIAN AREAS AS NOTED ON THE PLANS, AND SHALL BE A ROW OF SILT FENCE (UPSTREAM SIDE), A ROW OF TEMPORARY FENCE (ORANGE CONSTRUCTION FENCE, DOWNSTREAM SIDE), & A MINIMUM OF OF TWO SIGNS AT EACH LOCATION (SIGNS SHALL NOT BE SPACED MORE THAN 300' APART. SIGNS SHALL MEET THE REQUIREMENTS OF ARTICLE 720.02 OF THE STANDARD SPECIFICATIONS AND SHALL BE 9" X 12" (225 MM X 300 MM) AND SHALL READ "FEDERALLY PROTECTED WETLANDS: KEEP OUT." SIGN SUPPORTS SHALL MEET THE REQUIREMENTS OF SECTION 1093 OF THE STANDARD SPECIFICATIONS. SIGNS SHALL PROTECTED WETLANDS: KEEP OUT." SIGN SUPPORTS SHALL MEET THE REQUIREMENTS OF SECTION 1093 OF THE STANDARD SPECIFICATIONS. SIGNS SHALL
- BE INCLUDED IN THE COST OF TEMPORARY FENCE.

  30. GRADING IN 100-YR FLOODPLAIN AREAS SHALL BE DONE IN SUCH A MANNER THAT THE EXISTING FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.

#### DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTION OF THE CONSTRUCTION SITE:

- PERFORM CLEARING & GRUBBING AND TREE REMOVALS ALONG ENTIRE CORRIDOR, NOTE: DUE TO THE POTENTIAL PRESENCE OF THE INDIANA BAT AND THE NORTHERN LONG-EARED BAT WITHIN THE PROJECT AREA, PERMITTING AGENCIES REQUIRE THAT TREES LARGER THAN THREE (3) INCHES DBH SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30 TO AVOID POTENTIAL IMPACTS. THEREFORE, CONTRACTOR SHALL BASE PROJECT SCHEDULE ON THIS CLEARING RESTRICTION
- INSTALL ALL TEMPORARY FENCE.
  INSTALL ALL TEMPORARY FENCE.
  INSTALL PERIMETER EROSION BARRIER AND EROSION CONTROL MEASURES PRIOR TO EARTHWORK ACTIVITIES.
  EXCAVATE SITE FOR TRAIL INSTALLATION, WITH ALL PROPOSED TRAIL AREAS GRADED TO ROUGHLY 1—FOOT BELOW FINAL ELEVATIONS ON PLANS, PERFORM
- PROOF ROLL, AND REMOVE AND REPLACE MATERIAL AS NECESSARY.

  INSTALL BRIDGE ABUTMENTS, CONCRETE APPROACHES, AND BRIDGE SUPERSTRUCTURES.

  CONSTRUCT UTILITIES. AFTER COMPLETION OF STORM SEWER INSTALLATION, TEMPORARY & PERMANENT SEDIMENT CONTROL FILTER BARRIER AND SEDIMENT CONTROL FLOW-THROUGH FILTERS SHALL BE IMMEDIATELY PLACE AT EACH OPEN-GRATE STRUCTURE. PERMANENT EROSION CONTROL MEASURES SHALL ALSO
- BE PLACED. CONSTRUCT ASPHALT TRAILS.
- TEMPORARILY STABILIZE SITE IMMEDIATELY FOLLOWING MASS GRADING COMPLETION THROUGHOUT PROJECT PERFORM FINE GRADING.

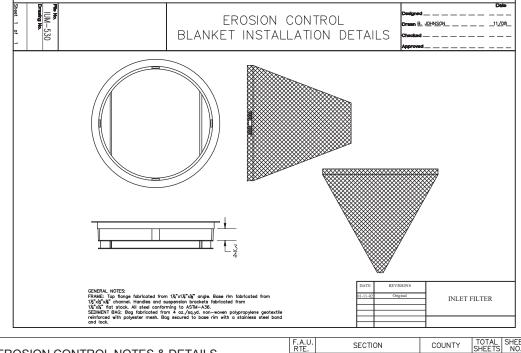
- 10. SEED AND STABILIZE SITE WITH BIODEGRADABLE EROSION CONTROL MAT AS FINE GRADING IS COMPLETED THROUGHOUT THE SITE.

  11. INSTALL VARIOUS ADDITIONAL IMPROVEMENTS, INCLUDING FENCING, BOLLARDS, AND SIGNAGE.

  12. REMOVE TEMPORARY EROSION CONTROL MEASURES FOLLOWING FINAL STABILIZATION & APPROVAL BY ENGINEER & OWNER.

BURY UPSLOPE END OF BLANKET IN TRENCH 6" MDE BY 6" DEEP FLOW  FLOW  FLOW  OVERLAP BLANKETS SIDE BY SIDE USING A 4" OVERLAP MITH UPSLOPE BLANKET LAID OVER DOWNSLOPE BLANKET  OVERLAP END OF UPSLOPE
BLANKET 4" OVER DOWNSLOPE BLANKET AND SECURE WITH STAPLES  BURY TOE OF BLANKET IN TRENCH 6" WIDE BY 6" DEEP
Anchor Slot Staples Single Joint Parallel Overlaps
DETAIL 1 DETAIL 2 DETAIL 3
1.5" Min 7
STAPLE DETAIL PUSH PIN DETAIL
NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched

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

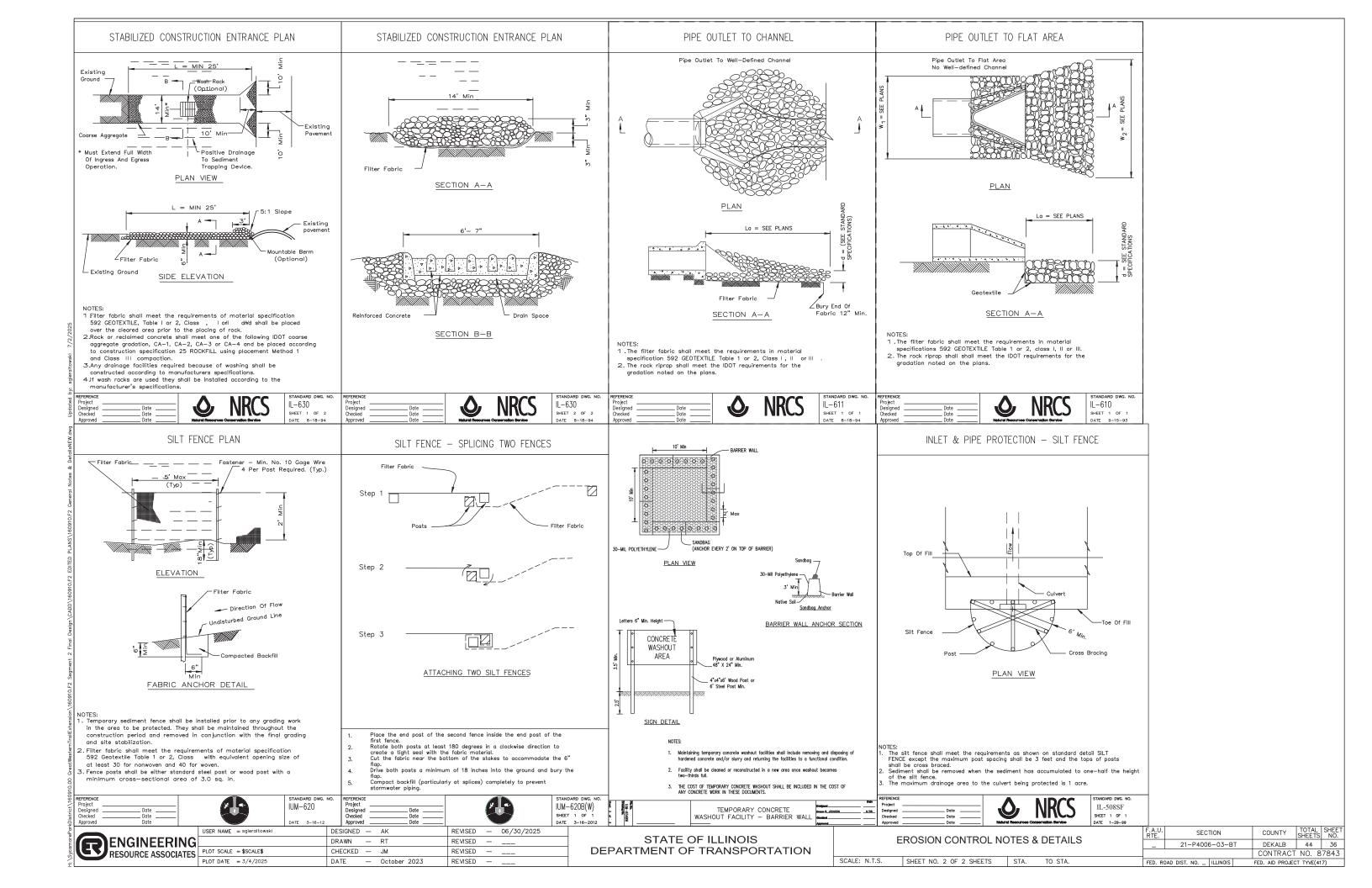


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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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	OCION CONTROL NO		F.A.U. RTE.	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.	
	EROSION CONTROL NOTES & DETAILS				21-P4006-03-BT			DEKALB	44	35
								CONTRACT	NO. 8	7843
	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.		FED. ROAD DIST. NO ILLINOIS				FED. AID PROJEC	T TYVE(41	7)



NOTE: CUT FOR FLOODPLAIN BASIN ON WEST SIDE OF 6.00/E : 834.42 TRAIL AT APPROX. 6.00/EL:834.42-STATION 203+00 IS NOT SHOWN OR INCLUDED ON THESE CROSS-SECTIONS. 830 825 825 820 30 25 20 15 10 5 0 5 10 15 20 25 30 825 7.00/EL:824.92 7.00/EL:824.92 7.00/EL:824.92 201+00.00 7.00/EL:824.92 CUT:18.0 S.F. 820 7.00/EL:29.6 S.F. 820 10 10 15 835

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STATE OF ILLINOIS

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DATE — October 2023

COUNTY SHEETS NO.

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CONTRACT NO. 87843

21-P4006-03-BT

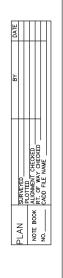
GREAT WESTERN TRAIL EXTENSION

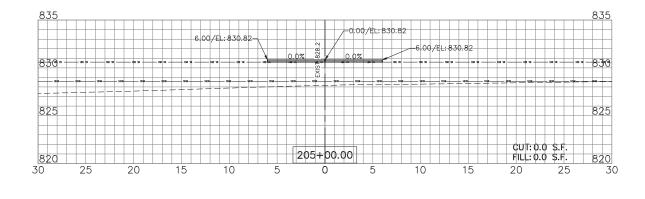
CROSS SECTIONS

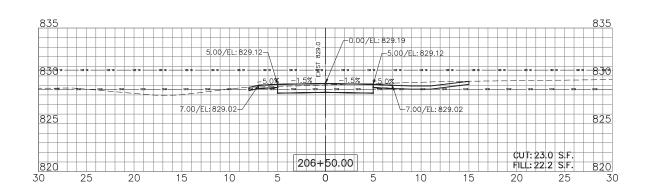
SCALE: 1"=5'H;1"=5'Y6HEET NO. 1 OF 7 SHEETS STA. 200+00 TO STA. 203+50

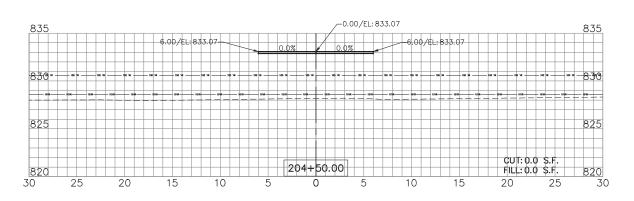
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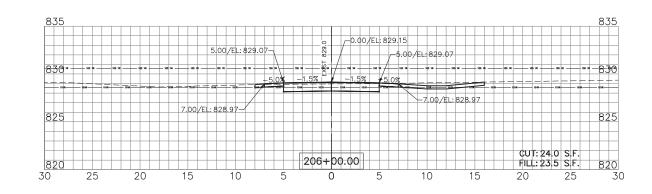
RESOURCE ASSOCIATES PLOT SCALE = \$SCALE\$

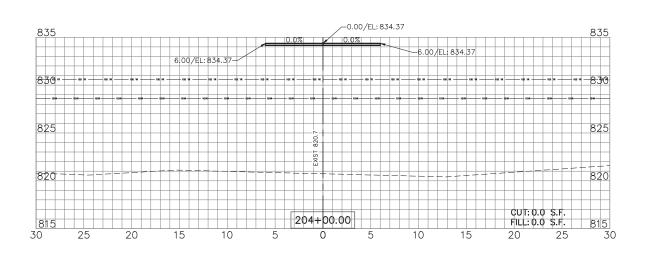


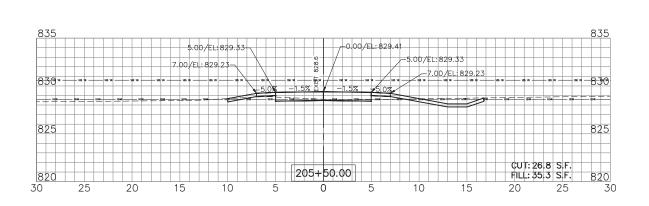












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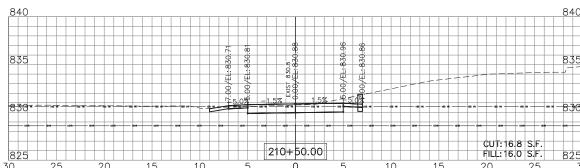
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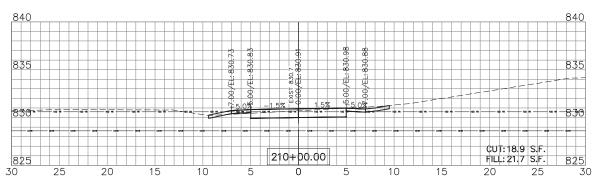
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

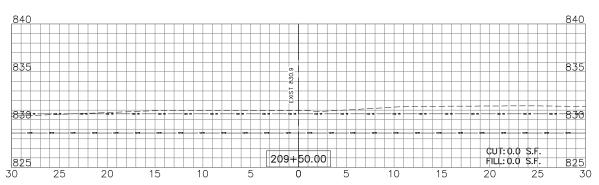
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GREAT WESTERN TRA	AIL EXTENSION	F.A RTE.	SECT	ION	COUNTY	TOTAL SHEETS	SHEET NO.
CROSS SECT	TIONS	_	21-P4006	-03-BT	Dekalb	44	38
	-				CONTRACT	NO. 8	7843
SCALE: 1"=5'H;1"=5'Y6HEET NO. 2 OF 7 SHEETS	STA. 204+00 TO STA. 206+50	FED. R	OAD DIST. NO	ILLINOIS	FED. AID PROJEC	T TYVE(41	17)

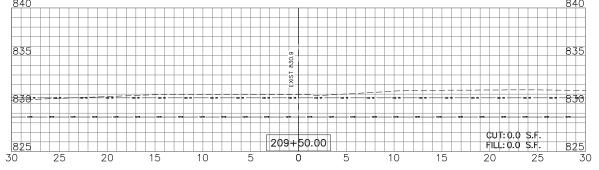
NAME: H:\SycamorePorkDistrict\166910.00 tWestern Irai[Extension\160910.F2 Segment 2 Final Design\CADD\16091 ED PLANS\160910.F2 P—Trail Pr\2 Gross SectionsNEW.dwg PLACEMENT. -5.00/EL: 829.53 825 7.00/EL 829.43 825 820 25 20 15 10 5 0 5 10 15 20 25 3 825

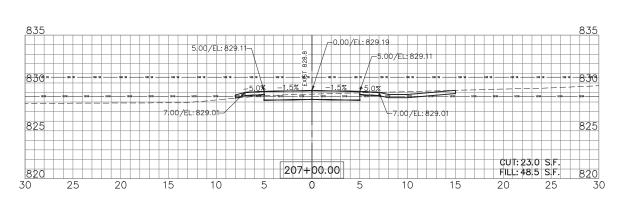
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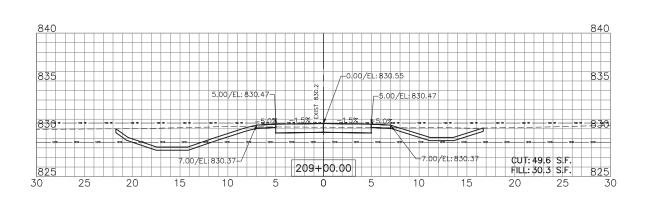








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NOTE: FILL VALUES DO NOT INCLUDE 4" TOPSOIL FURNISH &

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREAT WESTERN TRA	AIL EXTENSION	F.A RTE.	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
CROSS SECT	TIONS	_	21-P400	6-03-E	T	Dekalb	44	39
						CONTRACT	NO. 8	7843
SCALE: 1"=5'H;1"=5'Y6HEET NO. 3 OF 7 SHEETS	STA. 207+00 TO STA. 210+50	FED. R	OAD DIST. NO	ILLINOIS		FED. AID PROJEC	CT TYVE(41	17)

NOTE: FILL VALUES DO NOT INCLUDE 4" TOPSOIL FURNISH & PLACEMENT. 25 20 15 10 5 0 5 10 15 20 25 30 212+00.00 CUT: 26.6 S.F. FILL: 26.1 S.F. 825 8.35 5.00/EL:829.54 7.00/EL:829.44 7.00/EL:829.44 150 1.5% 5.0 836 1.5x 26 1.5x 26 1.5x 26 1.5x 25 1. 5 0 5 10 15 20 25 15 10 5 **0** 5 211+00.00 CUT: 23,3 S,F. FILL: 19,7 S,F. 825 [213+00.00] CUT: 26.0 S.F. FILL: 28.9 S.F. 825 25 20 15 10 5 0 5 10 15 25 20 15 10 5

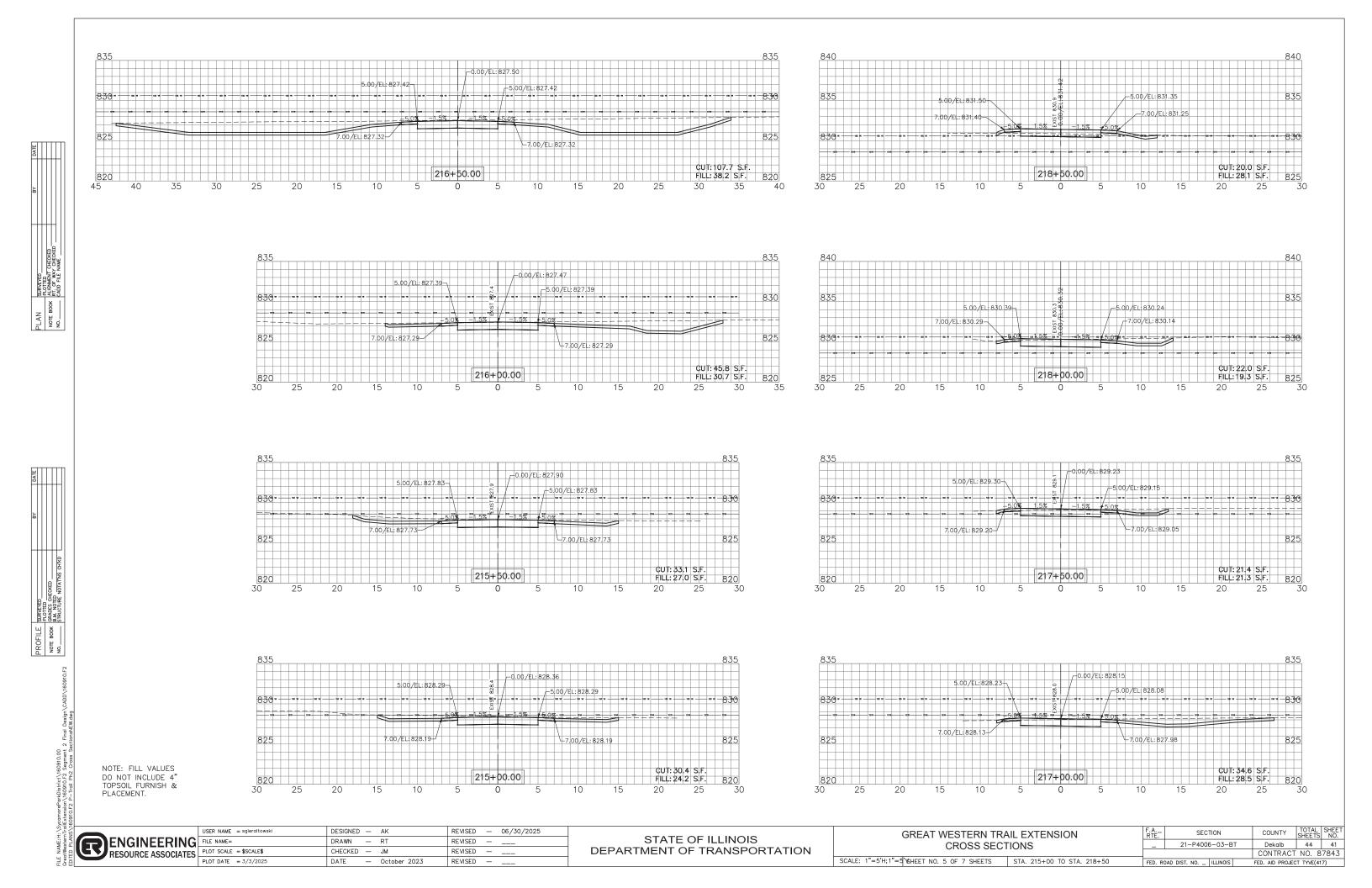
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GREAT WESTERN TRA	AIL EXTENSION
CROSS SECT	TIONS
SCALE: 1"=5'H;1"=5'VSHEET NO. 4 OF 7 SHEETS	STA. 211+00 TO STA. 214+5

A	SEC.	TION		C	COUNTY	TOTAL SHEETS	SHEE
_	_ 21-P4006-03-BT				Dekalb	44	40
				CC	ONTRACT	NO. 8	784.
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FILL:13,7 S.F. 830

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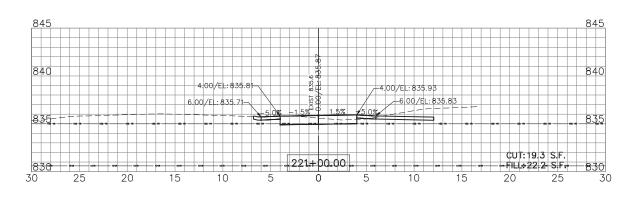
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NOTE: FILL VALUES DO NOT INCLUDE 4"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREAT WESTERN TRAIL EXTENSION			SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CROSS SECTIONS		_	21-P4006-03-BT	Dekalb	44	42
				CONTRACT	NO. 8	7843
"=5'YSHEET NO. 6 OF 7 SHEETS	STA. 219+00 TO STA. 222+50	FED. ROAD DIST. NO ILLINOIS FED. AID PROJECT TYVE(4				7)

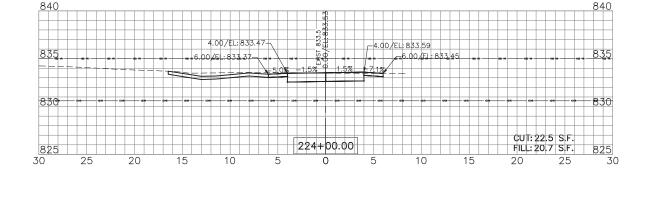
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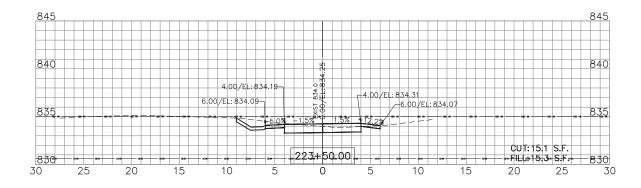
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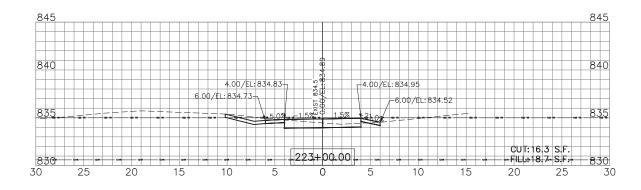
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NOTE: FILL VALUES DO NOT INCLUDE 4" TOPSOIL FURNISH & PLACEMENT.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREAT WESTERN TRAIL EXTENSION		F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CROSS SECT	_	21-P4006-03-BT	Dekalb	44	43	
			CONTRACT	NO. 8	7843	
SCALE: 1"=5"6"HEET NO. 7 OF 7 SHEETS STA. 223+00 TO STA. 22		FED. RO	DAD DIST, NO. ILLINOIS	FED. AID PROJEC	T TYVE(41	7)

