

H:\SycamoreParkDistrict\160910.00 GreatWesternTrailExtension\160910.F2 Segment 2 Final Design\CADD\160910.F2 EDITED PLANS\160910.F2 General Notes & DetailsNEW.dwg Updated by: sgieraltowski 10/21/2025

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.
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.

TOPSOIL

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 BACKFILL

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).

PATH 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

	EXISTING	PROPOSED
CURB & GUTTER		
EDGE OF PAVEMENT		
STORM SEWER		
CHAIN LINK FENCE		
PERIMETER EROSION BARRIER		
TEMPORARY FENCE		
OVERHEAD WIRE		
10-YR FLOODPLAIN		
100-YR FLOODPLAIN		
FLOODWAY		
CONTOUR		
MANHOLE		
CATCH BASIN		
INLET		
STEEL END SECTION		
CONC END SECTION		
HYDRANT		
HANDHOLE		
UTILITY PEDESTAL		
UTILITY POLE		
UTILITY POLE W/STREET LIGHT		
STREET LIGHT		
STREET LIGHT CONTROLLER		
SIGN		
TREE REMOVAL		
TREE(DECIDUOUS)		
STONE RIPRAP		
STABILIZED CONSTRUCTION ENTRANCE		
WETLAND		
ASPHALT TRAIL		
PAVEMENT REMOVAL		
PERMANENT EASEMENT		
TEMPORARY EASEMENT		
EXISTING PROPERTY LINE		
CONSTRUCTION LIMITS		

INDEX OF SHEETS

SHEET NO.	SHEET DESCRIPTION
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3	SUMMARY OF QUANTITIES
4	EXISTING TYPICAL SECTIONS
5	PROPOSED TYPICAL SECTIONS
6A-6B	SCHEDULE OF QUANTITIES
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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
604001-05	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
664001-02	CHAIN LINK FENCE
701001-02	OFF-ROAD OPERATIONS: 2L, 2W, MORE THAN 15 FT. AWAY
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	SIGN PANEL MOUNTING DETAILS
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 TABLE

LOCATIONS:	ENTIRE PROJECT	STA 220+70 - STA 220+87
MIXTURE USE(S):	HMA SURFACE	HMA BINDER FOR PAVEMENT PATCH
BINDER GRADE (PG):	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 9.5
FRICTION AGGREGATE:	MIXTURE C	
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA
SUBLOT SIZE:	N/A	N/A
DENSITY TEST METHOD:	CORES/NUCLEAR	CORES/NUCLEAR
MATERIAL TRANSFER DEVICE (REQUIRED):	NO	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: <u>833.32</u> (NAVD 88)
BM #2 SET "PK" NAIL IN EXISTING PAVEMENT STA. 220+78.07, 28.47'RT. ELEV: <u>836.04</u> (NAVD 88)
BM #3 SET "PK" NAIL IN EXISTNG PAVEMENT STA. 212+57.09, 24.73'LT. ELEV: <u>830.74</u> (NAVD 88)
BM #4 SET "PK" NAIL IN EXISTING PAVEMENT STA. 209+37.65, 19.52'RT. ELEV: <u>827.54</u> (NAVD 88)
BM #5 SET "PK" NAIL IN EXISTING PAVEMENT STA. 207+94.86, 36.39'RT. ELEV: <u>829.08</u> (NAVD 88)
BM #6 SET "PK" NAIL IN EXISTING PAVEMENT STA. 204+33.84, 74.18'RT. ELEV: <u>828.66</u> (NAVD 88)

FLOOD ELEVATIONS:

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
PLOT SCALE = \$SCALE\$	CHECKED - JM	REVISED - ADDENDUM 1 10/21/25
PLOT DATE = 3/4/2025	DATE - October 2023	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS, LEGEND
AND HIGHWAY STANDARDS

SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	21-P4006-03-BT	DEKALB	44	2
		CONTRACT NO. 87843		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT TYVE(417)		

PLAN	NO.	NOTE BOOK	BY	DATE	SURVEYED	GRADES CHECKED	ALIGNMENT CHECKED	RT. OF WAY CHECKED	CADD FILE NAME

PROFILE	NO.	NOTE BOOK	BY	DATE	SURVEYED	GRADES CHECKED	STRUCTURE NOTATIONS CHK'D

FILE NAME: H:\S:\projects\p01\160910.F2 Segment 2 Final Design\CADD\160910.F2.dwg
Great Western Trail Extension\160910.F2 Segment 2 Final Design\CADD\160910.F2.dwg
EDITED PLANS: 160910.F2 P-Traill Ph2 Alignment&TiesNEW.dwg



USER NAME = ssekulich	DESIGNED — AK	REVISED — 06/30/2025
FILE NAME =	DRAWN — RT	REVISED — ADDENDUM 1 10/21/25
PLOT SCALE = \$SCALE\$	CHECKED — JM	REVISED —
PLOT DATE = 10/22/2025	DATE — October 2023	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREAT WESTERN TRAIL EXTENSION
ALIGNMENT AND TIES

SCALE: 1"=40'

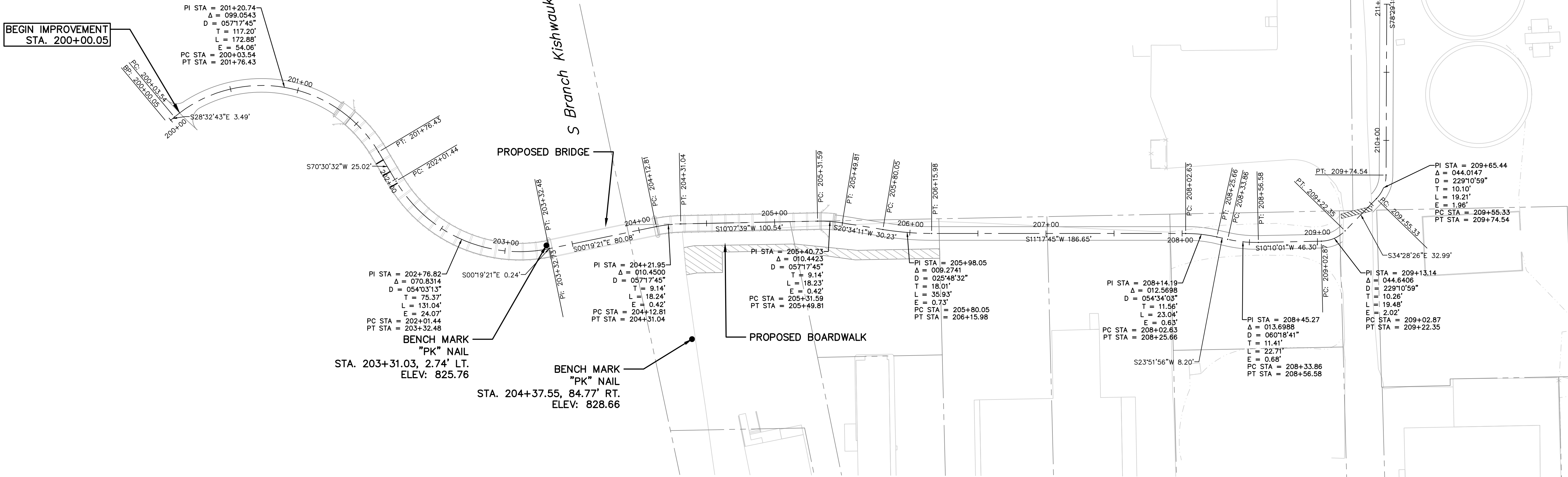
SHEET NO. 1 OF 2 SHEETS

STA. 200+00.05 TO STA. 214+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
—	21-P4006-03-BT	Dekalb	44	7
FED. ROAD DIST. NO. — ILLINOIS			CONTRACT NO. 87843	
			FED. AID PROJECT TYPE(417)	

ALIGNMENT COORDINATES - GREAT WESTERN TRAIL			
	STATION	NORTHING	EASTING
BP	200+00.05	1,941,321.889	889,643.399
PC	200+03.54	1,941,318.820	889,645.068
PT	201+76.43	1,941,176.765	889,590.590
PC	202+01.44	1,941,168.418	889,567.006
PT	203+32.48	1,941,067.898	889,496.377
PI	203+32.73	1,941,067.655	889,496.379
PC	204+12.81	1,940,987.576	889,496.829
PT	204+31.04	1,940,969.429	889,495.273
PC	205+31.59	1,940,870.452	889,477.593
PT	205+49.81	1,940,852.901	889,472.776
PC	205+80.05	1,940,824.597	889,462.154
PT	206+15.98	1,940,790.081	889,452.301
PC	208+02.63	1,940,607.050	889,415.741
PT	208+25.66	1,940,585.134	889,408.798
PC	208+33.86	1,940,567.199	889,405.479
PT	208+56.58	1,940,555.967	889,398.848
PC	209+02.87	1,940,510.398	889,390.677
PT	209+22.35	1,940,491.835	889,394.674
PC	209+55.33	1,940,464.642	889,413.345
PT	209+74.54	1,940,454.296	889,428.965
PC	212+38.71	1,940,401.577	889,687.821
PT	212+47.68	1,940,399.985	889,696.648
PC	212+89.75	1,940,393.446	889,738.206
PT	212+96.64	1,940,392.258	889,744.993
PC	213+39.98	1,940,384.051	889,787.549
PT	213+55.05	1,940,381.756	889,802.445
PC	213+89.16	1,940,377.838	889,836.324
PT	213+97.34	1,940,376.732	889,844.433

ALIGNMENT PI TABLE - GREAT WESTERN TRAIL				
PI STATION	NORTHING	EASTING	DISTANCE	DIRECTION
200+00.05	1,941,321.889	889,643.399	120.69'	S28°32'43"E
201+20.74	1,941,215.869	889,701.072	217.59'	S70°30'32"W
202+76.82	1,941,143.269	889,495.953	75.61'	S00°19'21"E
203+32.73	1,941,067.655	889,496.379	89.23'	S00°19'21"E
204+21.95	1,940,978.431	889,496.881	118.83'	S10°07'39"W
205+40.73	1,940,861.456	889,475.986	57.38'	S20°34'11"W
205+98.05	1,940,807.739	889,455.827	216.22'	S11°17'45"W
208+14.19	1,940,595.710	889,413.476	31.18'	S23°51'56"W
208+45.27	1,940,567.199	889,400.863	67.97'	S10°10'01"W
209+13.14	1,940,500.296	889,388.865	53.35'	S34°28'26"E
209+65.44	1,940,456.313	889,419.064	278.76'	S78°29'19"E
212+43.19	1,940,400.682	889,692.216	50.00'	S81°03'30"E
212+93.19	1,940,392.910	889,741.610	54.33'	S79°05'03"E
213+47.52	1,940,382.623	889,794.954	45.74'	S83°24'11"E
213+93.25	1,940,377.368	889,840.390	260.83'	S81°03'30"E



- BM = BENCHMARK
- BP = BEGINNING POINT
- CP = CONTROL POINT
- D = DELTA
- E = EAST
- EP = EXTERNAL SECANT
- IP = IRON PIPE
- L = ARC LENGTH
- LT = LEFT
- N = NORTH
- PC = POINT OF CURVATURE
- PT = POINT OF TANGENCY
- R = RADIUS
- RT = RIGHT
- S = SOUTH
- T = TANGENT
- W = WEST

PLAN	NO.	NOTE BOOK	DATE	BY	SURVEYED	ALIGNMENT	GRADES	CHECKED	RT. OF WAY	CHECKED	CADD FILE NAME

PROFILE	NO.	NOTE BOOK	DATE	BY	SURVEYED	B.M.	NOTED	CHECKED	STRUCTURE	NOTATIONS	CHKD

FILE NAME: H:\S:\projects\p01\District\160910\F2
GreatWesternTrailExtension\160910\F2 Segment 2 Final Design\CADD\160910\F2
EDITED PLANS\160910\F2 P-Troll Ph2 Alignment&TiesNEW.dwg



USER NAME = ssekulich	DESIGNED — AK	REVISED — 06/30/2025
FILE NAME=	DRAWN — RT	REVISED — ADDENDUM 1 10/21/25
PLOT SCALE = \$SCALE\$	CHECKED — JM	REVISED —
PLOT DATE = 10/22/2025	DATE — October 2023	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREAT WESTERN TRAIL EXTENSION
ALIGNMENT AND TIES

SCALE: 1"=40' SHEET NO. 2 OF 2 SHEETS STA. 214+00 TO STA. 224+39.93

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
—	21—P4006—03—BT	Dekalb	44	8
CONTRACT NO. 87843				
FED. ROAD DIST. NO. —	ILLINOIS	FED. AID PROJECT TYPE(417)		

ALIGNMENT COORDINATES - GREAT WESTERN TRAIL			
	STATION	NORTHING	EASTING
PC	215+41.68	1,940,354.297	889,987.015
PT	217+16.84	1,940,226.196	890,078.186
PC	218+21.39	1,940,123.288	890,059.710
PT	218+35.19	1,940,109.916	890,056.344
PC	218+57.72	1,940,088.503	890,049.351
PT	218+71.52	1,940,075.132	890,045.985
PC	219+85.51	1,939,962.934	890,025.841
PT	220+01.69	1,939,946.857	890,024.218
PC	220+37.62	1,939,910.933	890,023.370
PT	220+53.80	1,939,894.856	890,021.747
PC	220+79.92	1,939,869.139	890,017.130
PT	221+03.55	1,939,851.716	890,029.308
PC	223+51.80	1,939,808.965	890,273.847
PT	223+56.42	1,939,807.651	890,278.272
PC	223+71.47	1,939,801.731	890,292.104
PT	223+79.44	1,939,797.232	890,298.626
PC	223+88.67	1,939,790.595	890,305.032
PT	224+14.96	1,939,786.731	890,329.232
EP	224+39.93	1,939,798.406	890,351.301

ALIGNMENT PI TABLE - GREAT WESTERN TRAIL				
PI	STATION	NORTHING	EASTING	DIRECTION
	216+54.08	1,940,336.827	890,098.048	223.86' S10°10'41"W
	218+28.31	1,940,116.486	890,058.489	36.35' S18°05'06"W
	218+64.63	1,940,081.934	890,047.206	129.01' S10°10'41"W
	219+93.62	1,939,954.958	890,024.409	52.14' S01°21'09"W
	220+45.72	1,939,902.832	890,023.179	49.30' S10°10'41"W
	220+94.99	1,939,854.310	890,014.467	265.64' S80°05'01"E
	223+54.12	1,939,808.565	890,276.136	21.41' S66°49'50"E
	223+75.51	1,939,800.141	890,295.820	28.60' S43°58'48"E
	224+04.00	1,939,779.562	890,315.679	40.30' N62°07'13"E
	224+39.93	1,939,798.406	890,351.301	

