

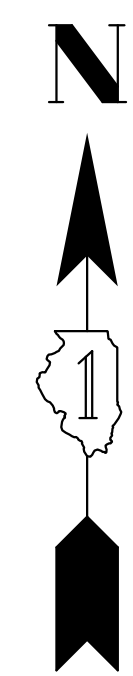
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	N/A	DUPAGE	21	1
		ILLINOIS	CONTRACT NO.	

VILLAGE OF VILLA PARK, ILLINOIS

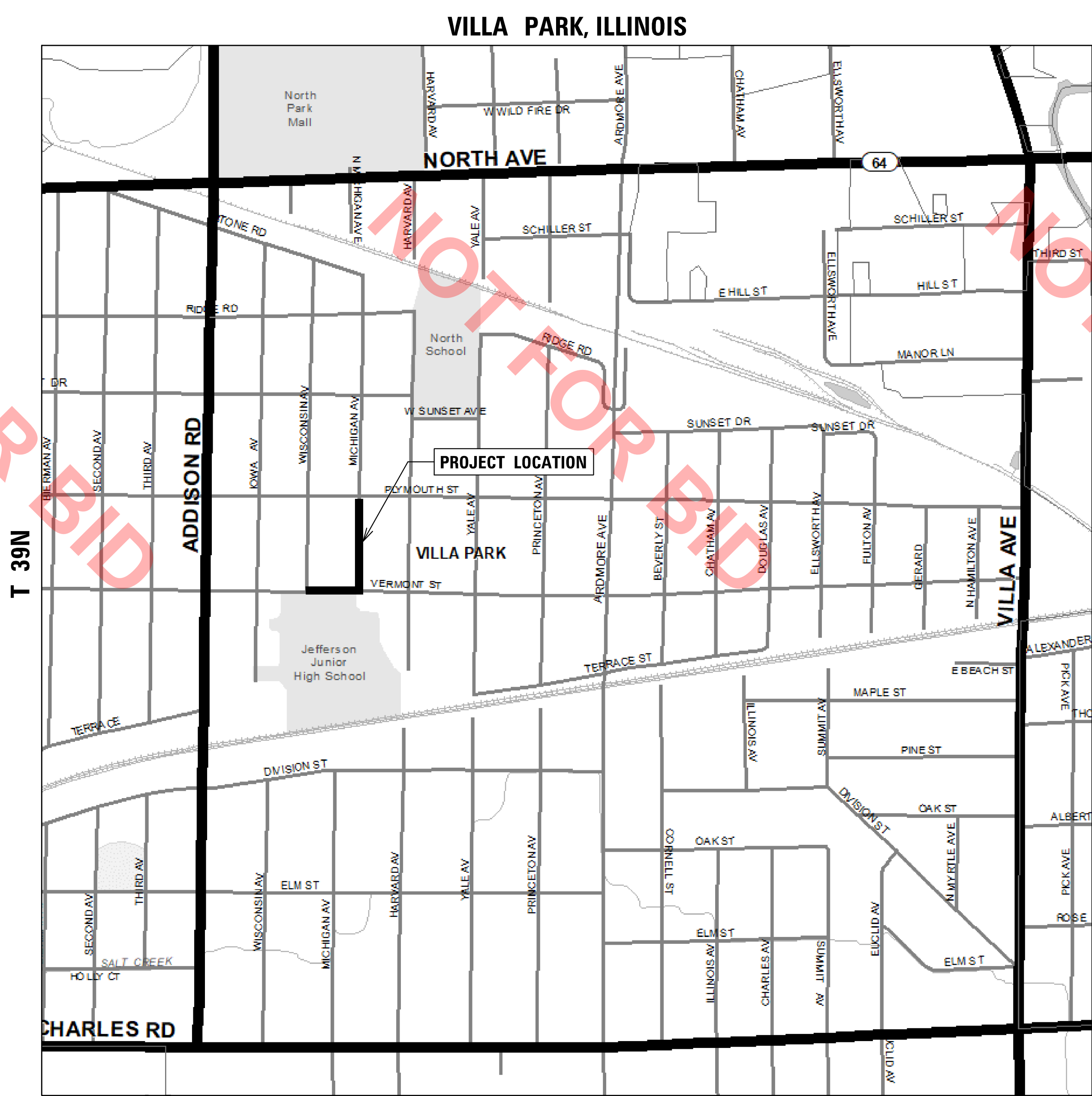
MICHIGAN AVENUE AND VERMONT STREET IMPROVEMENTS

DUPAGE COUNTY, ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

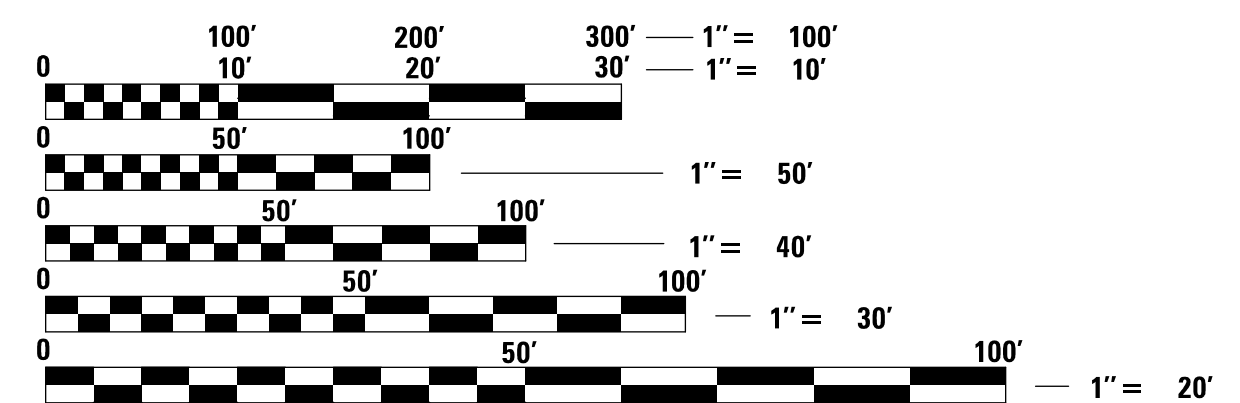


THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/DIRECTION AND MEANS/METHODS OF CONSTRUCTION



SCALES

- PLAN 1" = 20'
- PROFILE HORIZ. 1" = 20'
- PROFILE VERT. 1" = 5'



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. CALL JULIE 811 WITH THE FOLLOWING:
 COUNTY DUPAGE
 CITY-TOWNSHIP VILLA PARK
 48 HOURS BEFORE YOU DIG. EXCLUDING SAT., SUN., & HOLIDAYS

R 11E
 PROJECT LOCATION

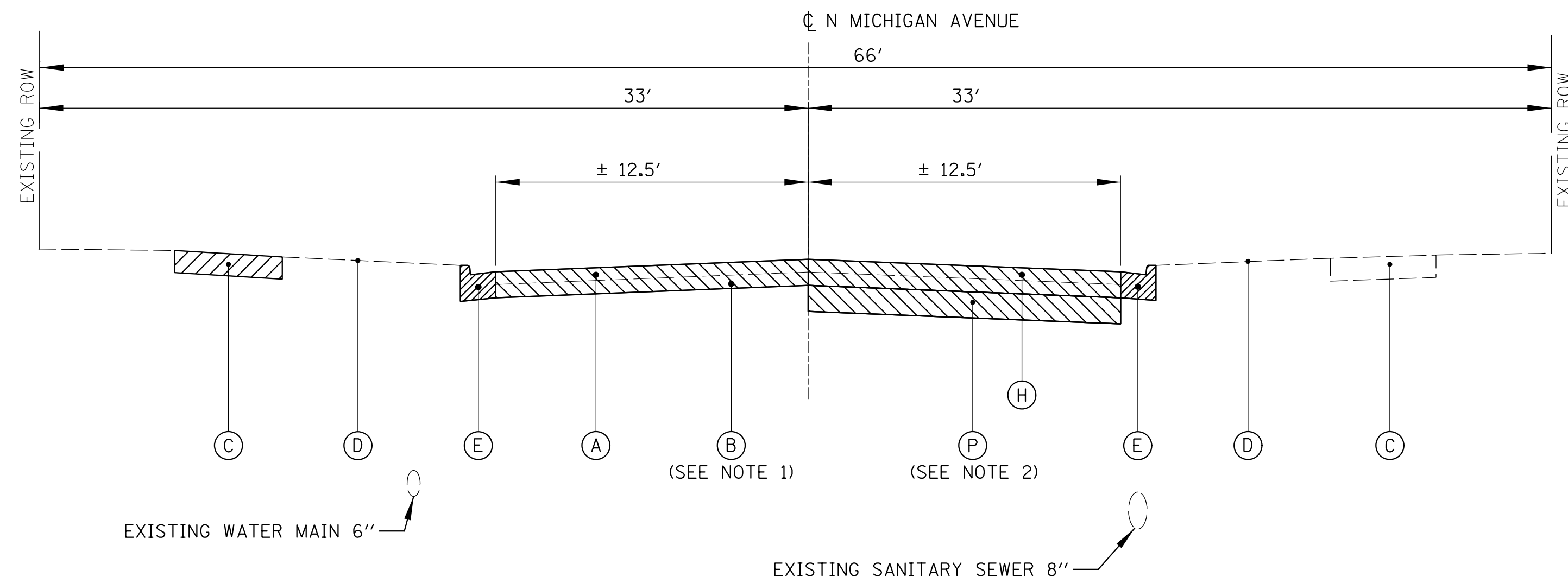
GROSS LENGTH = 1,000 FT. = 0.19 MILES
 NET LENGTH = 1,000 FT. = 0.19 MILES

ALEX J. SCHAEFER
 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
 062-071146
 DATE: 2/23/2023
 ALEX SCHAEFER, PE
 ILLINOIS REGISTRATION No. 062-071146
 EXPIRATION DATE: 11/30/23

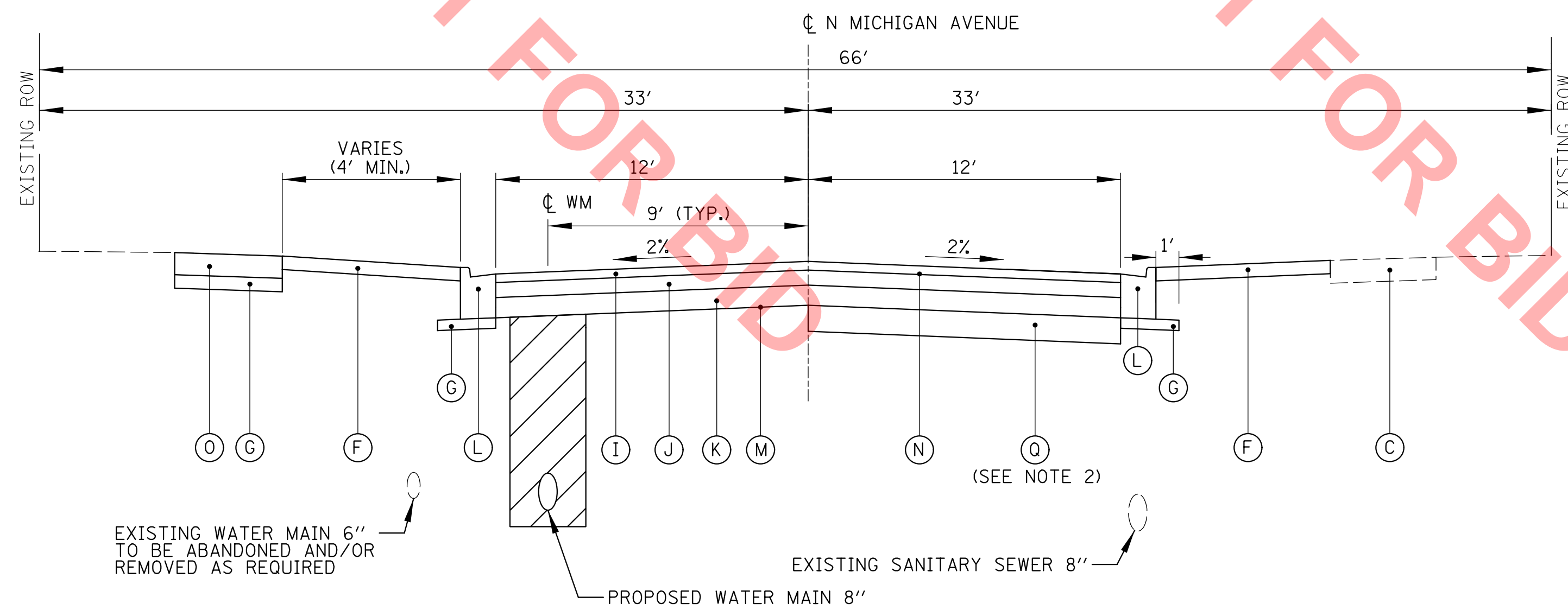
CONSTRUCTABILITY REVIEW BY

[Signature] 7/24/22
 REVIEWER DATE

CB **CHRISTOPHER B. BURKE ENGINEERING, LTD.**
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500
 PROFESSIONAL DESIGN FIRM NO. 184-001175
 EXPIRATION DATE: 04/30/23



EXISTING TYPICAL SECTION
MICHIGAN AVENUE
VERMONT STREET TO PLYMOUTH STREET

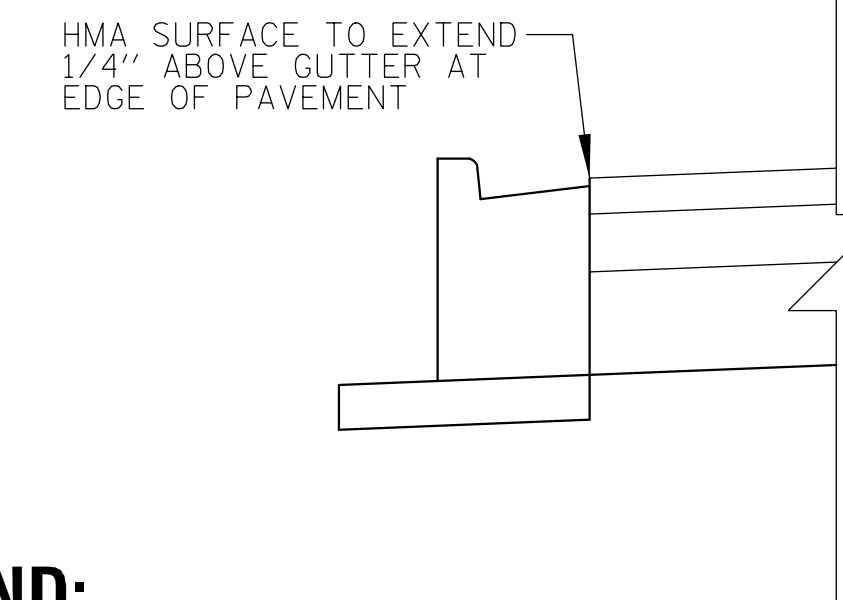


PROPOSED TYPICAL SECTION
MICHIGAN AVENUE
VERMONT STREET TO PLYMOUTH STREET

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE ITEM	AIR VOIDS @ Ndes	QMP
ROADWAY PAVEMENT RECONSTRUCTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"	4% @ 50 GYR	LR 1030-2

- NOTES:
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
 - THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIAL PROVISIONS.

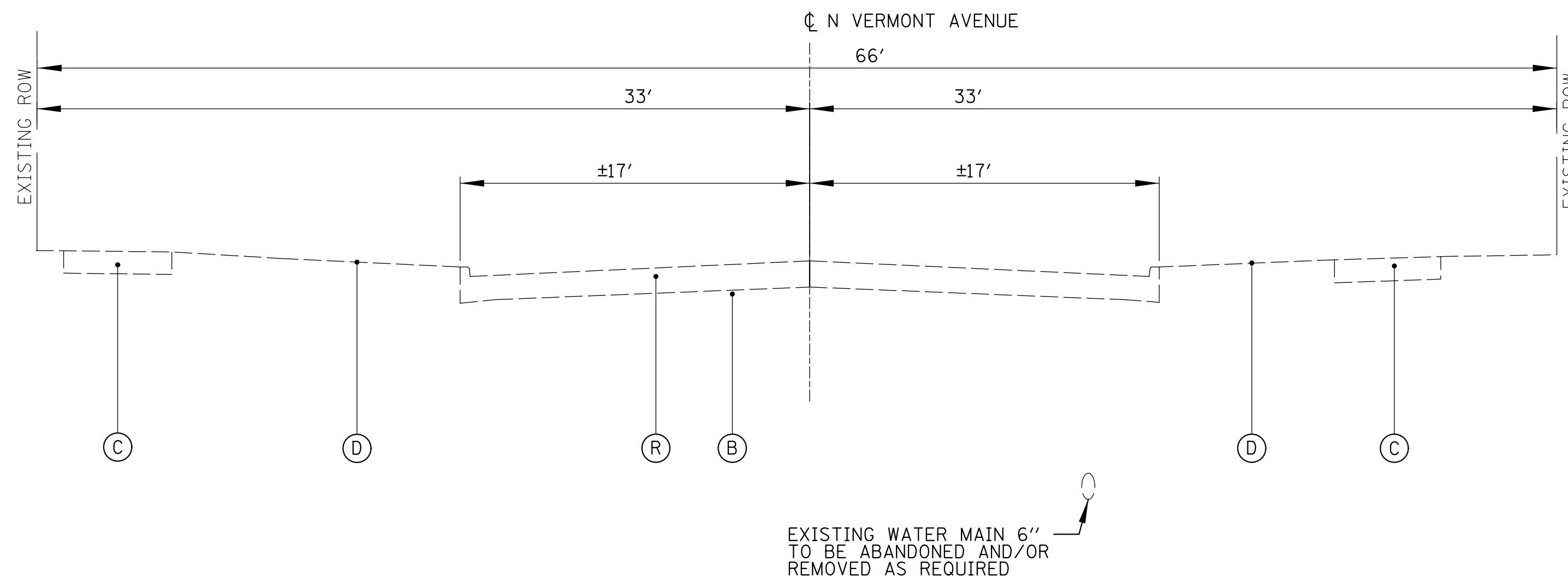
HMA SURFACE DETAIL



LEGEND:

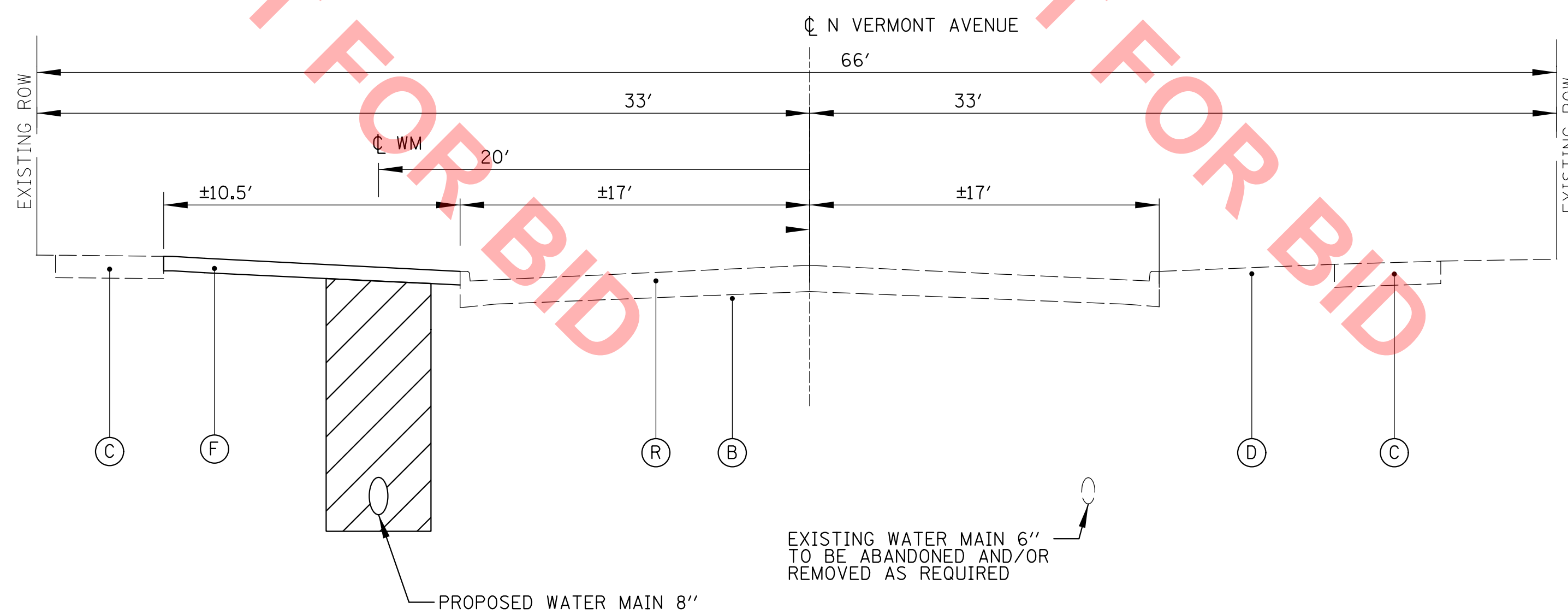
- TRENCH BEDDING AND BACKFILL
- REMOVAL ITEMS
- (A) EXISTING HMA PAVEMENT (SEE SOIL BORINGS FOR THICKNESS)
- (B) EXISTING SUBBASE/SUBGRADE (SEE SOIL BORINGS), SEE NOTE 1
- (C) EXISTING CONCRETE SIDEWALK OR SIDEWALK REMOVAL (AS DIRECTED BY ENGINEER)
- (D) EXISTING TOPSOIL AND GROUND COVER
- (E) CURB AND GUTTER REMOVAL
- (F) PARKWAY RESTORATION - SODDING, SALT TOLERANT
- (G) SUB-BASE GRANULAR MATERIAL (CA-6), 4" (INCLUDED IN COST OF PROPOSED CURB & GUTTER OR PCC SIDEWALK)
- (H) PAVEMENT REMOVAL
- (I) HMA SURFACE COURSE, MIX "D", IL-9.5, N50, 2"
- (J) HMA BINDER COURSE, IL-19.0, N50 4"
- (K) AGGREGATE BASE COURSE, TYPE B, 6"
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (M) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (N) BITUMINOUS MATERIALS (TACK COAT)
- (O) PORTLAND CEMENT CONCRETE SIDEWALK, 5" (AS DIRECTED BY THE ENGINEER)
- (P) REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (AS DIRECTED BY THE ENGINEER, SEE NOTE 2)
- (Q) POROUS GRANULAR EMBANKMENT (AS DIRECTED BY THE ENGINEER, SEE NOTE 2)
- (R) EXISTING PCC PAVEMENT & MONOLITHIC CURB (SEE SOIL BORINGS FOR THICKNESS)

- NOTES:
- THE EXCAVATION OF THE EXISTING ROADWAY SUBBASE/SUBGRADE BENEATH THE EXISTING HMA PAVEMENT AND CURB (INCLUDING ALL STONE, EARTH, CLAY, SOIL, ETC.) REQUIRED TO INSTALL THE PROPOSED PAVEMENT SECTION AND CURB AND GUTTER SHALL BE MEASURED AND PAID FOR AS EARTH EXCAVATION (ROADWAY). ALL OTHER EARTH EXCAVATION SHALL BE INCLUDED IN THE COST OF THE ITEM REQUIRING IT (DRIVEWAY REPLACEMENT, SIDEWALK REPLACEMENT, PARKWAY RESTORATION, ETC.). SEE SPECIAL PROVISIONS FOR MORE INFORMATION.
 - PER THE SOIL BORINGS, APPROX. 2' OF TOPSOIL WAS ENCOUNTERED BENEATH THE EXISTING MICHIGAN AVENUE PAVEMENT SECTION. UNDERCUTS SHALL BE MADE AS DIRECTED BY THE ENGINEER ONCE THE EXCAVATION FOR THE PROPOSED PAVEMENT IS COMPLETE. UNDERCUTS SHALL CONSIST OF REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL AND REPLACEMENT WITH POROUS GRANULAR EMBANKMENT.



EXISTING TYPICAL SECTION

VERMONT STREET
MICHIGAN AVENUE TO WISCONSIN AVENUE



PROPOSED TYPICAL SECTION

VERMONT STREET
MICHIGAN AVENUE TO WISCONSIN AVENUE

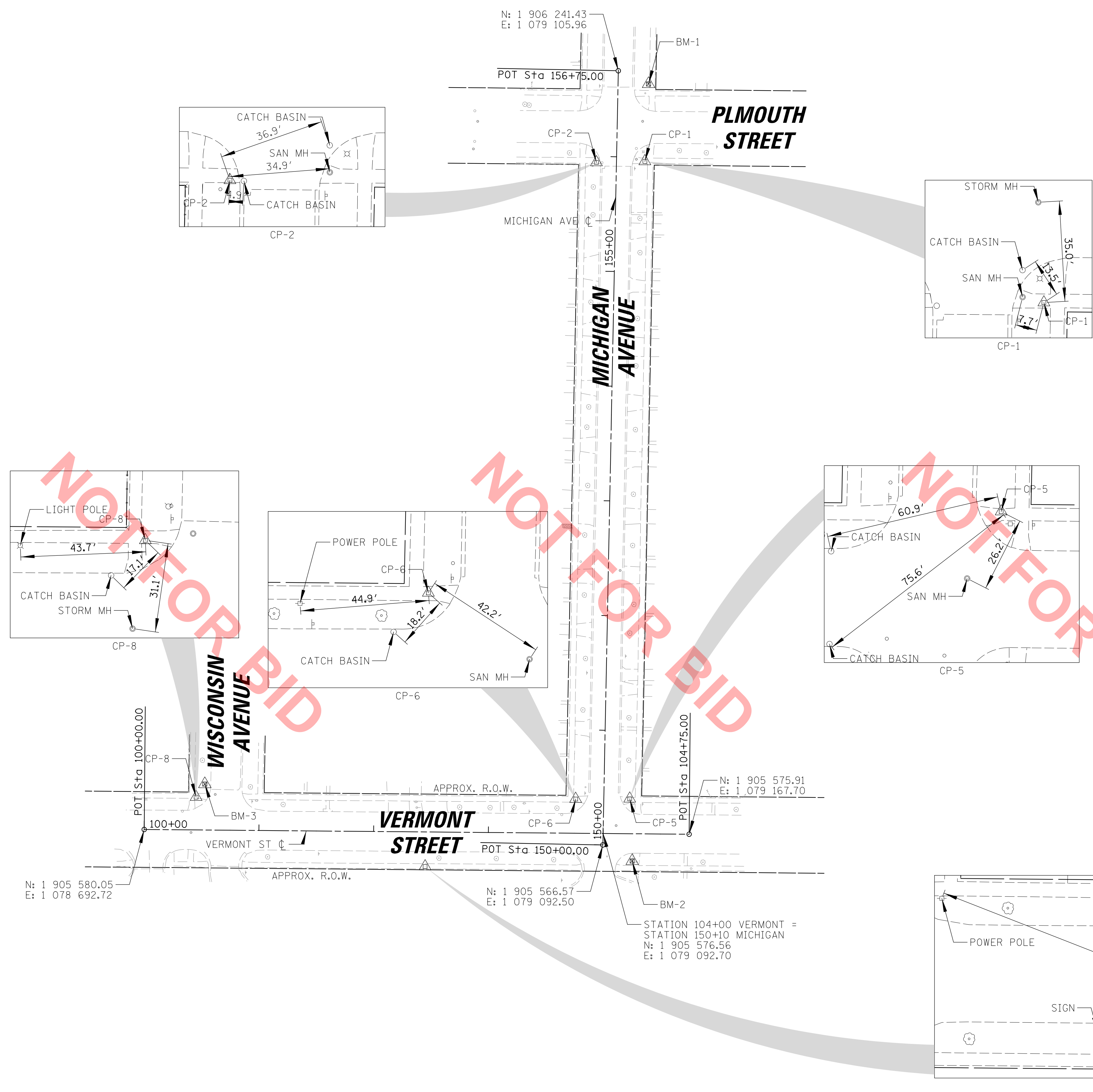
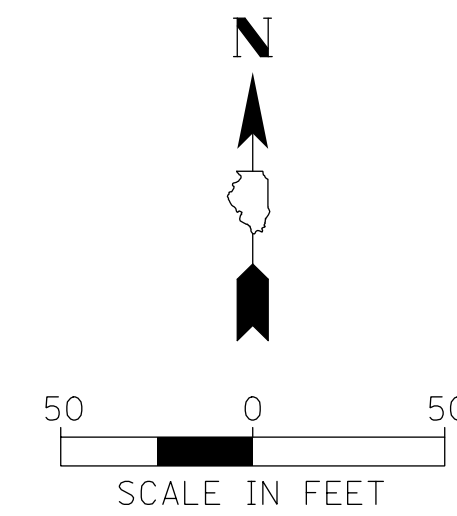
LEGEND:

- TRENCH BEDDING AND BACKFILL
- REMOVAL ITEMS
- (A) EXISTING HMA PAVEMENT (SEE SOIL BORINGS FOR THICKNESS)
- (B) EXISTING SUBBASE/SUBGRADE (SEE SOIL BORINGS), SEE NOTE 1
- (C) EXISTING CONCRETE SIDEWALK OR SIDEWALK REMOVAL (AS DIRECTED BY ENGINEER)
- (D) EXISTING TOPSOIL AND GROUND COVER
- (E) CURB AND GUTTER REMOVAL
- (F) PARKWAY RESTORATION - SODDING, SALT TOLERANT
- (G) SUB-BASE GRANULAR MATERIAL (CA-6), 4" (INCLUDED IN COST OF PROPOSED CURB & GUTTER OR PCC SIDEWALK)
- (H) PAVEMENT REMOVAL
- (I) HMA SURFACE COURSE, MIX "D", IL-9.5, N50, 2"
- (J) HMA BINDER COURSE, IL-19.0, N50 4"
- (K) AGGREGATE BASE COURSE, TYPE B, 6"
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (M) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (N) BITUMINOUS MATERIALS (TACK COAT)
- (O) PORTLAND CEMENT CONCRETE SIDEWALK, 5" (AS DIRECTED BY THE ENGINEER)
- (P) REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (AS DIRECTED BY THE ENGINEER, SEE NOTE 2)
- (Q) POROUS GRANULAR EMBANKMENT (AS DIRECTED BY THE ENGINEER, SEE NOTE 2)
- (R) EXISTING PCC PAVEMENT & MONOLITHIC CURB (SEE SOIL BORINGS FOR THICKNESS)

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default
FILE NAME	N:\VILLAPARK\140092.00023\Civil\TYP_02_140092_023.shx			

DSGN.	AJS	TITLE:
DWN.	JRS	MICHIGAN AVENUE & VERMONT STREET IMPROVEMENTS TYPICAL SECTIONS
CHKD.	AJS	
SCALE:	N.T.S.	
PLOT DATE:	2/23/2023	
CAD USER:	aschaefer	

PROJ. NO.	140092.00023
DATE:	2/23/2023
SHEET	5 OF 21
DRAWING NO.	
	TYP-02



HORIZONTAL CONTROL POINTS					
CP NO	NORTHING (Y)	EASTING (X)	DESCRIPTION	STATION	OFFSET
1	1,906,162.40	1,079,129.13	CP-XCUT	155+96.45	24.8' RT
2	1,906,161.52	1,079,086.89	CP-XCUT	155+94.73	17.5' LT
5	1,905,606.80	1,079,155.94	CP-XCUT	150+40.70	22.6' RT
6	1,905,606.59	1,079,068.79	CP-XCUT	150+39.55	24.5' LT
7	1,905,547.76	1,078,937.56	CP-XCUT	102+45.11	30.2' RT
8	1,905,608.25	1,078,737.95	CP-XCUT	100+45.00	28.6' LT

ELEVATION BENCHMARKS DATUM: NAVD 1988 (GPS OBSERVED)		
NO.	DESCRIPTION	ELEV.
BM 1	CUT "+" ON THE SE FLANGE BOLT OF FIRE HYDRANT @ NE CORNER OF PLYMOUTH & MICHIGAN	706.67
BM 2	CUT "+" ON THE SE FLANGE BOLT OF FIRE HYDRANT @ SE CORNER OF VERMONT & MICHIGAN	712.00
BM 3	CUT "+" ON THE SW FLANGE BOLT OF FIRE HYDRANT @ NW CORNER F WISCONSIN & VERMONT	712.45


NOTE: BOUNDARY AND TOPOGRAPHIC SURVEY PROVIDED BY GASPEREC ELBERTS CONSULTING.

NOT FOR BID

NOT FOR BID

NOT FOR BID

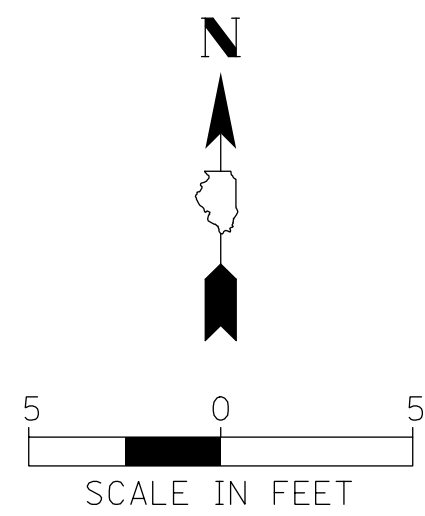
CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

CLIENT:

VILLAGE OF VILLA PARK
 20 S. Ardmore Ave.
 Villa Park, IL 60181-2696

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:

TITLE:
**MICHIGAN AVENUE & VERMONT STREET
 IMPROVEMENTS
 ALIGNMENT, TIES, AND BENCHMARKS**

PROJ. NO. 140092.00023
 DATE: 2/23/2023
 SHEET 6 OF 21
 DRAWING NO.
BMK-1

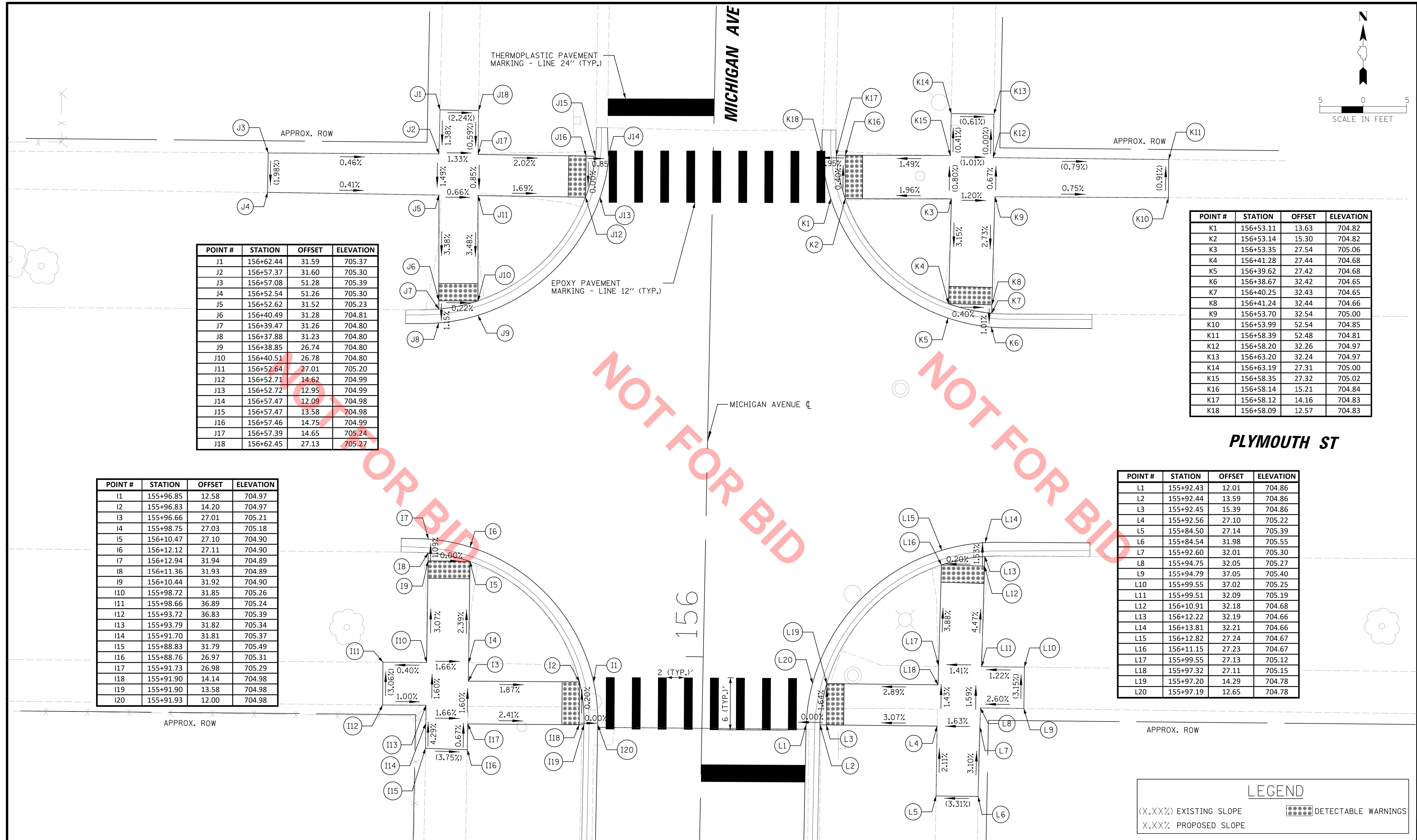


POINT #	STATION	OFFSET	ELEVATION
J1	156+62.44	31.59	705.37
J2	156+57.37	31.60	705.30
J3	156+57.08	51.28	705.39
J4	156+52.54	51.26	705.30
J5	156+52.62	31.52	705.23
J6	156+40.49	31.28	704.81
J7	156+39.47	31.26	704.80
J8	156+37.88	31.23	704.80
J9	156+38.85	26.74	704.80
J10	156+40.51	26.78	704.80
J11	156+52.64	27.01	705.20
J12	156+52.71	14.62	704.99
J13	156+52.72	12.95	704.99
J14	156+57.47	12.09	704.98
J15	156+57.47	13.58	704.98
J16	156+57.46	14.75	704.99
J17	156+57.39	14.65	705.24
J18	156+62.45	27.13	705.27

POINT #	STATION	OFFSET	ELEVATION
K1	156+53.11	13.63	704.82
K2	156+53.14	15.30	704.82
K3	156+53.35	27.54	705.06
K4	156+41.28	27.44	704.68
K5	156+39.62	27.42	704.68
K6	156+38.67	32.42	704.65
K7	156+40.25	32.43	704.65
K8	156+41.24	32.44	704.66
K9	156+53.70	32.54	705.00
K10	156+53.99	52.54	704.85
K11	156+58.39	52.48	704.81
K12	156+58.20	32.26	704.97
K13	156+63.20	32.24	704.97
K14	156+63.19	27.31	705.00
K15	156+58.35	27.32	705.02
K16	156+58.14	15.21	704.84
K17	156+58.12	14.16	704.83
K18	156+58.09	12.57	704.83

POINT #	STATION	OFFSET	ELEVATION
I1	155+96.85	12.58	704.97
I2	155+96.83	14.20	704.97
I3	155+96.66	27.01	705.21
I4	155+98.75	27.03	705.18
I5	156+10.47	27.10	704.90
I6	156+12.12	27.11	704.90
I7	156+12.94	31.94	704.89
I8	156+11.36	31.93	704.89
I9	156+10.44	31.92	704.90
I10	155+98.72	31.85	705.26
I11	155+98.66	36.89	705.24
I12	155+93.72	36.83	705.39
I13	155+93.79	31.82	705.34
I14	155+91.70	31.81	705.37
I15	155+88.83	31.79	705.49
I16	155+88.76	26.97	705.31
I17	155+91.73	26.98	705.29
I18	155+91.90	14.14	704.98
I19	155+91.90	13.58	704.98
I20	155+91.93	12.00	704.98

POINT #	STATION	OFFSET	ELEVATION
L1	155+92.43	12.01	704.86
L2	155+92.44	13.59	704.86
L3	155+92.45	15.39	704.86
L4	155+92.56	27.10	705.22
L5	155+84.50	27.14	705.39
L6	155+84.54	31.98	705.55
L7	155+92.60	32.01	705.30
L8	155+94.75	32.05	705.27
L9	155+94.79	37.05	705.40
L10	155+99.55	37.02	705.25
L11	155+99.51	32.09	705.19
L12	156+10.91	32.18	704.68
L13	156+12.22	32.19	704.66
L14	156+13.81	32.21	704.66
L15	156+12.82	27.24	704.67
L16	156+11.15	27.23	704.67
L17	155+99.55	27.13	705.12
L18	155+97.32	27.11	705.15
L19	155+97.20	14.29	704.78
L20	155+97.19	12.65	704.78



LEGEND	
(X.XX%)	EXISTING SLOPE
X.XX%	PROPOSED SLOPE
▣	DETECTABLE WARNINGS

CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

CLIENT:
VILLAGE OF VILLA PARK
 20 S. Ardmore Ave.
 Villa Park, IL 60181-2696

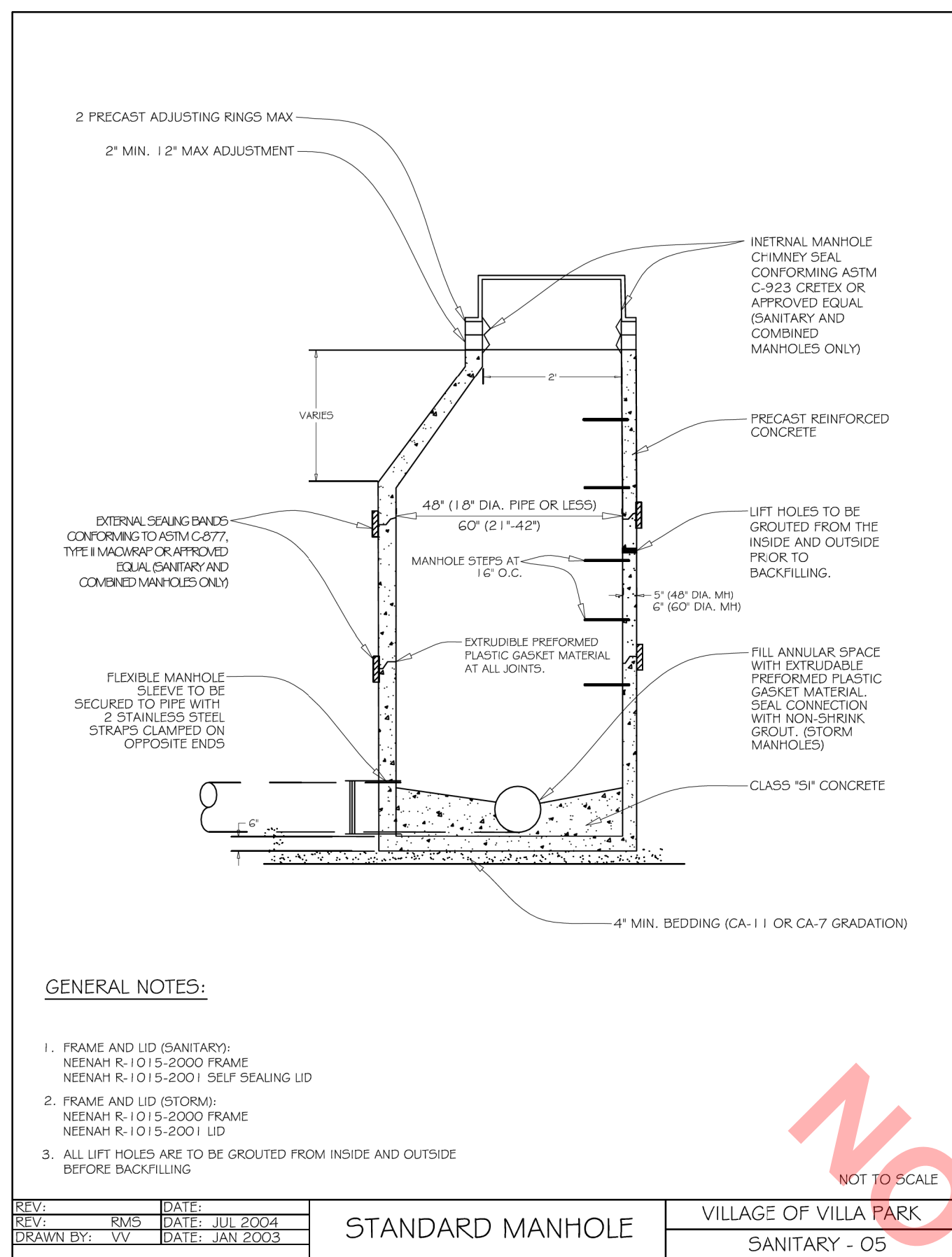
NO.	DATE	NATURE OF REVISION	CHKD.

FILE NAME: N:\VILLAPARK\140092.00023\Civil\ADA_03_140092_023.sht

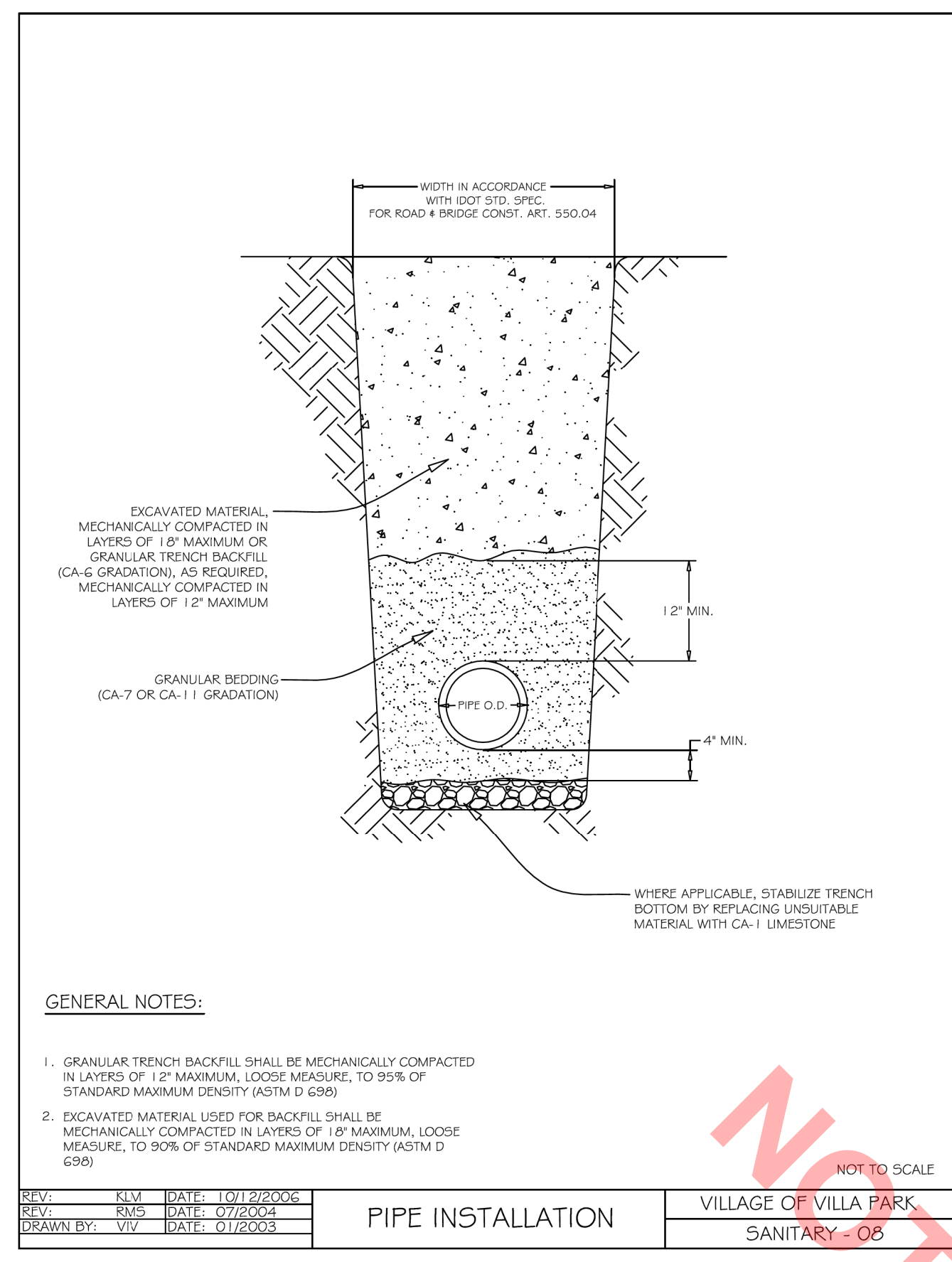
DSGN. **AJS**
 DWN. **JRS**
 CHKD. **AJS**
 SCALE: **5'**
 PLOT DATE: **2/23/2023**
 CAD USER: **aschaefer**
 MODEL: **Default**

TITLE: **MICHIGAN AVENUE & VERMONT STREET IMPROVEMENTS ADA SIDEWALK DETAILS**

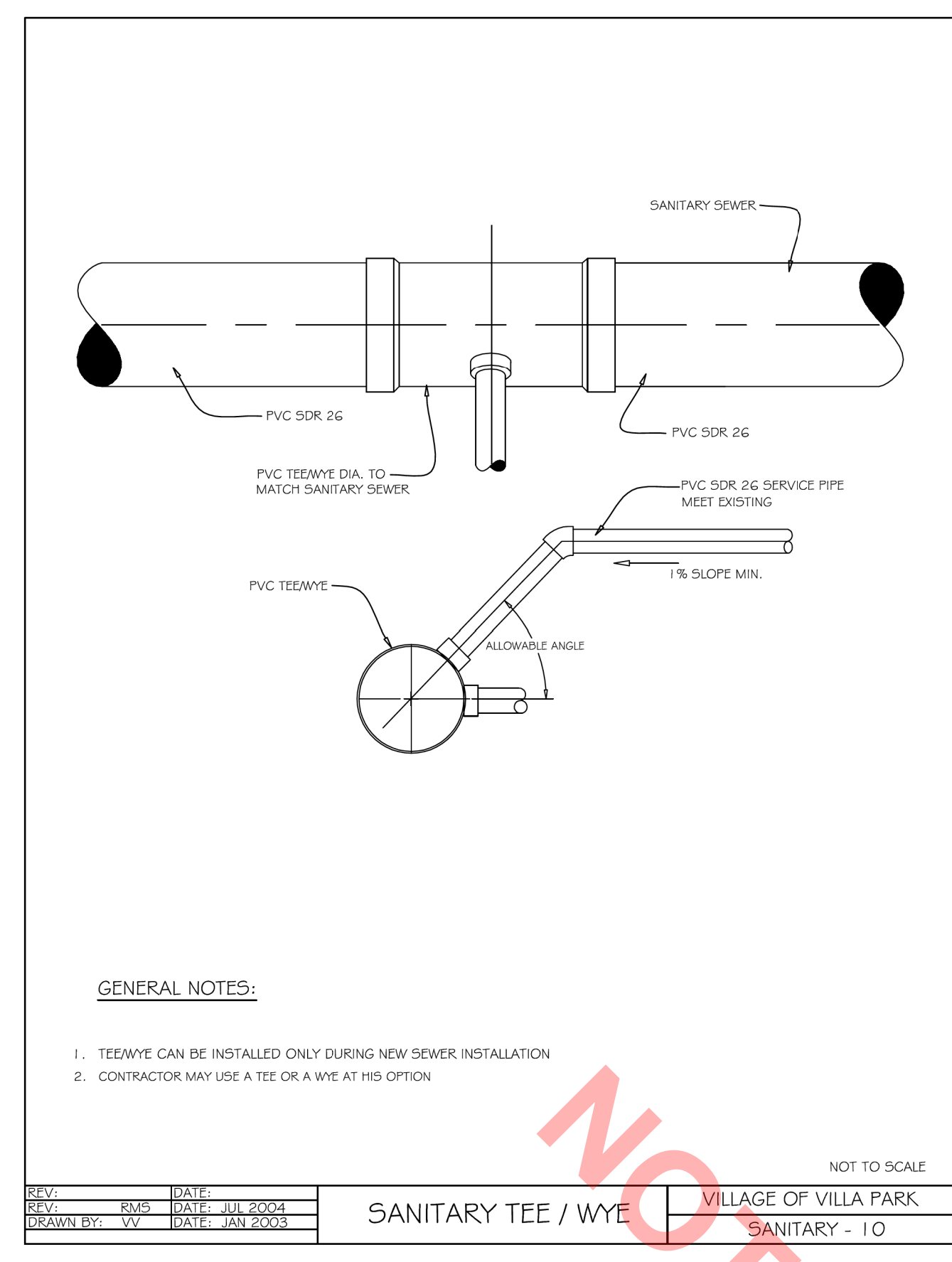
PROJ. NO. 140092.00023
 DATE: 2/23/2023
 SHEET 12 OF 21
 DRAWING NO. **ADA-03**



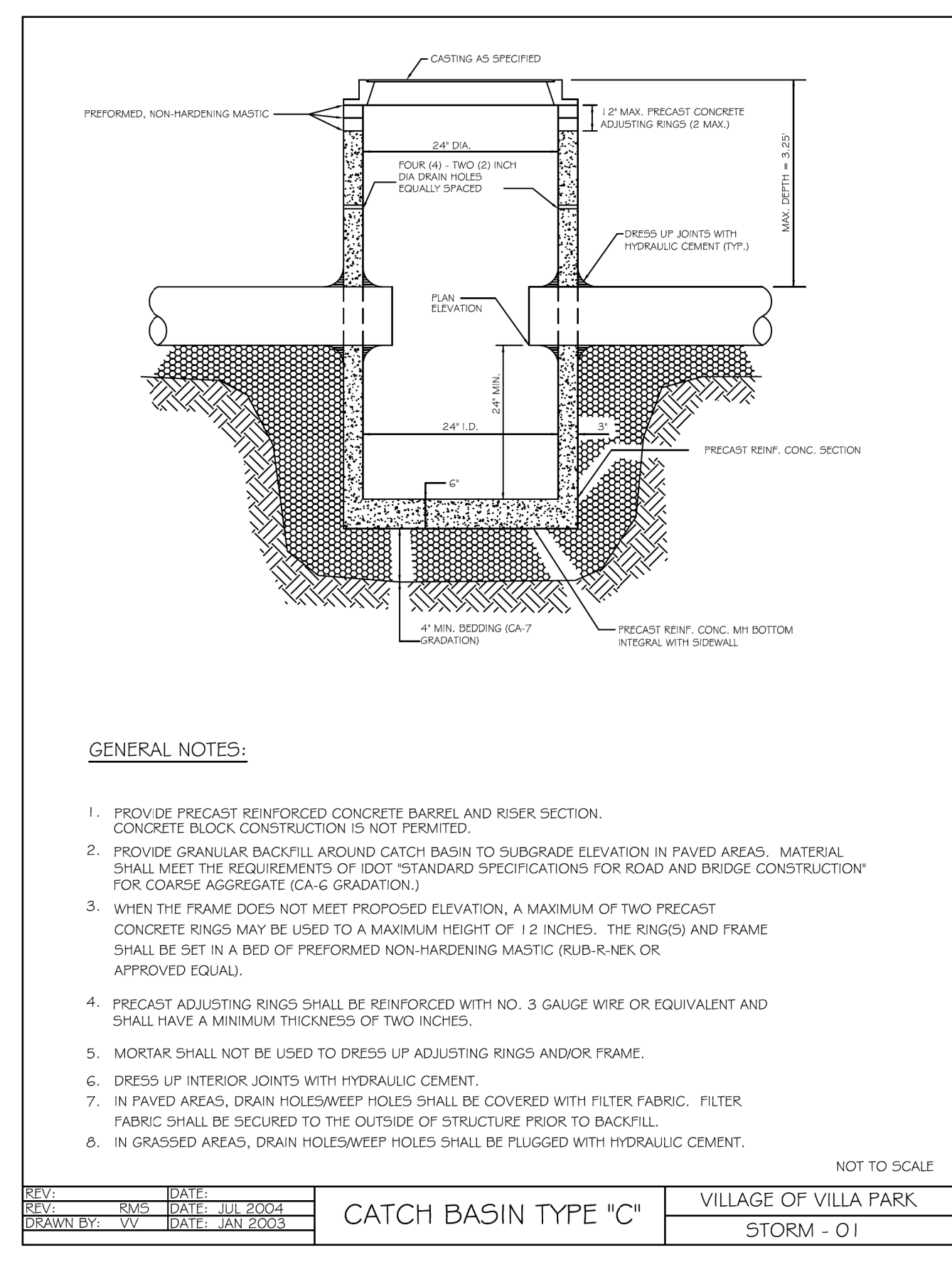
REV: _____	DATE: _____	STANDARD MANHOLE	VILLAGE OF VILLA PARK SANITARY - 05
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		



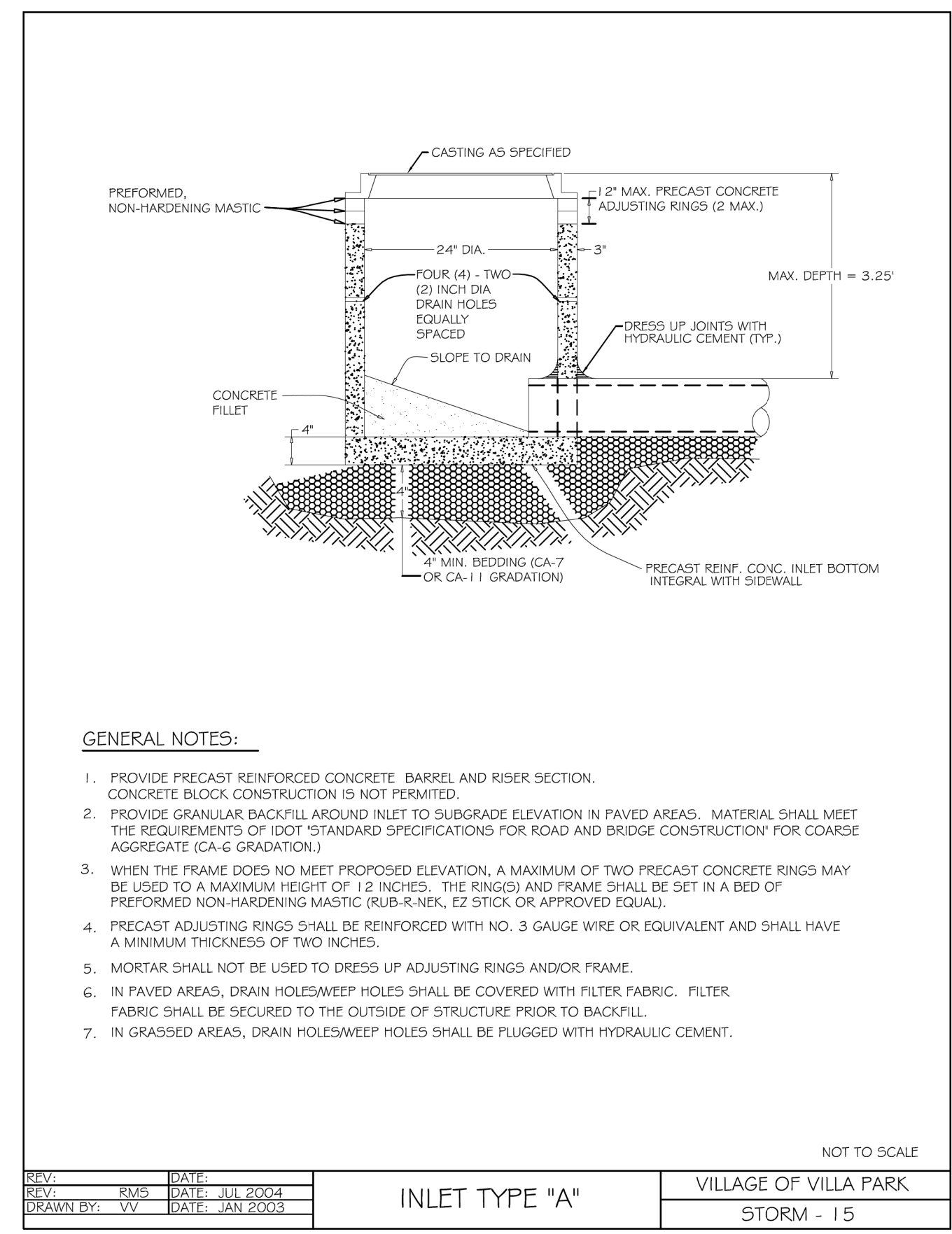
REV: _____	DATE: _____	PIPE INSTALLATION	VILLAGE OF VILLA PARK SANITARY - 06
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		



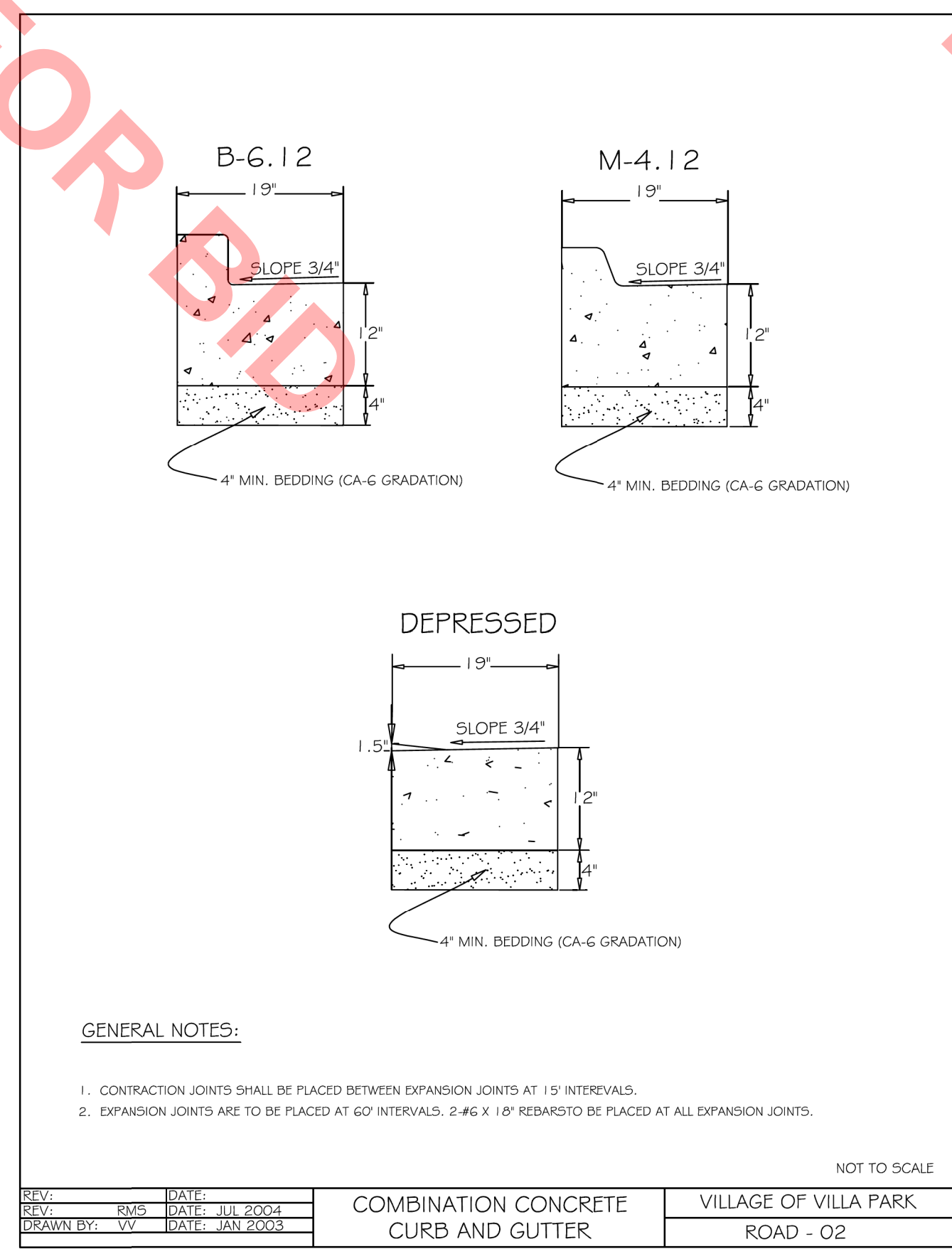
REV: _____	DATE: _____	SANITARY TEE / WYE	VILLAGE OF VILLA PARK SANITARY - 10
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		



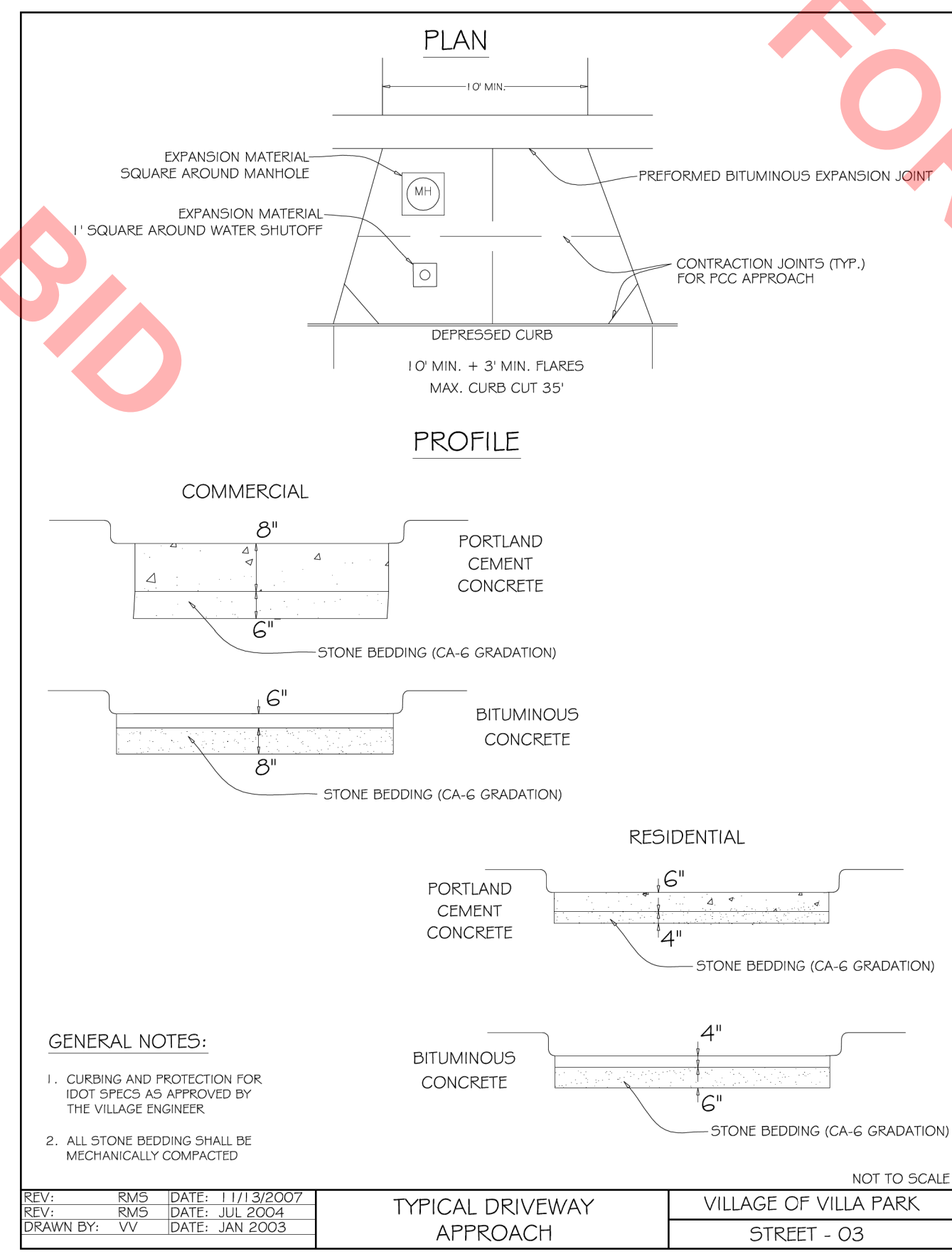
REV: _____	DATE: _____	CATCH BASIN TYPE "C"	VILLAGE OF VILLA PARK STORM - 01
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		



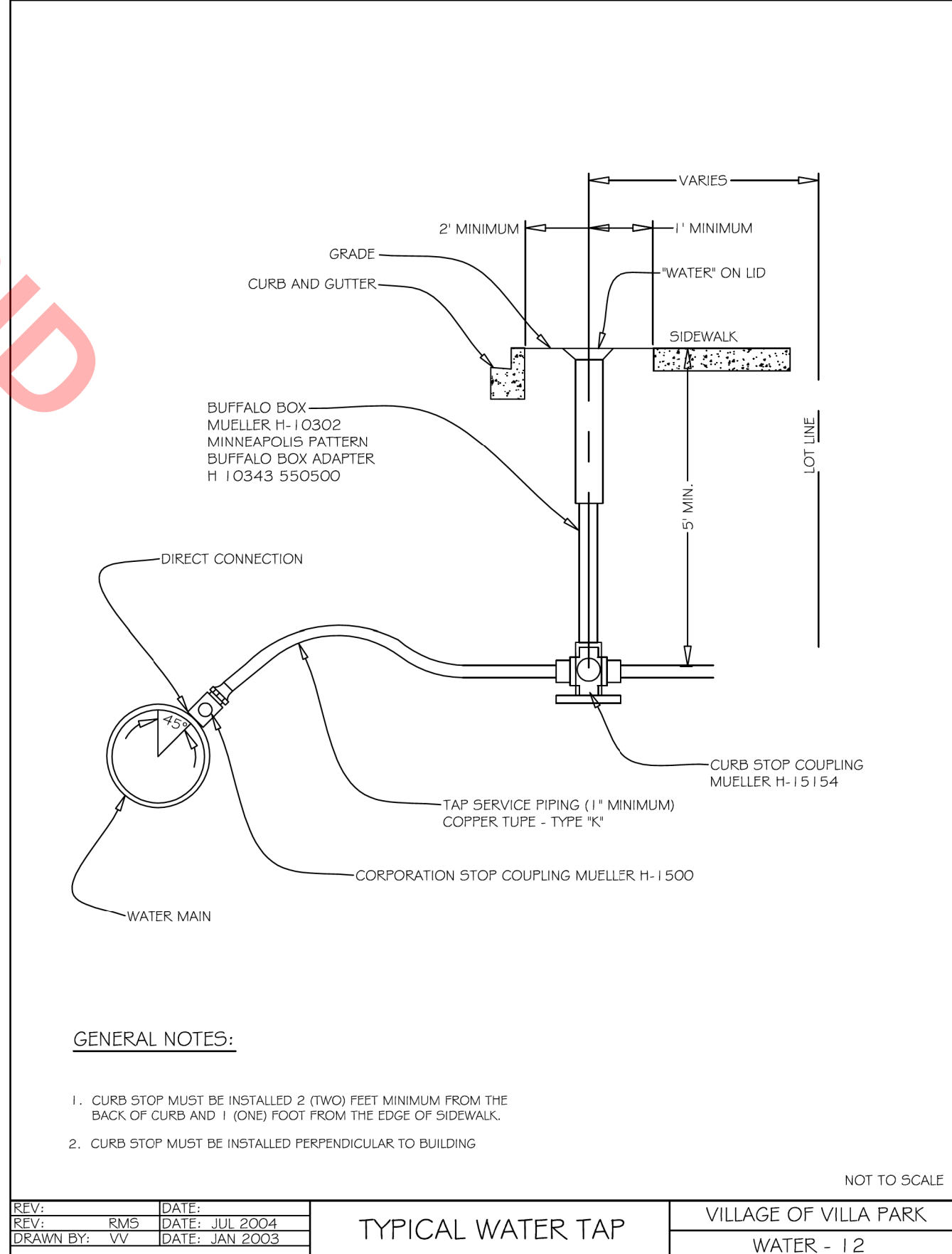
REV: _____	DATE: _____	INLET TYPE "A"	VILLAGE OF VILLA PARK STORM - 15
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		



REV: _____	DATE: _____	COMBINATION CONCRETE CURB AND GUTTER	VILLAGE OF VILLA PARK ROAD - 02
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		



REV: _____	DATE: _____	TYPICAL DRIVEWAY APPROACH	VILLAGE OF VILLA PARK STREET - 03
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		



REV: _____	DATE: _____	TYPICAL WATER TAP	VILLAGE OF VILLA PARK WATER - 12
REV: RMS	DATE: JUL 2004		
DRAWN BY: VV	DATE: JAN 2003		

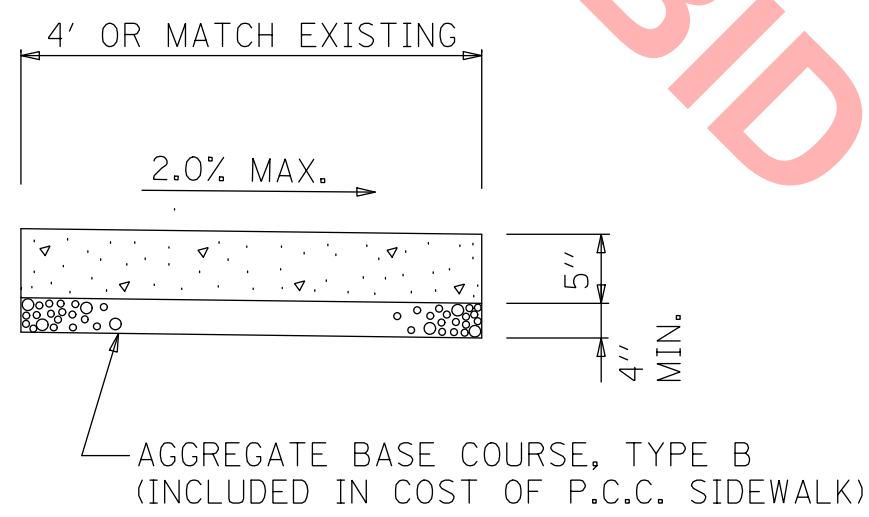
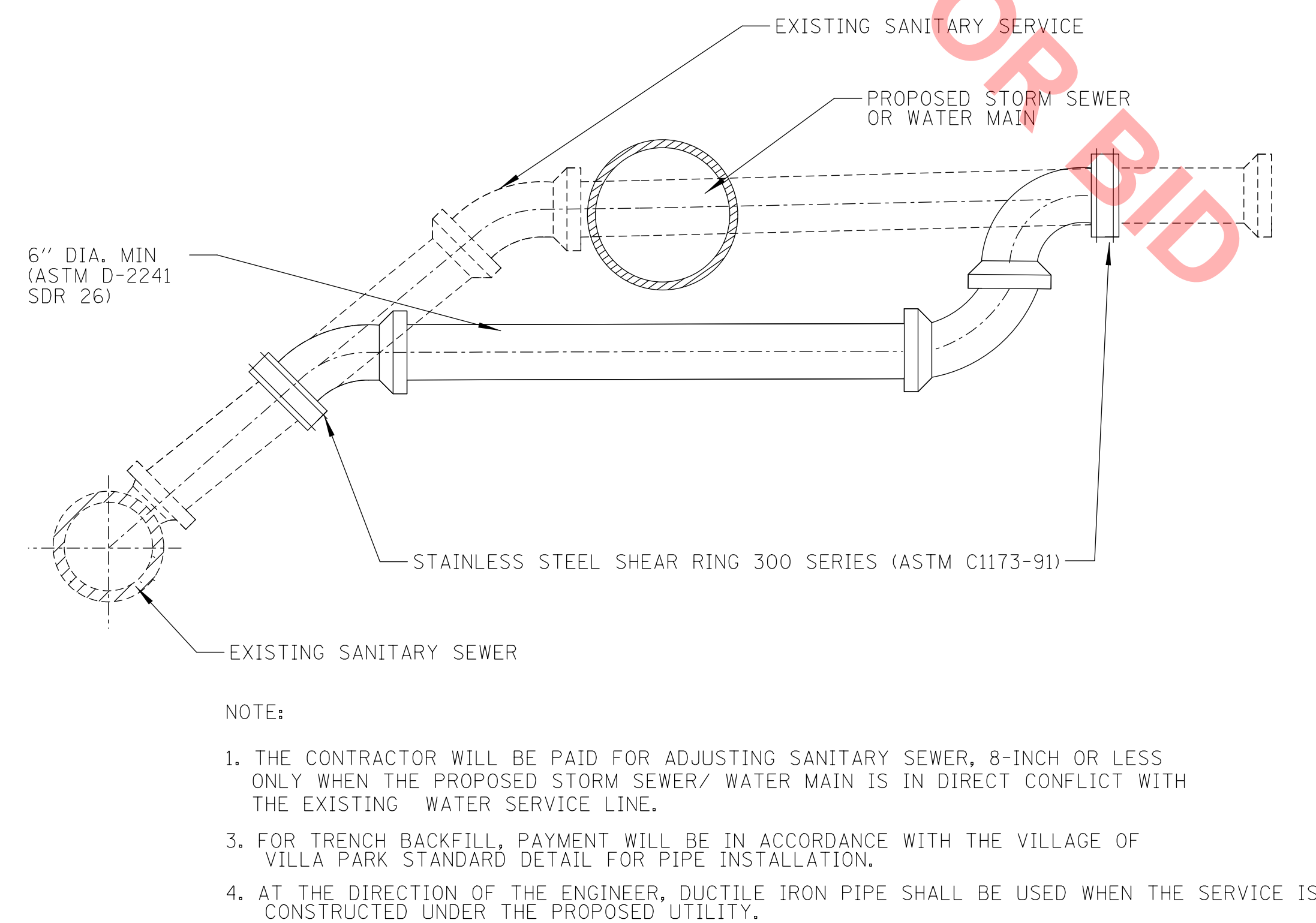
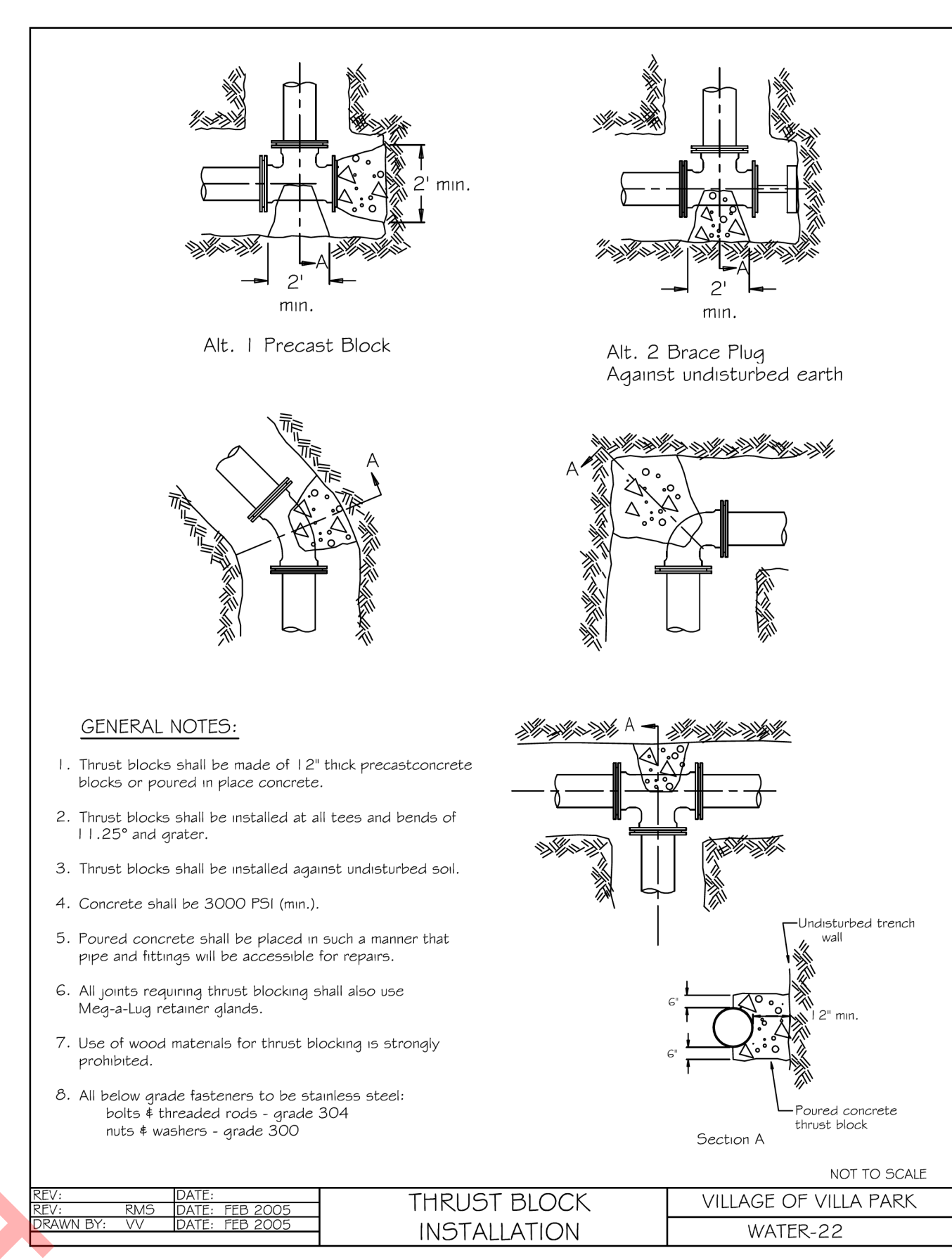
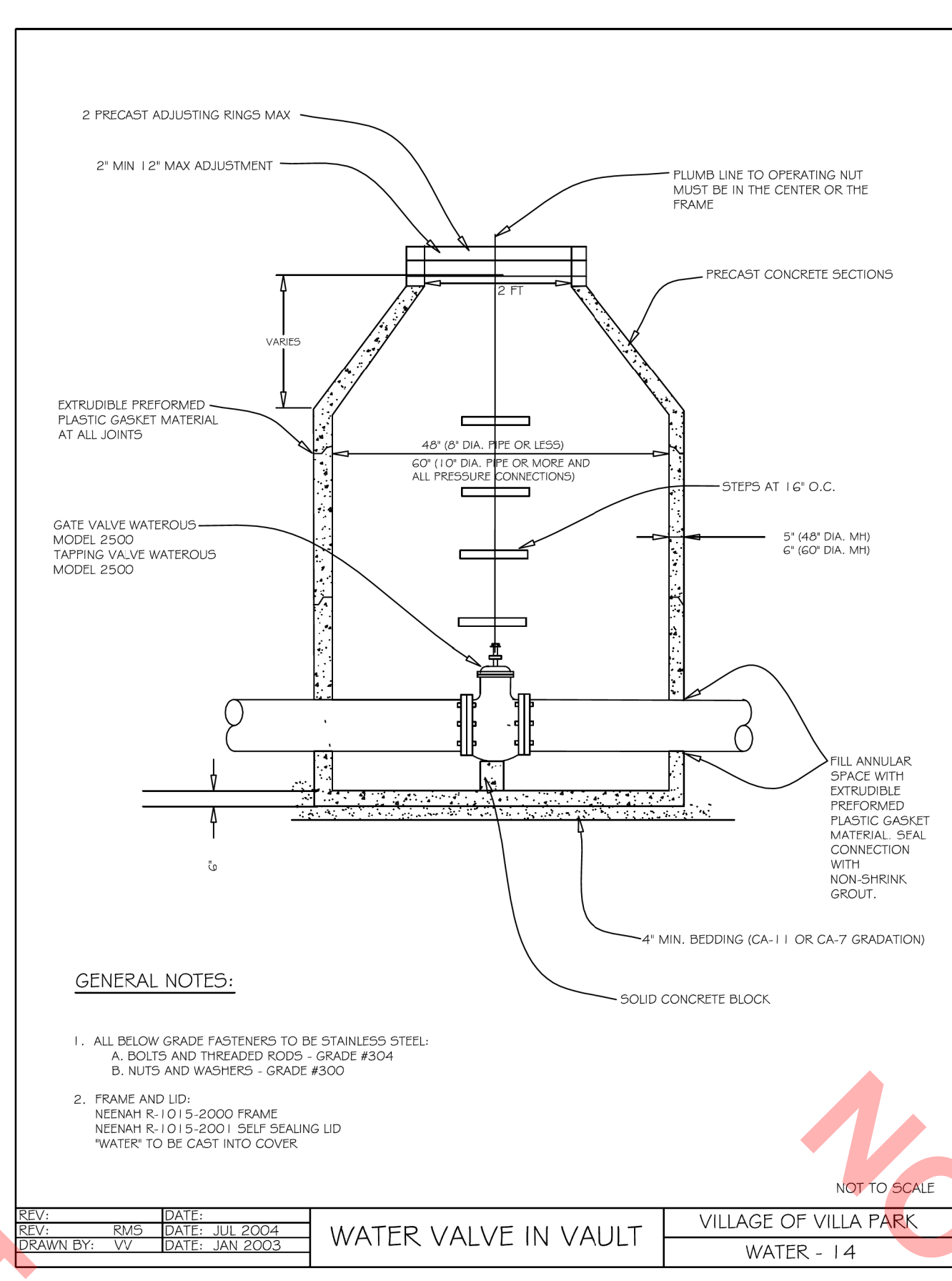
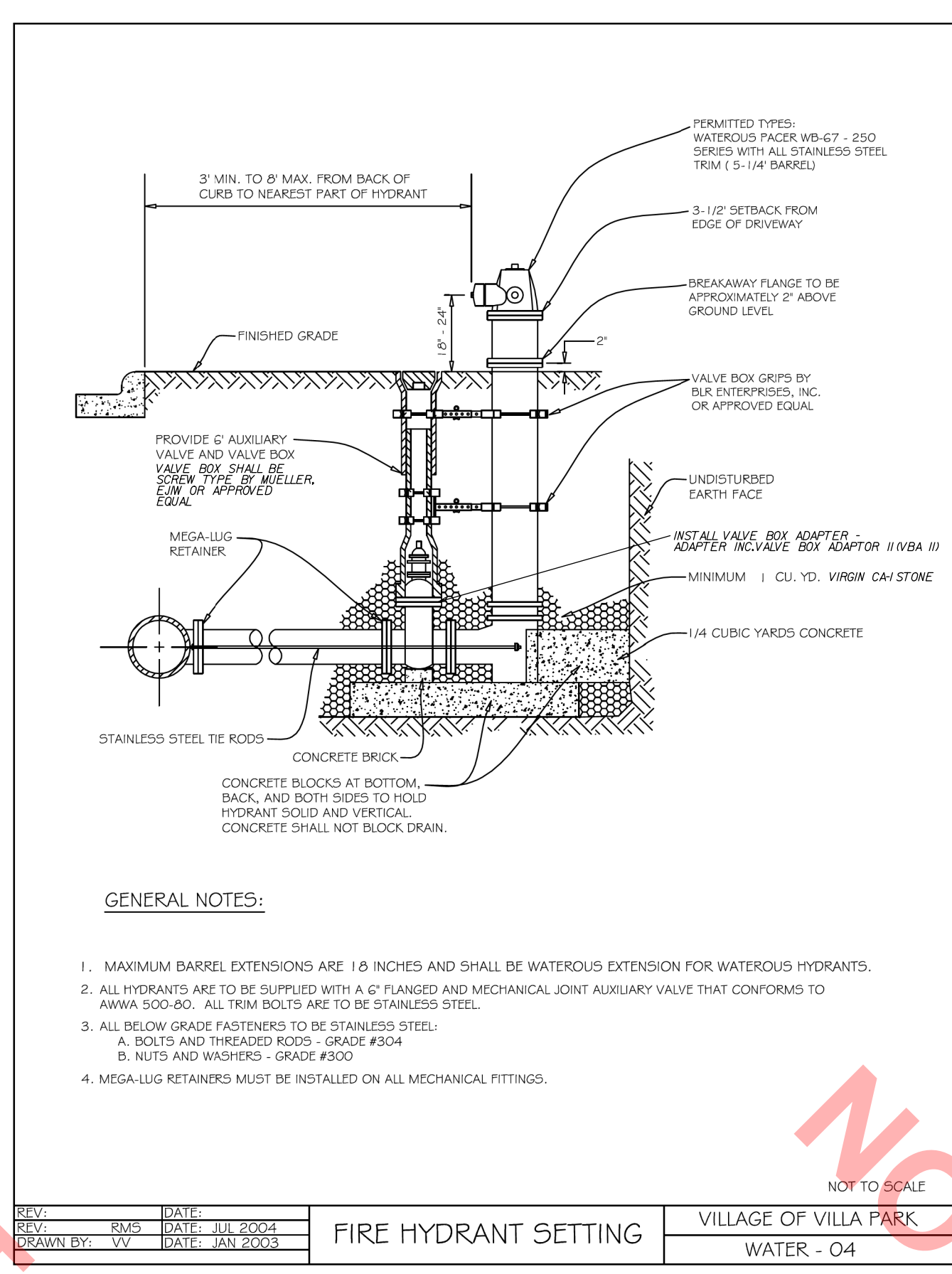
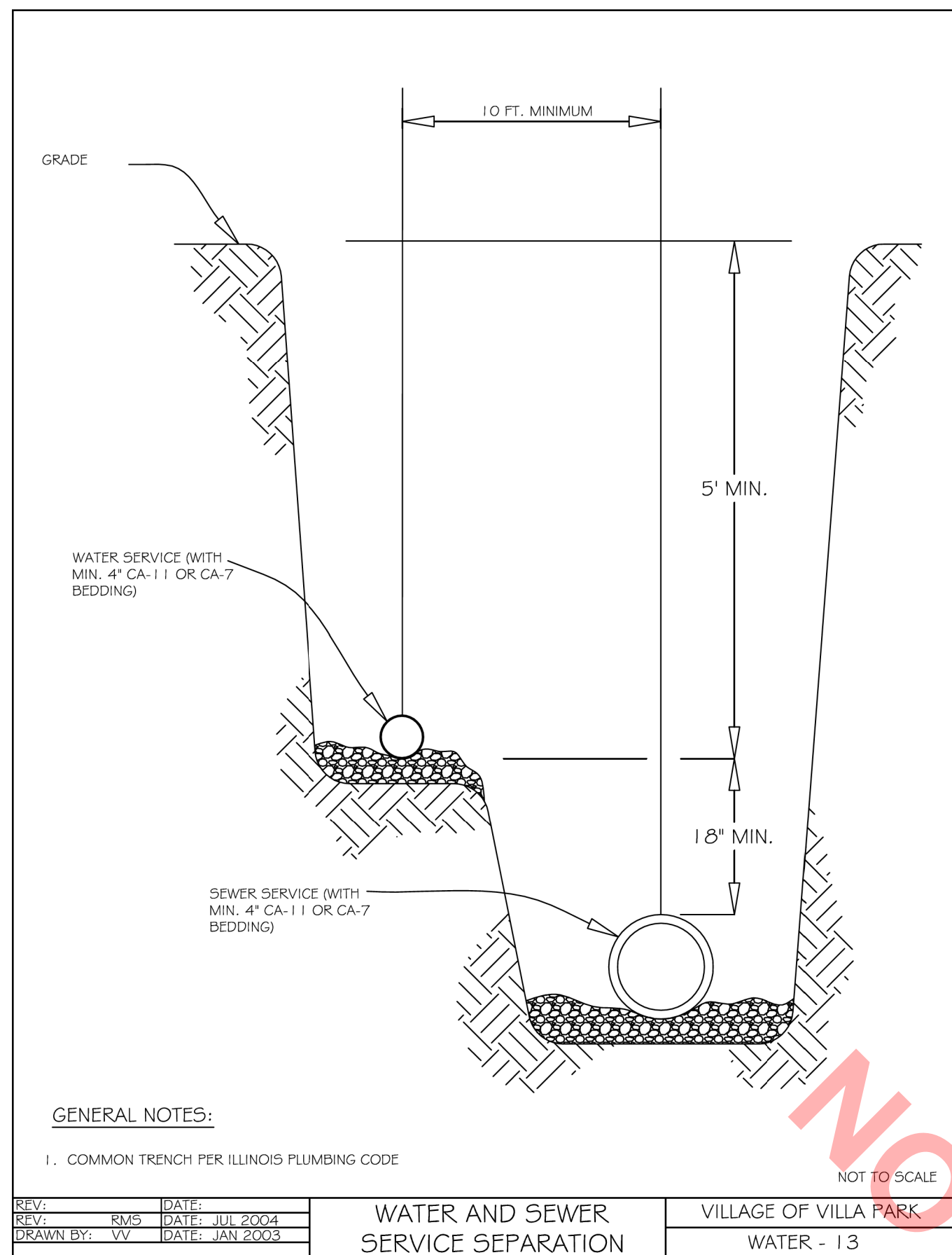
CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

CLIENT: **VILLAGE OF VILLA PARK**
 20 S. Ardmore Ave.
 Villa Park, IL 60181-2696

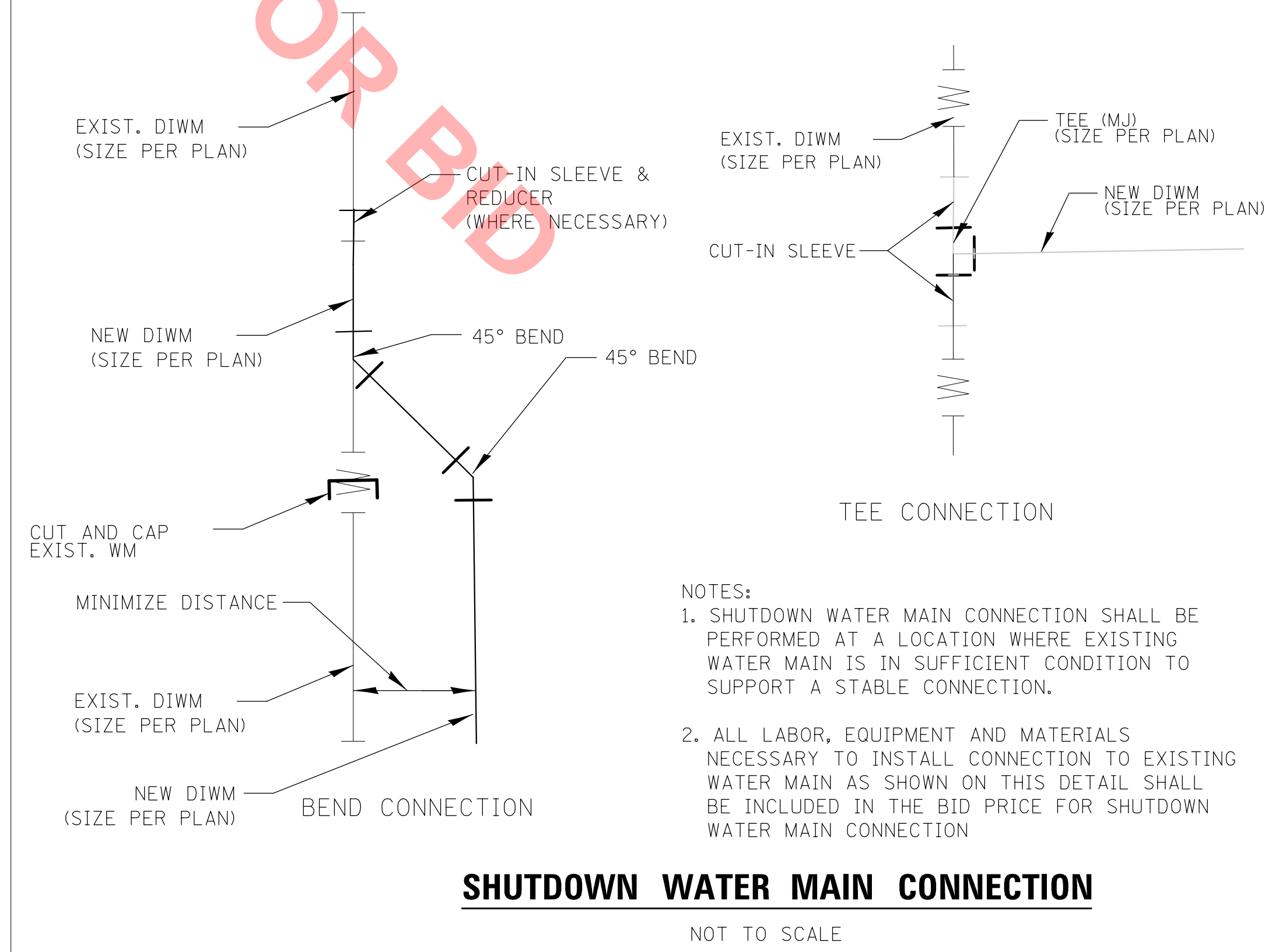
NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\VILLAPARK\140092.00023\CIVIL\DET_01_140092.023.shx		

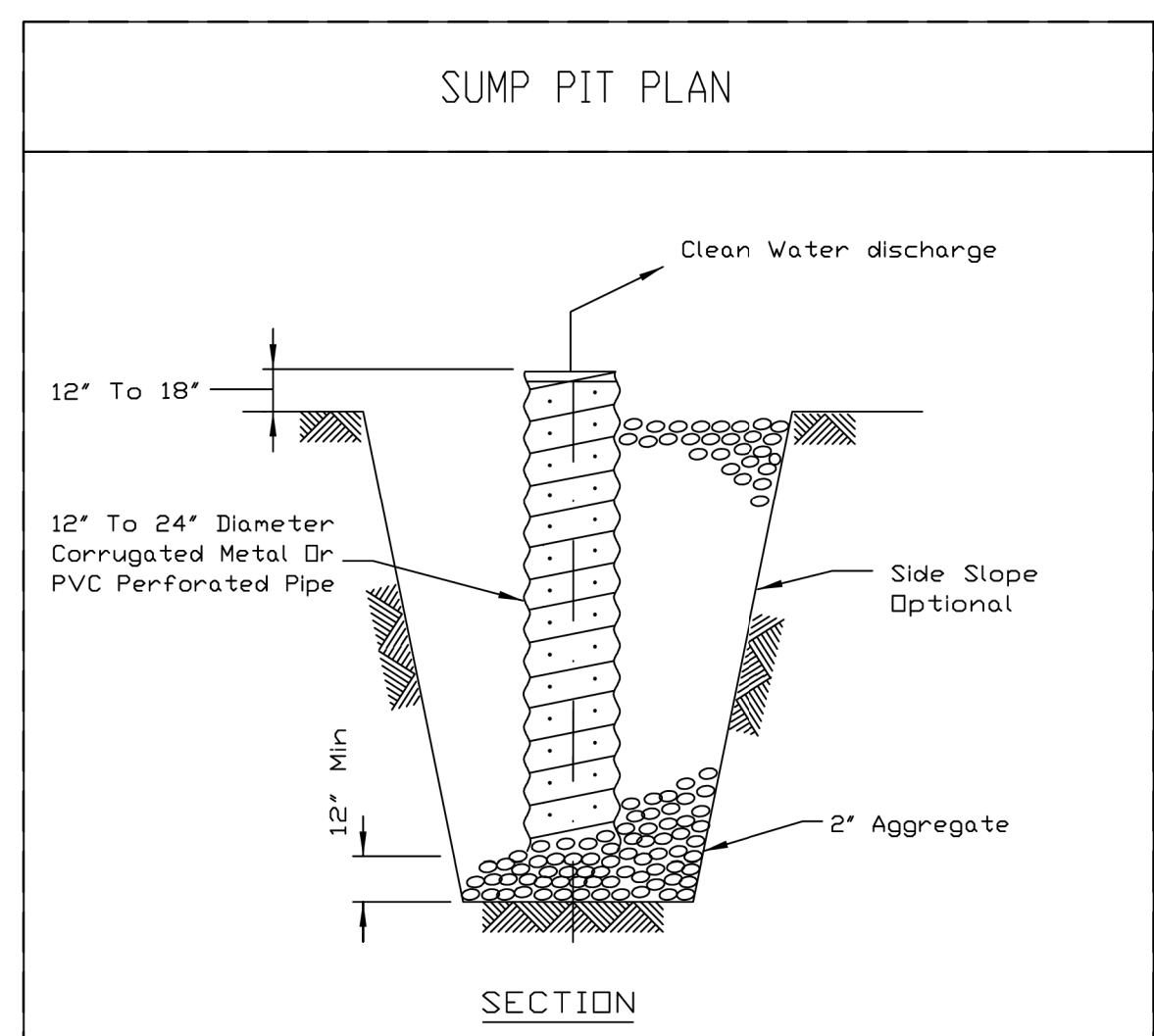
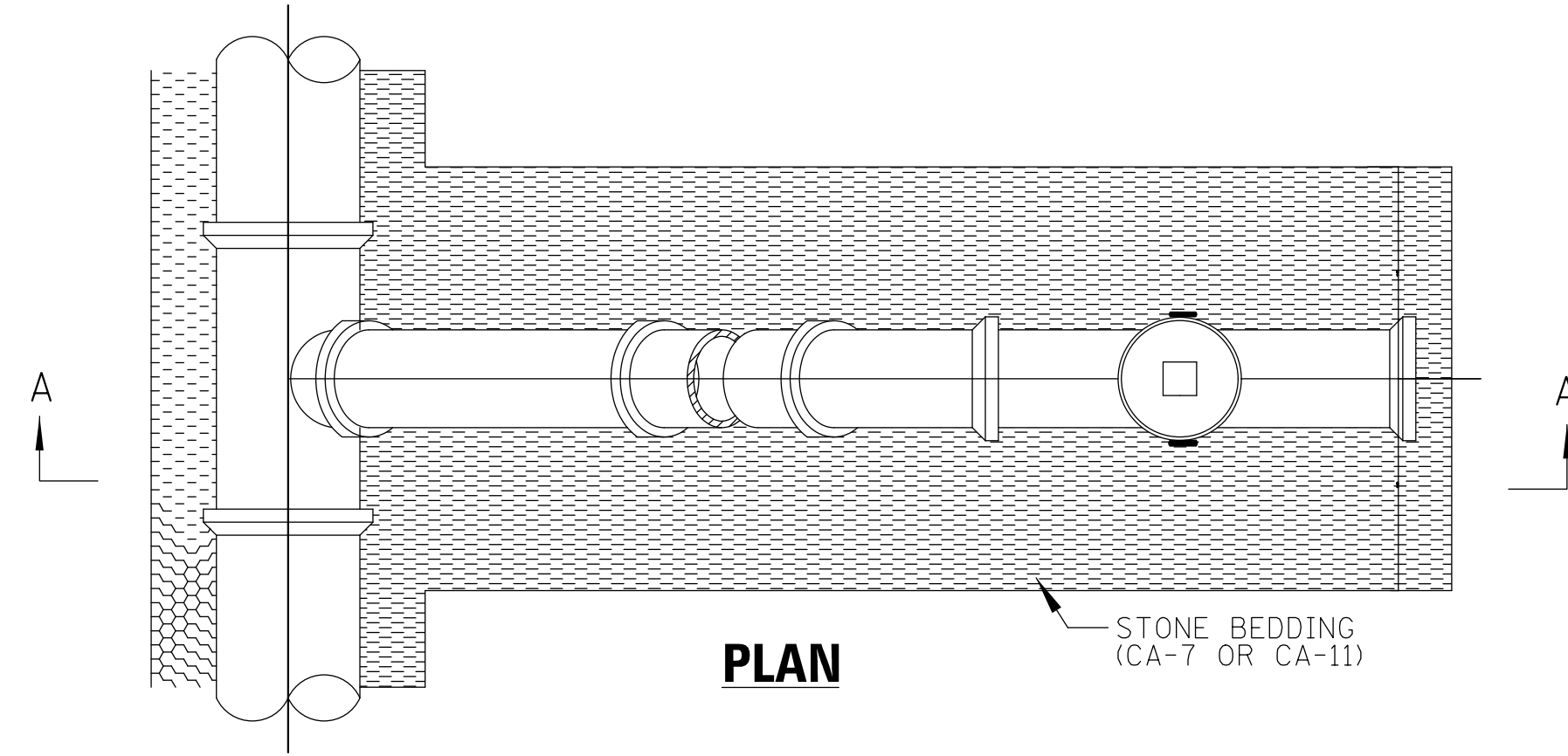
TITLE: **MICHIGAN AVENUE & VERMONT STREET IMPROVEMENTS CONSTRUCTION DETAILS**

PROJ. NO. 140092.00023
 DATE: 2/23/2023
 SHEET 13 OF 21
 DRAWING NO. **DET-01**



- NOTES:**
- ANY EARTH EXCAVATION REQUIRED TO CONSTRUCT SIDEWALK IN LOCATIONS OF SIDEWALK REPLACEMENT SHALL NOT BE MEASURED SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL.
 - THICKNESS SHALL BE INCREASED TO 6" WHERE SIDEWALK IS ADJACENT TO A DRIVEWAY (INCLUDED IN COST OF PCC SIDEWALK 5 INCH).





SUMP PIT PLAN

12' To 18'

Clean Water discharge

12' To 24" Diameter Corrugated Metal Or PVC Perforated Pipe

Side Slope Optional

2' Aggregate

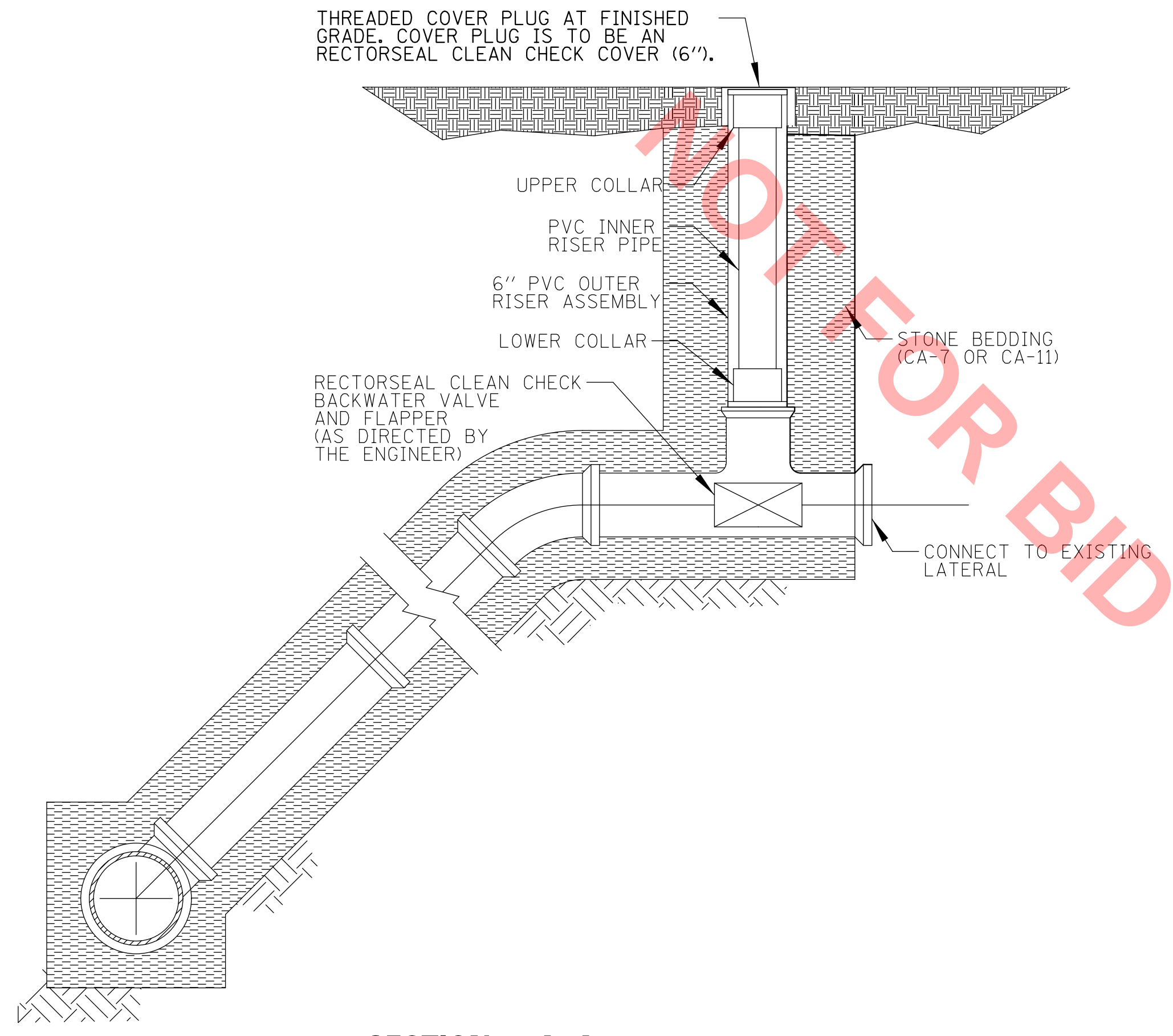
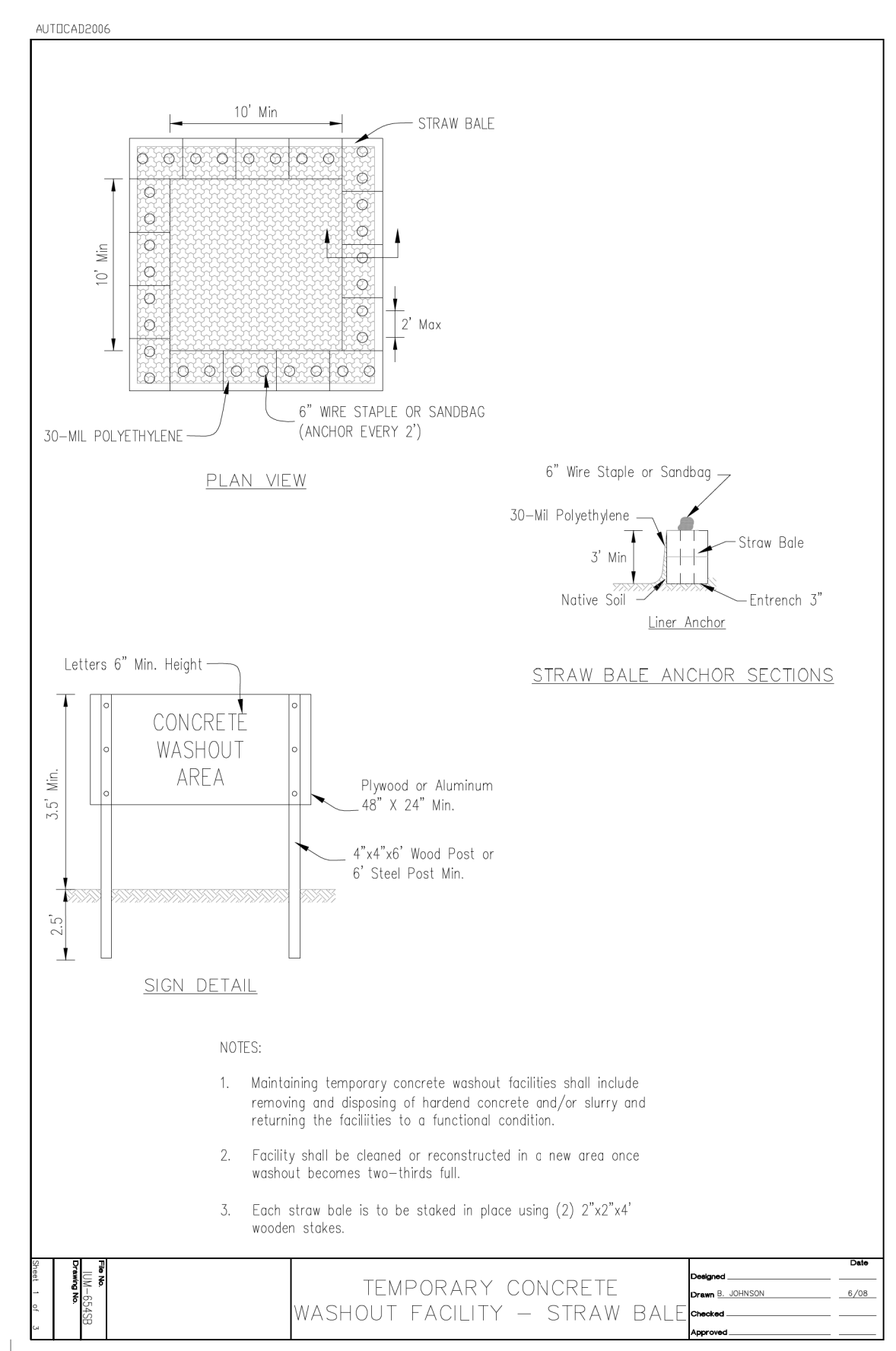
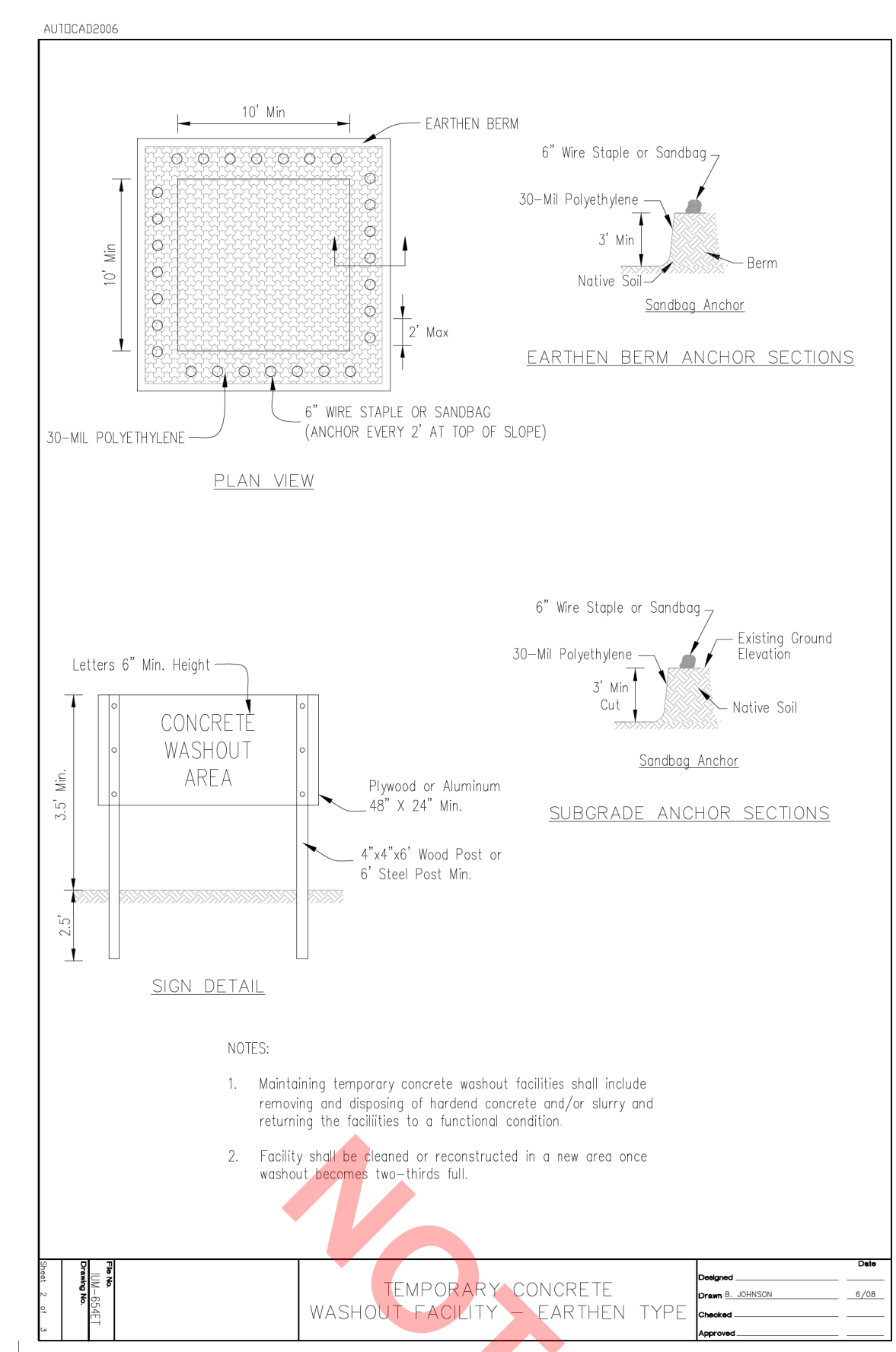
12' Min

SECTION

NOTES:

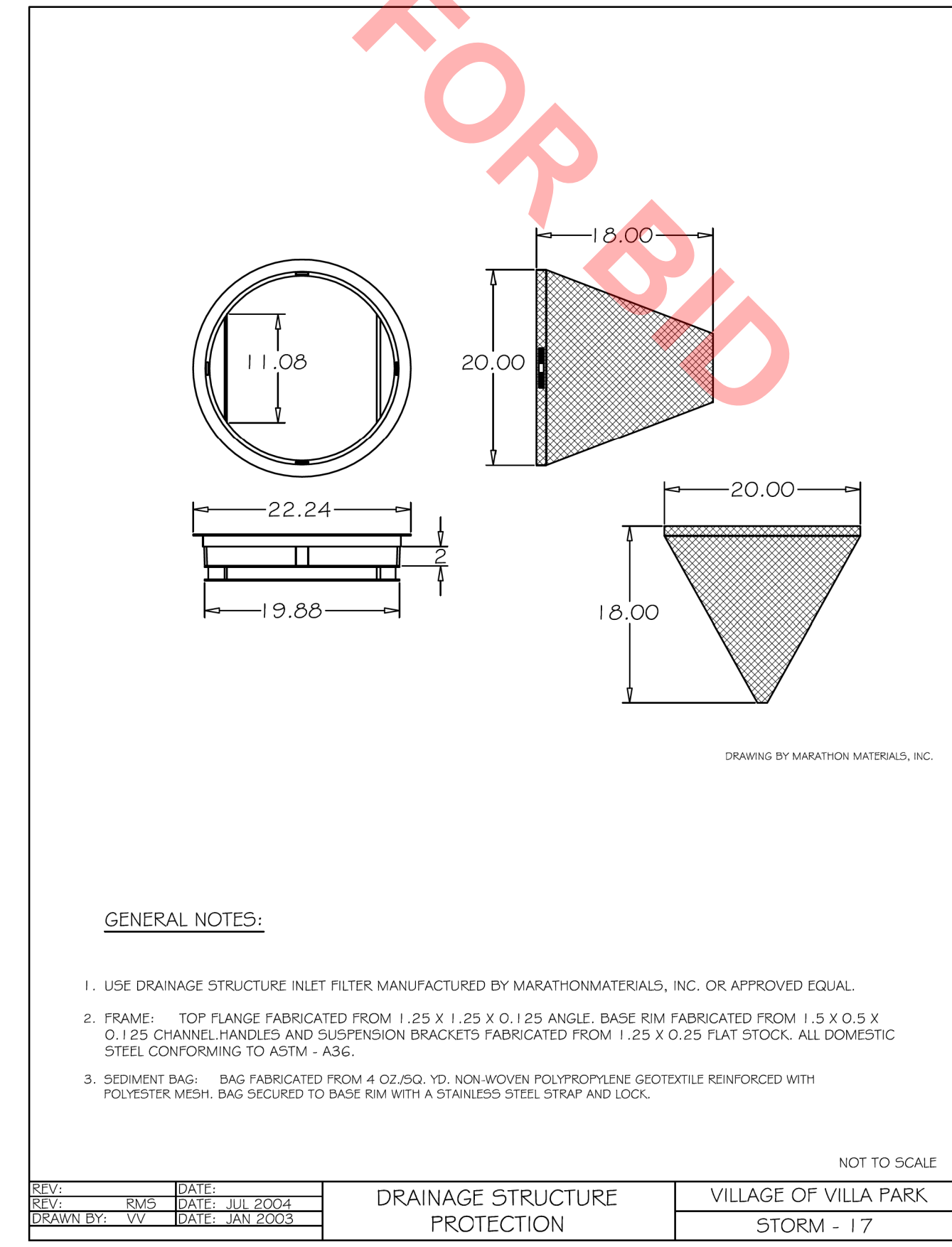
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE	Project	Date	Standard Dwg. No.
Designed	_____	_____	IL-650
Checked	_____	_____	SHEET 1 OF 1
Approved	_____	_____	DATE 8-11-94



GENERAL NOTES:

1. CLEANOUT-CHECK VALVE SHALL BE RECTORSEAL CLEAN CHECK BACKWATER VALVE, OR APPROVED EQUAL. ALL MATERIALS AND INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. CHECK VALVES SHALL ONLY BE INSTALLED IN PROPOSED CLEANOUTS AT THE DIRECTION OF THE ENGINEER.



- SOIL EROSION CONTROL AND SEDIMENT CONTROL NOTES**
1. SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
 2. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM, REVISOR TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. A COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN MUST BE MAINTAINED ON THE SITE AT ALL TIMES.
 3. THE EROSION AND SEDIMENT CONTROLS SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE VILLAGE, OR THEIR AUTHORIZED REPRESENTATIVE. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY.
 4. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREAS AS THE PROJECT PROGRESSES, AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE TRACK-OUT MATERIAL.
 5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DIVERT ALL WATER (GROUND, STORM, AND CONSTRUCTION) DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREAS FREED OF WATER, BYPASS PUMPING, INCLUDING SILT BAGS AND AN ENERGY DISSIPATION SURFACE FOR THE PUMPS, SHALL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SIZE THE PUMPS APPROPRIATELY.
 6. DURING DE-WATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). INLET HOSES SHOULD BE PLACED IN A STABILIZED SUMP PIT OR FLOATED AT THE SURFACE OF THE WATER IN ORDER TO LIMIT THE AMOUNT OF SEDIMENT INTAKE. PUMPING OPERATIONS MAY BE DISCHARGED TO A STABILIZED AREA THAT CONSISTS OF AN ENERGY DISSIPATING DEVICE (E.G., STONE), SEDIMENT FILTER BAG, OR BOTH. ADEQUATE EROSION AND SEDIMENT CONTROLS SHOULD BE USED DURING DE-WATERING OPERATIONS AS NECESSARY. DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR "WATERS OF THE US" IS PROHIBITED.
 7. SEDIMENT CONTROL BMPs SHALL BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE. THESE LOCATIONS SHALL BE DETERMINED IN THE FIELD, AS NEEDED. GRAVELED ROADS, RUMBLE STRIPS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, MUST BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAY MUST BE REMOVED IMMEDIATELY.
 8. STOCK PILES OF SOIL MUST NOT BE LOCATED IN FLOOD PLAINS, RIPARIAN AREAS (VEGETATED FLOOD PLAINS), WETLANDS AND WATERS OF THE U.S., UNLESS OTHERWISE AUTHORIZED BY THE RELEVANT PERMITTING AUTHORITY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, PERIMETER SEDIMENT BARRIER MUST BE PROVIDED AT THE CONTRACTOR'S EXPENSE.
 9. ALL PROPOSED AND EXISTING STORM SEWER INLET STRUCTURES (INCLUDING INLETS LOCATED WITHIN THE HAUL ROUTES) MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS.
 10. STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS FOLLOWS:
 - WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
 - ON AREAS WHERE CONSTRUCTION ACTIVITY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.
 11. THE VILLAGE SHALL PROVIDE A QUALIFIED PERSON WHO WILL BE RESPONSIBLE FOR CONDUCTING SITE INSPECTIONS IN COMPLIANCE WITH THE ILLINOIS NPDES PERMIT. AFTER EACH INSPECTION, A REPORT SHOULD BE PREPARED BY THE PERSON WHO PERFORMED THE INSPECTION. THE INSPECTION REPORT SHOULD BE MAINTAINED ON SITE AS PART OF THE PLAN. INSPECTIONS SHOULD BE CONDUCTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM, OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR GREATER.
- INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. INSPECTIONS MUST COMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.5" OR GREATER RAIN EVENT, OR DISCHARGE DUE TO SNOWMELT OCCURS.

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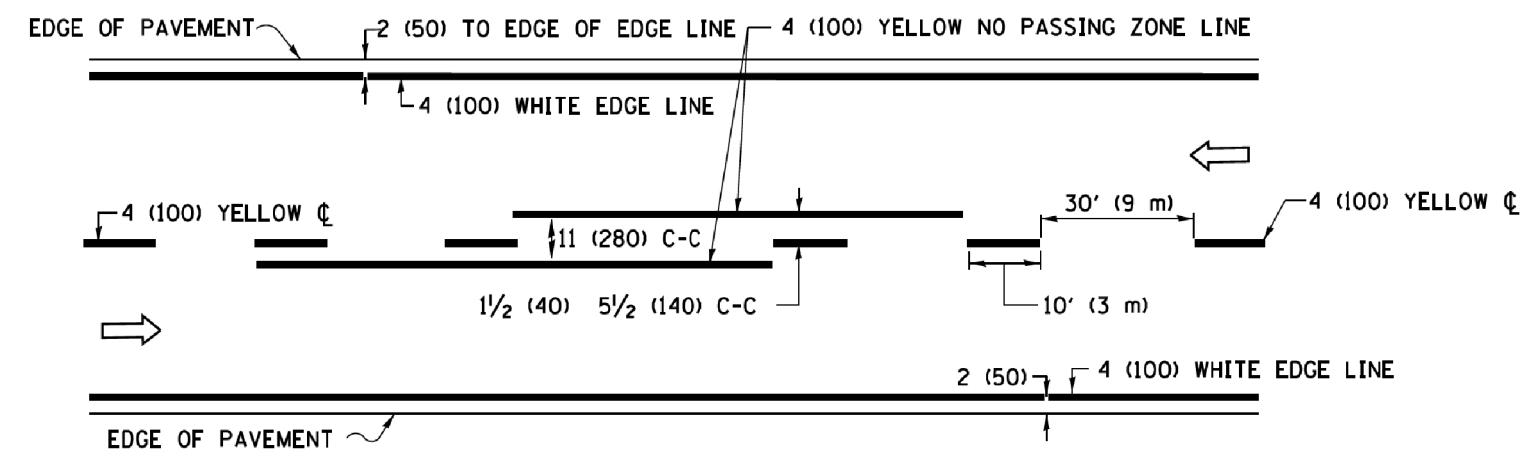
VILLAGE OF VILLA PARK
 20 S. Ardmore Ave.
 Villa Park, IL 60181-2696

NO.	DATE	NATURE OF REVISION	CHKD.
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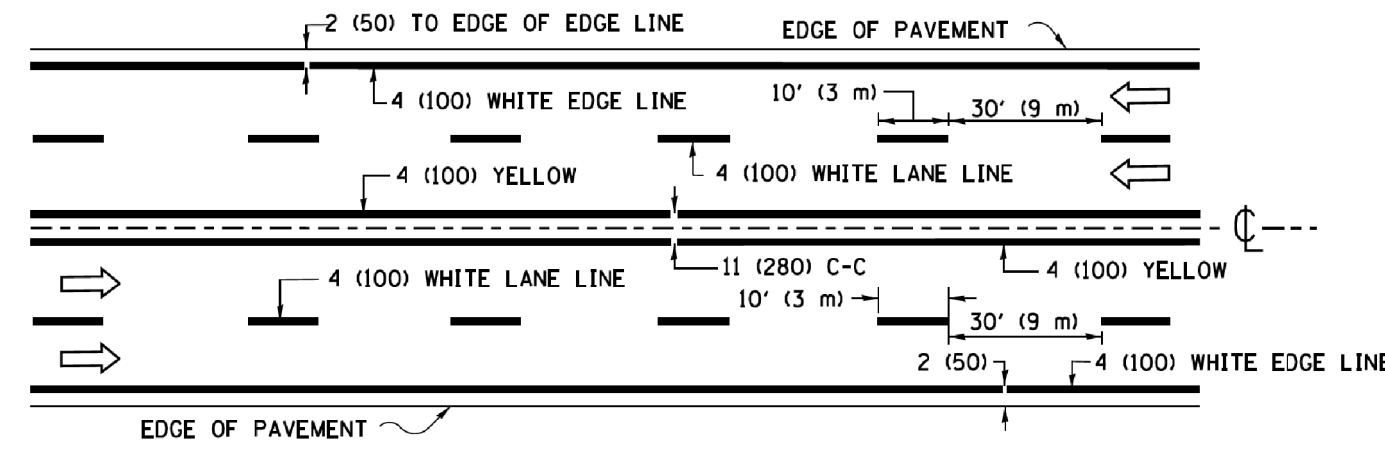
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PLOT DATE:	2/23/2023
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TITLE:
MICHIGAN AVENUE & VERMONT STREET IMPROVEMENTS CONSTRUCTION DETAILS

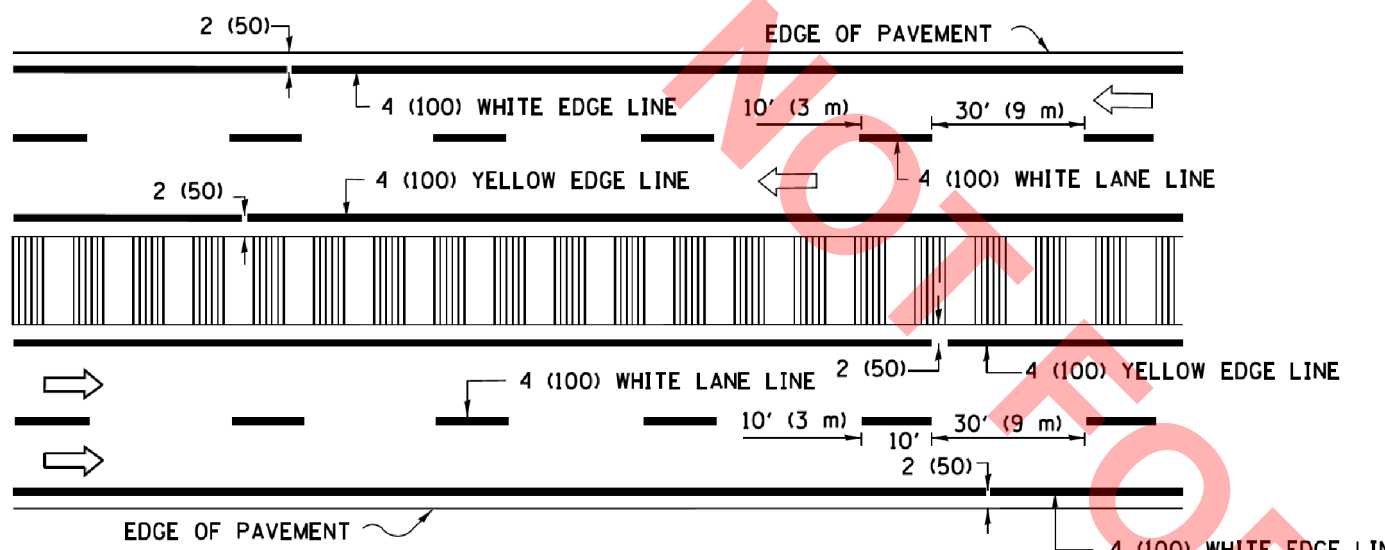
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 DATE: 2/23/2023
 SHEET 15 OF 21
 DRAWING NO.
DET-03



2-LANE ROADWAY

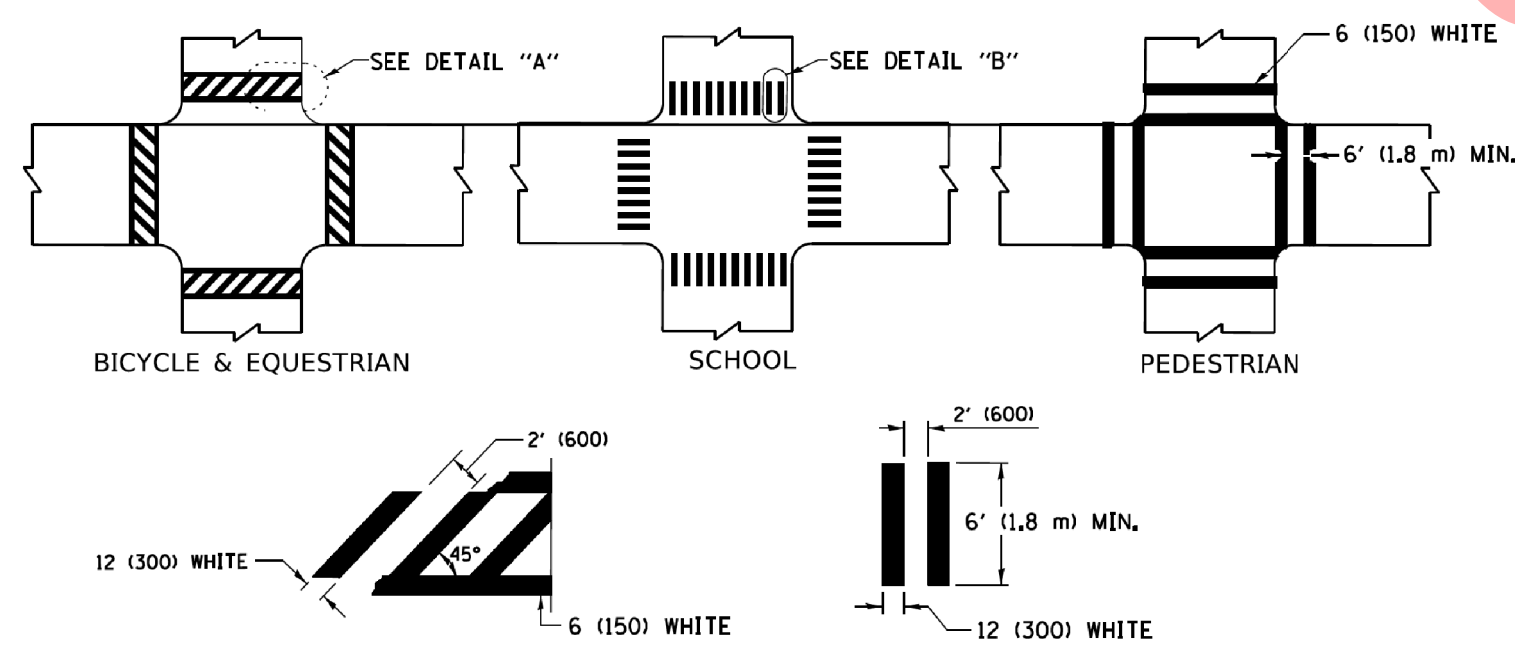


MULTI-LANE UNDIVIDED



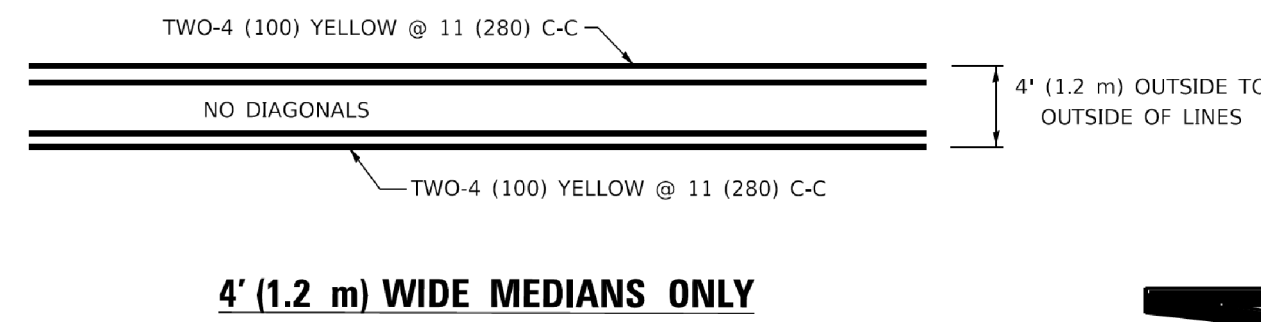
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

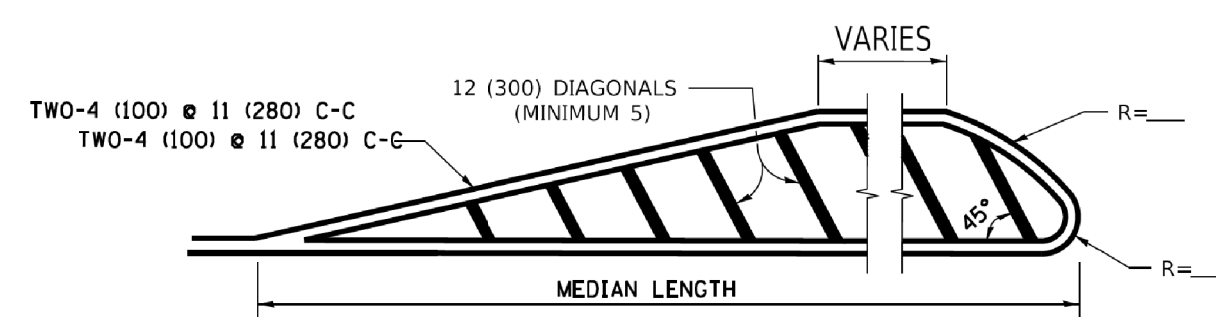


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

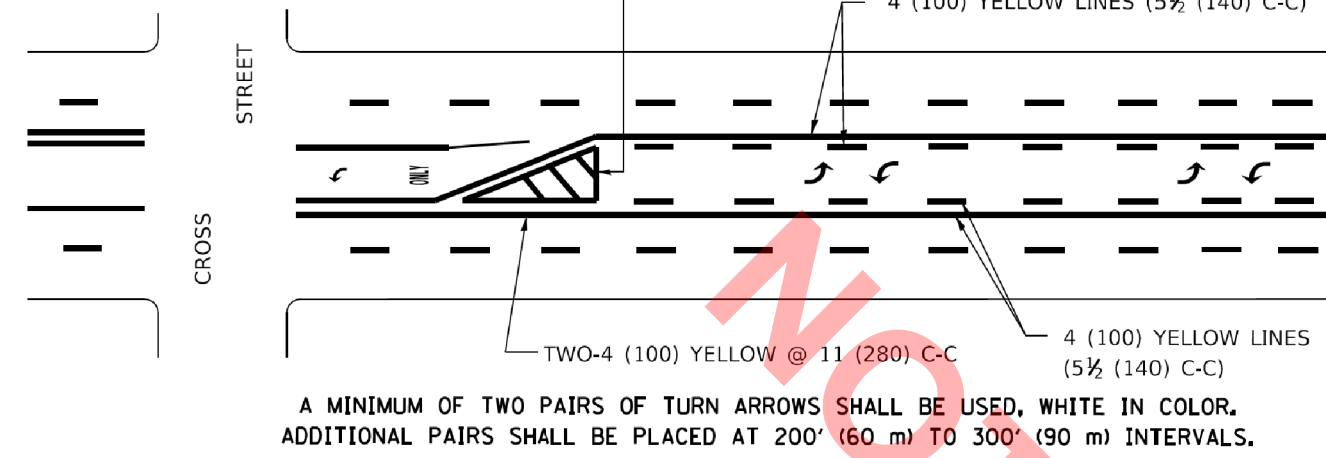


4' (1.2 m) WIDE MEDIANS ONLY



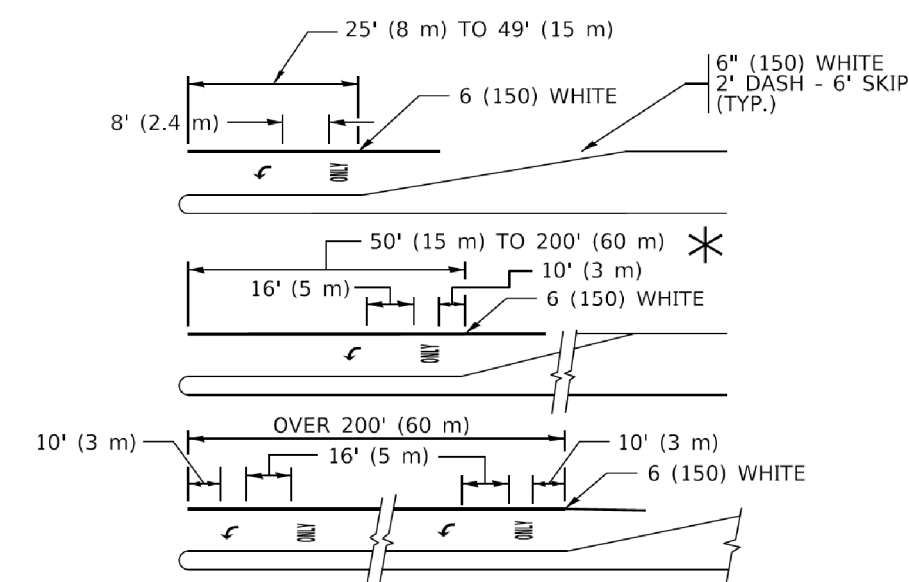
MEDIANS OVER 4' (1.2 m) WIDE

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



MEDIAN WITH TWO-WAY LEFT TURN LANE

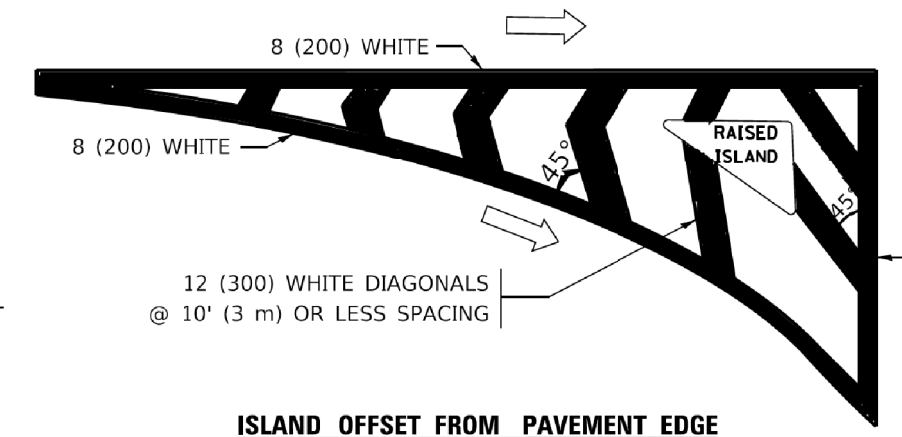
TYPICAL PAINTED MEDIAN MARKING



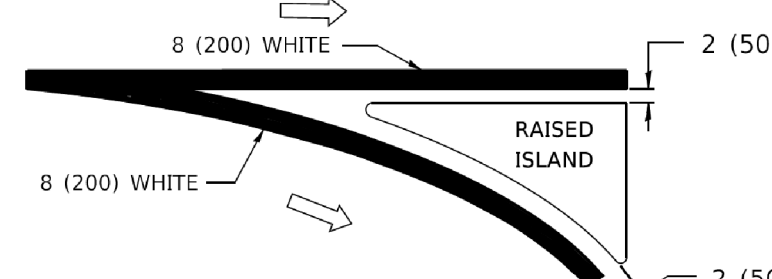
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) * ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

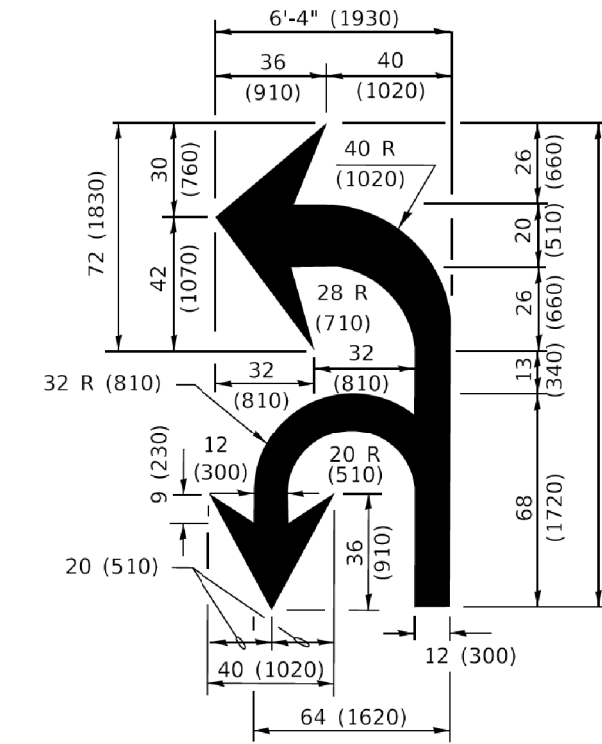


ISLAND OFFSET FROM PAVEMENT EDGE

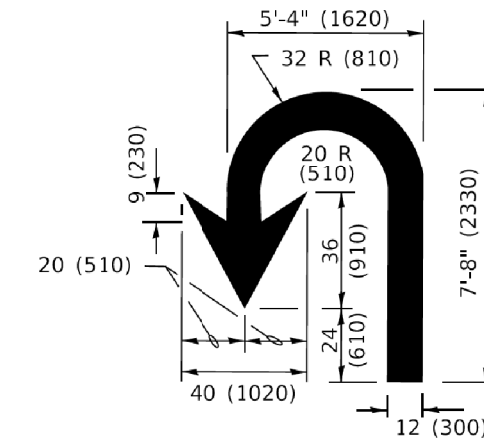


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 8' (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

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USER NAME	DESIGNED	REVISION
footemj	EVERS	C. JUCIUS 09-09-09
		C. JUCIUS 07-01-13
		C. JUCIUS 12-21-15
		C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13			
ILLINOIS		CONTRACT NO.		

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

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CLIENT:



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20 S. Ardmore Ave.
Villa Park, IL 60181-2696

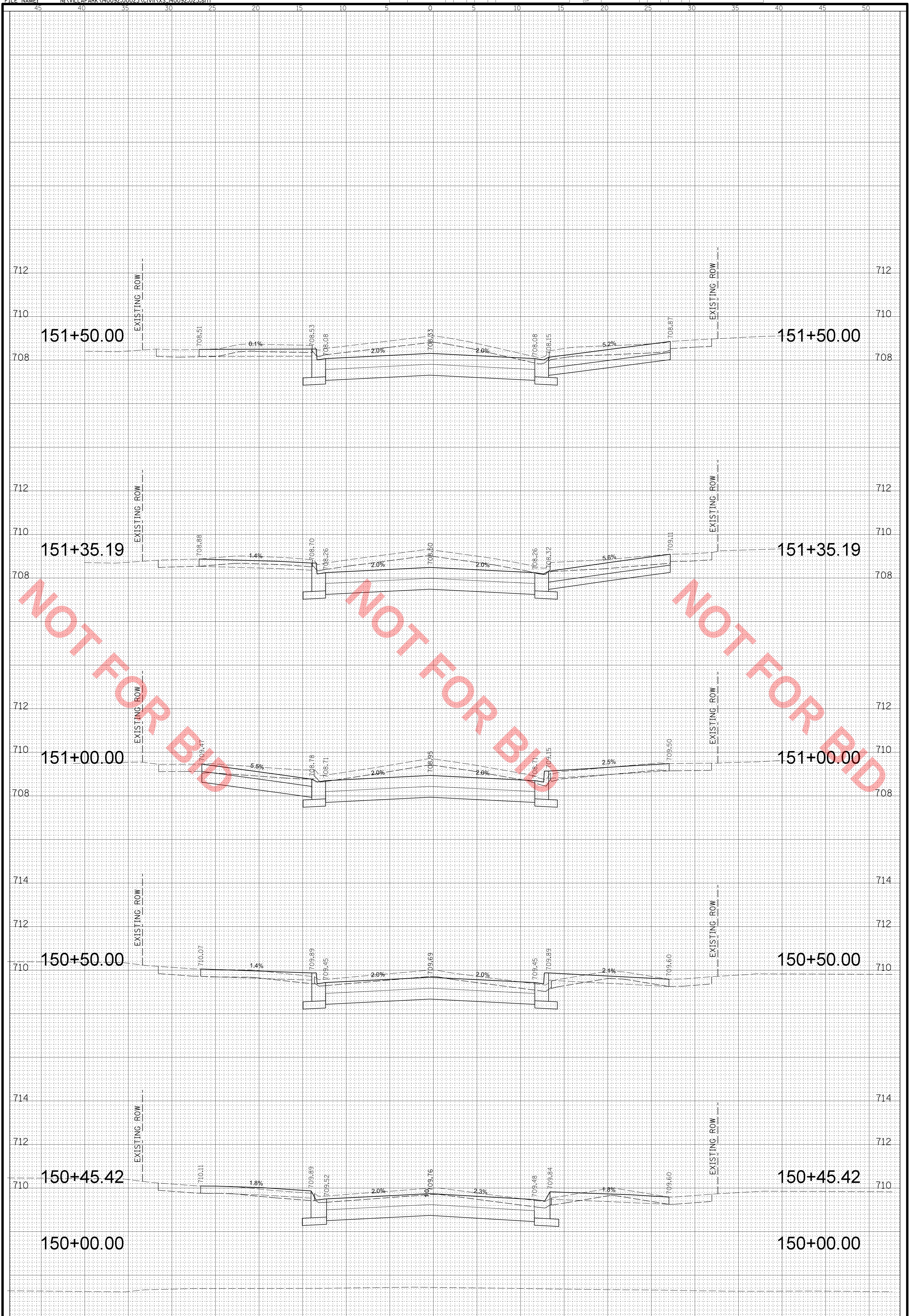
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**MICHIGAN AVENUE & VERMONT STREET
IMPROVEMENTS
CONSTRUCTION DETAILS**

PROJ. NO. 140092.00023
DATE: 2/23/2023
SHEET 16 OF 21
DRAWING NO.
DET-04

NO.	DATE	BY	CHKD.	DESC.

FILE NAME: N:\VILLAPARK\140092.00023\CIVIL\XS_140092.023.sht



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VILLAGE OF VILLA PARK
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 Villa Park, IL 60181-2696

DSGN. AJS
 DWN. JRS
 CHKD. BMW
 SCALE: HORZ. 5
 VERT. 2
 PLOT DATE: 2/23/2023
 CAD USER: aschaefer
 MODEL: Default

TITLE:
MICHIGAN AVENUE
STA. 150 + 00.00 - STA. 151 + 50.00
CROSS SECTIONS

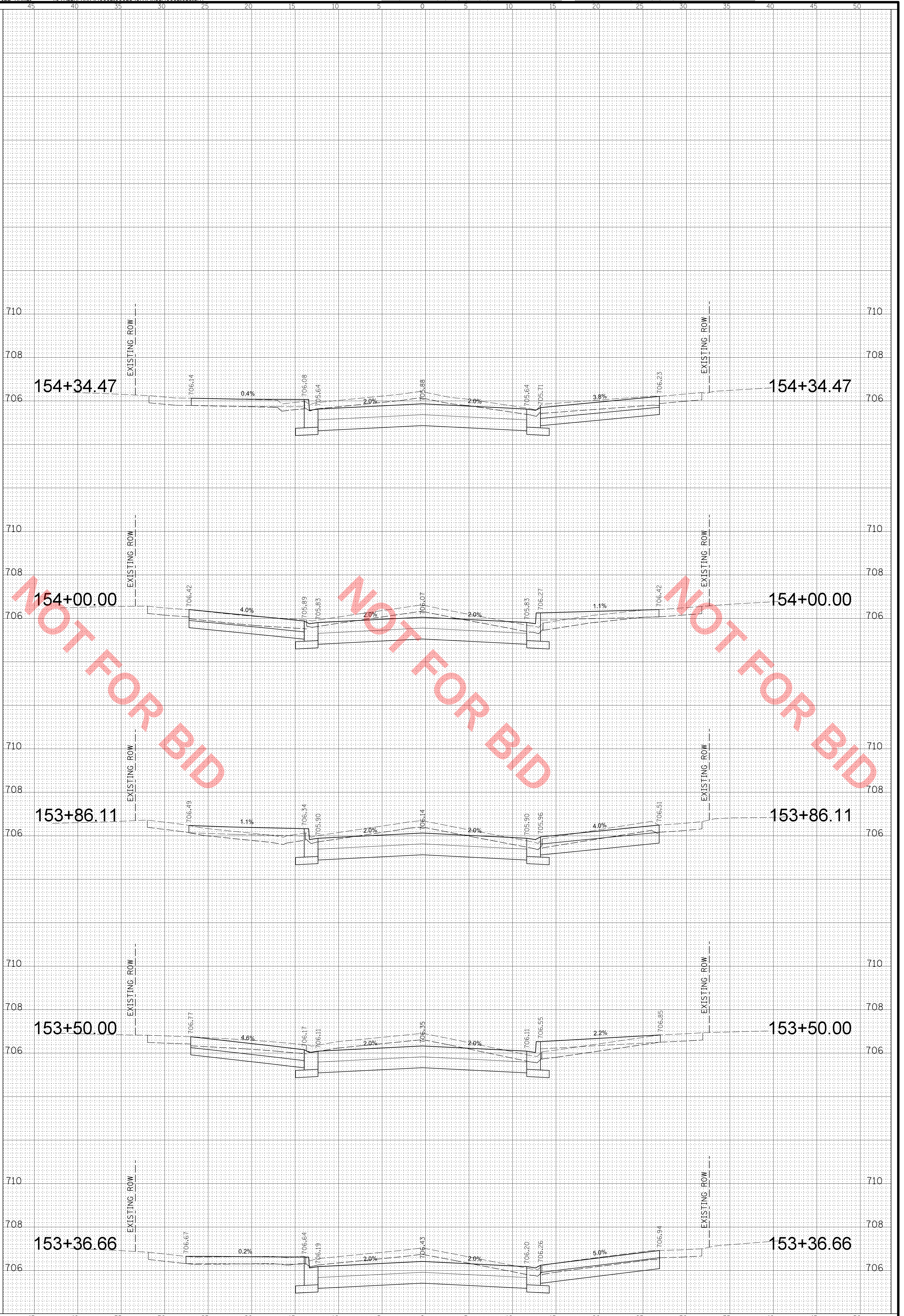
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XS1

NO.	DESCRIPTION	DATE	BY	CHKD.	REVISION

NO.	DESCRIPTION	DATE	BY	CHKD.	REVISION

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CLIENT:
VILLAGE OF VILLA PARK
 20 S. Ardmore Ave.
 Villa Park, IL 60181-2696

DSGN. AJ S
 DWG. JRS
 CHKD. BMW
 SCALE: HORZ. 5
 VERT. 2
 PLOT DATE: 2/23/2023
 CAD USER: aschaefer
 MODEL: Default

TITLE:
MICHIGAN AVENUE
STA. 153 + 36.66 - STA. 154 + 34.47
CROSS SECTIONS

PROJ. NO. 140092.00023
 DATE: 2/23/2023
 SHEET 19 OF 21
 DRAWING NO.

XS3

