

MAPLE AREA IMPROVEMENTS

VILLAGE OF VILLA PARK, IL

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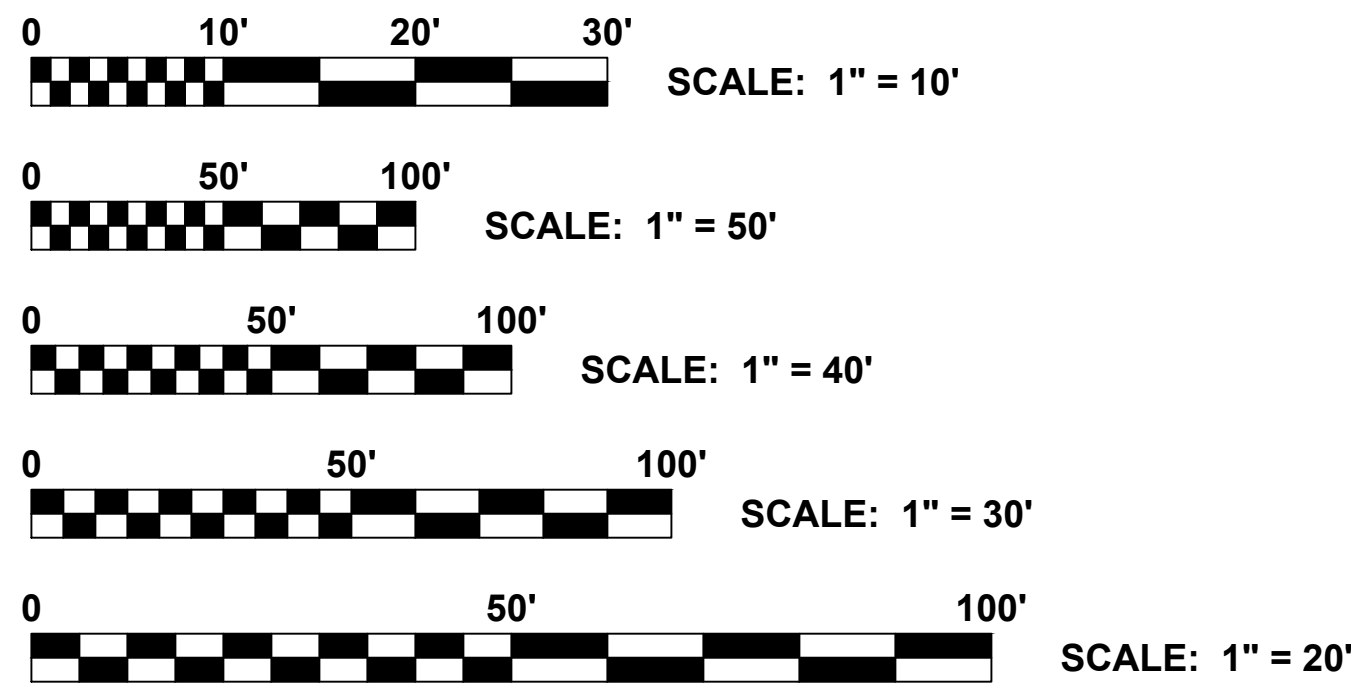
PROJECT LOCATED IN THE VILLAGE OF VILLA PARK



THESE PLANS COMPLY WITH THE CURRENT POLICY TO FACILITATE THE MOBILITY OF THE HANDICAPPED.



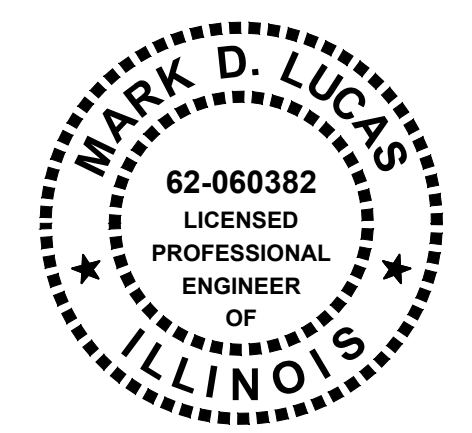
Know what's below. Call before you dig.



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.



TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATER WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS IN TO THE PUBLIC AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGES TO ADJOINING PROPERTIES.



SIGNED: _____
DATE: _____ LICENSE EXPIRES: 11-30-21

AREA OF IMPROVEMENT
PROJECT LOCATION MAP

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MAPLE AREA IMPROVEMENTS PROJECT
VILLAGE OF VILLA PARK, ILLINOIS

REVISION:	SCALE: NONE	SHEET
	DRAWN BY: MK	1 / 60
	BOOK NO.: TOTAL STATION	
	DATE: 03-27-20	
	E.H.E. NO.: 820-18-19501	



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GENERAL NOTES

- QUALITY CONTROL/QUALITY ASSURANCE OF PORTLAND CEMENT CONCRETE AND HOT MIX ASPHALT MIXTURES WILL BE REQUIRED ON THIS CONTRACT. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL QUALITY CONTROL TESTING.
- THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND GARBAGE TRUCKS AT ALL TIMES. IF THE GARBAGE TRUCKS ARE NOT ABLE TO HAVE ACCESS TO ALL OF THE PROPERTIES WITHIN THE PROJECT LIMITS, THEN THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING ANY GARBAGE THAT IS AFFECTED IN A LOCATION WHERE THE GARBAGE TRUCKS CAN PICK IT UP. THE CONTRACTOR SHALL ALSO BE REQUIRED TO RETURN THE GARBAGE CANS TO THE PARKWAY OF THE RESPECTIVE PROPERTY BY THE END OF THE DAY. **THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.**
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT EXISTING STREET LIGHT CABLES. THE CONTRACTOR WILL BE REQUIRED TO RESTORE WIRES AND CONDUIT IF THEY ARE DAMAGED BY HIS WORK. THE CONTRACTOR WILL NOT BE ALLOWED TO SPLICE ANY WIRES THAT ARE REPAIRED.
- IT SHALL BE RESIDENTS RESPONSIBILITY TO MARK THE SPRINKLER HEADS AND THE SPRINKLER SYSTEM BEFORE DIGGING STARTS. THE CONTRACTOR WILL BE EXTRA CAREFUL AND DO THEIR BEST NOT TO DAMAGE SPRINKLER HEADS AND SPRINKLER SYSTEM. IF THEY GET DAMAGED THEN RESIDENTS SHALL BE RESPONSIBLE FOR ANY DAMAGES TO THE PARKWAY SPRINKLER SYSTEM AND HEADS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO TAKE PRECAUTIONS SO AS NOT TO DAMAGE EXISTING SIDEWALKS, DRIVEWAYS, AND PAVEMENTS OUTSIDE THE LIMITS OF RESTORATION. THE GENERAL LIMITS OF RESTORATION ARE SHOWN ON THE PLANS. THE ENGINEER WILL MARK OUT THE EXACT LIMITS OF REMOVAL FOR THESE ITEMS PRIOR TO THE COMMENCEMENT OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGE TO SIDEWALKS, DRIVEWAYS, AND PAVEMENTS OUTSIDE OF THESE LIMITS TO THE SATISFACTION OF THE ENGINEER AND THE VILLAGE AT HIS OWN EXPENSE.
- ALL PROPOSED SEWER AND WATER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS INCLUDED IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", ADOPTED APRIL 1, DATED 2016, AND ALL REVISIONS THERETO.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ELEVATION OF EXISTING WATER MAINS, GAS MAINS, TELEPHONE DUCTS, AND OTHER PUBLIC UTILITIES WHICH ARE TO BE CROSSED WITH THE PROPOSED SEWER A SUFFICIENT LENGTH AHEAD OF PIPE LAYING OPERATIONS SO THAT THE PROPOSED SEWER MAIN CAN BE INSTALLED AT AN ELEVATION WHICH WILL AVOID CONFLICTS WITH THE EXISTING UTILITIES WITHOUT REQUIRING THE USE OF BENDS AND/OR FITTINGS ON THE PROPOSED SEWER. THE ENGINEER SHALL ASSIST THE CONTRACTOR BY DETERMINING THE ELEVATION OF THE EXISTING UTILITY ONCE IT HAS BEEN EXPOSED BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR BACKFILLING THE TRENCHES WITH CRUSHED STONE TO A LEVEL EQUAL TO THAT OF ADJACENT EXISTING PAVEMENTS BY THE END OF EACH WORK DAY. THE STONE SHALL BE LEVELED OFF AND COMPACTED TO THE SATISFACTION OF THE ENGINEER AND THE VILLAGE. STEEL PLATE MAY BE REQUIRED IF STONE IS DEEMED INSUFFICIENT, OR IF THE STONE GETS DISPLACED FROM THE TRENCH OFTEN ENOUGH TO WARRANT ADDITIONAL MEASURES. STEEL PLATE SHALL BE AT ENGINEER'S AND VILLAGE'S DISCRETION.
- THE CONTRACTOR SHALL VERIFY THE TYPE OF ALL WATER MAIN HARDWARE INCLUDING VALVES, FIRE HYDRANTS, VALVE BOXES, CORPORATION STOPS, CURB STOPS, AND WATER SERVICES BOXES AS SPECIFIED IN PLANS BY THE DESIGN ENGINEER OR WITH THE UTILITY SUPERINTENDENT PRIOR TO ORDERING SUCH MATERIAL.
- PIPE CONNECTIONS TO EXISTING STRUCTURES SHALL BE MADE BY CORE-DRILLING THE WALL OF THE EXISTING STRUCTURE AND INSERTING AN EXPANDABLE, WATERTIGHT, FLEXIBLE RUBBER CONNECTOR INTO THE WALL OF THE EXISTING STRUCTURE. THE CONNECTOR SHALL BE A PSX DIRECT DRIVE CONNECTOR AS MANUFACTURED BY PRESS-SEAL GASKET CORPORATION OR A PRIOR APPROVED EQUAL. IF THE STRUCTURE CANNOT BE CORE DRILLED, A CONCRETE COLLAR (INCIDENTAL TO THE STRUCTURE) SHALL BE POURED AROUND THE PIPE IN A MANNER APPROVED BY THE ENGINEER.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY THE COMBINATION OF MARK-UPS OBTAINED BY THE UTILITY COMPANIES, FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF VILLA PARK, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF VILLA PARK.

- THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.01 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE.
- THE TOP SURFACE OF ALL CLOSED LIDS SHALL BE EMBOSSED WITH THE WORDS "VILLAGE OF VILLA PARK". THE TOP SURFACE OF CLOSED LIDS SHALL ALSO BE EMBOSSED WITH THE WORD "SANITARY", "STORM", OR "WATER" AS APPROPRIATE.
- THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. **THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.**
- WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS. **THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.**
- THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY APPROVED MEANS OR AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. **THE COST OF SAW CUTTING DESCRIBED ABOVE SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.**
- PRIME COAT MUST BE INSTALLED WITHIN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I, TYPE II, OR TYPE III BARRICADE USED, ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/8 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H), WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR THE EDGE OF MILLING SHALL BE RAMPED AT THE DISCRETION OF THE ENGINEER.
- THE CONTRACTOR MUST PAVE ALL STREETS IN A MAXIMUM OF 2 PASSES OF THE PAVING EQUIPMENT. THE CENTERLINE JOINTS OF EACH HOT-MIX ASPHALT LAYER SHALL BE OFFSET FROM THE PREVIOUS LAYER, BY A MINIMUM OF THREE INCHES.
- LOCATIONS OF CURB AND GUTTER REPLACEMENT ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED DURING CONSTRUCTION.
- ALL ABANDONED SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG, NON-SHRINK CONCRETE/MORTAR PLUG.
- PIPE INSTALLED ON THIS PROJECT SHALL CONFORM TO THE FOLLOWING STANDARD OR AS DIRECTED BY THE ENGINEER:

TYPE OF PIPE	MATERIAL STANDARD	JOINT STANDARD
POLYVINYLCHLORIDE PIPE (6"-10") (WATER MAIN ADJUST)	ASTM D-2241	ASTM D-3139
POLYVINYLCHLORIDE PIPE (10") (LATERAL STORM)	ASTM D-2241	ASTM D-3139
POLYVINYLCHLORIDE PIPE (12") (STORM MAIN)	ASTM D-2241	ASTM D-3139
POLYVINYLCHLORIDE PIPE (15"-27") (STORM MAIN)	ASTM F-679	ASTM D-3212
DUCTILE IRON PIPE	CLASS 52 ANSIA-A 21.51	ANSIAAWWA C111/A21.11

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-04	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
602601-04	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-04	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
604051-01	FRAME AND GRATE TYPE 11
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-06	SIDEWALK, CORNER OF CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES

DUCTILE IRON PIPE SPECIFICATIONS

- ALL DUCTILE IRON PIPE WATER MAINS AND SEWER MAINS SHALL BE CLASS 52, CEMENT-LINED AND TAR-COATED, MEETING THE REQUIREMENTS OF SPECIFICATIONS ANSIAAWWA C151/A21.51 WITH "PUSH-ON" JOINTS MEETING THE REQUIREMENTS OF SPECIFICATIONS ANSIAAWWA C111/A21.11. WHERE SPECIFIED ON THE PLANS, OR IN THE SPECIFICATIONS, MECHANICAL JOINTS AND "LOCK-TYPE" JOINTS SHALL BE USED IN LIEU OF "PUSH-ON" JOINTS.
- ALL PIPE FITTINGS AND SPECIAL CASTINGS SHALL BE DUCTILE IRON CONFORMING TO ANSIAAWWA C153/A21.53 AND ANSIAAWWA C111/A21.11 SPECIFICATIONS AND SHALL MEET THE MINIMUM REQUIREMENTS OF CLASS 150 DUCTILE IRON PIPE. IF CERTAIN FITTINGS ARE NOT MANUFACTURED IN DUCTILE IRON, CAST IRON FITTINGS SHALL BE ACCEPTABLE. MECHANICAL JOINT TYPE FITTINGS SHALL BE USED.
- ALL PROPOSED DUCTILE IRON PIPE WATER MAIN AND SEWER MAIN WILL BE ENCASED WITHIN FOUR (4) MIL THICK, HIGH-DENSITY POLYETHYLENE TUBING. ALL FITTINGS SHALL BE ENCASED IN A DOUBLE-LAYER OF POLYETHYLENE TUBING. THE POLYETHYLENE MATERIAL SHALL BE MANUFACTURED AND INSTALLED IN COMPLIANCE WITH ANSIAAWWA C105/A21.5. ALL PROPOSED WATER AND SEWER SERVICES SHALL BE ENCASED IN POLYETHYLENE TUBING FOR A MINIMUM DISTANCE OF THREE FEET (3') FROM THE PROPOSED WATER MAIN AND SEWER MAIN.

STORM SEWER CONSTRUCTION

- MANHOLES, CATCH BASINS AND INLETS SHALL COMPLY WITH THE APPLICABLE PROVISIONS OF SECTION 602 OF THE "IDOT STANDARD SPECIFICATIONS" AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND PLAN DETAILS.
- NO MORE THAN 6" OF ADJUSTING RINGS WILL BE PERMITTED ON MANHOLE, CATCH BASIN, OR INLET STRUCTURES.
- UNLESS OTHERWISE INDICATED IN THE PLANS, ALL PVC STORM SEWER SHALL BE POLYVINYL CHLORIDE PIPE HAVING A MINIMUM STANDARD DIMENSION RATIO (SDR) OF 26 AND SHALL CONFORM TO ASTM DESIGNATION D-2241 (WATER QUALITY PIPE), AND THE JOINTS SHALL BE RUBBER GASKET AND CONFORM TO ASTM DESIGNATIONS D-3139 AND F-477. PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 31 OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS."
- ALL STORM SEWERS SHALL BE PLACED ON PROPERLY COMPACTED BEDDING. BEDDING MATERIAL SHALL BE PLACED A MINIMUM OF FOUR INCHES (4") THICK UNDER THE BARREL OF THE PIPE AND TWELVE INCHES (12") THICK OVER THE TOP OF PIPE. BEDDING MATERIAL SHALL BE CRUSHED GRAVEL OR STONE MEETING GRADATION CA-7/11. JETTING WILL NOT BE ALLOWED.
- ALL STORM SEWERS TRENCHES SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL (CA-6 CRUSHED STONE), PLACED AND PROPERLY COMPACTED UP TO THE EXISTING SUB-GRADE OF THE PAVEMENT. TRENCH BACKFILL BETWEEN THE SUB-GRADE AND THE EXISTING SURFACE LEVEL SHALL BE PAID FOR AS TEMPORARY TRENCH BACKFILL. THE TRENCH BACKFILL MEASUREMENT DEPTH FOR PAYMENT WILL BE MADE FROM 12" ABOVE THE TOP OF THE PIPE TO THE BOTTOM OF BINDER. THE TEMPORARY TRENCH BACKFILL MEASUREMENT DEPTH FOR PAYMENT WILL BE BETWEEN THE BOTTOM OF BINDER AND THE TOP OF EXISTING SURFACE TOTAL IN THREE INCHES (3").
- TRAFFIC MUST BE MAINTAINED ON STREET AT ALL TIMES. ANY STAGING NECESSARY WILL BE INCLUDED IN THE COST OF SEWER. ROADWAY CLOSURES WILL NOT BE PERMITTED.

EROSION CONTROL NOTES

- SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
- THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
- STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE ENGINEER. SEDIMENT CONTROL WILL BE REQUIRED FOR DEWATERING OPERATIONS, AS DIRECTED BY THE ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL MATERIALS.
- EROSION CONTROL SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE DUPAGE COUNTY "COUNTRYWIDE STORM WATER & FLOOD PLAIN ORDINANCE.
- WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
- EROSION CONTROL (INLET PROTECTION) SHALL BE IN PLACE PRIOR TO ANY DISTURBANCE ACTIVITIES.
- THE COST OF ABOVE WORK WILL BE INCLUDED IN COST OF TRAFFIC CONTROL PROTECTION.

UTILITY POLE NOTES

- THE CONTRACTOR SHALL ALSO ENSURE THAT ADJACENT UTILITY POLES REMAIN PROTECTED DURING REMOVALS OF CURB AND GUTTER, SIDEWALKS, DRIVEWAYS AND ANY SEWER INSTALLATIONS.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY BRACING AS SUPPORT FOR UTILITY POLES CLOSER TO ALL DIGGINGS ADJACENT TO NEW SEWER AND STRUCTURES INSTALLATION AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, NOT PAID FOR SEPARATELY BUT INCIDENTAL TO NEW SEWER WORKS.
- RELOCATION UTILITY POLES (BY OTHERS) OR TO PROVIDE TEMPORARY BRACING AS SUPPORT FOR UTILITY POLES ADJACENT TO DITCH LINE ON MAPLE ST. BETWEEN ILLINOIS AND SUMMIT SHALL BE DETERMINED IN FIELD BY THE ENGINEER.
- TEMPORARY BRACING AND SUPPORT OF UTILITY POLES SHALL BE IN PLACE PRIOR TO ANY DISTURBANCE ACTIVITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE UTILITY COMPANIES BEFORE STARTING ANY WORKS.
- THE LOCATIONS OF THE POLES TO BE PROTECTED ARE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

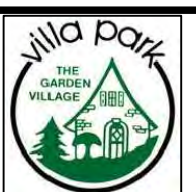
LEGEND

EXISTING	PROPOSED	DESCRIPTION
		MANHOLE
		INLET
		CATCH BASIN
		FIRE HYDRANT
		STREET LIGHT
		WATER MAIN VALVE VAULT
		POWER POLE
		POWER POLE WITH LIGHT
		GAS VALVE
		WATER MAIN VALVE BOX
		WATER SERVICE BOX
		TREE
		COMBINED SEWER
		SANITARY SEWER
		STORM SEWER
		WATER MAIN
		GAS MAIN
		RIM ELEVATION (SANITARY) INVERT ELEVATION
		RIM ELEVATION (STORM) INVERT ELEVATION
		RIM ELEVATION (WATER MAIN) TOP OF WATER MAIN
		ELEVATION
		CONCRETE PAVEMENT, SIDEWALK, OR DRIVEWAY
		HOT-MIX ASPHALT PAVEMENT
		CURB & GUTTER TO BE REMOVED AND REPLACED
		A FRAMES AND LIDS TO BE ADJUSTED
		T FRAMES AND LIDS TO BE ADJUSTED (PIVOTED TURNBUCKLE MANHOLE RISER)
		S FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
		RC RECONSTRUCT EXISTING STRUCTURE
		1C TYPE 1 FRAME W/CLOSED LID
		1P TYPE 1 FRAME W/OPEN LID
		RM REMOVE EXISTING STRUCTURE
		AB ABANDON EXISTING STRUCTURE
		\$ EDGE OF PAVEMENT SUMMIT

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**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

GENERAL NOTES AND LEGEND OF SYMBOLS

SCALE: NONE	SHEET 2
DRAWN BY: DMM,MK,ECW	OF 60
BOOK NO.: 1696	
DATE: 03-27-20	
E.H.E. NO.: 820-18-19501	

SUMMARY OF QUANTITIES

	Descriptions	UNIT	Maple Street West (Illinos - Summit)	Maple Street East (Summit - Villa Ave.)	Pine Street (Summit - Villa Ave.)	Oak Street (Summit - Villa Ave.)	Summit Ave. (Division - Maple)	Myrtle Ave. (Division - Oak)	Division Street (Cornell - Villa Ave.)	Total Quantity
1	FRAMES AND LIDS TO BE ADJUSTED	Each	1	4	5	3	3	1	17	34
2	FRAME AND LIDS, TYPE 1	Each	0	0	2	0	1	1	5	9
3	STRUCTURES TO BE REMOVED	Each	5	18	6	12	8	7	16	72
4	CATCH BASINS, 2' DIAMETER, TYPE C, TYPE 11 FRAME AND GRATE	Each	4	9	5	9	6	4	5	42
5	INLETS, 2' DIAMETER, TYPE A, TYPE 11 FRAME AND GRATE	Each	0	2	0	0	0	0	0	2
6	STORM MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	Each	2	2	2	2	1	2	4	15
7	STORM MANHOLES, TYPE A, 5' DIAMETER, TYPE 1 FRAME, CLOSED LID	Each	0	0	1	2	0	0	0	3
8	STORM MANHOLES, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID	Each	0	3	0	0	1	0	1	5
9	STORM MANHOLES, DOGHOUSE, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID	Each	0	0	0	0	0	0	1	1
10	8" STORM SEWERS, PVC, SDR 26, ASTM 2241	Foot	0	5	0	0	0	0	0	5
11	12" STORM SEWERS, PVC, SDR 26, ASTM 2241	Foot	355	113	34	177	13	311	75	1,078
12	15" STORM SEWERS, PVC, SDR 26, ASTM 2241	Foot	0	0	0	0	214	0	0	214
13	18" STORM SEWERS, PVC, SDR 26, ASTM 2241	Foot	0	273	0	0	163	0	342	778
14	21" STORM SEWERS, PVC, SDR 26, ASTM 2241	Foot	0	0	0	0	0	0	519	519
15	12" STORM SEWERS, DUCTILE IRON, CL52, AWWA C151	Foot	93	56	44	0	95	0	27	315
16	24" STORM SEWERS, RCP, CL IV, ASTM C76	Foot	0	0	0	487	177	0	51	715
17	27" STORM SEWERS, RCP, CL IV, ASTM C76	Foot	0	0	0	424	0	0	0	424
18	14"x23" STORM SEWERS, RCP ELLIPTICAL, CL IV, ASTM 507	Foot	0	0	639	0	0	0	0	639
19	19"x30" STORM SEWERS, RCP ELLIPTICAL, CL IV, ASTM 507	Foot	0	700	0	0	0	0	0	700
20	19"x30" MANHOLE CONNECTION TO EXISTING STORM	Each	0	1	0	0	0	0	0	1
21	24" MANHOLE CONNECTION TO EXISTING STORM	Each	0	0	0	0	1	0	0	1
22	27" MANHOLE CONNECTION TO EXISTING STORM	Each	0	0	0	1	0	0	0	1
23	14"x23" MANHOLE CONNECTION TO EXISTING STORM	Each	0	0	1	0	0	0	0	1
24	TRENCH BACKFILL	CuYd	108	308	83	747	243	362	722	2,573
25	FLOWABLE FILL	CuYd	0	5	6	32	0	0	0	43
26	10" CMP DRIVEWAY CULVERT, 16 GAUGE	Foot	200	0	0	0	0	0	0	200
27	12" STM. TO BE REMOVED & SALVAGED	Foot	0	0	0	0	0	0	50	50
28	ADJUSTING WATER MAIN, 6"	Foot	0	0	0	10	20	0	0	30
29	ADJUSTING WATER MAIN, 8"	Foot	0	0	0	0	0	0	10	10
30	ADJUSTING WATER MAIN, 10"	Foot	0	0	10	0	0	0	10	20
31	ADJUSTING WATER MAIN, 12"	Foot	0	0	0	10	0	0	0	10
32	ADJUSTING WATER SERVICE LINES (COPPER SERVICE)	Each	30	160	100	60	10	20	30	410
33	WATER SERVICE REPLACEMENT	Each	1	3	2	3	1	1	2	13
34	VALVE VAULTS, DOGHOUSE, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	Each	1	1	0	1	0	1	1	5
35	FIRE HYDRANTS TO BE REMOVED	Each	0	0	1	0	0	0	1	2
36	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	Each	1	3	3	0	0	1	4	12
37	SANITARY MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	Each	2	4	1	6	3	2	8	26
38	8" SANITARY SEWERS, PVC, SDR 26, ASTM 2241	Foot	0	0	0	217	195	0	0	412
39	12" SANITARY SEWERS, PVC, SDR 26, ASTM 2241	Foot	0	0	0	0	0	228	0	228
40	SANITARY SERVICE CONNECTION	Each	0	0	0	3	2	0	0	5
41	18" SANITARY SEWERS, DUCTILE IRON CL52, AWWA C151	Each	0	15	10	10	0	0	0	35
42	POINT REPAIRS	Each	0	5	3	0	0	0	0	8
43	ADDITIONAL SANITARY SEWER LATERAL, 6"	Foot	0	0	0	3	2	0	0	5
44	COMBINATION CURB AND GUTTER REMOVAL	Foot	0	749	946	2120	468	1177	1515	6,975
45	SIDEWALK REMOVAL	SqFt	123	2842	1786	2289	1759	1263	3116	13,178
46	DRIVEWAY PAVEMENT REMOVAL	SqYd	313	78	150	393	49	149	188	1,320
47	HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)	SqYd	1260	3394	4036	2684	1310	1474	9060	23,218
48	BARRIER CURB, TYPE B	Foot	0	79	78	38	55	20	45	315
49	COMBINATION CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	Foot	0	585	768	1987	413	1157	1390	6,300
50	COMBINATION CURB AND GUTTER, TYPE B-6.24 (MODIFIED)	Foot	0	85	100	95	0	0	80	360
51	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SqFt	137	2824	1741	2019	1738	1148	3036	12,643

Drawing file: W:\Projects\By_Village\Villa Park\2018195 - Division-Maple Improvements\02_Typ-SCQ_VP.dwg Apr 01, 2020 - 5:23pm

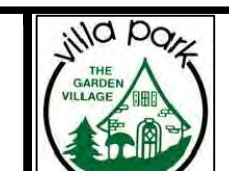


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**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

SUMMARY OF QUANTITIES

SCALE:	NONE	SHEET 3 OF 60
DRAWN BY:	DMM,MK,ECW	
BOOK NO.:	1696	
DATE:	03-27-20	
REVISION:	E.H.E. NO.: 820-18-19501	

SUMMARY OF QUANTITIES

	Descriptions	UNIT	Maple Street West (Illinos - Summit)	Maple Street East (Summit - Villa Ave.)	Pine Street (Summit - Villa Ave.)	Oak Street (Summit - Villa Ave.)	Summit Ave. (Division - Maple)	Myrtle Ave. (Division - Oak)	Division Street (Cornell - Villa Ave.)	Total Quantity
52	DETECTABLE WARNINGS	SqFt	0	108	62	86	30	30	64	380
53	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"	SqYd	0	41	92	217	11	84	94	539
54	PROTECTIVE COAT	SqYd	95	522	58	919	301	471	772	3,138
55	HOT-MIX ASPHALT DRIVEWAY, 4"	SqYd	218	36	498	176	38	65	94	1,125
56	INCIDENTAL HOT-MIX ASPHALT SURFACING, 3" (VILLA AVE.)	SqYd	0	12	12	12	0	0	22	58
57	CLASS C PATCHES, TYPE I-IV, 8"	SqYd	0	1599	0	1158	726	492	1661	5,636
58	CLASS D PATCHES, TYPE I-IV, 6"	SqYd	281	0	893	0	0	0	0	1,174
59	BITUMINOUS MATERIALS (PRIME COAT)	Gal	473	1273	1514	134	491	553	3349	7,787
60	LEVELING BINDER (MACHINE METHOD), N50, 1"	Ton	71	186	222	146	73	83	500	1,281
61	HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"	Ton	141	372	444	292	147	165	1000	2,561
62	CRACK FILLING HOT-MIX ASPHALT PAVEMENT	Pound	0	50	40	0	0	0	40	130
63	TOPSOIL FURNISH AND PLACE, 4"	SqYd	1928	494	679	1320	303	795	1178	6,697
64	SODDING	SqYd	1928	494	679	1320	303	795	1178	6,697
65	GRADING AND SHAPING NEW DITCHES	CuYd	300	0	0	0	0	0	0	300
66	TREE PROTECTION FENCE	Each	0	25	40	24	12	21	6	128
67	TREE ROOT PRUNING	Each	0	8	13	24	2	21	0	68
68	TREE REMOVALS (6" TO 15")	Unit	29	0	0	0	0	0	0	29
69	TREE REMOVALS (15" and Over)	Unit	80	0	0	62	0	0	0	142
70	SUPPLEMENTAL WATERING	Unit	25	10	10	25	5	25	25	125
71	INLET FILTER	Each	6	12	9	9	2	2	27	67
72	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	Foot	12	50	32	36	0	0	108	238
73	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	Foot	0	274	184	224	0	0	574	1,256
74	TEMPORARY TRENCH BACKFILL	CuYd	10	79	29	77	52	31	65	343
75	AGGREGATE FOR TEMPORARY ACCESS	Ton	63	16	30	79	10	30	38	266
76	AGGREGATE BASE COURSE, 6" (HMA DRIVEWAY)	SqYd	218	36	58	176	38	65	94	685
77	AGGREGATE BASE COURSE, 4" (PCC DRIVEWAY)	SqYd	95	41	92	217	11	84	94	634
78	REMOVE AND RELOCATE SIGN PANEL AND SIGN PANEL ASSEMBLY	Each	4	0	0	0	0	0	0	4
79	SIGN PANELS WITH STEEL POSTS	Each	1	5	2	3	0	0	7	18
80	EXPLORATORY EXCAVATION	Hour	4	0	0	0	0	0	0	4
81	PRE CONSTRUCTION VIDEO RECORDING	LS	0	0	0	0	0	0	0	1
82	MOBILIZATION	LS	0	0	0	0	0	0	0	1
83	TRAFFIC CONTROL & PROTECTION	LS	0	0	0	0	0	0	0	1

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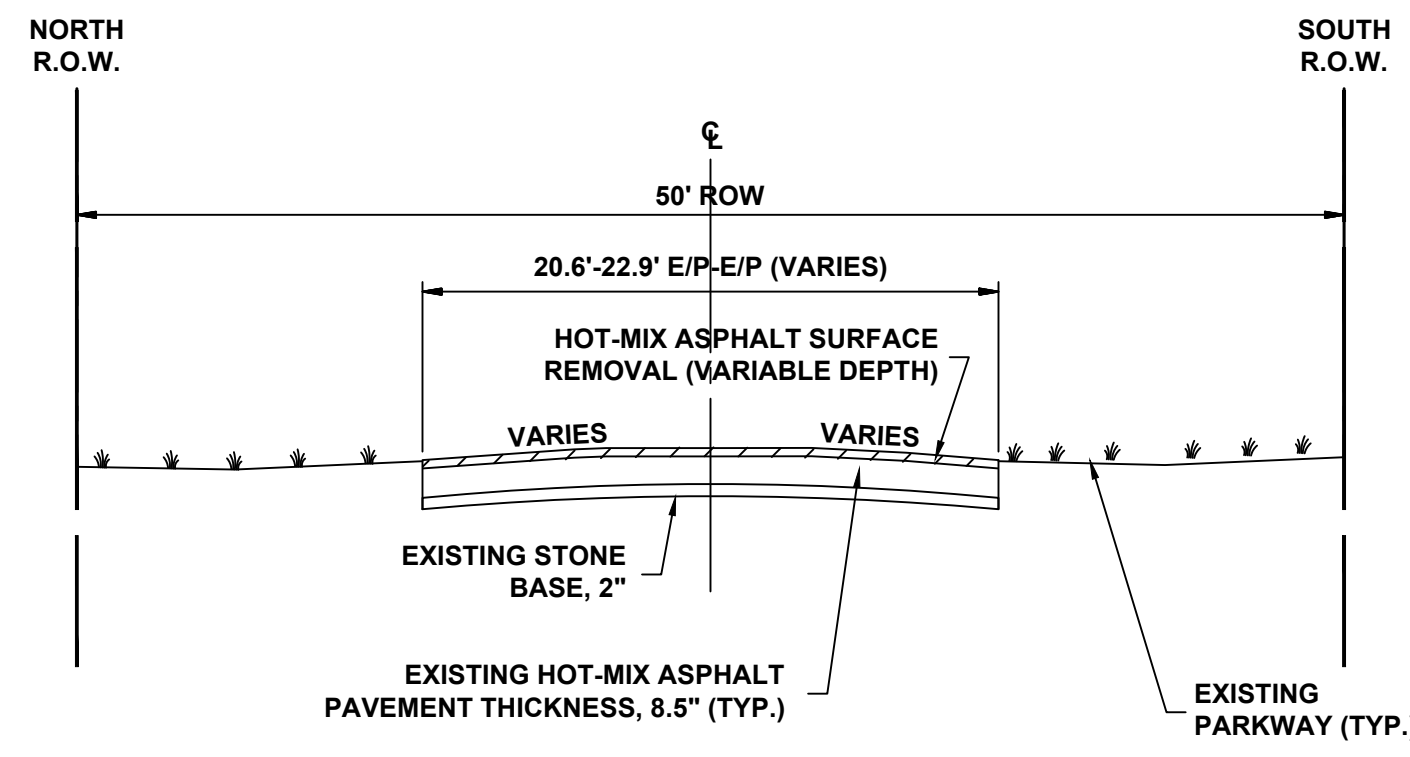


**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

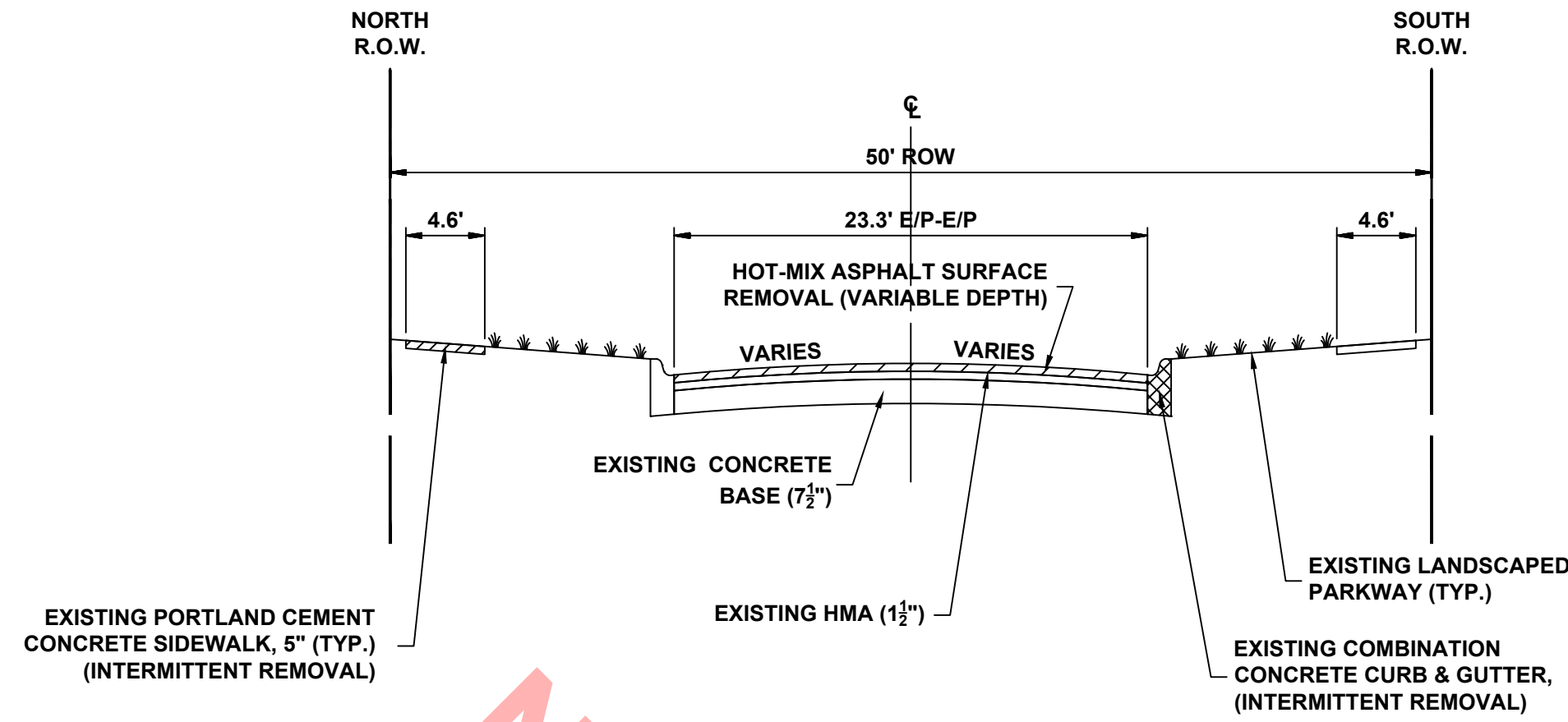
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DATE:	03-27-20		
REVISION:			
E.H.E. NO.:	820-18-19501		

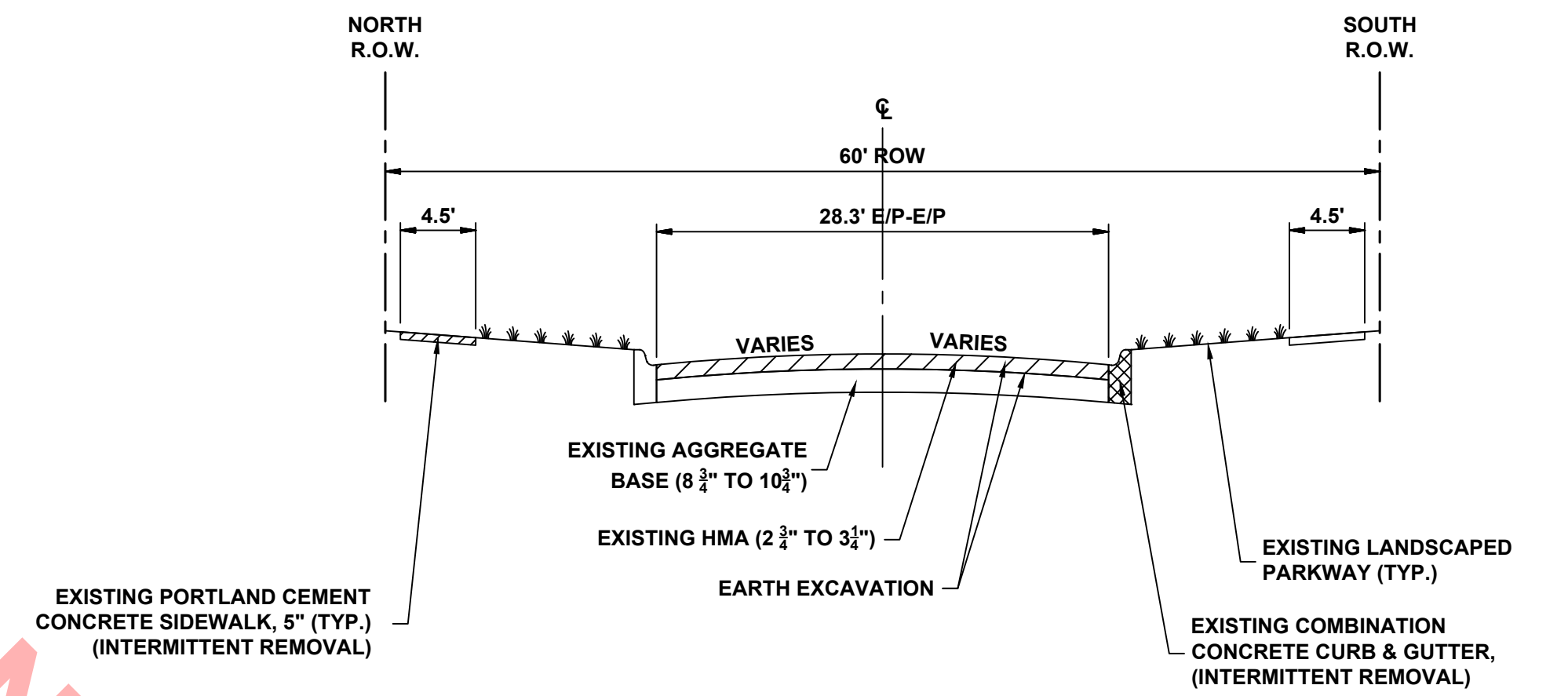
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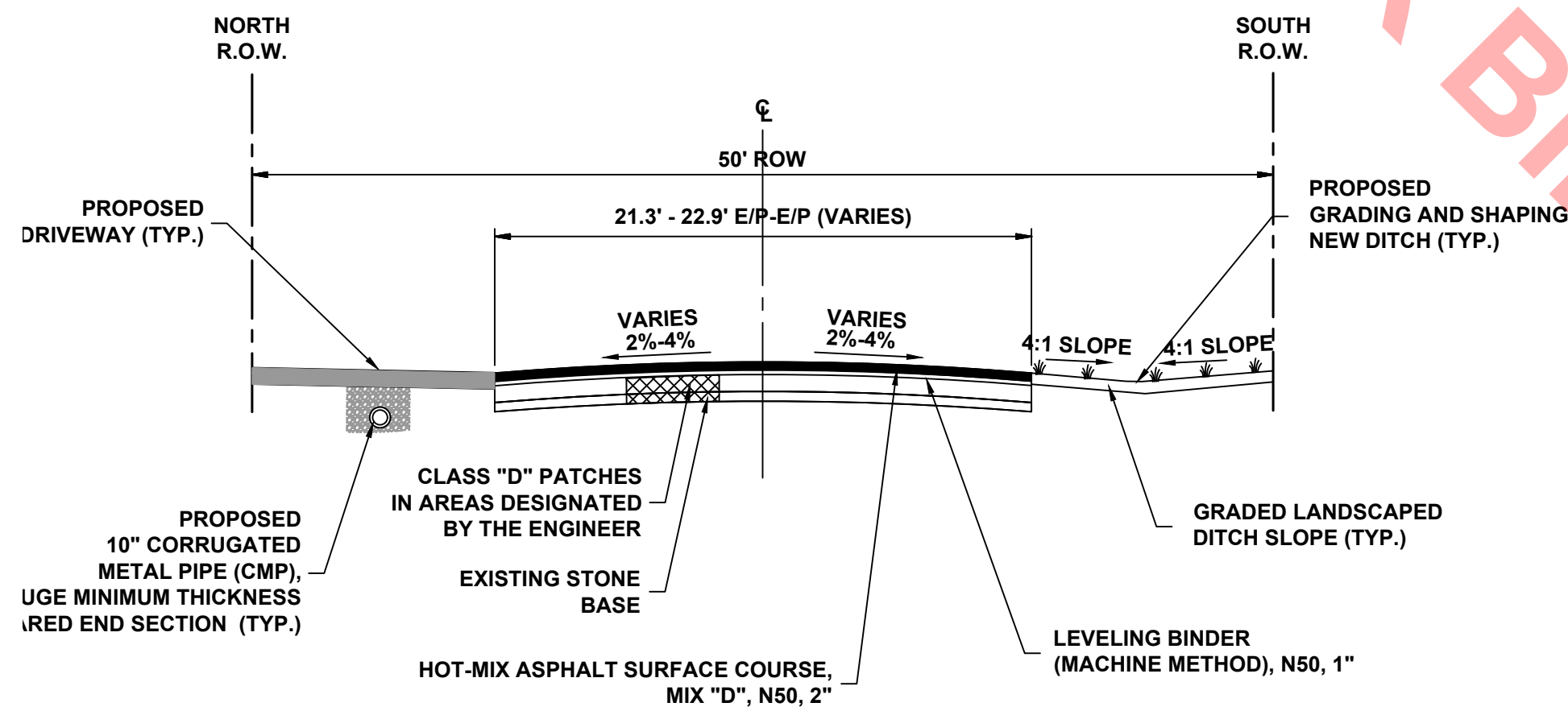
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(RURAL CROSS SECTION)



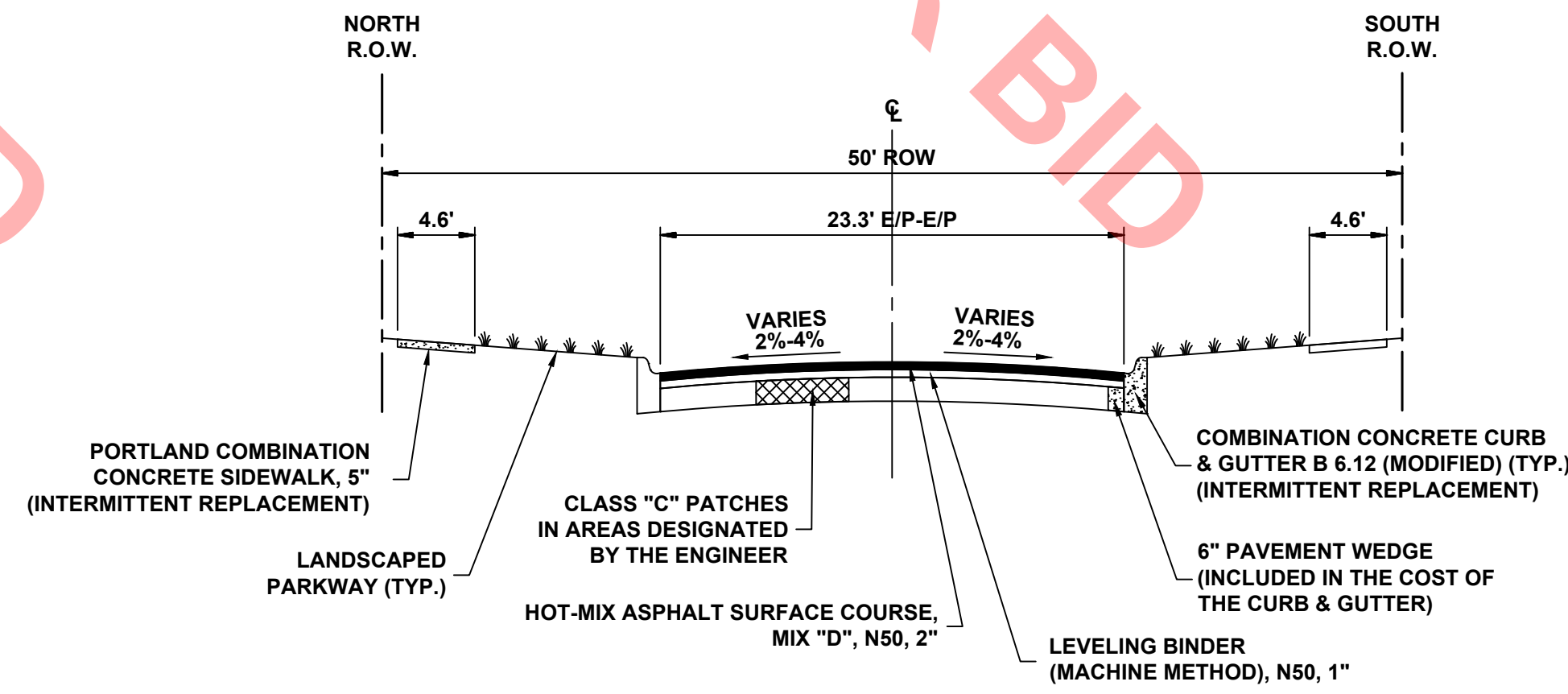
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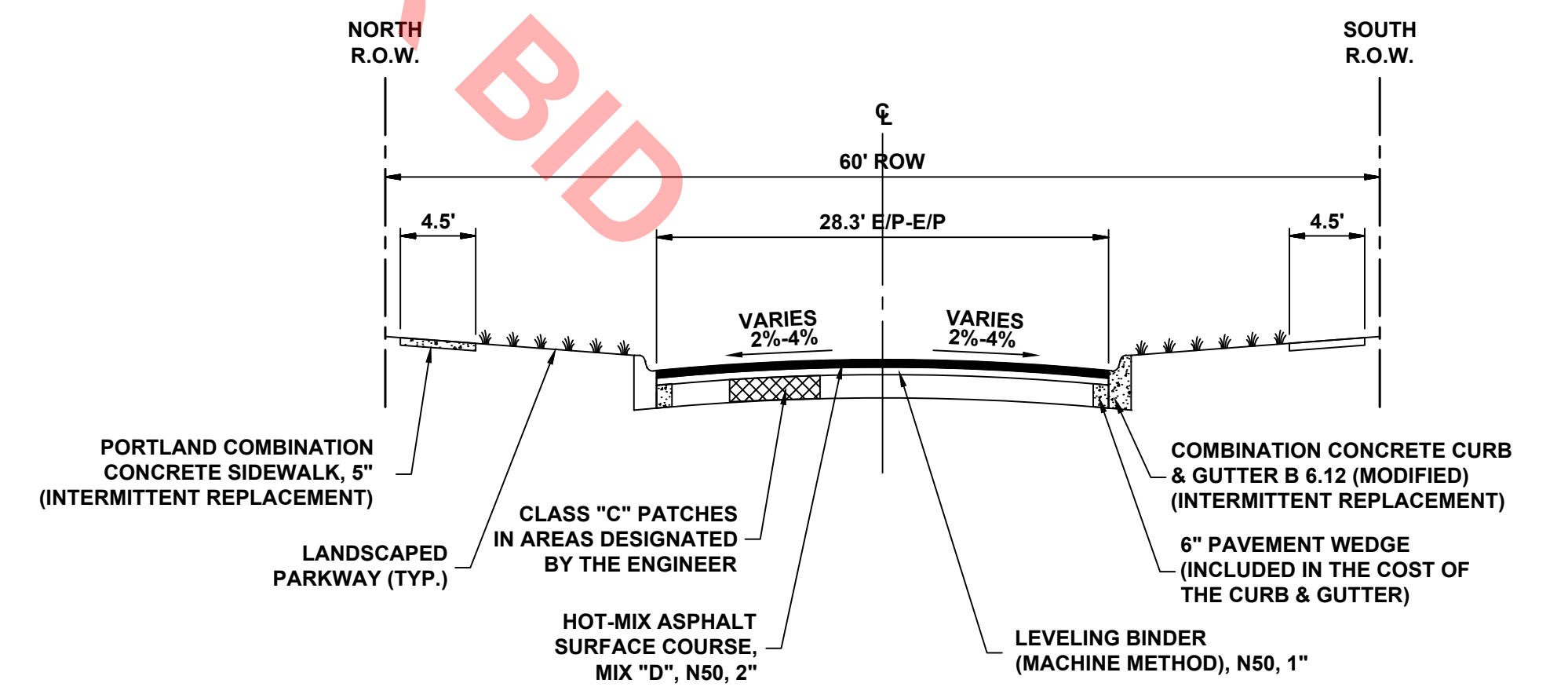
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PINE STREET (SUMMIT AVE. TO VILLA AVE.)



PROPOSED TYPICAL SECTION
MAPLE STREET (ILLINOIS AVE. TO SUMMIT AVE.)
(RURAL CROSS SECTION)



PROPOSED TYPICAL SECTION
MAPLE STREET (SUMMIT AVE. TO VILLA AVE.)



PROPOSED TYPICAL SECTION
PINE STREET (SUMMIT AVE. TO VILLA AVE.)



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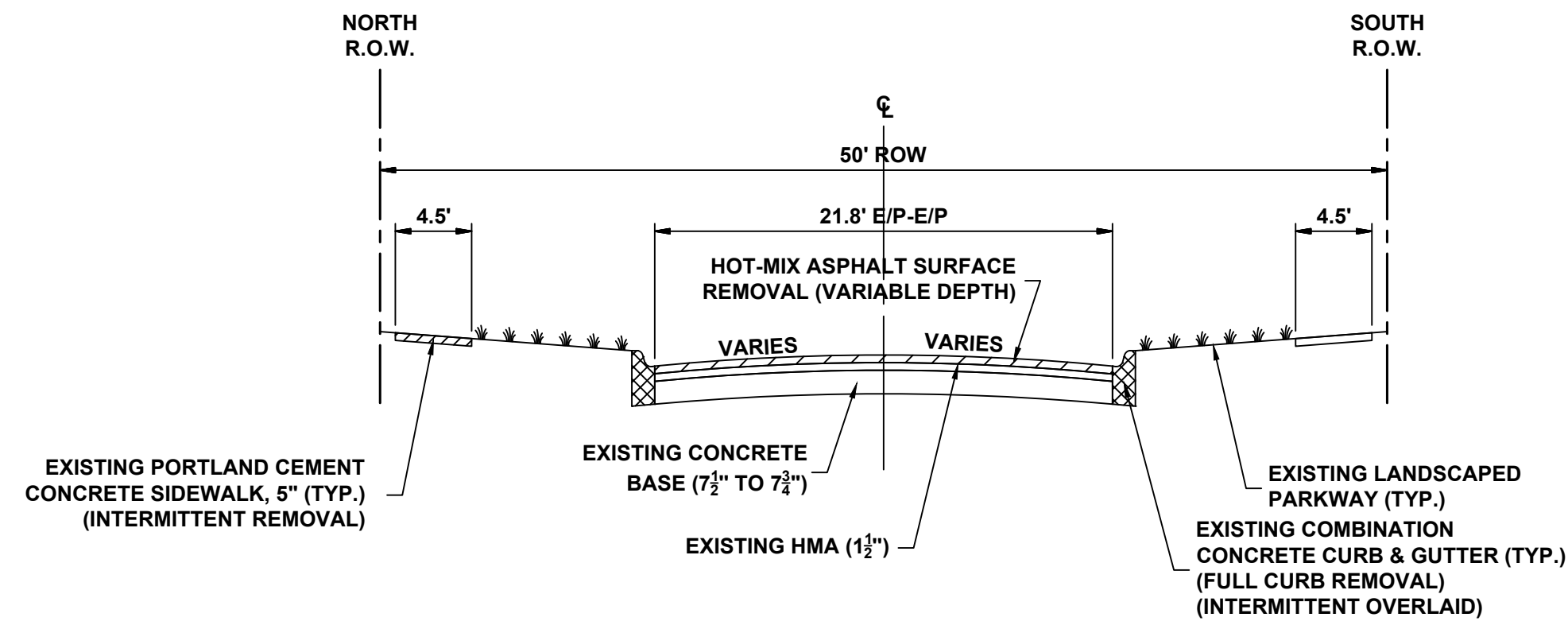
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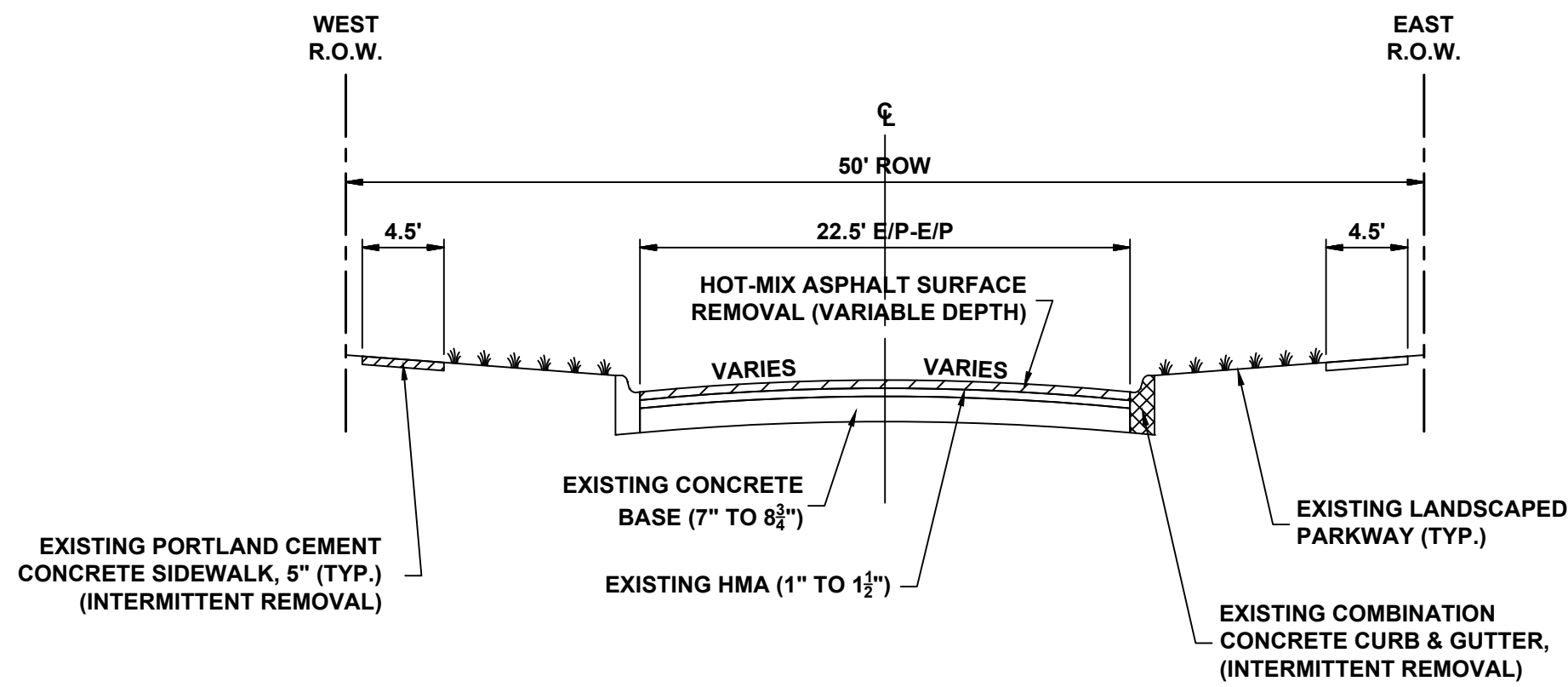
MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

TYPICAL SECTIONS

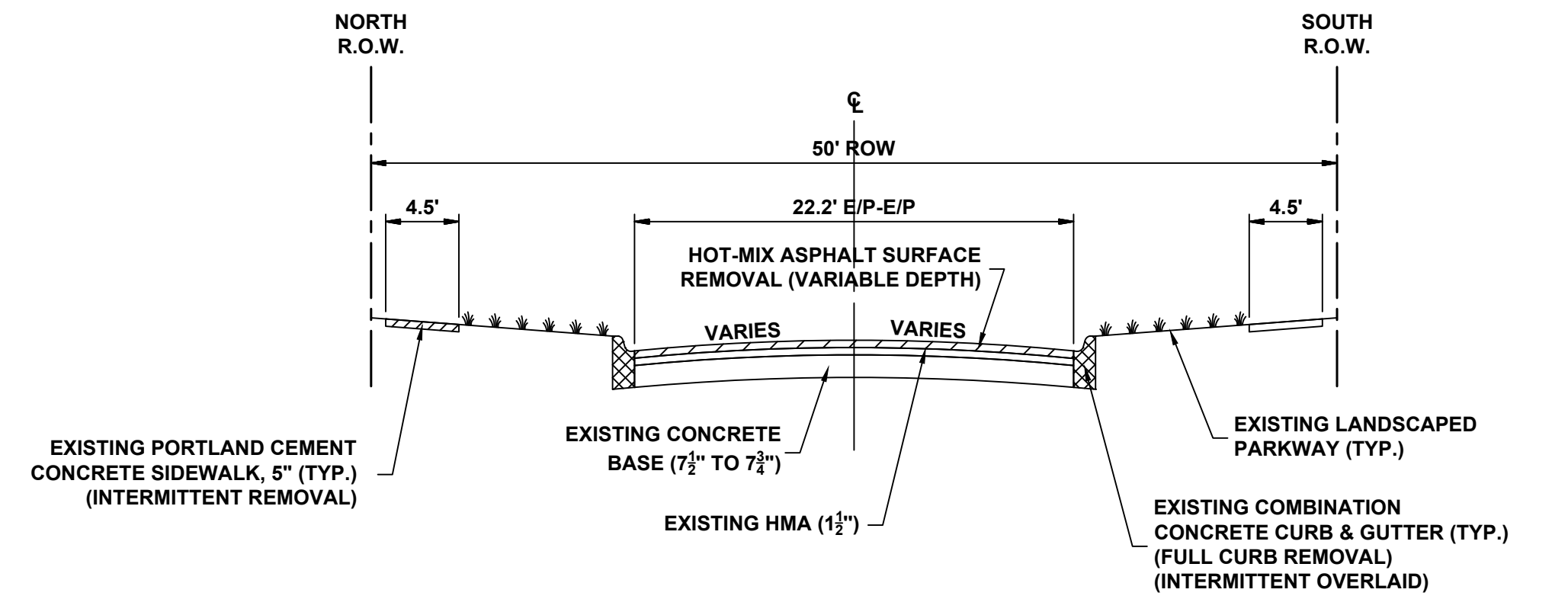
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E.H.E. NO.: 820-18-19501	



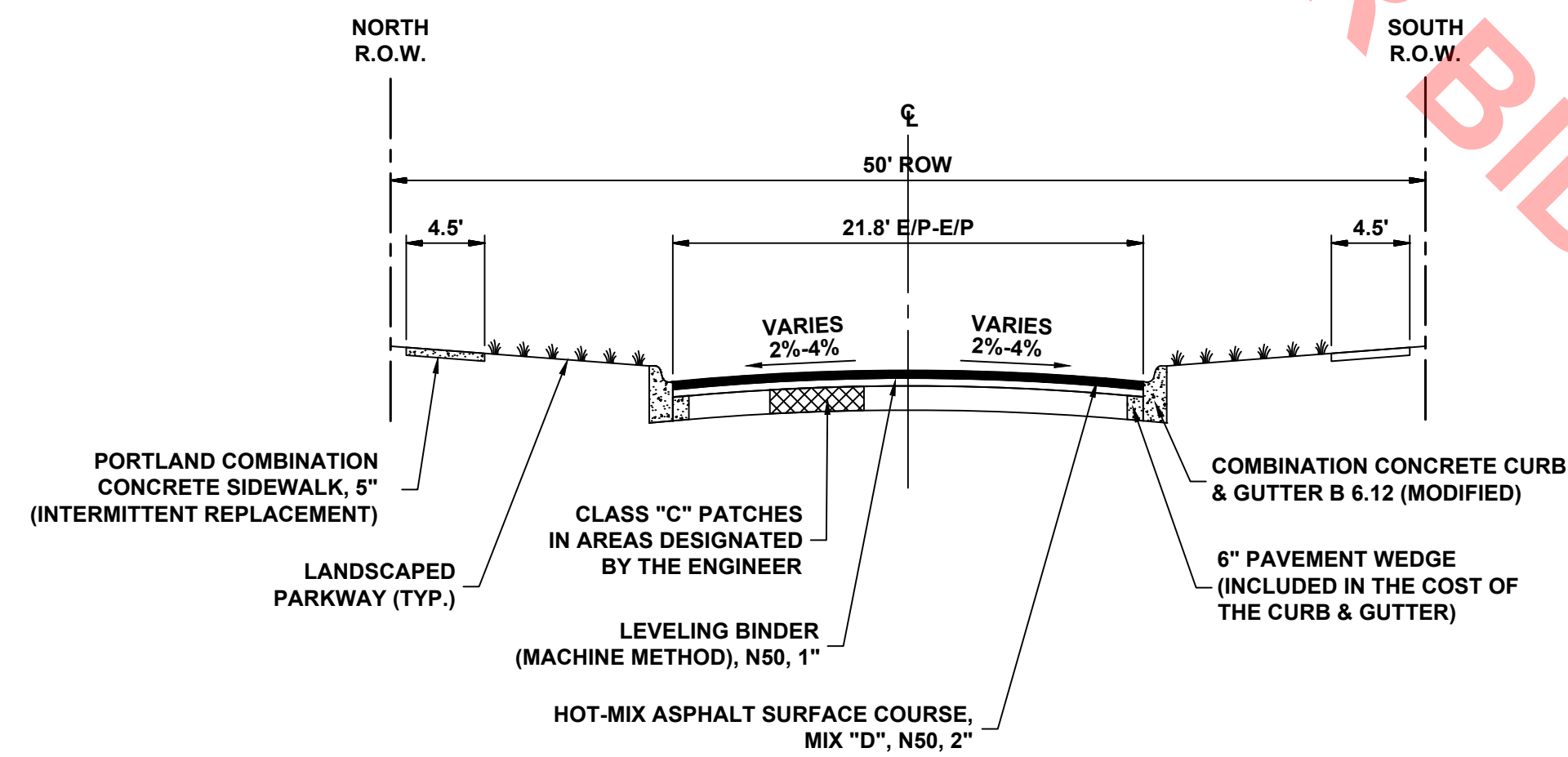
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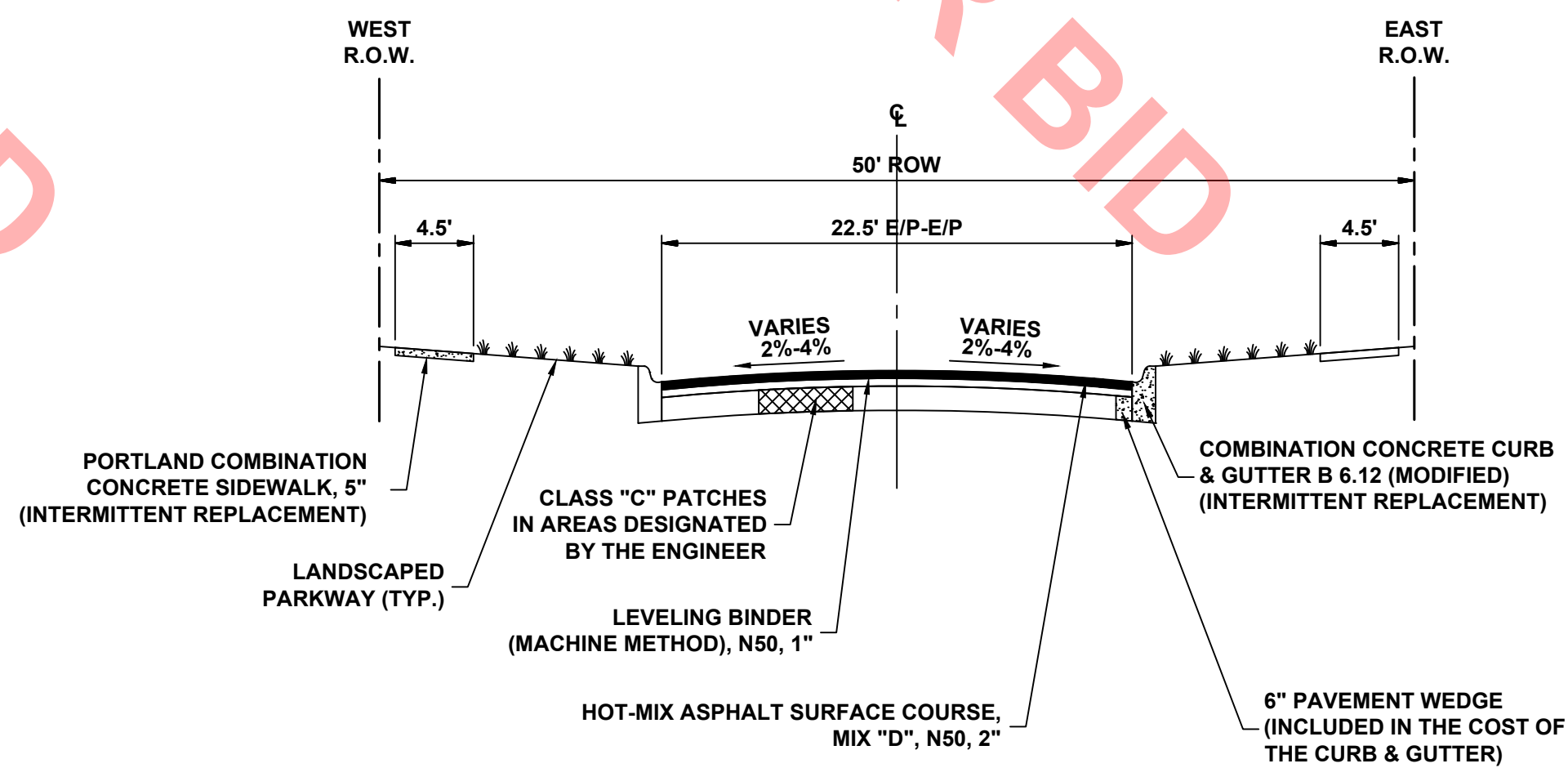
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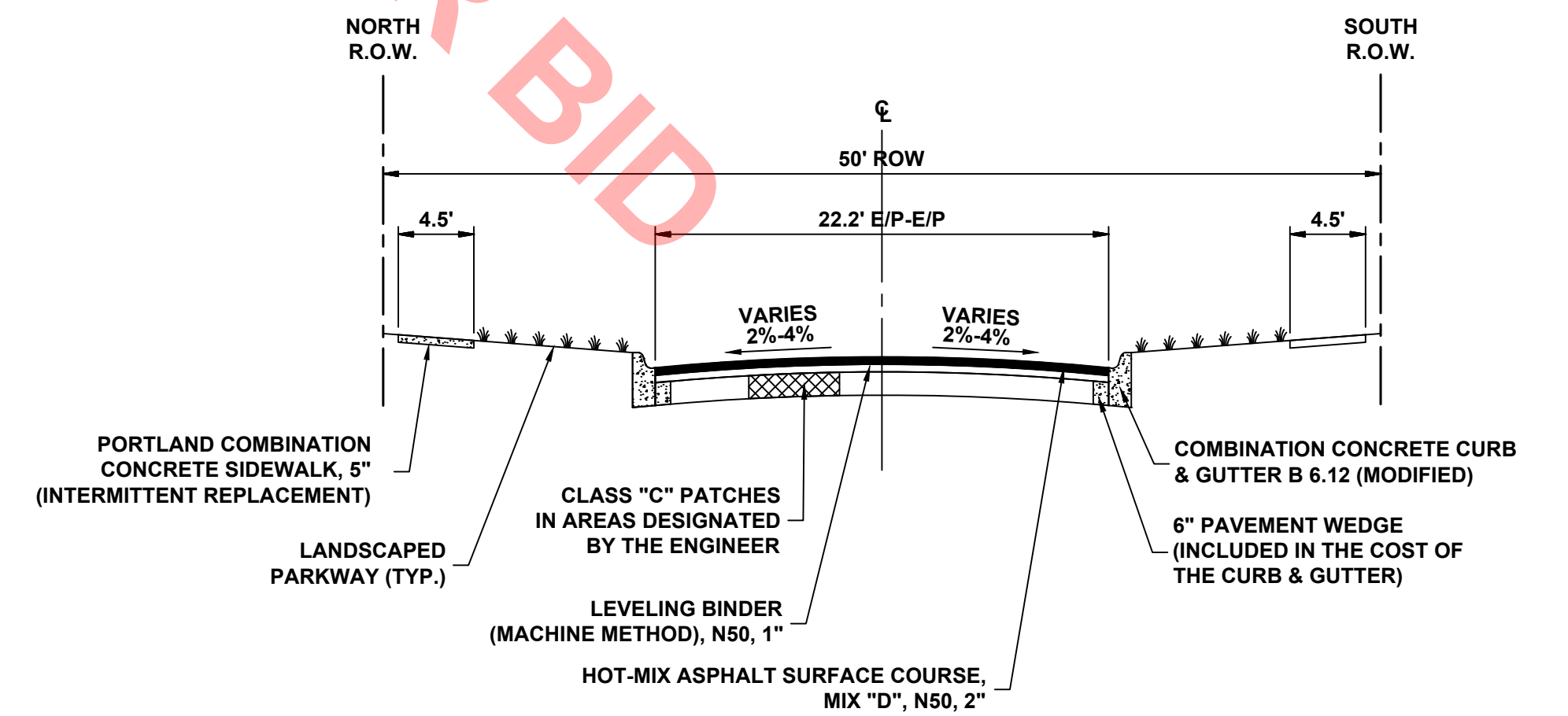
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MYRTLE STREET (OAK ST. TO DIVISION ST.)



PROPOSED TYPICAL SECTION
OAK STREET (DIVISION ST. TO VILLA AVE.)

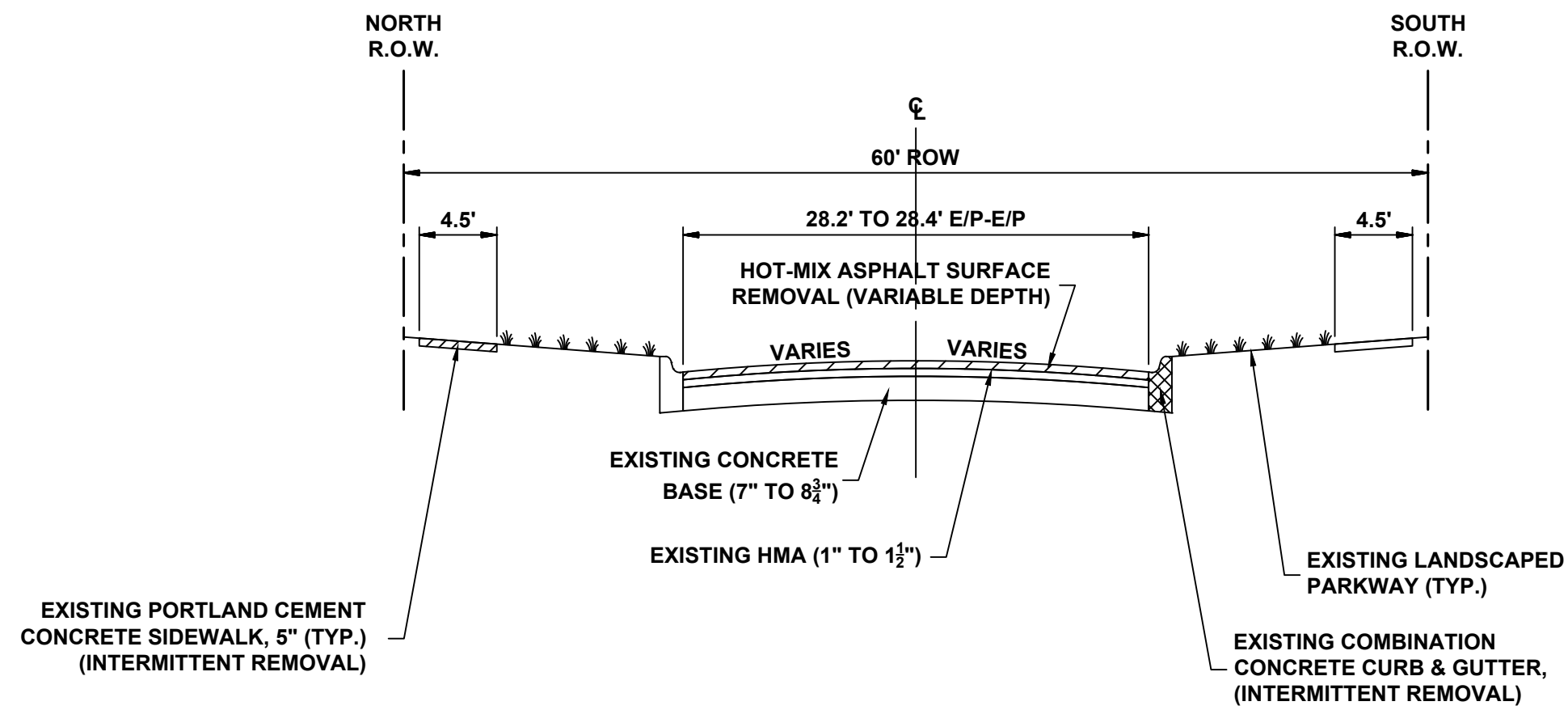


PROPOSED TYPICAL SECTION
SUMMIT STREET (DIVISION ST. TO MAPLE ST.)

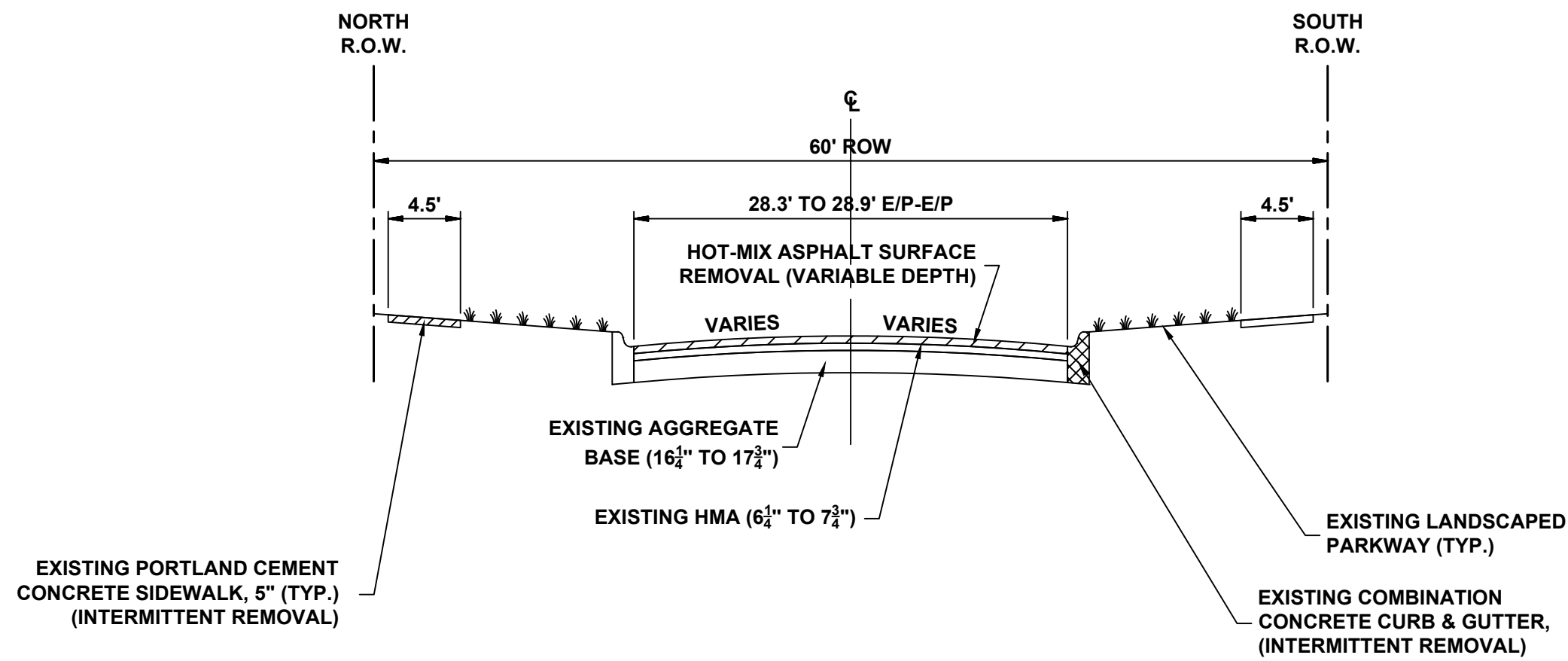


PROPOSED TYPICAL SECTION
MYRTLE STREET (OAK ST. TO DIVISION ST.)

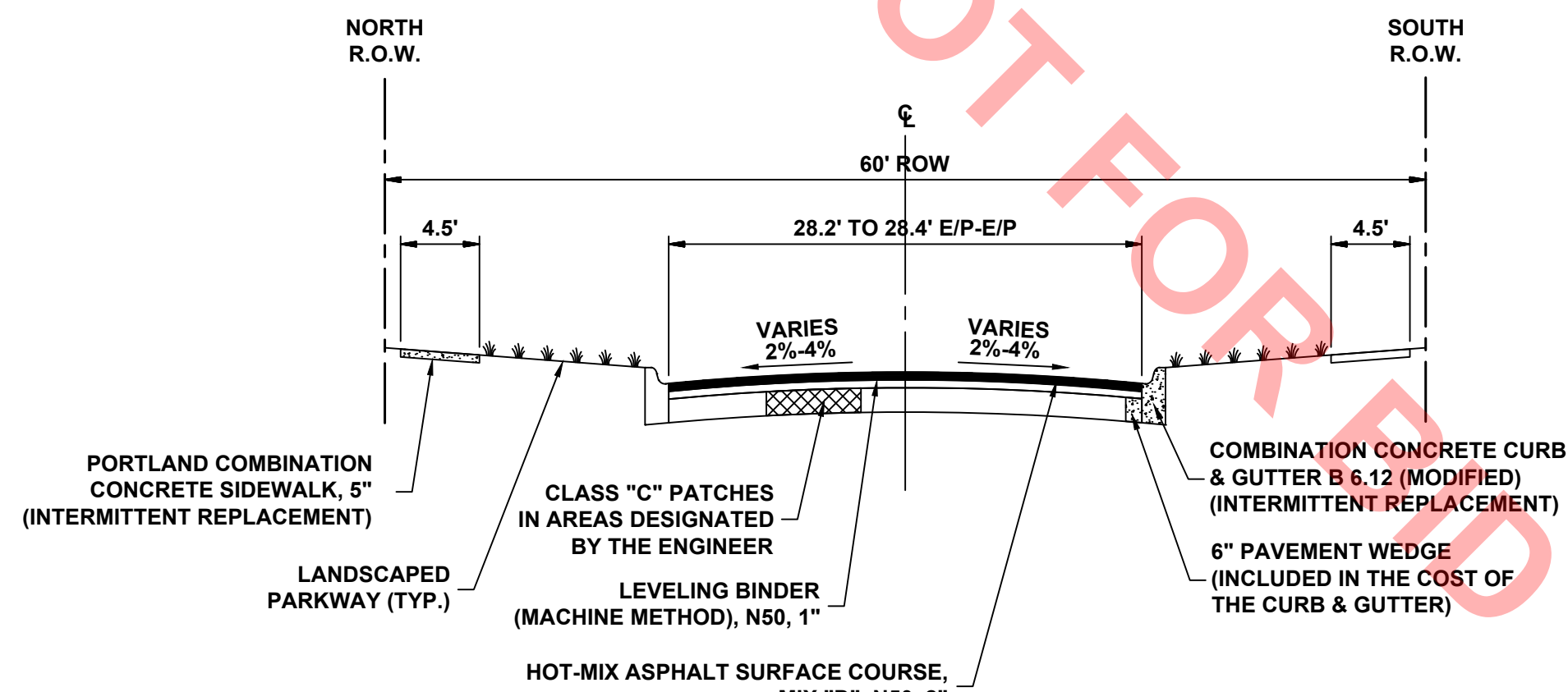
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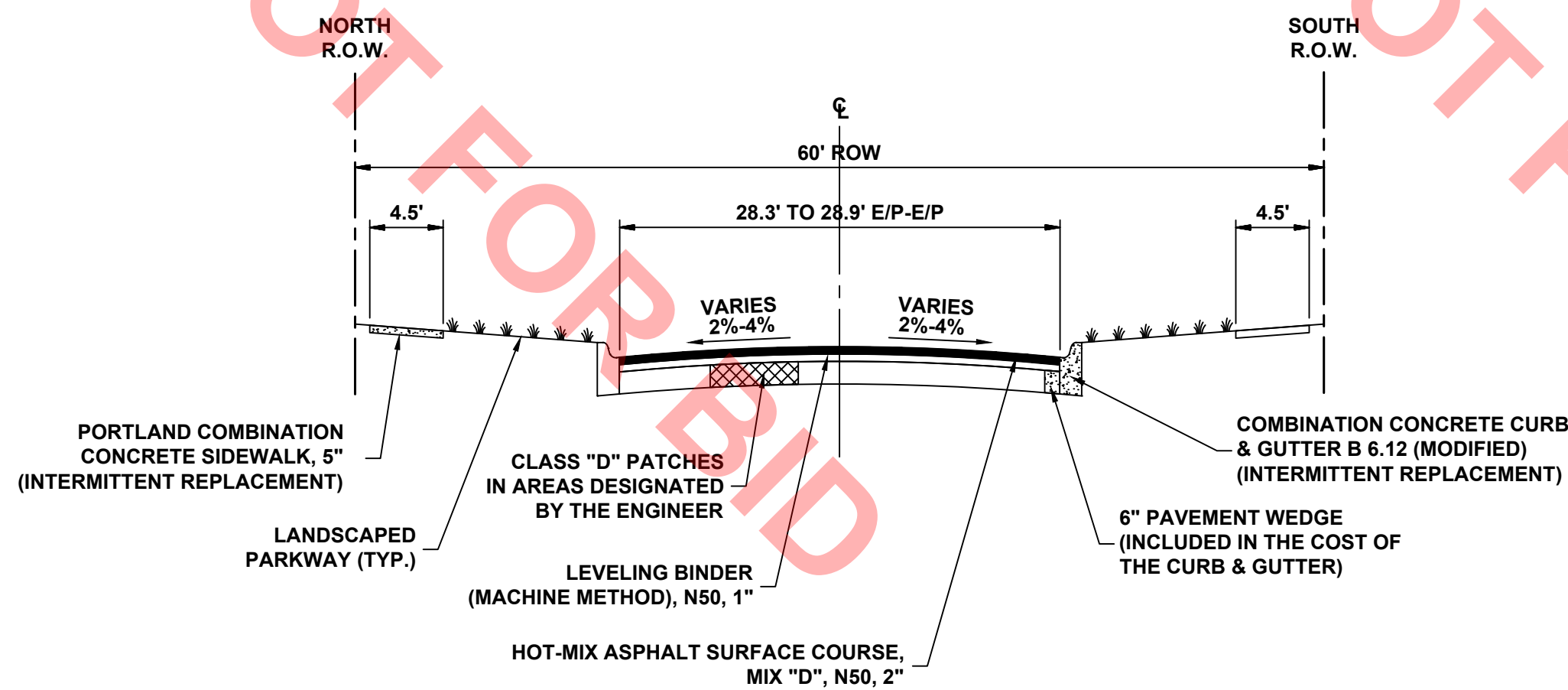
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DIVISION STREET (CORNEL AVE. TO SUMMIT AVE.)
DIVISION STREET (EUCLID AVE. TO VILLA AVE..)



EXISTING TYPICAL SECTION
DIVISION STREET (SUMMIT AVE. TO EUCLID AVE.)



PROPOSED TYPICAL SECTION
DIVISION STREET (CORNEL AVE. TO SUMMIT AVE.)
DIVISION STREET (EUCLID AVE. TO VILLA AVE..)



PROPOSED TYPICAL SECTION
DIVISION STREET (SUMMIT AVE. TO EUCLID AVE.)

Street	Core #	Material - Depth		
		HMA	PCC	Stone
MAPLE STREET	SB-03	8.5"	-	2"
	SB-04	1.5"	7.5"	-
PINE STREET	SB-05	3.25"	-	10.75"
	SB-06	2.75"	-	8.75"
OAK STREET	SB-07	1.5"	7.5"	-
	SB-08	1.5"	7.75"	-
SUMMIT AVENUE	SB-09	1.75"	8.5"	-
	SB-10	1.5"	7.0"	-
MYRTLE AVENUE	SB-11	1.5"	8.25"	-
	SB-12	1.5"	7.0"	-
DIVISION STREET	PC-01	1.5"	9.0"	-
	PC-02	1.25"	7.25"	-
	PC-03	1.5"	7.5"	-
	PC-04	6.25"	-	17.75"
	PC-05	7.75"	-	16.25"
	PC-06	1.5"	7.25"	-
	PC-07	1.0"	8.75"	-
	PC-08	1.5"	7.25"	-
	PC-08	1.5"	7.0"	-

PAVEMENT CORE CHART

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" (IL 9.5 mm)	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50, 1"	4% @ 50 GYR.
INCIDENTAL HOT-MIX ASPHALT SURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 3"	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HOT-MIX ASPHALT BINDER COURSE, IL - 19.0 mm, N70), 6"	4% @ 70 GYR.

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 DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS, SEE SPECIAL PROVISIONS.

CONTRACTOR TO MILL BEFORE PATCHING.

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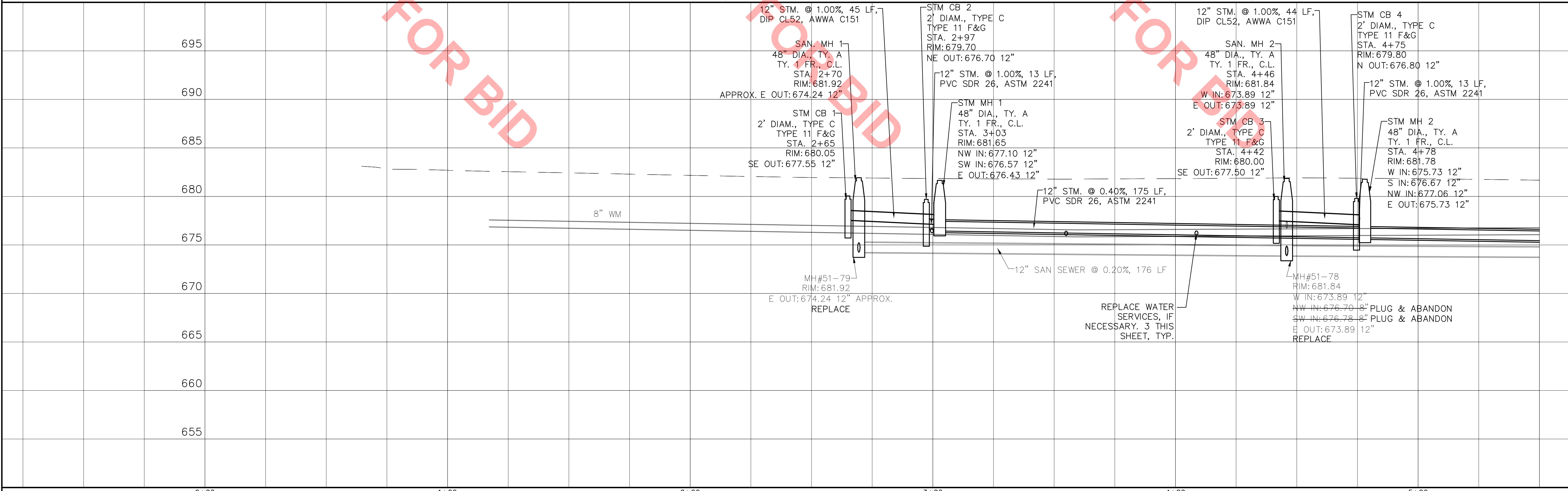
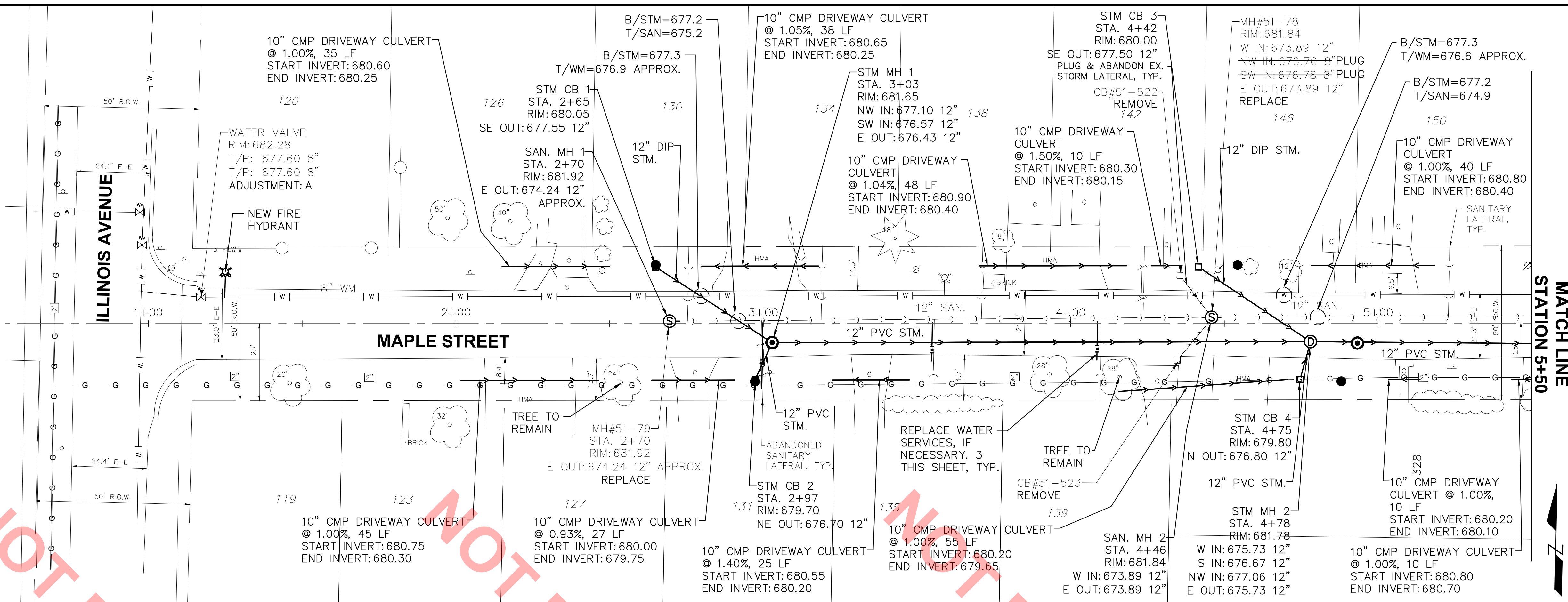


MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

TYPICAL SECTIONS

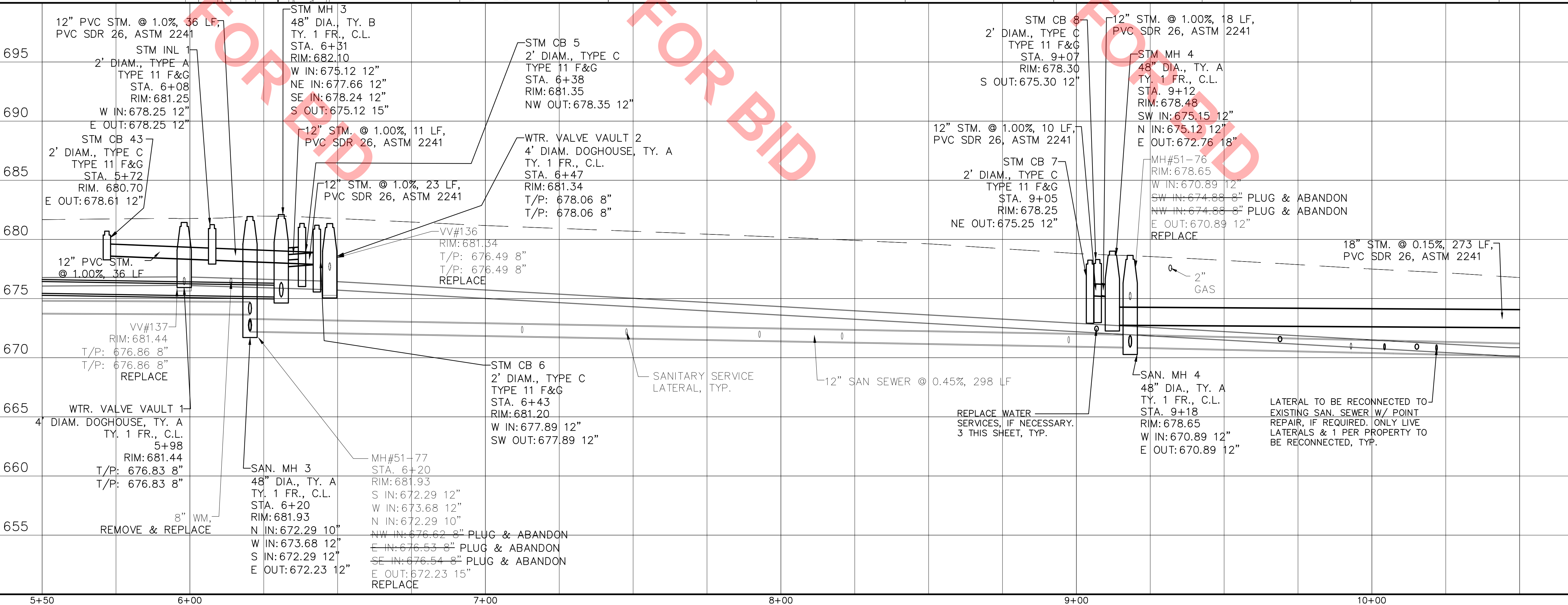
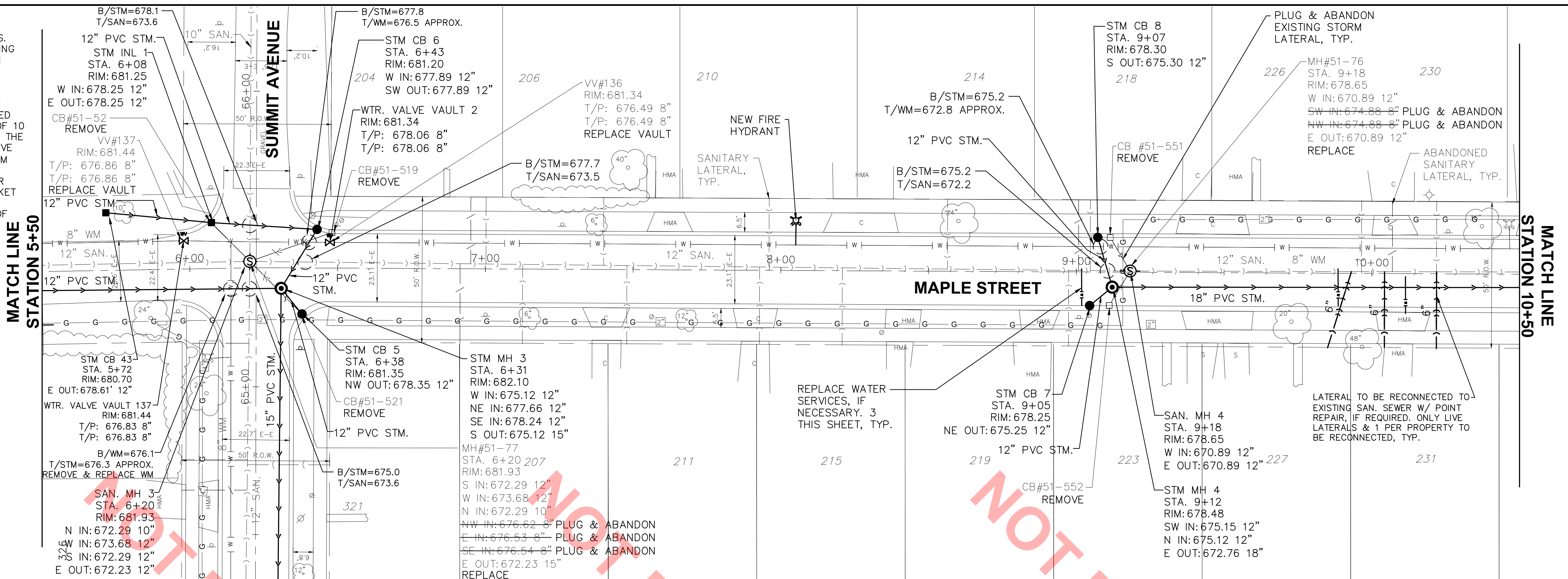
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BOOK NO.: 1696	
DATE: 03-27-20	
REVISION:	E.H.E. NO.: 820-18-19501

- NOTES:
- RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
 - EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
 - ALL SANITARY/STORM SEWERS/SERVICES SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BELOW PROPOSED WATER MAIN OR WATER SERVICES, OR THE WATER MAIN SHALL BE ENCASED WITH STEEL CASING, 16 INCHES FOR A MINIMUM OF 10 FEET ON EITHER SIDE OF THE SERVICE CROSSING. THE WATER MAIN AND CASING MUST BE LOCATED ABOVE THE SANITARY/STORM PIPE OR 18 INCHES MINIMUM BELOW THE SERVICE.
 - PROPOSED STORM SEWER CROSSING UNDER WATER MAIN MUST BE CONSTRUCTED WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 TO A MINIMUM DISTANCE OF 10 FEET ON EITHER SIDE OF CROSSING.
 - CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.
 - CONTRACTOR TO EXPOSE EXISTING GAS MAIN PRIOR TO EXCAVATION.



Drawing file: \\whe-panzuro1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\04 CAD\Sheets\C-1.1 - Maple1.DWG Apr 14, 2021 - 12:33pm

- NOTES:
- RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS. EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
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Drawing file: \\whe-panzuro1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\D4 CAD\Sheets\C-1.2 - Maple2.dwg Apr 14, 2021 - 12:36pm

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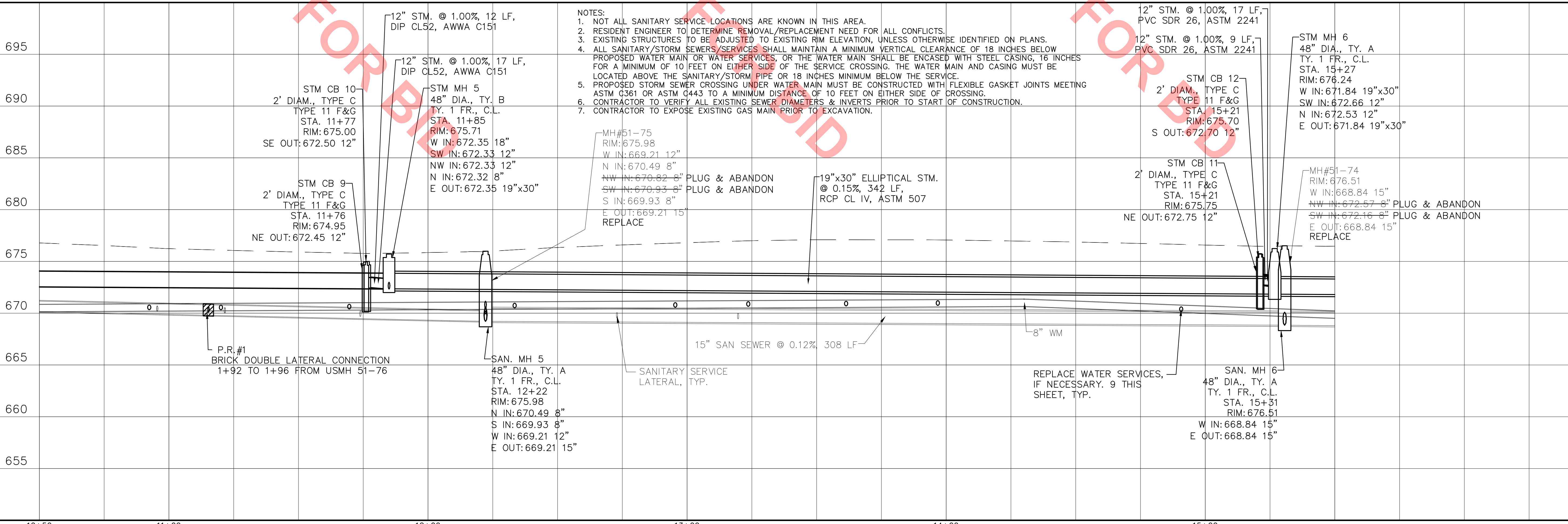
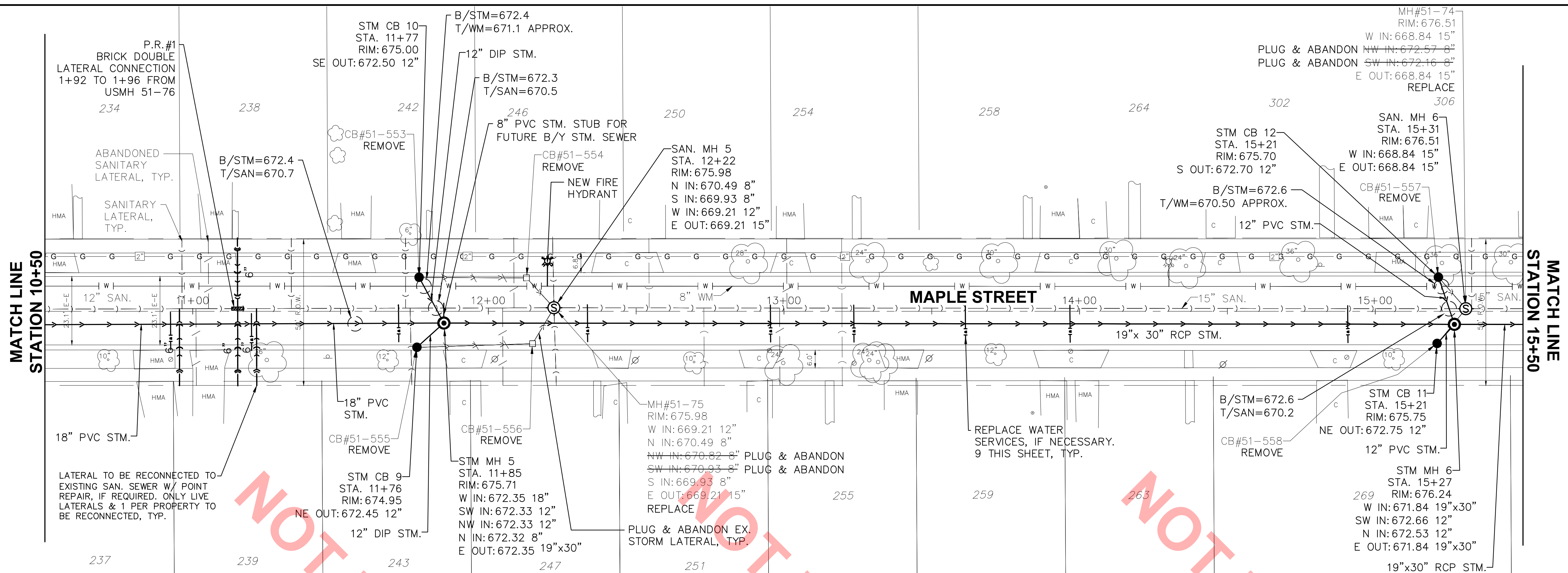


**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN & PROFILE
 MAPLE STREET - STA. 5+50-10+50**

SCALE: H:1"=20', V:1"=5'	SHEET 9 OF 60
DRAWN BY: RJ, AI	
BOOK NO.:	
DATE: 4/14/21	
REVISION:	E.H.E. NO.: 820-18-19501

Drawing file: \\whe-panzura1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\04 CAD\Sheets\C-1.3 - Maple3.dwg Apr 14, 2021 - 12:26pm



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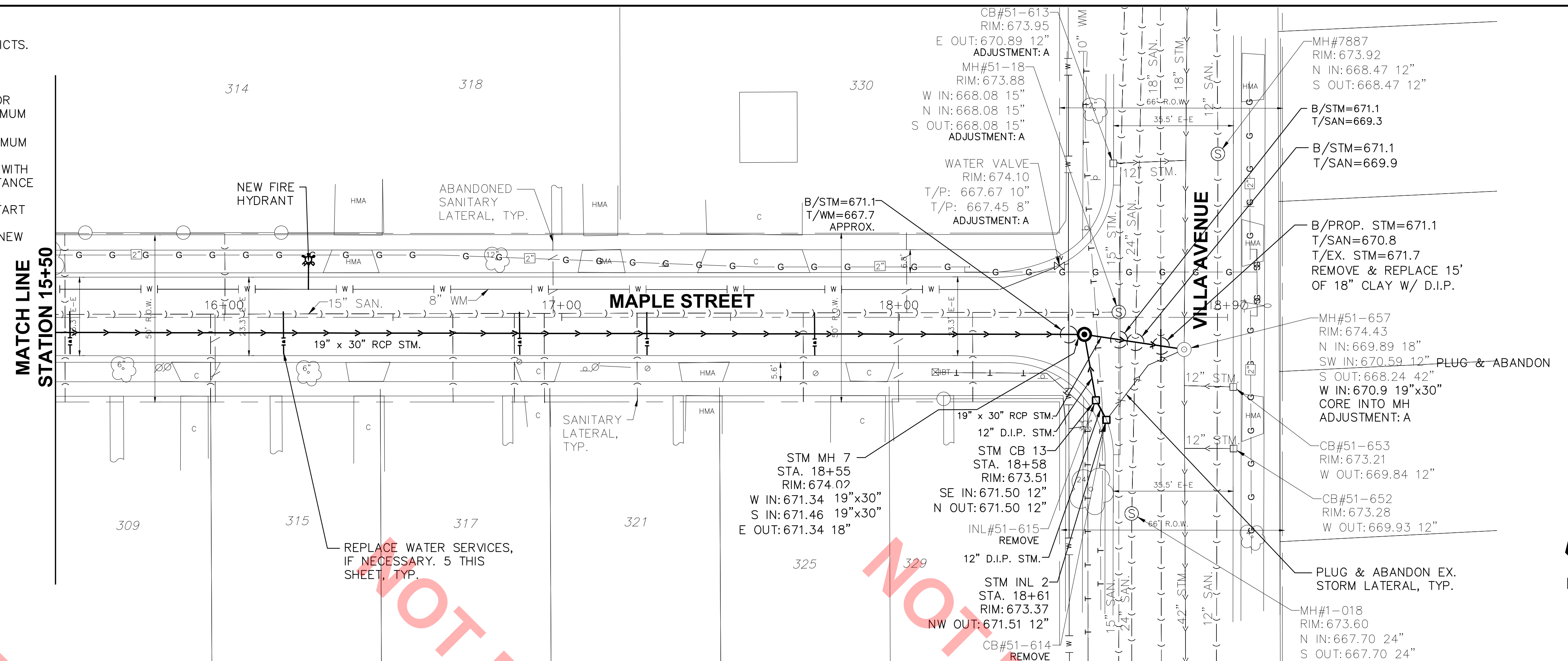


**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

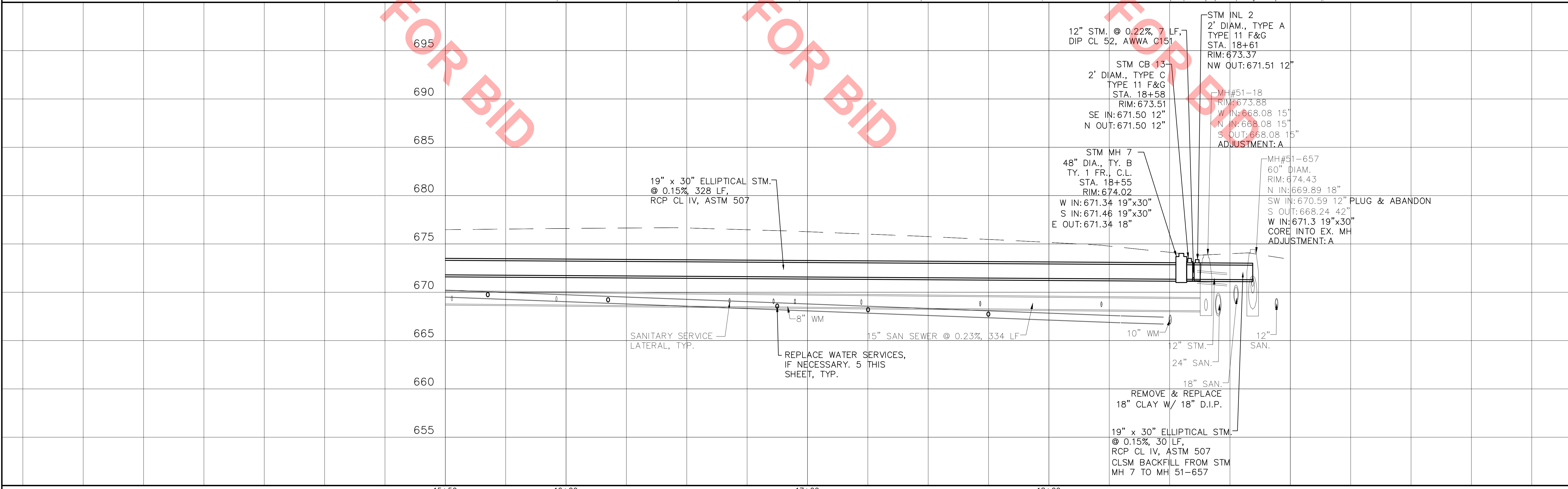
**PLAN & PROFILE
 MAPLE STREET - STA. 10+50-15+50**

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 DRAWN BY: RU, AI
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 DATE: 4/14/21
 E.H.E. NO.: 820-18-19501
 SHEET **10/60**
 REVISION:

- NOTES:
1. RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
 2. EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
 3. ALL SANITARY/STORM SEWERS/SERVICES SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BELOW PROPOSED WATER MAIN OR WATER SERVICES, OR THE WATER MAIN SHALL BE ENCASED WITH STEEL CASING, 16 INCHES FOR A MINIMUM OF 10 FEET ON EITHER SIDE OF THE SERVICE CROSSING. THE WATER MAIN AND CASING MUST BE LOCATED ABOVE THE SANITARY/STORM PIPE OR 18 INCHES MINIMUM BELOW THE SERVICE.
 4. PROPOSED STORM SEWER CROSSING UNDER WATER MAIN MUST BE CONSTRUCTED WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 TO A MINIMUM DISTANCE OF 10 FEET ON EITHER SIDE OF CROSSING.
 5. CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.
 6. CLSM BACKFILL IN PIPELINE TRENCH UP TO STREET REPAIR SECTION DEPTH FOR NEW 19"x30" STORM SEWER FROM STM MH 7 TO MH 51-657.
 7. CONTRACTOR TO EXPOSE EXISTING GAS MAIN PRIOR TO EXCAVATION.

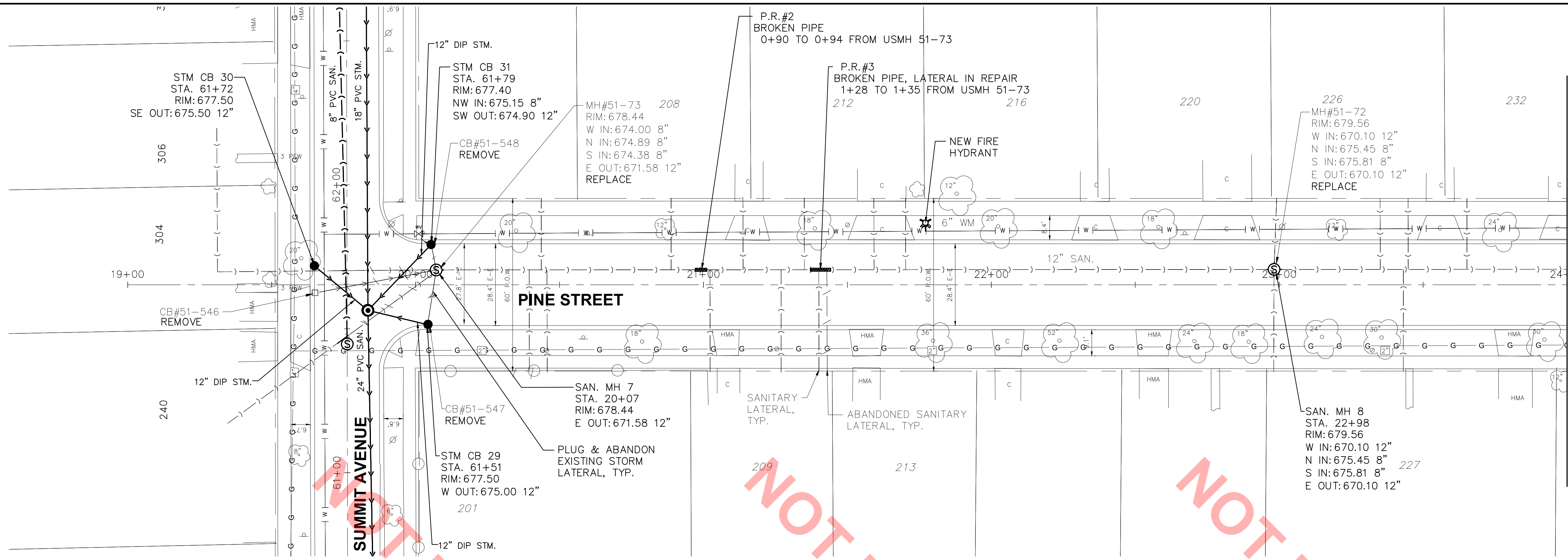


NOT FOR BID

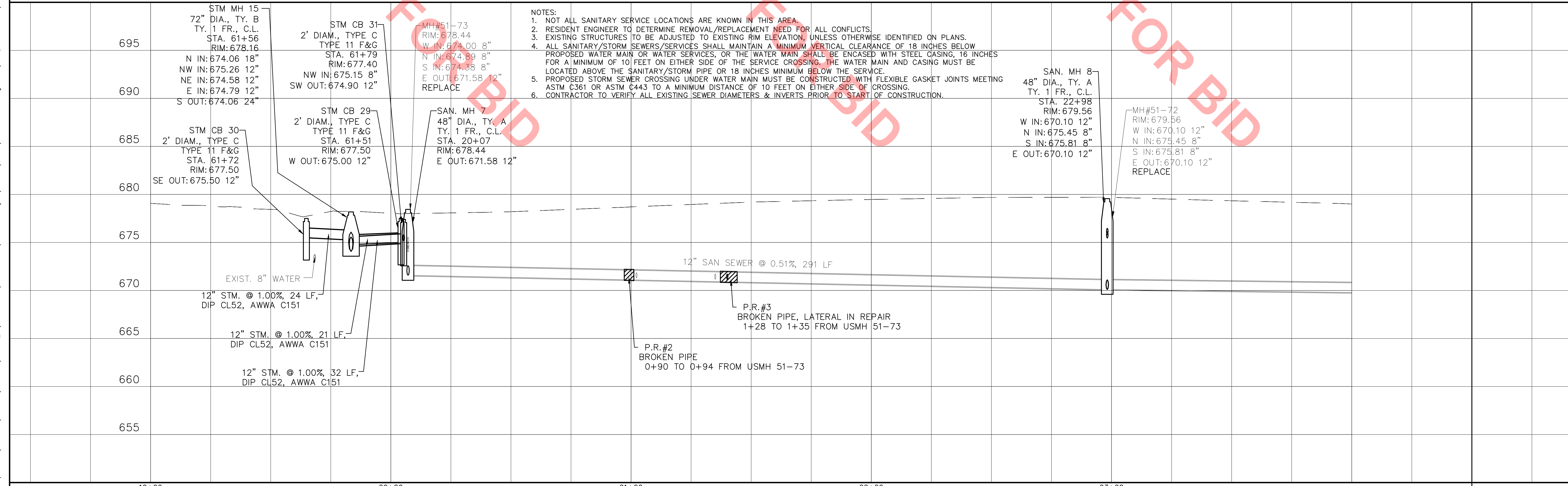
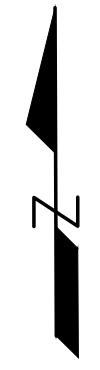


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Drawing file: \\whe-panzuro1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\04 CAD\Sheets\C-2.1 - Pine1.dwg Apr 14, 2021 - 2:16pm



MATCH LINE
STATION 24+00



- NOTES:**
1. NOT ALL SANITARY SERVICE LOCATIONS ARE KNOWN IN THIS AREA.
 2. RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
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 6. CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.

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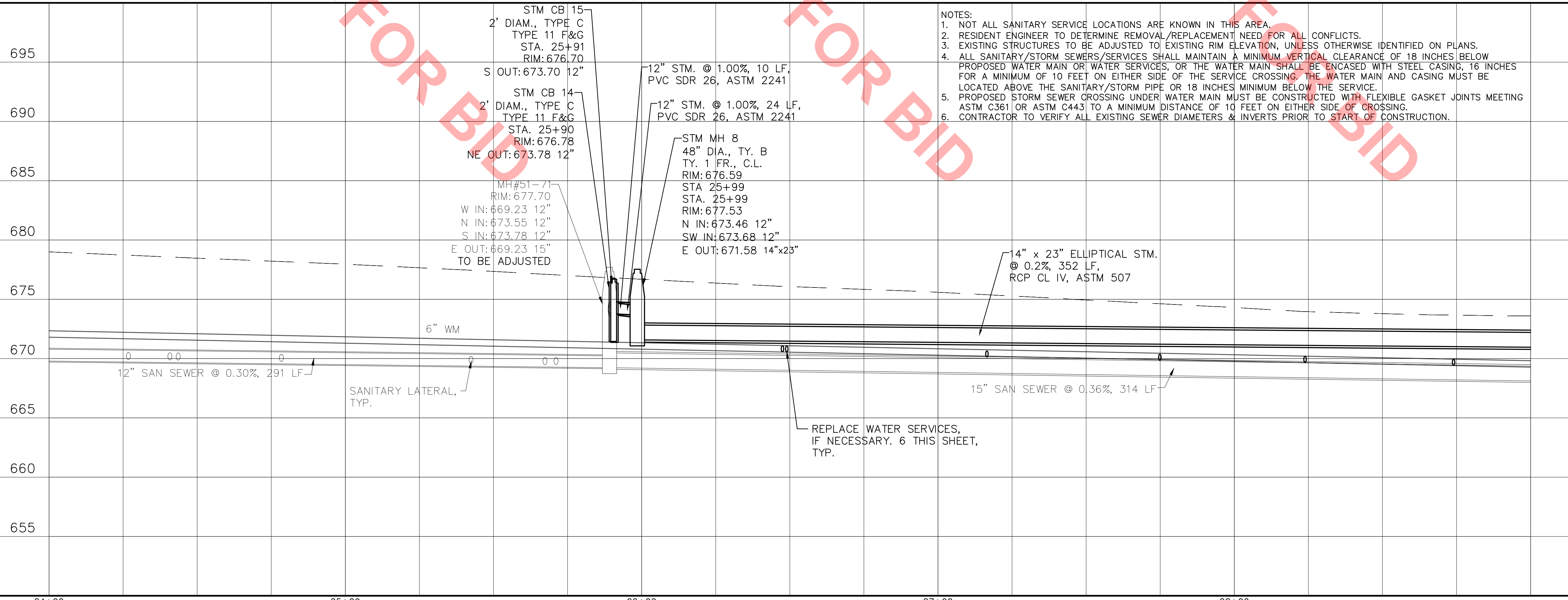
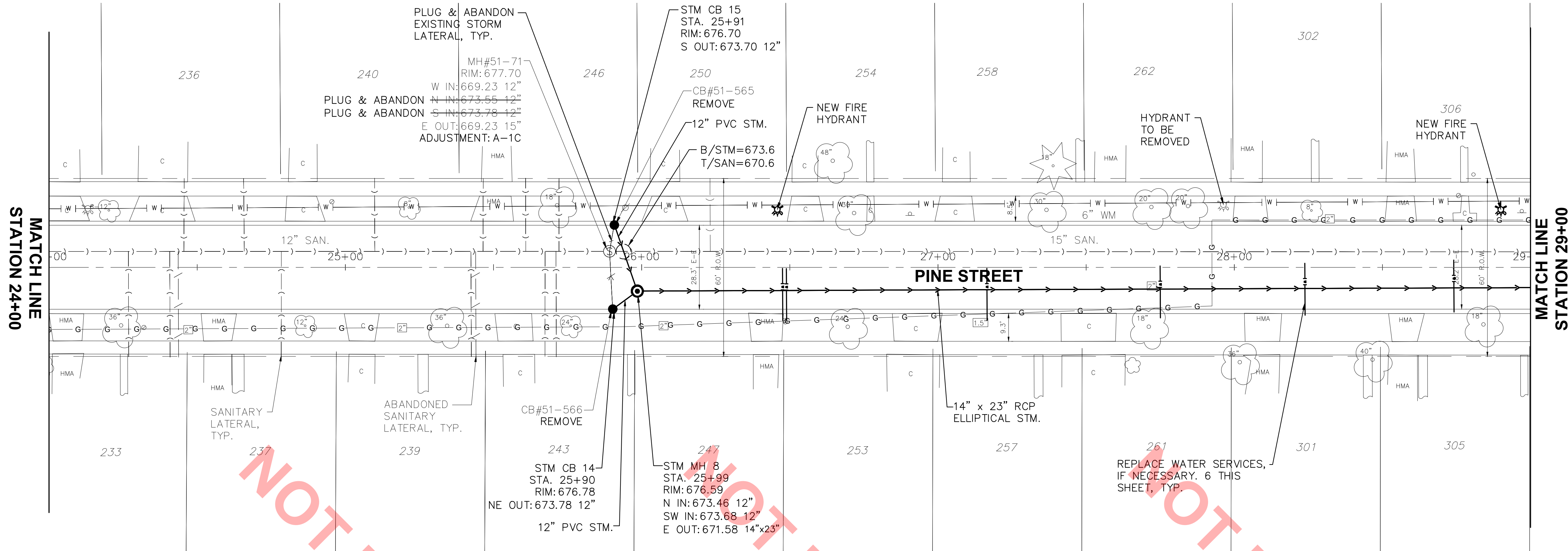


**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PLAN & PROFILE
PINE STREET - STA. 19+00-24+00**

REVISION:	SCALE: H:1"=20', V:1"=5'	SHEET
	DRAWN BY: RJ, AI	12
	BOOK NO.:	60
	DATE: 4/14/21	
	E.H.E. NO.: 820-18-19501	OF

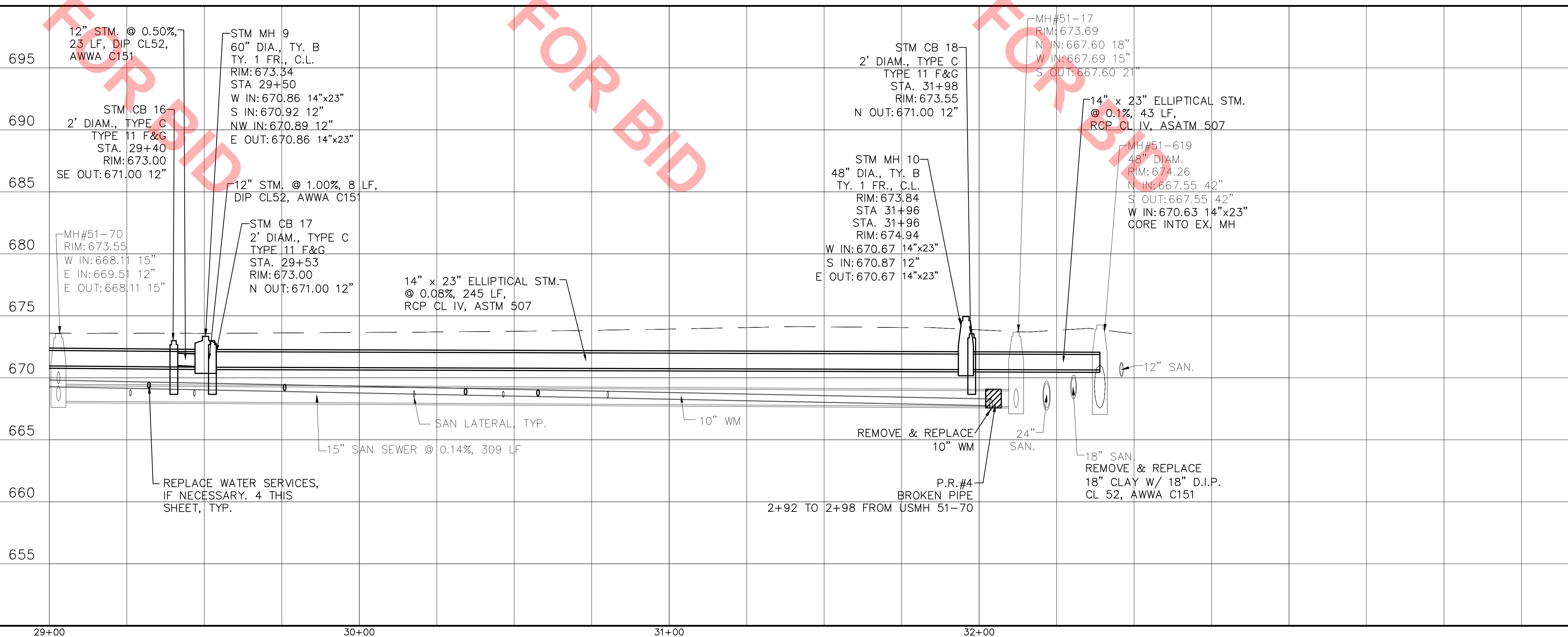
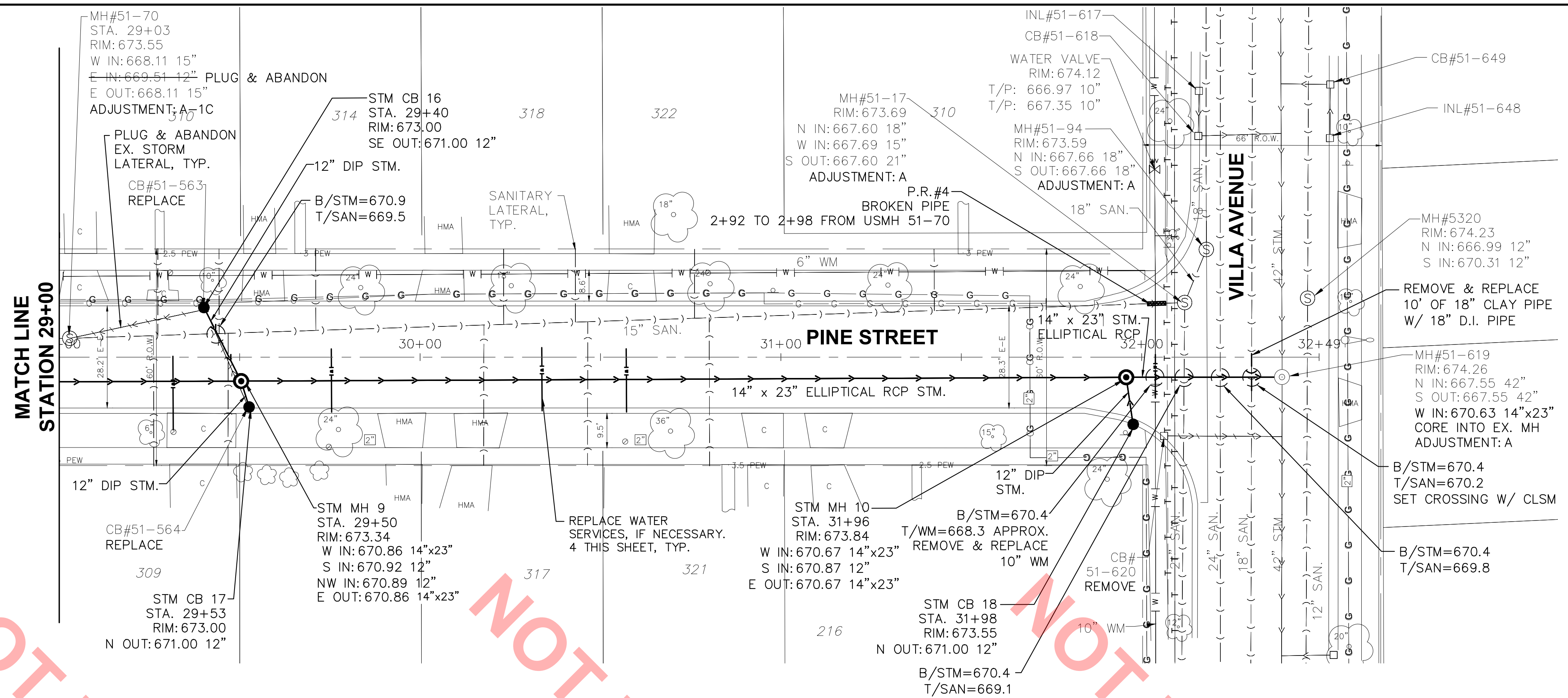
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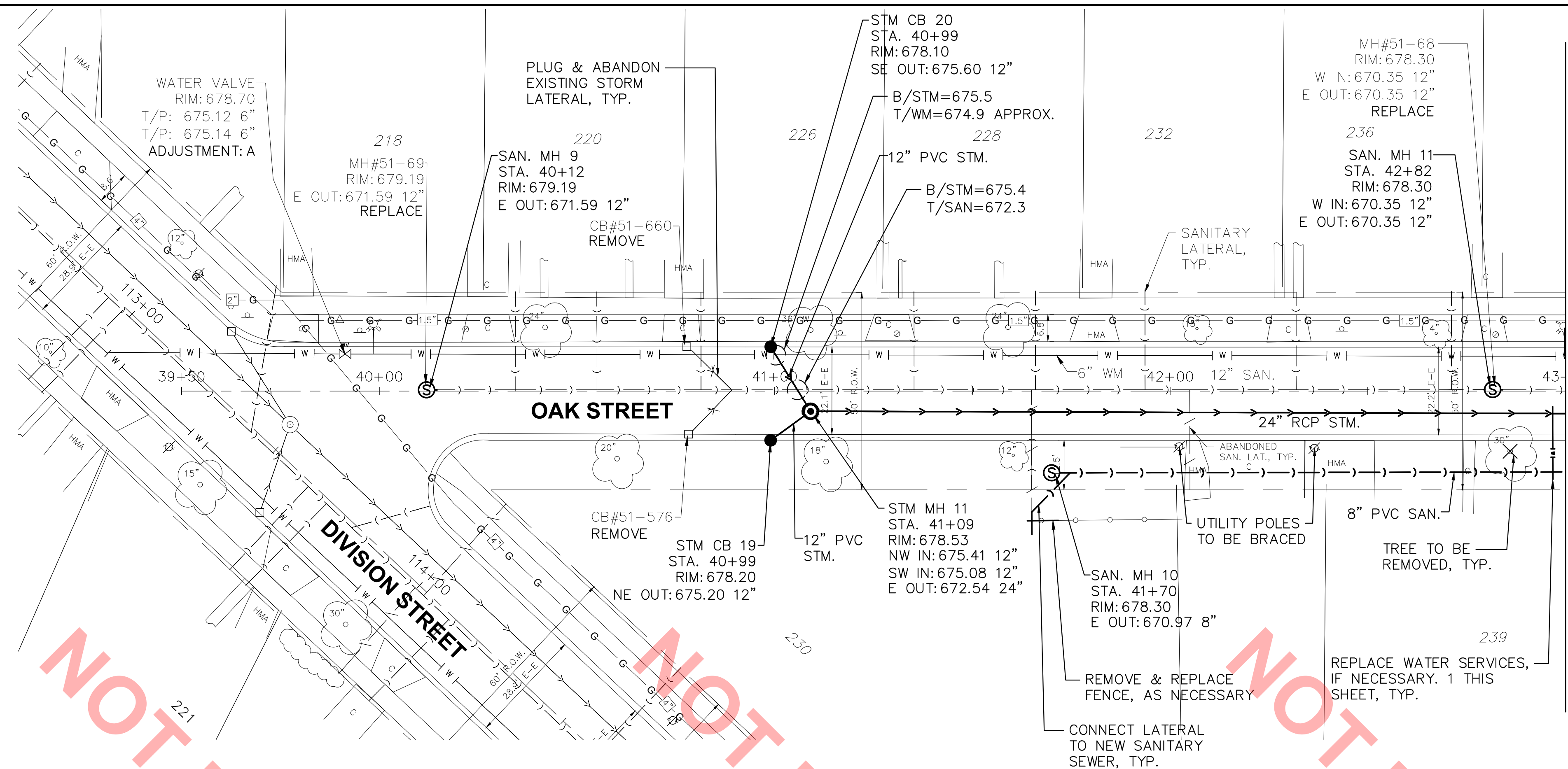


- NOTES:
1. NOT ALL SANITARY SERVICE LOCATIONS ARE KNOWN IN THIS AREA.
 2. RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
 3. EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
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 6. CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.

NOT FOR BID

- NOTES:
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 - CLSM BACKFILL IN PIPELINE TRENCH UP TO STREET REPAIR SECTION DEPTH FOR NEW 14"x23" STORM SEWER FROM STM MH 10 TO MH 51-619.
 - CONTRACTOR TO EXPOSE EXISTING GAS MAIN PRIOR TO EXCAVATION.

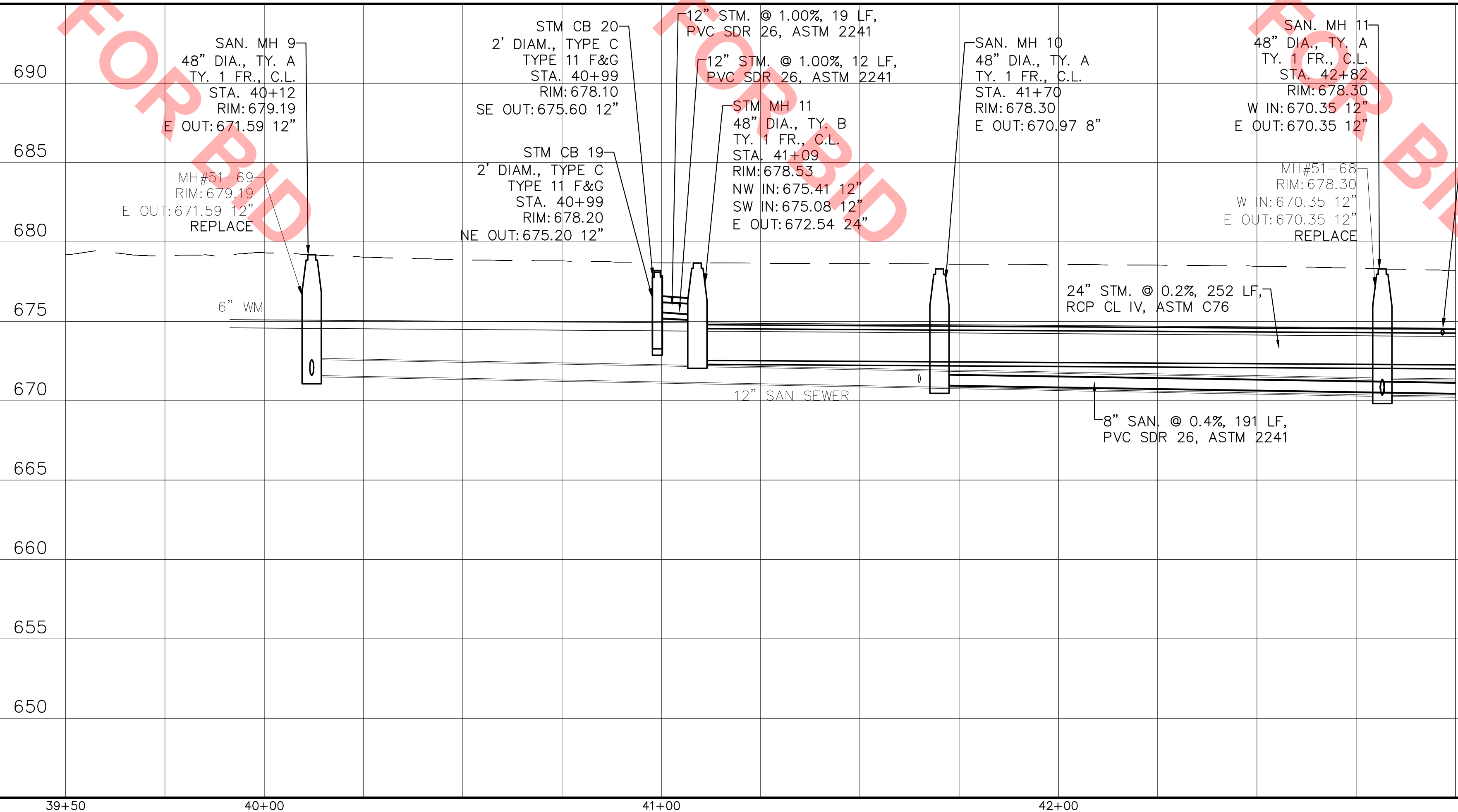




- NOTES:
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 - CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.

MATCH LINE
STATION 43+00

NOT FOR BID



Drawing file: \\whe-panzuro1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\D.4 CAD\Sheets\C-3.1 - Oak1.dwg Apr 14, 2021 - 2:22pm

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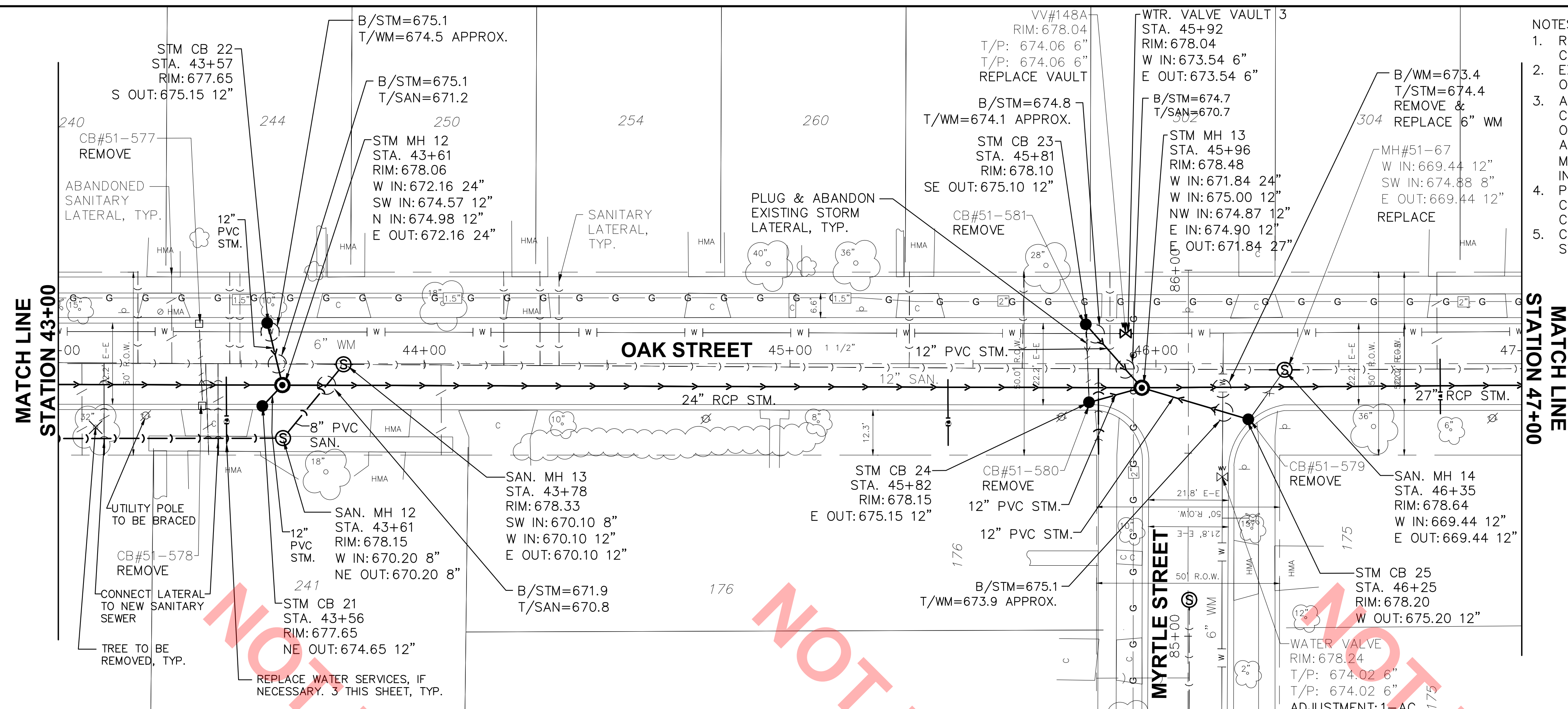


**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

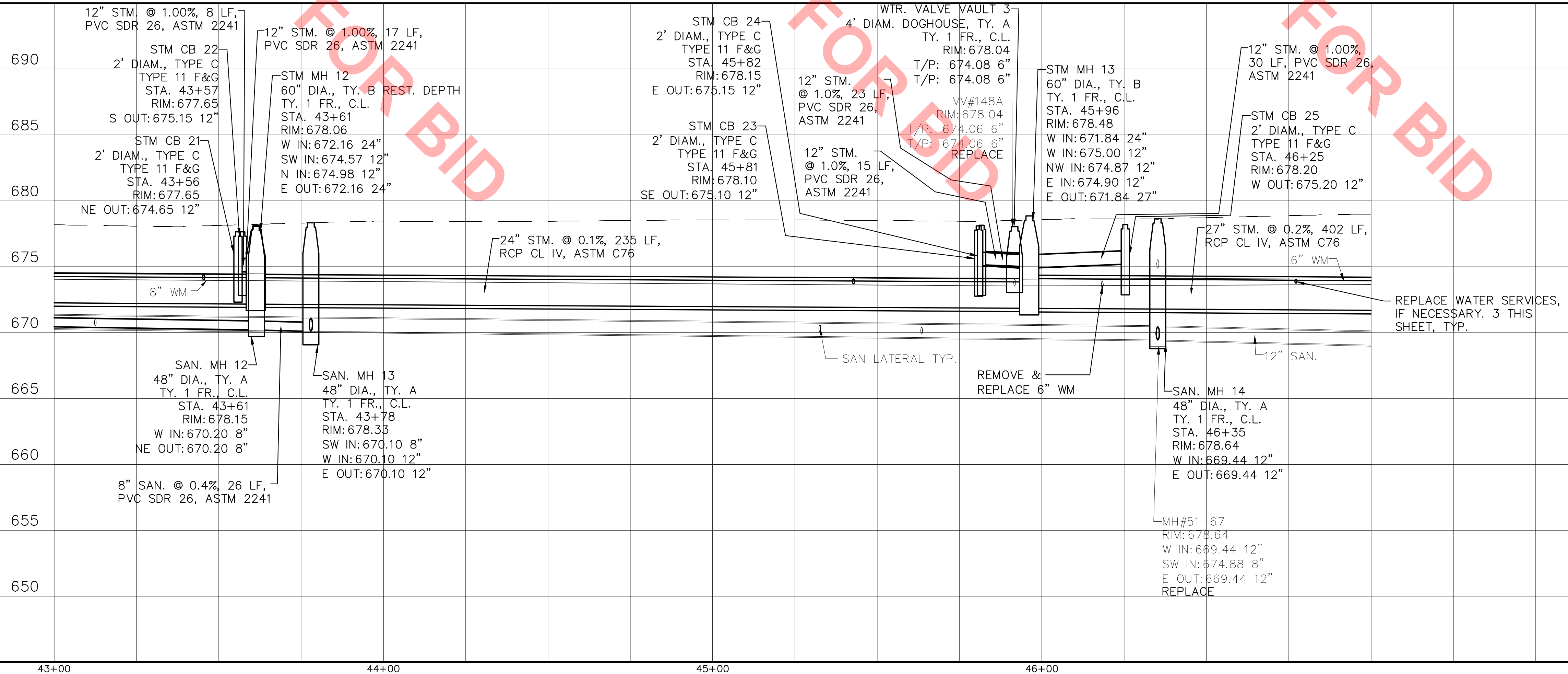
**PLAN & PROFILE
OAK STREET - STA. 39+50-43+00**

SCALE: H:1"=20', V:1"=5'
DRAWN BY: RJ, AJ
BOOK NO.:
DATE: 4/14/21
E.H.E. NO.: 820-18-19501
SHEET **15** OF **60**

Drawing file: \\whe-panzuro1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\D4 CAD\Sheets\C-3.2 - Oak.dwg Apr 14, 2021 - 2:24pm



- NOTES:
1. RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
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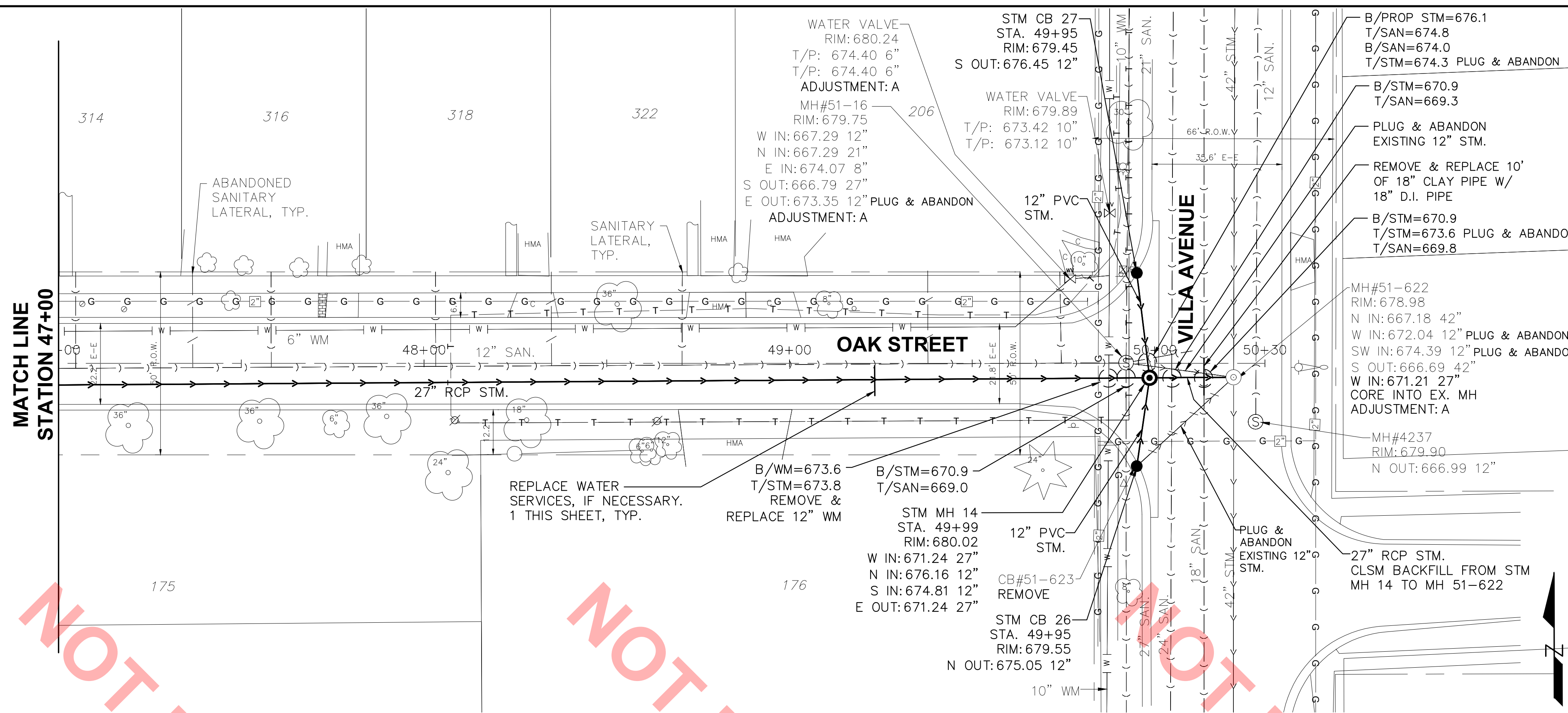


MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

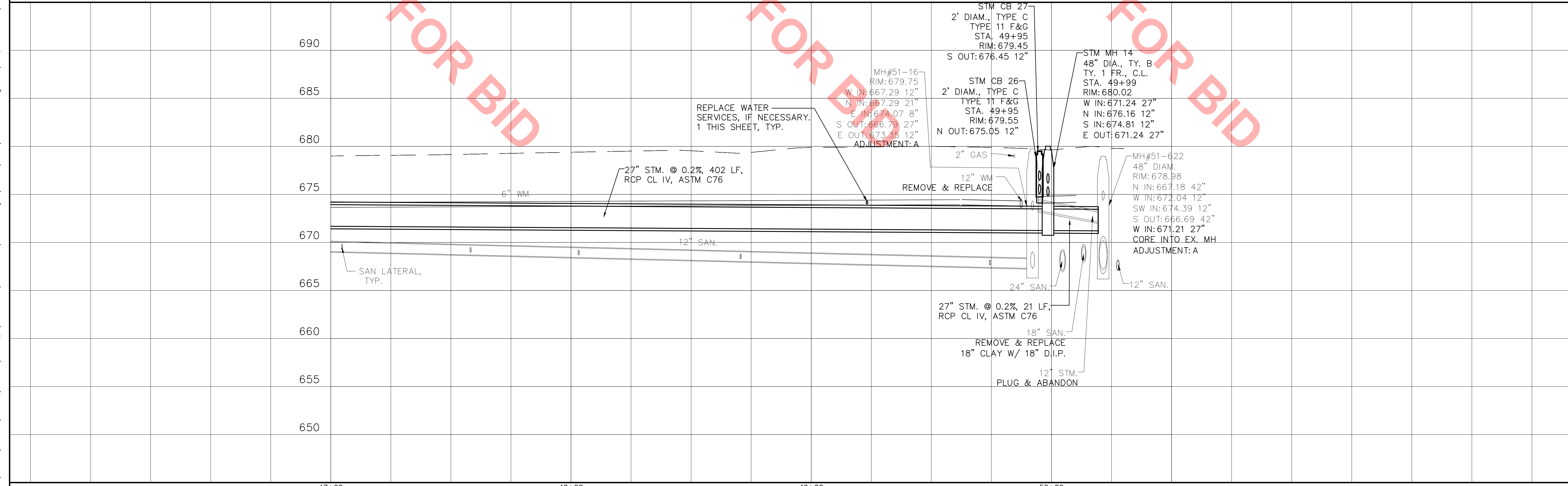
PLAN & PROFILE
OAK STREET - STA. 43+00-47+00

SCALE: H:1"=20', V:1"=5'
 DRAWN BY: RJ, AJ
 BOOK NO.:
 DATE: 4/14/21
 E.H.E. NO.: 820-18-19501
 SHEET **16** OF **60**

- NOTES:
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 7. CONTRACTOR TO EXPOSE EXISTING GAS MAIN PRIOR TO EXCAVATION.

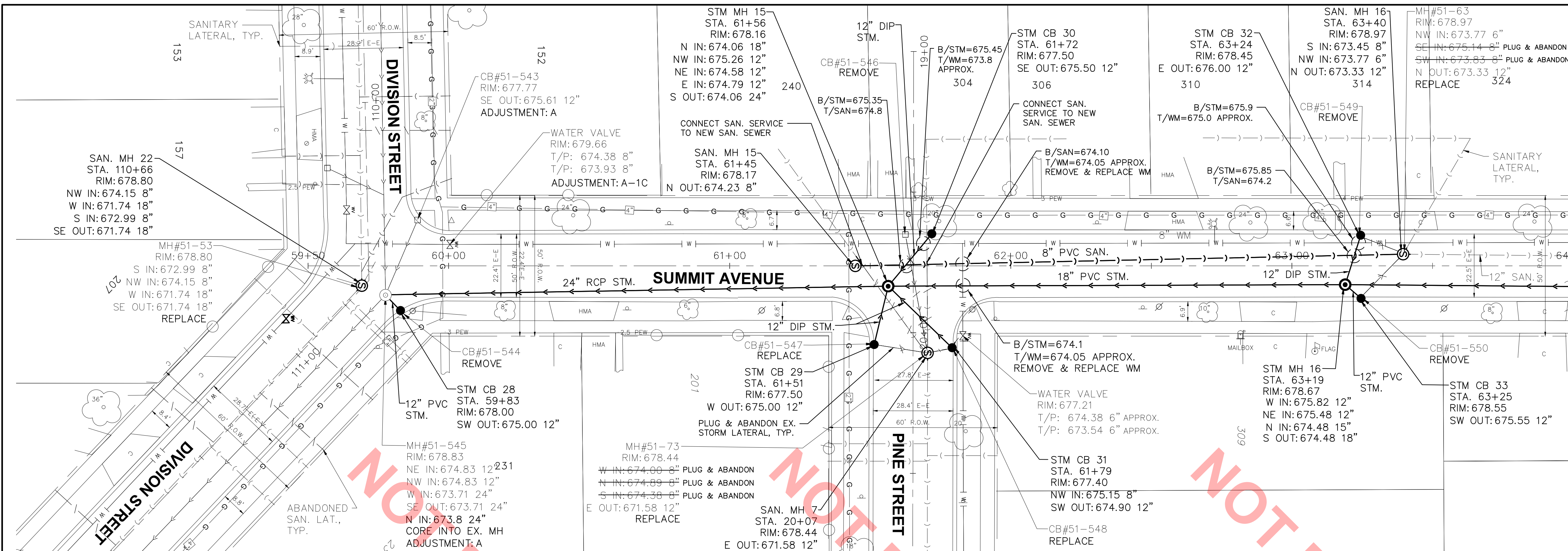


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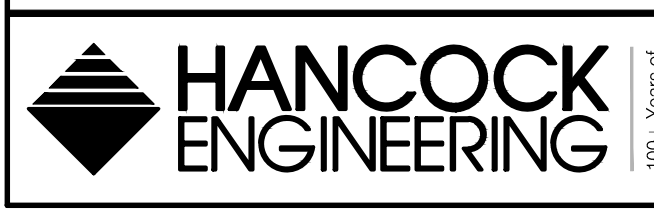
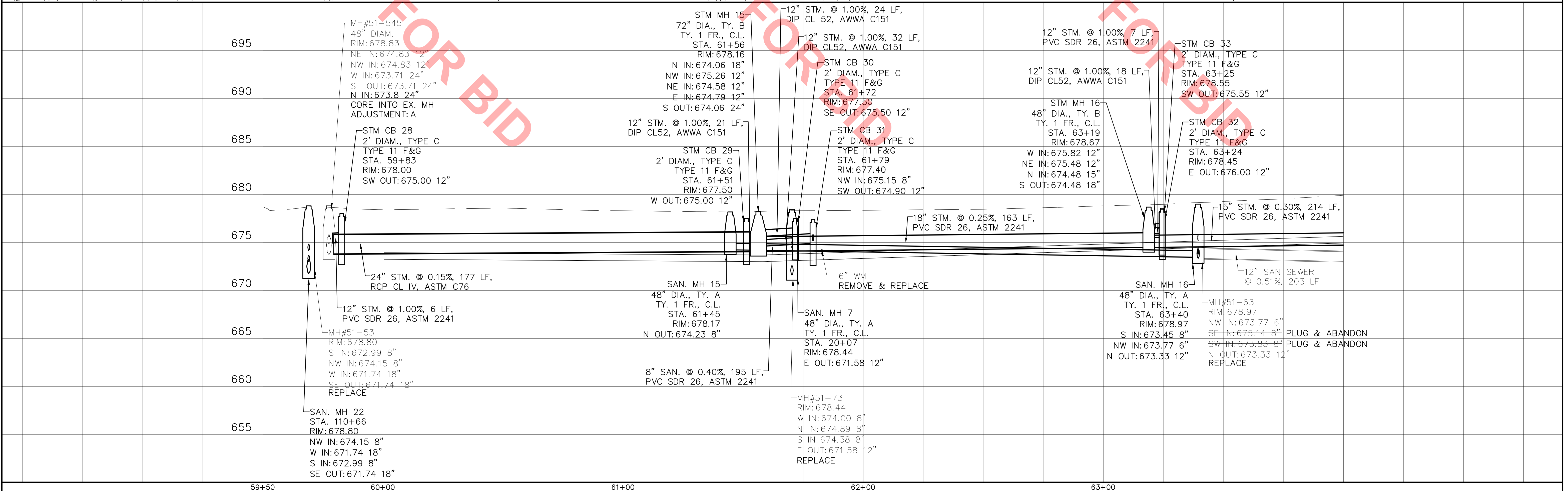


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Drawing file: \\whe-panzano1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\04 CAD\Sheets\C-4.1 - Summit.dwg
 Apr 14, 2021 - 2:29pm



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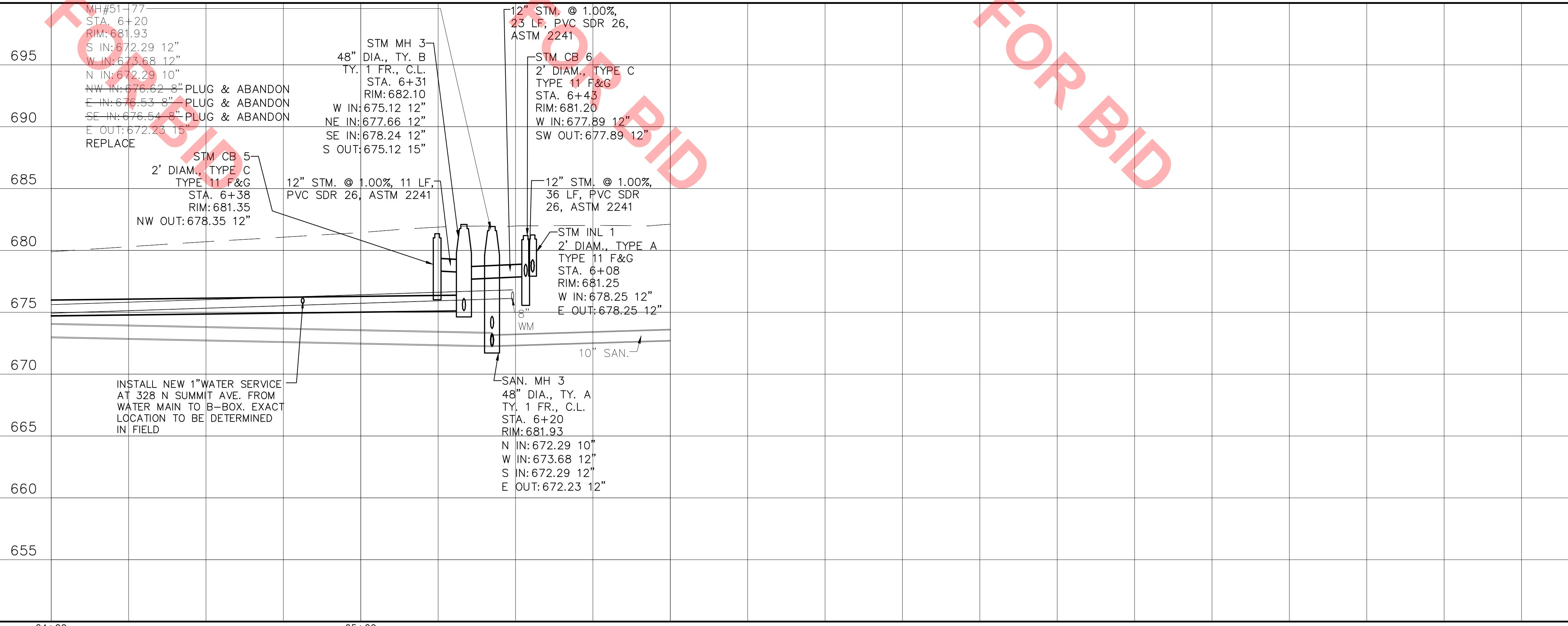
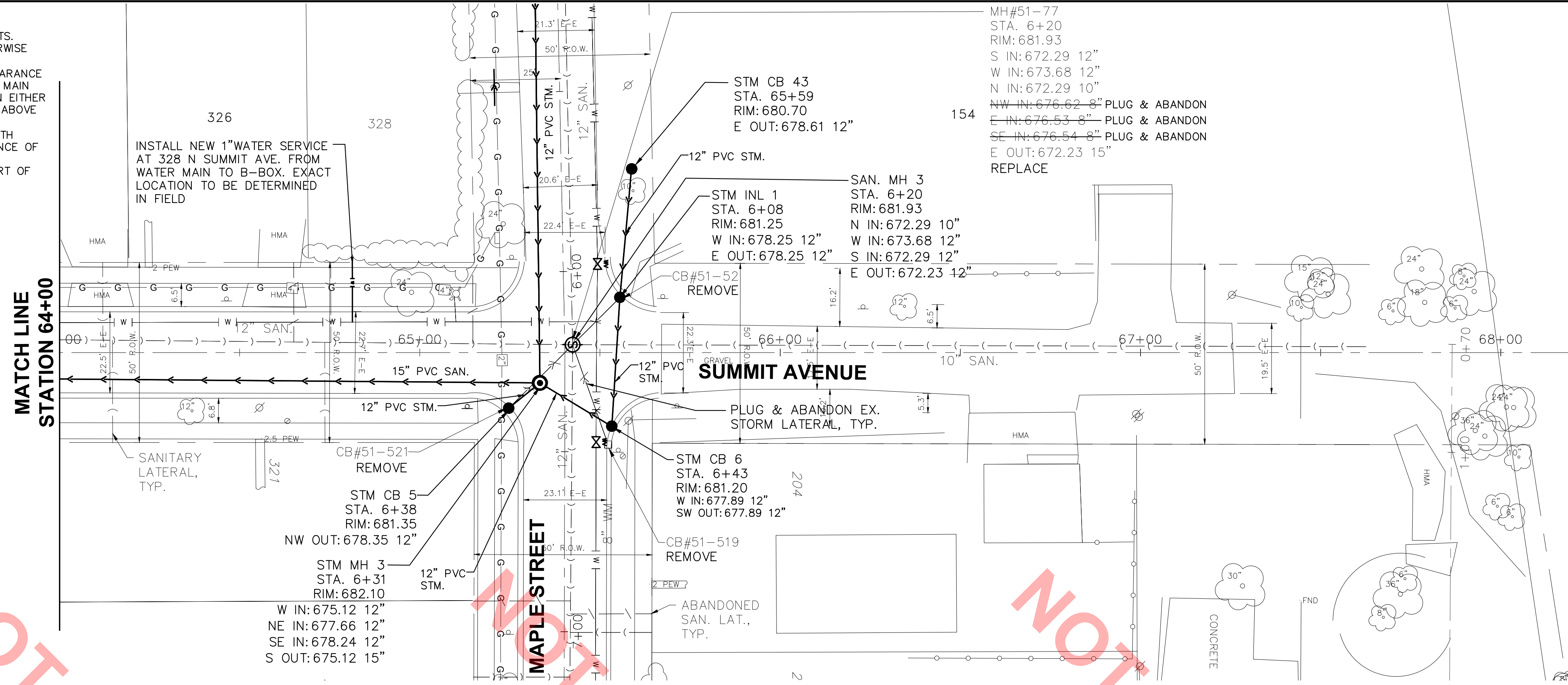


MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

PLAN & PROFILE
SUMMIT AVENUE - STA. 59+50-64+00

SCALE: H:1"=20', V:1"=5'	SHEET
DRAWN BY: RJ, AJ	18
BOOK NO.:	60
DATE: 4/14/21	OF
E.H.E. NO.: 820-18-19501	

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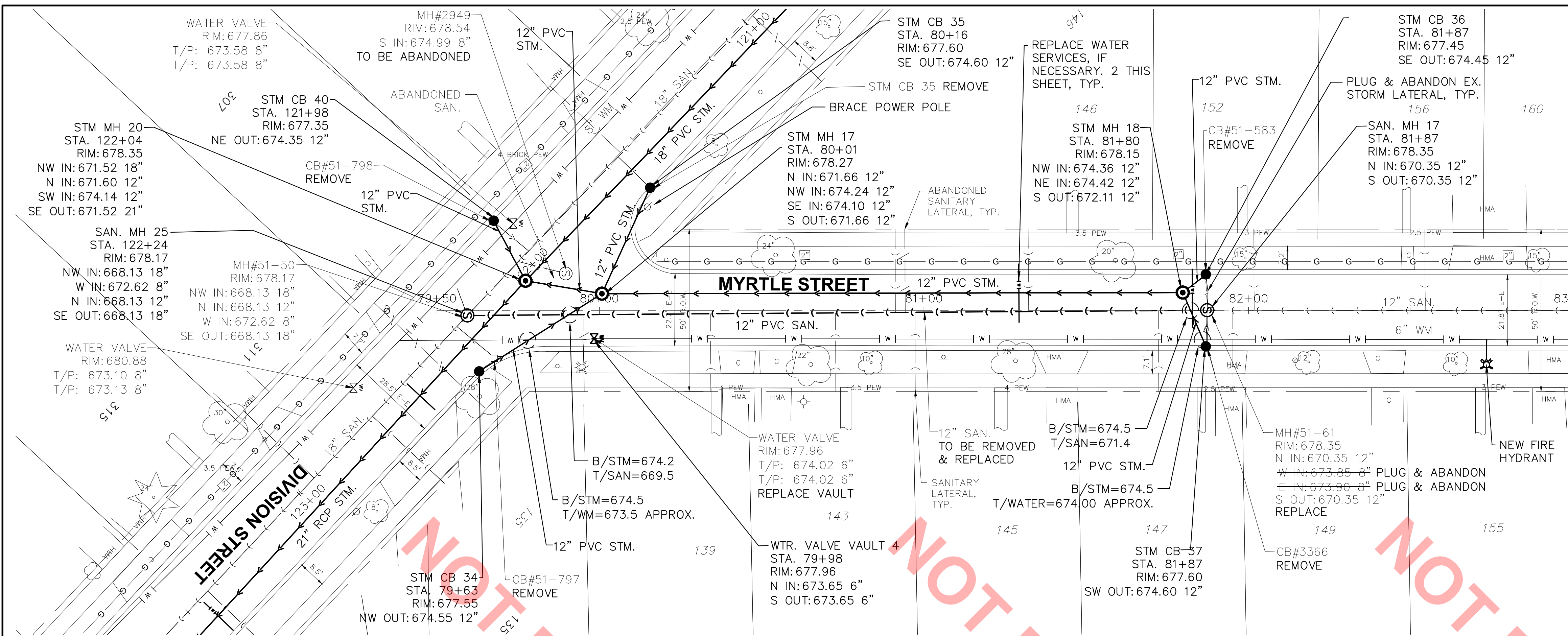
MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

PLAN & PROFILE
SUMMIT AVENUE - STA. 64+00-65+50

SCALE: H:1"=20', V:1"=5'
 DRAWN BY: RJ, AJ
 BOOK NO.:
 DATE: 4/14/21
 E.H.E. NO.: 820-18-19501
 SHEET **19** OF **60**

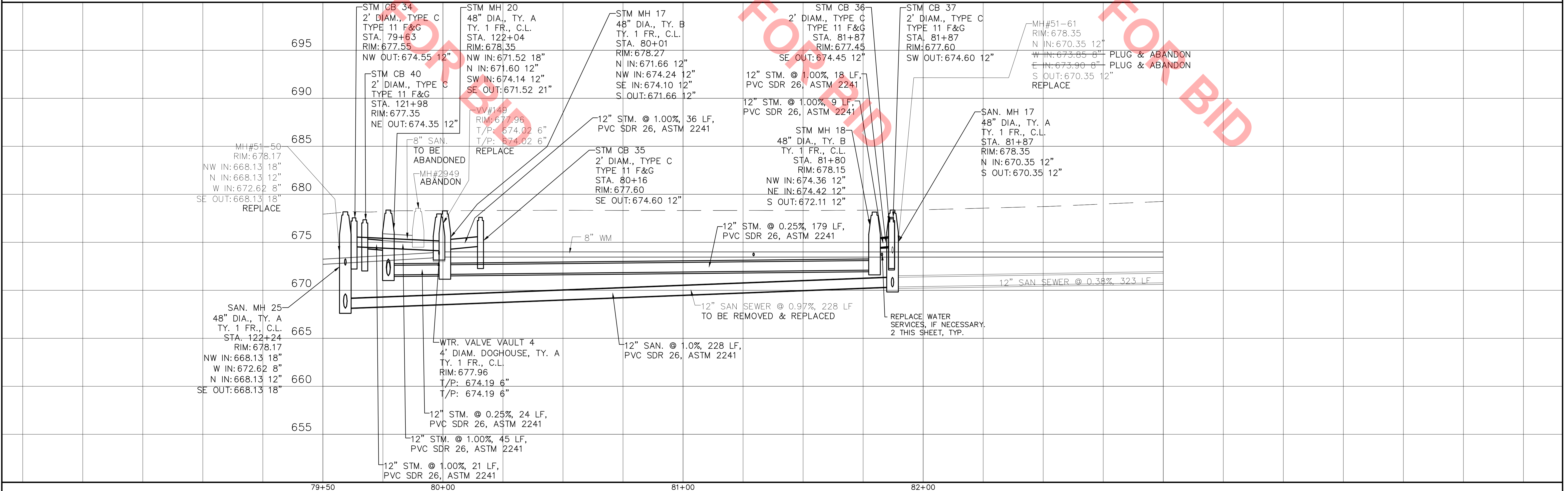
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Drawing file: \\whe-panzura1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\04 CAD\Sheets\C-5.1 - Myrtle.dwg
 Apr 14, 2021 - 2:35pm



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MATCH LINE
STATION 83+00



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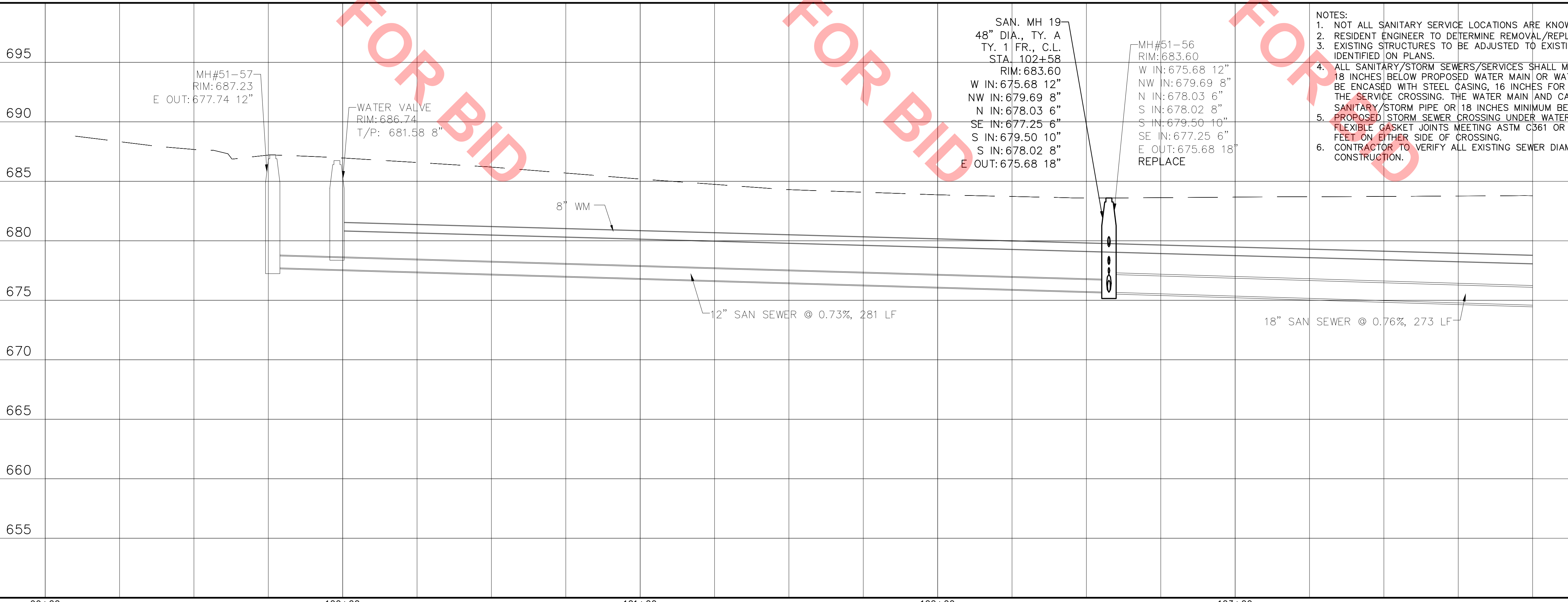
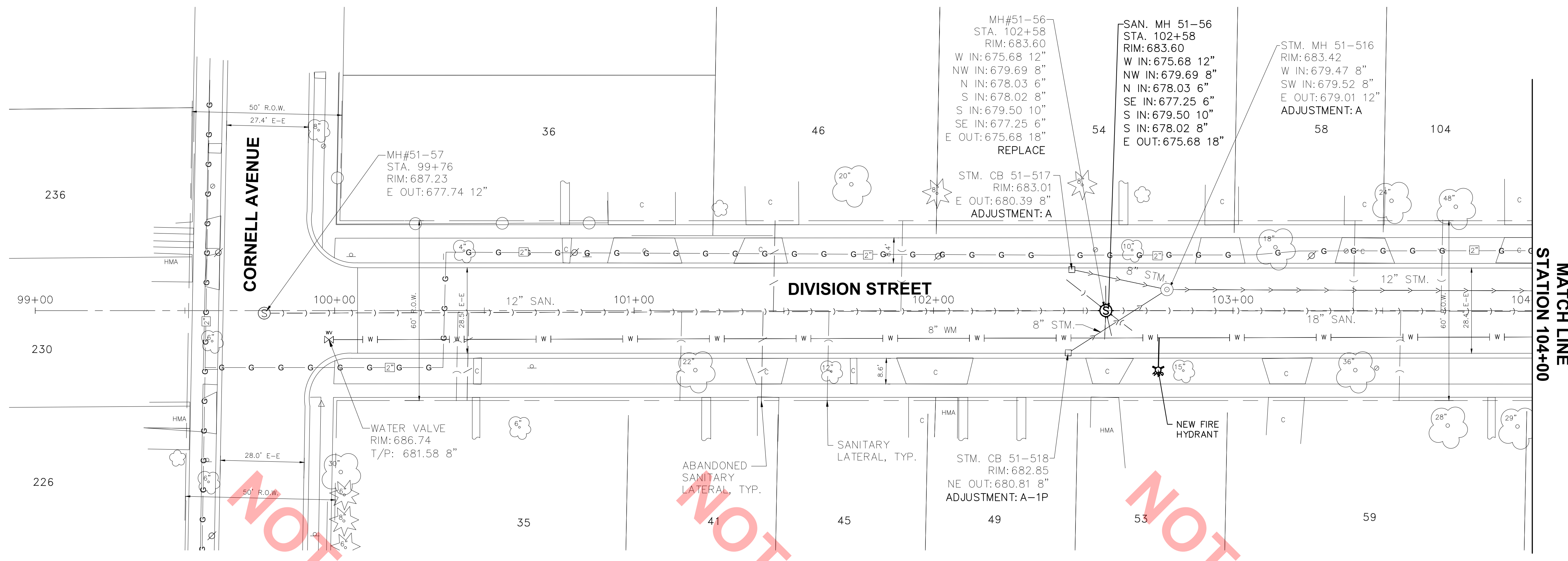


**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN & PROFILE
 MYRTLE STREET - STA. 79+60-85+00**

SCALE: H:1"=20', V:1"=5'	SHEET
DRAWN BY: RJ, AJ	20
BOOK NO.:	60
DATE: 4/14/21	OF
E.H.E. NO.: 820-18-19501	

Drawing file: \\whe-panzuro1\office-11\WHEATON\PROJECTS\VillaPark_IL\11333000 Maple St Area Improvement Project\D4 CAD\Sheets\C-6.1 - Division1.dwg Apr 14, 2021 - 2:39pm



- NOTES:
1. NOT ALL SANITARY SERVICE LOCATIONS ARE KNOWN IN THIS AREA.
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MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

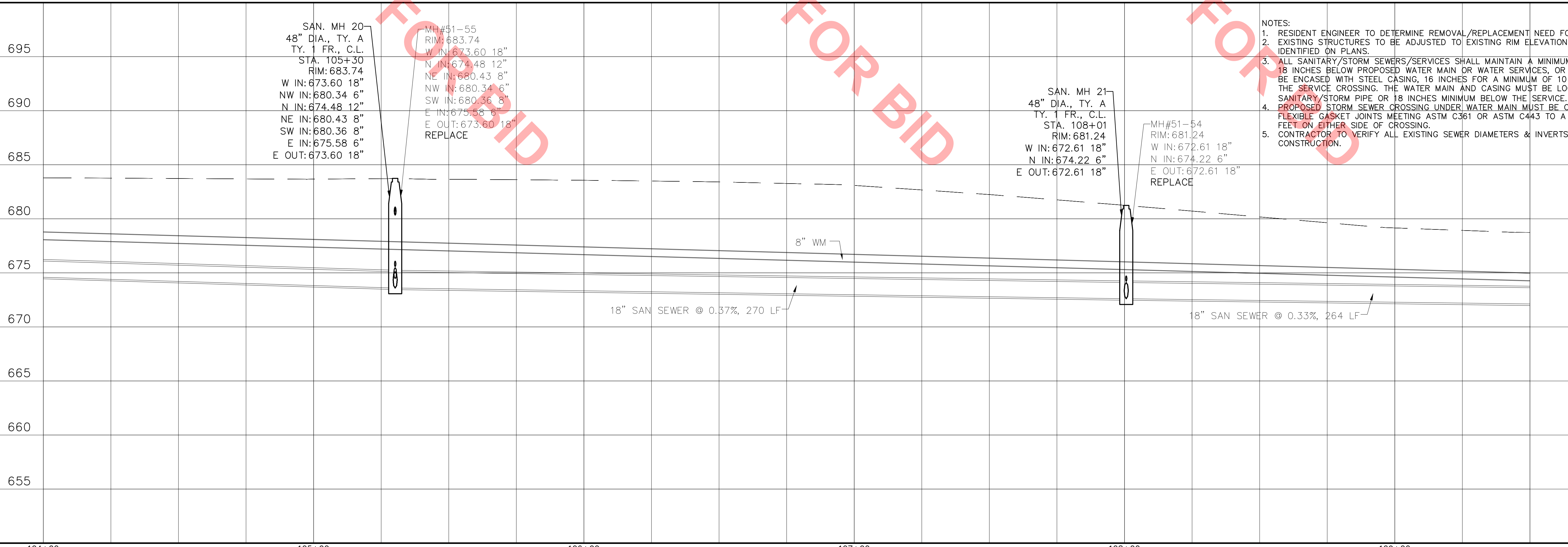
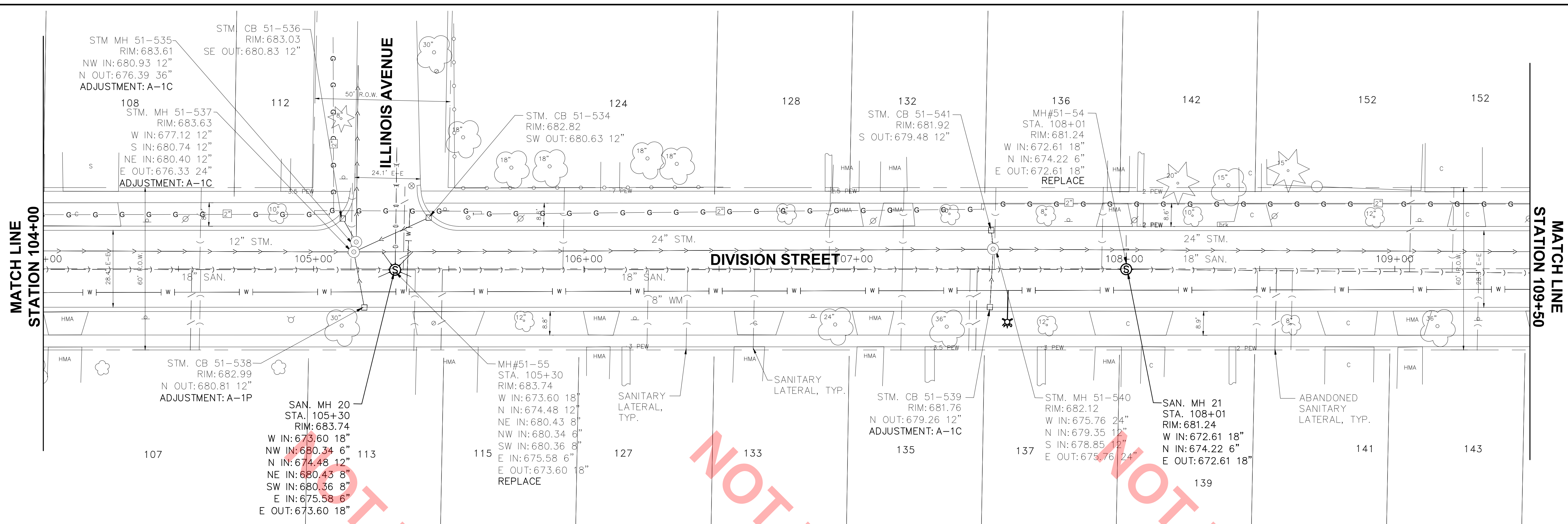
PLAN & PROFILE
DIVISION STREET - STA. 99+50-104+00

SCALE: H:1"=20', V:1"=5'
 DRAWN BY: RJ, AJ
 BOOK NO.:
 DATE: 4/14/21
 E.H.E. NO.: 820-18-19501

REVISION:

SHEET **22** OF **60**

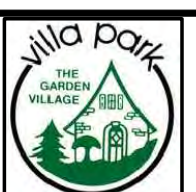
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- NOTES:
1. RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
 2. EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
 3. ALL SANITARY/STORM SEWERS/SERVICES SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BELOW PROPOSED WATER MAIN OR WATER SERVICES, OR THE WATER MAIN SHALL BE ENCASED WITH STEEL CASING, 16 INCHES FOR A MINIMUM OF 10 FEET ON EITHER SIDE OF THE SERVICE CROSSING. THE WATER MAIN AND CASING MUST BE LOCATED ABOVE THE SANITARY/STORM PIPE OR 18 INCHES MINIMUM BELOW THE SERVICE.
 4. PROPOSED STORM SEWER CROSSING UNDER WATER MAIN MUST BE CONSTRUCTED WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 TO A MINIMUM DISTANCE OF 10 FEET ON EITHER SIDE OF CROSSING.
 5. CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.

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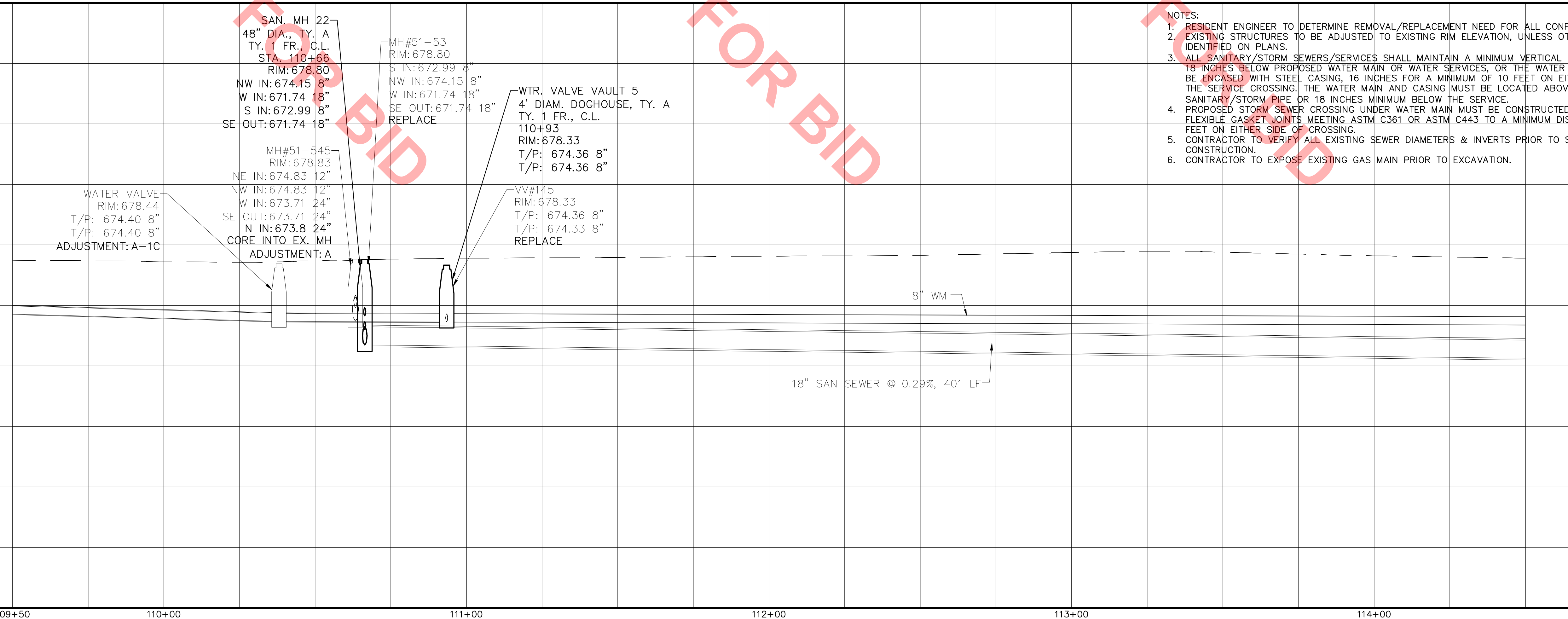
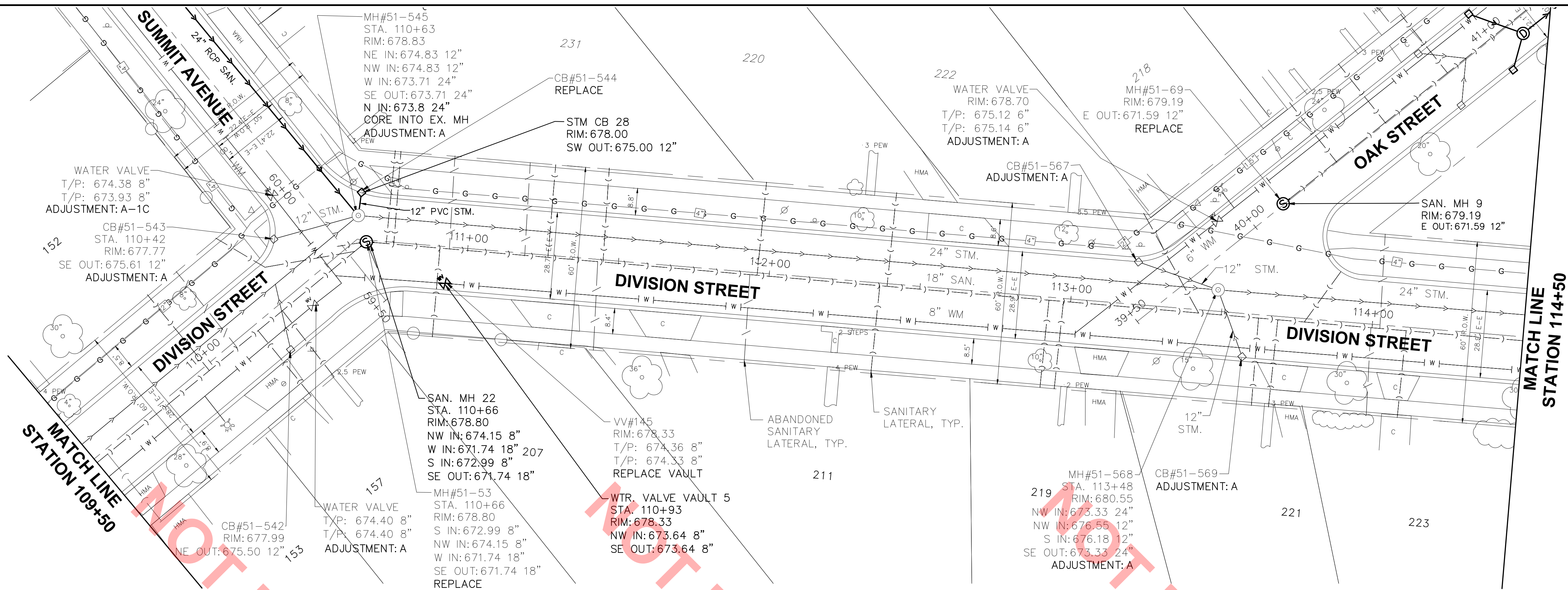


MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

PLAN & PROFILE
DIVISION STREET - STA. 104+00-109+50

SCALE: H:1"=20', V:1"=5'
 DRAWN BY: RJ, AJ
 BOOK NO.:
 DATE: 4/14/21
 E.H.E. NO.: 820-18-19501
 SHEET **23** OF **60**

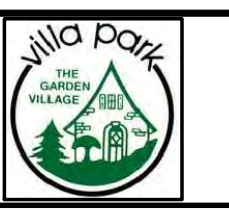
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- NOTES:**
1. RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
 2. EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
 3. ALL SANITARY/STORM SEWERS/SERVICES SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BELOW PROPOSED WATER MAIN OR WATER SERVICES, OR THE WATER MAIN SHALL BE ENCASED WITH STEEL CASING, 16 INCHES FOR A MINIMUM OF 10 FEET ON EITHER SIDE OF THE SERVICE CROSSING. THE WATER MAIN AND CASING MUST BE LOCATED ABOVE THE SANITARY/STORM PIPE OR 18 INCHES MINIMUM BELOW THE SERVICE.
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 5. CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.
 6. CONTRACTOR TO EXPOSE EXISTING GAS MAIN PRIOR TO EXCAVATION.

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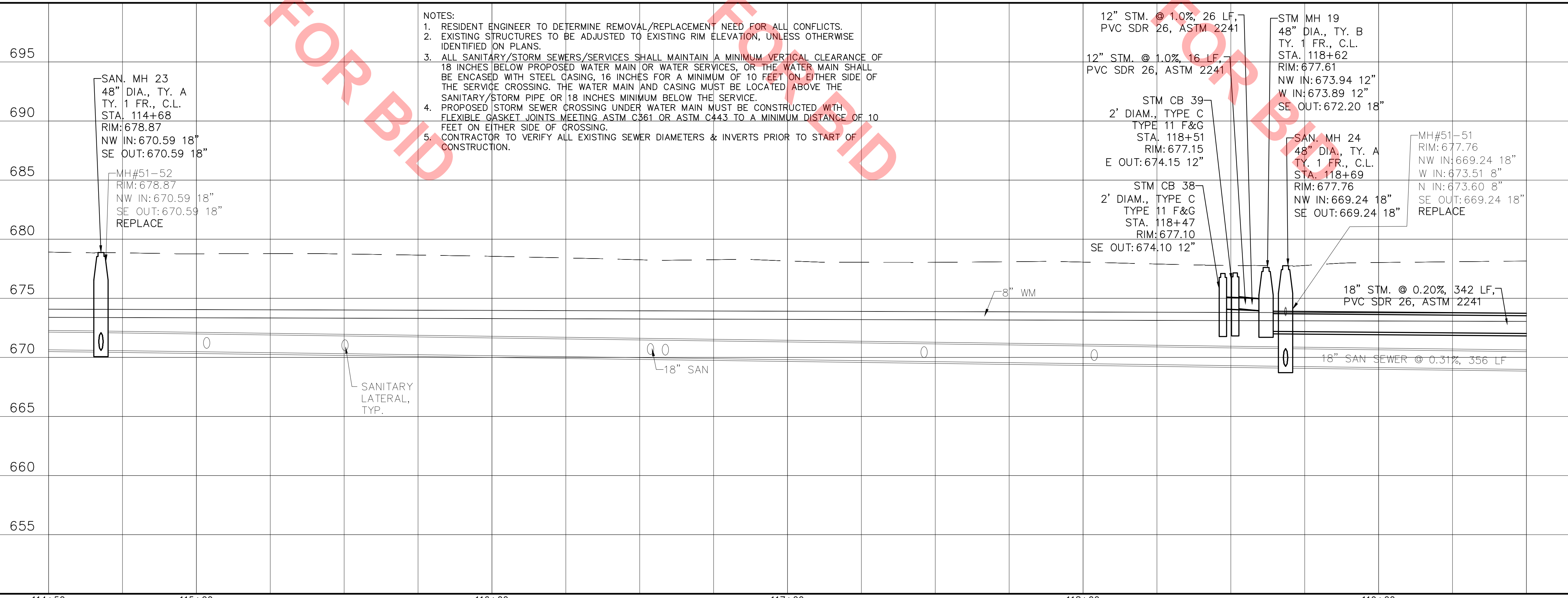
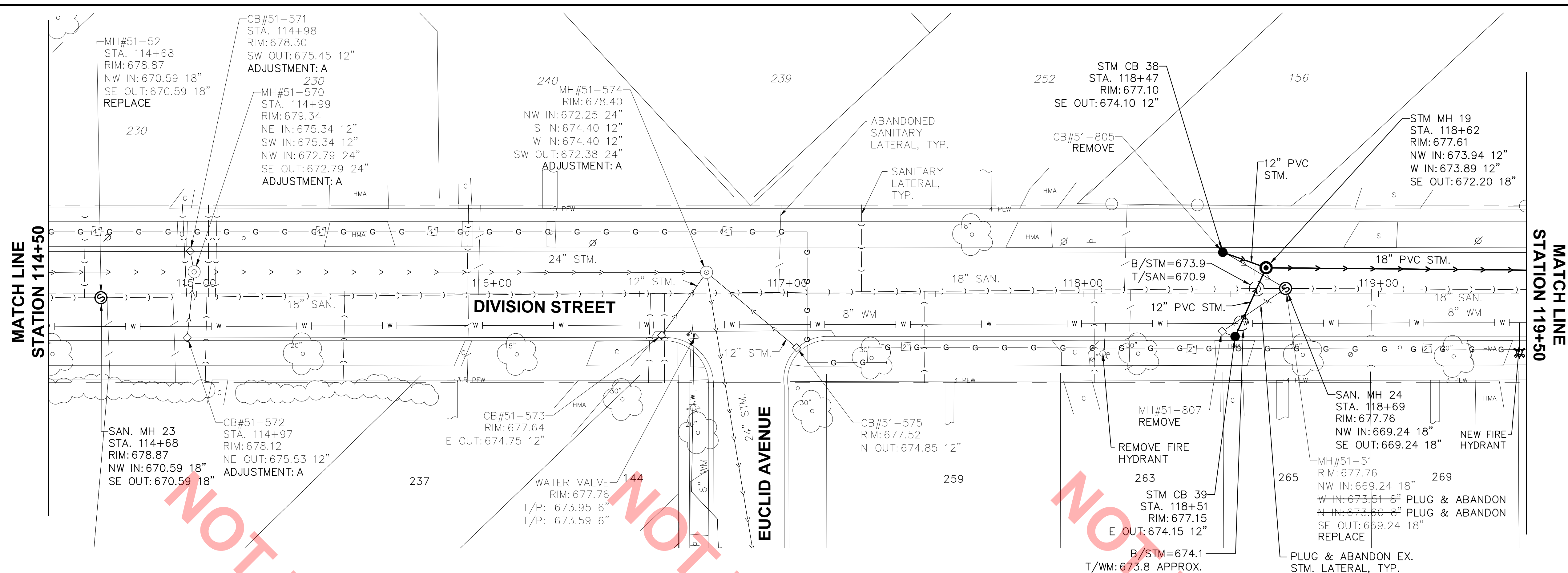


**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN & PROFILE
 DIVISION STREET - STA. 109+50-114+50**

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 BOOK NO.:
 DATE: 4/14/21
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 SHEET **24** OF **60**

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- NOTES:**
- RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
 - EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
 - ALL SANITARY/STORM SEWERS/SERVICES SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BELOW PROPOSED WATER MAIN OR WATER SERVICES, OR THE WATER MAIN SHALL BE ENCASED WITH STEEL CASING, 16 INCHES FOR A MINIMUM OF 10 FEET ON EITHER SIDE OF THE SERVICE CROSSING. THE WATER MAIN AND CASING MUST BE LOCATED ABOVE THE SANITARY/STORM PIPE OR 18 INCHES MINIMUM BELOW THE SERVICE.
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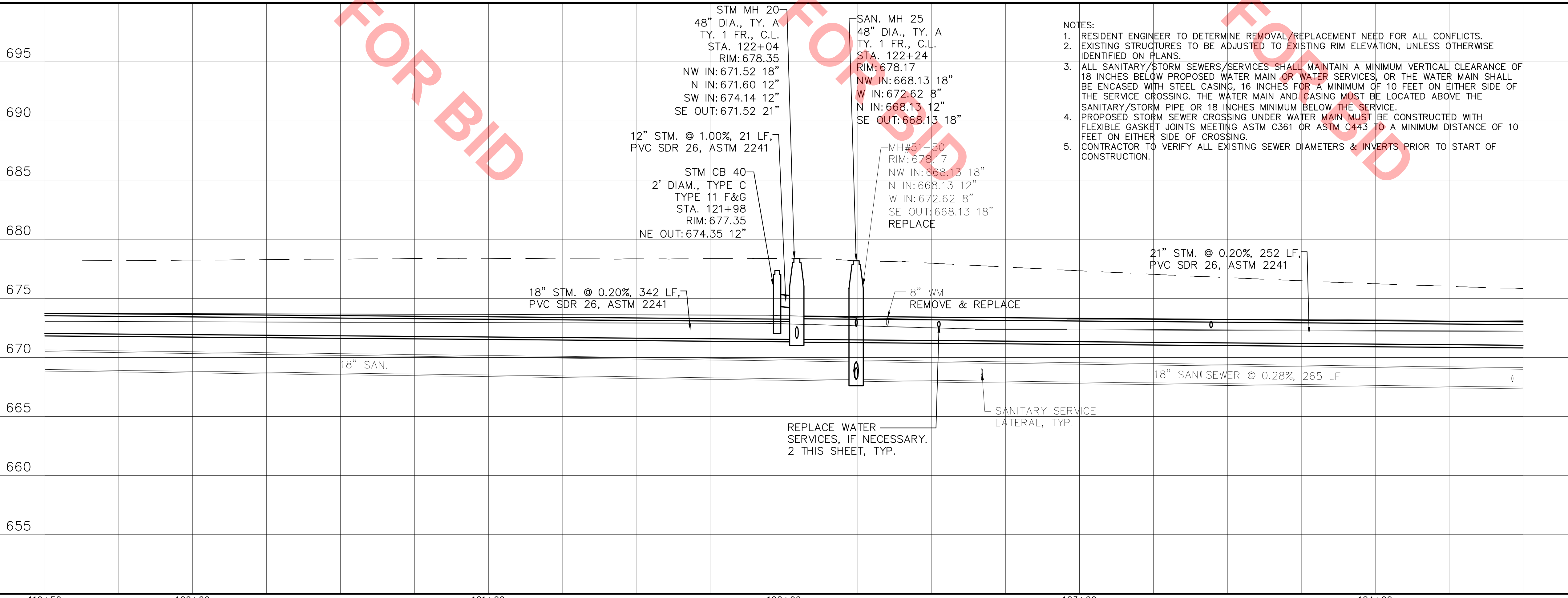
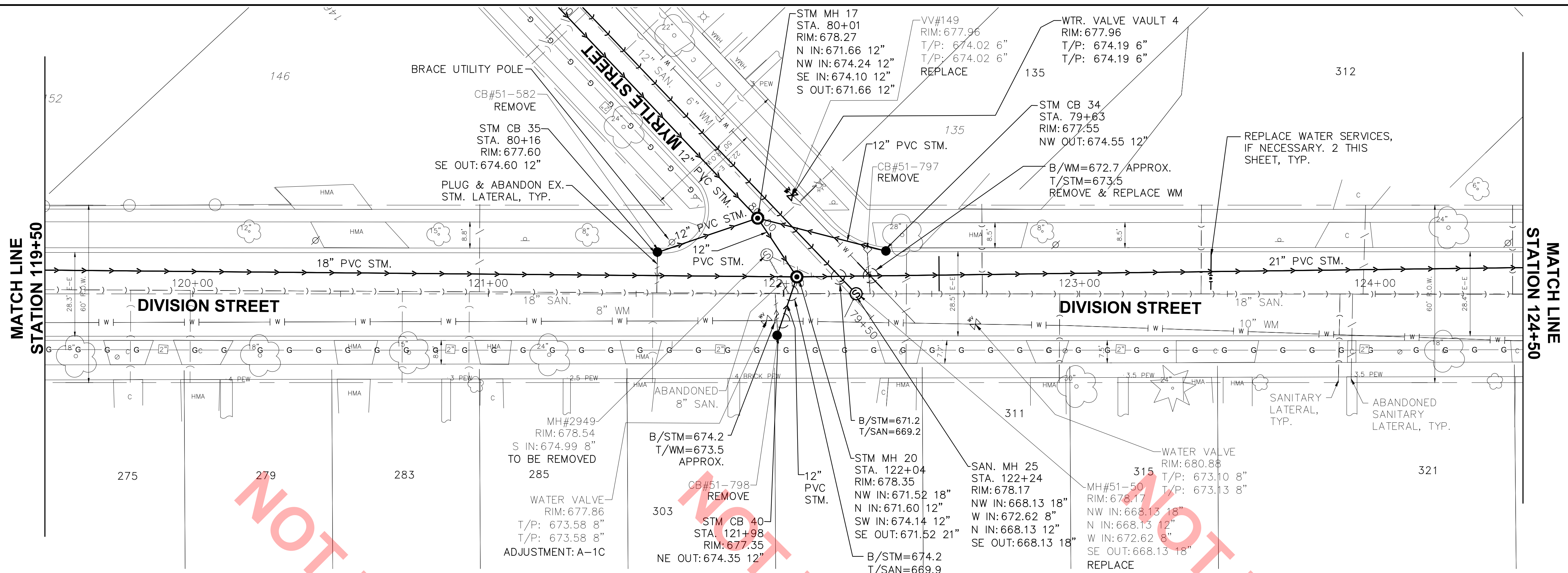


MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

PLAN & PROFILE
DIVISION STREET - STA. 114+50-119+50

SCALE: H:1"=20', V:1"=5'
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 DATE: 4/14/21
 E.H.E. NO.: 820-18-19501
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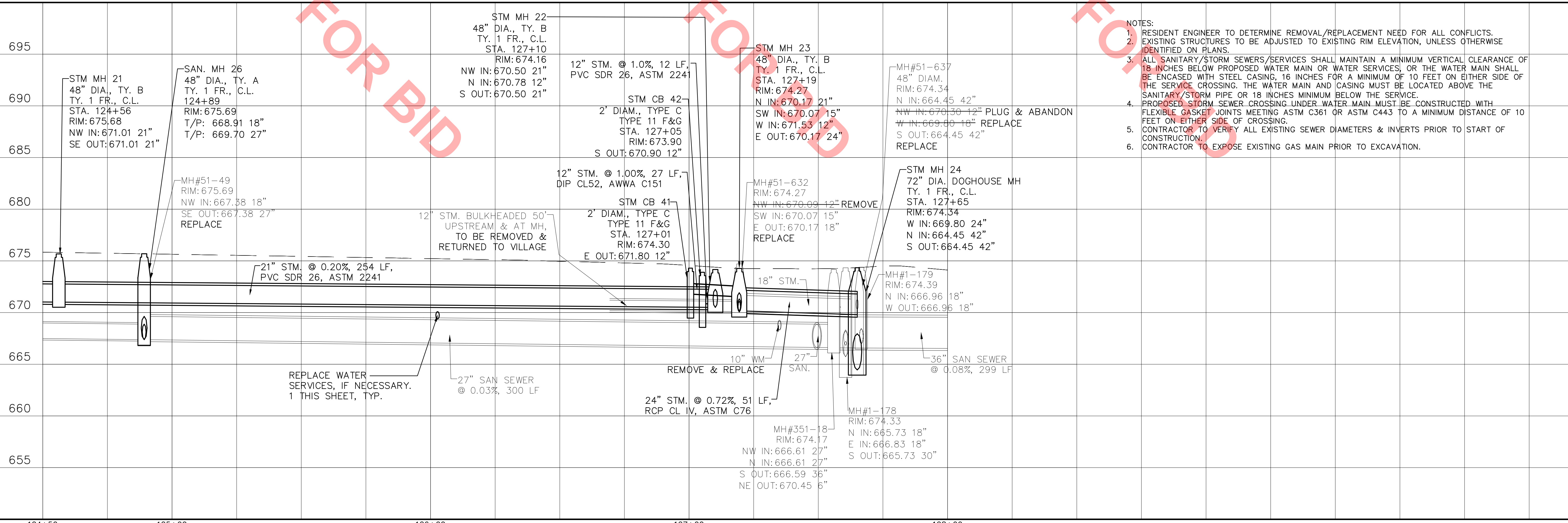
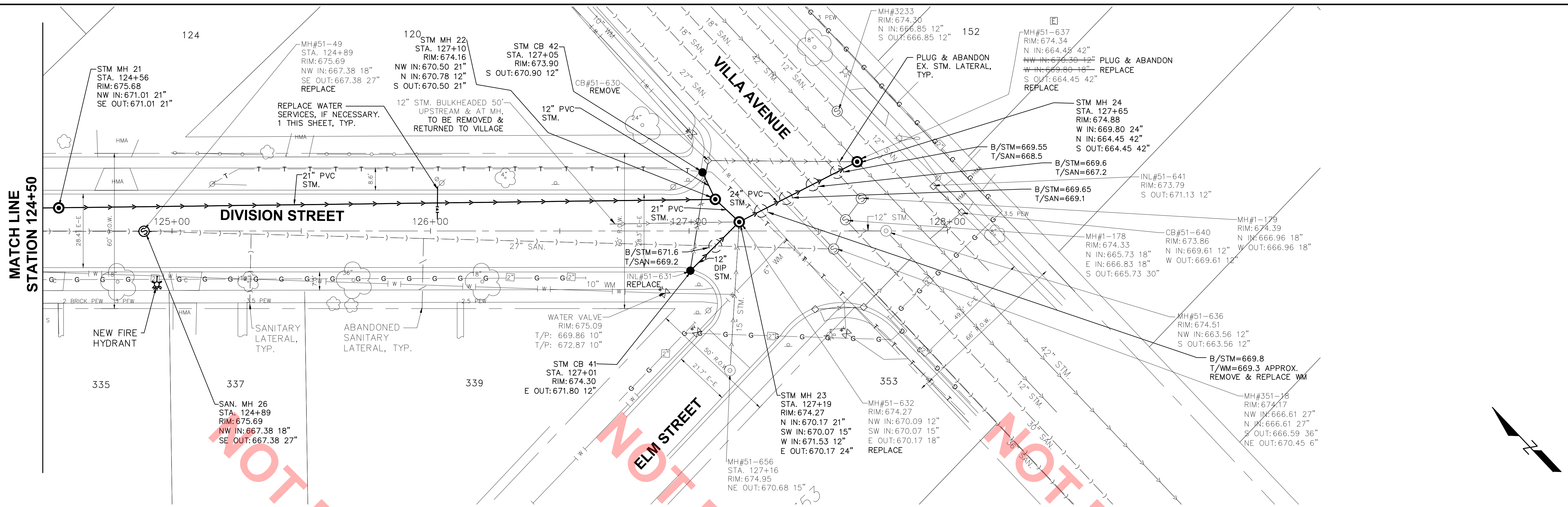
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- NOTES:
- RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS. EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
 - ALL SANITARY/STORM SEWERS/SERVICES SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BELOW PROPOSED WATER MAIN OR WATER SERVICES, OR THE WATER MAIN SHALL BE ENCASED WITH STEEL CASING, 16 INCHES FOR A MINIMUM OF 10 FEET ON EITHER SIDE OF THE SERVICE CROSSING. THE WATER MAIN AND CASING MUST BE LOCATED ABOVE THE SANITARY/STORM PIPE OR 18 INCHES MINIMUM BELOW THE SERVICE.
 - PROPOSED STORM SEWER CROSSING UNDER WATER MAIN MUST BE CONSTRUCTED WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 TO A MINIMUM DISTANCE OF 10 FEET ON EITHER SIDE OF CROSSING.
 - CONTRACTOR TO VERIFY ALL EXISTING SEWER DIAMETERS & INVERTS PRIOR TO START OF CONSTRUCTION.

NOT FOR BID

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 Apr 14, 2021 - 2:54pm



- NOTES:
1. RESIDENT ENGINEER TO DETERMINE REMOVAL/REPLACEMENT NEED FOR ALL CONFLICTS.
 2. EXISTING STRUCTURES TO BE ADJUSTED TO EXISTING RIM ELEVATION, UNLESS OTHERWISE IDENTIFIED ON PLANS.
 3. ALL SANITARY/STORM SEWERS/SERVICES SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BELOW PROPOSED WATER MAIN OR WATER SERVICES, OR THE WATER MAIN SHALL BE ENCASED WITH STEEL CASING, 16 INCHES FOR A MINIMUM OF 10 FEET ON EITHER SIDE OF THE SERVICE CROSSING. THE WATER MAIN AND CASING MUST BE LOCATED ABOVE THE SANITARY/STORM PIPE OR 18 INCHES MINIMUM BELOW THE SERVICE.
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 6. CONTRACTOR TO EXPOSE EXISTING GAS MAIN PRIOR TO EXCAVATION.

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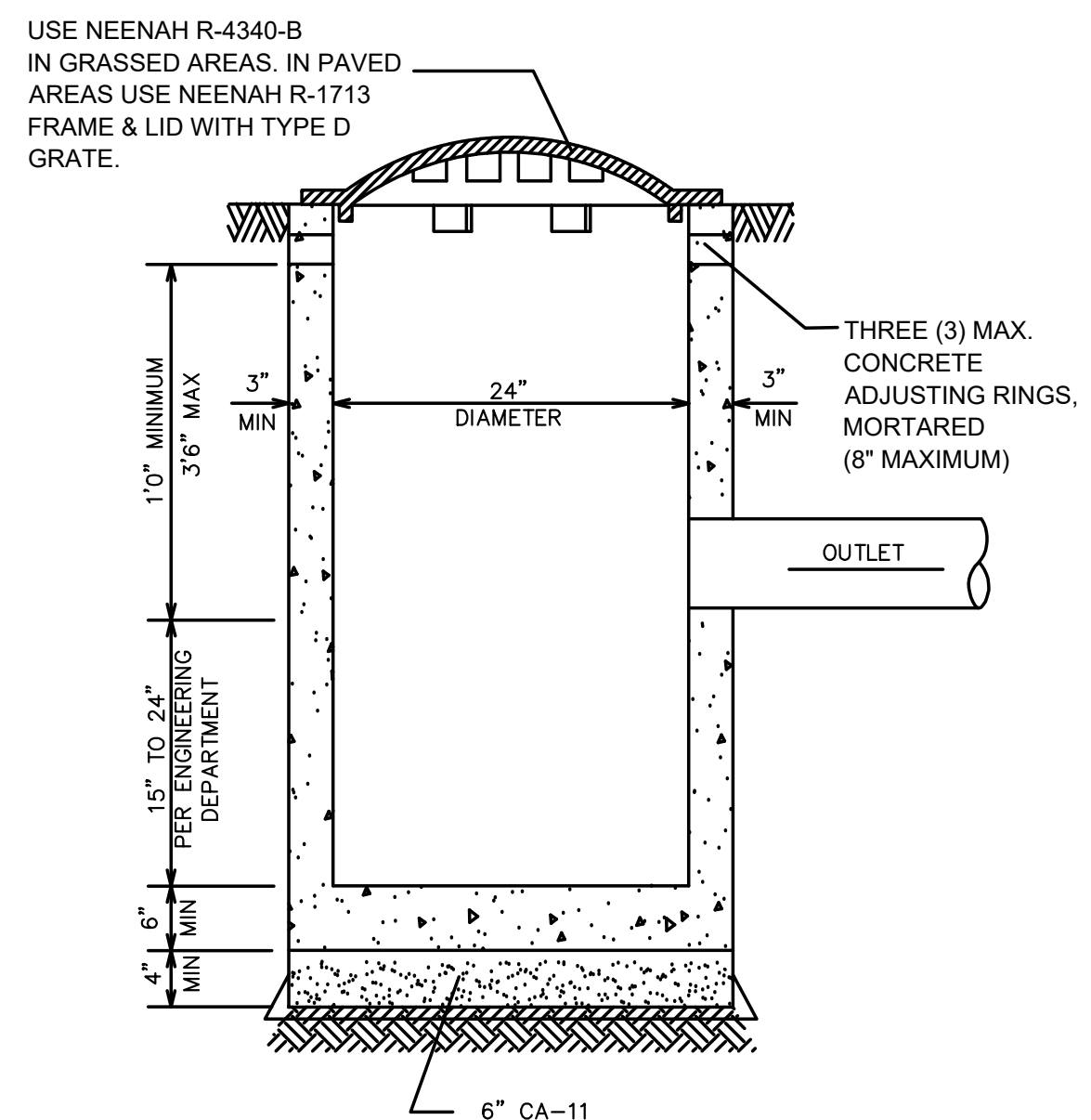


MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS

PLAN & PROFILE
DIVISION STREET - STA. 124+50-128+00

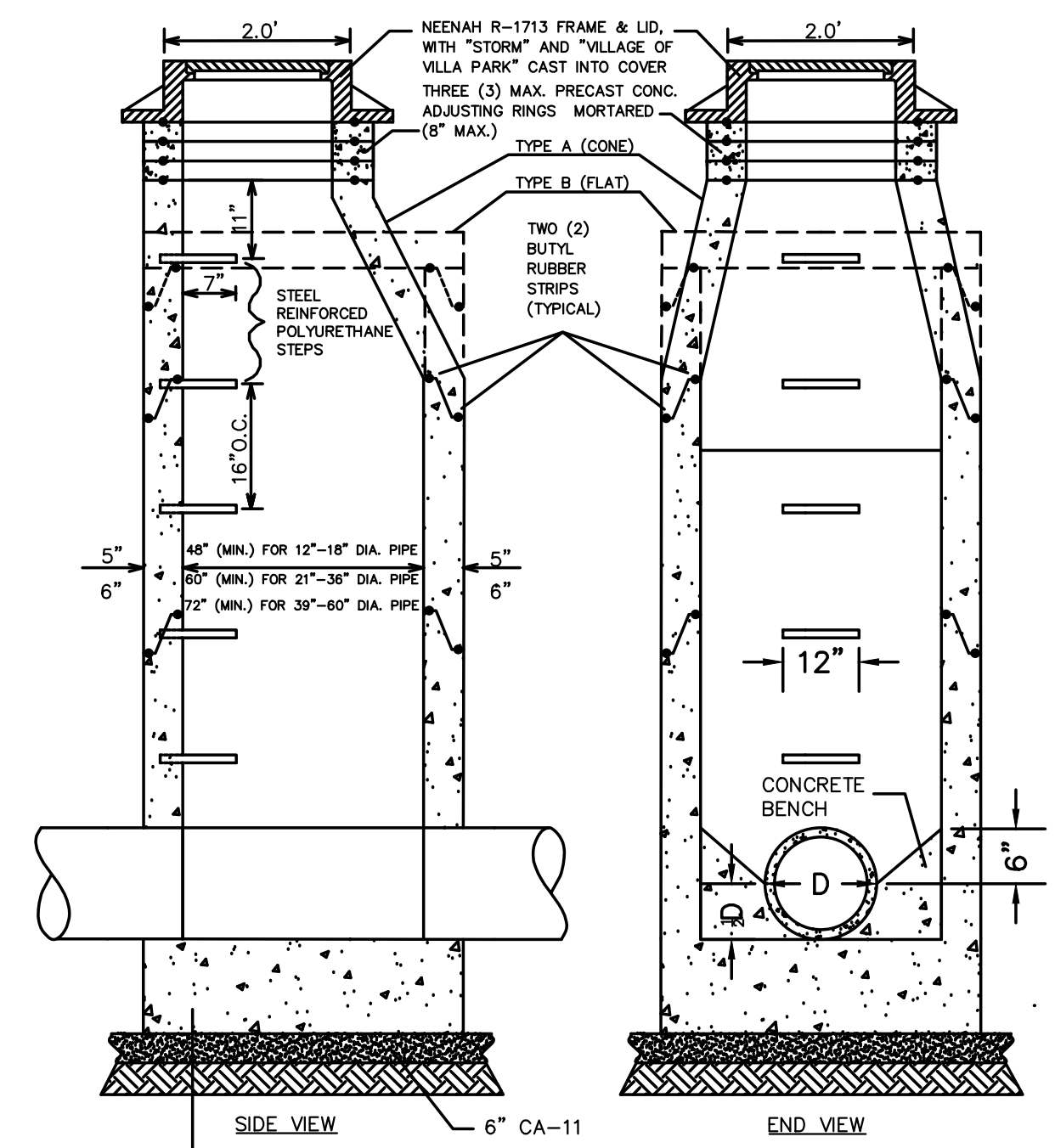
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	DRAWN BY: RJ, AJ	27
	BOOK NO.:	60
	DATE: 4/14/21	
	E.H.E. NO.: 820-18-19501	

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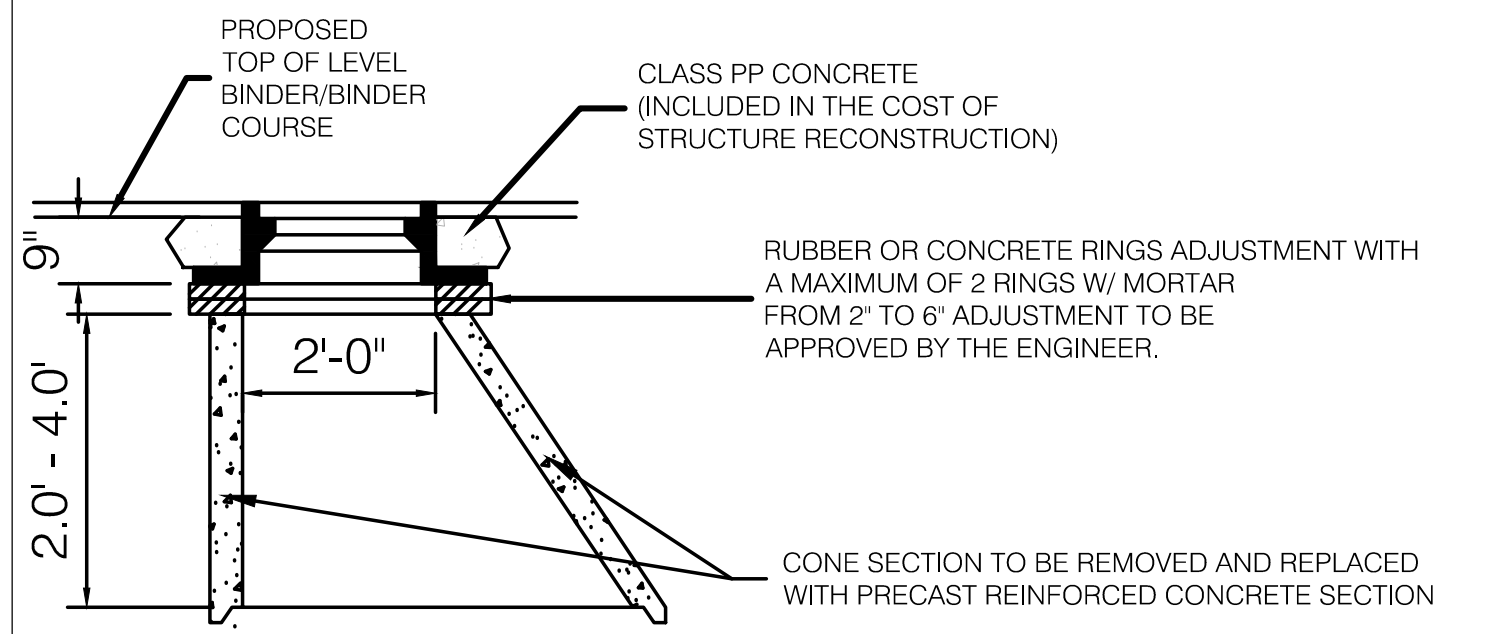
- NOTE:**
- CATCH BASIN TO BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE.
 - CATCH BASIN MUST CONFORM TO ASTM C-478.
 - NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
 - MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF FRAME SHALL NOT EXCEED 42 INCHES. IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42 INCHES, STRUCTURE SHALL BE REVISED TO A 48 INCH DIAMETER CATCH BASIN.

NOT TO SCALE
**TYPE C
CATCH BASIN
DETAIL**

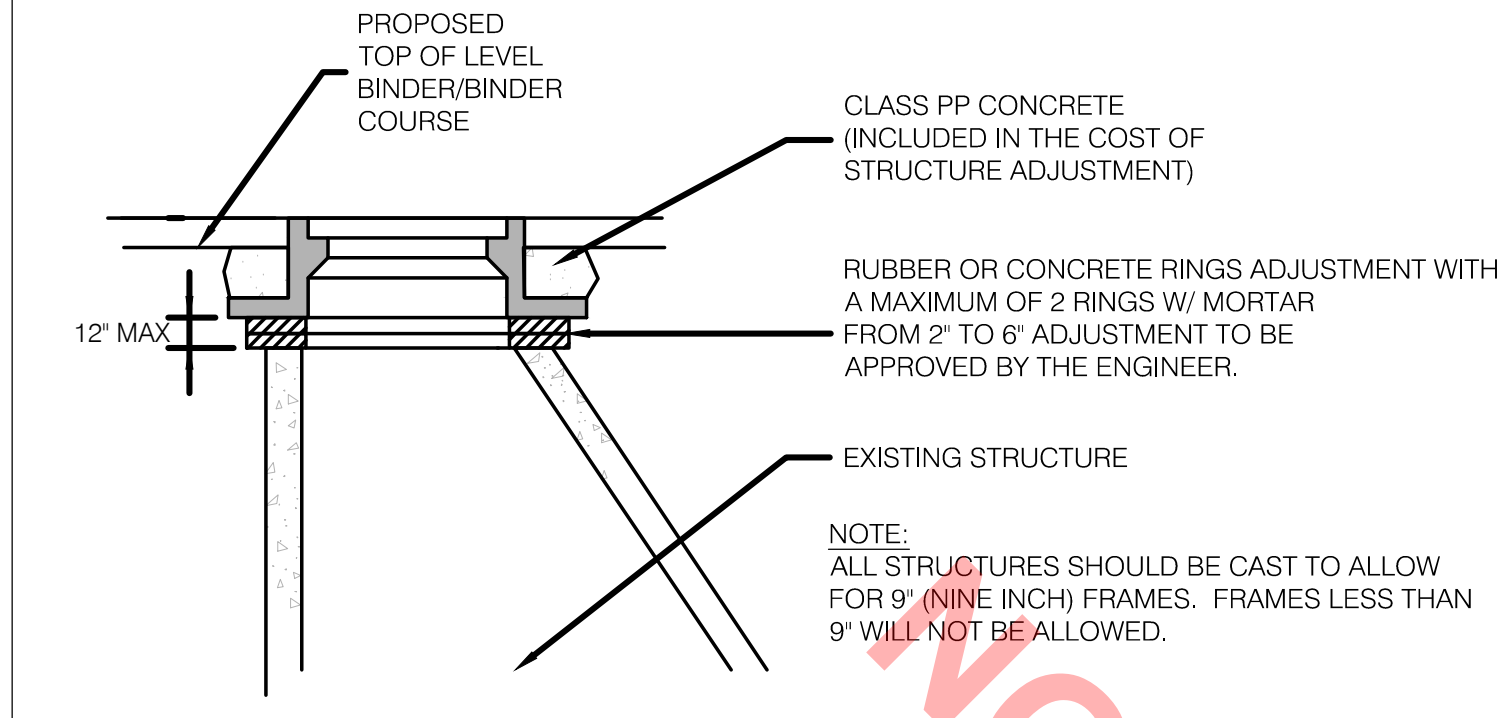


- NOTES:**
- MANHOLES MUST CONFORM TO ASTM C-478.
 - MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
 - BENCHES MUST BE PROVIDED IN ALL STORM SEWER MANHOLES.
 - ALL PIPE PENETRATIONS OCCURRING WITHIN (OR BELOW) GROUNDWATER TABLE AND ALL NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
 - USE ECCENTRIC CONE ONLY.

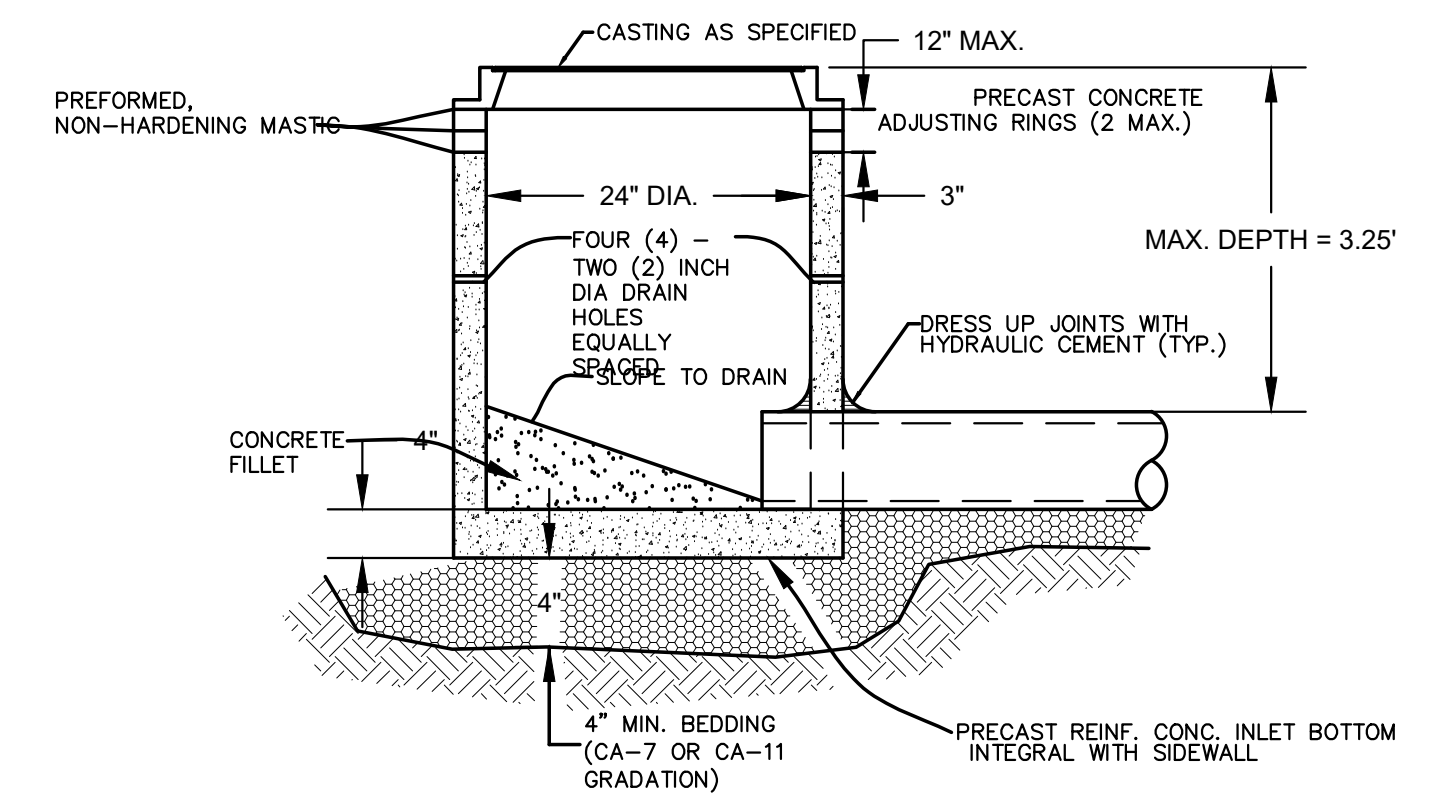
NOT TO SCALE
**STORM
MANHOLE
DETAIL**



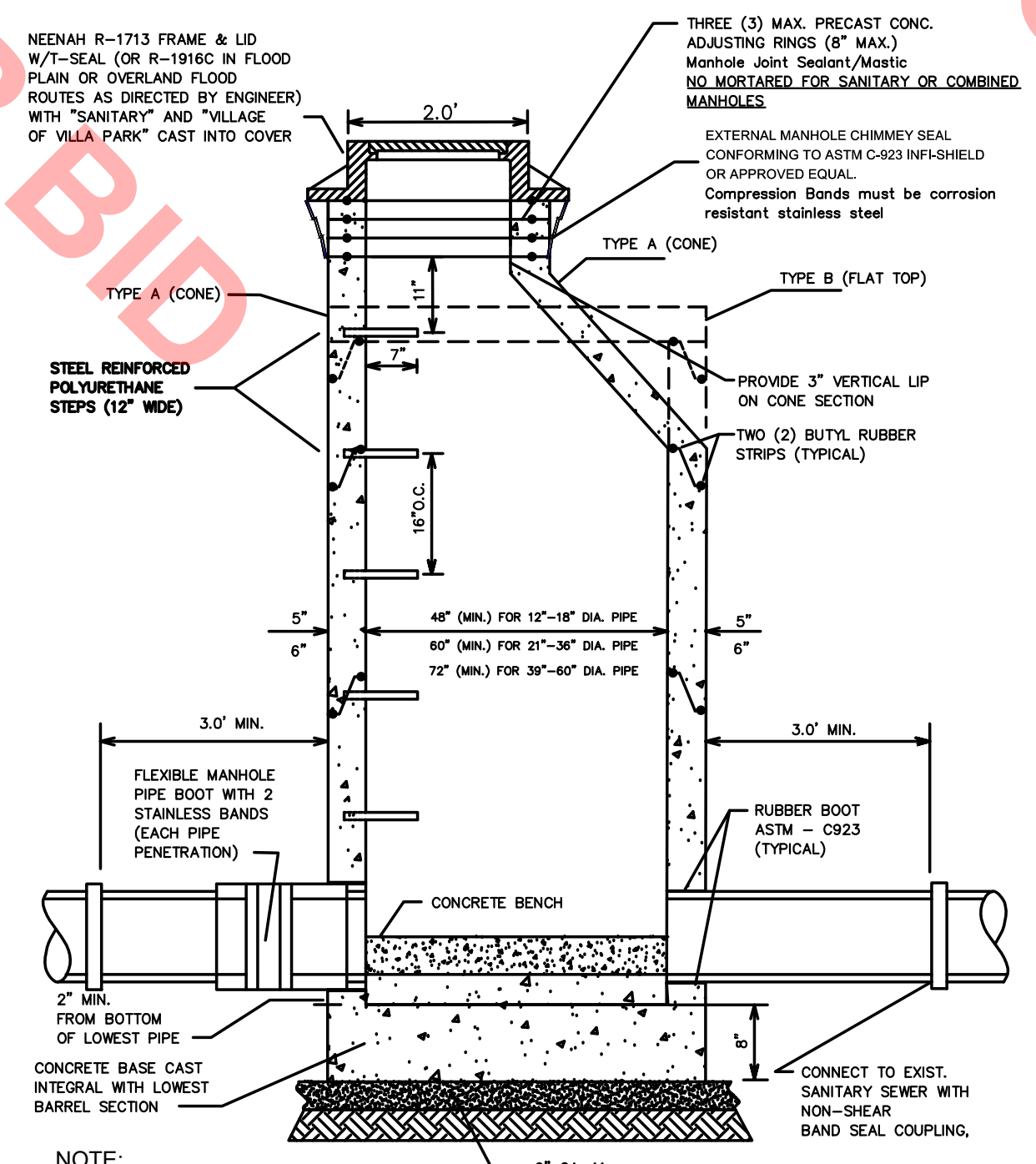
STRUCTURE RECONSTRUCTION



STRUCTURE ADJUSTMENT

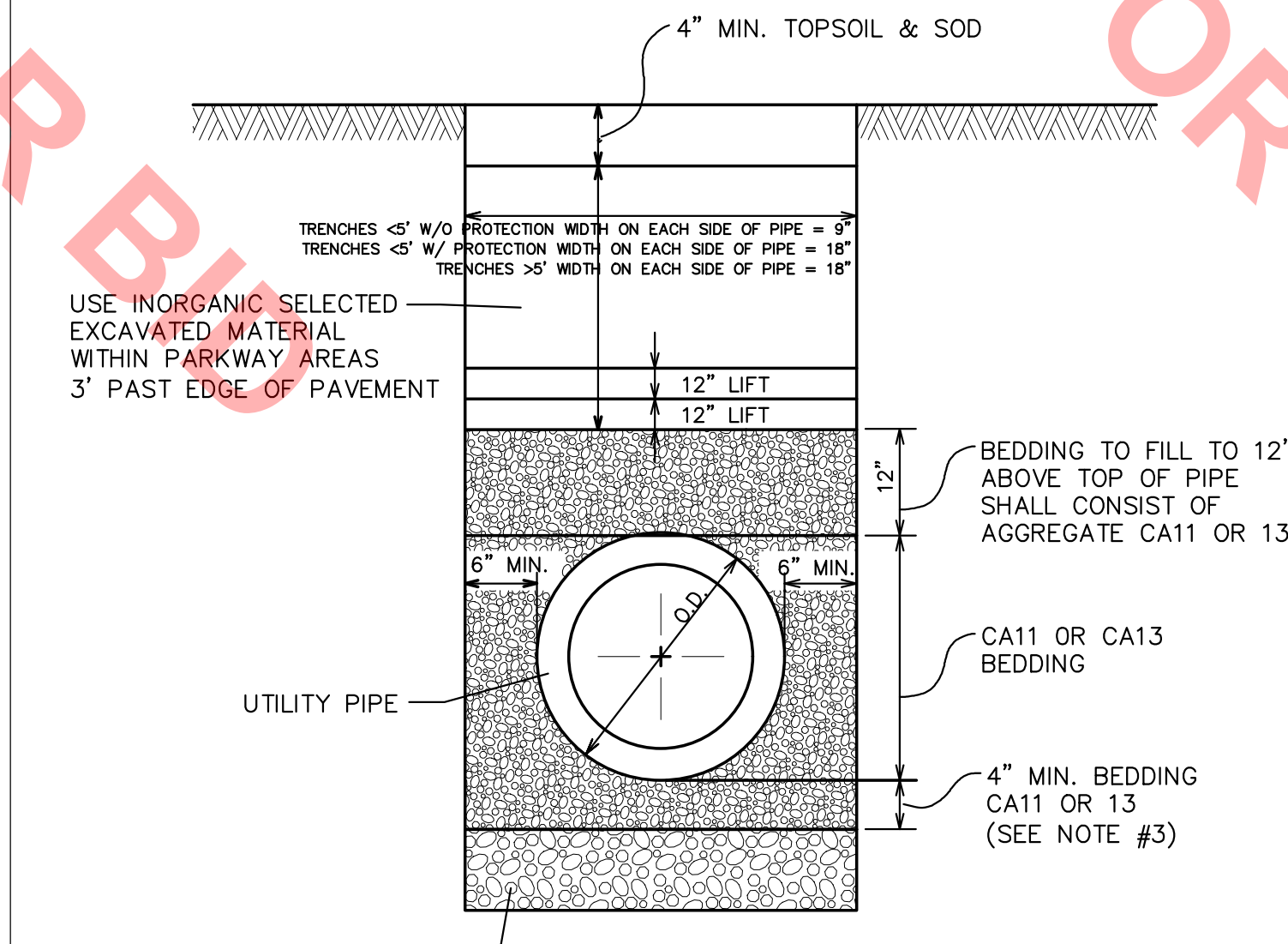


- GENERAL NOTES:**
- PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
 - PROVIDE GRANULAR BACKFILL AROUND INLET TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION.)
 - WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MAXIMUM OF TWO PRECAST CONCRETE RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET IN A BED OF PREFORMED NON-HARDENING MASTIC (RUB-R-NEK, EZ STICK OR APPROVED EQUIVALENT). PREFORMED ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
 - MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME.
 - IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
 - IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.



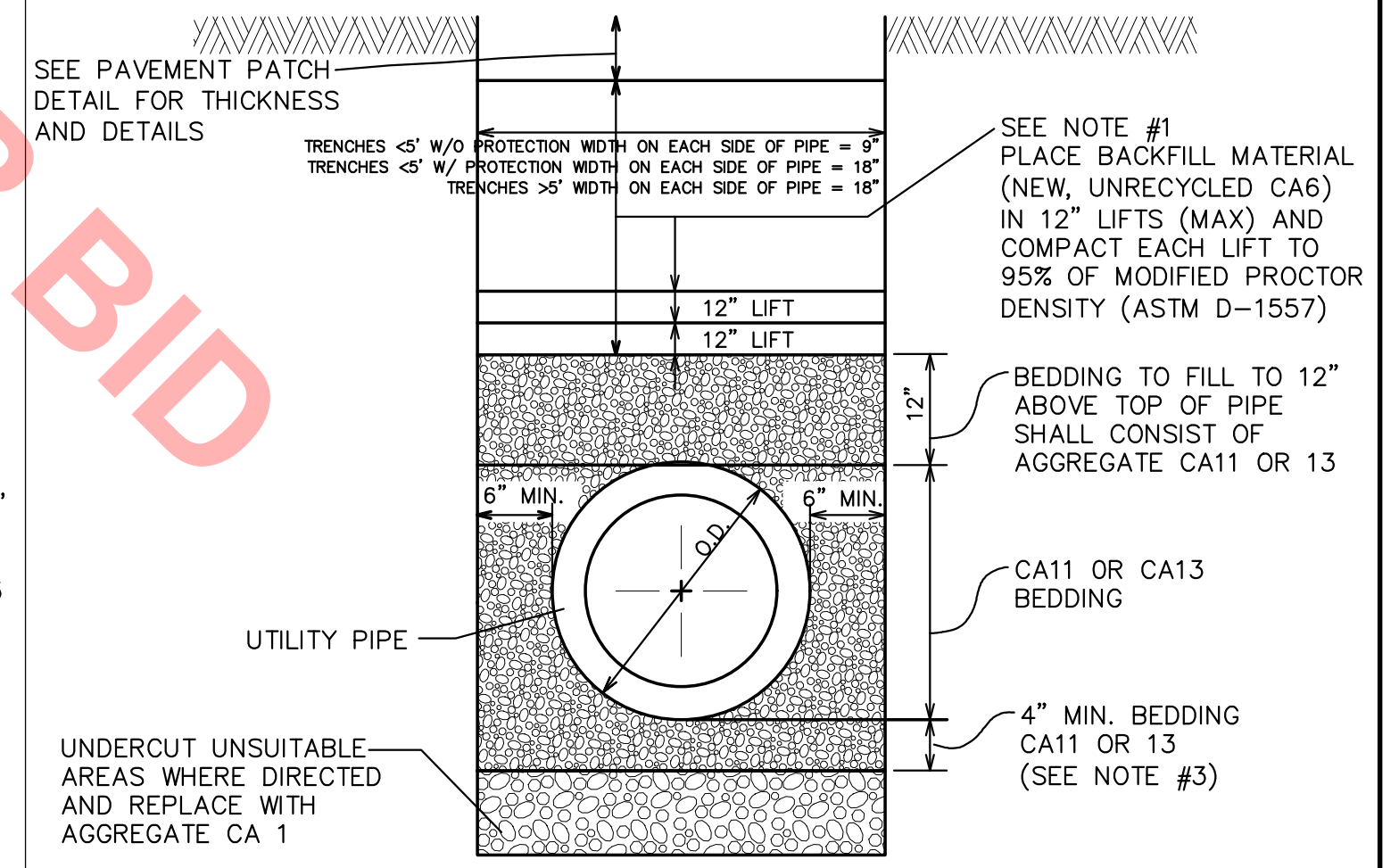
- NOTE:**
- MANHOLES MUST CONFORM TO ASTM C-478.
 - MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
 - BENCHES MUST BE PROVIDED IN ALL SANITARY SEWER MANHOLES.
 - USE EXTERNAL LIFTING "HOLES" ONLY, BUT NOT FULL PENETRATION.
 - ALL PIPE PENETRATIONS AND ALL NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
 - USE ECCENTRIC CONE ONLY.
 - ALL MANHOLE SECTIONS SHALL BE SUPPLIED WITH CONSEAL CS-55 OR APPROVED EQUAL.

**SANITARY MANHOLE
DETAIL**
NTS



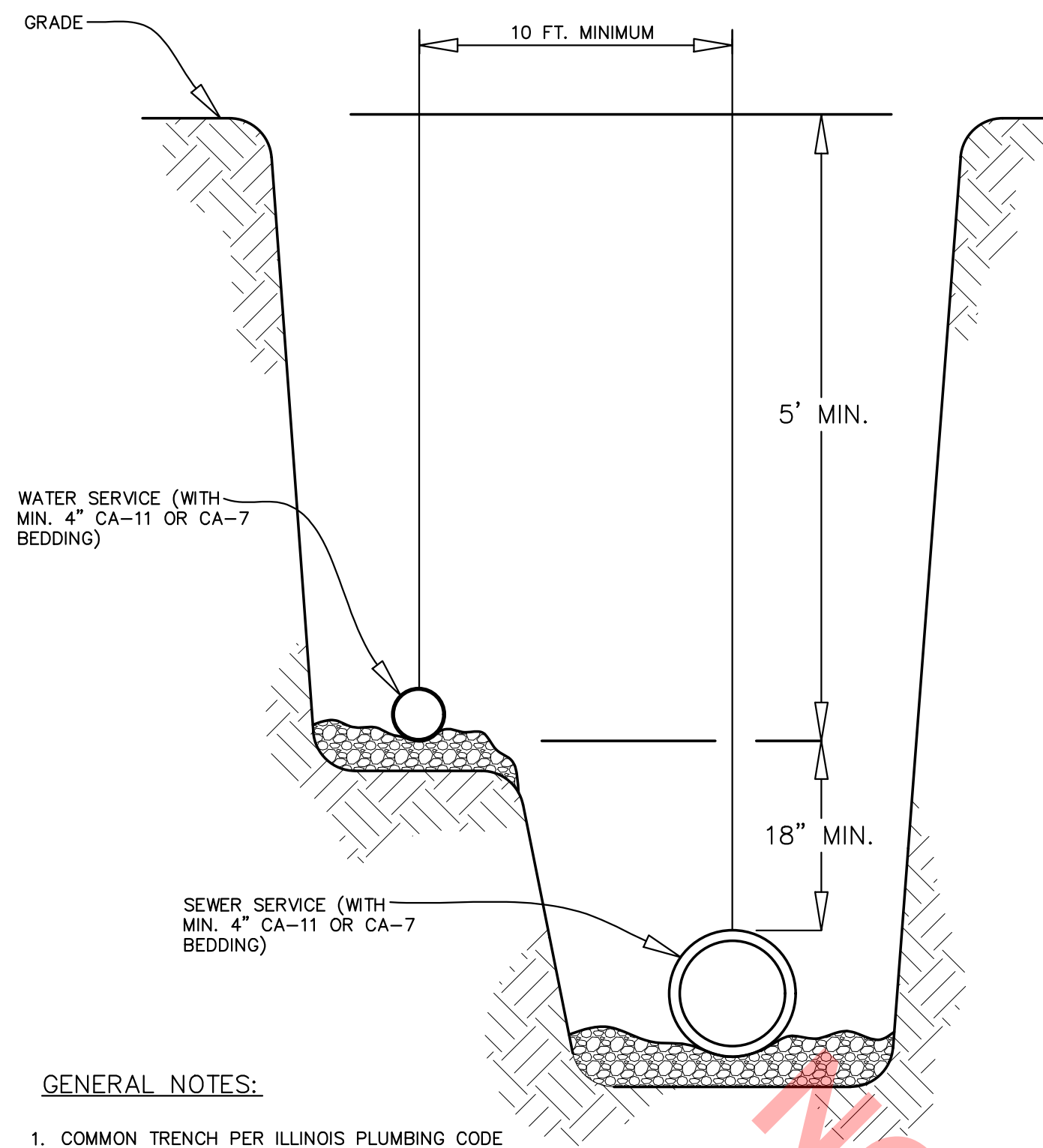
- NOTES:**
- ALL BACKFILL MATERIALS SHALL BE PROPERLY COMPACTED (INUNDATION OR WATER JETTING NOT ALLOWED)
 - ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
 - BEDDING MATERIAL FOR PVC PIPE INSTALLATION SHALL COMPLY WITH ASTM D-2321.

**UTILITY TRENCH IN NON-PAVED AREAS
DETAIL**
NTS



- NOTES:**
- TRENCH BACKFILL UNDER A PAVED SURFACE OR WITHIN THE ZONE OF INFLUENCE (3' FROM EDGE OF PAVEMENT) SHALL CONSIST OF:
 - UNDER NEW PAVEMENT: 12" THICK PAVEMENT SUBGRADE (AGGREGATE CA 6 CAP) OVER AGGREGATE CA-6 TRENCH BACKFILL OR CONTROLLED LOW STRENGTH MATERIAL (CLSM) MIX 1 (ONLY IF REQUIRED BY VILLAGE ENGINEERING)
 - UNDER EXISTING PAVEMENT, SAME AS 'a' ABOVE.
 - UNDER PRIVATELY OWNED PAVEMENT, SAME AS 'a' ABOVE.
 - ALL MATERIALS SHALL BE PROPERLY COMPACTED PER SPECIFICATIONS (INUNDATION OR WATER JETTING NOT ALLOWED).
 - ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
 - BEDDING MATERIAL FOR PVC PIPE INSTALLATION SHALL COMPLY WITH ASTM D-2321.
 - IF APPROVED BY VILLAGE ENGINEERING, A ONE (1) INCH THICK STEEL PLATE SHALL BE PROVIDED AND MAINTAINED BY CONTRACTOR UNTIL THE SURFACE RESTORATION IS COMPLETE. THE PLATE SHALL BE PROTECTED FROM SLIDING AND PROVIDED WITH BITUMINOUS RAMPS IF REQUIRED BY VILLAGE ENGINEERING.
 - PRIOR TO PLACEMENT OF PAVEMENT MATERIALS, THE EXISTING EXPOSED EDGES SHALL BE SAWCUT TO PROVIDE A SMOOTH CLEAN EDGE, FREE OF LOOSE MATERIAL.
 - THE PLACEMENT OF PAVEMENTS SHALL NOT BE ALLOWED WITHOUT PRIOR INSPECTION BY VILLAGE ENGINEERING.

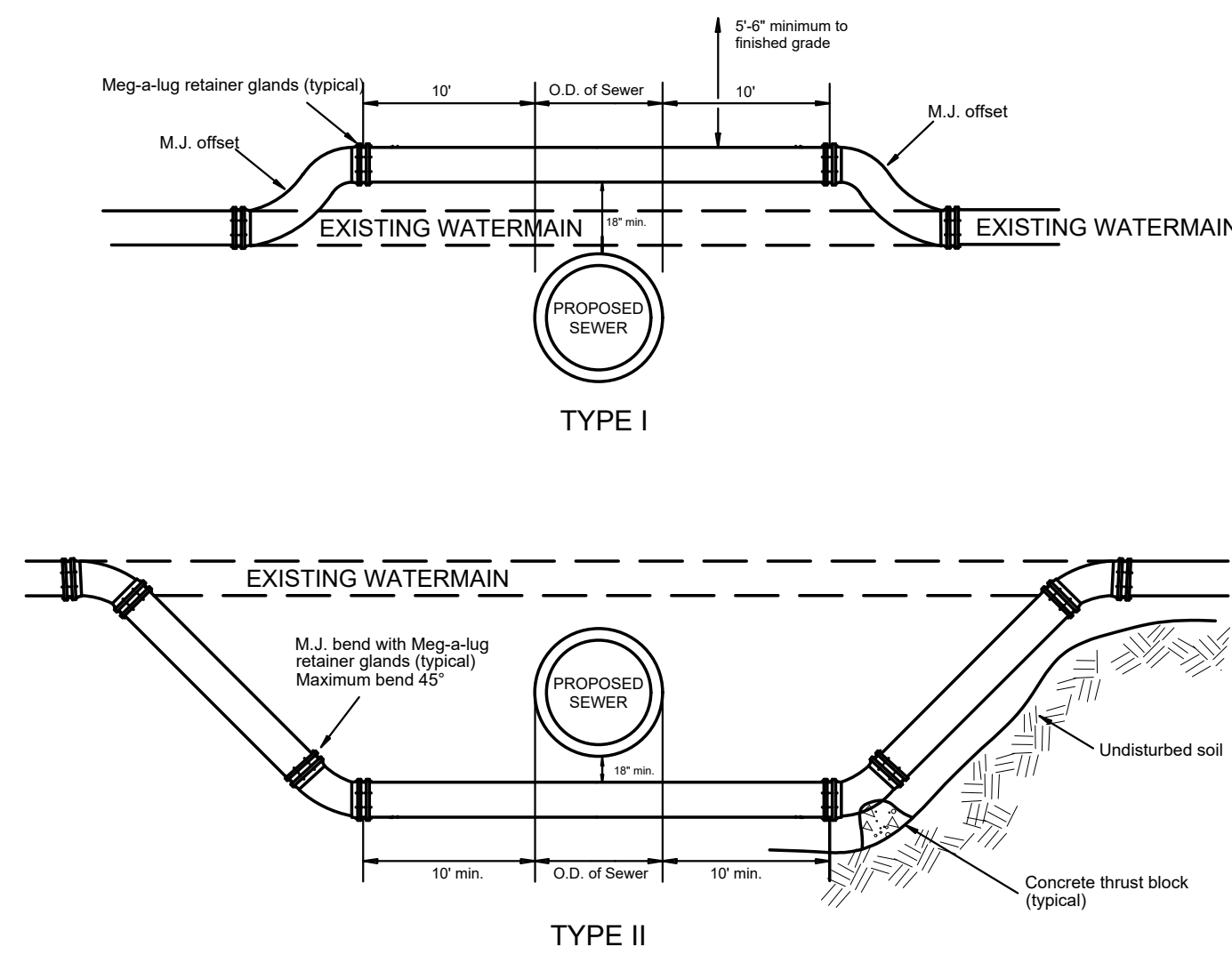
**UTILITY TRENCH IN PAVED AREAS
DETAIL**
NTS



WATER AND SEWER SERVICE SEPARATION
NTS

GENERAL NOTES:

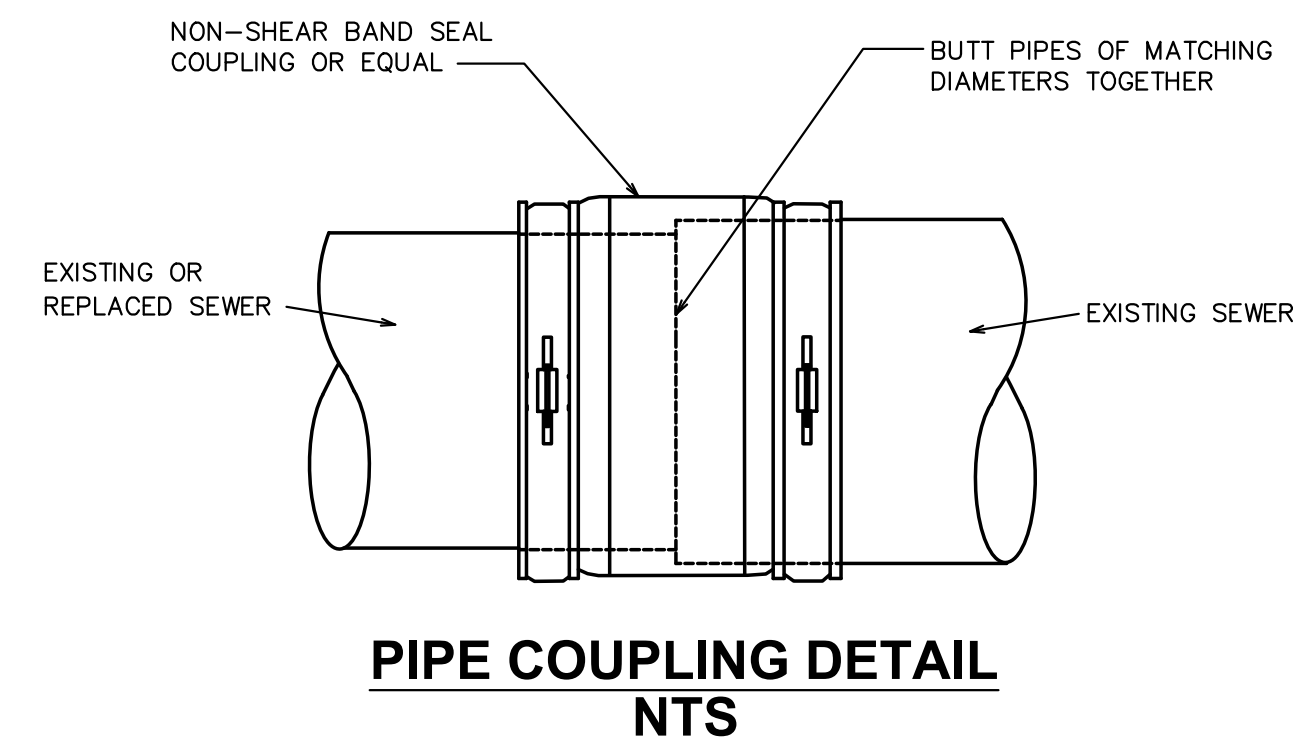
1. COMMON TRENCH PER ILLINOIS PLUMBING CODE



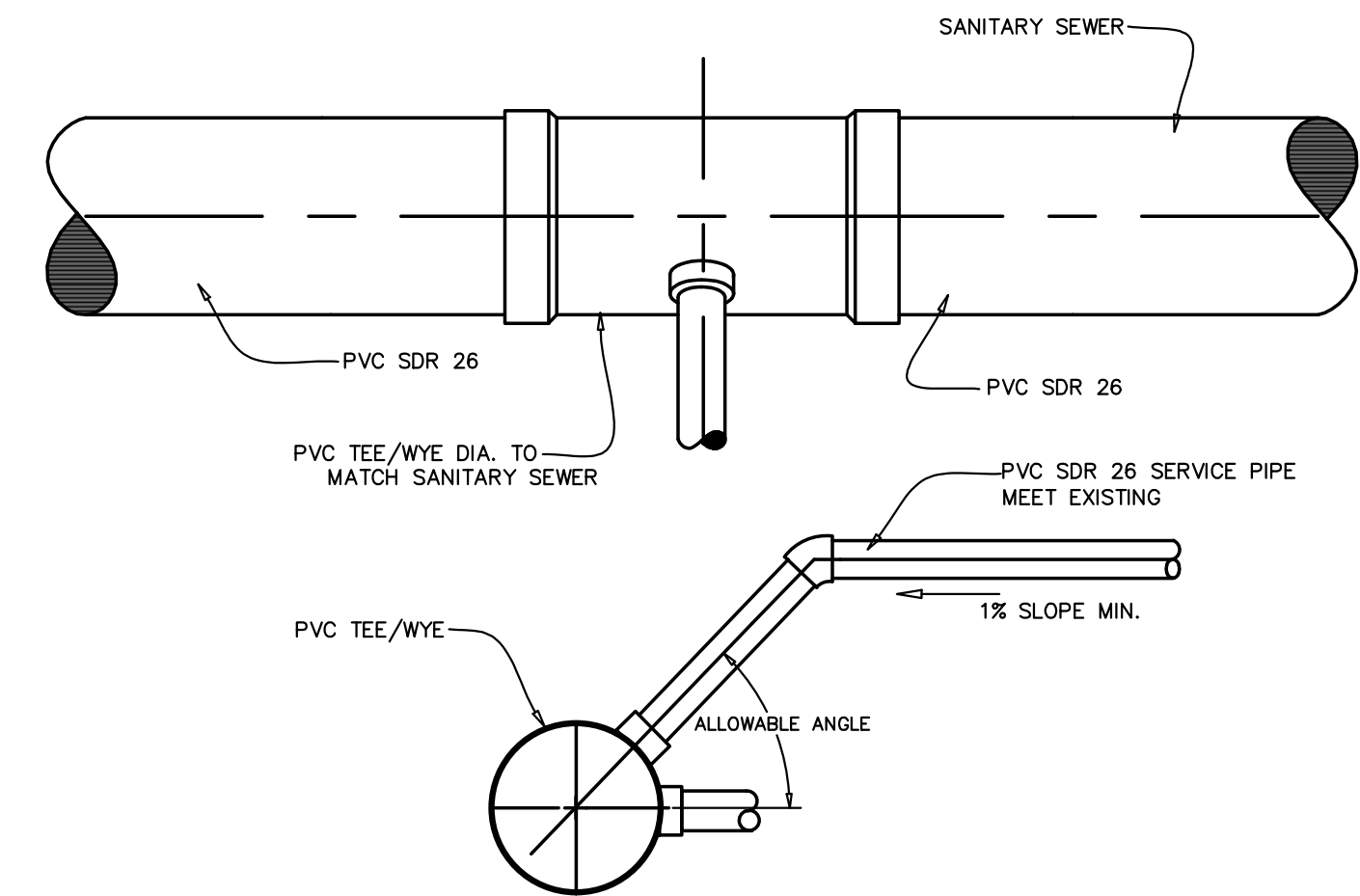
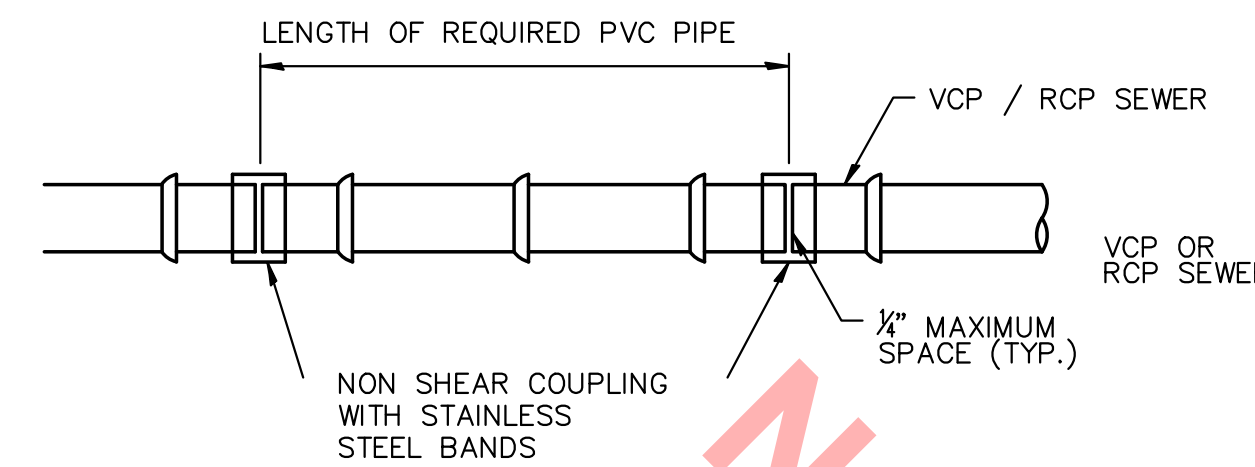
WATERMAIN RELOCATION
NTS

GENERAL NOTES:

1. MEG-A-LUG RETAINER GLANDS AND THRUST BLOCKING SHALL BE USED AT ALL FITTINGS AND JOINTS.
2. AN EIGHTEEN INCH (18") VERTICAL SEPARATION SHALL BE MAINTAINED BETWEEN THE WATERMAIN AND THE PROPOSED SEWER.
3. WATERMANS SHALL ONLY BE RAISED A MAXIMUM OF 18" WHEN USING M.J. OFFSET FITTINGS.
4. TYPE I RELOCATIONS SHALL ONLY BE USED WHEN THE TOP OF THE RELOCATED WATERMAIN IS 5'6" OR GREATER BELOW FINISHED GRADE.
5. TYPE II RELOCATIONS REQUIRE THE PROPOSED SEWER TO BE INSTALLED IN PRESSURE RATED PIPE (CLASS 52 DUCTILE IRON PIPE; OR PVC SDR-26, ASTM D-2241 PR PIPE) BETWEEN MANHOLES, OR ENCASED IN A BITUMINOUS COATED STEEL CASING PIPE, EXTENDING A MINIMUM OF 20' CENTERED ON THE WATERMAIN.
6. ALL BELOW-GRADE FASTENERS SHALL BE STAINLESS STEEL.
 - A. BOLTS: GRADE 304
 - B. NUTS AND WASHERS: GRADE 300



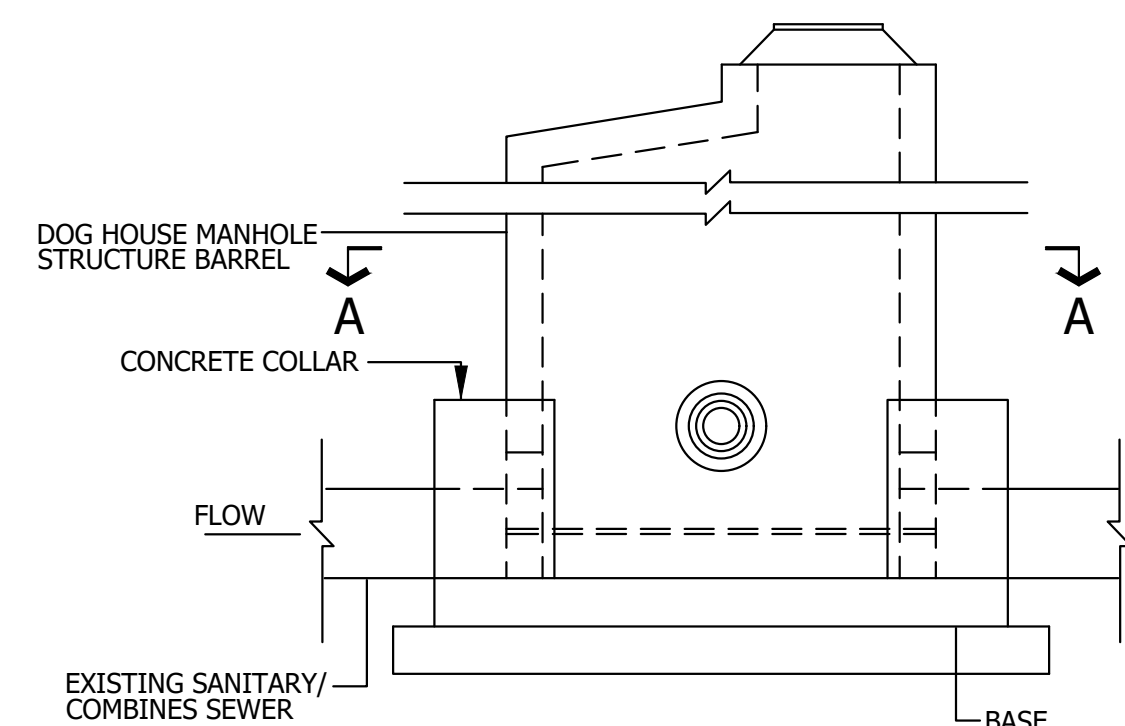
CONNECTING SEWER PIPES OF DISSIMILAR MATERIAL
NTS



SANITARY TEE / WYE
NTS

GENERAL NOTES:

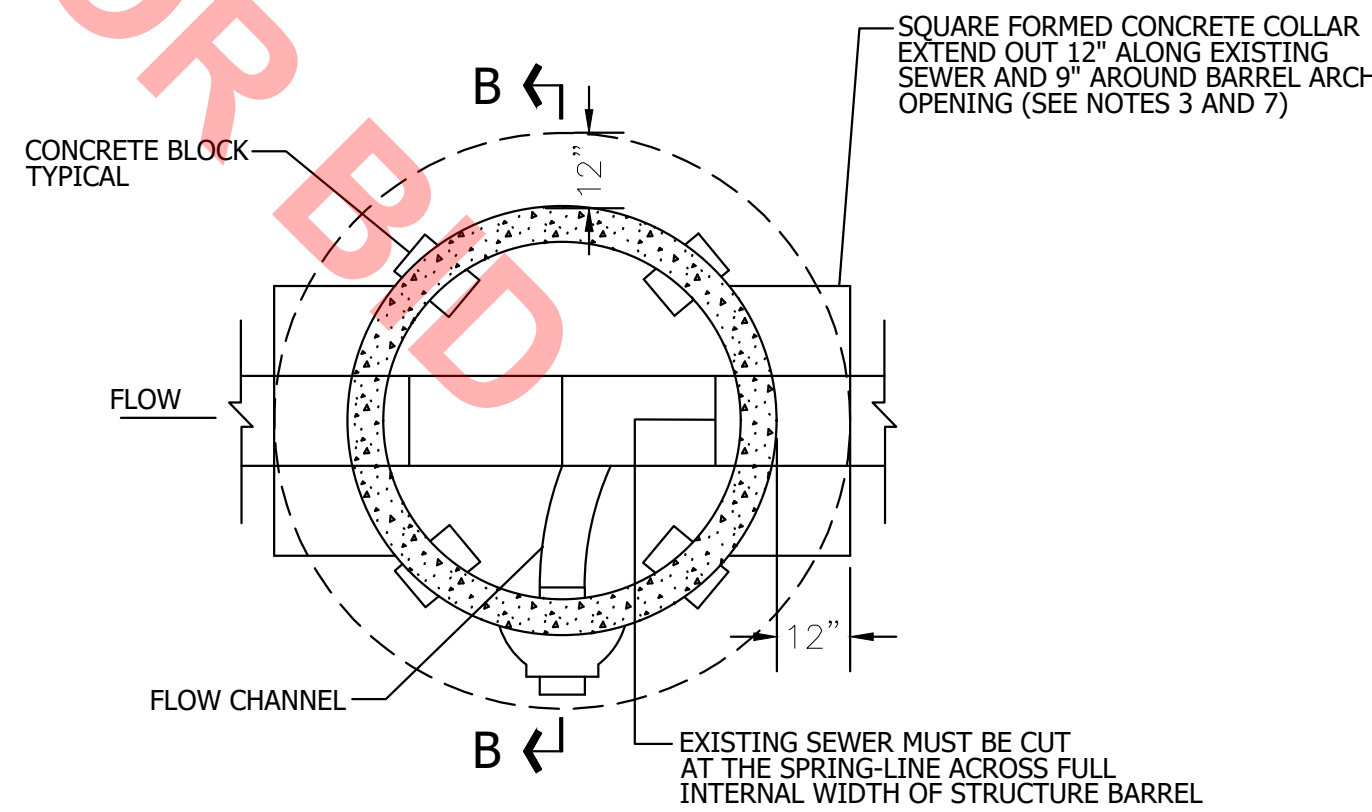
1. TEE/WYE CAN BE INSTALLED ONLY DURING NEW SEWER INSTALLATION
2. CONTRACTOR MAY USE A TEE OR A WYE AT HIS OPTION



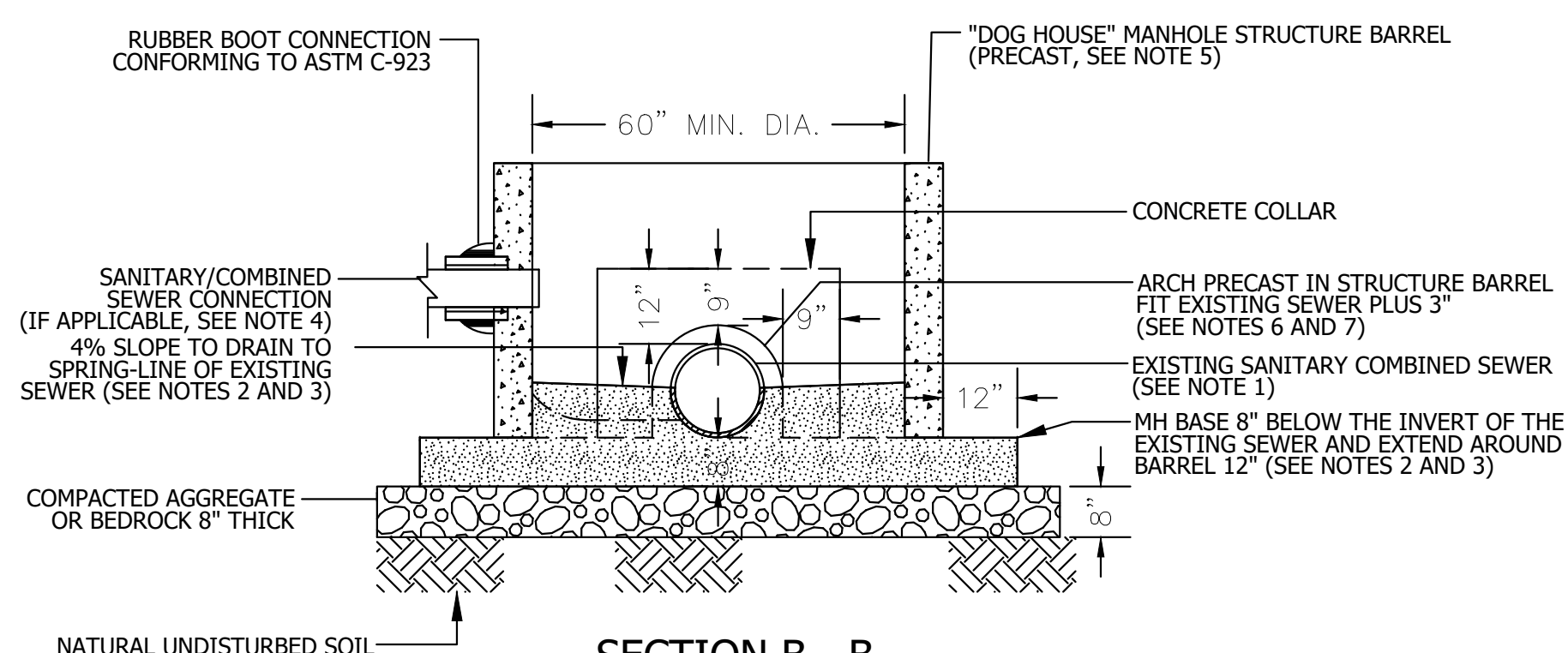
DOG HOUSE MANHOLE PROFILE

NOTES:

1. EXISTING SANITARY OR COMBINED SEWER MUST BE 15" DIAMETER OR LARGER FOR "DOG HOUSE" MANHOLE USE.
2. INTEGRAL POUR FOR BASE AND BENCH. (NO PRECAST BASE)
3. ALL POURED-IN-PLACE CONCRETE MUST BE 4000 PSI NON-SHRINK MIX.
4. EXTERNAL DROP CONNECTION MUST BE PROVIDED IF INVERT OF CONNECTING SEWER IS 24" OR MORE ABOVE THE INVERT OF OUTLET. MANHOLE DIAMETER MINIMUM 60"-INCREASES BASED ON THE EXISTING SEWER DIAMETER.
5. CONCRETE BONDING AGENT MUST BE APPLIED TO ALL INTERFACES OF PRECAST CONCRETE SURFACES WITH POURED-IN-PLACE CONCRETE.
6. A CURVED INTERNAL ARCH FORM MUST BE USED DURING COLLAR CONCRETE FILL. NO BRICK, MORTAR, OR DEBRIS IS TO BE USED IN PLACE OF CONSOLIDATED CONCRETE.
7. DEBRIS MUST NOT BE ALLOWED TO ENTER THE SEWER SYSTEM AT ANY TIME DURING CONSTRUCTION.
8. ALL DIMENSIONS NOTED ARE MINIMUM ALLOWED.
9. THE STRUCTURE MUST NOT BE BACKFILLED FOR A MINIMUM OF 24 HOURS AFTER CONSTRUCTION.
10. PUMPING IN LIEU OF "DOG HOUSE" MANHOLE UPON ENGINEER AND INSPECTOR APPROVAL.

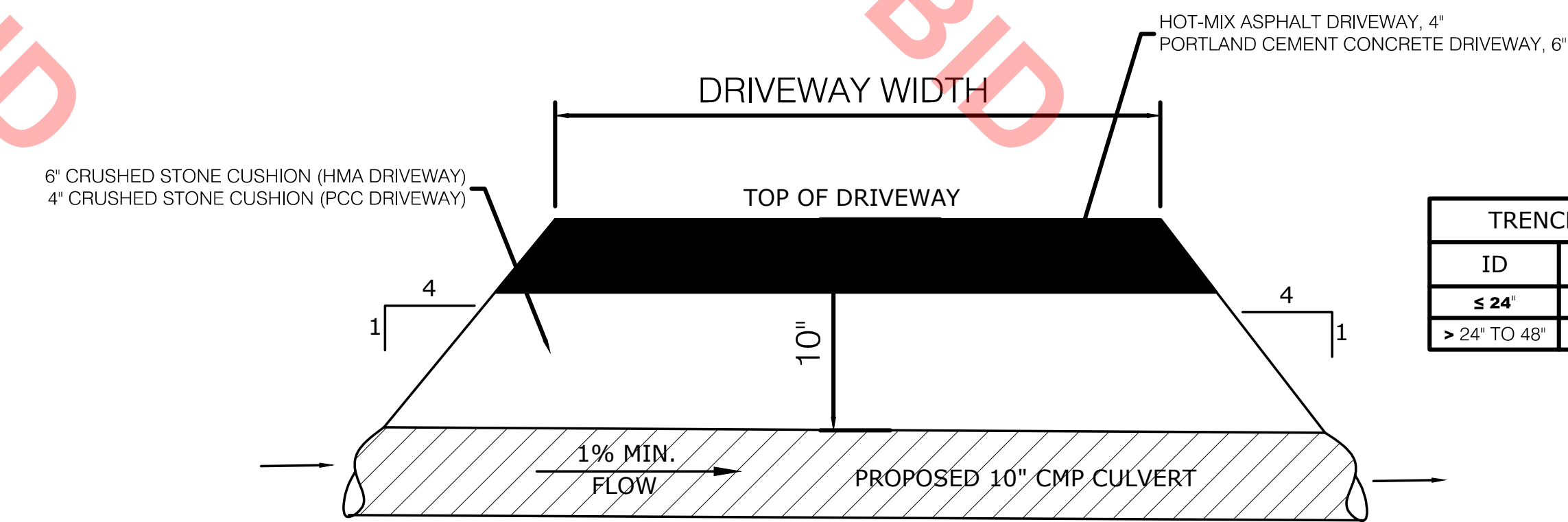


SECTION A - A



SECTION B - B

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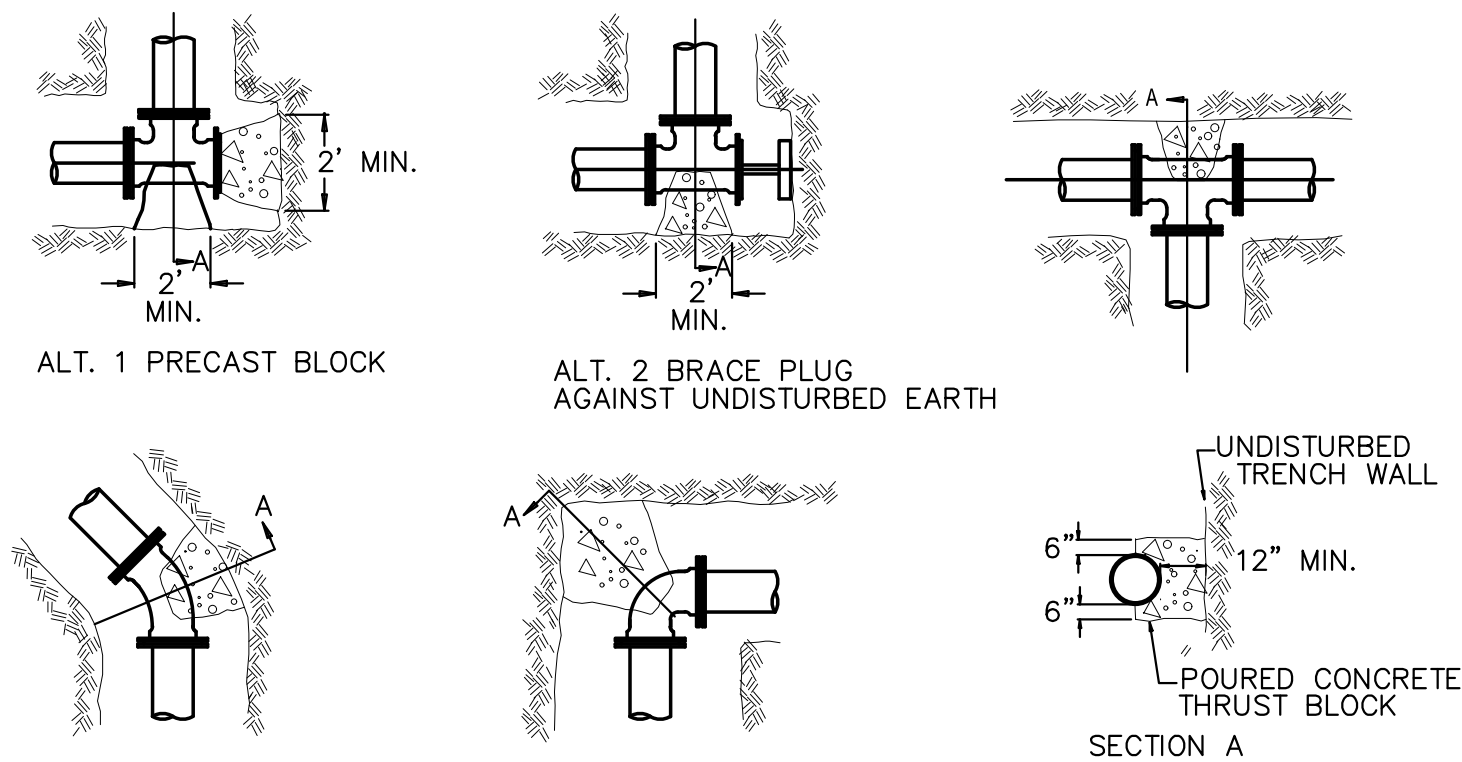


TYPICAL DRIVEWAY CULVERT
10" CMP SMOOTH WALL, GALVANIZED FES,
16 GAUGE WALL THICKNESS (MIN.)

TRENCH PAYMENT AREA	
ID	W
≤ 24"	9"+O.D.+9"
> 24" TO 48"	12"+O.D.+12"

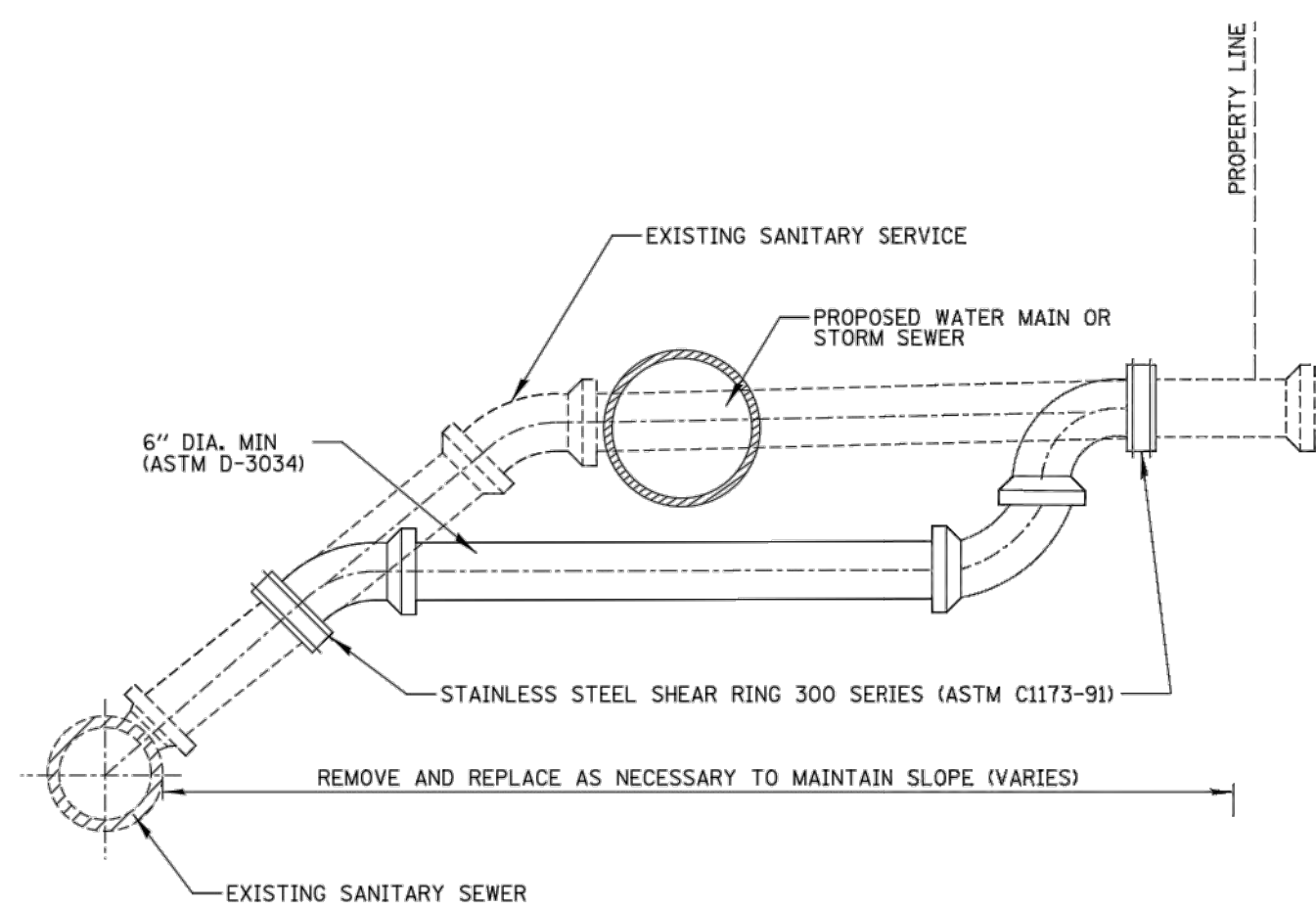
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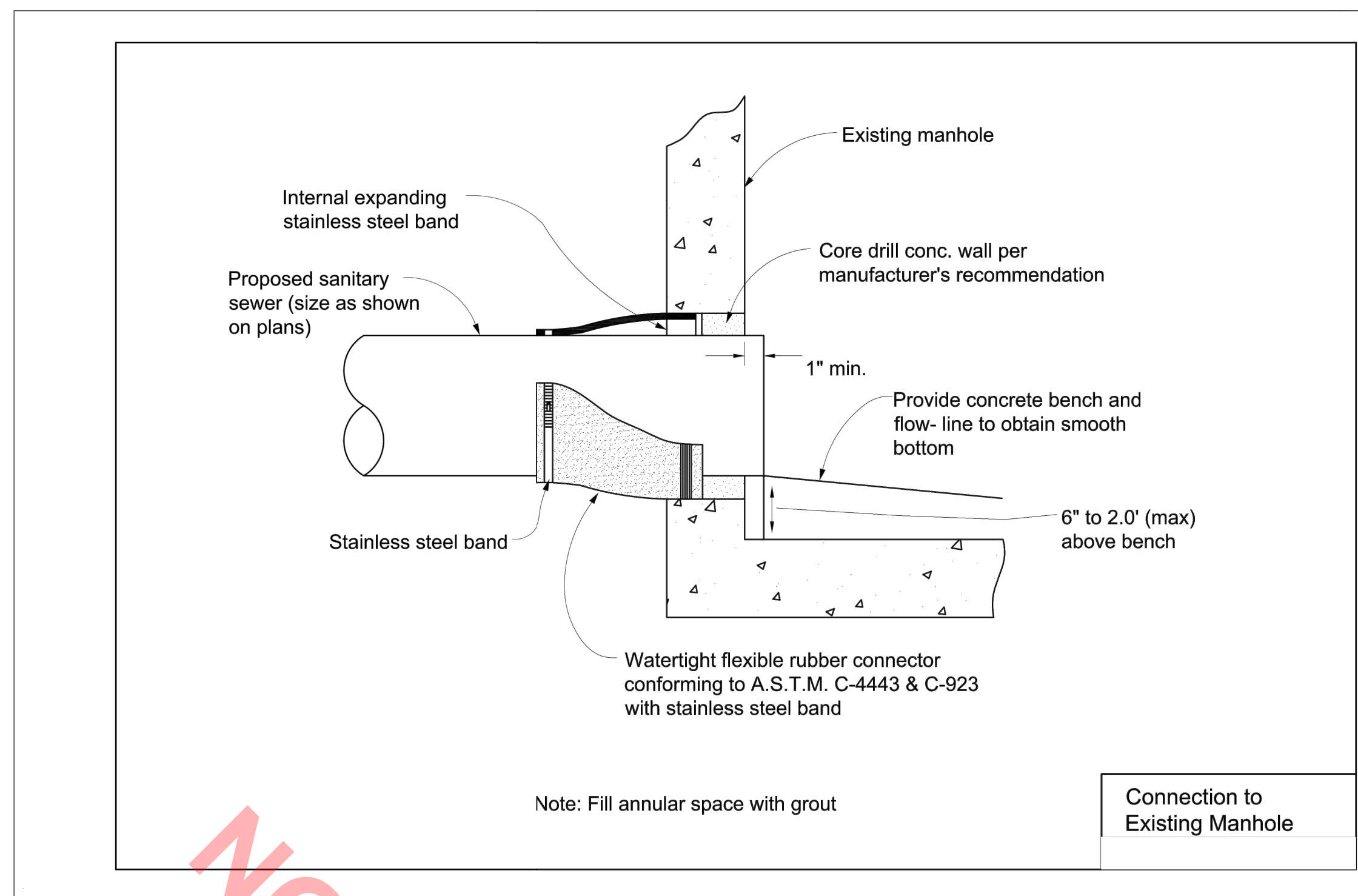
- NOTES:**
- THRUST BLOCKS SHALL BE MADE OF 12" THICK PRECAST CONCRETE BLOCKS OR POURED IN PLACE CONCRETE.
 - THRUST BLOCKS SHALL BE INSTALLED AT ALL TEES AND BENDS OF 11.25 DEGREES AND GREATER.
 - THRUST BLOCKS SHALL BE INSTALLED AGAINST UNDISTURBED SOIL.
 - CONCRETE SHALL BE 3000 PSI MINIMUM.
 - POURED CONCRETE SHALL BE PLACED IN SUCH A MANNER THAT PIPE AND FITTINGS WILL BE ACCESSIBLE FOR REPAIRS.
 - ALL JOINTS REQUIRING THRUST BLOCKING SHALL ALSO USE MEG-A-LUG RETAINER GLANDS.
 - USE OF WOOD MATERIALS FOR THRUST BLOCKING IS STRONGLY PROHIBITED.
 - ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
BOLTS & THREADED RODS - GRADE 304
NUTS & WASHERS - GRADE 300

**THRUST BLOCK INSTALLATION
NTS**



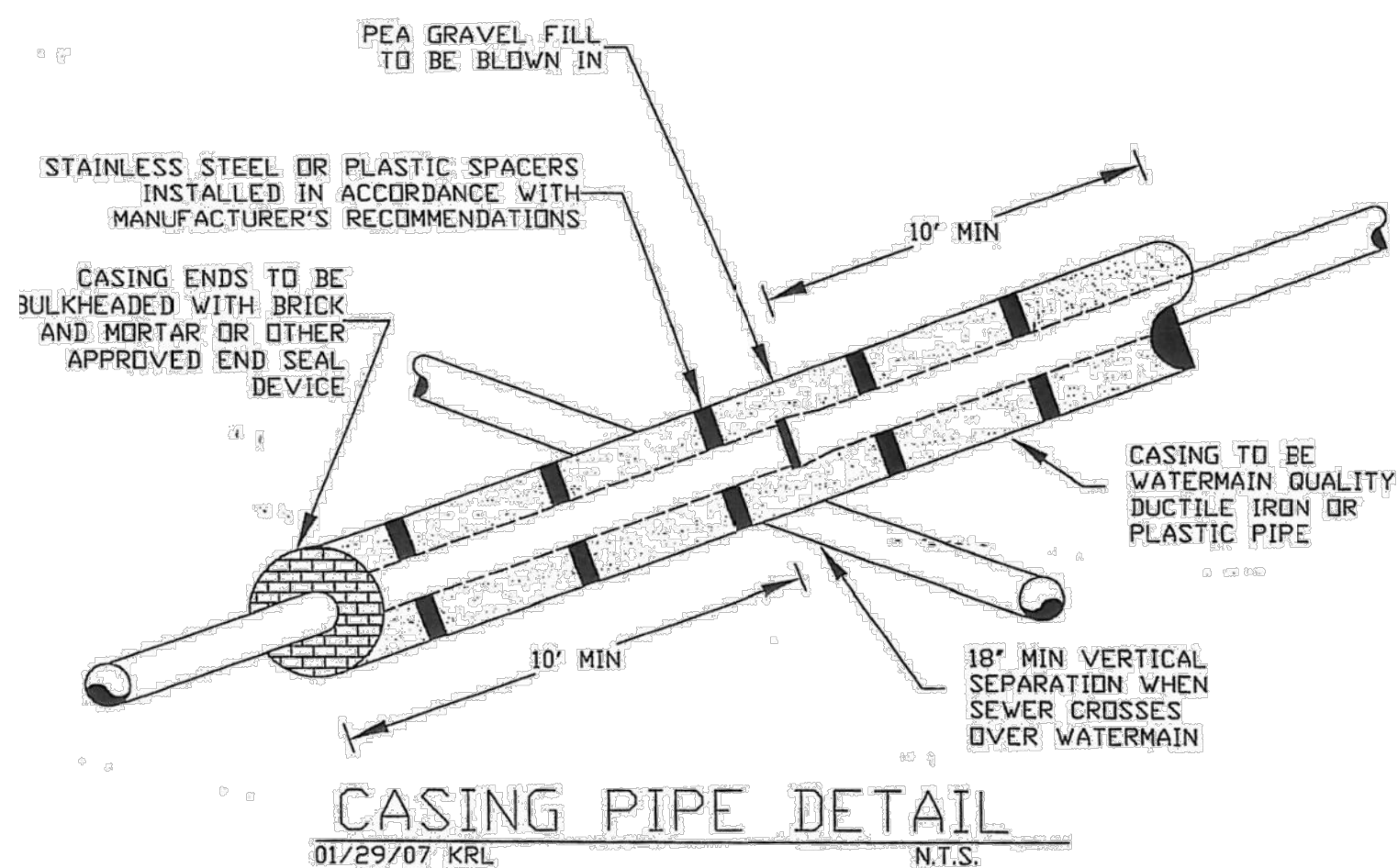
- NOTE:**
- THE CONTRACTOR WILL BE PAID FOR ADJUSTING SANITARY SEWER, 8-INCH OR LESS ONLY WHEN THE PROPOSED WATER MAIN OR STORM SEWER IS IN DIRECT CONFLICT WITH THE EXISTING SANITARY SERVICE LINE.
 - FOR TRENCH BACKFILL PAYMENT SEE TRENCH DETAIL.
 - ALL PVC BENDS SHALL BE SDR 26.

**ADJUSTING SANITARY SEWER, 8-INCH OR LESS
NOT TO SCALE**

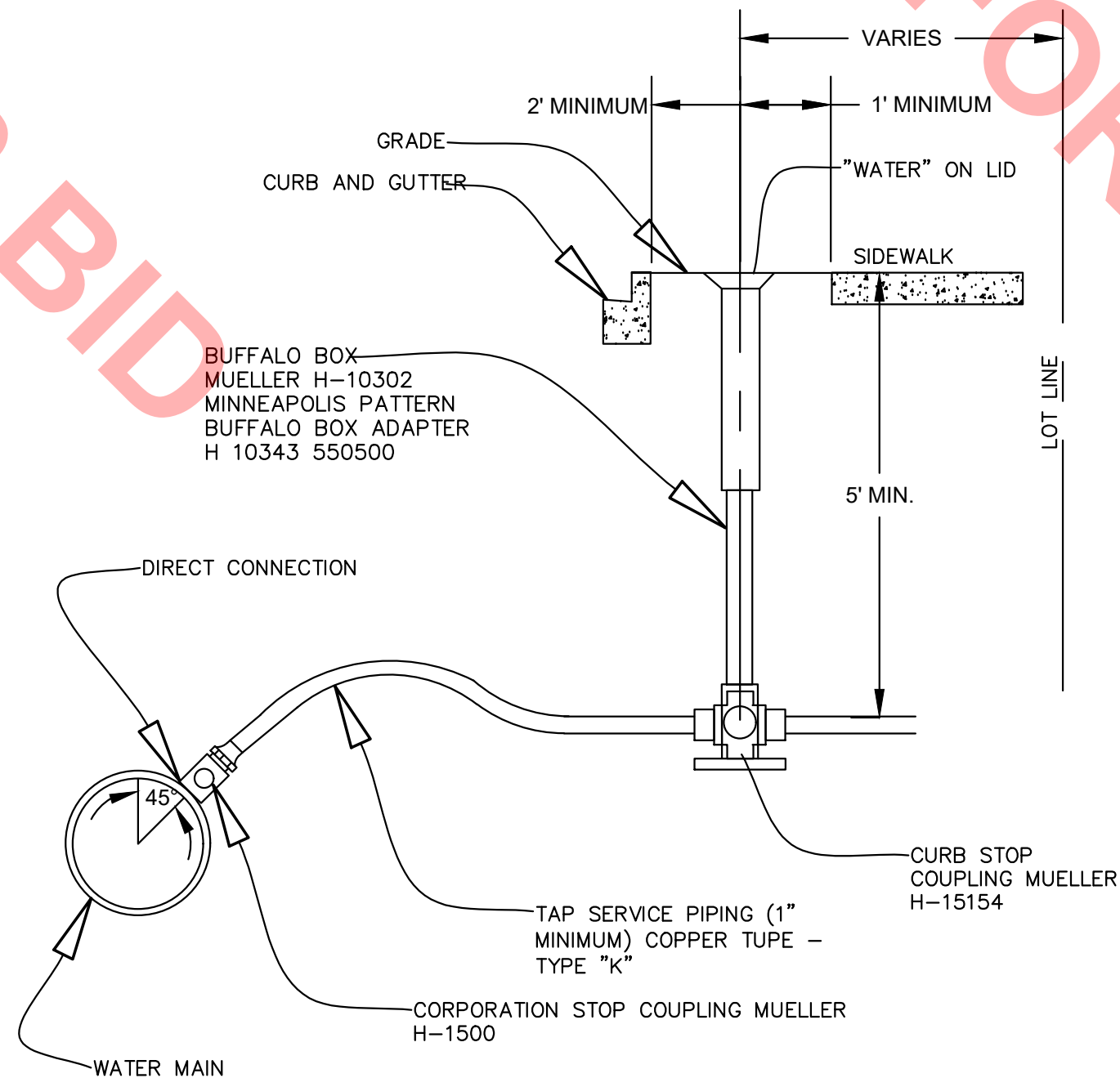


Note: Fill annular space with grout

Connection to Existing Manhole

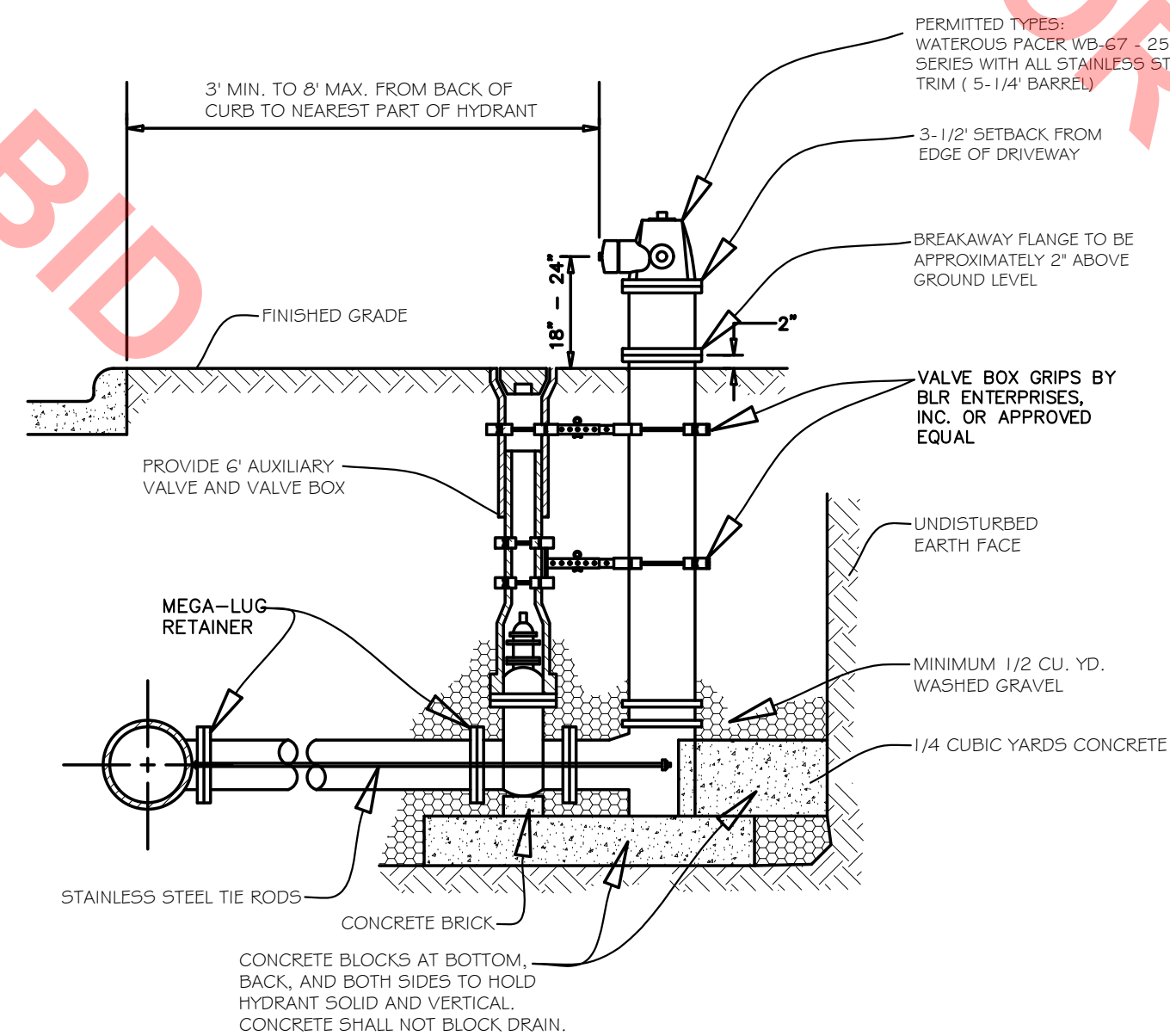


**CASING PIPE DETAIL
01/29/07 KRL N.T.S.**



- GENERAL NOTES:**
- CURB STOP MUST BE INSTALLED 2 (TWO) FEET MINIMUM FROM THE BACK OF CURB AND 1 (ONE) FOOT FROM THE EDGE OF SIDEWALK.
 - CURB STOP MUST BE INSTALLED PERPENDICULAR TO BUILDING

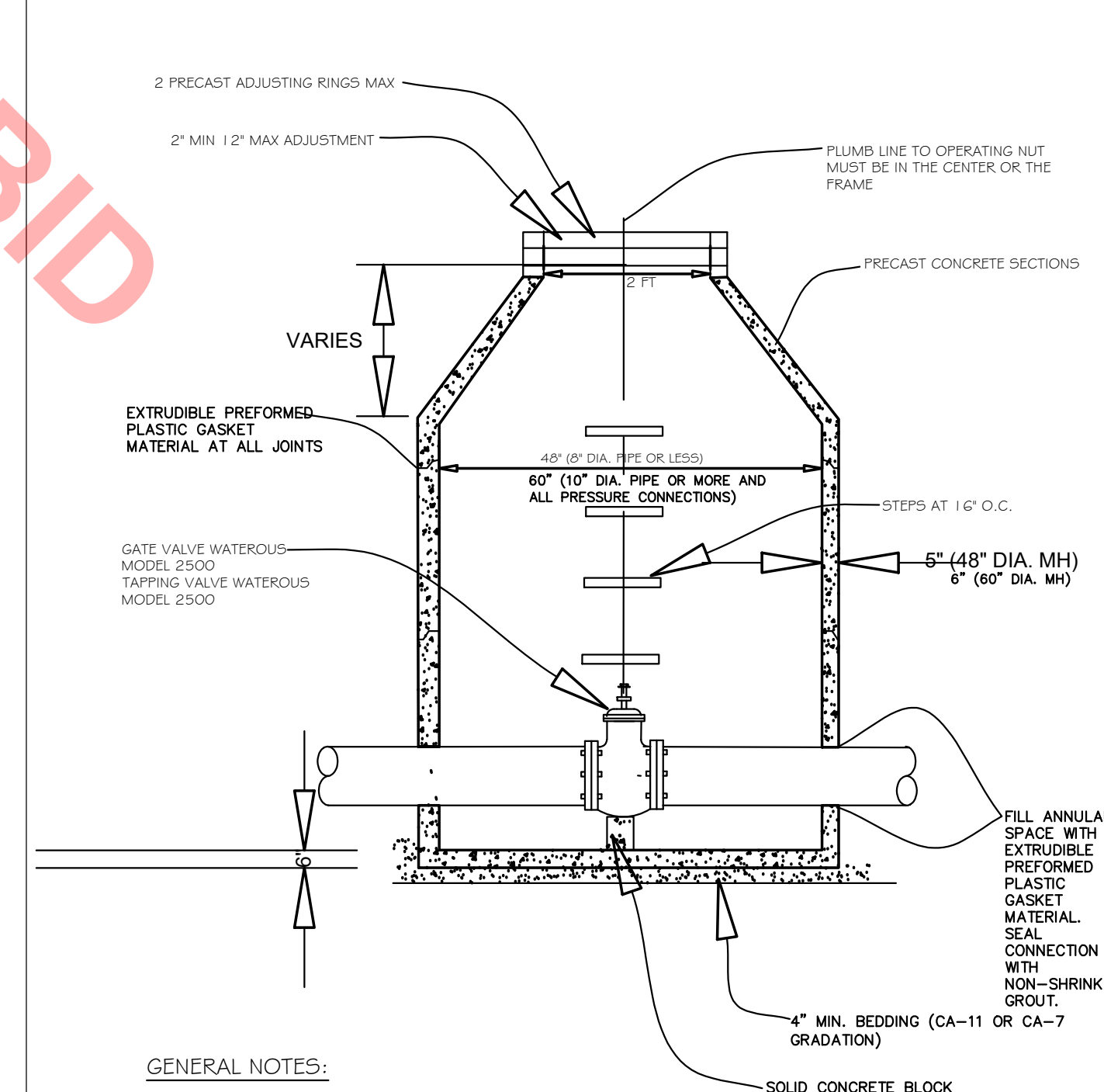
NOT TO SCALE



GENERAL NOTES:

- MAXIMUM BARREL EXTENSIONS ARE 18 INCHES AND SHALL BE WATEROUS EXTENSION FOR WATEROUS HYDRANTS.
- ALL HYDRANTS ARE TO BE SUPPLIED WITH A 6" FLANGED AND MECHANICAL JOINT AUXILIARY VALVE THAT CONFORMS TO AWWA 500-80. ALL TRIM BOLTS ARE TO BE STAINLESS STEEL.
- ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
A. BOLTS AND THREADED RODS - GRADE #304
B. NUTS AND WASHERS - GRADE #300
- MEGA-LUG RETAINERS MUST BE INSTALLED ON ALL MECHANICAL FITTINGS.

NOT TO SCALE

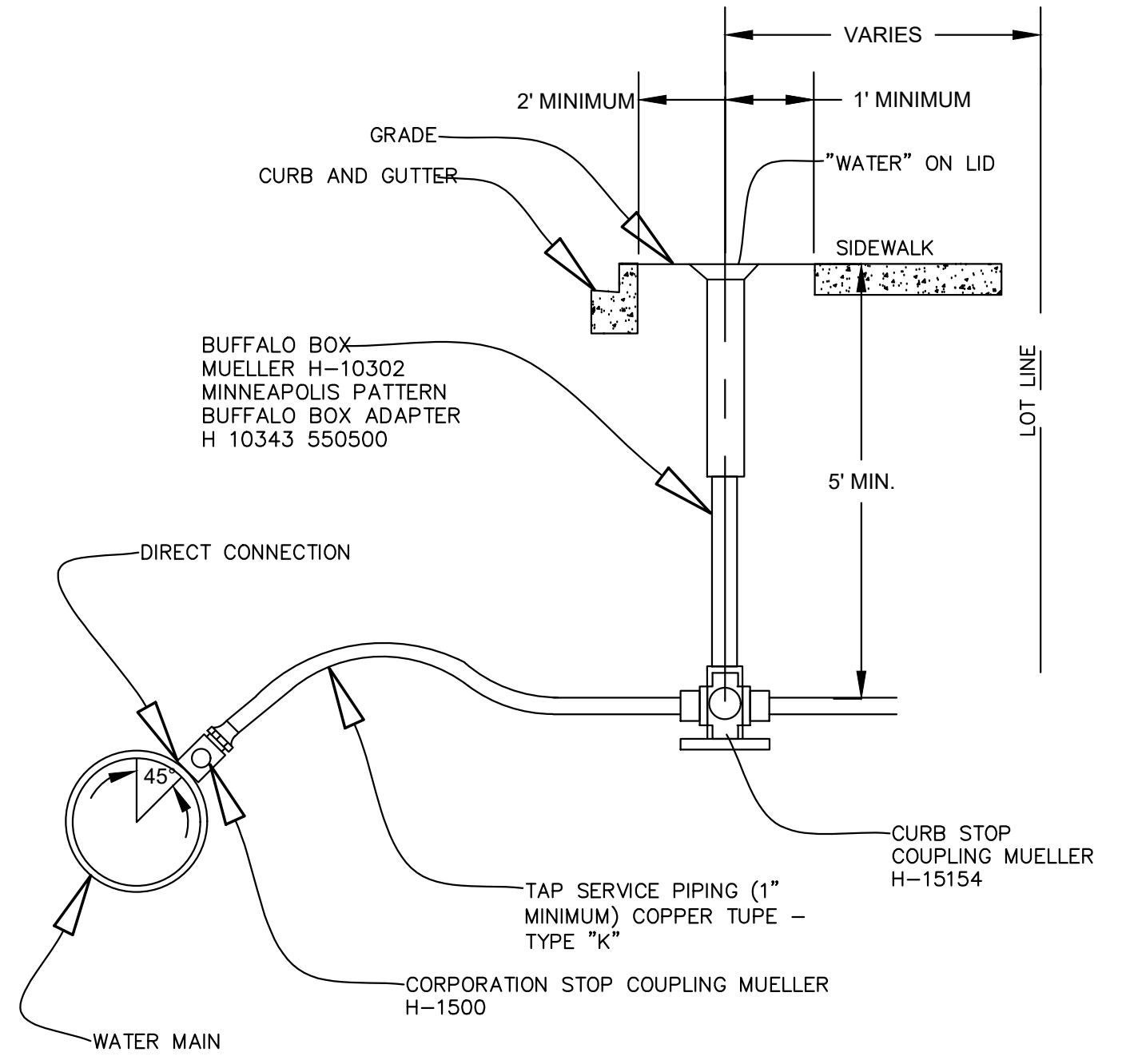


GENERAL NOTES:

- ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
A. BOLTS AND THREADED RODS - GRADE #304
B. NUTS AND WASHERS - GRADE #300
- FRAME AND LID:
NEENAH R-1015-2000 FRAME
NEENAH R-1015-2001 SELF SEALING LID
*WATER TO BE CAST INTO COVER

NOT TO SCALE

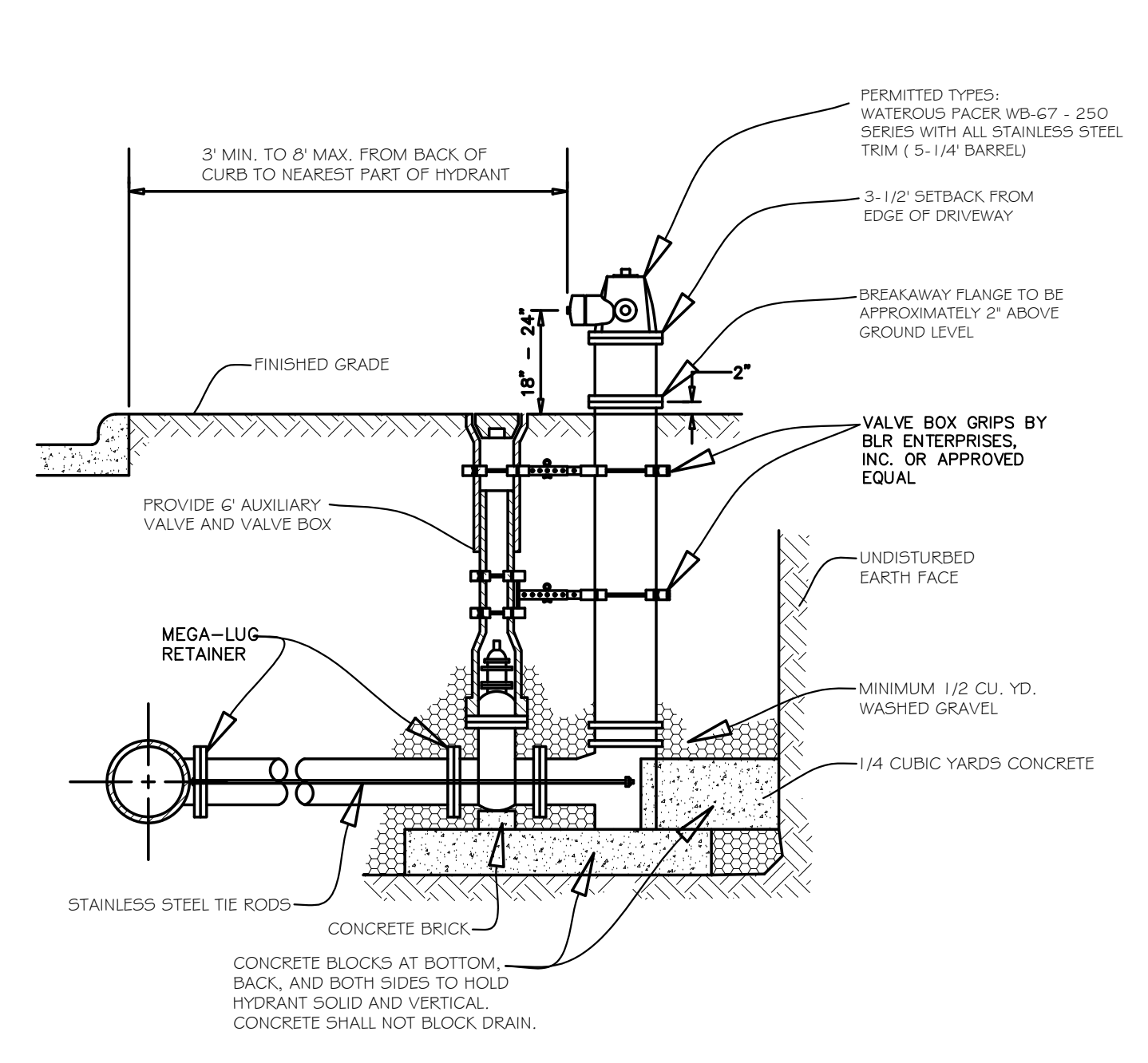
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GENERAL NOTES:

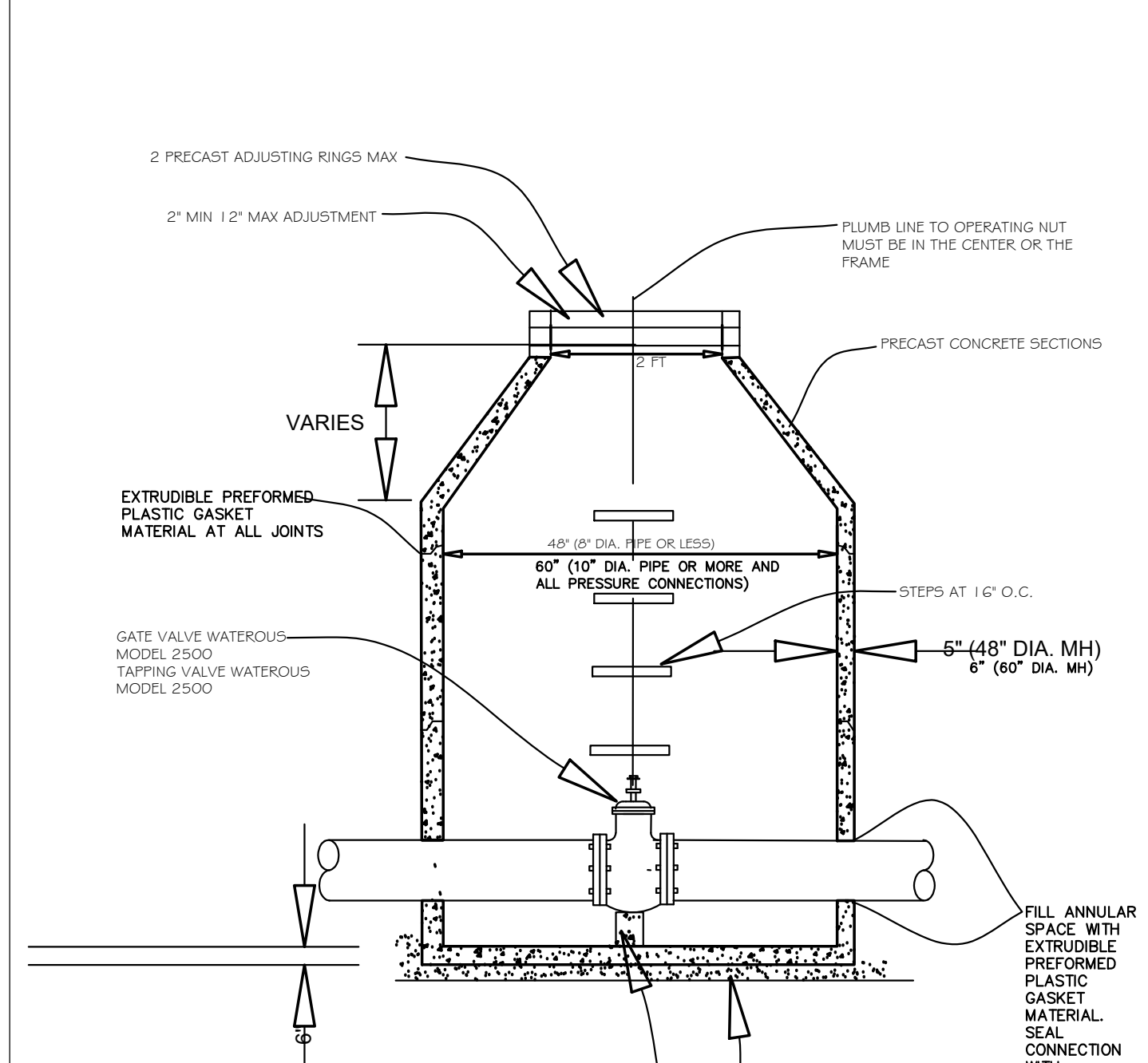
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NOT FOR BID



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2. ALL HYDRANTS ARE TO BE SUPPLIED WITH A 6\"/>

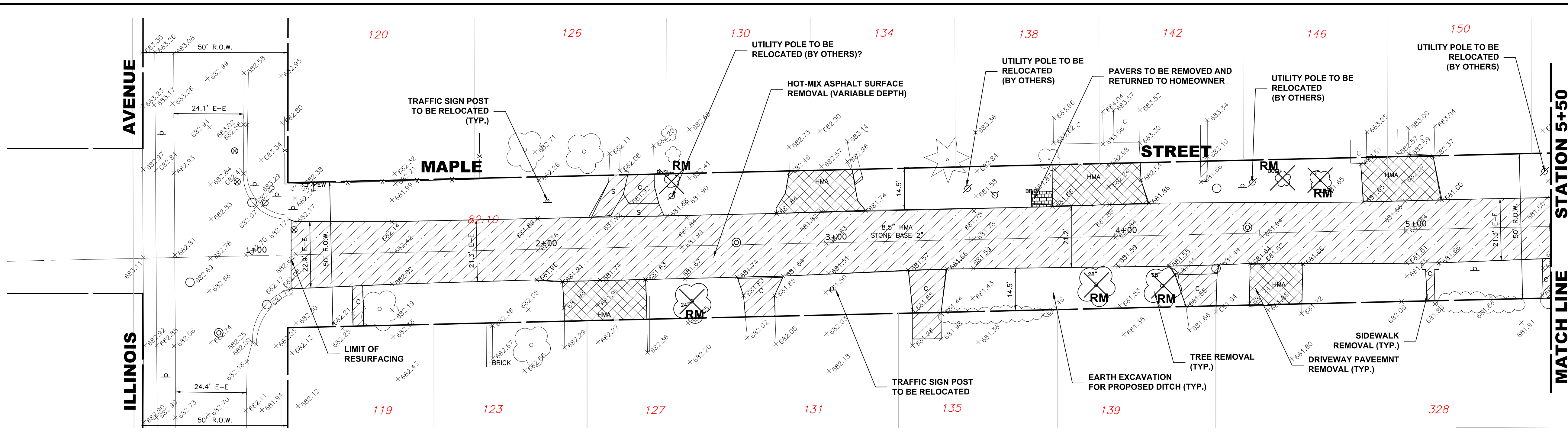


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 - B. NUTS AND WASHERS - GRADE #300
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 - NEENAH R-1015-2001 SELF SEALING LID
 - *WATER* TO BE CAST INTO COVER

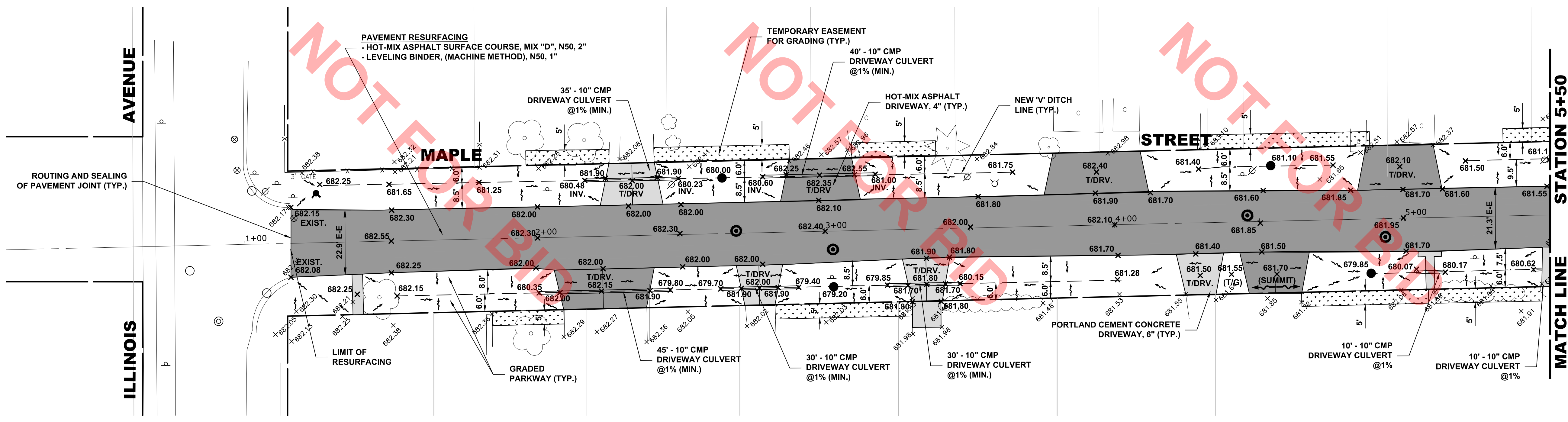
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NOTE:
ABOUT 5 FOOT LONG PARKING
CONCRETE BLOCKS, 8 EACH TO BE REMOVED
BY THE CONTRACTORS
(INCIDENTAL TO THE REMOVALS)

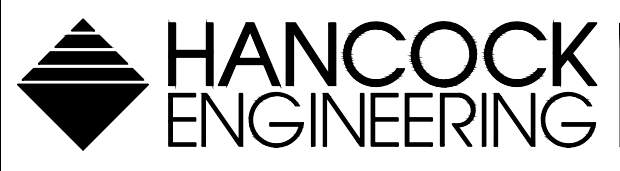
**EXISTING
TOPOGRAPHY**



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 2. FINAL ADJUSTMENTS OF FRAME AND LIDS ON THE ROADWAY PAVEMENT SHALL BE DONE AFTER THE PLACEMENT OF LEVEL BINDER COURSE.
 3. SIDE SLOPES ON EACH SIDE OF DITCH SHALL BE MAX. 4:1 (25%) SLOPE.

- TREE NOTES:**
1. TREE PROTECTION FENCE MUST BE INSTALLED PRIOR TO ANY CONSTRUCTION ACTIVITIES THROUGH-OUT THE PROJECT LIMITS.
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STA	EXIST. CL	PROP. CL	PROPOSED CENTERLINE (TYP.)	EXISTING PAVEMENT CENTERLINE	STA
1+17	682.58	682.58			682
1+52	682.41	682.40			680
2+00	682.16	682.15			678
2+50	681.84	682.05			676
3+00	681.83	681.75			674
3+50	681.78	681.85			672
4+00	681.84	682.05			670
4+50	681.91	681.85			668
5+00	681.83	681.85			
5+50	681.67	681.80			



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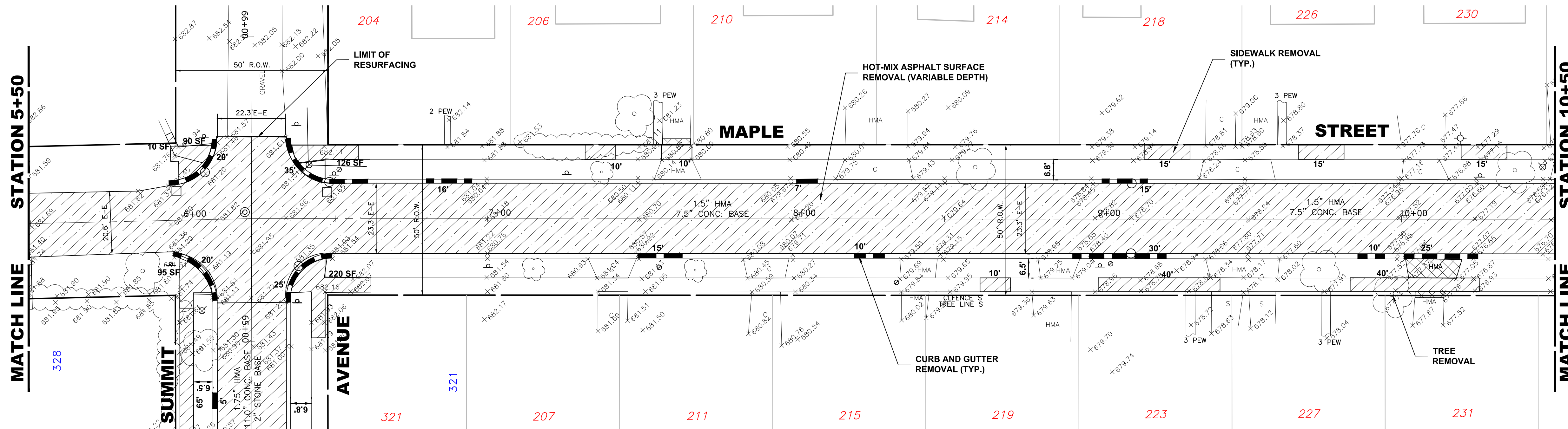
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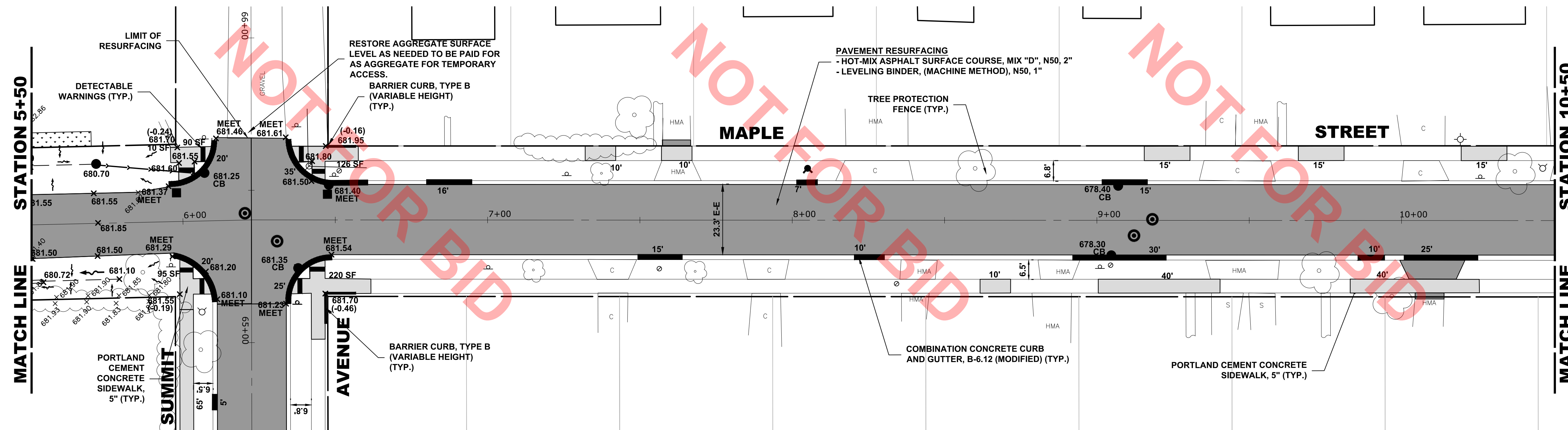
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**MAPLE STREET (WEST)
PLAN AND PROFILE**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
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BOOK NO.: 1696	60
DATE: 03-27-20	
E.H.E. NO.: 820-18-19501	OF

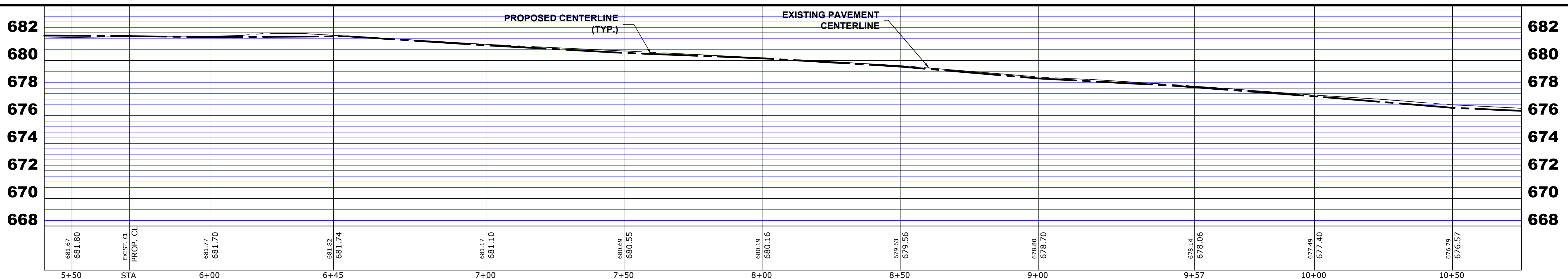


EXISTING TOPOGRAPHY



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PROPOSED IMPROVEMENT



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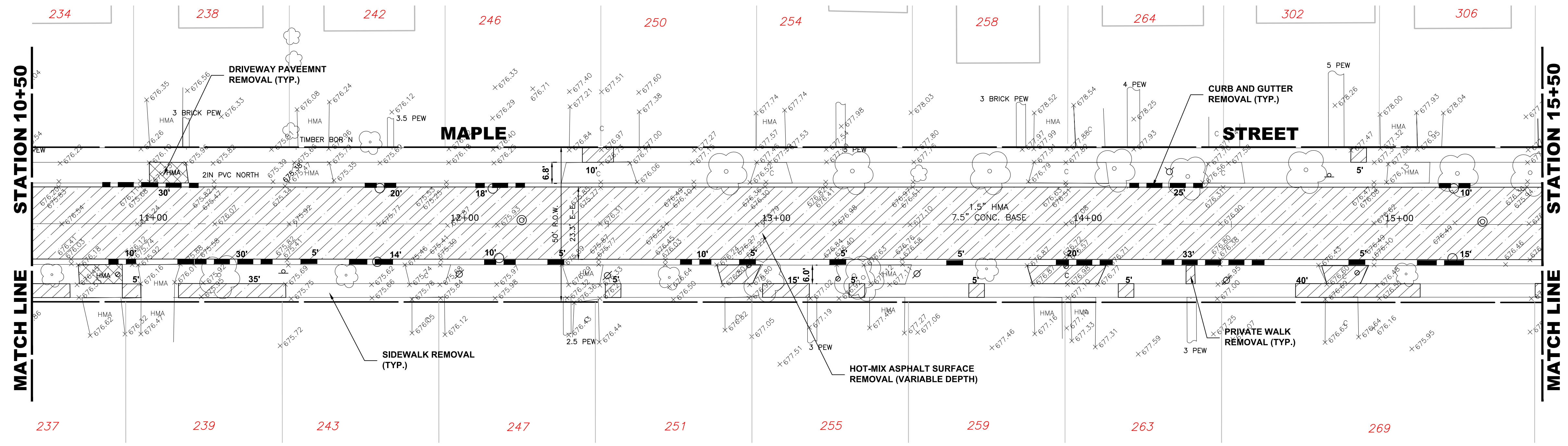
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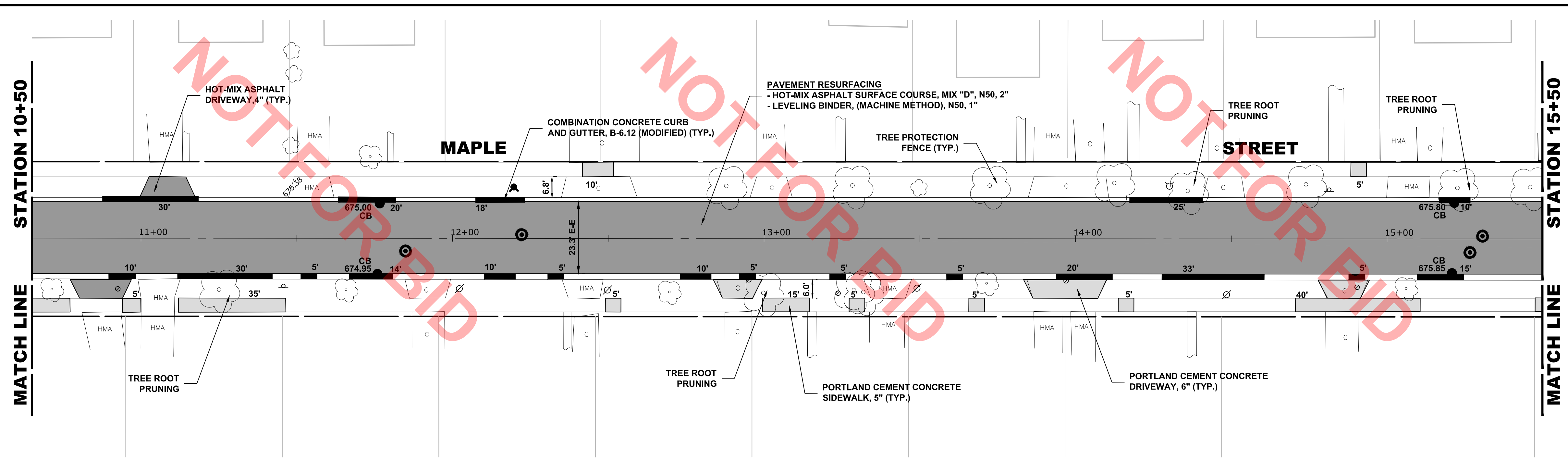
**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 MAPLE STREET**

SCALE: H: 1"=20'; V: 1"=4'
 DRAWN BY: DMM, MK, ECW
 BOOK NO.: 1696
 DATE: 03-27-20
 E.H.E. NO.: 820-18-19501
 SHEET **33** OF **60**

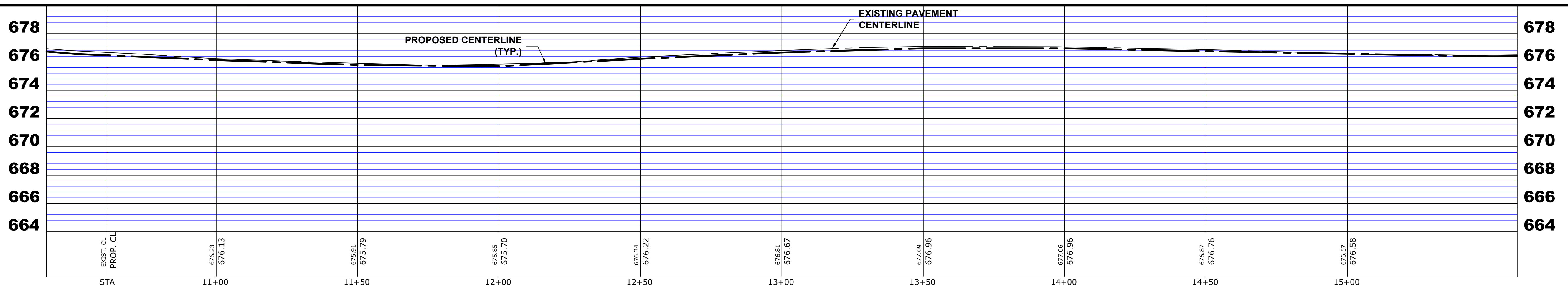


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PROPOSED IMPROVEMENT



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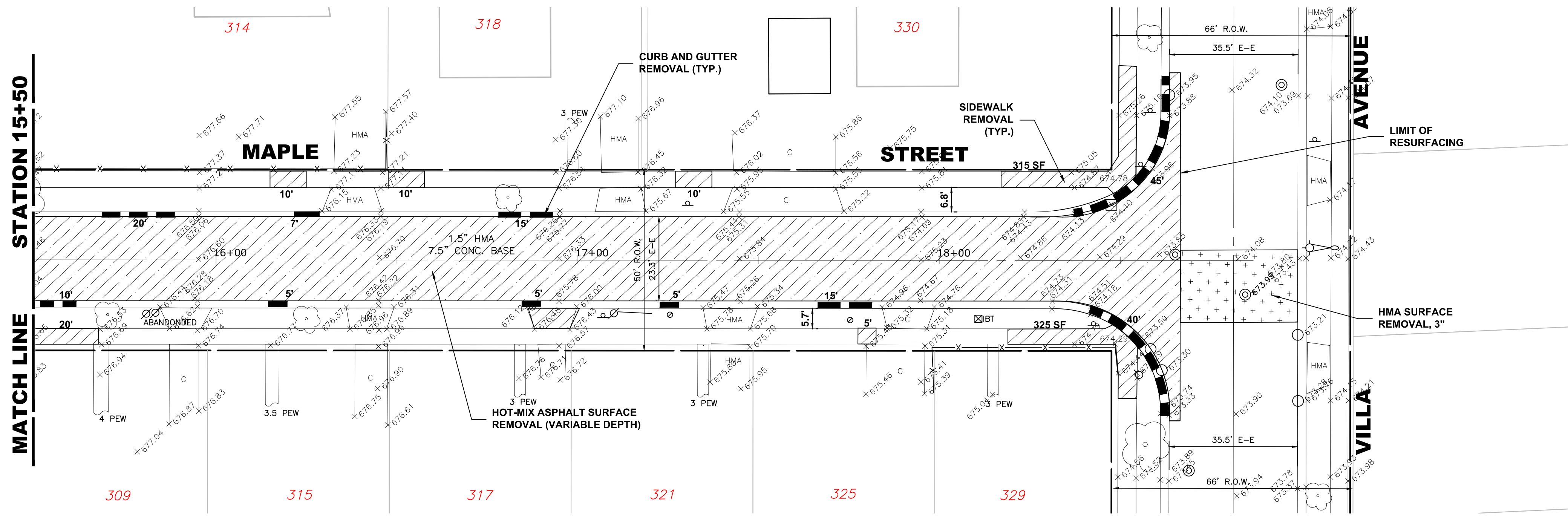
**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 MAPLE STREET**

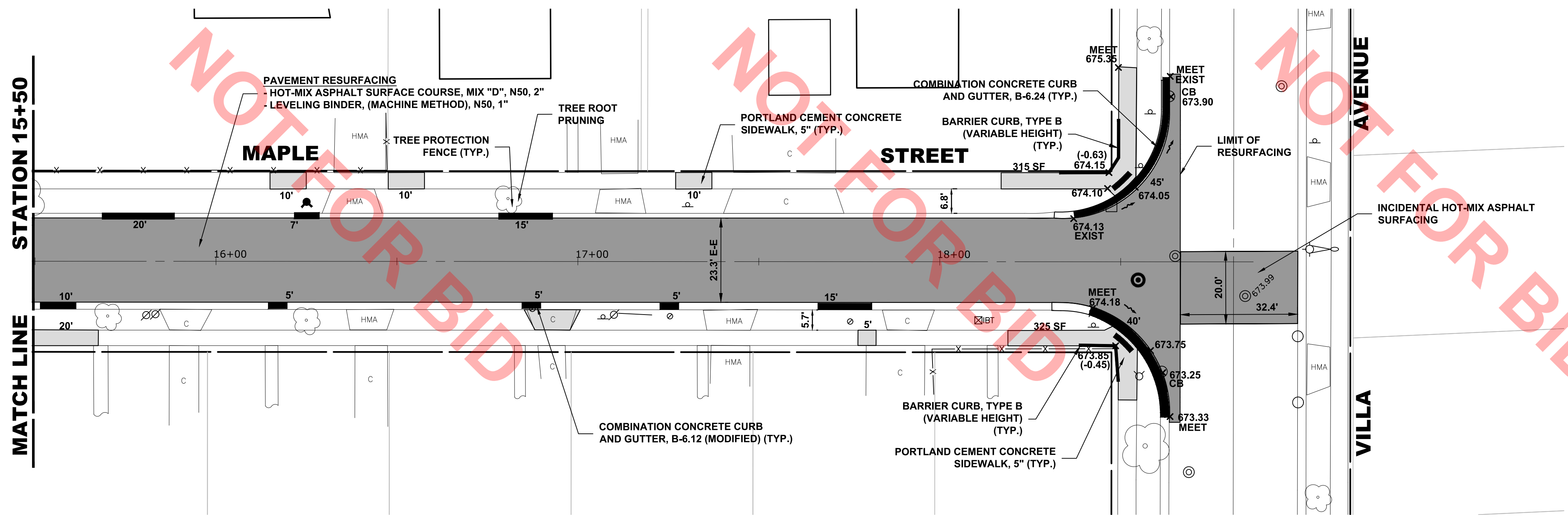
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 DATE: 03-27-20
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REVISION:

SHEET **34** OF **60**

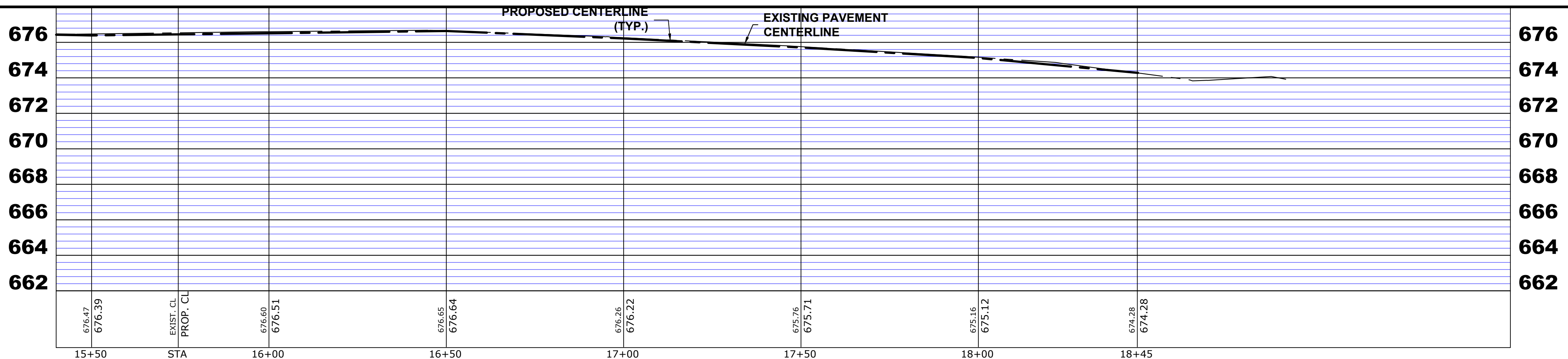


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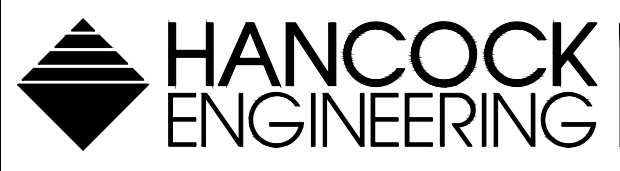


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PROPOSED IMPROVEMENT



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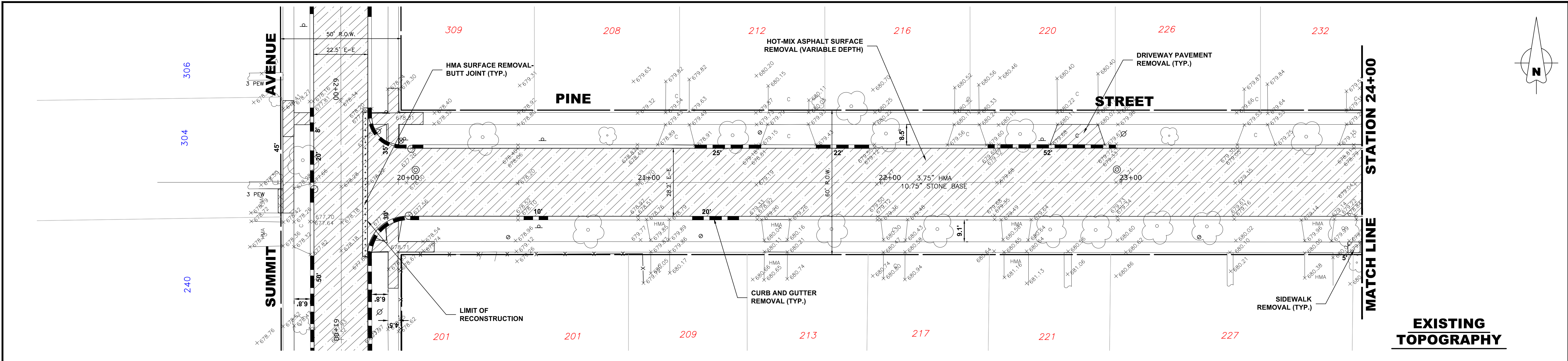


**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

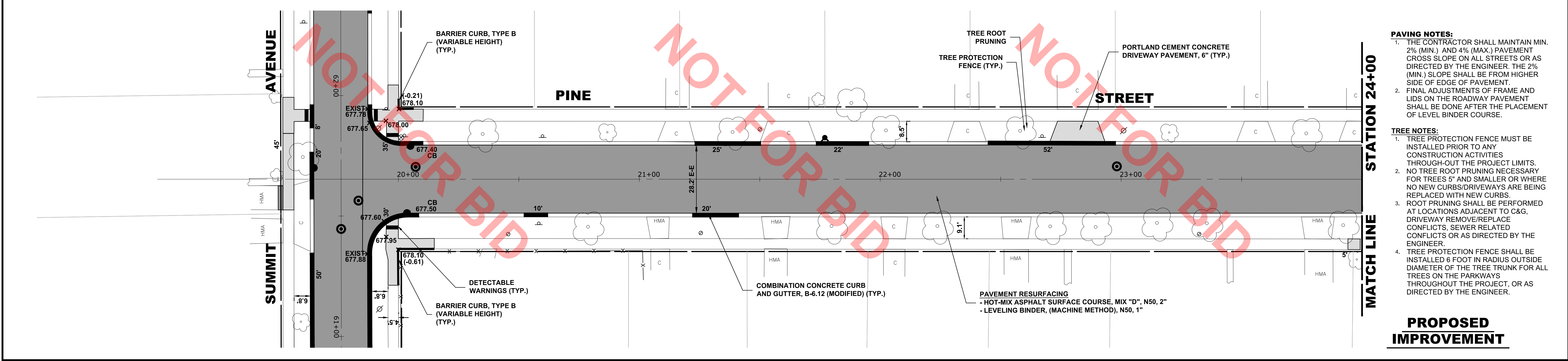
**PLAN AND PROFILE
MAPLE STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
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BOOK NO.: 1696	60
DATE: 03-27-20	OF
REVISION:	E.H.E. NO.: 820-18-19501

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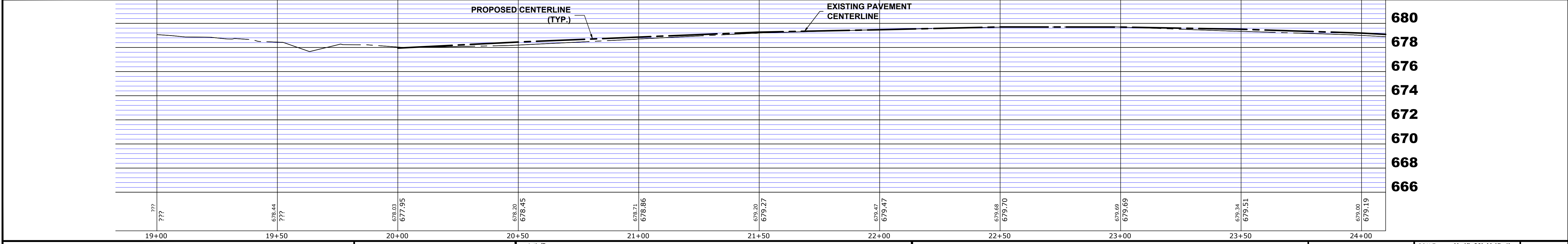
EXISTING TOPOGRAPHY



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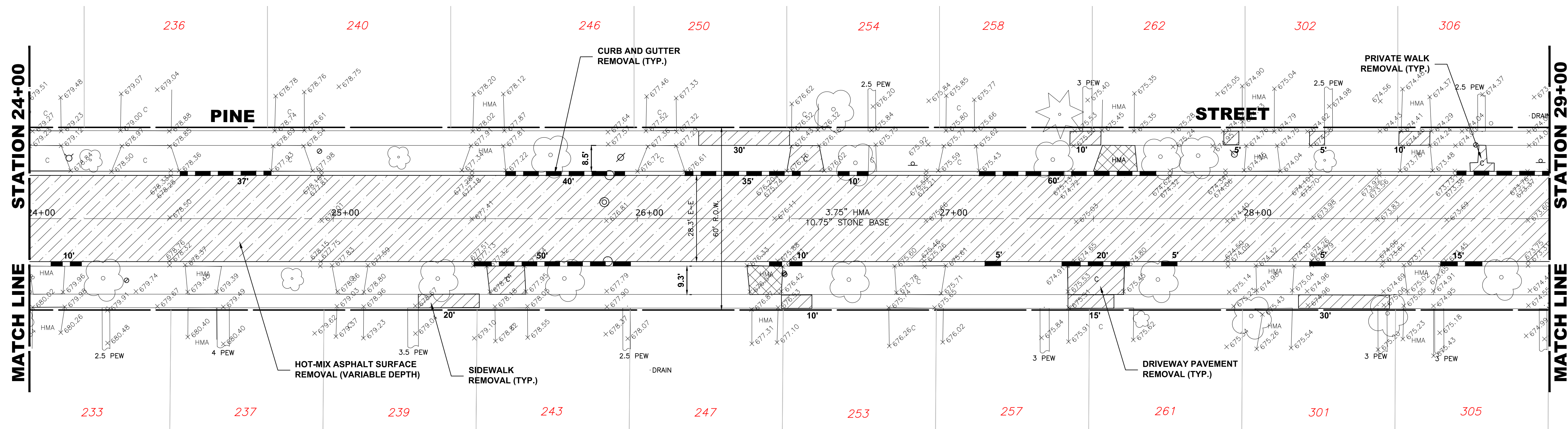
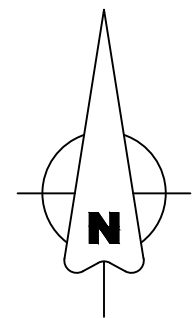
**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 PINE STREET**

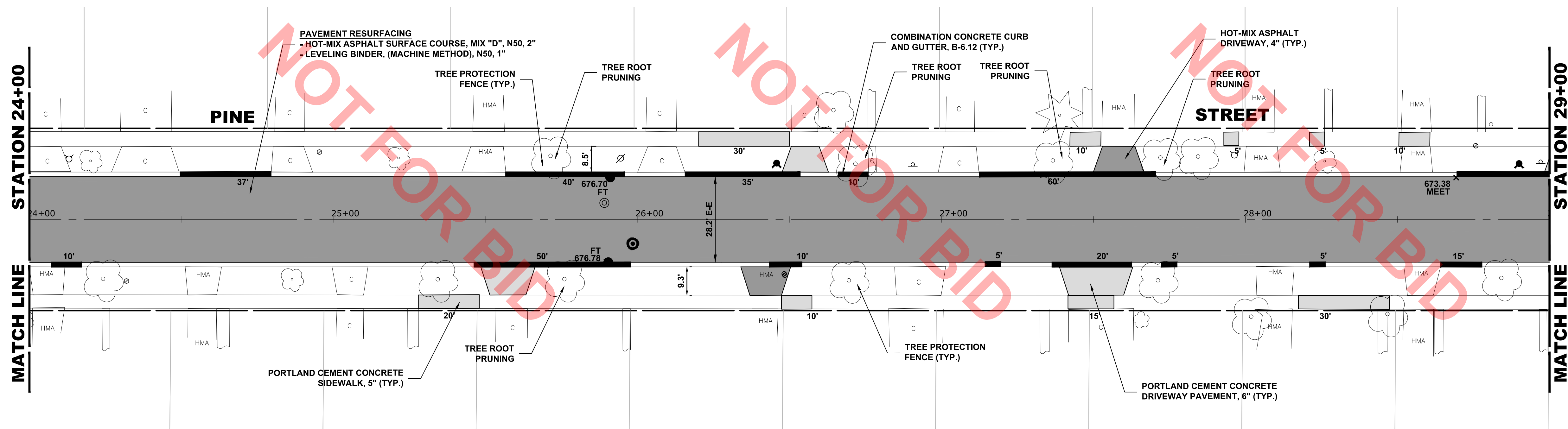
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 DATE: 03-27-20
 E.H.E. NO.: 820-18-19501

REVISION: _____

SHEET **36** OF **60**



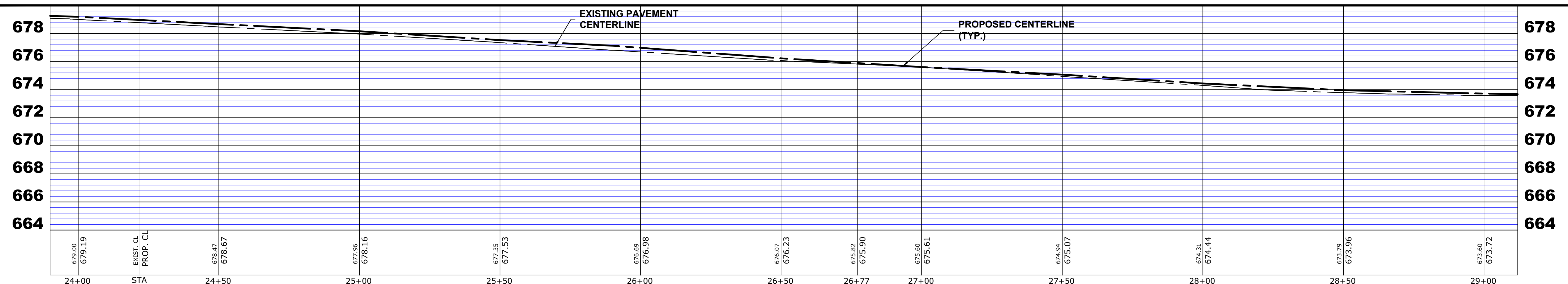
EXISTING TOPOGRAPHY



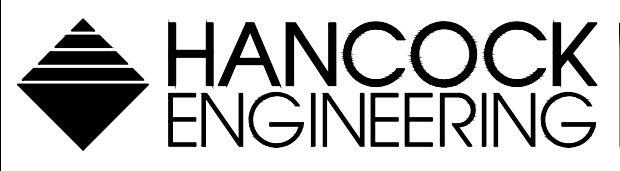
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PROPOSED IMPROVEMENT



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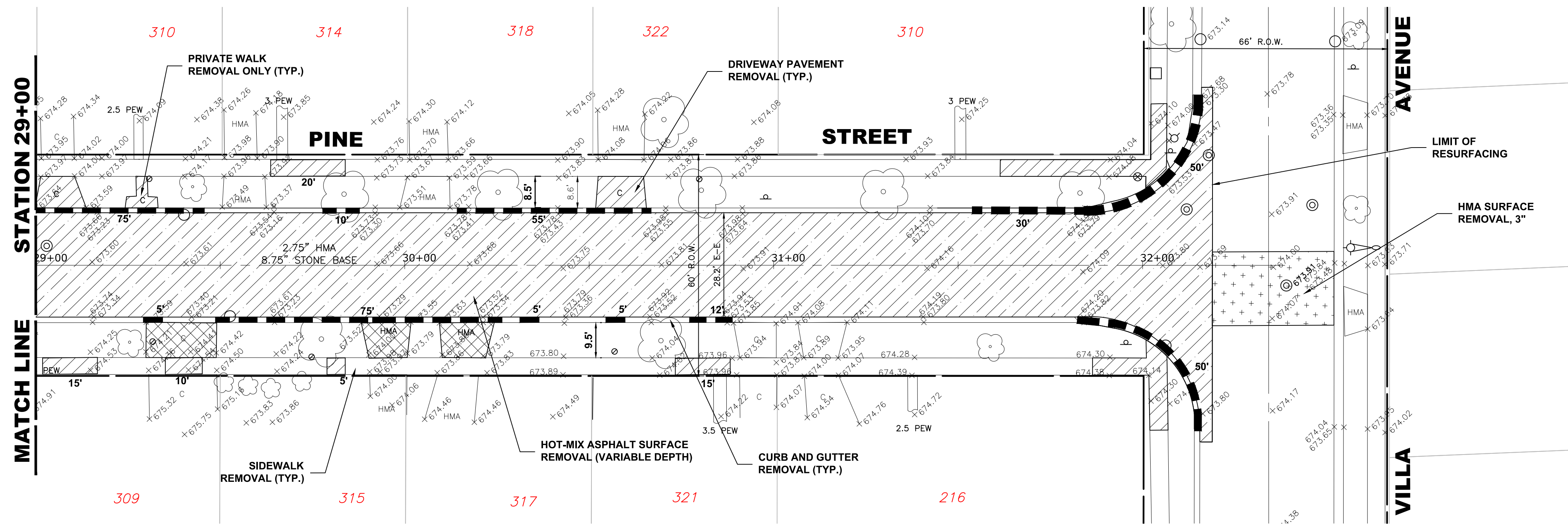
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
PINE STREET**

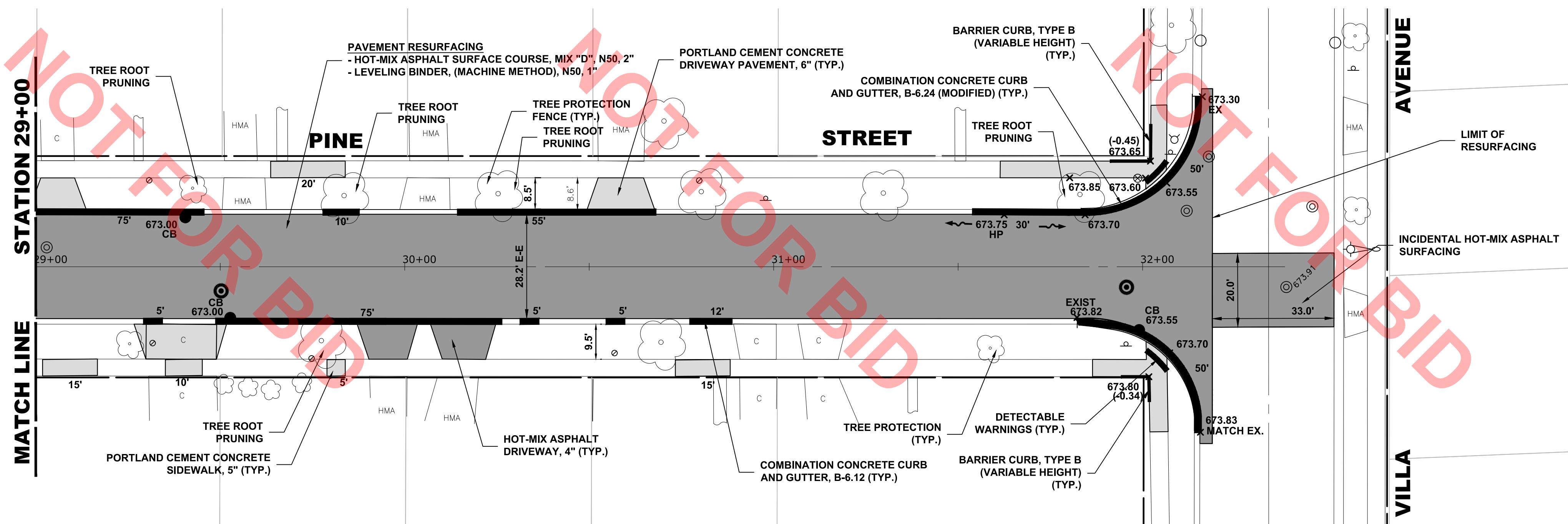
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BOOK NO.: 1696
DATE: 03-27-20
E.H.E. NO.: 820-18-19501

SHEET
37
60
OF

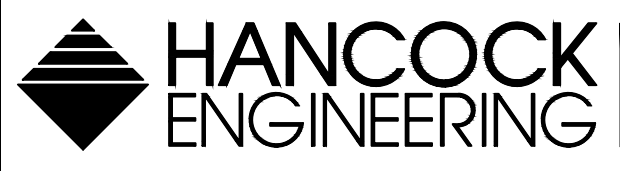
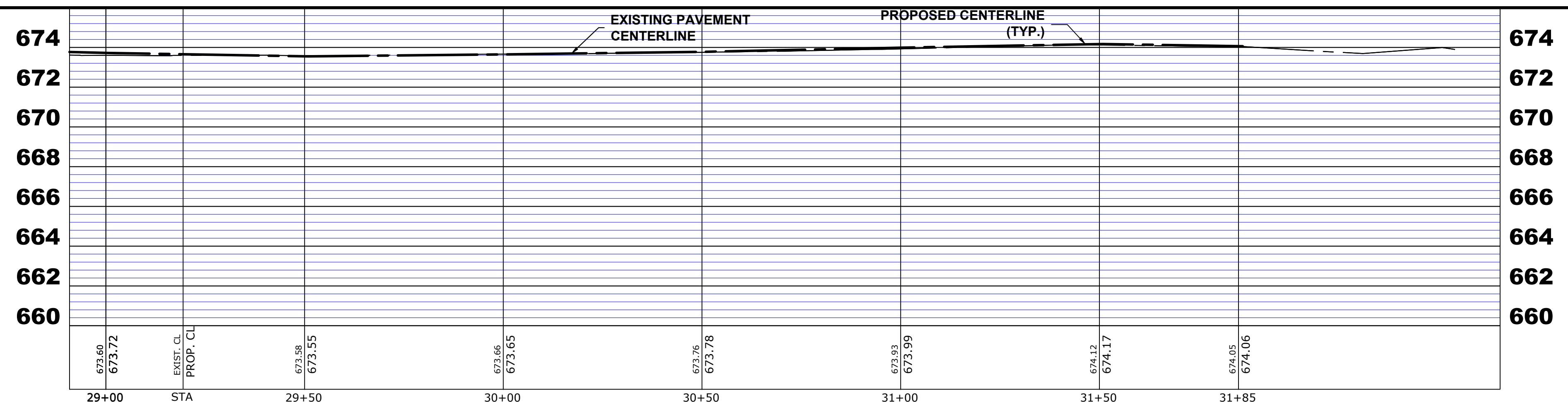


EXISTING TOPOGRAPHY



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PROPOSED IMPROVEMENT



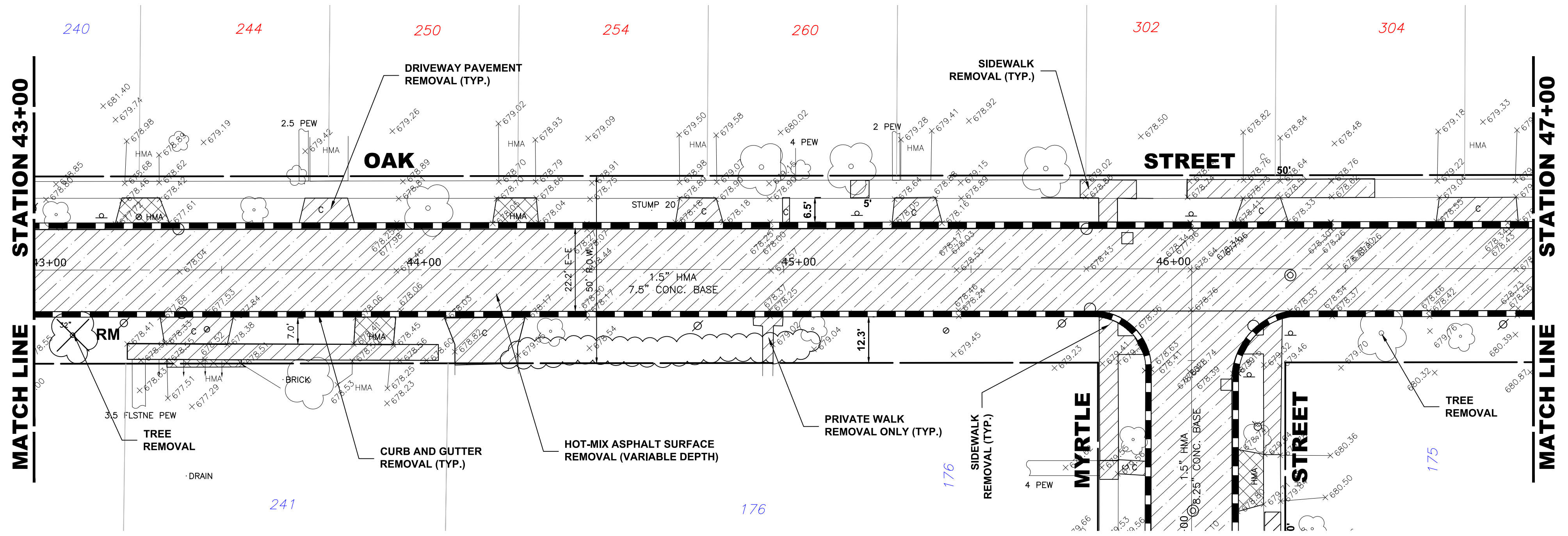
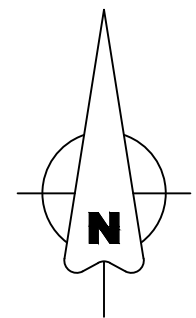
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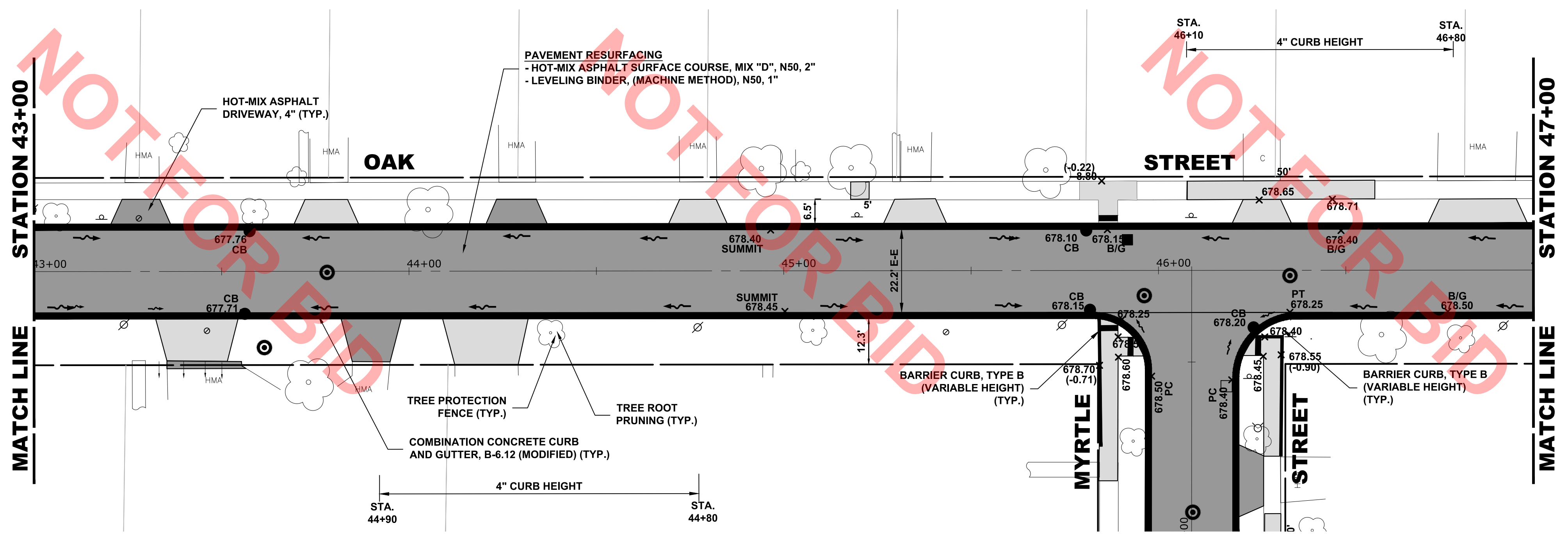
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
PINE STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
DRAWN BY: DMM, MK, ECW	38
BOOK NO.: 1696	60
DATE: 03-27-20	
REVISION:	
E.H.E. NO.: 820-18-19501	OF

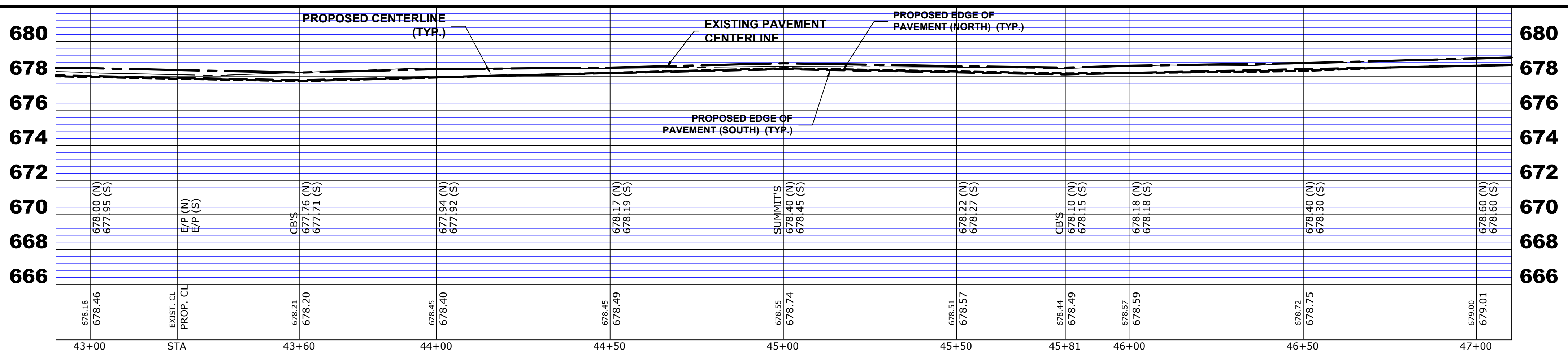


EXISTING TOPOGRAPHY

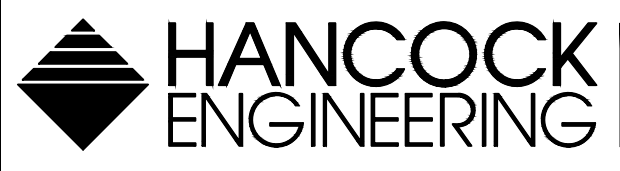


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PROPOSED IMPROVEMENT



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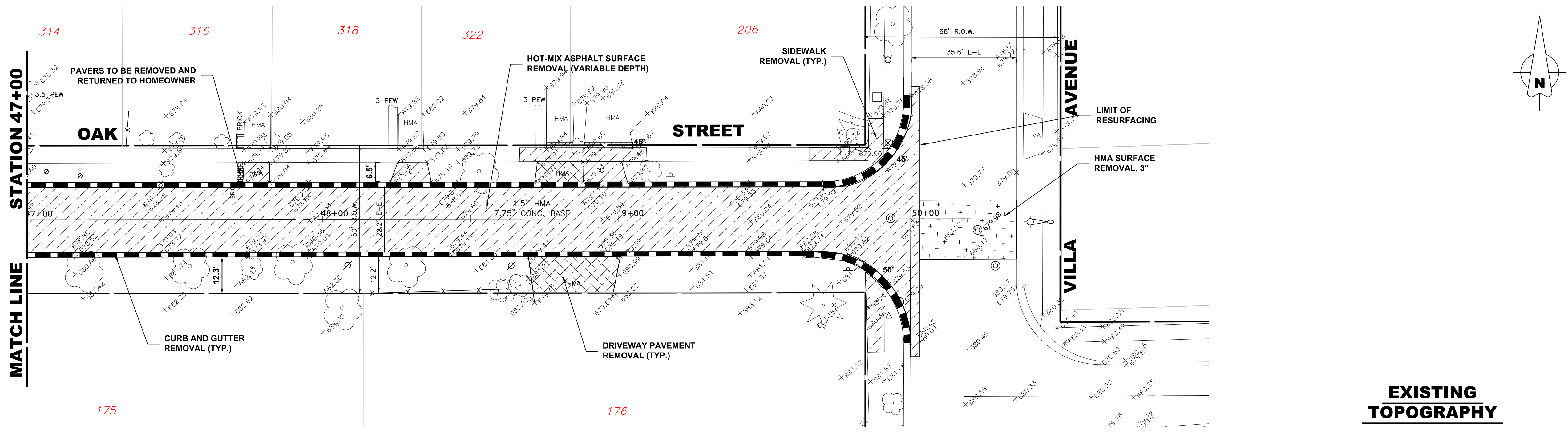
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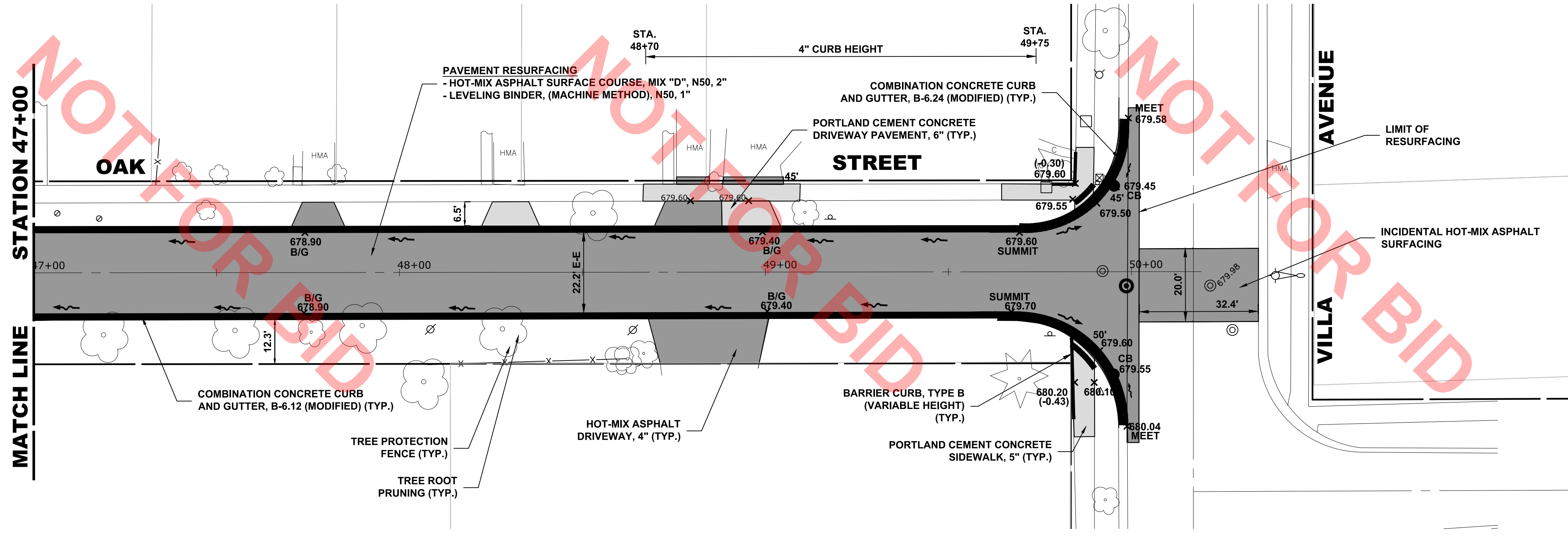
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
OAK STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
DRAWN BY: DMM,MK,ECW	40
BOOK NO.: 1696	/ 60
DATE: 03-27-20	
REVISION:	E.H.E. NO.: 820-18-19501

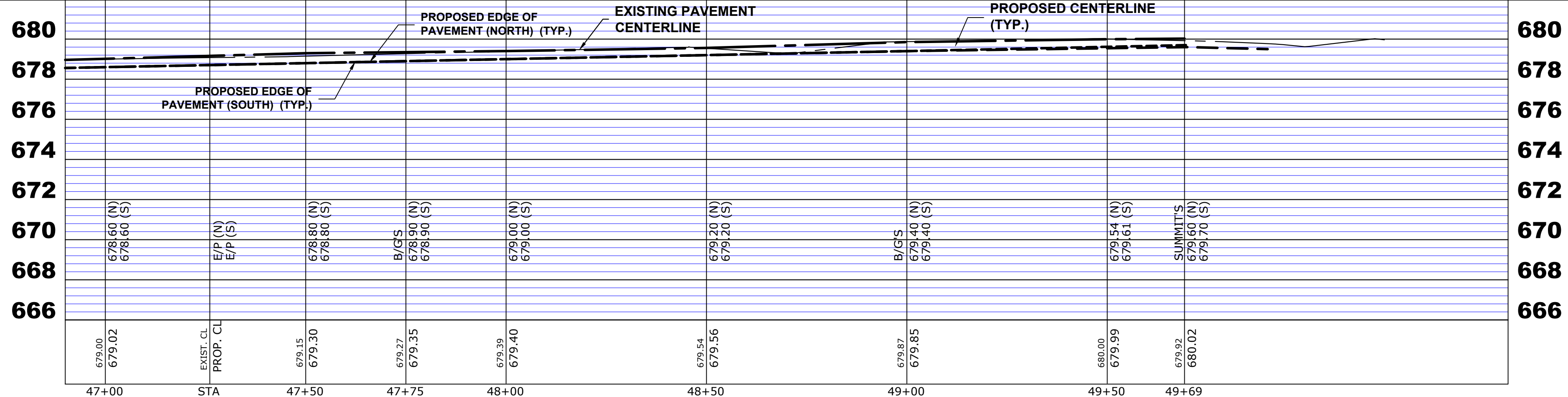


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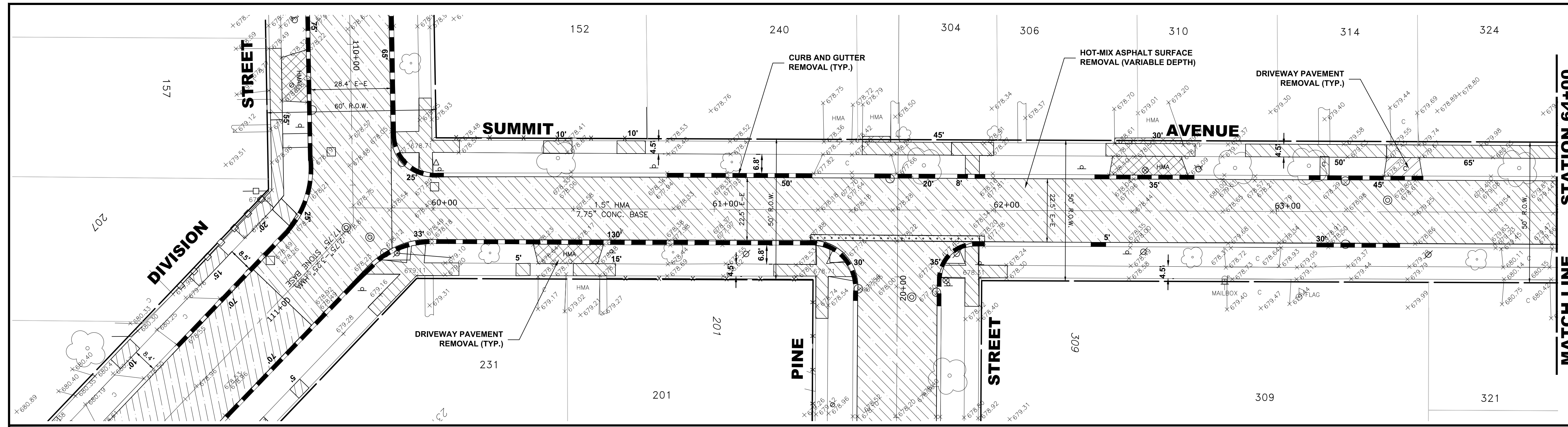
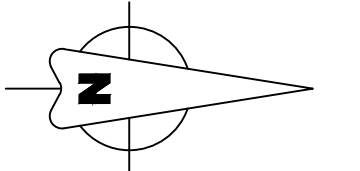
**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 OAK STREET**

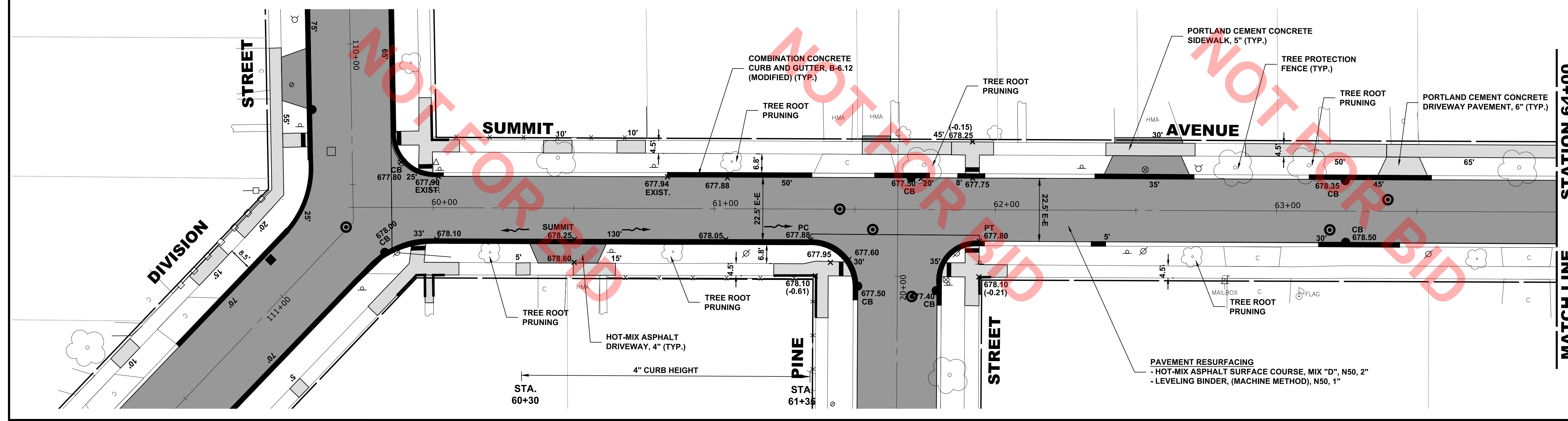
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 E.H.E. NO.: 820-18-19501

REVISION: _____

SHEET **41** OF **60**

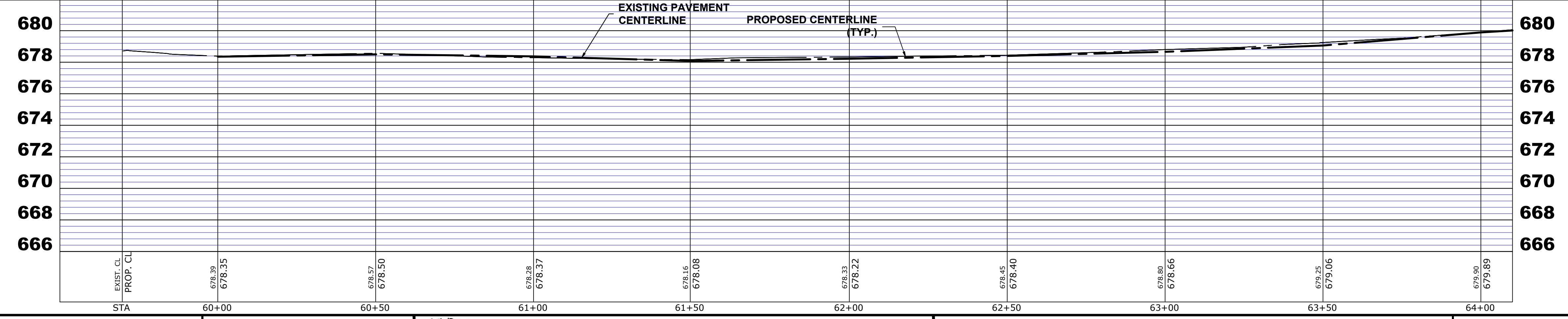


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PROPOSED IMPROVEMENT



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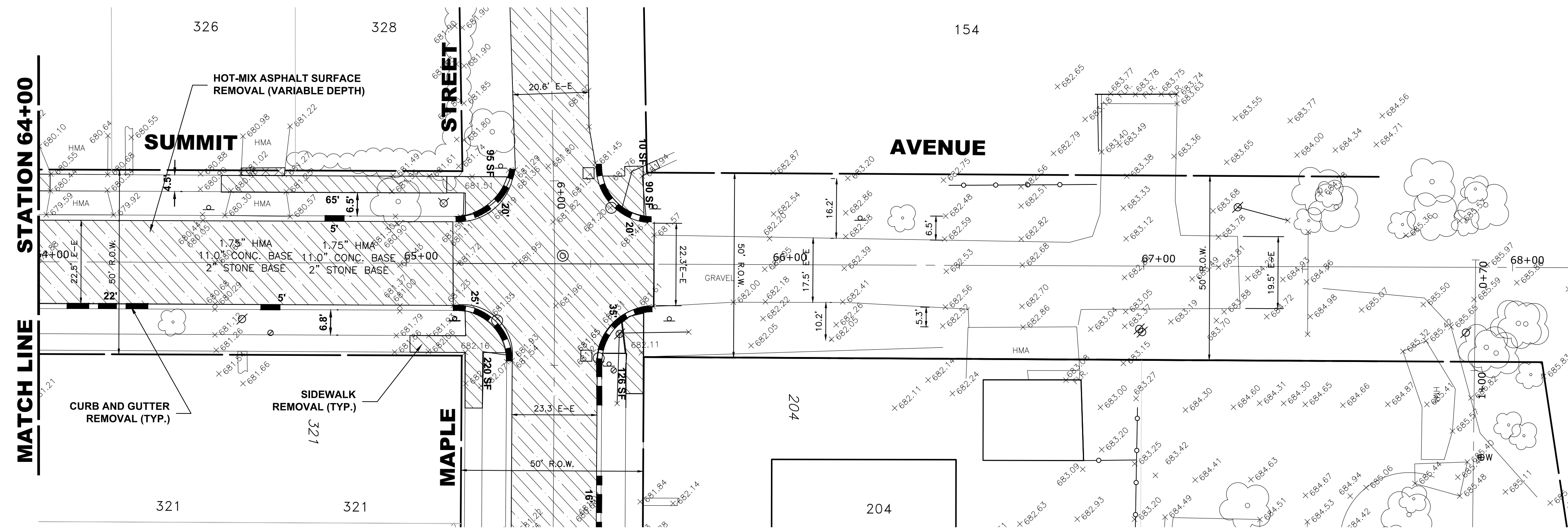
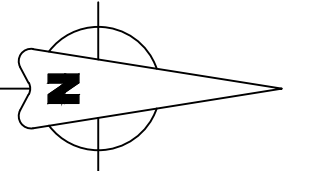
**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 SUMMIT AVENUE**

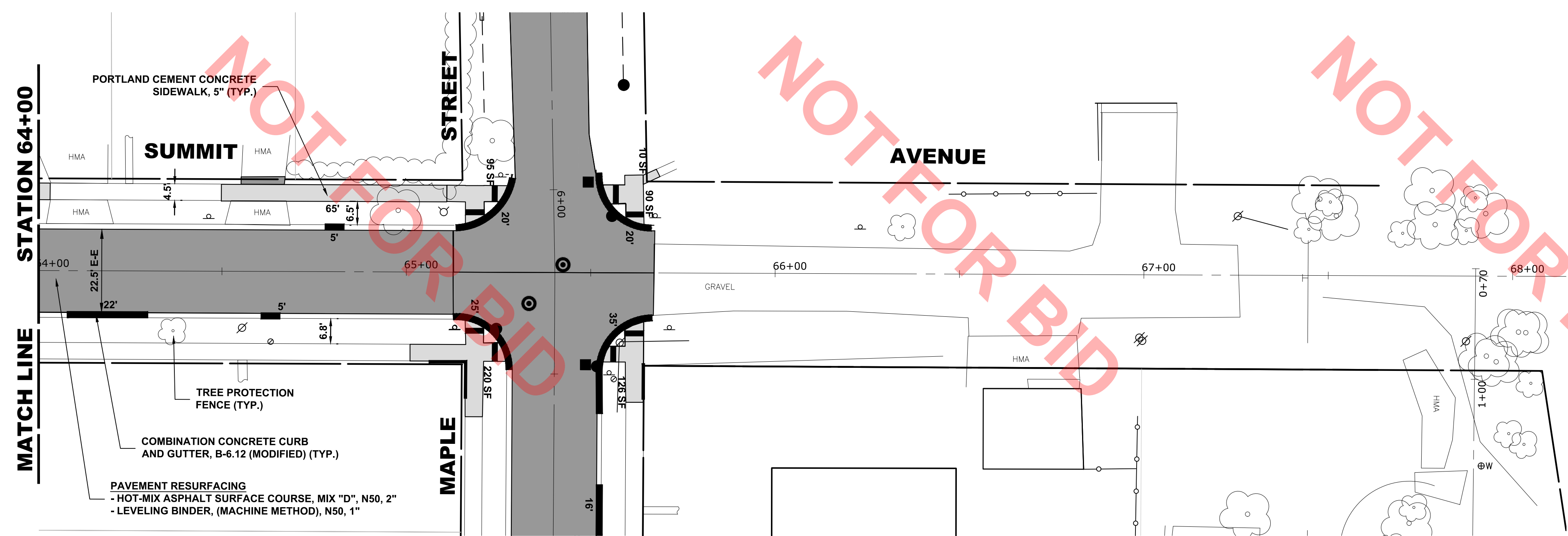
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REVISION:

SHEET **42** OF **60**



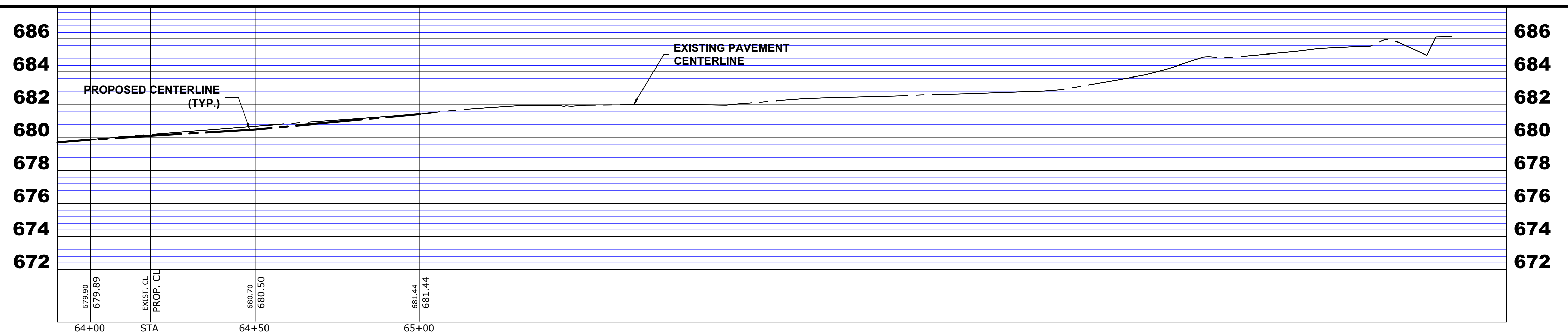
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PROPOSED IMPROVEMENT



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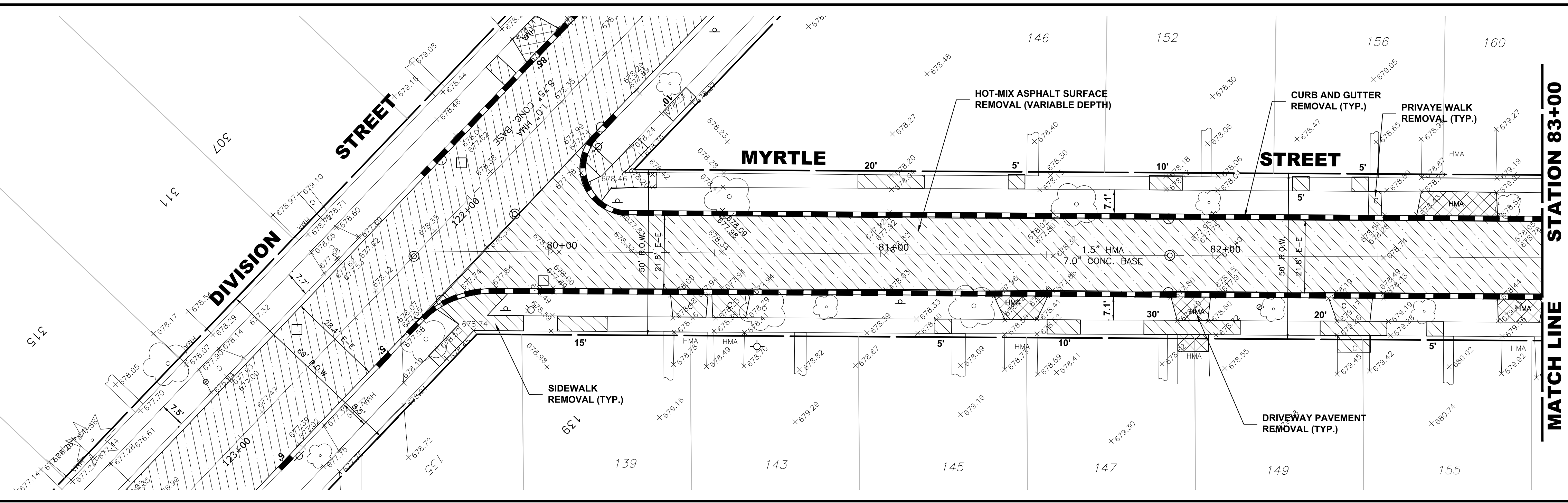
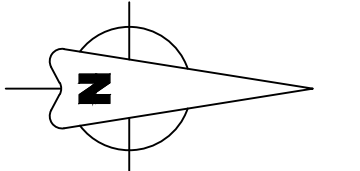
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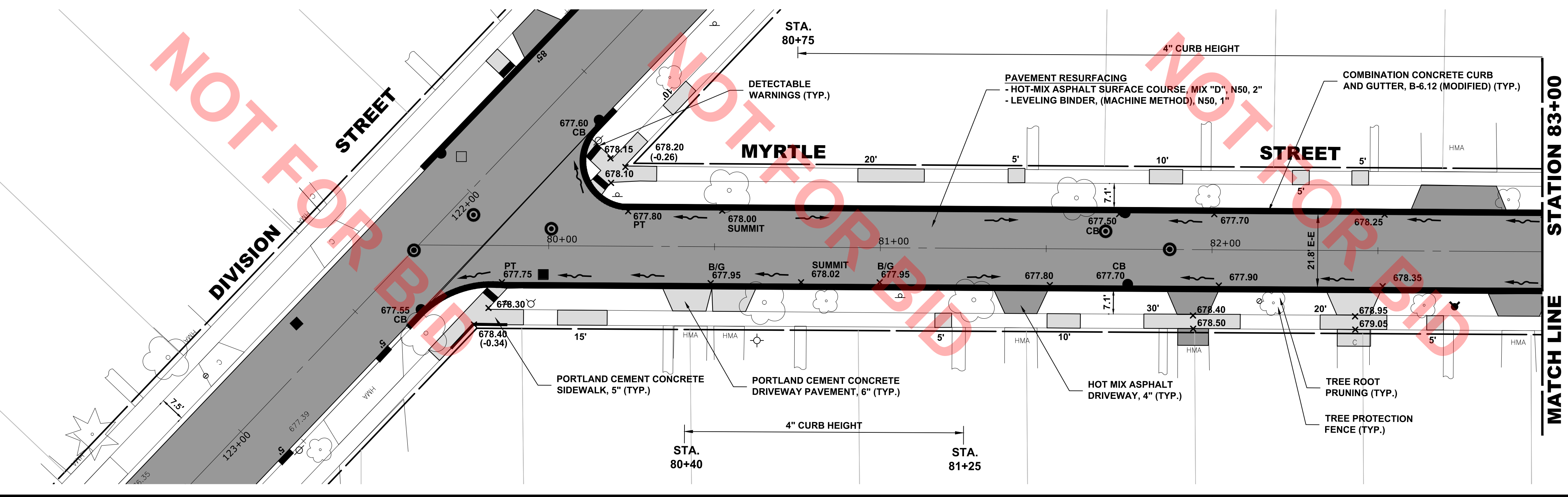
**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 SUMMIT AVENUE**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
DRAWN BY: DMM, MK, ECW	43
BOOK NO.: 1696	60
DATE: 03-27-20	
REVISION:	E.H.E. NO.: 820-18-19501

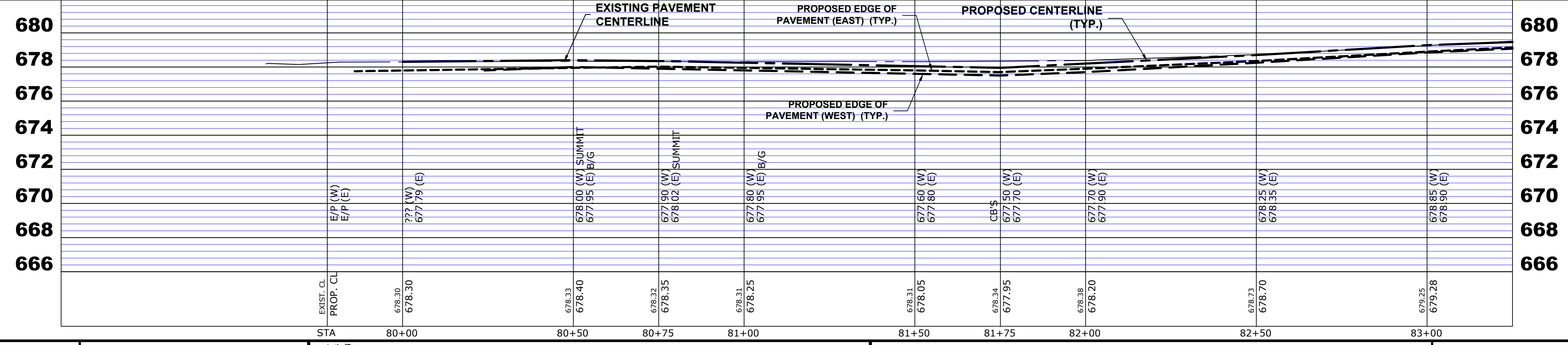


EXISTING TOPOGRAPHY



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PROPOSED IMPROVEMENT



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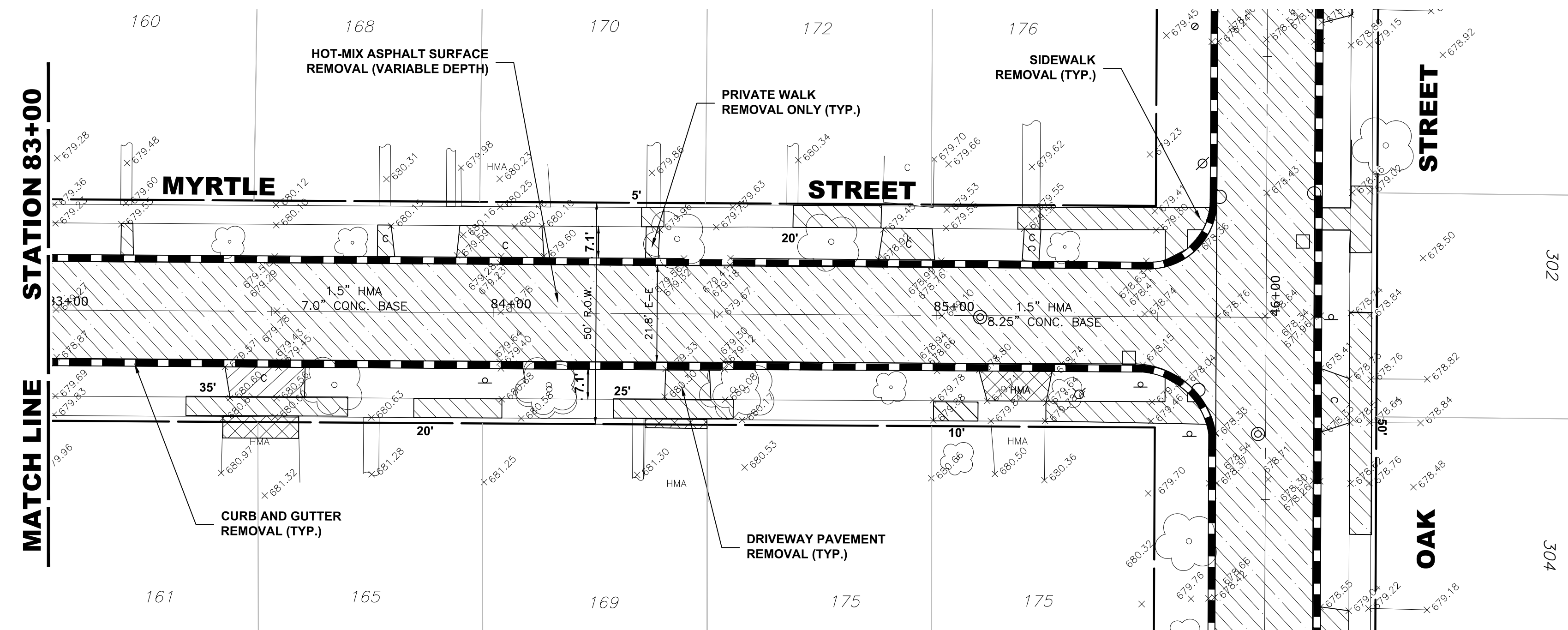
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VILLAGE OF VILLA PARK, ILLINOIS

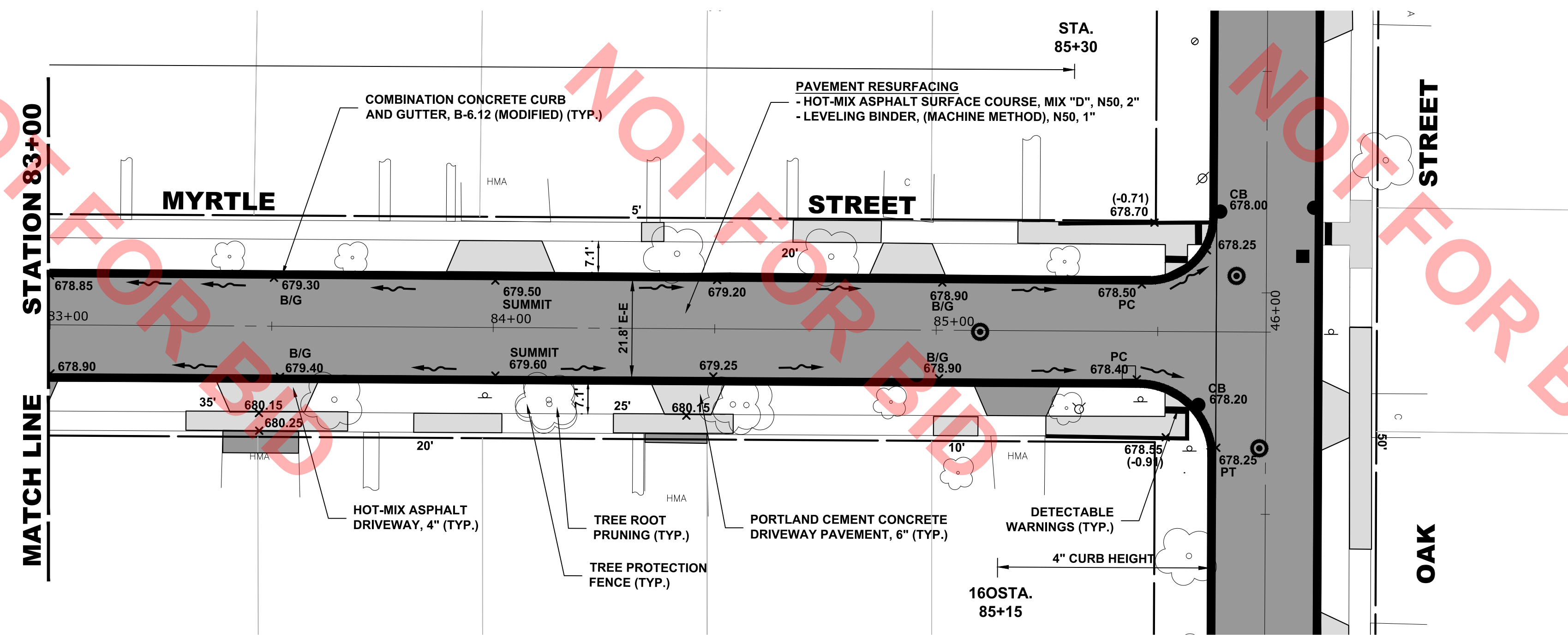
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
MYRTLE STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET: 44/60
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DATE: 03-27-20	E.H.E. NO.: 820-18-19501
REVISION:	OF

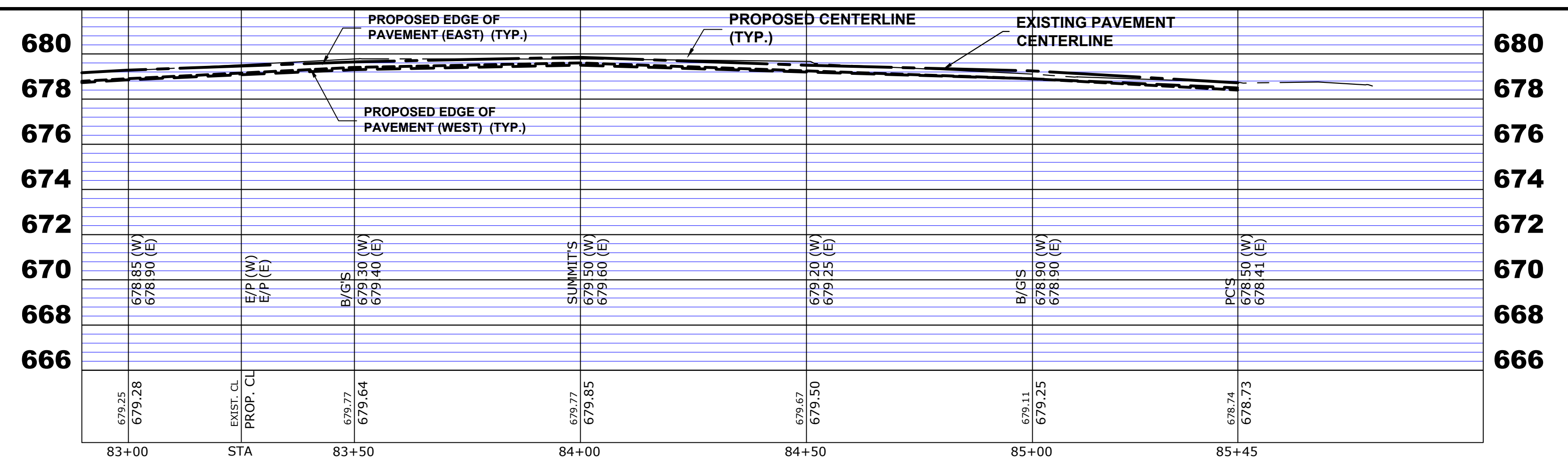


EXISTING TOPOGRAPHY



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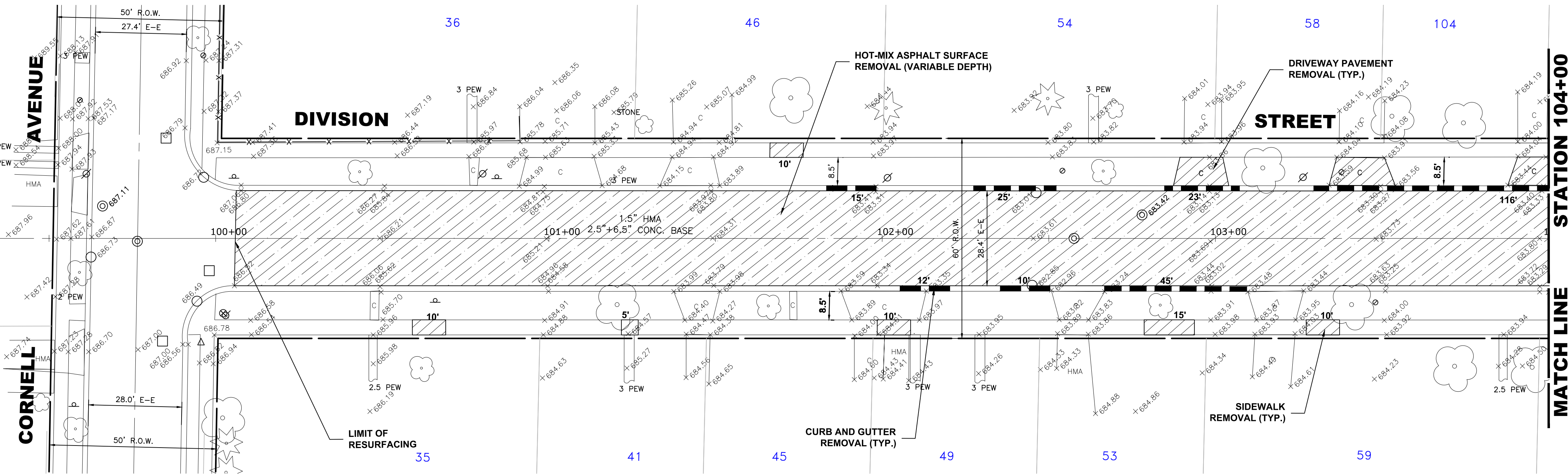


**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

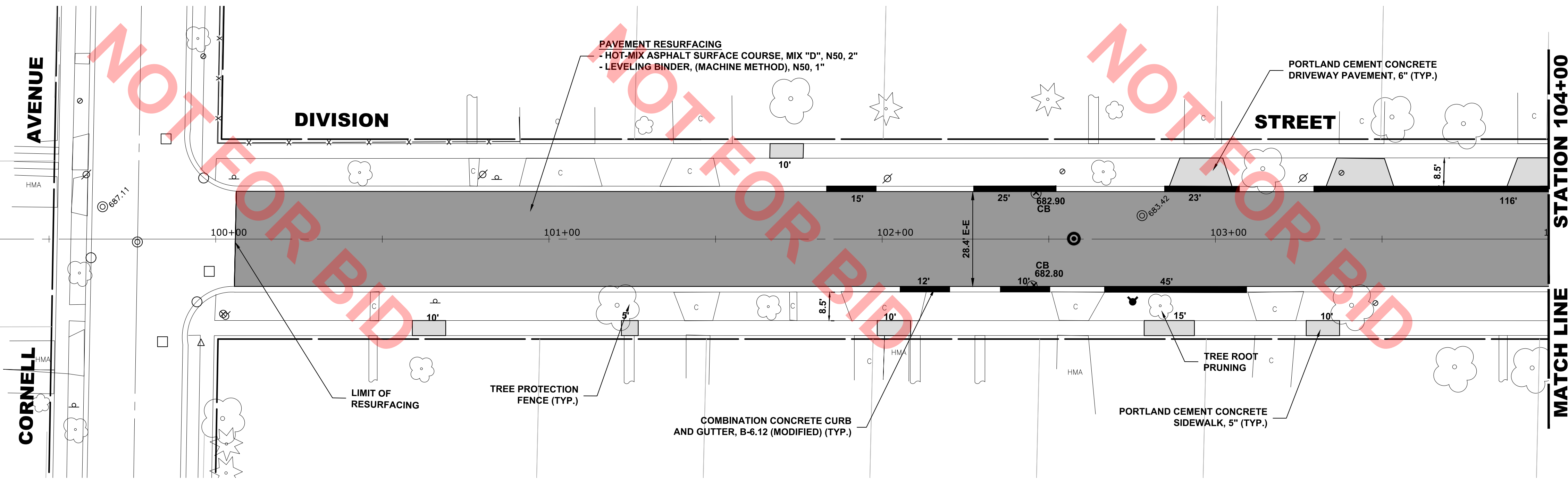
**PLAN AND PROFILE
 MYRTLE STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
DRAWN BY: DMM, MK, ECW	45
BOOK NO.: 1696	60
DATE: 03-27-20	
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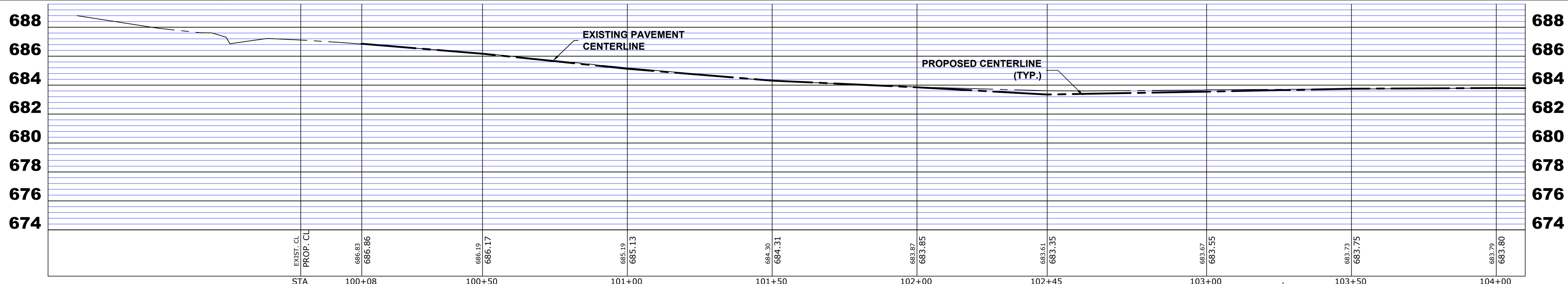


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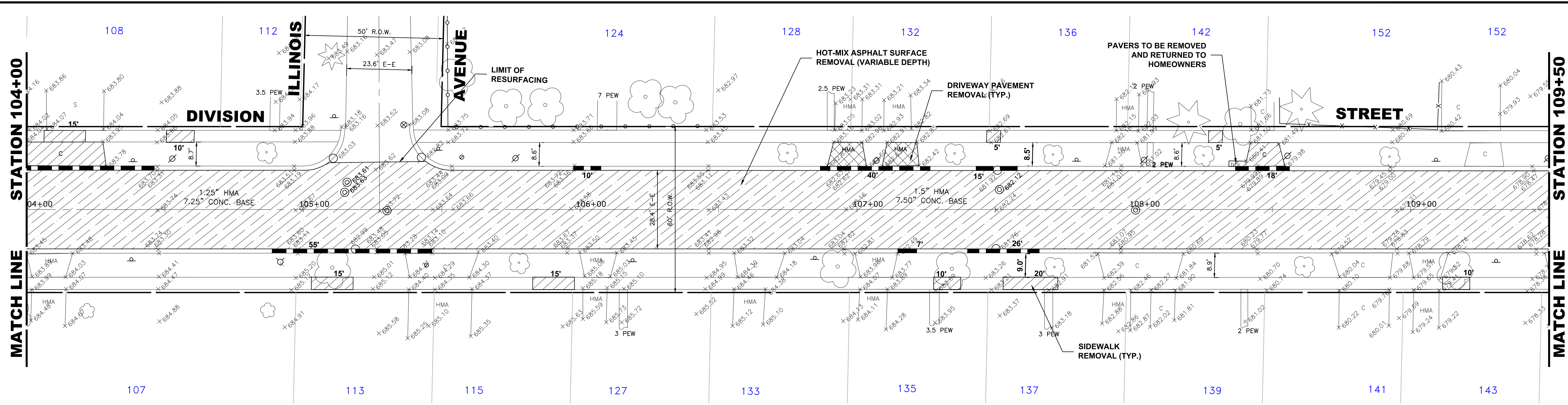
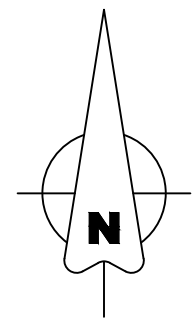
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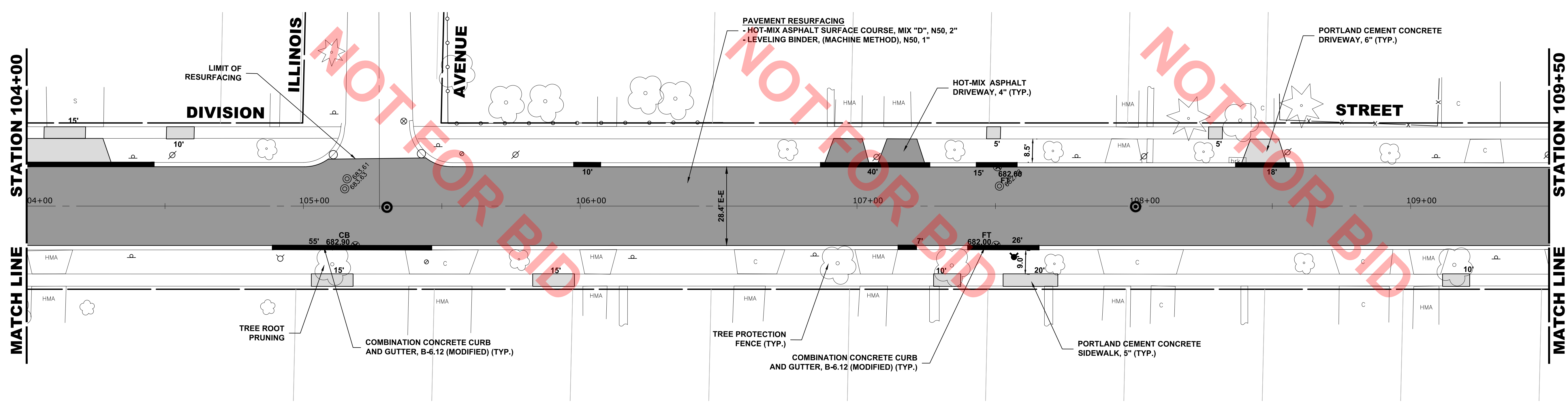
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
DIVISION STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
DRAWN BY: DMM, MK, ECW	46
BOOK NO.: 1696	60
DATE: 03-27-20	
E.H.E. NO.: 820-18-19501	OF

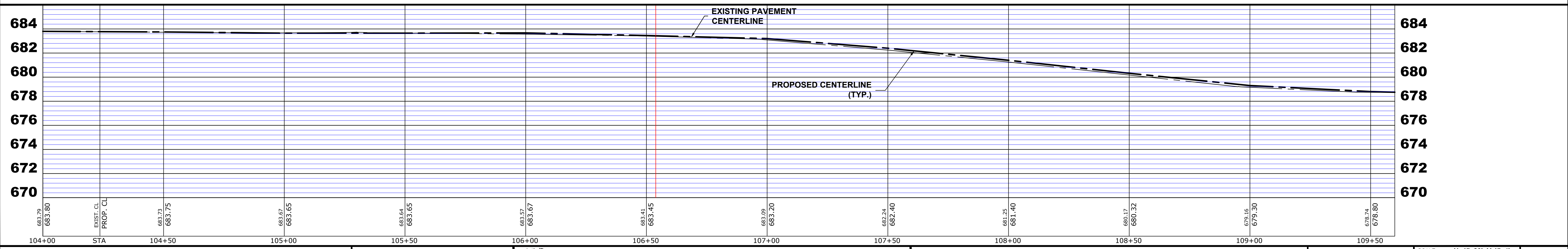


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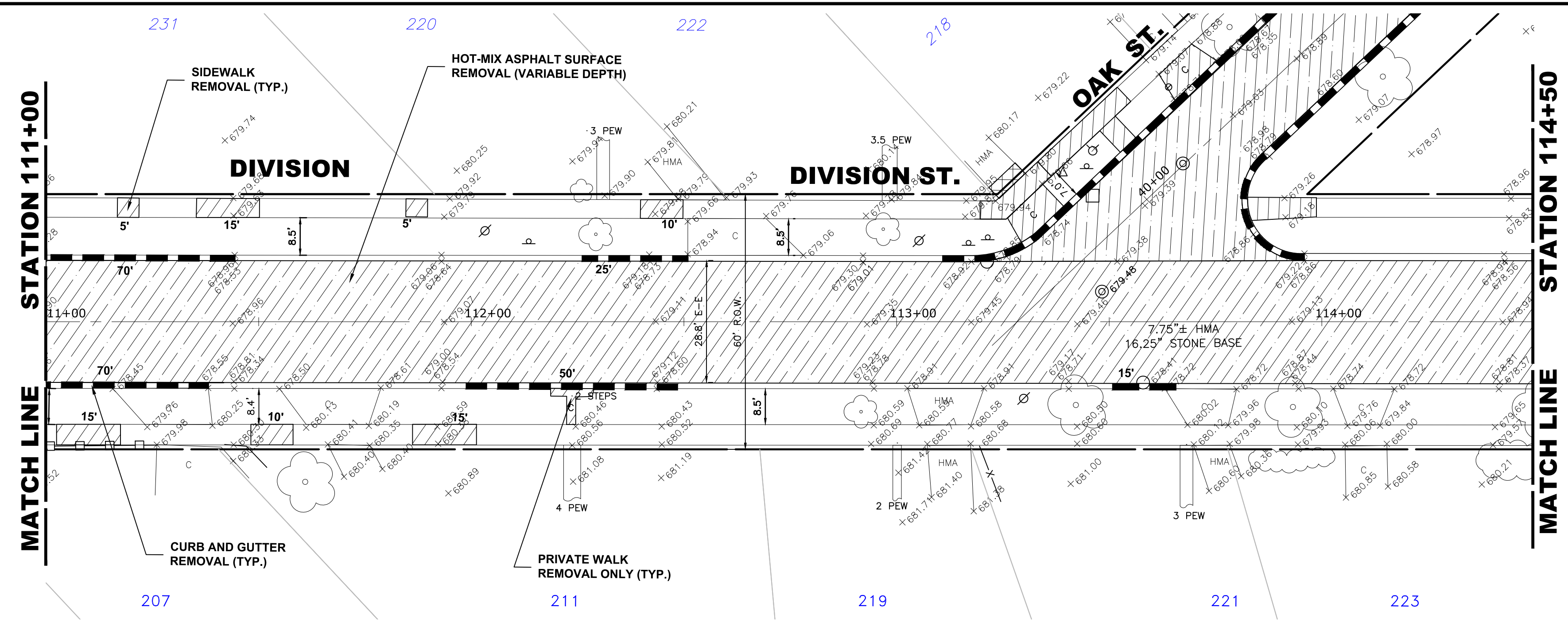
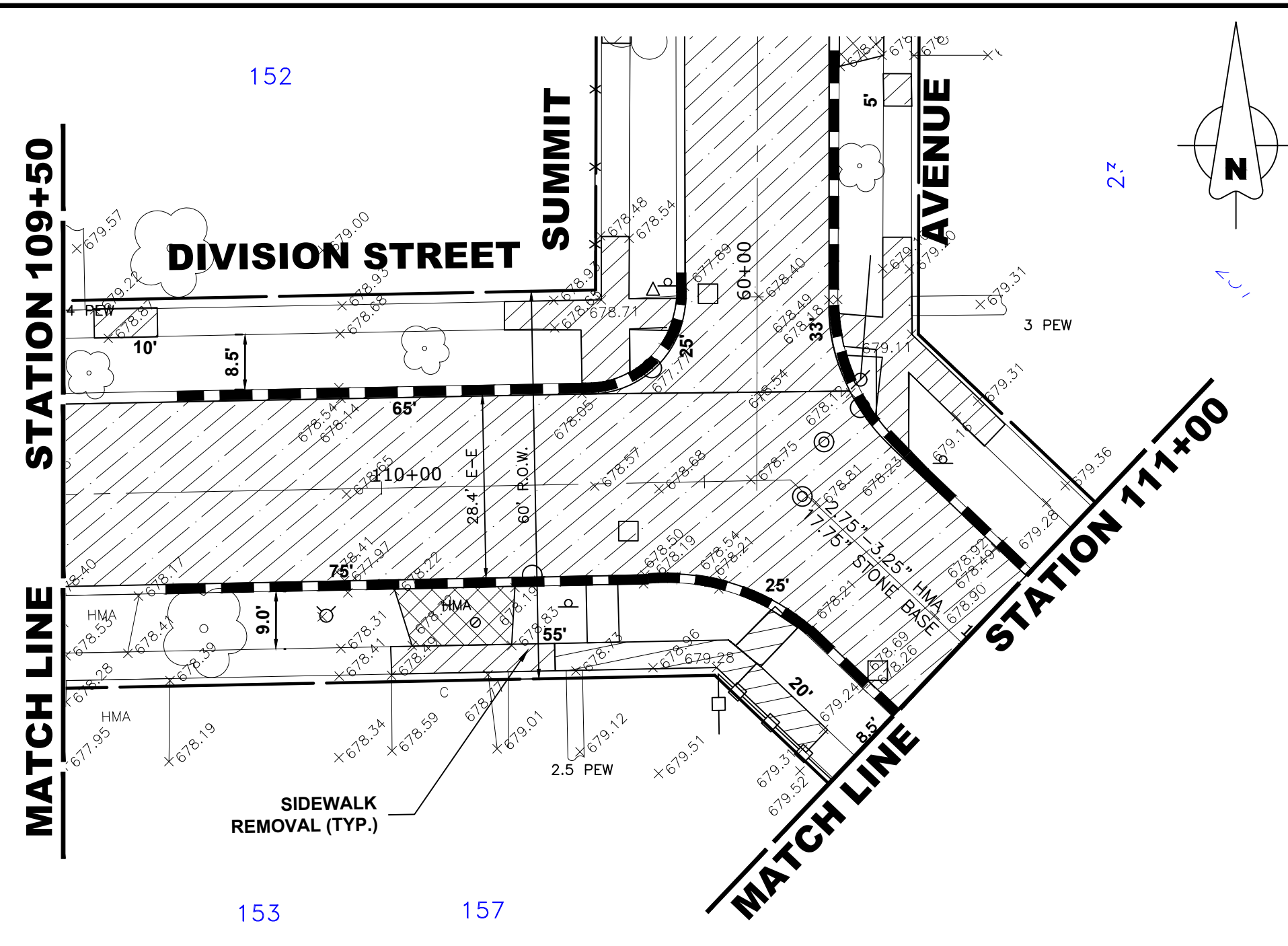
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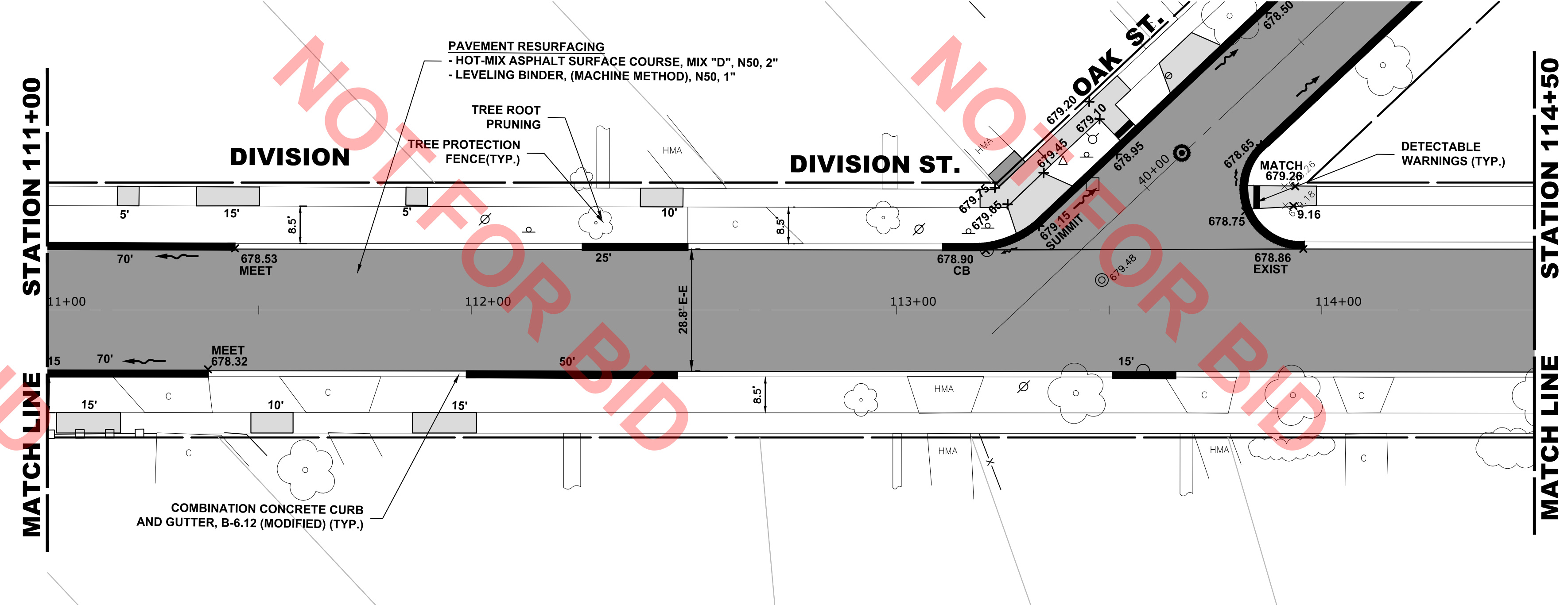
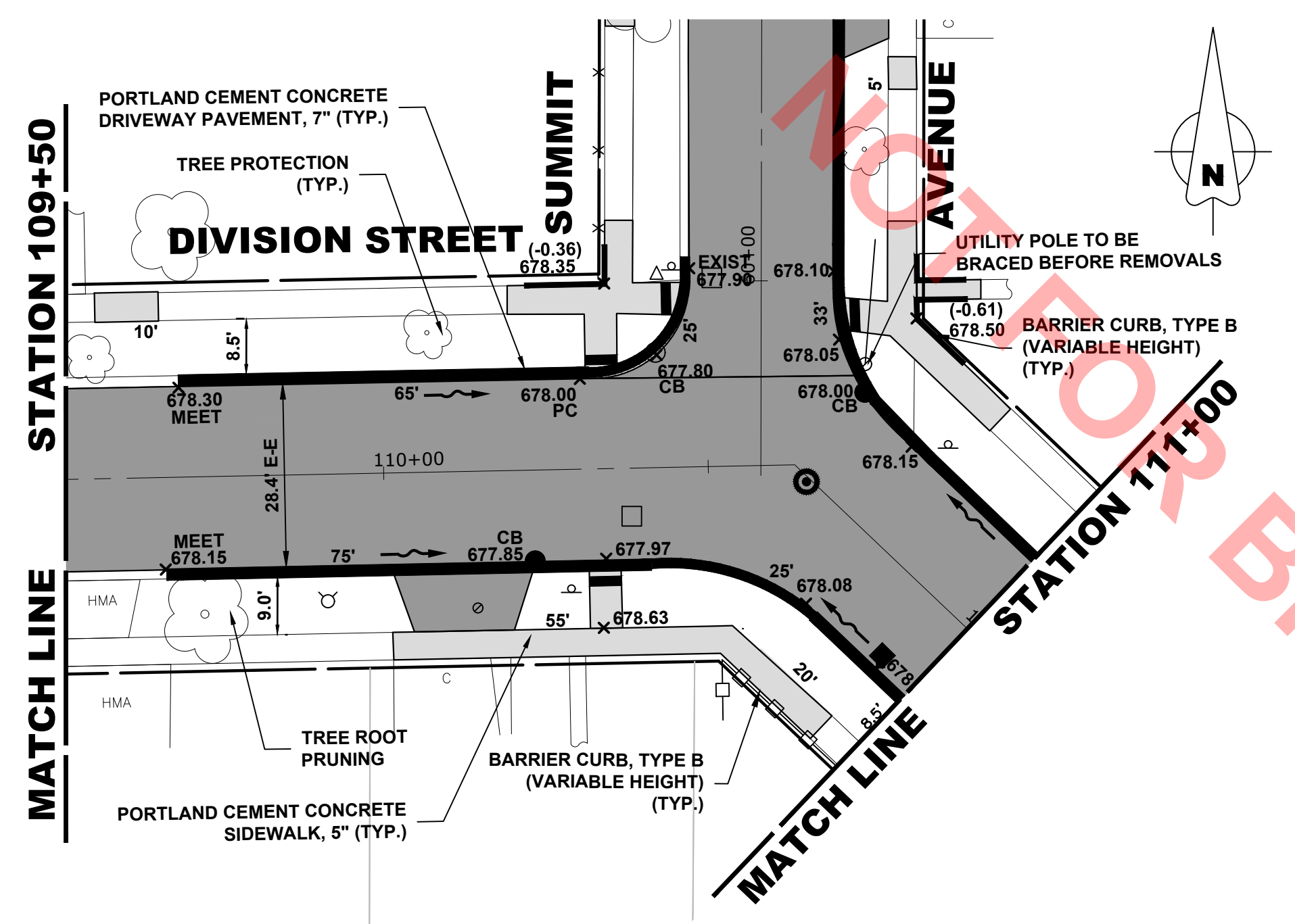
**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 DIVISION STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET 47 60
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BOOK NO.: 1696	
DATE: 03-27-20	
REVISION:	E.H.E. NO.: 820-18-19501



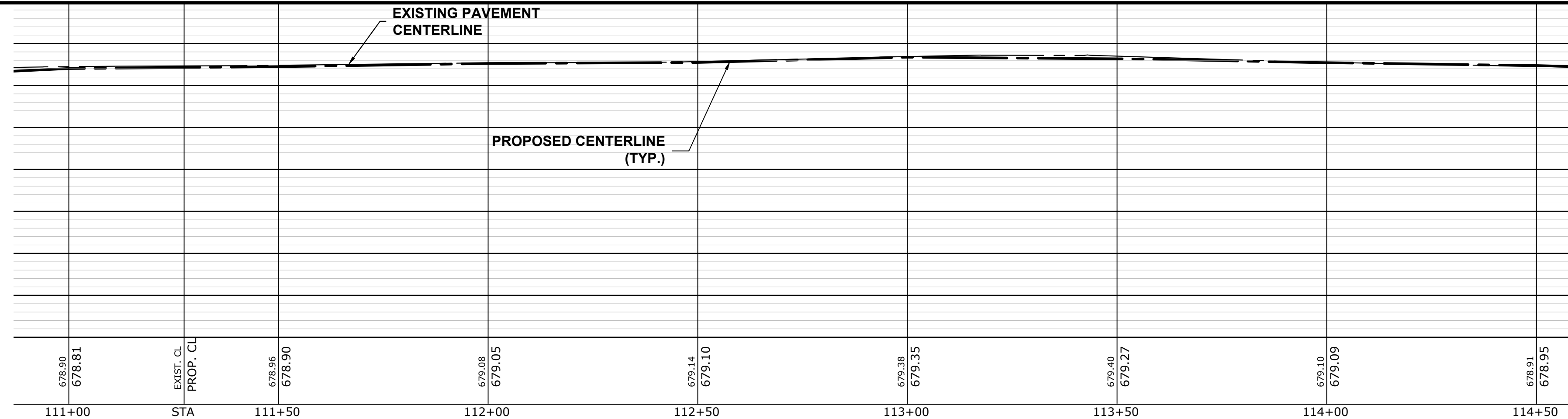
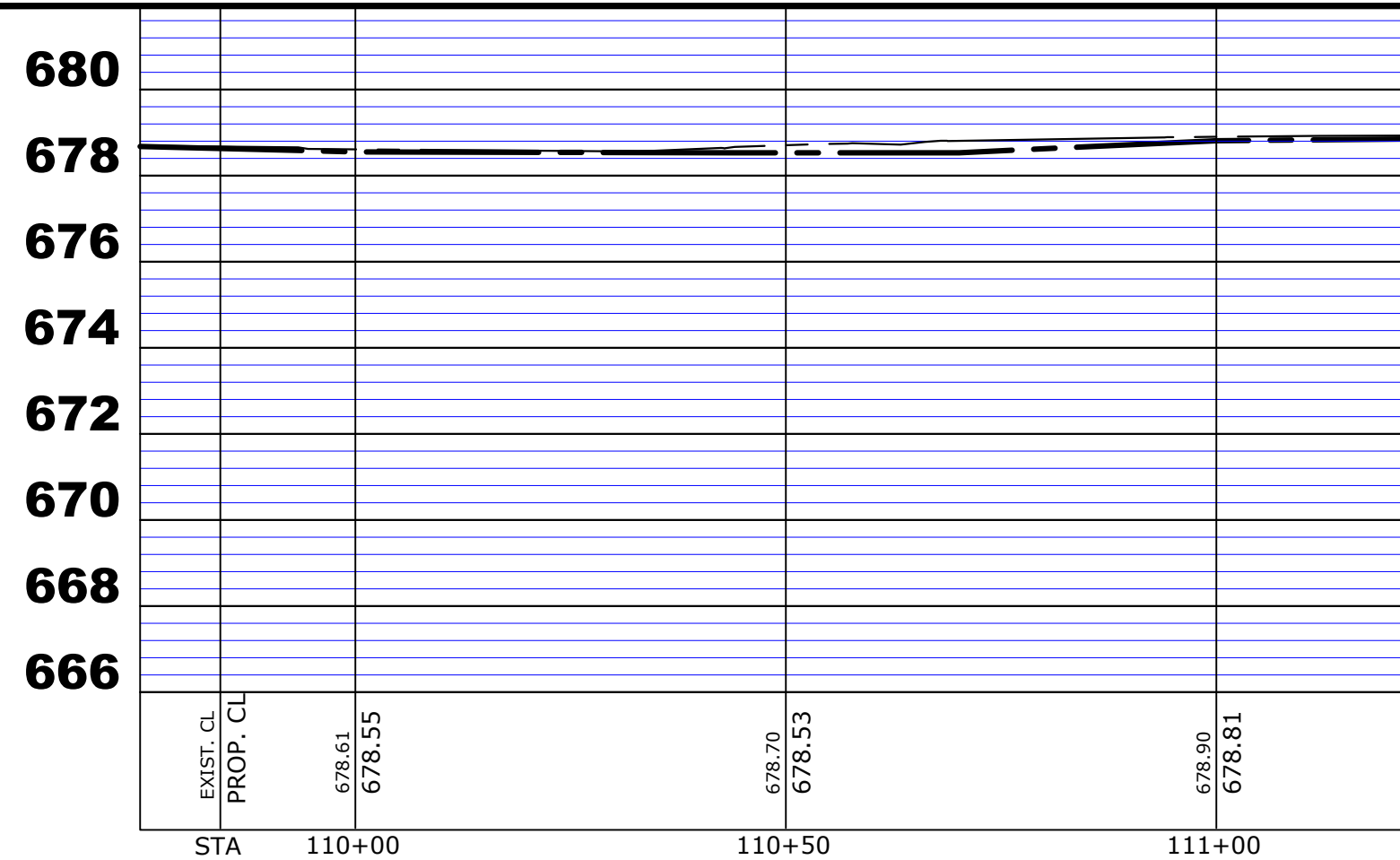
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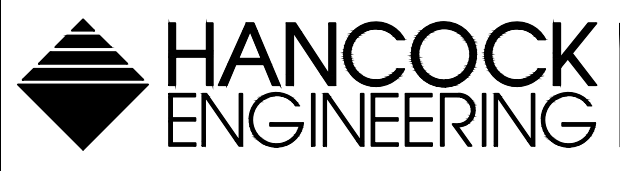
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PROPOSED IMPROVEMENT



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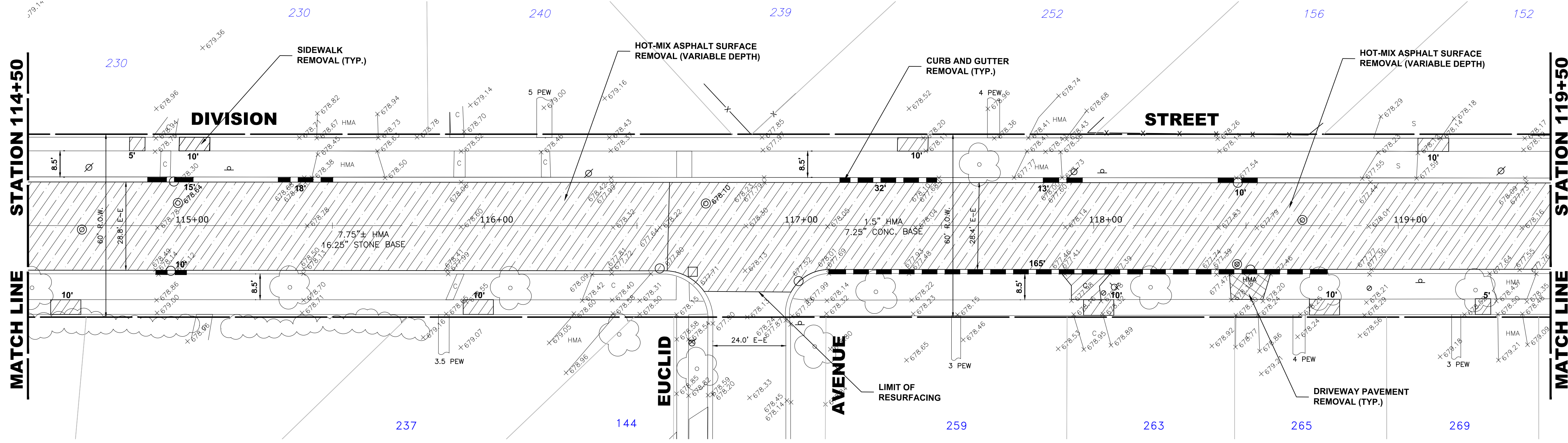
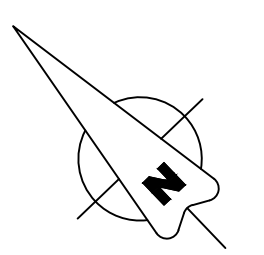
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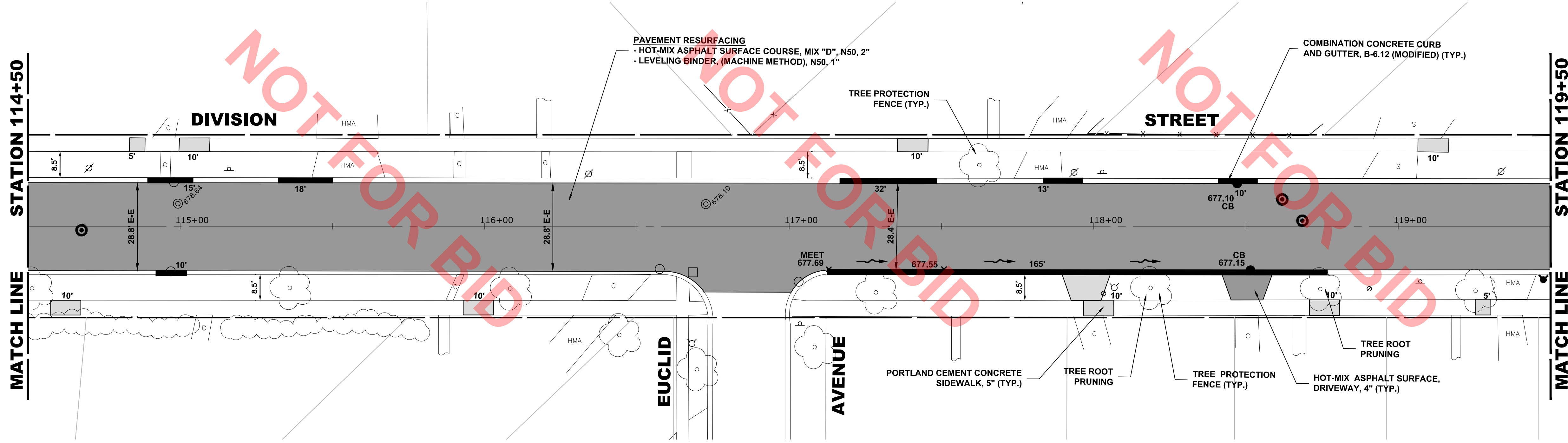
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
DIVISION STREET**

SCALE: H: 1"=20'; V: 1"=4'	SHEET
DRAWN BY: DMM,MK,ECW	48
BOOK NO.: 1696	/ 60
DATE: 03-27-20	
REVISION:	E.H.E. NO.: 820-18-19501



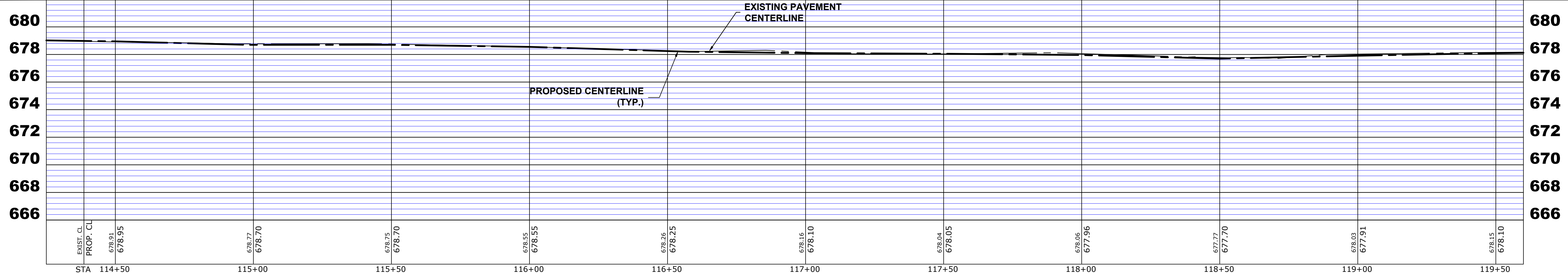
EXISTING TOPOGRAPHY



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PROPOSED IMPROVEMENT



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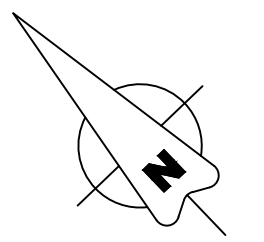
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**MAPLE AREA IMPROVEMENTS
 VILLA PARK, ILLINOIS**

**PLAN AND PROFILE
 DIVISION STREET**

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 DRAWN BY: DMM, MK, ECW
 BOOK NO.: 1696
 DATE: 03-27-20
 E.H.E. NO.: 820-18-19501
 SHEET **49** OF **60**

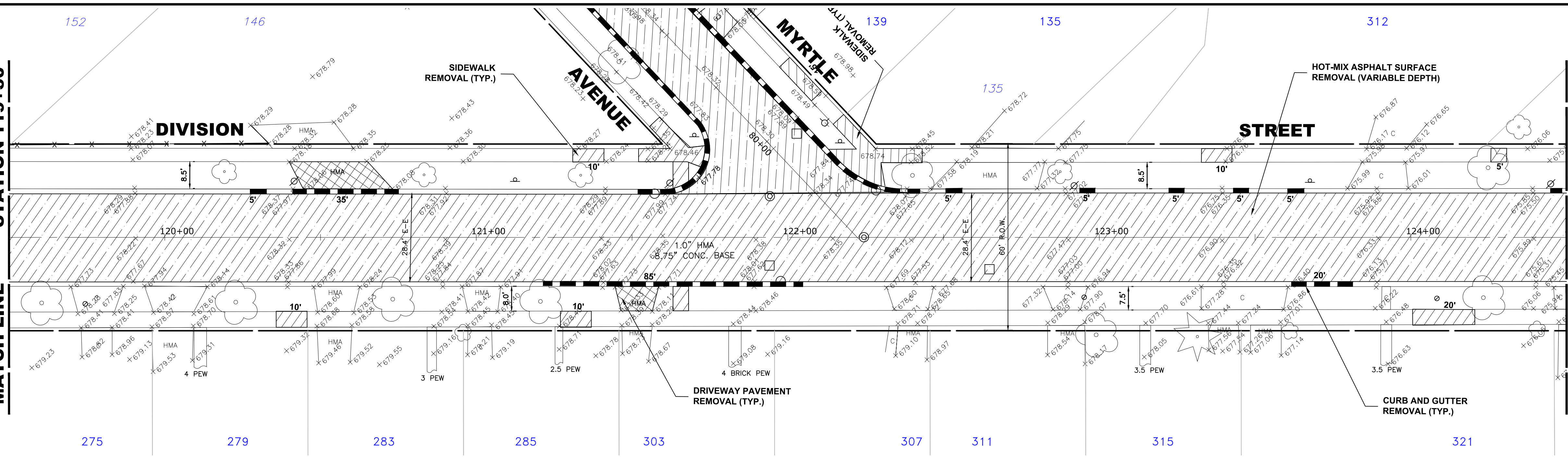


STATION 119+50

STATION 124+50

MATCH LINE

MATCH LINE



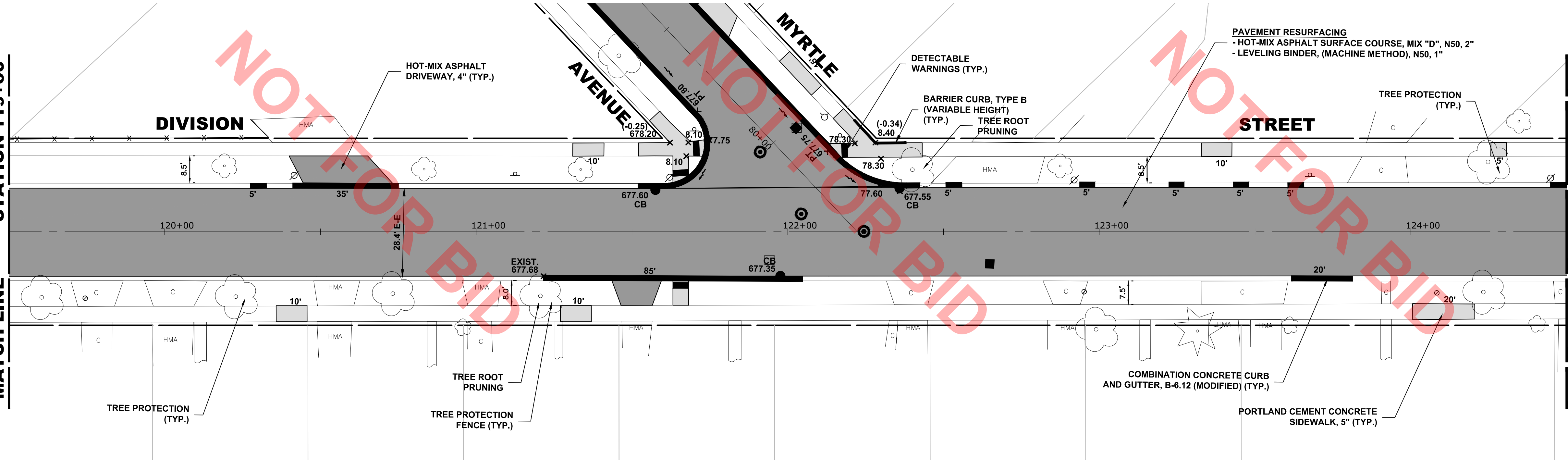
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STATION 119+50

STATION 124+50

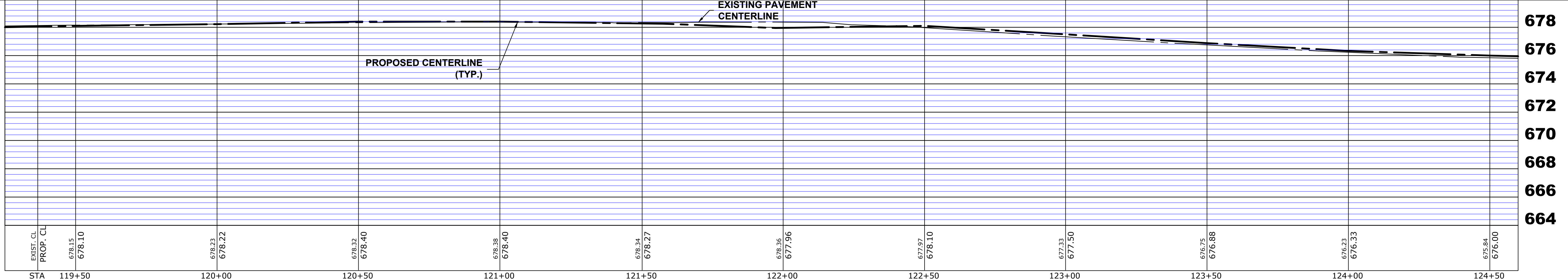
MATCH LINE

MATCH LINE



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PROPOSED IMPROVEMENT



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 VILLA PARK, ILLINOIS

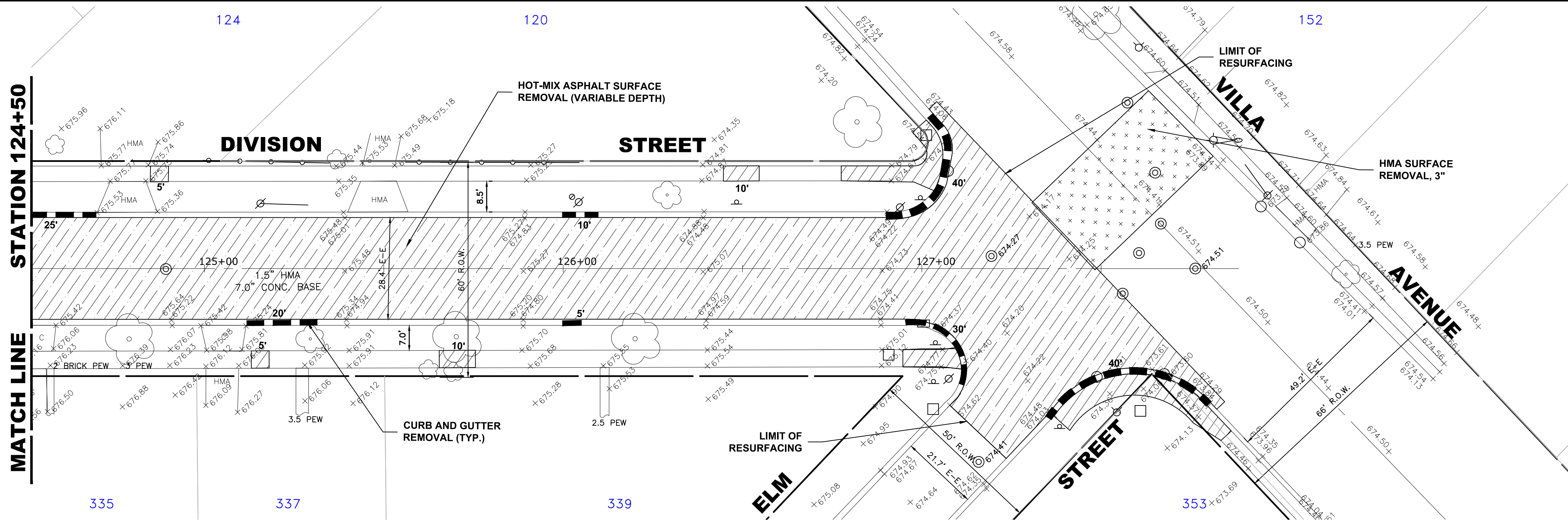
PAVING PLAN AND PROFILE
 DIVISION STREET

SCALE: H: 1"=20'; V: 1"=4'
 DRAWN BY: DMM, MK, ECW
 BOOK NO.: 1696
 DATE: 03-27-20
 E.H.E. NO.: 820-18-19501

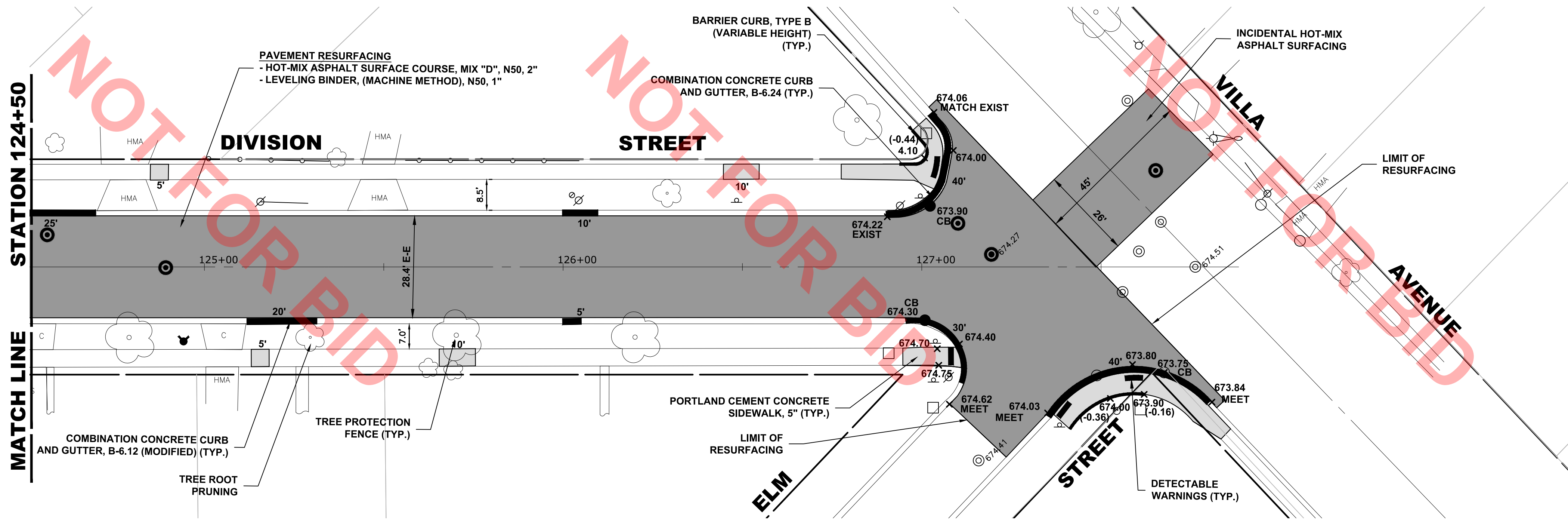
REVISION:

SHEET **50** OF **60**

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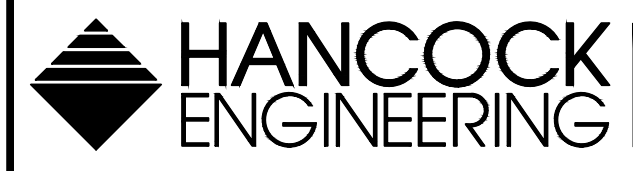
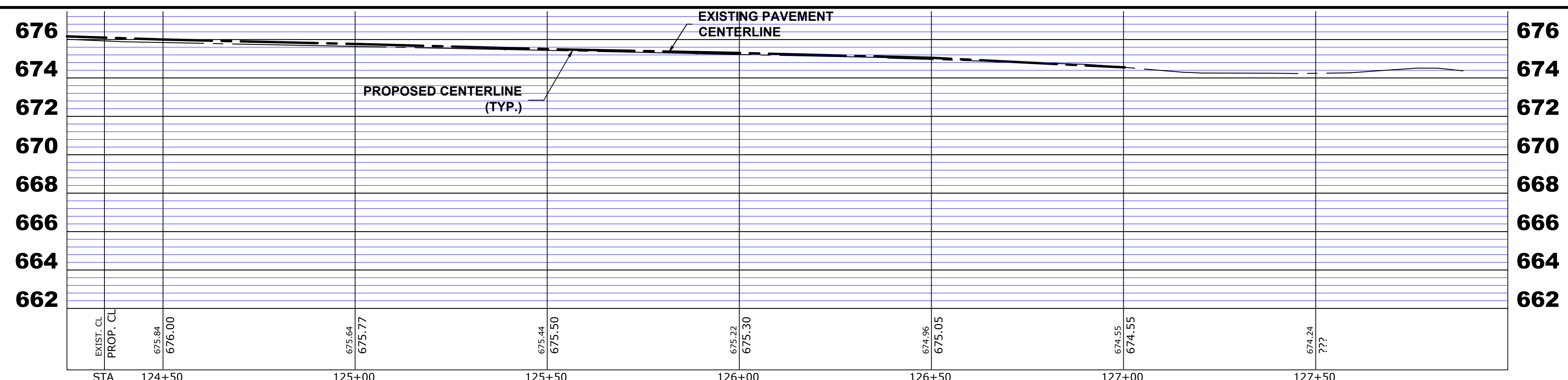
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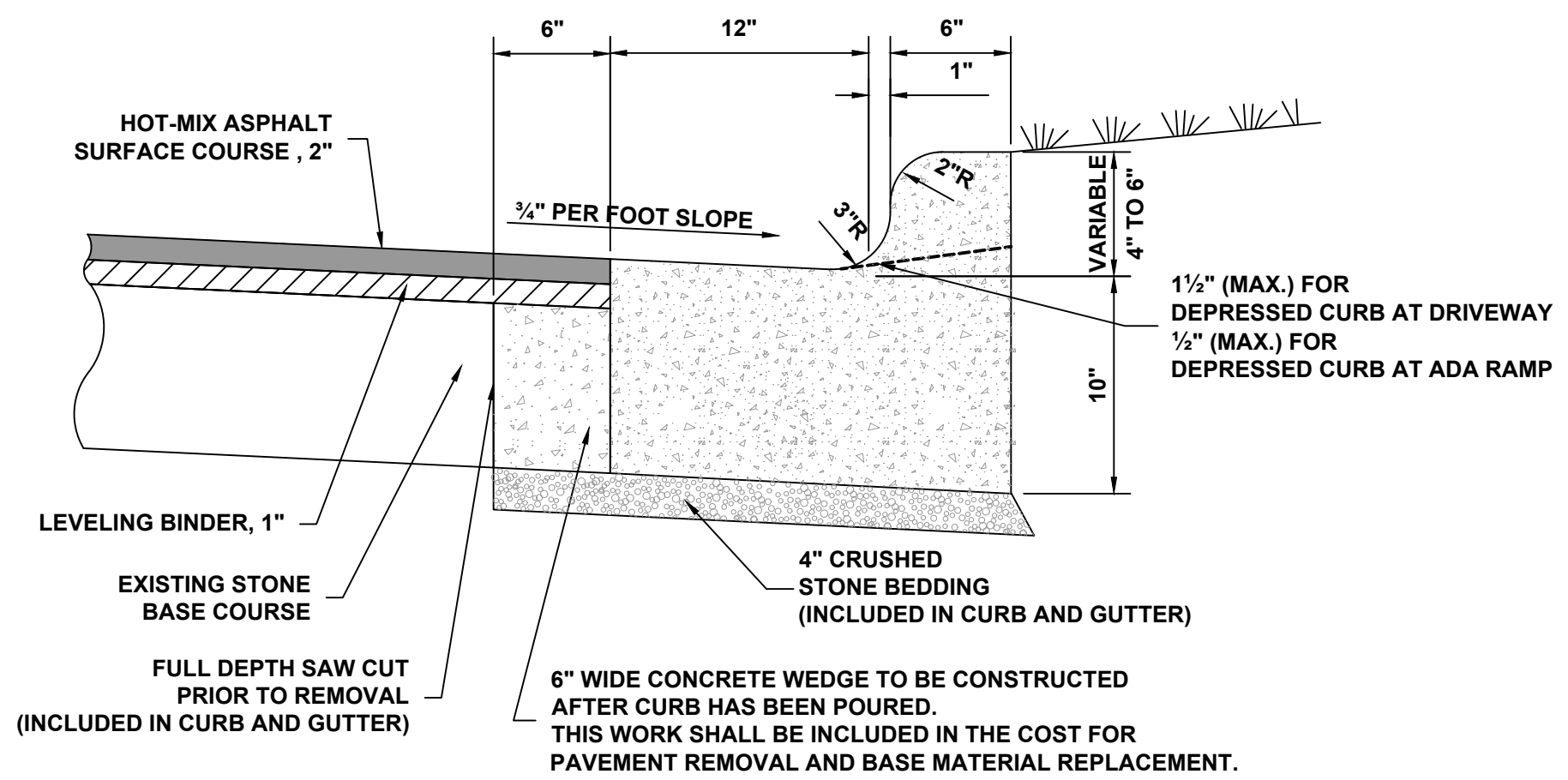
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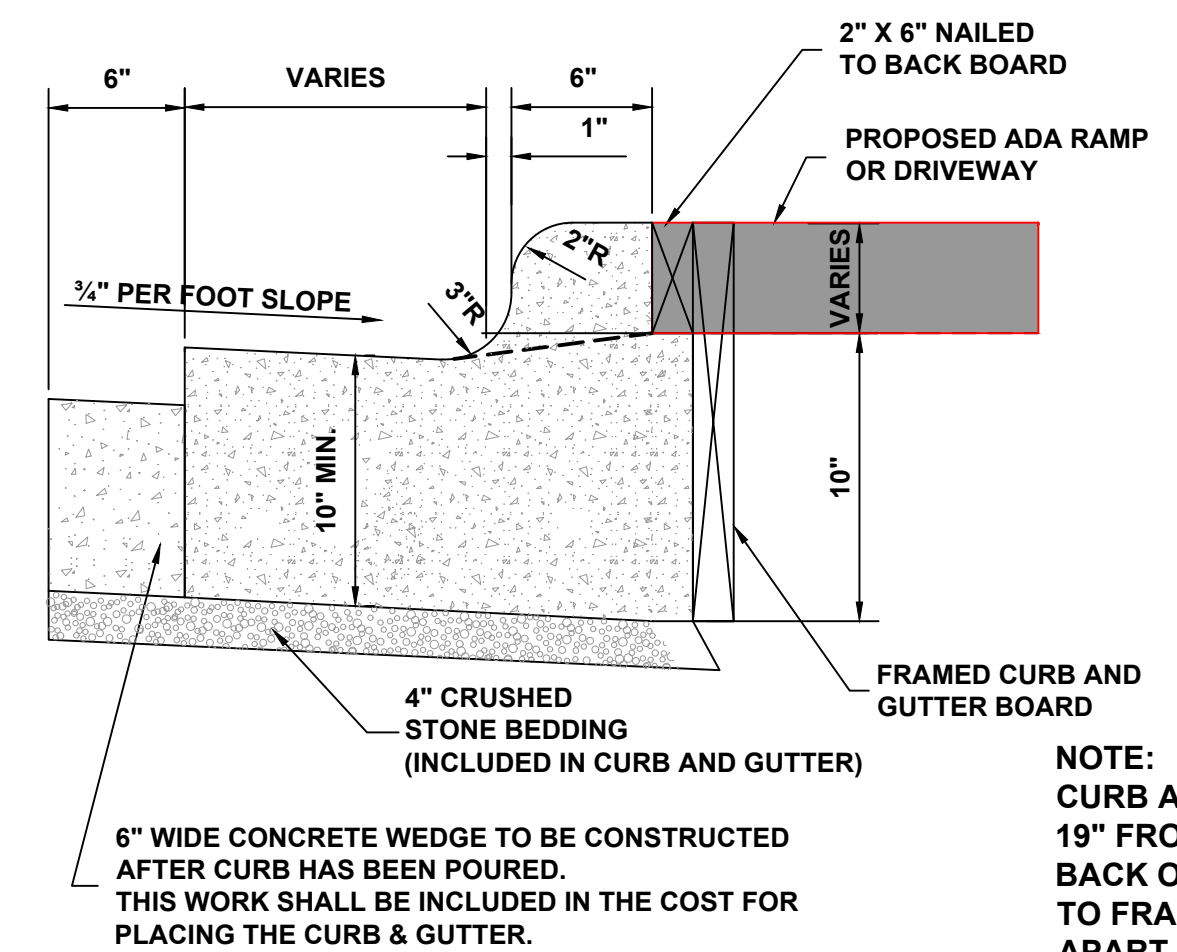
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PAVING PLAN AND PROFILE
DIVISION STREET**

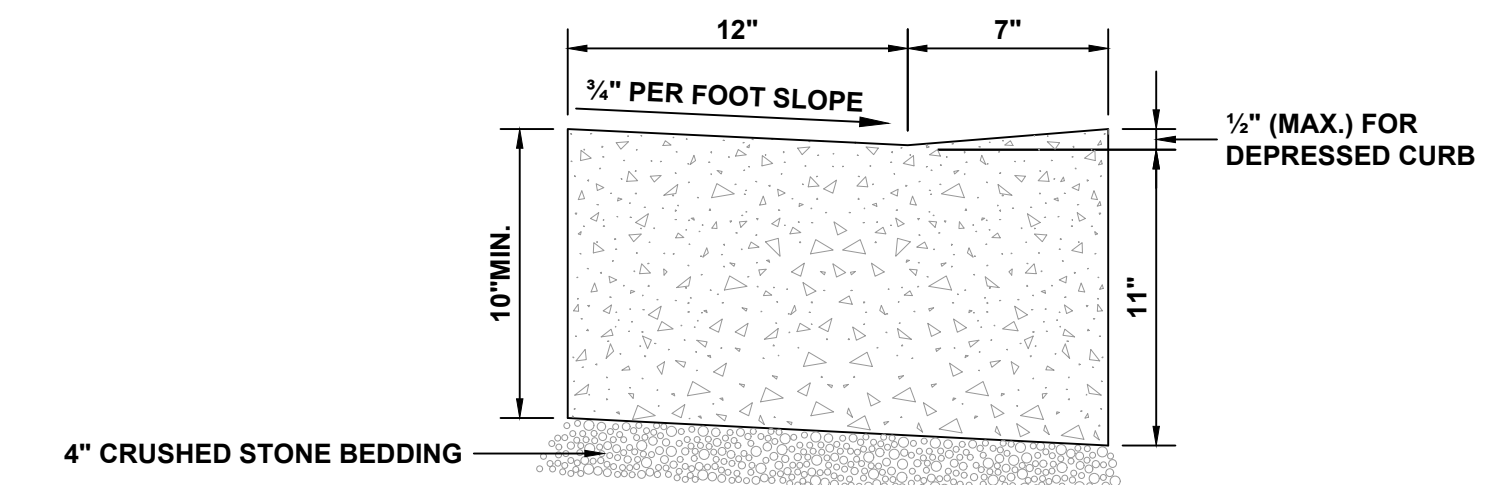
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DRAWN BY:	DMM, MK, ECW
BOOK NO.:	1696
DATE:	03-27-20
REVISION:	E.H.E. NO.: 820-18-19501



COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (MODIFIED)

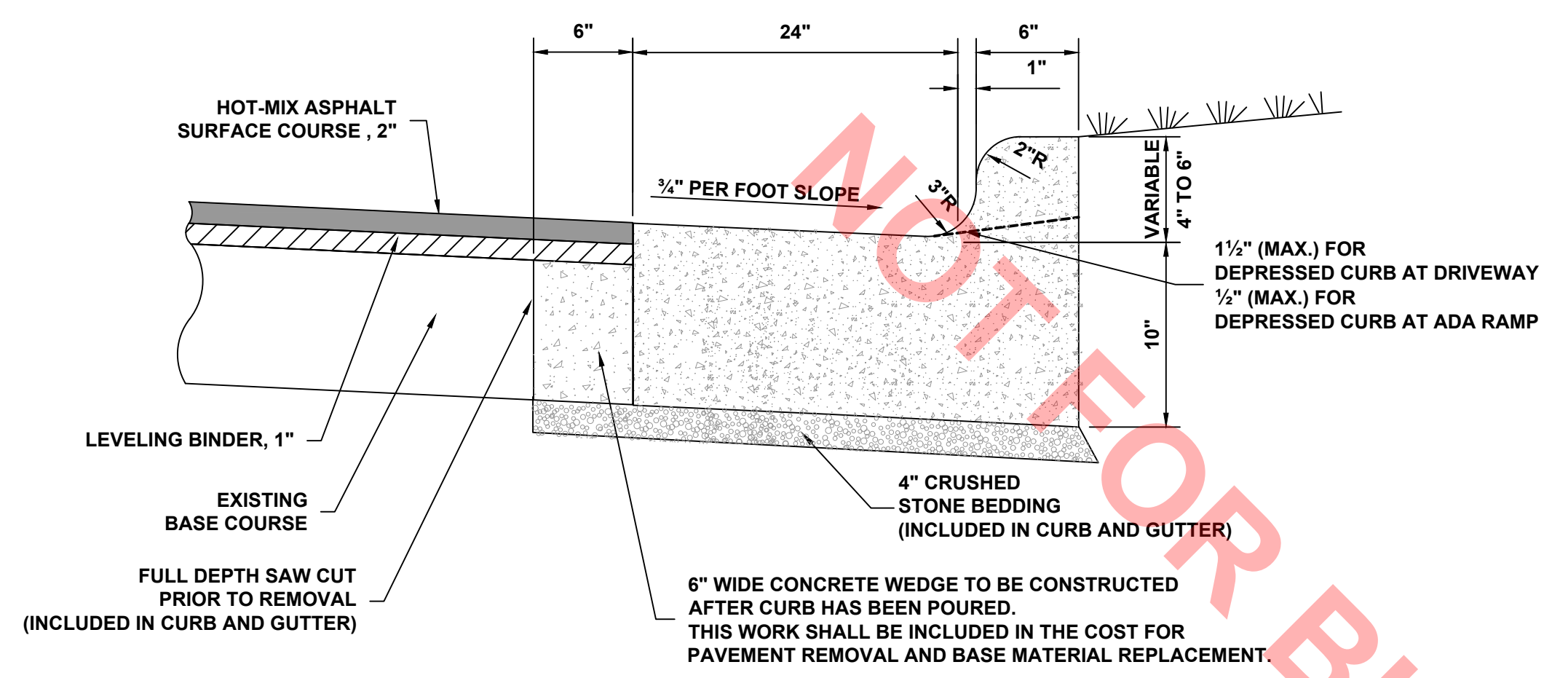


COMBINATION CONCRETE CURB & GUTTER, WITH "SHELF" TYPE B-6.12 & TYPE B-6.24 AT ADA RAMP, CONCRETE DRIVEWAY

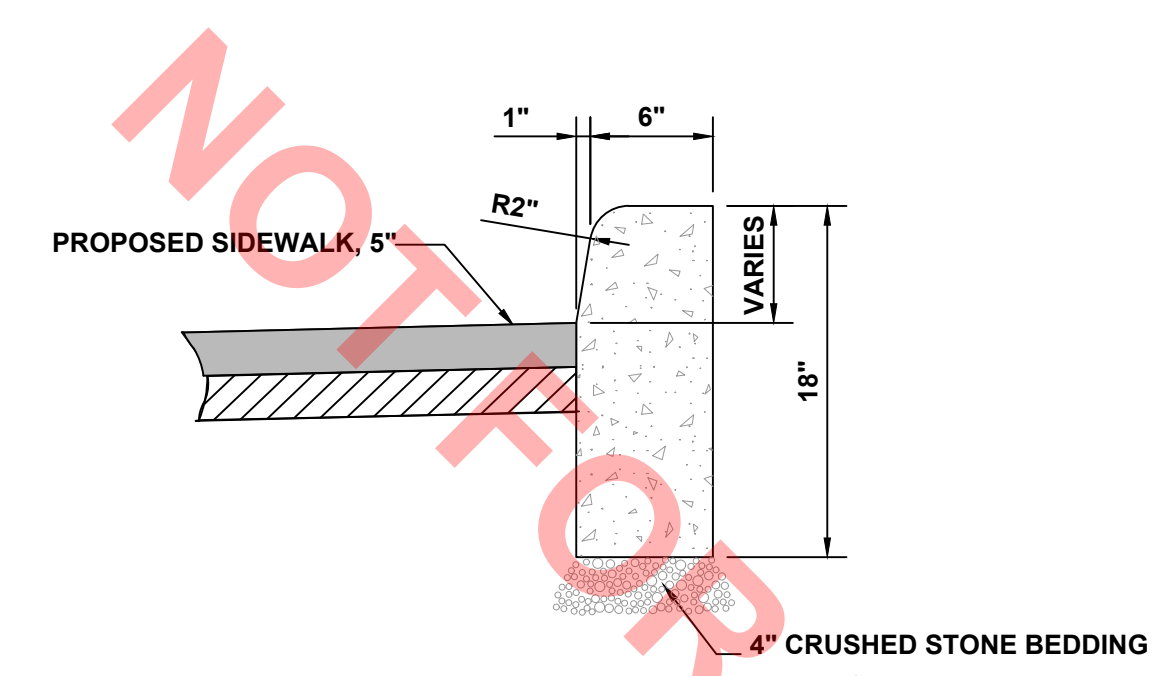


CURB AND GUTTER AT A.D.A. RAMPS

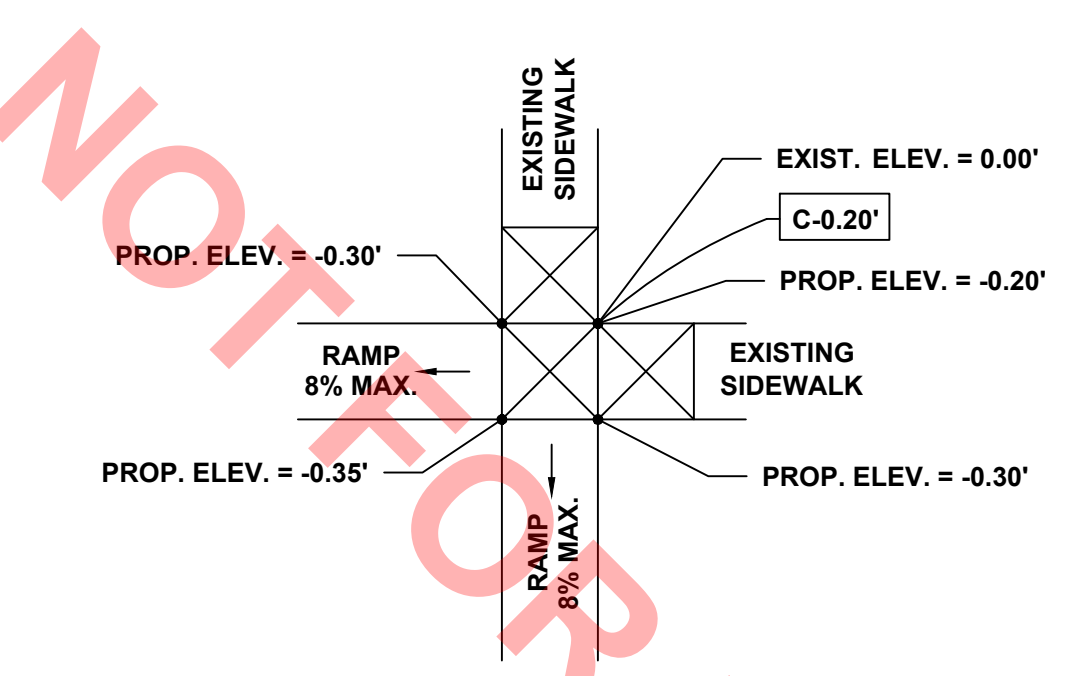
NOTE: CURB AND GUTTER SHOULD MEASURE 19" FROM EDGE OF PAVEMENT TO BACK OF CURB HEAD. BOARDS USED TO FRAME SHOULD BE SPACED 21" APART TO ACCOMMODATE 2"x6" BOARD USED TO CREATE "LEDGE".



COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 (MODIFIED)

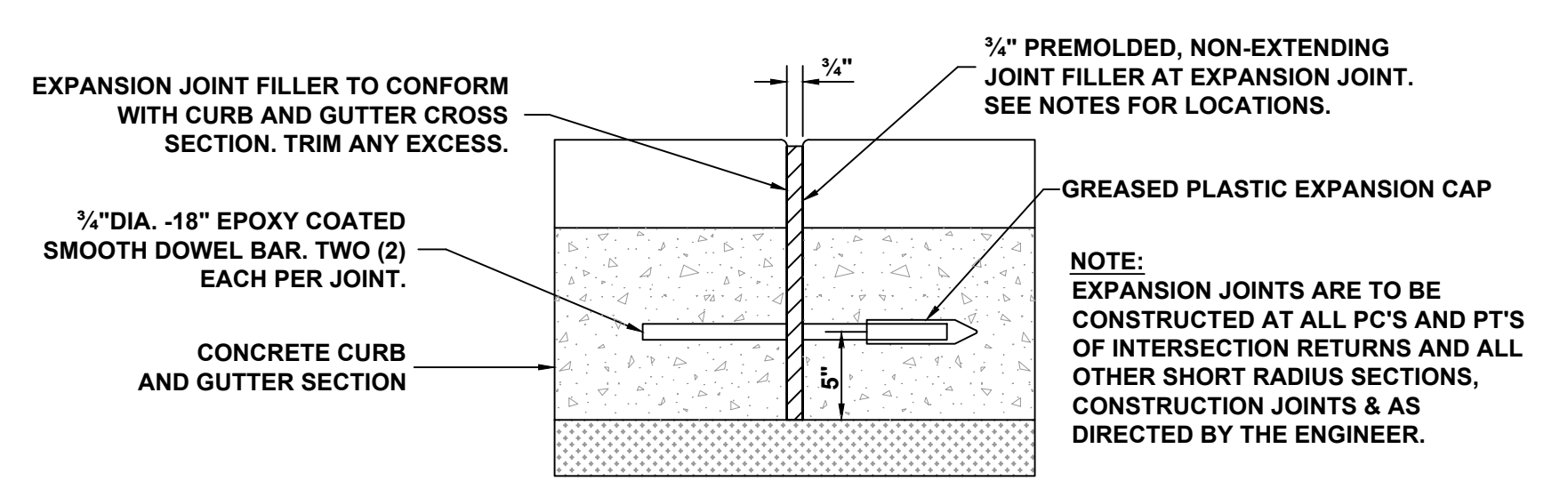


BARRIER CURB (BEHIND KEY STONE)

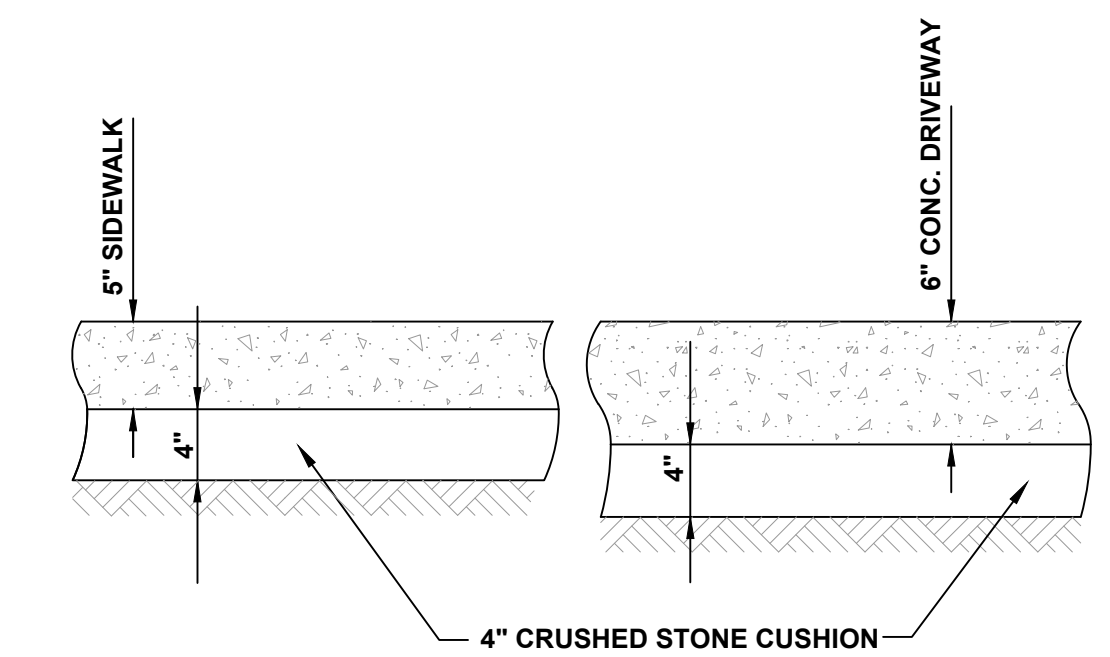


LOWERING KEYSTONE

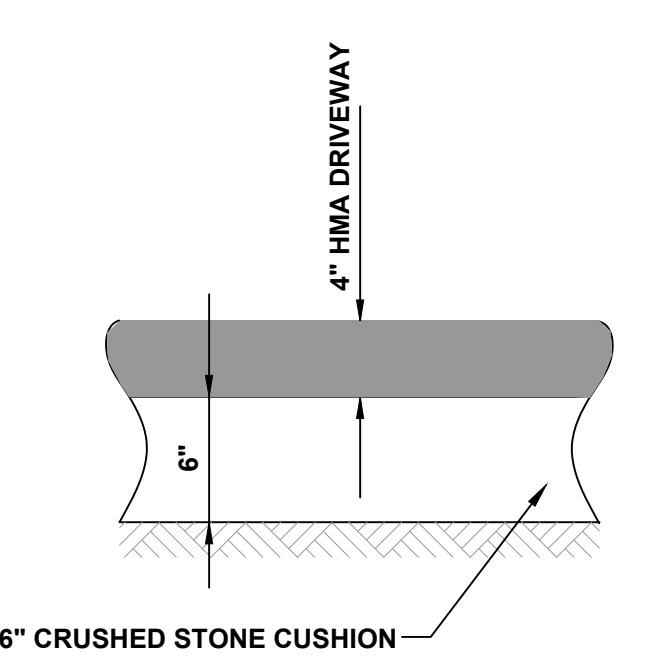
LOWERING KEYSTONE C-X-X'	
CUT FROM EXIST. ELEV.	REMOVE # SLABS BEYOND KEYSTONE
C-0.0' TO 0.2'	2 x 1 EA.
C-0.21' TO 0.4'	2 x 2 EA.
C-0.41' TO 0.6'	2 x 3 EA.



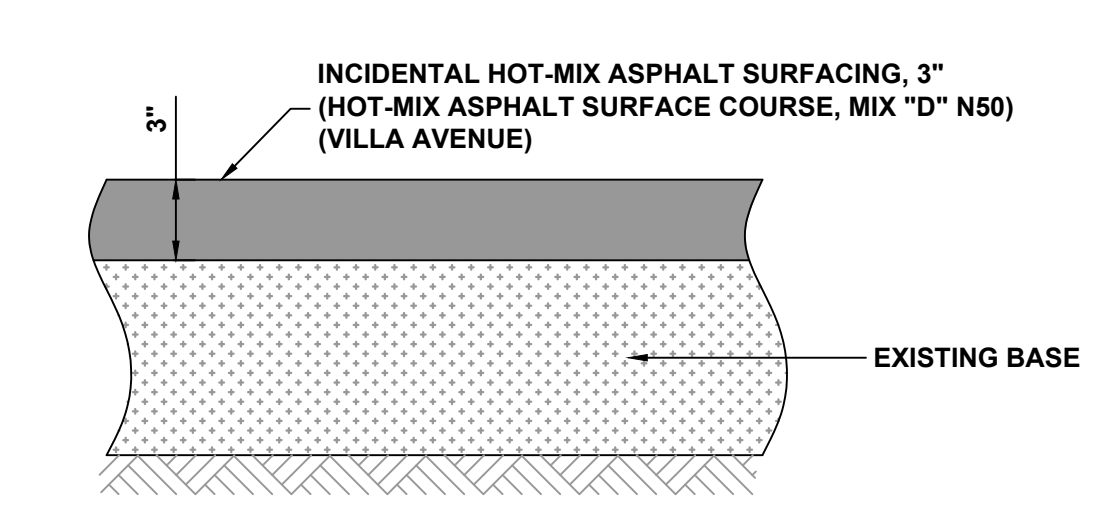
TYPICAL CURB AND GUTTER EXPANSION JOINT



TYPICAL P.C.C. SIDEWALK AND DRIVEWAY DETAILS



TYPICAL HMA DRIVEWAY DETAILS



HOT-MIX ASPHALT RESURFACING (AT VILLA AVE.)

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BENCH MARKS TABLE		
NO.	LOCATION	ELEVATION
1	FIRE HYDRANT AT SE 'X' OF DIVISION/CORNELL AT SOUTH-WEST BOLT	687.22
2	FIRE HYDRANT AT SW 'X' OF DIVISION/ILLINOIS AT SOUTH-WEST BOLT	685.28
3	FIRE HYDRANT AT SW 'X' OF DIVISION/SUMMIT AT SOUTH-WEST BOLT	679.79
4	FIRE HYDRANT AT NW 'X' OF DIVISION/OAK AT NORTH-WEST BOLT	680.94
5	FIRE HYDRANT AT SW 'X' OF DIVISION/EUCLID AT BURY BOLT	680.45
6	FIRE HYDRANT AT 263 DIVISION AT SOUTH-WEST BOLT	679.20
7	FIRE HYDRANT AT NE 'X' OF DIVISION/MYRTLE AT SOUTH-EAST BOLT	679.96
8	FIRE HYDRANT AT SW 'X' OF DIVISION/VILLA AT BURY BOLT	675.71
9	FIRE HYDRANT AT 240 OAK AT NORTH-WEST BOLT	679.43
10	FIRE HYDRANT AT SE 'X' OF OAK/MYRTLE AT NORTH-EAST BOLT	681.44
11	FIRE HYDRANT AT NW 'X' OF OAK/VILLA AT TAG BOLT	680.25
12	FIRE HYDRANT AT 310 SUMMIT AT NORTH-WEST BOLT	681.01
13	FIRE HYDRANT AT 264 PINE AT NORTH-EAST BOLT	676.14
14	FIRE HYDRANT AT SW 'X' OF PINE/VILLA AT TAG BOLT	675.32
15	FIRE HYDRANT AT SW 'X' OF SUMMIT/MAPLE AT NORTH-WEST BOLT	683.47
16	FIRE HYDRANT AT 138 MAPLE AT NORTH-EAST BOLT	683.31
17	FIRE HYDRANT AT 230 MAPLE AT NORTH-EAST BOLT	678.25
20	FIRE HYDRANT AT SW 'X' VILLA/MAPLE AT TAG BOLT	675.40

PROPOSED DRIVEWAY PAVEMENT									
STREET NAME	LOCATION STATION	LT/RT	AT FRONT OF WALK OR AT ROW WIDTH (FT)	AT BACK OF CURB WIDTH (FT)	LENGTH (FT)	HOT-MIX ASPHALT DRIVEWAY		PCC DRIVEWAY PAVEMENT	
						HOT-MIX ASPHALT DRIVEWAY, 4" (SY)	AGGREGATE BASE COURSE, 6" (SY)	PCC DRIVEWAY PAVEMENT, 6" (SY)	AGGREGATE BASE COURSE, 4" (SY)
MAPLE ST. (WEST)									
	2+35	LT	15.5	21.5	14.5			29.8	29.8
	2+33	RT	28.5	34.5	14.0	49.0	49.0		
	2+77	RT	10.3	16.3	14.5			21.4	21.4
	2+99	LT	21.6	27.6	14.5	39.6	39.6		
	3+35	RT	10.5	16.5	14.5			21.8	21.8
	3+94	LT	30.1	36.1	14.5	53.3	53.3		
	4+29	RT	10.5	16.5	14.5			21.8	21.8
	4+53	RT	18.1	24.1	14.5	34.0	34.0		
	4+99	LT	23.2	29.2	14.5	42.2	42.2		
MAPLE ST. (EAST)									
	10+10	RT	15.6	21.3	6.5	13.3	13.3		
	10+86	RT	13.7	19.7	6.5	12.1	12.1		
	11+09	LT	11.6	17.6	6.8	11.0	11.0		
	12+91	RT	9.7	15.7	6.0			8.5	8.5
	13+97	RT	20.8	26.8	6.0			15.9	15.9
	14+86	RT	10.6	16.6	6.0			9.1	9.1
	16+92	RT	9.7	15.7	5.7			8.0	8.0
PINE ST.									
	22+82	LT	16.7	22.7	8.5			18.6	18.6
	25+58	RT	11.8	17.8	8.3			13.6	13.6
	26+42	RT	11.8	17.8	9.3	15.3	15.3		
	26+55	LT	9.2	15.2	8.5			11.5	11.5
	27+51	RT	18.1	24.1	9.3			21.8	21.8
	27+58	LT	10.7	16.7	8.5	12.9	12.9		
	29+06	LT	9.2	15.2	8.5			11.5	11.5
	29+95	RT	10.4	16.4	9.5	14.1	14.1		
	30+16	RT	11.8	17.8	9.5	15.6	15.6		
	30+58	LT	12.5	18.5	8.5			14.6	14.6
OAK ST.									
	39+79	LT	11.6	17.6	6.5			10.5	10.5
	40+27	LT	10.5	16.5	6.5			9.8	9.8
	40+76	LT	8.6	14.6	6.5			8.4	8.4
	41+29	LT	8.7	14.7	6.5			8.5	8.5
	41+82	LT	8.4	14.4	6.5	9.0	9.0		
	42+05	RT	3.3	6.5	12.3	6.7	6.7		
	42+20	RT	26.5	32.5	12.3			34.4	34.4
	42+29	LT	8.5	14.5	6.5			8.3	8.3
	42+43	RT	20.6	26.6	12.3	26.2	26.2		
	42+79	LT	8.7	14.7	6.5			8.5	8.5
	43+29	LT	10.9	16.9	6.5	10.0	10.0		
	43+43	RT	16.1	22.1	12.3			26.1	26.1
	43+78	LT	11.3	17.3	6.5			10.3	10.3
	43+90	RT	10.1	16.1	12.3	17.9	17.9		
	44+20	RT	16.9	22.9	12.3			27.2	27.2
	44+29	LT	10.6	16.6	6.5	9.8	9.8		
	44+77	LT	9.7	15.7	6.5			9.2	9.2
	45+35	LT	10.9	16.9	6.5			10.0	10.0
	46+27	LT	10.1	16.1	6.5			9.5	9.5
	46+86	LT	20.5	26.5	6.5			17.0	17.0
	47+79	LT	8.6	14.6	6.5	8.4	8.4		
	48+31	LT	9.9	15.9	6.5			9.3	9.3
	48+80	LT	15.4	21.4	6.5	12.2	12.2		
	48+85	RT	27.1	33.1	12.3	41.1	41.1		
	48+95	LT	13.1	19.1	6.5			10.5	10.5

PROPOSED DRIVEWAY PAVEMENT									
STREET NAME	LOCATION STATION	LT/RT	AT FRONT OF WALK OR AT ROW WIDTH (FT)	AT BACK OF CURB WIDTH (FT)	LENGTH (FT)	HOT-MIX ASPHALT DRIVEWAY		PCC DRIVEWAY PAVEMENT	
						HOT-MIX ASPHALT DRIVEWAY, 4" (SY)	AGGREGATE BASE COURSE, 4" (SY)	PCC DRIVEWAY PAVEMENT, 6" (SY)	AGGREGATE BASE COURSE, 4" (SY)
SUMMIT AVE.									
	60+48	RT	21.2	27.2	6.8	18.3	18.3		
	62+55	LT	24.3	30.3	6.5	19.7	19.7		
	63+45	LT	11.5	17.5	6.5			10.5	10.5
MYRTLE AVE.									
	80+42	RT	10.1	14.8	7.1			9.8	9.8
	80+55	RT	9.9	13.2	7.1			9.1	9.1
	81+43	RT	9.6	15.6	7.1	9.9	9.9		
	81+95	RT	9.3	15.3	7.1	9.7	9.7		
	82+43	RT	10.1	16.1	7.1			10.3	10.3
	82+75	LT	22.6	28.6	7.1	20.2	20.2		
	82+93	RT	12.4	18.4	7.1	12.1	12.1		
	83+50	RT	16.8	22.8	7.1			15.6	15.6
	84+02	LT	18.5	24.5	7.1			17.0	17.0
	84+45	RT	10.6	16.6	7.1			10.7	10.7
	84+94	LT	11.1	17.1	7.1			11.1	11.1
	85+19	RT	13.4	19.4	7.1	12.9	12.9		
DIVISION ST.									
	102+95	LT	12.8	18.8	8.5			14.9	14.9
	103+42	LT	14.3	20.3	8.5			16.3	16.3
	104+08	LT	36.9	42.9	8.5			37.7	37.7
	106+96	LT	10.4	16.4	8.5	12.7	12.7		
	107+16	LT	10.9	16.9	8.5	13.1	13.1		
	108+46	LT	10.3	16.3	8.5			12.6	12.6
	110+12	RT	15.4	21.4	9.0	18.4	18.4		
	117+98	RT	9.9	15.9	8.5			12.2	12.2
	118+50	RT	10.5	16.5	8.5	12.8	12.8		
	120+56	LT	25.2	28.8	8.5	25.5	25.5		
	121+51	RT	10.1	16.1	8.0	11.6	11.6		

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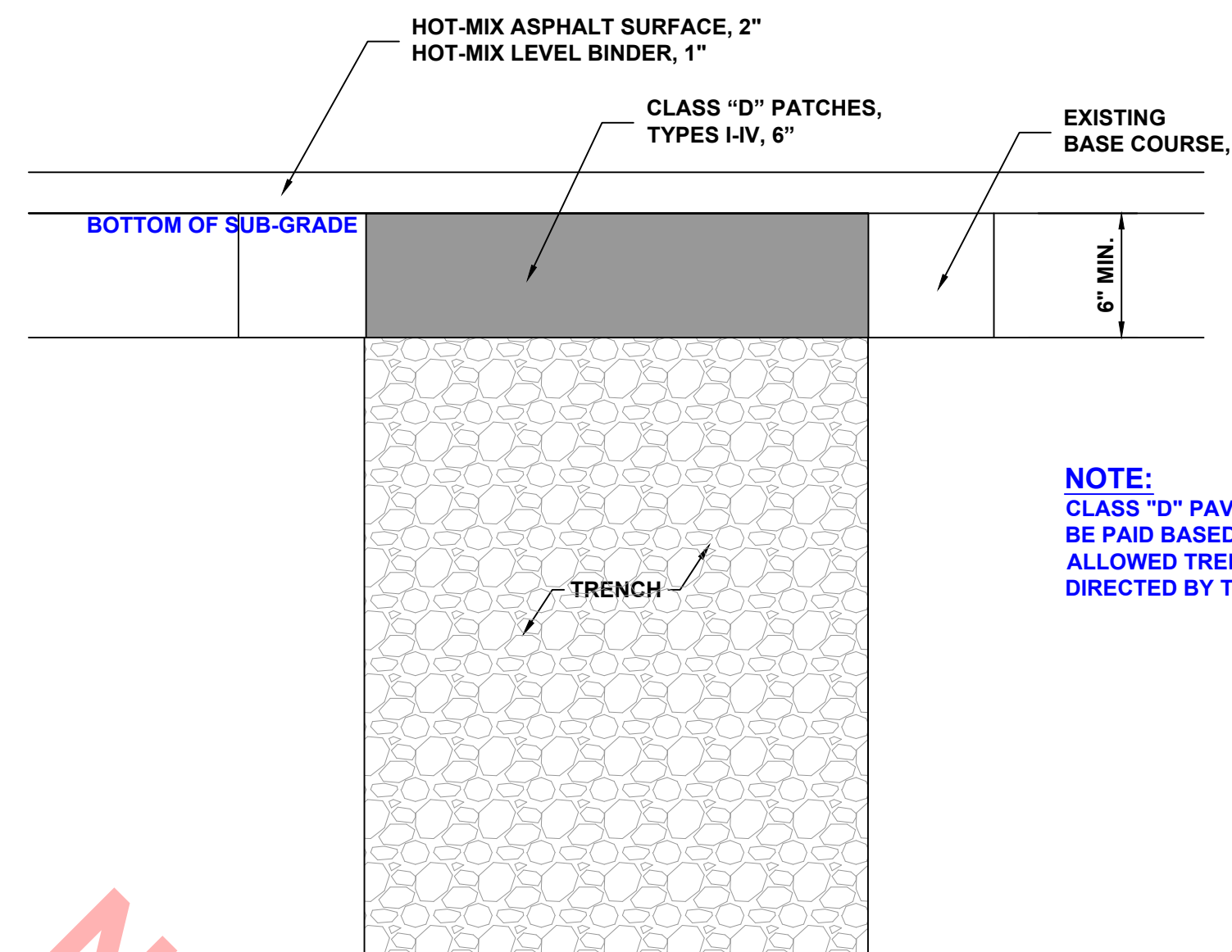


**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

PAVING DETAILS

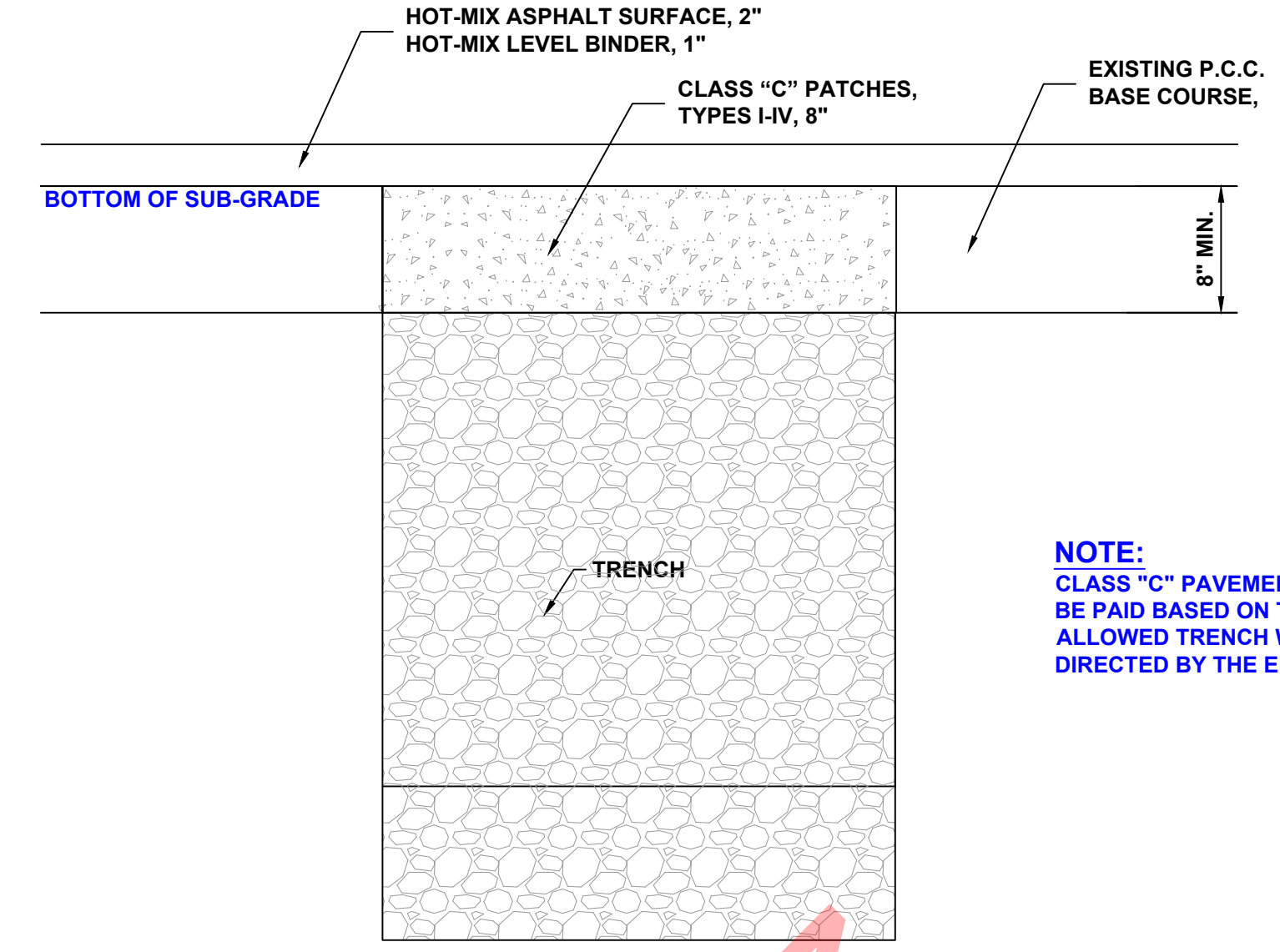
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	BOOK NO.: 1696	60
	DATE: 03-27-20	
	E.H.E. NO.: 820-18-19501	OF

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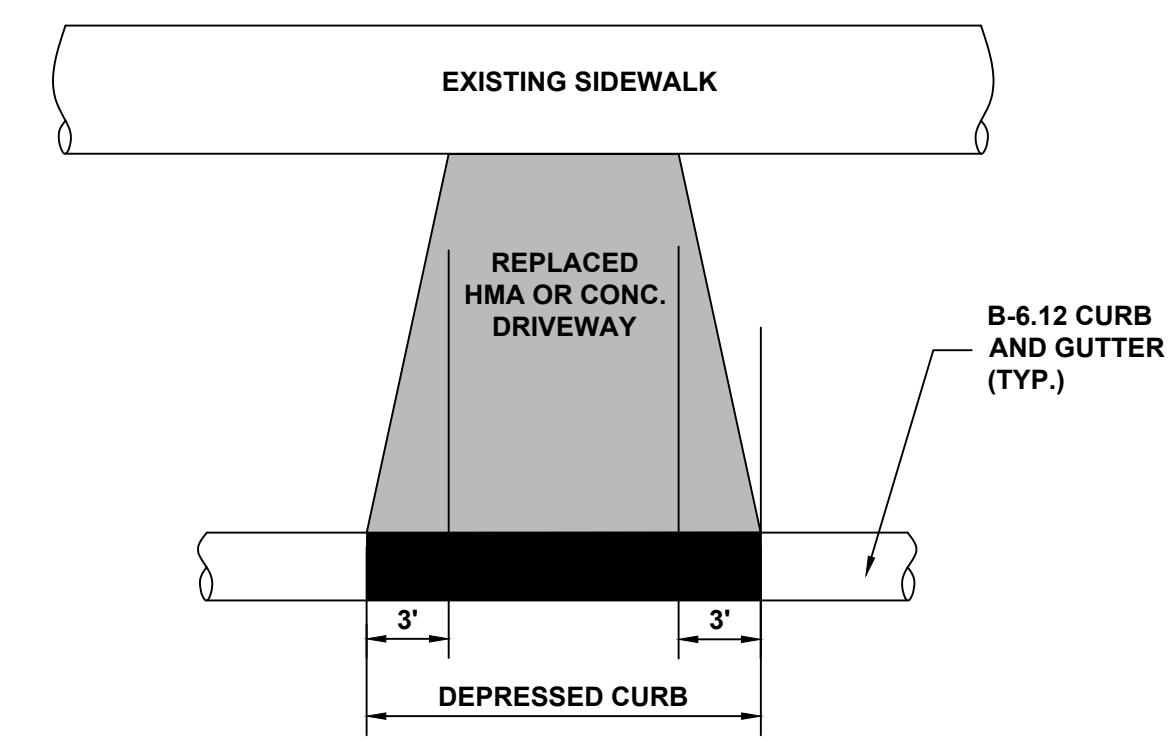
NOTE:
CLASS "D" PAVEMENT PATCHES SHALL BE PAID BASED ON THE MAXIMUM ALLOWED TRENCH WIDTH OR AS DIRECTED BY THE ENGINEER.

CLASS "D" PAVEMENT PATCH DETAILS

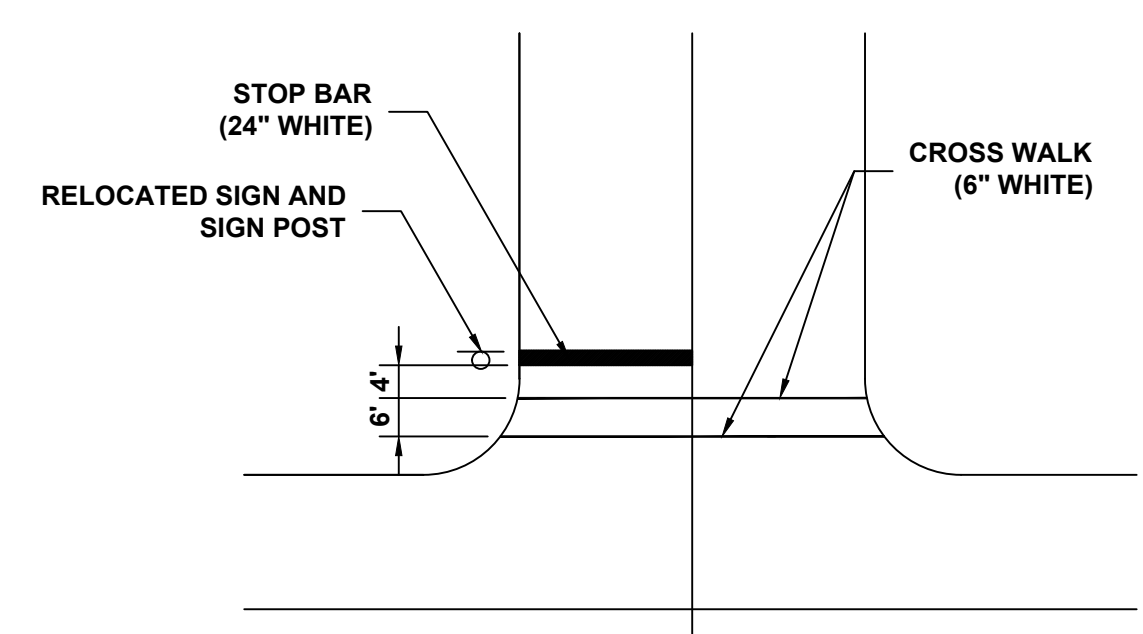


NOTE:
CLASS "C" PAVEMENT PATCHES SHALL BE PAID BASED ON THE MAXIMUM ALLOWED TRENCH WIDTH OR AS DIRECTED BY THE ENGINEER.

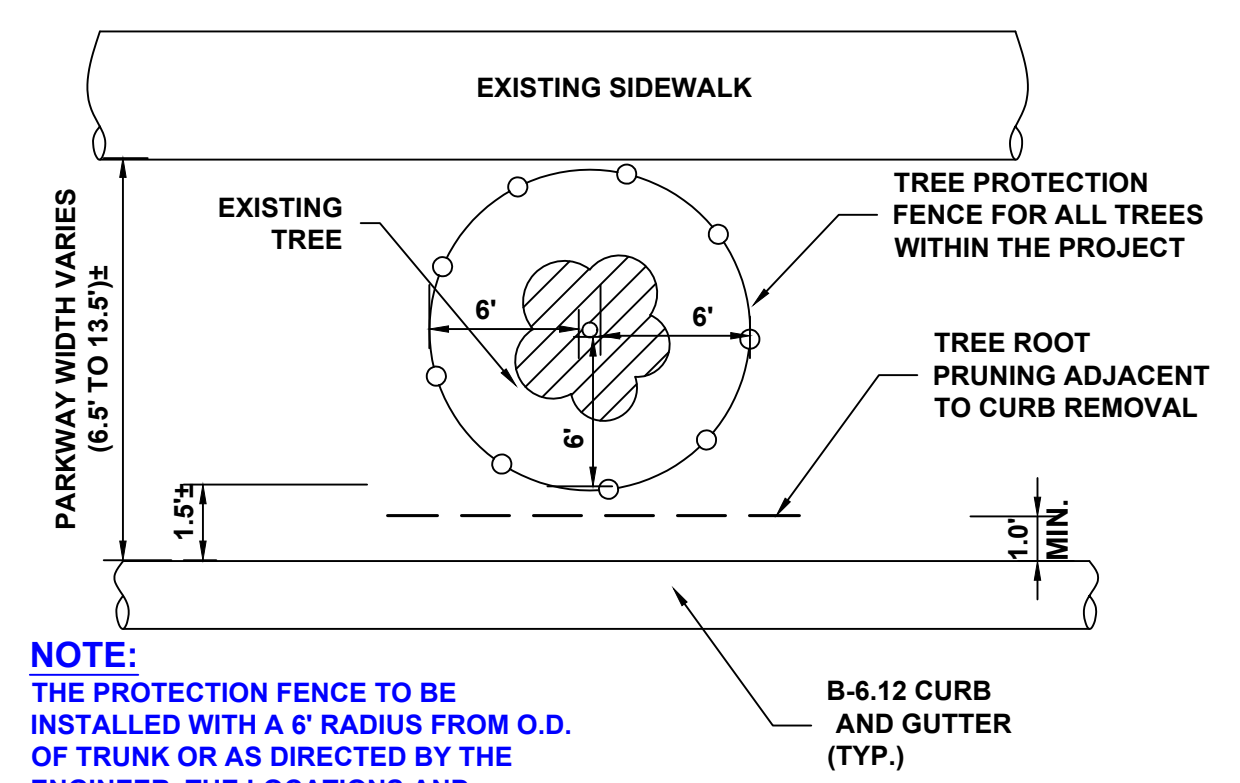
CLASS "C" PAVEMENT PATCH DETAILS



TYPICAL HMA OR CONC. DRIVEWAY (3' FLARE) DETAILS

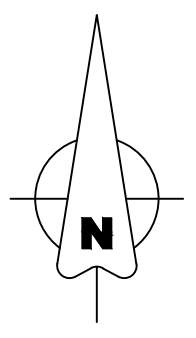
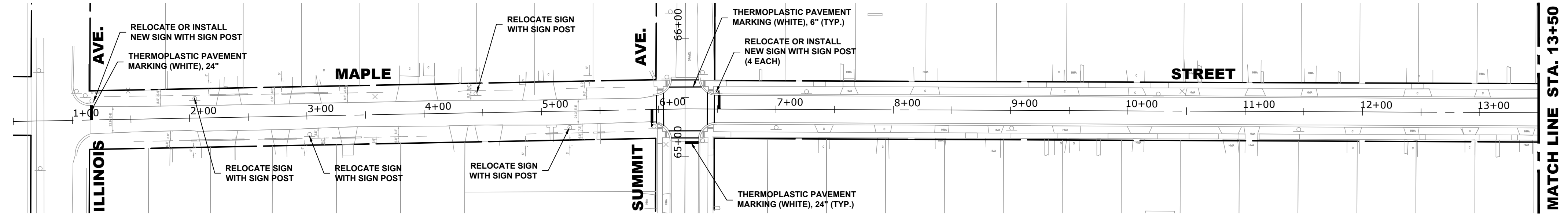


TYPICAL CROSSWALK & STOP BAR AND RELOCATED SIGNS

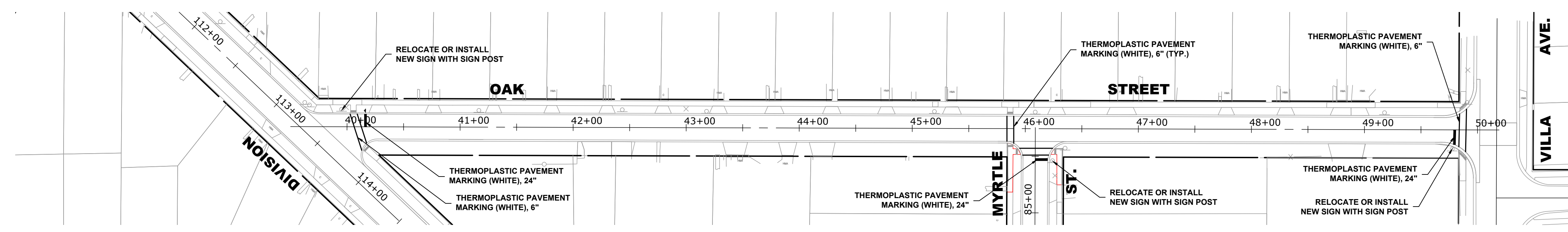
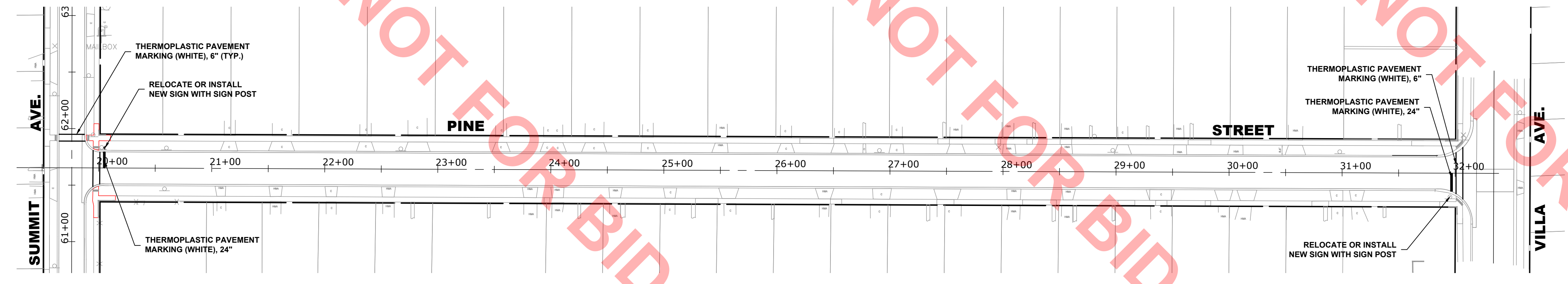
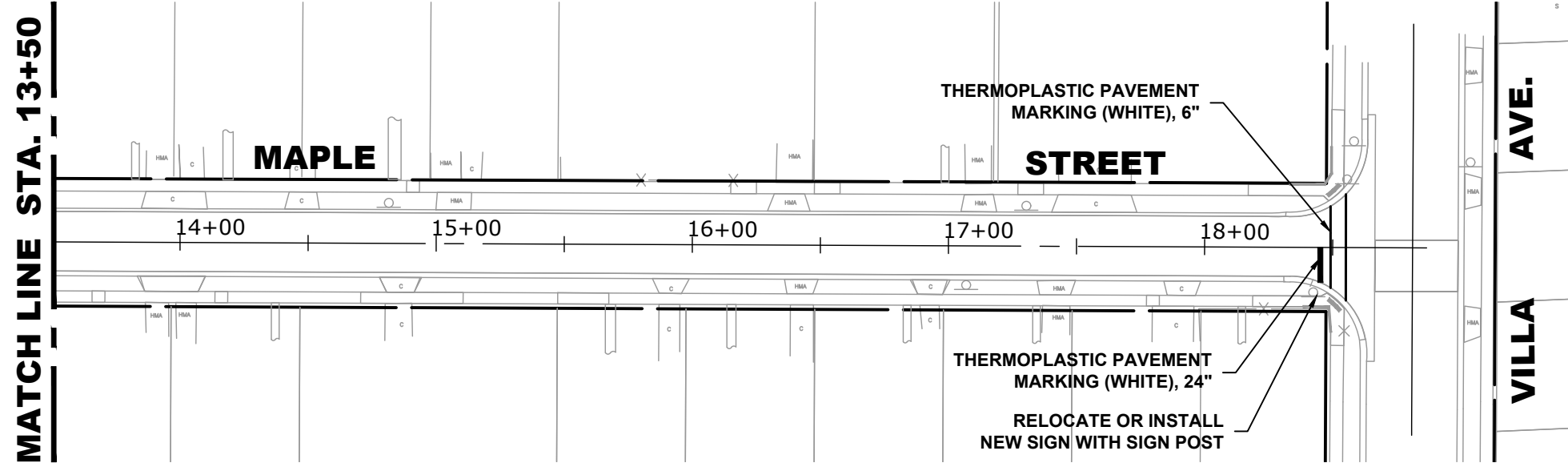


NOTE:
THE PROTECTION FENCE TO BE INSTALLED WITH A 6' RADIUS FROM O.D. OF TRUNK OR AS DIRECTED BY THE ENGINEER. THE LOCATIONS AND LENGTHS OF TREE PROTECTION FENCE AND TREE ROOT PRUNING TO BE DETERMINED BY THE ENGINEER.

TREE PROTECTION FENCE AND TREE ROOT PRUNING DETAILS



- NOTE:**
1. THE NUMBER AND LOCATION OF RELOCATED SIGNS WITH STEEL POSTS TO BE DETERMINED IN FIELD BY THE ENGINEER.
 2. ALL RELOCATED "STOP" AND "MISCELLANEOUS" SIGNS INSTALLED TOGETHER WITH STEEL POSTS TO BE PAID FOR AS "REMOVE AND RELOCATE SIGN PANEL AND SIGN PANEL ASSEMBLY".
 3. THE NUMBER AND LOCATION OF NEW SIGNS WITH NEW STEEL POSTS TO BE DETERMINED IN FIELD BY THE ENGINEER.
 4. ALL NEW "STOP" AND REUSING OF EXISTING "MISCELLANEOUS" SIGNS TO BE INSTALLED TOGETHER WITH NEW STEEL POSTS TO BE PAID FOR AS "SIGN PANELS WITH STEEL POSTS".



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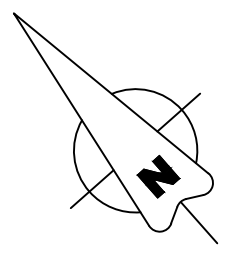
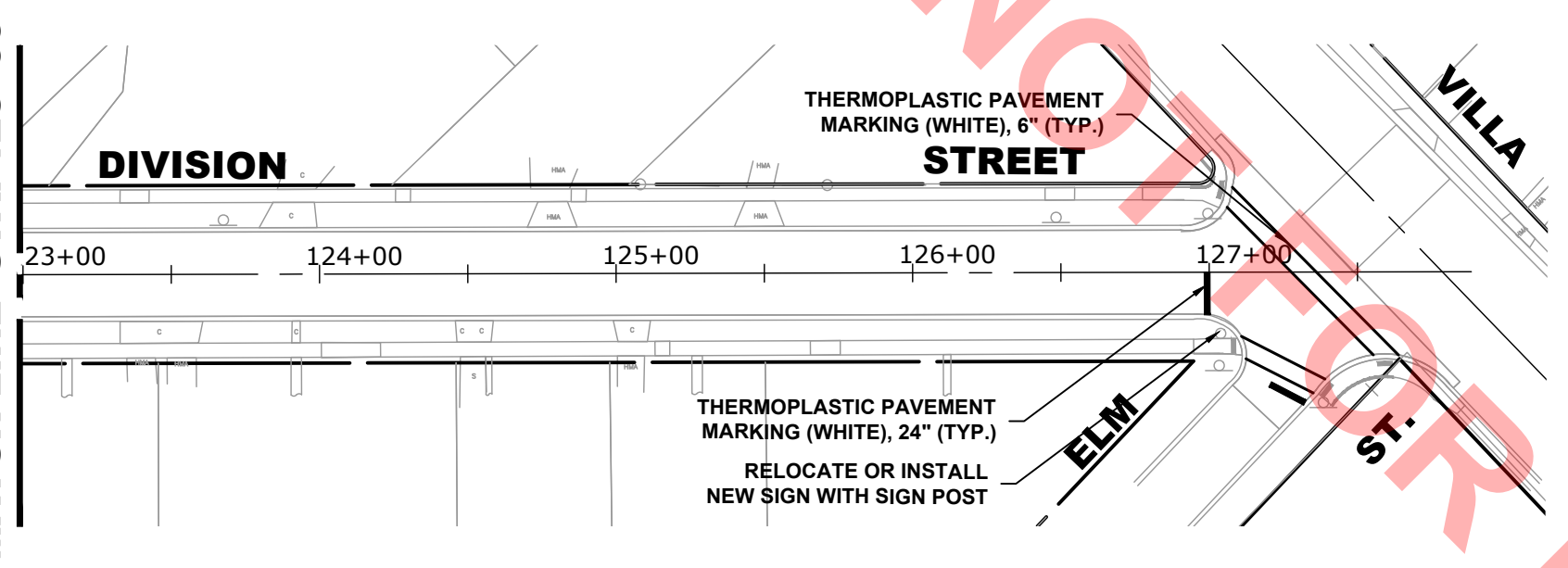
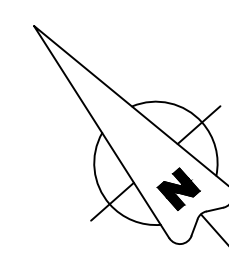
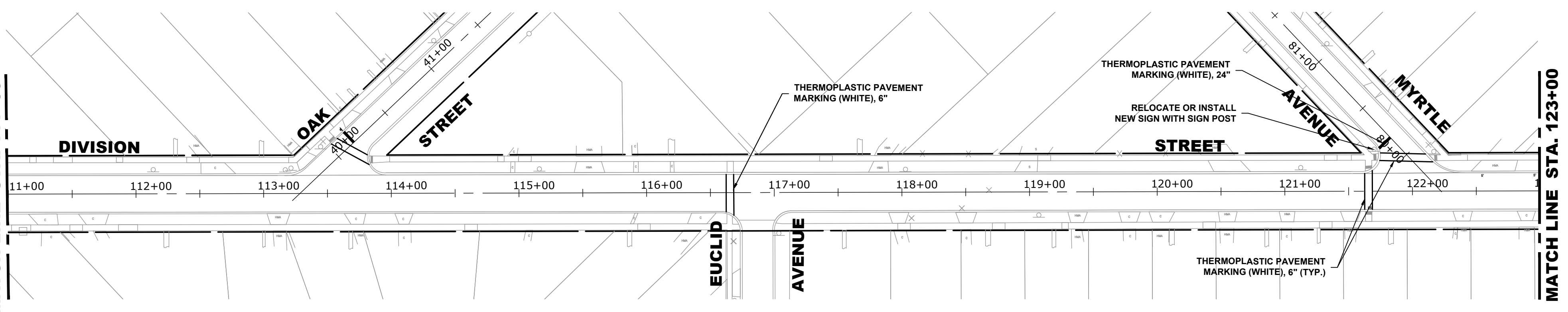
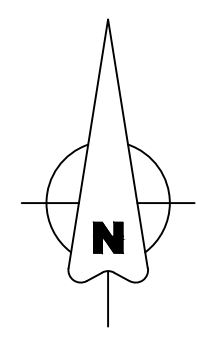
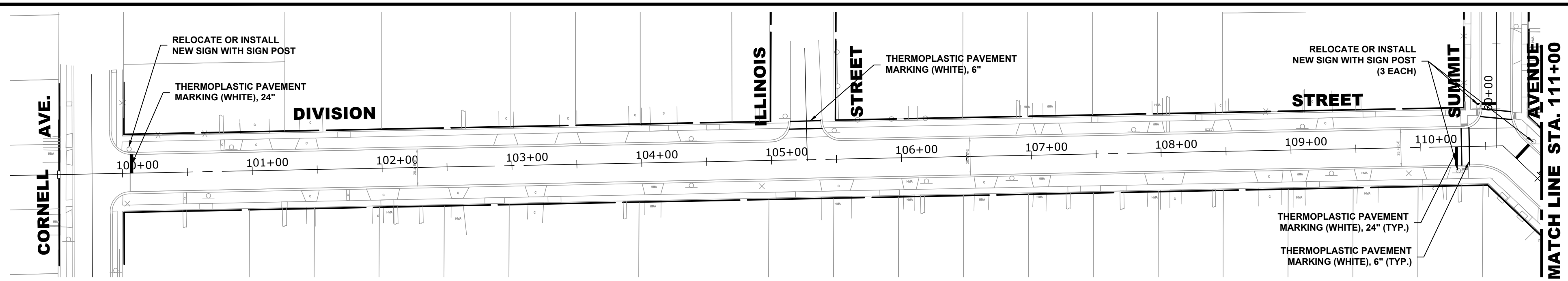
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**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PAVEMENT MARKING AND
SIGNING PLANS**

SCALE: 1" = 60'	SHEET
DRAWN BY: DMM,MK,ECW	55
BOOK NO.: 1696	60
DATE: 03-27-20	OF
E.H.E. NO.: 820-18-19501	



- NOTE:**
1. THE NUMBER AND LOCATION OF RELOCATED SIGNS WITH STEEL POSTS TO BE DETERMINED IN FIELD BY THE ENGINEER.
 2. ALL RELOCATED "STOP" AND "MISCELLANEOUS" SIGNS INSTALLED TOGETHER WITH STEEL POSTS TO BE PAID FOR AS "REMOVE AND RELOCATE SIGN PANEL AND SIGN PANEL ASSEMBLY".
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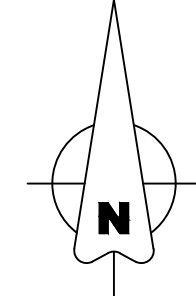
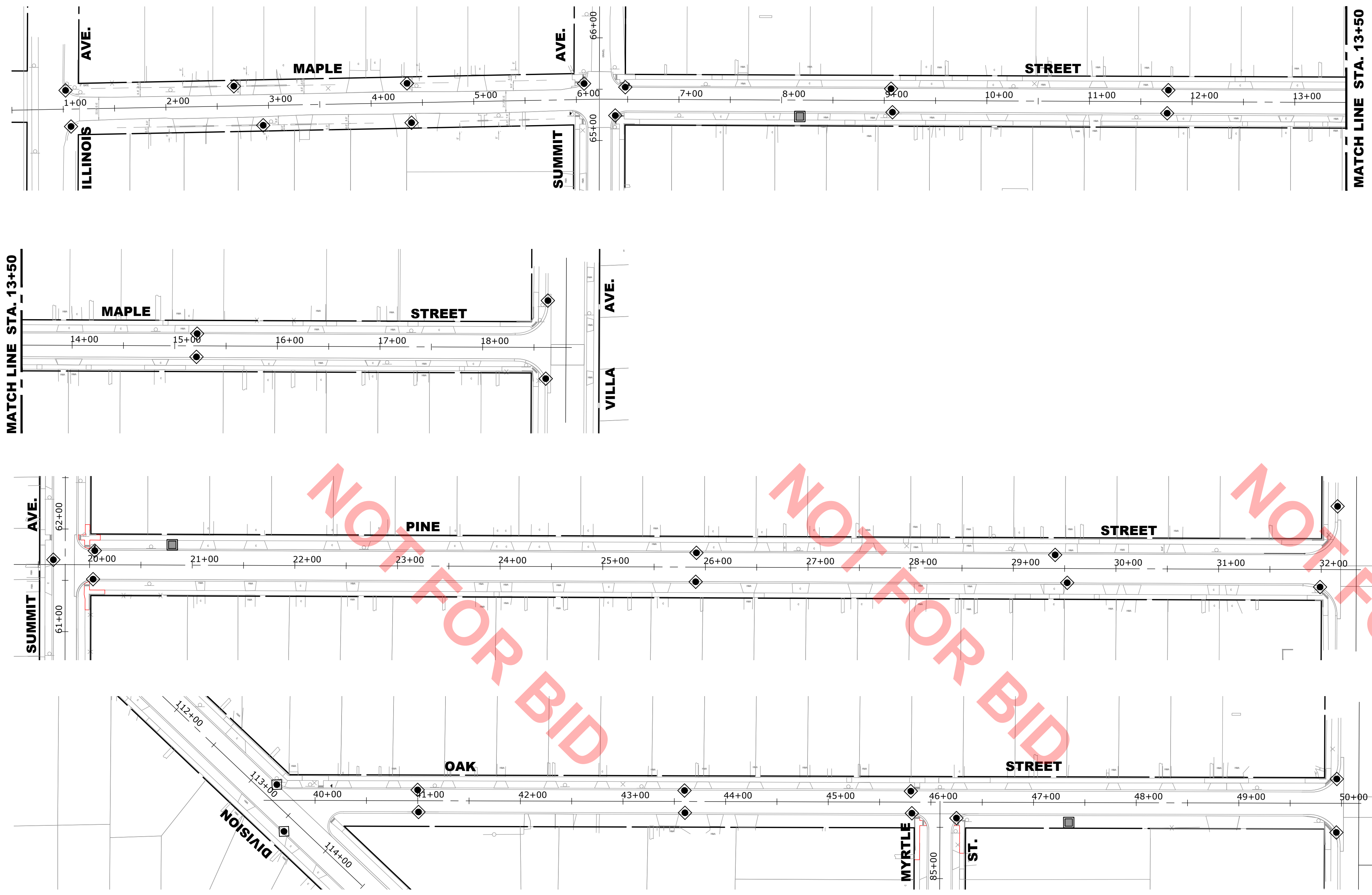
HANCOCK ENGINEERING <small>100+ Years of Excellence</small>	<ul style="list-style-type: none"> ◆ Civil Engineers ◆ Municipal Consultants ◆ Established 1911 	9933 Roosevelt Road Westchester, IL 60154-2780 Phone: 708-865-0300 www.hancock.com
	rjngroup <small>The Choice for Collection System Solutions</small>	

Village Park <small>THE VILLAGE OF VILLAGE PARK</small>

**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

**PAVEMENT MARKING AND
SIGNING PLANS**

SCALE: 1" = 60'	SHEET	56	
DRAWN BY: DMM, MK, ECW		60	
BOOK NO.: 1696			
DATE: 03-27-20			
REVISION:	E.H.E. NO.: 820-18-19501		



EROSION AND SEDIMENT CONTROL PLAN

THE EXISTING LAND COVER CONSISTS OF PAVED STREETS WITH MINOR GRASS PARKWAYS LOCATED IN A RESIDENTIAL AREA. THE AREAS ADJACENT TO THE PROJECT SITE ARE COMPRISED OF DENSE RESIDENTIAL PROPERTIES. FLOOD PROTECTION AREAS AND POINTS OF DISCHARGE TO JURISDICTIONAL WATERS OF THE U.S. DO NOT EXIST ON THIS PROJECT. WE DO NOT BELIEVE THERE ARE ANY AREAS SUSCEPTIBLE TO EROSION OR SEDIMENTATION DUE TO THESE IMPROVEMENTS. SOIL DATA IS NOT AVAILABLE BUT, PAST PROJECTS IN THE SUBJECT VILLAGE CONCLUDE THAT THE EXISTING SOIL CONSISTS OF CLAY WITH SOME MINOR SILT AND TRACES OF SAND.

PRIOR TO ANY SOIL/PAVEMENT DISTURBANCE, INLET FILTER ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON PLANS.

THE INLET FILTER, PRIMARY PURPOSE IS TO TRAP SEDIMENT, REQUIRED FOR THIS PROJECT WILL BE A DROP IN INLET PROTECTION DEVICE SIMILAR TO FLEXSTORM INLET FILTERS. INLET FILTERS OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE INLET FILTER ASSEMBLY SHALL BE APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO ORDERING AND INSTALLATION. THE INLET FILTER SHALL BE INSPECTED WEEKLY AND AFTER A 0.5 INCH RAIN EVENT BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED INLET FILTER WILL BE PER MANUFACTURE RECOMMENDATIONS AND WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE INSPECTION AFTER A RUNOFF EVENT, SEDIMENT REMOVAL AT 50% CAPACITY, AND REPAIRS/REPLACEMENT AS NEEDED.

PRIOR TO ANY PORTLAND CEMENT CONCRETE (PCC) POUR, CONCRETE WASHOUT BOXES SHALL BE INSTALLED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

CONCRETE WASHOUT BOXES, PRIMARY PURPOSE IS TO CONTAIN CONCRETE LIQUIDS AND PREVENT CONCRETE LIQUID RUNOFF FROM ENTERING SEWERS OR WATERWAYS, REQUIRED FOR THIS PROJECT WILL CONSIST OF A BARRIER WALL LINED WITH 30-MIL POLYETHYLENE OR AN ENGINEER APPROVED EQUAL WASHOUT. CONCRETE WASHOUT BOXES OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE PLAN FOR THE CONCRETE WASHOUT BOX SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO INSTALLATION AND WILL BE INSPECTED AFTER INSTALLATION. THE WASHOUT BOX SHALL BE INSPECTED PRIOR TO A CONCRETE POUR AND AFTER A CONCRETE POUR BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

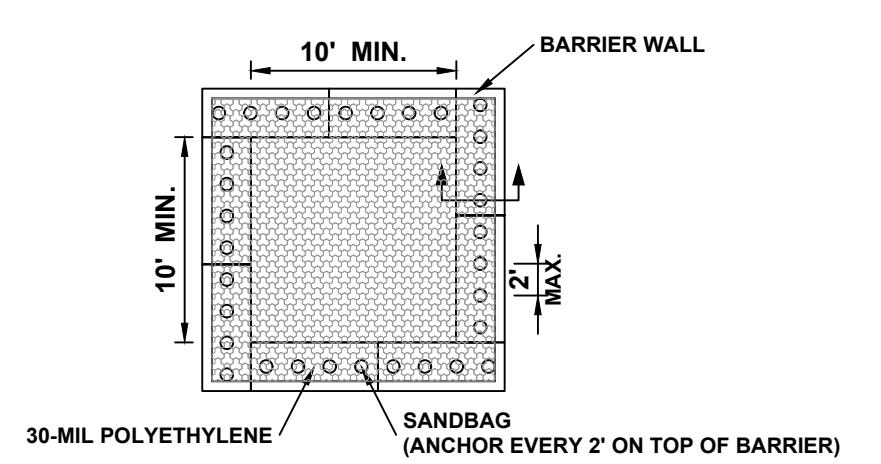
MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.

ALL DISPOSAL OF CONSTRUCTION MATERIAL, SEDIMENT, AND SOLIDIFIED CONCRETE SHALL BE AT A CDD FACILITY

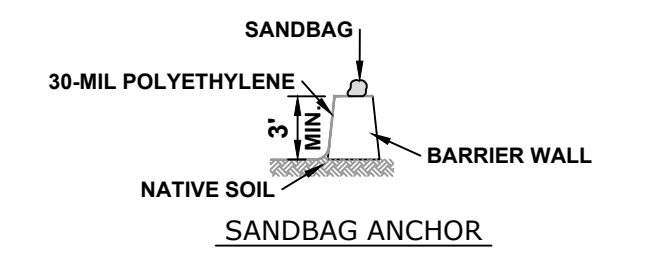
NOT FOR BID

EROSION CONTROL NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE ENGINEER. SEDIMENT CONTROL WILL BE REQUIRED FOR DEWATERING OPERATIONS, AS DIRECTED BY THE ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL MATERIALS.
4. EROSION CONTROL SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE DUPAGE COUNTY "COUNTRYWIDE STORM WATER & FLOOD PLAIN ORDINANCE.
5. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
6. EROSION CONTROL (INLET PROTECTION) SHALL BE IN PLACE PRIOR TO ANY DISTURBANCE ACTIVITIES.
7. THE COST OF ABOVE WORK WILL BE INCLUDED IN COST OF TRAFFIC CONTROL PROTECTION.



PLAN VIEW



BARRIER WALL ANCHOR SECTION

NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

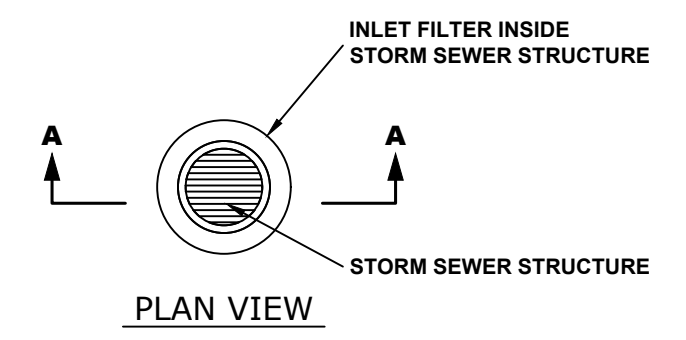
CONCRETE WASHOUT

LEGEND

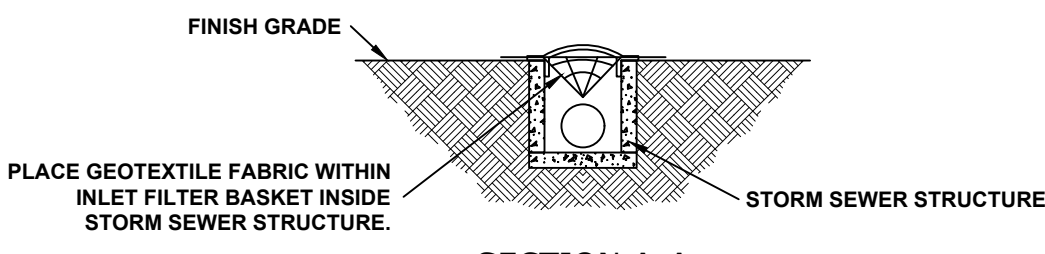
SYMBOL	DESCRIPTION
	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
	CONCRETE WASHOUT

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES



PLAN VIEW



SECTION A-A
INLET FILTER

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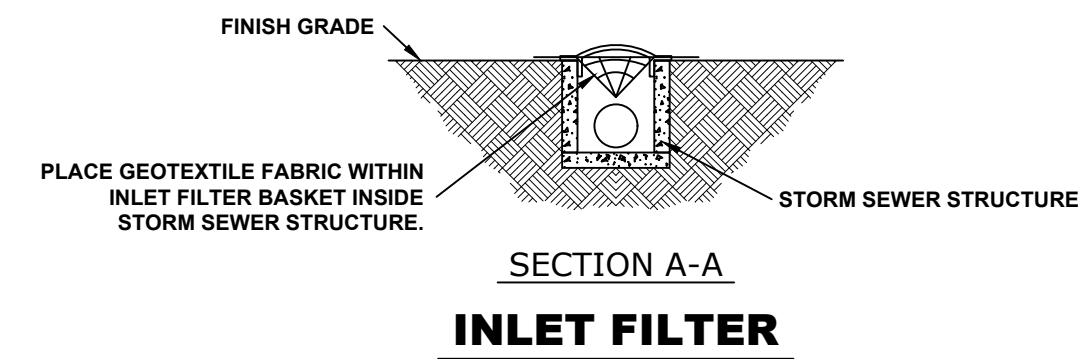
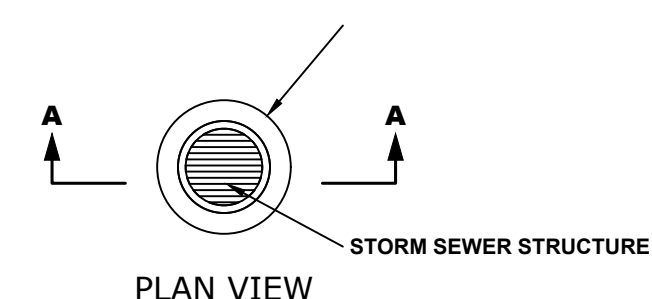
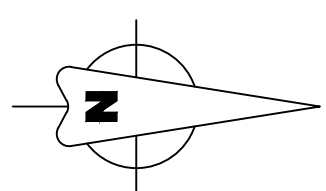
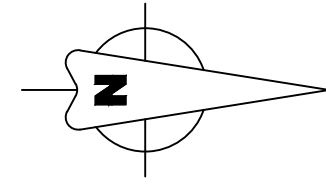
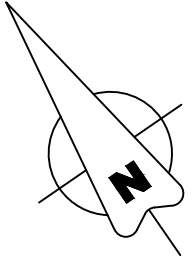
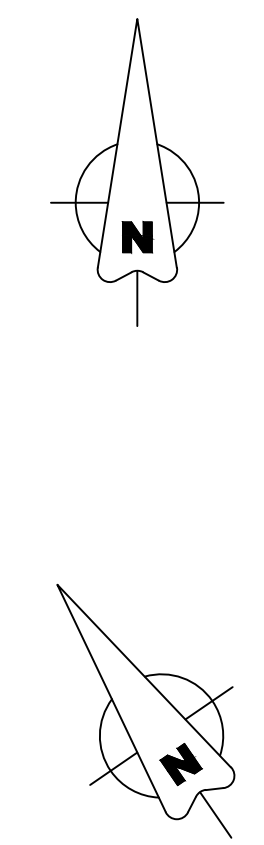
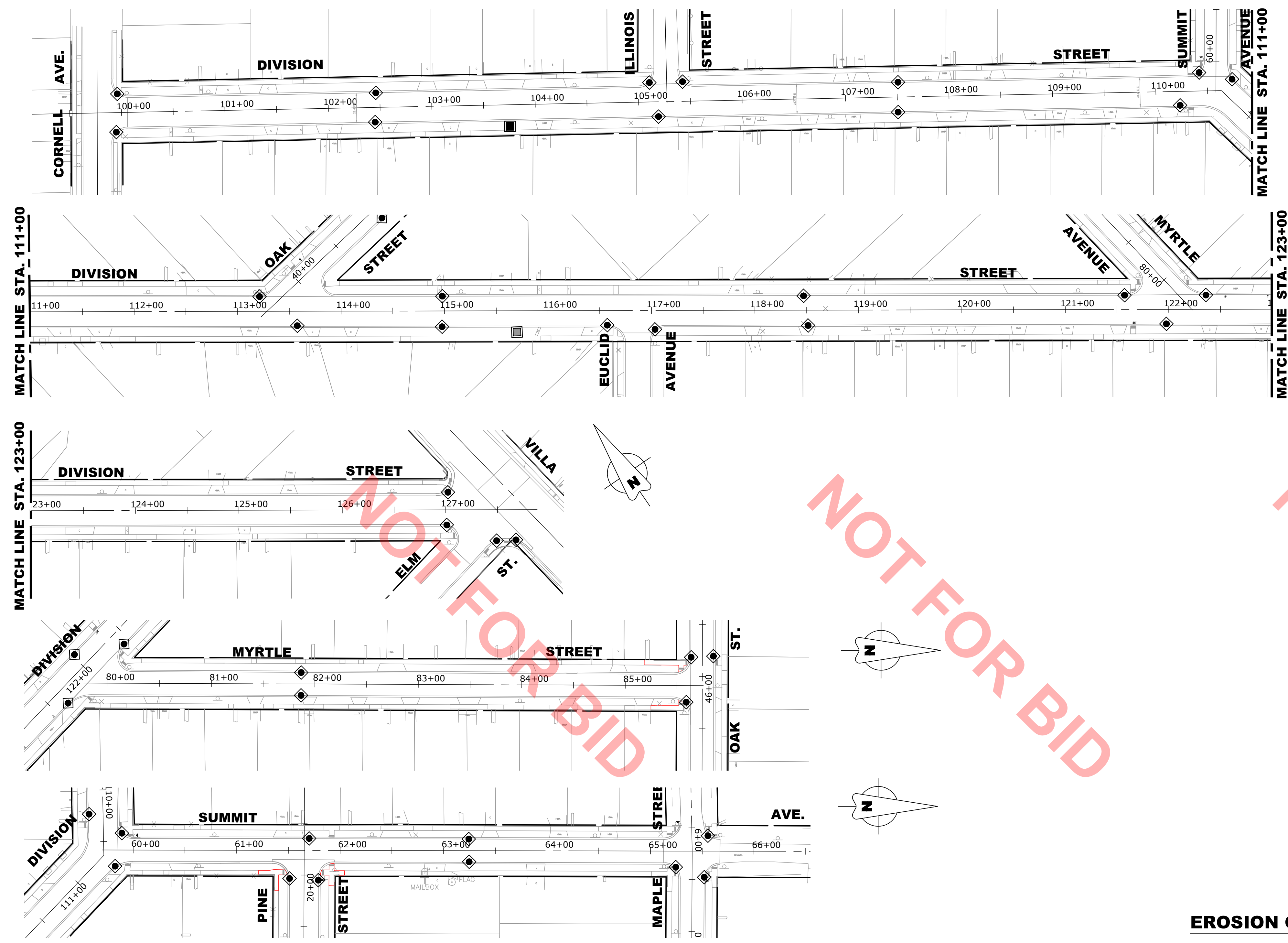


**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

EROSION CONTROL PLANS

SCALE: 1" = 60'	SHEET
DRAWN BY: DMM,MK,ECW	57
BOOK NO.: 1696	60
DATE: 03-27-20	
REVISION:	E.H.E. NO.: 820-18-19501 OF

Drawing file: W:\Projects_by_Village_Park\82018195 - Division-Maple Improvements\07_EC-PM 60 SCALE_VP.dwg Mar 31, 2020 - 5:18pm



LEGEND

SYMBOL	DESCRIPTION
◆	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
■	CONCRETE WASHOUT

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES

EROSION CONTROL NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
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6. EROSION CONTROL (INLET PROTECTION) SHALL BE IN PLACE PRIOR TO ANY DISTURBANCE ACTIVITIES.
7. THE COST OF ABOVE WORK WILL BE INCLUDED IN COST OF TRAFFIC CONTROL PROTECTION.

EROSION AND SEDIMENT CONTROL PLAN

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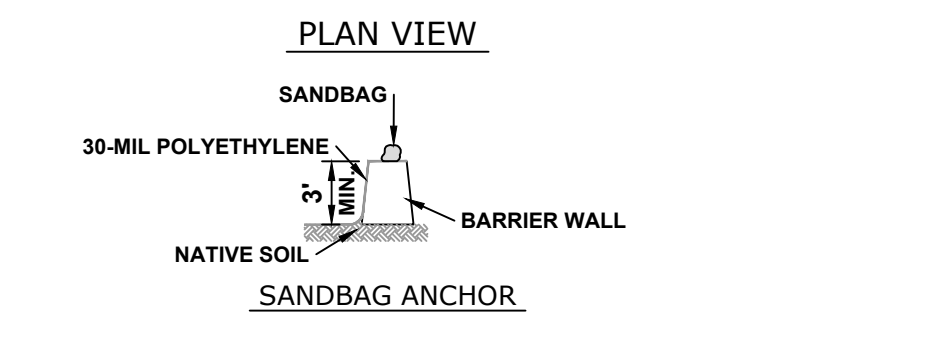
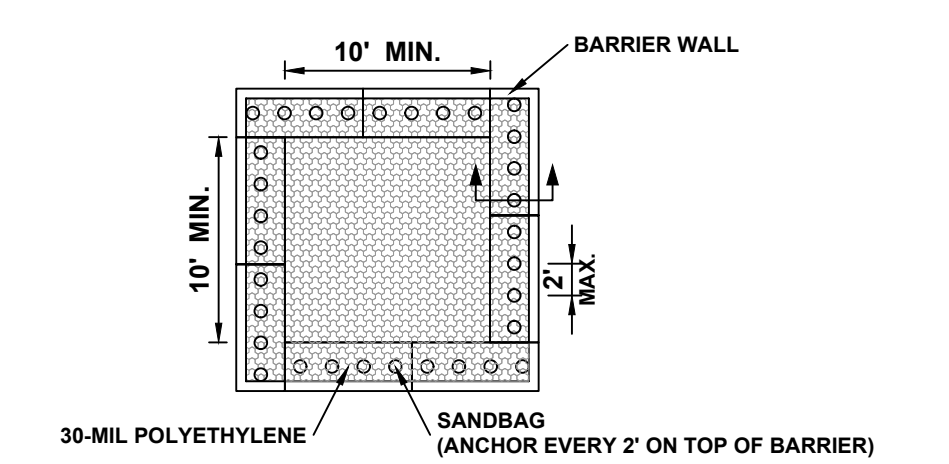
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MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.



NOTES

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2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT

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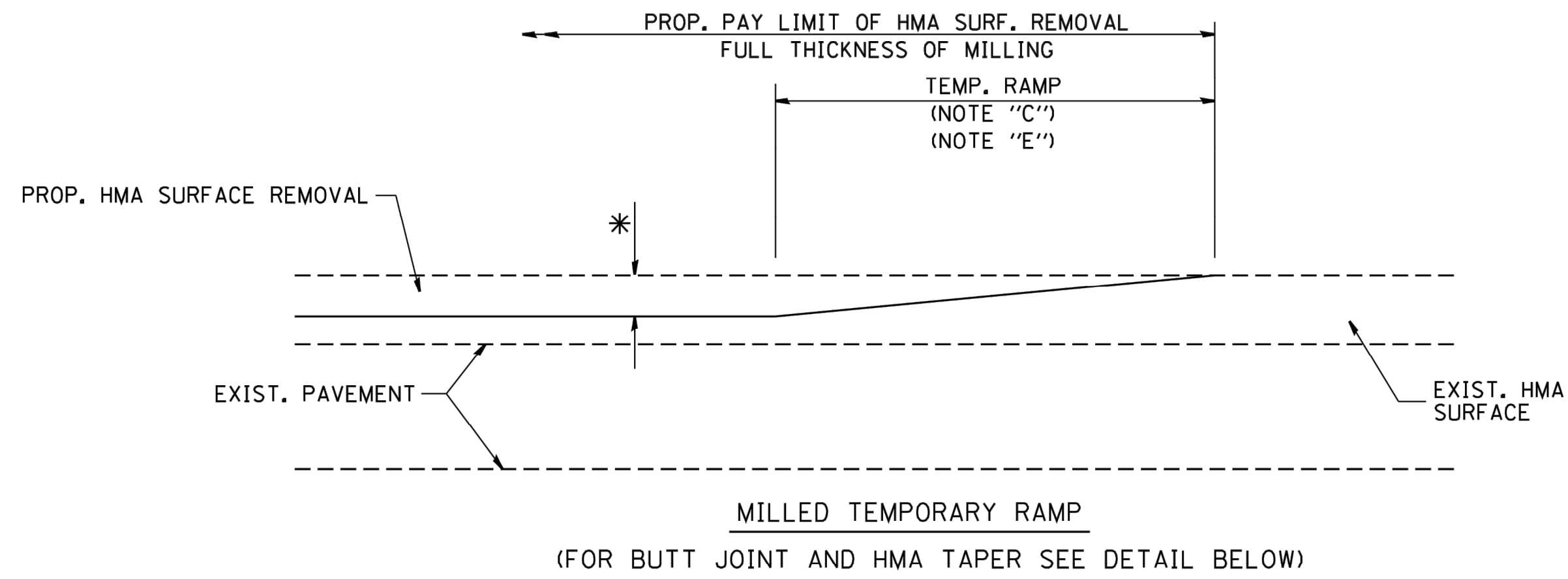
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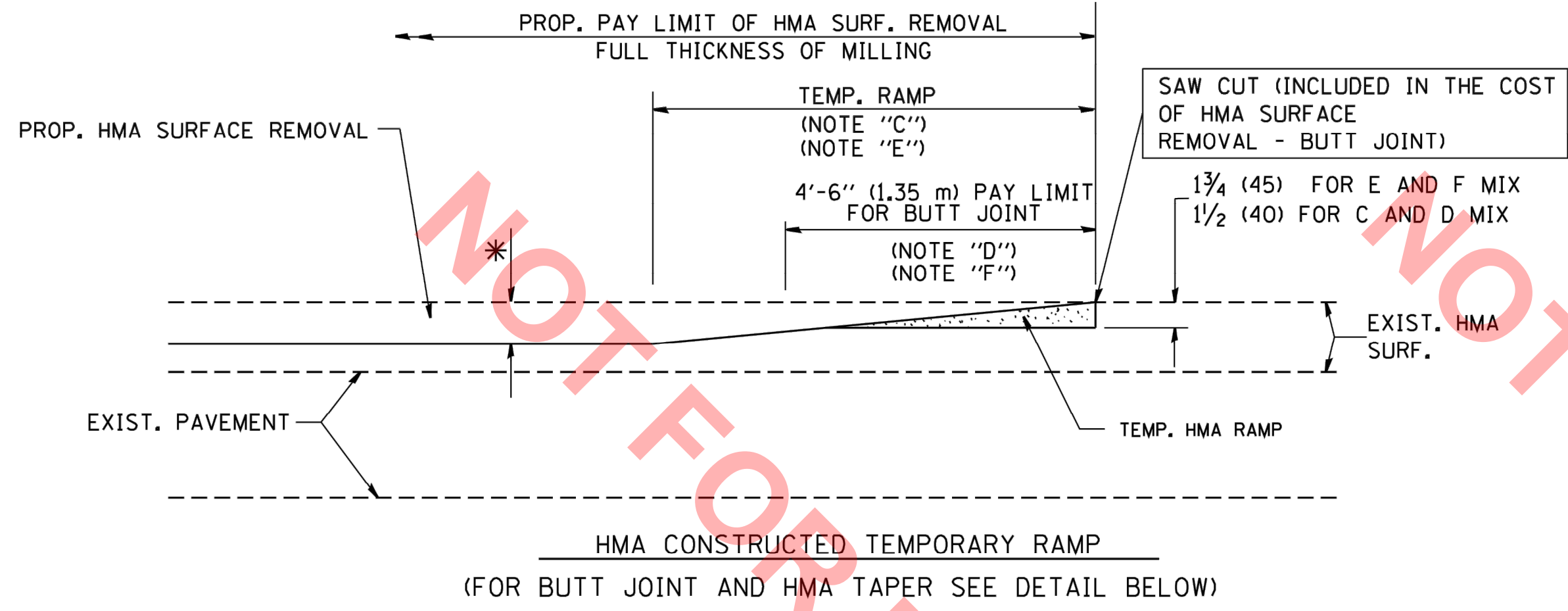
**MAPLE AREA IMPROVEMENTS
VILLA PARK, ILLINOIS**

EROSION CONTROL PLANS

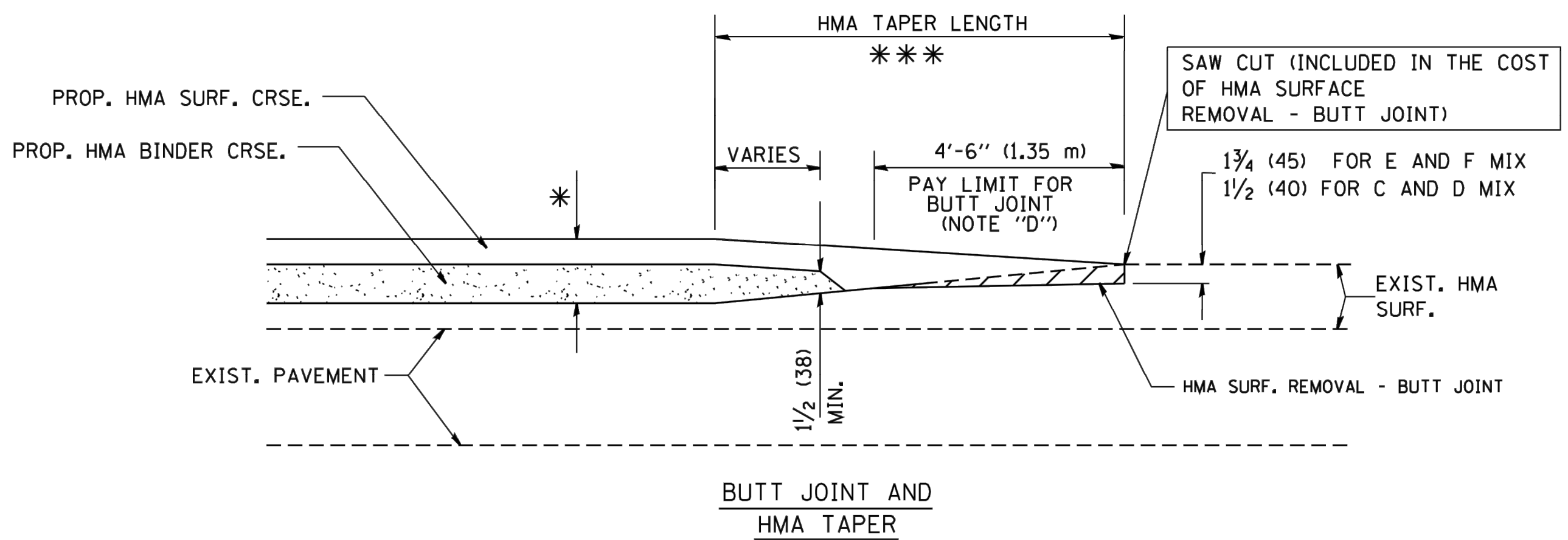
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BOOK NO.: 1696
DATE: 03-27-20
E.H.E. NO.: 820-18-19501
SHEET 58 OF 60



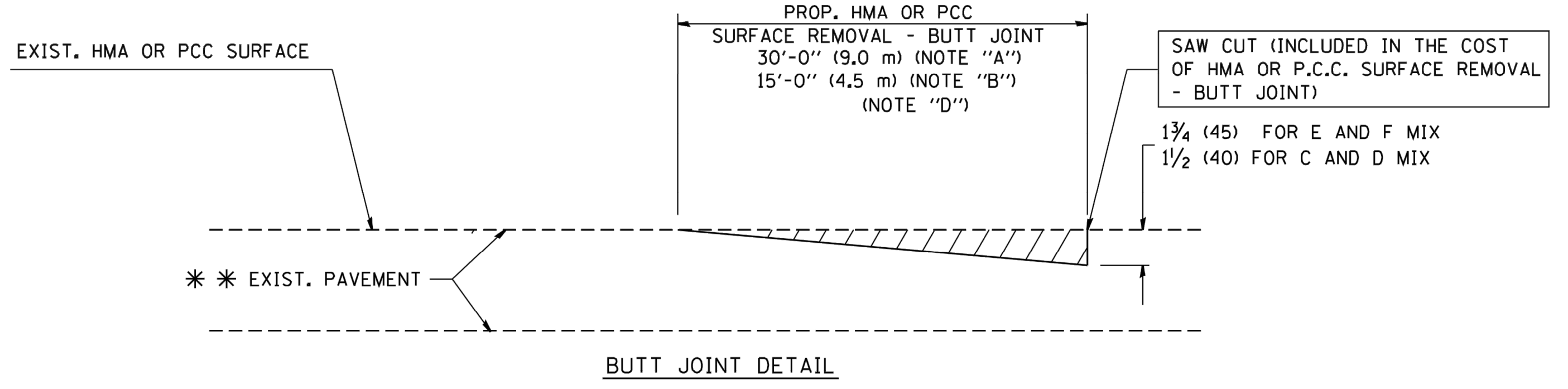
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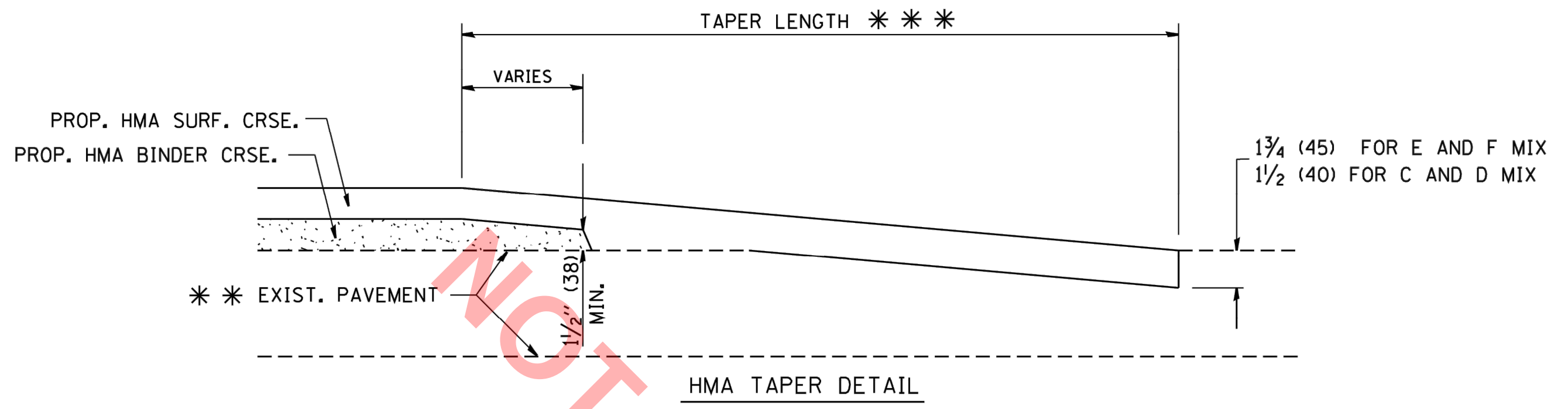
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

Drawing file: W:\Projects_by_Village\Villa_Park\82018195 - Division-Maple Improvements\DOT_Std.dwg Mar 26, 2020 - 7:39pm

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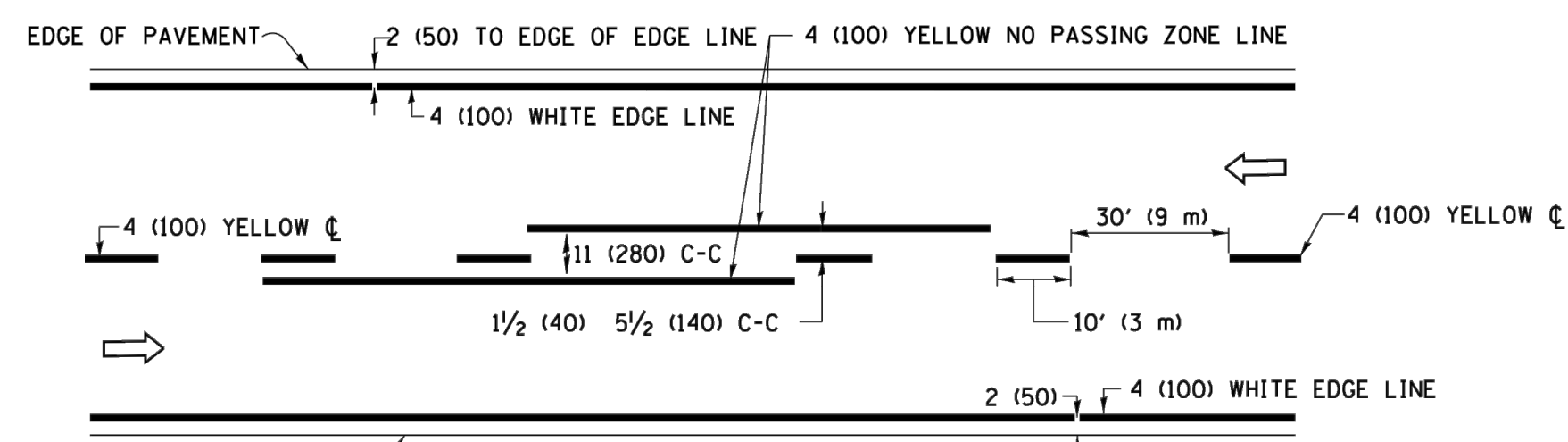
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PLOT SCALE = 50,0000 "/ IN.	CHECKED -	REVISED - A. ABBAS 03-21-97
PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01
		REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

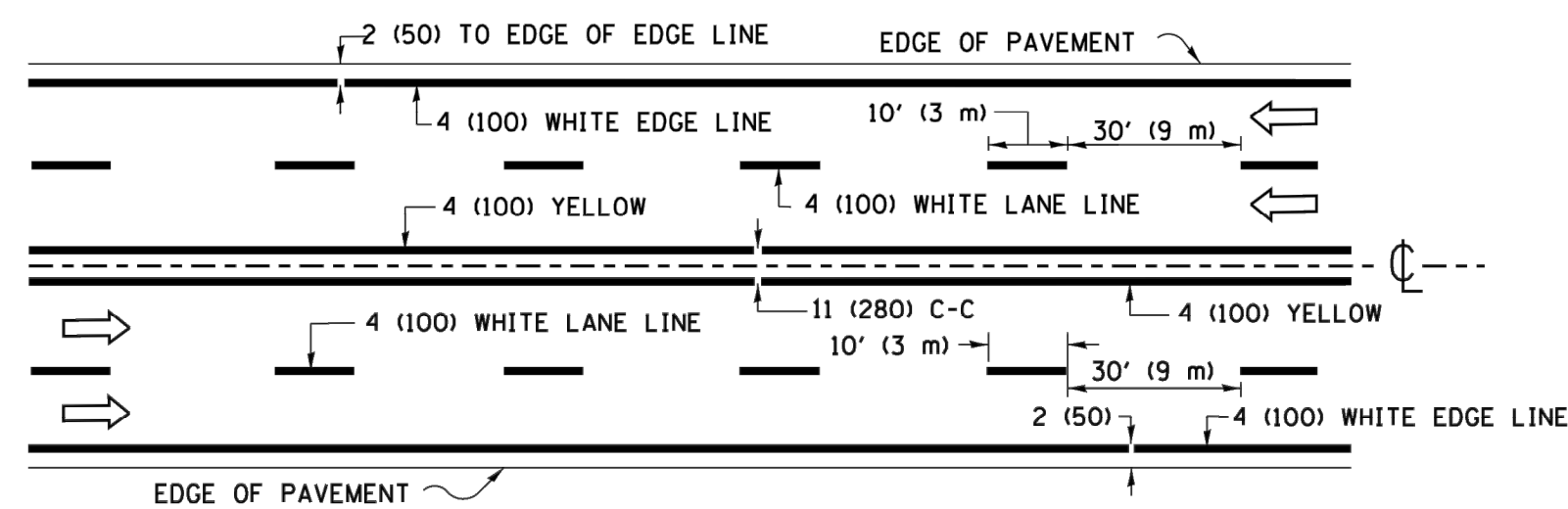
BUTT JOINT AND HMA TAPER DETAILS
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			60	59
BD400-05 BD32		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

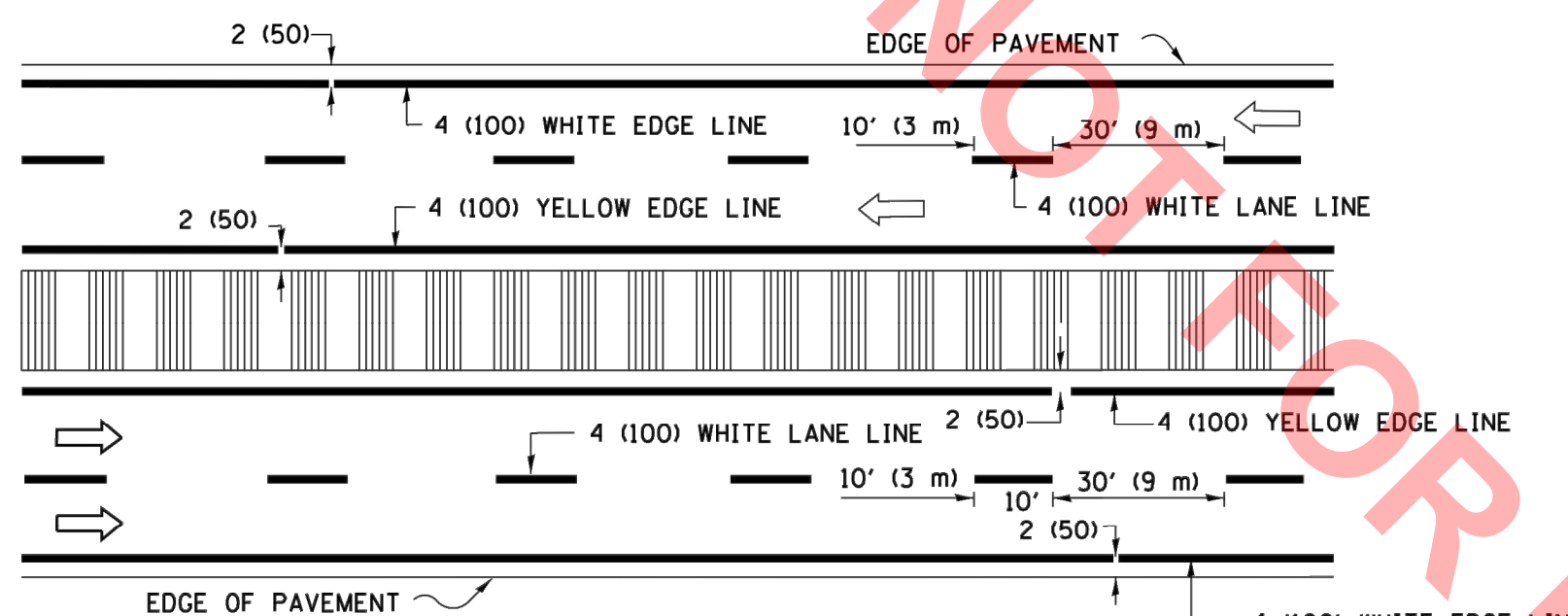
E.H.E. PROJECT NO. 820-18-19501



2-LANE ROADWAY

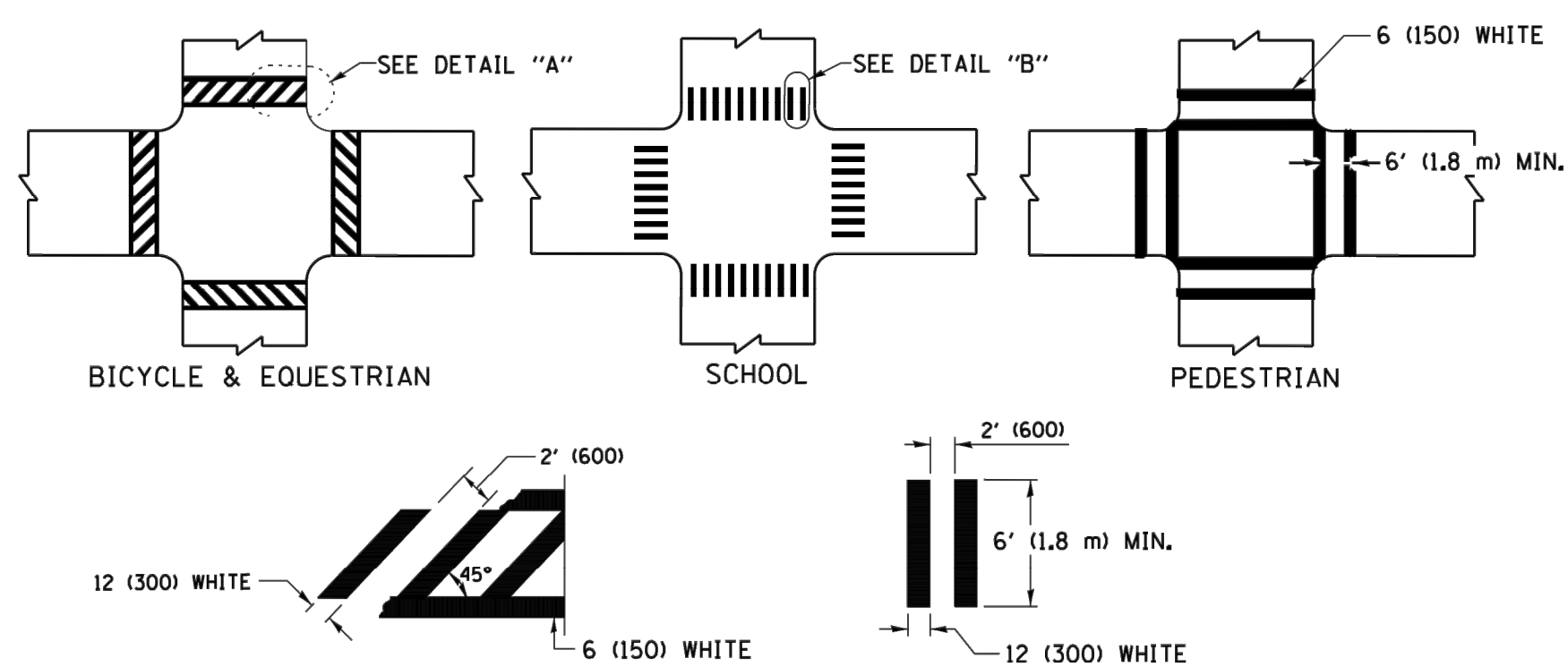


MULTI-LANE UNDIVIDED



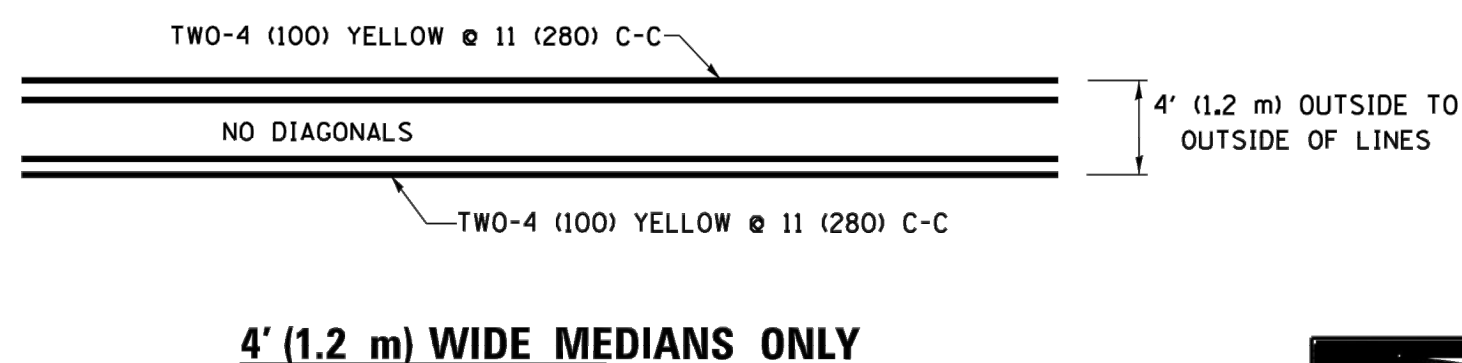
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

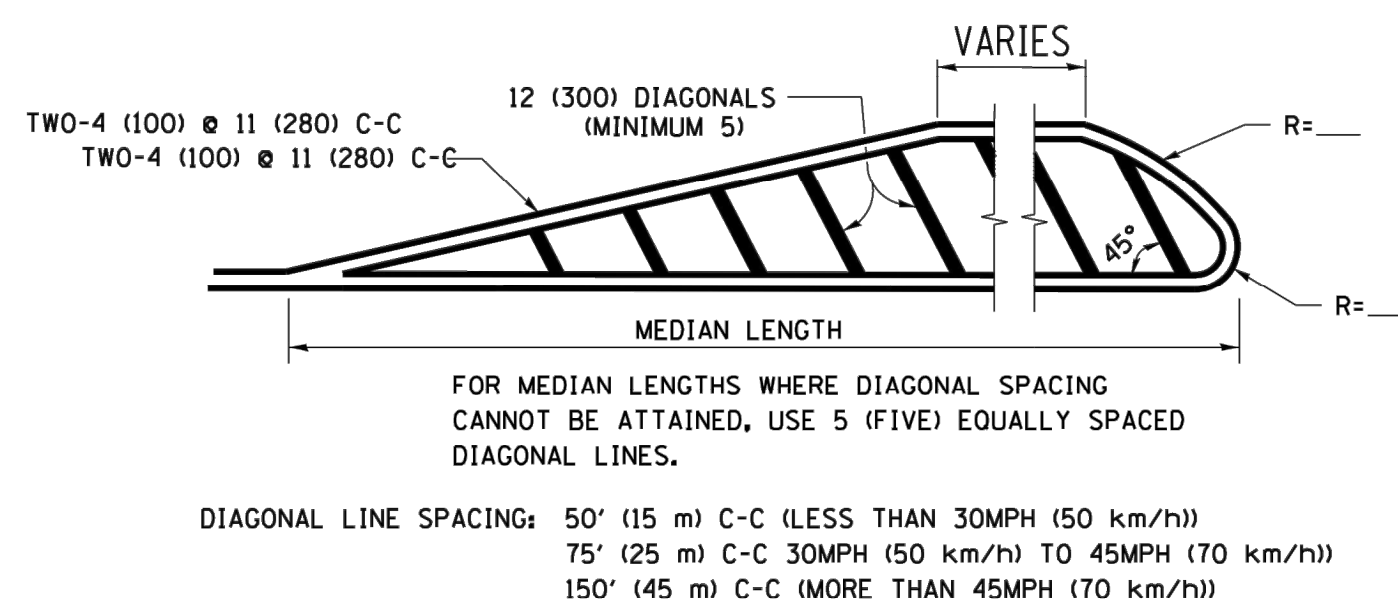


DETAIL "A" DETAIL "B" TYPICAL CROSSWALK MARKING

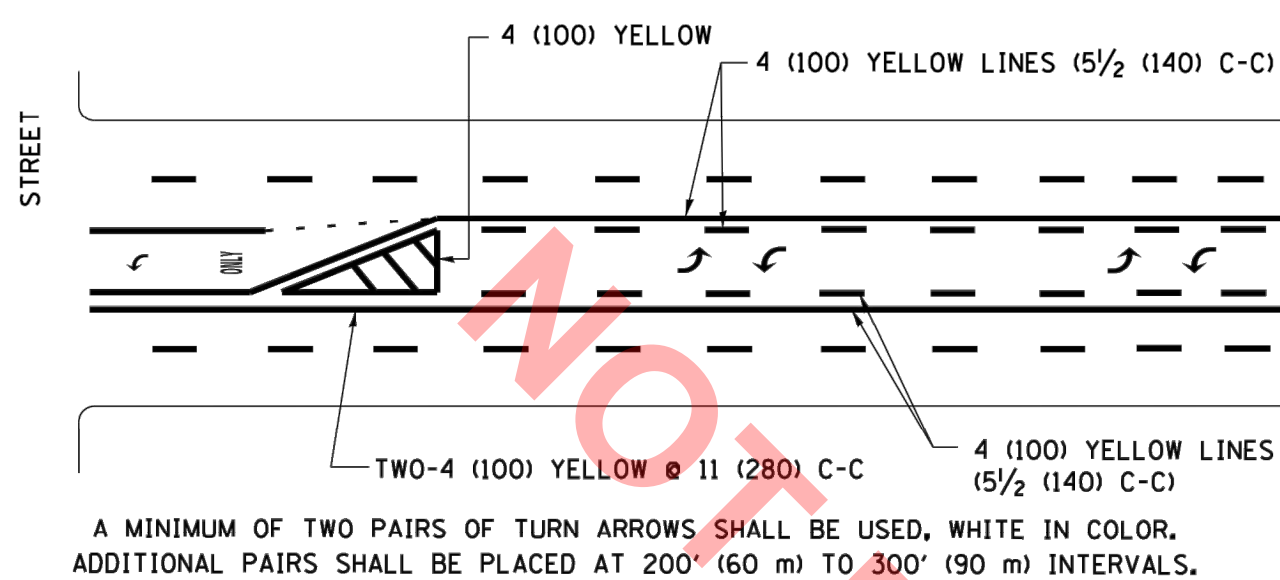
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



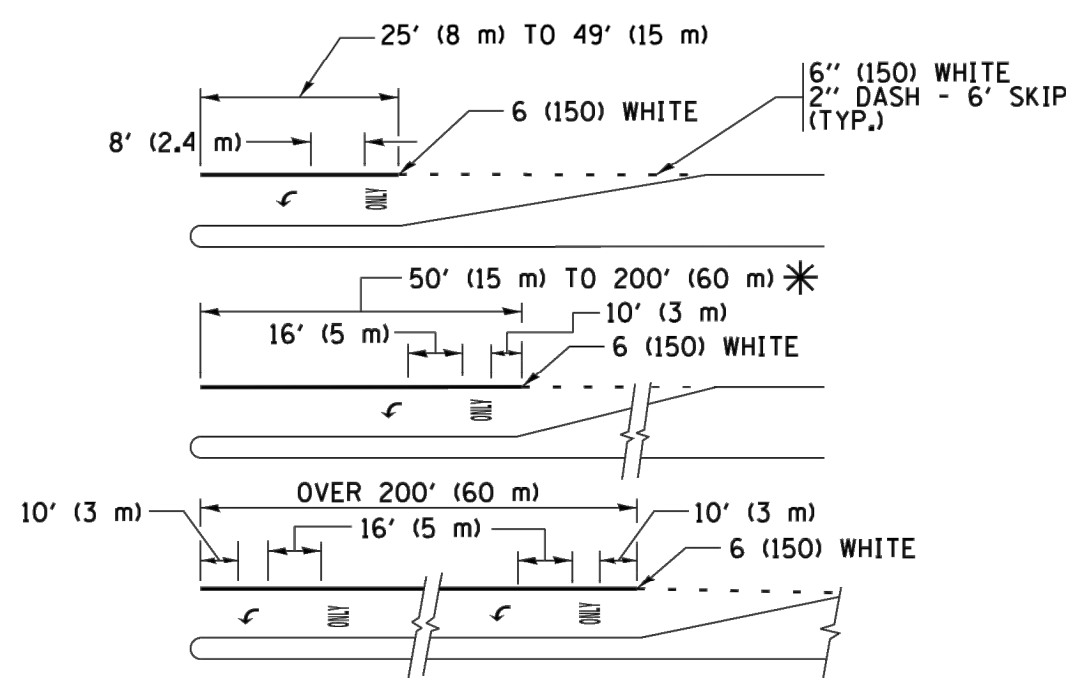
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

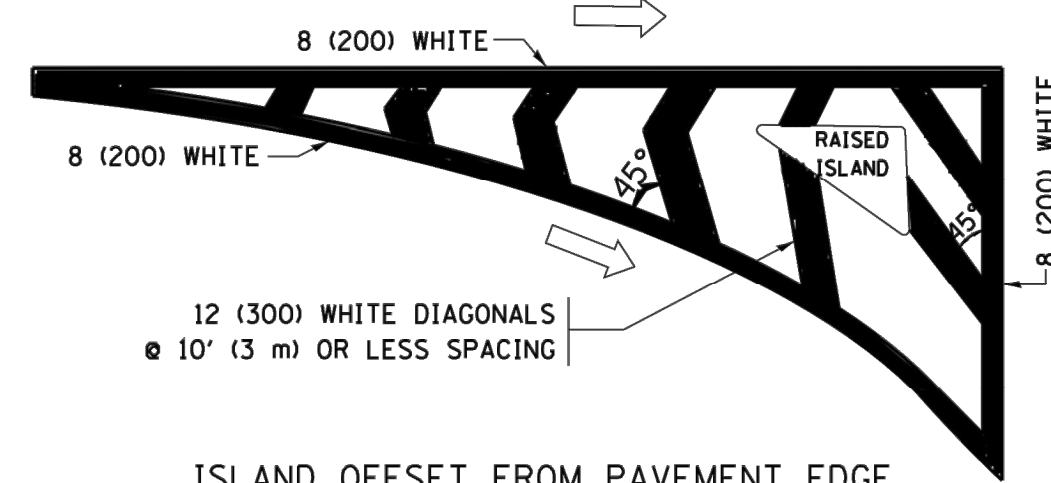


MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

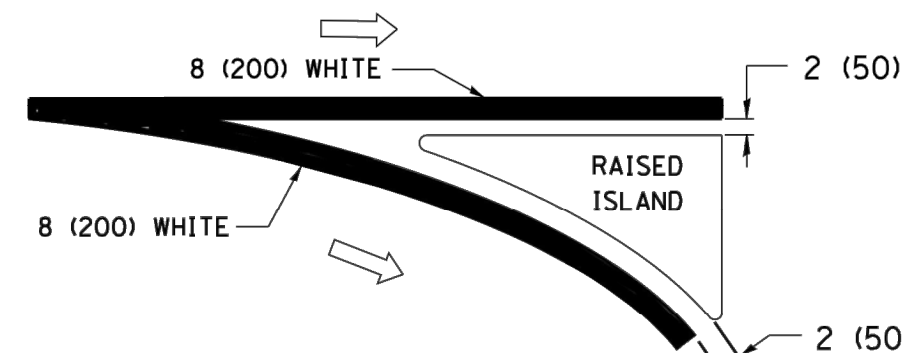


TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

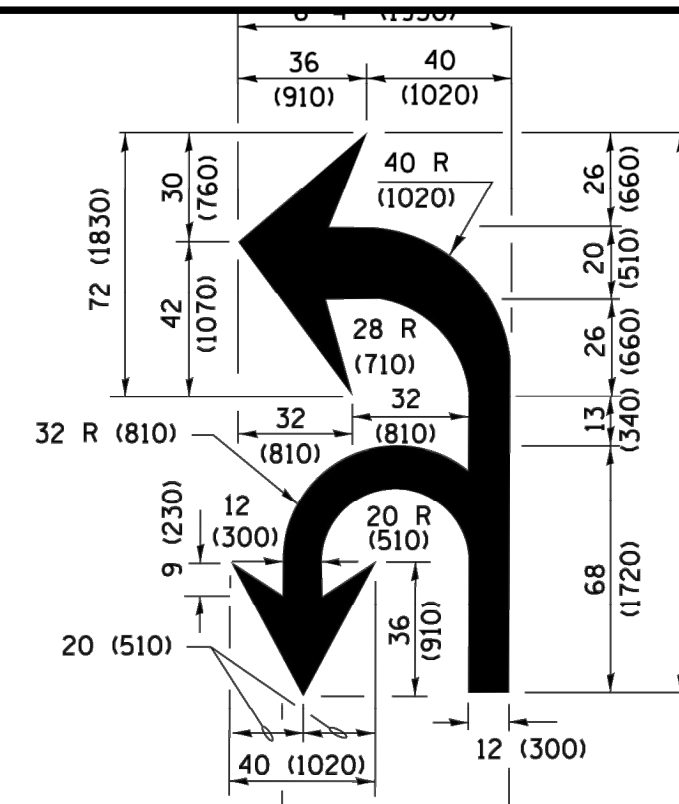
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²) * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



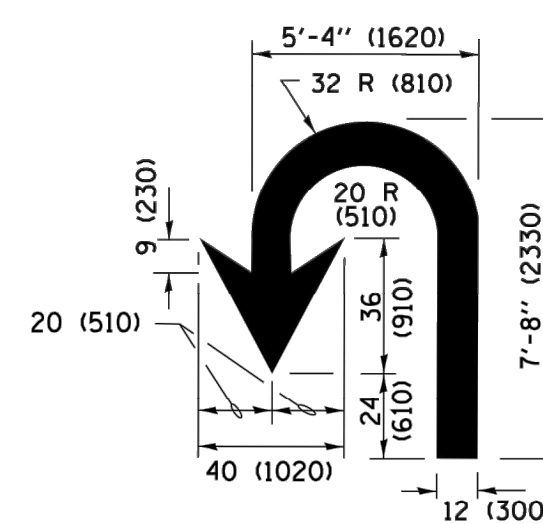
ISLAND OFFSET FROM PAVEMENT EDGE



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	5/2 (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; 5/2 (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.

Drawing file: W:\Projects_by_Village\WVillage_Village_Maps\Improvements\DOT_States.dwg Mar 26, 2020 - 7:39pm

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Default	PLOT SCALE = 50,000' / 1"	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13		60	60
ILLINOIS FED. AID PROJECT			CONTRACT NO.	

E.H.E. PROJECT NO. 820-18-19501