

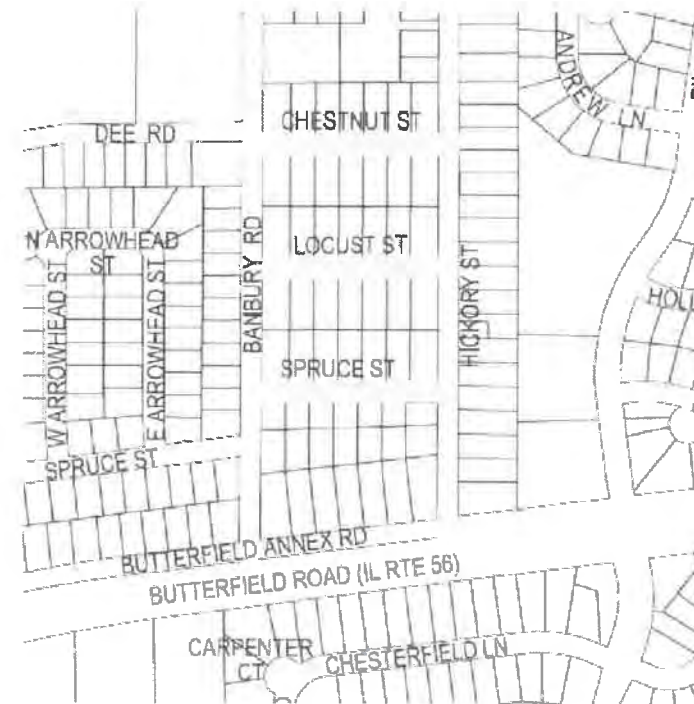
ENGINEERING PLANS FOR: CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET WATER MAIN & STREET IMPROVEMENT PROJECT

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NORTH AURORA, ILLINOIS



LOCATION MAP
SCALE: NONE

IMPROVEMENT LENGTH
1,770 LF (0.34 MI.)



Brandon Tonarelli
BRANDON TONARELLI
ILLINOIS REGISTERED PROFESSIONAL ENGINEER
NO. 062-065443 EXPIRES 11-30-2023



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

REV. 0 10-6-22

GENERAL NOTES AND CONSTRUCTION SPECIFICATIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS STANDARD SPECIFICATION: THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2022 (REFERRED TO AS THE "STANDARD SPECIFICATIONS"); THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, LATEST EDITION; THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS, LATEST EDITION; THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," LATEST EDITION; THE "STANDARD SPECIFICATION FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION; AND THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENT.

THE CONTRACTOR SHALL OBTAIN, ERECT, MAINTAIN AND REMOVE ALL SIGNS, BARRICADES, FLAGMEN AND OTHER CONTROL DEVICES AS MAY BE NECESSARY FOR THE PURPOSE OF REGULATING WARNING OR GUIDING TRAFFIC. PLACEMENT AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PARTS OF ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS."

IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE VILLAGE IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

THE CONTRACTOR SHALL NOTIFY J.U.I.E. (1-800-892-0123/811) AT LEAST 72 HOURS PRIOR TO CONSTRUCTION SO THAT EACH UTILITY COMPANY CAN STAKE OUT ANY UNDERGROUND IMPROVEMENTS THAT MAY INTERFERE WITH THE PROPOSED CONSTRUCTION.

THE CONTRACTOR SHALL BE REQUIRED TO MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS, STRUCTURES, POLES, CABLES AND PIPE LINES BEFORE CONSTRUCTION BEGINS. THEY SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER AND VILLAGE AT THEIR OWN EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PRIVATE AND PUBLIC UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AND VILLAGE BY THE CONTRACTOR AT THEIR OWN EXPENSE.

THE CONTRACTOR SHALL EXAMINE THE PLANS AND SPECIFICATIONS, VISIT THE SITE OF THE WORK AND INFORM THEMSELVES FULLY WITH THE WORK INVOLVED, GENERAL AND LOCAL CONDITIONS, ALL FEDERAL, STATE AND LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS AND ALL OTHER PERTINENT ITEMS WHICH MAY AFFECT THE COST AND TIME OF COMPLETION OF THIS PROJECT BEFORE SUBMITTING A BID.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.

ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CODE REQUIREMENTS.

PRIOR TO SUBMITTING THEIR BID, THE CONTRACTOR SHALL CALL TO ATTENTION OF THE ENGINEER ANY MATERIAL OR EQUIPMENT THEY DEEM INADEQUATE AND TO ANY ITEM OF WORK OMITTED.

THE PAY ITEMS SHALL BE AS NOTED IN THE SUMMARY OF QUANTITIES/PROPOSAL. ANY ITEM OF WORK THAT IS SHOWN ON THE PLANS TO BE PERFORMED BY THE CONTRACTOR, FOR WHICH THERE IS NO PAY ITEM, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT.

THE CONTRACTOR SHALL RESTORE ANY AREA DISTURBED TO A CONDITION OF EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION. THIS SHALL INCLUDE FINISH GRADING, ESTABLISHMENT OF VEGETATIVE COVER, GENERAL CLEANUP AND PAVEMENT REPLACEMENT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND HEALTHFUL WORKING CONDITIONS THROUGHOUT THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.

ALL LOT IRONS DAMAGED OR REMOVED DURING THE CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED BY THE ENGINEER AND SAID COST OF REPLACEMENT SHALL BE PAID BY THE CONTRACTOR. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS.

BEFORE ACCEPTANCE BY THE VILLAGE AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE VILLAGE. FINAL PAYMENT SHALL BE MADE AFTER ALL OF THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.

THE CONTRACTOR WILL HAVE IN THEIR POSSESSION ON THE JOB SITE A COPY OF THE PLANS AND SPECIFICATIONS DURING CONSTRUCTION.

NO SUBSTITUTIONS OR VARIANCES WILL BE PERMITTED TO ANY STANDARD NOTE OR ORDINANCE UNLESS APPROVED OTHERWISE IN WRITING PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES.

IF ANY APPROVED EQUAL ITEMS ARE REQUIRED, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR APPROVAL.

ALL MAILBOXES, ROAD SIGNS, STREET SIGNS AND TRAFFIC SIGNS WHICH NEED TO BE RELOCATED OR MOVED DUE TO CONSTRUCTION SHALL BE TAKEN DOWN AND STORED BY THE CONTRACTOR AT THEIR OWN EXPENSE, EXCEPT THOSE WHICH ARE NECESSARY FOR PROPER TRAFFIC CONTROL WHICH SHALL BE TEMPORARILY RESET UNTIL COMPLETION OF CONSTRUCTION OPERATIONS. AFTER COMPLETION OF THE WORK, THE CONTRACTOR SHALL RESET, AT THEIR OWN EXPENSE, ALL SAID SIGNS AND MAILBOXES.

NO EXCAVATIONS WILL BE PERMITTED TO REMAIN OPEN OVER ANY WEEKEND OR HOLIDAY.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ANY REQUIRED INSPECTIONS WITH THE ENGINEER AND VILLAGE. THE ENGINEER SHALL BE GIVEN A MINIMUM OF 48 HOURS NOTICE PRIOR TO ANY WORK BEING SCHEDULED OR CANCELED.

SPECIAL ATTENTION IS DRAWN TO THE FACT THAT ARTICLE 105.06 OF THE STANDARD SPECIFICATIONS REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDER TO EXPEDITE THE PROJECT, SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.07.

THE ENGINEER AND VILLAGE ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

IF GROUNDWATER IS ENCOUNTERED, THE DEWATERING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT WHEN NECESSARY, PRIOR TO COMMENCING ANY DEWATERING, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A DEWATERING PLAN INDICATING PUMP LOCATIONS, SIZES, AND CAPACITIES AND ALL DISCHARGE POINTS.

ALL DRIVEWAY REMOVAL SHALL BE 2 FEET BEHIND THE BACK OF THE CURB UNLESS DIRECTED OTHERWISE BY THE ENGINEER OR SHOWN ON THE PLANS.

THE CONTINGENCY ITEMS SCHEDULED ARE PROVIDED TO GENERALLY ACCOUNT FOR ADDITIONAL WORK REQUIRED AS CONSTRUCTION COMMENCES.

THE CONTRACTOR SHALL KEEP THE CONSTRUCTION AREA FREE OF DEBRIS AND/OR OBJECTIONABLE MATERIALS DURING CONSTRUCTION.

EXISTING PAVEMENT THICKNESS SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

PATCHING, SIDEWALK REMOVAL AND REPLACEMENT, AND COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS SHALL BE VERIFIED BY THE ENGINEER AND MARKED OUT BY THE ENGINEER IN THE FIELD.

PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT CALLOUTS SHALL BE PAID AS TWO SEPARATE PAY ITEMS: SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH. SIDEWALKS SHALL HAVE A MINIMUM THICKNESS OF 5 INCHES (6 INCHES AT DRIVEWAY WITH WIRE MESH OR FIBER MESH CONCRETE).

CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS AT THE EDGE OF PAVEMENT ADJACENT TO THE REMOVAL OF ALL COMBINATION CONCRETE CURB AND GUTTER. THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE REMOVAL OF THE HMA PAVEMENT, CONCRETE CURB AND GUTTERS, SIDEWALKS, AND DRIVEWAYS AS SPECIFIED OR AS DIRECTED BY THE ENGINEER. THE COST SHALL BE CONSIDERED INCLUDED IN THE COST FOR THE REMOVAL OF THE SPECIFIED ITEM IN THE CONTRACT.

CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED.

THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS EXCAVATION, UNSUITABLE AND UNUSABLE MATERIAL OFFSITE AND AT AN APPROVED LOCATION IN A MANNER THAT PUBLIC OR PRIVATE PROPERTY WILL NOT BE DAMAGED OR ENDANGERED.

THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND ANY SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF SITE.

WHEN NO SPECIAL PROVISION IS AVAILABLE TO DICTATE CONSTRUCTION OF VARIOUS PAY ITEMS, THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS SHALL GOVERN.

ANY DRAIN AND/OR FIELD TILE ENCOUNTERED BY THE CONTRACTOR DURING THE INSTALLATION OF THE IMPROVEMENTS SHALL BE RETURNED TO ORIGINAL CONDITION. THE ENGINEER SHALL BE NOTIFIED OF THE FIELD TILE TO WITNESS THE REPAIR AND DOCUMENT IT'S LOCATION.

MANHOLES AND VALVE VAULTS SHALL BE ADJUSTED WITH PRECAST CONCRETE OR RUBBER ADJUSTING RINGS TO A MAXIMUM OF 8 INCHES. NO MORE THAN TWO ADJUSTING RINGS ARE ALLOWED. ANY REQUIRED ADJUSTMENT GREATER THAN 8 INCHES WILL NECESSITATE THE ADDITION OF A BARREL SECTION.

THE CONTRACTOR SHALL BE RESPONSIBLE TO PLACE ON GRADE AND COORDINATE WITH OTHER CONTRACTORS ALL UNDERGROUND STRUCTURE FRAMES SUCH AS CATCH BASINS, INLETS, MANHOLES, HYDRANTS, BUFFALO BOXES, VALVES, ETC. NO ADDITIONAL COMPENSATION SHALL BE PAID AND SAID ADJUSTMENTS SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF CONSTRUCTION.

ALL MANHOLE LIDS, BUFFALO BOXES, ETC. SHALL BE COVERED WITH CARDBOARD OR ANY OTHER SUITABLE MATERIAL PRIOR TO ANY PRIMING OR SEALING OPERATION. AFTER COMPLETING THE OPERATION THE CONTRACTOR SHALL REMOVE THE TEMPORARY COVERS AND CLEAN ANY COVERS THAT THEY FAILED TO PROPERLY COVER. THE COST OF THE WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY.

THE CONTRACTOR SHALL KEEP EXISTING ADJACENT STREET PAVEMENT CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, CLEAN PAVEMENTS ON A DAILY BASIS.

TEMPORARY RAMPS AT ALL DRIVEWAYS AND INTERSECTIONS MUST BE PLACED AND MAINTAINED STARTING AT THE SAME DAY AS PAVEMENT REMOVAL. RAMPS SHALL BE CA-6 OR GRINDINGS. BARRICADES SHALL ALSO BE PLACED AS DEEMED NECESSARY. RESIDENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT ANY TIME THE RAMPS WILL BE REMOVED. ACCESS MUST BE PROVIDED AT ALL TIMES AND THE CONTRACTOR WILL ASSIST RESIDENTS. COST IS INCLUDED IN THE PRICE OF THE CONTRACT.

THE CONTRACTOR SHALL GUARANTEE THE PAVEMENT FOR ONE YEAR AFTER FINAL ACCEPTANCE AGAINST SETTLEMENT, LOW SPOTS, AND/OR RAVELING. THE CONTRACTOR SHALL MAKE ANY REPAIRS NECESSARY DURING THE GUARANTEE PERIOD TO MAINTAIN THE FINISHED PAVEMENT IN SATISFACTORILY CONDITION. REPAIR SHALL INCLUDE BUT NOT BE LIMITED TO REMOVING DEFECTIVE PAVEMENT AND REPLACING WITH NEW PAVEMENT.

ANY DRAIN AND/OR FIELD TILE ENCOUNTERED BY THE CONTRACTOR DURING THE INSTALLATION OF THE IMPROVEMENTS SHALL BE RETURNED TO ORIGINAL CONDITION. THIS WORK TO BE CONSIDERED INCIDENTAL TO THE CONTRACT.

AS-BUILT DRAWINGS SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS THE SITE IMPROVEMENTS ARE COMPLETED. ANY CHANGE IN LENGTH, LOCATION, OR ALIGNMENT SHALL BE SHOWN IN RED.

THE CONTRACTOR SHALL CONSTRUCT THE WATER MAIN TO AVOID CONFLICTS WITH THE EXISTING WATER AND SANITARY SERVICES.

THE CONTRACTOR SHALL CONFIRM THE DEPTHS AND LOCATIONS OF EXISTING UTILITIES AND SERVICES PRIOR TO THE START OF CONSTRUCTION (INCIDENTAL). WHEN ANY CONFLICT OCCURS IN PAVEMENT, THE UTILITY VERIFICATION SHALL BE COORDINATED TO LIMIT THE LENGTH OF TIME NEEDED FOR LANE CLOSURES. ALL UTILITY CROSSINGS SHALL BE WITNESSED BY THE ENGINEER AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE WATER MAIN PROTECTION REQUIREMENTS OF THE IEPA.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING B-BOXES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE ADJUSTMENTS TO THE WATER MAIN ALIGNMENT TO AVOID CONFLICTS WITH THE EXISTING B-BOXES. THE LOCATION OF THE NEW B-BOXES AND ANY ADJUSTMENTS SHALL BE APPROVED BY THE VILLAGE PRIOR TO CONSTRUCTION. THE VERIFICATION AND ADJUSTMENTS OF THE B-BOXES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL MAKE REASONABLE EFFORTS TO PROTECT SIDEWALK, CURB AND GUTTER, AND DRIVEWAYS THAT ARE NOT DIRECTLY IMPACTED BY THE WATER MAIN TRENCH. SIDEWALK, CURB AND GUTTER, AND DRIVEWAYS DAMAGED DURING CONSTRUCTION WILL BE REMOVED AND REPLACED AS DEEMED NECESSARY BY THE ENGINEER. ANY UNNECESSARILY DAMAGED ITEMS WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

BITUMINIOUS PAVEMENT OVER THE UTILITY TRENCHES SHALL BE SAWCUT PRIOR TO EXCAVATION (INCIDENTAL).

ALL CA-6 TRENCH BACKFILL SHALL BE COMPACTED TO 95% STANDARD PROCTOR IN MAXIMUM 12" LIFTS USING MANUAL EQUIPMENT. ALL NON-STRUCTURAL BACKFILL SHALL BE COMPACTED TO 85% STANDARD PROCTOR USING MANUAL EQUIPMENT. NO SETTLING WILL BE ALLOWED.

BEDDING PER "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" SHALL BE PROVIDED FOR ALL WATER MAIN REGARDLESS OF LOCATION OF THE TRENCH.

ALL BEDDING AND BACKFILL IS INCIDENTAL TO THE COST OF THE ITEM BEING INSTALLED. BEDDING AND BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT.

ALL RESIDENTS SHALL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO SHUTTING DOWN THEIR WATER SERVICE AND PRIOR TO REMOVAL OF DRIVEWAY ACCESS.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, SEEDED AND BLANKETED. ADDITIONAL AREAS DAMAGED BY MACHINERY, CONSTRUCTION EQUIPMENT, CONTRACTOR NEGLIGENCE OR OVER-EXCAVATION SHALL BE RESTORED TO A CONDITION EQUAL TO PRIOR TO THE DAMAGED INCURRED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS MATERIAL SHALL BE RELOCATED THROUGHOUT THE PROJECT AS REQUIRED. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING TO DISPOSAL LOCATIONS.

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542				
	NO.	DATE	REVISIONS	

CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET
 WATER MAIN & STREET IMPROVEMENT PROJECT

GENERAL NOTES AND CONSTRUCTION SPECIFICATIONS

DATE:	AUGUST 2022
SHEET	2 OF 21

SUMMARY OF QUANTITIES

#	DESCRIPTION	UNIT	QUANTITY	Chestnut Street	Locust Street	Spruce Street	Contingency
			LENGTH (FT)	1,770	590	590	590
			AREA (SY)	4,859	1,622	1,607	1,630
WATER MAIN							
1	CONNECTION TO EXISTING WATER MAIN, 8-INCH	EA	3	1	1	1	0
2	WATER MAIN, D.I.P., CLASS 52 WITH POLYETHYLENE WRAP, 6-INCH	FOOT	56	14	26	6	10
3	WATER MAIN, D.I.P., CLASS 52 WITH POLYETHYLENE WRAP, 8-INCH	FOOT	1,806	584	598	574	50
4	WATER MAIN INSULATION	SQ YD	50	0	0	0	50
5	PRESSURE CONNECTION AND GATE VALVE IN VAULT, 8-INCH	EA	3	1	1	1	0
6	FIRE HYDRANT ASSEMBLY, WITH AUXILIARY VALVE, 6-INCH	EA	6	2	2	2	0
7	DUCTILE IRON FITTINGS	POUND	3,323	901	1,111	1,111	200
8	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL - TYPE 1	TON	50	0	0	0	50
9	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL - TYPE 2	TON	50	0	0	0	50
10	FOUNDATION MATERIAL	CU YD	25	0	0	0	25
11	EXPLORATORY EXCAVATION (ROW)	EA	10	3	3	4	0
12	WATER SERVICE CONNECTION, 1 INCH	EA	39	13	14	12	0
13	WATER SERVICE PIPE, TYPE "K" COPPER, 1-INCH (OPEN CUT)	FOOT	1,285	453	420	372	40
14	WATER SERVICE PIPE, TYPE "K" COPPER, 1-INCH (TRENCHLESS)	FOOT	70	0	0	0	70
15	DISCONNECT AND ABANDON EXISTING WATER MAIN	EA	6	2	2	2	0
16	VALVE BOX TO BE ABANDONED	EA	6	2	2	2	0
17	FIRE HYDRANT REMOVAL	EA	3	1	1	1	0
18	WATER MAIN TESTING - PRESSURE AND DISINFECTION	LS	3	1	1	1	0
SEWER MAIN							
19	SANITARY SEWER SERVICE REPAIR, PVC SDR 26, 6-INCH	EA	19	7	6	6	0
20	STORM SEWER REMOVAL, 12-INCH	FOOT	124	58	32	34	0
21	STORM SEWER REMOVAL, 15-INCH	FOOT	23	23	0	0	0
22	STORM SEWER REMOVAL, 18-INCH	FOOT	25	0	25	0	0
23	STORM SEWER REMOVAL, 21-INCH	FOOT	4	4	0	0	0
24	STORM SEWER REMOVAL, 24-INCH	FOOT	28	0	0	28	0
25	STORM SEWER REMOVAL, 36-INCH	FOOT	44	0	22	22	0
26	STORM SEWERS, WATER MAIN QUALITY PIPE, CONCRETE PRESSURE PIPE, 15-INCH	FOOT	23	23	0	0	0
27	STORM SEWERS, WATER MAIN QUALITY PIPE, CONCRETE PRESSURE PIPE, 18-INCH	FOOT	25	0	25	0	0
28	STORM SEWERS, WATER MAIN QUALITY PIPE, CONCRETE PRESSURE PIPE, 36-INCH	FOOT	44	0	22	22	0
29	STORM SEWERS, CLASS IV, RCP, 12-INCH	FOOT	124	58	32	34	0
30	STORM SEWERS, CLASS IV, RCP, 21-INCH	FOOT	4	4	0	0	0
31	STORM SEWERS, CLASS IV, RCP, 24-INCH	FOOT	28	0	0	28	0
BASE IMPROVEMENTS AND REPAIRS							
32	GEO TECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	745	249	246	250	0
33	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	259	86	86	87	0
34	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	259	86	86	87	0
35	AGGREGATE BASE COURSE, TYPE B, 7 INCH	SQ YD	4,859	1,622	1,607	1,630	0

#	DESCRIPTION	UNIT	QUANTITY	Chestnut Street	Locust Street	Spruce Street	Contingency
			LENGTH (FT)	1,770	590	590	590
			AREA (SY)	4,859	1,622	1,607	1,630
PAVEMENT REMOVALS							
36	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	78	26	26	26	0
37	PAVEMENT REMOVAL, 10 INCH	SQ YD	4,859	1,622	1,607	1,630	0
38	EARTH EXCAVATION	CU YD	570	156	198	216	0
39	CLASS D PATCH, 4 INCH	SQ YD	169	63	45	61	0
PAVING							
40	BITUMINOUS MATERIALS (PRIME COAT)	POUND	10,934	3,651	3,616	3,667	0
41	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,095	366	362	367	0
42	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1,242	398	394	400	50
43	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	517	164	163	165	25
CONCRETE							
44	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,591	1,252	1,096	1,213	30
45	SIDEWALK REMOVAL	SQ FT	9,493	3,803	1,946	3,344	400
46	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	9,428	3,738	1,946	3,344	400
47	DETECTABLE WARNINGS	SQ FT	132	44	40	48	0
SEWER STRUCTURES							
48	INLETS TO BE ADJUSTED	EACH	6	3	2	1	0
49	INLETS TO BE RECONSTRUCTED	EACH	1	0	0	0	1
50	TYPE 1 FRAME AND GRATE, CLOSED LID	EACH	2	1	0	0	1
51	DRAINAGE STRUCTURE TO BE REMOVED	EACH	9	4	2	3	0
52	MANHOLES, TY. A, 5' DIA. W/ TYPE 1 FRAME, CLOSED LID	EACH	1	1	0	0	0
53	CATCH BASINS, TYPE A, 4' DIA W/ TYPE 11 FRAME & GRATE	EACH	4	2	1	1	0
54	INLETS, TYPE A, 2' DIA W/ TYPE 11 FRAME & GRATE	EACH	4	1	1	2	0
55	SANITARY MANHOLES TO BE ADJUSTED	EACH	7	2	2	3	0
DRIVEWAYS							
56	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	207	40	48	99	20
57	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	211	97	0	54	60
MISC.							
58	LANDSCAPE RESTORATION	SQ YD	4,186	1637	839	1610	100
59	TREE ROOT PRUNING	EA	10	4	0	4	2
60	TREE REMOVAL	UNIT	130	110	0	0	20
61	TREE REPLACEMENT, SPECIAL	EA	5	4	0	0	1
62	TRAFFIC CONTROL AND PROTECTION STANDARD 701501	L SUM	1	0	0	0	1
63	TRAFFIC CONTROL AND PROTECTION STANDARD 701901	L SUM	1	0	0	0	1
64	CONSTRUCTION LAYOUT	L SUM	1	0	0	0	1
65	DUST CONTROL - MECHANICAL SWEEPING	CAL DAY	5	0	0	0	5
ALTERNATE BID ITEMS							
66	WATER MAIN, ZINC COATED D.I.P., CLASS 52 WITH V-BIO POLY WRAP, 6-INCH	FOOT	56	14	26	6	10
67	WATER MAIN, ZINC COATED D.I.P., CLASS 52 WITH V-BIO POLY WRAP, 8-INCH	FOOT	1,806	584	598	574	50

Plotted: October 13, 2022 @ 8:25 AM By: Brandon Tonorelli - Tab: SUMMARY OF QNTS

VILLAGE OF NORTH AURORA
 25 EAST STATE STREET
 NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET
 WATER MAIN & STREET IMPROVEMENT PROJECT

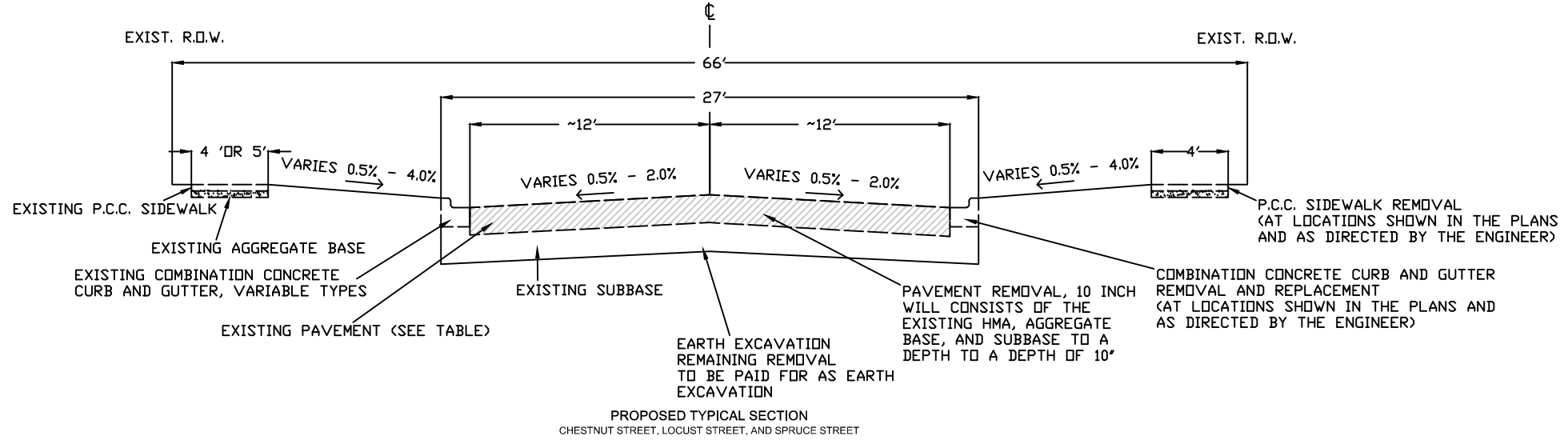
SUMMARY OF QUANTITIES

DATE: AUGUST 2022
 SHEET **4** OF **21**

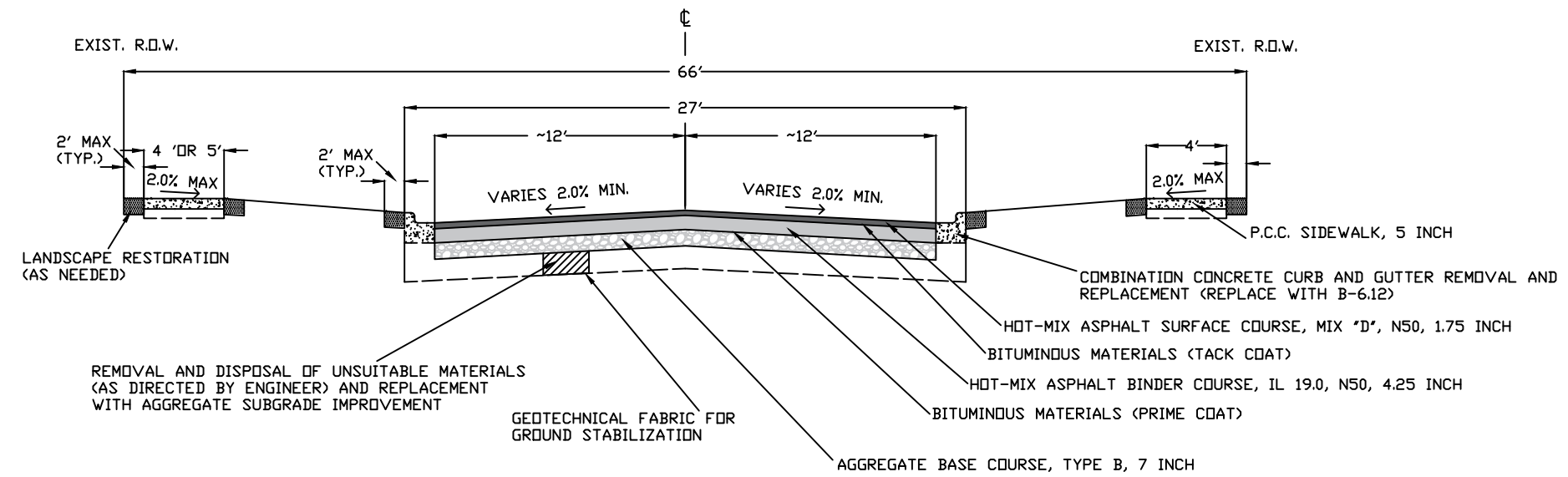
PLOT: S:\V. WATER\ DISTRIBUTION SYSTEM WATER MAIN PROJECTS\CHESTNUT LOCUST SPRUCE SURVEY\TITLE AND NOTES SHEETS

ROADWAY	START CROSS STREET	END CROSS STREET	PAVEMENT REMOVAL THICKNESS	AVERAGE EARTH EXCAVATION DEPTH	EXIST. HMA THICKNESS PAVEMENT CORE	EXIST. AGGREGATE THICKNESS PAVEMENT CORE	B-B	LENGTH	CURB TYPE
CHESTNUT STREET	BANBURY ROAD	HICKORY STREET	10 INCH	3.5 INCH	4.6 INCH	5 INCH	27 FT.	590 FT.	B-6.12
LOCUST STREET	BANBURY ROAD	HICKORY STREET	10 INCH	4.5 INCH	3.0 INCH	6.5 INCH	27 FT.	590 FT.	B-6.12
SPRUCE STREET	BANBURY ROAD	HICKORY STREET	10 INCH	4.9 INCH	3.0 INCH	2.5 INCH	27 FT.	590 FT.	B-6.12

EXISTING TYPICAL SECTION
CHESTNUT STREET, LOCUST STREET, AND SPRUCE STREET



PROPOSED TYPICAL SECTION
CHESTNUT STREET, LOCUST STREET, AND SPRUCE STREET



HOT-MIX ASPHALT MIXTURE REQUIREMENTS:

OPERATION	MIXTURE TYPE	AIR VOIDS @Ndes
RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 1.75"	4% @ 50 Gyr.
	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 4.25"	4% @ 50 Gyr.
PATCHING	CLASS D PATCHES, 4" (HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.75", HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 2.25")	4% @ 50 Gyr.
DRIVEWAYS	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT (HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm) 2")	4% @ 50 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.

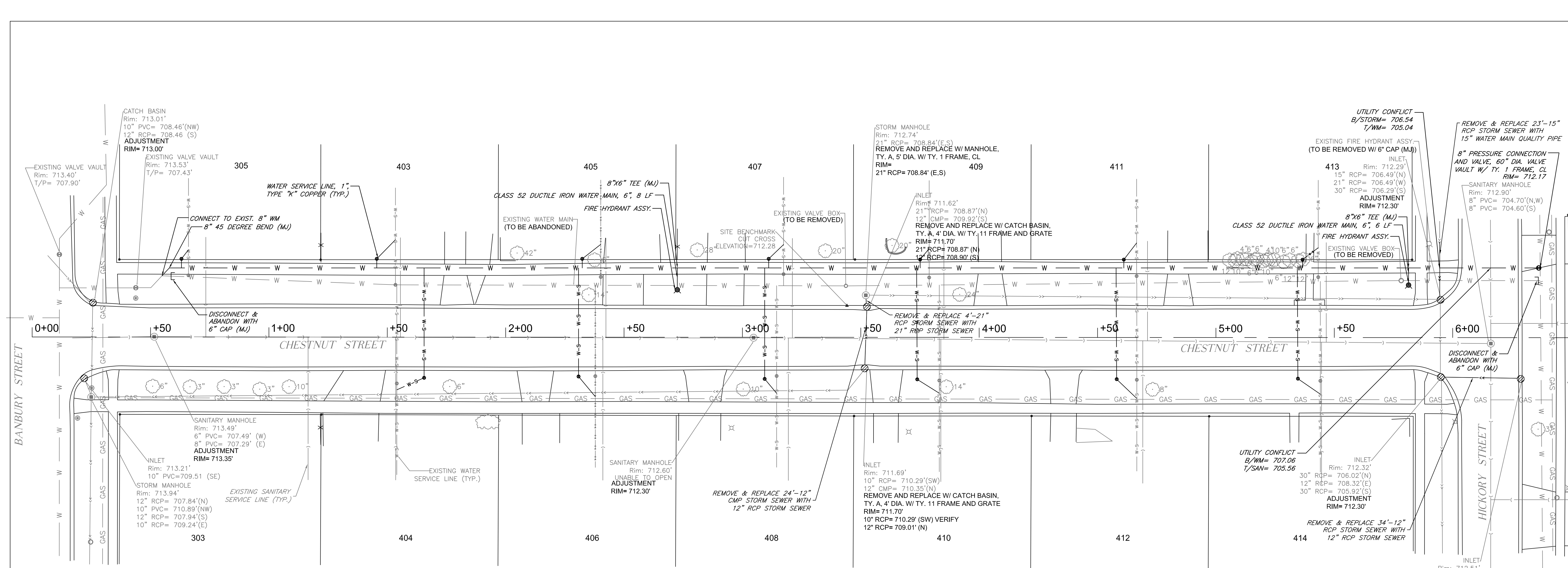
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

Plotted: October 6, 2022 @ 3:33 PM By: Brandon Tomerelli - Tab: TYP SECTION

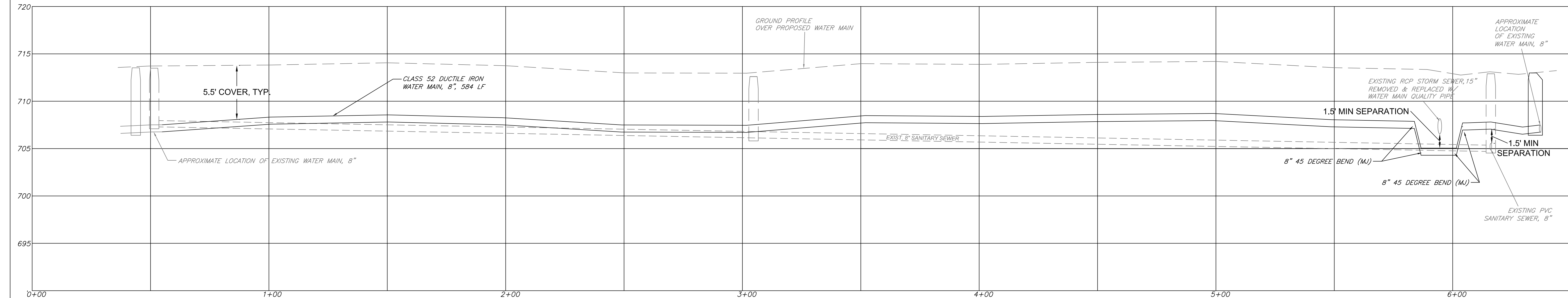
PLAN & WATER MAIN DISTRIBUTION SYSTEM WATER MAIN PROJECTS CHESTNUT LOCUST SPRUCE SURVEY TITLE AND NOTES SHEETS

CROSS SECTIONS ARE NOT TO SCALE

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542					CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET WATER MAIN & STREET IMPROVEMENT PROJECT	EXISTING AND PROPOSED CROSS SECTIONS	DATE:
							AUGUST 2022
							SHEET 5 OF 21



NOTE: APPROXIMATE SANITARY LATERAL LOCATION BASED ON TELEVISIONING VIDEOS.



Designed BWT	08/22
Drawn BWT	08/22
Checked BWT	08/22

**CHESTNUT, LOCUST, & SPRUCE
WATER MAIN & STREET IMPROVEMENT PROJECT
NORTH AURORA, ILLINOIS**

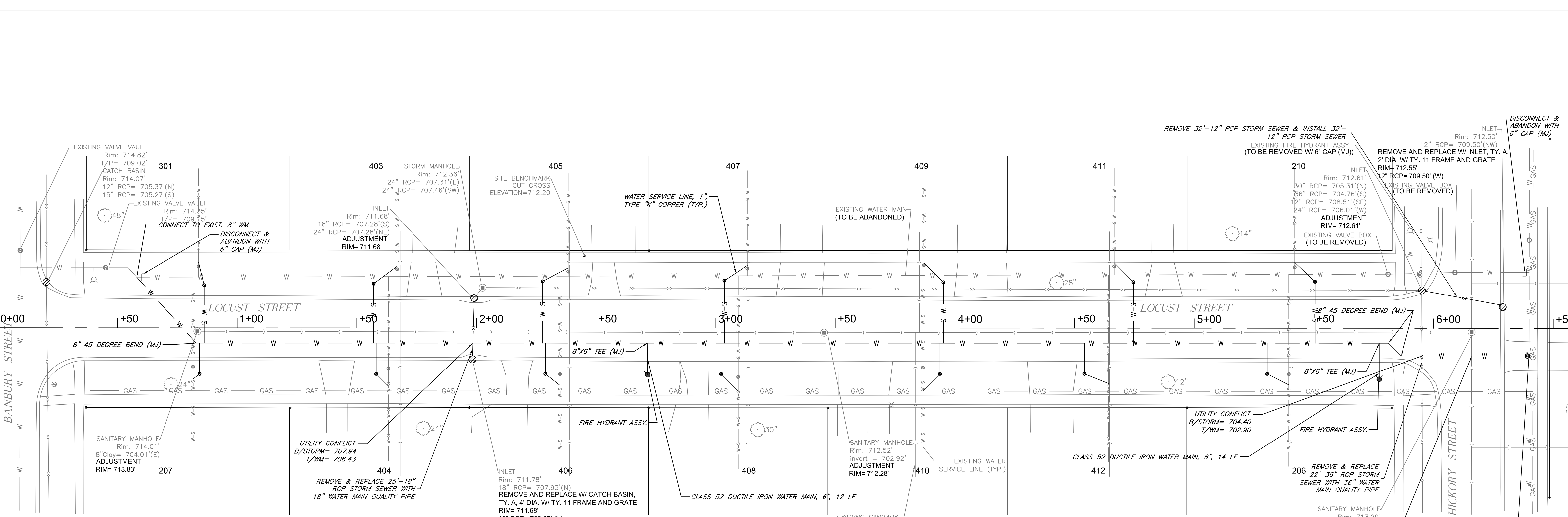
Approved _____ Date _____
Title _____ Job Class JJC



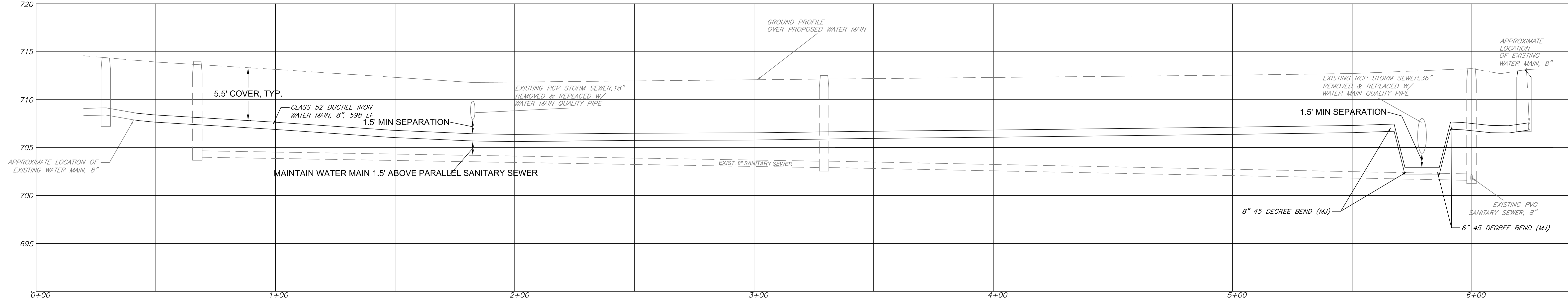
REVISIONS	
Date	Description

File No. _____

Sheet 6 of 21



NOTE: APPROXIMATE SANITARY LATERAL LOCATION BASED ON TELEVISION VIDEOS.



Designed BWT	08/22
Drawn BWT	08/22
Checked BWT	08/22

**CHESTNUT, LOCUST, & SPRUCE
WATER MAIN & STREET IMPROVEMENT PROJECT
NORTH AURORA, ILLINOIS**

LOCUST STREET UTILITY PLAN & PROFILE

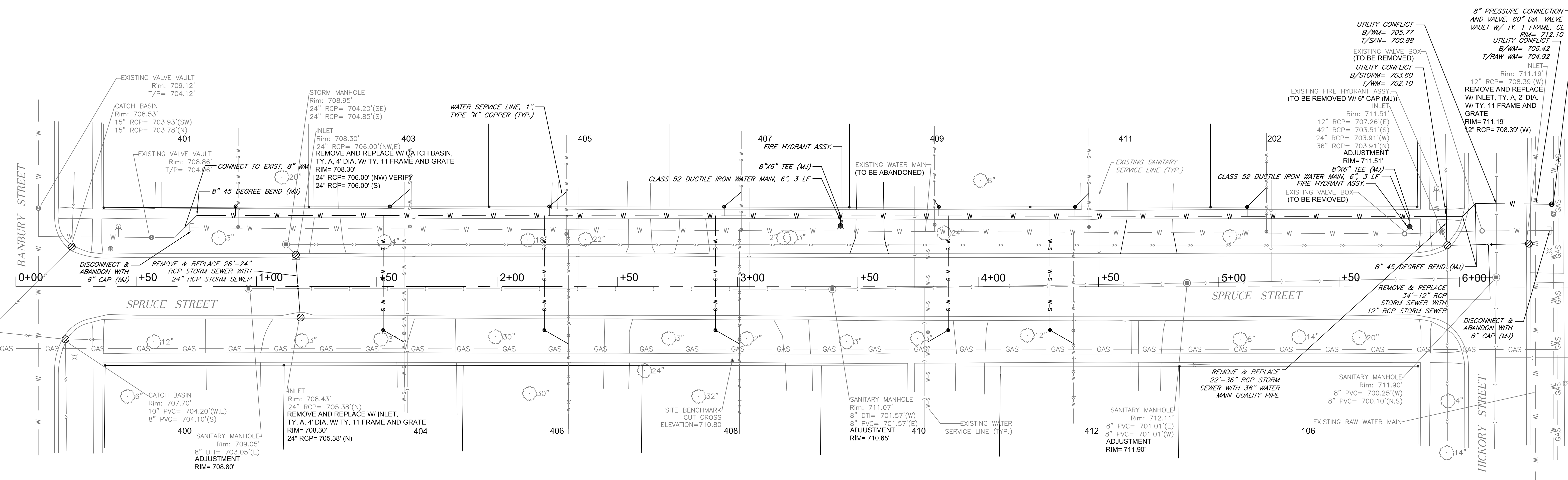
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Title _____ Job Class JJC



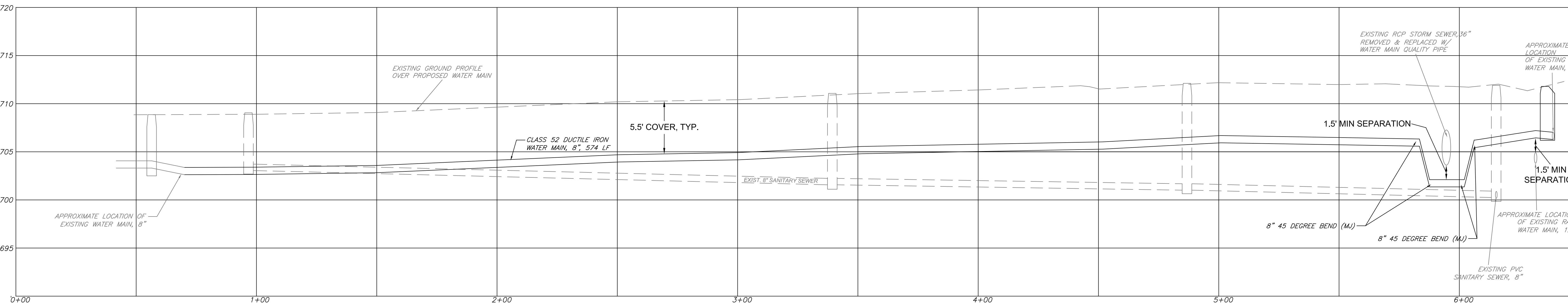
REVISIONS	
Date	Description

File No. _____

Sheet 7 of 21



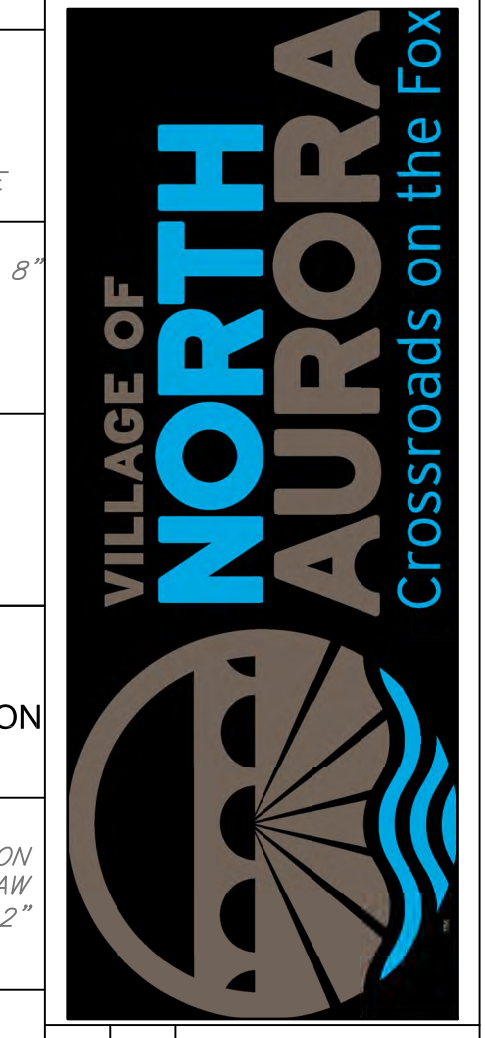
NOTE: APPROXIMATE SANITARY LATERAL LOCATION BASED ON TELEVISIONING VIDEOS.



**CHESTNUT, LOCUST, & SPRUCE
WATER MAIN & STREET IMPROVEMENT PROJECT
NORTH AURORA, ILLINOIS**

SPRUCE STREET UTILITY PLAN & PROFILE

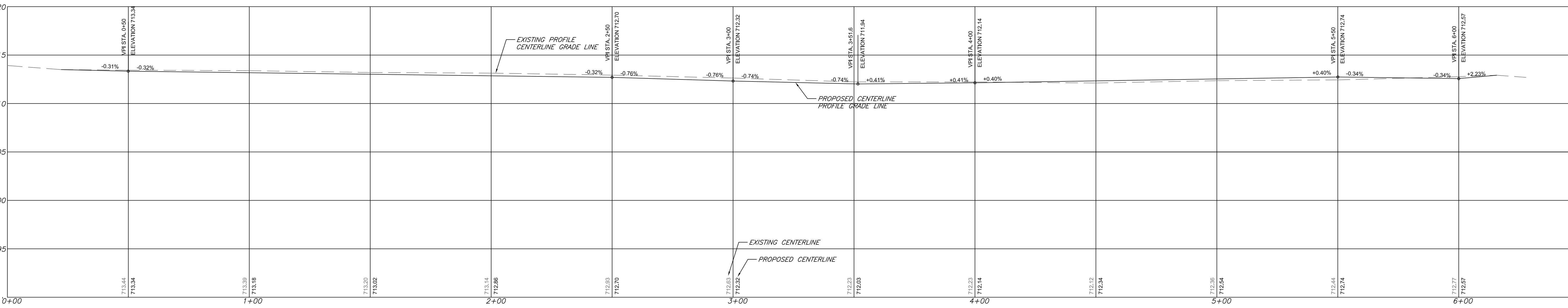
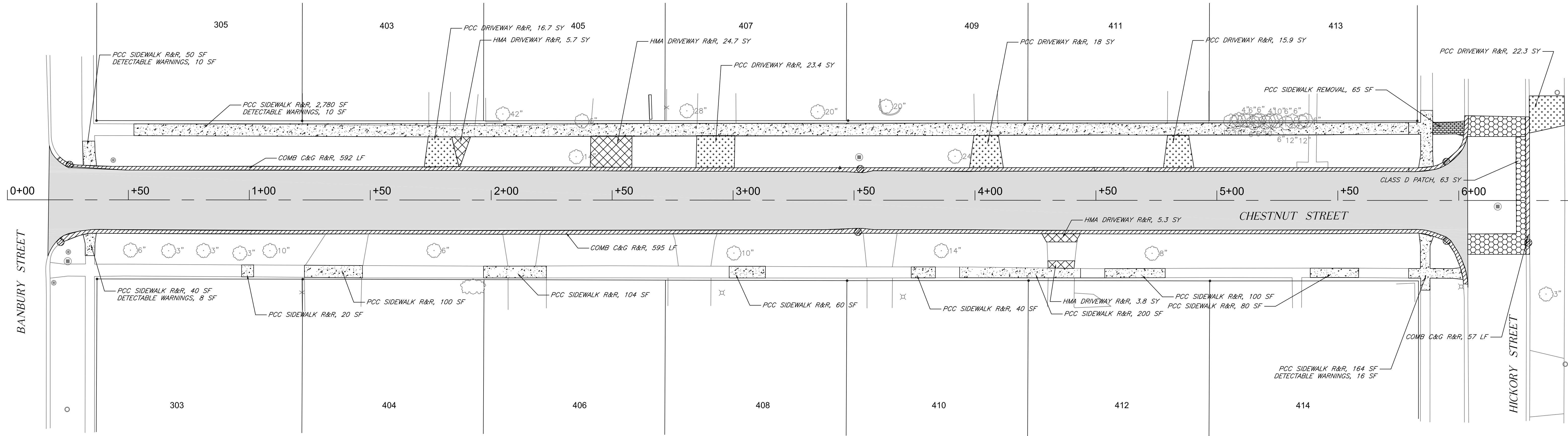
Designed BWT	08/22	Drawn BWT	08/22	Checked BWT	08/22
Approved _____ Date _____					Job Class
Title _____					JC



REVISIONS	Description	Date

File No. _____

Sheet 8 of 21



LEGEND

- PAVEMENT REMOVAL & REPLACEMENT
- CLASS D PATCH
- HMA DRIVEWAY REMOVAL AND REPLACEMENT
- PCC DRIVEWAY REMOVAL AND REPLACEMENT
- SIDEWALK REMOVAL
- SIDEWALK, 5" NEW
- PCC SIDEWALK, 5" REMOVAL AND REPLACEMENT
- COMB CONC C&G REMOVAL AND REPLACEMENT

Designed BWT	08/22
Drawn BWT	08/22
Checked BWT	08/22

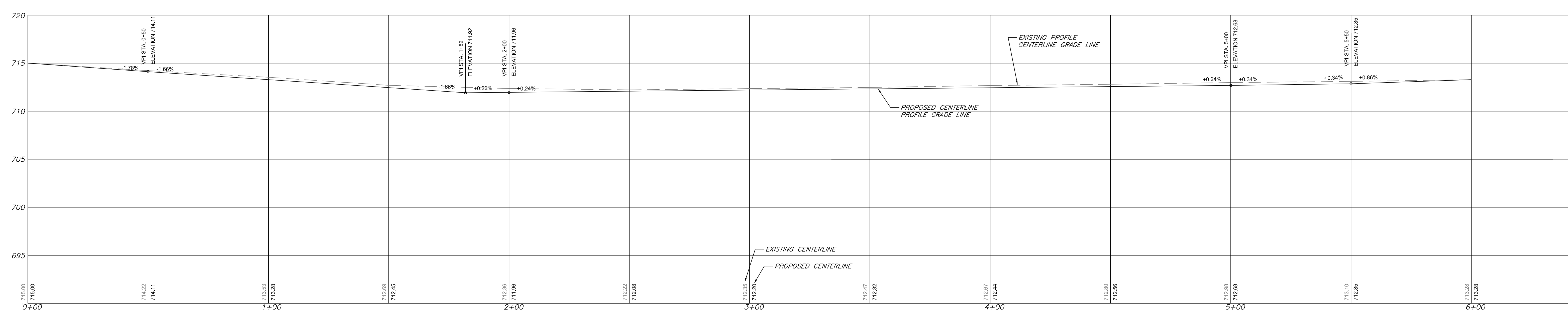
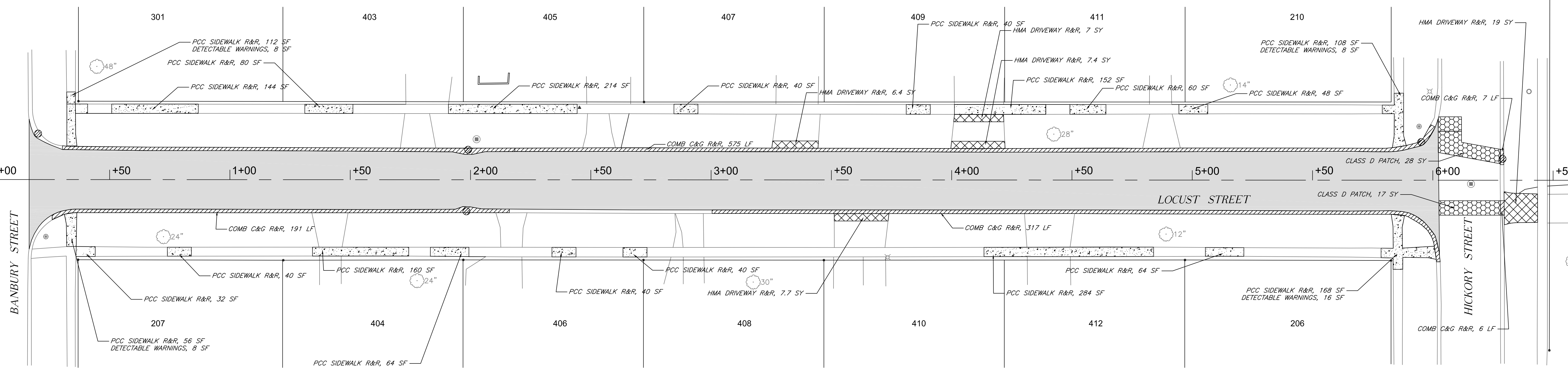
**CHESTNUT, LOCUST, & SPRUCE
WATER MAIN & STREET IMPROVEMENT PROJECT
NORTH AURORA, ILLINOIS**

Approved _____ Date _____
Title _____ Job Class JC

CHESTNUT STREET ROAD PLAN & PROFILE



REVISIONS	
Date	Description



LEGEND

	PAVEMENT REMOVAL & REPLACEMENT
	CLASS D PATCH
	HMA DRIVEWAY REMOVAL AND REPLACEMENT
	PCC DRIVEWAY REMOVAL AND REPLACEMENT
	SIDEWALK REMOVAL
	SIDEWALK, 5" NEW
	PCC SIDEWALK, 5" REMOVAL AND REPLACEMENT
	COMB CONC C&G REMOVAL AND REPLACEMENT

Designed BWT 08/22
 Drawn BWT 08/22
 Checked BWT 08/22

**CHESTNUT, LOCUST, & SPRUCE
 WATER MAIN & STREET IMPROVEMENT PROJECT
 NORTH AURORA, ILLINOIS**

LOCUST STREET ROAD PLAN & PROFILE

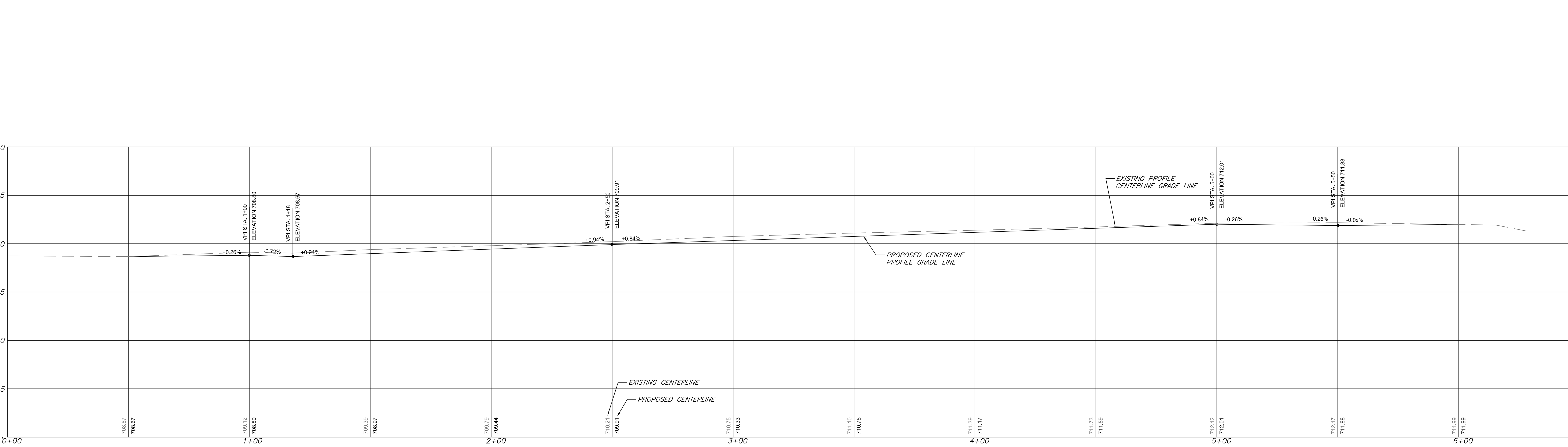
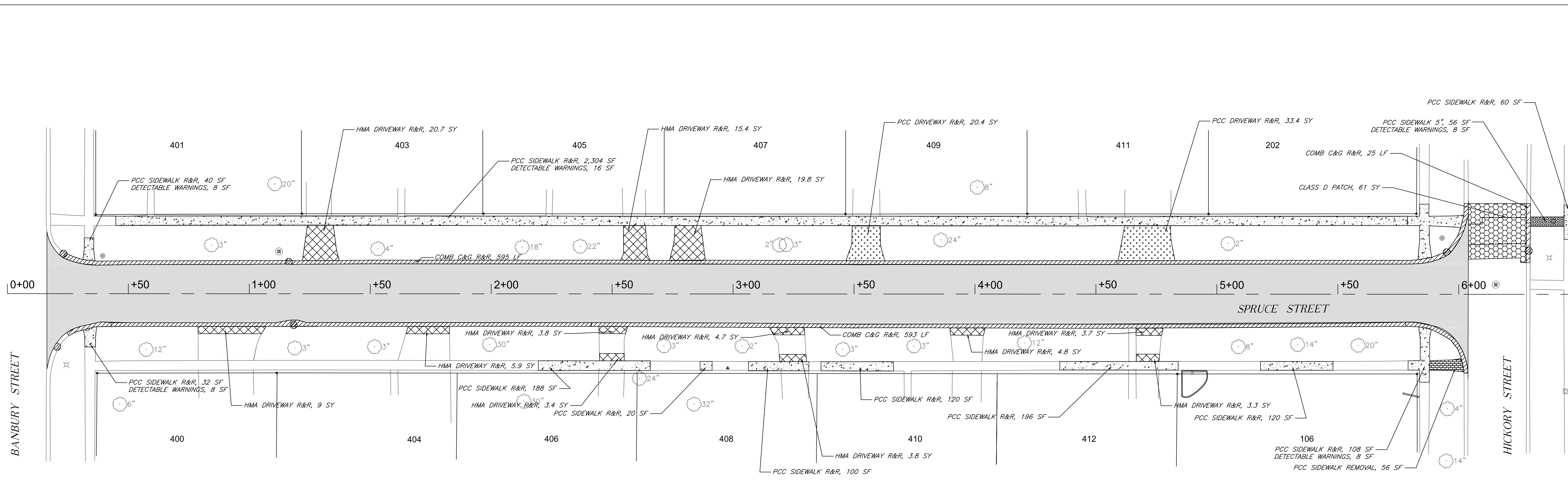
Approved _____ Date _____
 Title _____ Job _____ Class _____



REVISIONS	
Date	Description

File No. _____

Sheet 10 of 21



LEGEND

	PAVEMENT REMOVAL & REPLACEMENT
	CLASS D PATCH
	HMA DRIVEWAY REMOVAL AND REPLACEMENT
	PCC DRIVEWAY REMOVAL AND REPLACEMENT
	SIDEWALK REMOVAL
	SIDEWALK, 5" NEW
	PCC SIDEWALK, 5" REMOVAL AND REPLACEMENT
	COMB CONC C&G REMOVAL AND REPLACEMENT

**CHESTNUT, LOCUST, & SPRUCE
WATER MAIN & STREET IMPROVEMENT PROJECT
NORTH AURORA, ILLINOIS**

SPRUCE STREET ROAD PLAN & PROFILE

Designed BWT 08/22
 Drawn BWT 08/22
 Checked BWT 08/22

Approved _____ Date _____
 Title _____ Job Class JC

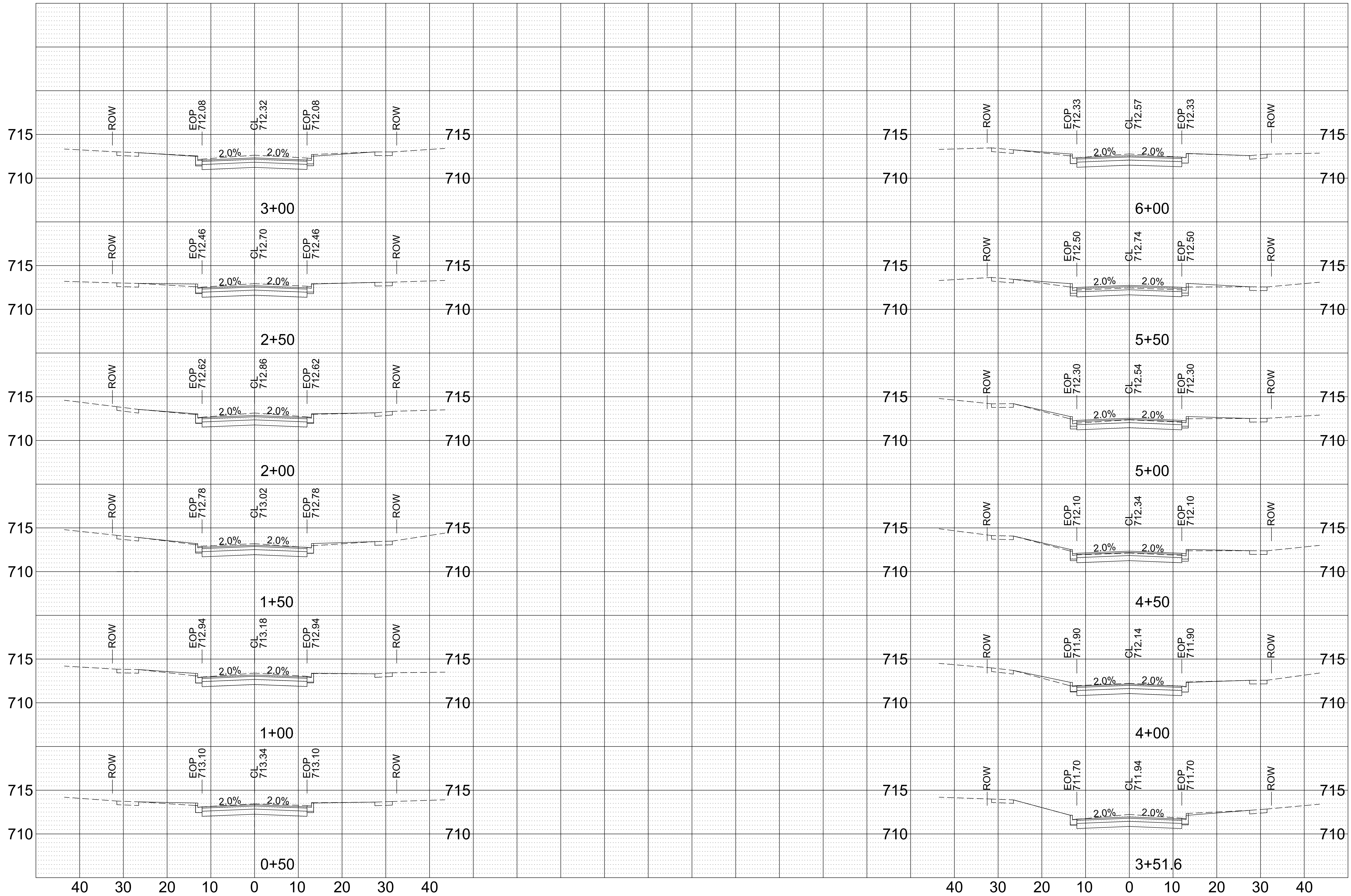


REVISIONS	
Date	Description

Approved _____

File No. _____

Sheet 11 of 21

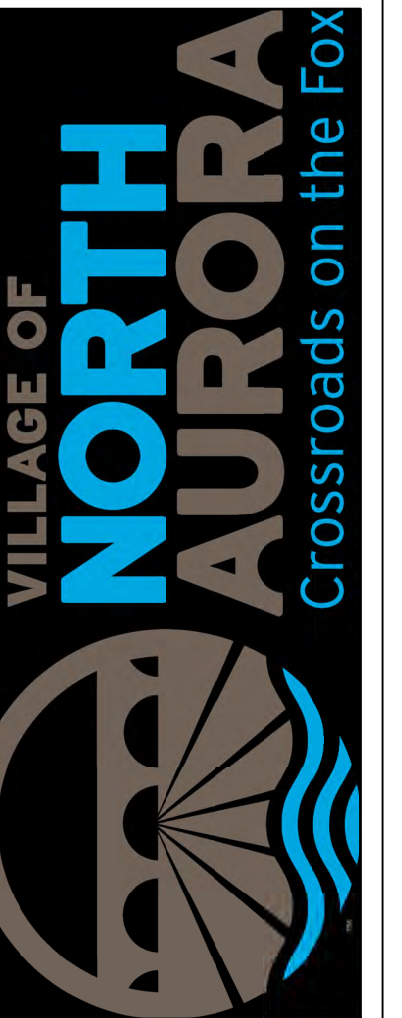


Designed BWT 08/22
 Drawn BWT 08/22
 Checked BWT 08/22

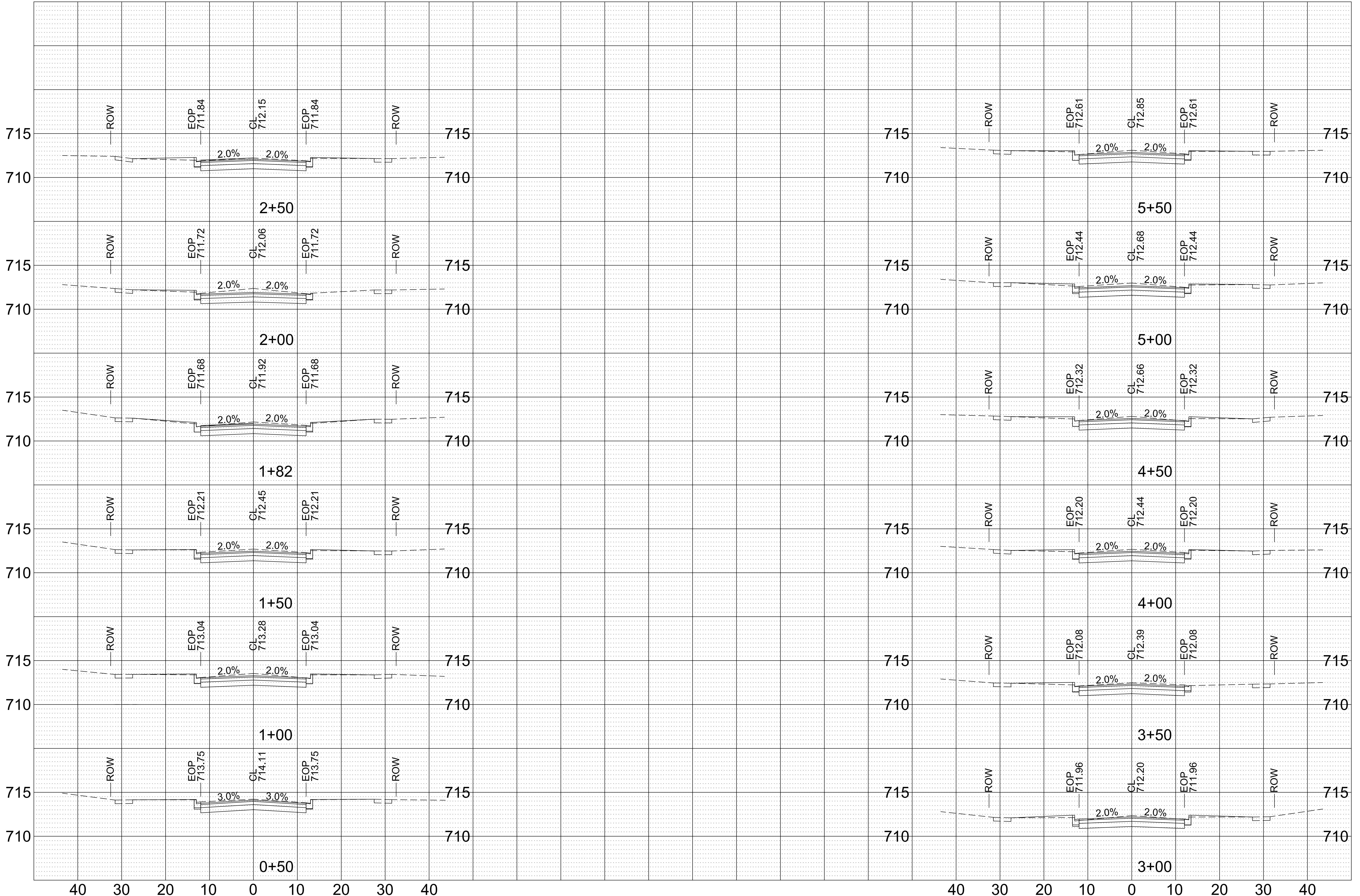
CHESTNUT, LOCUST, & SPRUCE
 WATER MAIN & STREET IMPROVEMENT PROJECT
 NORTH AURORA, ILLINOIS

Approved _____ Date _____
 Title _____ Job _____ Class _____

CHESTNUT STREET CROSS SECTIONS



REVISIONS		Approved
Date	Description	



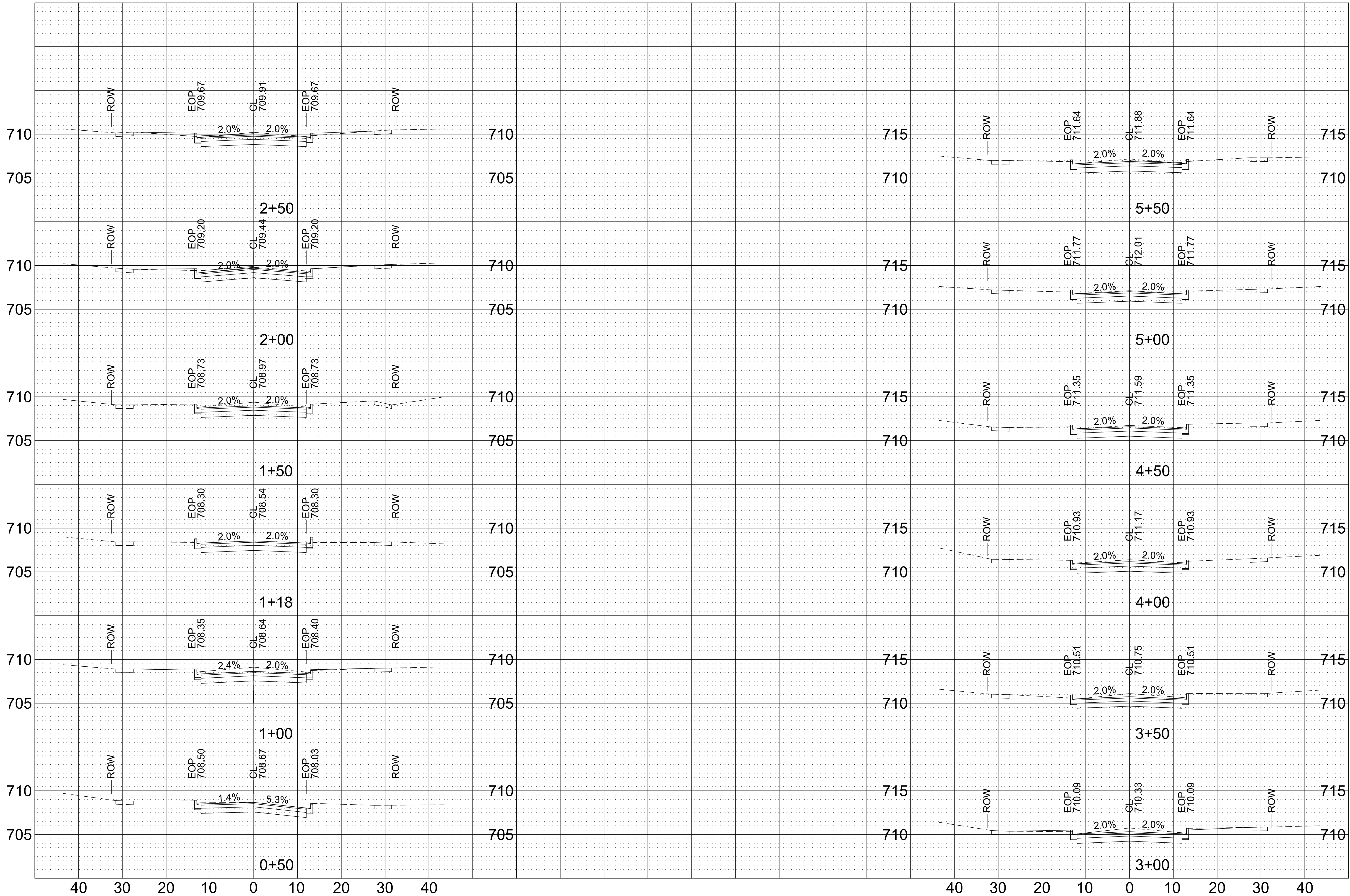
Designed BWT	08/22
Drawn BWT	08/22
Checked BWT	08/22

CHESTNUT, LOCUST, & SPRUCE
WATER MAIN & STREET IMPROVEMENT PROJECT
NORTH AURORA, ILLINOIS
LOCUST STREET CROSS SECTIONS



REVISIONS	
Date	Description

Approved _____ Date _____
 Title _____ Job Class _____



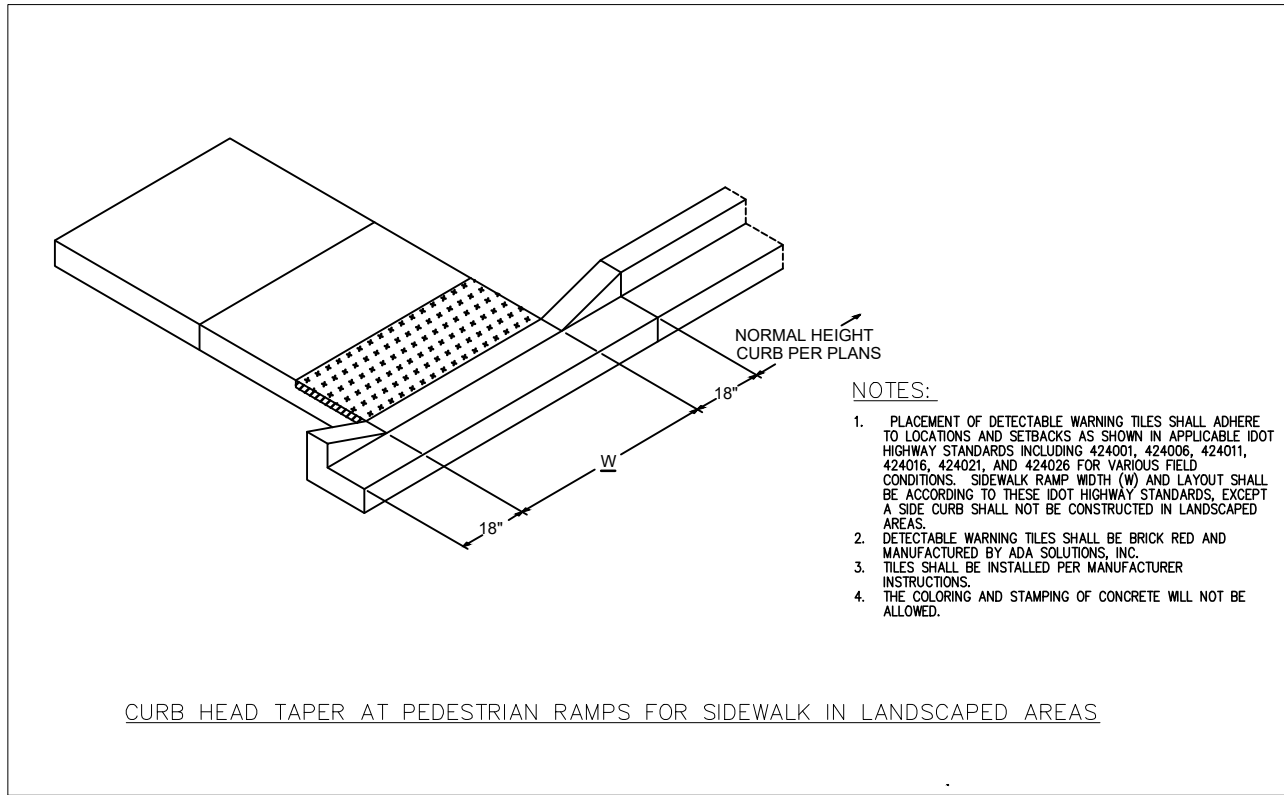
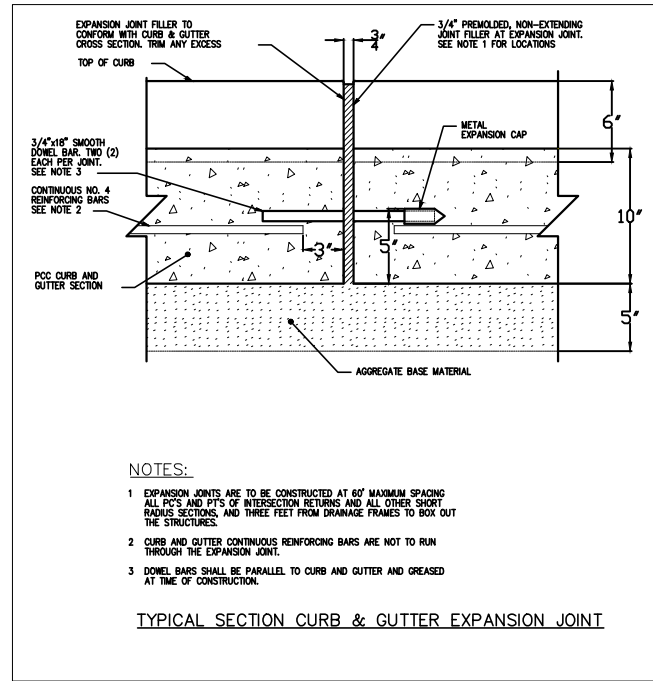
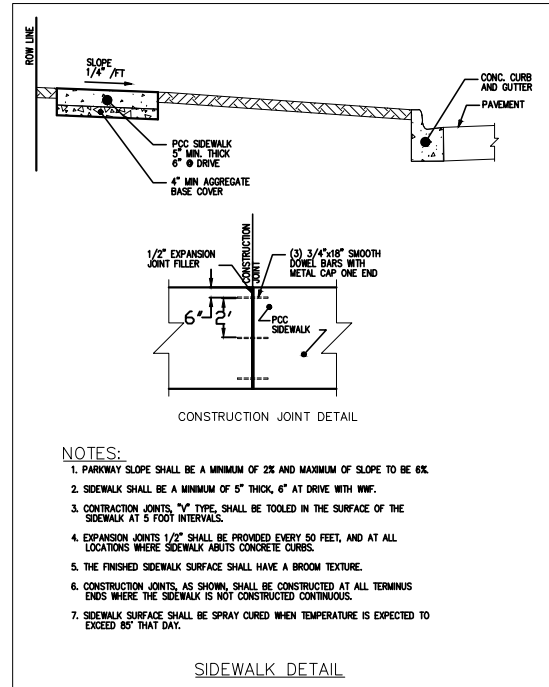
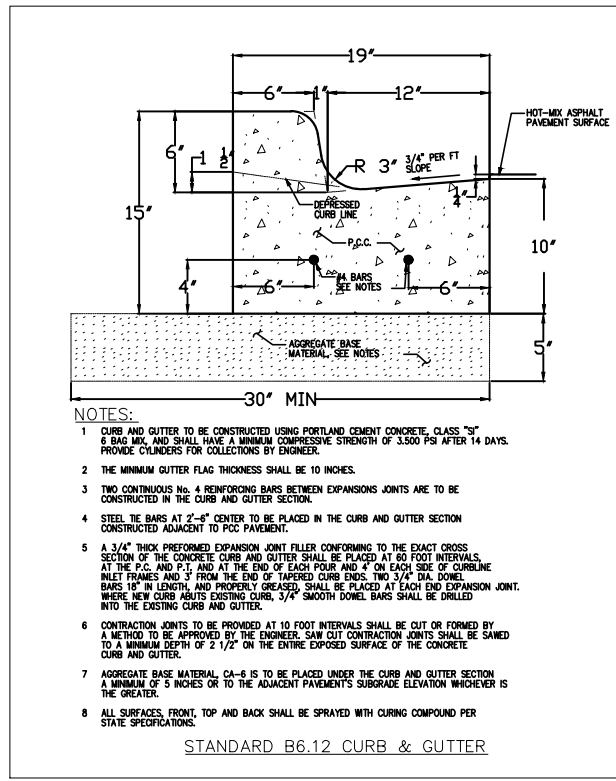
Designed BWT 08/22
 Drawn BWT 08/22
 Checked BWT 08/22

CHESTNUT, LOCUST, & SPRUCE
 WATER MAIN & STREET IMPROVEMENT PROJECT
 NORTH AURORA, ILLINOIS
 SPRUCE STREET CROSS SECTIONS



REVISIONS		Approved
Date	Description	

Approved _____ Date _____
 Title _____ Job Class _____



Project: October 6, 2022 @ 3:50 PM By: Brandon Tomarelli - Tab: CONSTRUCTION DETAILS

VILLAGE OF NORTH AURORA
 25 EAST STATE STREET
 NORTH AURORA, IL 60542

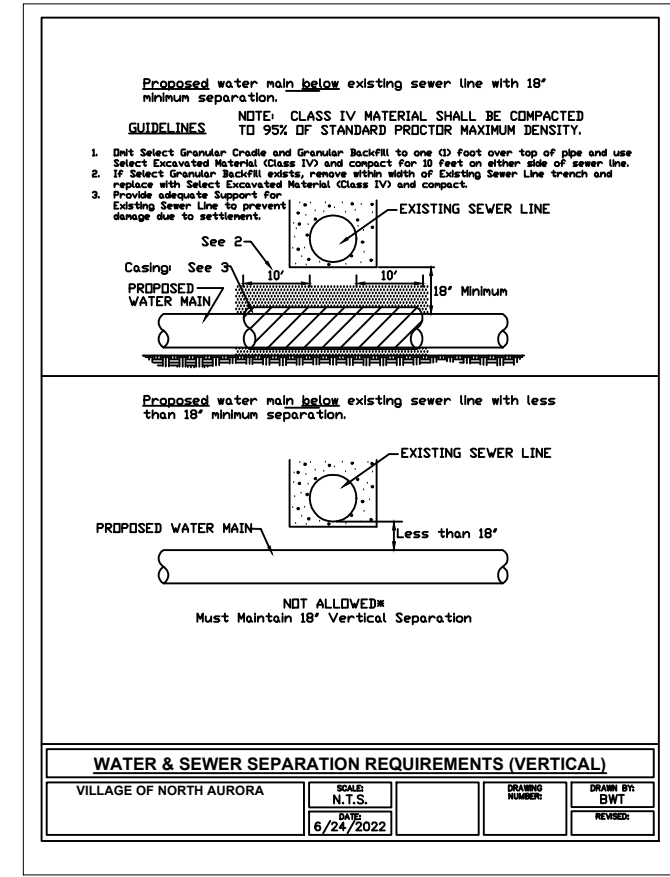
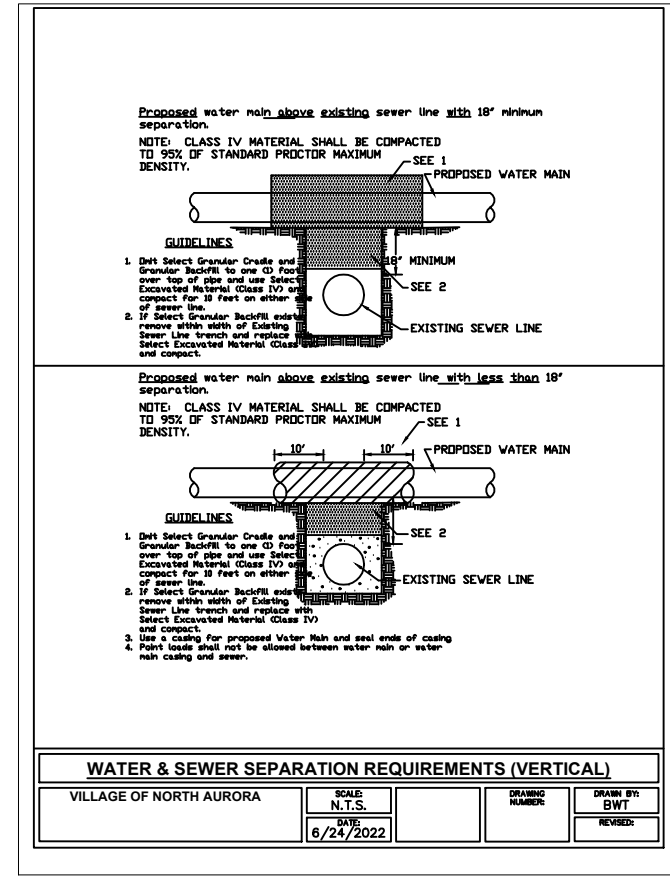
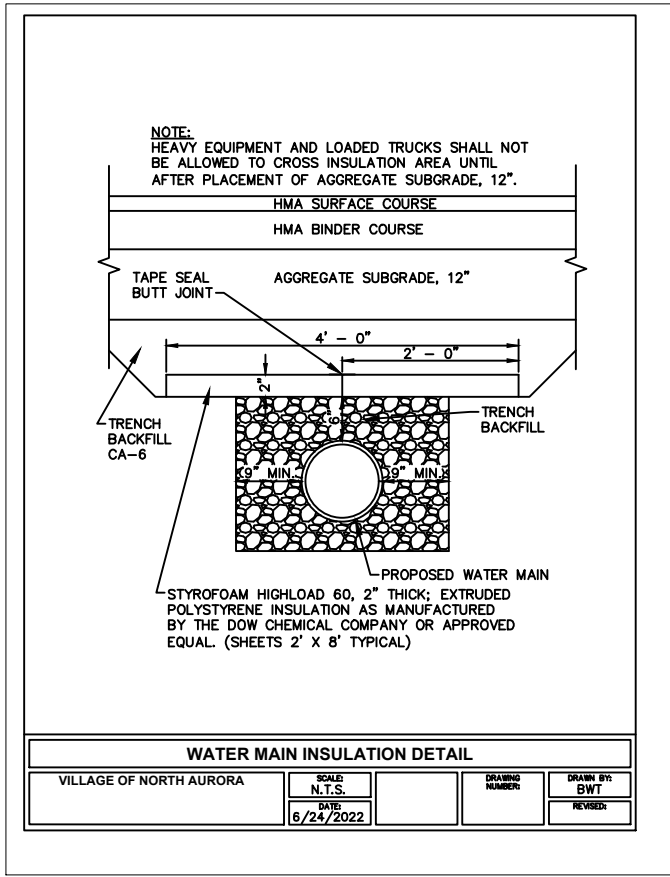
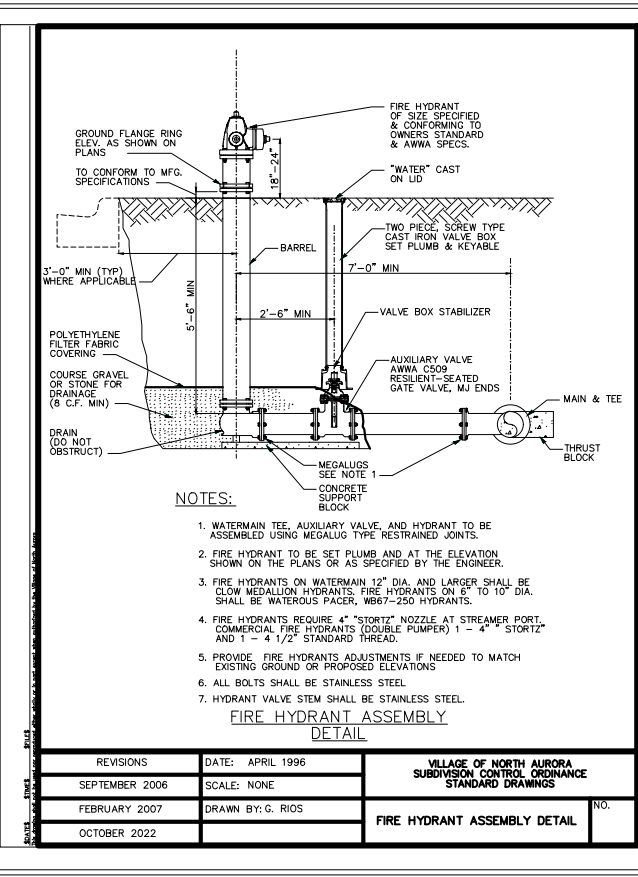
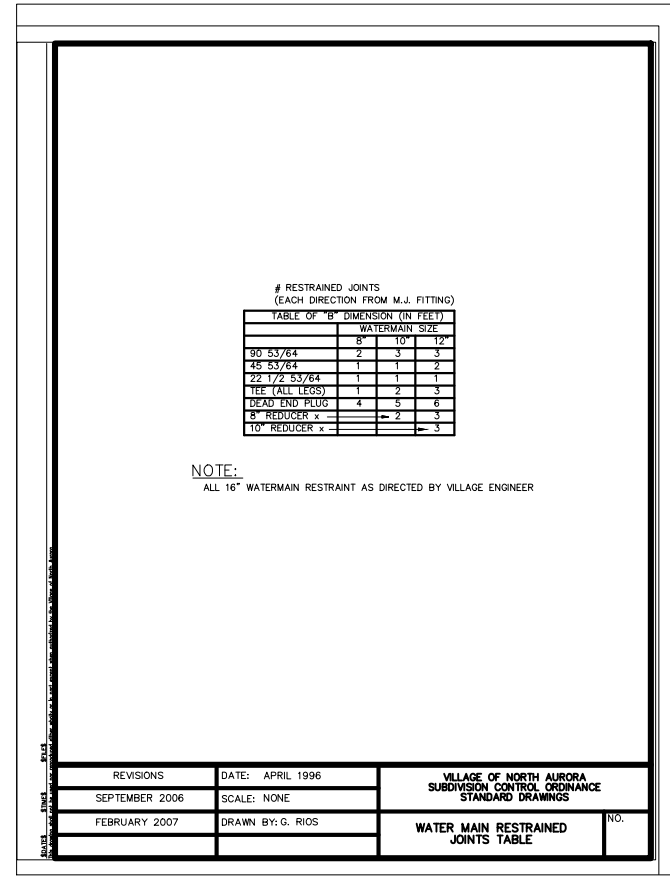
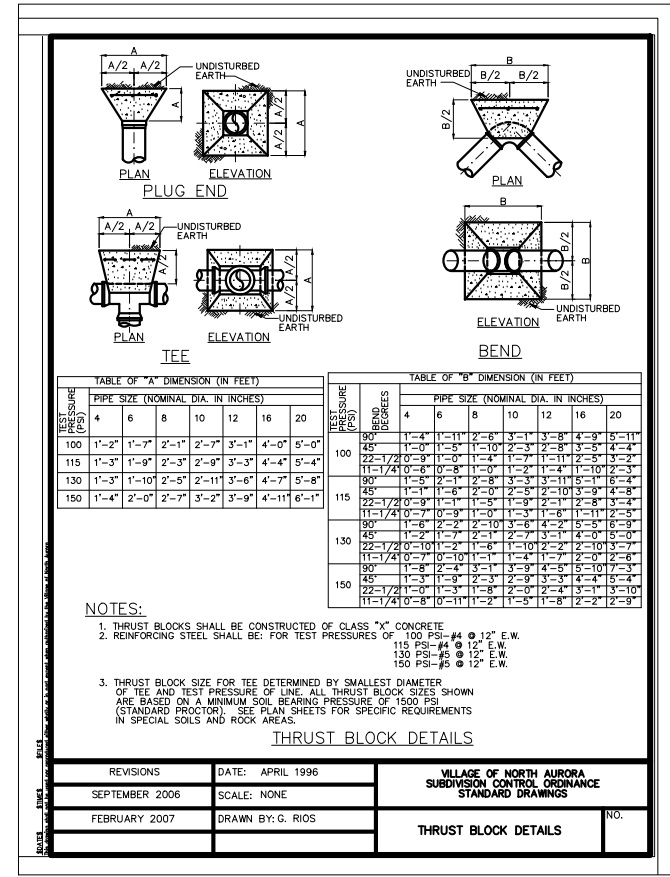
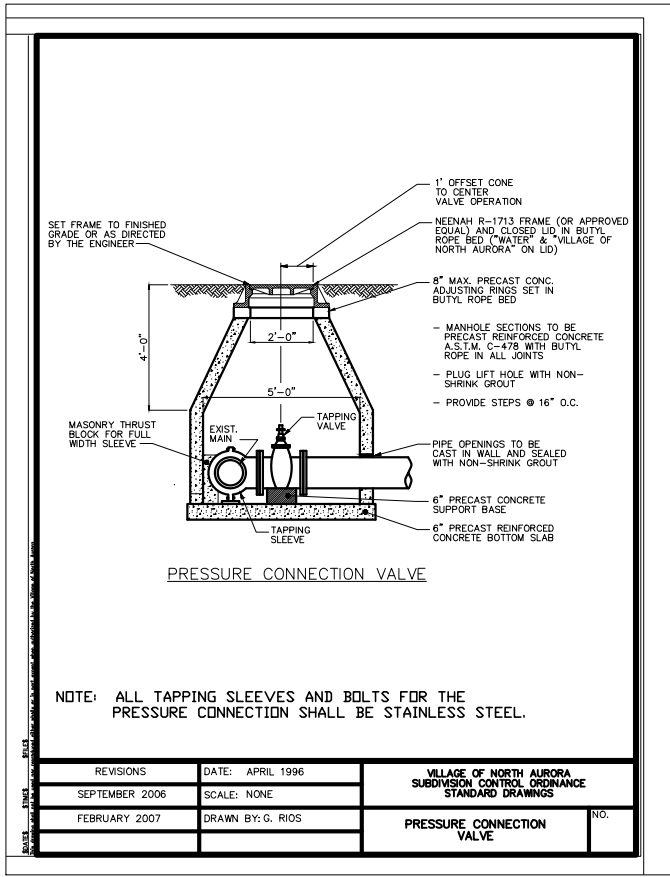
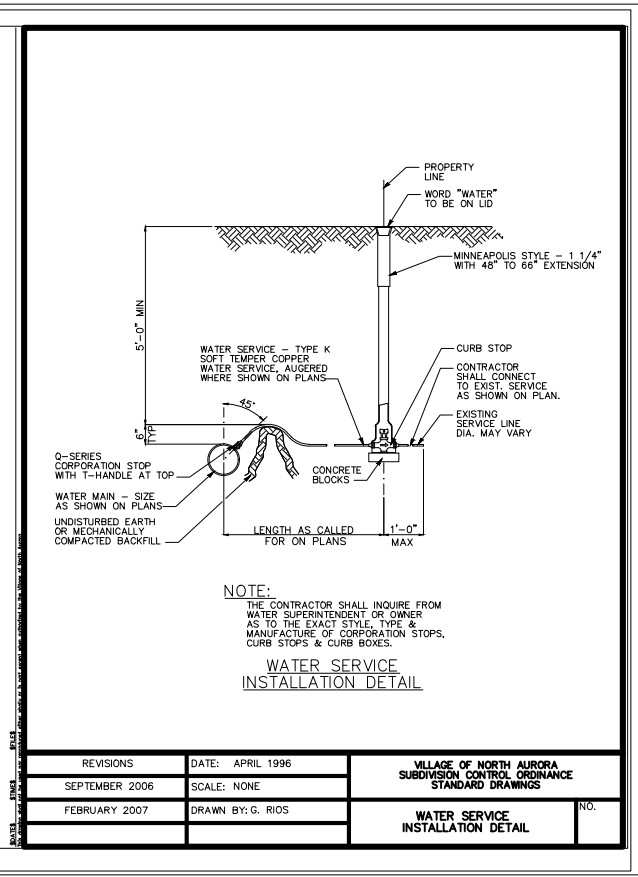
NO.	DATE	REVISIONS

CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET
 WATER MAIN & STREET IMPROVEMENT PROJECT

CONSTRUCTION DETAILS

DATE: AUGUST 2022
 SHEET **15** OF **21**

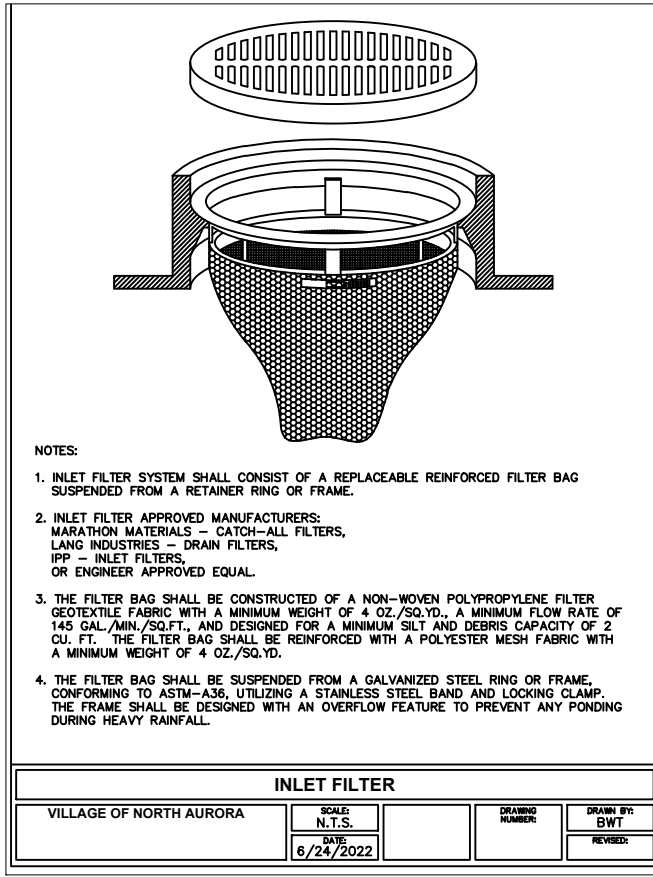
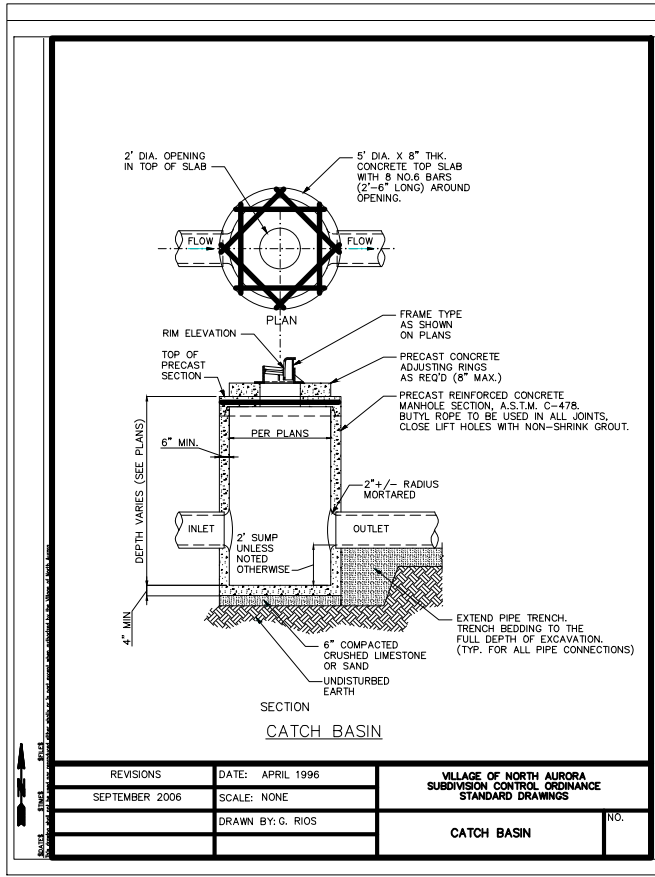
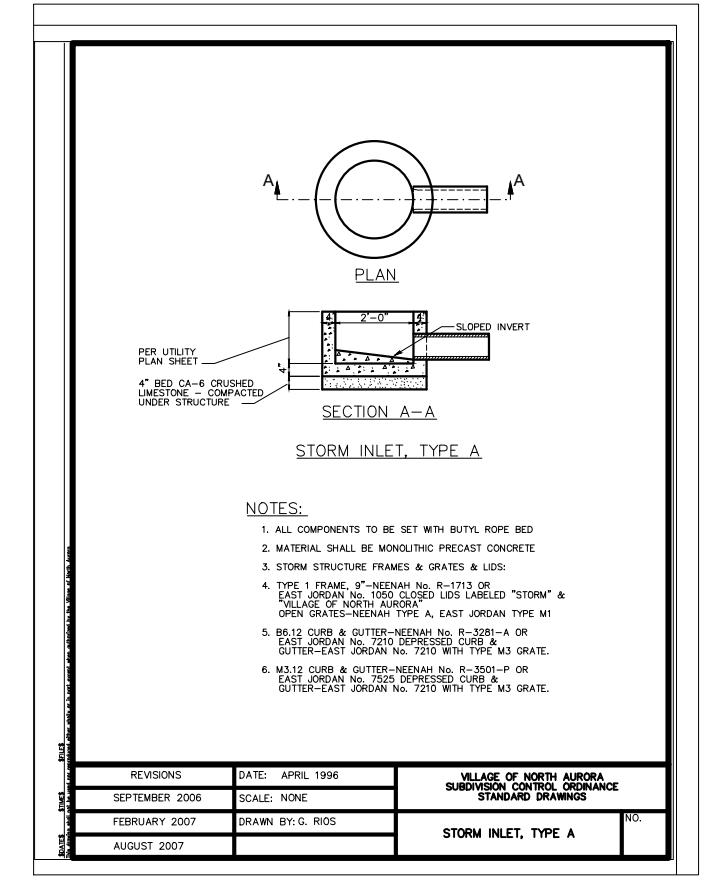
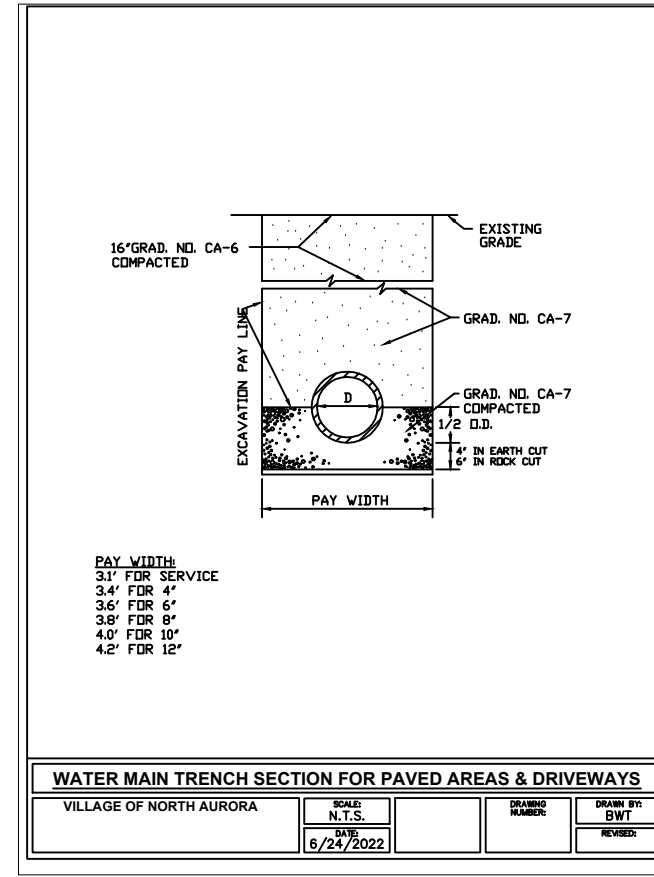
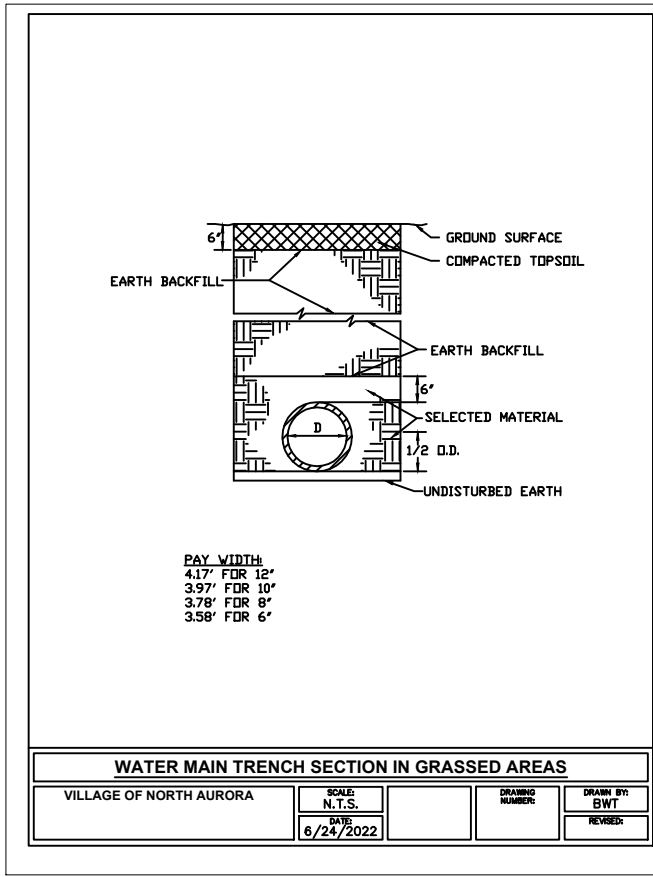
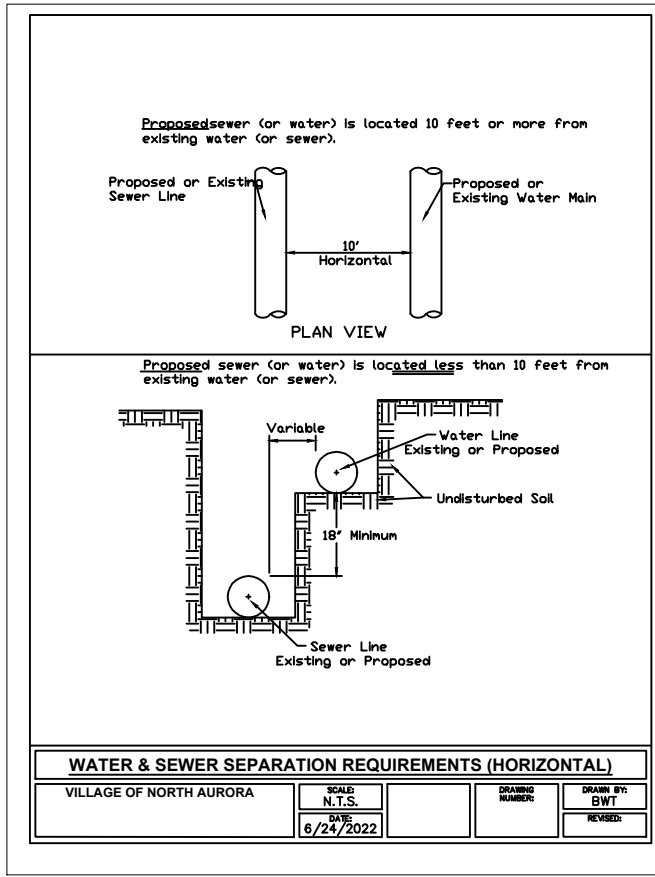
CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET WATER MAIN PROJECT CONSTRUCTION DETAILS



Plotfile: October 6, 2022 @ 3:50 PM By: Brandon Tonarelli - Tab: CONSTRUCTION DETAILS (2)

D:\S:\3 WATER\ DISTRIBUTION SYSTEM\ WATER MAIN PROJECT\ CHESTNUT LOCUST SPRUCE MARKET CHESTNUT LOCUST SPRUCE\ WM CONSTRUCTION DETAILS

NO.	DATE	REVISIONS



R.O.W. & REMAINING GRASSED AREA: CLASS 1 SEEDING MIXTURE
PERMANENT SEEDING MIXTURE - 50 LBS./AC. KENTUCKY BLUEGRASS
30 LBS./AC. PERENNIAL RYEGRASS
20 LBS./AC. CREEPING RED FESCUE

TEMPORARY SEEDING MIXTURE - 150 LBS./AC. RYE OR WHEAT
100 LBS./AC. DATS

GRASSED WATERWAY AREA: CLASS 5 SEEDING MIXTURE
PERMANENT SEEDING MIXTURE - 15 LBS./AC. KENTUCKY BLUEGRASS
15 LBS./AC. SMOOTH BROMEGRASS

TEMPORARY SEEDING MIXTURE - 150 LBS./AC. RYE OR WHEAT
100 LBS./AC. DATS

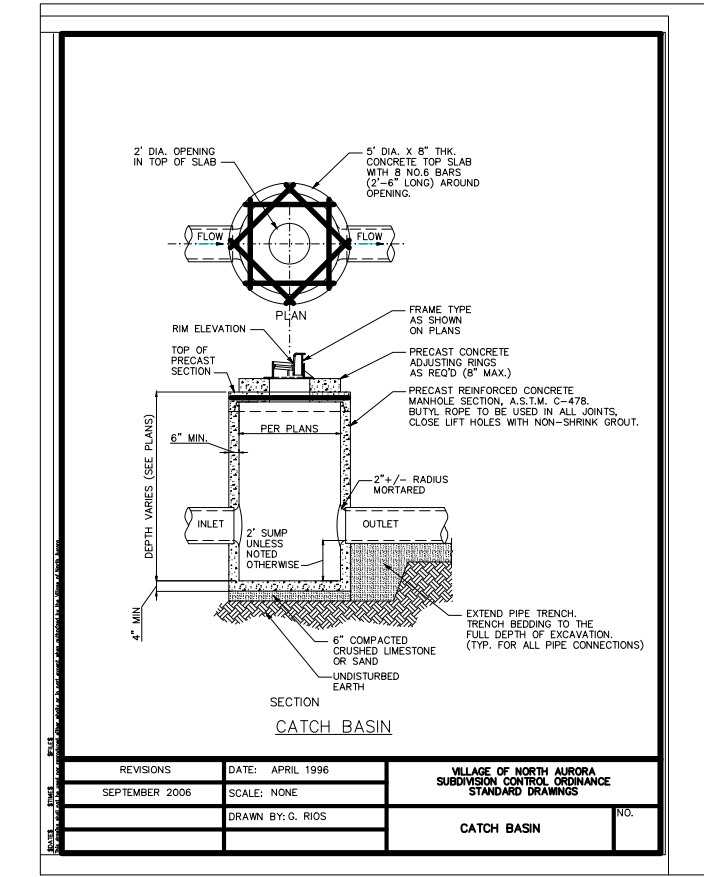
SEEDING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PERMANENT SEEDING MIXTURE NON IRRIGATED												
IRRIGATED												
DORMANT (DOUBLE RATE)												
TEMPORARY SEEDING MIXTURE RYE OR WHEAT												
DATS												

FERTILIZER MIXTURE FOR PROPOSED SEEDING AREAS

NITROGEN (N) 120 LBS./AC.
PHOSPHORUS (P) 52 LBS./AC. OR 120 LBS./AC. P₂O₅
POTASSIUM (K) 100 LBS./AC. OR 120 LBS./AC. K₂O

SEEDING INFORMATION & SCHEDULE

VILLAGE OF NORTH AURORA	SCALE: N.T.S.	DRAWING NUMBER:	DRAWN BY: BWT
	DATE: 6/24/2022		REVISED:



Plothead: October 6, 2022 © 3:51 PM By: Brandon Tomarelli - Tab: CONSTRUCTION DETAILS (3)

DUNGS V. WATERLY DISTRIBUTION SYSTEM WATER MAIN PROJECT CHESTNUT LOCUST SPRUCE MARKET CHESTNUT LOCUST SPRUCE MARKET CONSTRUCTION DETAILS

VILLAGE OF NORTH AURORA
 25 EAST STATE STREET
 NORTH AURORA, IL 60542

CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET
 WATER MAIN & STREET IMPROVEMENT PROJECT

CONSTRUCTION DETAILS

DATE: AUGUST 2022
 SHEET 17 OF 21

NO.	DATE	REVISIONS

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- BACKFILL WITH CRUSHED STONE AND A MINIMUM 18 (450) THICK HMA SURFACE HAS APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- REMOVE THE HMA SURFACE AND CRUSHED STONE.
- REINSTALL THE FRAME AND LID. ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-3 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BRIDGE COURSE.

LEGEND

1 SUB-BASE GRANULAR MATERIAL	6 FRAME AND LID (SEE NOTES)
2 EXISTING PAVEMENT	7 CLASS PP-3 CONCRETE
3 36 (900) DIAMETER METAL PLATE	8 PROPOSED HMA SURFACE COURSE
4 PROPOSED CRUSHED STONE AND HMA SURFACE MIX	9 PROPOSED HMA BINDER COURSE
5 EXISTING STRUCTURE	

NOTES

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. MISCELLANEOUS FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 10.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LID AND/OR THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION, THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LIFTING AND READING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DESIGNED - B. SAH	REVISION - R. WESMAN 05-14-04
CHECKED -	REVISION - R. BORD 02-05-07
DATE - 05-25-04	REVISION - R. BORD 03-09-11
	REVISION - R. BORD 12-08-11

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER.
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I OR TYPE II BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (12.2 m x 12.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE II BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DRY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE AND THE BEGINNING OF THE WORK ZONE, A SINGLE HEADED ARROW (M6-3) SHALL BE USED IN LEFT OF THE DOUBLE HEADED ARROW (M6-4).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARDS. THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DESIGNED - L.A.A.	REVISION - A. HOUSH 03-15-06
DRAWN -	REVISION - T. RAMONCER 03-05-08
CHECKED -	REVISION - A. SPATZLER 03-03-11
DATE - 05-09	REVISION - A. SCHUEZER 05-15-16

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

NOTES

3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DESIGNED - A. HOUSH	REVISION - A. ABBAS 03-21-07
DRAWN -	REVISION - R. KOREN 03-21-07
CHECKED -	REVISION - R. BORD 12-15-09
DATE - 03-21-04	REVISION - E. SMITH 03-15-09

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

NOTES

- MAJOR ROADWAYS AND MAJOR SIDE ROADS.
- MINOR SIDE ROADS.
- THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSE.
- TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.
- SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- SEE ARTICLE 605.08 AND 605.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL - BUTT JOINT".

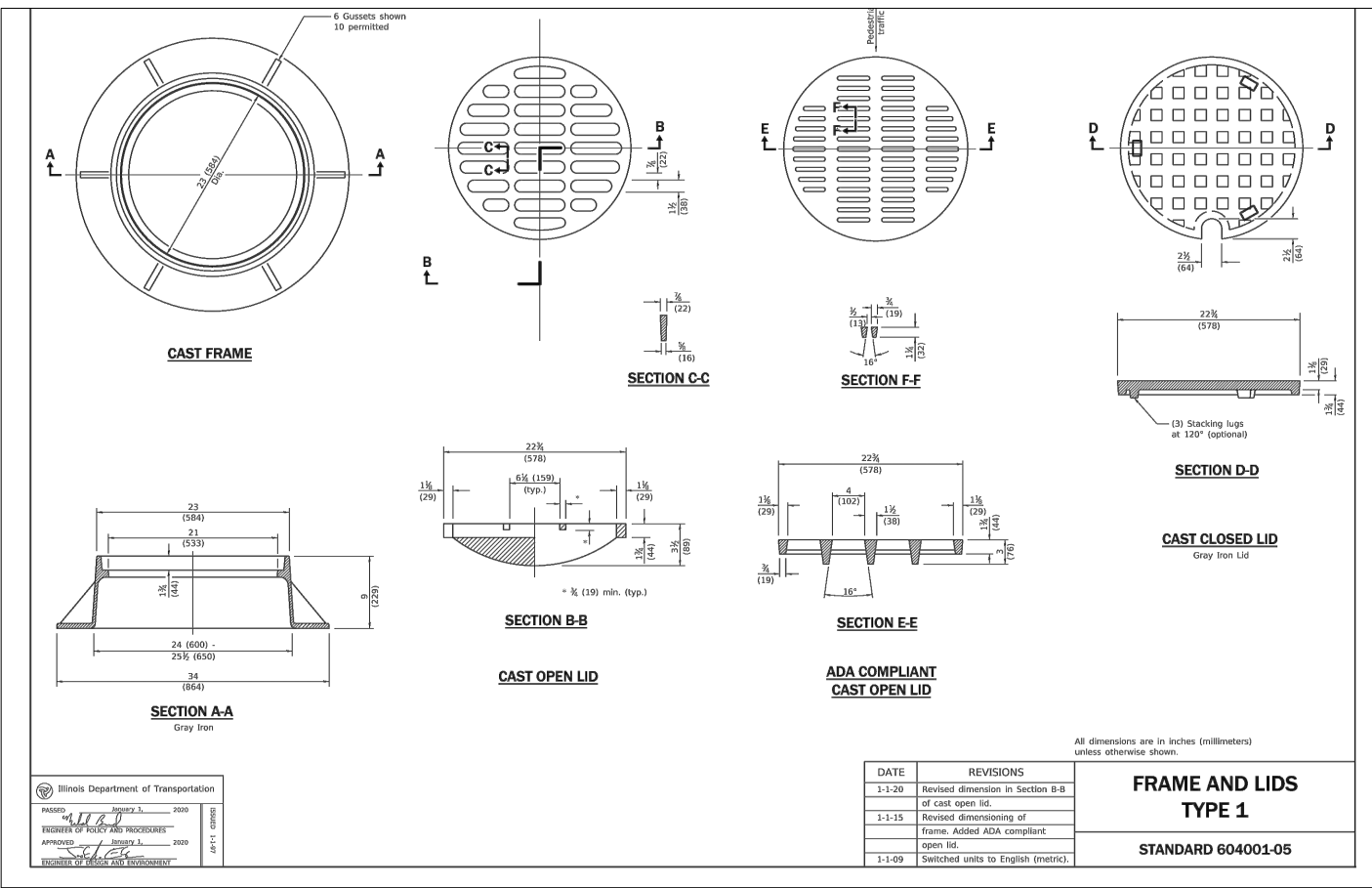
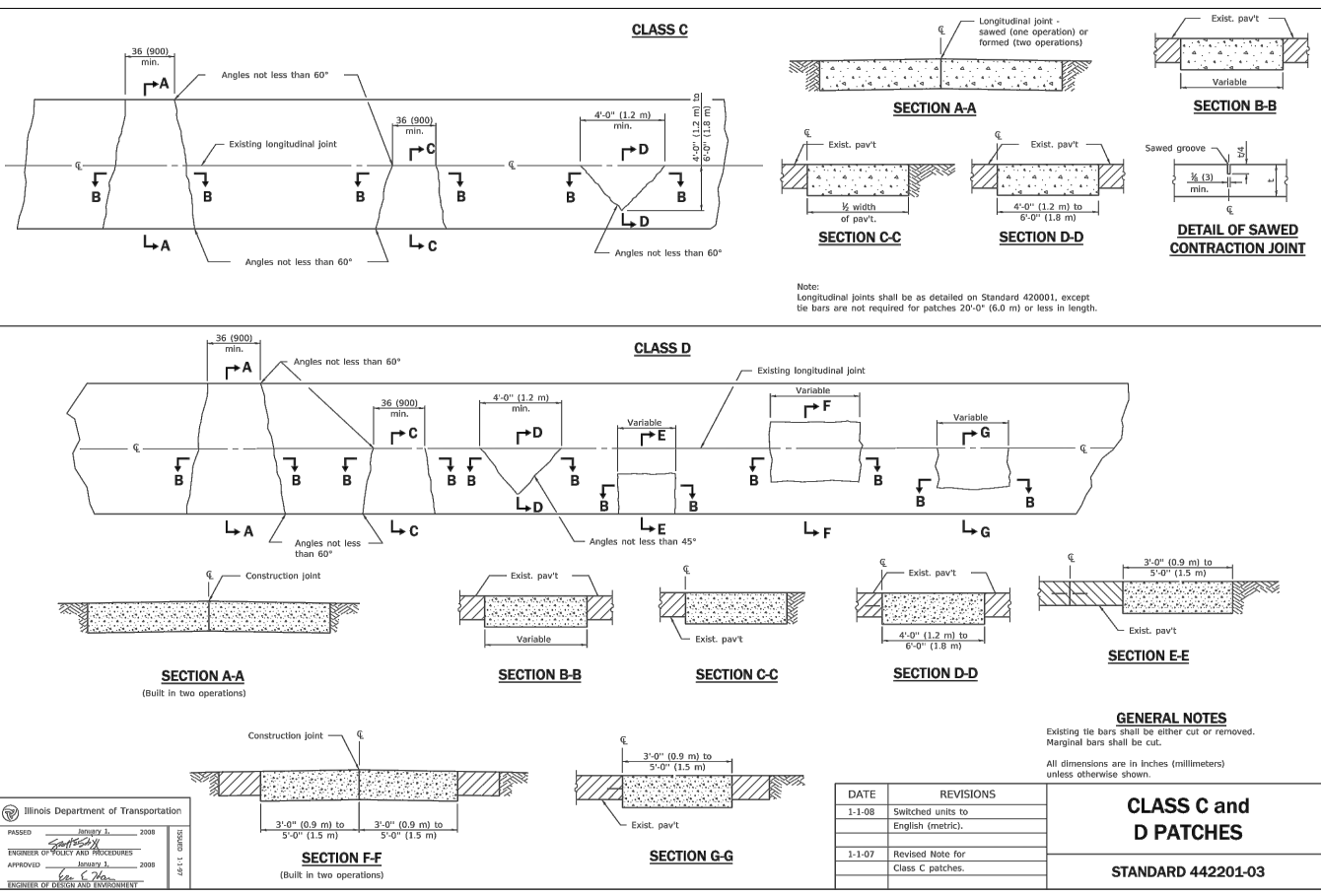
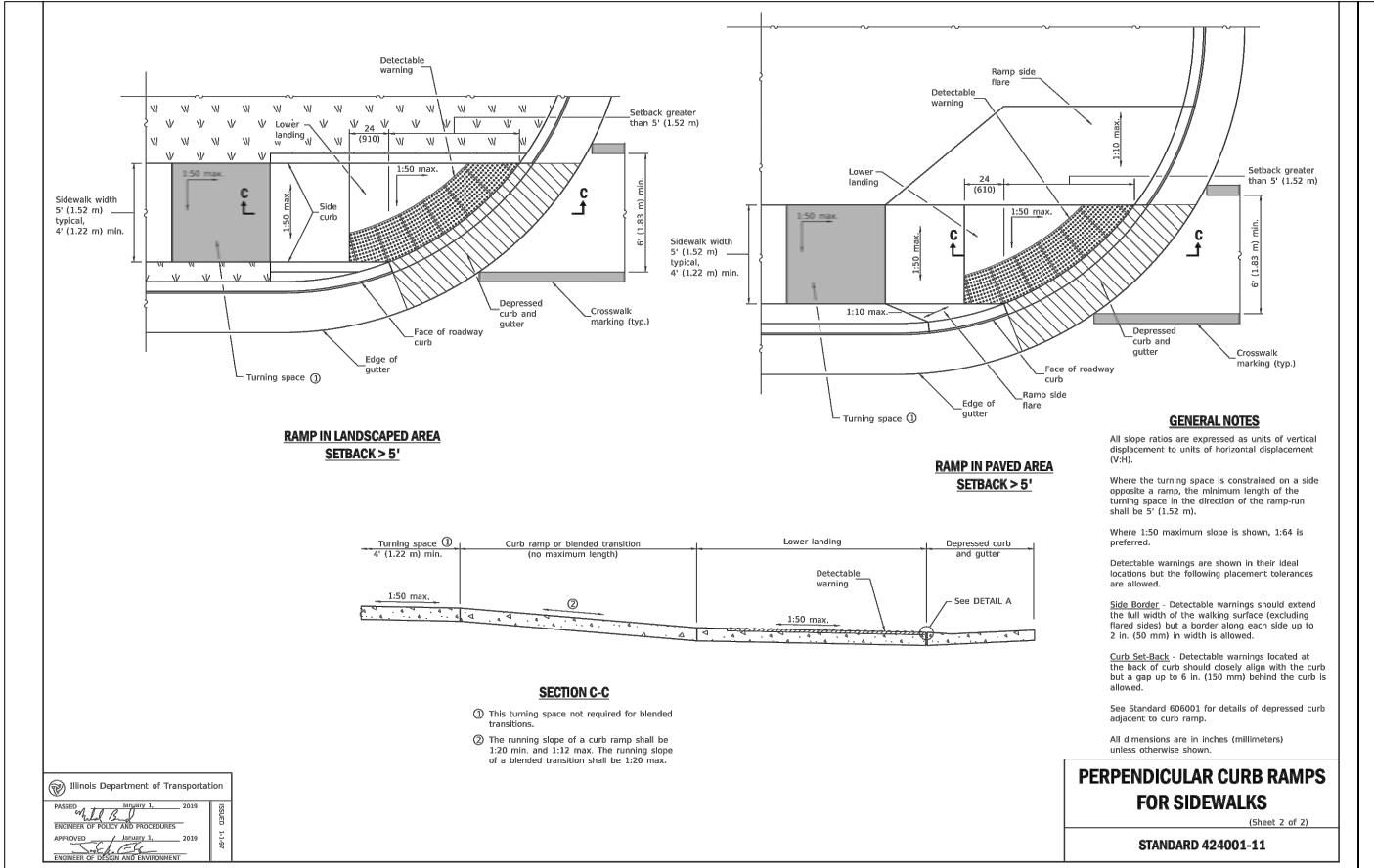
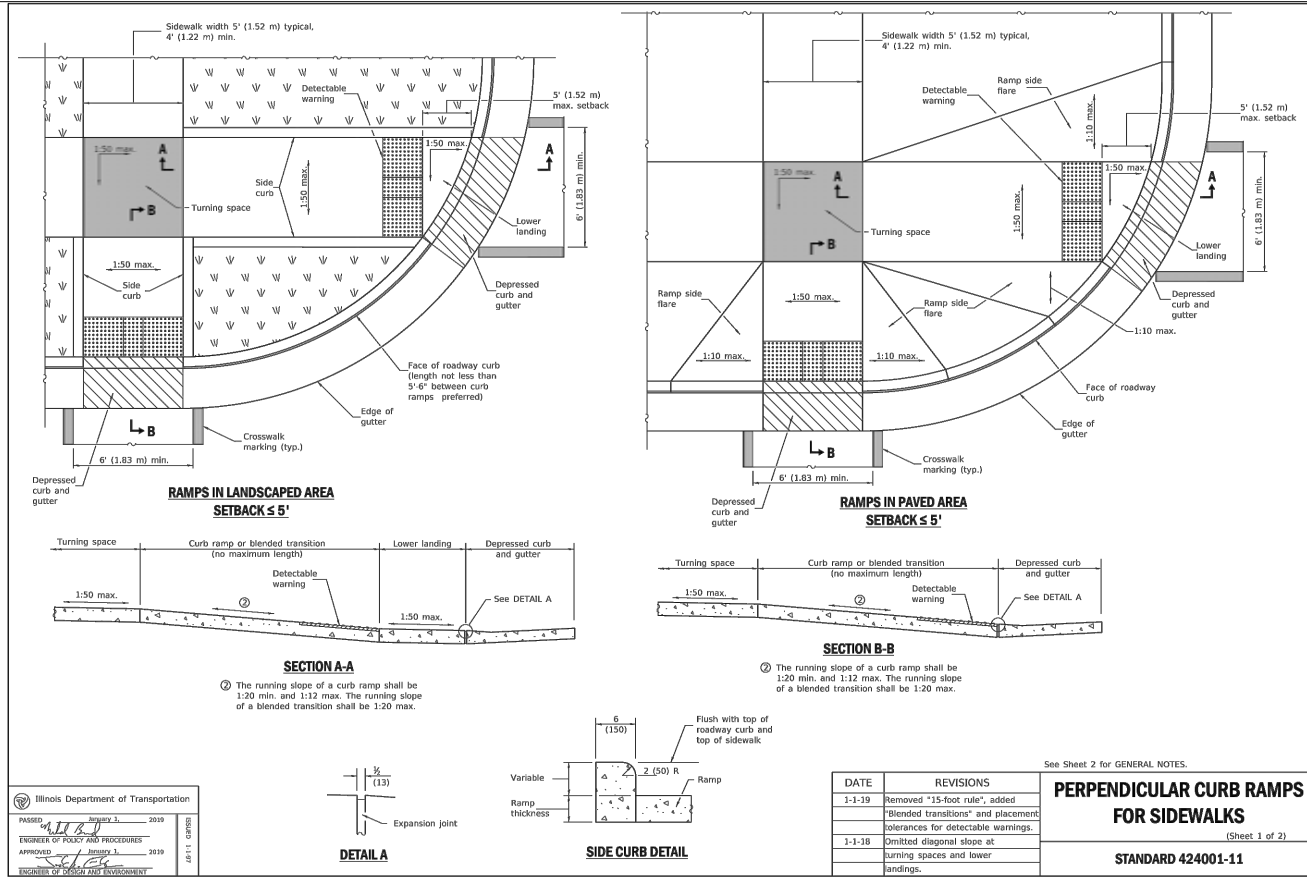
BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (INCLUDES METERS) FOR "HOT-SET ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DESIGNED - R. DE VOS	REVISION - R. BORD 10-25-04
DRAWN -	REVISION - A. ABBAS 03-21-07
CHECKED -	REVISION - R. KOREN 04-09-03
DATE - 05-13-04	REVISION - A. BORD 03-05-07



Project: August 12, 2022 @ 2:55 PM By: Brandon Tonorelli - Tab: HWY STD 1

VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

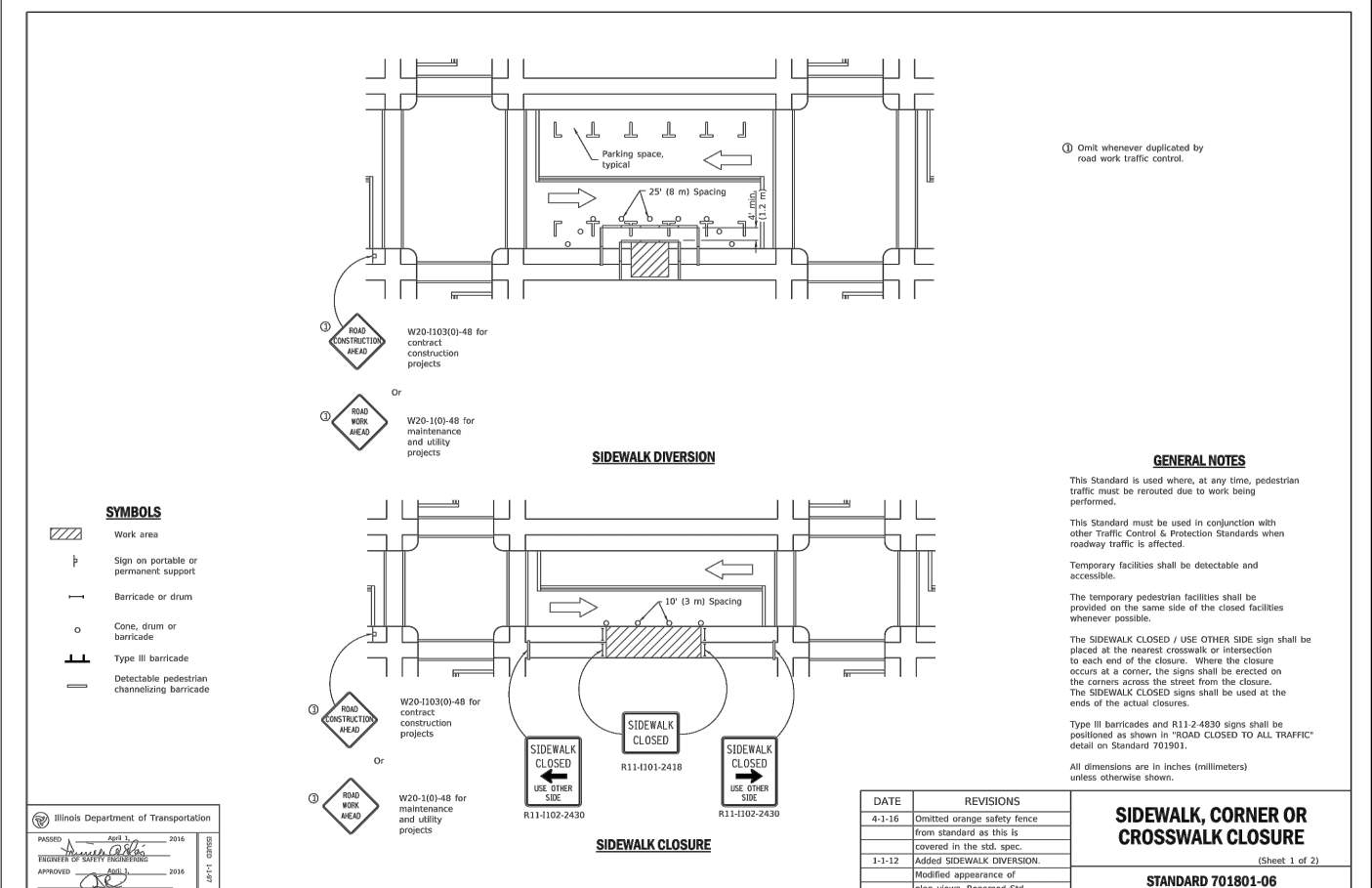
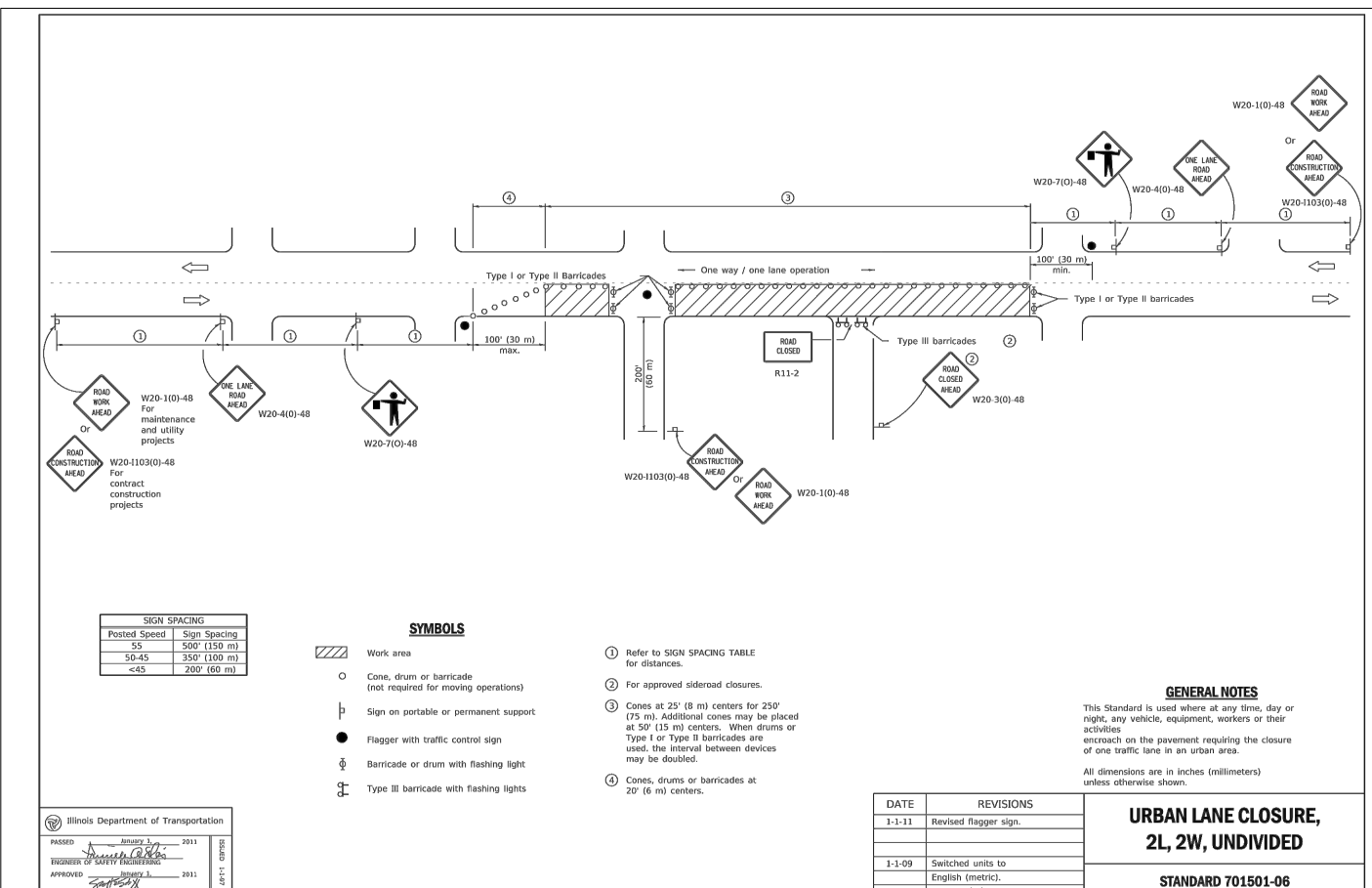
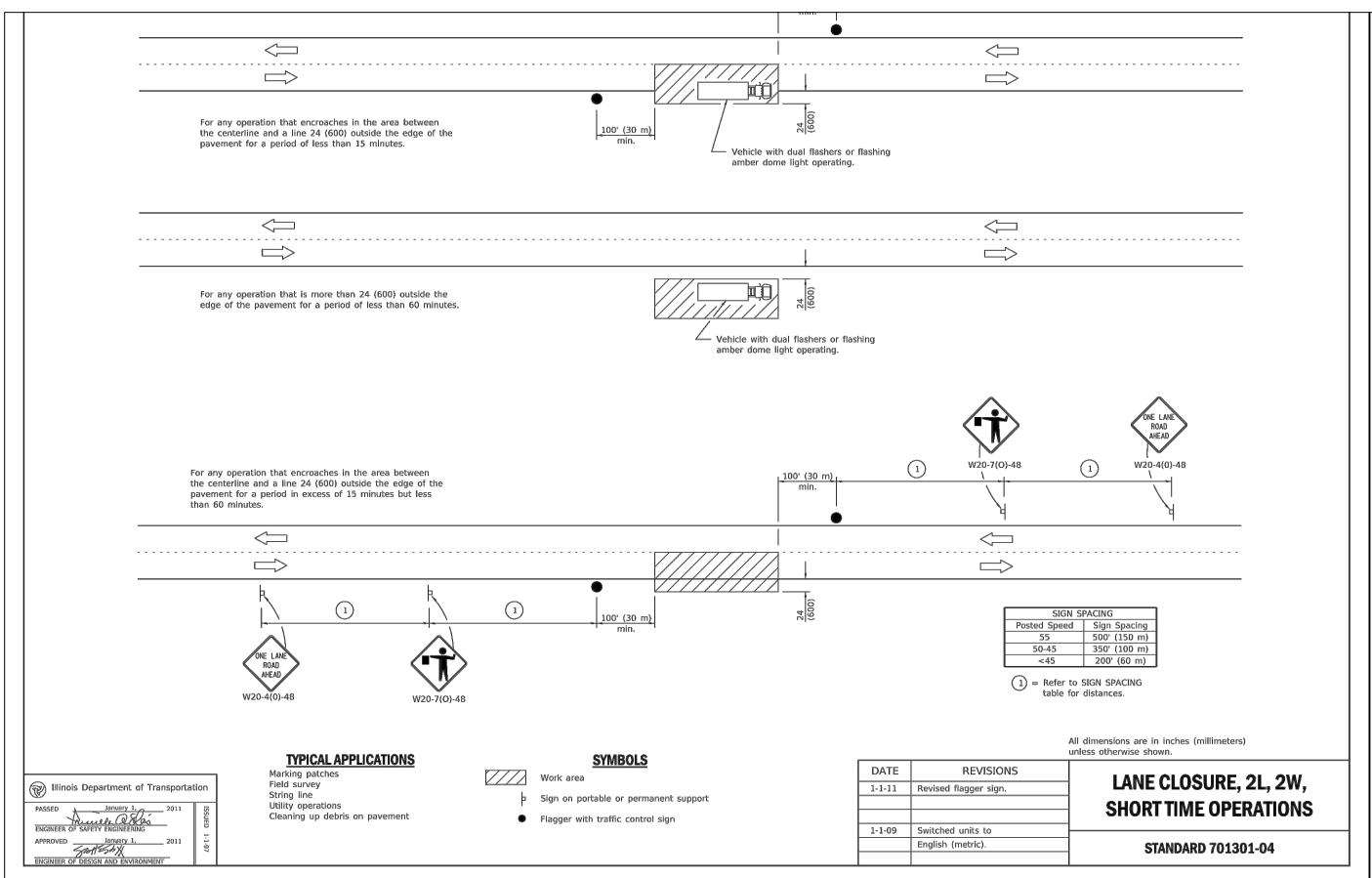
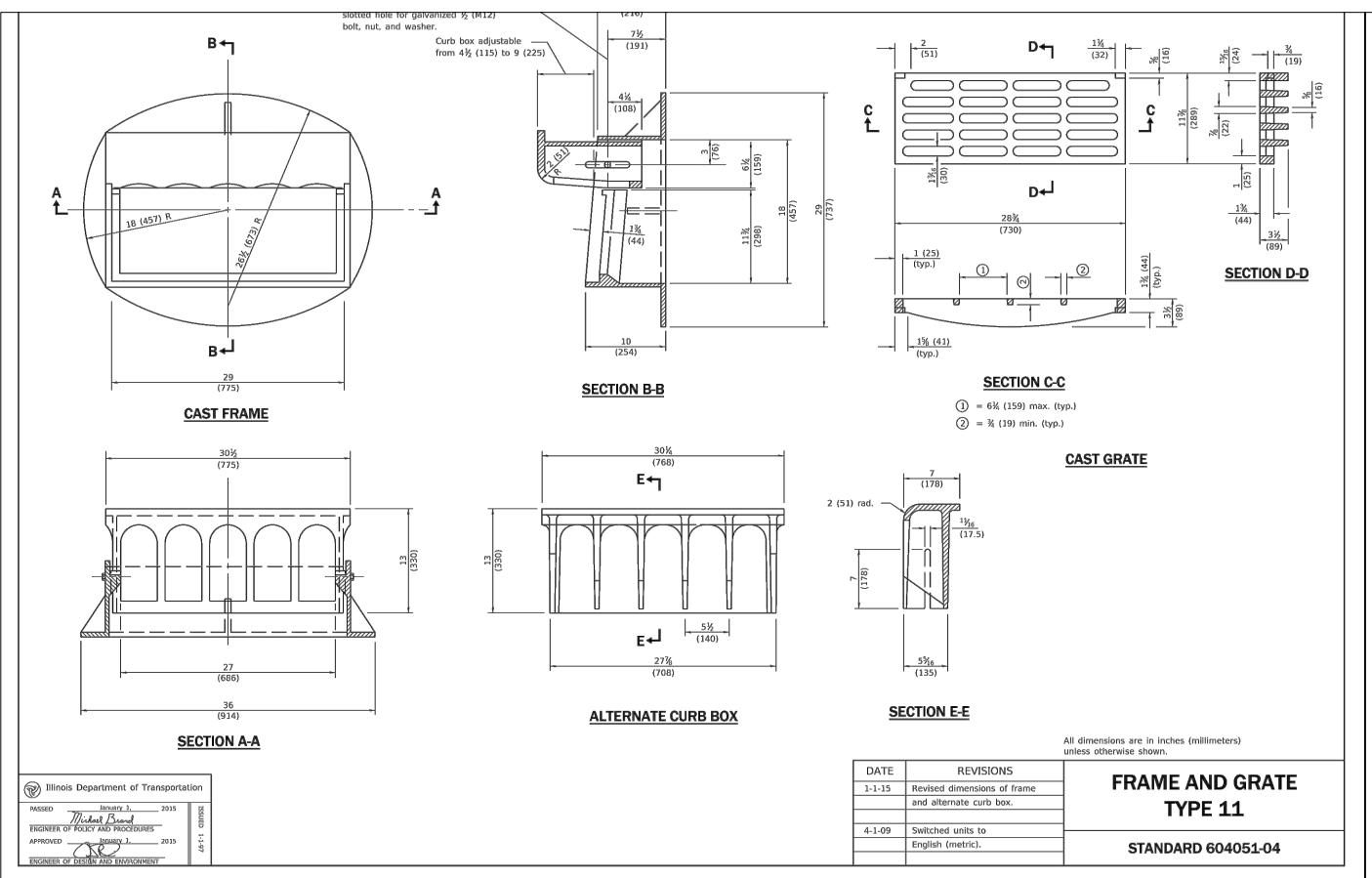
CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET
WATER MAIN & STREET IMPROVEMENT PROJECT

HIGHWAY STANDARDS

DATE:
AUGUST 2022
SHEET 19 OF 21

NO.	DATE	REVISIONS

DIMS. & WATER DISTRIBUTION SYSTEM MAIN PROJECTS CHESTNUT LOCUST SPRUCE STREET CHESTNUT LOCUST SPRUCE MAIN CONSTRUCTION DETAILS



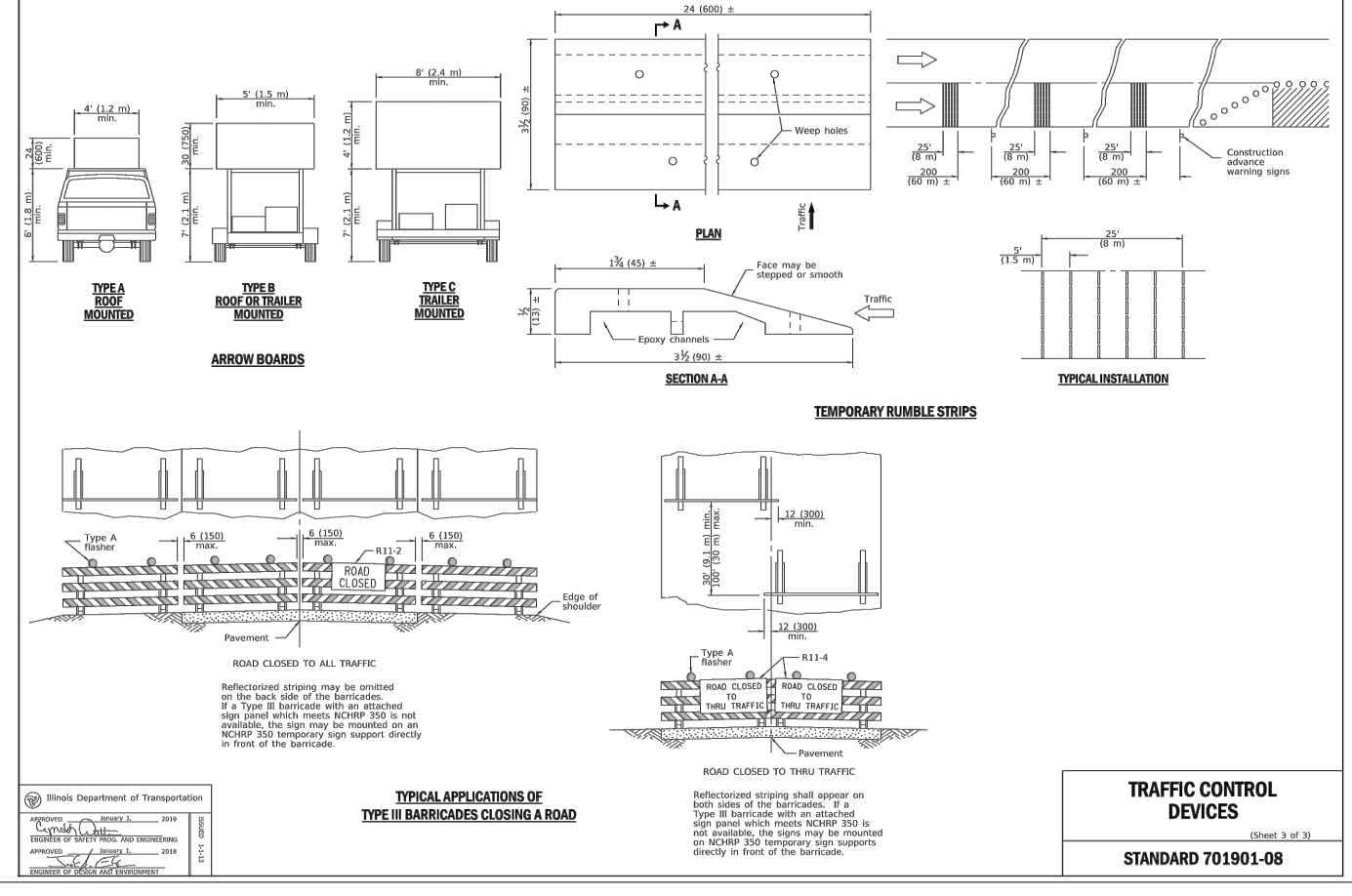
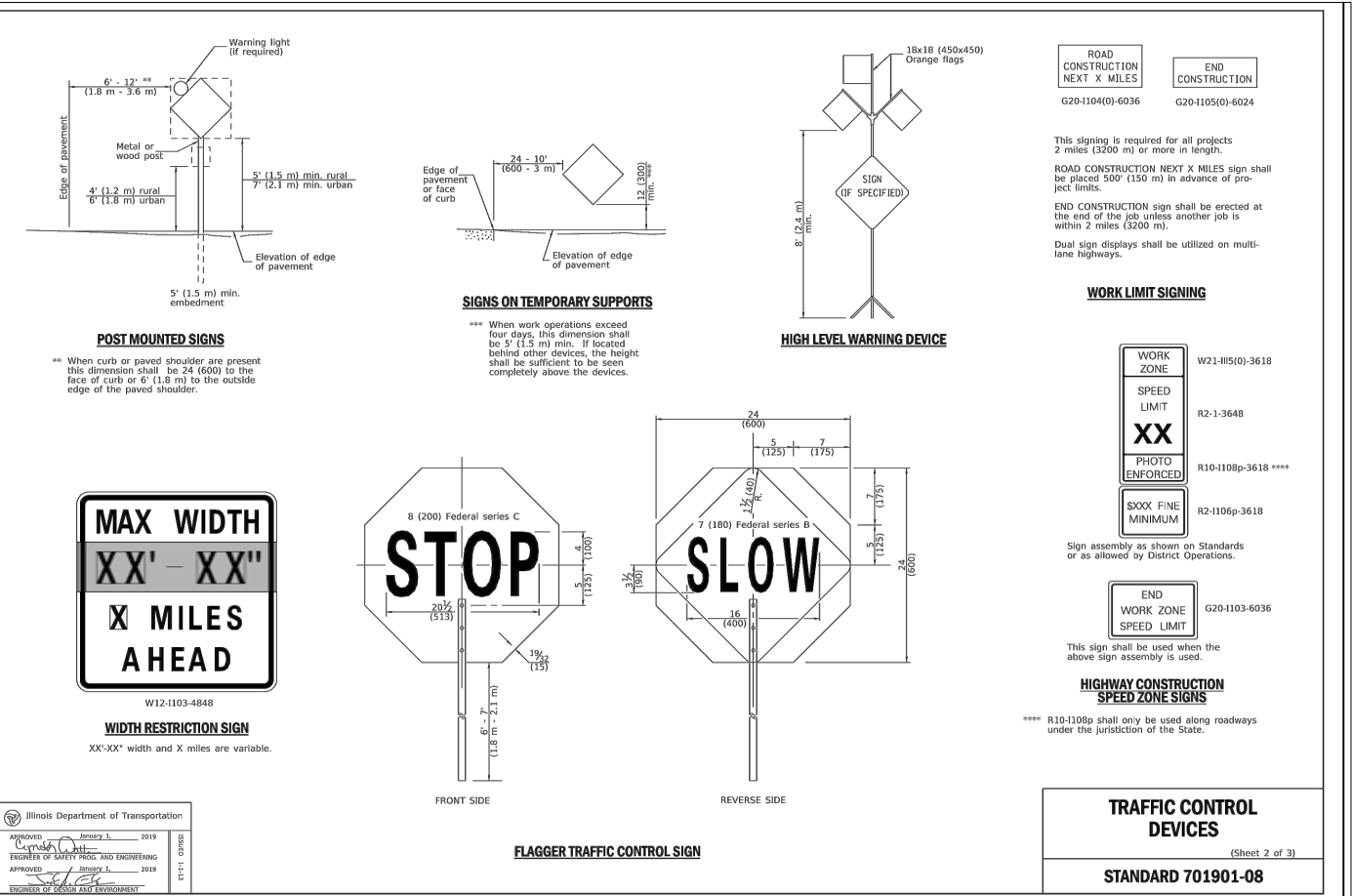
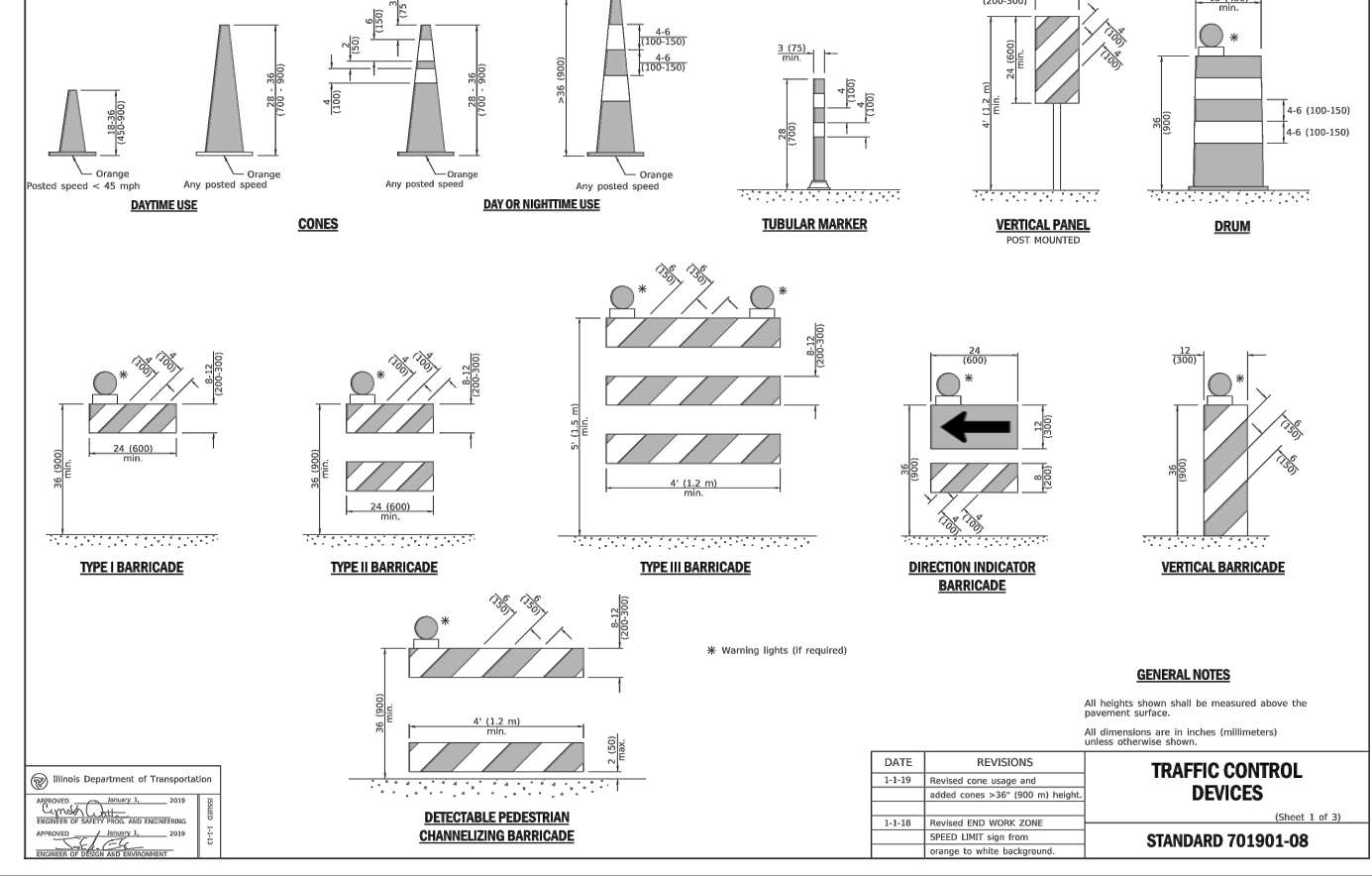
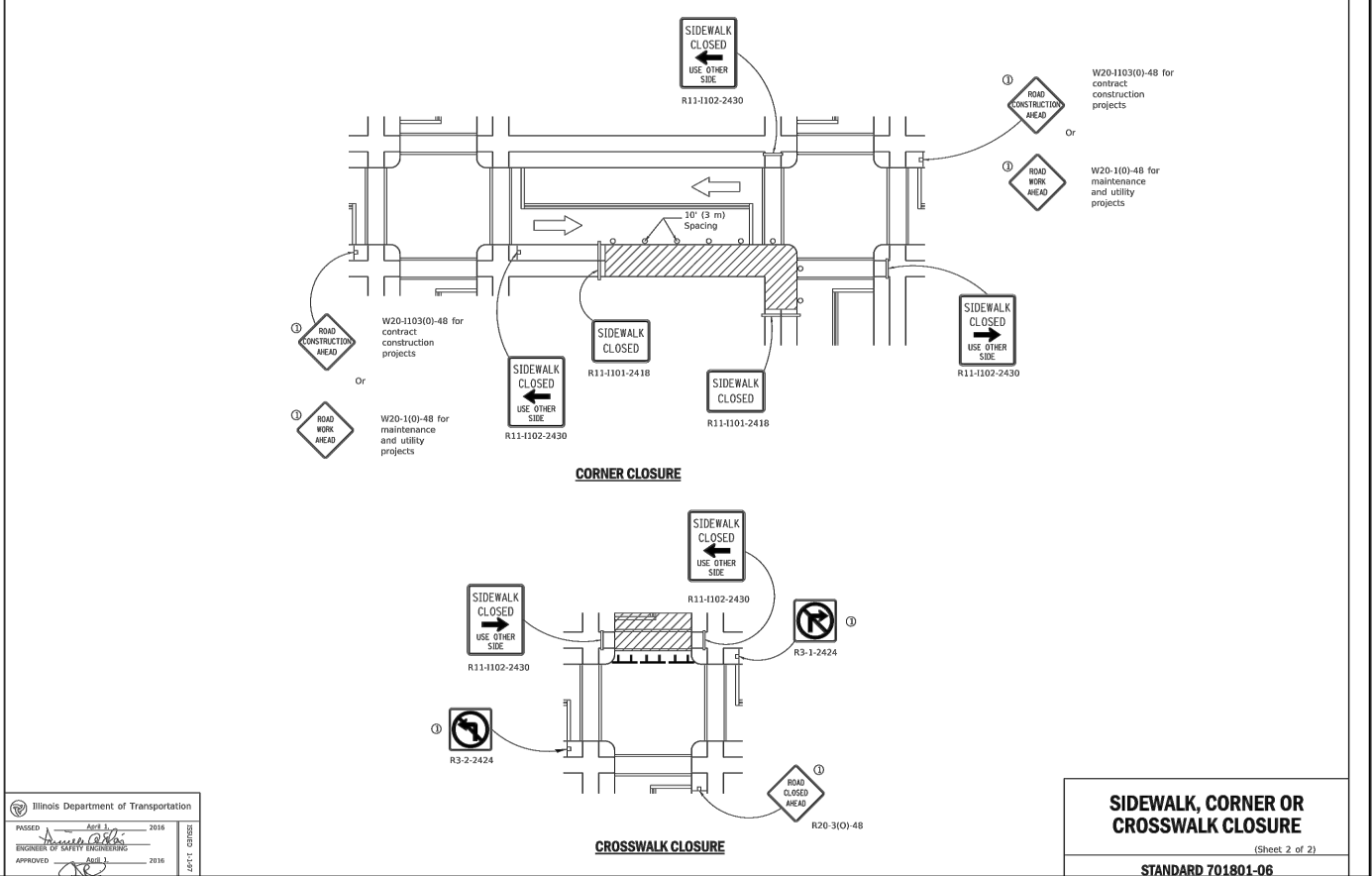
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET
WATER MAIN & STREET IMPROVEMENT PROJECT

HIGHWAY STANDARDS

DATE: AUGUST 2022
SHEET 20 OF 21

NO.	DATE	REVISIONS



Plotted: August 12, 2022 2:55 PM By: Brandon Tonorelli - Tab: HWY STD5 3

VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

CHESTNUT STREET, LOCUST STREET, & SPRUCE STREET
WATER MAIN & STREET IMPROVEMENT PROJECT

HIGHWAY STANDARDS

DATE:
AUGUST 2022
SHEET **21** OF **21**

DISTRIBUTION SYSTEM WATER MAIN PROJECTS CHESTNUT LOCUST SPRUCE BARNEY CHESTNUT LOCUST SPRUCE HWY CONSTRUCTION DETAILS