ENGINEERING PLANS FOR:

2023 ROAD PROGRAM RESURFACING

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NORTH AURORA, ILLINOIS

LOCATION MAP
SCALE: NONE

IMPROVEMENT LENGTH
14,827 LF (2.81 MI.)

VILLAGE OF NORTH AURORA
Crossroads on the Fox

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

062-065443 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

J.U.L.I.E. Joint Utility Locating Information for Excavators CALL 811

811 Know what's below. Call before you dig.

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

REV. 0 03-06-23

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 ND 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.L.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.

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 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.

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 COMMENDING 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 12 INCHES. NO MORE THAN TWO ADJUSTING RINGS ARE ALLOWED. ANY REQUIRED ADJUSTMENT GREATER THAN 12 INCHES WILL NECESSITATE THE ADDITION OF A BARREL SECTION.

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 COVES 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.

SUMMARY OF QUANTITIES

				Carpenter Court	Chesterfield Lane (West of Pine Creek)	Chesterfield Lane (East of Pine Creek)	Erickson Court	Flynn Court	Gorham Court	Graham Road	Hamilton Lane (West of Pine Creek)	Hamilton Lane (East of Pine Creek)	Harding Court	Johnson Court	Pine Creek Drive	Schneider Court	Stewart Avenue	Thompson Avenue	Orchard Gateway Sidewalk Improvements	West Salt Dome Pavement Improvement	Tanner Trails Path Lowering	Randall & Dogwood /Ritter Pedestrian Signal Improvement	Villagewide Work	Contingency
		LENGTH (FT)	14,923	67	2,102	1,656	99	87	132	1,411	1,316	968	96	300	2,462	495	1,988	1,648	N/A	N/A	96	N/A	N/A	N/A
		AREA (SY)	50,376	550	6,621	4,804	838	704	1,110	4,639	3,692	3,399	750	1,484	8,239	2,039	5,868	4,759	N/A	794	86	N/A	N/A	N/A
#	DESCRIPTION	UNIT	QUANTITY																					
BASE IMPROVEMENTS AND REPAIRS																								
1	PREPARATION OF BASE	SQ YD	49,696	550	6,621	4,804	838	704	1,110	4,639	3,692	3,399	750	1,484	8,239	2,039	5,868	4,759	0	0	0	0	0	200
2	CLASS D PATCHES, TYPE II, 4"	SQ YD	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0
3	CLASS D PATCHES, TYPE IV, 4"	SQ YD	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	7,581	85	1014	736	129	108	170	710	565	521	115	228	1261	312	898	729	0	0	0	0	0	0
5	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	2,631	30	351	255	45	38	59	246	196	181	40	79	437	109	312	253	0	0	0	0	0	0
6	EARTH EXCAVATION, SPECIAL	CU YD	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	50	0	0	0
7	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	2,631	30	351	255	45	38	59	246	196	181	40	79	437	109	312	253	0	0	0	0	0	0
8	AGGREGATE BASE COURSE, TYPE B, 4"	SQ YD	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0
9	AGGREGATE BASE COURSE, TYPE B, 8"	SQ YD	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0
10	AGGREGATE BASE COURSE, TYPE B, 12"	SQ YD	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0
11	AGGREGATE BASE REPAIR	TON	543	6	67	49	9	8	12	47	37	34	8	15	83	21	59	48	0	0	0	0	0	40
PAVEMENT REMOVALS																								
12	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	96	0	0	0	0	0	0	0	0	0	0	0	68	0	14.5	0	0	13	0	0	0	0
13	HOT-MIX ASPHALT PATH REMOVAL	SQ YD	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0
14	HOT-MIX ASPHALT SURFACE REMOVAL - 2"	SQ YD	723	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	723	0	0	0	0
15	HOT-MIX ASPHALT SURFACE REMOVAL - 4"	SQ YD	49,696	550	6,621	4,804	838	704	1,110	4,639	3,692	3,399	750	1,484	8,239	2,039	5,868	4,759	0	0	0	0	0	200
PAVING																								
16	BITUMINOUS MATERIALS (PRIME COAT)	POUND	111,370	1238	14898	10809	1886	1584	2498	10438	8307	7648	1688	3339	18538	4588	13203	10708	0	0	0	0	0	0
17	BITUMINOUS MATERIALS (TACK COAT)	POUND	11,320	124	1490	1081	189	159	250	1044	831	765	169	334	1854	459	1321	1071	0	179	0	0	0	0
18	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	6,520	72	860	624	109	92	145	603	480	442	98	193	1070	265	762	618	0	17	0	0	0	70
19	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	5,166	56	669	485	85	72	113	469	373	344	76	150	832	206	593	481	0	92	10	0	0	60
CONCRETE																								
20	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	8,471	42	1160	823	142	99	116	638	668	466	64	160	1172	385	883	971	345	0	0	77	20	240
21	SIDEWALK REMOVAL	SQ FT	22,258	78	1568	1855	85	100	25	1423	1275	808	130	103	5397	370	3460	2100	1620	0	0	581	710	570
22	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	22,059	78	1568	1690	85	100	25	1483	1275	808	130	103	5292	370	3460	2100	1614	0	0	598	710	570
23	DETECTABLE WARNINGS	SQ FT	1,214	20	40	80	20	20	20	50	80	40	20	20	240	20	100	80	280	0	0	60	0	24
STRUCTURE ADJUSTMENTS																								
24	MANHOLES TO BE ADJUSTED	EACH	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
25	INLETS TO BE ADJUSTED	EACH	79	0	11	10	0	0	0	7	8	2	0	2	14	2	11	7	2	0	0	1	0	2
26	INLETS TO BE RECONSTRUCTED	EACH	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
27	TYPE 1 FRAME AND GRATE, CLOSED LID	EACH	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
28	TYPE 11 FRAME AND GRATE	EACH	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
29	TYPE 12 FRAME AND GRATE	EACH	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
30	DOMESTIC WATER SERVICE BOX TO BE ADJUSTED	EACH	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
31	SANITARY MANHOLES TO BE ADJUSTED	EACH	6	0	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
DRIVEWAYS																								
32	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, 2 INCH	SQ YD	1,079	8	175	102	14	17	12	133	133	115	23	35	4	46	100	109	0	0	0	0	3	50
33	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, 5 INCH	SQ YD	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145	0	0	0	0	10
34	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	40
35	BRICK PAVER REMOVAL AND RESET	SQ FT	496	0	27	0	12	61	66	84	9	0	0	0	0	0	147	70	0	0	0	0	0	20
PAVEMENT MARKINGS																								
36	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	253	0	0	0	0	0	0	0	0	0	0	0	122	0	0	0	95	0	0	36	0	0
37	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	0	0	0	0	0
38	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	156	0	13	13	0	0	0	0	13	13	0	0	35	0	15	0	0	0	0	54	0	0
39	THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	99	0	0	0	0	0	0	0	0	0	0	0	62.4	0	0	0	0	0	0	37	0	0
TRAFFIC SIGNALS																								
40	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0
41	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	0	0
42	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	574	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	574	0	0
43	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	574	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	574	0	0
44	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	404	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404	0	0
45	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
46	CONCRETE FOUNDATION, TYPE A	FOOT	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
47	DRILL EXISTING HANDHOLE	EACH	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
48	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
49	PEDESTRIAN PUSH-BUTTON	EACH	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
50	MODIFY EXISTING CONTROLLER CABINET	EACH	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
51	ETHERNET SWITCH	EACH	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
52	OPTIMIZE TRAFFIC SIGNAL SYSTEM (SPECIAL)	EACH	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
53	FULL-ACTUATED CONTROLLER IN EXISTING CABINET (SPECIAL)	EACH	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
54	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
55	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
MISC.																								
56	RESTORATION	SQ YD	3,270	12	269	242	24	20	16	203	188	124	19	27	601	76	406	295	182	68	227	45	66	160
57	EXPLORATORY TRENCH 72" DEPTH	FOOT	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
58	PERIMETER EROSION BARRIER	FOOT	288	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	88	0	0
59	INLET FILTERS	EACH	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
60	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
61	CONSTRUCTION LAYOUT (SPECIAL) ALTERNATE	L SUM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
62	TRAFFIC CONTROL AND PROTECTION STANDARD 701501	L SUM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
63	TRAFFIC CONTROL AND PROTECTION STANDARD 701701	L SUM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
64	TRAFFIC CONTROL AND PROTECTION STANDARD 701801	L SUM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

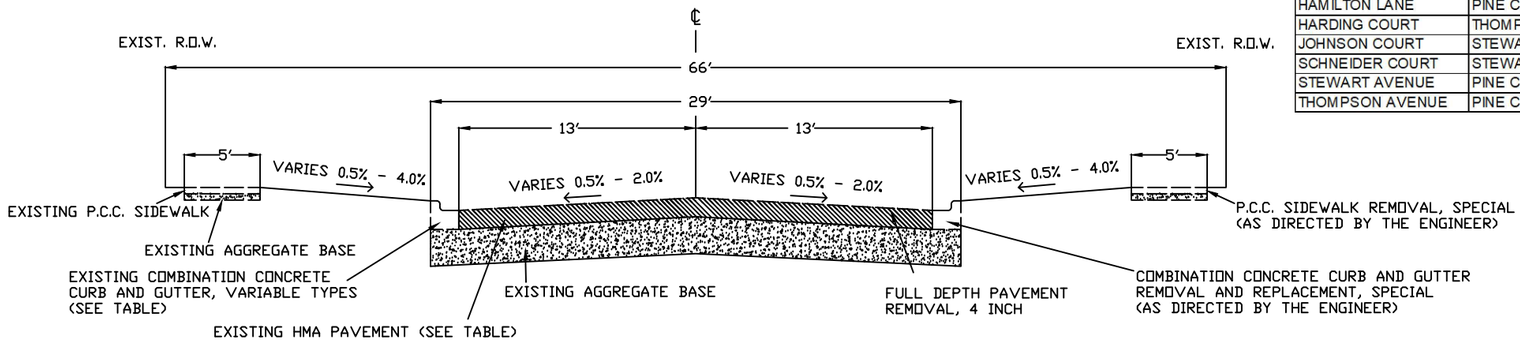
SUMMARY OF QUANTITIES

DATE: FEBRUARY 2023

ROADWAY	START CROSS STREET	END CROSS STREET	APPROXIMATE PAVEMENT REMOVAL THICKNESS	AVERAGE EXIST. HMA THICKNESS	B-B	LENGTH	CURB TYPE
CARPENTER COURT	CHESTERFIELD LANE	END	4 INCH	3.0"	29 FT.	67 FT.	M-3.12
CHESTERFIELD LANE	PINE CREEK DRIVE	END	4 INCH	3.0"	29 FT.	2,102 FT.	B-6.12
CHESTERFIELD LANE	PINE CREEK DRIVE	GRAHAM ROAD	4 INCH	3.0"	29 FT.	1,656 FT.	B-6.12
ERICKSON COURT	STEWART AVENUE	END	4 INCH	3.0"	29 FT.	99 FT.	M-3.12
FLYNN COURT	CHESTERFIELD LANE	END	4 INCH	3.0"	29 FT.	87 FT.	M-3.12
GORHAM COURT	THOMPSON AVENUE	END	4 INCH	3.0"	29 FT.	132 FT.	M-3.12
GRAHAM ROAD	PINE CREEK DRIVE	END	4 INCH	3.0"	29 FT.	1,411 FT.	B-6.12
HAMILTON LANE	CHESTERFIELD LANE	PINE CREEK DRIVE	4 INCH	3.0"	29 FT.	1,316 FT.	B-6.12
HAMILTON LANE	PINE CREEK DRIVE	CHESTERFIELD LANE	4 INCH	3.0"	29 FT.	968 FT.	B-6.12
HARDING COURT	THOMPSON AVENUE	END	4 INCH	3.0"	29 FT.	96 FT.	M-3.12
JOHNSON COURT	STEWART AVENUE	END	4 INCH	3.0"	29 FT.	300 FT.	M-3.12
SCHNEIDER COURT	STEWART AVENUE	END	4 INCH	3.0"	29 FT.	495 FT.	M-3.12
STEWART AVENUE	PINE CREEK DRIVE	MITCHELL ROAD	4 INCH	3.0"	29 FT.	1,988 FT.	B-6.12
THOMPSON AVENUE	PINE CREEK DRIVE	STEWART AVENUE	4 INCH	3.0"	29 FT.	1,648 FT.	B-6.12

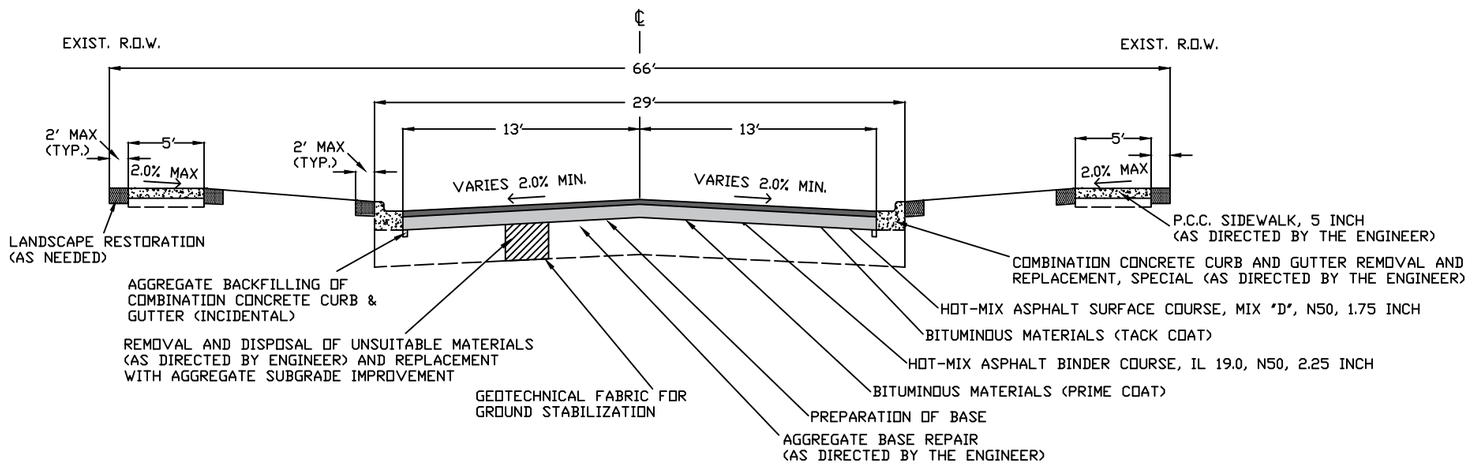
EXISTING URBAN ROAD - 4 INCH REMOVAL

CARPENTER CT, CHESTERFIELD LN, ERICKSON CT, FLYNN CT, GORHAM CT, GRAHAM RD, HAMILTON LN, HARDING CT, JOHNSON CT, PINE CREEK DR (CHESTERFIELD TO FELTES), SCHNEIDER CT, STEWART AVE, THOMPSON AVE



PROPOSED URBAN ROAD - 4 INCH REMOVAL

CARPENTER CT, CHESTERFIELD LN, ERICKSON CT, FLYNN CT, GORHAM CT, GRAHAM RD, HAMILTON LN, HARDING CT, JOHNSON CT, PINE CREEK DR (CHESTERFIELD TO FELTES), SCHNEIDER CT, STEWART AVE, THOMPSON AVE



NOTE: FULL DEPTH PAVEMENT REMOVAL, 4" SHALL REMOVE ALL EXISTING HMA AND LEAVE THE EXISTING AGGREGATE BASE IN PLACE. THE THICKNESSES ARE NOMINAL AND DEVIATIONS MAY OCCUR IN THE FIELD DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR DUE TO IRREGULARITIES OR DIFFERENCES IN ASPHALT THICKNESS.

CROSS SECTIONS ARE NOT TO SCALE

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" or 2.0"	4% @ 50 Gyr.
	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 2.25" or 4.0"	4% @ 50 Gyr.
PATCHING	PATCHING MILLED PAVEMENT, CLASS D PATCHES, 4" (HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 4.0")	4% @ 50 Gyr.
DRIVEWAYS	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, 2" (HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm) 2")	4% @ 50 Gyr.
DRIVEWAYS	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, 5" (HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm) 2" & HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 3")	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

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

EXISTING AND PROPOSED FULL DEPTH RESUFACING - 4" CROSS SECTIONS

DATE: FEBRUARY 2023

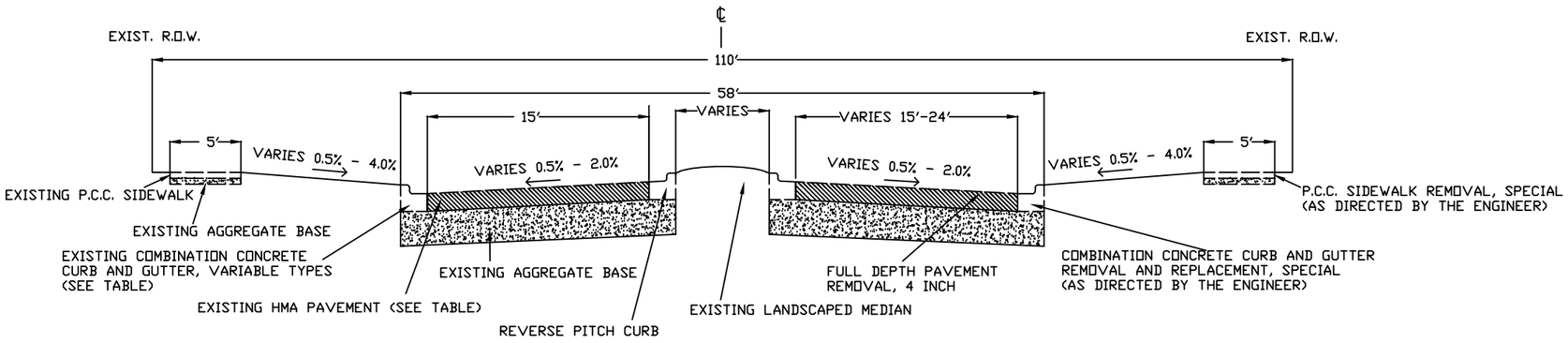
SHEET 4 OF 72

Plotted: March 7, 2023 @ 4:03 PM By: Brandon Tonarelli - Tab: 4 INCH REMOVAL

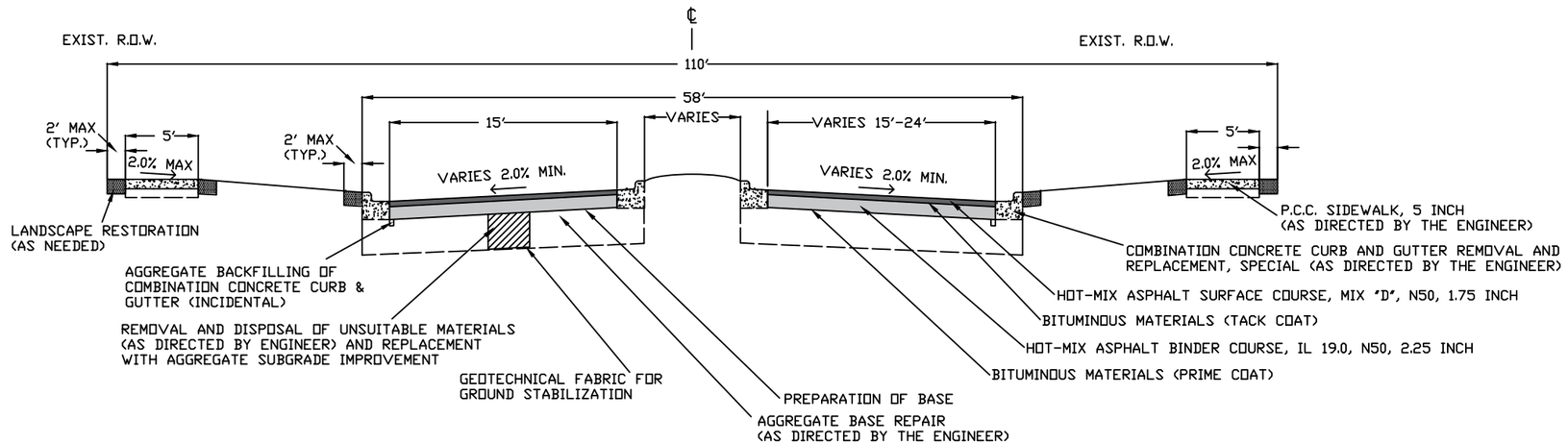
Path: S:\PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS

ROADWAY	START CROSS STREET	END CROSS STREET	APPROXIMATE PAVEMENT REMOVAL THICKNESS	AVERAGE EXIST. HMA THICKNESS	B-B	LENGTH	CURB TYPE
PINE CREEK DRIVE	BUTTERFIELD ROAD	FELTES LANE	4 INCH	4.0"	VARIES	2,462 FT.	B-6.12

EXISTING URBAN ROAD - 4 INCH REMOVAL
PINE CREEK DR (BUTTERFIELD TO CHESTERFIELD)



PROPOSED URBAN ROAD - 4 INCH REMOVAL
PINE CREEK DR (BUTTERFIELD TO CHESTERFIELD)



NOTE: FULL DEPTH PAVEMENT REMOVAL, 4" SHALL REMOVE ALL EXISTING HMA AND LEAVE THE EXISTING AGGREGATE BASE IN PLACE. THE THICKNESSES ARE NOMINAL AND DEVIATIONS MAY OCCUR IN THE FIELD DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR DUE TO IRREGULARITIES OR DIFFERENCES IN ASPHALT THICKNESS.

CROSS SECTIONS ARE NOT TO SCALE

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

NO.	DATE	REVISIONS

2022 ROAD PROGRAM

EXISTING AND PROPOSED FULL DEPTH RESUFACING - 4" CROSS SECTIONS

DATE: FEBRUARY 2023

SPRUCE ST

BUTTERFIELD ANNEX RD

BUTTERFIELD ROAD (IL RTE 56)

CARPENTER CT

CHESTERFIELD LN

CHESTERFIELD LN

LN

HAMILTON

HAMILTON LN

PINE CREEK DRIVE

GRAHAM RD

FLYNN CT

CHESTERFIELD LN

OAK CREEK CT

MITCHELL RD

JOHNSON CT

ERICKSON CT

STEWART AVE

STEWART AVE

SCHNEIDER CT

THOMPSON AVE

HARDING CT

GORHAM CT

FELTES LN

LTH EDISON

MITCHELL RD

Plotted: March 7, 2023 @ 8:14 AM By: Brandon Tonarelli - Tab: OVERALL PLAN

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS

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

NO.	DATE	REVISIONS
1	4/19/22	PER IDOT COMMENTS

2023 ROAD PROGRAM

OVERALL PLAN

DATE: FEBRUARY 2023

SHEET 6 OF 72

Pine Creek Dr (Butterfield to Chesterfield)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023

N

582 590 597 600 609

Butterfield Rd

Pinecreek Dr

Chesterfield Ln

Pine Creek Dr

12 FT 3.3 SY 50 SF 10 FT 1.7 SY 12 FT 7.3 SY 33 FT 14 FT 50 SF 57.5 SF 135 SF 56 FT 67.5 SF 50 SF 145 SF 29 FT 14 FT 5 FT 13 FT 50 SF 16.5 FT 10 FT 23 FT 107.5 SF 52.5 SF 110 SF 55 SF 53 FT 59 FT 150 SF 60 SF 25 SF 2.7 SY 8 FT 1.3 SY 9 FT 8 FT 20 SF 36 SF 155 SF 16 FT 26 FT 9.5 SF 16 FT 11 FT 10 FT 5 FT 11 FT 30 FT 25 SF 170 SF

Legend

- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

Pine Creek Dr (Hamilton to Graham)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023

N

Pine Creek Dr

Hamilton Ln

Graham Rd

588 596 585 593 604 603 601 609 612 611

50 SF 37 SY 0.7 SY 11 FT 4 SY 12 FT 75 SF 0.3 SY 25 SF 1.3 SY 6 FT 140 SF 50 SF 130 SF 50 SF 50 SF 70 FT 48 FT 50 SF 60 FT 62 FT 45 SF 25 SF 120 SF 130 SF 50 SF 50 SF 40 5 FT 13 FT 50 SF 50 SF 29 FT 25 SF 75 SF 27.5 SF 2.3 SY 5 SY 7 FT 50 SF 5 SY 15 FT 72.5 SF 28 FT 6 SY 6 FT 8 FT 2.7 SY 150 SF 3.3 SY 55 SF 60 SF 100 SF 15 FT 13 FT 12 FT 19 FT 15 FT 87.5 SF 27 FT 41 FT 50 SF 125 SF 155 SF 6 FT 125 SF

Legend

- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

Pine Creek Dr (Graham to Stewart)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023

N

50 SF
155 SF
22.5 SF
70 SF
27 FT
33 FT
25 SF
147.5 SF
625 SF
8 FT
13 FT
11 FT
6 FT
6 FT
6 FT
12 FT
38 FT
7 FT
5 FT
15 FT
25 SF
42 FT
125 SF
55 SF
55 SF
107.5 SF
36 FT
90 SF
100 SF
10 FT
2 SY
1 SY
19 FT
27.5 SF
Pine Creek Dr
Stewart Ave
600
601
606
609
614

Legend

- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

Pine Creek Dr (Thompson to Feltes)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023

N

Feltes Ln

Pine Creek Dr

Thompson Ave

50 SF
85 SF
17 FT
15 FT
60 SF
80 SF
25 SF
21 FT
62 SF
70 SF
13 FT
12 FT
56 SF
21 FT
09 SF
127.5 SF
19 FT
5 FT
19 FT
9 FT
50 SF
16 FT
35 SF
110 SF
32 FT
65 SF
29 FT
18 FT
75 SF
102.5 SF
3 SY
13 FT
12 FT
4 SY
17 FT
13 8 FT
25 SF
25 SF
7.7 SY
19 FT
105 SF
7.3 SY
28 FT
33 FT

603
611
110
102
118

Legend

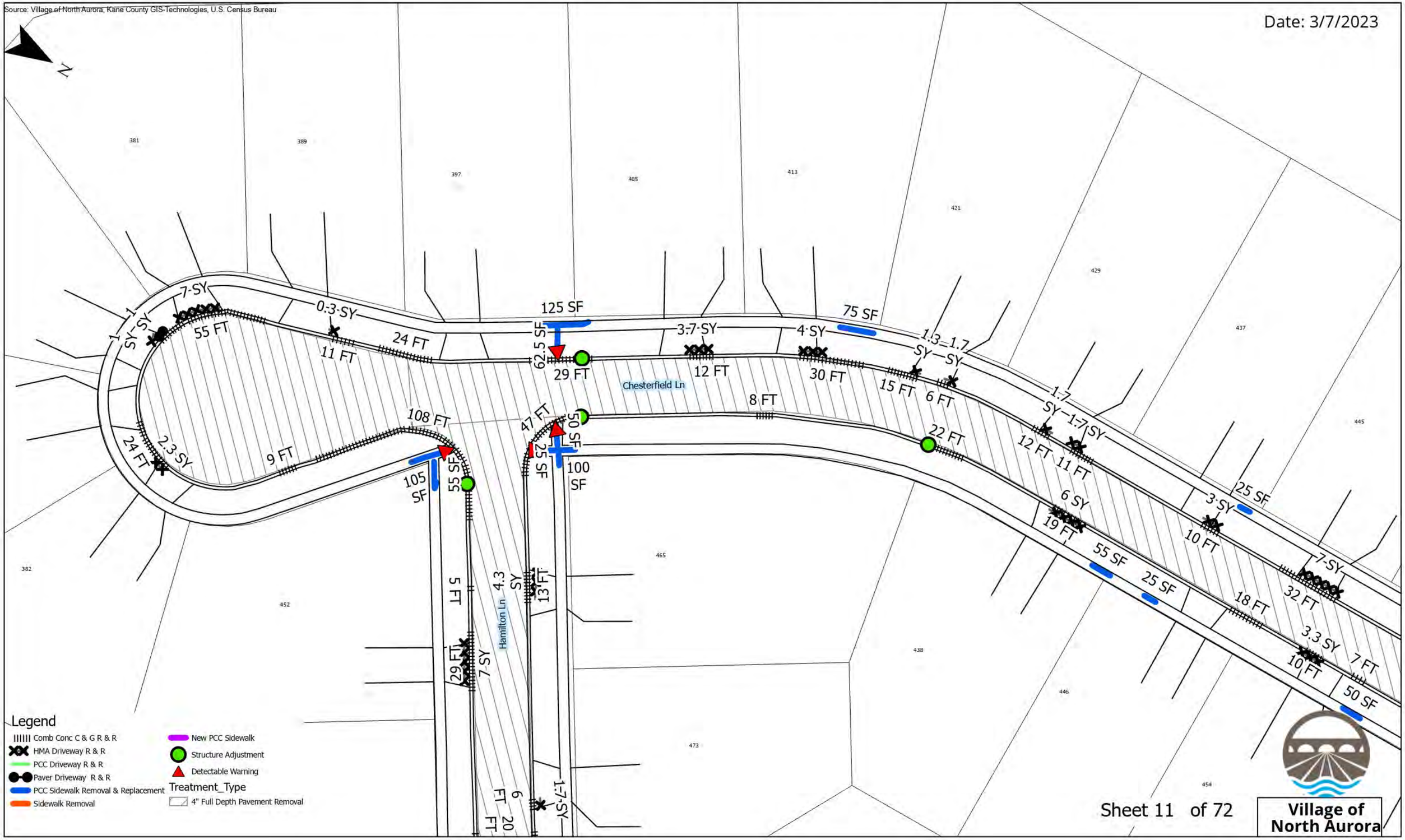
- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

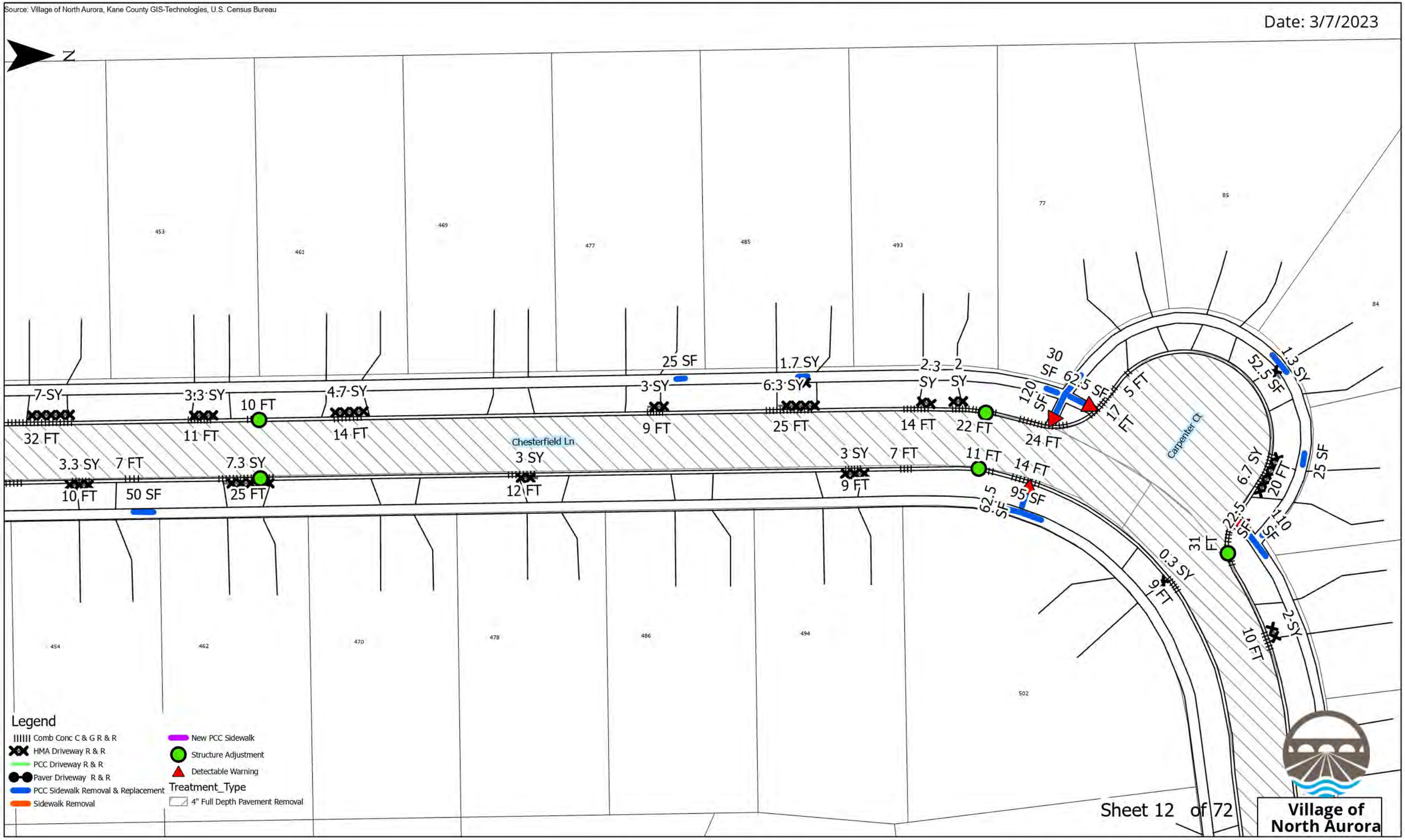
Chesterfield Ln (End to 445 Chesterfield)



Chesterfield Ln (445 Chesterfield to Carpenter)

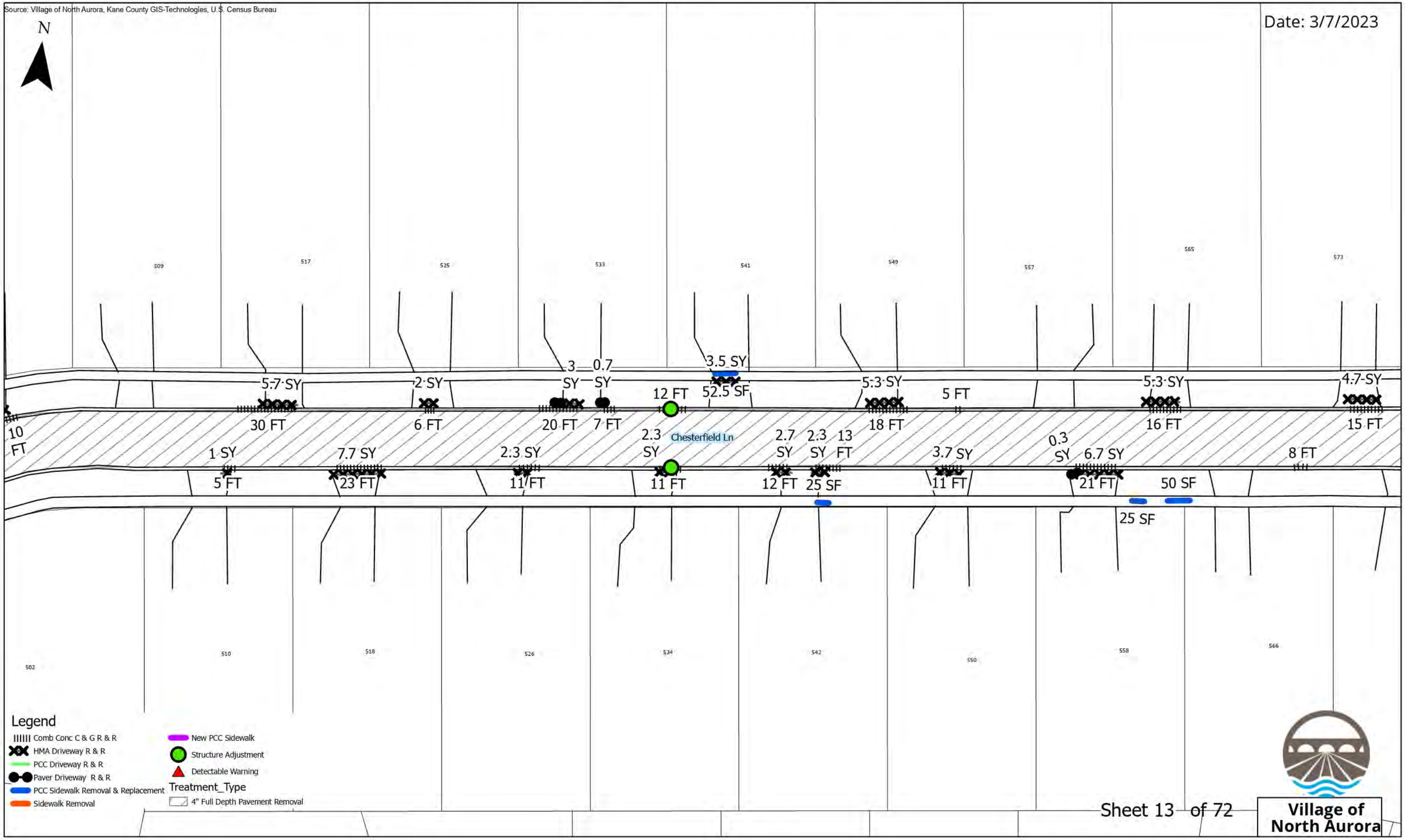
Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023

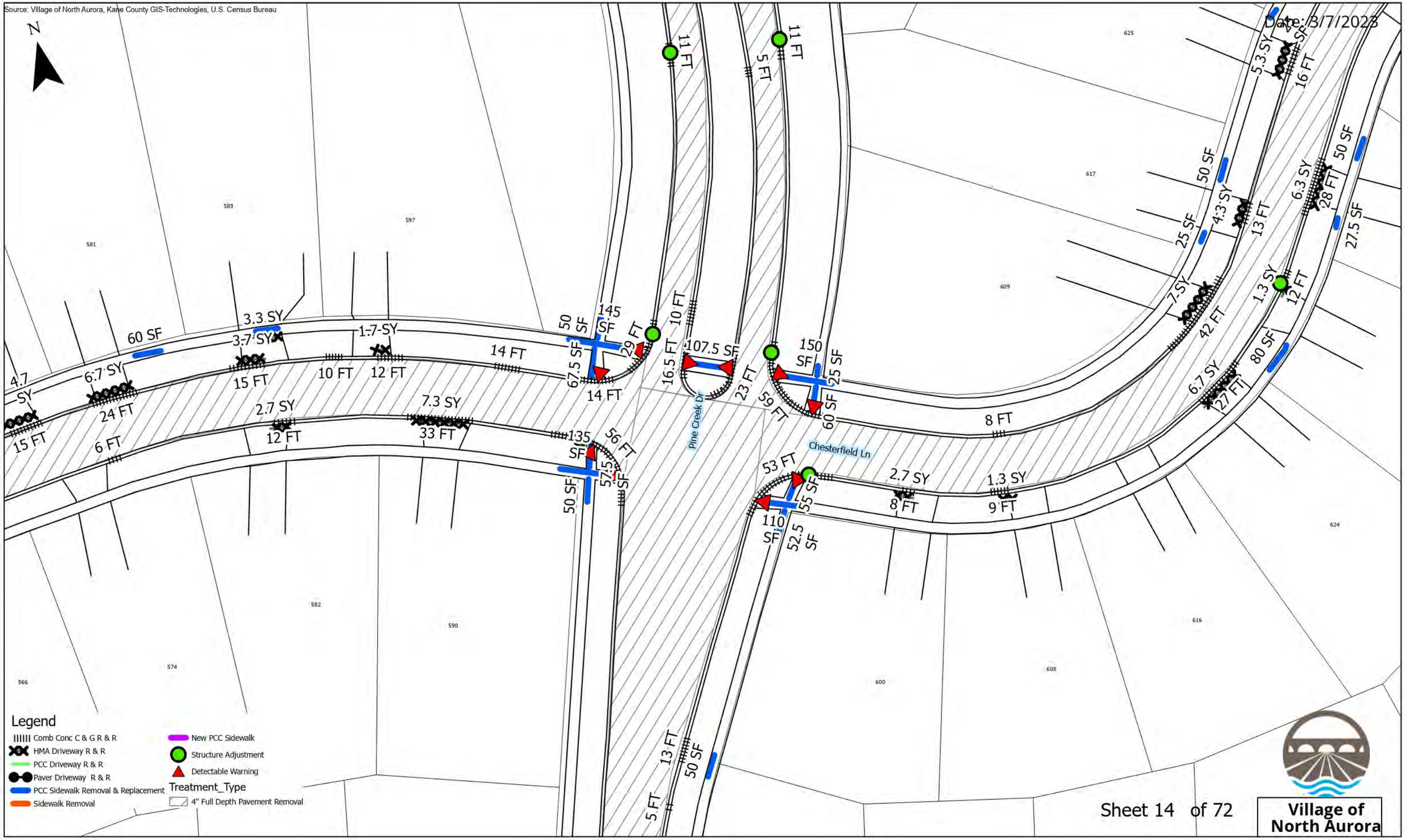


Village of North Aurora

Chesterfield Ln (Carpenter to 573 Chesterfield)



Chesterfield Ln (573 Chesterfield to 617 Chesterfield)



Chesterfield Ln (617 Chesterfield to Flynn)

Source: Village of North Aurora, Kane County GIS Technologies, U.S. Census Bureau

Date: 3/7/2023

N

Chesterfield Ln

Flynn Ct

2.3 SY
1.7 SY
25 SF
82.5 SF
8 FT
9 FT
7 FT
15 FT
4 SY
25 SF
11 FT
12 FT
9 FT
5.3 SY
16 FT
2 SY
14 FT
50 SF
25 SF
4.3 SY
13 FT
10 FT
1.3 SY
14 FT
4.3 SY
7 SY
50 SF
6.3 SY
28 FT
50 SF
21 FT
13 FT
0.7 SY
9 FT
50
SF
165 SF
6.7 SY
50 SF
7 SY
3.3 SY
10 FT
60 SF
40 SF
28 FT
6.7 SY
42 FT
1.3 SY
12 FT
27.5 SF
37 FT
49 FT
27 FT
16 FT
80 SF
3.7 SY
2 SY
8 FT
50 SF
5 FT
60 SF
105 SF
95 SF
60 SF
13 FT
83 FT
5 SF

Legend

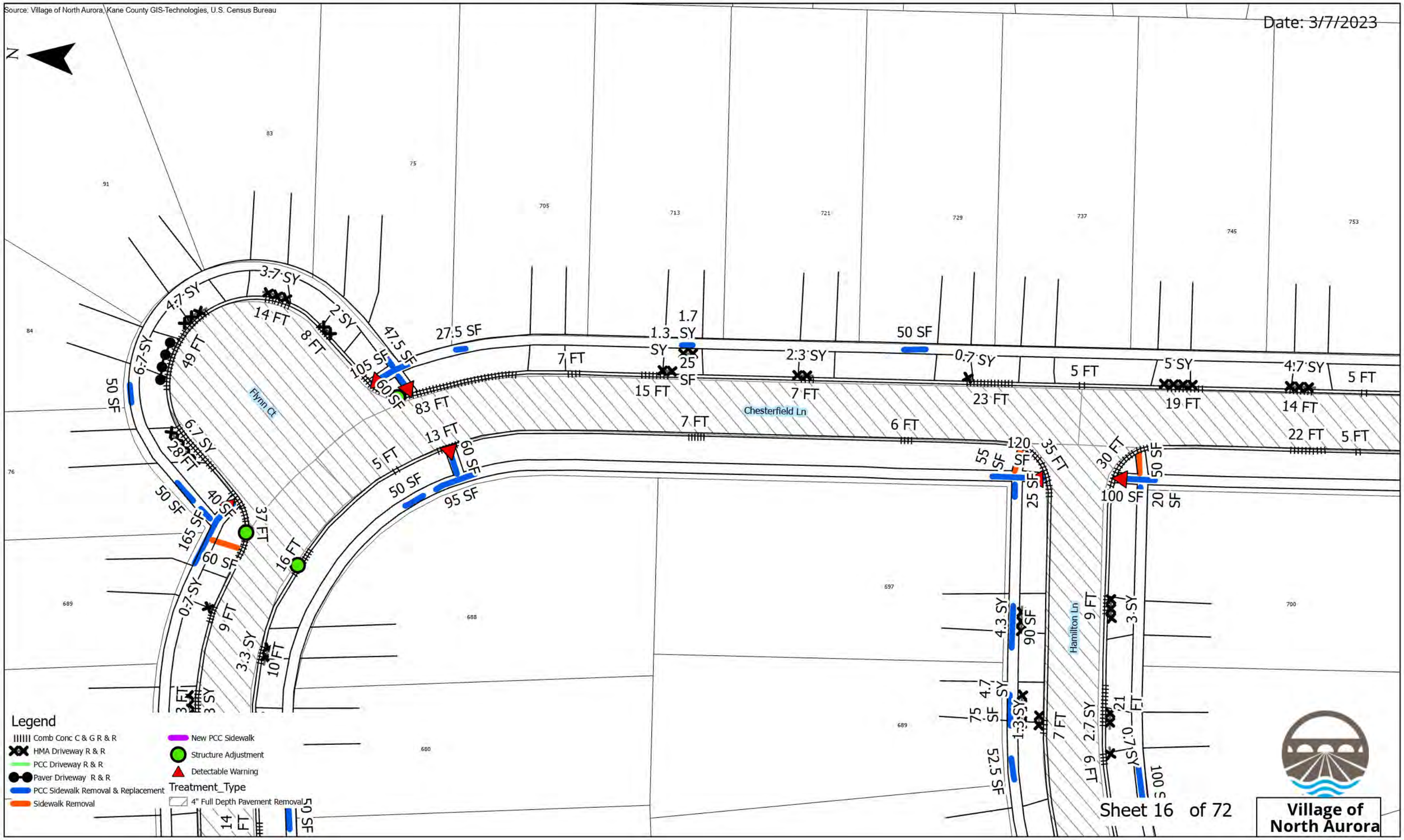
- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

Chesterfield Ln (Flynn to Hamilton)



Village of North Aurora

Chesterfield Ln (Hamilton to Graham)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023

N

Chesterfield Ln

Hamilton Ln

Graham Rd

729 737 745 753 761 769 777 750 742 734 697 700 752 760 768 776 692

50 SF 0.7 SY 23 FT 5 FT 5 SY 19 FT 4.7 SY 14 FT 5 FT 7.3 SY 22 FT 24 FT 2 SY 6 FT 150 SF 20 SF 110 SF 23 FT 7 FT 5 FT 1 SY 1.3 SY 5 FT 13 FT 50 SF 12 FT 4 SY 12 FT 10 FT 75 SF 60 SF 6 FT 50 SF 5.7 SY 17 FT

6 FT 1.20 SF 55 SF 35 FT 25 SF 30 FT 50 SF 100 SF 20 SF 22 FT 5 FT 2.3 SY 7 FT 14 FT 2.7 SY 8 FT 13 FT 1.7 SY 1.7 SY 60 SF 2.7 SY 8 FT 12 FT 115 SF 25 SF 55 SF 20 FT 6 FT

4.3 SY 90 SF 9 FT 3 SY 7.7 SY 100 SF 9 FT 22.5 SF

Legend

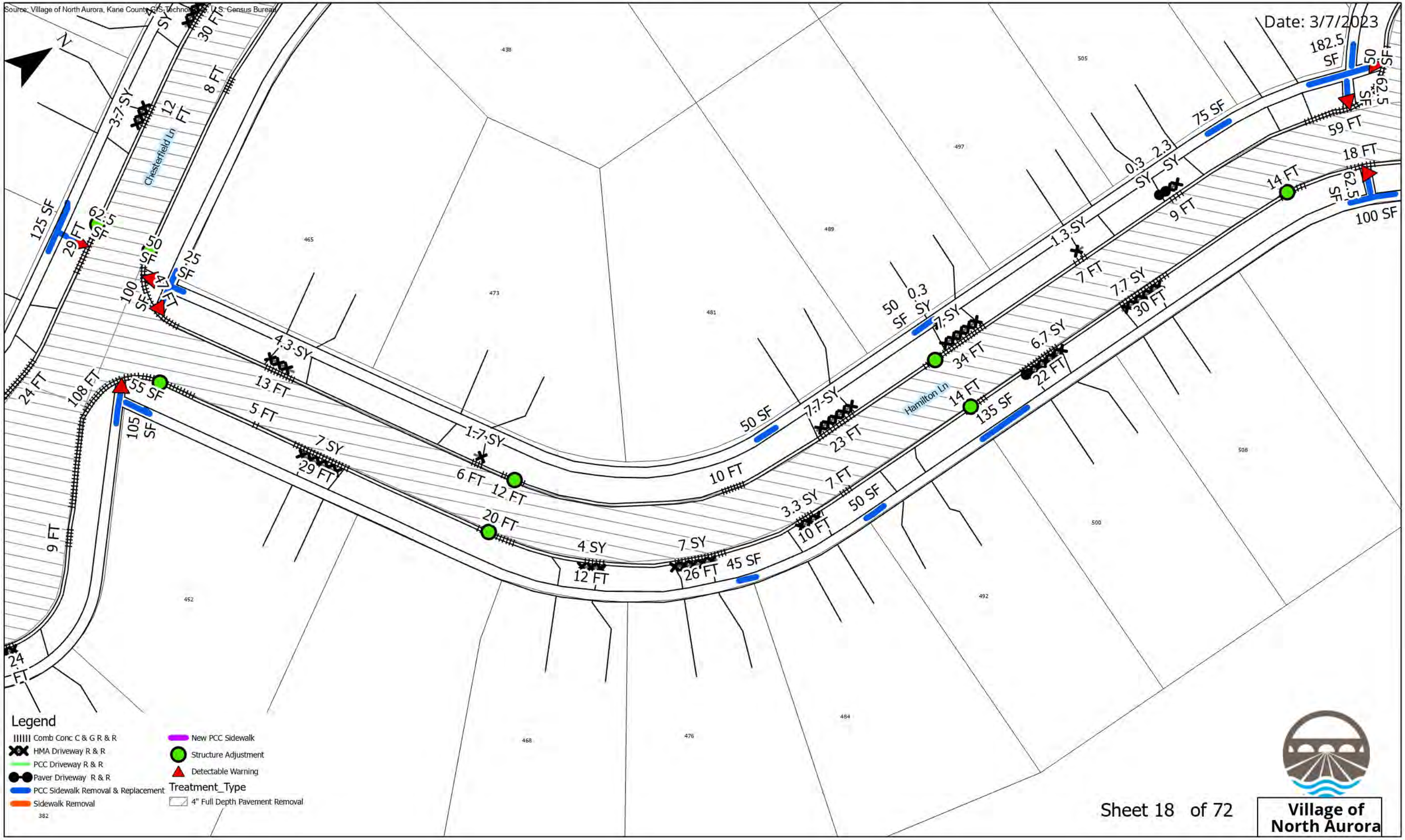
- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

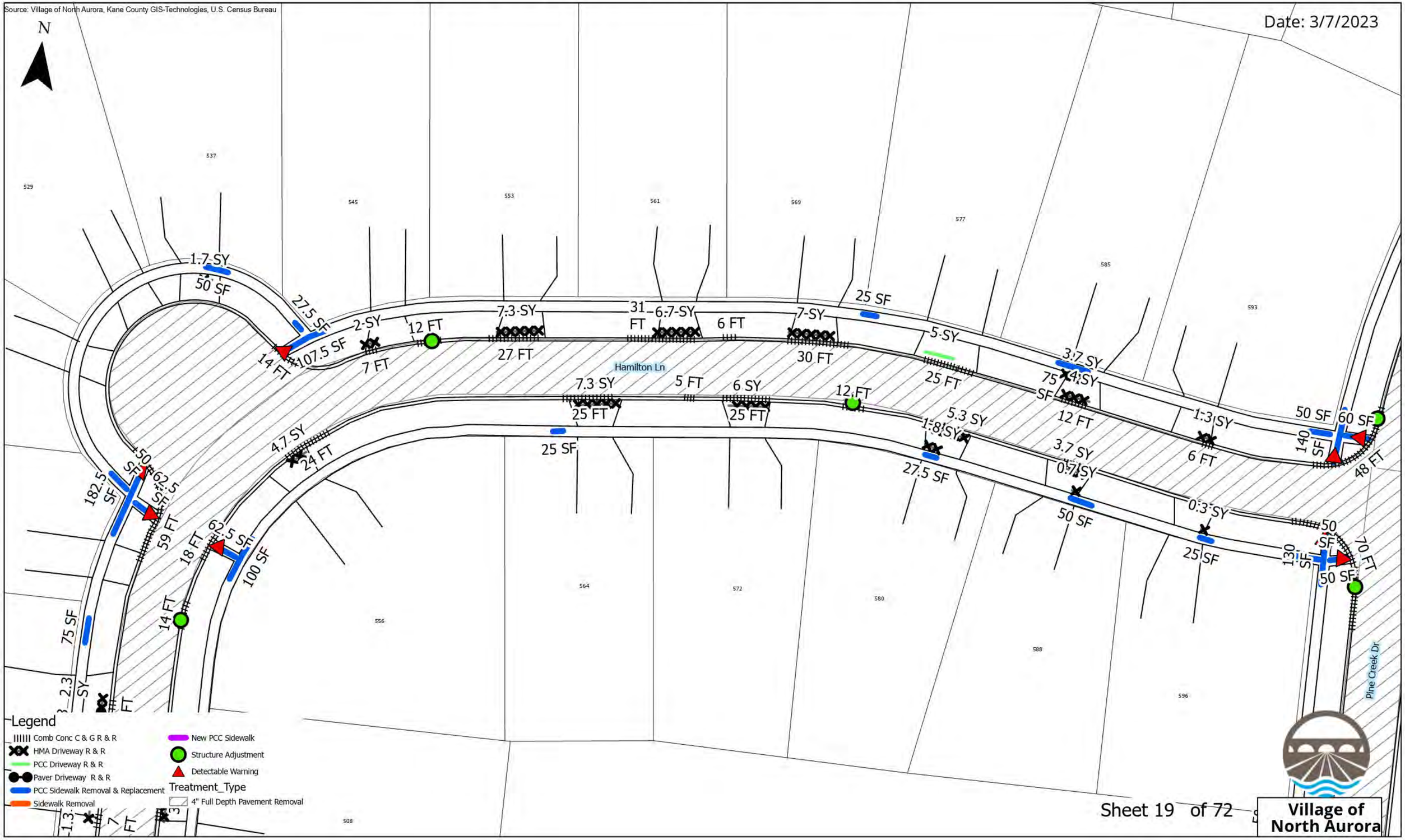
Village of North Aurora

Hamilton Ln (Chesterfield to 508 Hamilton)

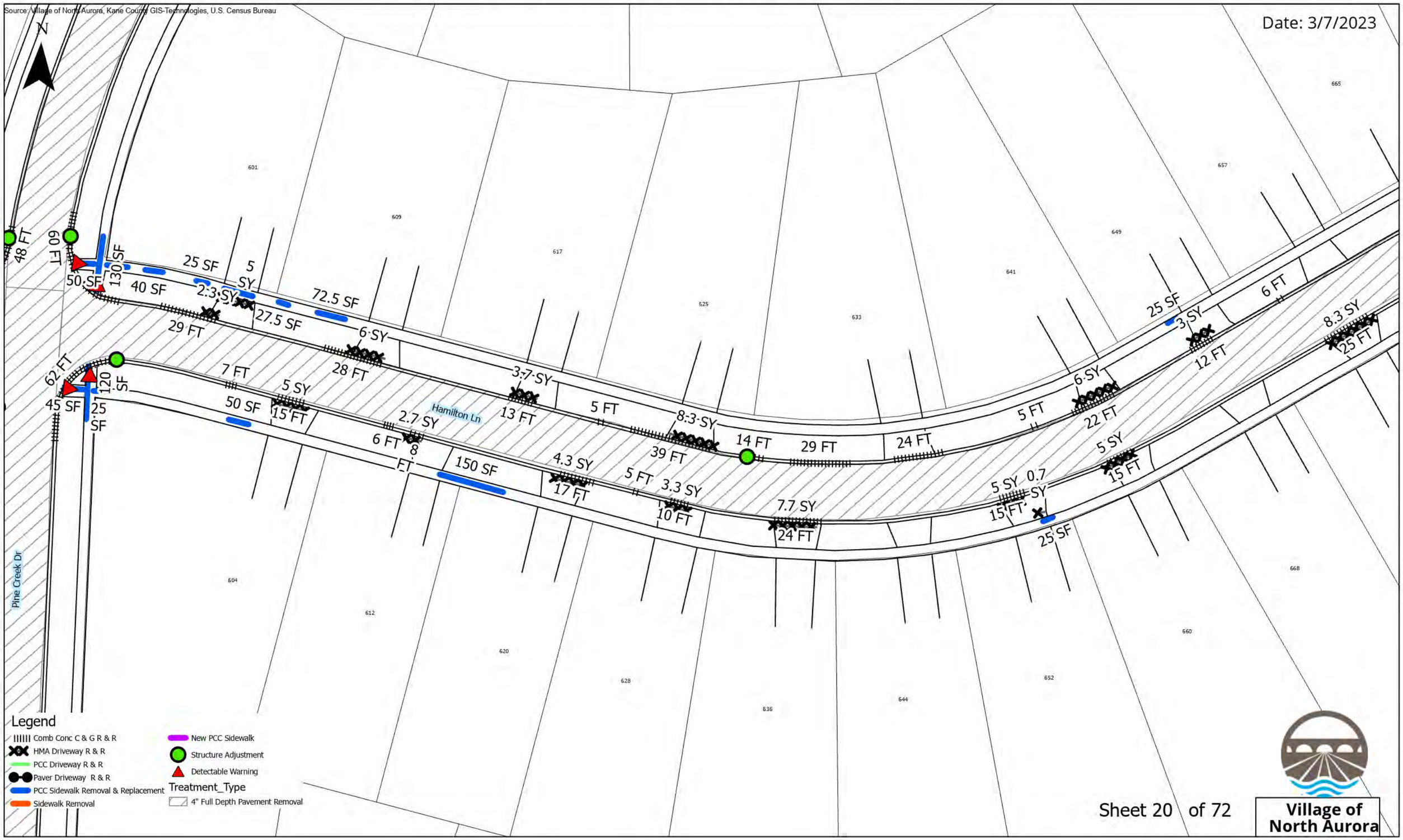


Village of North Aurora

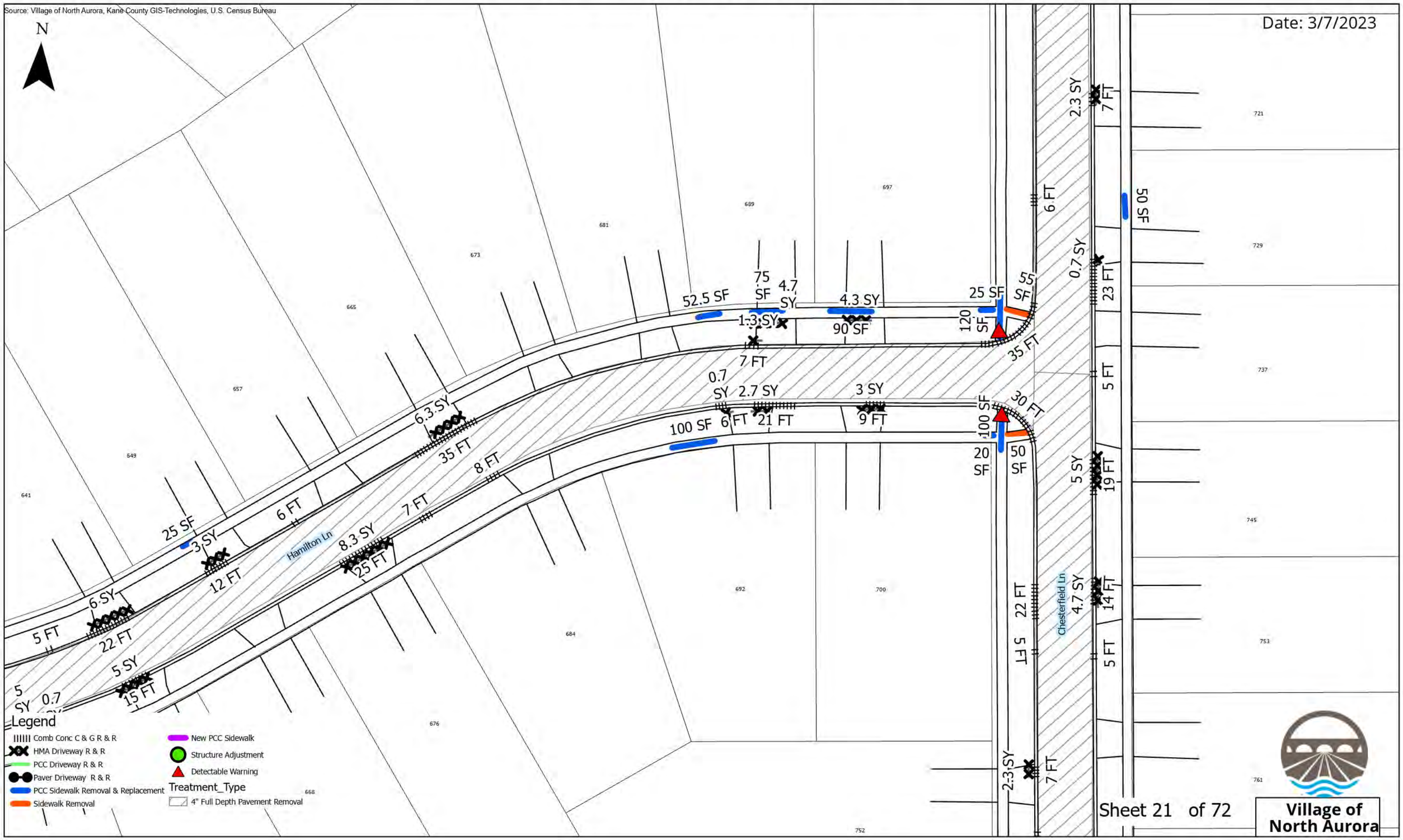
Hamilton Ln (508 Hamilton to Pine Creek)



Hamilton Ln (Pine Creek to 657 Hamilton)

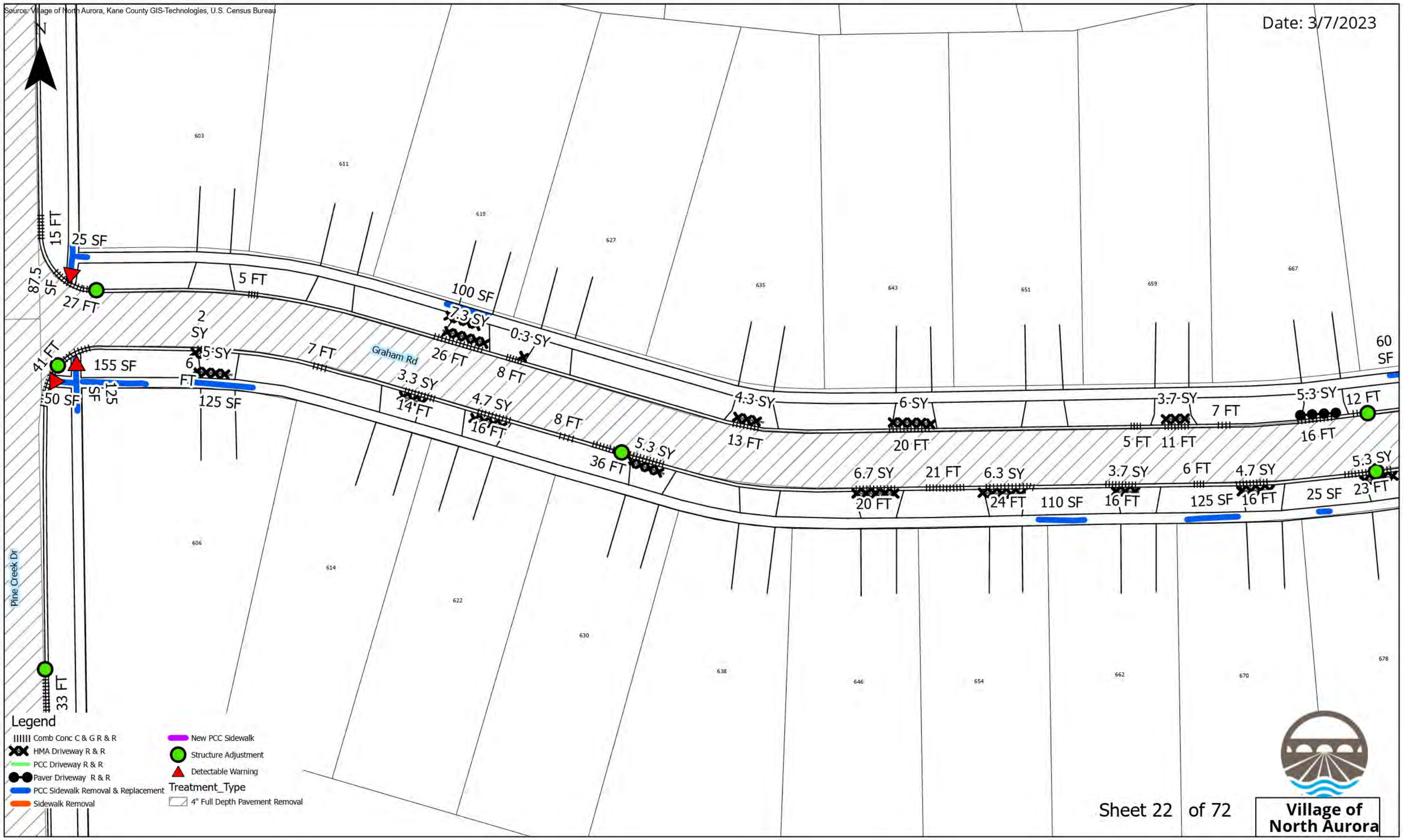


Hamilton Ln (657 Hamilton to Chesterfield)



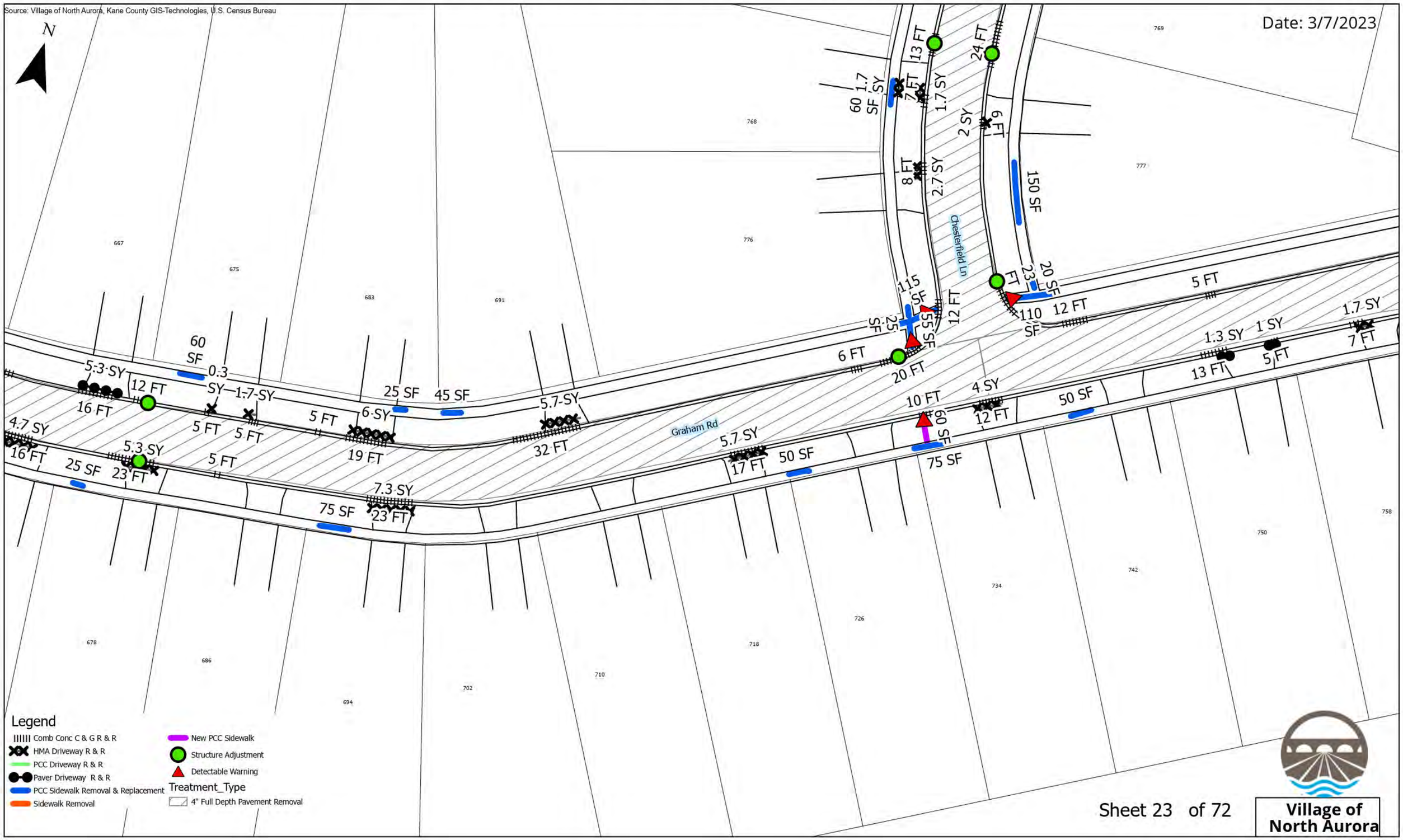
Village of North Aurora

Graham Rd (Pine Creek to 667 Graham)



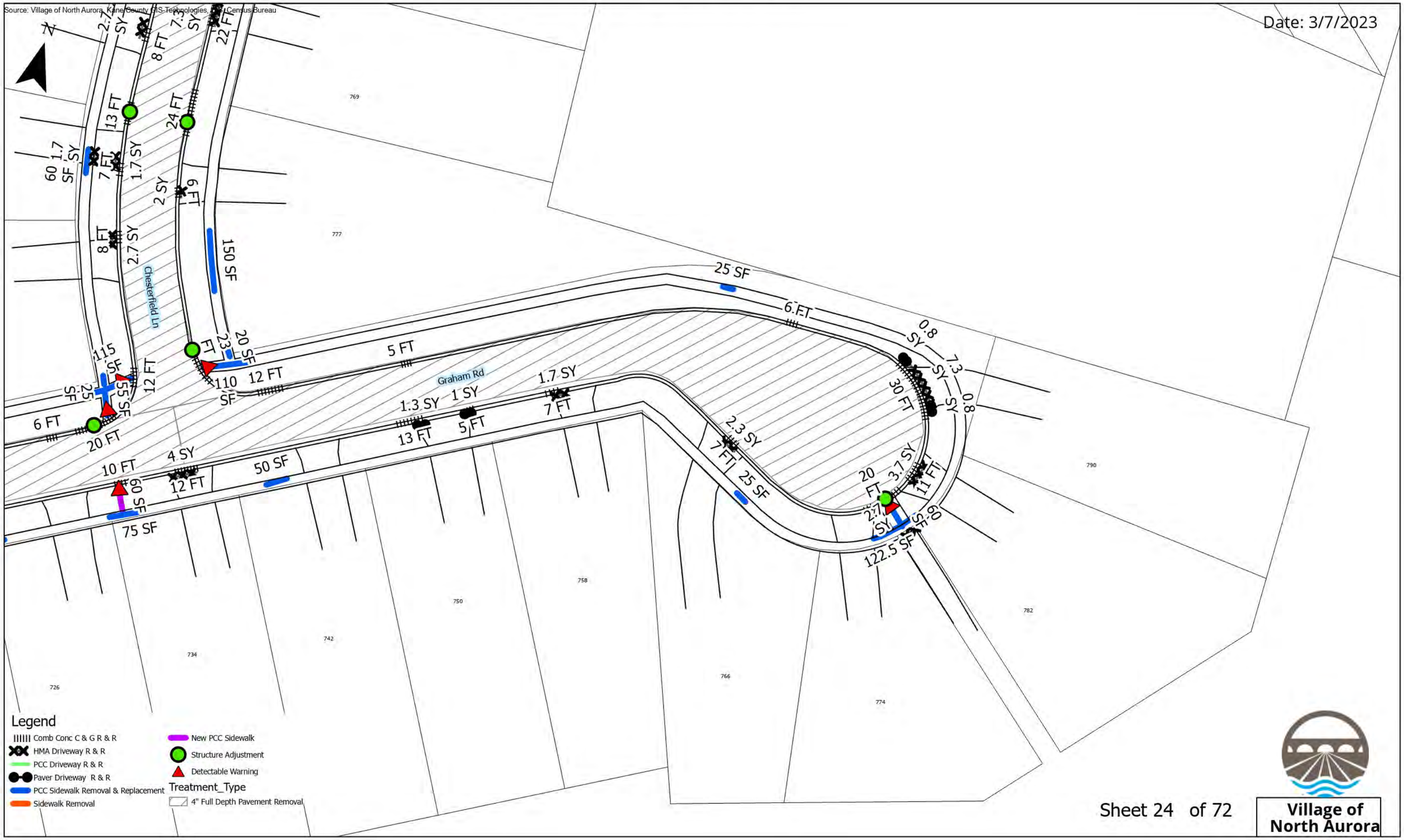
Village of North Aurora

Graham Rd (667 Graham to Chesterfield)



Village of North Aurora

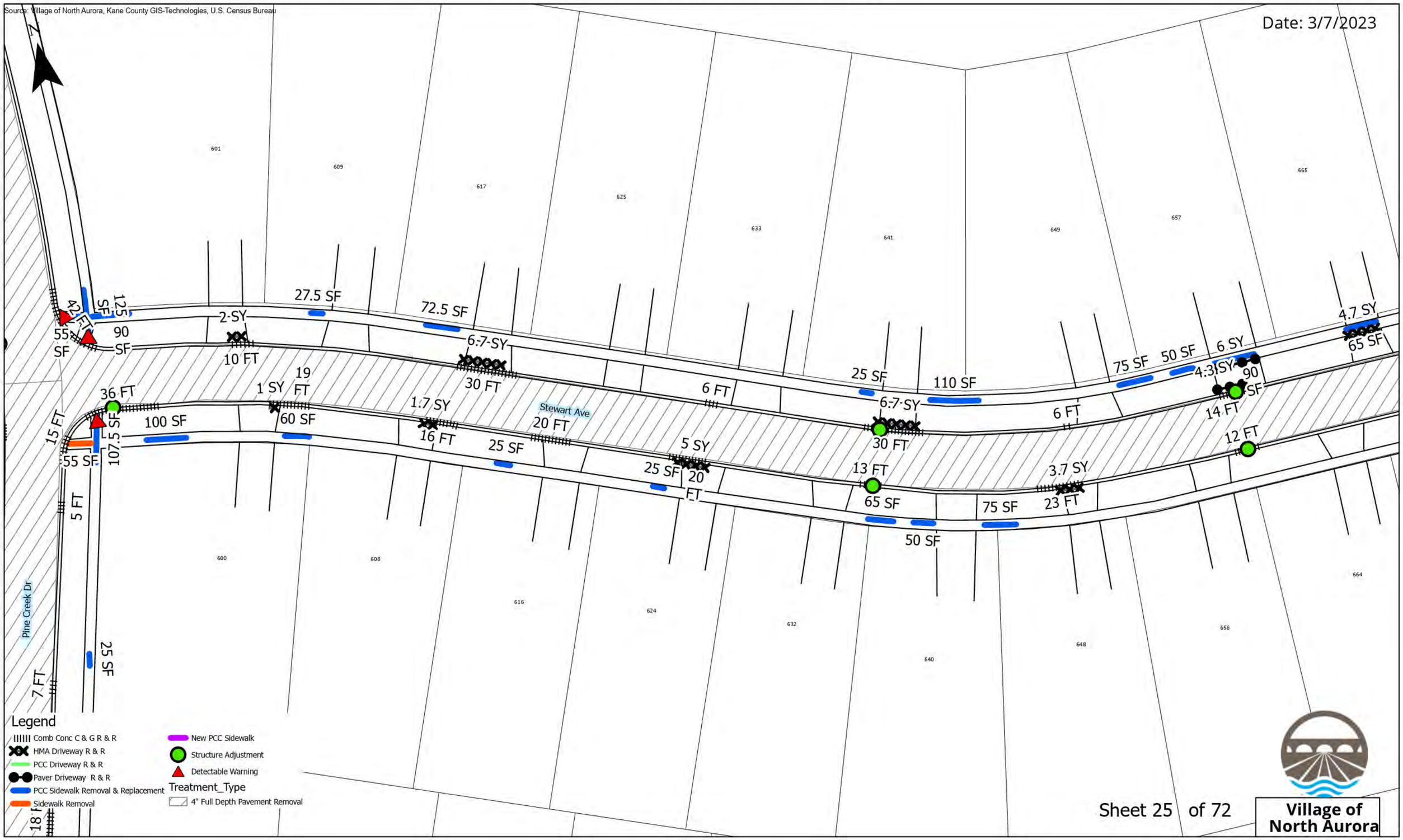
Graham Rd (Chesterfield to End)



Sheet 24 of 72

Village of North Aurora

Stewart Ave (Pine Creek to 665 Stewart)



Stewart Ave (665 Stewart to Erickson)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

N

Date: 3/7/2023

673 681 689 697 705 713 721 729 737

4.7 SY
65 SF
2.7 SY
13 FT
2.3 SY
7 FT
112.5 SF
12 FT
0.7 SY
7 FT
4 SY
12 FT
10 FT
2 SY
7 FT
4.3 SY
17 FT
25 SF
2.7 SY
7.3 SY
24 FT
132.5 SF
55 SF
70 FT
36 FT

Stewart Ave

0.3 SY
9 FT
3.3 SY
14 FT
30 SF
4.7 SY
16 FT
50 SF
3 SY
30 FT
50 SF
5 FT
8 FT
4.7 SY
17 FT
4 SY
12 FT
2 SY
10 FT
12 FT
50 SF
3.3 SY
10 FT

672 680 688 696 704 712 720 728 736 744

Legend

- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

Stewart Ave (Erickson to Thompson)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/1/2023

N

Erickson Ct

Schneider Ct

Stewart Ave

Thompson Ave

0.7 SY
2 SY
1.3 SY
1 SY
85 SF
21 FT
7 FT
6 SY
70 FT
2.7 SY
140 SF
8 FT
50 SF
62.5 SF
5.7 SY
11 FT
80 SF
4 FT
41 FT
17 FT
110 SF
36 FT
132.5 SF
55 SF
2.7 SY
7.3 SY
20 FT
95 SF
62.5 SF
10 FT
25 SF
24 FT
3.3 SY
10 FT
12 FT
50 SF
4.3 SY
17 FT
2 SY
10 FT
19 FT
62.5 SF
100 SF
1.3 SY
6 FT
6.7 SY
23 FT
50 SF
40 FT
127.5 SF
5 FT
6 FT
5 FT
10 FT
15 FT
9 FT
10 FT
5 FT
13 FT
2.3 SY
5 FT
8 FT
30 SF
2.3 SY
5 FT

Legend

- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

Stewart Ave (Thompson to Mitchell)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023

N

Stewart Ave

Johnson Ct

Mitchell Rd

Schneider Ct

50 SF
11 FT
80 SF
110 SF
5 FT
6 FT
5 FT
10 FT
15 FT
1.7 SY
1.7 SY
9 FT
7 FT
41 FT
50 SF
14 FT
13 FT
10 FT
7 FT
33 FT
177.5 SF
42.5 SF
45 SF
50 SF
52.5 SF
40 FT
127.5 SF
130 SF
42.5 SF
14 FT
45 SF
50 SF
43 FT
102.5 SF
77.5 SF
52 FT
155 SF
50 SF
27.5 SF
27.5 SF
3.7 SY
12 FT
6 FT
5 FT
0.3 SY
15 FT
2.3 SY
8 FT
5 FT
30 SF
5 FT

Legend

- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

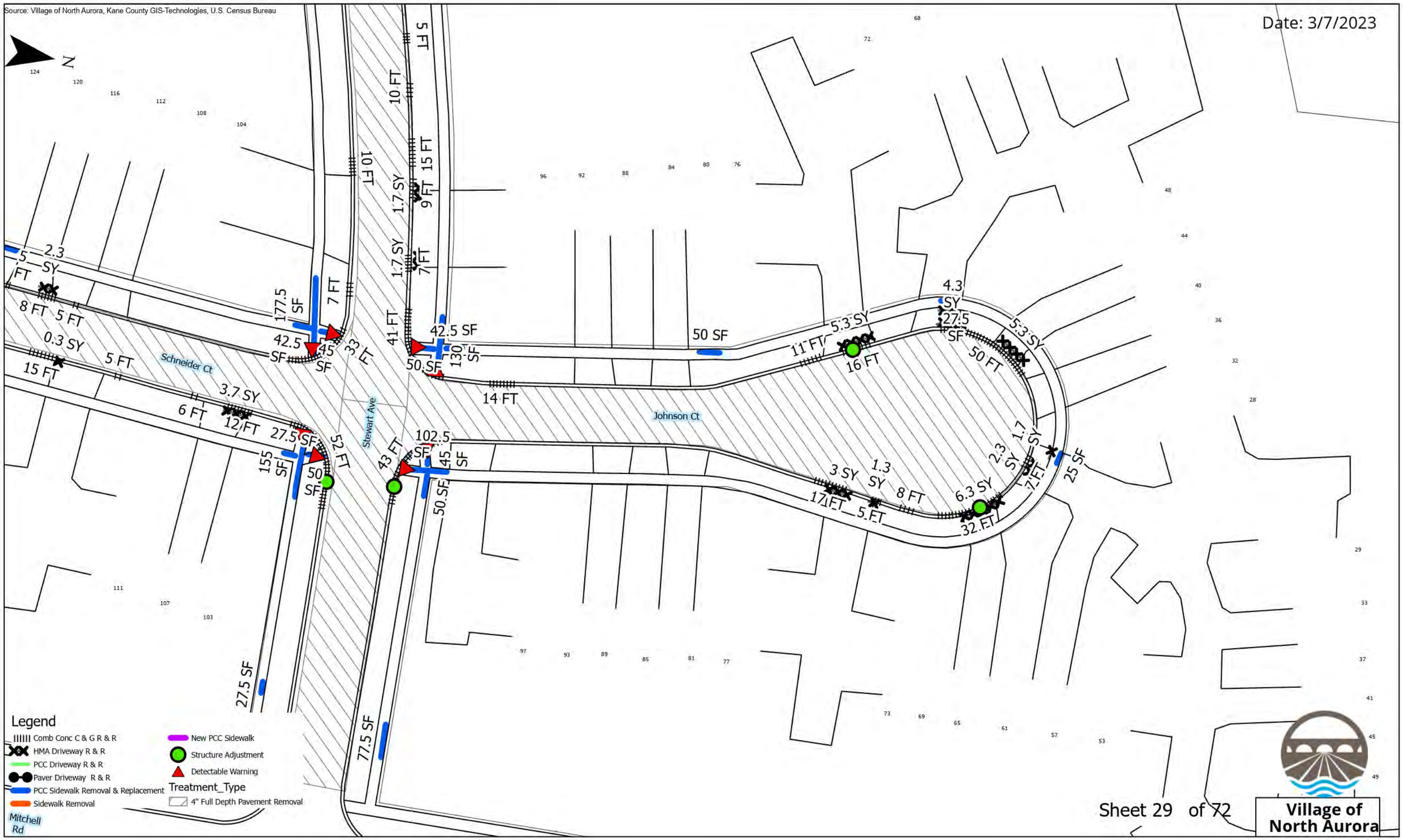
- 4" Full Depth Pavement Removal

Village of North Aurora

Johnson Ct

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/7/2023



Legend

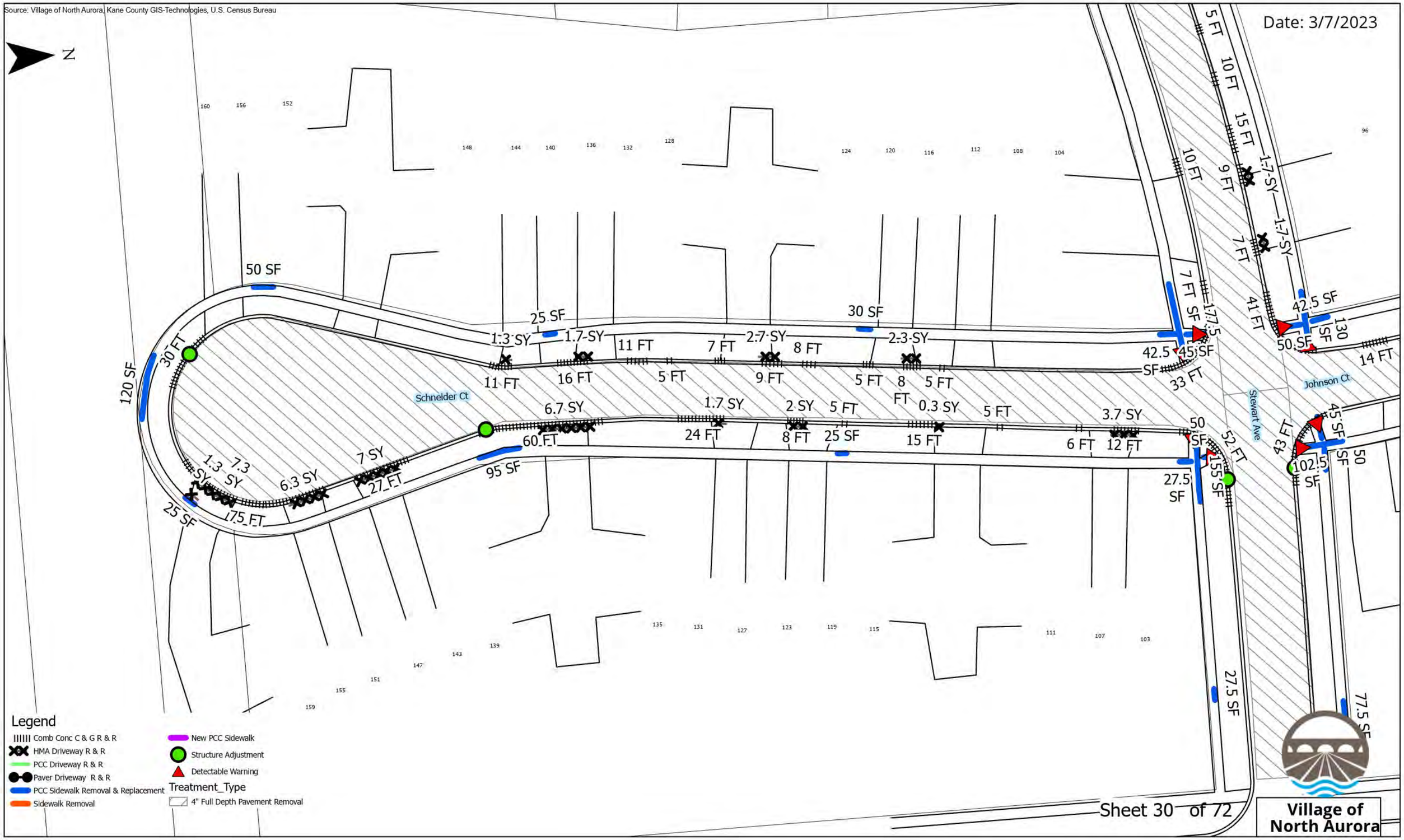
- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

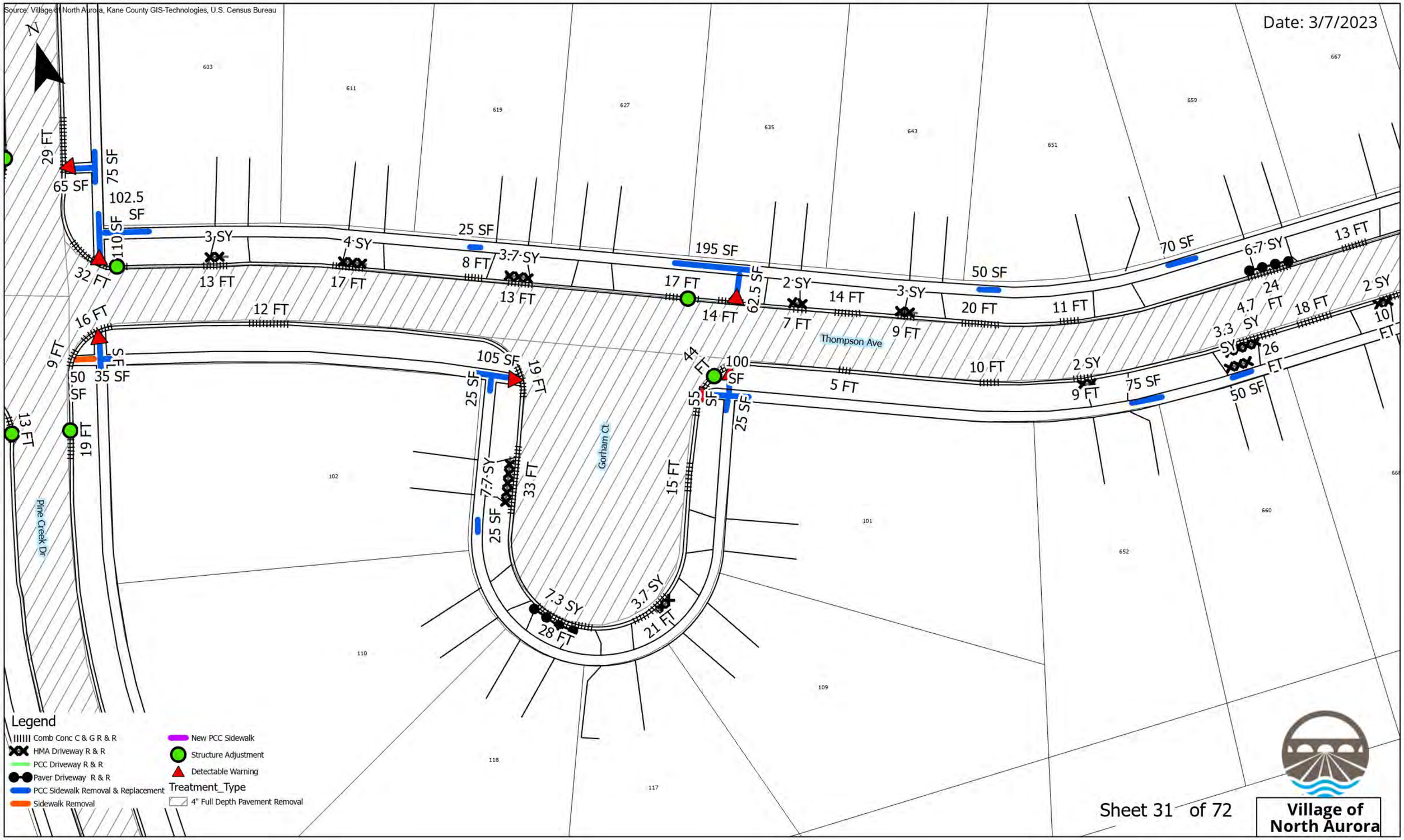
- 4" Full Depth Pavement Removal

Village of North Aurora

Schneider Ct



Thompson Ave (Pine Creek to 668 Thompson)



Village of North Aurora

Thompson Ave (668 Thompson to 748 Thompson)

Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

N

Date: 3/7/2023

667 675 683 691 699 707 715 723 731 739

70 SF 25 SF 27.5 SF 1.7 SY 25 SF 55 SF 55 SF 55 SF 50 SF

0.3 SY 1 SY 2.7 SY 6.7 SY 5.3 SY 6 SY 1.7 SY 2.7 SY

13 FT 12 FT 10 FT 19 FT 6 FT 9 FT 12 FT

7 FT 9 FT 7 FT 9 FT 35 FT 20 FT 24 FT 12 FT 13 FT

Thompson Ave

2 SY 0.7 SY 1 SY 6.7 SY 11 FT 7 SY 7 SY 15 FT 5 FT 3.3 SY 1 SY 6.7 SY 0.7 SY 4 SY

10 FT 5 FT 5 FT 10 FT 41 FT 44 FT 21 FT 25 SF 11 FT 24 FT 12 FT 5 FT 12 FT

50 SF 100 SF

668 676 684 692 700 708 716 724 732 740

Legend

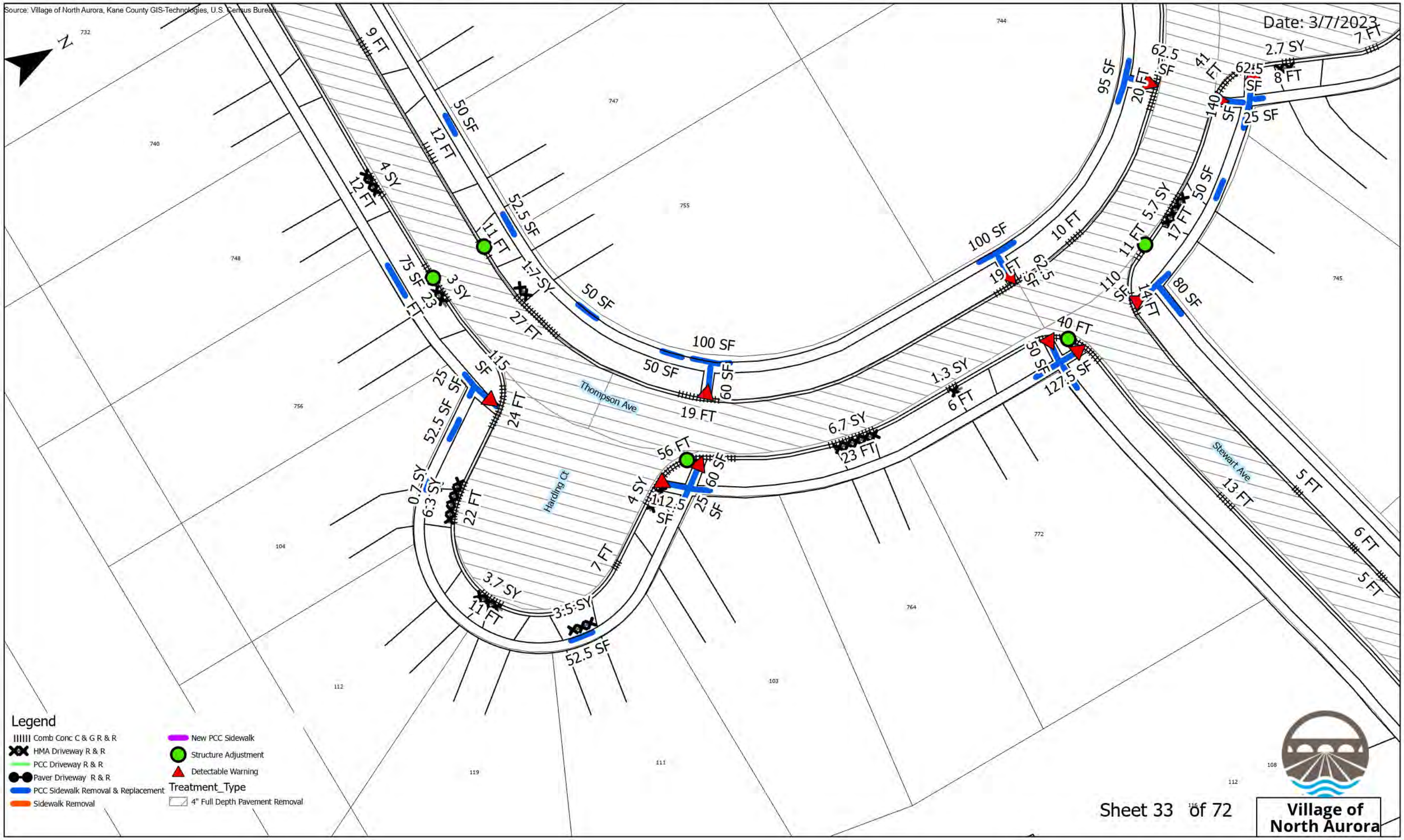
- Comb Conc C & G R & R
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Structure Adjustment
- Detectable Warning

Treatment_Type

- 4" Full Depth Pavement Removal

Village of North Aurora

Thompson Ave (748 Thompson to Stewart)



Village of North Aurora

LEGEND (ADA DETAIL)

- PCC SIDEWALK R & R
- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- PCC SIDEWALK REMOVAL

	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	705.45	705.45
B	0+00	2.5' R	705.51	705.51
C	0+05	2.5' L	705.58	705.60
D	0+05	2.5' R	705.62	705.64
E	0+10	2.5' L	705.67	705.72
F	0+10	2.5' R	705.84	705.79
G	0+15	2.5' L	705.78	705.93
H	0+15	2.5' R	706.03	705.96
I	0+15	9.5' R	705.96	705.95
J	0+15	15' R	705.94	705.94
K	0+15	20' R	705.93	705.93
L	0+20	2.5' L	705.87	705.91
M	0+20	2.5' R	705.90	705.92
N	0+20	9.5' R	705.88	705.90
O	0+20	15' R	705.83	705.88
P	0+20	20' R	705.79	705.79
Q	0+25	2.5' L	705.87	705.82
R	0+25	2.5' R	705.93	705.83
S	0+30	2.5' L	705.88	705.74
T	0+30	2.5' R	705.87	705.75
U	0+35	2.5' L	705.82	705.68
V	0+35	2.5' R	705.76	705.67
W	0+40	3' L	705.68	705.63
X	0+40	3' R	705.53	705.58
Y	0+41	3' L	705.65	705.66
Z	0+41	3' R	705.50	705.59
AA	0+50	3' L	706.01	706.01
AB	0+50	3' R	705.97	705.95
AC	0+59	3.5' L	706.06	706.08
AD	0+59	3.5' R	705.92	705.98
AE	0+60	3.5' L	706.19	706.10
AF	0+60	3.5' R	706.12	706.00
AG	0+66.5	3.5' L	706.40	706.30

	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
AH	0+66.5	3.5' R	706.28	706.20
AI	0+73.5	3.5' L	706.22	706.15
AJ	0+73.5	3.5' R	706.18	706.06
AK	0+74.5	3.5' L	706.12	706.12
AL	0+74.5	3.5' R	706.03	706.03
AM	0+87.5	3.5' L	705.93	705.93
AN	0+87.5	3.5' R	705.84	705.84
AO	1+00.5	3.5' L	705.63	705.61
AP	1+00.5	3.5' R	705.46	705.50
AQ	1+01.5	3.5' L	705.66	705.62
AR	1+01.5	3.5' R	705.59	705.53
AS	1+09	2.5' L	706.04	705.90
AT	1+09	2.5' R	705.91	705.83
AU	1+14	2.5' L	706.20	706.10
AV	1+14	2.5' R	706.05	706.06
AW	1+19	2.5' L	706.33	706.24
AX	1+19	2.5' R	706.23	706.22
AY	1+24	2.5' L	706.38	706.34
AZ	1+24	2.5' R	706.34	706.37
BA	1+24	7.5' R	706.29	706.34
BB	1+24	12.5' R	706.27	706.30
BC	1+24	17.5' R	706.26	706.26
BD	1+29	2.5' L	706.38	706.28
BE	1+29	2.5' R	706.44	706.36
BF	1+29	7.5' R	706.41	706.35
BG	1+29	12.5' R	706.34	706.34
BH	1+29	17.5' R	706.33	706.33
BI	1+36	2.5' L	706.05	706.01
BJ	1+36	2.5' R	705.95	706.05
BK	1+41	2.5' L	705.63	705.70
BL	1+41	2.5' R	705.76	705.74
BM	1+46	2.5' L	705.38	705.38
BN	1+46	2.5' R	705.46	705.46

ADA DETAIL PINE CREEK DRIVE AT IL 56 (BUTTERFIELD ROAD)

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

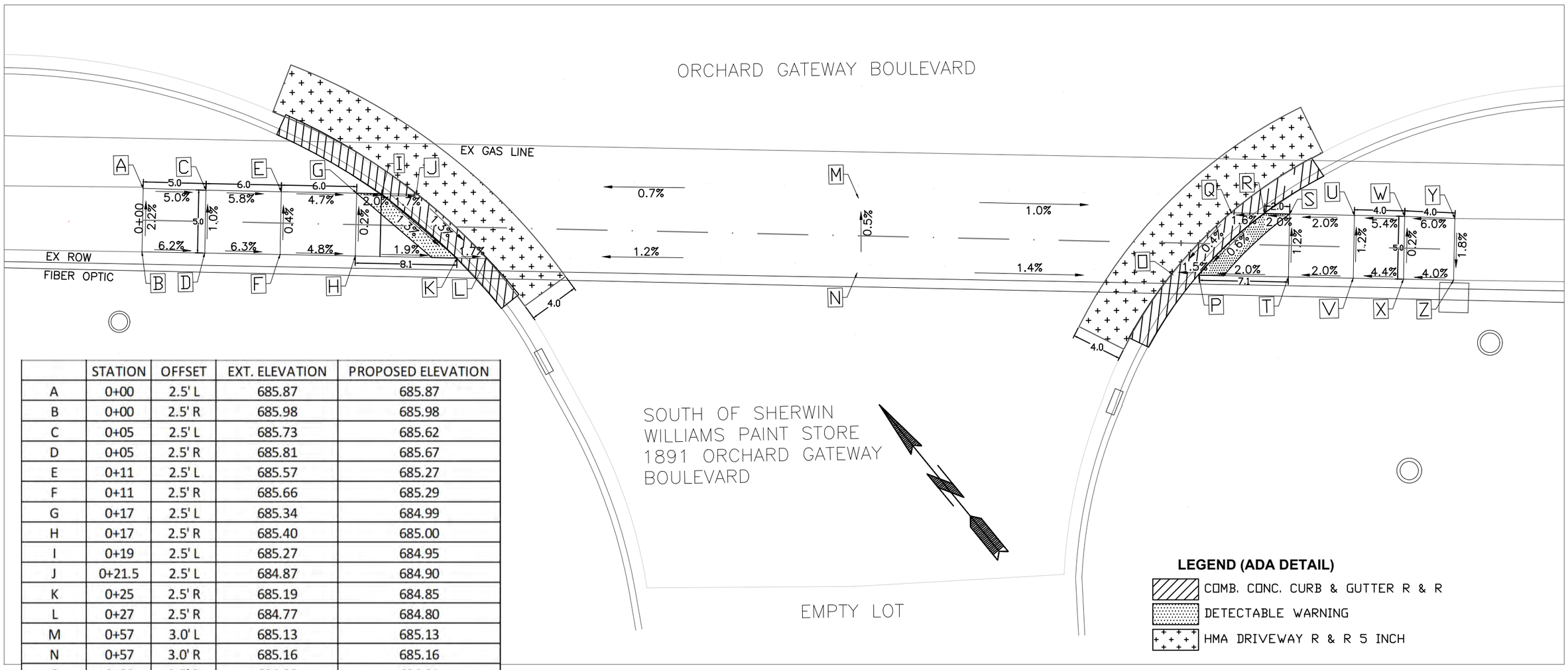
NO.	DATE	REVISIONS
1	4/19/22	PER IDOT COMMENTS

2023 ROAD PROGRAM

ADA DETAIL PINECREEK DR.

DATE: FEBRUARY 2023

SHEET 34 OF 72



	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	685.87	685.87
B	0+00	2.5' R	685.98	685.98
C	0+05	2.5' L	685.73	685.62
D	0+05	2.5' R	685.81	685.67
E	0+11	2.5' L	685.57	685.27
F	0+11	2.5' R	685.66	685.29
G	0+17	2.5' L	685.34	684.99
H	0+17	2.5' R	685.40	685.00
I	0+19	2.5' L	685.27	684.95
J	0+21.5	2.5' L	684.87	684.90
K	0+25	2.5' R	685.19	684.85
L	0+27	2.5' R	684.77	684.80
M	0+57	3.0' L	685.13	685.13
N	0+57	3.0' R	685.16	685.16
O	0+82	2.5' R	684.80	684.81
P	0+84	2.5' R	684.87	684.84
Q	0+86.5	2.5' L	684.83	684.84
R	0+89	2.5' L	684.99	684.88
S	0+91	2.5' L	685.24	684.92
T	0+91	2.5' R	685.23	684.98
U	0+96	2.5' L	685.40	685.02
V	0+96	2.5' R	685.39	685.08
W	1+00	2.5' L	685.45	685.29
X	1+00	2.5' R	685.45	685.30
Y	1+04	2.5' L	685.59	685.59
Z	1+04	2.5' R	685.50	685.50

LEGEND (ADA DETAIL)

- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- HMA DRIVEWAY R & R 5 INCH

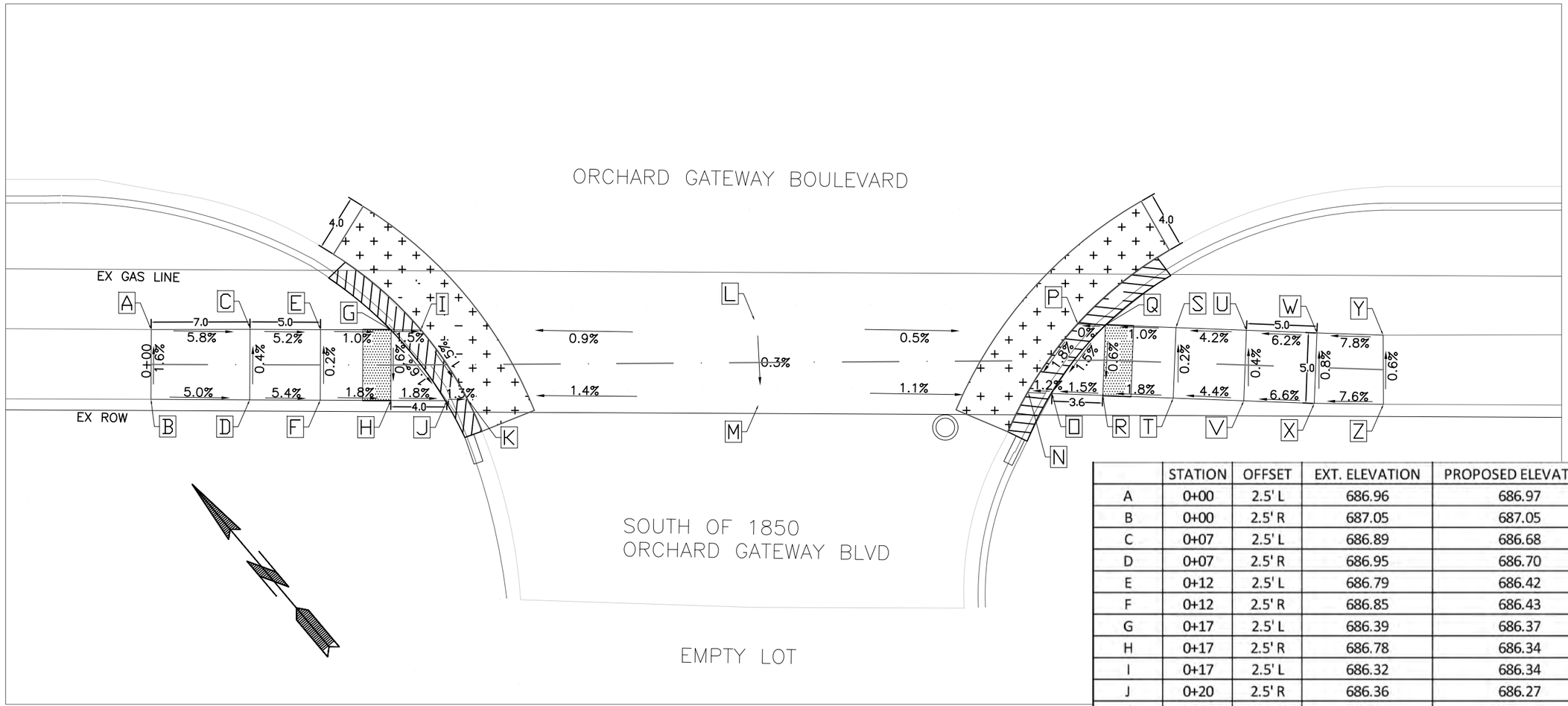
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

ADA DETAIL - SOUTH OF 1891 ORCHARD GATEWAY BOULEVARD

DATE: FEBRUARY 2023



	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	686.96	686.97
B	0+00	2.5' R	687.05	687.05
C	0+07	2.5' L	686.89	686.68
D	0+07	2.5' R	686.95	686.70
E	0+12	2.5' L	686.79	686.42
F	0+12	2.5' R	686.85	686.43
G	0+17	2.5' L	686.39	686.37
H	0+17	2.5' R	686.78	686.34
I	0+17	2.5' L	686.32	686.34
J	0+20	2.5' R	686.36	686.27
K	0+21.5	2.5' R	686.23	686.25
L	0+43	3.0' L	686.56	686.56
M	0+43	3.0' R	686.54	686.54
N	0+62	2.5' L	686.29	686.33
O	0+63.5	2.5' L	686.80	686.35
P	0+65.5	2.5' L	686.46	686.44
Q	0+67.5	2.5' L	686.63	686.44
R	0+67.5	2.5' R	686.98	686.41
S	0+72.5	2.5' L	687.10	686.49
T	0+72.5	2.5' R	687.14	686.50
U	0+77.5	2.5' L	687.24	686.70
V	0+77.5	2.5' R	687.28	686.72
W	0+82.5	2.5' L	687.30	687.01
X	0+82.5	2.5' R	687.38	687.05
Y	0+87.5	2.5' L	687.40	687.40
Z	0+87.5	2.5' R	687.43	687.43

LEGEND (ADA DETAIL)

- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- HMA DRIVEWAY R & R 5 INCH

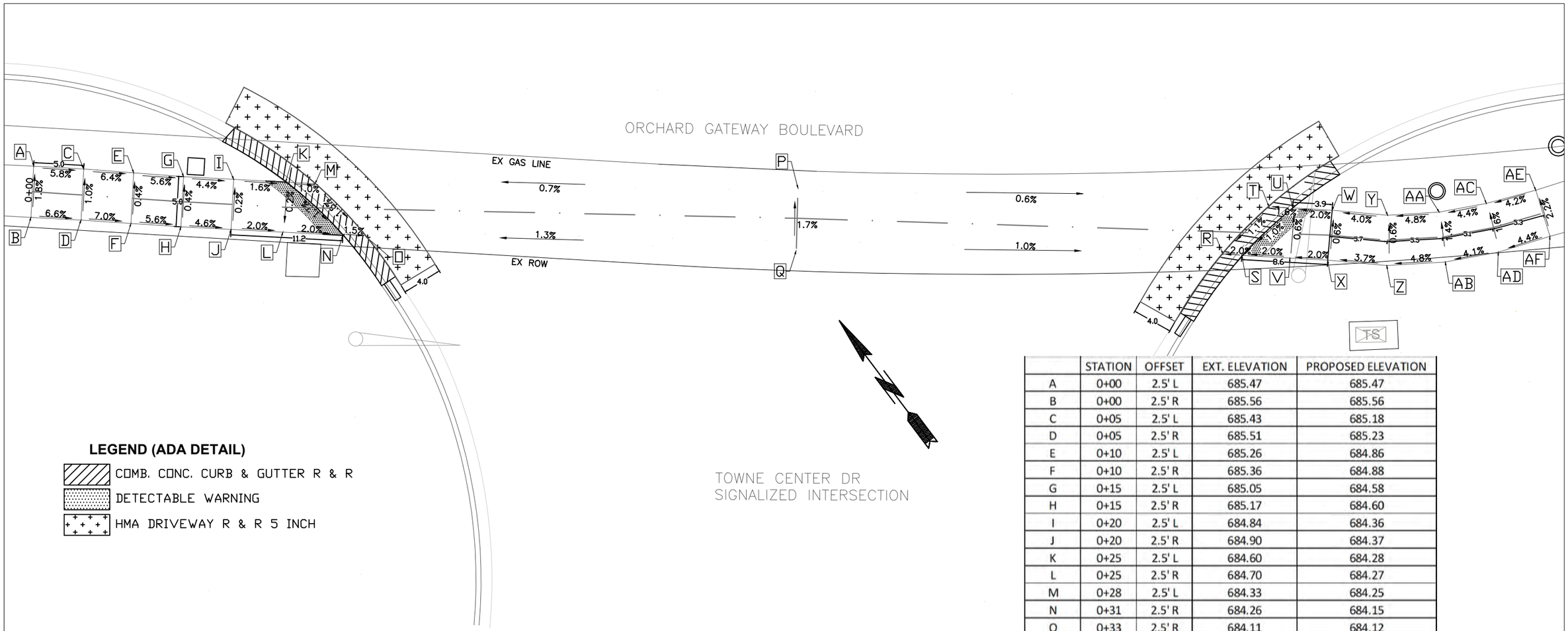
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

ADA DETAIL - SOUTH OF 1850 ORCHARD GATEWAY BOULEVARD

DATE: FEBRUARY 2023



LEGEND (ADA DETAIL)

- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- HMA DRIVEWAY R & R 5 INCH

	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	685.47	685.47
B	0+00	2.5' R	685.56	685.56
C	0+05	2.5' L	685.43	685.18
D	0+05	2.5' R	685.51	685.23
E	0+10	2.5' L	685.26	684.86
F	0+10	2.5' R	685.36	684.88
G	0+15	2.5' L	685.05	684.58
H	0+15	2.5' R	685.17	684.60
I	0+20	2.5' L	684.84	684.36
J	0+20	2.5' R	684.90	684.37
K	0+25	2.5' L	684.60	684.28
L	0+25	2.5' R	684.70	684.27
M	0+28	2.5' L	684.33	684.25
N	0+31	2.5' R	684.26	684.15
O	0+33	2.5' R	684.11	684.12
P	0+76	3.0' L	684.58	684.58
Q	0+76	3.0' R	684.73	684.68
R	1+18	2.5' R	684.20	684.24
S	1+20	2.5' R	684.54	684.28
T	1+22.5	2.5' L	684.31	684.31
U	1+25	2.5' L	684.32	684.35
V	1+25	2.5' R	684.70	684.38
W	1+29	2.5' L	684.98	684.43
X	1+29	2.5' R	684.84	684.46
Y	1+35	2.5' L	685.20	684.65
Z	1+35	2.5' R	685.08	684.68
AA	1+40.5	2.5' L	685.30	684.89
AB	1+40.5	2.5' R	685.19	684.96
AC	1+45.5	2.5' L	685.31	685.10
AD	1+45.5	2.5' R	685.39	685.18
AE	1+51	2.5' L	685.31	685.31
AF	1+51	2.5' R	685.42	685.42

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

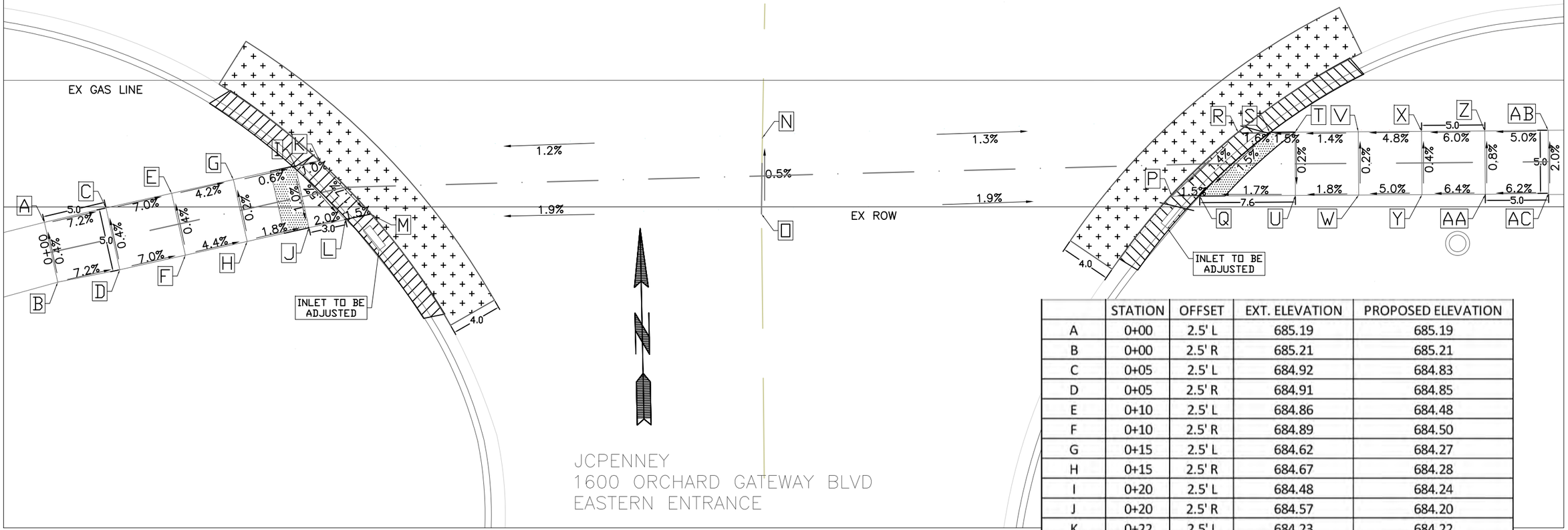
NO.	DATE	REVISIONS

2023 ROAD PROGRAM

ADA DETAIL - TOWNE CENTER DRIVE INTERSECTION

DATE: FEBRUARY 2023

ORCHARD GATEWAY BOULEVARD



	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	685.19	685.19
B	0+00	2.5' R	685.21	685.21
C	0+05	2.5' L	684.92	684.83
D	0+05	2.5' R	684.91	684.85
E	0+10	2.5' L	684.86	684.48
F	0+10	2.5' R	684.89	684.50
G	0+15	2.5' L	684.62	684.27
H	0+15	2.5' R	684.67	684.28
I	0+20	2.5' L	684.48	684.24
J	0+20	2.5' R	684.57	684.20
K	0+22	2.5' L	684.23	684.22
L	0+23	2.5' R	684.33	684.15
M	0+25	2.5' R	684.09	684.12
N	0+56.5	3' L	684.65	684.65
O	0+56.5	3' R	684.68	684.68
P	0+89	2.5' R	684.04	684.07
Q	0+91	2.5' R	684.19	684.10
R	0+94	2.5' L	684.18	684.17
S	0+96	2.5' L	684.32	684.21
T	0+98	2.5' L	684.57	684.24
U	0+98	2.5' R	684.66	684.23
V	1+03	2.5' L	684.70	684.31
W	1+03	2.5' R	684.85	684.32
X	1+08	2.5' L	684.93	684.55
Y	1+08	2.5' R	685.00	684.57
Z	1+13	2.5' L	684.99	684.85
AA	1+13	2.5' R	685.11	684.89
AB	1+18	2.5' L	685.10	685.10
AC	1+18	2.5' R	685.20	685.20

LEGEND (ADA DETAIL)

- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- HMA DRIVEWAY R & R 5 INCH

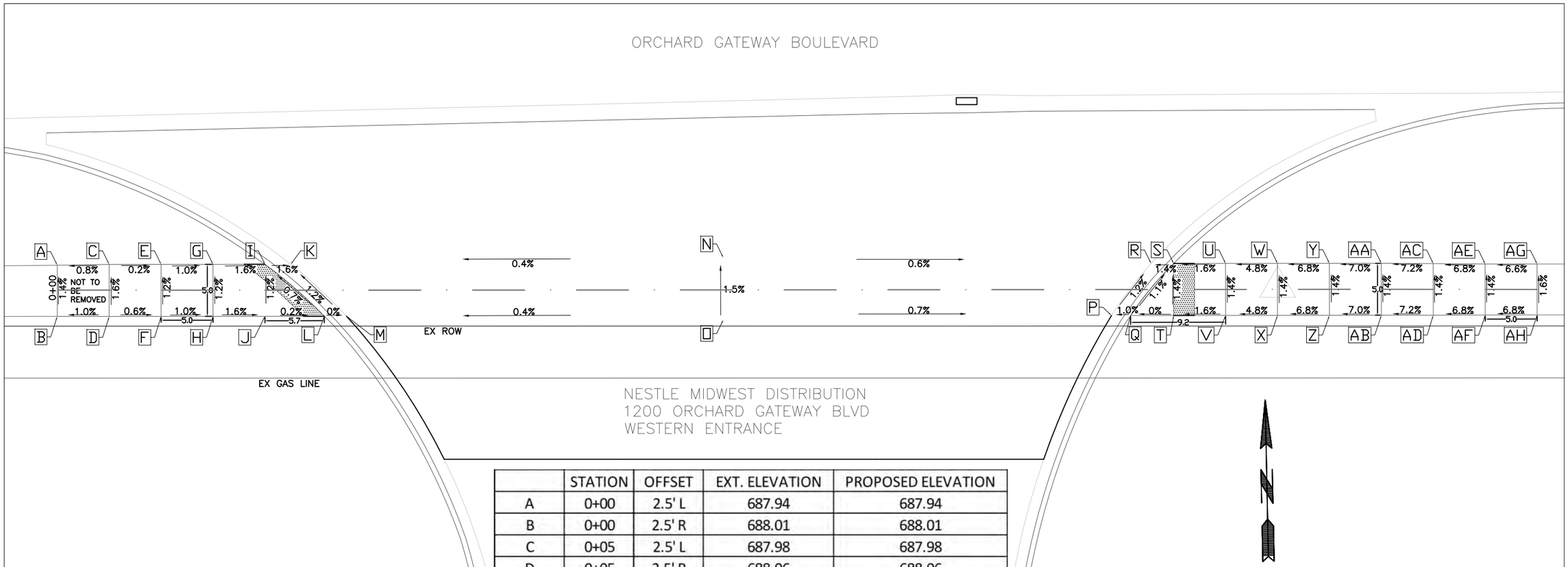
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

ADA DETAIL - 1600 ORCHARD GATEWAY BOULEVARD JCPENNEY ENTRANCE

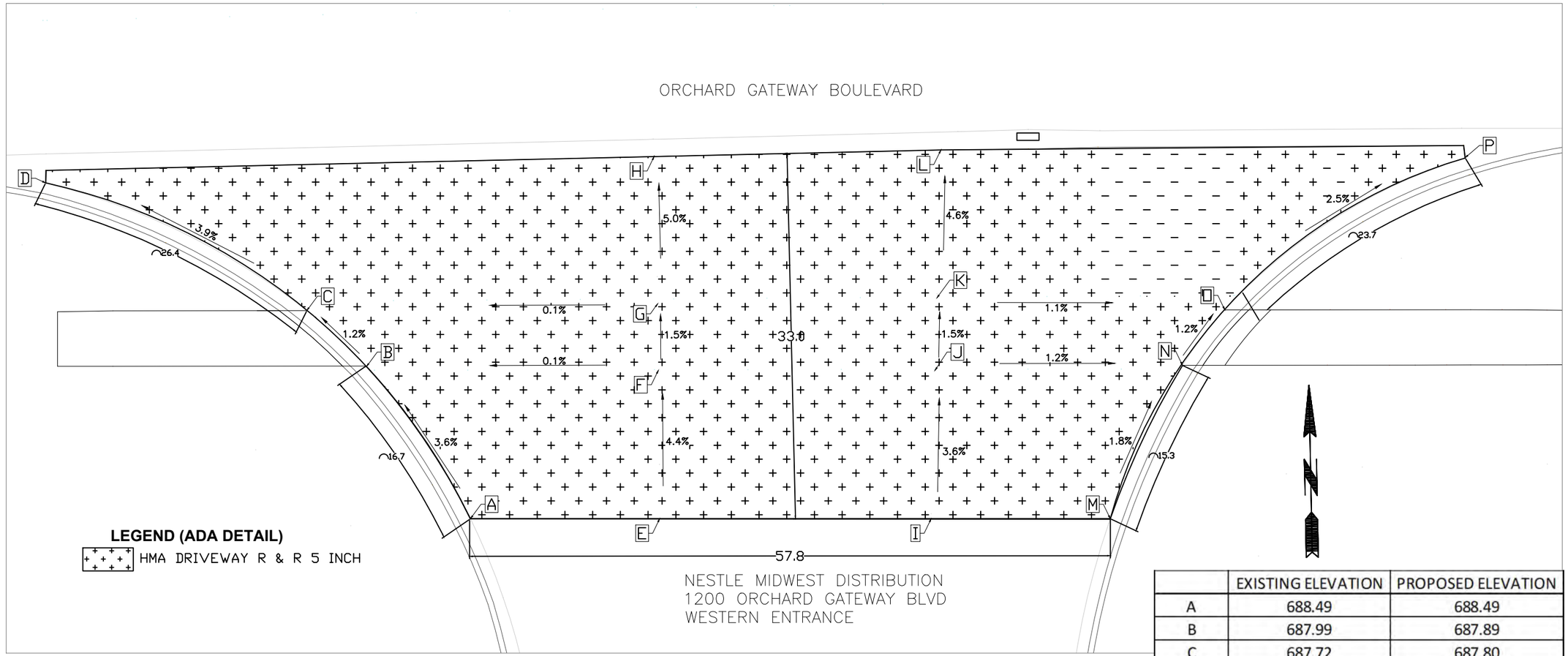
DATE: FEBRUARY 2023



	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	687.94	687.94
B	0+00	2.5' R	688.01	688.01
C	0+05	2.5' L	687.98	687.98
D	0+05	2.5' R	688.06	688.06
E	0+10	2.5' L	688.02	687.97
F	0+10	2.5' R	688.11	688.03
G	0+15	2.5' L	687.94	687.92
H	0+15	2.5' R	688.08	687.98
I	0+20	2.5' L	687.70	687.84
J	0+20	2.5' R	687.99	687.90
K	0+22.5	2.5' L	687.72	687.80
L	0+26	2.5' R	688.02	687.89
M	0+28	2.5' R	687.99	687.89
N	0+64	3.0' L	687.96	687.96
O	0+64	3.0' R	688.20	688.05
P	1+01	2.5' R	688.29	688.30
Q	1+03	2.5' R	688.36	688.32
R	1+05	2.5' L	688.19	688.22
S	1+07	2.5' L	688.20	688.25
T	1+07	2.5' R	688.55	688.32
U	1+12	2.5' L	688.58	688.33
V	1+12	2.5' R	688.83	688.40
W	1+17	2.5' L	688.95	688.57
X	1+17	2.5' R	689.15	688.64
Y	1+23	2.5' L	689.32	688.91
Z	1+23	2.5' R	689.51	688.98
AA	1+28	2.5' L	689.69	689.26
AB	1+28	2.5' R	689.87	689.33
AC	1+33	2.5' L	690.03	689.62
AD	1+33	2.5' R	690.13	689.69
AE	1+38	2.5' L	690.21	689.96
AF	1+38	2.5' R	690.30	690.03
AG	1+43	2.5' L	690.29	690.29
AH	1+43	2.5' R	690.37	690.37

LEGEND (ADA DETAIL)

- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- HMA DRIVEWAY R & R 5 INCH



LEGEND (ADA DETAIL)

HMA DRIVEWAY R & R 5 INCH

	EXISTING ELEVATION	PROPOSED ELEVATION
A	688.49	688.49
B	687.99	687.89
C	687.72	687.80
D	686.76	686.76
E	688.50	688.50
F	688.04	687.91
G	687.82	687.82
H	687.15	687.15
I	688.51	688.51
J	688.12	688.03
K	687.94	687.94
L	687.30	687.30
M	688.58	688.58
N	688.29	688.30
O	688.19	688.22
P	687.58	687.58

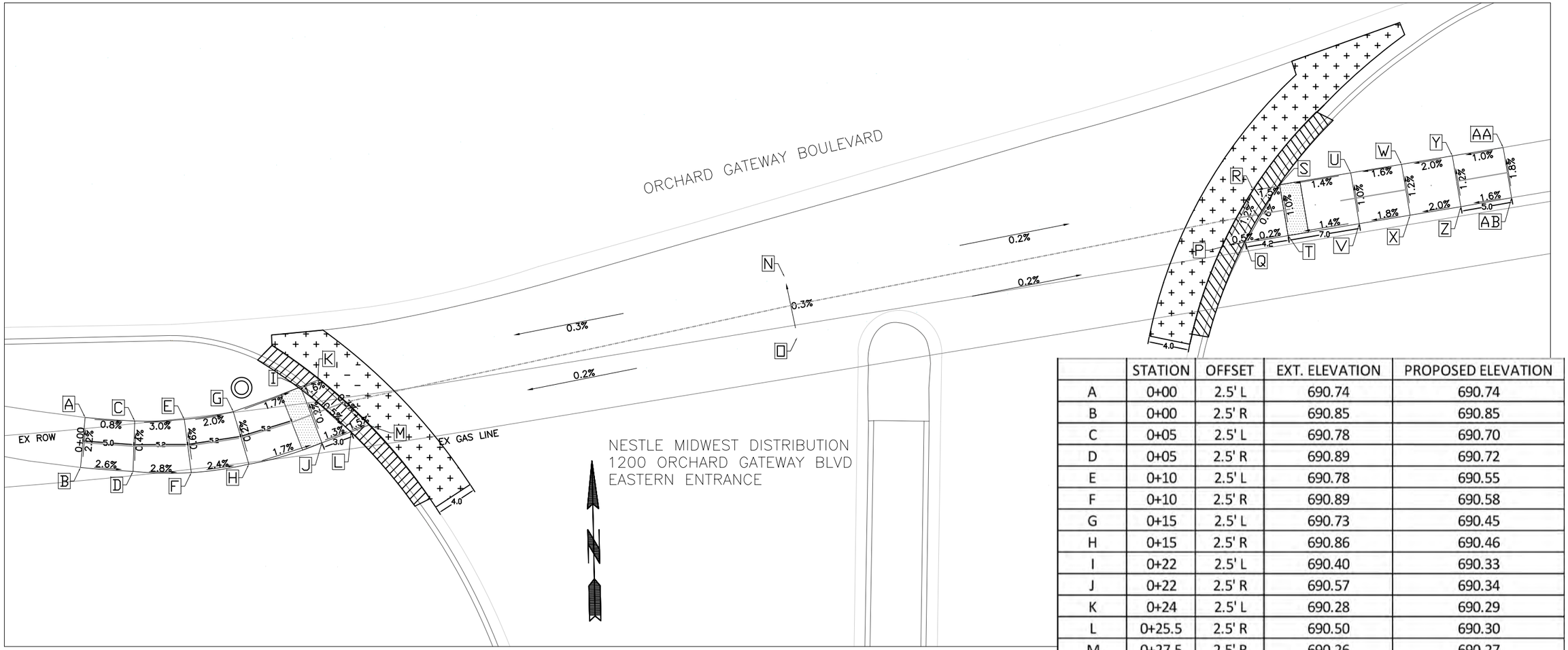
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

ADA DETAIL - 1200 ORCHARD GATEWAY BOULEVARD HMA DETAIL

DATE: FEBRUARY 2023



	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	690.74	690.74
B	0+00	2.5' R	690.85	690.85
C	0+05	2.5' L	690.78	690.70
D	0+05	2.5' R	690.89	690.72
E	0+10	2.5' L	690.78	690.55
F	0+10	2.5' R	690.89	690.58
G	0+15	2.5' L	690.73	690.45
H	0+15	2.5' R	690.86	690.46
I	0+22	2.5' L	690.40	690.33
J	0+22	2.5' R	690.57	690.34
K	0+24	2.5' L	690.28	690.29
L	0+25.5	2.5' R	690.50	690.30
M	0+27.5	2.5' R	690.26	690.27
N	0+70	3.0' L	690.13	690.13
O	0+70	3.0' R	690.17	690.17
P	1+12.5	2.5' R	690.11	690.10
Q	1+14.5	2.5' R	690.15	690.11
R	1+16.5	2.5' L	690.01	690.03
S	1+19	2.5' L	690.00	690.07
T	1+19	2.5' R	690.19	690.12
U	1+26	2.5' L	690.23	690.17
V	1+26	2.5' R	690.36	690.22
W	1+31	2.5' L	690.32	690.25
X	1+31	2.5' R	690.44	690.31
Y	1+36	2.5' L	690.40	690.35
Z	1+36	2.5' R	690.46	690.41
AA	1+41	2.5' L	690.40	690.40
AB	1+41	2.5' R	690.49	690.49

LEGEND (ADA DETAIL)

- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- HMA DRIVEWAY R & R 5 INCH

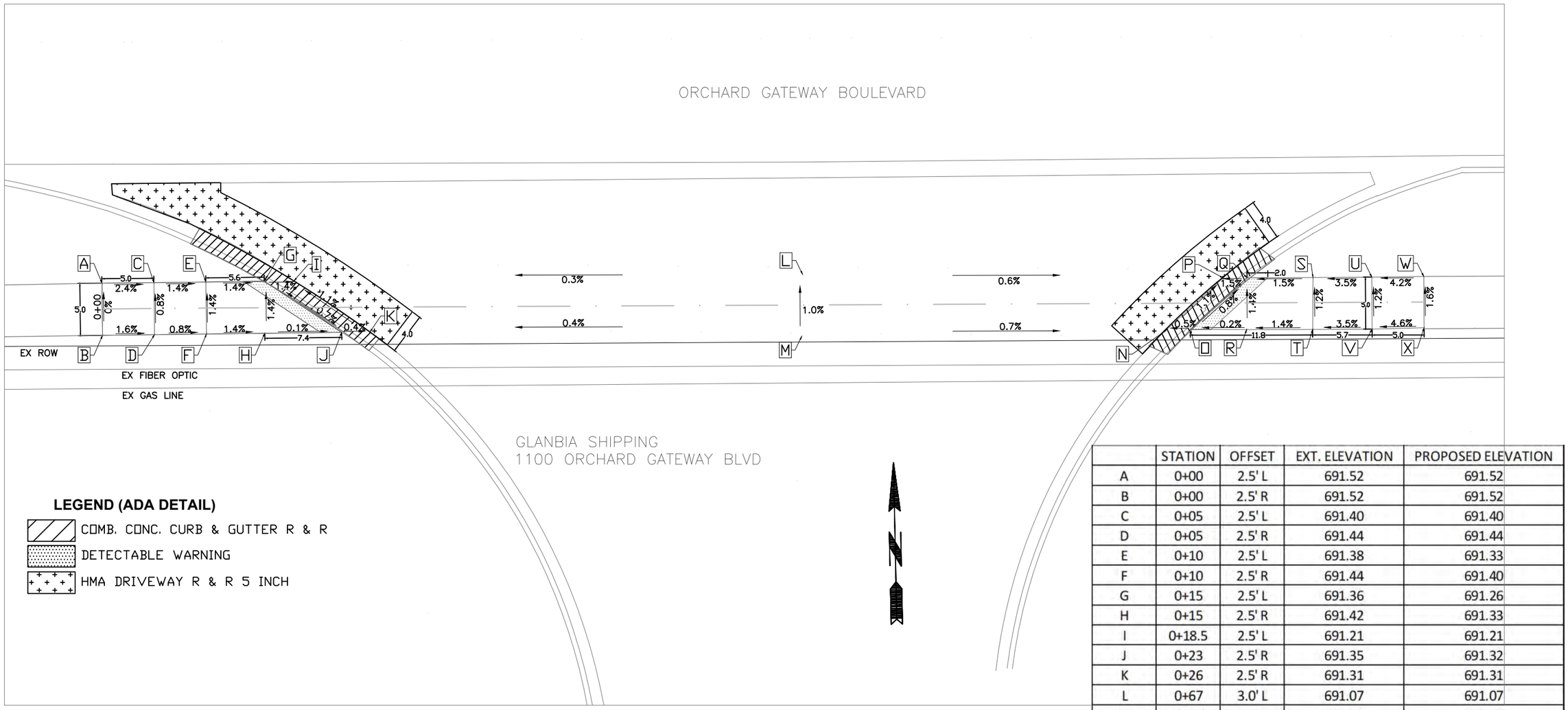
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

ADA DETAIL - 1200 ORCHARD GATEWAY BOULEVARD EASTERN ENTRANCE

DATE: FEBRUARY 2023



LEGEND (ADA DETAIL)

- COMB. CONC. CURB & GUTTER R & R
- DETECTABLE WARNING
- HMA DRIVEWAY R & R 5 INCH

	STATION	OFFSET	EXT. ELEVATION	PROPOSED ELEVATION
A	0+00	2.5' L	691.52	691.52
B	0+00	2.5' R	691.52	691.52
C	0+05	2.5' L	691.40	691.40
D	0+05	2.5' R	691.44	691.44
E	0+10	2.5' L	691.38	691.33
F	0+10	2.5' R	691.44	691.40
G	0+15	2.5' L	691.36	691.26
H	0+15	2.5' R	691.42	691.33
I	0+18.5	2.5' L	691.21	691.21
J	0+23	2.5' R	691.35	691.32
K	0+26	2.5' R	691.31	691.31
L	0+67	3.0' L	691.07	691.07
M	0+67	3.0' R	691.16	691.16
N	1+02	2.5' R	690.91	690.91
O	1+04	2.5' R	690.98	690.92
P	1+07	2.5' L	690.83	690.83
Q	1+09	2.5' L	690.93	690.86
R	1+09	2.5' R	691.05	690.93
S	1+15.5	2.5' L	691.07	690.96
T	1+15.5	2.5' R	691.19	691.02
U	1+21	2.5' L	691.27	691.15
V	1+21	2.5' R	691.35	691.21
W	1+26	2.5' L	691.36	691.36
X	1+26	2.5' R	691.44	691.44

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

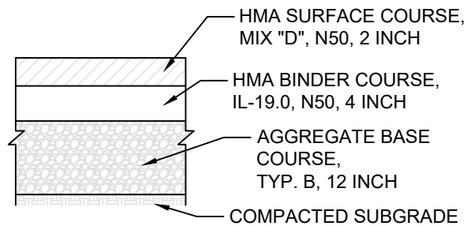
NO.	DATE	REVISIONS

2023 ROAD PROGRAM

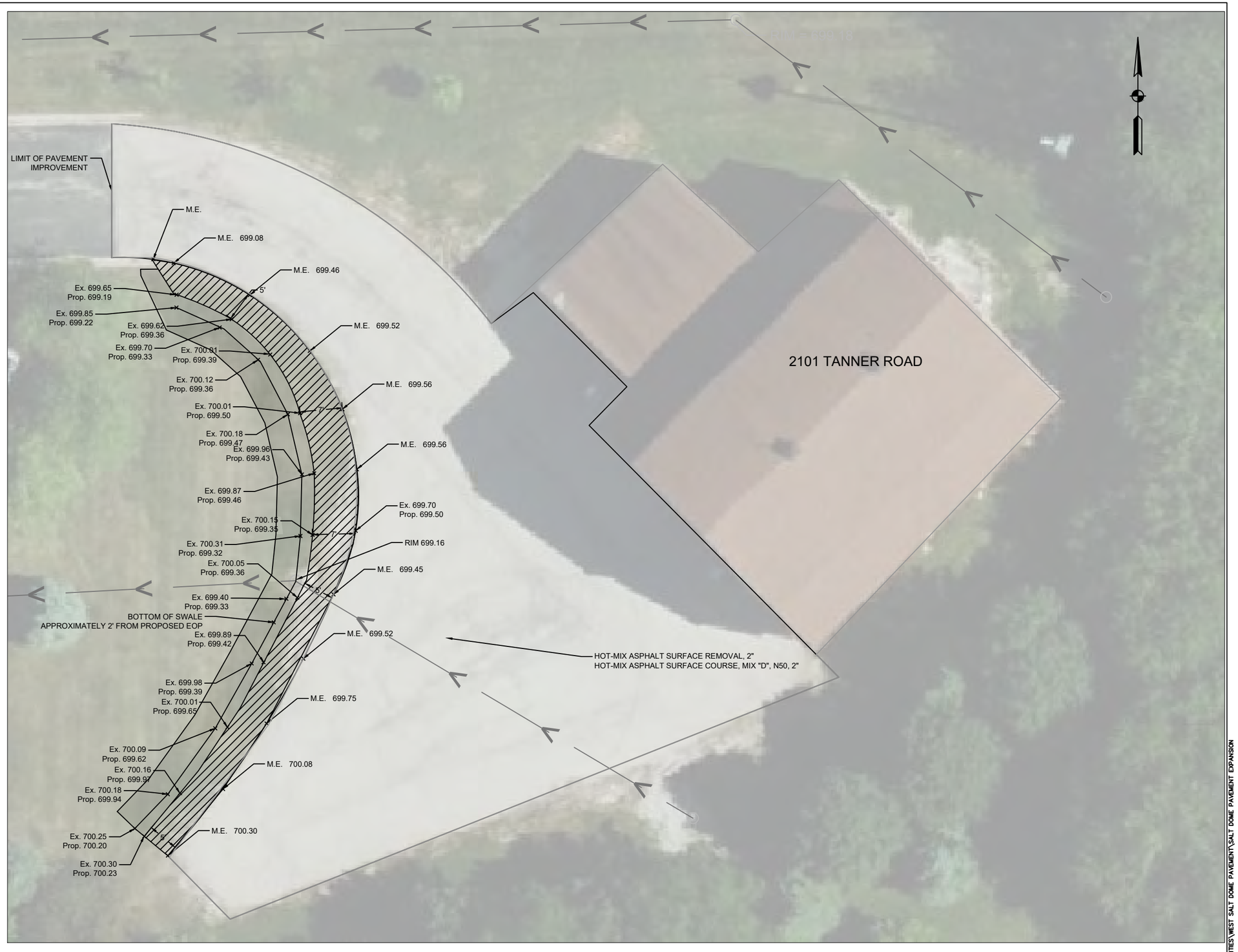
ADA DETAIL - 1100 ORCHARD GATEWAY BOULEVARD

DATE: FEBRUARY 2023

TOTAL PARCEL AREA= 30,283 SF
EXISTING IMPERVIOUS AREA = 10,126 SF
NEW IMPERVIOUS AREA= 642 SF
TOTAL IMPERVIOUS AREA= 10,768 SF
SITE PERCENT IMPERVIOUS= 35.6%



HMA PAVEMENT EXPANSION CROSS SECTION DETAIL



= HMA pavement expansion

= restoration and grading limits

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	2023 ROAD PROGRAM	WEST SALT DOME PAVEMENT IMPROVEMENT
NO. DATE REVISIONS		DATE: FEBRUARY 2023 SHEET 43 OF 72

Plotted: March 7, 2023 @ 8:34 AM By: Brandon Tonarelli — Tab: Layout1

Path: S:\4 PUBLIC FACILITIES\WEST SALT DOME PAVEMENT\SALT DOME PAVEMENT EXPANSION

2476 IMGRUND RD.

2460 IMGRUND RD.

2479 BAUER RD.

2463 BAUER RD.

Inlet
Rim=703.18
Plan Rim=703.2
Inv NE=698.73
Inv SE=699.19
Inv NW=699.43

M.E. 705.26

1+00

M.E. 705.35

705.21

705

704.81

705.22

705.30

2.9%

704.78

705.36

10+50

704.20

704.64

4.8%

705.65

704.5

704.73

705.00

704.78

704.86

705

705

1.5% TYP.

706

0+00

M.E. 706.3

8.0' TYP.

73.21'

Parcel A
Drainage, Utility & Recreation Trail Easement

asphalt path

10' D.&U.E.

sump stub

7.5' D.&U.E.

ST

704

705

706

707

8'

HMA SURFACE COURSE, MIX "D", N50, 2 INCH

AGGREGATE BASE COURSE, TYP. B, 8 INCH

COMPACTED SUBGRADE

PATH CROSS SECTION DETAIL

Legend

---719--- = contour line

—719— = plan contour line

706.3 = plan grade

706.2 = existing grade

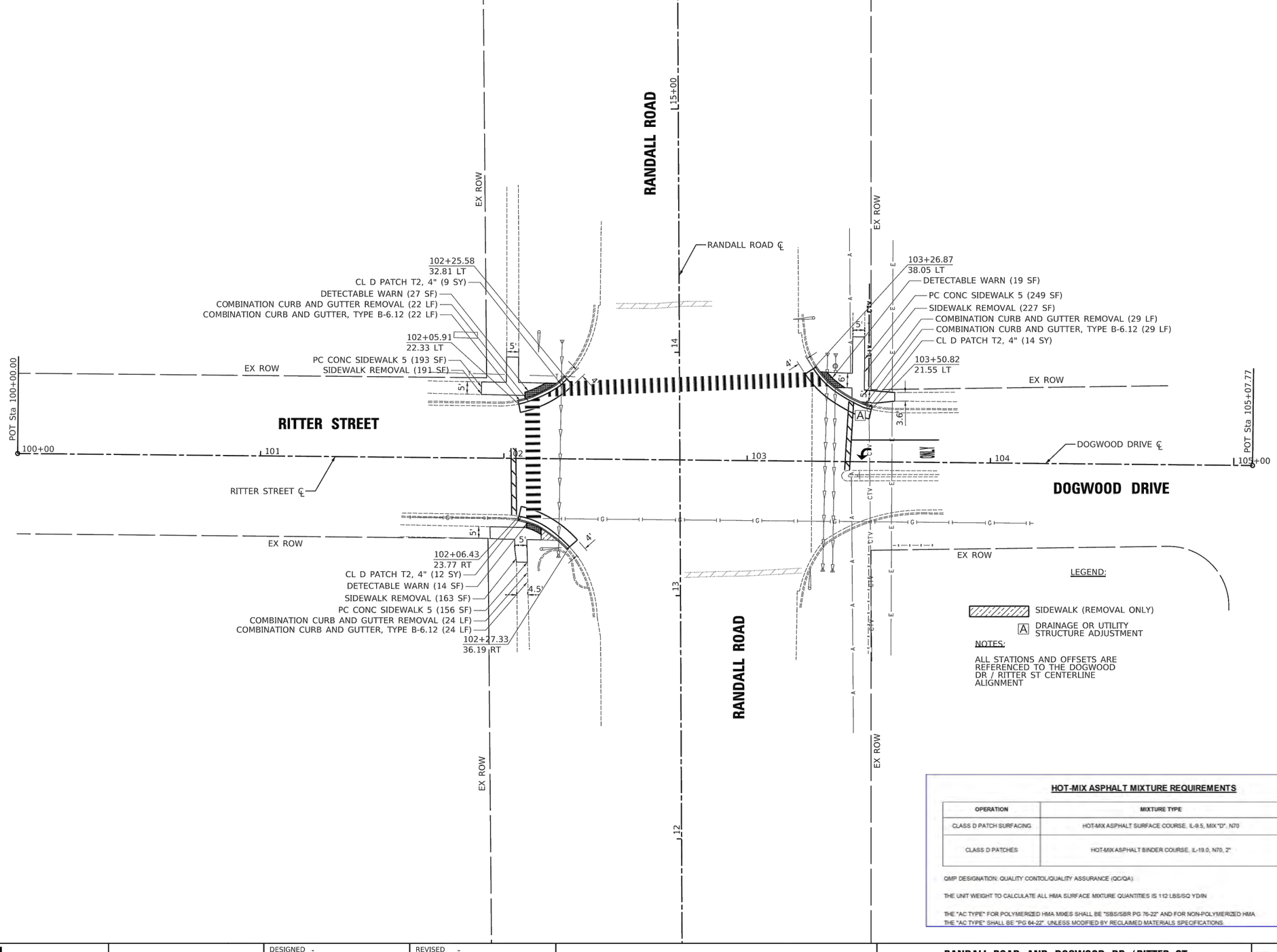
= HMA path removal and replacement

= restoration and grading limits

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542			NO.	DATE	REVISIONS	2023 ROAD PROGRAM	TANNER TRAILS PATH LOWERING	DATE: FEBRUARY 2023 SHEET 44 OF 72

Plotted: March 7, 2023 @ 8:33 AM By: Brandon Tonarelli – Tab: Layout1

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\TANNER TRAIL BIKE PATH LOWERING\TANNER BIKE PATH LOWERING.DGN



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	MIXTURE TYPE	AIR VOIDS @ N_{des}	QMP
CLASS D PATCH SURFACING	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 Gyr.	QC/QA
CLASS D PATCHES	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2"	4% @ 70 Gyr.	QC/QA

QMP DESIGNATION: QUALITY CONTOL/QUALITY ASSURANCE (QC/QA)

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22", UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

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

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

VILLAGE OF NORTH AURORA

RANDALL ROAD AND DOGWOOD DR / RITTER ST
SIDEWALK REMOVAL AND PROPOSED SIDEWALK PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	5
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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PLOT DATE = 12/14/2022 3:07:53 PM
MODEL: 3MODELNAME
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Path: H:\SDSKProj\NO. North Aurora\2022\NO2287\Dgn Final Eng\NO2287 PLAN.dgn

Plotted: March 6, 2023 @ 4:31 PM By: Brandon Tonarelli - Tab: RANDALL RITTER 1

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS

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

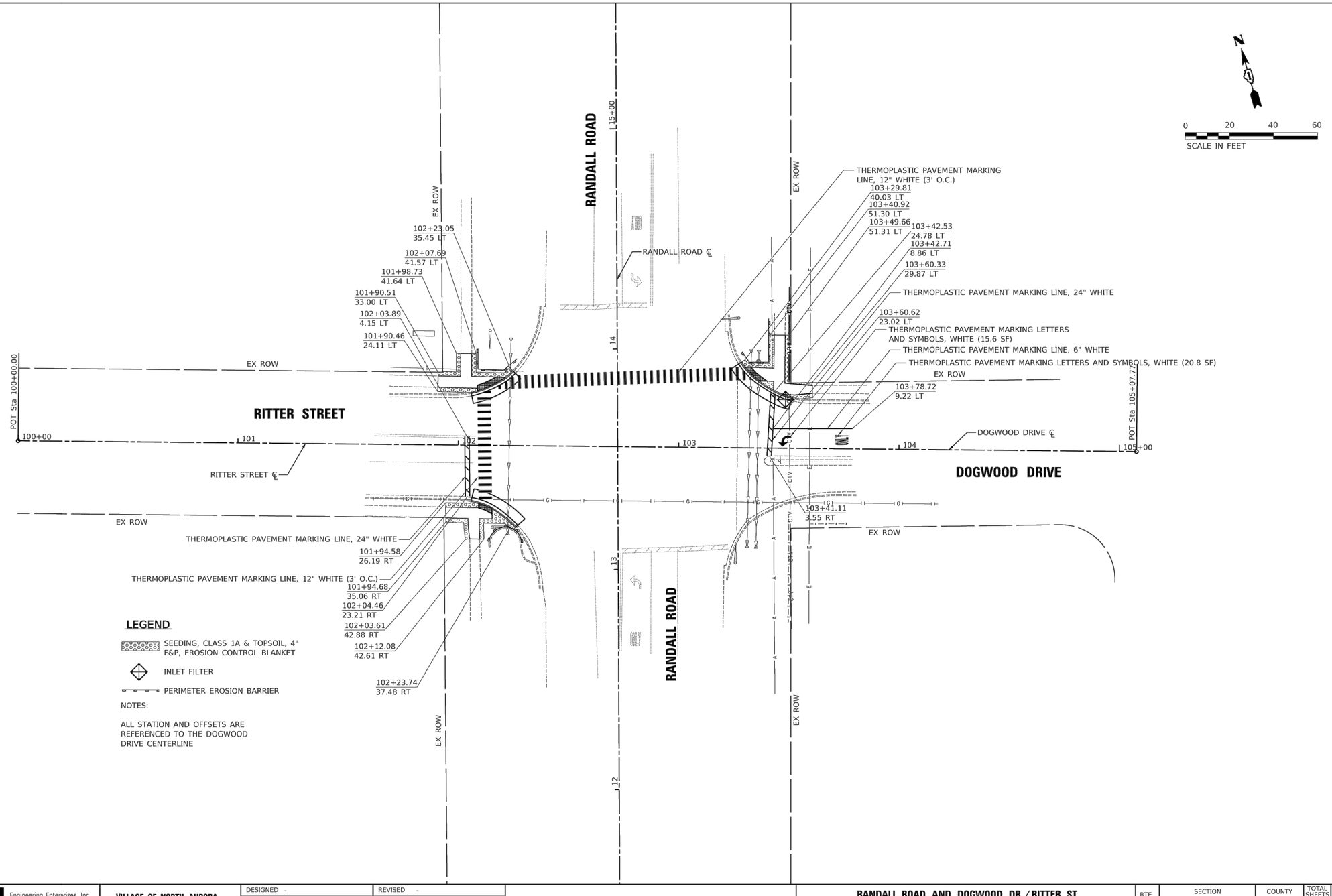
NO.	DATE	REVISIONS

2023 ROAD PROGRAM

RANDALL RD AND DOGWOOD DR/ RITTER ST
SIDEWALK REMOVAL AND PROPOSED PLAN

DATE: FEBRUARY 2023

SHEET 45 OF 72



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FILE NAME: H:\SDSKP\ng\NO North Aurora\2022\NO2207\Dgn Final Eng\NO2207 PMK LNDSCP.dgn

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

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

VILLAGE OF NORTH AURORA

RANDALL ROAD AND DOGWOOD DR / RITTER ST
EROSION CONTROL, PAVEMENT MARKING, AND LANDSCAPING PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	6
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Path: H:\SDSKP\ng\NO_North Aurora\2022\NO2207\Dgn Final Eng\NO2207 PMK LNDSCP.dgn

Plotted: March 6, 2023 @ 4:31 PM By: Brandon Tonarelli – Tab: RANDALL RITTER 2

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

RANDALL RD AND DOGWOOD DR/ RITTER ST
PAVEMENT MARKING AND LANDSCAPING PLAN

DATE:
FEBRUARY 2023

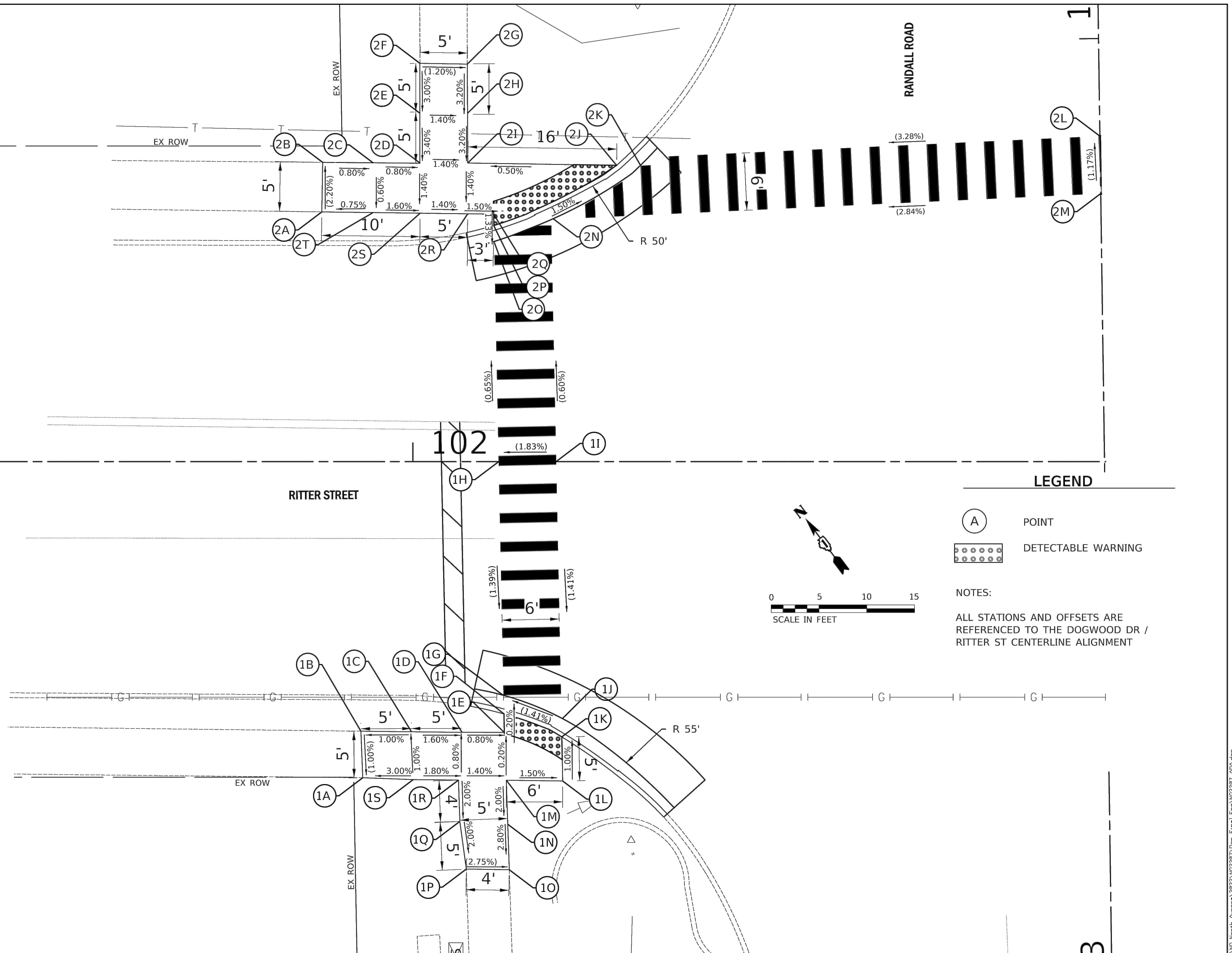
SHEET **46** OF **72**

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS

ADA RAMP ELEVATION TABLE

POINT	STATION	OFFSET	ELEV.
2A	101+90.47	26.11' LT	(712.59)
2B	101+90.56	31.29' LT	(712.70)
2C	101+95.83	31.24' LT	712.66
2D	102+00.76	31.20' LT	712.62
2E	102+00.73	36.43' LT	712.79
2F	102+00.73	41.64' LT	(712.94)
2G	102+05.69	41.56' LT	(712.88)
2H	102+05.71	36.43' LT	712.72
2I	102+05.74	31.22' LT	712.55
2J	102+21.31	30.98' LT	712.63
2K	102+23.84	30.93' LT	712.63
2L	102+71.86	34.03' LT	(714.21)
2M	102+71.95	28.03' LT	(714.14)
2N	102+14.67	25.40' LT	712.51
2O	102+08.51	23.02' LT	712.40
2P	102+08.47	24.69' LT	712.42
2Q	102+08.45	25.87' LT	712.44
2R	102+05.74	25.91' LT	712.48
2S	102+00.76	25.97' LT	712.55
2T	101+95.83	26.04' LT	712.63

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING



ADA RAMP ELEVATION TABLE

POINT	STATION	OFFSET	ELEV.
1A	101+94.75	33.06' RT	(712.25)
1B	101+94.56	28.19' RT	(712.30)
1C	101+99.85	28.25' RT	712.35
1D	102+05.16	28.32' RT	712.27
1E	102+09.56	28.32' RT	712.23
1F	102+09.52	26.39' RT	712.21
1G	102+09.49	24.44' RT	712.21
1H	102+08.98	00.00' RT	(712.55)
1I	102+14.98	00.00' RT	(712.66)
1J	102+15.60	26.85' RT	712.28
1K	102+15.58	28.79' RT	712.28
1L	102+15.67	33.40' RT	712.33
1M	102+09.77	33.32' RT	712.24
1N	102+09.92	37.93' RT	712.16
1O	102+10.08	42.68' RT	(712.02)
1P	102+05.59	42.61' RT	(712.13)
1Q	102+04.91	37.63' RT	712.23
1R	102+04.77	33.30' RT	712.31
1S	102+00.03	33.26' RT	712.40

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING

LEGEND

(A) POINT

DETECTABLE WARNING

0 5 10 15
SCALE IN FEET

NOTES:

ALL STATIONS AND OFFSETS ARE REFERENCED TO THE DOGWOOD DR / RITTER ST CENTERLINE ALIGNMENT

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

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CHECKED - | REVISED -
DATE - | REVISED -

VILLAGE OF NORTH AURORA

PEDESTRIAN IMPROVEMENTS AT RANDALL ROAD & DOGWOOD DRIVE, RITTER STREET – ADA DETAILS

SCALE: 1"=5' | SHEET 1 OF 2 SHEETS | STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	7

CONTRACT NO.
ILLINOIS | FED. AID PROJECT

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

2023 ROAD PROGRAM

ADA DETAIL WEST SIDE OF RANDALL RD AND DOGWOOD DR/ RITTER ST

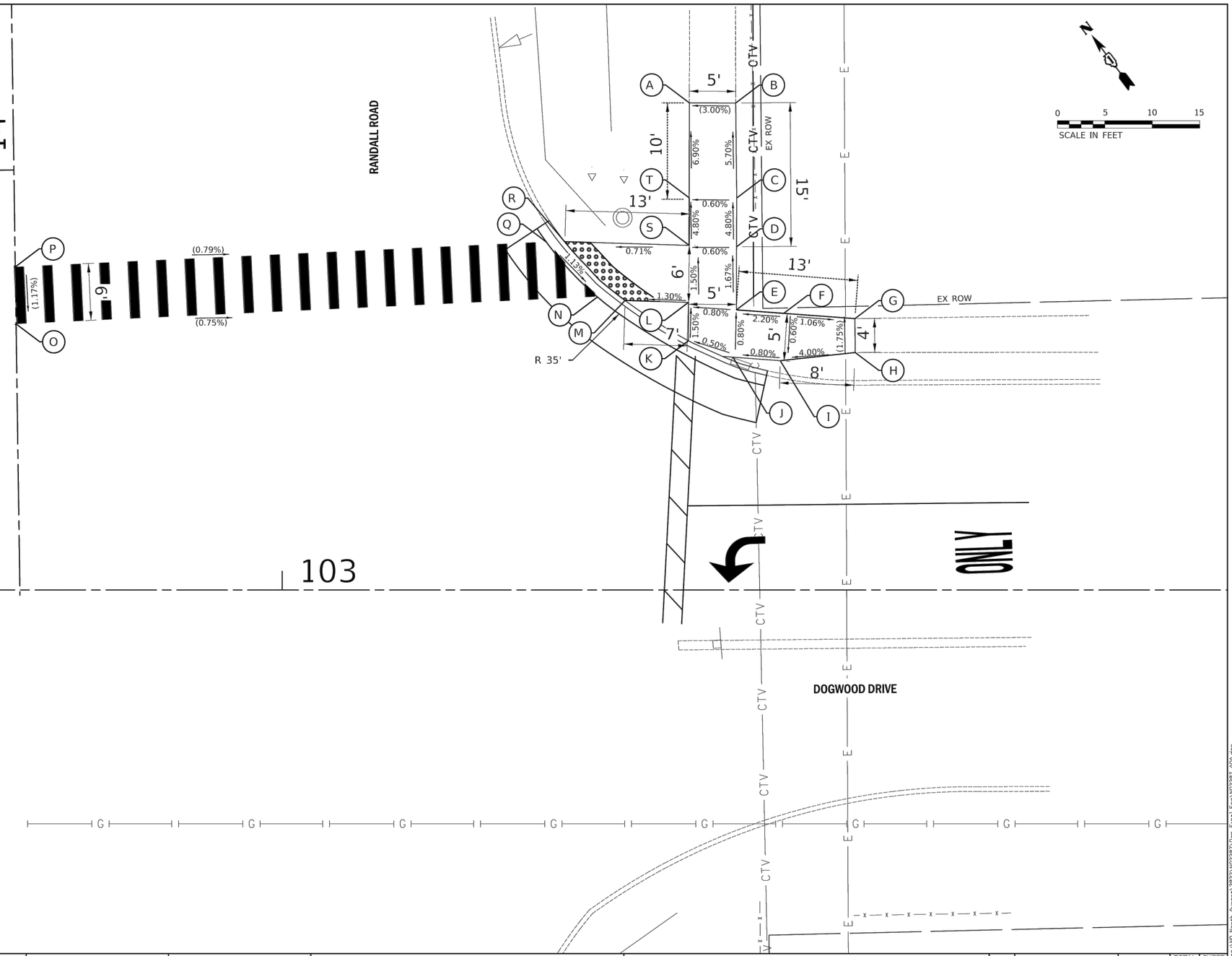
DATE: FEBRUARY 2023

NO. | DATE | REVISIONS

Plotted: March 6, 2023 @ 4:30 PM By: Brandon Tonarelli – Tab: RANDALL RITTER 3

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	103+42.92	51.30' LT	(712.76)
B	103+47.81	51.29' LT	(712.91)
C	103+47.91	41.29' LT	713.48
D	103+47.90	36.15' LT	713.72
E	103+47.88	29.50' LT	713.82
F	103+52.87	29.13' LT	713.93
G	103+60.39	28.58' LT	(713.85)
H	103+60.40	25.01' LT	(713.92)
I	103+52.50	24.15' LT	713.90
J	103+47.02	25.00' LT	713.86
K	103+42.83	26.25' LT	713.84
L	103+42.82	30.29' LT	713.78
M	103+36.15	30.49' LT	713.69
N	103+33.23	30.86' LT	713.68
O	102+71.95	28.03' LT	(714.14)
P	102+71.86	34.03' LT	(714.21)
Q	103+27.85	36.64' LT	713.77
R	103+29.77	36.69' LT	713.78
S	103+42.90	36.29' LT	713.69
T	103+42.91	41.30' LT	713.45

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING



LEGEND

A — POINT

DETECTABLE WARNING

NOTES:

ALL STATIONS AND OFFSETS ARE REFERENCED TO THE DOGWOOD DR / RITTER ST CENTERLINE ALIGNMENT

USER NAME = JMarvig PLOT SCALE = $SCALE$
PLOT DATE = 12/14/2022 3:07:56 PM
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FILE NAME: H:\SDSKPro\NO. North Aurora\2022\NO2207\Dgn Final Eng\NO2207 ADA.dgn

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

DESIGNED -		REVISED -
DRAWN -		REVISED -
CHECKED -		REVISED -
DATE -		REVISED -

VILLAGE OF NORTH AURORA

PEDESTRIAN IMPROVEMENTS AT RANDALL ROAD & DOGWOOD DRIVE, RITTER STREET – ADA DETAILS

SCALE: 1"=5' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	8
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Path: H:\SDSKPro\NO.North Aurora\2022\NO2207\Dgn Final Eng\NO2207 ADA.dgn

Plotted: March 6, 2023 @ 4:30 PM By: Brandon Tonarelli – Tdx: RANDALL RITTER 4

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS

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

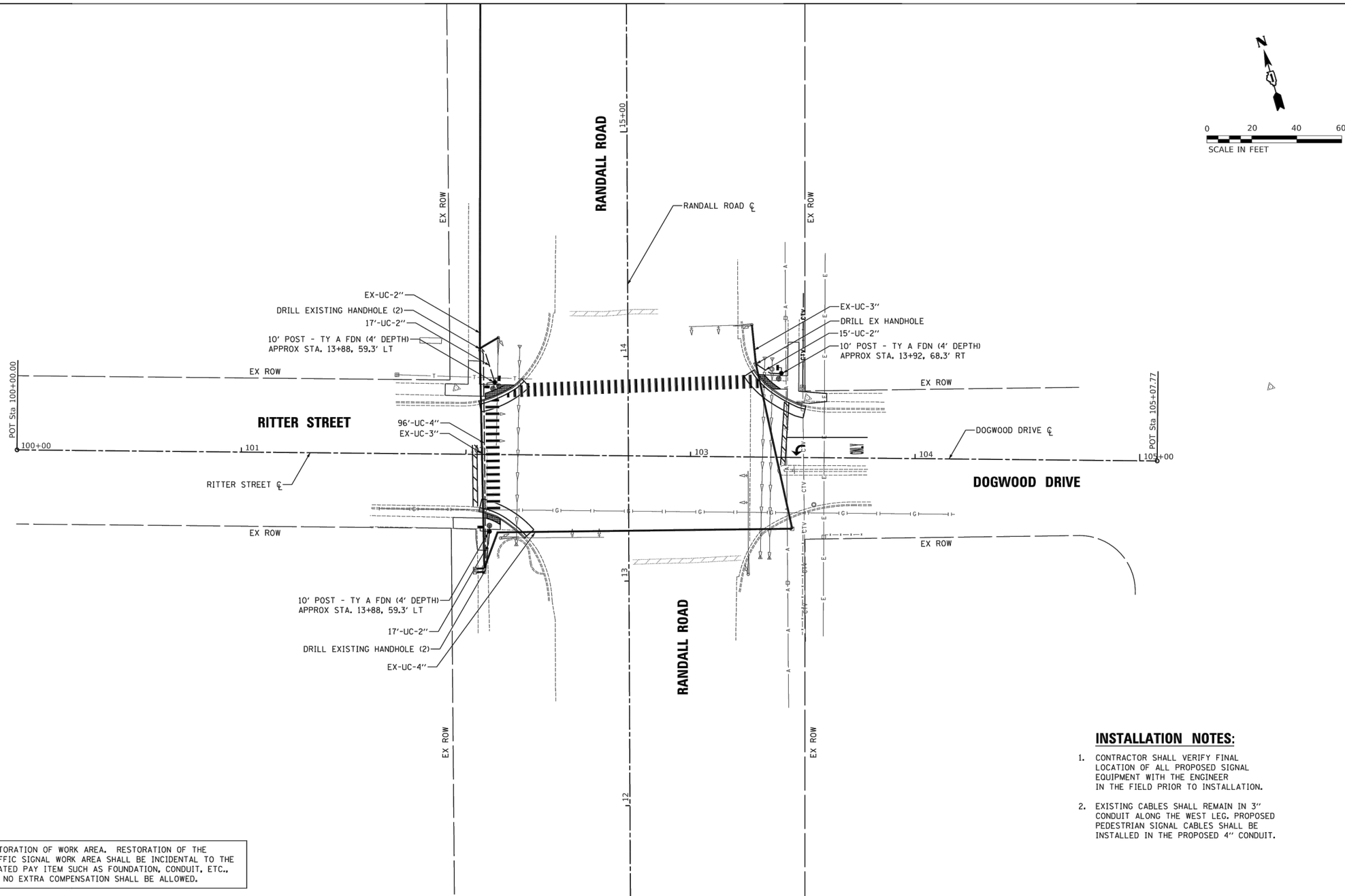
NO.	DATE	REVISIONS

2023 ROAD PROGRAM

ADA DETAIL EAST SIDE OF RANDALL RD AND DOGWOOD DR/ RITTER ST

DATE: FEBRUARY 2023

SHEET 48 OF 72



RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED.

INSTALLATION NOTES:

1. CONTRACTOR SHALL VERIFY FINAL LOCATION OF ALL PROPOSED SIGNAL EQUIPMENT WITH THE ENGINEER IN THE FIELD PRIOR TO INSTALLATION.
2. EXISTING CABLES SHALL REMAIN IN 3'' CONDUIT ALONG THE WEST LEG. PROPOSED PEDESTRIAN SIGNAL CABLES SHALL BE INSTALLED IN THE PROPOSED 4'' CONDUIT.

USER NAME = JMarvin PLOT SCALE = $SCALE$
PLOT DATE = 12/14/2022 3:07:57 PM
MODEL: $MODELNAME$
FILE NAME: H:\SDSKPro\NO North Aurora\2022\NO2207\Dgn\ Final Eng\NO2207 TS 01.dgn

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630-466.6700 / www.eeiweb.com

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

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

VILLAGE OF NORTH AURORA

RANDALL ROAD AND DOGWOOD DR/RITTER ST
PEDESTRIAN SIGNAL INSTALLATION PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	9
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

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Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS

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

NO.	DATE	REVISIONS

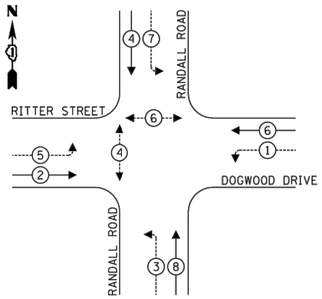
2023 ROAD PROGRAM

PEDESTRIAN SIGNAL INSTALLATION PLAN
RANDALL RD AND DOGWOOD DR/ RITTER ST

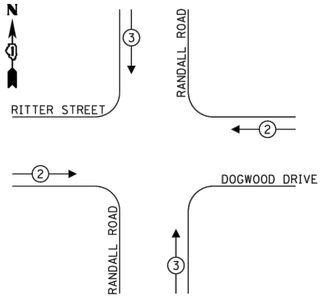
DATE: FEBRUARY 2023

SHEET 49 OF 72

PROPOSED CONTROLLER SEQUENCE

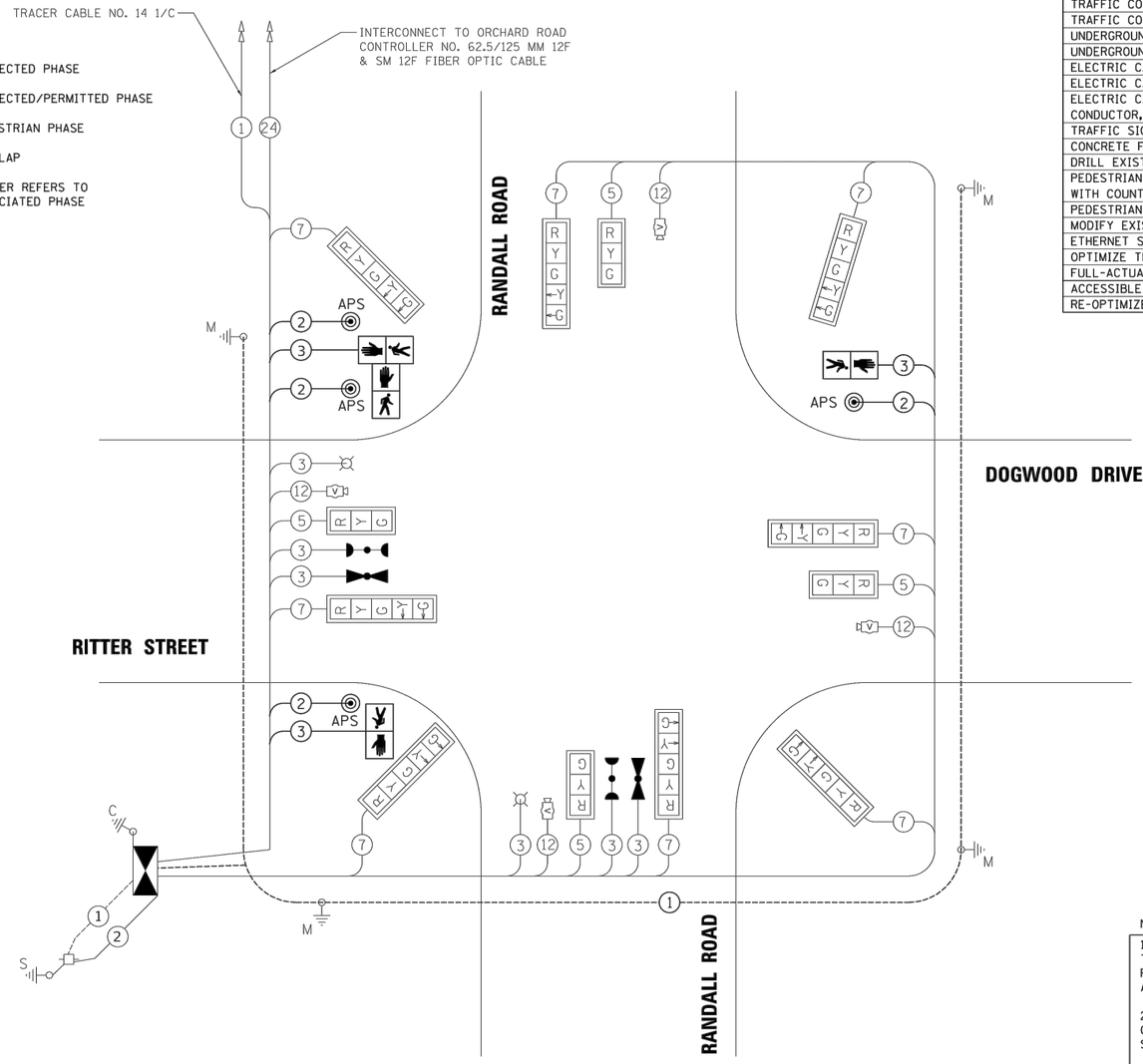


EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL — OVERLAP
- * — NUMBER REFERS TO ASSOCIATED PHASE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	49
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	96
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	574
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	574
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	404
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3
CONCRETE FOUNDATION, TYPE A	FOOT	12
DRILL EXISTING HANDHOLE	EACH	5
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
PEDESTRIAN PUSH-BUTTON	EACH	4
MODIFY EXISTING CONTROLLER CABINET	EACH	1
ETHERNET SWITCH	EACH	1
OPTIMIZE TRAFFIC SIGNAL SYSTEM (SPECIAL)	EACH	1
FULL-ACTUATED CONTROLLER IN EXISTING CABINET	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	2

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	17	0.50	102.0
(YELLOW)	12	25	0.25	75.0
(GREEN)	12	15	0.25	45.0
PERMISSIVE ARROW	16	12	0.10	4.8
PED. SIGNAL	4	20	1.00	80.0
CONTROLLER	1	100	1.00	100.0
				-
				-
				-
FLASHER	0	-	0.50	-
				-
				-
			TOTAL =	421.2

ENERGY COSTS TO:

VILLAGE OF NORTH AURORA
25 E. STATE STREET
NORTH AURORA, IL 60542

ENERGY SUPPLY: CONTACT: SUE PAGLES
PHONE: (815) 490-2820
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER:

NOTES:

1. RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED.

2. ETHERNET SWITCH. THE ETHERNET SWITCH SHALL BE AN OPTIONAL ITEM FOR THIS CONTRACT. THE ETHERNET SWITCH SHALL BE INSTALLED AT THE DIRECTION OF THE ENGINEER.

3. RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2. SIGNALS TO BE REOPTIMIZED ARE LOCATED NORTH OF THE PROJECT (MOOSEHEART RD/ ORCHARD RD AT RANDALL RD) AND SOUTH OF THE PROJECT (COMISKEY AVENUE AT RANDALL RD).

4. SIGNAL WORK. ALL SIGNAL RELATED WORK SHALL BE COORDINATED WITH THE KANE COUNTY DIVISION OF TRANSPORTATION CHIEF OF TRAFFIC OPERATIONS AT 630-208-3139.

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

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

VILLAGE OF NORTH AURORA

RANDALL ROAD AND DOGWOOD DR/RITTER ST
CABLE PLAN, PHASE DESIGNATION DIAGRAM, EVP SEQUENCE

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	10
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

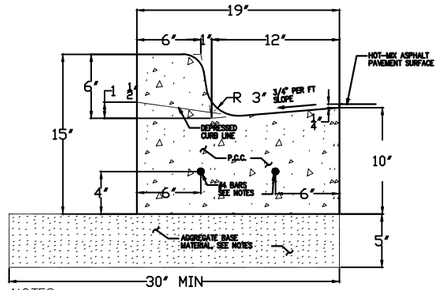
NO.	DATE	REVISIONS

2023 ROAD PROGRAM

CABLE PLAN, PHASE DESIGNATION
RANDALL RD AND DOGWOOD DR/ RITTER ST

DATE: FEBRUARY 2023

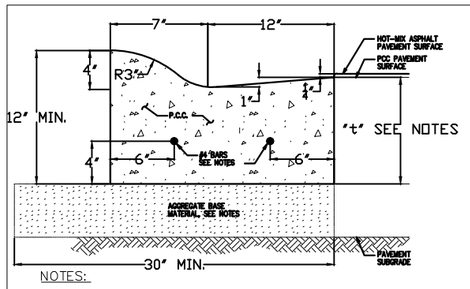
SHEET 50 OF 72



NOTES:

1. CURB AND GUTTER TO BE CONSTRUCTED USING PORTLAND CEMENT CONCRETE, CLASS "SI" 6 BAG MIX, AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AFTER 14 DAYS. PROVIDE CYLINDERS FOR COLLECTIONS BY ENGINEER.
2. THE MINIMUM GUTTER FLAG THICKNESS SHALL BE 10 INCHES.
3. TWO CONTINUOUS No. 4 REINFORCING BARS BETWEEN EXPANSIONS JOINTS ARE TO BE CONSTRUCTED IN THE CURB AND GUTTER SECTION.
4. STEEL TIE BARS AT 2'-6" CENTER TO BE PLACED IN THE CURB AND GUTTER SECTION CONSTRUCTED ADJACENT TO PCC PAVEMENT.
5. A 3/4" THICK PREFORMED EXPANSION JOINT FILLER CONFORMING TO THE EXACT CROSS SECTION OF THE CONCRETE CURB AND GUTTER SHALL BE PLACED AT 60 FOOT INTERVALS, AT THE P.C. AND P.T. AND AT THE END OF EACH POUR AND 4' ON EACH SIDE OF CURBLINE INLET FRAMES AND 3' FROM THE END OF TAPERED CURB ENDS. TWO 3/4" DIA. DOWEL BARS 18" IN LENGTH, AND PROPERLY GREASED, SHALL BE PLACED AT EACH END EXPANSION JOINT. WHERE NEW CURB ABUTS EXISTING CURB, 3/4" SMOOTH DOWEL BARS SHALL BE DRILLED INTO THE EXISTING CURB AND GUTTER.
6. CONTRACTION JOINTS TO BE PROVIDED AT 10 FOOT INTERVALS SHALL BE CUT OR FORMED BY A METHOD TO BE APPROVED BY THE ENGINEER. SAW CUT CONTRACTION JOINTS SHALL BE SAWED TO A MINIMUM DEPTH OF 2 1/2" ON THE ENTIRE EXPOSED SURFACE OF THE CONCRETE CURB AND GUTTER.
7. AGGREGATE BASE MATERIAL, CA-6 IS TO BE PLACED UNDER THE CURB AND GUTTER SECTION A MINIMUM OF 5 INCHES OR TO THE ADJACENT PAVEMENT'S SUBGRADE ELEVATION WHICHEVER IS THE GREATER.
8. ALL SURFACES, FRONT, TOP AND BACK SHALL BE SPRAYED WITH CURING COMPOUND PER STATE SPECIFICATIONS.

STANDARD B6.12 CURB & GUTTER



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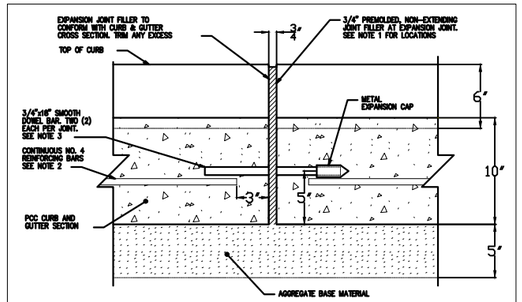
CONTRACTION JOINTS TO BE PROVIDED AT 10 FOOT INTERVALS SHALL BE CUT OR FORMED BY A METHOD TO BE APPROVED BY THE ENGINEER. SAW CUT CONTRACTION JOINTS SHALL BE SAWED TO A MINIMUM DEPTH OF 2 1/2" ON THE ENTIRE EXPOSED SURFACE OF THE CONCRETE CURB AND GUTTER.

ALL SURFACES, FRONT, TOP AND BACK SHALL BE SPRAYED WITH CURING COMPOUND PER STATE SPECIFICATIONS.

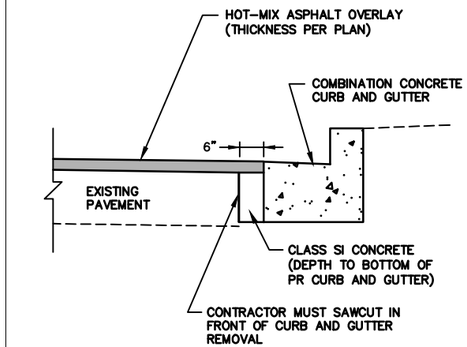
COMBINATION CONCRETE CURB & GUTTER MOUNTABLE TYPE



NOTES:

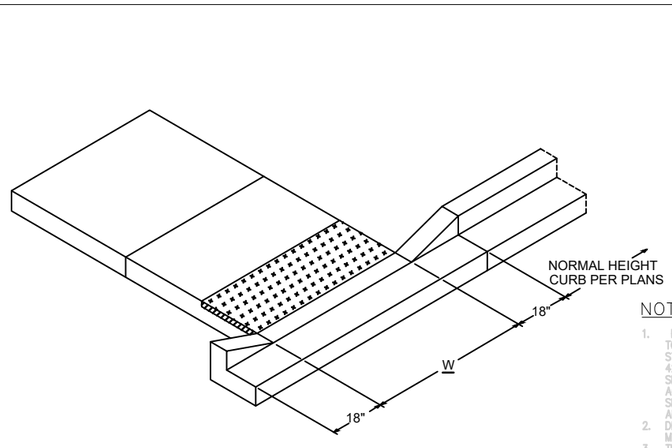
1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT 60' MAXIMUM SPACING ALL PC'S AND PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, AND THREE FEET FROM DRAINAGE FRAMES TO BOX OUT THE STRUCTURES.
2. CURB AND GUTTER CONTINUOUS REINFORCING BARS ARE NOT TO RUN THROUGH THE EXPANSION JOINT.
3. DOWEL BARS SHALL BE PARALLEL TO CURB AND GUTTER AND GREASED AT TIME OF CONSTRUCTION.

TYPICAL SECTION CURB & GUTTER EXPANSION JOINT



NOTE:
IF THE CONTRACTOR DAMAGES THE EXISTING PAVEMENT ADJACENT TO NEW CURB AND GUTTER CONSTRUCTION, THE COST OF ALL ITEMS INCLUDING CLASS SI CONCRETE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER, SPECIAL.

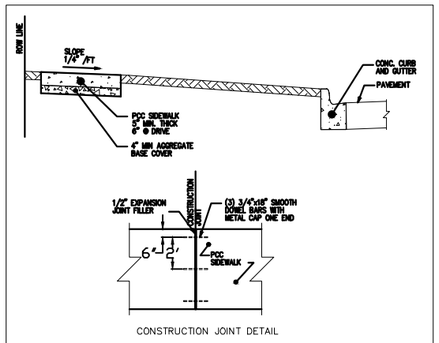
BACKFILLING ADJACENT TO COMB. CONC. CURB AND GUTTER



NOTES:

1. PLACEMENT OF DETECTABLE WARNING TILES SHALL ADHERE TO LOCATIONS AND SETBACKS AS SHOWN IN IDOT HIGHWAY STANDARDS INCLUDING 424001, 424006, 424011, 424016, 424021, AND 424026 FOR VARIOUS FIELD CONDITIONS. SIDEWALK RAMP WIDTH (W) AND LAYOUT SHALL BE ACCORDING TO THESE IDOT HIGHWAY STANDARDS, EXCEPT A SIDE CURB SHALL NOT BE CONSTRUCTED IN LANDSCAPED AREAS.
2. DETECTABLE WARNING TILES SHALL BE BRICK RED AND MANUFACTURED BY ADA SOLUTIONS, INC.
3. TILES SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS.
4. THE COLORING AND STAMPING OF CONCRETE WILL NOT BE ALLOWED.

CURB HEAD TAPER AT PEDESTRIAN RAMPS FOR SIDEWALK IN LANDSCAPED AREAS



CONSTRUCTION JOINT DETAIL

NOTES:

1. PARKWAY SLOPE SHALL BE A MINIMUM OF 2% AND MAXIMUM OF SLOPE TO BE 6%.
2. SIDEWALK SHALL BE A MINIMUM OF 5" THICK, 6" AT DRIVE WITH WWF.
3. CONTRACTION JOINTS, "V" TYPE, SHALL BE TOOLED IN THE SURFACE OF THE SIDEWALK AT 5 FOOT INTERVALS.
4. EXPANSION JOINTS 1/2" SHALL BE PROVIDED EVERY 50 FEET, AND AT ALL LOCATIONS WHERE SIDEWALK ABUTS CONCRETE CURBS.
5. THE FINISHED SIDEWALK SURFACE SHALL HAVE A BROOM TEXTURE.
6. CONSTRUCTION JOINTS, AS SHOWN, SHALL BE CONSTRUCTED AT ALL TERMINUS ENDS WHERE THE SIDEWALK IS NOT CONSTRUCTED CONTINUOUS.
7. SIDEWALK SURFACE SHALL BE SPRAY CURED WHEN TEMPERATURE IS EXPECTED TO EXCEED 85° THAT DAY.

SIDEWALK DETAIL

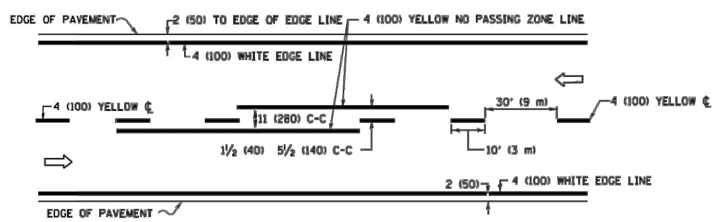
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO.	DATE	REVISIONS

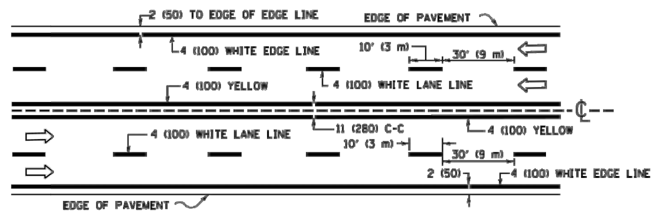
2023 ROAD PROGRAM

CONSTRUCTION DETAILS

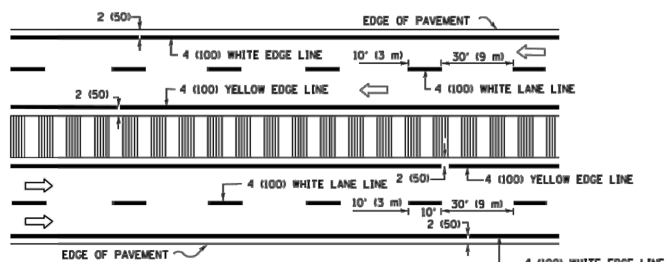
DATE: FEBRUARY 2023



2-LANE ROADWAY

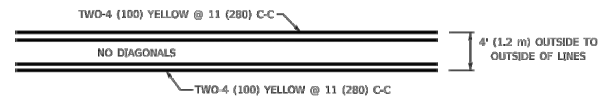


MULTI-LANE UNDIVIDED

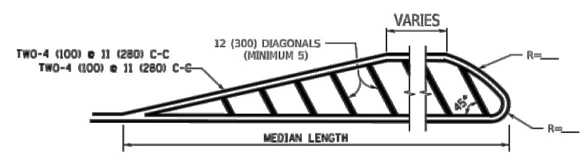


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



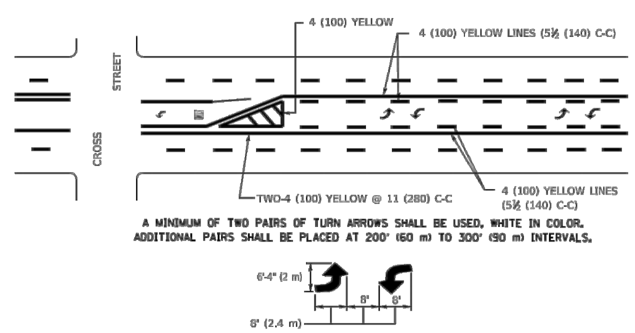
4' (1.2 m) WIDE MEDIANS ONLY



FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

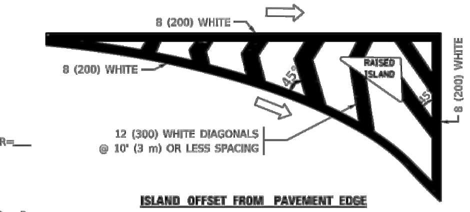
MEDIANS OVER 4' (1.2 m) WIDE



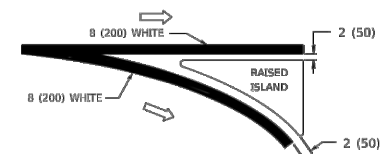
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

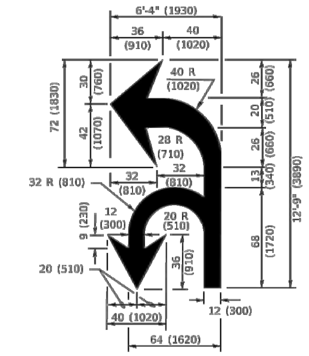


ISLAND OFFSET FROM PAVEMENT EDGE

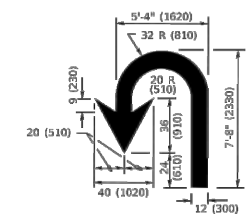


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

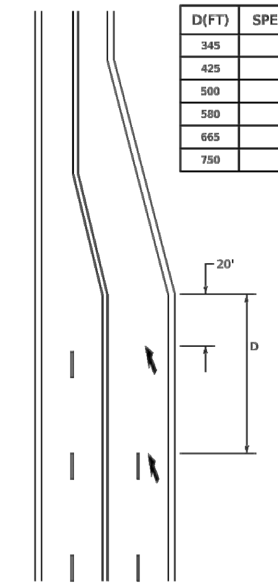


COMBINATION LEFT AND U-TURN



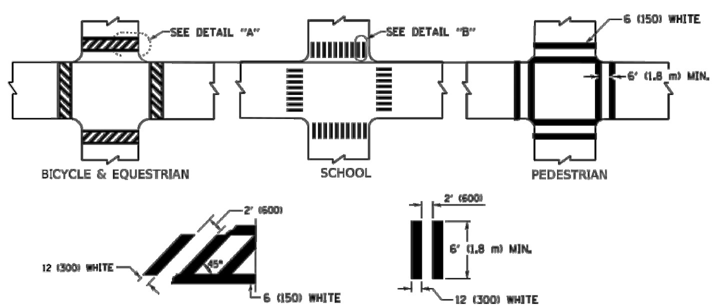
U-TURN

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



LANE REDUCTION TRANSITION

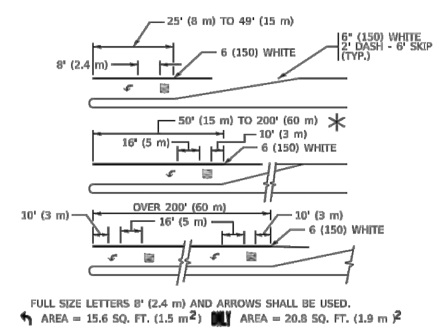
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.



DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

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



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) 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".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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	5½ (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; 5½ (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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
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.

USER NAME = footerj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - C. JUCIUS 07-01-13				TC-13	CONTRACT NO.		
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15				ILLINOIS FED. AID PROJECT			
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.					

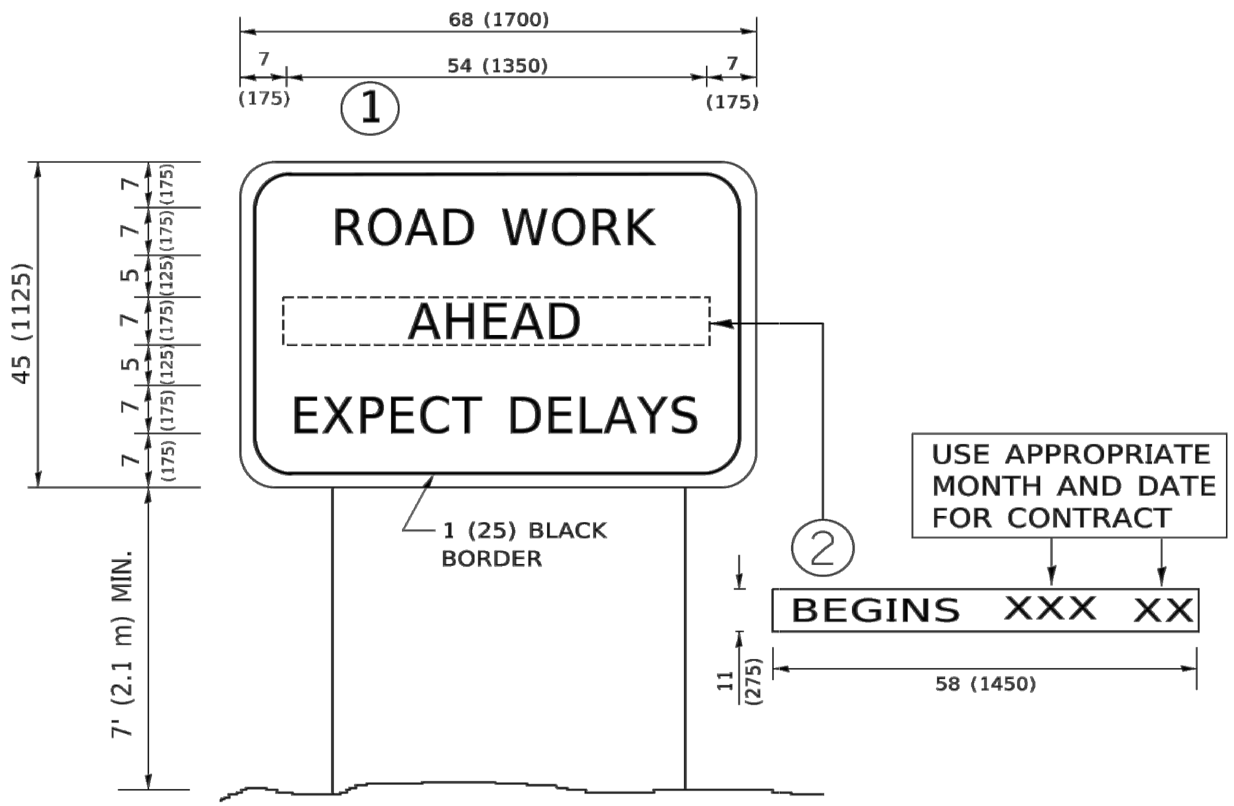
Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RANDALL ROAD AND DOGWOOD DR /RITTER ST DISTRICT ONE DETAILS	RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			2505		KANE	28	12
		CHECKED -	REVISED -					CONTRACT NO.		
		DATE -	REVISED -		SCALE: N.T.S. SHEET 2 OF 10 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

USER NAME = JHarvey PLOT SCALE = $SCALE$ PLOT DATE = 12/14/2022 3:08:28 PM MODEL: $MODELNAME$ FILE NAME: H:\SDSKProj\NO North Aurora\2022\NO2207\Dgn Final Eng\NO2207 HWY STDS.dgn

Plotted: March 6, 2023 @ 4:28 PM By: Brandon Tonarelli -- Tab: RANDALL RITTER 7

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542		NO.	DATE	REVISIONS	2023 ROAD PROGRAM	IDOT DISTRICT 1 DETAILS	DATE: FEBRUARY 2023 SHEET 52 OF 72

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN
DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.
CHECKED -	REVISED - T. RAMMACHER 02-02-99		TC-22
DATE -	REVISED - C. JUCIUS 01-31-07		CONTRACT NO.

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
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VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD AND DOGWOOD DR /RITTER ST
DISTRICT ONE DETAILS

SCALE: N.T.S. SHEET 3 OF 10 SHEETS STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	13

CONTRACT NO.

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H H	H H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR		
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R Y G Y G / R Y G Y G P	R Y G Y G / R Y G Y G P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	R Y G Y G (P, RB)	R Y G Y G (P, RB)
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

USER NAME = footenj	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - IP	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - LP	REVISED -	
PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -	

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05	CONTRACT NO.		

ILLINOIS FED. AID PROJECT

Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630-466.6700 / www.eeiweb.com

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

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

RANDALL ROAD AND DOGWOOD DR /RITTER ST DISTRICT ONE DETAILS

SCALE: N.T.S. | SHEET 4 OF 10 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	14

CONTRACT NO.

ILLINOIS FED. AID PROJECT

Plotted: March 6, 2023 @ 4:28 PM By: Brandon Tonarelli - Tab: RANDALL RITTER 9

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

NO. | DATE | REVISIONS

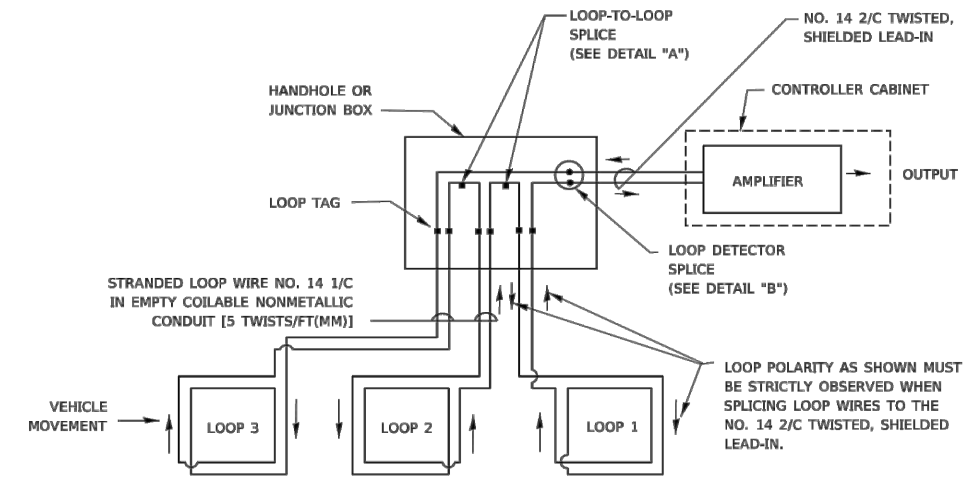
2023 ROAD PROGRAM

IDOT DISTRICT 1 DETAIL

DATE: FEBRUARY 2023

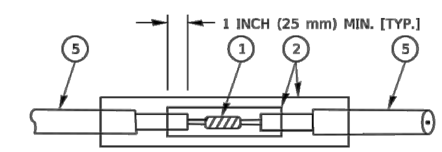
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

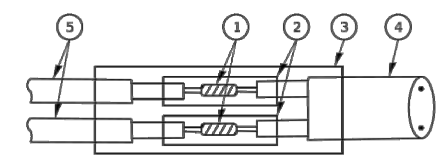


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



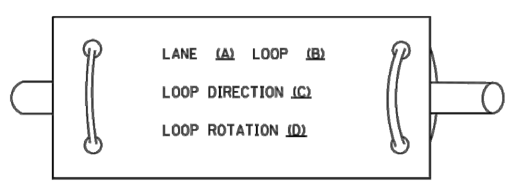
DETAIL "A"
LOOP-TO-LOOP SPLICE



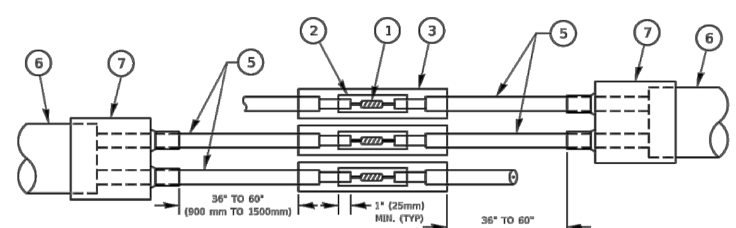
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

LOOP LEAD-IN CABLE TAG

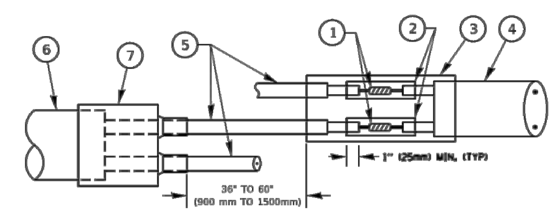


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE–FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

1. WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
2. WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
3. WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
4. NO. 14 2/C TWISTED, SHIELDED CABLE.
5. LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
6. XL POLYOLEFIN 2 CONDUCTOR
7. BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

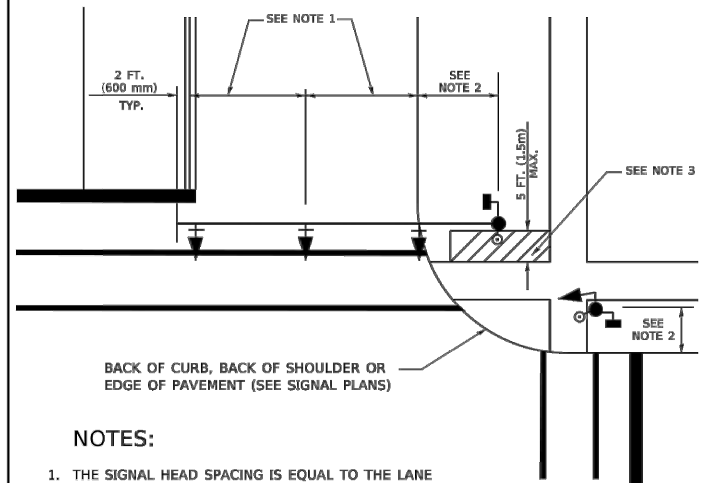
USER NAME = footemj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -				TS-05	CONTRACT NO.		
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			
PLOT DATE = 3/4/2019	DATE -	REVISED -							

Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630-466.6700 / www.eeiweb.com	VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RANDALL ROAD AND DOGWOOD DR /RITTER ST DISTRICT ONE DETAILS	RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED -			2505		KANE	28 / 15
		CHECKED -	REVISED -					CONTRACT NO.	
		DATE -	REVISED -		SCALE: N.T.S. SHEET 5 OF 10 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	NO.	DATE	REVISIONS	2023 ROAD PROGRAM	IDOT DISTRICT 1 DETAIL	DATE: FEBRUARY 2023 SHEET 55 OF 72

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

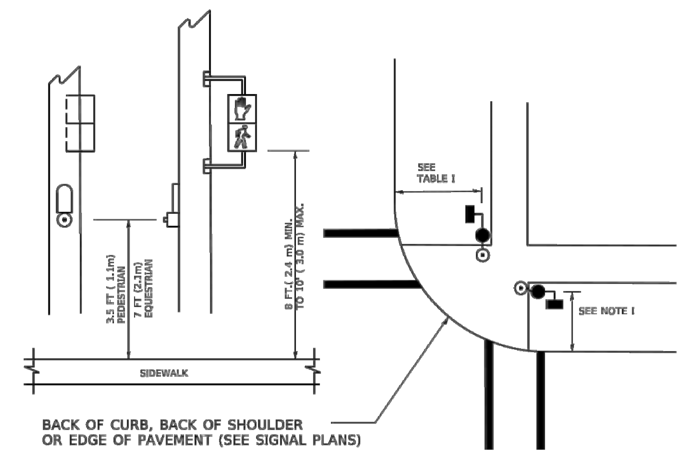
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

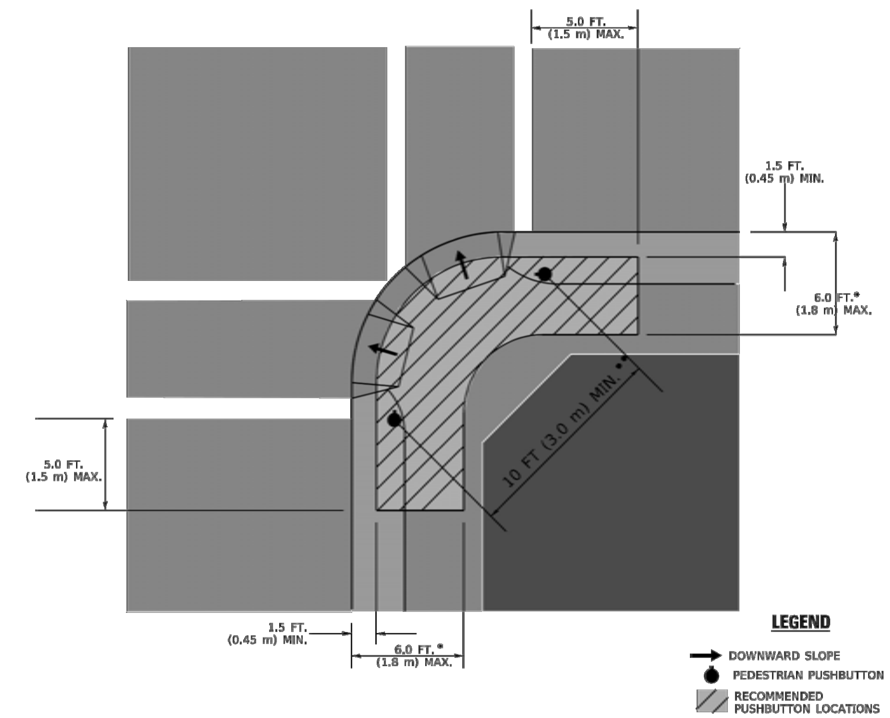
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -				TS-05	CONTRACT NO.		
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		SCALE: NONE SHEET 3 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			
PLOT DATE = 3/4/2010	DATE -	REVISED -							

Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630-466.6700 / www.eeiweb.com	VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RANDALL ROAD AND DOGWOOD DR /RITTER ST DISTRICT ONE DETAILS	RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			2505		KANE	28	16
		CHECKED -	REVISED -					CONTRACT NO.		
		DATE -	REVISED -		SCALE: N.T.S. SHEET 6 OF 10 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	NO.	DATE	REVISIONS	2023 ROAD PROGRAM	IDOT DISTRICT 1 DETAIL	DATE: FEBRUARY 2023
						SHEET 56 OF 72

Plotted: March 6, 2023 @ 4:27 PM By: Brandon Tonarelli -- Tab: RANDALL RITTER 11

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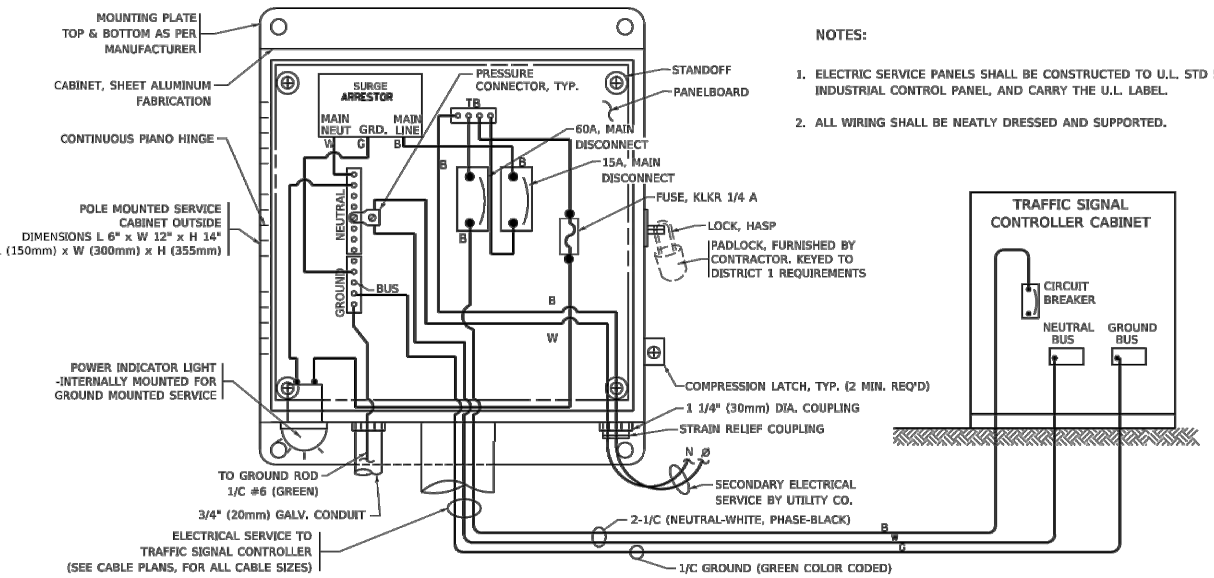


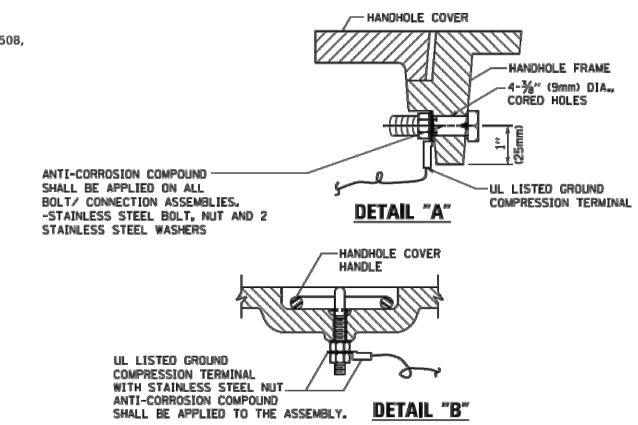
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

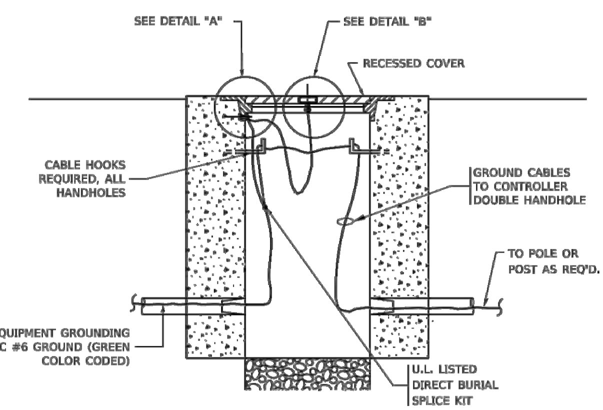
(NOT TO SCALE)



NOTES:

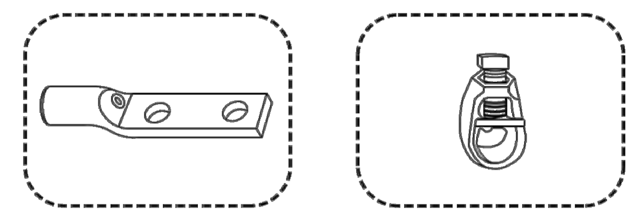
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

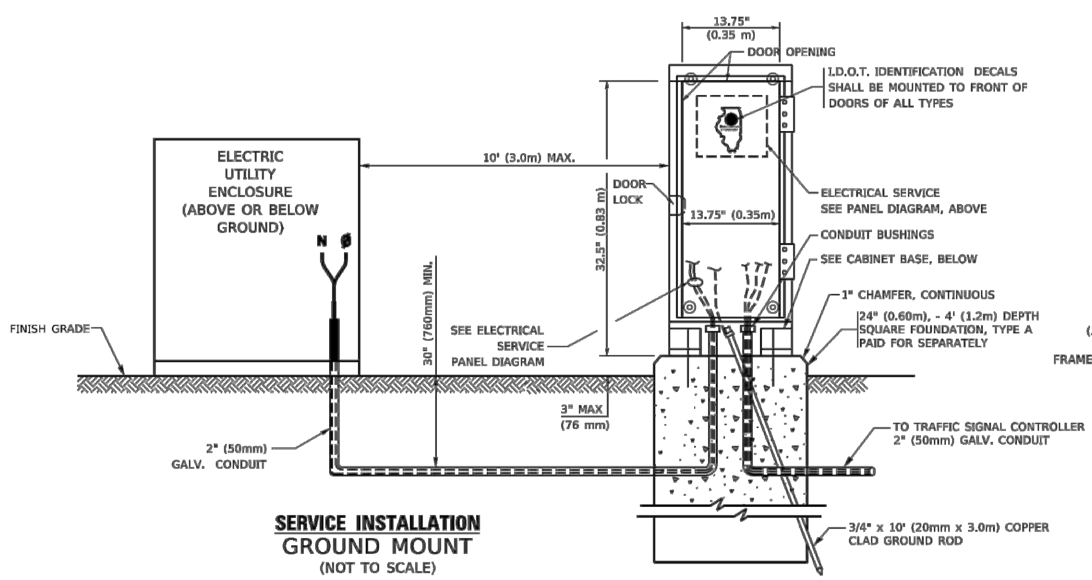


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

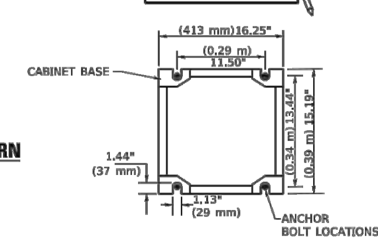
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION

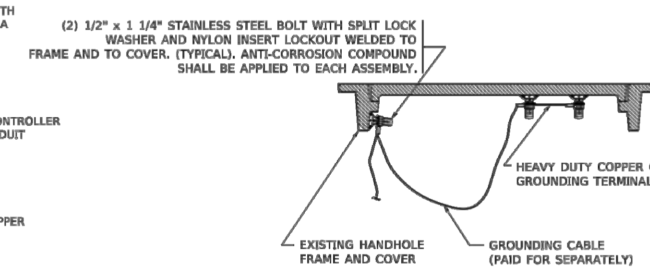
GROUND MOUNT

(NOT TO SCALE)



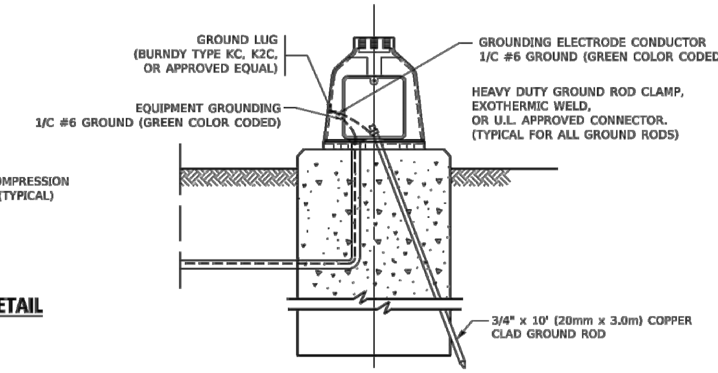
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

USER NAME = footem	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -				TS-05			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -				CONTRACT NO.			
PLOT DATE = 3/4/2019	DATE -	REVISED -		SCALE: NONE SHEET 4 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

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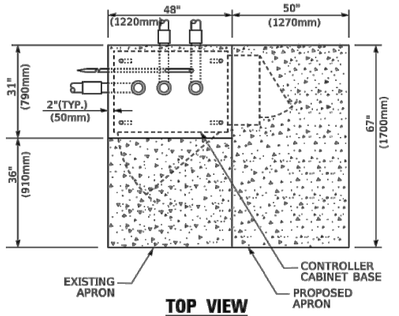
		DRAWN -	REVISED -			2505		KANE	28	17
		CHECKED -	REVISED -			CONTRACT NO.				
		DATE -	REVISED -		SCALE: N.T.S. SHEET 7 OF 10 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

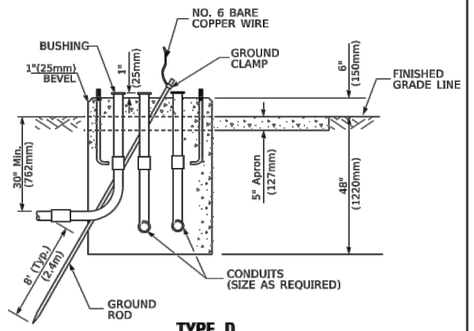
VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	NO.	DATE	REVISIONS	2023 ROAD PROGRAM	IDOT DISTRICT 1 DETAIL	DATE: FEBRUARY 2023
						SHEET 57 OF 72

Plotted: March 6, 2023 @ 4:27 PM By: Brandon Tonarelli — Tab: RANDALL RITTER 12

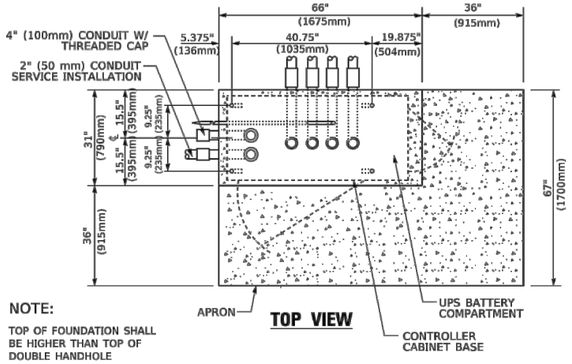
Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM\TYPICAL SECTIONS



TOP VIEW

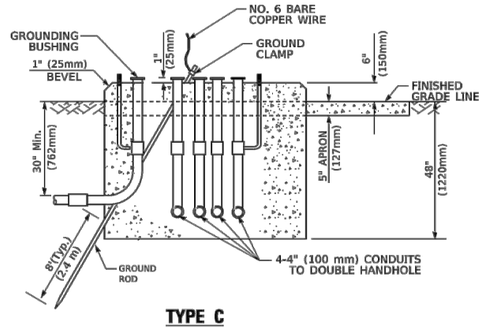


TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET

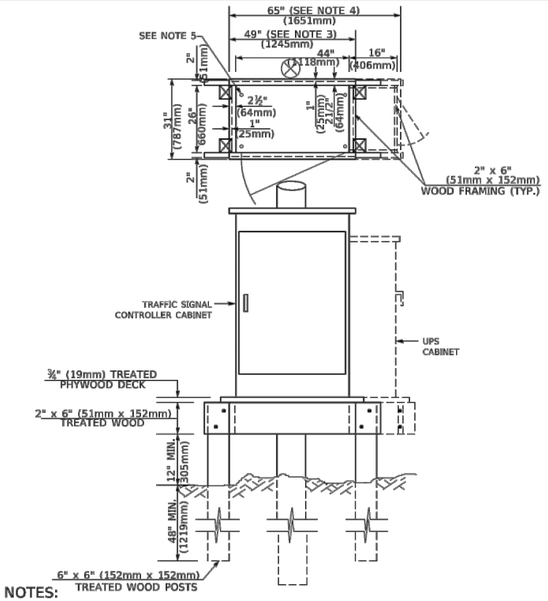


NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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DRAWN -		REVISED -
CHECKED -		REVISED -
DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD AND DOGWOOD DR /RITTER ST
DISTRICT ONE DETAILS

SCALE: N.T.S. | SHEET 8 OF 10 SHEETS | STA. _____ | TO STA. _____

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	_____	KANE	28	18
		CONTRACT NO. ____		
	ILLINOIS FED. AID PROJECT			

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

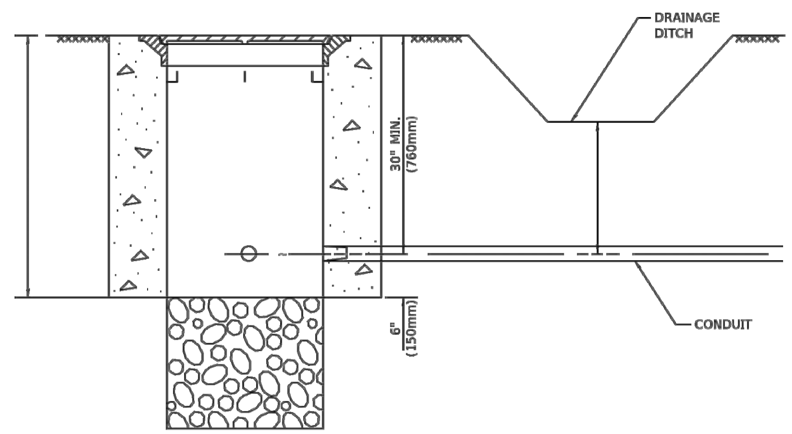
NO.	DATE	REVISIONS

2023 ROAD PROGRAM

IDOT DISTRICT 1 DETAIL

DATE:
FEBRUARY 2023

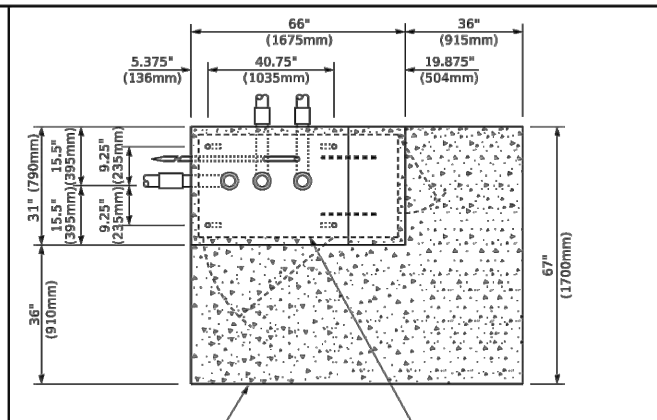
SHEET 58 OF 72



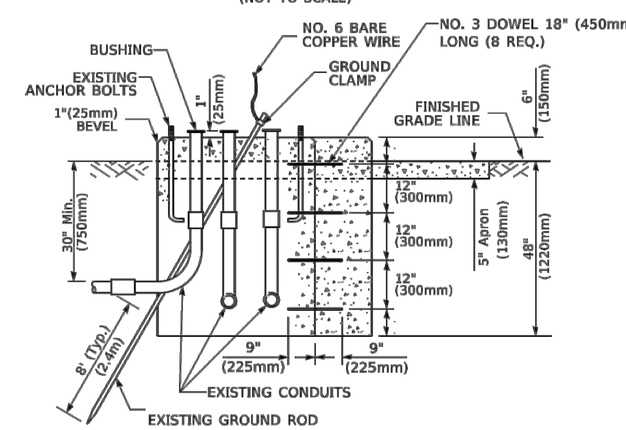
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

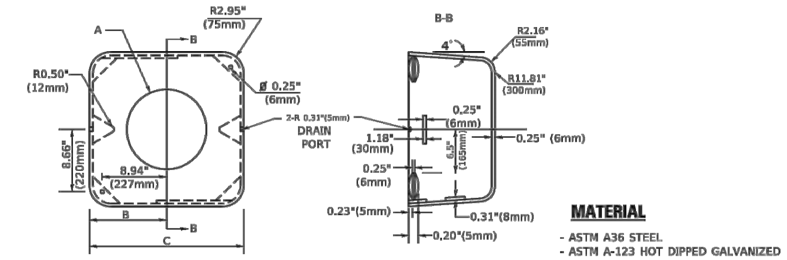
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)



MATERIAL

- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

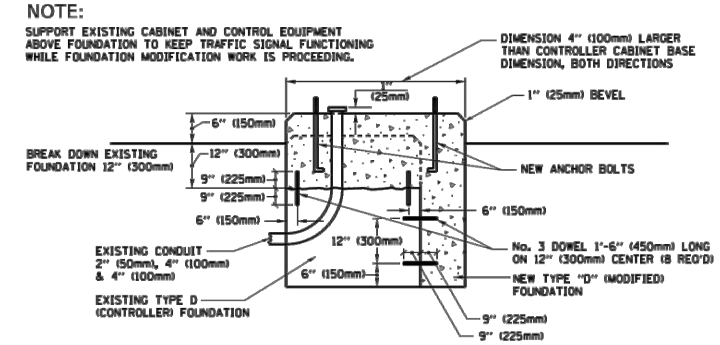
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

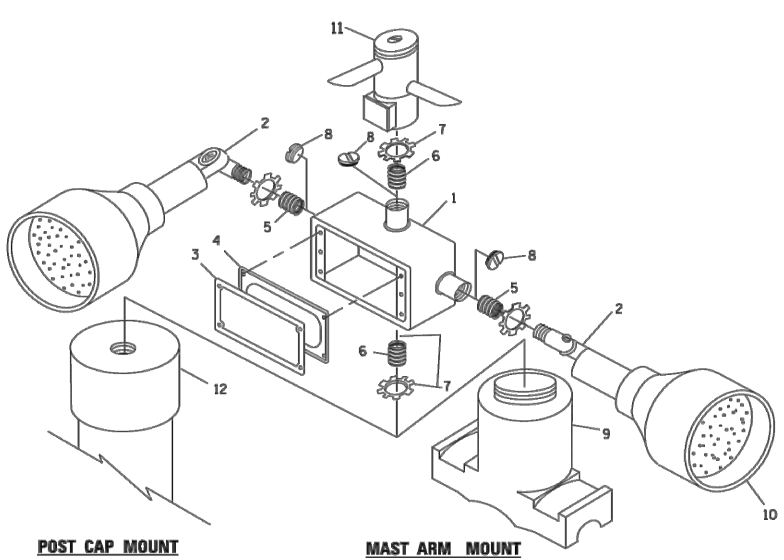
NOTES:

1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION

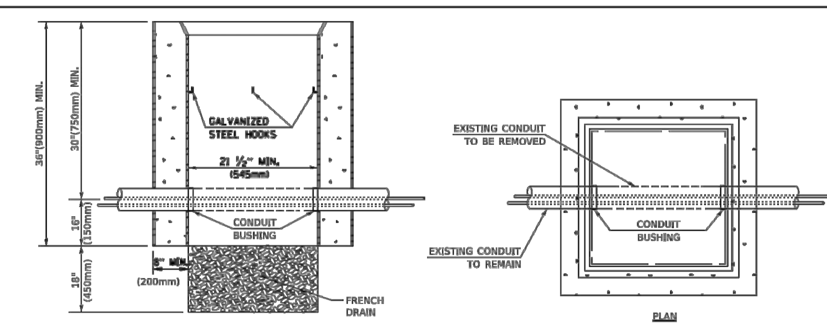


EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

USER NAME	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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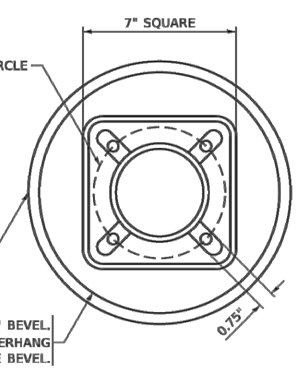
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			
PLOT DATE = 3/4/2019	DATE -	REVISED -							

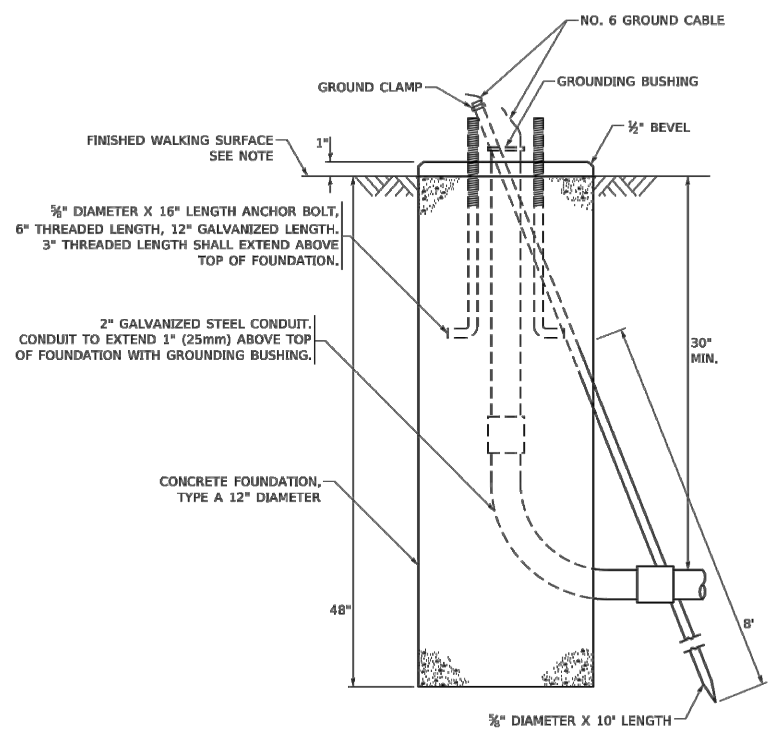
Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RANDALL ROAD AND DOGWOOD DR /RITTER ST DISTRICT ONE DETAILS	RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			2505		KANE	28	19
		CHECKED -	REVISED -		SCALE: N.T.S. SHEET 9 OF 10 SHEETS STA. TO STA.			CONTRACT NO.		
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT			

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	NO.	DATE	REVISIONS	2023 ROAD PROGRAM	IDOT DISTRICT 1 DETAIL	DATE: FEBRUARY 2023
						SHEET 59 OF 72

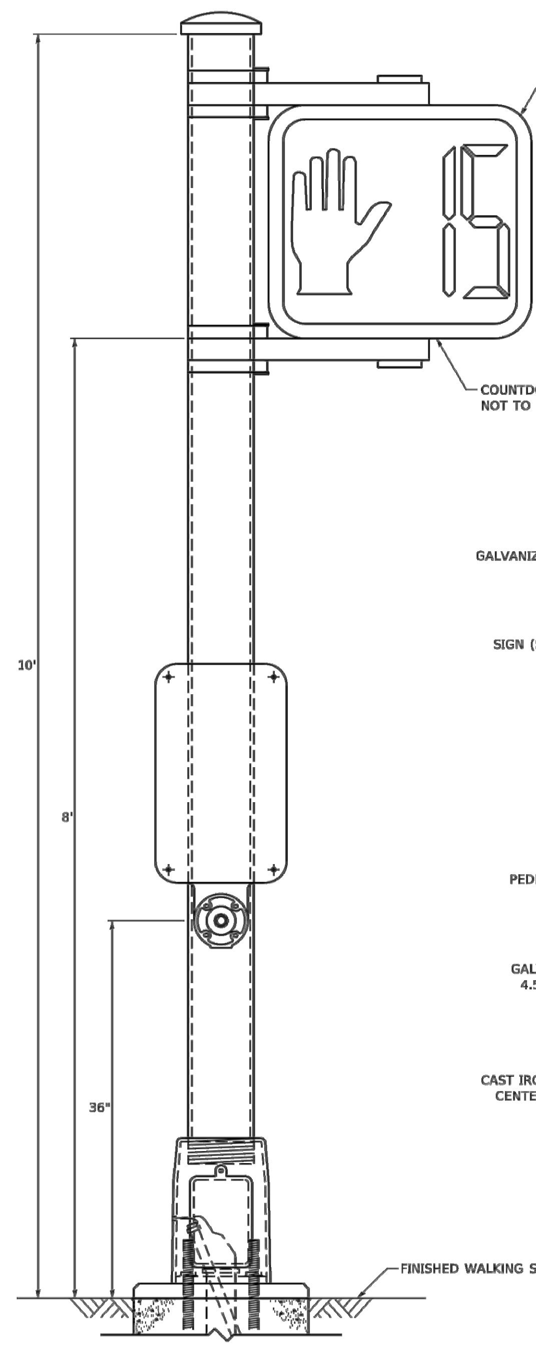


BOLT PATTERN

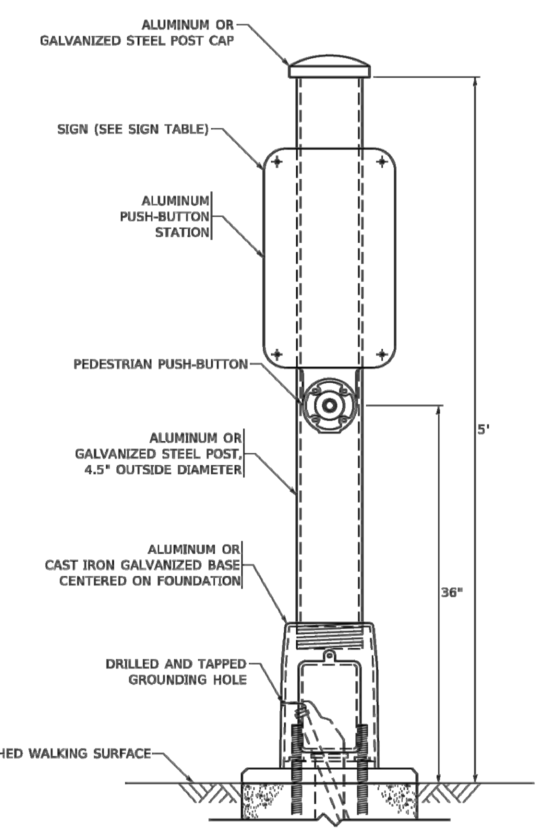
NOTE:
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



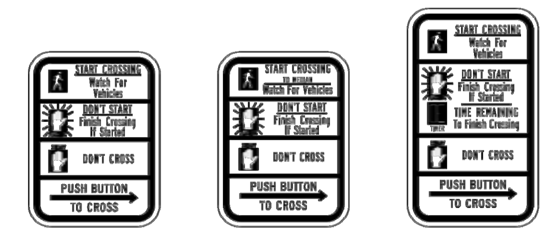
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b **R10-3d** **R10-3e**

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:
1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

USER NAME = gaglianobt	DESIGNED - IP	REVISED - 10-15-2020	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - IP	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - LP	REVISED -	
PLOT DATE = 11/23/2020	DATE - 10-15-2018	REVISED -	

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS — SCALE: NONE — SHEET 7 OF 7 SHEETS — STA. TO STA. — F.A. RTE. — SECTION — COUNTY — TOTAL SHEETS — SHEET NO. — TS-05 — CONTRACT NO. — ILLINOIS FED. AID PROJECT

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630-466.6700 / www.eeiweb.com

VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
	DATE -	REVISED -	

RANDALL ROAD AND DOGWOOD DR /RITTER ST DISTRICT ONE DETAILS — SCALE: N.T.S. — SHEET 10 OF 10 SHEETS — STA. ____ TO STA. ____

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505		KANE	28	20

CONTRACT NO. ____ — ILLINOIS FED. AID PROJECT

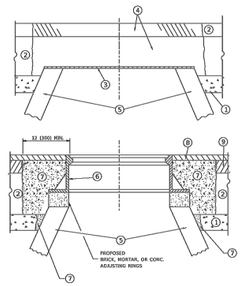
VILLAGE OF NORTH AURORA
25 EAST STATE STREET
NORTH AURORA, IL 60542

NO. | DATE | REVISIONS

2023 ROAD PROGRAM

IDOT DISTRICT 1 DETAIL

DATE: FEBRUARY 2023



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 15 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-3 * CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 3 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

NOTES

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, 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 LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LEGEND

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

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

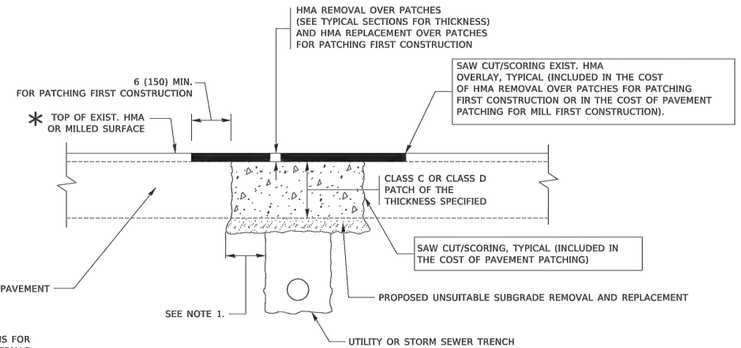
THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = %USER%	DESIGNED - R. SHAH	REVISED - R. KEZDAH 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - R. BORO 03-05-07			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 03-09-11			BD600-03 (BD-8) / CONTRACT NO.
PLOT DATE = 3/27/2019	DATE - 10-25-94	REVISED - R. BORO 12-06-11		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. / TO STA.	ILLINOIS FED. AID PROJECT



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

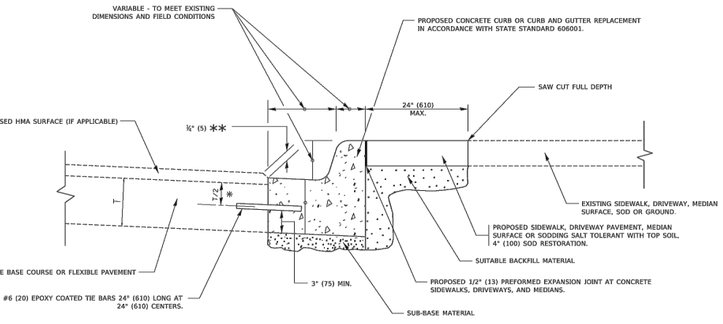
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

USER NAME = %USER%	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-88	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - R. BORO 03-01-07			
PLOT SCALE = 50.5000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07			BD400-04 (BD-22) / CONTRACT NO.
PLOT DATE = 3/27/2019	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE / SHEET 2 OF 1 SHEETS / STA. / TO STA.	ILLINOIS FED. AID PROJECT



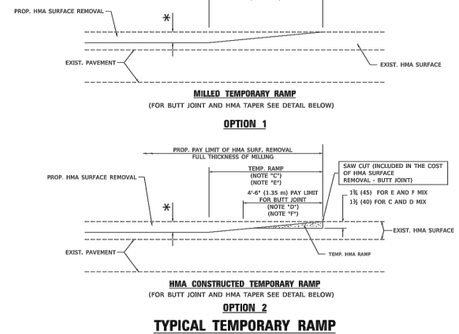
* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

USER NAME = %USER%	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - N. GOMEZ 01-13-01			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09			BD606-06 (BD-26) / CONTRACT NO.
PLOT DATE = 3/1/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE / SHEET 3 OF 3 SHEETS / STA. / TO STA.	ILLINOIS FED. AID PROJECT



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

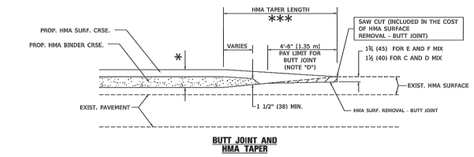
OPTION 1

HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

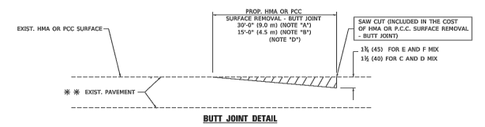
OPTION 2

TYPICAL TEMPORARY RAMP

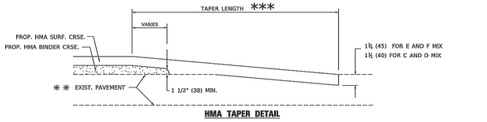


BUTT JOINT AND HMA TAPER

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.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 30'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

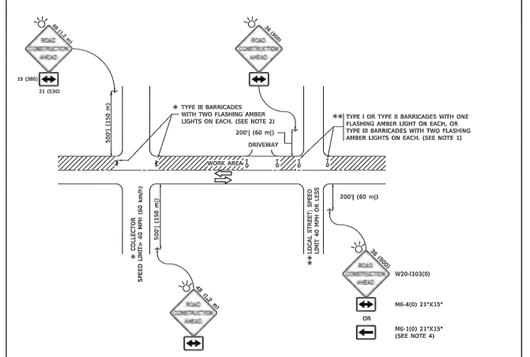
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

USER NAME = %USER%	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - A. ABBAS 03-21-97			
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01			BD400-05 BD32 / CONTRACT NO.
PLOT DATE = 3/27/2019	DATE - 06-13-90	REVISED - R.BORO 01-01-07		SCALE: NONE / SHEET 1 OF 3 SHEETS / STA. / TO STA.	ILLINOIS FED. AID PROJECT

Plotted: March 6, 2023 @ 4:19 PM By: Brandon Tonarelli – Tab: D1 DETAILS

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD



NOTES:

1. 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:
   a) 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.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 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
   b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
   WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARDSS. THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

600R MPE = factorj	DESIGNED - L.H.A.	REVISED - A. HOUSE‡ 10-15-96
	DRAWN -	REVISED - T. RAMPACHER 01-06-00
PLOT SCALE = 50.0458 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/7/2019	DATE - 00-09	REVISED - A. SCHUETZE 09-15-15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10		CONTRACT NO.	
	ILLINOIS FED. AID PROJECT			

ABV	ABOVE
A/C	ACCESS CONTROL
AC	ACRE
ADJ	ADJUST
AS	AERIAL SURVEYS
AGG	AGGREGATE
AH	AHEAD
APT	APARTMENT
ASPH	ASPHALT
AUX	AUXILIARY
AGS	AUXILIARY GAS VALVE (SERVICE)
AVE	AVENUE
AX	AXIS OF ROTATION
BK	BACK
B-B	BACK TO BACK
BKPL	BACKPLATE
B	BARN
BARR	BARRICADE
BL	BASELINE
BGN	BEGIN
BM	BENCHMARK
BIND	BINDER
BIT	BITUMINOUS
BTM	BOTTOM
BLVD	BOULEVARD
BRK	BRICK
BBOX	BUFFALO BOX
BLDG	BUILDING
CATV	CABLE
CIP	CAST IRON PIPE
CB	CATCH BASIN
C-C	CENTER TO CENTER
CL	CENTERLINE OR CLEARANCE
CL-E	CENTERLINE TO EDGE
CL-F	CENTERLINE TO FACE
CTS	CENTERS
CERT	CERTIFIED
CHSLD	CHISELED
CS	CITY STREET
CP	CLAY PIPE
CLSD	CLOSED
CLID	CLOSED LID
CT	COAT OR COURT
COMB	COMBINATION
C	COMMERCIAL BUILDING
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CONST	CONSTRUCT
CONTD	CONTINUED
CONT	CONTINUOUS
COR	CORNER
CORR	CORRUGATED
CMP	CORRUGATED METAL PIPE
CNTY	COUNTY
CH	COUNTY HIGHWAY
CSE	COURSE
XSECT	CROSS SECTION
m^3	CUBIC METER
mm^3	CUBIC MILLIMETER
CU YD	CUBIC YARD
CULV	CULVERT
C&G	CURB & GUTTER
D	DEGREE OF CURVE
DC	DEPRESSED CURVE
DET	DETECTOR
DIA	DIAMETER
DIST	DISTRICT
DOM	DOMESTIC
DBL	DOUBLE
DSEL	DOWNSTREAM ELEVATION
DSFL	DOWNSTREAM FLOWLINE
DR	DRAINAGE OR DRIVE
DI	DRAINAGE INLET OR DROP INLET
DRIV	DRIVEWAY
DCT	DUCT
EA	EACH
EB	EASTBOUND
EOP	EDGE OF PAVEMENT
E-CL	EDGE TO CENTERLINE
E-E	EDGE TO EDGE
ELEC	ELECRICAL
EL	ELEVATION
ENTR	ENTRANCE
EXC	EXCAVATION
EX	EXISTING
EXPWAY	EXPRESSWAY
E	EXTERNAL DISTANCE OF HORIZONTAL CURVE
E	OFFSET DISTANCE TO VERTICAL CURVE
F-F	FACE TO FACE
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FP	FENCE POST
OPT	FIBER OPTIC
FE	FIELD ENTRANCE
FH	FIRE HYDRANT
FL	FLOW LINE
FB	FOOT BRIDGE
FDN	FOUNDATION
FR	FRAME
F&G	FRAME & GRATE
FRWAY	FREEWAY
GAL	GALLON
GALV	GALVANIZED
G	GARAGE
GM	GAS METER
GV	GAS VALVE
GIS	GEOGRAPHICAL INFORMATION SYSTEM
GRAN	GRANULAR
GR	GRATE
GRVL	GRAVEL
GND	GROUND
GUT	GUTTER
GP	GUY POLE
GW	GUY WIRE
HH	HANDHOLE
HATCH	HATCHING
HD	HEAD
HDW	HEADWALL
HDUTY	HEAVY DUTY
ha	HECTARE
HMA	HOT MIX ASPHALT
HWY	HIGHWAY
HORIZ	HORIZONTAL
HSE	HOUSE
IL	ILLINOIS
IMP	IMPROVEMENT
IN DIA	INCH DIAMETER
INL	INLET
INST	INSTALLATION
IDS	INTERSECTION DESIGN STUDY
INV	INVERT
IP	IRON PIPE
IR	IRON ROD
JT	JOINT
kg	KILOGRAM
km	KILOMETER
LS	LANDSCAPING
LN	LANE
LT	LEFT
LIDAR	LIGHT DETECTION AND RANGING
LP	LIGHT POLE
LGT	LIGHTING
LF	LINEAL FEET OR LINEAR FEET
L	LITER OR CURVE LENGTH
LC	LONG CHORD
LNGI	LONGITUDINAL
L SUM	LUMP SUM
MACH	MACHINE
MB	MAIL BOX
MH	MANHOLE
MATL	MATERIAL
MED	MEDIAN
m	METER
METH	METHOD
M	MID-ORDINATE
mm	MILLIMETER
mm DIA	MILLIMETER DIAMETER
MIX	MIXTURE
MBH	MOBILE HOME
MOD	MODIFIED
MFT	MOTOR FUEL TAX
N & BC	NAIL & BOTTLE CAP
N & C	NAIL & CAP
N & W	NAIL & WASHER
NC	NORMAL CROWN
NB	NORTHBOUND
NE	NORTHEAST
NW	NORTHWEST
O/S	OFFSET
O&C	OIL AND CHIP
OLID	OPEN LID
PAT	PATTERN
PVD	PAVED
PVMT	PAVEMENT
PM	PAVEMENT MARKING
PED	PEDESTAL
PNT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION OF HORIZONTAL CURVE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENCY
POT	POINT ON TANGENT
POLYETH	POLYETHYLENE
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE OR PRINCIPAL POINT
PRM	PRIME
PE	PRIVATE ENTRANCE
PROF	PROFILE
PGL	PROFILE GRADELINE
PROJ	PROJECT
P.C.	PROPERTY CORNER
PL	PROPERTY LINE
PR	PROPOSED
R	RADIUS or RESIDENTIAL
RR	RAILROAD
RRS	RAILROAD SPIKE
RPS	REFERENCE POINT STAKE
REF	REFLECTIVE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REINF	REINFORCEMENT
REM	REMOVAL
RC	REMOVE CROWN
REP	REPLACEMENT
REST	RESTAURANT
RESURF	RESURFACING
RET	RETAINING
RT	RIGHT
ROW	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
RTE	ROUTE
SAN	SANITARY
SANS	SANITARY SEWER
SEC	SECTION
SEED	SEEDING
SHAP	SHAPING
S	SHED
SH	SHEET
SHLD	SHOULDER
SW	SIDEWALK OR SOUTHWEST
SIG	SIGNAL
SOD	SODDING
SM	SOLID MEDIAN
SB	SOUTHBOUND
SE	SOUTHEAST
SPL	SPECIAL
SD	SPECIAL DITCH
SQ FT	SQUARE FEET
m^2	SQUARE METER
mm^2	SQUARE MILLIMETER
SQ YD	SQUARE YARD
STB	STABILIZED
STD	STANDARD
SBI	STATE BOND ISSUE
SR	STATE ROUTE
STA	STATION
SPRGR	STEEL PLATE BEAM GUARDRAIL
SS	STORM SEWER
STY	STORY
ST	STREET
STR	STRUCTURE
e	SUPERELEVATION RATE
S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
SURF	SURFACE
SMK	SURVEY MARKER
T	TANGENT DISTANCE
T.R.	TANGENT RUNOUT DISTANCE
TEL	TELEPHONE
TB	TELEPHONE BOX
TP	TELEPHONE POLE
TEMP	TEMPORARY
TBM	TEMPORARY BENCH MARK
TD	TILE DRAIN
TBE	TO BE EXTENDED
TBR	TO BE REMOVED
TBS	TO BE SAVED
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
TS	TRAFFIC SIGNAL
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSC	TRAFFIC SYSTEMS CENTER
TRVS	TRANSVERSE
TRVL	TRAVEL
TURN	TURN
TY	TYPE
T-A	TYPE A
TYP	TYPICAL
UNDGND	UNDERGROUND
USGS	U.S. GEOLOGICAL SURVEY
USEL	UPSTREAM ELEVATION
USFL	UPSTREAM FLOWLINE
UTIL	UTILITY
VBOX	VALVE BOX
VV	VALVE VAULT
VLT	VAULT
VEH	VEHICLE
VP	VENT PIPE
VERT	VERTICAL
VC	VERTICAL CURVE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
WM	WATER METER
WV	WATER VALVE
WMAIN	WATER MAIN
WB	WESTBOUND
WLDFL	WILDFLOWERS
W	WITH
WO	WITHOUT

Illinois Department of Transportation

PASSED: January 1, 2021 — ENGINEER OF POLICY AND PROCEDURES
APPROVED: January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT

BSDD 1-1-21

DATE	REVISIONS
1-1-21	Updated fonts, abbreviations and symbols.
1-1-19	Added new symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 1 of 9)

STANDARD 000001-08

ADJUSTMENT ITEMS

	EX	PR
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Main Structure To Be Filled		FM
Structure To Be Filled		F
Structure To Be Filled Special		FSP
Structure To Be Removed		R
Structure To Be Reconstructed		REC
Structure To Be Reconstructed Special		RSP
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		A
Domestic Service Box To Be Adjusted		A
Valve Vault To Be Adjusted		A
Special Adjustment		SP
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Pavement Removal and Replacement		

ALIGNMENT ITEMS

	EX	PR
Baseline		
Centerline		
Centerline Break Circle		
Baseline Symbol		
Centerline Symbol		
PI Indicator		
Point Indicator		
Horizontal Curve Data (Half Size)	EX. CURVE P.I. STA= D= R= T= L= E= e= P.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= D= R= T= L= E= e= P.R.= S.E. RUN= P.C. STA= P.T. STA=

BOUNDARIES ITEMS

	EX	PR
Dashed Property Line		
Solid Property/Lot Line		
Section/Grant Line		
Quarter Section Line		
Quarter/Quarter Section Line		
County/Township Line		
State Line		
Chiseled Square Found		
Iron Pipe Found		
Iron Pipe Set		
Survey Marker		
Property Line Symbol		
Same Ownership Symbol (Half Size)		
Northwest Quarter Corner (Half Size)		
Section Corner (Half Size)		
Southeast Quarter Corner (Half Size)		

DRAINAGE ITEMS

	EX	PR
Channel or Stream Line		
Culvert Line		
Grading & Shaping Ditches		
Drainage Boundary Line		
Paved Ditch		
Aggregate Ditch		
Pipe Underdrain		
Storm Sewer		
Flowline		
Ditch Check		
Headwall		
Inlet		
Manhole		
Summit		
Roadway Ditch Flow		
Swale		
Catch Basin		
Culvert End Section		
Water Surface Indicator		
Riprap		

HYDRAULICS ITEMS

	EX	PR
Overflow		
Sheet Flow		
Hydrant Outlet		

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BSDD 1-1-21

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 2 of 9)

STANDARD 000001-08

EROSION & SEDIMENT CONTROL ITEMS

	EX	PR
Cleaning & Grading Limits		
Dike		
Erosion Control Fence		
Perimeter Erosion Barrier		
Temporary Fence		
Ditch Check Temporary		
Ditch Check Permanent		
Inlet & Pipe Protection		
Sediment Basin		
Erosion Control Blanket		
Fabric Formed Concrete Revetment Mat		
Turf Reinforcement Mat		
Mulch Temporary		
Mulch Method 1		
Mulch Method 2 Stabilized		
Mulch Method 3 Hydraulic		

CONTOUR ITEMS

	EX	PR
Approx. Index Line		
Approx. Intermediate Line		
Index Contour		
Intermediate Contour		

NON-HIGHWAY IMPROVEMENT ITEMS

	EX	PR
Noise Attn./Levee		
Field Line		
Fence		
Base of Levee		
Mailbox		
Multiple Mailboxes		
Pay Telephone		
Advertising Sign		
ITS* Camera		
Wind Turbine		
Cellular Tower		

*Intelligent Transportation Systems

LANDSCAPING ITEMS

	EX	PR
Contour Mounding Line		
Fence		
Fence Post		
Shrubs		
Mowline		
Perennial Plants		
Seeding Class 2		
Seeding Class 2A		
Seeding Class 4		
Seeding Class 4 & 5 Combined		

EXISTING LANDSCAPING ITEMS (contd.)

	EX	PR
Seeding Class 5		
Seeding Class 7		
Seedlings Type 1		
Seedlings Type 2		
Sodding		
Mowstake w/Sign		
Tree Trunk Protection		
Evergreen Tree	E	
Shade Tree	E	

LIGHTING

	EX	PR
Duct		
Conduit		
Electrical Aerial Cable	A	A
Electrical Buried Cable	L	L
Controller		
Underpass Luminaire		
Power Pole		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 3 of 9)

STANDARD 000001-08

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

IDOT DISTRICT 1 DETAILS & HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 62 OF 72

Plotted: March 6, 2023 @ 4:19 PM By: Brandon Tonarelli — Tab: D1 DETAILS (2)

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD

LIGHTING (contd.)

	EX	PR
Pull Point		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Unit Comb.		
Electrical Ground		
Traffic Flow Arrow		
High Mast Pole (Half Size)		
Light Unit-1		

PAVEMENT (MISC.)

	EX	PR
Keyed Long. Joint		
Keyed Long. Joint w/Tie Bars		
Sawed Long. Joint w/Tie Bars		
Bituminous Shoulder		
Bituminous Taper		
Stabilized Driveway		
Widening		

PAVEMENT MARKINGS

	EX	PR
Handicap Symbol		
RR Crossing		
Raised Marker Amber 1 Way		
Raised Marker Amber 2 Way		
Raised Marker Crystal 1 Way		
Two Way Turn Left		
Shoulder Diag. Pattern		
Skip-Dash White		
Skip-Dash Yellow		
Stop Line		
Solid Line		
Double Centerline		
Dotted Lines		

Illinois Department of Transportation
PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT
SD00020 1-1-07

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 4 of 9)
STANDARD 000001-08

PAVEMENT MARKINGS (contd.)

	EX	PR
CL 2Ln 2Way RRPM 12.2 m (40') o.c.		
CL 2Ln 2Way RRPM 80' (24.4 m) o.c.		
CL Mutilane Div. RRPM 40' (12.2 m) o.c.		
CL Mutilane Div. RRPM 80' (24.4 m) o.c.		
CL Mutilane Div. Dbl. RRPM 80' (24.4 m) o.c.		
CL Mutilane Undiv.		
Two Way Turn Left Line		
Urban Combination Left		
Urban Combination Right		
Urban Left Turn Arrow		
Urban Right Turn Arrow		
Urban Left Turn Only		
Urban Right Turn Only		
Urban Thru Only		
Urban LT & RT Turn Arrow		
Urban Thru Arrow		

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PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT
SD00020 1-1-07

RAILROAD ITEMS

	EX	PR
Abandoned Railroad		
Railroad		
Railroad Point		
Control Box		
Crossing Gate		
Flashing Signal		
Railroad Cant. Mast Arm		
Crossbuck		

REMOVAL ITEMS

	EX	PR
Removal Tic		
Bituminous Removal		
Hatch Pattern		
Tree Removal Single		

RIGHT OF WAY ITEMS

	EX	PR
Future ROW Corner Monument		
ROW Marker		
ROW Line		
Easement		
Temporary Easement		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 5 of 9)
STANDARD 000001-08

PAVEMENT MARKINGS (contd.)

	EX	PR
Urban U-Turn		
Urban Combined U-Turn		
Rural Combination Left		
Rural Combination Right		
Rural Left Turn Arrow		
Rural Right Turn Arrow		
Rural Left Turn Only		
Rural Right Turn Only		
Rural Thru Only		
Rural Thru Arrow		
Rural Lt & Rt Turn Arrow		
Bike Lane Symbol		
Bike Lane Text		
Bike Path Shared		
Bike Shared Roadway		
Lane Drop Symbol		
Wrong Way Arrow		

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ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021
ENGINEER OF OPERATION AND ENVIRONMENT
SD00020 1-1-07

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 6 of 9)
STANDARD 000001-08

RIGHT OF WAY ITEMS (contd.)

	EX	PR
Access Control Line		AC
Access Control Line & ROW	AC	AC
Access Control Line & ROW with Fence	AC	AC
Excess ROW Line		XS

ROADWAY PLAN ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement		
Bit Shoulders, Medians and C&G Line		
Aggregate Shoulder		
Sidewalks, Driveways		
Guardrail		
Guardrail Post		
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line		
Typical Cross-Section Line		

ROADWAY PROFILES

	EX	PR
P.I. Indicator		
Point Indicator		
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV= L = E =	VPI = ELEV= L = E =
Ditch Profile Left Side		
Ditch Profile Right Side		
Roadway Profile Line		
Storm Sewer Profile Left Side		
Storm Sewer Profile Right Side		

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS (contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(O) (Half Size)		DETOUR AHEAD
Left Lane Closed Ahead W20-5L(O) (Half Size)		LEFT LANE CLOSED AHEAD
Right Lane Closed Ahead W20-5R(O) (Half Size)		RIGHT LANE CLOSED AHEAD
Road Closed Ahead W20-3(O) (Half Size)		ROAD CLOSED AHEAD
Road Construction Ahead W20-1-(O) (Half Size)		ROAD CONSTRUCTION AHEAD
Single Lane Ahead (Half Size)		SINGLE LANE AHEAD
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 7 of 9)
STANDARD 000001-08

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 63 OF 72

Plotted: March 6, 2023 @ 4:19 PM By: Brandon Tonarelli – Tab: HWY STDS 1

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD

SIGNING ITEMS (contd.)

	EX	PR
One Way Arrow Lrg. W1-6-(O) (Half Size)		
Two Way Arrow Large W1-7-(O) (Half Size)		
Detour M4-10L-(O) (Half Size)		
Detour M4-10R-(O) (Half Size)		
One Way Left R6-1L (Half Size)		
One Way Right R6-1R (Half Size)		
Left Turn Lane R3-1I00L (Half Size)		
Keep Left R4-7AL (Half Size)		
Keep Left R4-7BL (Half Size)		
Keep Right R4-7AR (Half Size)		
Keep Right R4-7BR (Half Size)		
Stop Here On Red R10-6-AL (Half Size)		
Stop Here On Red R10-6-AR (Half Size)		
No Left Turn R3-2 (Half Size)		
No Right Turn R3-1 (Half Size)		
Road Closed R11-2 (Half Size)		
Road Closed Thru Traffic R11-2 (Half Size)		

STRUCTURES ITEMS

	EX	PR
Box Culvert Barrel		
Box Culvert Headwall		
Bridge Pier		
Bridge		
Retaining Wall		
Temporary Sheet Piling		

TRAFFIC SHEET ITEMS

	EX	PR
Cable Number		
Left Turn Green		
Left Turn Yellow		
Signal Backplate		
Signal Section 8" (200 mm)		
Signal Section 12" (300 mm)		
Walk/Don't Walk Letters		
Walk/Don't Walk Symbols		

TRAFFIC SIGNAL ITEMS

	EX	PR
Galv. Steel Conduit		
Underground Cable		
Detector Loop Line		
Detector Loop Large		
Detector Loop Small		
Detector Loop Quadrapole		

Illinois Department of Transportation

PASSED January 1, 2021 — ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT

BSDM3 1-1-07

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 8 of 9)

STANDARD 000001-08

TRAFFIC SIGNAL ITEMS (contd.)

	EX	PR
Detector Raceway		
Aluminum Mast Arm		
Steel Mast Arm		
Veh. Detector Magnetic		
Conduit Splice		
Controller		
Gullbox Junction		
Wood Pole		
Temp. Signal Head		
Handhole		
Double Handhole		
Heavy Duty Handhole		
Junction Box		
Ped. Pushbutton Detector		
Ped. Signal Head		
Power Pole Service		
Priority Veh. Detector		
Signal Head		
Signal Head w/Backplate		
Signal Post		
Closed Circuit TV		
Video Detector System		

UNDERGROUND UTILITY ITEMS

	EX	PR	ABANDONED
Cable TV	CTV	CTV	CTV
Electric Cable	E	E	E
Fiber Optic	FO	FO	FO
Gas Pipe	G	G	G
Oil Pipe	O	O	O
Sanitary Sewer			
Telephone Cable	T	T	T
Water Pipe	W	W	W

UTILITIES ITEMS

	EX	PR
Controller		
Double Handhole		
Fire Hydrant		
GuyWire or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Monitoring Well (Gasoline)		
Pipeline Warning Sign		
Power Pole		
Power Pole with Light		
Sanitary Sewer Cleanout		
Splice Box Above Ground		
Telephone Splice Box Above Ground		
Telephone Pole		

UTILITY ITEMS (contd.)

	EX	PR
Traffic Signal		
Traffic Signal Control Box		
Water Meter		
Water Meter Valve Box		
Profile Line		
Aerial Power Line	A	A

VEGETATION ITEMS

	EX	PR
Deciduous Tree		
Bush or Shrub		
Evergreen Tree		
Stump		
Orchard/Nursery Line		
Vegetation Line		
Woods & Bush Line		

WATER FEATURE ITEMS

	EX	PR
Stream or Drainage Ditch		
Waters Edge		
Water Surface Indicator		
Water Point		
Disappearing Ditch		
Marsh		
Marsh/Swamp Boundary		

Illinois Department of Transportation

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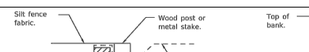
BSDM3 1-1-07

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 9 of 9)

STANDARD 000001-08



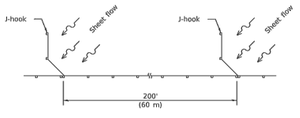
Place end-post (stake) of first silt fence adjacent to end-post (stake) of second silt fence with fabric positioned as sworn.

STEP 1

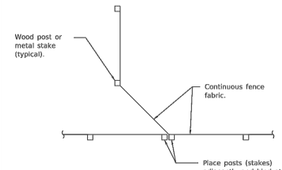
Rotate posts (stakes) together 180° clockwise and drive both posts (stakes) 18 (450) into ground.

STEP 2

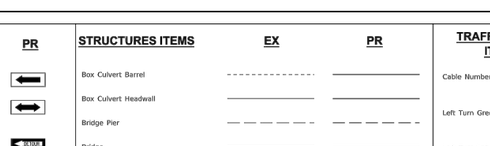
ATTACHING TWO SILT FILTER FENCES
(Not applicable for J-hooks)



SILT FILTER J-HOOK PLACEMENT

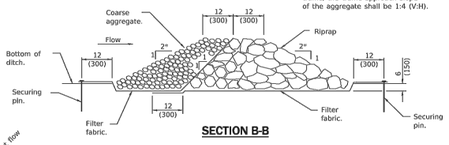


J-HOOK



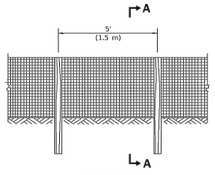
ELEVATION

* When the ditch check is within the clear zone and the road is open to traffic, the traffic approach slope of the aggregate shall be 1:4 (V:H).



SECTION B-B

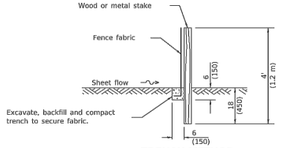
AGGREGATE DITCH CHECK



ELEVATION

SILT FILTER FENCE AS A PERIMETER EROSION BARRIER

SLICE METHOD



TRENCH METHOD

SECTION A-A

GENERAL NOTES

The installation details and dimensions shown for perimeter erosion barriers shall also apply for inlet and pipe protection.

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

DATE	REVISIONS
1-1-13	Corrected notation for flowline (E) on SEDIMENT BASIN ELEVATION.
1-1-12	Omitted hay/straw perimeter barrier. Added SLICE METHOD to SECTION A-A.

Illinois Department of Transportation

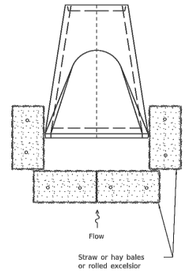
PASSED January 1, 2013 — ENGINEER OF POLICY AND PROCEDURES

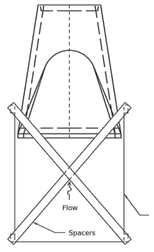
APPROVED January 1, 2013 — ENGINEER OF DESIGN AND ENVIRONMENT

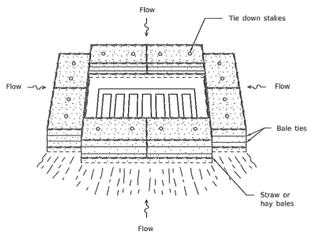
BSDM3 1-1-07

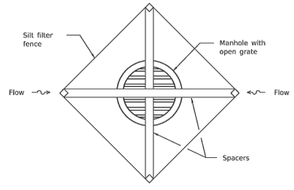
TEMPORARY EROSION CONTROL SYSTEMS
(Sheet 1 of 2)

STANDARD 280001-07

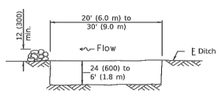






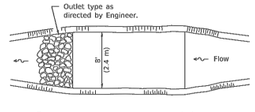


INLET AND PIPE PROTECTION



The performance of the basin will improve if put into a series.

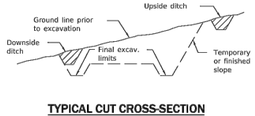
ELEVATION



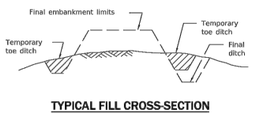
The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

PLAN

SEDIMENT BASIN



TYPICAL CUT CROSS-SECTION



TYPICAL FILL CROSS-SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

Illinois Department of Transportation

PASSED January 1, 2013 — ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2013 — ENGINEER OF DESIGN AND ENVIRONMENT

BSDM3 1-1-07

TEMPORARY EROSION CONTROL SYSTEMS
(Sheet 2 of 2)

STANDARD 280001-07

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

2023 ROAD PROGRAM

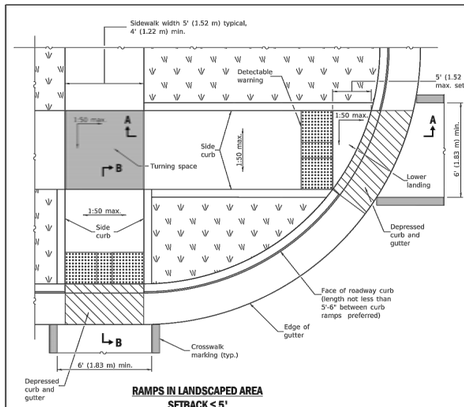
HIGHWAY STANDARDS

DATE: FEBRUARY 2023

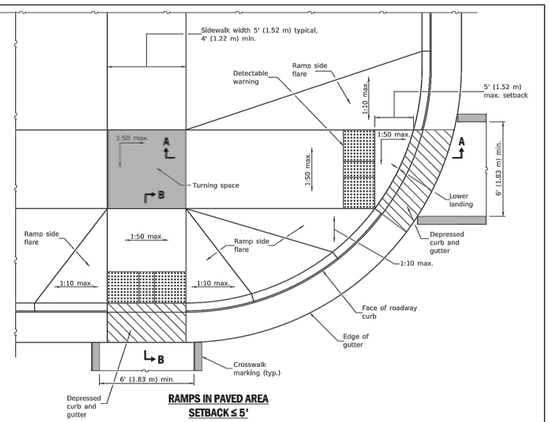
SHEET 64 OF 72

Plotted: March 6, 2023 @ 4:19 PM By: Brandon Tonarelli – Tab: HWY STDS 2

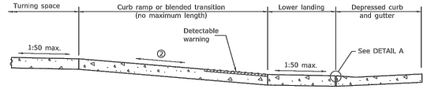
Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

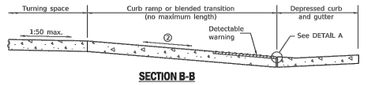


RAMPS IN PAVED AREA
SETBACK ≤ 5'



SECTION A-A

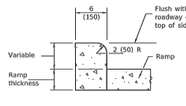
② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

DETAIL A



SIDE CURB DETAIL

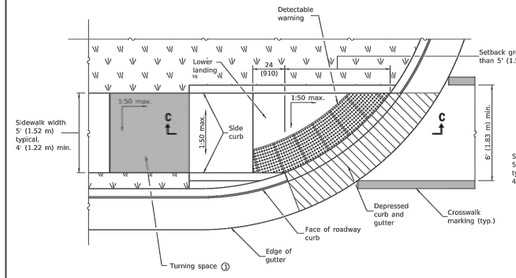
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

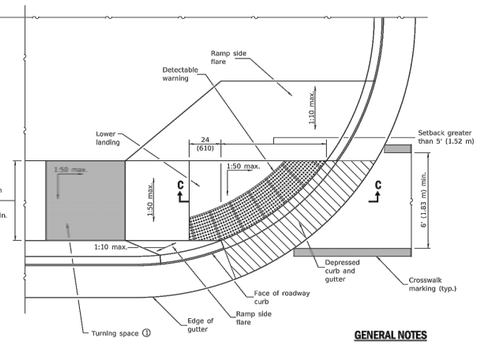
PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)

STANDARD 424001-11

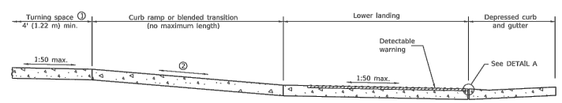
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTB 1-19



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

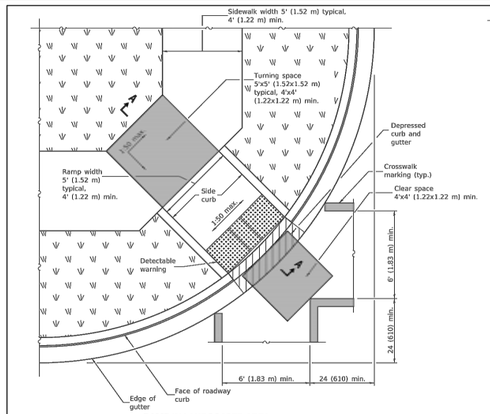
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

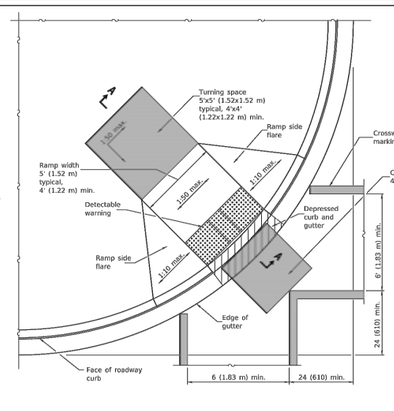
PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)

STANDARD 424001-11

Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTB 1-19



RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

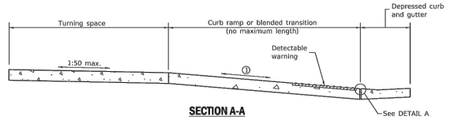
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

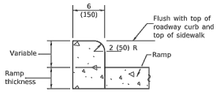
All dimensions are in inches (millimeters) unless otherwise shown.

DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



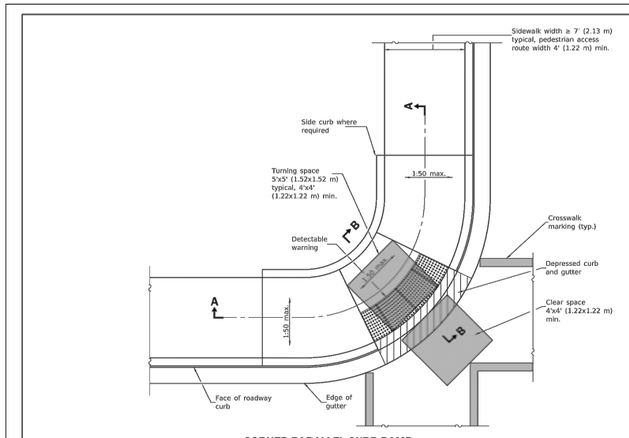
SIDE CURB DETAIL

DATE	REVISIONS
1-1-21	Clarified minimum crosswalk width and locations.
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.

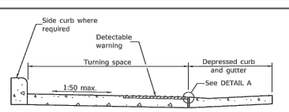
DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-05

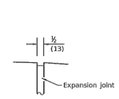
Illinois Department of Transportation
PASSED January 1, 2021 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTB 1-21



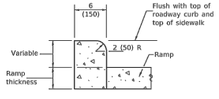
CORNER PARALLEL CURB RAMP



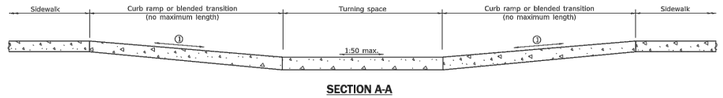
SECTION B-B



DETAIL A



SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transition and detectable warning tolerances.
1-1-17	Revised sidewalk width to include 24 (610) buffer behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-04

Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTB 1-19

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

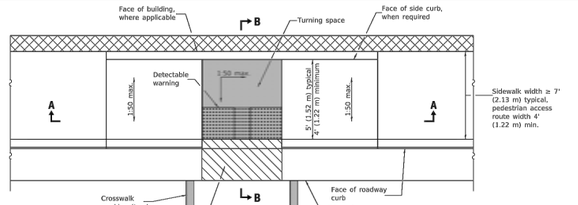
HIGHWAY STANDARDS

DATE: FEBRUARY 2023

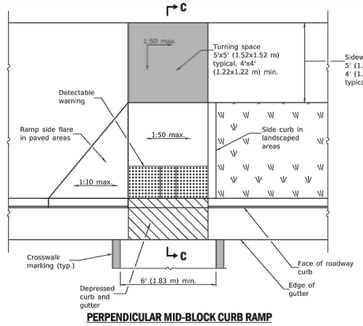
SHEET 65 OF 72

Plotted: March 6, 2023 @ 4:20 PM By: Brandon Tonarelli — Tab: HWY STDS 3

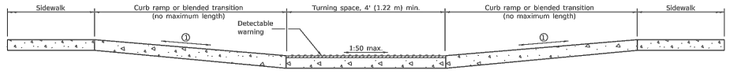
Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD



PARALLEL MID-BLOCK CURB RAMP

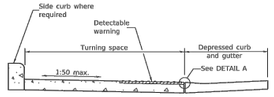


PERPENDICULAR MID-BLOCK CURB RAMP

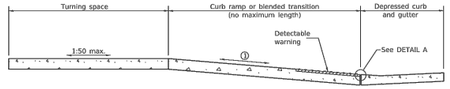


SECTION A-A

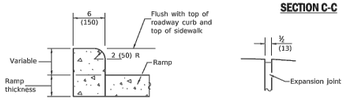
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



SECTION C-C



SIDE CURB DETAIL

DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

Illinois Department of Transportation

PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES

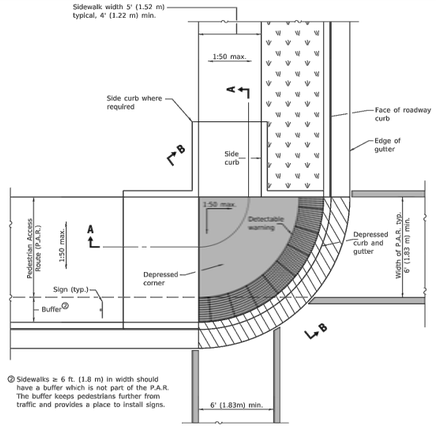
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT

BDE 801 (1-1-19)

DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.

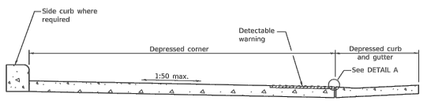
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

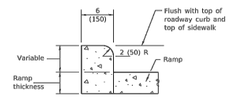


DEPRESSED CORNER

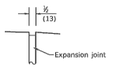
② Sidewalks ≥ 6 ft. (1.8 m) in width should have a buffer which is not part of the P.A.R. The buffer keeps pedestrians further from traffic and provides a place to install signs.



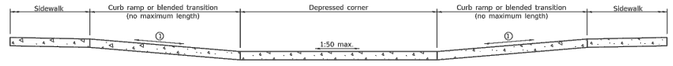
SECTION B-B



SIDE CURB DETAIL



DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

Illinois Department of Transportation

PASSED January 1, 2021 — ENGINEER OF POLICY AND PROCEDURES

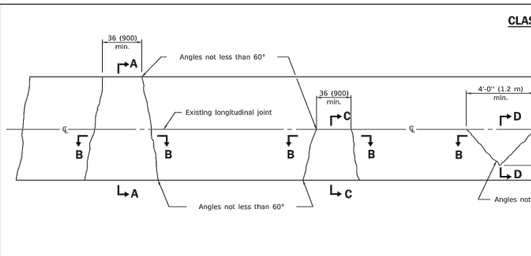
APPROVED January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT

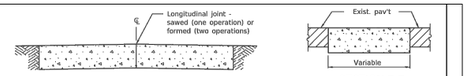
BDE 801 (1-1-21)

DATE	REVISIONS
1-1-21	Added crosswalk striping and
	a "buffer" for wide sidewalks.
1-1-19	Removed upper landings, added
	blended transition and detectable
	warning tolerances.

DEPRESSED CORNER FOR SIDEWALKS

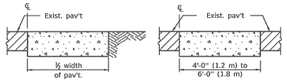
STANDARD 424021-06





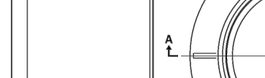
SECTION A-A

SECTION B-B



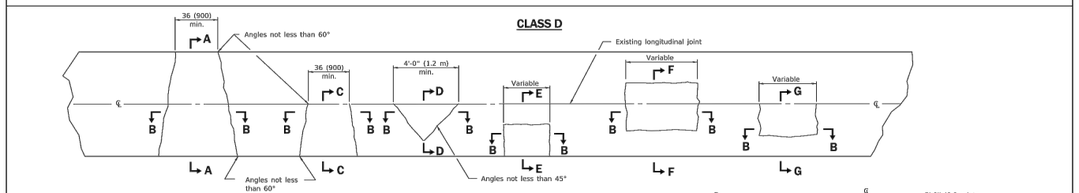
SECTION C-C

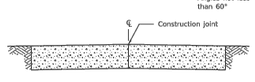
SECTION D-D



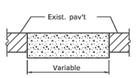
DETAIL OF SAWED CONTRACTION JOINT

Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

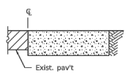




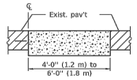
SECTION A-A
(Built in two operations)



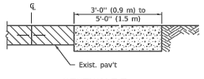
SECTION B-B



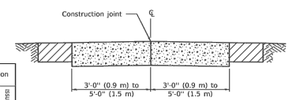
SECTION C-C



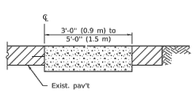
SECTION D-D



SECTION E-E



SECTION F-F
(Built in two operations)



SECTION G-G

GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

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

Illinois Department of Transportation

PASSED January 1, 2008 — ENGINEER OF POLICY AND PROCEDURES

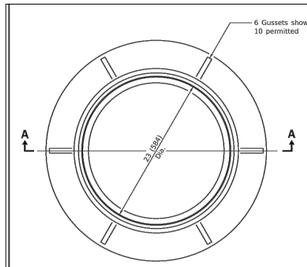
APPROVED January 1, 2008 — ENGINEER OF DESIGN AND ENVIRONMENT

BDE 801 (1-1-08)

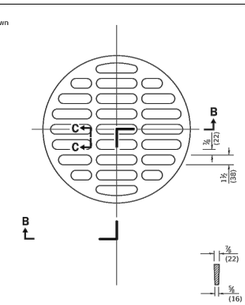
DATE	REVISIONS
1-1-08	Switched units to
	English (metric).
1-1-07	Revised Note for
	Class C patches.

CLASS C and D PATCHES

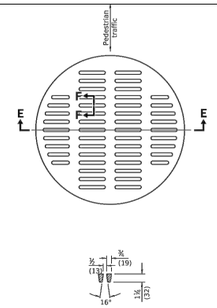
STANDARD 442201-03



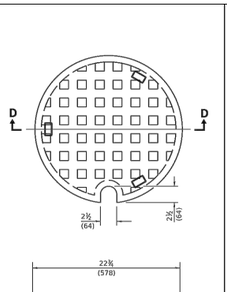
CAST FRAME

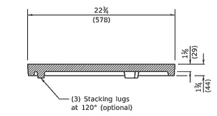


SECTION C-C



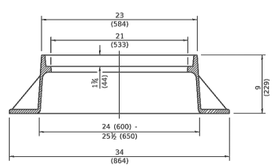
SECTION F-F



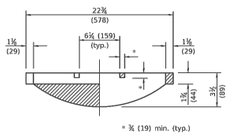


SECTION D-D

CAST CLOSED LID
Gray Iron Lid

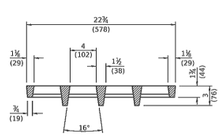


SECTION A-A
Gray Iron



SECTION B-B

CAST OPEN LID



SECTION E-E

ADA COMPLIANT CAST OPEN LID

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

Illinois Department of Transportation

PASSED January 1, 2020 — ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2020 — ENGINEER OF DESIGN AND ENVIRONMENT

BDE 801 (1-1-20)

DATE	REVISIONS
1-1-20	Revised dimension in Section B-B
	of cast open lid.
1-1-15	Revised dimensioning of
	frame. Added ADA compliant
	open lid.
1-1-09	Switched units to English (metric).

FRAME AND LIDS TYPE 1

STANDARD 604001-05

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

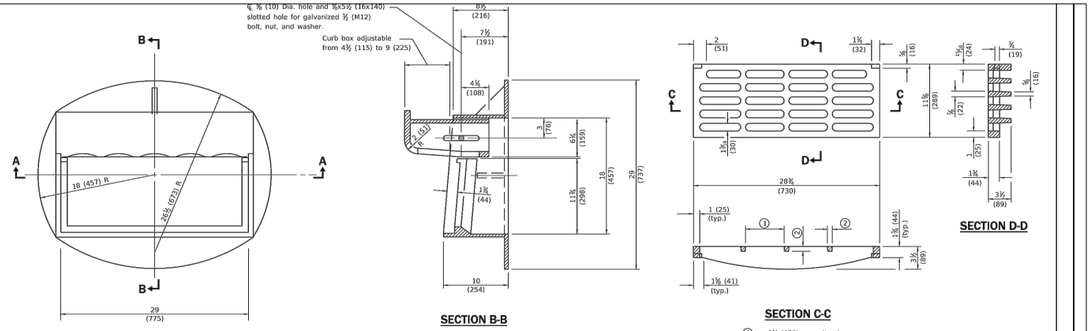
NO.	DATE	REVISIONS

2023 ROAD PROGRAM

HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 66 OF 72



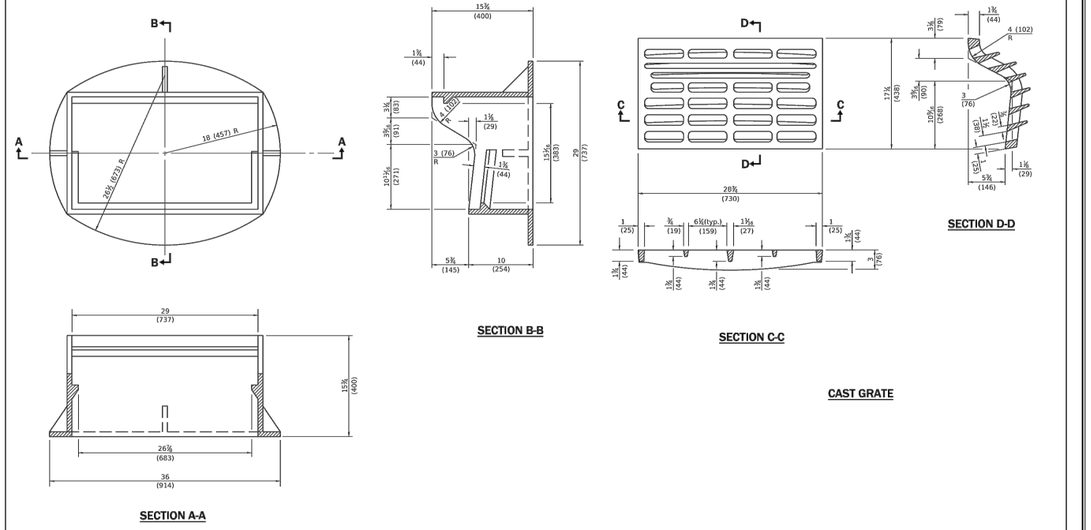
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Revised dimensions of frame and alternate curb box.
4-1-09	Switched units to English (metric).

FRAME AND GRATE TYPE 11

STANDARD 604051-04

Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
SHEET 1 OF 1 SHEETS



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

DATE	REVISIONS
1-1-15	Revised dimensions of frame and grate.
1-1-09	Switched units to English (metric).

FRAME AND GRATE TYPE 12

STANDARD 604061-03

Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
SHEET 1 OF 1 SHEETS

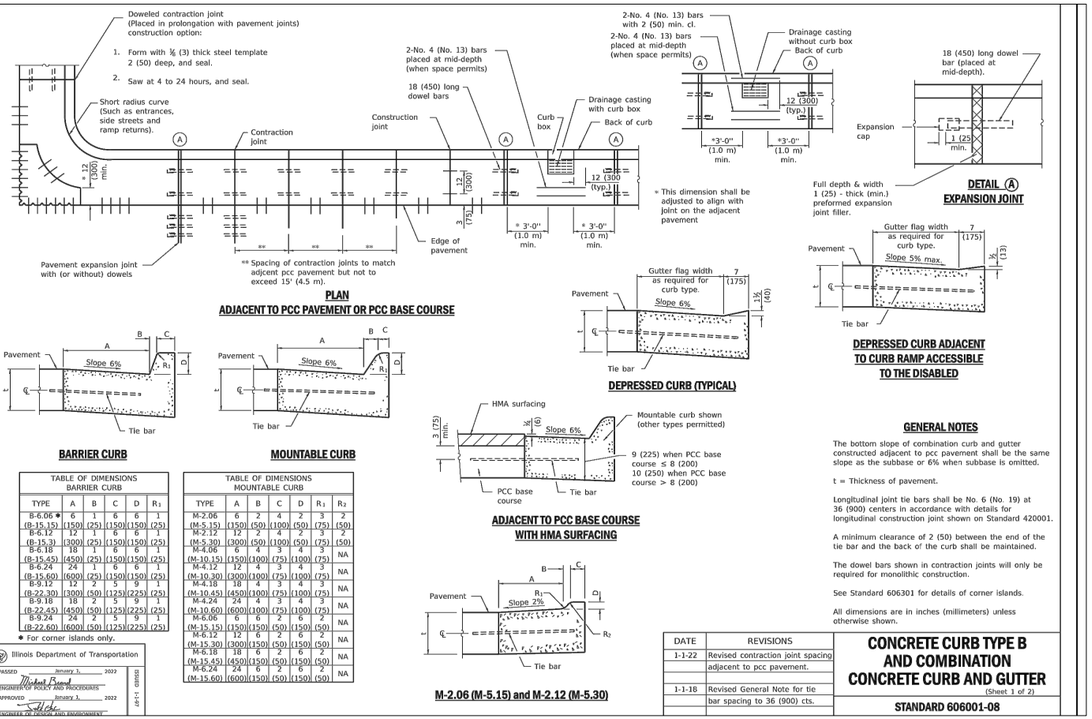


TABLE OF DIMENSIONS BARRIER CURB						
TYPE	A	B	C	D	R_1	
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)	
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)	
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)	
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)	
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)	
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)	
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)	

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB							
TYPE	A	B	C	D	R_1	R_2	
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)	
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)	
M-4.06 (M-10.15)	6 (150)	4 (100)	4 (100)	4 (100)	3 (75)		NA
M-4.12 (M-10.30)	12 (300)	4 (100)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)		NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)		NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)		NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)		NA

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

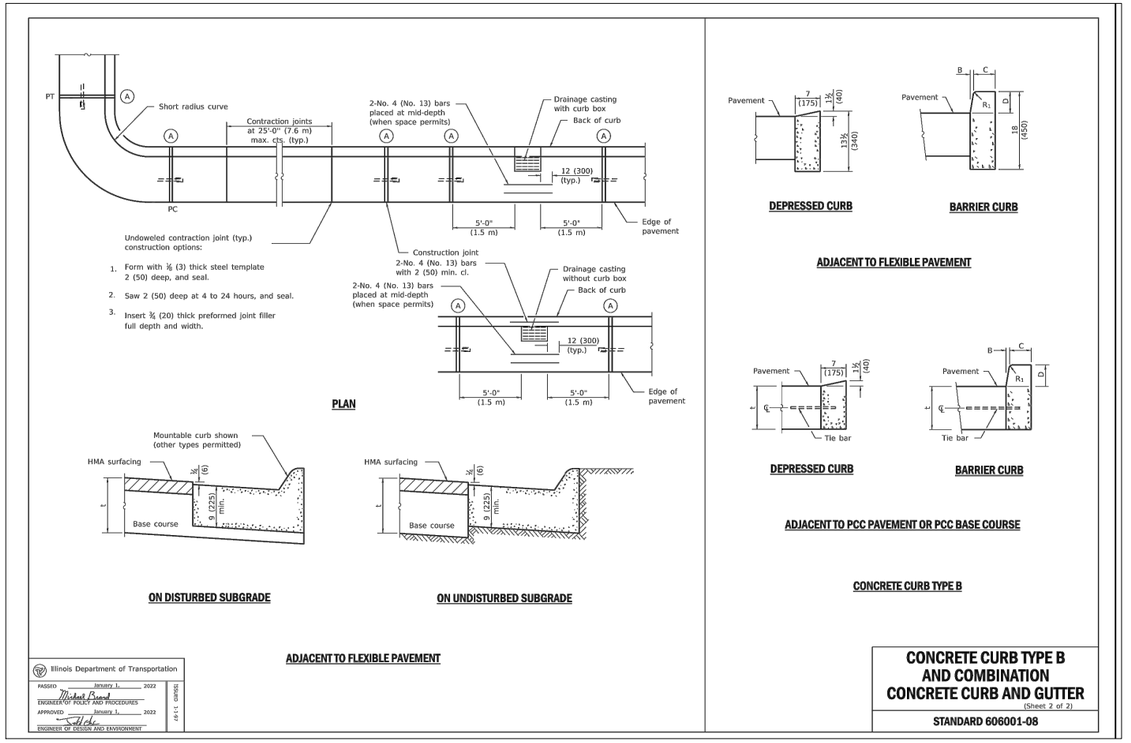
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER (Sheet 1 of 2)

STANDARD 606001-08

Illinois Department of Transportation
PASSED January 1, 2022 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022 — ENGINEER OF DESIGN AND ENVIRONMENT
SHEET 1 OF 1 SHEETS



CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER (Sheet 2 of 2)

STANDARD 606001-08

Illinois Department of Transportation
PASSED January 1, 2022 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022 — ENGINEER OF DESIGN AND ENVIRONMENT
SHEET 1 OF 1 SHEETS

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

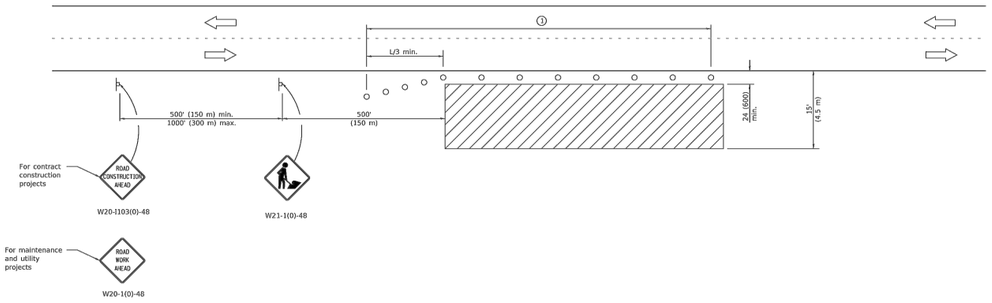
HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 67 OF 72

Plotted: March 6, 2023 @ 4:20 PM By: Brandon Tonarelli — Tab: HWY STDS 5

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVO



TYPICAL APPLICATIONS

Utility operations
Culvert extensions
Side slope changes
Guardrail installation and maintenance
Delineator installation
Landscaping operations
Shoulder repair
Sign installation and maintenance

SYMBOLS

Work area

Sign

Cone, drum or barricade

ⓘ When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24 (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

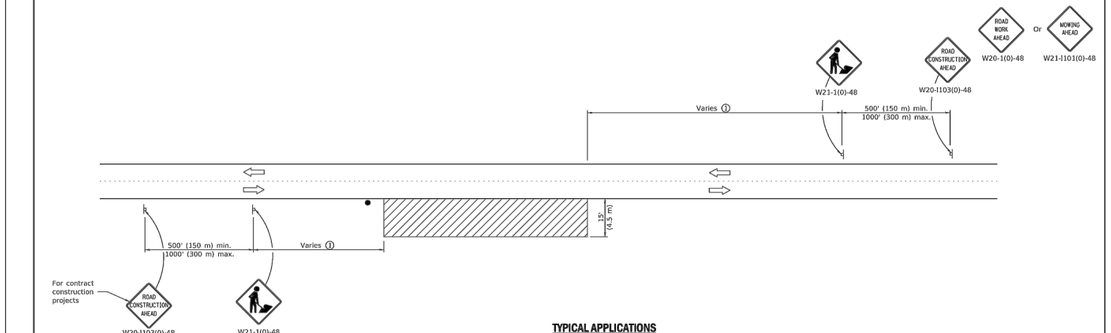
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 2, 2014 — ENGINEER OF SAFETY ENGINEERING
APPROVED January 3, 2014 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE 801 (1-14)

DATE	REVISIONS
1-1-14	Revised workers sign
	number to agree with
	current MUTCD.
1-1-13	Omitted text 'WORKERS'
	sign.

OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

STANDARD 701006-05



TYPICAL APPLICATIONS

Shoulder work
Utility operations

ⓘ Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed ½ the length required for one normal working day's operation, or 4 miles (6.4 km) whichever is less.

SYMBOLS

Work area

Sign

Flagger with traffic control sign when required

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 1 mph (2 km/h) or less.

When the work operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

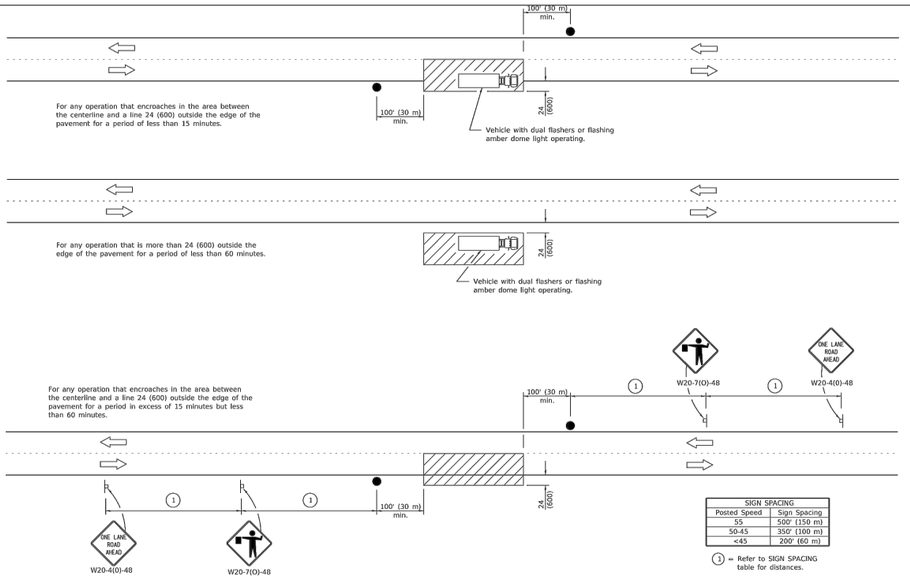
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 2, 2014 — ENGINEER OF SAFETY ENGINEERING
APPROVED January 3, 2014 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE 801 (1-14)

DATE	REVISIONS
1-1-14	Revised workers sign
	number to agree with
	current MUTCD.
1-1-13	Omitted text 'WORKERS'
	sign.

OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY

STANDARD 701011-04



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

ⓘ = Refer to SIGN SPACING table for distances.

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

TYPICAL APPLICATIONS

Marking patches
Field survey
String line
Utility operations
Cleaning up debris on pavement

SYMBOLS

Work area

Sign on portable or permanent support

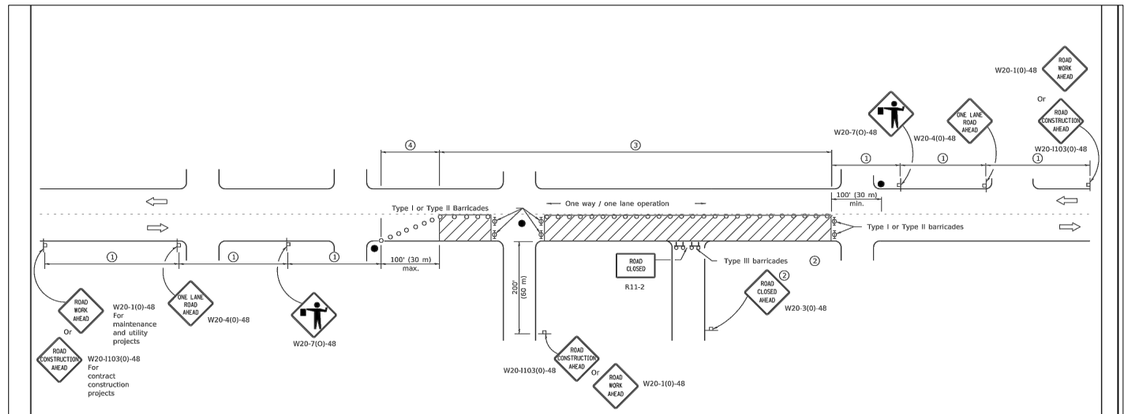
Flagger with traffic control sign

Illinois Department of Transportation
PASSED January 3, 2011 — ENGINEER OF SAFETY ENGINEERING
APPROVED January 3, 2011 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE 801 (1-14)

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).

LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

STANDARD 701301-04



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

Work area

Cone, drum or barricade (not required for moving operations)

Sign on portable or permanent support

Flagger with traffic control sign

Barricade or drum with flashing light

Type III barricade with flashing lights

① Refer to SIGN SPACING TABLE for distances.

② For approved sideroad closures.

③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.

④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

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

Illinois Department of Transportation
PASSED January 3, 2011 — ENGINEER OF SAFETY ENGINEERING
APPROVED January 3, 2011 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE 801 (1-14)

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).
	Corrected sign No.'s.

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06

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

NO.	DATE	REVISIONS
1	4/19/22	PER IDOT COMMENTS

2023 ROAD PROGRAM

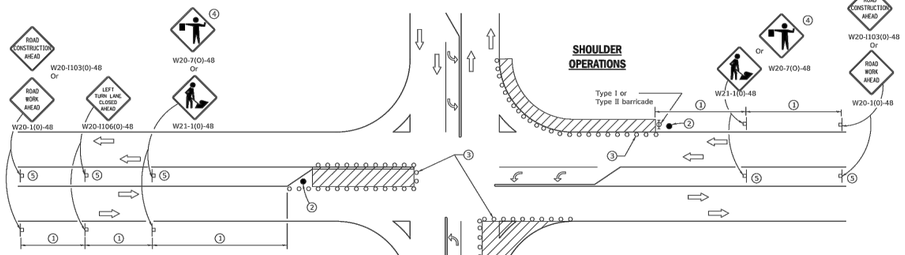
HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 68 OF 72

Plotted: March 6, 2023 @ 4:21 PM By: Brandon Tonarelli — Tab: HWY STDS 6

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

1. Refer to SIGN SPACING TABLE for distance.
2. Required for speed > 40 mph.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Use flagger sign only when flagger is present.
5. Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Advanced arrow board required for speeds > 45 mph.
8. Three Type III barricades, drums or vertical barricades at 50' (15 m) centers.

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

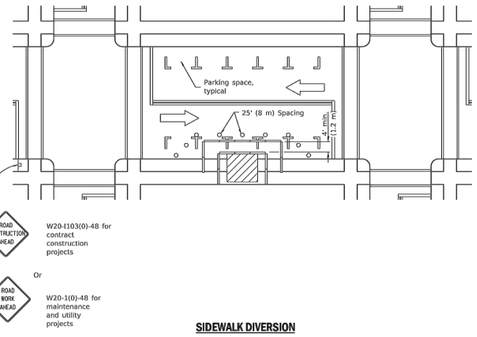
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED April 1, 2016 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/IDOT 1-21-16

DATE	REVISIONS
4-1-16	Corrected sign number for
	LEFT TURN LANE CLOSED
	AHEAD.
1-1-14	Added devices at arrow
	board upstream from taper.
	Rev. workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10



1 Omit whenever duplicated by road work traffic control.

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4B30 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

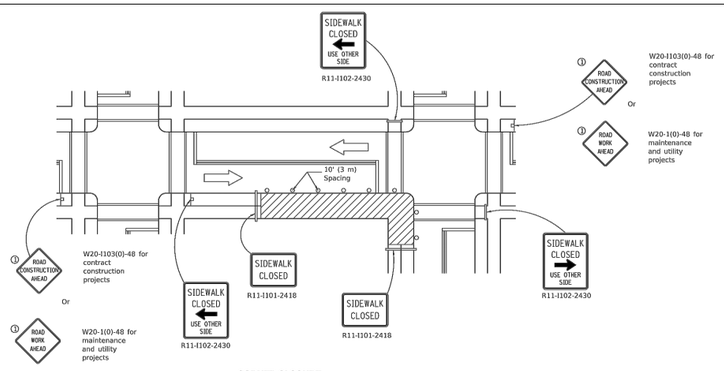
Illinois Department of Transportation
PASSED April 1, 2016 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/IDOT 1-21-16

DATE	REVISIONS
4-1-16	Omitted orange safety fence
	from standard as this is
	covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of
	plan views. Renamed Std.

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06

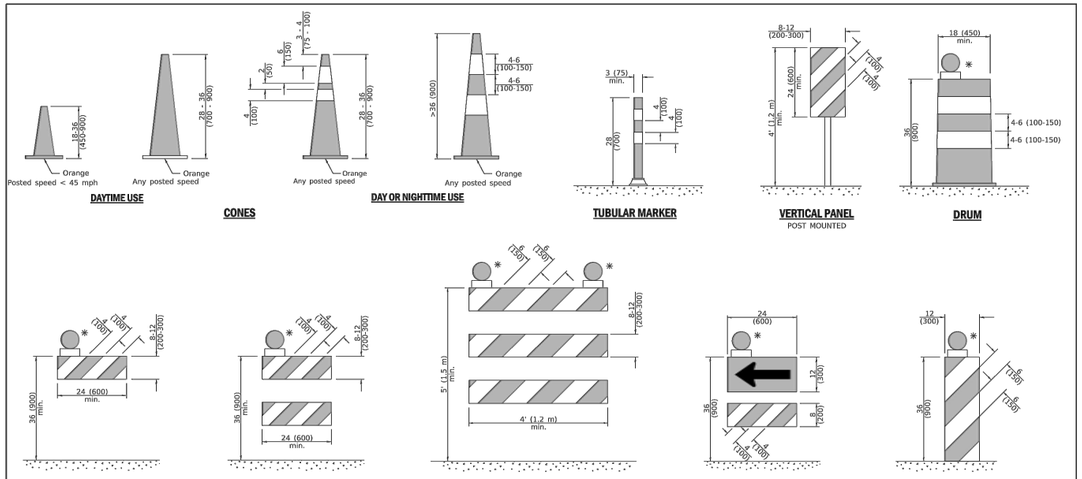


Illinois Department of Transportation
PASSED April 1, 2016 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/IDOT 1-21-16

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06



GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation
APPROVED January 3, 2019 — ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 3, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/IDOT 1-3-19

DATE	REVISIONS
1-1-19	Revised cone usage and
	added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from
	orange to white background.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

STANDARD 701901-08

NO.	DATE	REVISIONS
1	4/19/22	PER IDOT COMMENTS

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

2023 ROAD PROGRAM

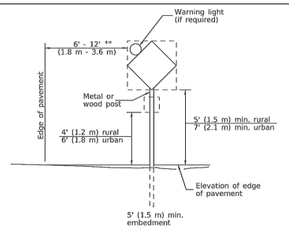
HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 69 OF 72

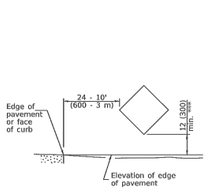
Plotted: March 6, 2023 @ 4:21 PM By: Brandon Tonarelli – Tab: HWY STDS 7

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVO



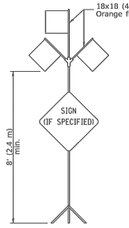
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES — G20-I104(0)-6036

END CONSTRUCTION — G20-I105(0)-6024

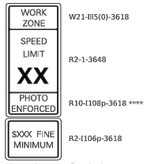
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



W21-II5(0)-3618
R2-1-3648
R10-I108p-3618 ****
R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT — G20-I103-6036

This sign shall be used when the above sign assembly is used.

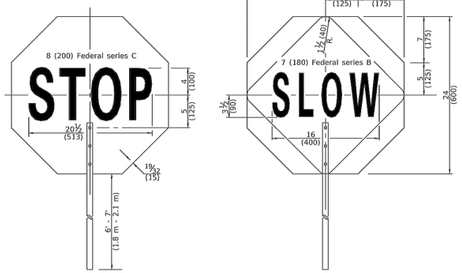
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-I108p shall only be used along roadways under the jurisdiction of the State.

W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX' width and X miles are variable.



FRONT SIDE — REVERSE SIDE

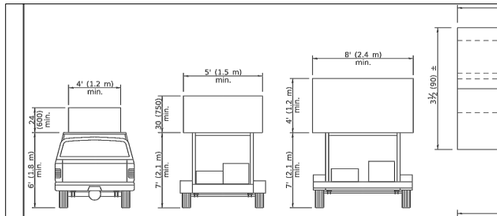
FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation
APPROVED January 1, 2019 — ENGINEER OF SAFETY, PROG. AND ENGINEERING
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BD&TP C 5-13-15

TRAFFIC CONTROL DEVICES

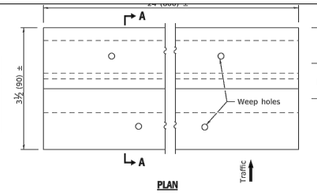
(Sheet 2 of 3)

STANDARD 701901-08

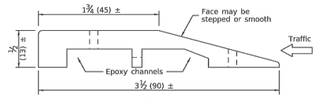


TYPE A ROOF MOUNTED — TYPE B ROOF OR TRAILER MOUNTED — TYPE C TRAILER MOUNTED

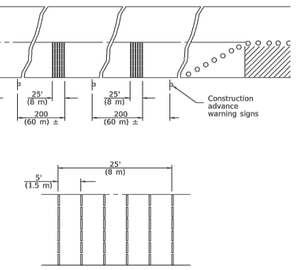
ARROW BOARDS



PLAN

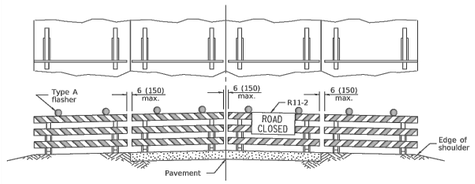


SECTION A-A



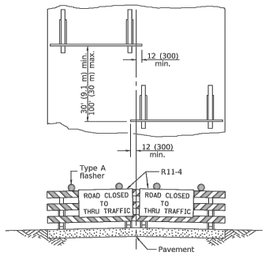
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

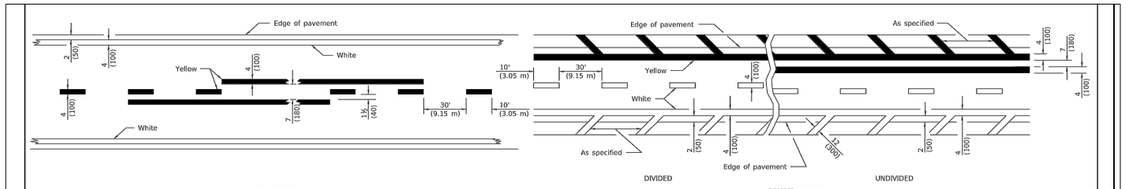
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation
APPROVED January 1, 2019 — ENGINEER OF SAFETY, PROG. AND ENGINEERING
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BD&TP C 5-13-15

TRAFFIC CONTROL DEVICES

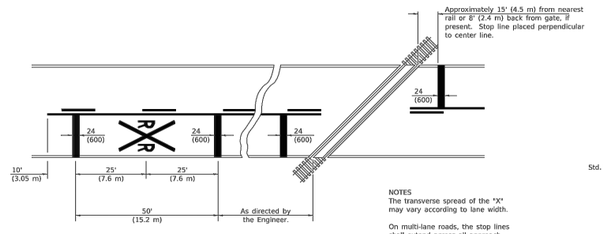
(Sheet 3 of 3)

STANDARD 701901-08



2 LANE — **MULTI LANE**

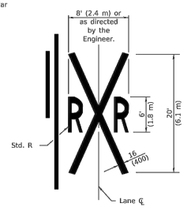
LANE AND EDGE LINES



NOTES
The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

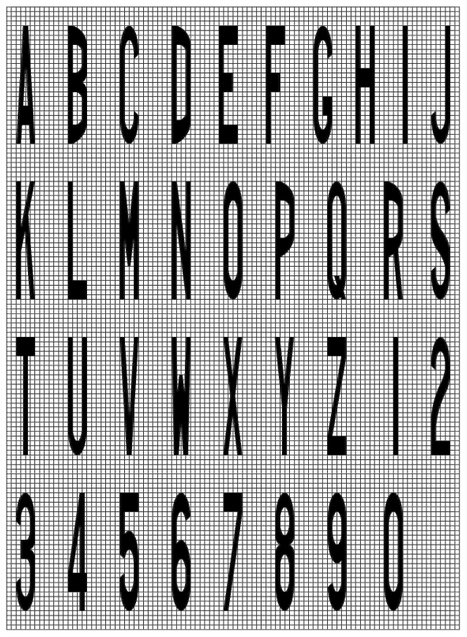
DATE	REVISIONS
1-1-15	Added symbols. Revised
	bike symbol. Revised note
	for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed
	'LANE DROP ARROW' detail to
	'LANE-REDUCTION ARROW'.

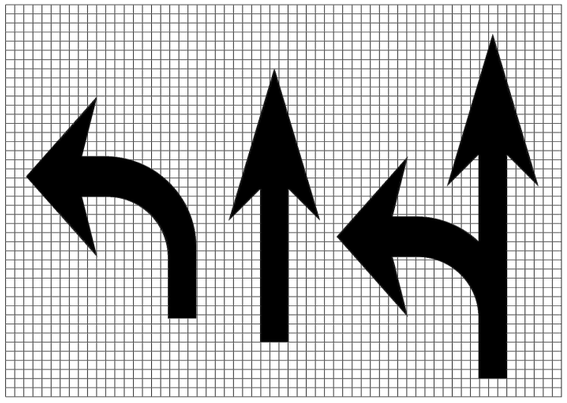
Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF OPERATIONS
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
BD&TP C 5-13-07

TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

STANDARD 780001-05





Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

LETTER AND ARROW GRID SCALE

Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF OPERATIONS
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
BD&TP C 5-13-07

TYPICAL PAVEMENT MARKINGS

(Sheet 2 of 3)

STANDARD 780001-05

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

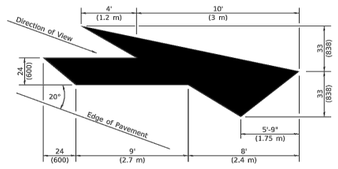
HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 70 OF 72

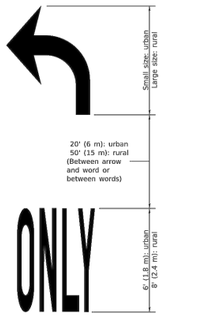
Plotted: March 6, 2023 @ 4:22 PM By: Brandon Tonarelli – Tab: HWY STDS 8

Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD

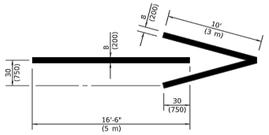


LANE-REDUCTION ARROW

Right lane-reduction arrow shown.
Use mirror image for left lane.

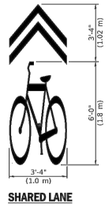


WORD AND ARROW LAYOUT

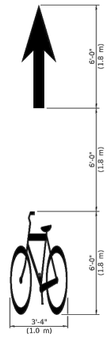


WRONG WAY ARROW

INTERNATIONAL SYMBOL OF ACCESSILITY



SHARED LANE SYMBOL

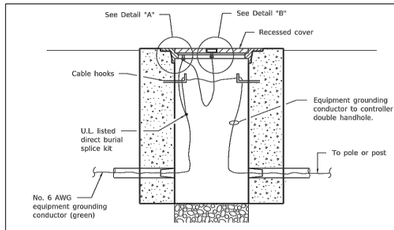


BIKE SYMBOL
(Arrow is optional.)

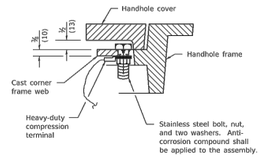
Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF OPERATIONS
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/IDP - 1-1-07

TYPICAL PAVEMENT MARKINGS
(Sheet 3 of 3)

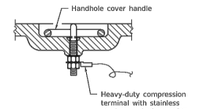
STANDARD 780001-05



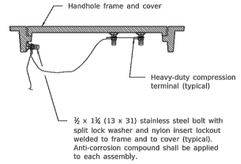
BONDING A HANDHOLE COVER & FRAME



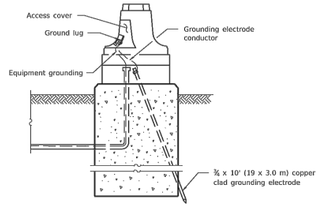
DETAIL "A"



DETAIL "B"

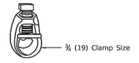


BONDING AN EXISTING HANDHOLE COVER & FRAME



GROUNDING A MAST ARM POLE/POST

HEAVY-DUTY COMPRESSION TERMINAL



HEAVY-DUTY GROUND ROD CLAMP

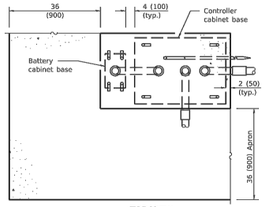
Illinois Department of Transportation
PASSED January 1, 2009 — ENGINEER OF OPERATIONS
APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/IDP - 1-1-09

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

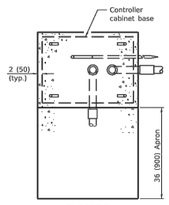
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-07	Revised terminology.

TRAFFIC SIGNAL GROUNDING & BONDING

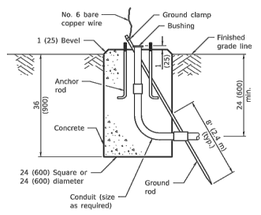
STANDARD 873001-02



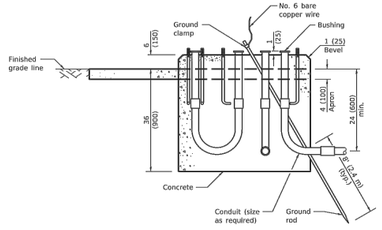
TOP VIEW



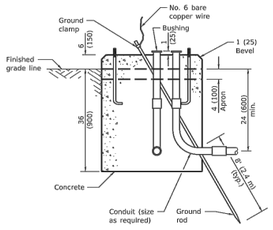
TOP VIEW



TYPE A



TYPE C
FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



TYPE D
FOR GROUND MOUNTED CONTROLLER CABINET

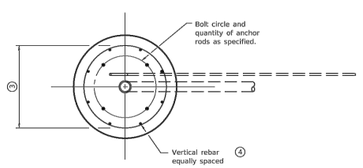
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-21	Revised anchor rod end in
	Type E detail.
1-1-15	Revised TYPE E detail.

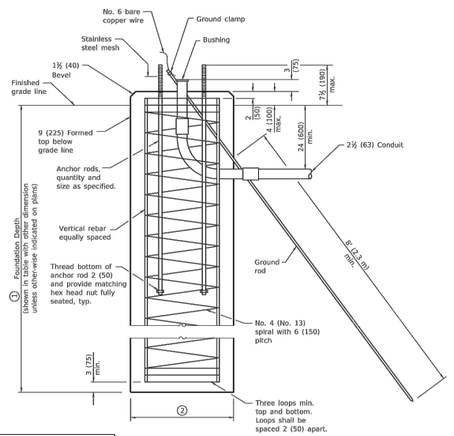
CONCRETE FOUNDATION DETAILS
(Sheet 1 of 2)

STANDARD 878001-11

Illinois Department of Transportation
PASSED January 1, 2021 — ENGINEER OF OPERATIONS
APPROVED January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/IDP - 1-1-21



TOP VIEW



TYPE E

Mast Arm Length	① Foundation Depth *	② Foundation Diameter	③ Spiral Diameter	④ Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30 (750)	24 (600)	8	6 (19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30 (750)	24 (600)	8	6 (19)
	11'-0" (3.4 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42 (1060)	36 (900)	16	8 (25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42 (1060)	36 (900)	16	8 (25)

* For standard and combination mast arm assemblies. Foundation depths for standard dual mast arms with the longest arm length upto and including 55' (16.8 m) shall be increased by 1' (0.3 m) of that shown in the table, based on the longer of the two arms.

These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.

CONCRETE FOUNDATION DETAILS
(Sheet 2 of 2)

STANDARD 878001-11

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

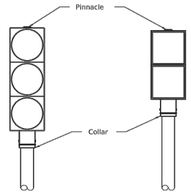
HIGHWAY STANDARDS

DATE: FEBRUARY 2023

SHEET 71 OF 72

Plotted: March 6, 2023 @ 4:22 PM By: Brandon Tonarelli — Tab: HWY STDS 9

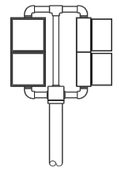
Path: S:\2 PUBLIC CONSTRUCTION ROAD NETWORK\2023 STREET IMPROVEMENTS\CAD FILES\2023 ROAD PROGRAM CONSTRUCTION DETAILS REVD



POST MOUNTED TRAFFIC SIGNAL HEAD

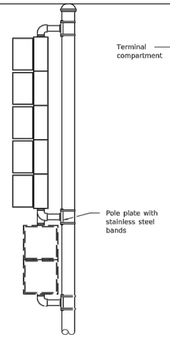
POST MOUNTED PEDESTRIAN SIGNAL HEAD

ONE WAY



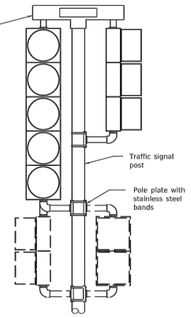
POST MOUNTED PEDESTRIAN SIGNAL HEAD

TWO WAY

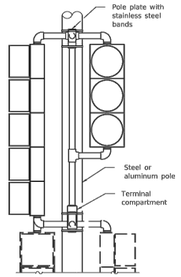


BRACKET MOUNTED TRAFFIC SIGNAL HEAD

ONE WAY

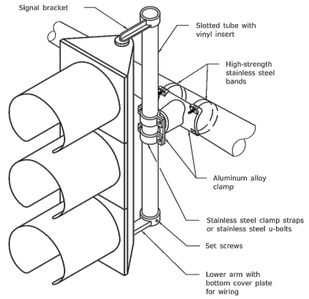


BRACKET MOUNTED TRAFFIC SIGNAL HEAD



BRACKET MOUNTED TRAFFIC SIGNAL HEAD

TWO WAY



STEEL MAST ARM MOUNTING

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

D1-11 - 880006

DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
1-1-02	Renum. Standard 840006.

TRAFFIC SIGNAL MOUNTING DETAILS

STANDARD 880006-01

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

NO.	DATE	REVISIONS

2023 ROAD PROGRAM

HIGHWAY STANDARDS

DATE: FEBRUARY 2023