

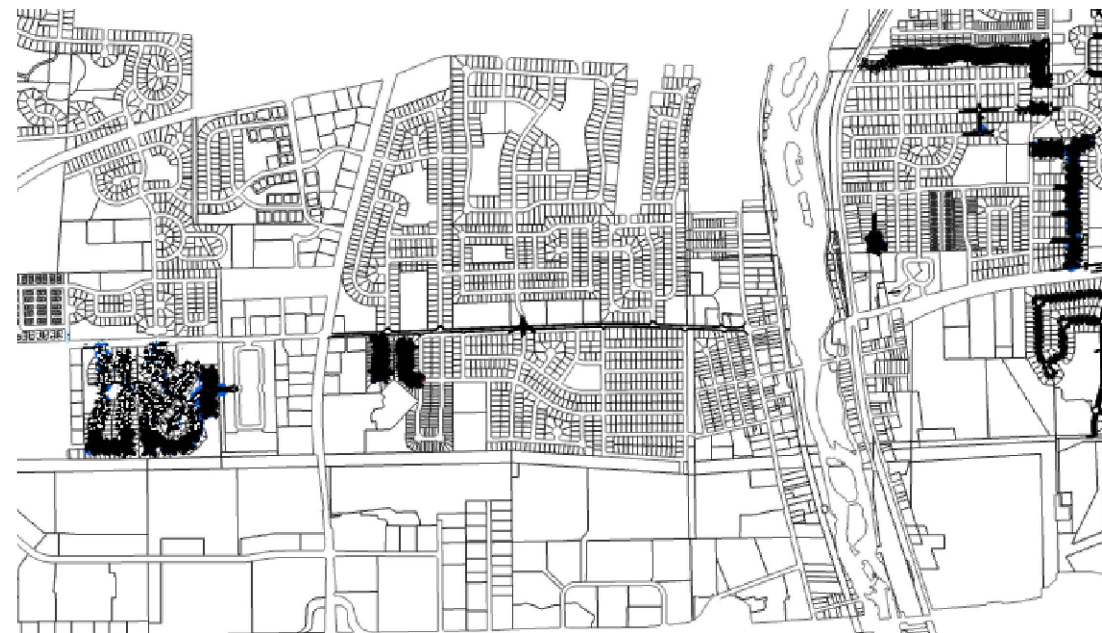
ENGINEERING PLANS FOR:
2024 ROAD PROGRAM RESURFACING

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NORTH AURORA, ILLINOIS



LOCATION MAP
 SCALE: NONE

IMPROVEMENT LENGTH
 17,182 LF (3.25 MI.)



Brandon Tonarelli
 BRANDON TONARELLI
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER
 NO. 062-065443 EXPIRES 11-30-2025



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

GENERAL NOTES AND CONSTRUCTION SPECIFICATIONS

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

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

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

THE CONTRACTOR SHALL NOTIFY J.U.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 COMMENCING ANY DEWATERING, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A DEWATERING PLAN INDICATING PUMP LOCATIONS, SIZES, AND CAPACITIES AND ALL DISCHARGE POINTS.

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLES AND VALVE VAULTS SHALL BE ADJUSTED WITH PRECAST CONCRETE OR RUBBER ADJUSTING RINGS TO A MAXIMUM OF 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 SATISFACTORY CONDITION. REPAIR SHALL INCLUDE BUT NOT BE LIMITED TO REMOVING DEFECTIVE PAVEMENT AND REPLACING WITH NEW PAVEMENT.

Plotted: March 20, 2024 @ 4:01 PM By: Brandon Tonorelli - Tab: GENERAL NOTES

PATH: S:\PUBLIC CONSTRUCTION ROAD NETWORK\2024 STREET IMPROVEMENTS\CAD FILES\2024 ROAD PROGRAM\TYPICAL SECTIONS

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

2024 ROAD PROGRAM

GENERAL NOTES AND
CONSTRUCTION SPECIFICATIONS

DATE:
MARCH 2024

SHEET 2 OF 48

NO.	DATE	REVISIONS

SUMMARY OF QUANTITIES

				Anna Street	Creekside Court	Fieldside Lane	Flagstone Court	Foxhill Court	Foxhill Lane	Greenview Court	Harmony Court	Hearthstone Lane	Hickory Street	Laurel Drive	Oak Hill Court	Parkside Court	Pinehill Court	Pinehill Drive	Prairie Court	Ridge Road	Sharon Lane	Silver Trail	White Oak Drive	Windstone Drive	Villagewide Work	Contingency	
(FT)			17,182	160	345	510	414	381	575	126	635	2,158	1,940	103	106	227	438	2,035	142	3,600	207	580	1,040	1,460	N/A	N/A	
(SY)			54,805	570	1,431	1,516	1,586	1,542	1,653	765	2,285	7,024	5,298	298	820	1,078	1,302	5,726	801	10,375	583	2,137	3,146	4,869	N/A	N/A	
#	DESCRIPTION	UNIT	QUANTITY																								
BASE IMPROVEMENTS AND REPAIRS																											
1	PREPARATION OF BASE	SQ YD	55,005	570	1,431	1,516	1,586	1,542	1,653	765	2,285	7,024	5,298	298	820	1,078	1,302	5,726	801	10,375	583	2,137	3,146	4,869	0	200	
2	CLASS D PATCHES, TYPE IV, 2"	SQ YD	942	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	942	0	
3	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5,490	57	144	152	159	155	166	77	229	703	530	30	82	108	131	573	81	1038	59	214	315	487	0	0	
4	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	1,655	18	43	46	48	47	50	23	69	211	159	9	25	33	40	172	25	312	18	65	95	147	0	0	
5	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,655	18	43	46	48	47	50	23	69	211	159	9	25	33	40	172	25	312	18	65	95	147	0	0	
6	AGGREGATE BASE REPAIR	TON	1,146	12	29	31	32	31	34	16	46	141	106	6	17	22	27	115	17	208	12	43	63	98	0	40	
PAVEMENT REMOVALS																											
7	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	313	12.5	0	0	13	0	13	0	30	0	112	25	0	0	0	0	0	18	25	13.5	18.5	32.5	0	0	
8	HOT-MIX ASPHALT SURFACE REMOVAL - 4"	SQ YD	55,005	570	1,431	1,516	1,586	1,542	1,653	765	2,285	7,024	5,298	298	820	1,078	1,302	5,726	801	10,375	583	2,137	3,146	4,869	0	200	
PAVING																											
9	BITUMINOUS MATERIALS (PRIME COAT)	POUND	123,321	1283	3220	3411	3569	3470	3720	1722	5142	15804	11921	671	1845	2426	2930	12884	1803	23344	1312	4809	7079	10956	0	0	
10	BITUMINOUS MATERIALS (TACK COAT)	POUND	12,342	129	322	342	357	347	372	173	515	1581	1193	68	185	243	293	1289	181	2335	132	481	708	1096	0	0	
11	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	7,191	74	186	197	206	201	215	100	297	912	688	39	107	140	169	744	104	1347	76	278	409	632	0	70	
12	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	5,602	58	145	154	161	156	167	78	231	710	535	31	83	109	132	578	81	1048	59	216	318	492	0	60	
CONCRETE																											
13	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	8,254	197	86	84	124	40	145	23	585	626	2870	0	30	40	74	469	26	1224	60	397	483	418	13	240	
14	SIDEWALK REMOVAL	SQ FT	20,816	398	485	1000	578	234	1330	515	895	1303	3644	20	27	490	248	3796	130	583	20	230	2637	1247	436	570	
15	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	20,979	398	485	1000	578	234	1330	515	845	1303	3859	20	27	490	248	3796	130	583	20	230	2635	1247	436	570	
16	DETECTABLE WARNINGS	SQ FT	684	0	20	40	0	20	60	20	20	80	30	0	20	20	20	100	20	10	0	0	80	100	0	24	
STRUCTURE ADJUSTMENTS																											
17	MANHOLES TO BE ADJUSTED	EACH	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	2	1	
18	INLETS TO BE ADJUSTED	EACH	82	1	2	4	4	2	2	1	1	9	5	0	1	2	1	5	0	26	2	0	6	6	0	2	
19	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	0	0	4	
20	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	0	0	2	
21	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	0	0	2	
22	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	0	0	4	
23	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	0	0	4	
24	SANITARY MANHOLES TO BE ADJUSTED	EACH	10	0	0	0	0	0	0	0	0	2	5	0	1	0	0	0	0	0	0	1	0	0	0	1	
DRIVEWAYS																											
25	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, 2 INCH	SQ YD	1,233	36	25	84	35	2	0	40	127	58	84	0	10	41	37	160	19	245	2	109	13	52	3.5	50	
26	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	
27	BRICK PAVER REMOVAL AND RESET	SQ FT	128	0	18	0	0	36	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	20	
PAVEMENT MARKINGS																											
28	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	312	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312	0	0	0	0	0	0	
29	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	0	0	0	0	0	0	
30	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
31	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	194	0	13	0	13	13	13	0	52	0	0	0	0	13	13	13	0	25	0	0	0	26	0	0	
32	THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	0	0	0	0	0	0	
MISC.																											
33	RESTORATION	SQ YD	2,876	58	53	99	66	26	135	49	141	186	662	2	6	48	31	390	15	188	9	65	288	158	41	160	
34	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	0	0	1	0	
35	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	0	0	1	0	

Picked: March 21, 2024 @ 11:18 AM By: Brandon Tomerwell - Tab: SUMMARY OF QTY'S

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

NO.	DATE	REVISIONS

2024 ROAD PROGRAM

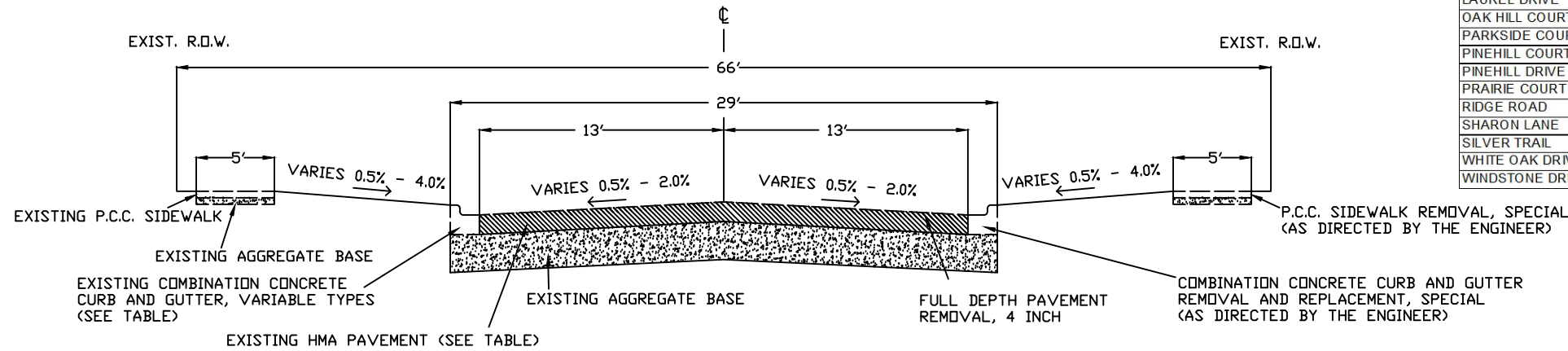
SUMMARY OF QUANTITIES

DATE: MARCH 2024
 SHEET **3** OF **48**

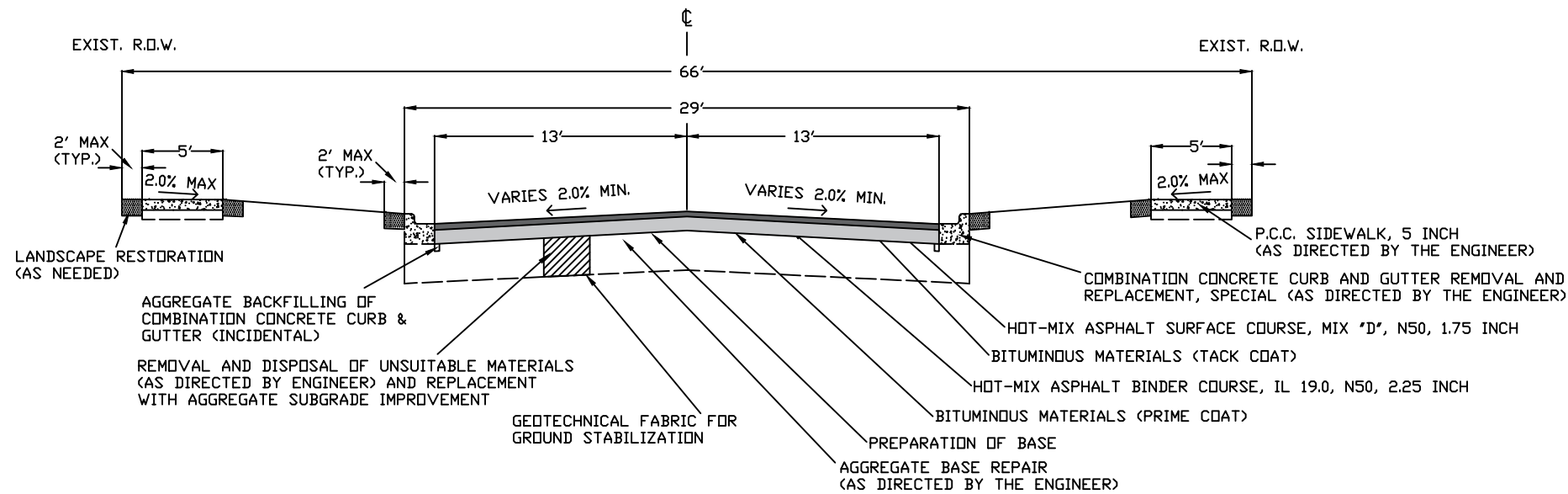
PATH: S:\PUBLIC CONSTRUCTION ROAD NETWORK\2024 STREET IMPROVEMENTS\CAD FILES\2024 ROAD PROGRAM\TYPICAL SECTIONS

ROADWAY	START CROSS STREET	END CROSS STREET	APPROXIMATE PAVEMENT REMOVAL THICKNESS	AVERAGE EXIST. HMA THICKNESS	B-B	LENGTH	CURB TYPE
ANNA STREET	PAVEMENT CHANGE	END	4 INCH	4.0"	29 FT.	160 FT.	M-3.12
CREEKSIDE COURT	FOXHILL LANE	END	4 INCH	3.0"	29 FT.	345 FT.	B-6.12
FIELDSIDE LANE	HEARTHSTONE LANE	PINEHILL DRIVE	4 INCH	3.0"	29 FT.	510 FT.	B-6.12
FLAGSTONE COURT	BANBURY ROAD	END	4 INCH	4.0"	29 FT.	414 FT.	B-6.12
FOXHILL COURT	WHITE OAK DRIVE	END	4 INCH	3.0"	29 FT.	381 FT.	B-6.12
FOXHILL LANE	PINEHILL DRIVE	PAVEMENT CHANGE	4 INCH	3.0"	29 FT.	575 FT.	B-6.12
GREENVIEW COURT	WHITE OAK DRIVE	END	4 INCH	3.0"	29 FT.	126 FT.	B-6.12
HARMONY COURT	WALNUT DRIVE	END	4 INCH	3.0"	29 FT.	635 FT.	M-3.12
HEARTHSTONE LANE	WINDSTONE DRIVE	END	4 INCH	4.0"	29 FT.	2,158 FT.	B-6.12
HICKORY STREET	ANDREW LANE	BUTTERFIELD ROAD	4 INCH	3.0"	29 FT.	1,940 FT.	B-6.12
LAUREL DRIVE	PAVEMENT CHANGE	APRIL LANE	4 INCH	3.5"	29 FT.	103 FT.	B-6.12
OAK HILL COURT	WHITE OAK DRIVE	END	4 INCH	3.0"	29 FT.	106 FT.	B-6.12
PARKSIDE COURT	FOXHILL LANE	END	4 INCH	3.0"	29 FT.	227 FT.	B-6.12
PINEHILL COURT	WHITE OAK DRIVE	END	4 INCH	3.0"	29 FT.	438 FT.	B-6.12
PINEHILL DRIVE	WHITE OAK DRIVE	FOXHILL LANE	4 INCH	3.0"	29 FT.	2,035 FT.	B-6.12
PRAIRIE COURT	PINEHILL DRIVE	END	4 INCH	3.0"	29 FT.	142 FT.	B-6.12
RIDGE ROAD	IL 25	BANBURY ROAD	4 INCH	4.0"	29 FT.	3,600 FT.	M-3.12
SHARON LANE	PAVEMENT CHANGE	BANBURY ROAD	4 INCH	4.0"	29 FT.	207 FT.	M-3.12
SILVER TRAIL	OAK STREET	END	4 INCH	3.0"	29 FT.	580 FT.	M-3.12
WHITE OAK DRIVE	OAK STREET	FOXHILL LANE	4 INCH	3.0"	29 FT.	1,040 FT.	B-6.12
WINDSTONE DRIVE	OAK STREET	HEARTHSTONE LANE	4 INCH	4.0"	29 FT.	1,460 FT.	B-6.12

EXISTING URBAN ROAD - 4 INCH REMOVAL
 ANNA ST, CREEKSIDE CT, FIELDSIDE LN, FLAGSTONE CT, FOXHILL CT, FOXHILL LN, GREENVIEW CT, HARMONY CT, HEARTHSTONE LN, HICKORY ST, LAUREL DR, OAK HILL CT, PARKSIDE CT, PINEHILL CT, PINEHILL DR, PRAIRIE CT, RIDGE RD, SHARON LN, SILVER TRL, WHITE OAK DR, & WINDSTONE DR



PROPOSED URBAN ROAD - 4 INCH REMOVAL
 ANNA ST, CREEKSIDE CT, FIELDSIDE LN, FLAGSTONE CT, FOXHILL CT, FOXHILL LN, GREENVIEW CT, HARMONY CT, HEARTHSTONE LN, HICKORY ST, LAUREL DR, OAK HILL CT, PARKSIDE CT, PINEHILL CT, PINEHILL DR, PRAIRIE CT, RIDGE RD, SHARON LN, SILVER TRL, WHITE OAK DR, & WINDSTONE DR



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.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS:			
OPERATION	MIXTURE TYPE	AIR VOIDS @Ndes	QMP
RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.75"	4% @ 50 Gyr.	QC/QA
	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 2.25"	4% @ 50 Gyr.	QC/QA
PATCHING	PATCHING PAVEMENT, CLASS D PATCHES, 2" (HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2.0")	4% @ 50 Gyr.	QC/QA
DRIVEWAYS	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, 2" (HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2")	4% @ 50 Gyr.	QC/QA

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

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

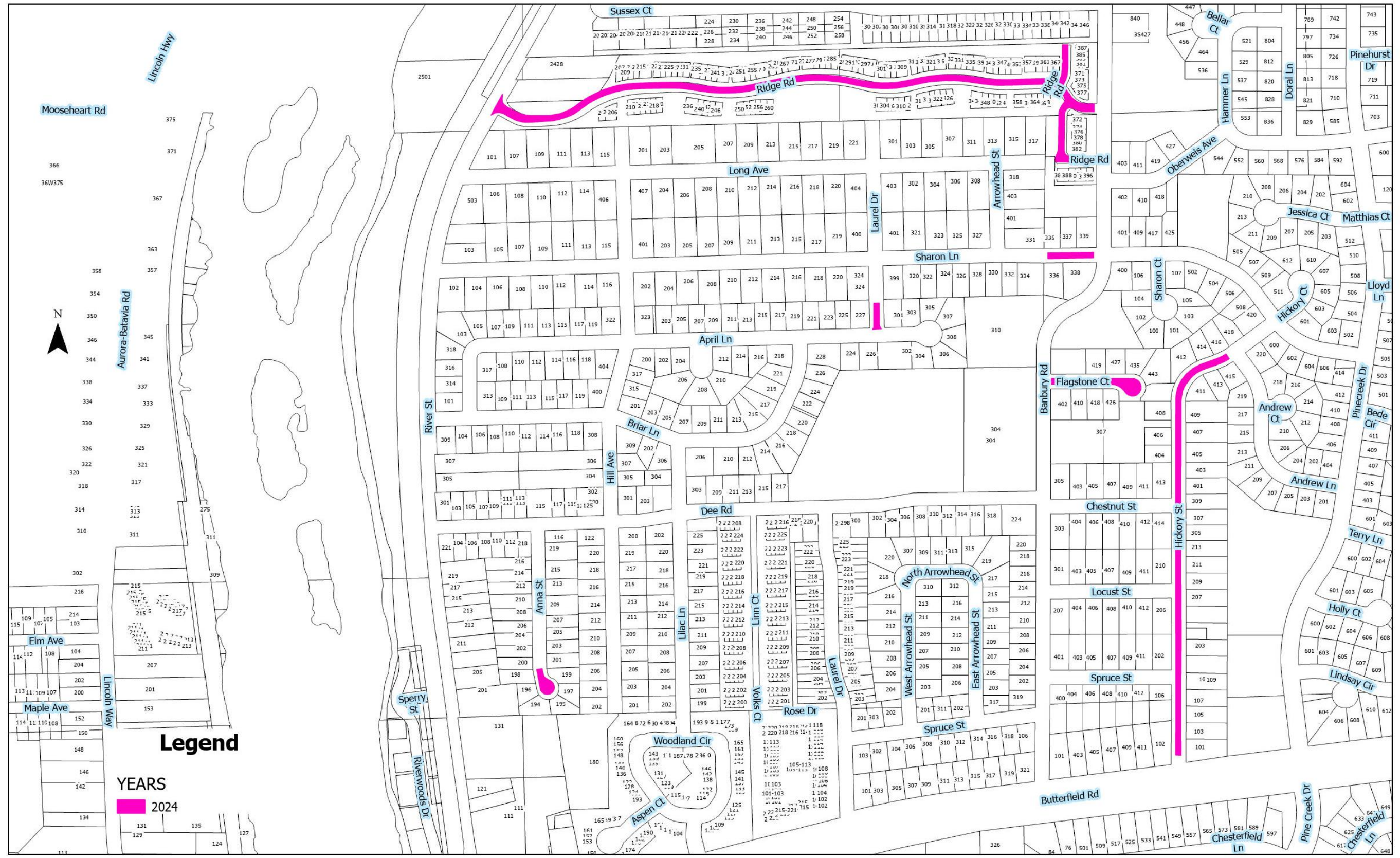
CROSS SECTIONS ARE NOT TO SCALE

<p>VILLAGE OF NORTH AURORA 25 EAST STATE STREET NORTH AURORA, IL 60542</p>	<p>2024 ROAD PROGRAM</p>	<p>EXISTING AND PROPOSED FULL DEPTH RESURFACING - 4" CROSS SECTIONS</p>	<p>DATE: MARCH 2024</p> <p>SHEET 4 OF 48</p>												
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>				NO.	DATE	REVISIONS									
NO.	DATE	REVISIONS													

Plotted: March 20, 2024 @ 4:02 PM By: Brandon Tonorelli - Tab: 4 INCH REMOVAL

P:\S\3 PUBLIC CONSTRUCTION ROAD NETWORK\2024 STREET IMPROVEMENTS\CAD FILES\2024 ROAD PROGRAM\TYPICAL SECTIONS

OVERALL PLAN - EAST AREA



Legend

YEARS
 2024

NO.	DATE	REVISIONS

OVERALL PLAN - WEST AREA



Legend

YEARS
 2024

Plotted: March 20, 2024, 4:03 PM By: Brandon Tonarelli - Tab: OVERALL PLAN (2)

P:\S\2 PUBLIC CONSTRUCTION ROAD NETWORK\2024 STREET IMPROVEMENTS\CAD FILES\2024 ROAD PROGRAM\TYPICAL SECTIONS

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

NO.	DATE	REVISIONS

2024 ROAD PROGRAM

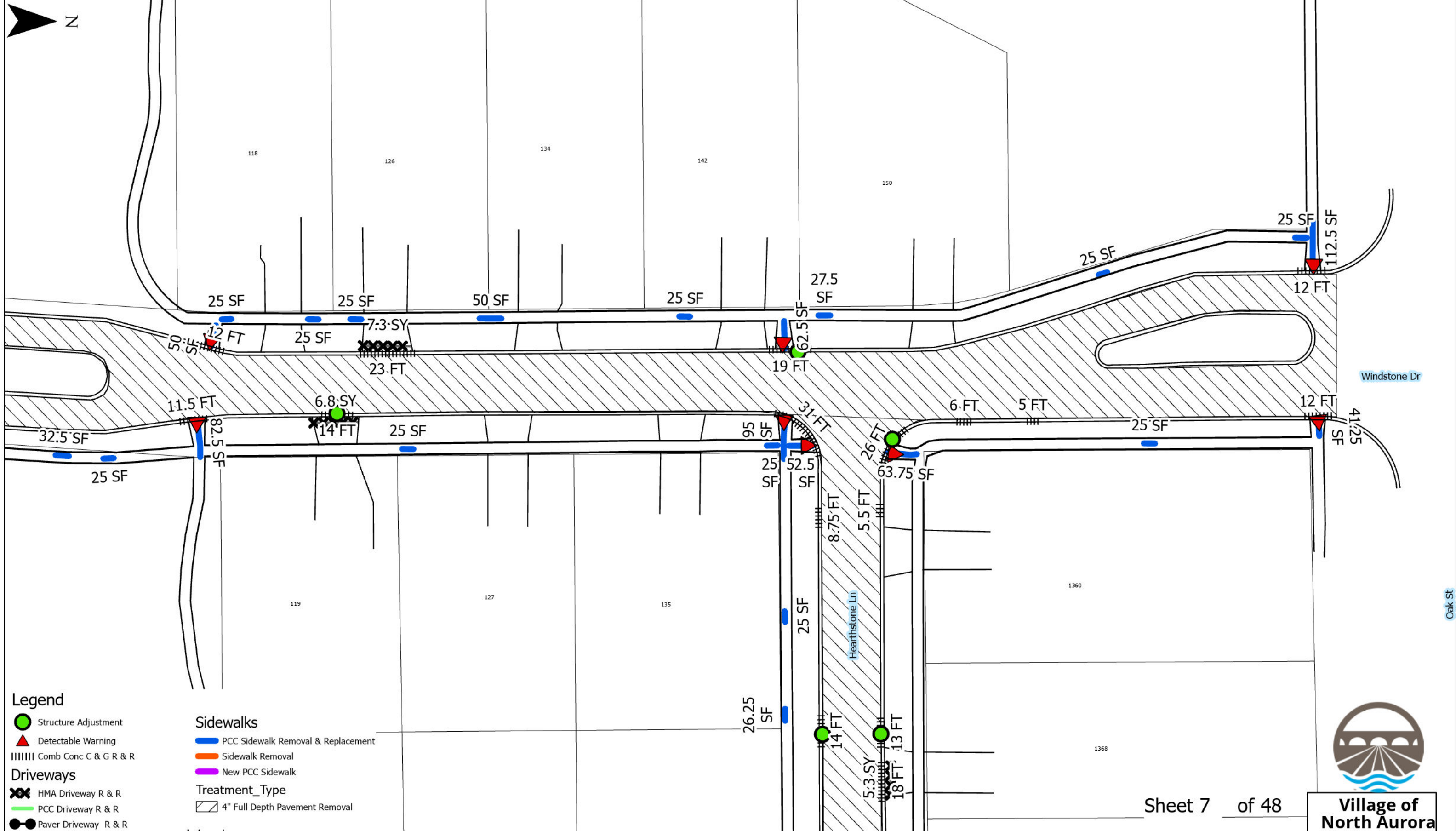
OVERALL PLAN - WEST AREA

DATE:
 MARCH 2024
 SHEET **6** OF **48**

Windstone Dr. (Oak St. to 118 Windstone)

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Windstone Dr. (118 Windstone to 38 Windstone)

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

Date: 3/21/2024



Legend

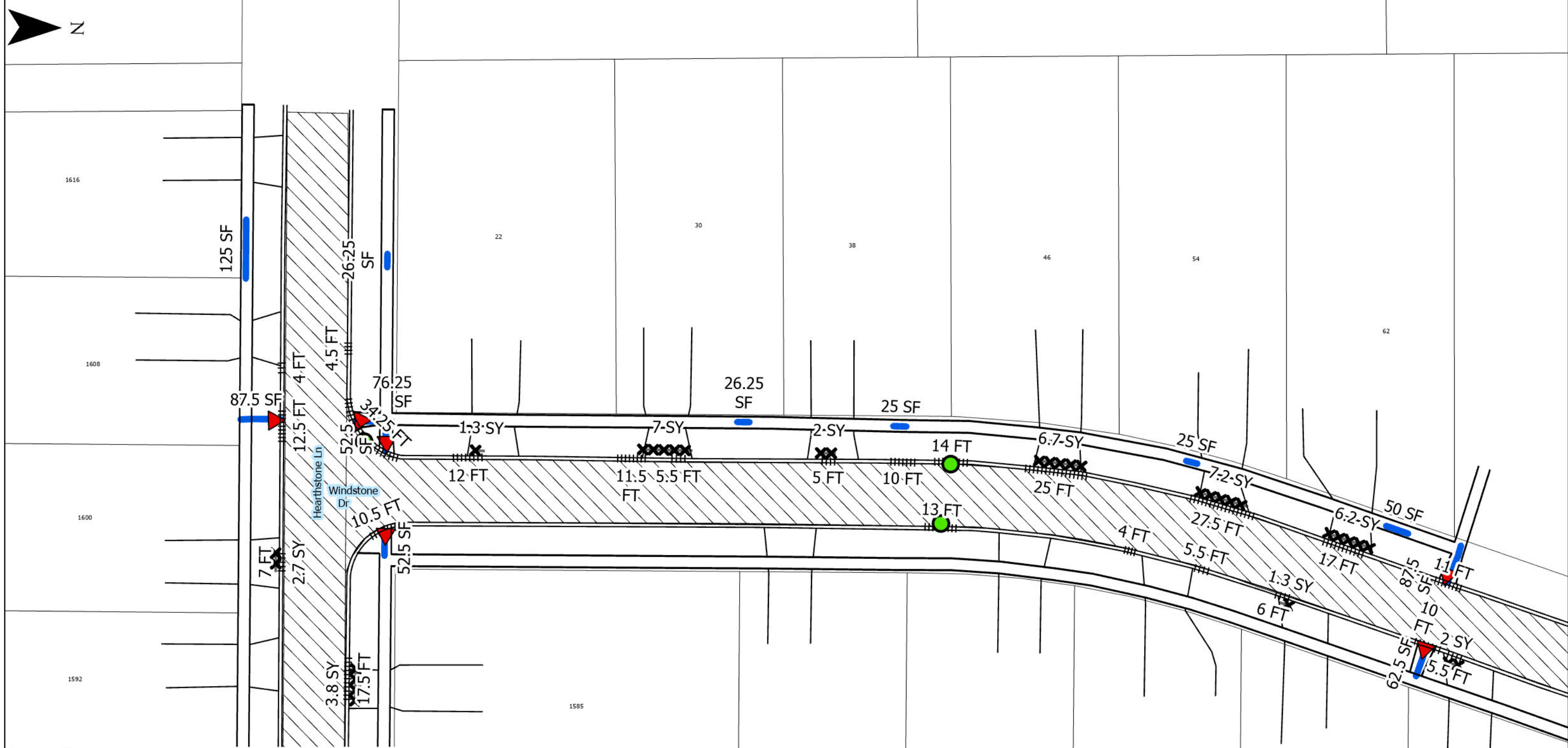
- Structure Adjustment
- Detectable Warning
- Comb Conc C & G R & R
- Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R
- Sidewalks**
 - PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
 - 4" Full Depth Pavement Removal



Windstone Dr. (38 Windstone to Hearthstone Ln)

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

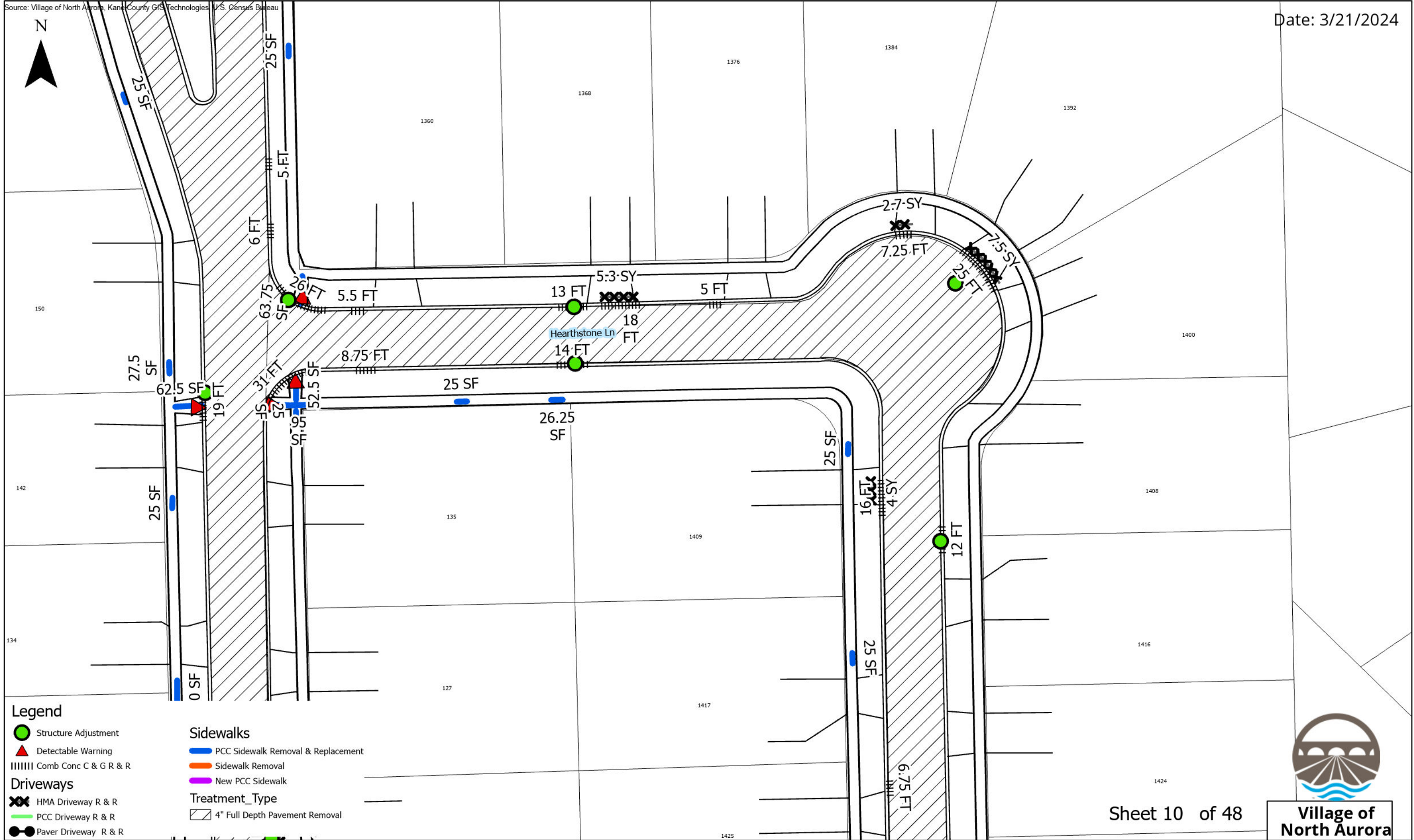
- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Hearthstone Ln. (Windstone to 1424 Hearthstone)

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

Date: 3/21/2024



Legend

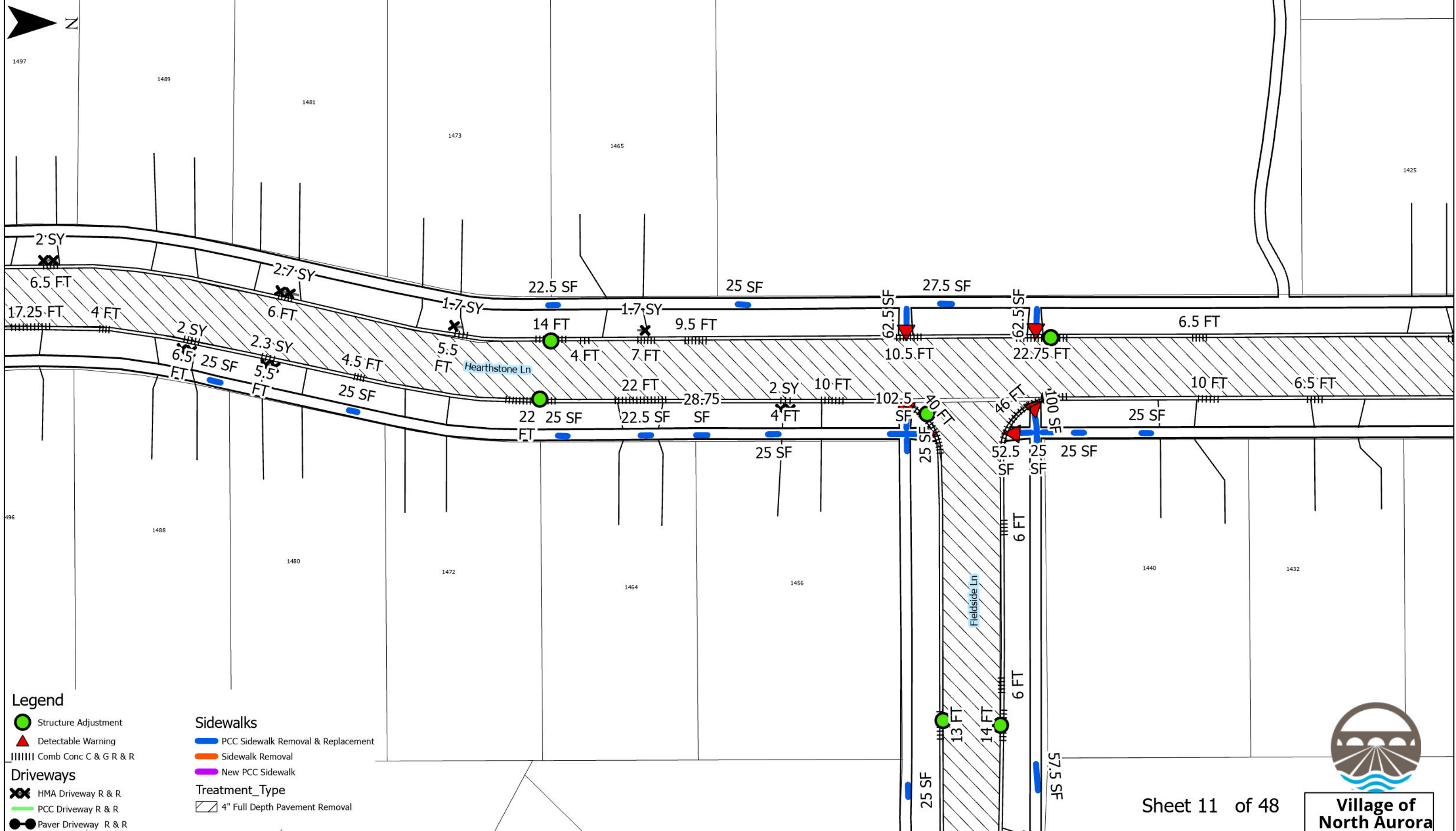
- Structure Adjustment
- Detectable Warning
- Comb Conc C & G R & R
- Driveways
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R
- Sidewalks
 - PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type
 - 4" Full Depth Pavement Removal



Hearthstone Ln. (1424 Hearthstone to 1488 Hearthstone)

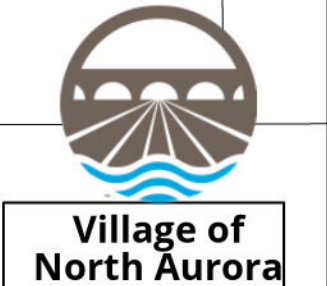
Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - ▲ Detectable Warning
 - ||||| Comb Conc C & G R & R
 - Driveways**
 - ✕ HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

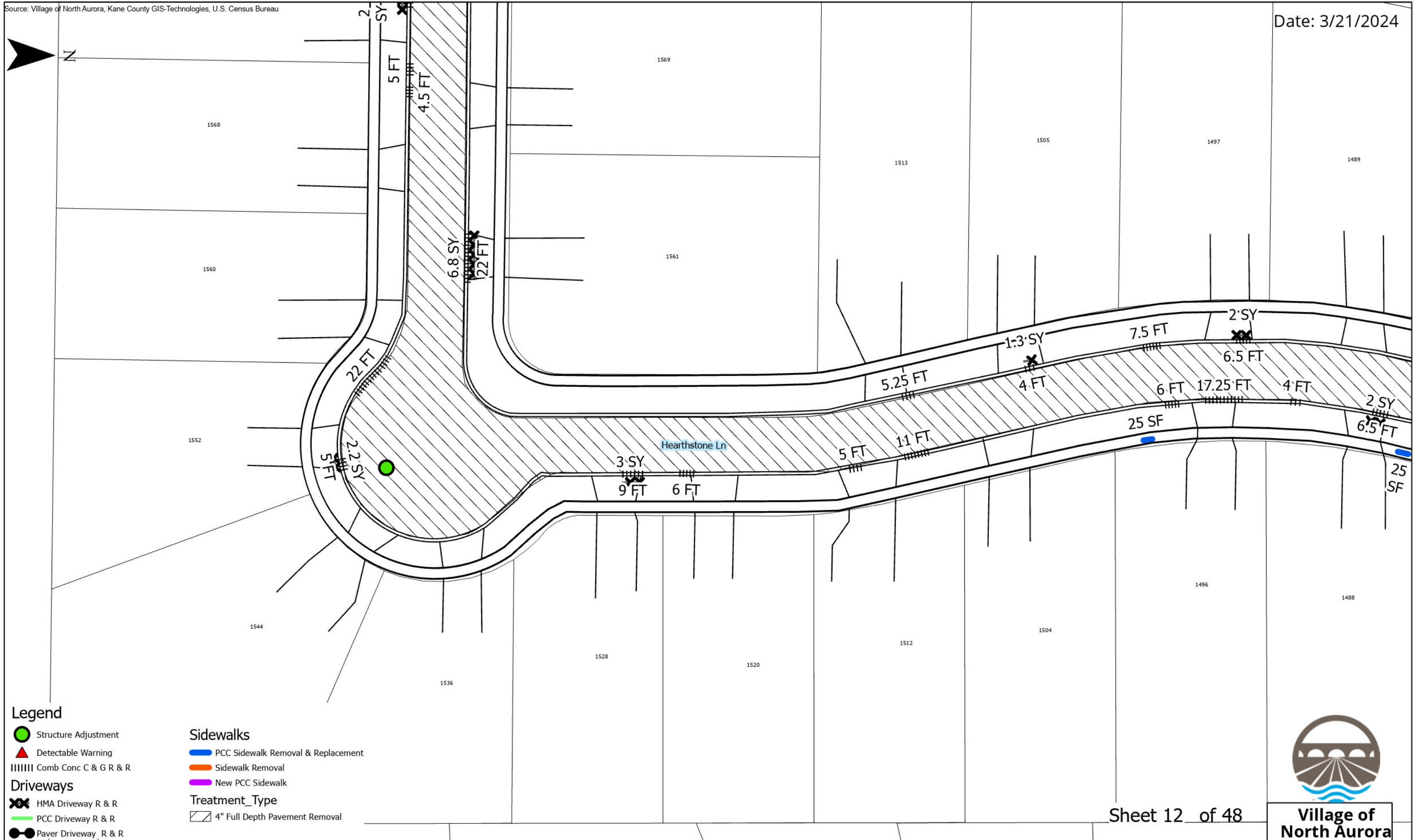
- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Hearthstone Ln. (1488 Hearthstone to 1560 Hearthstone)

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

Date: 3/21/2024

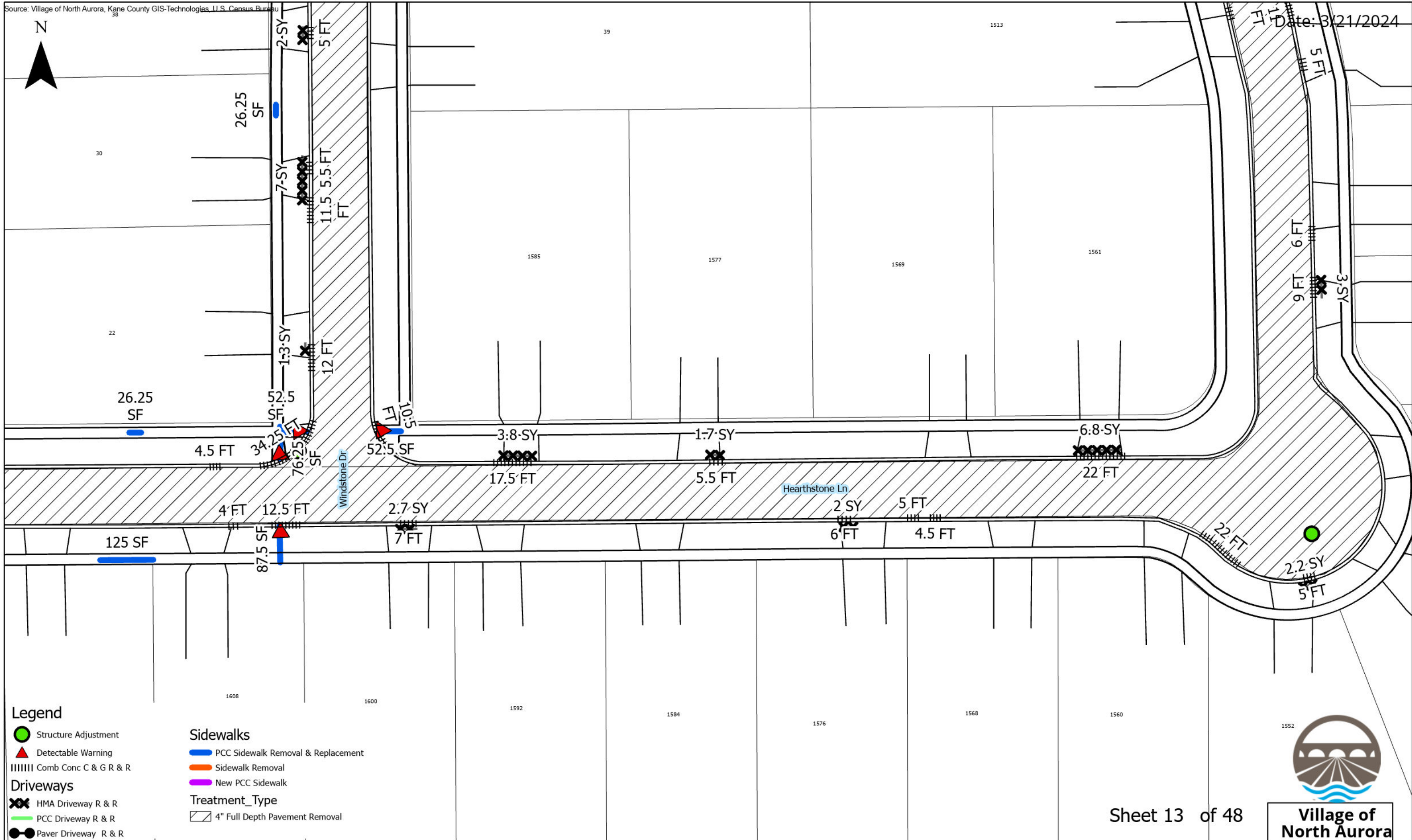


- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



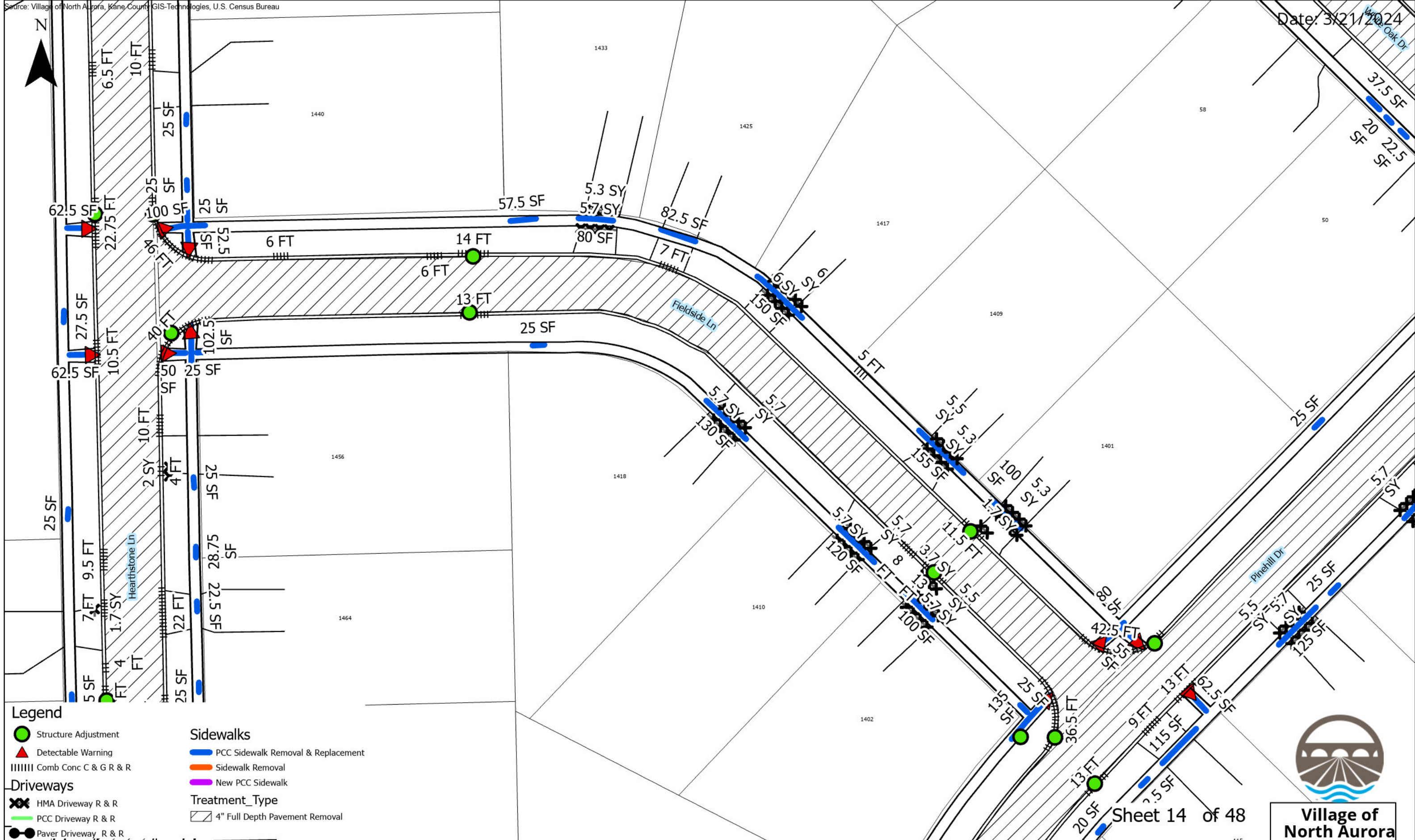
Hearthstone Ln. (1560 Hearthstone to End)



Fieldside Ln.

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

Date: 3/21/2024



Legend

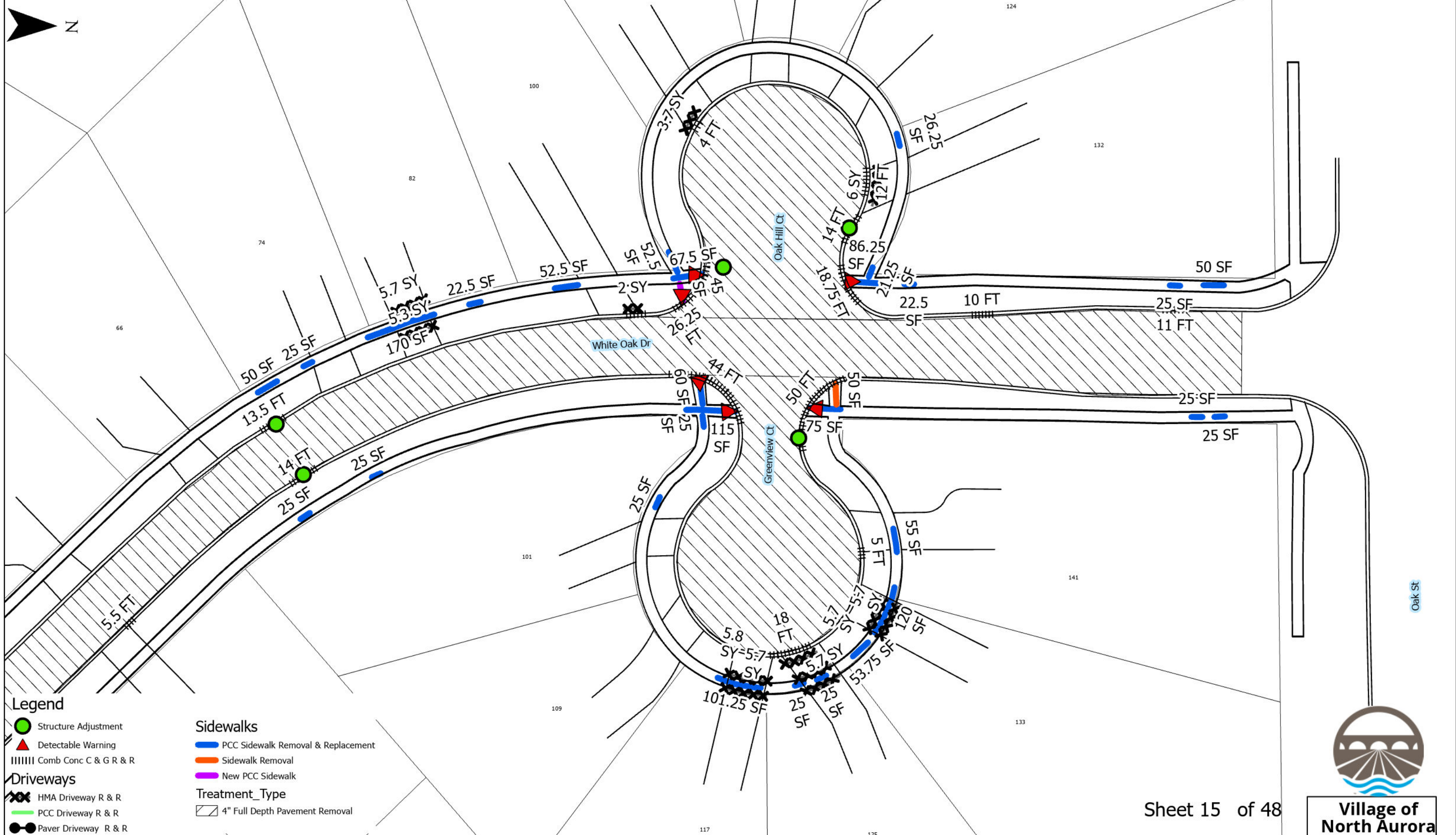
- Structure Adjustment
- ▲ Detectable Warning
- ||||| Comb Conc C & G R & R
- Driveways**
- ✕ HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- Sidewalks**
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



White Oak Dr. (Oak to 59 White Oak)

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

Date: 3/21/2024



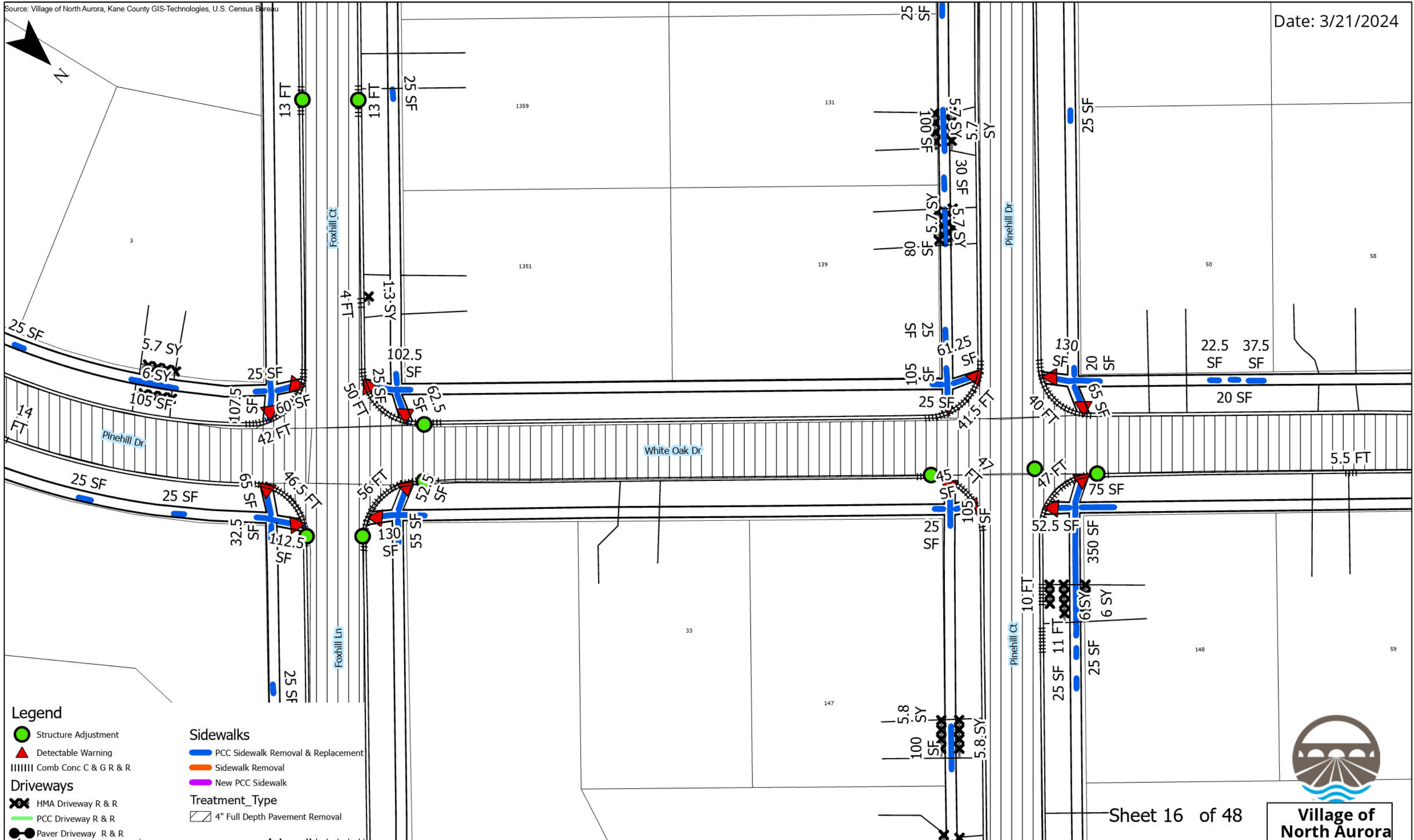
- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R
 - Sidewalks**
 - PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
 - Treatment_Type**
 - 4" Full Depth Pavement Removal



White Oak Dr. (59 White Oak to Foxhill)

Date: 3/21/2024

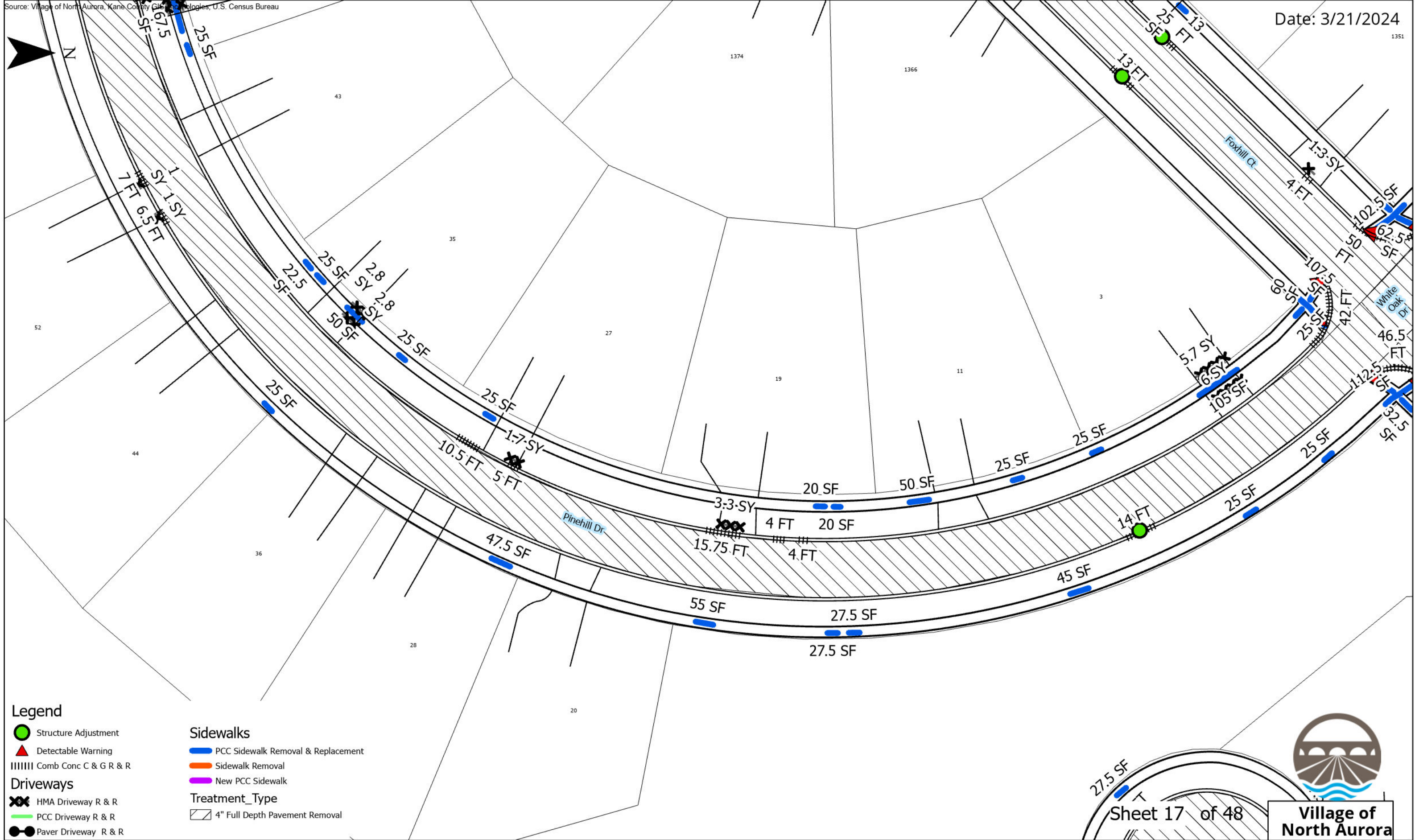
Source: Village of North Aurora, Kane County GIS-Technologies, U.S. Census Bureau



Pinehill Dr. (Foxhill to 52 Pinehill)

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

Date: 3/21/2024



Legend

- Structure Adjustment
- Detectable Warning
- Comb Conc C & G R & R
- Driveways**
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R

Sidewalks

- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk

Treatment_Type

- 4" Full Depth Pavement Removal

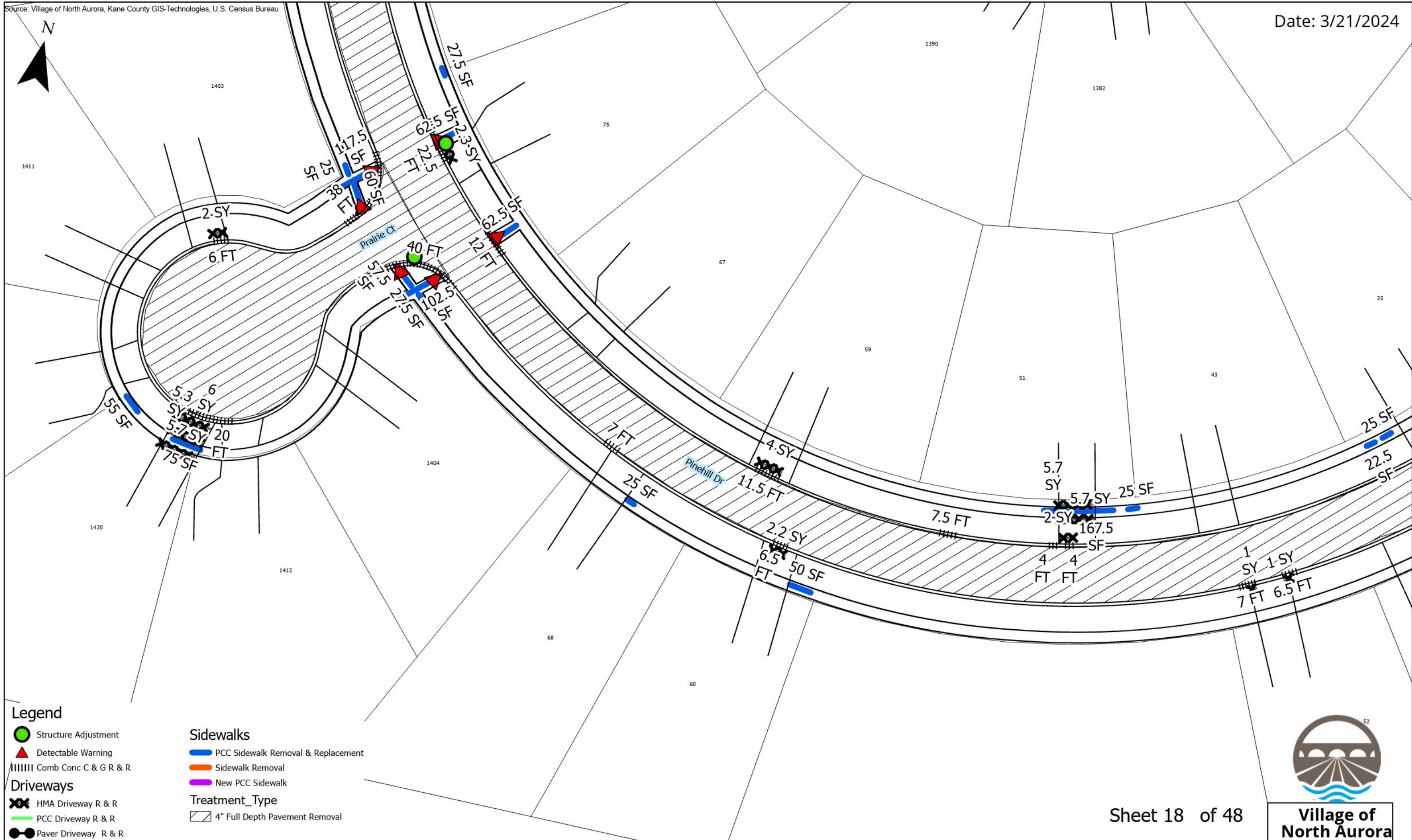
Sheet 17 of 48

Village of North Aurora

Pinehill Dr. (52 Pinehill to Prairie Ct)

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

Date: 3/21/2024



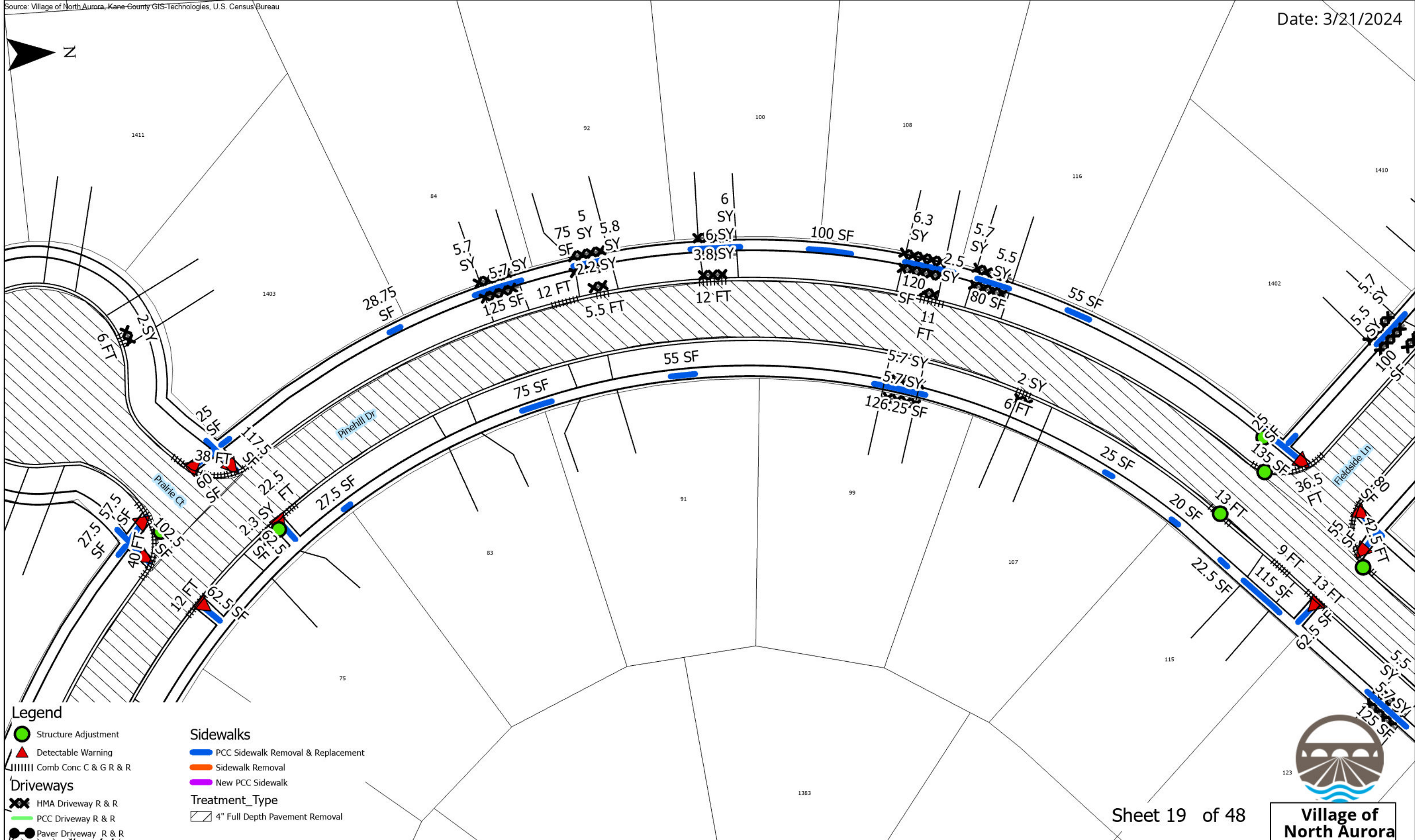
- Legend**
- Structure Adjustment
 - ▲ Detectable Warning
 - ||||| Comb Conc C & G R & R
 - Driveways**
 - ✕ HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R
 - Sidewalks**
 - PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
 - Treatment_Type**
 - 4" Full Depth Pavement Removal



Pinehill Dr. (Prairie Ct to Fieldside)

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

Date: 3/21/2024



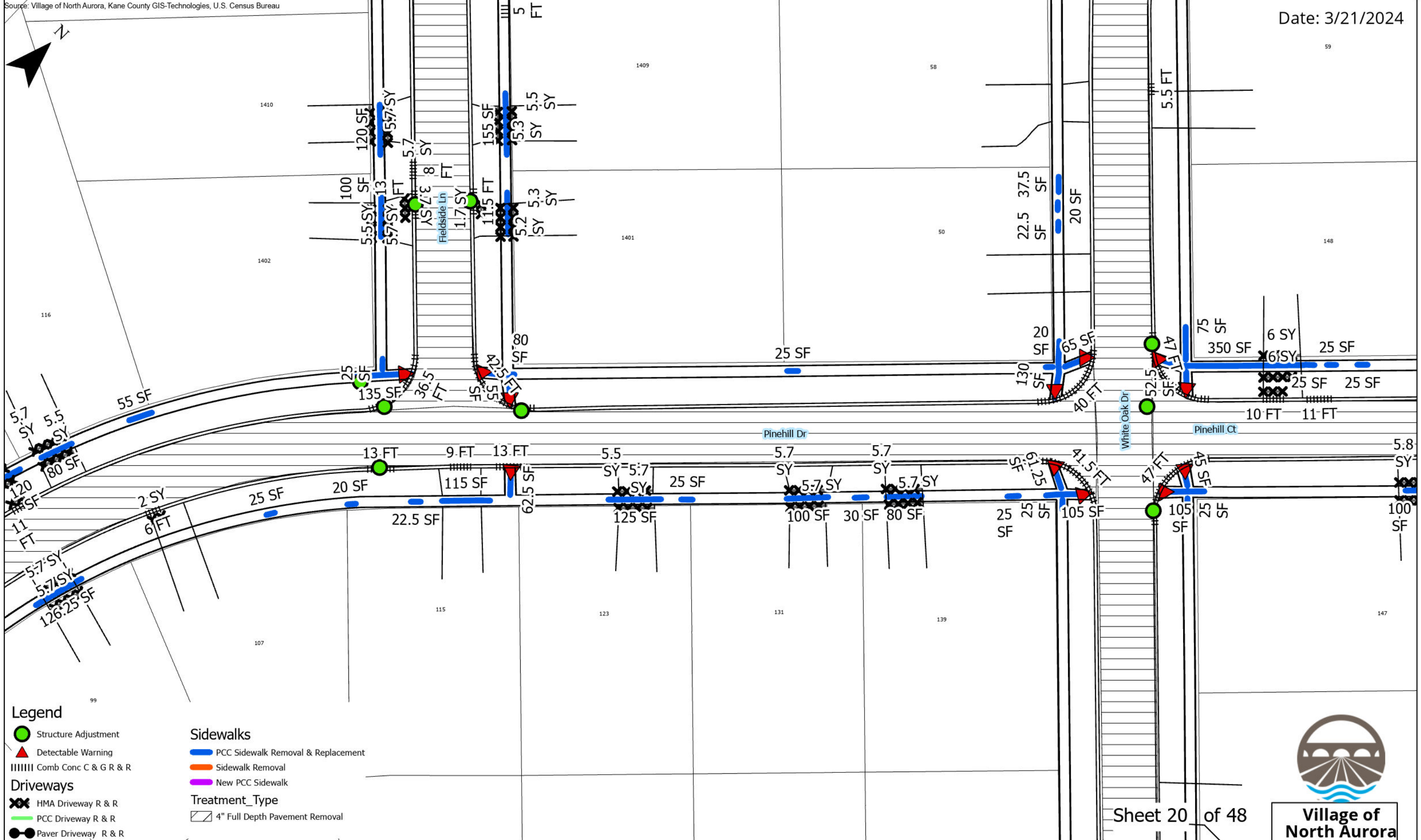
- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



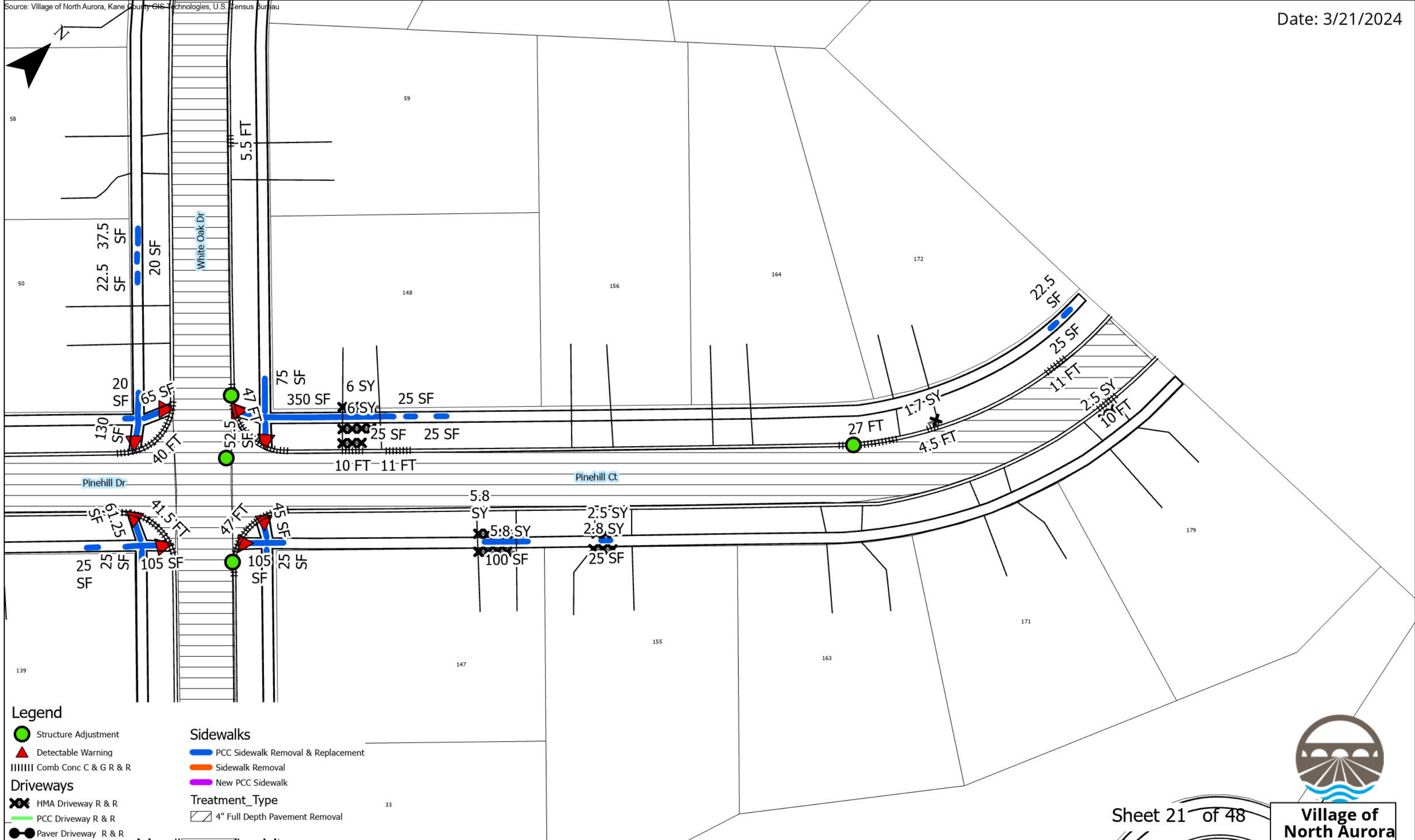
Pinehill Dr. (Fieldside to White Oak)

Date: 3/21/2024



Pinehill Ct.

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal

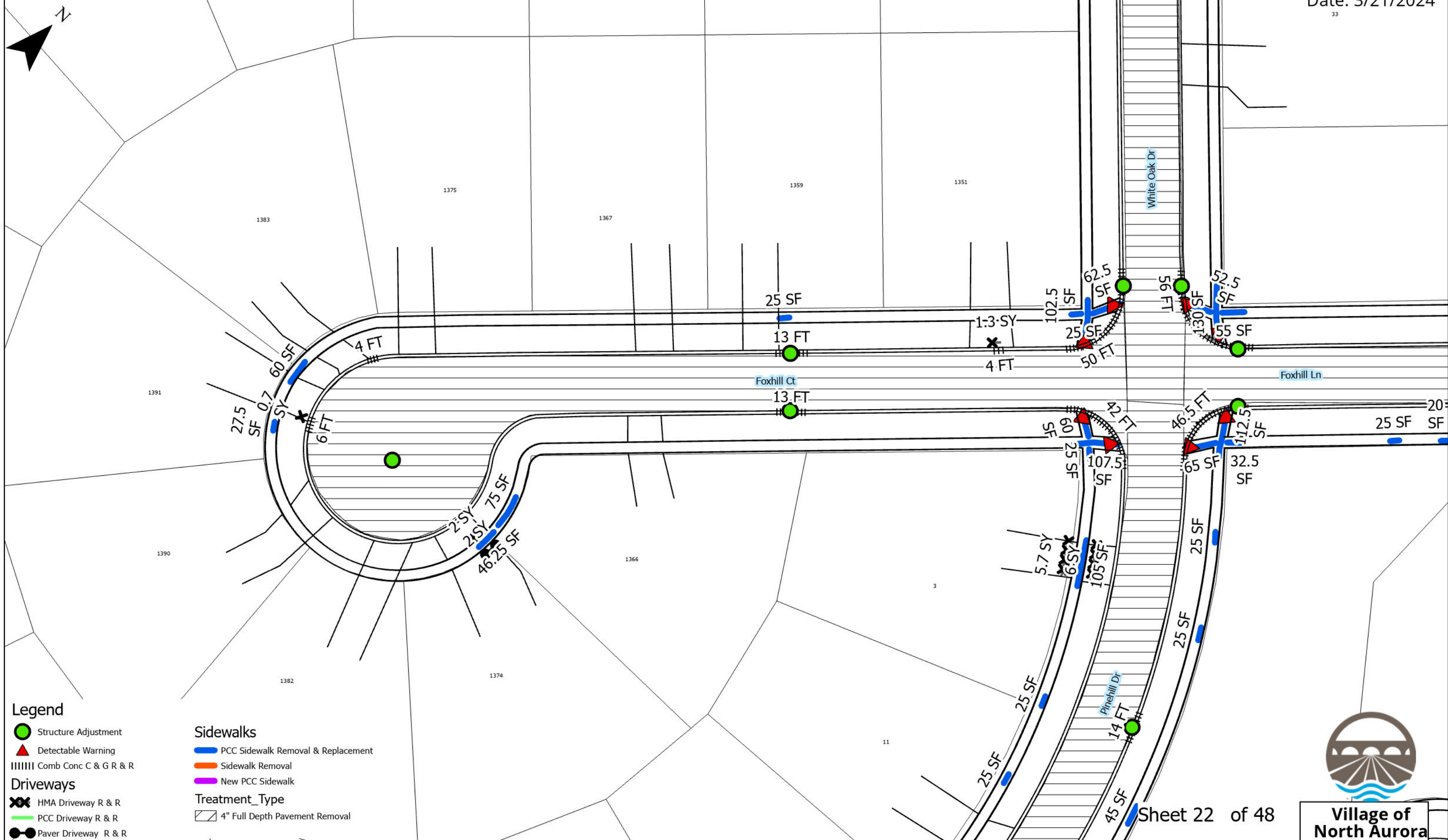


Foxhill Ct.

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

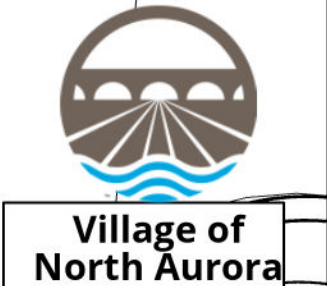
Date: 3/21/2024

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- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

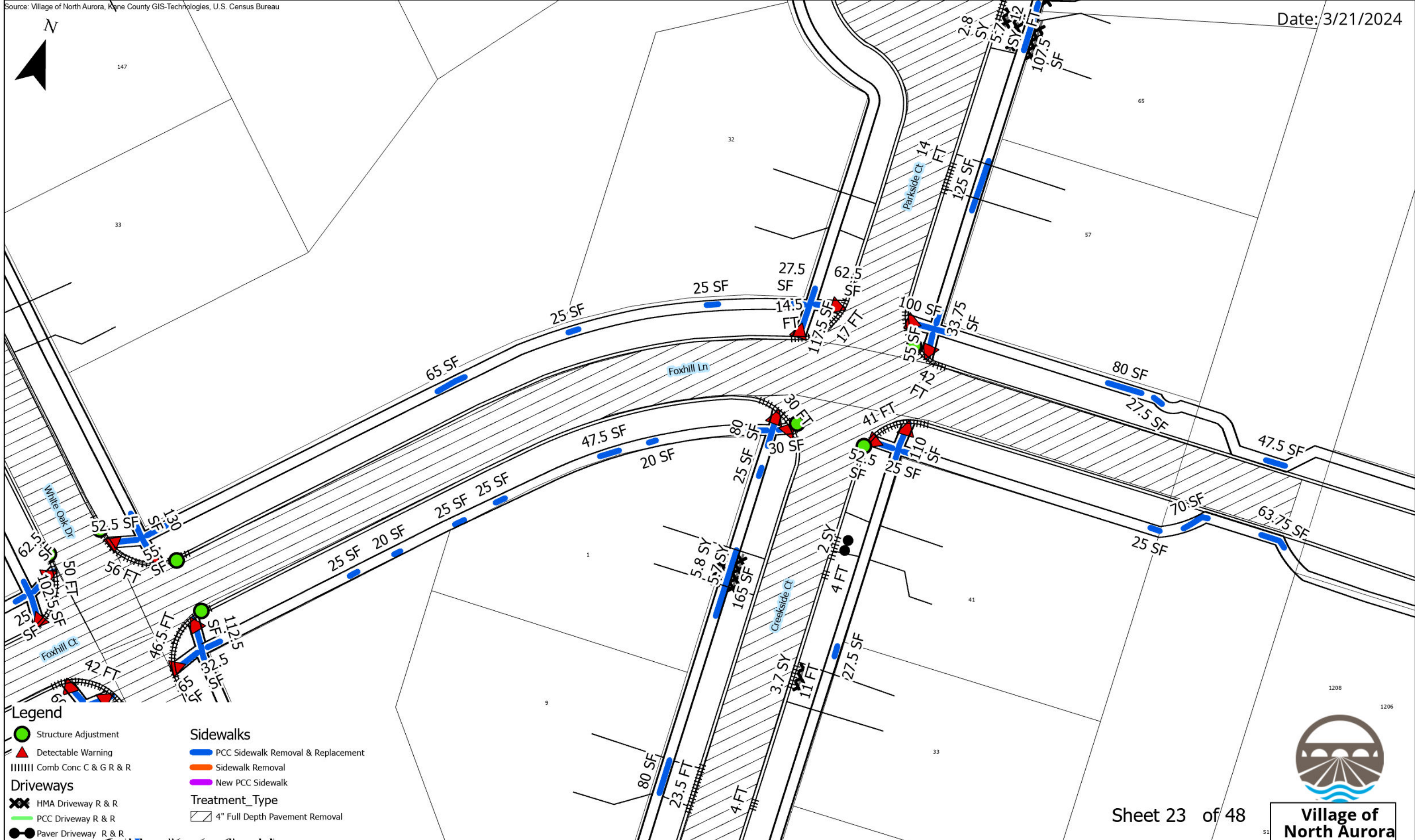
- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Foxhill Ln.

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

Date: 3/21/2024



Legend

- Structure Adjustment
- Detectable Warning
- Comb Conc C & G R & R
- Driveways
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R
- Sidewalks
 - PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type
 - 4" Full Depth Pavement Removal

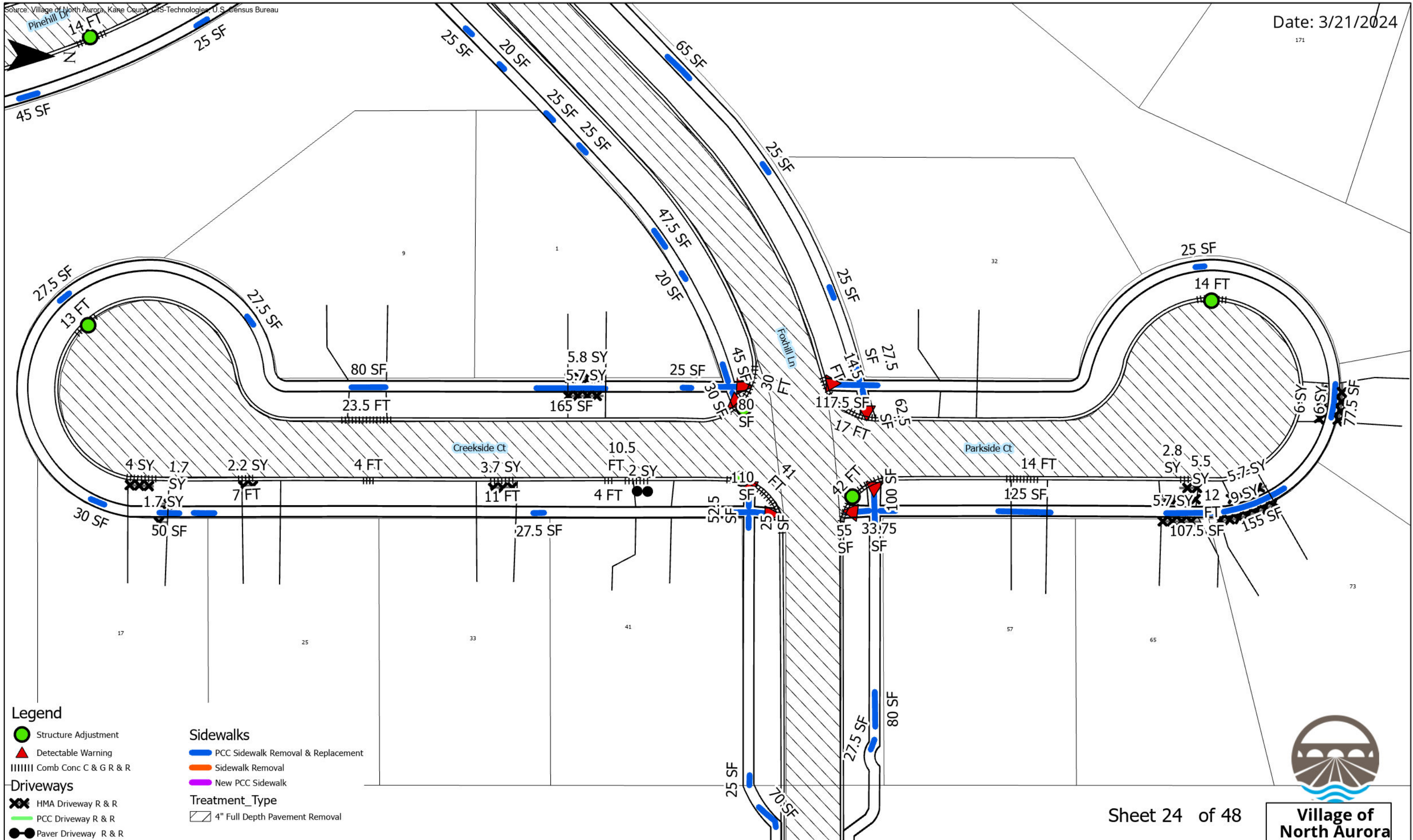


Creekside Ct. & Parkside Ct.

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

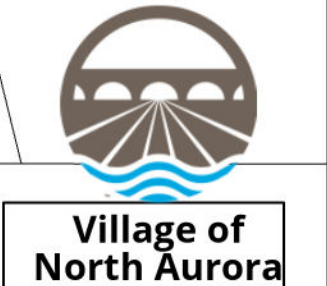
Date: 3/21/2024

171



Legend

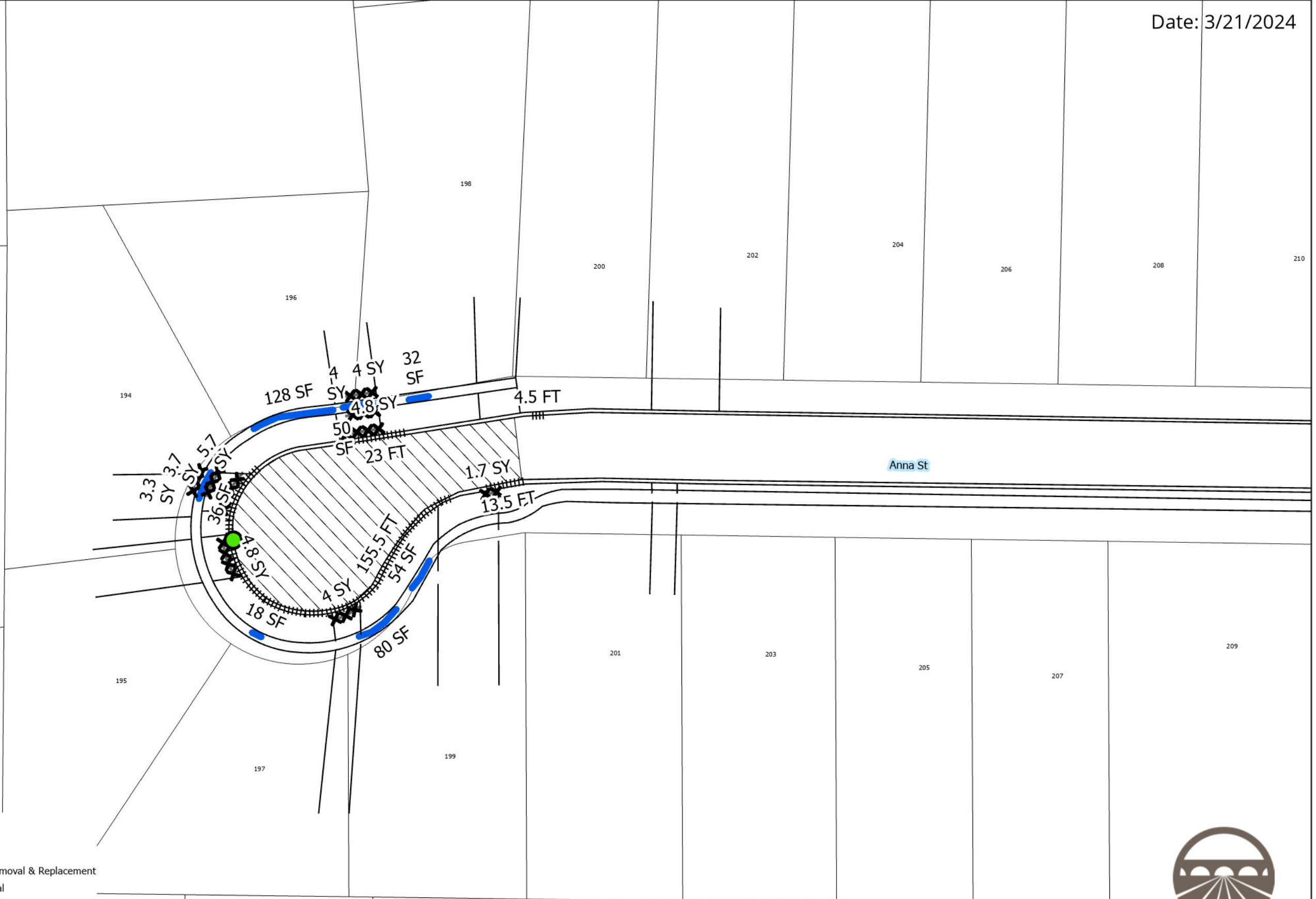
- Structure Adjustment
- Detectable Warning
- Comb Conc C & G R & R
- Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R
- Sidewalks**
 - PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
 - 4" Full Depth Pavement Removal



Anna St.

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

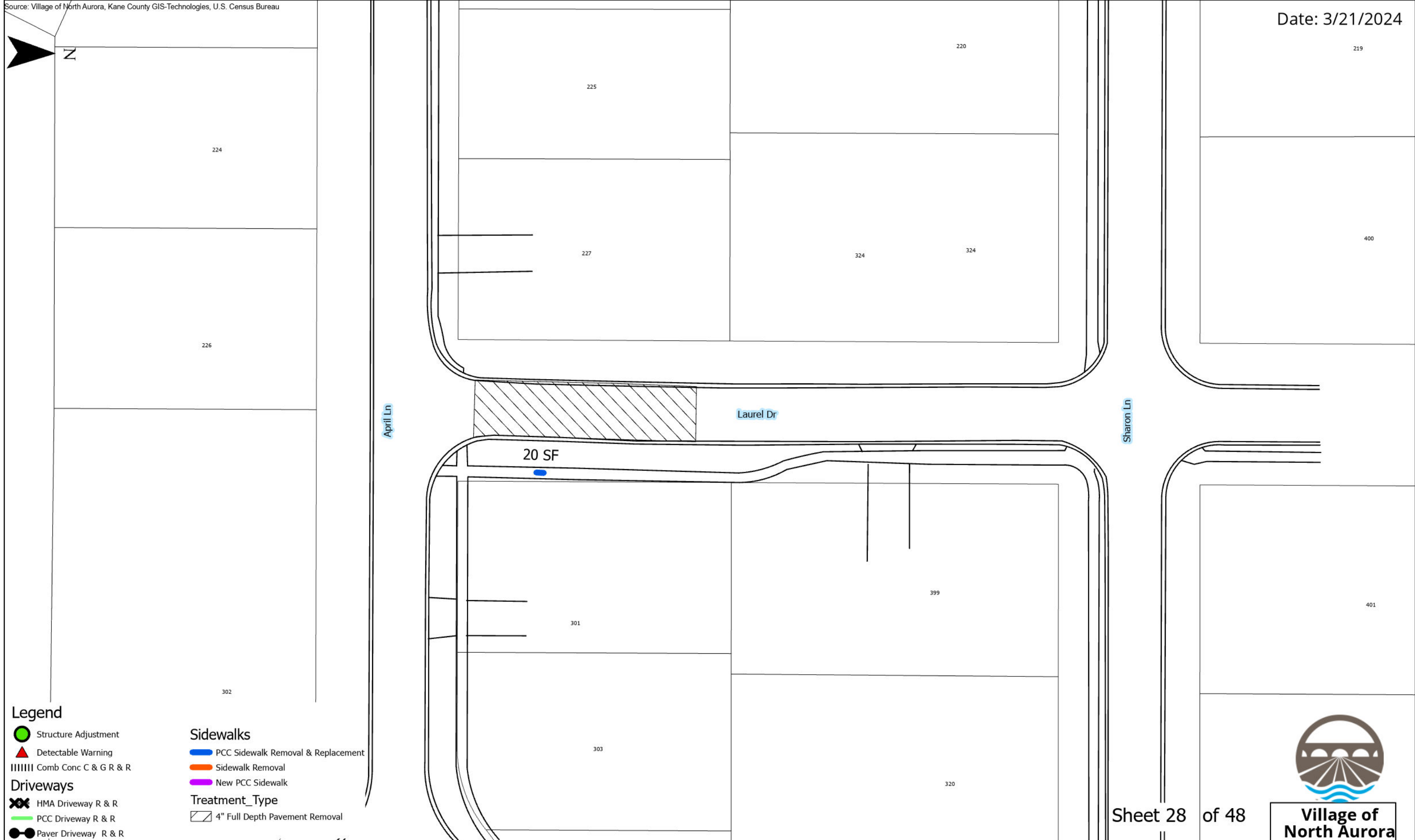
- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Laurel Dr.

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

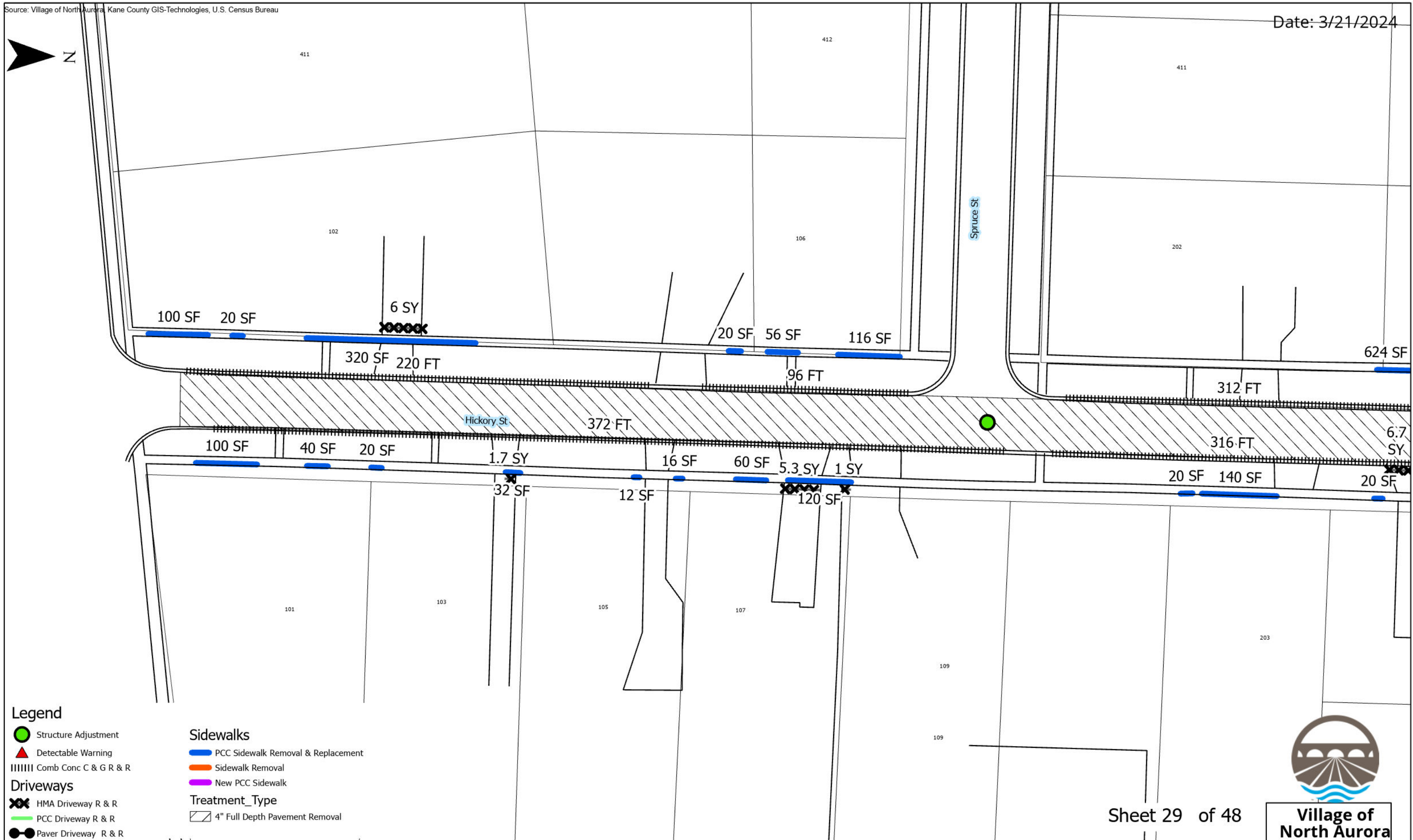
- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Hickory St. (Butterfield to 203 Hickory)

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

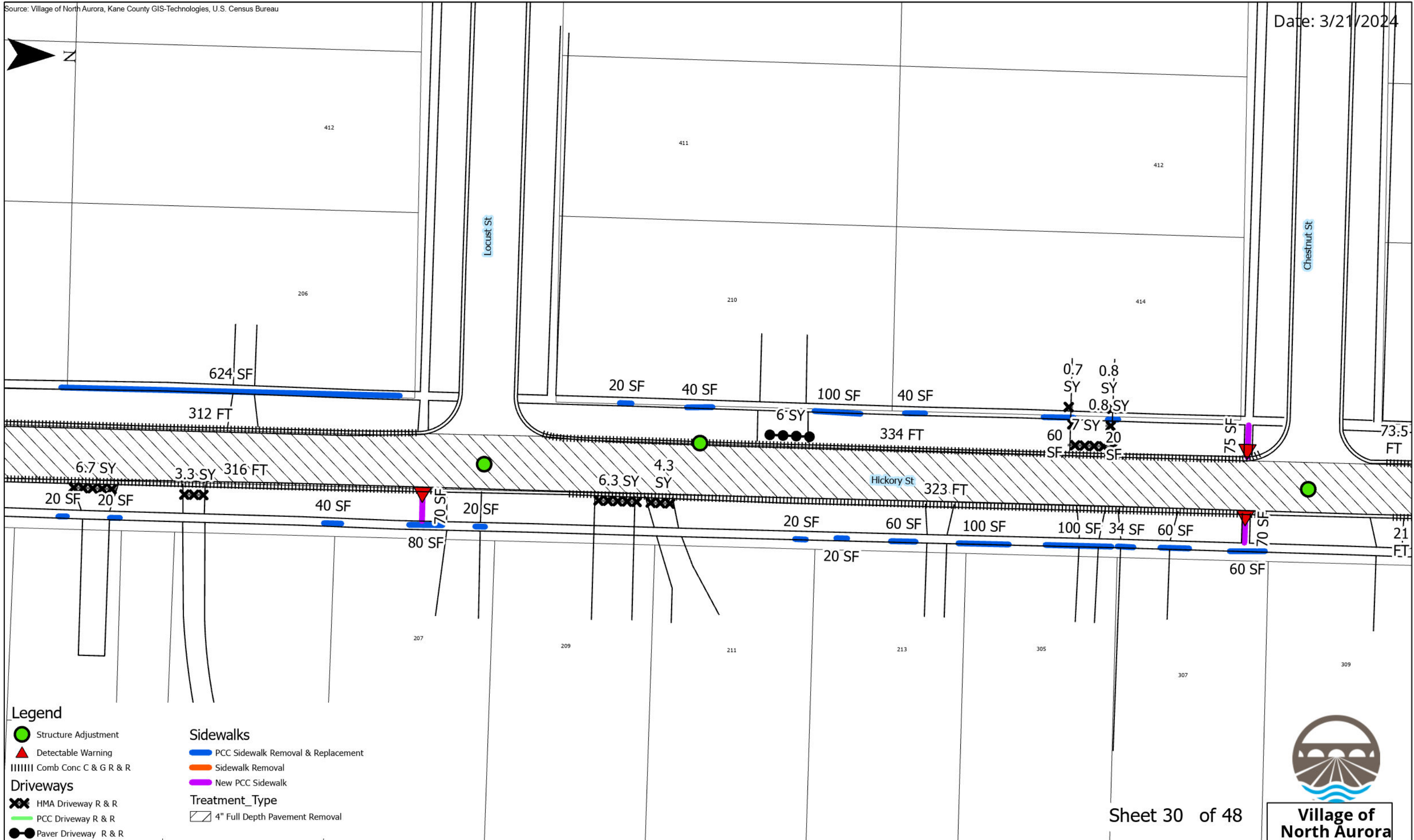
- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



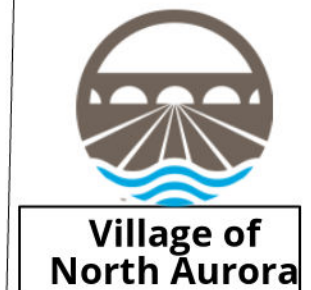
Hickory St. (203 Hickory to Chestnut)

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - ▲ Detectable Warning
 - ||||| Comb Conc C & G R & R
 - Driveways**
 - XX HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R
 - Sidewalks**
 - PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
 - Treatment_Type**
 - 4" Full Depth Pavement Removal



Hickory St. (Chestnut to Andrew)

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal

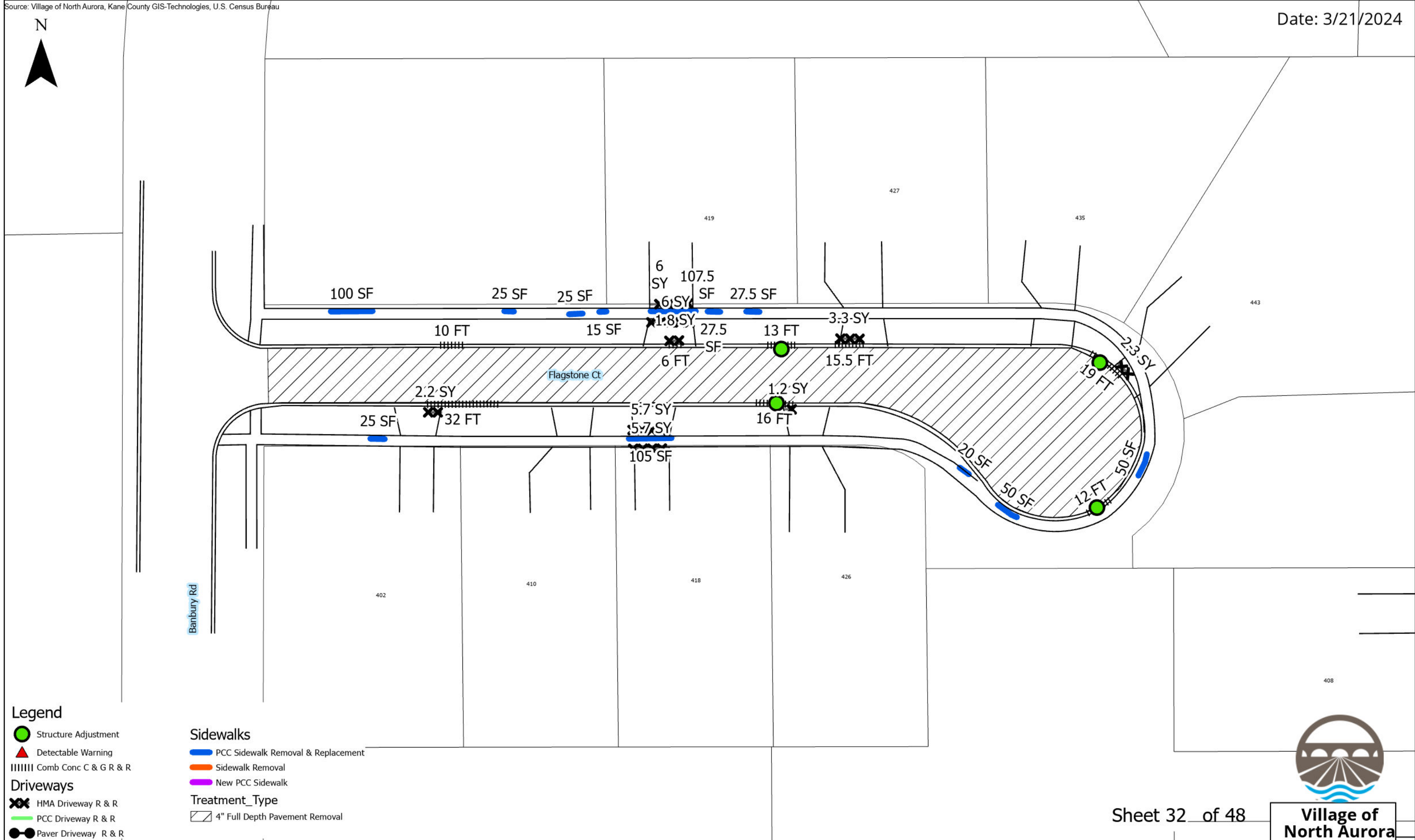


Flagstone Ct.

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

Date: 3/21/2024

N



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Sharon Ln.

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

Date: 3/21/2024



- Legend**
- Structure Adjustment
 - Detectable Warning
 - Comb Conc C & G R & R
 - Driveways**
 - HMA Driveway R & R
 - PCC Driveway R & R
 - Paver Driveway R & R

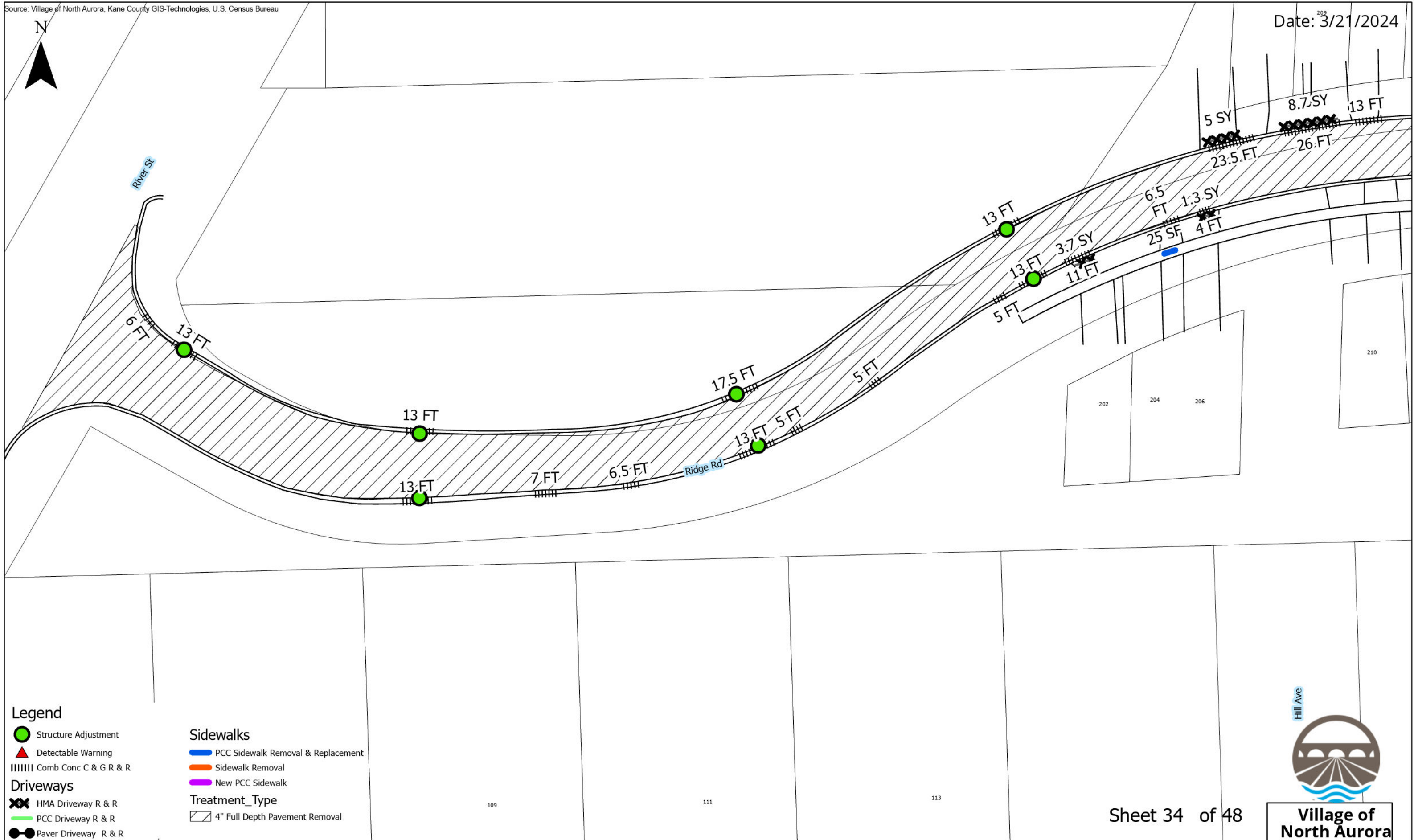
- Sidewalks**
- PCC Sidewalk Removal & Replacement
 - Sidewalk Removal
 - New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal



Ridge Rd. (River to 210 Ridge)

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

Date: 3/21/2024



Legend

- Structure Adjustment
- ▲ Detectable Warning
- ||||| Comb Conc C & G R & R
- Driveways**
- XX HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- Sidewalks**
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal

Ridge Rd. (210 Ridge to 260 Ridge)

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

Date: 3/21/2024

N



Legend

- Structure Adjustment
- Detectable Warning
- Comb Conc C & G R & R
- Driveways**
- HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R

Sidewalks

- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk

Treatment_Type

- 4" Full Depth Pavement Removal

Sheet 35 of 48



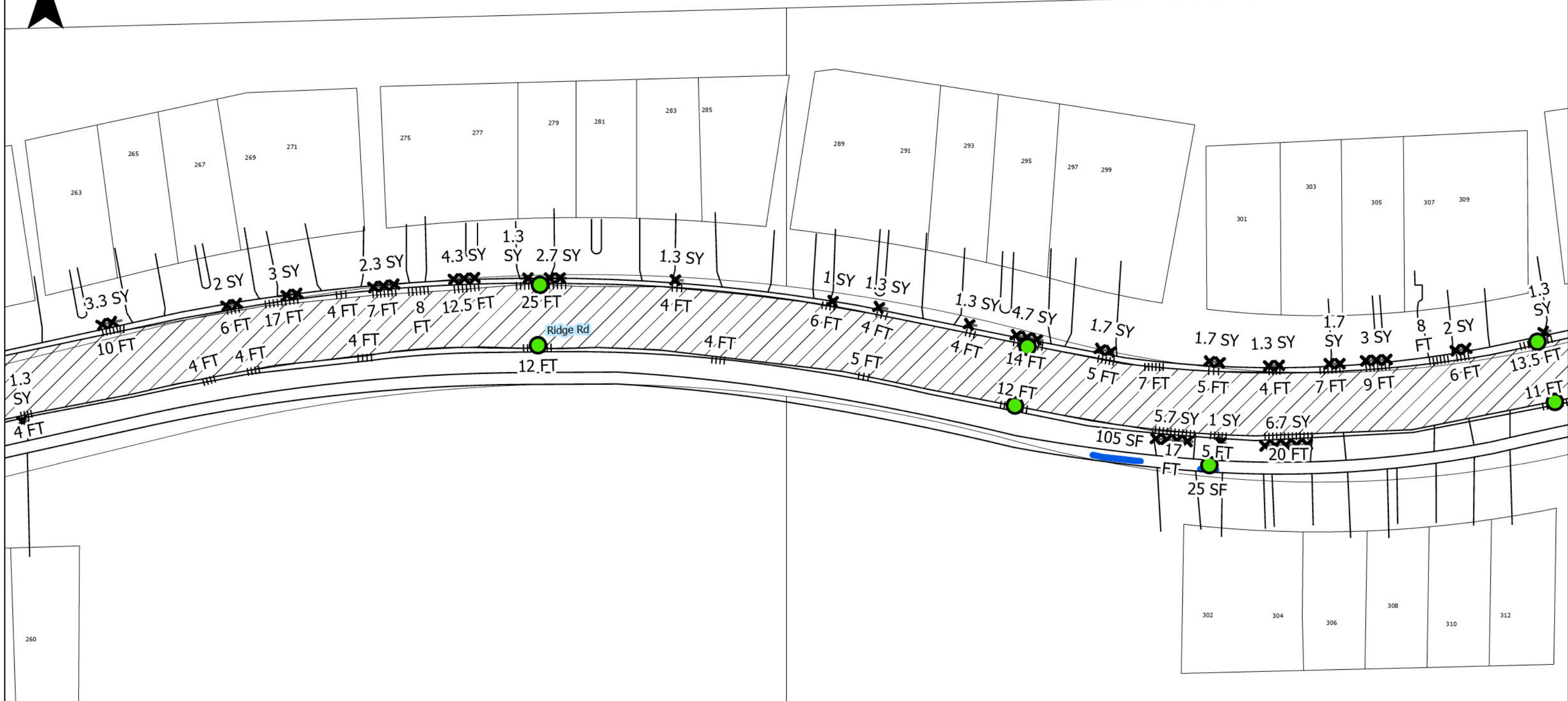
**Village of
North Aurora**

Ridge Rd. (260 Ridge to 312 Ridge)

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

Date: 3/21/2024

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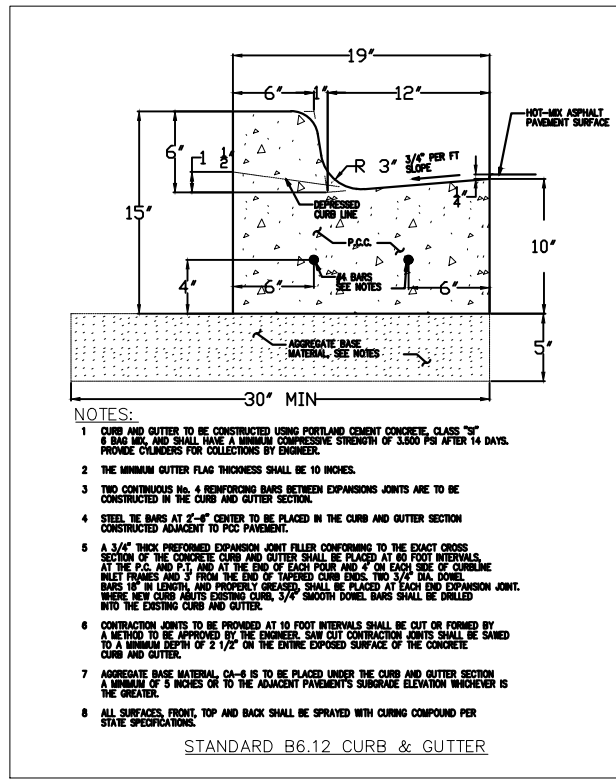


Legend

- Structure Adjustment
- ▲ Detectable Warning
- ||||| Comb Conc C & G R & R
- Driveways**
- ✕ HMA Driveway R & R
- PCC Driveway R & R
- Paver Driveway R & R
- Sidewalks**
- PCC Sidewalk Removal & Replacement
- Sidewalk Removal
- New PCC Sidewalk
- Treatment_Type**
- 4" Full Depth Pavement Removal

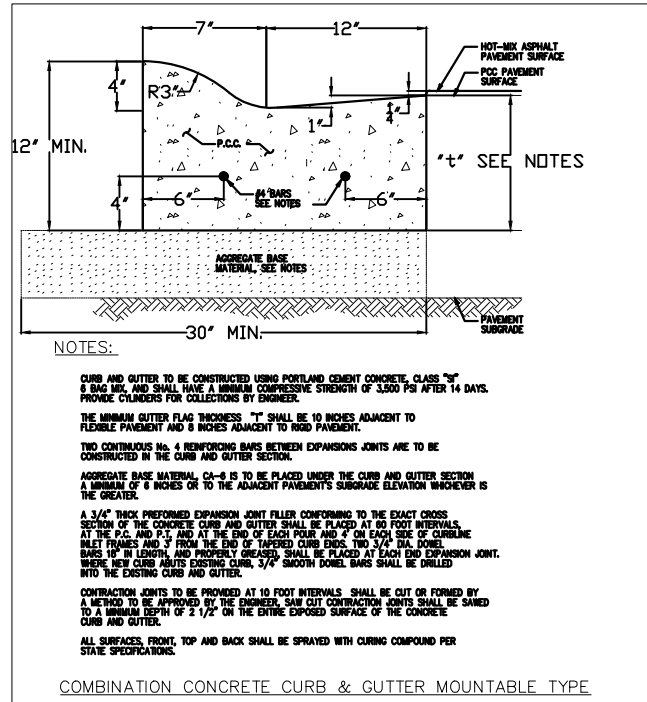
Laurel Dr





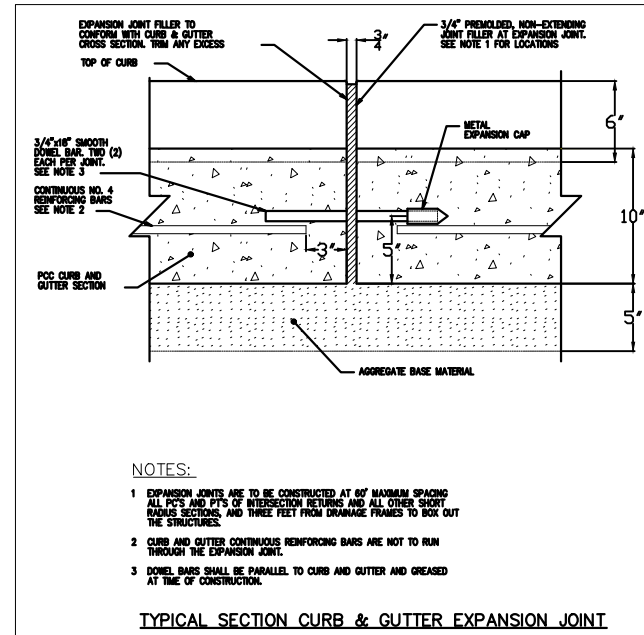
- NOTES:**
- CURB AND GUTTER TO BE CONSTRUCTED USING PORTLAND CEMENT CONCRETE, CLASS "B" 8 BAG MIX, AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AFTER 14 DAYS. PROVIDE CYLINDERS FOR COLLECTIONS BY ENGINEER.
 - THE MINIMUM GUTTER FLAG THICKNESS SHALL BE 10 INCHES.
 - TWO CONTINUOUS NO. 4 REINFORCING BARS BETWEEN EXPANSION JOINTS ARE TO BE CONSTRUCTED IN THE CURB AND GUTTER SECTION.
 - STEEL REINFORCING BARS AT 2'-0" CENTER TO BE PLACED IN THE CURB AND GUTTER SECTION CONSTRUCTED ADJACENT TO PCC PAVEMENT.
 - A 3/4" THICK PREFORMED EXPANSION JOINT FILLER CONFORMING TO THE EXACT CROSS SECTION OF THE CONCRETE CURB AND GUTTER SHALL BE PLACED AT 80 FOOT INTERVALS, AT THE P.C. AND P.T. AND AT THE END OF EACH POLE AND 2' ON EACH SIDE OF CURBLINE INLET FRAMES AND 3' FROM THE END OF TAPERED CURB ENDS. TWO 3/4" DIA. DOWEL BARS 10' IN LENGTH, AND PROPERLY GREASED, SHALL BE PLACED AT EACH END EXPANSION JOINT. WHERE NEW CURB ADJUTS EXISTING CURB, 3/4" SMOOTH DOWEL BARS SHALL BE DRILLED INTO THE EXISTING CURB AND GUTTER.
 - 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 SAWS TO A MINIMUM DEPTH OF 2 1/2" ON THE ENTIRE EXPOSED SURFACE OF THE CONCRETE CURB AND GUTTER.
 - AGGREGATE BASE MATERIAL, CA-8 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.
 - ALL SURFACES, FRONT, TOP AND BACK SHALL BE SPRAYED WITH CURING COMPOUND PER STATE SPECIFICATIONS.

STANDARD B6.12 CURB & GUTTER



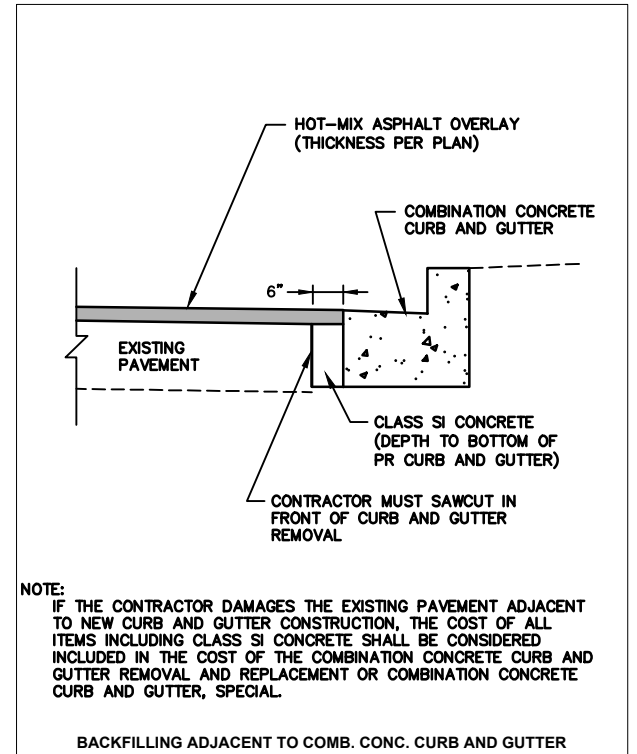
- NOTES:**
- CURB AND GUTTER TO BE CONSTRUCTED USING PORTLAND CEMENT CONCRETE, CLASS "B" 8 BAG MIX, AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AFTER 14 DAYS. PROVIDE CYLINDERS FOR COLLECTIONS BY ENGINEER.
 - THE MINIMUM GUTTER FLAG THICKNESS "T" SHALL BE 10 INCHES ADJACENT TO FLEXIBLE PAVEMENT AND 8 INCHES ADJACENT TO RIGID PAVEMENT.
 - TWO CONTINUOUS NO. 4 REINFORCING BARS BETWEEN EXPANSION JOINTS ARE TO BE CONSTRUCTED IN THE CURB AND GUTTER SECTION.
 - AGGREGATE BASE MATERIAL, CA-8 IS TO BE PLACED UNDER THE CURB AND GUTTER SECTION A MINIMUM OF 8 INCHES OR TO THE ADJACENT PAVEMENT'S SUBGRADE ELEVATION WHICHEVER IS THE GREATER.
 - A 3/4" THICK PREFORMED EXPANSION JOINT FILLER CONFORMING TO THE EXACT CROSS SECTION OF THE CONCRETE CURB AND GUTTER SHALL BE PLACED AT 80 FOOT INTERVALS, AT THE P.C. AND P.T. AND AT THE END OF EACH POLE AND 4' ON EACH SIDE OF CURBLINE INLET FRAMES AND 3' FROM THE END OF TAPERED CURB ENDS. TWO 3/4" DIA. DOWEL BARS 10' IN LENGTH, AND PROPERLY GREASED, SHALL BE PLACED AT EACH END EXPANSION JOINT. WHERE NEW CURB ADJUTS EXISTING CURB, 3/4" SMOOTH DOWEL BARS SHALL BE DRILLED INTO THE EXISTING CURB AND GUTTER.
 - 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 SAWS 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



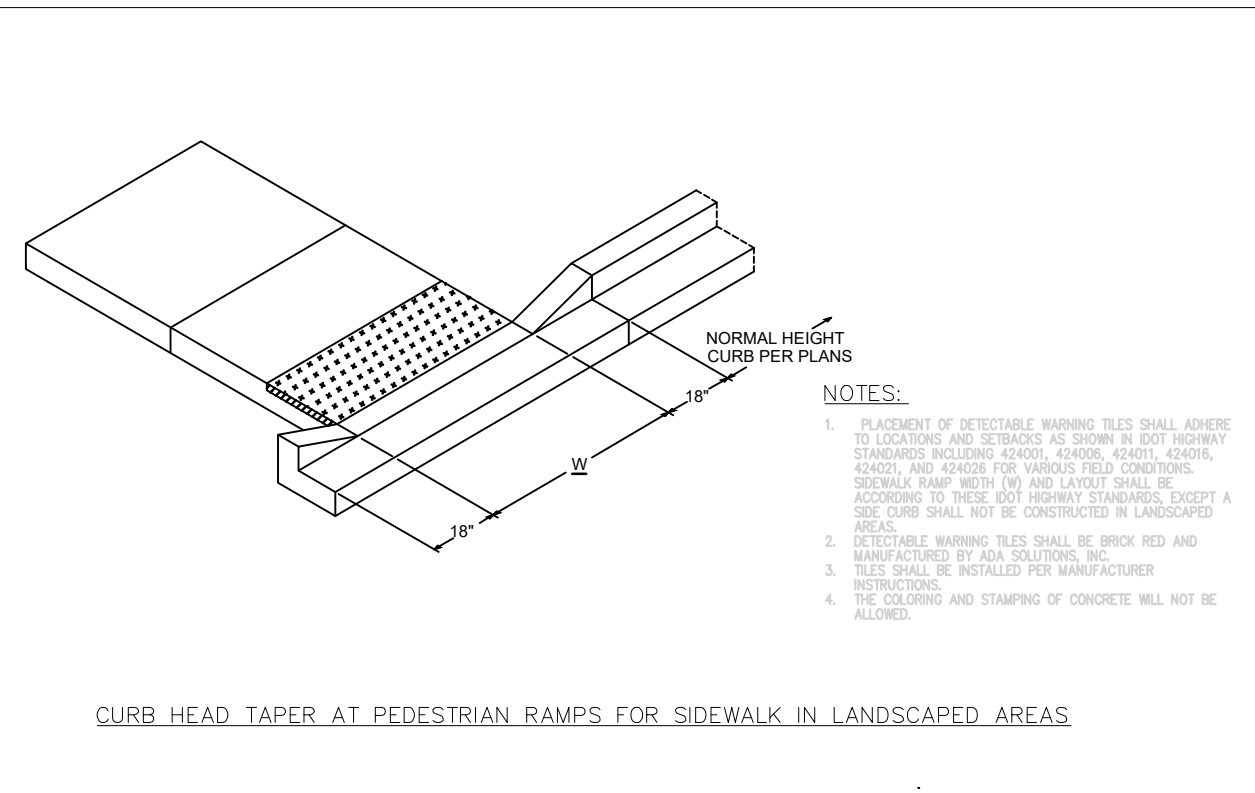
- NOTES:**
- EXPANSION JOINTS ARE TO BE CONSTRUCTED AT 80' MAXIMUM SPACING. ALL P.C.S AND P.T.S OF INTERSECTION RETURNING AND ALL OTHER SHORT RADIUS SECTIONS, AND THREE FEET FROM DRAINAGE FRAMES TO BOX OUT THE STRUCTURES.
 - CURB AND GUTTER CONTINUOUS REINFORCING BARS ARE NOT TO RUN THROUGH THE EXPANSION JOINT.
 - DOWEL BARS SHALL BE PARALLEL TO CURB AND GUTTER AND GREASED AT TIME OF CONSTRUCTION.

TYPICAL SECTION CURB & GUTTER EXPANSION JOINT



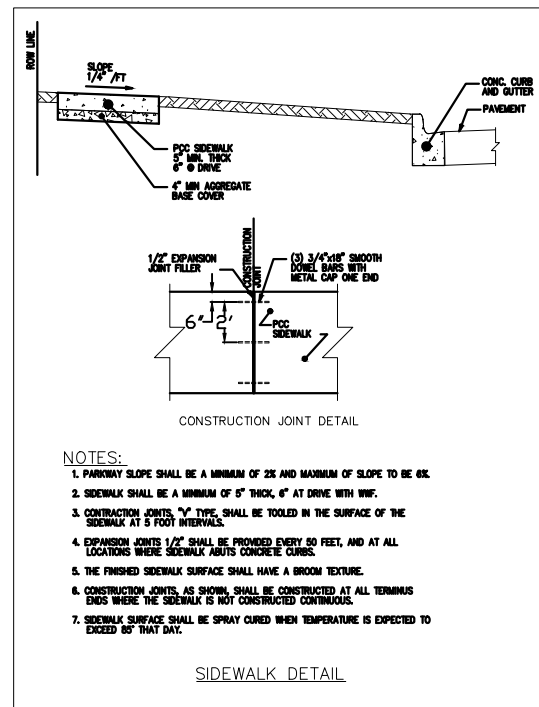
- NOTE:**
- IF THE CONTRACTOR DAMAGES THE EXISTING PAVEMENT ADJACENT TO NEW CURB AND GUTTER CONSTRUCTION, THE COST OF ALL ITEMS INCLUDING CLASS SI CONCRETE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER,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

BACKFILLING ADJACENT TO COMB. CONC. CURB AND GUTTER



- NOTES:**
- 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.
 - DETECTABLE WARNING TILES SHALL BE BRICK RED AND MANUFACTURED BY ADA SOLUTIONS, INC.
 - TILES SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS.
 - THE COLORING AND STAMPING OF CONCRETE WILL NOT BE ALLOWED.

CURB HEAD TAPER AT PEDESTRIAN RAMPS FOR SIDEWALK IN LANDSCAPED AREAS



- NOTES:**
- PARKWAY SLOPE SHALL BE A MINIMUM OF 2% AND MAXIMUM OF SLOPE TO BE 6%.
 - SIDEWALK SHALL BE A MINIMUM OF 5" THICK, 6" AT DRIVE WITH WWF.
 - CONTRACTION JOINTS, "Y" TYPE, SHALL BE TOOLED IN THE SURFACE OF THE SIDEWALK AT 5 FOOT INTERVALS.
 - EXPANSION JOINTS 1/2" SHALL BE PROVIDED EVERY 80 FEET, AND AT ALL LOCATIONS WHERE SIDEWALK ADJUTS CONCRETE CURBS.
 - THE FINISHED SIDEWALK SURFACE SHALL HAVE A BROOM TEXTURE.
 - CONSTRUCTION JOINTS, AS SHOWN, SHALL BE CONSTRUCTED AT ALL TERMINUS ENDS WHERE THE SIDEWALK IS NOT CONSTRUCTED CONTINUOUSLY.
 - SIDEWALK SURFACE SHALL BE SPRAY CURED WHEN TEMPERATURE IS EXPECTED TO EXCEED 80° THAT DAY.

SIDEWALK DETAIL

Plotted: March 20, 2024 @ 4:09 PM By: Brandon Tomarelli - Tab: CONSTRUCTION DETAILS

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

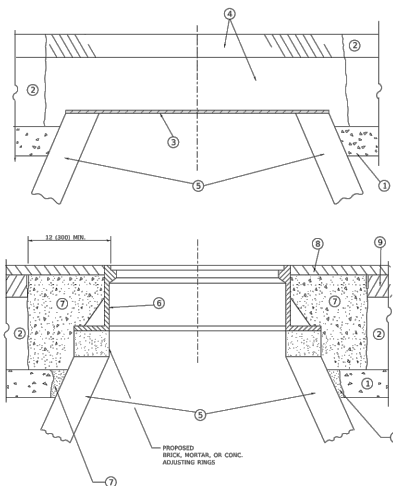
NO.	DATE	REVISIONS

2024 ROAD PROGRAM

CONSTRUCTION DETAILS

DATE:
FEBRUARY 2024
SHEET **39** OF **48**

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CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- INSTALL THE FRAME AND LID, ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* 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 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER.

- 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-2* 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 CENTRALLINE 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.
- 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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

- 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.
 - THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

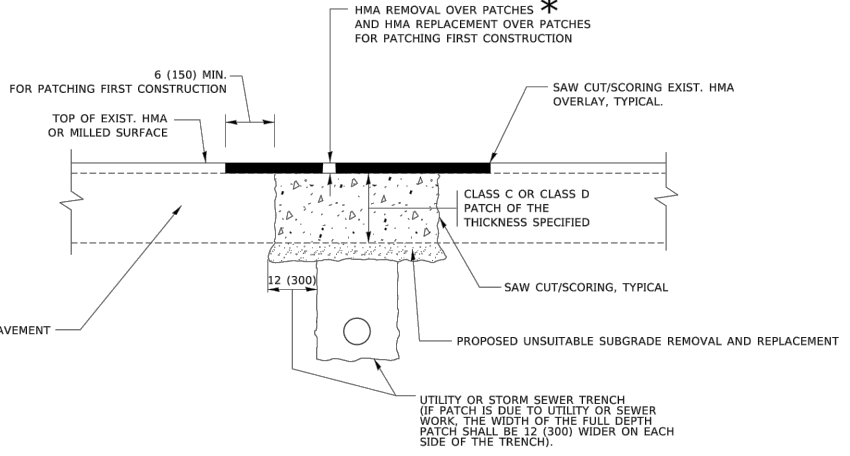
DESIGNED BY: R. SHAW	DESIGNED DATE: 03-09-11	REVISIONS: R. BOND 03-09-11
CHECKED BY: R. SMITH	CHECKED DATE: 03-09-11	REVISIONS: R. SMITH 03-09-11
DRAWN BY: R. SMITH	DRAWN DATE: 03-09-11	REVISIONS: R. SMITH 03-09-11
DATE: 03-09-11	SCALE: NONE	SHEET: 1 OF 1 SHEETS

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

- REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
- SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
- SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

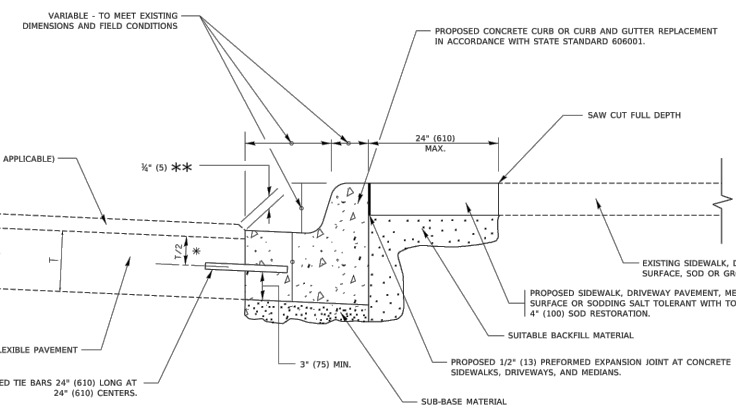
- REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 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.
- REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

DESIGNED BY: R. SHAW	DESIGNED DATE: 03-09-11	REVISIONS: R. BOND 03-09-11
CHECKED BY: R. SMITH	CHECKED DATE: 03-09-11	REVISIONS: R. SMITH 03-09-11
DRAWN BY: R. SMITH	DRAWN DATE: 03-09-11	REVISIONS: R. SMITH 03-09-11
DATE: 03-09-11	SCALE: NONE	SHEET: 1 OF 1 SHEETS

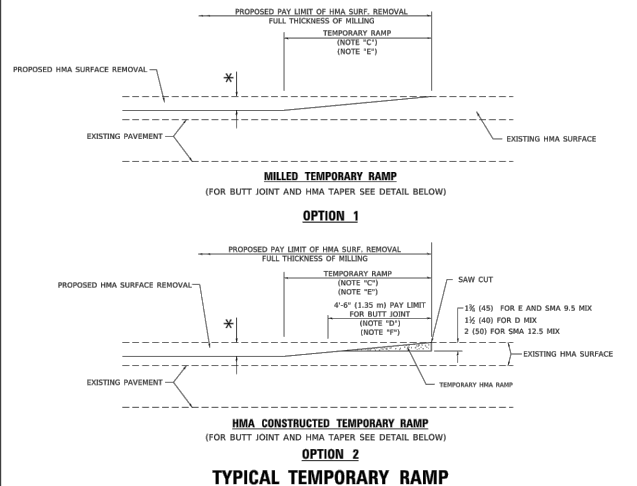


CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

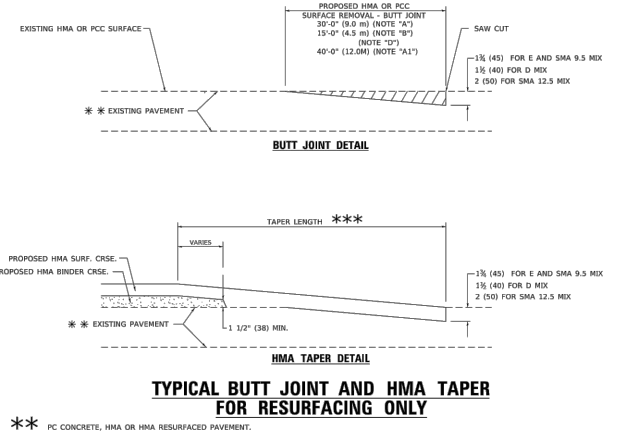
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

- * 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.

DESIGNED BY: A. HOUGH	DESIGNED DATE: 03-21-07	REVISIONS: A. ABRAHAM 03-21-07
CHECKED BY: R. SMITH	CHECKED DATE: 03-21-08	REVISIONS: R. SMITH 03-21-08
DRAWN BY: R. SMITH	DRAWN DATE: 03-21-08	REVISIONS: R. SMITH 03-21-08
DATE: 03-21-08	SCALE: NONE	SHEET: 1 OF 1 SHEETS



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



- GENERAL NOTES**
- HAZARD ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
 - MINOR SIDE ROADS.
 - THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSE.
 - TAPER THE TEMP. RAMP AT A RATE OF 3" : 4" (1:20) PER 1 INCH (25 mm) OF MILLING THICKNESS. SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
 - SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT," "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT."
- BASIS OF PAYMENT**
- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQ. YD.) FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT" OR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT."
 - THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

DESIGNED BY: R. DE YONG	DESIGNED DATE: 03-21-07	REVISIONS: A. ABRAHAM 03-21-07
CHECKED BY: R. SMITH	CHECKED DATE: 03-21-08	REVISIONS: R. SMITH 03-21-08
DRAWN BY: R. SMITH	DRAWN DATE: 03-21-08	REVISIONS: R. SMITH 03-21-08
DATE: 03-21-08	SCALE: NONE	SHEET: 1 OF 1 SHEETS

Printed: March 20, 2024 @ 4:11 PM By: Brandon Tonarelli - Tab: D1 DETAILS

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

2024 ROAD PROGRAM

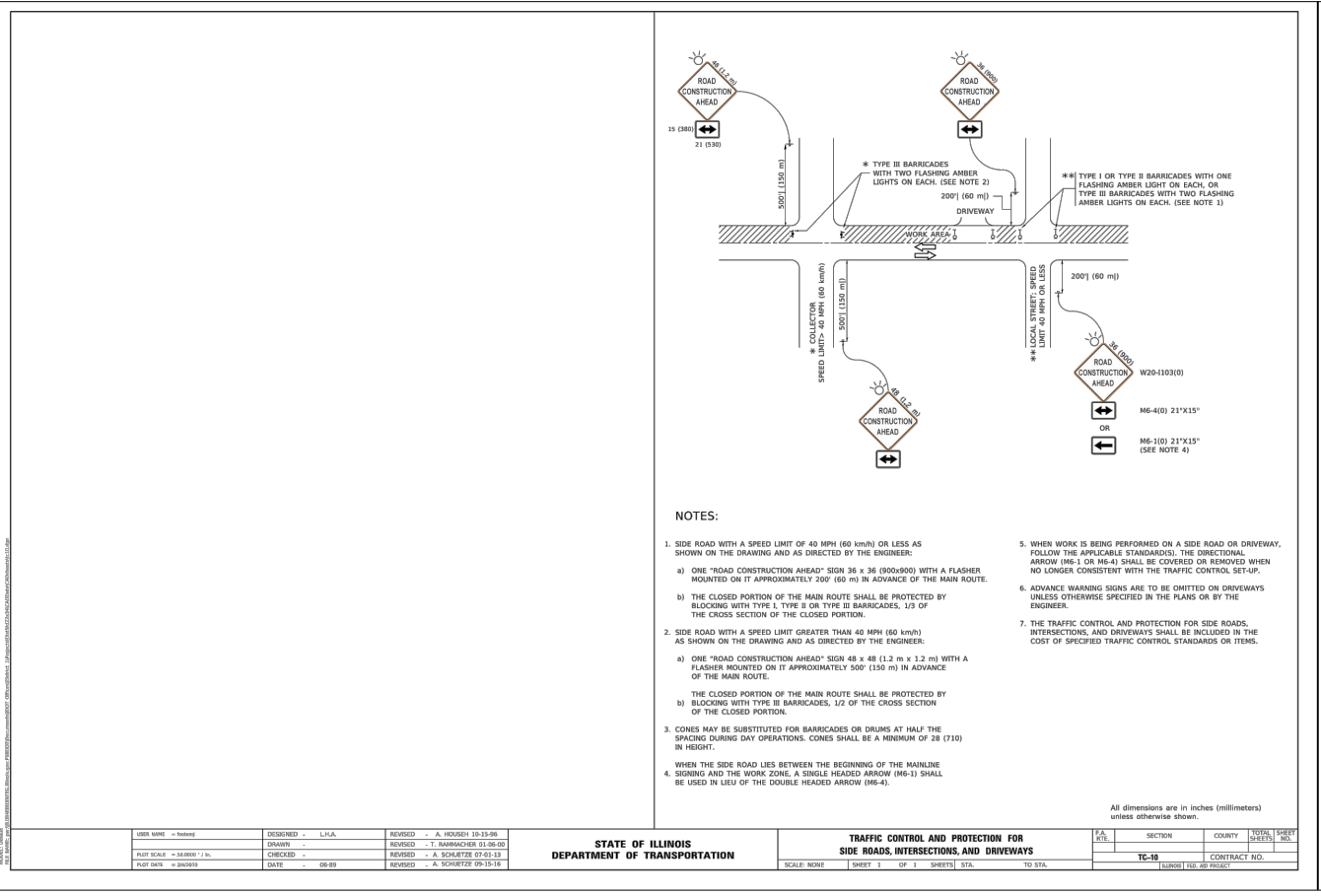
IDOT DISTRICT 1 DETAILS

DATE: FEBRUARY 2024

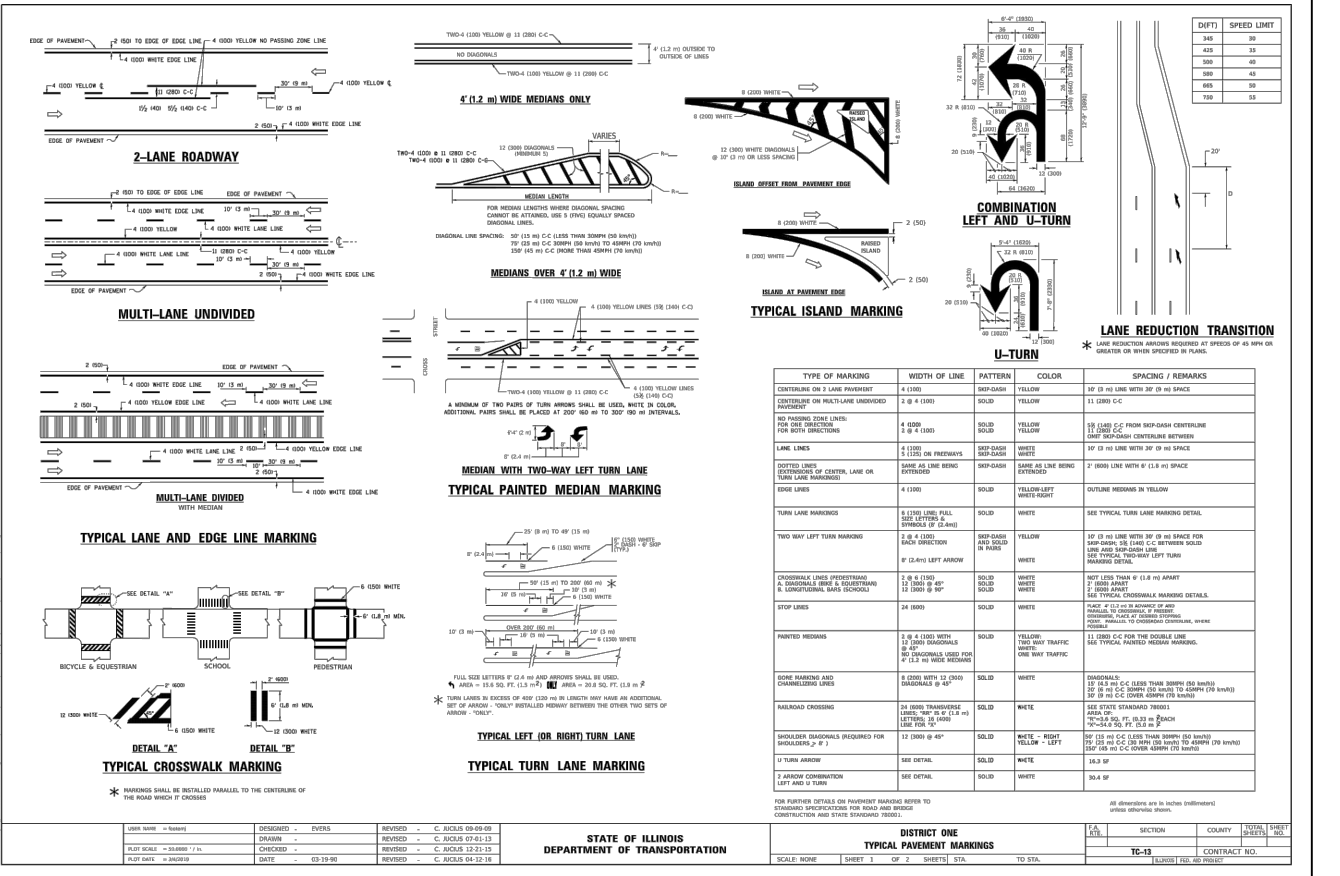
SHEET 40 OF 48

NO.	DATE	REVISIONS

PUBS 13 PUBLIC CONSTRUCTION ROAD NETWORK 2024 STREET IMPROVEMENTS CAD FILES 2024 ROAD PROGRAM CONSTRUCTION DETAILS REV0



DESIGNED - LJA	REVISIONS - A. HOUSER 10-23-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	SECTION - TC-10	COUNTY -	TOTAL SHEETS -	SHEET NO. -
CHECKED -	REVISIONS - T. BARRACHER 01-26-09						
DATE - 08-09	REVISIONS - A. SCHETZLE 07-01-13						
	REVISIONS - A. SCHETZLE 08-19-16						



DESIGNED - EVRS	REVISIONS - C. AUCIA 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	SECTION - TC-13	COUNTY -	TOTAL SHEETS -	SHEET NO. -
CHECKED -	REVISIONS - C. AUCIA 07-01-13						
DATE - 03-29-06	REVISIONS - C. AUCIA 12-21-13						
	REVISIONS - C. AUCIA 04-12-18						

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

2024 ROAD PROGRAM

IDOT DISTRICT 1 DETAILS

DATE:
FEBRUARY 2024

SHEET 41 OF 48

NO.	DATE	REVISIONS

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
STANDARD 424001-11 (Sheet 1 of 2)

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.

See Sheet 2 for GENERAL NOTES.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
STANDARD 424001-11 (Sheet 2 of 2)

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.

DIAGONAL CURB RAMPS FOR SIDEWALKS
STANDARD 424006-05

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.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
STANDARD 424011-04

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.

NO.	DATE	REVISIONS

PARALLEL MID-BLOCK CURB RAMP

PERPENDICULAR MID-BLOCK CURB RAMP

DEPRESSED CORNER

SECTION A-A

SECTION B-B

SECTION C-C

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.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

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.

DEPRESSED CORNER

SECTION A-A

SECTION B-B

SIDE CURB DETAIL

DETAIL A

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 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.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-06

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.

CLASS C

CLASS D

SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E

SECTION F-F

SECTION G-G

DETAIL OF SAWED CONTRACTION JOINT

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.

CLASS C and D PATCHES

STANDARD 442201-03

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

CAST FRAME

SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E

SECTION F-F

CAST OPEN LID

CAST CLOSED LID

ADA COMPLIANT CAST OPEN LID

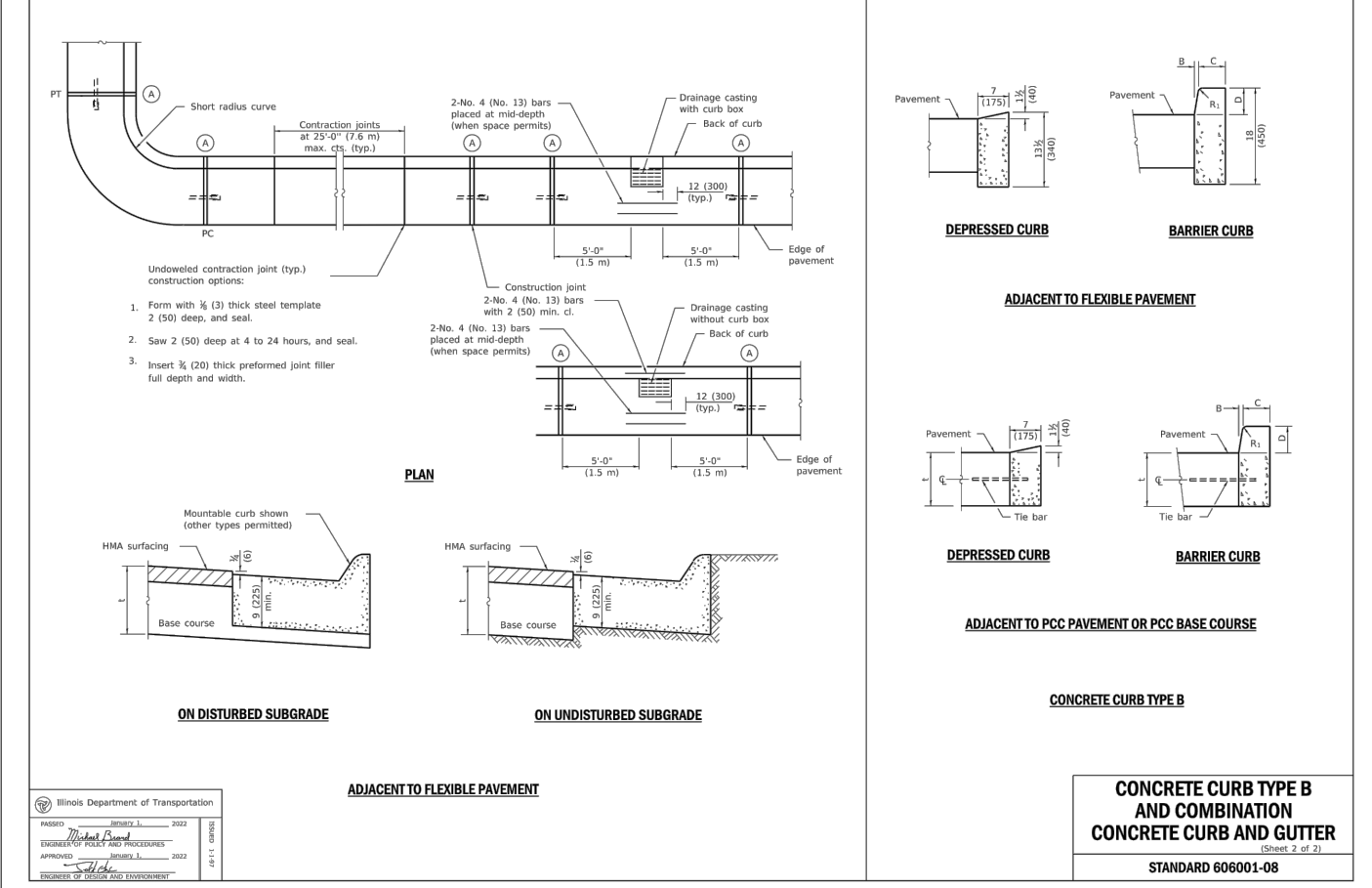
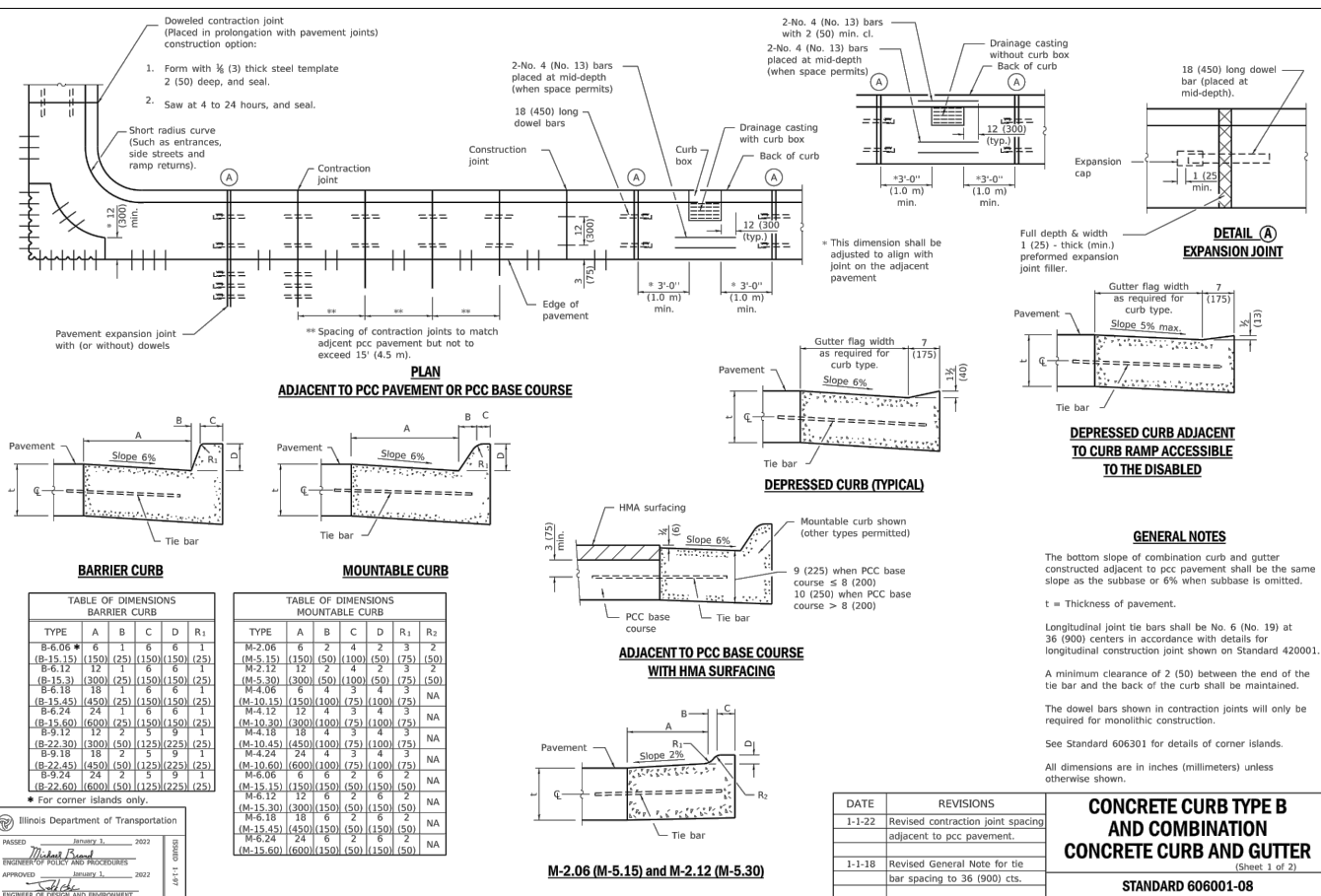
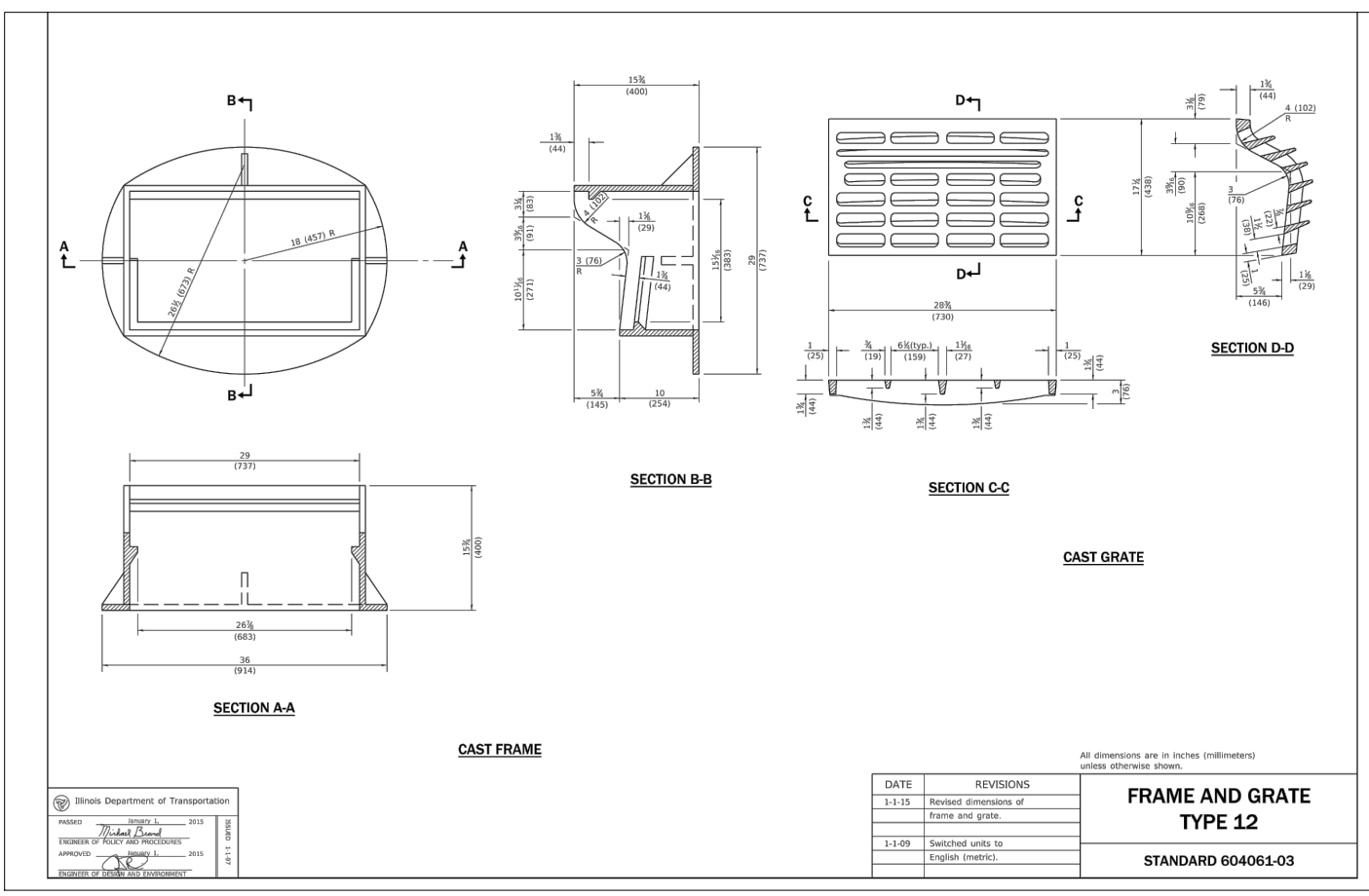
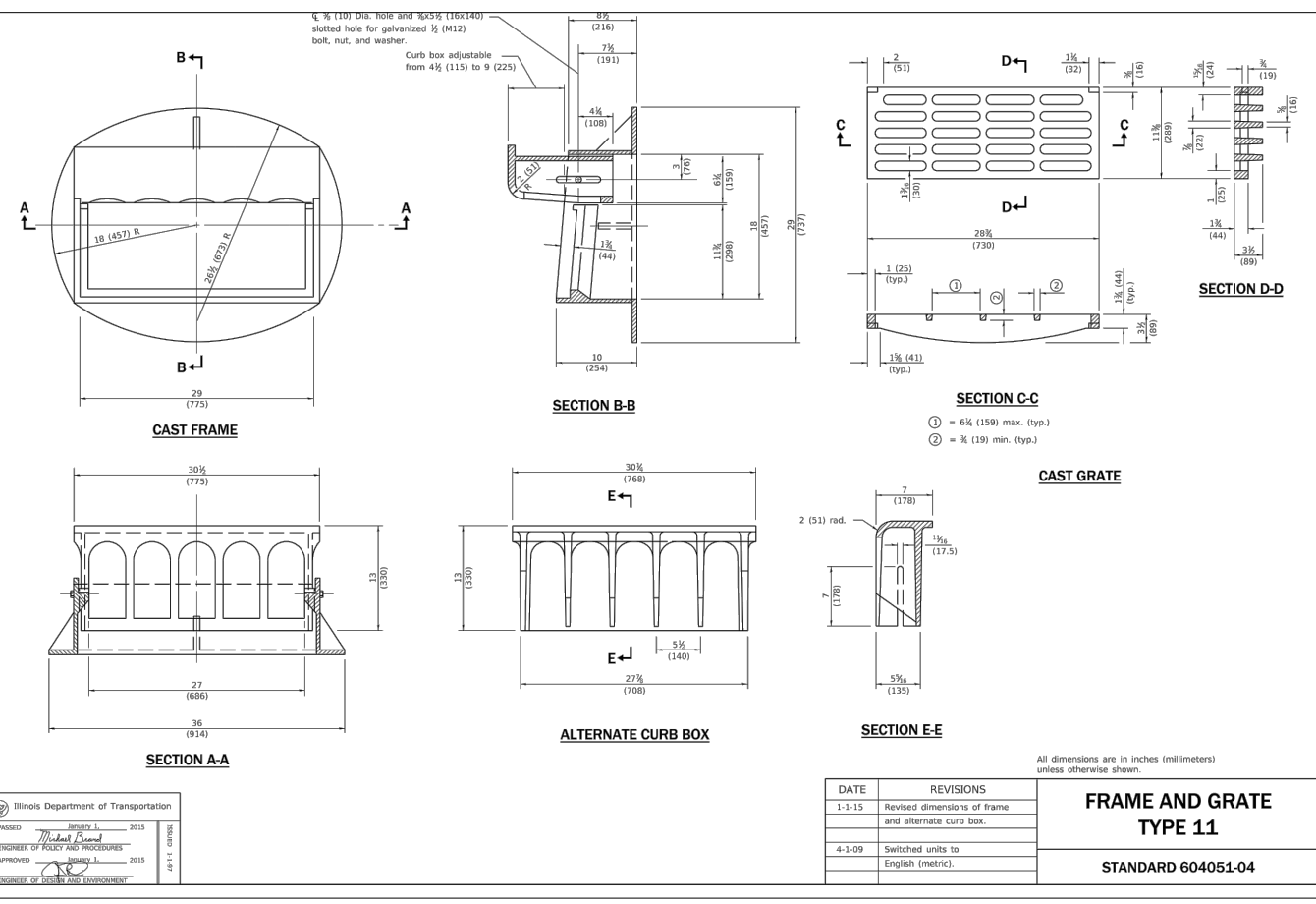
GENERAL NOTES

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

FRAME AND LIDS TYPE 1

STANDARD 604001-05

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).



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

2024 ROAD PROGRAM

HIGHWAY STANDARDS

DATE:
FEBRUARY 2024

SHEET 44 OF 48

NO.	DATE	REVISIONS

ILLINOIS PUBLIC CONSTRUCTION ROAD NETWORK 2024 STREET IMPROVEMENTS (CAD FILES) 2024 ROAD PROGRAM CONSTRUCTION DETAILS REV 0

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.

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

REVISIONS

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

Illinois Department of Transportation

TYPICAL APPLICATIONS

- Shoulder work
- Utility operations

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.

REVISIONS

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

Illinois Department of Transportation

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

REVISIONS

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

Illinois Department of Transportation

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

REVISIONS

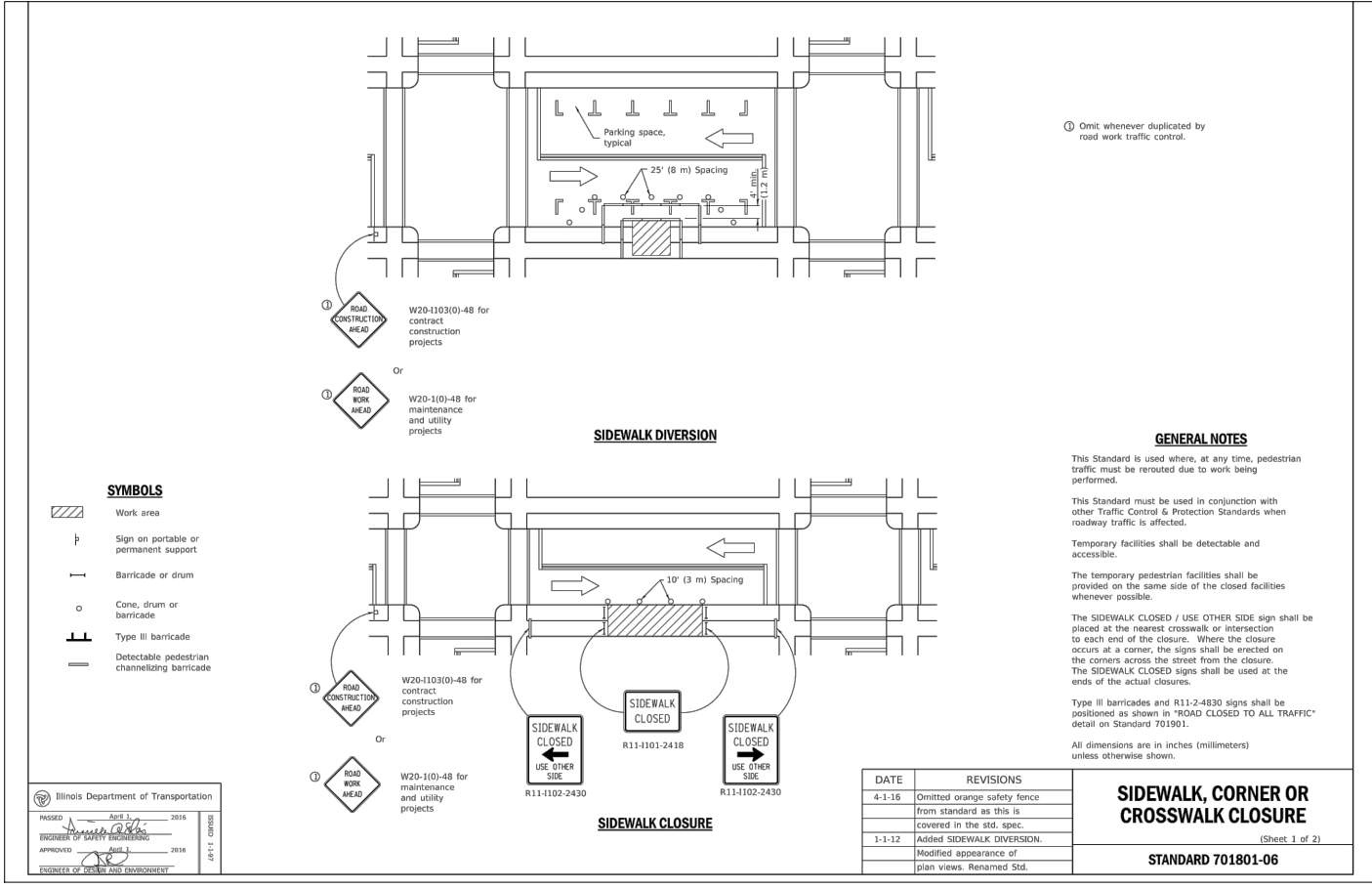
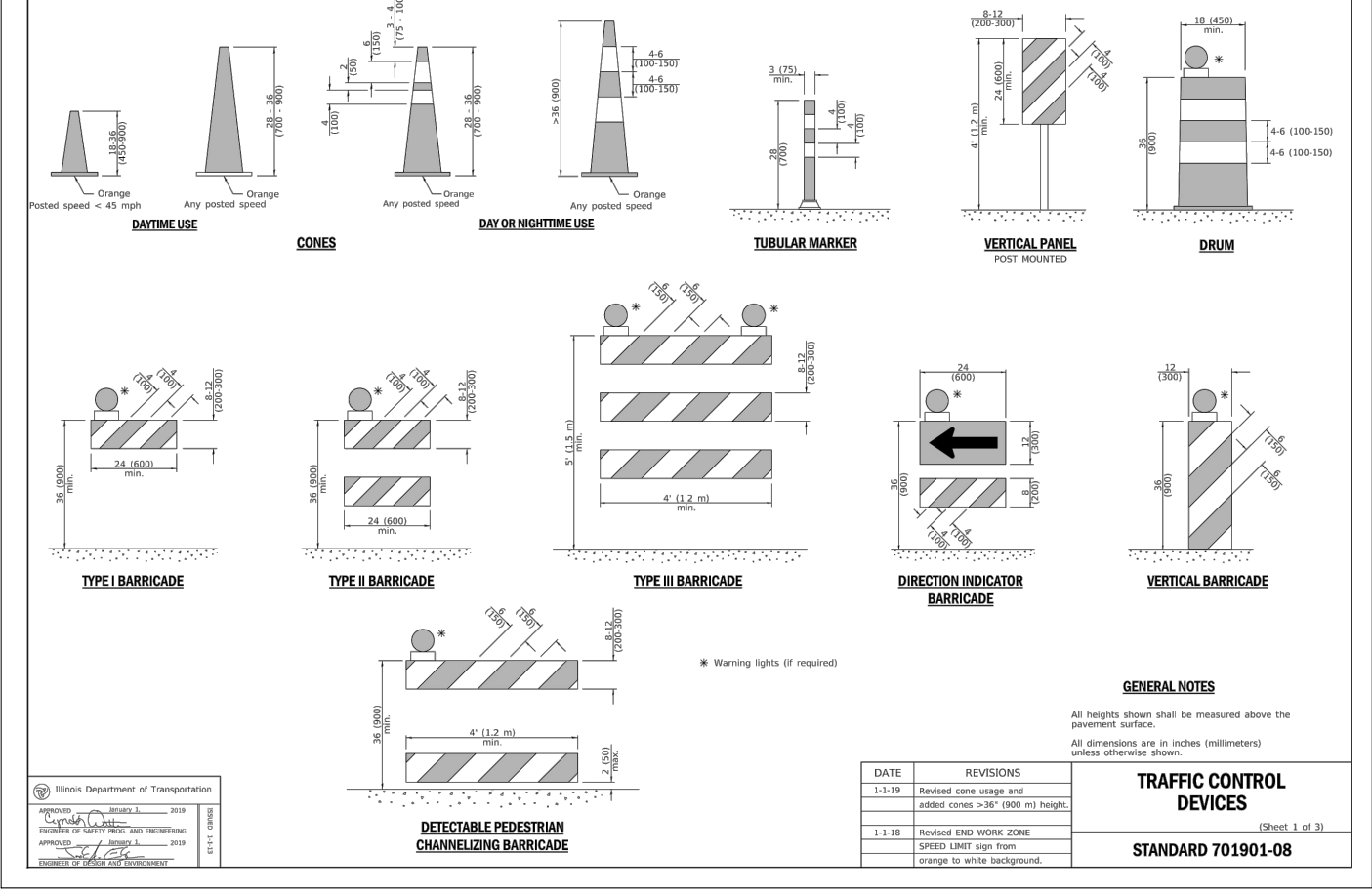
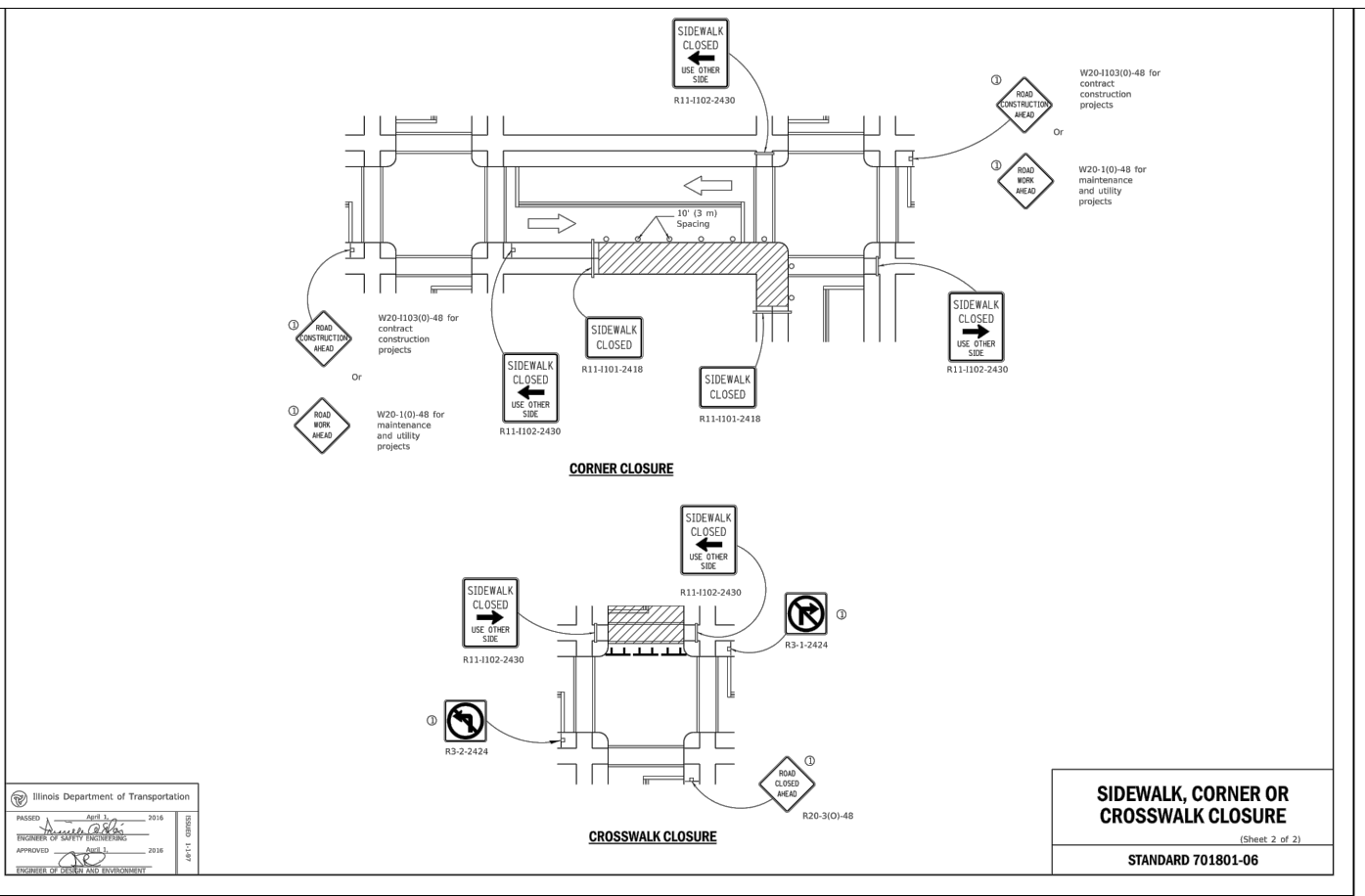
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric). Corrected sign No.'s.

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06

Illinois Department of Transportation

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

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

2024 ROAD PROGRAM

HIGHWAY STANDARDS

DATE:
 FEBRUARY 2024

SHEET **46** OF **48**

PUBLIC WORKS DIVISION / ROAD NETWORK / 2024 STREET IMPROVEMENTS / CAD FILES / 2024 ROAD PROGRAM / CONSTRUCTION DETAILS / REV 0

POST MOUNTED SIGNS
 *** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6 (150) to the outside edge of the paved shoulder.

HIGH LEVEL WARNING DEVICE
 18x18 (450x450) Orange flags

FLAGGER TRAFFIC CONTROL SIGN
 8 (200) Federal series C
 7 (180) Federal series B

ROAD CONSTRUCTION NEXT X MILES
 G20-1104(i)-6036

END CONSTRUCTION
 G20-1105(i)-6024

WORK LIMIT SIGNING
 WORK ZONE W21-110(i)-3618
 SPEED LIMIT R2-1-3648
 PHOTO ENFORCED R10-110(p)-3618
 PHOTO ENFORCED R10-110(p)-3618
 PHOTO ENFORCED R2-110(p)-3618
 PHOTO ENFORCED R2-110(p)-3618
 END WORK ZONE SPEED LIMIT G20-1103-6036

TRAFFIC CONTROL DEVICES
 STANDARD 701901-08
 (Sheet 2 of 3)

ARROW BOARDS
 TYPE A ROOF MOUNTED
 TYPE B ROOF OR TRAILER MOUNTED
 TYPE C TRAILER MOUNTED

TEMPORARY RUMBLE STRIPS
 SECTION A-A
 TYPICAL INSTALLATION

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD
 ROAD CLOSED TO ALL TRAFFIC
 ROAD CLOSED TO THRU TRAFFIC
 ROAD CLOSED TO THRU TRAFFIC

TRAFFIC CONTROL DEVICES
 STANDARD 701901-08
 (Sheet 3 of 3)

LANE AND EDGE LINES
 2 LANE
 DIVIDED
 MULTI LANE
 UNDIVIDED

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING
 RRR
 RRR

TYPICAL PAVEMENT MARKINGS
 STANDARD 780001-05
 (Sheet 1 of 3)

REVISIONS

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'.

LETTER AND ARROW GRID SCALE

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

TYPICAL PAVEMENT MARKINGS
 STANDARD 780001-05
 (Sheet 2 of 3)

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

2024 ROAD PROGRAM

HIGHWAY STANDARDS

DATE:
 FEBRUARY 2024

SHEET **47** OF **48**

NO. DATE REVISIONS

PUBLIC WORKS DIVISION
 CONSTRUCTION ROAD NETWORK 2024 - STREET IMPROVEMENTS (CAD FILES) 2024 - ROAD PROGRAM CONSTRUCTION DETAILS REV 0

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

WORD AND ARROW LAYOUT

INTERNATIONAL SYMBOL OF ACCESSIBILITY

SHARED LANE SYMBOL

BIKE SYMBOL
(Arrow is optional.)

WRONG WAY ARROW

TYPICAL PAVEMENT MARKINGS
(Sheet 3 of 3)

STANDARD 780001-05

Illinois Department of Transportation
 PASSED: [Signature] January 3, 2015
 ENGINEER OF OPERATIONS
 APPROVED: [Signature] January 3, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

NO.	DATE	REVISIONS