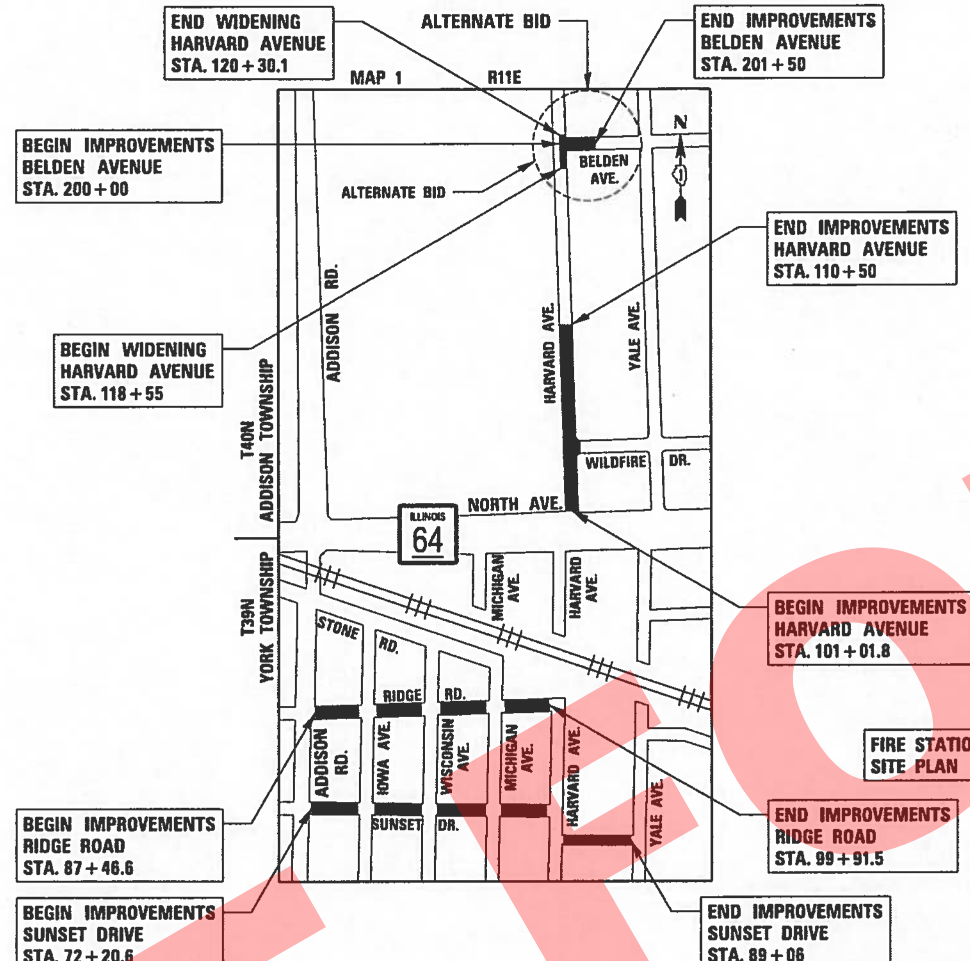
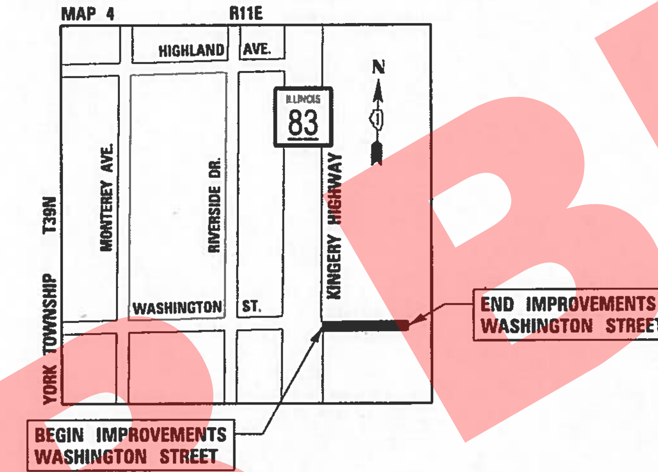
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	1
	ILLINOIS	CONTRACT NO.		

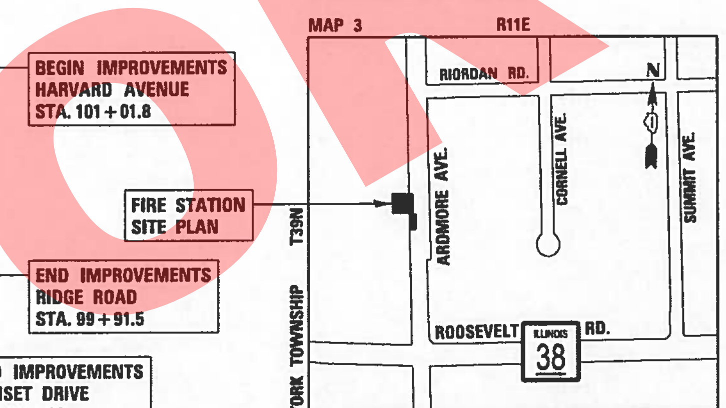
VILLAGE OF VILLA PARK
DUPAGE COUNTY, ILLINOIS
2017 STREET IMPROVEMENTS

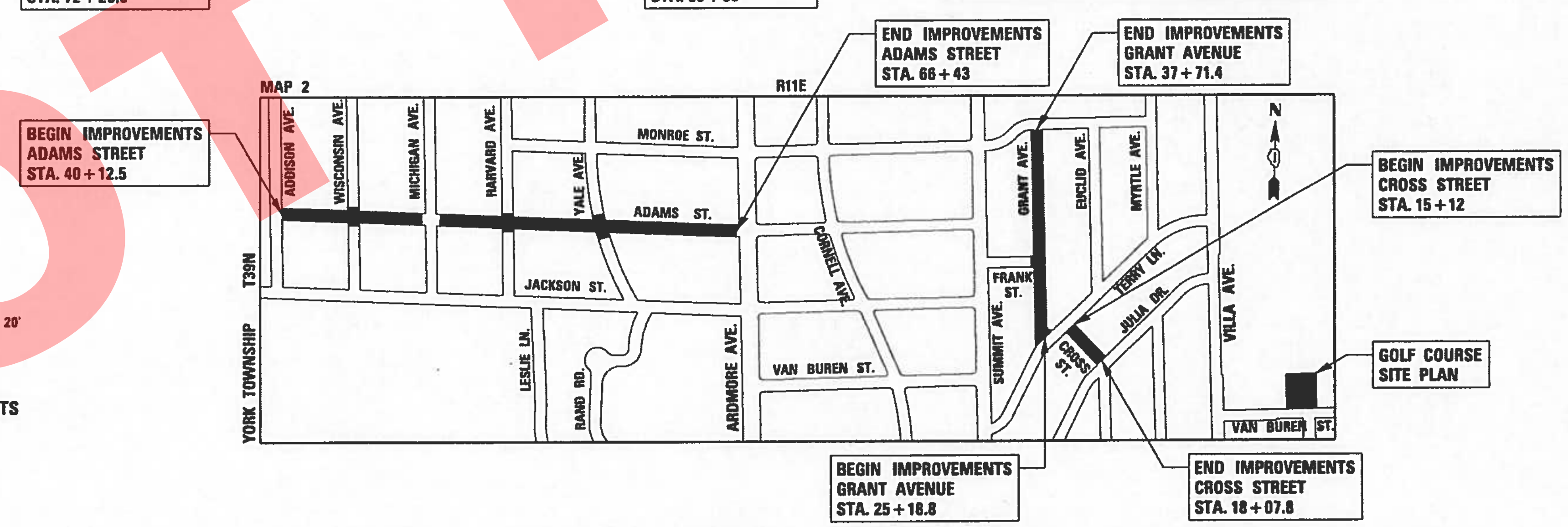
FOR INDEX OF SHEETS, SEE SHEET NO. 2

villa park
THE GARDEN VILLAGE









ALL LOCATION MAPS
(NOT TO SCALE)

NOT FOR BID

VILLAGE BOARD

0 100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

DEREK N. MALL
062-051308
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

Derek N. Mall 4/21/17
REGISTERED P.E., STATE OF ILLINOIS
NO. 062-051308; EXPIRES 11-30-2017

CIVILTECH ENGINEERING, INC.
184-000826
LS/PE/SE CORPORATION
ILLINOIS

PLANS PREPARED BY:
CIVILTECH
2 Pierce Place, Suite 1400 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com

COMBINED GROSS LENGTH = 8382.5 FT. = 1.59 MILES

BASE BID GROSS LENGTH = 8057.4 FT. = 1.53 MILES

ADAMS STREET = 2630.5 FT. = 0.50 MILE
GRANT AVENUE = 1252.6 FT. = 0.24 MILE
CROSS STREET = 295.8 FT. = 0.06 MILE

SUNSET DRIVE = 1685.4 FT. = 0.32 MILE
RIDGE ROAD = 1244.9 FT. = 0.24 MILE
HARVARD AVENUE = 948.2 FT. = 0.18 MILE

ALTERNATE BID GROSS LENGTH = 325.1 FT. = 0.06 MILE

HARVARD WIDENING = 175.1 FT. = 0.03 MILE
BELDEN AVENUE = 150.0 FT. = 0.03 MILE

STATE OF ILLINOIS
VILLAGE OF VILLA PARK

APPROVED APRIL 21 20 17
VYDAS JUSKELIS, P.E.
PUBLIC WORKS DIRECTOR, VILLAGE OF VILLA PARK

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SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2017; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD); THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS", 7TH EDITION, 2014; THE LATEST EDITION OF THE "ILLINOIS URBAN MANUAL"; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.

2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.

3. ALL UTILITY COMPANIES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.

STAKING

1. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

2. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED.

3. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.

4. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

STAKING (RIDGE RD. & SUNSET DR.)

1. ALTHOUGH SURVEY HAS NOT BEEN COMPLETED FOR THESE ROADWAYS, A PROPOSED CENTERLINE HAS BEEN SHOWN. IN GENERAL, THE CENTERLINE REPRESENTS THE CENTER-OF-ROADWAY AND THE CENTER-OF-ROW. THE PROPOSED CENTERLINE IS ONLY A BEST-FIT APPROXIMATION BASED ON AERIAL IMAGERY. ITS PURPOSE IS ONLY TO PROVIDE A GENERAL LENGTH OF ROADWAY IMPROVEMENTS.

2. THE DIMENSIONS SHOWN IN THE PLANS ARE APPROXIMATE BASED ON FIELD INVESTIGATIONS. BY NO MEANS SHOULD THE DIMENSIONS ACT AS AN ABSOLUTE LIMIT OF PROPOSED WORK. THE FINAL LENGTHS AND AREAS OF PROPOSED WORK WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

PAVING, CURB & GUTTER, AND SIDEWALK

1. THE PAVEMENT PATCHING AND CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS SHOWN IN THE PLANS ARE ONLY APPROXIMATIONS MADE DURING THE DESIGN PROCESS BASED ON FIELD INVESTIGATIONS. THE ENGINEER IN THE FIELD SHALL MAKE THE FINAL DETERMINATION ON THE LOCATION OF PAVEMENT PATCHES AND CURB AND GUTTER REMOVAL AND REPLACEMENT.

2. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, DRIVEWAY AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED SAW TO FULL DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED. THE CONTRACTOR SHALL BE REQUIRED TO SAW VERTICAL CUTS SO AS TO FORM CLEAN VERTICAL JOINTS. SHOULD THE CONTRACTOR DEFACE ANY EDGE, A NEW SAWED JOINT SHALL BE PROVIDED AND ANY ADDITIONAL WORK, INCLUDING REMOVAL AND REPLACEMENT, SHALL BE DONE AT CONTRACTOR'S OWN EXPENSE.

3. BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

4. HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED IN A STAGE UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE WITHIN THE STAGE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

5. THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE BINDER OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.

6. THE FINAL EDGE-OF-PAVEMENT SURFACE ELEVATION SHALL BE 1/4" ABOVE THE GUTTER AS SHOWN IN IDOT HIGHWAY STANDARD 606001.

7. ANY MODIFICATIONS REQUIRED IN THE PLACEMENT OF COMBINATION CONCRETE CURB AND GUTTER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF "COMBINATION CONCRETE CURB AND GUTTER, TYPE AS SPECIFIED". THIS INCLUDES, BUT IS NOT LIMITED TO, TRANSITIONS IN THE CURB HEIGHT OR GUTTER WIDTH TO MATCH EXISTING CONDITIONS, TRANSITIONS AT DRAINAGE STRUCTURES, AND IRREGULARITIES AT EDGE-OF-PAVEMENT.

8. ALL PROPOSED SIDEWALK AND SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED TO THE SLOPES AND GRADES SHOWN IN IDOT HIGHWAY STANDARD 424001. THE PROPOSED SIDEWALK LIMITS SHOWN IN THE PLANS ARE ONLY APPROXIMATIONS BASED ON FIELD INVESTIGATIONS. THE ENGINEER WILL MAKE THE FINAL DETERMINATION OF THE SIDEWALK REPLACEMENT LIMITS IN THE FIELD. THE 6 INCH SIDE CURB ADJACENT TO SIDEWALK RAMPS WILL NOT BE PERMITTED. INSTEAD, THE LANDSCAPED AREAS NEAR THE SIDEWALK RAMPS WILL BE REGRADED TO MATCH THE PROPOSED EDGE-OF-SIDEWALK.

EXCAVATION

1. EXCAVATION BENEATH PAVEMENT PATCHES AS SHOWN IN THE PLANS SHALL ONLY BE DONE IF THERE IS NO EXISTING AGGREGATE BASE COURSE OR IF THE EXISTING AGGREGATE BASE COURSE IS DETERMINED TO BE UNSTABLE. THE FINAL CONDITION OF THE MATERIAL WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE EXCAVATION SHALL BE A MINIMUM OF 4" BENEATH THE PAVEMENT PATCH WHICH VOLUME, MEASURED IN CUBIC YARDS, WILL BE REPLACED WITH AGGREGATE BASE COURSE, TYPE B.

DRIVEWAY RECONSTRUCTION

1. UNLESS DRIVEWAY RECONSTRUCTION IS INDICATED IN THE PLANS, THERE IS NO ANTICIPATION TO RECONSTRUCT ALL THE DRIVEWAY ENTRANCES. HOWEVER, IF A SITUATION ARISES WHERE DRIVEWAY RECONSTRUCTION IS NEEDED TO COMPLETE THE WORK SHOWN IN THE PLANS, PRIOR APPROVAL SHALL BE OBTAINED FROM THE ENGINEER BEFORE STARTING WORK. THE ENGINEER SHALL MAKE THE FINAL DECISION ON THE LIMITS OF DRIVEWAY RECONSTRUCTION. ANY DRIVEWAYS THAT WERE DAMAGED WITHOUT APPROVAL FOR RECONSTRUCTION FROM THE ENGINEER OR DAMAGED DUE TO CONTRACTOR'S NEGLIGENCE SHALL BE REPLACED IN KIND AT CONTRACTOR'S OWN EXPENSE.

2. WHEN PERMITTED BY THE ENGINEER, DRIVEWAY RECONSTRUCTION SHALL BE CONSTRUCTED AS FOLLOWS:

   RESIDENTIAL HMA DRIVEWAY RECONSTRUCTION:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
   -(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")
   RESIDENTIAL PCC DRIVEWAY RECONSTRUCTION:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
   -(INCLUDES AGGREGATE BASE COURSE, TYPE B 4")
   COMMERCIAL HMA DRIVEWAY RECONSTRUCTION:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"
   -(INCLUDES AGGREGATE BASE COURSE, TYPE B 8")
   COMMERCIAL PCC DRIVEWAY RECONSTRUCTION:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL
   -(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

SEWER

1. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE/SANITARY STRUCTURES SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE BEING CONSTRUCTED, RECONSTRUCTED, OR ADJUSTED.

2. UNLESS OTHERWISE NOTED ON THE PLANS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. LOCATIONS OF EXISTING DRAINAGE STRUCTURES AND SEWERS AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES WHICH ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS. DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL SO INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF THE NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE, AND THE WORK SHALL BE DONE ACCORDING TO SECTIONS 550 AND 601, AND ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.

3. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWER ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

4. ALL ABANDONED PIPE AND STRUCTURE INVERTS SHALL BE PLUGGED WITH BRICK AND MORTAR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF ITEMS BEING REMOVED.

5. TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST. PIPE INVERTS AND DIRECTIONS NOTED IN THE PLANS ARE NOT ABSOLUTE AND MAY REQUIRE SLIGHT ADJUSTMENT IN THE FIELD AS DIRECTED BY THE ENGINEER.

6. ALL EXISTING WATER SERVICES, SEWER SERVICES AND SEWER MAINS NOT IN DIRECT CONFLICT WITH THE PROPOSED DRAINAGE AND UTILITY INSTALLATIONS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. SHOULD THE CONTRACTOR CHOOSE TO MAKE SEWER AND WATER ADJUSTMENTS TO INCREASE PROPOSED DRAINAGE AND UTILITY PRODUCTION, THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE DONE AT CONTRACTOR'S OWN EXPENSE. ANY DAMAGE TO SAID SERVICES AND MAINS NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED DRAINAGE AND UTILITY INSTALLATIONS SHALL BE REPAIRED OR REPLACED AT CONTRACTOR'S OWN EXPENSE.

7. SANITARY STRUCTURE AND DRAINAGE STRUCTURE REPLACEMENT SHALL INCLUDE THE RECONNECTION OF ALL SEWERS. EXISTING SEWERS THAT ARE DAMAGED DURING THE STRUCTURE REPLACEMENT PROCESS SHALL BE REPLACED IN KIND AND AT THE SAME DIAMETER. THE COST OF DOING THIS WORK WILL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY STRUCTURE BEING INSTALLED WHICH INCLUDES SEWER REPLACEMENT OF UP TO 5' IN LENGTH.

8. THE MATERIALS USED IN THE COMPOSITION OF TRENCH BACKFILL SHALL ONLY BE CA-6 VIRGIN MATERIAL. RECYCLED MATERIAL WILL NOT BE ALLOWED.

INDEX OF SHEETS

WATER

1. THE CONTRACTOR SHALL GIVE THE VILLAGE A MINIMUM OF 48 HOURS NOTICE PRIOR TO BEGINNING ANY WATER UTILITY WORK, INCLUDING WATERMAIN SHUT OFFS.

2. SERVICE LINES TO RESIDENTS CANNOT BE SHUT OFF FOR MORE THAN 8 HOURS PER DAY (9AM TO 5PM) AND NO MORE THAN 2 SHUT OFFS FOR ANY GIVEN PROPERTY.

3. THE COST FOR REMOVING EXISTING WATERMAIN AND FITTINGS IN ORDER TO INSTALL PROPOSED FIRE HYDRANTS SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PROPOSED FIRE HYDRANTS BEING INSTALLED AS SHOWN IN THE PLANS.

4. BUFFALO BOXES (B-BOXES) SHALL BE ADJUSTED TO THE FINAL GRADE AND WILL BE KEYABLE AFTER THE COMPLETION OF FINAL LANDSCAPING OR FINAL PAVING (IN AREAS WHERE B-BOXES ARE LOCATED IN PAVED SURFACES). THE ADJUSTMENT TO THE FINAL GRADE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PROPOSED ITEMS BEING INSTALLED.

MAILBOXES

1. THE CONTRACTOR SHALL PROTECT AND RELOCATE ALL EXISTING MAILBOXES WHICH INTERFERE WITH THE WORK IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND ADDITIONAL COMPENSATION WILL NOT BE ALLOWED.

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CIVILTECH

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	DRAWN - MJP	REVISED -
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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
GENERAL NOTES AND INDEX OF SHEETS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	2
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

UTILITIES

1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND 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 OR THE UTILITY OWNER. THIS WORK SHALL BE AT CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS OF HIS CONSTRUCTION SCHEDULE AND SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY OWNERS SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER. NOTIFICATION SHALL BE IN WRITING, WITH COPIES TRANSMITTED TO THE ENGINEER.

3. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.

4. THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. COMPLIANCE WITH THE ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

SOIL EROSION AND SEDIMENT CONTROL

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL (JUNE, 2013 EDITION)".

2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES. THE USE OF TEMPORARY EROSION CONTROL SEEDING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

3. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE BEFORE ANY WORK BEGINS.

4. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY. ALL MAINTENANCE OF EROSION CONTROL ITEMS IS INCLUDED IN THE COST OF THE ITEM PER ARTICLE 280.05 OF THE STANDARD SPECIFICATIONS.

5. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.

6. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES IN THE PROJECT AREA.

7. ALL SLOPES SHALL BE COVERED WITH SOD OR SEED & EROSION CONTROL BLANKET AS SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED.

8. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

TREE PROTECTION & LANDSCAPING

1. THE ENGINEER WILL DETERMINE AREAS WHERE TEMPORARY FENCE MAY BE NEEDED TO PROTECT TREES IN CLOSE PROXIMITY TO CONSTRUCTION OPERATIONS. TEMPORARY FENCE SHALL BE PLACED AROUND THE TREE AT DRIP LINE. NEW TEMPORARY FENCE OR THE RELOCATION OF TEMPORARY FENCE FROM ONE LOCATION TO ANOTHER LOCATION SHALL BE PAID FOR AS "TEMPORARY FENCE". THE TEMPORARY FENCE SHALL NOT BE RELOCATED UNTIL ALL WORK IS COMPLETED IN THAT AREA.

2. EXCAVATION NEAR TREES MAY REQUIRE TREE ROOT PRUNING AS DIRECTED BY THE ENGINEER.

3. THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN IN THE PLANS. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED AT CONTRACTOR'S OWN EXPENSE, AND ADDITIONAL COMPENSATION WILL NOT BE ALLOWED.

CLEARING

1. CONTRACTOR SHALL PAY SPECIAL ATTENTION TO ARTICLE 201.01(a) OF THE STANDARD SPECIFICATIONS. REMOVAL OF ALL OBSTRUCTIONS IN THE RIGHT-OF-WAY, THAT ARE NOT INCLUDED IN A SPECIFIC REMOVAL ITEM, SHALL BE CONSIDERED CLEARING AND INCLUDED IN THE COST OF THE CONTRACT. THIS SHALL INCLUDE, BUT IS NOT LIMITED TO, FENCES, WALLS, FOUNDATIONS, BUILDINGS, WOODEN POWER POLES, WOODEN PLANTERS, GATES, AND ALL VEGETATION, TREES, SHRUBS, ETC. LESS THAN 6" IN DIAMETER.

ADDITIONAL SYMBOLS, ABBREVIATIONS AND PATTERNS

- EXISTING & PROPOSED VALVE VAULT
- EXISTING VALVE AND VALVE BOX
- EXISTING & PROPOSED FIRE HYDRANT
- EXISTING DOMESTIC WATER SERVICE BOX
- DECORATIVE STONE
- HOT-MIX ASPHALT RESURFACING;
  HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (REMOVAL PLAN)
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (PROPOSED PLAN)
  LEVELING BINDER (MACHINE METHOD), N50 (PROPOSED PLAN)
- CLASS C PATCHES (DEPTH AS NOTED)
  CLASS D PATCHES (DEPTH AS NOTED)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
  PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT
- TEMPORARY RAMP
- PAVEMENT REMOVAL (SPECIAL)
  DRIVEWAY PAVEMENT REMOVAL
  SIDEWALK REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- SEWER REMOVAL
  GUARDRAIL REMOVAL
- SINGLE ITEM REMOVAL
- T.B.F. TRENCH BACKFILL
- X (X) PROPOSED DRAINAGE ITEM CALL-OUTS
- X PROPOSED SANITARY ITEM CALL-OUTS
- X PROPOSED WATER ITEM CALL-OUTS
- ADJ-T11 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
  FRAMES AND GRATES, TYPE 11
- REC-T11 DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED
  FRAMES AND GRATES, TYPE 11

EPOXY COATING ON REINFORCEMENT

1. ALL DOWEL BARS AND TIE BARS SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED ON THE PLANS.

SIGNING & STRIPING

1. ALL EXISTING TRAFFIC SIGNS WHICH INTERFERE WITH THE CONTRACTOR'S WORK SHALL BE REMOVED PER ARTICLE 107.25. A RECORD SHALL BE MADE OF THEIR CONDITION, AND THEY SHALL BE SAFELY STORED AND SAFEGUARDED BY THE CONTRACTOR UNTIL THE ENGINEER DETERMINES THAT THEY BE REINSTALLED IN THE PERMANENT LOCATIONS. "STOP" SIGNS SHALL BE IMMEDIATELY REINSTALLED AFTER WORK IS COMPLETED IN AREA TO MAINTAIN ROADWAY SAFETY CONDITIONS. ANY SIGN WHICH IS DAMAGED DUE TO CONSTRUCTION ACTIVITIES SHALL BE REPAIRED OR REPLACED IN KIND AT CONTRACTOR'S OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION.

2. ALL EXISTING SIGNS AND POSTS REMOVED AND NOT REINSTALLED WILL BE EVALUATED BY THE ENGINEER IN THE FIELD. THE ENGINEER WILL DETERMINE WHICH ITEMS WILL BE RETURNED TO THE VILLAGE AND WHICH ITEMS WILL BE DISPOSED. THE DELIVERY AND DISPOSAL OF THESE ITEMS WILL BE INCLUDED IN THE COST OF "REMOVE SIGN PANEL ASSEMBLY, TYPE AS NOTED". SIGNS AND POSTS DEEMED BY THE ENGINEER TO BE RETURNED SHALL BE DELIVERED TO:

   VILLAGE OF VILLA PARK
   PUBLIC WORKS DEPARTMENT YARD
   51 SOUTH ARDMORE AVENUE
   VILLA PARK, IL 60181

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-04	INLET - TYPE A
602401-03	MANHOLE TYPE A
602406-07	MANHOLE TYPE A 6' DIAMETER
602411-05	MANHOLE TYPE A 7' DIAMETER
602501-02	VALVE VAULT TYPE A
*602601-04	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-04	FRAME AND LIDS TYPE 1
604051-04	FRAME & GRATE TYPE 11
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS

*PRECAST REINFORCED CONCRETE FLAT SLAB TOPS WILL ONLY BE USED IF WARRANTED BY DEPTH RESTRICTIONS. OTHERWISE, ALL STRUCTURES SHALL BE EQUIPPED WITH CONES.

NOTE: THE CONSTRUCTION DETAILS SHALL SUPERCEDE IDOT STANDARD DRAWINGS.

MISCELLANEOUS

1. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

2. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

GEOTECHNICAL AND CCDD REPORTS

1. THOSE SEEKING THE FULL GEOTECHNICAL AND CCDD REPORTS SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION, PLEASE CONTACT:

   VILLAGE OF VILLA PARK
   PUBLIC WORKS DEPARTMENT
   PHONE: (630) 834-8505

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
GENERAL NOTES AND STATE STANDARDS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES
(BASE BID)

		SUMMARY OF 2017 STREET IMPROVEMENTS (BASE BID)			REFERENDUM STREETS							NON-REFERENDUM	
					ADAMS STREET (ADDISON TO ARDMORE)	CROSS STREET (TERRY TO JULIA)	GRANT AVENUE (TERRY TO MONROE)	SUNSET DRIVE (ADDISON TO YALE)	RIDGE ROAD (ADDISON TO HARVARD)	HARVARD AVENUE (IL ROUTE 64 TO DEAD END)	WASHINGTON STREET (IL ROUTE 83 TO DEAD END)	FIRE STATION (SITE PLAN)	GOLF COURSE PARKING LOT (SITE PLAN)
	IDOT CODE NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
	20101000	1	TEMPORARY FENCE	FOOT	3,040	1,820	180	860	100	0	80	0	0	0
*	20101200	2	TREE ROOT PRUNING	EACH	124	76	6	37	4	0	1	0	0	0
*	20200100	3	EARTH EXCAVATION	CU YD	4,560	1,566	59	1,390	242	0	0	650	222	431
*	20201200	4	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	713	50	25	25	445	46	72	0	50	0
	20800150	5	TRENCH BACKFILL	CU YD	300	58	191	35	0	0	1	15	0	0
	21001000	6	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	16,397	8,778	0	4,078	0	0	318	1,500	0	1,723
	25200200	7	SUPPLEMENTAL WATERING	UNIT	90	52	8	21	4	1	1	1	2	0
	28000400	8	PERIMETER EROSION BARRIER	FOOT	134	0	134	0	0	0	0	0	0	0
	28000510	9	INLET FILTERS	EACH	60	21	10	14	4	2	4	3	2	0
*	30300001	10	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	150	50	25	25	25	0	25	0	0	0
*	30300112	11	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,206	0	0	0	1,206	0	0	0	0	0
	35101500	12	AGGREGATE BASE COURSE, TYPE B	CU YD	112	0	3	0	16	46	47	0	0	0
	35101800	13	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	14,104	7,589	0	3,486	1,034	0	272	0	0	1,723
	35102000	14	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	1,300	0	0	0	0	0	0	1,300	0	0
	35800100	15	PREPARATION OF BASE	SQ YD	824	0	824	0	0	0	0	0	0	0
	35800200	16	AGGREGATE BASE REPAIR	TON	165	0	165	0	0	0	0	0	0	0
*	40600290	17	BITUMINOUS MATERIALS (TACK COAT)	POUND	12,450	1,708	186	3,486	2,110	1,838	2,084	650	0	388
	40600625	18	LEVELING BINDER (MACHINE METHOD), N50	TON	358	0	0	0	117	115	126	0	0	0
*	40600982	19	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	228	40	29	46	0	0	38	75	0	0
*	40600985	20	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	71	0	0	0	38	33	0	0	0	0
	40600990	21	TEMPORARY RAMP	SQ YD	97	0	0	0	49	48	0	0	0	0
	40603080	22	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	3,845	1,700	185	781	232	0	61	500	0	386
	40603335	23	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,666	855	102	396	350	229	366	175	0	193
	42001300	24	PROTECTIVE COAT	SQ YD	5,472	2,023	379	1,085	404	140	67	375	999	0
	42400800	25	DETECTABLE WARNINGS	SQ FT	630	260	120	127	113	10	0	0	0	0
	44000200	26	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3,143	1,003	59	550	236	99	51	290	855	0
	44000500	27	COMBINATION CURB AND GUTTER REMOVAL	FOOT	9,494	5,133	751	2,579	156	199	293	200	183	0
	44000600	28	SIDEWALK REMOVAL	SQ FT	9,007	4,023	1,748	1,684	590	304	0	0	658	0
*		29	CLASS C PATCHES, 6 INCH	SQ YD	726	0	0	0	140	409	177	0	0	0
*		30	CLASS D PATCHES, 6 INCH	SQ YD	272	0	26	0	0	0	246	0	0	0
	48101500	31	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	161	0	0	0	0	0	26	135	0	0
*		32	STORM SEWERS, CLASS A, 12"	FOOT	76	18	27	31	0	0	0	0	0	0
*		33	STORM SEWERS, CLASS A, 36"	FOOT	155	0	127	28	0	0	0	0	0	0
	550A2600	34	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 36"	FOOT	151	0	151	0	0	0	0	0	0	0
*		35	STORM SEWERS, CLASS B, 8"	FOOT	20	20	0	0	0	0	0	0	0	0
*		36	STORM SEWERS, CLASS B, 10"	FOOT	31	6	0	0	0	0	0	25	0	0
*	56400200	37	FIRE HYDRANTS TO BE MOVED (SPECIAL)	EACH	0	0	0	0	0	0	0	0	0	0
*	56400820	38	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	3	0	0	3	0	0	0	0	0	0
	60201105	39	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	7	3	1	3	0	0	0	0	0	0
	60207905	40	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	3	0	2	0	0	0	1	0	0	0

* INDICATES ITEM COVERED BY SPECIAL PROVISION

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
SUMMARY OF QUANTITIES (BASE BID)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	4
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES
(BASE BID)

		SUMMARY OF 2017 STREET IMPROVEMENTS (BASE BID)			REFERENDUM STREETS							NON-REFERENDUM	
					ADAMS STREET (ADDISON TO ARDMORE)	CROSS STREET (TERRY TO JULIA)	GRANT AVENUE (TERRY TO MONROE)	SUNSET DRIVE (ADDISON TO YALE)	RIDGE ROAD (ADDISON TO HARVARD)	HARVARD AVENUE (IL ROUTE 64 TO DEAD END)	WASHINGTON STREET (IL ROUTE 83 TO DEAD END)	FIRE STATION (SITE PLAN)	GOLF COURSE PARKING LOT (SITE PLAN)
	IDOT CODE NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
	60218400	41	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	3	2	0	0	0	0	0	0
	60223800	42	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	0	0	1	0	0	0	0	0
	60224020	43	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	0	0	1	0	0	0	0	0
	60224446	44	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	0	2	0	0	0	0	0	0
	60236800	45	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	7	4	1	1	0	0	1	0	0
*	60248700	46	VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	0	0	0	0	0	0	0
	60404800	47	FRAMES AND GRATES, TYPE 11	EACH	18	5	1	9	0	2	1	0	0
		48	FRAMES AND LIDS, TYPE 1	EACH	9	4	1	2	0	0	2	0	0
	63200310	49	GUARDRAIL REMOVAL	FOOT	0	0	0	0	0	0	0	0	0
*	66900200	50	NON-SPECIAL WASTE DISPOSAL	CU YD	258	0	59	0	0	0	99	100	0	0
	72400100	51	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	0	0	0	0	0	0	0	0	0
	72400500	52	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	1	0	0	1	2	0	0	0
	72800100	53	TELESCOPING STEEL SIGN SUPPORT	FOOT	60	15	0	0	15	30	0	0	0
	78000200	54	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	765	0	0	0	0	0	0	0	765
	78000400	55	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	52	52	0	0	0	0	0	0	0
	78000650	56	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	227	106	37	36	25	12	11	0	0	0
*	Z0004514	57	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	582	348	0	139	40	9	46	0	0	0
*	Z0004522	58	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	150	0	0	0	0	0	0	150	0	0
*	Z0013798	59	CONSTRUCTION LAYOUT	L SUM	1									
*	Z0017400	60	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	47	18	6	4	4	1	6	5	2	1
*	Z0017700	61	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	24	15	0	8	0	0	0	0	1	0
*	Z0056606	62	STORM SEWER (WATER MAIN REQUIREMENTS) 10 INCH	FOOT	57	50	0	0	0	0	7	0	0	0
*	Z0056608	63	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	33	25	5	3	0	0	0	0	0	0
*	Z0062700	64	SAWING P.C. CONCRETE PAVEMENT (FULL DEPTH)	FOOT	4,137	0	0	0	2,086	2,051	0	0	0	0
*	X2110104	65	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	9,628	5,713	807	2,328	426	58	83	100	113	0
*	X2130010	66	EXPLORATION TRENCH, SPECIAL	FOOT	300	100	50	75	25	25	25	0	0	0
*	X2520700	67	SODDING, SPECIAL	SQ YD	9,628	5,713	807	2,328	426	58	83	100	113	0
*		68	TEMPORARY ACCESS (DRIVEWAY ENTRANCE)	EACH	15	4	0	0	2	1	1	7	0	0
*	X4023000	69	TEMPORARY ACCESS (ROAD)	EACH	19	10	2	3	2	0	1	1	0	0
*	X4230710	70	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL	SQ YD	1,357	725	60	454	87	31	0	0	0	0
*	X4230800	71	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL	SQ YD	1,122	0	0	0	86	30	0	140	866	0
*	X4240430	72	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	8,557	3,903	1,777	1,891	726	260	0	0	0	0
*	X4240460	73	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL	SQ FT	1,308	0	0	0	0	286	0	0	1,022	0
*	X4400100	74	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	5,503	0	0	0	2,781	2,722	0	0	0	0
*	X4401198	75	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2,996	0	0	0	0	0	2,996	0	0	0
*	X4404400	76	PAVEMENT REMOVAL (SPECIAL)	SQ YD	16,340	7,610	824	3,536	1,148	0	199	1,300	0	1,723
*	X6026624	77	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	3	2	1	0	0	0	0	0	0	0
*	X6060505	78	CONCRETE CURB (SPECIAL)	FOOT	149	0	0	0	0	0	0	0	149	0
*	X6064200	79	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	11,067	5,132	751	2,578	900	199	481	1,000	26	0
*	X7010216	80	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1									

* INDICATES ITEM COVERED BY SPECIAL PROVISION

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
SUMMARY OF QUANTITIES (BASE BID)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	5
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES
(BASE BID)

						REFERENDUM STREETS							NON-REFERENDUM	
	SUMMARY OF 2017 STREET IMPROVEMENTS (BASE BID)					ADAMS STREET (ADDISON TO ARDMORE)	CROSS STREET (TERRY TO JULIA)	GRANT AVENUE (TERRY TO MONROE)	SUNSET DRIVE (ADDISON TO YALE)	RIDGE ROAD (ADDISON TO HARVARD)	HARVARD AVENUE (IL ROUTE 64 TO DEAD END)	WASHINGTON STREET (IL ROUTE 83 TO DEAD END)	FIRE STATION (SITE PLAN)	GOLF COURSE PARKING LOT (SITE PLAN)
	IDOT CODE NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
*	XX003536	81	CONNECTION TO EXISTING WATER MAIN (NON PRESSURE)	EACH	3	0	0	3	0	0	0	0	0	0
*	XX003668	82	PRECONSTRUCTION VIDEO TAPING	L SUM	1									
*	XX007240	83	SANITARY SEWER CLEAN OUT	EACH	4	2	1	0	0	0	0	0	1	0
*		84	SANITARY SEWER REPAIR, REMOVE AND REPLACE, 6-INCH DIAMETER OR LESS	FOOT	80	20	10	5	0	0	5	0	40	0
*		85	SANITARY SEWER REPAIR, REMOVE AND REPLACE, OVER 6-INCH DIAMETER	FOOT	35	0	15	15	0	0	5	0	0	0
*		86	SANITARY MANHOLES, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	0	0	0	0	0	0	0	0
*		87	GEOGRID	SQ YD	1,206	0	0	0	1,206	0	0	0	0	0
*		88	REMOVE DECORATIVE STONE	EACH	2	0	1	0	1	0	0	0	0	0
*		89	WATER USAGE DEDUCTION	T GAL	100	25	10	20	10	10	10	5	5	5
*		90	WATER USAGE CREDIT	T GAL	100	25	10	20	10	10	10	5	5	5
*		91	CONTINGENCY ALLOWANCE	UNIT	30,000	7,500	1,500	4,500	3,000	3,000	3,000	4,500	1,500	1,500

* INDICATES ITEM COVERED BY SPECIAL PROVISION

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
SUMMARY OF QUANTITIES (BASE BID)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	6
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES
(BASE & ALTERNATE BID)

						REFERENDUM STREETS							NON-REFERENDUM STREETS		
	SUMMARY OF 2017 STREET IMPROVEMENTS (BASE & ALTERNATE BID)					ADAMS STREET (ADDISON TO ARDMORE)	CROSS STREET (TERRY TO JULIA)	GRANT AVENUE (TERRY TO MONROE)	SUNSET DRIVE (ADDISON TO YALE)	RIDGE ROAD (ADDISON TO HARVARD)	HARVARD AVENUE (IL ROUTE 64 TO DEAD END)	WASHINGTON STREET (IL ROUTE 83 TO DEAD END)	FIRE STATION (SITE PLAN)	GOLF COURSE PARKING LOT (SITE PLAN)	BELDEN AVENUE (HARVARD TO DEAD END)
	IDOT CODE NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
	20101000	1	TEMPORARY FENCE	FOOT	3,100	1,820	180	860	100	0	80	0	0	0	60
*	20101200	2	TREE ROOT PRUNING	EACH	125	76	6	37	4	0	1	0	0	0	1
*	20200100	3	EARTH EXCAVATION	CU YD	4,865	1,566	59	1,390	242	0	0	650	222	431	305
*	20201200	4	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,118	50	25	25	445	46	72	0	50	0	405
	20800150	5	TRENCH BACKFILL	CU YD	300	58	191	35	0	0	1	15	0	0	0
	21001000	6	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	17,015	8,778	0	4,078	0	0	318	1,500	0	1,723	618
	25200200	7	SUPPLEMENTAL WATERING	UNIT	97	52	8	21	4	1	1	1	2	0	7
	28000400	8	PERIMETER EROSION BARRIER	FOOT	193	0	134	0	0	0	0	0	0	0	59
	28000510	9	INLET FILTERS	EACH	60	21	10	14	4	2	4	3	2	0	0
*	30300001	10	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	250	50	25	25	25	0	25	0	0	0	100
*	30300112	11	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,206	0	0	0	1,206	0	0	0	0	0	0
	35101500	12	AGGREGATE BASE COURSE, TYPE B	CU YD	212	0	3	0	16	46	47	0	0	0	100
	35101800	13	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	14,681	7,589	0	3,486	1,034	0	272	0	0	1,723	577
	35102000	14	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	1,300	0	0	0	0	0	0	1,300	0	0	0
	35800100	15	PREPARATION OF BASE	SQ YD	824	0	824	0	0	0	0	0	0	0	0
	35800200	16	AGGREGATE BASE REPAIR	TON	165	0	165	0	0	0	0	0	0	0	0
*	40600290	17	BITUMINOUS MATERIALS (TACK COAT)	POUND	12,580	1,708	186	3,486	2,110	1,838	2,084	650	0	388	130
	40600625	18	LEVELING BINDER (MACHINE METHOD), N50	TON	358	0	0	0	117	115	126	0	0	0	0
*	40600982	19	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	269	40	29	46	0	0	38	75	0	0	41
*	40600985	20	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	71	0	0	0	38	33	0	0	0	0	0
	40600990	21	TEMPORARY RAMP	SQ YD	97	0	0	0	49	48	0	0	0	0	0
	40603080	22	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	3,975	1,700	185	781	232	0	61	500	0	386	130
	40603335	23	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,735	855	102	396	350	229	366	175	0	193	69
	42001300	24	PROTECTIVE COAT	SQ YD	5,614	2,023	379	1,085	404	140	67	375	999	0	142
	42400800	25	DETECTABLE WARNINGS	SQ FT	660	260	120	127	113	10	0	0	0	0	30
	44000200	26	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3,196	1,003	59	550	236	99	51	290	855	0	53
	44000500	27	COMBINATION CURB AND GUTTER REMOVAL	FOOT	9,516	5,133	751	2,579	156	199	293	200	183	0	22
	44000600	28	SIDEWALK REMOVAL	SQ FT	9,377	4,023	1,748	1,684	590	304	0	0	658	0	370
*		29	CLASS C PATCHES, 6 INCH	SQ YD	726	0	0	0	140	409	177	0	0	0	0
*		30	CLASS D PATCHES, 6 INCH	SQ YD	272	0	26	0	0	0	246	0	0	0	0
	48101500	31	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	214	0	0	0	0	0	26	135	0	0	53
*		32	STORM SEWERS, CLASS A, 12"	FOOT	76	18	27	31	0	0	0	0	0	0	0
*		33	STORM SEWERS, CLASS A, 36"	FOOT	155	0	127	28	0	0	0	0	0	0	0
	550A2600	34	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 36"	FOOT	151	0	151	0	0	0	0	0	0	0	0
*		35	STORM SEWERS, CLASS B, 8"	FOOT	20	20	0	0	0	0	0	0	0	0	0
*		36	STORM SEWERS, CLASS B, 10"	FOOT	31	6	0	0	0	0	0	25	0	0	0
*	56400200	37	FIRE HYDRANTS TO BE MOVED (SPECIAL)	EACH	1	0	0	0	0	0	0	0	0	0	1
*	56400820	38	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	3	0	0	3	0	0	0	0	0	0	0
	60201105	39	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	7	3	1	3	0	0	0	0	0	0	0
	60207905	40	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	3	0	2	0	0	0	1	0	0	0	0

* INDICATES ITEM COVERED BY SPECIAL PROVISION

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
SUMMARY OF QUANTITIES (BASE & ALTERNATE BID)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	7
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES
(BASE & ALTERNATE BID)

		SUMMARY OF 2017 STREET IMPROVEMENTS (BASE & ALTERNATE BID)			REFERENDUM STREETS							NON-REFERENDUM STREETS		
					ADAMS STREET (ADDISON TO ARDMORE)	CROSS STREET (TERRY TO JULIA)	GRANT AVENUE (TERRY TO MONROE)	SUNSET DRIVE (ADDISON TO YALE)	RIDGE ROAD (ADDISON TO HARVARD)	HARVARD AVENUE (IL ROUTE 64 TO DEAD END)	WASHINGTON STREET (IL ROUTE 83 TO DEAD END)	FIRE STATION (SITE PLAN)	GOLF COURSE PARKING LOT (SITE PLAN)	BELDEN AVENUE (HARVARD TO DEAD END)
	IDOT CODE NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
	60218400	41	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	3	2	0	0	0	0	0	0	0
	60223800	42	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	0	0	1	0	0	0	0	0	0
	60224020	43	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	0	0	1	0	0	0	0	0	0
	60224446	44	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	0	2	0	0	0	0	0	0	0
	60236800	45	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	7	4	1	1	0	0	1	0	0	0
*	60248700	46	VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	0	0	0	0	0	0	0	0
	60404800	47	FRAMES AND GRATES, TYPE 11	EACH	18	5	1	9	0	2	1	0	0	0
		48	FRAMES AND LIDS, TYPE 1	EACH	10	4	1	2	0	0	2	0	0	1
	63200310	49	GUARDRAIL REMOVAL	FOOT	34	0	0	0	0	0	0	0	0	34
*	66900200	50	NON-SPECIAL WASTE DISPOSAL	CU YD	358	0	59	0	0	0	99	100	0	0	100
	72400100	51	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	0	0	0	0	0	0	0	0	0	1
	72400500	52	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	1	0	0	1	2	0	0	0	0	0
	72800100	53	TELESCOPING STEEL SIGN SUPPORT	FOOT	60	15	0	0	15	30	0	0	0	0	0
	78000200	54	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	765	0	0	0	0	0	0	0	0	765	0
	78000400	55	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	52	52	0	0	0	0	0	0	0	0	0
	78000650	56	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	237	106	37	36	25	12	11	0	0	0	10
*	Z0004514	57	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	635	348	0	139	40	9	46	0	0	0	53
*	Z0004522	58	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	150	0	0	0	0	0	0	150	0	0	0
*	Z0013798	59	CONSTRUCTION LAYOUT	L SUM	1										
*	Z0017400	60	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	47	18	6	4	4	1	6	5	2	1	0
*	Z0017700	61	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	28	15	0	8	0	0	0	0	1	0	4
*	Z0056606	62	STORM SEWER (WATER MAIN REQUIREMENTS) 10 INCH	FOOT	57	50	0	0	0	0	7	0	0	0	0
*	Z0056608	63	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	33	25	5	3	0	0	0	0	0	0	0
*	Z0062700	64	SAWING P.C. CONCRETE PAVEMENT (FULL DEPTH)	FOOT	4,137	0	0	0	2,086	2,051	0	0	0	0	0
*	X2110104	65	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	10,364	5,713	807	2,328	426	58	83	100	113	0	736
*	X2130010	66	EXPLORATION TRENCH, SPECIAL	FOOT	350	100	50	75	25	25	25	0	0	0	50
*	X2520700	67	SODDING, SPECIAL	SQ YD	10,364	5,713	807	2,328	426	58	83	100	113	0	736
*		68	TEMPORARY ACCESS (DRIVEWAY ENTRANCE)	EACH	15	4	0	0	2	1	1	7	0	0	0
*	X4023000	69	TEMPORARY ACCESS (ROAD)	EACH	19	10	2	3	2	0	1	1	0	0	0
*	X4230710	70	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL	SQ YD	1,357	725	60	454	87	31	0	0	0	0	0
*	X4230800	71	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL	SQ YD	1,122	0	0	0	86	30	0	140	866	0	0
*	X4240430	72	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	9,554	3,903	1,777	1,891	726	260	0	0	0	0	997
*	X4240460	73	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL	SQ FT	1,308	0	0	0	0	286	0	0	1,022	0	0
*	X4400100	74	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	5,503	0	0	0	2,781	2,722	0	0	0	0	0
*	X4401198	75	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2,996	0	0	0	0	0	2,996	0	0	0	0
*	X4404400	76	PAVEMENT REMOVAL (SPECIAL)	SQ YD	16,366	7,610	824	3,536	1,148	0	199	1,300	0	1,723	26
*	X6026624	77	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	3	2	1	0	0	0	0	0	0	0	0
*	X6060505	78	CONCRETE CURB (SPECIAL)	FOOT	149	0	0	0	0	0	0	0	149	0	0
*	X6064200	79	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	11,242	5,132	751	2,578	900	199	481	1,000	26	0	175
*	X7010216	80	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1										

* INDICATES ITEM COVERED BY SPECIAL PROVISION

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
SUMMARY OF QUANTITIES (BASE & ALTERNATE BID)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	8
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES
(BASE & ALTERNATE BID)

						REFERENDUM STREETS							NON-REFERENDUM STREETS		
	SUMMARY OF 2017 STREET IMPROVEMENTS (BASE & ALTERNATE BID)					ADAMS STREET (ADDISON TO ARDMORE)	CROSS STREET (TERRY TO JULIA)	GRANT AVENUE (TERRY TO MONROE)	SUNSET DRIVE (ADDISON TO YALE)	RIDGE ROAD (ADDISON TO HARVARD)	HARVARD AVENUE (IL ROUTE 64 TO DEAD END)	WASHINGTON STREET (IL ROUTE 83 TO DEAD END)	FIRE STATION (SITE PLAN)	GOLF COURSE PARKING LOT (SITE PLAN)	BELDEN AVENUE (HARVARD TO DEAD END)
	IDOT CODE NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
*	XX003536	81	CONNECTION TO EXISTING WATER MAIN (NON PRESSURE)	EACH	3	0	0	3	0	0	0	0	0	0	0
*	XX003668	82	PRECONSTRUCTION VIDEO TAPING	L SUM	1										
*	XX007240	83	SANITARY SEWER CLEAN OUT	EACH	4	2	1	0	0	0	0	0	1	0	0
*		84	SANITARY SEWER REPAIR, REMOVE AND REPLACE, 6-INCH DIAMETER OR LESS	FOOT	80	20	10	5	0	0	5	0	40	0	0
*		85	SANITARY SEWER REPAIR, REMOVE AND REPLACE, OVER 6-INCH DIAMETER	FOOT	35	0	15	15	0	0	5	0	0	0	0
*		86	SANITARY MANHOLES, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	0	0	0	0	0	0	0	0	0
*		87	GEOGRID	SQ YD	1,206	0	0	0	1,206	0	0	0	0	0	0
*		88	REMOVE DECORATIVE STONE	EACH	2	0	1	0	1	0	0	0	0	0	0
*		89	WATER USAGE DEDUCTION	T GAL	100	25	5	15	10	10	10	5	5	5	10
*		90	WATER USAGE CREDIT	T GAL	100	25	5	15	10	10	10	5	5	5	10
*		91	CONTINGENCY ALLOWANCE	UNIT	30,000	7,500	1,500	4,500	3,000	3,000	3,000	1,500	1,500	1,500	3,000

* INDICATES ITEM COVERED BY SPECIAL PROVISION

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
SUMMARY OF QUANTITIES (BASE & ALTERNATE BID)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	9
		CONTRACT NO.		
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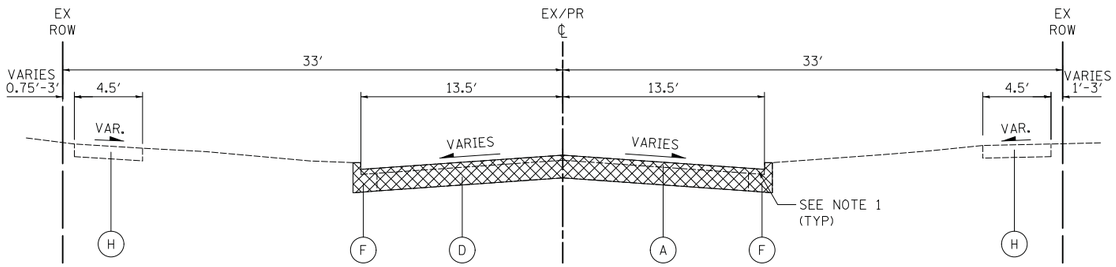
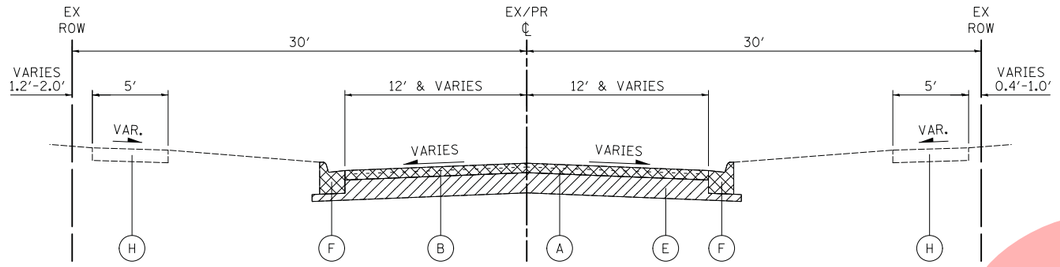


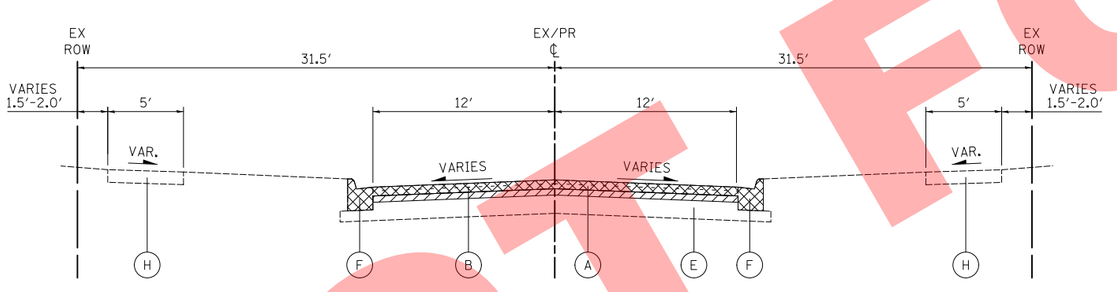
ADAMS STREET – EXISTING TYPICAL SECTION

STA. 40+12.5 TO STA. 48+45.8
STA. 49+24.9 TO STA. 66+43



GRANT AVENUE – EXISTING TYPICAL SECTION

STA. 25+18.8 TO STA. 37+71.4



CROSS STREET – EXISTING TYPICAL SECTION

STA. 15+12 TO STA. 18+07.8

LEGEND

(A) EXISTING HOT-MIX ASPHALT SURFACE COURSE:
-ADAMS STREET = VARIES 1¼″ TO 2″
-GRANT AVENUE = 3¾″
-CROSS STREET = 3½″
-HARVARD AVENUE = VARIES 2½″ TO 4″

(B) EXISTING CRACK CONTROL FABRIC

(C) EXISTING HOT-MIX ASPHALT BINDER COURSE:
-HARVARD AVENUE = 7½″

(D) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT:
-ADAMS STREET = VARIES 6¾″ TO 7½″
-SUNSET DRIVE = VARIES 6″ TO 6¼″
-RIDGE ROAD = VARIES 7¼″ TO 7½″
-HARVARD AVENUE = 6½″

(E) EXISTING GRANULAR BASE COURSE:
-GRANT AVENUE = VARIES 7″ TO 9¼″
-CROSS STREET = 9¾″
-HARVARD AVENUE = 9¼″

(F) EXISTING COMBINATION CURB AND GUTTER:
-ADAMS STREET = TYPE B-6.12
-GRANT AVENUE = TYPE M-4.12
-CROSS STREET = TYPE M-4.12
-HARVARD AVENUE = TYPE B-6.12

(G) EXISTING MONOLITHIC BARRIER CURB

(H) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK

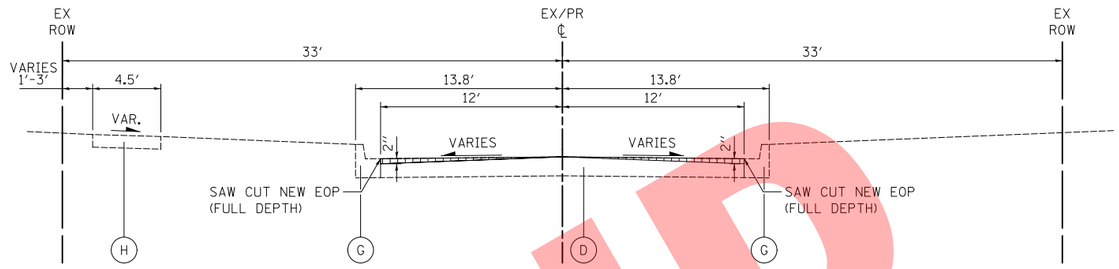
(I) EXISTING AGGREGATE SHOULDER

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)

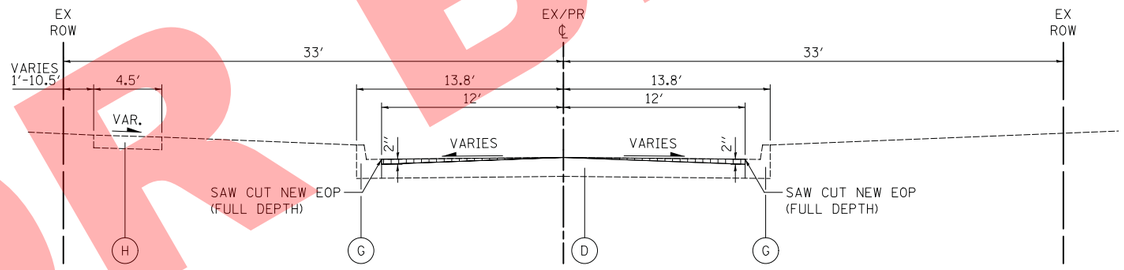
COMBINATION CURB AND GUTTER REMOVAL (SEE NOTE 1)
PAVEMENT REMOVAL (SEE NOTE 2)

EARTH EXCAVATION



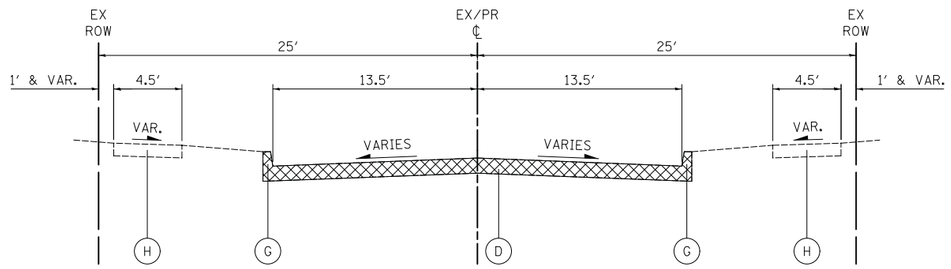
RIDGE ROAD – EXISTING TYPICAL SECTION

STA. 87+46.6 TO STA. 90+02.3
STA. 90+81.3 TO STA. 93+30.9
STA. 94+04.5 TO STA. 96+62.7
STA. 97+34.3 TO STA. 99+91.5



SUNSET DRIVE – EXISTING TYPICAL SECTION

STA. 72+20.6 TO STA. 74+78.1
STA. 75+45.4 TO STA. 78+06.9
STA. 78+74.9 TO STA. 81+37.1
STA. 82+04.4 TO STA. 84+66.1



SUNSET DRIVE – EXISTING TYPICAL SECTION

STA. 85+34 TO STA. 89+06

NOTES

1. THE REMOVAL OF HMA PAVEMENT AND DRIVEWAY PAVEMENT OVERLAID ON CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL".

2. THE REMOVAL OF MONOLITHIC BARRIER CURB IN RECONSTRUCTION SECTIONS WILL BE MEASURED FOR PAYMENT IN SQUARE YARDS AND INCLUDED IN THE COST OF "PAVEMENT REMOVAL".

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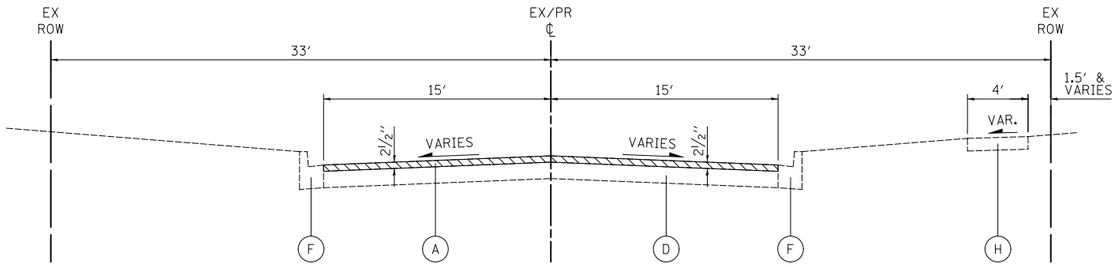
VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
EXISTING TYPICAL SECTIONS

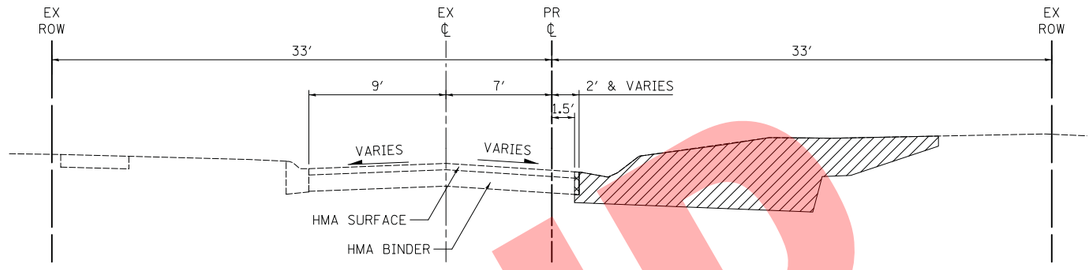
SCALE: N.T.S. | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	10
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



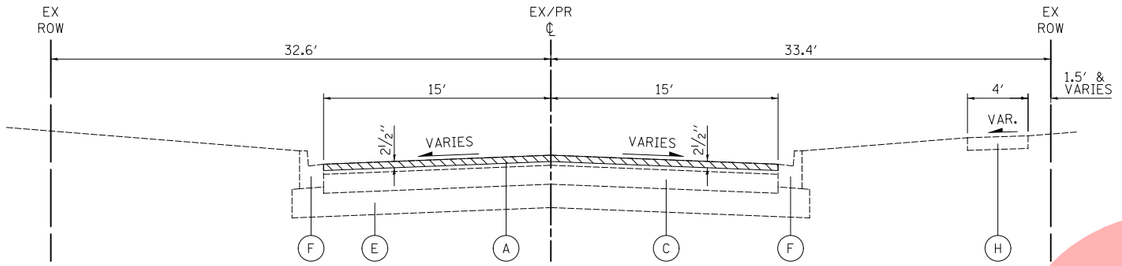
HARVARD AVENUE – EXISTING TYPICAL SECTION

STA. 101+01.8 TO STA. 106+00



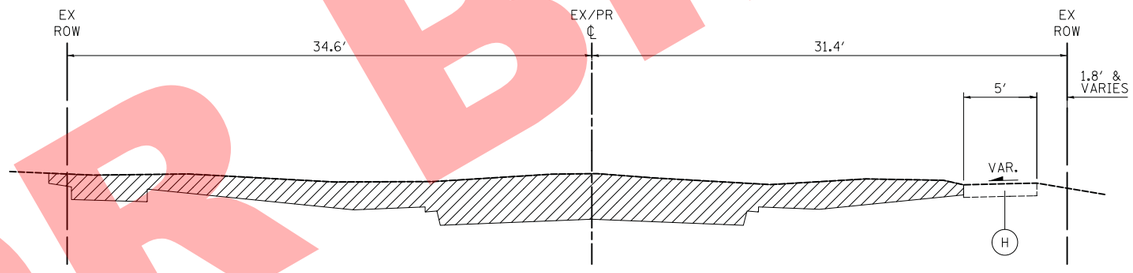
HARVARD AVENUE – EXISTING TYPICAL SECTION

STA. 118+75 TO STA. 120+30.1
PAVEMENT CORES NOT TAKEN



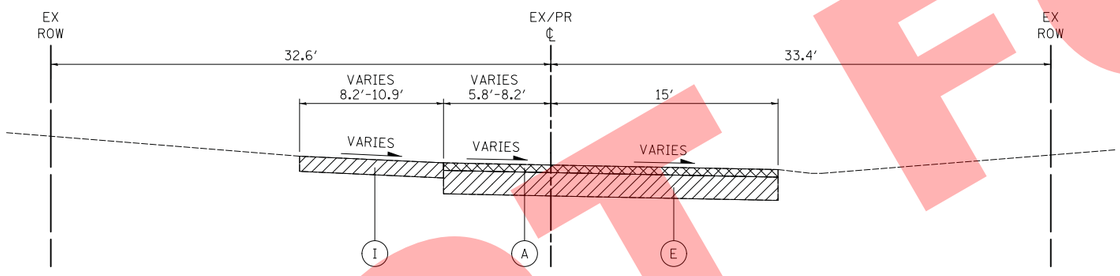
HARVARD AVENUE – EXISTING TYPICAL SECTION

STA. 106+00 TO STA. 109+68.5



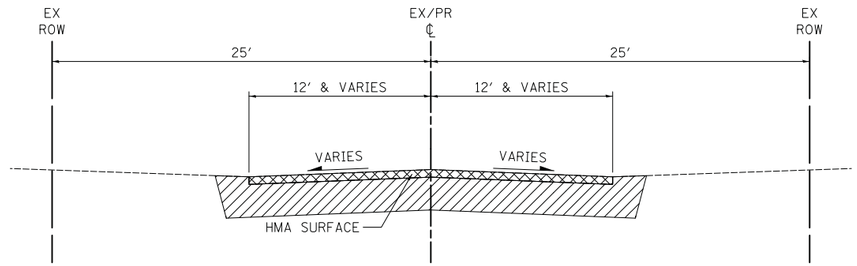
BELDEN AVENUE – EXISTING TYPICAL SECTION

STA. 200+00 TO STA. 201+50



HARVARD AVENUE – EXISTING TYPICAL SECTION

STA. 109+68.5 TO STA. 110+50



WASHINGTON STREET – EXISTING TYPICAL SECTION

ALIGNMENT, GRADES, AND LENGTH OF CONSTRUCTION
SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD
PAVEMENT CORES NOT TAKEN

LEGEND

- (A) EXISTING HOT-MIX ASPHALT SURFACE COURSE:
  - -ADAMS STREET = VARIES 1¼″ TO 2″
  - -GRANT AVENUE = 3¾″
  - -CROSS STREET = 3½″
  - -HARVARD AVENUE = VARIES 2½″ TO 4″
- (B) EXISTING CRACK CONTROL FABRIC
- (C) EXISTING HOT-MIX ASPHALT BINDER COURSE:
  - -HARVARD AVENUE = 7½″
- (D) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT:
  - -ADAMS STREET = VARIES 6¾″ TO 7½″
  - -SUNSET DRIVE = VARIES 6″ TO 6¼″
  - -RIDGE ROAD = VARIES 7¼″ TO 7½″
  - -HARVARD AVENUE = 6½″
- (E) EXISTING GRANULAR BASE COURSE:
  - -GRANT AVENUE = VARIES 7″ TO 9¼″
  - -CROSS STREET = 9¾″
  - -HARVARD AVENUE = 9¼″
- (F) EXISTING COMBINATION CURB AND GUTTER:
  - -ADAMS STREET = TYPE B-6.12
  - -GRANT AVENUE = TYPE M-4.12
  - -CROSS STREET = TYPE M-4.12
  - -HARVARD AVENUE = TYPE B-6.12
- (G) EXISTING MONOLITHIC BARRIER CURB
- (H) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (I) EXISTING AGGREGATE SHOULDER

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)

COMBINATION CURB AND GUTTER REMOVAL (SEE NOTE 1)
PAVEMENT REMOVAL (SEE NOTE 2)

EARTH EXCAVATION

NOTES

1. THE REMOVAL OF HMA PAVEMENT AND DRIVEWAY PAVEMENT OVERLAID ON CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL".
2. THE REMOVAL OF MONOLITHIC BARRIER CURB IN RECONSTRUCTION SECTIONS WILL BE MEASURED FOR PAYMENT IN SQUARE YARDS AND INCLUDED IN THE COST OF "PAVEMENT REMOVAL".

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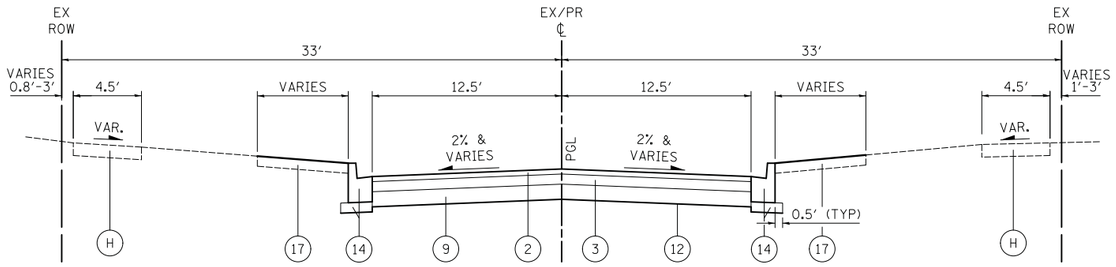
VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
EXISTING TYPICAL SECTIONS

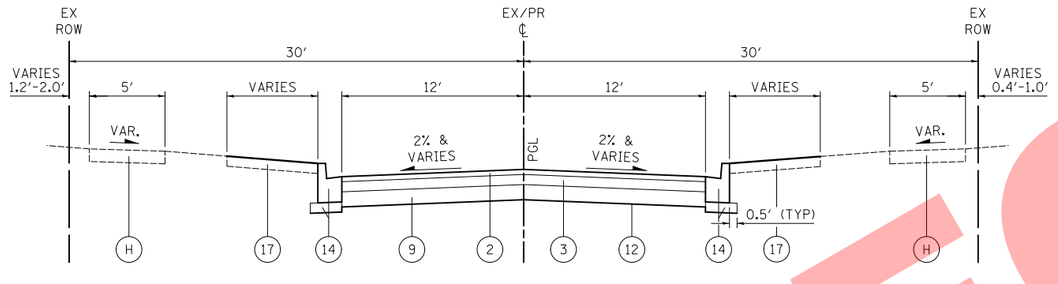
SCALE: N.T.S. | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	11
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



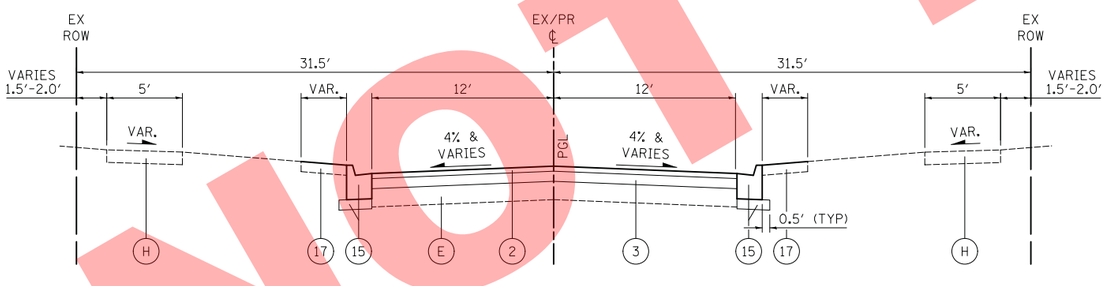
ADAMS STREET – PROPOSED TYPICAL SECTION

STA. 40+12.5 TO STA. 48+45.8
STA. 49+24.9 TO STA. 66+43



GRANT AVENUE – PROPOSED TYPICAL SECTION

STA. 25+18.8 TO STA. 37+71.4



CROSS STREET – PROPOSED TYPICAL SECTION

STA. 15+12 TO STA. 18+07.8

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	**AIR VOIDS @ NDES**
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm); 3/4"	4% @ 50 GYR.
PAVEMENT RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4"	4% @ 50 GYR.
PAVEMENT RECONSTRUCTION (WASHINGTON STREET)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 6" (2 LIFTS)	4% @ 50 GYR.
CLASS D PATCHES	
CLASS D PATCH (HMA BINDER IL-19.0 mm)	4% @ 70 GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1.5"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2.5"	4% @ 50 GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4"	4% @ 50 GYR.
HOT-MIX ASPHALT TEMPORARY RAMP	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT MIXTURES IS 112 LB/SQ YD/IN.
THE "AC-TYPE" FOR NON-POLYMERIZED HMA MIXES SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

LEGEND

- (A) EXISTING HOT-MIX ASPHALT SURFACE COURSE:
  -HARVARD AVENUE = 2" REMAINS
- (C) EXISTING HOT-MIX ASPHALT BINDER COURSE:
  -HARVARD AVENUE = 7½"
- (D) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT:
  -SUNSET DRIVE = VARIES 6" TO 6¼"
  -RIDGE ROAD = VARIES 7¼" TO 7½"
  -HARVARD AVENUE = 6½"
- (E) EXISTING GRANULAR BASE COURSE:
  -CROSS STREET = 6" REMAINS
  -HARVARD AVENUE = 9¼"
- (F) EXISTING COMBINATION CURB AND GUTTER
- (H) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (I) EXISTING AGGREGATE SHOULDER
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6" (2 LIFTS)
- (5) LEVELING BINDER (MACHINE METHOD), N50, ¾"
- (6) CLASS C PATCHES, 6 INCH (SEE NOTE 1)
- (7) CLASS D PATCHES, 6 INCH (SEE NOTE 1)
- (8) AGGREGATE BASE COURSE, TYPE B (SEE NOTE 2)
- (9) AGGREGATE BASE COURSE, TYPE B 6"
- (10) AGGREGATE BASE COURSE, TYPE B 8"
- (11) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (12) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (13) GEOGRID
- (14) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)
  (AGGREGATE BASE COURSE, TYPE B 4" IS INCLUDED IN COST OF ITEM)
- (15) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12 (SPECIAL)
  (AGGREGATE BASE COURSE, TYPE B 4" IS INCLUDED IN COST OF ITEM)
  (SEE NOTE 3)
- (16) CONCRETE RIBBON GUTTER (SEE NOTE 3)
  (AGGREGATE BASE COURSE, TYPE B 4" IS INCLUDED IN COST OF ITEM)
- (17) TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)
  SODDING, SPECIAL
- (18) AGGREGATE SHOULDERS, TYPE B 6"
- (19) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
  (AGGREGATE BASE COURSE, TYPE B 4" IS INCLUDED IN COST OF ITEM)

NOTES

1. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF THE LOCATION, WIDTH, AND LENGTH OF CLASS C AND CLASS D PATCHES IN THE FIELD.
2. DEPENDING ON FIELD CONDITIONS, A MINIMUM OF 4" OF AGGREGATE BASE COURSE, TYPE B WILL BE USED BENEATH PAVEMENT PATCHES AS DIRECTED BY THE ENGINEER.
3. SEE CONSTRUCTION DETAILS FOR CURB AND GUTTER CONSTRUCTION. ITEMS 15 & 16 WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)".

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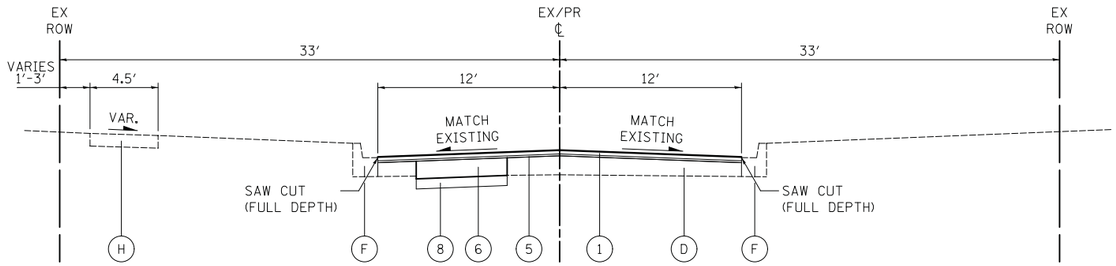
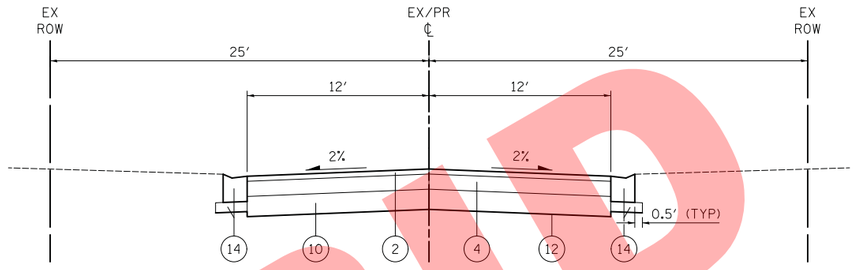


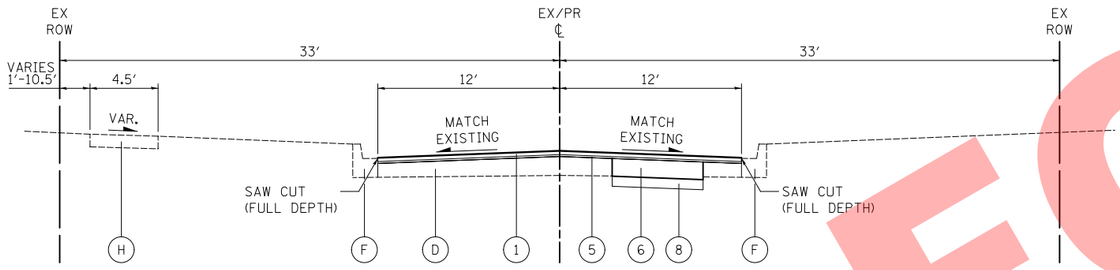
RIDGE ROAD – PROPOSED TYPICAL SECTION

STA. 87+46.6 TO STA. 90+02.3
STA. 90+81.3 TO STA. 93+30.9
STA. 94+04.5 TO STA. 96+62.7
STA. 97+34.3 TO STA. 99+91.5



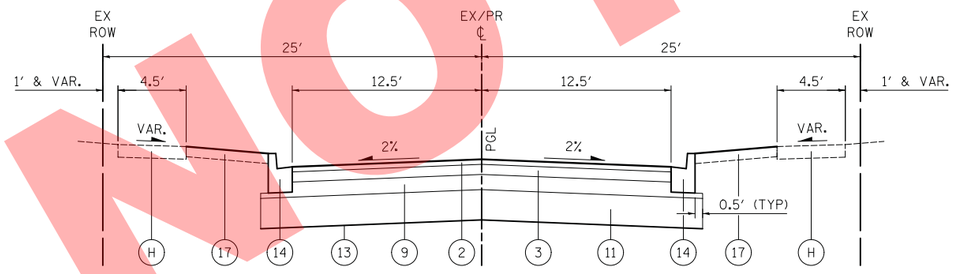
WASHINGTON STREET – PROPOSED TYPICAL SECTION

ALIGNMENT, GRADES, AND LENGTH OF CONSTRUCTION
SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD



SUNSET DRIVE – PROPOSED TYPICAL SECTION

STA. 72+20.6 TO STA. 74+78.1
STA. 75+45.4 TO STA. 78+06.9
STA. 78+74.9 TO STA. 81+37.1
STA. 82+04.4 TO STA. 84+66.1



SUNSET DRIVE – PROPOSED TYPICAL SECTION

STA. 85+34 TO STA. 89+06

LEGEND

(A) EXISTING HOT-MIX ASPHALT SURFACE COURSE:
-HARVARD AVENUE = 2″ REMAINS

(C) EXISTING HOT-MIX ASPHALT BINDER COURSE:
-HARVARD AVENUE = 7½″

(D) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT:
-SUNSET DRIVE = VARIES 6″ TO 6¼″
-RIDGE ROAD = VARIES 7¼″ TO 7½″
-HARVARD AVENUE = 6½″

(E) EXISTING GRANULAR BASE COURSE:
-CROSS STREET = 6″ REMAINS
-HARVARD AVENUE = 9¼″

(F) EXISTING COMBINATION CURB AND GUTTER

(H) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK

(I) EXISTING AGGREGATE SHOULDER

(1) HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50, 1½″

(2) HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50, 2″

(3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4″

(4) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6″
(2 LIFTS)

(5) LEVELING BINDER (MACHINE METHOD), N50, ¾″

(6) CLASS C PATCHES, 6 INCH (SEE NOTE 1)

(7) CLASS D PATCHES, 6 INCH (SEE NOTE 1)

(8) AGGREGATE BASE COURSE, TYPE B (SEE NOTE 2)

(9) AGGREGATE BASE COURSE, TYPE B 6″

(10) AGGREGATE BASE COURSE, TYPE B 8″

(11) AGGREGATE SUBGRADE IMPROVEMENT 12″

(12) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

(13) GEOGRID

(14) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)
(AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)

(15) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12 (SPECIAL)
(AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)
(SEE NOTE 3)

(16) CONCRETE RIBBON GUTTER (SEE NOTE 3)
(AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)

(17) TOPSOIL FURNISH AND PLACE, 4″ (SPECIAL)
SODDING, SPECIAL

(18) AGGREGATE SHOULDERS, TYPE B 6″

(19) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
(AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)

NOTES

1. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF THE LOCATION, WIDTH, AND LENGTH OF CLASS C AND CLASS D PATCHES IN THE FIELD.
2. DEPENDING ON FIELD CONDITIONS, A MINIMUM OF 4″ OF AGGREGATE BASE COURSE, TYPE B WILL BE USED BENEATH PAVEMENT PATCHES AS DIRECTED BY THE ENGINEER.
3. SEE CONSTRUCTION DETAILS FOR CURB AND GUTTER CONSTRUCTION. ITEMS 15 & 16 WILL BE PAID FOR AS ″COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)″.

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
PROPOSED TYPICAL SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.		
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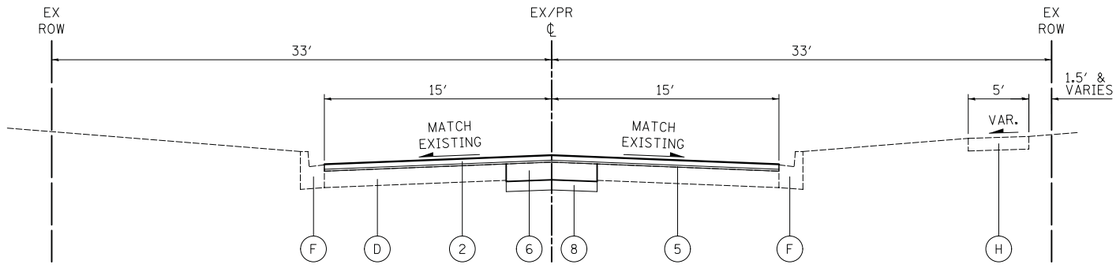
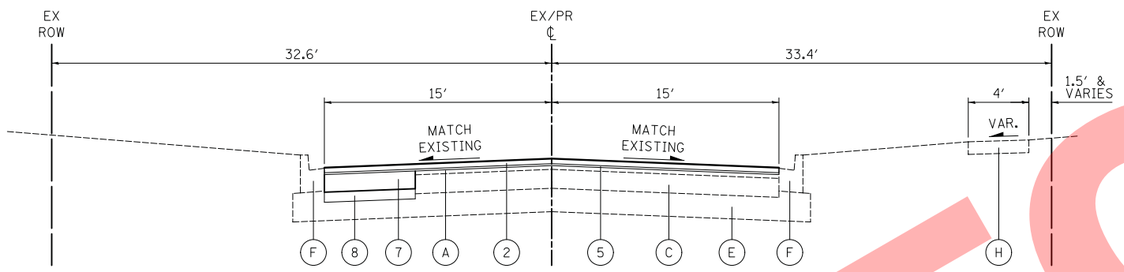


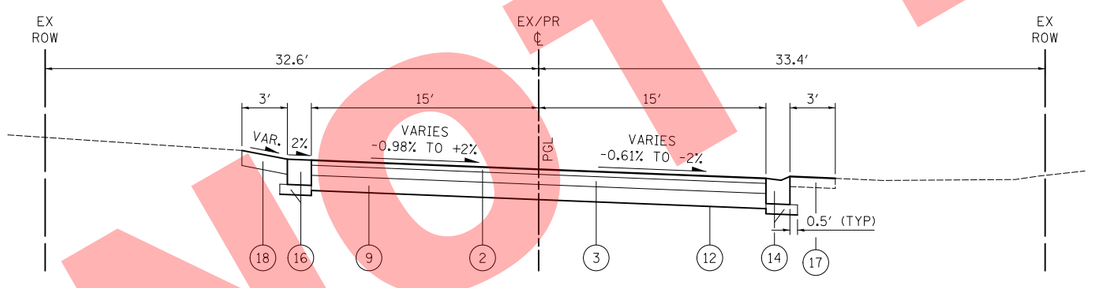
HARVARD AVENUE – PROPOSED TYPICAL SECTION

STA. 101+01.8 TO STA. 106+00



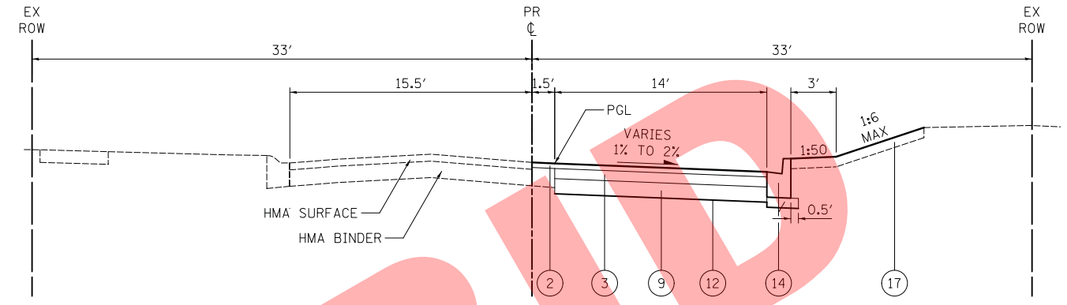
HARVARD AVENUE – PROPOSED TYPICAL SECTION

STA. 106+00 TO STA. 109+68.5



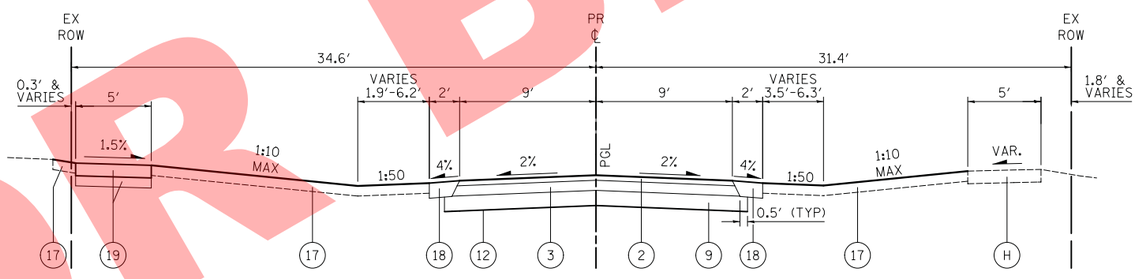
HARVARD AVENUE – PROPOSED TYPICAL SECTION

STA. 109+68.5 TO STA. 110+50



HARVARD AVENUE – PROPOSED TYPICAL SECTION

STA. 118+75 TO STA. 120+31.1
PAVEMENT CORES NOT TAKEN



BELDEN AVENUE – PROPOSED TYPICAL SECTION

STA. 200+00 TO STA. 201+50

LEGEND

- (A) EXISTING HOT-MIX ASPHALT SURFACE COURSE:
  -HARVARD AVENUE = 2″ REMAINS
- (C) EXISTING HOT-MIX ASPHALT BINDER COURSE:
  -HARVARD AVENUE = 7½″
- (D) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT:
  -SUNSET DRIVE = VARIES 6″ TO 6¼″
  -RIDGE ROAD = VARIES 7¼″ TO 7½″
  -HARVARD AVENUE = 6½″
- (E) EXISTING GRANULAR BASE COURSE:
  -CROSS STREET = 6″ REMAINS
  -HARVARD AVENUE = 9¼″
- (F) EXISTING COMBINATION CURB AND GUTTER
- (H) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (I) EXISTING AGGREGATE SHOULDER
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50, 1½″
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50, 2″
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4″
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6″ (2 LIFTS)
- (5) LEVELING BINDER (MACHINE METHOD), N50, ¾″
- (6) CLASS C PATCHES, 6 INCH (SEE NOTE 1)
- (7) CLASS D PATCHES, 6 INCH (SEE NOTE 1)
- (8) AGGREGATE BASE COURSE, TYPE B (SEE NOTE 2)
- (9) AGGREGATE BASE COURSE, TYPE B 6″
- (10) AGGREGATE BASE COURSE, TYPE B 8″
- (11) AGGREGATE SUBGRADE IMPROVEMENT 12″
- (12) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (13) GEOGRID
- (14) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)
  (AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)
- (15) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12 (SPECIAL)
  (AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)
  (SEE NOTE 3)
- (16) CONCRETE RIBBON GUTTER (SEE NOTE 3)
  (AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)
- (17) TOPSOIL FURNISH AND PLACE, 4″ (SPECIAL)
  SODDING, SPECIAL
- (18) AGGREGATE SHOULDERS, TYPE B 6″
- (19) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
  (AGGREGATE BASE COURSE, TYPE B 4″ IS INCLUDED IN COST OF ITEM)

NOTES

1. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF THE LOCATION, WIDTH, AND LENGTH OF CLASS C AND CLASS D PATCHES IN THE FIELD.
2. DEPENDING ON FIELD CONDITIONS, A MINIMUM OF 4″ OF AGGREGATE BASE COURSE, TYPE B WILL BE USED BENEATH PAVEMENT PATCHES AS DIRECTED BY THE ENGINEER.
3. SEE CONSTRUCTION DETAILS FOR CURB AND GUTTER CONSTRUCTION. ITEMS 15 & 16 WILL BE PAID FOR AS ″COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)″.

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
PROPOSED TYPICAL SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	14
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

EARTHWORK SCHEDULES

ADAMS STREET - EARTHWORK SCHEDULE

STATION	DISTANCE	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
40+12.52		17.7	0.0		
	18.9			15.7	0.0
40+31.42		27.0	0.0		
	18.58			13.2	0.0
40+50		11.2	0.0		
	25			11.5	0.0
40+75		13.5	0.0		
	50			30.8	0.0
41+25		19.8	0.0		
	50			34.1	0.0
41+75		17.1	0.0		
	50			30.0	0.0
42+25		15.3	0.0		
	50			24.1	0.0
42+75		10.7	0.0		
	50			16.6	0.0
43+25		7.3	0.0		
	50			14.1	0.0
43+75		7.9	0.0		
	25			8.4	0.0
44+00		10.1	0.0		
	18.66			11.8	0.0
44+18.66		24.1	0.0		
	27.55			34.3	0.0
44+46.21		43.1	0.0		
	27.54			44.0	0.0
44+73.75		43.1	0.0		
	26.25			32.5	0.0
45+00		23.8	0.0		
	25			21.5	0.0
45+25		22.6	0.0		
	50			43.1	0.0
45+75		23.9	0.0		
	50			43.4	0.0
46+25		23.0	0.0		
	50			41.3	0.0
46+75		21.7	0.0		
	50			36.2	0.0
47+25		17.4	0.0		
	50			30.2	0.0
47+75		15.2	0.0		
	50			23.4	0.0
48+25		10.1	0.0		
	20.8			7.2	0.0
48+45.8		8.5	0.0		
49+24.9		9.5	0.0		
	25.1			9.9	0.0
49+50		11.8	0.0		
	50			24.5	0.0
50+00		14.7	0.0		
	50			26.1	0.0
50+50		13.5	0.0		
	60			29.2	0.0
51+10		12.7	0.0		
	40			16.8	0.0
51+50		9.9	0.0		
	75			24.9	0.0
52+25		8.0	0.0		
	50			12.4	0.0
52+75		5.3	0.0		
	23.66			8.8	0.0
52+98.66		14.9	0.0		

ADAMS STREET - EARTHWORK SCHEDULE

STATION	DISTANCE	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
52+98.66		14.9	0.0		
	27.54			24.1	0.0
53+26.20		32.5	0.0		
	29.29			30.8	0.0
53+55.49		24.3	0.0		
	19.51			11.8	0.0
53+75		8.4	0.0		
	50			17.6	0.0
54+25		10.6	0.0		
	50			22.0	0.0
54+75		13.2	0.0		
	50			21.4	0.0
55+25		9.8	0.0		
	50			18.4	0.0
55+75		10.1	0.0		
	50			19.3	0.0
56+25		10.8	0.0		
	55			21.3	0.0
56+80		10.2	0.0		
	70			27.7	0.0
57+50		11.2	0.0		
	50			23.4	0.0
58+00		14.0	0.0		
	31.79			30.1	0.0
58+31.79		37.1	0.0		
	31.11			51.1	0.0
58+62.90		51.6	0.0		
	34.83			58.7	0.0
58+97.73		39.4	0.0		
	27.27			31.0	0.0
59+25		22.0	0.0		
	25			20.5	0.0
59+50		22.2	0.0		
	50			38.1	0.0
60+00		19.0	0.0		
	75			55.2	0.0
60+75		20.8	0.0		
	50			37.4	0.0
61+25		19.6	0.0		
	45			32.1	0.0
61+70		18.8	0.0		
	55			38.9	0.0
62+25		19.3	0.0		
	50			31.3	0.0
62+75		14.5	0.0		
	50			27.1	0.0
63+25		14.8	0.0		
	50			28.7	0.0
63+75		16.2	0.0		
	50			31.1	0.0
64+25		17.4	0.0		
	50			31.1	0.0
64+75		16.2	0.0		
	50			27.8	0.0
65+25		13.8	0.0		
	50			20.2	0.0
65+75		8.0	0.0		
	50			12.9	0.0
66+25		5.9	0.0		
	18			5.0	0.0
66+43		9.2	0.0		
			SUB-TOTAL =	1,566.1	0.0
			ADAMS STREET TOTAL =	**1,566.1**	**0.0**

GRANT AVENUE - EARTHWORK SCHEDULE

STATION	DISTANCE	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
25+18.75		62.3	0.0		
	22.09			53.4	0.0
25+40.84		68.2	0.0		
	9.16			17.4	0.0
25+50		34.4	0.0		
	25			27.4	0.0
25+75		24.7	0.0		
	25			22.0	0.0
26+00		22.8	0.0		
	50			50.3	0.0
26+50		31.5	0.0		
	50			59.6	0.0
27+00		32.9	0.0		
	75			84.0	0.0
27+75		27.6	0.0		
	50			53.4	0.0
28+25		30.1	0.0		
	75			81.7	0.0
29+00		28.7	0.0		
	50			51.7	0.0
29+50		27.1	0.0		
	21.50			28.5	0.0
29+71.50		44.4	0.0		
	31.22			52.0	0.0
30+02.72		45.5	0.0		
	26.28			35.2	0.0
30+29		26.9	0.0		
	46			44.5	0.0
30+75		25.4	0.0		
	75			71.9	0.0
31+50		26.4	0.0		
	50			50.5	0.0
32+00		28.1	0.0		
	50			48.5	0.0
32+50		24.2	0.0		
	50			47.0	0.0
33+00		26.5	0.0		
	75			73.0	0.0
33+75		26.1	0.0		
	75			73.6	0.0
34+50		27.0	0.0		
	50			48.2	0.0
35+00		25.1	0.0		
	50			50.5	0.0
35+50		29.4	0.0		
	50			55.1	0.0
36+00		30.0	0.0		
	75			88.2	0.0
36+75		33.5	0.0		
	50			59.3	0.0
37+25		30.5	0.0		
	32			40.9	0.0
37+57		38.6	0.0		
	14.30			21.8	0.0
37+71.30		43.7	0.0		
			SUB-TOTAL =	1,389.7	0.0
			GRANT AVENUE TOTAL =	**1,389.7**	**0.0**

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
EARTHWORK SCHEDULES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	15
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULES

CROSS STREET - EARTHWORK SCHEDULE

STATION	DISTANCE	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
15+12		14.4	0.0		
	14			9.7	0.0
15+26		23.2	0.0		
	24			14.3	0.0
15+50		9.0	0.0		
	50			14.4	0.0
16+00		6.6	0.0		
	50			12.4	0.0
16+50		6.7	0.0		
	37			11.3	0.0
16+87		9.7	0.0		
	38			13.7	0.0
17+25		9.7	0.0		
	25			9.6	0.0
17+50		11.1	0.0		
	25			10.4	0.0
17+75		11.4	0.0		
	18			11.1	0.0
17+93		21.7	0.0		
	14.8			10.1	0.0
18+08		15.1	0.0		
			SUB-TOTAL =	117.0	0.0
			CROSS STREET TOTAL =	**117.0**	**0.0**

HARVARD AVENUE (DEAD END) - EARTHWORK SCHEDULE

STATION	DISTANCE	NON-SPECIAL WASTE DISPOSAL	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	NON-SPECIAL WASTE DISPOSAL	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
109+68.50		25.0	0.0		
	6			6.2	0.0
109+74.50		31.2	0.0		
	25.5			30.1	0.0
110+00		32.6	0.0		
	20			24.9	0.0
110+20		34.7	0.0		
	20			25.3	0.0
110+40		33.6	0.0		
	10			12.4	0.0
110+50		33.5	0.0		
			SUB-TOTAL =	99.0	0.0
			PAVEMENT PATCHES =	0.0	30.0
			HARVARD AVENUE (DEAD END) TOTAL =	**99.0**	**30.0**

BELDEN AVENUE - EARTHWORK SCHEDULE

STATION	DISTANCE	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
200+30		80.7	80.7		
	15.39			36.5	36.5
200+45.39		47.3	47.3		
	29.61			42.6	42.6
200+75		30.3	30.3		
	25			23.6	23.6
201+00		20.8	20.8		
	25			18.5	18.5
201+25		19.1	19.1		
	25			16.4	16.4
201+50		16.2	16.2		
	30			9.6	9.6
201+80		1.1	1.1		
			SUB-TOTAL =	147.1	147.1
			BELDEN AVENUE TOTAL =	**147.1**	**147.1**

SUNSET DRIVE - EARTHWORK SCHEDULE

STATION	DISTANCE	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
85+34		18.1	29.7		
	16			10.8	17.6
85+50		18.4	29.7		
	50			35.8	54.9
86+00		20.2	29.7		
	75			54.5	82.4
86+75		19.0	29.7		
	45			28.5	49.4
87+20		15.2	29.7		
	55			32.2	60.4
87+75		16.3	29.7		
	35			21.1	38.5
88+10		16.2	29.7		
	40			24.1	43.9
88+50		16.3	29.7		
	50			30.8	54.9
89+00		17.0	29.7		
	6			3.9	6.6
89+06		18.4	29.7		
			SUB-TOTAL =	241.8	408.7
			PAVEMENT PATCHES (RESURFACING SECTION) =	0.0	11.0
			SUNSET DRIVE TOTAL =	**241.8**	**419.7**

HARVARD AVENUE (WIDENING) - EARTHWORK SCHEDULE

STATION	DISTANCE	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)
118+38		0.0	0.0		
	12			1.5	1.5
118+50		6.8	6.8		
	5			2.4	2.4
118+55		18.9	18.9		
	20			14.0	14.0
118+75		18.9	18.9		
	25			18.4	18.4
119+00		20.9	20.9		
	25			19.3	19.3
119+25		20.8	20.8		
	15			11.0	11.0
119+40		18.7	18.7		
	12.5			8.5	8.5
119+52.50		18.2	18.2		
	26.74			26.2	26.2
119+79.24		34.7	34.7		
	31.76			40.5	40.5
120+11		34.2	34.2		
	7			8.3	8.3
120+18		29.9	29.9		
	12			7.4	7.4
120+30		3.2	3.2		
			SUB-TOTAL =	157.5	157.5
			HARVARD AVENUE (WIDENING) TOTAL =	**157.5**	**157.5**

NOTES

1. UNDERCUTTING FOR PAVEMENT PATCHES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD BASED ON EXISTING SUB-BASE AND SUBGRADE CONDITIONS. IF THE MATERIAL IS DEEMED UNSUITABLE OR UNSTABLE, THE ENGINEER WILL DIRECT THE CONTRACTOR TO REMOVE IT. ALL PAVEMENT PATCHES HAVE AN UNDERCUT CONTINGENCY OF 4" IN DEPTH WHICH WILL BE REMOVED AND PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL".

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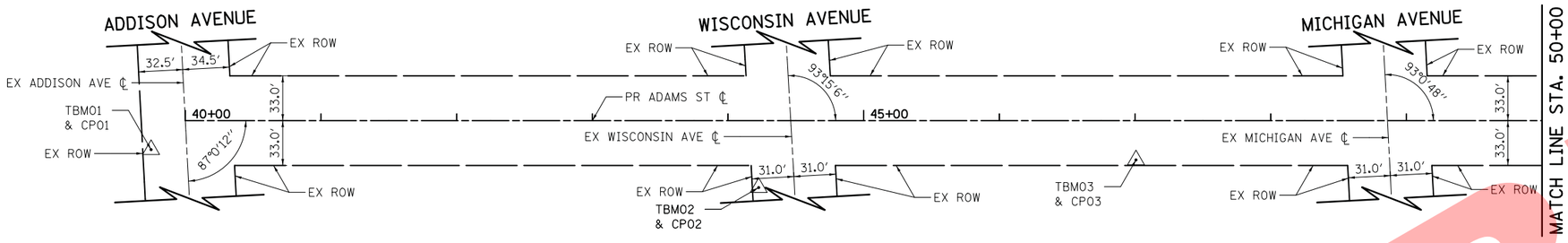
VILLAGE OF VILLA PARK

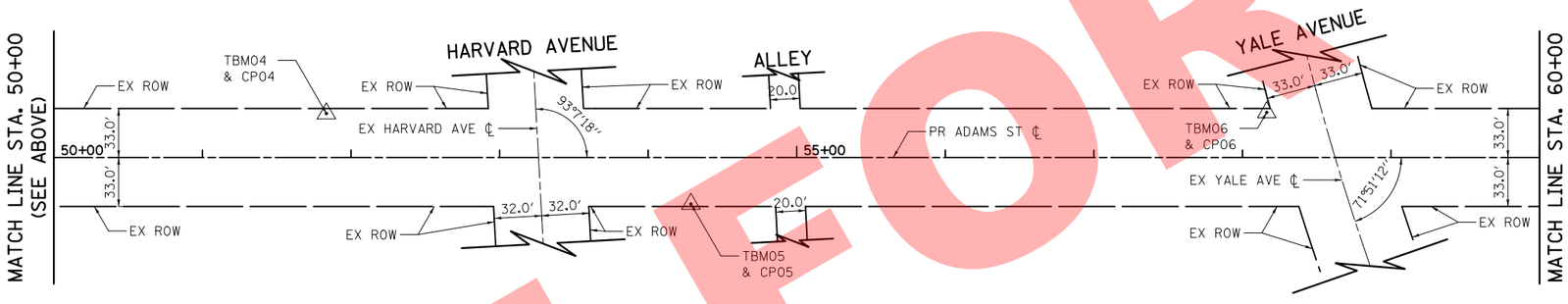
2017 STREET IMPROVEMENTS
EARTHWORK SCHEDULES

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

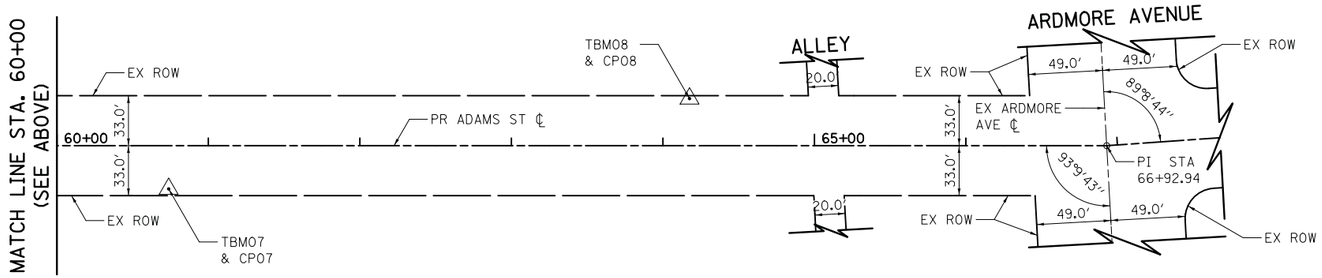
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	16
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



PROPOSED ADAMS STREET CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	40+00.00	1,896,379.6550	1,078,180.7912
P.I.	66+92.94	1,896,347.4143	1,080,873.5413
E.O.A.	67+79.91	1,896,352.4665	1,080,960.3596



ADAMS STREET BENCHMARK AND CONTROL POINT INFORMATION						
BM / CP	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM01 CP01	-	-	1,896,358.6350	1,078,155.2880	712.77	CROSS CUT IN WALK LOCATED ON THE WEST SIDE OF ADDISON AVENUE AT ITS INTERSECTION WITH ADAMS STREET
TBM02 CP02	44+22.59	49.27′ RT	1,896,325.3290	1,078,602.7660	708.74	CROSS CUT IN WALK LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF WISCONSIN AVENUE AND ADAMS STREET
TBM03 CP03	47+00.73	28.91′ RT	1,896,342.3600	1,078,881.1210	706.21	CROSS CUT IN WALK LOCATED ON THE SOUTH SIDE OF ADAMS STREET BETWEEN HOUSE NUMBERS 239 AND 243
TBM04 CP04	51+83.44	29.58′ LT	1,896,395.0630	1,079,364.5030	703.55	CROSS CUT IN WALK LOCATED ON THE NORTH SIDE OF ADAMS STREET BETWEEN HOUSE NUMBERS 206 AND 212
TBM05 CP05	54+28.81	31.29′ RT	1,896,331.2650	1,079,609.1200	700.23	CROSS CUT IN WALK LOCATED ON THE SOUTH SIDE OF ADAMS STREET IN FRONT OF HOUSE NUMBER 919 HARVARD AVENUE
TBM06 CP06	58+16.34	30.37′ LT	1,896,388.2810	1,079,997.3680	691.57	CROSS CUT IN WALK LOCATED AT THE NORTHWEST CORNER OF ADAMS STREET AND YALE AVENUE
TBM07 CP07	60+73.78	28.51′ RT	1,896,326.3240	1,080,254.0820	692.45	CROSS CUT IN WALK LOCATED ON THE SOUTH SIDE OF ADAMS STREET IN FRONT OF HOUSE NUMBER 45
TBM08 CP08	64+17.58	31.08′ LT	1,896,381.7880	1,080,598.5720	695.15	CROSS CUT IN WALK LOCATED ON THE NORTH SIDE OF ADAMS STREET IN FRONT OF HOUSE NUMBER 18



BASIS OF COORDINATES

COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM (NAD 83).

BASIS OF ELEVATIONS

DUPAGE COUNTY BENCHMARK NO. YKO3001, PID: DK 3101 STATION IS AT THE SOUTHWEST CORNER OF THE INTERSECTION OF NORTH AVENUE (ILLINOIS ROUTE 64) AND VILLA AVENUE. STATION IS 58.6 FEET SOUTH OF THE CENTERLINE OF NORTH AVENUE, 59.3 FEET WEST OF THE CENTERLINE OF VILLA AVENUE, AND 26.5 FEET NORTHWEST OF A FIRE HYDRANT. MONUMENT IS 1.2 FEET ABOVE ROAD SURFACE ON A 2.5 FOOT DIAMETER CONCRETE TRAFFIC SIGNAL BASE AND IS FERRO MAGNETIC. ELEVATION 679.61 N.G.V.D. 1988 DATUM.

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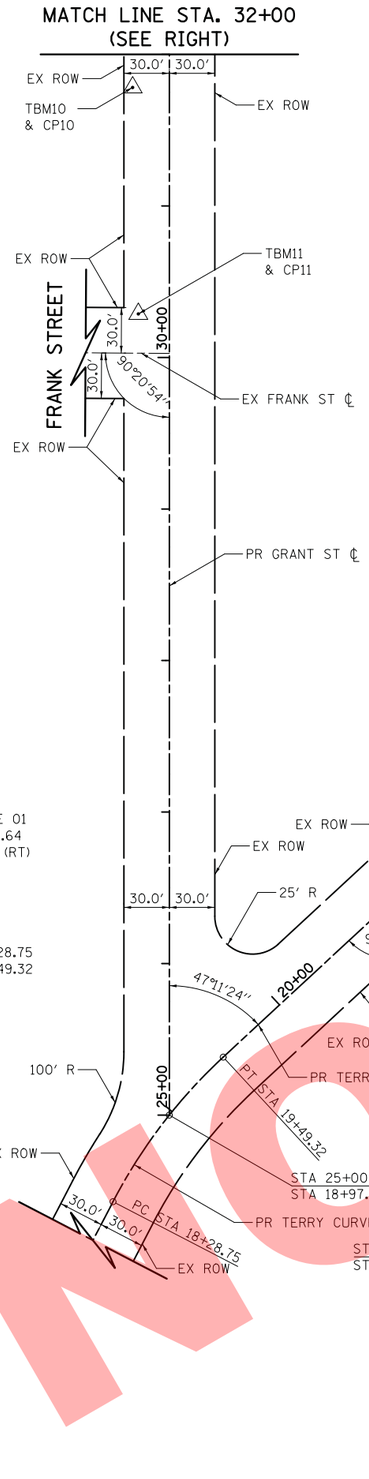
VILLAGE OF VILLA PARK

ADAMS STREET
ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1″ = 50′ | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	17
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



GRANT AVENUE BENCHMARK AND CONTROL POINT INFORMATION						
BM / CP	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM09 CP09	37+55.04	18.78′ LT	1,896,958.4600	1,082,491.4490	675.90	CROSS CUT IN WALK LOCATED AT THE SOUTHWEST CORNER OF GRANT AVENUE AND MONROE STREET
TBM10 CP10	31+78.19	24.24′ LT	1,896,381.9700	1,082,512.5970	669.62	CROSS CUT IN WALK LOCATED ON THE WEST SIDE OF GRANT AVENUE, IN FRONT OF HOUSE NUMBER 916
TBM11 CP11	30+28.73	20.44′ LT	1,896,232.8430	1,082,523.2830	670.50	CROSS CUT IN WALK LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF GRANT AVENUE AND FRANK STREET

CROSS STREET BENCHMARK AND CONTROL POINT INFORMATION						
BM / CP	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM12 CP12	17+72.39	24.83′ LT	1,895,679.8390	1,082,919.3890	663.96	CROSS CUT IN WALK LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF CROSS STREET AND JULIA DRIVE

JULIA DRIVE BENCHMARK AND CONTROL POINT INFORMATION						
BM / CP	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM13 CP13	10+96.93	34.83′ RT	1,895,602.2900	1,082,958.5050	664.75	CROSS CUT IN WALK LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF EUCLID AVENUE AND JULIA DRIVE

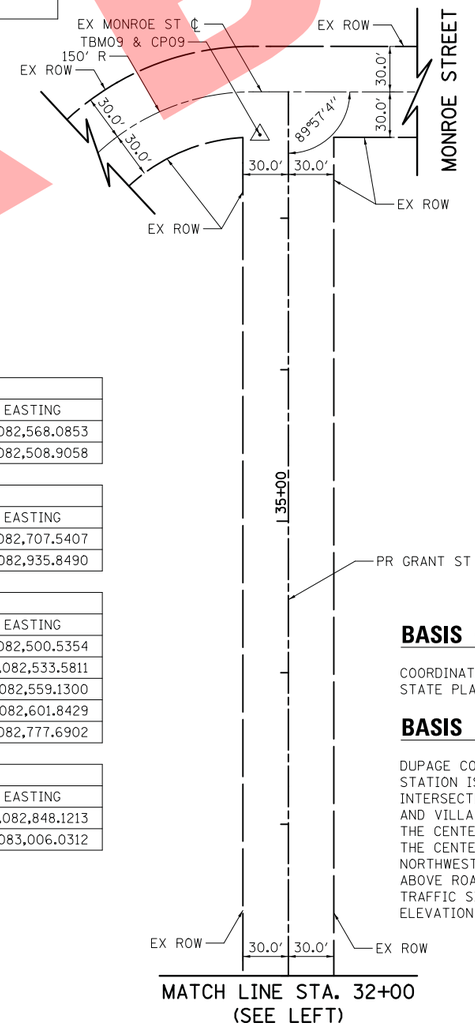
PR TERRY CURVE 01
PI STA. = 18+89.64
Δ = 19° 44′ 15″ (RT)
D = 16° 22′ 13″
R = 350.00′
T = 60.89′
L = 120.57′
E = 5.26′
P.C. STA. = 18+28.75
P.T. STA. = 19+49.32

PROPOSED GRANT AVENUE CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	25+00.00	1,895,705.6223	1,082,568.0853
E.O.A.	37+83.40	1,896,987.6610	1,082,508.9058

PROPOSED CROSS STREET CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	15+00.00	1,895,852.8548	1,082,707.5407
E.O.A.	18+19.80	1,895,628.9177	1,082,935.8490

PROPOSED TERRY LANE CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	17+50.00	1,895,575.3238	1,082,500.5354
P.C.	18+28.75	1,895,646.8102	1,082,533.5811
P.I.	18+89.64	1,895,702.0790	1,082,559.1300
P.T.	19+49.32	1,895,745.4726	1,082,601.8429
E.O.A.	22+00.00	1,895,924.1223	1,082,777.6902

PROPOSED JULIA DRIVE CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	9+75.00	1,895,539.8736	1,082,848.1213
E.O.A.	12+00.00	1,895,700.1530	1,083,006.0312



BASIS OF COORDINATES

COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM (NAD 83).

BASIS OF ELEVATIONS

DUPAGE COUNTY BENCHMARK NO. YK03001, PID: DK 3101 STATION IS AT THE SOUTHWEST CORNER OF THE INTERSECTION OF NORTH AVENUE (ILLINOIS ROUTE 64) AND VILLA AVENUE. STATION IS 58.6 FEET SOUTH OF THE CENTERLINE OF NORTH AVENUE, 59.3 FEET WEST OF THE CENTERLINE OF VILLA AVENUE, AND 26.5 FEET NORTHWEST OF A FIRE HYDRANT. MONUMENT IS 1.2 FEET ABOVE ROAD SURFACE ON A 2.5 FOOT DIAMETER CONCRETE TRAFFIC SIGNAL BASE AND IS FERRO MAGNETIC. ELEVATION 679.61 N.G.V.D. 1988 DATUM.

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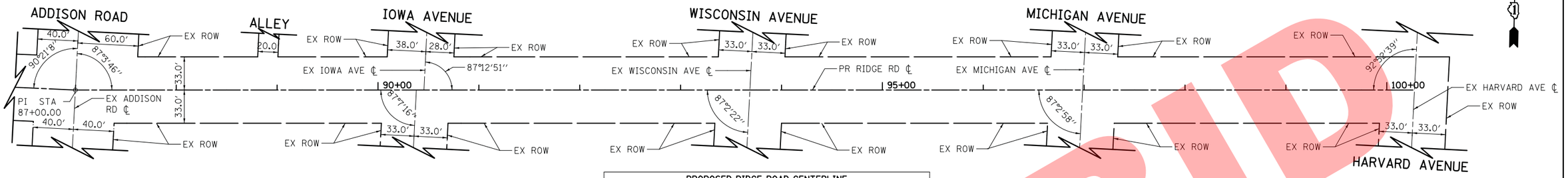
PLOT DATE = 4/21/2017		DATE - 04/21/17		REVISED -	

VILLAGE OF VILLA PARK

GRANT AVENUE AND CROSS STREET ALIGNMENT, TIES AND BENCHMARKS

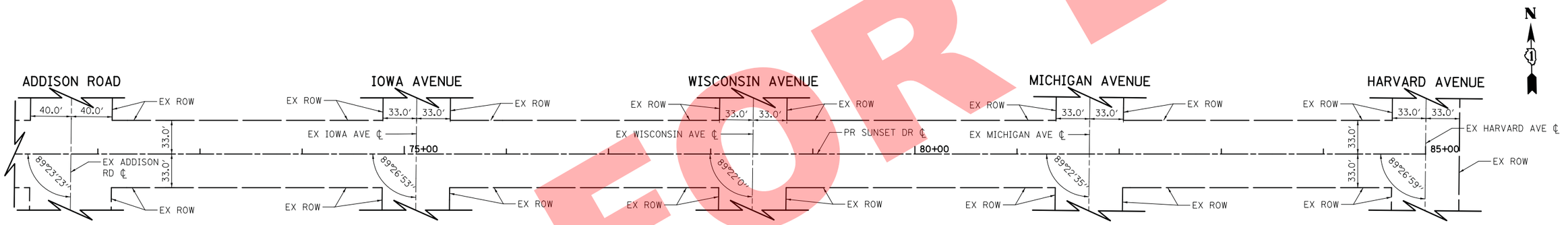
SCALE: 1″ = 50′ | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	18
		CONTRACT NO.		
ILLINOIS	FED. AID PROJECT			



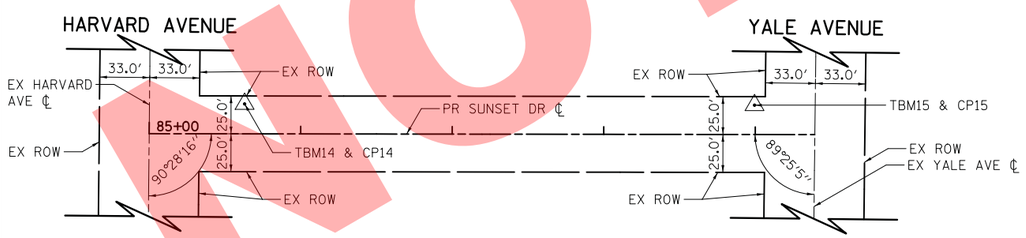
PROPOSED RIDGE ROAD CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	85+00.00	1,907,363.5220	1,077,930.4783
P.I.	87+00.00	1,907,360.8020	1,078,130.4598
E.O.A.	100+27.47	1,907,402.6348	1,079,457.2662

RIDGE ROAD - ALIGNMENT, TIES AND BENCHMARKS



SUNSET DRIVE BENCHMARK AND CONTROL POINT INFORMATION						
BM / CP	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM14 CP14	85+62.95	19.73′ LT	1,906,724.2980	1,079,507.3700	701.06	CROSS CUT IN WALK LOCATED NORTHEAST CORNER OF THE INTERSECTION OF HARVARD AVENUE AND SUNSET DRIVE
TBM15 CP15	88+99.50	19.37′ LT	1,906,720.4080	1,079,843.9010	703.15	CROSS CUT IN WALK LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF YALE AVENUE AND SUNSET DRIVE

PROPOSED SUNSET DRIVE CENTERLINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	70+00.00	1,906,868.8957	1,077,947.0895
E.O.A.	85+00.00	1,906,855.2512	1,079,447.0275
B.O.A.	85+00.00	1,906,705.2270	1,079,444.2213
E.O.A.	89+39.37	1,906,700.6230	1,079,883.5675



BASIS OF COORDINATES

COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM (NAD 83).

BASIS OF ELEVATIONS

DUPAGE COUNTY BENCHMARK NO. YKO3001, PID: DK 3101 STATION IS AT THE SOUTHWEST CORNER OF THE INTERSECTION OF NORTH AVENUE (ILLINOIS ROUTE 64) AND VILLA AVENUE. STATION IS 58.6 FEET SOUTH OF THE CENTERLINE OF NORTH AVENUE, 59.3 FEET WEST OF THE CENTERLINE OF VILLA AVENUE, AND 26.5 FEET NORTHWEST OF A FIRE HYDRANT. MONUMENT IS 1.2 FEET ABOVE ROAD SURFACE ON A 2.5 FOOT DIAMETER CONCRETE TRAFFIC SIGNAL BASE AND IS FERRO MAGNETIC. ELEVATION 679.61 N.G.V.D. 1988 DATUM.

NOTES

1. THE BASIS OF ELEVATIONS ONLY APPLIES TO SUNSET DRIVE BETWEEN HARVARD AVENUE AND YALE AVENUE. SURVEY WAS NOT TAKEN ON RIDGE ROAD AND SUNSET DRIVE BETWEEN ADDISON ROAD AND HARVARD AVENUE.

SUNSET DRIVE - ALIGNMENT, TIES AND BENCHMARKS

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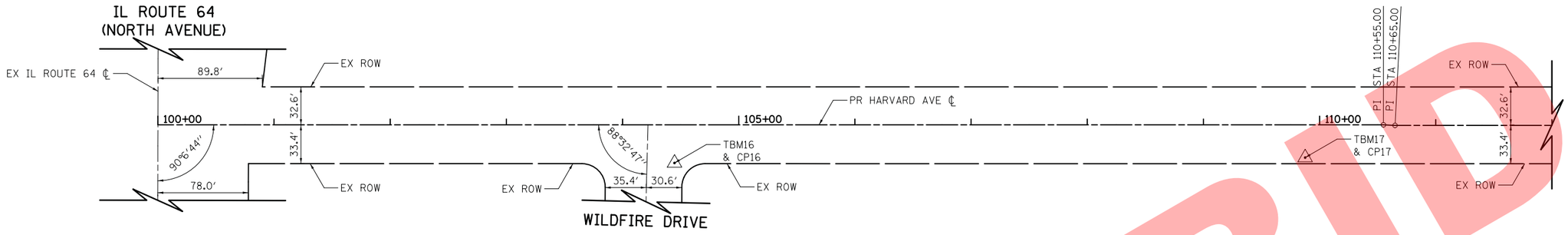
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

VILLAGE OF VILLA PARK

RIDGE ROAD AND SUNSET DRIVE ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	19
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

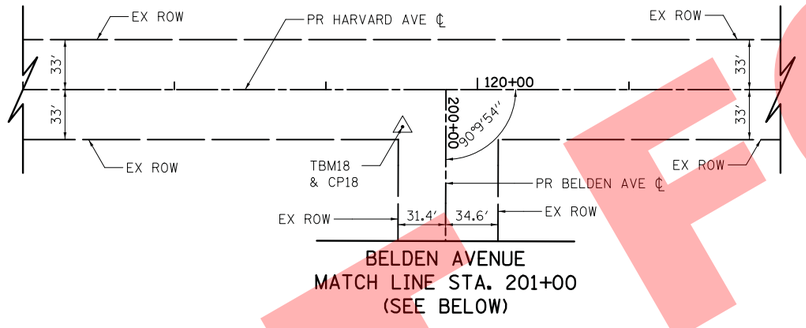


HARVARD AVENUE BENCHMARK AND CONTROL POINT INFORMATION

BM / CP	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM16 CP16	104+44.71	32.78′ RT	1,908,768.0240	1,079,557.6470	697.35	CROSS CUT IN WALK LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF HARVARD AVENUE AND WILDFIRE DRIVE
TBM17 CP17	109+87.61	28.17′ RT	1,909,310.4810	1,079,535.2600	688.24	CROSS CUT IN WALK LOCATED ON THE EAST SIDE OF HARVARD AVENUE APPROXIMATELY 28 FEET SOUTH OF THE NORTH END OF WALK

PROPOSED HARVARD AVENUE CENTERLINE

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	100+00.00	1,908,322.4772	1,079,539.4489
P.I.	110+55.00	1,909,376.9113	1,079,504.8983
P.I.	110+65.00	1,909,386.9098	1,079,505.0709
E.O.A.	122+00.00	1,910,521.3009	1,079,467.9004



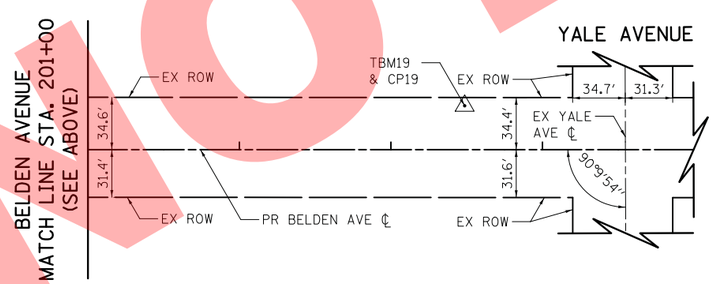
BASIS OF COORDINATES

COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM (NAD 83).

BASIS OF ELEVATIONS

DUPAGE COUNTY BENCHMARK NO. YKO3001, PID: DK 3101 STATION IS AT THE SOUTHWEST CORNER OF THE INTERSECTION OF NORTH AVENUE (ILLINOIS ROUTE 64) AND VILLA AVENUE. STATION IS 58.6 FEET SOUTH OF THE CENTERLINE OF NORTH AVENUE, 59.3 FEET WEST OF THE CENTERLINE OF VILLA AVENUE, AND 26.5 FEET NORTHWEST OF A FIRE HYDRANT. MONUMENT IS 1.2 FEET ABOVE ROAD SURFACE ON A 2.5 FOOT DIAMETER CONCRETE TRAFFIC SIGNAL BASE AND IS FERRO MAGNETIC. ELEVATION 679.61 N.G.V.D. 1988 DATUM.

HARVARD AVENUEE - ALIGNMENT, TIES AND BENCHMARKS



PROPOSED BELDEN AVENUE CENTERLINE

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	200+00.00	1,910,300.6612	1,079,475.1301
E.O.A.	205+00.00	1,910,315.5973	1,079,974.9069

BELDEN AVENUE BENCHMARK AND CONTROL POINT INFORMATION

BM / CP	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM18 CP18	200+24.58	28.58′ RT	1,910,272.8300	1,079,500.5480	687.74	CROSS CUT IN WALK LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF HARVARD AVENUE AND BELDEN AVENUE
TBM19 CP19	203+48.67	29.00′ LT	1,910,340.0620	1,079,535.2600	684.47	CROSS CUT IN WALK LOCATED ON NORTH SIDE OF BELDEN AVENUE APPROXIMATELY 73 FEET WEST OF THE INTERSECTION OF BELDEN AVENUE AND YALE AVENUE

BELDEN AVENUE - ALIGNMENT, TIES AND BENCHMARKS

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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

VILLAGE OF VILLA PARK

HARVARD AVENUE AND BELDEN AVENUE ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1″ = 50′ | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	20
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

ROADWAY CROSS-SLOPE DESIGN TABLES

ADAMS STREET CROSS-SLOPE TRANSITION TABLE				
EASTBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (RT)	PR EOP ELEVATION (RT OF PGL)
40+12.5	712.33	MATCH EXISTING		
40+40.5	711.88	-2.00%	12.5	711.63
44+30.0	708.44	-2.00%	12.5	708.19
44+45.0	708.33	-1.00%	12.5	708.21
44+60.0	708.19	-2.00%	12.5	707.94
47+55.0	705.24	-2.00%	12.5	704.99
47+95.0	704.95	-4.00%	12.5	704.45
48+40.0	704.74	-4.00%	12.5	704.24
48+45.8	704.72	-3.93%	12.5	704.23
GAP ROADWAY IMPROVEMENTS				
49+24.9	704.77	-3.86%	12.5	704.29
50+35.0	704.21	-2.00%	12.5	703.96
59+00.0	690.30	-2.00%	12.5	690.05
59+60.0	690.69	-6.00%	12.5	689.94
60+20.0	691.36	-2.00%	12.5	691.11
66+10.0	695.25	-2.00%	12.5	695.00
66+43.0	695.14	-3.78%	12.5	694.67

ADAMS STREET CROSS-SLOPE TRANSITION TABLE				
WESTBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (LT)	PR EOP ELEVATION (LT OF PGL)
40+12.5	712.33	MATCH EXISTING		
40+40.5	711.88	-2.00%	12.5	711.63
42+10.0	710.09	-2.00%	12.5	709.84
42+50.0	709.79	-4.00%	12.5	709.29
44+05.0	708.63	-4.00%	12.5	708.13
44+45.0	708.33	-1.50%	12.5	708.14
44+70.0	708.09	-3.00%	12.5	707.72
48+40.0	704.74	-3.00%	12.5	704.37
48+45.8	704.72	-3.31%	12.5	704.31
GAP ROADWAY IMPROVEMENTS				
49+24.9	704.77	-4.40%	12.5	704.22
50+35.0	704.21	-2.00%	12.5	703.96
66+10.0	695.25	-2.00%	12.5	695.00
66+43.0	695.14	-5.02%	12.5	694.51

GRANT AVENUE CROSS-SLOPE TRANSITION TABLE				
NORTHBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (RT)	PR EOP ELEVATION (RT OF PGL)
25+18.8	665.59	MATCH EXISTING		
25+45.0	665.41	-2.00%	12.0	665.17
25+75.0	665.21	-4.00%	12.0	664.73
25+95.0	665.08	-4.00%	12.0	664.60
26+10.0	665.02	-5.00%	12.0	664.42
26+70.0	665.35	-2.00%	12.0	665.11
29+00.0	668.63	-2.00%	12.0	668.39
29+50.0	669.62	-4.50%	12.0	669.08
30+00.0	670.31	-2.00%	12.0	670.07
31+82.0	669.30	-2.00%	12.0	669.06
32+22.0	669.15	-4.00%	12.0	668.67
32+62.0	669.33	-2.00%	12.0	669.09
37+53.3	675.91	-2.00%	12.0	675.67
37+71.4	676.30	MATCH EXISTING		

GRANT AVENUE CROSS-SLOPE TRANSITION TABLE				
SOUTHBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (LT)	PR EOP ELEVATION (LT OF PGL)
25+18.8	665.59	MATCH EXISTING		
25+30.0	665.51	-2.00%	12.0	665.27
25+75.0	665.21	-5.00%	12.0	664.61
25+95.0	665.08	-5.00%	12.0	664.48
26+10.0	665.02	-6.00%	12.0	664.30
26+70.0	665.35	-2.00%	12.0	665.11
29+00.0	668.63	-2.00%	12.0	668.39
29+50.0	669.62	-4.50%	12.0	669.08
30+10.0	670.37	-0.50%	12.0	670.31
30+32.5	670.38	-2.00%	12.0	670.14
31+82.0	669.30	-2.00%	12.0	669.06
32+22.0	669.15	-4.00%	12.0	668.67
32+62.0	669.33	-2.00%	12.0	669.09
37+53.3	675.91	-2.00%	12.0	675.67
37+71.4	676.30	MATCH EXISTING		

CROSS STREET CROSS-SLOPE TRANSITION TABLE				
NORTHWEST MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (LT)	PR EOP ELEVATION (LT OF PGL)
15+12.0	665.71	MATCH EXISTING		
15+30.0	665.63	-4.00%	12.0	665.15
17+50.0	664.52	-4.00%	12.0	664.04
17+70.0	664.47	-5.00%	12.0	663.87
17+90.0	664.52	-5.00%	12.0	663.92
18+07.8	664.65	MATCH EXISTING		

CROSS STREET CROSS-SLOPE TRANSITION TABLE				
SOUTHEAST MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (RT)	PR EOP ELEVATION (RT OF PGL)
15+12.0	665.71	MATCH EXISTING		
15+30.0	665.63	-6.00%	12.0	664.91
16+50.0	665.10	-6.00%	12.0	664.38
16+80.0	664.97	-4.00%	12.0	664.49
17+50.0	664.52	-4.00%	12.0	664.04
17+70.0	664.47	-5.00%	12.0	663.87
17+90.0	664.52	-5.00%	12.0	663.92
18+07.8	664.65	MATCH EXISTING		

SUNSET DRIVE CROSS-SLOPE TRANSITION TABLE				
WESTBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (RT)	PR EOP ELEVATION (RT OF PGL)
85+34.0	702.67	-0.14%	12.5	702.65
86+00.0	702.43	-2.00%	12.5	702.18
88+50.0	701.09	-2.00%	12.5	700.84
89+06.0	700.59	-0.63%	12.5	700.51

SUNSET DRIVE CROSS-SLOPE TRANSITION TABLE				
EASTBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (LT)	PR EOP ELEVATION (LT OF PGL)
85+34.0	702.67	-1.31%	12.5	702.51
86+00.0	702.43	-2.00%	12.5	702.18
88+50.0	701.09	-2.00%	12.5	700.84
89+06.0	700.59	-2.93%	12.5	700.22

HARVARD AVENUE CROSS-SLOPE TRANSITION TABLE				
NORTHBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (RT)	PR EOP ELEVATION (RT OF PGL)
101+01.8	MATCH EXISTING			
109+67.5	MATCH EXISTING			
109+68.5	687.42	-0.61%	15.0	687.33
110+14.0	686.70	-2.00%	15.0	686.40
110+50.0	685.83	-2.00%	15.0	685.53

HARVARD AVENUE CROSS-SLOPE TRANSITION TABLE				
SOUTHBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (LT)	PR EOP ELEVATION (LT OF PGL)
101+01.8	MATCH EXISTING			
109+67.5	MATCH EXISTING			
109+68.5	687.42	-0.98%	15.0	687.27
110+14.0	686.70	2.00%	15.0	687.00
110+50.0	685.83	2.00%	15.0	686.13

HARVARD WIDENING CROSS-SLOPE TRANSITION TABLE				
NORTHBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (RT)	PR EOP ELEVATION (RT OF PGL)
118+55.0	684.95	-1.00%	14.0	684.81
118+75.0	685.47	-2.00%	14.0	685.19
120+18.1	687.08	-2.00%	14.0	686.80
120+30.1	687.07	-2.00%	2.0	687.03

BELDEN AVENUE CROSS-SLOPE TRANSITION TABLE				
EASTBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (RT)	PR EOP ELEVATION (RT OF PGL)
200+01.5	686.94	MATCH HARVARD WIDENING		
200+45.6	687.19	-2.00%	9.0	687.01
201+25.0	687.02	-2.00%	9.0	686.84
201+50.0	686.61	-3.43%	9.0	686.30

BELDEN AVENUE CROSS-SLOPE TRANSITION TABLE				
WESTBOUND MOVEMENT				
STATION	PR PGL ELEVATION	CROSS SLOPE	WIDTH FROM PGL TO EOP (LT)	PR EOP ELEVATION (LT OF PGL)
200+01.5	686.94	MATCH HARVARD WIDENING		
200+45.6	687.19	-2.00%	9.0	687.01
201+50.0	686.61	-2.00%	9.0	686.43

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
DESIGN TABLES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	21
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

DRAINAGE STRUCTURE ADJUSTMENT AND RECONSTRUCTION

DRAINAGE STRUCTURE ADJUSTMENT AND RECONSTRUCTION SCHEDULE

SHEET NO.	PAY ITEM NO.	ITEM DESCRIPTION	UTILITY TYPE	ALIGNMENT	STATION	OFFSET	DIR.	EX RIM ELEVATION	PR RIM ELEVATION	△ HEIGHT (INCHES)	EX RINGS (INCHES)
23	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	40+19.5	17.9	LT	712.11	*712.05*	-0.7	3
23	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	40+21.6	20.9	RT	711.95	*711.90*	-0.6	3
23	Z0017400	DRAIN UTIL STR ADJ	SANITARY	ADAMS	40+28.1	0.4	LT	712.23	712.07	-1.9	9
23	Z0017400	DRAIN UTIL STR ADJ	WATER	ADAMS	40+37.9	12.0	LT	711.70	711.68	-0.2	2
23	Z0017400	DRAIN UTIL STR ADJ	SANITARY	ADAMS	42+37.6	0.4	LT	710.21	709.87	-4.1	6
23	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	44+27.7	19.0	LT	707.84	*708.00*	1.9	5
23	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	44+28.9	17.0	RT	707.93	*708.10*	2.0	4
23	Z0017400	DRAIN UTIL STR ADJ	SANITARY	ADAMS	44+47.0	0.2	LT	708.82	708.31	-6.1	9
23	Z0017700	DRAIN UTIL STR RECON	STORM	ADAMS	44+62.8	17.2	LT	708.01	*707.60*	-4.9	0
23	Z0017700	DRAIN UTIL STR RECON	STORM	ADAMS	44+62.8	21.5	RT	708.11	*707.70*	-4.9	2
23	Z0017700	DRAIN UTIL STR RECON	WATER	ADAMS	44+78.4	11.1	LT	708.25	707.67	-7.0	0
24	Z0017700	DRAIN UTIL STR RECON	SANITARY	ADAMS	46+67.3	0.3	LT	706.68	706.11	-6.8	3
24	Z0017700	DRAIN UTIL STR RECON	SANITARY	ADAMS	49+40.7	1.7	LT	704.74	704.61	-1.6	2
25	Z0017400	DRAIN UTIL STR ADJ	SANITARY	ADAMS	51+19.1	1.8	LT	703.91	703.68	-2.8	5
25	Z0017400	DRAIN UTIL STR ADJ	WATER	ADAMS	52+91.8	12.0	LT	700.78	701.10	3.8	0
25	Z0017700	DRAIN UTIL STR RECON	SANITARY	ADAMS	52+95.9	0.4	RT	701.32	701.28	-0.5	0
25	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	53+07.6	18.1	LT	700.17	*700.45*	3.4	0
25	Z0017700	DRAIN UTIL STR RECON	STORM	ADAMS	53+09.2	16.8	RT	700.66	*700.65*	-0.1	0
25	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	53+18.5	4.7	RT	701.13	700.97	-1.9	4
25	Z0017400	DRAIN UTIL STR ADJ	WATER	ADAMS	53+36.0	32.7	LT	700.35	700.36	0.1	0
25	Z0017700	DRAIN UTIL STR RECON	STORM	ADAMS	53+42.7	17.1	LT	700.34	*700.15*	-2.3	0
25	Z0017700	DRAIN UTIL STR RECON	SANITARY	ADAMS	53+51.3	28.7	RT	701.19	700.83	-4.3	0
25	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	54+96.9	21.2	RT	698.27	698.44	2.0	1
25	Z0017400	DRAIN UTIL STR ADJ	SANITARY	ADAMS	55+24.7	1.1	LT	698.00	697.88	-1.4	9
26	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	58+37.5	20.3	LT	690.07	*690.20*	1.6	0
26	Z0017700	DRAIN UTIL STR RECON	STORM	ADAMS	58+48.8	14.9	RT	690.26	*690.25*	-0.1	0
26	Z0017700	DRAIN UTIL STR RECON	STORM	ADAMS	58+73.3	18.5	LT	690.17	*689.90*	-3.2	0
26	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	58+78.5	20.9	RT	690.15	690.15	0.0	1
26	Z0017400	DRAIN UTIL STR ADJ	STORM	ADAMS	58+90.0	18.4	RT	689.72	*689.80*	1.0	0
26	Z0017700	DRAIN UTIL STR RECON	STORM	ADAMS	59+60.9	12.5	RT	690.11	*689.95*	-1.9	2
26	Z0017700	DRAIN UTIL STR RECON	SANITARY	ADAMS	60+60.4	0.5	RT	692.24	691.72	-6.2	4
27	Z0017700	DRAIN UTIL STR RECON	SANITARY	ADAMS	62+61.1	0.1	RT	693.72	693.24	-5.8	2
27	Z0017700	DRAIN UTIL STR RECON	SANITARY	ADAMS	64+76.8	0.0	RT	695.04	694.67	-4.4	4
28	Z0017400	DRAIN UTIL STR ADJ	STORM	GRANT	28+39.8	2.2	RT	668.08	667.69	-4.7	6
28	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	28+51.4	12.0	LT	668.04	*667.64*	-4.8	2
28	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	28+51.9	12.0	RT	667.92	*667.65*	-3.2	0
29	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	30+17.8	19.8	LT	670.28	*670.00*	-3.4	0

DRAINAGE STRUCTURE ADJUSTMENT AND RECONSTRUCTION SCHEDULE

SHEET NO.	PAY ITEM NO.	ITEM DESCRIPTION	UTILITY TYPE	ALIGNMENT	STATION	OFFSET	DIR.	EX RIM ELEVATION	PR RIM ELEVATION	△ HEIGHT (INCHES)	EX RINGS (INCHES)
29	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	32+00.7	1.8	RT	669.35	669.14	-2.5	2
29	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	32+21.6	12.0	LT	669.02	*668.67*	-4.2	5
29	Z0017400	DRAIN UTIL STR ADJ	STORM	GRANT	32+21.9	12.0	RT	668.65	*668.67*	0.2	0
29	Z0017400	DRAIN UTIL STR ADJ	STORM	GRANT	32+35.5	12.0	RT	668.62	*668.77*	1.8	0
29	Z0017400	DRAIN UTIL STR ADJ	STORM	GRANT	32+41.7	12.0	LT	668.80	*668.83*	0.4	6
30	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	34+97.5	1.7	RT	672.60	672.42	-2.2	2
30	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	35+07.2	12.0	RT	672.55	*672.33*	-2.6	0
30	Z0017700	DRAIN UTIL STR RECON	STORM	GRANT	35+07.5	12.0	LT	672.46	*672.33*	-1.6	0
31	Z0017400	DRAIN UTIL STR ADJ	STORM	CROSS	15+11.3	13.2	LT	665.75	*665.75*	0.0	
31	Z0017400	DRAIN UTIL STR ADJ	SANITARY	CROSS	16+70.9	2.5	RT	664.80	664.90	1.2	10
31	Z0017400	DRAIN UTIL STR ADJ	STORM	CROSS	16+96.5	12.0	RT	664.46	*664.42*	-0.5	3
31	Z0017400	DRAIN UTIL STR ADJ	STORM	CROSS	17+04.5	12.0	LT	664.32	*664.36*	0.5	6
31	Z0017400	DRAIN UTIL STR ADJ	STORM	CROSS	17+92.6	11.5	RT	663.85	663.98	1.6	2
31	Z0017400	DRAIN UTIL STR ADJ	STORM	JULIA	11+05.6	12.3	RT	663.81	*664.13*	3.8	0
32	Z0017400	DRAIN UTIL STR ADJ	SANITARY	RIDGE	88+79.2	8.8	RT	N/A	N/A	N/A	4
35	Z0017400	DRAIN UTIL STR ADJ	STORM	SUNSET	80+16.5	12.0	LT	N/A	N/A	N/A	1
35	Z0017400	DRAIN UTIL STR ADJ	STORM	SUNSET	80+16.7	12.0	RT	N/A	N/A	N/A	0
36	Z0017400	DRAIN UTIL STR ADJ	SANITARY	SUNSET	87+39.5	0.1	LT	701.47	701.71	2.9	5
36	Z0017400	DRAIN UTIL STR ADJ	STORM	SUNSET	89+05.0	12.5	RT	700.15	*700.17*	0.2	0
37	Z0017400	DRAIN UTIL STR ADJ	SANITARY	HARVARD	101+84.5	10.0	RT	692.86	692.86	0.0	4
37	Z0017400	DRAIN UTIL STR ADJ	SANITARY	HARVARD	102+56.9	9.7	RT	693.66	693.66	0.0	N/A
37	Z0017400	DRAIN UTIL STR ADJ	SANITARY	HARVARD	104+46.0	8.7	RT	695.88	695.88	0.0	0
38	Z0017400	DRAIN UTIL STR ADJ	SANITARY	HARVARD	107+93.2	8.3	RT	687.95	687.95	0.0	7
38	Z0017400	DRAIN UTIL STR ADJ	STORM	HARVARD	109+25.5	5.0	LT	687.82	687.82	0.0	2
38	Z0017400	DRAIN UTIL STR ADJ	STORM	HARVARD	109+35.0	15.0	LT	687.40	*687.46*	0.7	0
39	Z0017700	DRAIN UTIL STR RECON	WATER	HARVARD	119+47.9	15.9	RT	687.69	686.48	-14.5	N/A
39	Z0017700	DRAIN UTIL STR RECON	SANITARY	HARVARD	119+92.6	5.7	RT	687.56	686.92	-7.7	N/A
39	Z0017700	DRAIN UTIL STR RECON	WATER	HARVARD	120+13.4	15.9	RT	688.77	686.80	-23.6	N/A
39	Z0017700	DRAIN UTIL STR RECON	WATER	BELDEN	200+26.2	10.8	RT	688.12	686.74	-16.6	N/A
41	Z0017700	DRAIN UTIL STR RECON	SANITARY	ARDMORE	FIRE STATION SITE PLAN			N/A	N/A	N/A	N/A
41	Z0017400	DRAIN UTIL STR ADJ	STORM	ARDMORE	FIRE STATION SITE PLAN			N/A	N/A	N/A	N/A
41	Z0017400	DRAIN UTIL STR ADJ	STORM	ARDMORE	FIRE STATION SITE PLAN			N/A	N/A	N/A	N/A
42	Z0017400	DRAIN UTIL STR ADJ	STORM	VAN BUREN	GOLF COURSE SITE PLAN			N/A	N/A	N/A	N/A
N/A	Z0017400	DRAIN UTIL STR ADJ	STORM	WASHINGTON STREET				N/A	N/A	N/A	N/A
N/A	Z0017400	DRAIN UTIL STR ADJ	STORM	WASHINGTON STREET				N/A	N/A	N/A	N/A
N/A	Z0017400	DRAIN UTIL STR ADJ	STORM	WASHINGTON STREET				N/A	N/A	N/A	N/A

NOTES

1. THE EXISTING RIM ELEVATION FOR CURBLINE DRAINAGE STRUCTURES IS SURVEYED AT THE GUTTER FLOWLINE.
2. IN ORDER TO CONFORM TO THE CURBLINE DRAINAGE STRUCTURE CALL-OUT CONVENTION OF STATION, OFFSET, AND RIM TO THE EDGE-OF-PAVEMENT, ALL PROPOSED RIM ELEVATIONS (ITALICIZED) FOR CURBLINE DRAINAGE STRUCTURES ARE CALLED OFF WITH RESPECT TO THE EDGE-OF-PAVEMENT.
3. THE EXISTING RING HEIGHTS ARE APPROXIMATE BASED ON FIELD OBSERVATIONS. THE FINAL DETERMINATION OF STRUCTURE ADJUSTMENT OR RECONSTRUCTION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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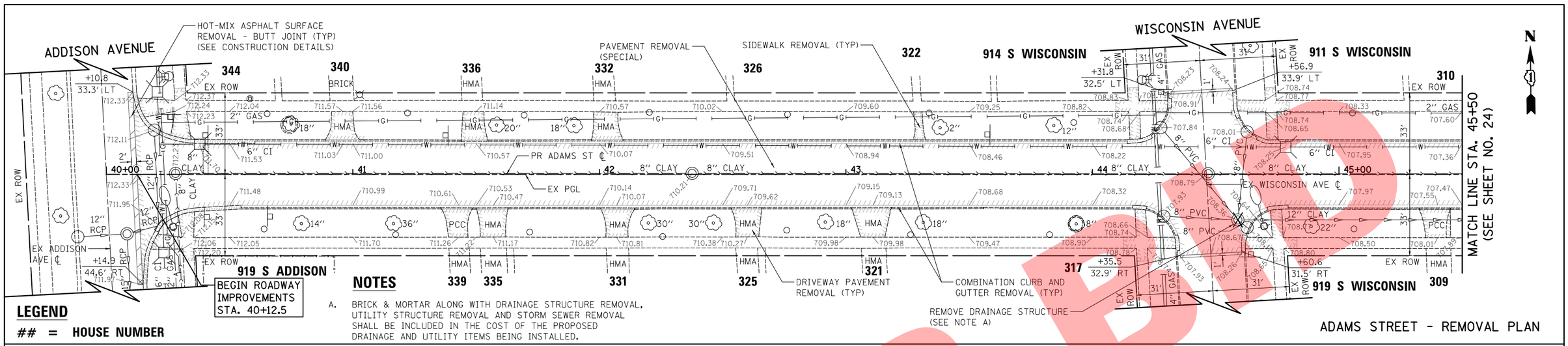
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
DESIGN TABLES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	22
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



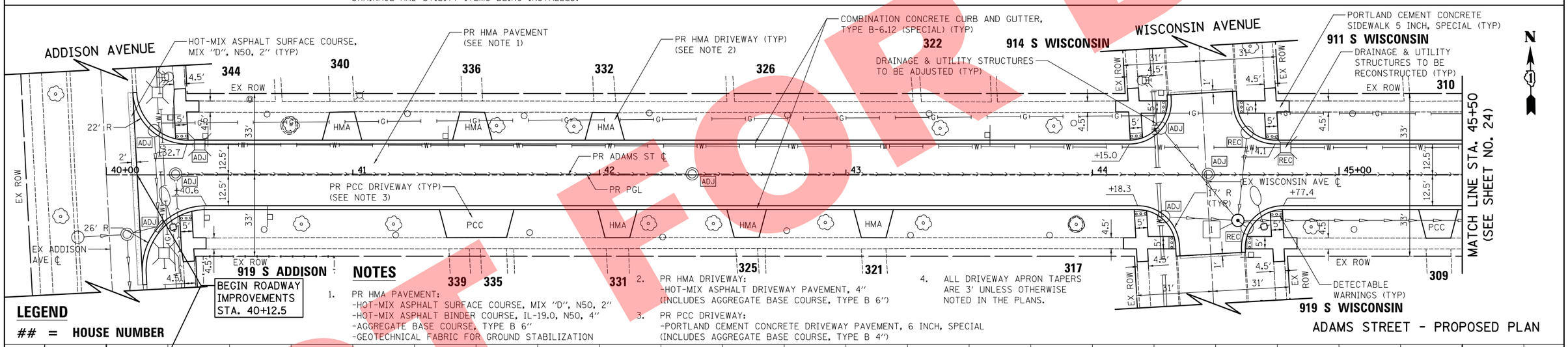
LEGEND

= HOUSE NUMBER

NOTES

A. BRICK & MORTAR ALONG WITH DRAINAGE STRUCTURE REMOVAL, UTILITY STRUCTURE REMOVAL AND STORM SEWER REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE AND UTILITY ITEMS BEING INSTALLED.

ADAMS STREET - REMOVAL PLAN



LEGEND

= HOUSE NUMBER

NOTES

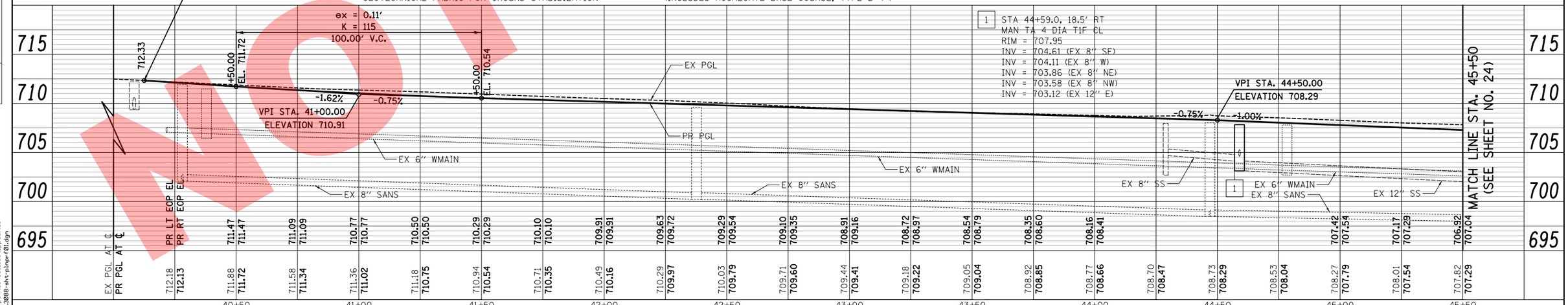
1. PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4" (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL (INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. ALL DRIVEWAY APRON TAPERS ARE 3' UNLESS OTHERWISE NOTED IN THE PLANS.

ADAMS STREET - PROPOSED PLAN



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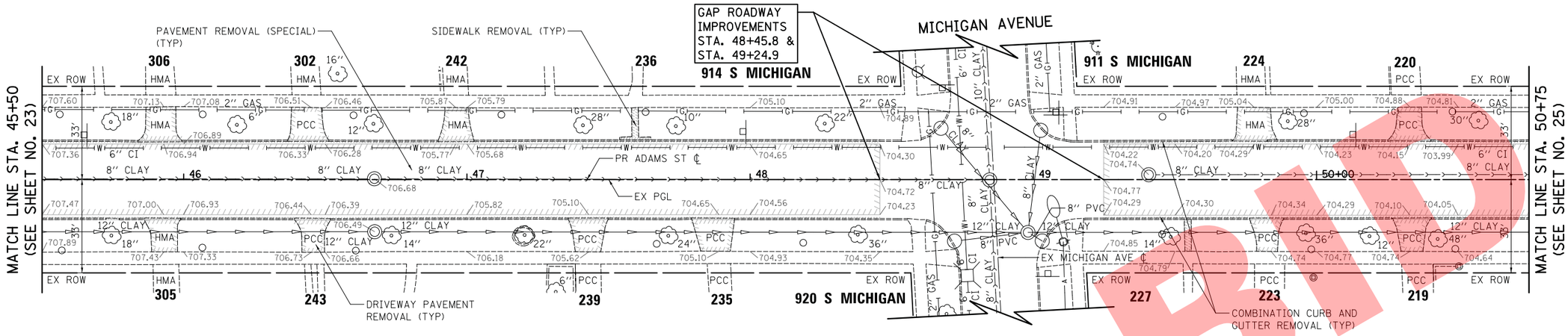
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

ADAMS STREET
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 40+12.5 TO STA. 45+50

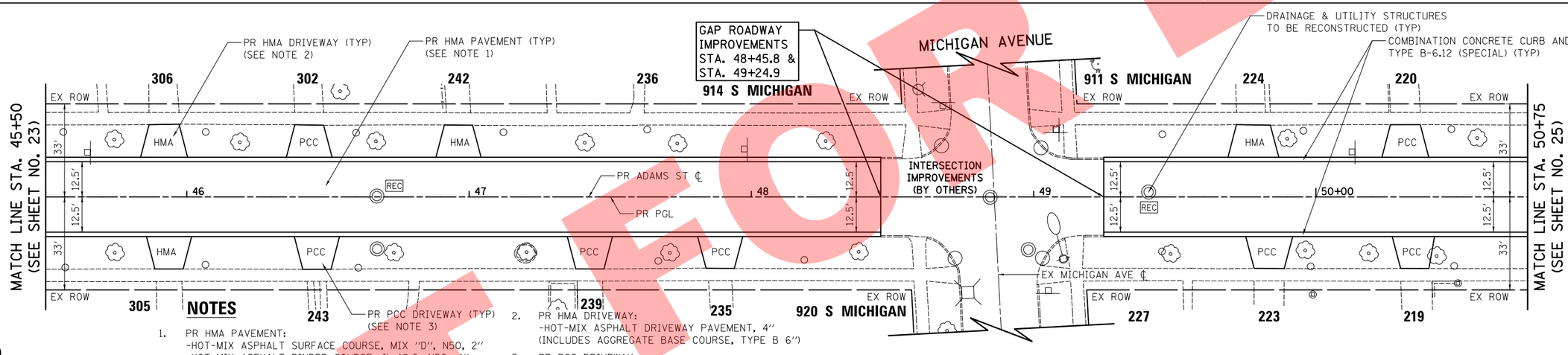
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	23
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



LEGEND

= HOUSE NUMBER

ADAMS STREET - REMOVAL PLAN



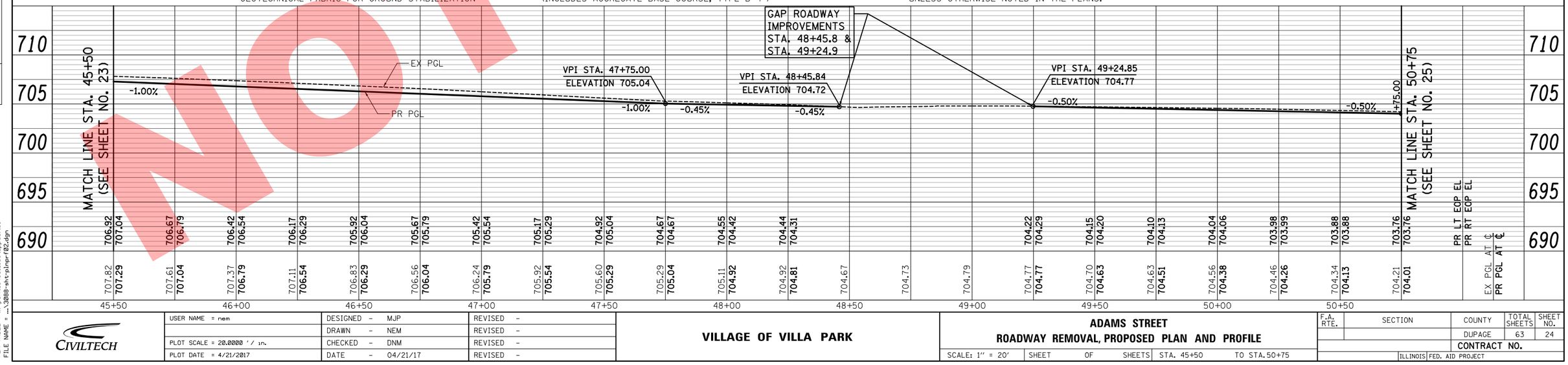
NOTES

1. PR HMA PAVEMENT:
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
   -HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
   -AGGREGATE BASE COURSE, TYPE B 6"
   -GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
2. PR HMA DRIVEWAY:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")
3. PR PCC DRIVEWAY:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 4")
4. ALL DRIVEWAY APRON TAPERS ARE 3' UNLESS OTHERWISE NOTED IN THE PLANS.

LEGEND

= HOUSE NUMBER

ADAMS STREET - PROPOSED PLAN



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	PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

ADAMS STREET
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 45+50 | TO STA. 50+75

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	24
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

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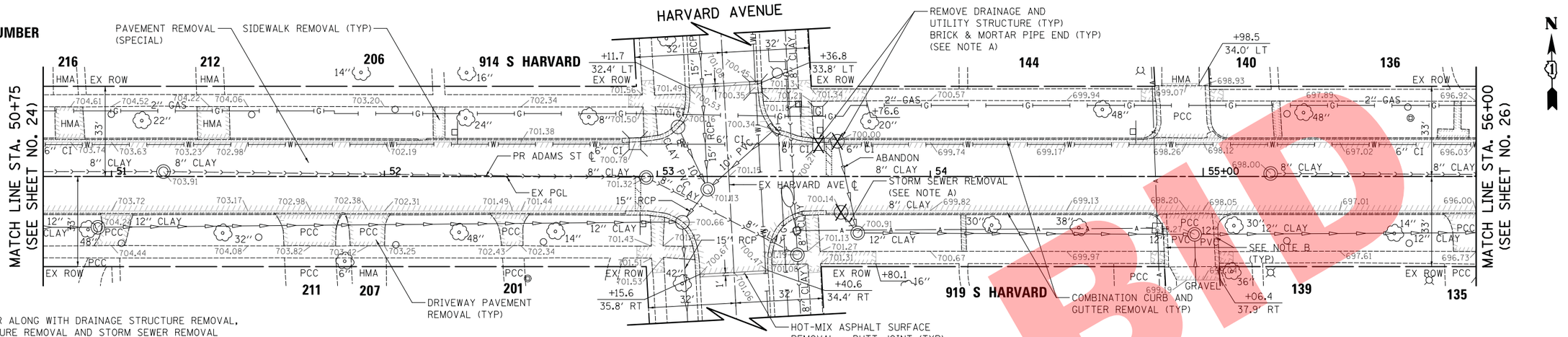
PROFILE: SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

LEGEND

= HOUSE NUMBER



NOTES

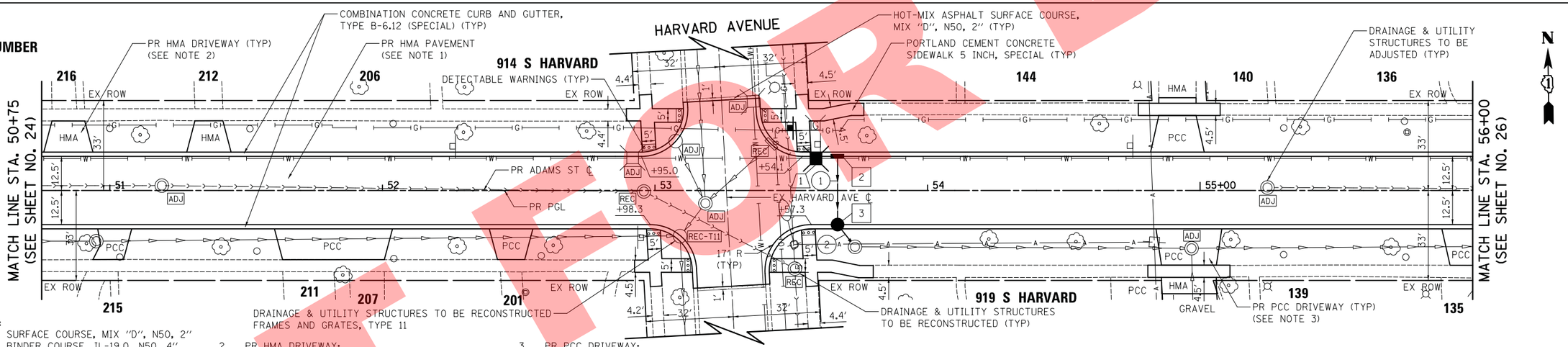
A. BRICK & MORTAR ALONG WITH DRAINAGE STRUCTURE REMOVAL, UTILITY STRUCTURE REMOVAL AND STORM SEWER REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE AND UTILITY ITEMS BEING INSTALLED.

B. THE REMOVAL OF MONOLITHIC CURB SHALL BE INCLUDED IN THE AREA AND COST OF: DRIVEWAY PAVEMENT REMOVAL

ADAMS STREET - REMOVAL PLAN

LEGEND

= HOUSE NUMBER



NOTES

1. PR HMA PAVEMENT:
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
   -HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
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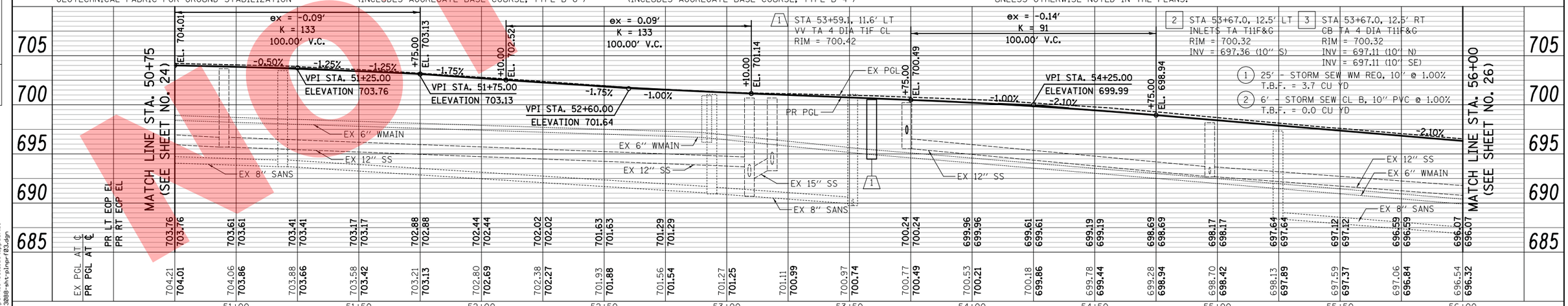
3. PR PCC DRIVEWAY:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 4")
4. ALL DRIVEWAY APRON TAPERS ARE 3' UNLESS OTHERWISE NOTED IN THE PLANS.

ADAMS STREET - PROPOSED PLAN



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	PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

ADAMS STREET
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 50+75 TO STA. 56+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	25
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NO., TAITHS CHKD, BY, DATE

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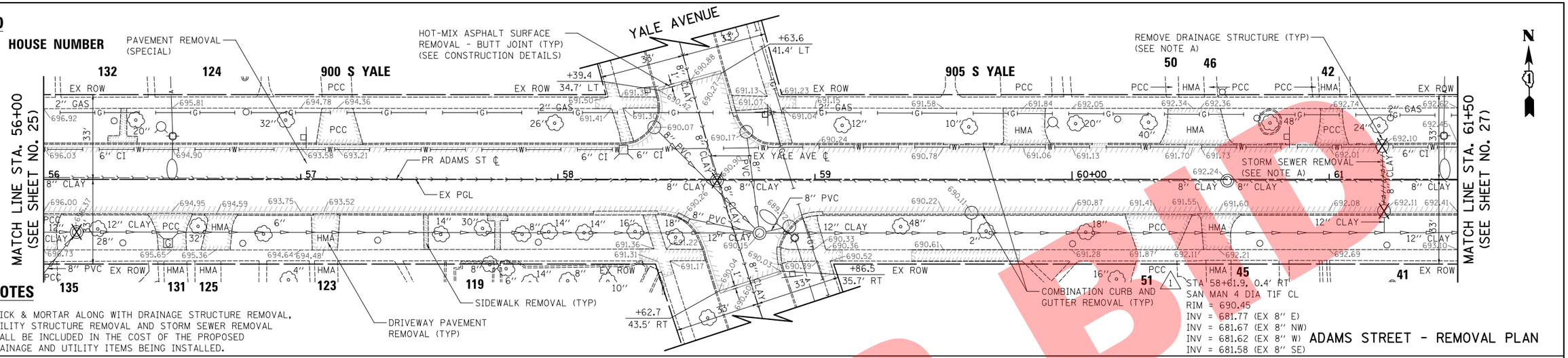


NOTES

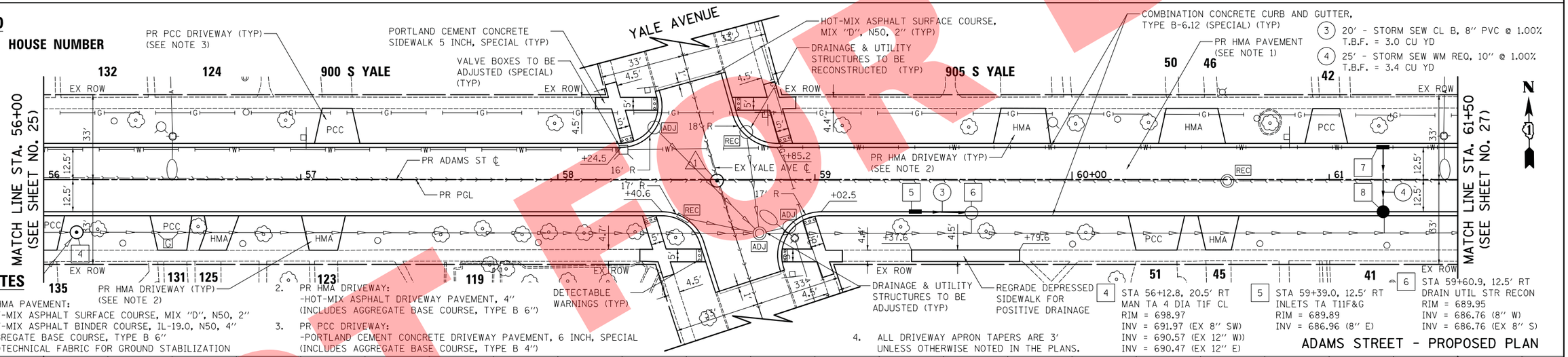
A. BRICK & MORTAR ALONG WITH DRAINAGE STRUCTURE REMOVAL, UTILITY STRUCTURE REMOVAL AND STORM SEWER REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE AND UTILITY ITEMS BEING INSTALLED.

1 STA 58+81.9, 0.4' RT
SAN MAN 4 DIA T1F CL
RIM = 690.45
INV = 681.77 (EX 8" E)
INV = 681.67 (EX 8" NW)
INV = 681.62 (EX 8" W)
INV = 681.58 (EX 8" SE)

ADAMS STREET - REMOVAL PLAN

LEGEND

= HOUSE NUMBER



NOTES

1. PR HMA PAVEMENT:
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-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
(INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. ALL DRIVEWAY APRON TAPERS ARE 3' UNLESS OTHERWISE NOTED IN THE PLANS.

3 20' - STORM SEW CL B, 8" PVC @ 1.00%
T.B.F. = 3.0 CU YD

4 25' - STORM SEW WM REQ, 10" @ 1.00%
T.B.F. = 3.4 CU YD

4 STA 56+12.8, 20.5' RT
MAN TA 4 DIA T1F CL
RIM = 698.97
INV = 691.97 (EX 8" SW)
INV = 690.57 (EX 12" W))
INV = 690.47 (EX 12" E)

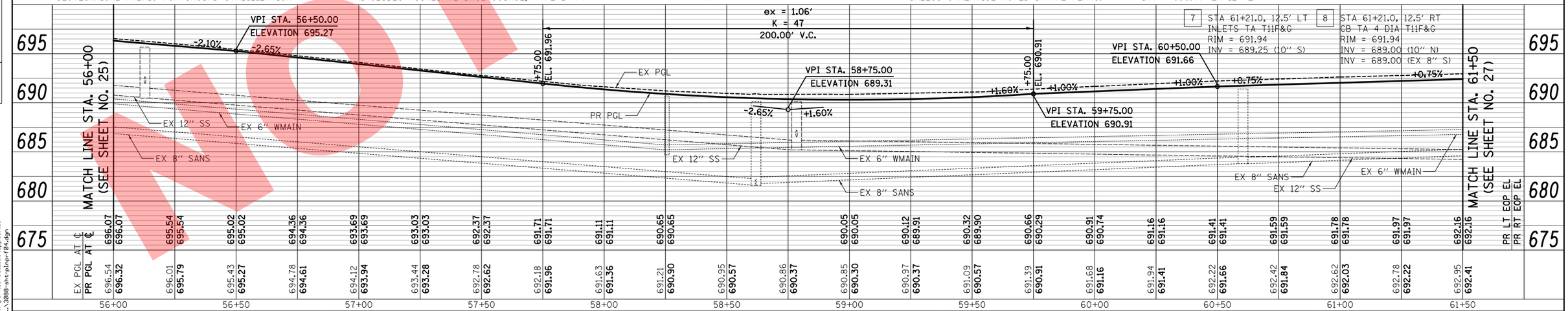
5 STA 59+39.0, 12.5' RT
INLETS TA T11F&G
RIM = 689.89
INV = 686.96 (8" E)

6 STA 59+60.9, 12.5' RT
DRAIN UTIL STR RECON
RIM = 689.95
INV = 686.76 (8" W)
INV = 686.76 (EX 8" S)

7 STA 61+21.0, 12.5' LT
INLETS TA T11F&G
RIM = 691.94
INV = 689.25 (10" S)

8 STA 61+21.0, 12.5' RT
CB TA 4 DIA T11F&G
RIM = 691.94
INV = 689.00 (10" N)
INV = 689.00 (EX 8" S)

ADAMS STREET - PROPOSED PLAN



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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

CIVILTECH

VILLAGE OF VILLA PARK

ADAMS STREET
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 56+00 TO STA. 61+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	26
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

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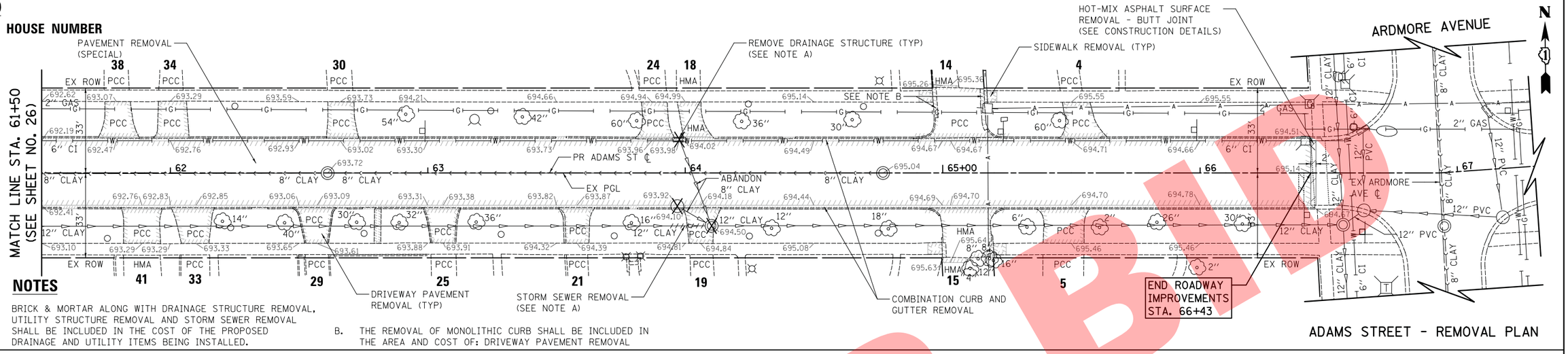


ADAMS STREET - REMOVAL PLAN

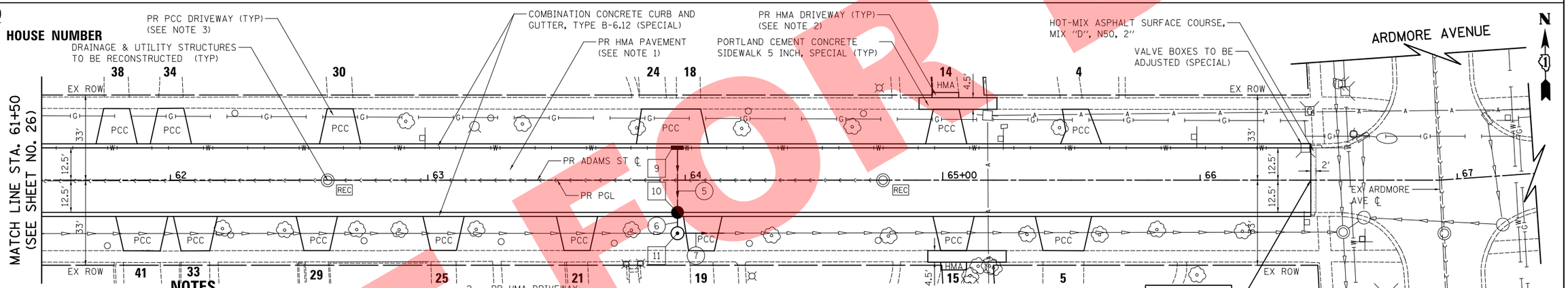
NOTES

A. BRICK & MORTAR ALONG WITH DRAINAGE STRUCTURE REMOVAL, UTILITY STRUCTURE REMOVAL AND STORM SEWER REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE AND UTILITY ITEMS BEING INSTALLED.

B. THE REMOVAL OF MONOLITHIC CURB SHALL BE INCLUDED IN THE AREA AND COST OF: DRIVEWAY PAVEMENT REMOVAL

LEGEND

= HOUSE NUMBER



ADAMS STREET - PROPOSED PLAN

11 STA 63+97.0, 20.6' RT
MAN TA 4 DIA T1F CL
RIM = 694.54
INV = 689.33 (12" N)
INV = 683.35 (EX 12" W))
INV = 683.33 (12" E)

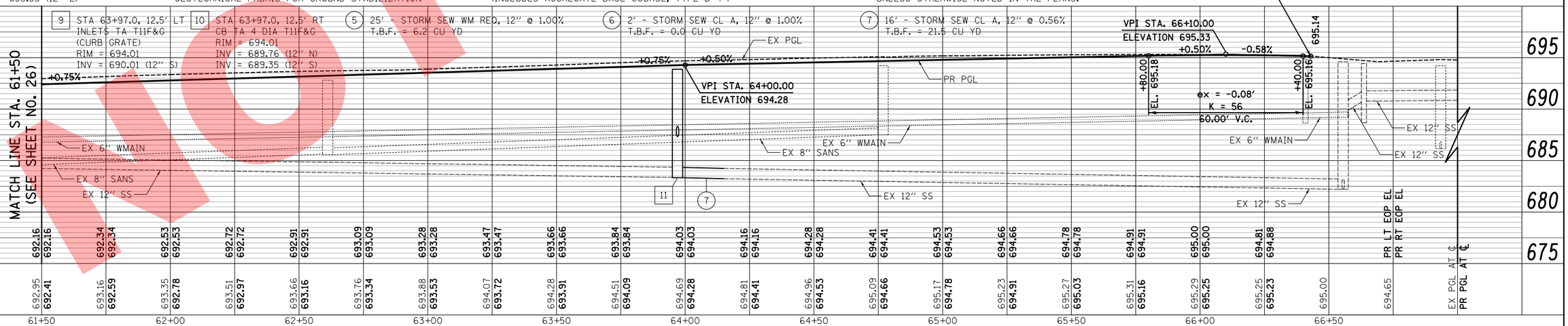
NOTES

1. PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
(INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. ALL DRIVEWAY APRON TAPERS ARE 3' UNLESS OTHERWISE NOTED IN THE PLANS.



61+50 62+00 62+50 63+00 63+50 64+00 64+50 65+00 65+50 66+00 66+50

CIVILTECH	USER NAME = nem	DESIGNED - MJP	REVISED -	VILLAGE OF VILLA PARK	
		DRAWN - NEM	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -		
	PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -		

ADAMS STREET
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE
SCALE: 1" = 20' | SHEET OF SHEETS | STA. 61+50 TO STA. 66+43

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	27
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE: SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

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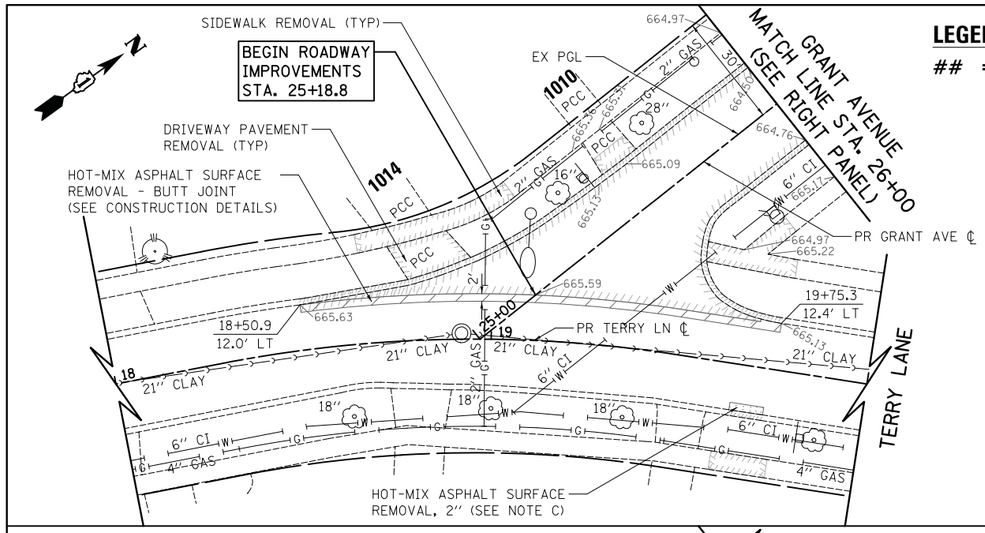
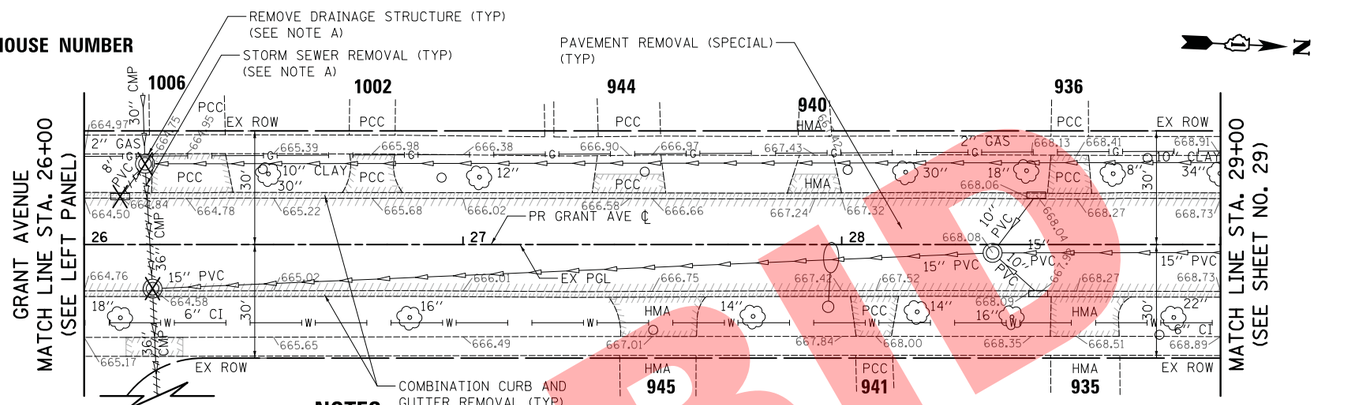


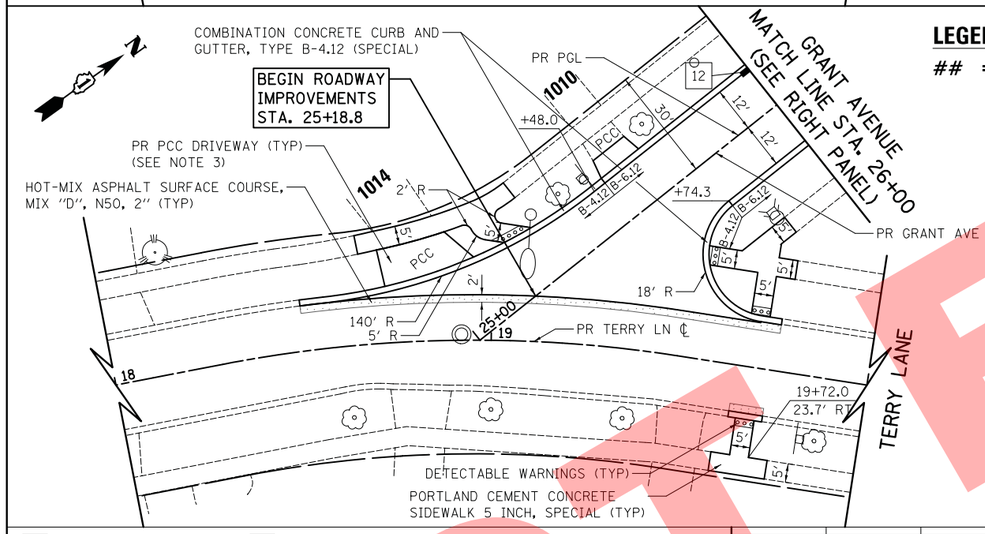


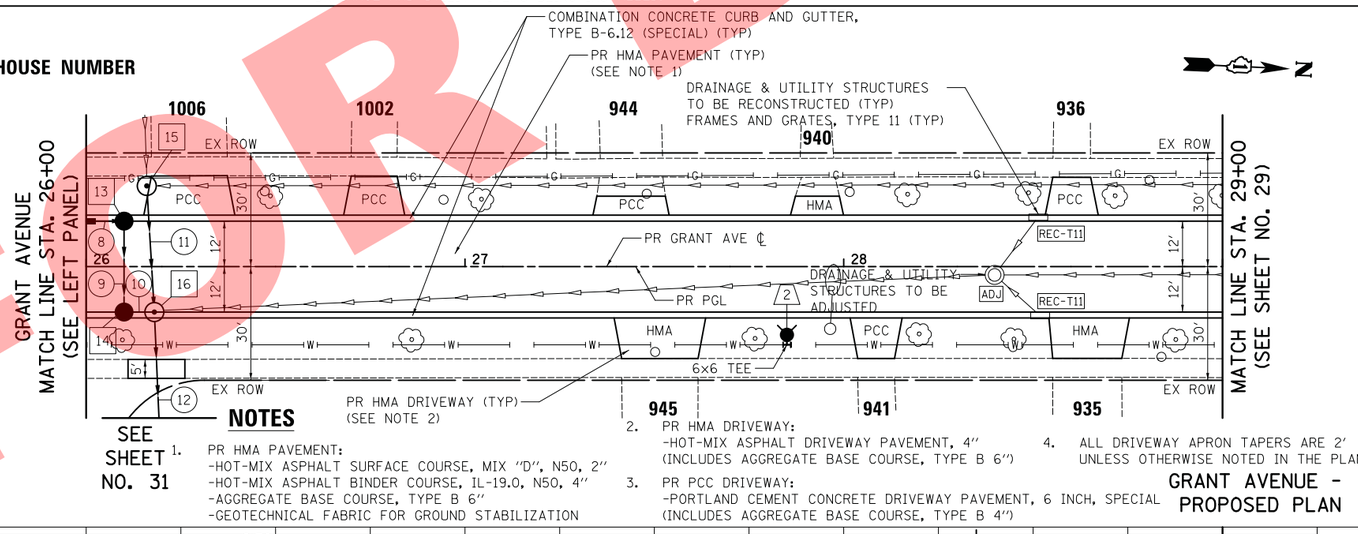
NOTES

A. BRICK & MORTAR ALONG WITH DRAINAGE STRUCTURE REMOVAL, UTILITY STRUCTURE REMOVAL AND STORM SEWER REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE AND UTILITY ITEMS BEING INSTALLED.

C. THE REMOVAL OF HOT-MIX ASPHALT SURFACE COURSE SHALL BE PAID FOR AS: HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

GRANT AVENUE - REMOVAL PLAN





NOTES

1. PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4" (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL (INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. ALL DRIVEWAY APRON TAPERS ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS.

GRANT AVENUE - PROPOSED PLAN

12 STA 26+00.0, 12.0' LT
INLETS TA T11F&G
RIM = 664.41
INV = 660.83 (12" N)

13 STA 26+10.0, 12.0' LT
CB TA 4 DIA T11F&G
RIM = 664.30
INV = 660.76 (12" S)
INV = 660.66 (12" E)

14 STA 26+10.0, 12.0' RT
CB TA 4 DIA T11F&G
RIM = 664.42
INV = 660.42 (12" W)
INV = 660.32 (12" N)

15 STA 26+16.0, 21.3' LT
MAN TA 6 DIA T1F CL
RIM = 664.90
INV = 659.35 (EX 10" N)
INV = 658.93 (EX 30" W)
INV = 658.93 (36" E)

16 STA 26+18.0, 12.0' RT
MAN TA 6 DIA T11F&G
RIM = 664.46
INV = 660.26 (12" S)
INV = 658.73 (EX 15" N)
INV = 658.90 (36" W)
INV = 658.90 (36" E)

(8) 7' - STORM SEW CL A, 12" @ 1.00%
T.B.F. = 1.4 CU YD

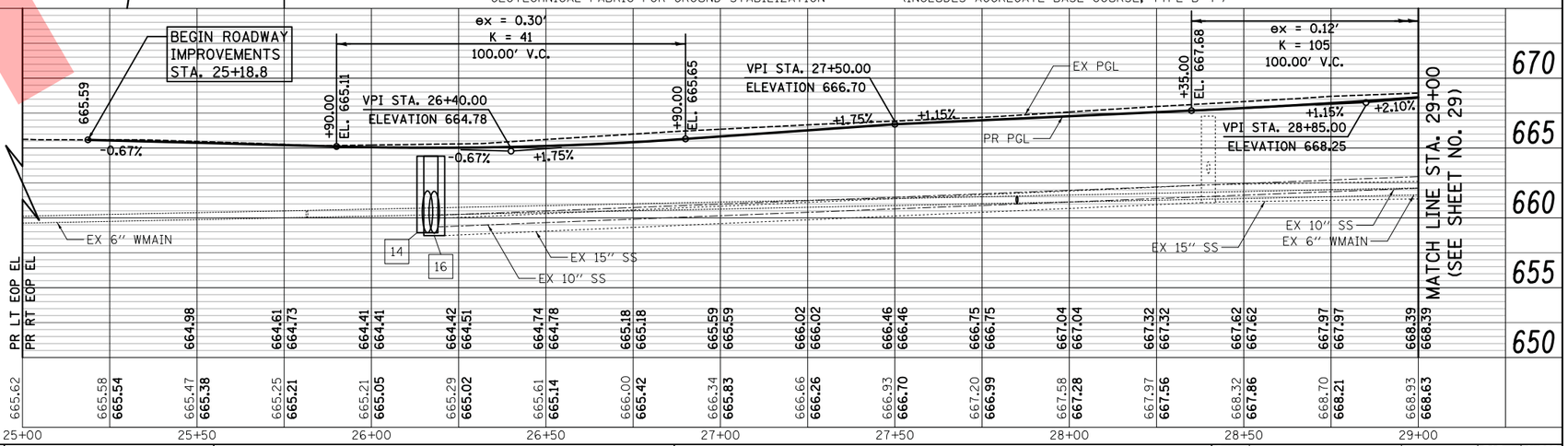
(9) 24' - STORM SEW CL A, 12" @ 1.00%
T.B.F. = 5.2 CU YD

(10) 3' - STORM SEW WM REQ, 12" @ 2.00%
T.B.F. = 0.8 CU YD

(11) 28' - STORM SEW CL A, 36" @ 0.10%
T.B.F. = 17.4 CU YD

(12) 129' - SS RG CL A 2, 36" @ 0.10%
T.B.F. = 46.9 CU YD

(2) STA 27+85.0, 18.0' RT
FIRE HYD W/AUX V & VB



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	DRAWN - NEM	REVISED -	
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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

CIVILTECH

VILLAGE OF VILLA PARK

GRANT AVENUE
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 25+18.8 TO STA. 29+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	28
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

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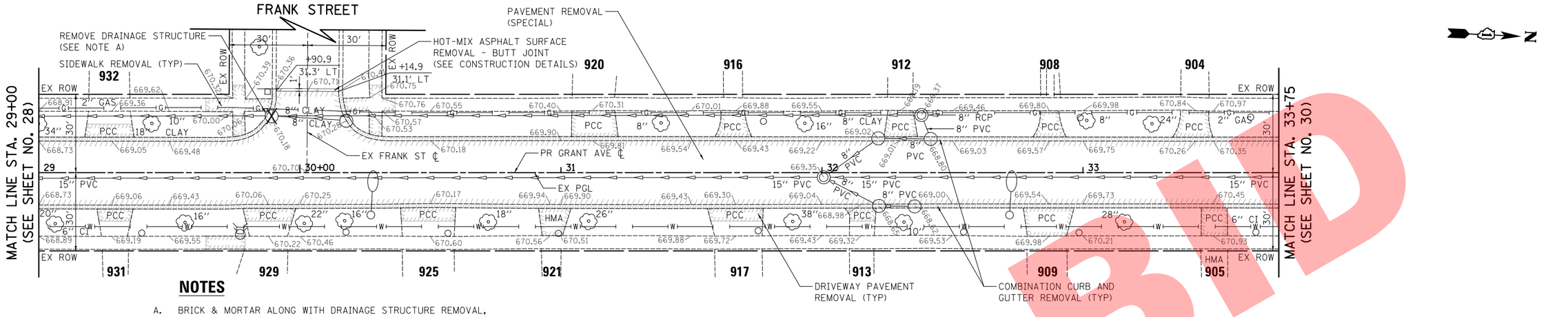
PROFILE: SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE



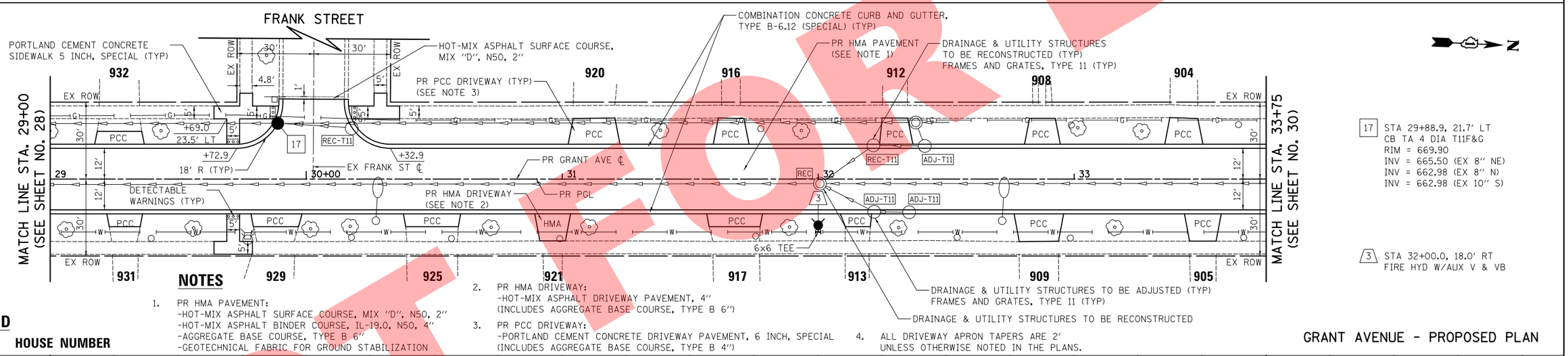
NOTES

A. BRICK & MORTAR ALONG WITH DRAINAGE STRUCTURE REMOVAL, UTILITY STRUCTURE REMOVAL AND STORM SEWER REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE AND UTILITY ITEMS BEING INSTALLED.

LEGEND

= HOUSE NUMBER

GRANT AVENUE - REMOVAL PLAN



17 STA 29+88.9, 21.7' LT
CB TA 4 DIA T11F&G
RIM = 669.90
INV = 665.50 (EX 8" NE)
INV = 662.98 (EX 8" N)
INV = 662.98 (EX 10" S)

3 STA 32+00.0, 18.0' RT
FIRE HYD W/AUX V & VB

NOTES

1. PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

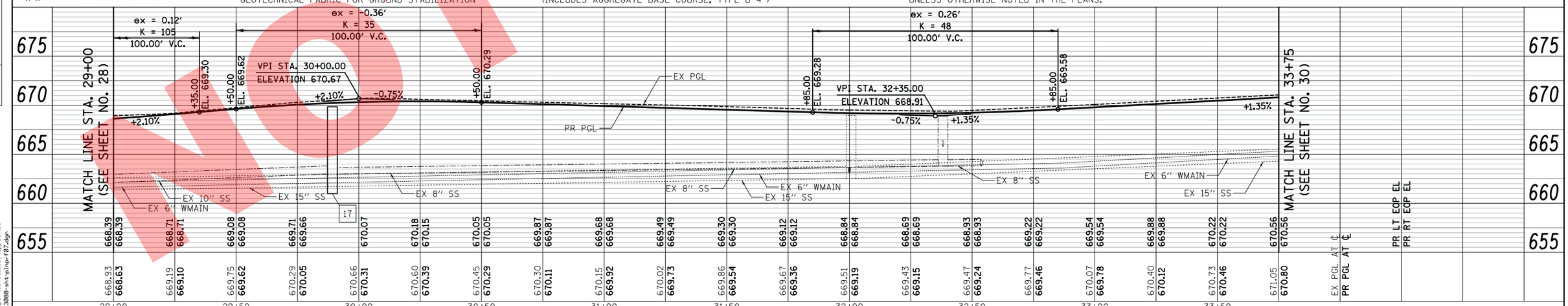
3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
(INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. ALL DRIVEWAY APRON TAPERS ARE 2'
UNLESS OTHERWISE NOTED IN THE PLANS.

LEGEND

= HOUSE NUMBER

GRANT AVENUE - PROPOSED PLAN



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		DRAWN - NEM	REVISED -
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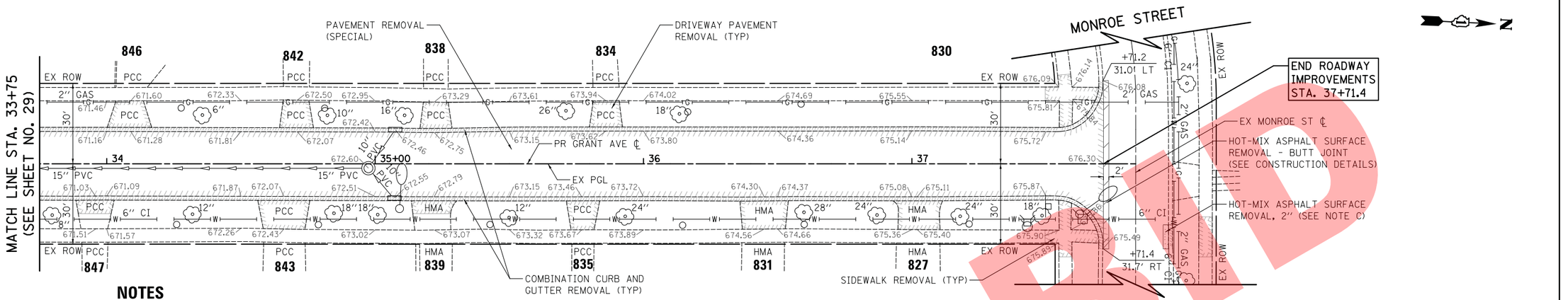
	PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

GRANT AVENUE
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 29+00 | TO STA. 33+75

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	29
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



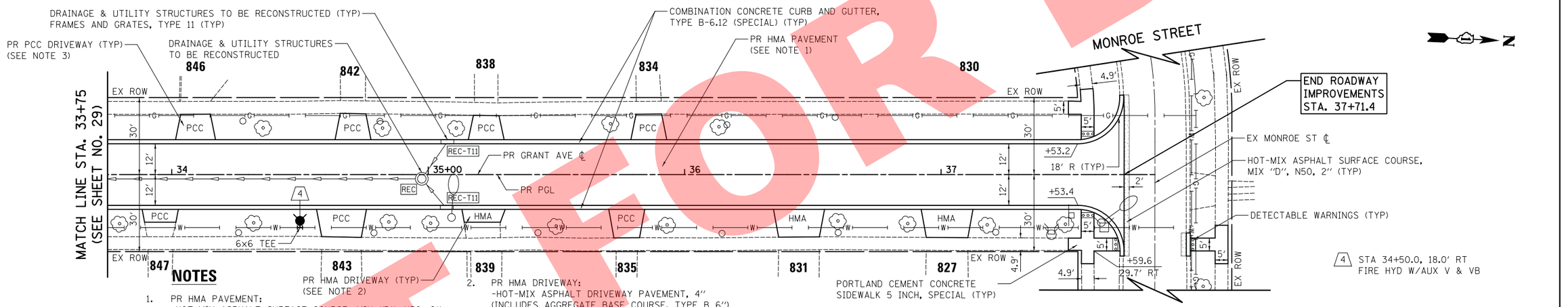
NOTES

C. THE REMOVAL OF HOT-MIX ASPHALT SURFACE COURSE SHALL BE PAID FOR AS: HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

LEGEND

= HOUSE NUMBER

GRANT AVENUE - REMOVAL PLAN



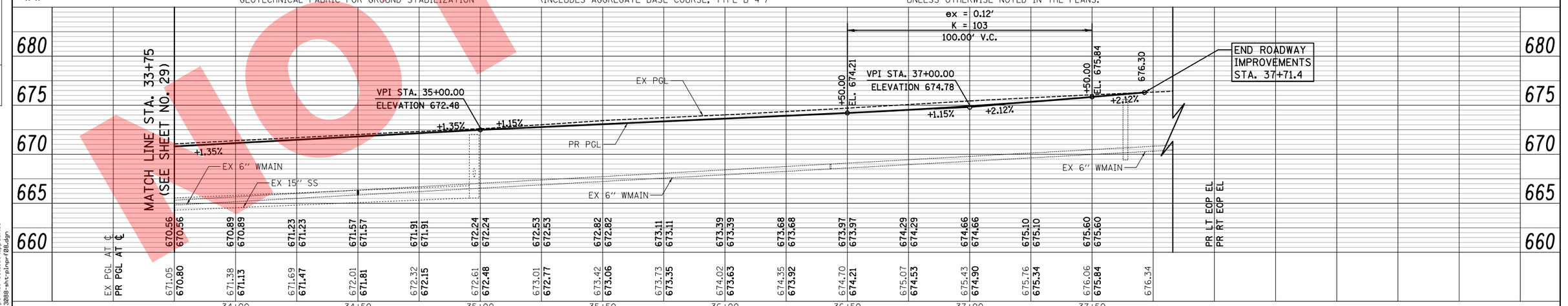
NOTES

1. PR HMA PAVEMENT:
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
   -HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
   -AGGREGATE BASE COURSE, TYPE B 6"
   -GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
2. PR HMA DRIVEWAY:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")
3. PR PCC DRIVEWAY:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 4")
4. ALL DRIVEWAY APRON TAPERS ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS.

LEGEND

= HOUSE NUMBER

GRANT AVENUE - PROPOSED PLAN



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		DRAWN - NEM	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -		SCALE: 1" = 20' SHEET OF SHEETS STA. 33+75 TO STA. 37+71.4
	PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	30
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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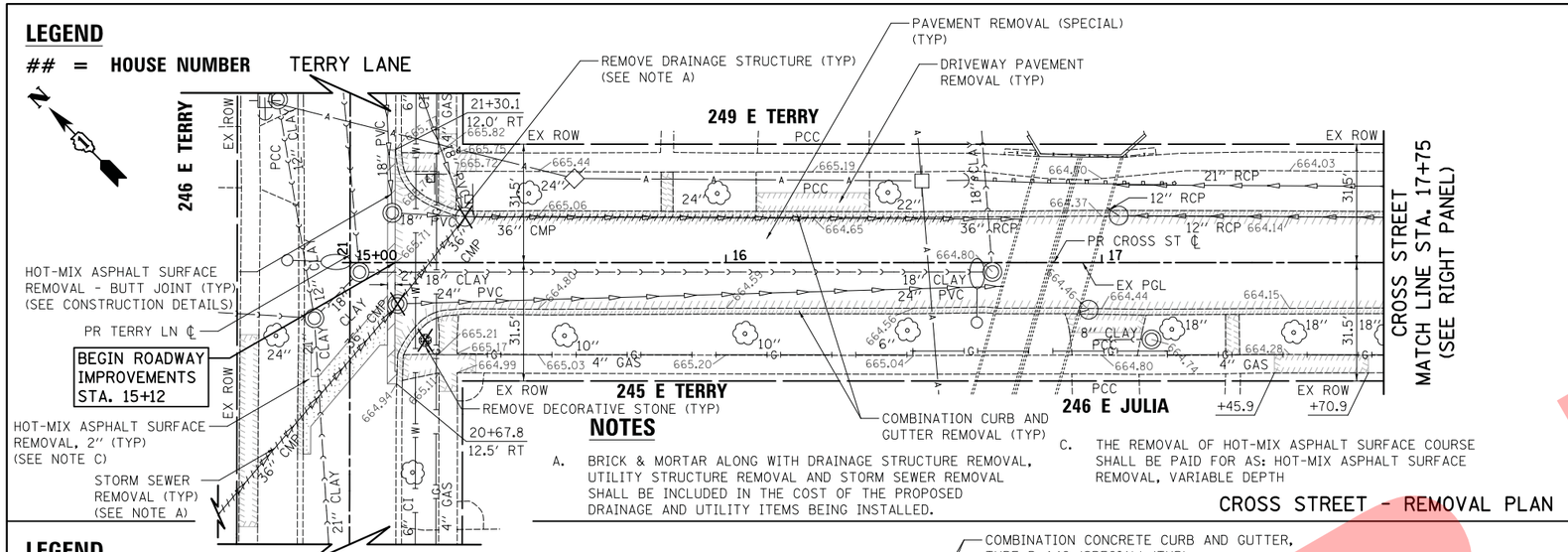
LEGEND

= HOUSE NUMBER

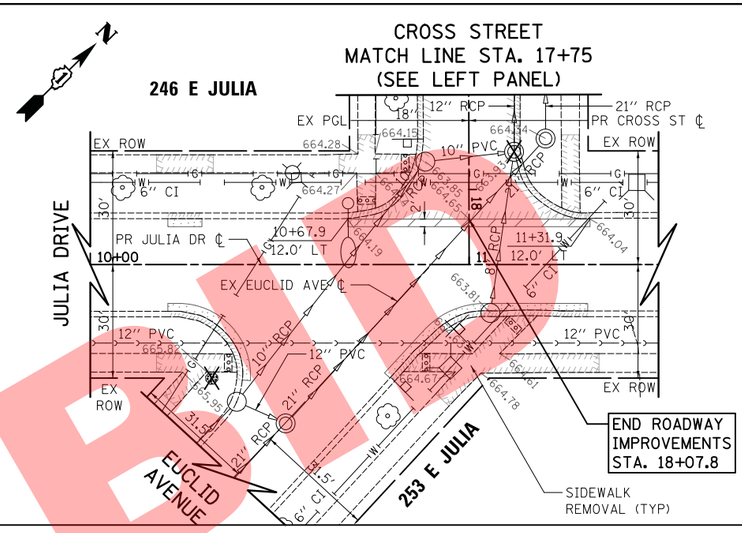


NOTES

A. BRICK & MORTAR ALONG WITH DRAINAGE STRUCTURE REMOVAL, UTILITY STRUCTURE REMOVAL AND STORM SEWER REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE AND UTILITY ITEMS BEING INSTALLED.

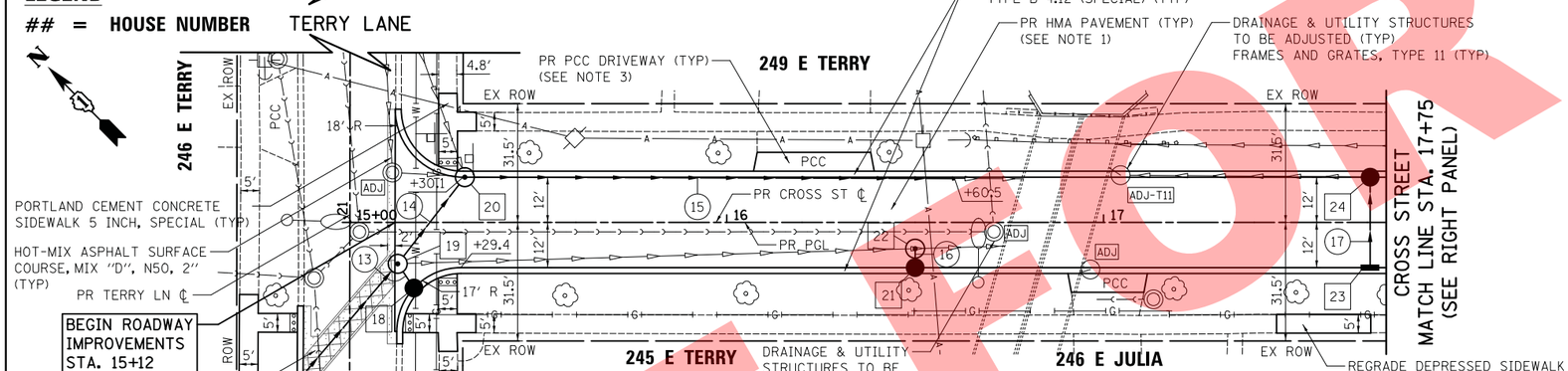
C. THE REMOVAL OF HOT-MIX ASPHALT SURFACE COURSE SHALL BE PAID FOR AS: HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

CROSS STREET - REMOVAL PLAN



LEGEND

= HOUSE NUMBER



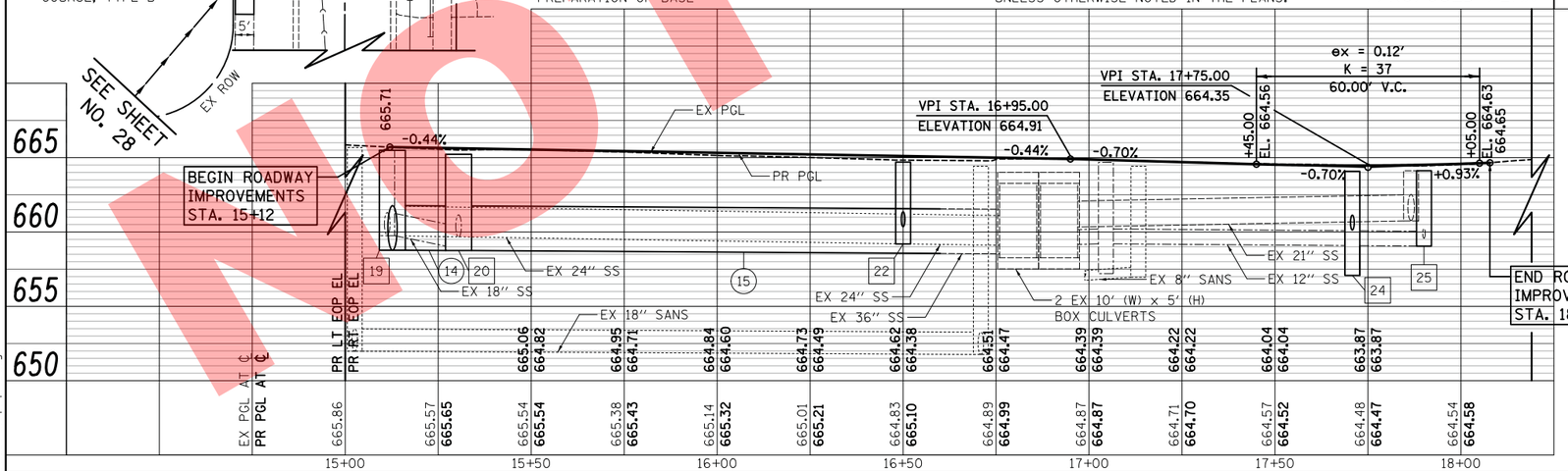
NOTES

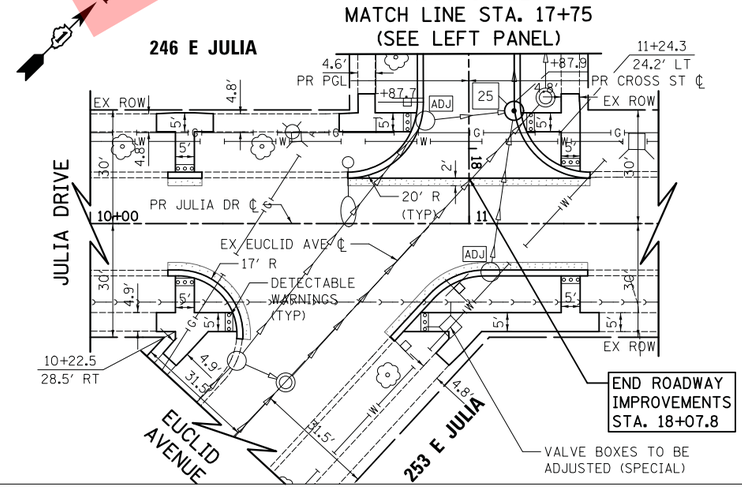
1. PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-PREPARATION OF BASE

3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
(INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. ALL DRIVEWAY APRON TAPERS ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS.

CROSS STREET - PROPOSED PLAN





18 STA 15+17.0, 17.4' RT
CB TC T11F&G
RIM = 664.75
INV = 661.75 (12" N)

19 STA 15+12.7, 11.0' RT
MAN TA 7 DIA T1F CL
RIM = 665.40
INV = 661.70 (12" S)
INV = 659.73 (EX 24" SE)
INV = 658.77 (36" W)
INV = 658.77 (36" E)

20 STA 15+30.5, 12.0' LT
MAN TA 7 DIA T1F CL
RIM = 665.14
INV = 659.65 (EX 18" NW)
INV = 659.05 (EX 15" NE)
INV = 658.75 (36" W)
INV = 658.75 (36" SE)

21 STA 16+50.0, 12.0' RT
CB TC T11F&G
RIM = 664.38
INV = 660.38 (12" NE)

22 STA 16+50.0, 7.0' RT
MAN TA 4 DIA T1F CL
RIM = 664.68
INV = 660.35 (12" SW)
INV = 659.21 (EX 24" NW)
INV = 659.19 (EX 24" SE)

23 STA 17+70.8, 12.0' RT
INLETS TA T11F&G
RIM = 663.87
INV = 660.37 (12" NE)

24 STA 17+70.8, 12.0' LT
CB TA 4 DIA T11F&G
RIM = 663.87
INV = 660.13 (12" SW)
INV = 659.08 (EX 12" SE)
INV = 659.08 (EX 12" NW)

25 STA 17+90.1, 11.9' LT
MAN TA 4 DIA T1F CL
RIM = 663.93
INV = 659.57 (EX 8" SE)
INV = 659.16 (EX 10" SW)
INV = 659.05 (EX 12" NW)

(12) 129' - SS RG CL A 2, 36" @ 0.10%
T.B.F. = 46.9 CU YD

(13) 5' - STORM SEW WM REQ, 12" @ 1.00%
T.B.F. = 0.9 CU YD

(14) 22' - SS RG CL A 2, 36" @ 0.10%
T.B.F. = 17.5 CU YD

(15) 127' - STORM SEW CL A, 36" @ 0.15%
T.B.F. = 91.2 CU YD

(16) 3' - STORM SEW CL A, 12" @ 1.00%
T.B.F. = 0.8 CU YD

(17) 24' - STORM SEW CL A, 12" @ 1.00%
T.B.F. = 4.2 CU YD

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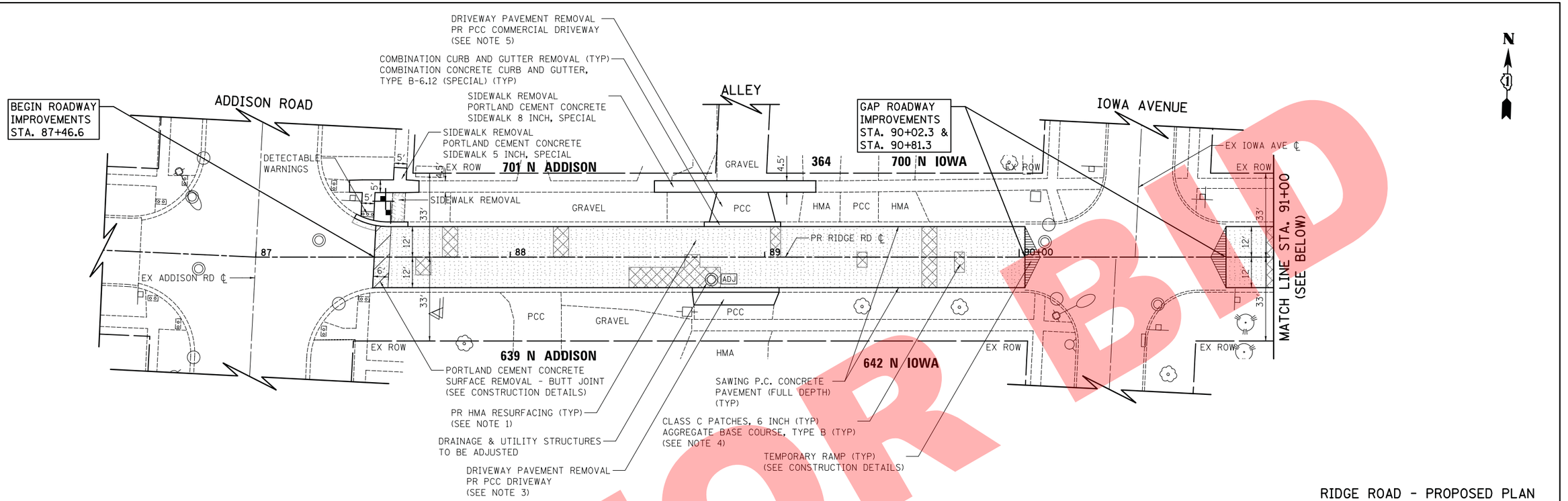
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

VILLAGE OF VILLA PARK

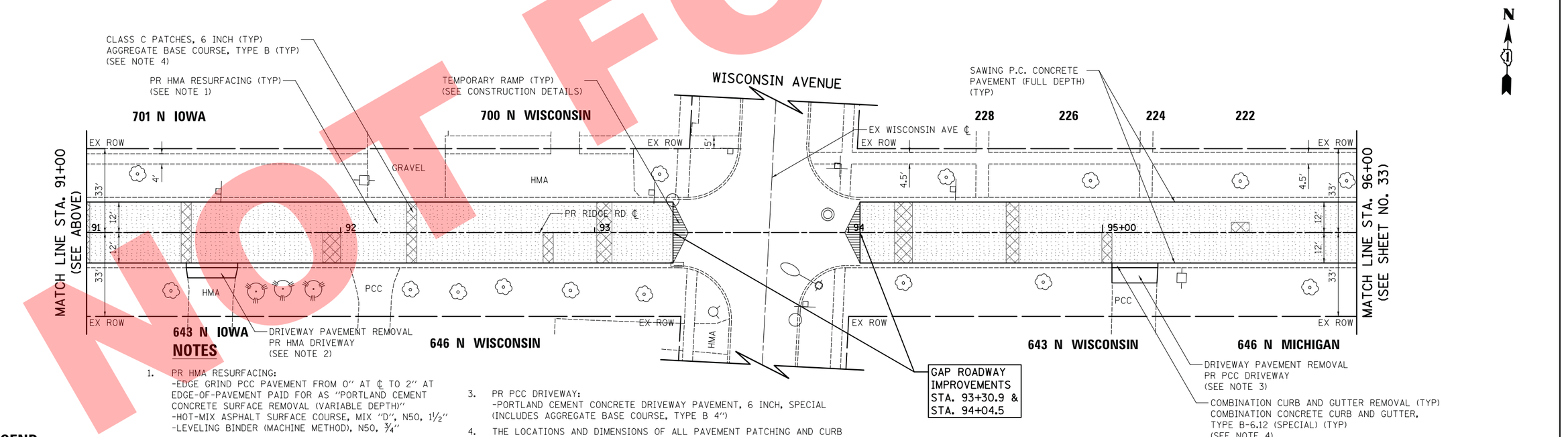
CROSS STREET
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 15+12 TO STA. 18+07.8

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	31
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



RIDGE ROAD - PROPOSED PLAN



NOTES

1. PR HMA RESURFACING:
   -EDGE GRIND PCC PAVEMENT FROM 0" AT ℄ TO 2" AT EDGE-OF-PAVEMENT PAID FOR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)"
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
   -LEVELING BINDER (MACHINE METHOD), N50, ¾"
2. PR HMA DRIVEWAY:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")
3. PR PCC DRIVEWAY:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 4")
4. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE MAINTENANCE OF TRAFFIC AND GENERAL NOTES.
5. PR PCC COMMERCIAL DRIVEWAY:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

LEGEND

= HOUSE NUMBER

RIDGE ROAD - PROPOSED PLAN

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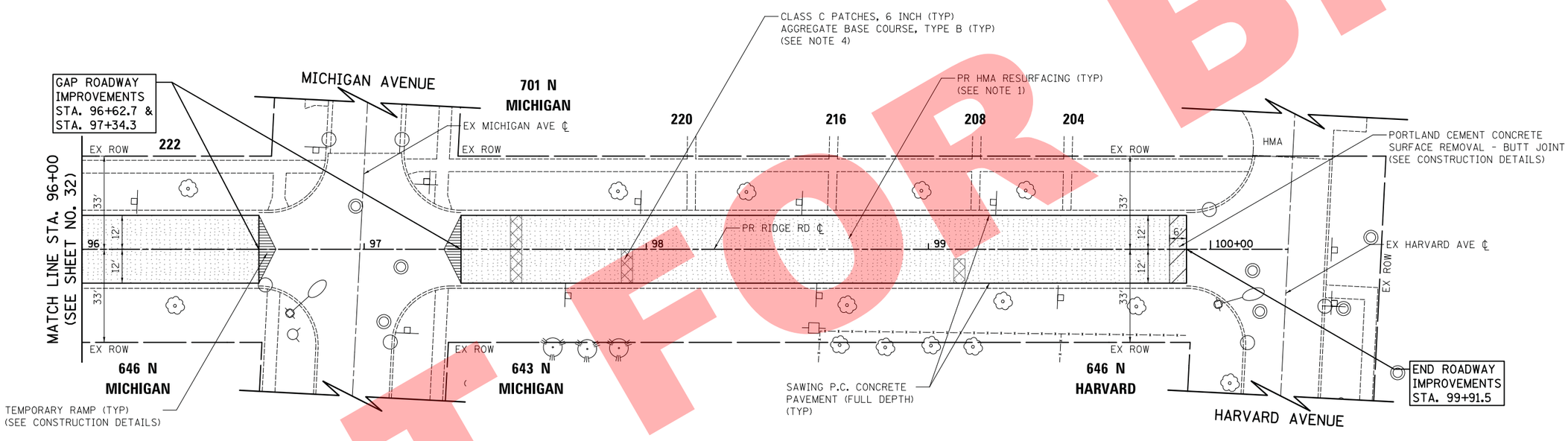
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

RIDGE ROAD
PROPOSED ROADWAY PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 87+46.6 | TO STA. 96+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	32
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



NOTES

1. PR HMA RESURFACING:
   -EDGE GRIND PCC PAVEMENT FROM 0" AT ℄ TO 2" AT EDGE-OF-PAVEMENT PAID FOR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)"
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
   -LEVELING BINDER (MACHINE METHOD), N50, ¾"
4. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE MAINTENANCE OF TRAFFIC AND GENERAL NOTES.

LEGEND

= HOUSE NUMBER

RIDGE ROAD - PROPOSED PLAN

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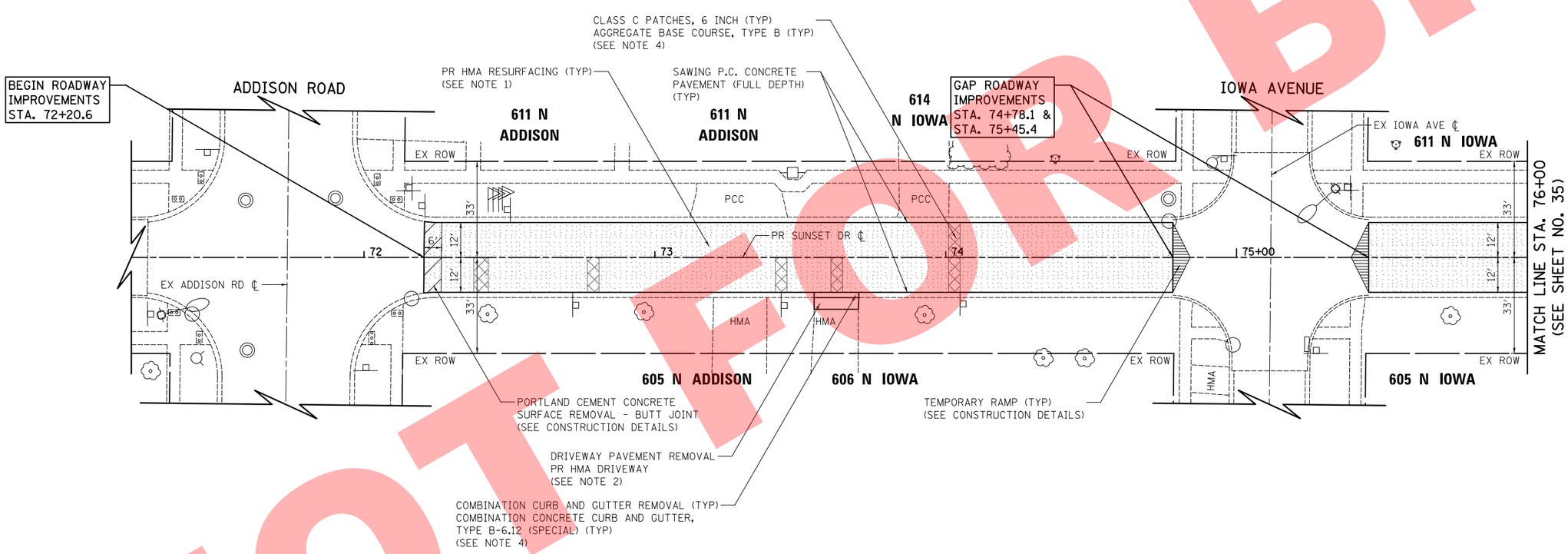
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

RIDGE ROAD
PROPOSED ROADWAY PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 96+00 TO STA. 99+91.5

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	33
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



NOTES

1. PR HMA RESURFACING:
   -EDGE GRIND PCC PAVEMENT FROM 0" AT ℄ TO 2" AT EDGE-OF-PAVEMENT PAID FOR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)"
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
   -LEVELING BINDER (MACHINE METHOD), N50, ¾"
2. PR HMA DRIVEWAY:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")
4. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE MAINTENANCE OF TRAFFIC AND GENERAL NOTES.

LEGEND

= HOUSE NUMBER

SUNSET DRIVE - PROPOSED PLAN

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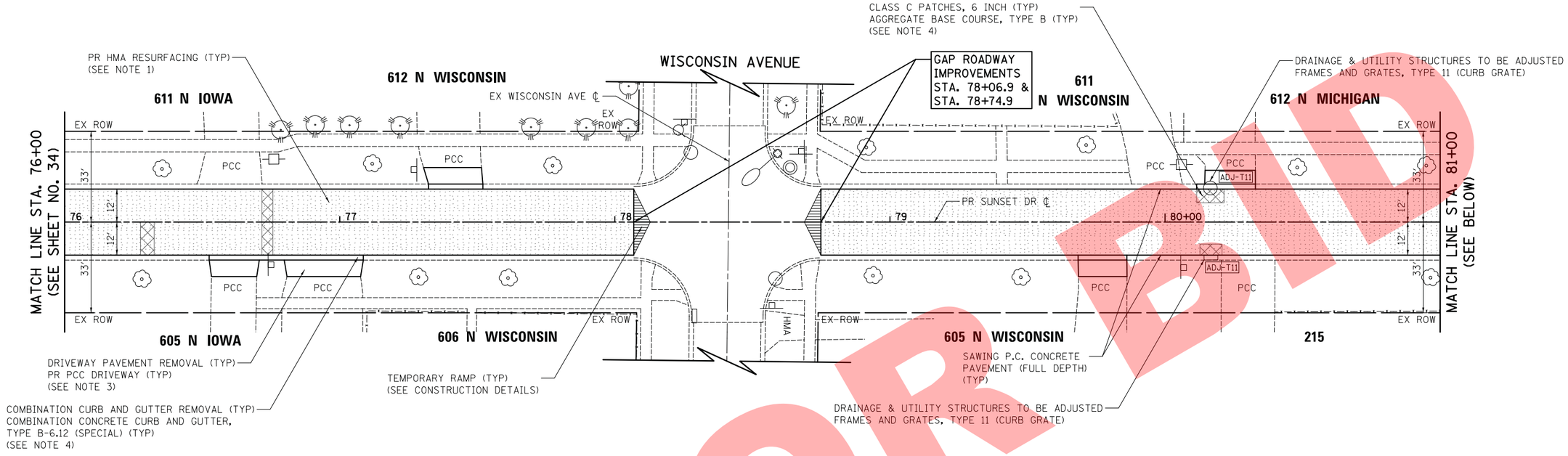
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

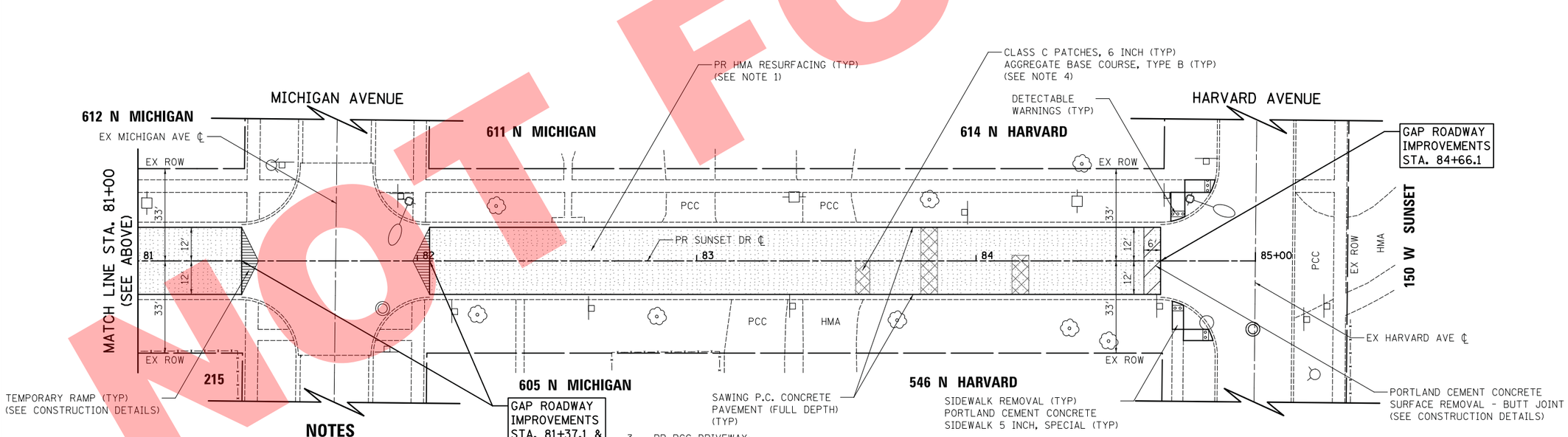
SUNSET DRIVE
PROPOSED ROADWAY PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 72+20.6 | TO STA. 76+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	34
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



SUNSET DRIVE - PROPOSED PLAN



NOTES

1. PR HMA RESURFACING:
-EDGE GRIND PCC PAVEMENT FROM 0" AT ℄ TO 2" AT EDGE-OF-PAVEMENT PAID FOR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)"
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
-LEVELING BINDER (MACHINE METHOD), N50, ¾"

3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL (INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE MAINTENANCE OF TRAFFIC AND GENERAL NOTES.

LEGEND

= HOUSE NUMBER

SUNSET DRIVE - PROPOSED PLAN

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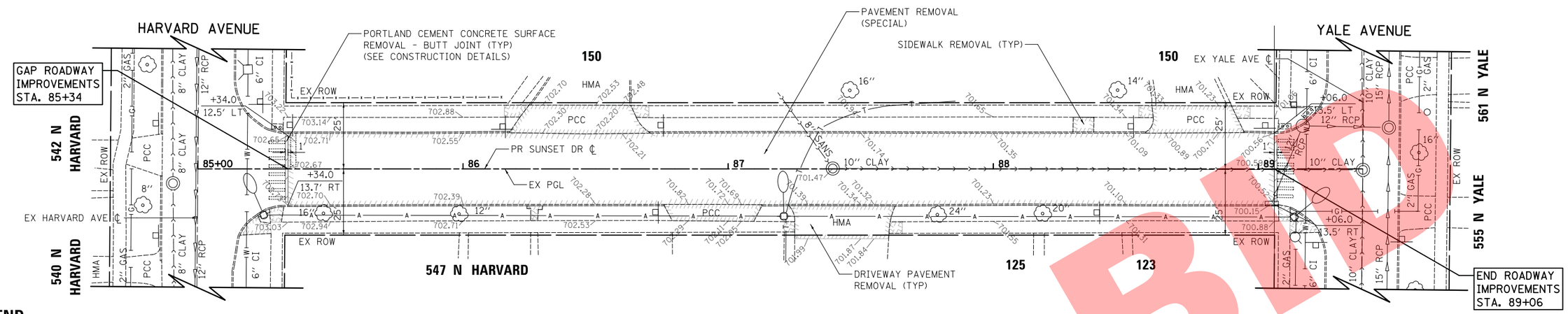
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

VILLAGE OF VILLA PARK

SUNSET DRIVE
PROPOSED ROADWAY PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 76+00 | TO STA. 84+66.1

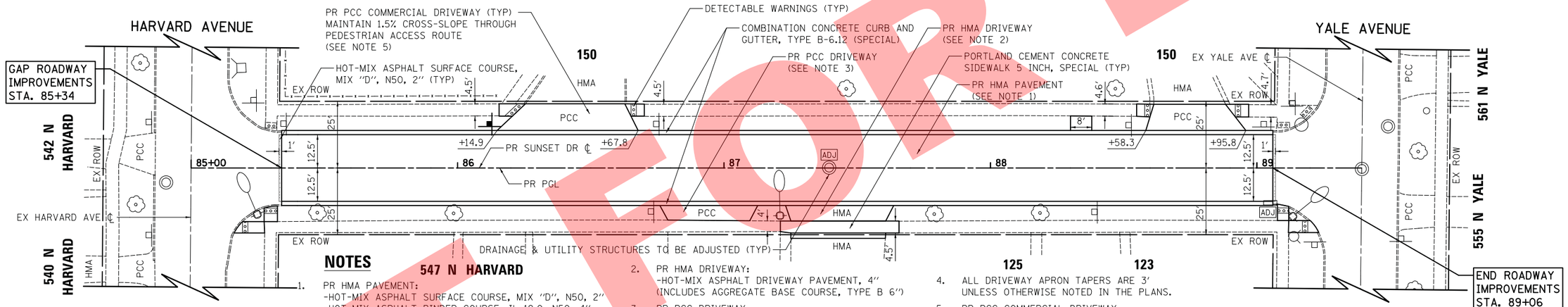
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	35
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



LEGEND

= HOUSE NUMBER

SUNSET DRIVE - REMOVAL PLAN



LEGEND

= HOUSE NUMBER

NOTES

1. PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-AGGREGATE SUBGRADE IMPROVEMENT 12"
-GEOGRID

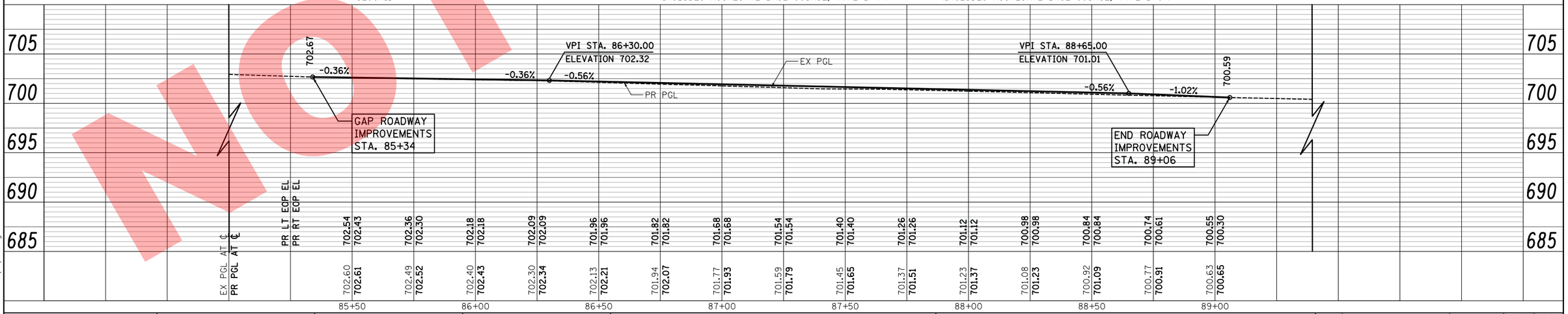
2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

3. PR PCC DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL
(INCLUDES AGGREGATE BASE COURSE, TYPE B 4")

4. ALL DRIVEWAY APRON TAPERS ARE 3' UNLESS OTHERWISE NOTED IN THE PLANS.

5. PR PCC COMMERCIAL DRIVEWAY:
-PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

SUNSET DRIVE - PROPOSED PLAN



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PROFILE: SURVEYED, PLOTTED, CURVES CHECKED, BM. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

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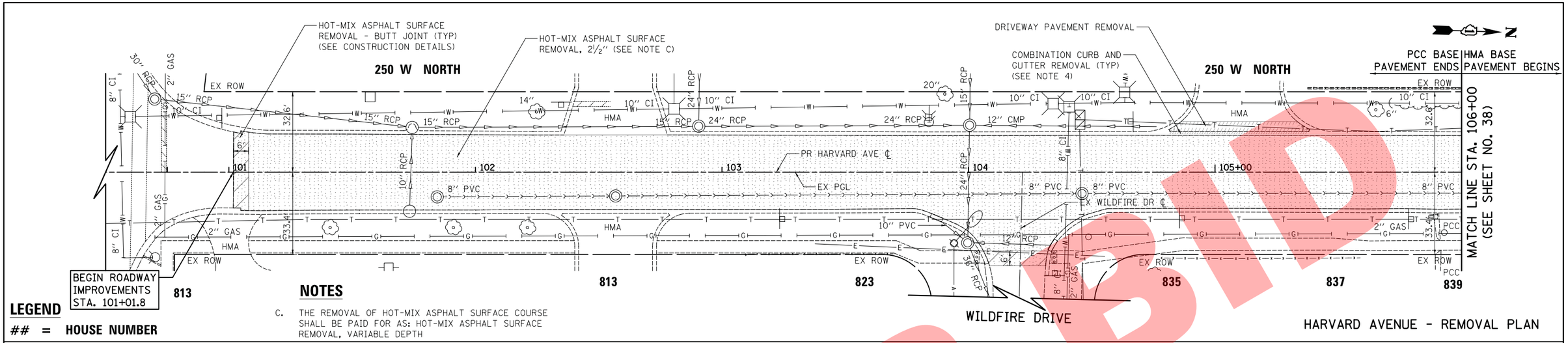
VILLAGE OF VILLA PARK

SUNSET DRIVE
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 85+34 TO STA. 89+06

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	36
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



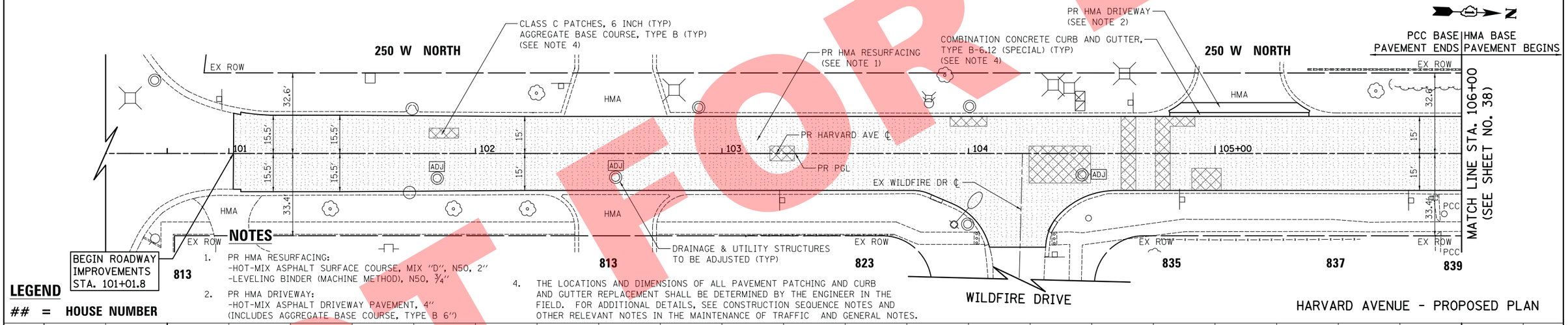
LEGEND

= HOUSE NUMBER

NOTES

C. THE REMOVAL OF HOT-MIX ASPHALT SURFACE COURSE SHALL BE PAID FOR AS: HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

HARVARD AVENUE - REMOVAL PLAN



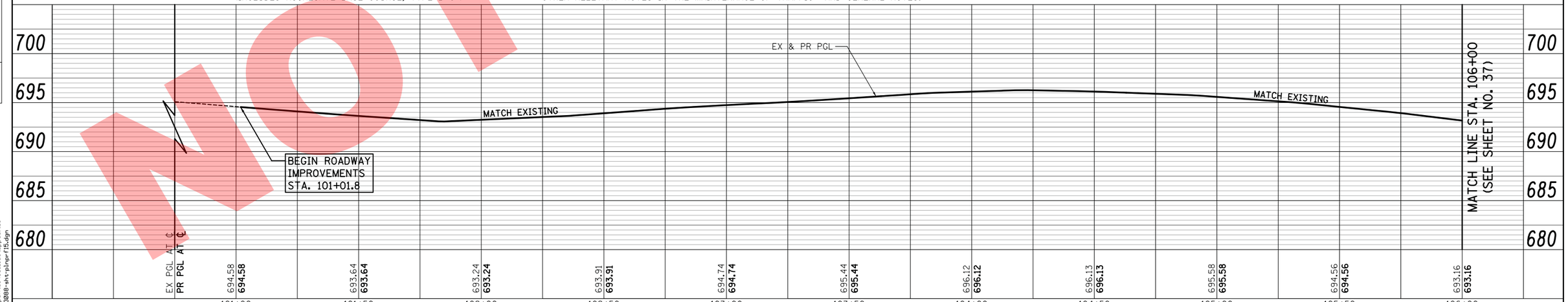
LEGEND

= HOUSE NUMBER

NOTES

1. PR HMA RESURFACING:
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
   -LEVELING BINDER (MACHINE METHOD), N50, ¾"
2. PR HMA DRIVEWAY:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
   (INCLUDES AGGREGATE BASE COURSE, TYPE B 6")
4. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE MAINTENANCE OF TRAFFIC AND GENERAL NOTES.

HARVARD AVENUE - PROPOSED PLAN



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CIVILTECH

REVISED -	
REVISED -	
REVISED -	
REVISED -	

VILLAGE OF VILLA PARK

HARVARD AVENUE
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 101+01.8 TO STA.106+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	37
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

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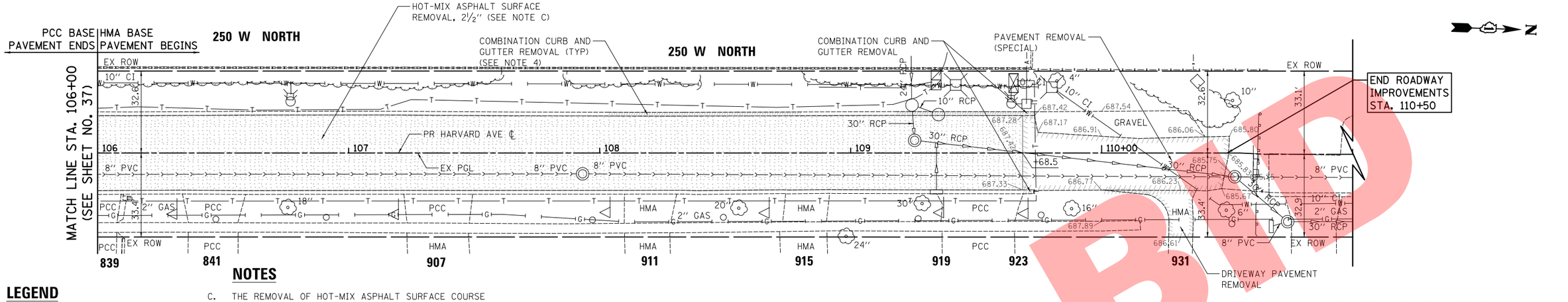
PROFILE: SURVEYED; PLOTTED; GRADES CHECKED; BM. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE



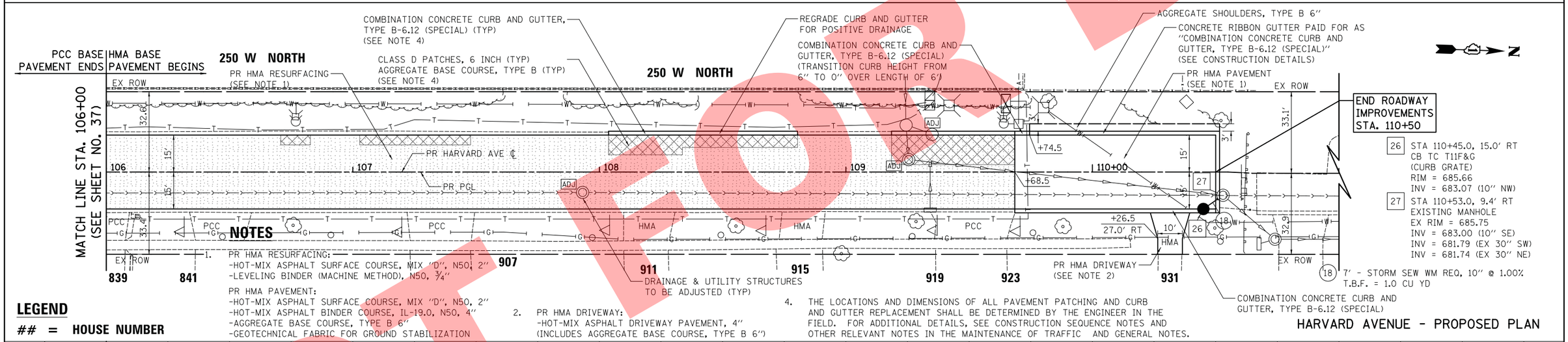
LEGEND

= HOUSE NUMBER

NOTES

C. THE REMOVAL OF HOT-MIX ASPHALT SURFACE COURSE SHALL BE PAID FOR AS: HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

HARVARD AVENUE - REMOVAL PLAN



LEGEND

= HOUSE NUMBER

NOTES

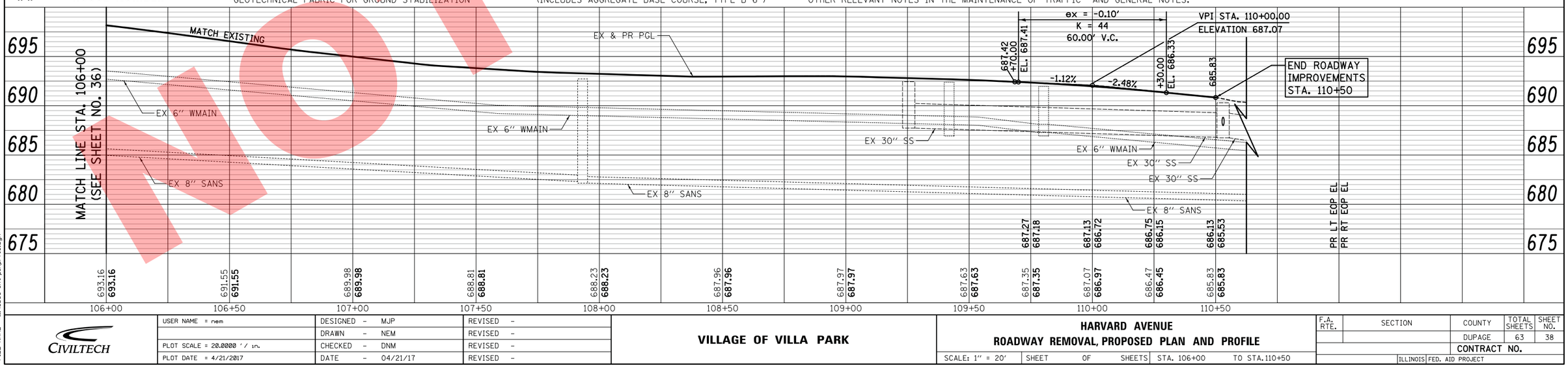
1. PR HMA RESURFACING:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-LEVELING BINDER (MACHINE METHOD), N50, ¾"

PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

4. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE MAINTENANCE OF TRAFFIC AND GENERAL NOTES.

HARVARD AVENUE - PROPOSED PLAN



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	PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

HARVARD AVENUE
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 106+00 TO STA. 110+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	38
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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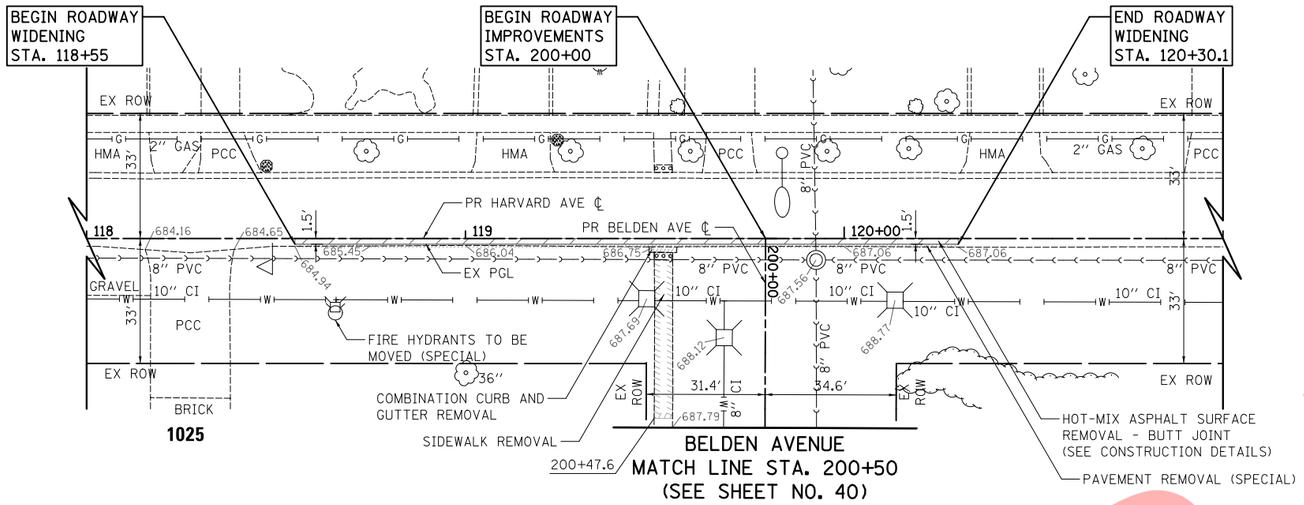
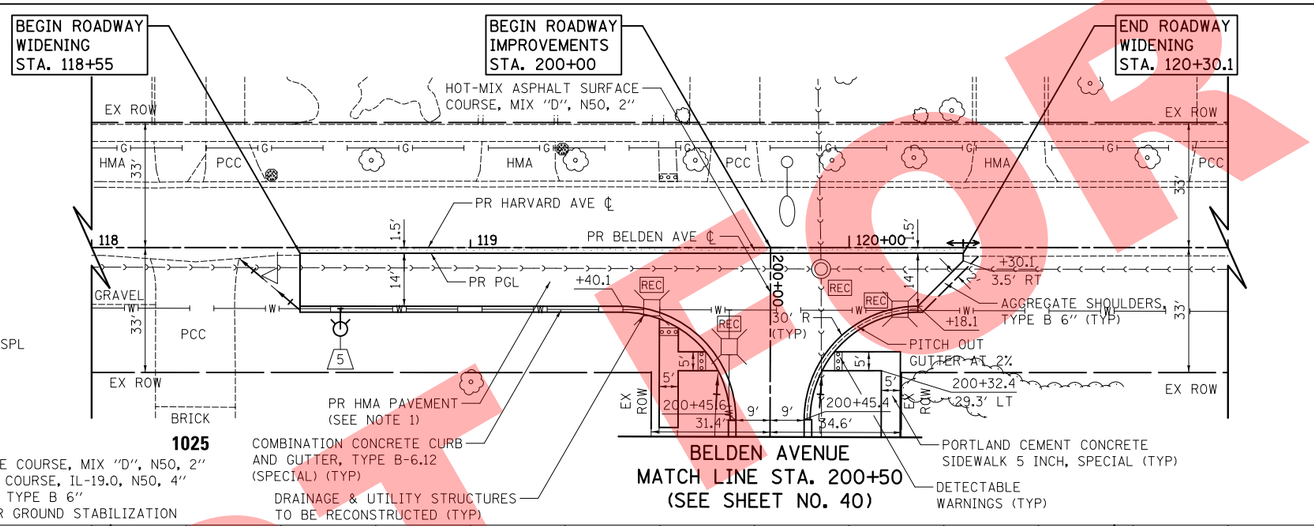


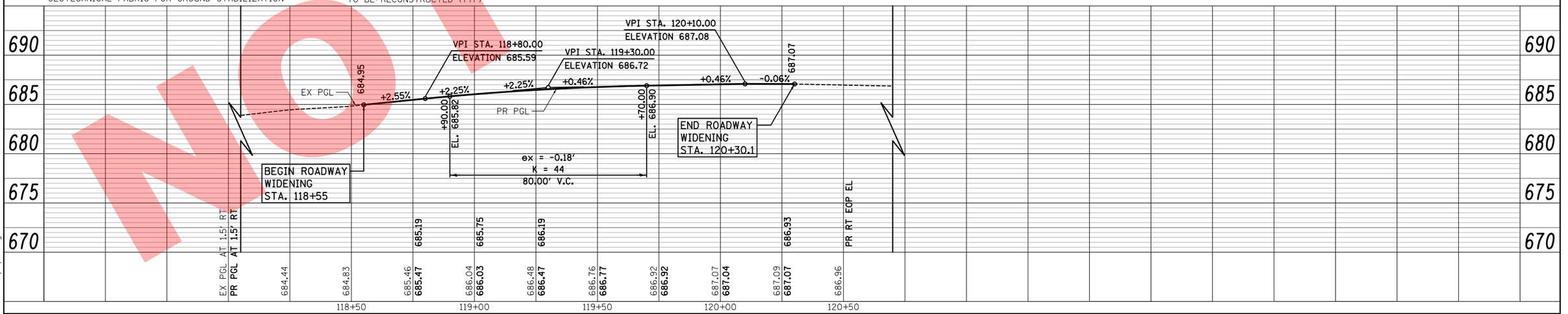
HARVARD AVENUE - REMOVAL PLAN



NOTES

1. PR HMA PAVEMENT:
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
   -HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
   -AGGREGATE BASE COURSE, TYPE B 6"
   -GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

HARVARD AVENUE - PROPOSED PLAN



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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

CIVILTECH

VILLAGE OF VILLA PARK

HARVARD AVENUE
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 118+55 | TO STA. 120+30.1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	39
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

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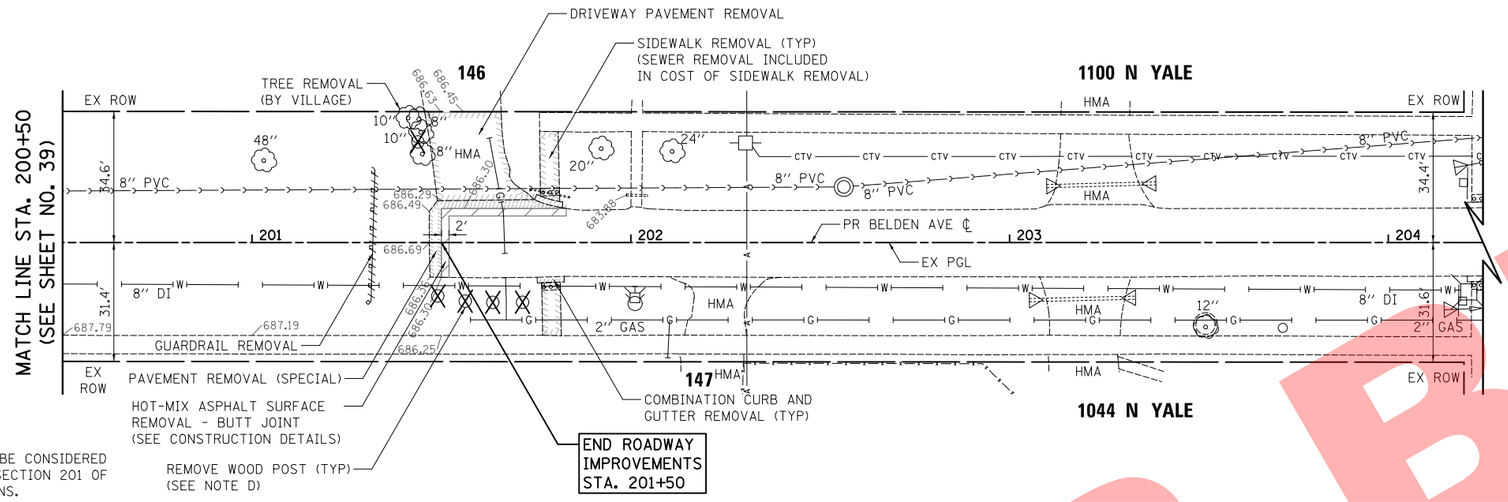
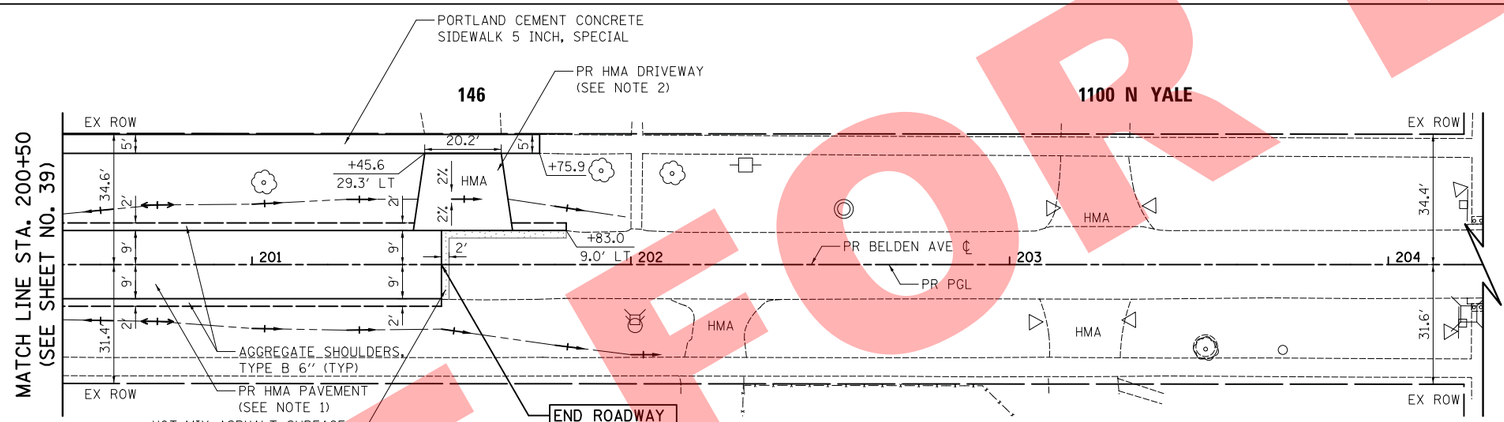


BELDEN AVENUE DITCH TABLE			
WESTBOUND MOVEMENT			
STATION	OFFSET	LT/RT	ELEVATION
200+30.0	15.13	LT	686.80
200+45.4	12.89	LT	686.89
200+75.0	15.73	LT	687.04
201+00.0	15.93	LT	686.97
201+25.0	17.21	LT	686.64
201+56.0	17.27	LT	686.13
201+80.0	14.65	LT	685.28
201+98.9	12.55	LT	683.88

NOTES

D. WOOD POST REMOVAL SHALL BE CONSIDERED AS PART OF CLEARING PER SECTION 201 OF THE STANDARD SPECIFICATIONS.

BELDEN AVENUE - REMOVAL PLAN



BELDEN AVENUE DITCH TABLE			
EASTBOUND MOVEMENT			
STATION	OFFSET	LT/RT	ELEVATION
200+30.0	15.22	RT	686.68
200+45.4	14.48	RT	686.86
200+75.0	15.02	RT	687.06
201+00.0	16.87	RT	686.95
201+25.0	17.31	RT	686.64
201+50.0	17.03	RT	686.10
201+80.0	21.28	RT	685.24
202+05.0	23.79	RT	684.25

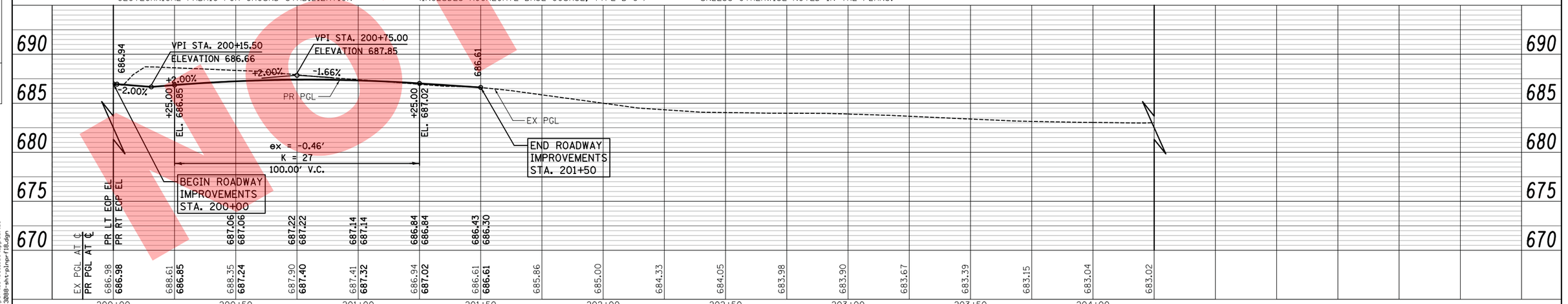
NOTES

1. PR HMA PAVEMENT:
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
-AGGREGATE BASE COURSE, TYPE B 6"
-GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. PR HMA DRIVEWAY:
-HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

4. ALL DRIVEWAY APRON TAPERS ARE 3'
UNLESS OTHERWISE NOTED IN THE PLANS.

BELDEN AVENUE - PROPOSED PLAN



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VILLAGE OF VILLA PARK

BELDEN AVENUE
ROADWAY REMOVAL, PROPOSED PLAN AND PROFILE
SCALE: 1" = 20' | SHEET OF SHEETS | STA. 200+00 TO STA. 201+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	40
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

N

DRAINAGE & UTILITY STRUCTURES
TO BE ADJUSTED (TYP)
INLET FILTERS (TYP)

DRIVEWAY PAVEMENT REMOVAL (TYP)
PORTLAND CEMENT CONCRETE DRIVEWAY
PAVEMENT, 8 INCH, SPECIAL (TYP)
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

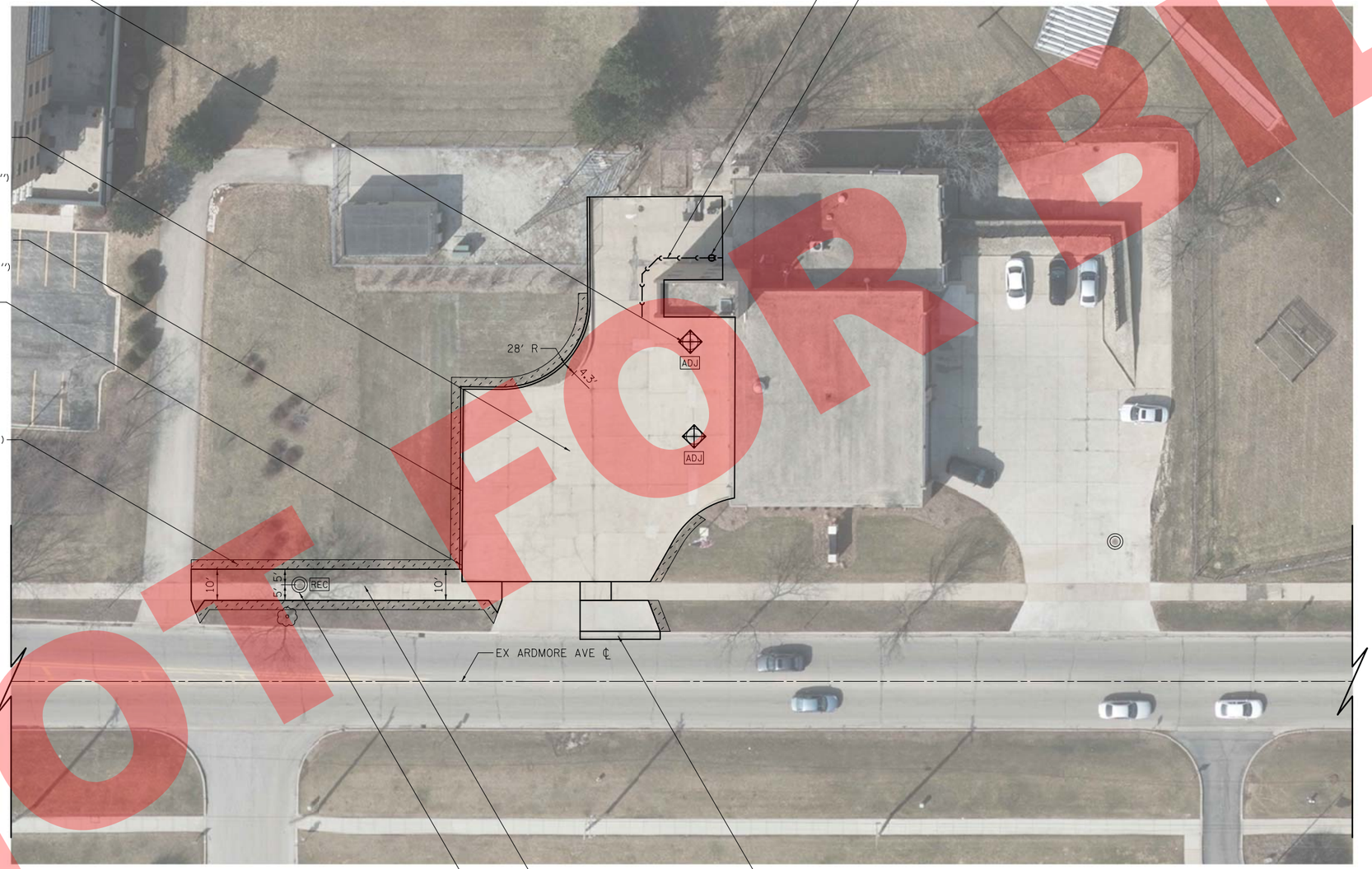
COMBINATION CURB AND GUTTER REMOVAL
CONCRETE CURB (SPECIAL)
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

TRANSITION CURB HEIGHT FROM 6" TO 0"
OVER A LENGTH OF 6 FEET PAID FOR AS
"CONCRETE CURB (SPECIAL)"

TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) (TYP)
SODDING, SPECIAL (TYP)

SANITARY SEWER REPAIR, REMOVE AND REPLACE,
6-INCH DIAMETER OR LESS

SANITARY SEWER CLEAN OUT



COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12 (SPECIAL)

SIDEWALK REMOVAL (TYP)
PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL (TYP)
(INCLUDES AGGREGATE BASE COURSE, TYPE B 6")

DRAINAGE & UTILITY STRUCTURES
TO BE RECONSTRUCTED

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VILLAGE OF VILLA PARK

FIRE STATION
PROPOSED SITE PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	41
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

NOTES

1. PR HMA PAVEMENT:
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
   -HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
   -AGGREGATE BASE COURSE, TYPE B 6"
   -GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

2. THE PAVEMENT MARKINGS WILL BE REPLACED AS SHOWN IN THE EXISTING SITE PLAN OR AS DIRECTED BY THE ENGINEER. THE PROPOSED PAVEMENT MARKINGS SHALL BE: THERMOPLASTIC PAVEMENT MARKING - LINE 4".

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VILLAGE OF VILLA PARK

SUGAR CREEK GOLF COURSE
PROPOSED SITE PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	42
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

CONSTRUCTION SEQUENCE

THIS CONSTRUCTION SEQUENCE WAS DEVELOPED TO MINIMIZE DISRUPTION OF ACCESS TO HOMEOWNERS AND BUSINESSES DRIVEWAYS. THIS CONSTRUCTION SEQUENCE SHALL BE FOLLOWED UNLESS ALTERNATE SEQUENCE IS APPROVED BY VILLAGE.

ALL STREETS

- CALL JULIE
- PERFORM PRECONSTRUCTION VIDEO TAPING
- SET UP EROSION AND SEDIMENT CONTROL MEASURES
- SET UP TRAFFIC CONTROL PER APPLICABLE IDOT STANDARDS

ADAMS STREET, GRANT AVENUE, AND SUNSET DRIVE (RECONSTRUCTION)

1. COMPLETE DRAINAGE AND UTILITY WORK
2. REMOVE PAVEMENT AND CURB AND GUTTER
3. INSTALL AGGREGATE BASE AND GROUND FABRIC ON ADAMS AND GRANT. INSTLAL AGGREGATE BASE AND GEOGRID ON SUNSET.
4. INSTALL CURB AND GUTTER
5. INSTALL HMA BINDER
6. REMOVE AND REPLACE DRIVEWAY APRONS
7. LANDSCAPE
8. INSTALL HMA SURFACE COURSE
9. INSTALL PAVEMENT MARKINGS

SUNSET DRIVE (RESURFACING) AND RIDGE ROAD

1. COMPLETE DRAINAGE AND UTILITY WORK
2. SAW CUT MONOLITHIC PAVEMENT TO SEPARATE CURB AND GUTTER
3. REMOVE AND REPLACE CURB AND GUTTER AS DIRECTED BY THE ENGINEER
4. REMOVE UTILITY FRAMES FROM PAVEMENT AREAS
5. GRIND CONCRETE SURFACE
6. PATCH PAVEMENT BASE AS DIRECTED BY THE ENGINEER
7. INSTALL HMA LEVELING BINDER
8. LANDSCAPE
9. RE-INSTALL UTILITY FRAMES
10. INSTALL HMA SURFACE COURSE
11. INSTALL PAVEMENT MARKINGS

CROSS STREET

1. COMPLETE DRAINAGE AND UTILITY WORK
2. REMOVE PAVEMENT AND CURB AND GUTTER
3. AGGREGATE BASE REPAIR AS DIRECTED BY THE ENGINEER
4. PREPARATION OF BASE
5. INSTALL CURB AND GUTTER
6. INSTALL HMA BINDER
7. REMOVE AND REPLACE DRIVEWAY APRONS
8. LANDSCAPE
9. INSTALL HMA SURFACE COURSE
10. INSTALL PAVEMENT MARKINGS

HARVARD AVENUE (STA. 101+01.8 TO 109+68.5)

1. COMPLETE DRAINAGE AND UTILITY WORK
2. REMOVE AND REPLACE CURB AND GUTTER AS DIRECTED BY THE ENGINEER
3. REMOVE UTILITY FRAMES FROM PAVEMENT AREAS
4. REMOVE HOT-MIX ASPHALT PAVEMENT SURFACE
5. PATCH PAVEMENT BASE AS DIRECTED BY THE ENGINEER
6. INSTALL HMA LEVELING BINDER
7. LANDSCAPE
8. RE-INSTALL UTILITY FRAMES
9. INSTALL HMA SURFACE COURSE
10. INSTALL PAVEMENT MARKINGS

HARVARD AVENUE (STA. 109+68.5 TO 110+50)

1. COMPLETE DRAINAGE AND UTILITY WORK
2. REMOVE PAVEMENT AND CURB AND GUTTER
3. INSTALL AGGREGATE BASE AND GROUND FABRIC
4. INSTALL CURB AND GUTTER AND CONCRETE RIBBON
5. INSTALL HMA BINDER
6. REMOVE AND REPLACE DRIVEWAY APRONS
7. INSTALL AGGREGATE SHOULDER AND LANDSCAPE
8. INSTALL HMA SURFACE COURSE

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 20' CENTERS ALONG TAPERS, AND 10' CENTERS IN CURVES AND RADII.
2. "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING ALONG ALL STREETS. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
3. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
4. ONLY ONE-HALF OF THE ROADWAY WIDTH CAN BE PATCHED AT A TIME.
5. THE CURB AND GUTTER CAN ONLY BE REPLACED ON ONE SIDE OF THE STREET AT A TIME.

DRIVEWAY ACCESS NOTES

MAINTAINING ACCESS TO DRIVEWAYS IS OF THE UTMOST IMPORTANCE TO THE VILLAGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING THE CONSTRUCTION OF DRIVEWAYS. THE CONTRACTOR SHALL FOLLOW THESE PROCEDURES TO ENSURE PROPER DRIVEWAY ACCESS:

1. THE CONTRACTOR SHALL WORK WITH ADJACENT BUSINESS AND RESIDENTIAL OWNERS TO DETERMINE DRIVEWAY RECONSTRUCTION SCHEDULING. ALL DRIVEWAY CLOSURES SHALL BE APPROVED BY THE ENGINEER. DRIVEWAY CLOSURES SHALL NOT EXCEED 14 CALENDAR DAYS IN TOTAL FOR ANY INDIVIDUAL PROPERTY.
2. TEMPORARY DRIVES SHALL BE CONSTRUCTED TO THE WIDTH AND AT LOCATIONS DETERMINED BY THE ENGINEER. THE COST OF PLACING, MAINTAINING, AND REMOVING TEMPORARY DRIVES SHALL BE INCLUDED IN THE COST OF "TEMPORARY ACCESS (DRIVEWAY ENTRANCE)".
3. THE TEMPORARY DRIVEWAYS SHALL NOT BE REMOVED FOR THE PLACEMENT OF THE AGGREGATE BASE COURSE OR HOT-MIX ASPHALT BINDER COURSE UNTIL THE EVENING PRIOR TO THEIR PLACEMENT. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL NOT REMOVE THE TEMPORARY ACCESS UNTIL THE MORNING OF THE PAVING OPERATIONS. REPLACEMENT OF THE TEMPORARY ACCESS UPON COMPLETION OF THE PLACEMENT OF THE AGGREGATE BASE COURSE OR PAVING OPERATION SHALL BE INCLUDED IN THE COST OF "TEMPORARY ACCESS (DRIVEWAY ENTRANCE)."
4. THE CONTRACTOR SHALL, WHERE WIDTH ALLOWS, STAGE CONSTRUCT CURB AND GUTTER AND DRIVEWAYS, AS DIRECTED BY THE ENGINEER. ALL EFFORTS REQUIRED TO SUB-STAGE DRIVEWAY CONSTRUCTION AND MAINTAIN ACCESS TO DRIVEWAY SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

SIDEWALK MAINTENANCE NOTES

1. THE SIDEWALK ON ONE SIDE OF THE STREET MUST REMAIN OPEN AND ACCESSIBLE AT ALL TIMES. UTILITY RELOCATIONS SHALL BE COORDINATED WITH THE ENGINEER AND CONTRACTOR TO ENSURE ONE SIDEWALK REMAINS OPEN. SIGNING DIRECTING PEDESTRIANS TO THE OPEN SIDEWALK SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701801-06. THE WORK REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)."
2. TEMPORARY AGGREGATE REQUIRED TO MAINTAIN PEDESTRIAN ACCESS ACROSS THE WORKZONE SHALL BE INCLUDED IN THE COST OF "TEMPORARY ACCESS (ROAD)".

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VILLAGE OF VILLA PARK

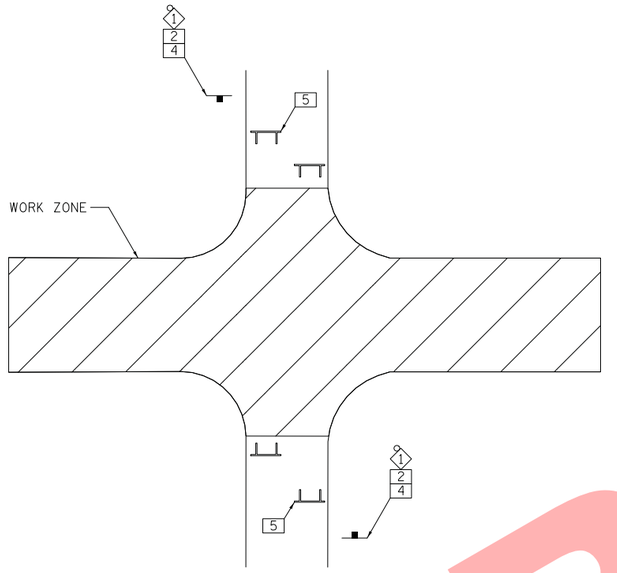
2017 STREET IMPROVEMENTS
MAINTENANCE OF TRAFFIC – GENERAL NOTES

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

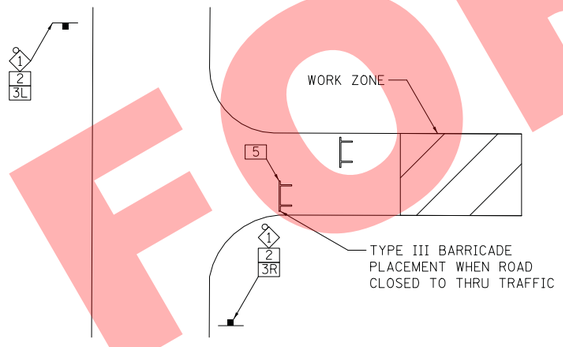
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	43
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

ROAD CLOSURE GENERAL NOTES

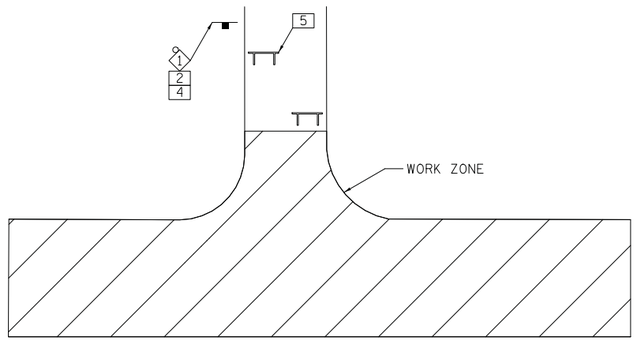
1. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST 7 CALENDAR DAYS PRIOR TO THE DAY THE ROAD CLOSURE IS TO BE IN EFFECT. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
2. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER.
3. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE FHWA "MANUAL ON UNIFORM TRAFFIC CONTRL DEVICES" AND ILLINOIS SUPPLEMENT. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
4. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE, AND HIS REPRESENTATIVE RESPONSIBLE FOR THE ROAD SIGNING, SEVEN CALENDAR DAYS PRIOR TO THE START OF WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL ROAD CLOSURE AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
6. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE ROAD CLOSURE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE ROAD CLOSURE IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
8. ALL ROAD CLOSURE SIGNING SHALL BE POST MOUNTED.
9. ALL ROAD CLOSURE SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL ROAD CLOSURE SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
10. THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES B LETTERS. THE CAPITAL LETTERS SHALL BE 4 INCHES.
11. AT A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE ROAD CLOSURE SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
13. TYPE III BARRICADES SHALL BE USED AT POINTS OF CLOSURE TO THRU TRAFFIC ONLY AND SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
14. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
15. DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL ROAD CLOSURE AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
17. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
18. THE COST OF THE ROAD CLOSURE AS DEFINED ON THE MAINTENANCE OF TRAFFIC - ROAD CLOSURE PLAN SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".



ROAD CLOSURE DETAIL – 4–WAY INTERSECTION



ROAD CLOSURE DETAIL – BEGIN / END LIMITS

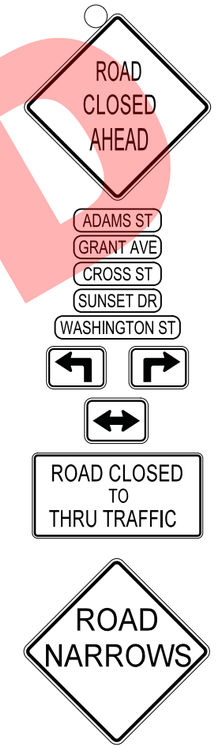


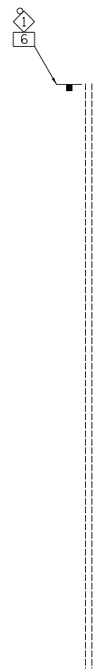
ROAD CLOSURE DETAIL – 3–WAY INTERSECTION

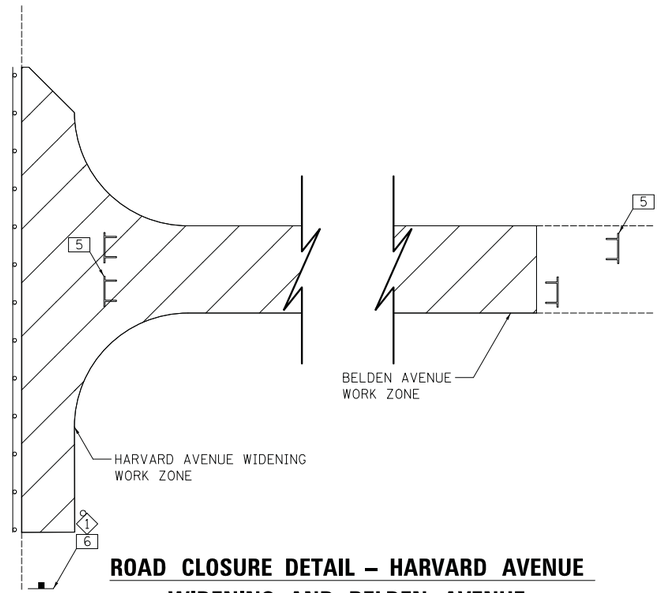
LEGEND

- CONSTRUCTION WORK ZONE
- PROPOSED TRAFFIC SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT
- TYPE 1 OR 2 BARRICADES (OR DRUMS) WITH BI-DIRECTIONAL STEADY-BURN LIGHTS AT 25' CENTERS.

SIGN NO.	SIGN TYPE
1	W20-3-4848
2	W17-I100-2408
2	W17-I100-2408
2	W17-I100-2408
2	W17-I100-2408
2	W17-I100-3608
3L/R	M5-1L-2115 M5-1R-2115
4	M6-1-2115
5	R11-4-6030
6	W5-1-3636







ROAD CLOSURE DETAIL – HARVARD AVENUE WIDENING AND BELDEN AVENUE

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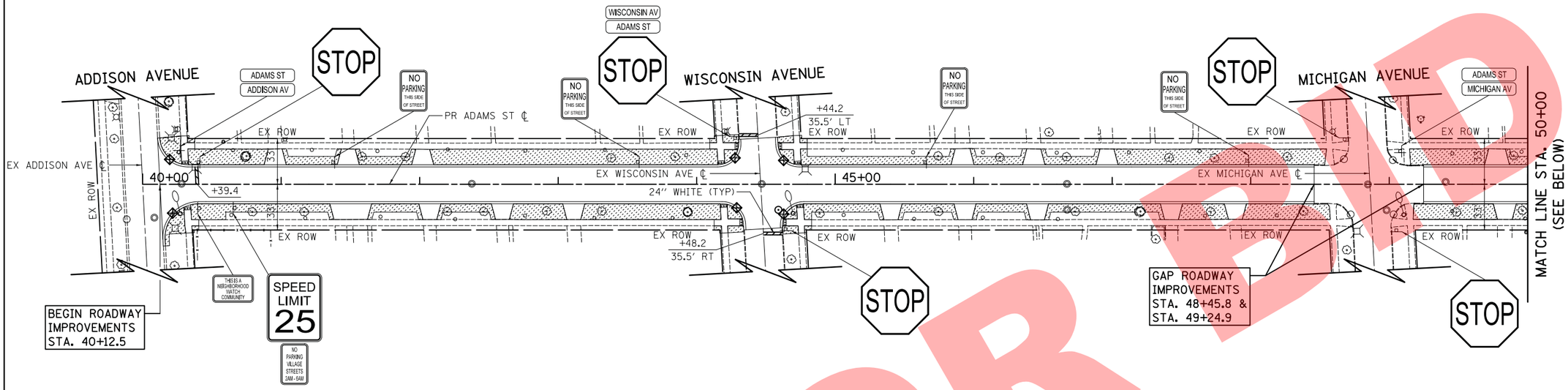
VILLAGE OF VILLA PARK

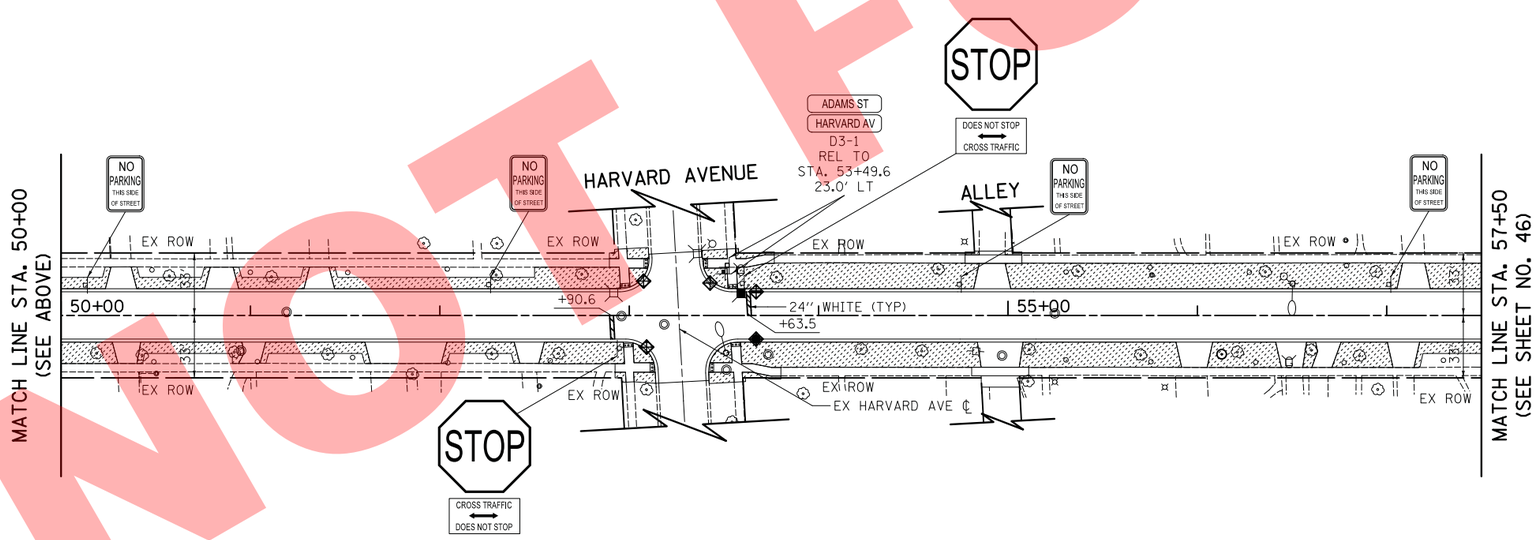
2017 STREET IMPROVEMENTS
MAINTENANCE OF TRAFFIC – ROAD CLOSURE DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	44
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



ADAMS STREET - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN



LEGEND

- TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) SODDING, SPECIAL
- PERIMETER EROSION BARRIER (SILT FENCE)
- INLET FILTERS
- REL — RELOCATE SIGN PANEL ASSEMBLY, TYPE A OR B AND NEW TELESCOPING STEEL SIGN SUPPORT
- REM — REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
- EX SIGN
- PR SIGN

NOTES

1. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
4. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED MARKING BEING INSTALLED.
5. THE SODDING LIMITS SHOWN ON THE PLANS ARE TO ENSURE POSITIVE DRAINAGE OF THE PARKWAYS. SODDING LIMITS ARE APPROXIMATE AND MAY CHANGE IN THE FIELD AS DETERMINED BY THE ENGINEER.

ADAMS STREET - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

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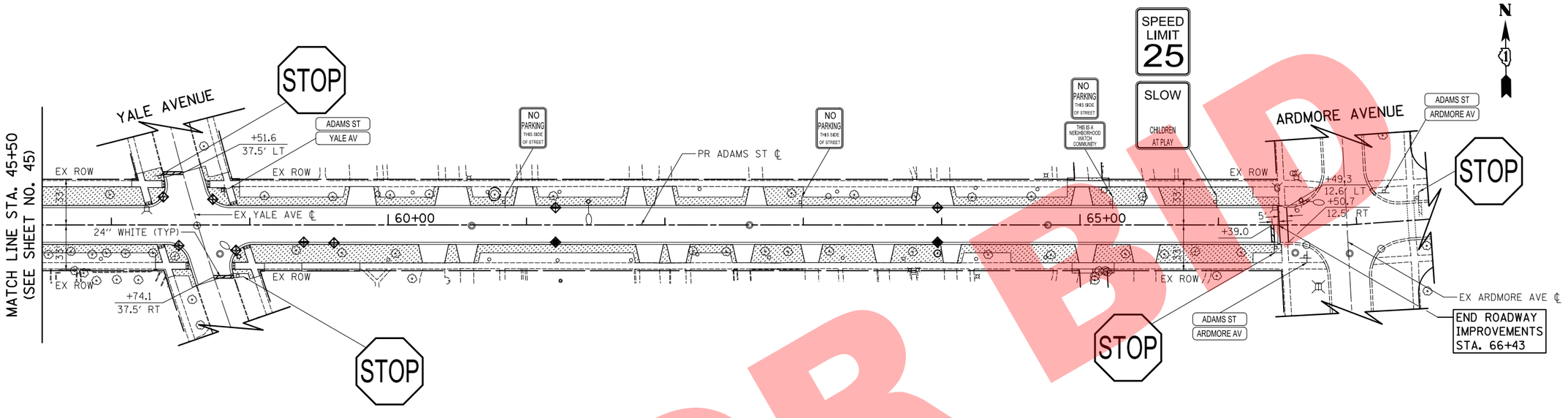
VILLAGE OF VILLA PARK

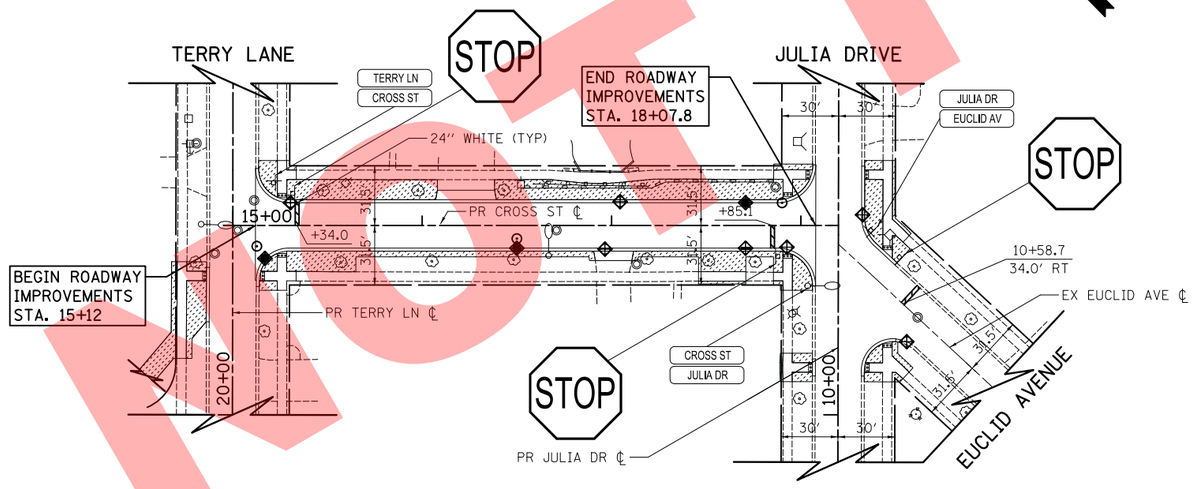
ADAMS STREET
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	45
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



ADAMS STREET - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN



CROSS STREET - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

LEGEND

- TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) SODDING, SPECIAL
- PERIMETER EROSION BARRIER (SILT FENCE)
- INLET FILTERS
- REL — RELOCATE SIGN PANEL ASSEMBLY, TYPE A OR B AND NEW TELESCOPING STEEL SIGN SUPPORT
- REM — REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
- EX SIGN
- PR SIGN

NOTES

1. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
4. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED MARKING BEING INSTALLED.
5. THE SODDING LIMITS SHOWN ON THE PLANS ARE TO ENSURE POSITIVE DRAINAGE OF THE PARKWAYS. SODDING LIMITS ARE APPROXIMATE AND MAY CHANGE IN THE FIELD AS DETERMINED BY THE ENGINEER.

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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

VILLAGE OF VILLA PARK

ADAMS STREET AND CROSS STREET
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	46
		CONTRACT NO.		
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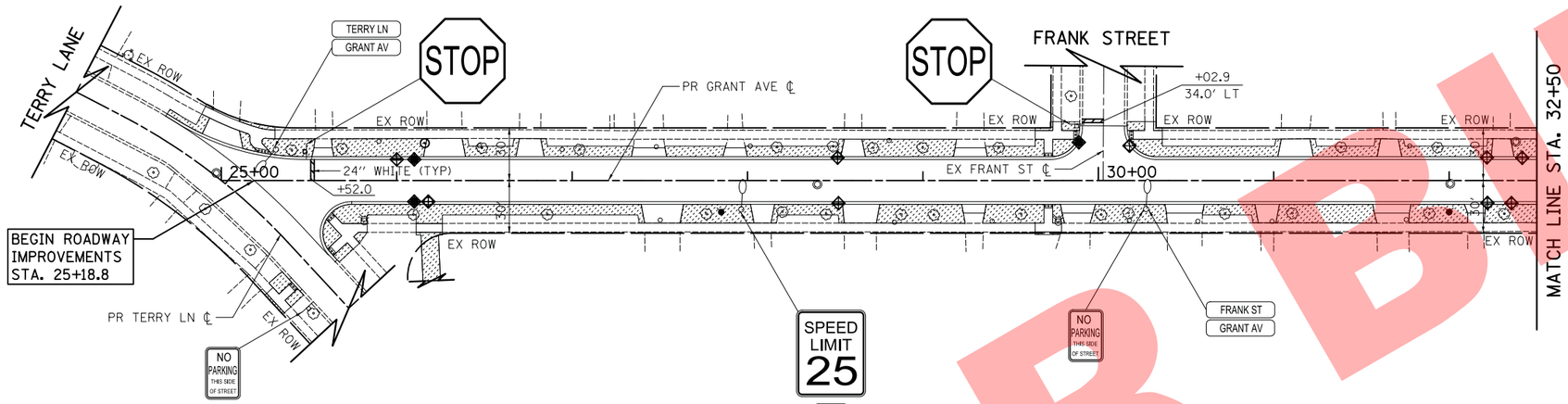
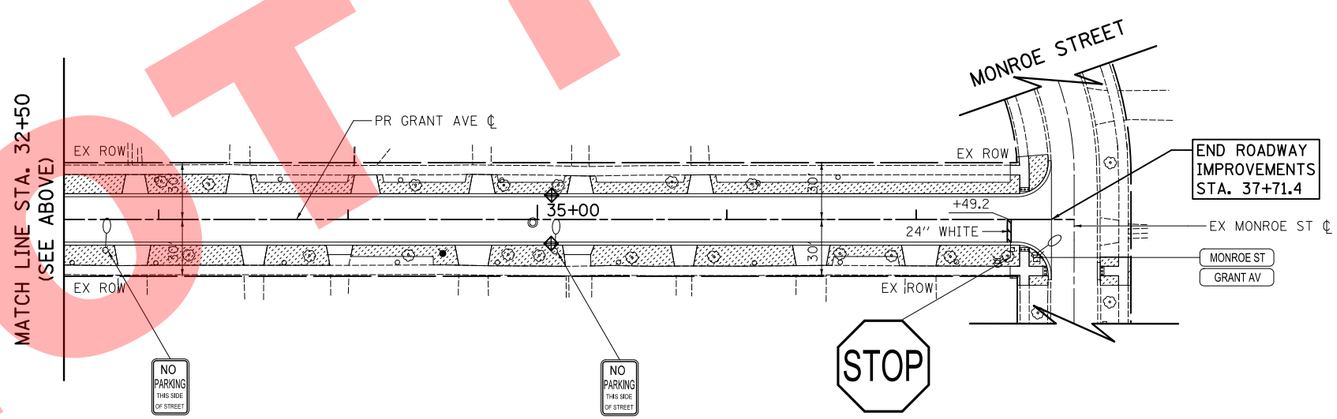


GRANT AVENUE - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN



LEGEND

	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) SODDING, SPECIAL
	PERIMETER EROSION BARRIER (SILT FENCE)
	INLET FILTERS
REL	RELOCATE SIGN PANEL ASSEMBLY, TYPE A OR B AND NEW TELESCOPING STEEL SIGN SUPPORT
REM	REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
	EX SIGN
	PR SIGN

NOTES

1. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
4. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED MARKING BEING INSTALLED.
5. THE SODDING LIMITS SHOWN ON THE PLANS ARE TO ENSURE POSITIVE DRAINAGE OF THE PARKWAYS. SODDING LIMITS ARE APPROXIMATE AND MAY CHANGE IN THE FIELD AS DETERMINED BY THE ENGINEER.

GRANT AVENUE - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

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VILLAGE OF VILLA PARK

GRANT AVENUE
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' | SHEET OF SHEETS | STA. | TO STA.

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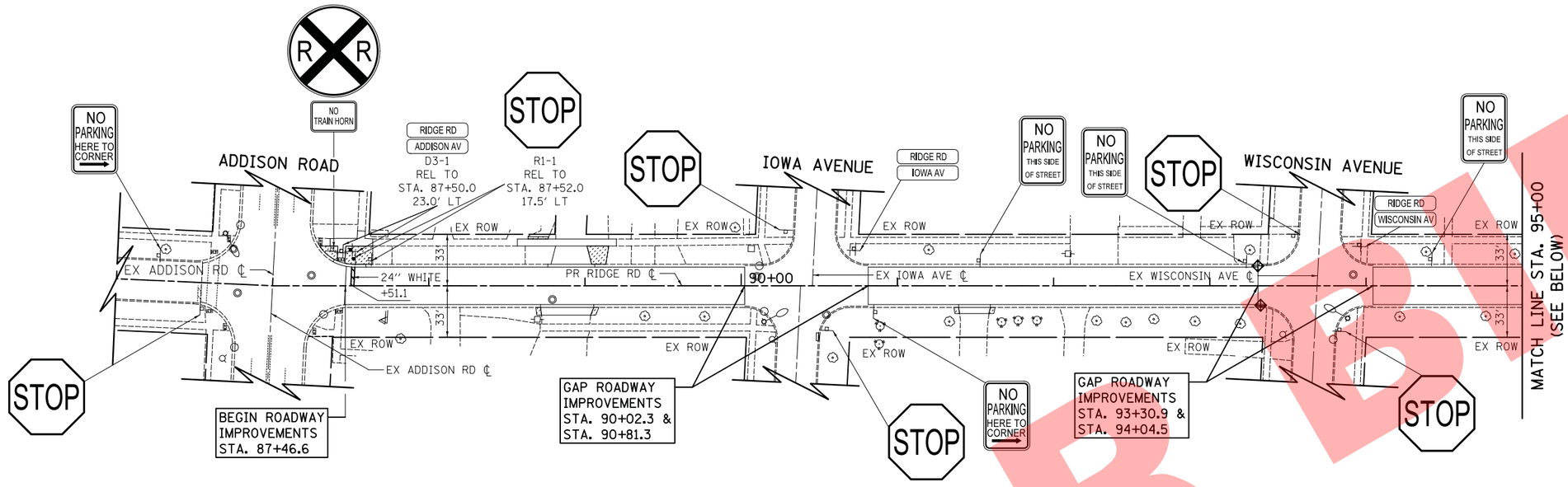
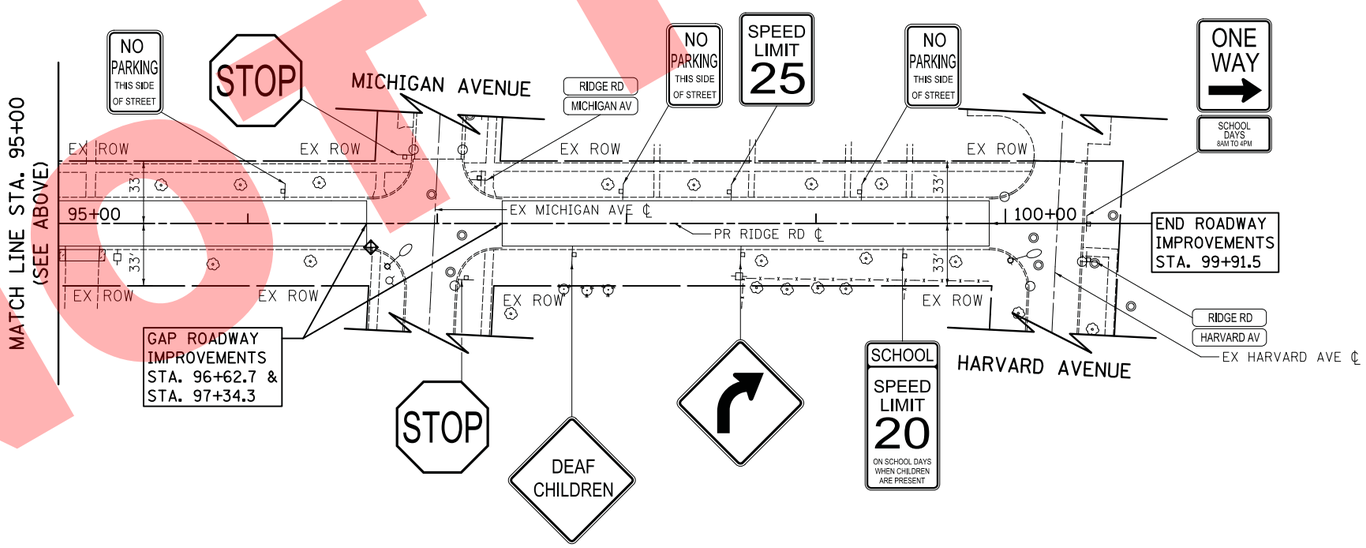
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



RIDGE ROAD - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN



LEGEND

- TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) SODDING, SPECIAL
- PERIMETER EROSION BARRIER (SILT FENCE)
- INLET FILTERS
- REL — RELOCATE SIGN PANEL ASSEMBLY, TYPE A OR B AND NEW TELESCOPING STEEL SIGN SUPPORT
- REM — REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
- EX SIGN
- PR SIGN

NOTES

1. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
4. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED MARKING BEING INSTALLED.
5. THE SODDING LIMITS SHOWN ON THE PLANS ARE TO ENSURE POSITIVE DRAINAGE OF THE PARKWAYS. SODDING LIMITS ARE APPROXIMATE AND MAY CHANGE IN THE FIELD AS DETERMINED BY THE ENGINEER.

RIDGE ROAD - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

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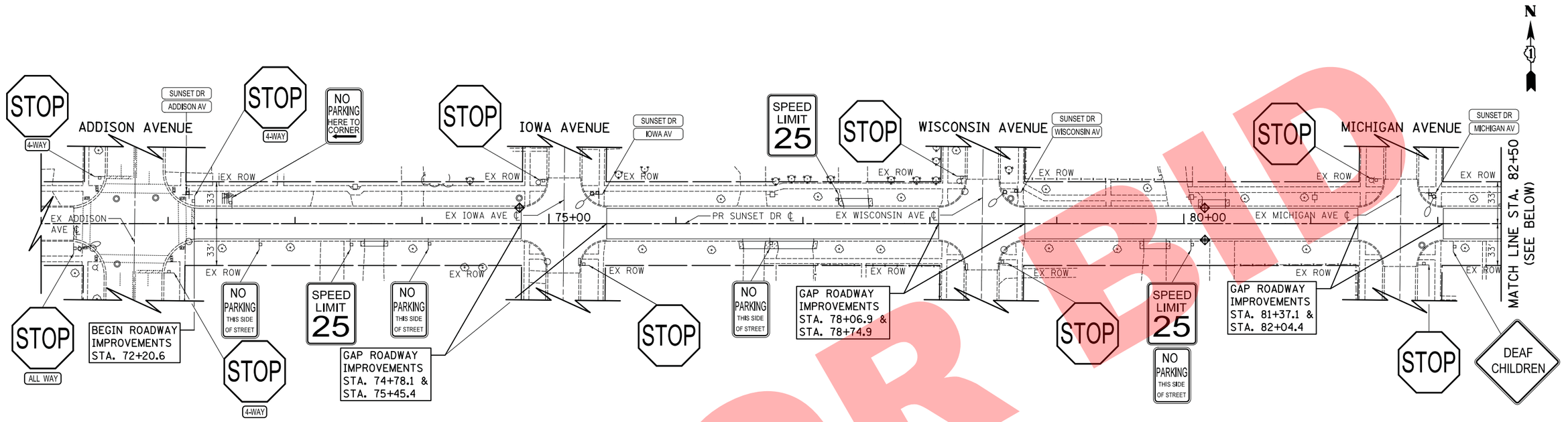
VILLAGE OF VILLA PARK

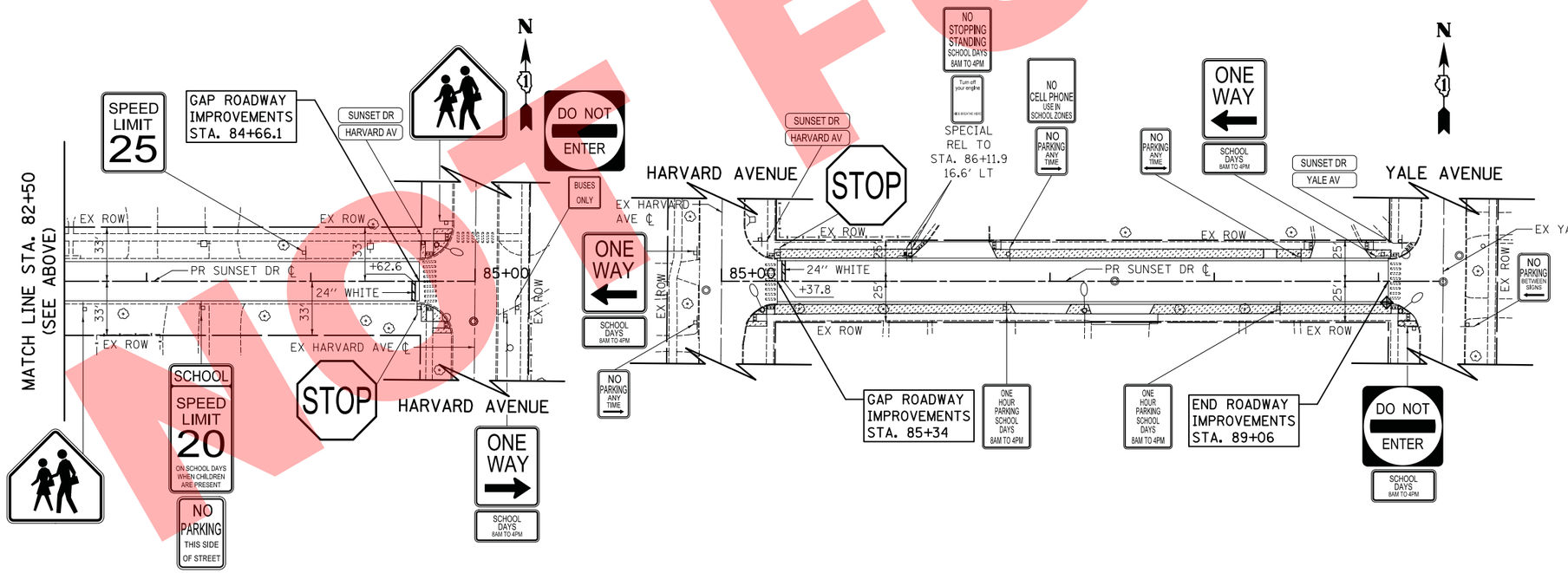
RIDGE ROAD
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	48
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



SUNSET DRIVE - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN



LEGEND

	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) SODDING, SPECIAL
	PERIMETER EROSION BARRIER (SILT FENCE)
	INLET FILTERS
REL	RELOCATE SIGN PANEL ASSEMBLY, TYPE A OR B AND NEW TELESCOPING STEEL SIGN SUPPORT
REM	REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
	EX SIGN
	PR SIGN

NOTES

1. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
4. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED MARKING BEING INSTALLED.
5. THE SODDING LIMITS SHOWN ON THE PLANS ARE TO ENSURE POSITIVE DRAINAGE OF THE PARKWAYS. SODDING LIMITS ARE APPROXIMATE AND MAY CHANGE IN THE FIELD AS DETERMINED BY THE ENGINEER.

SUNSET DRIVE - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

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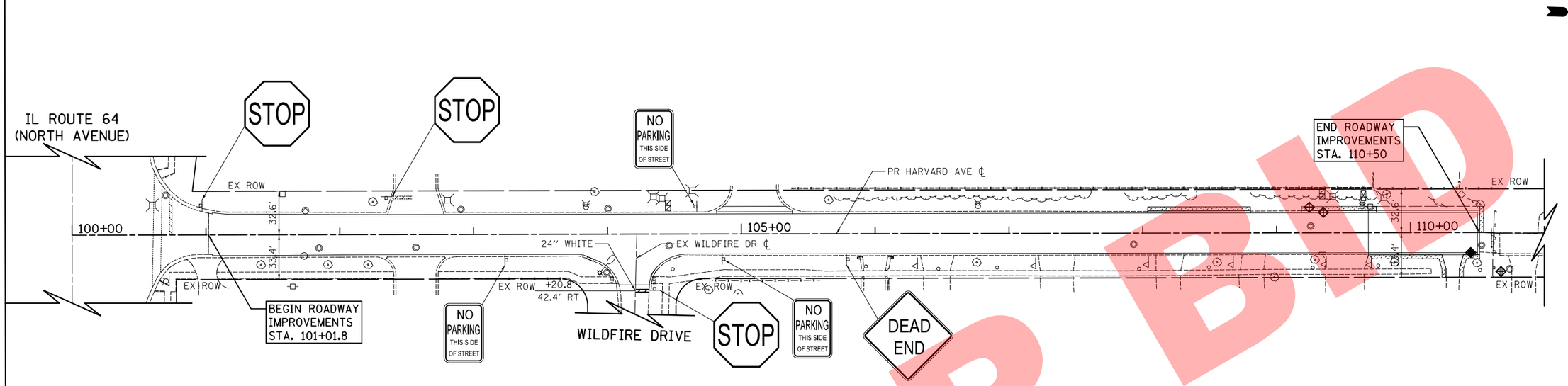
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

VILLAGE OF VILLA PARK

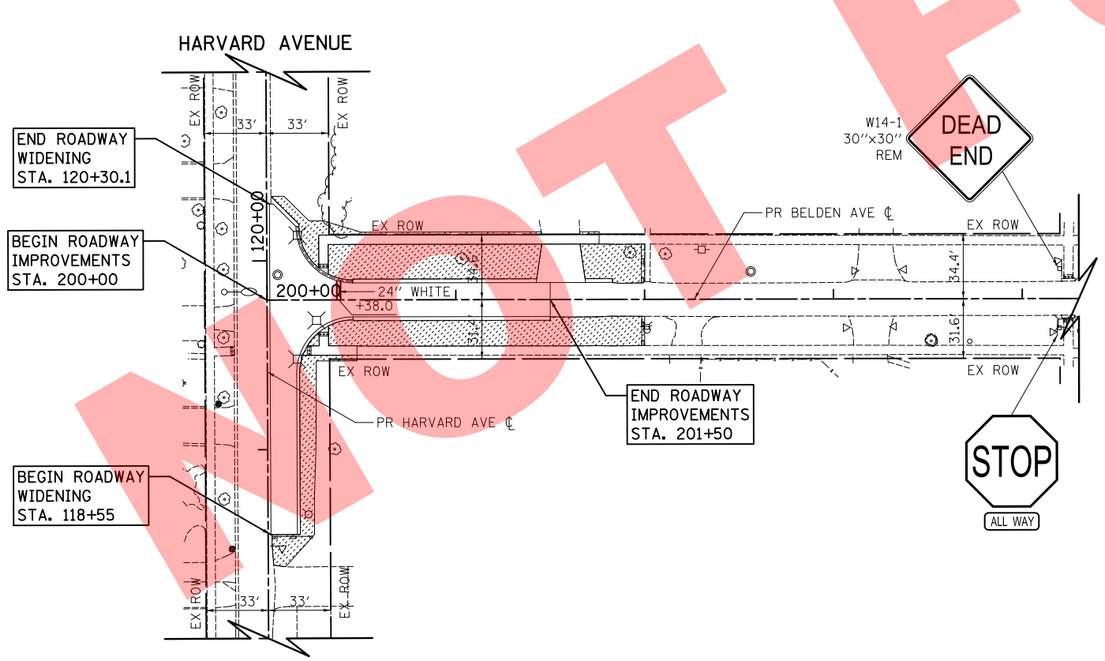
SUNSET DRIVE
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	49
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



HARVARD AVENUE - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN



N

LEGEND

- TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) SODDING, SPECIAL
- PERIMETER EROSION BARRIER (SILT FENCE)
- INLET FILTERS
- REL — RELOCATE SIGN PANEL ASSEMBLY, TYPE A OR B AND NEW TELESCOPING STEEL SIGN SUPPORT
- REM — REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
- EX SIGN
- PR SIGN

NOTES

1. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
4. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED MARKING BEING INSTALLED.
5. THE SODDING LIMITS SHOWN ON THE PLANS ARE TO ENSURE POSITIVE DRAINAGE OF THE PARKWAYS. SODDING LIMITS ARE APPROXIMATE AND MAY CHANGE IN THE FIELD AS DETERMINED BY THE ENGINEER.

BELDEN AVENUE - PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

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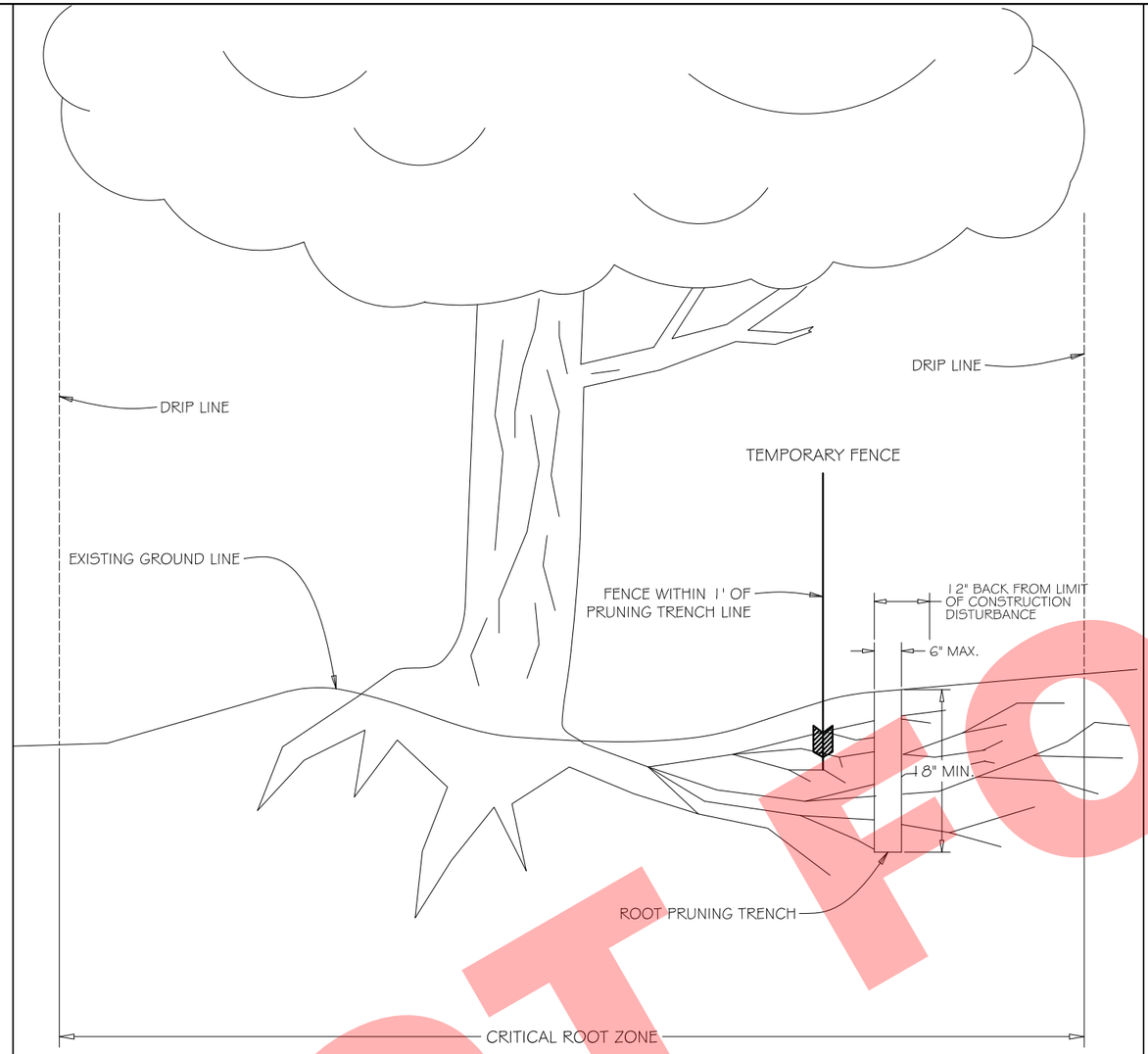
VILLAGE OF VILLA PARK

HARVARD AVENUE AND BELDEN AVENUE
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	50
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

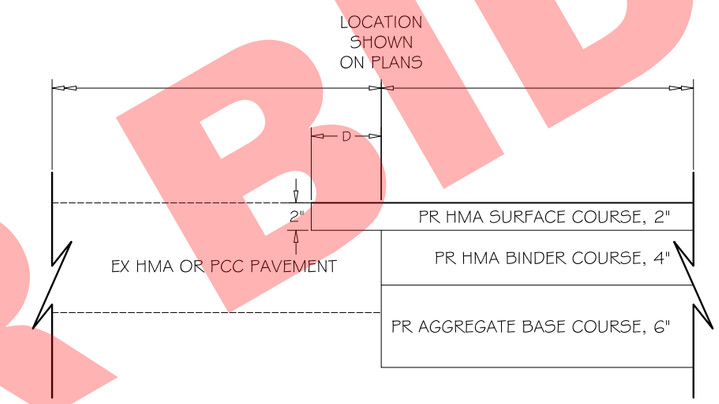


GENERAL NOTES:

1. EXACT LOCATION OF ROOT PRUNING TO BE AS SPECIFIED BY ENGINEER OR VILLAGE REPRESENTATIVE.
2. BACKFILL ROOT PRUNING TRENCH IMMEDIATELY FOLLOWING COMPLETION OF PRUNING ACTIVITIES.
3. ROOT PRUNING ACTIVITIES AND THE PLACEMENT OF PROTECTIVE FENCING SHALL BE COORDINATED SO THAT BOTH SHALL BE COMPLETED AT EACH LOCATION WITHIN A 48 HOUR PERIOD.
4. UNDER NO CIRCUMSTANCES SHALL CONSTRUCTION PROCEED PRIOR TO THE COMPLETION OF ROOT PRUNING AND THE PLACEMENT OF PROTECTIVE FENCING, NOR SHALL FENCING BE REMOVED WITHOUT PRIOR AUTHORIZATION FROM THE ENGINEER OR VILLAGE REPRESENTATIVE.

NOT TO SCALE

TREE AND BUSH ROOT PRUNING



PROPOSED HMA BUTT JOINT

GENERAL NOTES:

1. SEE ROADWAY PLANS FOR LOCATION OF BUTT JOINT AND DIMENSION "D".
2. THE 2" REMOVAL OF EXISTING HMA SURFACE COURSE SHALL BE PAID FOR AS "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT".
3. THE 2" REMOVAL OF EXISTING PCC SURFACE PAVEMENT SHALL BE PAID FOR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".
4. FOR RESURFACING AREAS AND FOR TEMPORARY RAMPS, SEE IDOT DISTRICT ONE DETAIL BD-32 "BUTT JOINT AND HMA TAPER DETAILS".

NOT TO SCALE

HOT-MIX ASPHALT BUTT JOINT (RECONSTRUCTION AREAS)

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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
CONSTRUCTION DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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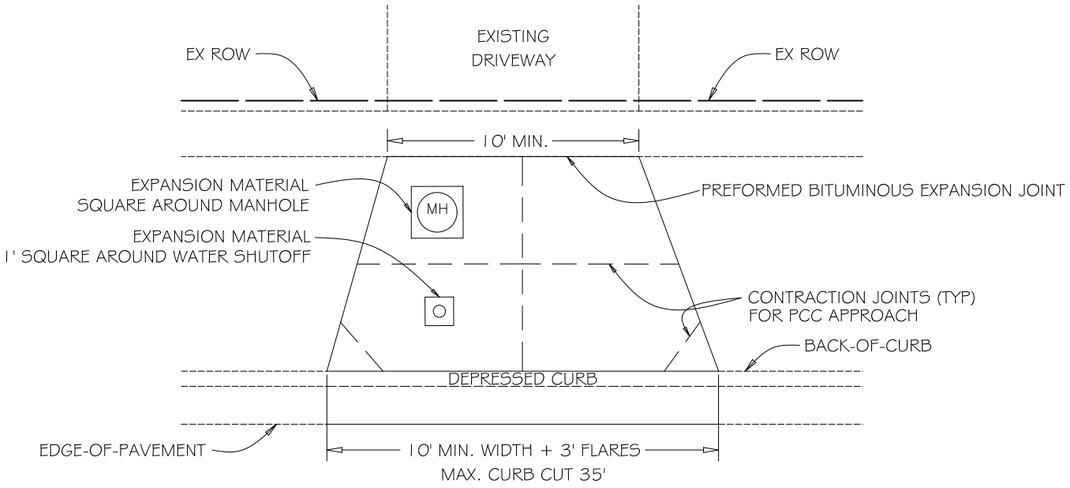
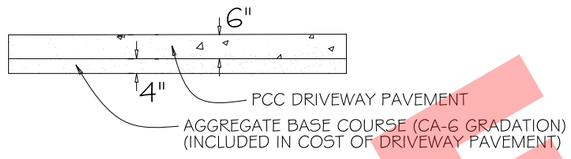
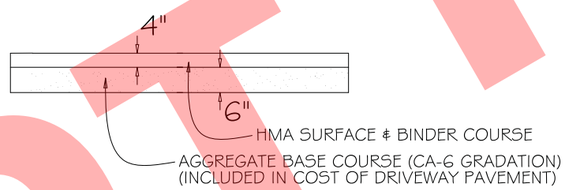


PLAN



PORTLAND CEMENT CONCRETE DRIVEWAY APRON



HOT-MIX ASPHALT DRIVEWAY APRON

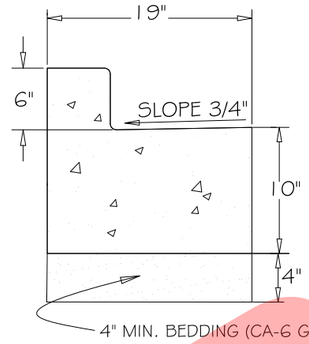
PROFILE

GENERAL NOTES:

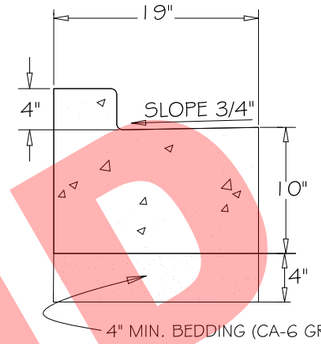
1. DEPRESSING THE CURB THROUGH DRIVEWAY APRON SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER BEING CONSTRUCTED.
2. ALL STONE BEDDING SHALL BE MECHANICALLY COMPACTED.
3. SEE "COMBINATION CONCRETE CURB AND GUTTER" DETAIL FOR CURB ANG GUTTER CONSTRUCTION.

NOT TO SCALE

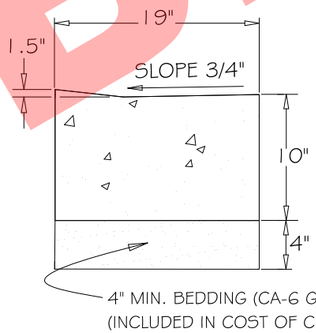
TYPICAL DRIVEWAY APPROACH



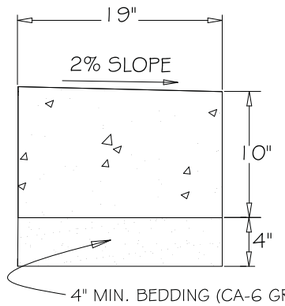
B-6.12



B-4.12



B-4.12 & B-6.12 (DEPRESSED)



CONCRETE RIBBON GUTTER

GENERAL NOTES:

1. CONTRACTION JOINTS SHALL BE PLACED BETWEEN EXPANSION JOINTS AT 15' INTERVALS. CONTRACTION JOINTS SHALL INITIALLY BE TOOLED AND THEN SAW CUT WITHIN 24 HOURS OF POURING THE CURB AND GUTTER.
2. EXPANSION JOINTS ARE TO BE PLACED AT 60' INTERVALS. 2 - #6 X 18" REBARS TO BE PLACED AT ALL EXPANSION JOINTS.
3. SEE IDOT HIGHWAY STANDARD 606001 FOR ADDITIONAL CURB AND GUTTER DETAILS.
4. ALL CURB AND GUTTER TYPES SHALL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)".

NOT TO SCALE

COMBINATION CONCRETE CURB AND GUTTER

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VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
CONSTRUCTION DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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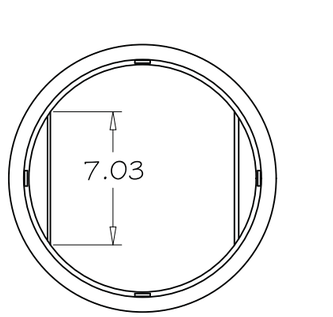
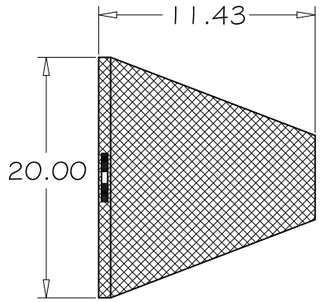
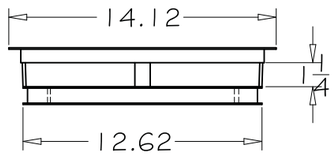
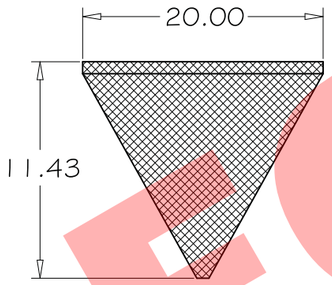








DRAWING BY MARATHON MATERIALS, INC.

GENERAL NOTES:

1. USE DRAINAGE STRUCTURE INLET FILTER MANUFACTURED BY MARATHON MATERIALS, INC. OR APPROVED EQUAL.
2. FRAME: TOP FLANGE FABRICATED FROM 1.25 X 1.25 X 0.125 ANGLE. BASE RIM FABRICATED FROM 1.5 X 0.5 X 0.125 CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1.25 X 0.25 FLAT STOCK. ALL DOMESTIC STEEL CONFORMING TO ASTM - A36.
3. SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

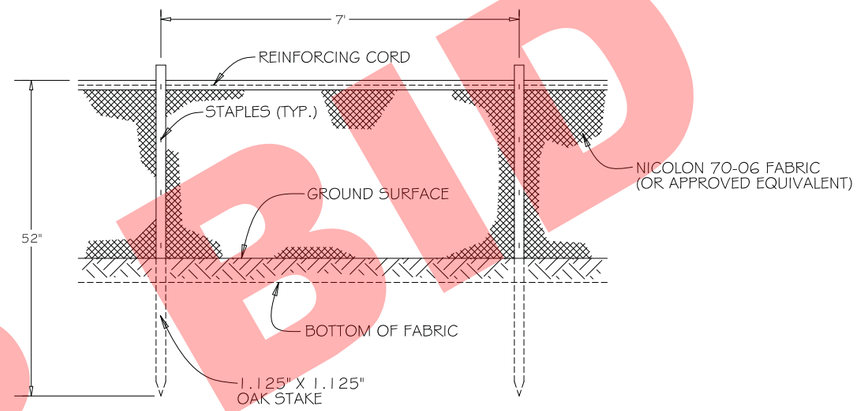
NOT TO SCALE

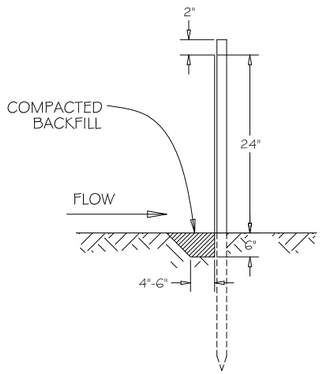
REV:		DATE:	
REV:	RMS	DATE:	JUL 2004
DRAWN BY:	VV	DATE:	JAN 2003

DRAINAGE STRUCTURE PROTECTION

VILLAGE OF VILLA PARK

STORM - 17





GENERAL NOTES:

1. SILT FENCE SHALL BE MAINTAINED UNTIL THE AREA TRIBUTARY TO THE STRUCTURE HAS STABILIZED GROUND COVER, AS DETERMINED BY THE VILLAGE ENGINEER.

NOT TO SCALE

REV:		DATE:	
REV:	RMS	DATE:	JUL 2004
DRAWN BY:	VV	DATE:	JAN 2003

SILT FENCE INSTALLATION

VILLAGE OF VILLA PARK

ROAD - 11

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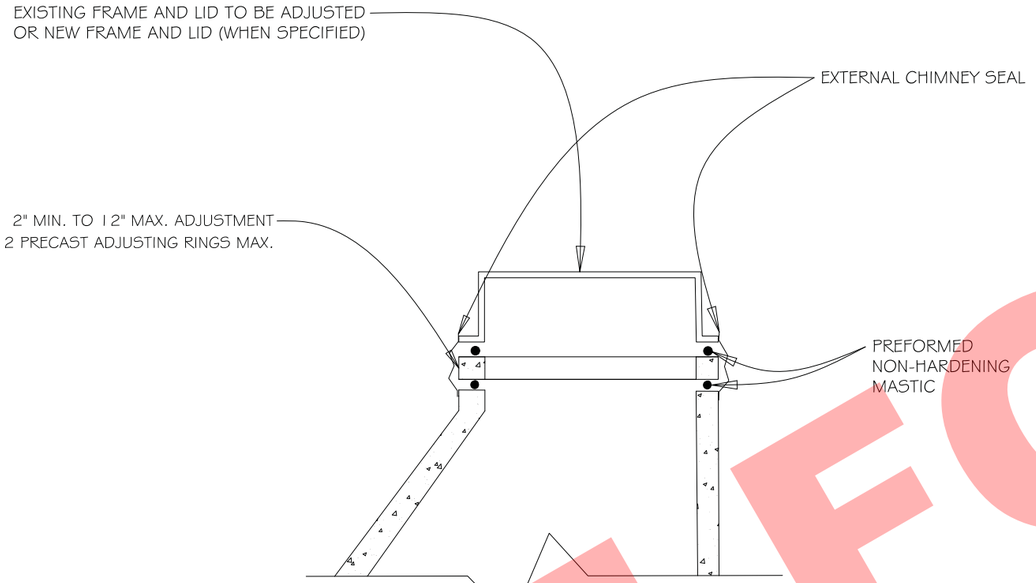
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -	

VILLAGE OF VILLA PARK

2016 STREET IMPROVEMENTS
CONSTRUCTION DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	53
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

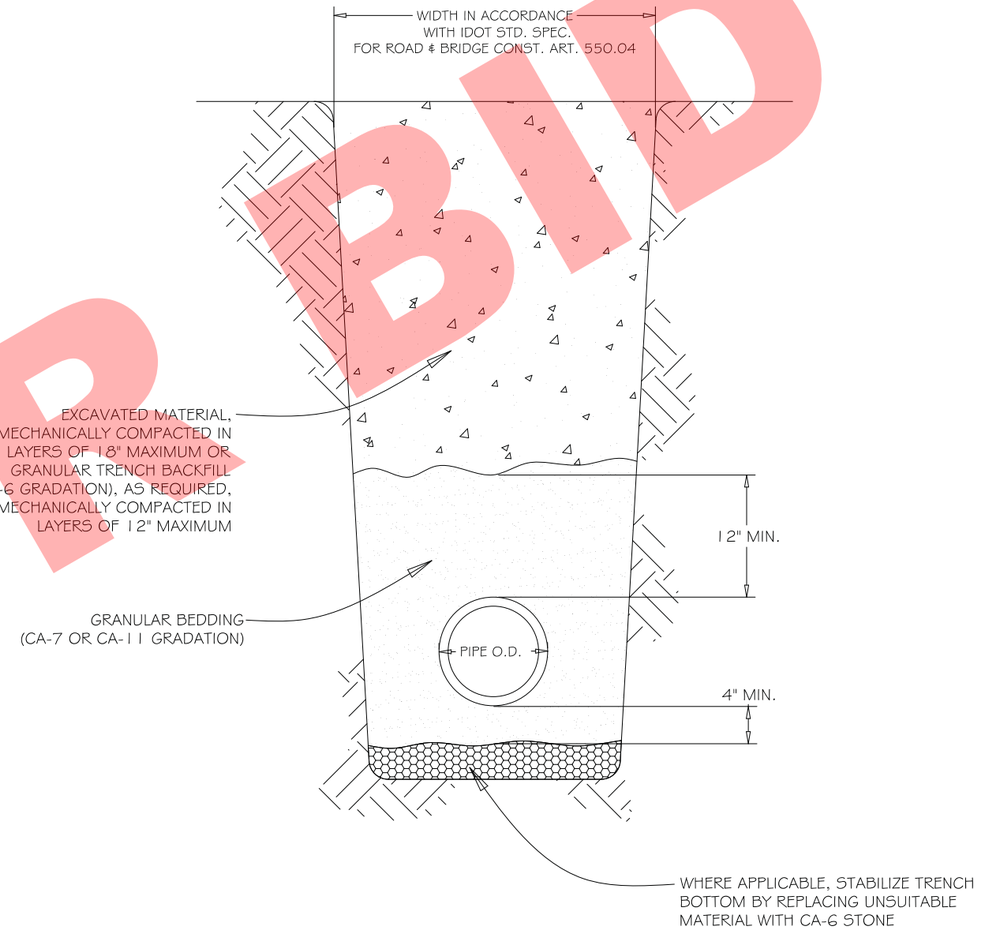


GENERAL NOTES:

1. EXTERNAL MANHOLE CHIMNEY SEAL CONFORMING TO ASTM C-923 CRETEX OR APPROVED EQUAL (SANITARY AND COMBINED MANHOLES ONLY)
2. FRAME AND LID (SANITARY): NEENAH R-1713 (SELF SEALING LID)
3. FRAME AND LID (STORM): NEENAH R-1713

NOT TO SCALE

TYPICAL ADJUSTMENT



GENERAL NOTES:

1. GRANULAR TRENCH BACKFILL SHALL BE MECHANICALLY COMPACTED IN LAYERS OF 12" MAXIMUM, LOOSE MEASURE, TO 95% OF STANDARD MAXIMUM DENSITY (ASTM D 698)
2. EXCAVATED MATERIAL USED FOR BACKFILL SHALL BE MECHANICALLY COMPACTED IN LAYERS OF 18" MAXIMUM, LOOSE MEASURE, TO 90% OF STANDARD MAXIMUM DENSITY (ASTM D 698)
3. TRENCH BACKFILL SHALL BE USED IN LOCATIONS SPECIFIED BY SECTION 208 OF THE STANDARD SPECIFICATIONS.

NOT TO SCALE

PIPE INSTALLATION

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	DRAWN - MJP	REVISED -
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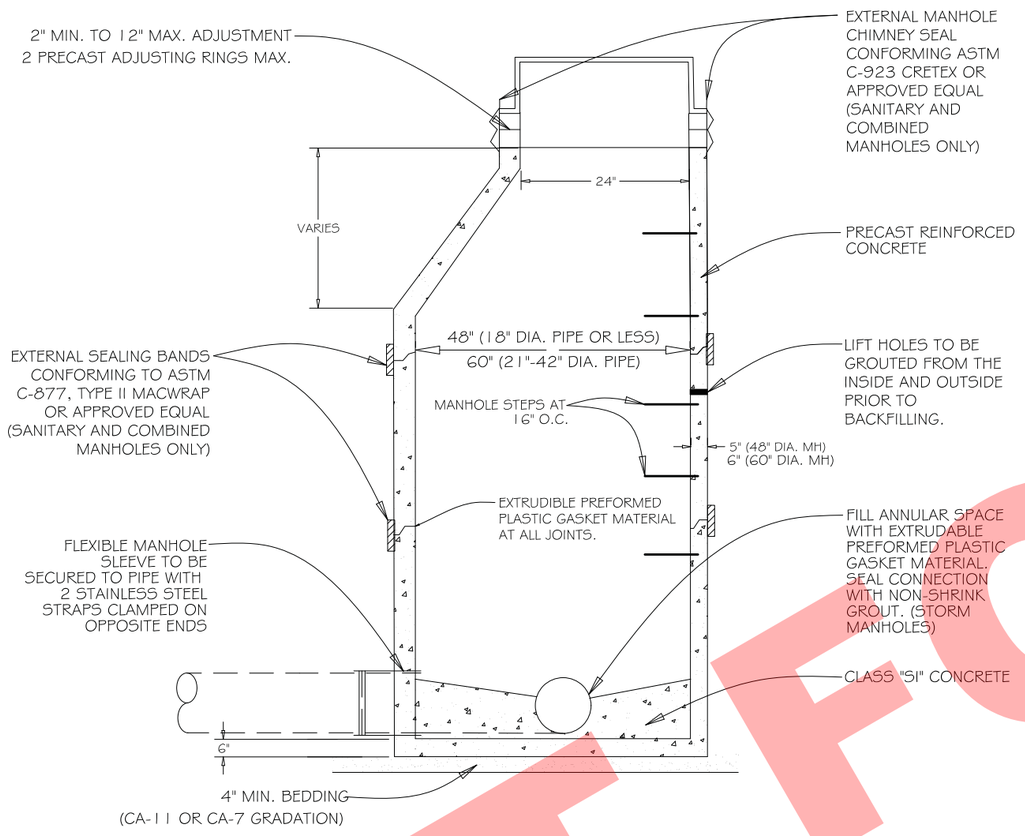
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
CONSTRUCTION DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	54
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

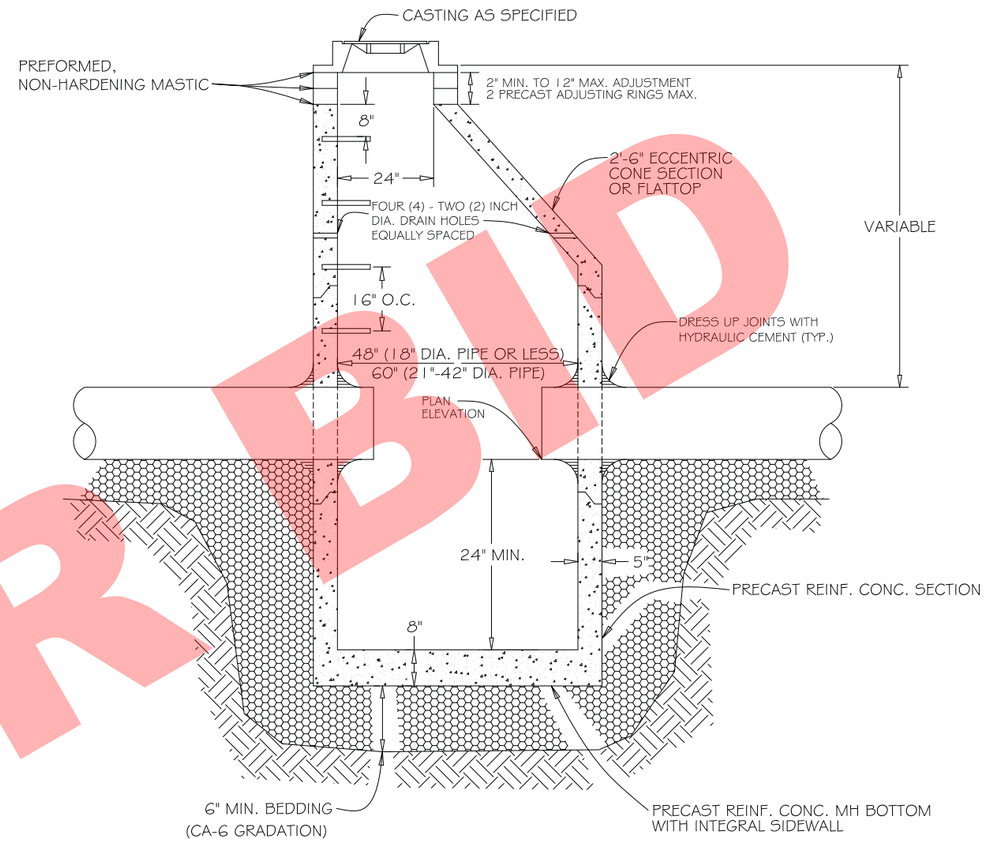


GENERAL NOTES:

1. FRAME AND LID (SANITARY):
   NEENAH R-1713 (SELF SEALING LID)
2. FRAME AND LID (STORM):
   NEENAH R-1713
3. ALL LIFT HOLES ARE TO BE GROUTED FROM INSIDE AND OUTSIDE BEFORE BACKFILLING.
4. ONLY PLASTIC POLYMER STEPS SHALL BE USED.

NOT TO SCALE

STANDARD MANHOLE



GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITED.
2. PROVIDE GRANULAR BACKFILL AROUND CATCH BASIN TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION.)
3. APPLY A CONTINUOUS LAYER OF NON-HARDENING PREFORMED BITUMINOUS MASTIC MATERIAL (RUB-R-NEK OR EZ STICK) TO EACH JOINT TO PREVENT INFLOW.
4. WHEN THE FRAME DOES NO MEET PROPOSED ELEVATION, A MAXIMUM OF TWO PRECAST CONCRETE RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET IN A BED OF PREFORMED NON-HARDENING MASTIC (RUB-R-NEK, EZ STICK OR APPROVED EQUAL).
5. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
6. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.
7. ONLY PLASTIC POLYMER STEPS SHALL BE USED.
8. WHEN CATCH BASIN DEPTH IS OVER 12 FEET, THE THICKNESS OF THE PRECAST REINFORCED CONCRETE BASE SHALL BE A MINIMUM OF 10 INCHES. WHEN CATCH BASIN DEPTH IS LESS THAN 12 FEET, THE THICKNESS SHALL BE A MINIMUM OF 8 INCHES.
9. DRESS UP INTERIOR JOINTS OF PRECAST CATCHBASIN AND OPENINGS AROUND THE PIPES WITH HYDRAULIC CEMENT.
10. IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
11. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

NOT TO SCALE

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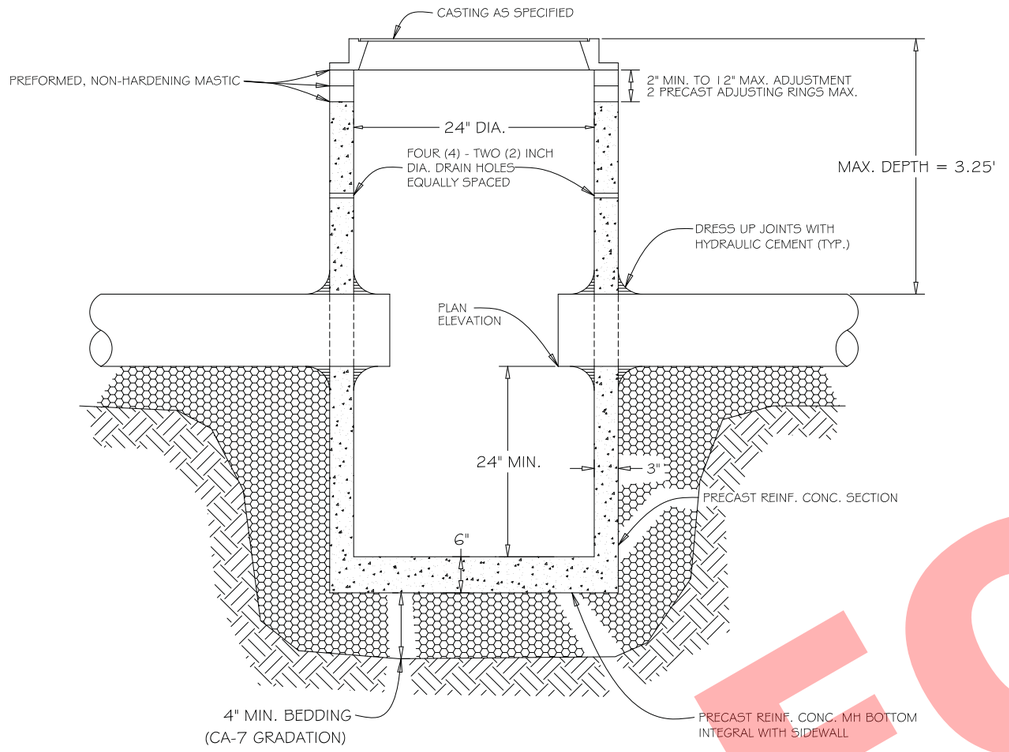
VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
CONSTRUCTION DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	55
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

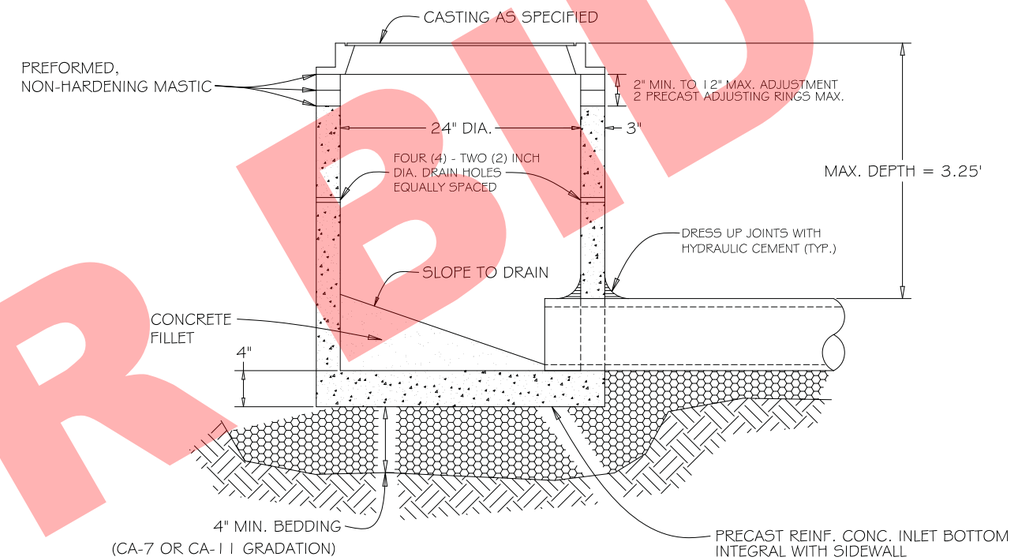


GENERAL NOTES:

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

NOT TO SCALE

CATCH BASIN TYPE "C"



GENERAL NOTES:

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

NOT TO SCALE

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PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
CONSTRUCTION DETAILS

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

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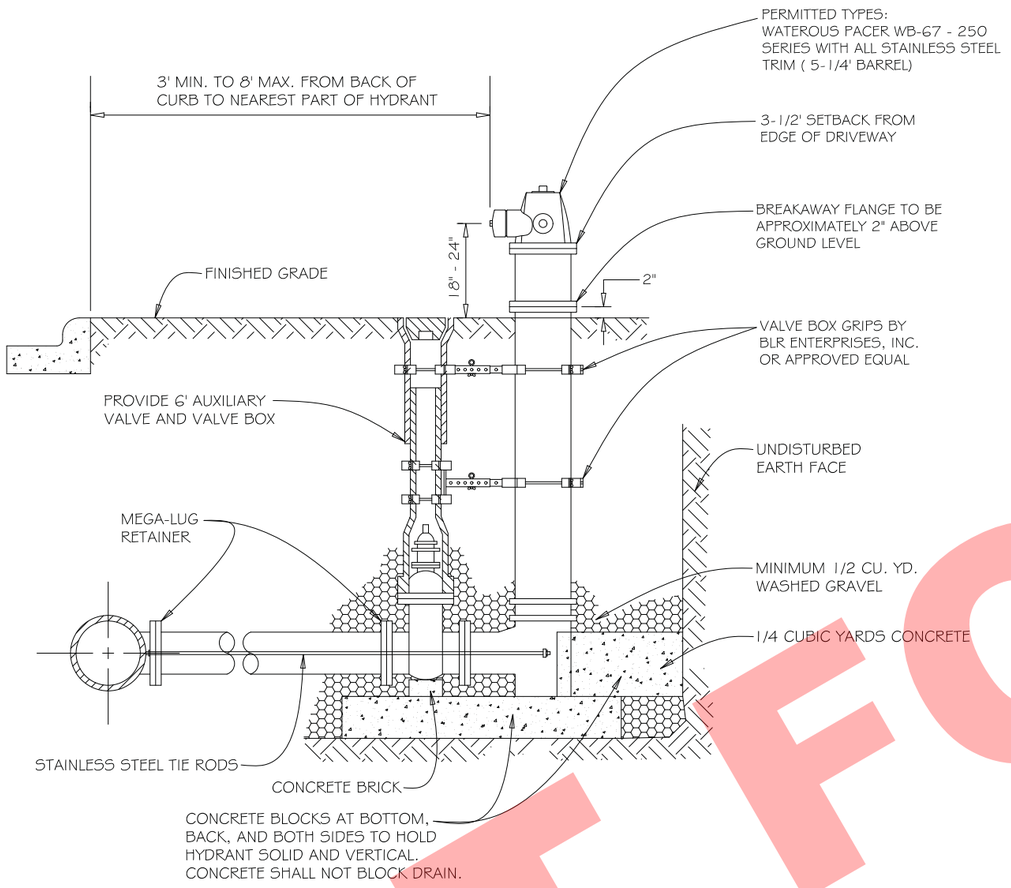
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES:

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

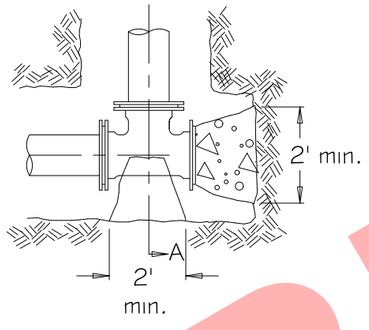
NOT TO SCALE

REV:	DATE:
REV: RMS	DATE: JUL 2004
DRAWN BY: VV	DATE: JAN 2003

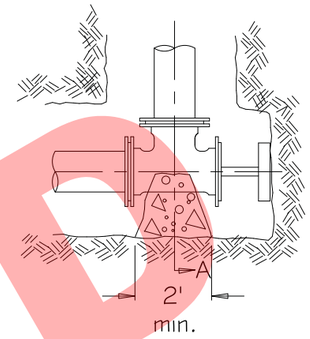
FIRE HYDRANT SETTING

VILLAGE OF VILLA PARK

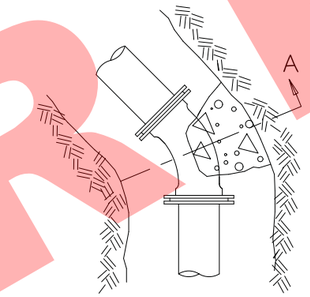
WATER - 04

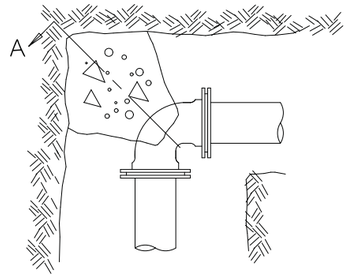


Alt. 1 Precast Block



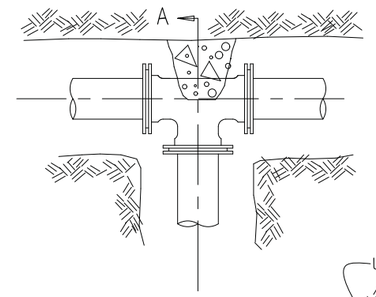
Alt. 2 Brace Plug
Against undisturbed earth

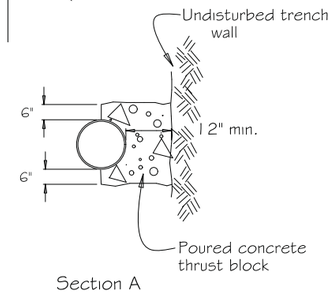




GENERAL NOTES:

1. Thrust blocks shall be made of 12" thick precast concrete blocks or poured in place concrete.
2. Thrust blocks shall be installed at all tees and bends of 11.25° and grater.
3. Thrust blocks shall be installed against undisturbed soil.
4. Concrete shall be 3000 PSI (min.).
5. Poured concrete shall be placed in such a manner that pipe and fittings will be accessible for repairs.
6. All joints requiring thrust blocking shall also use Meg-a-Lug retainer glands.
7. Use of wood materials for thrust blocking is strongly prohibited.
8. All below grade fasteners to be stainless steel:
   bolts & threaded rods - grade 304
   nuts & washers - grade 300





Section A

NOT TO SCALE

REV:	DATE:
REV: RMS	DATE: FEB 2005
DRAWN BY: VV	DATE: FEB 2005

THRUST BLOCK INSTALLATION

VILLAGE OF VILLA PARK

WATER-22

CIVILTECH

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VILLAGE OF VILLA PARK

VAN BUREN STREET IMPROVEMENTS
CONSTRUCTION DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	58
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

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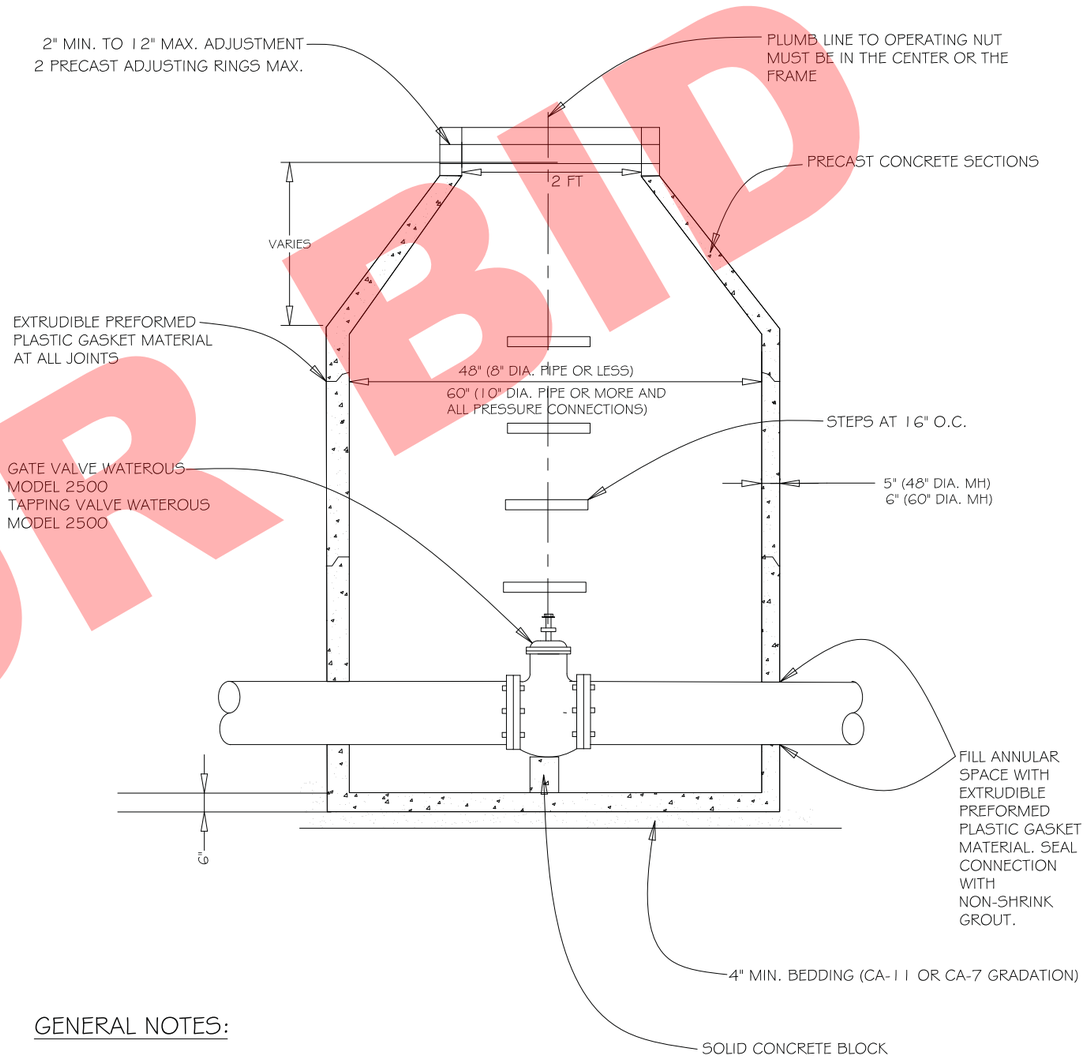

GENERAL NOTES:

1. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS AND THREADED RODS - GRADE #304
   B. NUTS AND WASHERS - GRADE #300

2. FRAME AND LID:
   NEENAH R-1713 (SELF SEALING)
   "WATER" TO BE CAST INTO COVER

NOT TO SCALE

WATER VALVE IN VAULT

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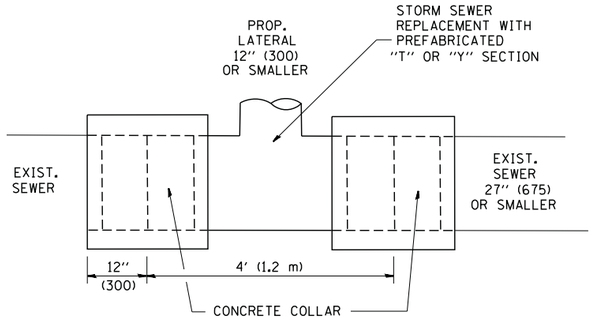
PLOT DATE = 4/21/2017	DATE - 04/21/17	REVISED -

VILLAGE OF VILLA PARK

2017 STREET IMPROVEMENTS
CONSTRUCTION DETAILS

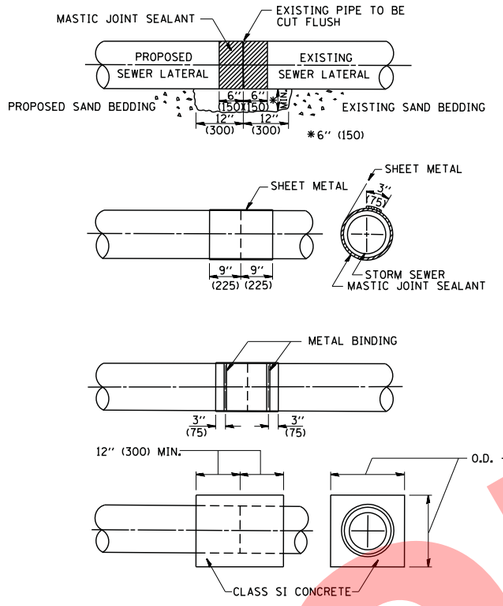
SCALE: N.T.S. | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	58
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

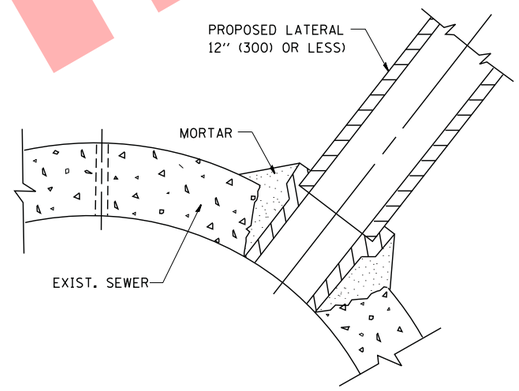


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

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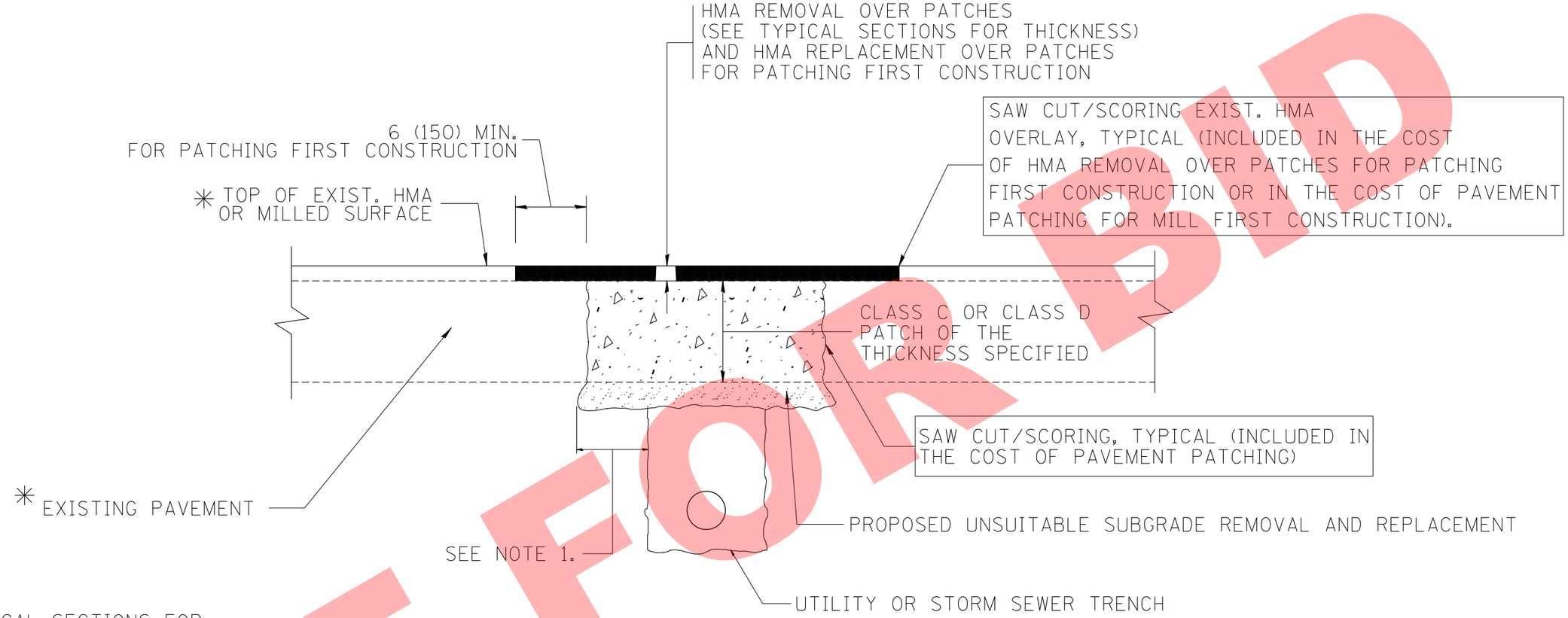

✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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 $4\frac{1}{2}$ 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.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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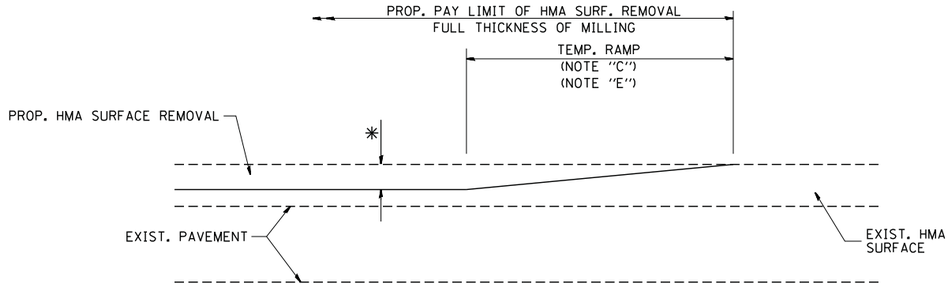
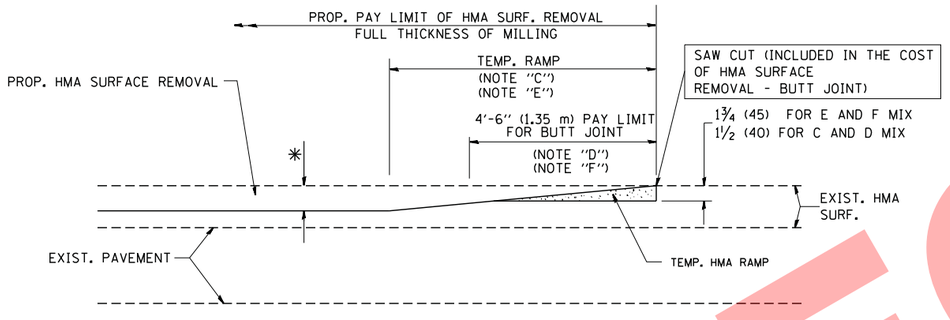


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

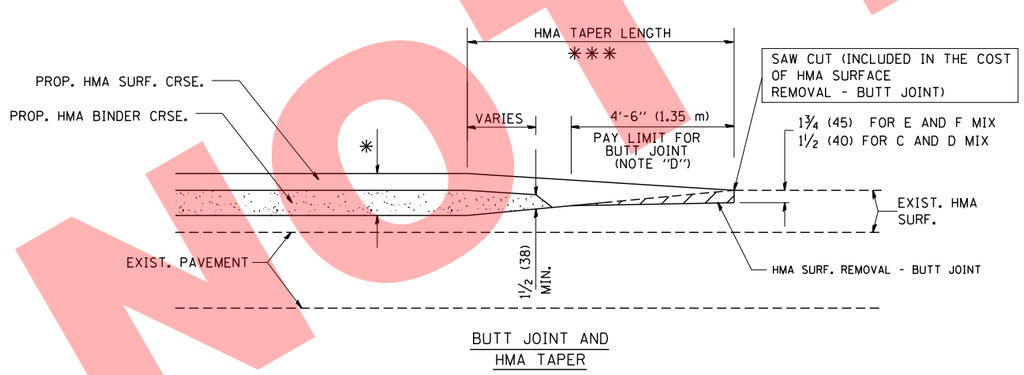


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

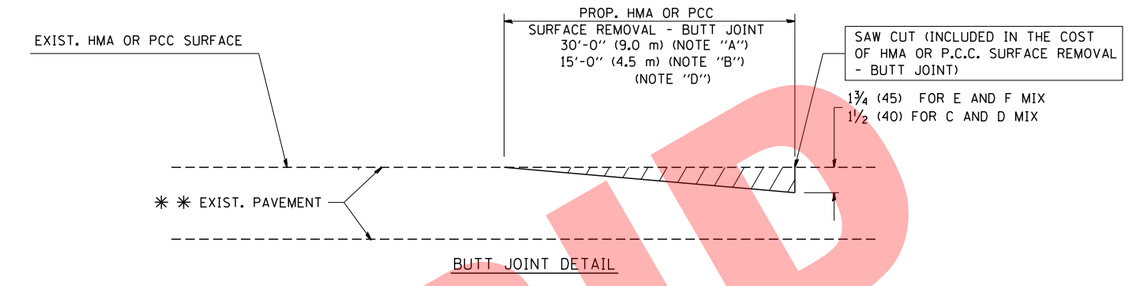
OPTION 2

TYPICAL TEMPORARY RAMP

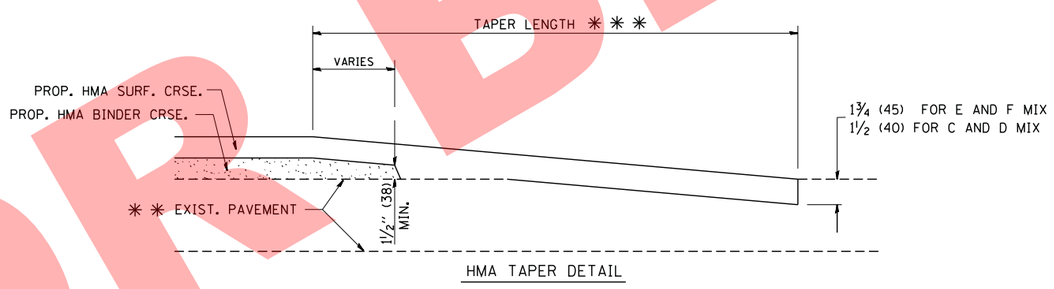


BUTT JOINT AND HMA TAPER

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

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

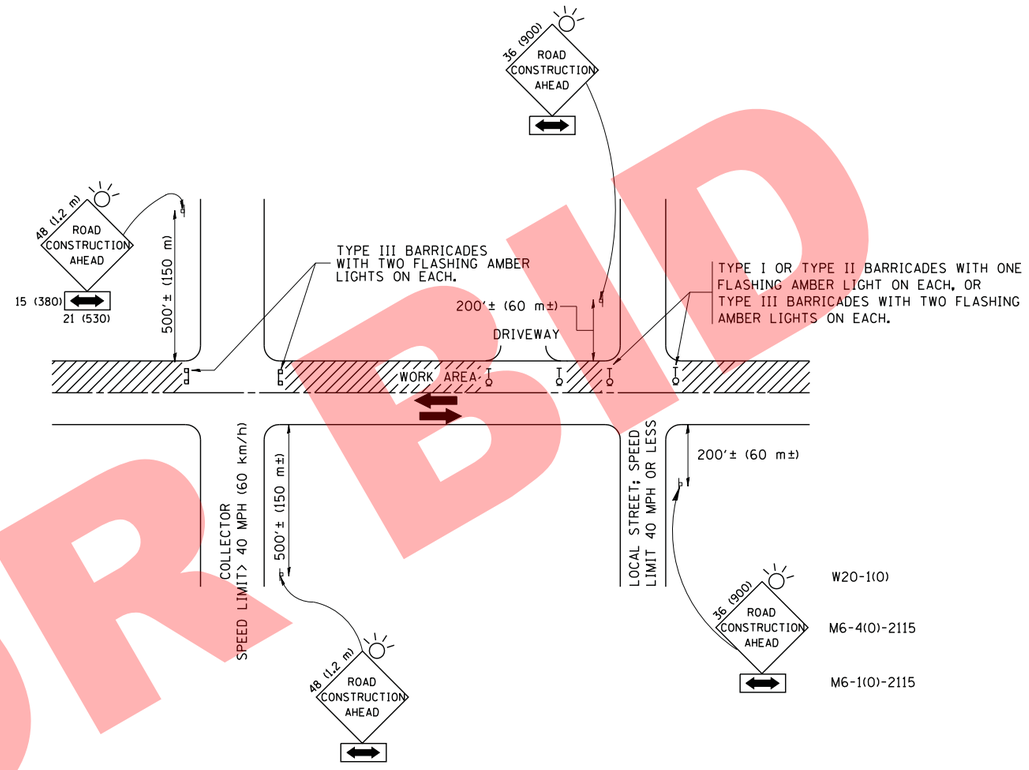
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	61
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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 AND FLAG 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.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

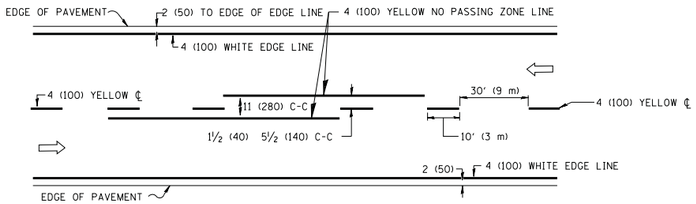
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

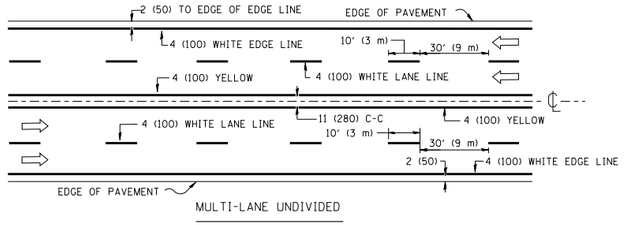
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

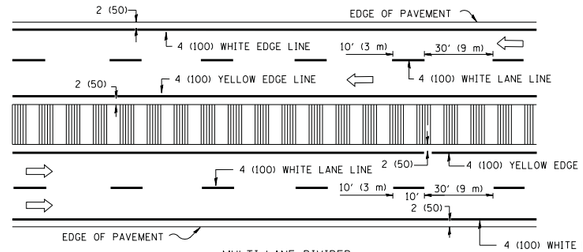
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	62
	TC-10	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



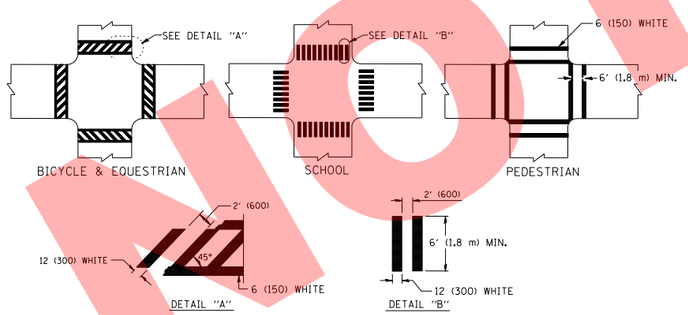
MULTI-LANE UNDIVIDED



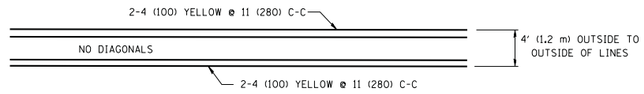
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

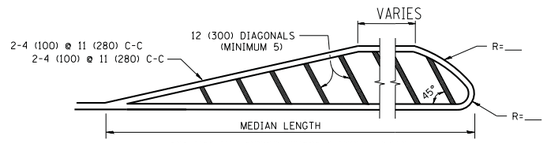
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



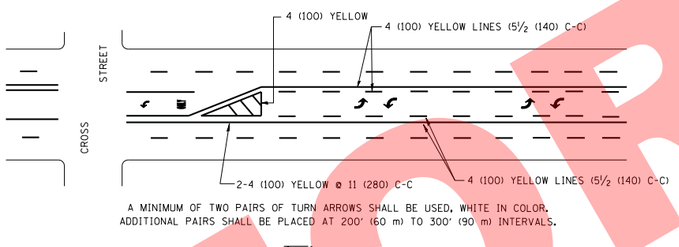
4' (1.2 m) WIDE MEDIANS ONLY



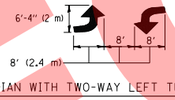
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

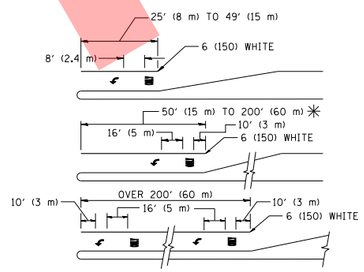


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

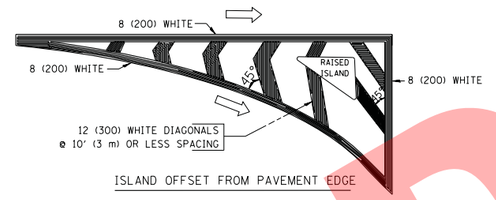


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

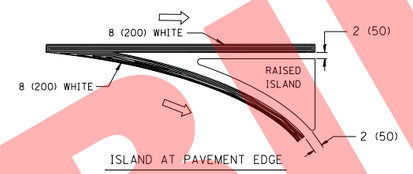
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND 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 ø 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ø 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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
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 ø 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 ø 6 (150) 12 (300) ø 45° 12 (300) ø 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 ø 4 (100) WITH 12 (300) DIAGONALS ø 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 ø 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ø 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))

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.

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	63	63
	TC-13	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		