

PRELIMINARY ENGINEERING PLANS

FOR

YORKTOWN RESERVE

LOMBARD, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

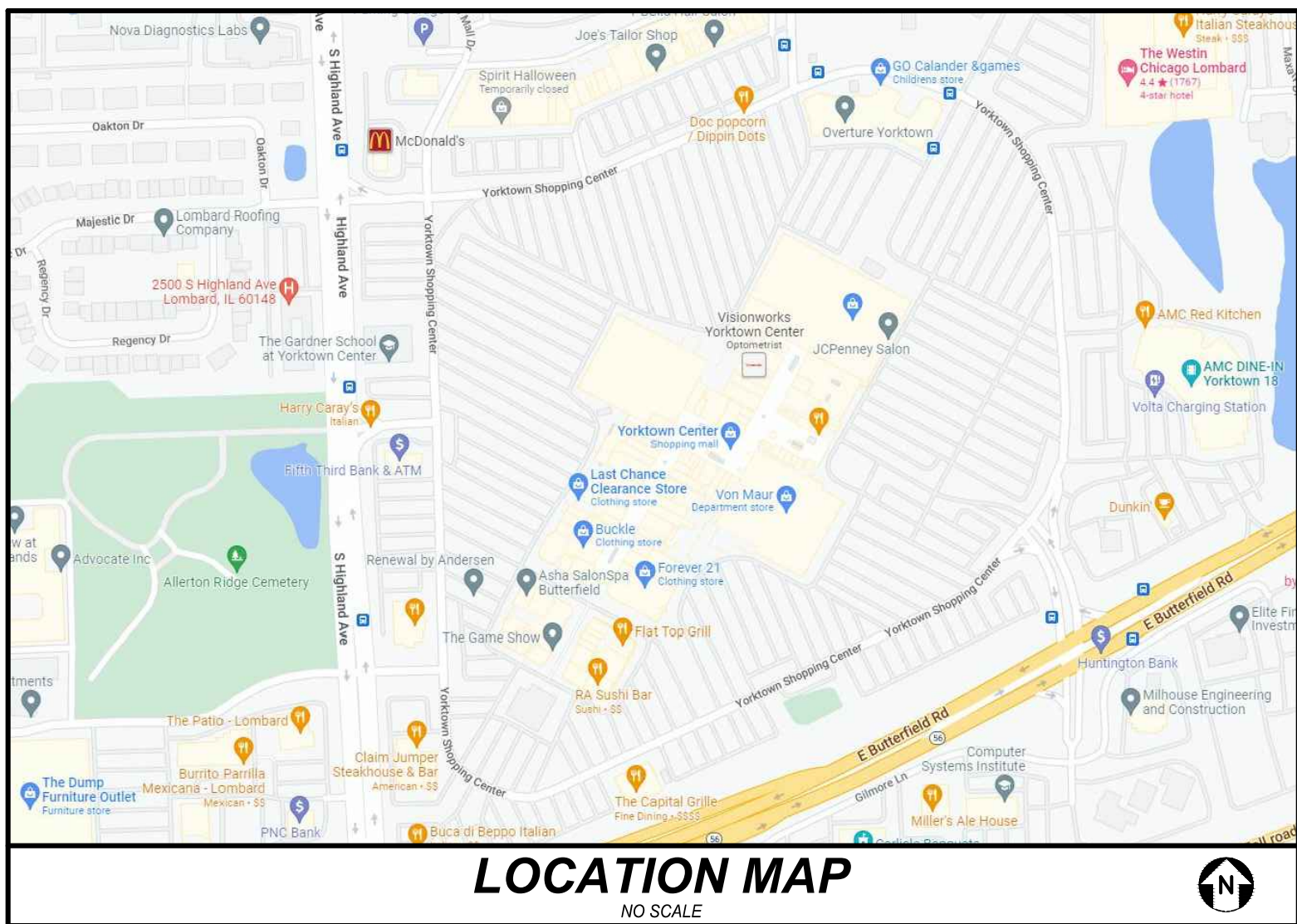
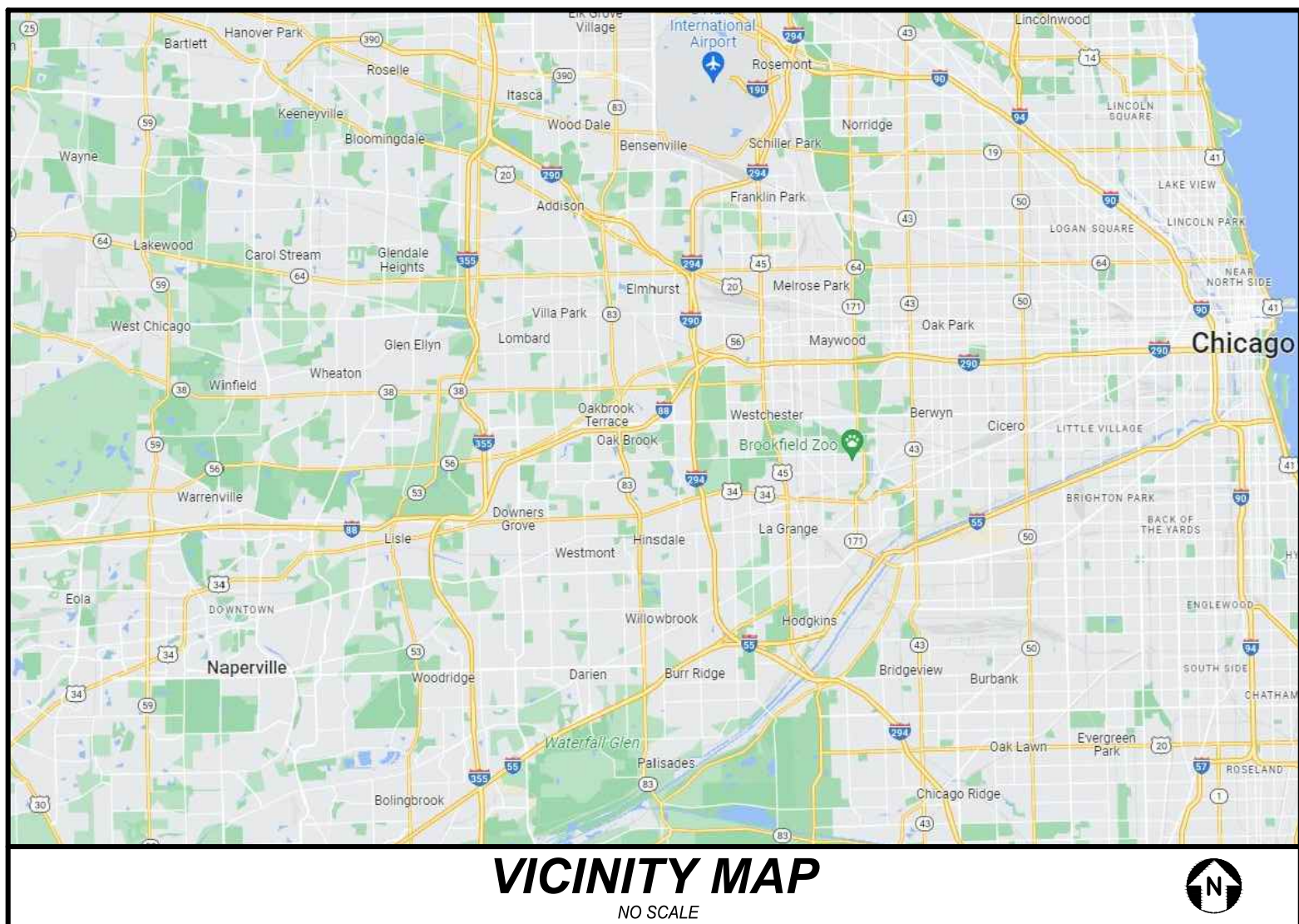
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INDEX

CIVIL ENGINEERING PLANS

C0.0	TITLE SHEET
C1.0	GENERAL NOTES , LEGEND, AND ABBREVIATIONS
C2.0	DEMOLITION PLAN
C3.0	PRELIMINARY LAYOUT AND PAVING PLAN
C4.0	PRELIMINARY GRADING PLAN
C5.0	PRELIMINARY UTILITY PLAN
C5.1	SANITARY EXTENSION
C6.0	CONSTRUCTION DETAILS
C6.1	CONSTRUCTION DETAILS
C6.2	CONSTRUCTION DETAILS

BENCHMARKS

BM #1
ESTABLISHED BY: TERRA DATE: 10/03/2022
ELEVATION: 751.96 (MEASURED) DATUM: NAVD88
DESCRIPTION: CUT CROSS ON TOP OF CURB

BM #2
ESTABLISHED BY: TERRA DATE: 10/03/2022
ELEVATION: 755.09 (MEASURED) DATUM: NAVD88
DESCRIPTION: CUT CROSS ON TOP OF CURB

BM #1
ESTABLISHED BY: TERRA DATE: 10/03/2022
ELEVATION: 750.66 (MEASURED) DATUM: NAVD88
DESCRIPTION: CUT CROSS ON TOP OF CURB



Call 48 hours before you dig

Joint Utility Locating Information for Excavators

PROFESSIONAL ENGINEER'S CERTIFICATION

I, RYAN WAGNER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF SCG INVESTMENT HOLDINGS LLC BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____ DAY OF _____, A.D., 2022.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-062713
MY LICENSE EXPIRES ON NOVEMBER 30, 2023

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

TITLE SHEET

YORKTOWN RESERVE

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NC

C0.0

GENERAL NOTES

1.

EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

GREMLEY & BIEDERMANN
4505 N ELSTON AVE.
CHICAGO, IL 60630

COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.
2.

ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.
3.

CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.
4.

ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
5.

THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.
6.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.
7.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
8.

EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.

b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.

d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF LOMBARD.

e. THE NATIONAL ELECTRIC CODE.

f. THE ILLINOIS ACCESSIBILITY CODE.

g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
9.

THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.
10.

ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.
11.

CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

12.

THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF LOMBARD MUNICIPAL CODE AND IDOT REQUIREMENTS.
13.

NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.
14.

ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.
15.

REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.
16.

NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.
17.

FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E.," AT 1-800-892-9123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.
18.

BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.
19.

THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.
20.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.
21.

ALL CURB RADII REFER TO BACK OF CURB.
22.

ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.
23.

STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.
24.

PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.
25.

CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.
26.

BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.
27.

BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.
28.

WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
29.

PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.
30.

FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.
31.

ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
32.

ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.
33.

PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.
34.

ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
35.

PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
36.

THE GENERAL CONTRACTOR SHALL COORDINATE WITH

- UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
37.

BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.
38.

CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.
39.

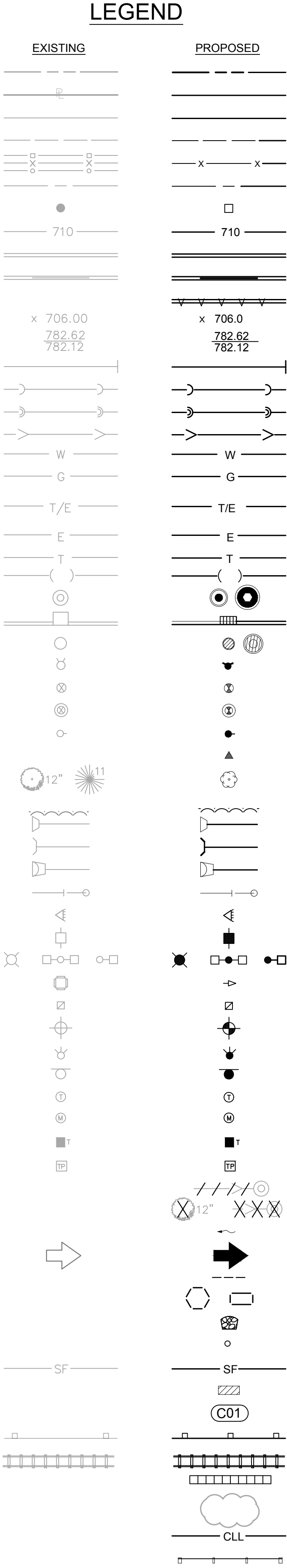
THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6" POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.
40.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.
41.

COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.
42.

ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.
43.

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



DESCRIPTION	
RIGHT-OF-WAY LINE	
PROPERTY LINE (EXTERIOR)	
LOT LINE (INTERIOR)	
EASEMENT LINE	
FENCE LINE	
CENTERLINE	
PROPERTY CORNER	
CONTOUR	
CURB & GUTTER	
DEPRESSED CURB & GUTTER	
REVERSE PITCHED CURB	
SPOT ELEVATION	
TOP OF CURB ELEVATION	
EDGE OF PAVEMENT ELEVATION	
UTILITY STUB	
SANITARY SEWER	
SANITARY FORCE MAIN	
STORM SEWER	
WATER MAIN	
GAS MAIN	
UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK	
BURIED CABLE-ELECTRIC	
BURIED CABLE-TELEPHONE	
ATLAS LOCATED UTILITY	
UTILITY STRUCTURE WITH CLOSED LID	
CURB INLET	
DRAINAGE STRUCTURE WITH OPEN LID	
FIRE HYDRANT	
VALVE IN VALVE BOX	
GATE VALVE IN VALVE VAULT	
POST INDICATOR VALVE	
THRUST BLOCK	
TREE	
TREE LINE	
CONCRETE HEADWALL	
SUBMERGED HEADWALL	
FLARED END SECTION (F.E.S.)	
GUY WIRES	
FLOOD LIGHT	
UTILITY POLE	
LIGHT STANDARD	
TRAFFIC SIGNAL POLE	
HAND HOLE	
SOIL BORING	
IRRIGATION HEADS	
SIGN	
TELEPHONE MANHOLE	
MONITORING WELL	
TELEPHONE PEDESTAL	
TRANSFORMER PAD	
UTILITY TO BE ABANDONED	
FEATURE TO BE REMOVED	
STORMWATER FLOW DIRECTION	
STORMWATER OVERFLOW ROUTE	
DITCH CHECK	
INLET FILTER BASKET	
RIP RAP	
BOLLARD	
SILT FENCE	
WATER MAIN PROTECTION	
UTILITY CROSSING LABEL	
GUARDRAIL	
RAILROAD TRACKS	
RETAINING WALL	
REVISION DELINEATION	
CONSTRUCTION LIMIT LINE	
TREE PROTECTION FENCE	

A	ARC LENGTH
B-B	BACK TO BACK OF CURB
B/C	BACK OF CURB
BLDG	BUILDING
BM	BENCHMARK
B/P	BOTTOM OF PIPE
BV/VV	BUTTERFLY VALVE IN VALVE VAULT
C & G	CURB AND GUTTER
CB	CATCH BASIN
CL	CENTERLINE
CL	CLOSED LID
CO	CLEAN OUT
DIP	DUCTILE IRON PIPE
DIA	DIAMETER
DIWM	DUCTILE IRON WATER MAIN
DWG	DRAWING
E	EAST OR ELECTRIC OR EDGE
EJ	EXPANSION JOINT
ELEV	ELEVATION
E/P	EDGE OF PAVEMENT
EX.	EXISTING
F & CL	FRAME & CLOSED LID
F & G	FRAME & GRATE
F & OL	FRAME & OPEN LID
FES	FLARED END SECTION
F-F	FACE TO FACE OF CURB
FF	FINISHED FLOOR
F/G	FINISHED GRADE
FH	FIRE HYDRANT
F/L	FLOW LINE
G	GAS LINE
GV/VB	GATE VALVE IN VALVE BOX
GV/VV	GATE VALVE IN VALVE VAULT
HDCP	HANDICAP
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HOR	HORIZONTAL
HP	HIGH POINT
HWL	HIGH WATER LEVEL
IE	INVERT ELEVATION
IN	INLET
LF	LINEAL FEET
LP	LOW POINT OR LIGHT POLE
L	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MW	MONITORING WELL
N	NORTH
NIC	NOT IN CONTRACT / NOT INCLUDED
NWL	NORMAL WATER LEVEL
OC	ON CENTER
OL	OPEN LID
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POINT OF VERTICAL CURVATURE OR POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS OR RIGHT
RCP	REINFORCED CONCRETE PIPE
ROW	RIGHT OF WAY
S	SLOPE OR SOUTH
SAN	SANITARY
SF	SILTATION FENCE
SFM	SANITARY FORCE MAIN
SHT	SHEET
SHW	SUBMERGED HEADWALL
SMH	SANITARY MANHOLE
STA	STATION
ST	STORM STRUCTURE OR STORM SEWER
STMH	STORM MANHOLE
T	TANGENT LENGTH OR TELEPHONE
T/C	TOP OF CURB
T/P	TOP OF PIPE
T/W	TOP OF WALL
TY	TYPE
TYP	TYPICAL
UP	UTILITY POLE
VC	VERTICAL CURVE
VERT	VERTICAL
VCP	VITRIFIED CLAY PIPE
W	WEST
WM	WATER MAIN

GENERAL NOTES, LEGEND, ABBREVIATIONS

YORKTOWN RESERVE

ILLINOIS

LOMBARD

PROJECT NO.: 15147.MF

PROJECT MANAGER: RW

DESIGNED BY: RW

DRAWN BY: BD

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C1.0

SPECIFICATIONS

EARTHWORK

1.

THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.
2.

THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED. UNLESS OTHERWISE NOTED, AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.
3.

THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.
4.

EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.
5.

ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.
6.

COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.
7.

THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.
8.

BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.

SANITARY SEWER

1.

SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

A. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D2241 WITH AN SDR OF 26 WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

B. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).
2.

MANHOLES SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "SEWER".
3.

ALL SANITARY SEWER SHALL BE TESTED FOR LEAKAGE AND DEFLECTION IN ACCORDANCE WITH SECTION 31-1.12 AND 31-1.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.
4.

ALL SANITARY MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969 OR ATSM C1244.
5.

CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. IF THE LOCAL JURISDICTION HAS MORE STRINGENT TESTING REQUIREMENTS THE CONTRACTOR SHALL ADHERE TO THE MORE STRINGENT REQUIREMENTS. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

WATERMAIN DISTRIBUTION SYSTEM

1.

WATER MAIN SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIAL AS SPECIFIED ON THE PLANS:

A. DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.

- B. POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

C. WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.
2.

MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.
3.

VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".
4.

THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.
5.

WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.
6.

ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

STORM SEWER

1.

STORM SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

A. REINFORCED CONCRETE PIPE (RCP) IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-361, UNLESS OTHERWISE NOTED.

B. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D3034 WITH ELASTOMERIC GASKETED JOINTS CONFORMING TO ASTM D3212.

C. HIGH DENSITY POLYETHYLENE PIPE, HDPE, CONFORMING TO ASTM D3350 WITH ELASTOMERIC JOINTS CONFORMING TO ASTM D3212.

D. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).
2.

STORM SEWER STRUCTURES SHALL BE PRECAST OF THE TYPE AND DIAMETER AS SPECIFIED IN THE PLANS WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL). LIDS SHALL BE IMPRINTED "STORM".

IEPA CROSSING REQUIREMENTS

1.

HORIZONTAL SEPARATION:

A. WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.

B. WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:

I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;

II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND

III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

I. BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
2.

VERTICAL SEPARATION:

A. A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OR ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:

- I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR

II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.

C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTTLING AND BREAKING THE WATERMAIN.

D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

PAVING

1.

BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).
2.

SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).
3.

CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.
4.

SUBGRADE SHALL BE FINISHED TO BE WITHIN 0.1 FEET OF DESIGN SUBGRADE ELEVATIONS BY THE EARTHWORK CONTRACTOR. FINE GRADING FOR PAVEMENTS AND SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR.
5.

AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
6.

PAVEMENT SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUBGRADE MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT. PRIOR TO PLACEMENT OF THE NEW PAVEMENT, THE SUBGRADE SHALL BE PROOF ROLLED WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK (MINIMUM 20 TONS). PROOF ROLLING SHALL BE WITNESSED BY THE GEOTECHNICAL CONSULTANT.
7.

SIDEWALKS SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE CONSTRUCTION PLANS. CONTRACTION JOINTS SHALL BE SET AT 5' CENTERS AND ½ INCH PREMOLDED FIBER EXPANSION JOINTS SHALL BE SET AT 50' CENTERS AND WHERE THE SIDEWALK MEETS THE CURB, A BUILDING, OR AT THE END OF EACH POUR. ALL SIDEWALKS CONSIDERED TO BE ACCESSIBLE ROUTES AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT (ADA) SHALL BE SUBJECT TO ILLINOIS ACCESSIBILITY CODE (IAC) REQUIREMENTS, UNLESS OTHERWISE NOTED.
8.

TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.
9.

ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.

GENERAL NOTES, LEGEND,

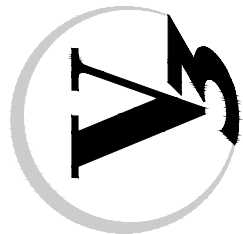
ABBREVIATIONS

YORKTOWN STATION

LOMBARD

ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com



DRAWING NO.

C1.0

ORIGINAL ISSUE DATE: ODATE

REVISIONS

PROJECT NO.: 15147.MF		NO. DATE		DESCRIPTION	
PROJECT MANAGER:	RW				
DESIGNED BY:	RW				
DRAWN BY:	BD				

1. THE EXTENT OF DEMOLITION WORK IS AS GENERALLY SHOWN ON THE CONSTRUCTION DOCUMENTS. SPECIFIC DEMOLITION PROCESSES OR PROCEDURES FOR DEMOLITION AND STRUCTURAL CONSIDERATIONS ARE THE RESPONSIBILITY OF OTHERS. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFFSITE OF THE FOLLOWING ITEMS:

-
- DEMOLITION LEGEND**
- ASPHALT PAVEMENT REMOVAL (FULL DEPTH)
 - CONCRETE PAVEMENT OR SIDEWALK REMOVAL (FULL-DEPTH)
 - BUILDING TO BE REMOVED
 - CONC. CURB/GUTTER OR UTILITY LINE TO BE REMOVED
 - STRUCTURE/TREE TO BE REMOVED
 - SAWCUT LINE
- STORM SEWER TO BE REMOVED
- WATERMAIN TO BE REMOVED AND REPLACED
- CURB TO BE REMOVED
- STORM SEWER TO BE REMOVED
- TREE TO BE REMOVED (TYP.)
- LIGHT POLE TO BE REMOVED
- STORM SEWER TO BE REMOVED (TYP.)
- SANITARY SEWER TO BE REMOVED (TYP.)
- HYDRANT TO BE REMOVED
- CHARGING STATIONS TO BE REMOVED (TYP.)
- CURB & GUTTER TO BE REMOVED (TYP.)
- EXISTING MALL WATER SERVICES TO BE MAINTAINED AND KEPT IN SERVICE
- BUILDING TO BE REMOVED
- TELECOM MANHOLE TO REMAIN AND BE PROTECTED. CONTRACTOR TO LOCATE EXISTING FACILITIES AND NOTIFY ENGINEER OF ANY CONFLICTS. CONTRACTOR TO COORDINATE REMOVALS WITH UTILITY COMPANY.
- COMED MANHOLE TO REMAIN AND BE PROTECTED. CONTRACTOR TO LOCATE EXISTING FACILITIES AND NOTIFY ENGINEER OF ANY CONFLICTS. CONTRACTOR TO COORDINATE ANY IMPACTS WITH COMED.

ASPHALT PAVEMENT REMOVAL
(FULL DEPTH)

CONCRETE PAVEMENT OR SIDEWALK
REMOVAL (FULL-DEPTH)

BUILDING TO BE REMOVED

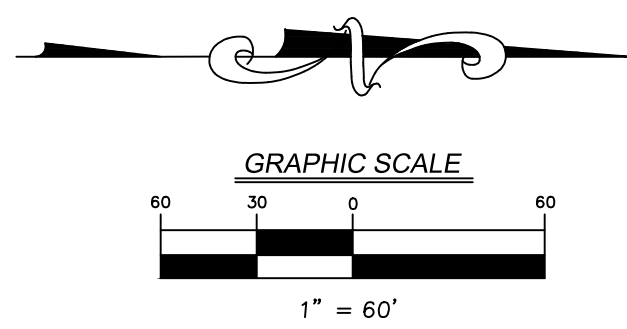
CONC. CURB/GUTTER OR UTILITY LINE
TO BE REMOVED

STRUCTURE/TREE TO BE REMOVED

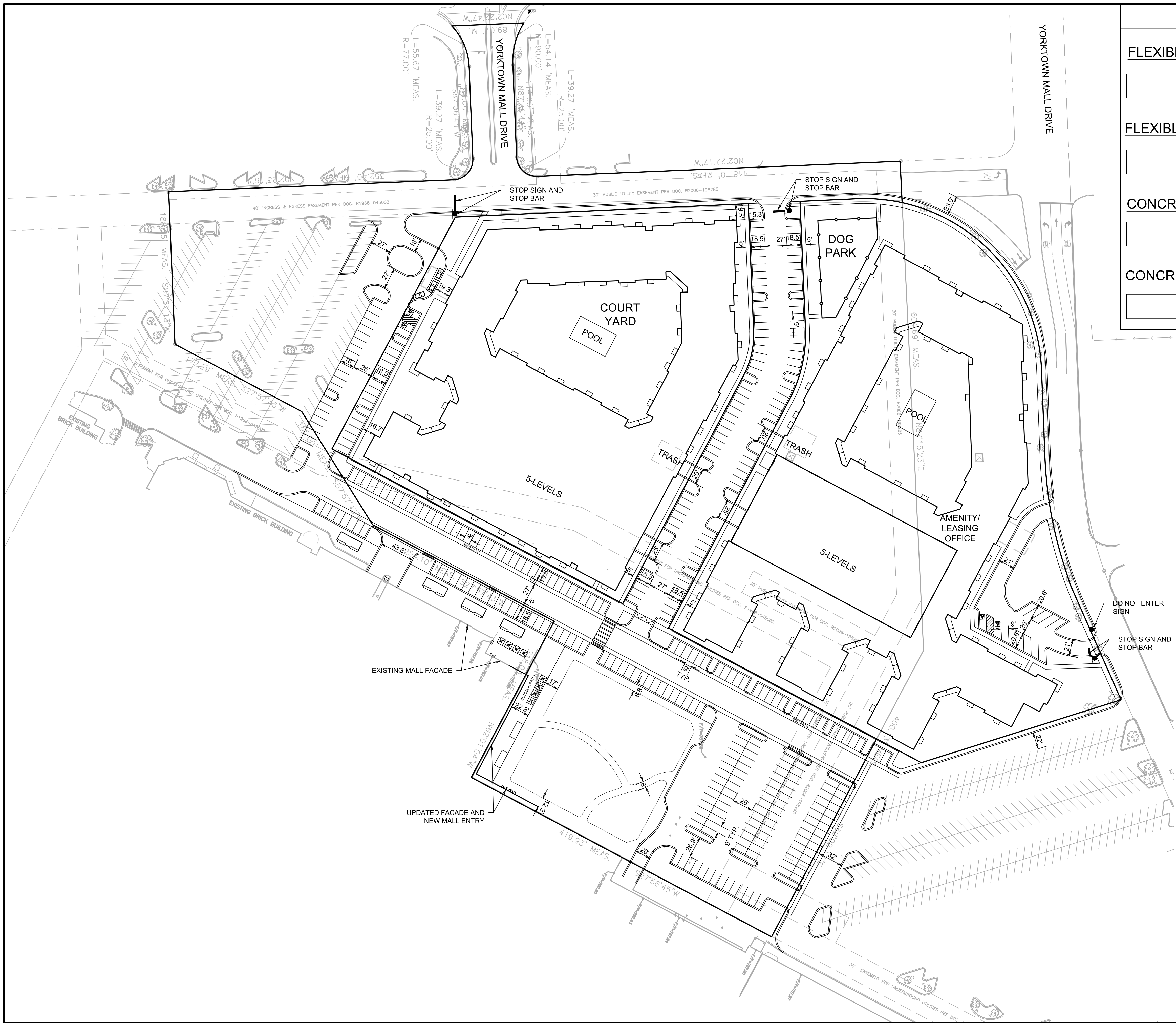
SAWCUT LINE

TELECOM MANHOLE TO
REMAIN AND BE PROTECTED.
CONTRACTOR TO LOCATE
EXISTING FACILITIES AND
NOTIFY ENGINEER OF ANY
CONFLICTS. CONTRACTOR TO
COORDINATE REMOVALS WITH
UTILITY COMPANY.

COMED MANHOLE TO REMAIN
AND BE PROTECTED.
CONTRACTOR TO LOCATE
EXISTING FACILITIES AND
NOTIFY ENGINEER OF ANY
CONFLICTS. CONTRACTOR TO
COORDINATE ANY IMPACTS
WITH COMED.

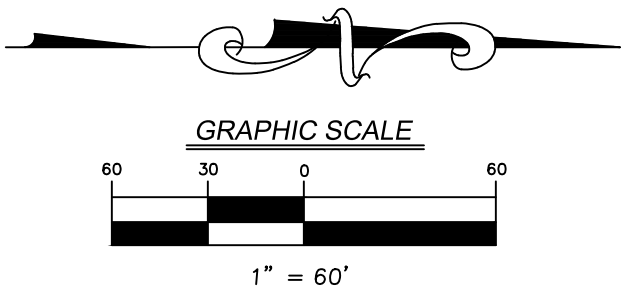


 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	DEMOLITION PLAN YORKTOWN RESERVE LOMBARD ILLINOIS	PROJECT NO.:	15147.MF				ORIGINAL ISSUE DATE: 12/12/2022				REVISIONS			
		PROJECT MANAGERS:	RW				NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION		
		DESIGNED BY:	RW				1	01-09-23	PD SUBMISSION					
		DRAWN BY:	BD											

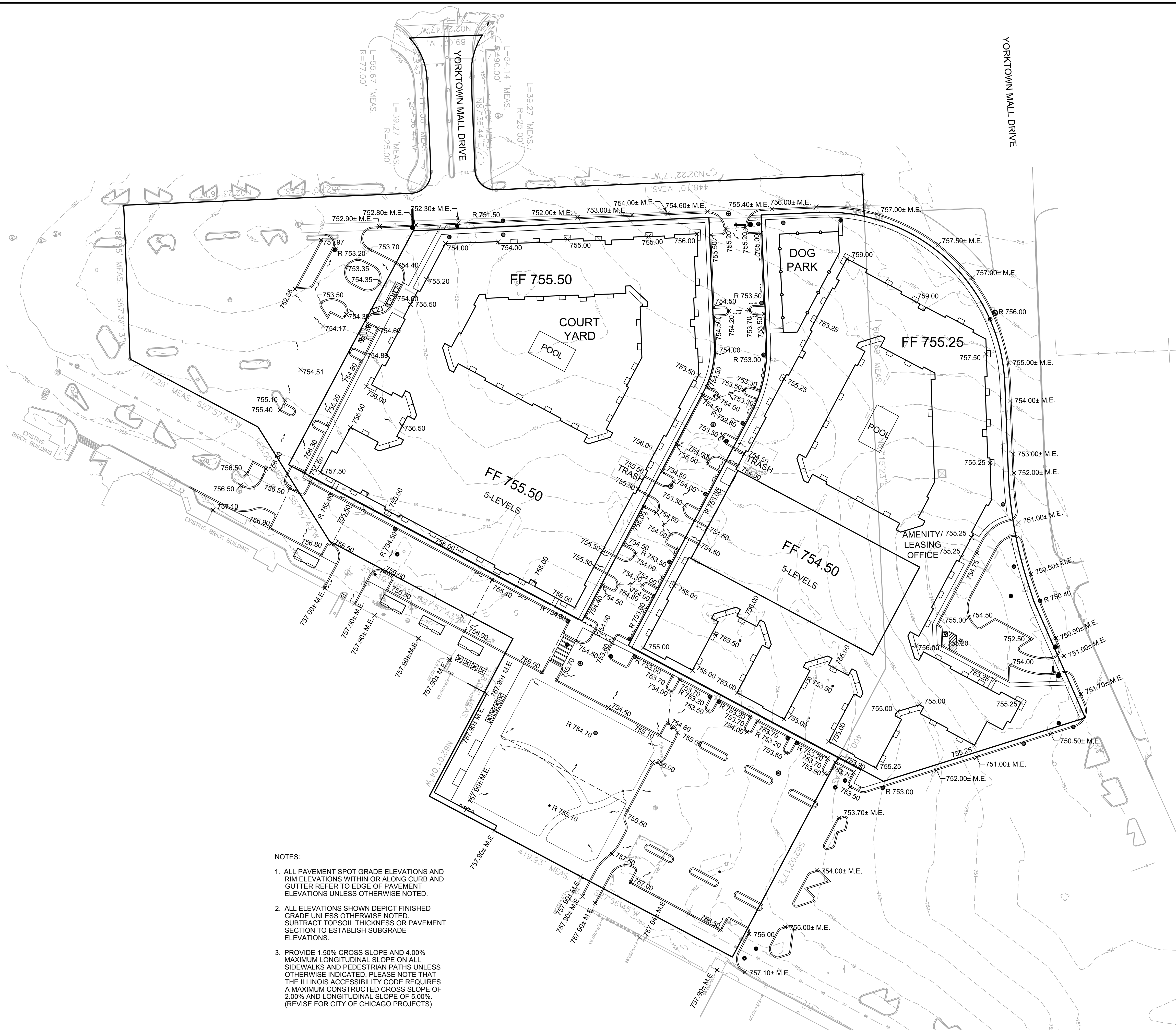


PAVING LEGEND	
FLEXIBLE PAVEMENT - TRUCK MOVEMENT	
	1.5" HMA CONCRETE SURFACE COURSE, MIX D N50 TACK COAT 2" HMA BINDER COURSE, N50 PRIME COAT 14" AGGREGATE BASE COURSE - CA6
FLEXIBLE PAYMENT- AUTOMOBILE MOVEMENT	
	1.5" HMA CONCRETE SURFACE COURSE, MIX D N50 TACK COAT 2" HMA BINDER COURSE, N50 PRIME COAT PRIME COAT 10" AGGREGATE BASE COURSE - CA6
CONCRETE PAVEMENT	
	8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F. 6" AGGREGATE BASE COURSE - CA6
CONCRETE SIDEWALK	
	4" P.C. CONCRETE PAVEMENT 4" AGGREGATE BASE COURSE - CA6

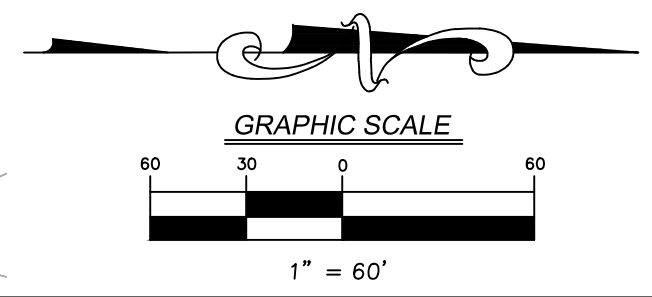
- NOTES:
1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
 2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
 3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
 4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.



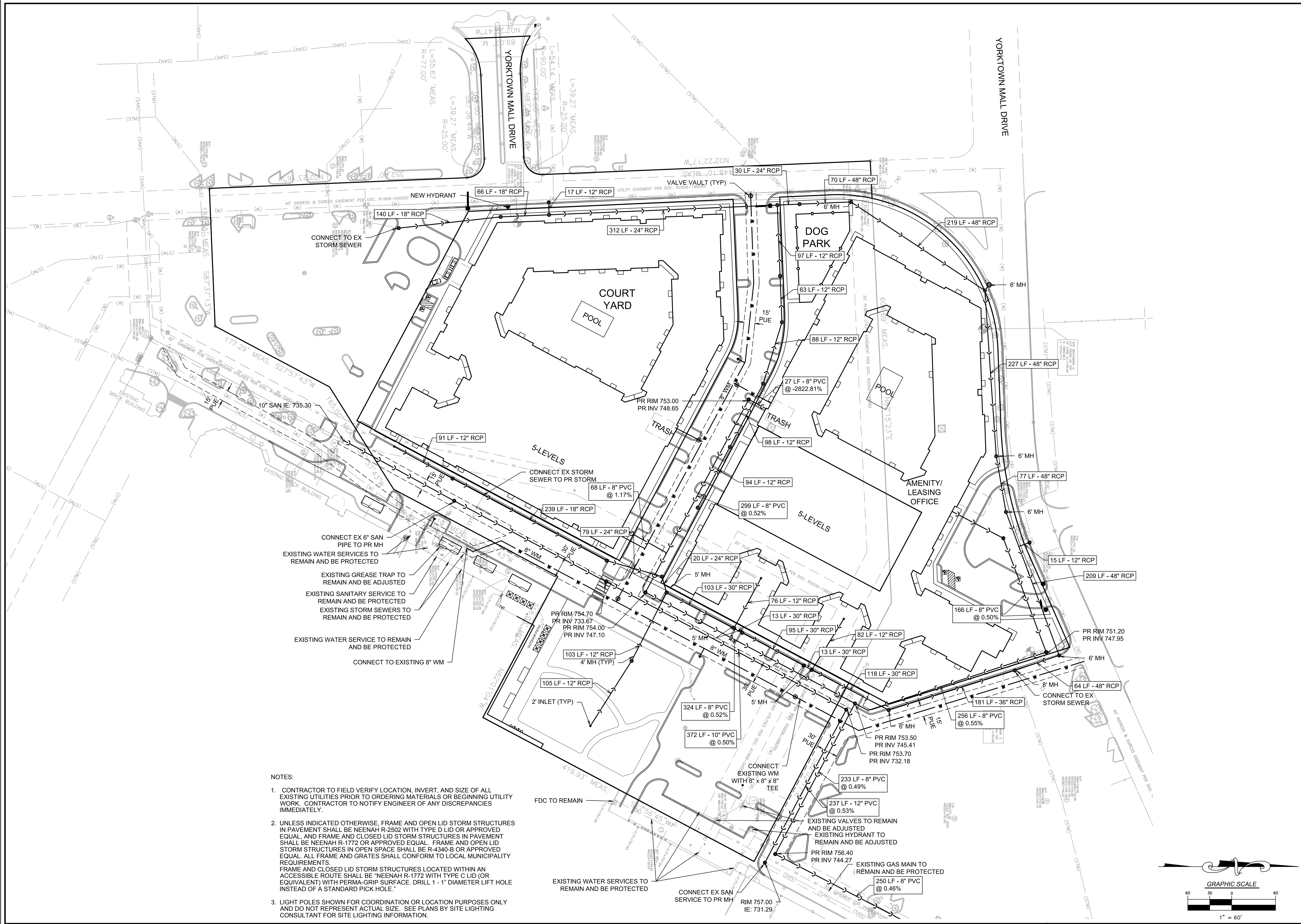
PROJECT NO.: 15147.MF		ORIGINAL ISSUE DATE: 12/12/2022		REVISIONS			
		NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
PROJECT MANAGER: RW		1	01-09-23	PD SUBMISSION			
DESIGNED BY: RW							
DRAWN BY: BD							
ILLINOIS							
LOMBARD							
7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com							
DRAWING NO.							
C3.0							



- NOTES:
1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
 2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
 3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%. (REVISE FOR CITY OF CHICAGO PROJECTS)



PROJECT NO.: 15147.MF PROJECT MANAGER: RW DESIGNED BY: RW DRAWN BY: BD		ORIGINAL ISSUE DATE: 12/12/2022		REVISIONS		
		NO.	DATE	DESCRIPTION	NO.	DATE
PRELIMINARY GRADING PLAN YORKTOWN RESERVE		1		01-09-23	PD SUBMISSION	
7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com		ILLINOIS				
DRAWING NO. C4.0		LOMBARD				



NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS. FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
3. LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.

REVISIONS	
NO.	DATE
1	01-09-23

PROJECT NO.:	15147.MF
PROJECT MANAGER:	RW
DESIGNED BY:	RW
DRAWN BY:	BD

DESCRIPTION	NO.	DATE
PD SUBMISSION	1	01-09-23

PRELIMINARY UTILITY PLAN

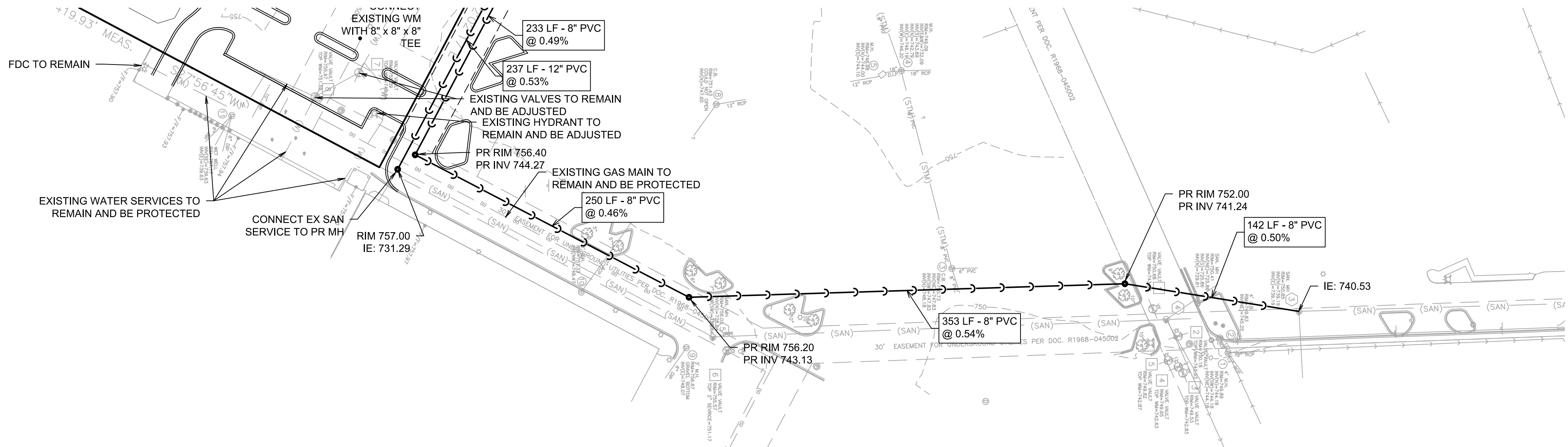
YORKTOWN RESERVE

ILLINOIS

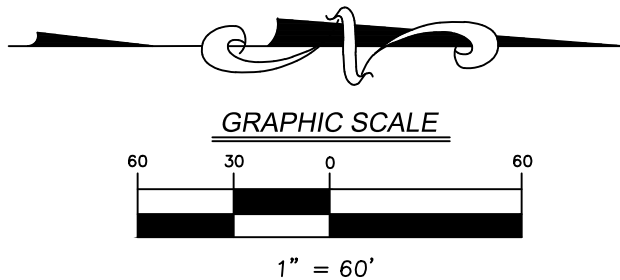
LOMBARD

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Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

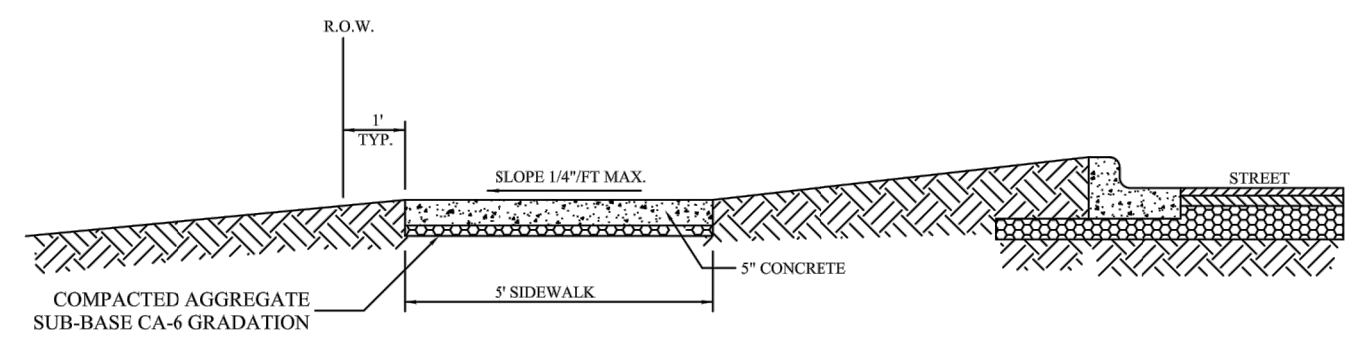
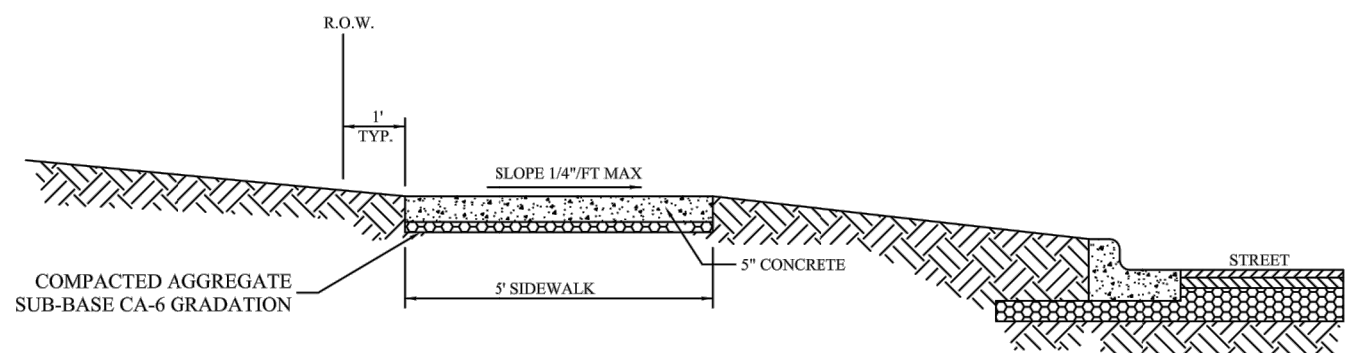
DRAWING NO.
C5.0



- NOTES:
1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
 2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL. AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS. FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
 3. LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.



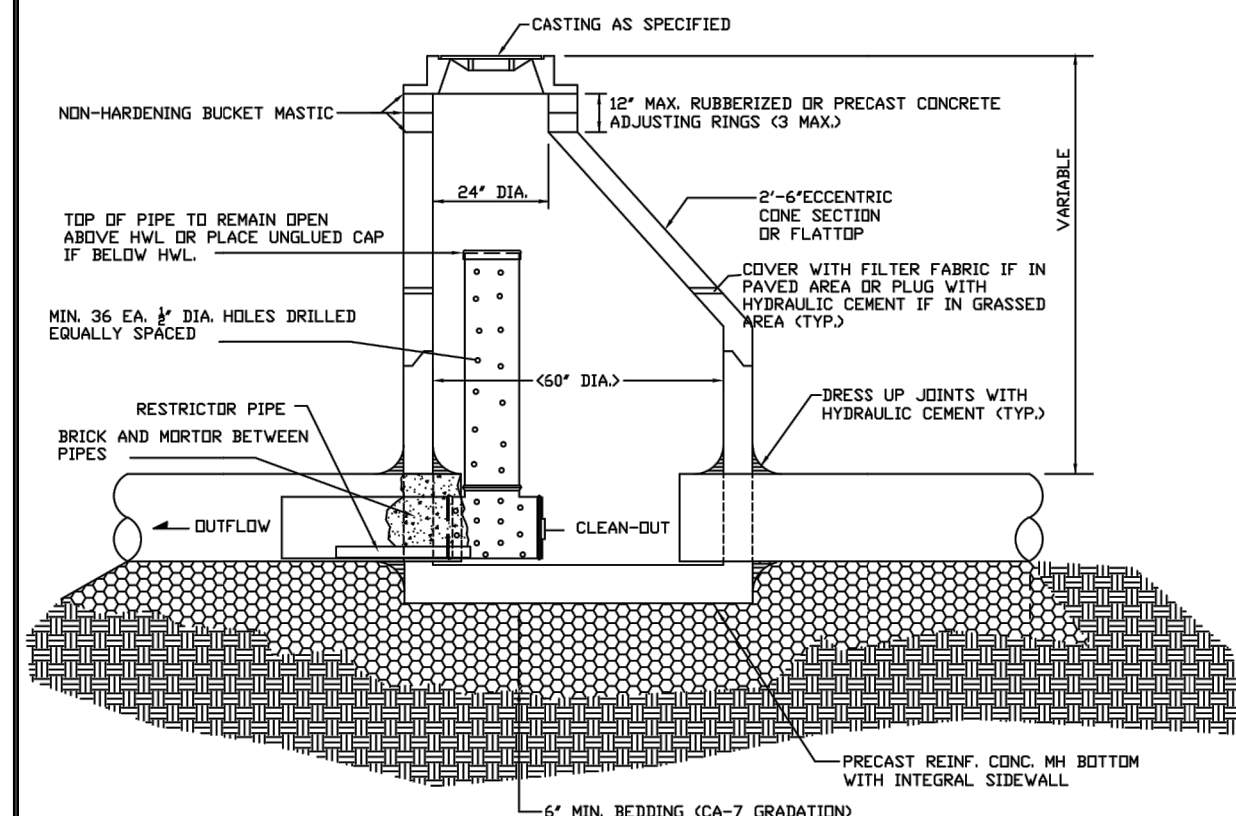
 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	SANITARY EXTENSION YORKTOWN RESERVE LOMBARD ILLINOIS	PROJECT NO.: 15147 MF		ORIGINAL ISSUE DATE: 12/12/2022		REVISIONS			
		PROJECT MANAGER: RW		NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
		DESIGNED BY:		1	01-09-23	PD SUBMISSION			
		DRAWN BY:							
		BD							



GENERAL NOTES:

1. Concrete shall be Class Sl.
2. Minimum sidewalk thickness shall be five (5) inches.
3. Sidewalk thickness across driveways shall be six (6) inches minimum for residential driveways and eight (8) inches minimum for non-residential driveways.
4. Maximum longitudinal slope shall not exceed 6% (16:1).
5. Maximum transverse slope shall not exceed 2% (0.25" / FT).
6. A two (2) inch minimum aggregate sub-base (CA-6 Gradation) shall be provided.
7. Aggregate sub-base course shall be mechanically compacted.
8. All sidewalk shall be promptly backfilled and protected from damage.
9. Refer to Pavement Details 3a, 3b (ADA Sidewalk) and 4 (Sidewalk Construction)

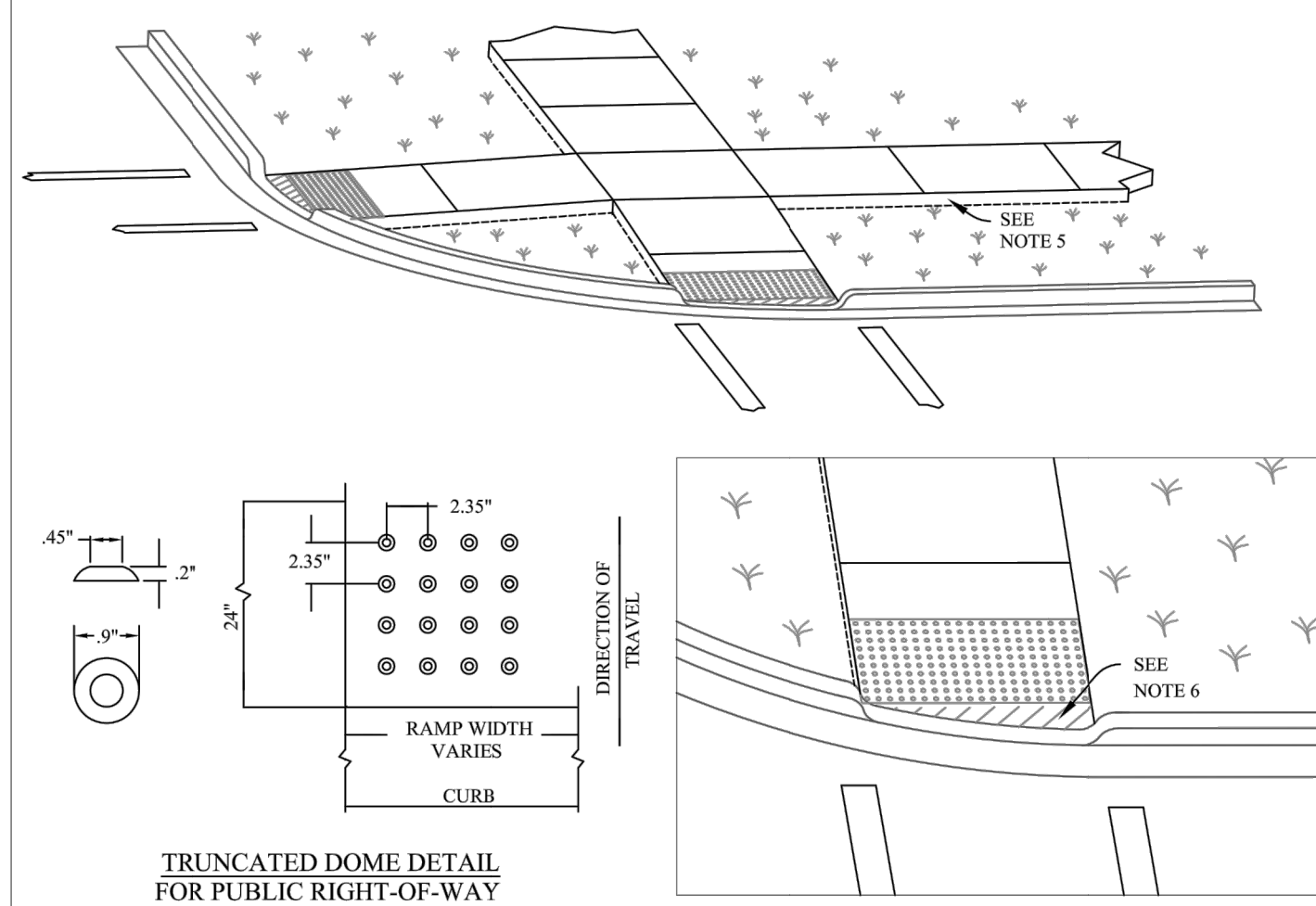
REV.: BBW	REV.: 3-17-21	SIDEWALK	VILLAGE OF LOMBARD
REV.: DRG	REV.: 2-05-15		PAVEMENT 2
DRAWN BY: VJGL	DATE: 02-16-98		



GENERAL NOTES:

1. RESTRICTOR PIPE MATERIAL CAN BE SCHEDULE 40 PVC PIPE.
2. 6" DIA. SDR 26 PVC PIPE GROUTED INTO THE OUTLET PIPE. EXTEND RESTRICTOR PIPE INTO VISIBLE AREA OF TEE FOR VERIFICATION
3. CASTINGS SHALL HAVE FACTORY INSTALLED O-RING GASKETS.
4. MANHOLE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH MANHOLE TYPE A (STORM 1) SPECIFICATIONS.

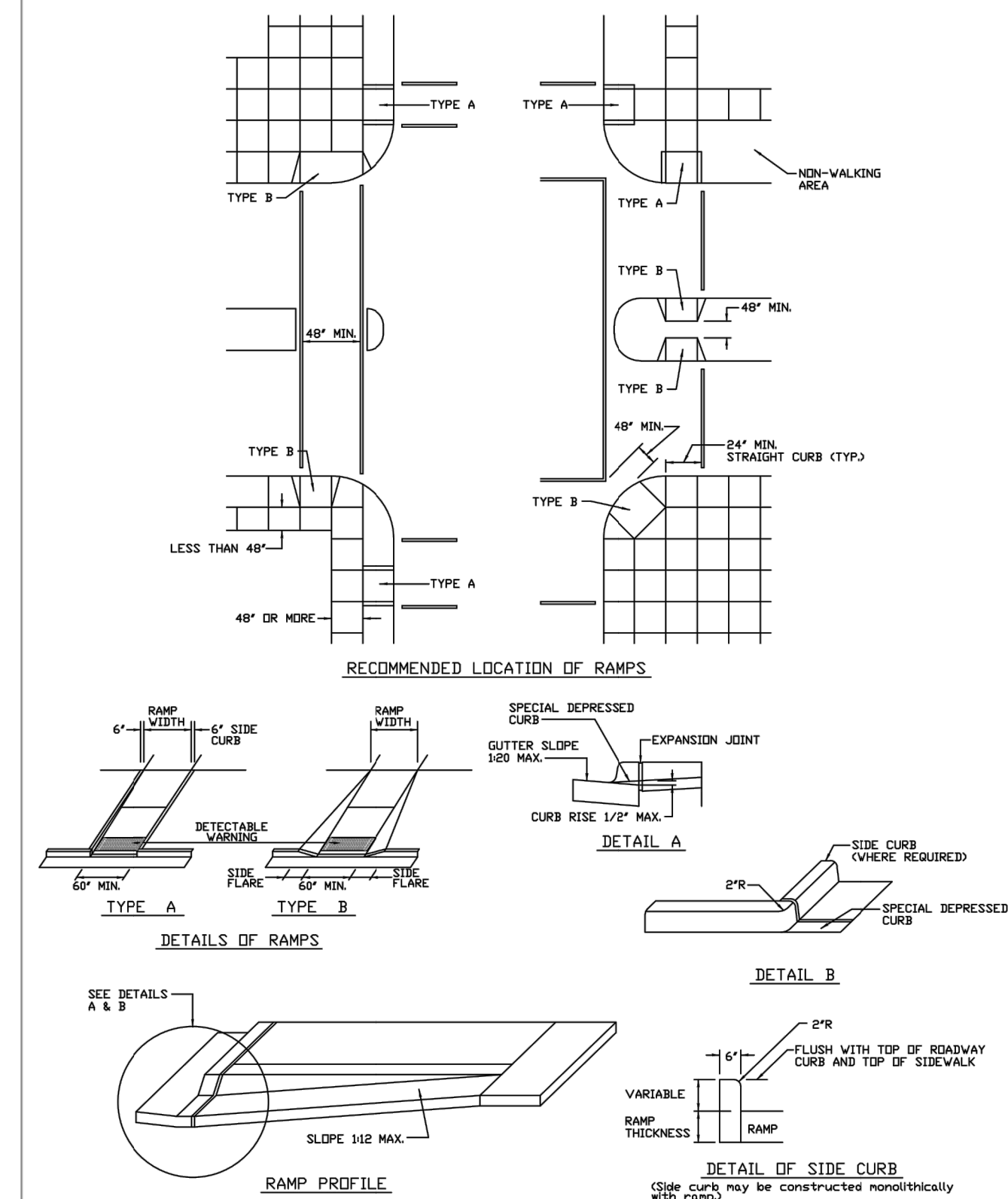
REV.1	DRG	REV.1	5-15-15	RESTRICTOR DETAIL	VILLAGE OF LOMBARD
REV.1	ERH	REV.1	8-23-06		
DRAWN BY: ERH	DATE:	9-01-04			STORM 19



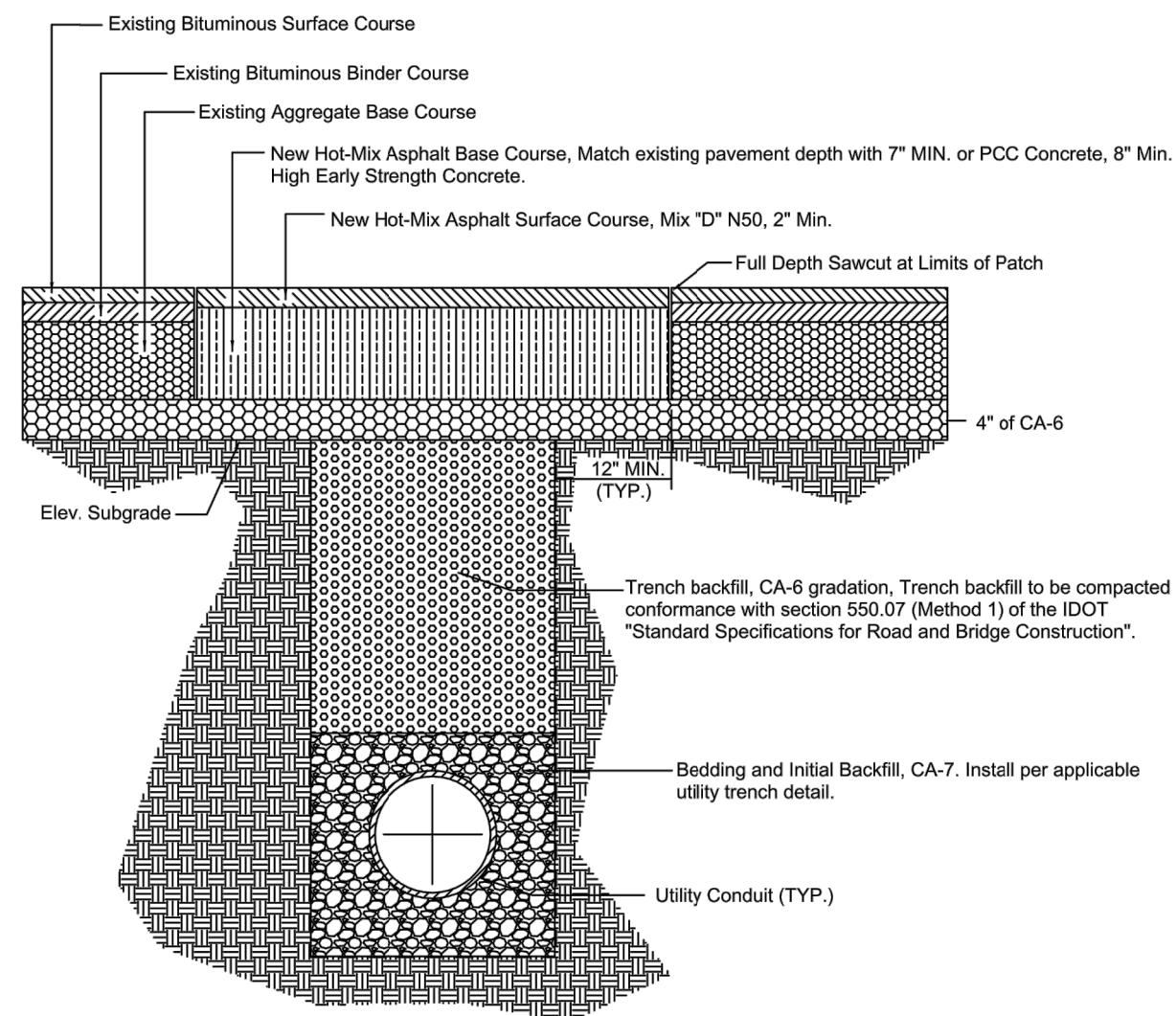
GENERAL NOTES:

1. Ramps shall be located as shown on the plans in alignment with normal sidewalk and/or crosswalk and shall have sufficient curb length at corner radius to prevent vehicular encroachment.
2. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides.
3. The maximum slope of the side flare for type B ramps shall be 1:10. However if the width of the landing area between the top of the ramp and an obstruction is less than forty eight (48) inches the maximum slope shall be 1:12.
4. Ramps shall be constructed of P.C. Concrete in accordance with the IDOT "Standard Specifications for Road and Bridge Construction". Detectable warning surface shall be a two (2) foot by five (5) foot section consisting of truncated domes aligned in a square (parallel alignment) pattern. Detectable warnings shall be set back six (6) inches from the front of curb. Detectable warning ramps shall be a prefabricated system by Access Tile, ADA Solutions, TuTile or an approved substitute. The approved ramp color is Brick Red (FED 22144 / RAL 3016).
5. Thickness of ramps will be the same as the adjacent sidewalk with a minimum of five (5) inches. Thickness of sidewalks through residential driveways shall be a minimum of six (6) inches. Non-residential driveways shall be a minimum of eight (8) inches.
6. Unless the ramp is aligned perpendicular to the street radius, an area of special shaping must be provided at the bottom of the curb. This area shall allow the grade break at the bottom of the ramp to be perpendicular to the ramp and shall provide a smooth transition to the gutter line for wheelchair access. No curb lip allowed in this area. Maximum cross slope shall be two (2) percent.

REV.: BBW	REV.: 3-17-21	ADA SIDEWALK RAMP	VILLAGE OF LOMBARD
REV.: AKL	REV.: 2-28-12		PAVEMENT 3A
DRAWN BY: VJGL	DATE: 02-16-98		



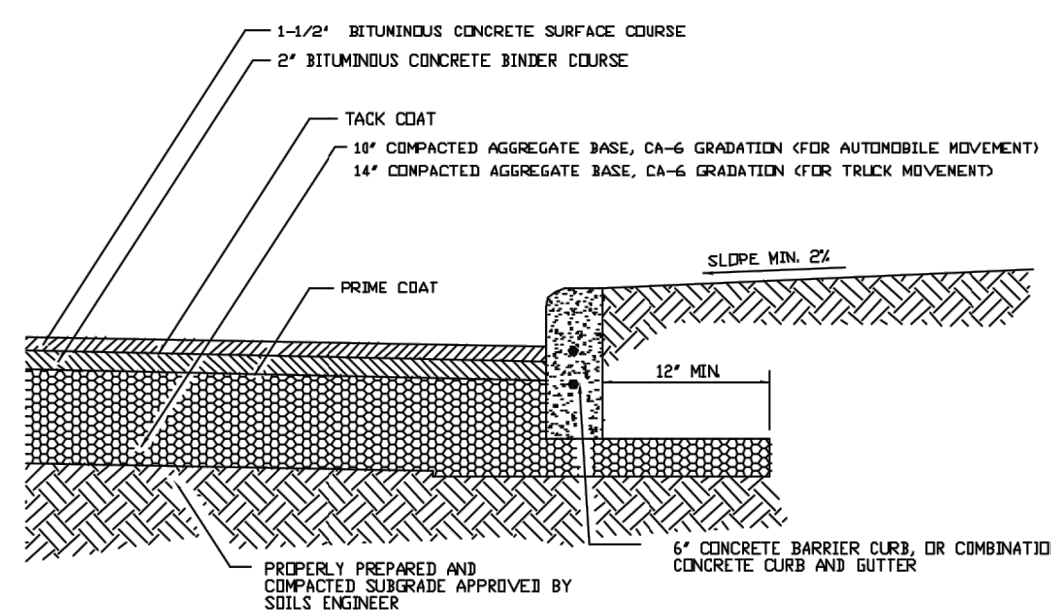
REV.: KDH	REV.: 2-28-2012	HANDICAPPED SIDEWALK RAMP (CONTINUED)	VILLAGE OF LOMBARD	REV.
REV.: ERB	REV.: 1-10-05			IR
DRAWN BY: VJGL	DATE: 2-16-98			DR
HOME/LEADS DRAWINGS: DETAIL SCH400 PAVE - 3B.SWG			PAVEMENT 3B	



GENERAL NOTES:

1. Pavement shall not be opened without first receiving a permit from the Department of Public Works.
2. The trench shall be backfilled with aggregate (CA-6 Gradation) and compacted to 95% of the standard proctor density. Trench spoil or excavated material shall be disposed of by the contractor at their expense.
3. Prior to the placing of P.C. Concrete, the exposed edges of all existing pavement shall be sawcut full depth to provide a smooth, clean vertical edge, free of loose material.
4. Excavations shall be protected by barricades with flashing lights, at locations where adjustments are located in travel lanes, a one-inch (1") steel plate shall be placed and maintained by the contractor until the surface restoration is complete. The plate shall be protected from sliding and transitioned with bituminous ramps as required. Barricades and steel plates shall be present at the work site prior to opening the road.
5. Minimum width of a patch shall be four (4) feet. All patches shall be full-depth in a rectangular shape.
6. Street openings shall be restored with cold patch before the end of the day and maintained until such time as the permanent patch (concrete or hot mix asphalt, depending on the street) can be installed. Permanent paving must take place during acceptable daytime temperature ranges between the dates of April 15 and November 15.

REV.1	BBW	REV.1	3-17-21	FLEXIBLE PAVEMENT UTILITY TRENCH	VILLAGE OF LOMBARD
REV.1	JKB	REV.1	4-23-18		PAVEMENT 11
REV.1	JKB	REV.1	4-20-17		
DRAWN BY: VJGL	DATE:	2-16-98			

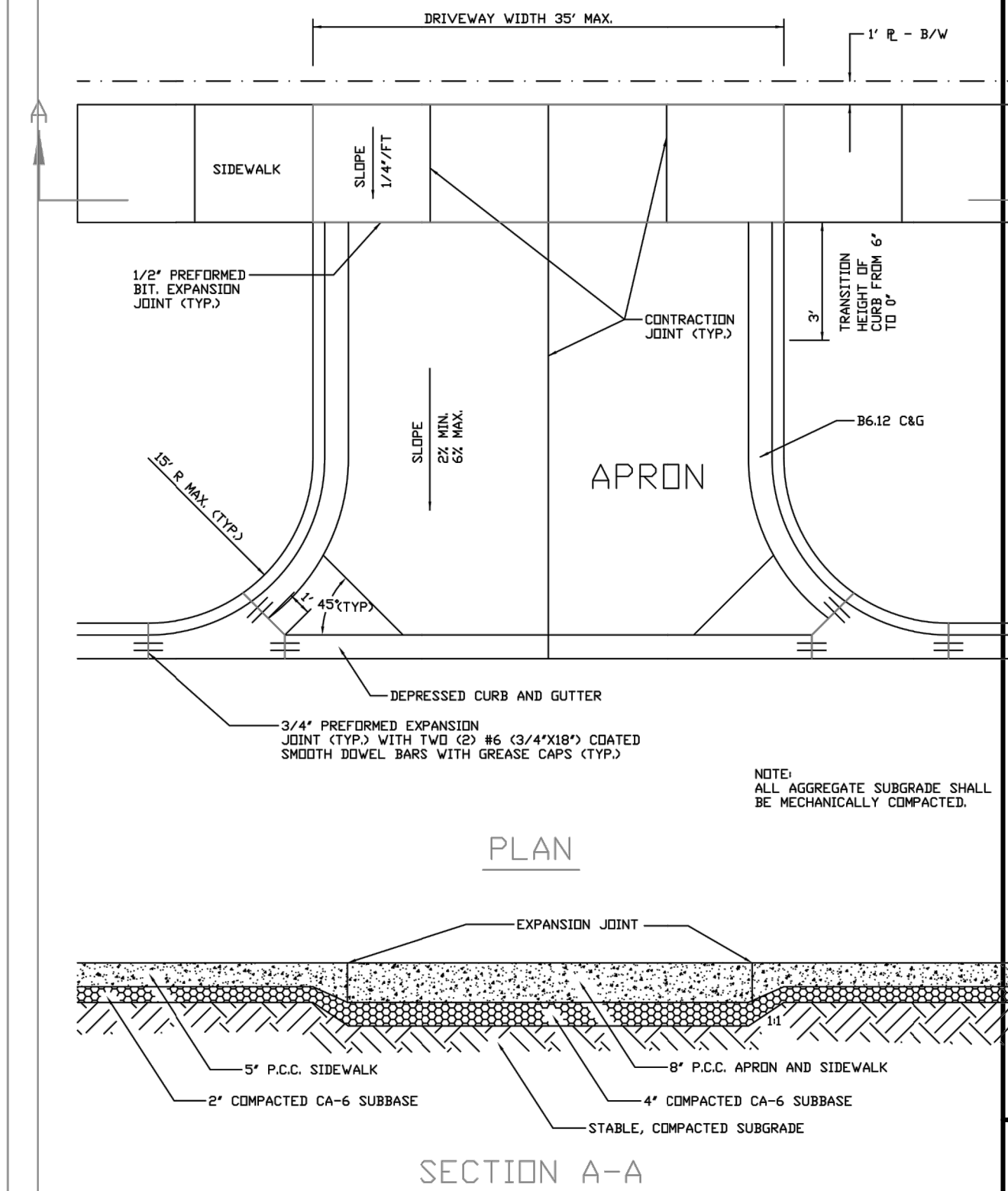


FLEXIBLE PAVEMENT

GENERAL NOTES:

1. Dimensions shown are minimum values. Soil analysis and traffic counts shall be used for determining required pavement section.
2. Integral curb and gutter shall not be permitted with rigid or composite pavements.
3. The following materials are acceptable as base course alternatives:
 - Hot Mix Asphalt (HMA) Base Course
 - P.C. Concrete

REV. BBW	REV. 3-17-21	TYPICAL PARKING LOT PAVEMENT	VILLAGE OF LOMBARD
REV. ERH	REV. 3-20-99		PAVEMENT 13
DRAWN BY: VJGL	DATE: 2-16-98		



REV. TMT (CEG)		REV. 01-15-20		COMMERCIAL DRIVEWAY APRON	VILLAGE OF LE PAVEMENT
REV. J	IRG	REV. J	10-07-15		
DRAWN BY: VJG		DATE: 2-16-18			
IMPROVEMENTS: PAVING METALS FORM PAVE-7 IRG					

ORIGINAL ISSUE DATE: 12/12/2022						REVIEWS	
PROJECT NO.: 15147 MF CARD NO.							
PROJECT MANAGER:		NO	DATE	DESCRIPTION	NO	DATE	DESCRIPTION
		1	01-09-23	PD SUBMISSION			
DESIGNED BY:		RW					
DRAWN BY:		RW					
		BD					

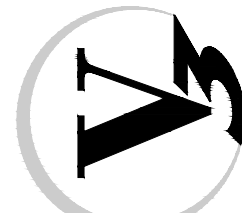
C6.2 - CONSTRUCTION DETAILS

YORKTOWN RESERVE

LOMBARD

ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com



DRAWING NO.

C6.2