

Chapter 12.30

STREET IMPROVEMENTS

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12.30.010 Purpose.

The purpose of the chapter is to provide standards for designing and constructing street improvements to enhance the safe passage of vehicular and pedestrian traffic; and to regulate, guide and control the development of street designations in such a manner as to manage and control traffic volumes, and the design and construction of street systems.

12.30.020 Other permits.

Before starting any of the work regulated by this chapter, an applicant shall comply with the provisions of this Chapter and all other applicable provisions of the St. Charles Municipal Code relating to the submission and approval of preliminary and final subdivision plats, improvement plans, building and zoning permits, inspections, appeals and similar matters, and such State and Federal Statutes and Regulations as may be applicable.

12.30.030 Definitions.

For the purposes of this chapter the following definitions are adopted:

- A. **Contractor.** The individual, firm, partnership or corporation contracting with the developer for the construction of prescribed work.
- B. **Developer.** The individual, firm, partnership or corporation planning, initiating and/or managing the street improvement which may be the owner of the land on which the improvement is being constructed.
- C. **Curbing.** The portion of the street improvement primarily constructed to direct surface storm water to a collection point.
- D. **Materials.** Any substances specified for use in the construction of the street improvement and its appurtenances.

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- E. **Median.** The portion of a divided street separating the traveled ways for traffic in opposite directions.
- F. **Pavement Structure.** The combination of base, and surface course materials placed on a subgrade to support the traffic volume and weight for distribution to the roadbed.
- G. **Plans.** The plans view, profiles, cross sections, working drawings and supplemental drawings, or exact reproduction thereof, which show the location, character, dimensions and details of the work to be done.
- H. **Right-of-way.** A strip of land occupied or intended to be occupied by a street, sidewalk and/or railroad, and by electrical transmission lines, oil or gas pipelines, water mains, sanitary or storm sewer mains, trees, and/or for other special uses. The usage of the term "right-of-way" for land-platting purposes shall mean that every right-of-way hereafter established and shown on a final plat is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels. Rights-of-way intended for streets, crosswalks, water mains, sanitary sewers, storm drains, trees, or any other use involving maintenance by a public agency shall be dedicated to public use by the make of the plat on which such right-of-way is established.
- I. **Roadbed.** The graded portion of a street within side slopes, prepared as a foundation for the pavement structure and shoulders or curbing.
- J. **Roadway.** The portion of the right-of-way within limits of construction.
- K. **Shoulder.** The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.
- L. **Sidewalk.** That portion of the right-of-way primarily constructed for the use of pedestrians.
- M. **Storm Drainage System.** Shall include but not be limited to storm sewer piping, catch basins, manholes, inlet grates and related appurtenances capable of collecting and transporting a 10-year storm frequency based on ISWS Bulletin 70 (dated 1989) rainfall intensities without street flooding or damage to property.
- N. **Street.** That portion of the roadway primarily constructed for use of vehicles.
- O. **Street Improvements.** Any work related to maintaining safe pedestrian and vehicular traffic, and enhancement of the right-of-way.
- P. **Subgrade.** The top surface of a roadbed upon which the pavement structure and shoulders are constructed.
- Q. **Utility.** The privately, publicly or cooperatively owned lines, facilities and systems for producing, transmitting or distributing communications, power, electricity, light, heat, gas, oil, crude products, water, steam, waste, storm water not connected with the highway drainage, and other similar commodities, including combined antenna television cables and equipment, and publicly owned fire and police signal systems and street lighting systems, which directly or indirectly serve the public or any part thereof. The term "utility" as the context shall require, shall also mean the utility company, inclusive of any wholly owned or controlled subsidiary.
- R. **Work.** Work shall mean the furnishing of all labor, materials, equipment, and other incidentals necessary or convenient to the successful completion of the project.

(Ord. 1993-M-52 § 1.)

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12.30.040 Applicability.

This chapter shall apply to all subdivisions, Planned Unit Developments and Plats of Dedication for Streets, where an engineering plan is approved after the effective date of this chapter. This chapter shall also apply to an unsubdivided parcel of land or to a portion or all of subdivided area where street improvements are proposed.

12.30.050 Standards for street design.

- A. Street pavements shall be designed for a minimum 20 year life.
- B. In order to support street designations provided in chapter 16.20.060, Table I, of the St. Charles Municipal Code the Director of Public Works may request a traffic analysis performed by a member of the Institute of Transportation Engineers and approved by him. The cost of the traffic analysis will be borne by the developer.
- C. The street and pavement structure shall be constructed in accordance with the minimum standards as set forth in chapter 16.20.060, Table I, of the St. Charles Municipal Code, and Standard Drawing 1 attached hereto and made a part hereof.
 - 1. All "MINIMUM STREET WIDTH" dimensions are measured from the back of the curbing, or when curbing is not included in the project, from the edge of the driving surface.
 - 2. All "MINIMUM TANGENT" dimensions shall apply between reverse horizontal curves as designed in Table I, Chapter 16.20.060 of the St. Charles Municipal Code.
 - 3. A cul-de-sac street shall not be more than five hundred feet in length measured along its centerline from the street of origin to the end of its right-of-way, unless there are less than sixteen lots abutting the cul-de-sac street. Each cul-de-sac shall have a terminus of nearly circular shape with a minimum street diameter of 90 feet. The minimum right-of-way diameter along a cul-de-sac shall be 120 feet.
 - 4. Horizontal curves are required in accordance with the "MINIMUM HORIZONTAL CENTERLINE RADIUS" dimension for a deflection in the horizontal centerline at any one point in excess of 10 degrees.
- D. Provisions shall be made for serving lots abutting a residential access street, or backing lots to the residential collector and major street with a screen planting and/or fence contained in a nonaccess reservation along the rear property line.
- E. The intersection of two streets shall form a 90 degree angle where the centerlines cross along tangent sections for each street. Where one of the street alignments is a horizontal curve, the tangent of the second street shall pass through the curve center of the intersecting street. At no time shall two curved streets intersect. The "MINIMUM TANGENT" allowed at an intersection approach shall be in accordance with Chapter 16.20.060, Table I of the St. Charles Municipal Code.

The intersection of more than two streets shall be avoided. Should specific conditions of design indicate that the intersection of more than two streets is necessary, the developer shall obtain approval from the director of public works prior to proceeding with final engineering plans.

- F. Minor streets shall be aligned so that their use by through traffic will be discouraged.
- G. No half width street improvements shall be permitted.
- H. **CURBING** - Combination concrete curb and gutter, type B-6.12, or combination curb and gutter of greater widths shall be designed as part of the pavement for streets, except for streets in areas zoned "Estates." Roadways in areas zoned "Estate" may be constructed without combination curb and gutter, provided the flow velocity of water in the ditches will not exceed four feet per second. (Ord. 1990-M-41 § 1.)
- I. The **minimum curb radius** at the intersection of two minor streets shall be twenty feet; at the intersection of a minor street and a collector street, the minimum curb radius shall be thirty

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feet and at the intersection of two collector streets, the minimum curb radius shall be forty feet. All street corners along designated truck routes where the intersecting street leads directly to, from or is within property zoned manufacturing purposes, shall have a minimum radius of 45 feet.

- J. **Concrete sidewalks** shall be constructed along both sides of the street and shall be located within the right-of-way one foot from the right-of-way/property lines unless a variance is granted by the city council for a meandering sidewalk. At any time the right-of-way line is not parallel to the curbing, the sidewalk shall parallel the curbing. Their thickness and size shall conform to Chapter 12.30.060, paragraph C of the St. Charles Municipal Code.
- K. **Street signs** will be installed by the city in accordance with standards of the Illinois Department of Transportation and at all intersections. The developer shall pay for the costs, including labor and materials, for these sign installations. Any variation from the city standard signage for designating streets shall meet the approval of the director of public works.
- L. **Street Light Systems**

1. General Requirements:

- a. Street light will be installed by Developers, including conductors, poles and fixtures, at all intersections and cul-de-sacs and at other locations, as necessary, along the city streets, in accordance with Standard Drawing No. 2 or No. 3.
- b. Developers shall be responsible for the design and installation of all street lighting systems within the city in full compliance with all applicable standards for performance necessary to ensure the security and safety of the public.
- c. The city shall have the right to review street lighting system designs submitted by Developers, in advance of such street light system installations, and to make modifications it considers necessary to ensure that the lighting systems are designed in compliance with the city's own requirements and standards of construction.
- d. Developers shall pay for all of the costs of construction, including labor and materials, as necessary for the successful installation of street lighting systems installed under the terms and conditions of this Ordinance.
- e. Variations from the requirements included as part of the Standard Drawings may be granted if in accordance with prudent engineering practices and if approved, in advance and in writing, by the Director of Public Works or his designee, and the City Council.
- f. Developers shall assume complete responsibility for the maintenance of developer-installed street lighting systems for a period of one-year from the date of initial energization.
- g. After developer-installed lighting systems are installed and working for a full year, the City shall perform an end-of-year inspection of such facilities. If the City determines, during the course of the inspection of such facilities, that such systems are fully functional and operational, and in full compliance with the City's standards, the City shall have the right, but not the obligation, to retain ownership of such facilities, including perpetual responsibility for maintenance.

2. Standards of Construction

All new street lighting systems installed within the city shall be designed and installed in accordance with the following general standards.

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- a. Street lighting systems shall be designed in compliance with all applicable standards for performance necessary to ensure the security and safety of the public.
- b. The conductors for all new street lighting systems shall be installed exclusively underground.
- c. Street lighting system lighting standards shall be installed at or near lot lines or property lines, as the case may be, in an effort to keep the lighting standards as close as is practical to the source of power.
- d. Developer shall make all reasonable efforts, in the design of street lighting systems, to avoid the crossing of streets, sidewalks and driveways with lighting conductors.
- e. The Director of Public Works or his designee shall have the option of selecting Option No. 1 or Option No. 2 for the basic standard and luminaire selection for any new Development in accordance with the standards hereinafter set forth:

3. **Street Light Additions in Existing Overhead Areas**

This provision allows for the addition of street lights in existing overhead areas and may be of either standard street light design (STD. DRW. No. 2 or STD. DRW. No. 3) or may be mast arm mounted on a wood pole as determined by City staff and other facilities in the area. New light must be installed within City rights-of-way, along streets or alleys.

- a. If the new light is requested by a resident, the resident must obtain written approval from all other property owners within 300 feet of the location of the light. The cost of the light will be divided equally between the City and the requesting property owner/owners. The energy and maintenance will be supplied by the City as with other street lights.
- b. If the new light is requested by the City (by the Director of Public Works or designee) for security or other reasons, City staff will determine the appropriate location and type of street light and install at City's expense. Resident approval is not required by City requested lights.

Option No. 1: As detailed in Standard Drawing No. 2. 12.30.050 (L)

Option No. 2: As detailed in Standard Drawing No. 3. 12.30.050 (L)

- M. The city may require the developer to install traffic signals at intersections in accordance with design standards of the Illinois Department of Transportation. Should traffic signals not be warranted immediately, but in the future not to exceed five years after 100% build out of the platted area, or if the intersection is not part of a subdivision plat within five years following the recording of the plat of street dedication, at the election of the city, the city and developer shall enter into a signalization agreement, whereby the developer or a designated special service area would at a future date pay a portion of the cost of traffic signals. The need for traffic signals will be based upon Illinois Department of Transportation warrant standards.
- N. **Storm drainage system** shall be installed including appropriate stormwater retention and detention facilities in accordance with Titles 16 and 18 of the St. Charles Municipal Code. The proposed storm drainage system shall discharge into an existing storm sewer or drainage way such that the existing system has adequate capacity for the additional flow and adequate provisions shall be made for surface overflow when the capacity for the additional flow and adequate provisions shall be made for surface overflow when the capacity of the storm drainage system is exceeded to ensure that buildings are not flooded or threatened by flooding.
- O. **Median and parkway areas** shall provide for drainage to the storm drainage system. Street trees shall be placed along the right-of-way in accordance with Chapter 12.20 of the St. Charles Municipal Code. The parkway shall be top-soiled and seeded, or sodded.

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- P. **Temporary Turn Around** - For all temporary dead-end streets, a temporary T-shaped or circular turn around is required at the street end. If no curb cuts for driveway access or other access are intended and if in accordance with generally accepted engineering principles no safety or maintenance problems are apparent as determined by the director of public works, the director may waive the turn around requirement. The turn around surface shall be constructed of asphalt or concrete materials.
 - Q. **Land Strips.** The creation of land strips for landscaping or other purposes shall not be permitted adjacent to a proposed street right-of-way in such a manner as to deny access from adjacent property to such street right-of-way.
 - R. All streets shall be properly integrated with the existing and proposed systems of thoroughfares and dedicated right-of-way as established on a city designated official map and/or a city adopted comprehensive plan.
 - S. All streets shall be properly related to special traffic generators such as industries, business districts, schools, churches, and shopping centers; to population densities; and to the pattern of existing and proposed land uses.
 - T. Minor or local streets shall be laid out to conform as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property.
- (Ord. 2003-M-98 § 1; Ord. 1998-M-39 § 1; Ord. 1998-M-23 § 1; Ord. 1989-M-55 § 1.)

12.30.060 Standards for street construction.

- A. All technical standards for street improvements shall be in accordance with the "Standard Specifications for Road and Bridge Construction," adopted July 1, 1988 by the Illinois Department of Transportation, three copies of which are and have been on file in the city clerk's office for at least thirty days prior to the adoption of this ordinance, which specifications are incorporated herein by reference unless otherwise superceded by this title and sometimes referred to herein "Standard Specifications." (Ord. 1990-M-41 § 2; Ord. 1984-M-71 § 2.)
- B. Roadbed construction
 - 1. **Right-of-way Grading** - The contractor shall grade the total right-of-way width to final grade.
 - 2. **Subgrade** - Prior to placing any type of base material, the subgrade shall be inspected and approved by the director of public works or his designee. Twenty-four hours advance notice shall be required for such inspections.

The use of a fabric R underliner such as "Typar" or approved equal, or other stabilization measures may be permitted by the director of public works if the subgrade does not have sufficient bearing capacity as measured by the Illinois bearing ratio test. Minimum Illinois bearing ratios are set forth in Section 16.20.060, Table I, of the St. Charles Municipal Code. A fabric shall not be considered an incremental element in design for a pavement's structural number.
 - 3. **Base Course** - Base course materials acceptable to the city include aggregate, bituminous and concrete base courses. The aggregate base course shall be type B with a CA6 gradation. For concrete streets, Section 304 of Standard Specifications shall apply.
 - 4. **Bituminous Concrete Binder and Surface Course** - Bituminous concrete binder and surface course, shall be Class B modified or Class "I" Mixture C or Class B modified for the surface course.
 - 5. **Portland Cement Concrete Pavement** - The concrete mix shall be uniform throughout and shall contain no less than five percent (5%) nor more than seven percent (7%)

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entrained air by volume. Concrete in place in the form of finished pavement shall have a minimum of six percent (6%) entrained air.

The minimum twenty-eight (28) day compressive strength shall be four thousand pounds per square inch (4,000 psi). Test cylinders shall be taken and the certified compression test reports submitted to the director of public works.

Curing of newly laid pavement shall be type III of Article 625.01 of Standard Specifications or as approved by the director of public works.

6. **Protective Coat** - All Portland cement concrete pavements, curbing, sidewalk and other concrete construction shall receive a protective coat in accordance with the Standard Specifications.
 7. **Curbing** - Concrete gutter and combination concrete curb and gutter shall be constructed in accordance with Standard Drawings 3 or 4 attached hereto and made a part hereof. Construction joints shall be placed at ten (10') foot (min.) on centers and shall be saw cut to a minimum depth of two (2") inches from front to back of gutter and combination curb and gutter. Contraction joints shall be in place within 24 hours of concrete placement. Three quarter (3/4") inch thick premolded joint filler or bituminous premolded joints shall be installed at 50 foot intervals. Combination curb and gutter shall be depressed at sidewalk ramps for the handicapped in accordance with Standard Drawing 12.30.060.06 attached hereto and made a part hereof. Curbing materials shall be in accordance with Paragraph 12.30.060 B.5 of the St. Charles Municipal Code.
 8. **Shoulder** - Shoulder materials acceptable to the city include aggregate and bituminous concrete. Aggregate shall be type B with a CA6 gradation. Bituminous concrete shoulder shall be Class B modified. The bituminous concrete shoulder shall include a base course, in accordance with Paragraph 12.30.060 B.2 of the St. Charles Municipal Code.
- C. **Sidewalk Construction** - Sidewalk shall be Portland cement concrete in accordance with the material called for in paragraph 12.30.060 B.2 of the St. Charles Municipal Code, and in accordance with Standard Drawing 5 attached hereto and made a part hereof. Sidewalk shall be five (5') feet wide minimum along all collector and major streets and four (4') feet wide minimum along all minor streets and a minimum five (5") inches thick, six (6") inches thick where driveways are located if known prior to sidewalk construction. The base course shall be three (3") inches thick of compacted aggregate. Granular base courses shall be CA6 gradation. All sidewalks shall be provided with handicap accessible concrete approach ramps at all intersections, in accordance with Standard Drawing 12.30.060.06 attached hereto and made a part hereof.
- D. **Temporary Turn Around Construction** - Temporary turn around shall be constructed in accordance with Section 12.30.060B of the St. Charles Municipal Code.
- E. **Parkway Construction** - Parkway construction shall be in accordance with Standard Drawing 5 attached hereto and made a part hereof.
1. The parkway between the sidewalk and curb shall provide cross-drainage to the street with a minimum slope 2% (1/4" per 1') based on a combination concrete curb and gutter, and a maximum cross slope of 25% (3" per 1').
 2. The parkway shall be graded, topsoiled with four inches (4") and seeded, Class I, or sodded. When the parkway is constructed at a gradient of ten percent (10%) or greater, then sodding shall be required. Agricultural ground limestone shall not be permitted.
- F. **Drive Approaches**

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1. All new drive approaches shall be Portland cement concrete or bituminous concrete, Class I or B modified respectively, in accordance with Standard Drawing 7 attached hereto and made a part hereof. Existing bituminous concrete and concrete drive approaches shall be replaced with like materials.
2. Concrete Drive Approaches - shall be six inches (6") Portland cement concrete, non-reinforced with a continuous three quarter inch (3/4") bituminous fiber expansion joint at the sidewalk and at the back of the curb. The surface shall be scored into a five foot (5') grid. This pavement shall be placed on a compacted stone or gravel base to a depth of five inches (5") minimum.
3. Bituminous Drive Approaches - shall include eight inches (8") minimum of compacted crushed gravel (CA-6) base course with two inches (2") minimum bituminous concrete surface course, Class I or Class B modified.

G. Disposal of Excess Material

1. Disposal of excess material, excluding topsoil, shall be the responsibility of the contractor. Regarding excess topsoil, the city may elect to have the contractor, with developer approval, stockpile this material for municipal use at a later date.

(Ord. 1993-M-51 § 1.)

12.30.070 Certification of documents.

All computations, plans and specifications prepared for compliance with this chapter shall be certified by a registered professional engineer, and a copy thereof submitted with the engineering plans for the street improvement.

12.30.080 Street improvement required information/procedure - Preliminary plans and engineering plans.

- A. Preliminary Plan: A preliminary plan shall have a scale no smaller than 1" = 100'. The plan shall show curve data, including the curve radius, and curve length. The alignment shall be stationed from points of termini. The right-of-way, street and sidewalk shall be shown. A typical cross-section to scale, no larger than 1" = 10, shall also be included showing the street improvements. On such a plan, there shall also be shown the following:
 1. The location of streams, and other floodwater runoff channels.
 2. The location, if known, of drains.
 3. Storm sewers, sanitary sewer, water mains and other utilities.
 4. The location of the existing roadway and street improvements which the new street improvement shall be contiguous to or a part of.
 5. The location of any existing features including structures, trees, etc.
- B. Engineering Plan - The engineering plans for a proposed street improvement, shall include the following information and data:
 1. Engineering plans drawn to scale on 24" x 36" format which shall include complete buildable plans for the street improvement, including the storm sewer in accordance with the requirements for engineering plans specified in Title 16 of the St. Charles Municipal Code, prepared, signed and sealed by a registered professional engineer.
 2. Plan showing recommended locations and easements for electric, gas, communications, and telephone facilities and distribution.
 3. Street storm sewers and other storm drains to be built, the basis of their design, all in accordance with Title 16, of the St. Charles Municipal Code.
- C. Procedure: The procedure for filing the preliminary plan and engineering plans for subdivisions and planned unit developments shall be in accordance with Chapter 16.12 of the St. Charles

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Municipal Code. For all other types of proposed streets filing of the preliminary plan and engineering plans shall be done by submitting three (3) sets of documents to the city engineer's office with the same level of detail required under Chapter 16.12 of the St. Charles Municipal Code. The review process shall be accomplished through the department of public works and presented to the public works committee for recommendation for the city council. The city council shall be the final determining body to accept or reject the proposed street.

12.30.090 Final plat - Plats of dedication - Fees - Collateral.

- A. The developer shall submit to the city a final plat for a street improvement in accordance with the requirements of Title 16 of the St. Charles Municipal Code for all subdivisions and planned unit developments. The developer shall submit to the city engineer's office a plat of dedication for all other types of proposed streets and in accordance with all appropriate Illinois Revised Statutes.
- B. The developer shall pay the city for the expense to the city performed in the review of the street improvement project. The schedule of fees for a street improvement shall include the following:
 1. Engineering review of the preliminary and final engineering plans, and construction inspection shall be based on hourly rates established by the director of public works and approved by city council in accordance with Title 16.12.150 of the St. Charles Municipal Code.
 2. Court reporter fees.
 3. Recording fees.
- C. The developer shall provide the city with collateral for the street improvement in accordance with Paragraphs 16.12.160 through 16.12.180 of the St. Charles Municipal Code.

12.30.100 Variances.

The city council may grant variances from the regulatory standards of this chapter, in lieu of any other variance procedure, in accordance with the following requirements:

- A. Application: An application for a variation may be made by any person, firm or corporation, or by any office, department, board, bureau or commission of the city of St. Charles.

An application for a variance is filed with the director of public works. An application for a variation shall be on a form provided by the director of public works and shall contain all information required on such form including the following:

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1. Legal description of property for which a variation is requested;
 2. The requested variation identified;
 3. The reasons which applicant relies upon as justifying the requested variation;
 4. An 8-1/2" x 11" sketch of the property showing all lot lines, street improvements, and adjoining streets.
- B. Notice of Hearing: No variation shall be granted by the city council except after a public hearing before the city council, of which there shall be a notice of the time and place of the hearing published at least once, no more than 30 days nor less than 15 days before the hearing, in one or more newspapers published in the city of St. Charles, Illinois.
- C. Hearing: The city council shall hold a public hearing at which evidence in support of the variation may be presented by or on behalf of the applicant and any evidence presented by interested parties may be heard.
- D. No variance shall be granted unless the applicant for the variance can demonstrate that:
1. An exceptional economic hardship would result without the variance;
 2. The relief granted is the minimum necessary;
 3. There will be no threat to public safety or creation of a nuisance;
 4. No additional public expense will result;
 5. The property in question cannot yield a reasonable return if permitted to be used only under the condition allowed by the regulations governing the district in which it is located;
 6. The plight of the owner is due to unique circumstances, or;
 7. The variation, if granted, will not alter the essential character of the locality.

12.30.110 Responsibility.

The administration of this chapter shall be the responsibility of the director of public works.

12.30.120 Interpretation.

In the interpretation and application of this chapter, the provisions expressed herein shall be held to be the minimum requirements and shall be liberally construed in favor of the city of St. Charles and shall not be deemed a limitation or repeal of powers granted by state statutes.

12.30.130 Abrogation and greater restrictions.

It is not intended by this chapter to repeal, abrogate or impair any existing easements, covenants or deed restrictions. However, where this chapter imposes greater restrictions, the provisions of this chapter shall prevail.

12.30.140 Disclaimer of liability.

This chapter shall not create liability on the part of the city of St. Charles or any officer or employee thereof for any damages which may result from reliance on this chapter or on any administrative decision made thereunder.

12.30.150 Penalty.

Any person who violates any provision of this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than \$500 (Five Hundred Dollars). Each day such violation continues shall be considered a separate offense.

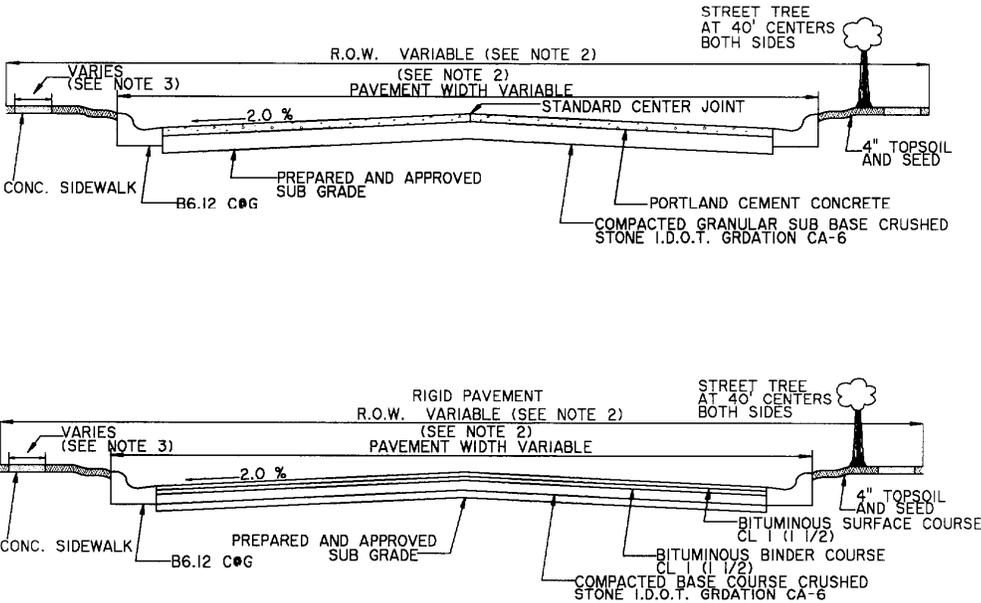
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12.30.160 Corrective actions.

Nothing herein contained shall prevent the city of St. Charles from taking such other action as it deems necessary to prevent or remedy a violation of this chapter. (Ord. 1984-M-49 § 1.)

STD. DRW. NO.
DATE : 12-18-97

PAVEMENT CROSS SECTION
(URBAN)



FLEXIBLE PAVEMENT

- NOTES: 1.) REFER TO SECTION 16.20.060 TABLE 1 FOR MINIMUM STRUCTURAL NUMBER REQUIREMENTS.
- NOTES: 2.) REFER TO SECTION 16.20.060 TABLE 1 FOR WIDTH OF R.O.W. AND PAVEMENT.
- NOTES: 3.) SIDEWALKS SHALL BE 5 FEET WIDE ALONG COLLECTOR AND MAJOR STREET AND 4 FEET WIDE ALONG MINOR STREETS.

CITY OF ST. CHARLES

file: 107L\ROADS\XSECTION.DTL

DATE : 10-23-03
 STD. DRW. NO. 2

DECORATIVE STREET LIGHT STANDARD

- KEY:
- (A) CABLE OPENING IN BASE = 2" X 12"
 - (B) HAND HOLE OPENING IN POLE = 3" X 4 1/4" X 7"
 - (C) PHOTO ELECTRIC CELL RECEPTACLE
 - (D) 5/8" X 8' GROUND ROD
 - (E) TWO PIECE FIBERGLASS BASE COVER

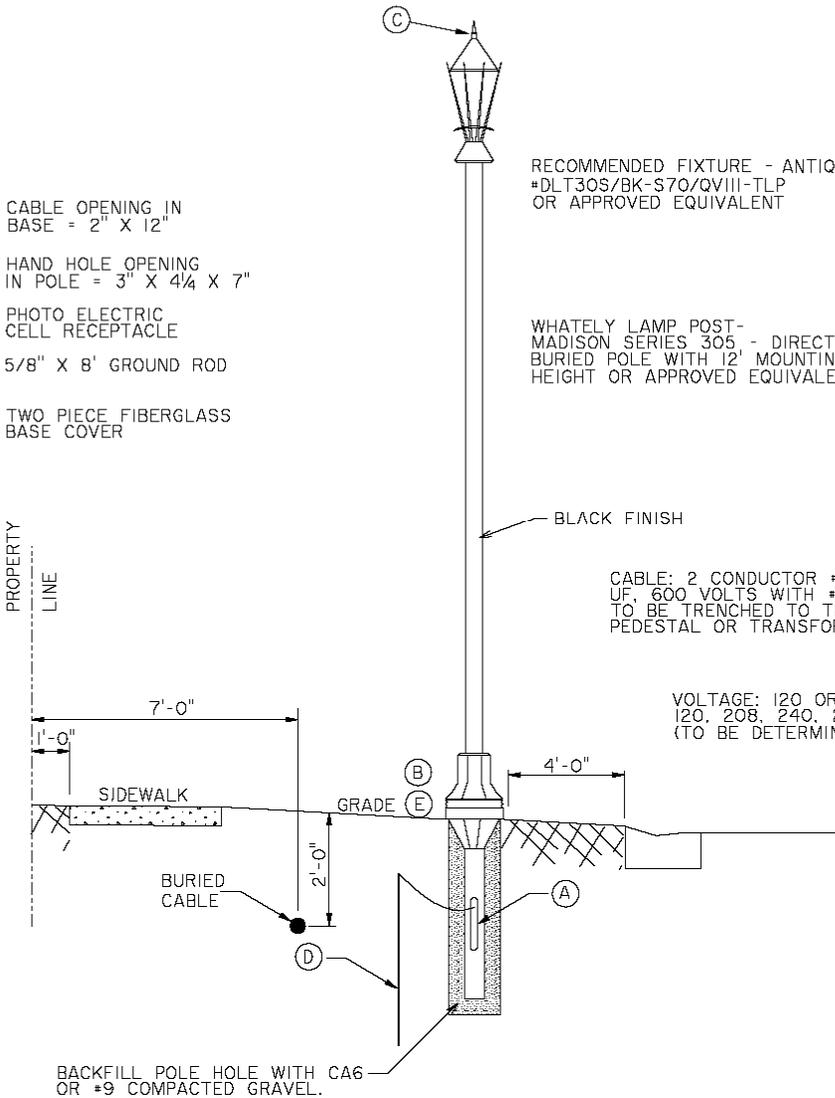
RECOMMENDED FIXTURE - ANTIQUE
 #DLT30S/BK-S70/QVIII-TLP
 OR APPROVED EQUIVALENT

WHATELY LAMP POST - MADISON SERIES 305 - DIRECT BURIED POLE WITH 12' MOUNTING HEIGHT OR APPROVED EQUIVALENT

BLACK FINISH

CABLE: 2 CONDUCTOR #10 A.W.G. COPPER UF, 600 VOLTS WITH #10 BARE GROUND TO BE TRENCHED TO THE CLOSEST PEDESTAL OR TRANSFORMER.

VOLTAGE: 120 OR 240V (RESIDENTIAL)
 120, 208, 240, 277V (COMMERCIAL)
 (TO BE DETERMINED BY ENGINEERING)



CITY OF ST. CHARLES

FILE: 3ELENDETAIL\LITERPOLE.DGN

12.30.05(L)

(Ord. 2003-M-98 § 1; Ord. 1998-M-39 § 1; Ord. 1998-M-23 § 1.)

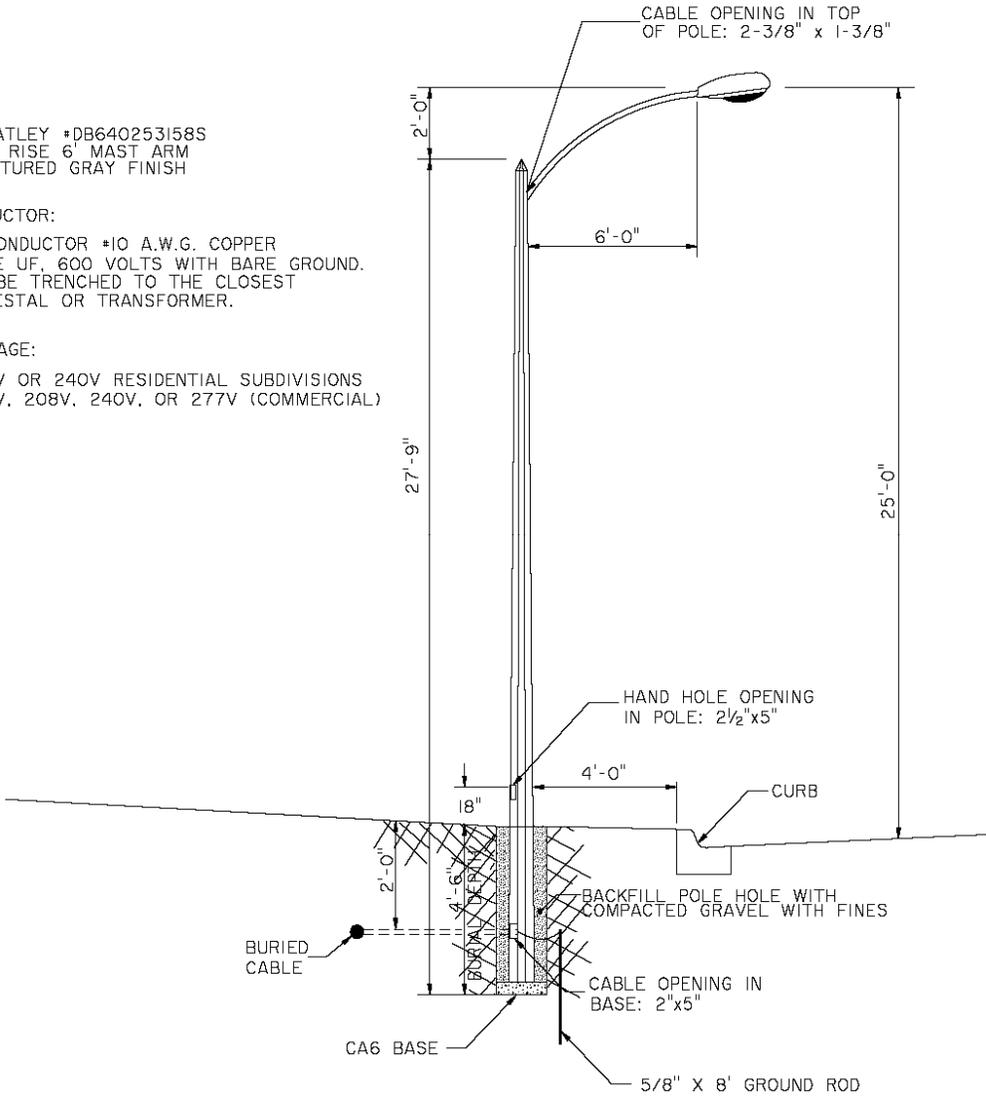
DATE : 10-23-03
 STD. DRW. NO. 3

ROADWAY
 STREET LIGHT INSTALLATION

POLE:
 WHATLEY #DB640253158S
 24" RISE 6' MAST ARM
 TEXTURED GRAY FINISH

CONDUCTOR:
 2 CONDUCTOR #10 A.W.G. COPPER
 TYPE UF, 600 VOLTS WITH BARE GROUND.
 TO BE TRENCHED TO THE CLOSEST
 PEDESTAL OR TRANSFORMER.

VOLTAGE:
 120V OR 240V RESIDENTIAL SUBDIVISIONS
 120V, 208V, 240V, OR 277V (COMMERCIAL)



CITY OF ST. CHARLES

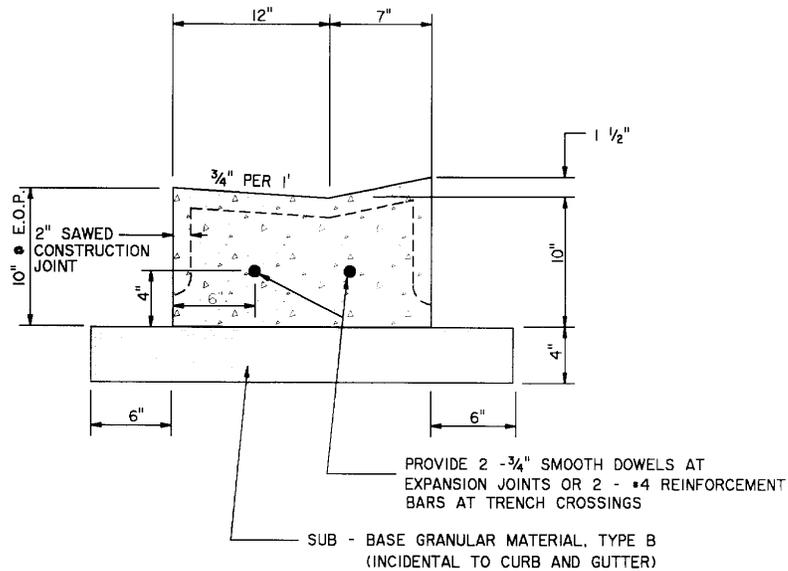
FILE: 3ELEDETAIL\LITEPOLE.DGN

12.30.05(L)

(Ord. 2003-M-98 § 1; Ord. 1998-M-39 § 1; Ord. 1998-M-23 § 1.)

STD. DRW. NO.
DATE : 01-05-98

B 6.12 CURB (DEPRESSED)



NOTES:

- 1.) 1/2" THICK PREFORMED EXPANSION JOINTS SHALL BE INSTALLED AT 50 FOOT INTERVALS. PROVIDE 2-3/4" STEEL DOWEL BARS AT EXPANSION JOINTS.
- 2.) EXPANSION JOINTS SHALL BE INSTALLED ON EACH SIDE, A DISTANCE OF 2 FEET FROM A STRUCTURE THAT FALLS WITHIN THE CURB AND GUTTER.
- 3.) CONSTRUCTION JOINTS SHALL BE SAWED TO A MINIMUM DEPTH OF 2 INCHES AND PLACED AT 10 FOOT INTERVALS. SAW CUTS SHALL BE SAWED NO SOONER THAN 6 HOURS AND NO LATER THAN 24 HOURS AFTER PLACEMENT OF CONCRETE.
- 4.) CURBS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (IDOT). MOST RECENT EDITION UNLESS NOTED OR DEPICTED HEREIN.
- 5.) A PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

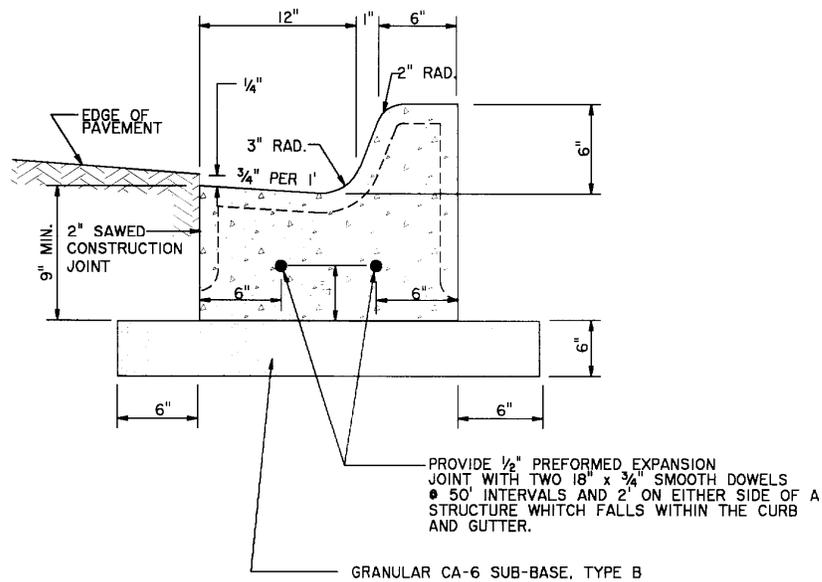
CITY OF ST. CHARLES

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STREET IMPROVEMENTS

STD. DRW. NO.
DATE : 12-17-97

TYPE B6.12 COMBINATION CONCRETE CURB & GUTTER



NOTES:

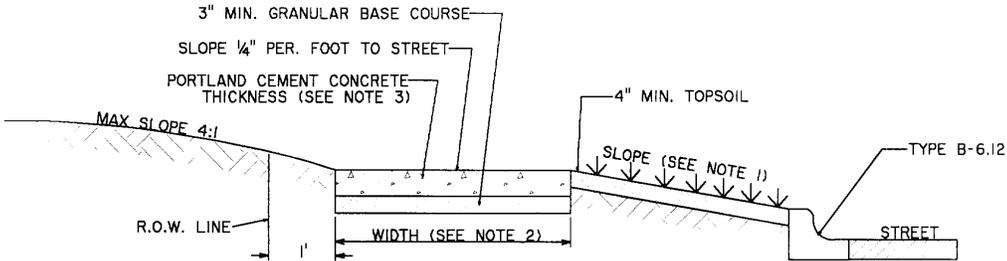
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CITY OF ST. CHARLES

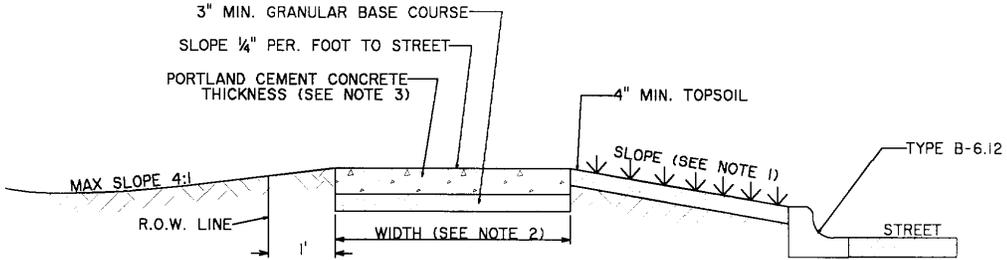
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STD. DRW. NO.
DATE : 12-18-97

SIDEWALK & PARKWAY RESTORATION



TYPICAL SIDEWALK SECTION IN CUT AREA



TYPICAL SIDEWALK SECTION IN FILLED AREA

- NOTES:
- 1.) SLOPE SHALL BE AT MINIMUM 1/4" / FT, HOWEVER NOT TO EXCEED 4:1 (HORIZ.: VERTICAL)
 - 2.) SIDEWALK WIDTH ALONG COLLECTOR AND MAJOR STREETS 5 FEET, ALONG MINOR STREETS 4 FEET
 - 3.) SIDEWALK SHALL BE A MINIMUM OF 5" THICK, AND A MINIMUM OF 6" THICK AT DRIVEWAYS

CITY OF ST. CHARLES

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STD. DRW. NO. 12.30.060.06
DATE : 10-11-05

SIDEWALK RAMP

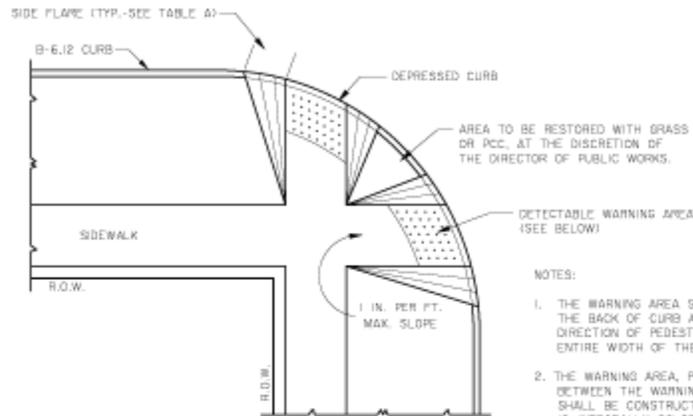


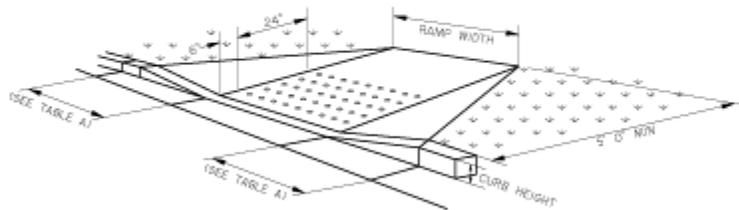
TABLE A

DESIRABLE MINIMUM FLARE WIDTHS FOR VARIOUS CURB HEIGHTS

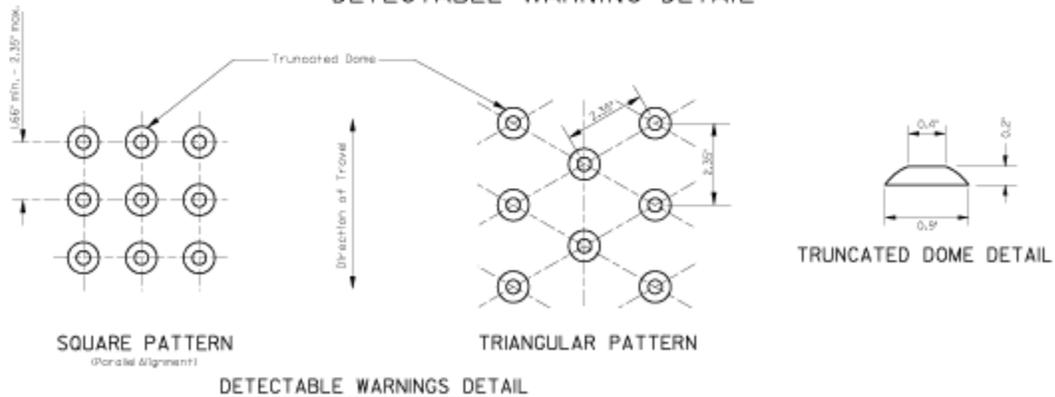
CURB HEIGHTS (INCHES)	FLARE WIDTH (INCHES)
3	30
4	40
5	50
6	60
7	70
8	80
9	90

- NOTES:
1. THE WARNING AREA SHALL BEGIN 6 INCHES FROM THE BACK OF CURB AND CONTINUE 2 FEET IN THE DIRECTION OF PEDESTRIAN TRAVEL FOR THE ENTIRE WIDTH OF THE WALKING SURFACE.
 2. THE WARNING AREA, PLUS THE 6 INCH AREA BETWEEN THE WARNING AREA AND BACK OF CURB, SHALL BE CONSTRUCTED OUT OF CONCRETE THAT IS INTEGRALLY COLORED RED.
 3. IF THE SIDEWALK IS BRICK OR OF SOME DARK COLOR, THE WARNING AREA SHALL BE A NORMAL (GREY) COLOR OF CLASS 31 CONCRETE TO MEET THE CONTRAST REQUIREMENT.
 4. THE CONCRETE SURFACE SHALL BE FLUSH WITH THE GUTTER FLAG FOR THE ENTIRE RAMP WIDTH AND INCLUDING SIDE FLARES.

SIDEWALK RAMP PLAN



DETECTABLE WARNING DETAIL



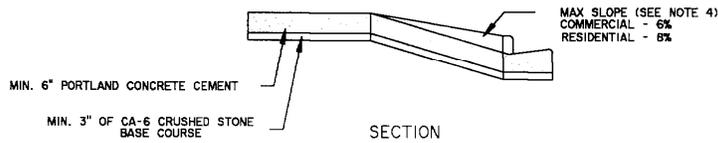
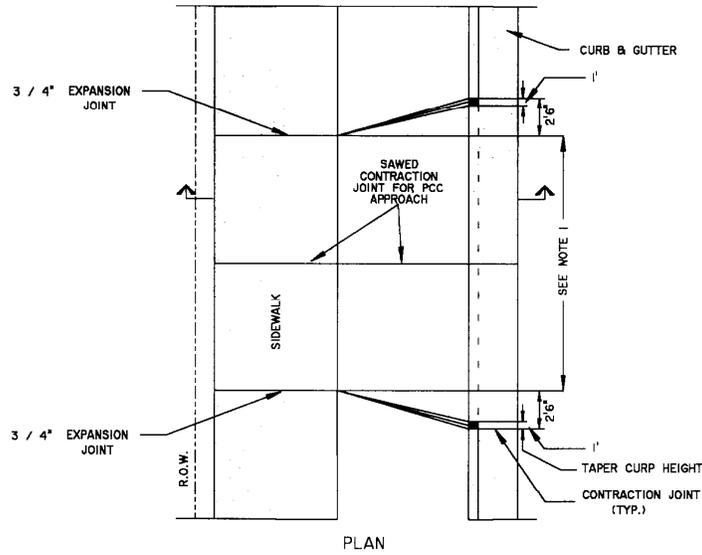
CITY OF ST. CHARLES

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(Ord. 2006-M-19 § 1; Ord. 1993-M-51 § 1.)

STD. DRW. NO.
DATE : 12-22-97

DRIVEWAY APPROACHES



NOTES:

- 1.) RESIDENTIAL DRIVEWAY WIDTH SHALL BE 10 FT. MIN AND 24 FT. MAX.
- 2.) DRIVEWAY SHALL BE AS NEAR 90 DEGREES, AS SITE CONDITIONS PERMIT, BUT NOT LESS THAN 60 DEGREES.
- 3.) THE CONCRETE GUTTER THRU THE DRIVEWAY APPROACH SHALL BE IN ACCORDANCE WITH CITY STANDARD DRAWING NO. 3.
- 4.) MAX SLOPES APPLY TO NEW CONSTRUCTION. WHERE DRIVEWAYS ARE BEING RECONSTRUCTED, THE MAX SLOPE SHALL NOT EXCEED THE PRE-CONSTRUCTION CONDITION.

CITY OF ST. CHARLES

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