



AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item number: 3c

Title:	Plan Commission recommendation to approve a Preliminary Plan for First Street Building #3 Streetscape and Riverwalk Design
Presenter:	Russell Colby

Meeting: Planning & Development Committee

Date: March 12, 2018

Proposed Cost: TBD

Budgeted Amount: \$362,500
(per the First Street Redev. Agrmt.)

Not Budgeted:

First Street Building #3 (Sterling Bank building) is currently under construction. Per the Redevelopment Agreement for the project, the City is to design and fund the installation of pedestrian streetscape and riverwalk improvements adjacent to Building #3 upon completion of the building this spring. The developer, First Street Development II, LLC, has the right to construct these improvements per a plan approved by the City, within a range of cost identified in the RDA.

Staff presented a conceptual layout for feedback in October 2017. Preliminary/Final Plans have been prepared based on the feedback received from Plan Commission and City Council Committee. The plan is similar to the conceptual plan, but the layout has been further refined and engineered.

Staff is currently reviewing the plan. Initial staff comments are attached. The developer is working on obtaining cost estimates for the project. Based on cost estimates and any further staff comments, details in the plans may be modified prior to presentation to City Council. The overall layout and features of the plan are not expected to change.

Plan Commission recommendation

Plan Commission reviewed the plan on 3/6/18. Commissioners offered positive comments regarding the layout. Some members again expressed an interest in a crosswalk at Illinois Street. There were suggestions provided regarding increasing the number of trees and shrubs in the planters. Staff is reviewing some suggestions regarding construction details for the railings and drainage. The plan was recommend for approval, 8-0.

Illinois Street crossing:

WBK prepared an analysis of a potential pedestrian crossing of Illinois St. to connect to the Bob Leonard walk to the south. In short, the analysis found that site distance is adequate to allow for a crossing, but gaps in traffic were inadequate for allowing a crossing without some further control (such as signage, lights or beacons, or a refuge island). The lane configuration may also need to be modified.

With respect to this project, it was determined that an ADA compliant ramp could be accommodated on the north side of Illinois Street if desired. However, the scope of improvements needed for the Illinois crossing is outside of the scope of this project, and would require further review and consideration by the Public Works and Police Departments. Staff is seeking direction from the Committee if there is an interest in pursuing further discussion of the crossing.

Attachments *(please list):*

Plan Commission Resolution; Staff comments; Memo regarding Illinois St. ped. crossing; Plans

Recommendation/Suggested Action *(briefly explain):*

- Plan Commission recommendation to approve a Preliminary Plan for First Street Building #3 Streetscape and Riverwalk Design. (At the time City Council presentation, information on the final estimated cost and any revisions will be presented.)
- Provide direction on whether to continue discussion of the Illinois Street pedestrian crossing.

City of St. Charles, Illinois
Plan Commission Resolution No. 3-2018

**A Resolution Recommending Approval of a Preliminary Plan for Building #3
Streetscape and Riverwalk Design for First Street Redevelopment PUD
(City of St. Charles)**

Passed by Plan Commission on March 6, 2018

WHEREAS, it is the responsibility of the St. Charles Plan Commission to review PUD Preliminary Plans; and

WHEREAS, the Plan Commission has reviewed the Building #3 Streetscape and Riverwalk Design for First Street Redevelopment PUD (City of St. Charles); and

WHEREAS, the Plan Commission finds said PUD Preliminary Plan to be in conformance with the applicable PUD and the Zoning Ordinance requirements, subject to resolution of any outstanding staff review comments.

NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to City Council approval of a PUD Preliminary Plan for First Street Redevelopment PUD-Building #3 Streetscape and Riverwalk Design for First Street Redevelopment PUD (City of St. Charles), contingent upon the resolution of all staff comments prior to City Council action.

Roll Call Vote:

Ayes: Pretz, Purdy, Kessler, Wallace, Holderfield, Funke, Pietryla, Vargulich

Nays: None

Absent: Schuetz

Motion carried: 8-0

PASSED, this 6th day of March 2018.

Chairman
St. Charles Plan Commission

Community & Economic Development
Community Development Division
Phone: (630) 377-4443



STAFF MEMO

FROM: Russell Colby
Community Development Division Manager

RE: First Street Building #3- Streetscape and Riverwalk Plans – Review comments

DATE: March 9, 2018

Site Plan comments

1. The refuse enclosure will likely be larger than is depicted on the plans. The entire area bound by the intersection of the sidewalk running behind Building #3 building and the crosswalk should be left open for the refuse enclosure.
2. Along Illinois Street, the 5 ft. sidewalk does not need to be drawn as separate from the rest of the concrete paving.
3. Remove the asphalt path to the north parking lot- the parking lot will remain closed and not accessible. The concrete sidewalk should continue to the corner of the parking deck for access to the stairs.
4. A portion of the northern wall overhang is shown with a concrete surface. The paver layout may need to be adjusted in this area so that the entire overhang is surfaced with paver brick.
5. The section of railing north of the stairs can be omitted for now. The intent is for construction fencing to be placed around the stairs so that this location is not accessible during the construction of Building #2 and the remaining Riverwalk improvements.

Landscape Plan

1. Bed #1: Shift the tree further south into the center of the bed, away from the building. Add a larger ornamental shrub or tree in the current tree location.
2. Bed #2: Shift the tree to the east and place it at the corner of the building. Add larger ornamental shrubs or trees on both side of the relocated tree. This is an appropriate location for taller plantings.
3. Bed #6: Shift tree into the center of the bed.
4. Consider options for shrubs or evergreen plantings that will maintain some shape in the winter (otherwise the beds will appear empty when the perennials die back).
5. Tree species with a columnar growth pattern may be more desirable, given the space limitations.
6. Ornamental trees may be preferred in beds #4 and #5.

Lighting/Electric Plans

1. Pedestrian LP #5 could be shifted closer to Illinois Street (arm extending over the sidewalk).

2. Pedestrian LP #3 could be shifted north to the center of the paver arch.
3. Further consideration is needed regarding lighting planning for the area around Pedestrian LP #1. More than 1 fixture may be needed in this area, and/or they may be double-armed for illumination of the Riverwalk. A location for bollard lighting may need to be identified based on a preliminary layout for planter beds in this area.

Further discussion with Public Works is required on the following items:

1. Railing style and mounting (in the wall vs. on the surface of the wall). The original concept of the Chevron pattern railing requires a custom design and fabrication, which may not be cost effective. Also given the length of railing, the design detail may not be very prominent.
2. Preferred type/style of bike rack.
3. Treatment for the inaccessible section of lower river wall. WBK has recommended a rock garden type look, with a combination of flagstone (set in a limestone screening bed) with use of hearty ground covers in wider areas (such as a sedum or cotoneaster variety that would tolerate the conditions).
4. Plan should show the irrigation system. Need to determine the service location.
5. Plan should show underdrain for the planter beds.

MEMORANDUM

Date: February 7, 2018

Project Name: Riverwalk Building No. 3 Site Improvements

Client: City of St. Charles

From: WBK Engineering, LLC (WBK)

Subject: Pedestrian Mid-Block Crossing Feasibility

INTRODUCTION

WBK Engineering, LLC (WBK) is working with the City of St. Charles (City) to investigate the feasibility of providing a pedestrian mid-block crosswalk across Illinois Street near the west end of the Fox River Bridge (See **Exhibit 1 – Location Map**). The feasibility study is in conjunction with the proposed streetscaping of Building No. 3 along the north side of Illinois Street.

EXISTING CONDITIONS

The existing pedestrian bike path extends along the west side of the Fox River connecting with the Fox River pedestrian bridge at Indiana Street and ultimately, with Mount St. Mary Park to the south. Pedestrians that currently utilize the path at Illinois Street are expected to cross to the north side of the road either 230' to the west at 1st Street or 270' to the east at Riverside Avenue at the signalized pedestrian crossings.

Illinois Street is functionally classified by IDOT as a Major Collector with an existing (2015) Average Daily Traffic (ADT) of 6,500 vehicles per day (vpd). The existing posted speed limit is 25 mph. It is primarily utilized by vehicles traveling between Illinois Route 31 west of the river to Illinois Route 25 east of the river. The existing typical section at the study area consists of three (3) westbound lanes and one (1) eastbound lane, totaling 53.5' from edge of pavement to edge of pavement.

ANALYSIS

WBK analyzed the existing sight distance. Utilizing information provided in Section 5.3 of the *AASHTO Guide for the Development of Bicycle Facilities Manual 2012, 4TH Edition* (Bike Manual), the length of the sight triangle along the roadway “a” is 100 feet and the length of the sight triangle along the path approach “b” is 60 feet. Evaluating sight distance along both sides of the roadway, it appears the 40.5-inch tall bridge railing is not in conflict with an adult bicyclist’s eye height, assumed to be 54 inches (See **Exhibit 3 – Sight Distance Evaluation**). WBK would recommend the installation of stop control for bike path users before crossing the roadway if the mid-block crossing were to be further pursued.

WBK performed a vehicle gap study on January 29, 2018 from 12:15 PM to 12:45 PM to determine if adequate gaps were available during the peak lunch hour period for pedestrians to reasonably cross Illinois Street at the

Riverwalk. Chapter 19 of the *Highway Capacity Manual* provides guidance on the pedestrian critical gap needed for a single pedestrian to cross a street. Utilizing **Equation (1)**, it was determined that 18.3 seconds is the critical gap required for a pedestrian to safely cross Illinois Street. Results from the gap study indicated that approximately 22% of the time there were gaps that exceeded the critical gap value (See **Exhibit 2 – Gap Study**). While on site, WBK also noticed several pedestrians crossing Illinois Street not at either of the signalized intersections.

Without additional control, markings and signage, adequate gaps in vehicular traffic are not available for a pedestrian to safely cross Illinois Street. Section 42-3.02 of the IDOT *Bureau of Local Roads Manual* provides additional guidance related to the types of control that could accommodate a pedestrian crossing. It states that some form of crossing control is generally required via marked crosswalks, signage, pedestrian refuge medians, flashing light, pedestrian hybrid beacons, in-roadway lights, or a grade separation. While some measures are more extreme than others, certain crossing control measures can be reasonably applied at this particular location to enhance the safety for pedestrians.

WBK also performed a preliminary analysis of the feasibility for the receiving sidewalks to be compliant with the Americans with Disabilities Act (ADA) guidelines. The existing sidewalks are not compliant, but it was determined that the sidewalks and curb ramps could be made compliant with current ADA standards; however additional survey and design review would be required to establish the extent of curb and walkway modifications.

SAFETY CONCERNS

A safety concern that WBK has with the Illinois Street mid-block crossing is that it would occur within the functional area of the intersection, which includes the maneuvering area and the storage lengths. Section 5.3 of the Bike Manual states that mid-block crossings should be sufficiently spaced to be outside the functional area of adjacent intersections to avoid conflicts with vehicles approaching the intersection. The City could potentially look into shortening the storage and taper length of the westbound left-turn lane at 1st Street to avoid conflicts with the crossing. Additionally, this section of the Bike Manual indicates that for a roadway typical section with three (3) lanes or more, a refuge island should be provided to reduce the likelihood of bicycle crashes associated with children, the elderly, the disabled, and others who travel slowly.

SUMMARY

WBK analyzed the feasibility of a mid-block crossing, and found the following:

- Adequate sight distance is available along both sides of the roadway.
- Adequate gaps were not available the majority of the time for an unmarked/uncontrolled crossing; therefore, additional crossing control is required.
- The crossing would occur within the functional area of the intersection; the City should explore shortening the westbound left-turn lane storage and taper length at 1st Street.
- ADA compliance is feasible, however additional survey and evaluation is required.
- The City should evaluate additional pavement markings, signage, and a refuge island if a crosswalk is considered at this location.





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CITY OF ST. CHARLES

**ILLINOIS STREET MID-BLOCK
 CROSSING FEASIBILITY STUDY**

F.A.P.
 RTE.

SECTION

COUNTY

KANE

**EXHIBIT 3 - SIGHT
 DISTANCE EVALUATION**

GENERAL NOTES

- REFERENCED SPECIFICATIONS AND CODES
 - THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SBRBC), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, THE MOST CURRENT VERSION AND ALL AMENDMENTS THERETO, THE DESIGN MANUAL, HIGHWAY STANDARDS, AND THE CULVERT MANUAL, ALSO PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
 - THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK.
 - ILLINOIS DESIGN STANDARDS FOR SEWAGE WORKS.
 - TECHNICAL POLICY STATEMENTS OF THE IEPA, DIVISION OF PUBLIC WATER SUPPLY.
 - TECHNICAL STANDARDS FOR WATER WORKS, BY THE GREAT LAKES UPPER MISSISSIPPI RIVER BOARD OF STATE SANITARY ENGINEERS ("10 STATES STANDARDS").
 - MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
 - THE AMERICANS WITH DISABILITIES ACT, THE ILLINOIS ACCESSIBILITY CODE AND THE FAIR HOUSING ACT.
 - THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, AND IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL.
 - U.S. SOIL CONSERVATION SERVICE FIELD ENGINEERING HANDBOOK.
 - ALL CODES AND ORDINANCES OF KANE COUNTY AND THE CITY OF ST. CHARLES.
 - ALL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION.
 - THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE WORK. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THESE IMPROVEMENTS.
- CITY OF ST. CHARLES ENGINEERING DESIGN AND INSPECTION POLICY MANUAL.
- IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISION SHALL APPLY.
- UTILITY LOCATIONS
 - TO THE BEST OF OUR KNOWLEDGE, EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL EXISTING UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 800-892-0123 AND THE AGENCY HAVING JURISDICTION OVER LOCAL WATER, SEWER AND ELECTRICAL SYSTEMS, FOR UTILITY LOCATIONS.
 - IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND CITY.
- UTILITY COORDINATION
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, WHETHER OR NOT THEY ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY AND THE UTILITY OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXPENSES INCURRED IN THE REPAIR OF DAMAGED UTILITY APPURTENANCES.
 - THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.
 - THE OWNER, ENGINEER, ALL GOVERNING AGENCIES AND UTILITY COMPANIES SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS.
- ALL CONTRACTORS ARE ADVISED TO VISIT THE SITE PRIOR TO SUBMITTING BIDS.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND RESPONSIBILITY. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- THE CONTRACTOR AND HIS JOB SUPERINTENDENT SHALL BE RESPONSIBLE FOR COMPLYING WITH THE JOB SPECIFICATIONS THE CONTRACTOR SHALL DESIGNATE A SUPERINTENDENT AT THE START OF CONSTRUCTION AND THE CONTRACTOR'S SUPERINTENDENT SHALL BE ON-SITE AT ALL TIMES DURING CONSTRUCTION.
- THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES AS CONTRACTED BY THE OWNER, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING AGENCIES BEING UNABLE TO VISIT SITE WILL RESULT IN THE CONTRACTOR SUSPENDING OPERATIONS (CERTAINLY STOP WORK) UNTIL TESTING OPERATIONS CAN BE COMPLETED. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE FIELD ENGINEERING SERVICES TO ESTABLISH AND RECORD GRAD, LINES, AND ELEVATIONS THE CONTRACTOR SHALL PROVIDE RECORD DRAWINGS TO THE CITY OF ST. CHARLES IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
- THE CONTRACTOR SHALL MAINTAIN VEHICULAR ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES. AT NO TIME SHALL ACCESS BE DENIED TO BUILDINGS AND ROADWAYS AT THE SITE UNLESS APPROVED BY THE CITY OF ST. CHARLES.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES WHICH SHALL INCLUDE TRAFFIC BARRICADES, FENCING, ETC. AS DIRECTED BY THE CITY. NOTE THAT HIGH VOLUMES OF PEDESTRIANS, BIKES, AND RUNNERS ARE OFTEN PRESENT ON FIRST AND ILLINOIS STREETS. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM FOR "TRAFFIC CONTROL AND PROTECTION".
- ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO CONSTRUCTION, ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR DETERMINATION.
- ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR REMOVAL SHALL BE KEPT OPERATIONAL AND MAINTAINED BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR AS DIRECTED BY THE OWNER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

- THE CONTRACTOR SHALL MAINTAIN ALL STREETS DRIVEWAYS, PARKING AREAS, AND RIGHTS-OF-WAY IN THE AREA FREE OF SOIL, MUD AND CONSTRUCTION DEBRIS. STREETS TO BE CLEANED AT THE END OF EACH BUSINESS DAY OR SOONER.
- THE CONTRACTOR SHALL COORDINATE WITH THE ST. CHARLES FIRE AND POLICE DEPARTMENTS PRIOR TO ANY PAVEMENT OR SIDEWALK WORK.
- THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING, AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. HE SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS SIDEWALKS, CURBS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC.
- WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, TEMPORARY DITCHES OR GUTTERS SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE CLEANED AS NECESSARY TO INSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBRIS PRIOR TO THE FINAL INSPECTION OF THE PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- NO CONSTRUCTION VEHICLES SHALL BE STORED, SERVICED, WASHED OR FLUSHED IN A LOCATION WHERE LEAKS, SPILLAGE WASTE MATERIALS, CLEANERS, OR WATERS WILL BE INTRODUCED OR FLOW INTO WATERCOURSES.
- THE PROJECT SITE IS ADJACENT TO THE FOX RIVER. THE CONTRACTOR SHALL MONITOR WEATHER FORECASTS AND REMOVE ALL EQUIPMENT INCLUDING ANY FUEL, EXPLOSIVES OR HAZARDOUS MATERIALS IN FLOOD PRONE AREAS IN THE EVENT OF ANY FLOOD WATCHES OR WARNINGS.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION STAKING.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.
- ALL SOIL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.
- ITEMS SPECIFIED FOR REMOVAL, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE LEGALLY DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. THE CONTRACTOR SHALL IDENTIFY PROPOSED DISPOSITIONS FOR SUCH CONDITIONS.
- THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, HAZARDOUS WASTE, AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE CITY OR OWNER.
- ALL SEWER AND WATER MAIN CONSTRUCTION WITHIN THE LIMITS OF THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, CURRENT EDITION, AND ALL SUPPLEMENTS AND REVISIONS THERETO, WITH THE "SPECIAL PROVISIONS", WITH THESE "CONSTRUCTION NOTES" AND WITH THE STANDARD SPECIFICATIONS OF THE AGENCY HAVING JURISDICTION OVER THE PROJECT.
- ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.
- A COPY OF THE PLANS SHALL BE IN THE POSSESSION OF THE CONTRACTOR ON THE PROJECT AT ALL TIMES, INCLUDING A COPY OF ALL APPROVED PERMITS. THE CONTRACTOR SHALL PROVIDE A WEATHERPROOF JOB BOARD AT THE SITE AND SHALL POST A COPY OF PERMITS ON THE JOB BOARD, COST INCIDENTAL TO THE CONTRACT.
- THE COST OF SAW-CUTTING FOR ITEMS TO BE REMOVED SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE ITEM BEING REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL VIDEO-TAPE THE EXISTING CONDITIONS PRIOR TO THE COMMENCEMENT OF WORK. A COPY SHALL BE PROVIDED TO THE CITY OF ST. CHARLES.
- BEFORE FINAL APPROVAL BY THE OWNER AND THE AGENCY HAVING JURISDICTION OVER THE PROJECT, ALL WORK SHALL BE INSPECTED BY THE OWNER AND THE AGENCY HAVING JURISDICTION OVER THE PROJECT. PRESENTATION OF PRESENTATION OVER THE PROJECT. THE FINAL PAYMENT WILL BE MADE AFTER ALL OF THE CONTRACTOR'S WORK HAS BEEN APPROVED AND CERTIFIED COMPLETE. THE CONTRACTOR SHALL GUARANTEE HIS WORK FOR A PERIOD OF ONE YEAR FROM THE DATE ON THE CERTIFICATE OF COMPLETION AND SHALL BE HELD RESPONSIBLE FOR ANY DEFECTS IN MATERIAL OR WORKMANSHIP OF THIS WORK DURING THAT PERIOD. ADDITIONALLY, THE CONTRACTOR SHALL PROVIDE A ONE YEAR MAINTENANCE BOND AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- CONTRACTOR MUST PROVIDE OWNER WITH RECORD DRAWINGS IN ACCORDANCE WITH CITY REQUIREMENTS, PRIOR TO FINAL PAYMENT BEING APPROVED.
- THE CONTRACTOR SHALL PERFORM LANDSCAPE MAINTENANCE FOR A PERIOD OF THREE YEARS FROM THE DATE ON THE CERTIFICATE OF COMPLETION.

INDEMNIFICATION

- HOLD HARMLESS, THE CONTRACTOR, AS A CONDITION OF THE CONTRACT, HEREBY AGREES TO ASSUME THE ENTIRE RESPONSIBILITY AND LIABILITY FOR, AND DEFENSE OF, AND TO PAY AND INDEMNIFY AND HOLD THE OWNER, THE ENGINEER, THE CITY, AGENTS AND EMPLOYEES HARMLESS FROM ALL CLAIMS FOR DAMAGES OR INJURY (OR DEATH RESULTING THEREFROM) TO ANY AND ALL PERSONS, INCLUDING EMPLOYEES OR AGENTS OR ANY PERSON OR FIRM WHO ENGAGES IN WORK UPON THE PROJECT, ARISING OUT OF THE CONDUCT OF THE CONTRACTOR ARISING OUT OF THE PERFORMANCE OF THIS AGREEMENT OR ANY WORK RELEVANT THERETO, OR ARISING OUT OF ANY FEDERAL, STATE OR LOCAL STATUTE, RULE, REGULATION OR ORDINANCE, INCLUDING BUT NOT LIMITED TO THE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH STANDARDS ACT (OSHA).
- ALL COSTS, FEES AND EXPENSES, INCLUDING, BY WAY OF EXAMPLE AND WITHOUT LIMITATION, REASONABLE ATTORNEY'S FEES, COURT COSTS, COURT REPORTER'S FEES, TRANSCRIPT COSTS, SUBPOENA FEES AND COSTS, WITNESS FEES, SERVICE COSTS, AND DOCUMENT REPRODUCTION COSTS INCURRED BY THE CITY AS A RESULT OF ANY CLAIMS FOR DAMAGE OR INJURY AS ENUMERATED ABOVE SHALL BE PAID BY THE CONTRACTOR.
- THE CONTRACTOR(S) SHALL NAME WBK ENGINEERING LLC, AND THE CITY OF ST. CHARLES AS ADDITIONAL NAMED INSUREDS ON ALL LIABILITY INSURANCE POLICIES AND SHALL PROVIDE THE CITY AND WBK WITH CERTIFICATES OF INSURANCE PRIOR TO COMMENCEMENT OF ANY WORK.

GENERAL EXCAVATION/UTILITY NOTES

- COST FOR SHORING AND BRACING, SHEET PILING, UPRIGHTS, STRINGERS, CROSS BRACES, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WORK. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS; REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BOTTOMS, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADES AND FOUNDATIONS; PROVIDE AND MAINTAIN PUMPS, SUMPS, SUCTION AND DISCHARGE LINES AND OTHER DEWATERING SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS; CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION; PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. THE CONTRACTOR SHALL NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.
- IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER OR OWNER'S AGENT.
- UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS

- INCIDENTAL TO THE COST OF THE IMPROVEMENTS.
- EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE, WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- IN THE EVENT THAT UNSTABLE/SOFT MATERIALS ARE ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNER'S AGENT IMMEDIATELY.
- TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING SBRBC CA-7 GRADATION, UNLESS NOTED OTHERWISE. JETTING WITH WATER SHALL NOT BE PERMITTED.
- ALL TOP OF NEW FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISHED GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY OWNER UPON FINAL INSPECTION OF THE PROJECT.
- THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.
- NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE AGENCY HAVING JURISDICTION. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE CITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.
- AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
- DIRECT PUMPING INTO THE FOX RIVER WILL NOT BE PERMITTED.

EARTHWORK NOTES

- GENERAL
 - THE CONTRACTOR SHALL WORK BASED ON THEIR OWN EXPLORATIONS AND OBSERVATIONS TO DETERMINE CONDITIONS AT THE LOCATION OF THE PROPOSED WORK.
 - EARTH EXCAVATION SHALL INCLUDE STRIPPING AND STOCKPILING TOPSOIL, RE-SPREADING TOPSOIL FROM ON-SITE, REMOVING UNSUITABLE MATERIALS, THE CONSTRUCTION OF EMBANKMENTS, CONSTRUCTING NON-STRUCTURAL FILLS, AND FINAL SHAPING AND TRIMMING TO THE LINES, GRADES, AND CROSS-SECTIONS SHOWN ON THE PLANS. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECTION 200 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS.
 - THE GRADING OPERATIONS ARE TO BE CLOSELY SUPERVISED AND INSPECTED BY THE SOILS ENGINEER OR HIS REPRESENTATIVE PARTICULARLY DURING THE REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS.
 - THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE UNLESS NOTED OTHERWISE.
 - THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION, AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR WORK RESULTING FROM CONTRACTOR'S FAILURE TO PROVIDE PROPER DRAINAGE. GRADED AREAS SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION AND TRAFFIC.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE "SOIL EROSION AND SEDIMENTATION CONTROL MEASURES". THE INITIAL ESTABLISHMENT OF EROSION CONTROL AND THE PLACEMENT OF SILT FENCING, ETC. TO PROTECT ON-SITE AND ADJACENT PROPERTY, ETC. SHALL OCCUR BEFORE ANY WORK BEGINS.
 - PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL PROTECT ALL TREES DESIGNATED TO BE PRESERVED.
 - HANDCARRIER SHALL BE RESPONSIBLE FOR THE LEGAL DISPOSAL OF ALL EXCAVATED MATERIAL INCLUDING PAVEMENT, CONCRETE, ETC. FROM THE SITE.
 - THE CONTRACTOR SHALL PROTECT THE EXISTING RETAINING WALL ALONG THE FOX RIVER DURING CONSTRUCTION. ANY DAMAGE WILL BE REPAIRED/REPLACED TO THE SATISFACTION OF THE CITY AT THE CONTRACTOR'S EXPENSE.
- TOPSOIL
 - TOPSOIL SHALL BE REMOVED WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR STRUCTURAL FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS.
 - TOPSOIL SHALL BE PLACED IN OWNER DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED, AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR STOCKPILE.
 - TOPSOIL STOCKPILED FOR REUSE SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE.
 - TOPSOIL PLACEMENT SHALL INCLUDE HAULING AND SPREADING 4" OR MORE OF TOPSOIL OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR DIRECTED BY THE CITY.
- EXCAVATION/EMBANKMENT
 - SUB-GRADE SHALL BE GRADED TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE.
 - FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED COMPACTION. STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, TO WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE CITY.
 - COMPACTION OF THE CLAY AND OTHER SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALK, ETC.
- UNSUITABLE MATERIAL
 - UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL WHICH IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND STRUCTURAL CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL, AND TO WHAT EXTENT, SHALL BE MADE BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE CITY.

PROJECT NO. 170319		DATE: 03/01/2018	
DRAWING NO. GN1		SHEET:	
TITLE: CHARLES RIVERWALK BLDG 3 SITE IMPROVEMENTS		GENERAL NOTES AND SCHEDULE OF QUANTITIES	
DISGN	DPR	WRF	DRE
DWN	CHKD	SCALE: NA	GN170319.DWG
NO. DATE	NATURE OF REVISION		

CLIENT: CITY OF ST. CHARLES
2 EAST MAIN STREET
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TRAFFIC CONTROL AND PROTECTION NOTES

- ALL CONSTRUCTION SIGNING SHALL CONFORM TO THE LATEST STANDARDS IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE REQUIREMENTS OF THE CITY OF ST. CHARLES UNLESS OTHERWISE NOTED ON THE PLANS.
- LOCATIONS OF TEMPORARY SIGNS SHALL BE ADJUSTED AS DIRECTED BY THE CITY SO AS NOT TO CONFLICT WITH EXISTING PERMANENT SIGNS. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED OR RELOCATED AS DIRECTED BY THE CITY OF ST. CHARLES.
- UPON COMPLETION OF THE PROJECT, ALL EXISTING SIGNS AND PAVEMENT MARKINGS WHICH ARE REMOVED IN ADVANCE OF CONSTRUCTION SHALL BE RE-ESTABLISHED AS DIRECTED BY THE CITY.
- PORTABLE TEMPORARY SIGNS AND OTHER TEMPORARY TRAFFIC PROTECTIVE DEVICES SHALL REMAIN IN PLACE DURING ALL CONSTRUCTION ACTIVITIES AND NORMAL TRAFFIC OPERATIONS RESTORED AT THE END OF EACH WORK DAY AS DIRECTED BY THE CITY.
- THE CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION EQUIPMENT, MATERIALS AND DEBRIS ARE REMOVED FROM THE ACCESSWAY AND ROADWAY PRIOR TO THE REMOVAL OF THE SIGNAGE.
- TRAFFIC CONTROL SIGNS SHALL BE MOUNTED ON POSTS WHEN FEASIBLE. POST MOUNTED TRAFFIC CONTROL SIGNS SHALL BE COVERED AT THE END OF EACH WORK DAY AS DIRECTED BY THE CITY.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF ST. CHARLES AT LEAST 14 DAYS IN ADVANCE OF HIS PLANS TO IMPLEMENT THE TRAFFIC CONTROL PLAN.
- THE CONTRACTOR SHALL IMPLEMENT THE TRAFFIC CONTROL PLAN BEFORE THE START OF CONSTRUCTION.
- THE CONTRACTOR IS TO INSTALL CONSTRUCTION FENCE (PLASTIC SAFETY FENCING) AROUND THE PERIMETER OF THE CONSTRUCTION AREA AND EQUIPMENT AT THE END OF EACH WORK DAY AS DIRECTED BY THE CITY.
- ALL EXIT DOORS FROM BUILDINGS SHALL REMAIN UNOBSTRUCTED AND FUNCTIONAL AS BUILDING EMERGENCY EXITS.
- THE CONTRACTOR SHALL MAINTAIN VEHICULAR ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES. AT NO TIME SHALL ACCESS BE DENIED TO BUILDINGS AND ROADWAYS WITHIN THE SITE UNLESS APPROVED BY THE CITY OF ST. CHARLES.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES WHICH SHALL INCLUDE TRAFFIC BARRICADES, FENCING, ETC. AS DIRECTED BY THE CITY. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR SHALL COORDINATE WITH THE ST. CHARLES FIRE AND POLICE DEPARTMENTS PRIOR TO ANY PAVEMENT OR SIDEWALK WORK.

LANDSCAPING NOTES

PLANTING NOTES

- ALL PLANTS WILL CONFORM IN SIZE AND GRADE TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARD FOR NURSERY STOCK.
- ALL PLANTS WILL BE INSTALLED IN ACCORDANCE WITH THE MINIMUM TECHNICAL SPECIFICATIONS OF THE ILLINOIS LANDSCAPE CONTRACTORS ASSOCIATION, INCLUDING THE PROVISIONS FOR GUARANTEE AND REPLACEMENT.
- THE APPROVED PLANT MATERIAL WILL BE ON SITE FOR INSPECTION BY THE LANDSCAPE ARCHITECT TO DETERMINE THE QUANTITY AND SIZE REQUIREMENTS HAVE BEEN MET. A POST PLANTING INSPECTION SHALL BE COMPLETED AND APPROVED PRIOR TO ISSUANCE OF FINAL ACCEPTANCE.
- SPECIFIED VARIETIES OF ANY SPECIES WILL BE SPECIMEN TYPE AND WILL BE FIRST CLASS REPRESENTATIVES OF THEIR NORMAL SPECIES AND VARIETIES. THEY WILL HAVE WELL DEVELOPED ROOT AND BRANCH SYSTEMS, REASONABLY STRAIGHT STEMS AND A WELL DEFINED SINGLE LEADER.
- ALL PLANTS WILL BE NURSERY GROWN WITH A GOOD COMPACT, FULLY DEVELOPED FIBROUS ROOT SYSTEM WHICH HAS BEEN DEVELOPED BY PROPER CULTURAL TREATMENT AND IS SUFFICIENT ENOUGH TO INSURE PLANT GROWTH.
- TREES SHALL BE NORTHERN NURSERY GROWN (HARDINESS ZONE 5 USDA MAP). TREES SHALL HAVE BEEN TRANSPLANTED TWICE, THE LAST TRANSPLANTING NOT LESS THAN FOUR YEARS PRIOR TO PLANTING.
- ALL TREES WILL BE TAGGED AND IDENTIFIED AS TO SPECIES, SIZE, AND PLACE OF ORIGIN. TAGS WILL REMAIN IN PLACE UNTIL INSPECTION AND APPROVAL BY THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE FINAL PLANTING SITE.
- ALL TREES WILL BE BALLED AND BURLAPPED, HAVE STRAIGHT TRUNKS AND GOOD BRANCHING. BRANCHES SHALL BEGIN FROM FIVE TO SIX FEET ABOVE THE GROUND LEVEL AND SHALL BE HIGH QUALITY REPRESENTATIVES OF THEIR SPECIES IN ALL REGARDS, INCLUDING GENERAL SHAPE.
- ALL DIGGING OF TREES IN THE NURSERY AND ALL PLANTING WILL BE DONE DURING THE PROPER SEASON.
- ALL TREES SHALL BE MAINTAINED UNTIL ESTABLISHED. ALL TREES NOT IN A VIGOROUS GROWING CONDITION AFTER ONE GROWING SEASON SHALL BE REPLACED AT THE BEGINNING OF THE NEXT SUCCEEDING PLANTING SEASON.
- ALL TREES SHALL BE WRAPPED WITHIN SEVENTY TWO HOURS AFTER PLANTING. TRUNKS OF THE TREES SHALL BE WRAPPED SPIRALLY FROM TOP TO BOTTOM WITH WATER PROOF CREPE PAPER AND SHALL BE SECURELY TIED WITH HEMP CORD AT TOP AND BOTTOM AND AT TWELVE-INCH INTERVALS ALONG THE TRUNK. THE WRAP SHALL COVER THE TRUNK FROM THE GROUND TO THE FIRST BRANCH AND SHALL BE NEAT AND SMOOTH.

PAVING NOTES

- GENERAL
 - PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION AND COMPACTION, PLACEMENT OF SUB-BASE OR BASE COURSE MATERIALS, BITUMINOUS BINDER AND/OR SURFACE COURSES, FORMING, FINISHING AND CURING CONCRETE PAVEMENT, CURBS AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK.
 - COMPACTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSRBC).
 - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL EXCAVATED MATERIAL, INCLUDING PAVEMENT, CONCRETE, ETC. FROM THE SITE.
 - HOT-MIX ASPHALT AND PORTLAND CEMENT CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE SSRBC, CITY OF ST. CHARLES POLICIES, AND THE DETAILS CONTAINED IN THE PLANS.
- SAW-CUTTING

A. THE COST OF SAW-CUTTING FOR ITEMS TO BE REMOVED SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE ITEM BEING REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

3. SUB-GRADE PREPARATION

- EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO 0.1 FOOT OF PLAN SUBGRADE ELEVATION. THE CONTRACTOR SHALL SATISFY HIMSELF THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISH TOP SUBGRADE ELEVATION HAS BEEN GRADED WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE CONTRACTOR ADVISES THE OWNER AND ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT HE HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE.
- PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE ENTIRE PAVED AREA MAY BE PROOF ROLLED AND INSPECTED FOR UNSUITABLE MATERIALS AND/OR EXCESSIVE MOVEMENT AT THE REQUEST OF THE CITY. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE CORRECTED IN A MANNER APPROVED BY THE CITY OR ITS REPRESENTATIVE. THE PAVED AREA MUST AGAIN BE PROOFROLLED AND THE PROCESS REPEATED UNTIL THE SUBGRADE IS SATISFACTORY TO THE CITY OR ITS REPRESENTATIVE. THE SAME PROCEDURE MAY BE REQUIRED FOR THE BASE COURSE PRIOR TO PLACEMENT OF THE ASPHALT OR CONCRETE SURFACE COURSE.

4. CONCRETE CURB

- THIS WORK SHALL BE IN CONFORMANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS INSOFAR AS APPLICABLE AND THE FOLLOWING PROVISIONS.
- THIS WORK SHALL INCLUDE CONSTRUCTION CONCRETE CURB IN CONFORMANCE WITH THE DETAILS SHOWN IN THE PLANS.
- THIS WORK SHALL INCLUDE CONSTRUCTING DEPRESSED CURBS WHERE SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE DETAILS IN THE PLANS.
- CONTRACTION AND EXPANSION JOINTS SHALL BE INSTALLED IN THE PROPOSED CURB AND GUTTER IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:
 - EXPANSION JOINTS- AT THE P.C. AND P.T. OF ALL CURB RETURNS AND ISLAND NOSES, AT RIGHT ANGLE BENDS, AND AT APPROXIMATE 50-FOOT (60' MAXIMUM) INTERVALS.
 - EXPANSION JOINT FILLER MATERIAL IN THE CURB AND GUTTER SHALL BE 1/2" THICK AND BE OF BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO THE REQUIREMENTS OF AASHTO SPECIFICATION M-213.
 - CONTRACTION JOINTS- AT EVEN INTERVALS APPROXIMATING 15 FEET BETWEEN EXPANSION JOINTS.
 - CONTRACTION JOINTS SHALL BE SAWED TO A MINIMUM DEPTH OF 2" ON ALL EXPOSED FACES OF THE CURB SECTION.
 - ALL CONTRACTION JOINTS SHALL BE SEALED IN ACCORDANCE WITH SECTION 420.12 OF THE STANDARD SPECIFICATIONS.
 - A KEYWAY SHALL BE PROVIDED IN THE CURB AND GUTTER WHERE ADJACENT TO PROPOSED PCC SIDEWALK AS SHOWN IN THE DETAIL IN THE PLANS.
 - THE WORK RELATED TO THE CONSTRUCTION OF THE KEYWAY AND CONTRACTION AND EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY.

- PROTECTIVE COAT WILL BE REQUIRED IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS AND SHALL BE INCLUDED IN THIS ITEM OF WORK.
 - THE CRUSHED STONE BASE AS SHOWN ON THE CURB AND GUTTER DETAIL IN THE PLANS SHALL BE IDOT GRADATION CA-6 CRUSHED LIMESTONE (MINIMUM IFR=80).
 - ALL REQUIRED EXCAVATION FOR CURB AND GUTTER CONSTRUCTION SHALL BE CONSIDERED AS INCIDENTAL TO THIS ITEM.
- PCC SIDEWALK, 5"
 - THIS WORK SHALL BE IN CONFORMANCE WITH SECTION 424 OF THE STANDARD SPECIFICATIONS INSOFAR AS APPLICABLE, THE DETAILS IN THE PLANS, AND THE FOLLOWING PROVISIONS.
 - THE SUB-BASE GRANULAR MATERIAL, TYPE B AS SHOWN ON THE SIDEWALK DETAIL IN THE PLANS SHALL BE IDOT GRADATION CA-6 CRUSHED LIMESTONE (MINIMUM IFR=80).
 - SIDEWALK DEPRESSIONS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS IN THE PLANS AT THE LOCATIONS SHOWN ON THE PLANS.
 - EXPANSION JOINT MATERIAL SHALL BE PLACED BETWEEN THE SIDEWALK AND HARD SURFACES AND AT APPROXIMATE 50-FOOT INTERVALS OR AS OTHERWISE DIRECTED. THE EXPANSION JOINT MATERIAL SHALL BE FULL DEPTH 1/2" AND BE OF BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO THE REQUIREMENTS OF AASHTO SPECIFICATION M-213. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED.
 - CONTRACTION JOINTS SHALL BE SET AT FOUR (4) FOOT CENTERS OR AS DIRECTED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED.
 - A KEYWAY SHALL BE PROVIDED IN THE SIDEWALK WHERE ADJACENT TO PROPOSED CURB AND GUTTER AS SHOWN IN THE DETAIL IN THE PLANS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED.
 - PROTECTIVE COAT WILL BE REQUIRED IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS AND SHALL BE INCLUDED IN THIS ITEM OF WORK.
 - THIS ITEM OF WORK SHALL INCLUDE ALL REQUIRED EARTH EXCAVATION TO PROPOSED SUBGRADE ELEVATION FOR THE PROPOSED SIDEWALK AND DISPOSAL OFF-SITE OF ALL EXCESS EXCAVATED MATERIAL.

ELECTRICAL NOTES

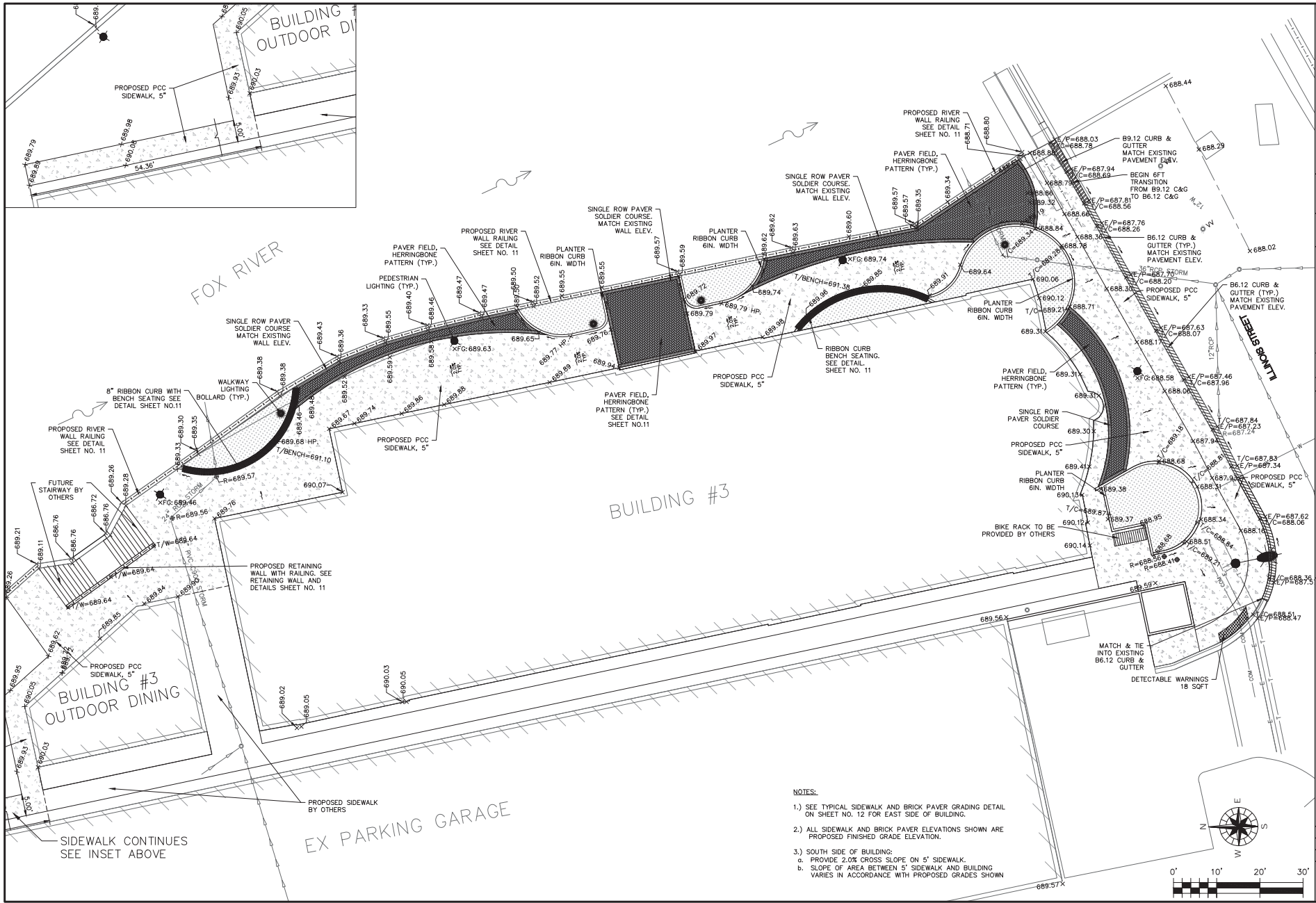
REFER TO ELECTRICAL PLAN SHEET NUMBER 7 AND ELECTRICAL DETAIL SHEET NUMBER __, FOR CITY OF ST. CHARLES ELECTRICAL INSTALLATION SPECIFICATIONS AND REQUIREMENTS.

MATERIAL LIST

BRICK: THE PROPOSED BRICK PAVERS SHALL MATCH THE EXISTING BRICK SIDEWALK OF FIRST STREET AND SHALL BE LAID IN THE SAME HERRINGBONE PATTERN AS THE EXISTING BRICK SIDEWALK PAVERS. INFORMATION AVAILABLE FROM THE CITY OF ST. CHARLES INDICATES THAT THE EXISTING BRICK PAVERS ARE "OLD TAVERN" (BY PINE HALL BRICK, WINSTON SALEM N.C.) FOR THE HERRINGBONE PAVEMENT AND "OLD SOUTH" (BY PINE HALL BRICK, WINSTON SALEM, N.C.) FOR THE BORDER. ALL 4"X8"X2-1/4" SIZE. HOWEVER, THE CONTRACTOR SHALL PROVIDE A SAMPLE OF EACH REFERENCED PINE HALL BRICK TYPE TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO ORDERING THE SIDEWALK BRICK TO ENSURE THAT THEY MATCH THE EXISTING CROSSWALK BRICK.

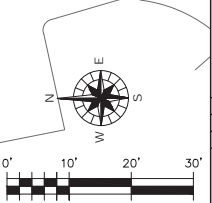
SCHEDULE OF QUANTITIES			
	PAY ITEM DESCRIPTION	QUANTITY	UNIT
1	COMBINATION CURB AND GUTTER REMOVAL, TYPE B-6.12	91.0	LF
2	SIDEWALK REMOVAL	60.0	SF
3	FENCE REMOVAL	19.0	LF
4	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	105.0	LF
5	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	11.0	LF
6	MANHOLE/INLET STRUCTURE ADJUSTMENT	4.0	EA
7	FRAME AND LID, TY 1 CLOSED	3.0	EA
8	FRAME AND LID, TY 8 BEHIVE	1.0	EA
9	DECORATIVE BRICK PAVERS	1155.0	SF
10	PCC PAVER BASE BASE 5"	128.3	SY
11	PORTLAND CEMENT CONCRETE SIDEWALK 5"	5390.0	SF
12	DETECTABLE WARNINGS	18.0	SF
13	CONCRETE RETAINING WALL	1.0	LSUM
14	RIVERWALK RAILING	267.0	LF
15	RAISED PLANTER CURB, BIN. WIDTH	62.6	LF
16	RAISED PLANTER CURB, BIN. WIDTH	234.4	LF
17	PLANTER EXCAVATION AND MATERIAL DISPOSAL	67.8	CY
18	TOPSOIL FURNISH AND PLACE, 36"	67.8	CY
19	TREE, CANOPY	5.0	EA
21	SHRUB, DECIDUOUS	18.0	EA
22	PERENNIAL PLANTS	594.0	EA
23	BULBS	610.0	EACH
24	LIGHT POLE, PEDESTRIAN	5.0	EA
25	LIGHT POLE FOUNDATION, PEDESTRIAN	5.0	EA
26	WALKWAY LIGHTING BOLLARD	4.0	EA
27	BOLLARD FOUNDATION	4.0	EA
28	LIGHTING CONTROLLER, C	1.0	EA
29	LIGHTING CONTROLLER, CT ERICKSON	1.0	EA
30	LIGHTING CONTROLLER PAD	1.0	EA
31	4" PVC CONDUIT	209.0	LF
32	3" PVC CONDUIT	148.0	LF
33	2" PVC CONDUIT	790.0	LF
34	1 1/4" PVC CONDUIT	1220.0	LF
35	SEAT WALL BENCH	71.0	LF
36	INLET FILTERS	4.0	EACH
37	CONCRETE WASHOUT FACILITY	1.0	EACH
38	TRAFFIC CONTROL AND PROTECTION	1.0	LSUM
39	MOBILIZATION	1.0	LSUM
40	TEMPORARY ASPHALT PATH TO NORTH PARKING LOT	135.0	LF

TITLE:	ST. CHARLES RIVERWALK BLDG 3
DPR:	SITE IMPROVEMENTS
MRP:	
DPE:	
DISGN:	
DWN:	
CHKD:	
SCALE:	NA
NO. DATE:	
NATURE OF REVISION:	CN170319.DWG
CITY OF ST. CHARLES	
2 EAST MAIN STREET	
ST. CHARLES, IL 60174	
630.377.4400	
WBK ENGINEERING, LLC	
118 WEST MAIN STREET, SUITE 201	
ST. CHARLES, ILLINOIS 60174	
(630) 443-9733	
PROJECT NO.	170319
DATE:	03/01/2018
DRAWING NO.	GN2
SHEET:	
3 OF 14	



NOTES:

- 1.) SEE TYPICAL SIDEWALK AND BRICK PAVER GRADING DETAIL ON SHEET NO. 12 FOR EAST SIDE OF BUILDING.
- 2.) ALL SIDEWALK AND BRICK PAVER ELEVATIONS SHOWN ARE PROPOSED FINISHED GRADE ELEVATION.
- 3.) SOUTH SIDE OF BUILDING:
 - a. PROVIDE 2.0% CROSS SLOPE ON 5' SIDEWALK.
 - b. SLOPE OF AREA BETWEEN 5' SIDEWALK AND BUILDING VARIES IN ACCORDANCE WITH PROPOSED GRADES SHOWN



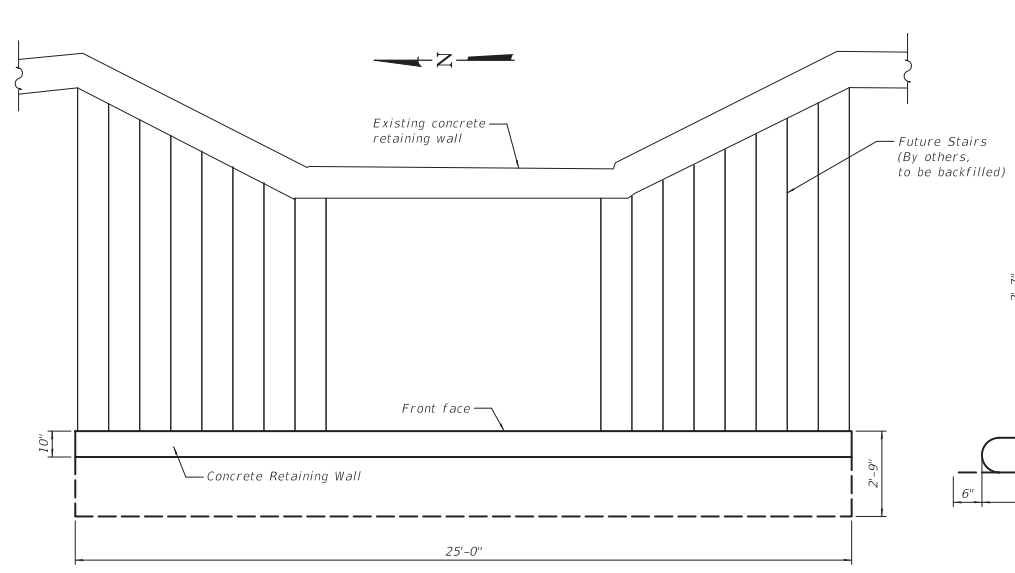
TITLE ST. CHARLES RIVERWALK BLDG 3 SITE IMPROVEMENTS		DPR	MRP	DPR	DPR
DSGN	DVN	CHKD.	SCALE	AS NOTED	NATURE OF REVISION
RGT.	DATE				
CLIENT: CITY OF ST. CHARLES 2 EAST MAIN STREET ST. CHARLES, IL 60174 630.377.4400					
PROJECT NO. 170319 DATE: 03/01/2018 DRAWING NO. GR1 SHEET:					
					6 OF 14

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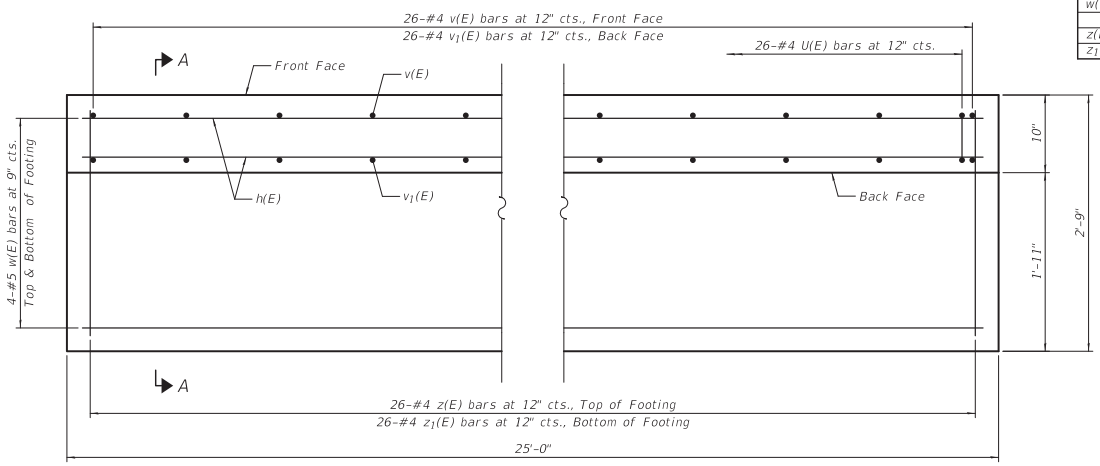
WBK ENGINEERING, LLC
 118 WEST MAIN STREET, SUITE 201
 ST. CHARLES, ILLINOIS 60174
 (630) 443-9735

GRADING PLAN

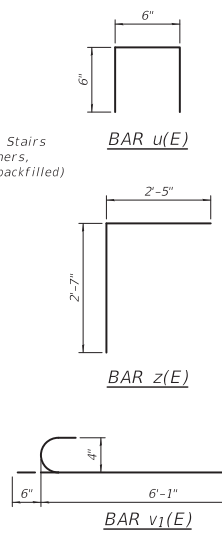
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PLAN

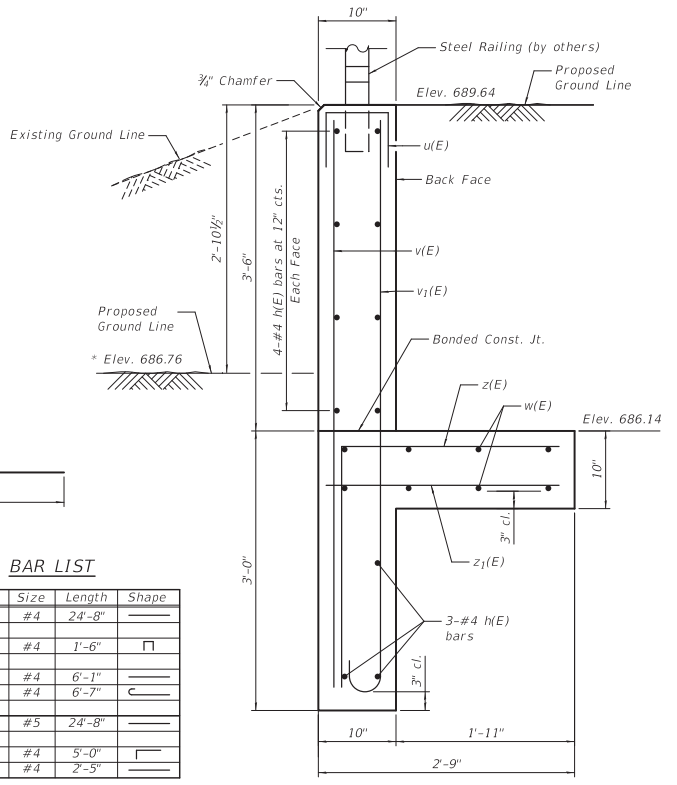


WALL PLAN
 (Showing Reinforcement, N.T.S.)



BAR LIST

Bar	No.	Size	Length	Shape
h(E)	11	#4	24'-8"	—
u(E)	26	#4	1'-6"	⊏
v(E)	26	#4	6'-1"	—
v1(E)	26	#4	6'-7"	⌋
w(E)	8	#5	24'-8"	—
z(E)	26	#4	5'-0"	⌋
z1(E)	26	#4	2'-5"	—



SECTION A-A

* Proposed future elevation of stair landing.

DESIGN STRESSES
 FIELD UNITS

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

Notes:
 Concrete Structures, Reinforcement Bars, Epoxy Coated and Structure Excavation shall not be paid for separately but included in the cost of Lump Sum for "Concrete Retaining Wall."
 All concrete shall be class SI.
 Reinforcement bars shall conform to the requirements of ASTM A706 Gr. 60.
 Reinforcement bars designated (E) shall be epoxy coated.
 Reinforcement shall maintain a 2" concrete cover unless otherwise noted.
 All construction joints shall be bonded.
 This work shall conform to the requirements of the applicable portions of Sections 502, 503 and 508 of the Standard Specifications.
 Future stairwell in front of wall to be constructed at a later date. This area is to be backfilled at the direction of the Engineer/Owner.
 Contractor shall coordinate with Fencing Contractor prior to construction in order to verify wall geometry and rebar placement can accommodate the fence/posts. Any adjustments required to the retaining wall shall be approved by the Engineer/Owner.
 Obstruction mitigation from boulders or solid rock strata shall be paid for in accordance with Section 109.04 of the IDOT Standard Specifications.
 See Site Geometric Plan for wall location.

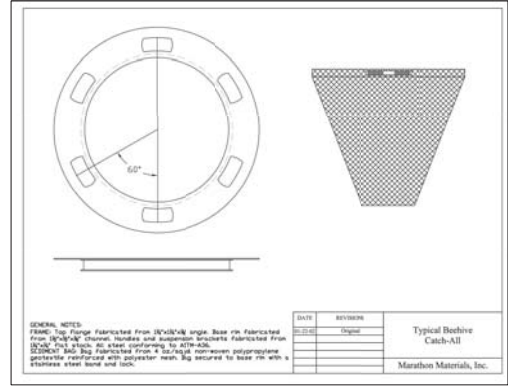
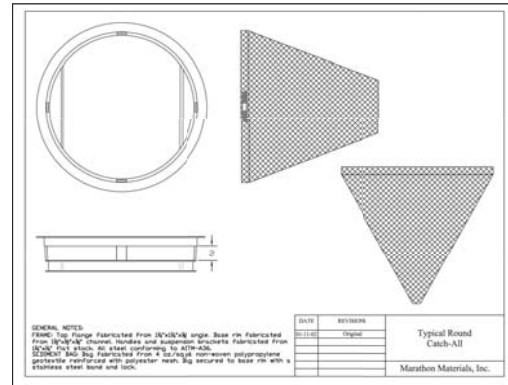
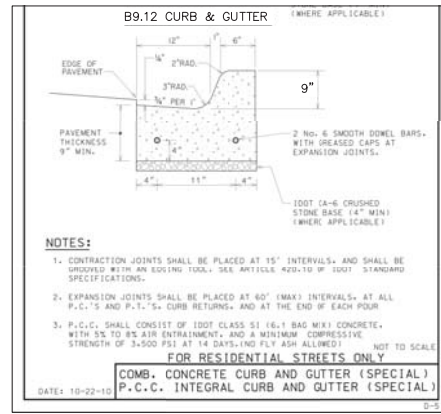
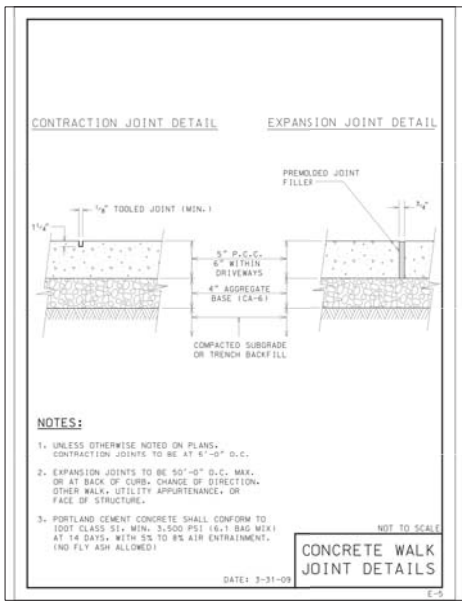
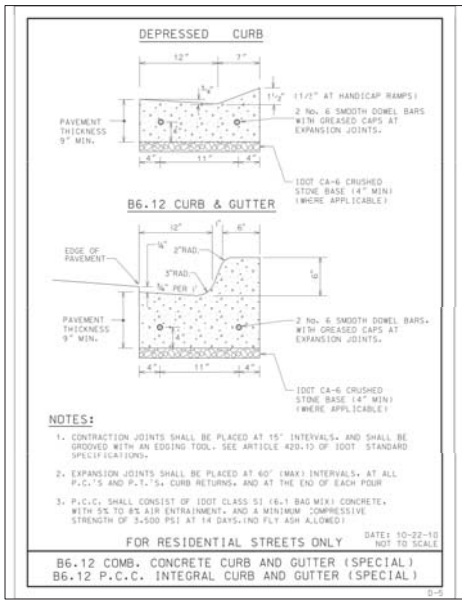
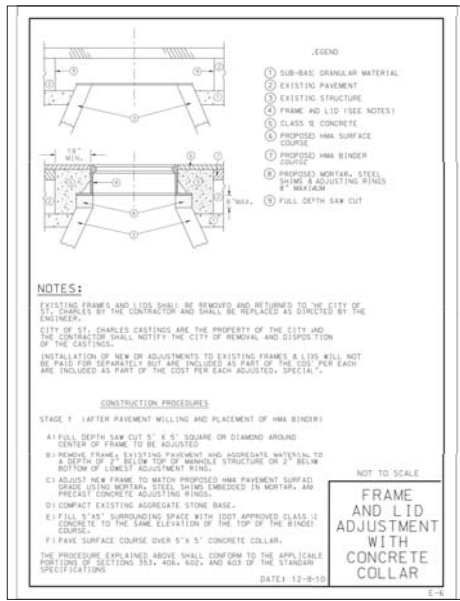
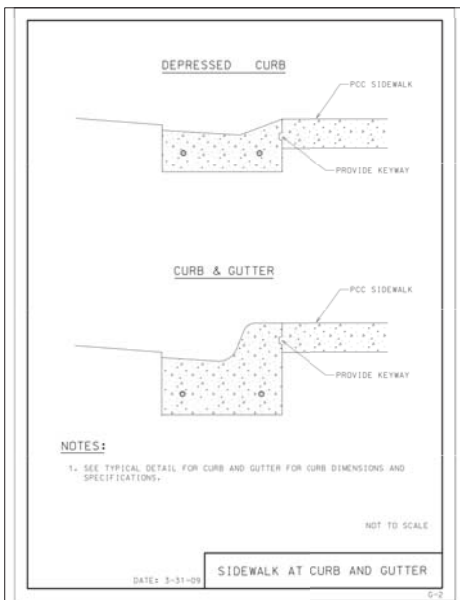
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NO. 1	DATE	NATURE OF REVISION	
2			
3			
4			
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6			
7			

CLIENT: CITY OF ST. CHARLES
 2 EAST MAIN STREET
 ST. CHARLES, IL 60174
 630.377.4400

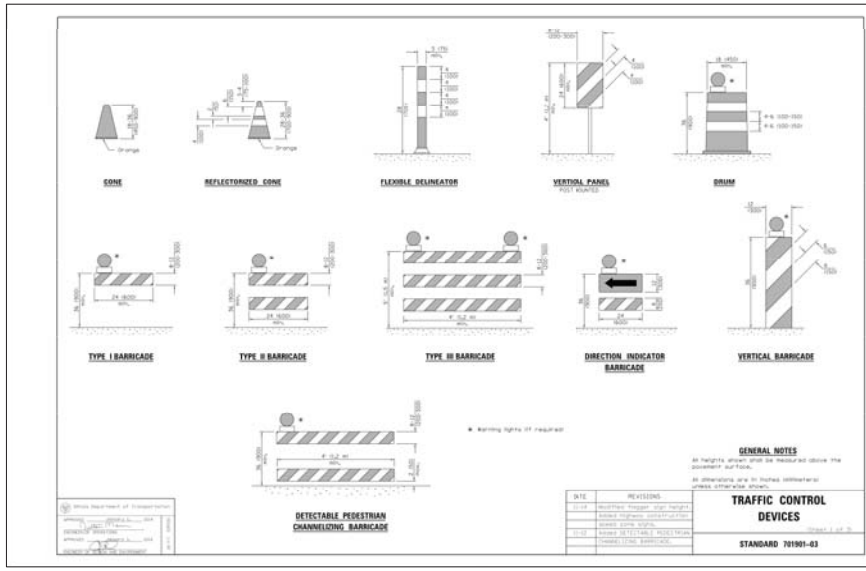
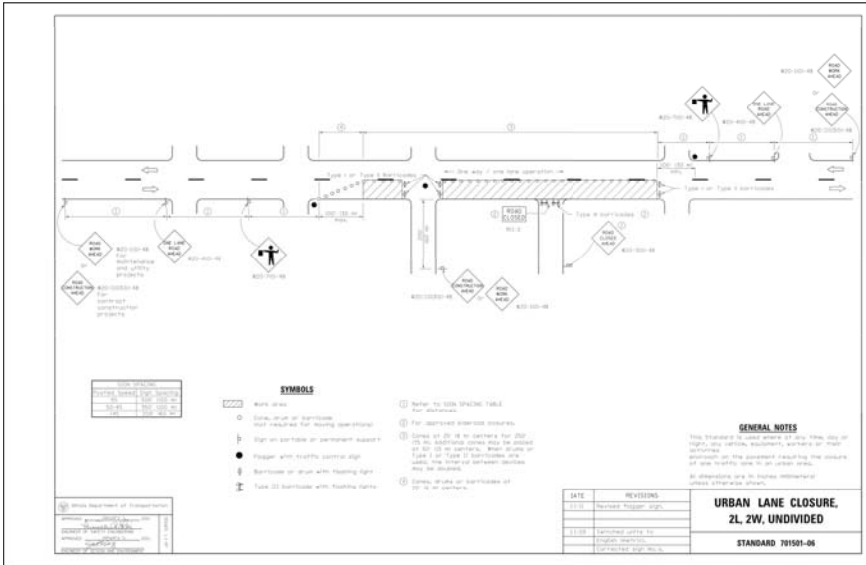
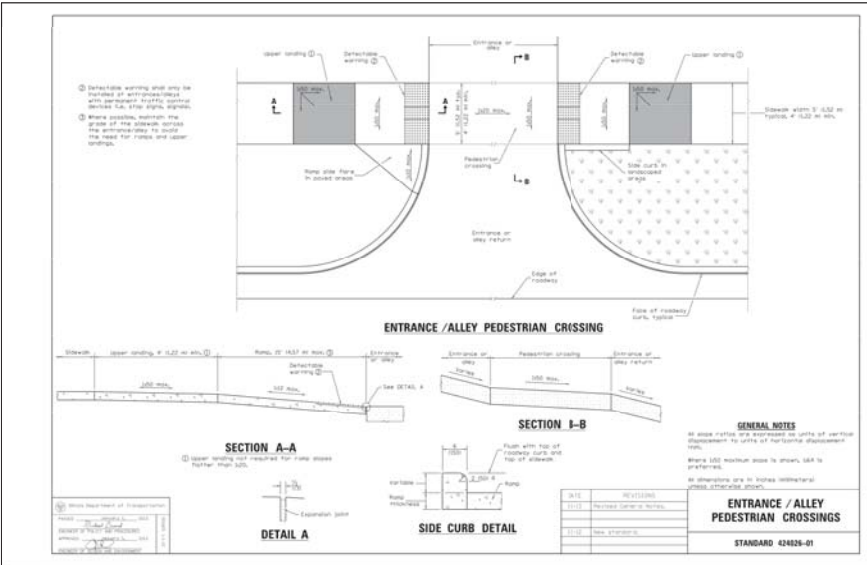
WBK ENGINEERING, LLC
 116 WEST MAIN STREET, SUITE 201
 ST. CHARLES, ILLINOIS 60174
 (630) 483-7255

PROJECT NO. 17-0319
 DATE: 02/26/18
 DRAWING NO. RW1
 SHEET

8 OF 14



TITLE	ST. CHARLES RIVERWALK BLDG 3 SITE IMPROVEMENTS			
DPR	MRP	DRE	SCALE	DATE
DISGN	DWN.	CHKD.	SCALE	DATE
NO. DATE	NATURE OF REVISION			
DT170319.DWG				
CITY OF ST. CHARLES	116 EAST MAIN STREET, SUITE 201 ST. CHARLES, ILLINOIS 60174 (630) 443-9735			
PROJECT NO.	170319			
DATE	03/01/2018			
DRAWING NO.	DT1			
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CLIENT:
 CITY OF ST. CHARLES
 2 EAST MAIN STREET
 ST. CHARLES, ILLINOIS 60174
 630.377.4400

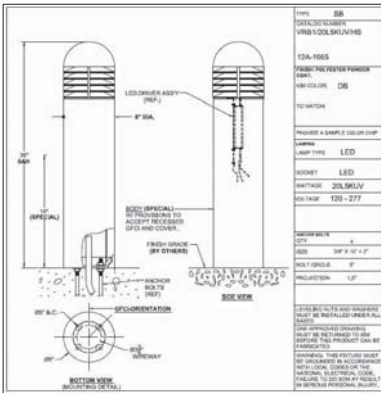
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WBK engineering
 WBK ENGINEERING, LLC
 116 WEST MAIN STREET, SUITE 201
 ST. CHARLES, ILLINOIS 60174
 (630) 443-7735

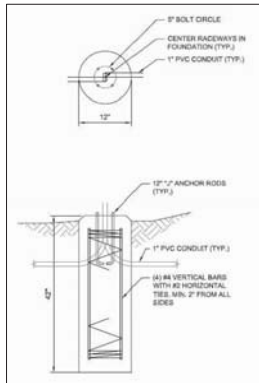
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SITE IMPROVEMENTS
DETAILS

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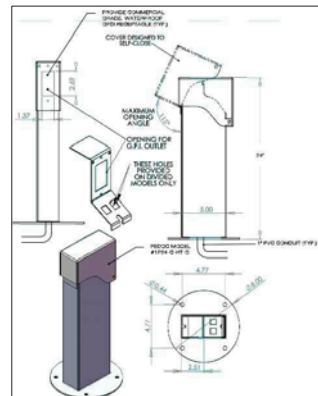
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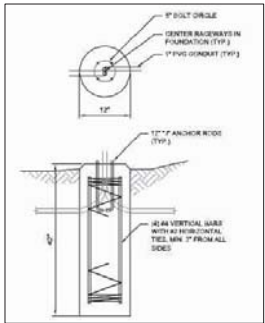
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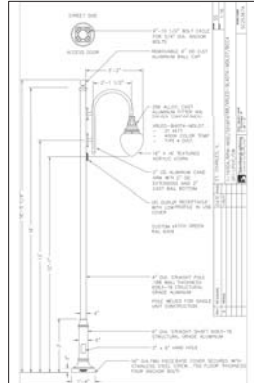
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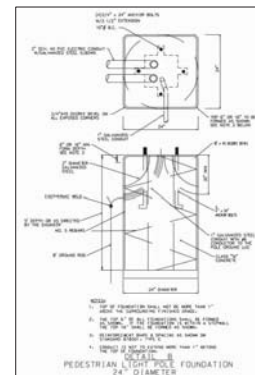
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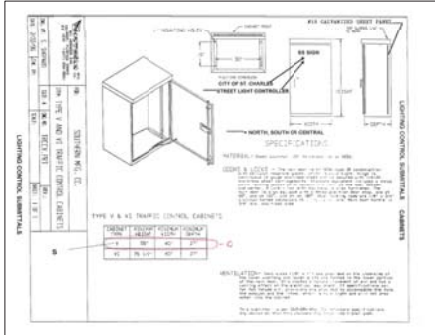
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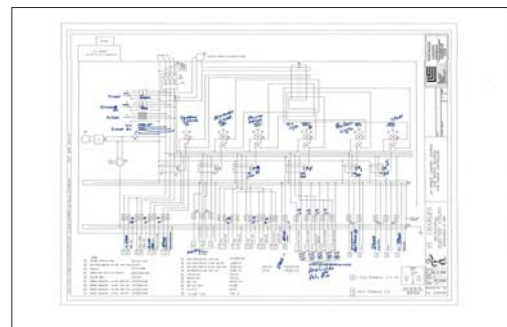
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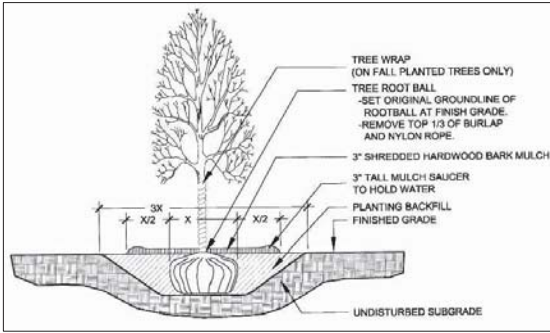
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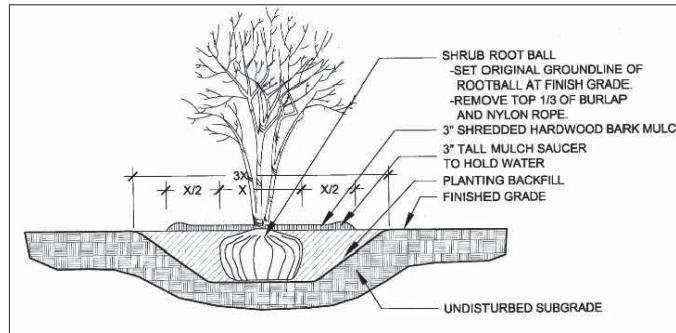
9 LIGHTING CONTROLLER WIRING DETAIL
PROVIDED BY CITY OF ST. CHARLES ELECTRICAL
ENGINEERING DEPARTMENT PHONE NO. (630) 377-4407

TITLE: ST. CHARLES RIVERWALK BLDG 3 SITE IMPROVEMENTS			
DESIGN	DPR	MRP	DPR
DRAWN	CHD	SCALE	NA
DATE	NO. DATE	NATURE OF REVISION	DT170319.DWG
CLIENT: CITY OF ST. CHARLES 2 EAST MAIN STREET ST. CHARLES, IL 60174 630.377.4400			
PROJECT NO. 170319			
DATE: 03/01/2018			
DRAWING NO. DT1			
SHEET: 13 OF 14			

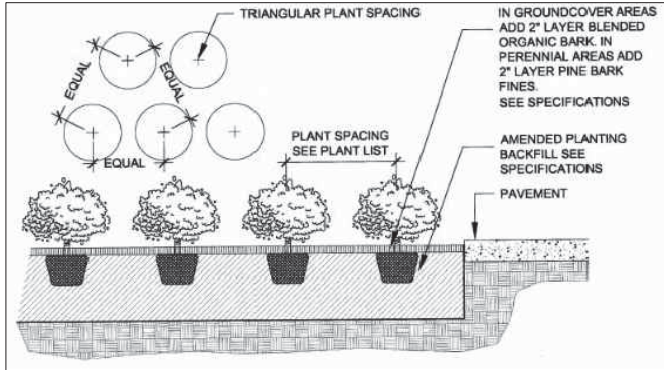
WBK engineering
118 WEST MAIN STREET, SUITE 201
ST. CHARLES, ILLINOIS 60174
(630) 443-9733



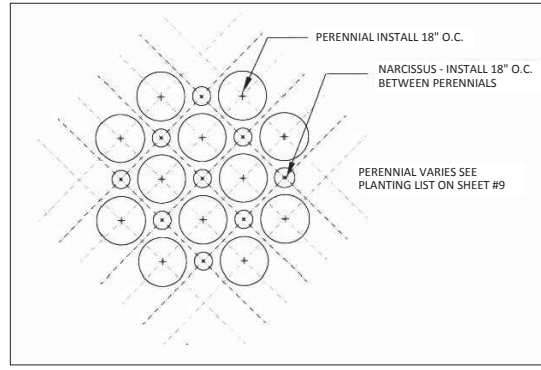
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2 SHRUB PLANTING DETAIL
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3 PERENNIAL PLANTING DETAIL
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4 BULB/PERENNIAL INTERPLANTING DETAIL
NO SCALE

TITLE: ST. CHARLES RIVERWALK BLDG 3 SITE IMPROVEMENTS		DETAILS	
DISGN	DPR	MRP	DPR
DWN.		CHKD.	
SCALE: NA		SCALE: NA	
FIG. DATE		NATURE OF REVISION	DT170319.DWG
CLIENT: CITY OF ST. CHARLES 2 EAST MAIN STREET ST. CHARLES, IL 60174 630.377.4400			
WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201 ST. CHARLES, ILLINOIS 60174 (630) 443-9733			
PROJECT NO. 170319			
DATE: 03.01.2018			
DRAWING NO. DT3			
SHEET:			
14 OF 14			