	PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY			
	Project Title/Address:	First Street Redevelopment PUD – Preliminary Plan for Building #3 Streetscape and Riverwalk Design		
	City Staff:	Russell Colby, Community Development Division		
ST. CHARLES	PUBLIC HEARING	Manager	MEETING	V
SINCE 1834			3/6/18	Λ
APPLICATIONS:				
ATTACHMENTS AND SUPPORTING DOCUMENTS:				

Preliminary/Final Plans	Memo regarding feasibility of Illinois St. crossing
Staff Review comments	Building #3 elevation and recent photos of site

## **SUMMARY:**

An overall PUD Preliminary Plan for Phase 3 of the First Street PUD was approved by the City in 2015. This approval required that updated plans for the adjacent public spaces be reviewed by Plan Commission and approved by City Council as each section is proposed for construction.

Building #3 (Sterling Bank building) is currently under construction. Per the Redevelopment Agreement for the project, the City is to design and provide for 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.

Staff presented a conceptual layout for feedback in October 2017. Preliminary/Final Plans have been prepared by WBK based on the feedback received from Plan Commission and City Council Committee.

Significant features of the plan:

- Concrete as the primary walking surface, with paver brick for accent areas
- A minimum open walking path width of 9 ft. in most locations
- Planter islands located based upon the building design, taking into account first floor entrances/windows/storefronts and upper level balconies
- Seating integrated into two planter beds (similar to the existing First Street plaza)
- Use of the First Street style pedestrian street lighting and bollard lighting along the Riverwalk
- Metal railing along the top of the upper level riverwall (two options for design)

City departments are currently reviewing the plan. Staff comments from the Community Development Division are attached.

## Illinois Street crossing:

As suggested by the Plan Commission, the City Council Committee asked for 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).

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. This information will be presented to the City Council for further direction.

## **SUGGESTED ACTION:**

Review the PUD Preliminary Plan.

Staff has found the application materials to be complete and the plan to be in conformance with the requirements PUD ordinance and the Zoning Ordinance.

## INFO / PROCEDURE ON APPLICATION – PUD PRELIMINARY PLAN

- Approval of plans for development of property within a PUD- includes site, landscape, and engineering plans.
- Recommendation is based on compliance with the previously (or concurrently) approved Special Use for PUD standards and other city code requirements (including Zoning and Subdivision codes).

## FINAL ENGINEERING FOR

# ST. CHARLES RIVERWALK BLDG 3 SITE IMPROVEMENTS

PLAN LEGEND

EXISTING	LINETYPES	PROPOSED
0n 0n	DRAIN TILE	
	STORM SEWER	
$\longrightarrow \longrightarrow \longrightarrow \longrightarrow \longrightarrow \longrightarrow \longrightarrow$	SANITARY SEWER	
8"	WATER MAIN (W/ SIZE)	
	PIPE TRENCH BACKFILL	
G G	GAS MAIN	G G
TT	TELEPHONE LINES	TT
EE	ELECTRIC LINE	EE
-1-1-1-1-1-1-1-1-	FENCE	-1-1-1-1-1-1-1-1
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<u>/.\</u>	CONTROL POINT	
c	SIGN	4
XXX.XX	SPOT ELEVATION	XXX.XX
	OVERLAND FLOW ROUTE	-
0.5	DRAINAGE SLOPE	-~->
600	TREE, EVERGREEN, SHRUB & PROPOSED	
U.	TREE TO REMOVE	

PERMITS

AGENCY	DATE	PERMIT #

ST. CHARLES, ILLINOIS WBK PROJECT NO. 170319 LOCATION MAP



## WBK engineering

 WBK ENGINEERING, LLC

 116 WEST MAIN STREET, SUITE 201, ST. CHARLES, ILLINOIS 60174

 P: 630.443.7755
 F: 630.443.0533

 WWW.WBKENGINEERING.COM

PROFESSIONAL DESIGN FIRM NO. 184.007317 EXPIRATION DATE: 04/30/2019

#	TITLE	DESCRIPTION
1	CV1	COVER SHEET
2-3	GN1-GN2	GENERAL NOTES AND SCHEDULE OF QUANTITIES
4	EC1	EXISTING CONDITIONS AND REMOVAL PLAN
5	GM1	SITE AND GEOMETRIC PLAN
6	GR1	GRADING PLAN
7	ELEC1	LIGHTING AND ELECTRICAL PLAN
8	RW1	RETAINING WALL AND RAILING
9	LD1	LANDSCAPE PLAN
10-14	DT1-DT5	DETAILS

#### REVISIONS

ORIGINAL PLAN DATE: 03.01.2018			
#	SHEET #	DESCRIPTION	DATE

#### CLIENT

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

## CITY OF ST. CHARLES

#### CIVIL ENGINEER



#### ADDTN'L PROFESSIONAL

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- x X

CALL J.U.L.I.E. 1-6 48 HOURS BEFOR CITY OF ST. CHARLES, M CITY OF ST

CALL J.U.L.I.E. 1-800-892-0123 48 HOURS BEFORE YOU DIG CITY OF ST. CHARLES, KANE COUNTY SW 1/4 SECTION 27 & NW 1/4 SECTION 34, T40N, R8E

#### GENERAL NOTES

1. REFERENCED SPECIFICATIONS AND CODES

- A THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSRBC), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED BY THE LLINOIS DEPARTMENT OF TRANSPORTATION. THE MOST CURRENT VERSION NO ALL MANDARDHST THERETO. THE DESION MANUAL HIGHWAY STANDARDS, AND THE CULVERT MANUAL, ALSO PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- B. 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.
- C. ILLINOIS DESIGN STANDARDS FOR SEWAGE WORKS.
- D. TECHNICAL POLICY STATEMENTS OF THE IEPA, DIVISION OF PUBLIC WATER SUPPLY
- E. TECHNICAL STANDARDS FOR WATER WORKS, BY THE GREAT LAKES UPPER MISSISSIPPI RIVER BOARD OF STATE SANITARY ENGINEERS ("10 STATES STANDARDS").
- F. MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- G. THE AMERICANS WITH DISABILITIES ACT, THE ILLINOIS ACCESSIBILITY CODE AND THE FAIR HOUSING ACT.
- H. THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, AND IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL.
- I. U.S. SOIL CONSERVATION SERVICE FIELD ENGINEERING HANDBOOK.
- J. ALL CODES AND ORDINANCES OF KANE COUNTY AND THE CITY OF ST. CHARLES.
- K. ALL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION.
- L. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE WORK, INCIDENTAL TEMS OR ACCESSORIES INCESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THESE IMPROVEMENTS.
- M. CITY OF ST. CHARLES ENGINEERING DESIGN AND INSPECTION POLICY MANUAL.

N. IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISION SHALL APPLY.

2. UTILITY LOCATIONS

- A. TO THE BEST OF OUR KNOWLEDGE, EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS.
- B. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL EXISTING UTILITY FACILITIES AND THERE RACE COLORIDADIS, AND TO SAPEL'S SOCIEDE LAL UTILITY RELOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPARIES LOCATE THEIR FACILITIES IN THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPARIES IN CONTE THEIR FACILITIES IN THE OUT OF THESE FACILITIES. THE ENGINEER DOES NOT WARKING THE LOCATE THEIR FACILITIES IN STRUC-OF THESE FACILITIES. THE ENGINEER DOES NOT WARKING THE LOCATION OF ANY EXISTING UTILITIES IS SHOWN ON THE FLAN. THE CONTRACTOR SHALL CALL JULLE AT 800 582-0123 AND THE AGENCY HAVING JURISDICTION OVER LOCAL WATER, SEVER AND ELECTICAL SYSTEMS. FOR UTILITY COLFORMS.
- C. 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.
- 3. UTILITY COORDINATION
- A THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SUPRACE UTLITES, WHETHER GROWT THEY ARE SHOWN ON THE PUACE, MY UTLITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPARED TO THE SATISFACTION OF THE CITY AND THE UTLITY OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXPERSES INCURRED IN THE REPARY OF DAMAGED UTLITY APPLICATION.
- E. THE CONTRACTOR IS RESPONSELE FOR VERIPTING THE INTURE AND DISTULD OF ALL UTLITY RELOCATION WORK PRORE TO THE START OF CONSTRUCTION THE CONTRACTOR SULL TAKE APPROPRIATE BLEASINGS TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTLITY FALCUTES AND RELOCATION WORK THE CONFIDENCE SHOLD REFLECT CONSTRUCTION SEQUEXION WHICH COORDINATES WITH ALL UTLITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF WORK FROM TIME TO CONFLUENCE THEREWITH AS INSECTION OF WERE.
- C. 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
- 4. ALL CONTRACTORS ARE ADVISED TO VISIT THE SITE PRIOR TO SUBMITTING BIDS.
- 5. PROR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL YEER? ALL DIMENSIONS AND CONDITIONS AFECTING THE WORK WITH THE CONTRUCTION THE CONTRACTOR SHALL YEER? ALL DIMENSIONS AND CONDITIONS AFECTING THE WORK WITH THE CONTRUCTION SHALL AND AN OWNER AND ISOCREPACED SWITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST MIMEDIATELY REPORT SAME TO ENGINEER BEFORE DOWN ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILT? IN THE EVENT OF DISAGREEMENT BETWEEN THE CONTRUCTION PLANS, SPECIFICATIONS ANDICR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WITTETIN INSTITUCTION FROM THE ENNIBER PROFILO TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILUNG TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN IRSK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR OUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE EVIDENCE MALL BEFINAL AND CONCLUSIVE.
- 6. 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 ADRICISE BEING UNABLE TO VIST ISTE WILL RESULT IN THE CONTRACTOR SUSPENDING OPERATIONS (PERTAINING TO TESTING) UNTIL TESTING OPERATIONS CAN BE COMPLETED. COST OF SUSPENDING OF WORK TO BE BORN BY CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE FIELD ENGINEERING SERVICES TO ESTABLISH AND RECORD GRADES, 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. CHAD IP.
- 10. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES WHICH SHALL INCLUDE TRAFFIC BARRICADES, FENCING, ETC. AS DIRECTED BY THE CITY. NOTE THAT HIGH VOLIMES 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".
- 11. 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.
- 12. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTE FOR REMOVAL SHALL BE KEPT OPERATIONAL AND MAINTAINED BY THE CONTRACTOR AT HIS OWN EXPRESS AS SHOWN ON THE ENDIREMING PLANS OF A DIRECTED BY THE CONTRACTOR AT HIS OWN SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUED TO BE RESET: SHALL BE DELIVERED TO THE RESPECTIVE OWNER. BY DRIVEN DIREMONS TO THE REQUED TO BE RESET: SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

- 13. THE CONTRACTOR SHALL MAINTAIN ALL STREETS DRIVEWAYS, PARKING AREAS, AND RIGHTS-OF-WAY IN THE AREA FREE OF SOLL, MUD AND CONSTRUCTION DEBRIS, STREETS TO BE CLEANED AT THE END OF EACH BUSINESS DAY OR SOONER.
- 14. THE CONTRACTOR SHALL COORDINATE WITH THE ST. CHARLES FIRE AND POLICE DEPARTMENTS PRIOR TO ANY
- 15. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING, AND OTHER REQUIRED PROTECTION OF ALL BROADWAYS BEFORE CONSTRUCTION BEGINE. HE SHALL BE RESPONSIBLE FOR ANY DANAGE TO THE STREETS OR PROMVIN'S SUBEWAKE, CURBS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPARTS AS NECESSARY TO THE SATISFACTION OF THE ENDINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DATA IN A DATA AND MAINTENANCE OF ADEQUATE SIGNS AND WARNING DEVICES TO INFORM AND PROTECT THE PIRIL.
- 16. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, TEMPORARY DITCHES OG UTTERS SO THAT THE MATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALI DRAINAGE STRUCTURES SHALL BE CLARABE AS NECESSARY TO INSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBINS PRIOR TO THE FINAL INSPECTION OF THE PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIGNEED INDEDINTAL TO THE CONTRACT.
- 17. 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.
- 18. 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 WARRINGS.
- 19. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION STAKING.
- 20. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.
- 21. ALL SOIL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION
- 22. 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 LOCATIONS FOR SUCH DISPOSAL.
- 23. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELAWEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCIENT AT NO ADDITIONAL EXPRESS 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.
- 24. ALL SEWER AND WATER MAIN CONSTRUCTION WITHIN THE LIMITS OF THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEVER MAIN CONSTRUCTION IN LLINOIS, CURRENT EDITION, AND ALL SUPPLEMENTS AND REVISIONS THEREFOR WITH THE STANDARD SPECIFICATIONS OF THE AGENCY HAVING JURISDICTION OVER THE PROJECT.
- 25. 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 INCLEDITAL TO THE CONTRACT UNESS SPECIFICALLY NOTED ON THE PLANS.
- 28. 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 MUCIDENTAL TO THE CONTRACT.
- 27. 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.
- 28. 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.
- 28. BEFORE FINAL APPROVAL BY THE OWNER AND THE AGENCY HAVING JURISDICTION OVER THE PROJECT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE AND A REPRESENTATIVE OF THE AGENCY HAVING JURISDICTION OVER THE FROLECT. THE FINAL PAYNEMENT WILL BE MADE ATTER ALL OF THE CONTRACTORS WORK HA3 BEEN APPROVED AND CERTIFIED COMPLETE. THE CONTRACTOR SHALL GURANATEE HIS WORK FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE CERTIFICATE OCCUMPLETION AND SHALL BE HIS DESPONSIBLE FOR ANY DEFECTS IN MATERIAL OR WORKMANSHIP OF THIS WORK DURING THAT PERIOD. ADDITIONALLY, THE CONTRACTOR SHALL PROVIDE A ONE YEAR MANTENACE BOD SEVENTED IN THE CONTRACT OCUMENTS.
- CONTRACTOR MUST PROVIDE OWNER WITH RECORD DRAWINGS IN ACCORDANCE WITH CITY REQUIREMENTS, PRIOR TO FINAL PAYMENT BEING APPROVED.
- 31. THE CONTRACTOR SHALL PERFORM LANDSCAPE MAINTENANCE FOR A PERIOD OF THREE YEARS FROM THE DATE ON THE CERTIFICATE OF COMPLETION.

#### INDEMNIFICATION

- A. HOLD HARMLESS. THE CONTRACTOR, AS A CONDITION OF THE CONTRACT, HEREBY AGREES TO ASSUME THE ENTIRE RESPONSIBILITY AND LIABULITY FOR. AND DEPENSE OF, AND TO PAY AND NORMINEY AND HOLD THE OWNER, THE ENGUEER, THE CITY, ABORTS AND BARDONESS BARDARESS FROM ALL CLARKS FOR DAMAGES OR BARDY TO READENT HIS THEORETS AND DEPENDENCING, INCOMENT AND HOLD THE OWNER THE RESPONSIBILITY FOR ABORTS AND DEPENDENCING, INCOMENT AND HOLD THE OWNER, THE ENGUEER, THE CITY, ABORTS AND DEPENDENCING, INCOMENT AND HOLD THE DAMAGES OF THE OWNER AND THE ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS OWNER AND ADDRESS ADDRESS AND ADDRESS ADDRESS ADDRESS AND ADDRE
- B. ALL COSTS, FEES AND EXPENSES, INCLUDING, BY WHY OF EXAMPLE AND INTENDIT I.MITATION, REASONABLE ATTORNEYS FEES, COURT COSTS, COURT REPORTER FEES, TRANSPORT COSTS, SUPPORTANT FEES AND COSTS, WITNESS FEES, SERVICE COSTS, AND DOCUMENT REPRODUCTION COSTS INCURRED BY THE CITY AS A RESULT OF ANY CLAMS FOR DIAMAGE OR NURIFY AS ENAMBERADED BADYES THAT CONTRACTOR.
- C. THE CONTRACTOR(S) SHALL NAME WER ENGINEERING LLC. AND THE CITY OF ST. CHARLES AS ADDITIONAL NAMED INSUREDS ON ALL LABULTY INSURANCE POLICIES AND SHALL PROVIDE THE CITY AND WER 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.
- 2. THE CONTRACTOR SHALL: PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATONS, REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION SUNDERCUTTING FOOTINGS, AND SOL CHARGES DETINIMENTAL TO STRUET OF SUBGRADES AND FOUNDATIONS PROVIDE AND MARKIN NEW PROVIDE SUBSURS SUCTIVE AND EXCAVARGE LEGS AND OTHER DETINIES OF STEM CONCERNMENTS IN CONCERNMENT SUBSURS SUCTIVE AND EXCAVARGE LEGS AND OTHER PREVENTIONS STEM CONCERNMENTS IN CONCERNMENT OF ADDRESS DETINING AND ADDRESS AND OTHER REPORTS AND THE REPORT OCULATION OF RUNCE AND ADDRESS AND OTHER REPORTS AND THE REPORT OCULATION OF RUNCE AND ADDRESS AND OTHER REPORTS AND THE REPORTS OCULATION OF RUNCE AND ADDRESS AND OTHER REPORTS AND THE REPORTS AND ADDRESS OCULATION OF RUNCE AND ADDRESS AND OTHER REPORTS AND ADDRESS AND THE REPORT OF RUNCE AND ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORTS AND THE REPORTS AND ADDRESS AND THE OCULATION OF RUNCE AND ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORT OF REPORTS AND THE REPORTS AND THE REPORTS AND ADDRESS AND THE CONTRACTOR SHALL BOTTLES AND THER REPORTS AND THE REPORTS AND ADDRESS AND THE CONTRACTOR SHALL BOTTLES AND THER REPORTS AND THERE REPORTS AND ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORTS AND ADDRESS AND THERE REPORTS AND THERE REPORTS AND ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORTS AND THERE ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORTS AND ADDRESS AND THE REPORTS AND THE REPORTS AND ADDRESS AND THE REPORTS AND ADDRESS AND ADDR
- 3. 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 ACCESSORES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS

#### INCIDENTAL TO THE COST OF THE IMPROVEMENTS.

- E. EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIG AND ATCHED AS INCESSARY TO ASSING INCENTY OF THE STRUCTURE, WHERE SYMVIN ON THE PLANE OR DRICKED BY THE DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIE SEVENSE. NO ADDITIONAL COMPRISATION WILL BE ALLOWED.
- IN THE EVENT THAT UNSTABLE/SOFT MATERIALS ARE ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNER'S AGENT IMMEDIATELY.
- 7. TRENCH BACKFILL WILL BE REQUIRED FOR THE FILL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAREMENTS UTTLESS, SORVEWAYS, SAN DO BIDEWALKS: THE FRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING SSRBC CA-7 GRADATION, UNLESS NOTED OTHERWISE. JETTING WITH WATER SHALL NOT BE PERMITTED.
- 8. 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 NOT THE COST IS TO BE CONSIGERED INCIDENTAL. THESE ADJUSTMENTS TO INSHED GRADE UNL NOT ALLEVANTE 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.
- 10. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE AGENCY HAVING JURSDICTION. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE CITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO FLACING 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.
- 12. DIRECT PUMPING INTO THE FOX RIVER WILL NOT BE PERMITTED.

#### EARTHWORK NOTES

#### 1. GENERAL

- A. THE CONTRACTOR SHALL WORK BASED ON THEIR OWN EXPLORATIONS AND OBSERVATIONS TO DETERMINE CONDITIONS AT THE LOCATION OF THE PROPOSED WORK.
- B. EARTH EXCUATION SHALL INCLUES ETRIPING AND STOCKFUNKT OF SOLL RE-SPREADING TOPSOL FROM ONSITE, ERMONING UNSUITABLE MATERIALS, THE CONSTRUCTION OF BMANWENTS, CONSTRUCTING NON-STRUCTURAL FLLS, AND FINAL SHAPING AND TRIMINING TO THE LINES, GRADES, AND CROSS-SECTIONS OF SECTIONS OF THE STANDARDS REPERICATIONS FOR FROM AND BRIDGE CONSTRUCTION IN LLINOSS.
- C. 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.
- D. THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE UNLESS NOTED OTHERWISE.
- E. THE CONTRACTOR SHALL MANTAIN POSITIVE DRAMAGE DURING CONSTRUCTION, AND PREVENT STORMATER FROM RUNNING INTO OR STANDING IN EXCAVATE REAS. NO ADDITIONAL COMPENSITION WILL BE ALLOWED FOR WORK RESULTING FROM CONTRACTORS FAILURE TO PROVIDE PROPER DRAMAGE, GRADED AREAS SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION. SEDIMENTATION NON TRAFFIC.
- F. 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, ET: O PROTECT ONSITE AND ADJACENT PROPERTY, ETC. SHALL OCCUR BEFORE ANY WORK BEGINS
- G. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL PROTECT ALL TREES DESIGNATED TO BE PRESERVED.
- H. CONTRACTOR 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
- 2. TOPSOIL
- A. 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.
- B. 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.
- C. TOPSOIL STOCKPILED FOR RESPREAD 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.
- D. 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.

#### 3. EXCAVATION/EMBANKMENT

- A. SUB-GRADE SHALL BE GRADED TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE.
- B. FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (b) INCHES IN THOCKNESS, AND THE WATER CONTEXT SHALL BE ADUSTED IN OPOSITE O ACHIEVE DEURIED COMPACTION. STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT RECOILINGS STRUCTURAL FILL, TO WITHIN SX (b) INCHES OF THE FLAR FINISHED GRADE ELEVATION. IN AREAS READ/BUINNO STRUCTURAL FILL, TO WITHIN THIS MATERIAL, SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY SOLIS ENGINEER WITH THE CONCENTRENCE OF THE CITY.
- C. 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.

4. UNSUITABLE MATERIAL

A. UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL WHICH IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND STRUCTURAL CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL TOPSOL DEPTIS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL, AND TO WHAT EXTENT, SHALL BE MADE BY A SOLIS ENGINEER WITH THE CONCURRENCE OF THE CITY.





DATE: 03.01.2018

DRAWING NO. GN1

2 OF 14

#### TRAFFIC CONTROL AND PROTECTION NOTES

- 1. 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 PERMARENT 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.
- 4 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.
- 5. 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. 6.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF ST. CHARLES AT LEAST 14 DAYS IN ADVANCE OF HIS PLANS TO IMPLEMENT THE TRAFFIC CONTROL PLAN.
- 8. 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.
- 10. ALL EXIT DOORS FROM BUILDINGS SHALL REMAIN UNOBSTRUCTED AND FUNCTIONAL AS BUILDING EMERGENCY EXITS.
- 11. 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.
- 12. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES VINICE SHALL BUCLIDE TRAFFIC BARRICADES, FINCING, ETC. AS DIFECTED BY THE CITY. THIS WORK SHALL BE INCLUDED IN THE PAY TITEM FOR TRAFFIC CONTROL AND PROTECTION. I. THE CONTRACTOR SHALL CORDINATE WITH THE ST. CHARLES FIRE AND POLICE DEPARTMENTS PRIOR TO ANY
- PAVEMENT OR SIDEWALK WORK

#### LANDSCAPING NOTES

PLANTING NOTES

- 1. ALL PLANTS WILL CONFORM IN SIZE AND GRADE TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARD FOR NURSERY STOCK
- 2. 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.
- 4 SPECIFIED VARIETIES OF ANY SPECIES WILL BE SPECIMEN TYPE AND WILL BE FIRST CLASS REPRESENTATIVES OF HFIR NORMAL SPECIES AND VARIETIES. THEY WILL HAVE WELL DEVELOPED ROOT AND BRANCH SYSTEM REASONABLY STRAIGHT STEMS AND A WELL DEFINED SINGLE LEADER.
- 5. 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 STR.
- 8. 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.
- 9. ALL DIGGING OF TREES IN THE NURSERY AND ALL PLANTING WILL BE DONE DURING THE PROPER SEASON.
- 10. 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.
- 11 ALL TREES SHALL BE WRAPPED WITHIN SEVENTY TWO HOURS AFTER PLANTING. TRUNKS OF THE TREES SHALL BE UP FROM TOP TO BOTTOM WITH WATERPROOF CREPE PAPER AND SHALL BE SECURELY TIED WI PAND BOTTOM AND AT TWELVE-INCH INTERVALS ALONG THE TRUNK. THE WRAP SHALL COVER HEMP CORD AT TOP AND BOT THE TRUNK FROM THE GROUND TO THE FIRST BRANCH AND SHALL BE NEAT AND SNUG.

#### PAVING NOTES

- PAVING WORK INCLIDES 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 PAVEIMENT, 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)
- C. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION.
- D. 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.

2 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.

MATERIAL LIST

2 SIDEWALK REMOVAL

3 FENCE REMOVAL

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 SIDERAR FUEL AND THE CITY OF AVAILABLE FROM WINSTON SALEM N.C.) FOR THE HERRINGBONE PAVER FIELD 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

SCHEDULE OF QUANTITIES

PAY ITEM DESCRIPTION COMBINATION CURB AND GUTTER REMOVAL, TYPE B-6.12

4 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

5 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12

6 MANHOLE/INLET STRUCTURE ADJUSTMENT

11 PORTLAND CEMENT CONCRETE SIDEWALK 5\*

17 PLANTER EXCAVATION AND MATERIAL DISPOSA

FRAME AND LID, TY 1 CLOSED

DECORATIVE BRICK PAVERS

15 RAISED PLANTER CURB. 8IN. WIDTH

16 RAISED PLANTER CURB, 6IN, WIDTH

18 TOPSOIL FURNISH AND PLACE, 36"

25 LIGHT POLE FOUNDATION, PEDESTRIAN

29 LIGHTING CONTROLLER, CT ERICKSON

8 FRAME AND LID, TY 8 BEEHIVE

10 PCC PAVER BASE BASE 5"

12 DETECTABLE WARNINGS

14 RIVERWALK RAILING

19 TREE, CANOPY

23 BULBS

21 SHRUB, DECIDUOUS

22 PERENNIAL PLANTS

24 LIGHT POLE, PEDESTRIAN

27 BOLLARD FOUNDATION

28 LIGHTING CONTROLLER, C

31 4" PVC CONDUIT

32 3" PVC CONDUIT

33 2" PVC CONDUIT

36

38

34 1 1/4" PVC CONDUI

35 SEAT WALL BENCH

INLET FILTERS

MOBILIZATION

30 LIGHTING CONTROLLER PAD

37 CONCRETE WASHOUT FACILITY

TRAFFIC CONTROL AND PROTECTION

40 TEMPORARY ASPHALT PATH TO NORTH PARKING LOT

26 WALKWAY LIGHTING BOLLARD

13 CONCRETE RETAINING WALL

QUANTITY

91.0

60.0

19.0

105.0

11.0

4.0

1.0

128.3

5390.0

18.0

1.0

267.0

62.6

234.4

67.8

67.8

18.0

594.0

4.0

4.0

1.0

1.0

209.0

148.0

790.0

1220.0

71.0

1.0

1.0

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BRICK TO ENSURE THAT THEY MATCH THE EXISTING CROSSWALK BRICK.

3. SUB-GRADE PREPARATION

A. 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 PREPARE 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 PROR TO FINIS GRADING FOR BASE COURSE, CONSTRUCTION, TIS UNDERSTOOD CHAT HE HAS APPROVED AND ACCEPTS THE GRADING FOR BASE COURSE, CONSTRUCTION, TIS UNDERSTOOD CHAT HE HAS APPROVED AND ACCEPTS THE CONSTRUCTIONS. RESPONSIBILITY FOR THE SUBGRADE

GENERAL NOTES AND SCHEDULE OF QUANTITIES

ES RIVERWALK BL IMPROVEMENTS

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DSGN. DVNN. CHKD.

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CIT 2E ST.

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WBK Sengineering

PROJECT NO. 17031 DATE: 03.01.2018 DRAWING NO. GN2 SHEET 3 OF 14

B. PRIOR TO THE PLACEMENT OF THE BASE COURSE. THE ENTIRE PAVED AREA MAY BE PROOF ROLLED AND PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE ENTIRE PAYED AREA MAY BE PROOF ROLED AND INSPECTED FOR NOUTHABLE MATERIALS AND/OR EXCESSIVE MOVEMENT AT THE RECUEST OF THE CITY. OF ITS UNSUTTABLE SUBGRADE IS ENCOUNTERED. IS SHALL BE CORRECTED IN A MANERA APPROVED BY THE CITY OF ITS REPRESENTATIVE. THE PAYED AREA MUST AGAIN BE PROOFROLED AND THE PROCESS REPARTED UNTIL THE SUBGRADE IS SATISFACTORY TO THE CITY OF ITS REPRESENTATIVE. THE SAME PROCEDURE MAY BE REQUIRED FOR THE BASE COURSE PRIOR TO PLACEMENT OF THE SEPARATION FOR THE SAME APPROCED WE MAY BE REQUIRED FOR THE BASE COURSE PRIOR TO PLACEMENT OF THE ASPHALT IN CONCRETE SUBFACE COURSE.

4. CONCRETE CURB

5. PCC SIDEWALK, 5\*

LOCATIONS SHOWN ON THE PLANS.

ELECTRICAL NOTES

- A. THIS WORK SHALL BE IN CONFORMATION WITH SECTION 606 OF THE STANDARD SPECIFICATIONS INSOFAR AS APPLICABLE AND THE FOLLOWING PROVISIONS.
- B. THIS WORK SHALL INCLUDE CONSTRUCTION CONCRETE CURB IN CONFORMANCE WITH THE DETAILS SHOWN IN THE
- C. THIS WORK SHALL INCLUDE CONSTRUCTING DEPRESSED CURBS WHERE SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE DETAILS IN THE PLANS.
- D. CONTRACTION AND EXPANSION JOINTS SHALL BE INSTALLED IN THE PROPOSED CURB AND GUTTER IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:
- 1. 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.
- 2. 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.
- 3. CONTRACTION JOINTS- AT EVEN INTERVALS APPROXIMATING 15 FEET BETWEEN EXPANSION JOINTS
- 4. CONTRACTION JOINTS SHALL BE SAWED TO A MINIMUM DEPTH OF 2" ON ALL EXPOSED FACES OF THE CURB SECTION.
- 5. ALL CONTRACTION JOINTS SHALL BE SEALED IN ACCORDANCE WITH SECTION 420.12 OF THE STANDARD SPECIFICATIONS.
- 6. A KEYWAY SHALL BE PROVIDED IN THE CURB AND GUTTER WHERE ADJACENT TO PROPOSED PCC SIDEWALK AS SHOWN IN THE DETAIL IN THE PLANS.
- 7. 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.

A. 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.

B. THE SUB-BASE GRANULAR MATERIAL, TYPE B AS SHOWN ON THE SIDEWALK DETAIL IN THE PLANS SHALL BE IDOT GRADATION CA-6 CURSHED LIMESTONE (MINIMUM IBR=80).

C. SIDEWALK DEPRESSIONS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS IN THE PLANS AT THE

D. EXPANSION JOINT MATERIAL SHALLEE RACED BETWEEN THE SIDEVIALK AND HARD SURFACES AND AT APPROXIMAE SCHOOT INTERVALS OR AS OTHERWISE DIRECTES. THE EXPANSION JOINT MATERIAL SHALL BE FULL-DEPTH 127 AND BE OF BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO THE REQUIREMENT OF ASAFTO SPECIFICATION WATTIN THIS WORK WILL NOT BE PAD FOR SEPARATELY, BUT SHALL BE INCLUDED.

E. 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.

G. PROTECTIVE COAT WILL BE REQUIRED IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS AND SHALL BE INCLUDE IN THIS ITEM OF WORK.

H. 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.

REFER TO ELECTRICAL PLAN SHEET NUMBER 7 AND ELECTRICAL DETAIL SHEET NUMBER FOR CITY OF ST

CHARLES ELECTRICAL INSTALLATION SPECIFICATIONS AND REQUIREMENTS

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.

- G. ALL REQUIRED EXCAVATION FOR CURB AND GUTTER CONSTRUCTION SHALL BE CONSIDERED AS INCIDENTAL TO THIS ITEM.

- THE CRUSHED STONE BASE AS SHOWN ON THE CURB AND GUTTER DETAIL IN THE PLANS SHALL BE IDOT GRADATION CA-6 CRUSHED LIMESTONE (MINIMUM IBR=80).

























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



## **STAFF MEMO**

TO:	WBK Engineering
FROM:	Russell Colby Community Development Division Manager
RE:	First Street Building #3- Streetscape and Riverwalk Plans – Review comments
DATE:	March 2, 2018

## Lighting/Electric Plans

- 1. Pedestrian LP #5 should be shifted closer to Illinois Street, with the arm extending over the sidewalk.
- 2. Pedestrian LP #5 could be connected to the existing lighting circuit to the west on Illinois Street (instead of the new circuit). There was a stub left to connect at the existing highway light.
- 3. The lighting bollards are to include integrated receptacles. Standalone receptacles are not needed (although the receptacles will still be on their own circuit).
- 4. Pedestrian LP #3 should be shifted north to the center of the paver arch.
- 5. 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, with one arm hanging over the wall for illumination of the Riverwalk.

## Landscape Plan

- 1. Bed #1: Shift the tree further south into the center of the bed, away from the building. Consider adding 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. Consider adding 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 evergreen plantings in some beds.
- 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.

## Other 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 behind the building and the crosswalk should be left open for the refuse enclosure.



## 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 1<sup>st</sup> 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, 4*<sup>TH</sup> *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

WBK Engineering, LLC WBKEngineering.com



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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, <u>WBK also noticed several pedestrians crossing Illinois Street not at either of the</u> <u>signalized intersections</u>.

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 1<sup>st</sup> 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 1<sup>st</sup> 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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