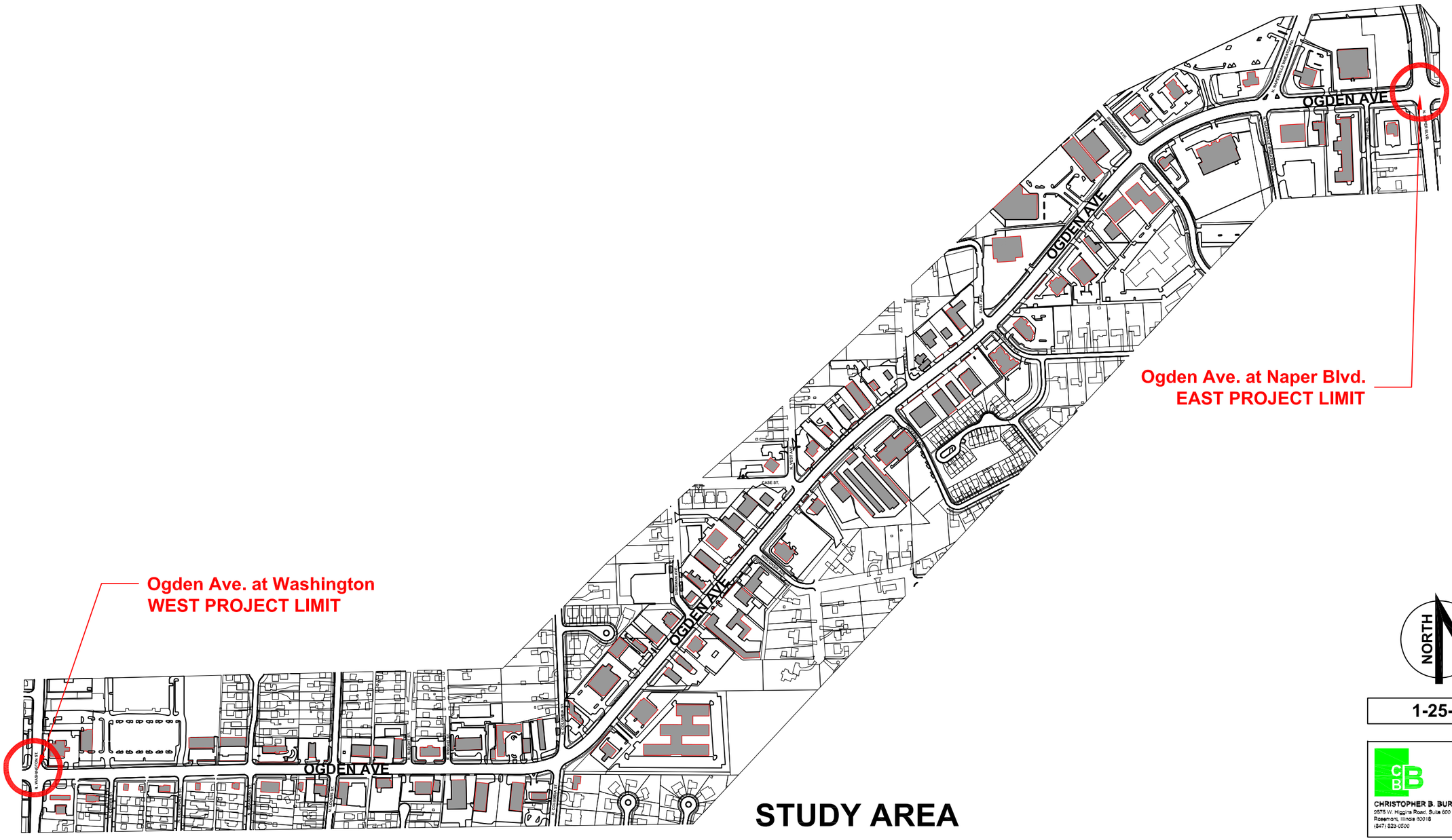
OGDEN AVENUE CORRIDOR ENHANCEMENT INITIATIVE
Engineering Design / Streetscape Elements

Naperville



STUDY AREA

1-25-10

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Naperville

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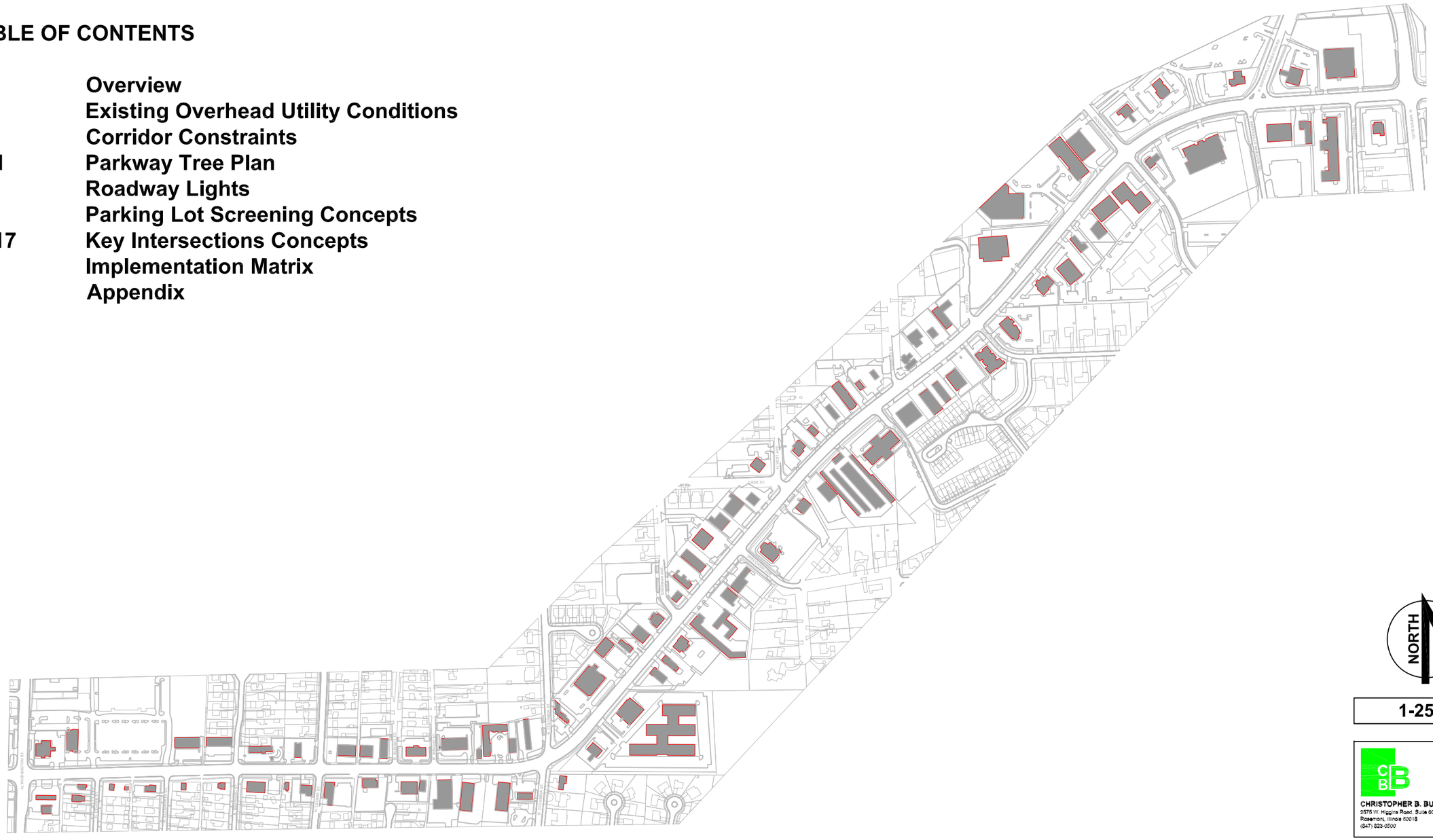

NORTH

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Background
On February 5, 2008, the City Council unanimously approved the Ogden Avenue Corridor Enhancement Initiative. The plan is now an official amendment to the City's Comprehensive Master Plan and will serve as a guide for improvements along the corridor.

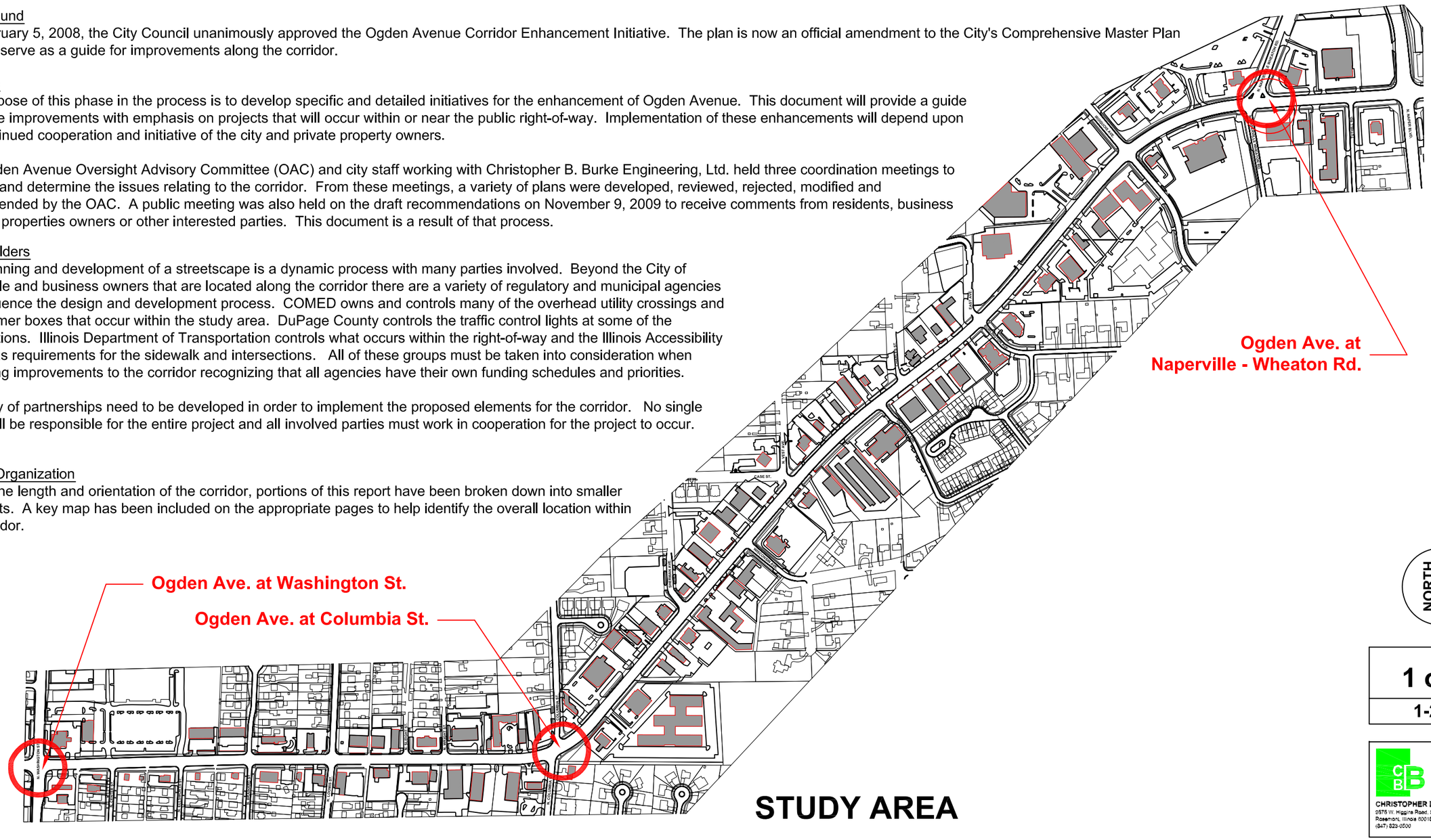
Purpose
The purpose of this phase in the process is to develop specific and detailed initiatives for the enhancement of Ogden Avenue. This document will provide a guide for future improvements with emphasis on projects that will occur within or near the public right-of-way. Implementation of these enhancements will depend upon the continued cooperation and initiative of the city and private property owners.

The Ogden Avenue Oversight Advisory Committee (OAC) and city staff working with Christopher B. Burke Engineering, Ltd. held three coordination meetings to discuss and determine the issues relating to the corridor. From these meetings, a variety of plans were developed, reviewed, rejected, modified and recommended by the OAC. A public meeting was also held on the draft recommendations on November 9, 2009 to receive comments from residents, business owners, properties owners or other interested parties. This document is a result of that process.

Stakeholders
The planning and development of a streetscape is a dynamic process with many parties involved. Beyond the City of Naperville and business owners that are located along the corridor there are a variety of regulatory and municipal agencies that influence the design and development process. COMED owns and controls many of the overhead utility crossings and transformer boxes that occur within the study area. DuPage County controls the traffic control lights at some of the intersections. Illinois Department of Transportation controls what occurs within the right-of-way and the Illinois Accessibility Code has requirements for the sidewalk and intersections. All of these groups must be taken into consideration when proposing improvements to the corridor recognizing that all agencies have their own funding schedules and priorities.

A variety of partnerships need to be developed in order to implement the proposed elements for the corridor. No single entity will be responsible for the entire project and all involved parties must work in cooperation for the project to occur.

Report Organization
Due to the length and orientation of the corridor, portions of this report have been broken down into smaller segments. A key map has been included on the appropriate pages to help identify the overall location within the corridor.



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OVERHEAD UTILITIES - EXISTING CONDITIONS

A. Between Ellsworth and Brainard Streets
City of Naperville Electric (Removed during the course of the study)

B. Between Brainard and Loomis Streets
Comcast cable

C. Southeast side of block near Sherman St.
COMED

D. Near Sherman Street
COMED

E. At West Street
COMED

F. At Charles Street
COMED

A field meeting was held with representatives of both COMED and Naperville Department of Utilities - Electric (DPU-E) regarding the potential relocation of overhead utility lines along the corridor. Naperville DPU-E has only one crossing between Ellsworth and Brainard Streets. This crossing is no longer needed and is already in the process of being removed. COMED has several crossings along the corridor. Based upon the field review of their facilities, it is feasible to bury these electric lines. The preliminary cost to relocate all of the COMED electric lines underground is $990,000. A detailed letter from COMED regarding the estimated cost of the relocation work and the process required to move forward with this work is included in Appendix A-1

STUDY AREA

I. North side of Ogden at Naper Blvd.

H. South side of Naperville / Wheaton Rd.

G. At East Avenue
COMED

*Two small segments of Comcast cable are also located along the corridor on ComEd utility poles.

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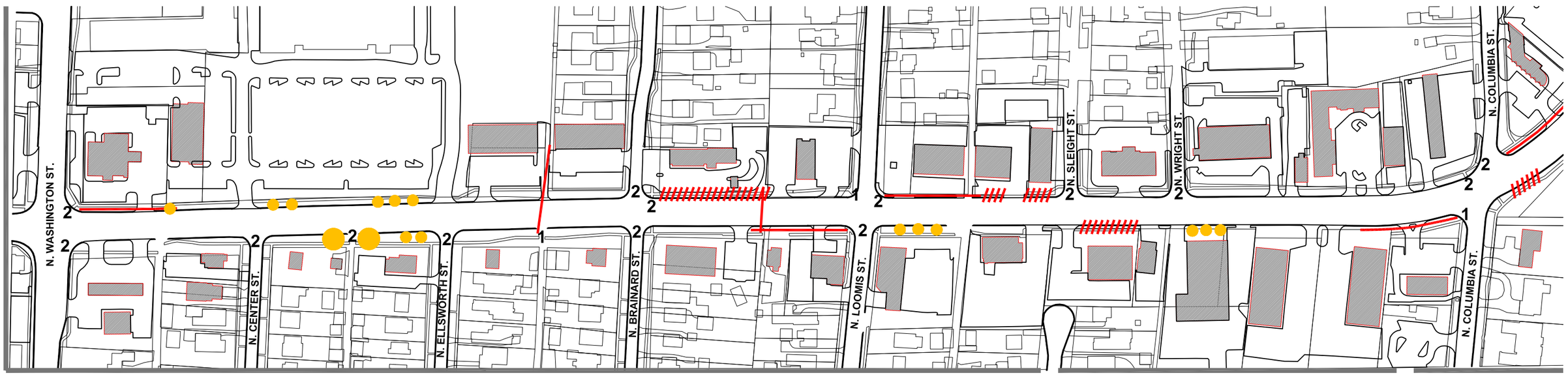


ANALYSIS

DEVELOPMENT RESTRICTION DUE TO SIGNALIZED INTERSECTION. PARKWAY TREES ARE NOT ALLOWED WITHIN 200 FEET.

EXISTING TREES

OVER HEAD UTILITY LINES

SIDEWALK INFILL

SPACE RESTRICTIONS FOR PARKWAY TREES

1. MEETS CURRENT ADA REQUIREMENTS
2. DOES NOT MEET CURRENT ADA REQUIREMENTS

Corridor Right-of-Way Constraint Analysis

Pages 3 to 6 offer an analysis of right-of-way constraints along the corridor as well as the location of existing sidewalk gaps and ADA compliance concerns. There are several elements that influence the placement of parkway trees, focal points and other types of corridor improvements such as:

- Sight Distances to the Approach of Signalized Intersections
- Sight Distances at Existing Driveways
- Width of Parkway
- Location of Right-Of-Way
- Locations of Existing Utilities

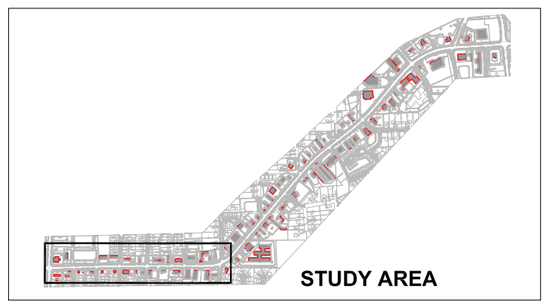
ADA COMPLIANCE SURVEY

The City follows *IDOT's guidelines with respect to the need for detectable warnings at commercial driveways.

***Detectable warnings are required at curb ramps, medians and pedestrian refuge islands, at-grade crossings, transit platform edges, and other locations where pedestrians are required to cross a hazardous vehicular way. Detectable warnings are also required where sidewalks cross alleys and commercial entrances when traffic control devices (yield sign, stop sign, signals, etc.) are present.**

0 50 100 200 400

NORTH



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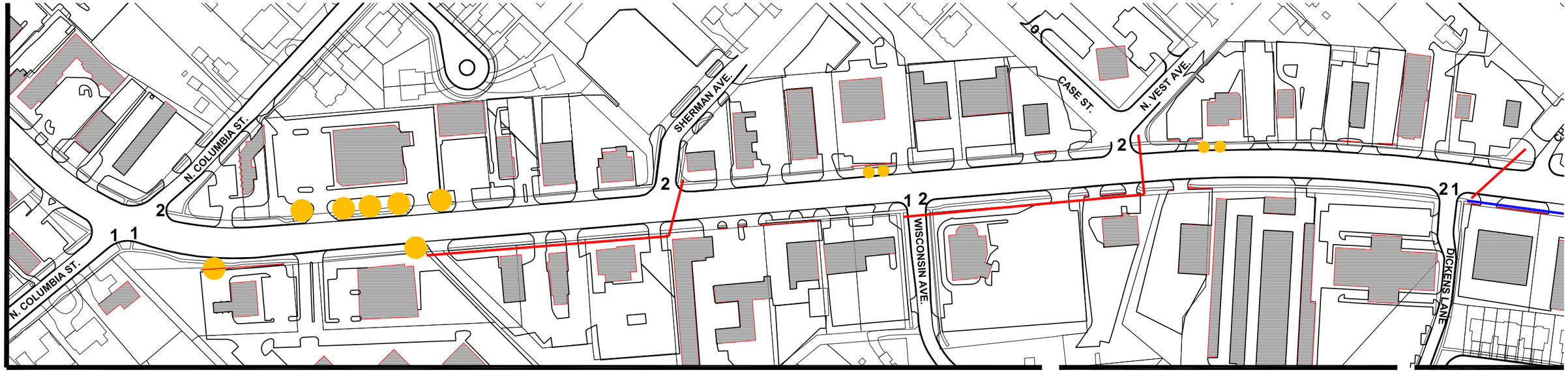

ANALYSIS

- DEVELOPMENT RESTRICTION DUE TO SIGNALIZED INTERSECTION APPROACH
- EXISTING TREES
- OVER HEAD UTILITY LINES
- SIDEWALK INFILL
- SPACE RESTRICTIONS FOR PARKWAY TREES

ADA COMPLIANCE SURVEY

1. MEETS CURRENT ADA REQUIREMENTS
2. DOES NOT MEET CURRENT ADA REQUIREMENTS

ADA Sidewalk Compliance - There are 18 street intersections with pedestrian crossings within the study area. Of these 18 intersections only one (Ogden & Burlington) meets full ADA current criteria. Several have one or two of the corners meeting ADA criteria but the remaining approaches do not. As intersections improve the remaining sidewalk approaches will be constructed to meet ADA criteria.

There are 96 commercial driveways and alley sidewalk crossings within the study area. All meet the requirement for slope approach and some (not all) of the commercial driveways that have traffic control devices lack the required detectable warnings. As site improvements occur to the individual properties the sidewalk crossings must be brought into ADA compliance.

In the entire length of the study area only one portion of sidewalk does not meet ADA requirements. Opposite of the intersection of Vest Avenue a stormwater structure crosses under Ogden Avenue and has its outfall on the south side (see photo on page 5). The sidewalk crosses the face of the discharge and ramps down and up the banks of the waterway. These ramps do not meet ADA slope criteria. It is recommended that the stormwater structure be extended beyond the sidewalk and that this portion of the sidewalk be reconstructed so that it follows the grade of the curb.

Sidewalk ADA Detectable Warning Surface

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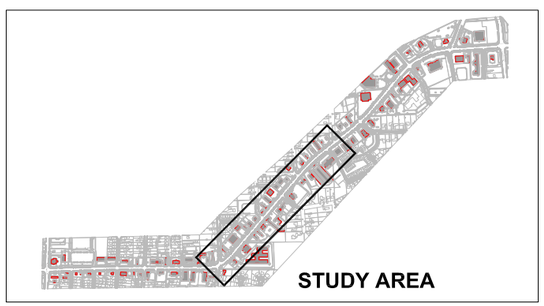
NORTH



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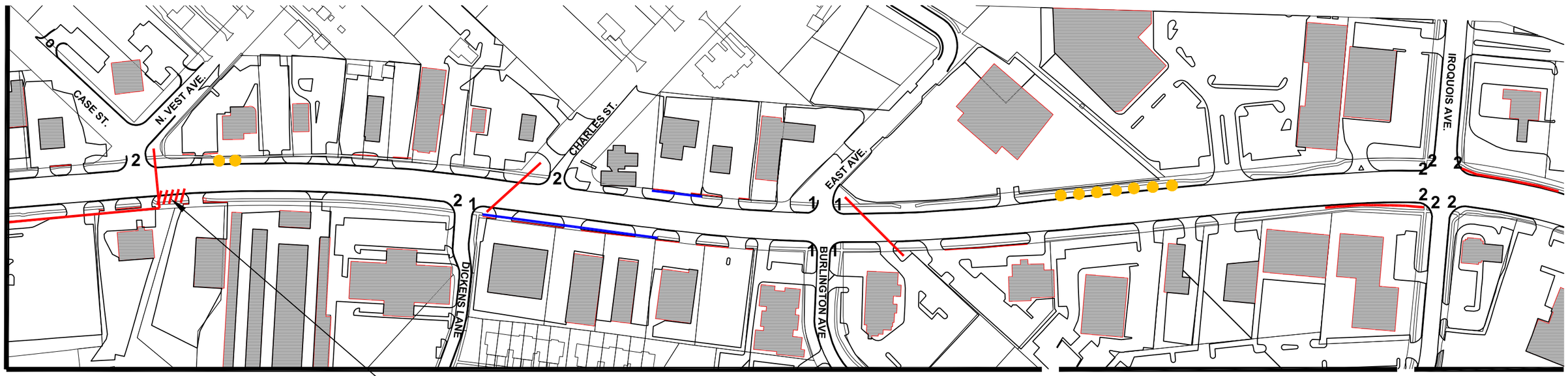


ANALYSIS

- DEVELOPMENT RESTRICTION DUE TO SIGNALIZED INTERSECTION APPROACH
- EXISTING TREES
- OVER HEAD UTILITY LINES
- SIDEWALK INFILL
- SPACE RESTRICTIONS FOR PARKWAY TREES

ADA COMPLIANCE SURVEY

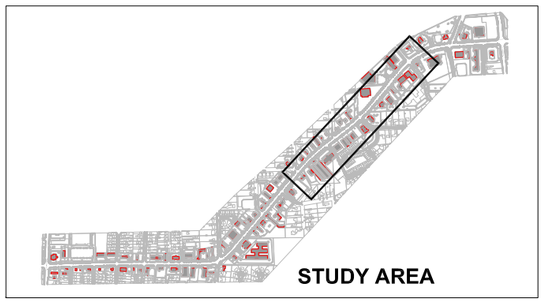
1. MEETS CURRENT ADA REQUIREMENTS
2. DOES NOT MEET CURRENT ADA REQUIREMENTS

RESTRICTION IN PARKWAY NEAR VEST AVENUE
Improvement of this situation will require permits from IDOT for work being done within the right-of-way and Du Page County for working occurring within the tributary.

0 50 100 200 400

NORTH

Sidewalk Connectivity
To achieve overall pedestrian connectivity small gaps in the sidewalk network must be filled in. This minor procedure will allow the entire corridor to be connected with a complete sidewalk network.



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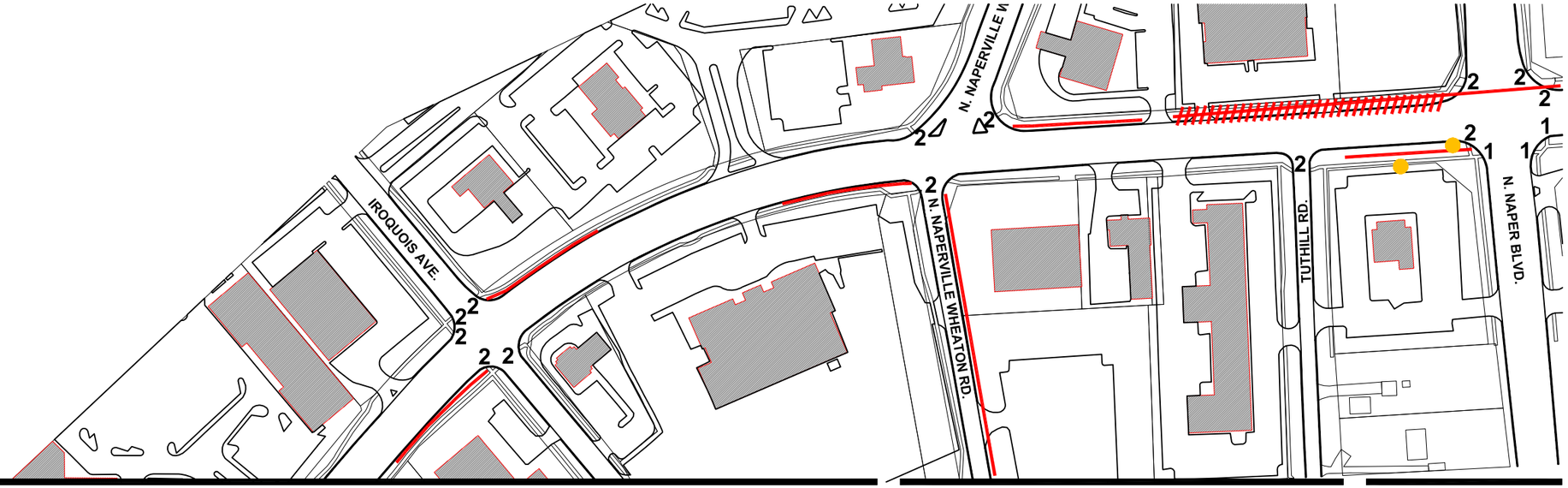


ANALYSIS

- DEVELOPMENT RESTRICTION DUE TO SIGNALIZED INTERSECTION APPROACH
- EXISTING TREES
- OVER HEAD UTILITY LINES
- SIDEWALK INFILL
- SPACE RESTRICTIONS FOR PARKWAY TREES

ADA COMPLIANCE SURVEY

1. MEETS CURRENT ADA REQUIREMENTS.
2. DOES NOT MEET CURRENT ADA REQUIREMENTS

Pedestrian Countdown Signals

Pedestrian connectivity is an important aspect to the improvement of the corridor. In addition to the elimination of sidewalk gaps, countdown pedestrian signals will be installed to improve the safety and accessibility of the corridor. The following intersections were identified for these signal improvements:

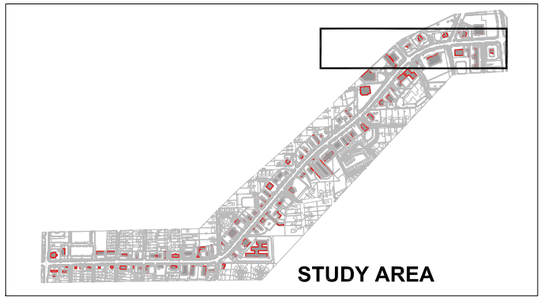
- Washington Street and Ogden Avenue.
- Loomis Street and Ogden Avenue.
- Columbia Avenue and Ogden Avenue.
- Iroquois Avenue and Ogden Avenue.
- Naperville Wheaton Road and Ogden Avenue.
- Naper Boulevard and Ogden Avenue.

New signalized crosswalks will be added at:

- Iroquois Avenue & Ogden Avenue (south approach)
- Naperville - Wheaton Road & Ogden Avenue (south approach)

0 50 100 200 400

NORTH



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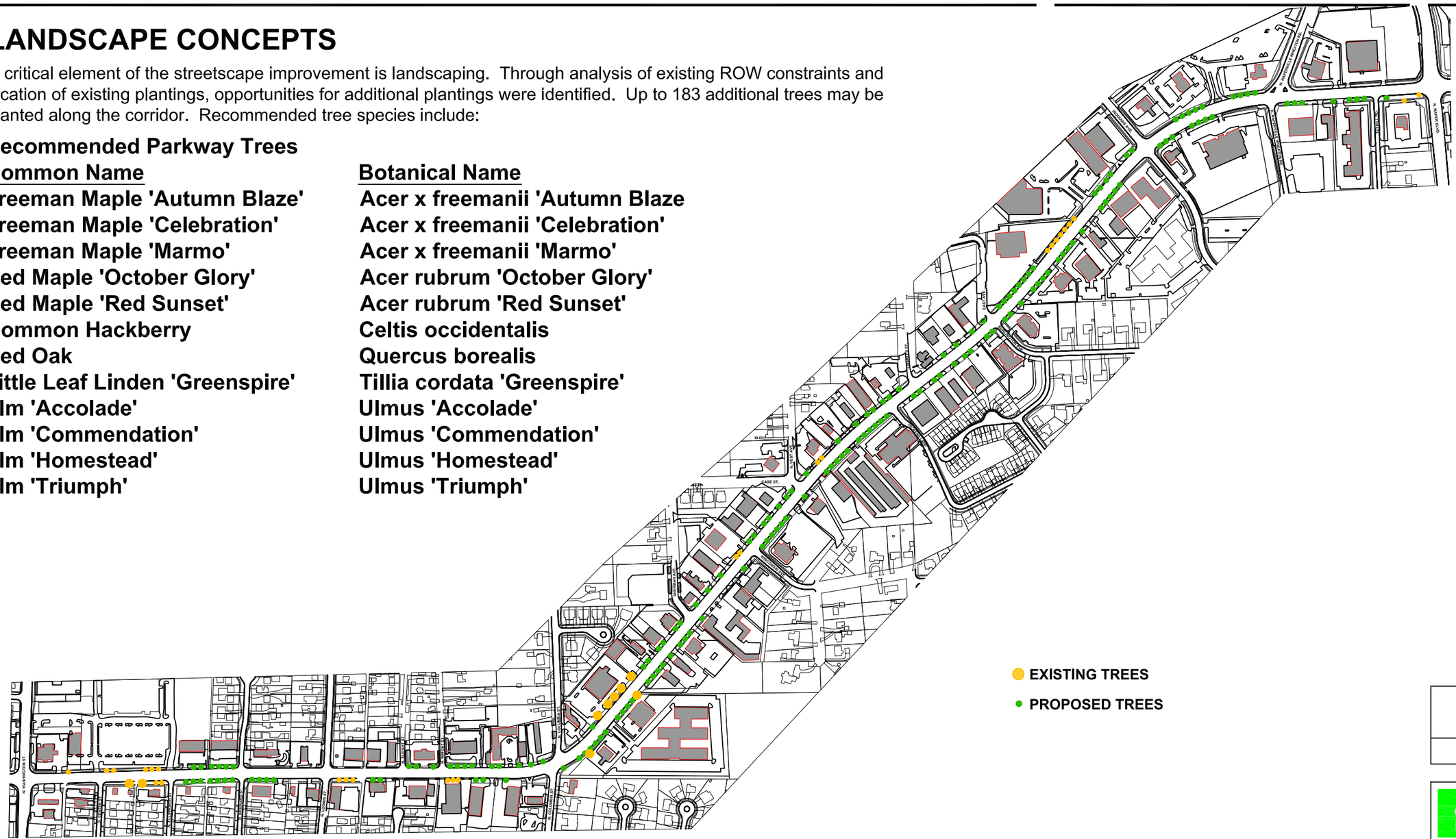
LANDSCAPE CONCEPTS

A critical element of the streetscape improvement is landscaping. Through analysis of existing ROW constraints and location of existing plantings, opportunities for additional plantings were identified. Up to 183 additional trees may be planted along the corridor. Recommended tree species include:

Recommended Parkway Trees

Common Name	Botanical Name
Freeman Maple 'Autumn Blaze'	Acer x freemanii 'Autumn Blaze
Freeman Maple 'Celebration'	Acer x freemanii 'Celebration'
Freeman Maple 'Marmo'	Acer x freemanii 'Marmo'
Red Maple 'October Glory'	Acer rubrum 'October Glory'
Red Maple 'Red Sunset'	Acer rubrum 'Red Sunset'
Common Hackberry	Celtis occidentalis
Red Oak	Quercus borealis
Little Leaf Linden 'Greenspire'	Tillia cordata 'Greenspire'
Elm 'Accolade'	Ulmus 'Accolade'
Elm 'Commendation'	Ulmus 'Commendation'
Elm 'Homestead'	Ulmus 'Homestead'
Elm 'Triumph'	Ulmus 'Triumph'



EXISTING TREES

PROPOSED TREES

NORTH

STUDY AREA

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LANDSCAPE CONCEPT

EXISTING TREE
PROPOSED TREE

0 50 100 200 400

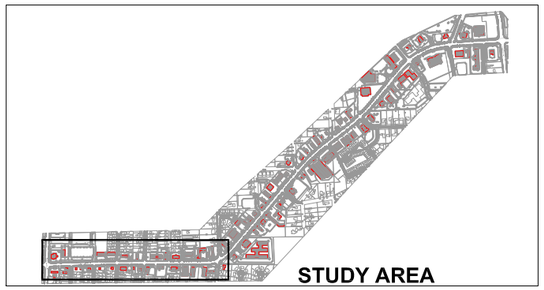
NORTH


Autumn Blaze Freeman Maple


Celebration Freeman Maple


Marmo Freeman Maple


October Glory Maple



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LANDSCAPE CONCEPT

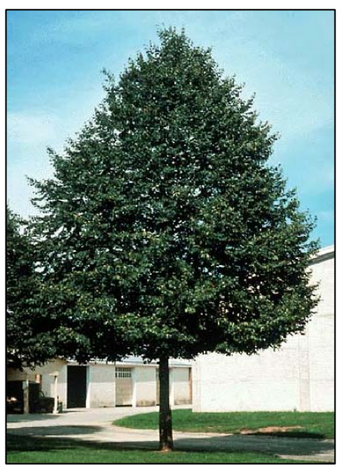
EXISTING TREE
PROPOSED TREE

0 50 100 200 400

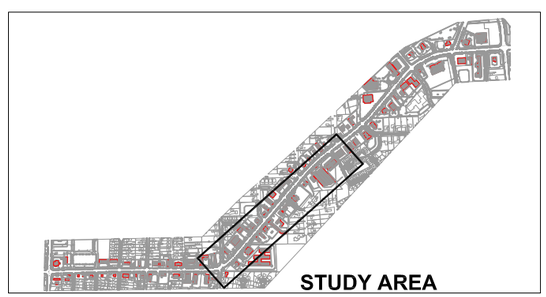
NORTH

Common Hackberry

Red Oak



Greenspire Linden



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LANDSCAPE CONCEPT

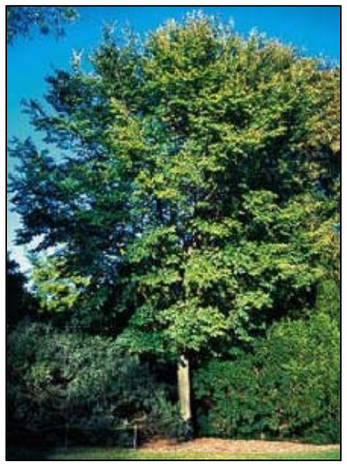
EXISTING TREE
PROPOSED TREE

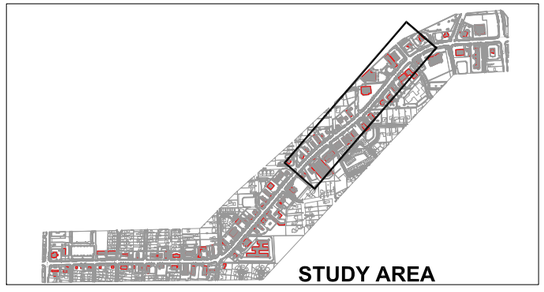
0 50 100 200 400

NORTH


Commendation Elm


Homestead Elm


Triumph Elm



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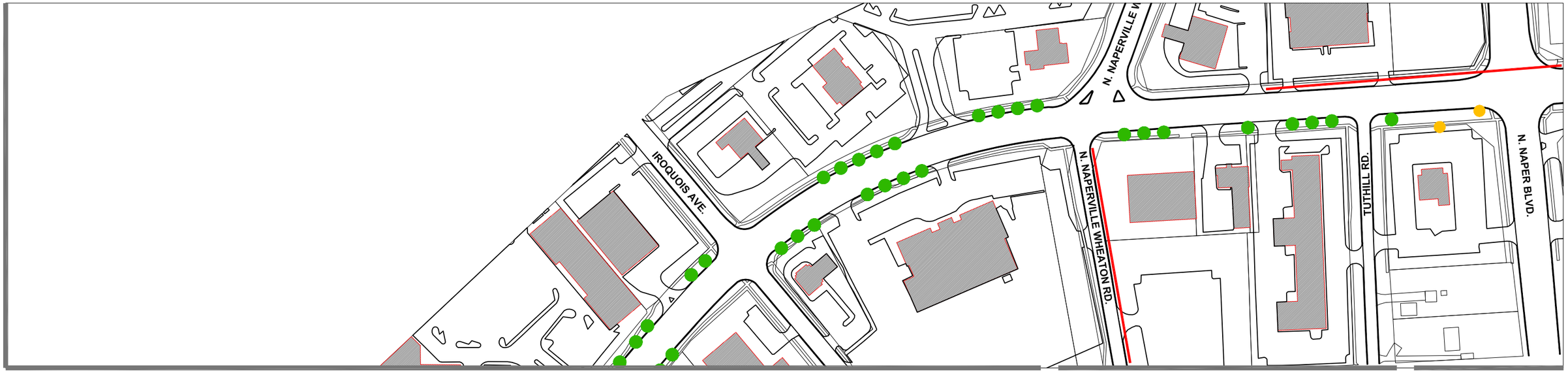


LANDSCAPE CONCEPT

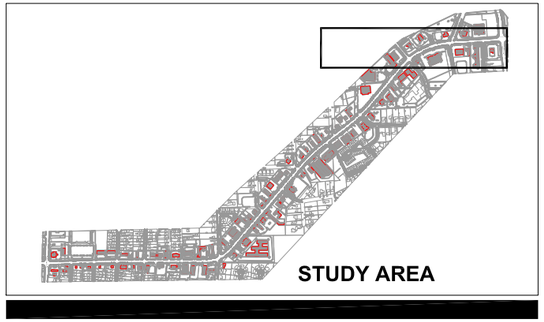
EXISTING TREE
PROPOSED TREE

0 50 100 200 400

NORTH

Red Sunset Maple

Accolade Elm



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Ogden at Burlington looking North

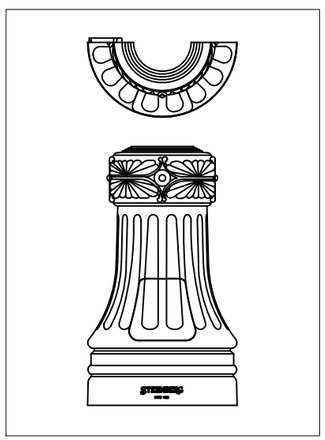
Existing Conditions **No trees in the parkway on the south side of Ogden. Street lights on the south side only.**

Proposed **Trees in both north and south parkways. Street lights on both sides of Ogden.**

STREETSCAPE IMPROVEMENTS

The following pages(12 to 17) illustrate the proposed physical streetscape improvements. These concepts build upon the strategies and recommendations identified in the Ogden Avenue Corridor Enhancement Initiative and are complimentary to the Washington Street Streetscape Plans. These concepts were recommended by the Ogden Avenue Oversight Advisory Committee and reviewed by the public at the November 9, 2009 meeting. Key streetscape items include decorative streetlights, parking lot screening options, landscaping and gateway elements.

Street Lights - The OAC chose to use the same fixture that was selected for the Washington Street Streetscape. The existing street lights occur on one side only and are 40 feet tall with a spacing of 150 feet. It is recommended that shorter lights be installed on both sides of the corridor to provide a more symmetrical appearance and improve the overall scale of the corridor. The proposed street lights will be 32 feet tall and have a spacing of approximately 150 feet from pole to pole. Any of the proposed improvements will require a dedicated funding source and approval from the Illinois Department of Transportation.



Recommended Street Light Base

Recommended Street Light
(see details on page A-2)

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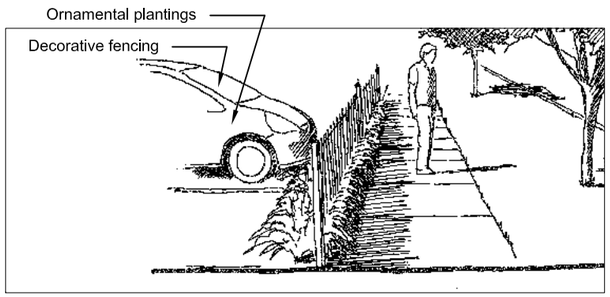
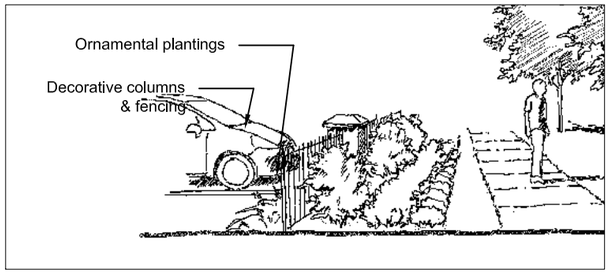
Parking Lot Screening Options

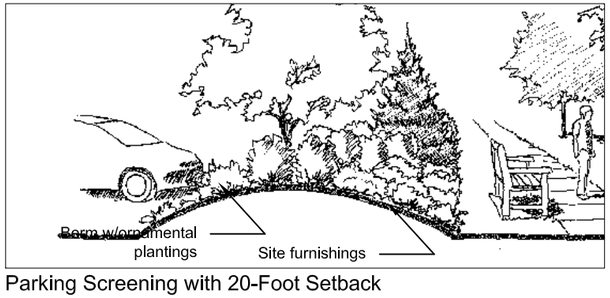
The Ogden Avenue Corridor Enhancement Initiative recognized that many properties have parking immediately adjacent to the Ogden Avenue Right-of-Way. There is limited area for landscape improvements without impacting the available parking supply. The recommendations provided here illustrate different planting palettes that can be applied depending upon the available setback.



Parking Screening with 2-Foot Setback
A combination of native perennials with decorative fencing



Parking Screening with 10-Foot Setback
A combination of native perennials and shrubs with ornamental fencing



Parking Screening with 20-Foot Setback
A low berm covered with native perennials, shrubs and trees

LOW GROWING NATIVE PERENNIALS (2-3')


Blackeyed Susan
Rudbeckia hirta


Prairie Dropseed
Sporobolus heterolepis


Purple Coneflower
Echinacea purpurea


Yarrow
Achillea millefolium


Wild Blue Phlox
Phlox divaricata


Wild Geranium
Geranium maculatum

NATIVE DECIDUOUS SHRUBS (4-6')


Arrowwood Viburnum
Viburnum dentatum


Fragrant Sumac
Rhus aromatica


Redtwig Dogwood
Cornus isanti


Black Chokecherry
Aronia melanocarpa


Northern Bayberry
Myrica pensylvanica

NATIVE ORNAMENTAL TREES


American Hornbeam
Carpinus caroliniana


Eastern Red Cedar
Juniperus virginana


Red Bud
Cerics canadensis


Serviceberry
Amelanchier canadensis


Thornless Cockspur Hawthorn
Crataegus crusgalli inermis

1-25-10

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Streetscape / Gateway Elements

The proposed gateway elements are consistent with Implementation Strategy #23 of the Ogden Avenue Corridor Initiative. This feature is important to establishing the identity of the corridor.

Within the corridor locations, gateway elements were identified that are prominent and can be developed within right-of-way.

Materials found through out the community were combined to create an attractive and recognizable feature. Limestone representing Naperville's quarry history, brick signifying the downtown buildings and decorative lighting also found downtown.

NORTH WEST CORNER OF OGDEN AND NAPERVILLE-WHEATON ROAD

Keys to the success of the feature is its ability to have a strong visual impact and have low maintenance requirements. The materials selected are durable and sustainable. Irrigation will be required for annual plantings. Refer to Appendix A-2 for material specifications.

Receptacle

Decorative Paving (Brick)

Decorative Lighting at key intersections

Irrigated Planters at key intersections

*Manufacturer specifications, color, etc. information for the planter, light, paver bricks, receptacle, etc. in the appendix

SEASONAL FLORAL DISPLAYS

SUMMER DISPLAY

Purple Fountain Grass (Pennisetum Rubrum)

Pink and White Wave Petunias

SPRING DISPLAY

Fosteriana Tulips (early)

WINTER DISPLAY

Evergreen Cuttings and Redtwig Dogwood Stems

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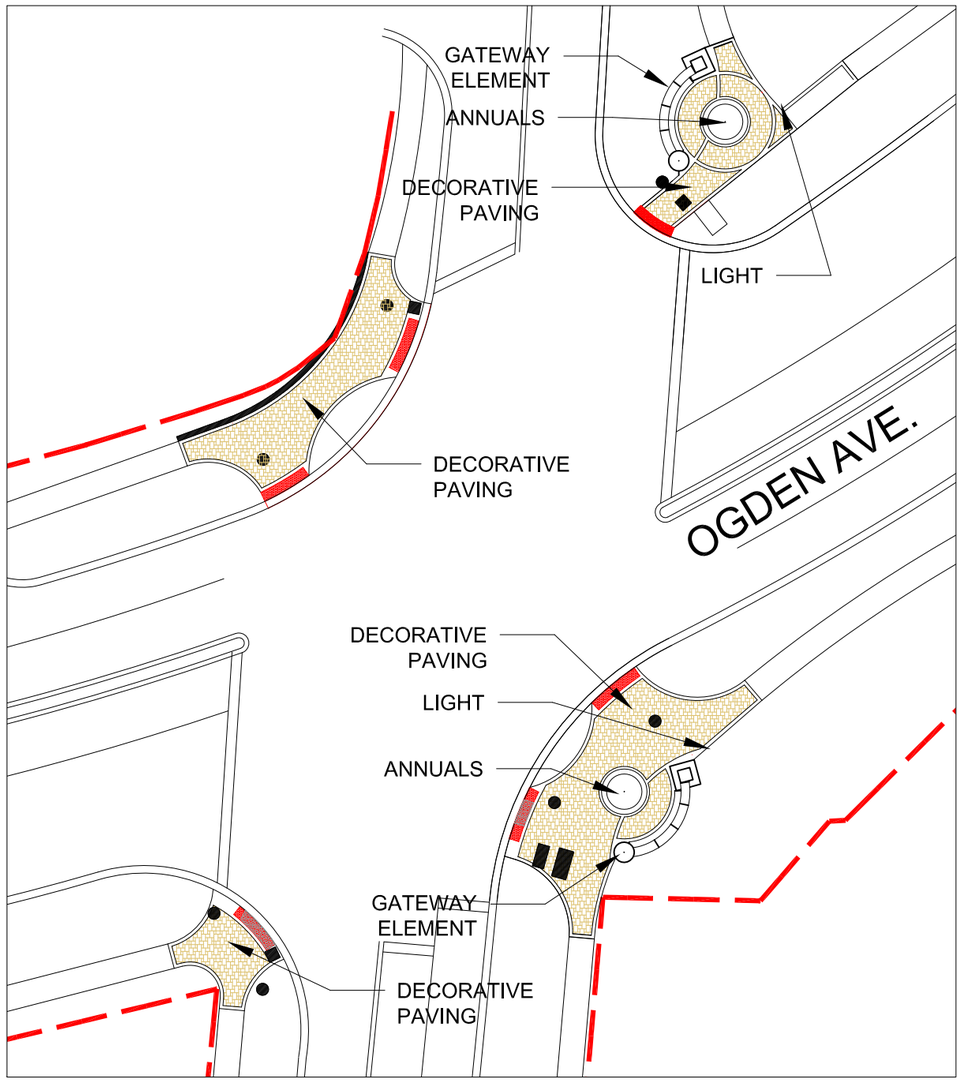
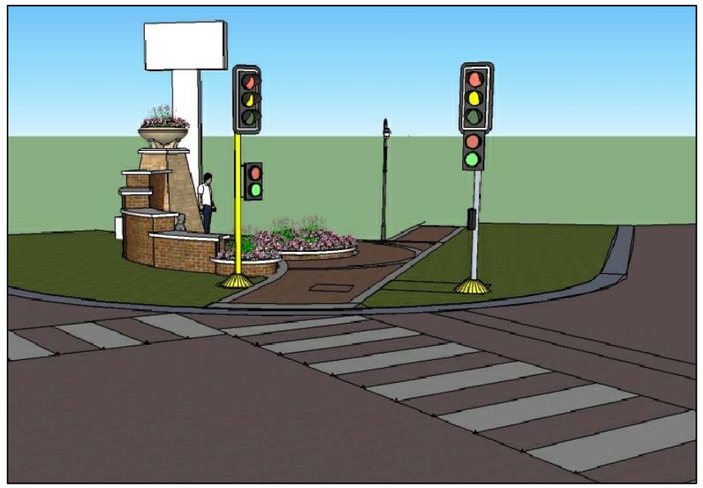


PROPOSED IMPROVEMENTS
AT OGDEN AND COLUMBIA



NORTHEAST CORNER AT OGDEN AND COLUMBIA

SOUTHEAST CORNER AT OGDEN AND COLUMBIA

1-25-10

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Rosemont, Illinois 60018
(847) 823-0500

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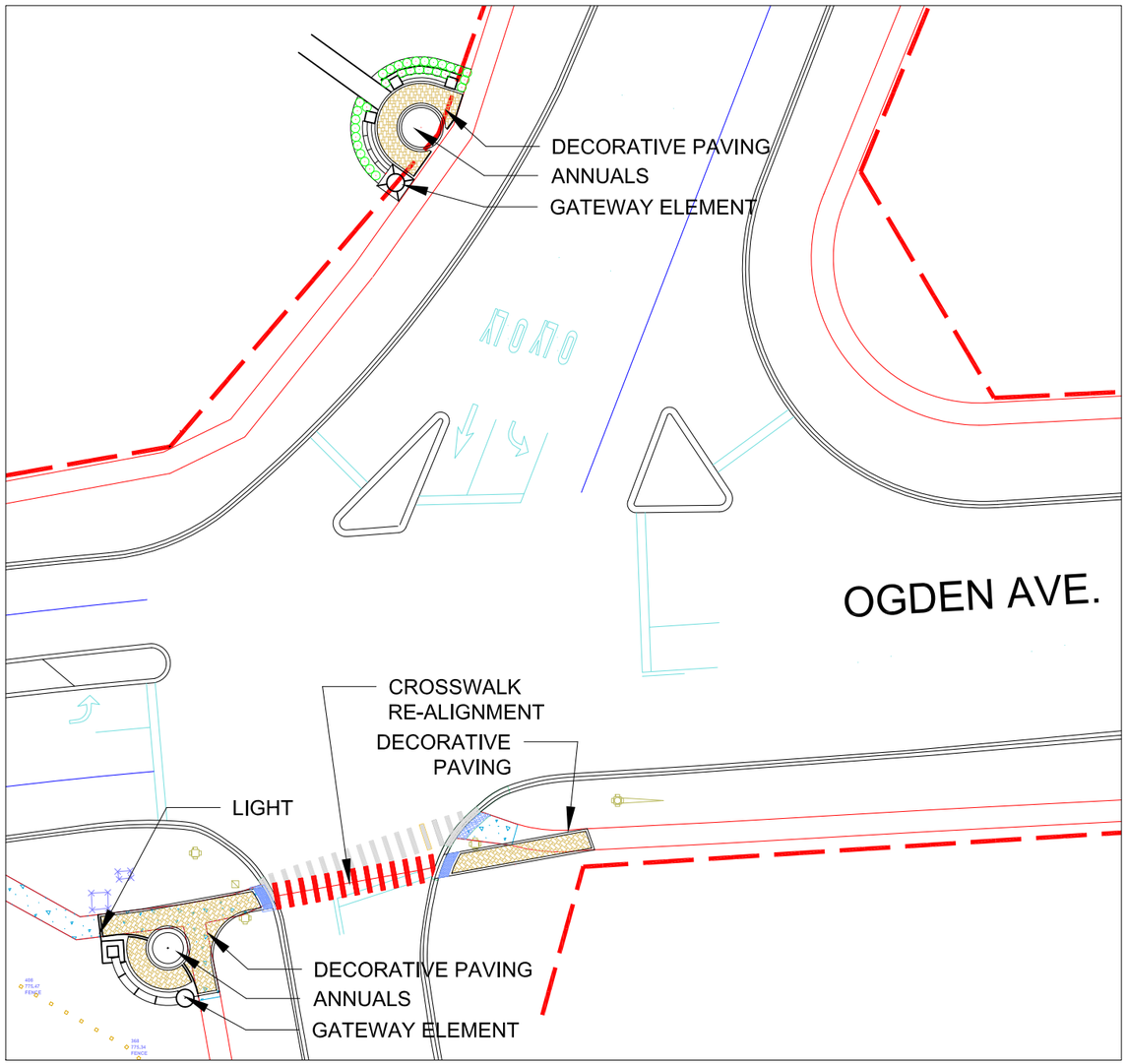

PROPOSED IMPROVEMENTS
AT OGDEN AND NAPERVILLE-WHEATON

0 15 30 60

NORTH

Public-Private partnership is an essential tool in achieving the proposed corridor improvements. Since the schedules of private development is different from budgeted funding of the city, a phased approach must be utilized. Being aware of this, the proposed features have been designed so they can be developed in phases but still have a 'completed' appearance.

1st PHASE GATEWAY ELEMENT AT NORTHWEST CORNER OF OGDEN AND NAPERVILLE- WHEATON ROAD

2nd PHASE GATEWAY ELEMENT AT NORTHWEST CORNER OF OGDEN AND NAPERVILLE-WHEATON ROAD

1-25-10

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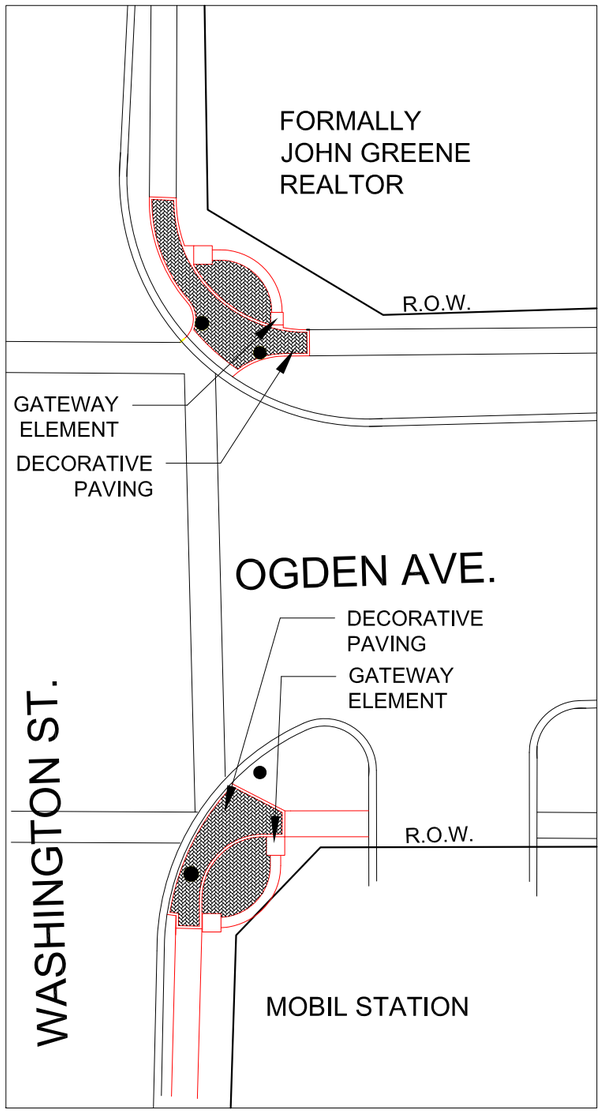
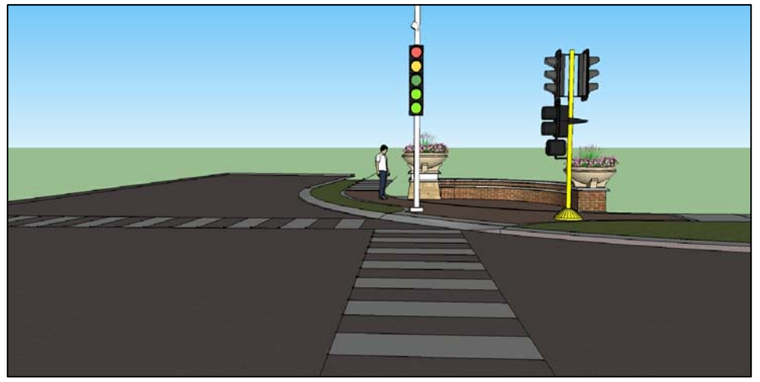


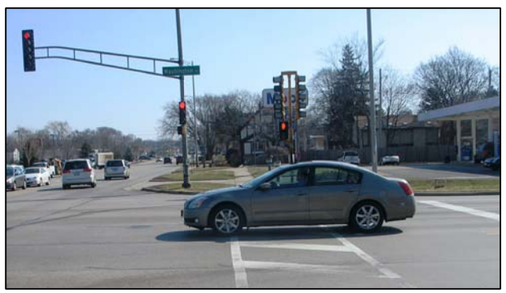
THE OGDEN AND WASHINGTON INTERSECTION

0 15 30 60

NORTHEAST CORNER OF OGDEN AND WASHINGTON
LOOKING NORTH



GATEWAY ELEMENT AT NORTHEAST CORNER OF OGDEN AND WASHINGTON



SOUTHEAST CORNER OF OGDEN AND WASHINGTON
LOOKING EAST

GATEWAY ELEMENT AT SOUTHEAST CORNER OF OGDEN AND WASHINGTON

NORTH

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The improvements indicated on the right are a part of a phased public-private development strategy combined with participation with other public agencies. Because many of the proposed improvements are occurring within the IDOT right-of-way they will need IDOT's approval and assistance to proceed.

In some instances it may be advantageous to combine improvements such as complete reconstruction of the signals at Ogden and Columbia with the intersection improvements. This would decrease the duration of disruption to the intersection and decrease site restoration costs. This would also allow coordination between the improvements so that all the various aspects combine to create a uniform appearance.

Some of the elements like sidewalk infilling or parkway tree planting may occur rapidly and will have a significant effect upon the corridors appearance and use. Others like decorative street lights, overhead utility relocation and parking lot buffers will take cooperation, coordination and planning between property owners, the City and various other agencies. They will also have to fit into the annual budgets of the parties involved.

It is estimated that it could take 20-30 years to complete all the improvements indicated within this initiative.

Ogden Avenue Corridor Enhancement Initiative - Engineering Design

IMPLEMENTATION MATRIX

Element	Potential Funding Sources (Capital/Maintenance Costs)	Anticipated Implementation Timeframe	Who is involved in the process?	Estimated Cost
Parkway Trees	City	Short Term	City / IDOT / Business Owners / Property Owners	$115,000 - $125,000
Sidewalk Infill/ADA Improvements Interim Pedestrian Signal Improvements	City	Short Term	City / IDOT	$350,000 - $370,000
Decorative Street Lights	Public/Private Partnership	Long Term	City / IDOT / Business Owners / Property Owners	$2,750,000
Ogden & Columbia Intersection Improvements	City / IDOT	Long Term	City / IDOT	$200,000 - $210,000
Overhead Utility Relocation	Public/Private Partnership	Long Term	City / IDOT / Comed / Comcast / Business Owners / Property Owners	$900,000 - $1,200,000
Reconstruction of Traffic Signals with Decorative Poles	Public/Private Partnership	Long Term	City / IDOT	$2,225,000 - $2,250,000
Parking Lot Buffers	Business Owners / Property Owners	As site improvements occur	City / Business Owners / Property Owners	$5,000 - $25,000
Gateway Elements	Public/Private Partnership	Varies	City / IDOT / Business Owners / Property Owners	**$45,000 - $75,000 ea.

Legend
* Does not include making all intersections ADA compliant
** This is the cost per Gateway Element. Each corner is unique in quantities and materials
Short Term = Anticipated in the 1 to 3 year timeframe
Long Term = Anticipated in the 10 to 30 year timeframe

1-25-10

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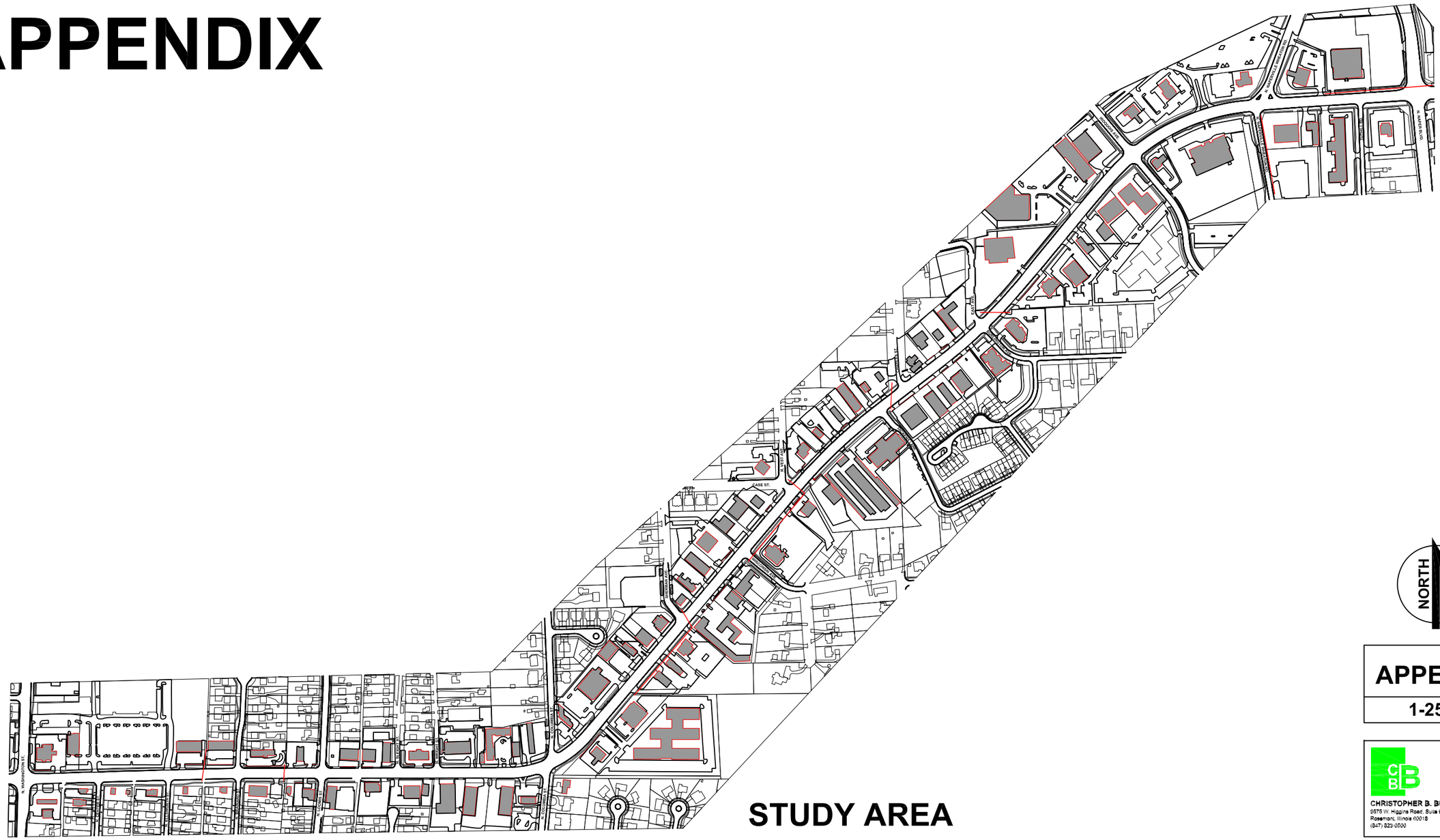
APPENDIX



STUDY AREA

NORTH

APPENDIX
1-25-10

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OGDEN AVENUE CORRIDOR ENHANCEMENT INITIATIVE
Engineering Design / Streetscape Elements

Naperville

ComEd

Commonwealth Edison Company www.exeloncorp.com An Exelon Company
Public Relocation Department
Two Lincoln Centre
Oak Brook Terrace, IL 60181

September 24, 2009

Mr. Andrew Hynes, P.E.
Transportation/Engineering/Development Business Group
400 South Eagle St
Naperville, IL 60540

Re: Relocation/burial of overhead electric facilities along Ogden Avenue corridor as occupied.

Mr. Hynes,

This letter is in reply to an inquiry regarding the City of Naperville's (the City) request to relocate ComEd's overhead electric lines underground along Ogden Avenue. More specifically, the subject electric lines are currently situated along Ogden Ave, between Washington St on the west and Naper Blvd on the east of the project plan.

The estimated costs to relocate the following sections of existing overhead facilities are approximately:

1. Ogden Ave near S/E side of Sherman St - $225,000.00
2. Ogden Ave at West St - $225,000.00
3. Ogden Ave at Charles St - $135,000.00
4. Ogden Ave at East Ave - $135,000.00
5. N/S of Ogden Ave, Naper Blvd to S/E corner of Naperville/Wheaton Rd - $270,000.00

Please remember these costs represents a high level "Order of Magnitude" without support of an engineering design and is being provided to the City to assist in your decision-making and budget process. The final costs may be higher or lower depending on mutual agreement of facilities relocated, final engineering design, difficulty of work area and what the accepted contract bid is for performing the work. No escalation factor was used to develop the cost estimate. This estimate is for the relocation of ComEd electric facilities only. The City will need to contact other utilities for their relocation cost, if applicable. The "Order of Magnitude" estimate presented includes only a rough grade back fill of all areas disturbed by the ComEd construction removal and installation of equipment. All restoration, finished grading, sodding and/or seeding is to be completed by the City within both the right-of-way and private property areas. The required underground secondary service cables are furnished and installed by the customer; ComEd connects the cables at a designated point on its distribution system.

If the City desires to proceed with relocation, there will be an advance engineering charge required. This engineering charge is non-refundable, and will be applied toward the total cost of the project if the City authorizes the construction work to proceed. The advance engineering charged is based upon the scenario selected.

When the final cost estimate is calculated, there are two payment options available to the City. The first would be a progressive payment schedule. This would include a first partial payment prior to the start of construction with the potential for multiple payments as construction progresses. Final invoicing will occur upon completion of all work. The second option would be under Rider LGC, Local Government Compliance Clause, where ComEd applies an additional "per kilowatt-hour charge" onto the monthly bills of all customers within the municipal boundaries of Naperville. As costs for this project are incurred each month, the appropriate share of those costs will be reflected as a separate line item charge on the monthly bills of the customers. The "per kilowatt-hour" charges will continue until the project is completed and all costs for the project are reflected on ComEd's books of account.

In an effort to support your project successfully the following will be required prior to beginning Engineering Design:

1. Letter from requesting agency stating expected relocation completion date and your direction for ComEd to proceed with engineering design.
2. Advance engineering payment.
3. Stamped Pre-final or Final Plans submitted with your letter of direction.
4. Agencies anticipated construction start and finish date.

Upon receiving the above-mentioned letter and plans, the following timelines are required to relocate our facilities:

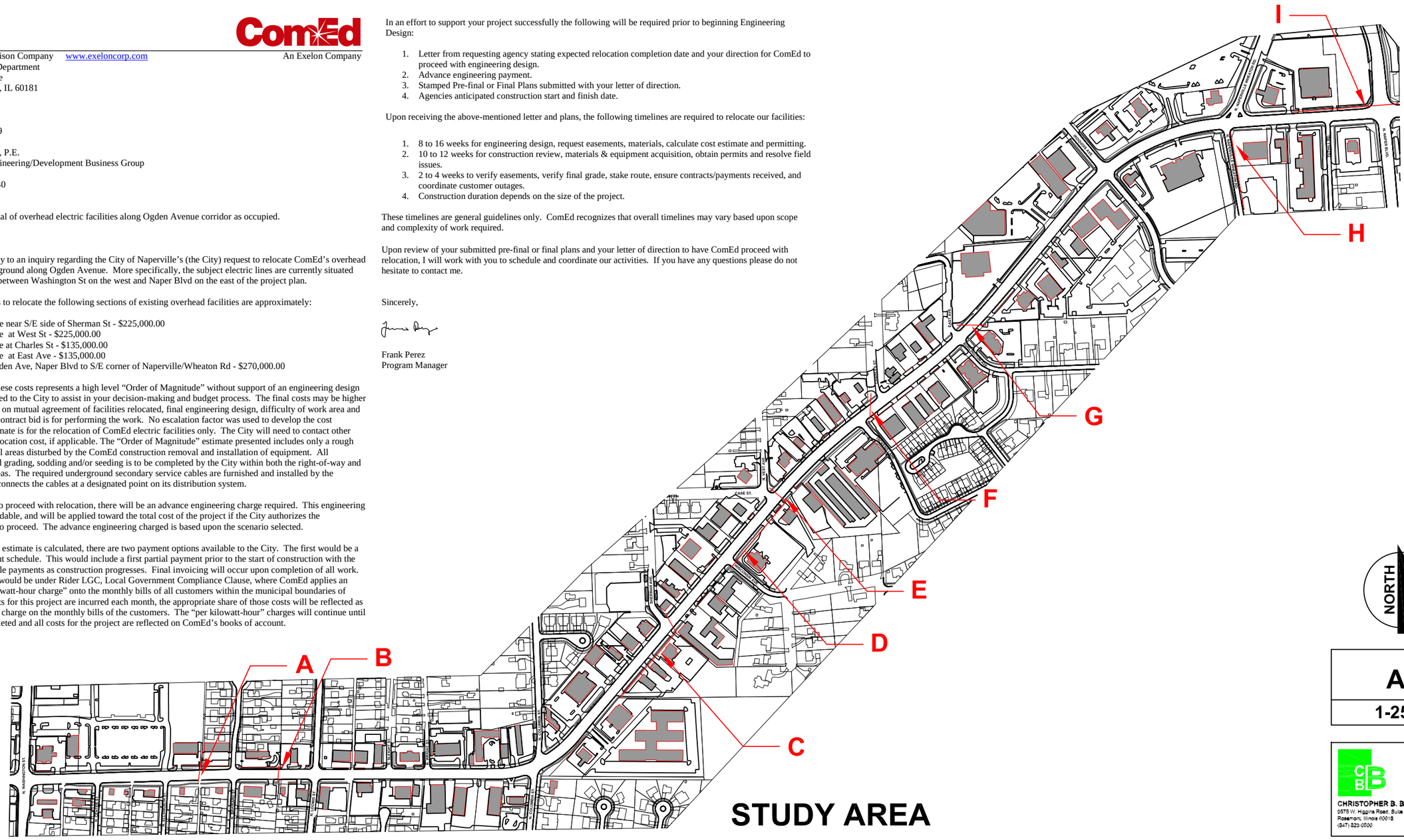
1. 8 to 16 weeks for engineering design, request easements, materials, calculate cost estimate and permitting.
2. 10 to 12 weeks for construction review, materials & equipment acquisition, obtain permits and resolve field issues.
3. 2 to 4 weeks to verify easements, verify final grade, stake route, ensure contracts/payments received, and coordinate customer outages.
4. Construction duration depends on the size of the project.

These timelines are general guidelines only. ComEd recognizes that overall timelines may vary based upon scope and complexity of work required.

Upon review of your submitted pre-final or final plans and your letter of direction to have ComEd proceed with relocation, I will work with you to schedule and coordinate our activities. If you have any questions please do not hesitate to contact me.

Sincerely,

Frank Perez
Program Manager



NORTH

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1-25-10

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(847) 823-0500

OGDEN AVENUE CORRIDOR ENHANCEMENT INITIATIVE
Engineering Design / Streetscape Elements

Naperville

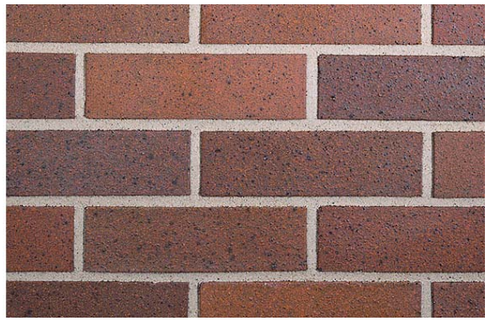
MATERIALS AND PRODUCTS LIST

BRICK PAVERS FOR GATEWAY ELEMENT

Manufacturer: The Belden Brick Company
P.O. Box 20910 Canton, Ohio 44701-0910
Phone: 330 456-0031
beldenbrick.com

Style/Color: Regimental Full Range Chamfered w/Lugs
Standard size 2-1/4" thick x 4" width x 8" length
to meet ASTM C 902-09 pedestrian & light
traffic paving brick specifications

BRICK FOR GATEWAY SEAT WALL, COLUMNS & PARKING BUFFER TERMINAL POSTS



Manufacturer: The Belden Brick Company
P.O. Box 20910 Canton, Ohio 44701-0910
Phone: 330 456-0031
beldenbrick.com

Style/Color: 470-479 DARK

PLANTERS FOR GATEWAY ELEMENT

Manufacturer: Classic Garden Ornaments, Ltd. Longshadow Planters
83 Longshadow Lane
Pomona, Illinois 62975
www.longshadow.com
Phone: 618 893 4831

Style: Carbondale 48 Oak Leaf - LS 9287
Low brick columns: 20" high, 48" diameter, 28" cruciform base - 650 lb.
Tall stone columns:Carbondale 60 Oak Leaf - LS 9087
26" high, 60" diameter, 34" cruciform base - 1797 lb.

STONE FOR GATEWAY COLUMNS

Style: Fond Du Lac (oakfield) Weathered Edge

CAP STONE FOR GATEWAY COLUMNS

Style: Eden Cap (Light Gray to Light Buff NaturalTop)
Weathered Edge or Rock Face

FENCE FOR PARKING LOT BUFFER

Manufacturer: Ameristar Fence Products
1555 North Mingo
Tulsa, OK 74116
www.ameristarfence.com
Phone: 1 800-321-8724

Product Line: Echelon Plus Style: Majestic
Color: Black Height: 4'

NORTH

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1-25-10

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OGDEN AVENUE CORRIDOR ENHANCEMENT INITIATIVE
Engineering Design / Streetscape Elements

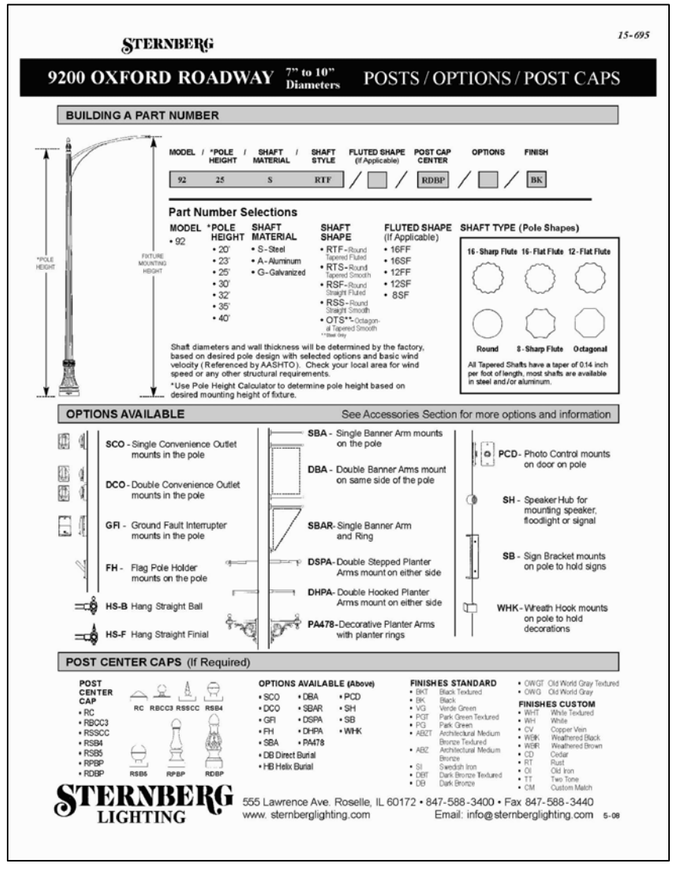
Naperville

MATERIALS AND PRODUCTS LIST

PEDESTRIAN SCALE STREET LIGHT AT GATEWAY ELEMENTS

Manufacturer: Architectural Area Lighting
14249 Artesia Boulevard
La Mirada, CA 90638
www.aal.net
Phone: 714-994-2700
Style: Shepherd's Crook style light pole and fixture black powder coat finish

ROADWAY LIGHT POLE


STERNBERG 15-695

9200 OXFORD ROADWAY 7" to 10" Diameters POSTS / OPTIONS / POST CAPS

BUILDING A PART NUMBER

MODEL / *POLE HEIGHT / SHAFT MATERIAL / SHAFT STYLE / FLUTED SHAPE (If Applicable) / POST CAP CENTER / OPTIONS / FINISH

92 25 S RTF / / RDBP / / BK

Part Number Selections

MODEL • 92
*POLE HEIGHT • 20' • 23' • 25' • 30' • 32' • 35' • 40'
SHAFT MATERIAL • S - Steel • A - Aluminum • G - Galvanized
SHAFT STYLE • RTF - Round Tapered Fluted • RTS - Round Tapered Smooth • RSF - Round Straight Fluted • RSS - Round Straight Smooth • OTS** - Octagon-al Tapered Smooth
FLUTED SHAPE (If Applicable) • 16FF • 16SF • 12FF • 12SF • 8SF

SHAFT TYPE (Pole Shapes)

16 - Sharp Flute 16 - Flat Flute 12 - Flat Flute
Round 8 - Sharp Flute Octagonal

All Tapered Shafts have a taper of 0.14 inch per foot of length, most shafts are available in steel and/or aluminum.

Shaft diameters and wall thickness will be determined by the factory, based on desired pole design with selected options and basic wind velocity (Referenced by AASHTO). Check your local area for wind speed or any other structural requirements.
*Use Pole Height Calculator to determine pole height based on desired mounting height of fixture.

OPTIONS AVAILABLE See Accessories Section for more options and information

SCO - Single Convenience Outlet mounts in the pole
DCO - Double Convenience Outlet mounts in the pole
GFI - Ground Fault Interrupter mounts in the pole
FH - Flag Pole Holder mounts on the pole
HS-B Hang Straight Ball
HS-F Hang Straight Finial
SBA - Single Banner Arm mounts on the pole
DBA - Double Banner Arms mount on same side of the pole
SBAR - Single Banner Arm and Ring
DSPA - Double Stepped Planter Arms mount on either side
DHPA - Double Hooked Planter Arms mount on either side
PA478 - Decorative Planter Arms with planter rings
PCD - Photo Control mounts on door on pole
SH - Speaker Hub for mounting speaker, floodlight or signal
SB - Sign Bracket mounts on pole to hold signs
WHK - Wreath Hook mounts on pole to hold decorations

POST CENTER CAPS (If Required)

POST CENTER CAP • RC • RBCC3 • RSSCC • RSB4 • RSB5 • RPBP • RDBP

OPTIONS AVAILABLE (Above) • SCO • DCO • GFI • FH • SBA • DBA • SBAR • DSPA • DHPA • PA478 • PCD • SH • SB • WHK • DB Direct Burial • HB Helix Burial

FINISHES STANDARD • BKT Black Textured • BK Black • VG Verde Green • PGT Park Green Textured • PG Park Green • ABZT Architectural Medium Bronze Textured • ABZ Architectural Medium Bronze • SI Swedish Iron • DBT Dark Bronze Textured • DB Dark Bronze • OWGT Old World Gray Textured • OWG Old World Gray

FINISHES CUSTOM • WHT White Textured • WH White • CV Copper Vein • WBK Weathered Black • WBR Weathered Brown • CD Cedar • RT Rust • OI Old Iron • TT Two Tone • CM Custom Match

STERNBERG LIGHTING 555 Lawrence Ave. Roselle, IL 60172 • 847-588-3400 • Fax 847-588-3440
www. sternberglighting.com Email: info@sternberglighting.com 5-08

LED LIGHT FOR SEAT WALL CAPS AND STONE COLUMN LIGHT BAR

Manufacturer: Phillips Solid State Lighting Solutions
3 Burlington Woods Drive
Burlington, MA 01803
www.colorkinetics.com
Phone: 888 FULL RGB
Product: iW Cast 14 Powercore Conduit

RECOMMENDED PLANT LIST

Gateway Element Perennials & Bulbs

Botanical Name	Common Name	Hgt.	Spread	Color	Season
Allium cernuum	Nodding Wild Onion	12-18”	8-12”	Pink	June-July
Allium aflatunense 'Purple Sensation'	Purple Sensation Onion	24”-30”	8-12”	Purple	May-June
Boltonia asteroids 'Nana'	White Doll's Daisy	18-24”	18-24”	White	Sept.
Echinacea pallida 'Pixie Meadowbrite'	Pixie Meadowbrite	18-24”	18-24”	Pink	June-Sept.
Narcissi 'Arkle'	Arkle Trumpet Daffodil	18-20”	6-8”	Yellow	April
Narcissi 'Goblet'	Goblet Trumpet Daffodil	16-18”	6-8”	White-Yellow	April
Rudbeckia fulgida 'Viette's Little Suzy'	Viette's Little Suzy	12-18”	18-24”	Yellow	Aug.-Sept.
Sporobolus heterolepis 'Tara'	Dwarf Prairie Dropseed	18-24”	8-12”	Gold	Sept.-Oct.

NORTH

A-3

1-25-10

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