

THURGOOD MARSHALL  
PARKING LOT IMPROVEMENTS  
(IFB NO. 21-44)  
FOR  
ROCKFORD PUBLIC SCHOOLS  
ROCKFORD, ILLINOIS

PROPOSED SITE PLANS

WINNEBAGO COUNTY

APRIL 2021



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UTILITIES	
UTILITY TYPE	COMMON NAME
WATER	CITY OF ROCKFORD
SEWER	ROCK RIVER WATER RECLAMATION DISTRICT
ELECTRIC	COMMONWEALTH EDISON
TELEPHONE	VERIZON, AT&T COMPANY, SBC AMERITECH, MCLEOD USA
GAS	NICOR GAS COMPANY
CABLE	INSIGHT COMMUNICATIONS

(CONTRACTOR TO BE RESPONSIBLE FOR ANY ADJUSTMENTS TO BE MADE.)



LOCATION MAP



4/20/2021  
SIGNATURE DATE

OUT TO BID



**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

ILLINOIS IOWA WISCONSIN

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER: 184003525

ORIGINAL SET FOR PROJECT: 19-895A		DATE CREATED: 04/20/2021
REVISIONS		
REV. NO.	DESCRIPTION	DATE

ABBREVIATIONS		SYMBOLS			
<div>&lt; ANGLE ABC AGGREGATE BASE COURSE AC ACRE(S) ACI AMERICAN CONCRETE INSTITUTE AGR AGGREGATE AISC AMERICAN INSTITUTE OF STEEL CONSTRUCTION ALT ALTERNATE ARCH ARCHITECT ASPH ASPHALT ASTM AMERICAN SOCIETY OF TESTING AND MATERIALS B BALL VALVE BFP BACKFLOW PREVENTER BIT BITUMINOUS BLDG BUILDING BLK BLOCKING BM BENCHMARK BOT BOTTOM BSMT BASEMENT BV BUTTERFLY VALVE B-B BACK-TO-BACK OF CURB DIMENSION CL or C CENTERLINE C TO C CENTER TO CENTER C &amp; G CURB AND GUTTER CF CUBIC FEET CHD CHORD LENGTH CI CAST IRON PIPE CHK CHECK VALVE CLR CLEAR CMP CORRUGATED METAL PIPE CMU CONCRETE MASONRY UNIT CTY COUNTY CONC CONCRETE CONT CONTINUOUS C-B CENTERLINE TO BACK OF CURB DIMENSION COORD COORDINATE CU COPPER PIPING CTRS CENTERS CY CUBIC YARDS CS CORPORATION STOP D DEGREE OF CURVE DEP DEPRESSED DET DETAIL DIAG DIAGONAL DIM DIMENSION DI DUCTILE IRON PIPE DN DOWNSTREAM DNSTR DRAINAGE PIPE/STORM PIPE DWG DRAWING E EAST EJ EXPANSION JOINT EL, ELEV ELEVATION EP EDGE OF PAVEMENT EQUIP EQUIPMENT EQUIV EQUIVALENT EW EACH WAY EXP EXPANSION EX, EXIST EXISTING EXT EXTERIOR E = EXTERNAL DISTANCE FD FLOOR DRAIN FDN FOUNDATION FE FIELD ENTRANCE FF FINISH FLOOR FIL FILLET FIN FINISH FL FLOW LINE FLR FLOOR FM FORCE MAIN FND FOUND FRMG FRAMING FTG FOOTING F-F FACE TO FACE GA GAUGE GI GALVANIZED IRON PIPE GRD GRADE GRS GRATING SUPPORT GRT GROUT GV GAS VALVE GYP GYPSUM HSE HOUSE HC HORIZONTAL CURVE HMA HOT MIX ASPHALT HNGR HANGER HORIZ HORIZONTAL H.P. HIGH POINT HW HOT WATER HWH HOT WATER HEATER Δ = CENTRAL ANGLE I MOMENT OF INERTIA ID INSIDE DIAMETER INT INTERIOR INV INVERT ELEVATION; BASED ON BENCH MARK DATUM IP IRON PIPE JST JOIST L LENGTH OF CURVE LAT LATERAL LAV LAVATORY LF LINEAL FEET L.P. LOW POINT LT LEFT OF SURVEY BASE LINE MAX MAXIMUM ME MATCH EXISTING MH MANHOLE MIN MINIMUM MJ MECHANICAL JOINT MTL METAL N NORTH No. OR # NUMBER NOM NOMINAL NTS NOT TO SCALE OC ON CENTER OD OUTSIDE DIAMETER OO OUTSIDE TO OUTSIDE OPNG OPENING OPP OPPOSITE PC POINT OF CURVATURE PCC PORTLAND CEMENT CONCRETE PCF POUNDS PER CUBIC FOOT PDP PERFORATED DRAIN PIPE</div>	<div>PE POLYETHYLENE PIPE PI POINT OF INTERSECTION PL PLATE PLG PLUG VALVE PLP POLYPROPYLENE PIPE PLYWD PLYWOOD PM PRINCIPAL MERIDIAN PR PRESSURE REGULATORS PRC POINT OF REVERSE CURVATURE PRESS PRESSURE PR, PROP PROPOSED PRV PRESSURE REDUCING VALVE PSF POUNDS PER SQUARE FOOT PSI POUNDS PER SQUARE INCH PSL PIPE SLEEVE PT POINT OF TANGENCY PLG PLUG VALVE PVC POLYVINYL CHLORIDE (PLASTIC) PIPE R RADIUS RDCR REDUCER RCCP REINFORCED CONCRETE CYLINDER PIPE RCP REINFORCED CONCRETE PIPE ROF ROOF DRAIN REINF REINFORCING REQD REQUIRED ROW RIGHT OF WAY RFTR RAFTER RND ROUND RR RAILROAD RRSP RAILROAD SPIKE RT RIGHT R&amp;R REMOVE AND REPLACE S SOUTH SB STREAM BED SCHD SCHEDULE SEC SECTION SF SQUARE FEET SHR SHOWER SHT SHEET SHTG SHEATHING SP SANITARY PIPE SPA SPACING OR SPACES SPEC SPECIFICATION SQ SQUARE SS SANITARY SERVICE STA STATION STD STANDARD STL STEEL STRUCT STRUCTURAL SW SIDEWALK SY SQUARE YARDS SYM SYMMETRICAL TAN TANGENT LENGTH TBC TOP BACK OF CURB TBM TEMPORARY BENCH MARK; BASED ON BENCHMARK DATUM TD TILE DRAIN THK THICK TR TREAD TY TYPE TYP TYPICAL U.O.N. UNLESS OTHERWISE NOTED UP UTILITY POLE UPSTR UPSTREAM UR URINAL USGS US GEOLOGICAL SURVEY VC VERTICAL CURVE VCP VITRIFIED CLAY PIPE VERT VERTICAL VOL VOLUME VPC VERTICAL POINT OF CURVATURE VPI VERTICAL POINT OF INTERSECTION VPRC VERTICAL POINT OF REVERSE CURVATURE VPT VERTICAL POINT OF TANGENCY W WEST WC WATER CLOSET WF WIDE FLANGE WM WATER MAIN WMQ WATER MAIN QUALITY WV WATER VALVE WGT WEIGHT WP WEATHER PROOF WS WATER SERVICE WWF WELDED WIRE FABRIC W/ WITH W/O WITHOUT XP EXPLOSION PROOF</div>	<div>EXISTING CIVIL PROPOSED</div> <div>EXISTING R.O.W. RIGHT-OF-WAY LINE PROPOSED R.O.W.</div> <div>PROPERTY LINE</div> <div>CENTERLINE</div> <div>SETBACK LINE</div> <div>EASEMENT LINE</div> <div>SECTION LINE</div> <div>SECTION CORNER</div> <div>COORDINATE POINT ON GRID SYSTEM</div> <div>FOUND OR SET PROPERTY PIN</div> <div>RIGHT-OF-WAY MARKER</div> <div>BENCHMARK</div> <div>CONTOUR LINE</div> <div>SPOT ELEVATION (AT ●)</div> <div>FENCE LINE</div> <div>SILT FENCE LINE</div> <div>CURB AND GUTTER</div> <div>TIP OUT CURB AND GUTTER</div> <div>SAWCUT, LIMITS OF PAVEMENT REMOVAL &amp; REPLACEMENT</div> <div>DECIDUOUS TREE W/ SIZE</div> <div>CONIFEROUS TREE W/ SIZE</div> <div>TREE STUMP</div> <div>HEDGEROW</div> <div>BUSH OR SHRUB</div> <div>TREE LINE</div> <div>CONSTRUCTION LIMIT LINE</div> <div>SIGN (MULTIPLE POST, SINGLE POST)</div> <div>SIGN (PYLON)</div> <div>GUARD RAIL</div> <div>RAILROAD TRACKS</div> <div>BUILDING</div> <div>MAILBOX</div> <div>FLAGPOLE</div> <div>BOLLARD</div> <div>AIR CONDITIONER</div>	<div>EXISTING WATER PROPOSED</div> <div>EXISTING WATER SERVICE WATER PIPE PROPOSED</div> <div>FIRE HYDRANT</div> <div>YARD HYDRANT</div> <div>WATER VALVE WITH BOX</div> <div>CURB STOP W/CURB BOX</div> <div>REDUCER</div> <div>WATER VALVE VAULT</div> <div>11.25° BEND</div> <div>22.50° BEND</div> <div>45° BEND</div> <div>90° BEND</div> <div>TEE</div> <div>CAP</div> <div>WATER METER</div> <div>SPRINKLER HEAD</div> <div>TRACER WIRE BOX</div>	<div>EXISTING UTILITY PROPOSED</div> <div>EXISTING FIBER OPTIC LINE UNDERGROUND TV CABLE OVERHEAD UTILITY UNDERGROUND ELECTRIC ELECTRIC RISER PEDESTAL ELECTRIC MANHOLE UNDERGROUND TELEPHONE TELEPHONE RISER PEDESTAL TELEPHONE MANHOLE UTILITY POLE UTILITY POLE W/ METER UTILITY POLE W/ TRANSFORMER UTILITY POLE W/ LIGHT UTILITY POLE WITH GUY WIRE AND ANCHOR LIGHT (MAST MOUNTED) LIGHT POLE (SINGLE FIXTURE) YARD LIGHT GAS MAIN GAS METER GAS VALVE GAS STRUCTURE</div>	
		<div>EXISTING STORM SEWER PROPOSED</div> <div>EXISTING STORM SEWER DRAIN TILE DITCH LINE (PAVED) DITCH LINE (UNPAVED) STORM MANHOLE CATCH BASIN STORM SEWER INLET STORM SEWER INLET - BEHIND CURB DOWNSPOUT CULVERT AND SIZE RCCP OR RCP EQRS (RCAP) END SECTION METAL OR HDPE END SECTION FLOW DIRECTION</div>	<div>EXISTING TRAFFIC RELATED PROPOSED</div> <div>EXISTING CONTROLLER MAST ARM ASSEMBLY AND POLE SIGNAL HEAD AND POST SIGNAL HEAD PEDESTRIAN HEAD PEDESTRIAN PUSH-BUTTON HAND HOLE DOUBLE HAND HOLE HAND HOLE OR JUNCTION BOX HEAVY-DUTY HAND HOLE EXISTING CONDUIT (LENGTH AND SIZE) PROP GALVANIZED STEEL OR PVC CONDUIT UPPER NUMERAL INDICATES LENGTH "T" INDICATES CONDUIT IN TRENCH "P" INDICATES CONDUIT PUSHED LOWER NUMERAL INDICATES SIZE AND TYPE LUMINAIRE ARROW - THROUGH, TURN LEFT ARROW - THROUGH ARROW - TURN LEFT ARROW - TURN RIGHT ONE DIRECTION TURN ONLY HANDICAPPED PARKING STALL TRAFFIC DETECTOR LOOP TRAFFIC CONTROL BOX</div>		
		<div>EXISTING MISC PROPOSED</div> <div>EXISTING SOIL BORING LOCATION AND NUMBER MONITORING WELL REVISION NUMBER OUTLINE OF DETAILED AREA SECTION NUMBER SHEET WHERE SHOWN</div>	<div>EXISTING EROSION CONTROL PROPOSED</div> <div>EXISTING EROSION CONTROL BLANKET TEMPORARY AND PERMANENT SEEDING AREA UNDISTURBED AREA STABILIZED CONSTRUCTION ENTRANCE SILT FENCE INLET PROTECTION TEMPORARY SEDIMENT TRAP CULVERT INLET PROTECTION ROCK OUTLET PROTECTION ROCK CHECK DAM - COURSE AGGREGATE ROCK CHECK DAM - RIP RAP DITCH CHECK</div>	<div>EXISTING SANITARY SEWER PROPOSED</div> <div>EXISTING SANITARY SEWER SANITARY SEWER SERVICE SANITARY SEWER FORCE MAIN SANITARY CLEANOUT SANITARY MANHOLE WYE FITTING</div>	<div>EXISTING HATCH PATTERNS PROPOSED</div> <div>EXISTING EARTH - FILL EARTH - UNDISTURBED ROCK (GEOLOGICAL) STONE OR RIP RAP GRAVEL CONCRETE CONCRETE BLOCK CMU ASPHALT PAVEMENT BRICK STEEL INSULATION (LOOSE/ BATT) INSULATION (RIGID) WOOD (ROUGH) WOOD (BLOCKING) WOOD (FINISH) DETECTABLE WARNING</div>

GENERAL NOTES

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MUNICIPAL CODE, CITY OF ROCKFORD, ILLINOIS, CURRENT EDITION, THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION, "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," CURRENT EDITION, SPECIAL PROVISIONS AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION.
2. IN THESE CONTRACT DOCUMENTS MENTION IS MADE OF THE "ENGINEER", WHICH SHALL MEAN FEHR GRAHAM OR THEIR DULY AUTHORIZED AGENT. IN THESE CONTRACT DOCUMENTS MENTION IS MADE OF THE "OWNER", WHICH SHALL MEAN ROCKFORD PUBLIC SCHOOLS, OR THEIR DULY AWARDED AGENT.
3. AS PART OF THE BIDDING PROCEDURE, THE CONTRACTOR SHALL VERIFY THAT THE QUANTITIES FOR PAY ITEMS, AS PRESENTED IN THESE PLAN DOCUMENTS, ARE SUBSTANTIALLY CORRECT. IF DISCREPANCIES ARE DETECTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE DISCREPANCY PRIOR TO THE BID DATE.
4. QUANTITIES SHOWN ARE ESTIMATES FOR INFORMATION ONLY. PAYMENT WILL BE BASED ON ACTUAL QUANTITIES MEASURED IN THE FIELD OR ON PAYMENT LIMIT DETAILS.
5. THE CONTRACTOR SHALL BE PAID FOR MATERIALS AND EQUIPMENT SUCCESSFULLY INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AS MEASURED OR VERIFIED IN PLACE BY THE ENGINEER OR HIS AGENT.
6. IN CASE OF CONFLICT BETWEEN THE ABOVE MENTIONED SPECIFICATIONS, THE ENGINEER SHALL DETERMINE WHICH OF THE SPECIFICATIONS SHALL GOVERN. THE ENGINEER'S DECISION SHALL BE FINAL AND NO ADDITIONAL COMPENSATION SHALL BE AWARDED UNLESS APPROVED BY THE ENGINEER.
7. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE OWNER. IMPROVEMENT REPRESENTATIONS AS SHOWN ON THESE PLANS, ARE AS ACCURATE AS POSSIBLE FROM THE INFORMATION AVAILABLE. HOWEVER SOME FIELD REVISIONS MAY BE REQUIRED TO ACCOMMODATE UNFORESEEN CIRCUMSTANCES – THE ENGINEER SHALL BE ADVISED OF ANY NECESSARY REVISIONS WITH SUFFICIENT LEAD TIME ALLOWED TO PROPERLY CONSIDER AND ACT UPON SAID REQUESTS. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED IN CONSTRUCTING THOSE IMPROVEMENTS AS DETAILED IN THIS ENGINEERING PLAN.
8. THE ENGINEER SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE OR REJECT THE WORKMANSHIP AND/OR MATERIALS WHICH GO TO MAKE UP IMPROVEMENTS AS DETAILED IN THESE PLANS AND SPECIFICATIONS.
9. GENERAL SAFETY PROVISION: TO PROVIDE DRIVERS WITH SAFE TRAVEL CONDITIONS DURING THE CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL FOR THE DURATION OF THIS CONTRACT. ANY EMPLOYEE OF THE CONTRACTOR OR HIS SUBCONTRACTORS WHO REFUSES TO COMPLY WITH THESE GENERAL SAFETY PROVISIONS SHALL BE REMOVED FROM THE JOB SITE IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS. THE CONTRACTOR AND ANY SUBCONTRACTORS RETAINED BY HIM SHALL COMPLY WITH THE STATE AND FEDERAL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (OSHA), JULY 1, 1987 AS IT RELATES TO CONTRACTOR'S OPERATIONS.
10. THE CONTRACTOR SHALL COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.
11. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS NOT THE REDUCED SIZE PLANS.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCIDENTAL TO THE CONTRACT.
13. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT-OF-WAY PINS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINED BY THE ENGINEER.
14. THE CONTRACTOR SHALL REMOVE, STORE, AND RELOCATE TO THE SATISFACTION OF THE ENGINEER ALL EXISTING SIGNAGE IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS, AND CONSIDER THIS AS INCIDENTAL TO THE CONTRACT.
15. OUTSIDE THE EXISTING RIGHT-OF-WAY, THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING SIGNS OUTSIDE THE RIGHT-OF-WAY. ANY SIGNS REMOVED FOR CONSTRUCTION PURPOSES SHALL BE CAREFULLY REMOVED AND RE-ERECTED BY THE CONTRACTOR AT A LOCATION NEAREST TO THE ORIGINAL LOCATION, OR AT A LOCATION DETERMINED BY THE ENGINEER IN THE FIELD. REMOVAL AND RE-ERECTED SIGNS AND ANY DAMAGE DONE TO EXISTING SIGNS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL EXPENSE TO THE OWNER.
16. ALL ITEMS SHALL INCLUDE ALL THE NECESSARY MATERIALS AND LABOR TO COMPLETE THE ITEM IN PLACE. MATERIALS AND LABOR NOT SPECIFICALLY IDENTIFIED SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
17. AT THE END OF EACH DAY, THE CONTRACTOR SHALL SECURE THE CONSTRUCTION WORK ZONE FROM POTENTIAL INTRUDERS.
18. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES, AND VERIFY PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
19. THE CONTRACTOR SHALL CONTACT THE ENGINEER OF ANY ERRORS OR DISCREPANCIES WHICH MAY BE SUSPECTED IN LINES AND GRADES, AND SHALL NOT PROCEED WITH THE WORK UNTIL ALL LINES AND GRADES WHICH ARE BELIEVED TO BE IN ERROR HAVE BEEN VERIFIED OR CORRECTED BY THE ENGINEER OR HIS REPRESENTATIVE.
20. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCE OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
21. ALL ITEMS TO BE REMOVED AND NOT DEFINED AS A PAY ITEM SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
22. ALL EXCESS EARTH EXCAVATION, EXCESS MATERIALS, OR OTHER REMOVED ITEMS SHALL BE HAULED OFF-SITE AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE APPROVED BY THE OWNER.
23. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL OBSTRUCTIONS, TREES, DEBRIS AND BRUSH AS DESIGNATED BY THE OWNER AND AS INDICATED ON THE PLANS. ALL MATERIALS SHALL BE DISPOSED OF AT THE CONTRACTOR'S EXPENSE. DURING CONSTRUCTION, CARE SHALL BE TAKEN TO MINIMIZE DAMAGE TO THE EXISTING TREES AND LANDSCAPING. ONLY THOSE ITEMS DESIGNATED BY THE OWNER SHALL BE REMOVED.
24. ALL ROADWAY REMOVAL ITEMS SHALL CONFORM TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. ALL JOINTS BETWEEN THE PORTION REMOVED AND THAT LEFT IN PLACE SHALL BE SAWED TO SUCH A DEPTH THAT A CLEAN, NEAT EDGE WILL RESULT WITH NO SPALLING TO THE REMAINING PORTION. THE COST OF SAWING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ADDITIONAL SAWING OR RE-SAWING MAY BE REQUIRED AS DIRECTED BY THE ENGINEER WITH NO ADDITIONAL COMPENSATION BEING ALLOWED. THE COST OF SAWCUTTING THE EXISTING PAVEMENT SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

GENERAL NOTES

25. WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AS WELL AS ADJOINING RESIDENTIAL AREAS.
26. THE CONTRACTOR IS REQUIRED TO STAY WITHIN THE NOTED PROPERTY BOUNDARIES RIGHT-OF-WAY AND EASEMENTS AS SHOWN IN THE PLANS. ANY ADDITIONAL EASEMENTS SHALL BE SECURED BY THE CONTRACTOR AT NO EXTRA COST.
27. ANY AREAS DAMAGED OR DISTURBED DURING THE PROJECT AS A DIRECT OR INDIRECT RESULT OF CONTRACTOR OPERATIONS, SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION. THE COST OF SAID RESTORATION OR REPAIR SHALL BE BORNE TOTALLY BY THE CONTRACTOR, WITH NO EXTRA COMPENSATION BEING AWARDED UNDER THIS CONTRACT. THE RESPONSIBILITY FOR THE REPAIR OR REPLACEMENT OF ANY UTILITY, STRUCTURE, LANDSCAPING, ETC., DAMAGED OR DESTROYED BY THE CONTRACTOR DURING MOBILIZATION OR CONSTRUCTION SHALL BE BORNE SOLELY BY THE CONTRACTOR, WITH NO EXPENSE BEING CHARGED TO THE ENGINEER OR OWNER. PRIOR TO ACCEPTANCE OF THIS REPAIR OR REPLACEMENT, THE CONTRACTOR SHALL PRESENT THE OWNER WITH A "SIGNOFF LETTER", SIGNED BY A RESPONSIBLE OFFICIAL OF THE OWNER OF THE DAMAGED UTILITY STATING THAT THE REPAIR OR REPLACEMENT IS ACCEPTABLE.
28. GEOGRID SHALL BE TENSAR TRIAX OR ENGINEER APPROVED EQUAL.

CONSTRUCTION STAKING

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING THE PROPOSED IMPROVEMENTS AND SHALL INCLUDE THE COST OF STAKING IN THEIR QUOTE. CONTROL POINTS ARE INDICATED ON THE PLANS.

EROSION CONTROL NOTES

1. UNLESS OTHERWISE SPECIFIED, ALL EROSION AND SEDIMENT CONTROL MEASURES AND THEIR MAINTENANCE, CLEARING AND REMOVAL SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
2. THIS WORK SHALL CONFORM TO THE APPLICABLE STANDARDS FROM THE ILLINOIS URBAN MANUAL, THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION, CURRENT EDITION, THE PROJECT SPECIFICATIONS, AND THE APPROPRIATE DETAILS.
3. **A NOTICE OF INTENT (NOI) AND A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WILL BE COMPLETED AND SUBMITTED TO THE ILLINOIS EPA BY THE OWNER PRIOR TO CONSTRUCTION. ANY REQUIRED CITY OF ROCKFORD OR OTHER APPLICABLE PERMITTING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.**
4. THE CONTRACTOR SHALL MAINTAIN ONE COPY OF THE SWPPP AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION. THIS SHALL BE ACCOMPLISHED BY THE INSTALLATION OF A MAILBOX OR OTHER SUITABLE DEVICE ON-SITE THAT SHALL CONTAIN THE SWPPP. MAILBOX SHALL INCLUDE A MEANS TO LOCK SUCH THAT THE SWPPP IS SECURED DURING NON-WORKING HOURS.
5. THE CONTRACTOR SHALL LEGIBLY MARK ANY CHANGES OR REVISIONS IMPLEMENTED TO THE SWPPP. AT COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL DELIVER THE SWPPP (INCLUDING ALL REVISIONS, RECORDS, AND INSPECTION REPORTS) TO THE OWNER.
6. THE GENERAL CONTRACTOR AND ANY SUBCONTRACTOR RESPONSIBLE FOR SEDIMENT AND EROSION CONTROL MEASURES OR CONSTRUCTION ACTIVITIES THAT DISTURB SITE SOIL WILL BE REQUIRED TO CERTIFY THE SWPPP BEFORE A NOTICE TO PROCEED IS ISSUED.
7. A COPY OF THE LETTER OF NOTIFICATION OF COVERAGE, AND THE GENERAL NPDES PERMIT NO. ILR10 MUST BE POSTED IN A PROMINENT PLACE FOR PUBLIC VIEWING AT THE CONSTRUCTION SITE BY THE GENERAL CONTRACTOR.
8. THE CONTRACTOR SHALL IMPLEMENT THE EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED ON THESE EROSION CONTROL PLANS AND IN THE SWPPP BEFORE CONSTRUCTION BEGINS.
9. THE CONTROLS SHALL BE INSTALLED AS DETAILED AND WHERE INDICATED ON THE EROSION CONTROL PLAN SHEETS AND AS DIRECTED BY THE INSPECTOR.
10. SITE ACTIVITIES SHOULD ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE PRACTICABLE.
11. **EROSION CONTROL INSPECTIONS AS REQUIRED BY THE SWPPP AND GENERAL PERMIT SHALL BE CONDUCTED BY THE GENERAL CONTRACTOR OR A REPRESENTATIVE DESIGNATED BY THE GENERAL CONTRACTOR. COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE EROSION AND SEDIMENT CONTROL, COMPLETE PAY ITEM.**
12. EXCEPT AS PROVIDED IN THE SWPPP, DISTURBED PORTIONS OF THE SITE SHALL BE STABILIZED (TEMPORARILY OR PERMANENTLY SEEDED, MULCHED, SODDED OR PAVED) AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN 7 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
13. UNTIL SUCH TIME AS THE PROJECT SITE REACHES FINAL STABILIZATION AND A NOTICE OF TERMINATION IS FILED BY THE OWNER, THE CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST, REPAIR, OR REPLACE, ALL VEGETATION, EROSION CONTROLS, SEDIMENT CONTROLS, AND ANY OTHER PROTECTIVE MEASURES AS REQUIRED IN ORDER TO MAINTAIN THEIR INTENDED FUNCTION IN A GOOD AND EFFECTIVE OPERATING CONDITION.
14. EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER EXPECTED DURING THE CONSTRUCTION PROCESS THAT MAY BE COMBINED WITH STORM WATER DISCHARGES ARE IDENTIFIED IN THE SWPPP. THESE DISCHARGES SHALL BE DIRECTED AWAY FROM UNPROTECTED, BARE, OR OTHERWISE UNSTABILIZED SOIL, AND APPROPRIATE POLLUTION PREVENTION MEASURES SHALL BE IMPLEMENTED SO THAT THESE DISCHARGES DO NOT CAUSE EROSION OR DEGRADE THE QUALITY OF RUNOFF FROM THE CONSTRUCTION SITE.
15. THE INSPECTOR SHALL HAVE AUTHORIZATION TO DETERMINE THE ADEQUACY OF THE CONTRACTOR'S EROSION CONTROL EFFORTS. THE OWNER OR THE INSPECTOR SHALL HAVE FULL AUTHORITY OVER THE GENERAL CONTRACTOR AND ANY SUBCONTRACTOR TO CAUSE POLLUTANT CONTROL MEASURES TO BE REPAIRED, MODIFIED, MAINTAINED, SUPPLEMENTED, OR WHATEVER ELSE IS NECESSARY IN ORDER TO ACHIEVE EFFECTIVE POLLUTANT CONTROL OR TO SUSPEND OR LIMIT THE CONTRACTORS OPERATIONS PENDING ADEQUATE PERFORMANCE.
16. PERIMETER EROSION BARRIER TO BE CONSTRUCTED OF SILT FENCE UNLESS NOTED OTHERWISE.
17. INLET PROTECTION SHALL BE FLEX STORM CATCH-IT OR APPROVED EQUAL.
18. EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN DS75 OR APPROVED EQUAL.
19. A TEMPORARY CONCRETE WASHOUT FACILITY SHALL BE CONSTRUCTED AT A LOCATION APPROVED BY THE ENGINEER. WASHOUT FACILITY SHALL BE UTILIZED FOR ALL APPLICABLE OPERATIONS.

EROSION CONTROL NOTES

20. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED, TO THE DIMENSIONS AS SHOWN, AT APPROVED LOCATIONS FOR THIS PROJECT. ALL CONSTRUCTION TRAFFIC MUST UTILIZE THE STABILIZED CONSTRUCTION ENTRANCES WHEN EXITING THE SITE. ALL COST FOR EROSION CONTROL AND RESTORATION WORK ASSOCIATED WITH THE APPROVED STABILIZED CONSTRUCTION ENTRANCES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
21. TEMPORARY EROSION CONTROL MEASURES INCLUDE TEMPORARY DITCH CHECKS, PERIMETER EROSION BARRIER, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, AND ANY OTHER TEMPORARY EROSION CONTROL MEASURE NEEDED TO LIMIT THE AMOUNT OF SOIL EROSION AND SEDIMENTATION DURING CONSTRUCTION.
22. AT THE COMPLETION OF THE PROJECT, ALL TEMPORARY EROSION CONTROL ITEMS SHALL BE REMOVED FROM THE SITE, AND BECOME THE PROPERTY OF THE CONTRACTOR. CONTRACTOR MUST STABILIZE ANY AREA DISTURBED BY THE REMOVAL OF EROSION CONTROL ITEMS.
23. CONTRACTOR SHALL CLEAN ANY DEBRIS TRACKED OFFSITE DAILY.

SEEDING OF DISTURBED AREAS

1. THE FINAL TOP 6" INCHES OF SOIL IN ANY DISTURBANCE AREA MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
2. FERTILIZER HAVING AN ANALYSIS OF 10-10-10 SHALL BE APPLIED AT A RATE OF 90 LBS/ACRE TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SOWING THE SEED.
3. THE CONTRACTOR SHALL SEED AND STABILIZE ALL DISTURBED AREAS ADJACENT TO IMPROVEMENTS WITH SEEDING, IDOT CLASS 1A AND NAG DS75 EROSION CONTROL BLANKET OR APPROVED EQUAL IN ACCORDANCE WITH IDOT STANDARD SPECIFICATION OR AS APPROVED BY THE ENGINEER.
4. **GUARANTEE:** ALL SEEDED AREAS SHALL BE MAINTAINED AND MOWED FOR AT LEAST 30 DAYS AFTER GERMINATION. SCATTERED BARE SPOTS NO LARGER THAN TWO SQUARE FOOT WILL BE ALLOWED UP TO A MAXIMUM OF 5% OF ANY SEEDED AREA INCLUDING 30-DAY MAINTENANCE, MOWING AND WATERING AS NECESSARY.
5. THIS WORK SHALL CONFORM TO THE APPLICABLE STANDARDS FROM THE ILLINOIS URBAN MANUAL, THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTIONS, CURRENT EDITION, THE PROJECT SPECIFICATIONS, AND THE APPROPRIATE DETAILS.
6. RESTORATION – THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION OF THE IMPROVEMENTS AND RELATED APPURTENANCES OR AS PART OF ANY OF THEIR ACTIVITIES TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION.

MATERIAL AND COMPACTION TESTING

1. A GEOTECHNICAL REPRESENTATIVE WILL BE PROVIDED AND PAID FOR BY THE OWNER FOR ANY REQUIRED TESTING. THE CONTRACTOR IS RESPONSIBLE TO FOLLOW AND MEET GUIDELINES SET BY THE GEOTECHNICAL REPRESENTATIVE.



ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS  
IOWA

WISCONSIN

OWNER/DEVELOPER:

ROCKFORD PUBLIC SCHOOLS  
501 7TH STREET  
ROCKFORD, ILLINOIS 61104

PROJECT AND LOCATION:

THURGOOD MARSHALL PARKING  
LOT IMPROVEMENTS  
ROCKFORD, ILLINOIS

DRAWN BY: P.W.

APPROVED BY: P.E.

DATE: 04/20/2021

SCALE: AS NOTED

REVISIONS

REV. NO.	DESCRIPTION	DATE

DRAWING:

GENERAL NOTES

SET TYPE: OUT TO BID

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JOB NUMBER:

19-895A

SHEET NUMBER:

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STORM SEWER

1. STORM SEWERS THAT CROSS OVER ANY PROPOSED WATER MAIN SHALL BE CONSTRUCTED WITH RUBBER GASKETED JOINTS (ASTM C443).
2. ALL EXISTING MANHOLE CONNECTIONS MUST BE CORE-DRILLED, UNLESS A PRE-CORED HOLE, SUITABLY LOCATED, EXISTS IN THE MANHOLE.
3. THE LENGTH OF FLARED END SECTIONS IS NOT INCLUDED IN THE INDICATED PIPE LENGTH. HOWEVER, THE ENTIRE LENGTH OF THE FLARED END SECTION IS TAKEN INTO ACCOUNT FOR THE INDICATED SLOPE AND INVERT GRADES.
5. CONTRACTOR SHALL FURNISH ALL PIPE BEDDING. PIPE BEDDING MATERIAL SHALL BE AS SHOWN IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. COST SHALL BE INCLUDED IN UNIT PRICE OF PIPE.
6. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING STORM SEWER ELEVATIONS THAT PROJECT CONNECTS TO.

MATERIAL AND COMPACTION TESTING

1. A GEOTECHNICAL REPRESENTATIVE WILL BE PROVIDED AND PAID FOR BY THE OWNER FOR ANY REQUIRED TESTING. THE CONTRACTOR IS RESPONSIBLE TO FOLLOW AND MEET GUIDELINES SET BY THE GEOTECHNICAL REPRESENTATIVE.

UTILITIES

1. UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH AND NATURE OF ANY AND ALL EXISTING UTILITIES THAT MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES THAT ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ANY AND ALL UTILITY COMPANIES REGARDING ADJUSTMENTS NECESSARY. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE AND CONSIDERED INCIDENTAL TO THE PROJECT COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND, OVERHEAD, OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
2. THE CONTRACTOR MUST VERIFY AND LOCATE ALL EXISTING UTILITIES ON OR ADJACENT TO THE SITE. PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES, CONTACT J.U.I.E. AT 1-800-892-0123 (OR 811) FOR EXACT FIELD LOCATION OF UTILITIES. DAMAGE, AND THE COST THEREOF, TO ANY AND ALL UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ANY AND ALL EXISTING UTILITIES SHOWN HEREON ARE APPROXIMATE. THE ENGINEER AND SURVEYOR ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF THE EXISTING UTILITIES SHOWN HEREON.
3. IF THERE ARE ANY UTILITIES WHICH ARE NOT MEMBERS OF THE J.U.I.E. SYSTEM, THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THIS AND REQUESTING SAID UTILITIES TO FIELD VERIFY AND MARK PERTINENT UTILITY LOCATIONS.
4. THE UTILITY LOCATIONS, DEPTHS, ETC. SHOWN ON THESE PLANS ARE APPROXIMATE ONLY, AND SHALL BE VERIFIED BY THE CONTRACTOR WITH ALL AFFECTED UTILITY COMPANIES PRIOR TO INITIATING CONSTRUCTION OPERATIONS; THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY FOR THE ADEQUACY, SUFFICIENCY OR EXACTNESS OF THESE UTILITY REPRESENTATIONS.
5. THE CONTRACTOR SHALL CONTACT THE NECESSARY UTILITY COMPANIES FOR ANY UTILITY RELOCATIONS. THE CONTRACTOR SHALL PAY FOR ALL COSTS ASSOCIATED WITH RELOCATION OF UTILITIES ON OR ADJACENT TO THE SUBJECT PROPERTY OR WITHIN THE ROAD RIGHT-OF-WAY.
6. TRENCH BACKFILL SHALL BE FILL MATERIAL TYPE A (GRAVEL OR CA6 CRUSHED STONE.) OR TYPE C (SAND FA-1 OR SAND FA-2) IN ACCORDANCE WITH AASHTO T27 GUIDELINES AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR WATER & SEWER CONSTRUCTION IN ILLINOIS", CURRENT EDITION. COST SHALL BE INCLUDED IN UNIT PRICE OF PIPE.
7. TRENCH BACKFILL SHALL BE USED IN LOCATIONS WHERE THERE IS AN EXISTING OR PROPOSED PERMANENT SURFACE.
8. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION OR HAVE THE POTENTIAL FOR CREATING FUTURE PROBLEMS SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT AT AN APPROVED LOCATION OBTAINED BY THE CONTRACTOR, ACCORDING TO THE "STANDARD SPECIFICATIONS FOR WATER & SEWER CONSTRUCTION IN ILLINOIS", CURRENT EDITION, AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. ANY AND ALL FIELD TILES AND OR STORM SEWERS DAMAGED OR ENCOUNTERED DURING THE CONSTRUCTION ACTIVITIES SHALL BE REPAIRED, REPLACED AND/OR CONNECTED IMMEDIATELY BY THE CONTRACTOR. COST FOR SAID REPAIRS, REPLACEMENT, AND/OR CONNECTION SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC CONTROL

1. THE CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN ALL TRAFFIC CONTROL ITEMS NECESSARY FOR THE CONSTRUCTION OF ITEMS WITH IN THE ROAD RIGHT-OF-WAY. ALL WORK PERFORMED SHALL HAVE TRAFFIC CONTROL IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
2. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE FURNISHED, INSTALLED AND MAINTAINED BY THE CONTRACTOR. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
3. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN CONDITIONS MAY REQUIRE THE ENGINEER TO MODIFY THE LOCATION OF THE TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES OPEN TO TRAFFIC FROM DEBRIS BEING BLOWN OR OTHERWISE REMOVED FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING DEBRIS OFF THE ADJACENT TRAVELED LANE SURFACE. COST INCIDENTAL TO THE PROJECT.
4. THE CONTRACTOR SHALL SUBMIT MAINTENANCE OF TRAFFIC AND STAGING OF CONSTRUCTION PLANS FOR APPROVAL BY THE ENGINEER PRIOR TO COMMENCING WORK.
5. THE CONTRACTOR SHALL PERFORM THE WORK UNDER STAGE CONSTRUCTION IN THE EVENT THAT THE CONTRACTOR WILL NEED TO CLOSE PUBLIC ROADS, CONTRACTOR SHALL SUBMIT PROPOSED DETOUR ROUTE AND ASSOCIATED SIGNAGE TO THE ENGINEER PRIOR TO COMMENCING WORK.
6. TRAFFIC CONTROL DEVICES, STREET NAME SIGNS, AND PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF ROCKFORD ORDINANCES AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". LOCATIONS OF SIGNS AND MARKINGS SHALL BE SPECIFIED BY THE PLANS, AND/OR AS DIRECTED BY THE ENGINEER.
7. PROVIDE TO THE ENGINEER AND THE OWNER THE NAME AND PHONE NUMBER OF INDIVIDUALS RESPONSIBLE FOR MAINTAINING TRAFFIC CONTROL MEASURES DURING CONSTRUCTION. THIS INDIVIDUAL SHALL BE AVAILABLE TO CORRECT TRAFFIC CONTROL PROBLEMS 24 HOURS PER DAY.
8. THE CONTRACTOR SHALL NOTIFY THE POST OFFICE, POLICE DEPARTMENT, FIRE DEPARTMENT, 911 DISPATCH CENTER, ILLINOIS DEPARTMENT OF TRANSPORTATION, STATE POLICE, APPROPRIATE SCHOOL DISTRICT AND THE LOCAL AGENCY A MINIMUM OF 5 DAYS PRIOR TO CLOSING ANY PORTION OF THE STREET OR ALLEY.

SUBGRADES, SUBBASES, AND BASE COURSES

1. THE CONTRACTOR WILL BE REQUIRED TO SUBSTANTIATE BASE COURSE THICKNESSES AND FINISH PAVEMENT THICKNESSES. THE ENGINEER SHALL INSPECT BASE COURSE COREOUT PRIOR TO PLACING BASE COURSE TO ENSURE REQUIRED BASE COURSE DEPTH IS PRESENT. IN ADDITION, THE ENGINEER AND/OR THE OWNER SHALL WITNESS THE PLACEMENT OF BITUMINOUS BINDER AND SURFACE COURSE. CORE DRILLING MAY BE REQUIRED TO DEMONSTRATE THAT BASE COURSE AND PAVEMENT THICKNESSES CONFORM TO THE SPECIFICATIONS. PRIOR TO PLACING BASE COURSE MATERIAL, THE CONTRACTOR SHALL TEST ROLL THE SUBGRADE, IN THE PRESENCE OF THE ENGINEER OR HIS AGENT TO DEMONSTRATE THAT SAID SUBGRADE IS READY FOR BASE. PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE, THE SAME VERIFICATION PROCEDURE SHALL BE PERFORMED ON THE BASE COURSE MATERIAL. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO PERFORMING ANY OF THE REQUIRED TESTS SO THAT A REPRESENTATIVE MAY BE PRESENT.
2. PRIOR TO ANY EMBANKMENT OR ROAD BASE BEING PLACED, SHOULD IT BE DETERMINED BY THE ENGINEER THAT THE SUBGRADE MATERIAL IS UNSUITABLE ON WHICH TO CONSTRUCT THE ROADWAY STRUCTURE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE UNSUITABLE MATERIAL TO THE SATISFACTION OF THE ENGINEER AND REPLACING SAME WITH STABILIZING SUBBASE CONSISTING OF SUBBASE GRANULAR MATERIAL, TYPE B IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. TO HELP MINIMIZE THE AMOUNT OF SUBBASE MATERIAL INSTALLED FOR GROUND STABILIZATION, GEOTECHNICAL FABRIC MAY BE INSTALLED AS APPROVED BY THE ENGINEER. FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 210 OF THE IDOT STANDARD SPECIFICATIONS. THE COARSE AGGREGATE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR SUBBASE GRANULAR MATERIAL, TYPE B. THE EXCAVATION AND DISPOSAL OF THE UNSUITABLE MATERIAL SHALL BE CONSIDERED INCIDENTAL TO SUBBASE GRANULAR MATERIAL, TYPE B. STABILIZING FABRIC SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR GEOTECHNICAL FABRIC FOR GROUND STABILIZATION.

EXCAVATION/EARTHWORK

1. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL EXPENSE TO THE OWNER.
2. PRIOR TO STARTING EARTHWORK OR UTILITY TRENCHING, THE CONTRACTOR SHALL STRIP THE SITE OF TOPSOIL TO A DEPTH OF 6" AND TO THE LIMITS APPROVED BY THE ENGINEER. THIS MATERIAL SHALL BE STOCKPILED IN A REMOTE LOCATION OF THE SITE (APPROVED BY THE ENGINEER) UNTIL THE PLAN IMPROVEMENTS ARE COMPLETED AND THE EXCESS MATERIAL SPREAD AS DIRECTED. IT SHALL THEN BE THE RESPONSIBILITY OF THE CONTRACTOR TO SPREAD THIS TOPSOIL MATERIAL IN AREAS OF THE SITE, OVER AREAS WHERE EXCESS EXCAVATED MATERIAL, SAND, GRAVEL HAS BEEN SPREAD OR IN OTHER AREAS AS DESIGNATED BY THE ENGINEER. THE MATERIAL SHALL THEN BE COMPACTED TO A MINIMAL DEPTH OF 6" AND FINE GRADED IN A MANNER ACCEPTABLE TO THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
3. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS--THE CONTRACTOR IS RESPONSIBLE FOR THE ASSESSMENT AND PROPER DISPOSAL OF ALL EXCESS SOIL AND SUBSURFACE MATERIALS THAT ARE NOT ABLE TO BE RE-USED ON THE PROJECT SITE AS SUITABLE CLEAN FILL. CONTRACTOR RESPONSIBILITY'S SHALL INCLUDE ALL REQUIRED SOIL SAMPLING, LABORATORY ANALYSIS, DISPOSAL PROFILING FEES, TRANSPORTATION, AND DISPOSAL TIPPING FEES AND SURCHARGES."
4. ROCK IS NOT ANTICIPATED TO BE ENCOUNTERED.
5. ALL EXCAVATIONS FOR STRUCTURES AND PIPE SHALL BE KEPT DEWATERED DURING CONSTRUCTION UNTIL BACKFILL IS IN PLACE. DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. (COST INCIDENTAL)
6. EARTH EXCAVATION SHALL CONFORM TO SECTION 202 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. THIS WORK SHALL INCLUDE THE EXCAVATION OF ALL MATERIALS TO DESIGN SUBGRADE ELEVATIONS INDICATED IN THE PLANS.
7. A SOIL REPORT CAN BE PROVIDED IN AN ELECTRONIC FORMAT TO THE CONTRACTOR UPON REQUEST FROM THE OWNER.
8. SHEETING AND SHORING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT IF REQUIRED.
9. WHENEVER THE CONTRACTOR WORKS NEAR EXISTING FACILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATIONS, HE WILL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THESE FACILITIES. PUSH HOLES AND SEARCH HOLES THAT ARE DUG BY THE CONTRACTOR SHALL BE BACKFILLED BY TAMPING THE EXCAVATED MATERIAL BACK IN PLACE TO KEEP SETTLEMENT TO A MINIMUM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
10. EMBANKMENT WORK SHALL CONSIST OF THE CONSTRUCTION OF EMBANKMENTS BY DEPOSITING, PLACING AND COMPACTING EARTH, STONE, GRAVEL OR OTHER MATERIALS OF ACCEPTABLE QUALITY ABOVE THE NATURAL GROUND OR OTHER SURFACE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
11. IF SUFFICIENT TOPSOIL IS NOT PRESENT, THE CONTRACTOR SHALL SPREAD FURNISHED TOPSOIL SO AS TO MEET THE REQUIREMENTS OF THE CONTRACT. FURNISHED TOPSOIL SHALL ONLY BE USED WITH APPROVAL BY THE ENGINEER. THIS FURNISHED TOPSOIL SHALL BE PAID FOR AS FURNISHED TOPSOIL IN PLACE, DEPTH SPECIFIED.
12. IN PROPOSED FILL AREAS FOR PAVEMENT AND EMBANKMENT, TOPSOIL AND TURF SHALL BE SCARIFIED AND REMOVED PRIOR TO CONSTRUCTING THE EMBANKMENT.

CONSTRUCTION START DATE: JULY 1, 2021  
CONSTRUCTION END DATE: AUGUST 13, 2021

ESTIMATE OF QUANTITIES  
(FOR REFERENCE ONLY)

No.	Description	Quantity	Unit
1	SITE SHAPING AND GRADING, COMPLETE	1	L.S.
2	PAVEMENT REMOVAL	5880	S.Y.
3	BASE REPAIR, 18" (CA-1 AGGREGATE)	1175	S.Y.
4	AGGREGATE BASE COURSE, TYPE B, CA-6, 6"	5880	S.Y.
5	SUB-BASE GRANULAR MATERIAL, TYPE B, CA-2, 6"	5880	S.Y.
6	SUB-BASE GRANULAR MATERIAL, TYPE B, CA-1, 12	5880	S.Y.
7	GEOGRID FOR GROUND STABILIZATION	5880	S.Y.
8	HOT-MIX ASPHALT SURFACE COURSE, MIL D, N50, 2"	5880	S.Y.
9	HOT-MIX ASPHALT BINDER COURSE, IL19.0, N50, 2"	5880	S.Y.
10	BITUMINOUS MATERIAL (PRIME COAT)	16165	LB.
11	COMBINATION CONCRETE CURB & GUTTER M6.18	135	FT
12	PAVEMENT MARKINGS, COMPLETE	1	L.S.
13	SEEDING/SITE RESTORATION, COMPLETE	1	L.S.
14	EROSION CONTROL, COMPLETE	1	L.S.
15	4" DRAIN TILE, W/ SOCK	2660	FT
16	8" DRAIN TILE, W/ SOCK	240	FT
17	STORM SEWER, 12", PVC	25	FT
18	FLARED END SECTION, 12"	1	EA
19	INLET TYPE A, 24" DIA	2	EA
20	MANHOLE TYPE A, 4' DIA	1	EA
21	TEMPORARY CONCRETE WASHOUT FACILITY	1	EA
22	TREE REMOVAL	1	LS
23	MOBILIZATION	1	LS



ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS  
IOWA  
WISCONSIN

OWNER/DEVELOPER:

ROCKFORD PUBLIC SCHOOLS  
501 7TH STREET  
ROCKFORD, ILLINOIS 61104

PROJECT AND LOCATION:

THURGOOD MARSHALL PARKING  
LOT IMPROVEMENTS  
ROCKFORD, ILLINOIS

DRAWN BY: P.W.  
APPROVED BY: P.E.  
DATE: 04/20/2021  
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:

GENERAL NOTES (2)

SET TYPE: OUT TO BID

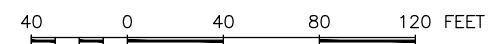
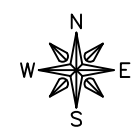
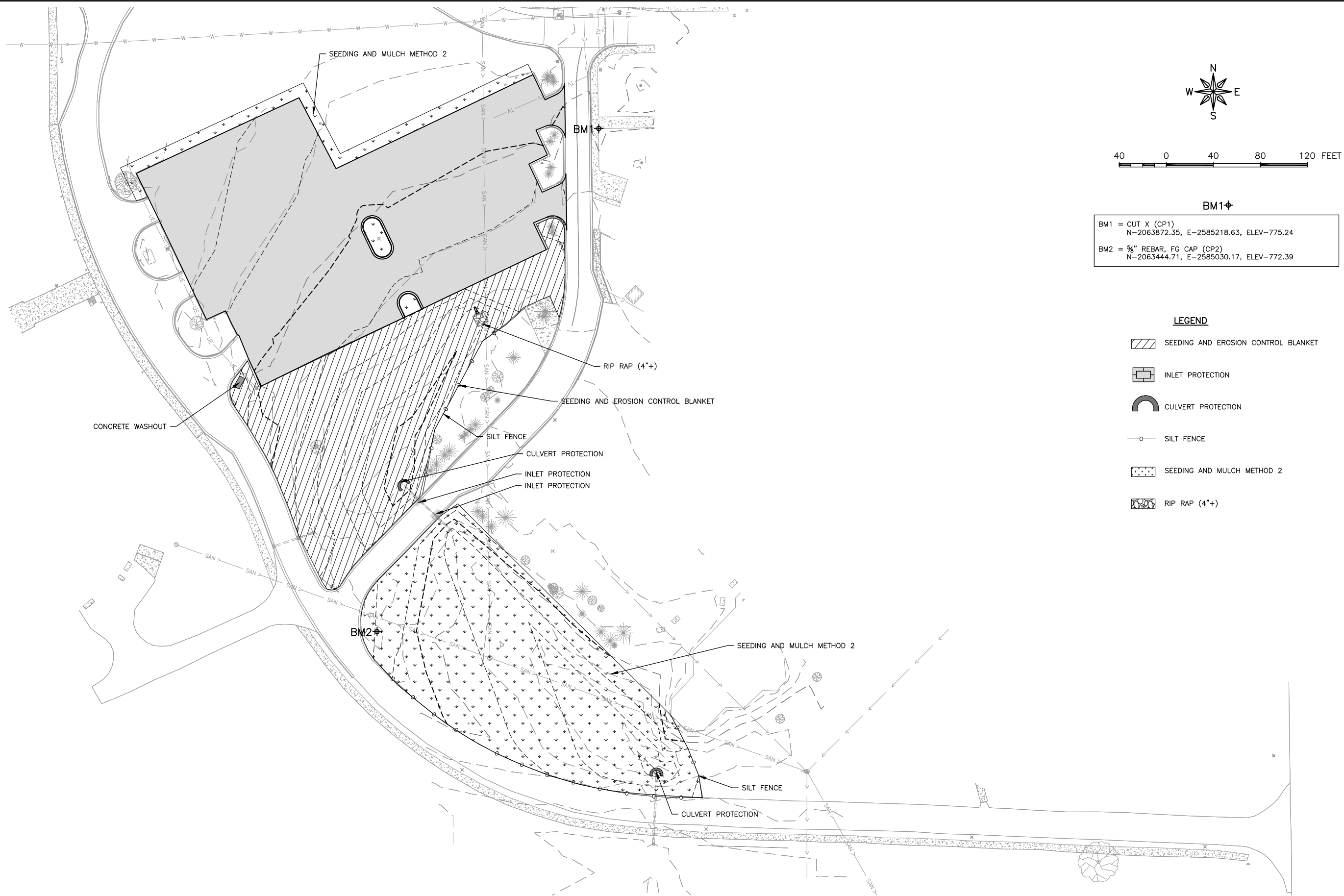
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JOB NUMBER:

19-895A

SHEET NUMBER:

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BM1

BM1 = CUT X (CP1)  
N=2063872.35, E=2585218.63, ELEV=775.24  
BM2 = 3/8\"/>

LEGEND

- SEEDING AND EROSION CONTROL BLANKET
- INLET PROTECTION
- CULVERT PROTECTION
- SILT FENCE
- SEEDING AND MULCH METHOD 2
- RIP RAP (4\"/>

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

ILLINOIS  
IOWA  
WISCONSIN

OWNER/DEVELOPER:  
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501 7TH STREET  
ROCKFORD, ILLINOIS 61104

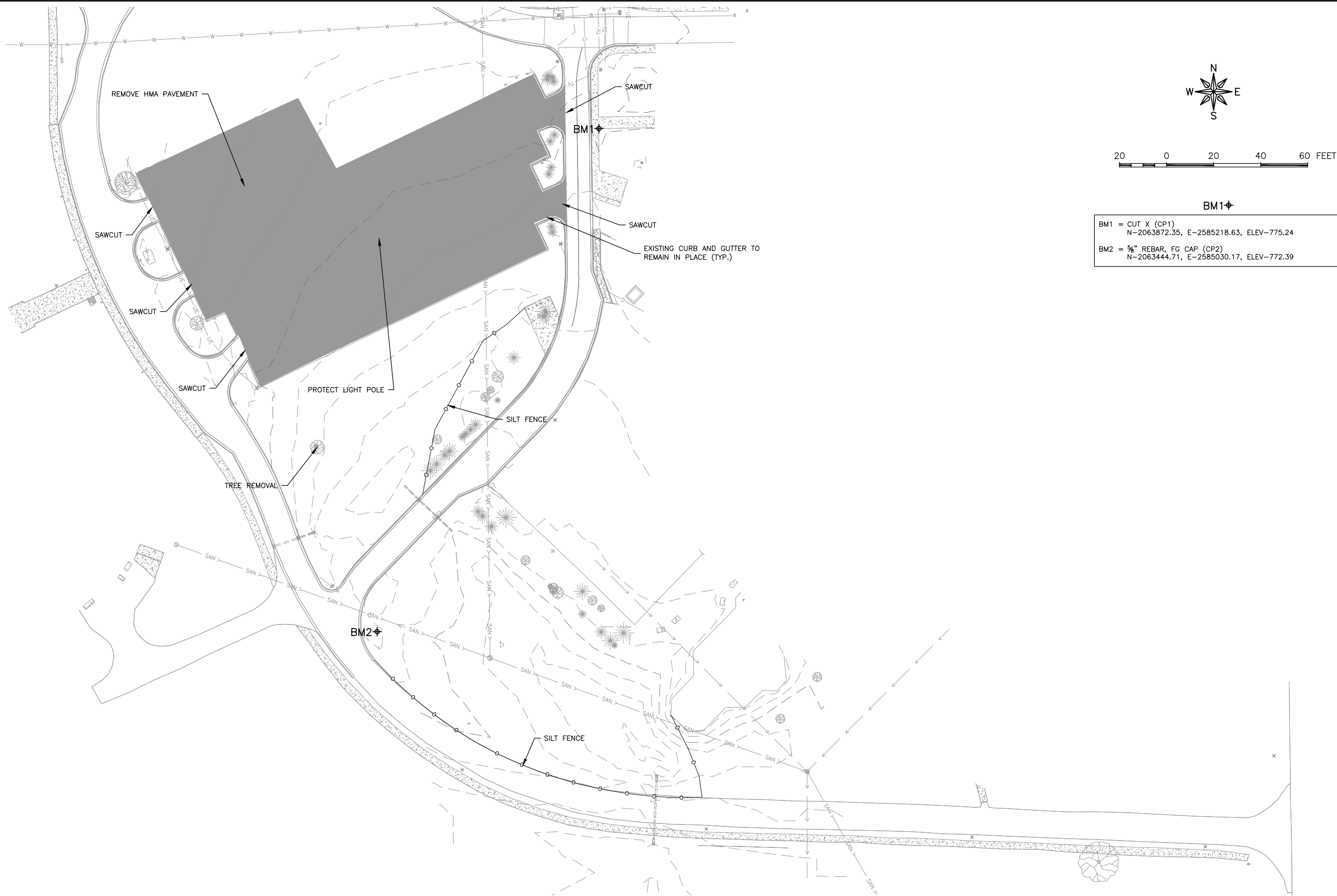
PROJECT AND LOCATION:  
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LOT IMPROVEMENTS  
ROCKFORD, ILLINOIS

DRAWN BY: P.W.  
APPROVED BY: P.E.  
DATE: 04/20/2021  
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:  
EROSION CONTROL  
SET TYPE: OUT TO BID  
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JOB NUMBER:  
19-895A  
SHEET NUMBER:  
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North Arrow

20 0 20 40 60 FEET

**BM1**

BM1 = CUT X (CP1)  
N=2063872.35, E=2585218.63, ELEV=775.24

BM2 =  $\frac{5}{8}$ " REBAR, FG CAP (CP2)  
N=2063444.71, E=2585030.17, ELEV=772.39

**FEHR GRAHAM**

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS  
IOWA  
WISCONSIN

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ROCKFORD, ILLINOIS 61104

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ROCKFORD, ILLINOIS

DRAWN BY: P.W.  
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DATE: 04/20/2021  
SCALE: AS NOTED

REVISIONS		
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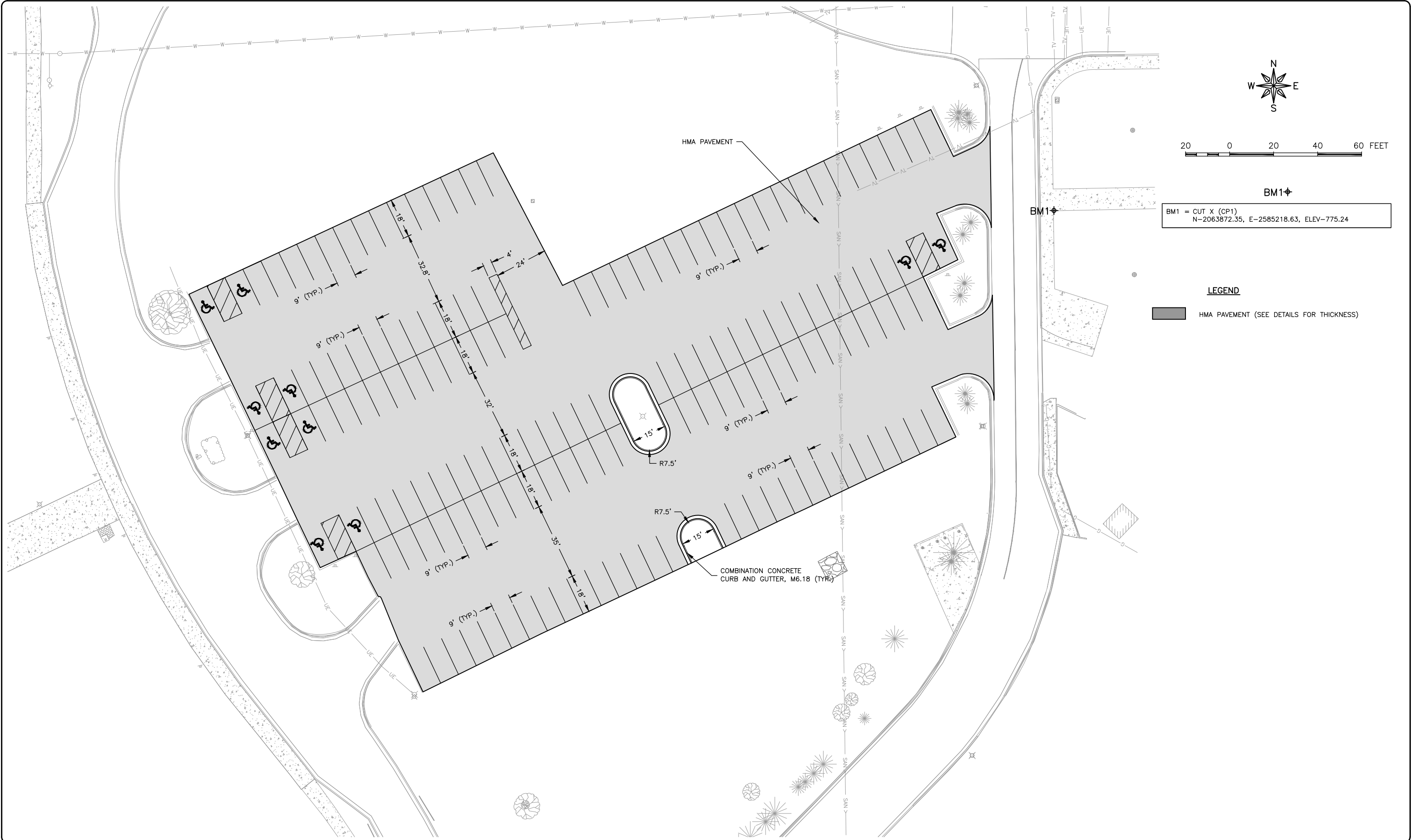
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**PAVEMENT REMOVAL AND CONSTRUCTION LIMITS**

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JOB NUMBER:  
**19-895A**

SHEET NUMBER:  
**6 of 11**



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BM1

BM1 = CUT X (CP1)  
N-2063872.35, E-2585218.63, ELEV-775.24

LEGEND

HMA PAVEMENT (SEE DETAILS FOR THICKNESS)

**FEHR GRAHAM**

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

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DRAWING:

PAVING AND STRIPING PLAN

SET TYPE: OUT TO BID

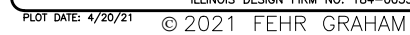
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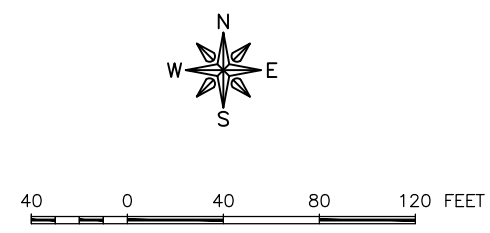
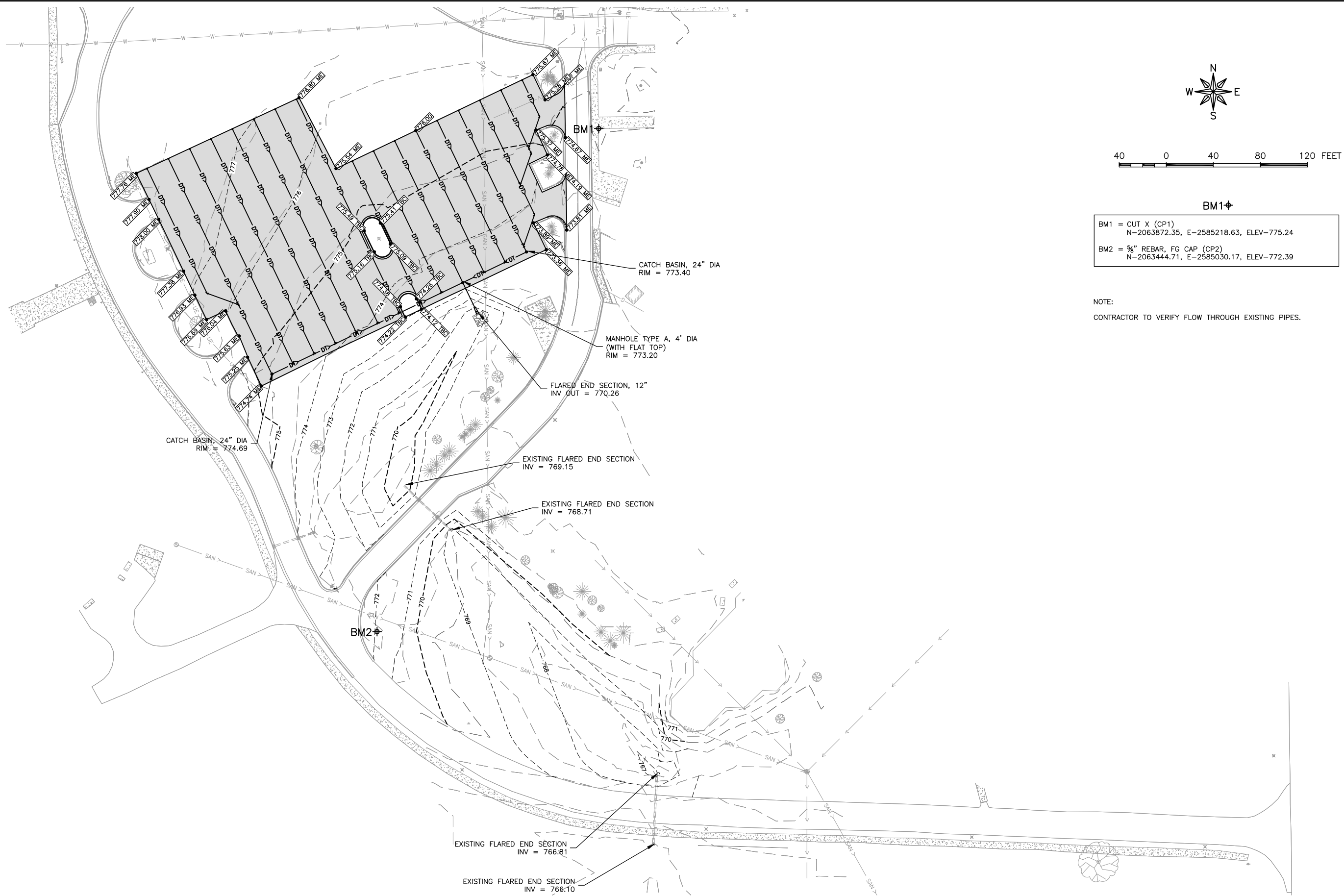
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BM1

BM1 = CUT X (CP1)  
N-2063872.35, E-2585218.63, ELEV-775.24

BM2 = 5/8" REBAR, FG CAP (CP2)  
N-2063444.71, E-2585030.17, ELEV-772.39

NOTE:  
CONTRACTOR TO VERIFY FLOW THROUGH EXISTING PIPES.

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL  
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS  
IOWA  
WISCONSIN

OWNER/DEVELOPER:  
ROCKFORD PUBLIC SCHOOLS  
501 7TH STREET  
ROCKFORD, ILLINOIS 61104

PROJECT AND LOCATION:  
THURGOOD MARSHALL PARKING  
LOT IMPROVEMENTS  
ROCKFORD, ILLINOIS

DRAWN BY: P.W.  
APPROVED BY: P.E.  
DATE: 04/20/2021  
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

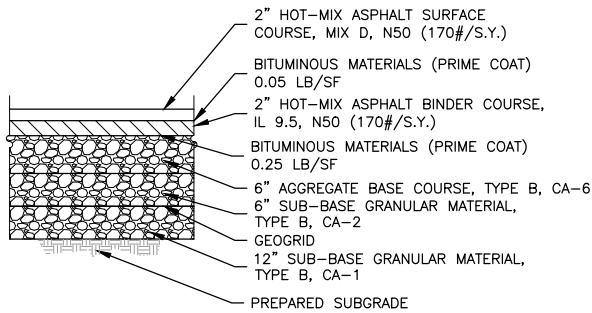
DRAWING:  
GRADING PLAN

SET TYPE: OUT TO BID

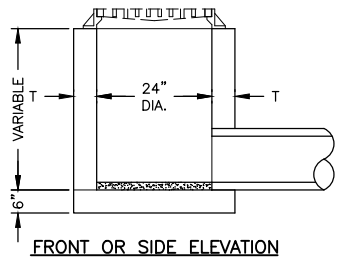
C:\C30\19-895A\Plans\19-895A Plans.dwg, GRADING PLAN

JOB NUMBER:  
19-895A

SHEET NUMBER:  
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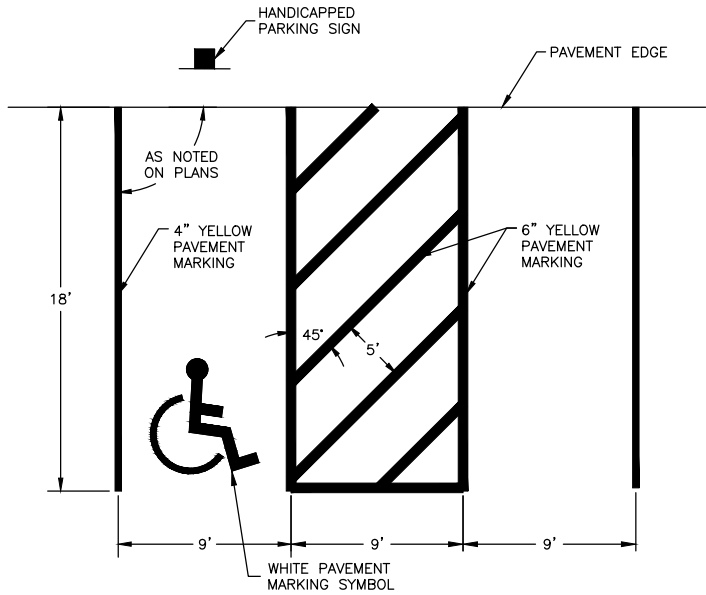
HOT-MIX ASPHALT PAVEMENT CROSS SECTIONS  
N.T.S.



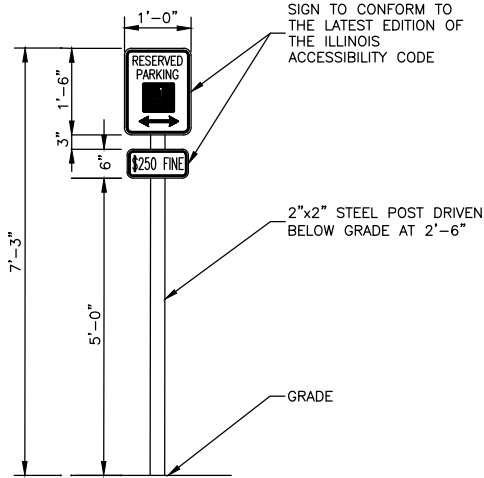
MATERIALS	T
CONCRETE MASONRY UNITS	5"
BUILDING BRICK GRADE S.W. FROM CLAY OR SHALE	8"
MONOLITHIC CONCRETE	6"
CONCRETE BUILDING BRICK GRADE A	8"

NOTE: THE BOTTOM SHALL BE CONSTRUCTED WITH CLASS SI CONCRETE.  
INLET BOTTOM SHALL BE SLOPED 1" PER FOOT TO OUTLET PIPE.  
THE INLET SHALL BE FURNISHED WITH A FRAME AND GRATE TYPE AS NEENAH HEAVY DUTY R-3405\*.  
COST OF FURNISHING AND SETTING TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INLET.  
\* OR AN APPROVED EQUAL.

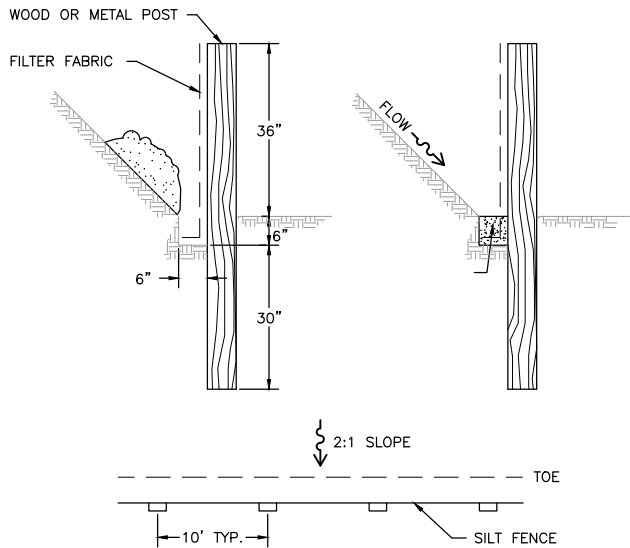
2 FOOT ROUND INLET DETAIL  
N.T.S.



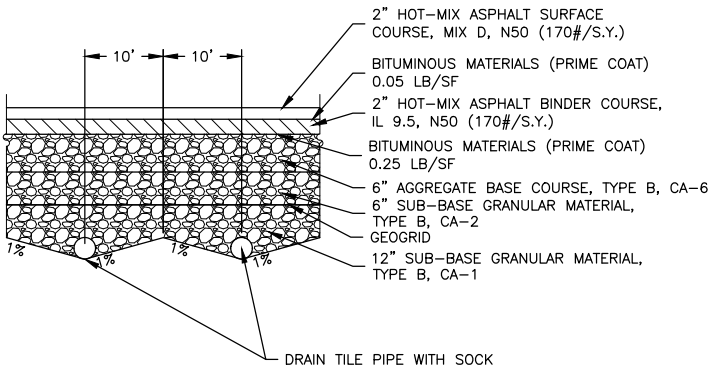
PARKING STALL STRIPING  
N.T.S.



HANDICAP PARKING SIGN DETAIL  
N.T.S.



SILT FENCE DETAIL  
N.T.S.



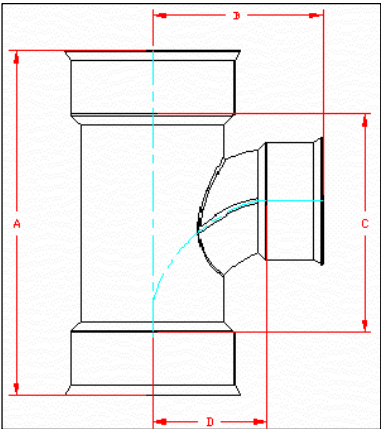
DRAIN TILE INSTALLATION  
N.T.S.

INJECTION MOLDED SWEEPING TEE  
8"x4" - 12"x6" DIAMETER

PART #	PIPE SIZE	A	B	C	D	JOINT
0863ST	8 x 4 in (200 x 100 mm)	16.0 in 8.1 in 9.4 in 6.0 in (406 mm) (206 mm) (238 mm) (151 mm)				ST
0863WT	8 x 4 in (200 x 100 mm)	16.0 in 8.1 in 9.4 in 6.0 in (406 mm) (206 mm) (238 mm) (151 mm)				WT
0836ST	8 x 6 in (200 x 150 mm)	21.8 in 10.0 in 13.8 in 6.8 in (554 mm) (254 mm) (349 mm) (171 mm)				ST
0836WT	8 x 6 in (200 x 150 mm)	21.8 in 10.0 in 13.8 in 6.8 in (554 mm) (254 mm) (349 mm) (171 mm)				WT
1036ST	10 x 6 in (250 x 150 mm)	22.5 in 14.1 in 12.5 in 10.9 in (572 mm) (359 mm) (317 mm) (276 mm)				ST
1036WT	10 x 6 in (250 x 150 mm)	22.5 in 14.1 in 12.5 in 10.9 in (572 mm) (359 mm) (317 mm) (276 mm)				WT
1236WT	12 x 6 in (300 x 150 mm)	24.5 in 14.1 in 11.8 in 10.9 in (622 mm) (359 mm) (299 mm) (276 mm)				WT

NOTE:  
FITTINGS WHOSE PART NUMBERS END WITH "WT"  
HAVE WATER TIGHT BELL CONNECTIONS. WATER  
TIGHT BELLS ARE SHOWN HERE IN THIS DRAWING AND  
REQUIRE GASKETS TO BE FITTED TO DUAL WALL PIPE  
TO FORM A WATER TIGHT JOINT. (GASKETS INCLUDED)

NOTE: ALL FITTINGS DIMENSIONS ARE FOR REFERENCE ONLY



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DRAWN BY: P.W.  
APPROVED BY: P.E.  
DATE: 04/20/2021  
SCALE: AS NOTED

REVISIONS		
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DRAWING:  
DETAILS

SET TYPE: OUT TO BID  
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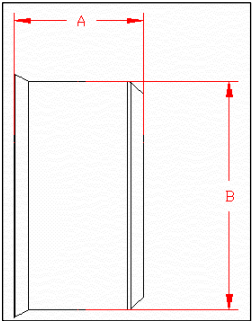
JOB NUMBER:  
19-895A

SHEET NUMBER:  
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INJECTION MOLDED END CAP

PART #	PIPE SIZE	A	B	JOINT
0432WT	4 in (100 mm)	2.7 in (67 mm)	5.1 in (131 mm)	WT
0632WT	6 in (150 mm)	3.9 in (98 mm)	7.3 in (185 mm)	WT

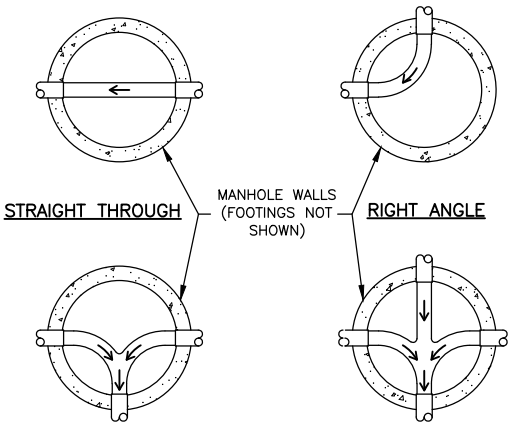
NOTE:  
FITTINGS WHOSE PART NUMBERS END WITH "WT"  
HAVE WATER TIGHT BELL CONNECTIONS. WATER  
TIGHT BELLS ARE SHOWN HERE IN THIS DRAWING AND  
REQUIRE GASKETS TO BE FITTED TO DUAL WALL PIPE  
TO FORM A WATER TIGHT JOINT. (GASKETS INCLUDED)



NOTE: ALL FITTINGS DIMENSIONS ARE FOR REFERENCE ONLY



DRAWING # 8800  
DRAWN BY: JCB 03.28.07  
APPROVED BY:  
REVISIONS: NJP 06.15.07

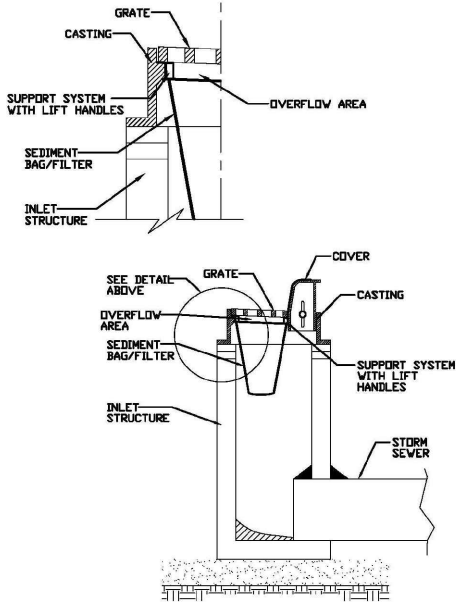


NOTE: DEPTH OF ALL CHANNELS TO BE 1/2 x DIAMETER OF SMALLEST  
PIPE ENTERING OR LEAVING MANHOLE.

INDICATES DIRECTION OF FLOW ←

MANHOLE BOTTOM DETAIL  
N.T.S.

INLET PROTECTION - PAVED AREAS  
DROP-IN PROTECTION

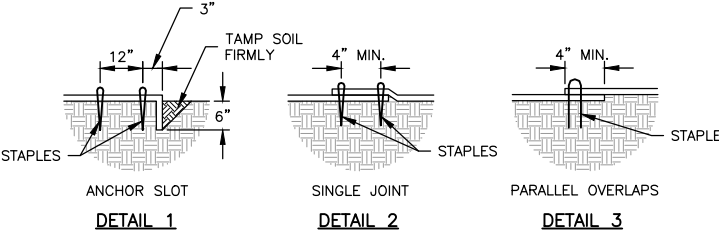
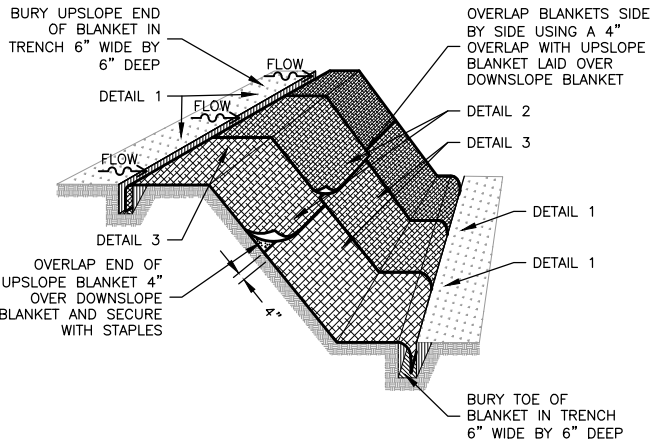


REFERENCE:  
Project \_\_\_\_\_ Date \_\_\_\_\_  
Designed \_\_\_\_\_ Date \_\_\_\_\_  
Checked \_\_\_\_\_ Date \_\_\_\_\_  
Approved \_\_\_\_\_ Date \_\_\_\_\_



STANDARD DWS NO.  
JUM-561D  
SHEET 1 OF 1  
DATE 05-21-11

INLET PROTECTION  
N.T.S.



STAPLE DETAIL

PUSH PIN DETAIL

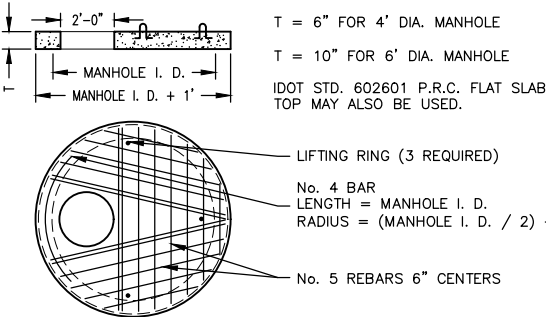
NOTE: STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER S.Y.  
FOR STITCHED BLANKETS. NON-STICHED SHALL USE 4 STAPLES  
PER S.Y. OF MATERIAL. THIS EQUATES TO 200 STAPLES WITH  
STITCHED BLANKET AND 400 STAPLES WITH NON-STICHED BLANKET  
PER 100 S.Y. OF MATERIAL.

STAPLE OR PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL  
TYPE AND CONDITIONS. (MINIMUM STAPLE LENGTH IS 6").

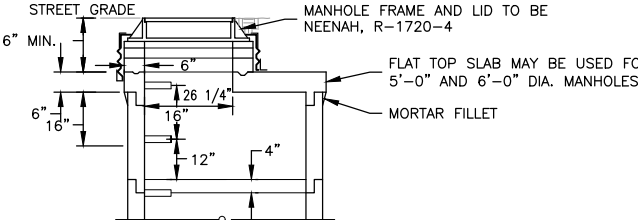
EROSION CONTROL MATERIAL SHALL BE PLACED IN CONTACT WITH  
THE SOIL OVER A PREPARED SEEDBED.

ALL ANCHOR SLOTS SHALL BE STAPLED AT APPROXIMATELY 12"  
INTERVALS.

EROSION CONTROL BLANKET DETAIL  
N.T.S.



FLAT TOP MANHOLE LID



FLAT TOP MANHOLE SECTION

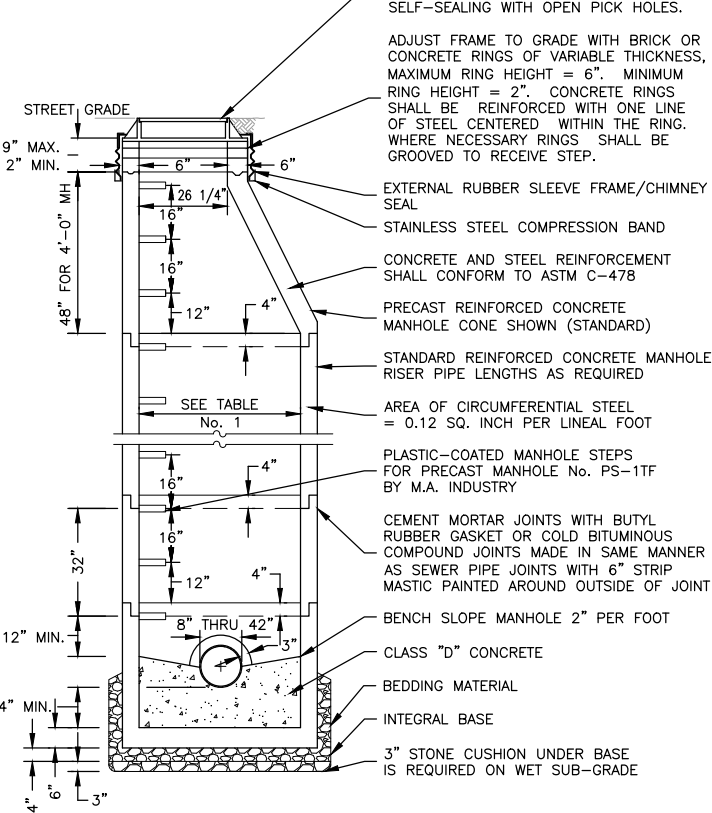


TABLE No. 1

PIPE DIA.	MH DIA.	WALL THICKNESS
8" THRU 30"	4'-0"	5"
36"	5'-0"	6"
42"	6'-0"	7"

NOTE: TYPE I FRAME/CHIMNEY JOINT REQUIRED ON ALL STORM MANHOLES  
UNLESS OTHERWISE SPECIFIED. TYPE III JOINT REQUIRED IN ALL  
STORM MANHOLES.

FLAT TOP MANHOLE DETAILS APPLY WHEN THE DIFFERENCE BETWEEN  
THE INVERT ELEVATION AND FINISHED GRADE IS LESS THAN FIVE FEET.

PRECAST MANHOLE DETAIL  
N.T.S.

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DETAILS

SET TYPE: OUT TO BID

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JOB NUMBER:

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