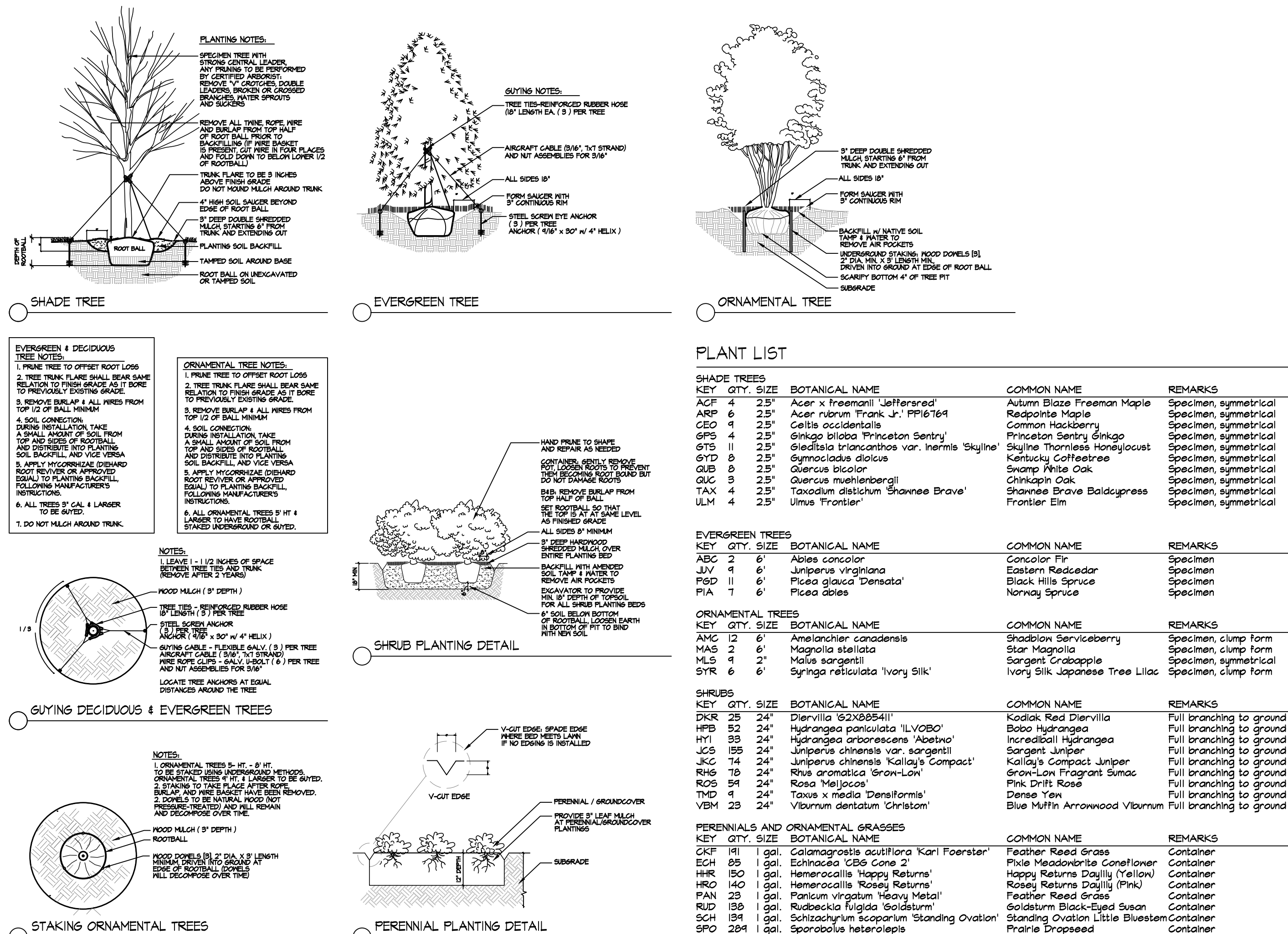


## OUTCROPPINGS



ENTRANCE WALL FEATURE



ARCHITECT:

CIVIL ENGINEER:

GENERAL CONTRACTOR:

**PRAIRIE GROVE COMMONS**  
SWC Illinois Route 47 & Galena Boulevard  
Sugar Grove, Illinois

REVISIONS			No.	Description	Date
	1			Per Village Comments/Site Plan Revisions	02.15.22
	2			Added Seed Mix	03.01.22

Design by: KWS/PKS  
 Drawn by: KWS  
 Checked by: PKS  
 Start date: 07.06.2021  
 Project no.

LANDSCAPE  
PLAN

L-2.0

**NOT FOR CONSTRUCTION**



GENERAL NOTES & SPECIFICATIONS

1. All roadway and pavement construction shall comply with the requirements of the latest Illinois Department of Transportation "Standard Specification for Road and Bridge Construction" or latest edition, except as may be modified by the project plans and specifications.
2. All underground construction shall comply with the requirements of the latest "Standard Specifications for Water and Sewer Main Construction in Illinois", Illinois municipal league, latest edition, except as may be modified by project plans and specifications.
3. All work shall be in accordance with the standard specifications of the Municipality. Each Contractor shall be provided with the applicable sections of this specification in the bid package.
4. All elevations shown are plus and are NAVD88 Datum.
5. The Municipal building and engineering departments shall be notified at least two (2) working days prior to start construction. The contractor is responsible for notifying all jurisdictional agencies and all utility companies with facilities that may be affected by the proposed construction, and ensuring that all underground lines are located, prior to commencing construction.
6. All work to meet the Municipal Supplemental Codes unless the state codes are more restrictive.
7. The contractor(s) shall indemnify the owner, the engineer, and the municipality, their agents, etc and Illinois Department of Transportation. From all liability involved with the construction, installation and testing of the work on this project.
8. All work shall comply with the "Illinois Urban Manual." The contractor shall take whatever steps are necessary to control erosion on the site. Erosion control features shall be constructed concurrently with other work on the site. The contractor shall take sufficient precautions to prevent pollution of streams, lakes and reservoirs with fuels, oils, bitumens, calcium chloride or other harmful materials. He shall conduct and schedule his operations so as to avoid or minimize siltation of streams, lakes and reservoirs. Hauling will not be allowed when the work site is too wet to maintain acceptable conditions on adjacent streets. Adjacent streets and driveways shall be manually or mechanically swept periodically as may be responsible for removing sediment resulting from this project from storm sewers and drainage structures at no additional cost.
9. The contractor shall be responsible for the compliance with all of the requirements of the occupational safety and health act including those requirements for open cut trenches and sheeting and bracing as required. At no time will the engineer or any of his employees be held liable, either directly or as third party participants to any litigation concerned with construction project.
10. All existing field drainage tiles encountered or damaged during construction are to be restored to their original condition, properly rerouted, and/or connected to the storm sewer system. The contractor shall keep a record of all locations of field drainage tile encountered unless otherwise noted.
11. Commonwealth Edison, AT&T, NiCor gas, and other utility company conduits are not necessarily shown on the drawings and must be located in the field prior to construction.
12. The contractor shall field verify the existing conditions and notify Craig R. Knoche & Associates, Civil Engineers P.C. of any discrepancies prior to submitting a bid.
13. Contractor will be responsible for repairing all existing pavement damaged during construction that is not specified.
14. All concrete used shall be I.D.O.T. class S1.
15. Subgrade preparation for all pavements shown on the drawings shall include topsoil stripping and removal of any underlying unstable/deleterious material.
16. Apply prime coat uniformly over surface of compacted aggregate base at a rate of 0.40 gal/SY. Apply enough material to penetrate and seal, but not flood surface. Allow prime coat to cure for 72 hours minimum.
17. It shall be the responsibility of each contractor to notify J.U.L.I.E prior to performing any excavations.
18. Cable routing and specification in accordance with village ordinance.
19. The contractor shall provide the municipality and Craig R. Knoche & Associates Civil Engineers, P.C. with a complete set of record drawings within 30 days of completion of the work. Drawings shall include elevations, location of other utilities, services, field tiles, etc.
20. All property dimensions and areas are approximates and subject to change per final survey.
21. All dimensions are back of curb unless otherwise noted.
22. All curb radii are back of curb unless otherwise noted.
23. See architectural plans for exact building dimensions.
24. Contractors to verify dimensions prior to starting work and notify engineer if any discrepancies are found.
25. Sidewalk around perimeter of the building shall be integral curb / walk.
26. All pavement markings shall be painted traffic yellow 4" wide and 2 coats
27. Contractor to provide temporary traffic control measures during construction of entrances of R.O.W. in accordance with Illinois D.O.T. Requirements.
28. Contractor shall verify with local municipality or controlling jurisdiction as to the necessity for and requirements relating to the inspection by an approved on-site engineer.
29. The Municipal details shall take precedence. Craig R. Knoche and Associates will not take responsibility for the accuracy of the Municipal details.
30. Knoche Engineering PC shall not have control or be in charge of and shall not be responsible for the means, methods, safety, safety precautions techniques, sequence procedures or time of performance of the client, the contractor, other contractors or subcontractors performing any of the work or providing any of the services on the project

EARTHWORK NOTES & SPECIFICATIONS

1. All trenched in green / landscape area shall be backfield with earth compacted to 90%. A minimum of 6" of topsoil shall be provided in green / landscape areas. Trenches in all paved areas, curbed, and sidewalk areas shall be back filled with approved Engineering Backfill compacted as 95% modified Proctor.
2. All disturbed areas shall be restored and positive drainage must be maintained.
3. All landscaping must be restored to its original condition. Replacement of all black dirt, seed, trees, bushes, etc. shall be provided by the contractor and guaranteed for one year following final inspection by the local governmental agency having jurisdiction. Guarantee shall include repair of trench settlements as needed to bring trench to original grade.
4. Existing drainage patterns shall be restored following construction. Positive drainage shall be maintained throughout construction.
5. All existing utilities or improvements, including walk, curbs, pavements, driveways, and parkways damaged or removed during construction shall be restored to their original condition.
6. See soil report for testing requirements.
7. The contractor is advised that soil borings have been performed for this project. Boring logs and the soil report are available from the engineer. This report is dated \_\_\_\_\_ and was prepared by \_\_\_\_\_. The soil borings were performed by \_\_\_\_\_. The soils report and borings are a part of the of the bidding documents and is the soil reports and borings are not received with the bid set, it is the bidders responsibility to obtain and review the soil report and borings prior to submitting final bid.
8. After stripping and rough grading is completed, the exposed sub grade should be proof rolled. Proof rolling may be accomplished with a fully loaded, tandem-axle dump truck or other equipment providing an equivalent sub grade loading. Unstable areas observed at this time should be improved by scarification and recompaction or by undercutting and replacement with suitable compacted fill.
9. State erosion control measures must be implemented and maintained throughout construction.
10. Contractor shall provide dust control during site work demolition or removal. Contractor shall control dust created from on-site construction and associated traffic using water or other approved means.
11. Protect trees, plant growth, and features designated to remain as final landscaping. Construction equipment shall not travel under drip lines of trees to be protected.
12. Protect benchmarks from damage or displacement.
13. Remove trees and shrubs, stump, and root system to a minimum depth of 42 inches.
14. Moisture Control--Where subgrade or layer of soil material must be moisture conditioned before compaction, uniformly apply water to surface of subgrade or layer of soil material. Apply water in minimum quantity as necessary to prevent free water from appearing on surface during or subsequent to compaction operations.
15. Remove and replace, or scarify and air dry, soil material that is too wet to permit compaction to specified density.
16. Stockpile or spread soil material that has been removed because it is too wet to permit compaction. Assist drying by discing, harrowing or pulverizing until moisture content is reduced to a satisfactory value.

TRAFFIC CONTROL NOTES & SPECIFICATIONS

1. The contractor in accordance with I.D.O.T. standards shall provide all required traffic control and signs.
2. The contractor shall maintain temporary access to all roadways and driveways during construction. The contractor shall notify homeowners at least 24 hours in advance of temporary open cuts required to install utilities across driveways.

GENERAL UTILITY NOTES & SPECIFICATIONS

1. Water and sewer locations taken from drawings by others and must be located in the field by contractor prior to construction, including all elevations of rims and inverts.
2. All sewer and water mains trenches under, crossing under or within five (5) feet of existing or proposed curb & gutter, sidewalk, or pavement shall be back filled.
3. Valve Vaults and manholes frames and rings shall be set in workmanlike manner in easy-stick (or equal) bed.
4. All stubs to buildings shall end 5 ft. from the building. All stubs shall be right angles to the foundation.
5. Contractor shall mark the end of all stubs with a 4" x 4" wood marker extended to 3" minimum above grade. Markers shall be painted as follows: Blue - Water, Green - Sanitary, Yellow - Storm.
6. Install conduit free from crimps and dents. Plug ends to prevent entry of dirt or moisture after installed
7. Clean out conduit before installation of conductors.
8. Conduit outside the building shall be buried minimum 36 inches below grade unless noted otherwise
9. Underground conduits shall have a minimum of 2 inch spacing between conduits and be back filled and compacted to the density specified elsewhere to eliminate all air pockets. Conduits from building to fuel pumps may be clustered in the same trench with minimal separation as required by owner.
10. All underground conduits shall be protected against future excavation damage by placing a plastic tape warning marking in each trench during backfill. Install tape full length of the trench.
11. Contractor shall verify with local municipality or controlling jurisdiction as to the necessity for and requirements relating to the inspection by an approved on-site engineer.

REVISIONS

NO.	DATE		NO.	DATE	DESCRIPTION

GENERAL NOTES & SPECIFICATIONS

PRAIRIE GROVE COMMONS UNIT TWO  
SWC IL ROUTE 47 & GALENA BLVD  
SUGAR GROVE, ILLINOIS



**Craig R. Knoche & Associates**

- Civil Engineers
- Surveyors
- Land Planners

24 N. Bennett Street • Geneva, IL 60134 • phone (630) 845-1270 • fax (630) 845-1275

DATE:	5/24/21
FILE:	20-036 C70
JOB NO:	20-036

C7.1  
SHEET NO.



Plotter: December 1, 2017 @ 8:19 AM By: Kris Pung - Tab: NOTES Plan Sheet 01 - 22x34

<div>GENERAL NOTES REVISED DECEMBER 2017</div>	<div>Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiewb.com</div>	<div>VILLAGE OF SUGAR GROVE 10 MUNICIPAL DRIVE SUGAR GROVE, IL 60554</div>	<div><div>01</div><div>Bar represents 1" at FULL size plotted scale. Percentage to 1" to be applied to stated scales.</div></div>		<div>STANDARD NOTES</div>	<div>VILLAGE OF SUGAR GROVE STANDARD NOTES</div>	DATE: FEBRUARY 2017	
							PROJECT NO: SG1700	
							FILE: NOTES	
							SHEET 1 OF 3	



Plotted: December 1, 2017 @ 8:20 AM By: Kris Pung - Tab: NOTES Plan Sheet 02 - 22x34

WATER MAIN CONSTRUCTION  
 REVISED DECEMBER 2017

- ALL WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION AND REVISIONS THERETO, THESE IMPROVEMENT PLANS AND DETAILS. SPECIAL PROVISIONS AND IN ACCORDANCE WITH CODES AND ORDINANCES OF THE VILLAGE OF SUGAR GROVE, ILLINOIS. IN CASE OF CONFLICT WITH VILLAGE CODES, DRAWINGS, AND THESE STANDARD NOTES, THE VILLAGE ENGINEER SHALL BE CONTACTED TO CONFIRM WHICH IS CORRECT.
- ALL WATER MAIN SHALL BE DUCTILE IRON PIPE CLASS 52 WITH EITHER MECHANICAL OR PUSH-ON JOINTS AND SHALL CONFORM TO ANSI A21.51, AWWA C151 AND ANSI A21.11, AWWA C111. PIPE SHALL BE MANUFACTURED IN THE UNITED STATES.
- THE 10–POINT SOIL EVALUATION PROCEDURE FOR DUCTILE IRON PIPE CONFORMING TO APPENDIX A OF THE ANSI/AWWA C105/A21.5 STANDARD SHALL BE USED TO DETERMINE THE CORROSIVITY OF THE SOILS ON A PER PROJECT BASIS AND WHETHER OR NOT POLYETHYLENE WRAP IS REQUIRED FOR CORROSION PROTECTION. IF CORROSION PROTECTION IS REQUIRED, THE WATER MAIN SHALL BE WRAPPED WITH POLYETHYLENE WRAP IN ACCORDANCE WITH ANSI/AWWA C105/A21.5.
- BRASS WEDGES SHALL BE INSTALLED AT EACH PUSH JOINT FOR ELECTRICAL CONDUCTIVITY. WEDGES SHALL BE INSTALLED 180° APART. TWO (2) WEDGES SHALL BE INSTALLED PER JOINT FOR WATER MAIN UP TO 12" AND TWO (2) PAIRS OF TWO (2) WEDGES SHALL BE INSTALLED PER JOINT ON WATER MAIN LARGER THAN 12".
- ALL FITTINGS SHALL BE COMPACT DUCTILE IRON AND SHALL CONFORM TO ANSI/AWWA C153/421.53\_84. FITTINGS SHALL BE U.L. LISTED CLASS 350, TYLER UNION, GRIFFIN OR APPROVED EQUAL. FITTINGS SHALL BE MANUFACTURED IN THE UNITED STATES.
- ALL PIPE AND FITTINGS SHALL BE CEMENT LINED IN ACCORDANCE WITH ANSI/AWWA C104/421.4.
- ALL FITTINGS SHALL BE MECHANICAL JOINT AND INSTALLED WITH RETAINER GLANDS UNLESS OTHERWISE SHOWN ON THE DRAWINGS.
- LONG RADIUS CURVES, EITHER HORIZONTAL OR VERTICAL, MAY BE LAID WITH STANDARD PIPE BY DEFLECTIONS AT THE JOINTS. MAXIMUM DEFLECTIONS AT PIPE JOINTS AND LAYING RADIUS FOR THE VARIOUS PIPE LENGTHS SHALL BE IN ACCORDANCE WITH ANSI/AWWA C600. WHEN RUBBER GASKETED PIPE IS LAID ON A CURVE, THE PIPE SHALL BE JOINTED IN A STRAIGHT ALIGNMENT AND THEN DEFLECTED TO THE CURVED ALIGNMENT. TRENCHES SHALL BE MADE WIDER ON CURVES FOR THIS PURPOSE.
- SLEEVES SHALL BE ROCKWELL D.I. COUPLING TYPE 441, TYLER UNION OR APPROVED EQUAL. SLEEVES SHALL BE PROVIDED AT LOCATIONS SHOWN ON THE PLANS OR AS REQUIRED. THE COST OF SLEEVES IS CONSIDERED AS INCIDENTAL TO THE COST OF THE PROJECT.
- ALL GATE VALVES SHALL HAVE A NON-RISING STEM, SHALL HAVE A STANDARD OPERATING NUT AND SHALL OPEN IN A COUNTER-CLOCKWISE DIRECTION. GATE VALVES SHALL BE AMERICAN FLOW CONTROL SERIES 2500 DUCTILE IRON RESILIENT WEDGE GATE VALVES IN ACCORDANCE WITH AWWA C–515 STANDARD. ALL WATER MAIN GATE VALVES SHALL BE INSTALLED IN VALVE VAULTS.
- ALL FIRE HYDRANT VALVE BOXES SHALL BE HEAVY WALL HIGH DENSITY POLYETHYLENE AMERICAN FLOW CONTROL TRENCH ADAPTERS. LIDS TO BE MARKED "WATER" (VALVE BOX EXTENSIONS IF REQUIRED ARE CONSIDERED INCIDENTAL). OPEN GRADED (CA–7) LIMESTONE SHALL BE UTILIZED TO BACKFILL AROUND THE OPERATING NUT ON ALL VALVE BOXES TO PREVENT MUD FROM PENETRATING THE VALVE BOXES.
- ALL HYDRANTS SHALL BE IN ACCORDANCE WITH SECTION FOUR (4) OF AWWA C502–54 STANDARD AND SHALL BE AN AMERICAN FLOW CONTROL/WATEROUS PACER MODEL NO. WB–67–250 (BREAK AWAY STYLE TRAFFIC DESIGN) WITH ONE 4 ½" STEAMER NOZZLE AND TWO 2 ½" HOSE OUTLETS, OF WHICH THE THREADS CONFORM WITH THE STANDARDS OF THE VILLAGE OF SUGAR GROVE, ILLINOIS. ALL HYDRANTS SHALL HAVE AN AUXILIARY GATE VALVE. HYDRANT INSTALLATIONS SHALL HAVE 5.5' DEPTH OF COVER. FIRE HYDRANTS SHALL BE PLACED 3 FOOT FROM THE BACK OF CURB TO THE CENTER OF THE HYDRANT, OR WHERE THERE IS NO CURB AND GUTTER, THE FACE OF THE PUMPER NOZZLE SHALL BE LOCATED FIVE FEET (5') FROM THE PAVED ROAD EDGE. CENTER LINE OF PUMPER NOZZLE SHALL BE EIGHTEEN INCHES (18") TO TWENTY INCHES (20") ABOVE FINISH GRADE LINE (SIDEWALK TO CURB).
- ALL FIRE HYDRANTS ALONG A POTABLE WATER MAIN SHALL BE FACTORY PAINTED RED. ALL FIRE HYDRANTS ALONG A RAW WATER MAIN SHALL BE FACTORY PAINTED EMERALD GREEN WITH THE PAINT CODE M4157 BY WATEROUS.
- ALL MECHANICAL JOINT FITTINGS, VALVES AND HYDRANTS SHALL BE RESTRAINED WITH RETAINER GLANDS. RETAINER GLANDS SHALL BE EBAA IRON SERIES 1100 MEGALUG OR APPROVED EQUAL. THE VILLAGE ENGINEER SHALL WITNESS ALL RESTRAINED JOINTS, AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VILLAGE ENGINEER PRIOR TO BACKFILLING SUCH WATER SYSTEM IMPROVEMENTS. SHOULD THE SYSTEM BE BACKFILLED PRIOR TO INSPECTION, THE RESTRAINT SYSTEM WILL HAVE TO BE EXCAVATED BY THE CONTRACTOR FOR INSPECTION AT NO COST TO THE VILLAGE OF SUGAR GROVE.

- ALL PRESSURE TAPS TO AN EXISTING VILLAGE MAIN SHALL BE MADE WITH AN AMERICAN FLOW CONTROL SERIES 2800 COMPACT DUCTILE IRON MECHANICAL JOINT TAPPING SLEEVE AND AN AMERICAN FLOW CONTROL SERIES 2500 DUCTILE IRON RESILIENT WEDGE TAPPING VALVE (M J X FL) AND SHALL BE CONSTRUCTED IN A FIVE (5') FOOT MINIMUM DIAMETER VALVE VAULT. ALL TAPS SHALL BE PERFORMED BY THE CONTRACTOR AFTER PAYMENT OF APPLICABLE CONNECTION FEES AND SHALL BE WITNESSED BY THE VILLAGE. THE VILLAGE ENGINEER SHOULD BE NOTIFIED 48 HOURS IN ADVANCE OF ANY TAP.
- ALL TEES, BENDS, VALVES, AND FIRE HYDRANTS SHALL BE ADEQUATELY SUPPORTED WITH A CONCRETE BASE, AND SUPPORTED LATERALLY WITH PRECAST CONCRETE THRUST BLOCKING (NOT POURED–IN–PLACE) AGAINST UNDISTURBED EARTH. THE VILLAGE ENGINEER SHALL WITNESS ALL THRUST BLOCKING, AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VILLAGE ENGINEER PRIOR TO BACKFILLING THE WATER SYSTEM IMPROVEMENTS. SHOULD THE SYSTEM BE BACKFILLED PRIOR TO INSPECTION, THE BLOCKING WILL HAVE TO BE EXCAVATED BY THE CONTRACTOR FOR INSPECTION AT NO COST TO THE VILLAGE OF SUGAR GROVE.
- ALL WATER MAINS SHALL HAVE A MINIMUM DEPTH OF COVER OF 5.5' FROM THE FINISH GRADE TO THE TOP OF PIPE OR AS NOTED ON PLANS.
- ALL VERTICAL WATER MAIN ADJUSTMENTS SHALL BE ACCOMPLISHED BY DEFLECTION, NOT BENDS IN THE WATER MAIN.
- ALL WATER SERVICES SHALL BE ONE (1") INCH DIAMETER TYPE "K" COPPER PIPE WITH COMPRESSION CONNECTIONS. NO JOINTS WILL BE ALLOWED BETWEEN THE CORPORATION STOP AND THE CURB STOP. MATERIAL AND INSTALLATION WILL BE IN GENERAL ACCORDANCE WITH AWWA C800. THE UNDERGROUND WATER SERVICE PIPE AND THE BUILDING SEWER SHALL BE NOT LESS THAN TEN FEET (10') APART HORIZONTALLY AND SHALL BE SEPARATED BY UNDISTURBED OR COMPACTED EARTH.
- A DUCTILE IRON SADDLE WITH 2 STAINLESS STEEL STRAPS AND ACCESSORIES IS REQUIRED FOR WATER SERVICES 1.5" OR LARGER. ALL CORPORATION STOPS, CURB STOPS, AND CURB BOXES SHALL BE AS FOLLOWS:

- THE BUFFALO BOXES SHALL BE SET BETWEEN THE SIDEWALK AND THE HOUSE/BUILDING. IT SHALL BE PLACED EITHER WITHIN THE RIGHT OF WAY (BETWEEN THE SIDEWALK AND THE RIGHT OF WAY) OR IN AN EASEMENT ADJACENT TO THE RIGHT OF WAY WITHIN 2 FEET OF THE SIDEWALK. NO BUFFALO BOX SHALL BE ALLOWED IN A SIDEWALK, DRIVEWAY OR OTHER PAVED SURFACE.

- THE CONTRACTOR SHALL OBTAIN, ERECT, MAINTAIN AND REMOVE ALL SIGNS, BARRICADES, FLAGMEN AND OTHER CONTROL DEVICES AS MAY BE NECESSARY FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC. PLACEMENT AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PARTS OF ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. CONTRACTOR SHALL FURNISH A TRAFFIC CONTROL PLAN FOR IDOT OR VILLAGE APPROVAL IF REQUIRED.

- ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CODE REQUIREMENTS.

- THE CONTRACTOR SHALL RESTORE ANY AREA DISTURBED TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL USE. THIS SHALL INCLUDE FINISH GRADING, ESTABLISHMENT OF A VEGETATIVE COVER (SEEDING OR SOD), GENERAL CLEANUP AND PAVEMENT REPLACEMENT.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND HEALTHFUL WORKING CONDITIONS THROUGHOUT THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.

- BEFORE ACCEPTANCE BY THE VILLAGE ALL WORK SHALL BE INSPECTED AND APPROVED BY THE VILLAGE OR ITS REPRESENTATIVES.

- EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS–OF–WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

- WATER MAINS AND WATER SERVICE LINES SHALL BE PROTECTED FROM SANITARY SEWERS, STORM SEWERS, COMBINED SEWERS, HOUSE SEWER SERVICE CONNECTIONS AND DRAINS IN ACCORDANCE WITH TITLE 35: ENVIRONMENTAL PROTECTION AGENCY SUBTITLE F- PUBLIC WATER SUPPLIES, CHAPTER II: ENVIRONMENTAL PROTECTION AGENCY PARTS 651-654 TECHNICAL POLICY STATEMENTS, SECTION 653.119.

- WHENEVER POSSIBLE, A WATER MAIN MUST BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN OR SEWER LINE. SHOULD LOCAL CONDITIONS EXIST WHICH WOULD PREVENT A LATERAL SEPARATION OF TEN FEET, A WATER MAIN MAY BE LAID CLOSER THAN TEN FEET TO A STORM OR SANITARY SEWER PROVIDED THAT THE WATER MAIN INVERT IS AT LEAST EIGHTEEN INCHES ABOVE THE CROWN OF THE SEWER, AND IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER. IF IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL OR VERTICAL SEPARATION AS DESCRIBED ABOVE, THEN THE SEWER MUST ALSO BE CONSTRUCTED OF WATER MAIN TYPE MATERIAL (DUCTILE IRON PIPE WITH SLIP–ON OR MECHANICAL JOINTS, PRESTRESSED REINFORCED CONCRETE PIPE WITH ASTM C–443 JOINTS, ETC.) AND PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD TO ASSURE WATER TIGHTNESS BEFORE BACKFILLING.

- WHENEVER WATER MAINS MUST CROSS HOUSE SEWERS, STORM SEWERS OR SANITARY SEWERS, THE WATER MAIN SHALL BE LAID AT SUCH AN ELEVATION THAT THE INVERT OF THE WATER MAIN IS EIGHTEEN INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER. THIS VERTICAL SEPARATION MUST BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. THIS MUST BE MEASURED AS THE NORMAL DISTANCE FROM THE WATER MAIN TO THE DRAIN OR SEWER. IF IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED ABOVE OR IF IT IS NECESSARY FOR THE WATER MAIN TO PASS UNDER A SEWER OR DRAIN, THEN THE SEWER MUST BE CONSTRUCTED OF WATER MAIN TYPE MATERIAL (AS NOTED IN ITEM 23). THIS CONSTRUCTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET. IN MAKING SUCH CROSSINGS, CENTER A LENGTH OF WATER MAIN PIPE OVER/UNDER THE SEWER TO BE CROSSED SO THAT THE JOINTS WILL BE EQUIDISTANT FROM THE SEWER AND AS REMOTE THEREFROM AS POSSIBLE. WHERE A WATER MAIN MUST CROSS UNDER A SEWER, A VERTICAL SEPARATION OF EIGHTEEN INCHES BETWEEN THE INVERT OF THE SEWER AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED, ALONG WITH MEANS TO SUPPORT THE LARGER SIZED SEWER LINES TO PREVENT THEIR SETTLING AND BREAKING THE WATER MAIN.

- VALVE VAULT FRAMES SHALL BE IDOT TYPE 1 (STANDARD 604001) WITH CONCEALED PICKHOLES AND ALL LIDS SHALL HAVE "VILLAGE OF SUGAR GROVE" AND "WATER" CAST INTO THEM.

- VALVE VAULTS SHALL BE ADJUSTED WITH PRECAST CONCRETE ADJUSTING RINGS TO A MAXIMUM OF EIGHT (8") INCHES.

- HYDROSTATIC TESTS \_ THE CONTRACTOR SHALL PERFORM HYDROSTATIC TESTS IN ACCORDANCE WITH DIVISION IV, SECTION 41 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION, AND APPLICABLE PROVISIONS OF AWWA C\_600 AND C\_603. THE WATER MAINS SHALL BE PRESSURE TESTED AT 150 PSI. ALLOWABLE LEAKAGE SHALL BE AS SET FORTH IN AWWA C\_600 LATEST EDITION. THE MAXIMUM ALLOWABLE LEAKAGE SHALL BE BASED OFF OF THE FIRST 1,000 FEET OF PIPE (I.E. IF 2,000 FEET OF PIPE IS BEING TESTED, THE ALLOWABLE LEAKAGE WILL BE BASED ON THE FIRST 1,000 FEET ONLY.) THE DURATION OF THE TEST SHALL BE FOR TWO HOURS MINIMUM, AND THE MAXIMUM PRESSURE DROP DURING THIS TWO HOUR PERIOD IS A CUMULATIVE 2 PSI. TO MEET THE TESTING REQUIREMENTS, THE WATER MAIN SHALL SATISFY THE PRESSURE DROP AND THE ALLOWABLE LEAKAGE REQUIREMENTS. THE GAUGE WILL BE ZEROED OUT BEFORE THE PRESSURE TEST BEGINS. IN ADDITION, THE PRESSURE GAUGE USED IN THE HYDROSTATIC TEST SHALL BE IN 2 PSI INCREMENTS OR LESS AND HAVE A MINIMUM OF A 3½" DIAMETER FACE. WHEN TESTING DUCTILE IRON SERVICES, THE PERMANENT VALVE ON THE BUILDING RISER SHALL BE INSTALLED PRIOR TO PRESSURE TESTING.

- DISINFECTION OF THE WATER MAINS \_ UPON COMPLETION OF THE NEWLY LAID WATER MAINS, THE WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH THE AMERICAN WATER WORKS ASSOCIATION, PROCEDURE DESIGNATION, AWWA C\_651, LATEST EDITION. THE CONTRACTOR IS RESPONSIBLE FOR COLLECTING SAMPLES AND HAVING BACTERIOLOGICAL TESTING PERFORMED AS REQUIRED BY THE IEPA. THE CONTRACTOR SHALL FURNISH TO THE VILLAGE THE REQUIRED DOCUMENTATION, TEST RESULTS, ETC., REQUIRED BY THE IEPA FOR PLACING THE WATER MAINS OR SERVICE LINES IN SERVICE AND/OR SECURING AN OPERATING PERMIT.

- WATER VALVES AND FIRE HYDRANTS SHALL BE OPERATED BY VILLAGE OF SUGAR GROVE PERSONNEL ONLY.

- THE DEVELOPER/CONTRACTOR SHALL CONTACT THE VILLAGE ENGINEER TO SCHEDULE OPERATION OF VALVES, FLUSH AND FILL, PRESSURE TEST, CHLORINATION, AND SAMPLING. THE VILLAGE ENGINEER WILL CONTACT THE VILLAGE ACCORDINGLY. THE DEVELOPER/CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE PRIOR TO PERFORMING ANY OF THESE WORK ITEMS. THE FOLLOWING ACTIVITIES MUST BE SCHEDULED WITH THE VILLAGE ENGINEER ON INDEPENDENT DAYS:
  - ✓ FLUSH AND FILL (WATER MAIN/SERVICE SHALL THEN BE PRE–TESTED.)
  - ✓ PRESSURE TEST (THE GAUGE SHALL BE ZEROED OUT BEFORE THE START OF THE TEST.)
  - ✓ CHLORINATION
  - ✓ 1ST DAY OF SAMPLING
  - ✓ 2ND DAY OF SAMPLING

- THE VILLAGE SHALL WITNESS ALL SERVICE TAPS GREATER THAN 1" IN DIAMETER. ACCORDINGLY, THE DEVELOPER/CONTRACTOR SHALL CONTACT THE VILLAGE ENGINEER 48 HOURS IN ADVANCE OF THE TAP.

- THE WATER MAIN WILL BE INSTALLED UNDER THE RULES AND REGULATIONS OUTLINE IN THE IEPA WATER MAIN CONSTRUCTION PERMIT. HOWEVER THE WATER SERVICE INSTALLATION IS NOT COVERED UNDER THE IEPA PERMIT. ANY WATER SERVICE INSTALLATION WILL BE PERFORMED ACCORDING TO THE RULES AND REGULATIONS OF THE ILLINOIS PLUMBING CODE AND ILLINOIS PLUMBING LICENSE LAW (225 ILCS 320). PER THE ILLINOIS PLUMBING CODE, AN ILLINOIS LICENSED PLUMBER MUST PERFORM THE WORK ASSOCIATED WITH THE WATER SERVICES. THE WORK THAT MUST BE PERFORMED BY A LICENSED PLUMBER INCLUDES BUT IS NOT LIMITED TO THE TAP AT THE WATER MAIN, SERVICE PIPE INSTALLATION, CURB STOP INSTALLATION, B–BOX INSTALLATION, CONNECTION TO THE EXISTING WATER SERVICE AND ANY OTHER FITTINGS REQUIRED. ENGINEERING ENTERPRISES, INC WILL BE RESPONSIBLE FOR THE FIELD REVIEW OF ANY MATERIALS USED FOR THE WATER SERVICE INSTALLATION AND CONNECTIONS. THE VILLAGE OF SUGAR GROVE'S ILLINOIS LICENSED PLUMBER AND PLUMBING INSPECTOR WILL PERFORM ALL INSPECTIONS FOR THE WATER SERVICES. THE VILLAGE OF SUGAR GROVE PUBLIC WORKS DEPARTMENT SHALL BE CONTACTED A MINIMUM OF 48 HOURS PRIOR TO ANY INSPECTION AT 630–391–7230. THE INSTALLER'S ILLINOIS LICENSED PLUMBER CARD WILL NEED TO BE PRESENTED DURING THE INSPECTION.

- FOX METRO WATER RECLAMATION DISTRICT SHALL BE CONTACTED BY THE DEVELOPER/CONTRACTOR TO OBSERVE THE CONSTRUCTION OF ALL WATER SERVICE LINES TO A BUILDING/HOUSE. THEIR OBSERVATION IS REQUIRED FROM THE SERVICE VALVE TO THE BUILDING/HOUSE.

- ALL WATER MAIN SHALL BE PRE–PRESSURE TESTED PRIOR TO THE ACTUAL PRESSURE TEST THE VILLAGE ENGINEER AND/OR THE VILLAGE WITNESSES.

STREET PAVING AND CONSTRUCTION  
 REVISED DECEMBER 2017

- ALL STREET PAVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DESIGN CRITERIA FOR THE VARIOUS CLASSES AS ESTABLISHED IN THE BUREAU OF DESIGN AND ENVIRONMENT MANUAL" AND "HIGHWAY STANDARDS" OF THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION. CONSTRUCTION MATERIALS AND METHODS SHALL MEET THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION. THE THICKNESS OF THE PAVEMENTS FOR MAJOR COLLECTORS AND ARTERIALS SHALL BE DETERMINED IN ACCORDANCE WITH THE CURRENT ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF LOCAL ROADS AND STREET MANUAL CHAPTER FOURTY–FOUR – PAVEMENT DESIGN, OR AS REQUIRED BY THE JURISDICTIONAL AUTHORITY.

- PRIOR TO THE CONSTRUCTION OF ANY ROADWAY PAVEMENT, ALL OF THE MAJOR UNDERGROUND WORK SHALL BE COMPLETELY INSTALLED IN PLACE.

- THE VILLAGE ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO THE POURING OF THE CURB AND GUTTER IN ORDER TO REVIEW THE AGGREGATE BASE AND STRING LINE/FORMWORK OF THE CURB AND GUTTER. THE CURB AND GUTTER SHALL BE MACHINE PLACED UNLESS OTHERWISE APPROVED BY THE VILLAGE ENGINEER AND SHALL BE COMPLETED IN A MONOLITHIC INSTALLATION UNLESS PREVIOUSLY APPROVED BY THE VILLAGE ENGINEER.

- ALL EXPOSED CONCRETE SURFACES SHALL BE CURED AND PROTECTED WHEN REQUIRED DUE TO WEATHER CONDITIONS PER THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, INCLUDING ANY REVISIONS. NO HONEYCOMBING OF THE CONCRETE WILL BE ACCEPTED.

- PROOF ROLLS ARE REQUIRED ON THE SUB–GRADE, AGGREGATE BASE, HOT MIX ASPHALT BASE, AND THE BINDER COURSE, AND SHALL BE WITNESSED BY THE VILLAGE ENGINEER. THE VILLAGE ENGINEER SHALL BE PROVIDED A MINIMUM OF 48 HOURS ADVANCED NOTICE PRIOR TO THE PROOF ROLL. EACH PROOF ROLL SHALL BE AT THE COST OF THE CONTRACTOR AND SHALL BE TO THE SATISFACTION OF THE VILLAGE ENGINEER AS FOLLOWS:
  - A LOADED TRUCK PROVIDED BY THE CONTRACTOR SHALL BE DRIVEN OVER THE AREA TO BE TESTED AT A SPEED PATTERN AND NUMBER OF CYCLES TO BE DETERMINED BY THE VILLAGE ENGINEER. THE TEST TRUCK SHALL BE THE COMMON TRACTOR TRAILER TYPE WITH NO MORE THAN FIVE (5) AXLES WITH A TOTAL OF EIGHTEEN (18) WHEELS LOADED TO A NET WEIGHT OF NO LESS THAN TWENTY–TWO (22) TONS. THE LOAD TICKET SHALL BE PROVIDED TO THE VILLAGE ENGINEER FOR RECORD.

- ANY UNSTABLE OR DAMAGED SUBGRADE, AGGREGATE SUB–BASE, OR BINDER COURSE SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF THE VILLAGE ENGINEER AT NO COST TO THE VILLAGE.
- THE VILLAGE ENGINEER IS RESPONSIBLE FOR INDICATING WHETHER THE PROOF ROLL PASSES OR FAILS. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING HOW TO FIX ANY UNSATISFACTORY AREAS.

- THE VILLAGE ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO THE START OF ANY PAVING.

- FINAL PLACEMENT OF HOT MIX ASPHALT SURFACE COURSE SHALL BE DELAYED FOR A MINIMUM OF ONE FULL WINTER UNLESS OTHERWISE APPROVED BY THE VILLAGE AND VILLAGE ENGINEER. BEFORE THE PLACEMENT OF THE SURFACE COURSE, ALL UNDERGROUND UTILITY PUNCH LIST ITEMS FOR FINAL INSPECTION SHALL BE COMPLETED AND APPROVED. ALSO, THE BINDER COURSE PATCHES MUST BE COMPLETED AND THE CURB AND GUTTER REPAIRED AS REQUIRED BY THE VILLAGE ENGINEER.

- ON ALL STREETS WHERE NEW PAVEMENTS MEET EXISTING HOT MIX ASPHALT, A BUTT JOINT SHALL BE PROVIDED IN ACCORDANCE WITH IDOT DETAIL BD400, LATEST REVISION (BUTT JOINT AND HMA TAPER DETAILS). THE SUBGRADE SHALL BE GRADED PARALLEL TO THE FINAL SURFACE GRADE AND AS SUCH SHALL DRAIN TO THE CURB LANE AND TO THE INLETS AND CATCH BASINS. POSITIVE DRAINAGE MUST BE ACCOMPLISHED ON THE COMPACTED SUB–GRADE OR THE PLACEMENT OF BASE MATERIAL WILL NOT BE ALLOWED. CERTIFICATION BY THE VILLAGE ENGINEER VERIFYING PROPER SUBGRADE DRAINAGE WILL BE REQUIRED PRIOR TO ANY ADDITIONAL ROADWORK.

- THE HOT MIX ASPHALT BASE COURSE, LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES SHALL BE LAID ON A SURFACE, WHICH IS DRY AND ONLY WHEN WEATHER CONDITIONS MEET ALL STANDARDS STATED IN THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE HOT MIX ASPHALT BASE COURSE, LEVELING BINDER AND BINDER COURSES SHALL BE PLACED ONLY WHEN THE TEMPERATURE IN THE SHADE IS AT LEAST FORTY DEGREES FAHRENHEIT (40°F), WHEN THE TEMPERATURE IN THE SHADE FOR THE PREVIOUS TWENTY–FOUR (24) HOURS IS AT LEAST THIRTY–TWO DEGREES FAHRENHEIT (32°F) AND WHEN THE FORECAST IS FOR RISING TEMPERATURES. THE SURFACE COURSE SHALL BE PLACED ONLY WHEN THE TEMPERATURE IN THE SHADE IS AT LEAST FORTY–FIVE DEGREES FAHRENHEIT (45°F), WHEN THE TEMPERATURE IN THE SHADE FOR THE PREVIOUS TWENTY–FOUR (24) HOURS IS AT LEAST FORTY DEGREES FAHRENHEIT (40°F), AND WHEN THE FORECAST IS FOR RISING TEMPERATURES.

- AFTER THE BINDER COURSE HAS BEEN PROOF ROLLED AND REPAIRED WHERE REQUIRED AND PRIOR TO PLACING THE HOT MIX ASPHALT SURFACE COURSE, THE BINDER COURSE SHALL BE SURFACE TESTED BY THE CONTRACTOR'S PROJECT ENGINEER, AT NO COST TO THE VILLAGE IN ACCORDANCE WITH ARTICLE 406.11 OF THE "STATE OF ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", CURRENT ISSUE. ANY VARIATIONS IN THE BINDER COURSE, INCLUDING PATCHES AND HEADER JOINTS, EXCEEDING ONE–FOURTH INCH (1/4") SHALL BE CORRECTED BY THE REMOVAL AND REPLACEMENT OF ANY SUBSTANDARD AREAS OR THE CONSTRUCTION OF CORRECTIVE LEVELING BINDER AT THE DIRECTION OF THE VILLAGE ENGINEER. THE VILLAGE ENGINEER SHALL BE NOTIFIED NO LESS THAN FORTY–EIGHT (48) HOURS BEFORE THE SURFACE TESTING AND SHALL RECEIVE WRITTEN TEST RESULTS AND SPECIFIC CONSTRUCTION ENGINEERING RECOMMENDATIONS BEFORE THE SURFACE COURSE CAN BE CONSTRUCTED. PRIOR TO FINAL ACCEPTANCE, THE SURFACE COURSE SHALL BE SURFACE TESTED AS OUTLINED ABOVE AND CORRECTED AS DIRECTED BY THE VILLAGE ENGINEER.

- THE AGGREGATE BASE COURSE SHALL BE PRIMED WITH BITUMINOUS MATERIALS (SS–1) AT A RESIDUAL ASPHALT RATE OF TWENTY–FIVE HUNDREDTHS (0.25) POUNDS PER SQUARE FOOT.

- AFTER ANY BINDER COURSE SURFACE VARIATIONS HAVE BEEN CORRECTED TO THE SATISFACTION OF THE VILLAGE ENGINEER AND IMMEDIATELY PRIOR TO PLACING HOT MIX ASPHALT SURFACE COURSE, THE PAVEMENT SHALL BE THOROUGHLY CLEANED, FLUSHED AND PRIMED WITH BITUMINOUS MATERIALS (SS–1) AT A RESIDUAL ASPHALT RATE NOT TO EXCEED FIVE HUNDREDTHS (0.05) POUNDS PER SQUARE FOOT. WHEN BITUMINOUS MATERIALS (SS–1) ARE APPLIED UNDER TRAFFIC CONDITIONS, SANDING AT THE APPROXIMATE RATE OF TWO TO FOUR (2 TO 4) POUNDS PER SQUARE YARD WILL BE REQUIRED.

- ALL HOT MIX ASPHALT SHALL BE DELIVERED AND HANDLED SO THAT THE HOT MIX ASPHALT IMMEDIATELY BEHIND THE PAVER SCREEN IS AT OR ABOVE TWO HUNDRED SEVENTY DEGREES FAHRENHEIT (270°F). ALL ASPHALT DELIVERED TO THE PROJECT SHALL BE COVERED WHEN THE TEMPERATURE IS AT OR BELOW SEVENTY DEGREES FAHRENHEIT (70°F).

- THE MIX DESIGN SHALL BE SUBMITTED THE VILLAGE ENGINEER 48 HOURS IN ADVANCE OF PAVING.

- ALL TESTING FOR BOTH CONCRETE PLACEMENT AND HOT MIX ASPHALT PAVING SHALL BE PER IDOT SPECIFICATIONS. THE ASPHALT LAYING PATTERN MUST BE APPROVED BY THE VILLAGE ENGINEER OR THEIR REPRESENTATIVE IN ORDER TO MINIMIZE TRANSVERSE JOINTS. A CERTIFIED NUCLEAR DENSITY TECHNICIAN MUST BE ON SITE TO SET THE ASPHALT PAVEMENT ROLLING PATTERN AND CONFIRM COMPACTION DENSITIES. THE TECHNICIAN SHALL REVISE THE ROLLING PATTERN AS DEEMED NECESSARY. THE TECHNICIAN SHALL STOP THE PAVING OPERATION IF THE REQUIRED DENSITIES ARE NOT BEING MET. DENSITY TEST RESULTS WILL BE SUBMITTED TO THE VILLAGE ENGINEER WITHIN ONE WEEK OF COMPLETION OF THE PAVING OPERATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR QUALITY CONTROL TESTING. THE VILLAGE SHALL BE RESPONSIBLE FOR QUALITY ASSURANCE TESTING. THEREFORE, AT THE TIME OF ASPHALT PAVING, A REPRESENTATIVE FROM THE CONTRACTOR'S TESTING AGENCY AND A REPRESENTATIVE FROM THE VILLAGE'S TESTING AGENCY SHALL BE PRESENT AT THE ASPHALT PLANT PRIOR TO PAVING AND ON SITE AT THE START OF PAVING. THE VILLAGE ENGINEER RESERVES THE RIGHT TO STOP PAVING AND/OR CONCRETE OPERATIONS IF THE CONTRACTOR DOES NOT HAVE A QUALIFIED TESTER ON SITE AT THE START OF THE PAVING AND/OR CONCRETE OPERATIONS.

- ALL PAVING SHALL BE DONE WITH PAVING MACHINES UTILIZING ELECTRONIC GRADE CONTROL AND A STRING LINE SHOE ON WHEELS OF A MINIMUM LENGTH OF FIFTEEN FEET (15').

- ALL ROLLERS SHALL BE PER IDOT SPECIFICATIONS.

- ALL HOT MIX ASPHALT PLANTS SHALL BE APPROVED BY THE STATE. IN ADDITION, ALL PAVING CONTRACTORS PERFORMING WORK WITHIN THE RIGHT OF WAY SHALL FURNISH AN IDOT CERTIFICATE OF ELIGIBILITY TO THE VILLAGE PRIOR TO THE START OF PAVING.

- LOAD TICKETS SHALL BE FURNISHED TO THE VILLAGE ENGINEER AT THE TIME OF PAVING.

STANDARD NOTES

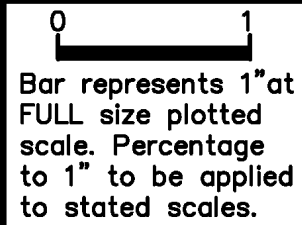
VILLAGE OF SUGAR GROVE  
 STANDARD NOTES

DATE: FEBRUARY	2017
PROJECT NO:	SG1700
FILE:	NOTES
SHEET	2 OF 3



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VILLAGE OF SUGAR GROVE  
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 SUGAR GROVE, IL 60554



0 1  
 Bar represents 1" at  
 FULL size plotted  
 scale. Percentage  
 to 1" to be applied  
 to stated scales.

NO.	DATE	REVISIONS	

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Plotter: December 1, 2017 @ 8:20 AM By: Kris Pung - Tab: NOTES Plan Sheet 03 - 22x34

20. THE NOSE OF ALL ISLANDS IN THE ROADWAY SHALL BE TAPERED PER IDOT STANDARDS AS TO NOT HINDER SNOW PLOW OPERATIONS.
21. THE VILLAGE ENGINEER MAY APPROVE LIME STABILIZATION, WHEN SOILS ARE COMPATIBLE AS DETERMINED BY A GEOTECHNICAL ENGINEER. THE LIME SHALL BE MIXED TO A MINIMUM DEPTH OF 16 INCHES AND MEET THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S GUIDELINES FOR LIME STABILIZED SOIL MIXTURE AS OUTLINED IN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. DRAINAGE FABRIC WILL NOT BE REQUIRED IF LIME STABILIZATION, IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS, IS UTILIZED FOR SOIL SUB-BASE MODIFICATION (ADD SOIL MODIFICATION (SECTION 302) WITH ALLOWED MODIFIERS – FLY ASH?).
12. THE MIX DESIGN SHALL BE SUBMITTED THE VILLAGE ENGINEER 48 HOURS IN ADVANCE OF PAVING.
13. ALL TESTING SHALL BE PER IDOT SPECIFICATIONS. A CERTIFIED NUCLEAR DENSITY TECHNICIAN MUST BE ON SITE TO SET THE ASPHALT PAVEMENT ROLLING PATTERN AND CONFIRM COMPACTION DENSITIES. THE TECHNICIAN SHALL REVISE THE ROLLING PATTERN AS DEEMED NECESSARY. THE TECHNICIAN SHALL STOP THE PAVING OPERATION IF THE REQUIRED DENSITIES ARE NOT BEING MET. DENSITY TEST RESULTS SHALL BE SUBMITTED TO THE VILLAGE ENGINEER WITHIN ONE WEEK OF COMPLETION OF THE PAVING OPERATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR QUALITY CONTROL TESTING. THE VILLAGE RESERVES THE RIGHT TO PERFORM QUALITY ASSURANCE TESTING. THE VILLAGE ENGINEER RESERVES THE RIGHT TO STOP PAVING OPERATIONS IF THE CONTRACTOR DOES NOT HAVE A QUALIFIED TESTER ON SITE AT THE START OF THE PAVING OPERATIONS.

PARKING LOT CONSTRUCTION  
REVISED DECEMBER 2017

1. CONSTRUCTION MATERIALS AND METHODS FOR PARKING LOT CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
2. PRIOR TO THE CONSTRUCTION OF ANY PARKING LOT PAVEMENT, ALL OF THE MAJOR UNDERGROUND WORK SHALL BE COMPLETELY INSTALLED.
3. THE VILLAGE ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO THE POURING OF THE CURB AND GUTTER IN ORDER TO REVIEW THE AGGREGATE BASE AND STRING LINE/FORMWORK OF THE CURB AND GUTTER. THE CURB AND GUTTER WITHIN THE PARKING LOT SHALL BE COMPLETED IN A MONOLITHIC INSTALLATION UNLESS PREVIOUSLY APPROVED BY THE VILLAGE ENGINEER.
4. CURING AND WEATHER PROTECTION OF ALL EXPOSED CONCRETE SURFACES SHALL BE IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS, LATEST EDITION, INCLUDING ANY REVISIONS. NO HONEYCOMBING OF THE CONCRETE WILL BE ACCEPTED.
5. PROOF ROLLS ARE REQUIRED ON THE SUB-GRADE, AGGREGATE BASE, AND THE BINDER COURSE, AND SHALL BE WITNESSED BY THE VILLAGE ENGINEER. THE VILLAGE ENGINEER SHALL BE PROVIDED A MINIMUM OF 48 HOURS ADVANCED NOTICE PRIOR TO THE PROOF ROLL. EACH PROOF ROLL SHALL BE AT THE COST OF THE CONTRACTOR AND SHALL BE TO THE SATISFACTION OF THE VILLAGE ENGINEER AS FOLLOWS:

a. A LOADED TRUCK PROVIDED BY THE CONTRACTOR SHALL BE DRIVEN OVER THE AREA TO BE TESTED AT A SPEED PATTERN AND NUMBER OF CYCLES TO BE DETERMINED BY THE VILLAGE ENGINEER. THE TEST TRUCK SHALL BE THE COMMON TRACTOR TRAILER TYPE WITH NO MORE THAN FIVE (5) AXLES WITH A TOTAL OF EIGHTEEN (18) WHEELS LOADED TO A NET WEIGHT OF NO LESS THAN TWENTY-TWO (22) TONS. THE LOAD TICKET SHALL BE PROVIDED TO THE VILLAGE ENGINEER FOR RECORD.

b. ANY UNSTABLE OR DAMAGED SUBGRADE, AGGREGATE SUB-BASE, OR BINDER COURSE SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF THE VILLAGE ENGINEER AT NO COST TO THE VILLAGE.

c. THE VILLAGE ENGINEER IS RESPONSIBLE FOR INDICATING WHETHER THE PROOF ROLL PASSES OR FAILS. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING HOW TO FIX ANY UNSATISFACTORY AREAS.
6. THE VILLAGE ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO THE START OF ANY PAVING.
7. FINAL PLACEMENT OF HOT MIX ASPHALT SURFACE COURSE SHALL BE DELAYED FOR A MINIMUM OF ONE FULL WINTER UNLESS OTHERWISE APPROVED BY THE VILLAGE AND VILLAGE ENGINEER. BEFORE THE PLACEMENT OF THE SURFACE COURSE, ALL UNDERGROUND UTILITY PUNCH LIST ITEMS FOR FINAL INSPECTION SHALL BE COMPLETED AND APPROVED. ALSO, THE BINDER COURSE PATCHES MUST BE COMPLETED AND THE CURB AND GUTTER REPAIRED AS REQUIRED BY THE VILLAGE ENGINEER.
8. THE HOT MIX ASPHALT BINDER COURSE AND SURFACE COURSE MIXTURES SHALL BE LAID ON A SURFACE, WHICH IS DRY AND ONLY WHEN WEATHER CONDITIONS MEET ALL STANDARDS STATED IN THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE HOT MIX ASPHALT BINDER COURSE SHALL BE PLACED ONLY WHEN THE TEMPERATURE IN THE SHADE IS AT LEAST FORTY DEGREES FAHRENHEIT (40°F), WHEN THE TEMPERATURE IN THE SHADE FOR THE PREVIOUS TWENTY-FOUR (24) HOURS IS AT LEAST THIRTY TWO DEGREES FAHRENHEIT (32°F) AND WHEN THE FORECAST IS FOR RISING TEMPERATURES. THE SURFACE COURSE SHALL BE PLACED ONLY WHEN THE TEMPERATURE IN THE SHADE IS AT LEAST FORTY-FIVE DEGREES FAHRENHEIT (45°F), WHEN THE TEMPERATURE IN THE SHADE FOR THE PREVIOUS TWENTY-FOUR (24) HOURS IS AT LEAST FORTY DEGREES FAHRENHEIT (40°F), AND WHEN THE FORECAST IS FOR RISING TEMPERATURES.
9. THE AGGREGATE BASE COURSE SHALL BE PRIMED WITH BITUMINOUS MATERIALS (SS-1) AT A RESIDUAL ASPHALT RATE OF TWENTY FIVE HUNDREDTHS (0.25) POUNDS PER SQUARE FOOT.
10. IMMEDIATELY PRIOR TO PLACING HOT MIX ASPHALT SURFACE COURSE, THE PAVEMENT SHALL BE THOROUGHLY CLEANED, FLUSHED AND PRIMED WITH BITUMINOUS MATERIALS (SS-1) AT A RESIDUAL ASPHALT RATE NOT TO EXCEED FIVE HUNDREDTHS (0.05) POUNDS PER SQUARE FOOT. WHEN BITUMINOUS MATERIALS (SS-1) ARE APPLIED UNDER TRAFFIC CONITIONS, SANDING AT THE APPROXIMATE RATE OF TWO TO FOUR (2 TO 4) POUNDS PER SQUARE YARD WILL BE REQUIRED.
11. ALL HOT MIX ASPHALT SHALL BE DELIVERED AND HANDLED SO THAT THE HOT MIX ASPHALT IMMEDIATELY BEHIND THE PAVER SCREEN IS AT OR ABOVE TWO HUNDRED SEVENTY DEGREES FAHRENHEIT (270°F). ALL ASPHALT DELIVERED TO THE PROJECT SHALL BE COVERED WHEN THE TEMPERATURE IS AT OR BELOW SEVENTY DEGREES FAHRENHEIT (70°F).

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SUGAR GROVE, IL 60554

01

Bar represents 1" at FULL size plotted scale. Percentage to 1" to be applied to stated scales.

NO.	DATE	REVISIONS

**STANDARD NOTES**

**VILLAGE OF SUGAR GROVE**  
**STANDARD NOTES**

DATE: FEBRUARY	2017
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