### **EARTHWORK NOTES**

- Unsuitable Materials:
- Assume that if unsuitable materials are encountered and the replacement of these materials is required, this situation shall be handled as follows:
- A. The site contractor shall notify the general contractor immediately. The project superintendent, prior to the undercutting being completed, must approve any additional undercutting. The quantities must be verified by the engineer as the additional removal is being completed. B. If approved by the general contractor, these materials shall be removed and replaced with compacted granular materials and compacted in accordance to
- required standards. The cost of this work shall be an extra to the contract, with the cost being adjusted by change order. C. If the site contractor is furnishing any off site materials, a representative sample of such materials shall be furnished to the general contractor's approved testing agency to determine a proctor.
- D. These materials shall be placed as homogeneously as possible to facilitate accurate compaction and moisture testing.
- Definition for materials A. "Organic material" is defined as material having an organic content in excess of 8% or as determined by the project owner's engineer.
- B. Topsoil shall be friable and loamy (loam, sandy loam, silt loam, sandy clay loam, or clay loam). Sand content shall generally be less than 70% by weight, and clay content shall generally be less than 35% by weight. Organic soils, such as peat or muck, shall not be used as topsoil.
- Topsoil shall be relatively free from large roots, weeds, brush, or stones larger than 25 mm (1 inch). At least 90% shall pass the 2.00 mm (no. 10) sieve. D. Topsoil ph shall be between 5.0 and 8.0. topsoil organic content shall not be less than 1.5% by weight. Topsoil shall contain no substance that is potentially
- toxic to plant growth E. "Existing on-site material" is defined as material of such a quality that the specified compaction can be met without any additional work other than "densifying" with a roller. Scarification and drying of this material will not need to be done prior to compaction.
- F. "Existing on-site material" is defined as material with a high moisture content that can not meet specified compaction requirements without scarification and drying, chemical stabilization, etc. of this material prior to compaction.
- G. "Unsuitable material" is defined as any materials that:
- G.1. Cannot be utilized as "topsoil", (organic) for landscape areas. G.2. Cannot be utilized as "engineered fill", regardless of moisture content and/or does not structurally meet the standards of the project owner's engineer's
- recommendations for "engineered fill". G.3. These materials can be defined as natural materials or materials from "demolition" and/or excavated areas; i.e., they are materials that would not be suitable for "engineered fill".
- H. "Off-site material" is defined as any materials that are brought from any area not indicated on this plan set. "Trench backfill" shall be defined as any materials used for the purposes of backfilling any trench and/or any excavation requiring backfilling. Refer to the
- section titled "standards for fill areas" for determine acceptable materials and procedures. J. the term "stripping" or "strip" as used herein shall be defined as the removal of all "organic materials" from a given area. the term "organic materials" is
- defined as material having an organic content over 8% based on ASTM test method D-2974 or as defined by the owner's engineer. 3. Standards for cut areas:
- A. A "cut area" is defined as any area where "engineered fill" is not required to bring the site to design subgrade elevation, instead excavation or "cutting" is
- required to achieve design subgrade elevation. ("Engineered fill" being defined as any material being "offsite material".) B. In "cut areas" the site contractor shall perform one of the following procedures at the discretion and in the presence of a representative of the owner's
- engineer and the project architect: B.1. Item 1: for exposed building or parking lot subgrades consisting primarily of granular soils the exposed subgrade should be compacted/densified by at
- least one (1) pass of a smooth-drummed vibratory roller having a minimum gross weight of 10 tons. B.2. Item 2: for exposed building or parking lot subgrades consisting primarily of cohesive soils, the exposed subgrades should be proof-rolled with a fully-loaded six-wheel truck having a minimum gross weight of 25 tons. the maximum allowable deflection under the specified equipment shall be 1/2".
- C. In the event that adequate stability of granular soils subgrades cannot be achieved by the procedures as outlined in item 1, above, or that deflections of greater than 1/2" are observed during the "proof rolling" of cohesive soils subgrades, as outlined in item 2, above, additional corrective measures will be required. These measures could include, but not necessarily be limited to, scarification, moisture conditioning, and re-compaction; undercutting & replacement with engineered fill and chemical stabilization, etc.. with crushed stone (with or without geotextiles); chemical stabilization, etc..
- D. It shall be considered as part of the scope of these documents and thus part of this contractor's responsibility to perform scarification and allow for drying of the subgrade per illinois dot standards (scarify a 16" depth for 3 days). If this does not work then additional drying measures shall be an extra to the
- E. Any proposed corrective measures by the contractor should be reviewed by the owner's engineer and the project architect. in the event that in the opinion of the owner's engineer and/or the project architect proof rolling is not a good indicator of the subgrade stability an alternative method shall be specified by the owner's engineer and/or the project architect
- Standards for fill areas A. A "fill" area is defined as any area where material is required to adjust the existing elevation to a proposed subgrade elevation. These areas will require the installation of "engineered fill" to achieve design subgrade elevation. "Engineered fill" material can be defined as either "granular" and/or "soil" having their origin for either the construction site and/or "offsite material". Materials having their origin from the construction site is referred to as "borrow". The
- composition and the compaction standards of the engineered fill for this project will be specified by owner's engineer and the project architect. B. In "fill" areas will borrow materials are allowed to be utilized as engineered fill the site contractor shall compact the borrow to the specified compaction.
- 5. Compaction standards (for engineered fill and back filled areas) A. prior to placement of fill in areas below design grade, the exposed subgrade should be observed by a representative of the owner's engineer to evaluate that adequate stripping has been performed. Additionally, the proof rolling or compacting procedures outlined in the "standards for cut areas" section of this cpi should be performed. It is typical practice to proof roll, and densify if necessary, exposed subgrades prior to filling. If soft or unstable subgrades are

observed, these areas should be stabilized or undercut. minimum compaction standards are based upon a percentage of the fill or backfill material's

- maximum standard proctor dry density (ASTM specification D-698). All engineered subgrades should meet the following minimum compaction: A.1. Areas under foundations bases:
  - A.1.A. 95% standard proctor for all fill placed below foundation base elevation in the building area.
  - A.1.B. areas under floor slabs and above foundations/footing bases: A.1.C. 95% standard proctor for all fill placed more than 12 inches below final grade for support of floor slabs and above foundation base elevation in the building area.
- A.1.D. 95% standard proctor for fill placed in the upper 12 inches of design subgrade below slabs. The granular fill under the floor slab should be compacted to at least 95% standard proctor. A.2. Areas under pavement sections
- A.2.A. 95% standard proctor for all fill placed more than 12 inches below passenger car pavement sections and 95% standard proctor for the top 12
- A.3. Landscaped areas: A.3.A. 90% standard proctor for all fill placed in landscape areas. These areas should be brought to grade with "topsoil" to a depth of 12 inches in
- areas to be seeded, 6 inches in areas to be sodded, and 24 inches for all interior curbed landscape islands. A.4. Base course portion of pavement sections:
- A.4.A. 95% standard proctor for all base course materials that are part of a "pavement section". B. The option of utilizing the modified proctor (ASTM D-1557) in lieu of the specified standard proctor (ASTM D-698) shall be at the discretion of the general
- nt upon written approval by the architect and owner's engineer and approved by the project arch C. Place all backfill and fill materials in layers that are not more than 8" in loose depth. before compacting, moisten or aerate each layer as necessary to provide
- optimum moisture content. Compact each layer to required percentage of maximum density of the area.
- A. The term "finish grading" as used herein shall be defined as that condition that areas not receiving a finish product such as parking areas, driveways, roadways, sidewalks, etc. finish graded areas would generally be those areas receiving "landscaping" such as seed, sod, trees, bushes, mulch, etc.
- B. The site contractor is responsible for "finish grading" all areas within the perimeter of the "construction site". The definition of the "construction site" is the area encompassing all disturbed areas that were disturbed as a result of the construction process relating to the general contract which this site contract was

## **DEMOLITION NOTES**

- 1. The contractor shall be responsible for the demolition and removal of all items that impede the proper placement of any items proposed by this plan set. 2. The removal work shall include but not be limited to: obtaining all demolition permits required, removal of the existing trees, sealing of the existing water well(s),
- removal any septic system or dry wells (if any) and other items to complete the removals.
- 3. The contractor shall remove all materials deemed unsuitable by the engineer within eight inches of the proposed building footprint to the depth that such unsuitable materials exist. Voids shall be filled in accordance with the "Earthwork Notes" on this plan sheet.
- 4. Tree removal shall include the complete removal of all trees on the entire site, including all stumps and roots with the following exception: existing (healthy) trees (along the site perimeter) that are six inches or greater in diameter at breast height (DBH) shall be preserved and incorporate into the landscaping. if removal of said trees is deemed necessary by the contractor, the contractor shall offer written notification ten business days prior to demolition to the engineer. Written approval must be obtained prior to removal of said trees.
- 5. The contractor shall coordinate disconnection, removal, and relocation of the existing utilities with the appropriate utility companies. The contractor shall be
- responsible for all fees that are levied by utility companies in conjunction with demolition and removal of existing utilities. 6. Disposal of all materials shall comply with all local, state, and federal regulations. All waste material shall be disposed of off site. contractor shall be responsible for
- removal of all materials from the site along with all associated permits and regulatory requirements. 7. The contractor shall be familiar with the appropriate specifications for well abandonment, materials, procedures and access to equipment required to properly seal wells (if any). The contractor shall be responsible to obtain, complete, and file the appropriate forms through the City of Rockford and the Illinois Environment
- Protection Agency (IEPA). 8. The contractor shall maintain all existing utility services to adjacent lots. Interruption of services to adjacent lots shall not occur without proper approval. 48 hrs notice shall be given to the property owners prior to the connection of the new services. The contractor shall be responsible for costs associated with the connection
- of temporary utility services, if required, to facilitate construction staging 9. The contractor shall maintain all existing parking, sidewalks, drives, etc. to be clear and free of any construction activity and/or excavated and hauled material to
- ensure easy and safe pedestrian and vehicular traffic to and from adjacent sites. 10. The contractor shall perform a full-depth saw cut along the perimeter of pavement removal that abuts existing pavement that is to remain.
- 11. Any damage sustained by items that are to remain in place shall be repaired or replaced to the owner's satisfaction at no cost to the owner.

# GENERAL PAVING NOTES

- 1. All pavement shall be constructed in accordance with the following:
  - A. Concrete pavement shall be constructed in accordance with the Illinois Department of Transportation (IDOT) "Standard Specifications for Road and Bridge Construction" (Standard Specifications), latest edition, including all updates and standards thereto.
- Standards and requirements of City of Rockford. Additional details and requirements provided in the contract documents, including this plan set.
- All proposed pavement areas shall be stripped of all topsoil and unsuitable material and excavated or filled to within 0.10 feet of design subgrade. 3. The subgrade of pavement areas shall be free of all unsuitable material and shall be compacted to a minimum 95 per cent of Standard proctor density.
- 4. The subgrade shall be proof rolled, inspected and approved by the City of Rockford prior to placing the base material. Notify the engineer at least 48 hours prior to finished subgrade preparation, 5. The earthwork contractor shall be responsible for removal of spoil material from the underground contractors, preparing the roadway subgrade, proof rolled, placing
- topsoil to a minimum depth of 4 inches to finished grade in the parkways areas only, grading of drainage swales, and all other tasks as directed by the owner or 6. The quantities contained in these documents are approximate and estimated, and are presented as a guide to the contractor in determining the scope of work. It is
- the Contractor's responsibility to determine all quantities and to become familiar with the site and soil conditions.
- 7. The paving Contractor is responsible for the final subgrade preparation, proof rolling, the pavement base, binder, and surface, and all final clean-up and related work associated with the paving operation.
- 8. The proposed pavement shall be of the type and thickness as specified in the engineering drawings, and constructed in strict conformance with the previously
- referenced IDOT standard specifications and City of Rockford. 9. Areas of deficient paving, including compaction, smoothness, thickness, and asphalt mixture, shall be delineated, removed, and replaced in compliance with Specifications requirements unless corrected otherwise as directed and approved by the owner.
- 10. Field quality control tests specified herein will be conducted by the owner's Independent Testing Laboratory (ITL) at no cost to the contractor. Any testing and inspection resulting from the requirements of necessary permits by City of Rockford or the State of Illinois shall be at the contractor's expense. The contractor shall perform additional testing as considered necessary by the contractor for assurance of quality control. Retesting required as a result of failed initial tests shall be at the contractor's expense
- A. Field testing, frequency, and methods may vary as determined by and between the owner, the ITL and City of Rockford. Testing shall be performed on finished surface of each asphalt concrete course for smoothness, using 10'\_0" straightedge applied parallel with, and at right
- angles to centerline of paved area. The following tolerances in 10 ft shall not be exceeded: Base Course Surface: 1/4-inch, Wearing Course Surface:
- No ponding shall occur on paved surfaces.

### STORM SEWER NOTES

- 1. Storm sewer shall be constructed in accordance with the following: A. "Standard Specifications for Water and Sewer Main Construction in Illinois" (Standard Specifications), seventh edition dated 2014, and all revisions and
- supplements thereto. B. Concrete pavement shall be constructed in accordance with the Illinois Department of Transportation (IDOT) "Standard Specifications for Road and Bridge
- Construction" (Standard Specifications), latest edition, including all updates and standards thereto. Standards and requirements of City of Rockford.
- Additional details and requirements provided in the contract documents, including this plan set. Where criteria of the aforementioned specifications conflict, the more stringent criteria shall be implemented.
- 2. Material Specifications. All storm sewer system elements shall conform to the following specifications: A. Sewer Pipe. All storm sewer pipe shall be reinforced concrete pipe unless otherwise specifically noted in this plan set.
  - a. Sump pump service connection and storm sewer extension (4" and 6")--ABS sewer pipe or PVC sewer pipe ASTM D2751, SDR35, or ASTM D3034, SDR35, respectively.
  - b. Concrete sewer pipe (10" diameter and smaller), minimum Class 3, ASTM C14.

e. Reinforced concrete elliptical culvert pipe--minimum Class HE-III or VE-III, ASTM C507.

- Reinforced concrete pipe (12" diameter and larger), circular reinforcement, minimum Class 3, wall B, ASTM C76. I. Reinforced concrete arch culvert pipe--double line reinforcement, minimum Class 3, ASTM C506.
- PVC underdrain pipe (4" and 6")--ASTM D2729, SDR35. . Galvanized corrugated steel culvert pipe AASHTO M246, Type B, minimum wall thickness 14 gauge (shall only be used for culverts).
- B. Sewer Pipe Joints. a. ABS pipe--ASTM C443. b. PVC pipe--ASTM D3212, push-on type, except underdrain pipe which shall have solvent welded joints.
- Reinforced concrete pipe--ASTM C443 ("O" ring).
- Casing Pipes. Steel pipe--ASTM A120, 3/8" minimum thickness. D. Manholes and Catch Basins. a. Precast reinforced concrete--ASTM C478.
- c. For sewer eighteen inches in diameter or less, manhole shall have a forty-eight inches inside diameter. d. For sewer twenty-one to thirty-six inches in diameter, manhole shall have a sixty inch inside diameter.
- . For sewer greater than thirty-six inches in diameter, manhole shall have an offset riser pipe of forty-eight inches inside diameter. Adjustment: No more than two precast concrete adjusting rings with six inch maximum height adjustment shall be allowed.
- g. Pipe and frame seals: All pipe connection openings shall be precast with resilient rubber watertight pipe to manhole sleeves or seals. External flexible watertight sleeves shall also extend from the manhole cone to the manhole frame. Pipe and frame seals: All pipe connection openings shall be made watertight with hydraulic cement. The hydraulic cement sealing pipe connections shall extend the full thickness of the structure wall. Hydraulic cement shall also be applied within the structure from the cone section, past all adjustment rings, to the frame.
- . Bottom sections: All bottom sections shall be monolithically precast including bases and invert flowlines.
- a. Precast reinforced concrete--ASTM C478 and ASTM C443.
  - b. Size: Inlets shall have a twenty-four inch inside diameter and a maximum depth of four feet.
  - c. Adjustment: No more than two precast concrete adjusting rings with six inch maximum height adjustment shall be allowed. d. Only one pipe connection is allowed, and it shall be precast with resilient rubber watertight pipe to manhole sleeves or seals. External flexible watertight sleeves shall also extend from the manhole cone to the manhole frame.
- e. Bottom sections: All bottom sections shall be monolithically precast including bases and invert flowlines.
- F. Castings (Unless otherwise noted within the plans) Manhole frame and cover--Use area inlet as listed below unless specified as a "closed lid" in this plan set. Closed lid frame and covers shall be Neenah No.
- R-1772-C embossed "STORM SEWER".
- a. Manhole steps--Neenah No. R-1981-I b. Six inch curb and gutter inlet--Neenah No. R-3032.
- c. Yard inlet--Neenah No. R-2579. Parking lot inlet--Neenah No. R-2450.
- Crushed Granular Bedding: Crushed gravel or crushed stone course aggregate--ASTM C33, Size No. 67.
- 3. All end sections 24" and greater shall come equipped with trash grate and toe block in compliance with Illinois Department of Transportation standard. 4. Inspect pipe for defects and cracks before being lowered into the trench, piece by piece. Remove and replace defective, damaged or unsound pipe or pipe that has had its grade disturbed after laying. Protect open ends with a stopper to prevent earth or other material from entering the pipe during construction. Remove dirt, excess water, and other foreign materials from the interior of the pipe during the pipe laying progress.
- Install pipe in accordance with manufacturer's written recommendations
- Commence installation at the lowest point for each segment of the route. Lay RCP with the groove or bell end up-stream. 7. Lay pipe to the required line and slope gradients with the necessary fittings, bends, manhole, risers and other appurtenances placed at the required location as noted on Drawings.
- 8. All storm sewers under and within two feet of any existing or proposed pavement shall be backfilled with granular backfill material IDOT gradation FA-6 or approved equal. (Grade 8 or Grade 9). 9. Compact backfill to 98 percent of maximum density in accordance with ASTM D698, (or 95 percent of maximum density, in accordance with ASTM D1557) obtained
- at optimum moisture as determined by AASHTO T180. 10. Do not backfill trenches until required tests are performed and utility systems comply with and are accepted by applicable governing authorities.

# ADDITIONAL ASPHALT PAVING NOTES

- A. Apply prime and tack coats when ambient or base surface temperature is above 40 F, and when temperature has been above 35 F for 12 hours immediately prior to application. Do not apply when base is wet, contains excess moisture, during rain, or when frozen.
- B. Construct asphaltic concrete paving when ambient temperature is above 40 F. Materials shall comply with the following standards of quality:

approved otherwise by the engineer prior to placement,

11. Backfill trenches to contours and elevations shown on the drawings.

- A. Asphalt Cement: Comply with AASHTO M 226; Table 2 AC\_10, AC\_20, or AC\_40, viscosity grade, depending on local mean annual air temperature in accordance with the following chart: Mean annual air temperature 45 F or lowerAC\_10 85/100 pen. Mean annual air temperature between 45 F and 75 F AC\_20 60/70 pen. Mean annual air temperature AC 40 75 F or higher
- . Tack Coat: Emulsified asphalt; AASHTO M 140 or AASHTO M 208, SS\_1h, CSS\_1, or CSS\_1h, diluted with 1 part water to 1 part emulsified asphalt. D. Mineral Filler: Rock or slag dust, hydraulic cement, or other inert material complying with AASHTO M 17, if recommended by state highway department
- specifications. E. Asphalt\_Aggregate Mixture: Unless otherwise noted on the Drawings, design mix shall have minimum stability based on 75\_blow Marshall complying with AASHTO T 245 of 1000 pounds with flow between 0.08 and 0.16 inches. The design mix shall be within sieve analysis and bitumen ranges specified below unless
- Mix design shall comply with Mix Design Table for East State Street and the following: A. Base Course: Illinois Department of Transportation (IDOT) approved mix for Hot-Mix Asphalt Surface Course, Mix "C", N50.
- B. Surface (Wearing) Course: Illinois Department of Transportation (IDOT) approved mix for Hot-Mix Asphalt Binder Course, IL-9.5, N50.

Prime Coat: Medium curing cut, back asphalt or asphalt penetrating prime coat consisting of either MC 30 or SS 1h

- Remove loose material from compacted base material surface immediately before applying prime coat. Establish and maintain required lines and elevations.
- Cover the surfaces of curbs, gutters, manholes and other structures on which the asphaltic concrete mixture will be placed, with a thin, uniform coat of liquid asphalt. Where the asphaltic concrete mixture will be placed against the vertical face of an existing pavement, clean the vertical face to remove foreign substances and apply a coating of liquid asphalt at a rate of approximately 0.25 gallons per square yard.
- Prime Coat: A. Apply to base material surfaces at least 24 hours in advance.
- B. Apply at minimum rate of 0.25 gal per sq. yd over compacted base material. Apply to penetrate and seal, but not flood surface. . Take necessary precautions to protect adjacent areas from over spray.
- D. Cure and dry as long as necessary to attain penetration of compacted base and evaporation of volatile substances.
- A. Apply to contact surfaces of previously constructed asphaltic concrete base courses or Portland cement concrete and surfaces abutting or projecting into asphaltic concrete or into asphaltic concrete pavement. B. Apply tack coat to asphaltic concrete base course or sand asphalt base course. Apply emulsified asphalt tack coat between each lift or layer of full depth
- asphaltic concrete and sand asphalt bases and on surface of bases where asphaltic concrete paving will be constructed. C. Apply at minimum rate of 0.05 gal per sq. yd of surface. D. Allow drying until at proper condition to receive paying. 9. Place asphaltic concrete mixture on completed compacted subgrade surface, spread, and strike off. Spread mixture at following minimum ambient temperatures:
- A. Between 40 and 50 F: Mixture temperature: 285 F
- B. Between 50 and 60 F: Mixture temperature: 280 F
- C. Higher than 60 F: Mixture temperature: 275 F a. Whenever possible, spread pavement by finishing machine; however, inaccessible or irregular areas may be placed by hand methods. Spread hot mixture uniformly to required depth with hot shovels and rakes. After spreading, carefully smooth hot mixture to remove segregated course aggregate and rake marks. Rakes and lutes used for hand spreading shall be type designed for use on asphalt mixtures. Do not dump loads faster that they can be properly
- spread. Workers shall not stand on loose mixture while spreading b. Paving Machine Placement: Apply successive lifts of asphaltic concrete in transverse directions with surface course placed parallel to flow of traffic. Place asphaltic paving in typical strips not less than 10'-0" wide. Asphaltic concrete pavement, including base and surface course, shall be placed in two or more equal lifts. Each lift shall be from 1 to 3 inches thick.
- c. Joints: Make joints between old and new pavements, or between successive days and work in manner that will provide continuous bond between adjoining work. Construction joints shall have same texture, density, and smoothness as other sections of asphaltic concrete course. Clean contact surfaces of joints and apply tack coat.
- 10. After being spread, mixture shall be compacted by rolling as soon as it will bear the weight of rollers without undue displacement. Number, weight, types of rollers, and sequences of rolling operations shall be such that the required density and surface are consistently attained while the mixture is in workable condition. 1. Compact mixture with hot hand tampers or vibrating plate compactors in areas inaccessible to rollers. 12. Breakdown Rolling: Perform breakdown or initial rolling immediately following rolling of joints and outside edge. Check surface after breakdown rolling and repair
- displaced areas by loosening and filling with hot material. 13. Second Rolling: Follow breakdown rolling as soon as possible while mixture is hot. Continue second rolling until mixture has been thoroughly compacted as follows: 14. Average Density: 96 percent of reference laboratory density according ASTM D1556, but not less than 94 percent nor greater than 100 percent. A. Finish Rolling: Perform finish rolling while mixture is still warm enough for removal of roller marks. Continue rolling until roller marks are eliminated and course
- has attained maximum density. B. Patching: Remove and replace paving areas mixed with foreign materials and defective areas. Cut out such areas and fill with fresh, hot asphaltic concrete. Compact by rolling to maximum surface density and smoothness C. Protection: After final rolling, do not permit vehicular traffic on pavement until it has cooled and hardened. Erect barricades to protect paving from traffic until
- mixture has cooled enough not to become marked. Any masked or marred finish surfaces shall be repaired or smoothed. 15. Asphalt paving joints shall conform to the following requirements: A. Place each asphaltic paving layer as continuous as possible to keep the number of joints to a minimum. Create joints between old and new pavement, between
- successive days work, and where the mixture has become cold (less than 140 degrees F). Make these joints in such a manner as to create a continuous bond between the old and new pavement construction courses. B. Offset joint of successive courses by at least 6 inches. d. Transverse Joints: If placing of material is discontinued or if material in place becomes cold, make a joint running perpendicular to the direction traveled by
- mixture will be spread in order to create a joint after rolling that conforms to the required smoothness. If the temperature of the previously placed pavement material drops below 140 degrees F before paving is resumed, give the exposed vertical face a thin coat of liquid asphalt just before paving is continued. e. Longitudinal Joints: Coat longitudinal joints that are not completed before the previously laid mixture has cooled to a temperature below 140 degrees F, with liquid asphalt just before paving is continued.

the paver. Before placement continues, trim the edge of the previously placed pavement to a straight line perpendicular to the paver and cut back to expose

an even vertical surface for the full thickness of the course. When placement continues, position the paver on the transverse joint so that sufficient hot

## PAVEMENT MARKING NOTES

- Apply two (2) coats for all pavement markings.
- 2. Material description: a fast drying, high hiding marking paint for concrete, brick and bituminous surface. this product has been designed for painting centerlines and edgelines of highways, City crosswalks and stop zones, parking lots, traffic aisles, etc. Do not apply to in temperatures below 50 F.
- 3. Paint properties: Pigment 4991 yellow -- leaD-free organic yellow min. 4.8% titanium dioxide min. 2.8 % calcium carbonate max. 93%
  - the percentage pigment by weight of the finished product shall not be less than 50% no more than 54%. (ASTM d3723)
- Vehicle: the non-volatile portion of the vehicle shall be composed of a 100% acrylic polymer and shall not be less than 44% by weight.
- Organic volatiles: the finished paint shall contain less than 150 grams of volatile organic matter per liter of total paint. (ASTM d3960)
- Total solids: the finished paint shall not be less than 73% total non-volatile by weight. (ASTM d2369) Grind: the paint shall have a grind of not less than 3 on a hegman grind gauge. (ASTM d210)
- Viscosity: the consistency of the paint shall not be less than 83 nor more than 98 kreb units at 77° F. (ASTM d562) Freeze / Thaw stability: the paint shall show no coagulation or change in consistency greater than 10 kreb units after 3 cycles. (ASTM d2243)
- Heat stability: the paint shall show no coagulation, discoloration, or change in consistency greater than 10 kreb units when tested in accordance within federal specification tt-p-1952b, section 4.5.8. Storage stability: after 30 days storage in a three quarters filled, closed container, the paint shall show no caking, skinning, livering, curdling, biological
- growth, or hard settling, the viscosity shall not change more than 5 kreb units from the original sample. No pick-up time: the no pick-up time shall be less than 10 minutes, the test shall follow the requirements of ASTM d711 with a wet film thickness of 0.38 mm
- Dry through time: the paint, when applied to a non-absorbent substrate at a wet film thickness of 0.38 mm (15 mils) and placed in a humidity chamber
- controlled at 90 +/-5% r.h. and 72.5° +/- 1.4° F shall have a dry through time not greater than 15 minutes when tested in accordance with ASTM d1640. 4. USBR 20 shall be Thermoplastic Pavement markings.

### ADDITIONAL CONCRETE PAVING NOTES

A. Portland Cement: ASTM C150 Type I, Normal ASTM C150 Type II, High-Early-Strength.

- 1. Materials shall comply with the following standards of quality:
- B. Fine Aggregate: ASTM C33, clean sand graded between #100 and #4 sieve limits.
- C. Coarse Aggregate: ASTM C33, uncoated crushed stone or washed gravel.
- D. Water: Potable and fit to drink E. Water-Reducing Admixture: ASTM C494 Type A (normal) or Type D (retarder).
- F. Air Entraining Agent: ASTM C260.
- H. Curing Compound: ASTM C309, Type 2 (white, pigmented). I. Reinforcement: ASTM A615, Grade 40.

G. Premoulded Filler Strips: ASTM D994.

- 2. Physical characteristics shall comply with the following:
- B. Mix: Minimum 6 bag mix. C. Slump: Maximum 4".
- D. Water to Cement Ratio: Shall not exceed 0.45 by weight.

A. Strength: 4,000 PSI compressive strength in 28 days.

- E. Air Entrainment:  $6\% \pm 1\%$ 3. All curb and gutter and sidewalk shall be broom finished.
- 4. Curing and protection of all concrete shall be in strict conformance with the provisions of Section 1020.13 of the Standard Specifications. 5. The curb and gutter shall have 1" thick premolded fiber expansion joints with 3/4" - diameter by 18-inches long plain round steel dowel bars at 100-foot intervals,
- at all PC's and PT's, and at all curb returns. Construction joints shall be constructed at 20-foot intervals. The cost of these joints shall be incidental to the curb and gutter. Curb joints and ties shall be constructed in accordance with IDOT standard 606001.

b. Form tooled joints in fresh concrete by grooving top with recommended tool and finishing edge with jointer

- 6. Depressed curb shall be provided for handicapped ramps and at driveway locations in accordance with IDOT standard 606001. 7. Sidewalk shall be a minimum 6" thick through all driveway crossings.
- 8. Concrete Pavement joints shall comply with the following: F. Construct expansion, weakeneD-plane control (contraction), and construction joints straight with face perpendicular to concrete surface. Construct transverse
  - joints perpendicular to centerline, unless otherwise detailed. a. Provide joints at spacing of 15'-0" on centers, maximum each way. Panels shall be kept as square as possible with the length to width ratio not exceeding 125% unless otherwise noted. construct control joints for depth equal to at least 1/4 of the concrete thickness, as follows:
- c. Form sawed joints using powered saws equipped with shatterproof abrasive or diamonD-rimmed blades. Cut joints into hardened concrete as soon as surface will not be torn, abraded, or otherwise damaged by cutting action. Contractor shall sawcut tank farm and island / canopy area to miD-depth within
- d. Sidewalk contraction joint spacing shall not exceed corresponding width of sidewalk. 12' wide sidewalks shall have a longitudinal contraction joint along the center of the sidewalk and transverse contraction joints shall be spaced at 6' max. e. A diamond edge saw bland shall be used for all required contraction and longitudinal pavement joints.
- f. All sawcuts required shall be incidental to items for which direct payment is made. B. Construction joints: Place construction joints at end of placements and at locations where placement operations are stopped for period of more than 1/2 hour, except where such placements terminate at expansion joints. construct joints in accordance with idot specifications.

C. Transverse expansion joints: Locate expansion joints at maximum of 180'-0" on centers, maximum each way unless otherwise shown on the construction

- drawings. provide premolded joint filler for expansion joints abutting concrete curbs, catch basins, manholes, inlets, structures, sidewalks, and other fixed D. Butt joints: For joints against existing pavement, place 16" long dowels eight inches into holes drilled into center of existing slab. epoxy dowels into holes with
- approved epoxy compound. place dowels prior to concrete placement for new concrete. dowel spacing to be 24" on center unless otherwise shown on construction drawings. saw joint and fill with joint sealer. Joint fillers: Extend joint fillers full-width and depth of joint, and not less than 1/2-inch or more than 1-inch below finished surface where joint sealer is indicated.
- 10. Joint sealants: All joints shall be sealed with white or gray approved exterior pavement joint sealants and shall be installed in accordance with manufacturer's 11. Contractor shall apply Salt Guard or other approved water repellant chloride screen on all exposed concrete flatwork, including sidewalks, stoops, pavements, and

furnish joint fillers in 1-piece lengths for full width being placed, wherever possible. Where more than 1 length is required, lace or clip joint filler sections together.

# GENERAL NOTES AND CONDITIONS

ACCORDANCE WITH CURRENT MUTCD AND STATE OF ILLINOIS STANDARDS.

FAMILIARIZING HIMSELF WITH THESE REQUIREMENTS.

- 1. ALL EARTHWORK, GRADING AND PAVING SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS, STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, CURRENT EDITION, AND ALL REVISIONS AND SUPPLEMENTS THERETO, THE SPECIFICATIONS CONTAINED IN THIS PROJECT MANUAL, AND THE REQUIREMENTS AND SPECIFICATIONS OF THE CITY OF ROCKFORD. IN CASE OF CONFLICT BETWEEN THE
- STANDARD SPECIFICATIONS AND THE PROJECT SPECIFIC SPECIFICATIONS IN THIS MANUAL, THE SPECIFICATIONS IN THE MANUAL SHALL GOVERN. 2. ALL WATER MAIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION" IN ILLINOIS LATEST EDITION AND THE STANDARD SPECIFICATIONS AND REQUIREMENTS OF THE CITY OF ROCKFORD (WATER). THE CONTRACTOR IS RESPONSIBLE FOR
- 3. THE CITY OF ROCKFORD ENGINEERING DEPARTMENT MUST BE NOTIFIED BY THE CONTRACTOR AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OR RESUMPTION OF ANY WORK.
- 4. THE CONTRACTOR SHALL KEEP CAREFUL MEASUREMENTS AND RECORDS OF ALL CONSTRUCTION AND SHALL FURNISH THE OWNER WITH RECORD DRAWINGS UPON COMPLETION OF HIS WORK. 5. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION. THIS INCLUDES SANITARY SEWER, WATER MAIN, STORM SEWER, TELEPHONE, ELECTRIC, GAS, AND CABLE TELEVISION, IF ANY. THE J.U.L.I.E. NUMBER IS 1-800-892-0123.
- SHALL RUN CONCURRENT WITH THE REQUIRED WARRANTY PERIODS THE OWNER MUST PROVIDE TO EACH LOCAL GOVERNMENT AGENCY, AS A CONDITION OF THE PERMIT. AT A MINIMUM, A 12 MONTH WARRANTY IS REQUIRED. COORDINATE WITH EACH LOCAL AGENCY FOR ANY ADDITIONAL REQUIREMENTS.

6. ALL WORK PERFORMED BY THE CONTRACTOR SHALL COME WITH A WARRANTY AGAINST DEFECTS IN WORKMANSHIP AND MATERIALS. THIS WARRANTY PERIOD

- 7. ANY EXCESS CLEAN FILL DIRT SHALL BE DISPOSED OF BY THE CONTRACTOR AT THE CONTRACTOR'S PREFERRED OFFSITE LOCATION AND AT THE CONTRACTOR'S EXPENSE. ALL OTHER DEBRIS MUST BE DISPOSED OF AT AN OFFSITE LOCATION AT THE CONTRACTOR'S EXPENSE.
- 8. ALL STRUCTURES, INLETS, PIPES, SWALES AND ROADS MUST BE KEPT CLEAN AND FREE OF DIRT AND DEBRIS AT ALL TIMES. 9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE SIGNS, BARRICADES, FENCING, TRAFFIC CONTROL DEVICES AND MEASURES, AND ALL OTHER MEASURES THAT ARE NECESSARY TO PROTECT THE SAFETY OF THE SITE AT ALL TIMES. ALL TRAFFIC CONTROL MUST BE MAINTAINED AT ALL TIMES IN
- 10. CONTRACTOR IS RESPONSIBLE TO PROVIDE SECURE STORAGE FOR HIS OWN EQUIPMENT. DESIGNATED STORAGE LOCATIONS WILL BE IDENTIFIED FOR THE CONTRACTOR. CONTRACTOR WILL HAVE THE OPTION OF INSTALLING SECURE TRAILER OR FENCED YARD AT HIS EXPENSE AT A LOCATION DESIGNATED BY THE
- 11. ANY ADJACENT LANDS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER. IT IS IN THE CONTRACTORS INTEREST TO CONTROL HIS EQUIPMENT AND HAUL ROUTES TO MINIMIZE DISTURBANCE TO ADJACENT LANDS. 12. THE CONTRACTOR, BY AGREEING TO PERFORM THE WORK, AGREES TO INDEMNIFY AND HOLD HARMLESS THE OWNER, THE ENGINEER, THE CITY OF ROCKFORD,
- AND ALL AGENTS AND ASSIGNS OF THOSE PARTIES, FROM ALL SUITS AND CLAIMS ARISING OUT OF THE PERFORMANCE OF SAID WORK, AND FURTHER AGREES TO DEFEND OR OTHERWISE PAY ALL LEGAL FEES ARISING OUT OF THE DEFENSE OF SAID PARTIES.

13. ALL ELEVATIONS ARE NAVD 88 DATUM.

- 14. ANY FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE RECORDED SHOWING SIZE, LOCATION, AND DEPTH BY THE CONTRACTOR, AND EITHER
- RECONNECTED AND REROUTED OR CONNECTED TO THE STORM SEWER SYSTEM. THE OWNER SHALL BE NOTIFIED IMMEDIATELY UPON ENCOUNTERING ANY TILE. 15. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY THE LOCATION AND ELEVATION OF EXISTING PIPE INVERTS, CURB OR PAVEMENT WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING PROPERTY CORNERS TO KNOWN PROPERTY LINES. NOTIFY THE ENGINEER OF DISCREPANCIES IN EITHER
- VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING. 16. PROPERTY CORNERS SHALL BE CAREFULLY PROTECTED UNTIL THEY HAVE BEEN REFERENCED BY A PROFESSIONAL LAND SURVEYOR.
- 17. CONTRACTOR SHALL USE THE OWNER'S ENGINEER, ARC DESIGN RESOURCES FOR CONSTRUCTION LAYOUT SERVICES AND SHALL CONTACT ARC DESIGN DIRECTLY TO NEGOTIATE REQUIRED SCOPE OF SERVICES AND FEE. CONTRACTOR SHALL INCLUDE ALL NECESSARY CONSTRUCTION LAYOUT IN HIS BID. CONTACT KURT THOMAS AT 815-484-4300 X247.

5291 ZENITH PARKWAY LOVES PARK, IL 61111 VOICE: (815) 484-4300 FAX: (815) 484-4303

> PROJECT NAME OWNER'S NAME LEVINGS LAKE PATH RECONSTRUCTION ROCKFORD, ILLINOIS

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Design Firm License No. 184-001334

CONSULTANTS

DATE

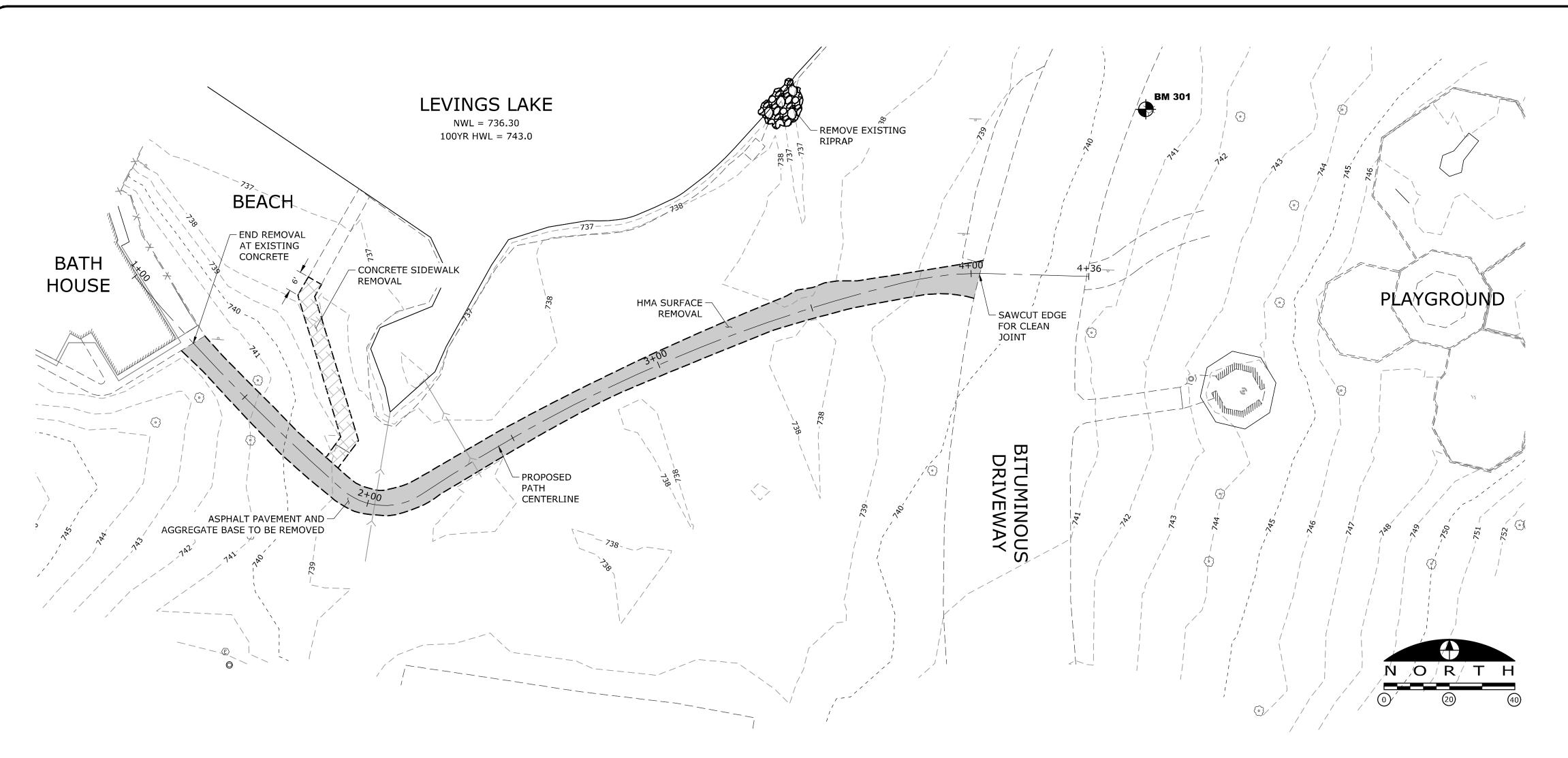
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SHEET TITLE **GENERAL NOTES** 

15170

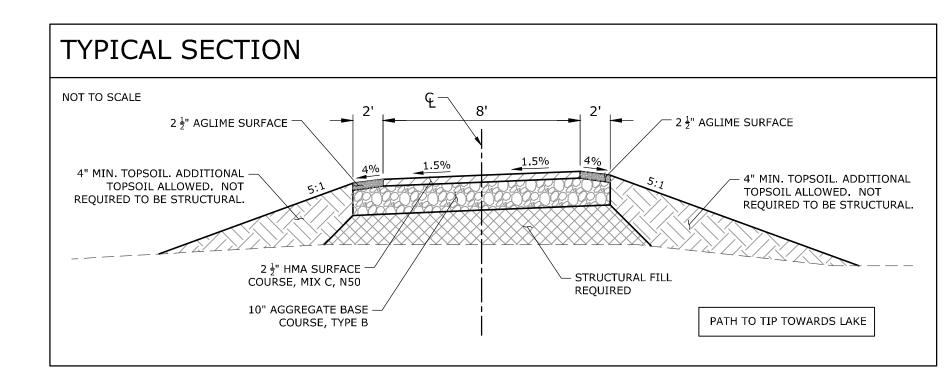
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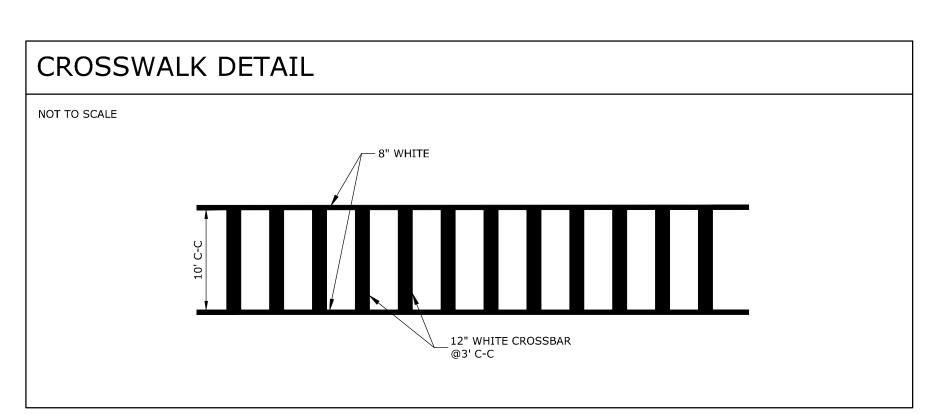


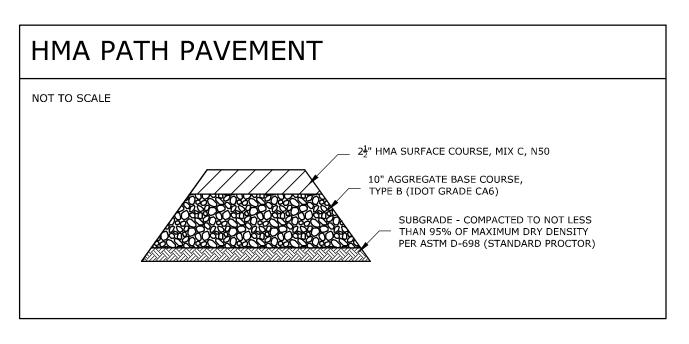
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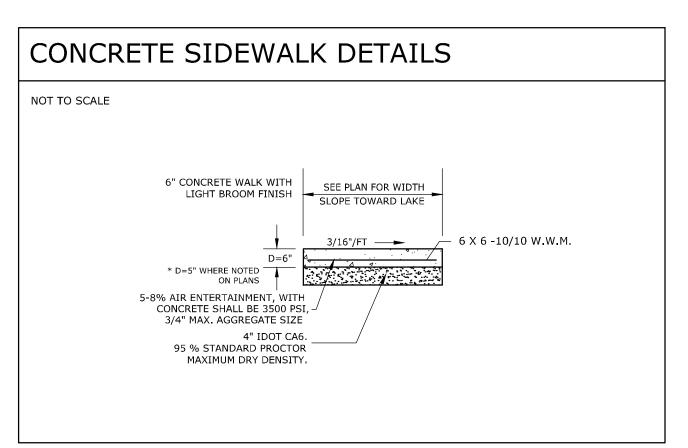
	PROPERTY LINE
	LOT LINE
	EXISTING PAVEMENT TO REMAIN
	EXISTING ASPHALT SURFACE REMOVAL AGGREGATE BASE TO REMAIN
	EXISTING CONCRETE PAVEMENT TO BE REMOVED
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S	EXISTING SANITARY SEWER STRUCTURE TO REMAIN
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O/U	EXISTING OVERHEAD UTILITIES
——— G———	EXISTING GAS MAIN
— x — x —	EXISTING FENCE
$\Box$	BUSH
	EXISTING SIGN
G	GAS METER
E	ELECTRICAL METER
AC	A/C UNIT
6	BOLLARD
0	SANITARY CLEAN OUT
*	EXISTING LIGHT POLE TO REMAIN
<b>*</b>	BENCHMARK

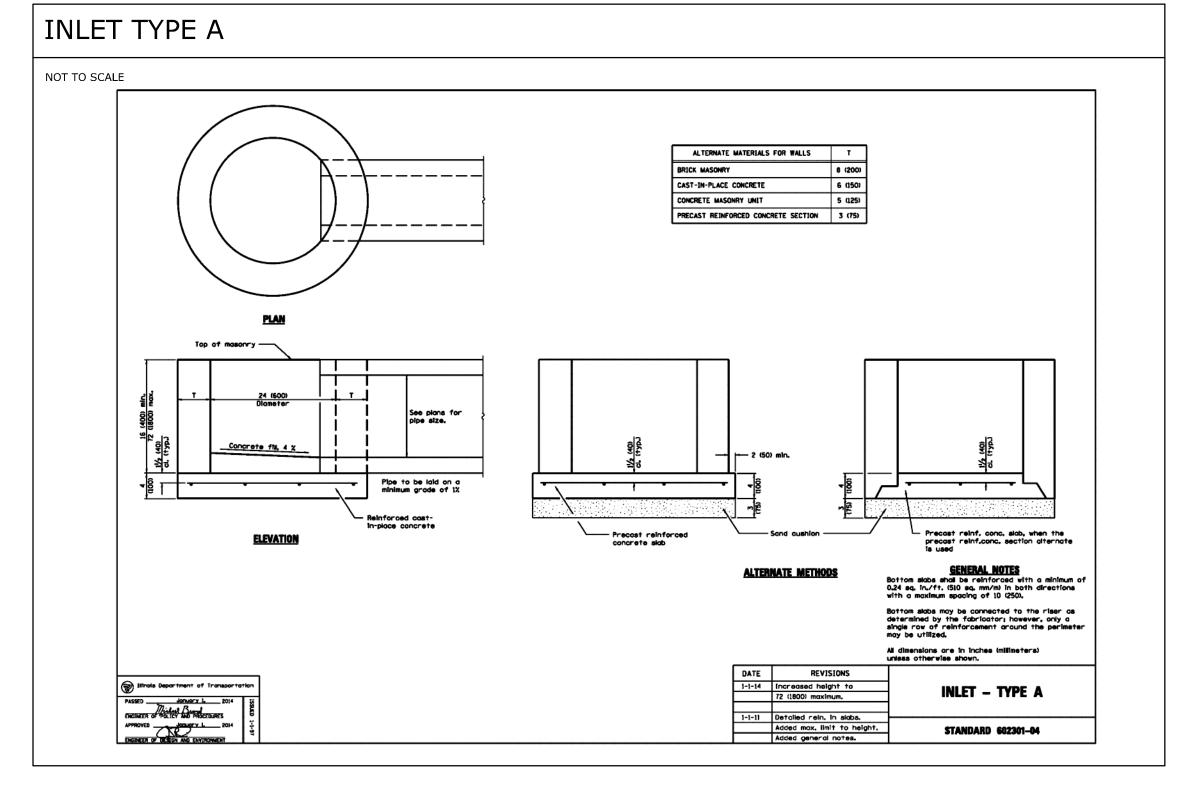
BENCHMARKS	
DESCRIPTION	ELEVATION (NAVD 88)
BENCHMARK 301  RAIL ROAD SPIKE IN WEST FACE OF LIGHT POLE BETWEEN THE BATH HOUSE AND PLAYGROUND ON THE EAST SIDE OF THE ROAD.	741.57







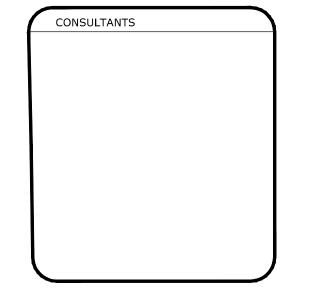






PROJECT NAME
OWNER'S NAME

LEVINGS LAKE PATH
RECONSTRUCTION
ROCKFORD, ILLINOIS



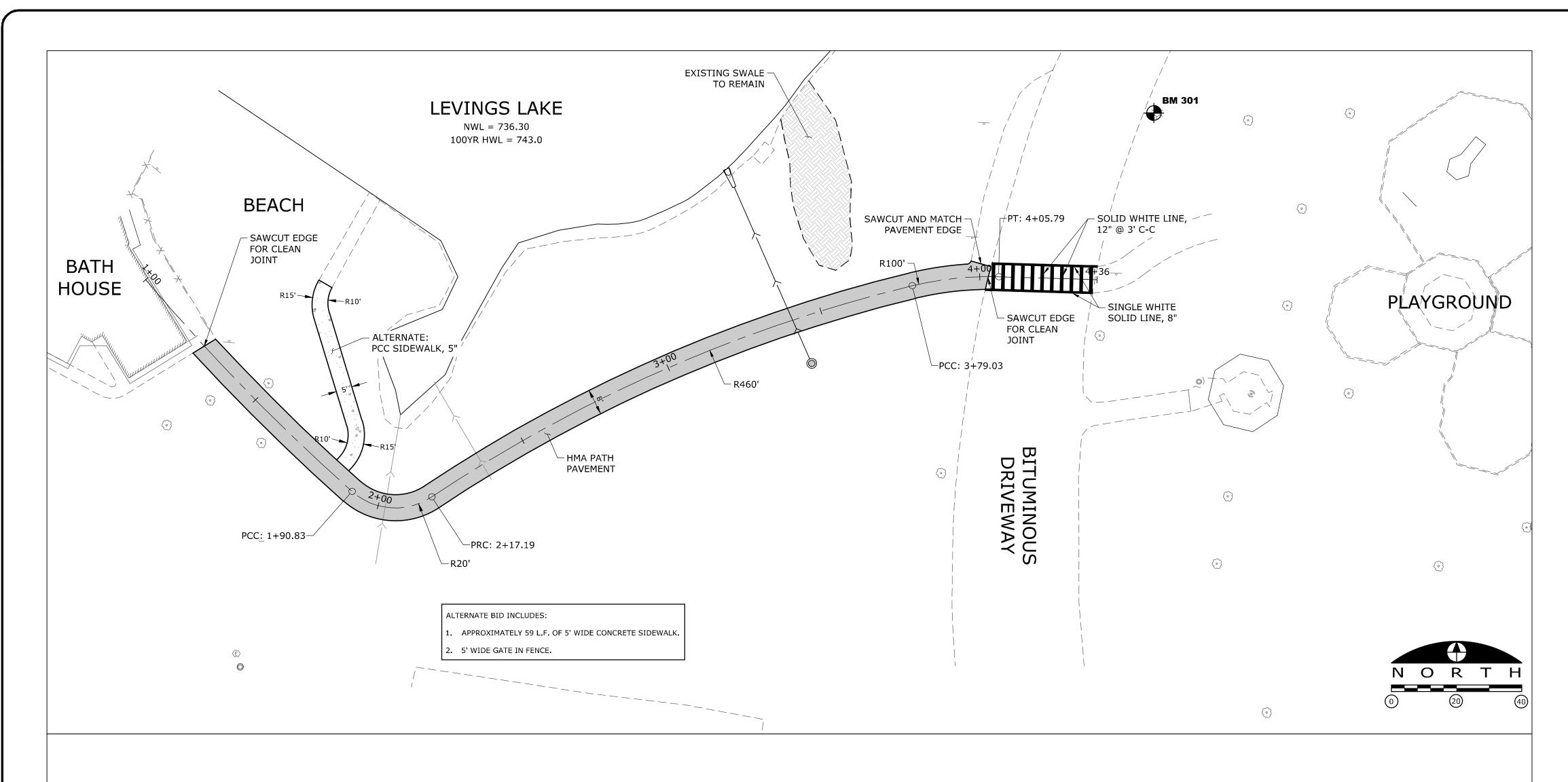
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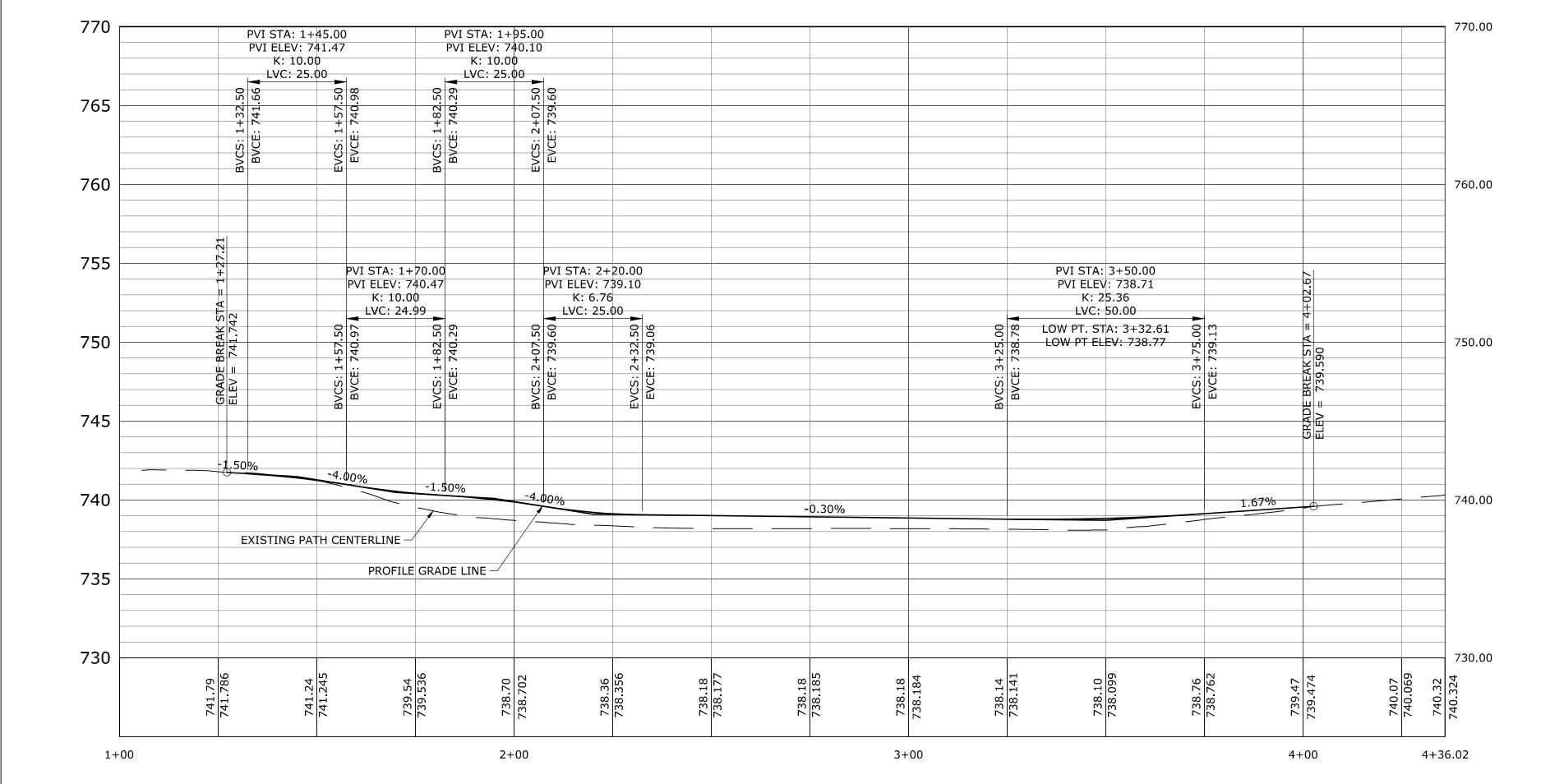
EXISTING
CONDITIONS,
REMOVAL PLAN,
AND DETAILS

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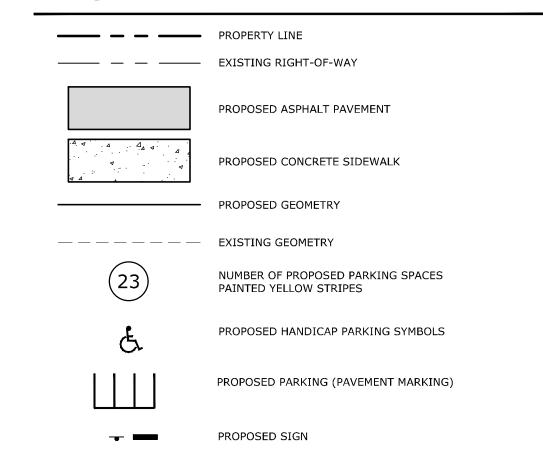
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SHEET NUMBER

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## LEGEND



## LAYOUT NOTES

- 1. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION AND ELEVATION OF PAVEMENT 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.
- 2. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
- 3. ALL HMA PATH RADII ARE DIMENSIONED TO THE CENTERLINE.
- 4. SOME FIELD ADJUSTMENTS MAY BE NECESSARY AT POINTS WHERE PROPOSED PAVEMENT MEETS EXISTING PAVEMENT AND SIDEWALKS. REVIEW ANY REQUIRED CHANGES WITH ENGINEER PRIOR TO CONSTRUCTION OF WORK.

# LAYOUT NOTES

BENCHMARKS	
DESCRIPTION	ELEVATION (NAVD 88)
BENCHMARK 301  RAIL ROAD SPIKE IN WEST FACE OF LIGHT POLE BETWEEN THE BATH HOUSE AND PLAYGROUND ON THE EAST SIDE OF THE ROAD.	741.57

ARC DESIGN
RESOURCES INC.

5291 ZENITH PARKWAY
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PROJECT NAME OWNER'S NAME

LEVINGS LAKE PATH RECONSTRUCTION ROCKFORD, ILLINOIS

CONSULTANTS

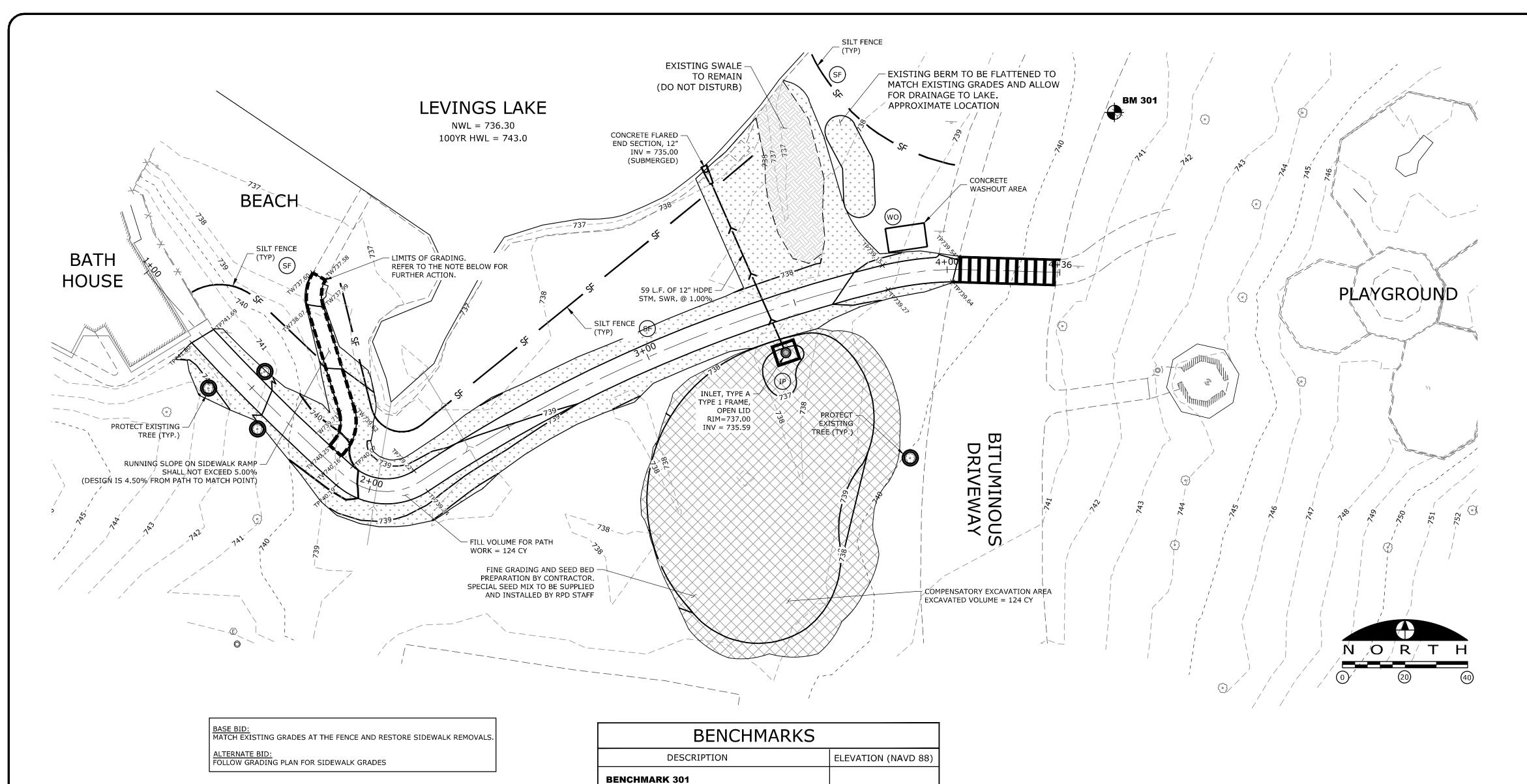
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LAYOUT PLAN AND PROFILE

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RAIL ROAD SPIKE IN WEST FACE OF LIGHT POLE

BETWEEN THE BATH HOUSE AND PLAYGROUND

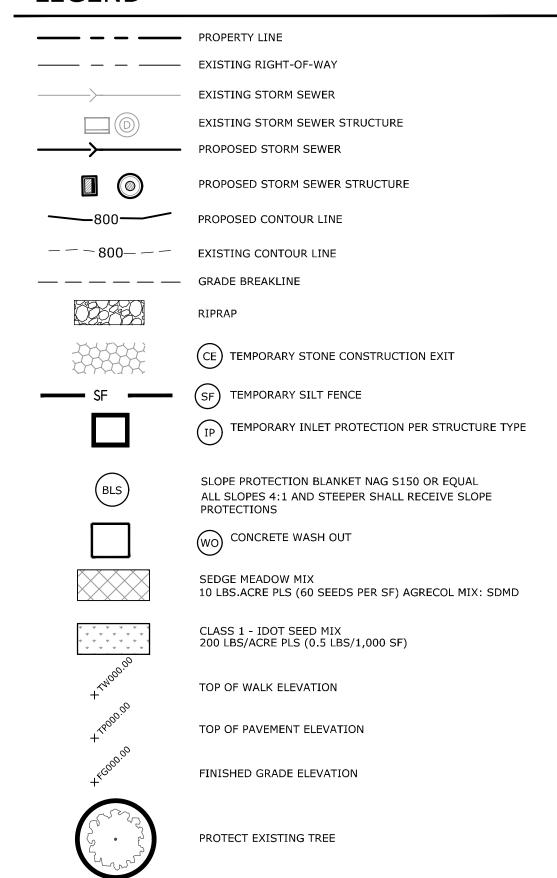
ON THE EAST SIDE OF THE ROAD.

ALSO IN SCOPE OF WORK IS INLET RECONSTRUCTION TO THE SOUTH EAST.

REFER TO SHEET C5 DETAILS FOR MORE INFORMATION.

741.57

## **LEGEND**



### **GRADING NOTES**

- 1. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION AND ELEVATION OF PAVEMENT 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.
- 2. ALL UNSURFACED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL AND SEEDED AND WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

3. ALL STORM SEWER PIPE IS TO BE REINFORCED CONCRETE CULVERT PIPE CLASS IV IF

SPECIFICALLY NOTED. WHERE NOT LISTED, ACCEPTABLE MATERIALS CAN BE RCP, PVC

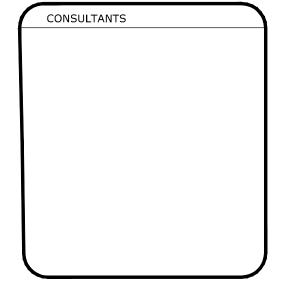
- SDR 35, HDPE DOUBLE WALL (ADS N-12), OR PVC SCHEDULE 40 MAY BE USED AT THE CONTRACTOR'S DISCRETION.
- 4. THE MAXIMUM SLOPE RATIO ON CUT/FILL SLOPES IS 5 HORIZONTAL TO 1 VERTICAL.
- 5. PROPERTY CORNERS SHALL BE CAREFULLY PROTECTED UNTIL THEY HAVE BEEN REFERENCED BY A PROFESSIONAL LAND SURVEYOR. PROPERTY MONUMENTS DISTURBED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 6. ALL PROPOSED PAVED AREAS SHALL BE STRIPPED OF ALL TOPSOIL AND UNSUITABLE MATERIAL AND EXCAVATED OR FILLED TO WITHIN 0.10 FEET OF DESIGN SUBGRADE.
- 7. THE EARTHWORK CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE AT THE CONCLUSION OF EACH WORKING DAY.

### RESTORATION SEED NOTES

- 1. CONTRACTOR TO INSTALL IDOT CLASS 1 SEED MIX IN ALL GENERAL TURF AREAS AS INDICATED ON PLAN, OR APPROVED EQUAL. SEED TO BE A COMBINATION OF KENTUCKY BLUEGRASS, PERENNIAL RYE AND CREEPING RED FESCUE WITH THE SUGGESTED FOLLOWING ANALYSIS BY WEIGHT: 30% RUGBY KENTUCKY BLUEGRASS, 20% PARK KENTUCKY BLUEGRASS, 20% CREEPING RED FESCUE, 20% SCALDIS HARD FESCUE, AND 10% PERENNIAL RYEGRASS. SEED TO BE APPLIED AT A RATE OF 200 LBS. PER ACRE OR 0.5 LBS. PER 1,000 S.F.
- 2. RPD TO FURNISH AND INSTALL SPECIAL WETLAND SEED MIX SOUTH OF PATH. CONTRACTOR TO PREPARE SEED BED ONLY.
- 3. ALL SEED SHALL BE FRESH, DRY NEW SEED CROP TESTED FOR PURITY AND GERMINATION AND MIXED IN PROPORTIONS BY WEIGHT. SEED WEIGHTS SPECIFIED INDICATE WEIGHTS PER ACRE IN PURE, LIVE SEED. SEED MIXES TO BE BLENDED BY THE VENDOR, AND ACCOMPANIED BY A WRITTEN AFFIDAVIT CERTIFYING COMPOSTION OF SEED MIXTURES AND INTEGRITY OF SEED WITH RESPECT TO SPECIES, VARIETY
- 4. ALL SEED SHALL BE FRESH, DRY NEW SEED CROP TESTED FOR PURITY AND GERMINATION AND MIXED IN PROPORTIONS BY WEIGHT. SEED WEIGHTS SPECIFIED INDICATE WEIGHTS PER ACRE IN PURE, LIVE SEED. SEED MIXES TO BE BLENDED BY THE VENDOR, AND ACCOMPANIED BY A WRITTEN AFFIDAVIT CERTIFYING COMPOSTION OF SEED MIXTURES AND INTEGRITY OF SEED WITH RESPECT TO SPECIES, VARIETY AND SOURCE.
- 5. ALL SEEDED AREAS SHALL BE COVERED WITH STRAW MULCH OR EROSION CONTROL NETTING, WITHIN THREE (3) DAYS OF SEEDING. ALL AREAS THAT ARE NOT ON SLOPES GREATER THAN 5:1 NOT COVERED WITH EROSION CONTROL BLANKET SHALL BE MULCHED USING CRIMPED STRAW OR HAY EITHER HAND OR MACHINE APPLIED AT A RATE OF 200 LBS. PER ACRE (2 TON PER ACRE). CRIMP MULCH WITH A STRAIGHT DISC OR A SPECIALIZED ROLLER PULLED AT RIGHT ANGLES TO THE SLOPES. HAY, OR THRESHED STRAW SHALL BE SEED FREE.
- 6. ACCEPTANCE OF GRADING AND SEED SHALL BE BY LANDSCAPE ARCHITECT AND/OR OWNER. CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITIES FOR A MINIMUM OF SIXTY (60) DAYS OR UNTIL SECOND CUTTING, WHICHEVER IS LONGER. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, RE-SEEDING (WASH-OFFS), REPLACEMENT (SOD) AND OTHER OPERATIONS NECESSARY TO KEEP LAWN IN A THRIVING CONDITION. UPON FINAL ACCEPTANCE, OWNER SHALL ASSUME ALL MAINTENANCE RESPONSIBILITIES. AFTER LAWN AREAS HAVE GERMINATED, AREAS WHICH FAIL TO SHOW A UNIFORM STAND OF GRASS FOR ANY REASON WHATSOEVER SHALL BE RE-SEEDED OR REPLACED REPEATEDLY UNTIL ALL AREAS ARE COVERED WITH A SATISFACTORY STAND OF GRASS. MINIMUM ACCEPTANCE OF SEEDED LAWN AREAS MAY INCLUDE SCATTERED BARE OR DEAD SPOTS, NONE OF WHICH ARE LARGER THAN ONE (1) SQUARE FOOT AND WHEN COMBINED DO NOT EXCEED 2% OF TOTAL LAWN AREA.



PROJECT NAME
OWNER'S NAME
LEVINGS LAKE PATH
DECONCEDUCTION
RECONSTRUCTION
ROCKFORD, ILLINOIS



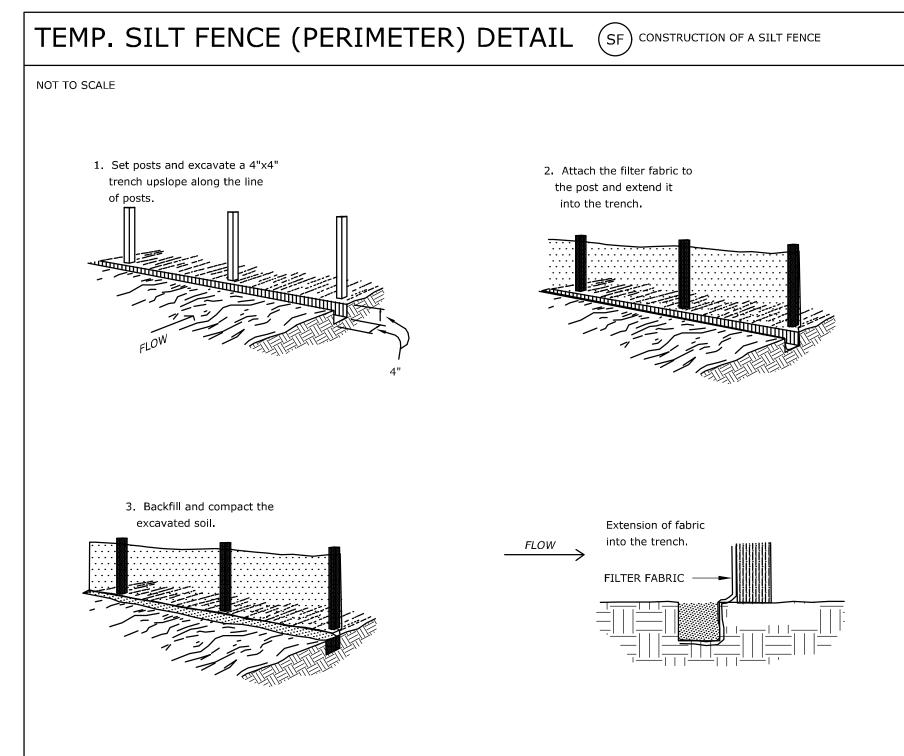
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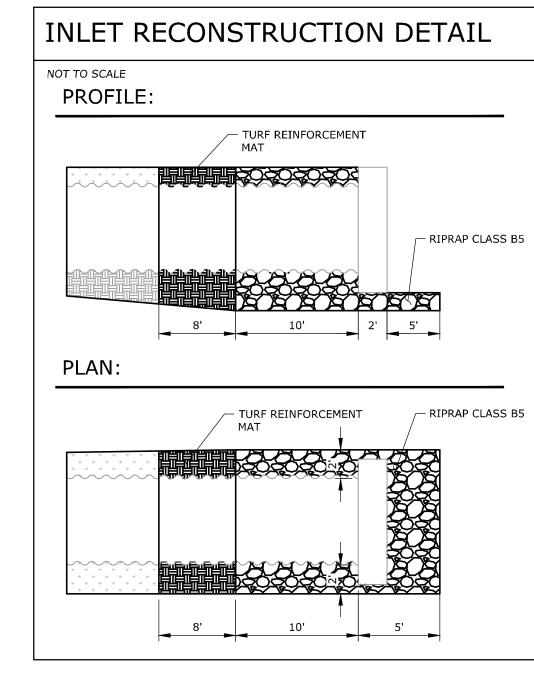
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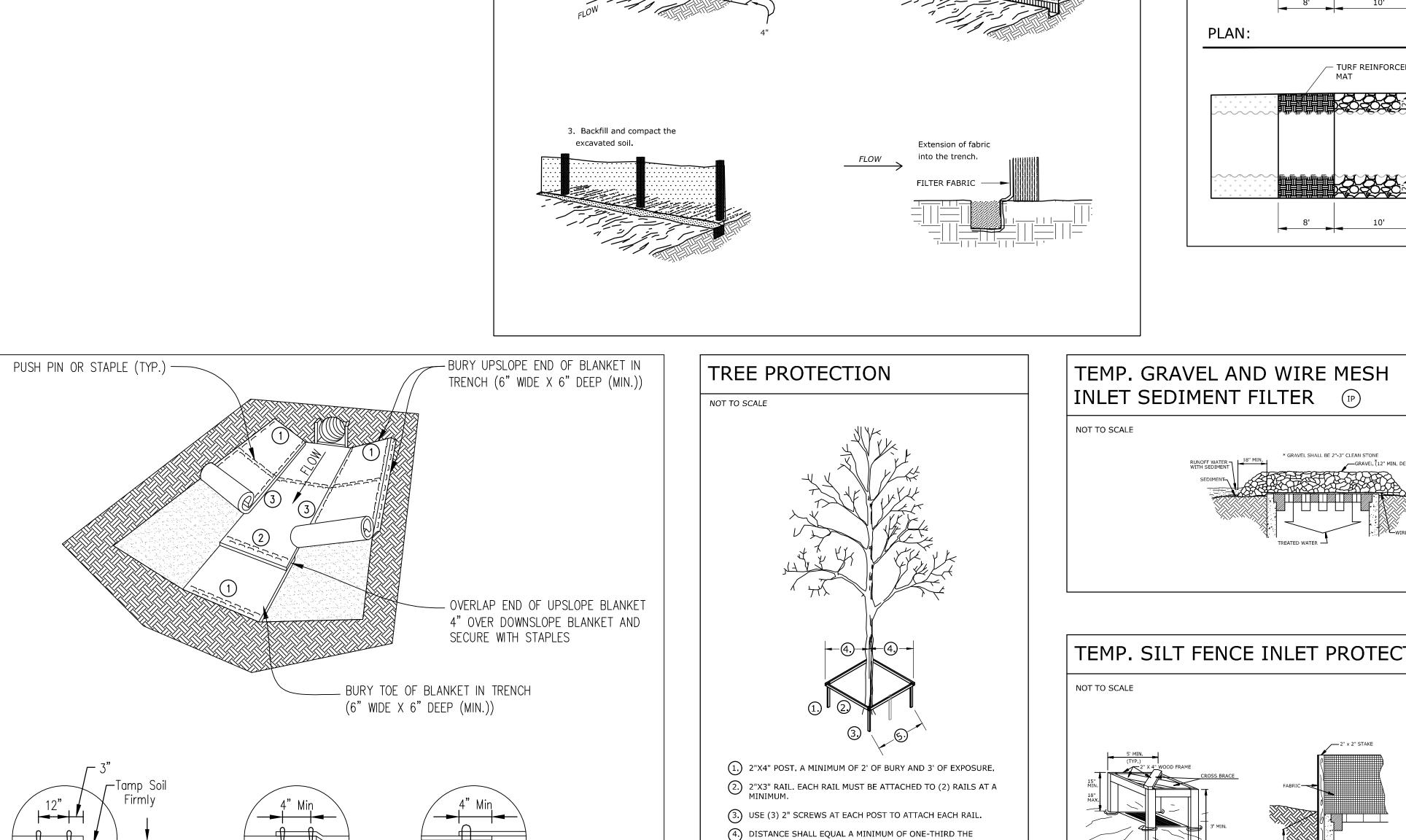
SHEET TITLE GRADING AND **EROSION** CONTROL PLAN

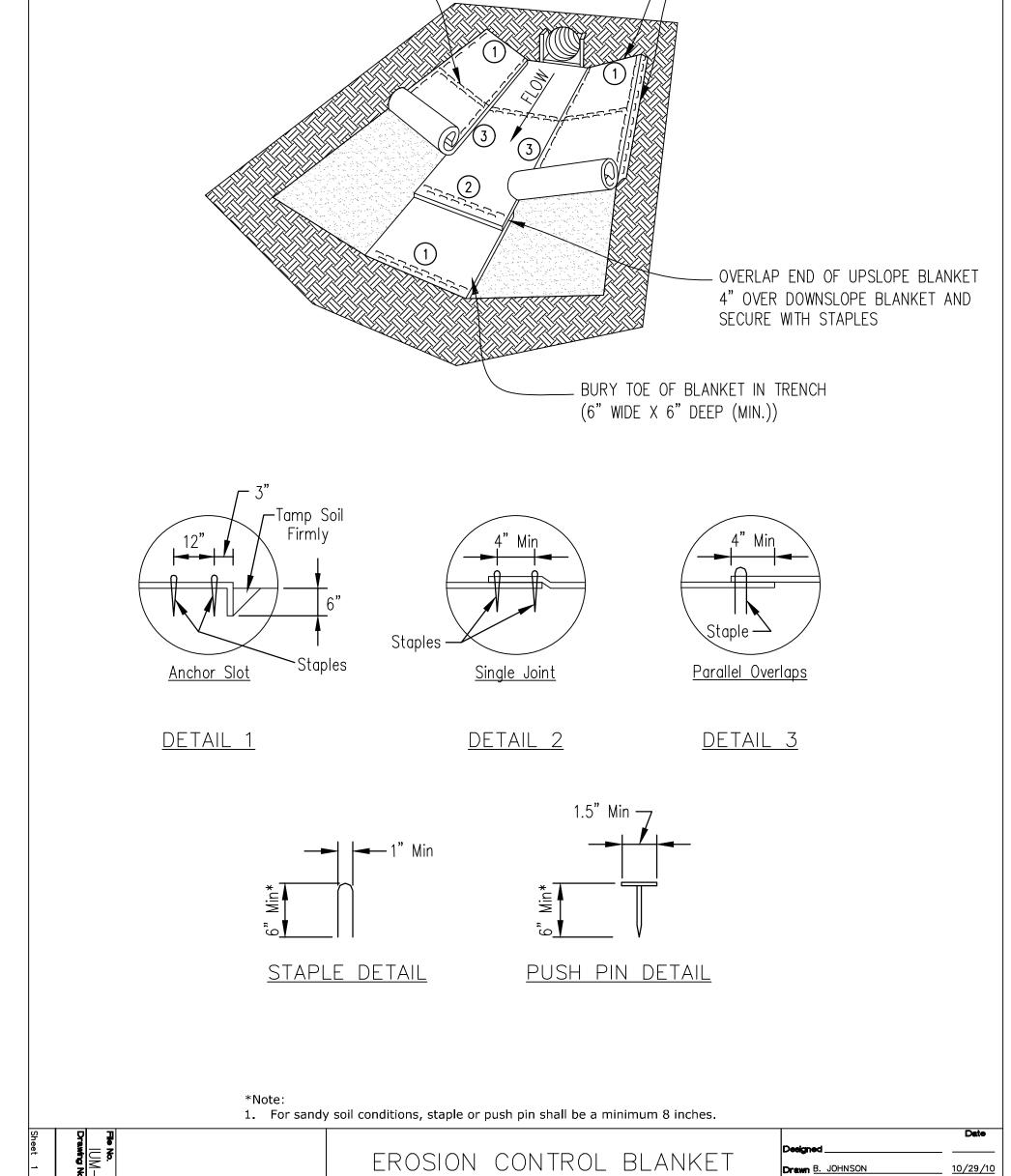
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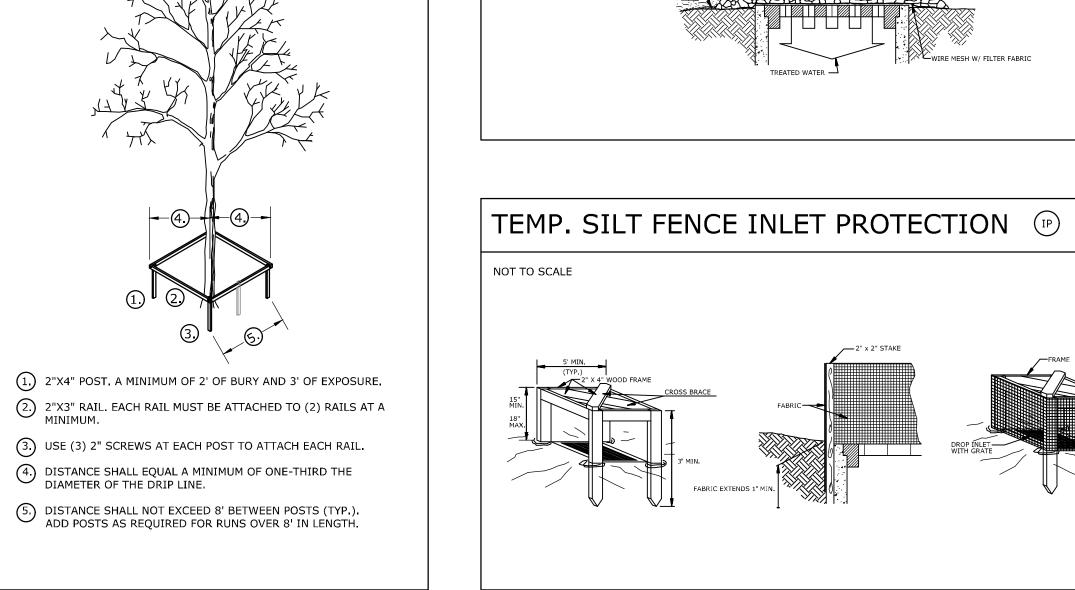






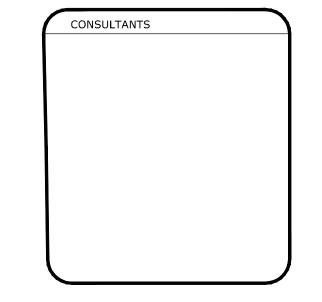


TURF REINFORCEMENT MAT

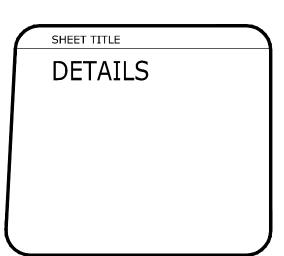




PROJECT NAME OWNER'S NAME LEVINGS LAKE PATH RECONSTRUCTION ROCKFORD, ILLINOIS



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