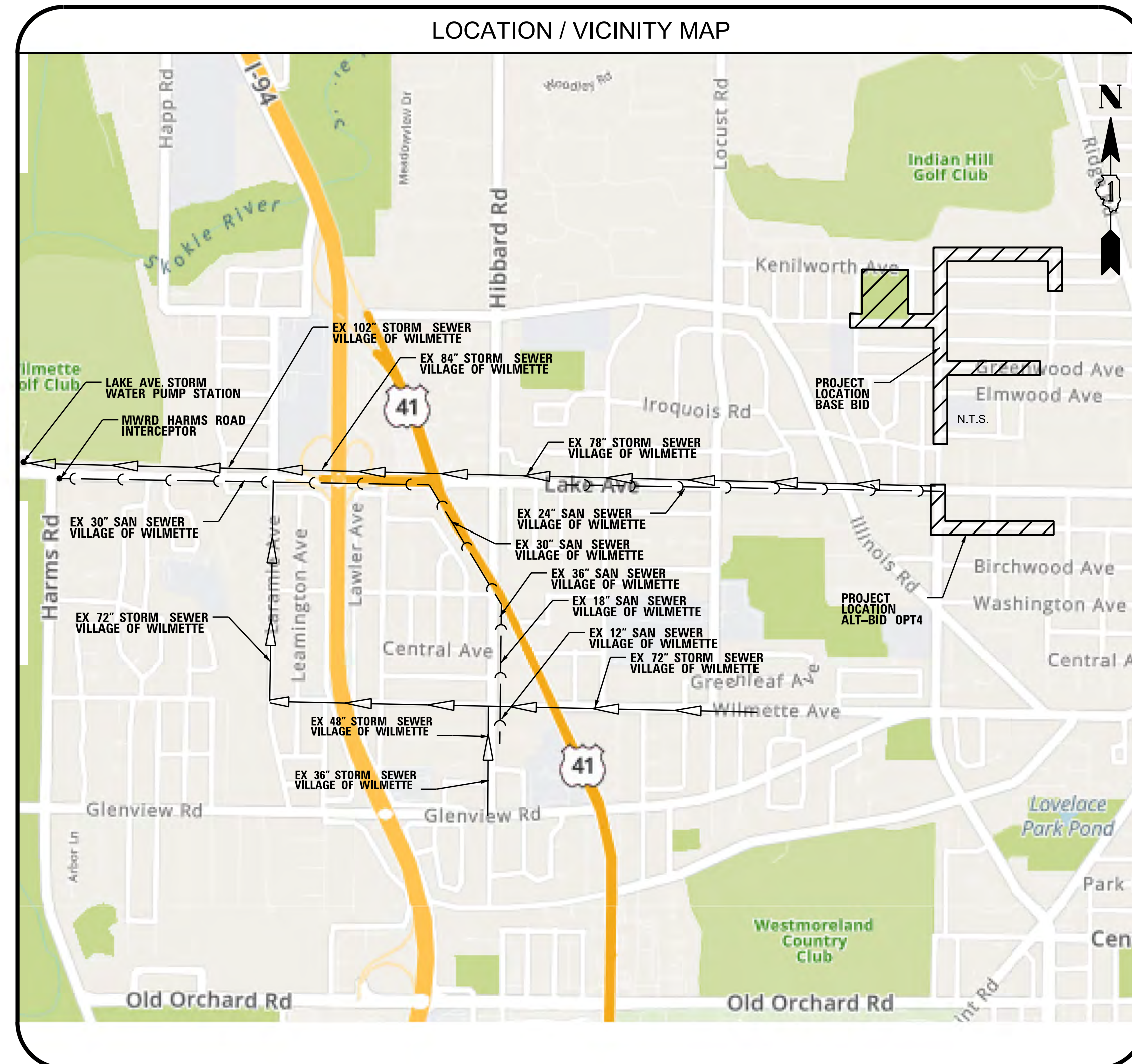


Village of Wilmette

WEST SIDE NEIGHBORHOOD STORAGE PROJECT

CONTRACT #3

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STD. 442201-03	CLASS C AND D PATCHES
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STD. 606001-07	PC CONCRETE ISLANDS AND MEDIANS
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STD. 701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
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VILLAGE PRESIDENT
BOB BIELINSKI

TRUSTEES
PETER BARROW
KATHY DODD
GINA KENNEDY
JOEL KURZMAN
SENTA PLUNKETT
DANIEL E. SULLIVAN JR.

VILLAGE MANAGER
MICHAEL BRAIMAN

ASSISTANT VILLAGE MANAGER
ERIK HALLGREN

DIRECTOR OF PUBLIC WORKS
BRIGITTE BERGER

VILLAGE ENGINEER
DAN MANIS

**65% REVIEW
SUBMITTAL
5/7/2021**

BENCHMARK

SEE ALIGNMENT, TIES, AND BENCHMARKS SHEETS 17 - 22

LOCATION

CALL JULIE 811
WITH THE FOLLOWING:
COUNTY COOK
CITY-TOWNSHIP WILMETTE

48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN., & HOLIDAYS

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/DIRECTION AND MEANS/METHODS OF CONSTRUCTION

----- ENGINEER ----- DATE -----

JOHN A. LAPAGLIA
ILLINOIS REGISTRATION No. 062-070592
EXPIRATION DATE: 11/30/2021

CONSTRUCTABILITY REVIEW BY

----- REVIEWER ----- DATE -----

CLIENT: **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR THE COLLECTION AND DIVERSION OF SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS APPROVED FOR USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

BAXTER & WOODMAN
Consulting Engineers

PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/23

5/7/2021

A. REFERENCED SPECIFICATIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
 * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 * VILLAGE OF WILMETTE MUNICIPAL CODE;
 * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
 * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

- THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
- VILLAGE OF WILMETTE PUBLIC WORKS DEPARTMENT MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123. CONTRACTOR SHALL VERIFY ALL PROPOSED STRUCTURES, RIM AND INVERT ELEVATIONS.

C. STAKING

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE ENGINEER, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED, AND SHALL BE AS INDICATED ON THE PLANS, ELEVATIONS SHOWN AT POINT OF CURVE, ETC. IS EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, ETC., ARE FROM THE PROPOSED BASE LINE OF CONSTRUCTION.

D. GENERAL NOTES

- THE OWNER, THE VILLAGE OF WILMETTE SHALL BE NOTIFIED IN WRITING AT LEAST (3) FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO SECTION 105 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR EXISTING UTILITIES IN CONFORMANCE WITH THE AFFECTED UTILITY COMPANIES REQUIREMENTS AS MAY BE REQUIRED TO PERFORM THE WORK OF THIS CONTRACT.
- BEFORE BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LINE AND GRADES SHOWN ON THE CONTRACT DRAWINGS. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONTRACT DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY REPORT SAME TO THE OWNER PRIOR TO PERFORMING WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF WORK AS REQUIRED.
- THE WORK PERFORMED UNDER THIS CONTRACT SHALL IN NO WAY INTERFERE WITH THE NORMAL OPERATION OF ANY EXISTING UTILITY SERVICE. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ITEMS OF EQUIPMENT

REQUIRED TO MAINTAIN SUCH NORMAL OPERATION AT NO ADDITIONAL EXPENSE TO THE VILLAGE

5. SOIL EROSION PROTECTION SHALL BE IN ACCORDANCE WITH IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL. ALL DISTURBED AREAS (NOT IMPERVIOUS IN NATURE) SHALL BE FINE GRADED, TOPSOIL RESTORED (MIN. 4 INCHES) AND SEED/MULCH APPLIED UNLESS OTHERWISE SPECIFIED ON THE PLANS.

6. DETECTABLE WARNINGS, SIDEWALK, COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE AS DIRECTED BY ENGINEER.

7. ALL TRANSITIONS IN CURB HEIGHT SHALL OCCUR OVER 1 FEET ALONG CURB LINE. AT LOCATIONS WHERE CURB TERMINATES, THE LAST 3 FOOT SHALL BE DEPRESSED. DEPRESSED CURB SHALL ALSO BE AT LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

8. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0.00_ FT.

9. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

10. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

11. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

12. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

13. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

14. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

15. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

16. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

17. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

18. ALL TRUCKS MUST ENTER THE SITE FROM THORNWOOD AVENUE AND MUST APPROACH FROM THE EAST. UNDER NO CIRCUMSTANCES WILL TRUCK TRAFFIC BE ALLOWED TO APPROACH FROM THE WEST ON THORNWOOD AVENUE OR IDLE OUTSIDE OF THE SITE ALONG THORNWOOD AVENUE EAST OF THE CONSTRUCTION ACCESS OR IDLE ON ANY RESIDENTIAL STREET. ALL TRUCKS MUST LEAVE THE SITE THROUGH THE DARTMOUTH STREET CONSTRUCTION ACCESS AND PROCEED WEST ON THRONWOOD AVENUE TO SKOKIE BOULEVARD.

E. MISCELLANEOUS

1. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

2. ALL SAWCUTTING SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

3. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OF SURFACE COURSE, UNLESS OTHERWISE INDICATED.

4. ANY EXISTING PAVEMENT DAMAGED BY THE CONTRACTOR DURING THE CONSTRUCTION SHALL BE REPLACED/REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

5. A NOMINAL QUANTITY OF TEMPORARY SIDEWALK HAS BEEN ADDED TO THE CONTRACT FOR USE BY THE ENGINEER IN THE FIELD.

6. JOB SITE DAILY CLEANUP: THE CONTRACTOR SHALL MAINTAIN A CLEAN WORK AREA AT THE END OF EACH DAY. ALL MATERIALS NOT NEEDED FOR THE CONSTRUCTION PROCESS SHALL BE REMOVED FROM THE WORK AREAS. THIS INCLUDES, BUT IS NOT LIMITED TO: OLD VAULTS, PIPING, OLD CABLES, REMOVED PAVEMENT, WOOD SCRAPS, OLD CURB & GUTTER, PAINT CANS, LITTER, BROKEN TREE BRANCHES, ETC. FAILURE TO MAINTAIN A CLEAN WORK AREA AT THE END OF EACH DAY AND TO THE SATISFACTION OF THE ENGINEER WILL RESULT IN A PENALTY OF \$500.00 PER INCIDENT. THIS ALSO INCLUDES ALL WORK COVERED UNDER THE "MAINTENANCE OF ROADWAYS" DISTRICT 1 SPECIAL PROVISION.

7. THE SLURRY RESULTING FROM SAW-CUTTING WORK SHALL BE IMMEDIATELY WASHED AWAY USING WATER TO PREVENT TRACKING BY VEHICLES OR PEDESTRIANS TO THE SATISFACTION OF THE ENGINEER.

8. ALL NEW AND EXISTING SEWERS INCLUDING ALL MANHOLES, CATCH BASINS AND INLETS AFFECTED BY CONSTRUCTION MUST BE TELEVISED AND CLEARED OF DEBRIS BEFORE PAVEMENT RESTORATION. THE VILLAGE MUST REVIEW AND APPROVE THE CONDITION OF THE SEWERS BEFORE THE CONTRACTOR PERFORMS PAVEMENT RESTORATION. THE CONTRACTOR SHALL TELEVISE ALL NEW SEWER PIPING INCLUDING ALL JOINTS AND SERVICE CONNECTIONS AND ALL EXISTING SEWERS BEING WORKED ON OR TIED INTO INCLUDING THE LENGTH OF SEWER TO THE NEXT DOWNSTREAM MANHOLE. PAYMENT FOR SEWER WORK WILL NOT BE ISSUED UNTIL A FINAL VIDEO INSPECTION IS PROVIDED.

9. NEW CURB SHALL BE SAW CUT EVERY 25' AND SEALED BY THE CONTRACTOR WITH AN APPROVED POLYSULFIDE SEALER. THE CONTRACTOR MAY SAWCUT THE DAY THE FORMS ARE REMOVED.

10. ONLY PRECAST CONCRETE ADJUSTMENT RINGS, 11" MAXIMUM (3 RINGS MAXIMUM) WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET, AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED.

11. CONTRACTOR MUST DO A SIGN INVENTORY FOR ALL SIGNS TO BE REMOVED AND RELOCATED BEFORE CONSTRUCTION AND CONCLUSION OF PROJECT.

12. THE CONTRACTOR SHALL BE AWARE THAT THERE MAY BE EXISTING LAWN SPRINKLER SYSTEMS LOCATED IN PUBLIC RIGHT-OF-WAY. IF A SPRINKLER SYSTEM IS LOCATED BY THE SIDEWALK AND OR BACK OF CURB, PROTECTION OF SYSTEM SHALL BE CONSIDERED INCLUDED IN THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK INVOLVING THE SPRINKLER SYSTEMS WITH THE OWNERS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF ANY RELOCATIONS OR REPAIRS FROM THE OWNERS PRIOR TO FINAL PAYMENT FOR THE PROJECT.

13. ALL EXISTING AREAS DISTURBED BY THE CONSTRUCTION OPERATIONS SHALL BE SODDED AS DIRECTED BY THE ENGINEER.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT PEDESTRIAN/ADA ACCESS IS MAINTAINED ON AT LEAST ONE SIDE OF THE ROADWAY DURING CONSTRUCTION AT ALL TIMES.

15. TREE PROTECTION AND TEMPORARY CONSTRUCTION FENCE LIMITS SHALL BE APPROVED BY THE ENGINEER.

F. STORM SEWER

1. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.

2. ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED.

3. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OF ALL NEW, ADJUSTED, OR RECONSTRUCTED STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE INSTALLATION, ADJUSTMENT OR RECONSTRUCTION.

4. WHEN EXISTING DRAINAGE OR SEWERAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PUBLIC OR PRIVATE DRAINS, SEWERS, OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE ALL STORM WATER WHICH WOULD BE RECEIVED BY THESE FACILITIES AND DISCHARGE SAME. THE CONTRACTOR SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME THAT PERMANENT CONNECTIONS WITH SEWERS ARE CONSTRUCTED AND IN SERVICE.

5. DRAINAGE STRUCTURES CONSTRUCTED OVER EXISTING STORM SEWER SHALL INCLUDE THE REMOVAL OF THE NECESSARY PORTION OF THE STORM SEWER.

6. ALL PROPOSED STORM SEWER CONNECTION 24" OR LESS SHALL INCLUDE BOOTS AROUND THE PROPOSED PIPE. ALL STORM CONNECTIONS TO EXISTING BLOCK STRUCTURES SHALL BE GROUTED: ALL STORM CONNECTIONS TO EXISTING PRECAST STRUCTURES SHALL BE CORED AND BOOT EXCEPT ELLIPTICAL PIPE WILL NOT BE BOOTED.

7. ALL EXISTING STRUCTURES SHALL HAVE THE BENCHES CLEANED AND REPOURED PER THE ENGINEER, WHICH SHALL BE PAID FOR AS DRAINAGE STRUCTURES TO BE REHABILITATED.

8. ALL EXISTING STORM AND SANITARY SEWERS WITHIN THE PROJECT LIMITS SHALL BE TELEVISED PRE- AND POST-CONSTRUCTION.

9. ANY EXISTING OR PROPOSED SEWERS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

10. ALL SEWER AND WATER SERVICES CROSSED BY NEW SEWERS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE DONE TO SAID SERVICES NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

11. ALL CURBLINE DRAINAGE STRUCTURS SHALL HAVE AN EAST JORDAN 7010, TYPE M3 SINUSOIDAL GRATE.

G. SANITARY SEWER


1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

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TITLE: **WSNSP CONTRACT #3**
GENERAL NOTES

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 2 OF 148
 DRAWING NO. **2**

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350	ASTM D-3261, F-2620 (HEAT FUSION)
	ASTM D-3035	ASTM D-3212, F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¾" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

- a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
- b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
- c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATER MAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATER MAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND

WATER MAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATER MAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

19. THE DEFLECTION TEST IS TO BE RUN USING A RIGID BALL OR MANDREL, IT SHALL HAVE A DIAMETER EQUAL TO 95% OF THE INSIDE OR BASE DIAMETER OF THE PIPE AS ESTABLISHED IN THE ASTM STANDARD TO WHICH THE PIPE IS MANUFACTURED. THE TEST SHALL BE PERFORMED WITHOUT MECHANICAL PULLING DEVICES.

20. THE INDIVIDUAL LINES TO BE TESTED SHALL BE TESTED FOR FINAL ACCEPTANCE NO SOONER THAN 30 DAYS AFTER THEY HAVE BEEN INSTALLED.

21. WHENEVER POSSIBLE AND PRACTICAL, THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARDS THE UPSTREAM LINES. WHENEVER POSSIBLE AND PRACTICAL, THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARDS THE UPSTREAM LINES.

22. NO PIPE SHALL EXCEED A DEFLECTION OF 5%.

23. IN THE EVENT THAT THE DEFLECTION EXCEEDS THE 5% LIMIT IN 10% OR MORE OF THE MANHOLE INTERVALS TESTED, THE TOTAL SEWER PROJECT SHALL BE TESTED.

24. LEAKAGE TESTING, IN COMBINED SEWER AREAS ONLY, IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND AS FOLLOWS:

A) TEST SECTIONS:

THE DESIGN SPECIFICATIONS SHALL PROVIDE THAT THE FIRST 1200 FEET AND AT LEAST 10% OF THE REMAINDER OF THE SEWER PROJECT SHALL BE TESTED FOR LEAKAGE. THE ENTIRE LENGTH OF A SEWER OF LESS THAN 1200 FEET SHALL BE TESTED FOR LEAKAGE. IN THE EVENT THAT 10% OR MORE OF THE MANHOLE INTERVALS TESTED DO NOT PASS THE LEAKAGE TEST, THE ENTIRE SEWER PROJECT SHALL BE TESTED.

B) TESTING METHODS

TESTING METHODS MAY INCLUDE APPROPRIATE WATER OR LOW-PRESSURE AIR TESTING. THE USE OF TELEVISION CAMERAS OR OTHER VISUAL METHODS FOR INSPECTION PRIOR TO PLACING THE SEWER IN SERVICE AND PRIOR TO ACCEPTANCE IS RECOMMENDED.

C) WATER TESTING

I) THE LEAKAGE OUTWARD OR INWARD (EXFILTRATION OR INFILTRATION) SHALL NOT EXCEED THE FOLLOWING LIMITS IN GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM:

EXFILTRATION: 240
INFILTRATION: 240

II) AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET.

D) AIR TESTING

IF USED, THE AIR TEST SHALL, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN SECTION 31-1.11B OF STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, 5TH ED. (1996) (NO LATER ADDITIONS OR AMENDMENTS). THE SPECIFICATIONS SHALL REQUIRE THAT THE TIME REQUIRED FOR A PRESSURE DROP FROM 3.5 TO 2.5 PSIG NOT BE LESS THAN THE TIME SPECIFIED IN THE AIR TEST TABLE IN APPENDIX C. THE TESTING METHODS SELECTED SHOULD TAKE INTO CONSIDERATION THE RANGE IN GROUNDWATER ELEVATIONS PROJECTED AND THE SITUATION DURING THE TEST.

H. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. SEDIMENT OR SOIL REACHING THE PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA OUTSIDE THE LIMITS OF WORK SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATER MAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

19. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

20. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

21. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

22. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.


23. THE VILLAGE SHALL PROVIDE A QUALIFIED PERSON WHO WILL BE RESPONSIBLE FOR CONDUCTING SITE INSPECTIONS IN COMPLIANCE WITH THE ILR10 NPDES PERMIT. AFTER EACH INSPECTION, A REPORT SHOULD BE PREPARED BY THE PERSON WHO PERFORMED THE INSPECTION. THE INSPECTION REPORT SHOULD BE MAINTAINED ON SITE AS PART OF THE PLAN. INSPECTIONS SHOULD BE CONDUCTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM, OR BY THE END OF THE FOLLOWING BUSINESS OR WORKDAY, THAT IS 0.5 INCHES OR GREATER. AREAS INACCESSIBLE DURING INSPECTIONS DUE TO FLOODING OR OTHER UNSAFE CONDITIONS SHALL BE INSPECTED WITHIN 72 HOURS OF BECOMING ACCESSIBLE.

24. INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS (WHEN GROUND AND/OR AIR TEMPERATURES ARE AT OR BELOW 32 DEGREES FAHRENHEIT). INSPECTIONS MUST COMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.5" OR GREATER RAIN EVENT, OR DISCHARGE DUE TO SNOWMELT OCCURS.

I. DEWATERING NOTES

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MANAGE ALL GROUNDWATER, STORMWATER, AND CONSTRUCTION WATER. DURING DEWATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). AT A MINIMUM, DEWATERING FROM THE POND SHALL INCORPORATE A FLOATED PUMP INTAKE AND SEDIMENT FILTER BAG PER THE ILLINOIS URBAN MANUAL, AND DETAILS INCLUDED ON THE PLAN SHEETS. FILTERED WATER SHALL BE DISCHARGED ONTO A STABILIZED

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500



CLIENT:  **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

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TITLE: **WSNSP CONTRACT #3**
GENERAL NOTES

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SURFACE THAT LIMITS ADDITIONAL EROSION OR SEDIMENTATION AT THE PUMP DISCHARGE LOCATION(S). STABILIZED CONVEYANCE CHANNEL(S) SHOULD BE INSTALLED TO DIRECT WATER TO A DESIRED LOCATION, AT APPLICABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SIZE PUMPS APPROPRIATELY.

2. THE FOLLOWING DEWATERING CONTROLS (THIS LIST IS NOT EXHAUSTIVE) SHALL BE INCORPORATED TO PREVENT SEDIMENT OR OTHER POLLUTANTS FROM ENTERING PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR STORM SEWER SYSTEMS.

- FLOATED PUMP INTAKES / SUMP PITS
- PRELIMINARY SEDIMENT SETTLING TANKS / COLLECTION AREAS
- ANIONIC POLYMER PRE-TREATMENTS
- ANIONIC POLYMER MIXING TANKS
- SECONDARY SEDIMENT SETTLING TANKS

3. LOCATION OF SUMP PIT(S), DEWATERING PUMP, AND ALL DEWATERING EQUIPMENT SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO IMPLEMENTATION OF DEWATERING OPERATIONS. THE DEWATERING FILTER BAG SHALL BE LOCATED OUTSIDE OF THE EXISTING FLOODPLAIN.

4. NO PUMPED WATER SHALL BE ALLOWED TO DISCHARGE/RUN OFF ONTO PUBLIC ROADWAY OR PARKING LOT.

J. WATER MAIN AND APPURTENANCES

1. ALL WATER DISTRIBUTION SYSTEM MATERIALS AND CONSTRUCTION SHALL CONFORM TO SECTION 41 OF "THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS".

2. ALL DIRECT BURIED UNDERGROUND DUCTILE IRON PIPING, DUCTILE IRON PIPE FITTINGS, AND DUCTILE IRON APPURTENANCES SHALL BE COATED WITH A LAYER OF ARC-SPRAYED ZINC PER ISO 8179.

3. A MINIMUM DEPTH OF COVER OF FIVE AND A HALF (5'-6") FEET SHALL BE MAINTAINED OVER THE WATER LINES. THE MAXIMUM COVER SHALL NOT BE GREATER THAN EIGHT (8'-0") FEET EXCEPT AT SPECIAL CROSSINGS.

4. TESTING: ALL WATER MAINS SHALL BE PRESSURE TESTED, FLUSHED, AND DISINFECTED IN ACCORDANCE WITH "THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", AND AWWA STANDARDS (C600 AND C651). EACH VALVE SECTION SHALL BE PRESSURE TESTED FOR A MINIMUM OF 2 HOURS AT A TEST PRESSURE OF 150 PSI. ALLOWABLE LEAKAGE SHALL BE WITHIN THE LIMITS DETERMINED BY "THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS". AT NO TIME IS THERE TO BE ANY VISIBLE LEAKAGE FROM THE WATER MAIN. AFTER THE PRESSURE TEST IS PASSED AND PRIOR TO DISINFECTION, THE MAIN SHALL BE THOROUGHLY FLUSHED. IF THERE IS NO HYDRANT AT THE END OF THE MAIN, THE CONTRACTOR SHALL PROVIDE A TEMPORARY TAP LARGE ENOUGH TO AFFECT A VELOCITY IN THE MAIN OF AT LEAST TWO AND A HALF (2 1/2) FEET PER SECOND. FOLLOWING SUCCESSFUL PRESSURE TESTING AND DISINFECTION PROCEDURES, WATER SAMPLES SHALL BE COLLECTED FOR BACTERIOLOGICAL ANALYSIS ON TWO CONSECUTIVE DAYS TAKEN AT 24 HOUR INTERVALS. SATISFACTORY RESULTS OF THE ANALYSES SHALL BE OBTAINED PRIOR TO PLACING THE WATER MAIN INTO SERVICE. DISINFECTION SHALL BE PERFORMED BY AN INDEPENDENT FIRM WITH EXPERIENCE IN THE METHODS OF THIS OPERATION. THE DISINFECTION FIRM AND THE LABORATORY SHALL BE SUBJECT TO THE APPROVAL OF THE COMMISSIONER OF PUBLIC WORKS. DISINFECTION SHALL BE REPEATED AT THE EXPENSE OF THE CONTRACTOR UNTIL SATISFACTORY RESULTS ARE OBTAINED.

5. VALVE VAULTS: VALVE VAULTS SHALL BE AS NOTED ON THE DETAIL SHEET. THE FRAME AND LID FOR VALVE VAULTS SHALL BE NEENAH R-1772 TYPE "B" OR EQUAL WITH "WATER" EMBOSSED ON THE LID. VAULTS SHALL CONFORM TO ASTM C478. JOINTS FOR VAULTS SHALL BE OF BUTYL RUBBER-TYPE GASKET CONFORMING TO ASTM C443. ADJUSTING RINGS SHALL NOT EXCEED 8 INCHES.

6. VALVES: ALL VALVES SHALL TURN COUNTER-CLOCKWISE TO OPEN. ALL VALVES 12" OR SMALLER SHALL BE RESILIENT WEDGE GATE TYPE, RATED FOR 250 PSI WORKING PRESSURE AND CONFORM TO AWWA C-509 AND C515 SPECIFICATIONS. ALL FITTINGS AND VALVE END CONNECTIONS SHALL BE MECHANICAL JOINT AND SHALL BE RESTRAINED USING "MEGALUG" OR APPROVED EQUAL RESTRAINING GLANDS. ALL NUTS AND BOLTS USED IN VALVE VAULTS (i.e. EXPOSED PIPING) FOR MECHANICAL JOINTS AND RESTRAINT DEVICES SHALL BE TYPE 304 STAINLESS STEEL. ALL INTERNAL AND EXTERNAL SURFACES SHALL HAVE FUSION BONDED EPOXY COATING. ALL VALVES LARGER THAN 12" SHALL BE BUTTERFLY VALVES. BUTTERFLY VALVES SHALL BE SHORT BODY CONFORMING TO THE AWWA C504 FOR RUBBER SEATED BUTTERFLY VALVES FOR CLASS 150B.

7. CORPORATION STOPS: CORPORATION STOPS SHALL BE SIZED APPROPRIATELY FOR THE INTENDED USE (1 INCH MIN), CONFORMING TO AWWA C-800 AND SHALL INCLUDE BEND TAIL PIECE AND COMPRESSION FITTINGS. TAPPING SADDLES SPECIFICALLY DESIGNED FOR USE WITH PVC PIPE MAY BE REQUIRED IN CONJUNCTION WITH LARGER CORPORATION STOPS. TAPPING SADDLES SHALL BE VINYL COATED STAINLESS STEEL BOLTS. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH THE MANUFACTURER'S TORQUE GUIDELINES. CORPORATION STOPS SHALL BE INSTALLED ON BOTH SIDES OF THE VALVE WITHIN VAULTS (SEE DETAIL).

8. MAXIMUM DEFLECTION AT PIPE AND FITTING JOINTS SHALL NOT EXCEED CURRENT MANUFACTURER'S RECOMMENDATIONS.

9. WATER MAIN FITTINGS (I.E. BENDS, ELBOWS, TEES, REDUCERS, ETC.) MAY NOT BE SPECIFICALLY REFERENCED ON THE PLANS.

10. THRUST BLOCKING SHALL BE INSTALLED ON WATER MAINS AT ALL HORIZONTAL BENDS, TEES, CAPS, VALVES, AND HYDRANTS. FITTINGS THAT ARE DOWNTURNED OR UNABLE TO BE "THRUST-BLOCKED" AGAINST UNDISTURBED SOIL SHALL BE RESTRAINED WITH FIELD-LOK BY U.S. PIPE, MEGA LUGS BY EBAA IRON, OR APPROVED EQUAL. IN ADDITION, EXCLUDING THE JOINTS OF ANY VALVE, BEND, CROSS OR TEE, THE FIRST TWO JOINTS BEFORE AND BEYOND ANY VALVE, BEND, CROSS, OR TEE SHALL BE RESTRAINED WITH FIELD-LOK BY U.S. PIPE, MEGA LUGS BY EBAA IRON, OR APPROVED EQUAL.

11. CONTRACTOR TO VERIFY RIM AND INVERT ELEVATIONS. RIM ELEVATIONS FOR VAULTS SHALL BE ADJUSTED TO MEET FINAL GRADE. THESE ADJUSTMENTS ARE TO BE MADE BY THE CONTRACTOR AND ANY ASSOCIATED COSTS FOR THESE ADJUSTMENTS ARE TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS MAY BE REQUIRED BY THE OWNER OR VILLAGE UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES AS MAY BE DETERMINED BY THE OWNER OR VILLAGE AT THE TIME OF FINAL INSPECTION MAY VARY FROM THOSE SHOWN ON THE PLANS.)

12. ALL BOLTS SHALL HAVE A ZINC-NUTS, AND SHALL HAVE STAINLESS STEEL BOLTS WITH A PTFE COATING SUCH AS ROMAC-BLUE.

13. WELDING WILL NOT BE ALLOWED ON ATTACHING CORROSION ANODES, USE A CLAMP AND COPPER WIRE.

14. NO POLYWRAP IS REQUIRED ON DUCTILE IRON WATER MAIN.

15. WHEN IT IS NECESSARY TO SHUT OFF A WATER MAIN, THE CONTRACTOR SHALL PROVIDE THE VILLAGE'S PUBLIC WORKS DEPARTMENT (AT 847-853-7500) A MINIMUM 48-HOUR ADVANCE NOTICE. THE CONTRACTOR WILL NOT BE ALLOWED TO EXERCISE OR OPERATE ANY VILLAGE WATER MAIN VALVES.

16. THE CONTRACTOR SHALL NOTIFY THE WATER/SEWER SUPERVISOR, MATT OVEREEM, AT (847) 853-7582 48-HOURS PRIOR TO ANY FIRE HYDRANT OR WATER MAIN WORK.

K. EXCAVATION AND BACKFILL NOTES

1. THE CONTRACTOR SHALL EXAMINE THE CONTRACT DRAWINGS THOROUGHLY PRIOR TO BEGINNING ANY EXCAVATION AND SHALL NOTIFY THE OWNER'S REPRESENTATIVE AT ONCE OF ANY DISCREPANCIES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE THAT ALL WORK AREAS SHALL BE PROPERLY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION AND TRAFFIC.

3. THE EXCAVATION FOR STRUCTURE AND/OR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING STRUCTURE/PIPE PLACEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY EXCAVATIONS/TRENCHES SHALL BE PROVIDED BY THE CONTRACTOR AND THE COST OF SUCH SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS TO WHICH THEY PERTAIN.

4. DETAILED DRAWINGS FOR ANY SHEETING AND BRACING SHALL BE PROVIDED FOR REVIEW TO THE OWNER'S REPRESENTATIVE PRIOR TO IMPLEMENTATION OF THE METHOD. A TRENCH BOX SHALL BE AVAILABLE ON THE JOB SITE AT ALL TIMES AND BE UTILIZED IN ACCORDANCE WITH OSHA STANDARDS.

5. SUITABLE EXCAVATED MATERIALS SUBJECT TO THE REVIEW OF THE OWNER'S REPRESENTATIVE MAY BE USED TO BACKFILL THE EXCAVATED AREAS OF THE SITE; UNLESS SHOWN OTHERWISE.

6. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN REVIEWED BY OWNER.

7. TRENCH (STRUCTURAL) BACKFILL SHALL BE PROVIDED FOR THE FULL DEPTH ABOVE PIPELINES UNDER PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS. THE TRENCH BACKFILL SHALL CONSIST OF A GRANULAR MATERIAL MEETING IDOT, CRUSHED GRAVEL, CRUSHED STONE OR CRUSHED CONCRETE CA-6 GRADATION SPECIFICATIONS. THE TRENCH (STRUCTURAL) BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND SHALL EXTEND A MINIMUM OF TWO FEET BEYOND THE EDGE OF PAVEMENT, BACK OF CURB, OR AS OTHERWISE SHOWN OR SPECIFIED HEREIN.

8. BACKFILL IN PIPE TRENCHES IN OPEN AREAS AND LANDSCAPED AREAS SHALL CONSIST OF SUITABLE EXCAVATED MATERIALS PLACED IN LIFTS AND COMPACTED TO A MINIMUM OF 90 PERCENT OF THE MAXIMUM DENSITY OBTAINABLE PER ASTM D 1557.

9. TRENCH BACKFILL WITHIN THE COOK COUNTY R.O.W. PER COOK COUNTY HIGHWAY SHALL MEET THE REQUIREMENTS OF ARTICLE 208.02 OF THE IDOT STANDARD SPECIFICATIONS.

L. IEPA WATER MAIN PROTECTION NOTES

WATER MAIN AND SANITARY SEWER SEPARATION SHALL BE IN ACCORDANCE WITH SECTION 41-2.01 "PROTECTION OF WATER MAIN AND WATER SERVICE LINES" OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.

HORIZONTAL SEPARATION:

1. WATER MAINS SHALL BE LAID AT LEAST TEN (10'-0") FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, OR SEWER SERVICES CONNECTION.

2. WATER MAINS MAY BE LAID CLOSER THAN TEN (10'-0") FEET TO A SEWER LINE WHEN:

A. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN (10'-0") FEET;

B. THE WATER MAIN INVERT IS AT LEAST EIGHTEEN (18") INCHES ABOVE THE CROWN OF THE SEWER; AND

C. THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

3. BOTH THE WATER MAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED WITH PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WHEN IT IS IMPOSSIBLE TO MEET 1. OR 2. ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

VERTICAL SEPARATION:

1. A WATER MAIN SHALL BE LAID SO THAT ITS INVERT IS EIGHTEEN (18") INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS, OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN (10'-0") FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSING. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANCE FROM THE SEWER OR DRAIN.

2. BOTH THE WATER MAINS AND SEWER SHALL BE CONSTRUCTED WITH SEWER PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WHEN:

A. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 1. ABOVE; OR

B. THE WATER MAIN PASSES UNDER A SEWER OR DRAIN.

3. A VERTICAL SEPARATION OF EIGHTEEN (18") INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.

4. CONSTRUCTION SHALL 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 (10'-0") FEET.


M. COOK COUNTY LAKE AVENUE NOTES

1. DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COOK COUNTY LAKE AVENUE, THE ROADWAY SHALL REMAIN OPEN FOR ALL TRAFFIC AT ALL TIMES. IF ANY ACTIVITY THAT REQUIRES ENCROACHMENT INTO A LANE OPEN FOR TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 A.M. TO 3:00 P.M. FOLLOWING THE APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS FOR OFF-ROAD AND ON-ROAD APPLICATIONS.

2. IF ANY EXISTING PAVEMENT MARKING AND/OR SIGNING ALONG COOK COUNTY LAKE AVENUE IS DAMAGED DUE TO THE CONSTRUCTION OF THE PROPOSED IMPROVEMENT, THE CONTRACTOR SHALL REPLACE THE DAMAGED TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF COOK COUNTY PER IDOT AND IDOT-DISTRICT 1 STANDARDS FOR TRAFFIC CONTROL DEVICES FOR PAVEMENT MARKING AND SIGNAGE INCLUDED IN THE PLANS.

3. IN THE EVENT THAT COOK COUNTY SIGNAGE IS INVOLVED, THE COUNTY USES TYPE ZZ SIGN SHEETING AND TELESCOPING STEEL SIGN SUPPORTS.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

				DSGN.	JAL
				DWN.	MAK
				CHKD.	LMF
				SCALE:	20'
				PLOT DATE:	5/7/2021
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NO.	DATE	NATURE OF REVISION		CHKD.	
FILE NAME	N:\wilmette\180245.00004\Civil\N0T_C3.180245_03.sht				

TITLE: **WSNSP CONTRACT #3**
GENERAL NOTES

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 4 OF 148
 DRAWING NO. **4**

UTILITY MATRIX

STATUS OF UTILITIES AS OF 5/7/2021																									
ROADWAY		AT&T (DISTRIBUTION)				AT&T LNS (TCG) TELEPORT COMMUNICATIONS				COMCAST				COMMONWEALTH EDISON				MCI-VERIZON BUSINESS				NICOR GAS			
		ATLAS REC'D (Y/N)	CONFLIC T (Y/N)	RELOCATIO N (Y/N)	COMMENTS	ATLAS REC'D (Y/N)	CONFLIC T (Y/N)	RELOCATIO N (Y/N)	COMMENTS	ATLAS REC'D (Y/N)	CONFLIC T (Y/N)	RELOCATIO N (Y/N)	COMMENTS	ATLAS REC'D (Y/N)	CONFLIC T (Y/N)	RELOCATIO N (Y/N)	COMMENTS	ATLAS REC'D (Y/N)	CONFLIC T (Y/N)	RELOCATIO N (Y/N)	COMMENTS	ATLAS REC'D (Y/N)	CONFLIC T (Y/N)	RELOCATIO N (Y/N)	COMMENTS
BASE BID	HUNTER ROAD (N)																								
	THORNWOOD AVENUE																								
	GREENWOOD AVENUE																								
	BEECHWOOD AVENUE																								
	21st STREET																								
ALT - OPT 4 BID	HUNTER ROAD (S)																								
	SCHILLER AVENUE																								
ALT - OPT 2	(OPT 2 PLACEHOLDER)																								

65% PLANS SENT TO ALL UTILITY COMPANIES ON MAY 7, 2021

PERMIT MATRIX

PERMIT STATUS 4/29/2021				
Permit	Agency	Submittal Date	Permit Number	Receipt Date
SANITARY SEWER PERMIT	MWRD			
WATER MAIN CONSTRUCTION PERMIT	IEPA			
COUNTY R.O.W. PERMIT	CCHD			
NOI; SWPPP	IEPA	SUBMIT 30 DAYS PRIOR TO COMMENCEMENT		



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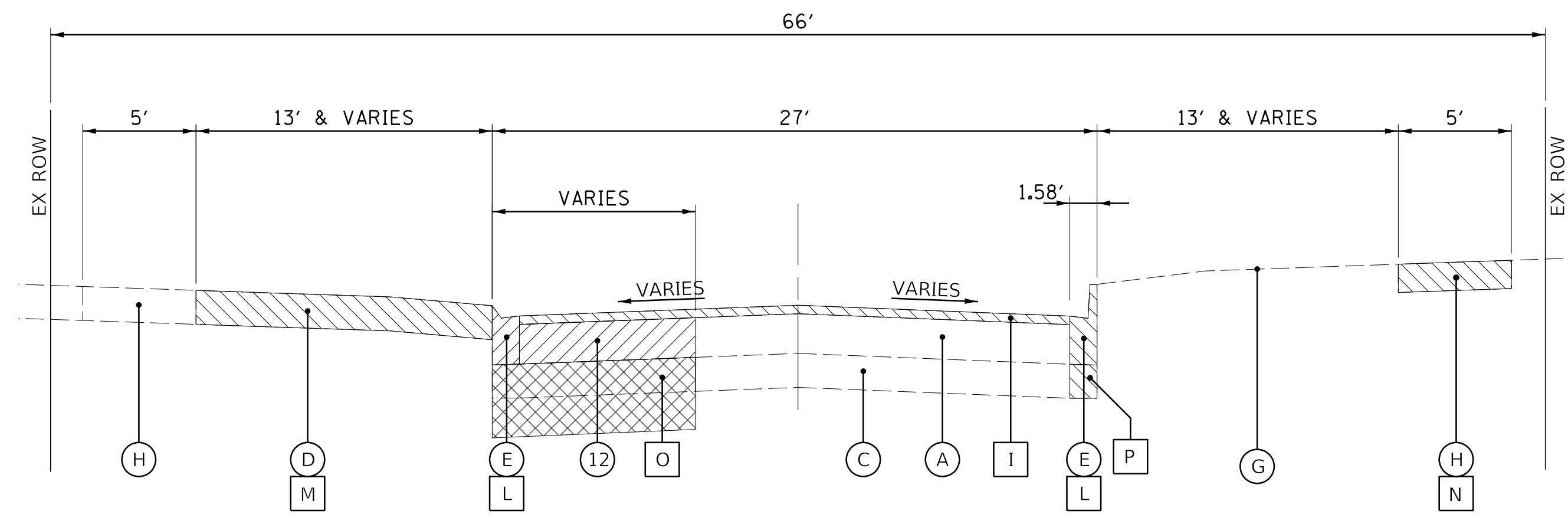
Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

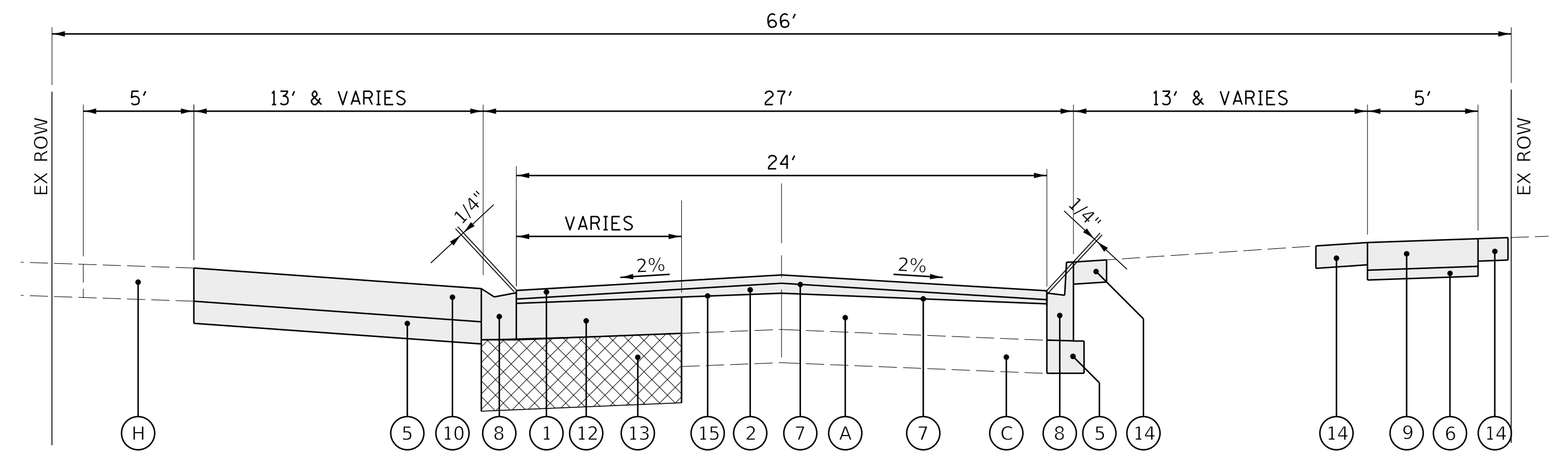
TITLE: **WSNSP CONTRACT #3
SUMMARY OF QUANTITIES**

PROJ. NO.	180245.0004
DATE:	5/7/2021
SHEET	6 OF 148
DRAWING NO.	6



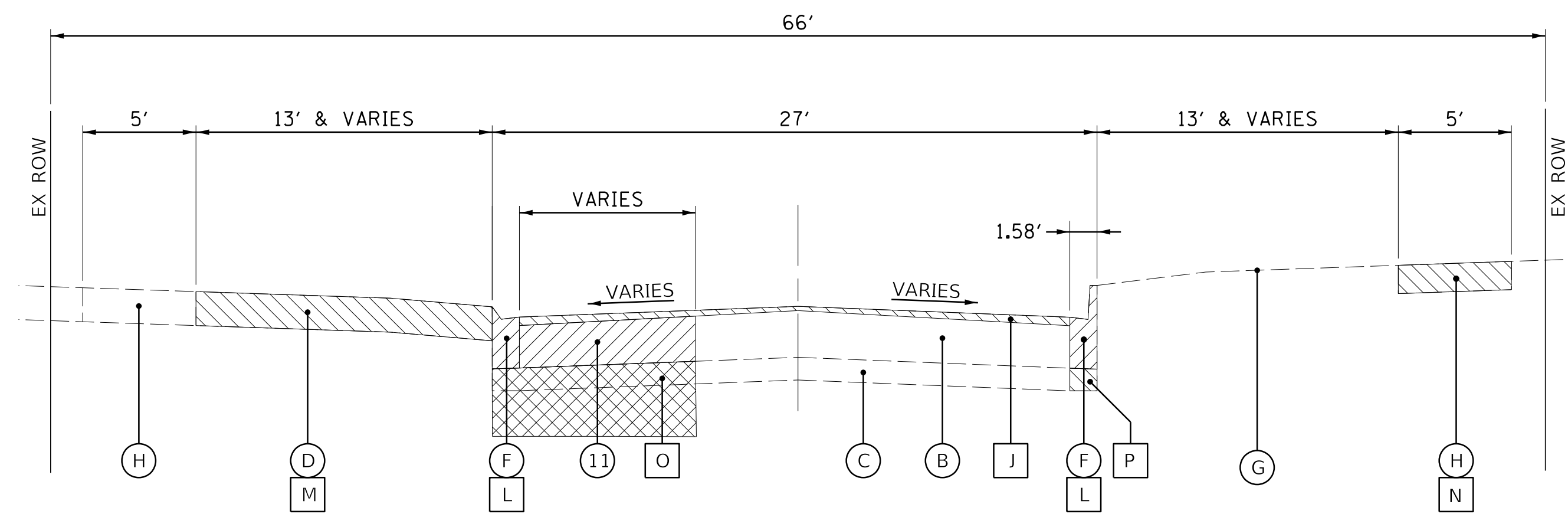
EXISTING TYPICAL SECTION

HUNTER ROAD (STA 15+06 TO STA 15+88)
 HUNTER ROAD (STA 23+13 TO STA 23+99)
 HUNTER ROAD (STA 30+67 TO STA 32+16)



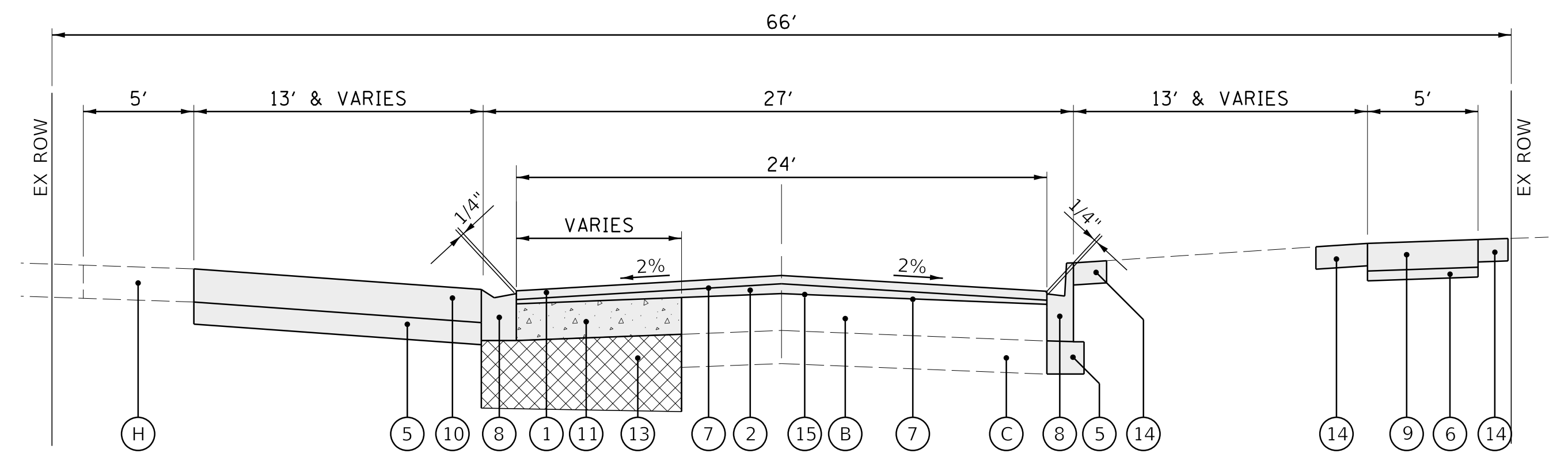
PROPOSED TYPICAL SECTION

HUNTER ROAD (STA 15+06 TO STA 15+88)
 HUNTER ROAD (STA 23+13 TO STA 23+99)
 HUNTER ROAD (STA 30+67 TO STA 32+16)



EXISTING TYPICAL SECTION

HUNTER ROAD (STA 15+88 TO STA 23+13)
 HUNTER ROAD (STA 29+73 TO STA 30+67)



PROPOSED TYPICAL SECTION

HUNTER ROAD (STA 15+88 TO STA 23+13)
 HUNTER ROAD (STA 29+73 TO STA 30+67)

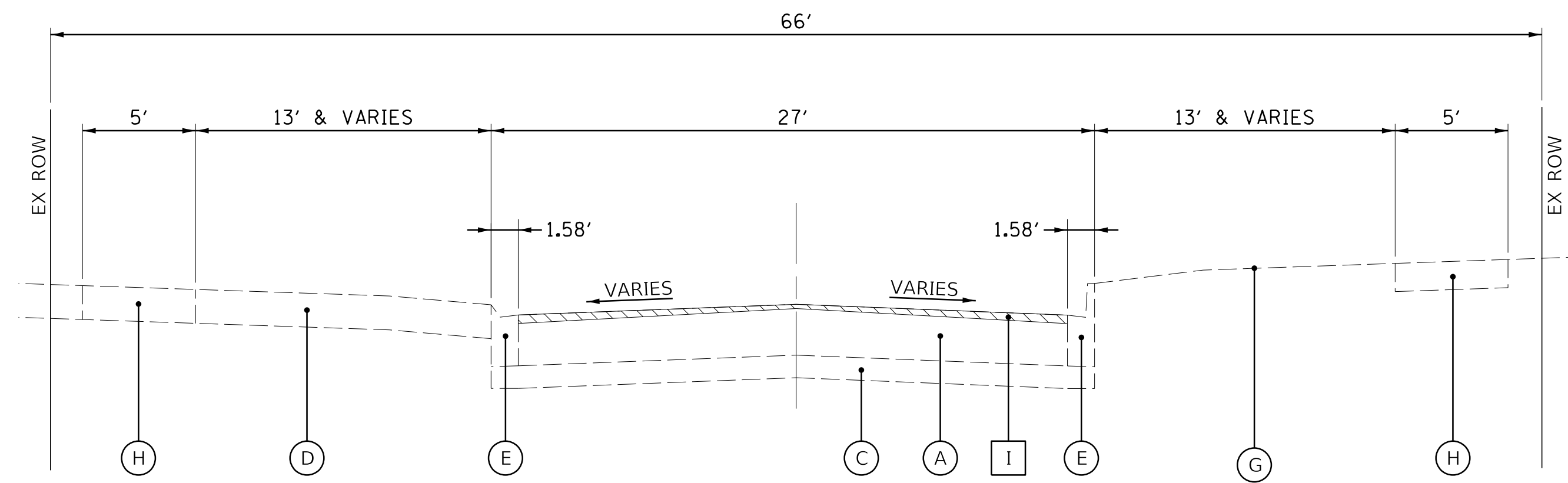
LEGEND

- | | |
|--|--|
| <p>PROPOSED</p> <ul style="list-style-type: none"> (A) EXISTING HOT-MIX ASPHALT PAVEMENT *** (B) EXISTING PCC PAVEMENT *** (C) EXISTING AGGREGATE BASE COURSE *** (D) EXISTING DRIVEWAY (E) EXISTING CURB AND GUTTER (F) EXISTING MONOLITHIC CURB AND GUTTER (G) EXISTING TOPSOIL AND SODDING (H) EXISTING PCC SIDEWALK (I) HMA SURFACE REMOVAL, 2" (J) PCC SURFACE REMOVAL, 1 1/2" (K) PAVEMENT REMOVAL (L) COMBINATION CURB AND GUTTER REMOVAL** (M) DRIVEWAY PAVEMENT REMOVAL** (N) SIDEWALK REMOVAL** (O) EXCAVATION FOR UTILITY INSTALLATION (P) EARTH EXCAVATION (INCIDENTAL TO CURB AND GUTTER REMOVAL) (Q) REMOVAL AND DISPOSAL OF UNSUITABLE MAT.** [Hatched Box] ITEM TO BE REMOVED ** AS DETERMINED BY THE ENGINEER *** SEE EXISTING PAVEMENT THICKNESS TABLE SHEET 14 | <p>PROPOSED</p> <ul style="list-style-type: none"> (1) HMA SURFACE COURSE, MIX "D", N50, 1 1/2" (2) LEVELING BINDER (MACHINE METHOD), N50, 3/4" (3) HMA BINDER COURSE, IL-19.0, N50, 6 1/2" (4) AGGREGATE BASE COURSE, TYPE B, 12" (5) AGGREGATE BASE COURSE, TYPE B, 4" (6) AGGREGATE BASE COURSE, TYPE B, 2" (7) BITUMINOUS MATERIALS (TACK COAT) (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12 (9) PCC SIDEWALK, 5 INCH (6 INCH @ DRIVEWAYS) (10) DRIVEWAY PAVEMENT (11) CLASS B PATCH, SPECIAL, 6" (WITH REBAR PER IDOT STD.) (12) CLASS D PATCH, SPECIAL, 6" (13) TRENCH BACKFILL FROM UTILITY INSTALLATION (14) SODDING, SPECIAL (15) STRIP REFLECTIVE CRACK CONTROL TREATMENT (16) AGGREGATE BASE REPAIR AND PREPARATION OF BASE (17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (18) AGGREGATE SUBGRADE IMPROVEMENT |
|--|--|

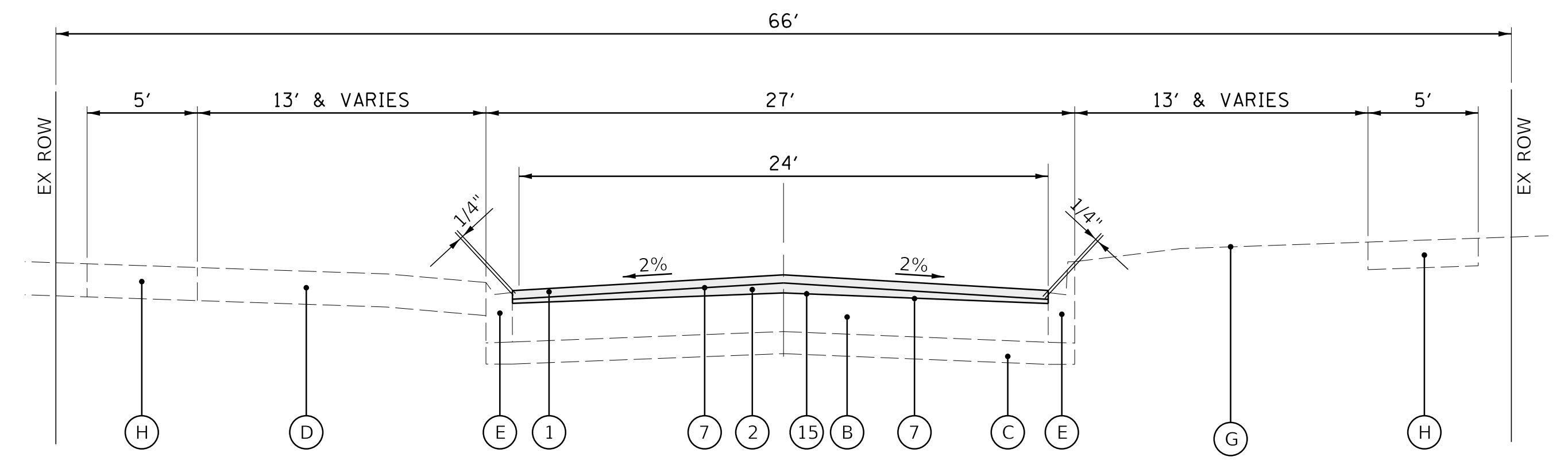
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL 9.5 mm) 3/4"	4% @ 50 GYR
PAVEMENT RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6 1/2" (2 LIFTS)	
CLASS D PATCHING	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6" (2 LIFTS)	4% @ 50 GYR
DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 3"	4% @ 50 GYR
TEMPORARY PATCHING	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR

- NOTES:
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 - THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 - FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

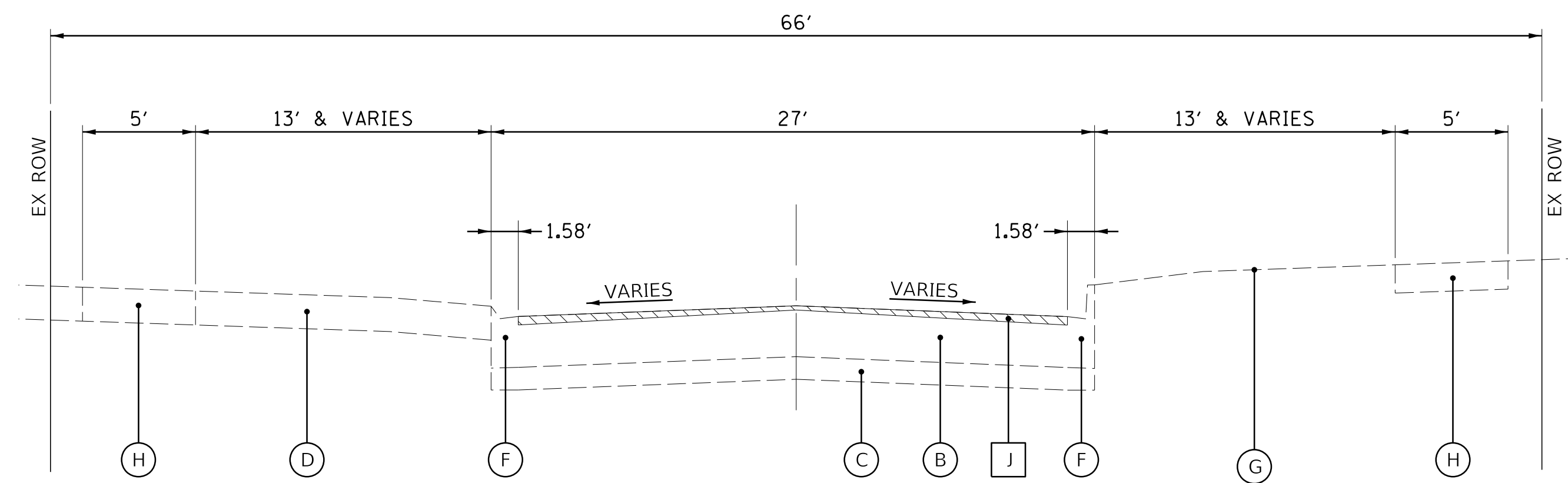
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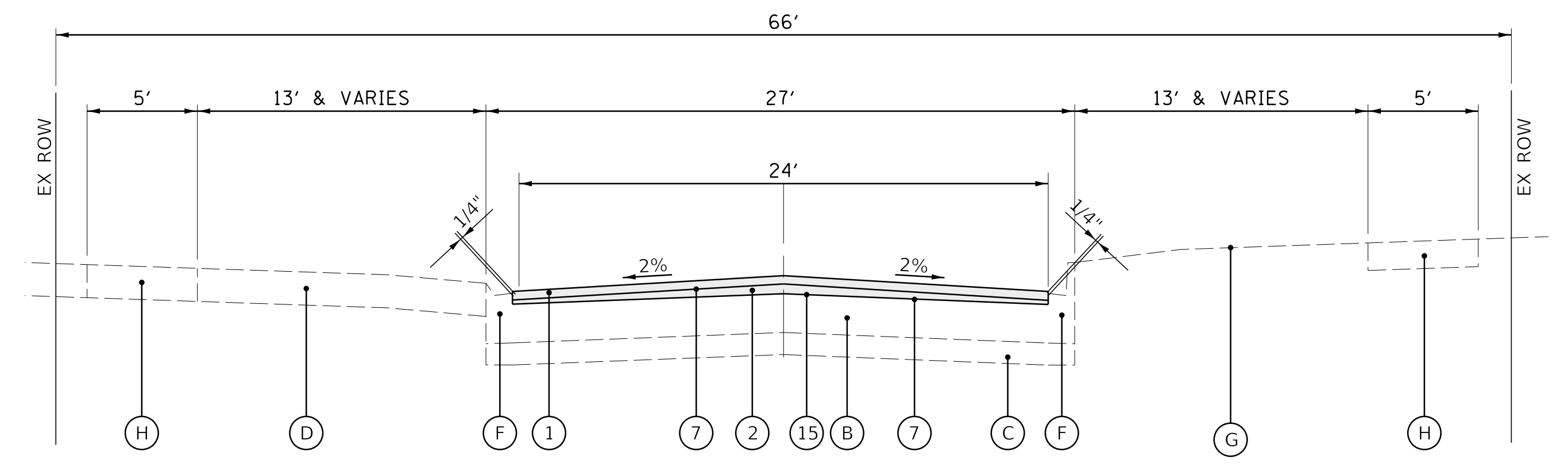
EXISTING TYPICAL SECTION
 HUNTER ROAD (STA 4+32 TO STA 15+06)
 HUNTER ROAD (STA 23+99 TO STA 28+61)



PROPOSED TYPICAL SECTION
 HUNTER ROAD (STA 4+32 TO STA 15+06)
 HUNTER ROAD (STA 23+99 TO STA 28+61)



EXISTING TYPICAL SECTION
 HUNTER ROAD (STA 28+61 TO STA 29+73)



PROPOSED TYPICAL SECTION
 HUNTER ROAD (STA 28+61 TO STA 29+73)

LEGEND

- PROPOSED**
- (A) EXISTING HOT-MIX ASPHALT PAVEMENT ***
 - (B) EXISTING PCC PAVEMENT ***
 - (C) EXISTING AGGREGATE BASE COURSE ***
 - (D) EXISTING DRIVEWAY
 - (E) EXISTING CURB AND GUTTER
 - (F) EXISTING MONOLITHIC CURB AND GUTTER
 - (G) EXISTING TOPSOIL AND SODDING
 - (H) EXISTING PCC SIDEWALK
 - (I) HMA SURFACE REMOVAL, 2"
 - (J) PCC SURFACE REMOVAL, 1 1/2"
 - (K) PAVEMENT REMOVAL
 - (L) COMBINATION CURB AND GUTTER REMOVAL**
 - (M) DRIVEWAY PAVEMENT REMOVAL**
 - (N) SIDEWALK REMOVAL**
 - (O) EXCAVATION FOR UTILITY INSTALLATION
 - (P) EARTH EXCAVATION (INCIDENTAL TO CURB AND GUTTER REMOVAL)
 - (Q) REMOVAL AND DISPOSAL OF UNSUITABLE MAT.**
 - [Hatched Box] ITEM TO BE REMOVED
 - ** AS DETERMINED BY THE ENGINEER
 - *** SEE EXISTING PAVEMENT THICKNESS TABLE SHEET 14

- PROPOSED**
- (1) HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
 - (2) LEVELING BINDER (MACHINE METHOD), N50, 3/4"
 - (3) HMA BINDER COURSE, IL-19.0, N50, 6 1/2"
 - (4) AGGREGATE BASE COURSE, TYPE B, 12"
 - (5) AGGREGATE BASE COURSE, TYPE B, 4"
 - (6) AGGREGATE BASE COURSE, TYPE B, 2"
 - (7) BITUMINOUS MATERIALS (TACK COAT)
 - (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12
 - (9) PCC SIDEWALK, 5 INCH (6 INCH @ DRIVEWAYS)
 - (10) DRIVEWAY PAVEMENT
 - (11) CLASS B PATCH, SPECIAL, 6" (WITH REBAR PER IDOT STD.)
 - (12) CLASS D PATCH, SPECIAL, 6"
 - (13) TRENCH BACKFILL FROM UTILITY INSTALLATION
 - (14) SODDING, SPECIAL
 - (15) STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - (16) AGGREGATE BASE REPAIR AND PREPARATION OF BASE
 - (17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - (18) AGGREGATE SUBGRADE IMPROVEMENT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL 9.5 mm) 3/4"	4% @ 50 GYR
PAVEMENT RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6 1/2" (2 LIFTS)	
CLASS D PATCHING	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6" (2 LIFTS)	4% @ 50 GYR
DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 3"	4% @ 50 GYR
TEMPORARY PATCHING	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR

NOTES:
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
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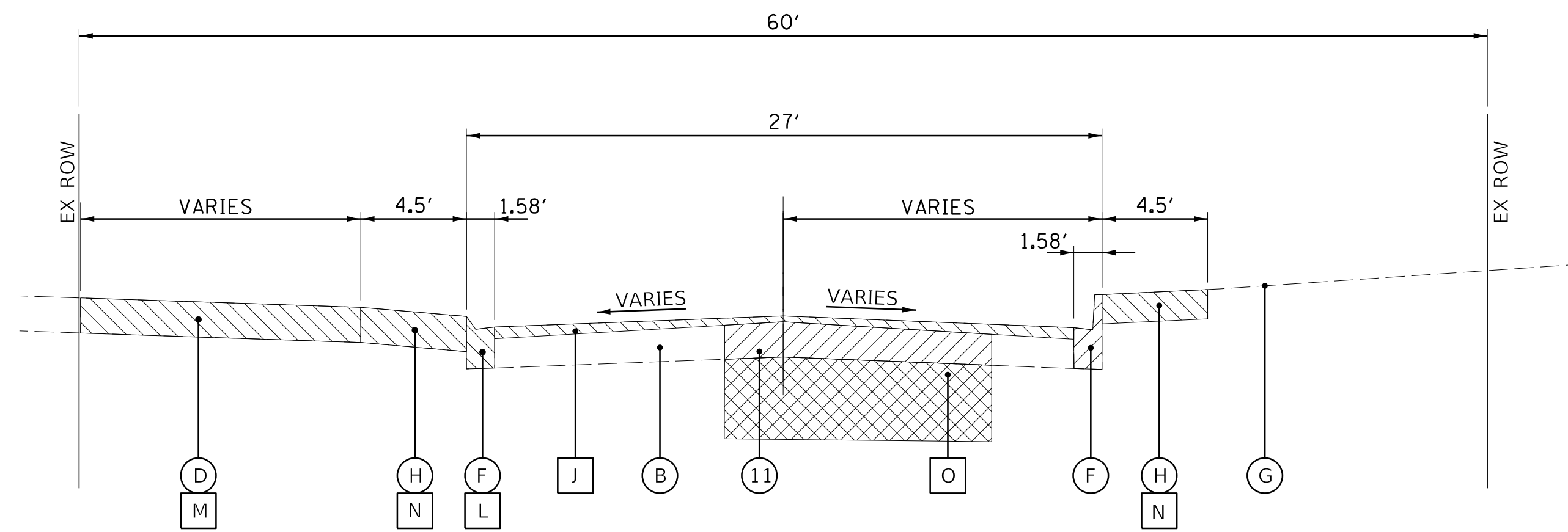
BAXTER & WOODMAN
 Consulting Engineers

CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

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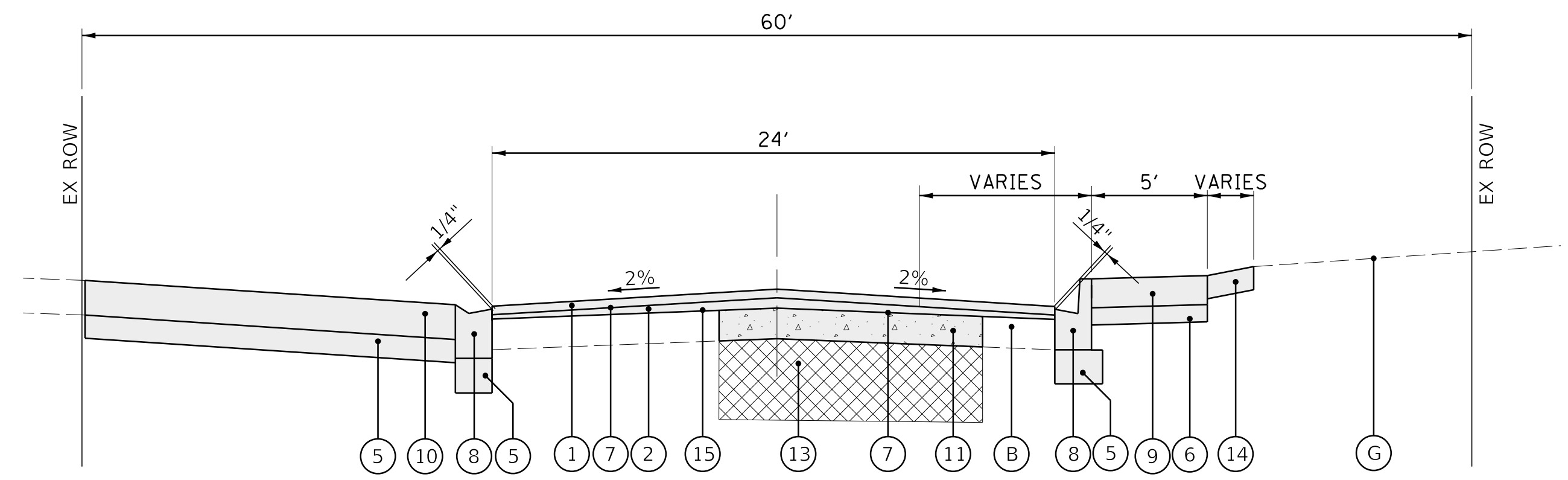
TITLE: **WSNSP CONTRACT #3**
TYPICAL SECTIONS
HUNTER ROAD

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 11 OF 148
 DRAWING NO. **11**



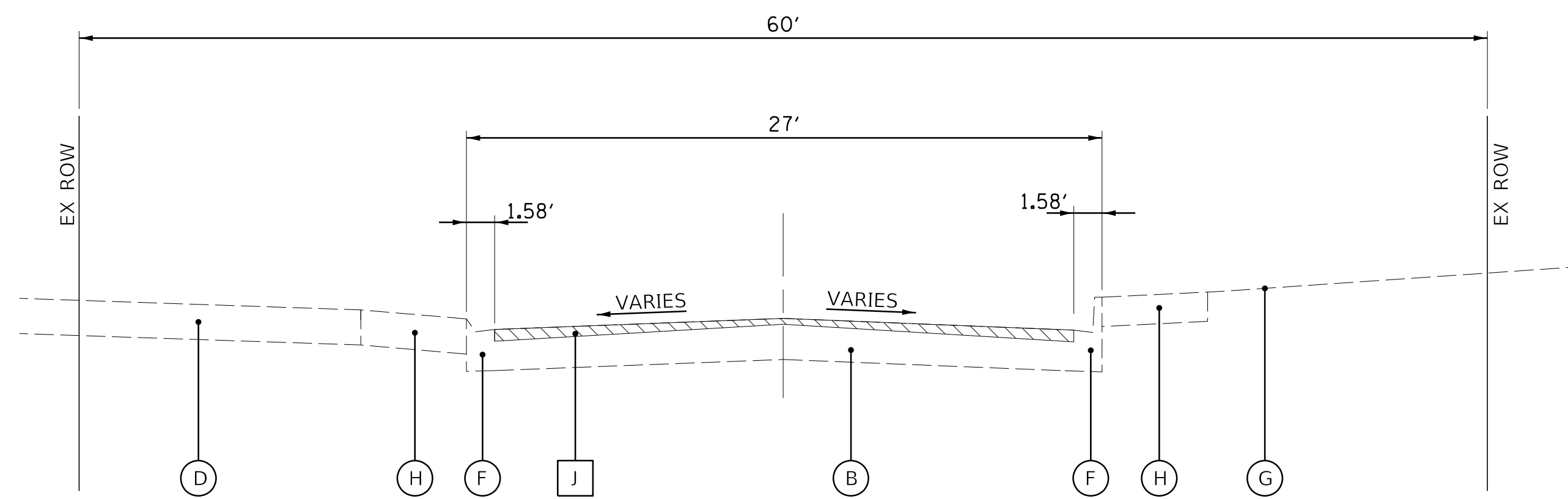
EXISTING TYPICAL SECTION

GREENWOOD AVENUE (STA 40+12 TO STA 48+09)



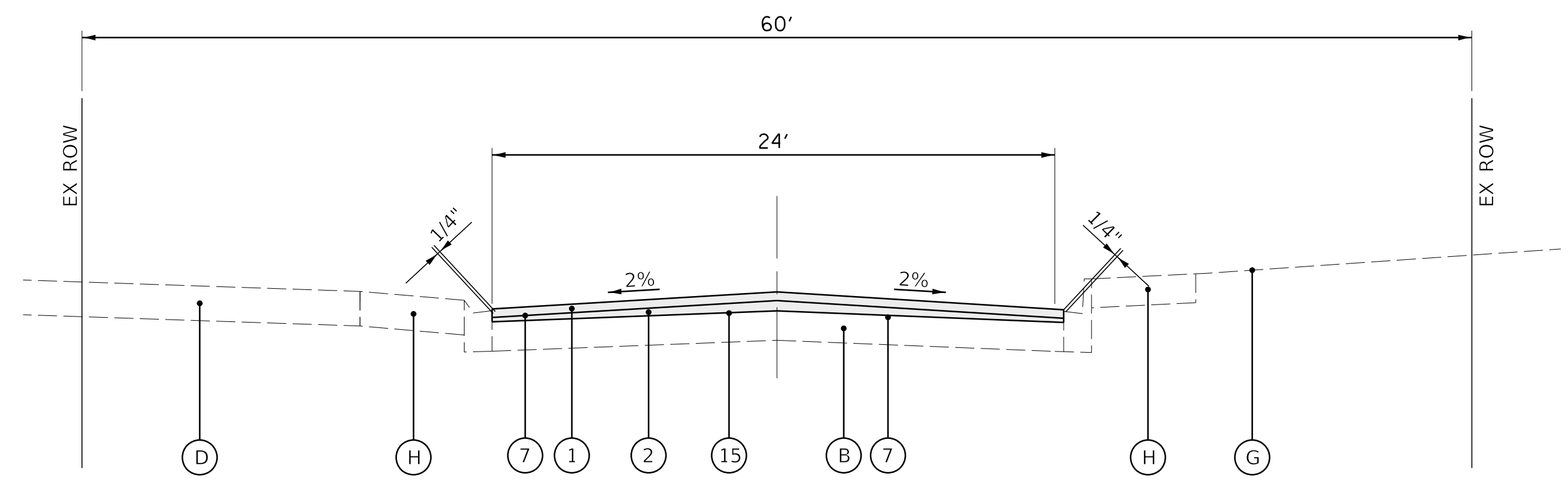
PROPOSED TYPICAL SECTION

GREENWOOD AVENUE (STA 40+12 TO STA 49+09)



EXISTING TYPICAL SECTION

GREENWOOD AVENUE (STA 48+09 TO STA 53+21)



PROPOSED TYPICAL SECTION

GREENWOOD AVENUE (STA 48+09 TO STA 53+21)

LEGEND

PROPOSED

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT ***
- (B) EXISTING PCC PAVEMENT ***
- (C) EXISTING AGGREGATE BASE COURSE ***
- (D) EXISTING DRIVEWAY
- (E) EXISTING CURB AND GUTTER
- (F) EXISTING MONOLITHIC CURB AND GUTTER
- (G) EXISTING TOPSOIL AND SODDING
- (H) EXISTING PCC SIDEWALK
- (I) HMA SURFACE REMOVAL, 2"
- (J) PCC SURFACE REMOVAL, 1 1/2"
- (K) PAVEMENT REMOVAL
- (L) COMBINATION CURB AND GUTTER REMOVAL**
- (M) DRIVEWAY PAVEMENT REMOVAL**
- (N) SIDEWALK REMOVAL**
- (O) EXCAVATION FOR UTILITY INSTALLATION
- (P) EARTH EXCAVATION (INCIDENTAL TO CURB AND GUTTER REMOVAL)
- (Q) REMOVAL AND DISPOSAL OF UNSUITABLE MAT.**
- [Hatched] ITEM TO BE REMOVED
- ** AS DETERMINED BY THE ENGINEER
- *** SEE EXISTING PAVEMENT THICKNESS TABLE SHEET 14

PROPOSED

- (1) HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- (3) HMA BINDER COURSE, IL-19.0, N50, 6 1/2"
- (4) AGGREGATE BASE COURSE, TYPE B, 12"
- (5) AGGREGATE BASE COURSE, TYPE B, 4"
- (6) AGGREGATE BASE COURSE, TYPE B, 2"
- (7) BITUMINOUS MATERIALS (TACK COAT)
- (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12
- (9) PCC SIDEWALK, 5 INCH (6 INCH @ DRIVEWAYS)
- (10) DRIVEWAY PAVEMENT
- (11) CLASS B PATCH, SPECIAL, 6" (WITH REBAR PER IDOT STD.)
- (12) CLASS D PATCH, SPECIAL, 6"
- (13) TRENCH BACKFILL FROM UTILITY INSTALLATION
- (14) SODDING, SPECIAL
- (15) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (16) AGGREGATE BASE REPAIR AND PREPARATION OF BASE
- (17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (18) AGGREGATE SUBGRADE IMPROVEMENT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL 9.5 mm) 3/4"	4% @ 50 GYR
PAVEMENT RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6 1/2" (2 LIFTS)	
CLASS D PATCHING	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6" (2 LIFTS)	4% @ 50 GYR
DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 3"	4% @ 50 GYR
TEMPORARY PATCHING	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR

- NOTES:
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 - THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 - FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

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CLIENT:



Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
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PLOT DATE:	5/7/2021
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MODEL:	Default

TITLE:

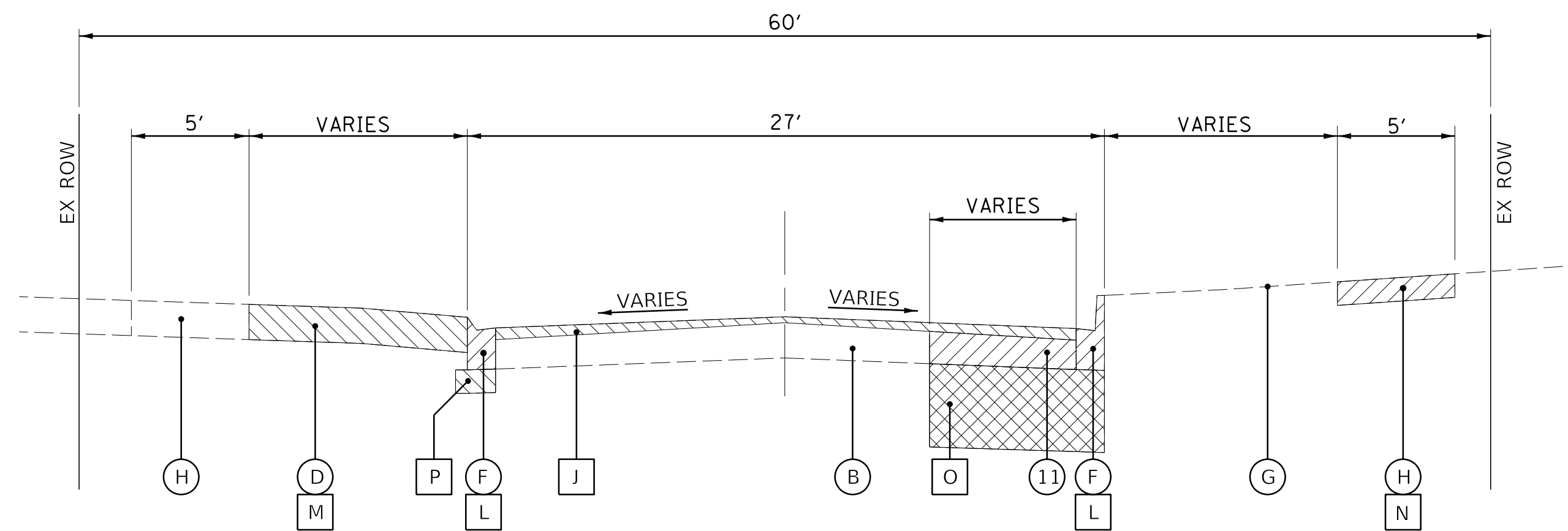
WSNSP CONTRACT #3
TYPICAL SECTIONS
GREENWOOD AVENUE

PROJ. NO. 180245.0004

DATE: 5/7/2021

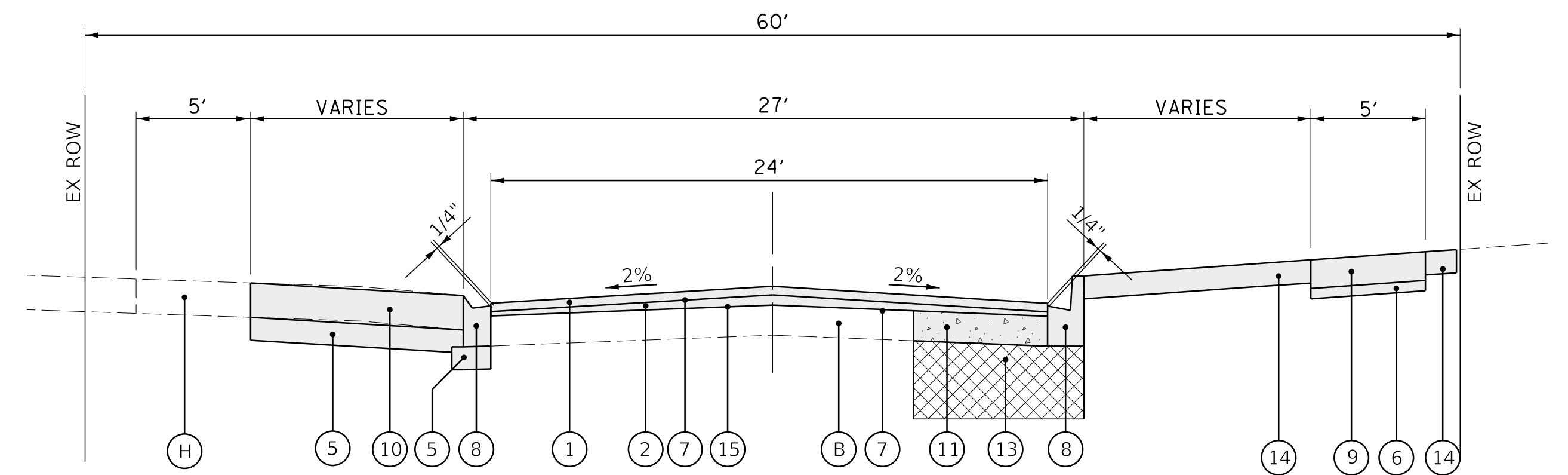
SHEET 12 OF 148

DRAWING NO.



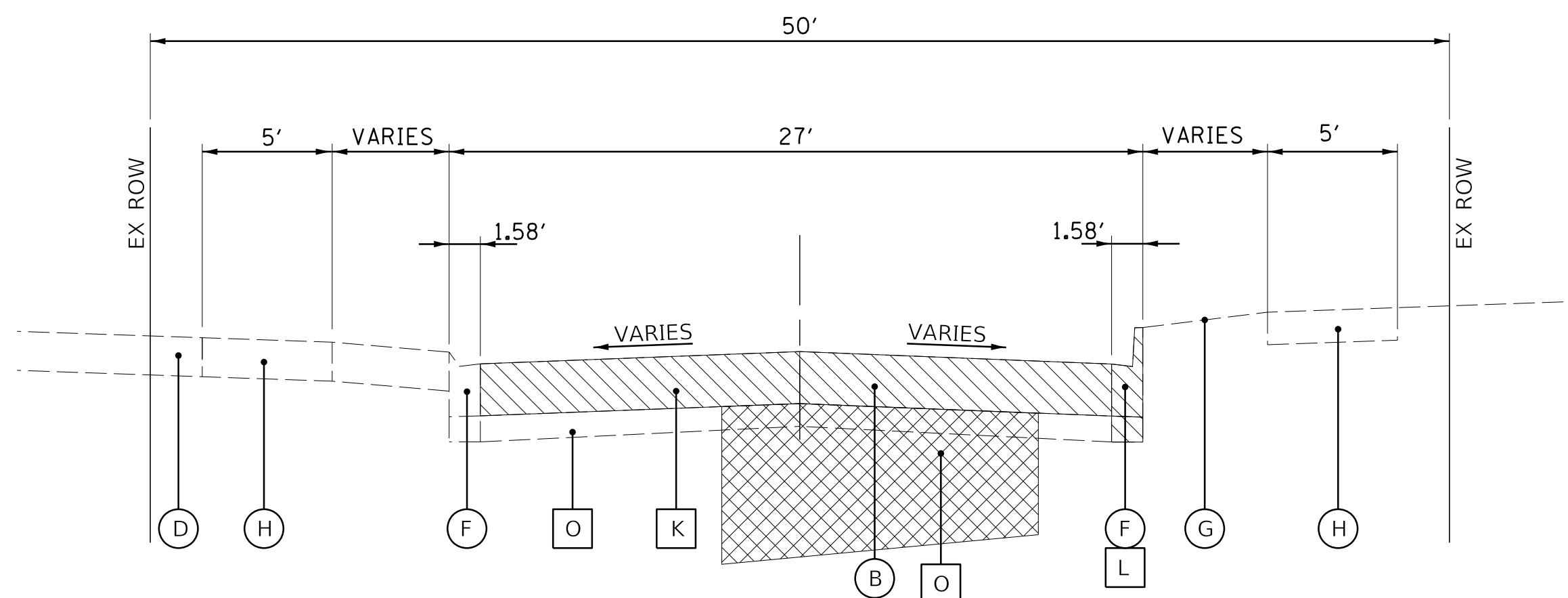
EXISTING TYPICAL SECTION

THORNWOOD AVENUE (STA 60+81 TO STA 70+05)



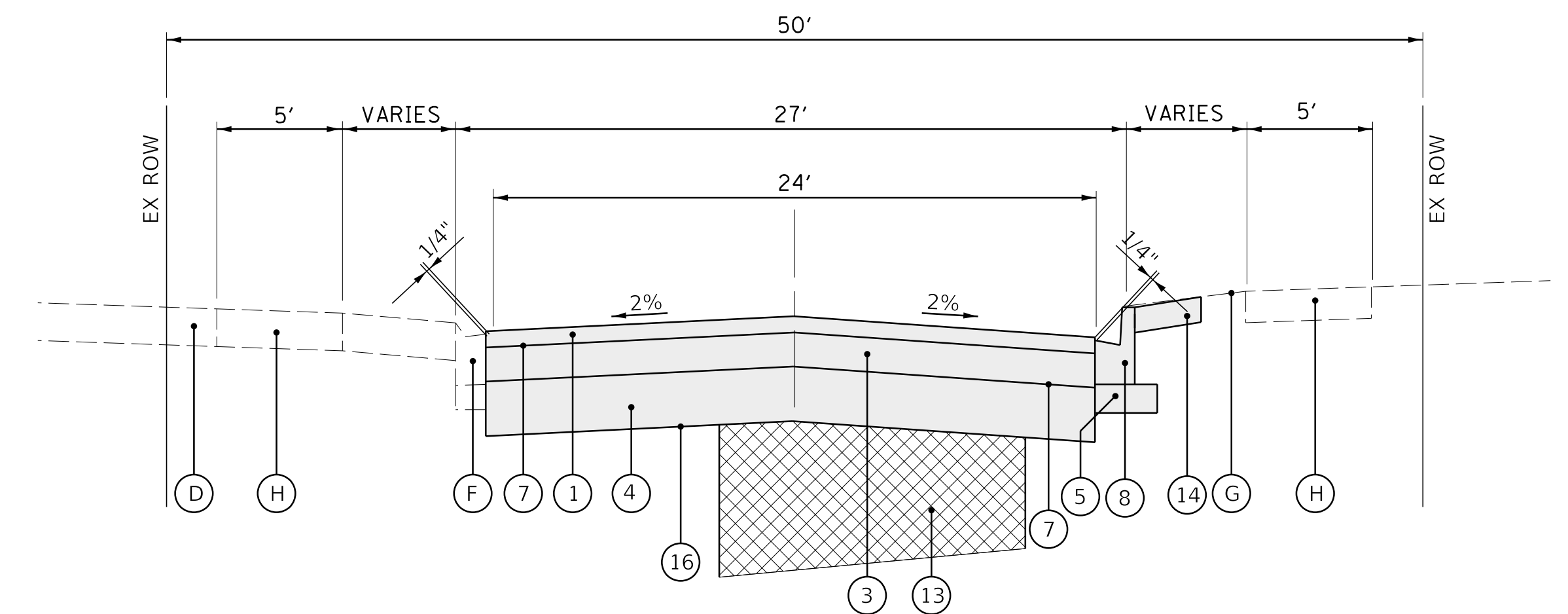
PROPOSED TYPICAL SECTION

THORNWOOD AVENUE (STA 60+81 TO STA 70+05)



EXISTING TYPICAL SECTION

BEECHWOOD AVENUE (STA 70+12 TO STA 83+86)



PROPOSED TYPICAL SECTION

BEECHWOOD AVENUE (STA 70+12 TO STA 83+86)

LEGEND

PROPOSED

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT ***
- (B) EXISTING PCC PAVEMENT ***
- (C) EXISTING AGGREGATE BASE COURSE ***
- (D) EXISTING DRIVEWAY
- (E) EXISTING CURB AND GUTTER
- (F) EXISTING MONOLITHIC CURB AND GUTTER
- (G) EXISTING TOPSOIL AND SODDING
- (H) EXISTING PCC SIDEWALK
- (I) HMA SURFACE REMOVAL, 2"
- (J) PCC SURFACE REMOVAL, 1 1/2"
- (K) PAVEMENT REMOVAL
- (L) COMBINATION CURB AND GUTTER REMOVAL**
- (M) DRIVEWAY PAVEMENT REMOVAL**
- (N) SIDEWALK REMOVAL**
- (O) EXCAVATION FOR UTILITY INSTALLATION
- (P) EARTH EXCAVATION (INCIDENTAL TO CURB AND GUTTER REMOVAL)
- (Q) REMOVAL AND DISPOSAL OF UNSUITABLE MAT.**
- [Hatched Box] ITEM TO BE REMOVED
- ** AS DETERMINED BY THE ENGINEER
- *** SEE EXISTING PAVEMENT THICKNESS TABLE SHEET 14

PROPOSED

- (1) HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- (3) HMA BINDER COURSE, IL-19.0, N50, 6 1/2"
- (4) AGGREGATE BASE COURSE, TYPE B, 12"
- (5) AGGREGATE BASE COURSE, TYPE B, 4"
- (6) AGGREGATE BASE COURSE, TYPE B, 2"
- (7) BITUMINOUS MATERIALS (TACK COAT)
- (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12
- (9) PCC SIDEWALK, 5 INCH (6 INCH @ DRIVEWAYS)
- (10) DRIVEWAY PAVEMENT
- (11) CLASS B PATCH, SPECIAL, 6" (WITH REBAR PER IDOT STD.)
- (12) CLASS D PATCH, SPECIAL, 6"
- (13) TRENCH BACKFILL FROM UTILITY INSTALLATION
- (14) SODDING, SPECIAL
- (15) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (16) AGGREGATE BASE REPAIR AND PREPARATION OF BASE
- (17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (18) AGGREGATE SUBGRADE IMPROVEMENT

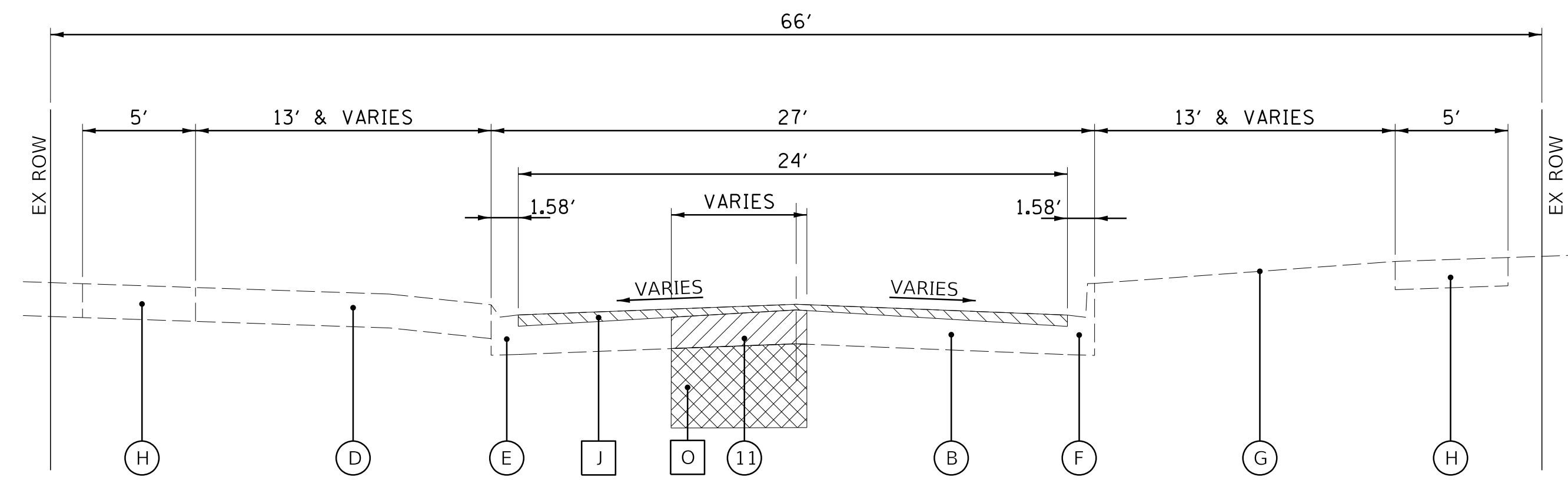
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL 9.5 mm) 3/4"	4% @ 50 GYR
PAVEMENT RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6 1/2" (2 LIFTS)	
CLASS D PATCHING	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6" (2 LIFTS)	4% @ 50 GYR
DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 3"	4% @ 50 GYR
TEMPORARY PATCHING	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR

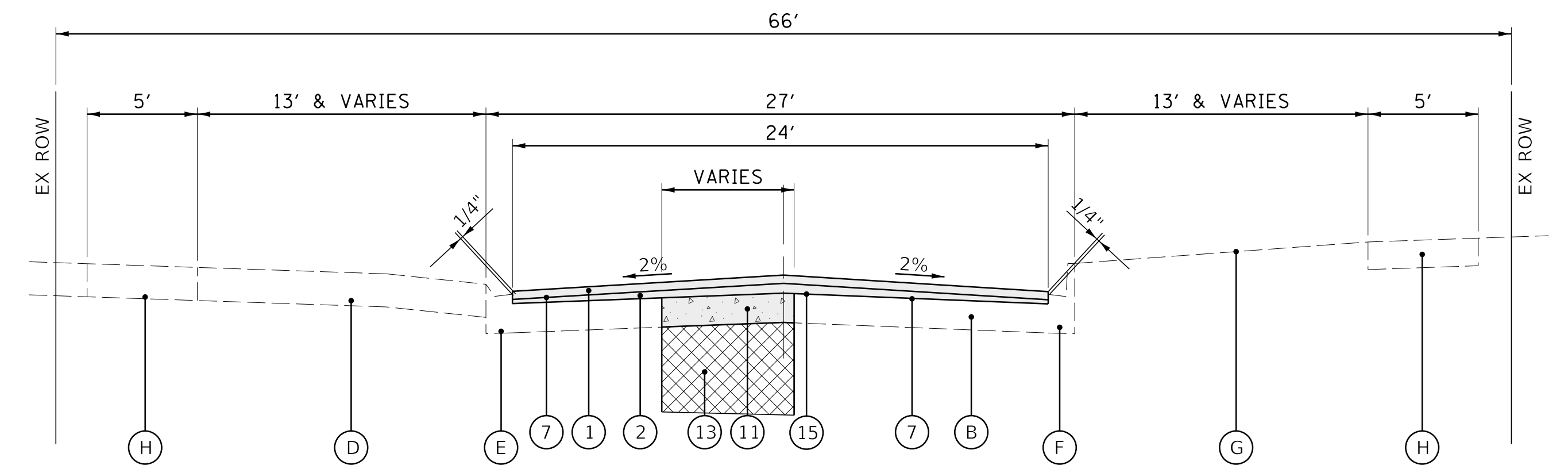
- NOTES:
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\wilmette\180245.00004\Civil\TYP-C3.180245_01.sht			

DSGN.	JAL	TITLE:
DWN.	MAK	
CHKD.	LMF	
SCALE:	20'	
PLOT DATE:	5/7/2021	WSNSP CONTRACT #3 TYPICAL SECTIONS THORNWOOD & BEECHWOOD AVENUE
CAD USER:	mkoonce	
MODEL:	Default	



EXISTING TYPICAL SECTION
21ST STREET (STA 90+14 TO STA 93+55)



PROPOSED TYPICAL SECTION
21ST STREET (STA 90+14 TO STA 93+55)

LEGEND

PROPOSED

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT***
- (B) EXISTING PCC PAVEMENT***
- (C) EXISTING AGGREGATE BASE COURSE***
- (D) EXISTING DRIVEWAY
- (E) EXISTING CURB AND GUTTER
- (F) EXISTING MONOLITHIC CURB AND GUTTER
- (G) EXISTING TOPSOIL AND SODDING
- (H) EXISTING PCC SIDEWALK
- (I) HMA SURFACE REMOVAL, 2"
- (J) PCC SURFACE REMOVAL, 1 1/2"
- (K) PAVEMENT REMOVAL
- (L) COMBINATION CURB AND GUTTER REMOVAL**
- (M) DRIVEWAY PAVEMENT REMOVAL**
- (N) SIDEWALK REMOVAL**
- (O) EXCAVATION FOR UTILITY INSTALLATION
- (P) EARTH EXCAVATION (INCIDENTAL TO CURB AND GUTTER REMOVAL)
- (Q) REMOVAL AND DISPOSAL OF UNSUITABLE MAT.**
- (R) ITEM TO BE REMOVED
- ** AS DETERMINED BY THE ENGINEER
- *** SEE EXISTING PAVEMENT THICKNESS TABLE SHEET 14

PROPOSED

- (1) HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- (3) HMA BINDER COURSE, IL-19.0, N50, 6 1/2"
- (4) AGGREGATE BASE COURSE, TYPE B, 12"
- (5) AGGREGATE BASE COURSE, TYPE B, 4"
- (6) AGGREGATE BASE COURSE, TYPE B, 2"
- (7) BITUMINOUS MATERIALS (TACK COAT)
- (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12
- (9) PCC SIDEWALK, 5 INCH (6 INCH @ DRIVEWAYS)
- (10) DRIVEWAY PAVEMENT
- (11) CLASS B PATCH, SPECIAL, 6" (WITH REBAR PER IDOT STD.)
- (12) CLASS D PATCH, SPECIAL, 6"
- (13) TRENCH BACKFILL FROM UTILITY INSTALLATION
- (14) SODDING, SPECIAL
- (15) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (16) AGGREGATE BASE REPAIR AND PREPARATION OF BASE
- (17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (18) AGGREGATE SUBGRADE IMPROVEMENT

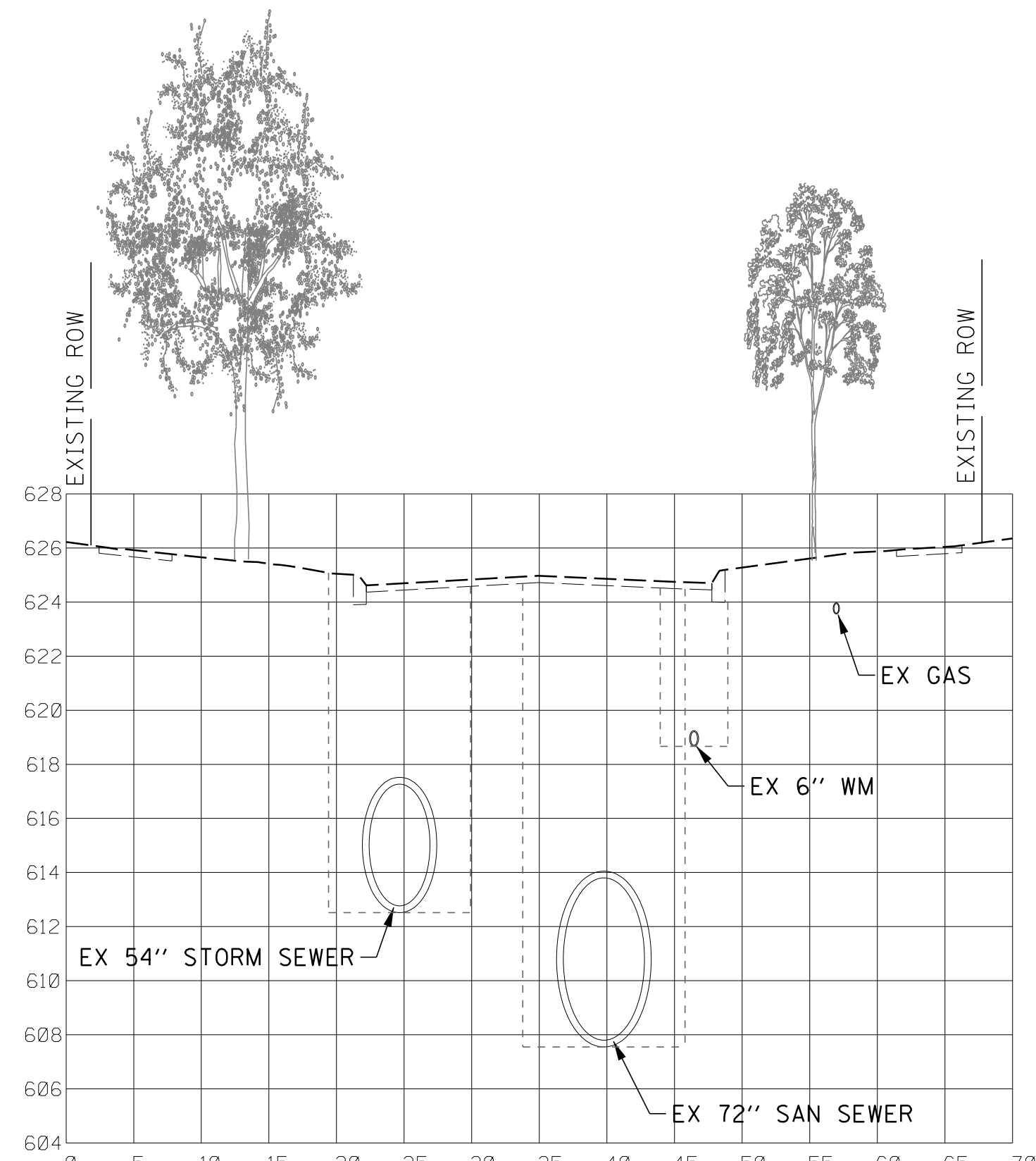
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL 9.5 mm) 3/4"	4% @ 50 GYR
PAVEMENT RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 1 1/2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6 1/2" (2 LIFTS)	
CLASS D PATCHING	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6" (2 LIFTS)	4% @ 50 GYR
DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL 9.5, N50, 3"	4% @ 50 GYR
TEMPORARY PATCHING	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR

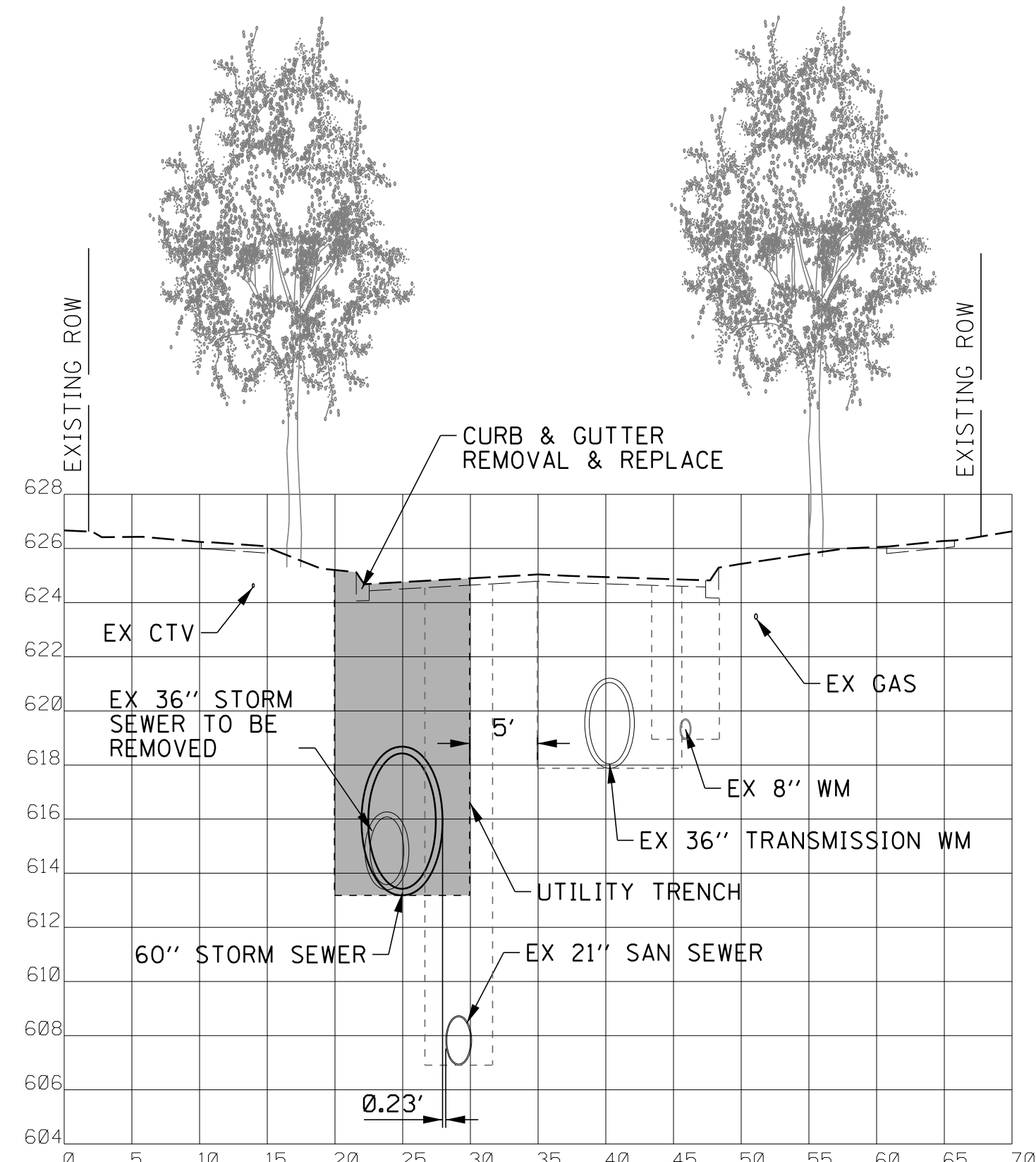
NOTES:
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

EXISTING PAVEMENT THICKNESS DATA

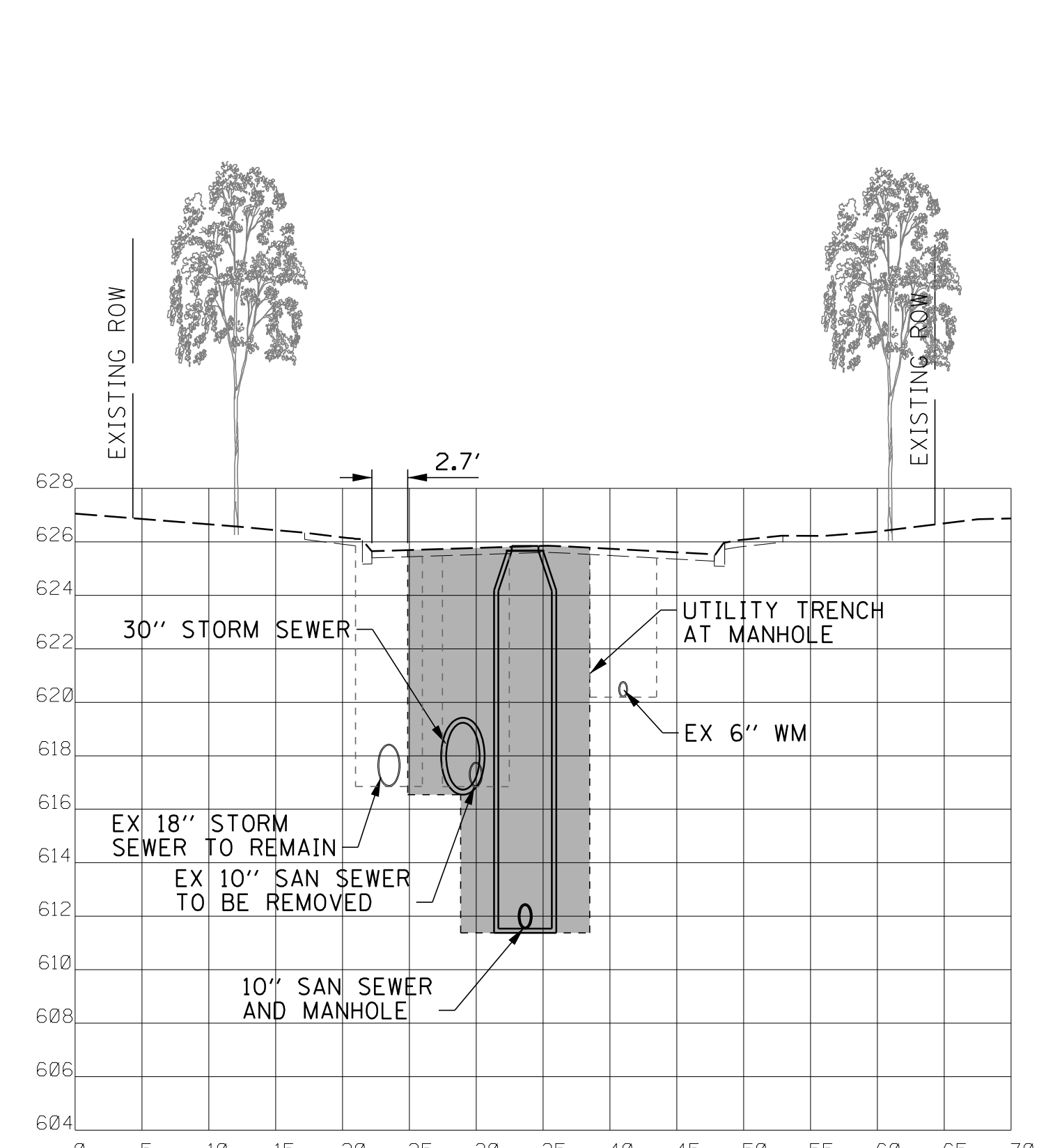
STREET	HOT-MIX ASPHALT	PCC	AGG. BASE
HUNTER STREET (HMA)	± 8 1/2"	-	8" - 14 1/2"
HUNTER STREET (PCC)	-	± 9"	± 4
GREENWOOD AVENUE	-	7" - 7 1/2"	-
THORNWOOD AVENUE	-	± 7"	-
BEECHWOOD AVENUE	-	7" - 9 1/2"	-
21ST STREET	-	± 8 3/4	-



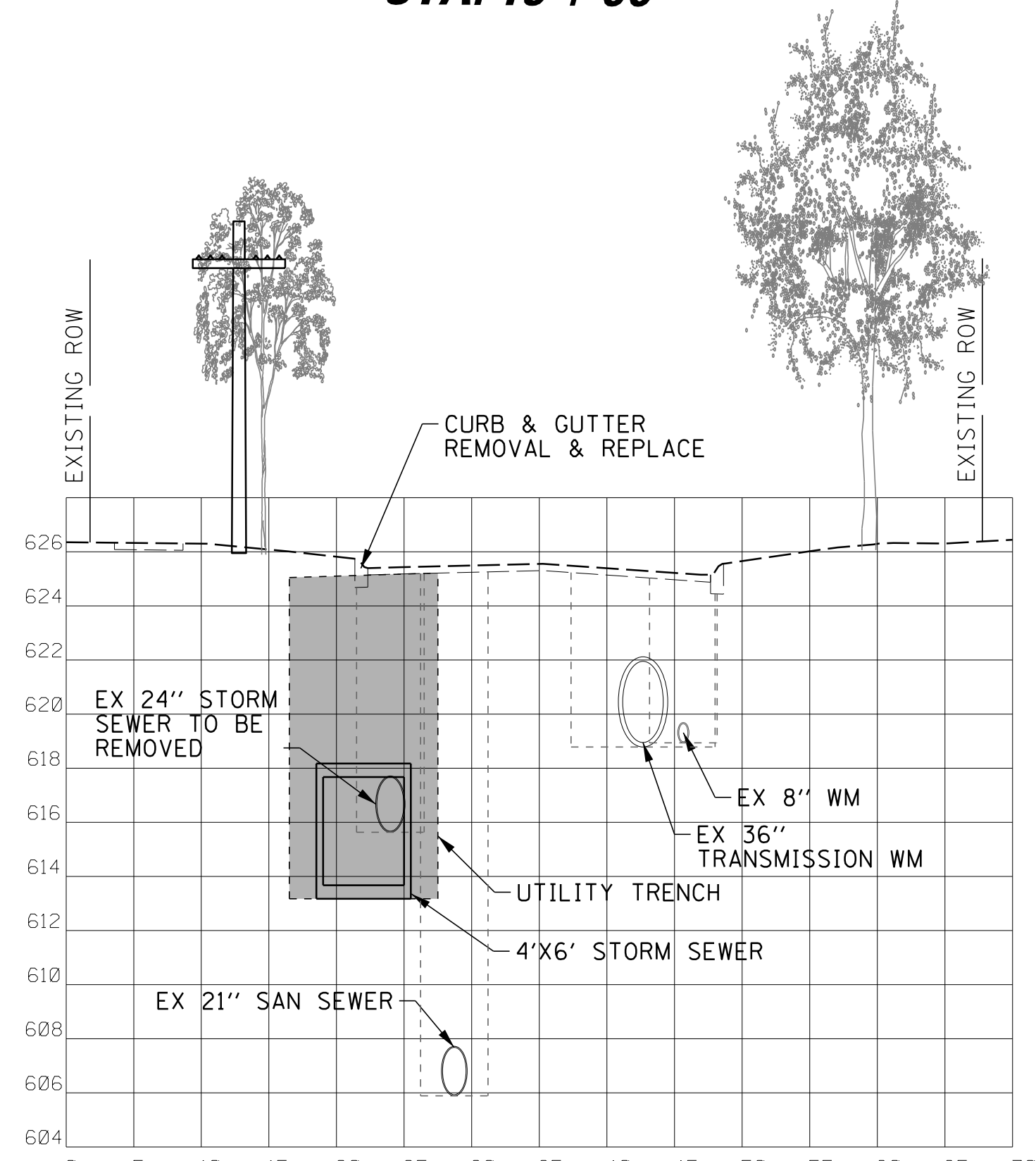
**HUNTER RD
STA. 15 + 00**



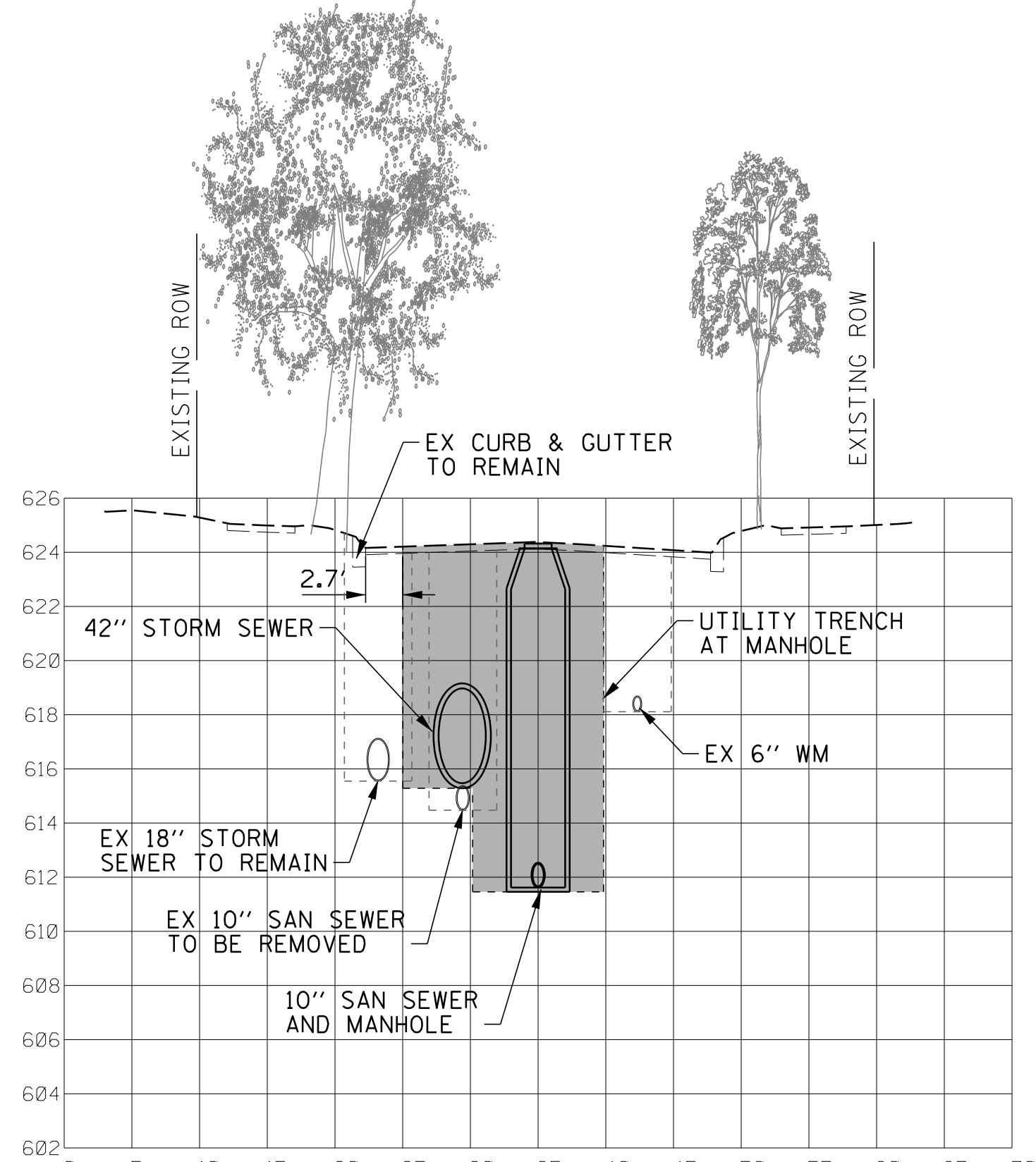
**HUNTER RD
STA. 22 + 00**



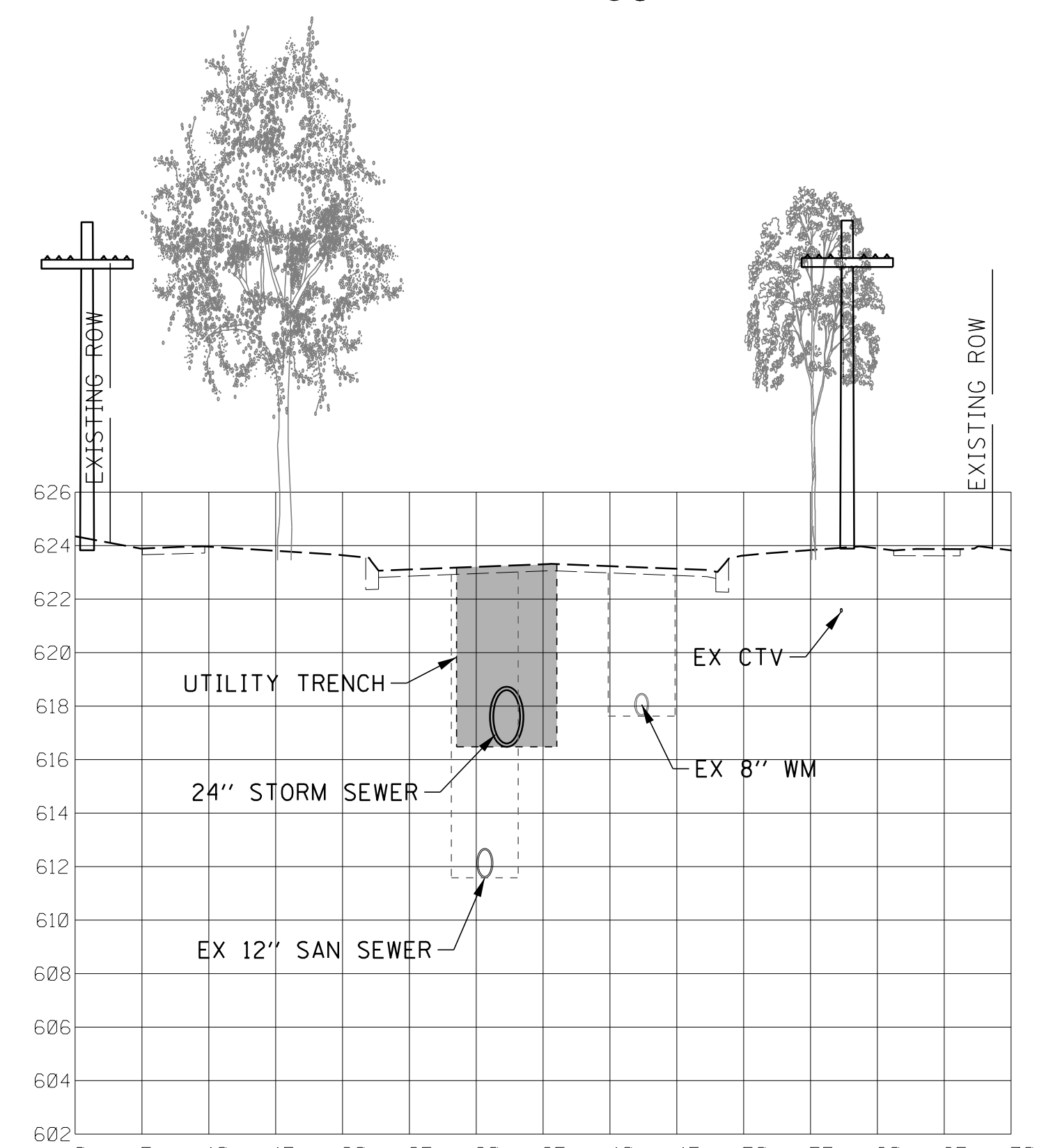
**GREENWOOD AVE.
STA. 44 + 00**



**THORNWOOD AVE.
STA. 68 + 00**

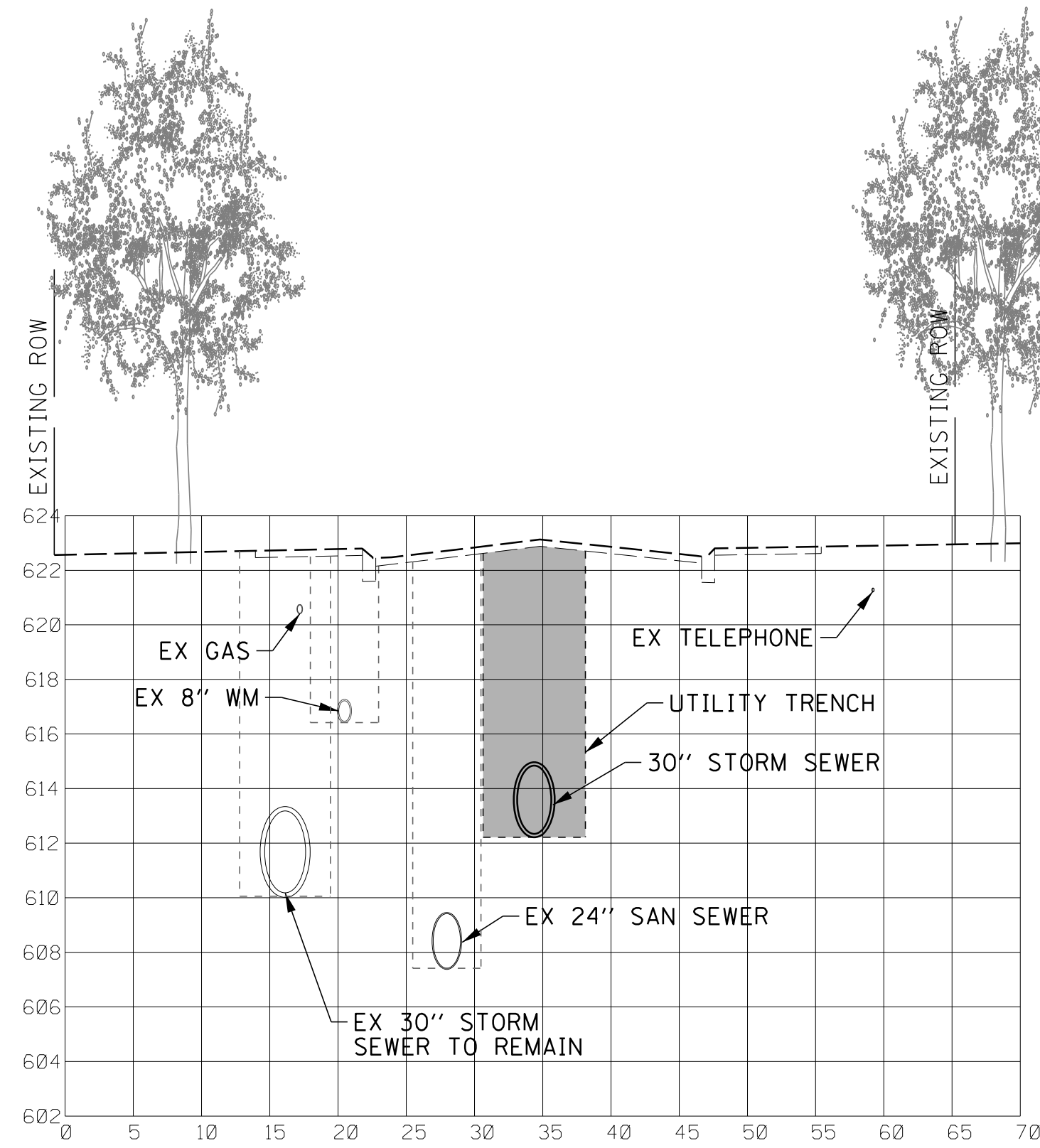


**BEECHWOOD AVE.
STA. 76 + 00**

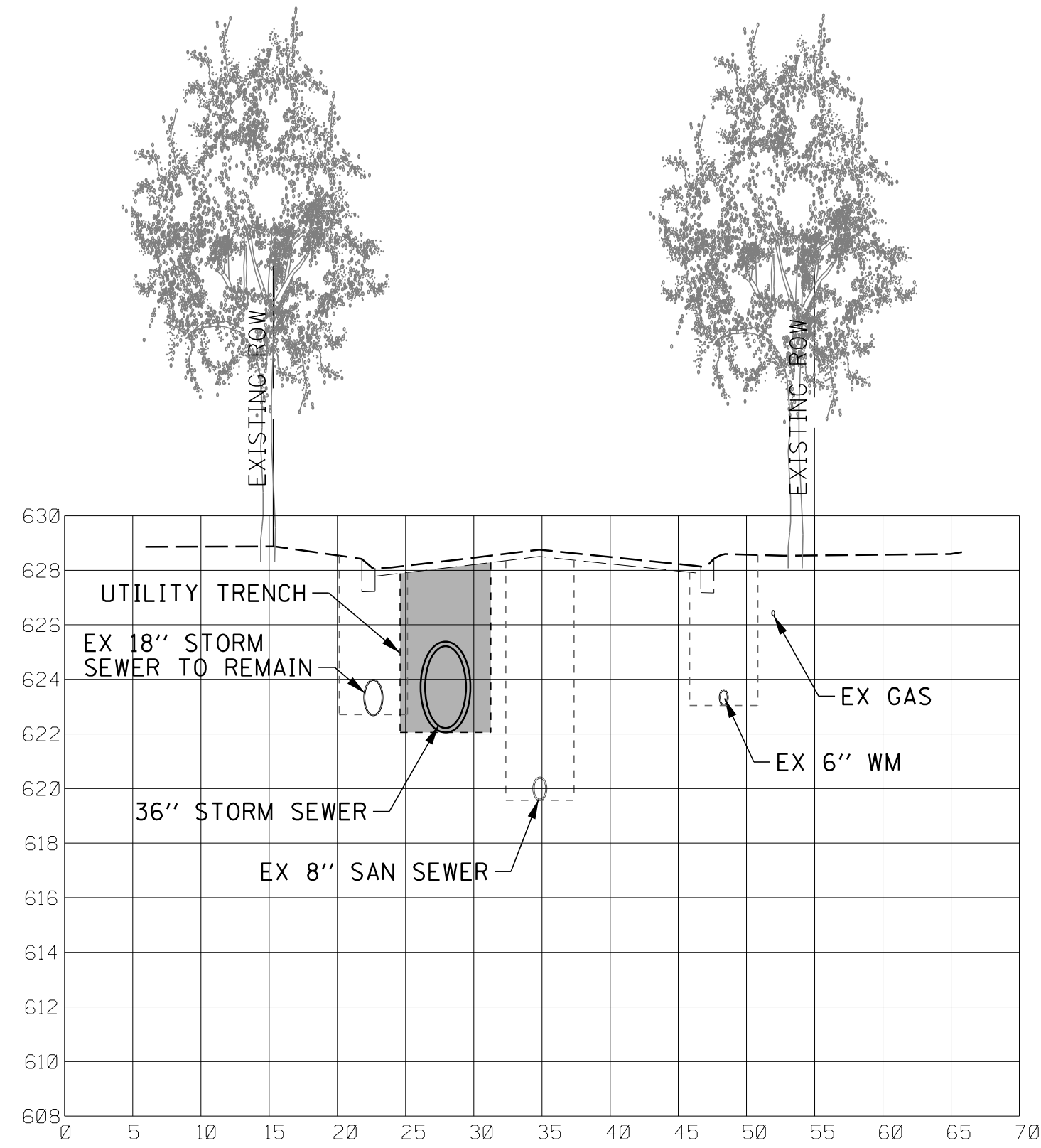


**21ST STREET
STA. 92 + 00**

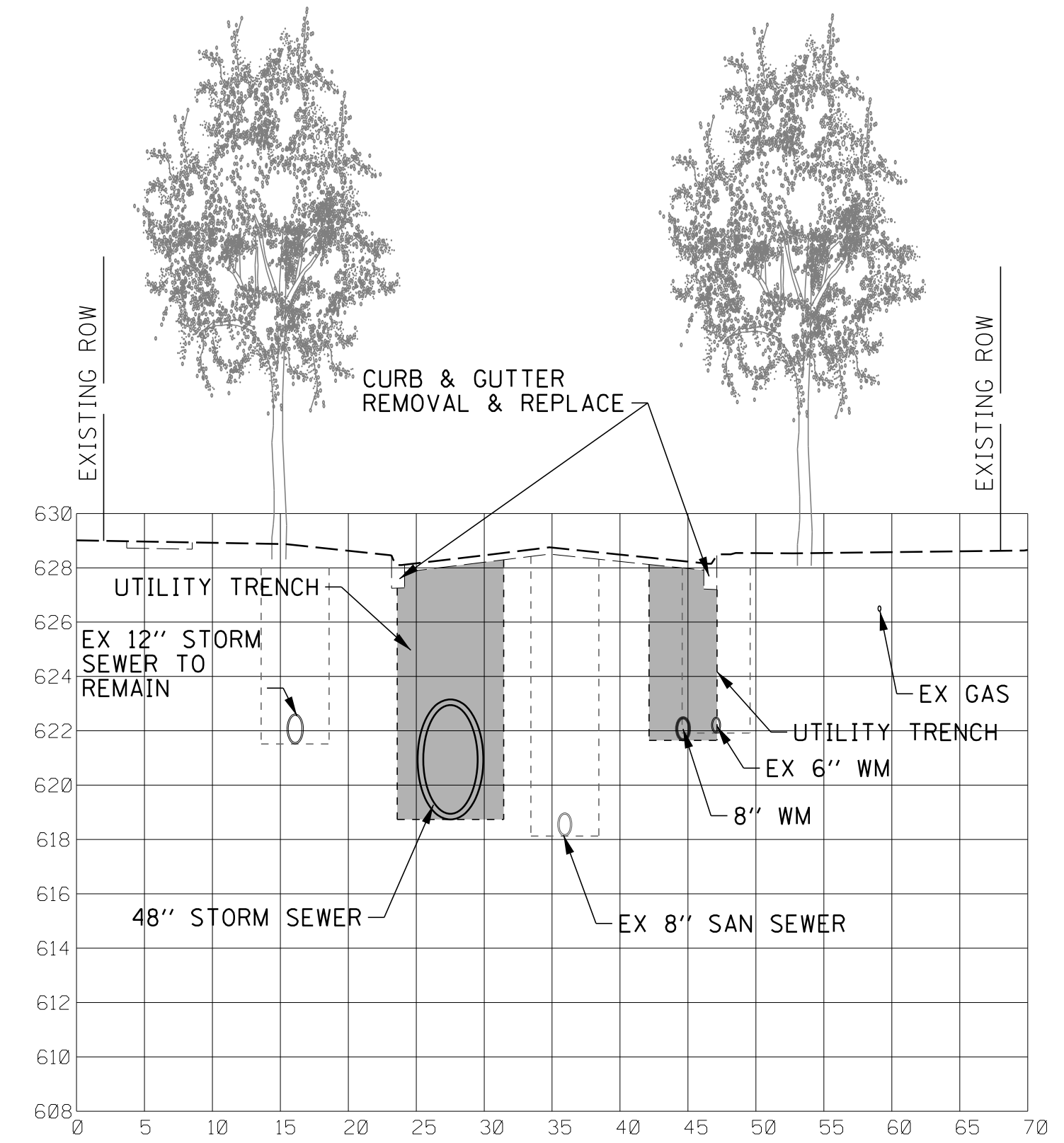
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FILE NAME	N:\wilmette\180245.00004\Civil\TYP-C3_180245_01.sht			
DSGN.	JAL			
DWN.	MAK			
CHKD.	LMF			
SCALE:	20'			
PLOT DATE:	5/7/2021			
CAD USER:	mkoonce			
MODEL:	Default			



**ROMONA LN
NORTH OF ORCHARD LN**



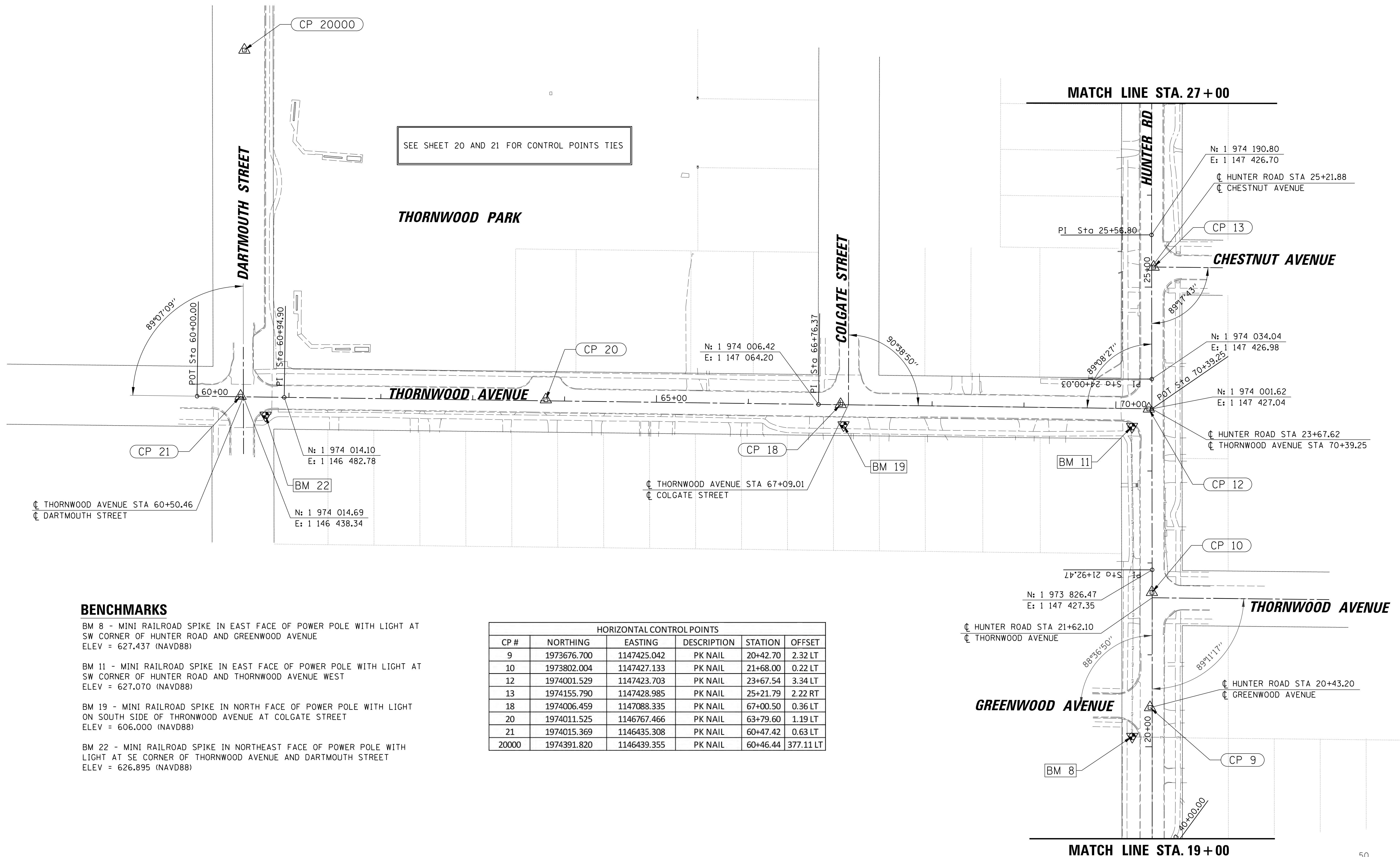
**OUILMETTE LN
STA. 203+00**



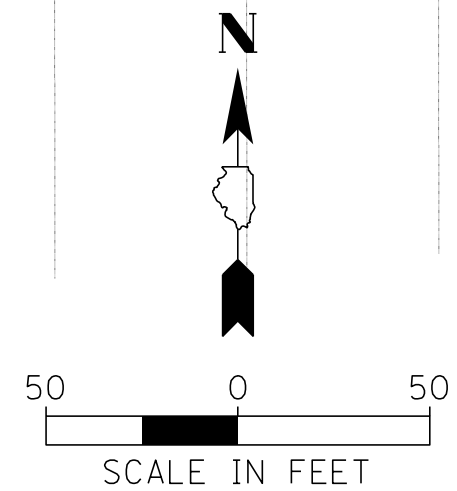
SCHILLER AV

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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FILE NAME	N:\wilmette\180245.00004\Civil\TYP-C3.180245_01.sht			

DSGN.	JAL	TITLE: WSNSP CONTRACT #3 TYPICAL UTILITY SECTIONS
DWN.	MAK	
CHKD.	LMF	
SCALE:	20'	
PLOT DATE:	5/7/2021	
CAD USER:	mkoonce	PROJ. NO. 180245.0004
MODEL:	Default	DATE: 5/7/2021
		SHEET 16 OF 148
		DRAWING NO.
		16



HORIZONTAL CONTROL POINTS					
CP #	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
9	1973676.700	1147425.042	PK NAIL	20+42.70	2.32 LT
10	1973802.004	1147427.133	PK NAIL	21+68.00	0.22 LT
12	1974001.529	1147423.703	PK NAIL	23+67.54	3.34 LT
13	1974155.790	1147428.985	PK NAIL	25+21.79	2.22 RT
18	1974006.459	1147088.335	PK NAIL	67+00.50	0.36 LT
20	1974011.525	1146767.466	PK NAIL	63+79.60	1.19 LT
21	1974015.369	1146435.308	PK NAIL	60+47.42	0.63 LT
20000	1974391.820	1146439.355	PK NAIL	60+46.44	377.11 LT



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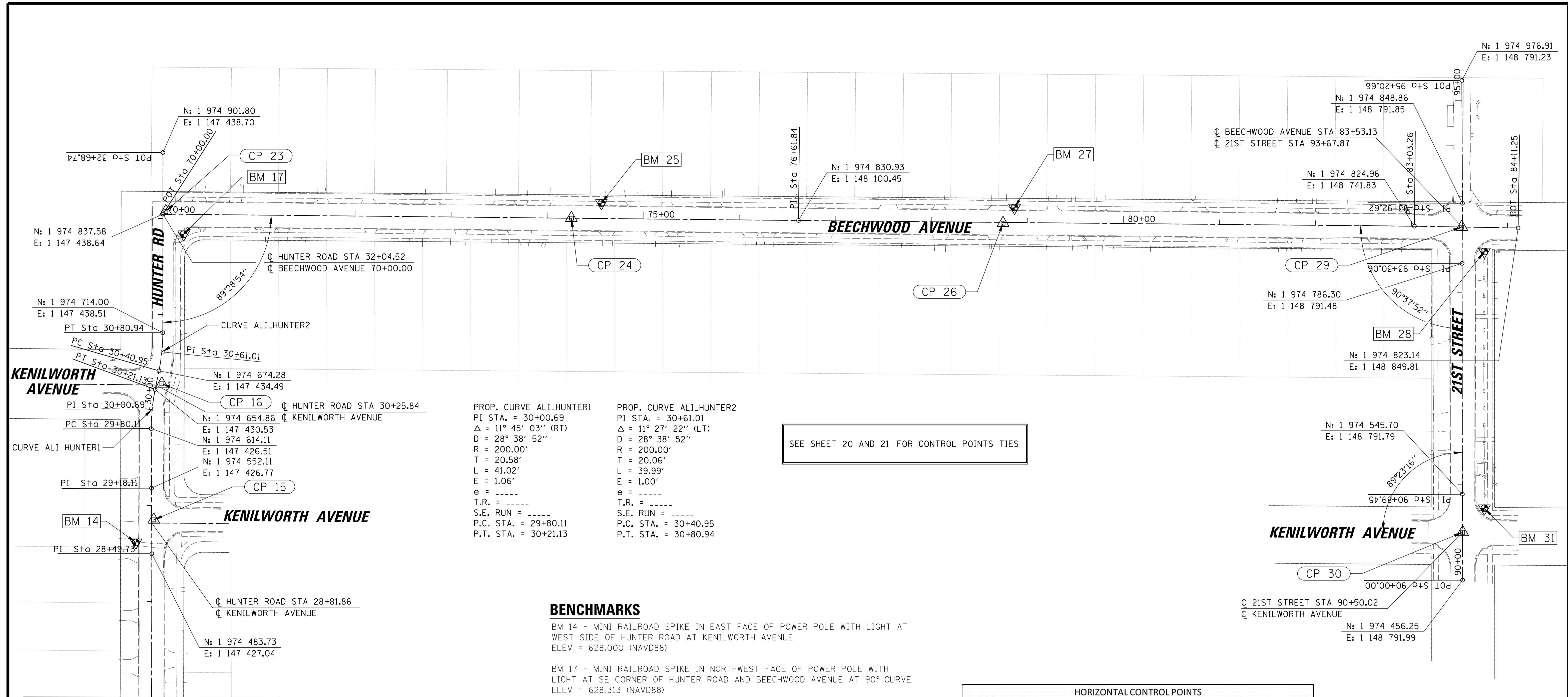


Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
ALIGNMENTS, TIES AND BENCHMARKS**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 18 OF 148
 DRAWING NO.



PROP. CURVE ALI_HUNTER1
 PI STA. = 30+00.69
 $\Delta = 11^\circ 45' 03''$ (RT)
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 20.58'$
 $L = 41.02'$
 $E = 1.06'$
 $e = \text{----}$
 $T.R. = \text{----}$
 $S.E. RUN = \text{----}$
 $P.C. STA. = 29+80.11$
 $P.T. STA. = 30+21.13$

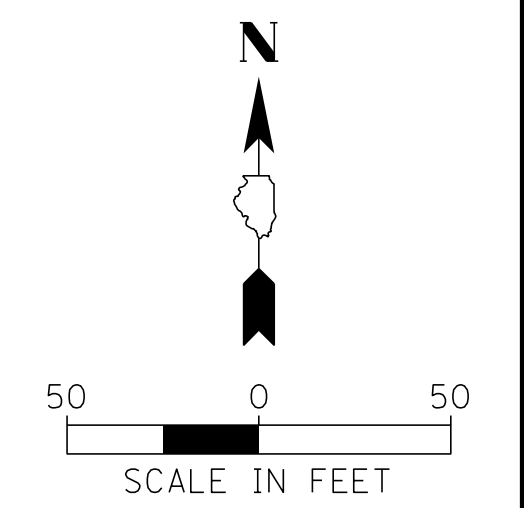
PROP. CURVE ALI_HUNTER2
 PI STA. = 30+61.01
 $\Delta = 11^\circ 27' 22''$ (LT)
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 20.06'$
 $L = 39.99'$
 $E = 1.00'$
 $e = \text{----}$
 $T.R. = \text{----}$
 $S.E. RUN = \text{----}$
 $P.C. STA. = 30+40.95$
 $P.T. STA. = 30+80.94$

BENCHMARKS

- BM 14 - MINI RAILROAD SPIKE IN EAST FACE OF POWER POLE WITH LIGHT AT WEST SIDE OF HUNTER ROAD AT KENILWORTH AVENUE
ELEV = 628.000 (NAVD88)
- BM 17 - MINI RAILROAD SPIKE IN NORTHWEST FACE OF POWER POLE WITH LIGHT AT SE CORNER OF HUNTER ROAD AND BEECHWOOD AVENUE AT 90° CURVE
ELEV = 628.313 (NAVD88)
- BM 25 - SE BONNET BOLT ON FIRE HYDRANT AT 2310 BEECHWOOD AVENUE
ELEV = 626.999 (NAVD88)
- BM 27 - SE BONNET BOLT ON FIRE HYDRANT AT 2132 BEECHWOOD AVENUE
ELEV = 625.045 (NAVD88)
- BM 28 - MINI RAILROAD SPIKE IN WEST FACE OF POWER POLE WITH LIGHT AT SE CORNER OF BEECHWOOD AVENUE AND 21ST STREET
ELEV = 624.139 (NAVD88)
- BM 31 - MINI RAILROAD SPIKE IN WEST FACE OF POWER POLE WITH LIGHT AT NE CORNER OF KENILWORTH AVENUE AND 21ST STREET
ELEV = 624.380 (NAVD88)

HORIZONTAL CONTROL POINTS					
CP #	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
15	1974519.035	1147429.072	PK NAIL	28+85.03	2.17 RT
16	1974660.785	1147437.471	PK NAIL	30+28.32	5.62 RT
23	1974840.418	1147441.662	PK NAIL	70+03.00	2.87 LT
24	1974833.326	1147863.965	PK NAIL	74+25.35	0.02 LT
26	1974828.139	1148313.454	PK NAIL	78+74.87	0.81 RT
29	1974823.998	1148791.057	PK NAIL	83+52.49	0.13 RT
30	1974506.124	1148792.079	PK NAIL	90+49.88	0.20 RT

MATCH LINE STA. 27 + 00



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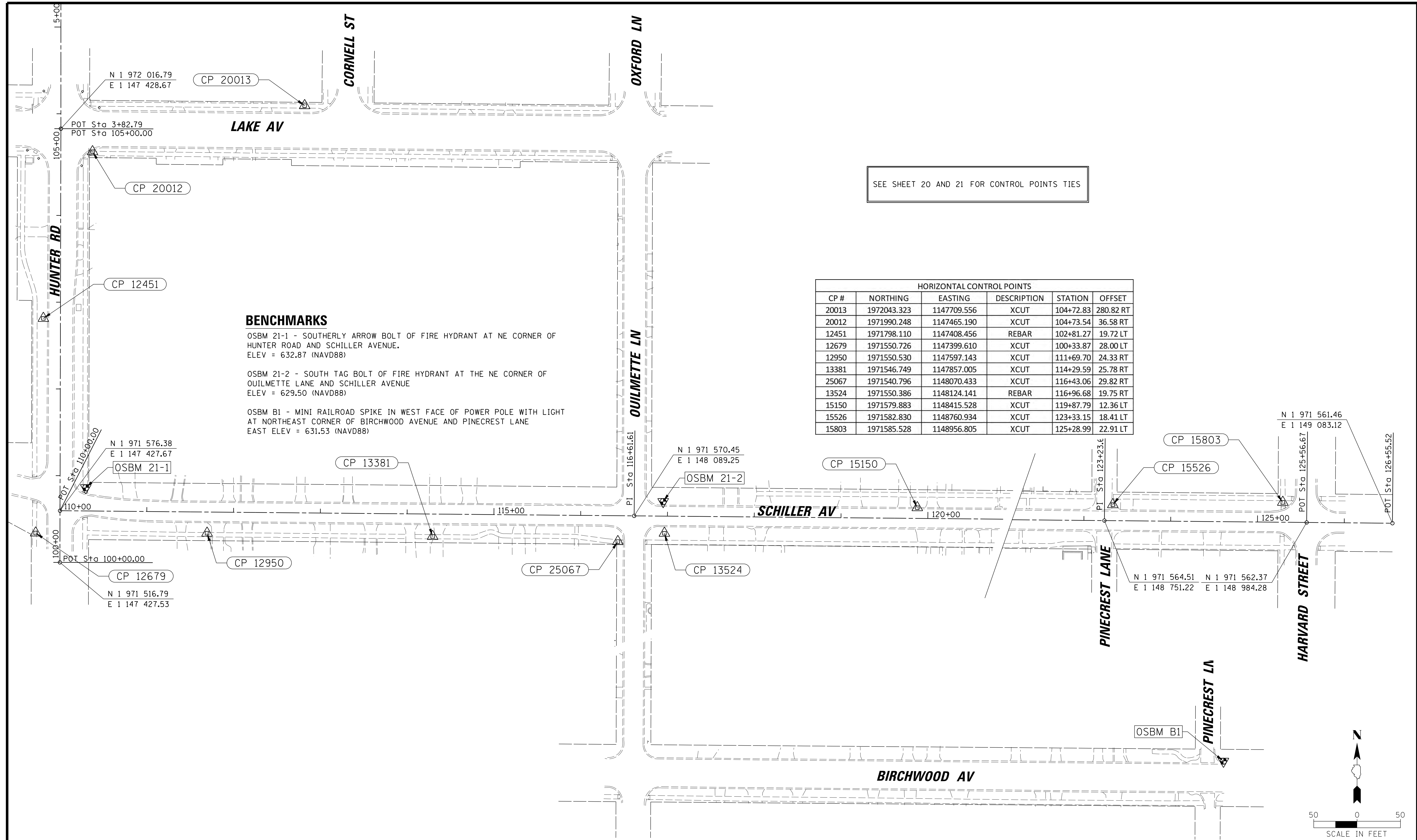
BAXTER & WOODMAN
 Consulting Engineers

CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

TITLE: **WSNSP CONTRACT #3**
ALIGNMENTS, TIES AND BENCHMARKS

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 19 OF 148
 DRAWING NO.
19



SEE SHEET 20 AND 21 FOR CONTROL POINTS TIES

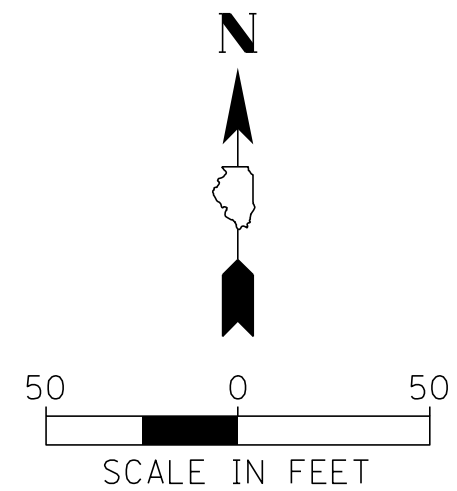
BENCHMARKS

OSBM 21-1 - SOUTHERLY ARROW BOLT OF FIRE HYDRANT AT NE CORNER OF HUNTER ROAD AND SCHILLER AVENUE.
ELEV = 632.87 (NAVD88)

OSBM 21-2 - SOUTH TAG BOLT OF FIRE HYDRANT AT THE NE CORNER OF OUILMETTE LANE AND SCHILLER AVENUE.
ELEV = 629.50 (NAVD88)

OSBM B1 - MINI RAILROAD SPIKE IN WEST FACE OF POWER POLE WITH LIGHT AT NORTHEAST CORNER OF BIRCHWOOD AVENUE AND PINECREST LANE
EAST ELEV = 631.53 (NAVD88)

HORIZONTAL CONTROL POINTS					
CP #	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
20013	1972043.323	1147709.556	XCUT	104+72.83	280.82 RT
20012	1971990.248	1147465.190	XCUT	104+73.54	36.58 RT
12451	1971798.110	1147408.456	REBAR	102+81.27	19.72 LT
12679	1971550.726	1147399.610	XCUT	100+33.87	28.00 LT
12950	1971550.530	1147597.143	XCUT	111+69.70	24.33 RT
13381	1971546.749	1147857.005	XCUT	114+29.59	25.78 RT
25067	1971540.796	1148070.433	XCUT	116+43.06	29.82 RT
13524	1971550.386	1148124.141	REBAR	116+96.68	19.75 RT
15150	1971579.883	1148415.528	XCUT	119+87.79	12.36 LT
15526	1971582.830	1148760.934	XCUT	123+33.15	18.41 LT
15803	1971585.528	1148956.805	XCUT	125+28.99	22.91 LT



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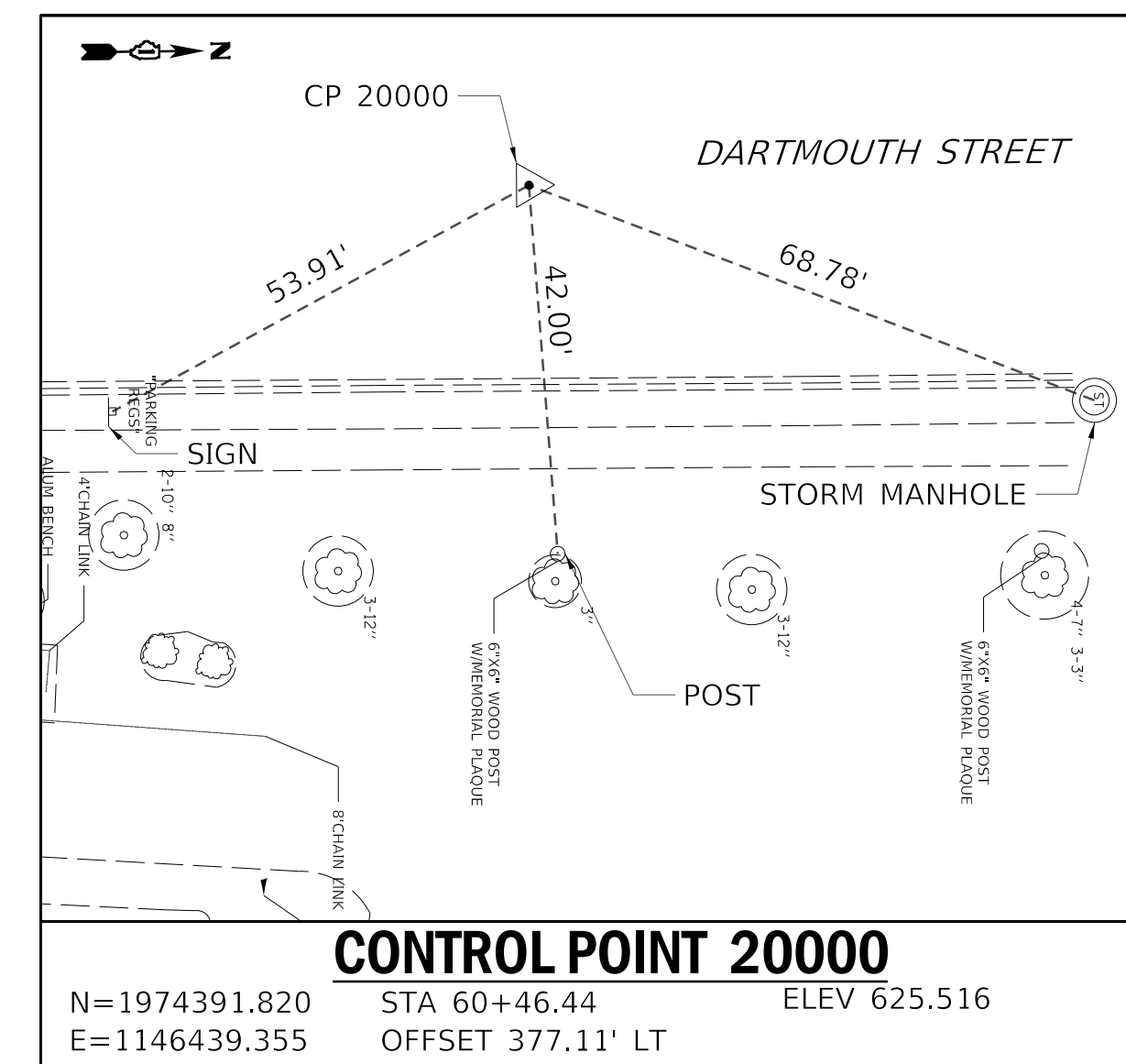
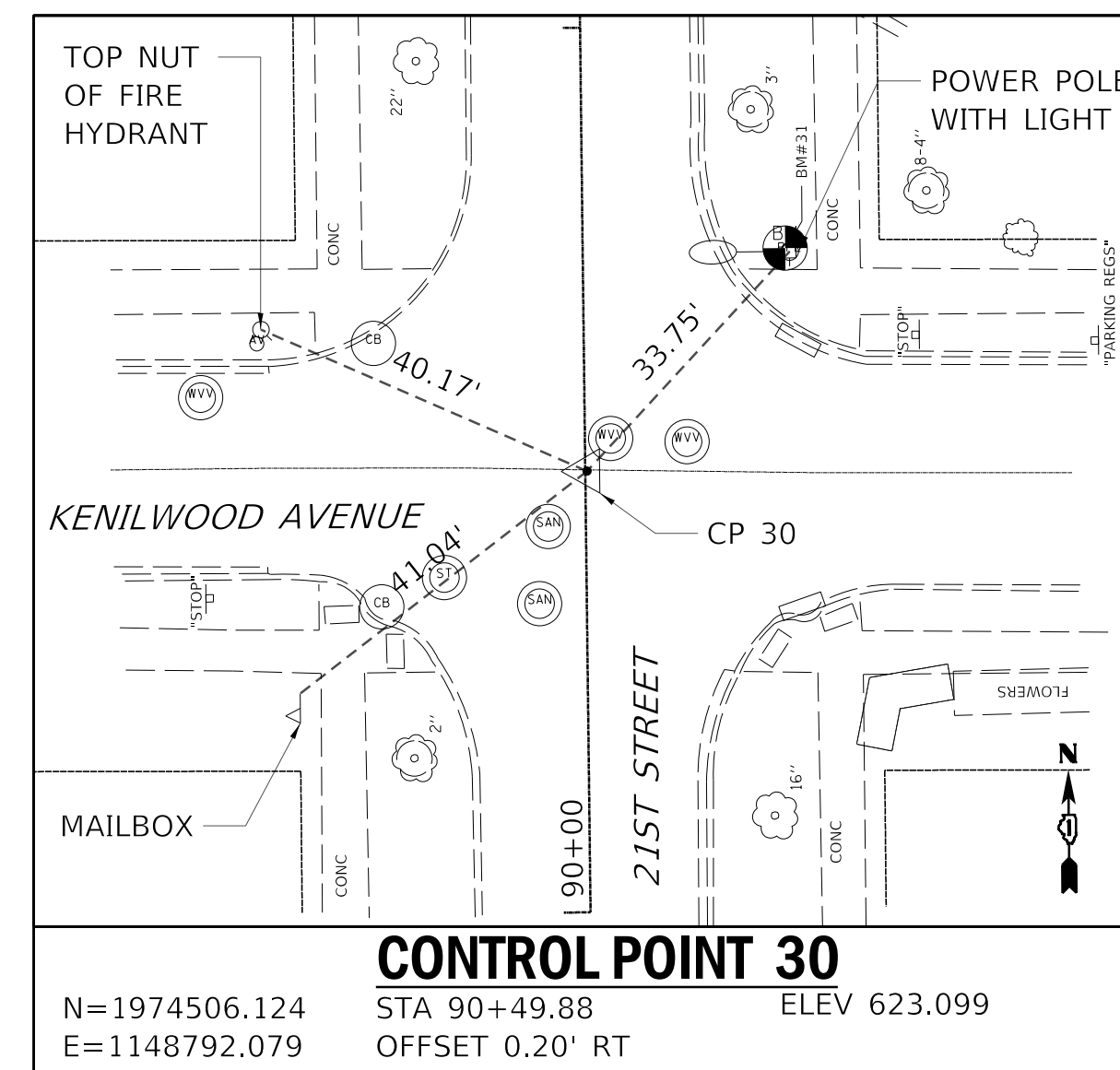
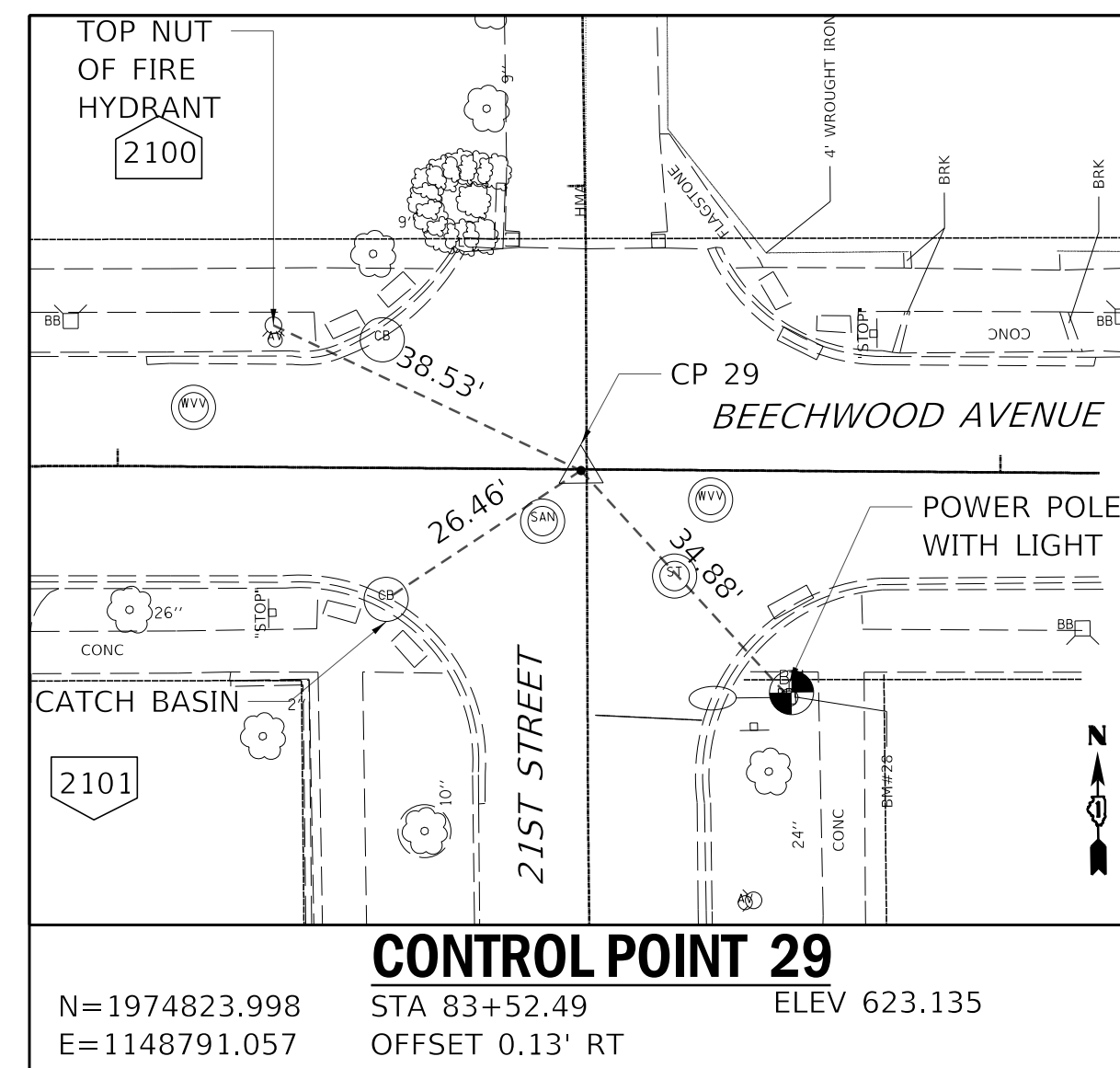
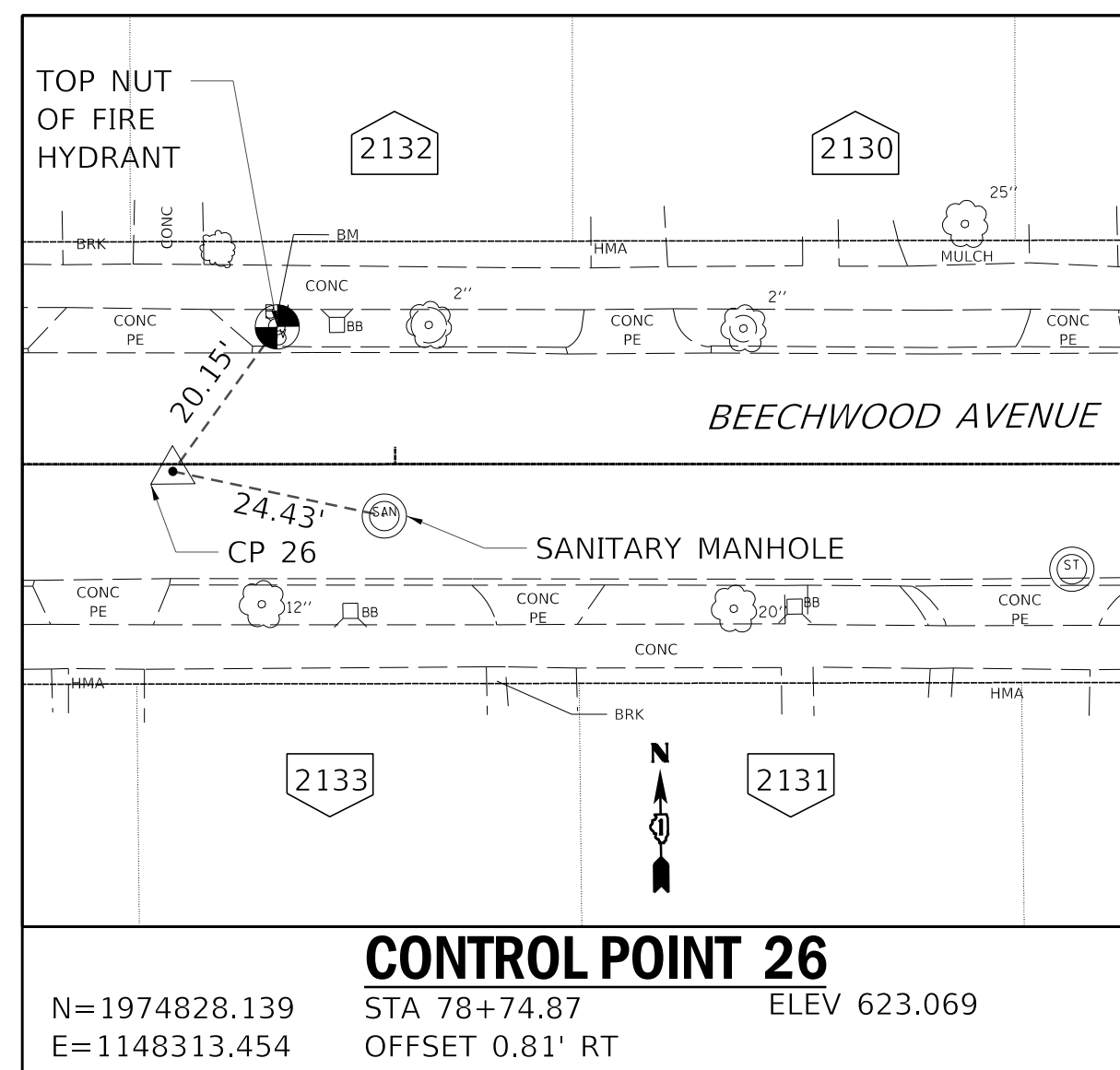
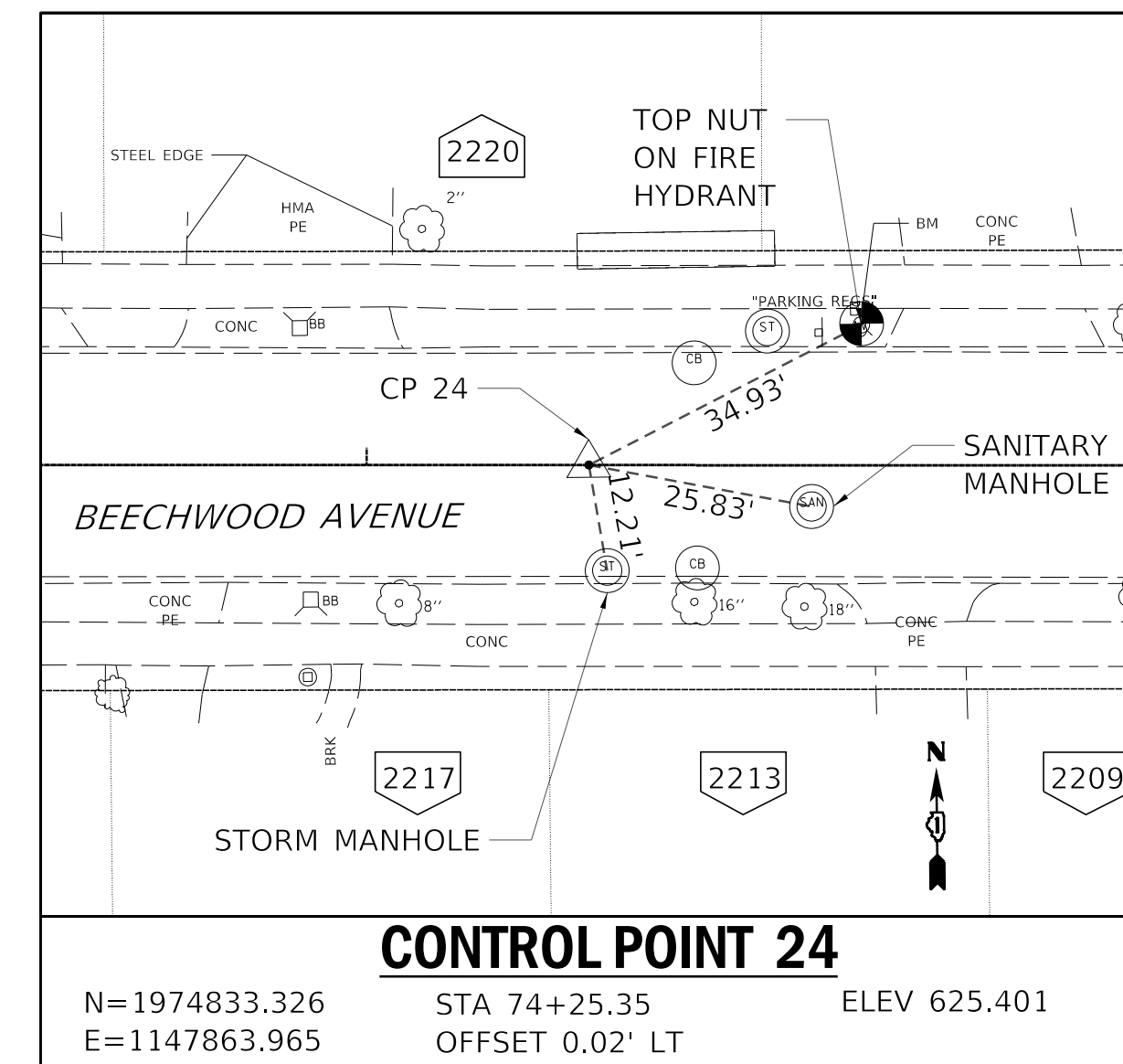
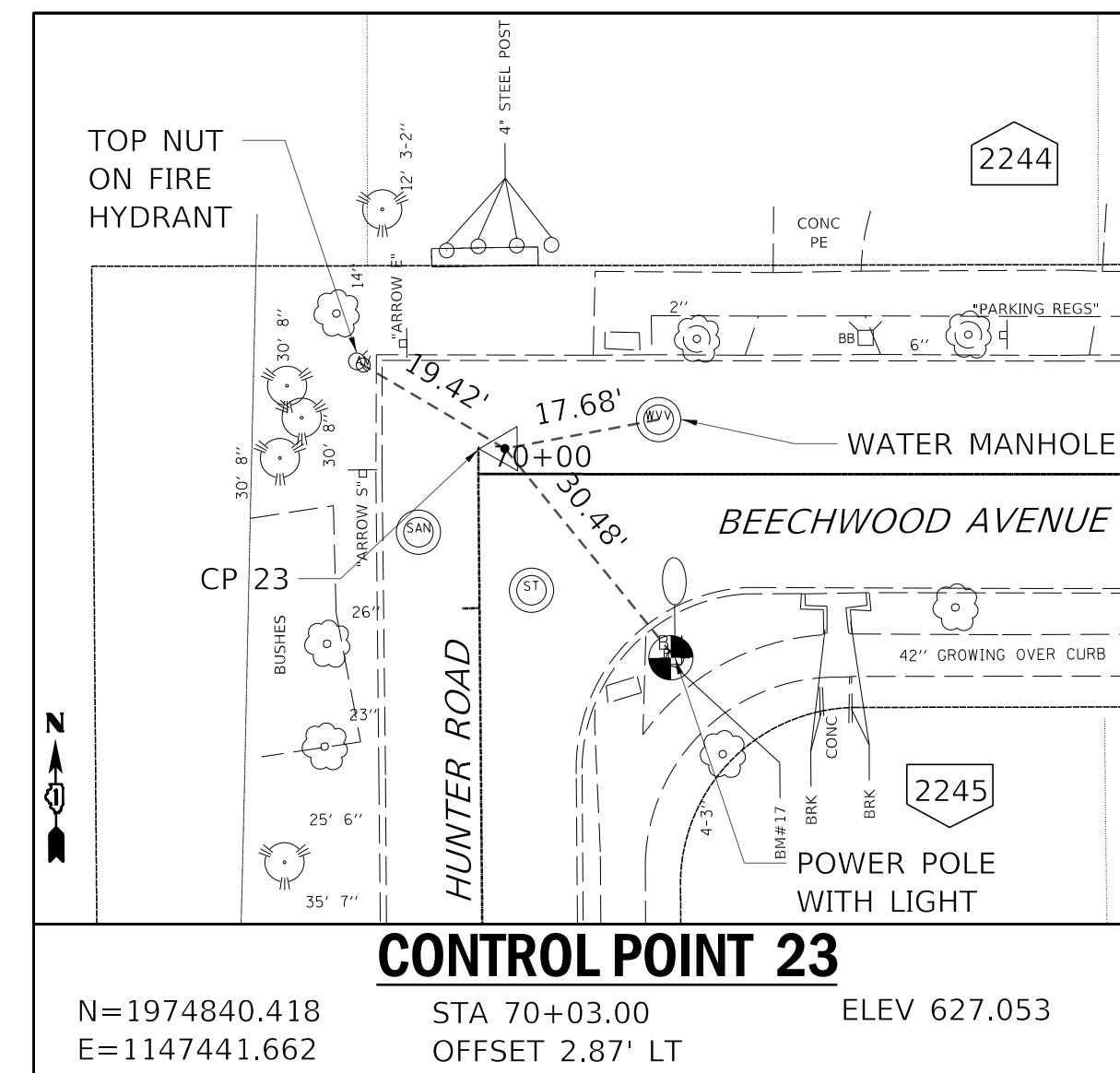
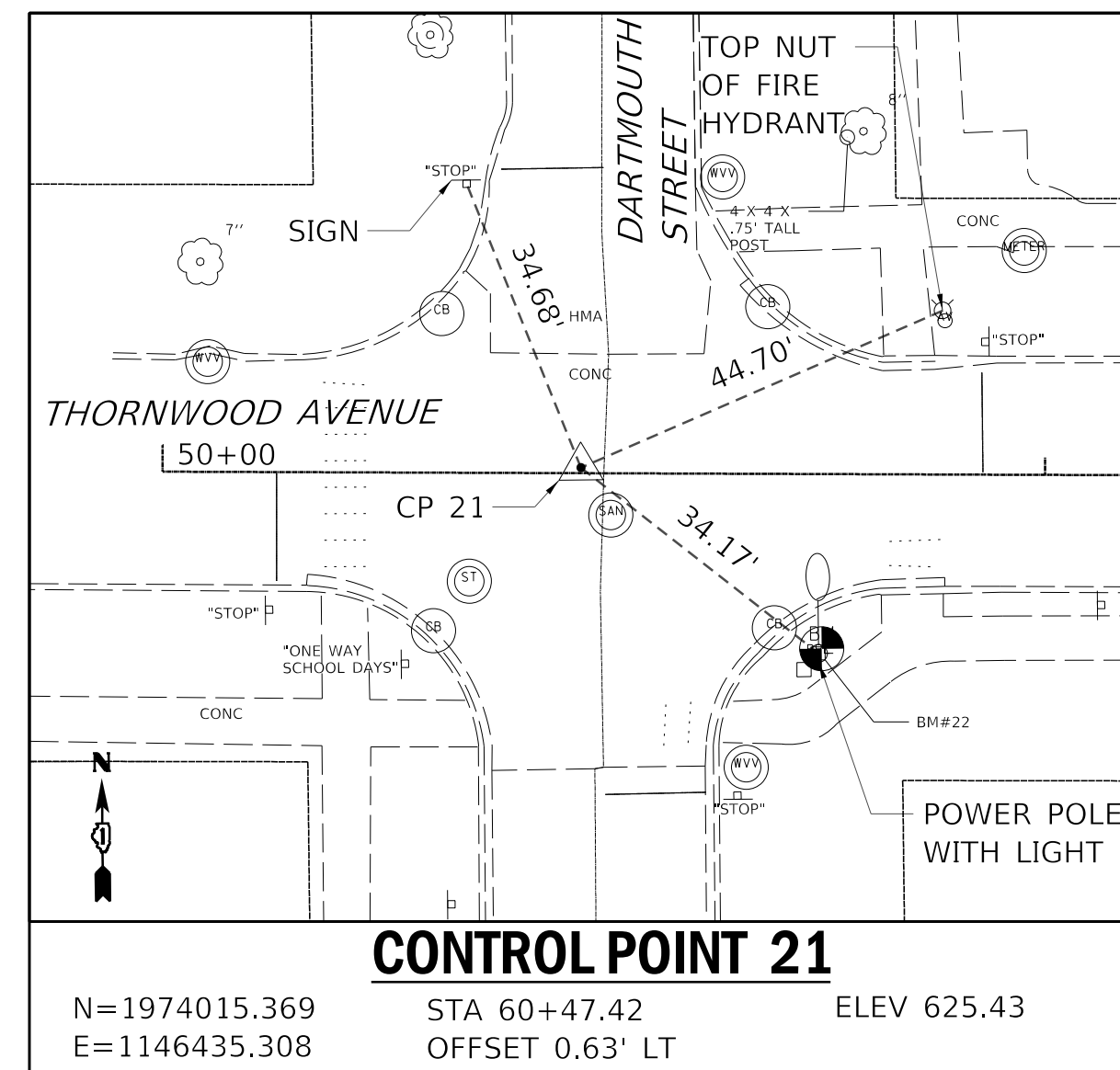
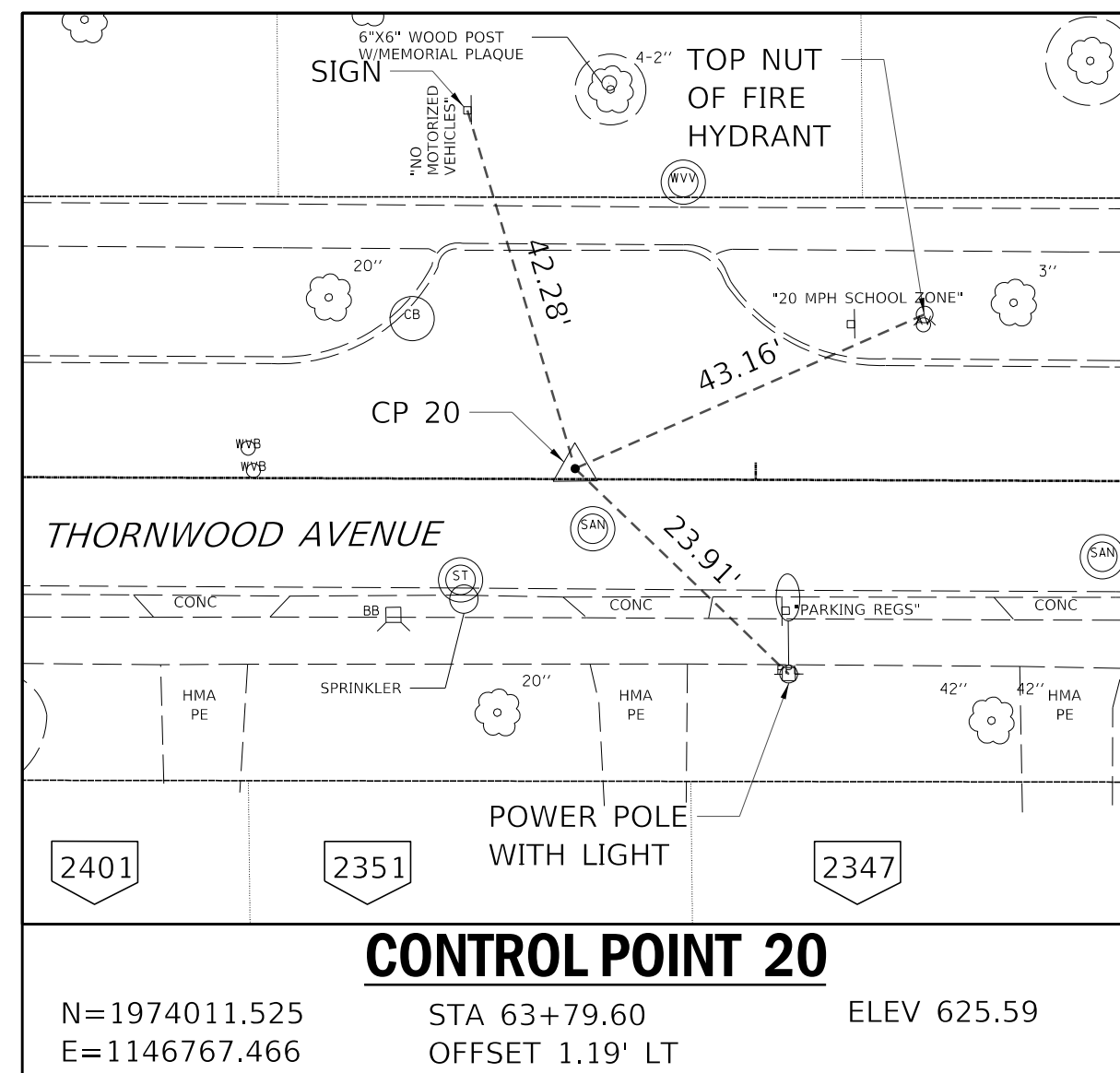


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1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

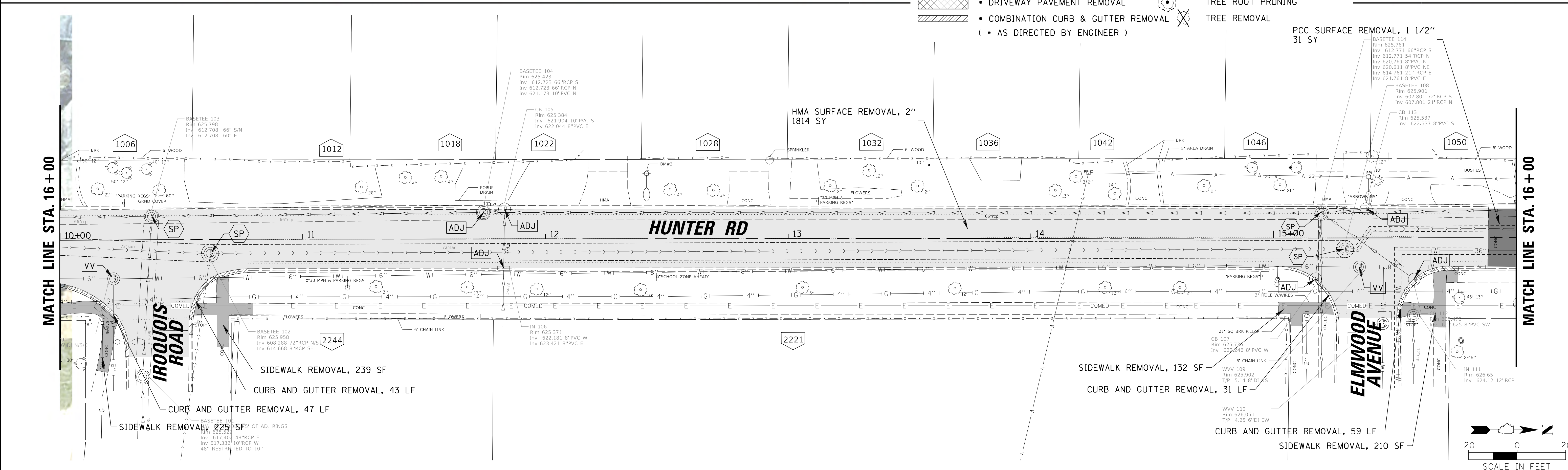
NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
ALIGNMENTS, TIES AND BENCHMARKS**

PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 19 OF 148
DRAWING NO. **20**

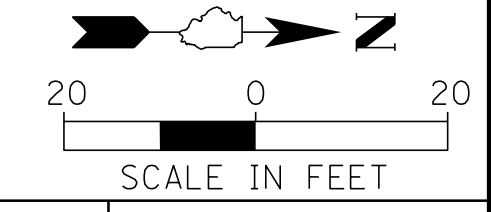
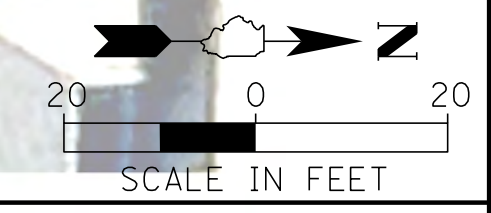


NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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FILE NAME	N:\wilmette\180245.00004\Civil\BNH.C3.180245_06.sht			



LEGEND

	CLASS B PATCH, 6" (SPECIAL)		STORM SEWER REMOVAL
	CLASS D PATCH, 6" (SPECIAL)		VALVE VAULTS TO BE ADJUSTED
	PAVEMENT REMOVAL		STRUCTURES TO BE ADJUSTED
	HMA SURFACE REMOVAL, 2"		STRUCTURES TO BE REMOVED
	PCC SURFACE REMOVAL, 1 1/2"		STRUCTURES TO BE ADJUSTED, SPECIAL
	• SIDEWALK REMOVAL		STRUCTURES TO BE RECONSTRUCTED
	• DRIVEWAY PAVEMENT REMOVAL		TREE ROOT PRUNING
	• COMBINATION CURB & GUTTER REMOVAL		TREE REMOVAL
(• AS DIRECTED BY ENGINEER)			



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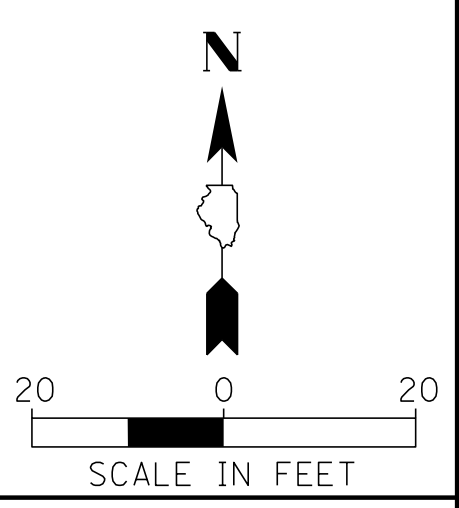


CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 24 OF 148
 DRAWING NO. **24**



LEGEND

- CLASS B PATCH, 6" (SPECIAL)
- CLASS D PATCH, 6" (SPECIAL)
- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2"
- PCC SURFACE REMOVAL, 1 1/2"
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB & GUTTER REMOVAL
(• AS DIRECTED BY ENGINEER)
- STORM SEWER REMOVAL
- VV VALVE VAULTS TO BE ADJUSTED
- ADJ STRUCTURES TO BE ADJUSTED
- R STRUCTURES TO BE REMOVED
- SP STRUCTURES TO BE ADJUSTED, SPECIAL
- REC STRUCTURES TO BE RECONSTRUCTED
- TREE ROOT PRUNING
- TREE REMOVAL

CB **CHRISTOPHER B. BURKE ENGINEERING, LTD.**
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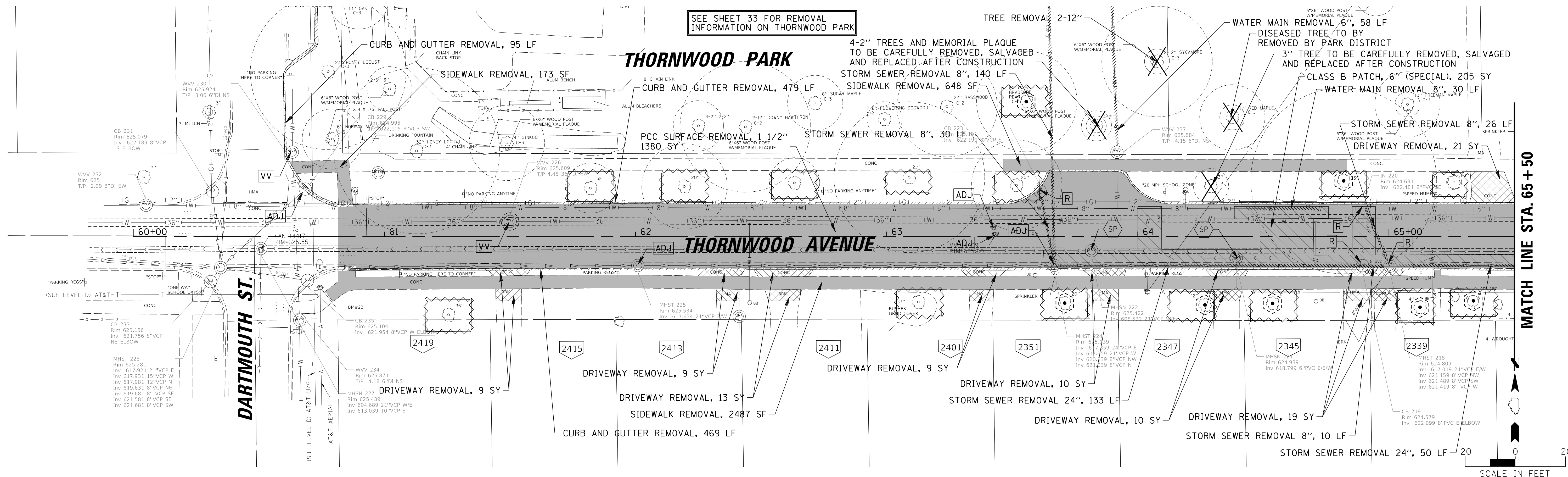
BAXTER & WOODMAN
 Consulting Engineers

CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 GREENWOOD AVENUE
 EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 28 OF 148
 DRAWING NO. **28**



SEE SHEET 33 FOR REMOVAL INFORMATION ON THORNWOOD PARK

TREE REMOVAL 2-12"

WATER MAIN REMOVAL 6", 58 LF

DISEASED TREE TO BE REMOVED BY PARK DISTRICT
3" TREE TO BE CAREFULLY REMOVED, SALVAGED AND REPLACED AFTER CONSTRUCTION
CLASS B PATCH, 6" (SPECIAL), 205 SY
WATER MAIN REMOVAL 8", 30 LF

THORNWOOD PARK

4-2" TREES AND MEMORIAL PLAQUE TO BE CAREFULLY REMOVED, SALVAGED AND REPLACED AFTER CONSTRUCTION
STORM SEWER REMOVAL 8", 140 LF
SIDEWALK REMOVAL, 648 SF

PCC SURFACE REMOVAL 1 1/2" 1380 SY

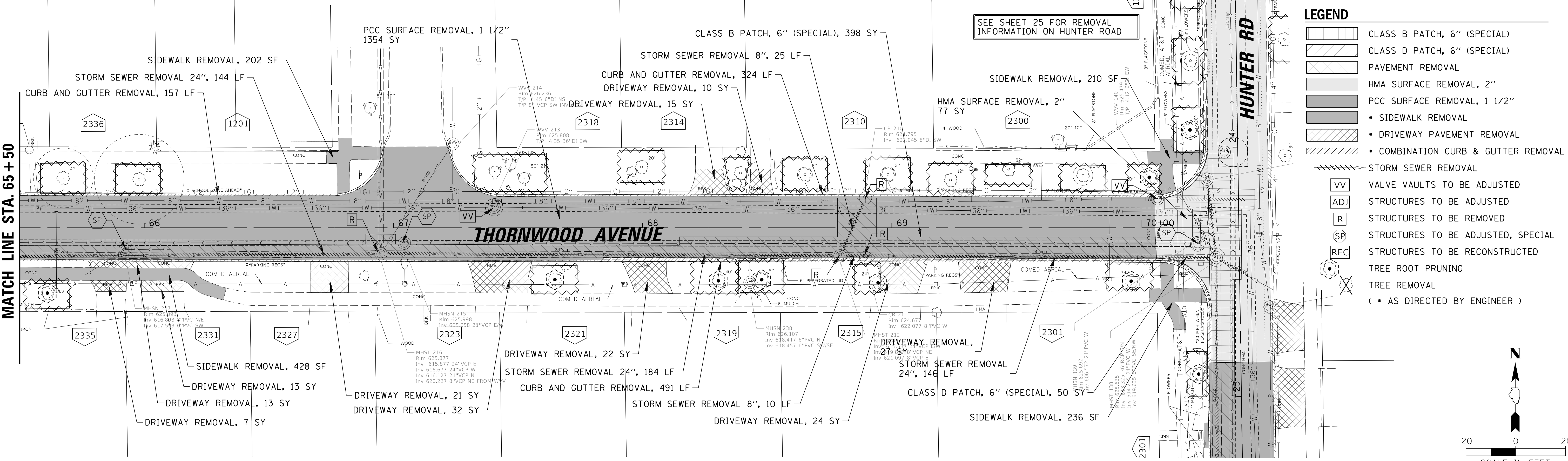
STORM SEWER REMOVAL 8", 30 LF

STORM SEWER REMOVAL 8", 26 LF
DRIVEWAY REMOVAL, 21 SY

THORNWOOD AVENUE

MATCH LINE STA. 65 + 50

SCALE IN FEET



SEE SHEET 25 FOR REMOVAL INFORMATION ON HUNTER ROAD

- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - PAVEMENT REMOVAL
 - HMA SURFACE REMOVAL, 2"
 - PCC SURFACE REMOVAL, 1 1/2"
 - SIDEWALK REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - COMBINATION CURB & GUTTER REMOVAL
 - STORM SEWER REMOVAL
 - VALVE VAULTS TO BE ADJUSTED
 - STRUCTURES TO BE ADJUSTED
 - STRUCTURES TO BE REMOVED
 - STRUCTURES TO BE ADJUSTED, SPECIAL
 - STRUCTURES TO BE RECONSTRUCTED
 - TREE ROOT PRUNING
 - TREE REMOVAL (• AS DIRECTED BY ENGINEER)

SCALE IN FEET

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WILMETTE, IL 60091-0040

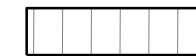







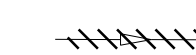




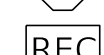


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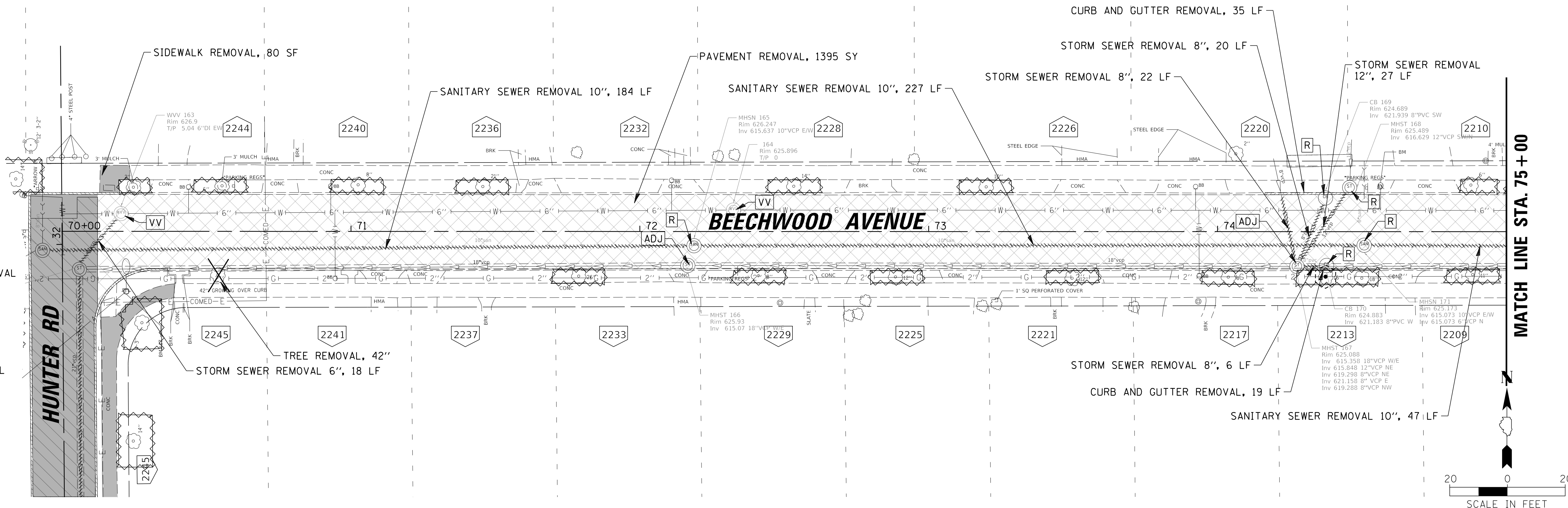
TITLE: **WSNSP CONTRACT #3
THORNWOOD AVENUE
EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 29 OF 148
DRAWING NO. **29**

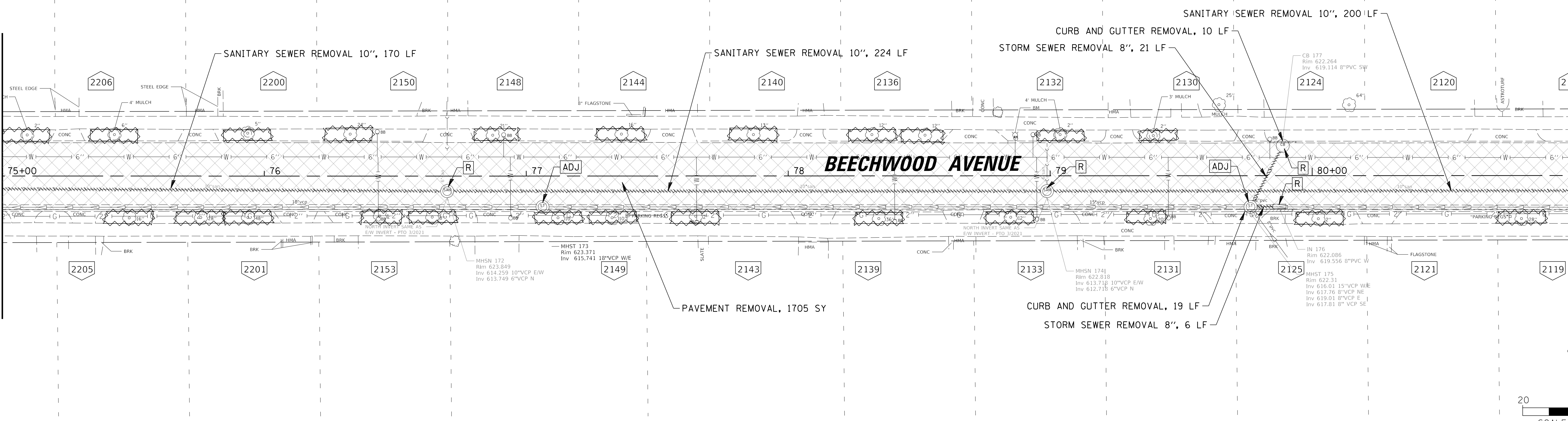
SEE SHEET 26 FOR REMOVAL INFORMATION ON HUNTER ROAD

LEGEND

-  CLASS B PATCH, 6" (SPECIAL)
-  CLASS D PATCH, 6" (SPECIAL)
-  PAVEMENT REMOVAL
-  HMA SURFACE REMOVAL, 2"
-  PCC SURFACE REMOVAL, 1 1/2"
-  • SIDEWALK REMOVAL
-  • DRIVEWAY PAVEMENT REMOVAL
-  • COMBINATION CURB & GUTTER REMOVAL
-  STORM SEWER REMOVAL
-  VV VALVE VAULTS TO BE ADJUSTED
-  ADJ STRUCTURES TO BE ADJUSTED
-  R STRUCTURES TO BE REMOVED
-  SP STRUCTURES TO BE ADJUSTED, SPECIAL
-  REC STRUCTURES TO BE RECONSTRUCTED
-  TREE ROOT PRUNING
-  TREE REMOVAL
- (• AS DIRECTED BY ENGINEER)



MATCH LINE STA. 75 + 00



MATCH LINE STA. 81 + 00

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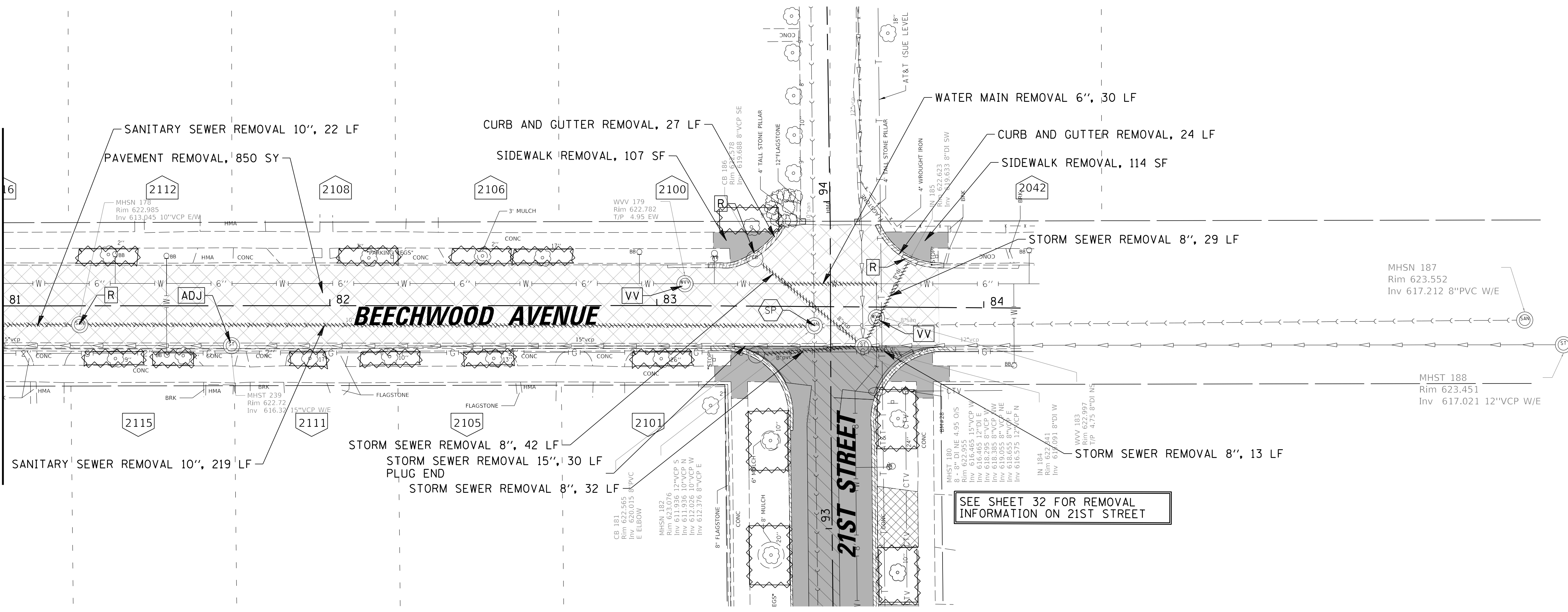
CLIENT:  **Village of Wilmette**
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 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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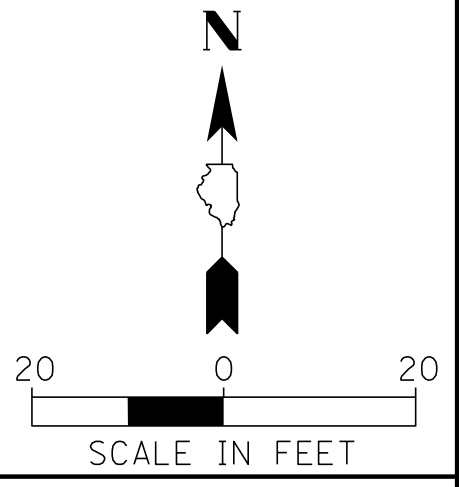
TITLE: **WSNSP CONTRACT #3
 BEECHWOOD AVENUE
 EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 30 OF 148
 DRAWING NO. **30**

MATCH LINE STA. 81 + 00



SEE SHEET 32 FOR REMOVAL INFORMATION ON 21ST STREET



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - PAVEMENT REMOVAL
 - HMA SURFACE REMOVAL, 2"
 - PCC SURFACE REMOVAL, 1 1/2"
 - SIDEWALK REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - COMBINATION CURB & GUTTER REMOVAL
 - STORM SEWER REMOVAL
 - VV VALVE VAULTS TO BE ADJUSTED
 - ADJ STRUCTURES TO BE ADJUSTED
 - R STRUCTURES TO BE REMOVED
 - SP STRUCTURES TO BE ADJUSTED, SPECIAL
 - REC STRUCTURES TO BE RECONSTRUCTED
 - TREE ROOT PRUNING
 - TREE REMOVAL
 - (• AS DIRECTED BY ENGINEER)

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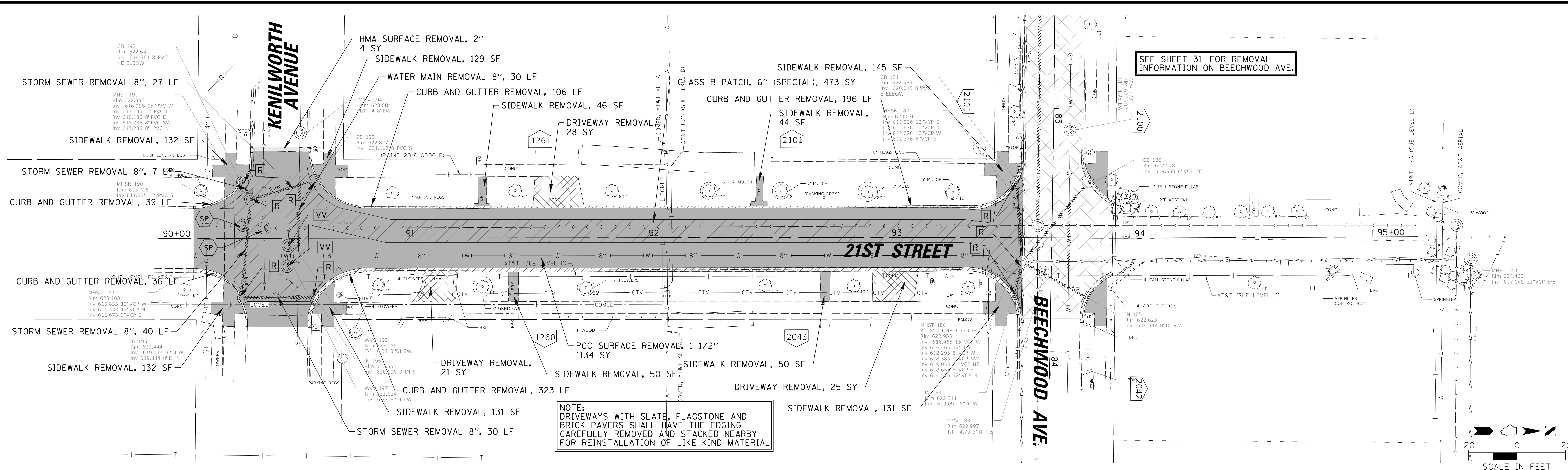


CLIENT: **Village of Wilmette**
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NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 BEECHWOOD AVENUE
 EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 31 OF 148
 DRAWING NO. **31**



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - PAVEMENT REMOVAL
 - HMA SURFACE REMOVAL, 2"
 - PCC SURFACE REMOVAL, 1 1/2"
 - SIDEWALK REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - COMBINATION CURB & GUTTER REMOVAL
 - STORM SEWER REMOVAL
 - VALVE VAULTS TO BE ADJUSTED
 - STRUCTURES TO BE ADJUSTED
 - STRUCTURES TO BE REMOVED
 - STRUCTURES TO BE ADJUSTED, SPECIAL
 - STRUCTURES TO BE RECONSTRUCTED
 - TREE ROOT PRUNING
 - TREE REMOVAL
 - (• AS DIRECTED BY ENGINEER)

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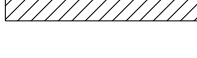






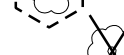
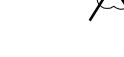


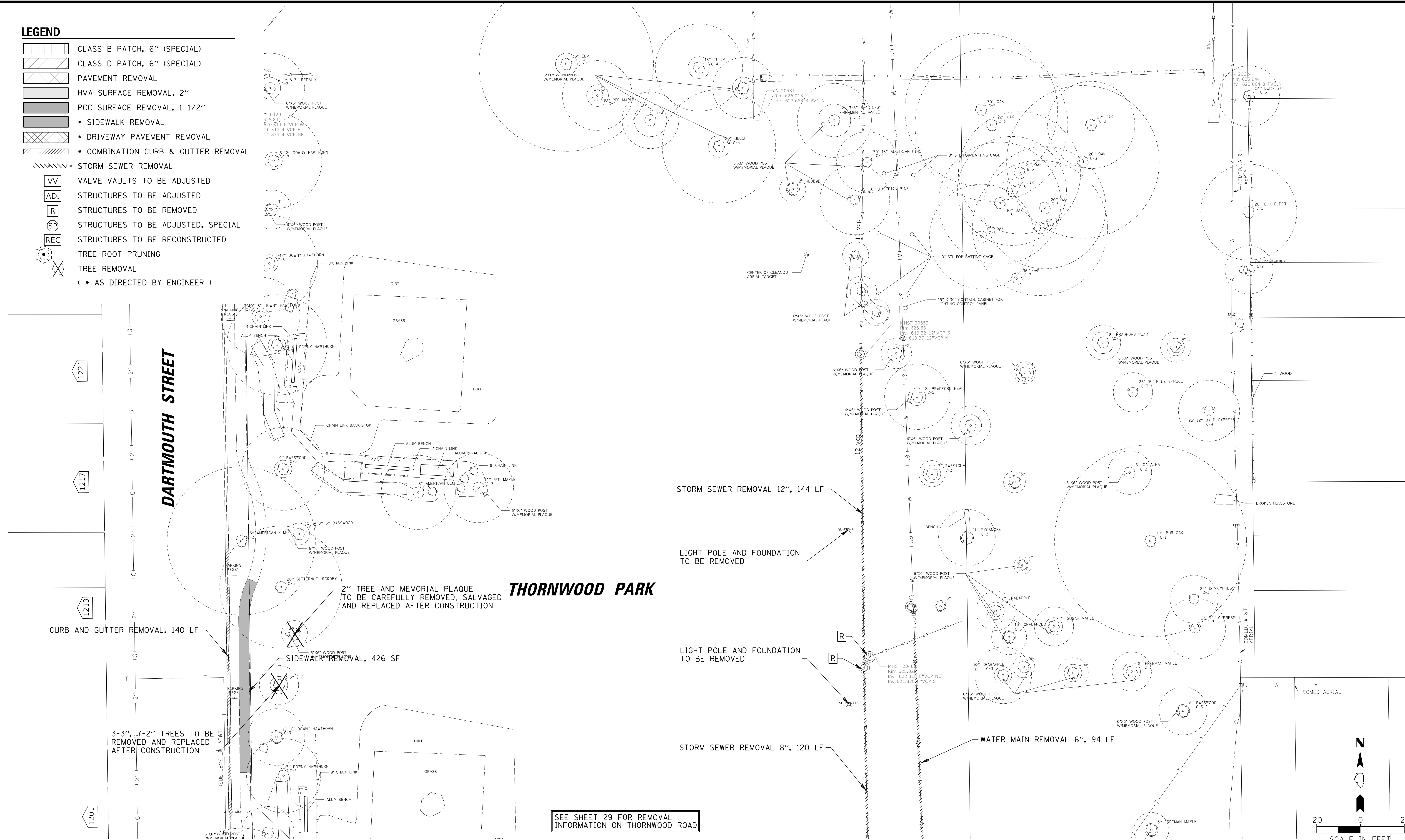
CLIENT: **Village of Wilmette**
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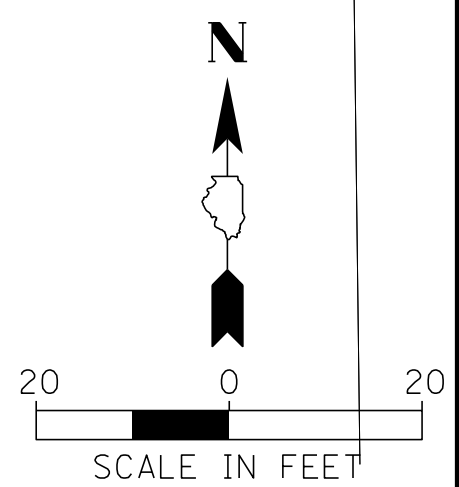
DSGN.	JAL	TITLE: WSNSP CONTRACT #3 21ST STREET EX CONDITIONS & REMOVAL PLAN	PROJ. NO. 180245.0004
DWN.	MAK		DATE: 5/7/2021
CHKD.	LMF		SHEET 32 OF 148
SCALE:	20'		DRAWING NO.
PLOT DATE:	5/7/2021		32

LEGEND

-  CLASS B PATCH, 6" (SPECIAL)
-  CLASS D PATCH, 6" (SPECIAL)
-  PAVEMENT REMOVAL
-  HMA SURFACE REMOVAL, 2"
-  PCC SURFACE REMOVAL, 1 1/2"
-  • SIDEWALK REMOVAL
-  • DRIVEWAY PAVEMENT REMOVAL
-  • COMBINATION CURB & GUTTER REMOVAL
-  STORM SEWER REMOVAL
-  VV VALVE VAULTS TO BE ADJUSTED
-  ADJ STRUCTURES TO BE ADJUSTED
-  R STRUCTURES TO BE REMOVED
-  SP STRUCTURES TO BE ADJUSTED, SPECIAL
-  REC STRUCTURES TO BE RECONSTRUCTED
-  TREE ROOT PRUNING
-  TREE REMOVAL
- (• AS DIRECTED BY ENGINEER)



SEE SHEET 29 FOR REMOVAL INFORMATION ON THORNWOOD ROAD



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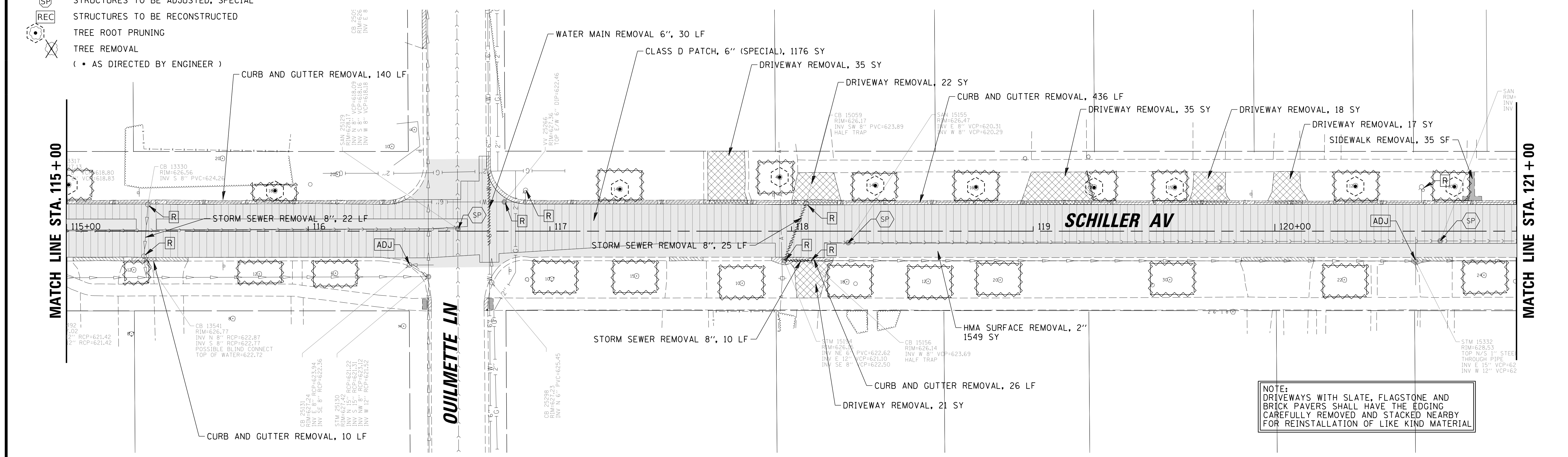
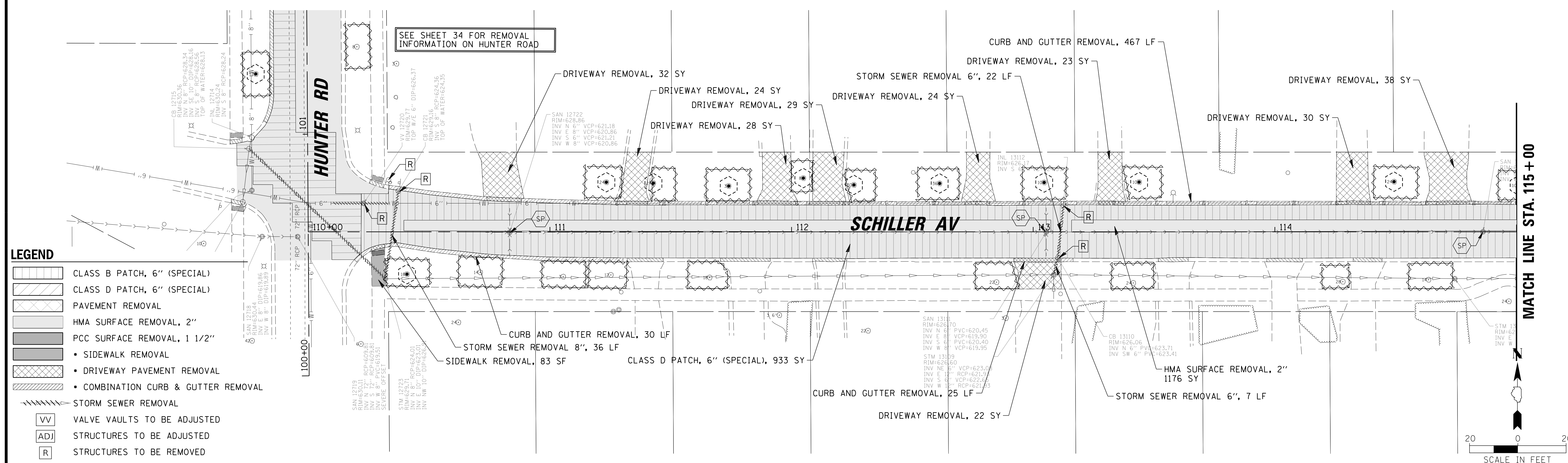


CLIENT:  **Village of Wilmette**
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 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 THORNWOOD PARK
 EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 33 OF 148
 DRAWING NO. **33**



NOTE:
DRIVEWAYS WITH SLATE, FLAGSTONE AND BRICK PAVERS SHALL HAVE THE EDGING CAREFULLY REMOVED AND STACKED NEARBY FOR REINSTALLATION OF LIKE KIND MATERIAL

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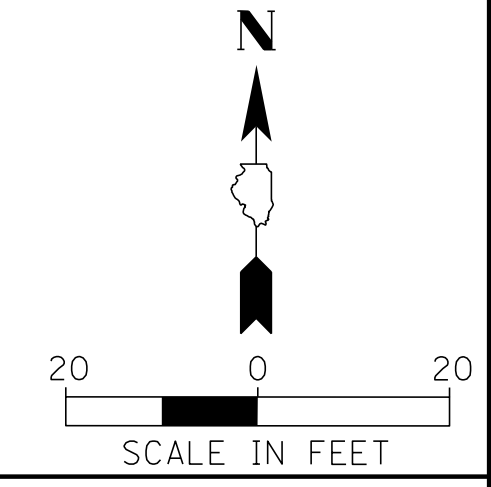
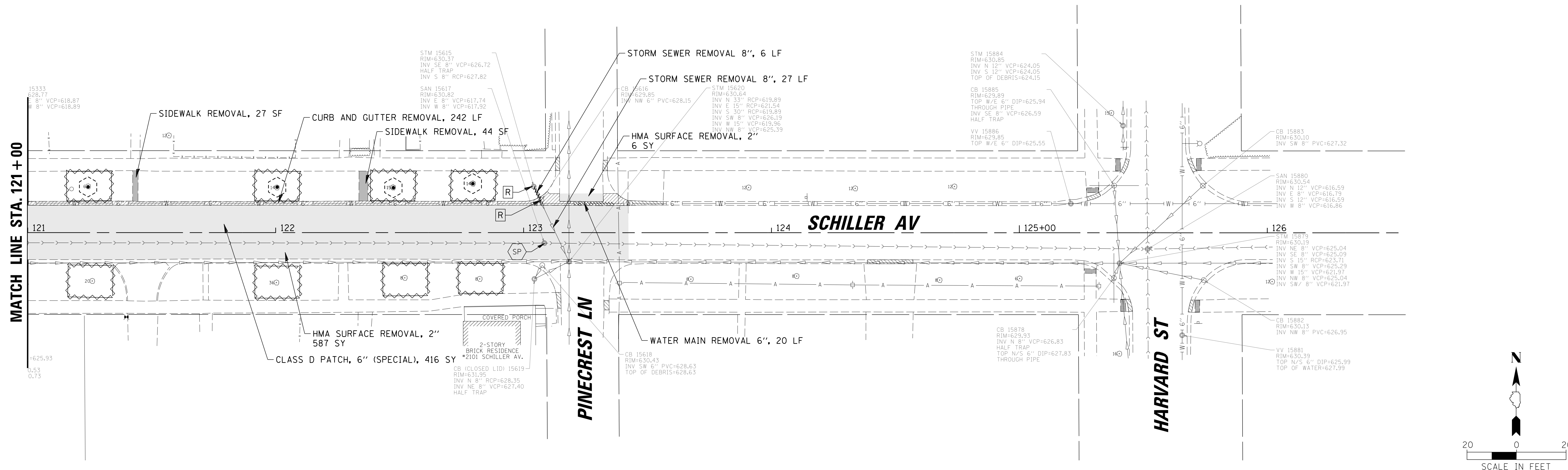
CLIENT:  **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

TITLE: **WSNSP CONTRACT #3
SCHILLER AVENUE
EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 35 OF 148
DRAWING NO. **35**



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - PAVEMENT REMOVAL
 - HMA SURFACE REMOVAL, 2"
 - PCC SURFACE REMOVAL, 1 1/2"
 - SIDEWALK REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - COMBINATION CURB & GUTTER REMOVAL
 - STORM SEWER REMOVAL
 - VALVE VAULTS TO BE ADJUSTED
 - STRUCTURES TO BE ADJUSTED
 - STRUCTURES TO BE REMOVED
 - STRUCTURES TO BE ADJUSTED, SPECIAL
 - STRUCTURES TO BE RECONSTRUCTED
 - TREE ROOT PRUNING
 - TREE REMOVAL
 - (• AS DIRECTED BY ENGINEER)

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CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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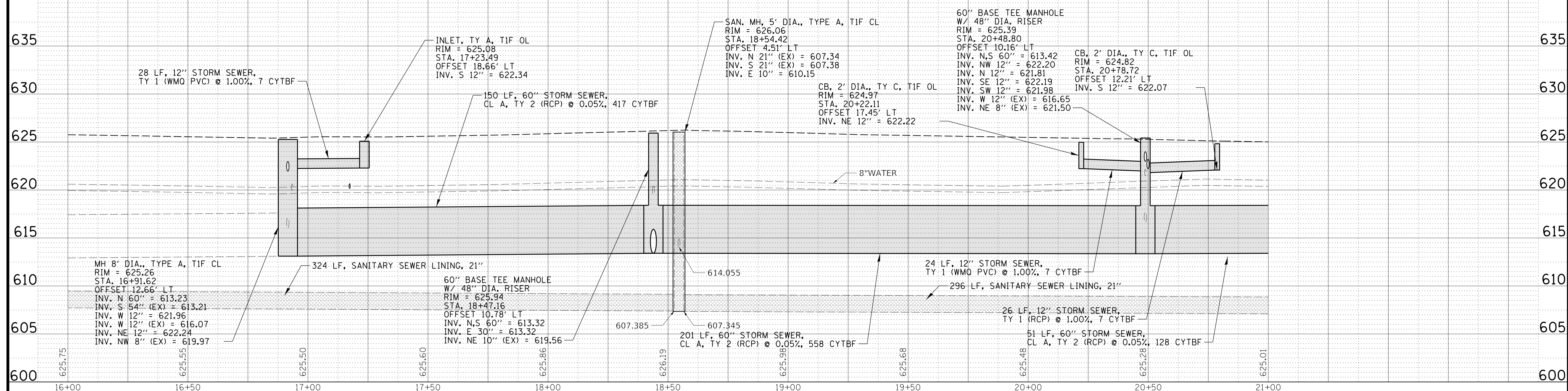
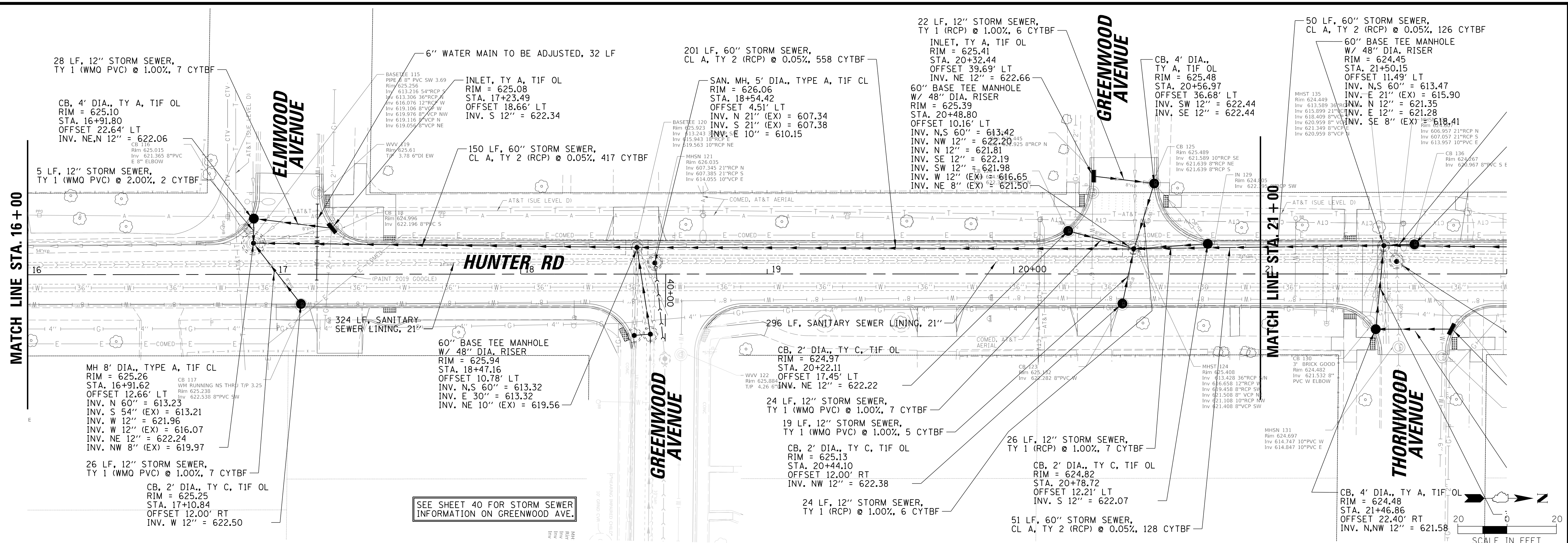
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TITLE: **WSNSP CONTRACT #3
 SCHILLER AVENUE
 EX CONDITIONS & REMOVAL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 36 OF 148
 DRAWING NO. **36**

MATCH LINE STA. 16+00

MATCH LINE STA. 21+00



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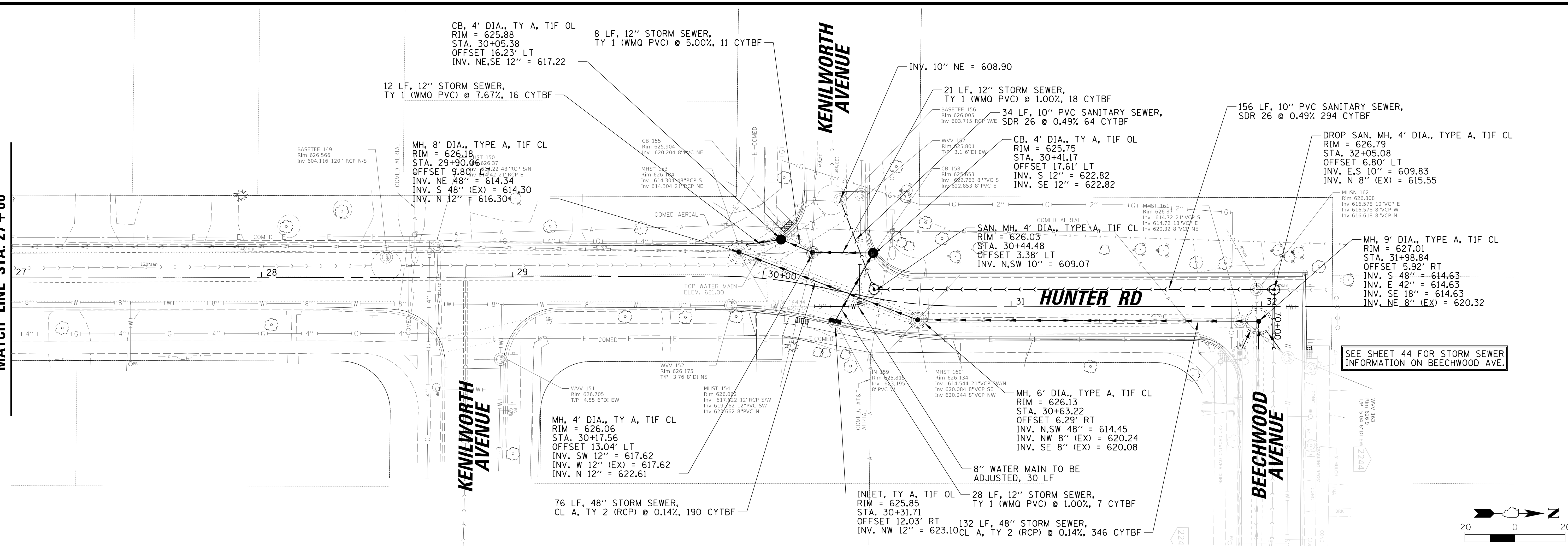
CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

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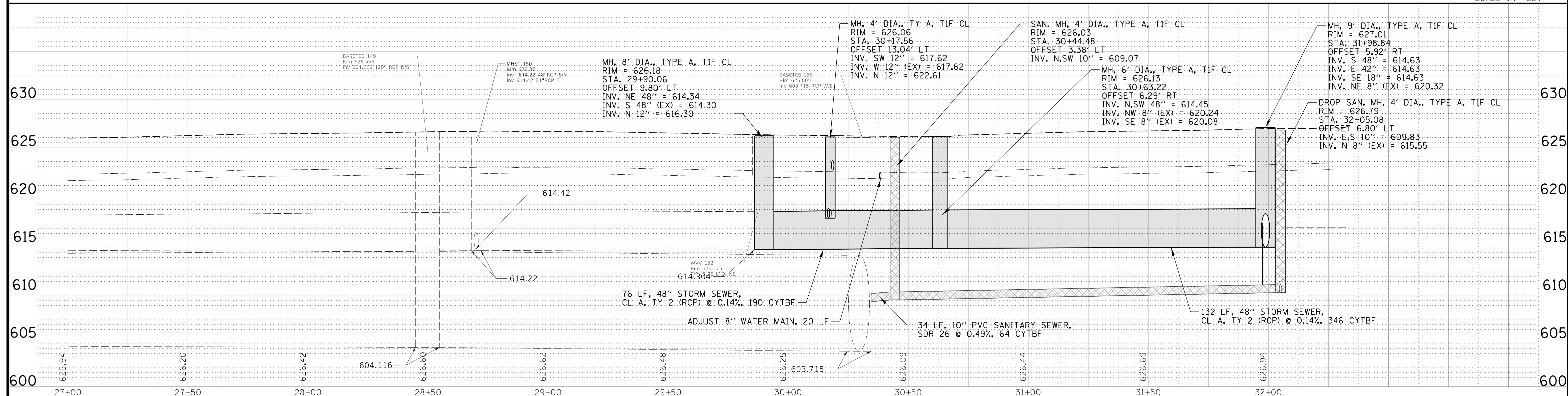
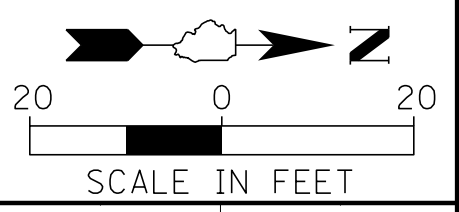
TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 DRAINAGE PLAN AND PROFILE**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 37 OF 148
 DRAWING NO. **37**

MATCH LINE STA. 27+00



SEE SHEET 44 FOR STORM SEWER INFORMATION ON BEECHWOOD AVE.



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 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 DRAINAGE PLAN AND PROFILE**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 39 OF 148
 DRAWING NO. **39**

SEE SHEET 37 FOR STORM SEWER INFORMATION ON HUNTER ROAD

SAN. MH, 5' DIA., TYPE A, TIF CL
RIM = 626.06
STA. 39+95.49
OFFSET 4.49' RT
INV. N 21" (EX) = 607.34
INV. S 21" (EX) = 607.38
INV. E 10" = 610.15

60" BASE TEE MANHOLE
W/ 48" DIA. RISER
RIM = 625.94
STA. 39+89.19
OFFSET 11.82' RT
INV. N,S 60" = 613.32
INV. E 30" = 613.32
INV. NE 10" (EX) = 619.56

36 LF, 10" PVC SANITARY SEWER,
SDR 26 @ 0.56%, 65 CYTBF

MH, 5' DIA., TYPE A, TIF CL
RIM = 626.03
STA. 40+24.42
OFFSET 6.00' RT
INV. E 30" = 616.25
INV. W 30" = 613.63
INV. S 18" = 616.08

SAN. MH, 4' DIA., TYPE A, TIF CL
RIM = 625.96
STA. 40+34.35
OFFSET 0.00' RT
INV. W,E 10" = 610.35

15 LF, 12" STORM SEWER,
TY 1 (WMO PVC) @ 1.00%, 4 CYTBF

3 LF, 18" STORM SEWER,
TY 1 (WMO PVC) @ 0.40%, 5 CYTBF

CB, 2' DIA., TY C, TIF OL
RIM = 624.28
STA. 41+49.70
OFFSET 12.00' LT
INV. SW 12" = 621.53

246 LF, 10" PVC SANITARY SEWER,
SDR 26 @ 0.56%, 446 CYTBF

SAN. MH, 4' DIA., TYPE A, TIF CL
RIM = 625.25
STA. 42+84.35
OFFSET 0.00' RT
INV. W,E 10" = 611.73

214 LF, 10" PVC SANITARY SEWER,
SDR 26 @ 0.56%, 377 CYTBF

MH, 5' DIA., TYPE A, TIF CL
RIM = 625.95
STA. 40+25.02
OFFSET 12.57' RT
INV. E 18" (EX) = 616.09
INV. N 18" = 616.09

31 LF, 30" STORM SEWER,
CL A, TY 2 (RCP) @ 1.00%, 73 CYTBF

CB, 2' DIA., TY C, TIF OL
RIM = 624.25
STA. 41+50.45
OFFSET 12.00' RT
INV. NW 12" = 621.50

6 LF, 12" STORM SEWER,
TY 1 (WMO PVC) @ 2.00%, 2 CYTBF

MH, 5' DIA., TYPE A, TIF CL
RIM = 624.56
STA. 41+42.03
OFFSET 6.00' RT
INV. E,W 30" = 616.42
INV. NE 12" = 621.38
INV. SE 12" = 621.38

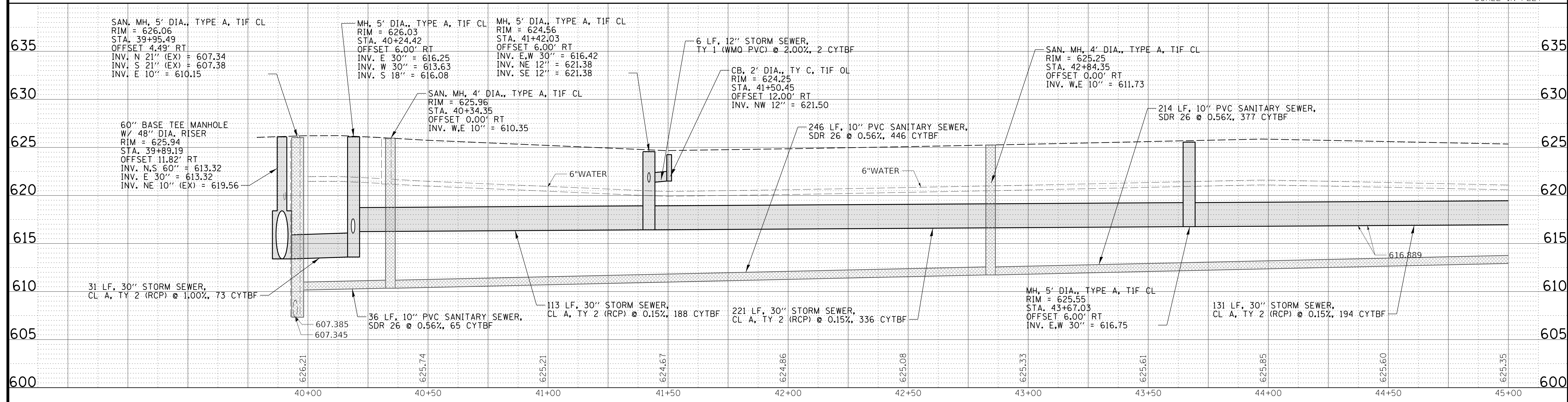
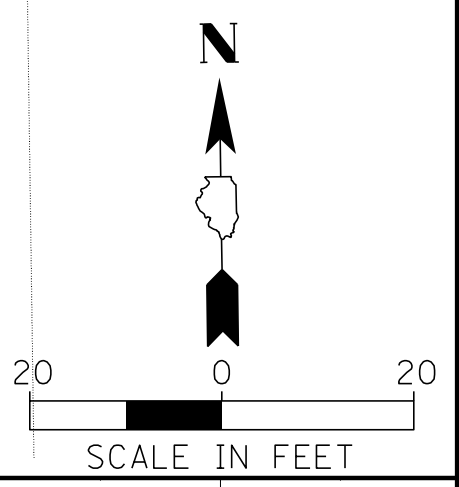
MH, 5' DIA., TYPE A, TIF CL
RIM = 625.55
STA. 43+67.03
OFFSET 6.00' RT
INV. E,W 30" = 616.75

221 LF, 30" STORM SEWER,
CL A, TY 2 (RCP) @ 0.15%, 336 CYTBF

131 LF, 30" STORM SEWER,
CL A, TY 2 (RCP) @ 0.15%, 194 CYTBF

113 LF, 30" STORM SEWER,
CL A, TY 2 (RCP) @ 0.15%, 188 CYTBF

MATCH LINE STA. 45 + 00



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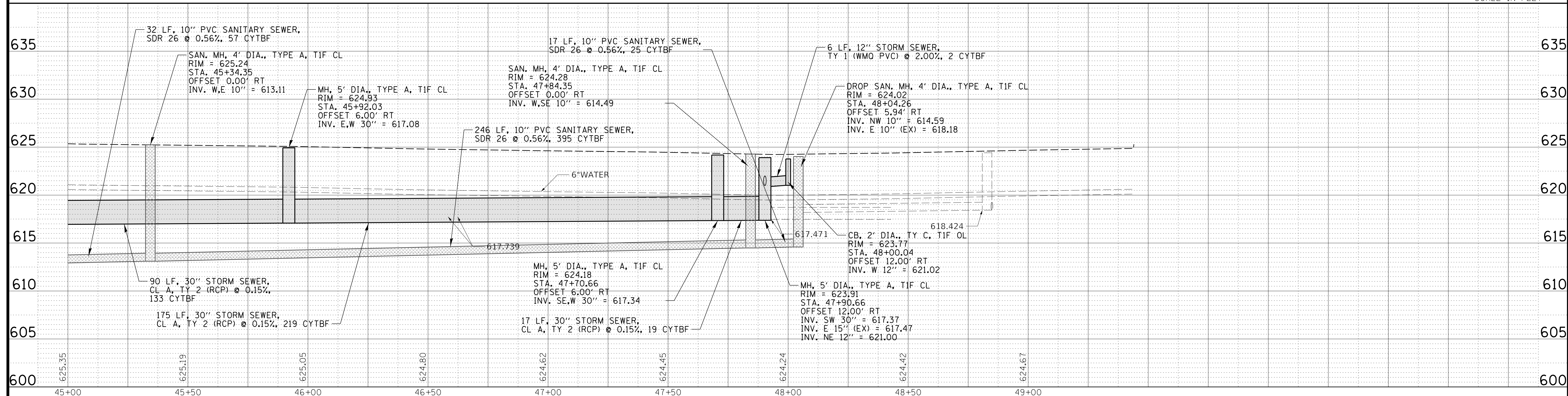
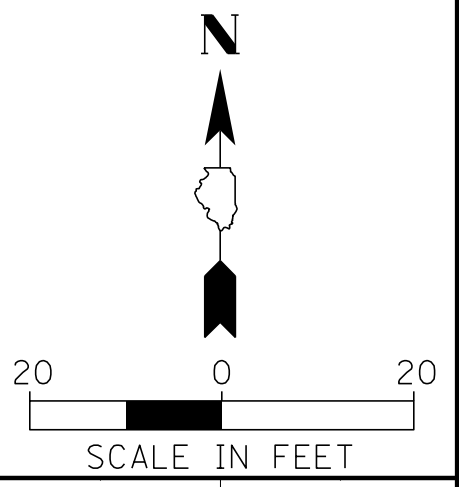
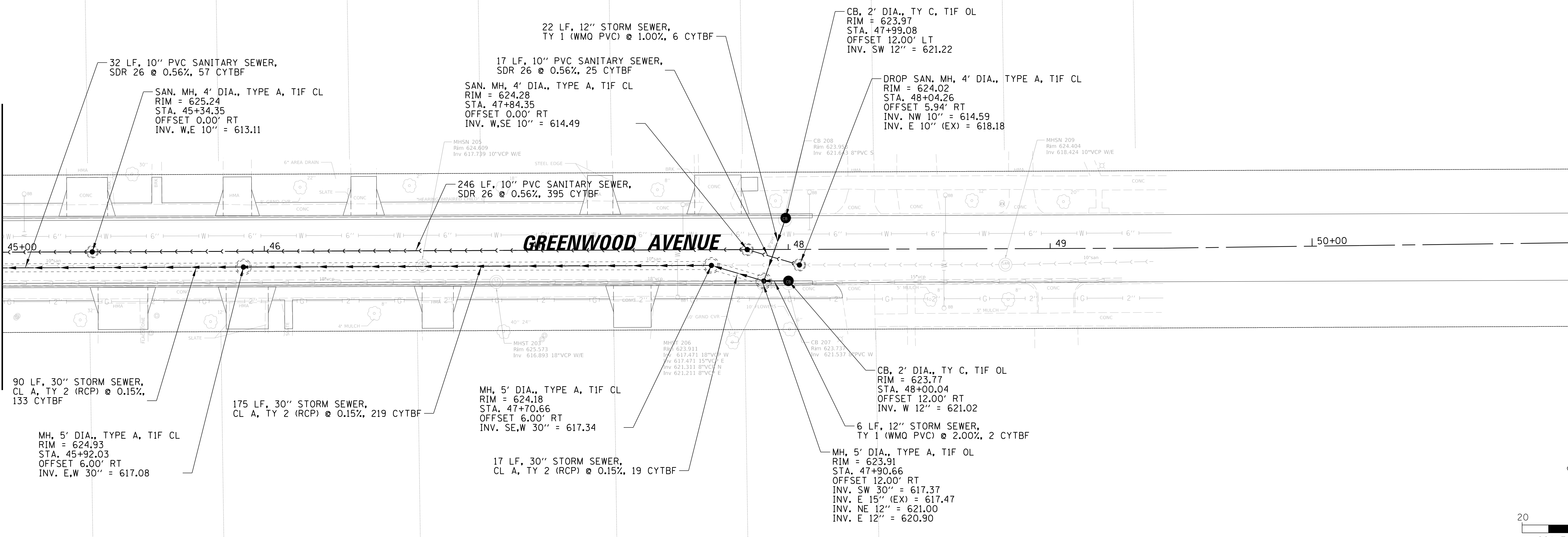
CLIENT: **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\wilmette\180245.00004\Civil\DDP_C3.180245_05.sht			

TITLE: **WSNSP CONTRACT #3
GREENWOOD AVENUE
DRAINAGE PLAN AND PROFILE**

PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 40 OF 148
DRAWING NO. **40**

MATCH LINE STA. 45+00



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CLIENT:

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1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

TITLE:

**WSNSP CONTRACT #3
GREENWOOD AVENUE
DRAINAGE PLAN AND PROFILE**

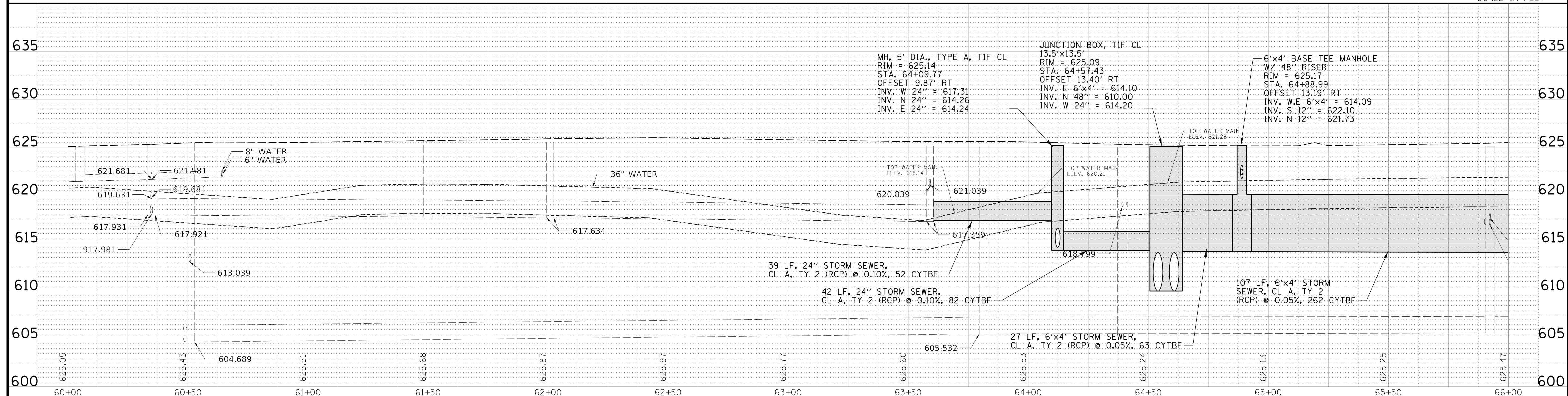
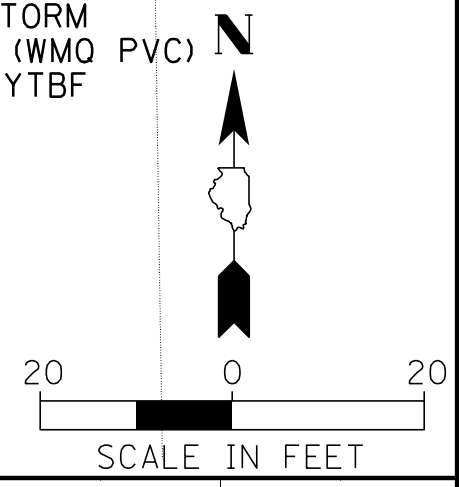
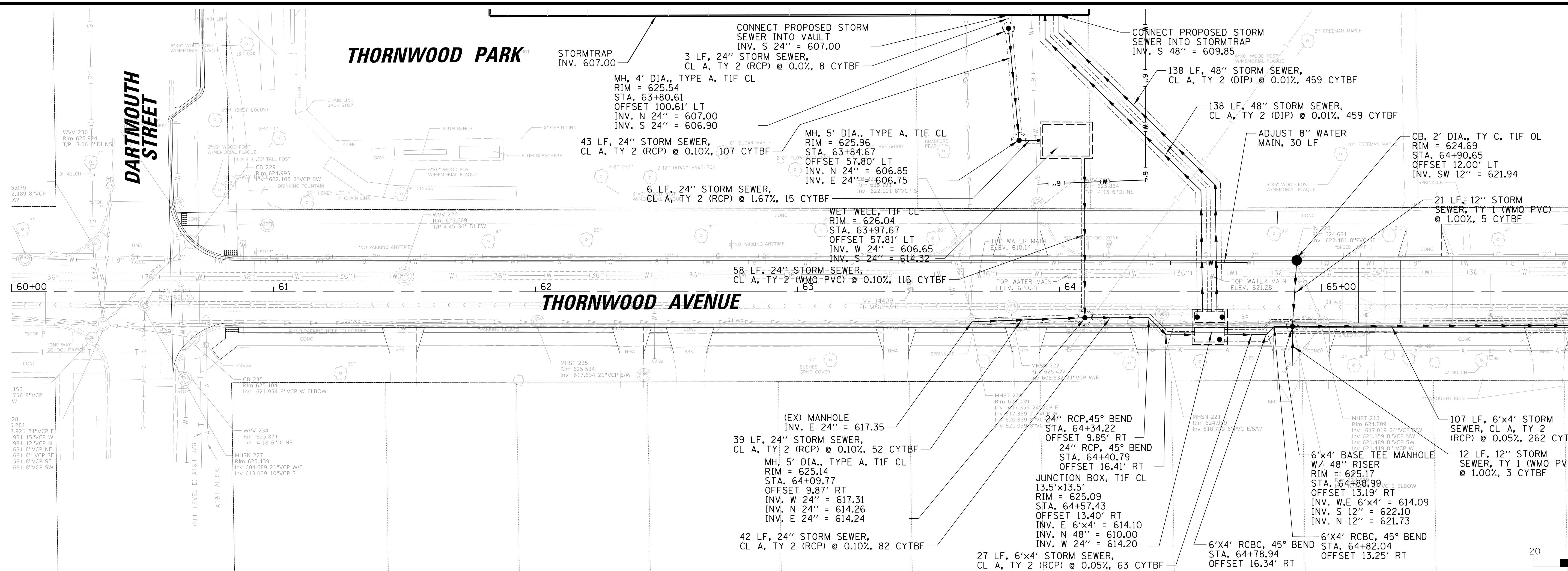
PROJECT NO. 180245.0004
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DRAWING NO.
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THORNWOOD PARK

DARTMOUTH STREET

THORNWOOD AVENUE

MATCH LINE STA. 66 + 00



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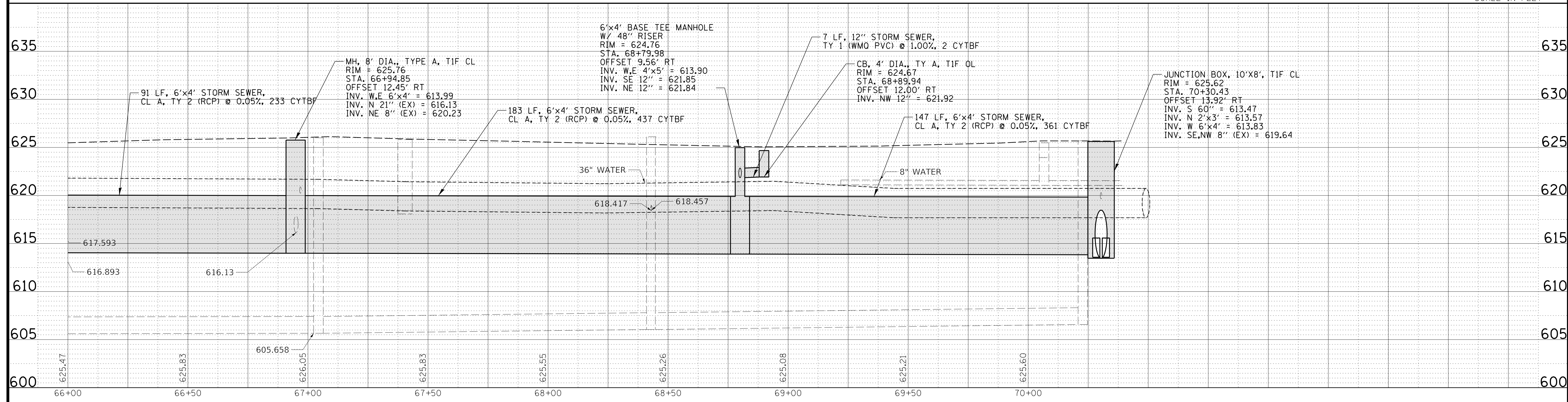
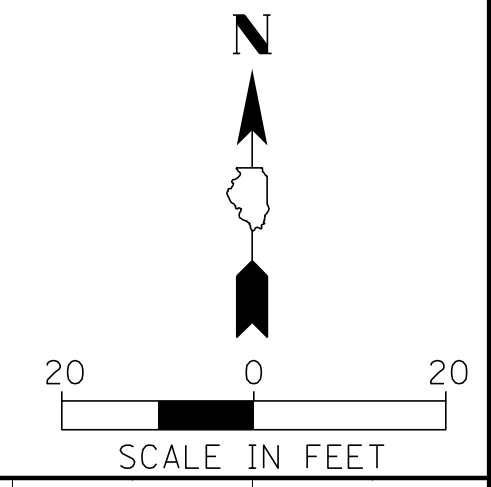
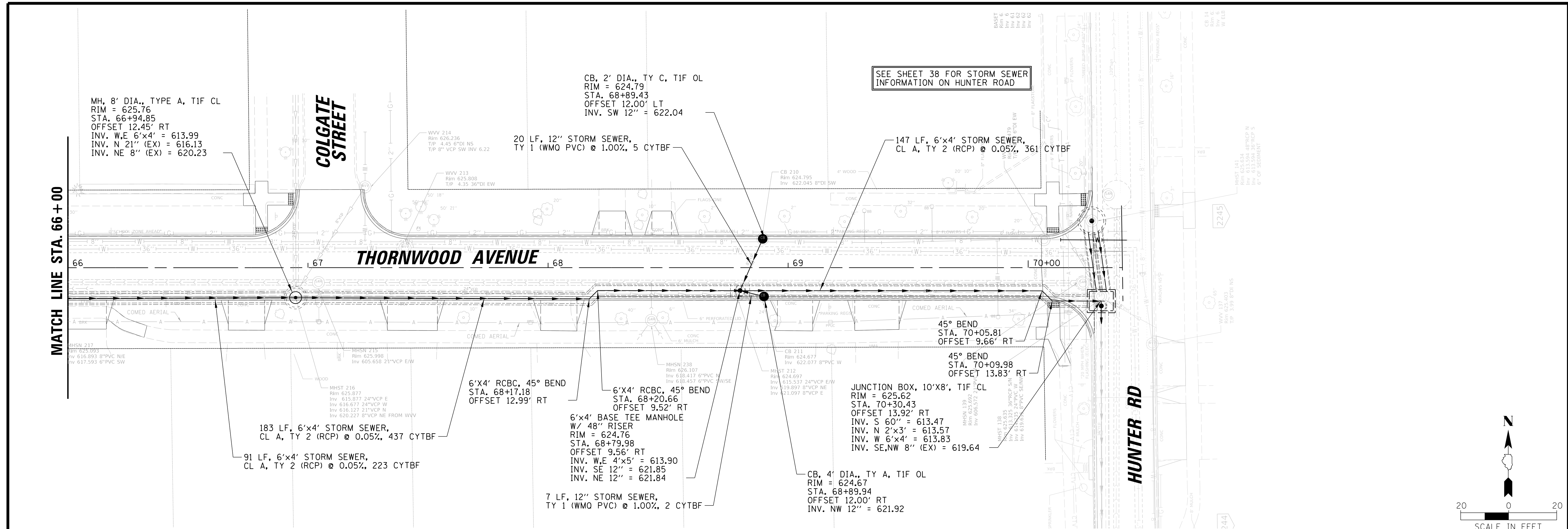


CLIENT:

Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\wilmette\180245.00004\Civil\NDPP_C3.180245_07.sht			

DSGN.	JAL	TITLE: WSNSP CONTRACT #3 THORNWOOD AVENUE DRAINAGE PLAN AND PROFILE
DWN.	MAK	
CHKD.	LMF	
SCALE:	20'	
PLOT DATE:	5/7/2021	
CAD USER:	mkoonce	PROJ. NO. 180245.0004
MODEL:	Default	DATE: 5/7/2021
		SHEET 42 OF 148
		DRAWING NO.
		42



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CLIENT:

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WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

TITLE:

**WSNSP CONTRACT #3
THORNWOOD AVENUE
DRAINAGE PLAN AND PROFILE**

PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 43 OF 148
DRAWING NO.
43

DROP SAN. MH, 4' DIA., TYPE A, TIF CL
 RIM = 626.77
 STA. 69+93.20
 OFFSET 0.50' LT
 INV. E,S 10" = 609.83
 INV. N 8" (EX) = 615.55

MH, 9' DIA., TYPE A, TIF CL
 RIM = 627.01
 STA. 70+05.97
 OFFSET 5.63' RT
 INV. S 48" = 614.63
 INV. E 42" = 614.63
 INV. SE 18" = 614.63
 INV. NE 8" (EX) = 620.32

218 LF, 10" PVC SANITARY SEWER,
 SDR 26 @ 0.49%, 395 CYTBF

SAN. MH, 4' DIA., TYPE A, TIF CL
 RIM = 626.19
 STA. 72+28.75
 OFFSET 0.50' LT
 INV. W,E 10" = 610.97

12 LF, 8" STORM SEWER,
 CL A, TY 2 (PCV) @ 1.00%, 3 CYTBF

9 LF, 18" STORM SEWER,
 CL A, TY 2 (WMO PVC) @ 0.12%, 18 CYTBF

232 LF, 10" PVC SANITARY SEWER,
 SDR 26 @ 0.49%, 432 CYTBF

20 LF, 12" STORM SEWER,
 TY 1 (WMO PVC) @ 1.00%, 5 CYTBF

INLET, TY A, TIF OL
 RIM = 625.05
 STA. 74+22.20
 OFFSET 11.90' LT
 INV. SE 12" = 619.50
 INV. NW 8" (EX) = 619.5±

DROP SAN. MH, 4' DIA.,
 TYPE A, TIF CL
 RIM = 625.29
 STA. 74+50.75
 OFFSET 0.50' LT
 INV. W,E 10" = 612.04
 INV. N 6" (EX) = 615.07

18 LF, 12" STORM SEWER,
 TY 1 (WMO PVC) @ 1.00%, 22 CYTBF

MH, 6' DIA., TYPE A, TIF CL
 RIM = 625.16
 STA. 74+30.75
 OFFSET 5.63' RT
 INV. E,W 42" = 615.20
 INV. SE 12" = 622.02
 INV. NE 12" = 616.44

5 LF, 12" STORM SEWER,
 TY 1 (WMO PVC) @ 2.00%, 2 CYTBF

CB, 2' DIA., TY C, TIF OL
 RIM = 624.87
 STA. 74+38.07
 OFFSET 12.00' RT
 INV. NW 12" = 622.12

47 LF, 10" PVC SANITARY SEWER,
 SDR 26 @ 0.49%, 82 CYTBF

67 LF, 42" STORM SEWER,
 CL A, TY 2 (RCP) @ 0.14%, 117 CYTBF

MH, 5' DIA., TYPE A, TIF CL
 RIM = 626.81
 STA. 70+18.74
 OFFSET 13.08' RT
 INV. NW 18" = 614.74
 INV. E 18" (EX) = 614.74

196 LF, 42" STORM SEWER,
 CL A, TY 2 (RCP) @ 0.14%, 488 CYTBF

216 LF, 42" STORM SEWER,
 CL A, TY 2 (RCP) @ 0.14%, 470 CYTBF

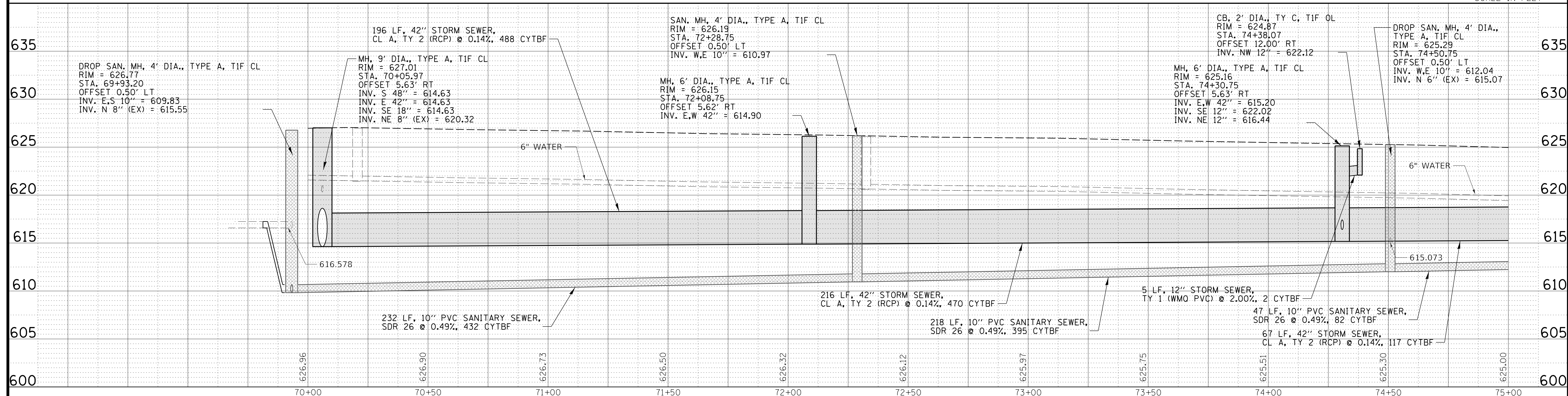
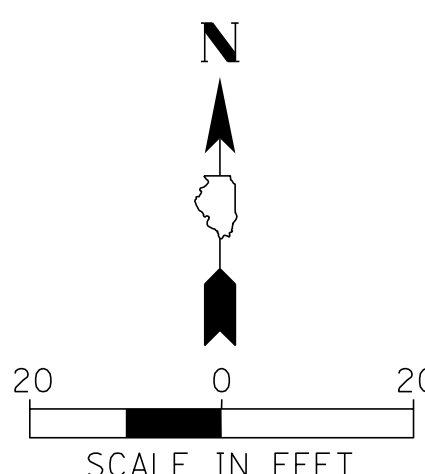
MH, 6' DIA., TYPE A, TIF CL
 RIM = 626.15
 STA. 72+08.75
 OFFSET 5.62' RT
 INV. E,W 42" = 614.90

SEE SHEET 39 FOR STORM SEWER
 INFORMATION ON HUNTER ROAD

BEECHWOOD AVENUE

HUNTER RD

MATCH LINE STA. 75 + 00



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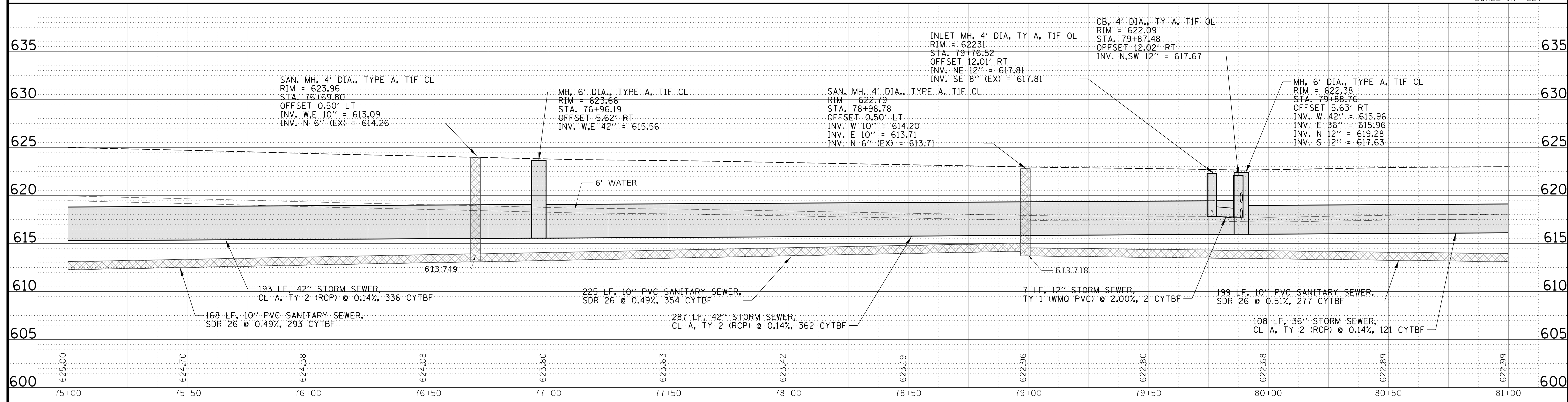
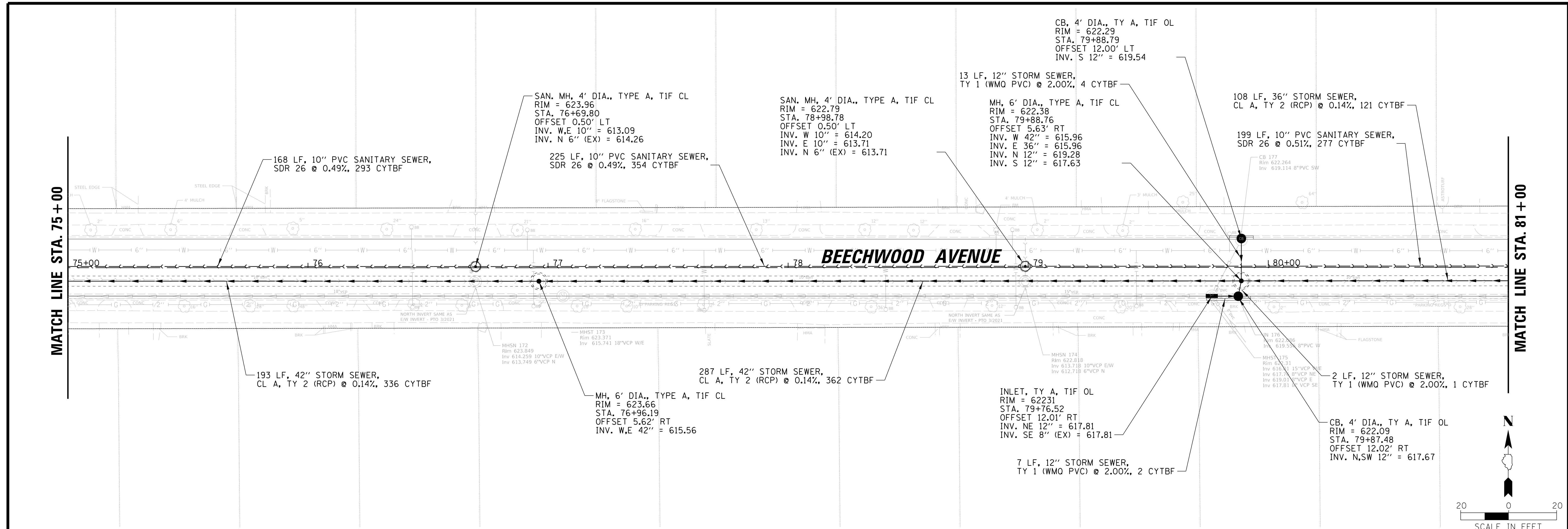
CLIENT:

Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE:
**WSNSP CONTRACT #3
 BEECHWOOD AVENUE
 DRAINAGE PLAN AND PROFILE**

PROJECT NO. 180245.0004
 DATE: 5/7/2021
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 DRAWING NO.
44



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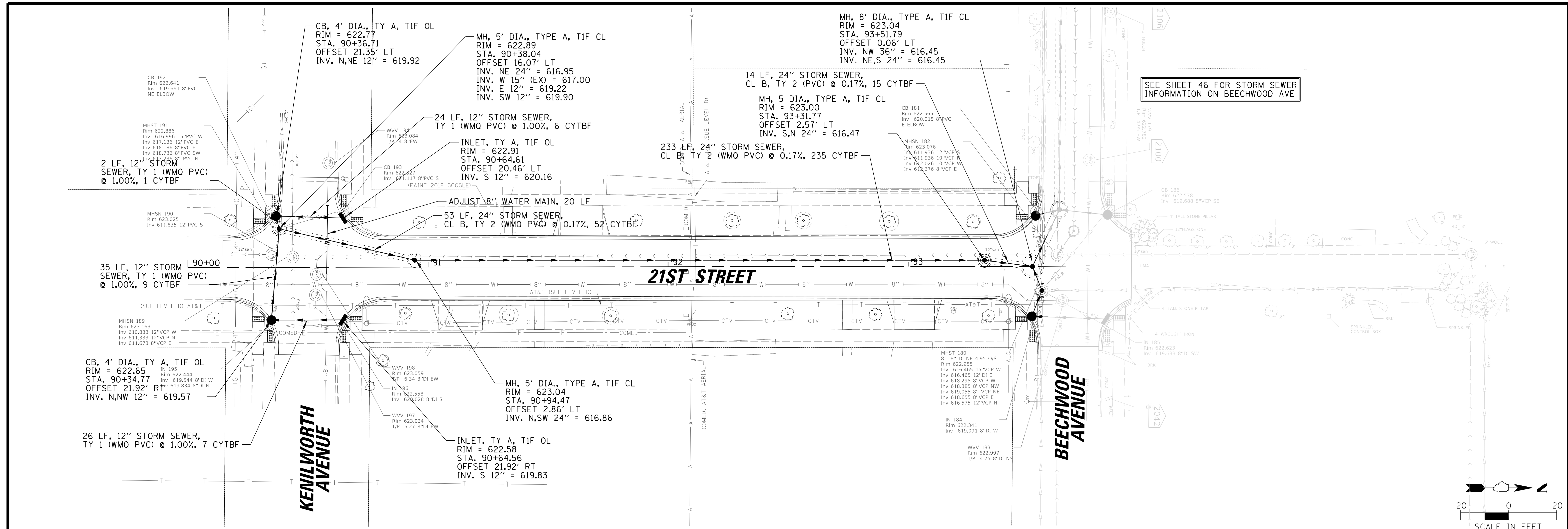
CLIENT: **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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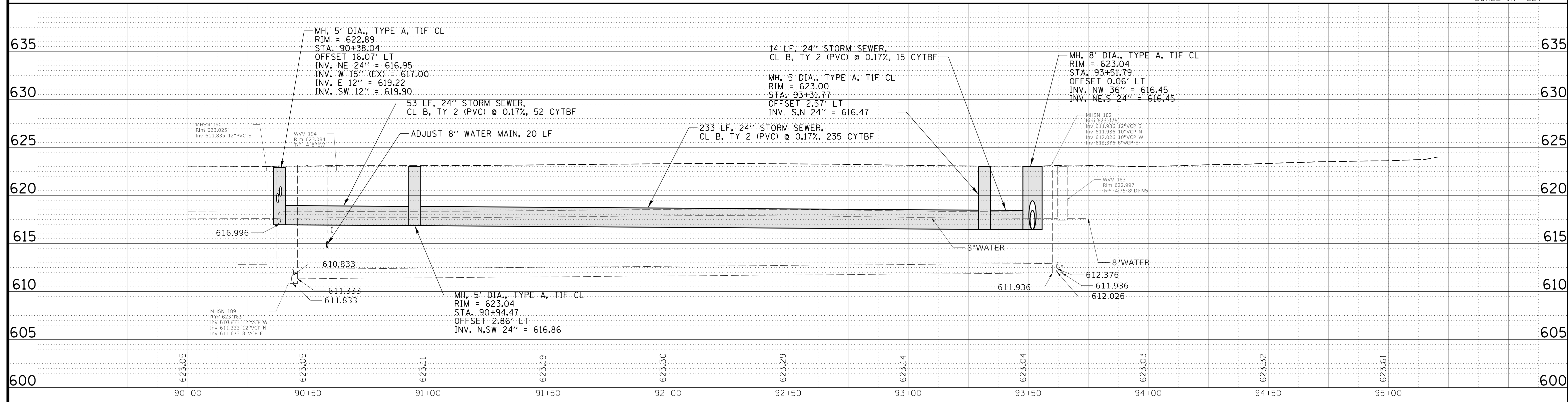
DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

TITLE: **WSNSP CONTRACT #3
BEECHWOOD AVENUE
DRAINAGE PLAN AND PROFILE**

PROJ. NO. 180245.0004
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SEE SHEET 46 FOR STORM SEWER INFORMATION ON BEECHWOOD AVE



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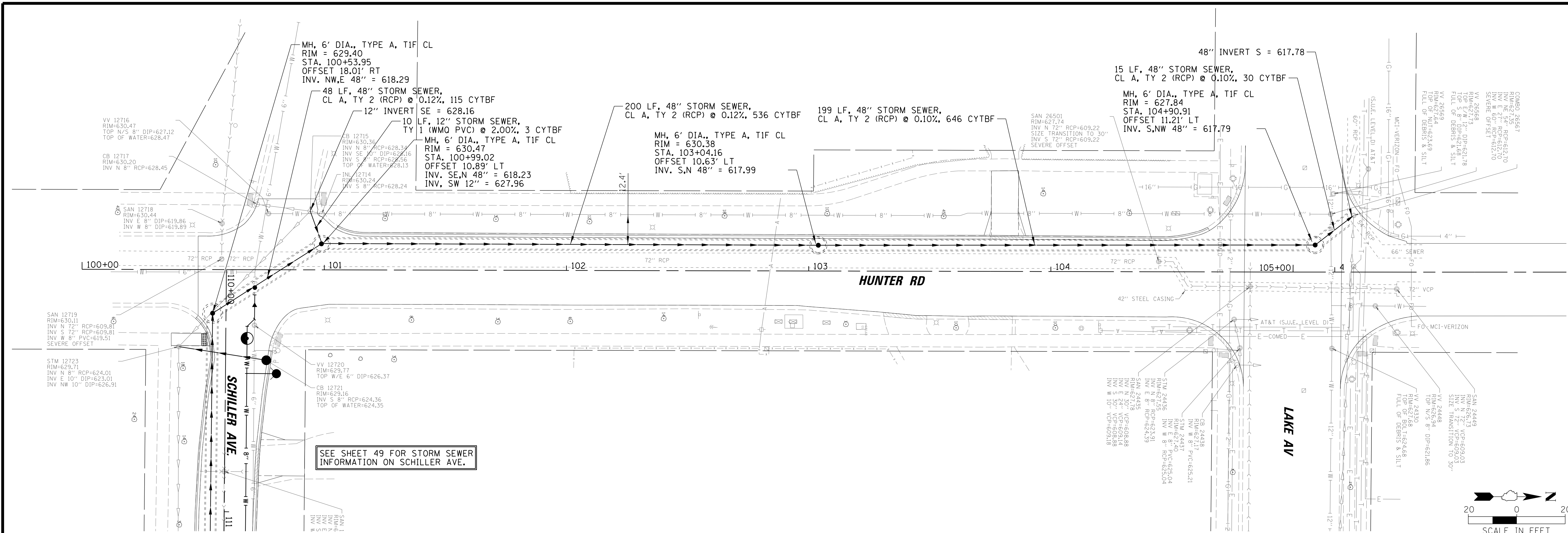
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CLIENT: **Village of Wilmette**
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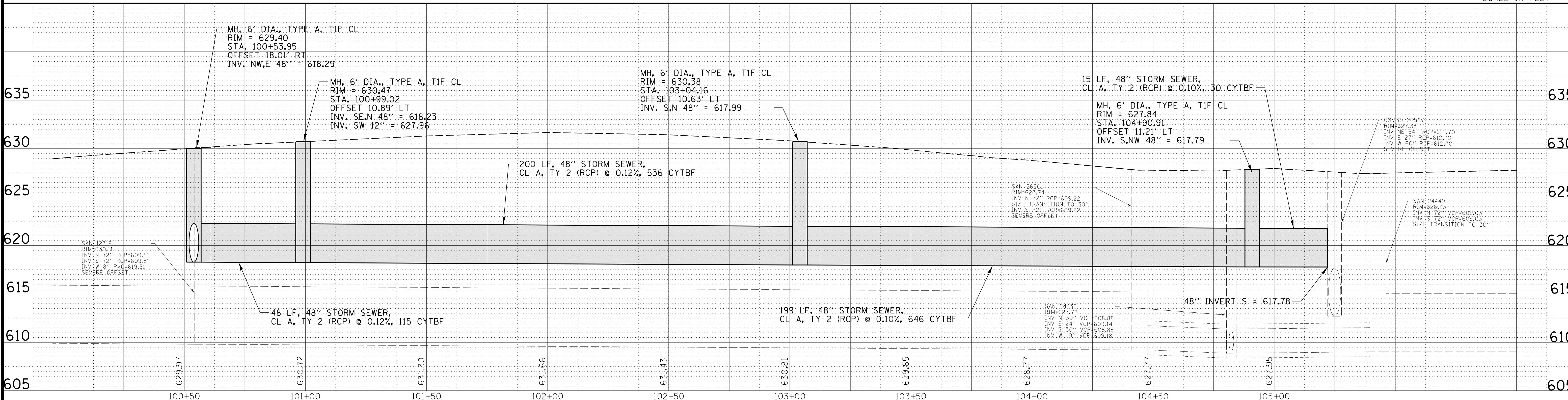
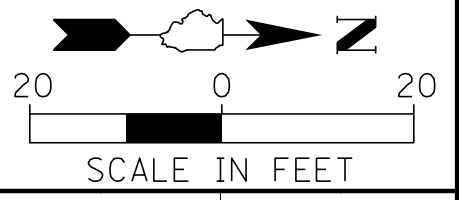
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DSGN.	JAL	TITLE:
DWN.	MAK	WSNSP CONTRACT #3 21ST STREET DRAINAGE PLAN AND PROFILE
CHKD.	LMF	
SCALE:	20'	
PLOT DATE:	5/7/2021	
CAD USER:	mkoonce	PROJ. NO. 180245.0004
FILE NAME	N:\wilmette\180245.0004\Civil\DDP_C3_180245_12.sht	DATE: 5/7/2021

PROJ. NO. 180245.0004
 DATE: 5/7/2021
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 DRAWING NO. **47**



SEE SHEET 49 FOR STORM SEWER INFORMATION ON SCHILLER AVE.



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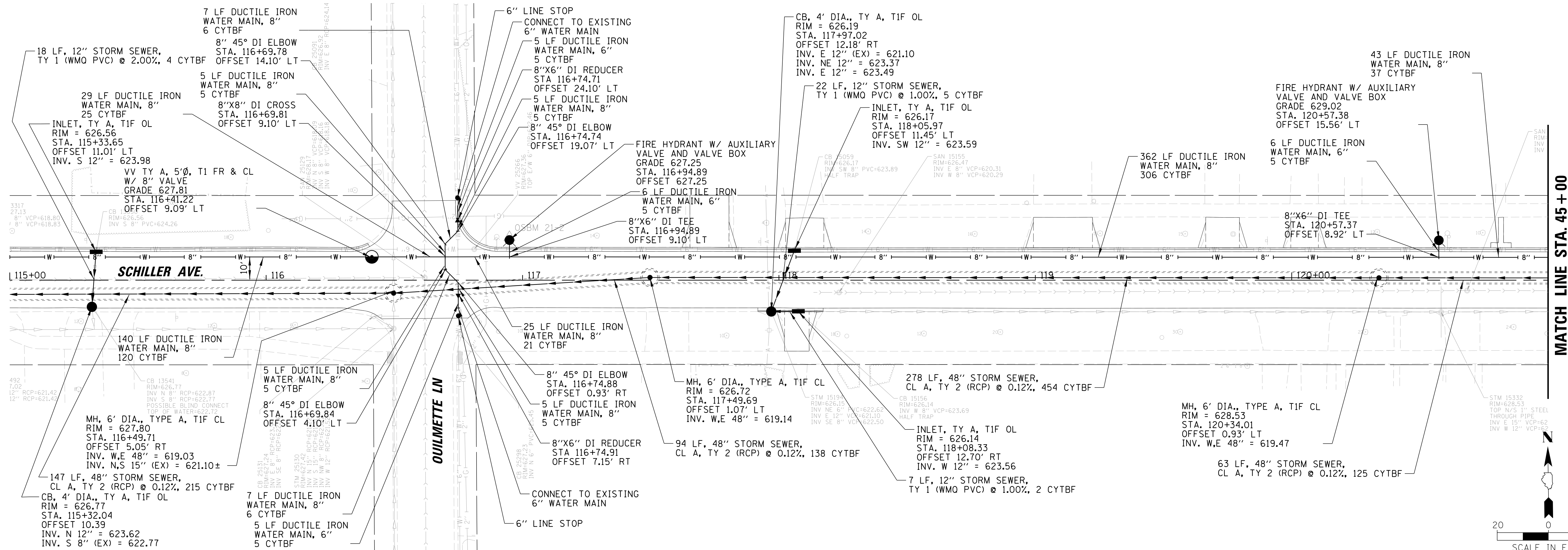


CLIENT: **Village of Wilmette**
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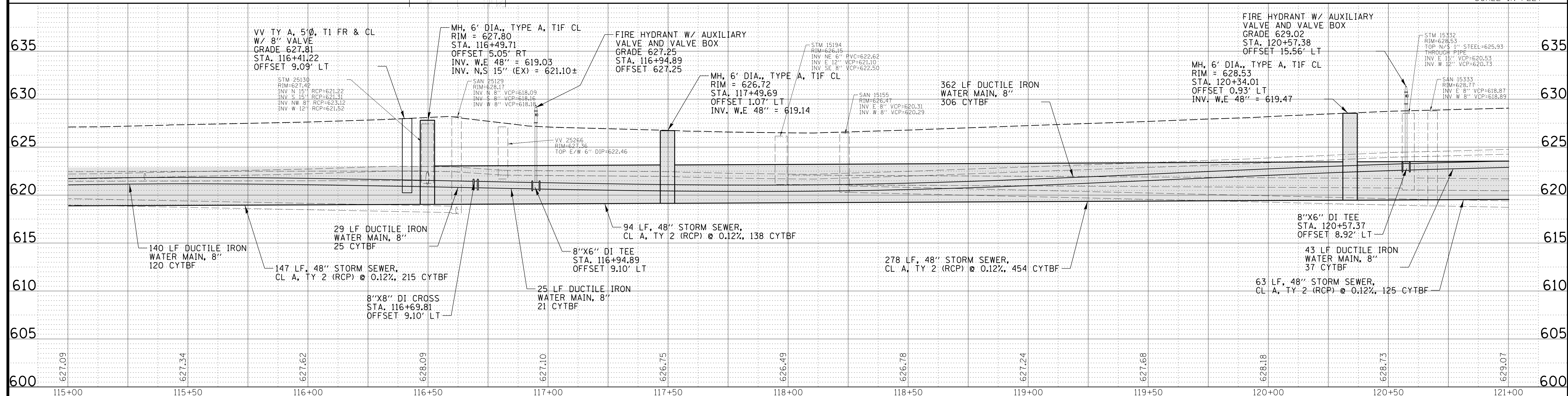
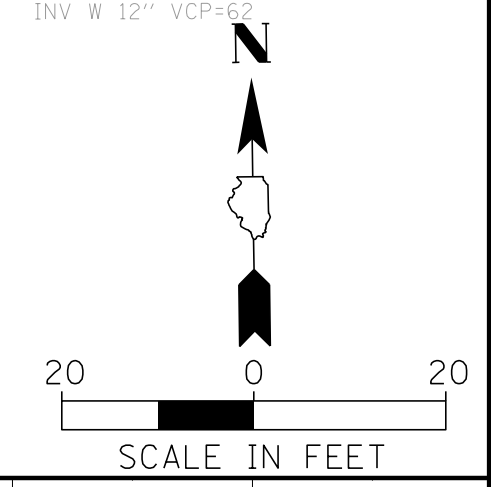


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DSGN.	JAL	TITLE:	PROJ. NO. 180245.0004
DWN.	MAK	WSNSP CONTRACT #3 HUNTER ROAD DRAINAGE PLAN AND PROFILE	DATE: 5/7/2021
CHKD.	LMF		SHEET 48 OF 148
SCALE:	20'		DRAWING NO.
PLOT DATE:	5/7/2021		48
CAD USER:	mkoonce		
MODEL:	Default		



MATCH LINE STA. 45 + 00



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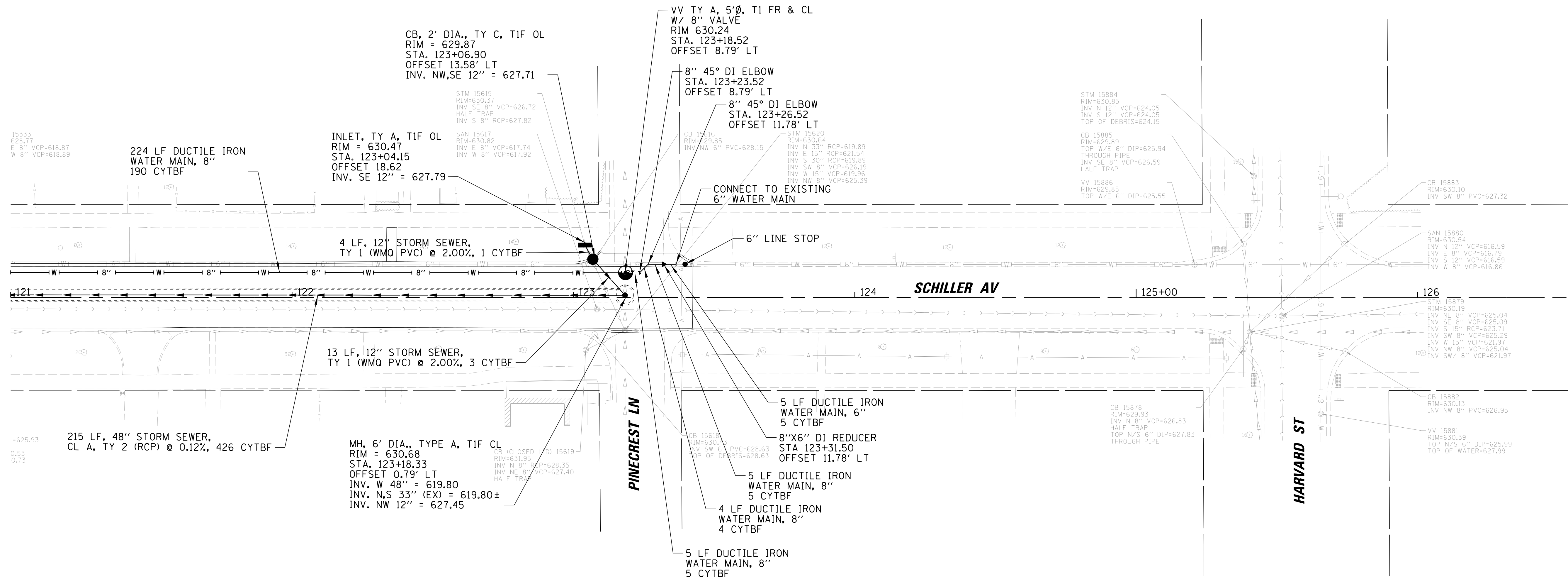
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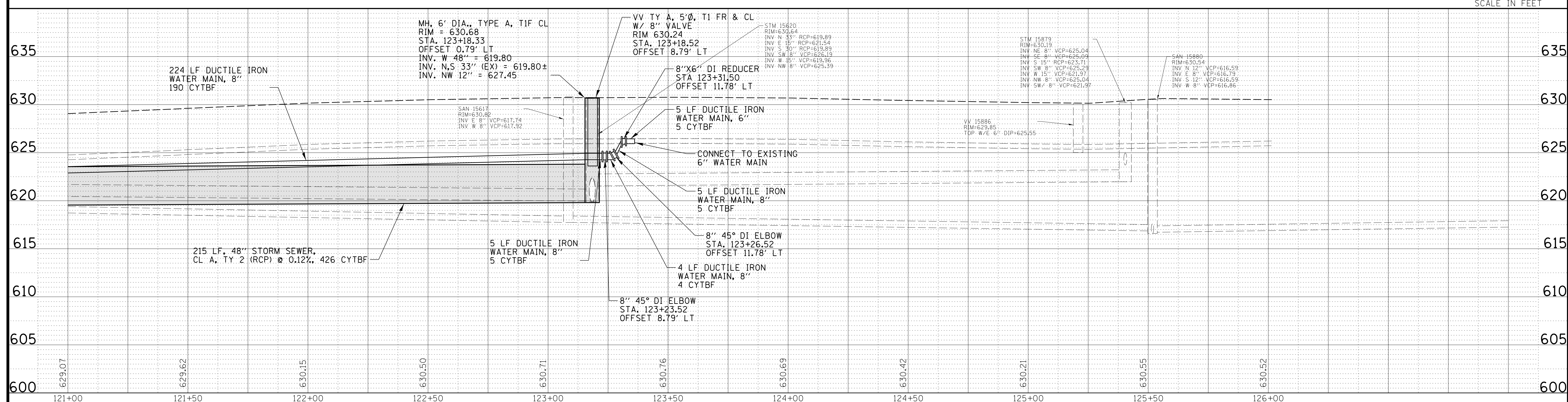
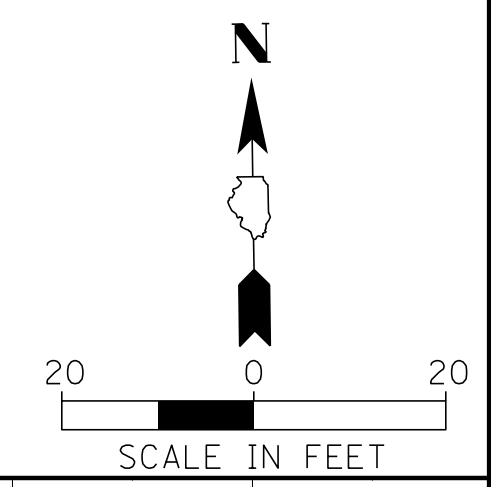
Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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DSGN.	JAL	TITLE:
DWN.	MAK	WSNSP CONTRACT #3 SCHILLER AVENUE DRAINAGE PLAN AND PROFILE
CHKD.	LMF	
SCALE:	20'	
PLOT DATE:	5/7/2021	
CAD USER:	mkoonce	PROJ. NO. 180245.0004
FILE NAME	N:\wilmette\180245.0004\Civil\DRP_C3_180245_15.sht	DATE: 5/7/2021
		SHEET 50 OF 148
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		50



MATCH LINE STA. 45 + 00



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 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

DSGN.	JAL	TITLE:
DWN.	MAK	WSNSP CONTRACT #3 SCHILLER AVENUE DRAINAGE PLAN AND PROFILE
CHKD.	LMF	
SCALE:	20'	
PLOT DATE:	5/7/2021	
CAD USER:	mkoonce	

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 51 OF 148
 DRAWING NO. **51**

GENERAL NOTES:

- THE VILLAGE OF WILMETTE SHALL BE NOTIFIED IN WRITING AT LEAST (3) FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - UTILITIES EXIST IN THE AREA WHERE WORK IS PROPOSED. ACTUAL DEPTH OF UTILITIES ARE UNKNOWN. SHOULD ANY GIVEN UTILITY INTERFERE WITH THE PROPOSED WORK, PIPE ROUTING, ETC., THE CONTRACTOR SHALL, AT NO EXTRA COST TO THE OWNER, RESOLVE ANY AND ALL INTERFERENCE PROBLEMS. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF WORK AS REQUIRED.
 - THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEERS SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123
 - BEFORE BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LINE AND GRADES SHOWN ON THE CONTRACT DRAWINGS. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONTRACT DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY REPORT SAME TO THE OWNER PRIOR TO PERFORMING WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF WORK AS REQUIRED.
 - ALL ELEVATIONS SHOWN ON DRAWINGS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 - ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING SPECIFICATIONS, WHICH ARE HEREBY MADE A PART HEREOF:
 - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", AS PREPARED BY IDOT, LATEST EDITION.
 - "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION.
 - MUNICIPAL CODE.
 - NATIONAL ELECTRIC CODE.
- WHERE CONTRADICTIONS OCCUR BETWEEN THE ABOVE LISTED SPECIFICATION, CODES AND/OR CONTRACT DOCUMENTS, THE MORE STRINGENT SHALL APPLY
- THE CONTRACT DOCUMENTS ARE NOT INTENDED TO SHOW EVERY ALL DETAILS OF WORK TO BE PERFORMED OR EQUIPMENT TO BE SUPPLIED. THE INTENT OF THE CONTRACT DOCUMENTS IS TO ILLUSTRATE THE CONCEPTUAL DESIGN AND LAYOUT. THE CONTRACTOR SHALL BE KNOWLEDGEABLE AND REGULARLY ENGAGED IN THE TYPE OF WORK DESCRIBED BY THESE CONTRACT DOCUMENTS AND SHALL BE RESPONSIBLE FOR UNDERSTANDING THEIR INTENT. ANY WORK TO BE PERFORMED OR ITEM OF EQUIPMENT TO BE SUPPLIED WHICH IS NOT SPECIFICALLY CALLED FOR BY THESE CONTRACT DOCUMENTS BUT WHICH IS NECESSARY TO PROVIDE A COMPLETE AND SUCCESSFUL WORKING SYSTEM SHALL BE INCLUDED IN THE CONTRACTOR'S SCOPE OF WORK AT NO ADDITIONAL COST TO THE OWNER.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND APPRAISE HIMSELF/HERSELF OF ALL CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS THE TOTAL COST FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL BE RECOGNIZED DUE TO THE CONTRACTOR'S FAILURE TO UNDERSTAND THE SCOPE OF WORK.
 - APPROXIMATE 100 YEAR FLOOD ELEVATION, IF APPLICABLE, IN THE AREA OF CONCERN IS SHOWN ON THE SITE PLANS.
 - IT SHALL BE NECESSARY TO PERFORM WORK ADJACENT TO EXISTING UTILITIES. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR EXISTING UTILITIES IN CONFORMANCE WITH THE AFFECTED UTILITY COMPANIES REQUIREMENTS AS MAY BE REQUIRED TO PERFORM THE WORK OF THIS CONTRACT.
 - THE WORK PERFORMED UNDER THIS CONTRACT SHALL IN NO WAY INTERFERE WITH THE NORMAL OPERATION OF ANY EXISTING UTILITY SERVICE. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ITEMS OF EQUIPMENT REQUIRED TO MAINTAIN SUCH NORMAL OPERATION AT NO ADDITIONAL COST TO THE OWNER. THE COST ASSOCIATED FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CONTRACT.
 - ORIENTATION OF PIPING, CONDUITS, EQUIPMENT, ETC. MAY VARY. CONTRACTOR TO COORDINATE SAME WITH THE OWNER.
 - ANY AND ALL DEWATERING REQUIRED TO KEEP UTILITY EXCAVATIONS DRY AS WELL AS BRACING AND SHORING EXCAVATED WALLS DURING UTILITY OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COMPLIANCE WITH THE ABOVE WILL BE INCIDENTAL TO THE UTILITY INSTALLATION.
 - SOIL EROSION PROTECTION SHALL BE IN ACCORDANCE WITH IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL. ALL DISTURBED LAWN AREAS SHALL BE FINE GRADED, TOP-SOIL RESTORED (MIN. 4 INCHES), AND SEED APPLIED UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEANS AND METHODS AND TECHNIQUES OF CONSTRUCTION. OWNER'S REPRESENTATIVE/ENGINEER'S REVIEW OF SAME DOES NOT RELIEVE CONTRACTOR OF THIS RESPONSIBILITY. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SAFETY AND JOB SITE SAFETY.
 - LIMITS OF CONSTRUCTION SHALL BE SUBJECT TO OWNER'S APPROVAL AND SHALL NOT IMPACT EXISTING ROADWAY PAVEMENT EXCEPT WHERE IMPROVEMENTS ARE SHOWN BY DRAWINGS. LIMITS OF CONSTRUCTION (OTHER THAN ACROSS ROADWAY PAVEMENT) SHALL BE FENCED OFF WITH TEMPORARY CONSTRUCTION FENCING, SUBJECT TO THE OWNER'S APPROVAL. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
 - ANY AND ALL BYPASS PUMPING AS MAY BE REQUIRED FOR THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

RECORD DRAWINGS & UTILITY NOTES:

- CERTAIN INFORMATION SHOWN ON THESE DRAWINGS HAS BEEN OBTAINED FROM DRAWINGS OF RECORD. CONTRACTOR SHALL VERIFY SUCH INFORMATION PRIOR TO ACTUAL START OF WORK. WHERE DISCREPANCIES ARE DISCOVERED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE. FAILURE BY THE CONTRACTOR TO IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE OF SUCH DISCREPANCIES SHALL RESULT IN THE CONTRACTOR BEARING THE FULL BURDEN OF ALL RISKS/COSTS ATTRIBUTED TO THE DISCOVERED DISCREPANCY.
- EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAYS ARE SHOWN ON THE DRAWINGS 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.
- THE EXISTING BURIED UTILITY LINES, PUBLIC AND PRIVATE, ARE SHOWN ON THE DRAWINGS ACCORDING TO INFORMATION AVAILABLE FROM RECORDS. THE LOCATION AND DEPTH OF EXISTING BURIED UTILITY LINES SHOWN ON THE DRAWINGS IS THEREFORE APPROXIMATE AND MAY VARY FROM FIELD CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION AND DEPTH OF BURIED UTILITY LINES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES TO MARK THE LOCATION OF BURIED UTILITIES IN THE FIELD BEFORE BEGINNING EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITY LINES AND SHALL REPAIR ANY UTILITY LINES HE DAMAGES AT HIS OWN EXPENSE.
- BEFORE INSTALLING ANY BURIED PIPE, THE CONTRACTOR SHALL CAREFULLY UNCOVER ALL EXISTING BURIED UTILITY LINES WHICH CROSS NEW CONSTRUCTION, SO HE CAN DETERMINE THEIR EXACT LOCATION AND DEPTH. IF EXISTING BURIED UTILITY LINES ARE ENCOUNTERED THAT CONFLICT WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE SO THAT THE CONFLICT MAY BE RESOLVED.

EXCAVATION AND BACKFILL NOTES:

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO READ AND UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE.
- THE CONTRACTOR SHALL EXAMINE THE CONTRACT DRAWINGS THOROUGHLY PRIOR TO BEGINNING ANY EXCAVATION AND SHALL NOTIFY THE OWNER'S REPRESENTATIVE AT ONCE OF ANY DISCREPANCIES.
- ALL WORK AREAS SHALL BE PROPERLY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION AND TRAFFIC.
- THE EXCAVATION FOR STRUCTURE AND/OR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING STRUCTURE/PIPE PLACEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY EXCAVATIONS/TRENCHES SHALL BE PROVIDED BY THE CONTRACTOR AND THE COST OF SUCH SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS TO WHICH THEY PERTAIN.
- DETAILED DRAWINGS FOR ANY SHEETING AND BRACING SHALL BE PROVIDED FOR REVIEW TO THE OWNER'S REPRESENTATIVE PRIOR TO THE IMPLEMENTATION OF THE METHOD. A TRENCH BOX SHALL BE AVAILABLE ON THE JOB SITE AT ALL TIMES, AND BE UTILIZED IN ACCORDANCE WITH OSHA STANDARDS.
- SUITABLE EXCAVATED MATERIALS SUBJECT TO THE REVIEW OF THE OWNER'S REPRESENTATIVE MAY BE USED TO BACKFILL THE EXCAVATED AREAS OF THE SITE UNLESS SHOWN OTHERWISE.
- NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN INSPECTED BY THE VILLAGE, OWNER OR OWNER'S REPRESENTATIVE.
- TRENCH BACKFILL SHALL BE PROVIDED FOR THE FULL DEPTH ABOVE PIPELINES UNDER PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS. THE TRENCH BACKFILL SHALL CONSIST OF A GRANULAR MATERIAL MEETING IDOT CRUSHED STONE CA-6 GRADATION SPECIFICATIONS. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND SHALL EXTEND A MINIMUM OF TWO FEET ON EITHER SIDE OF THE PIPE CENTERLINE, OR AS OTHERWISE SHOWN OR SPECIFIED HEREIN.
- BACKFILL ANY EXCAVATIONS WITH COMPACTED GRANULAR MATERIAL EQUAL TO IDOT CA-6. BACKFILL AND COMPACT IN LIFTS OF NO GREATER THAN 6 INCHES TO 8 INCHES TO ACHIEVE 98% DENSITY USING MAXIMUM STANDARD PROCTOR DRY DENSITY PER ASTM D698 UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS.
- THE CONTRACTOR SHALL REMOVE ALL EXCESS UTILITY SPOIL. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL REMOVAL OR EXCAVATION ITEMS BEING DISPOSED OF AT AN UNCONTAMINATED SOIL FILL OPERATION OR CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CCDD) FILL SITE SHALL MEET THE REQUIREMENTS OF PUBLIC ACT 96-1416. ALL COSTS ASSOCIATED WITH MEETING THESE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE COST FOR THE ASSOCIATED REMOVAL OR EXCAVATION ITEMS IN THE CONTRACT. THESE COSTS SHALL INCLUDE BUT ARE NOT LIMITED TO ALL REQUIRED TESTING, LAB ANALYSIS, CERTIFICATION BY A LICENSED PROFESSIONAL ENGINEER, AND STATE OR LOCAL TIPPING FEES.
- NO EXCAVATIONS SHALL BE LEFT OPEN OVERNIGHT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COVER OPEN EXCAVATIONS WITH STEEL SHEET PLATES UNLESS OTHERWISE DIRECTED. THE COST OF THIS PROCEDURE SHALL BE INCIDENTAL TO THE WORK IN WHICH IT PERTAINS.

SUBSURFACE OPERATION PLAN:

- BEFORE COMMENCING ACTIVITY AT THE SITE, THE CONTRACTOR SHALL PREPARE AN "OPERATION PLAN" DRAWING SHOWING THE SEQUENCE OF OPERATION AND TIMING THAT IS PROPOSED FOR THE SUBSURFACE WORK. THIS PLAN DRAWING SHALL BE EXCLUSIVE OF ALL OTHER PLANS AND SCHEDULES REQUIRED UNDER THE CONTRACT. THE PLAN SHALL SHOW IN PLAN AND PROFILE SUPPLEMENTED BY SKETCHES, TEXT AND BAR DIAGRAMS THE EXTENT AND SEQUENCE OF WORK REQUIRED FOR THE SUBSURFACE CONSTRUCTION. THE PLAN SHALL SHOW ALL EXCAVATION, SHEETING, PROTECTION, DEWATERING PROCEDURES, UTILITIES SUPPORT, DRAINS AND ALL OTHER FEATURES REQUIRED TO PERFORM THE SUBSURFACE OPERATION. THE PLAN SHALL BE SUBMITTED TO THE OWNER'S REPRESENTATIVE FOR REVIEW. INSOFAR AS POSSIBLE ALL INFORMATION SHALL BE SHOWN ON THE PLAN FOR CONVENIENCE OF INTERPRETATION UNDER FIELD CONDITIONS. THE PLAN SHALL BE SEALED BY AN ILLINOIS REGISTERED STRUCTURAL ENGINEER.
- ALL SHEETING/SHORING AND EARTH RETENTION/PROTECTION OF THE EXCAVATIONS, AROUND THE PROJECT WORK SITE SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

FINAL ACCEPTANCE & INSPECTION NOTES:

- UPON COMPLETION OF ALL SPECIFIED WORK AND THE INSTALLATION OF EQUIPMENT, THE CONTRACTOR SHALL PERFORM FINAL TESTS OF THE EQUIPMENT TO VERIFY THAT THE INSTALLATION PERFORMS SATISFACTORILY. ACCEPTANCE TESTS CONDUCTED ON THE COMPLETED INSTALLATION WILL BE WITNESSED AND SUBJECT TO THE APPROVAL OF THE OWNER. NO SEPARATE PAYMENT WILL BE MADE FOR FINAL TESTING. THE COST OF FINAL TEST SHALL BE CONSIDERED INCIDENTAL TO THE WORK. AS A MINIMUM TESTING SHALL INCLUDE BUT NOT BE LIMITED TO OPERATIONAL TESTING OF ALL DEVICES AND EQUIPMENT. EQUIPMENT SUPPLIERS SHALL PROVIDE FACTORY TRAINED FIELD PERSONNEL FOR FINAL CHECK-OUT, START-UP AND TESTING. PRIOR TO SUCH FINAL TESTING ALL PIPING SHALL BE HYDROSTATICALLY TESTED IN ACCORDANCE WITH INDUSTRY STANDARDS.
- WHEN ALL THE WORK AS SHOWN ON THE DRAWINGS AND INCLUDED IN THE SPECIFICATIONS HAS BEEN COMPLETED AND THE EQUIPMENT HAS BEEN INSTALLED, TESTED, PLACED INTO OPERATION, AND SUBSEQUENTLY HAS SATISFACTORILY OPERATED FOR 15 DAYS, A THOROUGH INSPECTION OF THE EQUIPMENT WILL BE MADE BY THE OWNER IN THE COMPANY OF THE CONTRACTOR, AND IF THE WORK IS FOUND TO COMPLY WITH THE DRAWINGS AND SPECIFICATIONS, THE WORK WILL BE FORMALLY ACCEPTED AND THE CONTRACTOR SO NOTIFIED AS TO THE FINAL ACCEPTANCE OF THE WORK BY THE OWNER. NOTIFICATION OF FINAL ACCEPTANCE WILL BE IN WRITING.
- SHOULD ANY WORK BE FOUND TO BE INADEQUATE, FAULTY, OR OTHERWISE NOT IN ACCORDANCE WITH THESE DRAWINGS AND SPECIFICATIONS, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CORRECT SUCH WORK AT HIS/ HER OWN EXPENSE, PRIOR TO FINAL ACCEPTANCE.
- THE PERIOD OF EQUIPMENT AND WORKMANSHIP GUARANTEES SHALL COMMENCE IMMEDIATELY AFTER FINAL ACCEPTANCE OF THE WORK. UPON BEING NOTIFIED OF THE FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL SUPPLY TO THE OWNER, A CERTIFICATE OF GUARANTEE WHICH SHALL GUARANTEE ALL EQUIPMENT AND WORKMANSHIP UNDER THE CONTRACTOR'S SCOPE OF WORK FOR A PERIOD OF ONE YEAR.
- UPON FINAL ACCEPTANCE THE CONTRACTOR SHALL SUBMIT RECORD DRAWINGS INCLUDING ALL ADDITIONS, DELETIONS AND FIELD CHANGES. CONTRACTOR SHALL SUBMIT PAPER COPIES AND CAD FILES OF RECORD DRAWINGS IN ACCORDANCE.
- CONTRACTOR SHALL TEST EACH PUMP IN PLACE TO VERIFY PERFORMANCE WITH SPECIFIED CAPACITY. FLOW METER SHALL BE USED TO MEASURE GALLONS PER MINUTE PUMPED.

SHOP DRAWING REVIEW NOTES

- THE CONTRACTOR SHALL SUBMIT FOR REVIEW DIMENSIONED OUTLINE SHOP DRAWINGS SHOWING THE GENERAL ARRANGEMENT OF THE EQUIPMENT TO BE FURNISHED, AND ITEMS TO BE INSTALLED.
- BEFORE PROCEEDING WITH MANUFACTURE OF THE EQUIPMENT, THE CONTRACTOR SHALL SUBMIT FOR REVIEW GENERAL ASSEMBLY SHOP DRAWINGS, SUBASSEMBLY SHOP DRAWINGS, DETAIL SHOP DRAWINGS, CALCULATIONS, DESIGN DATA, CATALOG CUTS AND SIMILAR ENGINEERING DOCUMENTS REQUIRED TO DEMONSTRATE FULLY THAT ALL PARTS WILL CONFORM TO THE PROVISIONS AND INTENT OF THE DRAWINGS AND SPECIFICATIONS AND TO THE REQUIREMENTS OF THEIR INSTALLATION, OPERATION, AND MAINTENANCE. THESE SHOP DRAWINGS SHALL SHOW ALL NECESSARY DIMENSIONS AND FABRICATION DETAILS, INCLUDING THE DESIGN OF WELDED AND BOLTED JOINT CONNECTIONS, TOLERANCES ON FITS AND CLEARANCES, AND ALL FIELD JOINTS AND SUBASSEMBLIES IN WHICH THE CONTRACTOR PROPOSES TO SHIP THE EQUIPMENT. DESIGN CRITERIA, CALCULATIONS, AND DETAILED SPECIFICATIONS SHALL BE SUBMITTED FOR THE DESIGN OF ALL MAJOR COMPONENTS AND FOR OTHER FEATURES OR DETAILS WHEN REQUESTED BY THE OWNER.
- ALL SUBMITTALS BY THE CONTRACTOR SHALL BE CERTIFIED BY THE RESPECTIVE EQUIPMENT MANUFACTURER.
- THE CONTRACTOR SHALL SUBMIT COMPLETE FULL-LINE WIRING DIAGRAMS COVERING ALL EQUIPMENT FURNISHED BY HIM/HER. THE CONTRACTOR SHALL FURNISH SHOP DRAWINGS OF SWITCH DEVELOPMENTS FOR ALL INSTRUMENT AND CONTROL SWITCHES AND INTERNAL CONNECTION DIAGRAMS FOR ALL INSTRUMENTS, RELAYS, REGULATORS, ETC.
- SHOP DRAWINGS SHALL INCLUDE ELECTRICAL DEVICES, ACCESSORIES AND WIRING FURNISHED AS COMPONENT PARTS OF MECHANICAL EQUIPMENT AND SHALL SHOW ARRANGEMENT AND DIMENSIONS.
- THE CONTRACTOR SHALL PREPARE AND SUBMIT SHOP DRAWINGS FOR ALL WORK AREAS, INDICATING SOLUTIONS TO SPACE PROBLEMS AND COORDINATION WITH REQUIREMENTS OF EXISTING CONDITIONS.
- PRIOR TO FINAL INSPECTION PROVIDE FOUR DUPLICATE LOOSE LEAF THREE RING BOUND COPIES OF OPERATIONS AND MAINTENANCE MANUALS IN DURABLE COVERS AND ONE DIGITAL COPY ON USB FLASHDRIVE OF THE FOLLOWING ITEMS ORGANIZED AND TAB INDEXED IN ACCORDANCE WITH THE SPECIFICATIONS FORMAT AS FOLLOWS:
 - MAINTENANCE AND OPERATING INSTRUCTIONS AS PUBLISHED BY THE MATERIAL SUPPLIERS AND/OR EQUIPMENT MANUFACTURERS.
 - SPECIFIED EQUIPMENT GUARANTEES AND WARRANTIES.
 - EMERGENCY INSTRUCTIONS.
 - WIRING DIAGRAMS.
 - SHOP DRAWINGS AND PRODUCT DATA.
 - INSPECTION PROCEDURES AND SERVICE RECOMMENDATIONS.
 - ASSEMBLY DRAWINGS AND PARTS LISTS WITH IDENTIFICATION SYMBOLS OR PART NUMBERS FOR ALL REPLACEABLE PARTS AND ASSEMBLIES.
 - TEST REPORTS.

PROJECT CONTACTS

VILLAGE OF WILMETTE:	DAN MANIS – VILLAGE ENGINEER (847) 853-7602/MANISD@WILMETTE.COM
COMMONWEALTH EDISON:	WILL IKEDA – DESIGN CONSTRUCTION CONSULTANT (847) 291-3126/WILL.IKEDA@COMED.COM NORA CABRALES – GENERAL SERVICE REPRESENTATIVE (847) 929-2357/NORA.CABRALES@COMED.COM
NICOR GAS:	PAT LOFTUS, JR. – NEW BUSINESS COORDINATOR (224) 229-2882/PLOFTU1@SOUTHERNCO.COM

CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

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TITLE:	WSNSP CONTRACT #3 STORMWATER PUMP STATION GENERAL NOTES
PROJ. NO.	180245.00004
DATE:	5/7/2021
SHEET	52 OF 148
DRAWING NO.	52

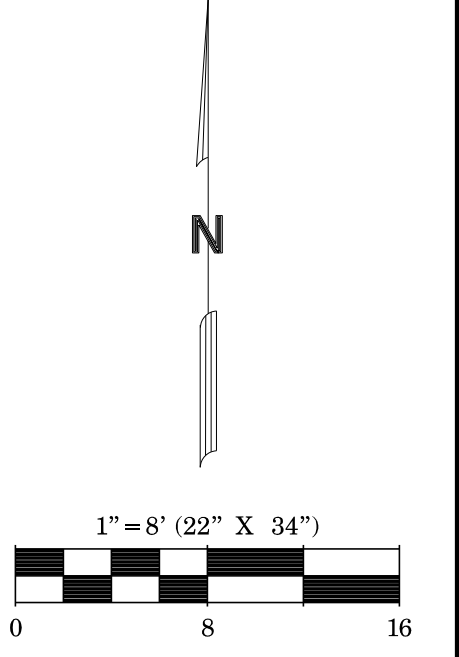
STORMTRAP

HWL = 622.0
INV = 607.0

CAUTION!
THE CONTRACTOR IS SPECIFICALLY CAUTIONED TO THE LOCATION AND/OR ELEVATION OF EXISTING STRUCTURES AND UTILITIES AS SHOWN ON THESE DRAWINGS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL EXISTING CONDITIONS BEFORE CONSTRUCTION. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE.

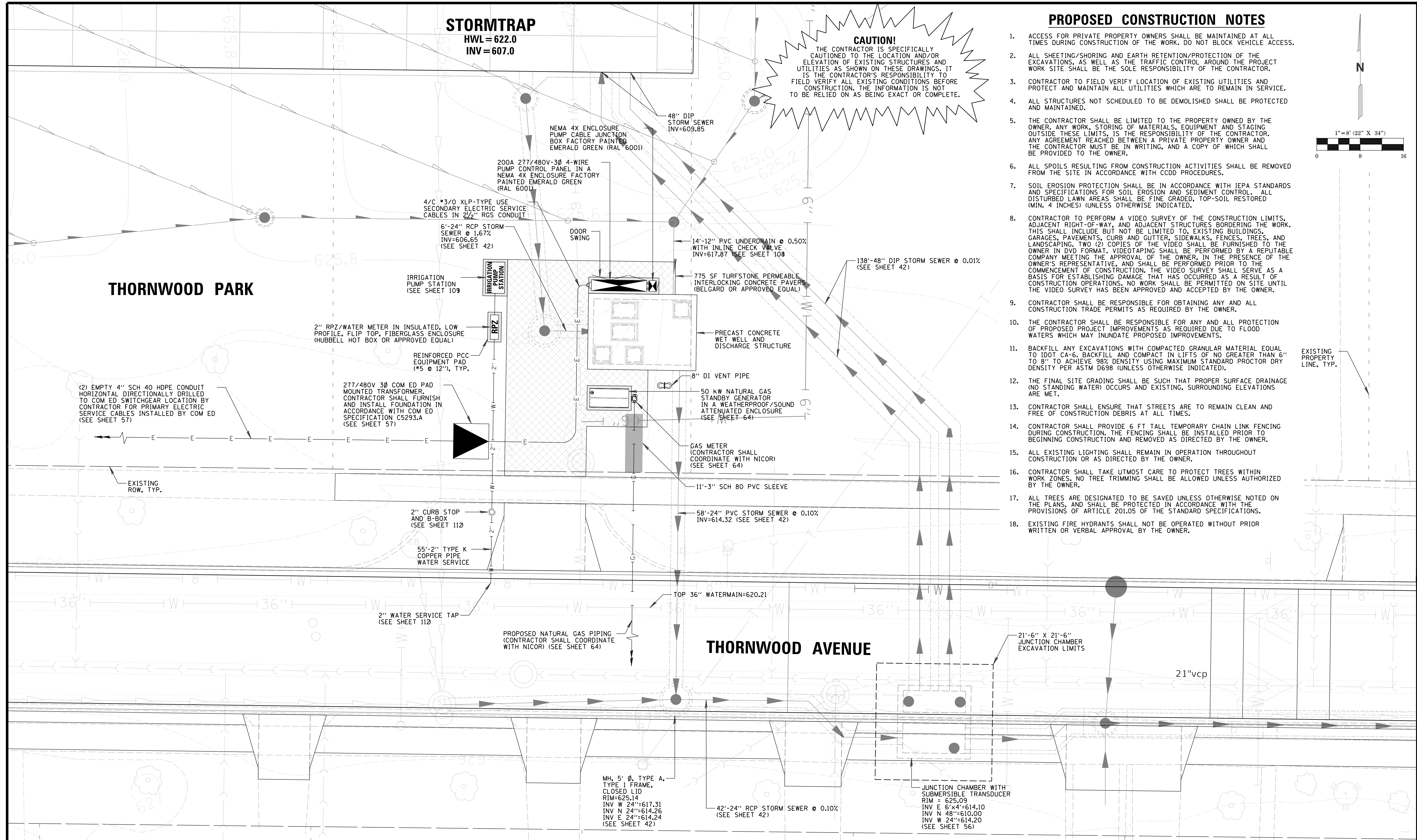
PROPOSED CONSTRUCTION NOTES

- ACCESS FOR PRIVATE PROPERTY OWNERS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OF THE WORK. DO NOT BLOCK VEHICLE ACCESS.
- ALL SHEETING/SHORING AND EARTH RETENTION/PROTECTION OF THE EXCAVATIONS, AS WELL AS THE TRAFFIC CONTROL AROUND THE PROJECT WORK SITE SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING UTILITIES AND PROTECT AND MAINTAIN ALL UTILITIES WHICH ARE TO REMAIN IN SERVICE.
- ALL STRUCTURES NOT SCHEDULED TO BE DEMOLISHED SHALL BE PROTECTED AND MAINTAINED.
- THE CONTRACTOR SHALL BE LIMITED TO THE PROPERTY OWNED BY THE OWNER. ANY WORK, STORING OF MATERIALS, EQUIPMENT AND STAGING OUTSIDE THESE LIMITS, IS THE RESPONSIBILITY OF THE CONTRACTOR. ANY AGREEMENT REACHED BETWEEN A PRIVATE PROPERTY OWNER AND THE CONTRACTOR MUST BE IN WRITING, AND A COPY OF WHICH SHALL BE PROVIDED TO THE OWNER.
- ALL SPOILS RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REMOVED FROM THE SITE IN ACCORDANCE WITH CDDD PROCEDURES.
- SOIL EROSION PROTECTION SHALL BE IN ACCORDANCE WITH IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL. ALL DISTURBED LAWN AREAS SHALL BE FINE GRADED, TOP-SOIL RESTORED (MIN. 4 INCHES) (UNLESS OTHERWISE INDICATED).
- CONTRACTOR TO PERFORM A VIDEO SURVEY OF THE CONSTRUCTION LIMITS, ADJACENT RIGHT-OF-WAY, AND ADJACENT STRUCTURES BORDERING THE WORK. THIS SHALL INCLUDE BUT NOT BE LIMITED TO: EXISTING BUILDINGS, GARAGES, PAVEMENTS, CURB AND GUTTER, SIDEWALKS, FENCES, TREES, AND LANDSCAPING. TWO (2) COPIES OF THE VIDEO SHALL BE FURNISHED TO THE OWNER IN DVD FORMAT. VIDEOTAPING SHALL BE PERFORMED BY A REPUTABLE COMPANY MEETING THE APPROVAL OF THE OWNER, IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE, AND SHALL BE PERFORMED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE VIDEO SURVEY SHALL SERVE AS A BASIS FOR IDENTIFYING DAMAGE THAT HAS OCCURRED AS A RESULT OF CONSTRUCTION OPERATIONS. NO WORK SHALL BE PERMITTED ON SITE UNTIL THE VIDEO SURVEY HAS BEEN APPROVED AND ACCEPTED BY THE OWNER.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL CONSTRUCTION TRADE PERMITS AS REQUIRED BY THE OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL PROTECTION OF PROPOSED PROJECT IMPROVEMENTS AS REQUIRED DUE TO FLOOD WATERS WHICH MAY INUNDATE PROPOSED IMPROVEMENTS.
- BACKFILL ANY EXCAVATIONS WITH COMPACTED GRANULAR MATERIAL EQUAL TO IDOT CA-6, BACKFILL AND COMPACT IN LIFTS OF NO GREATER THAN 6" TO 8" TO ACHIEVE 98% DENSITY USING MAXIMUM STANDARD PROCTOR DRY DENSITY PER ASTM D698 (UNLESS OTHERWISE INDICATED).
- THE FINAL SITE GRADING SHALL BE SUCH THAT PROPER SURFACE DRAINAGE (NO STANDING WATER) OCCURS AND EXISTING, SURROUNDING ELEVATIONS ARE MET.
- CONTRACTOR SHALL ENSURE THAT STREETS ARE TO REMAIN CLEAN AND FREE OF CONSTRUCTION DEBRIS AT ALL TIMES.
- CONTRACTOR SHALL PROVIDE 6 FT TALL TEMPORARY CHAIN LINK FENCING DURING CONSTRUCTION. THE FENCING SHALL BE INSTALLED PRIOR TO BEGINNING CONSTRUCTION AND REMOVED AS DIRECTED BY THE OWNER.
- ALL EXISTING LIGHTING SHALL REMAIN IN OPERATION THROUGHOUT CONSTRUCTION OR AS DIRECTED BY THE OWNER.
- CONTRACTOR SHALL TAKE UTMOST CARE TO PROTECT TREES WITHIN WORK ZONES. NO TREE TRIMMING SHALL BE ALLOWED UNLESS AUTHORIZED BY THE OWNER.
- ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
- EXISTING FIRE HYDRANTS SHALL NOT BE OPERATED WITHOUT PRIOR WRITTEN OR VERBAL APPROVAL BY THE OWNER.



THORNWOOD PARK

EXISTING PROPERTY LINE, TYP.



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

BAXTER & WOODMAN
Consulting Engineers

CLIENT:  **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

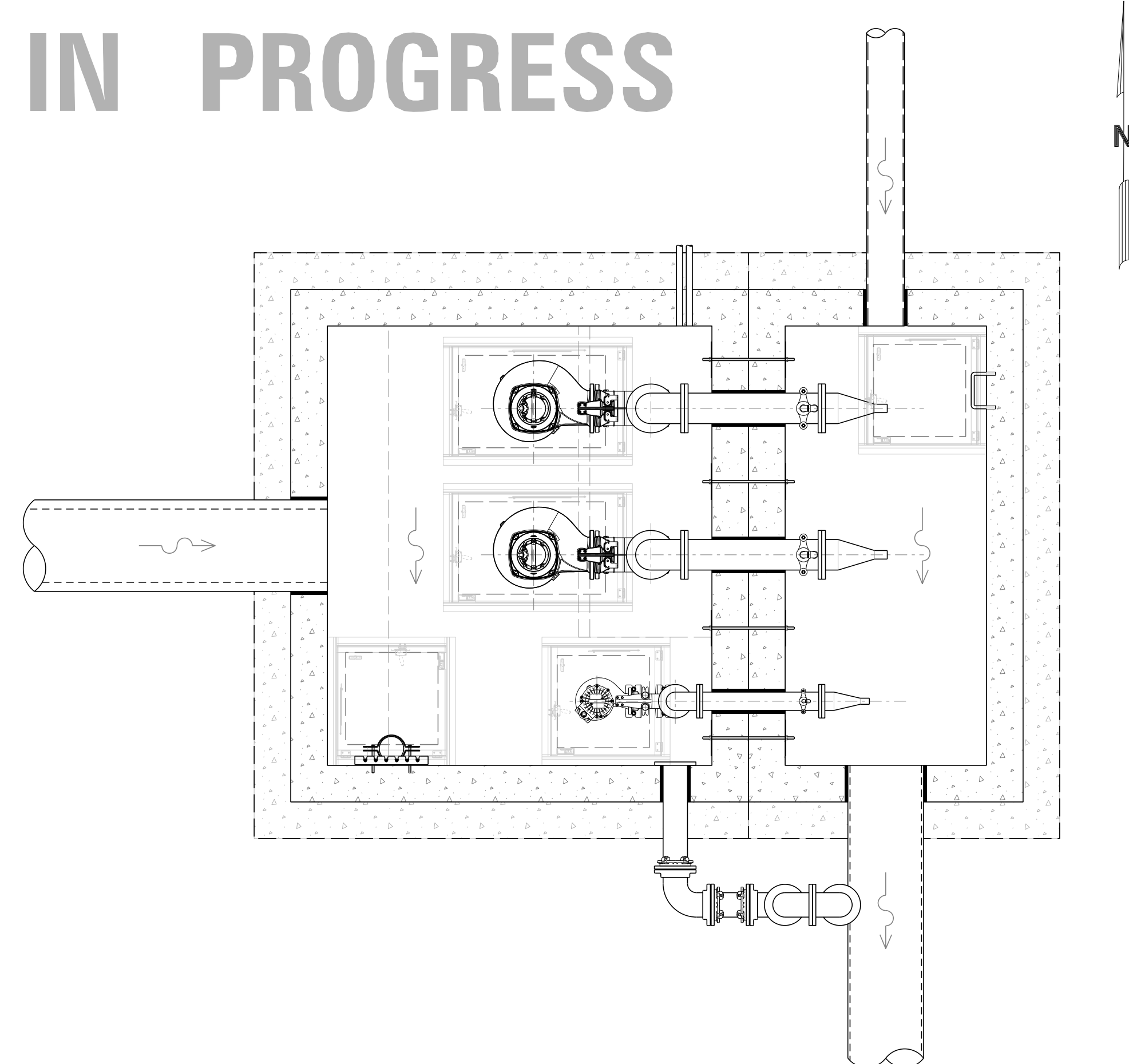
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SCALE:	1" = 8'	
PLOT DATE:	5/7/2021	
CAD USER:	mkoonce	

TITLE: **WSNSP CONTRACT #3
STORMWATER PUMP STATION
SITE PLAN**

PROJ. NO. 180245.00004
DATE: 5/7/2021
SHEET 53 OF 148
DRAWING NO.
53

IN PROGRESS

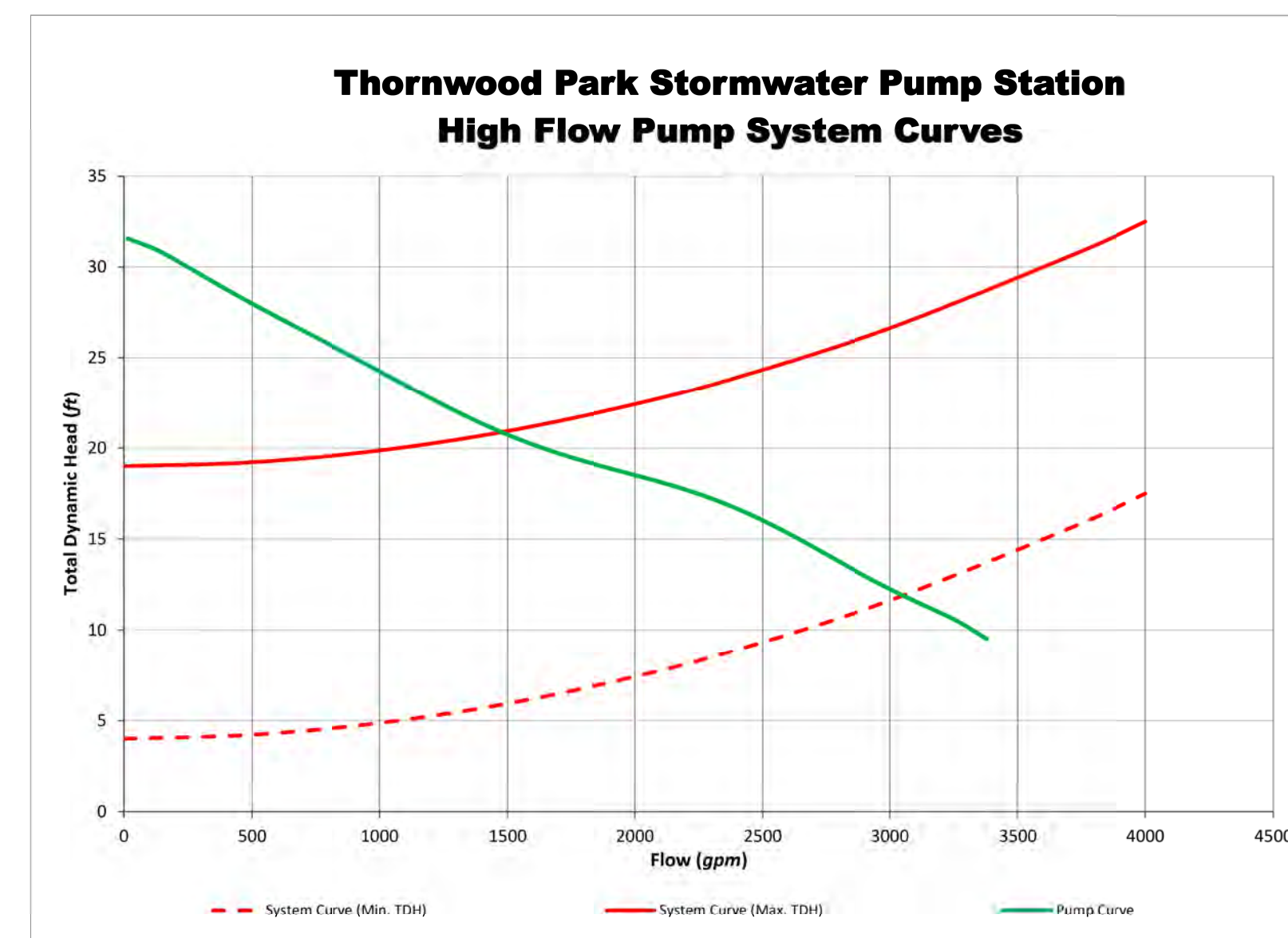
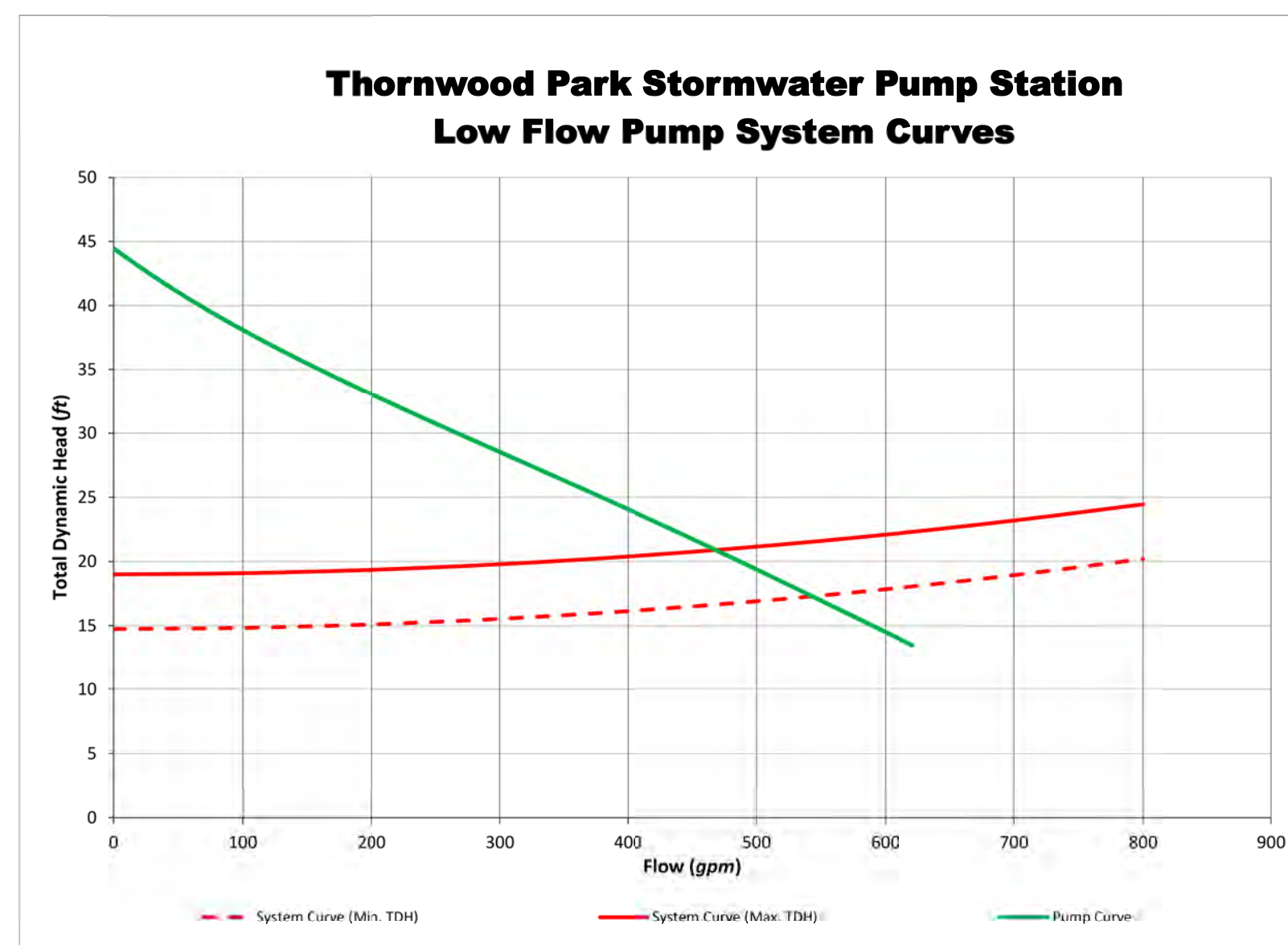


PUMP STATION IDENTIFIERS

- 1 12' X 12' PRECAST CONCRETE WET WELL
- 2 12' X 5'-6" PRECAST CONCRETE DISCHARGE WEIR STRUCTURE
- 3 5 HP LOW FLOW SUBMERSIBLE PUMP (FLYGT NP 3102 LT)
- 4 6" DI FORCEMAIN (C=622.00)
- 5 6" DI 90° FLANGED JOINT FITTING
- 6 6" ELASTOMERIC CHECK VALVE (RED VALVE TIDEFLEX SERIES 35)
- 7 1" NPT THREADED GALVANIZED VENT PIPE COMPLETE WITH 6" SINGLE STAINLESS STEEL STRAP SERVICE SADDLE (SMITH-BLAIR 315) AND STAINLESS STEEL FULL PORT BALL VALVE WITH INSULATED HANDLE
- 8 18 HP HIGH FLOW SUBMERSIBLE PUMP (FLYGT NP 3171 LT)
- 9 10" DI FORCEMAIN (C=622.00)
- 10 10" DI 90° FLANGED JOINT FITTING
- 11 2" NPT THREADED GALVANIZED VENT PIPE COMPLETE WITH 10" SINGLE STAINLESS STEEL STRAP SERVICE SADDLE (SMITH-BLAIR 315) AND STAINLESS STEEL FULL PORT BALL VALVE WITH INSULATED HANDLE
- 12 24" RCP STORM SEWER (INV=606.65)
- 13 12" PVC UNDERDRAIN (INV=617.87)
- 14 24" PVC STORM SEWER (INV=614.32)
- 15 ASTM C923 RESILIENT CONNECTOR (NOTE 15)
- 16 POWER AND CONTROL CONDUIT
- 17 ACCESS HATCH
- 18 LEVEL MANAGEMENT SYSTEM
- 19 8" DI VENT PIPE
- 20 CAST IRON DISCHARGE STRUCTURE STEPS

PUMP STATION NOTES

1. ANY AND ALL DEWATERING REQUIRED DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. USE OF PUMPS SUPPLIED UNDER THIS CONTRACT FOR THE PURPOSE OF DEWATERING DURING CONSTRUCTION WILL NOT BE PERMITTED.
2. ORIENTATION OF PIPING, CONDUITS, EQUIPMENT, ETC. MAY VARY. CONTRACTOR TO COORDINATE WITH EQUIPMENT LOCATIONS AS SHOWN ON DRAWINGS.
3. CABLES INTEGRALLY WIRED AND PROVIDED WITH PUMPS AND LEVEL MANAGEMENT SYSTEM SHALL BE OF SUFFICIENT LENGTH TO CONNECT TO PUMP CONTROL PANEL WITHOUT SPLICING, UNLESS SPECIFICALLY SHOWN ON DRAWINGS.
4. ACCESS HATCHES SHALL BE ALUMINUM WITH AN H-20 LOAD RATING, 300 PSF SAFETY GRATE AND RECESSED PADLOCK STAPLE. ALL PADLOCKS SHALL BE FURNISHED BY OWNER. CONTRACTOR TO COORDINATE ORIENTATION AND SIZE OF ACCESS HATCHES WITH UNHINDERED OPENING FOR PUMP REMOVAL.
5. SAFETY GRATE SHALL SPAN THE ENTIRE OPENING OF EACH ACCESS HATCH. A SINGLE SAFETY GRATE SPANNING ALL HATCHES WILL NOT BE ACCEPTABLE. GRATE SHALL BE CAPABLE OF SUPPORTING 300 PSF.
6. PROVIDE AUTOMATIC ALTERNATOR TO ALTERNATE PUMPS AFTER EACH TIME THEY ARE OPERATED.
7. PROVIDE SEPARATE CONDUITS FOR PUMP POWER CABLES, PUMP CONTROL CABLES (IF APPLICABLE) AND LEVEL MANAGEMENT SYSTEM CABLES.
8. PROVIDE 10 LB PLASTIC COATED ANCHOR FOR LEVEL MANAGEMENT SYSTEM TO PREVENT MOVEMENT.
9. ALL FASTENERS, MOUNTING HARDWARE, LIFT CHAINS AND GUIDE RAILS SHALL BE STAINLESS STEEL.
10. THE MECHANICAL FLOAT SYSTEM SHALL OPERATE AS A BACKUP LEVEL MANAGEMENT SYSTEM. A SUBMERSIBLE TRANSDUCER WITH A 0-35 FOOT RANGE SHALL OPERATE AS A PRIMARY LEVEL MANAGEMENT SYSTEM.
11. PROVIDE CONDENSATION HEATER AND THERMOSWITCH FOR PUMP CONTROL PANEL. HEATER SIZE TO BE COORDINATED BY CONTRACTOR FOR THE SIZE OF THE PUMP CONTROL PANEL ENCLOSURE.
12. PROVIDE A DUAL 20 AMP GFCI PROGRAMMER RECEPTACLE LOCATED WITHIN THE PUMP CONTROL PANEL ENCLOSURE.
13. PRIOR TO FABRICATION, CONTRACTOR SHALL VERIFY GRADE ELEVATIONS AND INVERTS OF SEWERS AND STRUCTURES. CONTRACTOR SHALL COORDINATE INVERTS SUCH THAT JOINTS DO NOT FAIL AT LOCATION(S) OF PIPE PENETRATIONS.
14. PROVIDE SOLID SLEEVE COUPLINGS AND/OR OFFSET FITTINGS AS REQUIRED TO ACCOMMODATE PIPING ALIGNMENTS BETWEEN WET WELL AND DISCHARGE STRUCTURE.
15. FURNISH WATER TIGHT ASTM C923 RESILIENT CONNECTOR WHERE PIPING PENETRATES WET WELL OR DISCHARGE STRUCTURE.
16. EXTERIOR SURFACES OF PROPOSED PRECAST CONCRETE STRUCTURES BELOW GRADE SHALL BE COATED WITH BITUMINOUS WATER PROOFING.
17. EXTERIOR JOINTS OF PROPOSED PRECAST CONCRETE STRUCTURES BELOW GRADE SHALL BE SEALED WITH ASTM C887 EXTERNAL SEALING BAND (MARMAC MACWRAP).
18. BACKFILL ANY EXCAVATIONS WITH COMPACTED GRANULAR MATERIAL EQUAL TO IDOT CA-6. BACKFILL AND COMPACT IN LIFTS OF NO GREATER THAN 6" TO 8" TO ACHIEVE 98% DENSITY USING MAXIMUM STANDARD PROCTOR DRY DENSITY PER ASTM D698 (UNLESS OTHERWISE INDICATED).



PUMP STATION RATING TABLE

PUMP	MOTOR	DUTY POINT	MANUFACTURER	MODEL NUMBER
LF-1	5 HP	500 GPM AT 20' TDH	FLYGT	NP 3102 LT
HF-1	18 HP	2,400 GPM AT 17' TDH	FLYGT	NP 3171 LT
HF-2	18 HP	2,400 GPM AT 20' TDH	FLYGT	NP 3171 LT

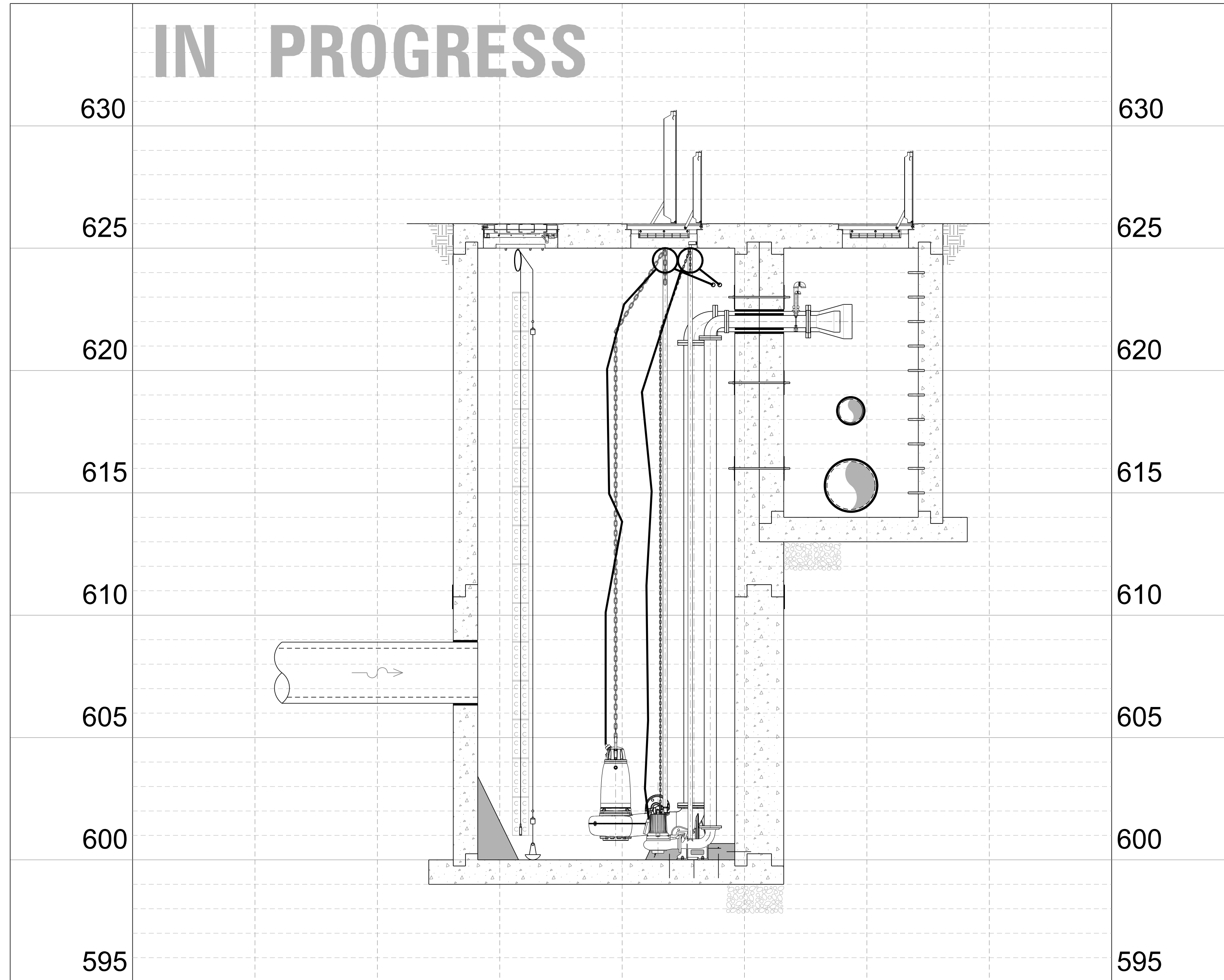
ACCESS HATCH SCHEDULE

ID	DESCRIPTION	CLEAR OPENING	FRAME OPENING	MANUFACTURER	MODEL NUMBER
A	WET WELL (LF-1) H-20 RATED ACCESS HATCH	30" X 30"	32" X 36"	USF FABRICATION	AHS
B	WET WELL (HF-1) H-20 RATED ACCESS HATCH	48" X 30"	52" X 36"	USF FABRICATION	AHS
C	WET WELL (HF-2) H-20 RATED ACCESS HATCH	48" X 30"	52" X 36"	USF FABRICATION	AHS
D	WET WELL H-20 RATED ACCESS HATCH	30" X 30"	32" X 36"	USF FABRICATION	AHS

NOTES:

1. DIMENSIONS ARE ANTICIPATED FOR EQUIPMENT AS LISTED THROUGHOUT CONTRACT DRAWINGS. IF DIFFERENT DIMENSIONS ARE REQUIRED, DUE TO THE EQUIPMENT OFFERED BY CONTRACTOR THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL COORDINATION AND CHANGES RESULTING IN NO ADDITIONAL COST TO THE OWNER. THE PROPOSED ACCESS HATCH LAYOUT SHALL BE SUBMITTED FOR REVIEW PRIOR TO CONSTRUCTION.

IN PROGRESS



PUMP STATION SYSTEM OPERATION

THE SYSTEM OPERATION SHALL BE BY MEANS OF A PROPOSED DUPLEX PUMP CONTROLLER FOR THE HIGH FLOW SUBMERSIBLE PUMPS, LEVEL MANAGEMENT SYSTEM, AND PLC TO ENERGIZE AND/OR ALTERNATE PUMPS. THE PLC SHALL ALTERNATE PUMPS UPON EACH "ON" CYCLE. THE LEVEL MANAGEMENT SYSTEM SHALL CONSIST OF (2) SUBMERSIBLE TRANSDUCERS AS THE PRIMARY LEVEL MANAGEMENT SENSOR AND (4) MECHANICAL FLOATS AS A BACKUP LEVEL MANAGEMENT SYSTEM.

A LOW FLOW SUBMERSIBLE PUMP WILL ACT INDEPENDENTLY FROM THE HIGH FLOW SUBMERSIBLE PUMPS. THE LOW FLOW SUBMERSIBLE PUMP IS RESPONSIBLE FOR DEWATERING THE STORMTRAP FOUNDATION DRAINAGE SYSTEM (SEE PUMP AND ALARM ACTIVATION SCHEDULES).

A SUBMERSIBLE TRANSDUCER (TRANSDUCER #1) SHALL MEASURE THE WATER LEVEL WITHIN THE PROPOSED WET WELL STRUCTURE. A SUBMERSIBLE TRANSDUCER (TRANSDUCER #2) SHALL MEASURE THE WATER LEVEL WITHIN THE PROPOSED JUNCTION CHAMBER STRUCTURE.

AS THE WATER LEVEL RISES WITHIN THE WET WELL, REACHING THE "PUMP ON" ELEVATION, THE PUMP CONTROL PANEL SHALL ENERGIZE AND START THE LEAD PUMP. ONCE THE WATER LEVEL LOWERS WITHIN THE WET WELL, REACHING THE "PUMP OFF" ELEVATION, THE PUMP CONTROL PANEL SHALL DE-ENERGIZE AND STOP THE LEAD PUMP. THE PUMP CONTROL PANEL SHALL THEN SEND A SIGNAL UPON DE-ENERGIZING THE LEAD PUMP SO THAT THE STANDBY PUMP WILL ACTIVATE UPON THE NEXT OPERATION. IF THE WATER LEVEL CONTINUES TO RISE WITHIN THE JUNCTION CHAMBER, REACHING THE "PUMP OFF" ELEVATION (FLOAT AND TRANSDUCER #2 SETTING), WHILE THE LEAD PUMP IS OPERATING, THE LEAD PUMP SHALL BE DE-ENERGIZED. THE PUMP CONTROL PANEL SHALL THEN SEND A SIGNAL UPON DE-ENERGIZING THE LEAD PUMP SO THAT THE STANDBY PUMP WILL ACTIVATE UPON THE NEXT OPERATION. ONCE THE WATER LEVEL LOWERS WITHIN THE JUNCTION CHAMBER, REACHING THE "PUMP ON" ELEVATION (FLOAT AND TRANSDUCER #2 SETTING), THE PUMP CONTROL PANEL SHALL ENERGIZE AND START THE LEAD PUMP. ONCE THE WATER LEVEL LOWERS WITHIN THE WET WELL, REACHING THE "PUMP OFF" ELEVATION, THE PUMP CONTROL PANEL SHALL DE-ENERGIZED AND STOP THE LEAD PUMP. THE PUMP CONTROL PANEL SHALL THEN SEND A SIGNAL UPON DE-ENERGIZING THE LEAD PUMP SO THAT THE STANDBY PUMP WILL ACTIVATE UPON THE NEXT OPERATION.

IF THE WATER LEVEL CONTINUES TO RISE WITHIN THE WET WELL, REACHING THE "HIGH WATER LEVEL ALARM" ELEVATION, A HIGH WATER LEVEL ALARM SHALL BE SENT TO THE VILLAGE, INDICATING THAT THERE IS A HIGH WATER LEVEL IN THE WET WELL. IF THE WATER LEVEL LOWERS WITHIN THE WET WELL BELOW THE "PUMP OFF" ELEVATION, REACHING THE "LOW WATER LEVEL ALARM" ELEVATION, WHILE THE LEAD PUMP IS OPERATING, A LOW WATER LEVEL ALARM SHALL BE SENT TO THE VILLAGE, INDICATING THAT THERE IS A LOW WATER LEVEL IN THE WET WELL AND THE LEAD PUMP SHALL BE DE-ENERGIZED. IF THE LEAD PUMP SHOULD FAIL FOR ANY REASON, THEN THE STANDBY PUMP SHALL BE ENERGIZED AND AN ALARM SHALL BE SENT TO THE VILLAGE.

PUMP AND ALARM ACTIVATION SCHEDULE (RISING WATER LEVEL)

ELEVATION	DISTANCE FROM BOTTOM (600.00)	ALARM DESCRIPTION	LEVEL MANAGEMENT
604.50	4'-6"	LOW FLOW SUBMERSIBLE PUMP (LF-1) ON	TRANSDUCER #1 SETTING
606.75	6'-9"	HIGH FLOW SUBMERSIBLE PUMP (HF-1 OR HF-2) ON	TRANSDUCER #1 SETTING
607.25	7'-3"	LOW FLOW SUBMERSIBLE PUMP (LF-1) OFF	TRANSDUCER #1 SETTING
618.00	-	HIGH FLOW SUBMERSIBLE PUMP (HF-1 OR HF-2) OFF	TRANSDUCER #2 SETTING
618.50	-	HIGH FLOW SUBMERSIBLE PUMP (HF-1 OR HF-2) OFF	FLOAT SETTING
622.00	22'-0"	WET WELL HIGH WATER LEVEL ALARM	FLOAT SETTING

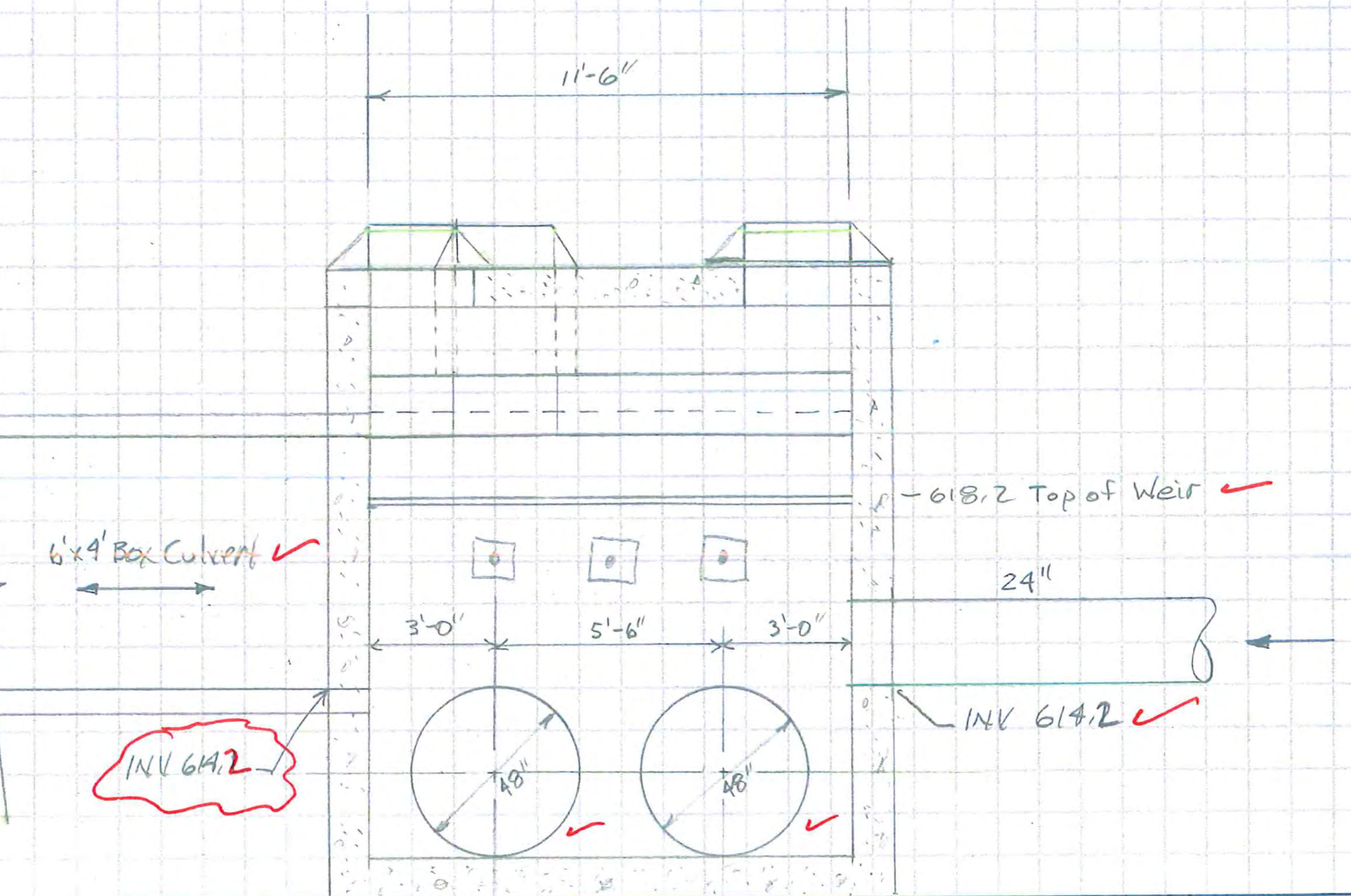
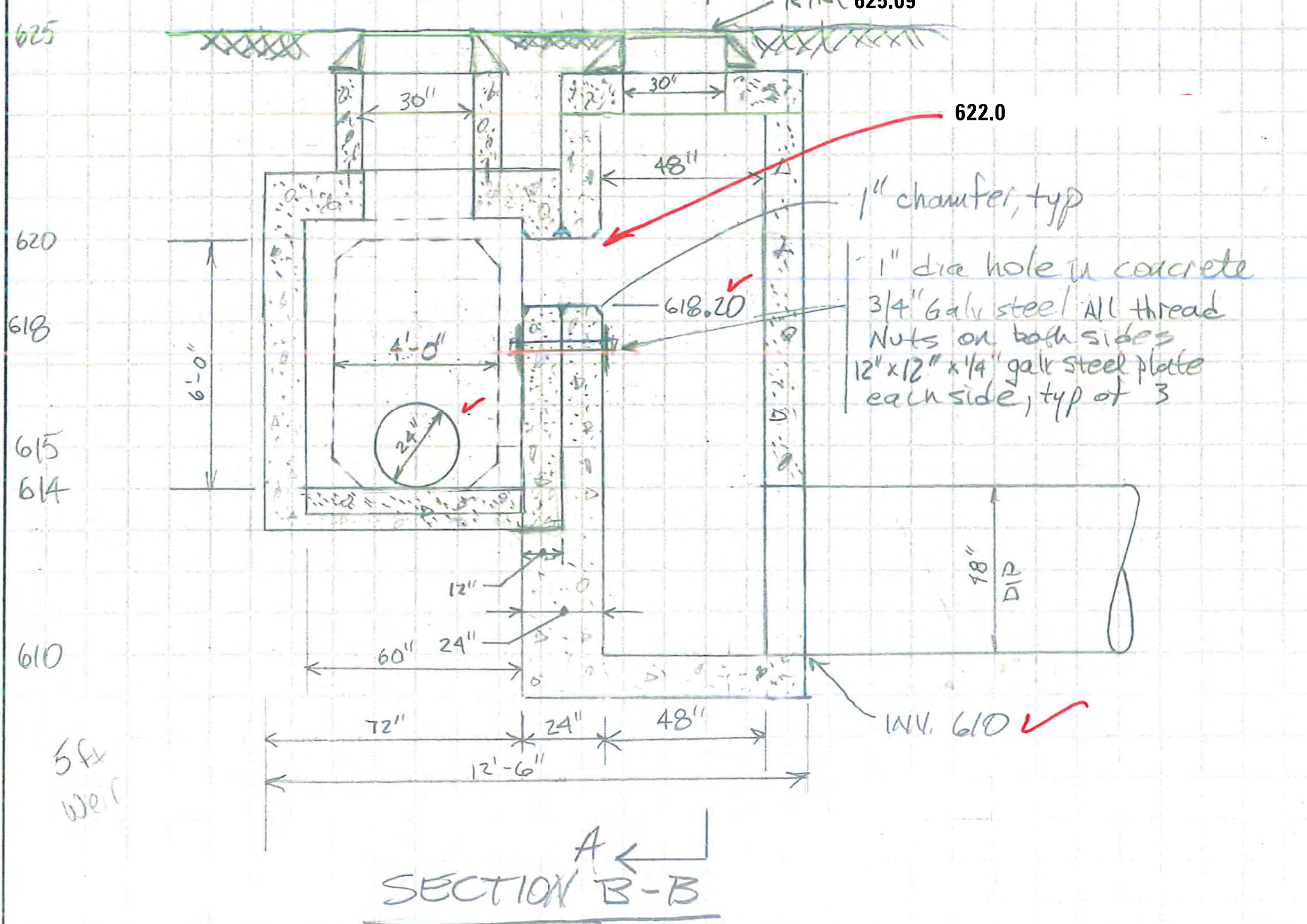
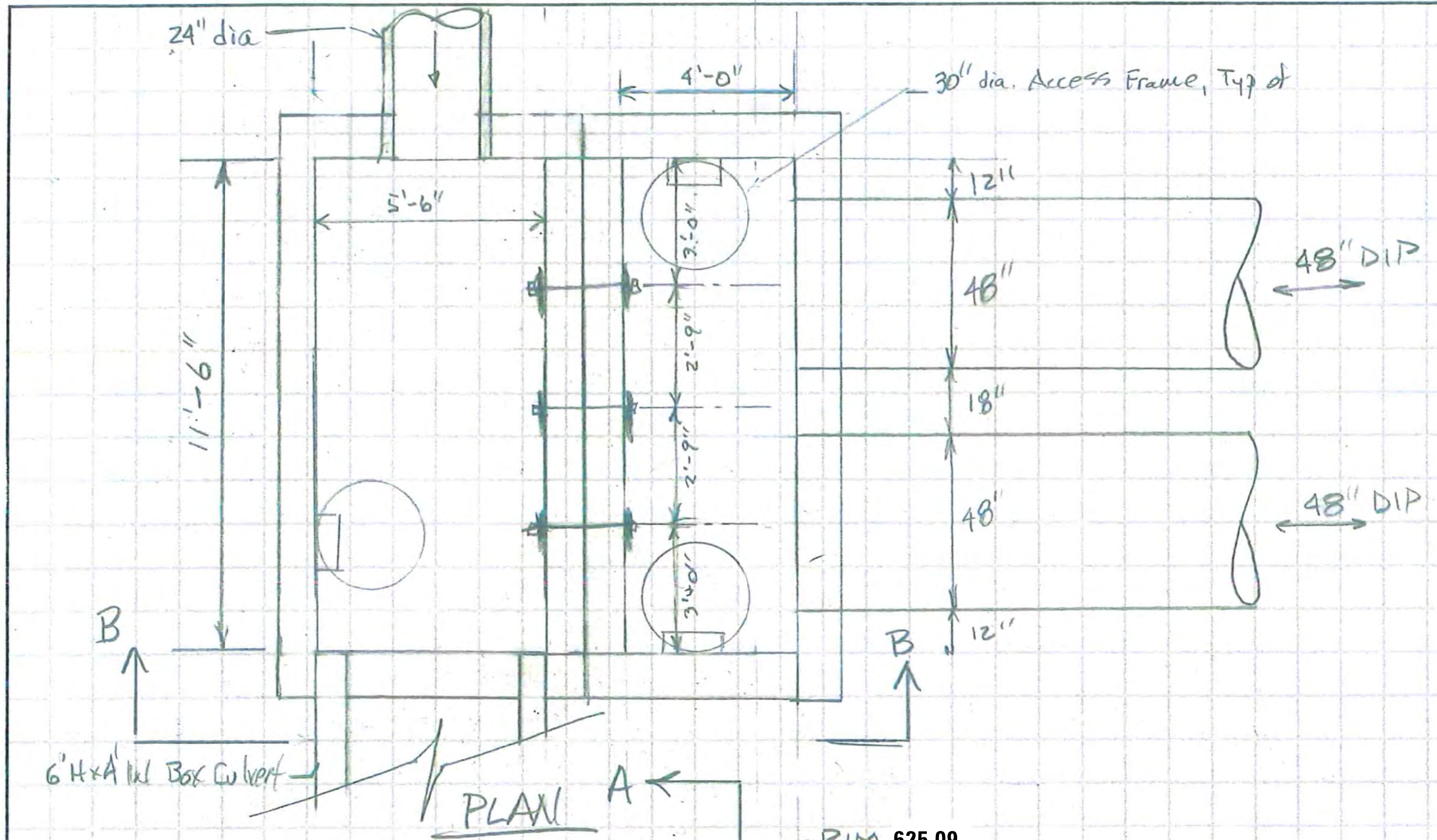
PUMP AND ALARM ACTIVATION SCHEDULE (FALLING WATER LEVEL)

ELEVATION	DISTANCE FROM BOTTOM (600.00)	ALARM DESCRIPTION	LEVEL MANAGEMENT
617.50	1'-0"	HIGH FLOW SUBMERSIBLE PUMP (HF-1 OR HF-2) ON	TRANSDUCER #2 SETTING
617.00	6"	HIGH FLOW SUBMERSIBLE PUMP (HF-1 OR HF-2) ON	FLOAT SETTING
604.50	5'-0"	LOW FLOW SUBMERSIBLE PUMP (LF-1) ON	TRANSDUCER #1 SETTING
604.00	4'-6"	HIGH FLOW SUBMERSIBLE PUMP (HF-1 OR HF-2) OFF	TRANSDUCER #1 SETTING
603.00	3'-0"	LOW FLOW SUBMERSIBLE PUMP (LF-1) OFF	TRANSDUCER #1 SETTING
602.50	2'-0"	WET WELL LOW WATER LEVEL ALARM/PUMP OFF	FLOAT SETTING

CAUTION!
DO NOT ALLOW EXCAVATION TO FILL WITH WATER. STRUCTURE MAY FLOAT DURING CONSTRUCTION. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS, AND PROVIDE DEWATERING AS REQUIRED.

NOTES:

1. FOR THE PURPOSE OF THE 65% SUBMITTAL A HAND DRAWN SKETCH IS PROVIDED FOR REVIEW OF THE JUNCTION CHAMBER LOCATED ON SOUTH SIDE OF THORNWOOD AVENUE ACROSS FROM THORNWOOD PARK.
2. A SUBMERSIBLE TRANSDUCER SHALL BE LOCATED IN THE JUNCTION CHAMBER (SEE SHEET 55).



SECTION A-A

CHRISTOPHER B. BURKE
ENGINEERING, LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500 Fax (847) 823-0520

JOB: Thornwood Junction Chamber

SHEET NO. _____ OF _____

CALCULATED BY: JPC DATE: 3/9/21

CHECKED BY: _____ DATE: _____

SCALE: 1/4" = 1'-0"

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:

THIS SHEET IS INTENTIONALLY LEFT BLANK PLACEHOLDER FOR FOLLOWING SUBMITTAL

CB **CHRISTOPHER B. BURKE ENGINEERING, LTD.**
 9575 W. HIGGINS ROAD, SUITE 600
 ROSEMONT, ILLINOIS 60018
 (847) 823-0500

BAXTER & WOODMAN
 Consulting Engineers



Client: Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:	DSGN.	JPC	DRK
					DWN.	DRK	
					CHKD.	JPC	
					SCALE:	N.T.S.	
					PLOT DATE:	5/7/2021	
					CAD USER:	mkoonce	
					MODEL:	Default	
FILE NAME: N:\wilmette\180245.00004\Mech\06-ELEC\180245.00004.sht							

TITLE: **WSNSP CONTRACT #3
 STORMWATER PUMP STATION
 ELECTRIC SERVICE INSTALLATION PLAN**

PROJ. NO. 180245.00004
 DATE: 5/7/2021
 SHEET 57 OF 148
 DRAWING NO. **57**

JOINT COVER/SPLICE BOX

4-27-12 C5279 PAGE 1 OF 3
REVISES STANDARD DATED 3-28-07
COMPATIBLE UNITS AVAILABLE IN PASSPORT

4-27-12 C5279 PAGE 1 OF 3

TYPE OF INSTALLATION
C5279A JOINT COVER (3-1/2" 750cm² STRAIGHT JOINTS MAXIMUM)
B TWO-PIECE COVER SPLICE BOX (3-1/2" 500cm² STRAIGHT JOINTS AND BELOW)
C THREE-PIECE COVER SPLICE BOX (3-1/2" 750cm² STRAIGHT JOINTS MAXIMUM)
D TWO-PIECE COVER SPLICE BOX (4-1/2" 3/8" STRAIGHT JOINTS MAXIMUM)

ITEM	CAT ID	DESCRIPTION	TABLE-1	CAT ID	UNITS	QUANTITY
1	CONDUIT CABLE SEALING FOAM	C5279A			EA	1
2	BOX, SPLICE, 48 X 78 X 48 IN. STRAIGHT HEAVY DUTY, ADJUSTABLE	0000538280			EA	1
3	COVER, CABLE JOINT, 12 IN. HIGH X 12 IN. WIDE X 36 IN. LONG, P	0000551498			EA	3
4	BOX, SPLICE, 48 X 78 X 48 IN. STRAIGHT HEAVY DUTY, ADJUSTABLE	0000551478			EA	1
5	BOX, SPLICE, 30 X 60 X 24 OPENING, HEAVY DUTY, 3-4 IN. KNICKOUT	0001642480			EA	1
6	MARKER, ELECTRONIC, MARKER, 4.5 IN. DIAMETER, POLYETHYLENE	0000442007			EA	2
7	SAND, TORFED, NO. 2, KEN DRIED, 60 LB. BAG, IN MISC USE RES	0000701021			BO	16
8	SUPPORT BRACKET, 24 IN. CHANNEL, STEEL, GALVANIZED, JOINT IN J2	0000392087			EA	2
9	ANCHOR, CONCRETE, 1/2"-1 1/2" LENGTH X 1/4" DIA. NO WASHER AND NUT	0000381044			EA	4
10	WASHER, FLAT, 1/2" IN. 18/8 AUSTENITIC STAINLESS STEEL, ANS/A	0000530427			EA	4
11	WASHER, PLASTIC, 1/2" DIA. PVC	0000581605			EA	4
12	NUT, HEAVY HEX, 1/2"-1 1/2" AUSTENITIC ALLOY 304 STAINLESS STEEL	0000530445			EA	4
13	BRACKET, CABLE, 23-1/2 IN. LONG X 6 IN. WIDE, HOT GALVANIZED	0000392087			EA	2
14	CONDUIT CABLE, 3-1/2 IN. INSULATING HIGH DENSITY POLYETHYLENE	0000392034			EA	4
15	PIN, COTTER, 3/16 IN. DIA. X 4 IN. LONG, STAINLESS STEEL	0000531994			EA	4

NOTES:
1. THIS STANDARD SHALL BE USED WHEN COVERING STRAIGHT JOINTS IN A SPLICE PIT OR SPLICE BOX. SPLICE BOX FOR USE IN UNGRAVED PARKWAYS, NOT FOR USE IN STREETS.
2. FOR ADDITIONAL CABLE SUPPORTS AND INSTALLATION SEE 05506.
3. ANCHOR INSTALLATION INFORMATION IS SHOWN ON C5266.
4. REPLACEMENT OF PAVING, CURBS, OR SIDEWALKS REMOVED BECAUSE OF SPLICE BOX CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH MUNICIPAL OR STATE REQUIREMENTS. REPAIR MATERIAL SHALL BE USED AS BACKFILL EXCEPT WHEN THE EXCAVATED MATERIAL IS FINE AND DRY. CAN BE WELL COMPACTED, AND WILL NOT SETTLE AFTER PAVEMENT IS RESTORED. ALL BACKFILL AREAS SHALL BE THOROUGHLY COMPACTED AND FLOODED.
5. PLASTIC CONDUIT ENTRANCE BELLS ARE CAST IN WINDOW WALL AREA TO ACCEPT 5 INCH PLASTIC CONDUIT. ENTRANCE BELLS ARE DESIGNED WITH A REMOVABLE MEMBRANE TO BE REMOVED AT THE TIME OF CABLE INSTALLATION.
6. FOR OTHER CONDUIT SIZES SPECIFY BELL SIZE WHEN ORDERING SPLICE BOX. CONTACT DISTRIBUTION STANDARDS.
7. INSTALL ONLY CABLE BRACKETS AND SUPPORTS OF LIKE MATERIALS (ALL GALVANIZED OR ALL BRONZE) WITHIN THE SAME UNDERGROUND STRUCTURE.

APPROVED: ComEd SYSTEM STANDARD

COVER BOLDOWN

4-27-12 C5279 PAGE 2 OF 3
REVISES STANDARD DATED 3-28-07
COMPATIBLE UNITS AVAILABLE IN PASSPORT

4-27-12 C5279 PAGE 2 OF 3

NOTES:
1. THIS STANDARD SHALL BE USED WHEN COVERING STRAIGHT JOINTS IN A SPLICE PIT OR SPLICE BOX. SPLICE BOX FOR USE IN UNGRAVED PARKWAYS, NOT FOR USE IN STREETS.
2. FOR ADDITIONAL CABLE SUPPORTS AND INSTALLATION SEE 05506.
3. ANCHOR INSTALLATION INFORMATION IS SHOWN ON C5266.
4. REPLACEMENT OF PAVING, CURBS, OR SIDEWALKS REMOVED BECAUSE OF SPLICE BOX CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH MUNICIPAL OR STATE REQUIREMENTS. REPAIR MATERIAL SHALL BE USED AS BACKFILL EXCEPT WHEN THE EXCAVATED MATERIAL IS FINE AND DRY. CAN BE WELL COMPACTED, AND WILL NOT SETTLE AFTER PAVEMENT IS RESTORED. ALL BACKFILL AREAS SHALL BE THOROUGHLY COMPACTED AND FLOODED.
5. PLASTIC CONDUIT ENTRANCE BELLS ARE CAST IN WINDOW WALL AREA TO ACCEPT 5 INCH PLASTIC CONDUIT. ENTRANCE BELLS ARE DESIGNED WITH A REMOVABLE MEMBRANE TO BE REMOVED AT THE TIME OF CABLE INSTALLATION.
6. FOR OTHER CONDUIT SIZES SPECIFY BELL SIZE WHEN ORDERING SPLICE BOX. CONTACT DISTRIBUTION STANDARDS.
7. INSTALL ONLY CABLE BRACKETS AND SUPPORTS OF LIKE MATERIALS (ALL GALVANIZED OR ALL BRONZE) WITHIN THE SAME UNDERGROUND STRUCTURE.

APPROVED: ComEd SYSTEM STANDARD

TWO-PIECE COVER

4-27-12 C5279 PAGE 3 OF 3
REVISES STANDARD DATED 3-28-07
COMPATIBLE UNITS AVAILABLE IN PASSPORT

4-27-12 C5279 PAGE 3 OF 3

NOTES:
1. THIS STANDARD SHALL BE USED WHEN COVERING STRAIGHT JOINTS IN A SPLICE PIT OR SPLICE BOX. SPLICE BOX FOR USE IN UNGRAVED PARKWAYS, NOT FOR USE IN STREETS.
2. FOR ADDITIONAL CABLE SUPPORTS AND INSTALLATION SEE 05506.
3. ANCHOR INSTALLATION INFORMATION IS SHOWN ON C5266.
4. REPLACEMENT OF PAVING, CURBS, OR SIDEWALKS REMOVED BECAUSE OF SPLICE BOX CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH MUNICIPAL OR STATE REQUIREMENTS. REPAIR MATERIAL SHALL BE USED AS BACKFILL EXCEPT WHEN THE EXCAVATED MATERIAL IS FINE AND DRY. CAN BE WELL COMPACTED, AND WILL NOT SETTLE AFTER PAVEMENT IS RESTORED. ALL BACKFILL AREAS SHALL BE THOROUGHLY COMPACTED AND FLOODED.
5. PLASTIC CONDUIT ENTRANCE BELLS ARE CAST IN WINDOW WALL AREA TO ACCEPT 5 INCH PLASTIC CONDUIT. ENTRANCE BELLS ARE DESIGNED WITH A REMOVABLE MEMBRANE TO BE REMOVED AT THE TIME OF CABLE INSTALLATION.
6. FOR OTHER CONDUIT SIZES SPECIFY BELL SIZE WHEN ORDERING SPLICE BOX. CONTACT DISTRIBUTION STANDARDS.
7. INSTALL ONLY CABLE BRACKETS AND SUPPORTS OF LIKE MATERIALS (ALL GALVANIZED OR ALL BRONZE) WITHIN THE SAME UNDERGROUND STRUCTURE.

APPROVED: ComEd SYSTEM STANDARD

PAD MOUNTED SWITCHGEAR FOUNDATIONS

11-16-18 C5302 PAGE 1 OF 14
REVISES STANDARD DATED 7-17-15
COMPATIBLE UNITS AVAILABLE IN ASSET SUITE

11-16-18 C5302 PAGE 1 OF 14

TYPE OF EQUIPMENT
C5302A PRECAST FOUNDATION FOR ONE BAY SWITCHGEAR (C5302)
B PRECAST FOUNDATION FOR FOUR BAY SWITCHGEAR (C5302) (P/M STYLE L/FRONT PME-1 - PME-12)
C FOUR BAY A.T.O. SWITCHGEAR (C5302), OR CAPACITOR BANK (C5302)
D PRECAST FOUNDATION FOR SINGLE BAY SWITCHGEAR (C5302) (P/M STYLE L/FRONT PME-3 OR PME-4)
E PRECAST FOUNDATION FOR FOUR BAY SWITCHGEAR (C5302) OR FOUR BAY DEADFRONT A.T.O. SWITCHGEAR (C5302) (P/M STYLE DEADFRONT PME-5 THRU PME-12)
F PRECAST FOUNDATION FOR SINGLE BAY SWITCHGEAR (C5302) (P/M STYLE DEADFRONT PME-3, PME-4, & PME-5)
G PRECAST FOUNDATION FOR PAD MOUNTED METERING (C5302)
H PRECAST FOUNDATION FOR PAD MOUNTED VACUUM RECLOSEL (C5302)
I PRECAST FOUNDATION FOR PAD MOUNTED INTERRUPTER (C5302)

NEW CONSTRUCTION
J CAST-IN-PLACE CONCRETE FOUNDATION FOR PME-3 & PME-4 (C5302) OUTDOORS (2 LINE BAYS AND 2 FUSE BAYS)
K CAST-IN-PLACE CONCRETE FOUNDATION FOR PME-2 & PME-4 (C5302) OUTDOORS (2 LINE BAYS, 1 BUS TIE BAY, AND 2 FUSE BAYS)
L CAST-IN-PLACE CONCRETE FOUNDATION FOR PME-2 & PME-4 (C5302) OUTDOORS (2 LINE BAYS AND 1 FUSE BAY)

ITEM	CAT ID	DESCRIPTION	TABLE-1	CAT ID	UNITS	QUANTITY
1	CONCRETE (CU YD)	C5302			CU YD	1
2	CONDUIT CABLE SEALING FOAM	C5279A			EA	1
3	WIRE COPPER, OVERHEAD, BARE, 1/2"-1 1/2" DIA. SOFT DRAWN TANGED, 3	0000161507			EA	1
4	FOUNDATION, CONCRETE, 78" X 84" X 36" ELEV. WITH TWO 6" CONDUIT	0000161507			EA	1
5	FOUNDATION, CONCRETE, 48" X 60" X 24" OPENING, HEAVY DUTY, 3-4 IN. KNICKOUT	0001642480			EA	1
6	MARKER, ELECTRONIC, MARKER, 4.5 IN. DIAMETER, POLYETHYLENE	0000442007			EA	2
7	SAND, TORFED, NO. 2, KEN DRIED, 60 LB. BAG, IN MISC USE RES	0000701021			BO	16
8	SUPPORT BRACKET, 24 IN. CHANNEL, STEEL, GALVANIZED, JOINT IN J2	0000392087			EA	2
9	ANCHOR, CONCRETE, 1/2"-1 1/2" LENGTH X 1/4" DIA. NO WASHER AND NUT	0000381044			EA	4
10	WASHER, FLAT, 1/2" IN. 18/8 AUSTENITIC STAINLESS STEEL, ANS/A	0000530427			EA	4
11	WASHER, PLASTIC, 1/2" DIA. PVC	0000581605			EA	4
12	NUT, HEAVY HEX, 1/2"-1 1/2" AUSTENITIC ALLOY 304 STAINLESS STEEL	0000530445			EA	4
13	BRACKET, CABLE, 23-1/2 IN. LONG X 6 IN. WIDE, HOT GALVANIZED	0000392087			EA	2
14	CONDUIT CABLE, 3-1/2 IN. INSULATING HIGH DENSITY POLYETHYLENE	0000392034			EA	4
15	PIN, COTTER, 3/16 IN. DIA. X 4 IN. LONG, STAINLESS STEEL	0000531994			EA	4

ESTIMATING DATA:
CONCRETE (CU YD) 1
REBAR (FT) 4 3 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
GRAVEL OR CRUSHED STONE (CU YD) 1
5 IN. SCHEDULE 40 PLASTIC CONDUIT, PVC OR ABS (FT) 1

APPROVED: ComEd SYSTEM STANDARD

PRECAST FOUNDATIONS

11-16-18 C5302 PAGE 2 OF 14
REVISES STANDARD DATED 7-17-15
COMPATIBLE UNITS AVAILABLE IN ASSET SUITE

11-16-18 C5302 PAGE 2 OF 14

APPLICATION
1. THIS STANDARD SHALL BE USED TO INSTALL FOUNDATIONS FOR ONE BAY SINGLE AND FOUR BAY SWITCHGEAR, FOUR BAY A.T.O. SWITCHGEAR, METERING, VACUUM RECLOSEL, INTERRUPTER, AND 34.5kV 3B SWITCHGEAR.
2. ON INSTALLATIONS OTHER THAN ELECTRIC SERVICE STATIONS, ComEd SHALL SUPPLY AND INSTALL ALL MATERIAL INCLUDING FOUNDATION AND CONDUIT.
3. FOR ELECTRIC SERVICE STATIONS, CUSTOMER SHALL SUPPLY AND INSTALL CAST-IN-PLACE OR PRECAST FOUNDATION (CAT ID 0000701115, CAT ID 0000701116, CAT ID 0000701117, OR CAT ID 0001603996) AND CONDUIT. CUSTOMER SHALL ALSO SUPPLY CONDUIT SLEEVE AND TRENCH FOR CONDUIT GROUNDING WIRE, AND SUPPLY CONDUIT SLEEVE FOR REMOTE INDICATION.
4. IF STEEL CONDUIT IS USED, SUPPLY GROUND CLAMPS FOR #2 WIRE (0-2-GEENEY COMPANY "BEG" TYPE OR EQUIVALENT). ALTERNATE METHODS OF MAKING CONNECTIONS ARE CROWNED, SIFDS BRAZING, AND OTHER METHODS APPROVED BY ENGINEER.
5. WHEN BARE LEAD COVERED CABLES ARE IN THE VICINITY, REPLACE ITEM "C" WITH 1/2" LEAD GLAZED COPPER CONDUCTOR (CAT ID 0000580509) AND SPECIFY GROUND RODS IN ACCORDANCE WITH 05508. ENGINEER TO SPECIFY WHEN THIS CONDITION EXISTS.
6. FOR GRADE CHANGES AT EXISTING SWITCHGEAR LOCATIONS, SPECIFY CAT ID 0001600733 (18" PRECAST EXTENSION) TO BE USED WITH CONCRETE FOUNDATION CAT ID 0000701115. ALSO AVAILABLE ARE ABOVE-GROUND STEEL EXTENSIONS FOR LINE FRONT FOUR BAY SWITCHGEAR (CAT ID 0000288848 (12" STEEL SPACER EXTENSION), CAT ID 0000288634 (18" STEEL SPACER EXTENSION), FOR SINGLE BAY SWITCHGEAR USE CAT ID 0001606860 (12" STEEL SPACER EXTENSION), STEEL EXTENSIONS ONLY FOR P/M STYLE SWITCHGEAR.
7. SEAL THE CONDUITS EXITING OR ENTERING THE SWITCHGEAR FOUNDATION WITH ITEM "D". THIS WILL PREVENT THE ENTRANCE OF RODENTS, GASES, OR DAMP AIR WHICH MAY CAUSE CORROSION IN THE SWITCHGEAR.
8. AFTER PRIMARY AND SECONDARY CONDUITS ARE IN PLACE, BACKFILL WITH SCREENINGS, SAND OR FINE EXCAVATED MATERIAL. COMPACT THOROUGHLY BEFORE PLACING AGGREGATE AND SETTING PRECAST FOUNDATION OR POURING CONCRETE FOUNDATION.
9. SEE 05509 FOR BURNOY-HUSKY DIE SET CROSS REFERENCE.
10. DRAGON AND CONCRETS OF A CONTINUOUS COPPER GROUND LOOP BRING ONE END OF THE GROUND LOOP INTO OPENING IN FOUNDATION. CONDUIT GROUND CABLE (ITEM "T") TO GROUND RODS AS SHOWN IN 05506.
11. WHEN LEAD CLAD CABLE IS USED FOR THE GROUND CABLE, COVER THE ITEM "T" CONNECTION WITH MOISTURE SEALING COMPOUND (ITEM "G") AND PLASTIC TAPE AS SHOWN IN DETAIL-1.
12. AFTER PRECAST CONCRETE FOUNDATION IS SET IN PLACE, REMOVE LIFTING EYES AND PLUG INSERTS WITH SEALING COMPOUND (ITEM "G").
13. FOUNDATION MUST BE LEVEL BEFORE BACKFILLING.
14. COVER FLANGE WITH 2 TO 3 INCHES OF PEA GRAVEL (ITEM "T") PRIOR TO BACKFILL.
15. ALL CONCRETE REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF E52014.
16. SEAL BOTH ENDS OF CONDUITS BETWEEN DISCONNECT BAYS OR BETWEEN DISCONNECT AND FUSE BAYS WITH SEALING FOAM (ITEM "F").
17. FOUNDATION LENGTH VARIES DEPENDING ON THE QUANTITY AND TYPE OF SINGLE BAY SWITCHGEAR USED. ADJUST AS REQUIRED, BUT ALWAYS ALLOW A MINIMUM OF 2 FEET FOR SWITCH OPERATING HANDLE.
18. 5/8 INCH ANCHOR BOLT LOCATIONS ARE TO BE DRILLED INTO THE FOUNDATION AFTER EQUIPMENT IS SET IN PLACE.
19. CUSTOMER TO INSTALL, OWN AND MAINTAIN A 1 INCH DIAMETER BRONZE CONDUIT FROM BRONZE METER LOCATION TO PRIMARY METERING BAY. ComEd TO FURNISH, OWN, MAINTAIN AND CONNECT WIRES FROM METER LOCATION TO PRIMARY METERING BAY.
20. ADDITIONAL DUCT ENTRANCES CAN BE CORE DRILLED BY ADDING THE INNER VERTICAL RISER AND BOTTOM LP. PLACE ON EITHER SIDE OF THE EXISTING KNOCKOUTS.
21. MINIMUM CLEARANCE REQUIRED TO GAIN ACCESS TO CAPACITOR FOR REPLACEMENT.
22. WHEN POURING FOUNDATION, THE TOP SHALL BE SMOOTH AND LEVEL. ALL EDGES SHALL BE ROUNDED OFF.
23. MINIMUM CLEARANCE REQUIRED FOR OPERATING SWITCH HANDLE.
24. MINIMUM CLEARANCE REQUIRED FOR THE INSTALLATION OF GROUNDING.
25. MINIMUM OPERATING CLEARANCE IS BASED ON THE USE OF A 6 FOOT SWITCH STICK AT 12KV AND A 13 FOOT STICK AT 24KV. FOR ADDITIONAL CLEARANCE REQUIREMENTS SEE 05509.
26. THIS AREA MUST BE KEPT CLEAR FOR OPERATING PURPOSES. EQUIPMENT MUST BE PROTECTED BY BARRIER IF ACCESSIBLE TO VEHICLES PER 05508.

NOTES:
1. THIS STANDARD SHALL BE USED TO INSTALL FOUNDATIONS FOR ONE BAY SINGLE AND FOUR BAY SWITCHGEAR, FOUR BAY A.T.O. SWITCHGEAR, METERING, VACUUM RECLOSEL, INTERRUPTER, AND 34.5kV 3B SWITCHGEAR.
2. ON INSTALLATIONS OTHER THAN ELECTRIC SERVICE STATIONS, ComEd SHALL SUPPLY AND INSTALL ALL MATERIAL INCLUDING FOUNDATION AND CONDUIT.
3. FOR ELECTRIC SERVICE STATIONS, CUSTOMER SHALL SUPPLY AND INSTALL CAST-IN-PLACE OR PRECAST FOUNDATION (CAT ID 0000701115, CAT ID 0000701116, CAT ID 0000701117, OR CAT ID 0001603996) AND CONDUIT. CUSTOMER SHALL ALSO SUPPLY CONDUIT SLEEVE AND TRENCH FOR CONDUIT GROUNDING WIRE, AND SUPPLY CONDUIT SLEEVE FOR REMOTE INDICATION.
4. IF STEEL CONDUIT IS USED, SUPPLY GROUND CLAMPS FOR #2 WIRE (0-2-GEENEY COMPANY "BEG" TYPE OR EQUIVALENT). ALTERNATE METHODS OF MAKING CONNECTIONS ARE CROWNED, SIFDS BRAZING, AND OTHER METHODS APPROVED BY ENGINEER.
5. WHEN BARE LEAD COVERED CABLES ARE IN THE VICINITY, REPLACE ITEM "C" WITH 1/2" LEAD GLAZED COPPER CONDUCTOR (CAT ID 0000580509) AND SPECIFY GROUND RODS IN ACCORDANCE WITH 05508. ENGINEER TO SPECIFY WHEN THIS CONDITION EXISTS.
6. FOR GRADE CHANGES AT EXISTING SWITCHGEAR LOCATIONS, SPECIFY CAT ID 0001600733 (18" PRECAST EXTENSION) TO BE USED WITH CONCRETE FOUNDATION CAT ID 0000701115. ALSO AVAILABLE ARE ABOVE-GROUND STEEL EXTENSIONS FOR LINE FRONT FOUR BAY SWITCHGEAR (CAT ID 0000288848 (12" STEEL SPACER EXTENSION), CAT ID 0000288634 (18" STEEL SPACER EXTENSION), FOR SINGLE BAY SWITCHGEAR USE CAT ID 0001606860 (12" STEEL SPACER EXTENSION), STEEL EXTENSIONS ONLY FOR P/M STYLE SWITCHGEAR.
7. SEAL THE CONDUITS EXITING OR ENTERING THE SWITCHGEAR FOUNDATION WITH ITEM "D". THIS WILL PREVENT THE ENTRANCE OF RODENTS, GASES, OR DAMP AIR WHICH MAY CAUSE CORROSION IN THE SWITCHGEAR.
8. AFTER PRIMARY AND SECONDARY CONDUITS ARE IN PLACE, BACKFILL WITH SCREENINGS, SAND OR FINE EXCAVATED MATERIAL. COMPACT THOROUGHLY BEFORE PLACING AGGREGATE AND SETTING PRECAST FOUNDATION OR POURING CONCRETE FOUNDATION.
9. SEE 05509 FOR BURNOY-HUSKY DIE SET CROSS REFERENCE.
10. DRAGON AND CONCRETS OF A CONTINUOUS COPPER GROUND LOOP BRING ONE END OF THE GROUND LOOP INTO OPENING IN FOUNDATION. CONDUIT GROUND CABLE (ITEM "T") TO GROUND RODS AS SHOWN IN 05506.
11. WHEN LEAD CLAD CABLE IS USED FOR THE GROUND CABLE, COVER THE ITEM "T" CONNECTION WITH MOISTURE SEALING COMPOUND (ITEM "G") AND PLASTIC TAPE AS SHOWN IN DETAIL-1.
12. AFTER PRECAST CONCRETE FOUNDATION IS SET IN PLACE, REMOVE LIFTING EYES AND PLUG INSERTS WITH SEALING COMPOUND (ITEM "G").
13. FOUNDATION MUST BE LEVEL BEFORE BACKFILLING.
14. COVER FLANGE WITH 2 TO 3 INCHES OF PEA GRAVEL (ITEM "T") PRIOR TO BACKFILL.
15. ALL CONCRETE REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF E52014.
16. SEAL BOTH ENDS OF CONDUITS BETWEEN DISCONNECT BAYS OR BETWEEN DISCONNECT AND FUSE BAYS WITH SEALING FOAM (ITEM "F").
17. FOUNDATION LENGTH VARIES DEPENDING ON THE QUANTITY AND TYPE OF SINGLE BAY SWITCHGEAR USED. ADJUST AS REQUIRED, BUT ALWAYS ALLOW A MINIMUM OF 2 FEET FOR SWITCH OPERATING HANDLE.
18. 5/8 INCH ANCHOR BOLT LOCATIONS ARE TO BE DRILLED INTO THE FOUNDATION AFTER EQUIPMENT IS SET IN PLACE.
19. CUSTOMER TO INSTALL, OWN AND MAINTAIN A 1 INCH DIAMETER BRONZE CONDUIT FROM BRONZE METER LOCATION TO PRIMARY METERING BAY. ComEd TO FURNISH, OWN, MAINTAIN AND CONNECT WIRES FROM METER LOCATION TO PRIMARY METERING BAY.
20. ADDITIONAL DUCT ENTRANCES CAN BE CORE DRILLED BY ADDING THE INNER VERTICAL RISER AND BOTTOM LP. PLACE ON EITHER SIDE OF THE EXISTING KNOCKOUTS.
21. MINIMUM CLEARANCE REQUIRED TO GAIN ACCESS TO CAPACITOR FOR REPLACEMENT.
22. WHEN POURING FOUNDATION, THE TOP SHALL BE SMOOTH AND LEVEL. ALL EDGES SHALL BE ROUNDED OFF.
23. MINIMUM CLEARANCE REQUIRED FOR OPERATING SWITCH HANDLE.
24. MINIMUM CLEARANCE REQUIRED FOR THE INSTALLATION OF GROUNDING.
25. MINIMUM OPERATING CLEARANCE IS BASED ON THE USE OF A 6 FOOT SWITCH STICK AT 12KV AND A 13 FOOT STICK AT 24KV. FOR ADDITIONAL CLEARANCE REQUIREMENTS SEE 05509.
26. THIS AREA MUST BE KEPT CLEAR FOR OPERATING PURPOSES. EQUIPMENT MUST BE PROTECTED BY BARRIER IF ACCESSIBLE TO VEHICLES PER 05508.

APPROVED: ComEd SYSTEM STANDARD

PRECAST FOUNDATIONS

11-16-18 C5302 PAGE 8 OF 14
REVISES STANDARD DATED 7-17-15
COMPATIBLE UNITS AVAILABLE IN ASSET SUITE

11-16-18 C5302 PAGE 8 OF 14

C5302.G & J PRECAST FOUNDATIONS
SINGLE AND FOUR BAY DEADFRONT SWITCHGEAR
OR 3B DEADFRONT A.T.O. SWITCHGEAR

NOTES:
1. THIS STANDARD SHALL BE USED TO INSTALL FOUNDATIONS FOR ONE BAY SINGLE AND FOUR BAY SWITCHGEAR, FOUR BAY A.T.O. SWITCHGEAR, METERING, VACUUM RECLOSEL, INTERRUPTER, AND 34.5kV 3B SWITCHGEAR.
2. ON INSTALLATIONS OTHER THAN ELECTRIC SERVICE STATIONS, ComEd SHALL SUPPLY AND INSTALL ALL MATERIAL INCLUDING FOUNDATION AND CONDUIT.
3. FOR ELECTRIC SERVICE STATIONS, CUSTOMER SHALL SUPPLY AND INSTALL CAST-IN-PLACE OR PRECAST FOUNDATION (CAT ID 0000701115, CAT ID 0000701116, CAT ID 0000701117, OR CAT ID 0001603996) AND CONDUIT. CUSTOMER SHALL ALSO SUPPLY CONDUIT SLEEVE AND TRENCH FOR CONDUIT GROUNDING WIRE, AND SUPPLY CONDUIT SLEEVE FOR REMOTE INDICATION.
4. IF STEEL CONDUIT IS USED, SUPPLY GROUND CLAMPS FOR #2 WIRE (0-2-GEENEY COMPANY "BEG" TYPE OR EQUIVALENT). ALTERNATE METHODS OF MAKING CONNECTIONS ARE CROWNED, SIFDS BRAZING, AND OTHER METHODS APPROVED BY ENGINEER.
5. WHEN BARE LEAD COVERED CABLES ARE IN THE VICINITY, REPLACE ITEM "C" WITH 1/2" LEAD GLAZED COPPER CONDUCTOR (CAT ID 0000580509) AND SPECIFY GROUND RODS IN ACCORDANCE WITH 05508. ENGINEER TO SPECIFY WHEN THIS CONDITION EXISTS.
6. FOR GRADE CHANGES AT EXISTING SWITCHGEAR LOCATIONS, SPECIFY CAT ID 0001600733 (18" PRECAST EXTENSION) TO BE USED WITH CONCRETE FOUNDATION CAT ID 0000701115. ALSO AVAILABLE ARE ABOVE-GROUND STEEL EXTENSIONS FOR LINE FRONT FOUR BAY SWITCHGEAR (CAT ID 0000288848 (12" STEEL SPACER EXTENSION), CAT ID 0000288634 (18" STEEL SPACER EXTENSION), FOR SINGLE BAY SWITCHGEAR USE CAT ID 0001606860 (12" STEEL SPACER EXTENSION), STEEL EXTENSIONS ONLY FOR P/M STYLE SWITCHGEAR.
7. SEAL THE CONDUITS EXITING OR ENTERING THE SWITCHGEAR FOUNDATION WITH ITEM "D". THIS WILL PREVENT THE ENTRANCE OF RODENTS, GASES, OR DAMP AIR WHICH MAY CAUSE CORROSION IN THE SWITCHGEAR.
8. AFTER PRIMARY AND SECONDARY CONDUITS ARE IN PLACE, BACKFILL WITH SCREENINGS, SAND OR FINE EXCAVATED MATERIAL. COMPACT THOROUGHLY BEFORE PLACING AGGREGATE AND SETTING PRECAST FOUNDATION OR POURING CONCRETE FOUNDATION.
9. SEE 05509 FOR BURNOY-HUSKY DIE SET CROSS REFERENCE.
10. DRAGON AND CONCRETS OF A CONTINUOUS COPPER GROUND LOOP BRING ONE END OF THE GROUND LOOP INTO OPENING IN FOUNDATION. CONDUIT GROUND CABLE (ITEM "T") TO GROUND RODS AS SHOWN IN 05506.
11. WHEN LEAD CLAD CABLE IS USED FOR THE GROUND CABLE, COVER THE ITEM "T" CONNECTION WITH MOISTURE SEALING COMPOUND (ITEM "G") AND PLASTIC TAPE AS SHOWN IN DETAIL-1.
12. AFTER PRECAST CONCRETE FOUNDATION IS SET IN PLACE, REMOVE LIFTING EYES AND PLUG INSERTS WITH SEALING COMPOUND (ITEM "G").
13. FOUNDATION MUST BE LEVEL BEFORE BACKFILLING.
14. COVER FLANGE WITH 2 TO 3 INCHES OF PEA GRAVEL (ITEM "T") PRIOR TO BACKFILL.
15. ALL CONCRETE REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF E52014.
16. SEAL BOTH ENDS OF CONDUITS BETWEEN DISCONNECT BAYS OR BETWEEN DISCONNECT AND FUSE BAYS WITH SEALING FOAM (ITEM "F").
17. FOUNDATION LENGTH VARIES DEPENDING ON THE QUANTITY AND TYPE OF SINGLE BAY SWITCHGEAR USED. ADJUST AS REQUIRED, BUT ALWAYS ALLOW A MINIMUM OF 2 FEET FOR SWITCH OPERATING HANDLE.
18. 5/8 INCH ANCHOR BOLT LOCATIONS ARE TO BE DRILLED INTO THE FOUNDATION AFTER EQUIPMENT IS SET IN PLACE.
19. CUSTOMER TO INSTALL, OWN AND MAINTAIN A 1 INCH DIAMETER BRONZE CONDUIT FROM BRONZE METER LOCATION TO PRIMARY METERING BAY. ComEd TO FURNISH, OWN, MAINTAIN AND CONNECT WIRES FROM METER LOCATION TO PRIMARY METERING BAY.
20. ADDITIONAL DUCT ENTRANCES CAN BE CORE DRILLED BY ADDING THE INNER VERTICAL RISER AND BOTTOM LP. PLACE ON EITHER SIDE OF THE EXISTING KNOCKOUTS.
21. MINIMUM CLEARANCE REQUIRED TO GAIN ACCESS TO CAPACITOR FOR REPLACEMENT.
22. WHEN POURING FOUNDATION, THE TOP SHALL BE SMOOTH AND LEVEL. ALL EDGES SHALL BE ROUNDED OFF.
23. MINIMUM CLEARANCE REQUIRED FOR OPERATING SWITCH HANDLE.
24. MINIMUM CLEARANCE REQUIRED FOR THE INSTALLATION OF GROUNDING.
25. MINIMUM OPERATING CLEARANCE IS BASED ON THE USE OF A 6 FOOT SWITCH STICK AT 12KV AND A 13 FOOT STICK AT 24KV. FOR ADDITIONAL CLEARANCE REQUIREMENTS SEE 05509.
26. THIS AREA MUST BE KEPT CLEAR FOR OPERATING PURPOSES. EQUIPMENT MUST BE PROTECTED BY BARRIER IF ACCESSIBLE TO VEHICLES PER 05508.

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ESS INSTALLATION REQUIREMENTS USING COMPARTMENTAL TRANSFORMERS

1. APPLICATION

1.1 THE INFORMATION IN THIS STANDARD COVERS GENERAL CONDITIONS AND REQUIREMENTS FOR THE INSTALLATION OF 1-PHASE AND 3-PHASE COMPARTMENTAL TRANSFORMERS FOR AN ELECTRIC SERVICE STATION.

2. GENERAL

2.1 THE SERVICE FACILITIES FURNISHED AND INSTALLED BY THE CUSTOMER AND COMED SHALL BE IN ACCORDANCE WITH COMED'S REQUIREMENTS AND STANDARDS CONTAINED HEREIN, IN OTHER APPROPRIATE STANDARDS, AND IN COMED'S GENERAL TERMS AND CONDITIONS, IN ADDITION TO A SERVICE ENTRANCE LOCATION SKETCH.

2.2 THIS INFORMATION IS HELD TO BE A TRANSFORMER LOCATION THAT IS ACCEPTABLE TO COMED. THE SIZE AND LOCATION OF THE UNDERGROUND PRIMARY SERVICE CONNECTION ON THE CUSTOMER'S PROPERTY IS FURNISHED ON A SEPARATE SERVICE ENTRANCE LOCATION SKETCH.

3. COMED SHALL FURNISH, INSTALL, OWN AND MAINTAIN

3.1 IN ACCORDANCE WITH THE PROVISIONS FOR FURNISHING NON-STANDARD SERVICES AND FACILITIES:

(A) COMPARTMENTAL TRANSFORMER, APPROPRIATE PROTECTIVE EQUIPMENT, GROUND CONNECTION INCLUDING GROUNDING CONDUCTOR, GROUND RODS, AND LUGS FOR TERMINATING SECONDARY CABLE AT TRANSFORMER (IF REQUIRED).

(B) THAT PORTION OF THE PRIMARY SERVICE CONNECTION IN EXCESS OF A STANDARD PRIMARY SERVICE CONNECTION.

(C) PRIMARY SERVICE CONNECTION CABLES FOR THE ENTIRE SERVICE CONNECTION, EITHER DIRECT-BURIED (INCLUDING TRENCH) OR IN CONDUIT. IF THE CUSTOMER PREFERENCES DIRECT-BURIAL OF THE CABLES, COMED SHALL HAVE CONTINUED ACCESS TO THE INSTALLATION, WITHOUT IMPEDIMENTS FROM OVER-BUILDING OR OBSTRUCTIONS, FOR OPERATION AND MAINTENANCE OF CABLE.

(D) CONNECTORS TO CONNECT THE PRIMARY CABLES TO THE TRANSFORMER.

(E) SECONDARY CABLE AND CONNECTORS TO CONNECT BETWEEN TRANSFORMER TERMINALS AND JUNCTION CABINET, IF USED.

(F) LOCKING PROVISION FOR JUNCTION CABINET, IF USED.

4. COMED WILL CONNECT

4.1 THE PRIMARY AND SECONDARY SERVICE CONNECTION CABLES TO THE COMPARTMENTAL TRANSFORMER TERMINALS.

5. CUSTOMER SHALL FURNISH, INSTALL, OWN AND MAINTAIN

5.1 FOUNDATION FOR COMPARTMENTAL TRANSFORMER, CONDUIT AND TRENCH FOR GROUND WIRE PER COMED'S STANDARDS (C5233) FOR 1-PHASE TRANSFORMER, (C5289) FOR OPEN DELTA TRANSFORMER BANK, AND (C5288 OR E5293) FOR 3-PHASE TRANSFORMER).

5.1.1 THE FOUNDATION SHALL BE LOCATED AS FAR AS PRACTICAL FROM WINDOWS, DOORS, FIRE ESCAPES, ENTRANCES, AND VENTILATING DUCTS SO AS NOT TO PRESENT A PHYSICAL OBSTRUCTION.

5.1.2 THE FOUNDATION SHALL BE LOCATED AT LEAST 3 FEET (HORIZONTALLY) FROM ANY NATURAL GAS METER, REGULATOR, OR OTHER INSTALLATION; AT LEAST 10 FEET (HORIZONTALLY) FROM ANY L.P. OR PROPANE TANK, REGULATOR, OR OTHER INSTALLATION; AND CLOSER TO ANY OTHER H.E.C. HAZARDOUS (CLASSIFIED) LOCATION.

5.1.3 IT SHALL BE THE CUSTOMER'S RESPONSIBILITY TO COMPLY WITH ANY INSURANCE REGULATIONS AFFECTING THE INSTALLATION. FIGURES 1, 2 AND 3 SHOW THE MINIMUM CLEARANCES PERMITTED BY COMED BETWEEN THE TRANSFORMER FOUNDATION AND WINDOWS, DOORS, FIRE ESCAPES, ENTRANCES, AND VENTILATING DUCTS.

5.2 A VEHICULAR BARRIER SHALL BE INSTALLED PER (C5289), WHERE DAMAGE TO THE TRANSFORMER BY VEHICLES IS POSSIBLE. BARRIERS SHALL BE INSTALLED BEFORE TRANSFORMER IS SET.

5.3 THE CONDUIT RUN FOR PRIMARY SERVICE CONNECTION CABLE ON PRIVATE PROPERTY - SEE 3.1(C).

1-PHASE TRANSFORMER:
CONDUIT RUN SHALL CONSIST OF 3" MINIMUM IRON PIPE SIZE CONDUIT, (SINGLE CONDUIT RECOMMENDED) FROM A POINT ON CUSTOMER'S PROPERTY LINE, DESIGNATED BY COMED, TO THE TRANSFORMER FOUNDATION, TERMINATING WITH 3" 90 DEGREE 36" MINIMUM RADIUS PLASTIC SCHEDULE 40 BENDS OR HOT GALVANIZED RIGID STEEL BENDS PROVIDED WITH GROUND BUSHINGS FOR 1/0 WIRE, O.Z. GENEY TYPE "BLC" OR EQUIVALENT. TOP OF BENDS, INCLUDING GROUND BUSHINGS IF STEEL CONDUIT, SHALL TERMINATE FLUSH WITH TOP OF FOUNDATION. FOUNDATION SHALL BE BOXED OUT AROUND CONDUIT BENDS.

3-PHASE TRANSFORMER:
THE CONDUIT RUN SHALL CONSIST OF 4" MINIMUM IRON PIPE SIZE CONDUIT, (SINGLE CONDUIT RECOMMENDED) FROM A POINT ON CUSTOMER'S PROPERTY LINE, DESIGNATED BY COMED, TO THE TRANSFORMER FOUNDATION, TERMINATING WITH 4" 90 DEGREE 36" MINIMUM RADIUS PLASTIC SCHEDULE 40 BENDS OR HOT GALVANIZED RIGID STEEL BENDS PROVIDED WITH GROUND BUSHINGS FOR 1/0 WIRE, O.Z. GENEY TYPE "BLC" OR EQUIVALENT. TOP OF BENDS, INCLUDING GROUND BUSHINGS IF STEEL CONDUIT, SHALL TERMINATE FLUSH WITH TOP OF FOUNDATION, UNLESS OTHERWISE NOTED. FOUNDATION SHALL BE BOXED OUT AROUND CONDUIT BENDS.

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6. CUSTOMER SHALL FURNISH, INSTALL, OWN AND MAINTAIN (CONT'D)

CONDUIT	TYPES OF APPROVED CONDUIT RUNS		
	SEPARATION BETWEEN CONDUITS	MINIMUM DEPTH TO 3" CONCRETE ENVELOPE*	MINIMUM DEPTH TO CONDUIT WITHOUT CONCRETE ENVELOPE*
HOT GALVANIZED RIGID STEEL	1 1/2"	---	30"
MULTIPLE CONCRETE CONDUIT	---	---	30"
PLASTIC	1 1/2"	30"	(SEE 5.8)

* FROM FINAL GRADE.

CONDUIT PASSING THROUGH BUILDINGS SHALL BE HOT GALVANIZED RIGID STEEL ENCASED IN 3" CONCRETE ENVELOPE AND PROVIDED WITH A WATER-TIGHT SEAL BETWEEN CONDUIT AND BUILDING WALL.

CURVES AND BENDS IN THE CONDUIT RUN SHOULD BE AVOIDED WHEREVER POSSIBLE. WHERE A RUN CONTAINS CURVES IN ANY PLANE OR IF A STRAIGHT RUN EXCEEDS 560 FEET IN LENGTH, THE COMPANY SHALL BE CONSULTED AS TO PERMISSIBLE MAXIMUM LENGTH AND RADIUS OF CURVATURE. MANHOLES, BUILT TO COMED'S STANDARDS, WILL BE REQUIRED WHERE TOTAL DISTANCE EXCEEDS PERMISSIBLE CONDUIT RUN LENGTHS.

THE ENTIRE CONDUIT RUN SHALL BE INSTALLED PER (C5289) ON UNDISTURBED OR WELL TAMPED EARTH. CONDUIT SHALL SLOPE A MINIMUM OF 1" PER 100 FEET AND MAY DRAW EITHER WAY OR IN BOTH DIRECTIONS TO MANHOLES.

AFTER INSTALLATION, CONDUIT SHALL BE CHECKED WITH A WIRE BRUSH TYPE MANDREL (DESIGNED FOR THE CONDUIT), AND A #8 GALVANIZED STEEL PULLING WIRE OR 1/4" POLYETHYLENE ROPE SHALL BE LEFT IN THE CONDUIT. COMED INSPECTOR TO CHECK INSTALLATION OF CONDUIT BEFORE TRENCH IS BACKFILLED. ENDS OF CONDUIT SHALL BE TEMPORARILY SEALED.

5.4 THE CONDUIT BEND AT TRANSFORMER FOUNDATION FOR PRIMARY SERVICE CONNECTION CABLE WHEN CONDUIT RUN IS NOT INSTALLED. THE CONDUIT BEND SHALL BE OF PLASTIC SCHEDULE 40 OR HOT GALVANIZED RIGID STEEL CONDUIT - SEE 3.1 (C). METAL CONDUIT BENDS SHALL HAVE ACCEPTABLE GROUND BUSHINGS FOR 1/0 WIRE, O.Z. GENEY TYPE "BLC" OR EQUIVALENT.

1-PHASE TRANSFORMER:
CONDUIT BEND SHALL BE 3" IRON PIPE SIZE, 90 DEGREE, 36" MINIMUM RADIUS. TOP OF BENDS, INCLUDING GROUND BUSHING IF STEEL CONDUIT, SHALL TERMINATE FLUSH WITH THE TOP OF THE FOUNDATION AND 1 FOOT BEYOND THE FOUNDATION 1/2 FEET BELOW FINAL GRADE.

3-PHASE TRANSFORMER:
CONDUIT BEND SHALL BE 3" IRON PIPE SIZE, 90 DEGREE, 36" MINIMUM RADIUS. TOP OF BENDS, INCLUDING GROUND BUSHING IF STEEL CONDUIT, SHALL TERMINATE FLUSH WITH TOP OF FOUNDATION, UNLESS OTHERWISE NOTED, AND 1 FOOT BEYOND THE FOUNDATION 1/2 FEET BELOW FINAL GRADE.

5.5 UNDERGROUND SECONDARY SERVICE CONNECTION

THE UNDERGROUND SECONDARY SERVICE CONNECTION SHALL CONSIST OF CABLE AND CONDUIT BENDS. THE BENDS SHALL BE OF PLASTIC OR HOT GALVANIZED RIGID STEEL CONDUIT. TOP OF BENDS, INCLUDING GROUND BUSHINGS IF STEEL CONDUIT, SHALL TERMINATE FLUSH WITH TOP OF FOUNDATION (SEE 5.1A AND 4.1). METAL CONDUIT BENDS SHALL HAVE GROUND BUSHINGS FOR 1/0 WIRE, O.Z. GENEY TYPE "BLC" OR EQUIVALENT. WITHOUT EXCEPTION, CUSTOMER'S SERVICE NEUTRAL SHALL BE CONNECTED TO THE SECONDARY NEUTRAL OF THE COMPARTMENTAL TRANSFORMER. FOUNDATION SHALL BE BOXED OUT AROUND CONDUIT BENDS.

5.6 AN APPROVED JUNCTION CABINET WITH BUS BARS, FOUNDATION FOR JUNCTION CABINET AND TRANSFORMER, CONDUIT TO CABINET, CONDUIT BETWEEN TRANSFORMER AND CABINET, AND A TRENCH FOR GROUND WIRE PER COMED'S STANDARDS (SEE (C5289) PAGE 3 FOR DETAILS) SHALL ALL BE PROVIDED WHEN CUSTOMER'S SECONDARY CONDUIT SPACE REQUIREMENTS EXCEED DIMENSIONS SPECIFIED ON (C5289), PAGE 1.

5.7 TRANSPORTATION OF TRANSFORMERS

WHERE AN ELECTRIC SERVICE STATION IS TRUCK ACCESSIBLE TO COMED, TRANSFORMERS SHALL BE TRANSPORTED TO THE STATION LOCATION. WHERE SUCH STATION IS NOT ACCESSIBLE, ANY ADDITIONAL MOVING EXPENSE WHICH MAY BE NECESSARY TO PLACE TRANSFORMERS IN POSITION FOR INSTALLATION, WILL BE THE CUSTOMER'S RESPONSIBILITY.

5.8 PLASTIC CONDUIT FOR NON-ENCASED INSTALLATIONS

IF LARGE STRESS-PRODUCING LOADS, SUCH AS VEHICULAR TRAFFIC, WILL NOT BE PRESENT, THEN THE CUSTOMER MAY, AT THE CUSTOMER'S EXPENSE AND UNDER COMED'S DIRECTION, INSTALL NON-ENCASED SCHEDULE 40 PLASTIC CONDUIT FOR COMED PRIMARY CABLE INSTALLATION.

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6. CUSTOMER SHALL FURNISH, INSTALL, OWN AND MAINTAIN (CONT'D)

5.8 PLASTIC CONDUIT FOR NON-ENCASED INSTALLATIONS

NON-ENCASED PLASTIC CONDUIT MAY BE INSTALLED IN NON-CONTINUOUS RUNS THAT DO NOT CONTAIN BENDS, SUCH AS WHERE THE PRIMARY CABLE IS DIRECT BURIED AND THEN PUT INTO CONDUIT FOR A SHORT SEGMENT UNDER A SIDEWALK OR PATH TO MINIMIZE SUBSEQUENT EXCAVATION FOR MAINTENANCE. NON-ENCASED PLASTIC CONDUIT MAY ALSO BE USED FOR CONTINUOUS RUNS, PROVIDED THAT ANY BENDS IN THE RUN SHALL BE RIGID GALVANIZED STEEL, MINIMUM 45° BENDS. NON-ENCASED PLASTIC CONDUIT SHALL NOT BE USED IN AREAS WITH A HIGH RISK OF LATER DAMAGE BY EXCAVATION OR WHERE MULTIPLE PRIMARY SERVICE CONNECTIONS ARE INSTALLED IN A COMMON TRENCH.

THE BOTTOM OF THE TRENCH SHALL BE UNDISTURBED, TAMPED, OR RELATIVELY SMOOTH EARTH. WHERE THE EXCAVATION IS IN ROCK, THE DUCT SHALL BE LAD ON A PROTECTIVE LAYER OF CLEAN TAMPED BACKFILL. ALL BACKFILL SHALL BE FREE OF MATERIALS THAT MAY DAMAGE THE DUCT.

THE CONDUIT SHALL BE SUITABLY RESTRAINED BY BACKFILL TO MAINTAIN ITS DESIGN POSITION UNDER THE STRESS OF INSTALLATION PROCEDURES, CABLE PULLING OPERATIONS, AND OTHER CONDITIONS SUCH AS SETTLING AND HYDRAULIC OR FROST UPLIFT. THE LOCATION OF BURIED CONDUIT ENDS SHALL BE PERMANENTLY MARKED BY THE CUSTOMER. AFTER INSTALLATION, CONDUIT LENGTHS GREATER THAN 20 FEET SHALL BE CHECKED WITH A WIRE BRUSH TYPE MANDREL (DESIGNED FOR THE CONDUIT) AND A #8 GALVANIZED STEEL PULLING WIRE OR 1/4" POLYETHYLENE ROPE SHALL BE LEFT IN THE CONDUIT. CONDUIT SHALL BE ADEQUATELY SEALED TO ACCOMMODATE THE LARGEST ANTICIPATED CABLE. CONDUIT SHALL BE SCHEDULE 40 PLASTIC AND SHALL BE BURIED A MINIMUM OF 30" BELOW GRADE. A MINIMUM OF 12" OF WELL-TAMPED EARTH SHALL BE MAINTAINED BETWEEN COMED AND COMMUNICATIONS CONDUITS OR OTHER UTILITY LINES.

CLEARANCES TO BUILDINGS (SEE 5.1)

FIGURE 1
WINDOW, DOOR, OR VENTILATING DUCT
5' MINIMUM
WINDOW OR VENTILATING DUCT
FIRE ESCAPE
9' MINIMUM
20' MINIMUM

FIGURE 2
BALCONY OR OTHER OVERHANGING STRUCTURE
25' MINIMUM
IF BUILDING HAS WINDOWS ON THIS WALL, MAKE 8" MINIMUM IF COMPARTMENTAL DOOR OPENS ON BUILDING OR STRUCTURE SIDE, MAKE 8" MINIMUM FOR OPERATING.
2' MINIMUM UP TO 500KVA
3' MINIMUM 750KVA AND UP
TRANSFORMER

FIGURE 3
GAS METER, REGULATOR, ETC.
5' MIN.
SEE NOTE 5.1.2
DOOR
5' MIN.
BUILDING WALL
20' MIN.
LOCATE TRANSFORMER OUTSIDE THIS AREA
TRANSFORMER
CLEARANCE TO DOOR OR GAS FIXTURE

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3-PH FEEDTHRU COMPT TR PAD - ESS

TRANSFORMER CAPACITY	MIN SEC VOLTAGE		SECONDARY CONDUIT CONFIGURATIONS		ESTIMATING DATA		
	MIN	MAX	3" CONDUIT	4" CONDUIT	REINFORCING (SQ FT)	CONCRETE (CU YD)	
A	75	150	208/120	6	6	180	0.75
	225	500	240/120	9	9	180	0.75
B	500	750	208/120	16	12	240	2.80
	500	1000	240/120	9	9	240	2.80

ITEM | CAT ID | DESCRIPTION | TABLE-1 | CAT ID | UNIT | QUANTITY

A | GROUNDING INSTALLATION | C5293-G | | | | |

C | WIRE COPPER, OVERHEAD BARE, 1/0, 19 STR, SOFT DRAWN TREATED, 3 | | | | | |

D | CONNECTOR, COMPRESSION, 1/4" OR 2/5" SHP CU, NER, & TAP, BURNDY C | | | | | |

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C5293.A

C5293.B

FIG. 1
FRONT OF TRANSFORMER
SECTION A-A

FIG. 2
FRONT OF TRANSFORMER
SECTION B-B

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ComEd SYSTEM STANDARD

PROPOSED NEMA 4X ENCLOSURE PUMP CABLE JUNCTION BOX FACTORY PAINTED EMERALD GREEN (RAL 6001)

PROPOSED 200A 277/480V 3Ø 4-WIRE PUMP CONTROL PANEL IN A NEMA 4X ENCLOSURE FACTORY PAINTED EMERALD GREEN (RAL 6001)

200A ELECTRIC UTILITY METER

PROPOSED 277/480V 3Ø COM ED PAD MOUNTED TRANSFORMER, CONTRACTOR SHALL FURNISH AND INSTALL FOUNDATION IN ACCORDANCE WITH COM ED SPECIFICATION C5293.A

15' MIN.

REINFORCED PCC EQUIPMENT PAD

FINISH GRADE

2'-0"

PROTECTIVE BUSHING

4/C #3/0 XLP TYPE USE CABLES IN 2 1/2" SCH 40 HDPE CONDUIT

NOTES:

- ALL WORK SHALL CONFORM TO COM ED'S BOOK OF "INFORMATION AND REQUIREMENTS FOR THE SUPPLY OF ELECTRIC SERVICE."
- INSTALL SERVICE CONDUIT UP TO 2' AWAY FROM PEDESTAL/TRANSFORMER WITH PROTECTIVE BUSHING ON END OF CONDUIT. PROVIDE ADEQUATE SLACK CABLE COILED UP FOR COM ED TO CONNECT. CONTRACTOR SHALL SCHEDULE AND COORDINATE ALL WORK WITH COM ED.

ELECTRIC SERVICE INSTALLATION DETAIL
N.T.S.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

BAXTER & WOODMAN
Consulting Engineers

CLIENT: **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

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DSGN. JPC DRK
DWN. DRK
CHKD. JPC
SCALE: N.T.S.
PLOT DATE: 5/7/2021
CAD USER: mkoonce
MODEL: Default

TITLE: **WSNSP CONTRACT #3
STORMWATER PUMP STATION
ELECTRIC SERVICE INSTALLATION DETAILS (2 OF 2)**

PROJ. NO. 180245.00004
DATE: 5/7/2021
SHEET 59 OF 148
DRAWING NO. **59**

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CB
CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. HIGGINS ROAD, SUITE 600
 ROSEMONT, ILLINOIS 60018
 (847) 823-0500

BAXTER & WOODMAN
 Consulting Engineers



CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:	DSGN.	JPC	DRK
					DWN.	DRK	
					CHKD.	JPC	
					SCALE:	N.T.S.	
					PLOT DATE:	5/7/2021	
					CAD USER:	mkoonce	
					MODEL:	Default	
FILE NAME			N:\wilmette\180245.00004\Mech\09-ELEC.180245.00004.shd				

TITLE: **WSNSP CONTRACT #3
 STORMWATER PUMP STATION
 CABLE AND CONDUIT PLAN**

PROJ. NO. 180245.00004
 DATE: 5/7/2021
 SHEET 60 OF 148
 DRAWING NO.
60

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CB **CHRISTOPHER B. BURKE ENGINEERING, LTD.**
 9575 W. HIGGINS ROAD, SUITE 600
 ROSEMONT, ILLINOIS 60018
 (847) 823-0500

BAXTER & WOODMAN
 Consulting Engineers



Client: Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:	DSGN.	JPC	DRK
					DWN.	DRK	
					CHKD.	JPC	
					SCALE:	N.T.S.	
					PLOT DATE:	5/7/2021	
					CAD USER:	mkoonce	
					MODEL:	Default	
FILE NAME			N:\wilmette\180245.00004\Mech\10-EDT_180245.00004.shx				

TITLE: **WSNSP CONTRACT #3
 STORMWATER PUMP STATION
 ELECTRICAL DETAILS (1 OF 3)**

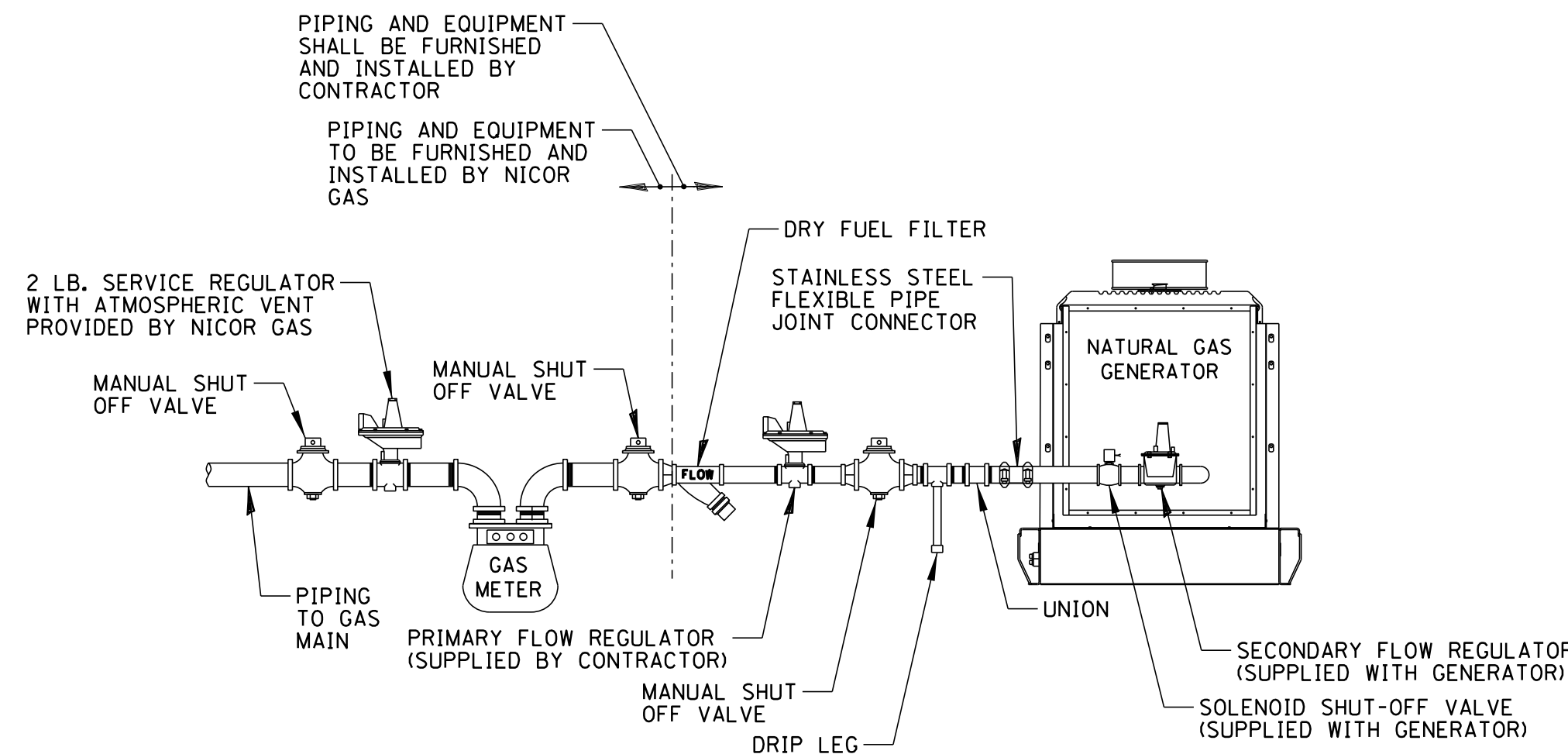
PROJ. NO. 180245.00004
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GENERATOR SCHEDULE

UNIT SIZE	CONNECTED LOAD	EXCITATION TYPE	ENCLOSURE	NOISE LEVEL	MODEL NUMBER	FULL LOAD FUEL CONSUMPTION	PRIMARY REGULATOR	PCC EQUIPMENT PAD (L X W)	
MTU	50 kW	NOTE 2	PMG	G31-0807 (LEVEL 2)	75 dBA @ 23 FEET	8V0078 GS50	659 SCFH	7'-11" WC	98" X 52"

NOTES:

- CONTRACTOR SHALL PERFORM A COMPLETE OPERATIONAL TEST OF ALL EQUIPMENT (ATS, GENERATOR, ETC.) IN THE PRESENCE OF THE VILLAGE.
- THE SPECIFIED GENERATOR IS SIZED TO SUPPORT THE PUMP STATION MISCELLANEOUS LOAD (5 kW), (1) 5 HP LOW FLOW SUBMERSIBLE PUMP (ACROSS-THE-LINE), AND (1) 18 HP HIGH FLOW SUBMERSIBLE PUMP (ACROSS-THE-LINE).

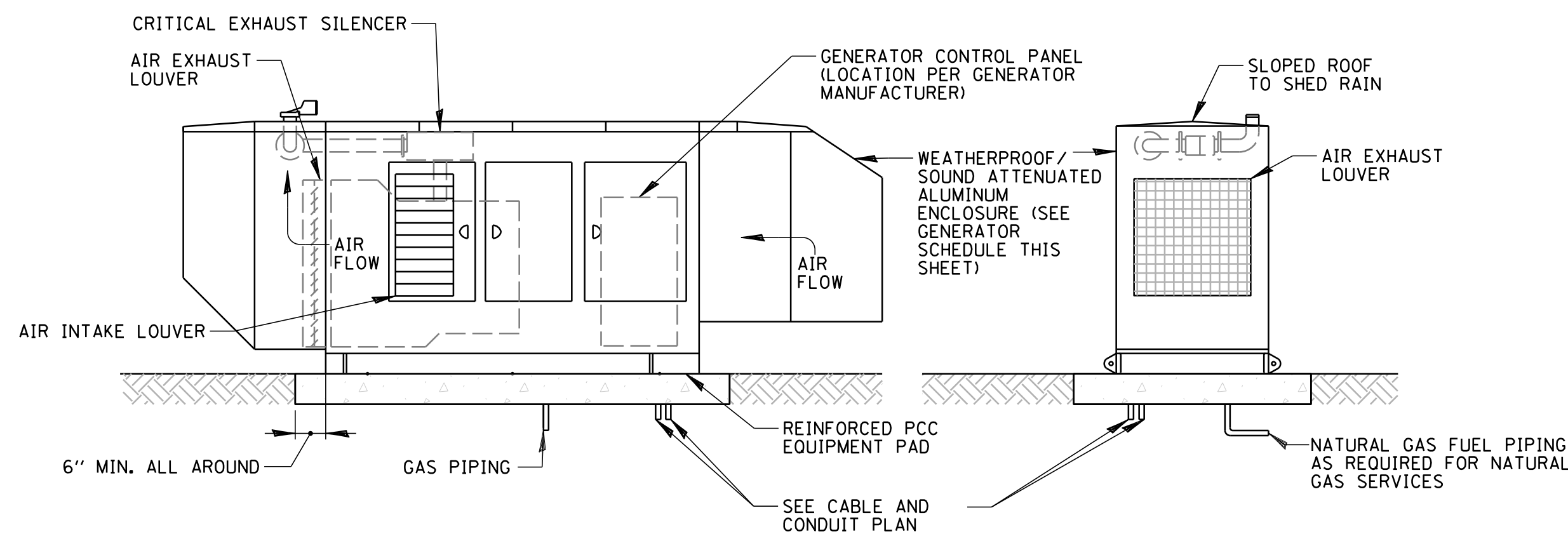


NOTES:

- ALL NATURAL GAS FUEL PIPING REQUIRED FOR THE INSTALLATION OF THE WORK SHALL BE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF NFPA 58.
- ALL PIPING, TUBING, FITTING AND VALVES USED IN THE PIPING INSTALLATION SHALL BE SUITABLE FOR 125 PSIG WORKING PRESSURE.
- CAST IRON PIPING AND FITTINGS ARE NOT PERMITTED.
- FLEXIBLE CONNECTORS SHALL BE USED TO ISOLATE HARMFUL VIBRATIONS FROM THE PIPING INSTALLATION.
- THE PIPING INSTALLATION SHALL BE TESTED AFTER ASSEMBLY AND PROVEN FREE FROM LEAKS. FLAME TESTING FOR LEAKS IS NOT PERMITTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL COORDINATION REQUIRED TO OBTAIN GAS SERVICE FROM NICOR GAS AND CONNECTION TO THE PROPOSED GAS MAIN INCLUDING ASSOCIATED METERING DEVICES, ADDITIONAL REGULATORS, FITTINGS, PIPING, ETC.
- ALL ABOVE GRADE PIPING/FITTINGS/VALVES SHALL BE PRIMED AND PAINTED USING A RUST RESISTANT COATING AS DIRECTED BY VILLAGE. USE STAINLESS STEEL UNISTRUT STANDOFFS WITH STAINLESS STEEL HARDWARE AS NECESSARY. NO GAS PIPING SHALL BE EMBEDDED IN CONCRETE.
- CONTRACTOR SHALL PERFORM A COMPLETE OPERATIONAL TEST OF ALL EQUIPMENT (ATS, GENERATOR, ETC.) IN THE PRESENCE OF THE VILLAGE.
- THE SPECIFIED GENERATOR IS SIZED TO SUPPORT THE PUMP STATION MISCELLANEOUS LOAD (5 kW), (1) 5 HP LOW FLOW SUBMERSIBLE PUMP (ACROSS-THE-LINE), AND (1) 18 HP HIGH FLOW SUBMERSIBLE PUMP (ACROSS-THE-LINE).
- CONTRACTOR SHALL COORDINATE GAS METER LOCATION AND SETBACK REQUIREMENTS WITH NICOR GAS NEW BUSINESS COORDINATOR. THE FINAL GAS METER LOCATION SHALL BE APPROVED BY NICOR GAS AND SHALL COMPLY WITH ALL NICOR GAS SPECIFICATIONS, CODES, AND STANDARD PRACTICES. ONCE APPROVED, THE EXACT PROPOSED METER LOCATION SHALL BE CLEARLY MARKED WITH STAKES.

NATURAL GAS PIPING DETAIL

N.T.S.

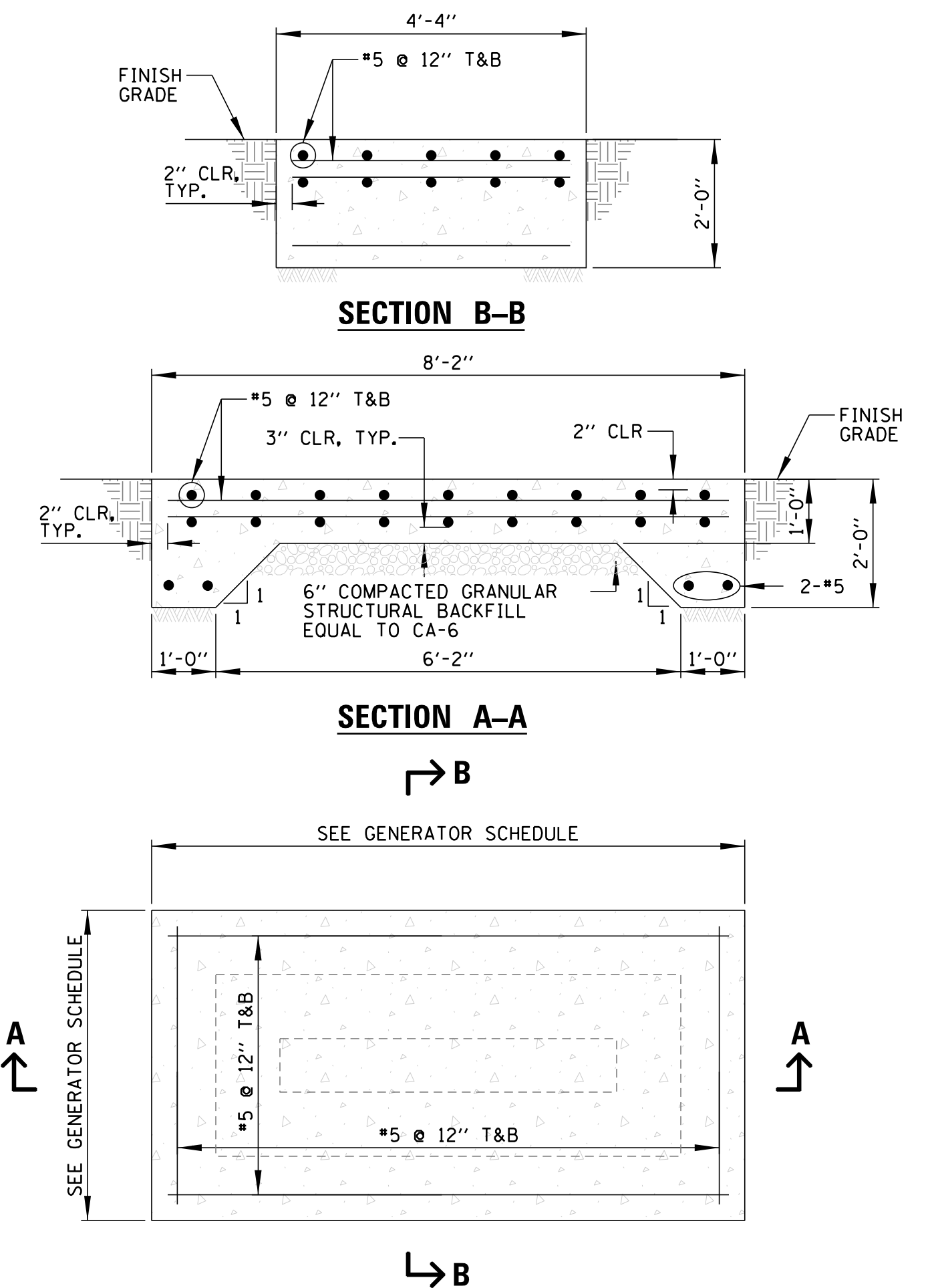


NOTES:

- NATURAL GAS ENGINE GENERATOR SHALL BE FULLY WINTERIZED, PROVIDED WITH ALL ACCESSORIES REQUIRED FOR COLD WEATHER STARTING, RATED AS SHOWN IN GENERATOR SCHEDULE FOR CONTINUOUS STANDBY DUTY WHILE OPERATING AT AN AMBIENT TEMPERATURE RANGE BETWEEN -20°F AND 104°F. SEE SPECIFICATIONS FOR ADDITIONAL DETAILS.
- ENCLOSURE SHALL HAVE LOCKABLE/HINGED ACCESS PANELS ALL AROUND, AS REQUIRED.
- PROVIDE CLOSURE PLATES ALL AROUND UNIT FRAME/BASE TO PREVENT RODENT ENTRY.
- DIMENSIONS (IF SHOWN) ARE MAXIMUM ANTICIPATED FOR STANDBY GENERATOR AND RELATED EQUIPMENT PAD. IF LARGER DIMENSIONS ARE REQUIRED, DUE TO THE EQUIPMENT OFFERED BY CONTRACTOR THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL COORDINATION AND CHANGES RESULTING IN NO ADDITIONAL COST TO THE OWNER, IF A SMALLER EQUIPMENT PAD IS PROPOSED BY THE CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL COORDINATION; AND THE PROPOSED DIMENSIONS SHALL BE SUBMITTED FOR REVIEW PRIOR TO CONSTRUCTION.
- THE UNIT ENCLOSURE SHALL BE DESIGNED AS COMPACT AS PRACTICAL ALLOWING FOR ADEQUATE SPACE FOR MAINTENANCE WITHIN ENCLOSURE AND IN ACCORDANCE WITH LIMITING DIMENSIONS SHOWN ON THE DRAWINGS AND AS OTHERWISE REQUIRED BY LOCAL CODES. ENCLOSURE ACCESS SHALL ALLOW EASY ACCESS WITHOUT THE USE OF PORTABLE LIFTING EQUIPMENT.
- SEE GENERATOR SCHEDULE FOR MAXIMUM AVERAGE NOISE LEVELS FOR STANDBY GENERATOR WHEN FULLY LOADED. GENERATOR MANUFACTURER SHALL PERFORM SOUND LEVEL MEASUREMENTS IN THE PRESENCE OF OWNER OR OWNER'S REPRESENTATIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK WITH THE GENERATOR MANUFACTURER, VILLAGE, AND OWNER'S REPRESENTATIVE.
- CONTRACTOR SHALL PERFORM A COMPLETE OPERATIONAL TEST OF ALL EQUIPMENT (ATS, GENERATOR, ETC.) IN THE PRESENCE OF THE VILLAGE.

NATURAL GAS STANDBY GENERATOR TYPICAL ARRANGEMENT

N.T.S.



NOTES:

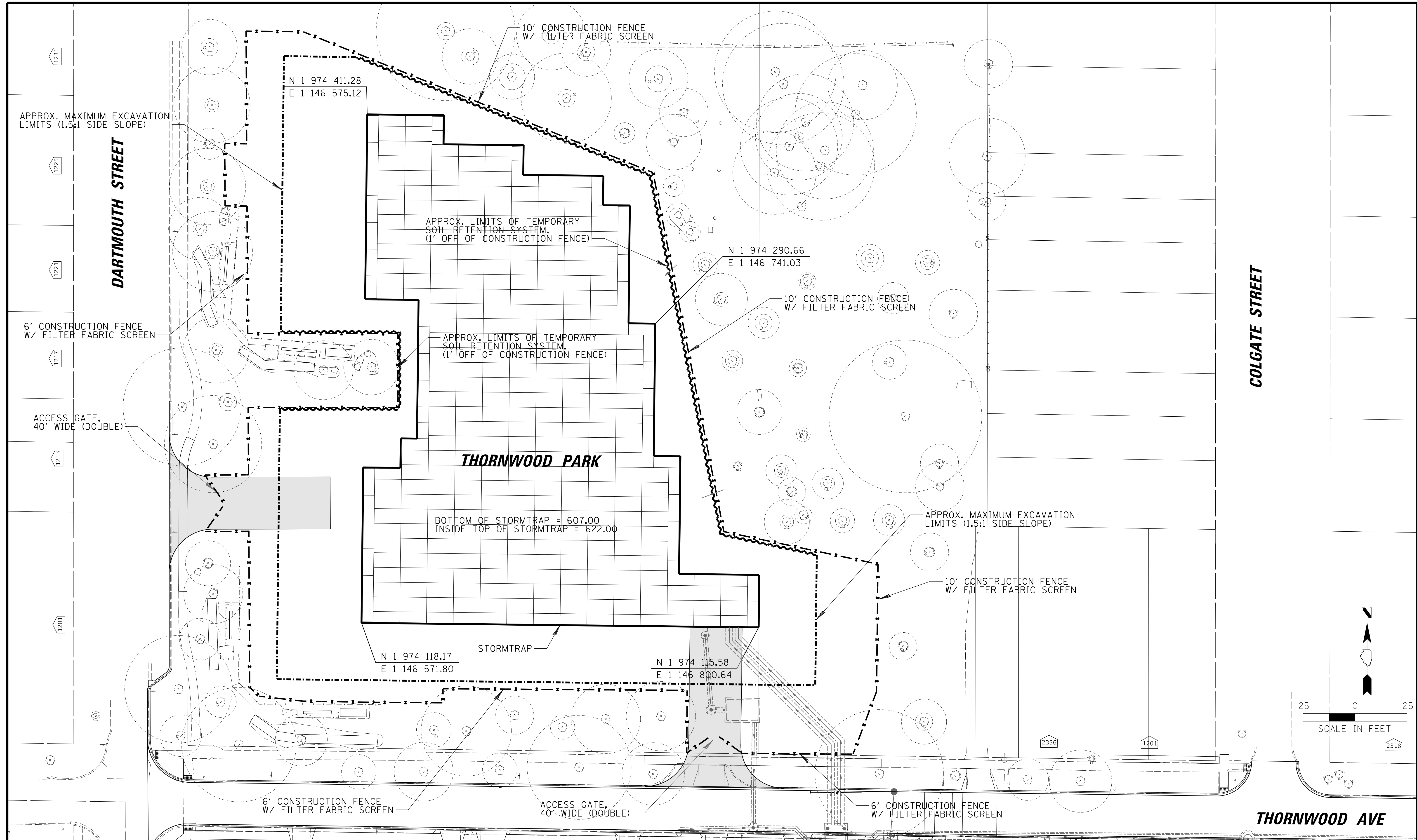
- THIS DETAIL IS GENERIC AND NOT INTENDED TO SHOW ALL DETAILS OF WORK TO BE PERFORMED OR EQUIPMENT TO BE SUPPLIED. THE INTENT OF THIS DETAIL IS TO ILLUSTRATE THE CONCEPTUAL DESIGN AND LAYOUT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY PROPOSED EQUIPMENT LAYOUT PRIOR TO CONSTRUCTION.

STANDBY GENERATOR REINFORCED PCC EQUIPMENT PAD

N.T.S.

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\wilmette\180245.00004\Mech\13-GDT_180245.00004.sht			

DSGN.	JPC	DRK	TITLE:
DWN.	DRK		WSNSP CONTRACT #3 STORMWATER PUMP STATION GENERATOR DETAILS
CHKD.	JPC		
SCALE:	N.T.S.		
PLOT DATE:	5/7/2021		
CAD USER:	mkoonce		
MODEL:	Default		



APPROX. MAXIMUM EXCAVATION LIMITS (1.5:1 SIDE SLOPE)

DARTMOUTH STREET

6' CONSTRUCTION FENCE W/ FILTER FABRIC SCREEN

ACCESS GATE, 40' WIDE (DOUBLE)

APPROX. LIMITS OF TEMPORARY SOIL RETENTION SYSTEM (1' OFF OF CONSTRUCTION FENCE)

APPROX. LIMITS OF TEMPORARY SOIL RETENTION SYSTEM (1' OFF OF CONSTRUCTION FENCE)

THORNWOOD PARK

BOTTOM OF STORMTRAP = 607.00
INSIDE TOP OF STORMTRAP = 622.00

STORMTRAP

N 1 974 290.66
E 1 146 741.03

10' CONSTRUCTION FENCE W/ FILTER FABRIC SCREEN

APPROX. MAXIMUM EXCAVATION LIMITS (1.5:1 SIDE SLOPE)

10' CONSTRUCTION FENCE W/ FILTER FABRIC SCREEN

N 1 974 118.17
E 1 146 571.80

N 1 974 115.58
E 1 146 800.64

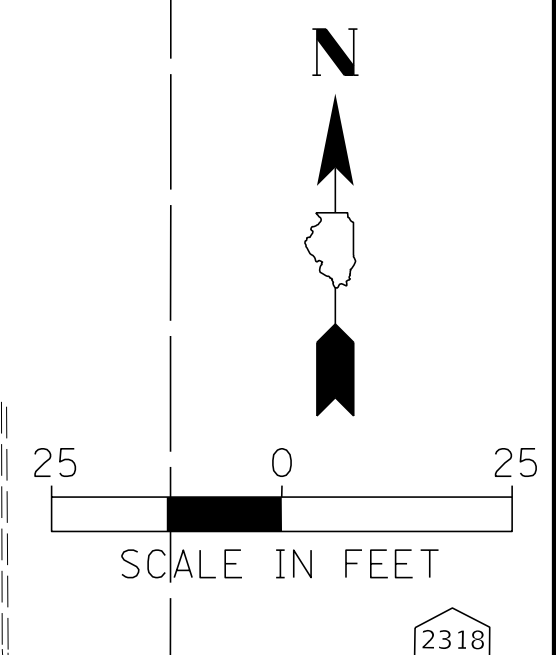
6' CONSTRUCTION FENCE W/ FILTER FABRIC SCREEN

ACCESS GATE, 40' WIDE (DOUBLE)

6' CONSTRUCTION FENCE W/ FILTER FABRIC SCREEN

COLGATE STREET

THORNWOOD AVE



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9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500



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FILE NAME	N:\wilmette\180245.00004\Civil\STP_C3_180245_01.sht			

DSGN. JAL	TITLE: WSNSP CONTRACT #3 THORNWOOD PARK UNDERGROUND STORAGE	PROJ. NO. 180245.0004
DWN. MAK		DATE: 5/7/2021
CHKD. LMF		SHEET 67 OF 148
SCALE: 25'		DRAWING NO.
PLOT DATE: 5/7/2021		67
CAD USER: mkoonce		
MODEL: Default		

STRUCTURAL DESIGN LOADING CRITERIA

LIVE LOADING: **AASHTO HS-20 HIGHWAY LOADING**
 GROUND WATER TABLE: BELOW INVERT OF SYSTEM
 SOIL BEARING PRESSURE: 3000PSF
 SOIL DENSITY: 120 PCF
 EQUIVALENT UNSATURATED
 LATERAL ACTIVE EARTH PRESSURE: 35 PSF / FT.
 EQUIVALENT SATURATED
 LATERAL ACTIVE EARTH PRESSURE: 80 PSF/FT. (IF WATER TABLE PRESENT)
 APPLICABLE CODES: ASTM C857
 ACI-318
 BACKFILL TYPE: SEE SHEET 4.0 FOR BACKFILL OPTIONS

STORMTRAP SYSTEM INFORMATION

WATER STORAGE PROV: 606179.36 CUBIC FEET
 UNIT HEADROOM: 15'-0" DOUBLETRAP
 UNIT QUANTITY: 716 TOTAL PIECES

SITE SPECIFIC DESIGN CRITERIA

1. STORMTRAP UNITS SHALL BE MANUFACTURED AND INSTALLED ACCORDING TO SHOP DRAWINGS APPROVED BY THE INSTALLING CONTRACTOR AND ENGINEER OF RECORD. THE SHOP DRAWINGS SHALL INDICATE SIZE AND LOCATION OF ROOF OPENINGS AND INLET/OUTLET PIPE TYPES, SIZES, INVERT ELEVATIONS AND SIZE OF OPENINGS.
2. COVER RANGE: MIN. 3.45' MAX. 4.90' CONSULT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
3. ALL DIMENSIONS AND SOIL CONDITIONS, INCLUDING BUT NOT LIMITED TO GROUNDWATER AND SOIL BEARING CAPACITY ARE REQUIRED TO BE VERIFIED IN THE FIELD BY OTHERS PRIOR TO STORMTRAP INSTALLATION.
4. FOR STRUCTURAL CALCULATIONS THE GROUND WATER TABLE IS ASSUMED TO BE BELOW INVERT OF SYSTEM IF WATER TABLE IS DIFFERENT THAN ASSUMED, CONTACT STORMTRAP.
5. **SYSTEM DESIGN MAY ALLOW FOR INCIDENTAL LEAKAGE AND WILL NOT BE SUBJECT TO LEAKAGE TESTING.**

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 P: 815-941-4549 / F: 331-318-5347

ENGINEER INFORMATION:

**CHRISTOPHER B BURKE
 ENGINEERING LTD
 9575 W HIGGINS RD
 STE 600
 ROSEMONT, IL 60018**

PROJECT INFORMATION:

THORNWOOD PARK

WILMETTE, IL

CURRENT ISSUE DATE:

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6	4/27/2021	PRELIMINARY	JPH
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4	4/13/2021	PRELIMINARY	JPH
3	4/6/2021	PRELIMINARY	NLP
2	2/12/2021	PRELIMINARY	JPH
1	1/15/2021	PRELIMINARY	EB

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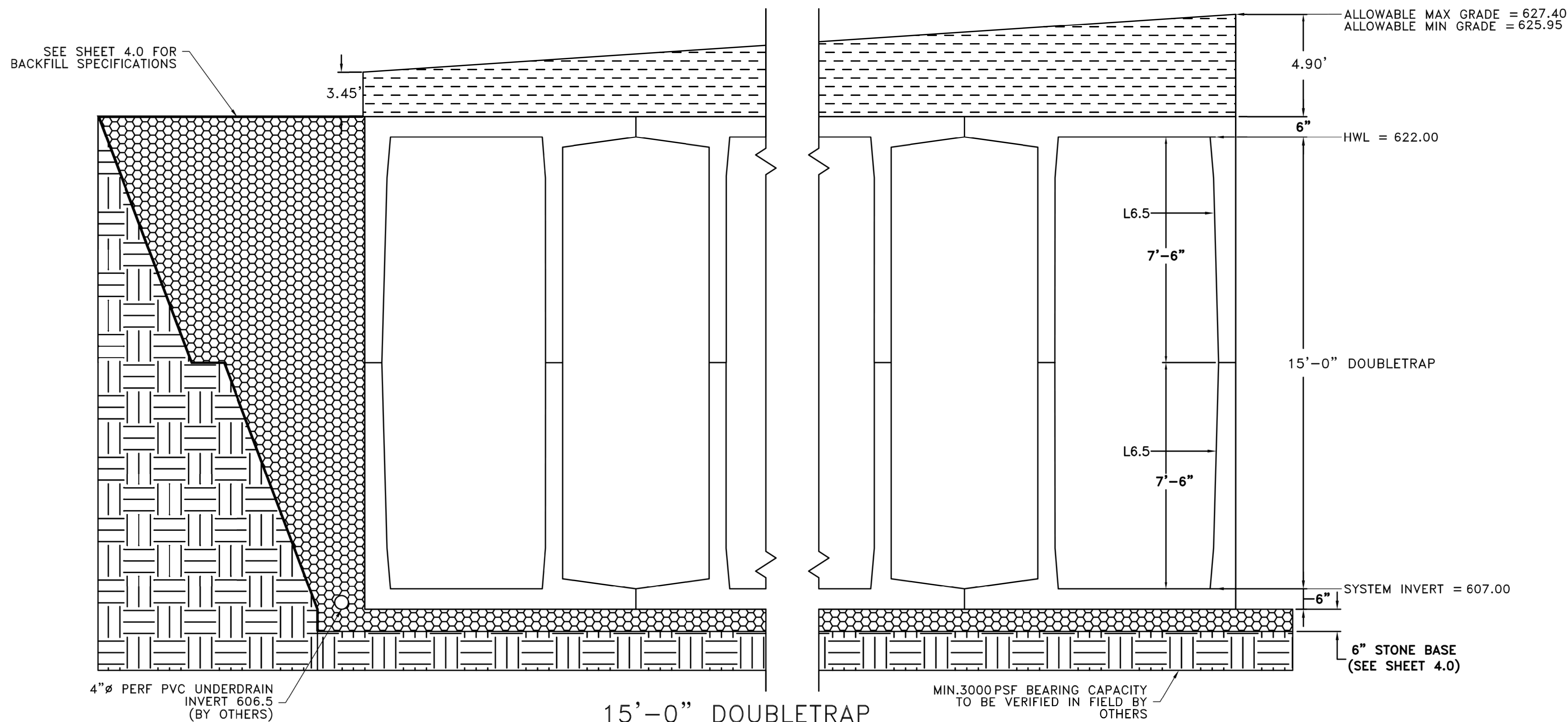
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SHEET TITLE:

DOUBLETRAP
 DESIGN
 CRITERIA

SHEET NUMBER:

1.0



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 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

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DSGN. JAL
 DWN. MAK
 CHKD. LMF
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 PLOT DATE: 5/7/2021
 CAD USER: mkoonce
 MODEL: Default

FILE NAME: N:\wilmette\180245.00004\Civil\STP_C3.180245_02.sht

TITLE: **WSNSP CONTRACT #3
 THORNWOOD PARK
 UNDERGROUND STORAGE**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 69 OF 148
 DRAWING NO. **69**

BILL OF MATERIALS

QTY.	UNIT TYPE	DESCRIPTION	TOP WEIGHT	BASE WEIGHT
283	I	15'-0" DOUBLETRAP	18998	19008
1	II	15'-0" DOUBLETRAP	23403	23414
53	III	15'-0" DOUBLETRAP	20873	20881
3	IV	15'-0" DOUBLETRAP	23075	23084
0	VII	15'-0" DOUBLETRAP	0	0
18	SPIV	15'-0" DOUBLETRAP	VARIABLES	VARIABLES
2	T2 PANEL	8" THICK PANEL	13466	
12	T4 PANEL	8" THICK PANEL	10600	
0	T7 PANEL	8" THICK PANEL	0	
68	JOINT WRAP	150' PER ROLL		
344	JOINT TAPE	14.5' PER ROLL		

LOADING DISCLAIMER:

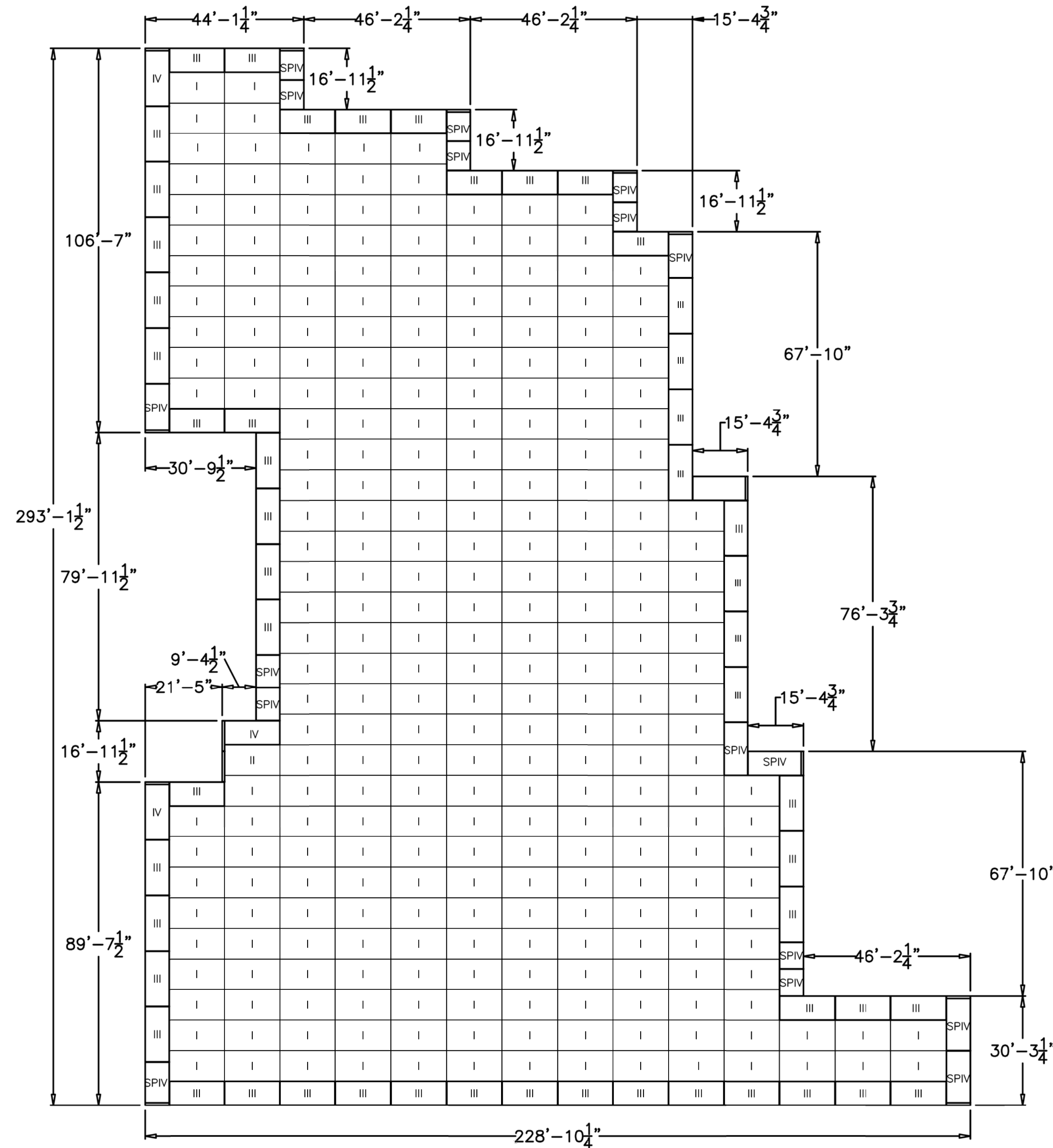
STORMTRAP IS NOT DESIGNED TO ACCEPT ANY ADDITIONAL LOADINGS FROM NEARBY STRUCTURES NEXT TO OR OVER THE TOP OF STORMTRAP. IF ADDITIONAL LOADING CONSIDERATIONS ARE REQUIRED FOR STRUCTURAL DESIGN OF STORMTRAP, PLEASE CONTACT STORMTRAP IMMEDIATELY.

DESIGN CRITERIA

ALLOWABLE MAX GRADE = 627.40
 ALLOWABLE MIN GRADE = 625.95
 INSIDE HEIGHT ELEVATION = 622.00
 SYSTEM INVERT = 607.00

NOTES:

- DIMENSIONING OF STORMTRAP SYSTEM SHOWN BELOW ALLOW FOR A 3/4" GAP BETWEEN EACH MODULE.
- ALL DIMENSIONS TO BE VERIFIED IN THE FIELD BY OTHERS.
- SEE SHEET 3.0 FOR INSTALLATION SPECIFICATIONS.
- SP - INDICATES A MODULE WITH MODIFICATIONS.
- P - INDICATES A MODULE WITH A PANEL ATTACHMENT.
- CONTRACTORS RESPONSIBILITY TO ENSURE CONSISTENCY/ACCURACY TO FINAL ENGINEER OF RECORD PLAN SET.



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 ROMEVILLE, IL 60446
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ENGINEER INFORMATION:

CHRISTOPHER B BURKE
 ENGINEERING LTD
 9575 W HIGGINS RD
 STE 600
 ROSEMONT, IL 60018

PROJECT INFORMATION:

THORNWOOD PARK

WILMETTE, IL

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SHEET TITLE:

DOUBLETRAP
 SYSTEM LAYOUT

SHEET NUMBER:

2.0

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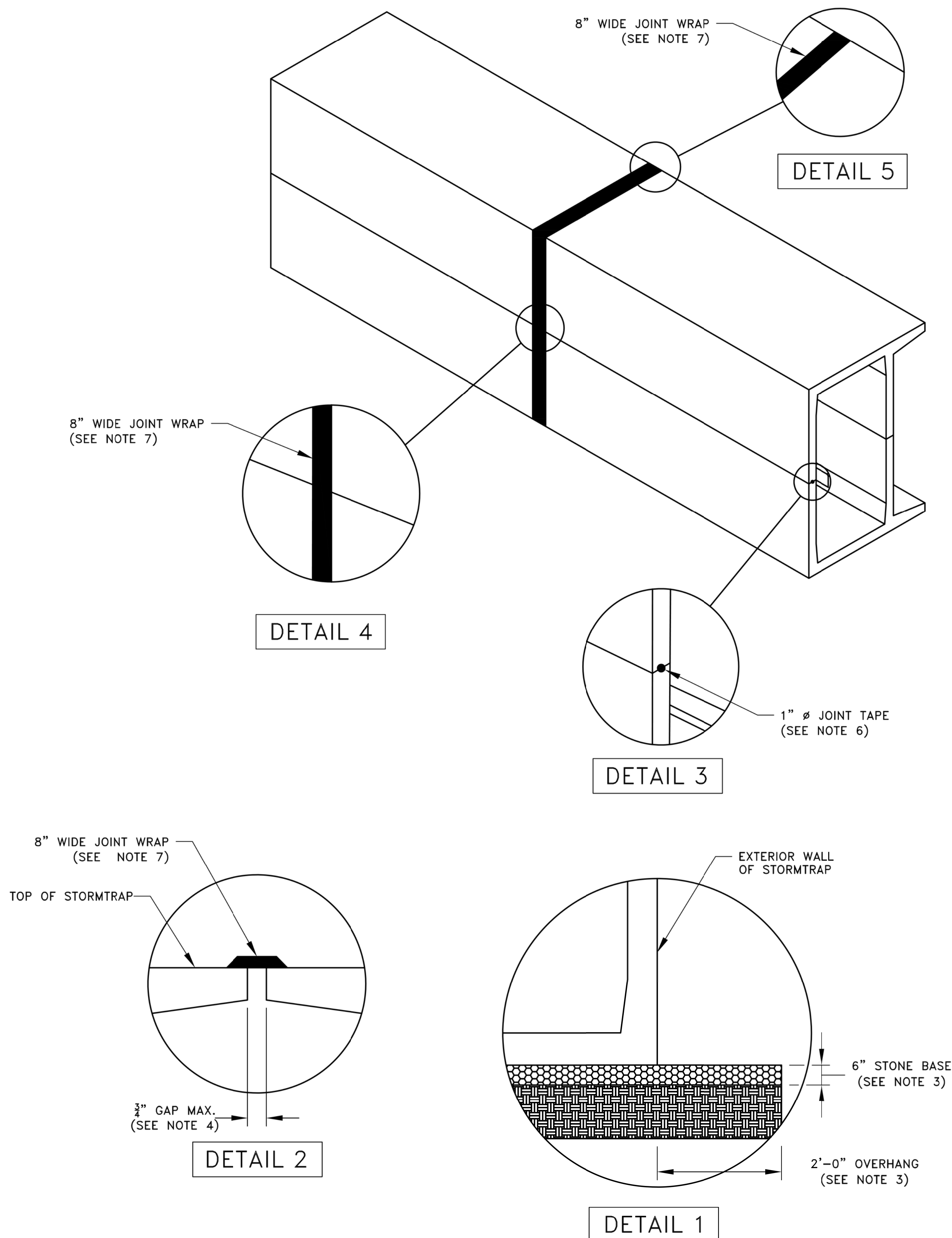
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TITLE: **WSNSP CONTRACT #3
 THORNWOOD PARK
 UNDERGROUND STORAGE**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 70 OF 148
 DRAWING NO. **70**

STORMTRAP INSTALLATION SPECIFICATIONS

- STORMTRAP SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C891, STANDARD FOR INSTALLATION OF UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES, THE FOLLOWING ADDITIONS AND/OR EXCEPTIONS SHALL APPLY:
- IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT PROPER/ADEQUATE EQUIPMENT IS USED TO SET/INSTALL THE MODULES.
- STORMTRAP MODULES CAN BE PLACED ON A LEVEL, 6" FOUNDATION OF 3/4" AGGREGATE EXTENDING 2'-0" PAST THE OUTSIDE OF THE SYSTEM (SEE DETAIL 1) AND SHALL BE PLACED ON PROPERLY COMPACTED SOILS (SEE SHEET 1.0 FOR SOIL BEARING CAPACITY REQUIREMENTS), AND IN ACCORDANCE WITH ASTM C891 STANDARD PRACTICE FOR INSTALLATION OF UNDERGROUND PRECAST UTILITY STRUCTURES.
- THE STORMTRAP MODULES SHALL BE PLACED SUCH THAT THE MAXIMUM SPACE BETWEEN ADJACENT MODULES DOES NOT EXCEED 3/4" (SEE DETAIL 2). IF THE SPACE EXCEEDS 3/4", THE MODULES SHALL BE RESET WITH APPROPRIATE ADJUSTMENT MADE TO LINE AND GRADE TO BRING THE SPACE INTO SPECIFICATION.
- STORMTRAP MODULES ARE NOT WATERTIGHT. IF A WATERTIGHT SOLUTION IS REQUIRED, CONTACT STORMTRAP FOR RECOMMENDATIONS. THE WATERTIGHT APPLICATION IS TO BE PROVIDED AND IMPLEMENTED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THE SELECTED WATERTIGHT SOLUTION PERFORMS AS SPECIFIED BY THE MANUFACTURER.
- THE PERIMETER HORIZONTAL JOINT BETWEEN THE TOP AND BASE LEG CONNECTION OF THE STORMTRAP MODULES SHALL BE SEALED WITH PREFORMED MASTIC JOINT TAPE ACCORDING TO ASTM C891, 8.8 AND 8.12. (SEE DETAIL 3). THE MASTIC JOINT TAPE DOES NOT PROVIDE A WATERTIGHT SEAL.
- ALL EXTERIOR JOINTS BETWEEN ADJACENT STORMTRAP MODULES SHALL BE SEALED WITH 8" WIDE PRE-FORMED, COLD-APPLIED, SELF-ADHERING ELASTOMERIC RESIN, BONDED TO A WOVEN, HIGHLY PUNCTURE RESISTANT POLYMER WRAP, CONFORMING TO ASTM C891 AND SHALL BE INTEGRATED WITH PRIMER SEALANT AS APPROVED BY STORMTRAP (SEE DETAILS 3 & 4). THE JOINT WRAP DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT WRAP IS TO PROVIDE A SILT AND SOIL TIGHT SYSTEM. THE ADHESIVE EXTERIOR JOINT WRAP SHALL BE INSTALLED ACCORDING TO THE FOLLOWING INSTALLATION INSTRUCTIONS:
 - USE A BRUSH OR WET CLOTH TO THOROUGHLY CLEAN THE OUTSIDE SURFACE AT THE POINT WHERE JOINT WRAP IS TO BE APPLIED.
 - A RELEASE PAPER PROTECTS THE ADHESIVE SIDE OF THE JOINT WRAP. PLACE THE ADHESIVE TAPE (ADHESIVE SIDE DOWN) AROUND THE STRUCTURE, REMOVING THE RELEASE PAPER AS YOU GO. PRESS THE JOINT WRAP FIRMLY AGAINST THE STORMTRAP MODULE SURFACE WHEN APPLYING.
- IF THE CONTRACTOR NEEDS TO CANCEL ANY SHIPMENTS, THEY MUST DO SO 48 HOURS PRIOR TO THEIR SCHEDULED ARRIVAL AT THE JOB SITE. IF CANCELED AFTER THAT TIME, PLEASE CONTACT THE PROJECT MANAGER.
- IF THE STORMTRAP MODULE(S) IS DAMAGED IN ANY WAY PRIOR, DURING, OR AFTER INSTALL, STORMTRAP MUST BE CONTACTED IMMEDIATELY TO ASSESS THE DAMAGE AND TO DETERMINE WHETHER OR NOT THE MODULE(S) WILL NEED TO BE REPLACED. IF ANY MODULE ARRIVES AT THE JOBSITE DAMAGED DO NOT UNLOAD IT; CONTACT STORMTRAP IMMEDIATELY. ANY DAMAGE NOT REPORTED BEFORE THE TRUCK IS UNLOADED WILL BE THE CONTRACTOR'S RESPONSIBILITY.
- STORMTRAP MODULES CANNOT BE ALTERED IN ANY WAY AFTER MANUFACTURING WITHOUT WRITTEN CONSENT FROM STORMTRAP.



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ENGINEER INFORMATION:

CHRISTOPHER B BURKE
 ENGINEERING LTD
 9575 W HIGGINS RD
 STE 600
 ROSEMONT, IL 60018

PROJECT INFORMATION:

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4/27/2021

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REV.	DATE:	ISSUED FOR:	DWN BY:
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2	2/12/2021	PRELIMINARY	JPH
1	1/15/2021	PRELIMINARY	EB

SCALE:

NTS

SHEET TITLE:

DOUBLETRAP
 INSTALLATION
 SPECIFICATIONS

SHEET NUMBER:

3.0

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 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



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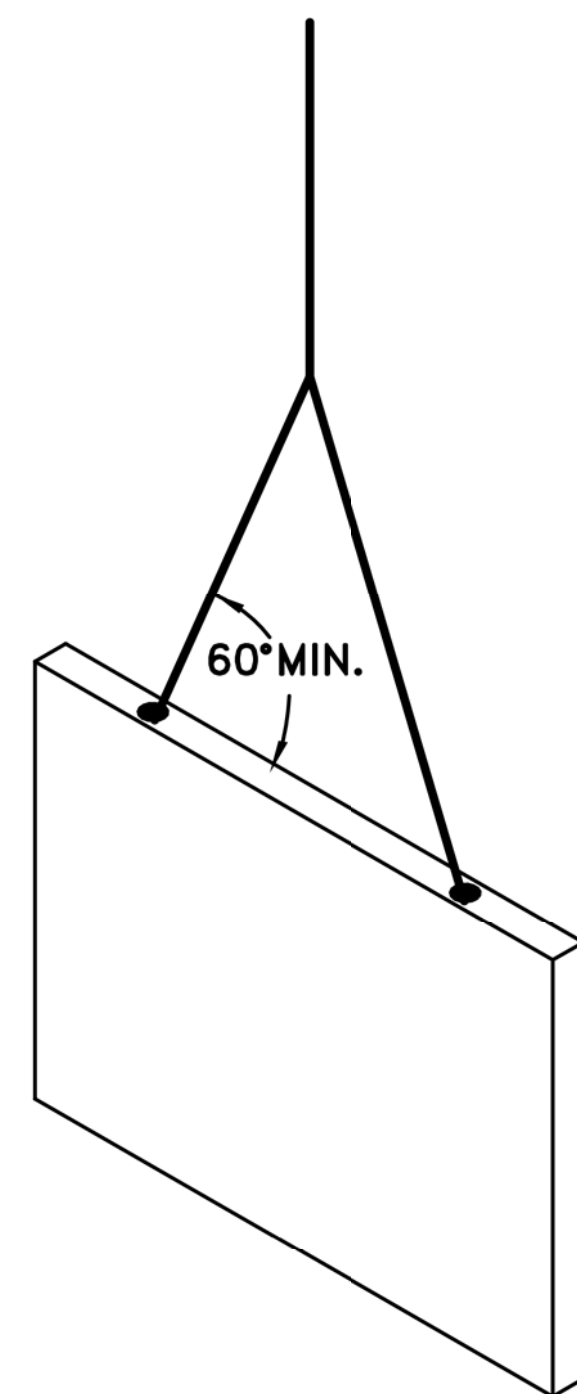
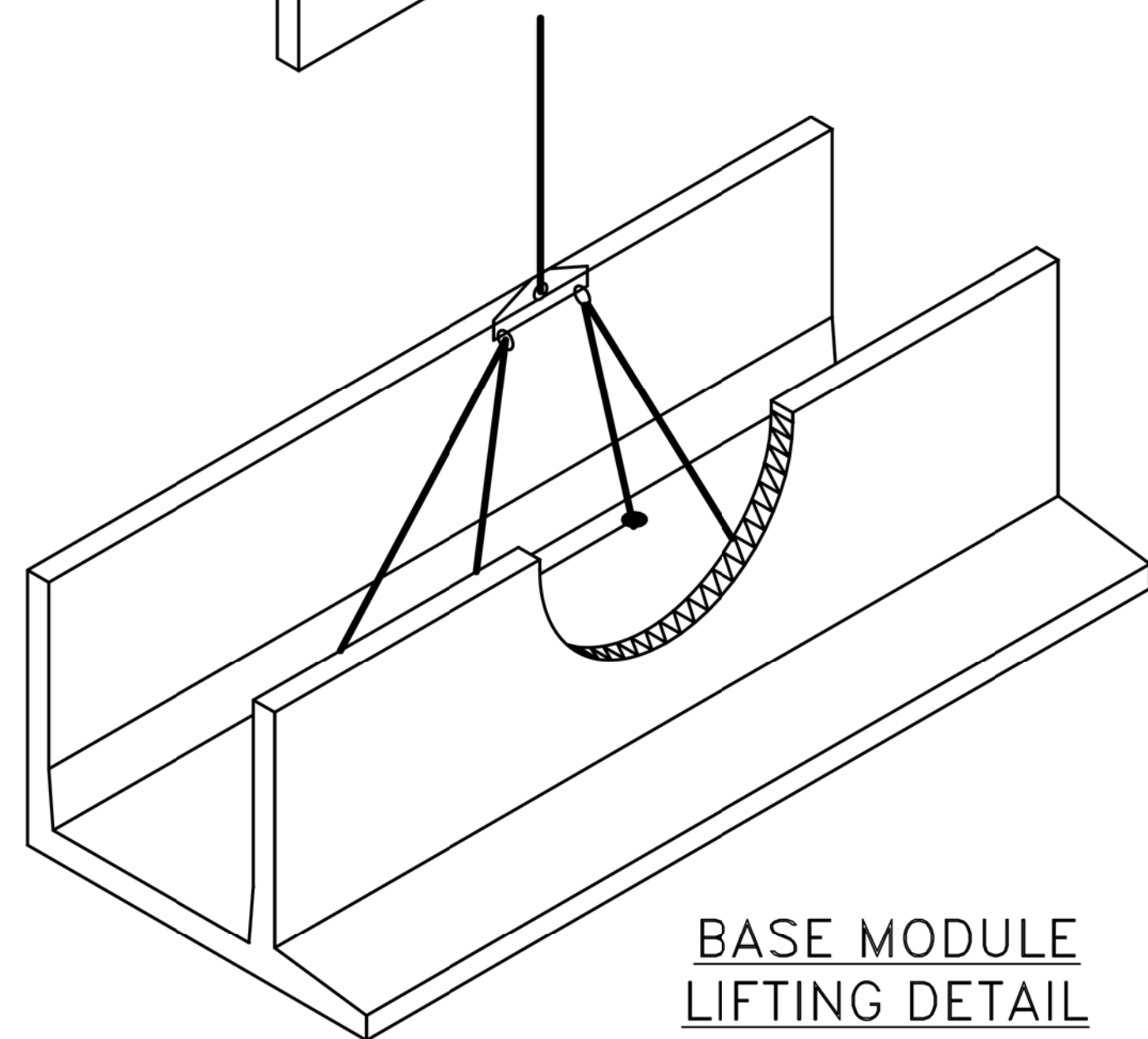
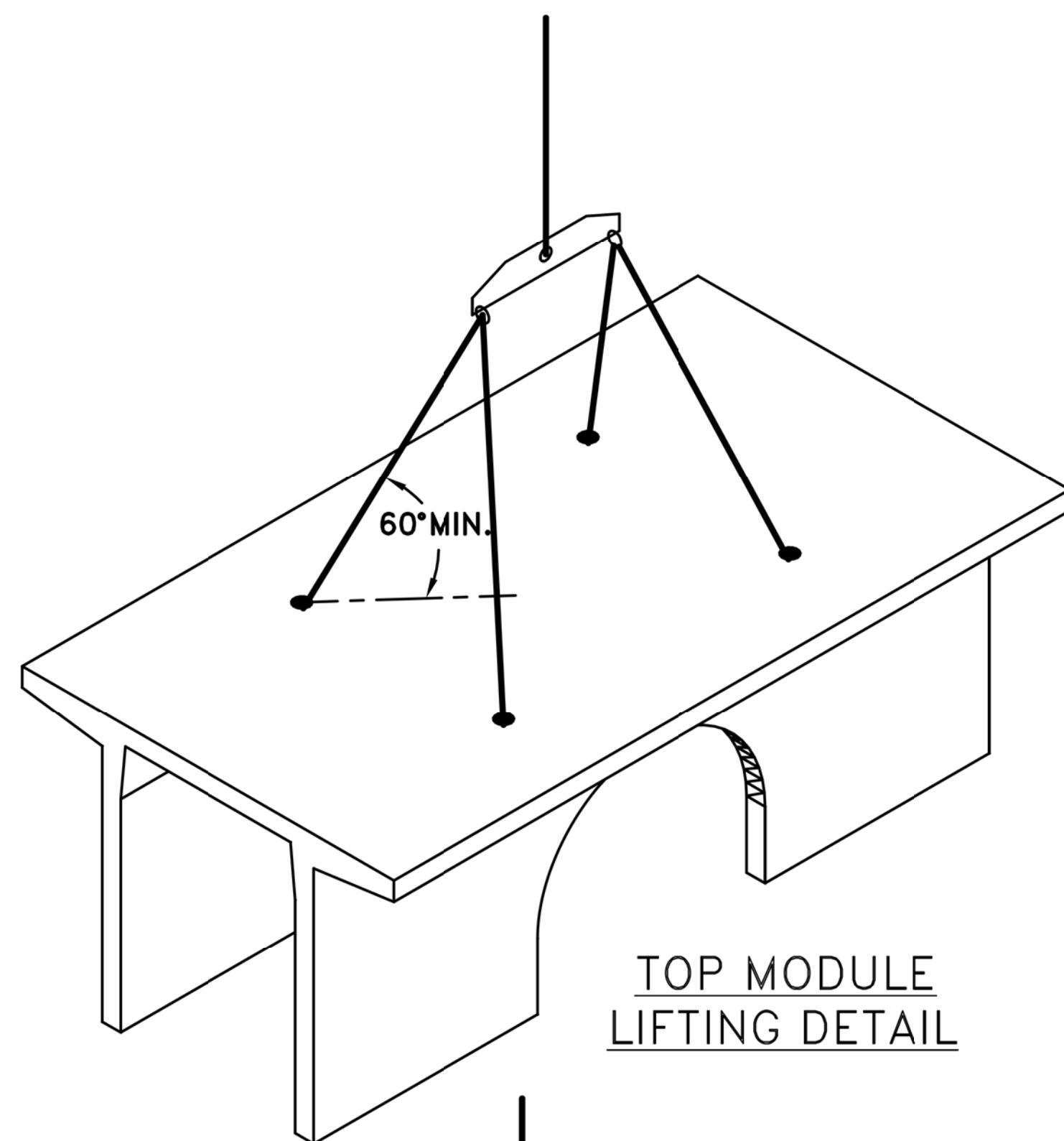
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TITLE: **WSNSP CONTRACT #3
 THORNWOOD PARK
 UNDERGROUND STORAGE**

PROJ. NO.	180245.0004
DATE:	5/7/2021
SHEET	71 OF 148
DRAWING NO.	71

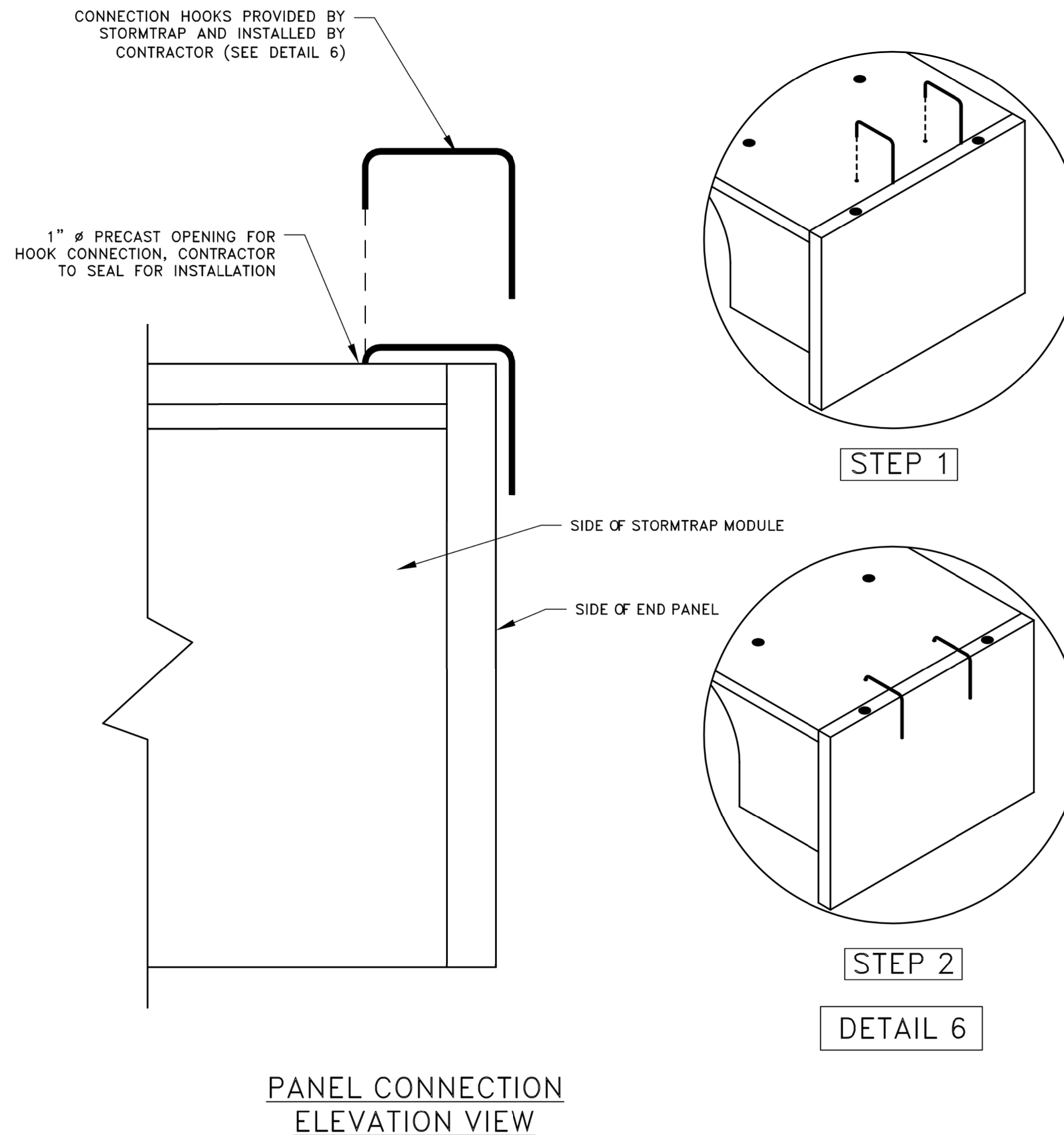
STORMTRAP MODULE LIFTING INSTALLATION NOTES

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL (4) CHAINS/CABLES ARE SECURED PROPERLY TO THE LIFTING ANCHORS AND IN EQUAL TENSION WHEN LIFTING THE STORMTRAP MODULE (SEE RECOMMENDATIONS 2 & 3).
2. MINIMUM 7'-0" CHAIN/CABLE LENGTH TO BE USED TO LIFT STORMTRAP MODULES (SUPPLIED BY CONTRACTOR).
3. CONTRACTOR TO ENSURE MINIMUM LIFTING ANGLE IS 60° FROM TOP SURFACE OF STORMTRAP MODULE. SEE DETAIL.



END PANEL ERECTION/INSTALLATION NOTES

1. END PANELS WILL BE SUPPLIED TO CLOSE OFF OPEN ENDS OF ROWS.
2. PANELS SHALL BE INSTALLED IN A TILT UP FASHION DIRECTLY ADJACENT TO OPEN END OF MODULE (REFER TO SHEET 2.0 FOR END PANEL LOCATIONS).
3. CONNECTION HOOKS WILL BE SUPPLIED WITH END PANELS TO SECURELY CONNECT PANEL TO ADJACENT STORMTRAP MODULE (SEE PANEL CONNECTION ELEVATION VIEW).
4. ONCE CONNECTION HOOK IS ATTACHED, LIFTING CLUTCHES MAY BE REMOVED.
5. JOINT WRAP SHALL BE PLACED AROUND PERIMETER JOINT PANEL (SEE SHEET 3.0).



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ENGINEER INFORMATION:

CHRISTOPHER B BURKE
 ENGINEERING LTD
 9575 W HIGGINS RD
 STE 600
 ROSEMONT, IL 60018

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WILMETTE, IL

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4/27/2021

ISSUED FOR:

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2	2/12/2021	PRELIMINARY	JPH
1	1/15/2021	PRELIMINARY	EB

SCALE:

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SHEET TITLE:

DOUBLETRAP
 INSTALLATION
 SPECIFICATIONS

SHEET NUMBER:

3.1

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 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

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DSGN.	JAL	TITLE:	PROJ. NO. 180245.0004
DWN.	MAK	WSNSP CONTRACT #3 THORNWOOD PARK UNDERGROUND STORAGE	DATE: 5/7/2021
CHKD.	LMF		SHEET 72 OF 148
SCALE:	1'		DRAWING NO.
PLOT DATE:	5/7/2021		72
CAD USER:	mkoonce		
FILE NAME	N:\wilmette\180245.00004\Civil\STP_C3.180245_02.sht		

ZONE CHART		
ZONES	ZONE DESCRIPTIONS	REMARKS
ZONE 1	FOUNDATION AGGREGATE	#5 (3/8") STONE AGGREGATE (SEE NOTE 4 FOR DESCRIPTION)
ZONE 2	BACKFILL	UNIFIED SOILS CLASSIFICATION (GW, GP, SW, SP) OR SEE BELOW FOR APPROVED BACKFILL OPTIONS
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

FILL DEPTH	TRACK WIDTH	MAX VEHICLE WEIGHT (KIPS)	MAX GROUND PRESSURE
12"	12"	51.8	1690 psf
	18"	56.1	1219 psf
	24"	68.1	1111 psf
	30"	76.7	1000 psf
	36"	85.0	924 psf

NOTE:
TRACK LENGTH NOT TO EXCEED 15'-4".
ONLY TWO TRACKS PER VEHICLE.

STORMTRAP ZONE INSTALLATION SPECIFICATIONS/PROCEDURES

1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST BE DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MUST BE FREE-DRAINING MATERIAL. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS).
2. DURING PLACEMENT OF MATERIAL OVERTOP THE SYSTEM, AT NO TIME SHALL MACHINERY BE USED OVERTOP THAT EXCEEDS THE DESIGN LIMITATIONS OF THE SYSTEM. WHEN PLACEMENT OF MATERIAL OVERTOP, MATERIAL SHALL BE PLACED SUCH THAT THE DIRECTION OF PLACEMENT IS PARALLEL WITH THE OVERALL LONGITUDINAL DIRECTION OF THE SYSTEM WHENEVER POSSIBLE.
3. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED AT A MINIMUM OF 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN HS-20 LOADING CRITERIA TRAVEL OVERTOP THE SYSTEM WITHOUT THE MINIMUM DESIGN COVERAGE. IF TRAVEL IS NECESSARY OVERTOP THE SYSTEM PRIOR TO ACHIEVING THE MINIMUM DESIGN COVER, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. IN SOME CASES, IN ORDER TO ACHIEVE REQUIRED COMPACTION, HAND COMPACTION MAY BE NECESSARY IN ORDER NOT TO EXCEED THE ALLOTTED DESIGN LOADING. SEE CHART FOR TRACKED VEHICLE WIDTH AND ALLOWABLE MAXIMUM PRESSURE PER TRACK.
4. STONE AGGREGATE FOUNDATION IN ZONE 1 IS RECOMMENDED FOR LEVELING PURPOSES ONLY (OPTIONAL).

APPROVED ZONE 2 BACKFILL OPTIONS	
OPTION	REMARKS
3/4" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL (ASTM SIZE #57) AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
SAND	IMPORTED PURE SAND IS PERMITTED TO BE USED AS BACKFILL IF IT IS CLEAN AND FREE DRAINING. THE SAND USED FOR BACKFILLING SHALL HAVE LESS THAN 40% PASSING #40 SIEVE AND LESS THAN 5% PASSING #200 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE SAND BACKFILL.
CRUSHED CONCRETE AGGREGATE	CLEAN, FREE DRAINING CRUSHED CONCRETE AGGREGATE MATERIAL CAN BE USED AS BACKFILL FOR STORMTRAP'S MODULES. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL.
ROAD PACK	STONE AGGREGATE 100% PASSING THE 1-1/2" SIEVE WITH LESS THAN 12% PASSING THE #200 SIEVE (ASTM SIZE #467). GEOFABRIC AS PER GEOTECHNICAL ENGINEER RECOMMENDATION.

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1287 WINDHAM PARKWAY
ROMEVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:

CHRISTOPHER B BURKE
ENGINEERING LTD
9575 W HIGGINS RD
STE 600
ROSEMONT, IL 60018

PROJECT INFORMATION:

THORNWOOD PARK

WILMETTE, IL

CURRENT ISSUE DATE:

4/27/2021

ISSUED FOR:

PRELIMINARY

REV.	DATE:	ISSUED FOR:	DWN BY:
6	4/27/2021	PRELIMINARY	JPH
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4	4/13/2021	PRELIMINARY	JPH
3	4/6/2021	PRELIMINARY	NLP
2	2/12/2021	PRELIMINARY	JPH
1	1/15/2021	PRELIMINARY	EB

SCALE:

NTS

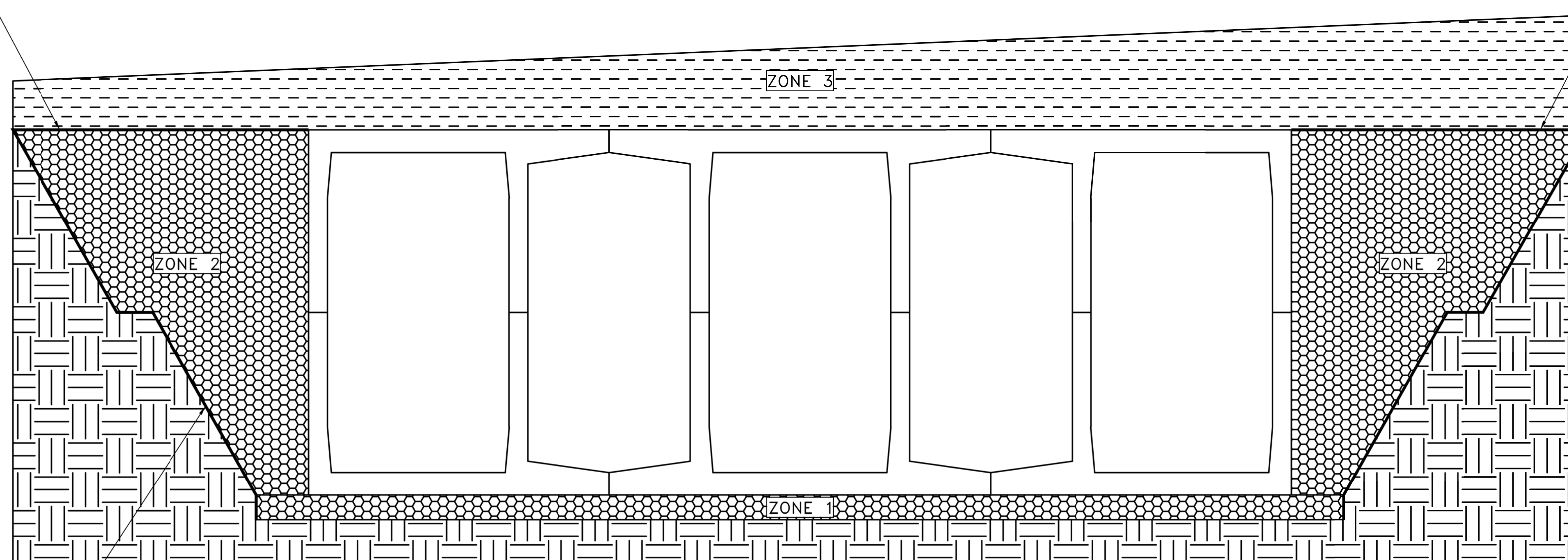
SHEET TITLE:

DOUBLETRAP
BACKFILL
SPECIFICATIONS

SHEET NUMBER:

4.0

GEOFABRIC/GEOTEXTILE
AS REQUIRED PER APPROVED
ZONE 2 BACKFILL OPTIONS.



GEOFABRIC/GEOTEXTILE
AS REQUIRED PER APPROVED
ZONE 2 BACKFILL OPTIONS.

STEPPED OR SERRATED AND
APPLICABLE OSHA REQUIREMENTS
(SEE INSTALLATION SPECIFICATIONS)

BACKFILL DETAIL

CB
CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

BAXTER & WOODMAN
Consulting Engineers

CLIENT:



Village of Wilmette
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:

DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	1'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

TITLE:

**WSNSP CONTRACT #3
THORNWOOD PARK
UNDERGROUND STORAGE**

PROJ. NO. 180245.0004

DATE: 5/7/2021

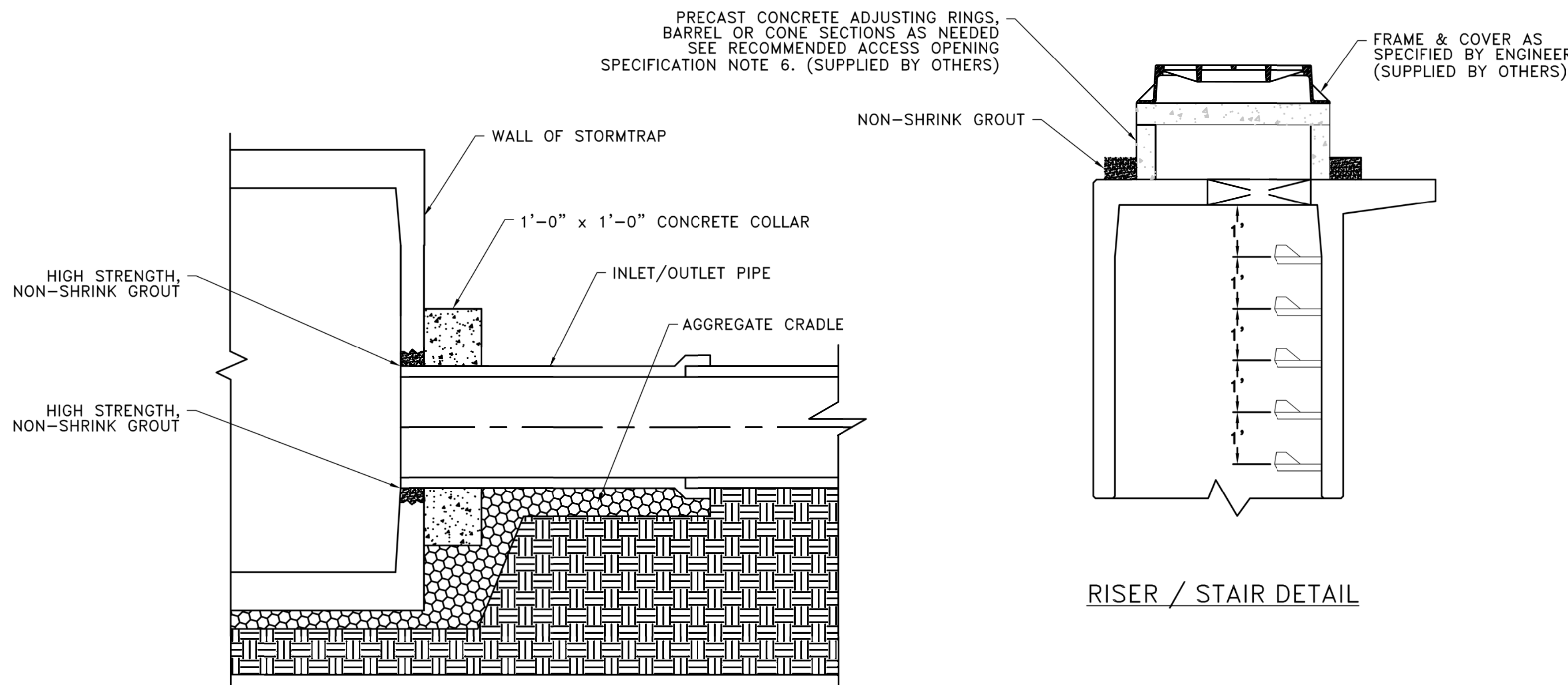
SHEET 73 OF 148

DRAWING NO.

73

**RECOMMENDED
ACCESS OPENING SPECIFICATION**

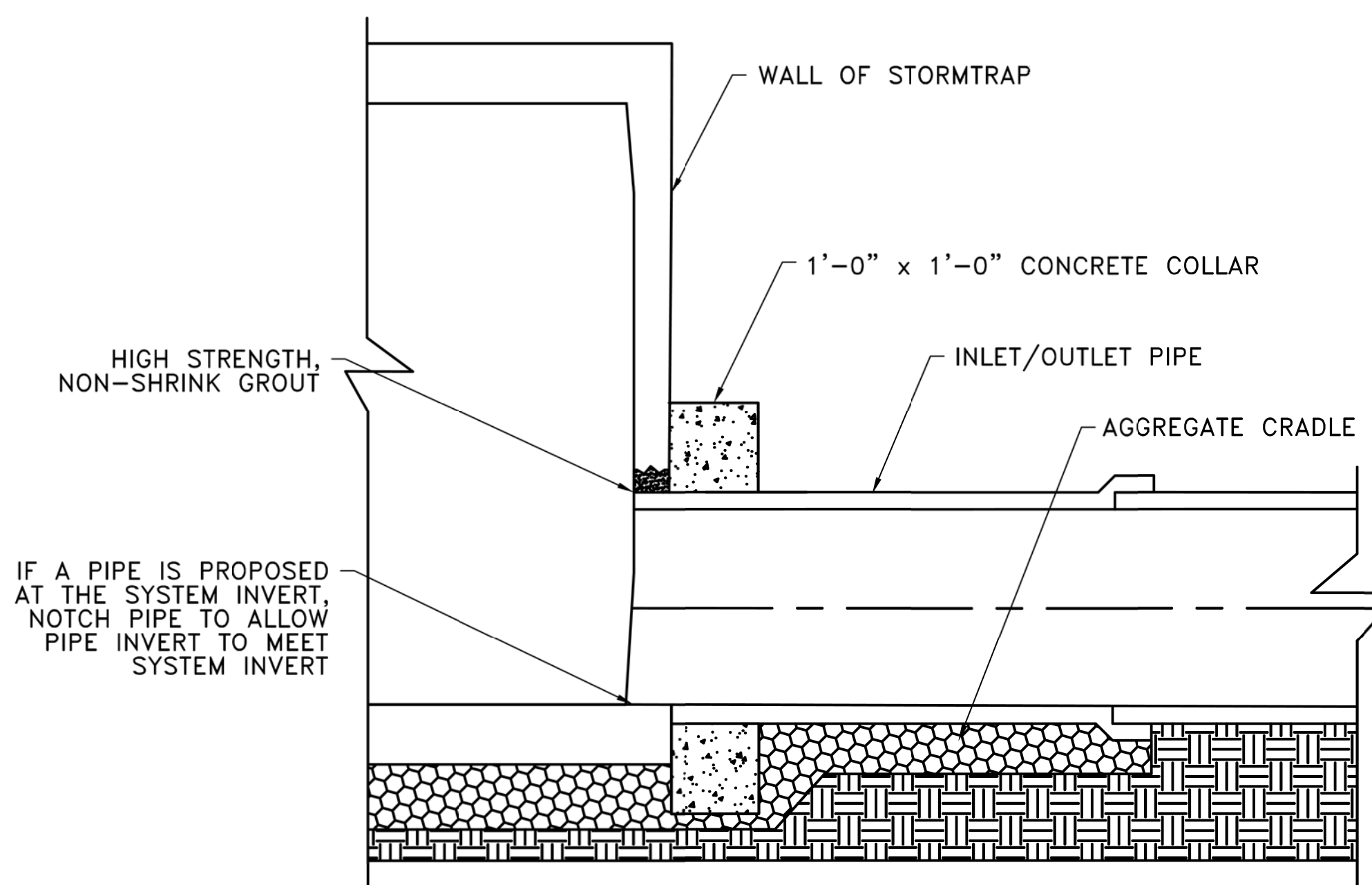
1. A TYPICAL ACCESS OPENING FOR THE STORMTRAP SYSTEM ARE 2'-0" IN DIAMETER. ACCESS OPENINGS LARGER THAN 3'-0" IN DIAMETER NEED TO BE APPROVED BY STORMTRAP. ALL OPENINGS MUST RETAIN AT LEAST 1'-0" OF CLEARANCE FROM THE END OF THE STORMTRAP MODULE UNLESS NOTED OTHERWISE. ALL ACCESS OPENINGS TO BE LOCATED ON INSIDE LEG UNLESS OTHERWISE SPECIFIED.
2. PLASTIC COATED STEEL STEPS PRODUCED BY M.A. INDUSTRIES PART #PS3-PFC OR APPROVED EQUAL (SEE STEP DETAIL) ARE PROVIDED INSIDE ANY MODULE WHERE DEEMED NECESSARY. THE HIGHEST STEP IN THE MODULE IS TO BE PLACED A DISTANCE OF 1'-0" FROM THE INSIDE EDGE OF THE STORMTRAP MODULES. ALL ENSUING STEPS SHALL BE PLACED AT A DISTANCE BETWEEN 10" MIN AND 14" MAX BETWEEN THEM. STEPS MAY BE MOVED OR ALTERED TO AVOID OPENINGS OR OTHER IRREGULARITIES IN THE MODULE.
3. STORMTRAP LIFTING INSERTS MAY BE RELOCATED TO AVOID INTERFERENCE WITH ACCESS OPENINGS OR THE CENTER OF GRAVITY OF THE MODULE AS NEEDED.
4. STORMTRAP ACCESS OPENINGS MAY BE RELOCATED TO AVOID INTERFERENCE WITH INLET AND/OR OUTLET PIPE OPENINGS SO PLACEMENT OF STEPS IS ATTAINABLE.
5. ACCESS OPENINGS SHOULD BE LOCATED IN ORDER TO MEET THE APPROPRIATE MUNICIPAL REQUIREMENTS. STORMTRAP RECOMMENDS AT LEAST TWO ACCESS OPENINGS PER SYSTEM FOR ACCESS AND INSPECTION.
6. USE PRECAST ADJUSTING RINGS AS NEEDED TO MEET GRADE. STORMTRAP RECOMMENDS FOR COVER OVER 2' TO USE PRECAST BARREL OR CONE SECTIONS. (PROVIDED BY OTHERS)



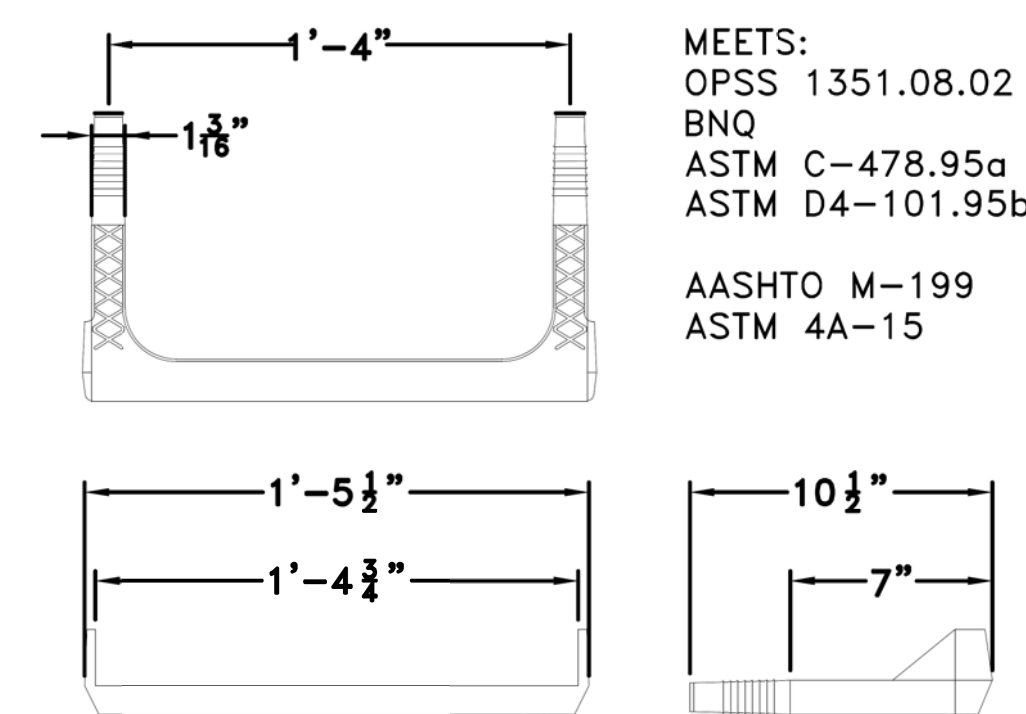
RISER / STAIR DETAIL

**RECOMMENDED
PIPE OPENING SPECIFICATION**

1. MINIMUM EDGE DISTANCE FOR AN OPENING ON THE OUTSIDE WALL SHALL BE NO LESS THAN 1'-0".
2. MAXIMUM OPENING SIZE TO BE DETERMINED BY THE MODULE HEIGHT. PREFERRED OPENING SIZE ϕ 36" OR LESS. ANY OPENING NEEDED THAT DOES NOT FIT THIS CRITERIA SHALL BE BROUGHT TO THE ATTENTION OF STORMTRAP FOR REVIEW.
3. CONNECTING PIPES SHALL BE INSTALLED WITH A 1'-0" CONCRETE COLLAR, AND AN AGGREGATE CRADLE FOR AT LEAST ONE PIPE LENGTH (SEE PIPE CONNECTION DETAIL). A STRUCTURAL GRADE CONCRETE OR HIGH STRENGTH, NON-SHRINK GROUT WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI SHALL BE USED.
4. THE ANNULAR SPACE BETWEEN THE PIPE AND THE HOLE SHALL BE FILLED WITH HIGH STRENGTH NON-SHRINK GROUT.



PIPE CONNECTION DETAIL



STEP DETAIL

**RECOMMENDED PIPE
INSTALLATION INSTRUCTIONS**

1. CLEAN AND LIGHTLY LUBRICATE ALL OF THE PIPE TO BE INSERTED INTO STORMTRAP.
2. IF PIPE IS CUT, CARE SHOULD BE TAKEN TO ALLOW NO SHARP EDGES. BEVEL AND LUBRICATE LEAD END OF PIPE.
3. ALIGN CENTER OF PIPE TO CORRECT ELEVATION AND INSERT INTO OPENING.

NOTE: ALL ANCILLARY PRODUCTS/SPECIFICATIONS RECOMMENDED AND SHOWN ON THIS SHEET ARE RECOMMENDATIONS ONLY AND SUBJECT TO CHANGE PER THE INSTALLING CONTRACTOR AND/OR PER LOCAL MUNICIPAL CODE/REQUIREMENTS.

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1287 WINDHAM PARKWAY
ROMEDEVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:

CHRISTOPHER B BURKE
ENGINEERING LTD
9575 W HIGGINS RD
STE 600
ROSEMONT, IL 60018

PROJECT INFORMATION:

THORNWOOD PARK

WILMETTE, IL

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1	1/15/2021	PRELIMINARY	EB

SCALE:

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SHEET TITLE:

RECOMMENDED
PIPE / ACCESS
OPENING
SPECIFICATIONS

SHEET NUMBER:

5.0

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9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

BAXTER & WOODMAN
Consulting Engineers

CLIENT:



Village of Wilmette
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:

DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	1'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

TITLE:

**WSNSP CONTRACT #3
THORNWOOD PARK
UNDERGROUND STORAGE**

PROJ. NO. 180245.0004

DATE: 5/7/2021

SHEET 74 OF 148

DRAWING NO.

74

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ENGINEER INFORMATION:

CHRISTOPHER B BURKE
 ENGINEERING LTD
 9575 W HIGGINS RD
 STE 600
 ROSEMONT, IL 60018

PROJECT INFORMATION:

THORNWOOD PARK

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1	1/15/2021	PRELIMINARY	EB

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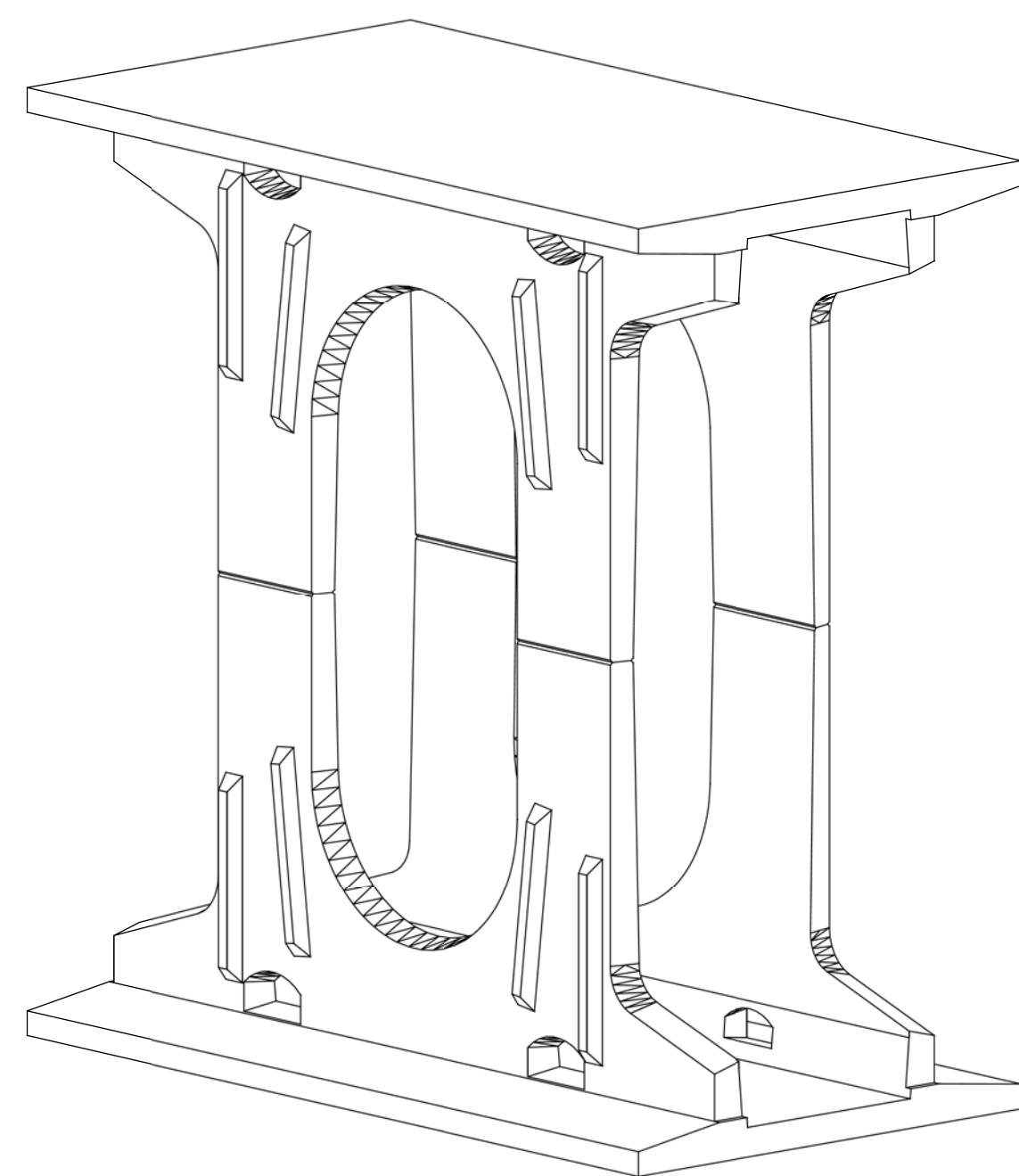
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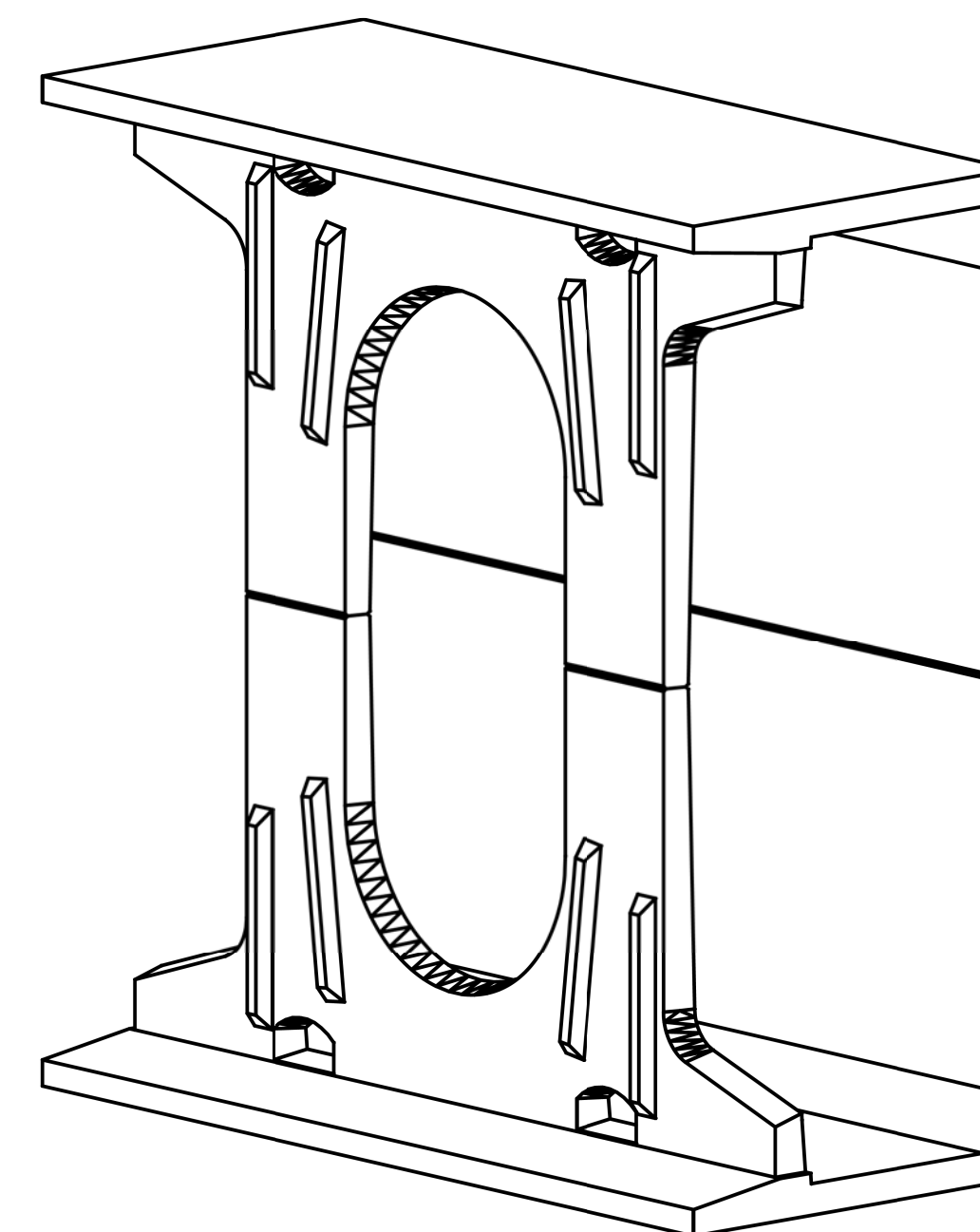
DOUBLETRAP
 MODULE TYPES

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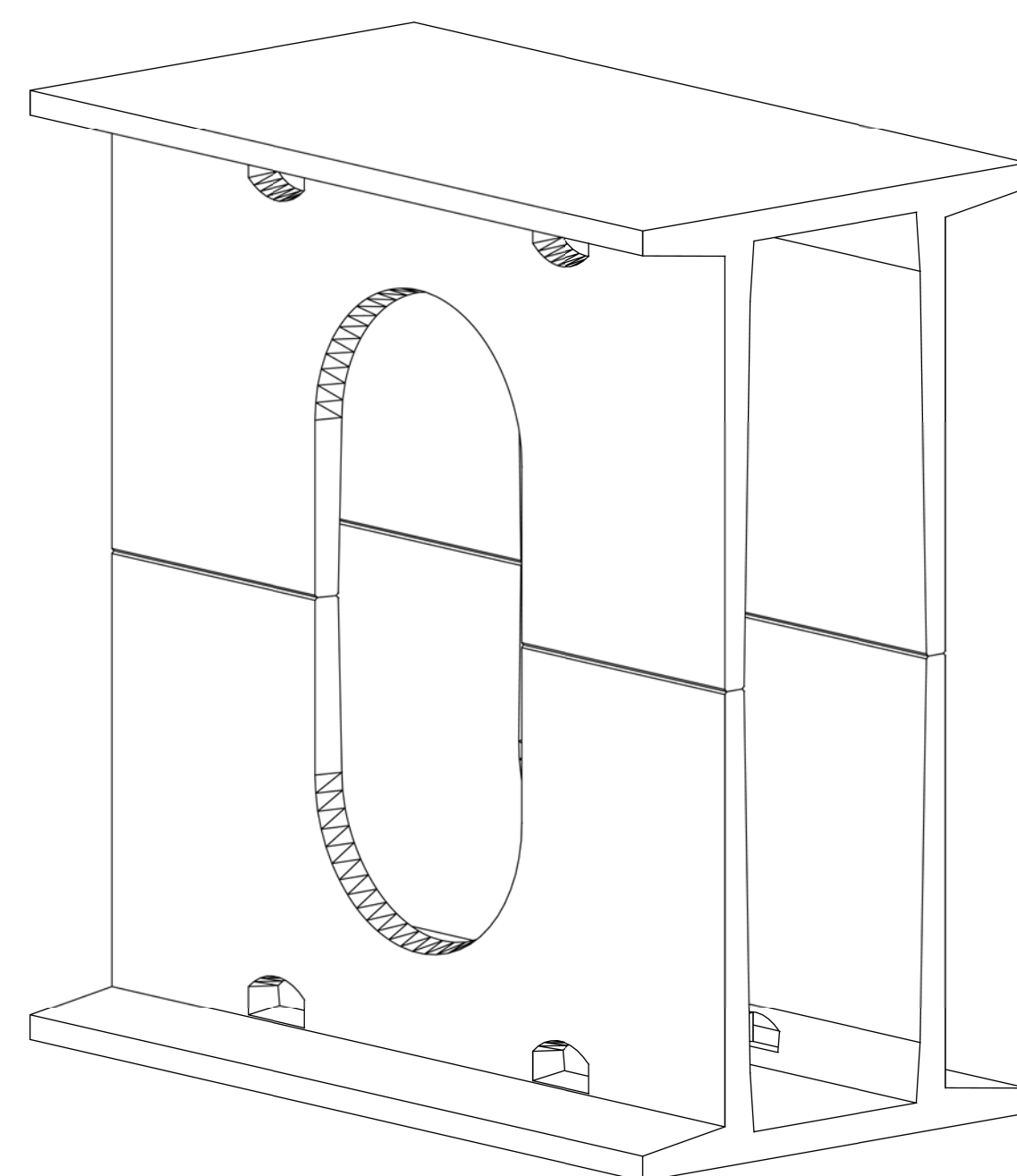
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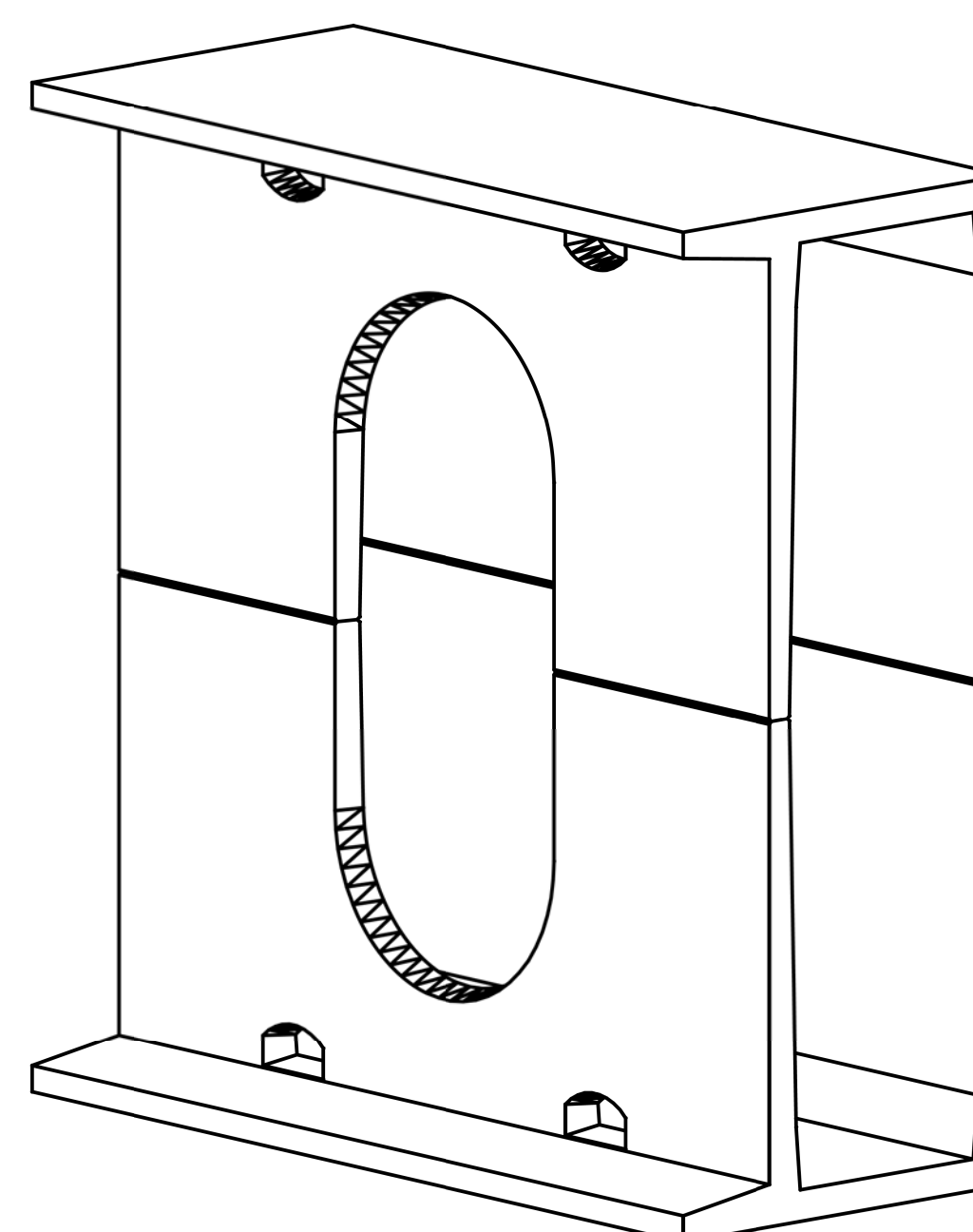
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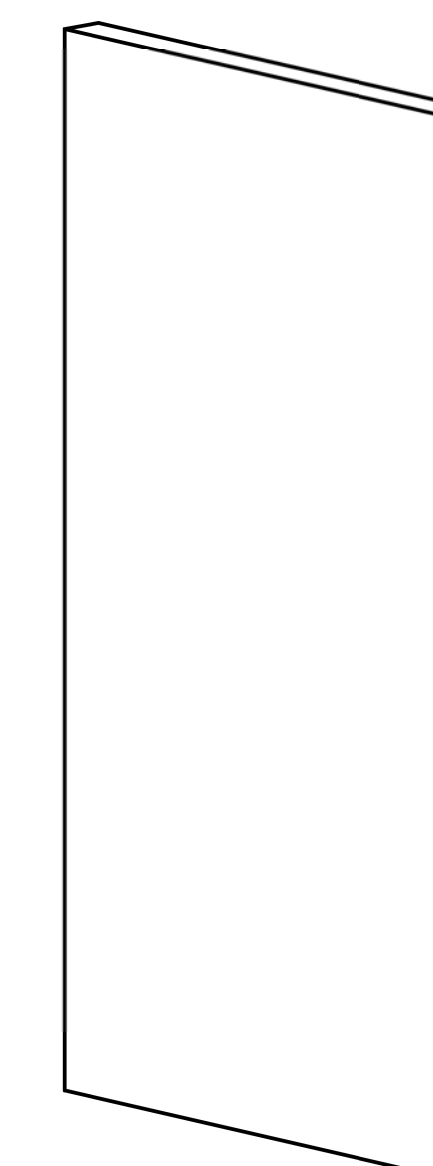
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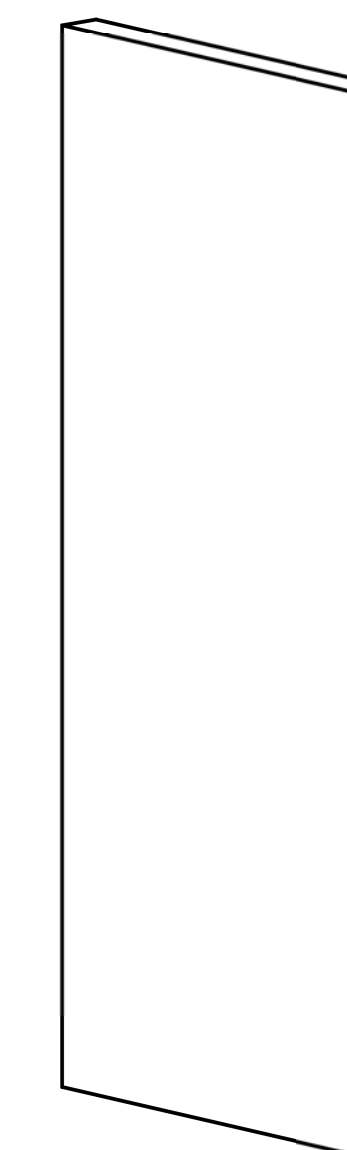
TYPE II



TYPE IV



TYPE II
 END PANEL



TYPE IV
 END PANEL

NOTES:

1. OPENING LOCATIONS AND SHAPES MAY VARY.
2. SP - INDICATES A MODULE WITH MODIFICATIONS.
3. P - INDICATES A MODULE WITH A PANEL ATTACHMENT.
4. POCKET WINDOW OPENINGS ARE OPTIONAL.

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 Rosemont, Illinois 60018
 (847) 823-0500

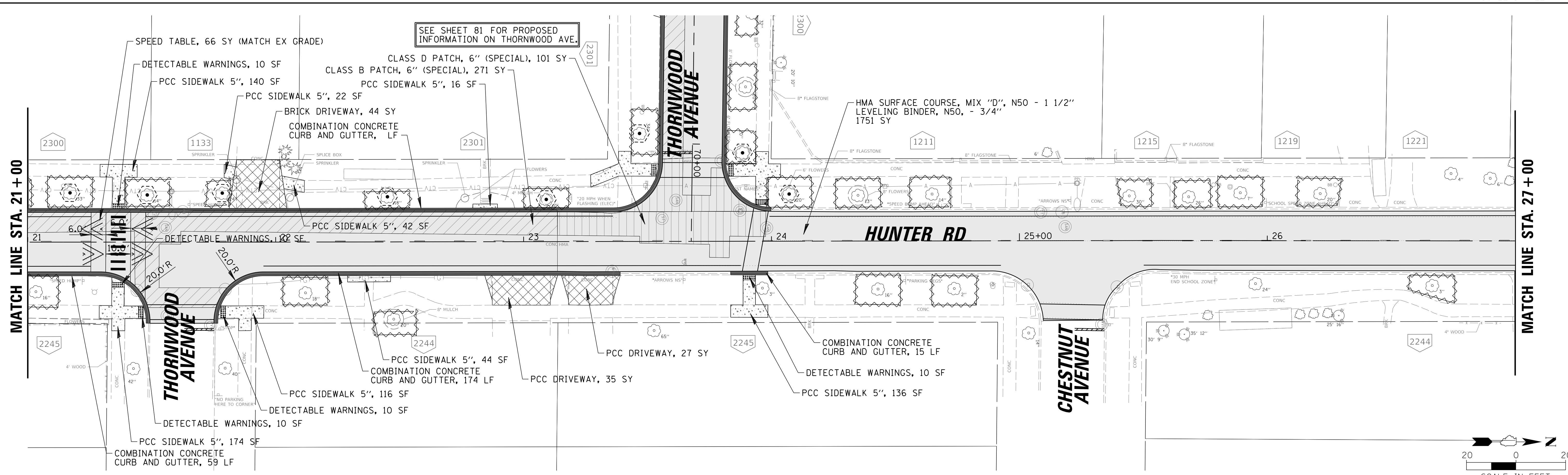
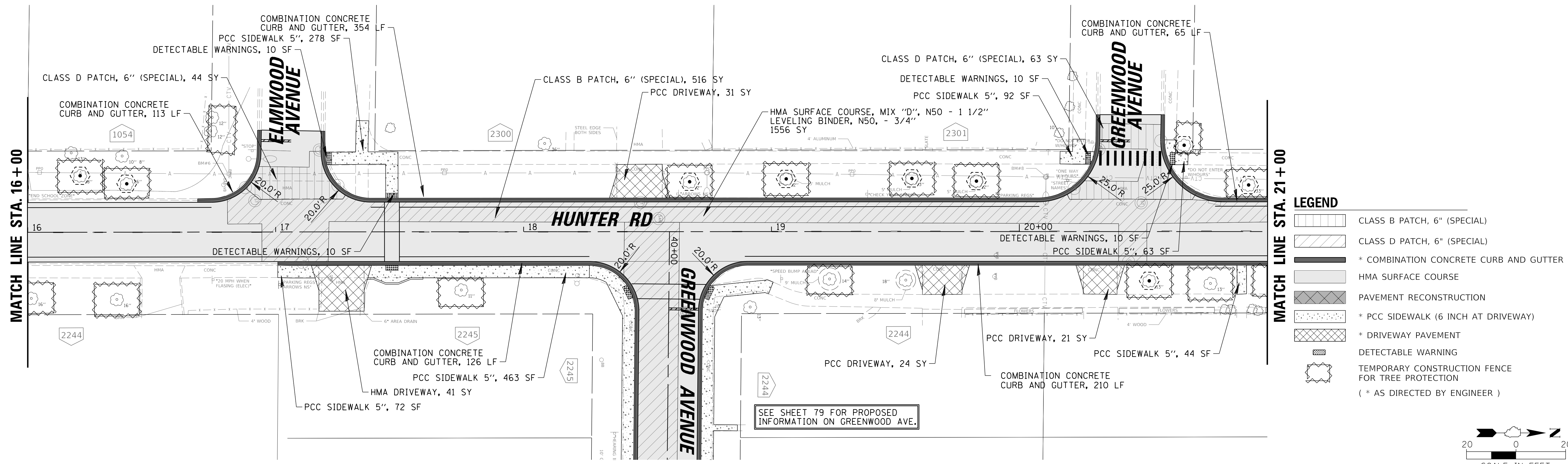


Village of Wilmette
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 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE:
**WSNSP CONTRACT #3
 THORNWOOD PARK
 UNDERGROUND STORAGE**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 75 OF 148
 DRAWING NO.
75



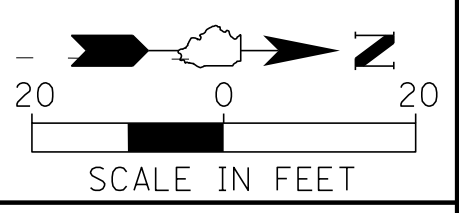
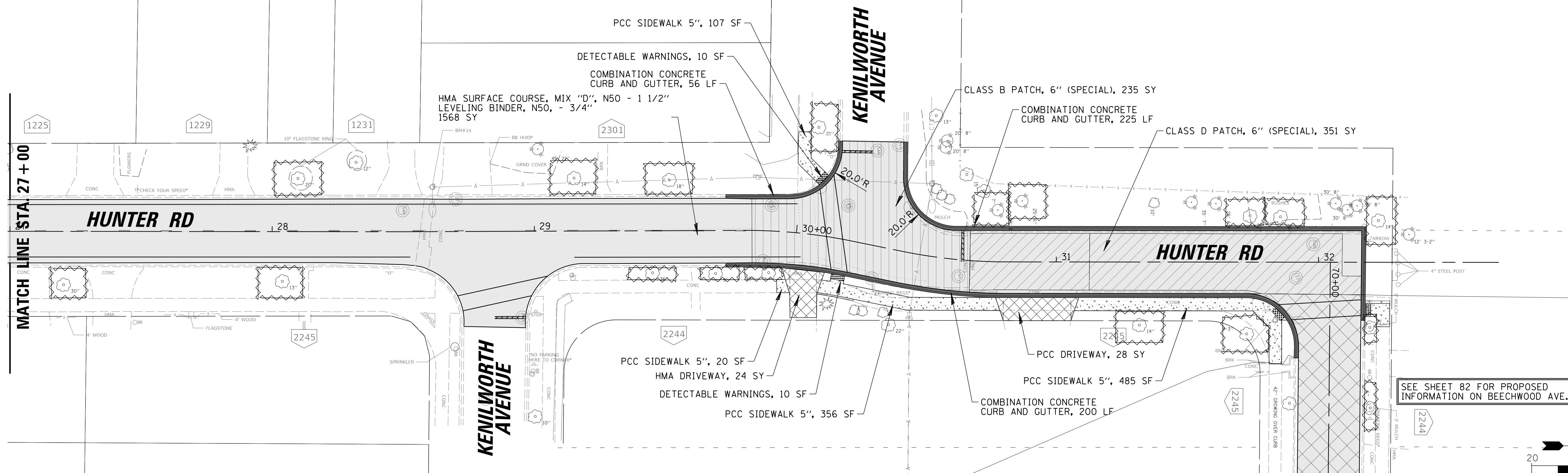
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 (847) 823-0500

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NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 77 OF 148
 DRAWING NO. **77**



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - * COMBINATION CONCRETE CURB AND GUTTER
 - HMA SURFACE COURSE
 - PAVEMENT RECONSTRUCTION
 - * PCC SIDEWALK (6 INCH AT DRIVEWAY)
 - * DRIVEWAY PAVEMENT
 - DETECTABLE WARNING
 - TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
 - (* AS DIRECTED BY ENGINEER)

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 (847) 823-0500

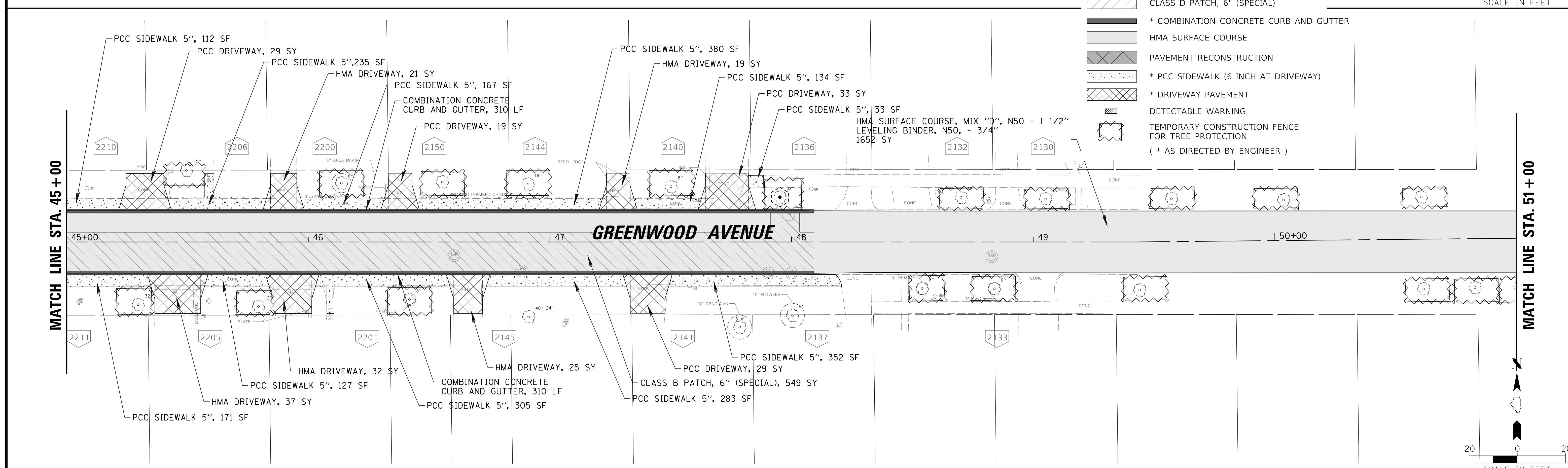
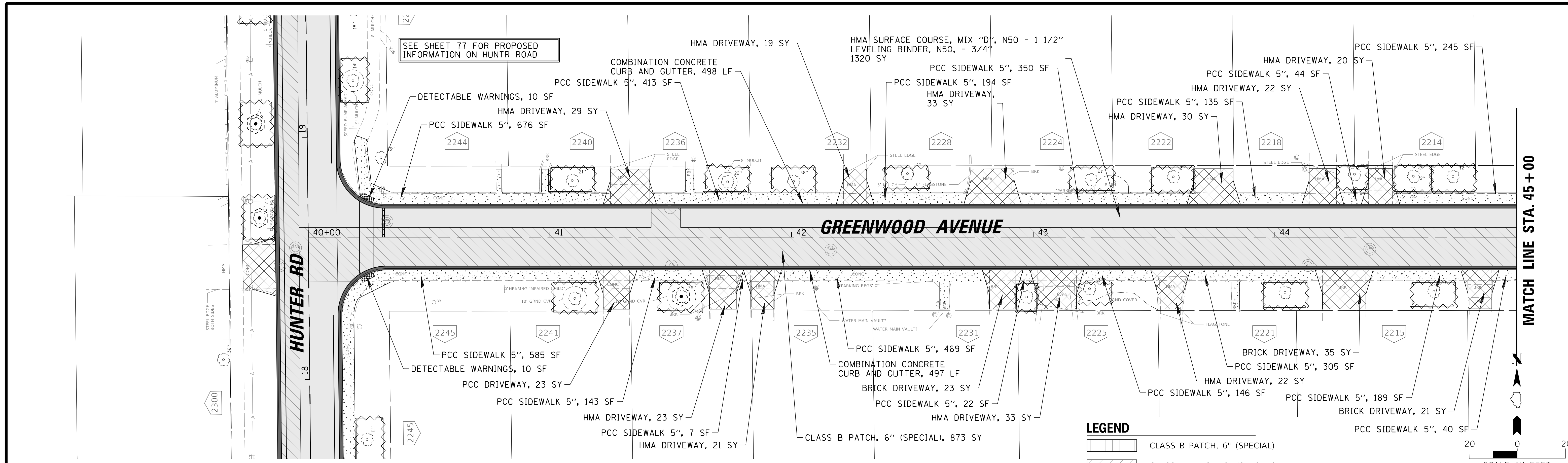


CLIENT:  **Village of Wilmette**
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 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 78 OF 148
 DRAWING NO. **78**



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - * COMBINATION CONCRETE CURB AND GUTTER
 - HMA SURFACE COURSE
 - PAVEMENT RECONSTRUCTION
 - * PCC SIDEWALK (6 INCH AT DRIVEWAY)
 - * DRIVEWAY PAVEMENT
 - DETECTABLE WARNING
 - TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION (* AS DIRECTED BY ENGINEER)

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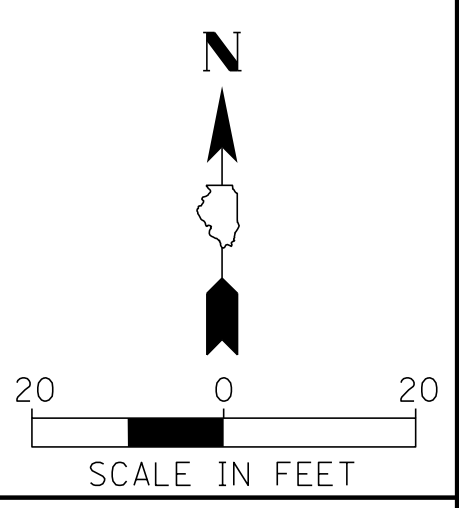
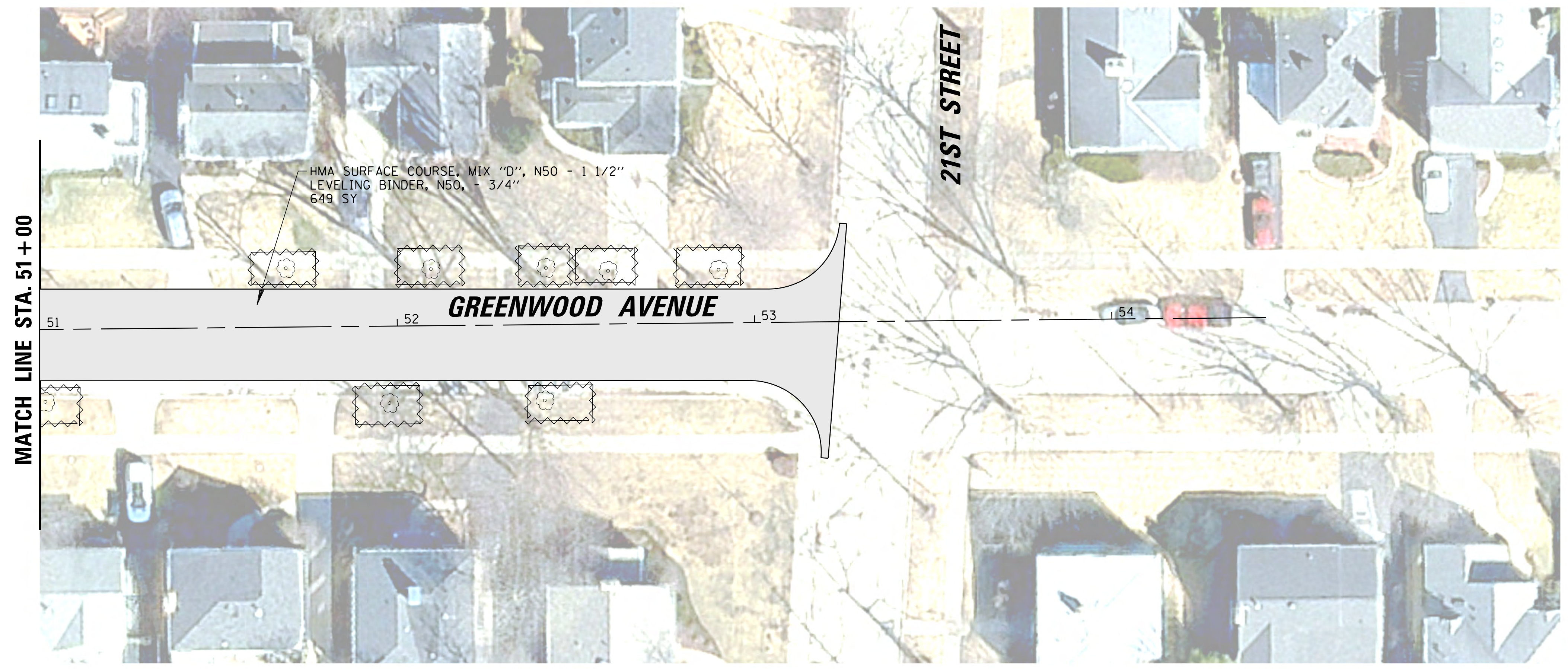


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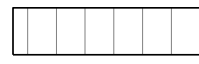





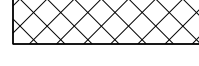

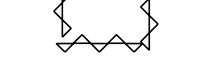
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TITLE: **WSNSP CONTRACT #3
 GREENWOOD AVENUE
 PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 79 OF 148
 DRAWING NO. **79**



LEGEND

-  CLASS B PATCH, 6" (SPECIAL)
-  CLASS D PATCH, 6" (SPECIAL)
-  * COMBINATION CONCRETE CURB AND GUTTER
-  HMA SURFACE COURSE
-  PAVEMENT RECONSTRUCTION
-  * PCC SIDEWALK (6 INCH AT DRIVEWAY)
-  * DRIVEWAY PAVEMENT
-  DETECTABLE WARNING
-  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
- (* AS DIRECTED BY ENGINEER)

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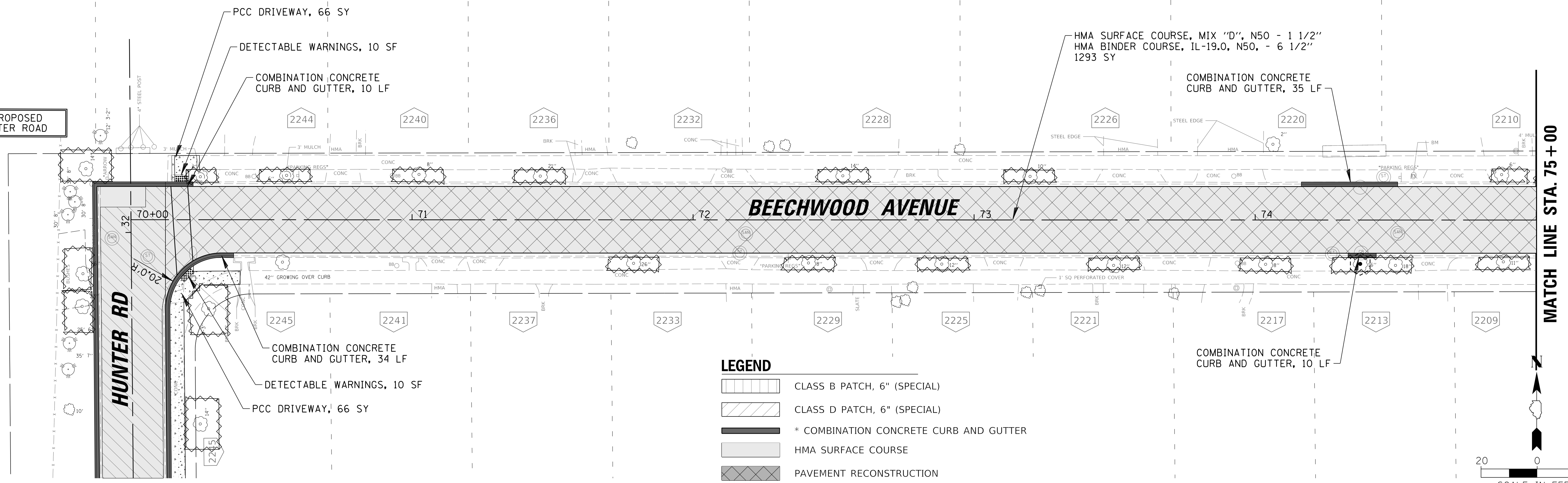
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 WILMETTE, IL 60091-0040

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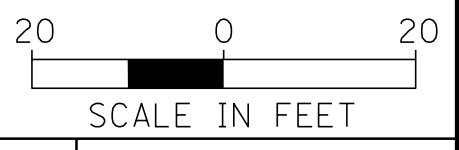
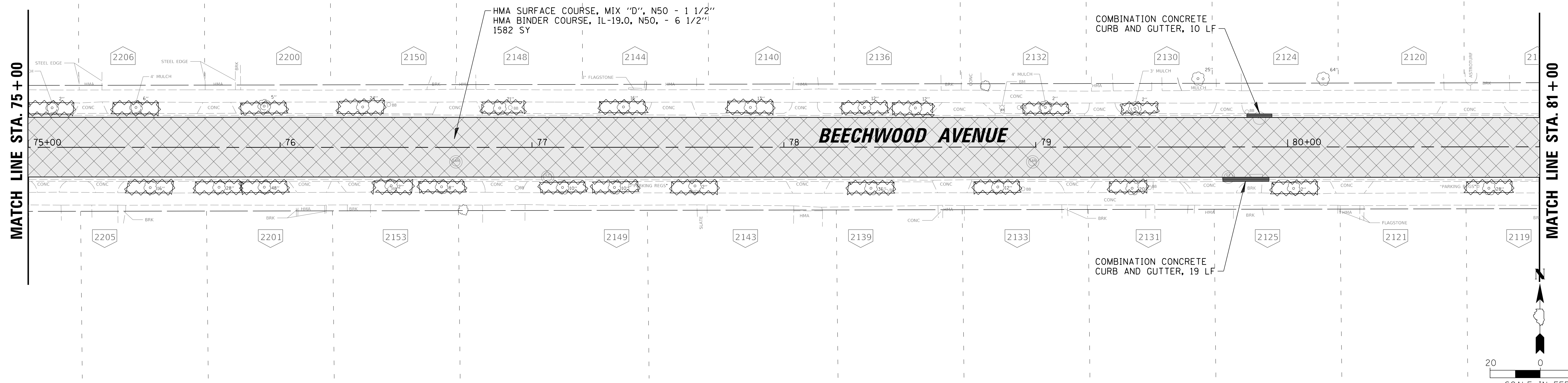
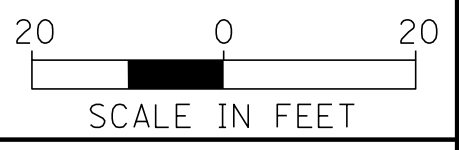
TITLE: **WSNSP CONTRACT #3
 GREENWOOD AVENUE
 PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 80 OF 148
 DRAWING NO. **80**

SEE SHEET 78 FOR PROPOSED INFORMATION ON HUNTER ROAD



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - * COMBINATION CONCRETE CURB AND GUTTER
 - HMA SURFACE COURSE
 - PAVEMENT RECONSTRUCTION
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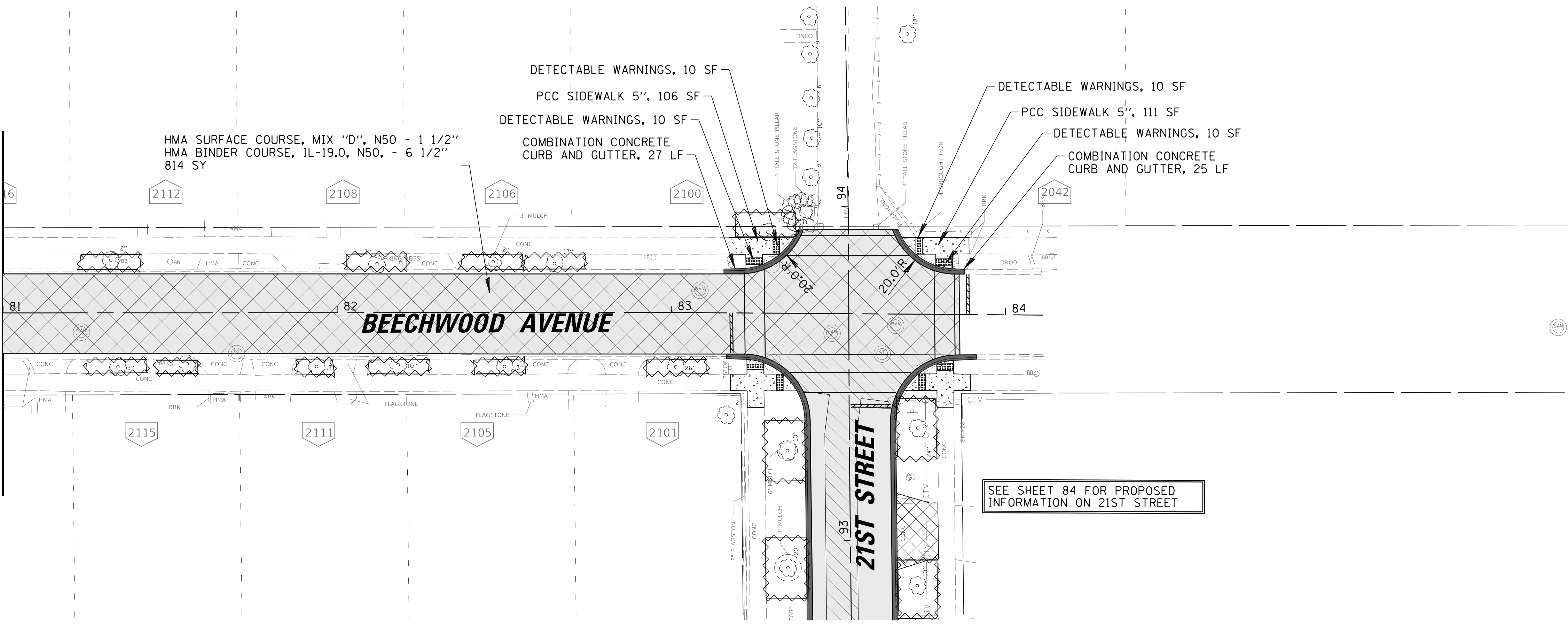
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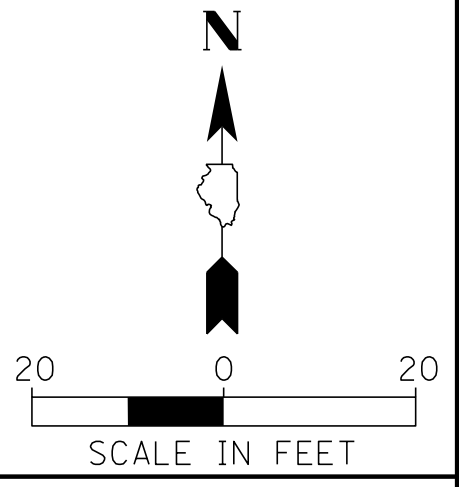
TITLE: **WSNSP CONTRACT #3
 BEECHWOOD AVENUE
 PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 82 OF 148
 DRAWING NO.
82

MATCH LINE STA. 81 + 00



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - * COMBINATION CONCRETE CURB AND GUTTER
 - HMA SURFACE COURSE
 - PAVEMENT RECONSTRUCTION
 - * PCC SIDEWALK (6 INCH AT DRIVEWAY)
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 9575 W. Higgins Road, Suite 600
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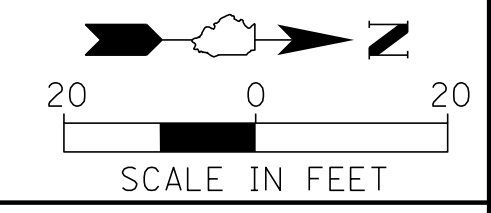
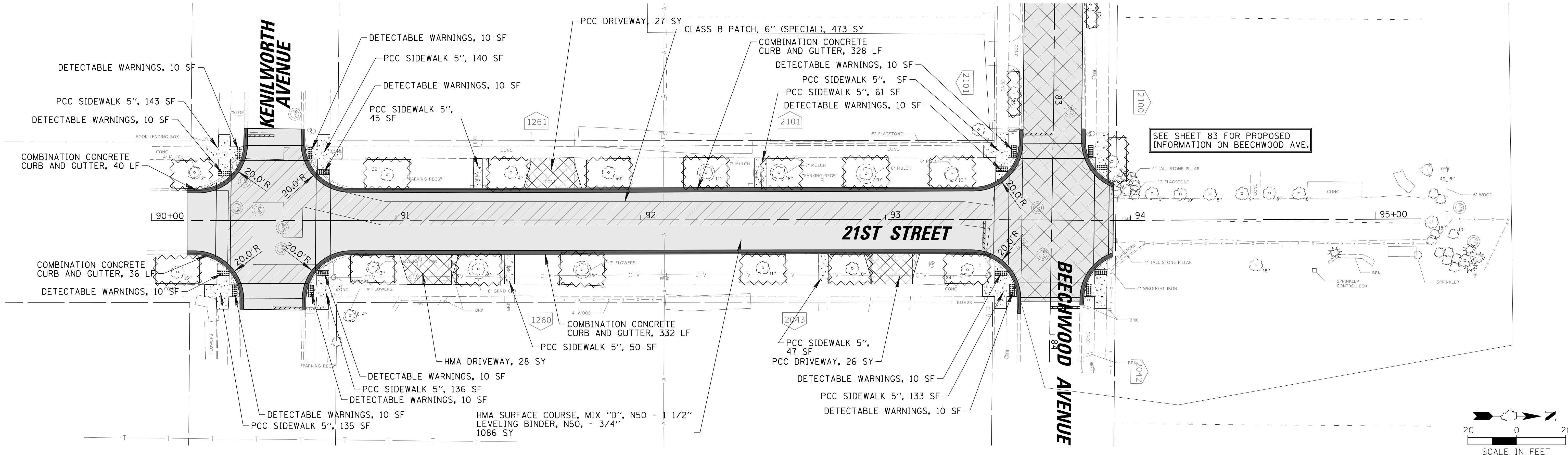


CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

TITLE: **WSNSP CONTRACT #3
 BEECHWOOD AVENUE
 PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 83 OF 148
 DRAWING NO. **83**



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - * COMBINATION CONCRETE CURB AND GUTTER
 - HMA SURFACE COURSE
 - PAVEMENT RECONSTRUCTION
 - * PCC SIDEWALK (6 INCH AT DRIVEWAY)
 - * DRIVEWAY PAVEMENT
 - DETECTABLE WARNING
 - TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
(* AS DIRECTED BY ENGINEER)

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 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

BAXTER & WOODMAN
 Consulting Engineers

CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040


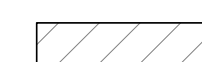


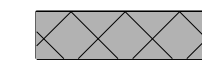

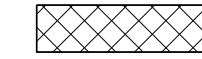


NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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FILE NAME: N:\wilmette\180245.00004\Civil\PRO_C3_180245_09.sht

TITLE: **WSNSP CONTRACT #3**
21ST STREET
PROPOSED IMPROVEMENT PLAN

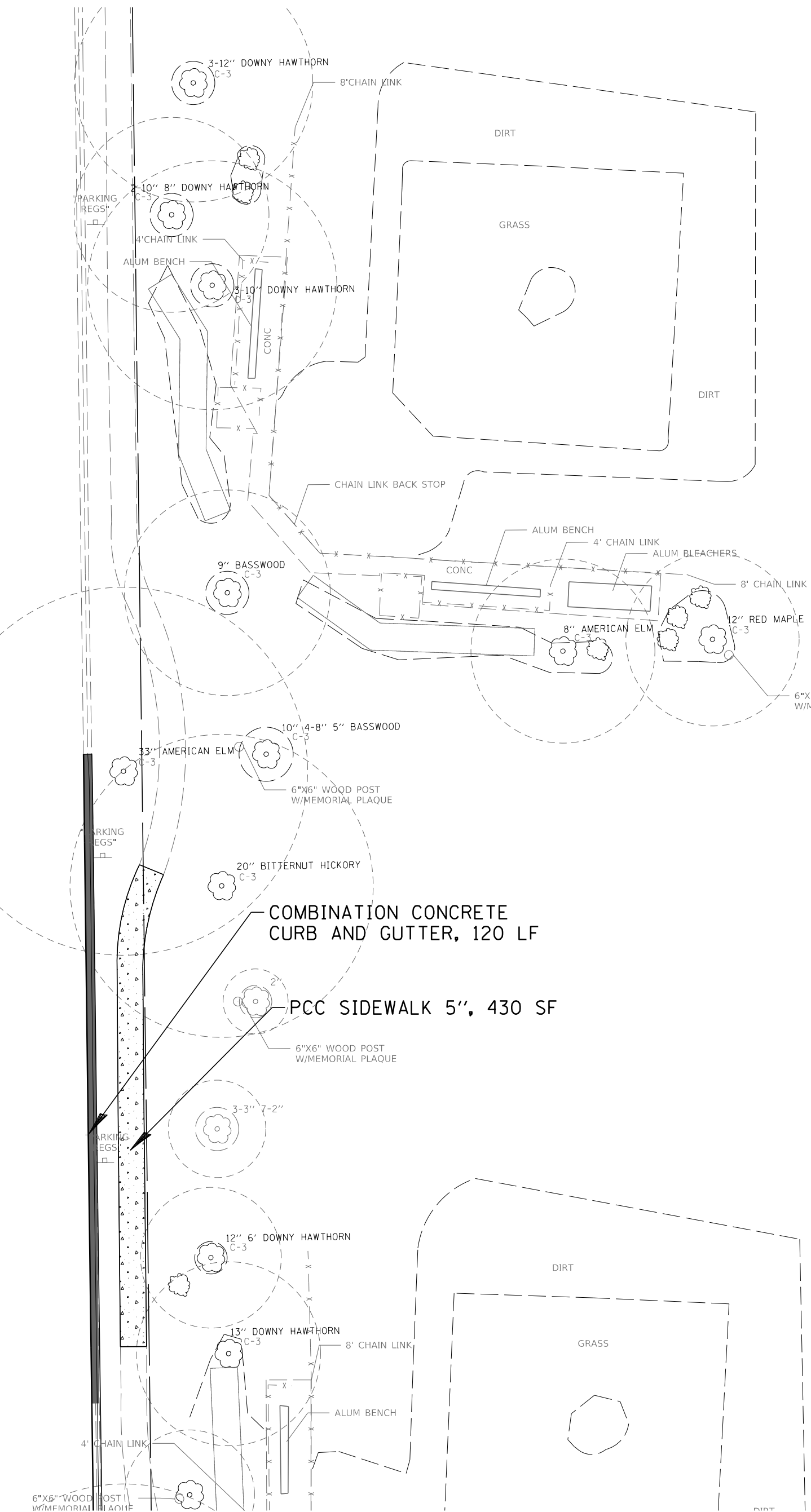
PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 84 OF 148
 DRAWING NO. **84**

LEGEND

-  CLASS B PATCH, 6" (SPECIAL)
-  CLASS D PATCH, 6" (SPECIAL)
-  * COMBINATION CONCRETE CURB AND GUTTER
-  HMA SURFACE COURSE
-  PAVEMENT RECONSTRUCTION
-  * PCC SIDEWALK (6 INCH AT DRIVEWAY)
-  * DRIVEWAY PAVEMENT
-  DETECTABLE WARNING
-  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
- (* AS DIRECTED BY ENGINEER)

1221
1221
1217
1213
1201

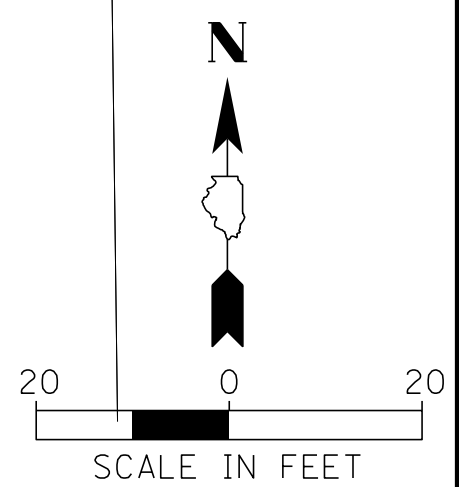
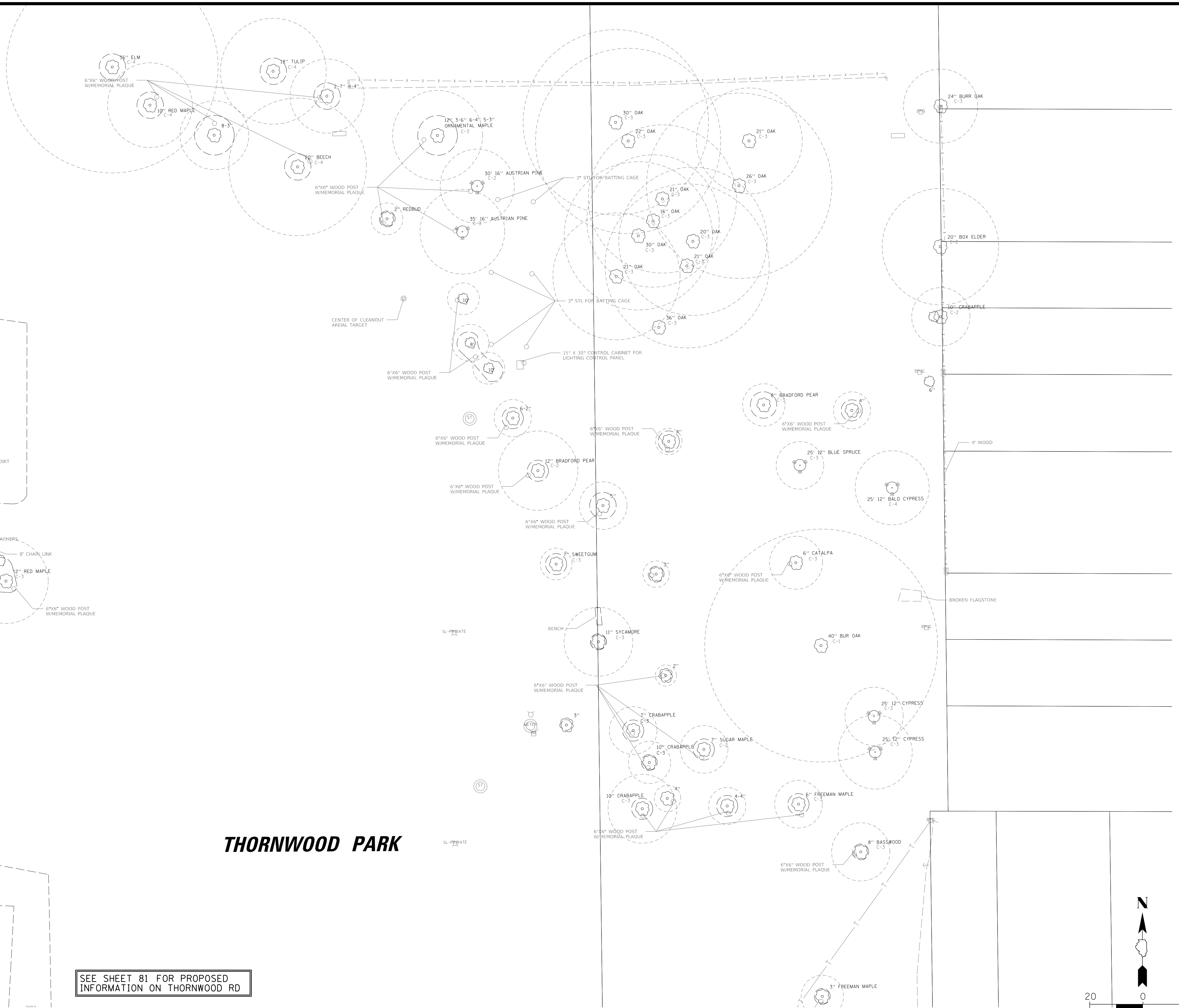
DARTMOUTH STREET



COMBINATION CONCRETE CURB AND GUTTER, 120 LF
PCC SIDEWALK 5", 430 SF

SEE SHEET 81 FOR PROPOSED INFORMATION ON THORNWOOD RD

THORNWOOD PARK



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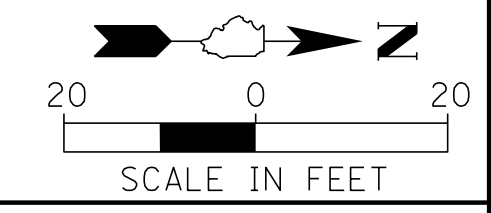
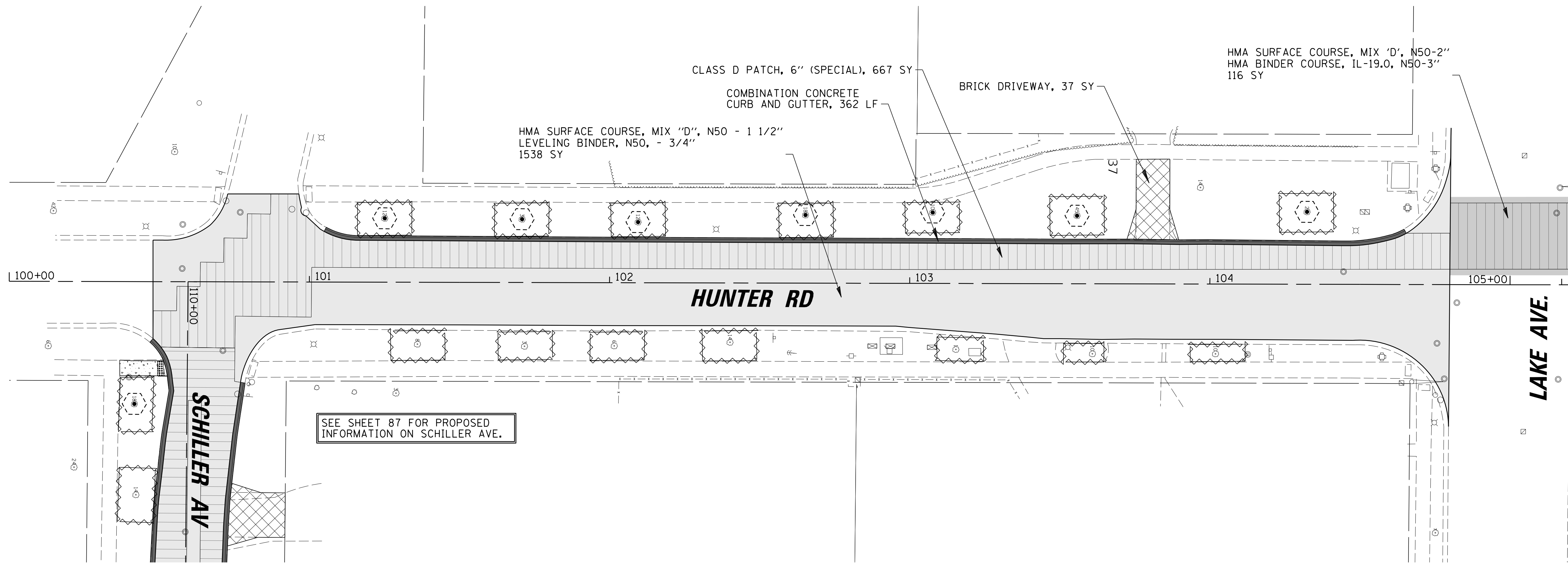
CLIENT:  **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

TITLE: **WSNSP CONTRACT #3
THORNWOOD PARK
PROPOSED IMPROVEMENT PLAN**

PROJ. NO.	180245.0004
DATE:	5/7/2021
SHEET	85 OF 148
DRAWING NO.	85



- LEGEND**
- CLASS B PATCH, 6" (SPECIAL)
 - CLASS D PATCH, 6" (SPECIAL)
 - * COMBINATION CONCRETE CURB AND GUTTER
 - HMA SURFACE COURSE
 - PAVEMENT RECONSTRUCTION
 - * PCC SIDEWALK (6 INCH AT DRIVEWAY)
 - * DRIVEWAY PAVEMENT
 - DETECTABLE WARNING
 - TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
(* AS DIRECTED BY ENGINEER)

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Rosemont, Illinois 60018
(847) 823-0500

BAXTER & WOODMAN
Consulting Engineers

CLIENT: **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

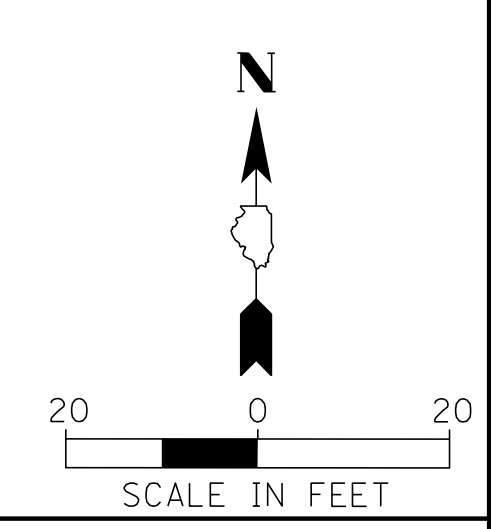
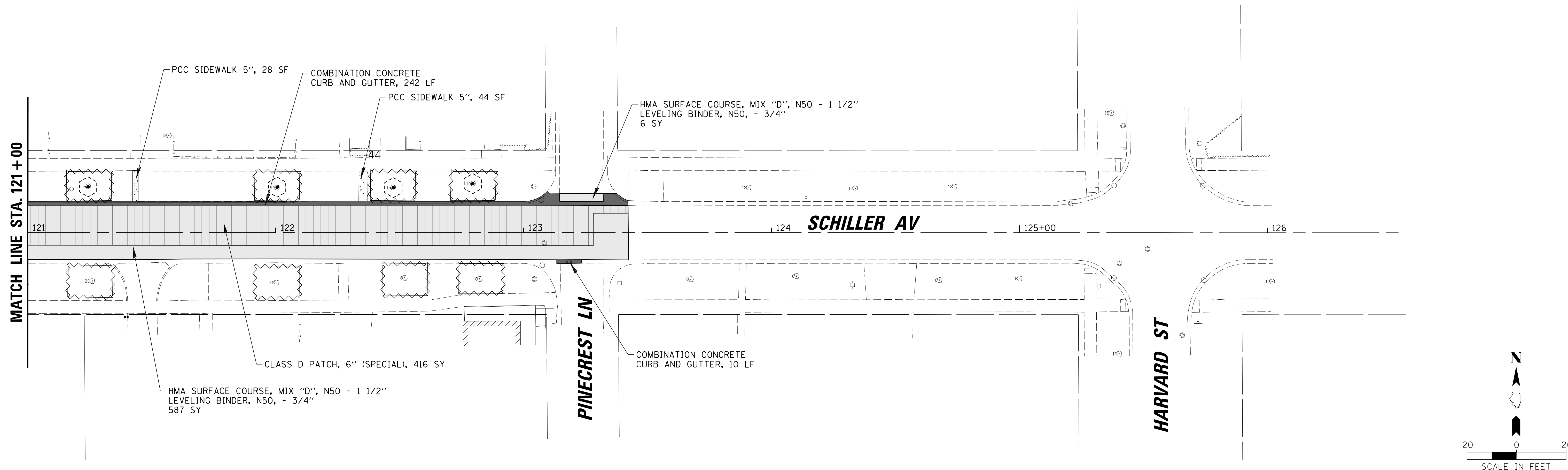
NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

FILE NAME: N:\wilmette\180245.00004\Civil\PRO_C3_180245_11.sht

TITLE: **WSNSP CONTRACT #3
HUNTER ROAD
PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 86 OF 148
DRAWING NO. **86**



LEGEND

	CLASS B PATCH, 6" (SPECIAL)
	CLASS D PATCH, 6" (SPECIAL)
	* COMBINATION CONCRETE CURB AND GUTTER
	HMA SURFACE COURSE
	PAVEMENT RECONSTRUCTION
	* PCC SIDEWALK (6 INCH AT DRIVEWAY)
	* DRIVEWAY PAVEMENT
	DETECTABLE WARNING
	TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION (* AS DIRECTED BY ENGINEER)

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 Rosemont, Illinois 60018
 (847) 823-0500

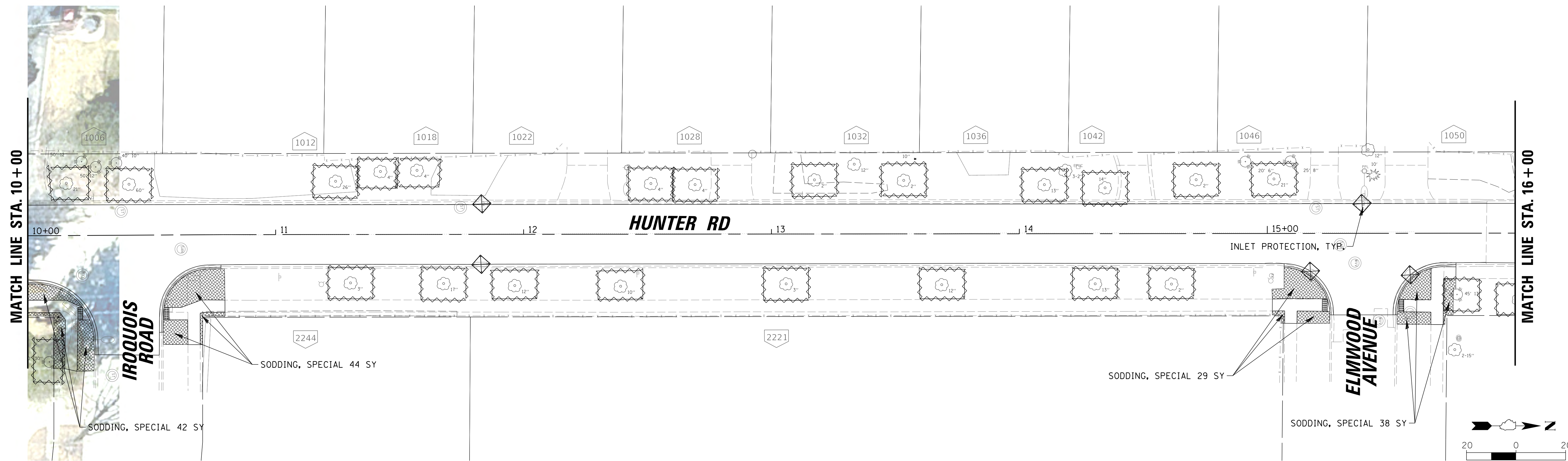
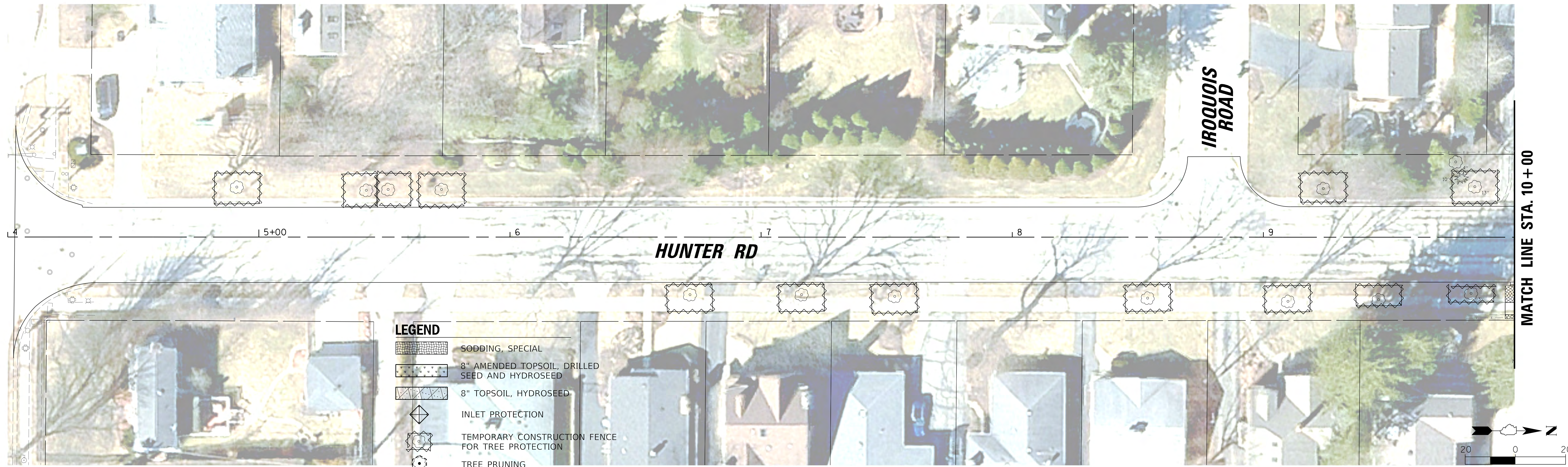


CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
				Default

TITLE: **WSNSP CONTRACT #3
 SCHILLER AVENUE
 PROPOSED IMPROVEMENT PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 88 OF 148
 DRAWING NO. **88**



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CLIENT:



Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

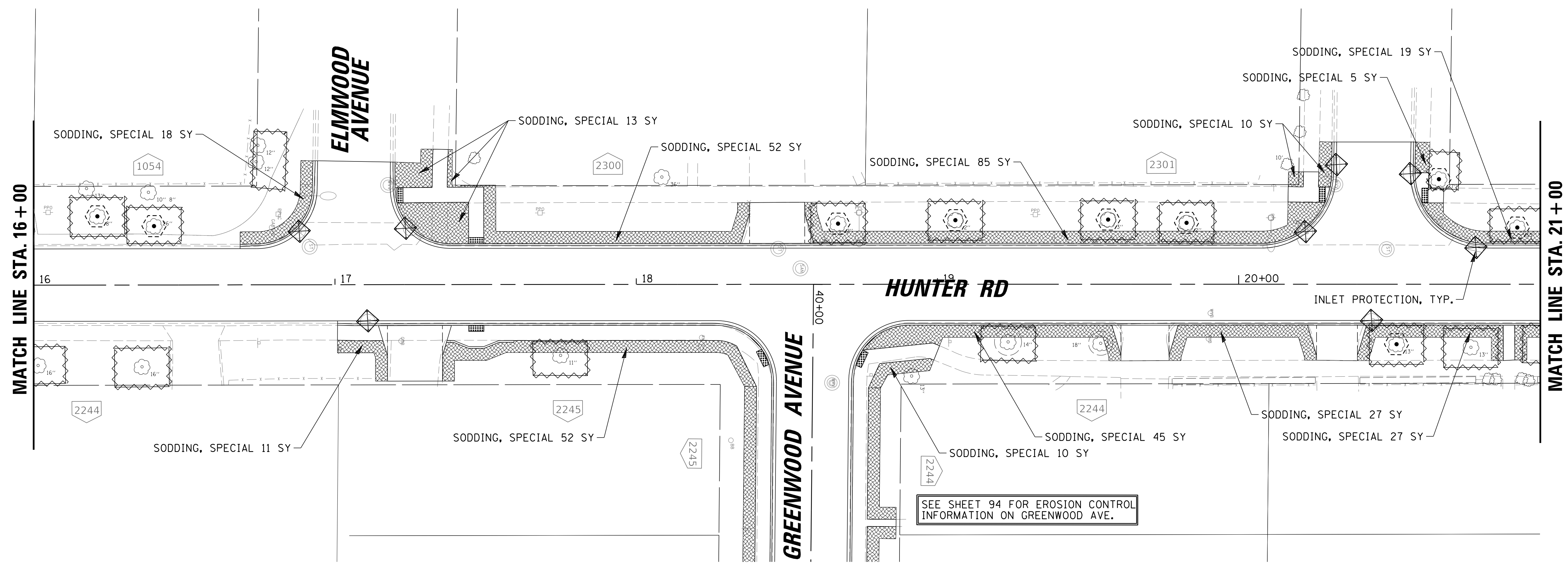
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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

TITLE:

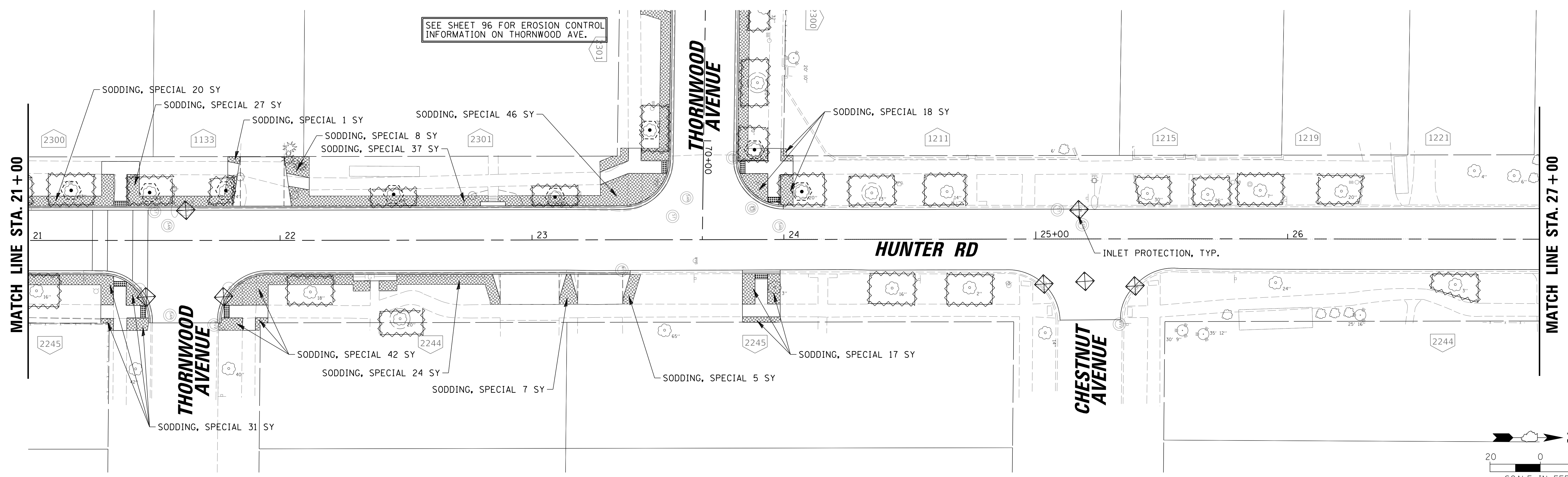
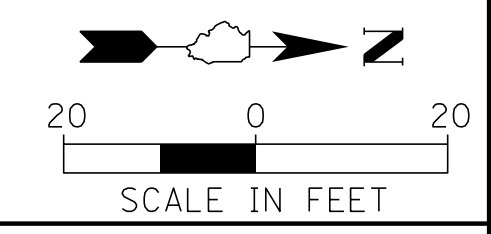
**WSNSP CONTRACT #3
 HUNTER ROAD
 EROSION CONTROL PLAN**

PROJ. NO.	180245.0004
DATE:	5/7/2021
SHEET	91 OF 148
DRAWING NO.	91

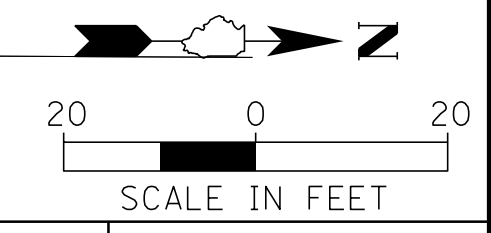


- LEGEND**
- SODDING, SPECIAL
 - 8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
 - 8" TOPSOIL, HYDROSEED
 - INLET PROTECTION
 - TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
 - TREE PRUNING

SEE SHEET 94 FOR EROSION CONTROL INFORMATION ON GREENWOOD AVE.



SEE SHEET 96 FOR EROSION CONTROL INFORMATION ON THORNWOOD AVE.



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 Rosemont, Illinois 60018
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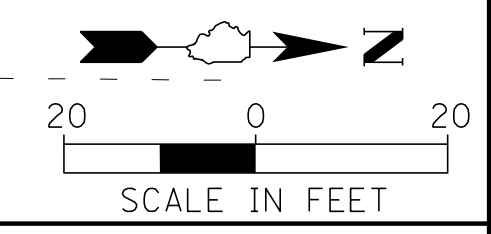
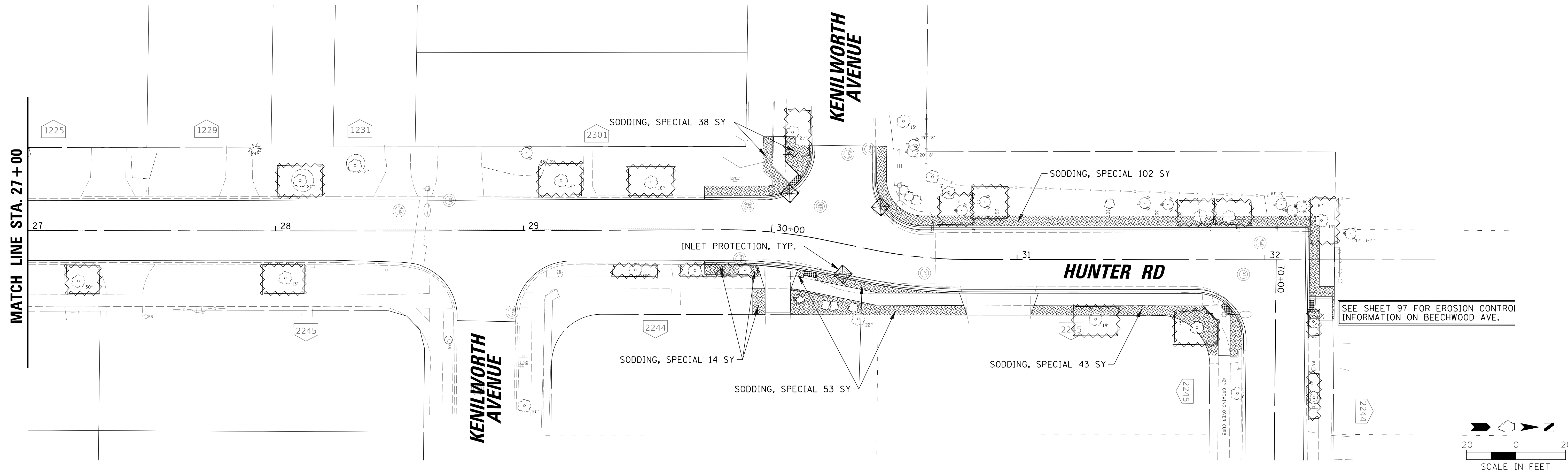


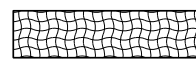





CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 92 OF 148
 DRAWING NO. **92**



- LEGEND**
-  SODDING, SPECIAL
 -  8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
 -  8" TOPSOIL, HYDROSEED
 -  INLET PROTECTION
 -  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
 -  TREE PRUNING

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BAXTER & WOODMAN
 Consulting Engineers

CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

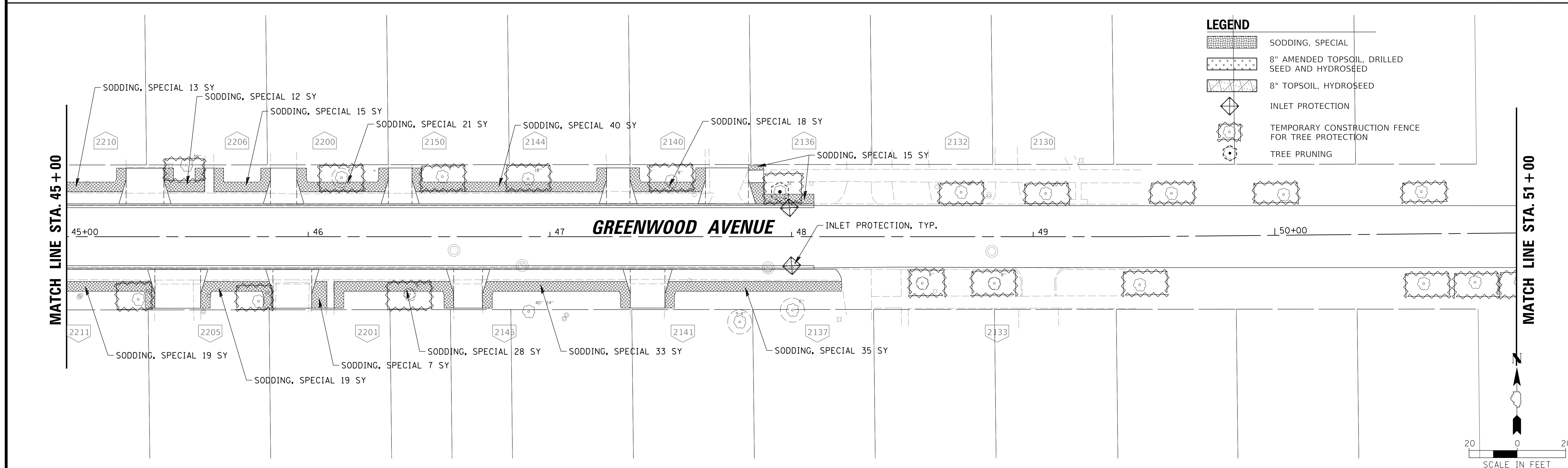
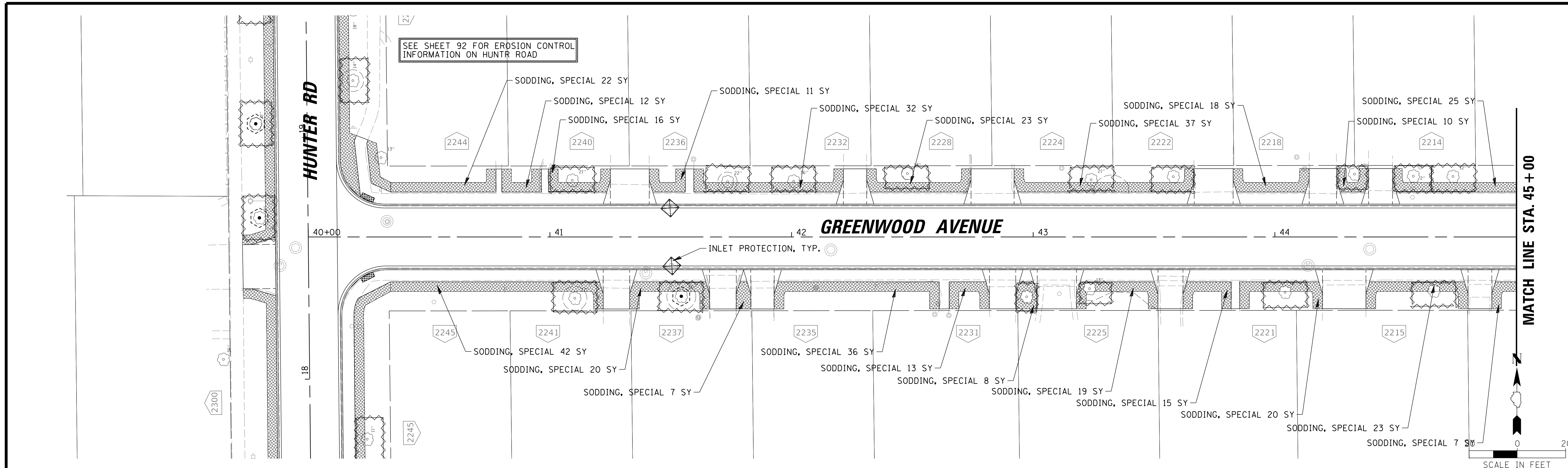
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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce

FILE NAME: N:\wilmette\180245.00004\Civil\ECP_C3.180245_03.sht

TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 93 OF 148
 DRAWING NO. **93**



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CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040



NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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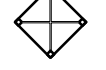


**WSNSP CONTRACT #3
 GREENWOOD AVENUE
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 94 OF 148
 DRAWING NO.
94

MATCH LINE STA. 51 + 00



LEGEND

-  SODDING, SPECIAL
-  8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
-  8" TOPSOIL, HYDROSEED
-  INLET PROTECTION
-  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
-  TREE PRUNING

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Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

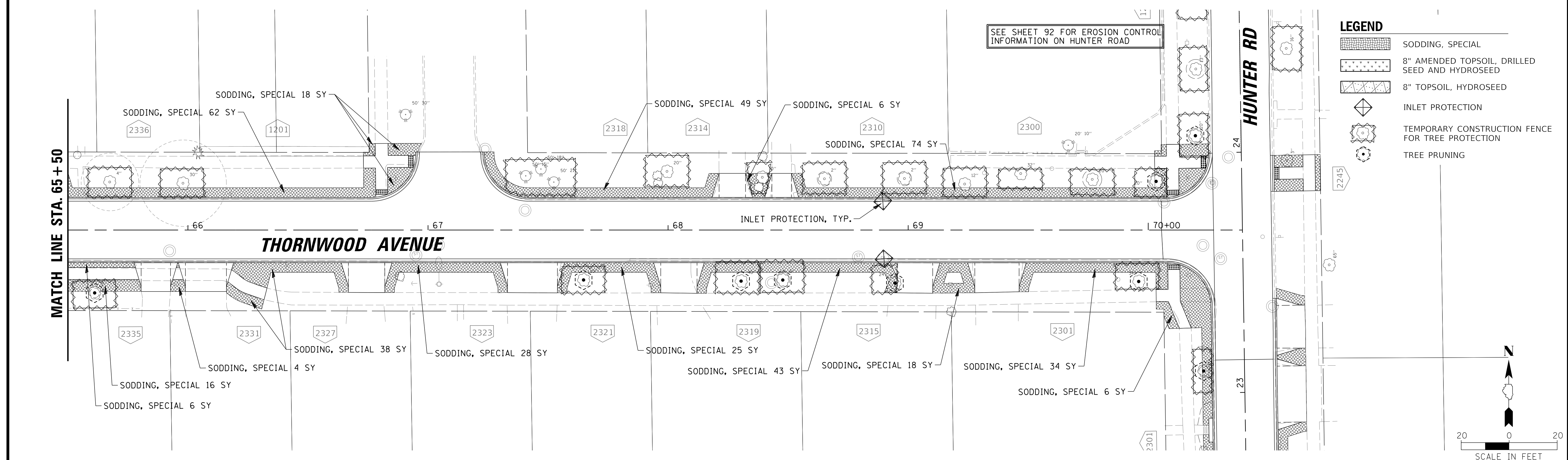
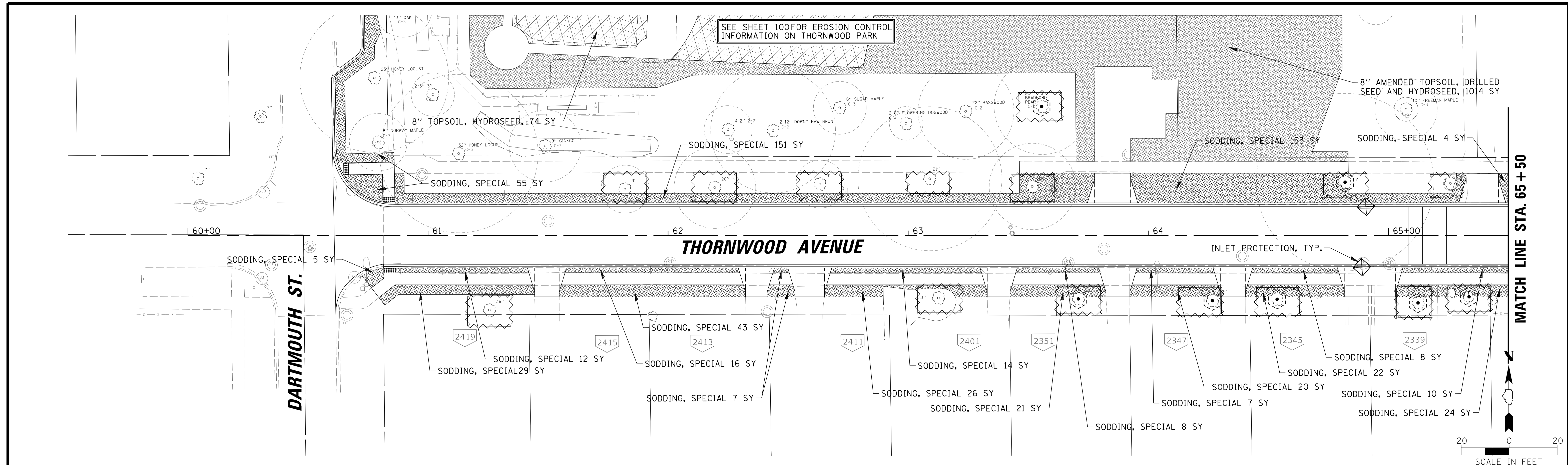
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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

TITLE:

**WSNSP CONTRACT #3
 GREENWOOD AVENUE
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 95 OF 148
 DRAWING NO.
95



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CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040




NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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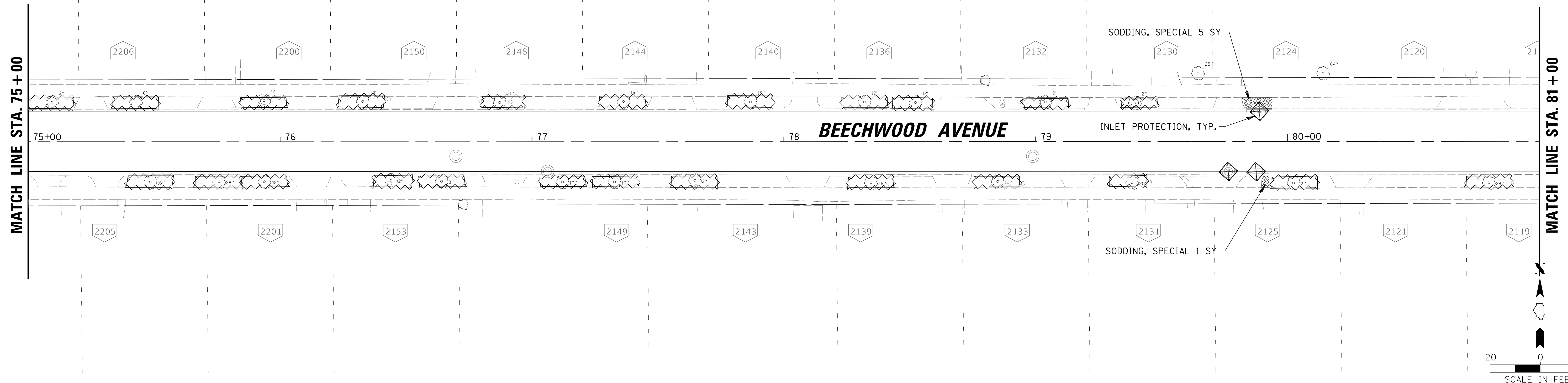
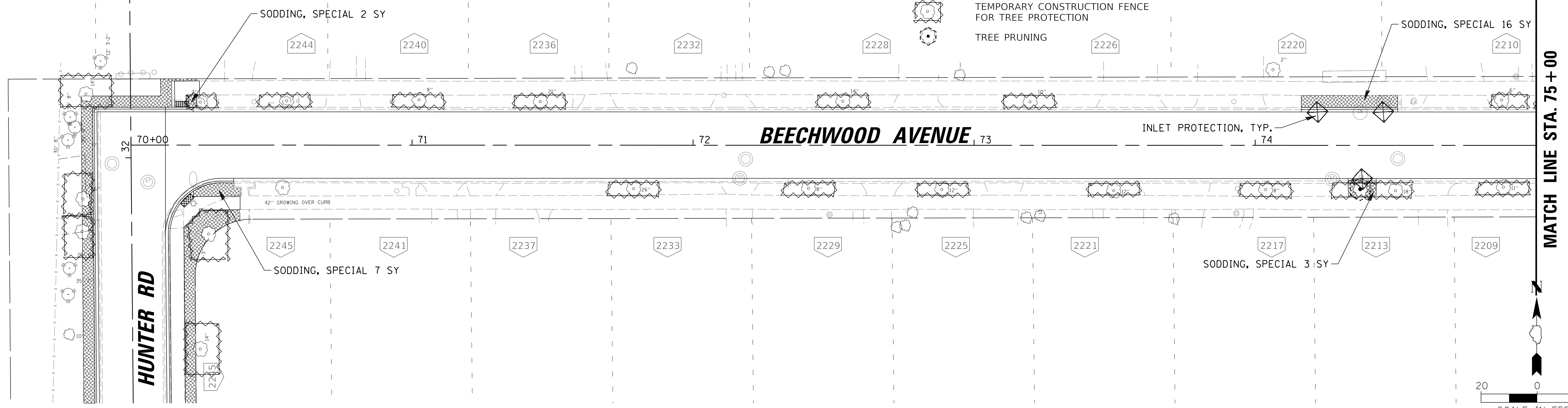
TITLE: **WSNSP CONTRACT #3
 THORNWOOD AVENUE
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 96 OF 148
 DRAWING NO. **96**

SEE SHEET 93 FOR EROSION CONTROL INFORMATION ON HUNTER ROAD

LEGEND

-  SODDING, SPECIAL
-  8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
-  8" TOPSOIL, HYDROSEED
-  INLET PROTECTION
-  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
-  TREE PRUNING



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 Rosemont, Illinois 60018
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BAXTER & WOODMAN
 Consulting Engineers

CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

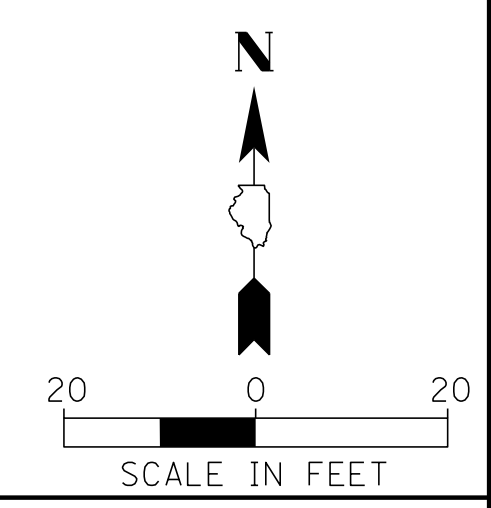
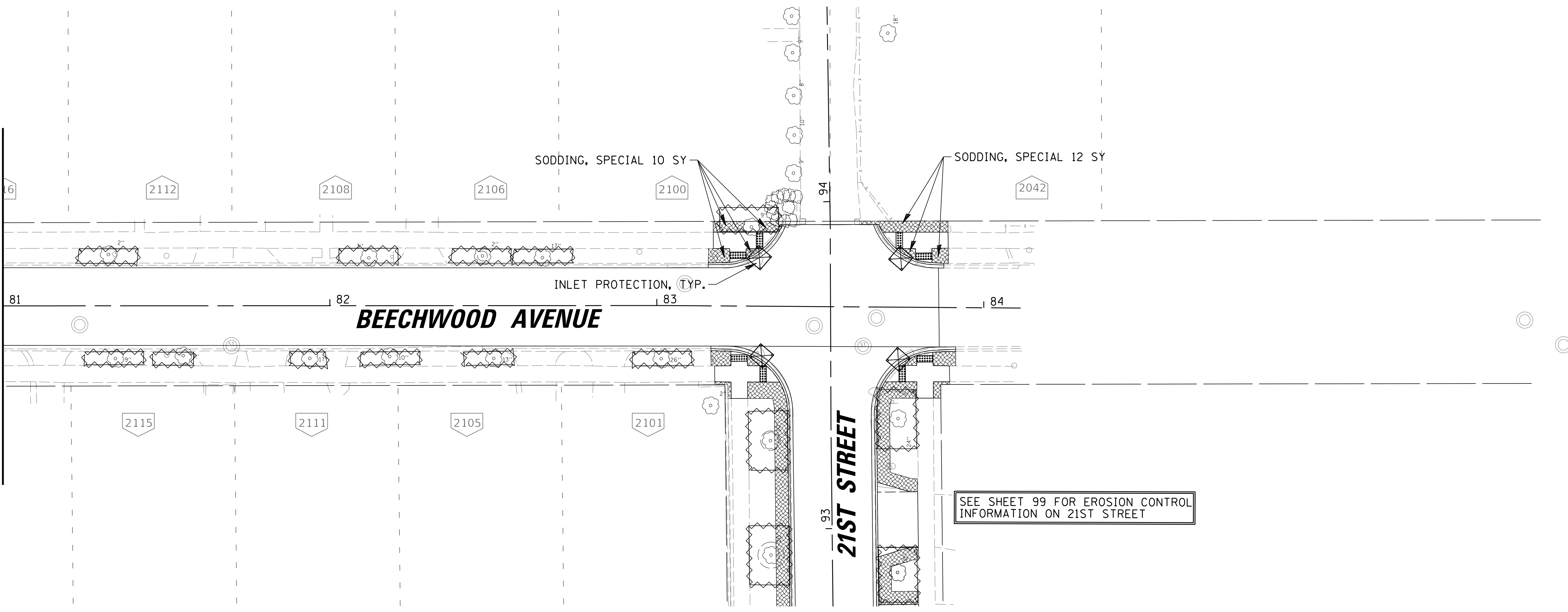
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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

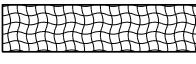
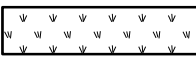
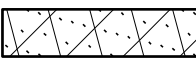



TITLE: **WSNSP CONTRACT #3
 BEECHWOOD AVENUE
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 97 OF 148
 DRAWING NO. **97**

MATCH LINE STA. 81 + 00



LEGEND

-  SODDING, SPECIAL
-  8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
-  8" TOPSOIL, HYDROSEED
-  INLET PROTECTION
-  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
-  TREE PRUNING

CHRISTOPHER B. BURKE ENGINEERING, LTD.
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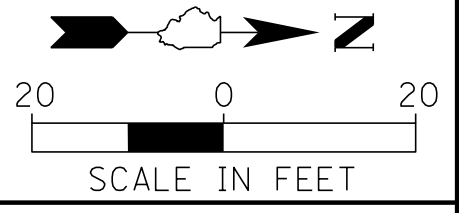
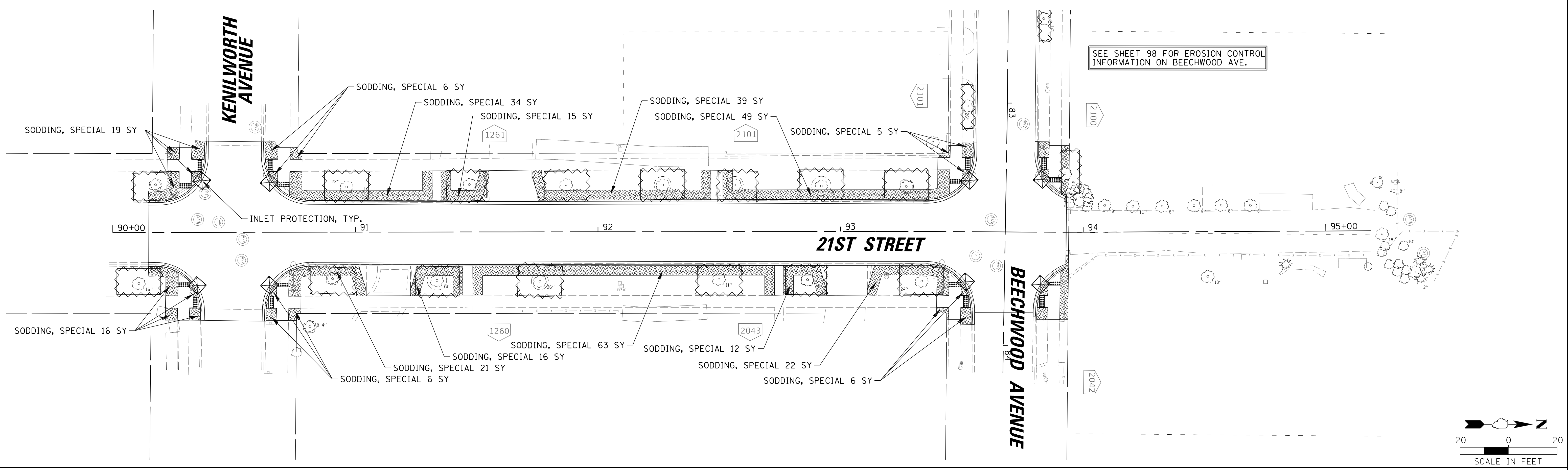


CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040


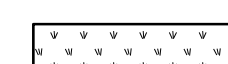




NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
BEECHWOOD AVENUE
EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 98 OF 148
 DRAWING NO. **98**



LEGEND

-  SODDING, SPECIAL
-  8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
-  8" TOPSOIL, HYDROSEED
-  INLET PROTECTION
-  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
-  TREE PRUNING

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 Rosemont, Illinois 60018
 (847) 823-0500




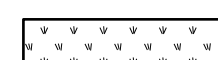
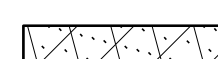



CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

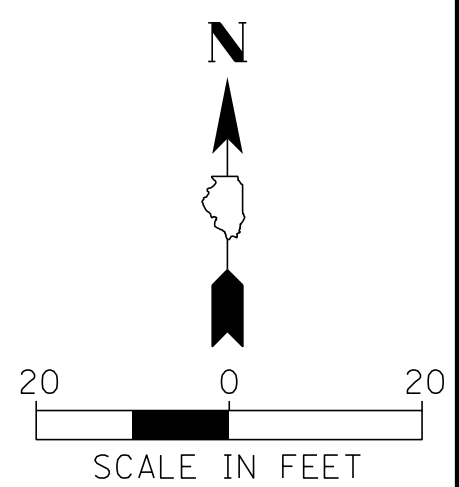
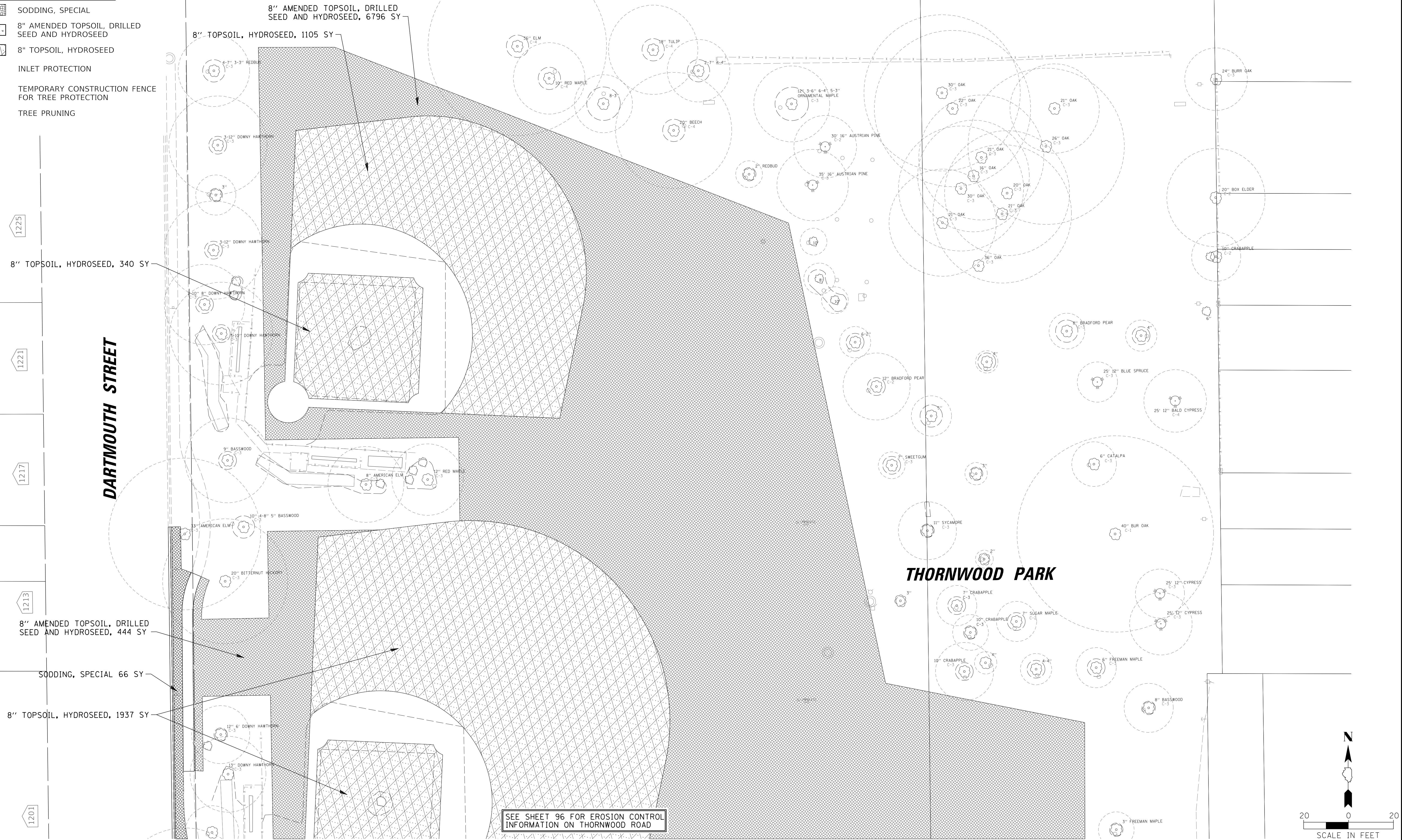
NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 21ST STREET
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 99 OF 148
 DRAWING NO. **99**

LEGEND

-  SODDING, SPECIAL
-  8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
-  8" TOPSOIL, HYDROSEED
-  INLET PROTECTION
-  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
-  TREE PRUNING



SEE SHEET 96 FOR EROSION CONTROL INFORMATION ON THORNWOOD ROAD

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9575 W. HIGGINS ROAD, SUITE 600
ROSEMONT, ILLINOIS 60018
(847) 823-0500

BAXTER & WOODMAN
Consulting Engineers

CLIENT:  **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

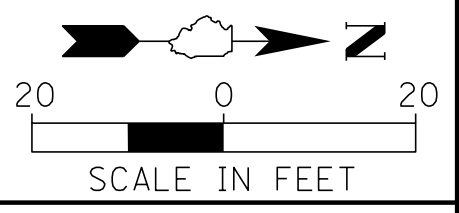
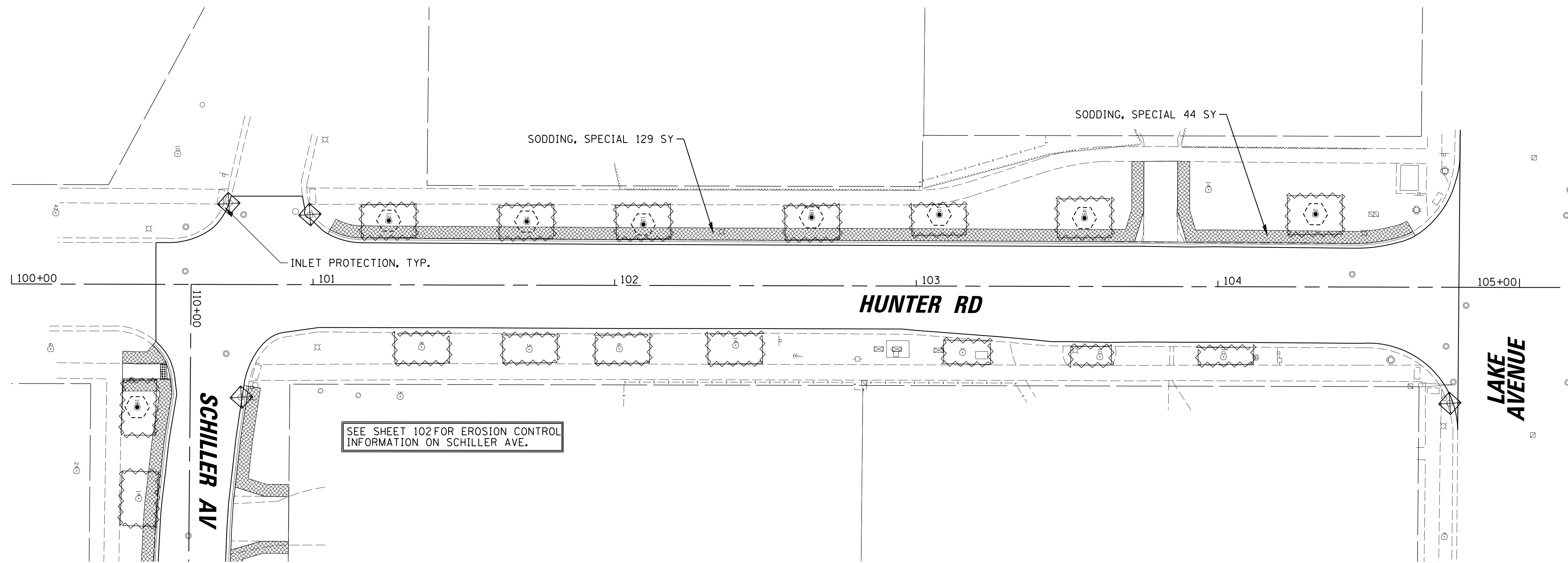
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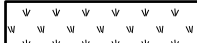
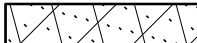



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DSGN: JAL
DWN: MAK
CHKD: LMF
SCALE: 20'
PLOT DATE: 5/7/2021
CAD USER: mkoonce
MODEL: Default

TITLE: **WSNSP CONTRACT #3
THORNWOOD PARK
EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 100 OF 148
DRAWING NO. **100**



- LEGEND**
-  SODDING, SPECIAL
 -  8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
 -  8" TOPSOIL, HYDROSEED
 -  INLET PROTECTION
 -  TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
 -  TREE PRUNING

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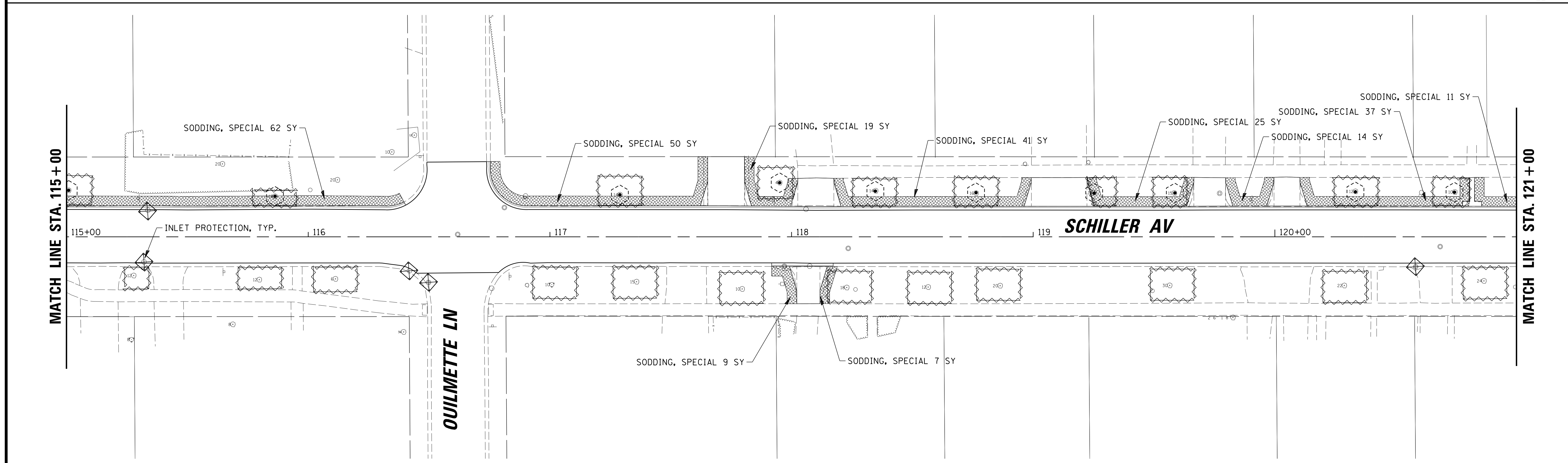
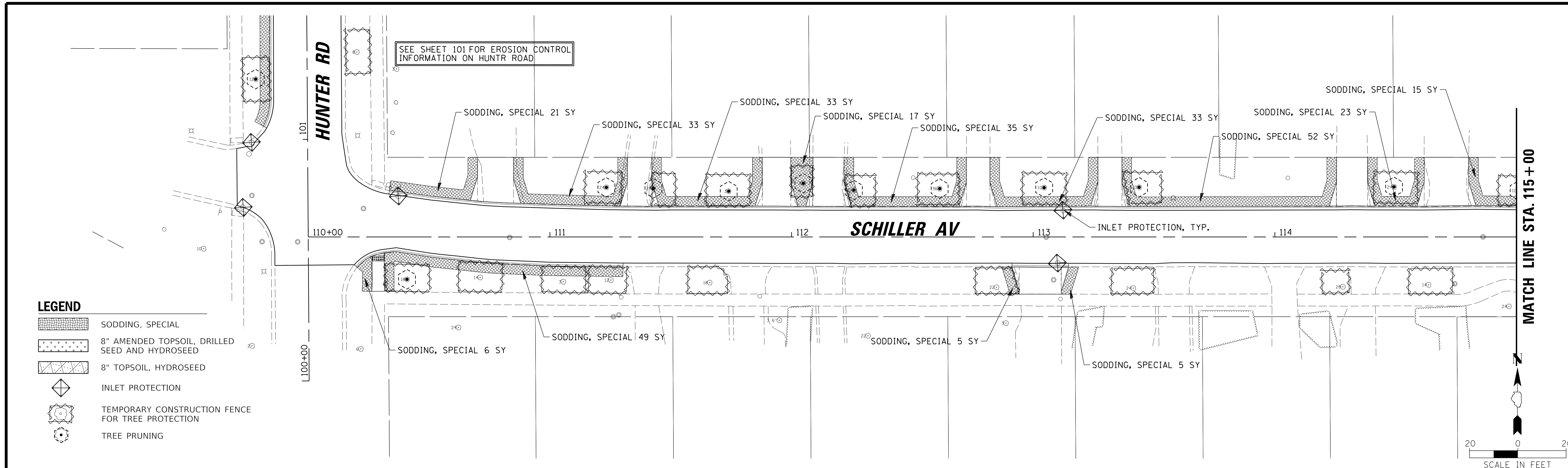


CLIENT:  **Village of Wilmette**
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 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE: **WSNSP CONTRACT #3
 HUNTER ROAD
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 101 OF 148
 DRAWING NO. **101**



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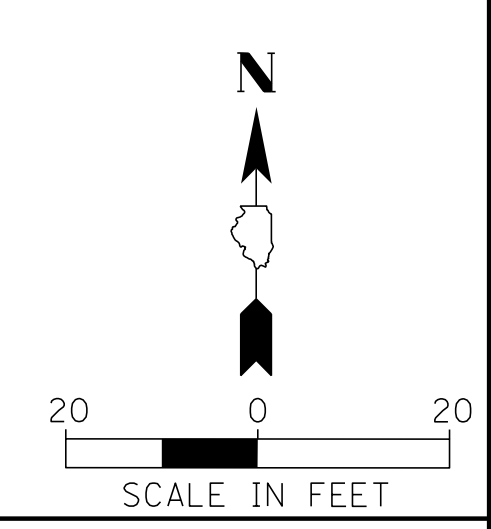
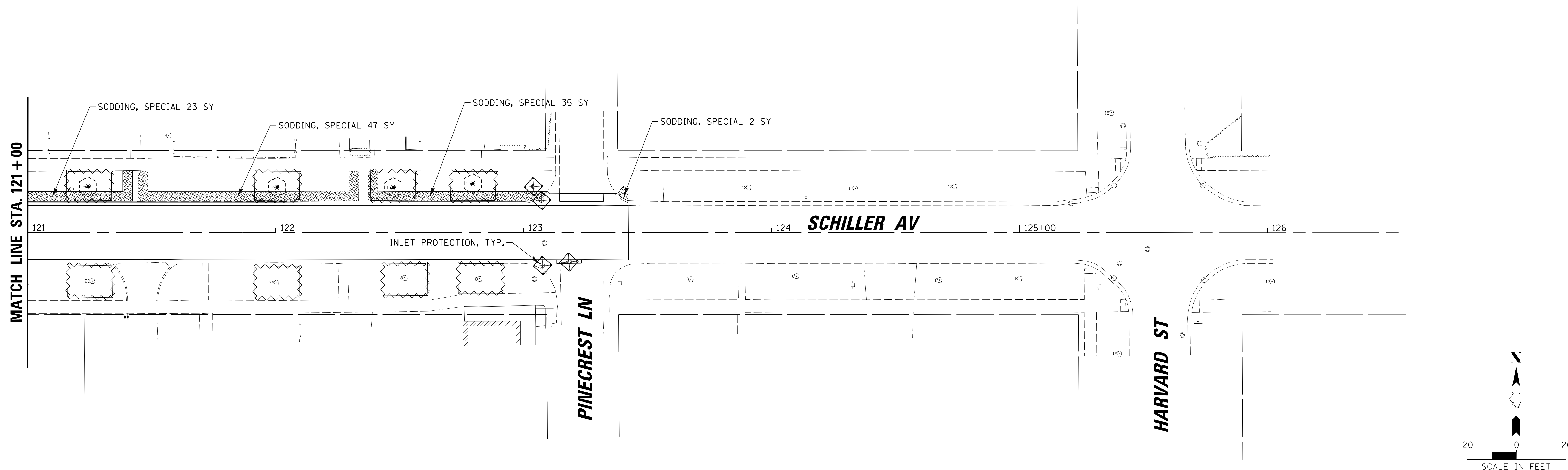
CLIENT:  **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

TITLE: **WSNSP CONTRACT #3
 SCHILLER AVENUE
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 102 OF 148
 DRAWING NO. **102**



LEGEND

	SODDING, SPECIAL
	8" AMENDED TOPSOIL, DRILLED SEED AND HYDROSEED
	8" TOPSOIL, HYDROSEED
	INLET PROTECTION
	TEMPORARY CONSTRUCTION FENCE FOR TREE PROTECTION
	TREE PRUNING

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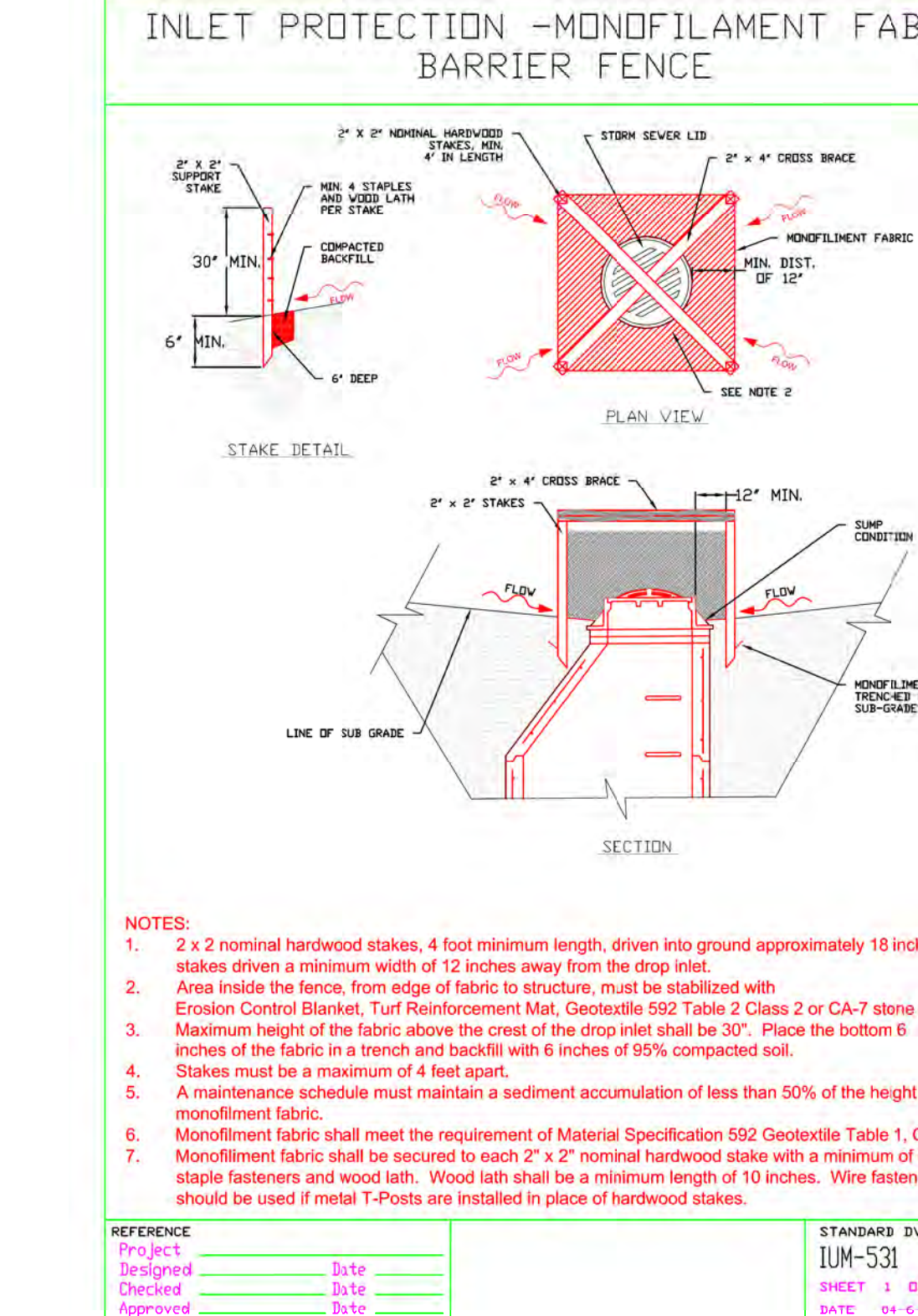
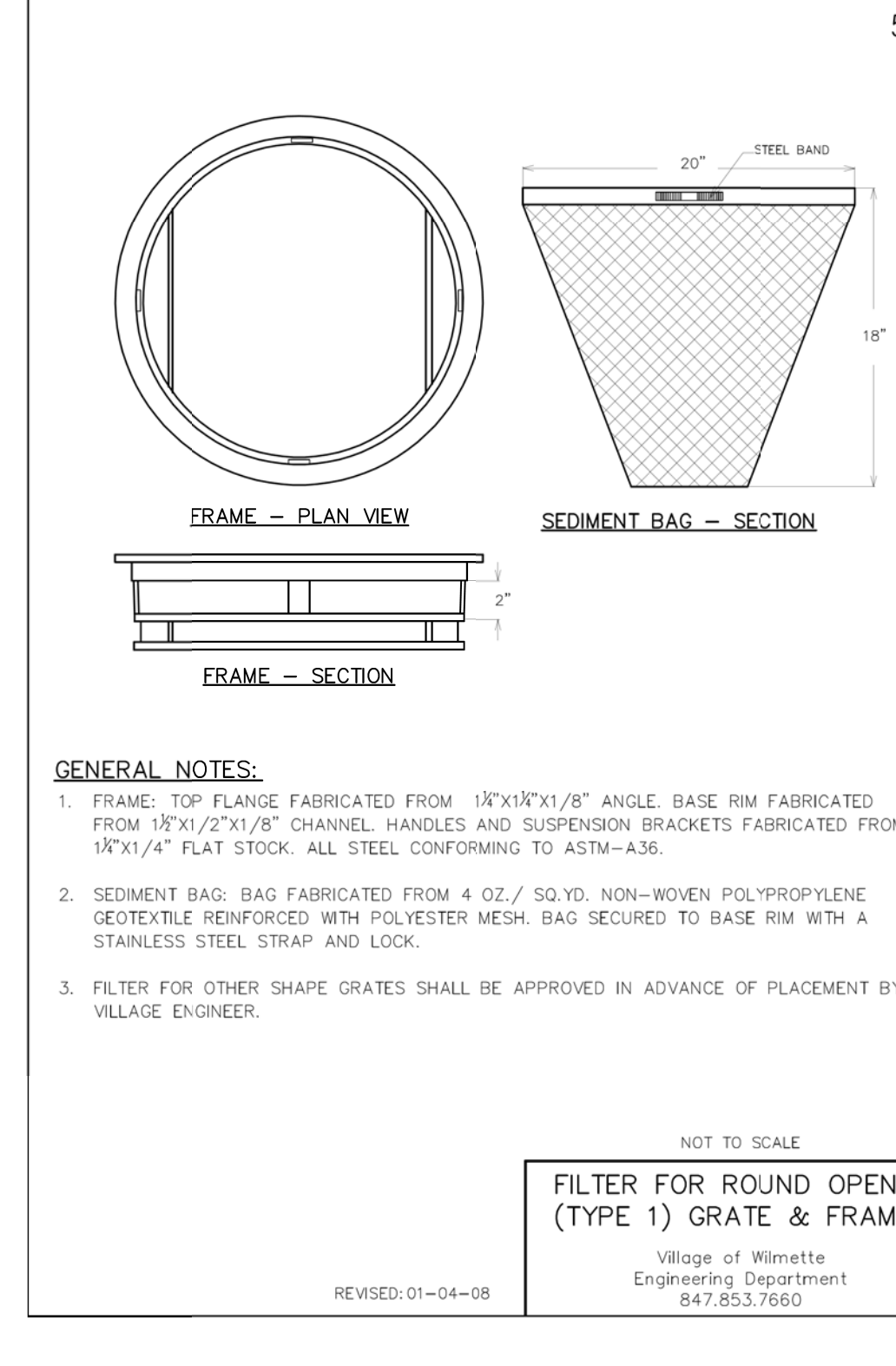
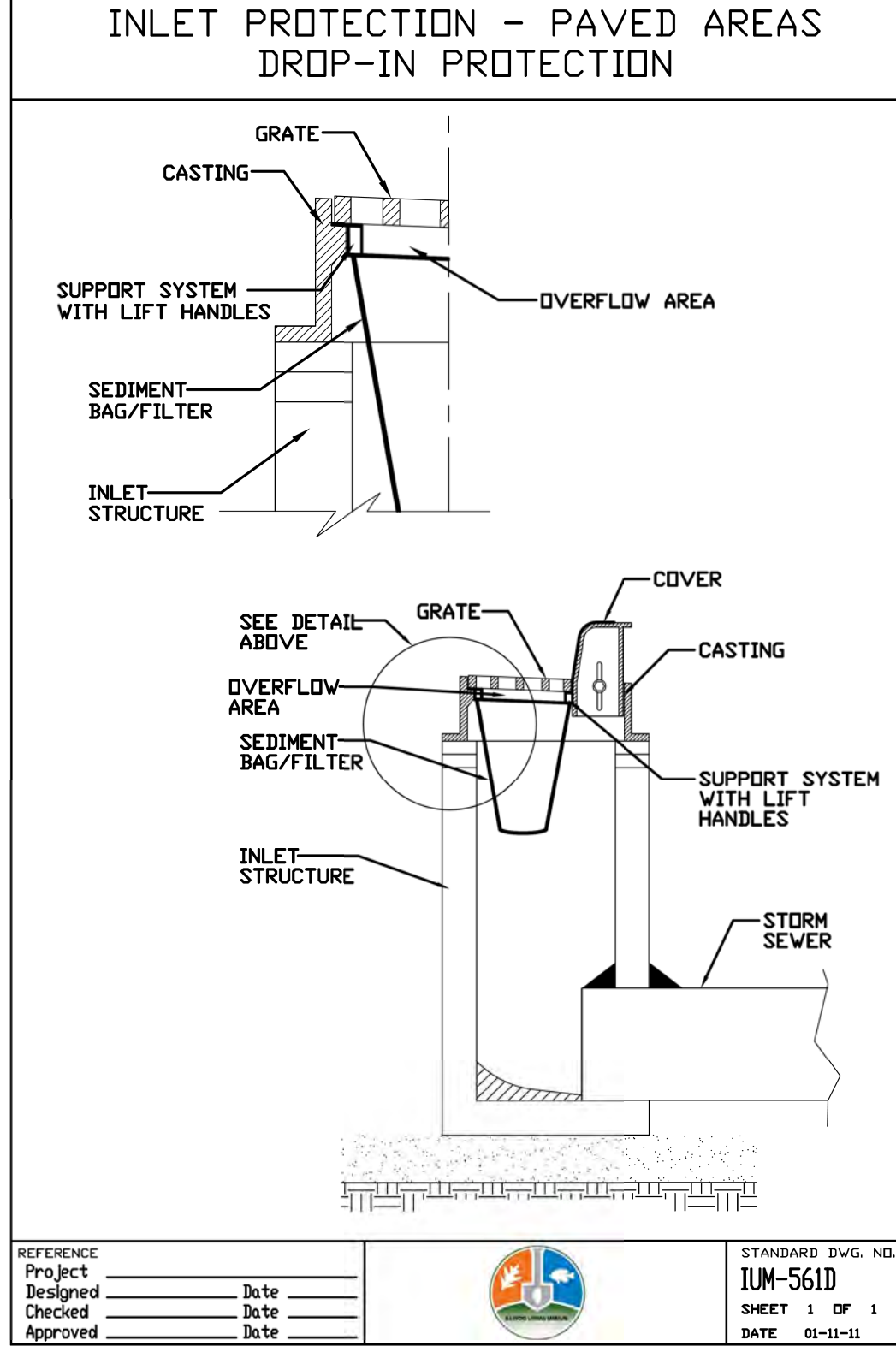
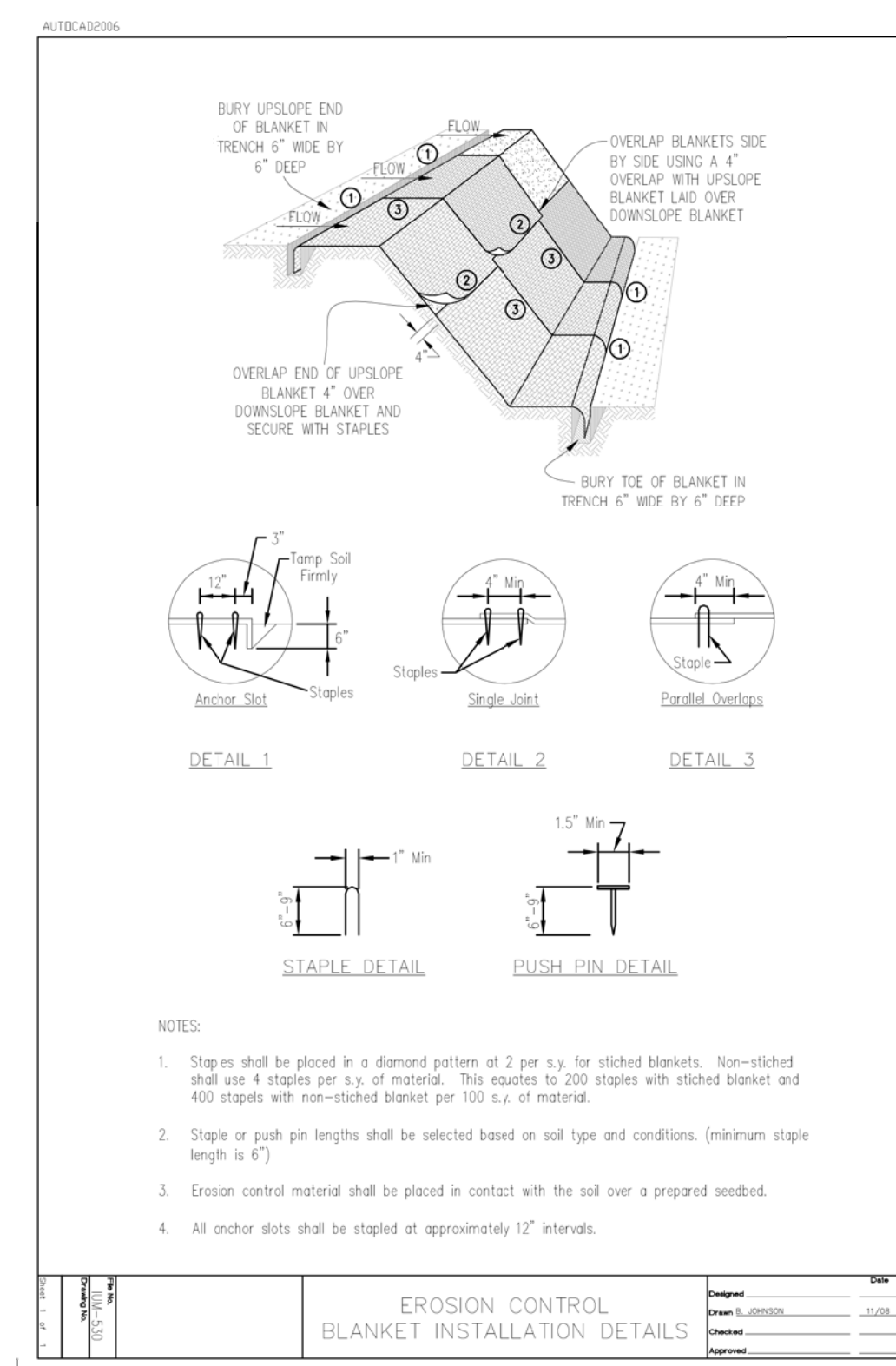
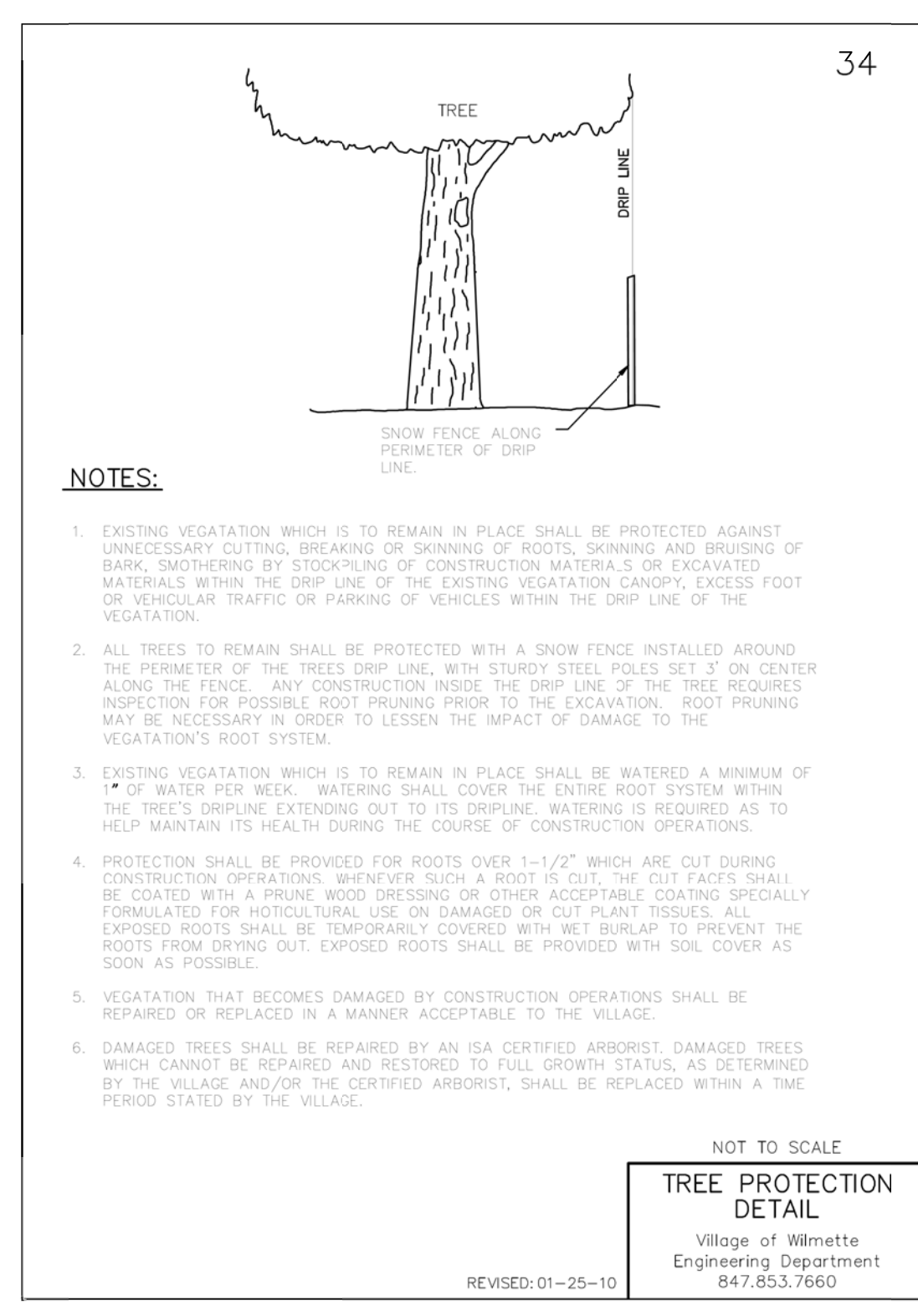
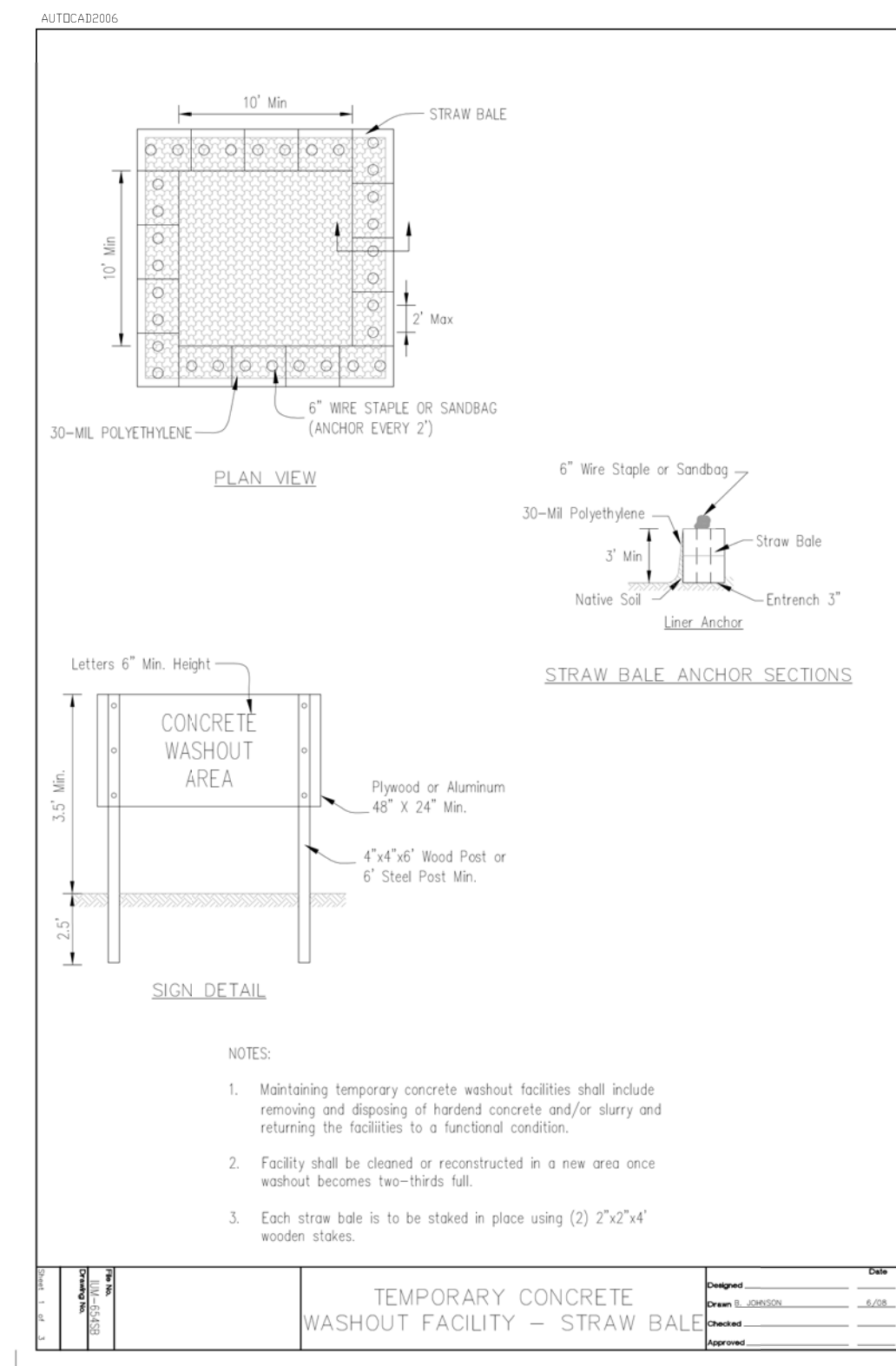
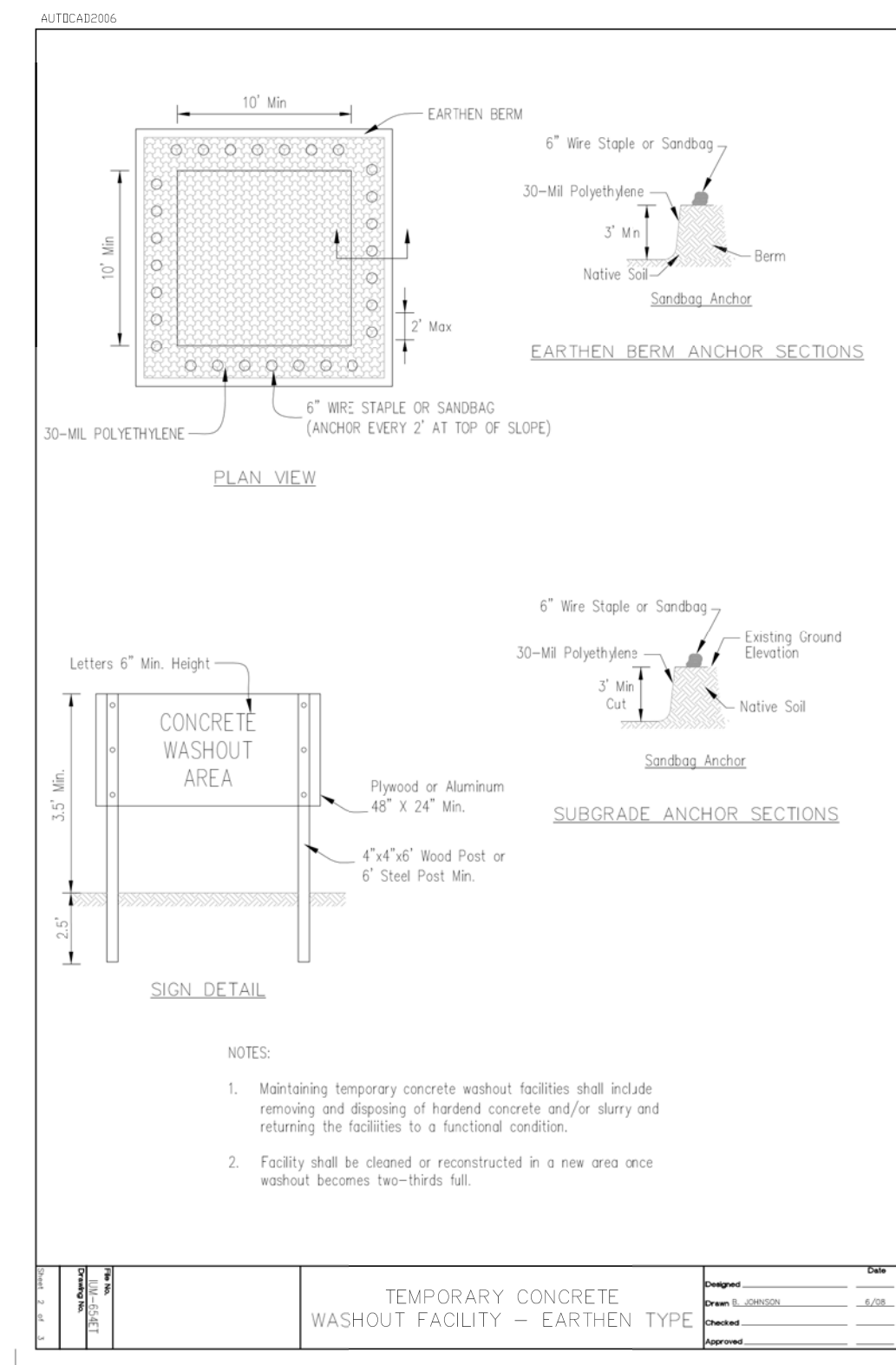
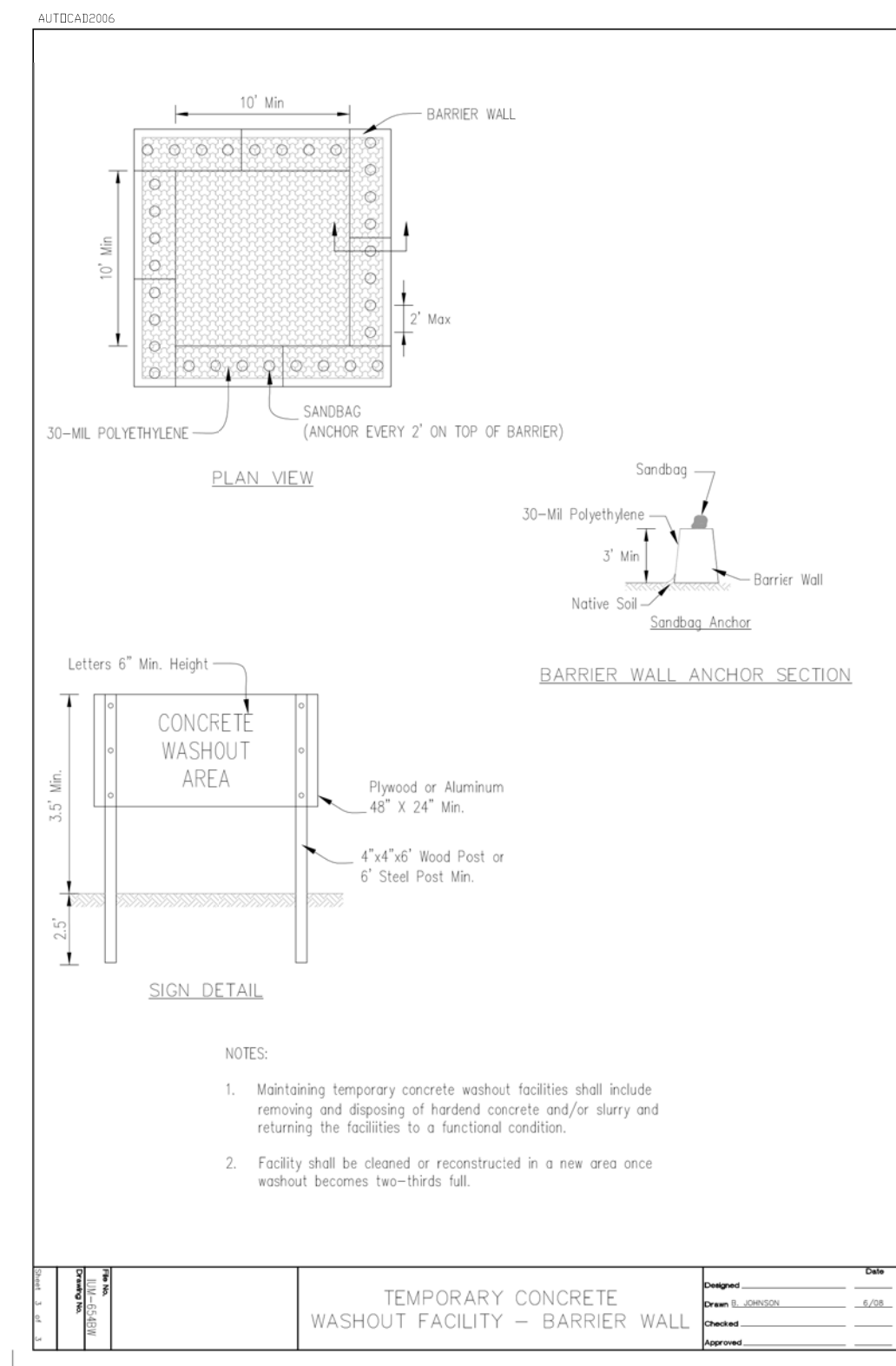
BAXTER & WOODMAN
 Consulting Engineers

CLIENT: **Village of Wilmette**
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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FILE NAME	N:\wilmette\180245.00004\Civil\EC.P_C3.180245_13.shx			

TITLE: **WSNSP CONTRACT #3
 SCHILLER AVENUE
 EROSION CONTROL PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 103 OF 148
 DRAWING NO. **103**



SOIL EROSION CONTROL AND SEDIMENT CONTROL NOTES

- A. Soil erosion and sediment control (SESC) features must be constructed prior to the commencement of upland disturbance. Soil disturbance must be phased or enacted in such a manner as to minimize erosion soil stabilization measures must consider the time of year, site conditions and the use of temporary and/or permanent measures.
- B. Unless otherwise indicated, all vegetative and structural erosion and sediment control practices will be installed at minimum according to the standards and specifications in the Illinois Urban Manual, revised to latest version as amended. A copy of the approved soil erosion and sediment control (SESC) plan must be maintained on the site at all times.
- C. The erosion and sediment controls shown on the plans are the minimum requirements. Additional measures may be required as directed by the Village, or their authorized representative. All additional measures must be in place within 3 days of disturbance and any emergency SESC measures must be installed immediately.
- D. The contractor must clean up, grade the work areas as the project progresses, and install erosion protection to eliminate the concentration of runoff, or must install appropriate sediment control devices to trap sediment. Pavement must be cleaned daily or as necessary to remove track-out material.
- E. After all perimeter sediment barrier is removed, the areas damaged by the perimeter sediment barrier must be restored.
- F. It shall be the responsibility of the contractor to divert all water (ground, storm, and construction) during construction in order to keep the construction areas free of water, bypass pumping, including silt bags and an energy dissipation surface for the pumps, shall not be measured and paid for separately but shall be considered incidental to the cost of weir structure. It shall be the contractor's responsibility to size the pumps appropriately.
- G. During de-watering/pumping operations, only uncontaminated water should be allowed to discharge to protected natural areas, Waters of the State, or to a storm sewer system (in accordance with local permits). Inlet hoses should be placed in a stabilized sump pit or floated at the surface of the water in order to limit the amount of sediment intake. Pumping operations may be discharged to a stabilized area that consists of an energy dissipating device (e.g., stone), sediment filter bag, or both. Adequate erosion and sediment controls should be used during de-watering operations as necessary. De-watering sediment laden water directly into field tiles, storm water structures, or "Waters of the US" is prohibited.
- H. Sediment control BMPs shall be constructed at all locations where construction traffic enters or leaves the site. These locations shall be determined in the field, as needed. Graveled roads, rumble strips, access drives, parking areas of sufficient width and length, and vehicle wash down facilities if necessary, must be provided to prevent the deposit of soil from being tracked onto public or private roadways. Any soil reaching public or private roadway must be removed immediately.
- I. Stock piles or soil must not be located in flood plains, riparian areas (vegetated flood plains), wetlands and waters of the U.S., unless otherwise authorized by the relevant permitting authority. If a stockpile is to remain in place for more than three days, perimeter sediment barrier must be provided.
- J. Contractor must install perimeter sediment barrier at any location in which sheet flows may result in sediment runoff outside the construction limits. The contractor may use other methods to control runoff, including, but not limited to, temporary diversion swales, temporary sediment traps, shaped ditches to convey water, etc.
- K. All proposed and existing storm sewer inlet structures (including inlets located within the haul routes) must be protected with storm sewer inlet protection (i.e. inlet filters) per inlet protection details in the plans.
- L. Stabilization of disturbed areas must, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased on any portion of the site and will not resume for a period exceeding 14 calendar days. Stabilization of disturbed areas must be initiated within 1 working day of permanent or temporary cessation of earth disturbing activities and shall be completed as soon as possible but not later than 14 days from the initiation of stabilization work in an area. Exceptions to these time frames are specified as follows:
 - Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
 - On areas where construction activity ceased and will resume after 14 days, a temporary stabilization method can be used.
- M. The Village shall provide a qualified person who will be responsible for conducting site inspections in compliance with the ILR10 NPDES Permit. After each inspection, a report should be prepared by the person who performed the inspection. The inspection report should be maintained on site as part of the Plan. Inspections should be conducted at least once every seven calendar days and within 24 hours of the end of a storm, or by the end of the following business or work day, that is 0.5 inches or greater. Areas inaccessible during inspections due to flooding or other unsafe conditions shall be inspected within 72 hours of becoming accessible.

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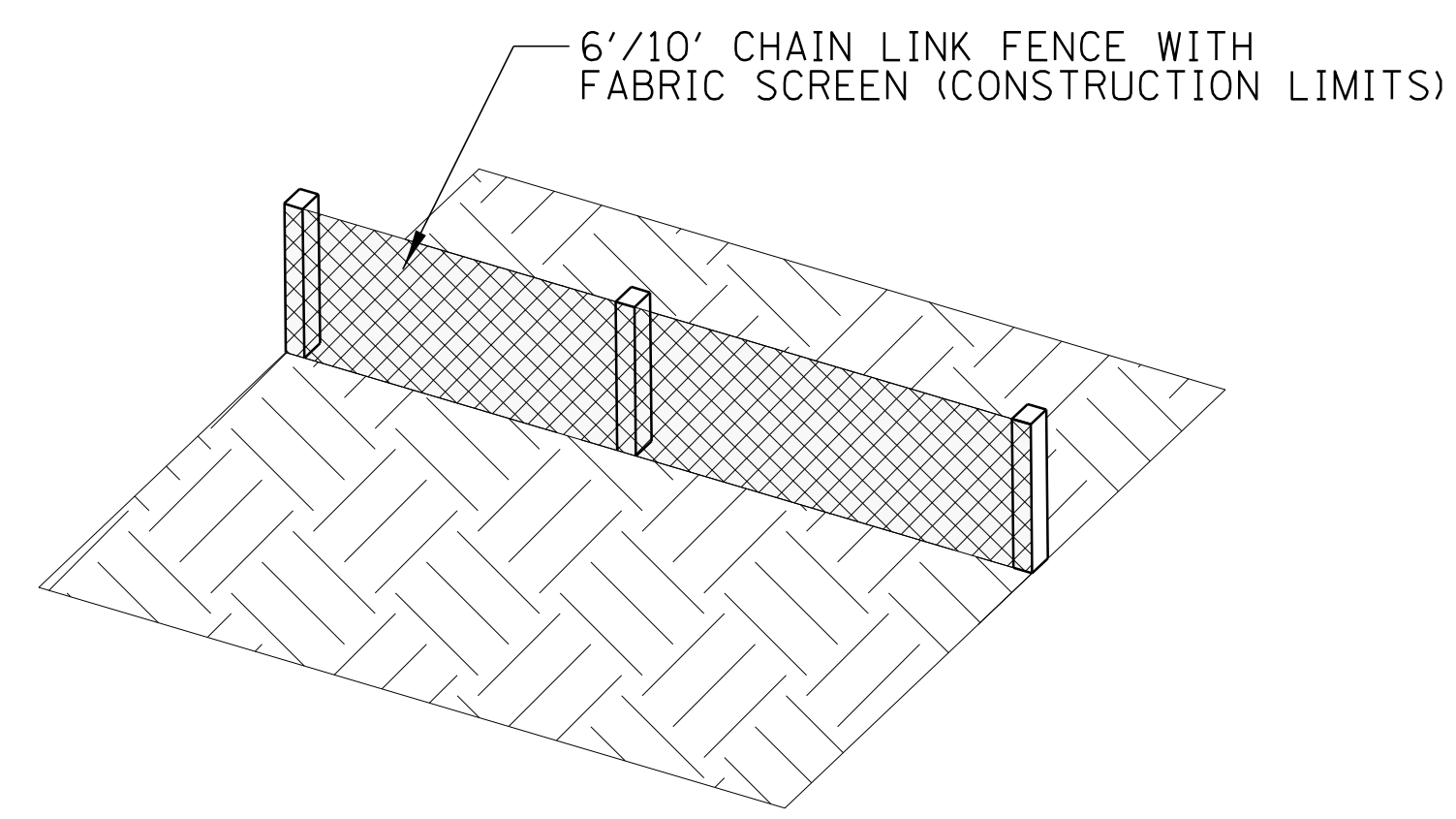
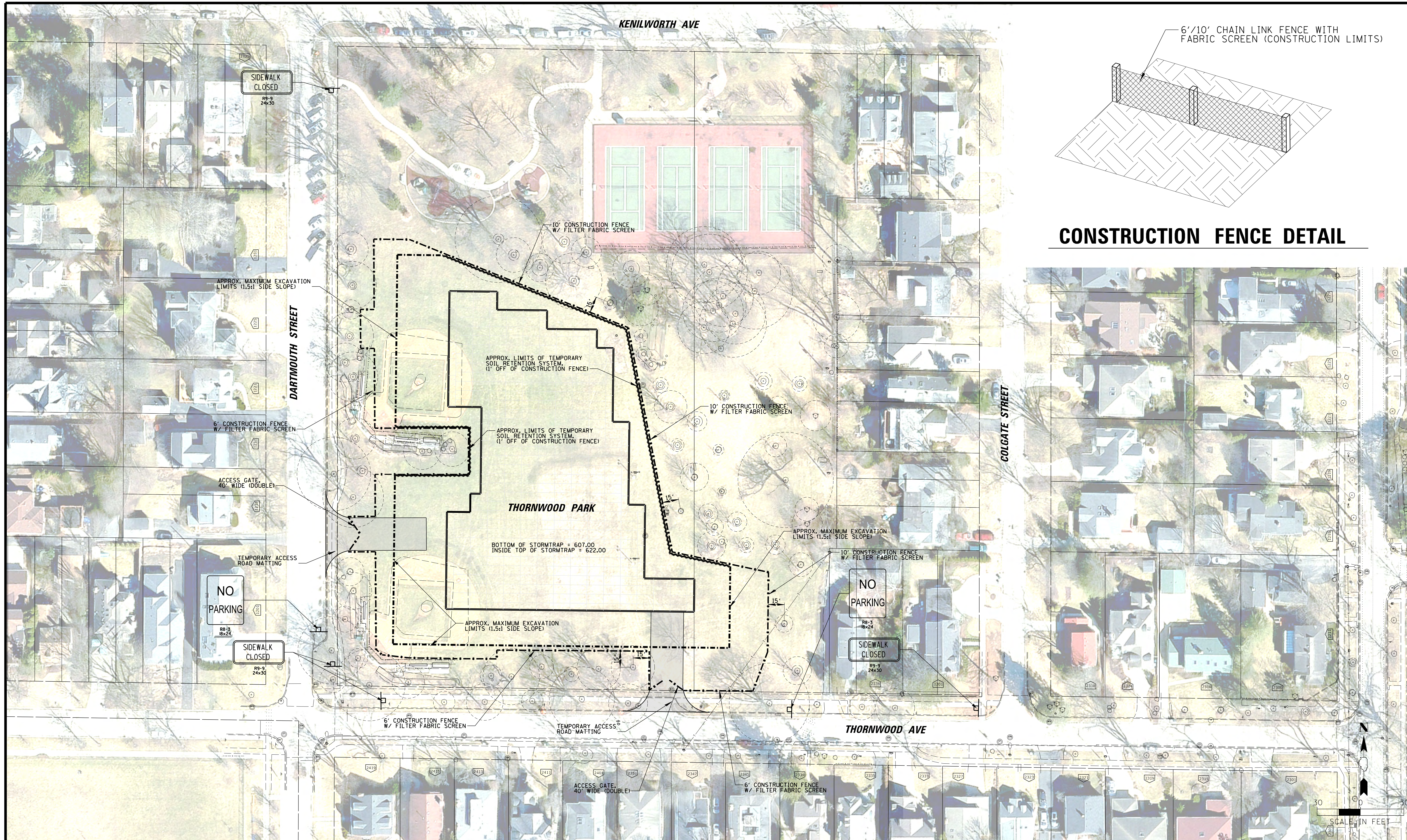
Village of Wilmette
 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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DSGN.	JAL
DWN.	MAK
CHKD.	LMF
SCALE:	20'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

TITLE: **WSNSP CONTRACT #3
 EROSION CONTROL NOTES
 AND DETAILS**

PROJECT NO. 180245.0004
 DATE: 5/7/2021
 SHEET 104 OF 148
 DRAWING NO. **104**



CONSTRUCTION FENCE DETAIL

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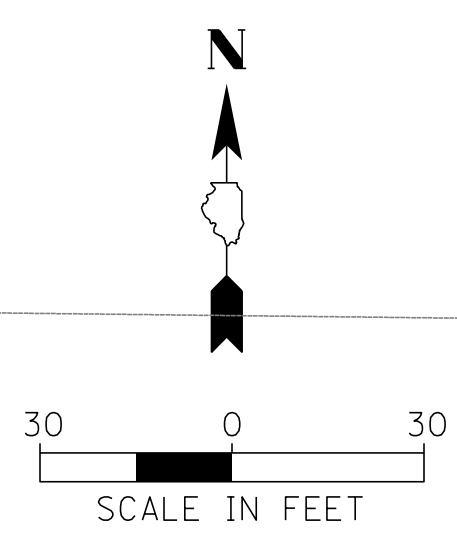


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 1200 WILMETTE AVENUE
 WILMETTE, IL 60091-0040



NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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DSGN.	JAL	TITLE:	PROJ. NO. 180245.0004
DWN.	MAK	WSNSP CONTRACT #3	DATE: 5/7/2021
CHKD.	LMF		SHEET 106 OF 148
SCALE:	40'	THORNWOOD PARK	DRAWING NO.
PLOT DATE:	5/7/2021		CONSTRUCTION ACCESS & FENCE PLAN
CAD USER:	mkoonce		
MODEL:	Default		



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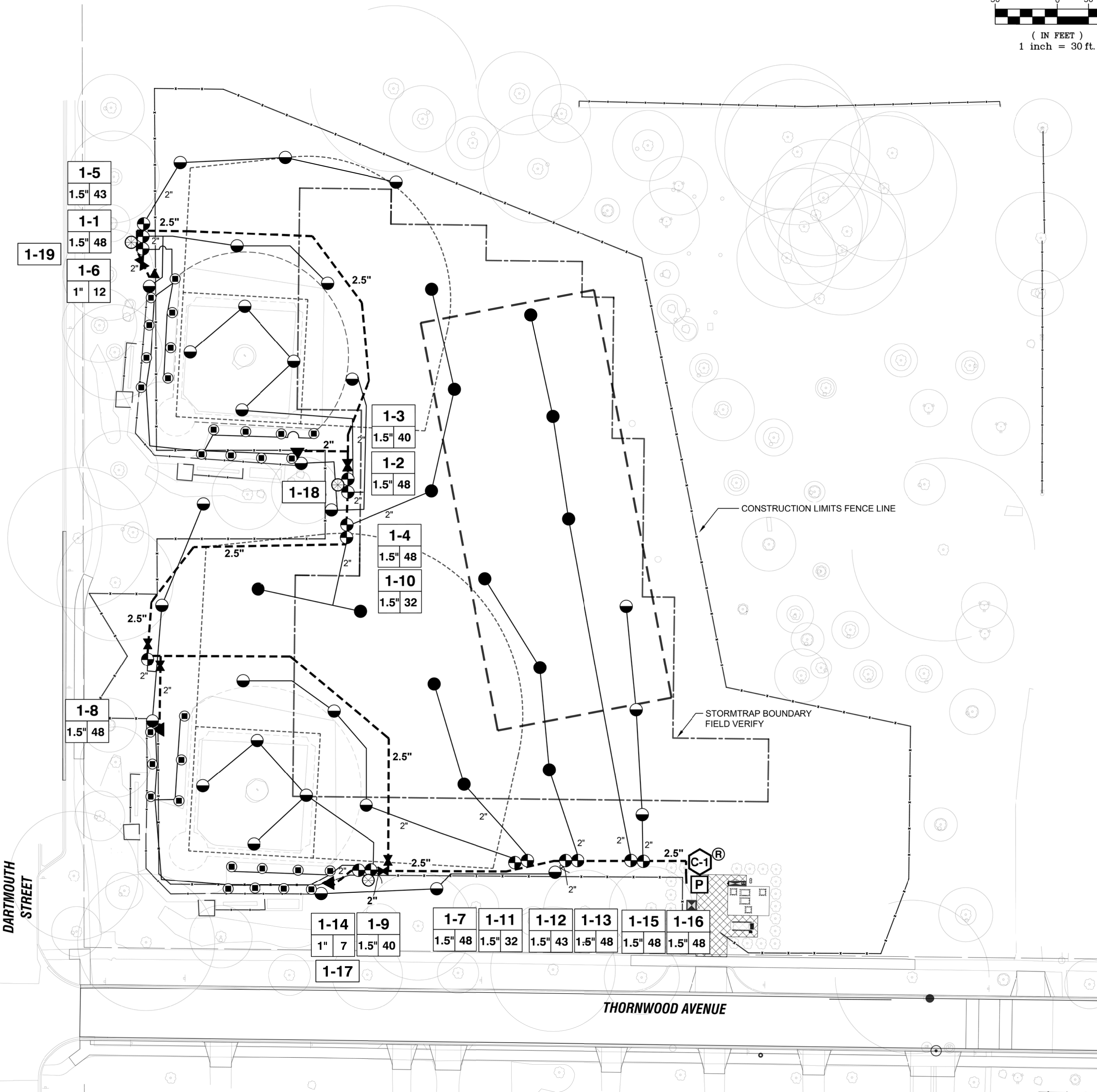
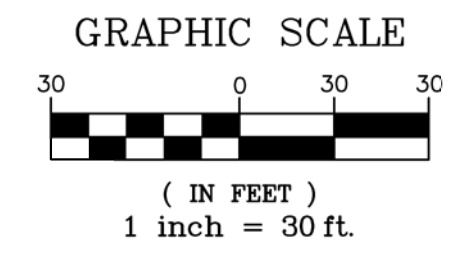
CLIENT:  **Village of Wilmette**
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 WILMETTE, IL 60091-0040

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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CHKD.	LMF
SCALE:	30'
PLOT DATE:	5/7/2021
CAD USER:	mkoonce
MODEL:	Default

TITLE: **WSNSP CONTRACT #3
 THORNWOOD PARK
 PROPOSED GRADING PLAN**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 107 OF 148
 DRAWING NO. **107**



- LEGEND**
- HUNTER I-40-04-SS -- 4" ROTOR -- PART CIRCLE
#15 Nozzle ; 15.2 GPM at 60psi
#8 Nozzle ; 9.2 GPM at 60psi (for in-field, part circles)
 - HUNTER I-40-04-SS-OP -- 4" ROTOR with OPPOSING NOZZLES - FULL CIRCLE
#18 Nozzles ; 15.2 GPM at 60 psi
 - HUNTER PROS-06-PRS40-CV 6" SPRAY HEAD with HUNTER MP ROTATOR NOZZLE
Part Circle - Nozzles Vary
 - ⊕ HUNTER PGV SERIES ELECTRIC VALVE - Size per Plan
 - ▼ LEEMCO L2QCV-FPT-P QUICK COUPLER VALVE with PURPLE CAP
Provide Owner with Valve Keys and Hose Swivels --
(2) L2QCV-KEY Keys; (2) L2QCV-SWIVEL-010 Hose Swivel.
 - ✂ ISOLATION GATE VALVE - Size to Pipe
 - CL 200 PVC Mainline Pipe - Size per Plan with 14-AWG TRACER WIRE, Purple in Color
 - CL 200 PVC Lateral Pipe - Size per Plan with 14-AWG TRACER WIRE, Red in Color
 - CL 200 PVC SLEEVE - Size per Plan
 - ▽ POC-1 2" POINT OF CONNECTION:
Supply line brought to pump station by Civil Contractor; Location per plans.
Refer to civil plans for reference locations.
 - P WATERTRONICS WATERMAX PULSE with RPZ
Mount station on concrete slab. Refer to details for installation instructions.
Civil Contractor responsible for bringing water and electrical service to pump station location.
Irrigation Contractor responsible for pump station installation and final connections.
 - C-1 HUNTER INDUSTRIES IC2-800-SS with ICM-22 module STAINLESS-STEEL WALL MOUNT CONTROLLER
Mount in pump enclosure. Install and ground per manufacturer's recommendations and details.
24 volt wired system.
Install Hunter Industries A2C-LTE Cell Modem in controller.
Confirm AT&T or VZW service before ordering.
110v power to be provided ; Irrigation Contractor to make final connections.
Install Paige #250090LED Lightning Surge Arrester at controller.
 - R HUNTER INDUSTRIES WRF-CLK (Wireless Rain & Freeze) SENSOR
Mount sensor in a Hunter Industries WS-GUARD sensor guard on the RPZ enclosure.
Mount receiver in a Hunter Industries WR-GUARD receiver guard next to the controller.
 - ⊗ SPARE 24-volt SIGNAL WIRE DROP
 - 2" PIPE SIZE

4" / 2"sl Sleeve / Bore	Controller Number	Pulse Wire Color Code #14 AWG.:
Wire Sleeve Size	Station Number	Valve #
Pipe Sleeve Size	Valve Type	Red 1 15 9 13 17
	Valve Size	Blue 2 6 10 14 18
		Orange 3 7 11 15 19
		Brown 4 8 12 16 20
		White - Common #14 AWG
		Purple - Mainline Tracer, #14 AWG

- GENERAL IRRIGATION NOTES**
1. CONTACT ALL UTILITIES AND GENERAL CONTRACTOR AT LEAST 5 DAYS PRIOR TO THE START OF CONSTRUCTION.
 2. MAINTAIN ALL CODES REQUIRED BY LOCAL AUTHORITIES.
 3. COORDINATE ELECTRICAL HOOKUP WITH GENERAL CONTRACTOR, ELECTRICIAN AND OWNER.
 4. COORDINATE ALL SLEEVES AND PENETRATIONS WITH GENERAL CONTRACTOR IRRIGATION CONTRACTOR IS RESPONSIBLE FOR BORES, SLEEVES OR PENETRATIONS RELATED TO THE IRRIGATION.
 5. IRRIGATION HEADS AND LINES ARE SCHEMATIC - FIELD ADJUSTMENTS MAY BE REQUIRED.
 6. CAP OR PLUG ALL OPENINGS AS SOON AS LINES ARE INSTALLED TO PREVENT DEBRIS IN THE LINE.
 7. INSTALL ALL PIPING AND FITTINGS USING GLUE METHODS CONSISTENT WITH MANUFACTURER'S RECOMMENDATIONS.
 8. MAINLINE PIPING SHALL BE INSTALLED AT MINIMUM OF 18" TO THE TOP OF PIPE. LATERAL LINES SHALL BE INSTALLED AT A MINIMUM DEPTH OF 18" TO THE TOP OF PIPE.
 9. THOROUGHLY FLUSH ALL LINES PRIOR TO THE OPERATION OF SPRINKLER HEADS.
 10. INSTALL WIRES A MIN. OF 8" BELOW GRADE.
 - SPLICES ARE NOT ALLOWED IN THE TRENCH.
 - PROVIDE A 24" EXPANSION LOOP AT EACH CHANGE IN DIRECTION.
 - 5 FEET OF EXCESS DECODER WIRE IS TO BE AT EACH DECODER LOCATION FOR EASE OF ACCESS.
 11. THE IRRIGATION SYSTEM SHALL BE TESTED AT OPERATING PRESSURE FOR A MINIMUM OF 4 HOURS. REPAIR ALL LEAKS AND RETEST AFTER CURING.
 12. UPON COMPLETION OF TEST, COMPLETE ASSEMBLY OF ALL EQUIPMENT AND SPRINKLERS FOR PROPER DISTRIBUTION.
 13. PROVIDE 'AS BUILT' DRAWINGS SHOWING ALL COMPONENTS OF THE SYSTEM PRIOR TO FINAL PAYMENT. PROVIDE FINAL GPM OF ZONES, WIRE RUNS, HEADS, VALVES, PIPE SIZES ETC...
 14. SLEEVE UNDER ROAD, WALLS, PAVERS, AND DRIVES
 - SLEEVE WIRE AND PIPING SEPARATELY, SEE PLAN FOR SIZING
 - ALL WIRING TO BE SLEEVED IN A MINIMUM 1" SLEEVE
 - ALL SLEEVING TO BE SDR-21 PVC CLASS 200
 15. ALL BIDDERS SHALL VISIT AND REVIEW THE SITE AND FAMILIAR THEMSELVES WITH THE SITE THE SITE PRIOR TO SUBMITTING A BID.
 16. CONTRACTOR IS RESPONSIBLE FOR SUBMITTING AND ACQUIRING ALL PERMITS.
 17. PRESSURE READINGS WERE PROVIDED BY OTHERS. IF THE STATIC PSI IS NOT 72psi BEFORE THE RPZ, NOTIFY OWNER'S REPRESENTATIVE.

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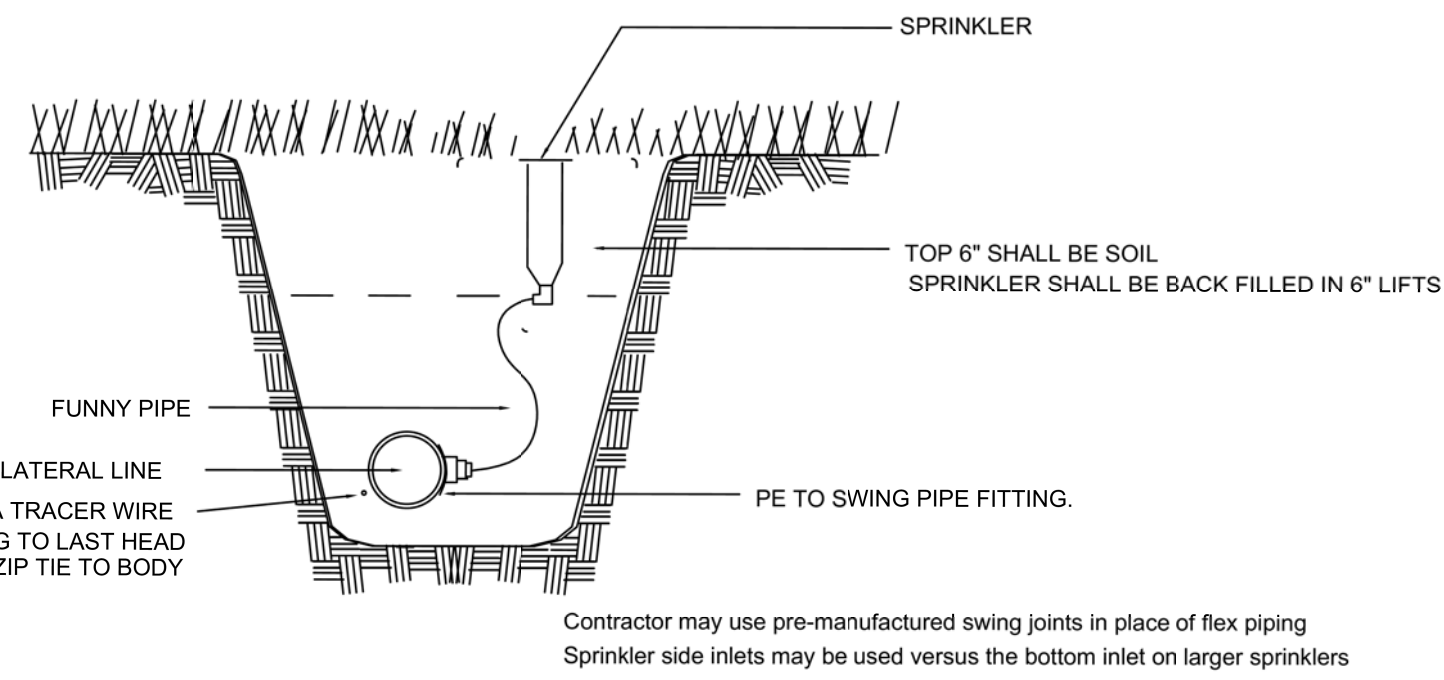
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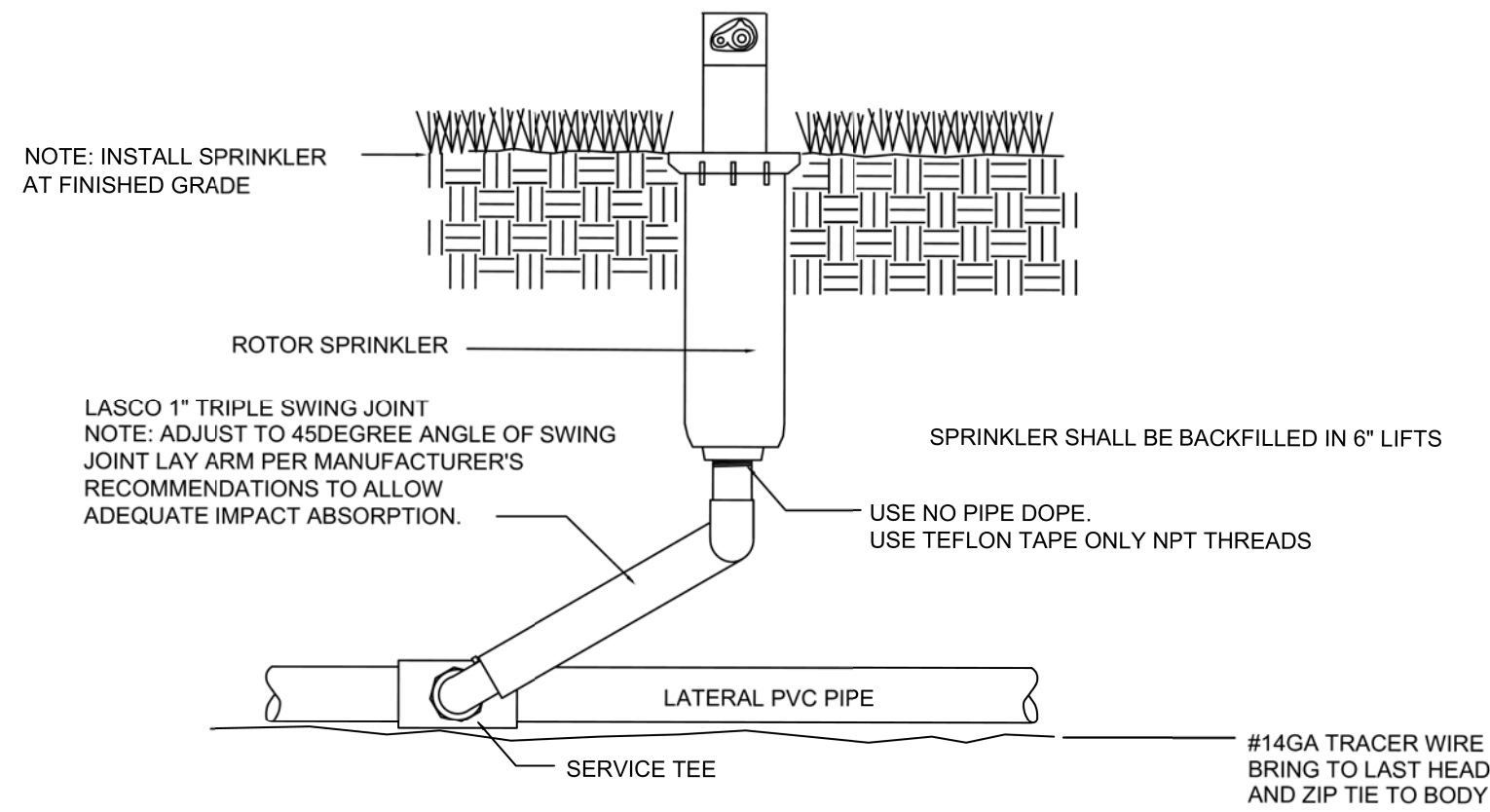
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 THORNWOOD PARK
 IRRIGATION PLAN - OVERALL**

PROJ. NO. 180245.0004
 DATE: 5/7/2021
 SHEET 109 OF 148
 DRAWING NO. **109**



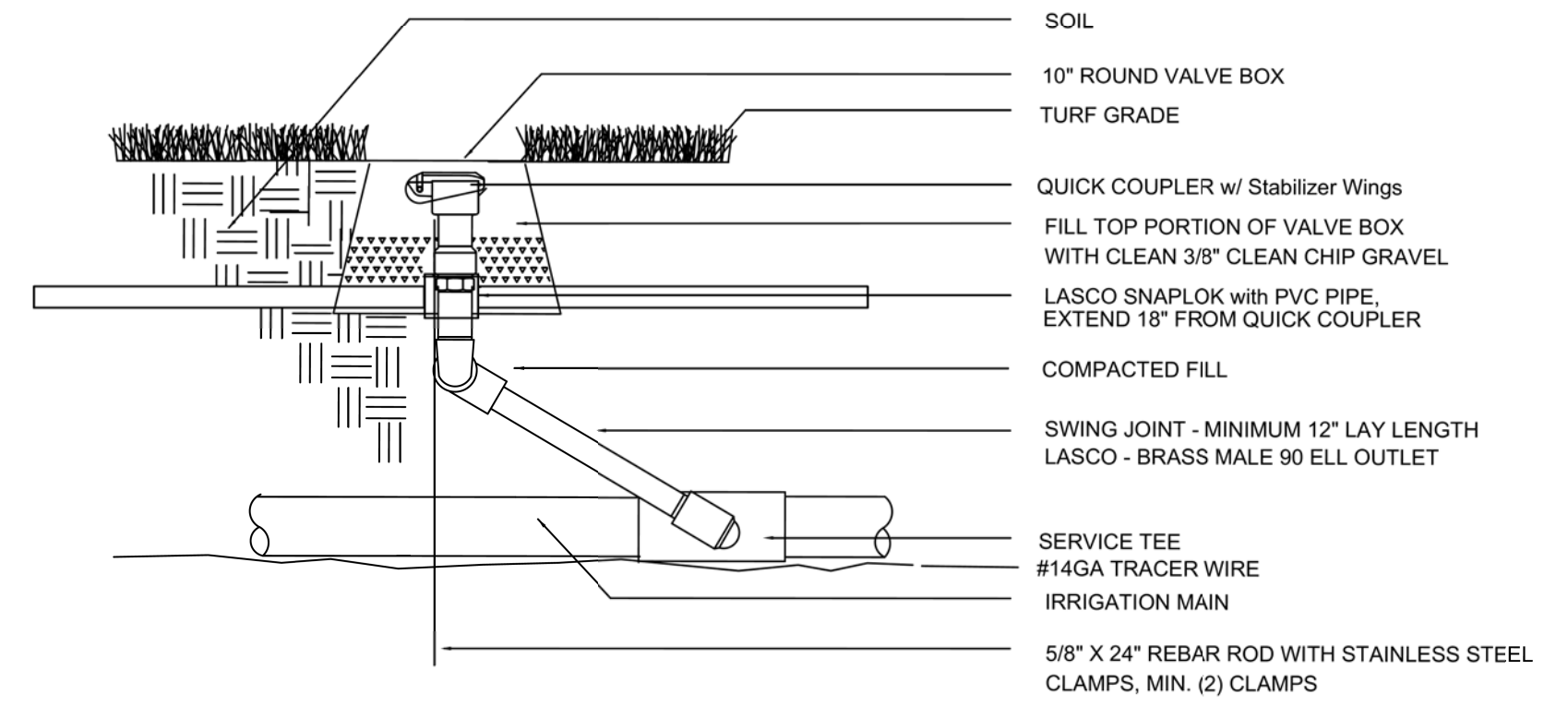
1 6" SPRAY HEAD

NO SCALE



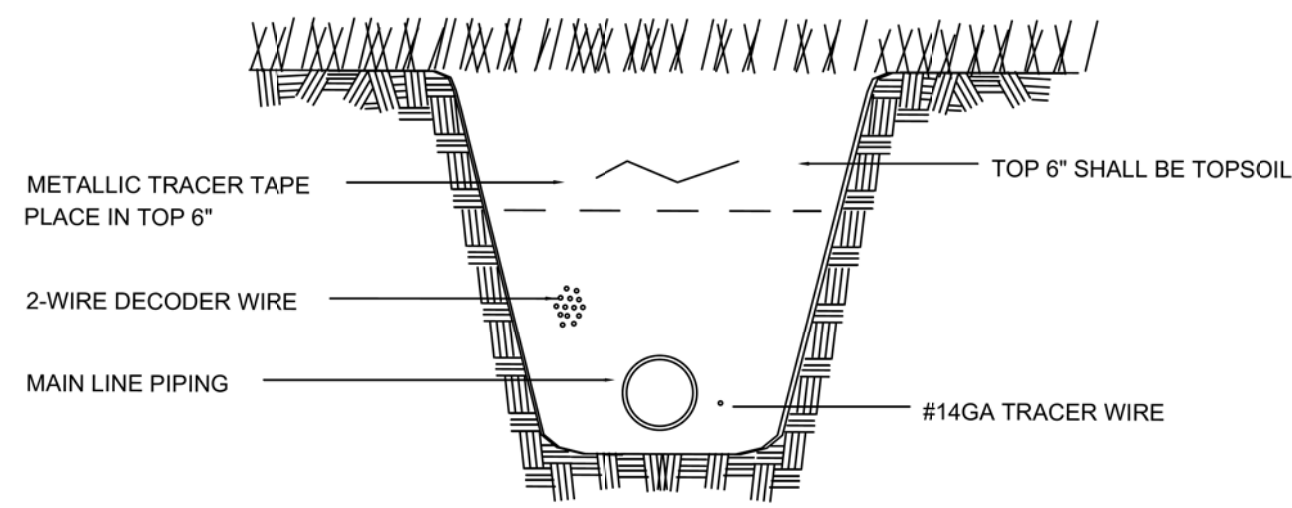
2 I-40 ROTOR HEAD

NO SCALE



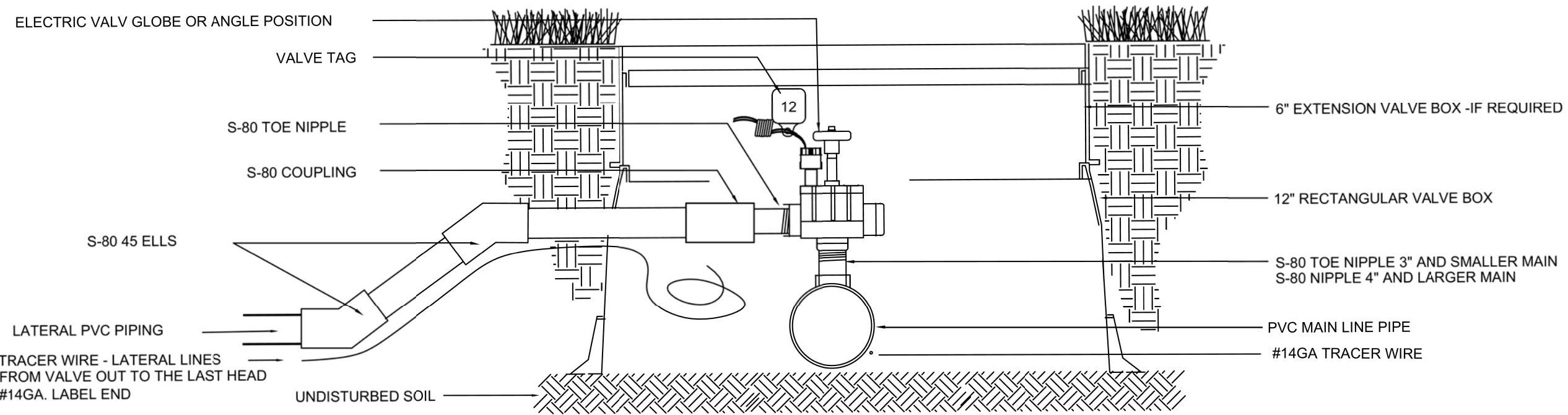
3 QUICK COUPLER VALVE

NO SCALE



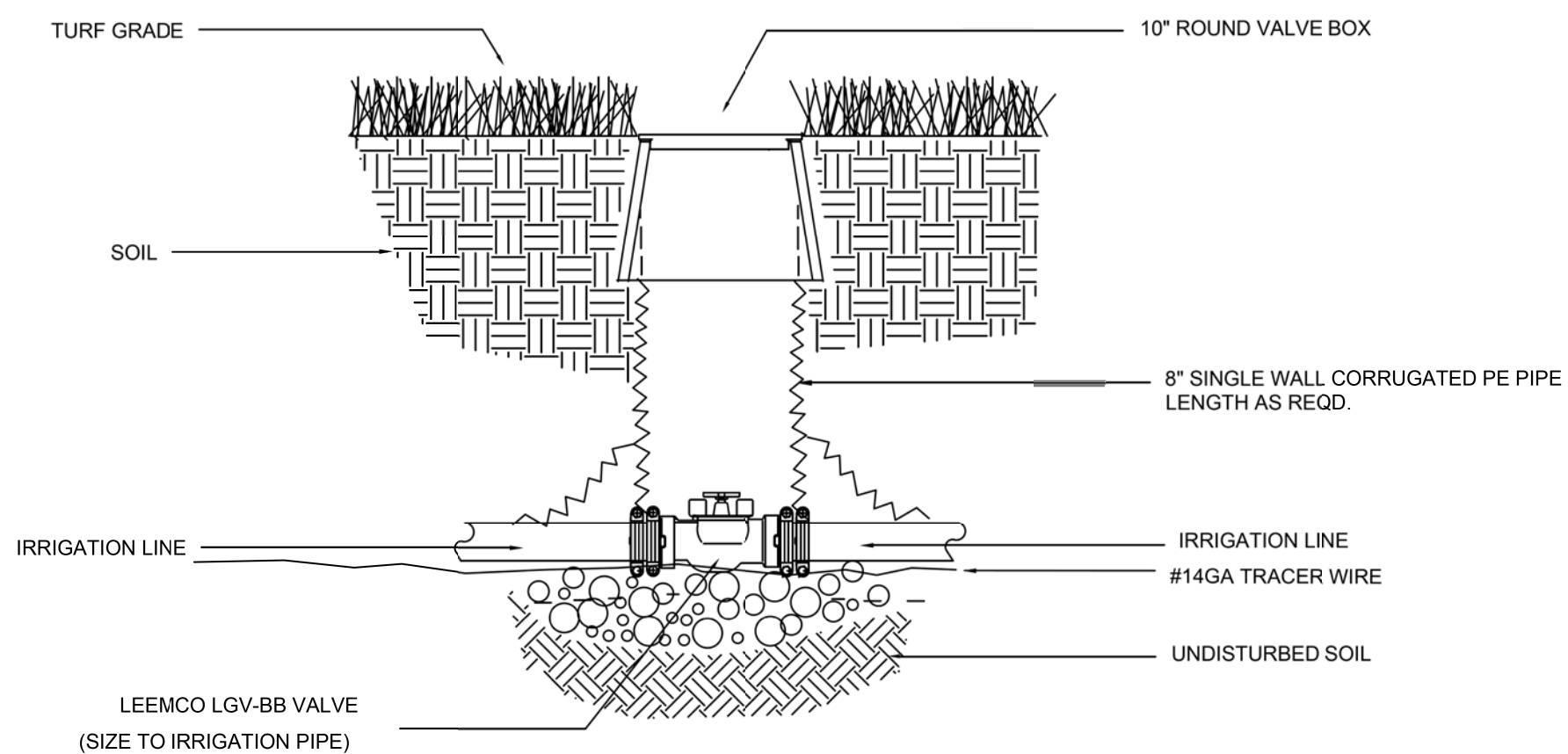
4 WIRE TRENCH

NO SCALE



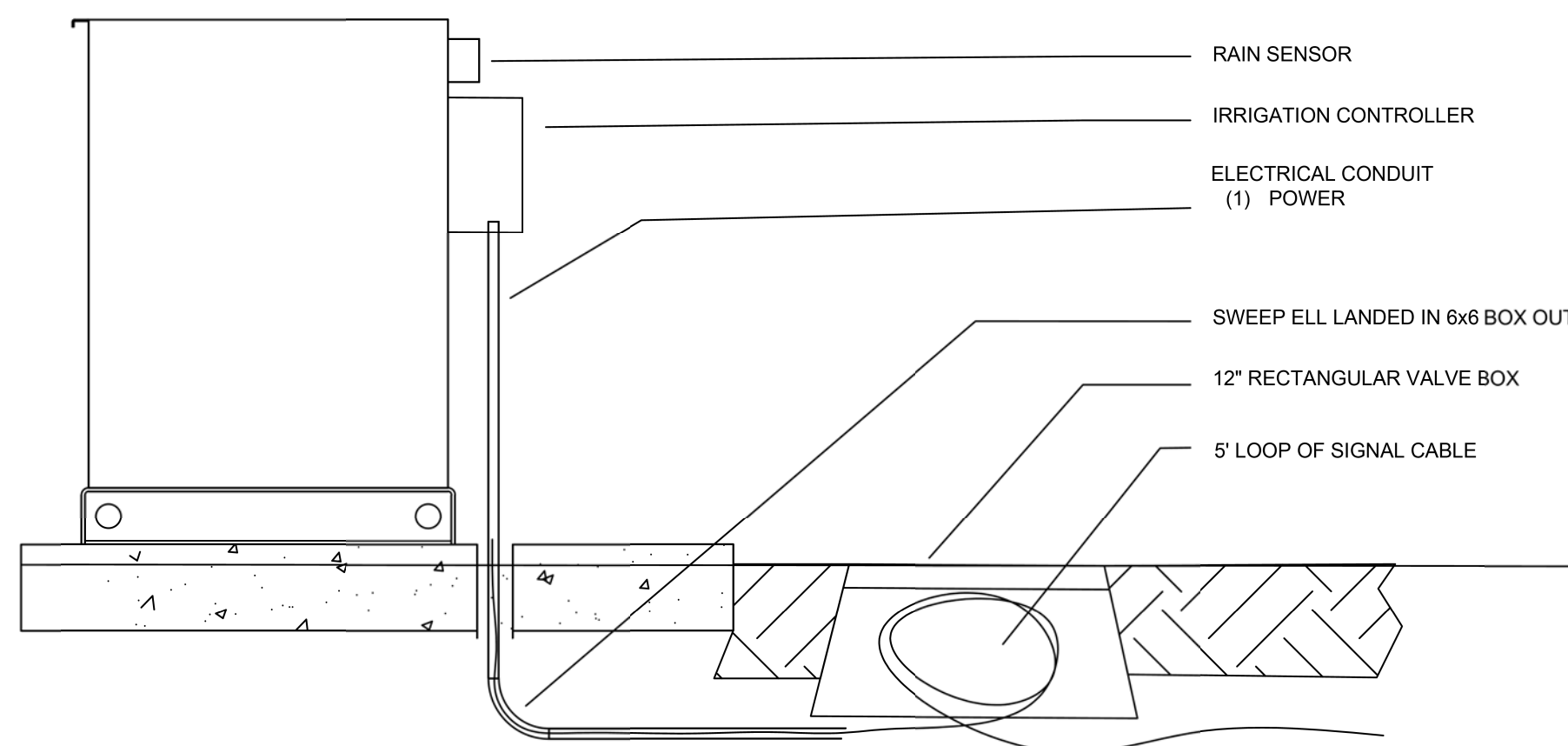
5 ELECTRIC VALVE / LATERAL CONNECTION

NO SCALE



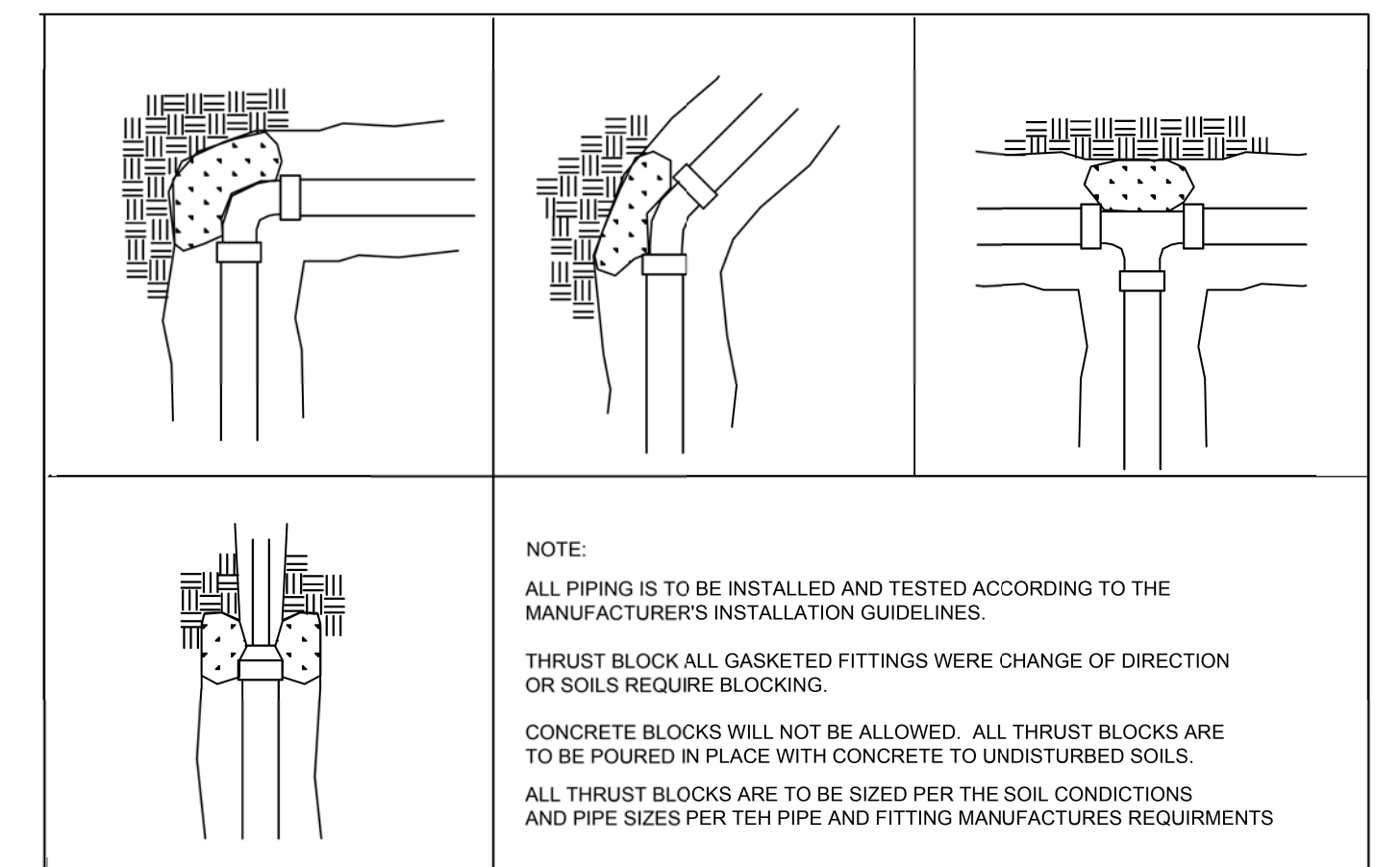
6 2" / 2.5" / 3" ISOLATION VALVE

NO SCALE



7 CONTROLLER MOUNT

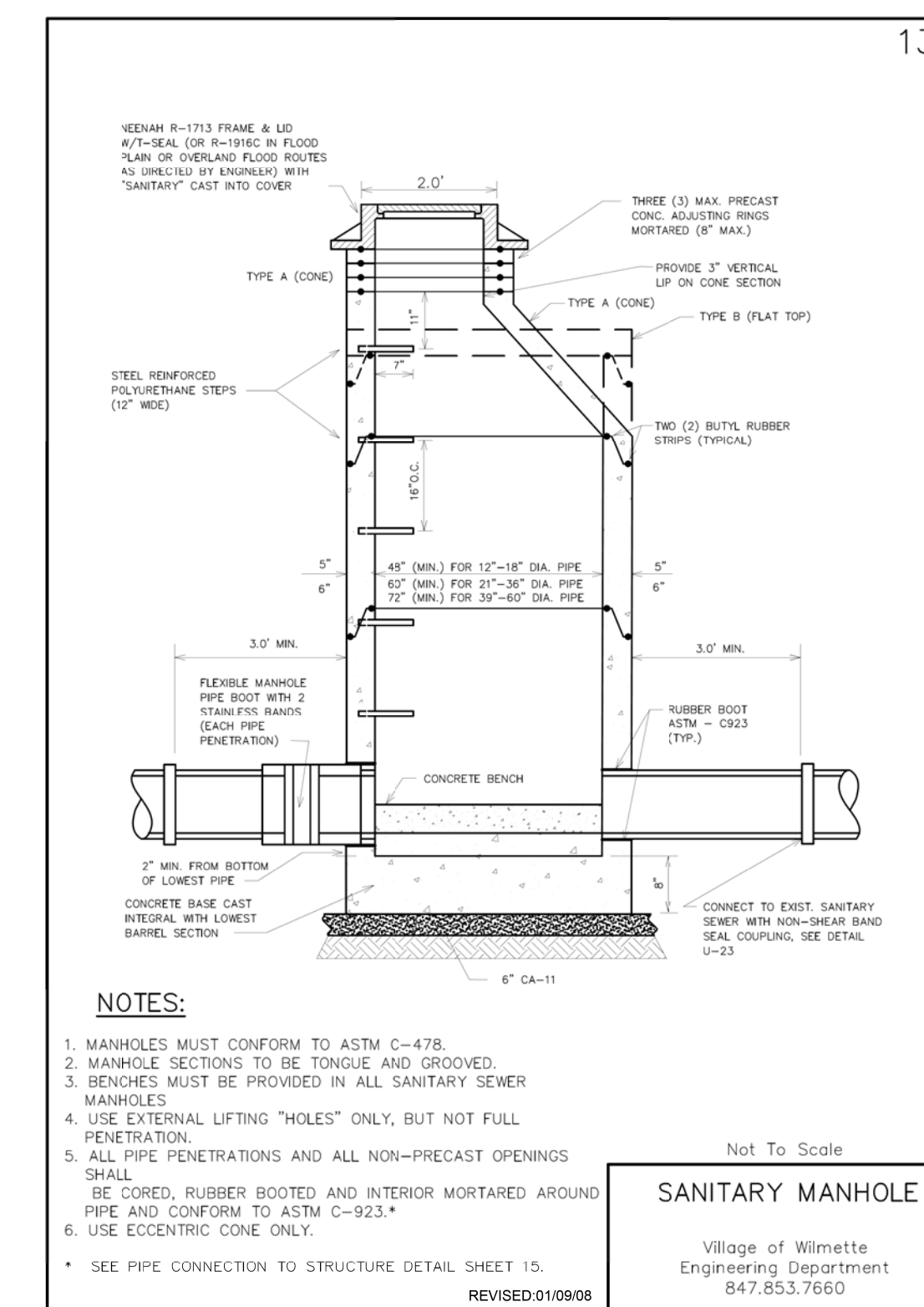
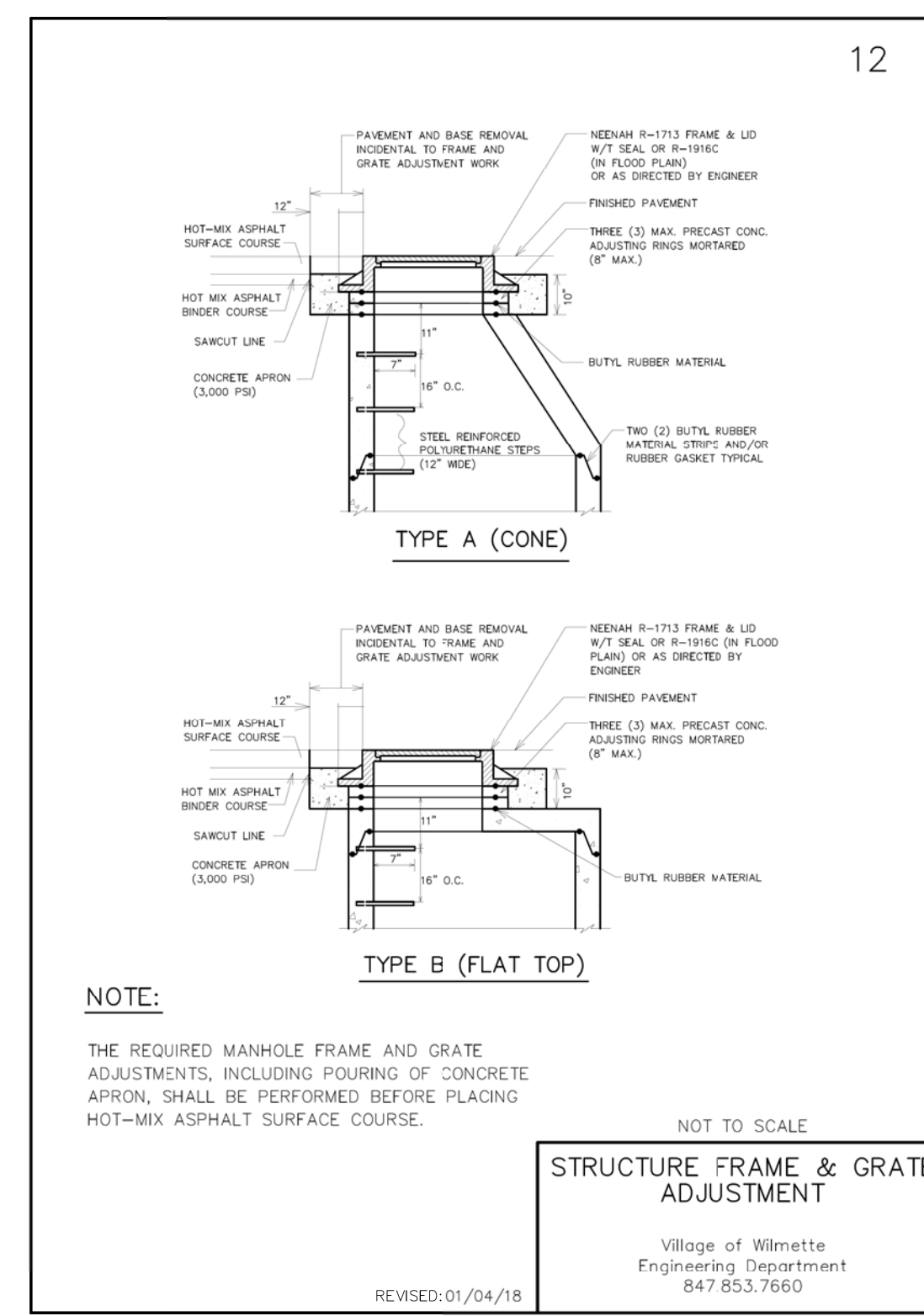
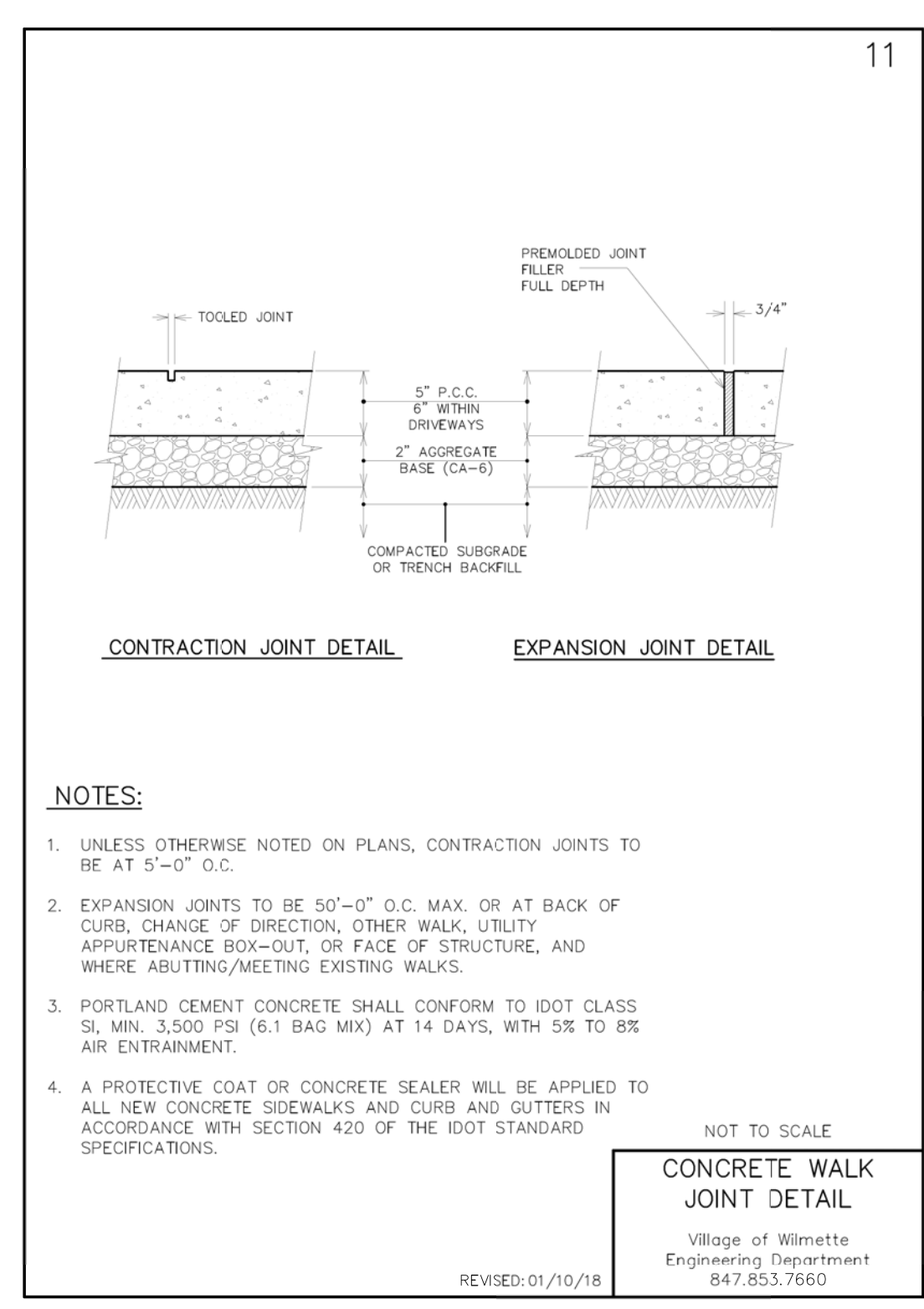
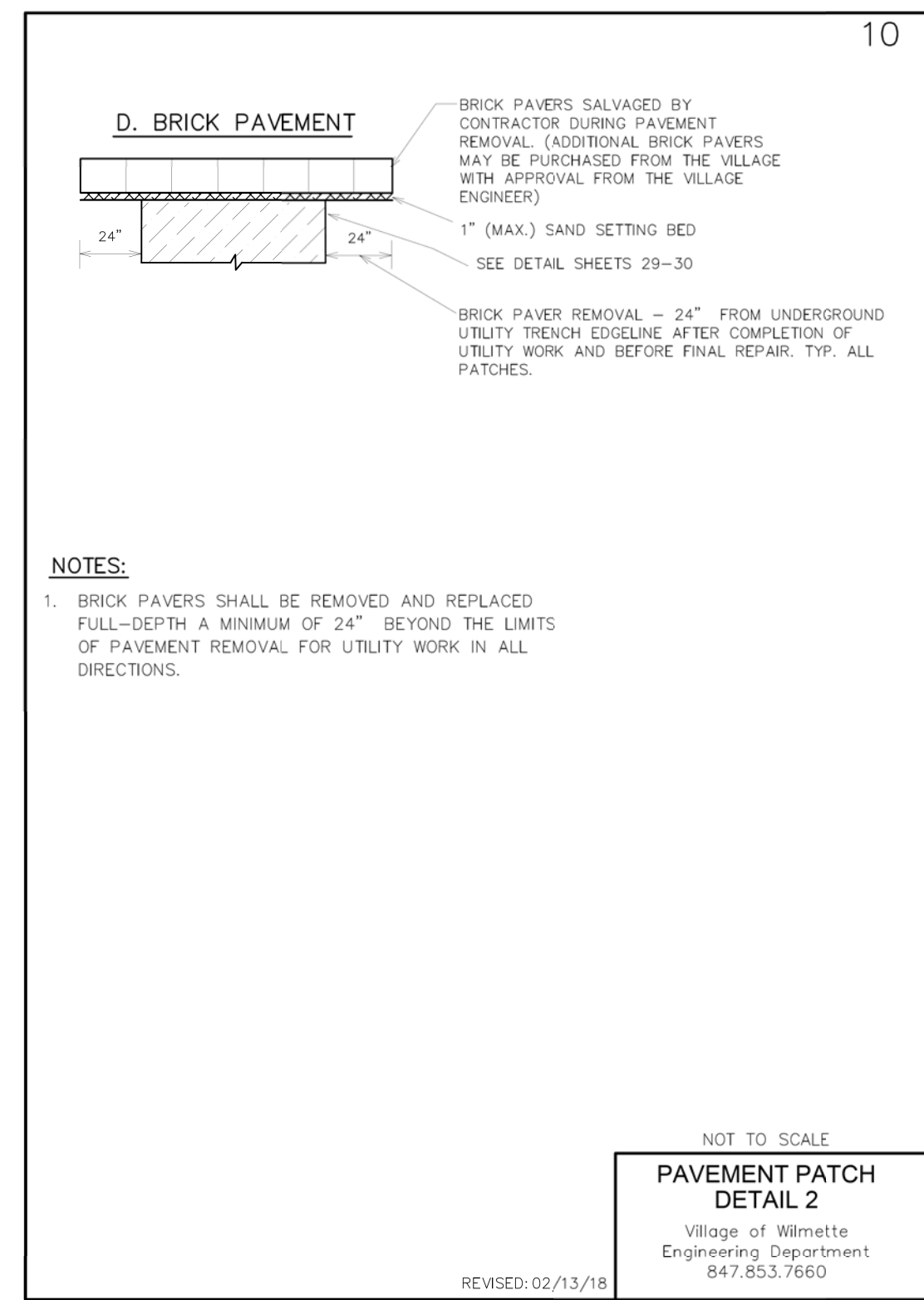
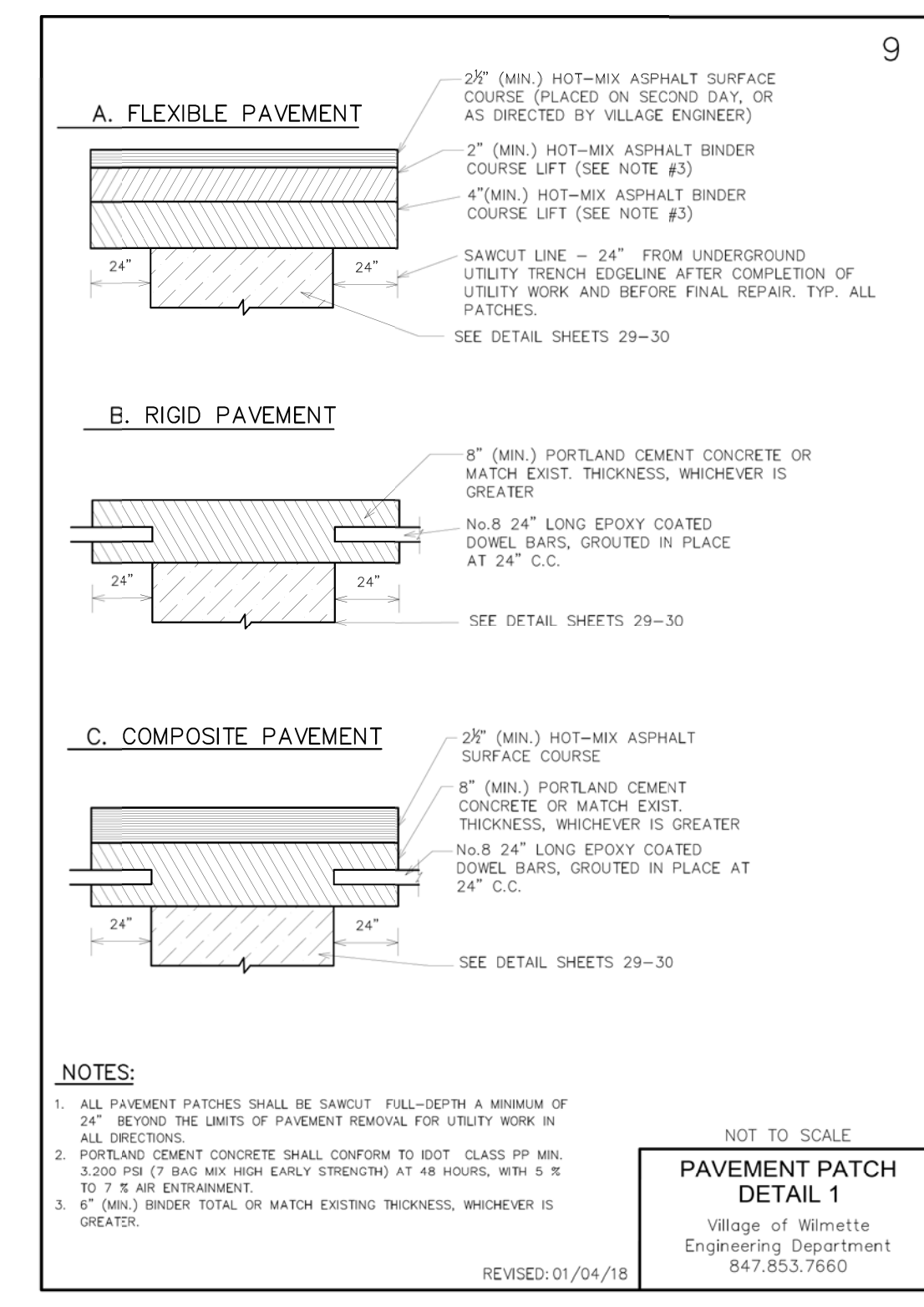
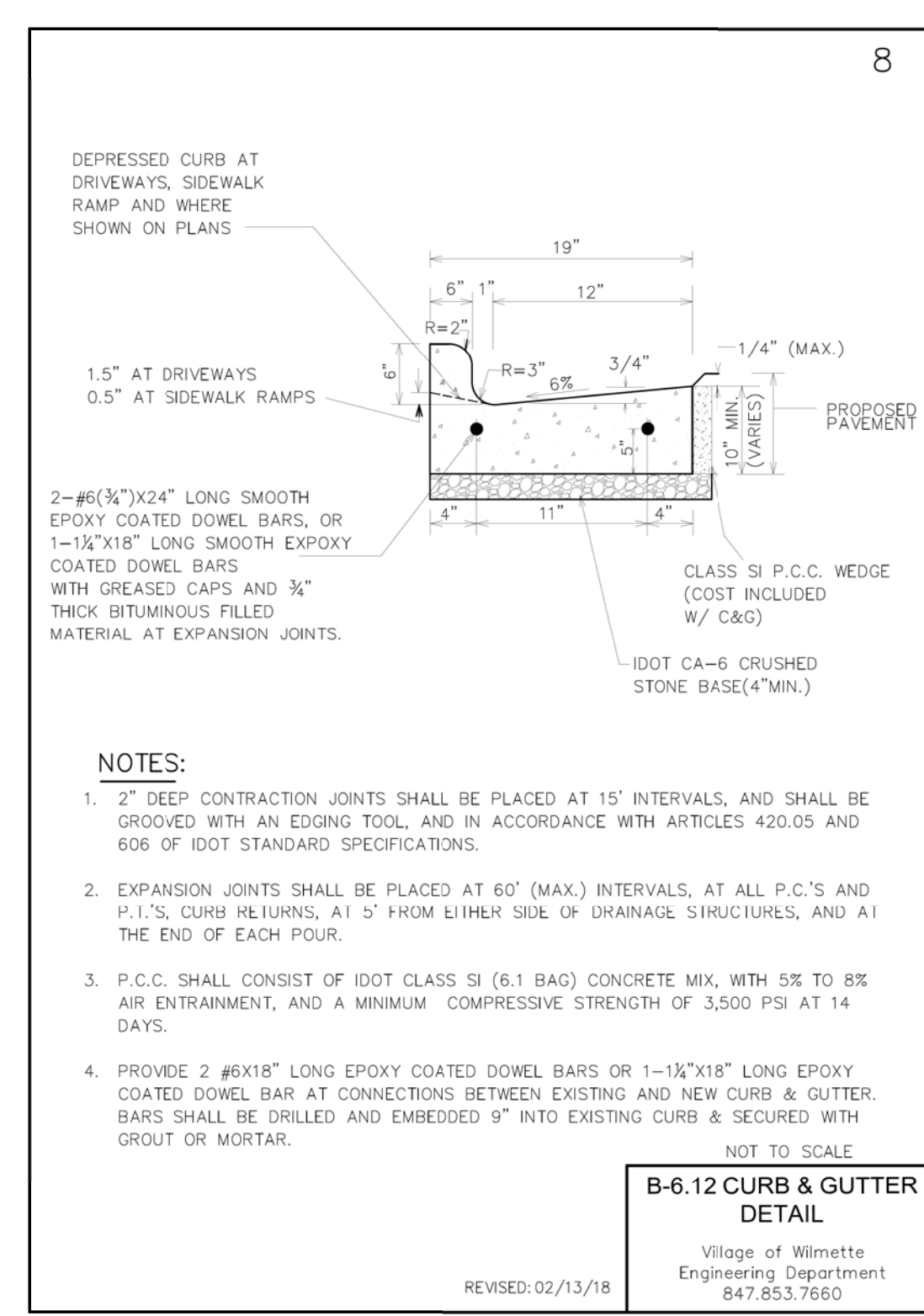
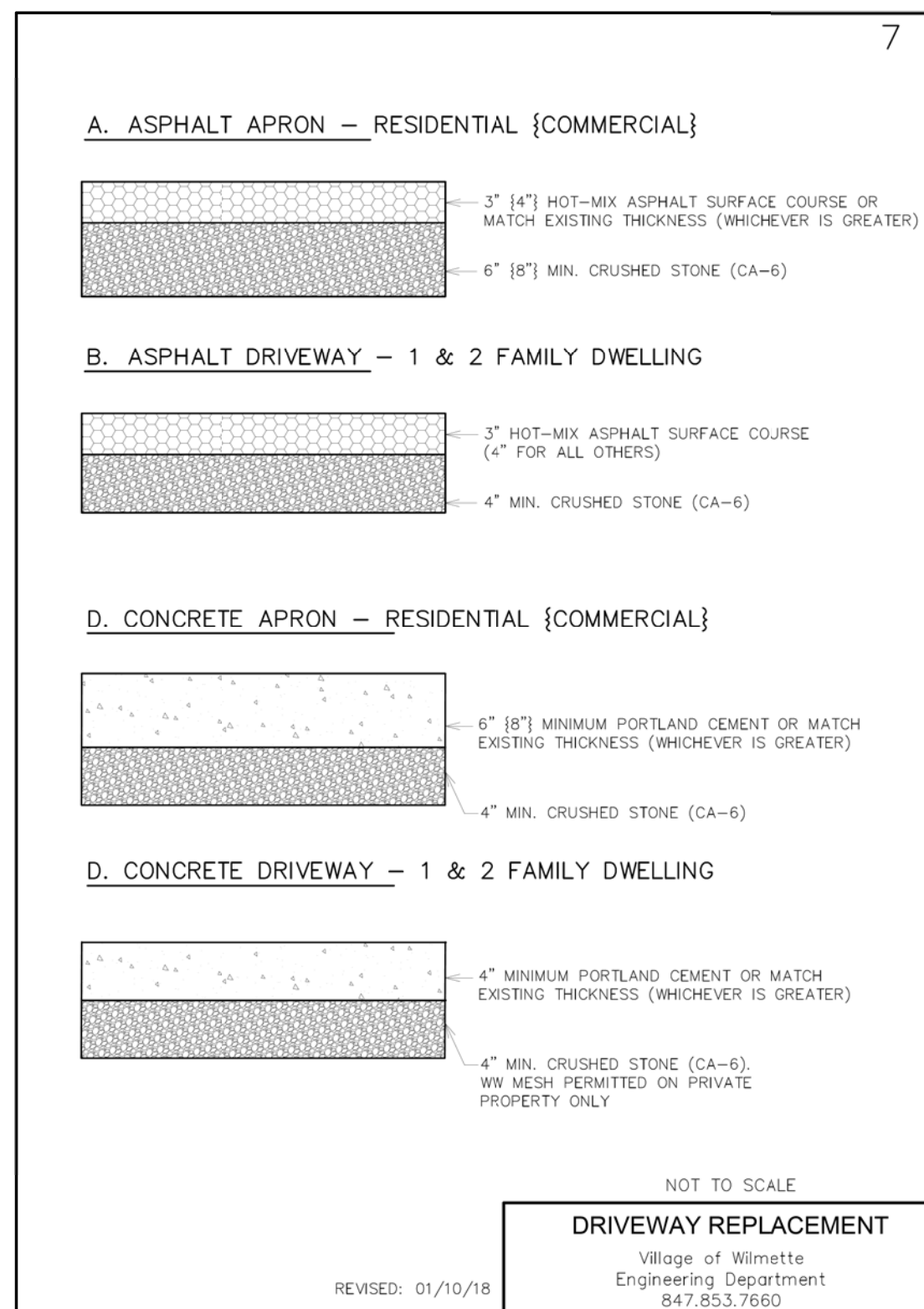
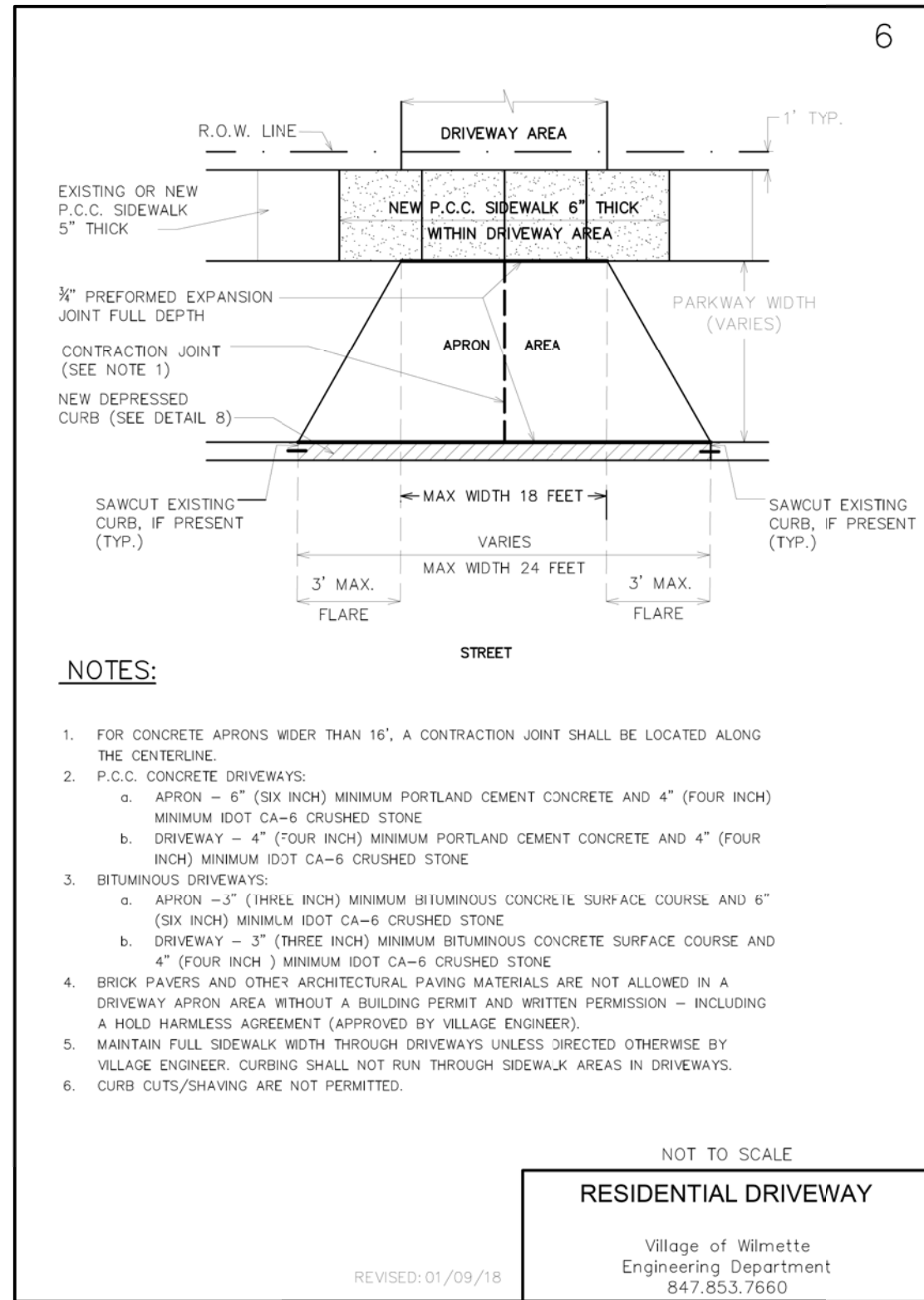
NO SCALE



8 THRUST BLOCKS

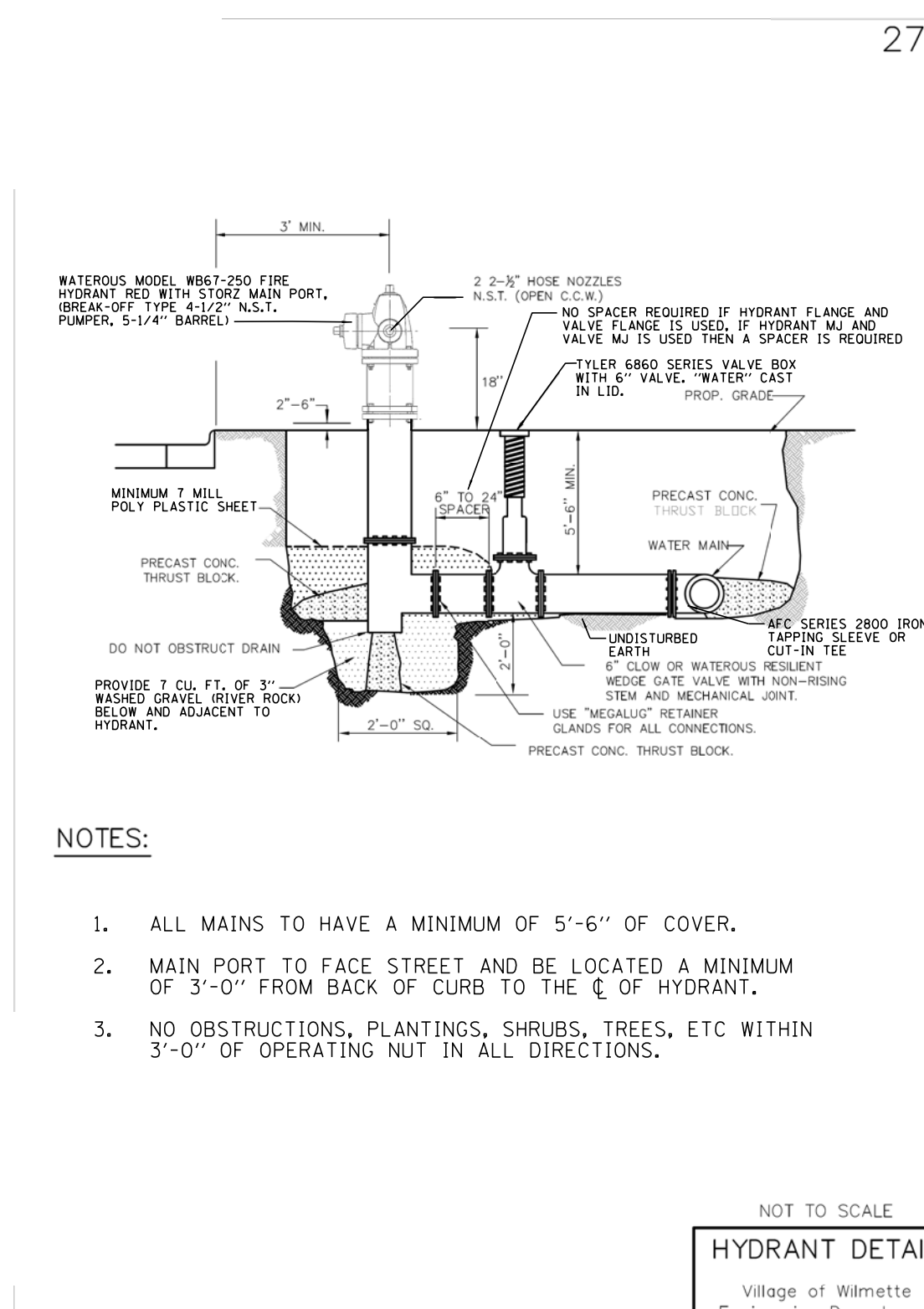
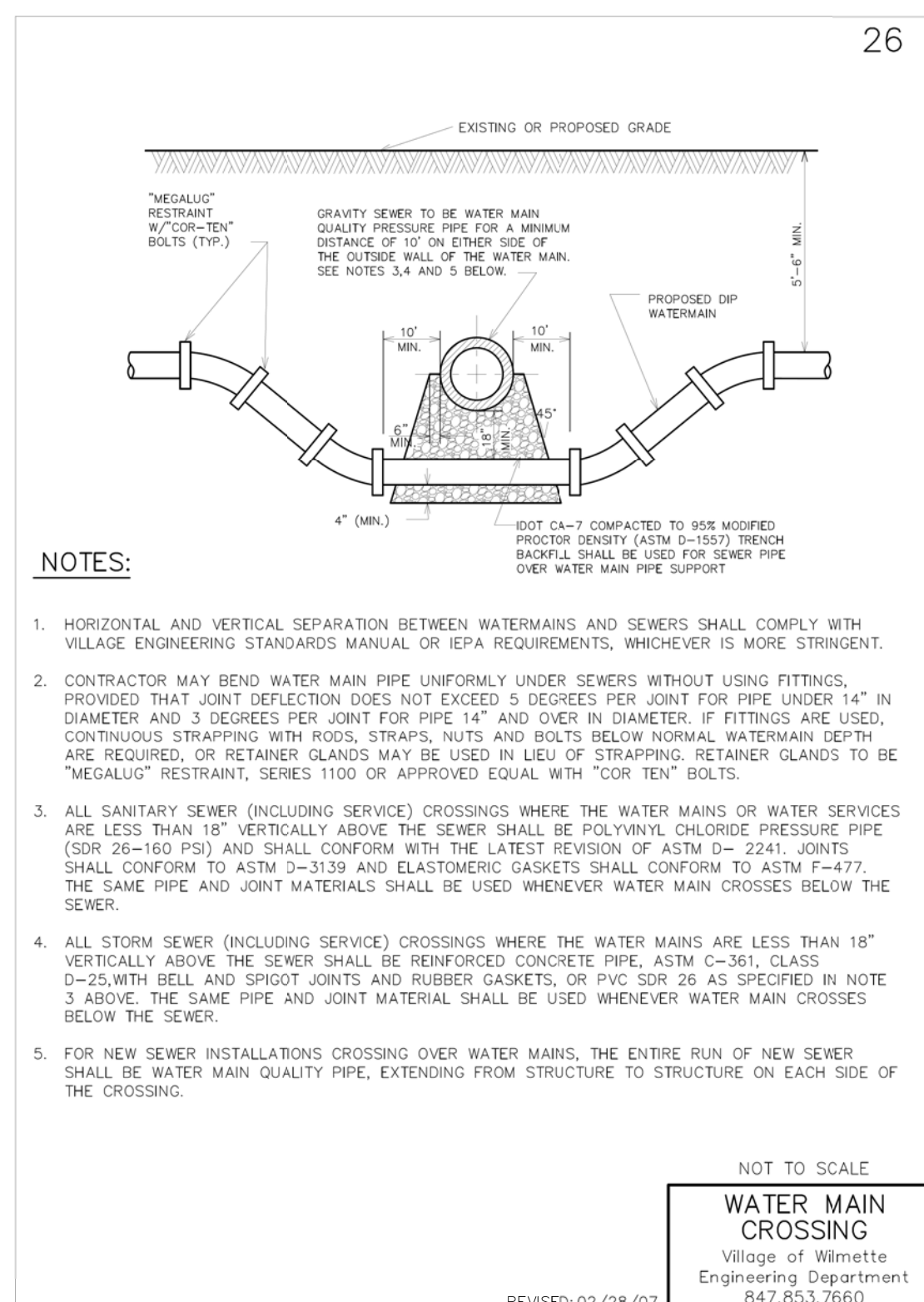
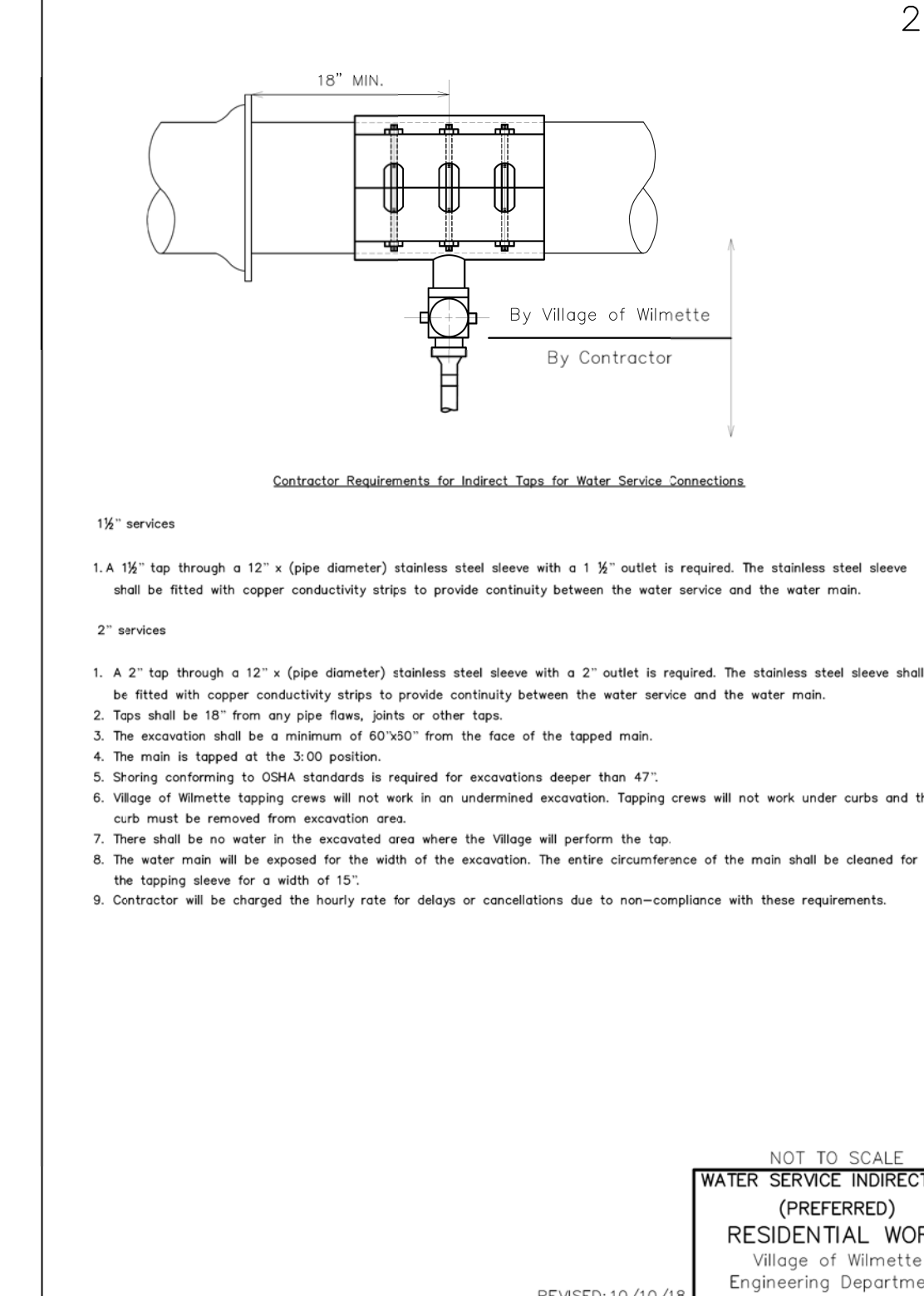
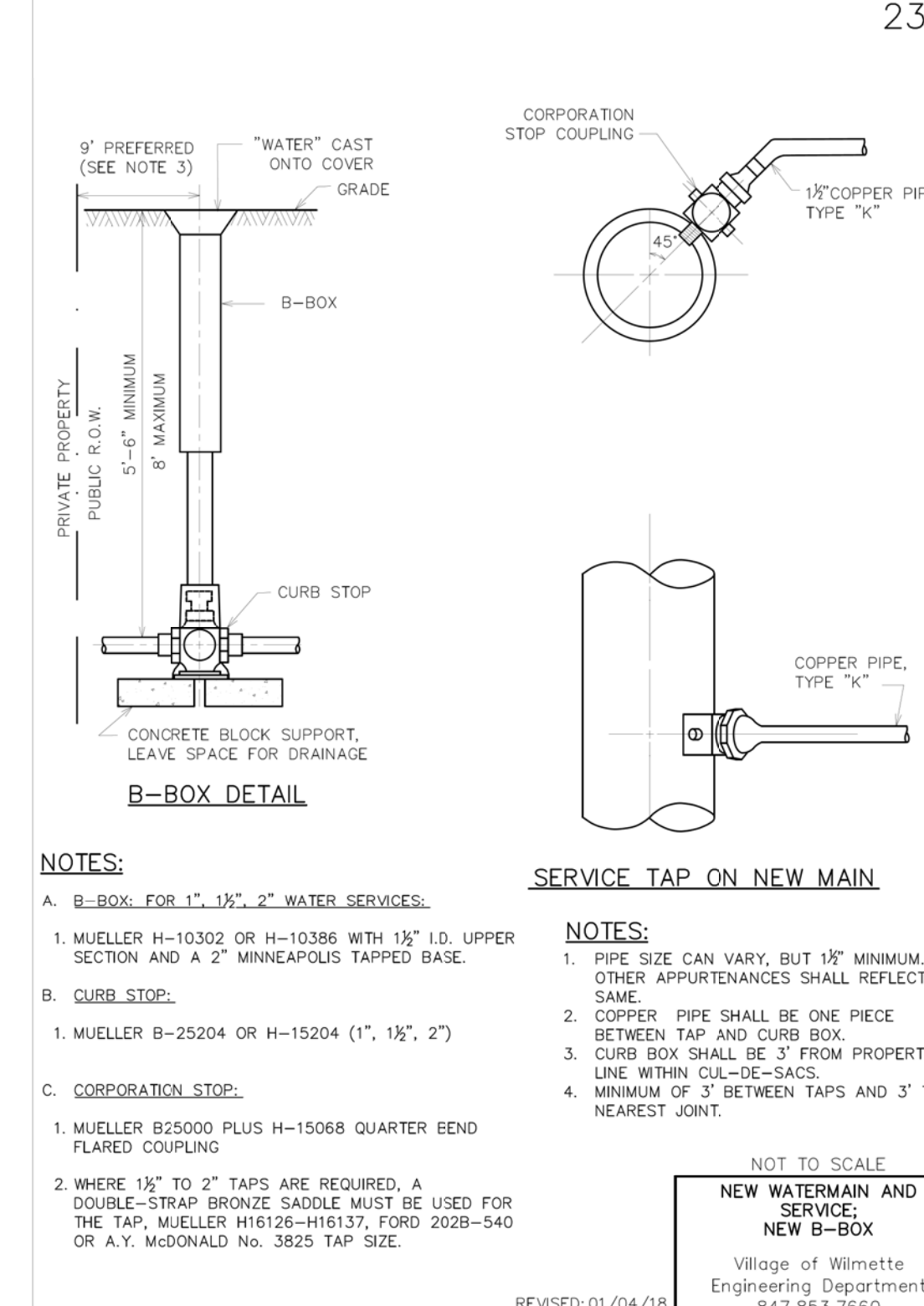
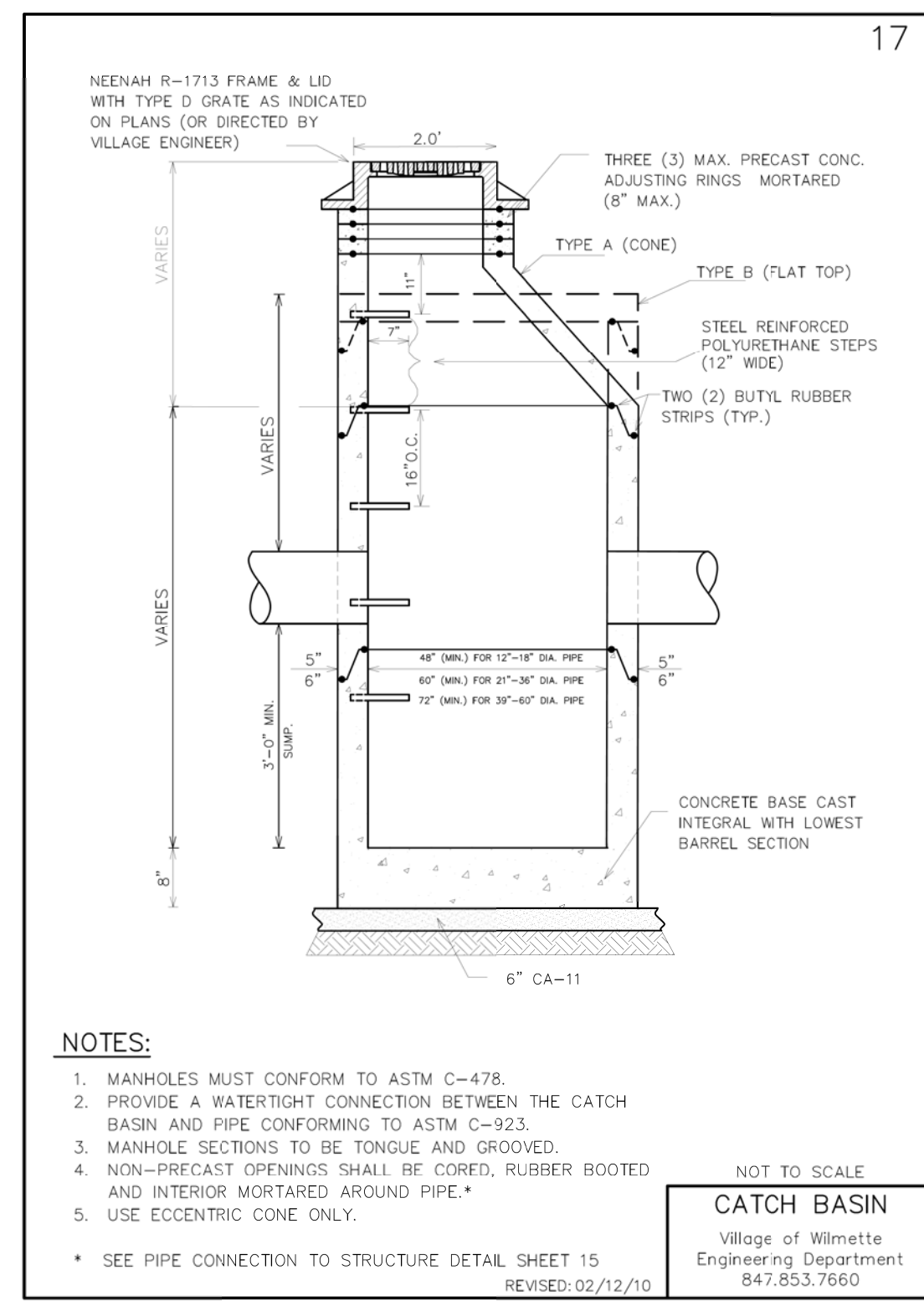
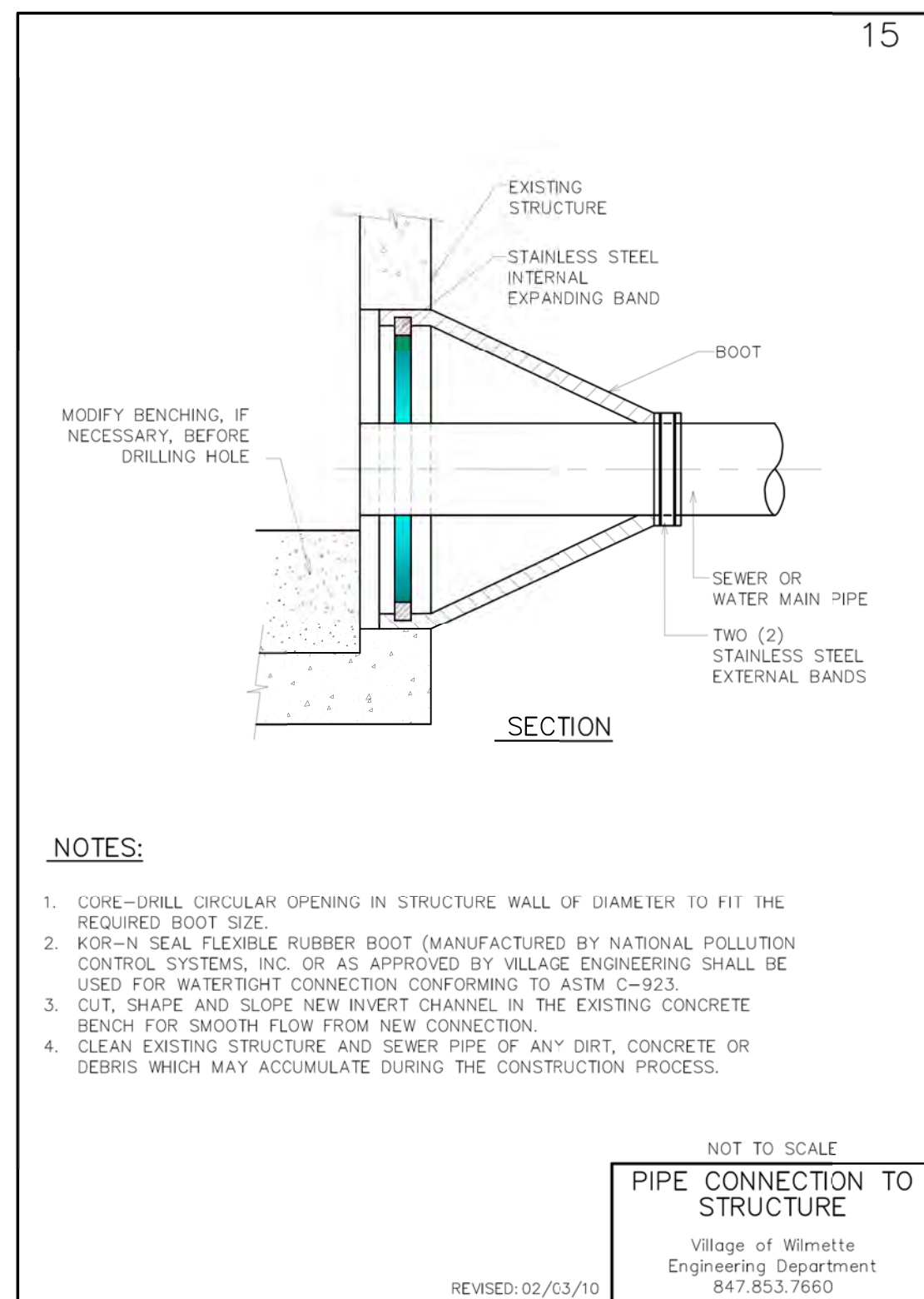
NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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TITLE:



NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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FILE NAME: N:\wilmette\180245.00004\Civil\DET_C3.180245_01.sht



Contractor Requirements for Indirect Taps for 1-1/2" - 2" Water Service Connections

- To schedule water service taps, call the Public Works Division at 1-847-853-7500 and be ready to provide the project number from your permit. Taps scheduled for Wednesdays or Thursdays. Village performs only the tap and does not provide any materials.
- Contractor to provide and install a Stainless Steel Tapped Repair Sleeves as follows:

Water Main Size	1-1/2" tap	2" tap
6"	Ford FSI-724-125-CC6-CS SB 264-069012-713 AYM 435-0705-12-A6-C-TLPC Mueller 2-546-12-484	Ford FSI-724-125-CC7-CS SB 264-069012-715 AYM 435-0705-12-A7-C Mueller 2-548-12-484
8"	Ford FSI-939-125-CC6-CS SB 264-090512-713 AYM 435-0918-12-A6-C-TLPC Mueller 2-546-12-899	Ford FSI-939-125-CC7-CS SB 264-090512-715 AYM 435-0918-12-A7-C-TLPC Mueller 2-548-12-899
10"	Ford FSI-1144-125-CC6-CS SB 264-111012-713 AYM 435-1125-12-A6-C-TLPC Mueller 2-546-12-1104	Ford FSI-1144-125-CC7-CS SB 264-111012-715 AYM 435-1125-12-A7-C-TLPC Mueller 2-548-12-1104
12"	Ford FSI-1350-125-CC6-CS SB 264-132012-713 AYM 435-1335-12-A6-C-TLPC Mueller 2-546-12-1310	Ford FSI-1350-125-CC7-CS SB 264-132012-715 AYM 435-1335-12-A7-C-TLPC Mueller 2-548-12-1310

If the Contractor is proposing a different sleeve, please provide cut sheet and ensure that the saddle fits oversize cast iron pipe:

6"	6.84" - 7.24" range
8"	8.99" - 9.39" range
10"	11.64" - 11.44" range
12"	13.10" - 13.50" range

Contractor supplied parts:

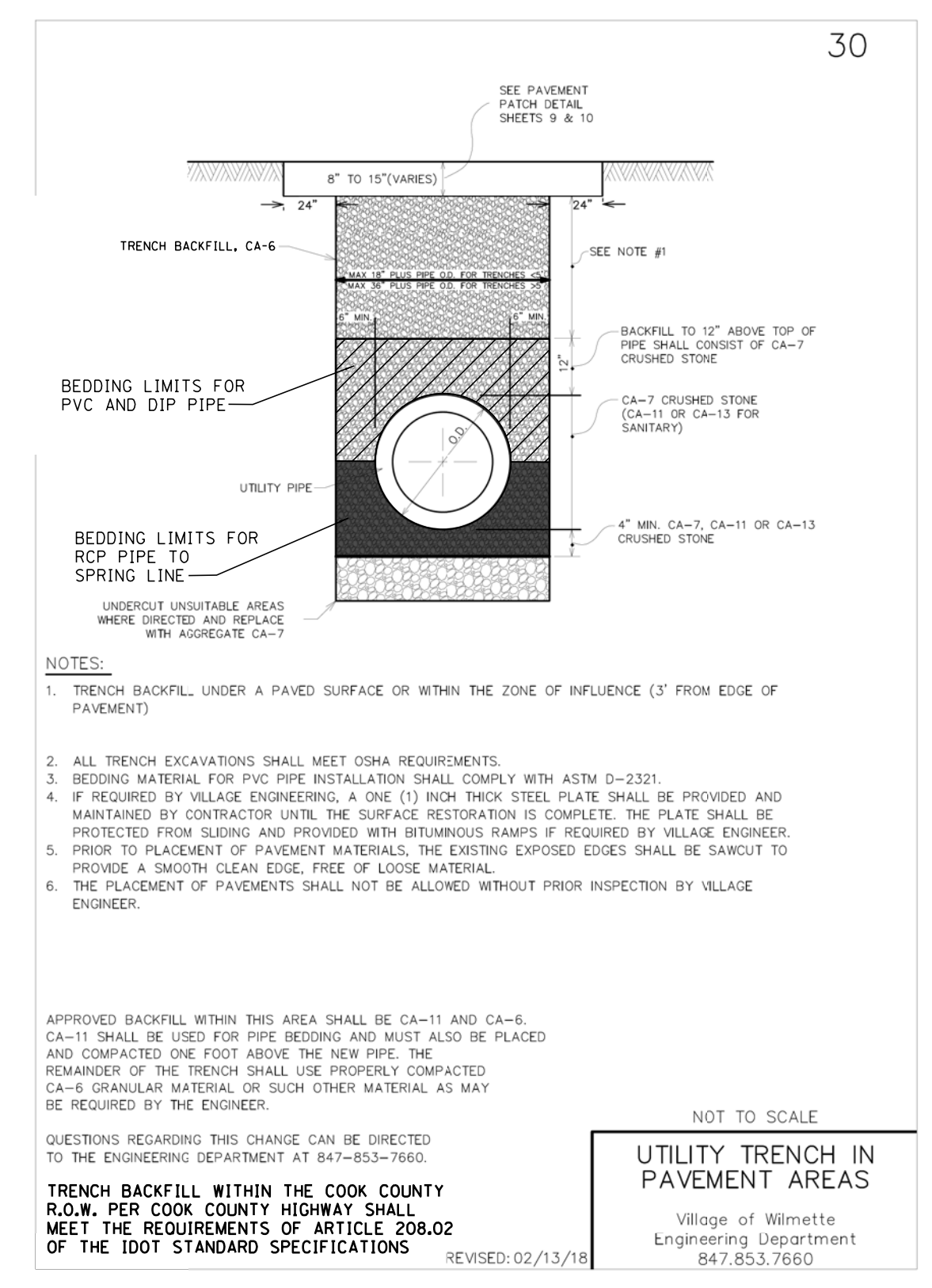
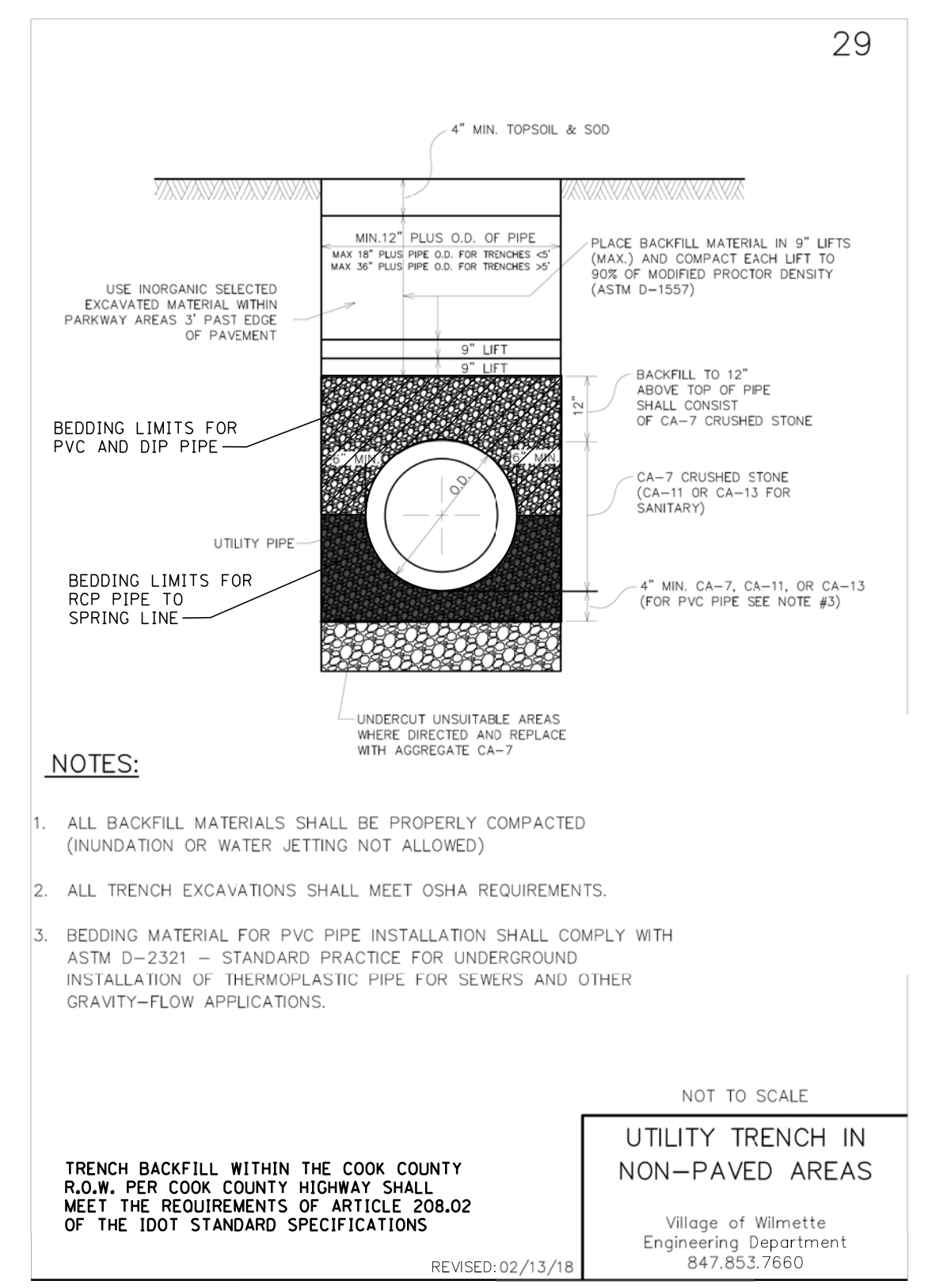
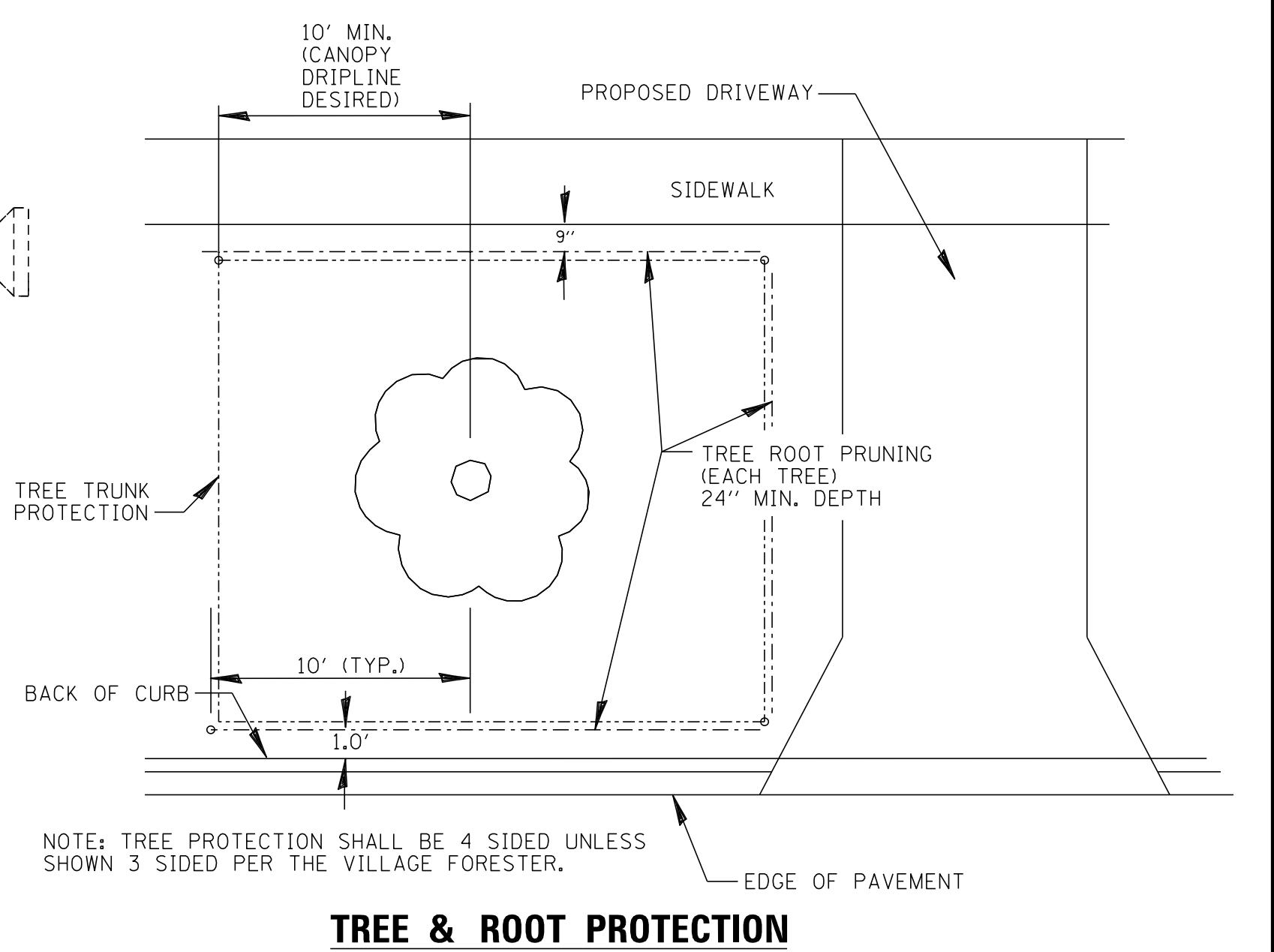
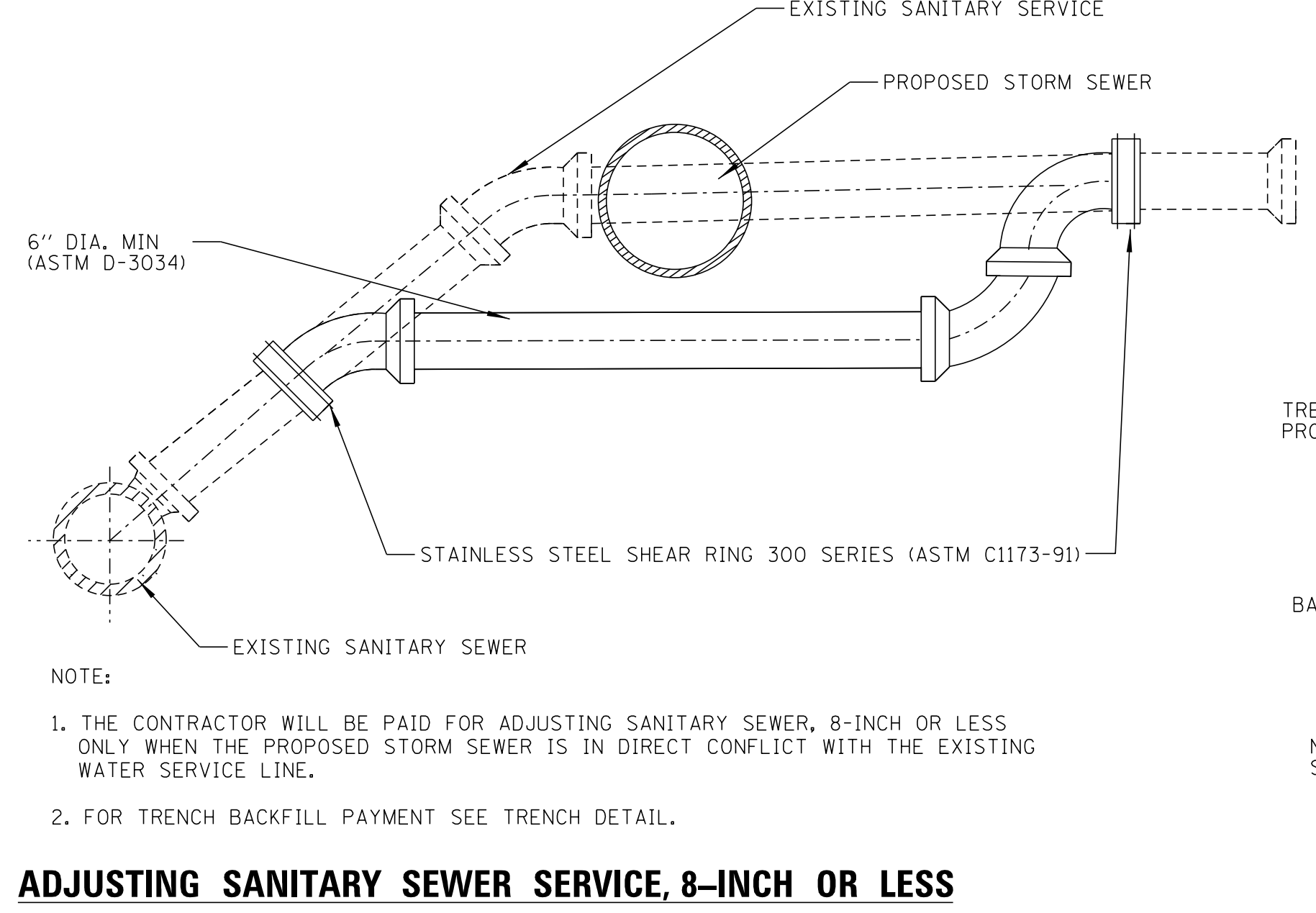
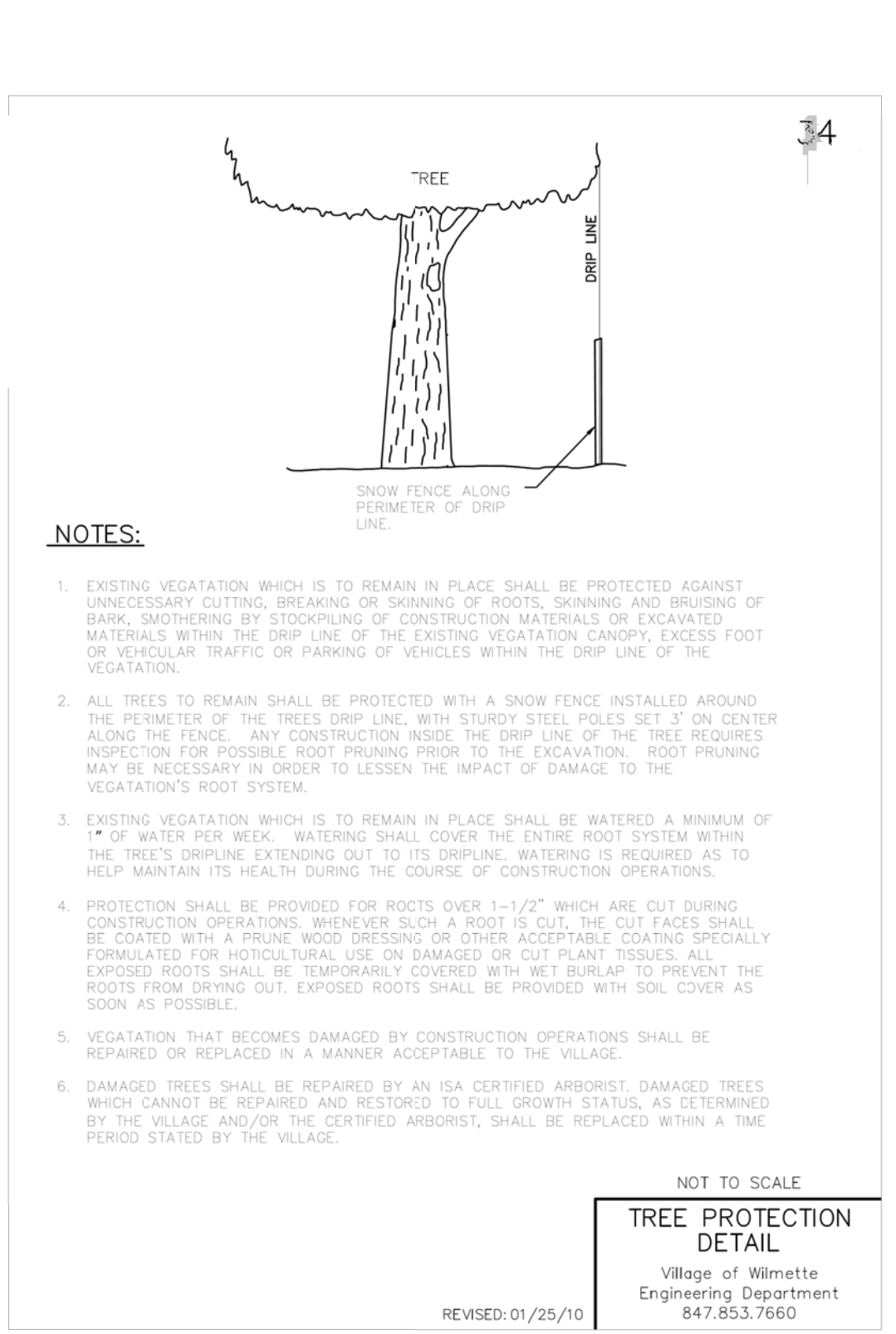
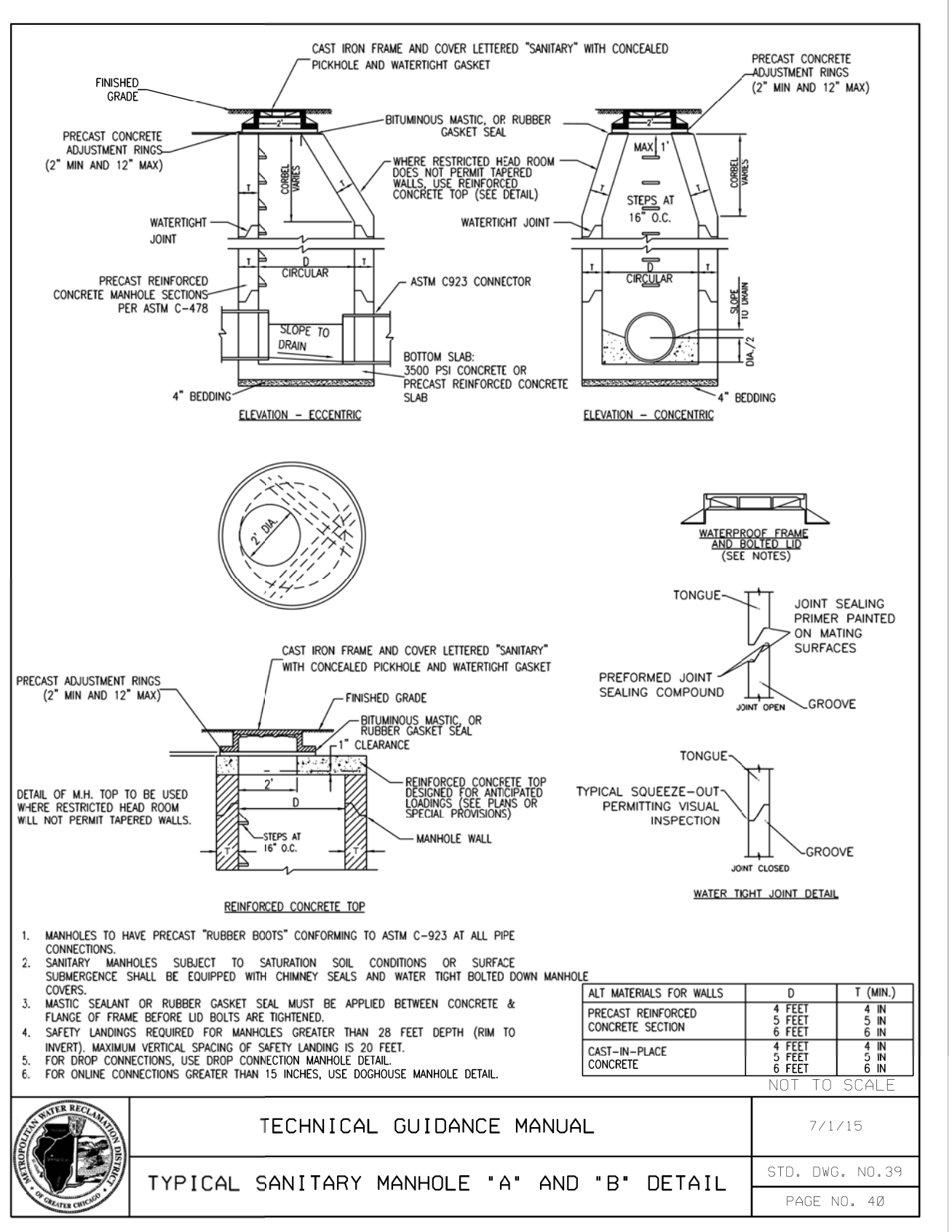
For 1 1/2" service - all brass parts to be no lead or low lead

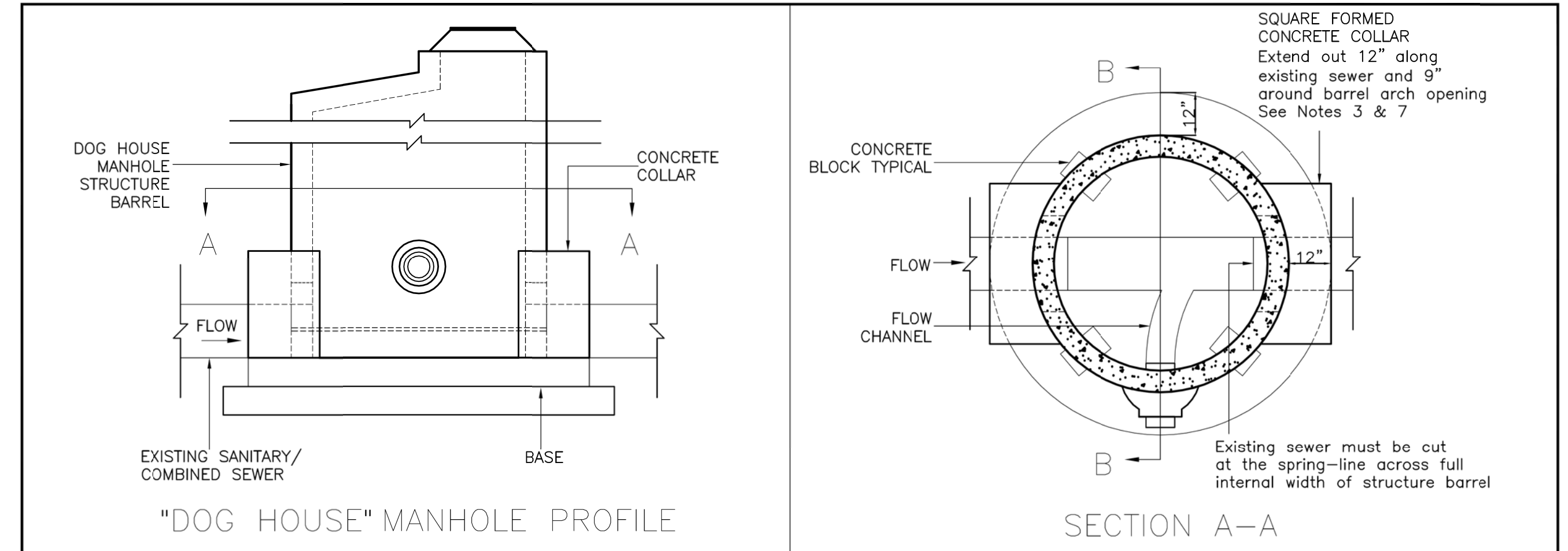
- Mueller B-2500N flare, 1-1/2" corporation valve
- Mueller H-1515AN, flare, 1 1/2" curb stop valve, 1/4 turn, Minneapolis thread
- Mueller 10304 b-box with pentagon plug
- Mueller H10343 Bushing 3 1/2" x 3"
- All Copper shall be type "K"
- Tapped Sleeve as indicated in table above.

For 2" service - all brass parts to be no lead or low lead

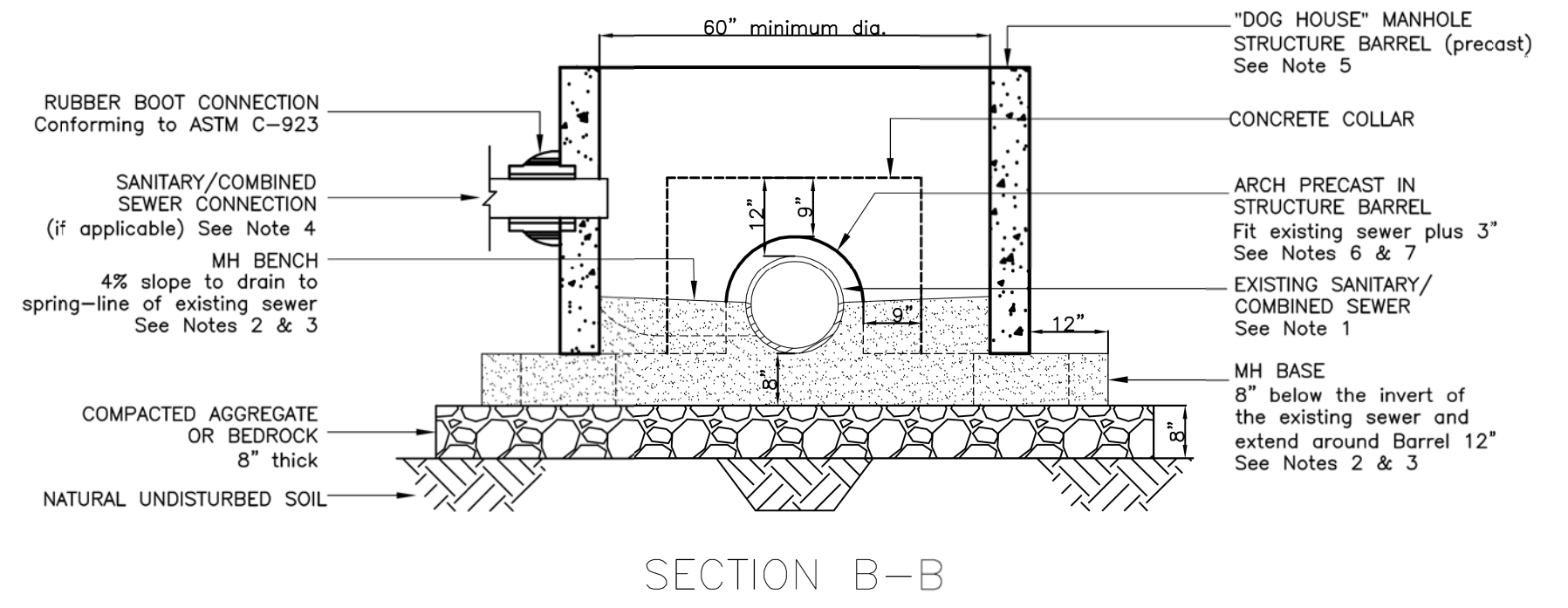
- Mueller B-2500N flare, 2" corporation valve
- Mueller H-1515AN, flare, 2" curb stop valve, 1/4 turn, Minneapolis thread
- Mueller 10304 b-box with pentagon plug
- All Copper shall be type "K"
- Tapped Sleeve as indicated in table ab

January 12, 2021





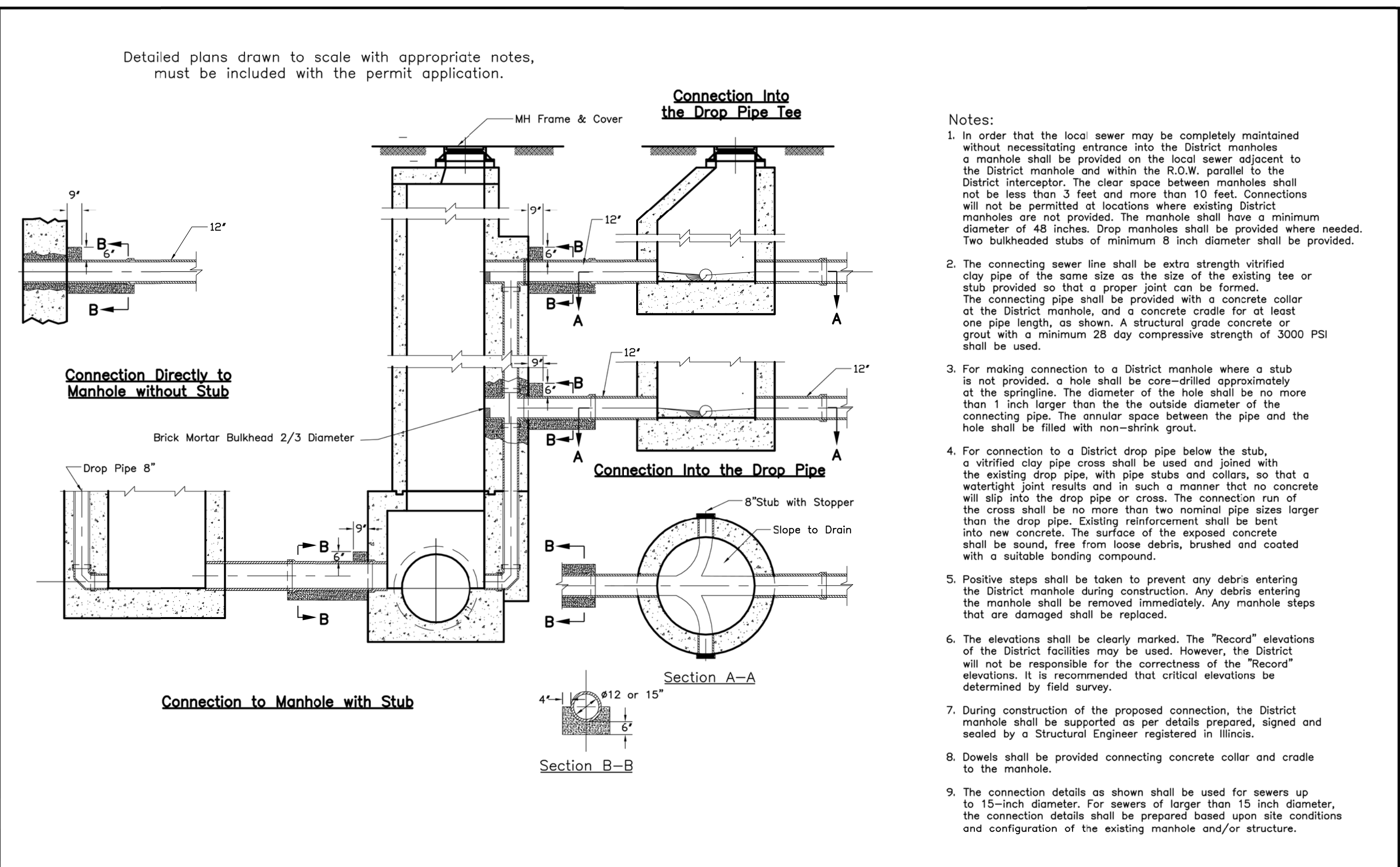
- Notes:
- Existing Sanitary or Combined Sewer must be 15" diameter or larger for "dog house" manhole use.
 - Integral pour for base and bench. (No precast base)
 - All poured-in-place concrete must be 4000 psi non-shrink mix.
 - External drop connection must be provided if invert of connecting sewer is 24" or more above the invert of outlet. (See separate MWRD Standard Drop detail.)
 - Manhole diameter minimum 60" - increases based on the existing sewer diameter.
 - Concrete bonding agent must be applied to all interfaces of precast concrete surfaces with poured-in-place concrete.
 - A curved internal arch form must be used during collar concrete fill. No brick, mortar, or debris is to be used in place of consolidated concrete.
 - Debris must not be allowed to enter the sewer system at any time during construction.
 - All dimensions noted are minimum allowed.
 - The structure must not be backfilled for a minimum of 24 hours after construction.



**"DOG HOUSE" MANHOLE
ALTERNATIVE FOR NEW MH CONSTRUCTION ON / CONNECTION TO EXISTING LIVE SEWERS**

METROPOLITAN WATER RECLAMATION
DISTRICT OF GREATER CHICAGO
ENGINEERING DEPARTMENT
01-08 LOCAL SEWERS JRR/KAM

Cluster7\Eng\Local Sewer Section\General Services Unit\Detail\DOGHOUSEMHDetail.dwg



- Notes:
- In order that the local sewer may be completely maintained without necessitating entrance into the District manholes a manhole shall be provided on the local sewer adjacent to the District manhole and within the R.O.W. parallel to the District interceptor. The clear space between manholes shall not be less than 3 feet and more than 10 feet. Connections will not be permitted at locations where existing District manholes are not provided. The manhole shall have a minimum diameter of 48 inches. Drop manholes shall be provided where needed. Two bulkheaded stubs of minimum 8 inch diameter shall be provided.
 - The connecting sewer line shall be extra strength vitrified clay pipe of the same size as the size of the existing tee or stub provided so that a proper joint can be formed. The connecting pipe shall be provided with a concrete collar at the District manhole, and a concrete cradle for at least one pipe length, as shown. A structural grade concrete or grout with a minimum 28 day compressive strength of 3000 PSI shall be used.
 - For making connection to a District manhole where a stub is not provided, a hole shall be core-drilled approximately at the springline. The diameter of the hole shall be no more than 1 inch larger than the outside diameter of the connecting pipe. The annular space between the pipe and the hole shall be filled with non-shrink grout.
 - For connection to a District drop pipe below the stub, a vitrified clay pipe cross shall be used and joined with the existing drop pipe, with pipe stubs and collars, so that a watertight joint results and in such a manner that no concrete will slip into the drop pipe or cross. The connection run of the cross shall be no more than two nominal pipe sizes larger than the drop pipe. Existing reinforcement shall be bent into new concrete. The surface of the exposed concrete shall be sound, free from loose debris, brushed and coated with a suitable bonding compound.
 - Positive steps shall be taken to prevent any debris entering the District manhole during construction. Any debris entering the manhole shall be removed immediately. Any manhole steps that are damaged shall be replaced.
 - The elevations shall be clearly marked. The "Record" elevations of the District facilities may be used. However, the District will not be responsible for the correctness of the "Record" elevations. It is recommended that critical elevations be determined by field survey.
 - During construction of the proposed connection, the District manhole shall be supported as per details prepared, signed and sealed by a Structural Engineer registered in Illinois.
 - Dowels shall be provided connecting concrete collar and cradle to the manhole.
 - The connection details as shown shall be used for sewers up to 15-inch diameter. For sewers of larger than 15 inch diameter, the connection details shall be prepared based upon site conditions and configuration of the existing manhole and/or structure.

Methods of Connecting to MWRD Manholes

METROPOLITAN WATER RECLAMATION
DISTRICT OF GREATER CHICAGO
ENGINEERING DEPARTMENT
02-01 LOCAL SEWERS LL

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

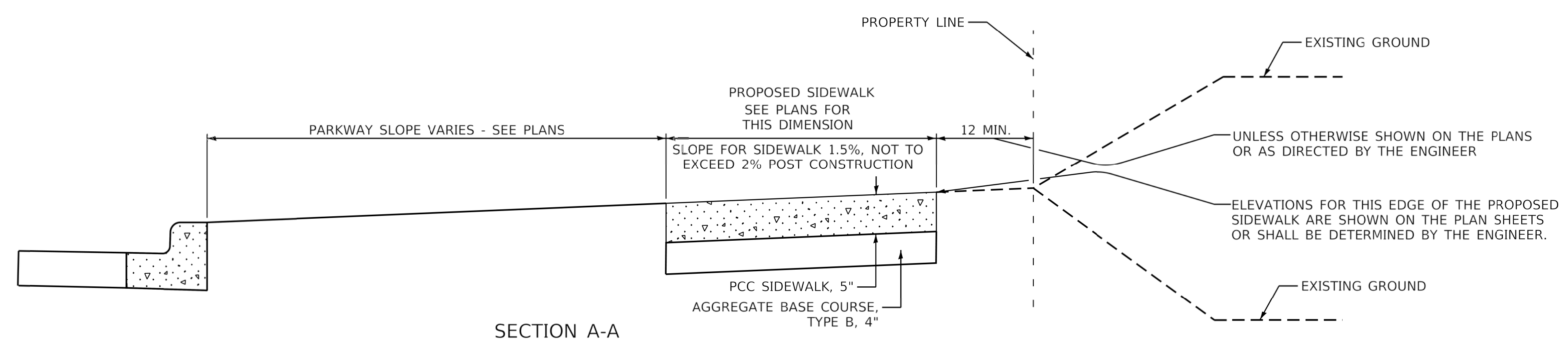
BAXTER & WOODMAN
Consulting Engineers

CLIENT:  **Village of Wilmette**
1200 WILMETTE AVENUE
WILMETTE, IL 60091-0040

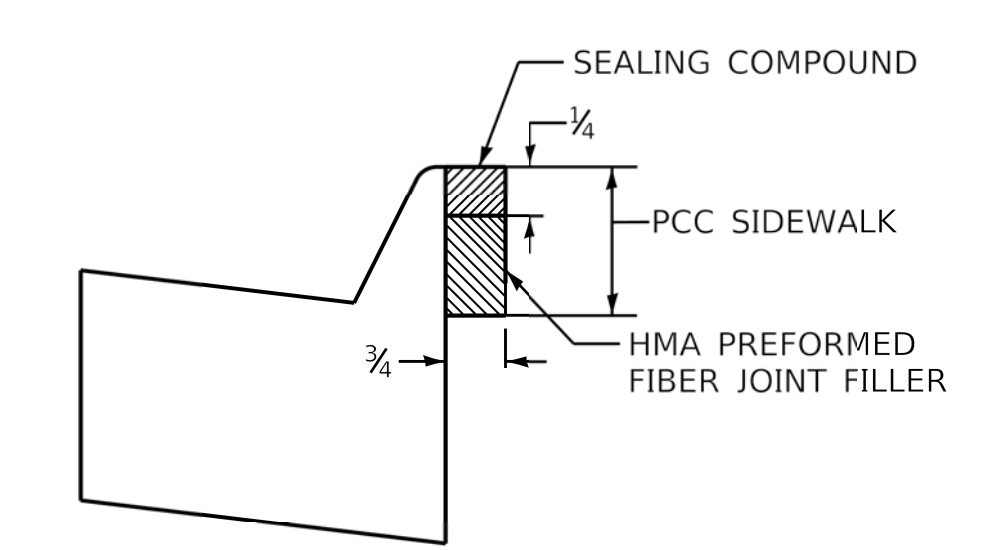
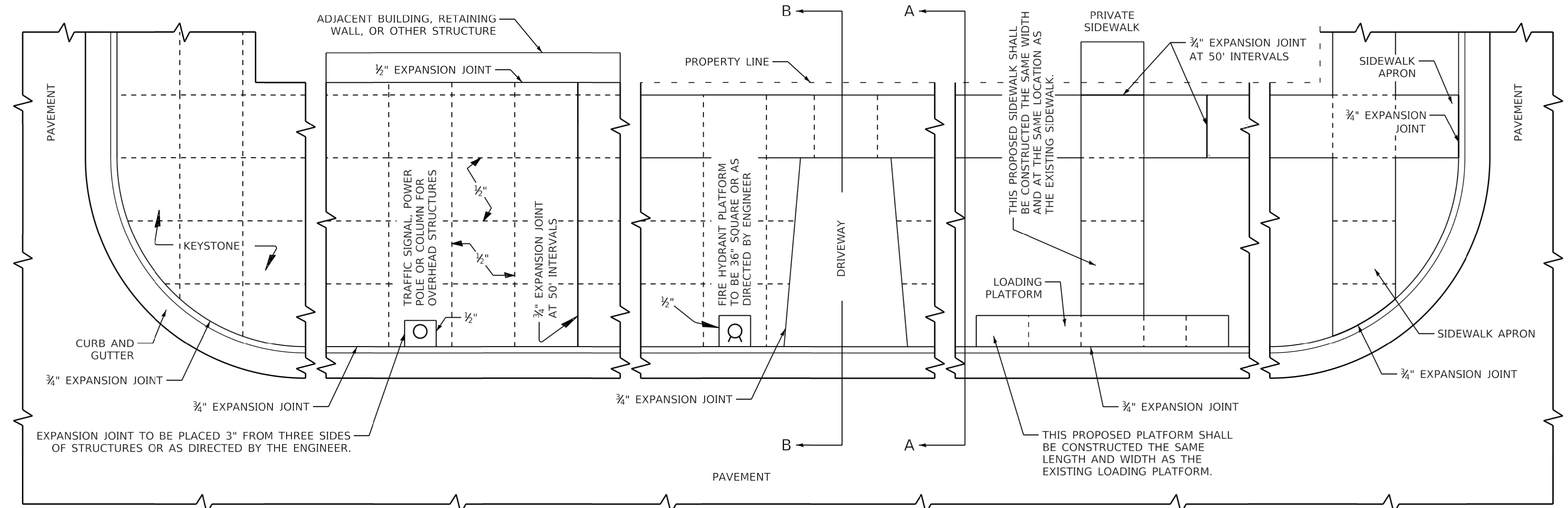
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TITLE: **WSNSP CONTRACT #3
CONSTRUCTION DETAILS**

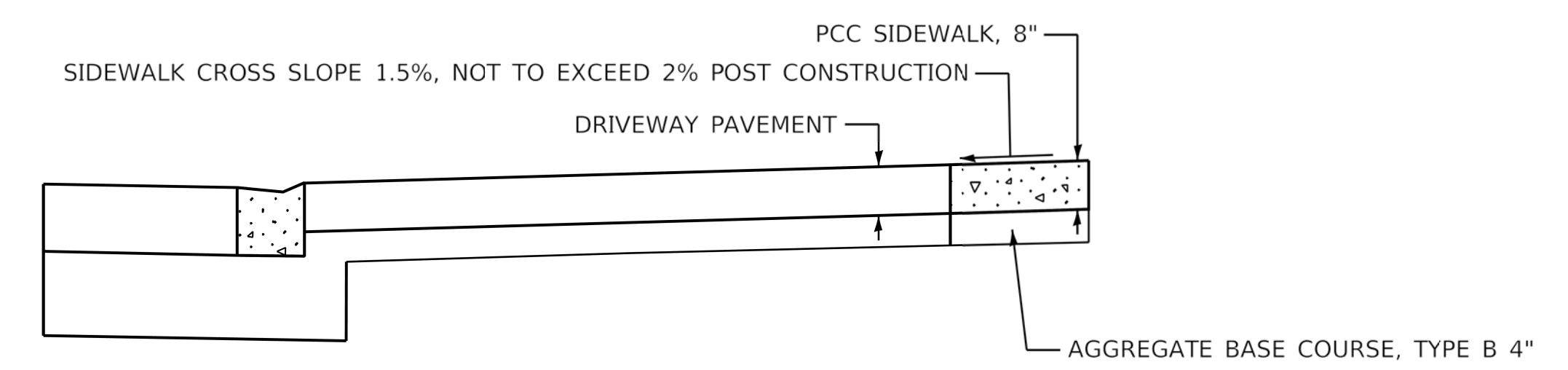
PROJ. NO. 180245.0004
DATE: 5/7/2021
SHEET 114 OF 148
DRAWING NO. **114**



SECTION A-A

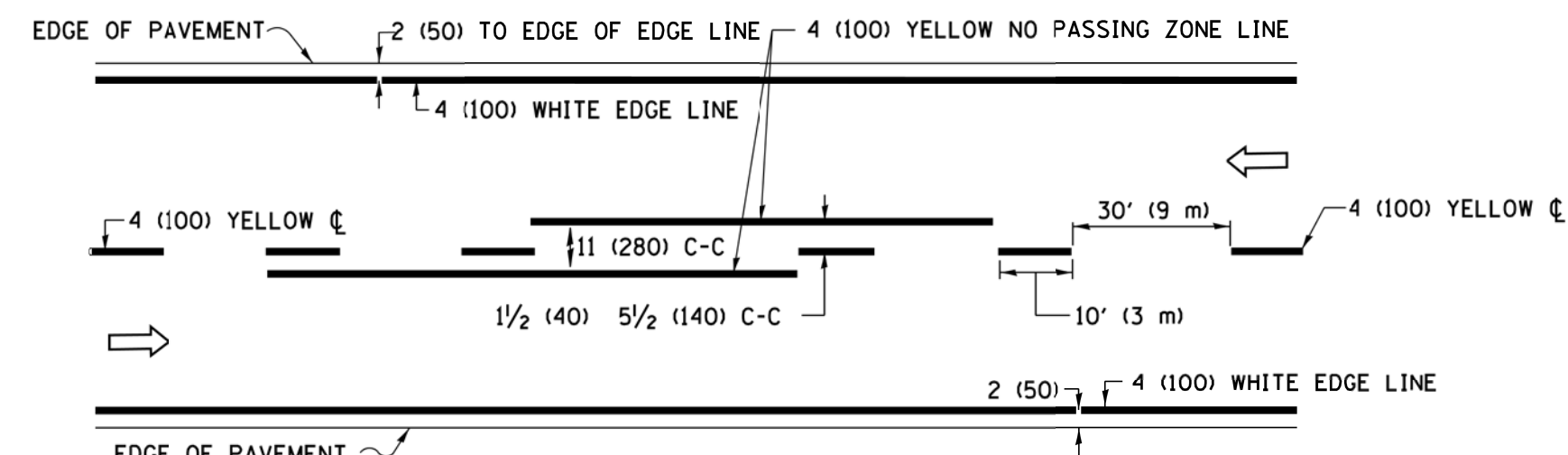


EXPANSION JOINT DETAIL

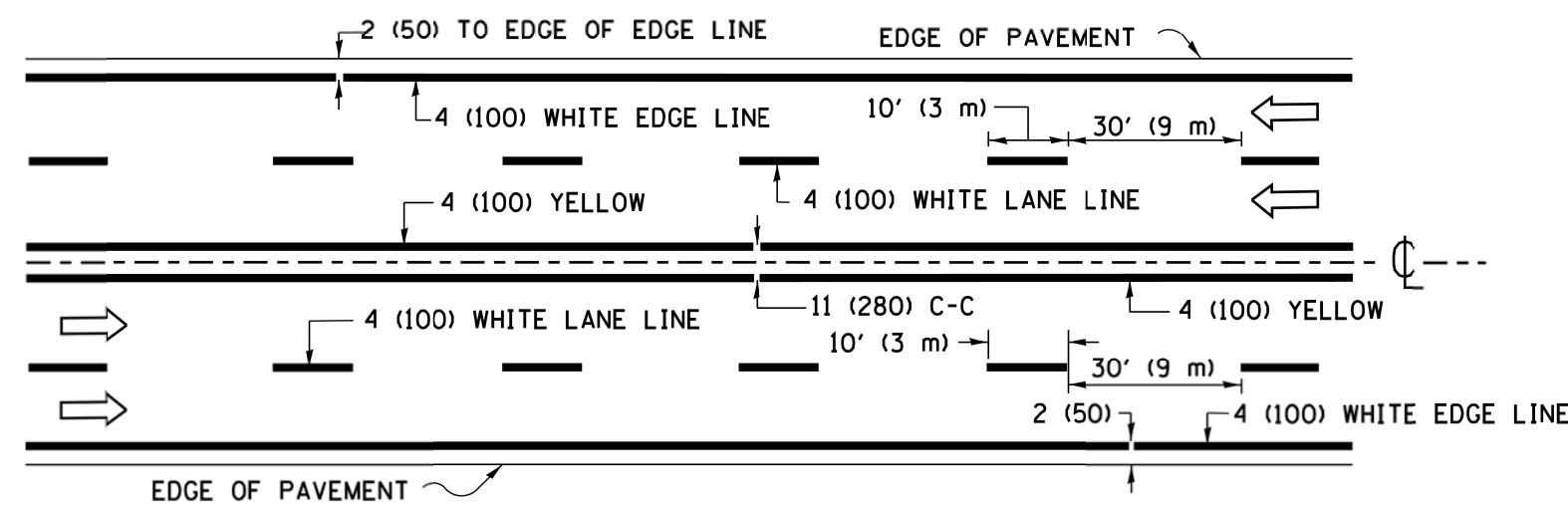


SECTION B-B

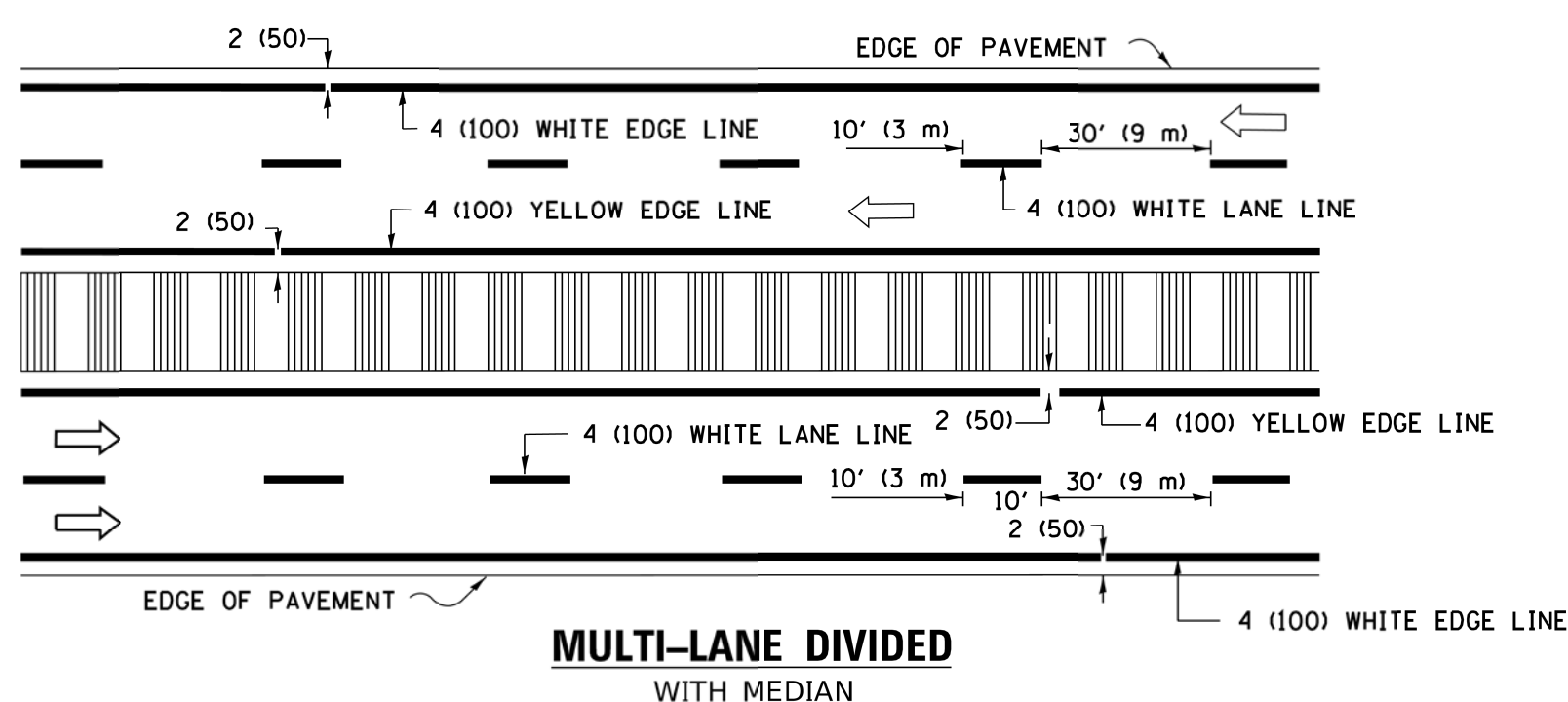
GENERAL NOTES:
 ALL EXPANSION JOINTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 424.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED.
 ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.



2-LANE ROADWAY

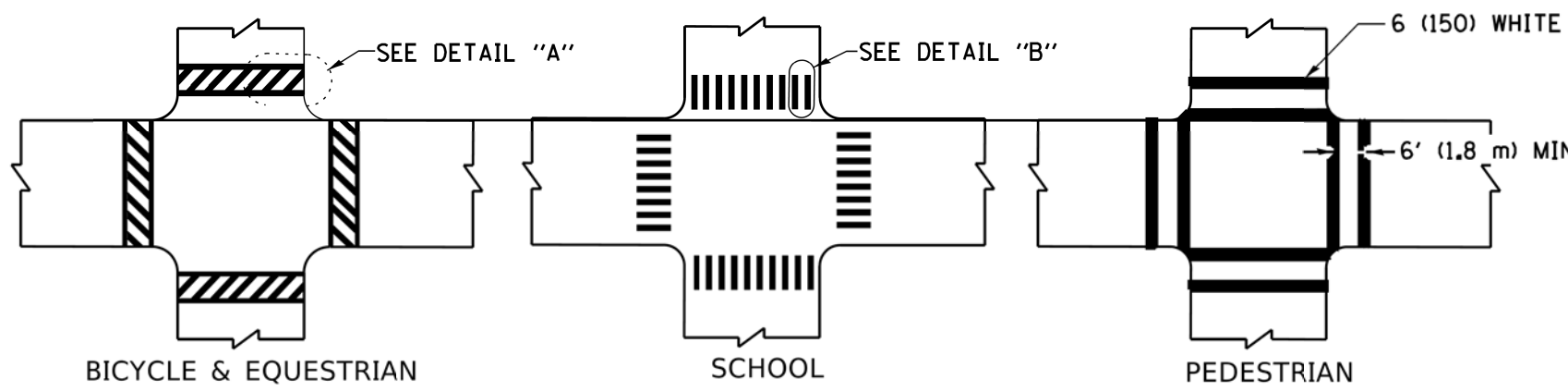


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

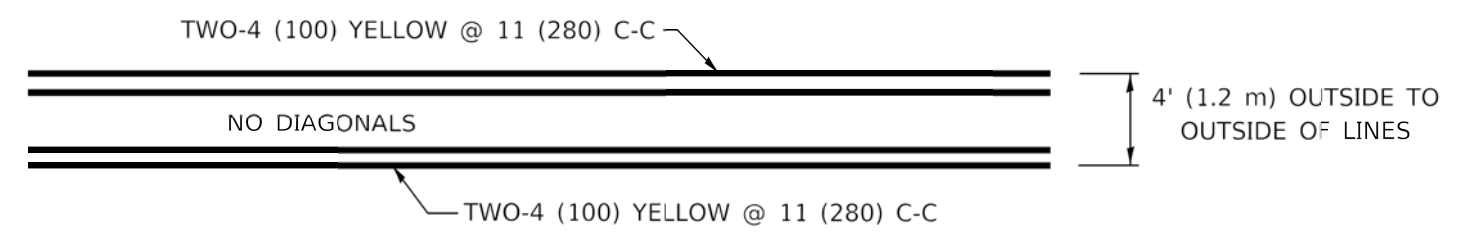


DETAIL "A"

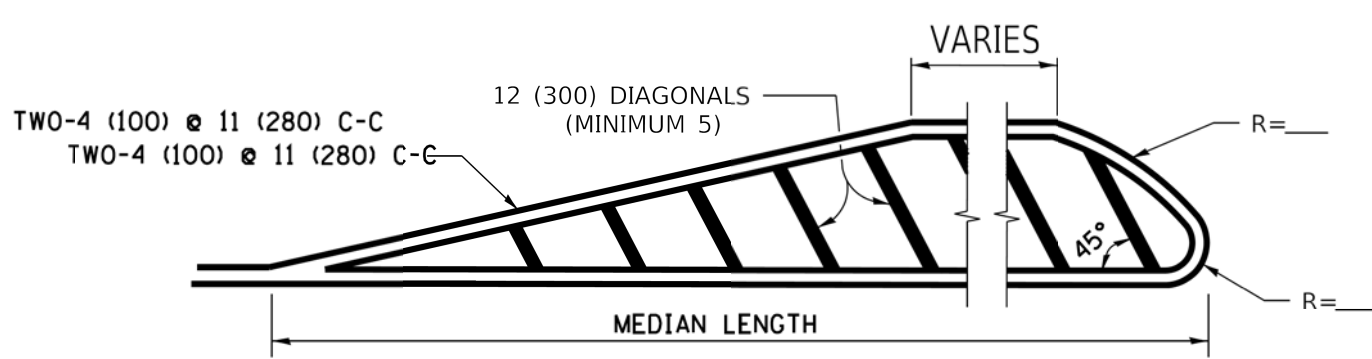
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



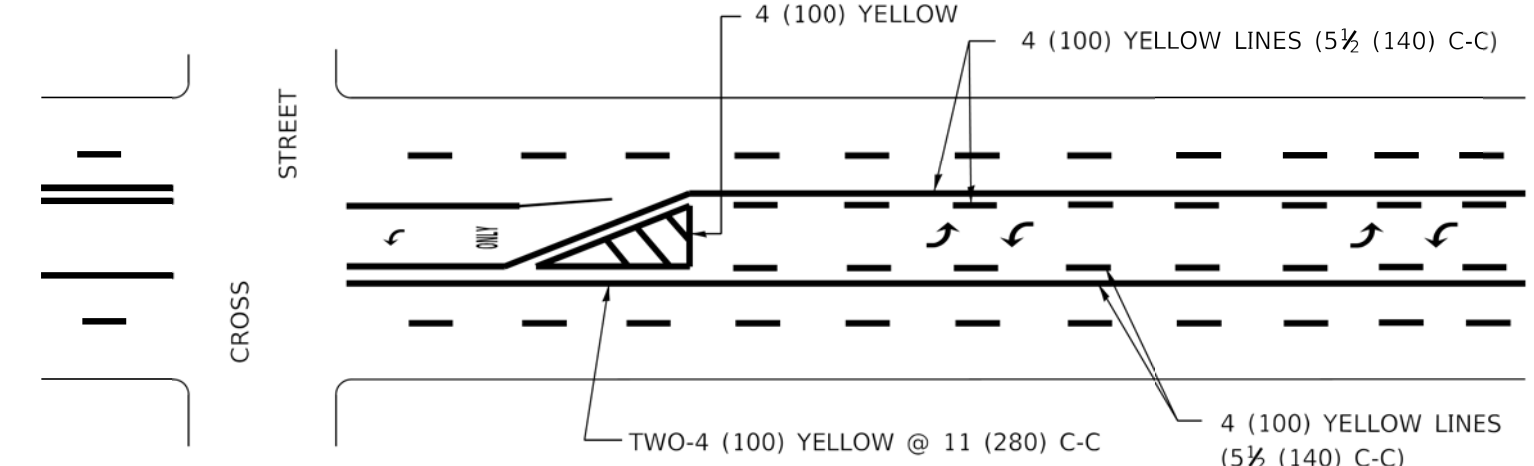
4' (1.2 m) WIDE MEDIANS ONLY



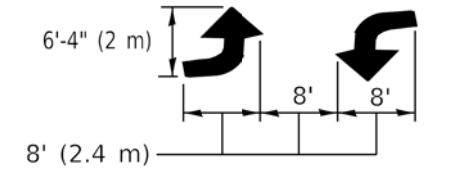
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

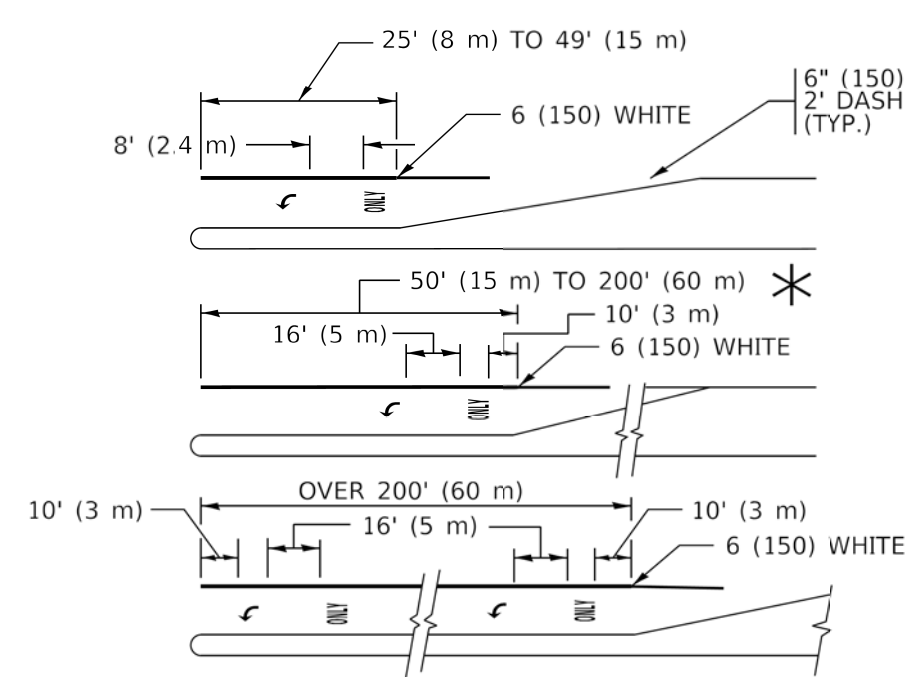
MEDIANS OVER 4' (1.2 m) WIDE



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

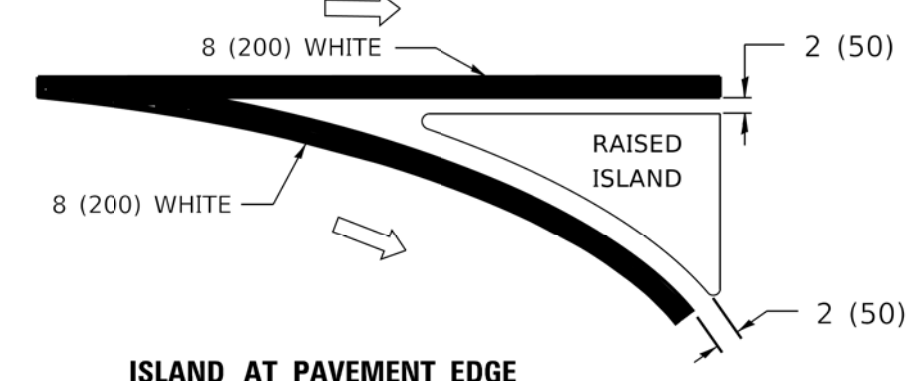
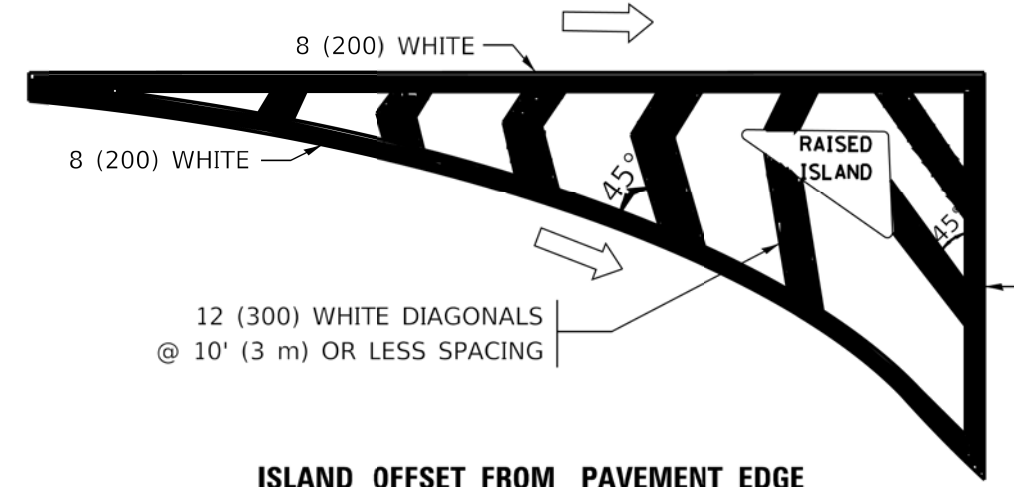


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

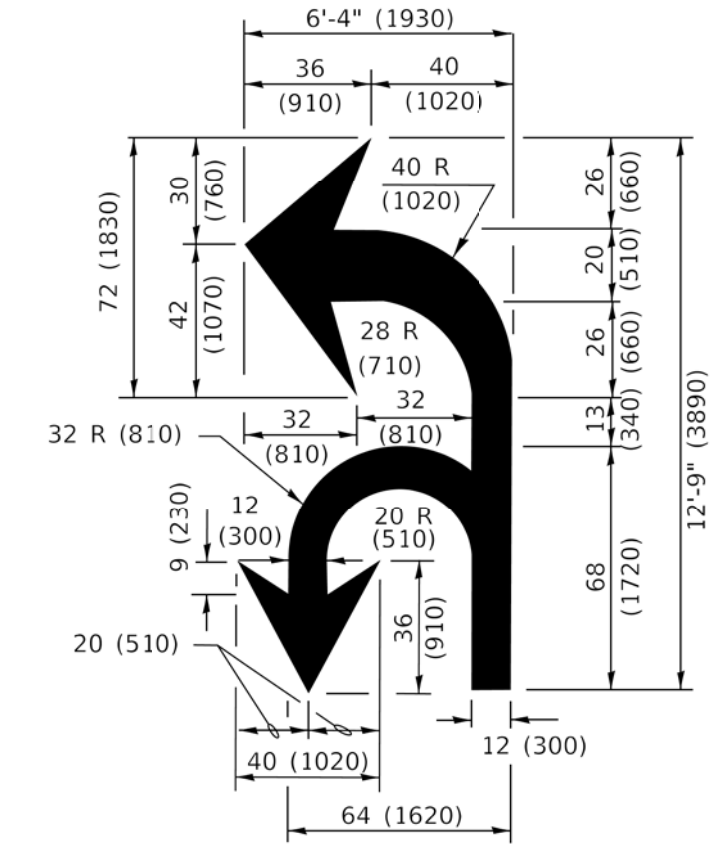
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

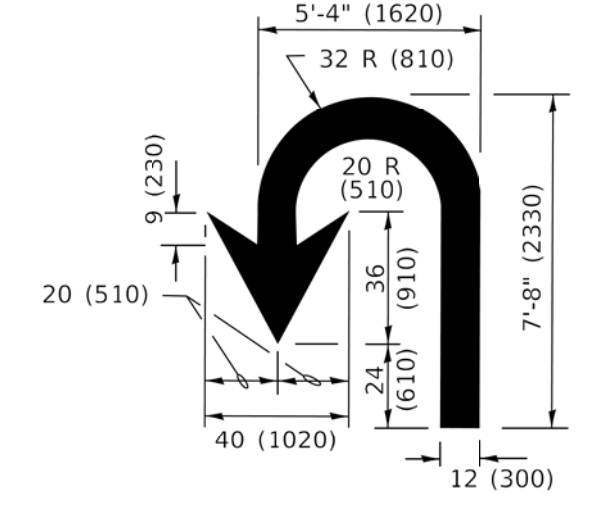
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 2' (600) APART 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4 (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50,0000' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 3/4/2019	CHECKED -	REVISED - C. JUCIUS 12-21-15
	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

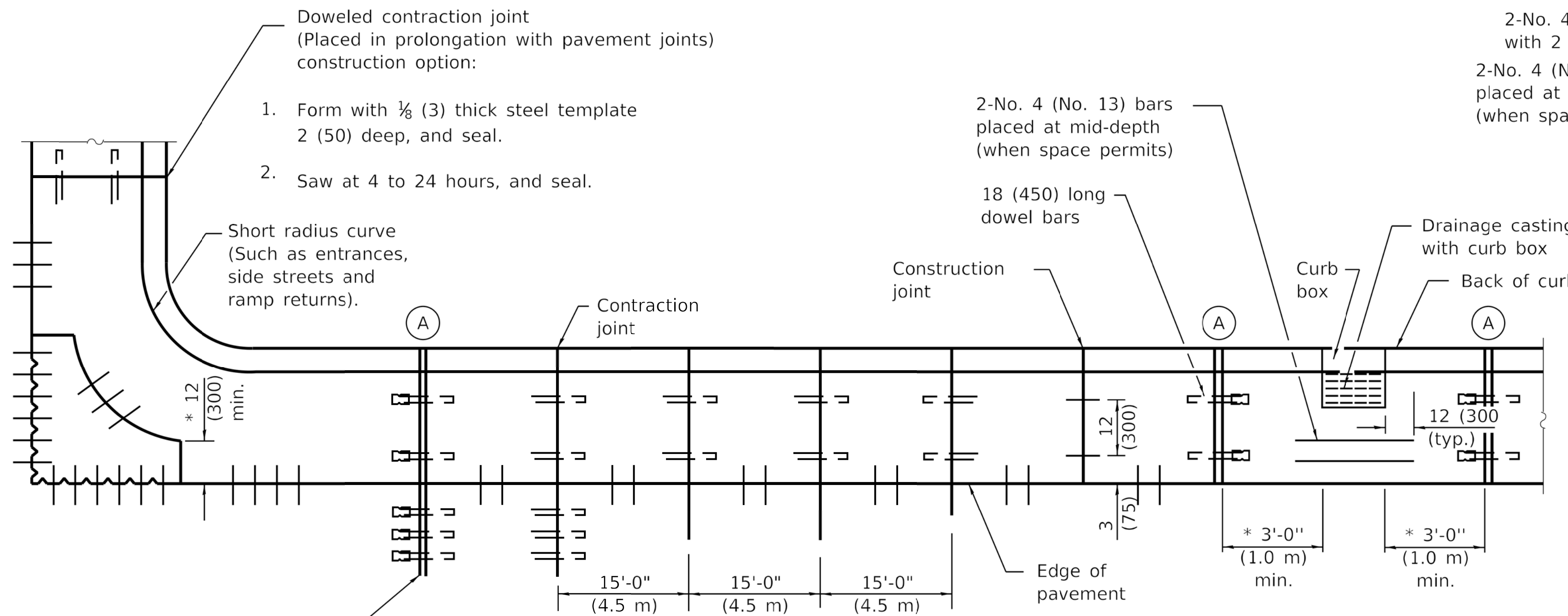
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

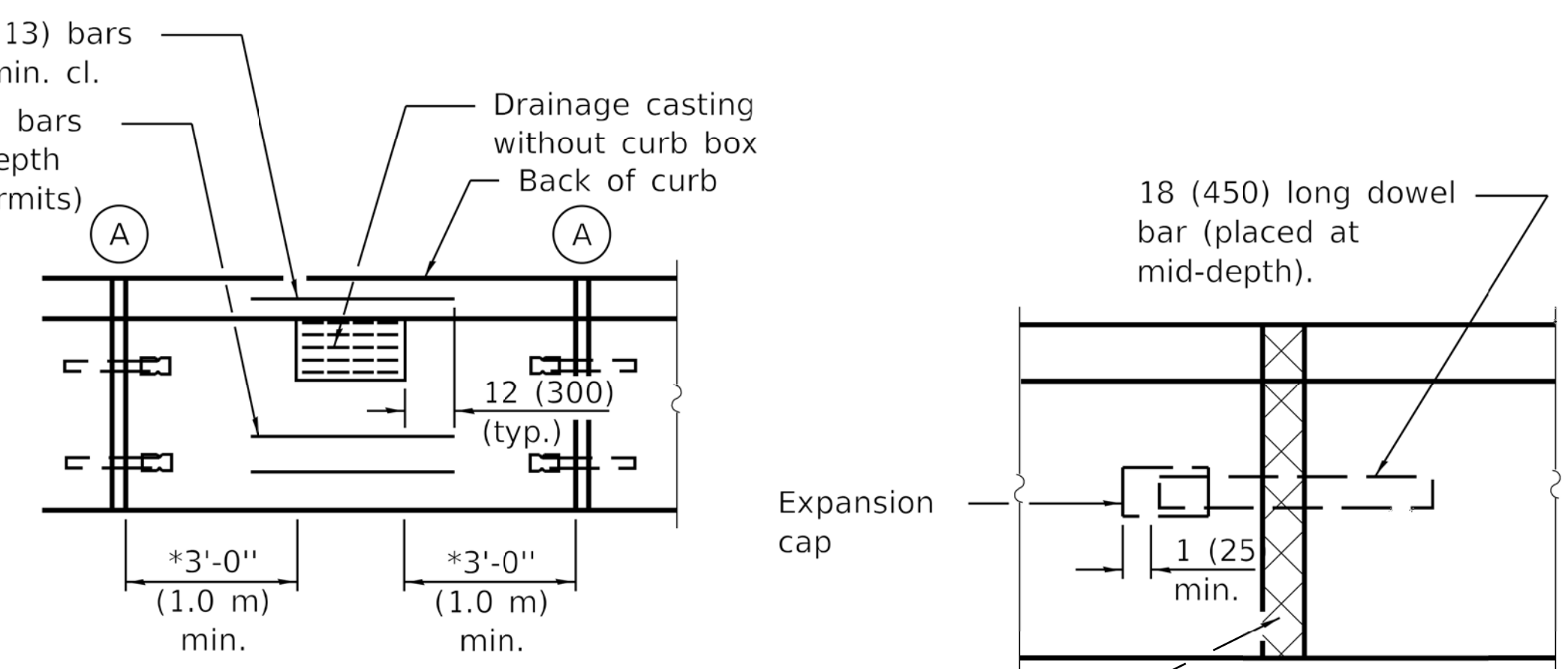
SCALE: NONE	SHEET 1 OF 2 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13			
ILLINOIS FED. AID PROJECT			CONTRACT NO.	

FILE NAME: I:\P\110406\110406.DWG DATE: 03/19/90

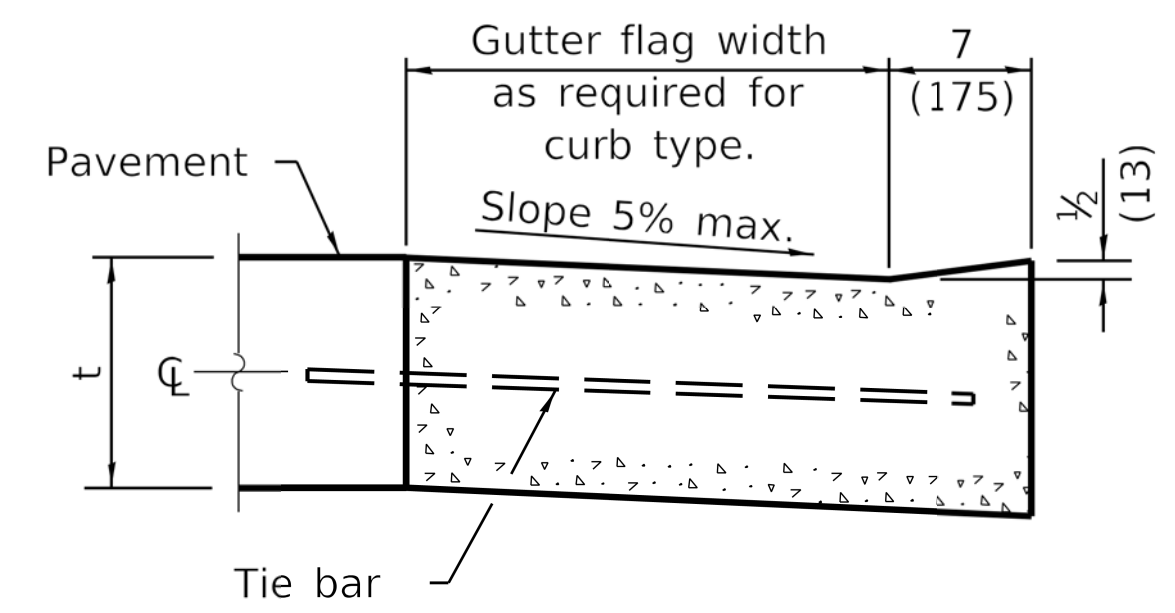


PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

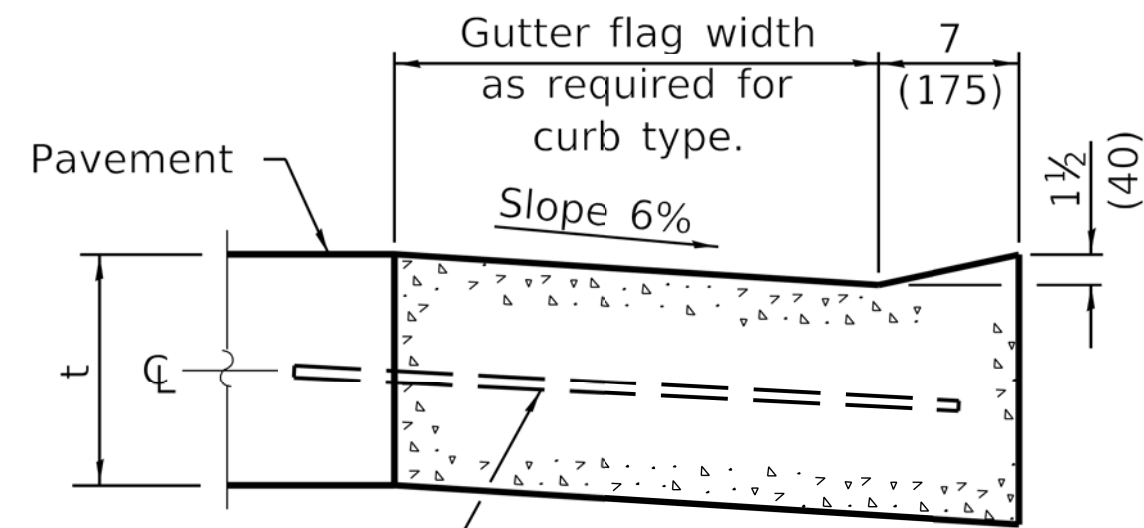


DETAIL A
EXPANSION JOINT

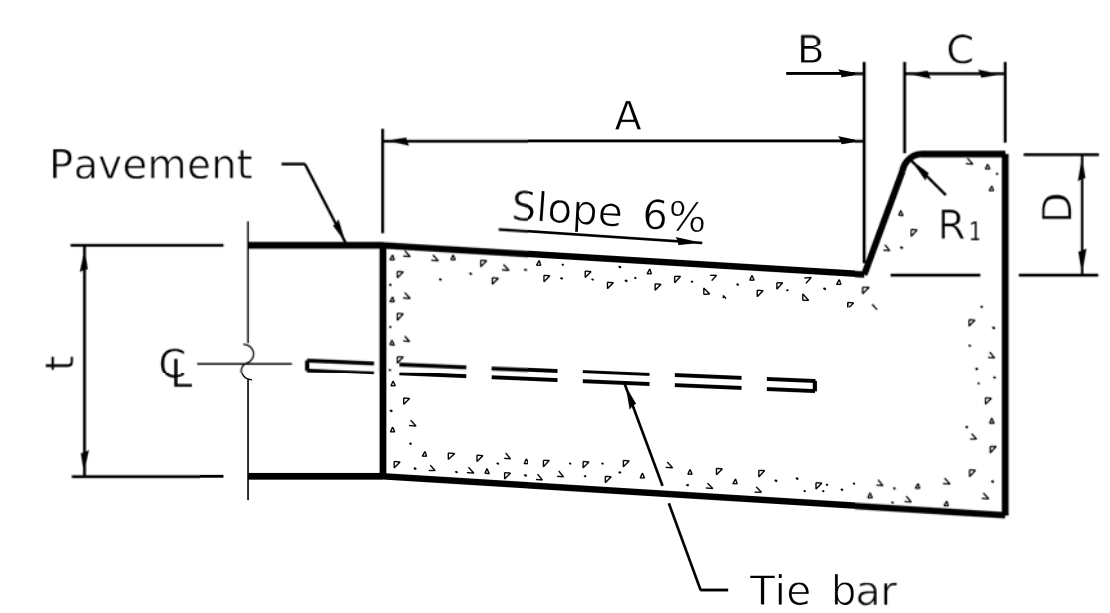
Full depth & width 1 (25) - thick (min.) preformed expansion joint filler.



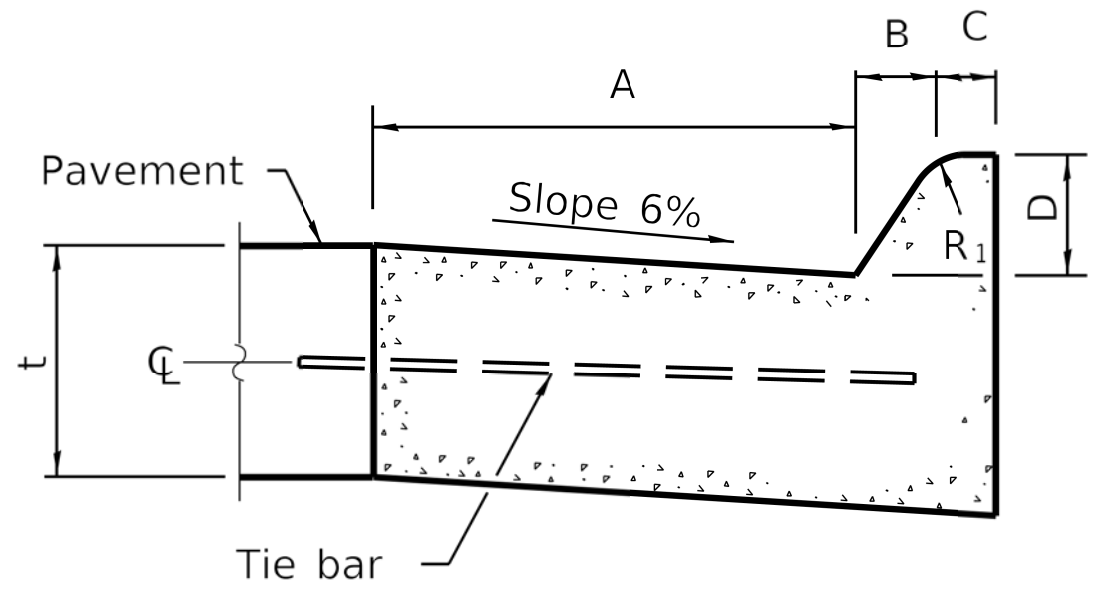
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



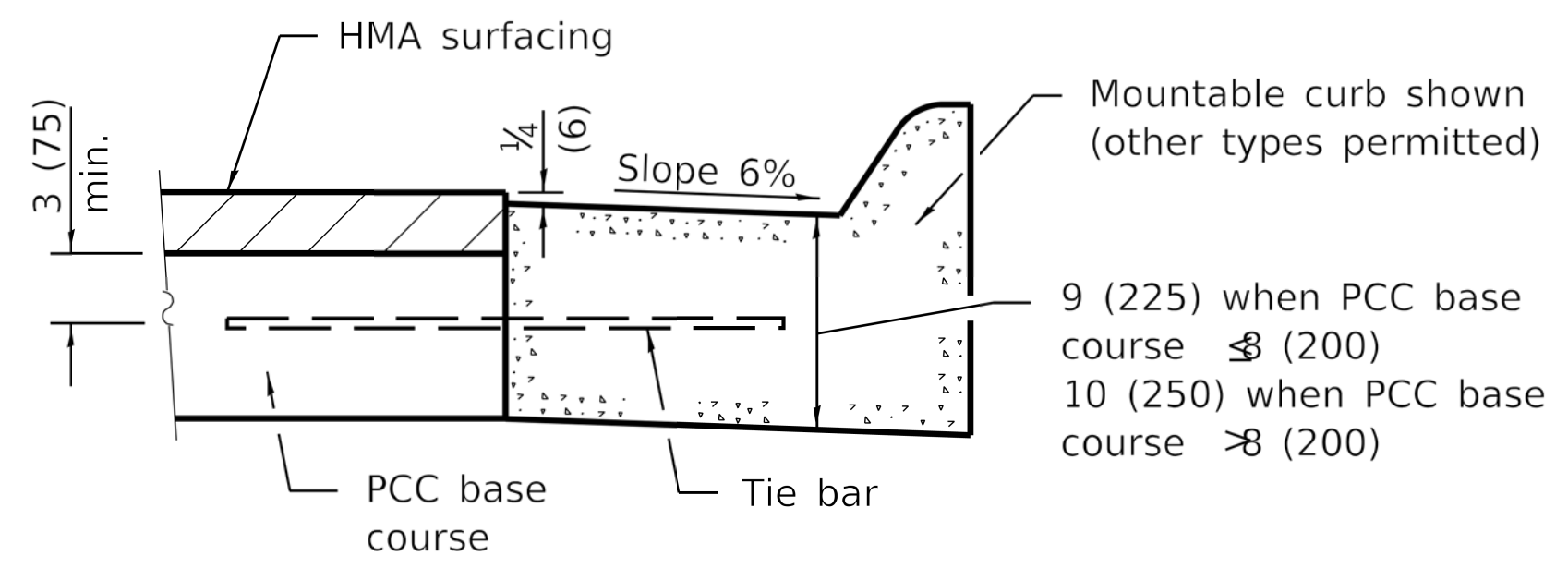
DEPRESSED CURB (TYPICAL)



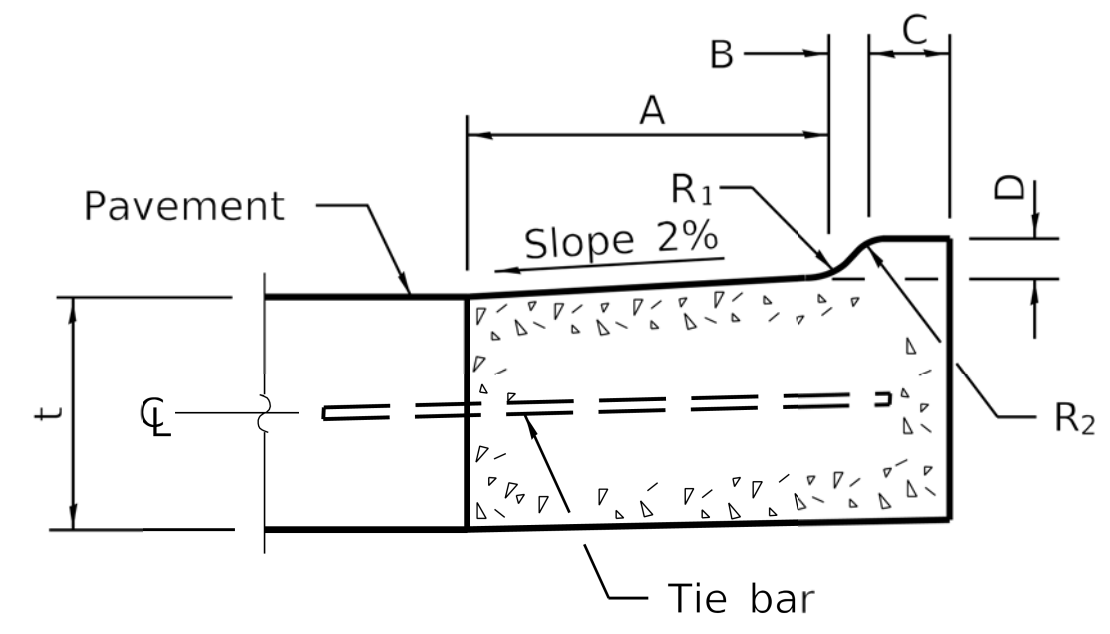
BARRIER CURB



MOUNTABLE CURB



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB							
TYPE	A	B	C	D	R ₁	R ₂	
M-2.06	6	2	4	2	3	2	
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)	
M-2.12	12	2	4	2	3	2	
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)	
M-4.06	6	4	3	4	3	NA	
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA	
M-4.12	12	4	3	4	3	NA	
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA	
M-4.18	18	4	3	4	3	NA	
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA	
M-4.24	24	4	3	4	3	NA	
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA	
M-6.06	6	6	2	6	2	NA	
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA	
M-6.12	12	6	2	6	2	NA	
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA	
M-6.18	18	6	2	6	2	NA	
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA	
M-6.24	24	6	2	6	2	NA	
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA	

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-07

Illinois Department of Transportation

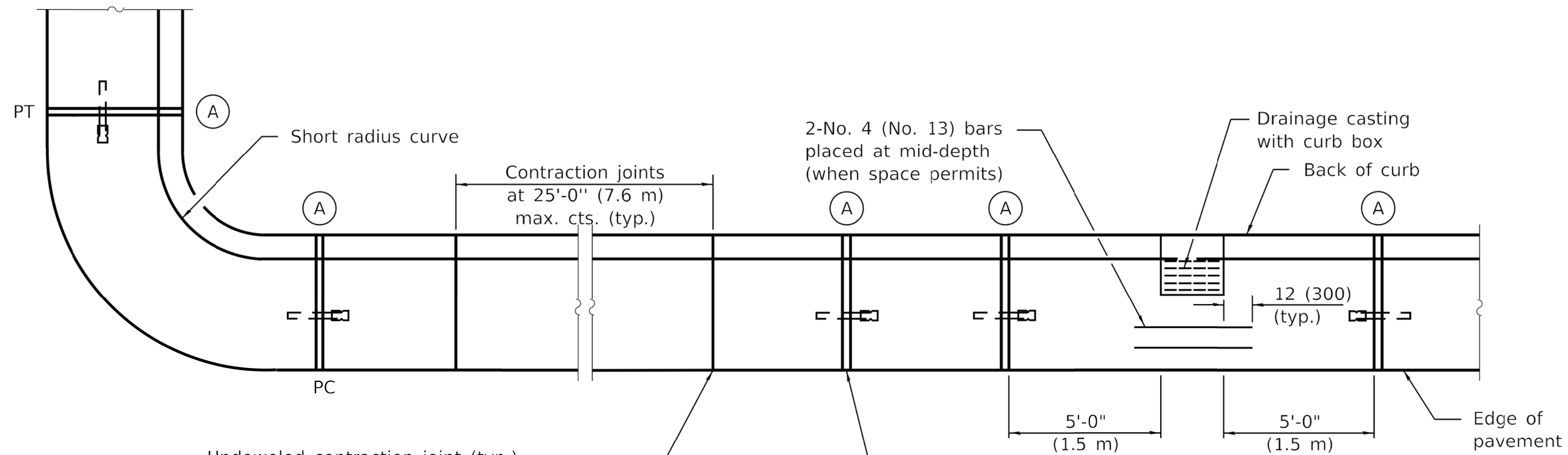
PASSED January 1, 2018

Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018

Maureen M. Belk
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

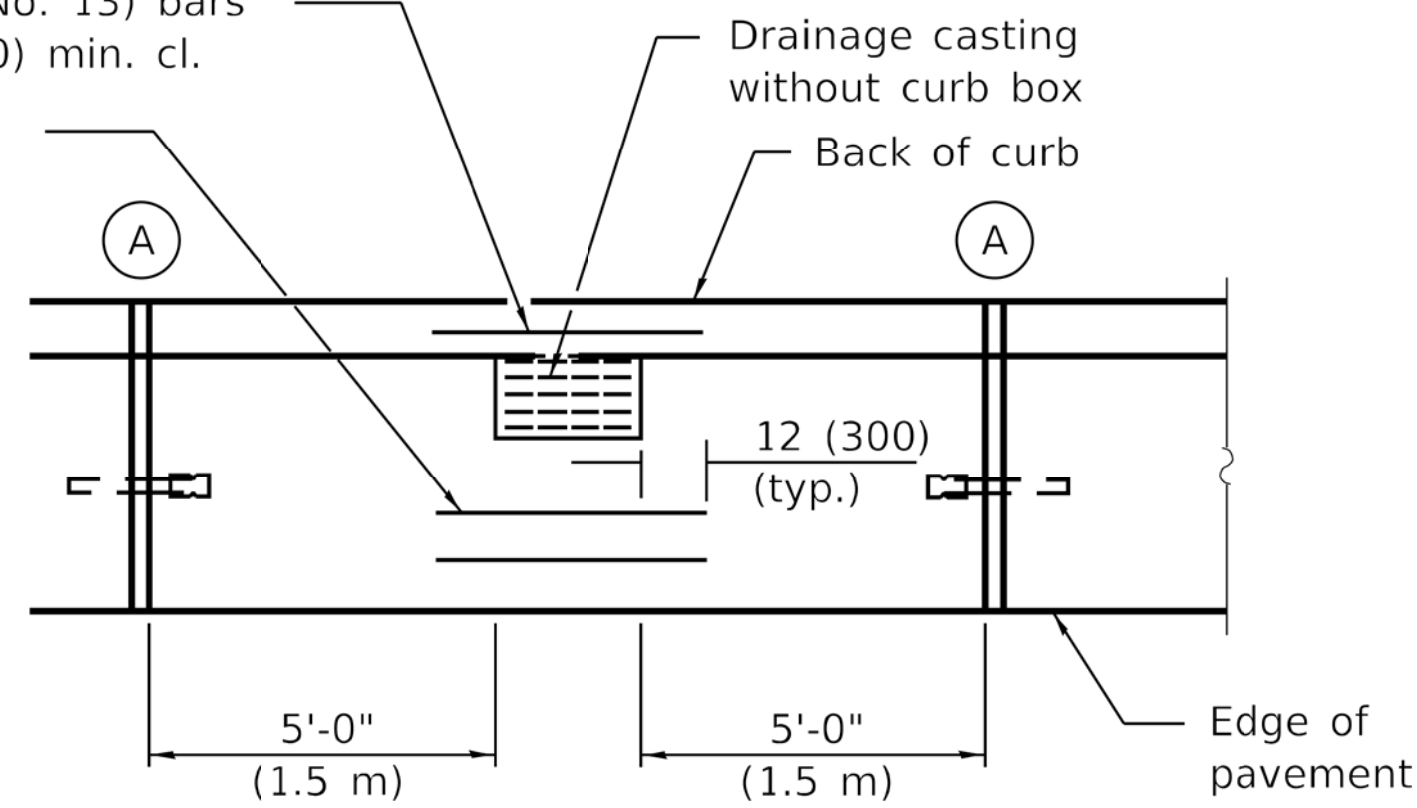


Undoweled contraction joint (typ.) construction options:

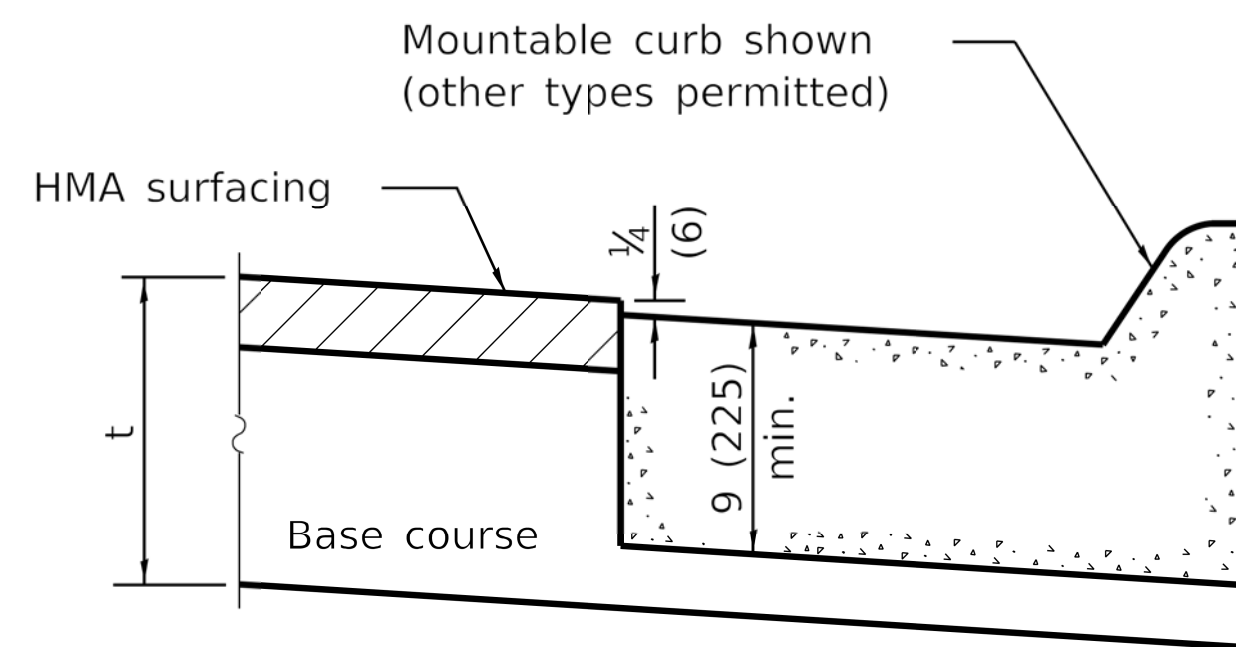
1. Form with 1/8 (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert 3/4 (20) thick preformed joint filler full depth and width.

Construction joint
2-No. 4 (No. 13) bars
with 2 (50) min. cl.

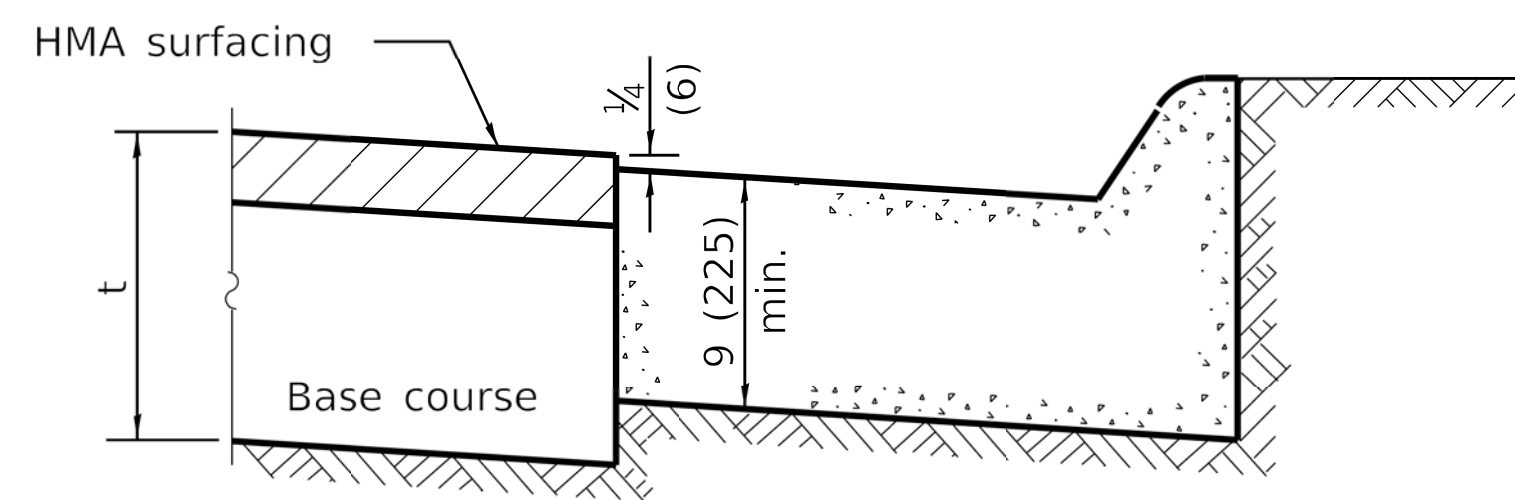
2-No. 4 (No. 13) bars
placed at mid-depth
(when space permits)



PLAN

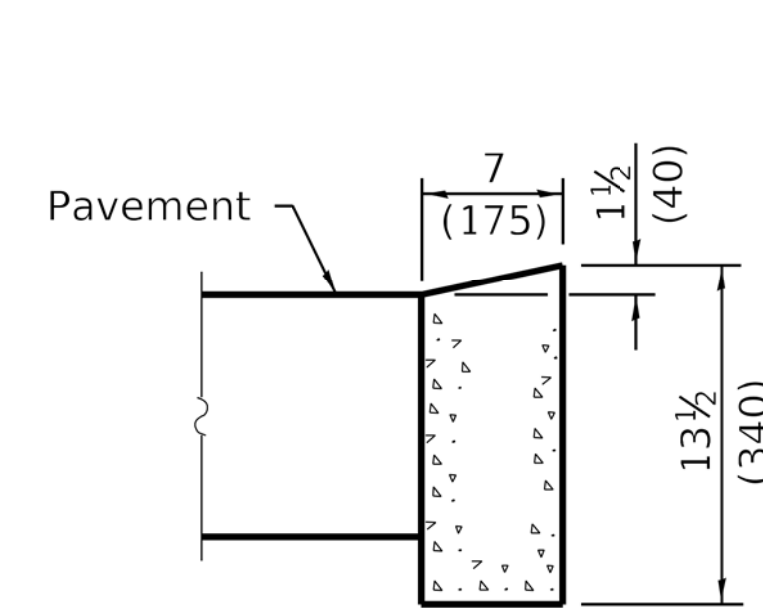


ON DISTURBED SUBGRADE

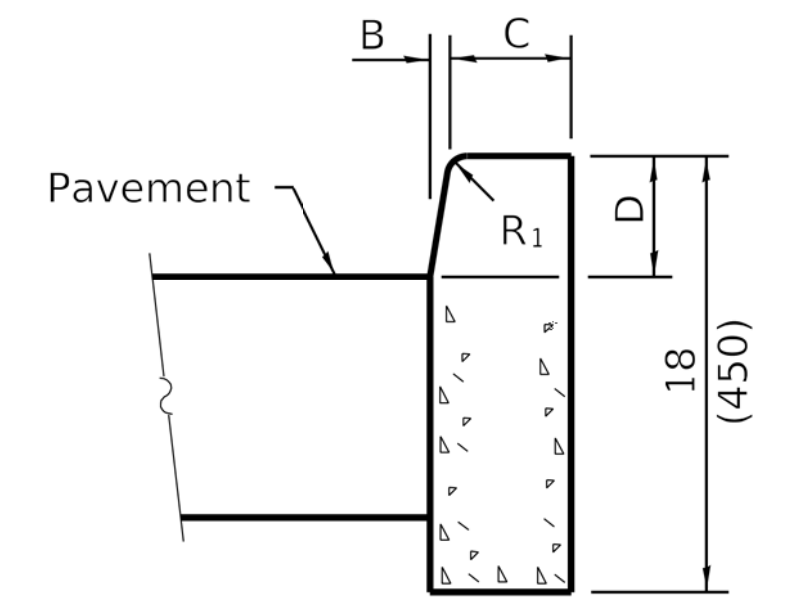


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

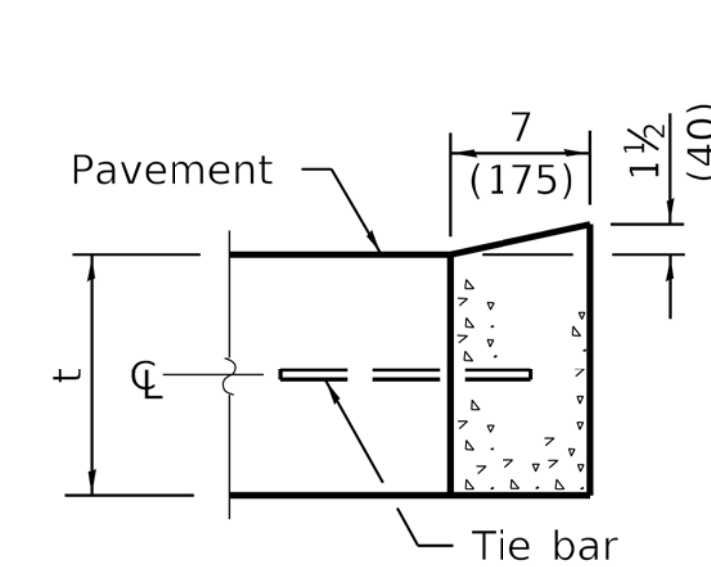


DEPRESSED CURB

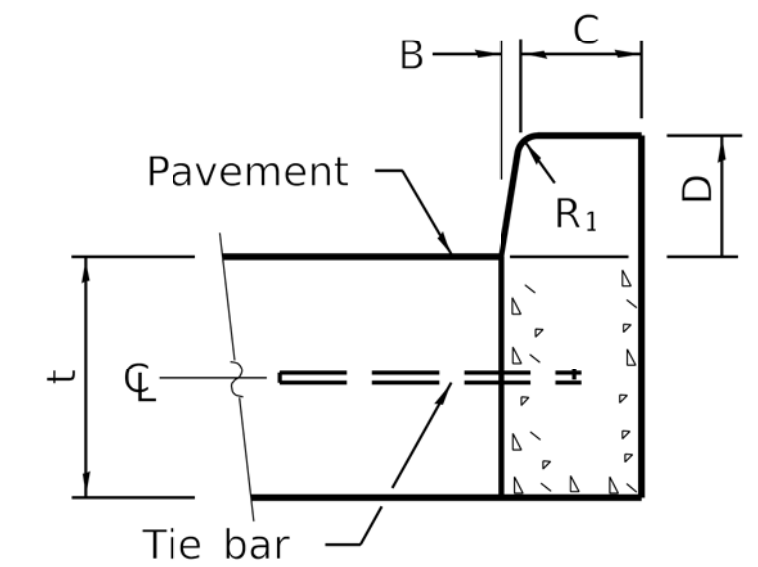


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

**CONCRETE CURB TYPE B
AND COMBINATION
CONCRETE CURB AND GUTTER**

(Sheet 2 of 2)

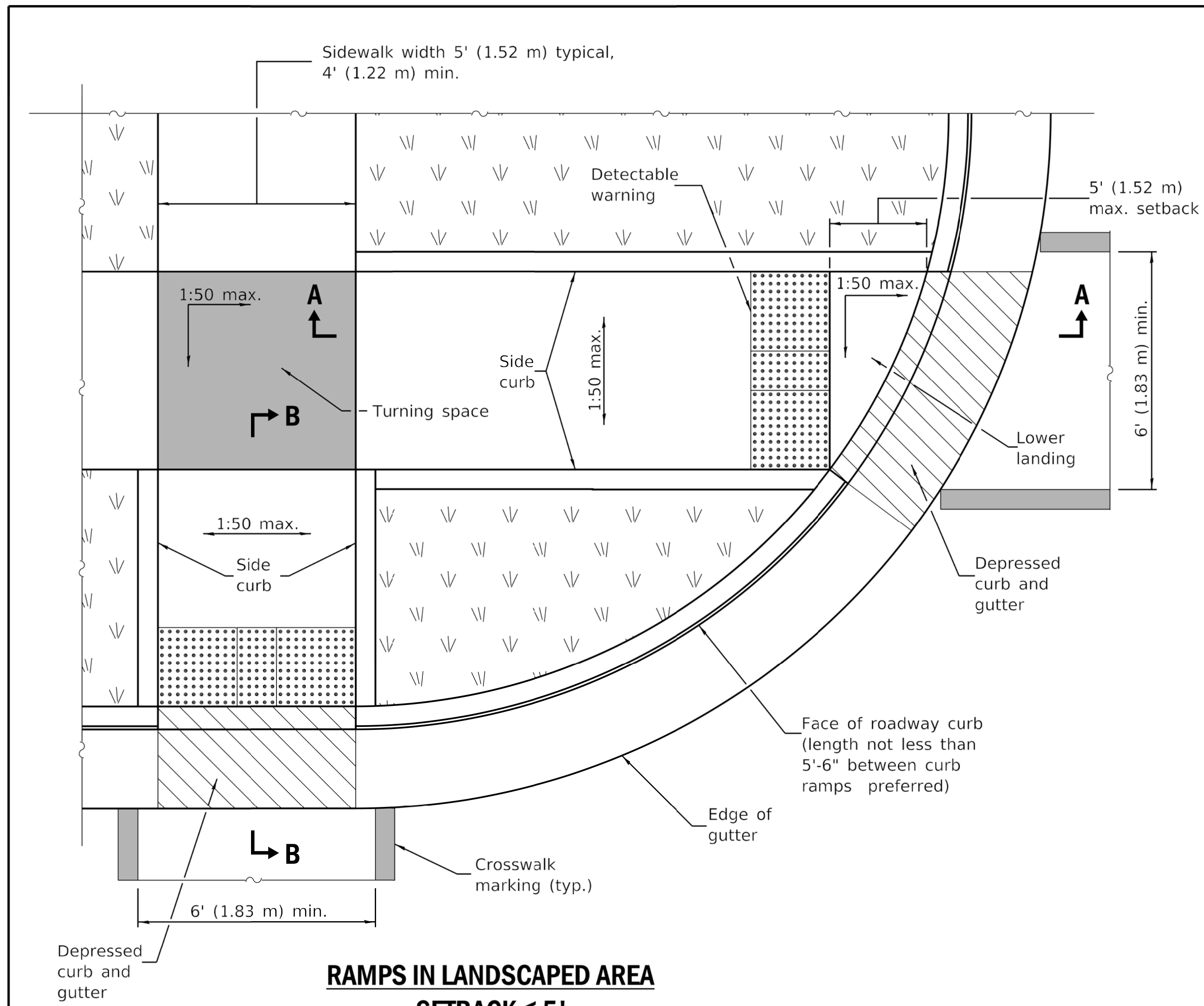
STANDARD 606001-07

Illinois Department of Transportation

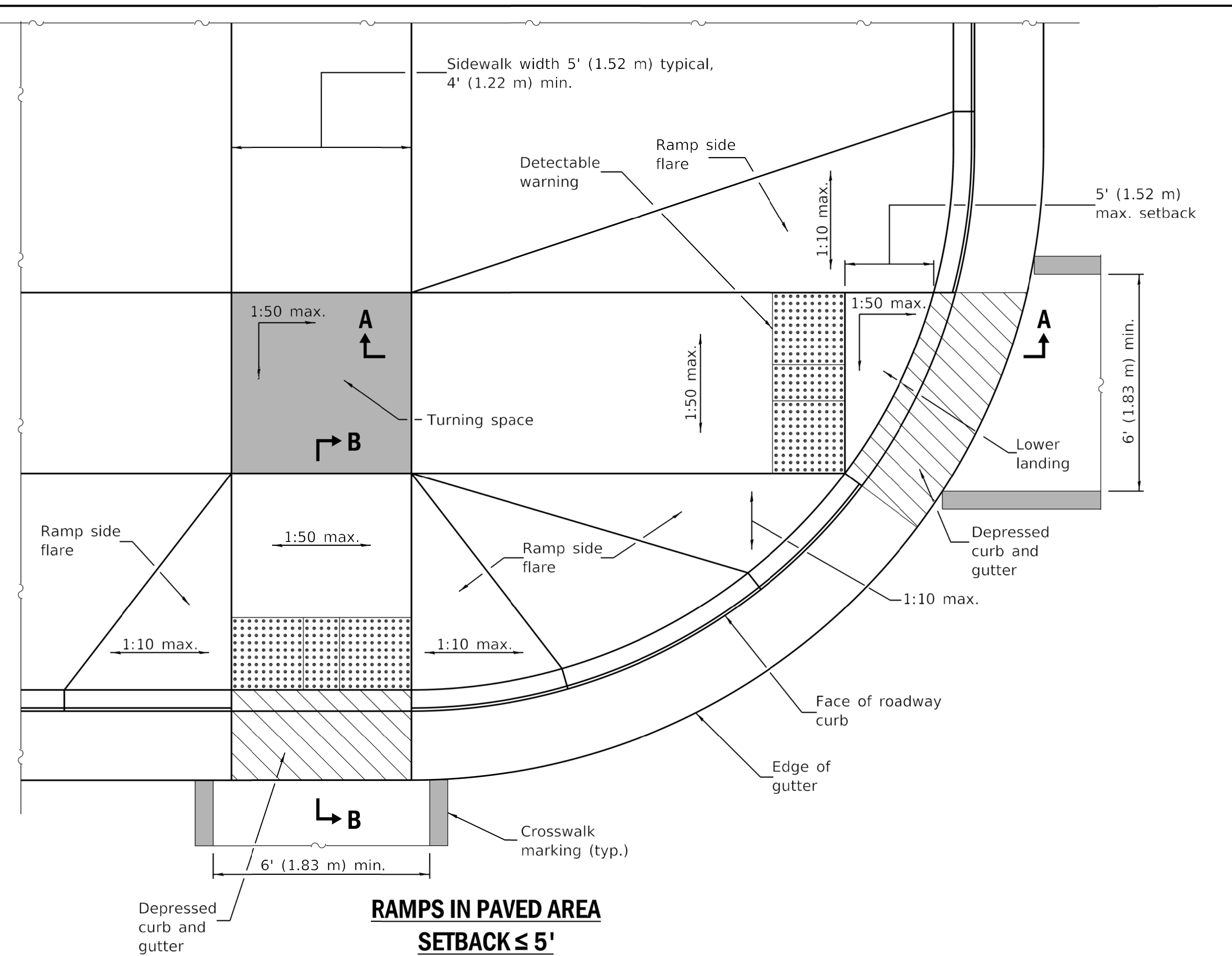
PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
Maureen M. Bell
ENGINEER OF DESIGN AND ENVIRONMENT

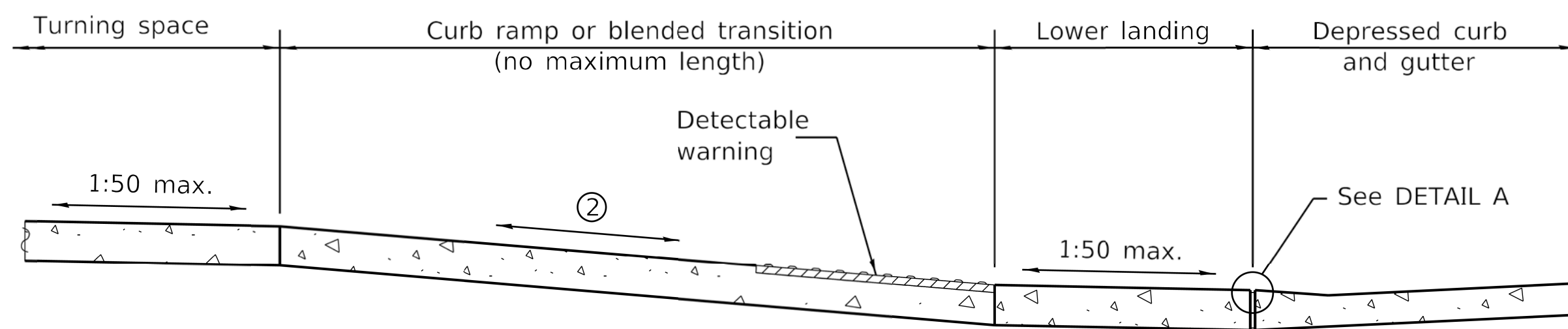
ISSUED 1-1-97



**RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'**

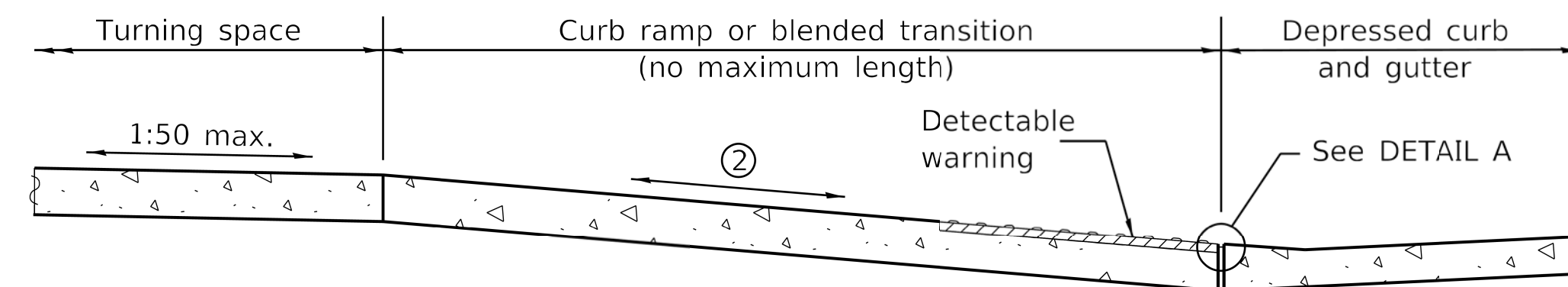


**RAMPS IN PAVED AREA
SETBACK ≤ 5'**



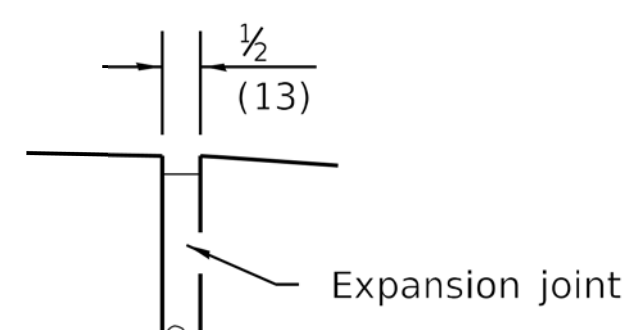
SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

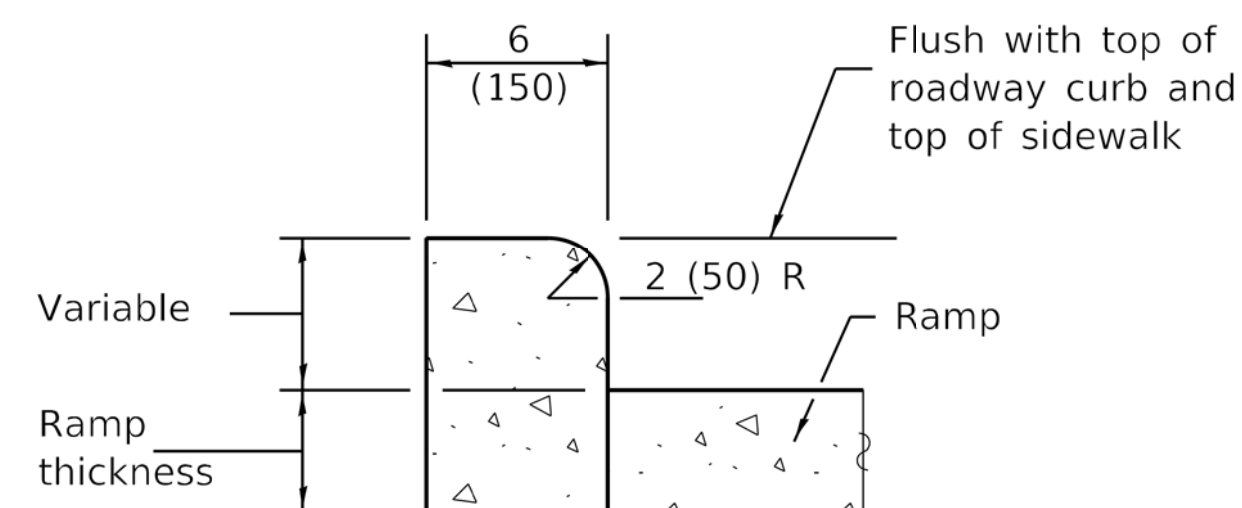


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

Illinois Department of Transportation

PASSED January 1, 2019
Michael B. ...
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

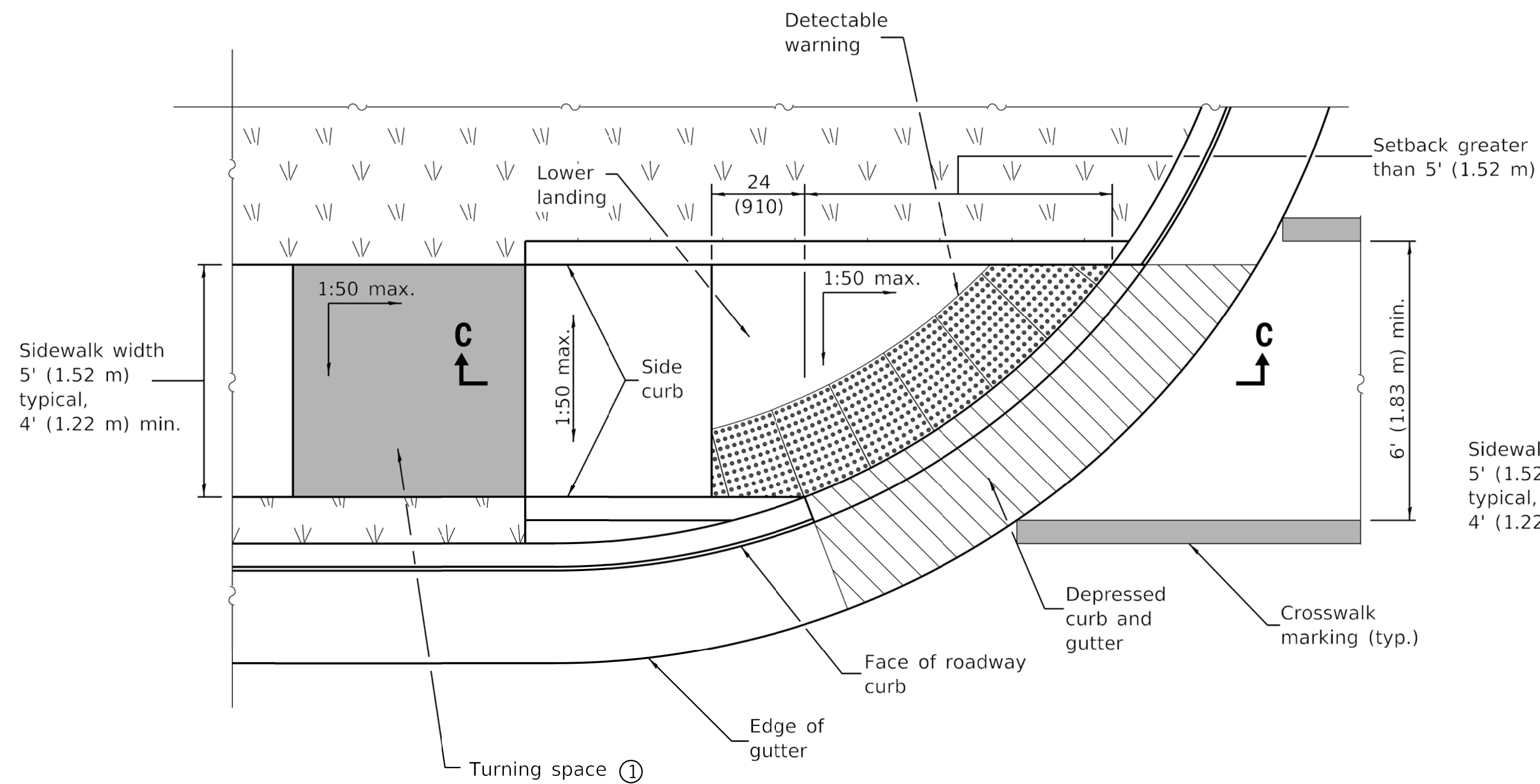
DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

See Sheet 2 for GENERAL NOTES.

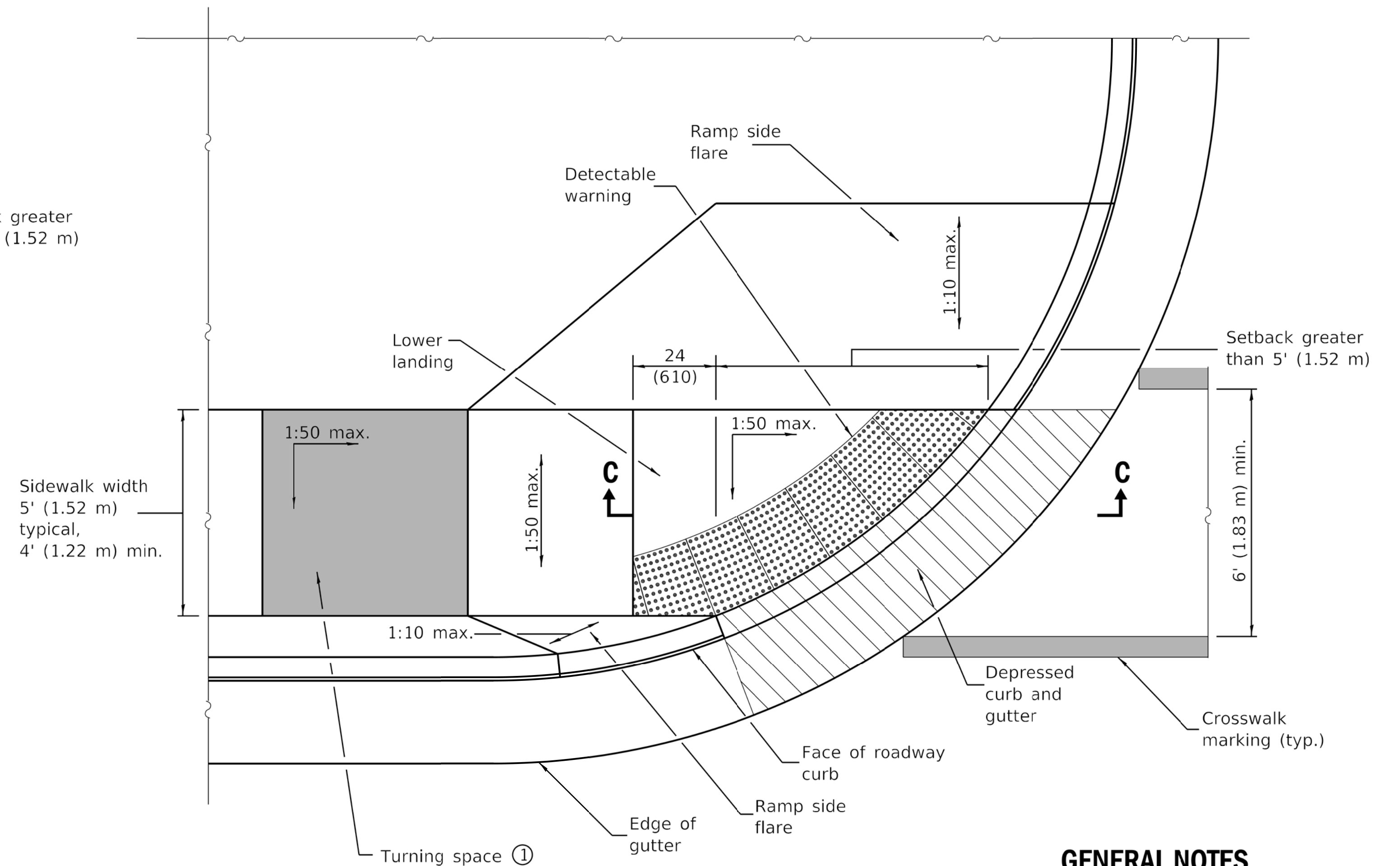
**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 1 of 2)

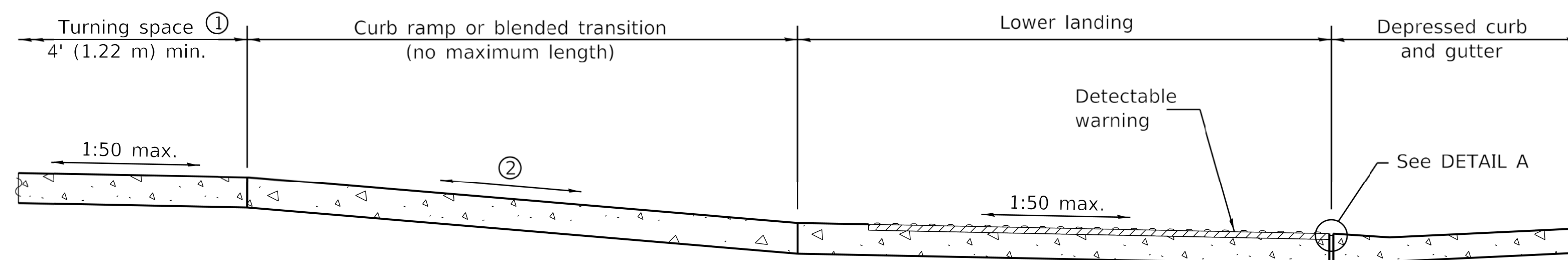
STANDARD 424001-11



**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



**RAMP IN PAVED AREA
SETBACK > 5'**



SECTION C-C

- ① This turning space not required for blended transitions.
- ② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

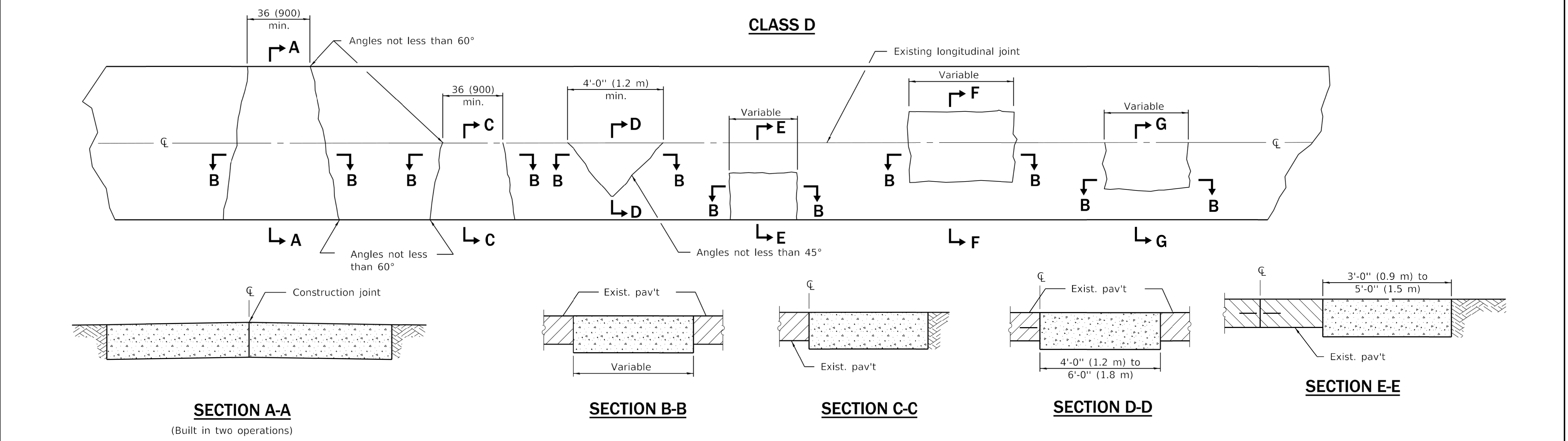
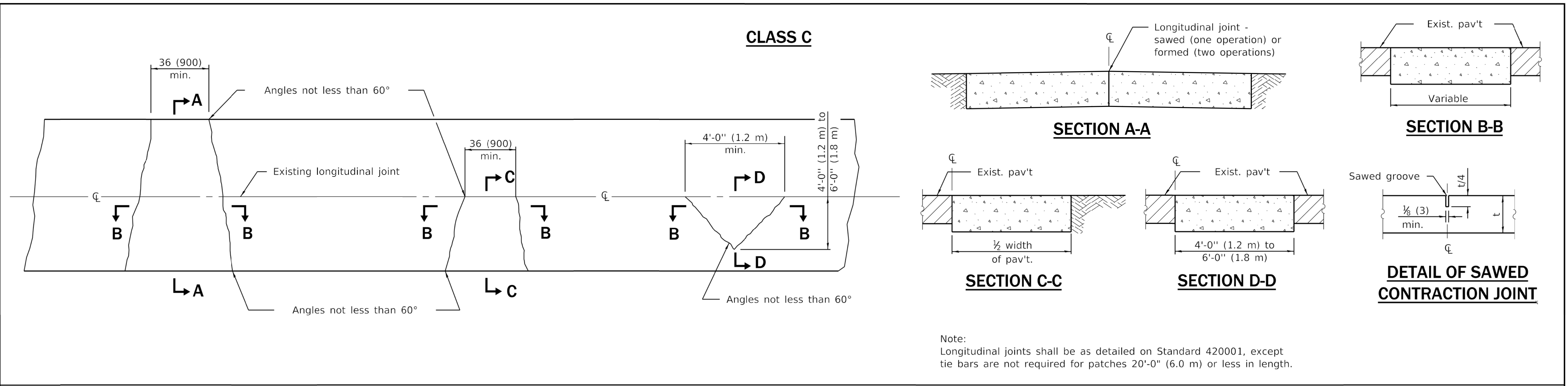
STANDARD 424001-11

Illinois Department of Transportation

PASSED January 1, 2019
Michael B. ...
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
S. E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2008

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2008

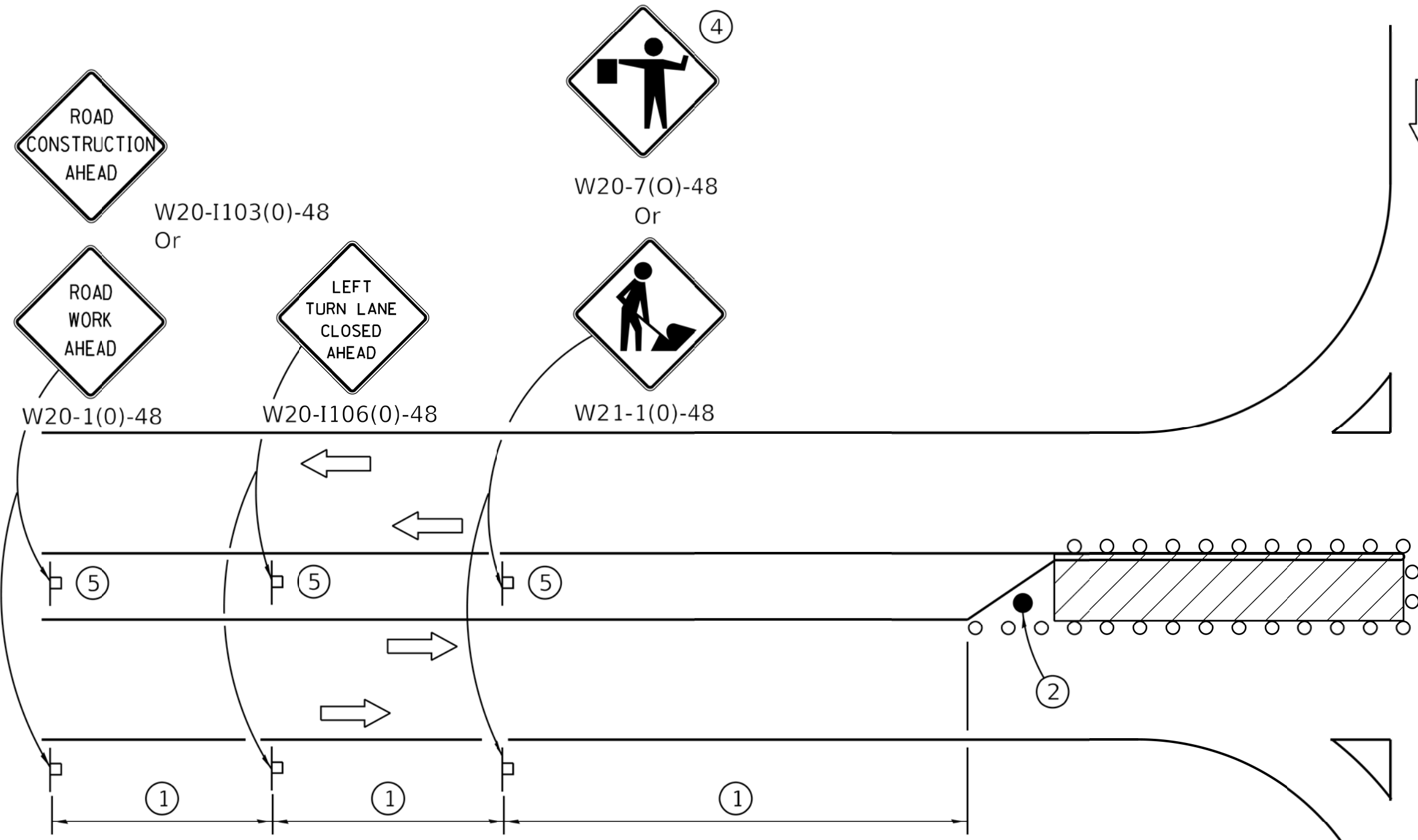
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised Note for Class C patches.

CLASS C and D PATCHES

STANDARD 442201-03



LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

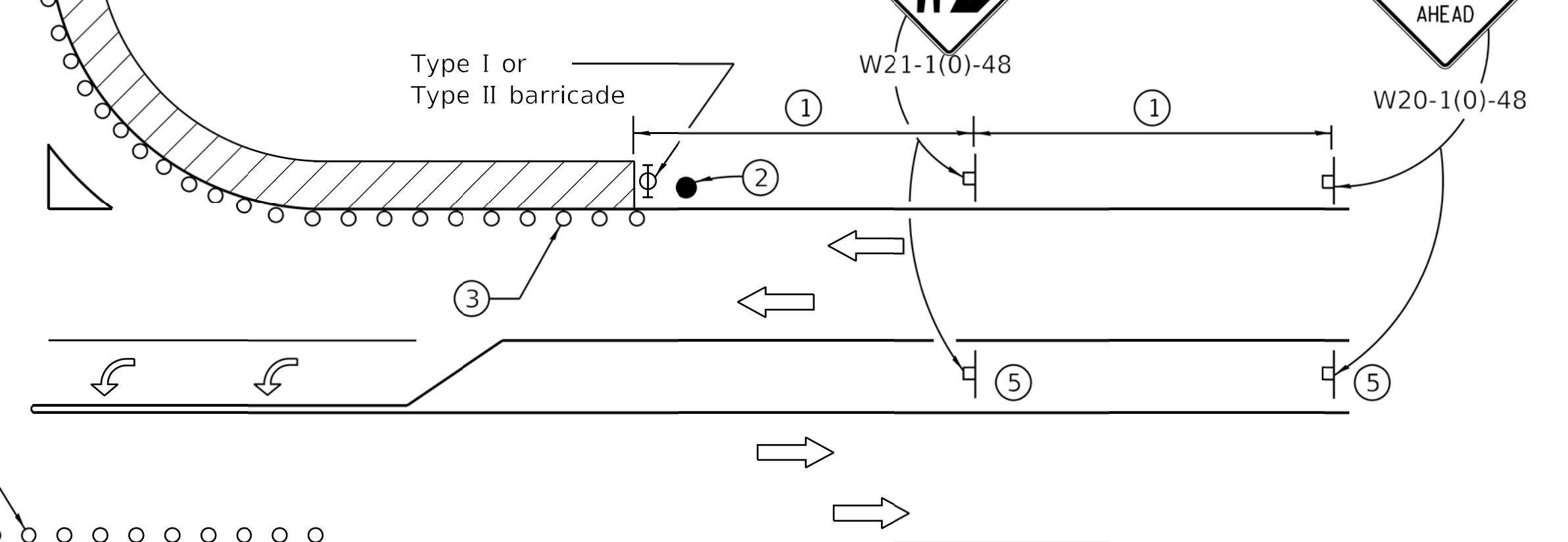
- ① Refer to SIGN SPACING TABLE for distance.
- ② Required for speed > 40 mph.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Use flagger sign only when flagger is present.
- ⑤ Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Advanced arrow board required for speeds > 45 mph.
- ⑧ Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

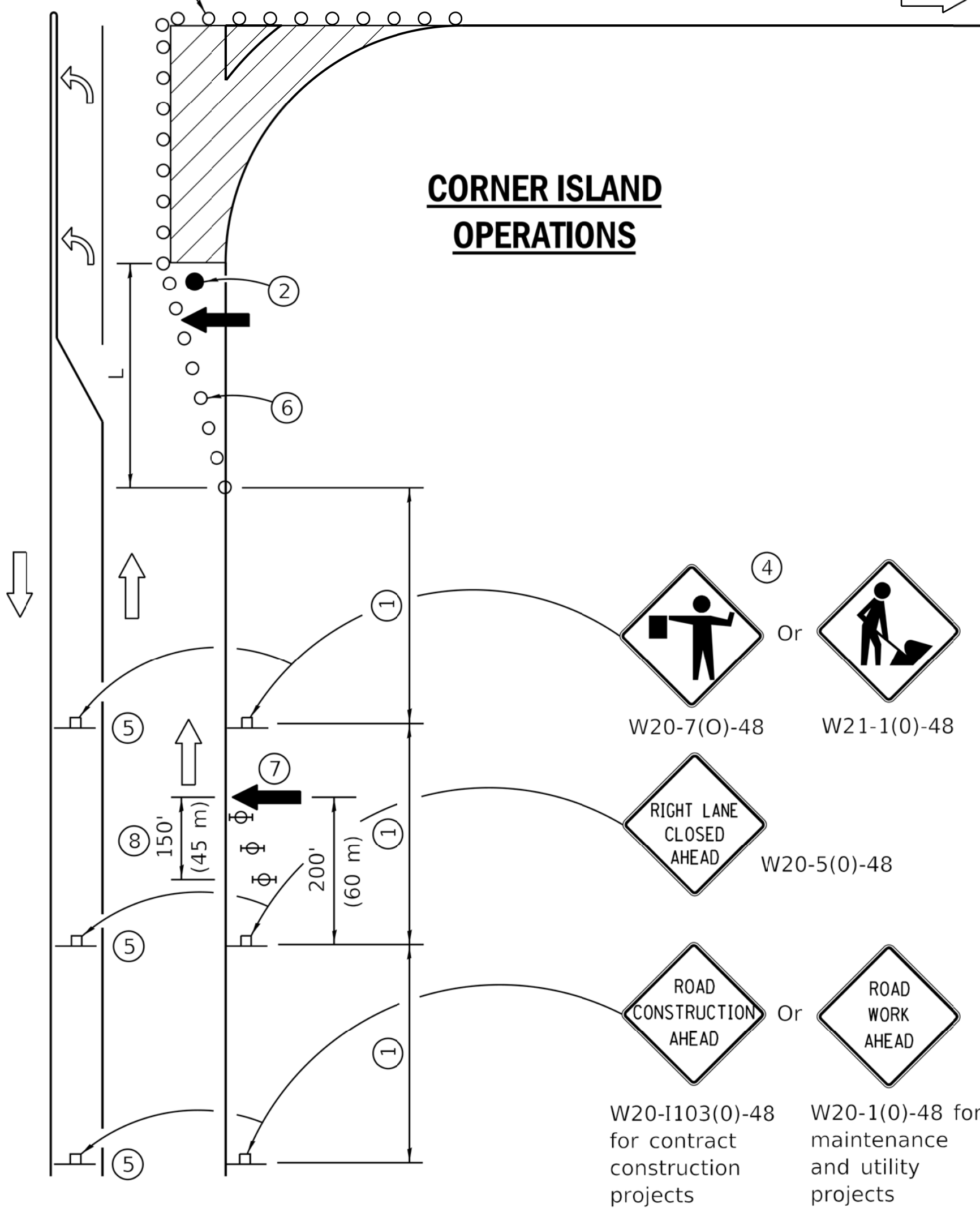
SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

SHOULDER OPERATIONS



CORNER ISLAND OPERATIONS



GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED April 1, 2016

 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

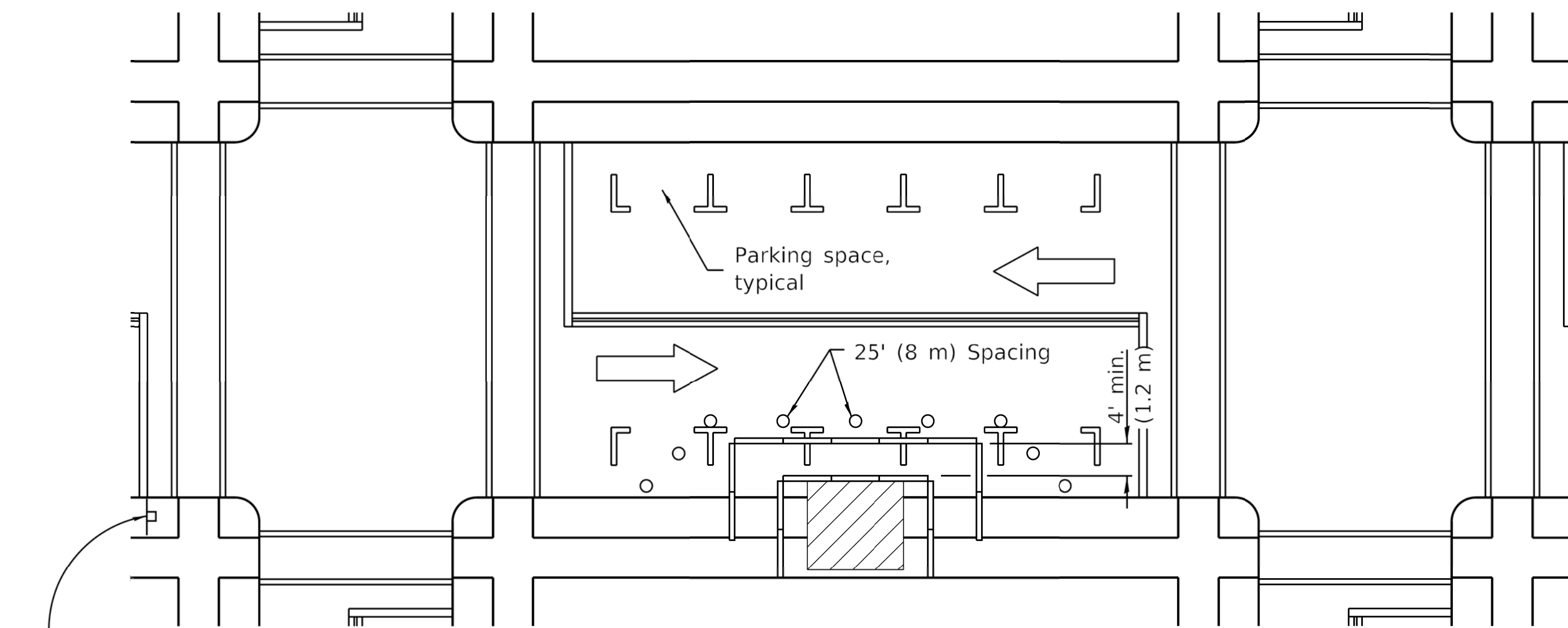
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT TURN LANE CLOSED AHEAD.
1-1-14	Added devices at arrow board upstream from taper.
	Rev. workers sign number.

**URBAN LANE CLOSURE,
MULTILANE INTERSECTION**

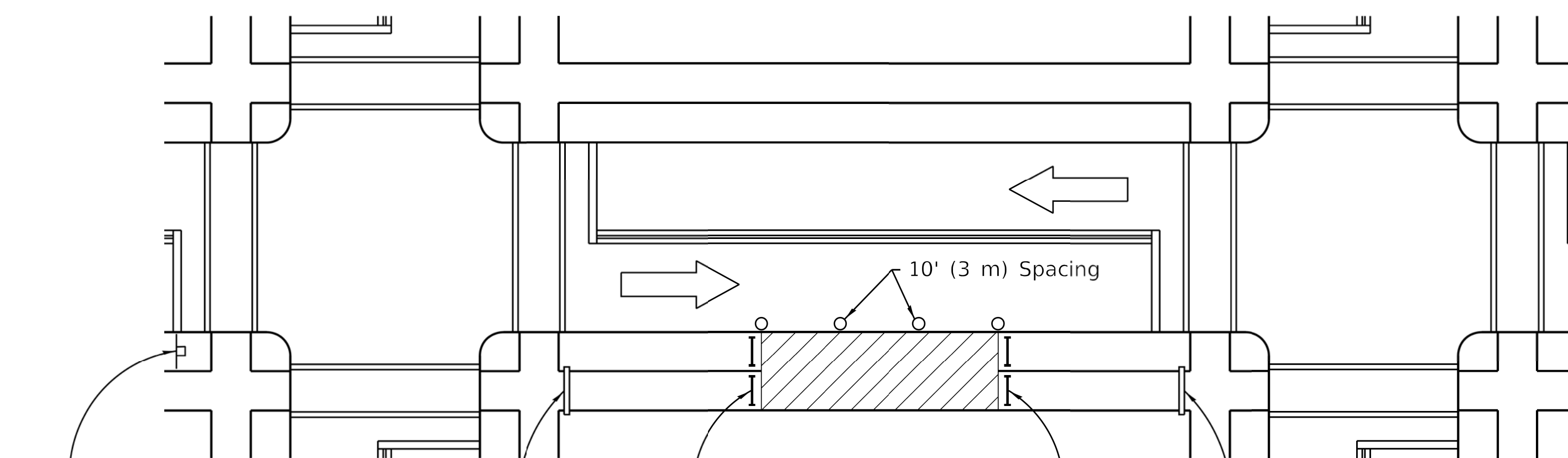
STANDARD 701701-10



① ROAD CONSTRUCTION AHEAD
W20-1103(0)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION



① ROAD CONSTRUCTION AHEAD
W20-1103(0)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(0)-48 for maintenance and utility projects

SIDEWALK CLOSED
USE OTHER SIDE
R11-1102-2430

SIDEWALK CLOSED
R11-1101-2418

SIDEWALK CLOSED
USE OTHER SIDE
R11-1102-2430

SIDEWALK CLOSURE

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

All dimensions are in inches (millimeters) unless otherwise shown.

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade

DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION. Modified appearance of plan views. Renamed Std.

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

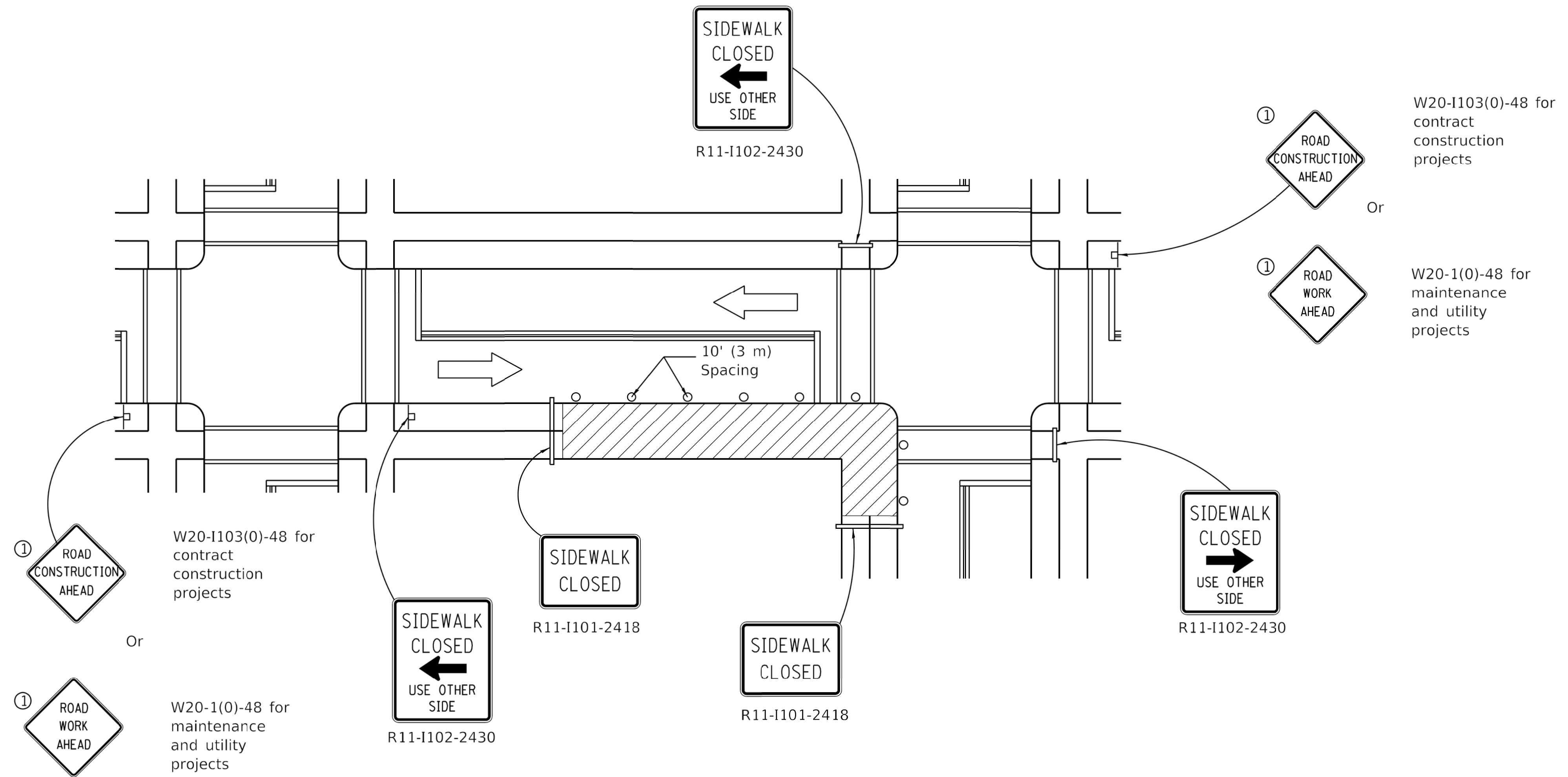
STANDARD 701801-06

Illinois Department of Transportation

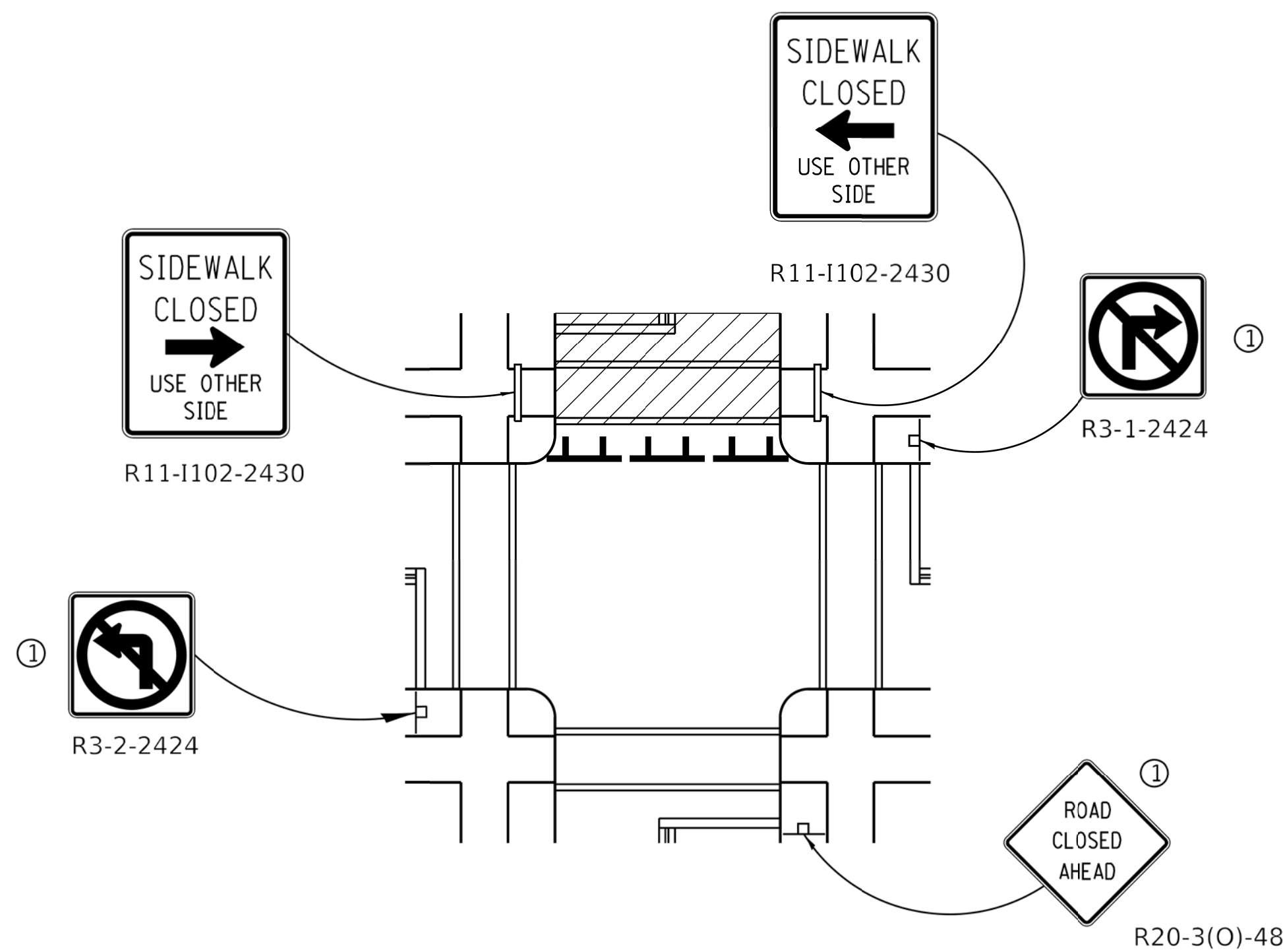
PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



CORNER CLOSURE



CROSSWALK CLOSURE

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

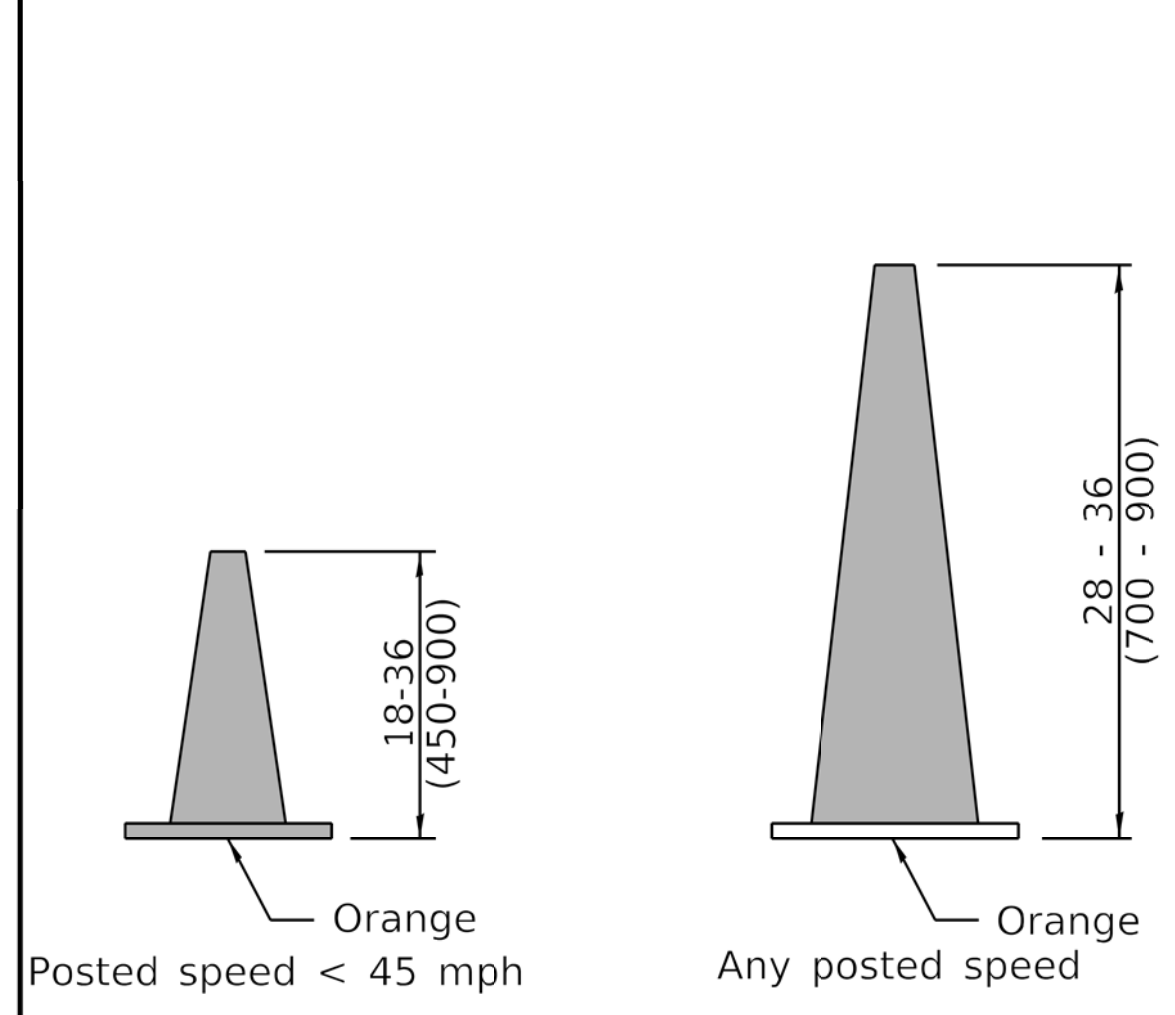
STANDARD 701801-06

Illinois Department of Transportation

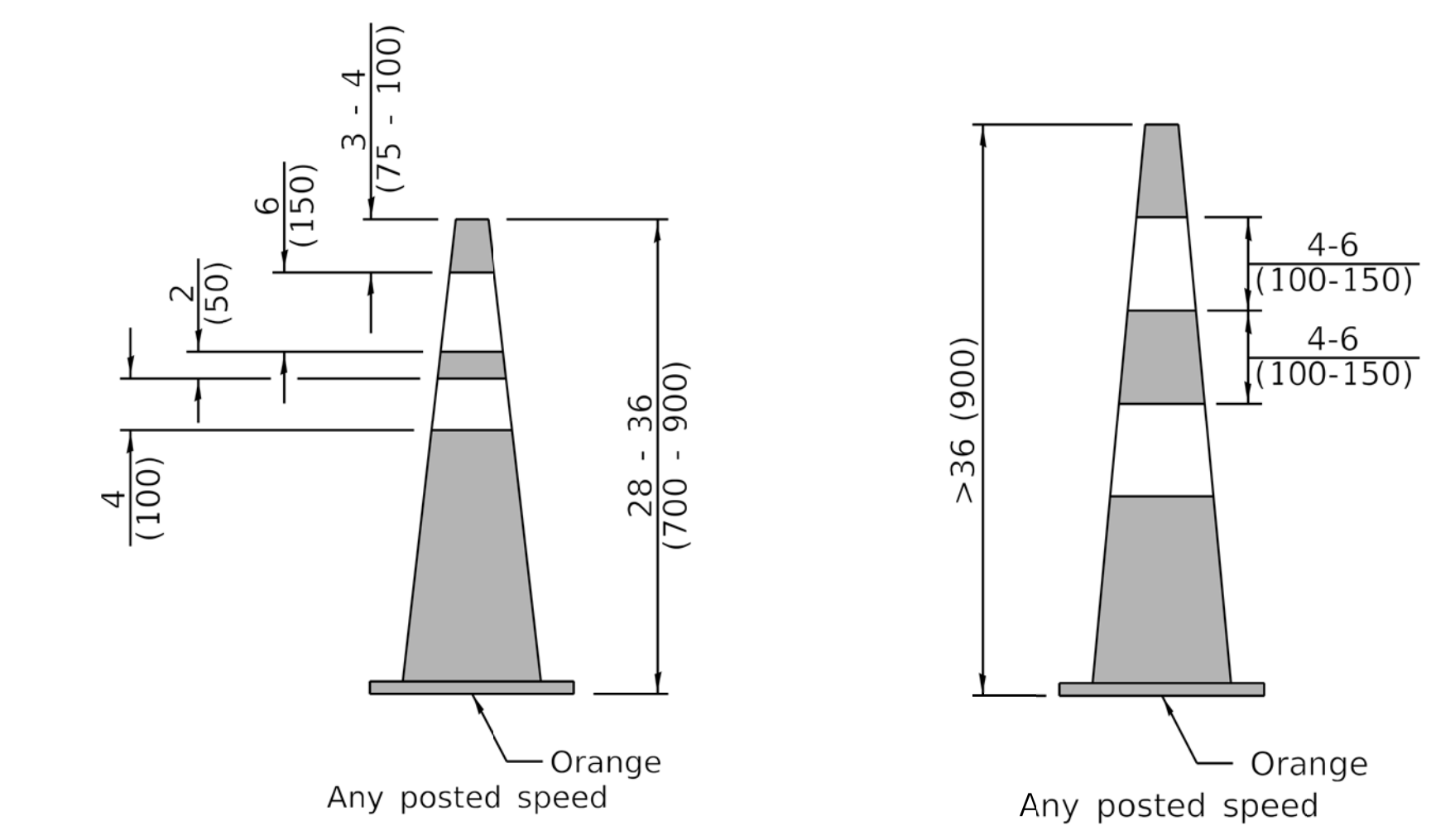
PASSED April 1, 2016
Amelia Q. Blair
 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

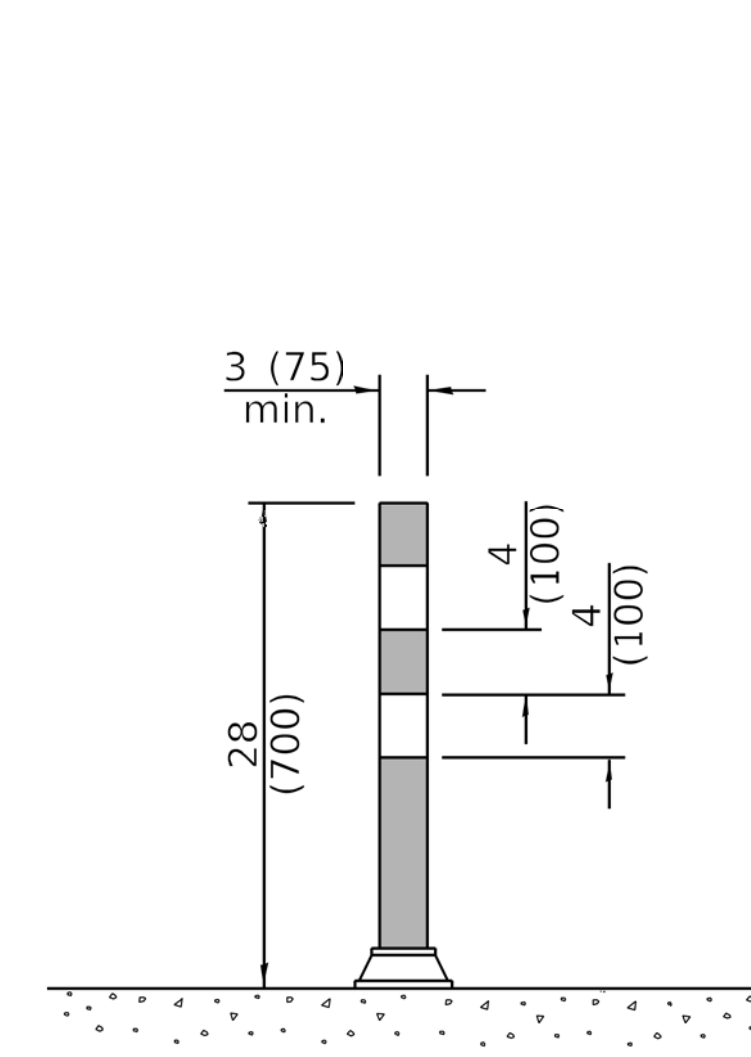
ISSUED 1-1-97



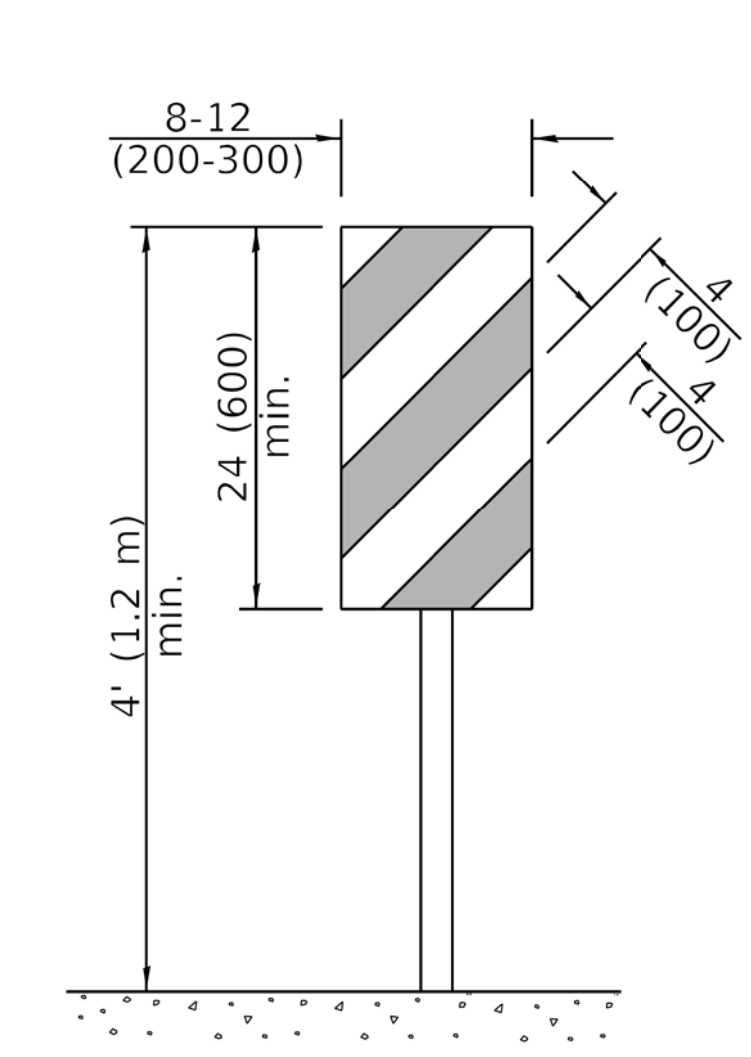
DAYTIME USE



DAY OR NIGHTTIME USE

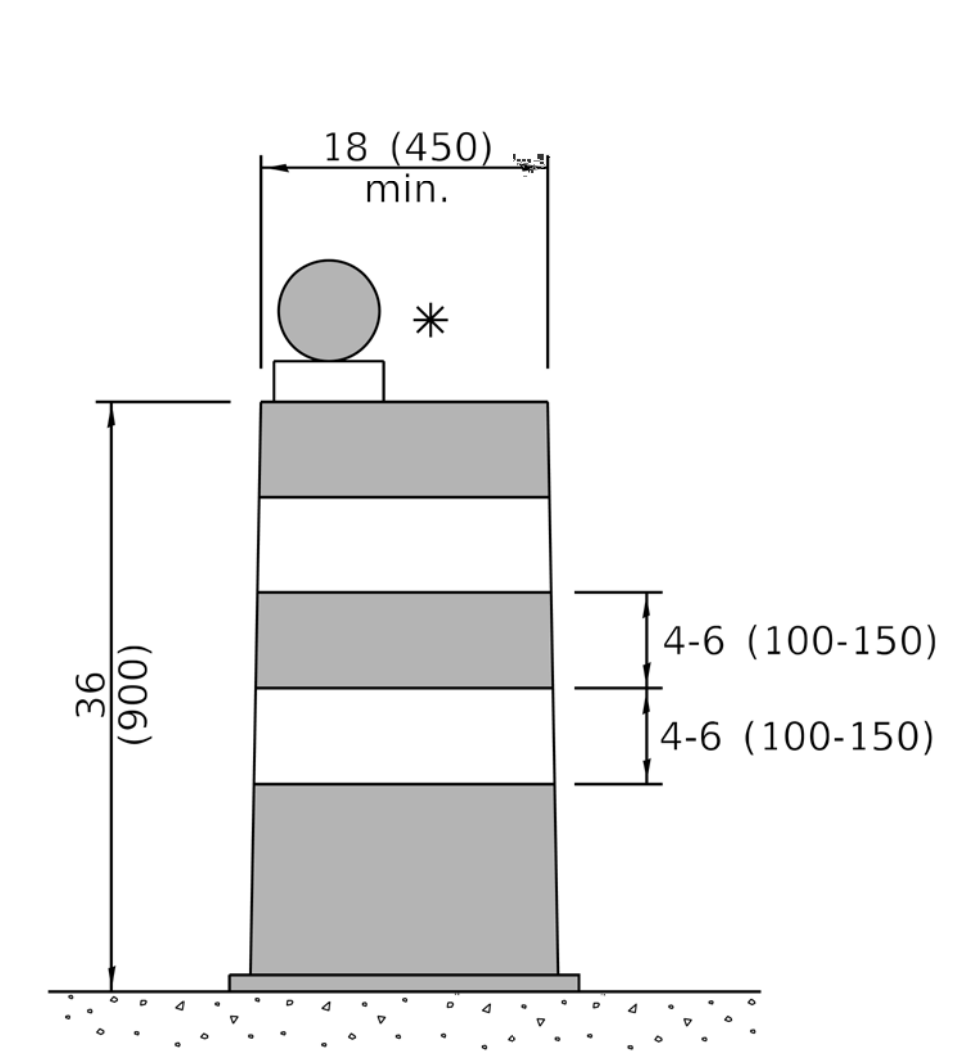


TUBULAR MARKER



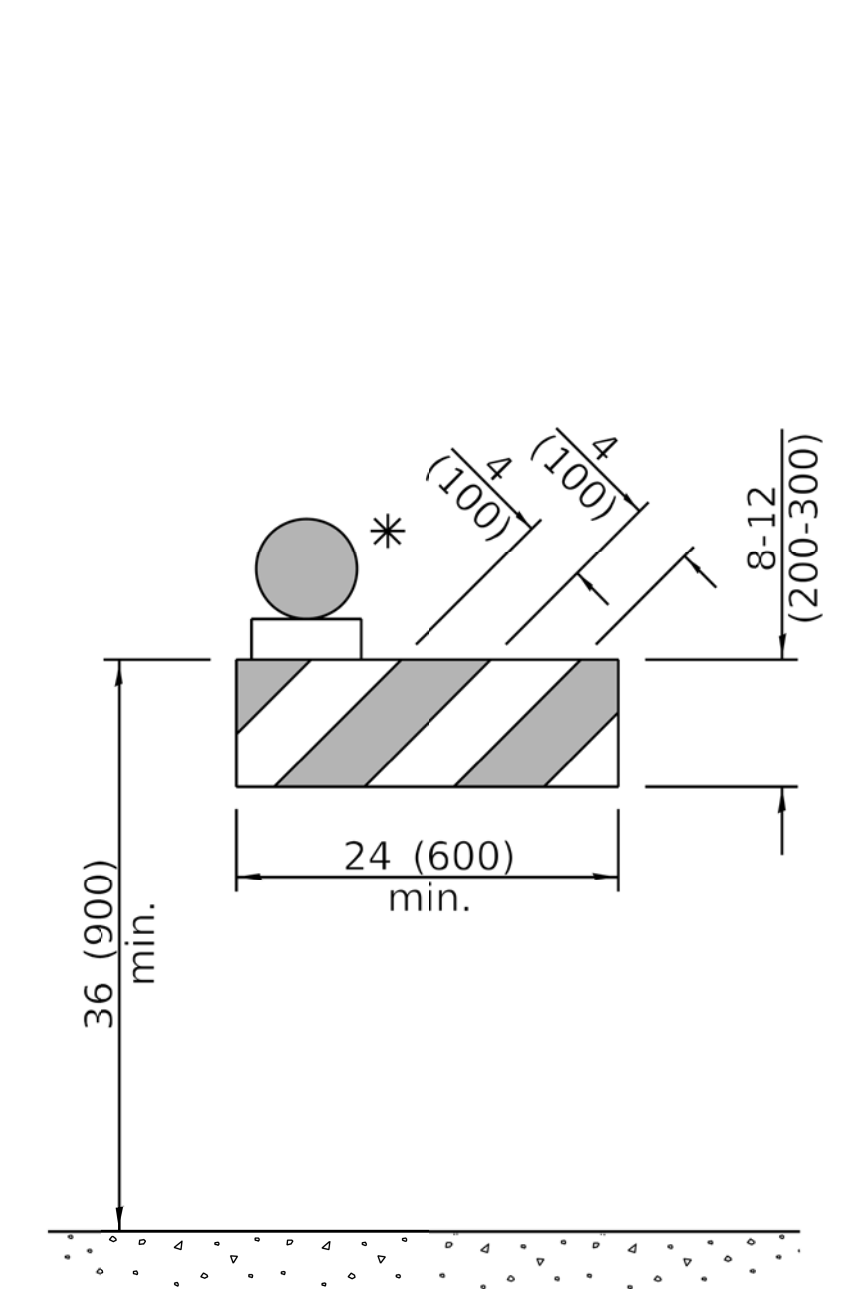
VERTICAL PANEL

POST MOUNTED

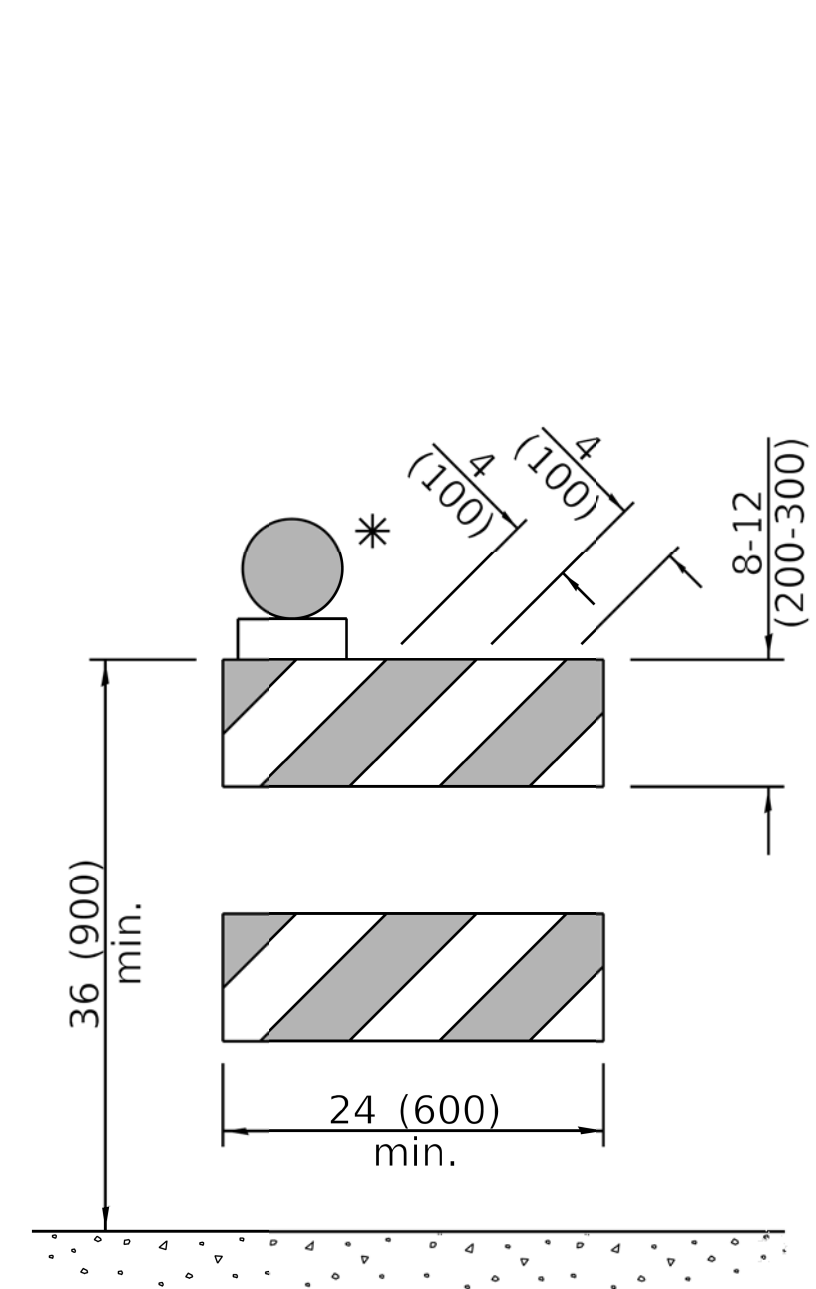


DRUM

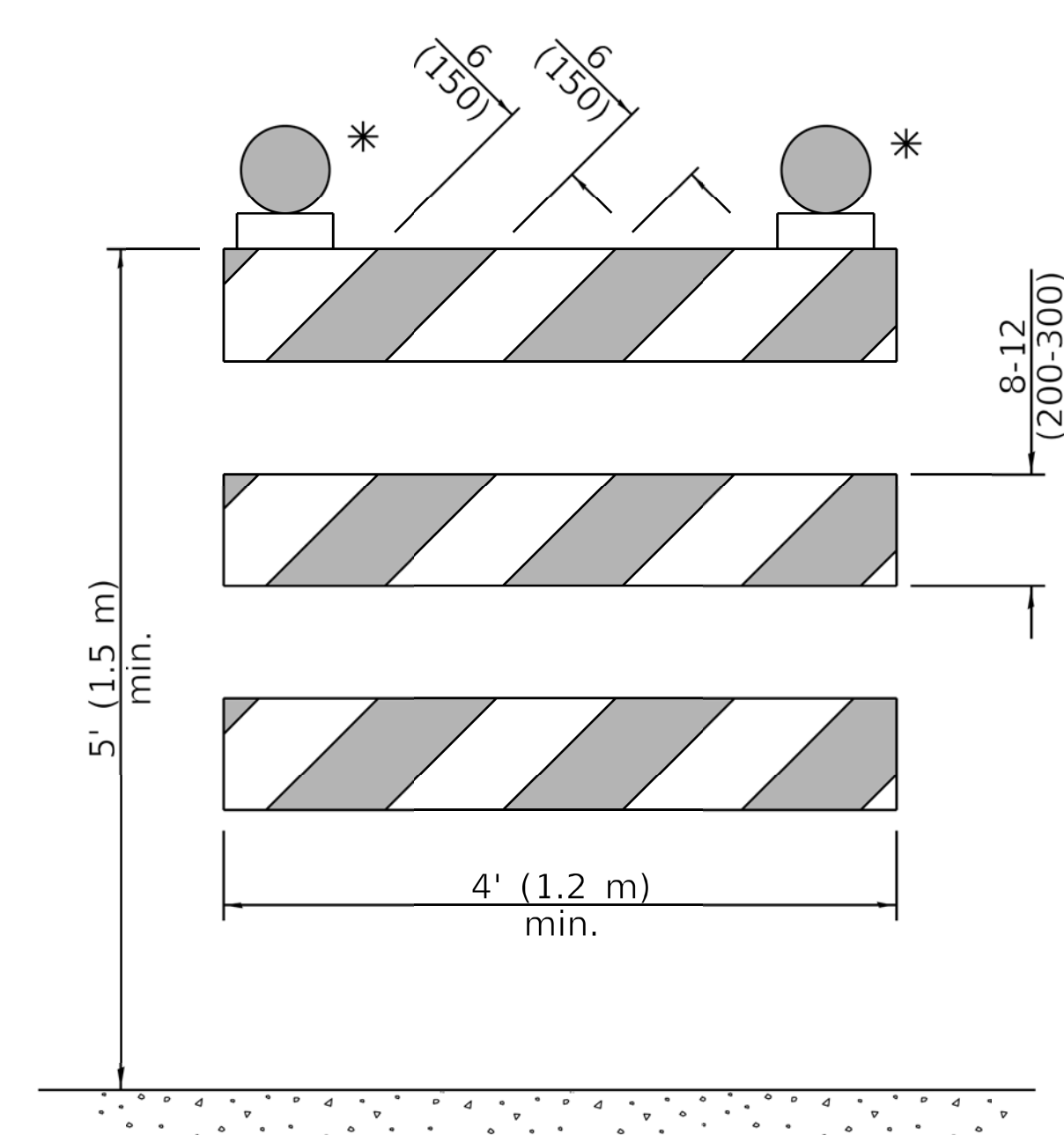
CONES



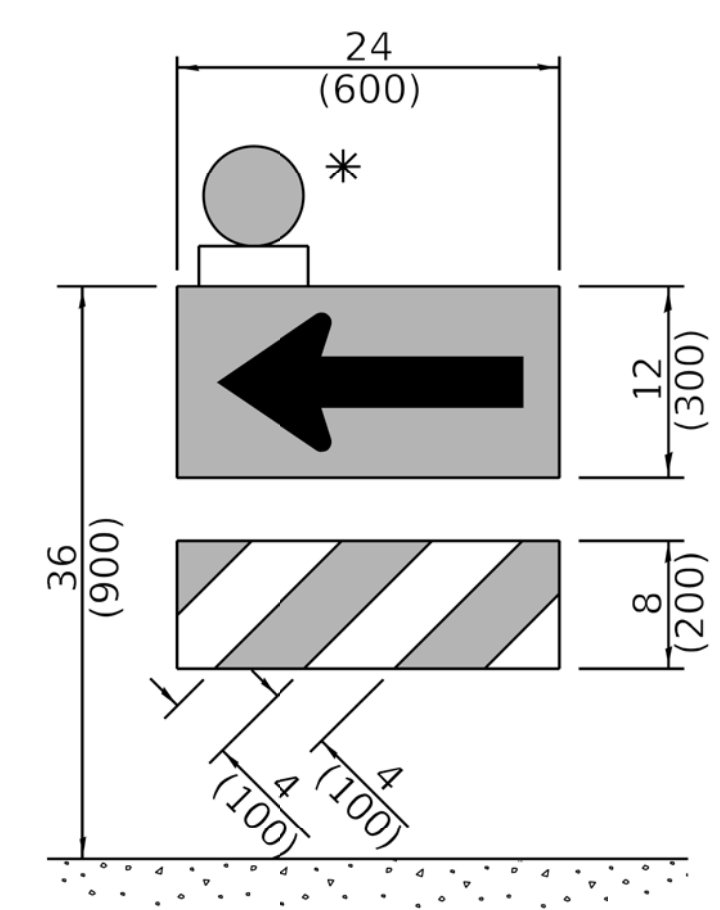
TYPE I BARRICADE



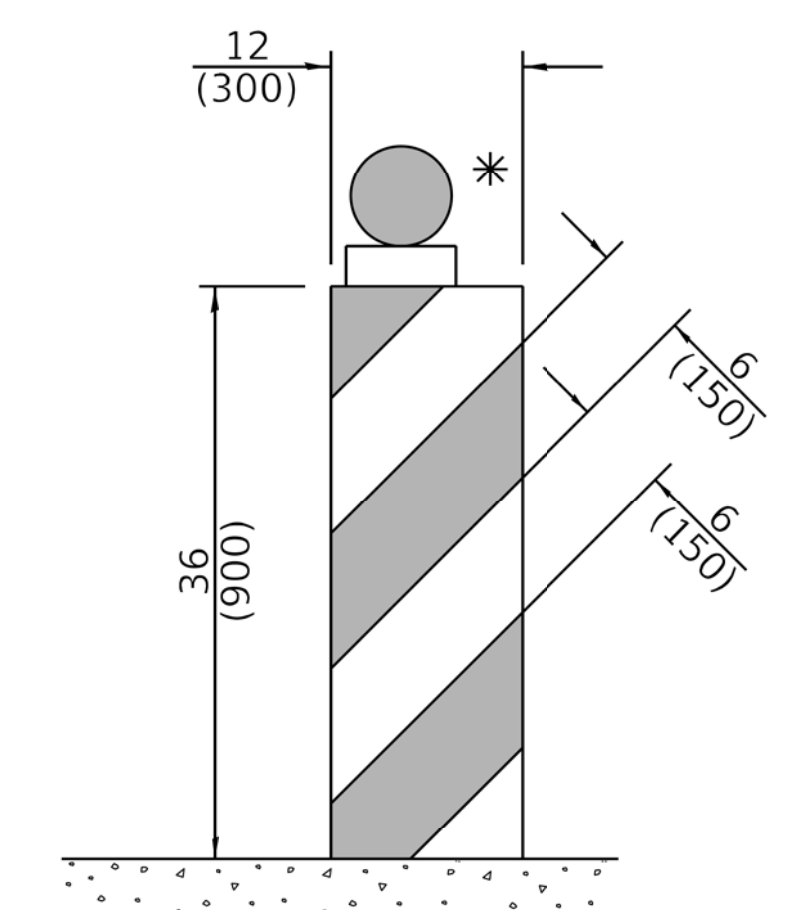
TYPE II BARRICADE



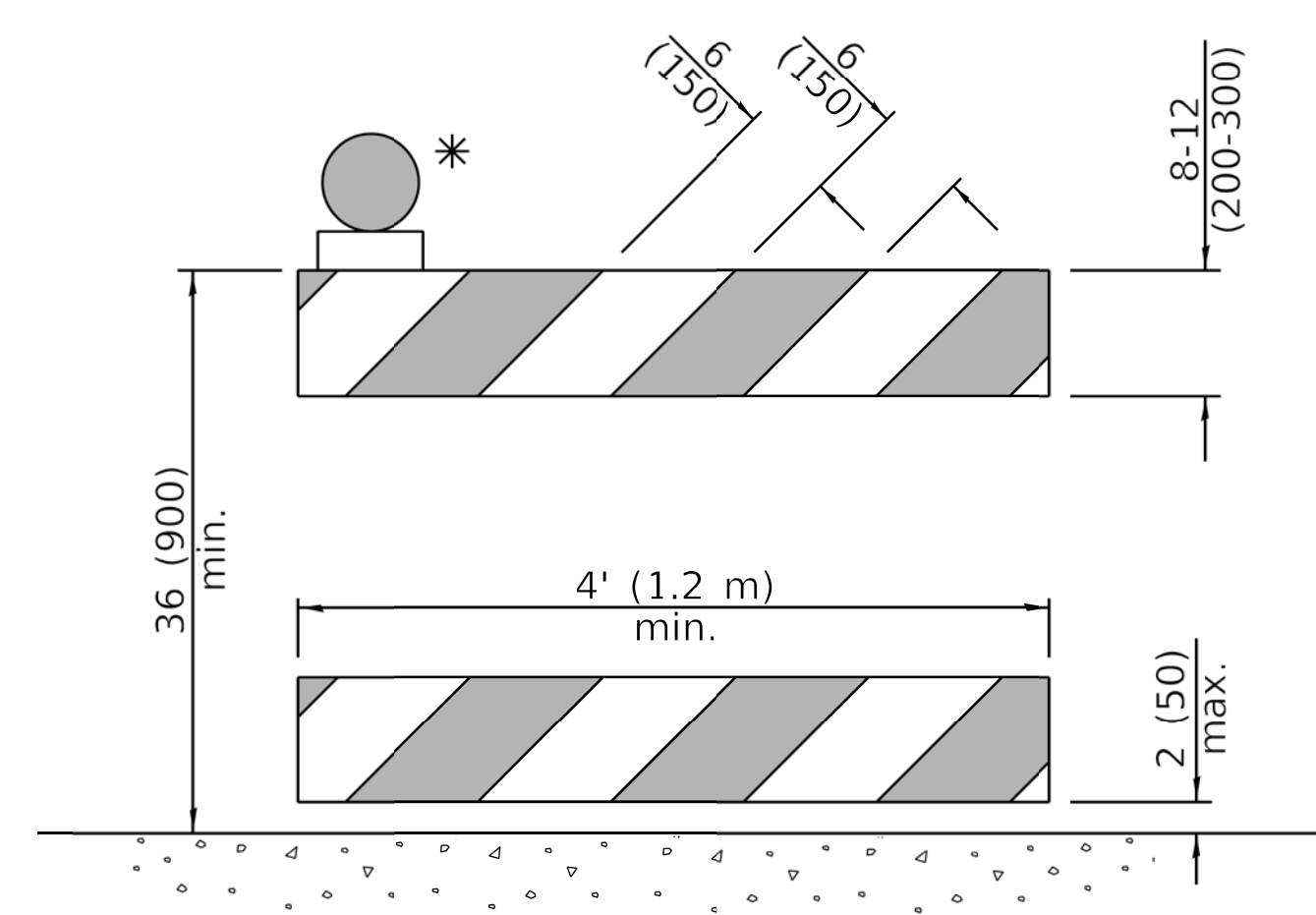
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2019
Cynthia Datt
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
Scott Egan
ENGINEER OF DESIGN AND ENVIRONMENT

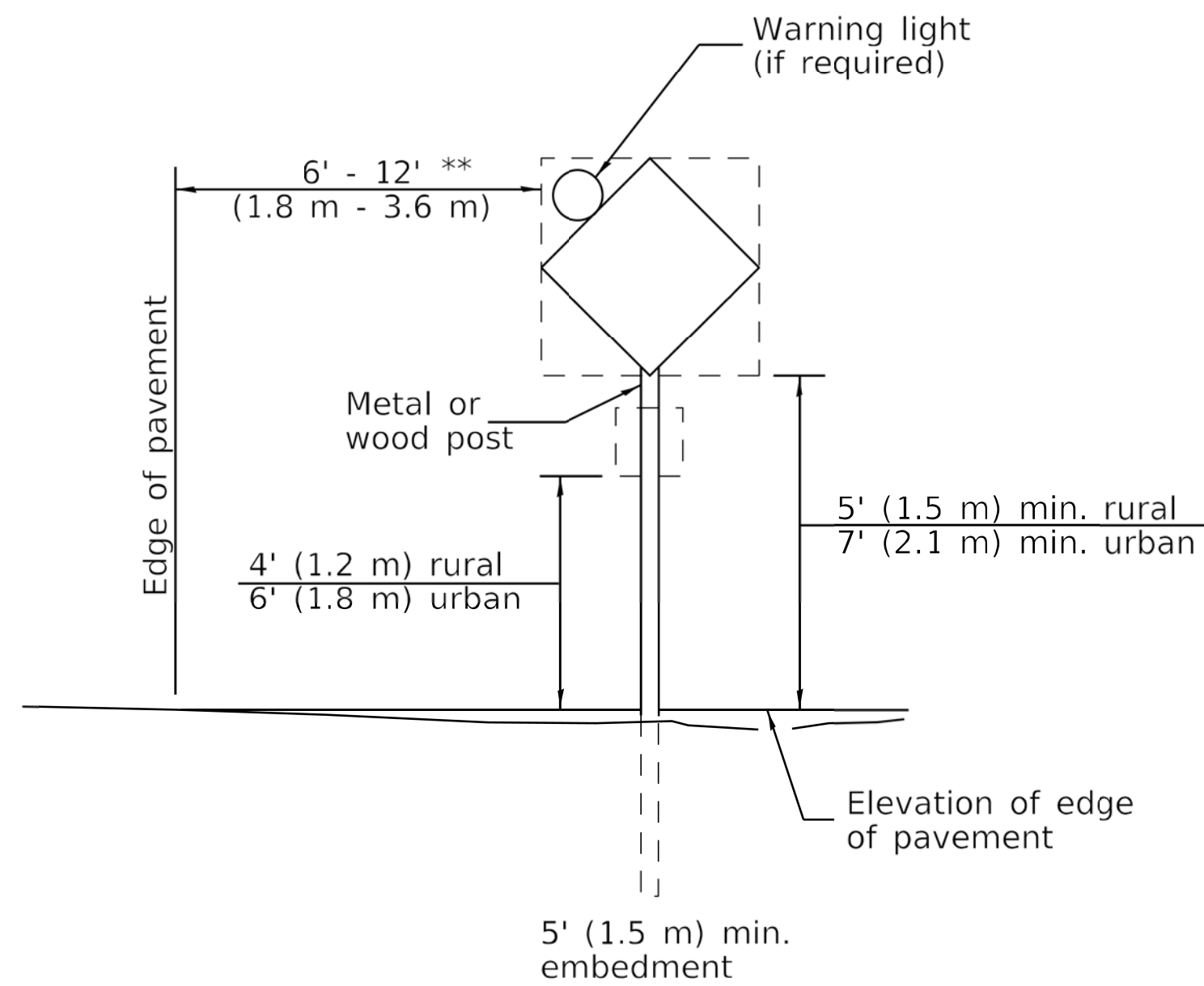
ISSUED 1-1-13

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

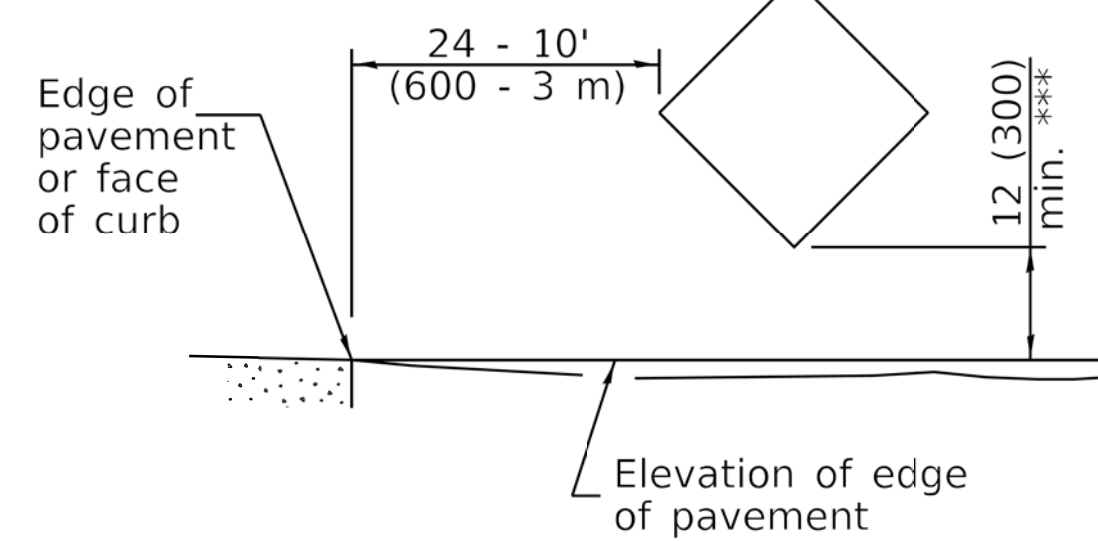
(Sheet 1 of 3)

STANDARD 701901-08



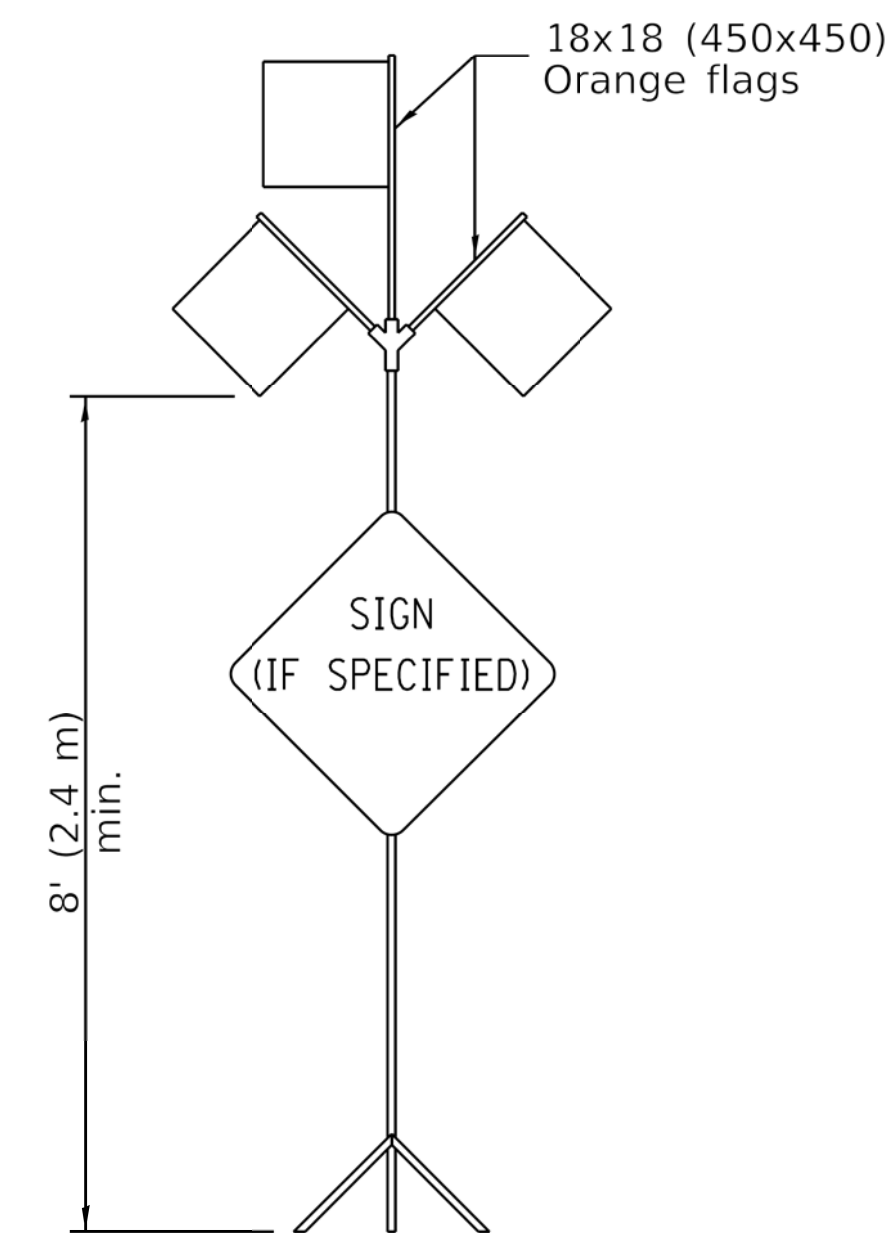
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

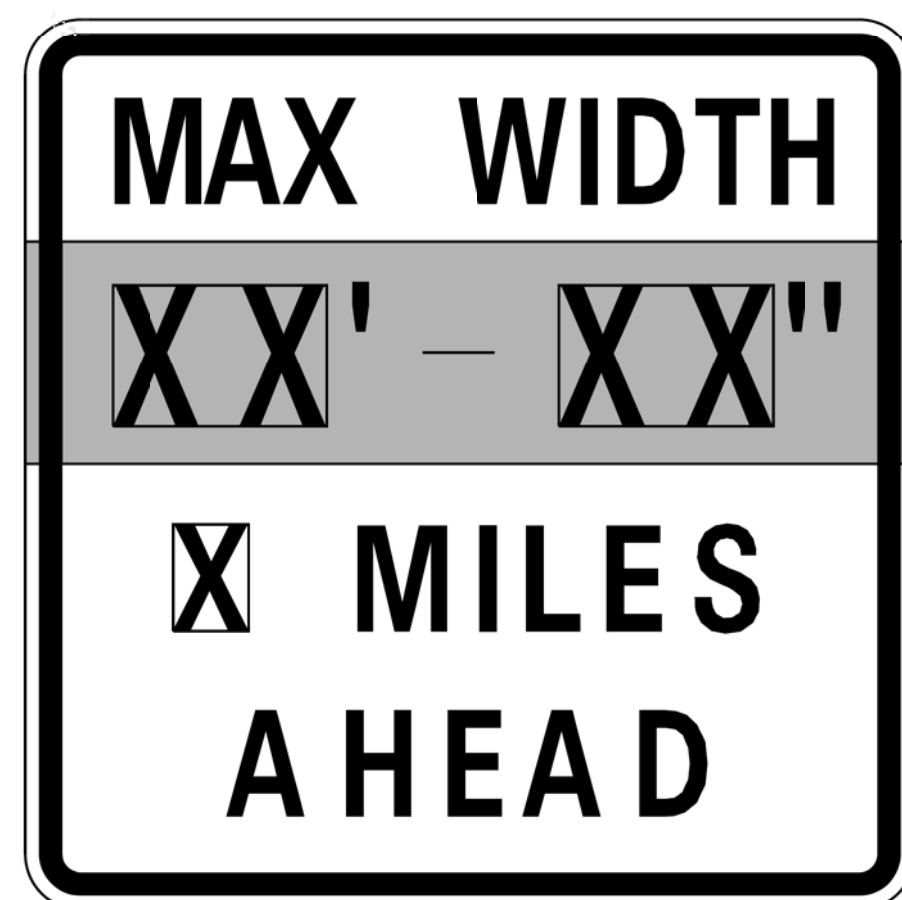


SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



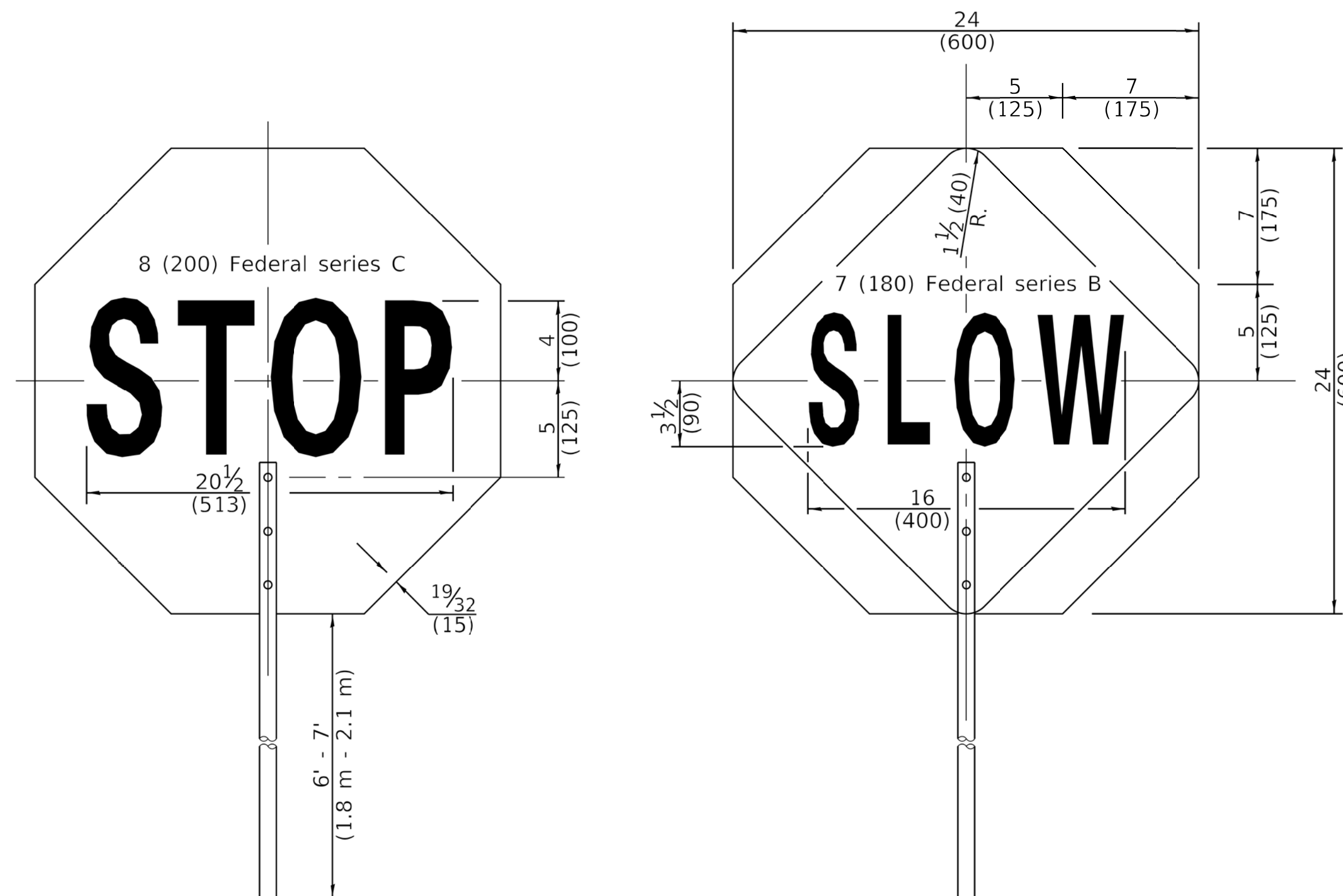
HIGH LEVEL WARNING DEVICE



W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

ROAD CONSTRUCTION NEXT X MILES

G20-I104(0)-6036

END CONSTRUCTION

G20-I105(0)-6024

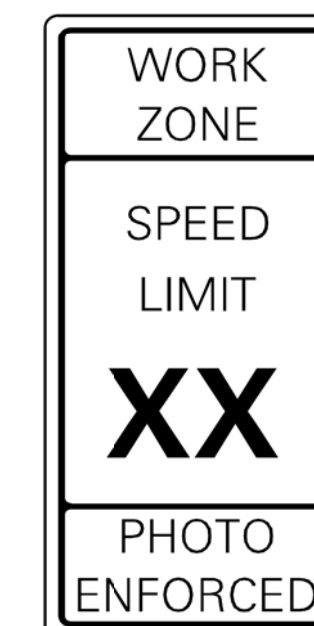
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



W21-III5(0)-3618

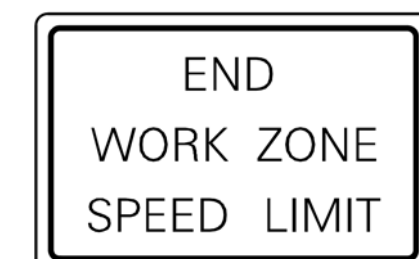
R2-1-3648

R10-I108p-3618 ****



R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.



G20-I103-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-I108p shall only be used along roadways under the jurisdiction of the State.

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

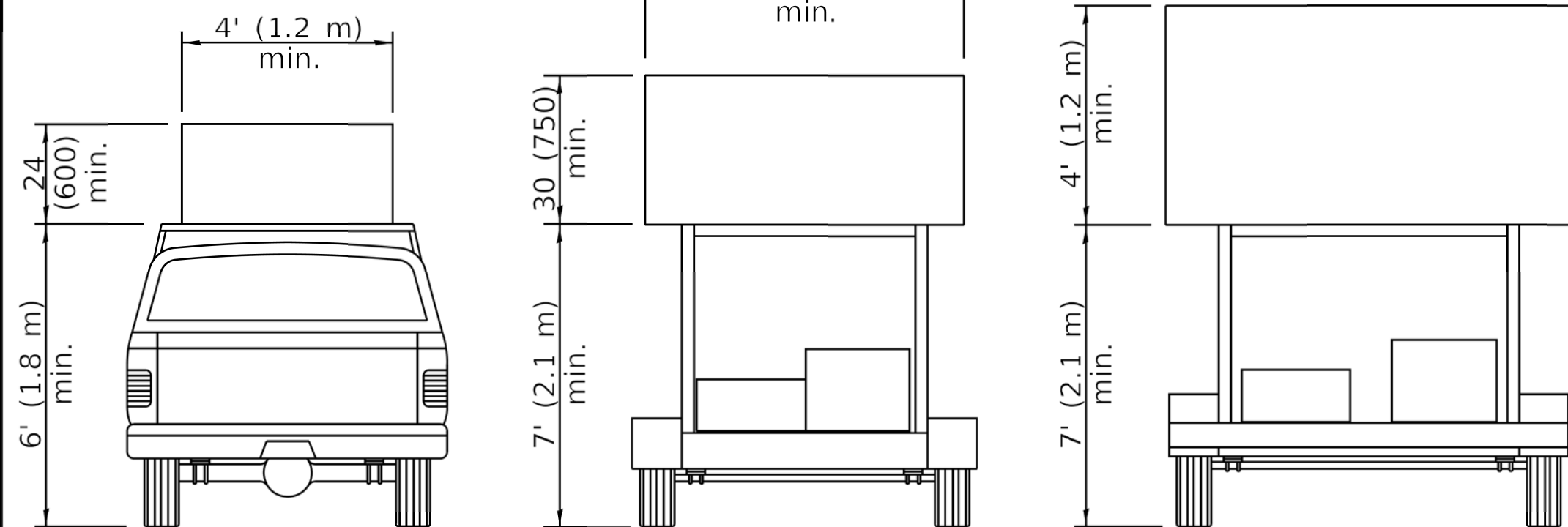
STANDARD 701901-08

Illinois Department of Transportation

APPROVED January 1, 2019
Cynthia Datt
 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
Joseph E. G.
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

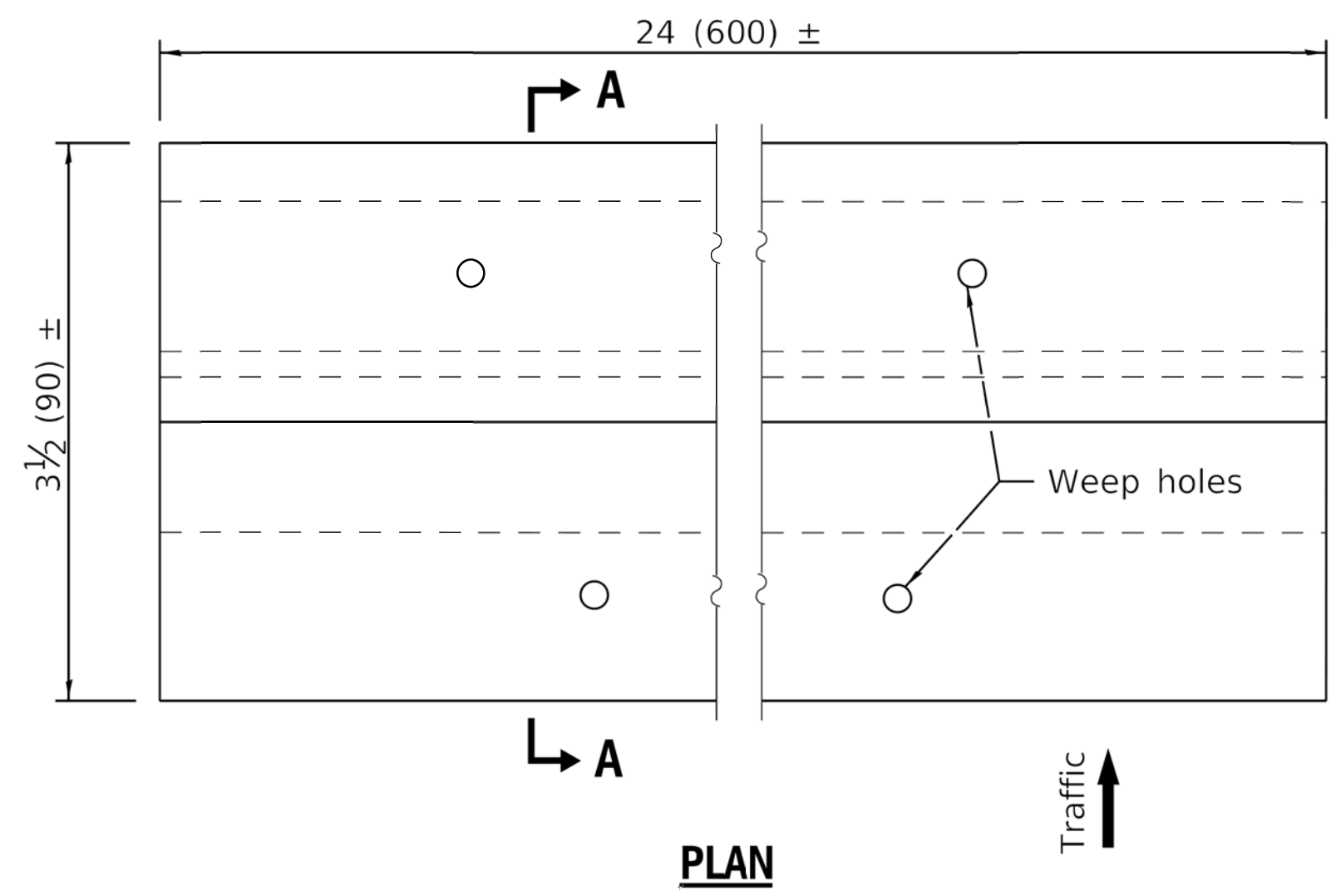


**TYPE A
ROOF
MOUNTED**

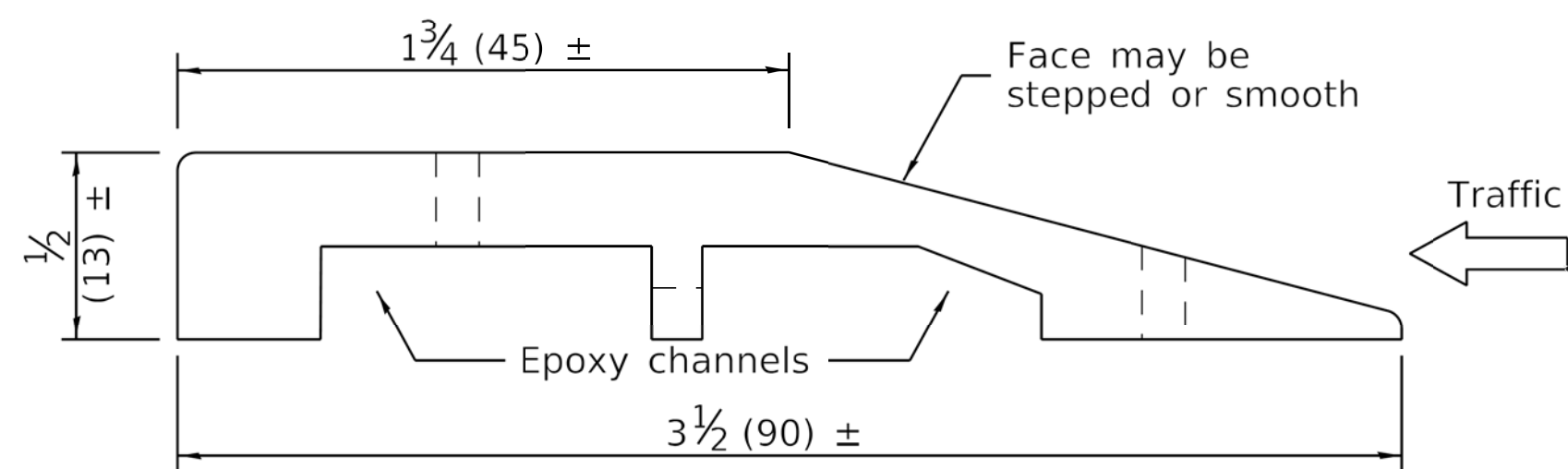
**TYPE B
ROOF OR TRAILER
MOUNTED**

**TYPE C
TRAILER
MOUNTED**

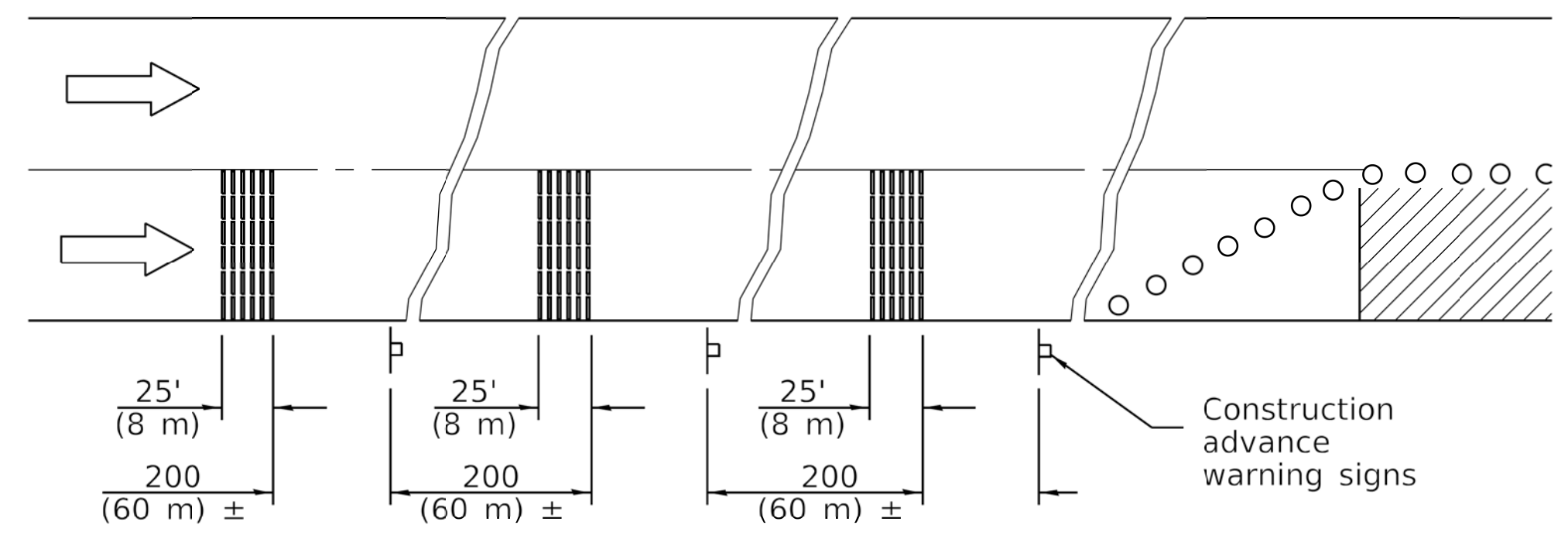
ARROW BOARDS



PLAN

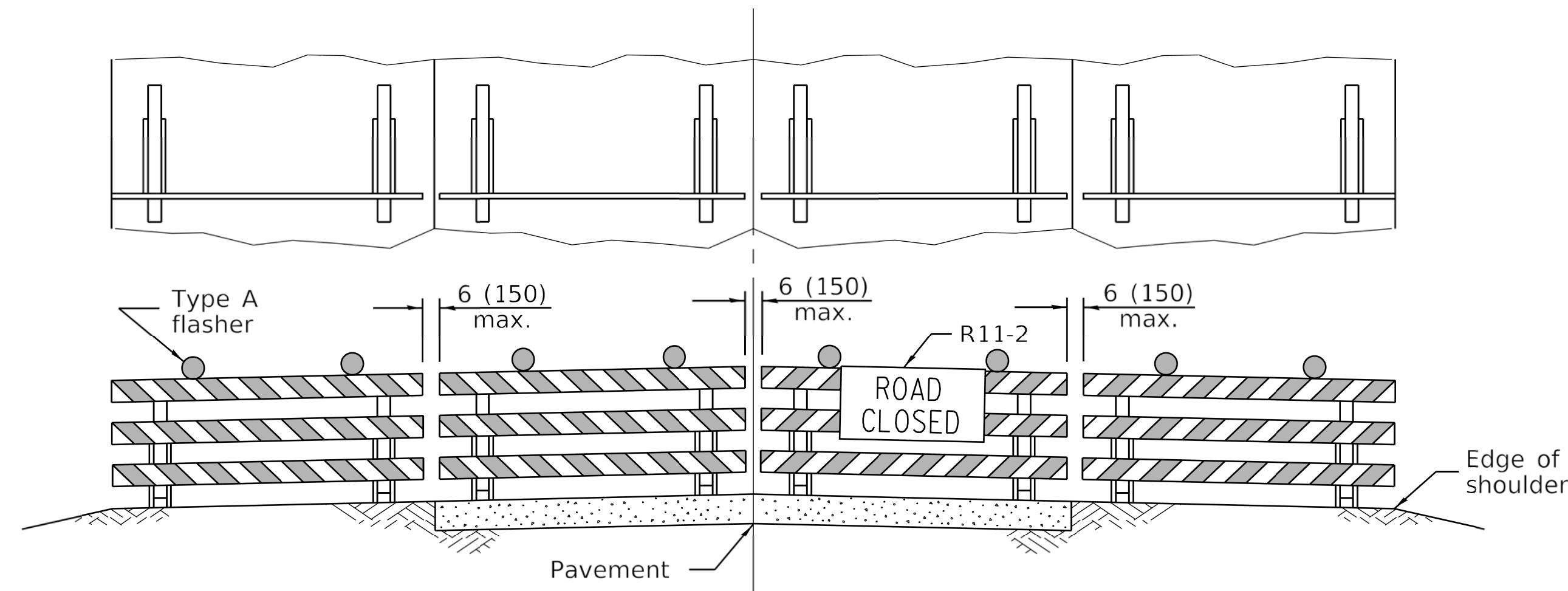


SECTION A-A



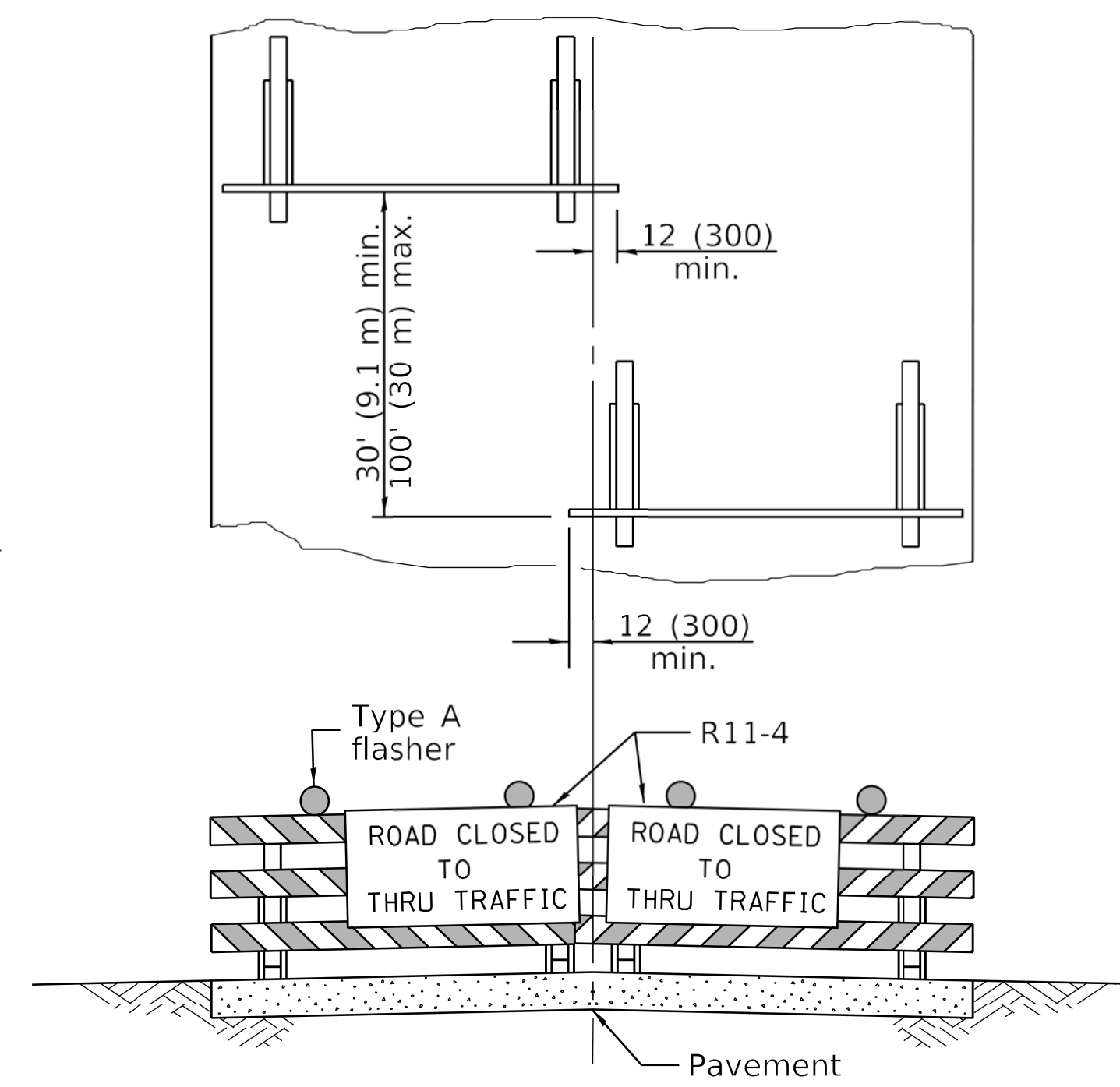
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

ReflectORIZED striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

ReflectORIZED striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**

Illinois Department of Transportation

APPROVED January 1, 2019
Cynthia Dutt
 ENGINEER OF SAFETY PROG. AND ENGINEERING

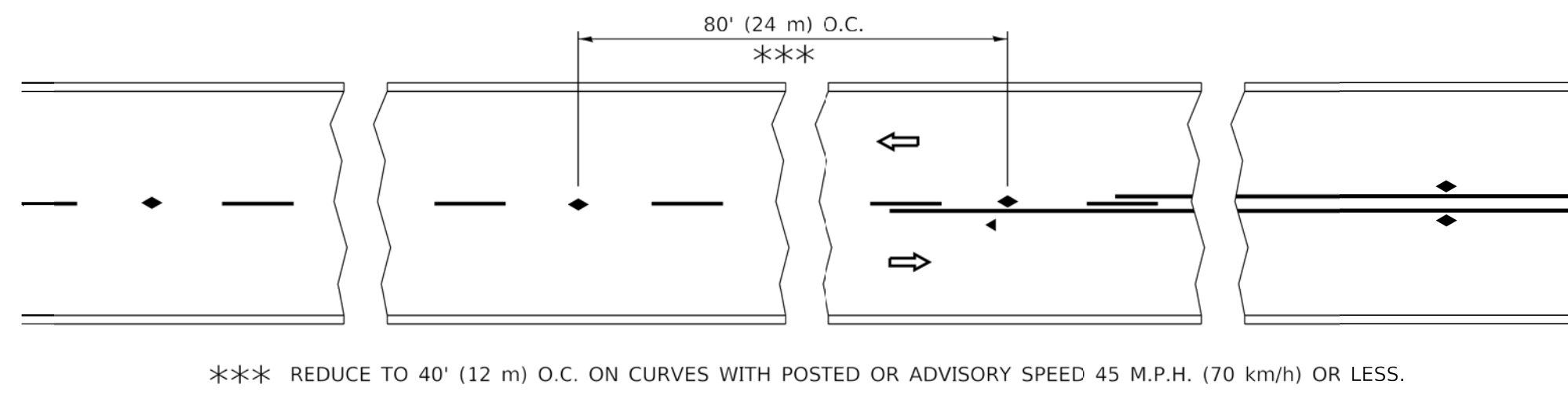
APPROVED January 1, 2019
Scott Egan
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

TRAFFIC CONTROL DEVICES

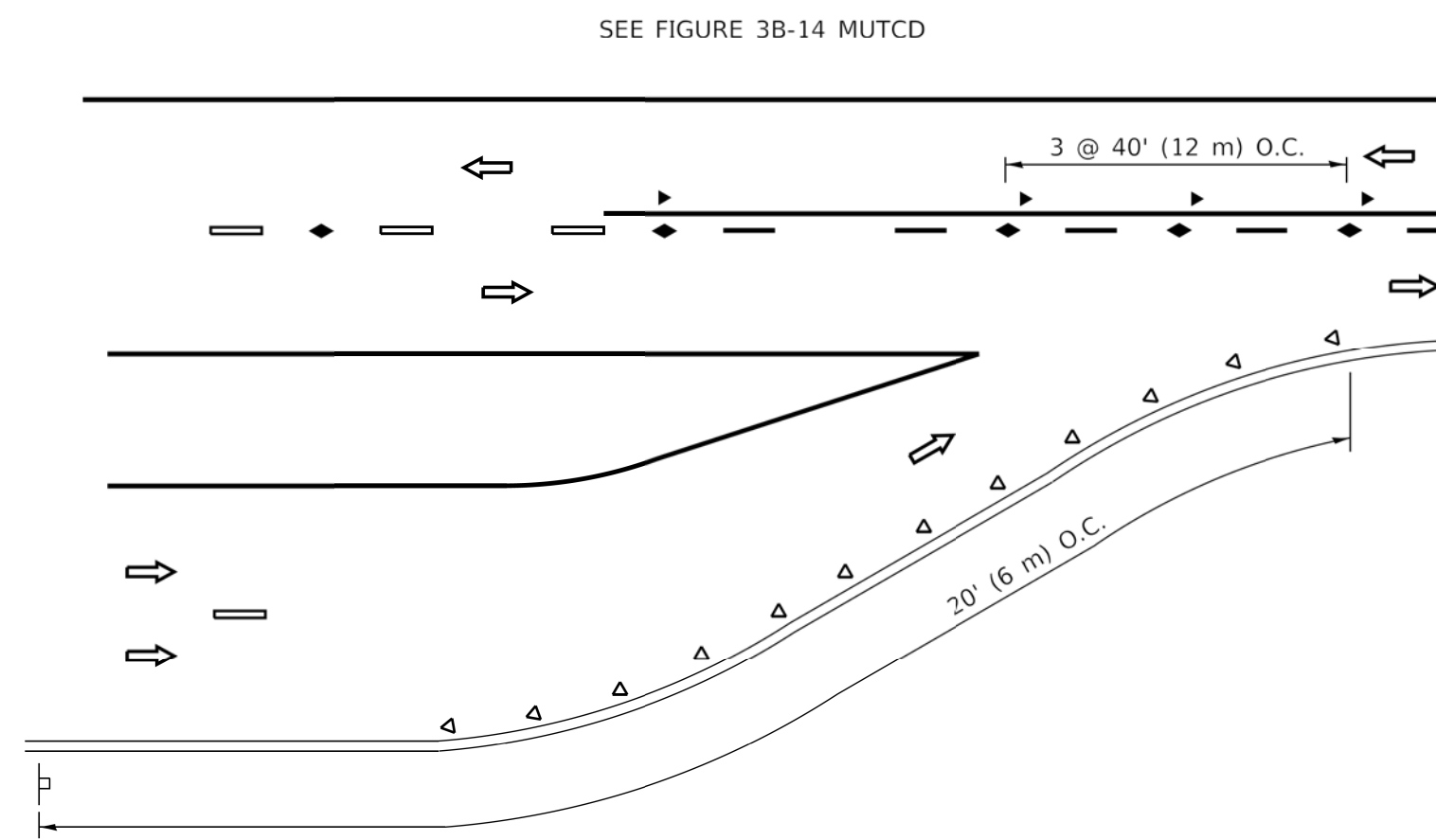
(Sheet 3 of 3)

STANDARD 701901-08

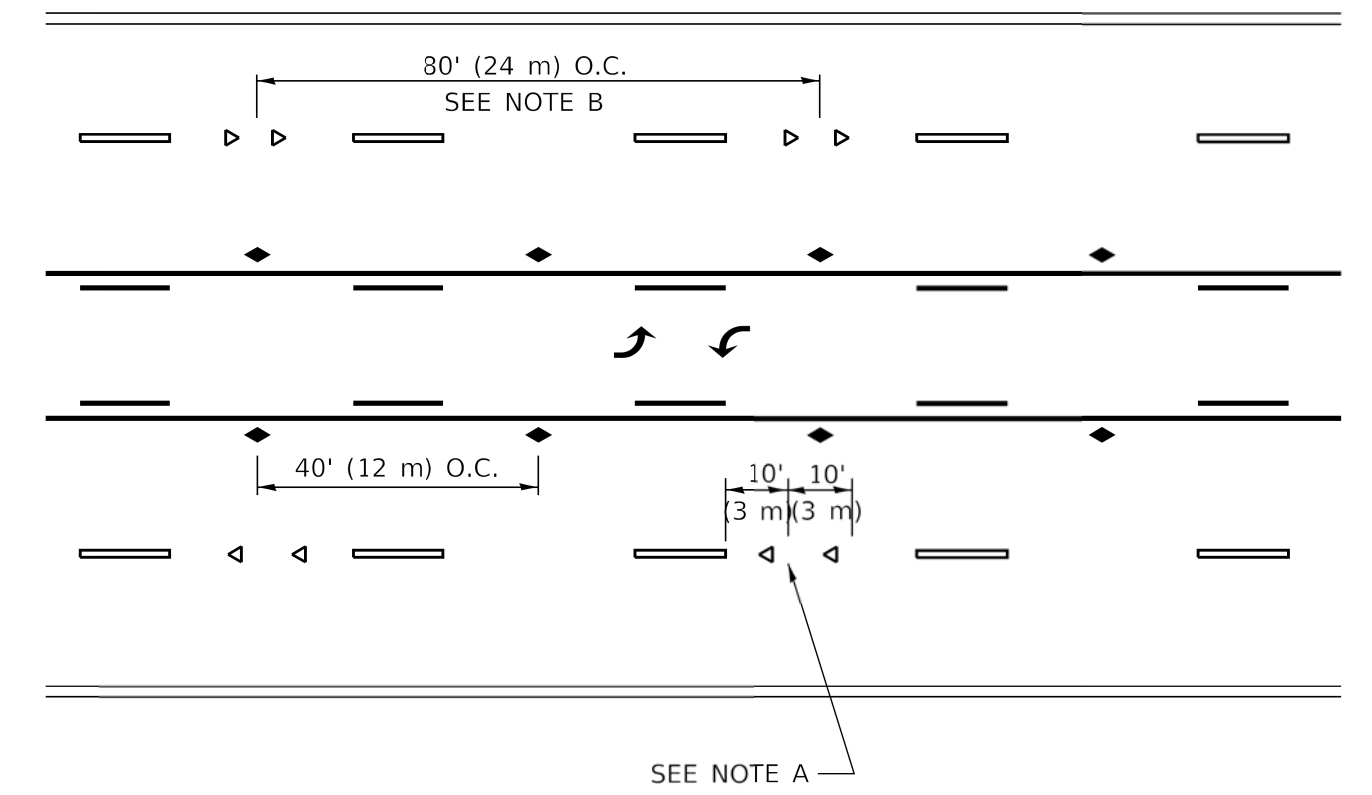


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

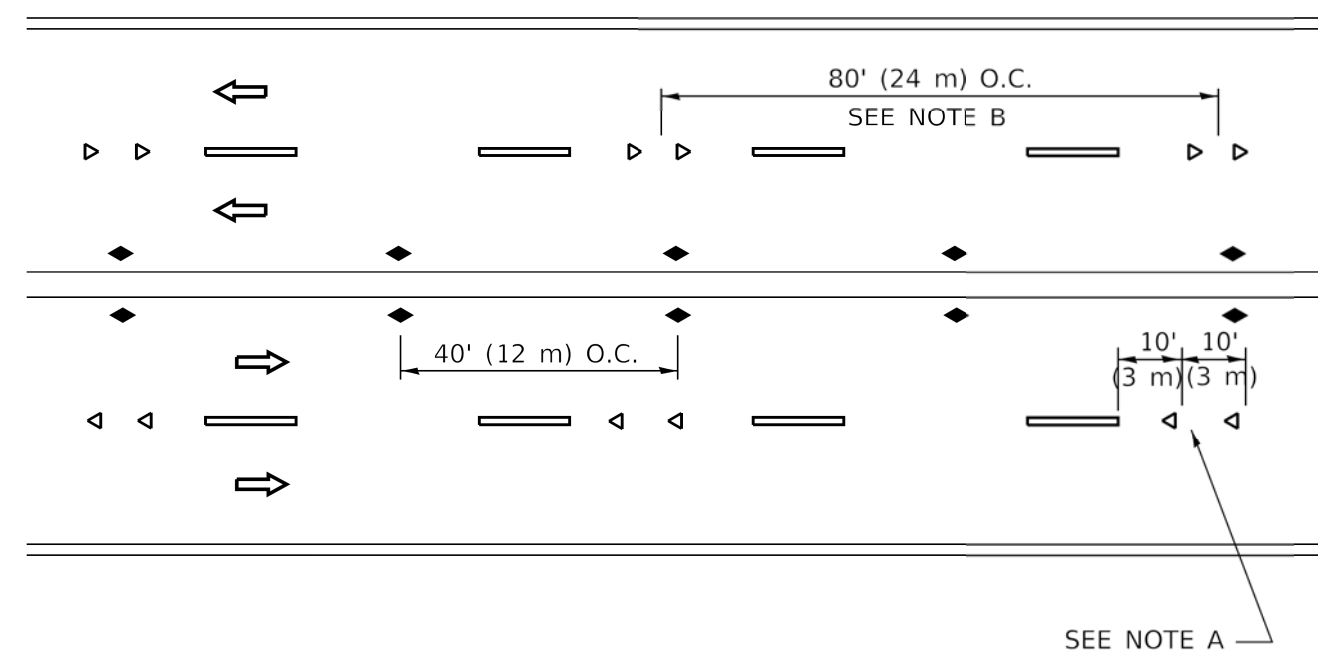
TWO-LANE/TWO-WAY



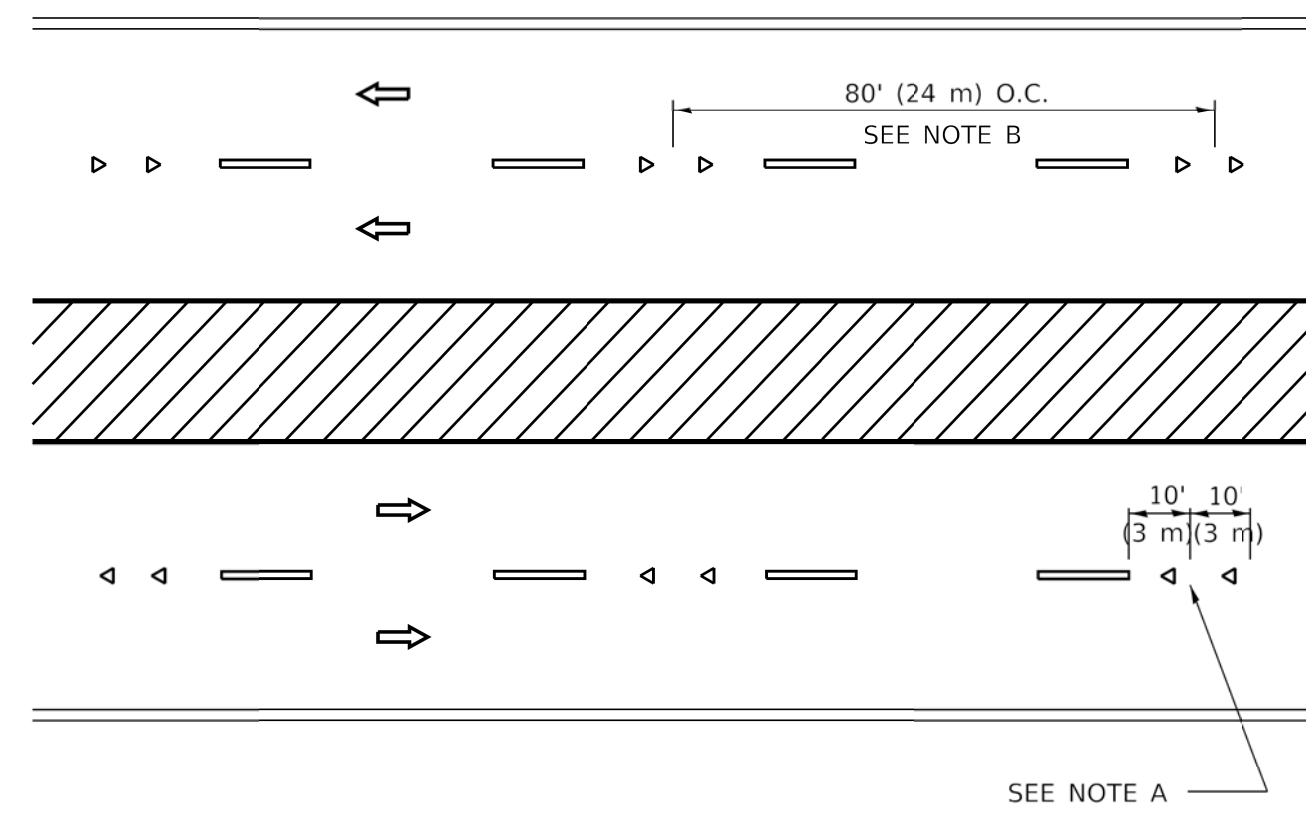
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

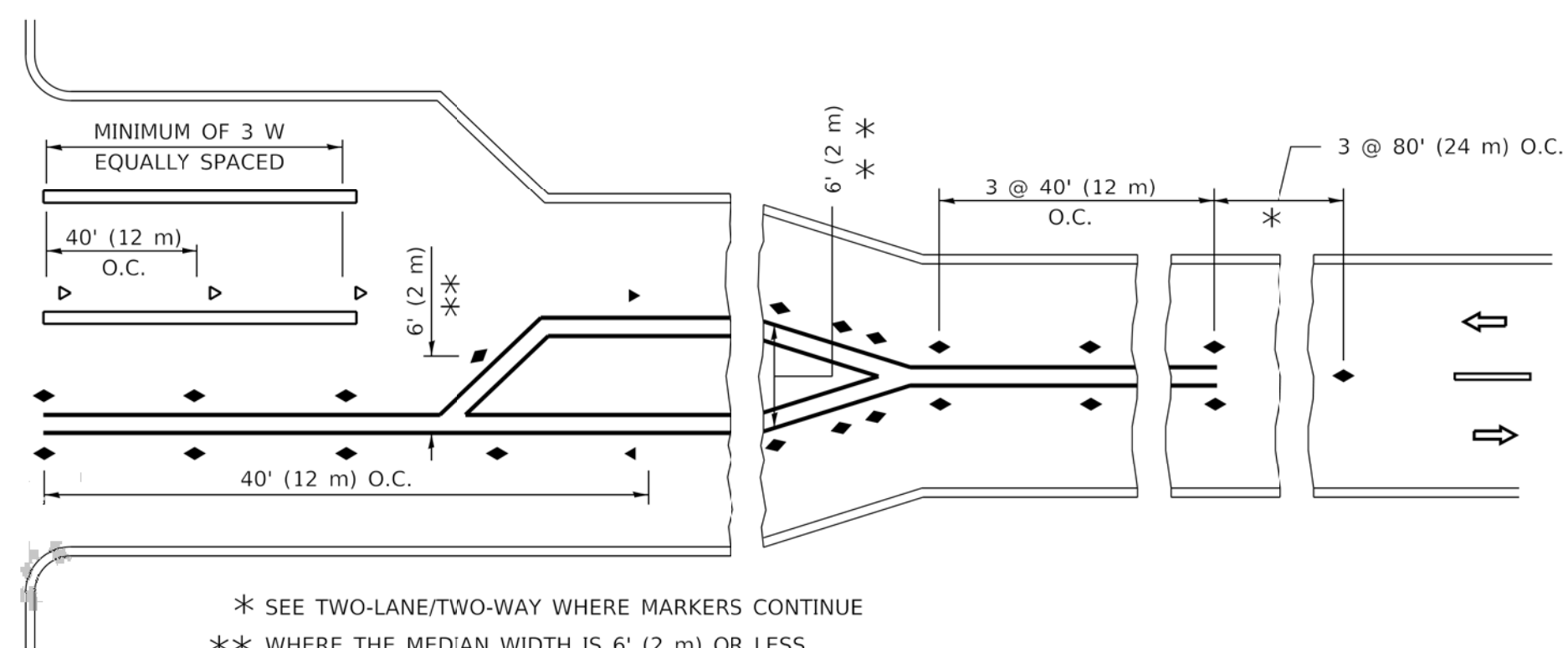
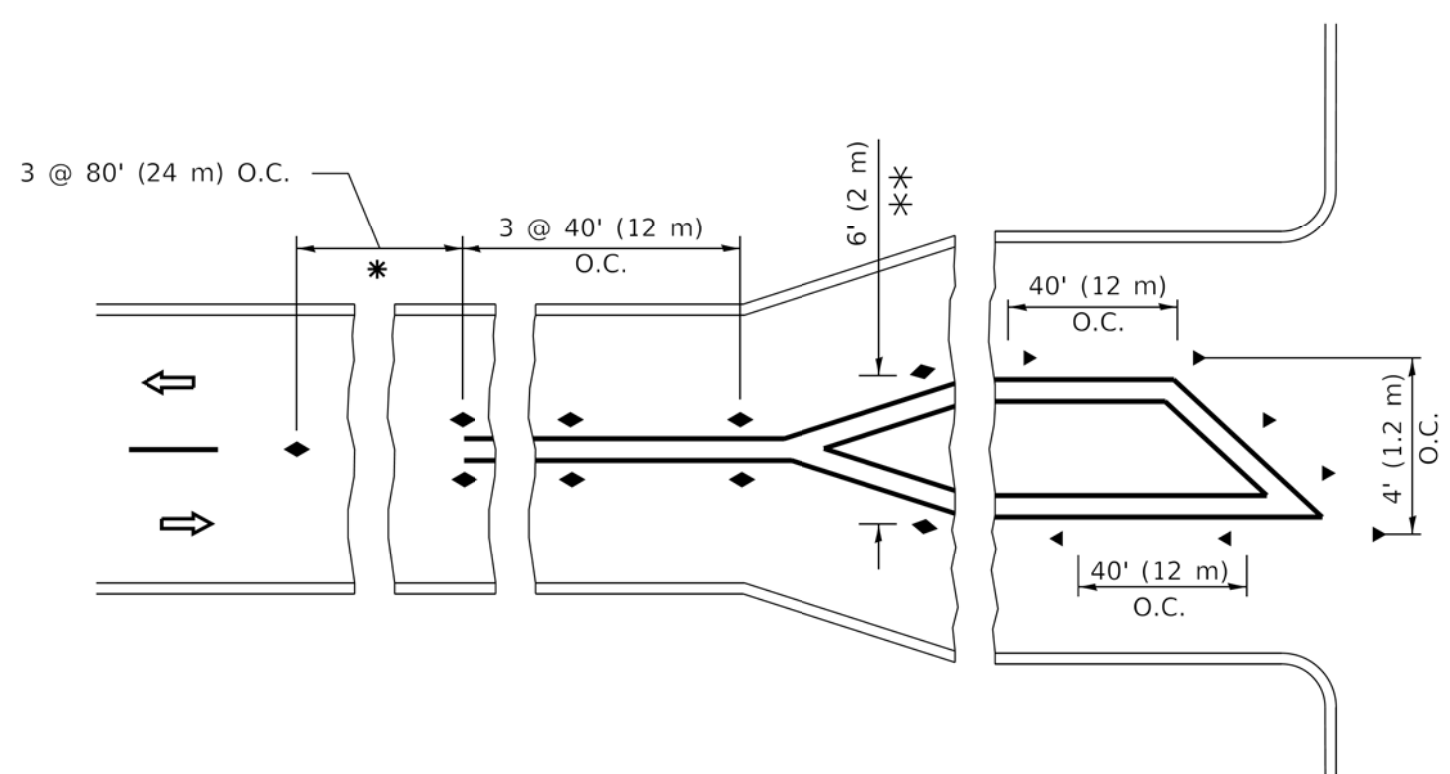
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

All dimensions are in inches (millimeters) unless otherwise shown.

MODEL: Default
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USER NAME = footej	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	CHECKED -	REVISED - C. JUCIUS 09-09-09
	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-11		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				