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ROSCOE 2026 RESIDENTIAL STREET PROGRAM

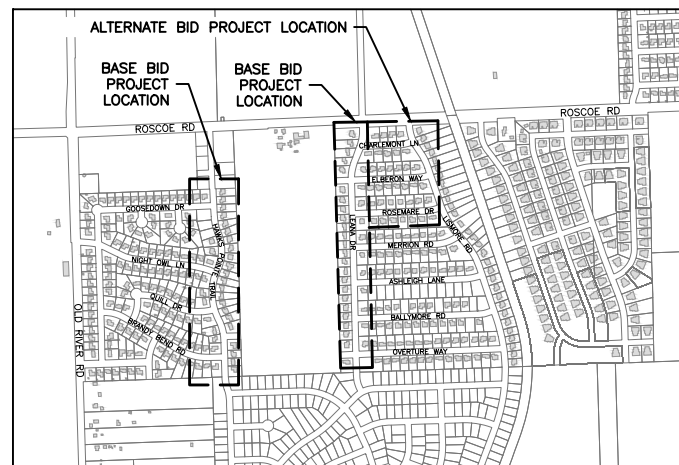
FOR

VILLAGE OF ROSCOE ROSCOE, ILLINOIS

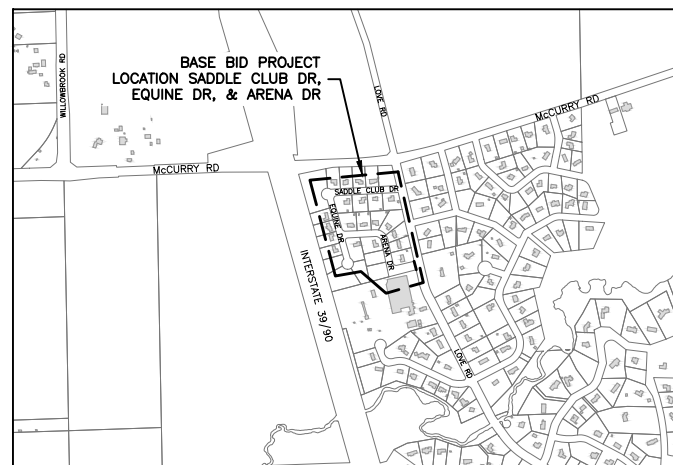
PROPOSED STREET PLANS

WINNEBAGO COUNTY

MARCH 2026



LOCATION MAP



LOCATION MAP



UTILITIES

UTILITY TYPE	COMMON NAME
WATER	NORTH PARK PUBLIC WATER
SEWER	FOUR RIVERS SANITATION AUTHORITY
ELECTRIC	COMED
TELEPHONE	CHARTER COMMUNICATIONS
GAS	NICOR
CABLE	CHARTER COMMUNICATIONS

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



SIGNATURE DATE

FOR BID

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS

IOWA

WISCONSIN

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER: 184003525

ORIGINAL SET FOR PROJECT: 26-231		DATE CREATED: 3/17/2026
REVISIONS		
REV. NO.	DESCRIPTION	DATE



GENERAL NOTES

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

BEING ALLOWED. THE COST OF SAWCUTTING THE EXISTING PAVEMENT SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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

CONSTRUCTION STAKING

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

EROSION CONTROL NOTES

- UNLESS OTHERWISE SPECIFIED, ALL EROSION AND SEDIMENT CONTROL MEASURES AND THEIR MAINTENANCE, CLEARING AND REMOVAL SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
- THIS WORK SHALL CONFORM TO THE APPLICABLE STANDARDS FROM THE ILLINOIS URBAN MANUAL, THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION, CURRENT EDITION, THE PROJECT SPECIFICATIONS, AND THE APPROPRIATE DETAILS.
- THE CONTRACTOR SHALL IMPLEMENT THE EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED ON THESE EROSION CONTROL PLANS.
- THE CONTROLS SHALL BE INSTALLED AS DETAILED AND WHERE INDICATED ON THE EROSION CONTROL PLAN SHEETS AND AS DIRECTED BY THE INSPECTOR.
- SITE ACTIVITIES SHOULD ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE PRACTICABLE.
- DISTURBED PORTIONS OF THE SITE SHALL BE STABILIZED (TEMPORARILY OR PERMANENTLY SEEDED, MULCHED, SODDED OR PAVED) AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN 7 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
- UNTIL SUCH TIME AS THE PROJECT SITE REACHES FINAL STABILIZATION THE CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST, REPAIR, OR REPLACE, ALL VEGETATION, EROSION CONTROLS, SEDIMENT CONTROLS, AND ANY OTHER PROTECTIVE MEASURES AS REQUIRED IN ORDER TO MAINTAIN THEIR INTENDED FUNCTION IN A GOOD AND EFFECTIVE OPERATING CONDITION.
- EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER EXPECTED DURING THE CONSTRUCTION PROCESS THAT MAY BE COMBINED WITH STORM WATER DISCHARGES ARE:
 - FIRE HYDRANT FLUSHING
 - WATERS USED TO WASH VEHICLES (DETERGENTS ARE NOT TO BE USED)
 - WATERS USED TO CONTROL DUST
 - POTABLE WATER FROM WATER MAIN FLUSHING
 - LANDSCAPE IRRIGATION DRAINAGE
 - UNCONTAMINATED GROUND WATER FROM DEWATERING EXCAVATED TRENCHES
 - PAVEMENT WASH WATERS WHERE SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED (UNLESS ALL SPILLED MATERIAL HAS BEEN REMOVED) ALSO, DETERGENTS ARE NOT TO BE USED
 - UNCONTAMINATED AIR CONDITIONING CONDENSATE
 - THE ABOVE NON-STORM DISCHARGES SHALL BE DIRECTED AWAY FROM UNPROTECTED, BARE, OR OTHERWISE UNSTABILIZED SOIL. THE CONTRACTOR SHALL FURTHER IMPLEMENT APPROPRIATE POLLUTION PREVENTION MEASURES TO ENSURE THAT ANY OF THE ABOVE DISCHARGES DO NOT CAUSE EROSION OR DEGRADE THE QUALITY OF RUNOFF FROM THE CONSTRUCTION SITE.
- THE OWNER SHALL HAVE AUTHORIZATION TO DETERMINE THE ADEQUACY OF THE CONTRACTOR'S EROSION CONTROL EFFORTS. THE OWNER SHALL HAVE FULL AUTHORITY OVER THE GENERAL CONTRACTOR AND ANY SUBCONTRACTOR TO CAUSE POLLUTANT CONTROL MEASURES TO BE REPAIRED, MODIFIED, MAINTAINED, SUPPLEMENTED, OR WHATEVER ELSE IS NECESSARY IN ORDER TO ACHIEVE EFFECTIVE POLLUTANT CONTROL OR TO SUSPEND OR LIMIT THE CONTRACTORS OPERATIONS PENDING ADEQUATE PERFORMANCE.
- PERIMETER EROSION BARRIER TO BE CONSTRUCTED OF SILT FENCE UNLESS NOTED OTHERWISE.
- INLET PROTECTION SHALL BE A DANDY BAG, DANDY SACK, ROCSOC, OR APPROVED EQUAL.
- EROSION CONTROL BLANKET SHALL BE OF NORTH AMERICAN GREEN DS75 OR APPROVED EQUAL.
- A TEMPORARY CONCRETE WASHOUT FACILITY SHALL BE CONSTRUCTED AT A LOCATION APPROVED BY THE ENGINEER. WASHOUT FACILITY SHALL BE UTILIZED FOR ALL APPLICABLE OPERATIONS.
- TEMPORARY EROSION CONTROL MEASURES INCLUDE TEMPORARY DITCH CHECKS, PERIMETER EROSION BARRIER, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, AND ANY OTHER TEMPORARY EROSION CONTROL MEASURE NEEDED TO LIMIT THE AMOUNT OF SOIL EROSION AND SEDIMENTATION DURING CONSTRUCTION.
- AT THE COMPLETION OF THE PROJECT, ALL TEMPORARY EROSION CONTROL ITEMS SHALL BE REMOVED FROM THE SITE, AND BECOME THE PROPERTY OF THE CONTRACTOR. CONTRACTOR MUST STABILIZE ANY AREA DISTURBED BY THE REMOVAL OF EROSION CONTROL ITEMS.
- CONTRACTOR SHALL CLEAN ANY DEBRIS TRACKED OFFSITE DAILY.

SEEDING OF DISTURBED AREAS

- THE FINAL TOP 6" INCHES OF SOIL IN ANY DISTURBANCE AREA MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
- FERTILIZER HAVING AN ANALYSIS OF 10-10-10 SHALL BE APPLIED AT A RATE OF 90 LBS/ACRE TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SOWING THE SEED.
- THE CONTRACTOR SHALL SEED AND STABILIZE ALL DISTURBED AREAS ADJACENT TO IMPROVEMENTS WITH SEEDING, IDOT CLASS 1A AND NAG DS75 EROSION CONTROL BLANKET OR APPROVED EQUAL IN ACCORDANCE WITH IDOT STANDARD SPECIFICATION OR AS APPROVED BY THE ENGINEER.

- GUARANTEE:** ALL SEEDED AREAS SHALL BE MAINTAINED AND MOWED FOR AT LEAST 30 DAYS AFTER GERMINATION. SCATTERED BARE SPOTS NO LARGER THAN TWO SQUARE FOOT WILL BE ALLOWED UP TO A MAXIMUM OF 5% OF ANY SEEDED AREA INCLUDING 30-DAY MAINTENANCE, MOWING AND WATERING AS NECESSARY.
- THIS WORK SHALL CONFORM TO THE APPLICABLE STANDARDS FROM THE ILLINOIS URBAN MANUAL, THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTIONS, CURRENT EDITION, THE PROJECT SPECIFICATIONS, AND THE APPROPRIATE DETAILS.
- RESTORATION -- THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION OF THE IMPROVEMENTS AND RELATED APPURTENANCES OR AS PART OF ANY OF THEIR ACTIVITIES TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION.

SANITARY SEWER

- FOUR RIVERS SANITATION AUTHORITY WILL PROVIDE AN INSPECTOR AT NO COST TO THE VILLAGE. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DESIGNATED REPRESENTATIVE A MINIMUM OF 48 HOURS IN ADVANCE OF SAID CONSTRUCTION.
- NEW FRAMES AND LIDS WILL BE PROVIDED BY FRSA. IF THE SANITARY MANHOLES TO BE ADJUSTED DO NOT HAVE STANDARD FRAMES AND LIDS OR IF THE FRAMES AND LIDS ARE IN POOR CONDITION, THE FOUR RIVERS SANITATION AUTHORITY COLLECTION SYSTEMS DEPARTMENT SHALL BE CONTACTED PRIOR TO REPLACEMENT OF THE FRAMES/LIDS. CONTACT BRIAN MARKGRAF CELL: (815)-543-3470 OR NOAH SMITH CELL: (815)-721-1508 TO COORDINATE EXCHANGE THE OLD FRAMES AND LIDS AND INSTALLING NEW ONES.

STORM SEWER

- CONTRACTOR SHALL FURNISH ALL PIPE BEDDING. PIPE BEDDING MATERIAL SHALL BE AS SHOWN IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. (COST SHALL BE INCIDENTAL TO THE PROJECT).
- CONTRACTOR SHALL FIELD VERIFY ALL EXISTING STORM SEWER ELEVATIONS THAT PROJECT CONNECTS TO.

UTILITIES

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

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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

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JOB NUMBER:
26231

SHEET NUMBER:
2 of 31

TRAFFIC CONTROL

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

No.	Description	Unit	Total Quantity	Base Bid Quantity	Alt. Bid Quantity
20200100	EARTH EXCAVATION	CY	75	75	0
30103000	SHAPING AND GRADING ROADWAY	SY	32,500	26,500	6,000
35102400	AGGREGATE BASE COURSE, TYPE B, VARIABLE DEPTH	TON	208	185	23
35800200	AGGREGATE BASE REPAIR, 12"	SY	3,250	2,650	600
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 3"	TON	4,260	3,500	760
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"	SY	27	27	0
44000100	PAVEMENT REMOVAL, VARIABLE DEPTH	SY	32,500	26,500	6,000
44000200	DRIVEWAY PAVEMENT REMOVAL	SY	3,150	2,100	1,050
44000500	COMBINATION CURB AND GUTTER REMOVAL	LF	250	250	0
60255500	MANHOLE TO BE ADJUSTED	EA	25	20	5
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	LF	35	35	0
67100100	MOBILIZATION	LS	1	1	0
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	LF	470	470	0
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	LF	100	100	0
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	LF	320	275	45
X0326806	WASHOUT BASIN / CONCRETE TRUCK WASHOUT	LS	1	1	0
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LS	1	1	0
Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SY	3,150	2,100	1,050
Z0013798	CONSTRUCTION LAYOUT	LS	2	1	1
SP-1	TURF RESTORATION	LS	2	1	1

SUBGRADES, SUBBASES, AND BASE COURSES

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

EXCAVATION/EARTHWORK

1. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL EXPENSE TO THE OWNER.
2. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS--"THE CONTRACTOR IS RESPONSIBLE FOR THE ASSESSMENT AND PROPER DISPOSAL OF ALL EXCESS SOIL AND SUBSURFACE MATERIALS THAT ARE NOT ABLE TO BE RE-USED ON THE PROJECT SITE AS SUITABLE CLEAN FILL. CONTRACTOR RESPONSIBILITY'S SHALL INCLUDE ALL REQUIRED SOIL SAMPLING, LABORATORY ANALYSIS, DISPOSAL PROFILING FEES, TRANSPORTATION, AND DISPOSAL TIPPING FEES AND SURCHARGES."
3. ROCK IS NOT ANTICIPATED TO BE ENCOUNTERED.
4. EARTH EXCAVATION SHALL CONFORM TO SECTION 202 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. THIS WORK SHALL INCLUDE THE EXCAVATION OF ALL MATERIALS TO DESIGN SUBGRADE ELEVATIONS INDICATED IN THE PLANS.
5. SHEETING AND SHORING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT IF REQUIRED.
6. WHENEVER THE CONTRACTOR WORKS NEAR EXISTING FACILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATIONS, HE WILL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THESE FACILITIES. PUSH HOLES AND SEARCH HOLES THAT ARE DUG BY THE CONTRACTOR SHALL BE BACKFILLED BY TAMPING THE EXCAVATED MATERIAL BACK IN PLACE TO KEEP SETTLEMENT TO A MINIMUM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. EMBANKMENT WORK SHALL CONSIST OF THE CONSTRUCTION OF EMBANKMENTS BY DEPOSITING, PLACING AND COMPACTING EARTH, STONE, GRAVEL OR OTHER MATERIALS OF ACCEPTABLE QUALITY ABOVE THE NATURAL GROUND OR OTHER SURFACE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
8. IF SUFFICIENT TOPSOIL IS NOT PRESENT, THE CONTRACTOR SHALL SPREAD FURNISHED TOPSOIL SO AS TO MEET THE REQUIREMENTS OF THE CONTRACT. FURNISHED TOPSOIL SHALL ONLY BE USED WITH APPROVAL BY THE ENGINEER. THIS FURNISHED TOPSOIL SHALL BE PAID FOR AS FURNISHED TOPSOIL IN PLACE, DEPTH SPECIFIED.



ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
GENERAL NOTES 2 & SOQ

SET TYPE: FOR BID
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JOB NUMBER:
26231

SHEET NUMBER:
3 of 31

ABBREVIATIONS

<	ANGLE
ABC	AGGREGATE BASE COURSE
ACI	ACRE(S)
ACI	AMERICAN CONCRETE INSTITUTE
AGR	AGGREGATE
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
ALT	ALTERNATE
ARCH	ARCHITECT
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS
B	BALL VALVE
BFP	BACKFLOW PREVENTER
BIT	BITUMINOUS
BLDG	BUILDING
BLK	BLOCKING
BM	BENCHMARK
BOT	BOTTOM
BSMT	BASEMENT
BV	BUTTERFLY VALVE
B-B	BACK-TO-BACK OF CURB DIMENSION
CL or C	CENTERLINE
C to C	CENTER TO CENTER
C & G	CURB AND GUTTER
CF	CUBIC FEET
CHD	CHORD LENGTH
CI	CAST IRON PIPE
CHK	CHECK VALVE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CTY	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
C-B	CENTERLINE TO BACK OF CURB DIMENSION
COORD	COORDINATE
CU	COPPER PIPING
CTRS	CENTERS
CY	CUBIC YARDS
CS	CORPORATION STOP
D	DEGREE OF CURVE
DEP	DEPRESSED
DET	DETAIL
DIAG	DIAGONAL
DIM	DIMENSION
DI	DUCTILE IRON PIPE
DN	DOWN
DNSTR	DOWNSTREAM
DP	DRAINAGE PIPE/STORM PIPE
DWG	DRAWING
E	EAST
EJ	EXPANSION JOINT
EL	ELEVATION
EP	EDGE OF PAVEMENT
EQUIP	EQUIPMENT
EQUIV	EQUIVALENT
EW	EACH WAY
EXP	EXPANSION
EX, EXIST	EXISTING
EXT	EXTERIOR
E =	EXTERNAL DISTANCE
FD	FLOOR DRAIN
FDN	FOUNDATION
FE	FIELD ENTRANCE
FF	FINISH FLOOR
FIL	FILLET
FIN	FINISH
FL	FLOW LINE
FLR	FLOOR
FM	FORCE MAIN
FND	FOUND
FRMG	FRAMING
FTG	FOOTING
F-F	FACE TO FACE
GA	GAUGE
GI	GALVANIZED IRON PIPE
GRD	GRADE
GRS	GRATING SUPPORT
GRT	GROUT
GV	GAS VALVE
GYP	GYPSUM
HSE	HOUSE
HC	HORIZONTAL CURVE
HMA	HOT MIX ASPHALT
HNGR	HANGER
HORIZ	HORIZONTAL
H.P.	HIGH POINT
HW	HOT WATER
HWH	HOT WATER HEATER
Δ =	CENTRAL ANGLE
I	MOMENT OF INERTIA
ID	INSIDE DIAMETER
INT	INTERIOR
INV	INVERT ELEVATION; BASED ON BENCH MARK DATUM
IP	IRON PIPE
JOIST	JOIST
L	LENGTH OF CURVE
LAT	LATERAL
LAV	LAVATORY
LF	LINEAL FEET
L.P.	LOW POINT
LT	LEFT OF SURVEY BASE LINE
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
MTL	METAL
N	NORTH
No. or #	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OO	OUTSIDE TO OUTSIDE
OPNG	OPENING
OPP	OPPOSITE
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCF	POUNDS PER CUBIC FOOT
PDP	PERFORATED DRAIN PIPE

PE	POLYETHYLENE PIPE
PI	POINT OF INTERSECTION
PL	PLATE
PLG	PLUG VALVE
PLP	POLYPROPYLENE PIPE
PLYWD	PLYWOOD
PM	PRINCIPAL MERIDIAN
PR	PRESSURE REGULATORS
PRC	POINT OF REVERSE CURVATURE
PRESS	PRESSURE
PR, PROP	PROPOSED
PRV	PRESSURE REDUCING VALVE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PSL	PIPE SLEEVE
PT	POINT OF TANGENCY
PLG	PLUG VALVE
PVC	POLYVINYL CHLORIDE (PLASTIC) PIPE
R	RADIUS
RDCR	REDUCER
RCCP	REINFORCED CONCRETE CYLINDER PIPE
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
REINF	REINFORCING
REQD	REQUIRED
ROW	RIGHT OF WAY
RFTD	RAFTER
RND	ROUND
RMR	RAILROAD
RRSP	RAILROAD SPIKE
RT	RIGHT
R&R	REMOVE AND REPLACE
S	SOUTH
SB	STREAM BED
SCHED	SCHEDULE
SEC	SECTION
SF	SQUARE FEET
SHR	SHOWER
SHT	SHEET
SHTG	SHEATHING
SP	SANITARY PIPE
SPA	SPACING OR SPACES
SPEC	SPECIFICATION
SQ	SQUARE
SS	SANITARY SERVICE
STA	STATION
STD	STANDARD
STL	STEEL
STRUCT	STRUCTURAL
SW	SIDEWALK
SY	SQUARE YARDS
SYM	SYMMETRICAL
TAN	TANGENT LENGTH
TBC	TOP BACK OF CURB
TBM	TEMPORARY BENCH MARK; BASED ON BENCHMARK DATUM
TD	TILE DRAIN
THK	THICK
TR	TREAD
TY	TYPE
TYP	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
UP	UTILITY POLE
UPSTR	UPSTREAM
UR	URINAL
USGS	US GEOLOGICAL SURVEY
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
VERT	VERTICAL
VOL	VOLUME
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVATURE
VPT	VERTICAL POINT OF TANGENCY
W	WEST
WC	WATER CLOSET
WF	WIDE FLANGE
WM	WATER MAIN
WMQ	WATER MAIN QUALITY
WV	WATER VALVE
WGT	WEIGHT
WP	WEATHER PROOF
WS	WATER SERVICE
WWF	WELED WIRE FABRIC
W	WITH
W/O	WITHOUT
XP	EXPLOSION PROOF

HATCH PATTERNS

	EARTH - FILL		BRICK
	EARTH - UNDISTURBED		STEEL
	ROCK (GEOLOGICAL)		INSULATION (LOOSE/ BATT)
	STONE OR RIP RAP		INSULATION (RIGID)
	GRAVEL		WOOD (ROUGH)
	CONCRETE		WOOD (BLOCKING)
	CONCRETE BLOCK		WOOD (FINISH)
	CMU		DETECTABLE WARNING
	ASPHALT PAVEMENT		

SYMBOLS

<p>EXISTING</p> <p>EXISTING R.O.W.</p>	<p>CIVIL</p> <p>RIGHT-OF-WAY LINE</p> <p>PROPERTY LINE</p> <p>CENTERLINE</p> <p>SETBACK LINE</p> <p>EASEMENT LINE</p> <p>SECTION LINE</p> <p>SECTION CORNER</p> <p>COORDINATE POINT ON GRID SYSTEM</p> <p>FOUND OR SET PROPERTY PIN</p> <p>RIGHT-OF-WAY MARKER</p> <p>BENCHMARK</p> <p>CONTOUR LINE</p> <p>SPOT ELEVATION (AT ●)</p> <p>FENCE LINE</p> <p>SILT FENCE LINE</p> <p>CURB AND GUTTER</p> <p>TIP OUT CURB AND GUTTER</p> <p>SAWCUT, LIMITS OF PAVEMENT REMOVAL & REPLACEMENT</p> <p>DECIDUOUS TREE W/ SIZE</p> <p>CONIFEROUS TREE W/ SIZE</p> <p>TREE STUMP</p> <p>HEDGEROW</p> <p>BUSH OR SHRUB</p> <p>TREE LINE</p> <p>CONSTRUCTION LIMIT LINE</p> <p>SIGN (MULTIPLE POST, SINGLE POST, STREET SIGN)</p> <p>SIGN (PYLON)</p> <p>GUARD RAIL</p> <p>RAILROAD TRACKS</p> <p>BUILDING</p> <p>MAILBOX</p> <p>FLAGPOLE</p> <p>BOLLARD</p> <p>AIR CONDITIONER</p>	<p>PROPOSED</p> <p>PROPOSED R.O.W.</p>	<p>EXISTING</p> <p>WATER SERVICE</p> <p>WATER PIPE</p> <p>FIRE HYDRANT</p> <p>YARD HYDRANT</p> <p>WATER VALVE WITH BOX</p> <p>CURB STOP W/CURB BOX</p> <p>REDUCER</p> <p>WATER VALVE VAULT</p> <p>11.25' BEND</p> <p>22.50' BEND</p> <p>45' BEND</p> <p>90' BEND</p> <p>TEE</p> <p>CAP</p> <p>WATER METER</p> <p>SPRINKLER HEAD</p> <p>TRACER WIRE BOX</p>	<p>PROPOSED</p>	<p>EXISTING</p> <p>FIBER OPTIC LINE</p> <p>UNDERGROUND TV CABLE</p> <p>CABLE TV RISER PEDESTAL</p> <p>OVERHEAD UTILITY</p> <p>UNDERGROUND ELECTRIC</p> <p>ELECTRIC RISER PEDESTAL</p> <p>ELECTRIC MANHOLE</p> <p>UNDERGROUND TELEPHONE</p> <p>TELEPHONE RISER PEDESTAL</p> <p>TELEPHONE MANHOLE</p> <p>UTILITY POLE</p> <p>UTILITY POLE W/ METER</p> <p>UTILITY POLE W/ TRANSFORMER</p> <p>UTILITY POLE W/ LIGHT</p> <p>UTILITY POLE WITH GUY WIRE AND ANCHOR</p> <p>LIGHT (MAST MOUNTED)</p> <p>LIGHT POLE (SINGLE FIXTURE)</p> <p>YARD LIGHT</p> <p>GAS MAIN</p> <p>GAS METER</p> <p>GAS VALVE</p> <p>GAS STRUCTURE</p> <p>TRANSFORMER</p> <p>GENERATOR</p>	<p>UTILITY</p> <p>FIBER OPTIC LINE</p> <p>UNDERGROUND TV CABLE</p> <p>CABLE TV RISER PEDESTAL</p> <p>OVERHEAD UTILITY</p> <p>UNDERGROUND ELECTRIC</p> <p>ELECTRIC RISER PEDESTAL</p> <p>ELECTRIC MANHOLE</p> <p>UNDERGROUND TELEPHONE</p> <p>TELEPHONE RISER PEDESTAL</p> <p>TELEPHONE MANHOLE</p> <p>UTILITY POLE</p> <p>UTILITY POLE W/ METER</p> <p>UTILITY POLE W/ TRANSFORMER</p> <p>UTILITY POLE W/ LIGHT</p> <p>UTILITY POLE WITH GUY WIRE AND ANCHOR</p> <p>LIGHT (MAST MOUNTED)</p> <p>LIGHT POLE (SINGLE FIXTURE)</p> <p>YARD LIGHT</p> <p>GAS MAIN</p> <p>GAS METER</p> <p>GAS VALVE</p> <p>GAS STRUCTURE</p> <p>TRANSFORMER</p> <p>GENERATOR</p>	<p>PROPOSED</p>	<p>EXISTING</p> <p>STORM SEWER</p> <p>DRAIN TILE</p> <p>DITCH LINE (PAVED)</p> <p>DITCH LINE (UNPAVED)</p> <p>STORM MANHOLE</p> <p>CATCH BASIN</p> <p>STORM SEWER INLET</p> <p>STORM SEWER INLET - BEHIND CURB</p> <p>DOWNSPOUT</p> <p>CULVERT AND SIZE</p> <p>RCCP OR RCP EQRS (RCAP) END SECTION</p> <p>METAL OR HDPE END SECTION</p> <p>FLOW DIRECTION</p>	<p>PROPOSED</p>	<p>EXISTING</p> <p>EROSION CONTROL BLANKET</p> <p>TEMPORARY AND PERMANENT SEEDING AREA</p> <p>UNDISTURBED AREA</p> <p>STABILIZED CONSTRUCTION ENTRANCE</p> <p>SILT FENCE</p> <p>INLET PROTECTION</p> <p>TEMPORARY SEDIMENT TRAP</p> <p>CULVERT INLET PROTECTION</p> <p>ROCK OUTLET PROTECTION</p> <p>ROCK CHECK DAM - COURSE AGGREGATE</p> <p>ROCK CHECK DAM - RIP RAP</p> <p>DITCH CHECK</p>	<p>PROPOSED</p>	<p>EXISTING</p> <p>SOIL BORING LOCATION AND NUMBER</p> <p>MONITORING WELL</p> <p>REVISION NUMBER</p> <p>OUTLINE OF DETAILED AREA</p> <p>SECTION NUMBER - SHEET WHERE SHOWN</p>	<p>MISC</p> <p>SOIL BORING LOCATION AND NUMBER</p> <p>MONITORING WELL</p> <p>REVISION NUMBER</p> <p>OUTLINE OF DETAILED AREA</p> <p>SECTION NUMBER - SHEET WHERE SHOWN</p>	<p>PROPOSED</p>	<p>EXISTING</p> <p>SANITARY SEWER</p> <p>SANITARY SEWER SERVICE</p> <p>SANITARY SEWER FORCE MAIN</p> <p>SANITARY CLEANOUT</p> <p>SANITARY MANHOLE</p> <p>WYE FITTING</p>	<p>PROPOSED</p>	<p>EXISTING</p> <p>CONTROLLER</p> <p>MAST ARM ASSEMBLY AND POLE</p> <p>SIGNAL HEAD AND POST</p> <p>SIGNAL HEAD</p> <p>PEDESTRIAN HEAD</p> <p>PEDESTRIAN PUSH-BUTTON</p> <p>HAND HOLE</p> <p>DOUBLE HAND HOLE</p> <p>HAND HOLE OR JUNCTION BOX</p> <p>HEAVY-DUTY HAND HOLE</p> <p>EXISTING CONDUIT (LENGTH AND SIZE) PROP GALVANIZED STEEL OR PVC CONDUIT UPPER NUMERAL INDICATES LENGTH "T" INDICATES CONDUIT IN TRENCH "P" INDICATED CONDUIT PUSHED LOWER NUMERAL INDICATES SIZE AND TYPE</p> <p>LUMINAIRE</p> <p>ARROW - THROUGH, TURN LEFT</p> <p>ARROW - THROUGH</p> <p>ARROW - TURN LEFT</p> <p>ARROW - TURN RIGHT</p> <p>ONE DIRECTION TURN ONLY</p> <p>HANDICAPPED PARKING STALL</p> <p>TRAFFIC DETECTOR LOOP</p> <p>TRAFFIC CONTROL BOX</p>	<p>TRAFFIC RELATED</p> <p>CONTROLLER</p> <p>MAST ARM ASSEMBLY AND POLE</p> <p>SIGNAL HEAD AND POST</p> <p>SIGNAL HEAD</p> <p>PEDESTRIAN HEAD</p> <p>PEDESTRIAN PUSH-BUTTON</p> <p>HAND HOLE</p> <p>DOUBLE HAND HOLE</p> <p>HAND HOLE OR JUNCTION BOX</p> <p>HEAVY-DUTY HAND HOLE</p> <p>EXISTING CONDUIT (LENGTH AND SIZE) PROP GALVANIZED STEEL OR PVC CONDUIT UPPER NUMERAL INDICATES LENGTH "T" INDICATES CONDUIT IN TRENCH "P" INDICATED CONDUIT PUSHED LOWER NUMERAL INDICATES SIZE AND TYPE</p> <p>LUMINAIRE</p> <p>ARROW - THROUGH, TURN LEFT</p> <p>ARROW - THROUGH</p> <p>ARROW - TURN LEFT</p> <p>ARROW - TURN RIGHT</p> <p>ONE DIRECTION TURN ONLY</p> <p>HANDICAPPED PARKING STALL</p> <p>TRAFFIC DETECTOR LOOP</p> <p>TRAFFIC CONTROL BOX</p>	<p>PROPOSED</p>
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FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
LEGEND

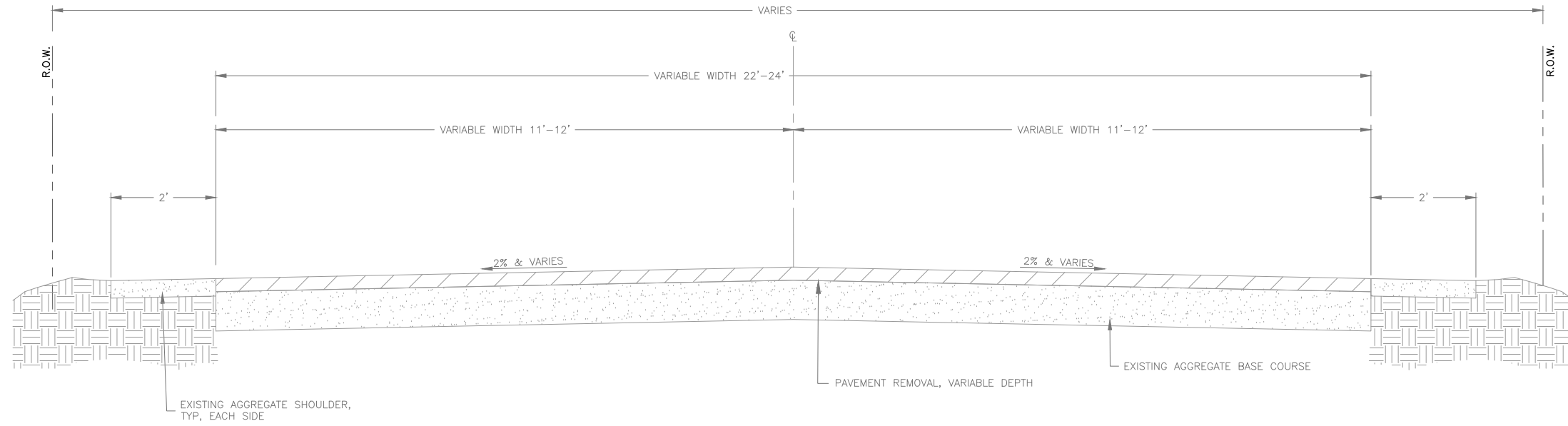
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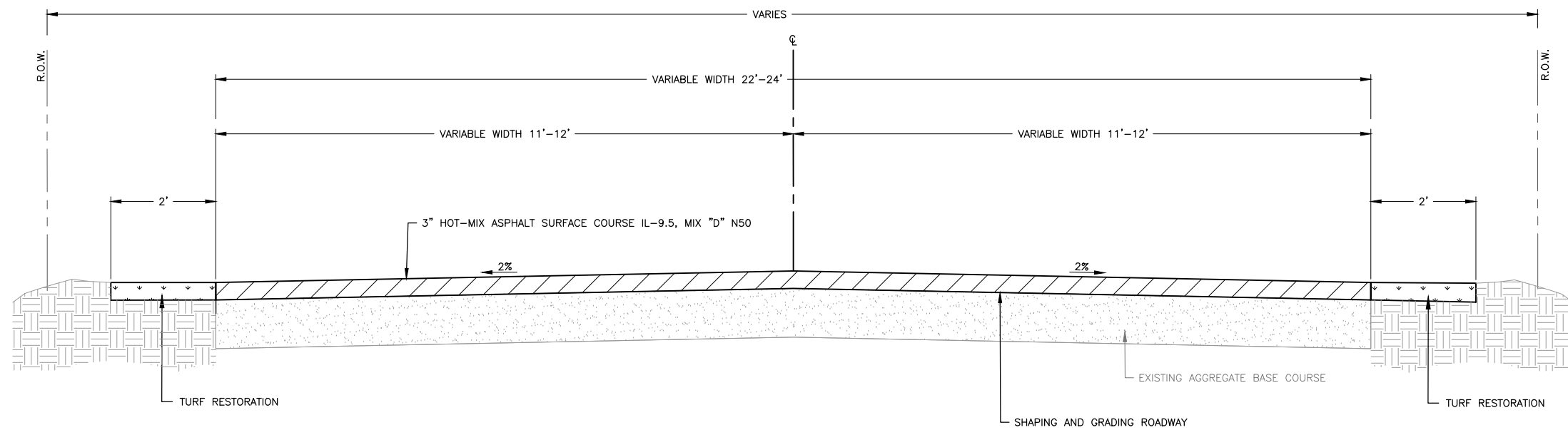
JOB NUMBER:
26231

DWG & SHEET NUMBER:

4 of 31



EXISTING HAWKS POINTE TRAIL TYPICAL SECTION
 STA 100+20 TO STA 119+65
 N.T.S.



PROPOSED HAWKS POINTE TRAIL TYPICAL SECTION
 STA 100+20 TO STA 119+65
 N.T.S.

MIX TABLE

USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

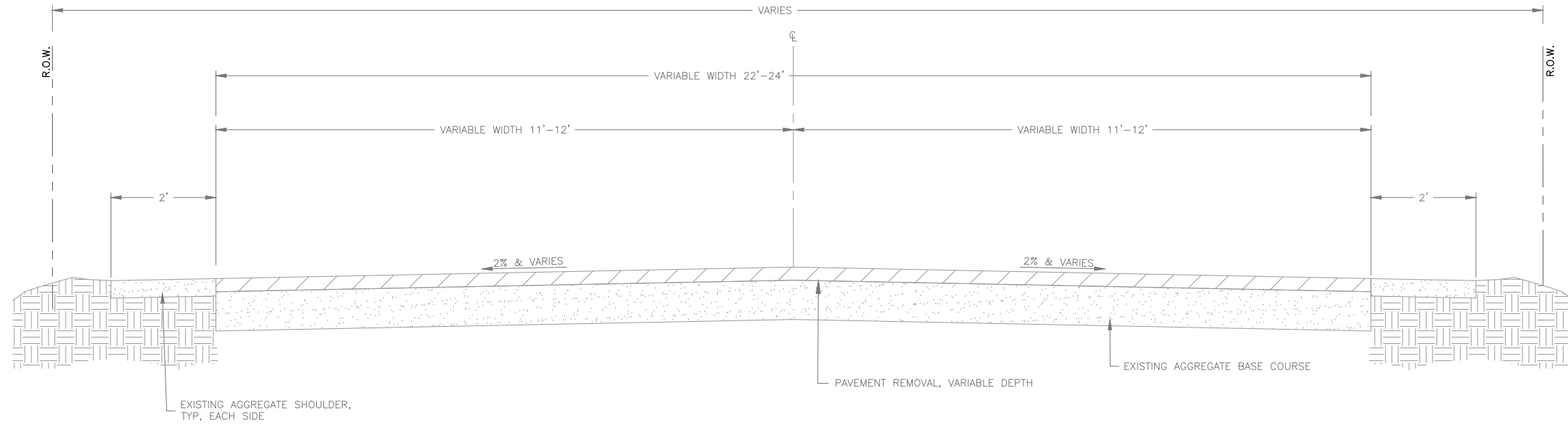
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
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 POINTE TRAIL

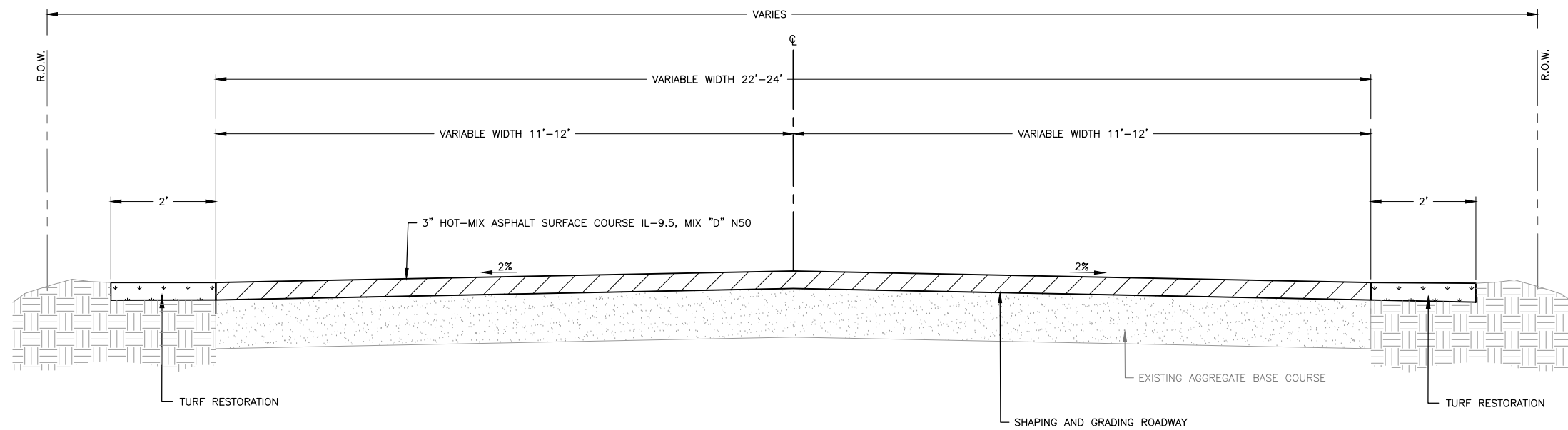
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JOB NUMBER:
 25231

SHEET NUMBER:
 5 of 31



EXISTING LEANA DRIVE TYPICAL SECTION
 STA 200+34 TO STA 226+38
 N.T.S.



PROPOSED LEANA DRIVE TYPICAL SECTION
 STA 200+34 TO STA 226+38
 N.T.S.

MIX TABLE

USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
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 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

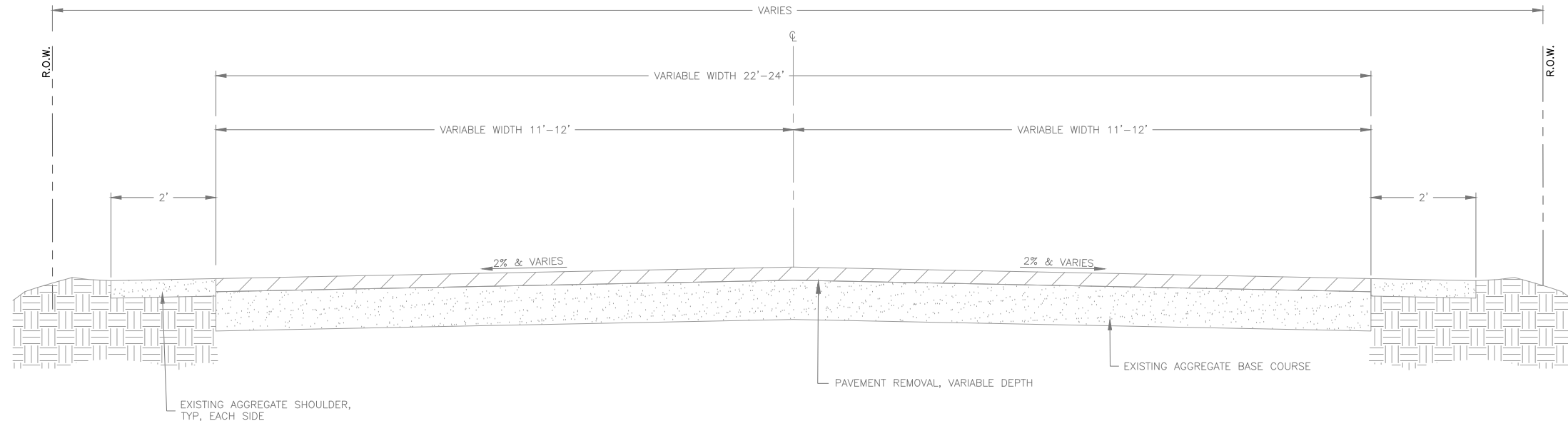
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REV. NO.	DESCRIPTION	DATE

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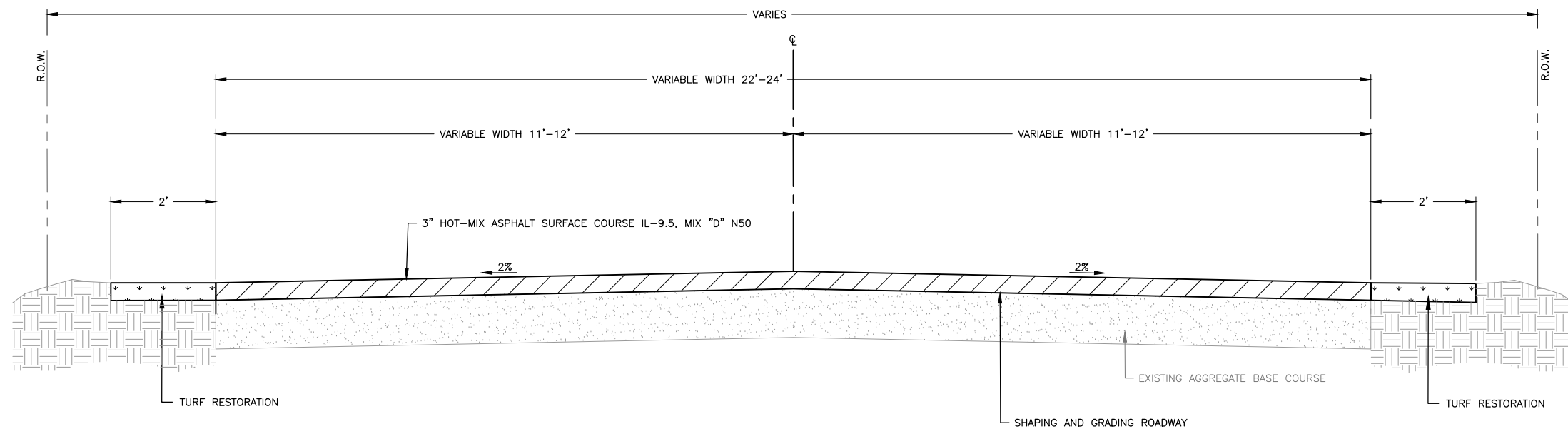
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JOB NUMBER:
 26231

SHEET NUMBER:
 6 of 31



EXISTING OVERTURE WAY TYPICAL SECTION
 STA 300+00 TO STA 302+25
 N.T.S.



PROPOSED OVERTURE DRIVE TYPICAL SECTION
 STA 300+00 TO STA 302+25
 N.T.S.

MIX TABLE

USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

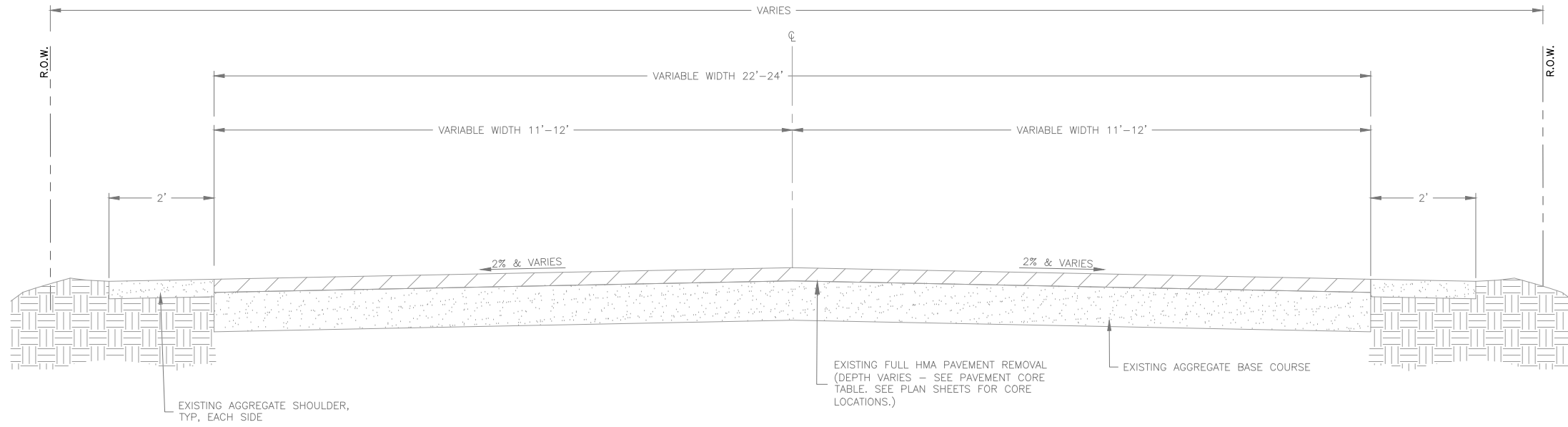
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REV. NO.	DESCRIPTION	DATE

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 WAY

SET TYPE: FOR BID
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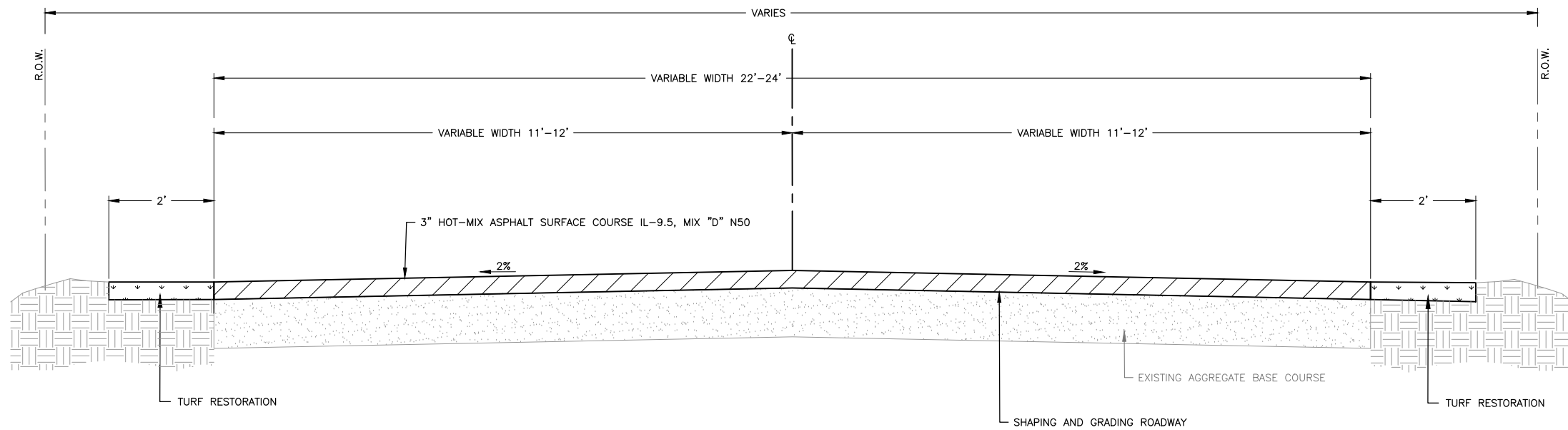
JOB NUMBER:
 26231

SHEET NUMBER:
 7 of 31



EXISTING SADDLE CLUB DRIVE TYPICAL SECTION
 STA 700+03 TO STA 708+04
 N.T.S.

PAVEMENT CORE TABLE		
NO.	1st Lift Thickness (in)	Aggregate Thickness (in)
1	3.25"	10.00"
2	3.00"	10.00"
3	2.50"	10.50"
4	2.50"	10.50"



PROPOSED SADDLE CLUB DRIVE TYPICAL SECTION
 STA 700+03 TO STA 708+04
 N.T.S.

MIX TABLE	
USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

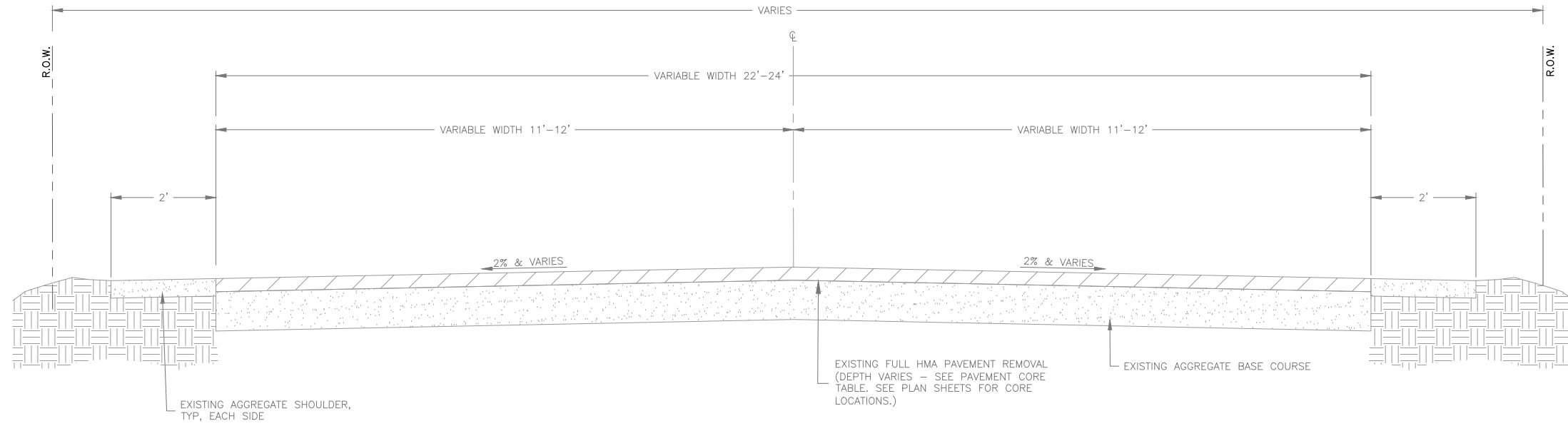
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
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 CLUB DRIVE

SET TYPE: FOR BID
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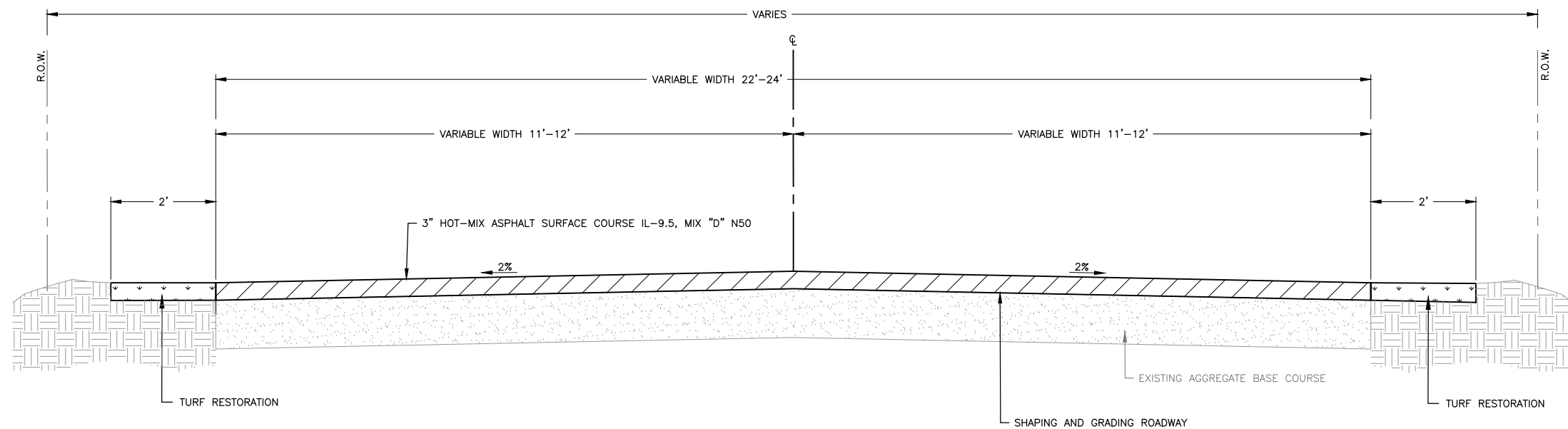
JOB NUMBER:
 26231

SHEET NUMBER:
 8 of 31



EXISTING EQUINE DRIVE TYPICAL SECTION
 STA 800+13 TO STA 808+36
 N.T.S.

PAVEMENT CORE TABLE		
NO.	1st Lift Thickness (in)	Aggregate Thickness (in)
1	3.25"	10.00"
2	3.00"	10.00"
3	2.50"	10.50"
4	2.50"	10.50"



PROPOSED EQUINE DRIVE TYPICAL SECTION
 STA 800+13 TO STA 808+36
 N.T.S.

MIX TABLE	
USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

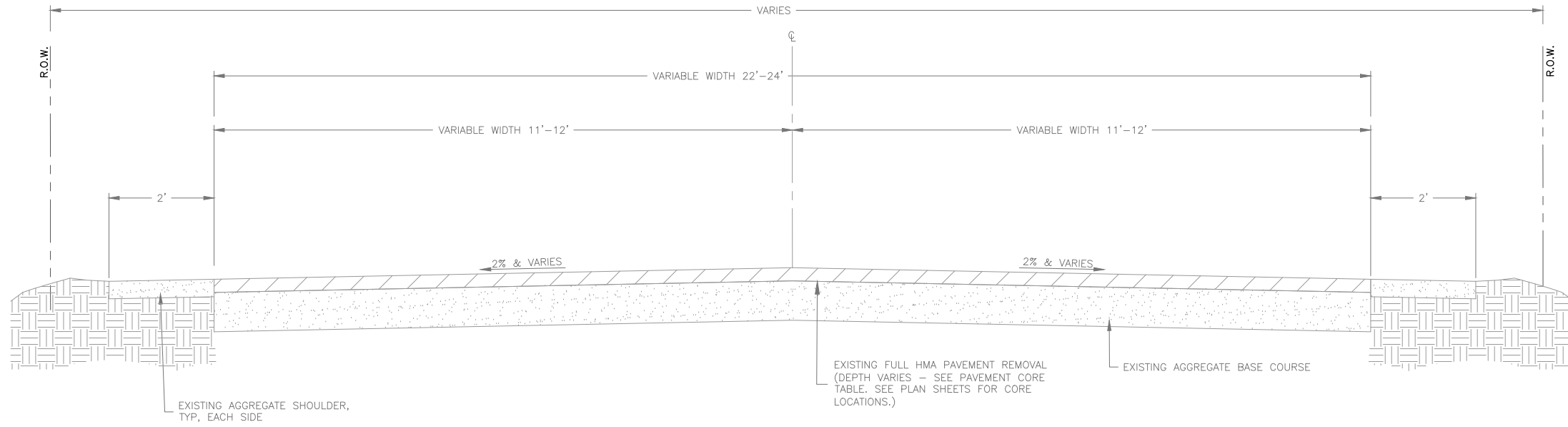
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REV. NO.	DESCRIPTION	DATE

DRAWING:
 BASE BID TYPICAL SECTION 5 EQUINE
 DRIVE

SET TYPE: FOR BID
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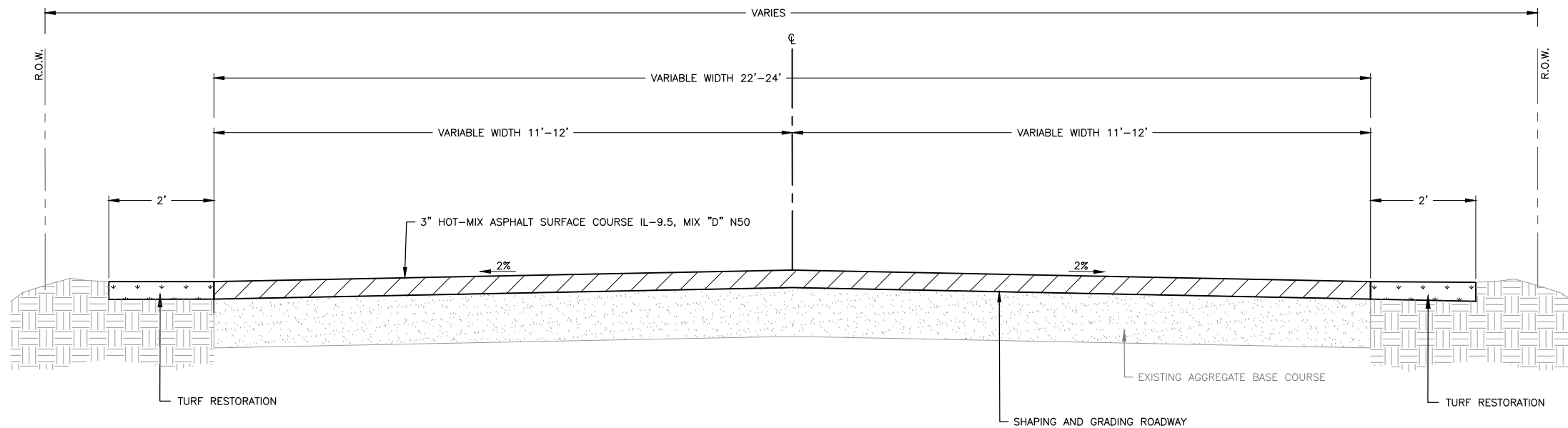
JOB NUMBER:
 26231

SHEET NUMBER:
 9 of 31



EXISTING ARENA DRIVE TYPICAL SECTION
 STA 900+00 TO STA 910+93
 N.T.S.

PAVEMENT CORE TABLE		
NO.	1st Lift Thickness (in)	Aggregate Thickness (in)
1	3.25"	10.00"
2	3.00"	10.00"
3	2.50"	10.50"
4	2.50"	10.50"



PROPOSED ARENA DRIVE TYPICAL SECTION
 STA 900+00 TO STA 910+93
 N.T.S.

MIX TABLE	
USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

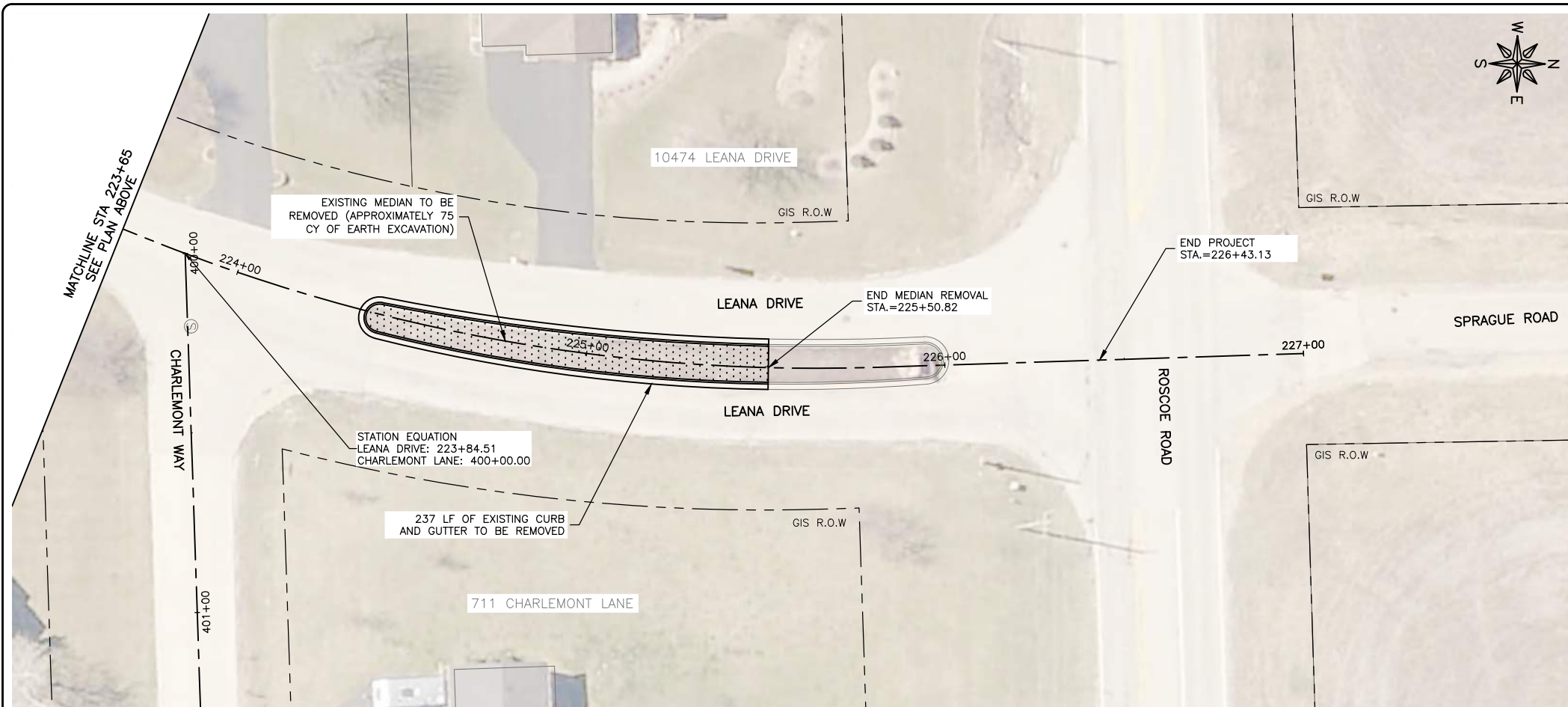
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REV. NO.	DESCRIPTION	DATE

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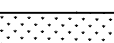

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JOB NUMBER:
 26231

SHEET NUMBER:
 10 of 31

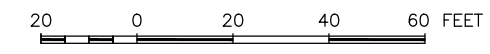


LEGEND

-  HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
-  HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
-  TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
-  PAVEMENT CORE SAMPLE

GENERAL NOTE:

1. CONTRACTOR TO RESTORE ANY DISTURBED AREAS TO PRE-CONSTRUCTION CONDITIONS.
2. CONTRACTOR SHALL FIELD VERIFY THAT FINISHED GRADES PROVIDE POSITIVE DRAINAGE. ANY AREAS EXHIBITING PONDING OR INADEQUATE DRAINAGE SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION LAYOUT.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION AND INSTALLATION OF MAILBOXES, LANDSCAPING, AND RELATED APPURTENANCES IN CONFLICT WITH PROPOSED IMPROVEMENTS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



CHARLEMONT LN - SEE SHEET 29

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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

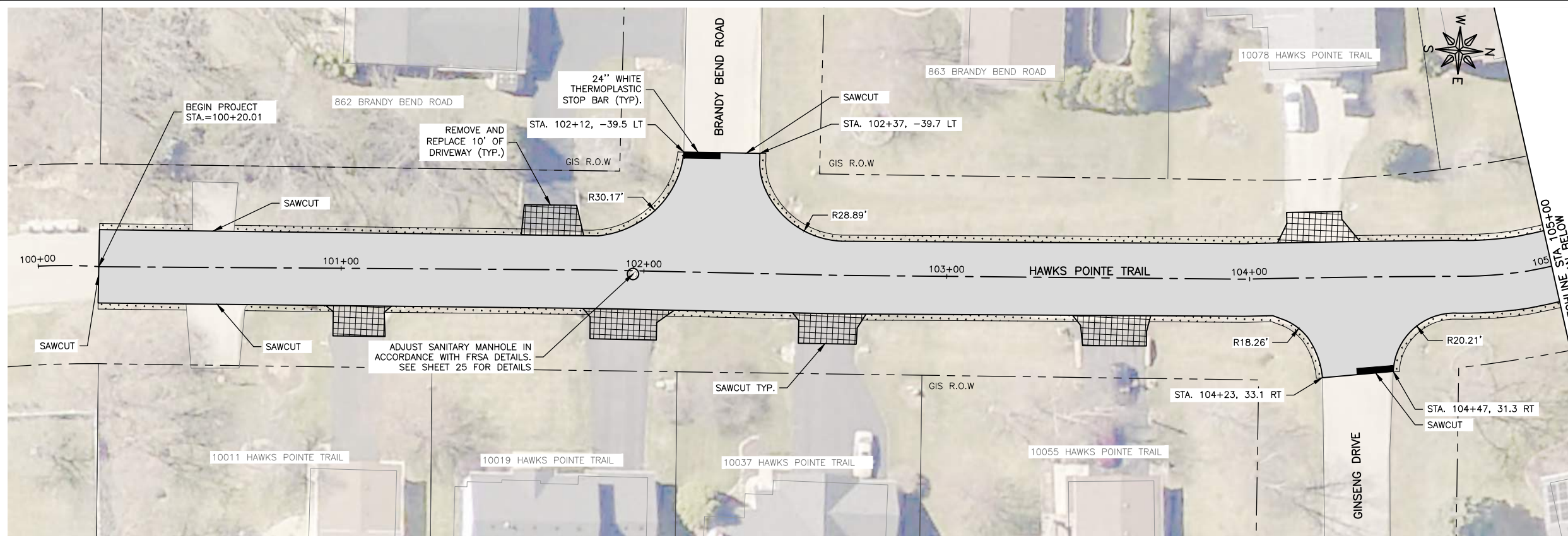
PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS


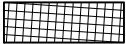
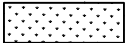

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APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

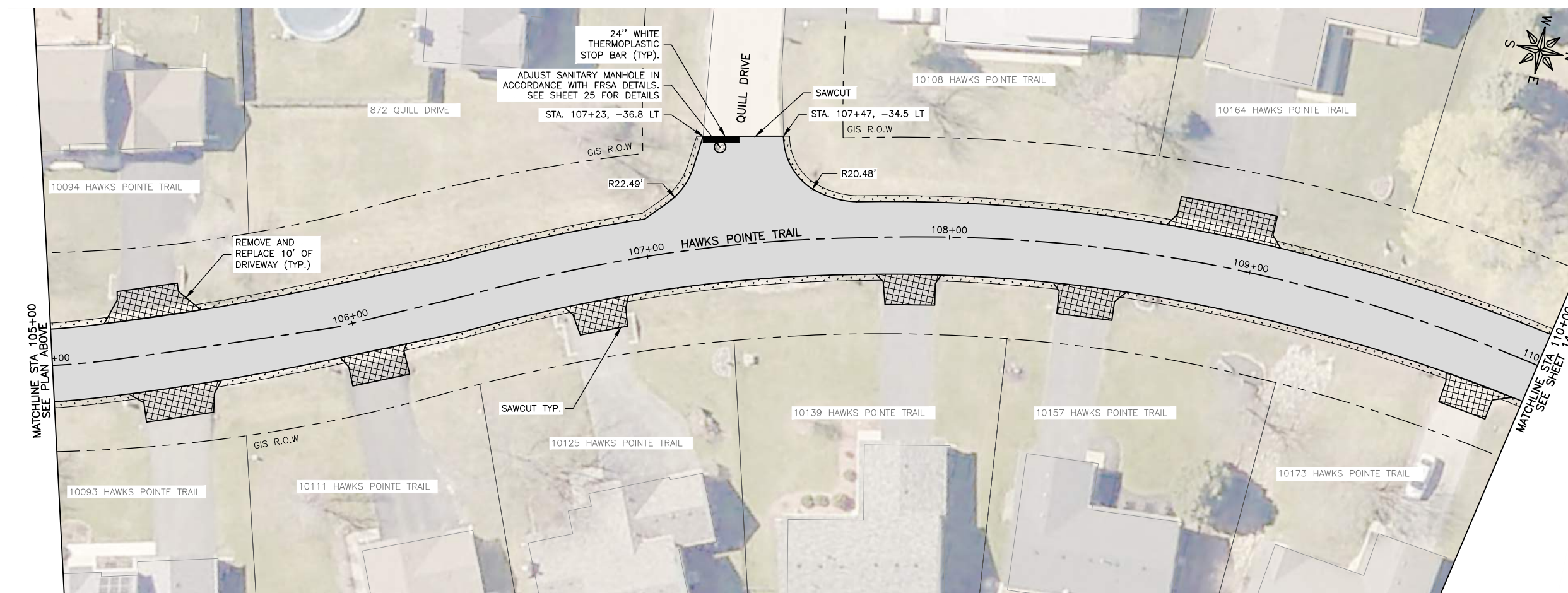
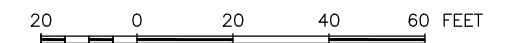
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STA 227+00 REMOVALS
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JOB NUMBER:
26231
SHEET NUMBER:
11 of 31



- LEGEND**
-  HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
 -  HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
 -  TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
 -  PAVEMENT CORE SAMPLE

- GENERAL NOTE:**
1. CONTRACTOR TO RESTORE ANY DISTURBED AREAS TO PRE-CONSTRUCTION CONDITIONS.
 2. CONTRACTOR SHALL FIELD VERIFY THAT FINISHED GRADES PROVIDE POSITIVE DRAINAGE. ANY AREAS EXHIBITING PONDING OR INADEQUATE DRAINAGE SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE.
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION LAYOUT.
 4. CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION AND INSTALLATION OF MAILBOXES, LANDSCAPING, AND RELATED APPURTENANCES IN CONFLICT WITH PROPOSED IMPROVEMENTS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

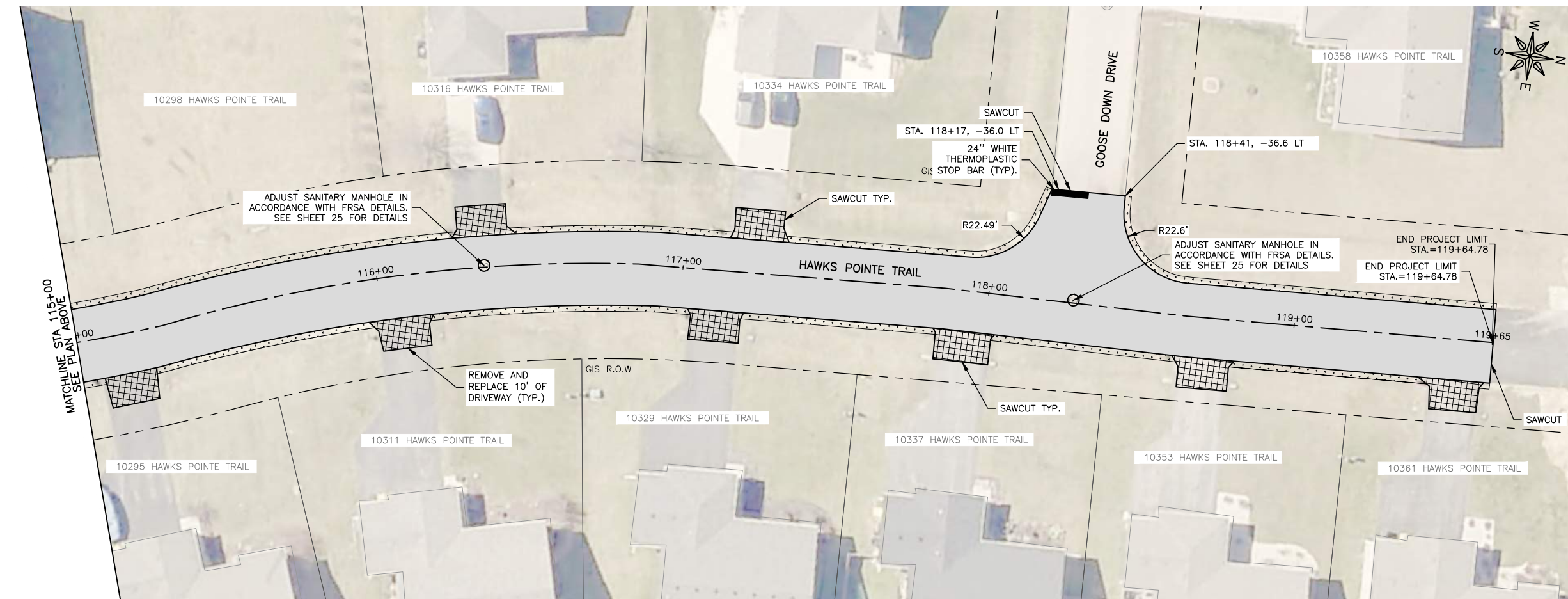
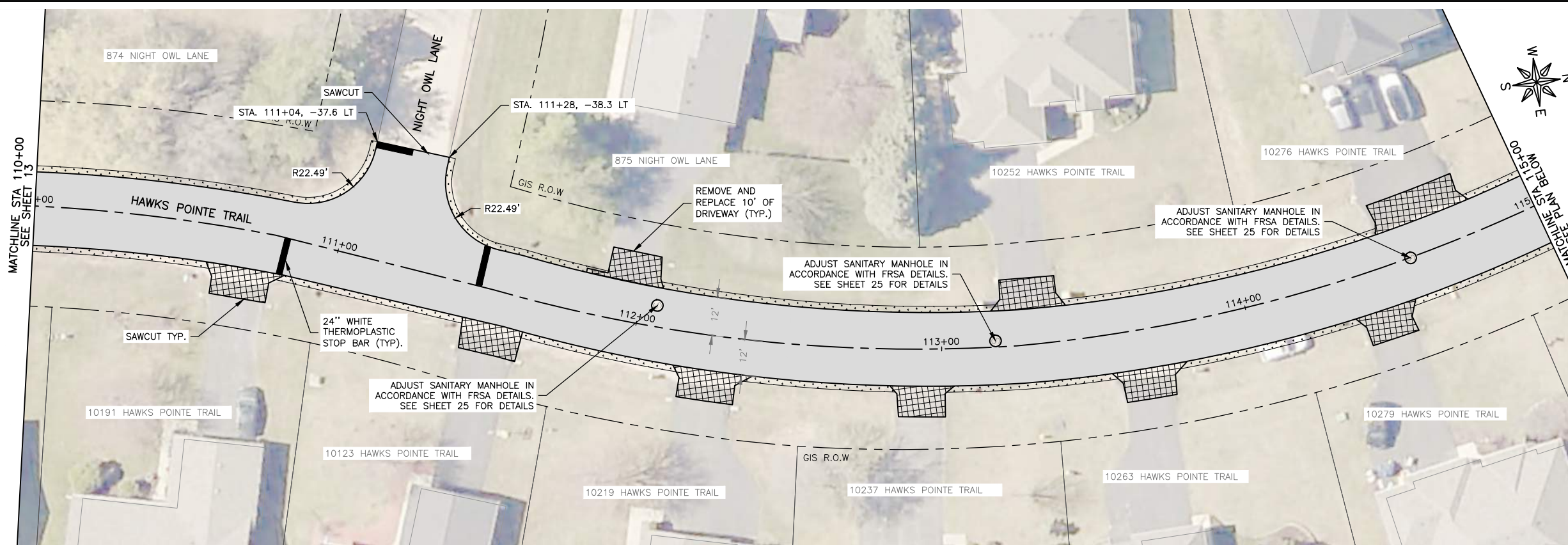
PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
HAWKS POINTE TRAIL STA 100+00 TO STA 110+00
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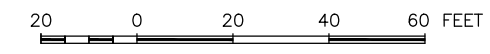
JOB NUMBER:
26231
SHEET NUMBER:
12 of 31



LEGEND

- HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
- HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
- TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
- PAVEMENT CORE SAMPLE

- GENERAL NOTE:**
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ILLINOIS
IOWA
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10631 MAIN STREET
ROSCOE, ILLINOIS 61073

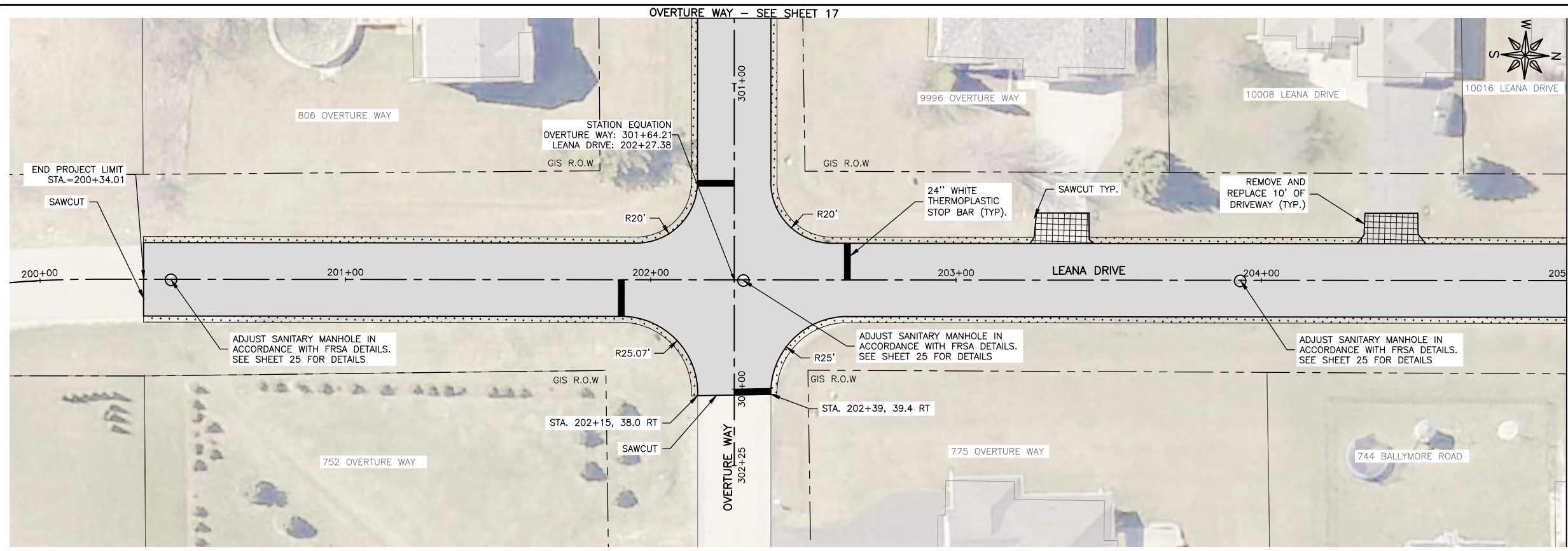
PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
BASE BID HAWKS POINTE TRAIL STA
110+00 TO STA 119+65
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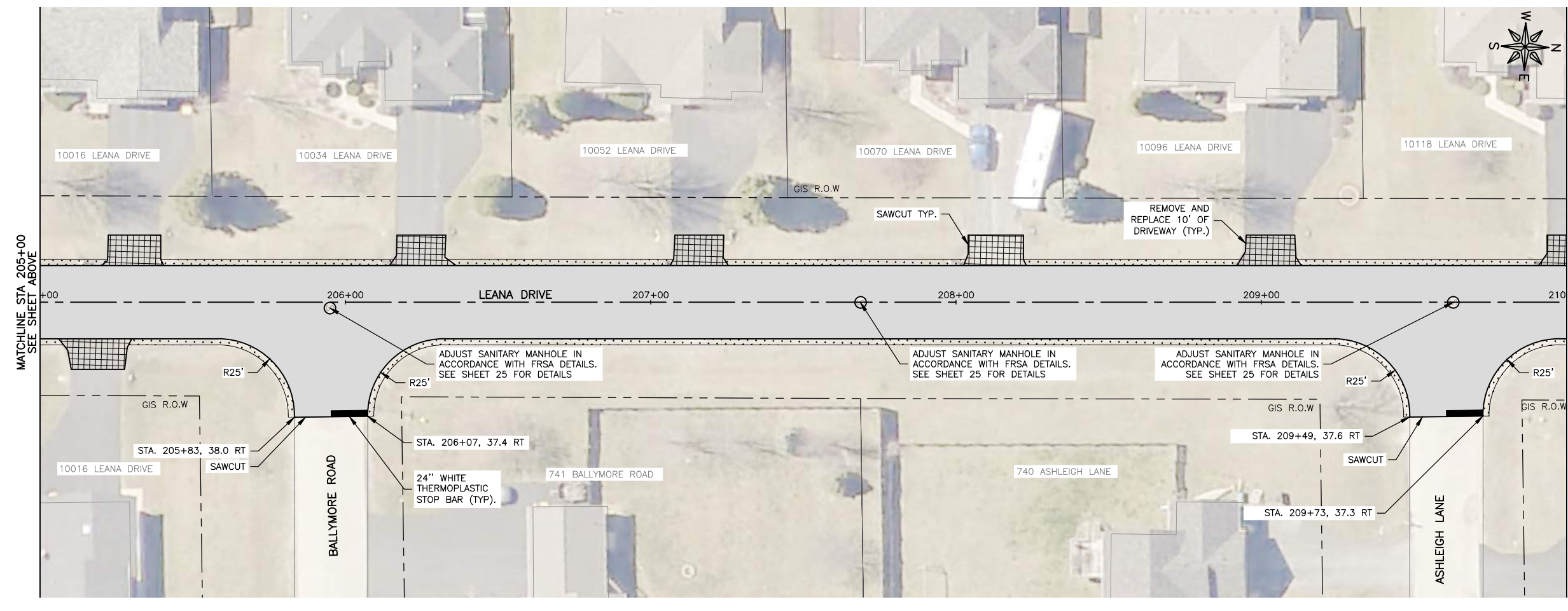
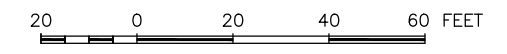
JOB NUMBER:
26231
SHEET NUMBER:
13 of 31



LEGEND

	HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
	HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
	TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
	PAVEMENT CORE SAMPLE

- GENERAL NOTE:**
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ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

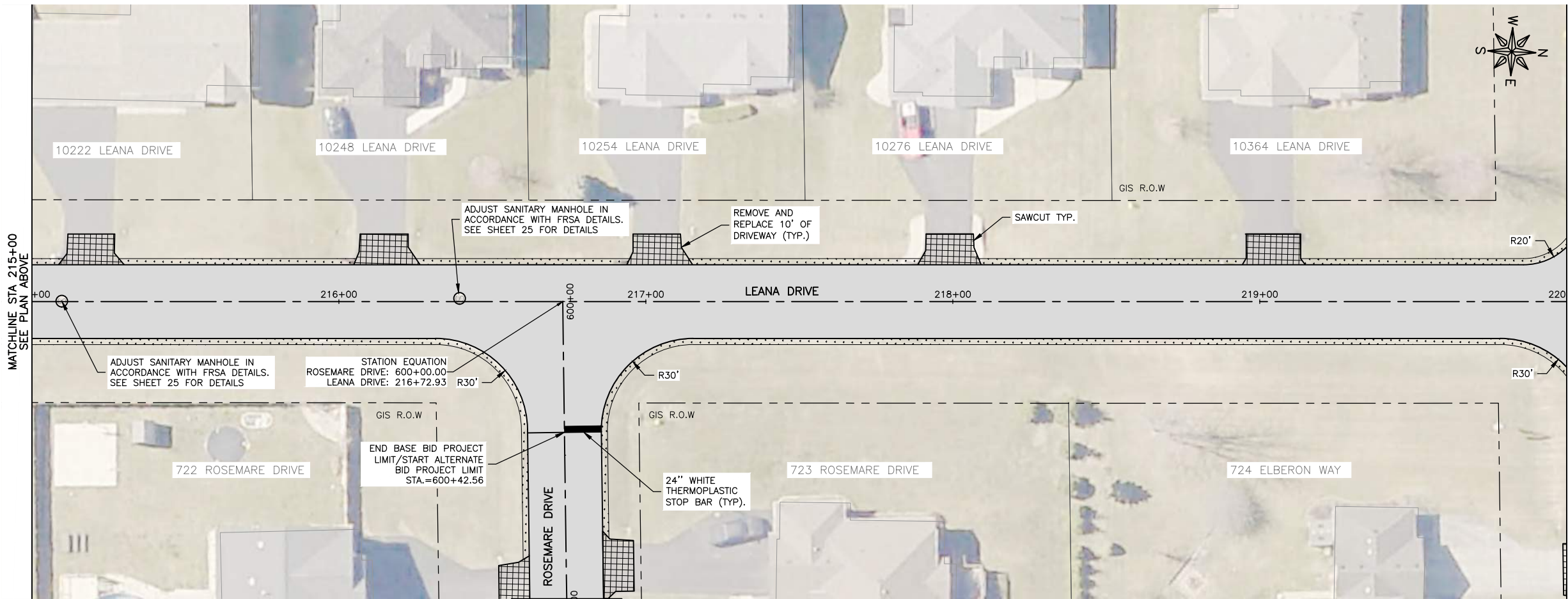
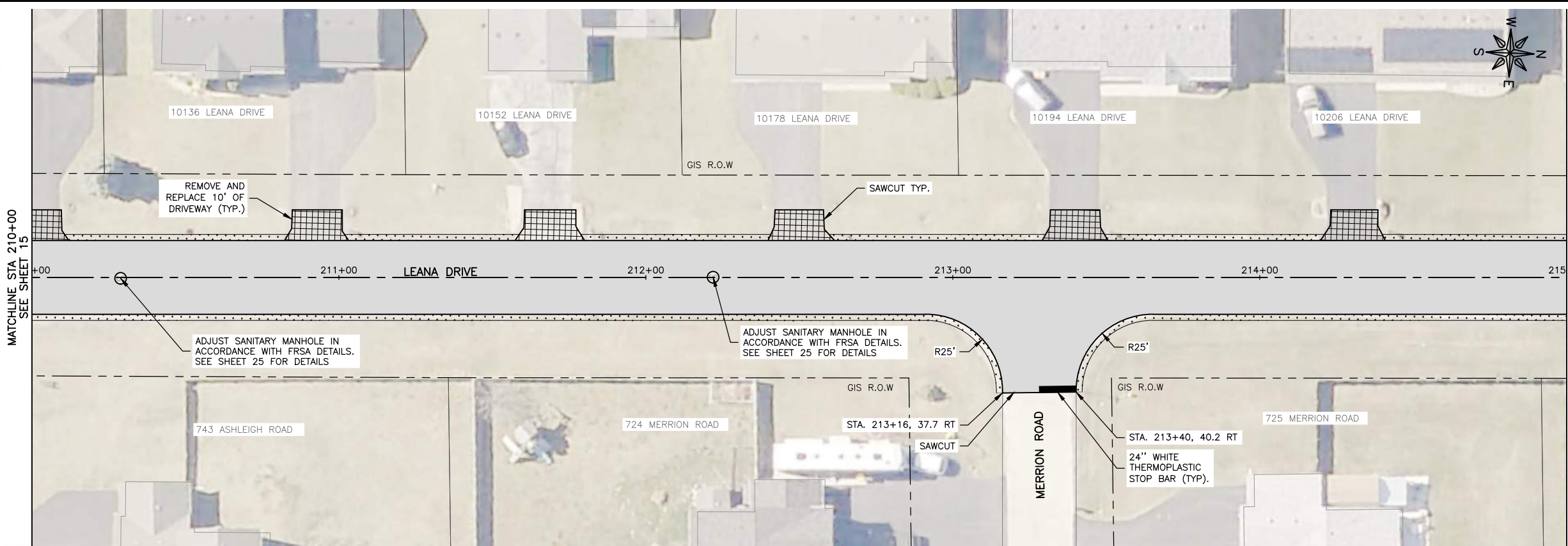
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LEANA DRIVE STA 200+00 TO STA 210+00

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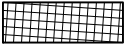
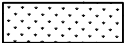

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JOB NUMBER:
26231

SHEET NUMBER:
14 of 31

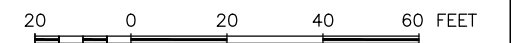


LEGEND

-  HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
-  HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
-  TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
-  PAVEMENT CORE SAMPLE

GENERAL NOTE:

1. CONTRACTOR TO RESTORE ANY DISTURBED AREAS TO PRE-CONSTRUCTION CONDITIONS.
2. CONTRACTOR SHALL FIELD VERIFY THAT FINISHED GRADES PROVIDE POSITIVE DRAINAGE. ANY AREAS EXHIBITING PONDING OR INADEQUATE DRAINAGE SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE.
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FEHR GRAHAM
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ILLINOIS
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OWNER/DEVELOPER:
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10631 MAIN STREET
ROSCOE, ILLINOIS 61073

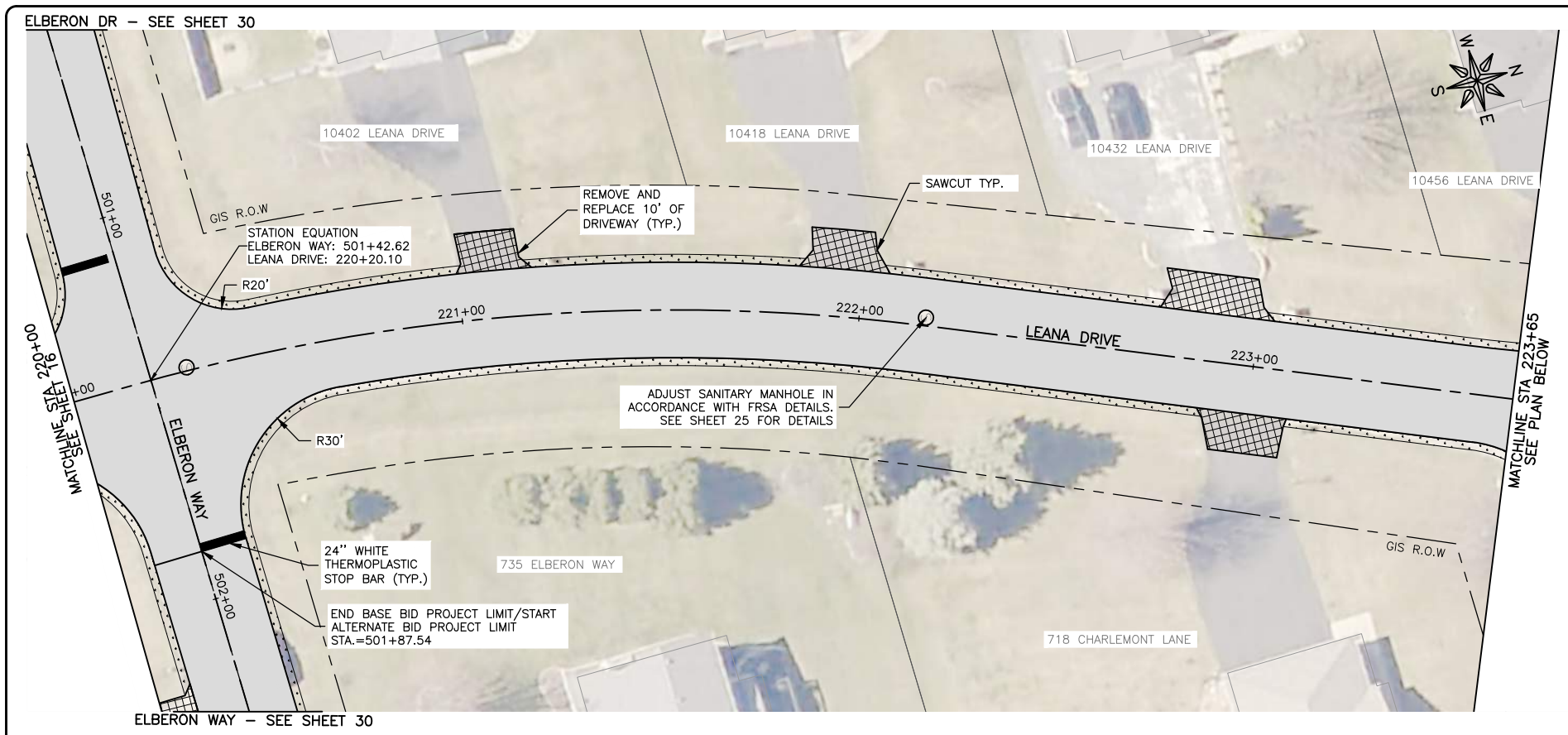
PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
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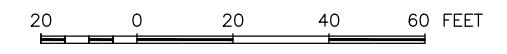
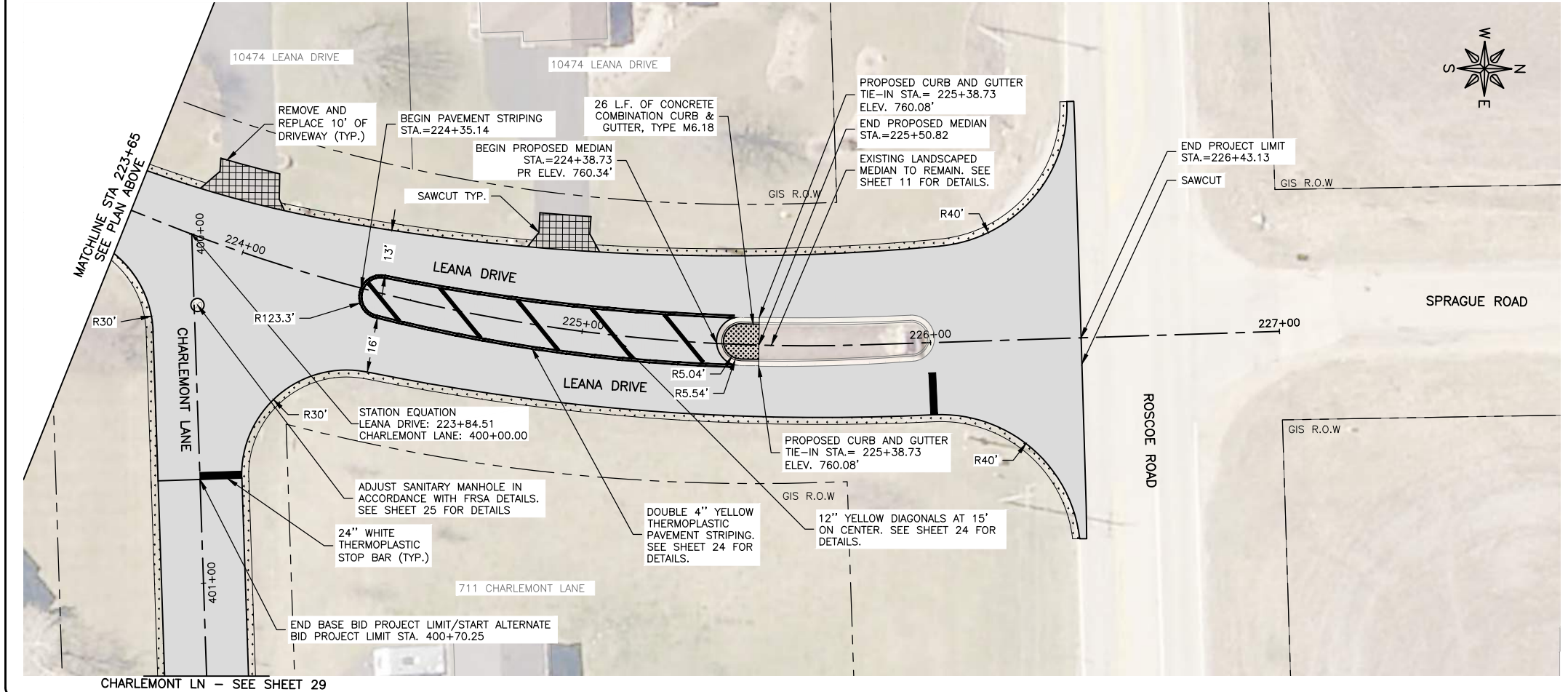
JOB NUMBER:
26231
SHEET NUMBER:
15 of 31



LEGEND

	HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
	HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
	TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
	PAVEMENT CORE SAMPLE

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 4. CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION AND INSTALLATION OF MAILBOXES, LANDSCAPING, AND RELATED APPURTENANCES IN CONFLICT WITH PROPOSED IMPROVEMENTS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



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ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
LEANA DRIVE STA 220+00 TO STA 227+00





SET TYPE: FOR BID

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JOB NUMBER:
26231

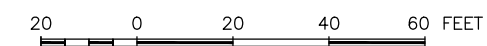
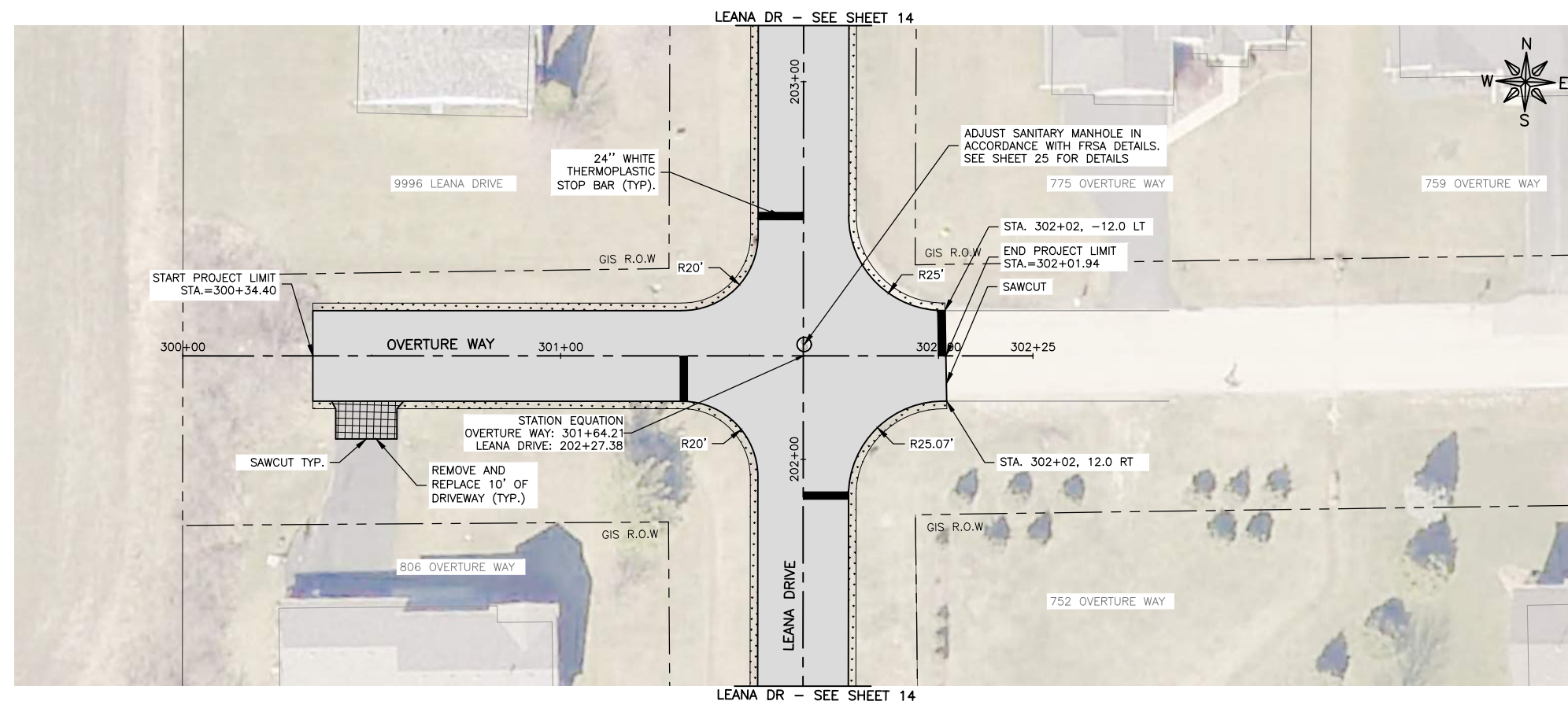
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16 of 31

LEGEND

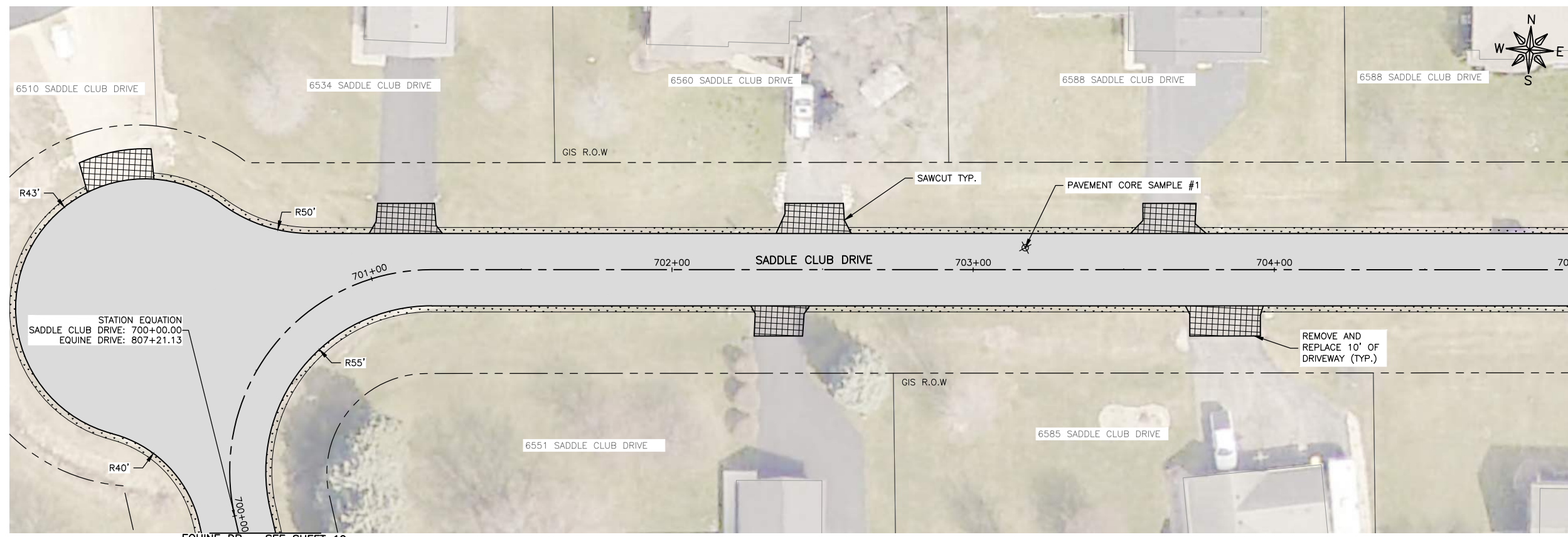
-  HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
-  HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
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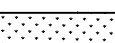



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REV. NO.	DESCRIPTION	DATE



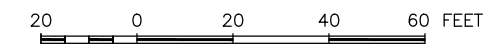
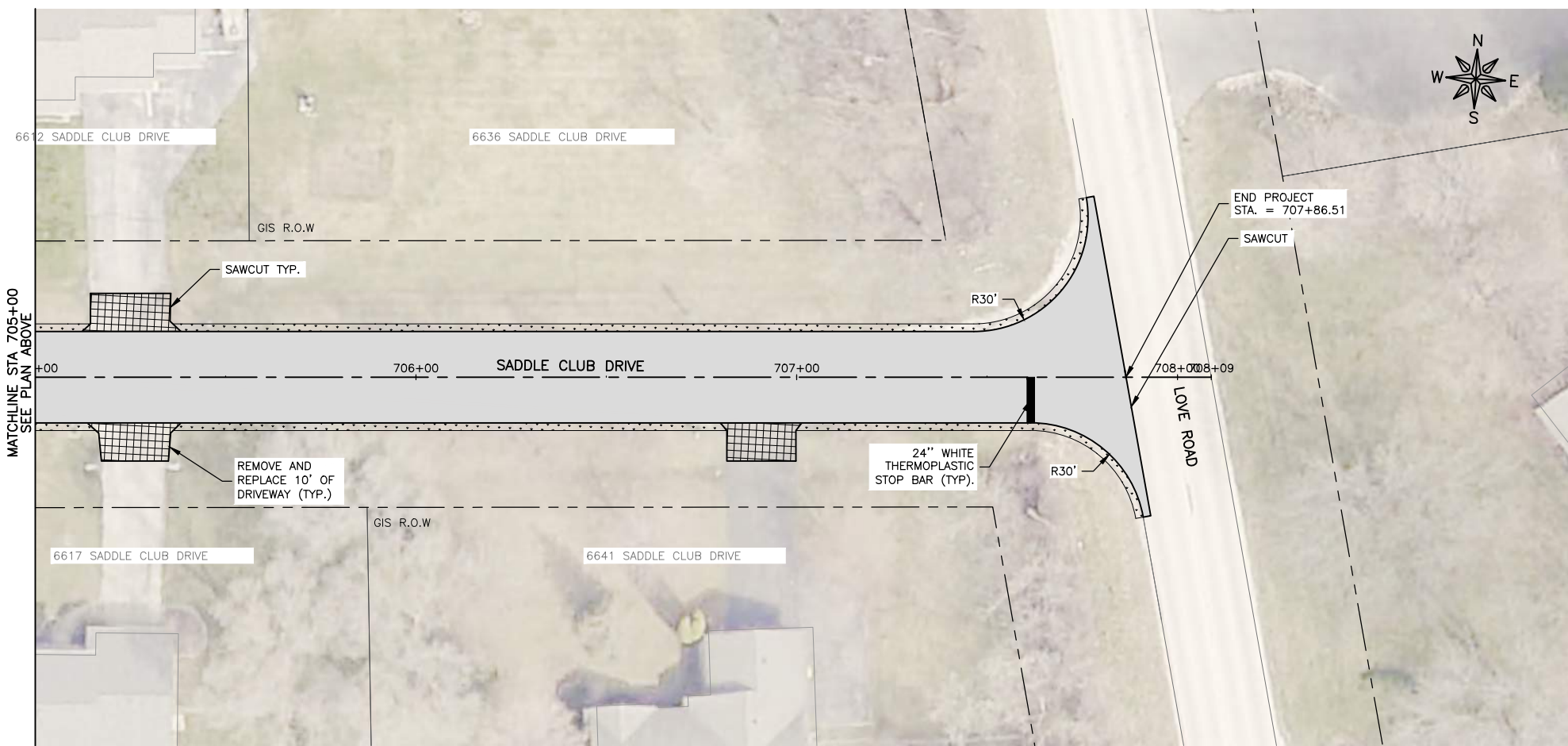
EQUINE DR - SEE SHEET 19

LEGEND

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-  HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
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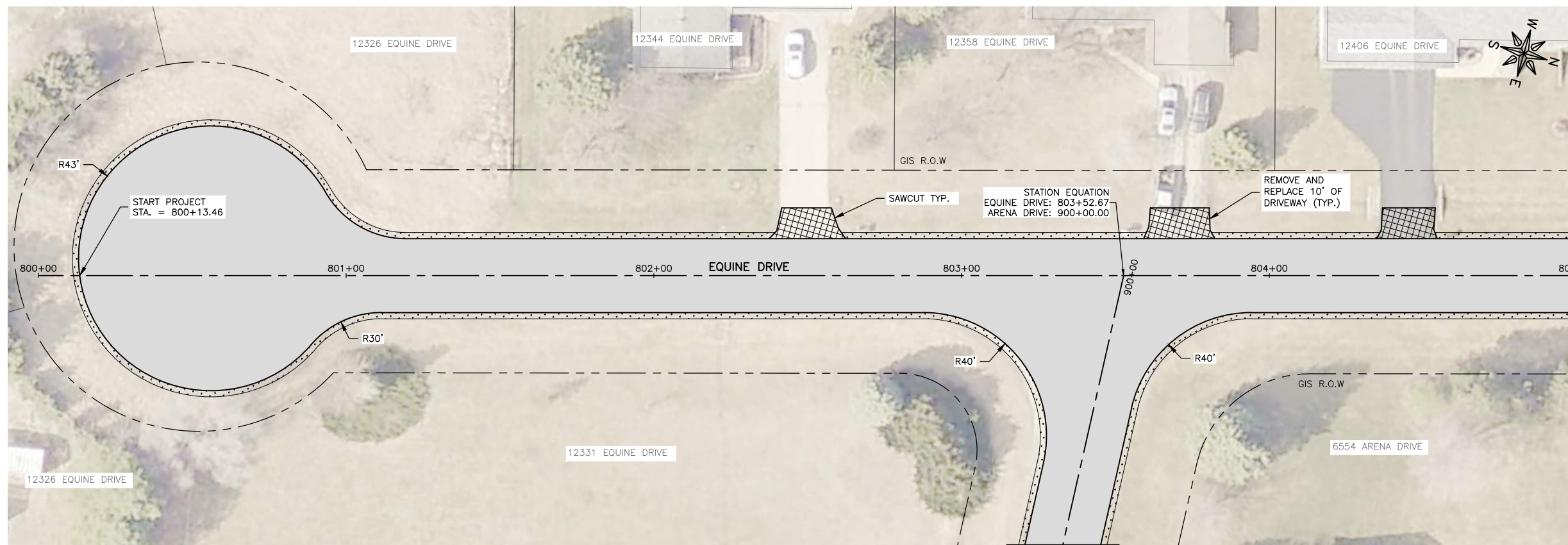
PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE



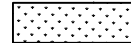

DRAWING:
SADDLE CLUB DRIVE STA 700+00 TO STA 708+28
SET TYPE: FOR BID
G:\C30\26\26231\26231 Design.dwg, BASE BID SADDLE CLUB DRIVE STA 700+00 TO STA 708+28

JOB NUMBER:
26231
SHEET NUMBER:
18 of 31



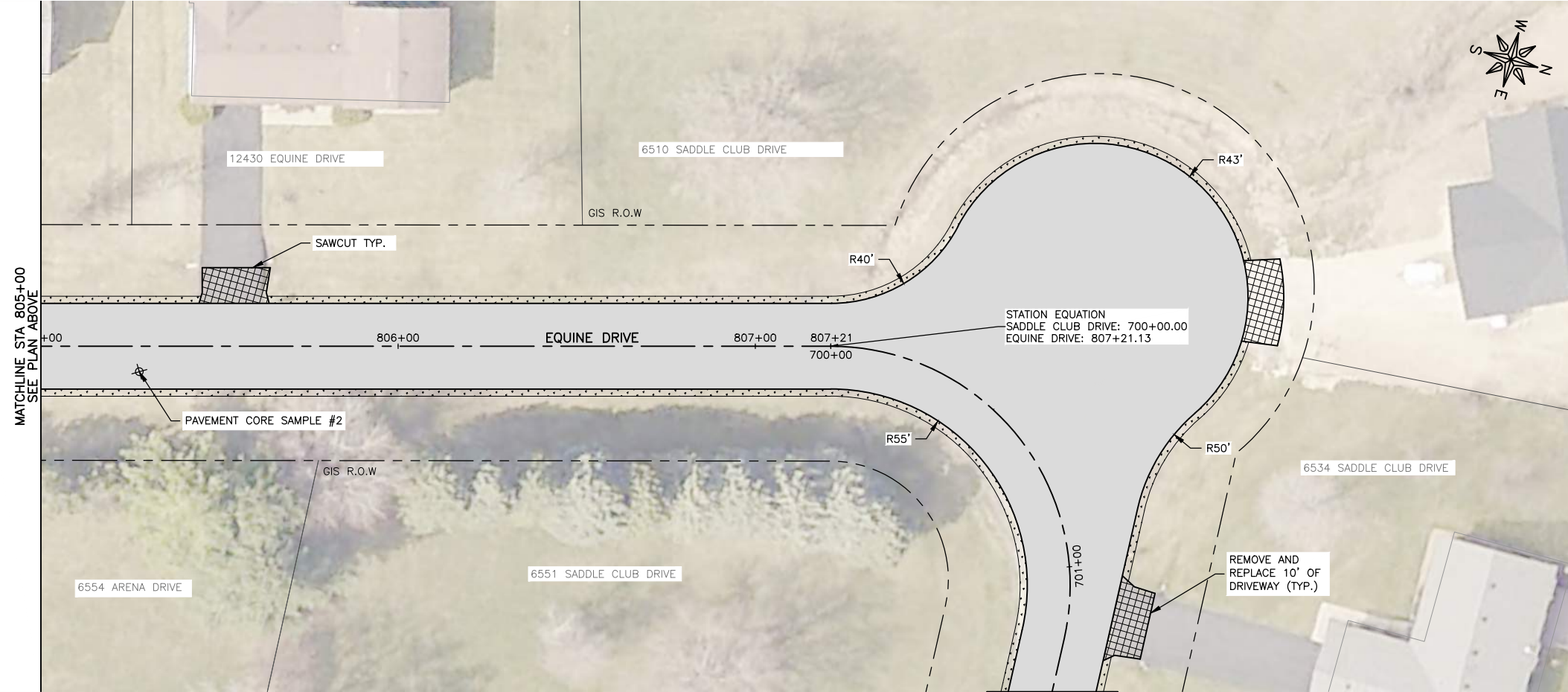
ARENA DR - SEE SHEET 20

LEGEND

-  HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
-  HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
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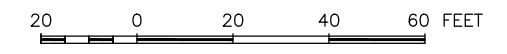
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MATCHLINE STA 805+00
SEE PLAN BELOW



MATCHLINE STA 805+00
SEE PLAN ABOVE

ARENA DR - SEE SHEET 18



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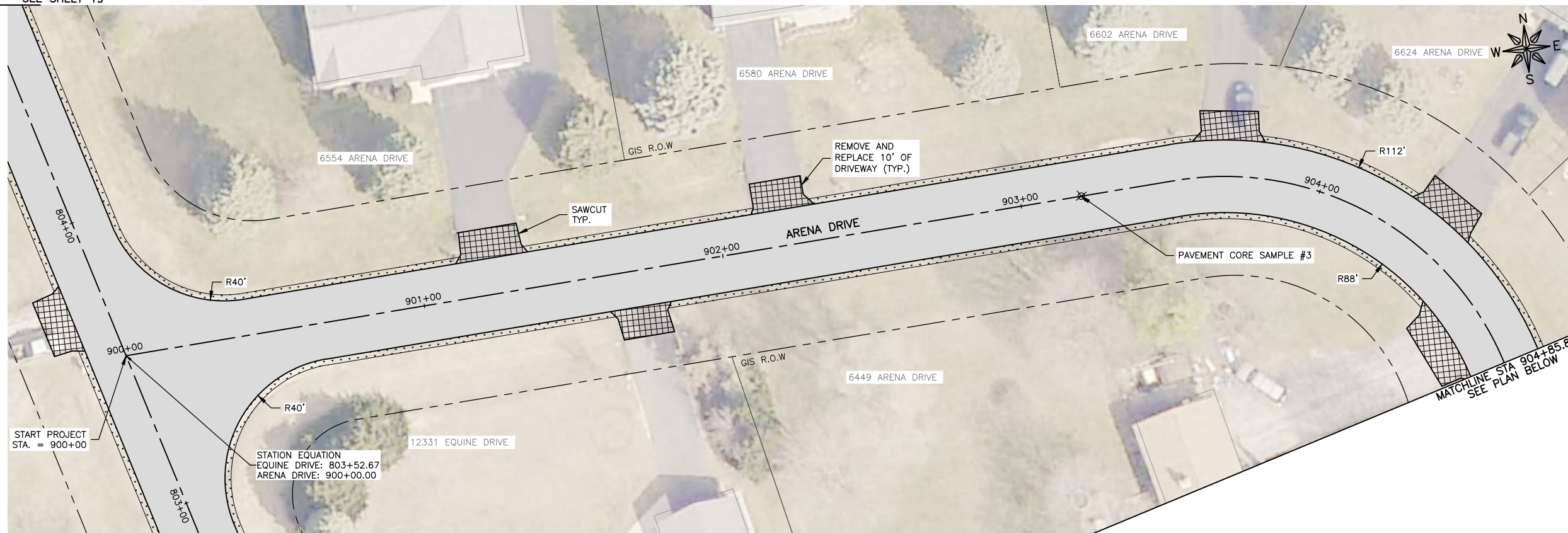
PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

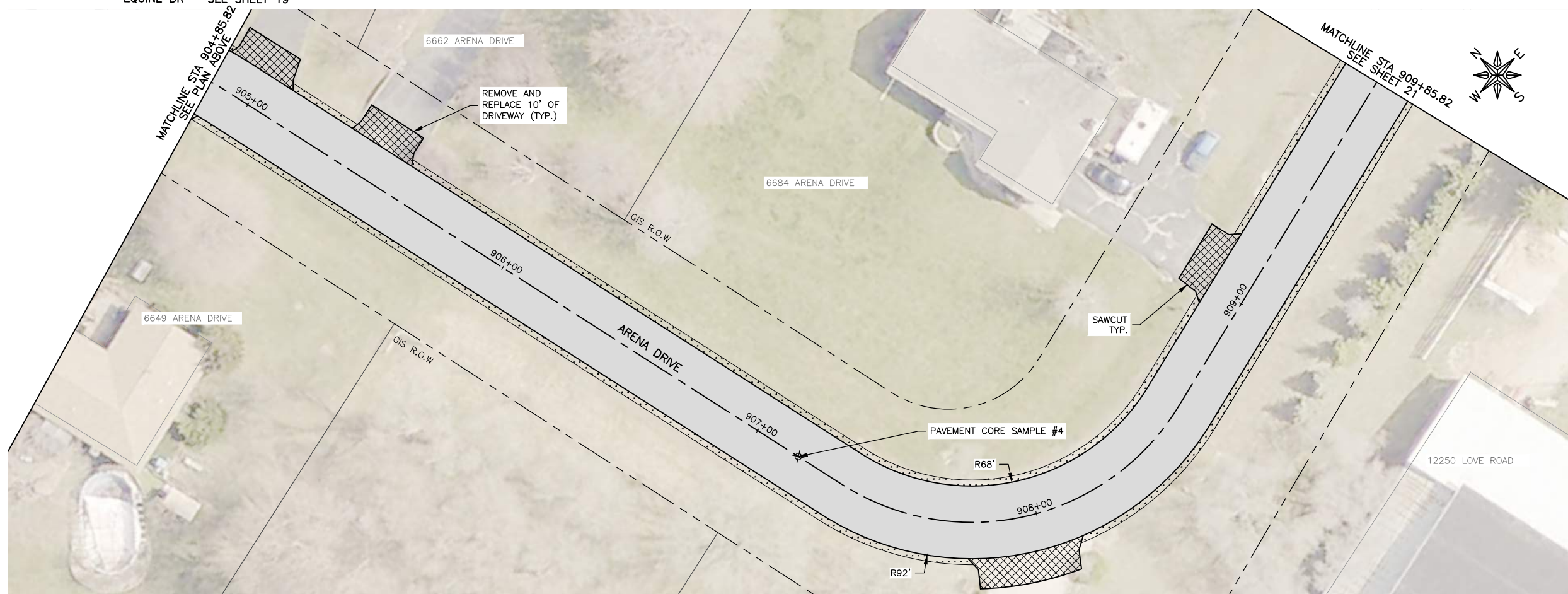
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
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807+21.13
SET TYPE: FOR BID
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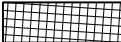
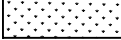

JOB NUMBER:
26231
SHEET NUMBER:
19 of 31



EQUINE DR - SEE SHEET 19

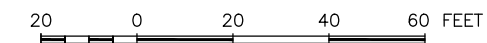


LEGEND

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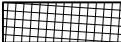


DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
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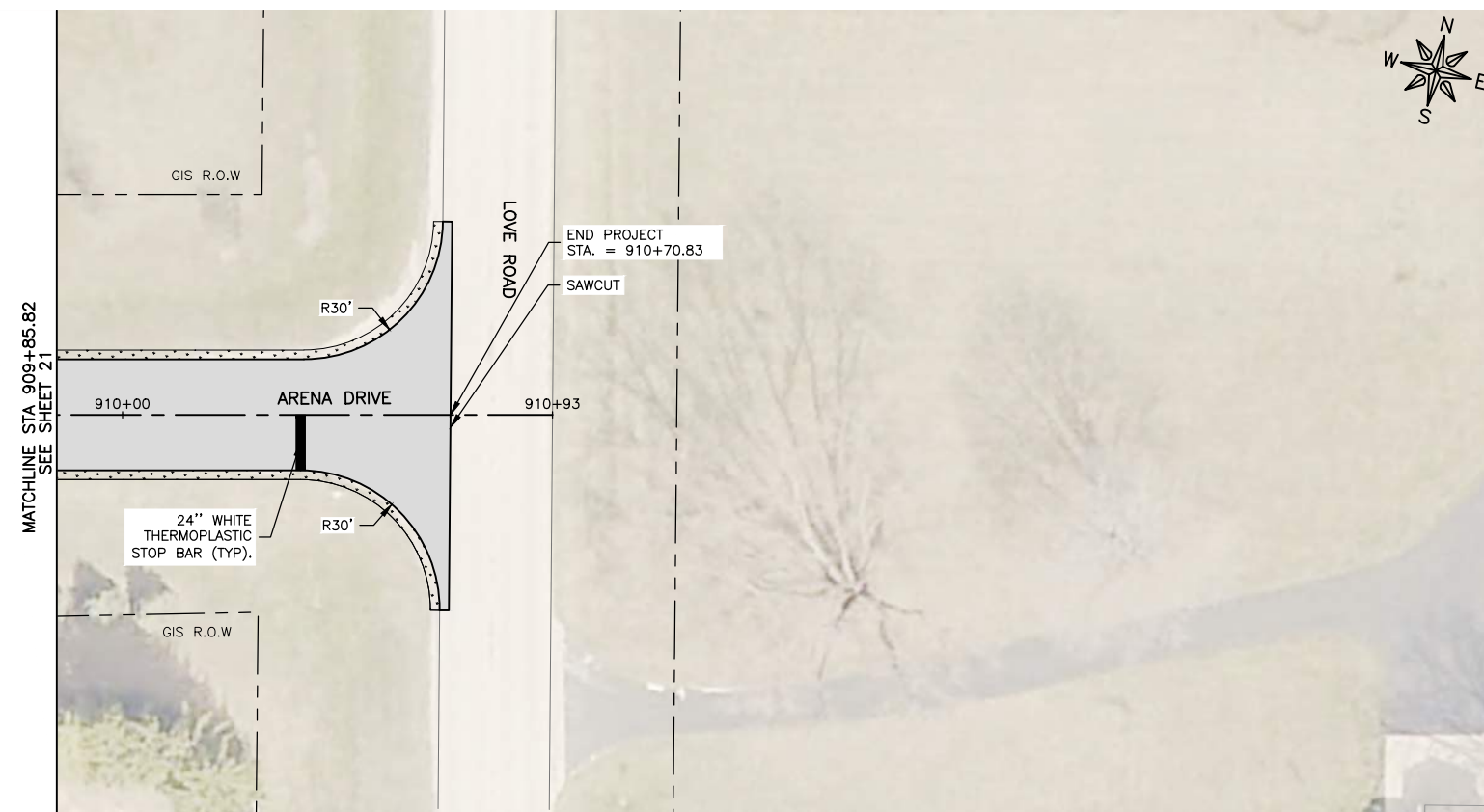
JOB NUMBER:
26231
SHEET NUMBER:
20 of 31

LEGEND

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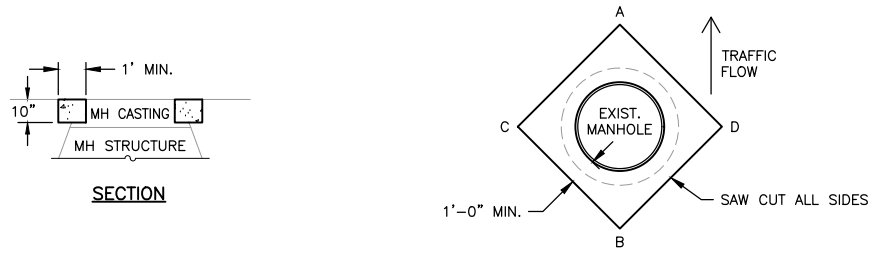
REVISIONS		
REV. NO.	DESCRIPTION	DATE

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SET TYPE: FOR BID
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JOB NUMBER:
26231

SHEET NUMBER:
21 of 31



NOTE: THE CONTRACTOR SHALL MARK THE LOCATION OF EACH MANHOLE PRIOR TO REMOVING THE CASTING, SO THAT IT CAN BE RELOCATED AFTER PAVING OPERATIONS HAVE BEEN COMPLETED.

MANHOLE CASTING SHALL BE REMOVED PRIOR TO GRINDING OPERATIONS ALONG WITH ANY DEFECTIVE ADJUSTMENT RINGS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE EXISTING MANHOLE CASTING PRIOR TO BEING REPLACED. IF A BROKEN CASTING IS FOUND DURING THE REMOVAL PROCESS IT SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER TO DECIDE IF IT NEEDS TO BE REPLACED.

ONCE THE MANHOLE CASTING AND ANY BROKEN ADJUSTMENT RINGS HAVE BEEN REMOVED, A STEEL PLATE SHALL BE PLACED OVER THE MANHOLE OPENING TO PREVENT DEBRIS FROM GETTING INTO THE MANHOLE STRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR PREVENTING DEBRIS FROM BEING DEPOSITED IN THE STRUCTURE.

A STEEL PLATE SHALL BE USED TO COVER THE OPENING OF THE MANHOLE AND AGGREGATE BASE COURSE PLACED OVER TOP TO MATCH EXISTING ROAD SURFACE SO THAT THE OPENING DOES NOT CREATE A HAZARD FOR THE MOTORING PUBLIC.

ONCE THE GRINDING AND PAVING OPERATIONS HAVE BEEN COMPLETED, THE CONTRACTOR SHALL RELOCATE THE CENTER OF EACH MANHOLE CASTING AND SAW CUT A SQUARE OPENING SET AT A DIAGONAL, WITH POINTS OF DIAGONAL ABOUT 1.5' FROM EDGE OF MANHOLE CASTING.

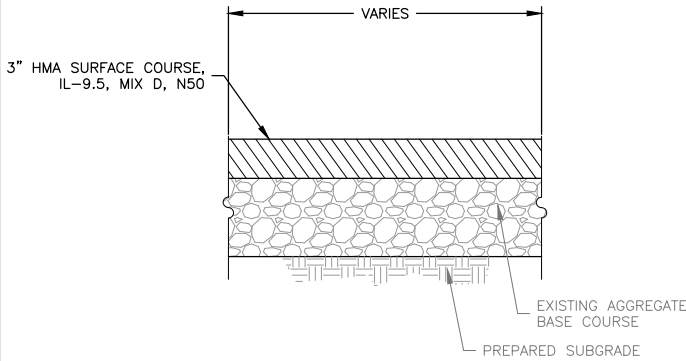
REMOVE THE PAVEMENT MATERIAL AND ADJUST MANHOLE TO WITHIN 1/4" OF TOP OF NEW PAVEMENT USING ADJUSTMENT RINGS AND MANHOLE CASTINGS, MAKING SURE THE CORNERS OF THE DIAGONAL HAVE BEEN CLEANED AND HAVE A VERTICAL EDGE.

FILL THE VOID WITH MINIMUM OF 10" OF CONCRETE. THIS WORK SHALL MEET THE REQUIREMENTS OF ARTICLE 442.02 NOTE #1 AND ARTICLE 701.17 (E)(2) AND (3) OF "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", LATEST EDITION, AND BE VIBRATED DURING INSTALLATION.

TROWEL OFF CONCRETE FLUSH WITH NEW PAVEMENT AND BROOM FINISH WITH DIRECTION OF TRAFFIC FLOW.

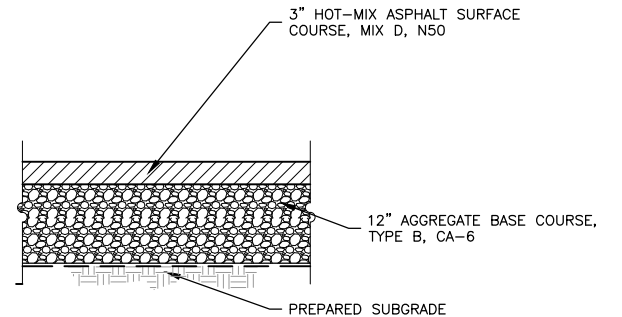
ONCE MANHOLES HAVE BEEN ADJUSTED, THE CONTRACTOR SHALL OPEN EACH MANHOLE TO CLEAN OUT ANY DEBRIS.

MANHOLE ADJUSTMENT DETAIL
N.T.S.



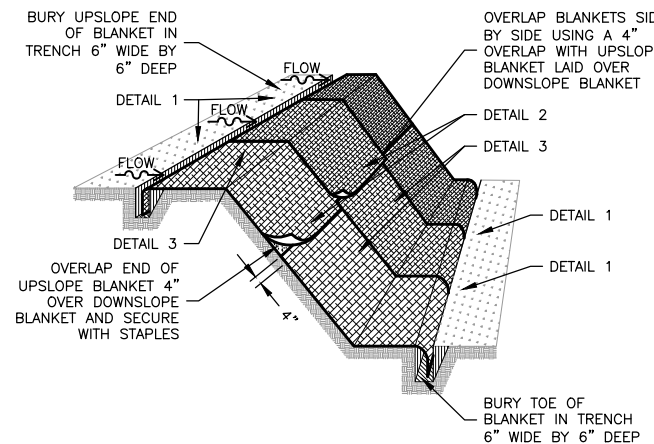
NOTE: AGGREGATE BASE SHALL BE CONSIDERED INCIDENTAL TO HMA DRIVEWAY PAVEMENT, VARIABLE DEPTH

HMA DRIVEWAY PAVEMENT, VARIABLE DEPTH DETAIL
N.T.S.



NOTE: SUBBASE SHALL BE PROOF ROLLED PRIOR TO PAVING. SHOULD SOFT SOILS BE ENCOUNTERED, AN ADDITIONAL 6" TO 12" BASE REPAIR MAY BE REQUIRED. ALL ADDITIONAL BASE REPAIR SHALL BE APPROVED BY OWNER PRIOR TO ANY AND ALL EXCAVATION. ADDITIONAL BASE REPAIR WILL BE PAID BY CUBIC YARDS FOR REMOVAL OF UNSUITABLE SOILS AND REPLACEMENT OF COMPACTED AGGREGATE BASE AS PART OF THE BID ALLOWANCE.

AGGREGATE BASE REPAIR, 12" SECTION (3 IN ASPHALT ON 12. BASE) SECTION
N.T.S.

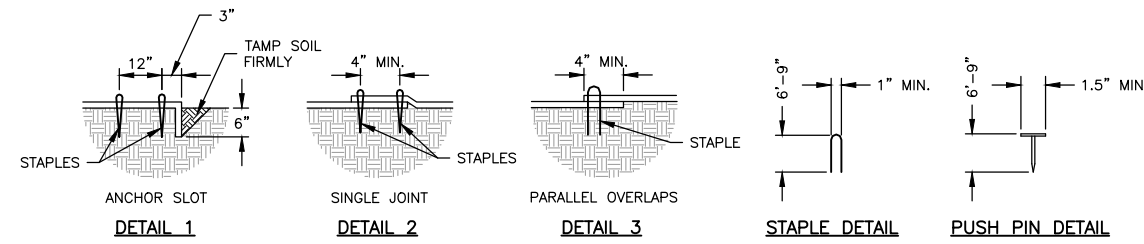


NOTE: STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER S.Y. FOR STITCHED BLANKETS. NON-STITCHED SHALL USE 4 STAPLES PER S.Y. OF MATERIAL. THIS EQUATES TO 200 STAPLES WITH STITCHED BLANKET AND 400 STAPLES WITH NON-STITCHED BLANKET PER 100 S.Y. OF MATERIAL.

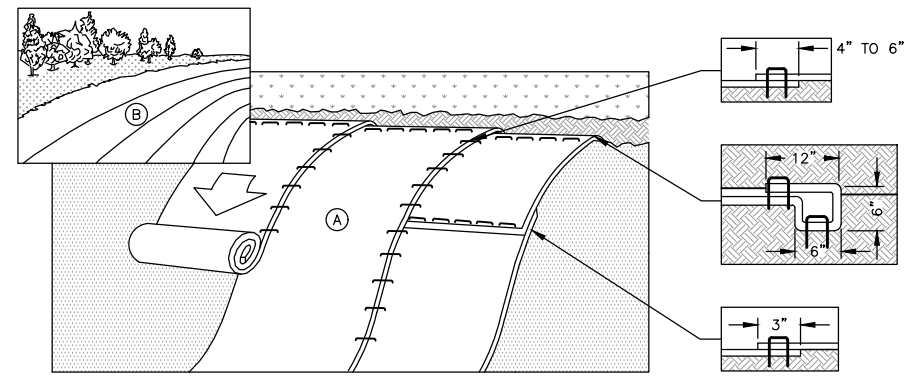
STAPLE OR PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL TYPE AND CONDITIONS. (MINIMUM STAPLE LENGTH IS 6".)

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

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



EROSION CONTROL BLANKET DETAIL
N.T.S.



NOTE: PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.

BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP x 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UPSLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.

ROLL THE BLANKETS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS PER MANUFACTURER'S RECOMMENDATION.

THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH MINIMUM 6" OVERLAP. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.

CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE BLANKET WIDTH.

PLACE STAPLES/STAKES PER MANUFACTURE RECOMMENDATION FOR THE APPROPRIATE SLOPE BEING APPLIED.

IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

FOLLOW EROSION CONTROL TECHNOLOGY COUNCIL SPECIFICATION FOR PRODUCT SELECTION.

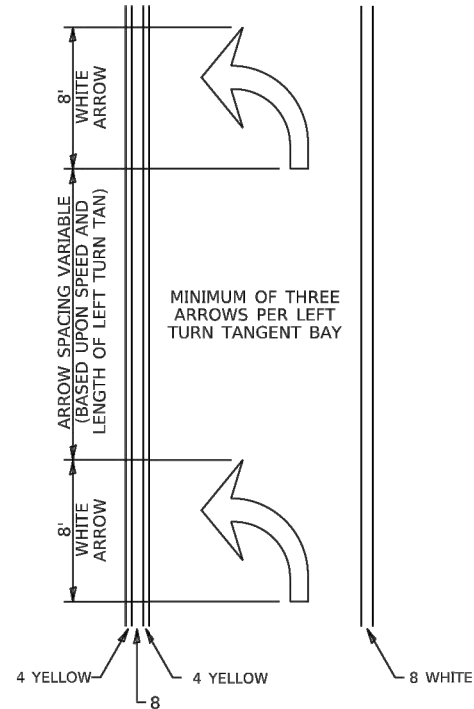
EROSION CONTROL BLANKET INSTALLATION DETAIL
N.T.S.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING: CIVIL DETAILS
SET TYPE: FOR BID
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TYPICAL PAVEMENT MARKINGS

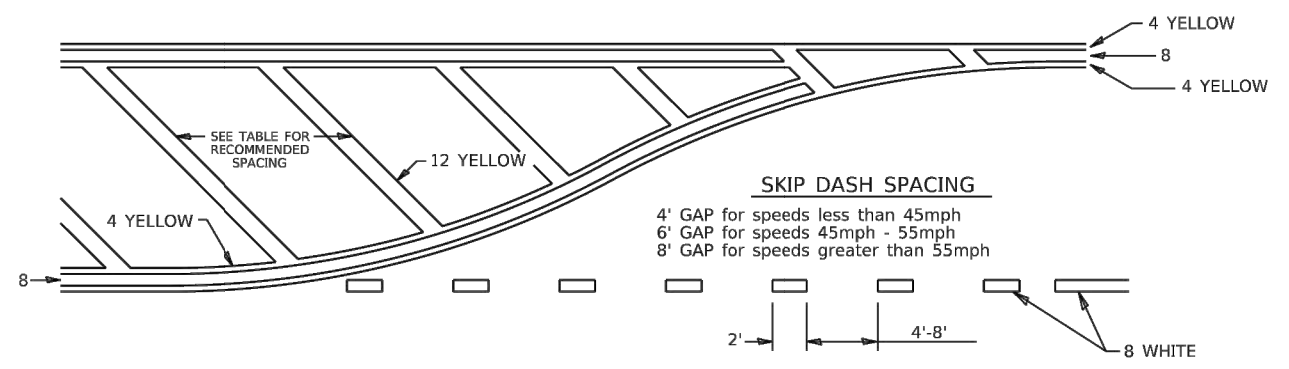
ARROW LAYOUT



- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◇ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

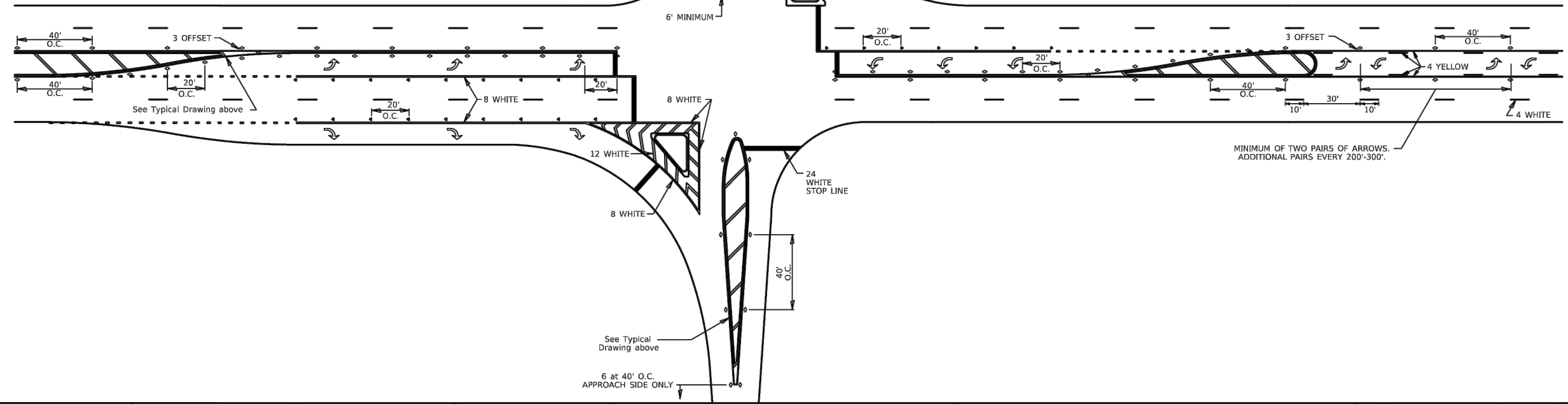
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.

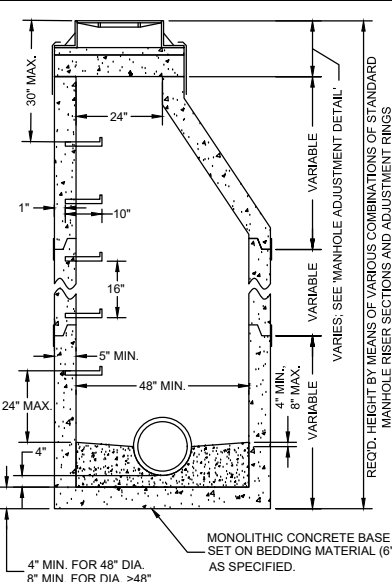


FILE NAME: C:\Projects\ID2stand\ID2Standards.cel	USER NAME = hogensonjt	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 3.0909' / in.	DRAWN -	REVISED - 3-05-12			SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.					
	PLOT DATE = 1/11/2022	CHECKED -	REVISED -			CONTRACT NO.					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

REVISIONS		
REV. NO.	DESCRIPTION	DATE

NOTES:

1. THE MAX. DROP FROM THE INVERT OF ANY PIPE TO THE CONCRETE CHANNEL UNDER THAT PIPE SHALL BE 8".
2. MANHOLES LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE MARKED WITH A STEEL FENCE POST AS DIRECTED.
3. ALL NEW MANHOLES SHALL BE VACUUM TESTED PER A.S.T.M. C-1244 PRIOR TO ACCEPTANCE.
4. ALL BARREL JOINTS SHALL BE SEALED WITH 3 1/2" x 3/4" PRE-FORMED RUBBER BUTYL JOINT SEALANT ON THE LOWER SHIPLAP.
5. ALL BARREL JOINTS SHALL BE SEALED WITH AN EXTERNAL BARREL SEAL CENTERED ON THE JOINT (MAR MAC MACWRAP, OR APPROVED EQUAL).
6. MANHOLE STRUCTURE SHALL BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE MANHOLE RISER SECTIONS IN ACCORDANCE WITH A.S.T.M. C478-90 OR THE LATEST DESIGNATION.
7. PRECAST FLAT TOPS ARE NOT APPROVED FOR USE.
8. SEE 'MANHOLE ADJUSTMENT DETAIL' FOR ADJUSTMENT REQUIREMENTS.
9. PIPE CONNECTIONS TO NEW MANHOLES SHALL BE MADE BY MEANS OF EITHER RUBBER GASKET SEAL (A-LOK OR APPROVED EQUAL) CONFORMING TO ASTM C-923 CAST INTEGRALLY IN MANHOLE WALL, OR RUBBER GASKET SEAL AND STAINLESS STEEL CLAMP (PSX SERIES SIX OR APPROVED EQUAL) CONFORMING TO ASTM C-923. FOR PIPE CONNECTIONS WITH A DEPTH OF >20 FT., A RUBBER GASKET SEAL (A-LOK OR APPROVED EQUAL) CONFORMING TO ASTM C-923 CAST INTEGRALLY IN MANHOLE WALL SHALL BE USED.
10. PIPE CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY MEANS OF CORE DRILLING MANHOLE WALL AND INSTALLING RUBBER GASKET SEAL AND STAINLESS STEEL CLAMP (PSX SERIES SIX OR APPROVED EQUAL) CONFORMING TO ASTM C-923.
11. THE MAXIMUM DISTANCE FROM ANY INLET PIPE INVERT TO THE OUTLET PIPE INVERT SHALL BE 2'. DISTANCES GREATER THAN 2' WILL REQUIRE AN INSIDE DROP CONNECTION PER 'INSIDE DROP CONNECTION DETAIL'.
12. MANHOLE STEPS SHALL BE NEENAH R-1982-F OR M.A. IND. PS-1 OR APPROVED EQUAL INSTALLED AT 16" CENTERS, ORIENTED ABOVE THE OUTLET PIPE UNLESS OTHERWISE SPECIFIED. FOR MANHOLES WITH INSIDE DROP ASSEMBLIES, STEPS IN THE MANHOLE BASE SECTION SHALL BE INSTALLED IN THE FIELD AND NOT CAST IN PLACE. IN THIS CASE, THE ORIENTATION OF THE CONE SHALL BE AS DIRECTED BY FRSA.



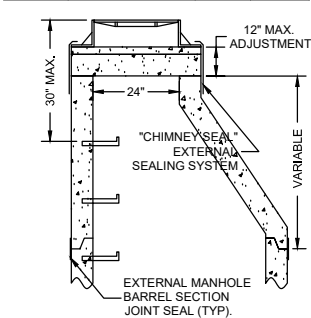
STANDARD MANHOLE DETAIL
(MANHOLE ADJUSTMENT DETAIL SHALL APPLY)

NOTES:

1. MANHOLE FRAMES & LIDS SHALL BE PER THE TABLE BELOW.
2. FOR MANHOLES CONNECTED TO MAINS 18" DIAMETER OR LARGER, OR FOR MANHOLES LOCATED IN FLOOD PRONE AREAS, FRAMES & LIDS SHALL BE THE BOLT DOWN TYPE.
3. ALLOWABLE TYPES OF ADJUSTING RINGS INCLUDE PRECAST CONCRETE (4" HEIGHT MIN.), & EXPANDED POLYPROPYLENE (EPP). THESE CAN BE USED IN CONJUNCTION WITH EACH OTHER, EXCEPT THAT A PRECAST RING SHALL NOT BE PLACED OVER AN EPP RING.
4. FOR PRECAST ADJUSTING RINGS, ALL ADJUSTING RING JOINTS AS WELL AS THE FRAME TO ADJUSTING RING JOINT SHALL BE SEALED WITH TWO 1" BEADS OF PRE-FORMED RUBBER BUTYL JOINT SEALANT. WHEN A FRAME REQUIRES PITCHING, EPP TAPER RINGS SHALL BE USED PER NOTE 5.
5. FOR EPP ADJUSTING RINGS, RINGS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS. WHEN A FRAME REQUIRES PITCHING, THE TOP RING SHALL BE A TAPERED ADJUSTMENT RING PER MANUFACTURER'S INSTRUCTIONS.
6. NO TARRING OR GROUTING IS ALLOWED ON THE INSIDE OF MANHOLE OR ADJUSTMENT JOINTS.
7. MAXIMUM MANHOLE ADJUSTMENT IS 12" MINIMUM ADJUSTMENT IS 4" UNLESS OFF-ROAD OR IN CURB & GUTTER ROADWAY.
8. MANHOLE FRAMES SHALL BE SET 1/4" MIN. TO 3/8" MAX. BELOW PAVED SURFACES, AND AT FINAL GRADE IN TURF AREAS.
9. WHEN ADJUSTING EXISTING MANHOLES, THE ENTIRE EXISTING ADJUSTMENT SHALL BE REMOVED AND REPLACED.
10. THE COMBINATION OF NEW ADJUSTING RINGS

APPROVED FRAME & LID TABLE

TYPE	NEENAH FRAME	NEENAH LID	EAST JORDAN FRAME	EAST JORDAN LID
REGULAR	670-2004 R	1670-0358	00111711	00111732
LOW PROFILE	1670-2008 R	1670-0358	---	---
BOLT DOWN	1915JT08	---	---	---



MANHOLE ADJUSTMENT DETAIL
(FOR ADJUSTMENT OF BOTH NEW & EXISTING MANHOLES)

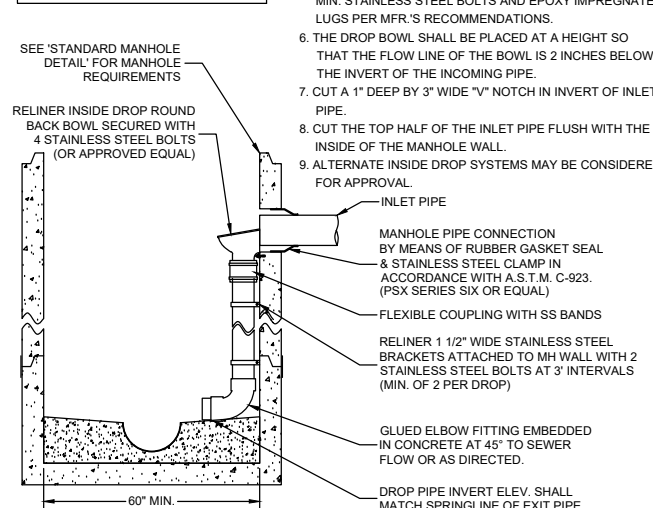
NOTES:

1. INSIDE DROP TYPE MANHOLES SHALL BE 5' MIN. INSIDE DIA.
2. ALL INSIDE DROP CONNECTIONS FOR SERVICES AND COLLECTOR SEWERS SHALL USE THE DROP AS MFG. BY RELINER-DURAN INC. OR EQUAL.
3. SEE TABLE FOR DROP BOWL AND DROP PIPE SIZES.
4. ALL INSIDE DROP PIPING SHALL BE PVC SDR35 ASTM-D3034.
5. ATTACH THE ROUND BACK DROP BOWL AND EACH CLAMPING BRACKET TO THE MANHOLE WALL WITH 3/8" x 1" MIN. STAINLESS STEEL BOLTS AND EPOXY IMPREGNATED LUGS PER MFR.'S RECOMMENDATIONS.
6. THE DROP BOWL SHALL BE PLACED AT A HEIGHT SO THAT THE FLOW LINE OF THE BOWL IS 2 INCHES BELOW THE INVERT OF THE INCOMING PIPE.
7. CUT A 1" DEEP BY 3" WIDE "V" NOTCH IN INVERT OF INLET PIPE.
8. CUT THE TOP HALF OF THE INLET PIPE FLUSH WITH THE INSIDE OF THE MANHOLE WALL.
9. ALTERNATE INSIDE DROP SYSTEMS MAY BE CONSIDERED FOR APPROVAL.

DROP BOWL & DROP PIPE SIZING TABLE

INLET PIPE DIA.	DROP PIPE DIA. (MIN.)
4-6 INCH	4 INCH
8 INCH	6 INCH
10 INCH	8 INCH
>10 INCH	*

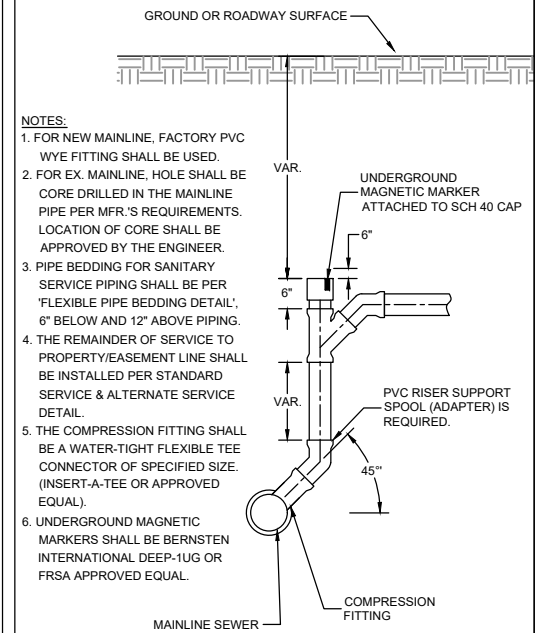
* PER MFG. OR AS DIRECTED BY FRSA



INSIDE DROP CONNECTION DETAIL
(STANDARD MANHOLE DETAIL SHALL APPLY)

NOTES:

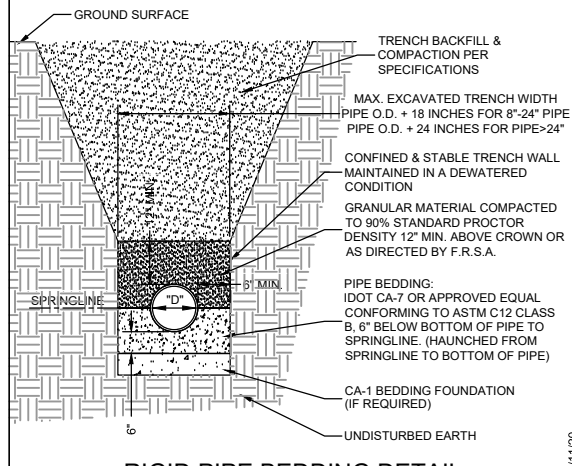
1. FOR NEW MAINLINE, FACTORY PVC WYE FITTING SHALL BE USED.
2. FOR EX. MAINLINE, HOLE SHALL BE CORE DRILLED IN THE MAINLINE PIPE PER MFR.'S REQUIREMENTS. LOCATION OF CORE SHALL BE APPROVED BY THE ENGINEER.
3. PIPE BEDDING FOR SANITARY SERVICE PIPING SHALL BE PER 'FLEXIBLE PIPE BEDDING DETAIL', 6" BELOW AND 12" ABOVE PIPING.
4. THE REMAINDER OF SERVICE TO PROPERTY/EASEMENT LINE SHALL BE INSTALLED PER STANDARD SERVICE & ALTERNATE SERVICE DETAIL.
5. THE COMPRESSION FITTING SHALL BE A WATER-TIGHT FLEXIBLE TEE CONNECTOR OF SPECIFIED SIZE. (INSERT-A-TEE OR APPROVED EQUAL).
6. UNDERGROUND MAGNETIC MARKERS SHALL BE BERNSTEN INTERNATIONAL DEEP-IUG OR FRSA APPROVED EQUAL.



VERTICAL SERVICE RISER DETAIL
(FOR MAINLINE DIA. 8" - 18"; CONNECTION TO >18" MAIN PROHIBITED)

NOTES:

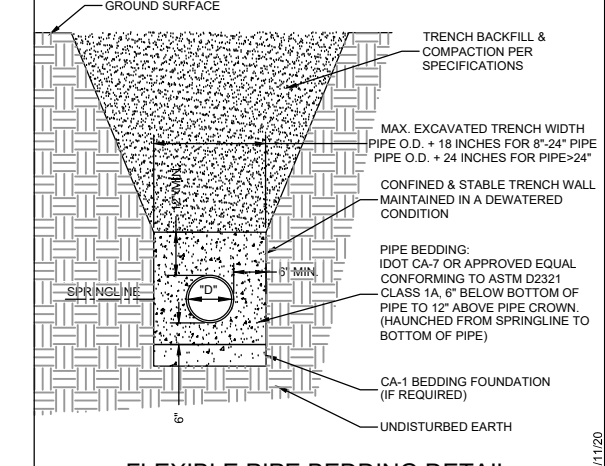
1. REASONABLE CARE SHALL BE USED WHEN BACKFILLING OVER SEWER. NO MATERIALS SUCH AS ROCKS OR BOULDERS SHALL BE PLACED WITHIN 24" OF THE CROWN OF THE PIPE. NO MATERIAL LARGER THAN 8" DIA. SHALL BE USED IN THE BACKFILL.
2. LOOSE MATERIAL SHALL BE REMOVED OR COMPACTED PRIOR TO PLACING PIPE BEDDING.
3. BEDDING SHALL BE WELL HAUNCHED ALONG PIPE TO ENSURE VOIDS ARE ELIMINATED.



RIGID PIPE BEDDING DETAIL

NOTES:

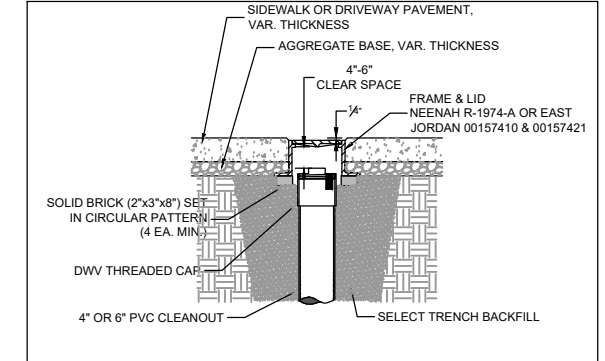
1. REASONABLE CARE SHALL BE USED WHEN BACKFILLING OVER SEWER. NO MATERIALS SUCH AS ROCKS OR BOULDERS SHALL BE PLACED WITHIN 24" OF THE CROWN OF THE PIPE. NO MATERIAL LARGER THAN 8" DIA. SHALL BE USED IN THE BACKFILL.
2. LOOSE MATERIAL TO BE REMOVED OR COMPACTED PRIOR TO PLACING PIPE BEDDING.
3. BEDDING SHALL BE WELL HAUNCHED ALONG PIPE TO ENSURE VOIDS ARE ELIMINATED.



FLEXIBLE PIPE BEDDING DETAIL

NOTES:

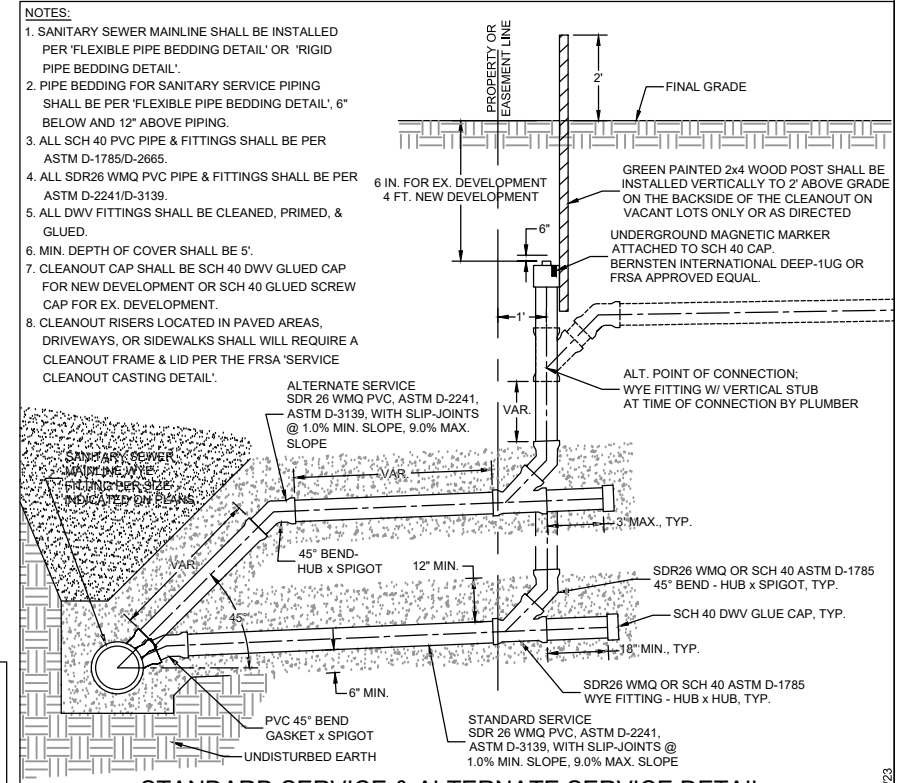
1. SERVICE CLEANOUT CASTINGS ARE REQUIRED FOR ALL CLEANOUTS LOCATED IN PAVED AREAS, DRIVEWAYS, OR SIDEWALKS.
2. THE LOCATION OF THE CLEANOUT SHALL BE APPROVED BY FOUR RIVERS SANITATION AUTHORITY (FRSA).
3. THE FRAME SHALL BE SET ON BRICKS THAT ARE PLACED IN A CIRCULAR PATTERN THE ENTIRE CIRCUMFERENCE OF THE FRAME. THE BRICKS SHALL BE SET ON COMPACTED TRENCH BACKFILL.
4. THE FRAME SHALL BE SET TO AN ELEVATION THAT PROVIDES 4"-6" CLEAR SPACE BETWEEN THE TOP OF THE CLEANOUT CAP AND THE BOTTOM OF THE CASTING LID.
5. THE CONTRACTOR SHALL ENSURE THAT THE CLEANOUT CAP CAN BE UNSCREWED AND REMOVED AND REPLACED WITHOUT HINDRANCE.
6. THE FRAME SHALL BE SET 1/4" MIN. TO 3/8" MAX. BELOW FINAL PAVEMENT ELEVATION.



SERVICE CLEANOUT CASTING DETAIL

NOTES:

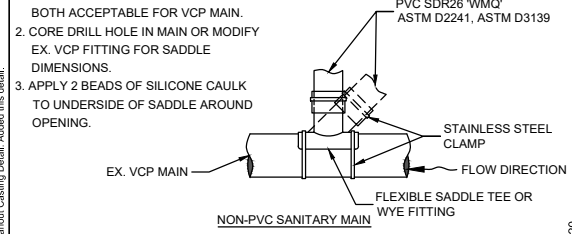
1. SANITARY SEWER MAINLINE SHALL BE INSTALLED PER 'FLEXIBLE PIPE BEDDING DETAIL' OR 'RIGID PIPE BEDDING DETAIL'.
2. PIPE BEDDING FOR SANITARY SERVICE PIPING SHALL BE PER 'FLEXIBLE PIPE BEDDING DETAIL', 6" BELOW AND 12" ABOVE PIPING.
3. ALL SCH 40 PVC PIPE & FITTINGS SHALL BE PER ASTM D-1785/D-2665.
4. ALL SDR26 WMO PVC PIPE & FITTINGS SHALL BE PER ASTM D-2241/D-3139.
5. ALL DWV FITTINGS SHALL BE CLEANED, PRIMED, & GLUED.
6. MIN. DEPTH OF COVER SHALL BE 5'.
7. CLEANOUT CAP SHALL BE SCH 40 DWV GLUED CAP FOR NEW DEVELOPMENT OR SCH 40 GLUED SCREW CAP FOR EX. DEVELOPMENT.
8. CLEANOUT RISERS LOCATED IN PAVED AREAS, DRIVEWAYS, OR SIDEWALKS SHALL REQUIRE A CLEANOUT FRAME & LID PER THE FRSA 'SERVICE CLEANOUT CASTING DETAIL'.



STANDARD SERVICE & ALTERNATE SERVICE DETAIL
(FOR MAINLINE DIA. 8" - 18"; CONNECTION TO >18" MAIN PROHIBITED)

NOTES:

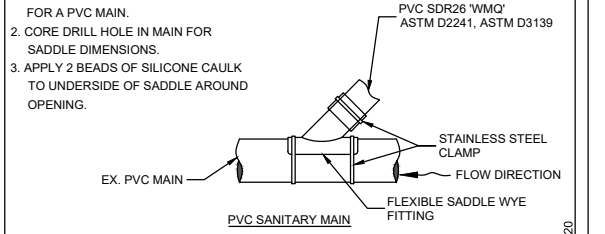
1. SADDLE TEE OR SADDLE WYE ARE BOTH ACCEPTABLE FOR VCP MAIN.
2. CORE DRILL HOLE IN MAIN OR MODIFY EX. VCP FITTING FOR SADDLE DIMENSIONS.
3. APPLY 2 BEADS OF SILICONE CAULK TO UNDERSIDE OF SADDLE AROUND OPENING.



FLEXIBLE SADDLE CONNECTION DETAIL
(FOR SERVICE CONNECTIONS TO NON-PVC SANITARY MAINS LESS THAN 18" DIA.)

NOTES:

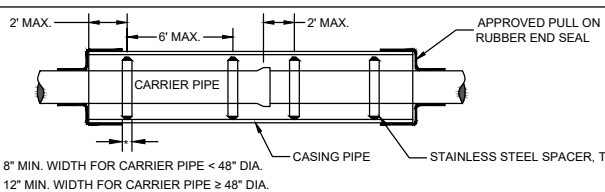
1. ONLY A SADDLE WYE IS ACCEPTABLE FOR A PVC MAIN.
2. CORE DRILL HOLE IN MAIN FOR SADDLE DIMENSIONS.
3. APPLY 2 BEADS OF SILICONE CAULK TO UNDERSIDE OF SADDLE AROUND OPENING.



FLEXIBLE SADDLE CONNECTION DETAIL
(FOR SERVICE CONNECTIONS TO PVC SANITARY MAINS LESS THAN 18" DIA.)

NOTES:

1. CASING END SEALS & SPACERS SHALL BE AS MFD. BY CASCADE MFG., OR APPROVED EQUAL.
2. FOR FLEXIBLE CARRIER PIPE, SPACING OF SPACERS TO BE AS SHOWN, OR PER MFR.'S RECOMMENDATION.
3. FOR RIGID CARRIER PIPE, SPACING SHALL BE PER MFR.'S RECOMMENDATION.

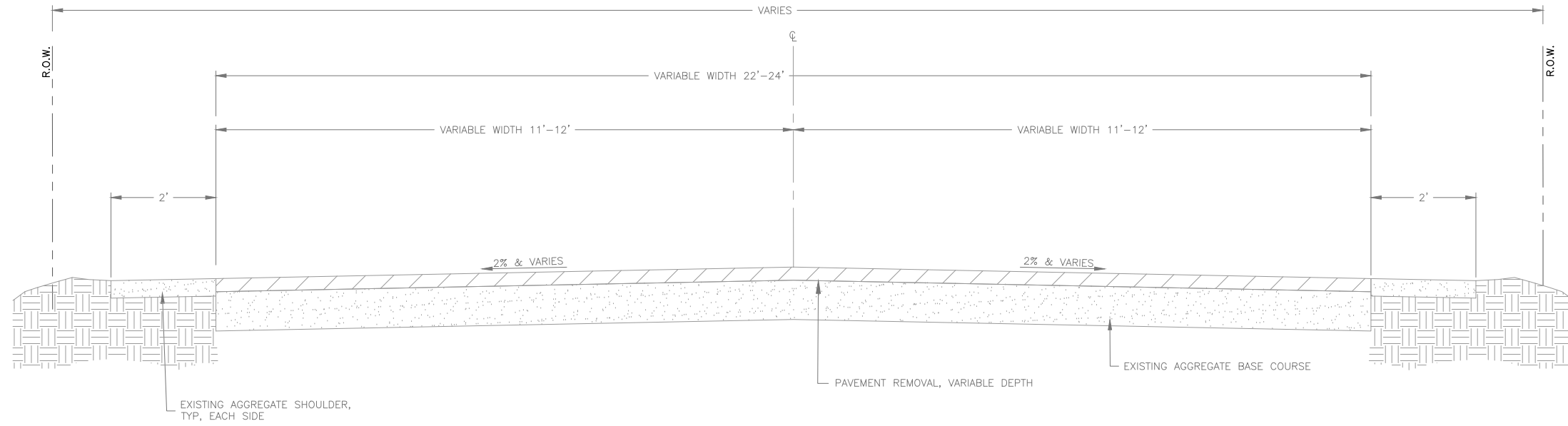


CASING & SPACER DETAIL

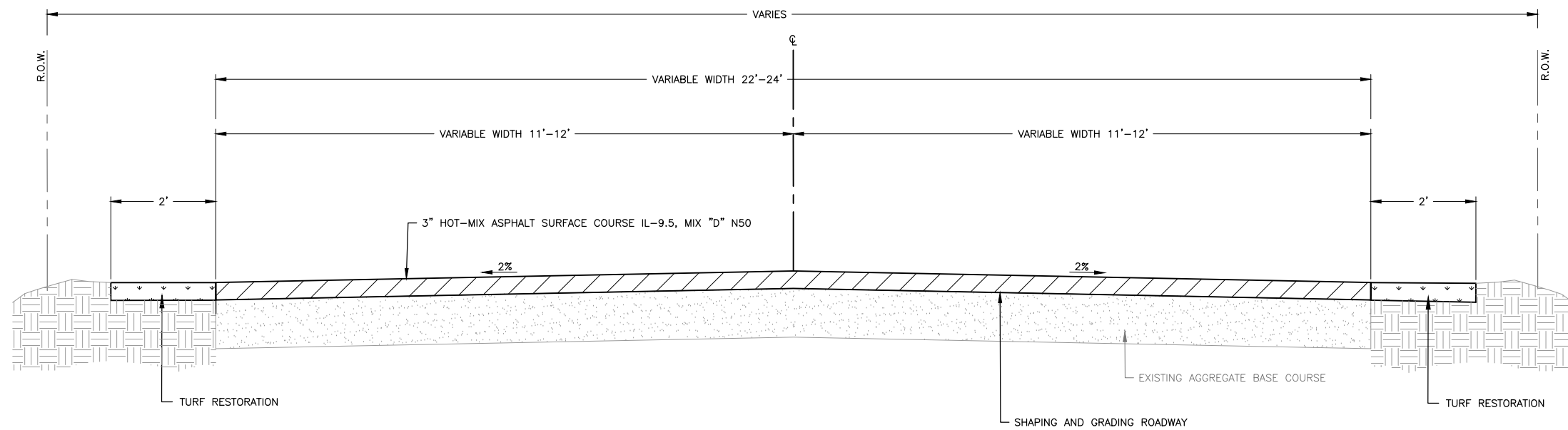
FOUR RIVERS SANITATION AUTHORITY (FRSA) STANDARD DETAIL SHEET
(NOT TO SCALE)

3501 KISHWAUKEE ST.
ROCKFORD, ILLINOIS 61109 PH. (815) 387-7660

ISSUE
05/01/2023



EXISTING CHARLEMONT LANE TYPICAL SECTION
 STA 400+00 TO STA 405+61
 N.T.S.



PROPOSED CHARLEMONT LANE TYPICAL SECTION
 STA 400+00 TO STA 405+61
 N.T.S.

MIX TABLE

USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

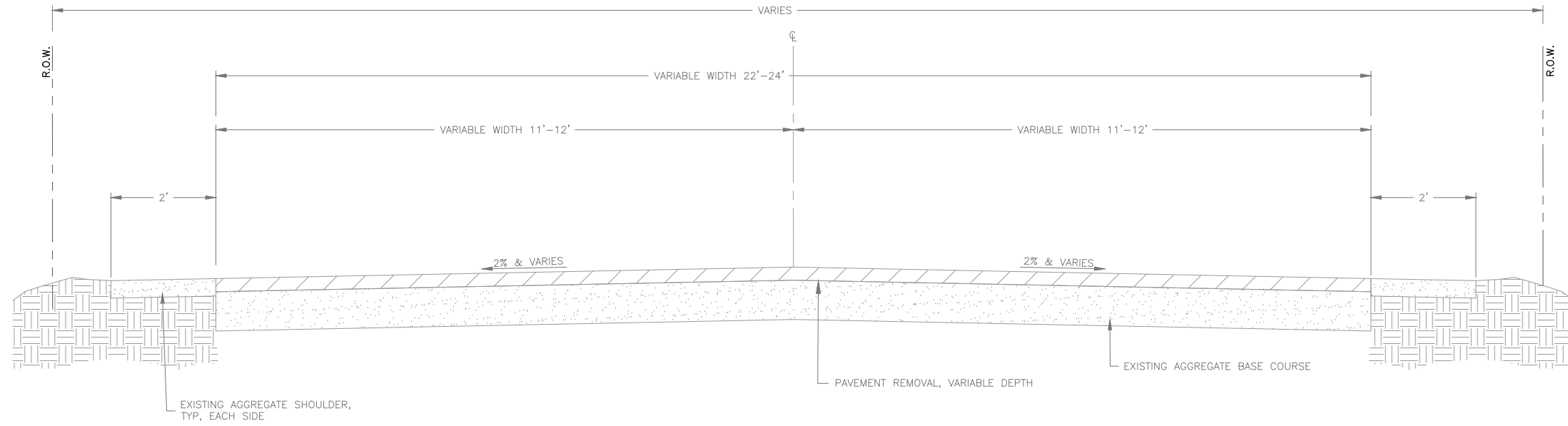
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
 ALTERNATE BID TYPICAL SECTION 7
 CHARLEMONT LANE

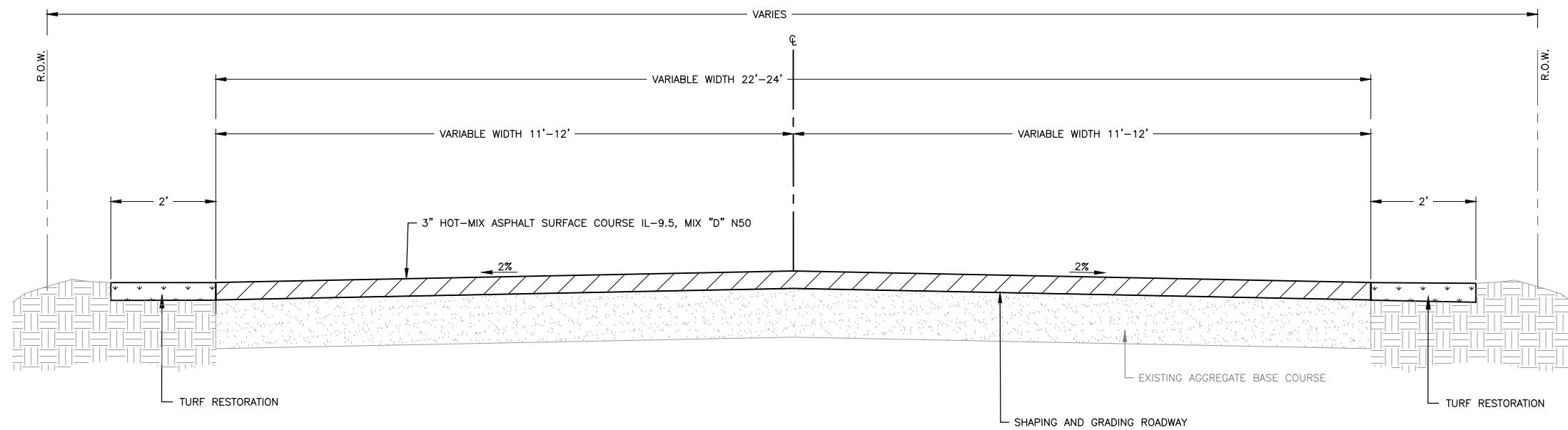
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JOB NUMBER:
 26231

SHEET NUMBER:
 26 of 31



EXISTING ELBERON LANE TYPICAL SECTION
 STA 500+00 TO STA 508+62
 N.T.S.



PROPOSED ELBERON LANE TYPICAL SECTION
 STA 500+00 TO STA 508+62
 N.T.S.

MIX TABLE

USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
 STREET PROGRAM
 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

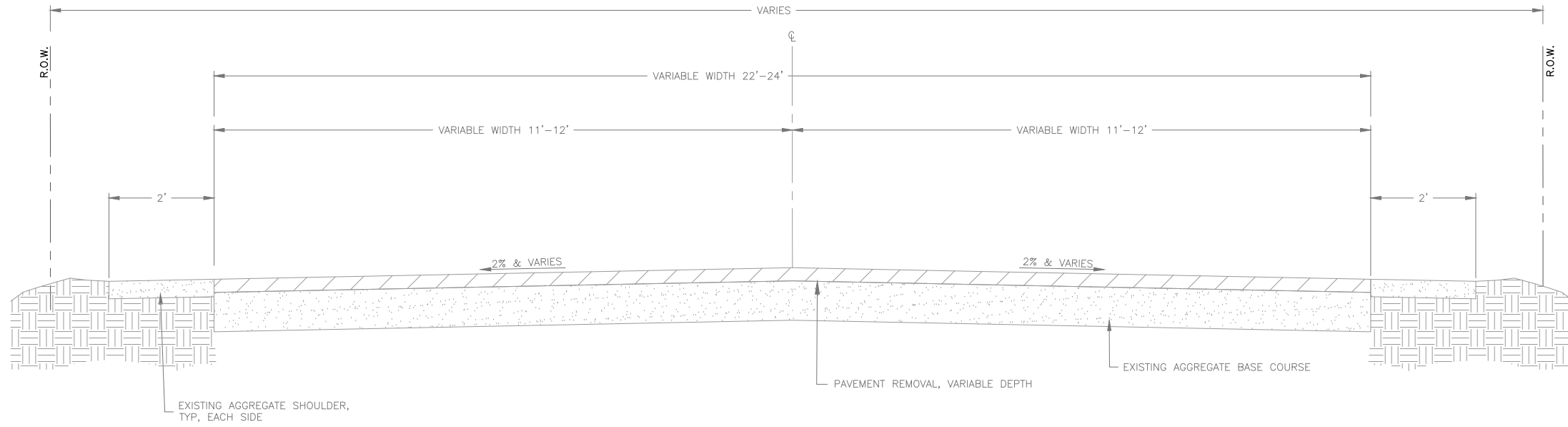
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REV. NO.	DESCRIPTION	DATE

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 ELBERON LANE

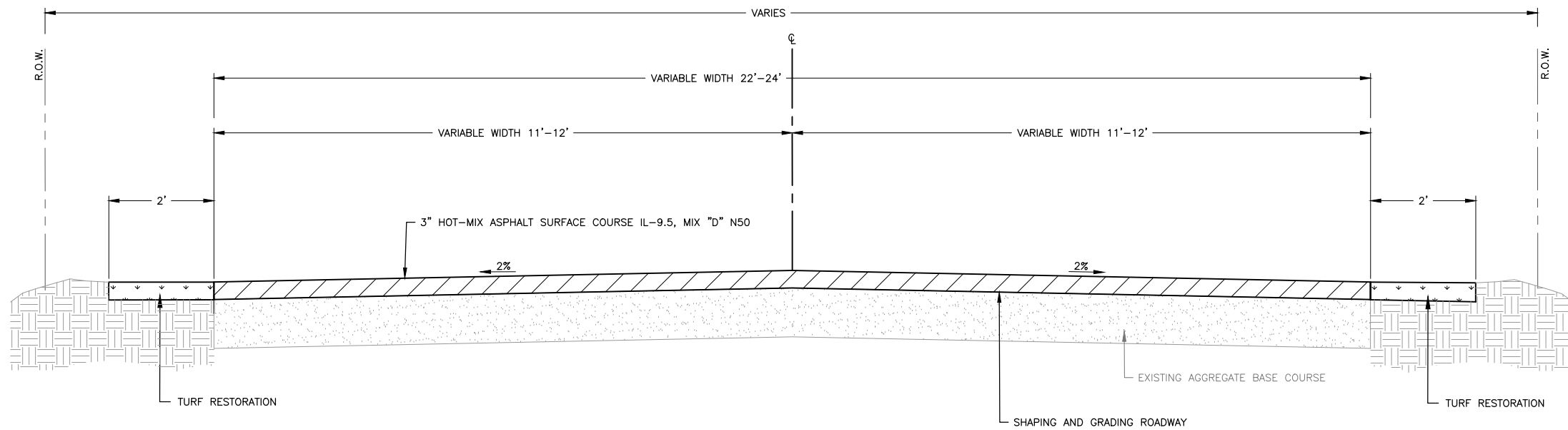
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JOB NUMBER:
 26231

SHEET NUMBER:
 27 of 31



EXISTING ROSEMARE DRIVE TYPICAL SECTION
 STA 600+00 TO STA 609+35
 N.T.S.



PROPOSED ROSEMARE DRIVE TYPICAL SECTION
 STA 600+00 TO STA 605+35
 N.T.S.

MIX TABLE

USE	SURFACE
AC	PG64-22
MIX	IL-9.5
FRIC AGG	D
VOIDS	4.0 @ N50

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF ROSCOE
 10631 MAIN STREET
 ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
 ROSCOE 2026 RESIDENTIAL
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 ROSCOE, ILLINOIS

DRAWN BY: LA
 APPROVED BY: NH
 DATE: 3/17/2026
 SCALE: AS NOTED

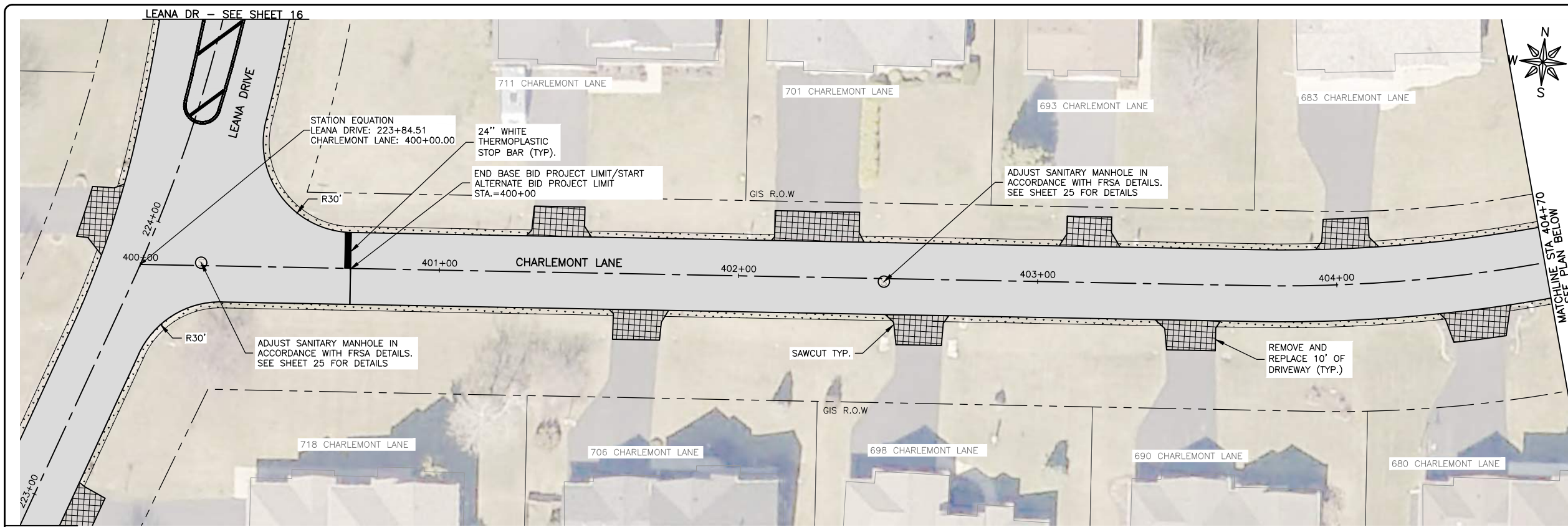
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REV. NO.	DESCRIPTION	DATE

DRAWING:
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 ROSEMARE DRIVE

SET TYPE: FOR BID
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JOB NUMBER:
 26231

SHEET NUMBER:
 28 of 31

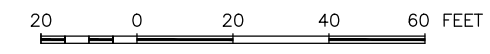


LEGEND

- HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
- HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
- TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
- PAVEMENT CORE SAMPLE

- GENERAL NOTE:**
1. CONTRACTOR TO RESTORE ANY DISTURBED AREAS TO PRE-CONSTRUCTION CONDITIONS.
 2. CONTRACTOR SHALL FIELD VERIFY THAT FINISHED GRADES PROVIDE POSITIVE DRAINAGE. ANY AREAS EXHIBITING PONDING OR INADEQUATE DRAINAGE SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE.
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION LAYOUT.
 4. CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION AND INSTALLATION OF MAILBOXES, LANDSCAPING, AND RELATED APPURTENANCES IN CONFLICT WITH PROPOSED IMPROVEMENTS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

LEANA DR - SEE SHEET 16



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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

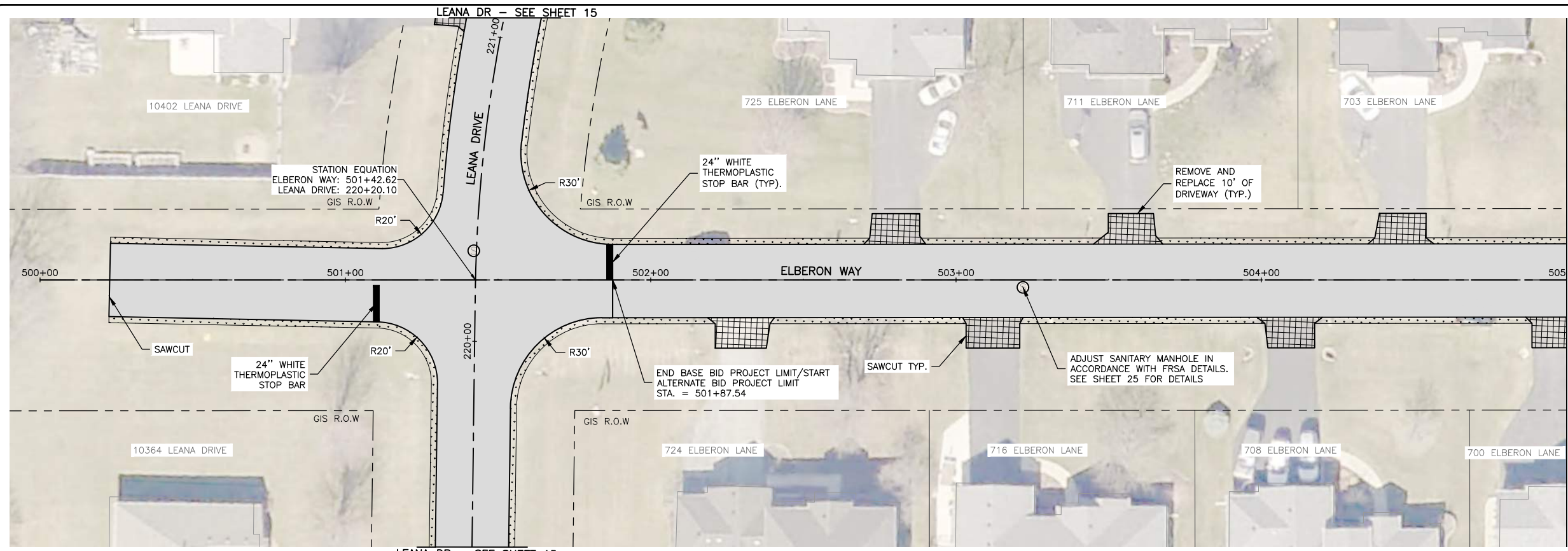
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
CHARLEMONT LANE STA 400+00 TO STA 405+61

SET TYPE: **FOR BID**
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JOB NUMBER:
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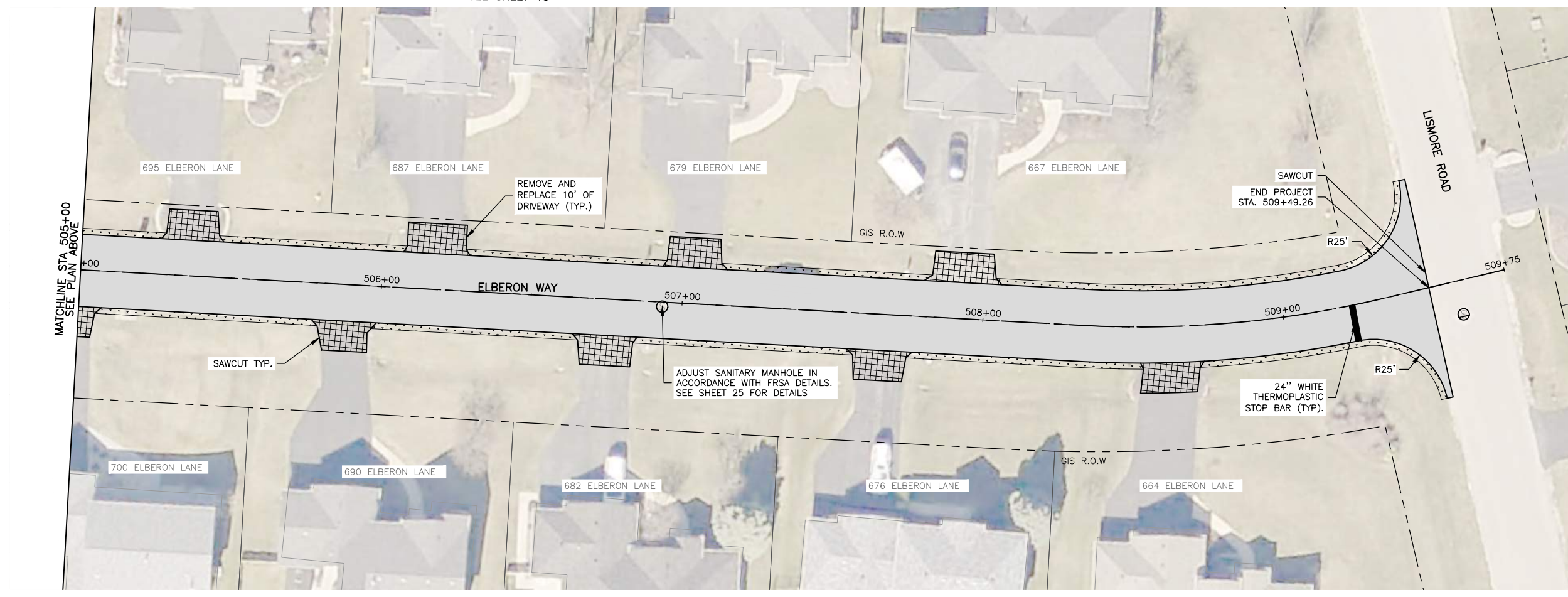
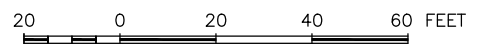
SHEET NUMBER:
29 of 31



LEGEND

	HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
	HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
	TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
	PAVEMENT CORE SAMPLE

- GENERAL NOTE:**
- CONTRACTOR TO RESTORE ANY DISTURBED AREAS TO PRE-CONSTRUCTION CONDITIONS.
 - CONTRACTOR SHALL FIELD VERIFY THAT FINISHED GRADES PROVIDE POSITIVE DRAINAGE. ANY AREAS EXHIBITING PONDING OR INADEQUATE DRAINAGE SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION LAYOUT.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION AND INSTALLATION OF MAILBOXES, LANDSCAPING, AND RELATED APPURTENANCES IN CONFLICT WITH PROPOSED IMPROVEMENTS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

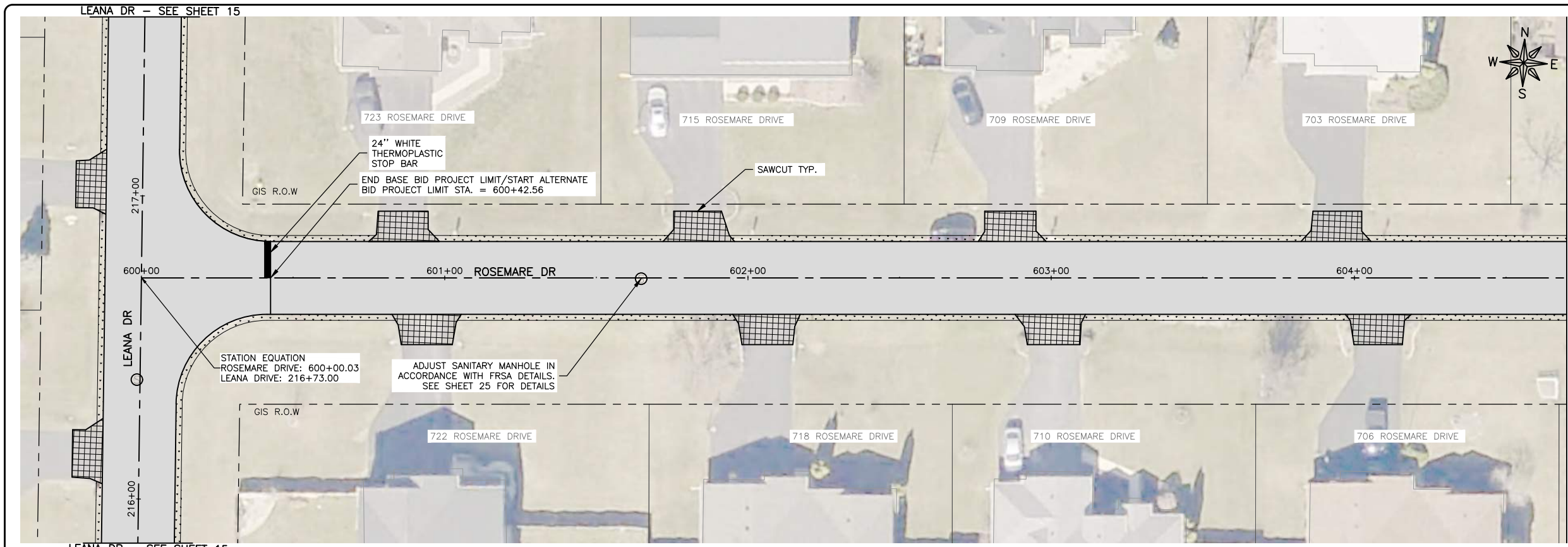
DRAWING:
ALTERNATE BID ELBERON WAY STA 500+00
TO STA 509+75

SET TYPE: **FOR BID**

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JOB NUMBER:
26231

SHEET NUMBER:
30 of 31



MATCHLINE STA 604+70
SEE PLAN BELOW

LEGEND

- HMA PAVEMENT REMOVAL & REPLACEMENT. SEE TYPICAL SECTION FOR DETAILS.
- HMA DRIVEWAY REMOVAL & REPLACEMENT, 3"
- TURF RESTORATION (TOPSOIL, CLASS 1A SEEDING AND EROSION CONTROL BLANKET)
- PAVEMENT CORE SAMPLE

- GENERAL NOTE:**
1. CONTRACTOR TO RESTORE ANY DISTURBED AREAS TO PRE-CONSTRUCTION CONDITIONS.
 2. CONTRACTOR SHALL FIELD VERIFY THAT FINISHED GRADES PROVIDE POSITIVE DRAINAGE. ANY AREAS EXHIBITING PONDING OR INADEQUATE DRAINAGE SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE.
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LEANA DR - SEE SHEET 15

217+00

216+00

LEANA DR

600+00

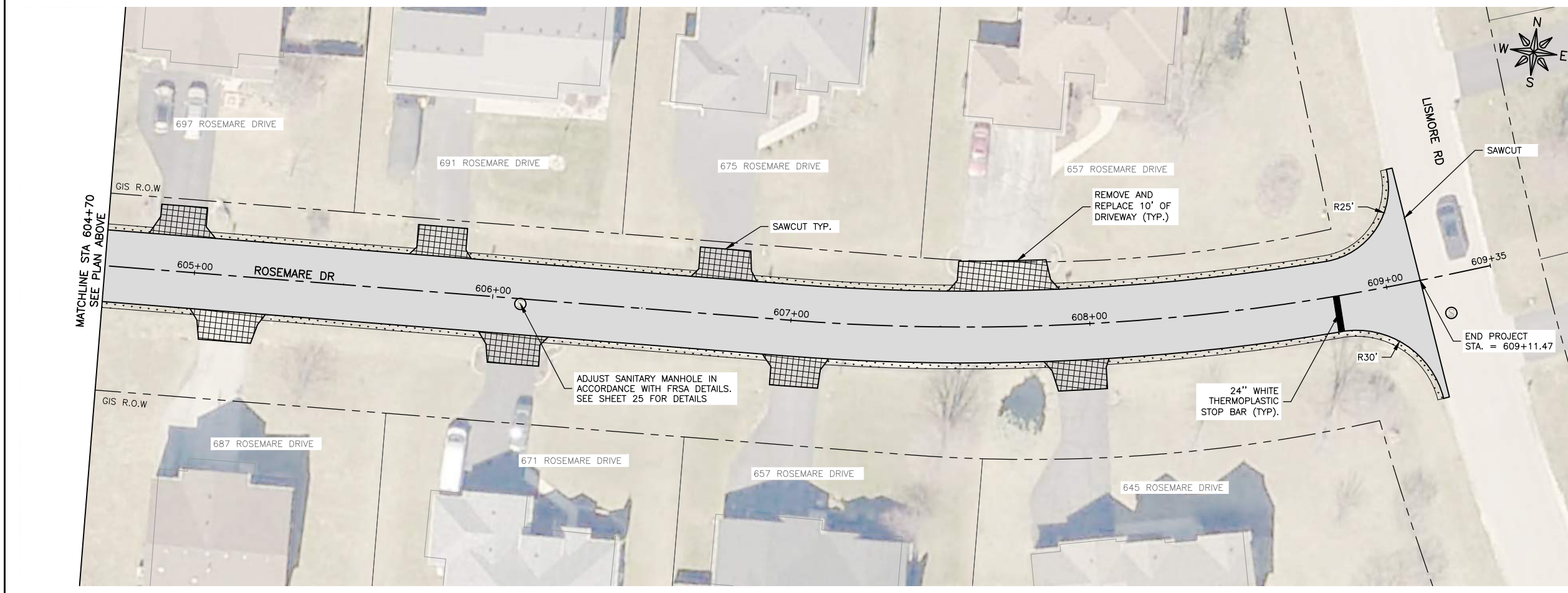
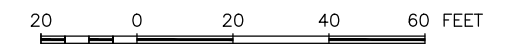
601+00 ROSEMARE DR

602+00

603+00

604+00

LEANA DR - SEE SHEET 15



MATCHLINE STA 604+70
SEE PLAN ABOVE

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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF ROSCOE
10631 MAIN STREET
ROSCOE, ILLINOIS 61073

PROJECT AND LOCATION:
ROSCOE 2026 RESIDENTIAL
STREET PROGRAM
ROSCOE, ILLINOIS

DRAWN BY: LA
APPROVED BY: NH
DATE: 3/17/2026
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
ROSEMARE DRIVE STA 600+00 TO STA 609+35

SET TYPE: FOR BID

G:\C30\26\26231\26231 Design.dwg, ALTERNATE BID ROSEMARE DRIVE STA 600+00 TO STA 609+35

JOB NUMBER:
26231

SHEET NUMBER:
31 of 31