

# ROCK RIVER WATER RECLAMATION DISTRICT

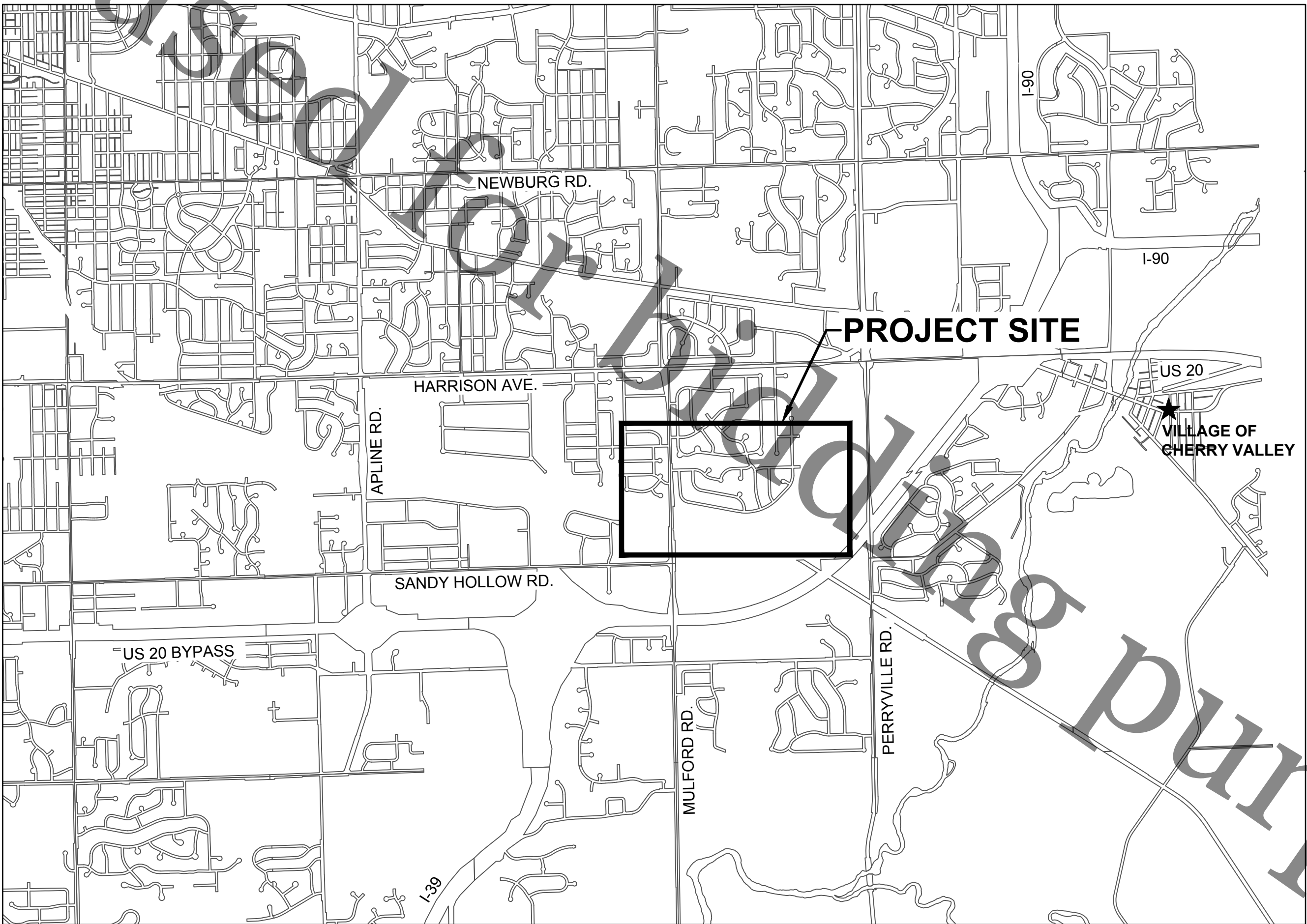
## CAVENDISH DRIVE SANITARY SEWER EXTENSION SPECIAL ASSESSMENT #134 2020

### BOARD OF TRUSTEES

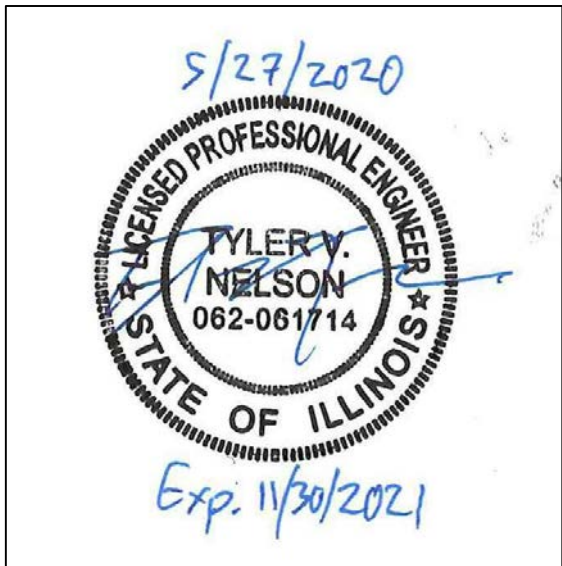
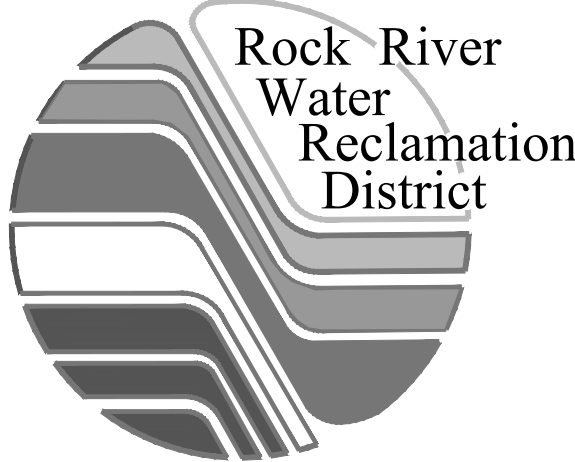
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| CHRISTOPHER T. BAER, PE | DIRECTOR OF ENGINEERING |



WINNEBAGO COUNTY, ILLINOIS



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FOR BID







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| CONTROL POINT TABLE |           |            |            |             |
|---------------------|-----------|------------|------------|-------------|
| CP#                 | ELEVATION | NORTHING   | EASTING    | DESCRIPTION |
| 2                   | 818.26    | 2028878.01 | 2613421.15 | CP-MAG      |
| 6                   | 778.75    | 2027798.21 | 2615122.54 | CP SPK      |

| BENCHMARK TABLE |           |           |           |                            |
|-----------------|-----------|-----------|-----------|----------------------------|
| BM#             | ELEVATION | NORTHING  | EASTING   | DESCRIPTION                |
| 100             | 798.76    | 2028274.7 | 2613920.4 | CP 5/8 PIN                 |
| 101             | 789.33    | 2028255.3 | 2614380.4 | CP 5/8 PIN IN CONC         |
| 102             | 805.20    | 2028475.1 | 2613453.2 | CP 5/8 PIN                 |
| 108             | 782.61    | 2027817.6 | 2614769.9 | CP 3/4 PIN                 |
| 109             | 784.33    | 2028151.9 | 2614691.8 | CP 3/4 PIN                 |
| 110             | 785.44    | 2028204.2 | 2614602.9 | CP 3/4 PIN                 |
| 300             | 785.66    | 2028292.4 | 2614724.0 | BM CUTX IN BONNET BOLT     |
| 301             | 780.45    | 2027829.2 | 2614993.7 | BM CUTX IN NW BONNETT BOLT |



ROCK RIVER WATER  
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3501 KISHWAUKEE STREET  
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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

ALIGNMENTS, TIES, & BENCHMARKS - PROJECT CONTROL

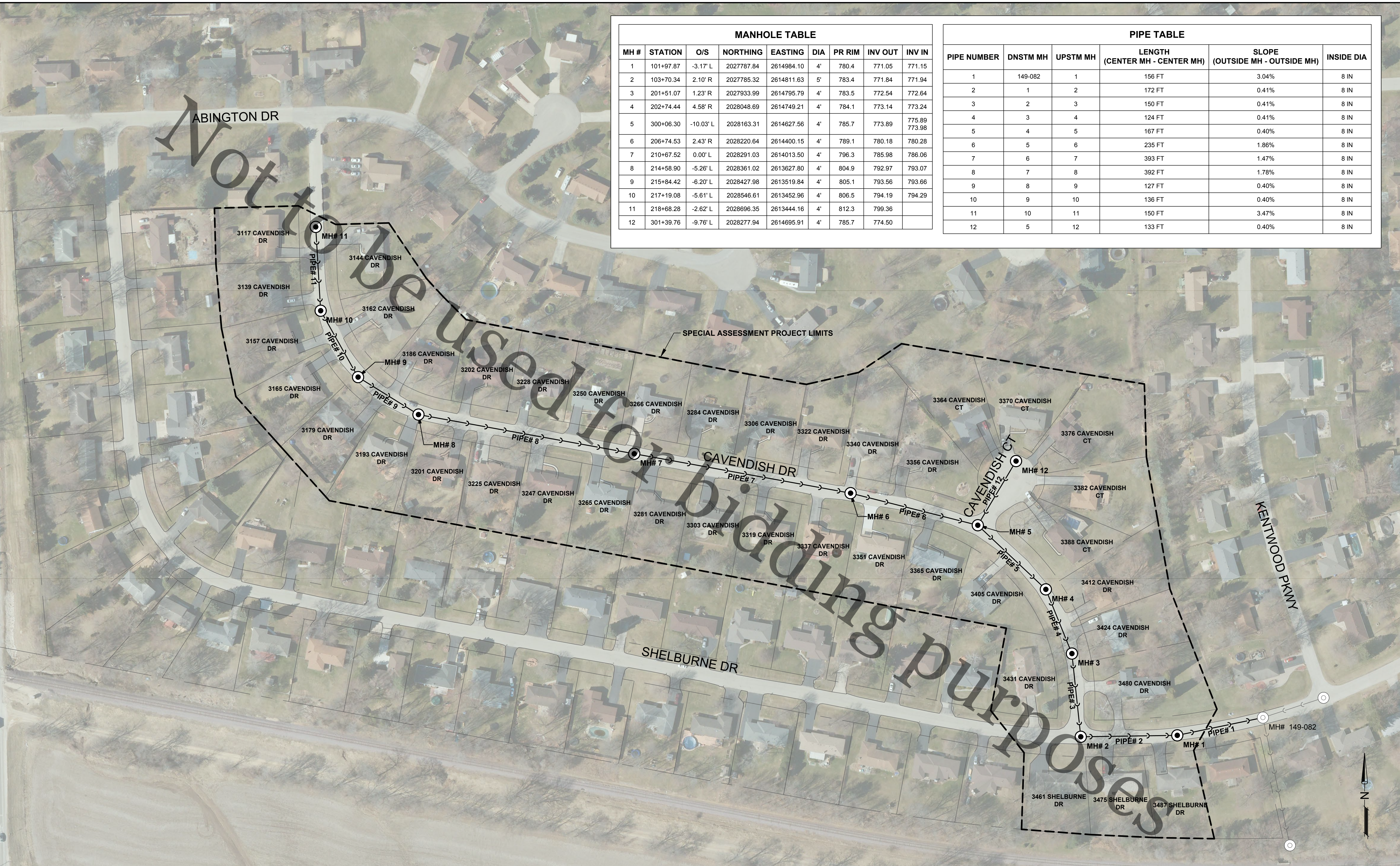
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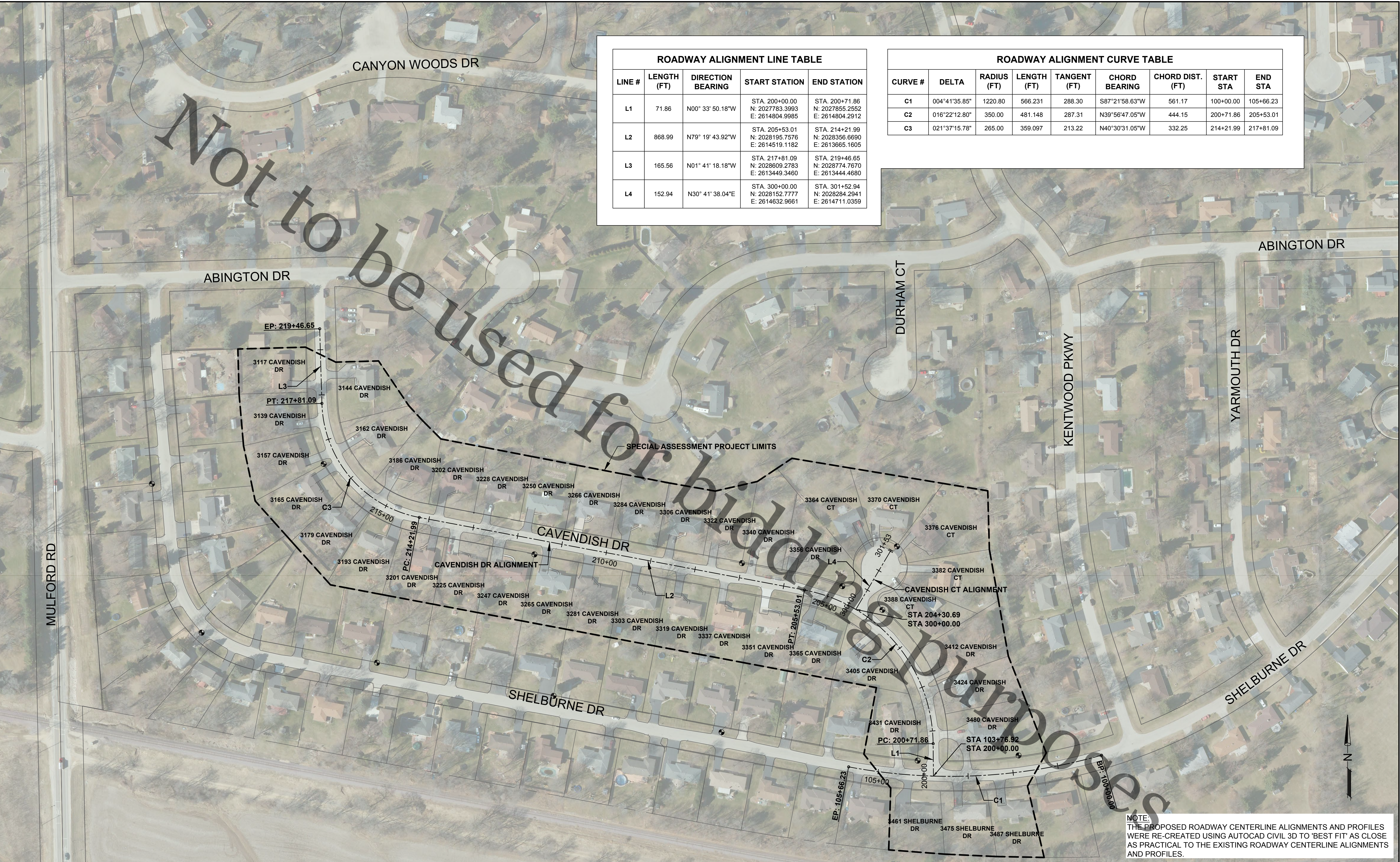


| MANHOLE TABLE |           |           |            |            |     |        |         |        |
|---------------|-----------|-----------|------------|------------|-----|--------|---------|--------|
| MH #          | STATION   | O/S       | NORTHING   | EASTING    | DIA | PR RIM | INV OUT | INV IN |
| 1             | 101+97.87 | -3.17' L  | 2027787.84 | 2614984.10 | 4'  | 780.4  | 771.05  | 771.15 |
| 2             | 103+70.34 | 2.10' R   | 2027785.32 | 2614811.63 | 5'  | 783.4  | 771.84  | 771.94 |
| 3             | 201+51.07 | 1.23' R   | 2027933.99 | 2614795.79 | 4'  | 783.5  | 772.54  | 772.64 |
| 4             | 202+74.44 | 4.58' R   | 2028048.69 | 2614749.21 | 4'  | 784.1  | 773.14  | 773.24 |
| 5             | 300+06.30 | -10.03' L | 2028163.31 | 2614627.56 | 4'  | 785.7  | 773.89  | 775.89 |
| 6             | 206+74.53 | 2.43' R   | 2028220.64 | 2614400.15 | 4'  | 789.1  | 780.18  | 780.28 |
| 7             | 210+67.52 | 0.00' L   | 2028291.03 | 2614013.50 | 4'  | 796.3  | 785.98  | 786.06 |
| 8             | 214+58.90 | -5.26' L  | 2028361.02 | 2613627.80 | 4'  | 804.9  | 792.97  | 793.07 |
| 9             | 215+84.42 | -6.20' L  | 2028427.98 | 2613519.84 | 4'  | 805.1  | 793.56  | 793.66 |
| 10            | 217+19.08 | -5.61' L  | 2028546.61 | 2613452.96 | 4'  | 806.5  | 794.19  | 794.29 |
| 11            | 218+68.28 | -2.62' L  | 2028696.35 | 2613444.16 | 4'  | 812.3  | 799.36  |        |
| 12            | 301+39.76 | -9.76' L  | 2028277.94 | 2614695.91 | 4'  | 785.7  | 774.50  |        |

| PIPE TABLE  |          |          |                                   |                                    |            |
|-------------|----------|----------|-----------------------------------|------------------------------------|------------|
| PIPE NUMBER | DNSTM MH | UPSTM MH | LENGTH<br>(CENTER MH - CENTER MH) | SLOPE<br>(OUTSIDE MH - OUTSIDE MH) | INSIDE DIA |
| 1           | 149-082  | 1        | 156 FT                            | 3.04%                              | 8 IN       |
| 2           | 1        | 2        | 172 FT                            | 0.41%                              | 8 IN       |
| 3           | 2        | 3        | 150 FT                            | 0.41%                              | 8 IN       |
| 4           | 3        | 4        | 124 FT                            | 0.41%                              | 8 IN       |
| 5           | 4        | 5        | 167 FT                            | 0.40%                              | 8 IN       |
| 6           | 5        | 6        | 235 FT                            | 1.86%                              | 8 IN       |
| 7           | 6        | 7        | 393 FT                            | 1.47%                              | 8 IN       |
| 8           | 7        | 8        | 392 FT                            | 1.78%                              | 8 IN       |
| 9           | 8        | 9        | 127 FT                            | 0.40%                              | 8 IN       |
| 10          | 9        | 10       | 136 FT                            | 0.40%                              | 8 IN       |
| 11          | 10       | 11       | 150 FT                            | 3.47%                              | 8 IN       |
| 12          | 5        | 12       | 133 FT                            | 0.40%                              | 8 IN       |



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| ROADWAY ALIGNMENT LINE TABLE |             |                   |                                                      |                                                      |
|------------------------------|-------------|-------------------|------------------------------------------------------|------------------------------------------------------|
| LINE #                       | LENGTH (FT) | DIRECTION BEARING | START STATION                                        | END STATION                                          |
| L1                           | 71.86       | N00° 33' 50.18"W  | STA. 200+00.00<br>N: 2027783.3993<br>E: 2614804.9985 | STA. 200+71.86<br>N: 2027855.2552<br>E: 2614804.2912 |
| L2                           | 868.99      | N79° 19' 43.92"W  | STA. 205+53.01<br>N: 2028195.7576<br>E: 2614519.1182 | STA. 214+21.99<br>N: 2028356.6690<br>E: 2613665.1605 |
| L3                           | 165.56      | N01° 41' 18.18"W  | STA. 217+81.09<br>N: 2028609.2783<br>E: 2613449.3460 | STA. 219+46.65<br>N: 2028774.7670<br>E: 2613444.4680 |
| L4                           | 152.94      | N30° 41' 38.04"E  | STA. 300+00.00<br>N: 2028152.7777<br>E: 2614632.9661 | STA. 301+52.94<br>N: 2028284.2941<br>E: 2614711.0359 |

| ROADWAY ALIGNMENT CURVE TABLE |               |             |             |              |                |                  |           |           |
|-------------------------------|---------------|-------------|-------------|--------------|----------------|------------------|-----------|-----------|
| CURVE #                       | DELTA         | RADIUS (FT) | LENGTH (FT) | TANGENT (FT) | CHORD BEARING  | CHORD DIST. (FT) | START STA | END STA   |
| C1                            | 004°41'35.85" | 1220.80     | 566.231     | 288.30       | S87°21'58.63"W | 561.17           | 100+00.00 | 105+66.23 |
| C2                            | 016°22'12.80" | 350.00      | 481.148     | 287.31       | N39°56'47.05"W | 444.15           | 200+71.86 | 205+53.01 |
| C3                            | 021°37'15.78" | 265.00      | 359.097     | 213.22       | N40°30'31.05"W | 332.25           | 214+21.99 | 217+81.09 |



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| <b>CAVENDISH DRIVE SANITARY SEWER EXTENSION</b><br><b>SPECIAL ASSESSMENT #134</b> |  | <b>ALIGNMENTS, TIES, &amp; BENCHMARKS - ROADWAY</b> | Sheet No.<br>5 OF 40 |
|                                                                                   |  | FOR BID                                             | Date<br>5/27/2020    |

NOTE:  
THE PROPOSED ROADWAY CENTERLINE ALIGNMENTS AND PROFILES WERE RE-CREATED USING AUTOCAD CIVIL 3D TO 'BEST FIT' AS CLOSE AS PRACTICAL TO THE EXISTING ROADWAY CENTERLINE ALIGNMENTS AND PROFILES.



Not to be used for bidding purposes

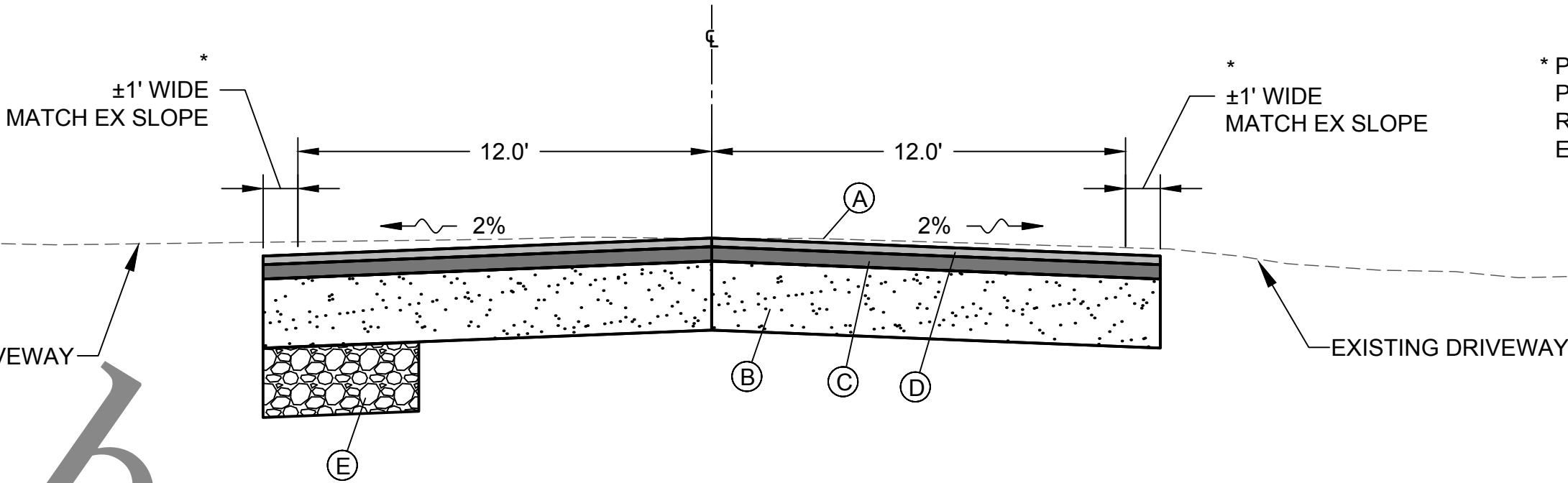
LEGEND

- (A) PAVEMENT REMOVAL (FULL WIDTH)
- (B) AGGREGATE BASE COURSE, TY. B, 12" (8" CA-02, 4" CA-06)
- (C) HMA BINDER COURSE, IL-19.0, N50 2 ¼"
- (D) HMA SURFACE COURSE, IL-9.5, MIX 'C', N50, 1 ¾"
- (E) AGGREGATE SUBGRADE IMPROVEMENT, VARIABLE DEPTH AT LOCATIONS TO BE DETERMINED BY THE ENGINEER.
- (F) TOPSOIL FURNISH & PLACE, 6" SEEDING CLASS 1 & FERTILIZING EROSION CONTROL BLANKET

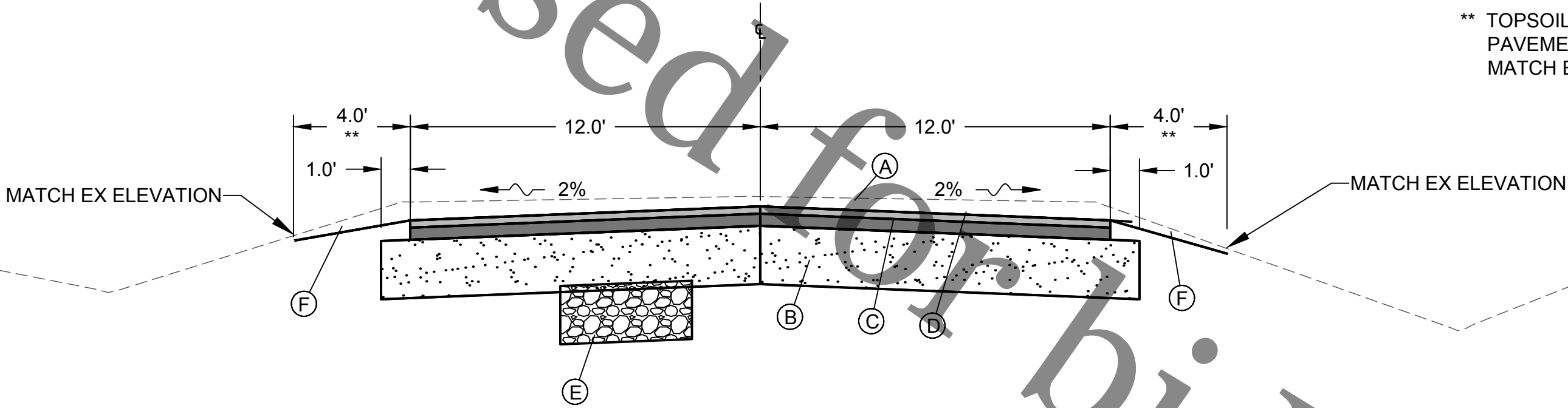
\* PAVEMENT REMOVAL & REPLACEMENT SHALL EXTEND ±1' BEYOND PROPOSED EDGE OF PAVEMENT AT DRIVEWAYS. SEE OFFSETS ON ROADWAY PLAN & PROFILES. SLOPE IS VARIABLE TO MATCH EXISTING DRIVEWAY ELEVATIONS.

\*\* TOPSOIL SHALL BE PLACED ALONG THE PROPOSED EDGE OF PAVEMENT WITH A WIDTH OF 4' AND GRADE SHALL VARY TO MATCH EXISTING ELEVATIONS AT 4' FROM EDGE OF PAVEMENT.

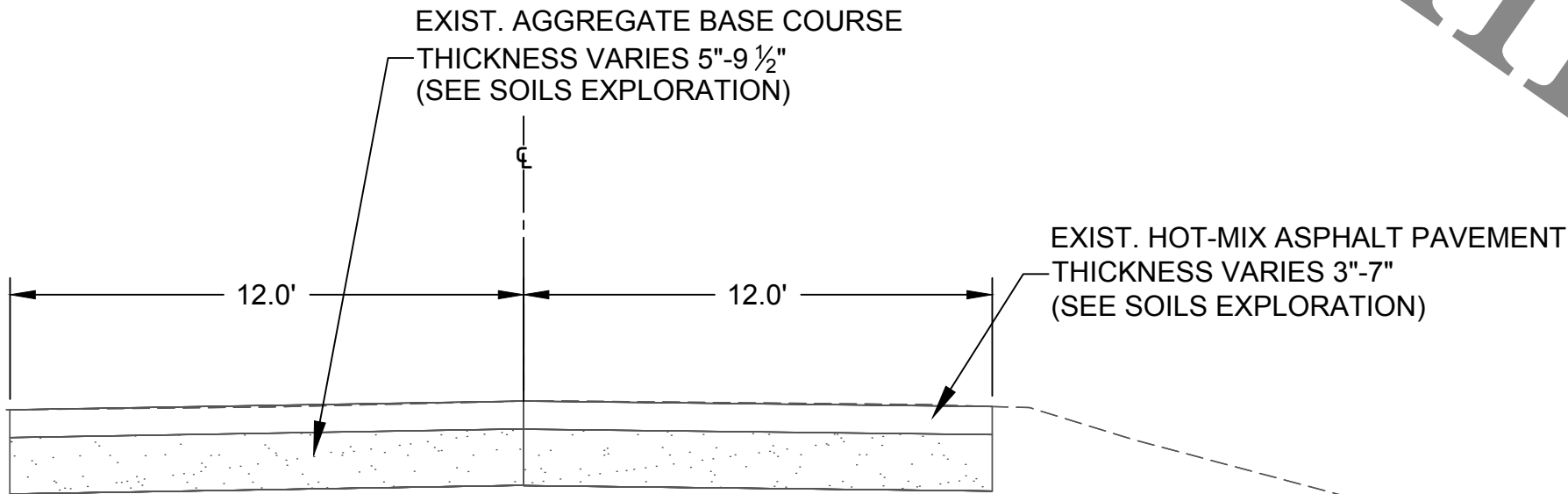
NOTE:  
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PROPOSED TYPICAL SECTION AT DRIVEWAYS



PROPOSED TYPICAL SECTION



EXISTING SECTION



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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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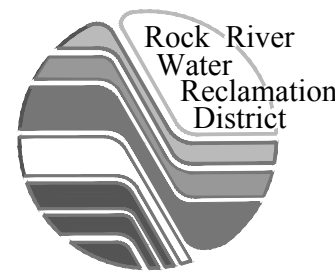
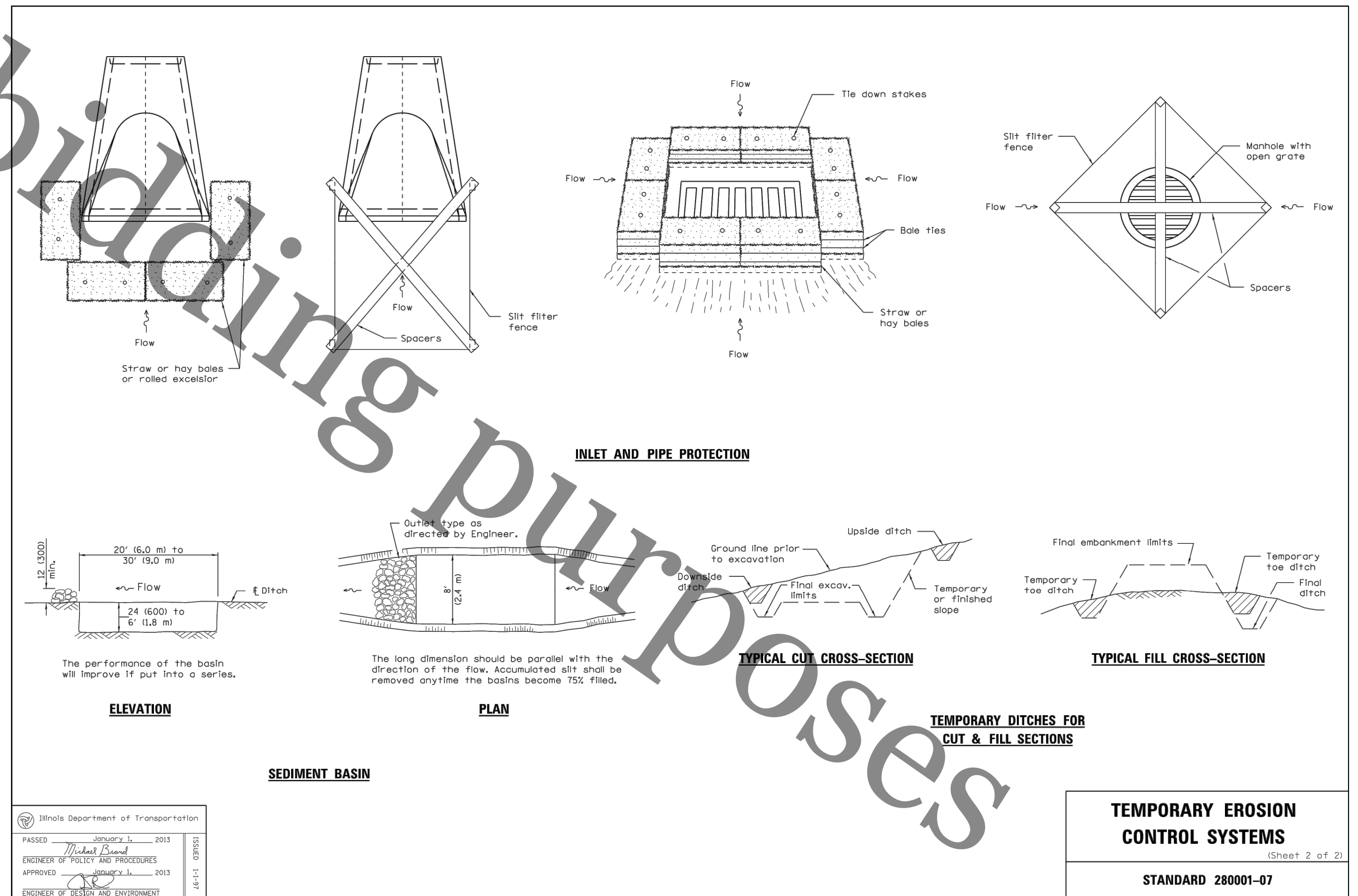
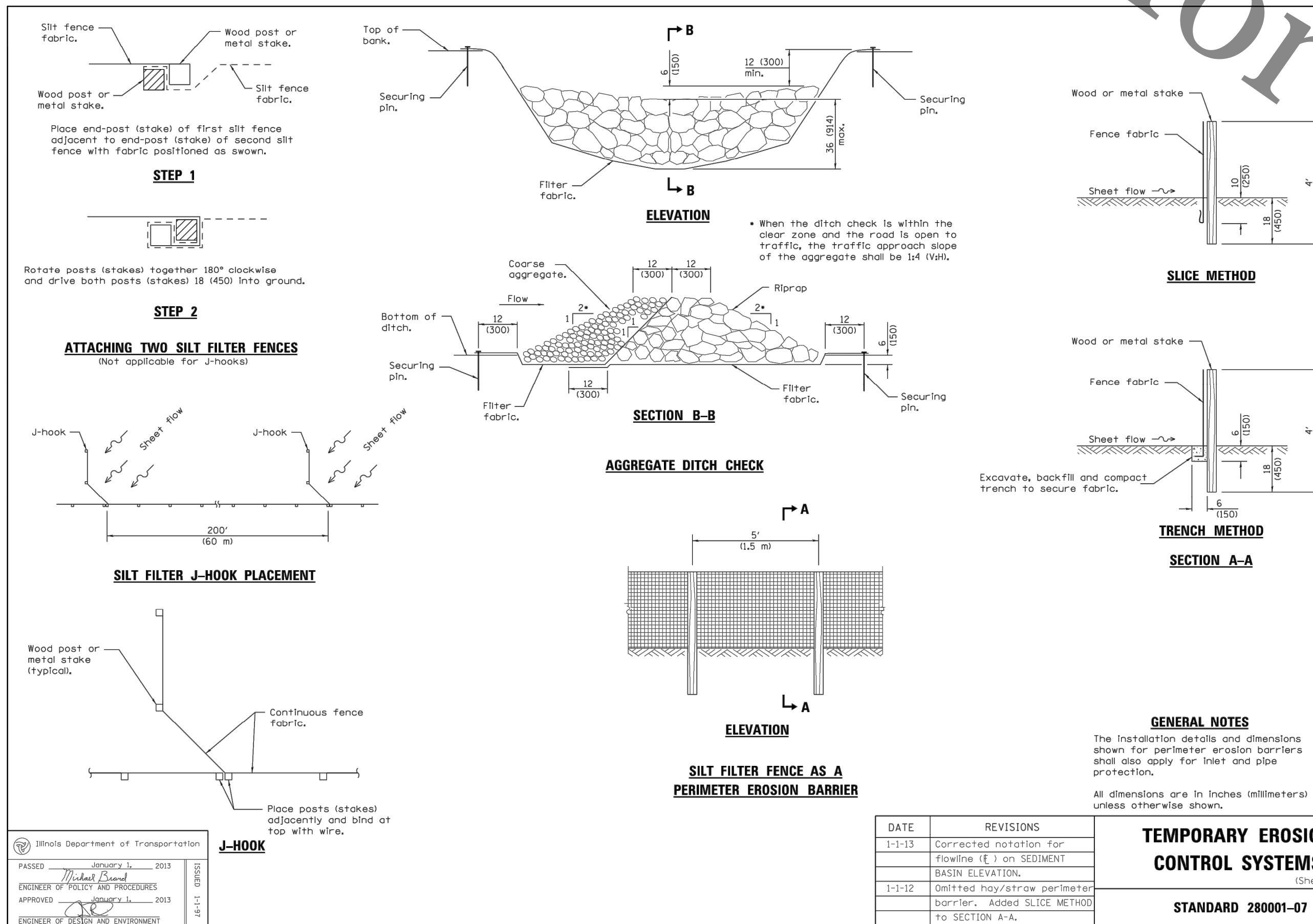
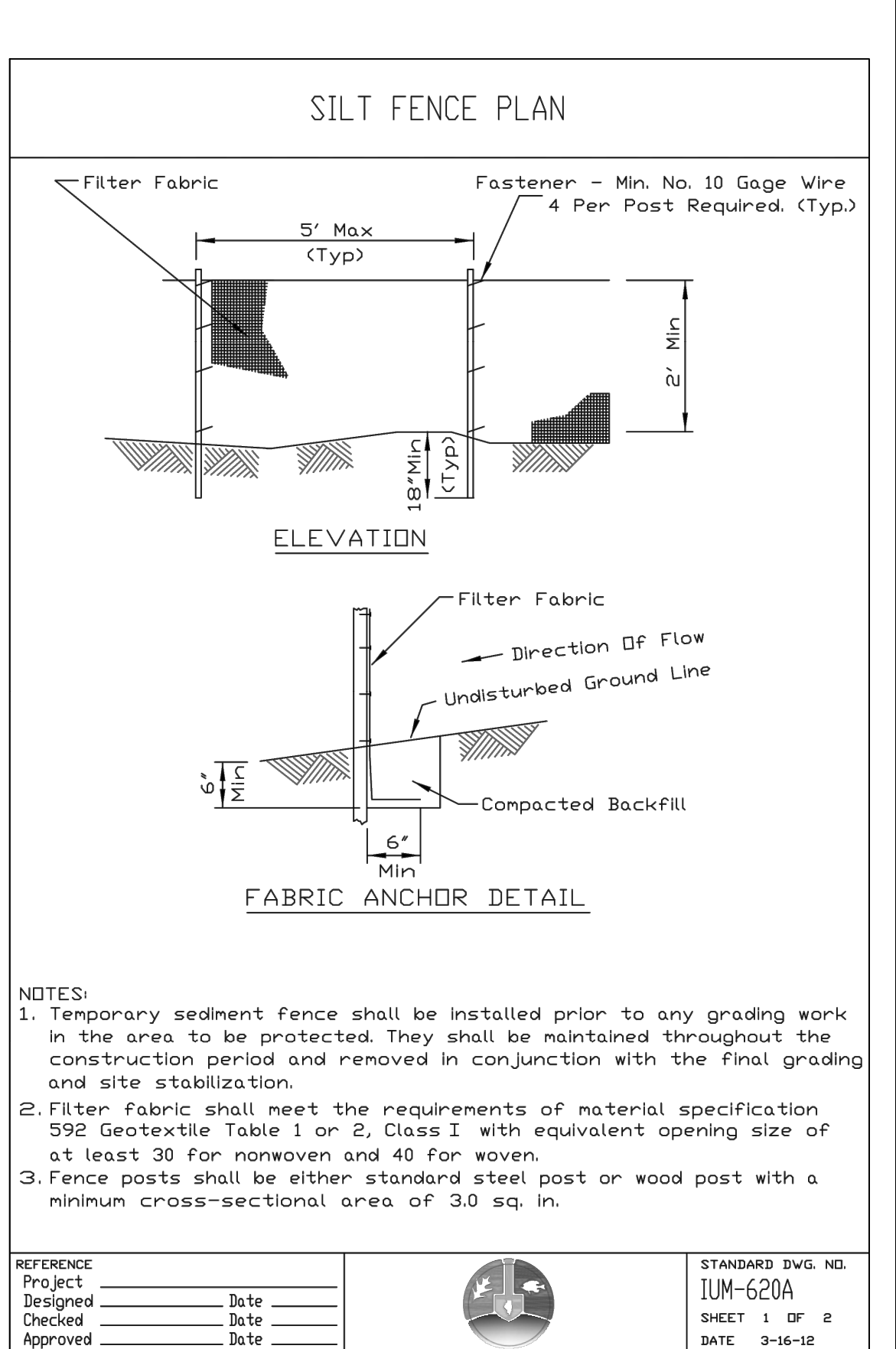
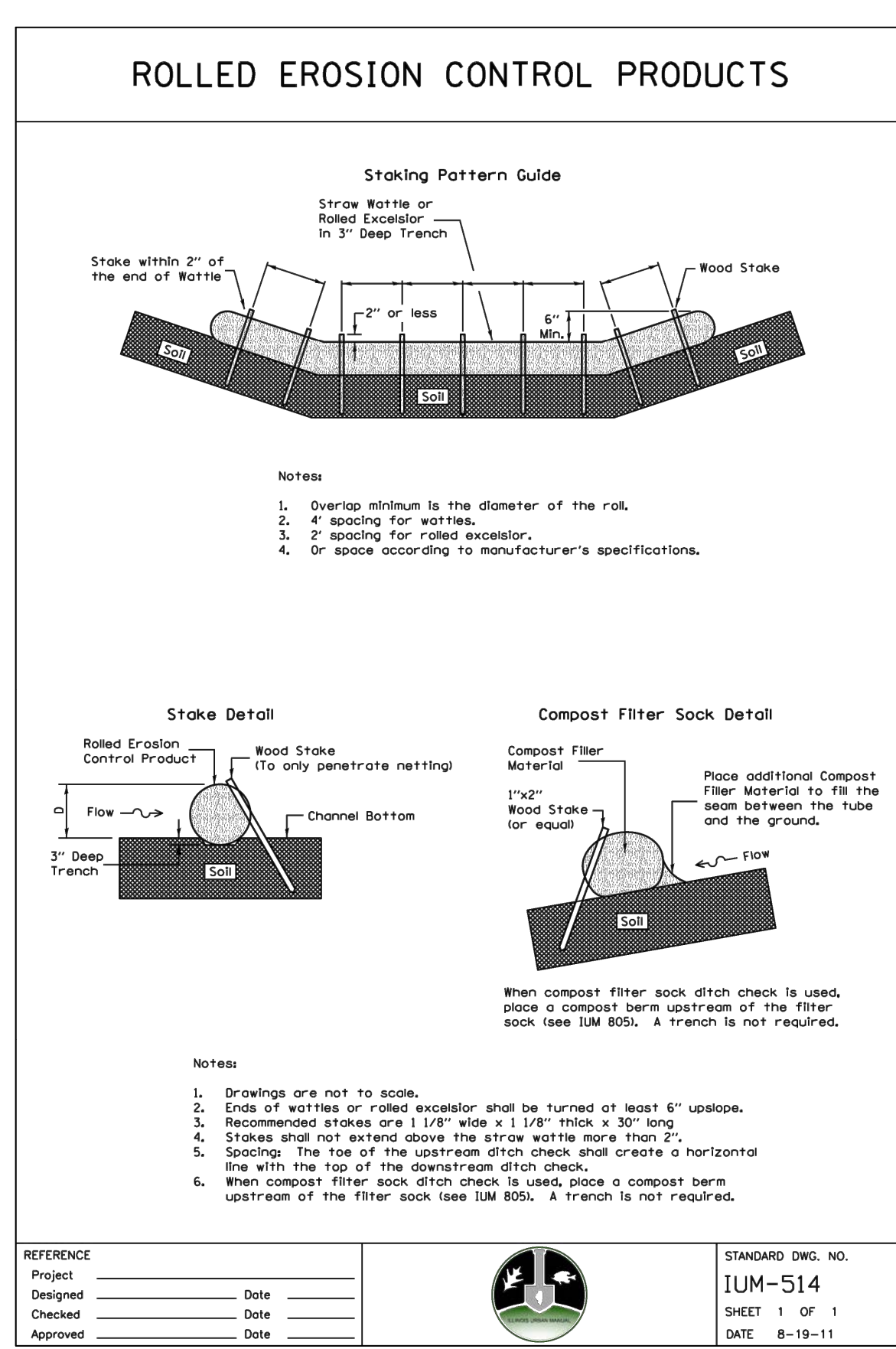
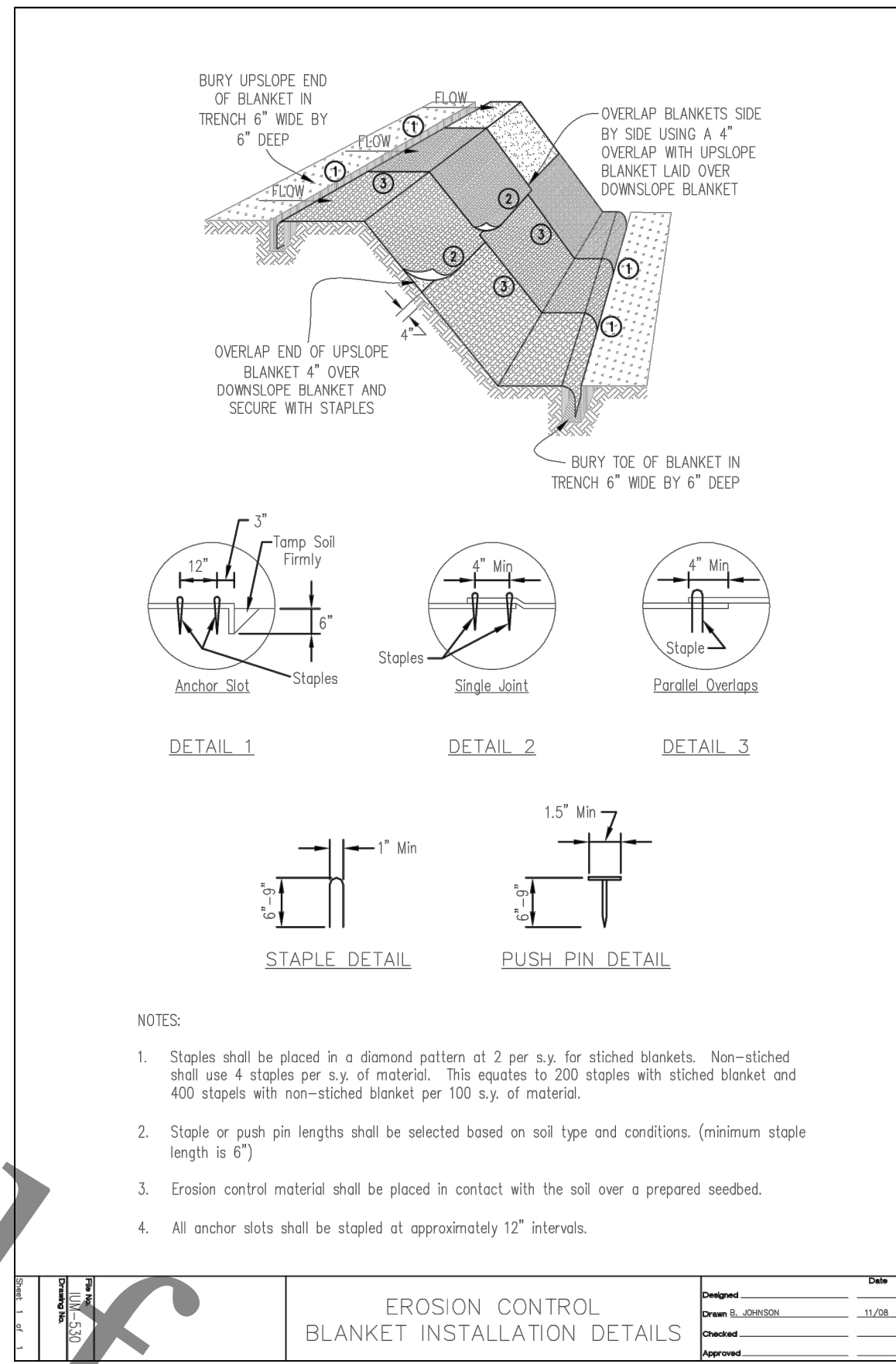
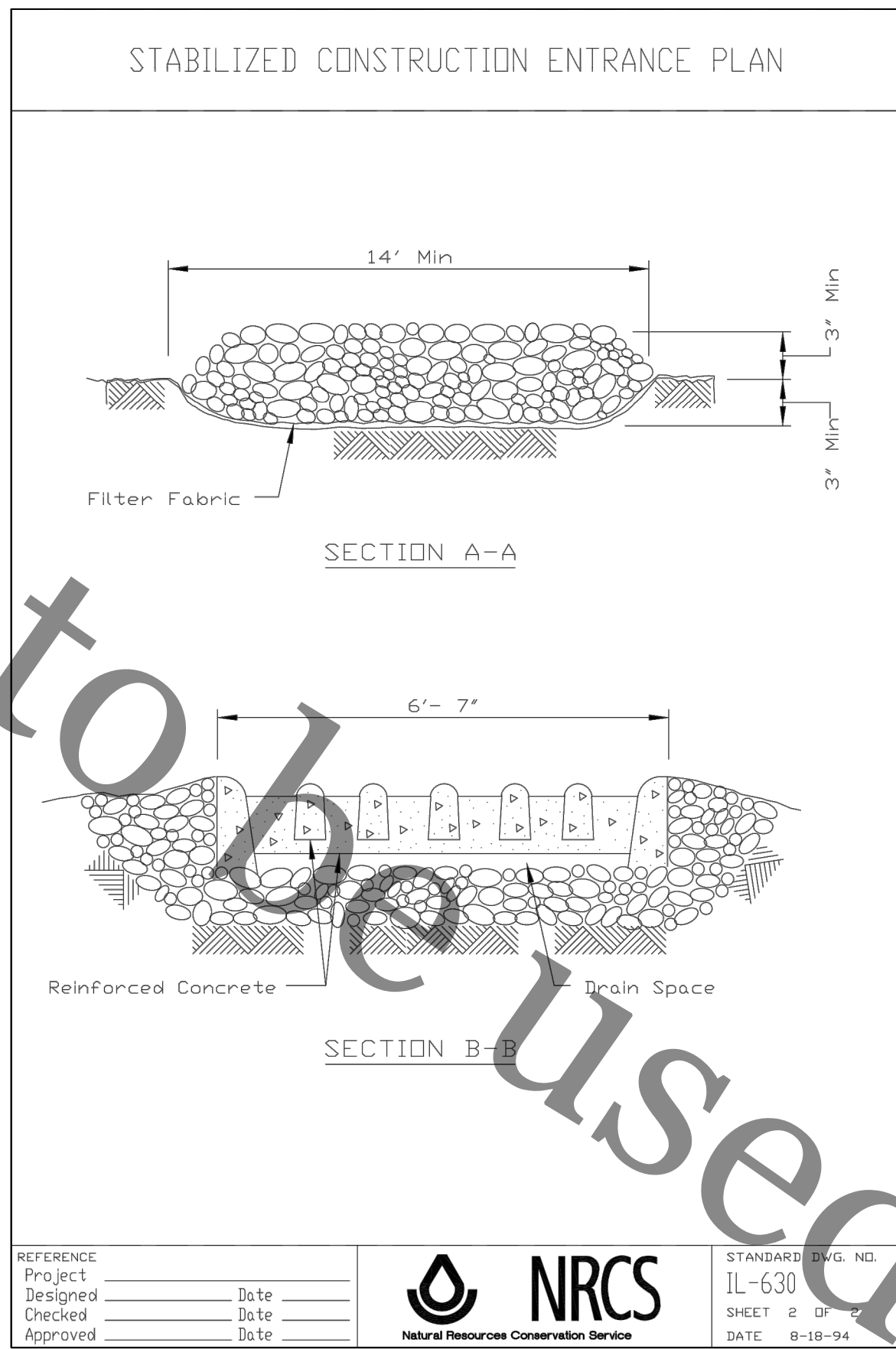
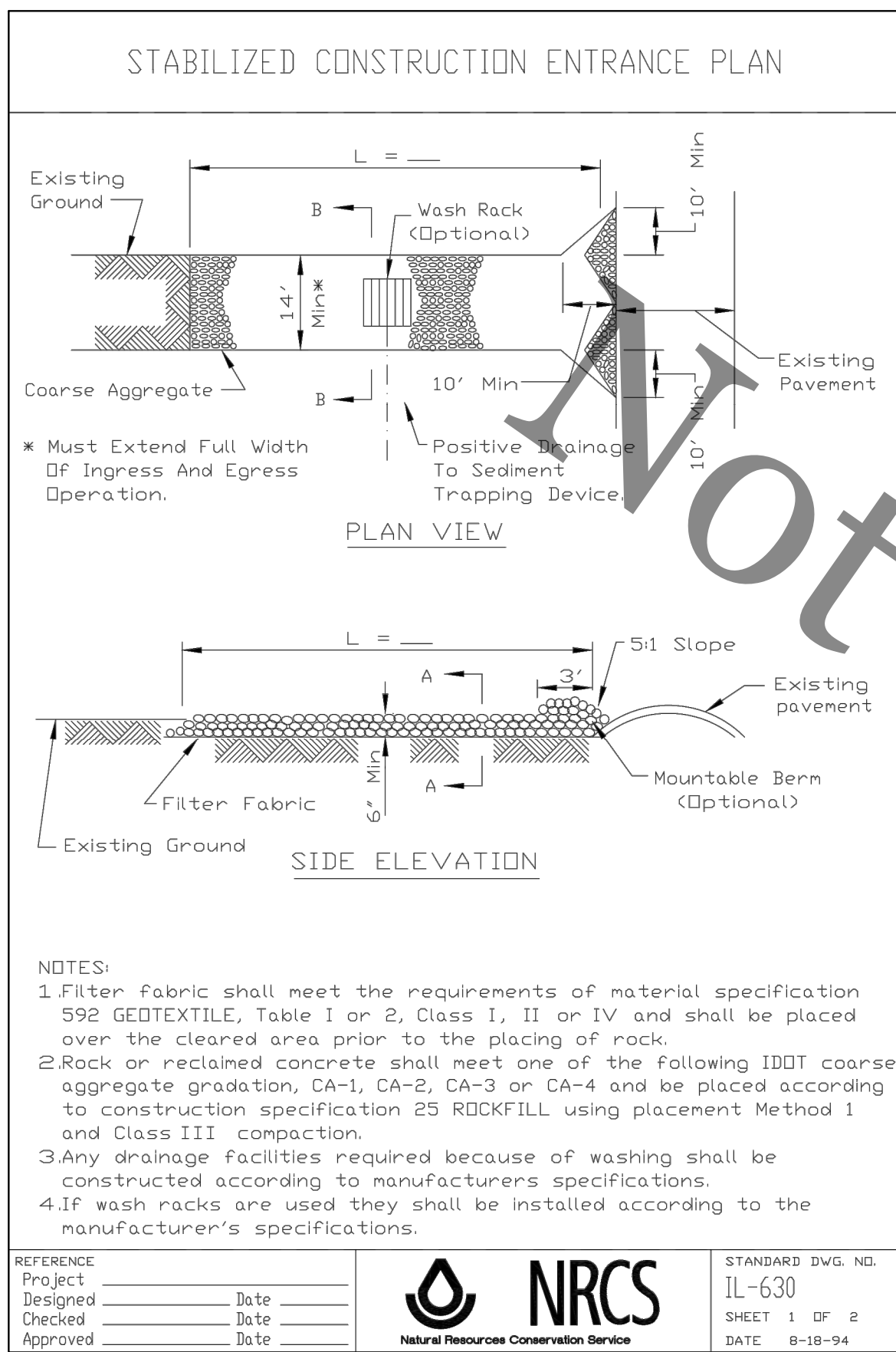
TYPICAL SECTIONS

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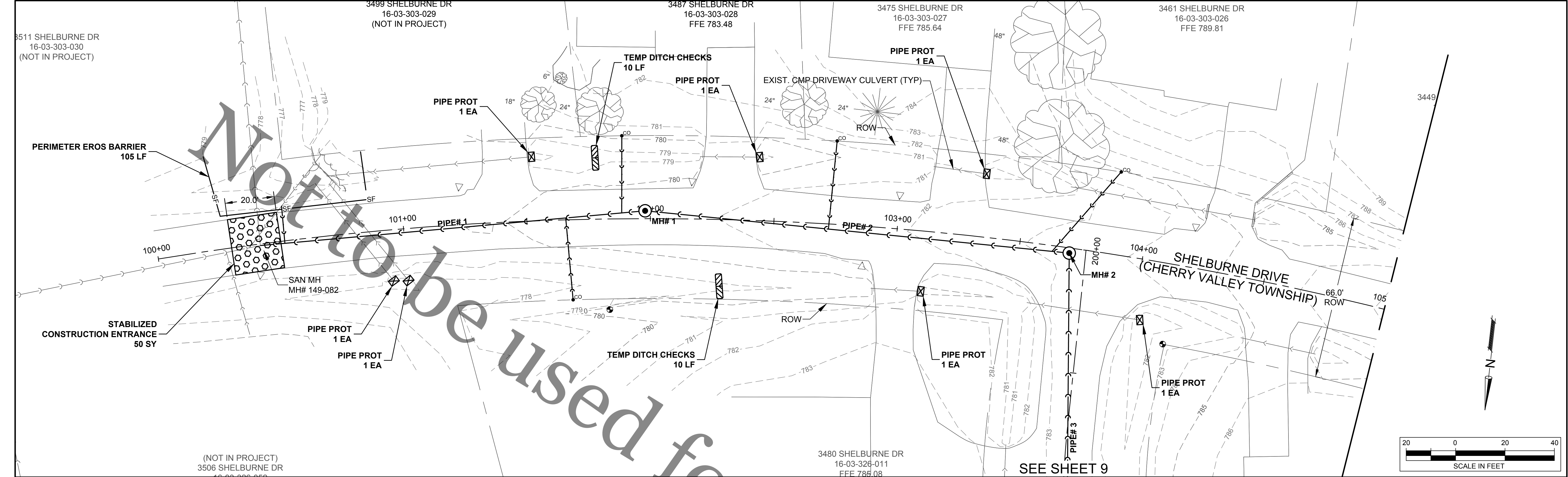
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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

TEMPORARY EROSION CONTROL DETAILS

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S.W.P.P. NOTES

GENERAL NOTES

THE ESTIMATED AREA OF DISTURBANCE FOR THIS PROJECT EXCEEDS 1 ACRE. A NOTICE OF INTENT (N.O.I) WILL BE FILED. A STORM WATER POLLUTION PREVENTION PLAN (S.W.P.P.) HAS BEEN PREPARED FOR THIS PROJECT. THE CONTRACTOR SHALL INSTALL A SWPPP MAILBOX IN AN ACCESSIBLE LOCATION ONSITE THAT SHALL CONTAIN THE SWPPP PLAN, ANY CHANGES TO THE SWPPP PLAN, INSPECTION REPORTS, AND ALL OTHER RELEVANT DOCUMENTS. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE ILLINOIS URBAN MANUAL, CURRENT EDITION, I.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION, AND THE PROJECT SPECIFICATIONS AND DETAILS.

THE EROSION CONTROL DEVICES, MATERIALS AND PROCEDURES SHOWN IN THESE PLANS ARE TO BE CONSIDERED A MINIMUM. ADDITIONAL DEVICES OR MATERIALS MAY BE REQUIRED BASED ON EXISTING SITE CONDITIONS, AT THE DIRECTION OF THE ENGINEER. ANY DEVICES, MATERIALS, OR PROCEDURES REQUIRED BY THE ENGINEER DUE TO THE CONTRACTOR'S ACTIONS OR NEGLIGENCE WILL BE AT NO ADDITIONAL COST TO THE DISTRICT.

ALL DISTURBED AREAS SHALL BE SEEDED UNLESS AGRICULTURAL OR OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR IS RESTRICTED TO WORK IN TEMPORARY EASEMENTS OR WORK AREAS DELINEATED ON PLANS. THE CONTRACTOR SHALL TAKE WHATEVER ACTIONS AND MEASURES ARE DEEMED NECESSARY BY THE DISTRICT OR AUTHORIZED AGENCY TO ELIMINATE EXCESSIVE SILTATION OR EROSION AND TO STABILIZE THE PROJECT AREA. DISCHARGE OF HAZARDOUS SUBSTANCES INTO STORM WATER IS SUBJECT TO I.E.P.A. REPORTING AND CLEANUP REQUIREMENTS.

CONTROL MEASURES

EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE BEFORE CONSTRUCTION IN EACH AREA, AS DETERMINED BY THE ENGINEER, AND SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. CONSTRUCTION ACTIVITIES SHALL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE PRACTICAL. THE FOLLOWING CONTROLS WILL BE PROVIDED AS A MINIMUM FOR THE DURATION OF THIS PROJECT:

- SEDIMENT CONTROL SHALL BE PROVIDED DOWNSLOPE OF ALL STOCKPILE AREAS.
- STABILIZED CONSTRUCTION ENTRANCES MUST BE INSTALLED AS DETAILED AND WHERE REQUIRED BY THE ROADWAY AUTHORITY OR DISTRICT.
- INLET PROTECTION MUST BE INSTALLED FOR ALL INLETS THAT COULD BE SUBJECT TO SILTATION, AS DETERMINED BY THE ENGINEER.
- ALL ROADWAYS SHALL BE KEPT CLEAN OF DEBRIS, MUD, SOIL, AND CONSTRUCTION MATERIALS AND SHALL BE INSPECTED AT THE END OF EACH DAY AND CLEANED AS NECESSARY.
- ALL DISTURBED AREAS MUST BE STABILIZED WITHIN 7 DAYS IF THEY ARE TO REMAIN DISTURBED FOR MORE THAN 14 DAYS.

INSPECTIONS

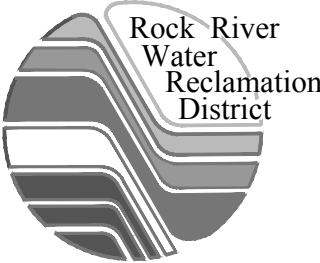
INSPECTIONS MUST BE COMPLETED BY A QUALIFIED PERSON EVERY 7 DAYS AND WITHIN 24 HOURS OF EACH RAIN EVENT WITH OVER 0.5" OF RAIN OR SNOWFALL EQUIVALENT. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REPAIRED AND MODIFIED AS NEEDED TO BE EFFECTIVE AND TO PREVENT EROSION AND POLLUTANTS FROM DISCHARGING FROM SITE. A REPORT SHALL BE COMPLETED WITH EACH INSPECTION, AND SHALL BE KEPT ACCESSIBLE ONSITE WITH THE S.W.P.P.P.

MAINTENANCE

CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR OF ALL EROSION AND SEDIMENT CONTROL DEVICES AND PROTECTIVE MEASURES AS REQUIRED TO MAINTAIN THE INTENDED FUNCTION. SEDIMENT COLLECTED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS NEEDED. ANY DEBRIS OR SILT DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, DITCHES, ETC. THAT COULD OBSTRUCT FLOW SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL TEMPORARY EROSION CONTROL DEVICES WITHIN 30 DAYS OF FINAL SITE STABILIZATION APPROVAL BY THE DISTRICT. THE SITE SHALL HAVE A MIN. OF 70% VEGETATIVE COVER TO BE CONSIDERED STABILIZED.

OTHER DISCHARGES

NON STORM WATER DISCHARGES INCLUDING WASHING OF VEHICLES, CONCRETE WASH-OUT, WATER FOR DUST CONTROL, AND TRENCH DEWATERING DISCHARGES SHALL BE DIRECTED AWAY FROM UNPROTECTED, BARE, OR UNSTABILIZED SOIL AND APPROPRIATE MEASURES SHALL BE IMPLEMENTED TO PREVENT EROSION OR DEGRADATION OF RUNOFF FROM THE SITE. DEWATERING DISCHARGE MUST BE INTO SILT CONTAINMENT BAGS WITH PROPERLY ENGINEERED ANIONIC POLYMER AND FABRIC PORE SIZE. UNDER NO CIRCUMSTANCE SHALL DEWATERING DISCHARGE BE ALLOWED TO FLOW DIRECTLY INTO WATERWAYS. A DEWATERING DISCHARGE PLAN SHALL BE SUBMITTED TO THE DISTRICT FOR APPROVAL.



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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

TEMPORARY EROSION CONTROL STA 100+00.00 TO STA 105+00.00

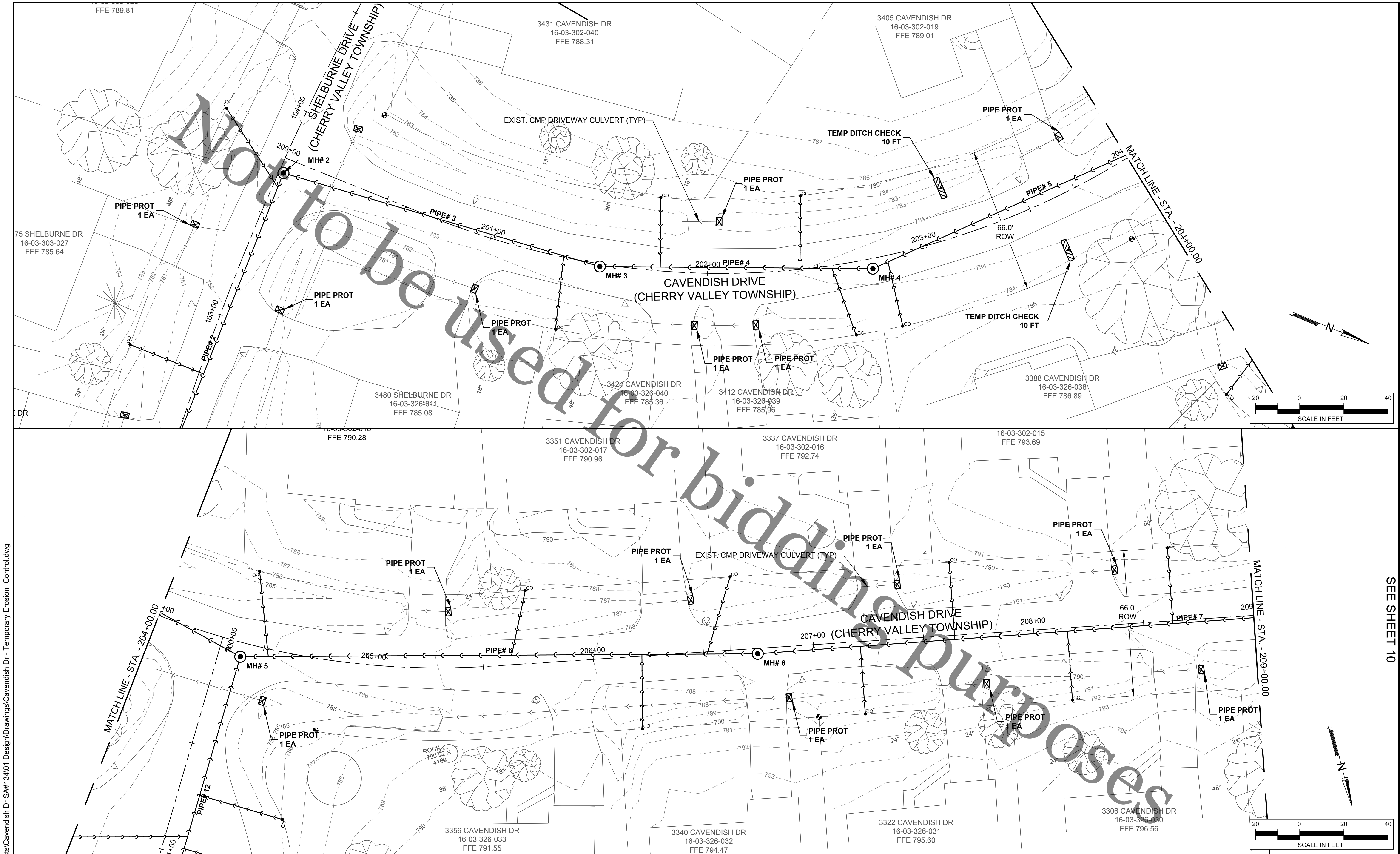
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**ROCK RIVER WATER  
RECLAMATION DISTRICT**  
3501 KISHWAUKEE STREET  
ROCKFORD, ILLINOIS 61109  
(815) 387-7660

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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

**TEMPORARY EROSION CONTROL STA 200+00.00 TO STA 209+00.00**

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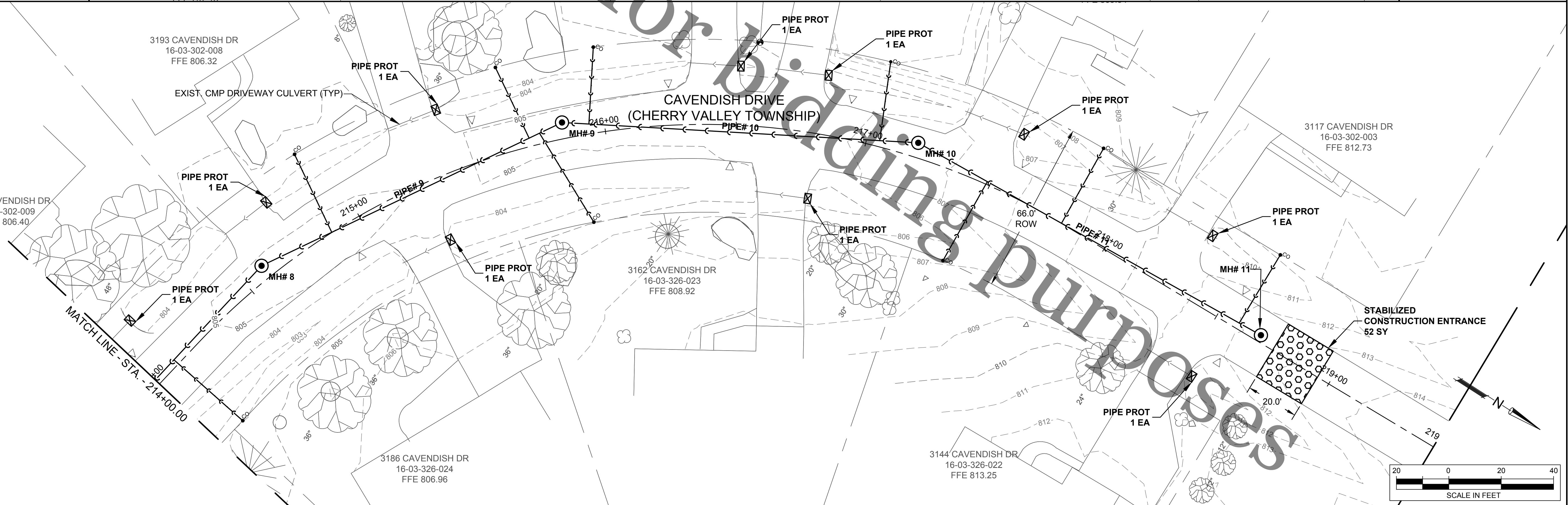
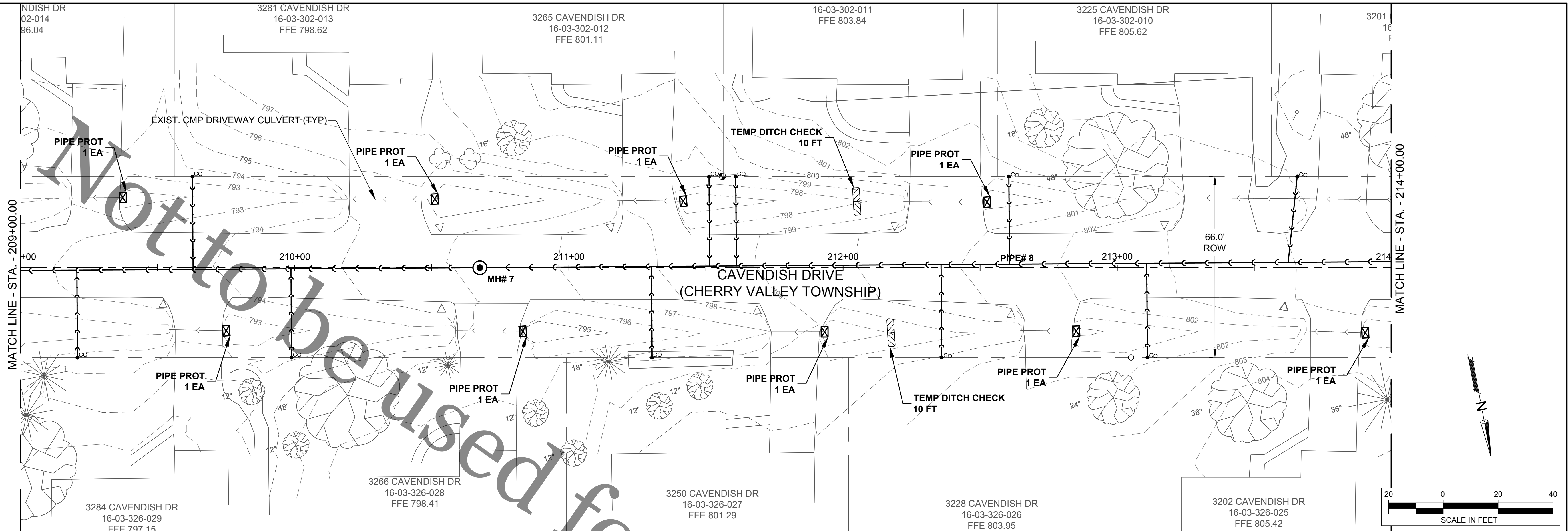
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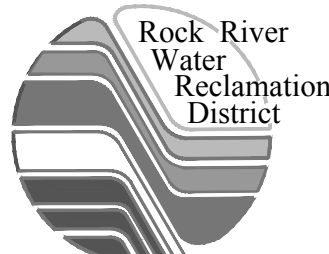
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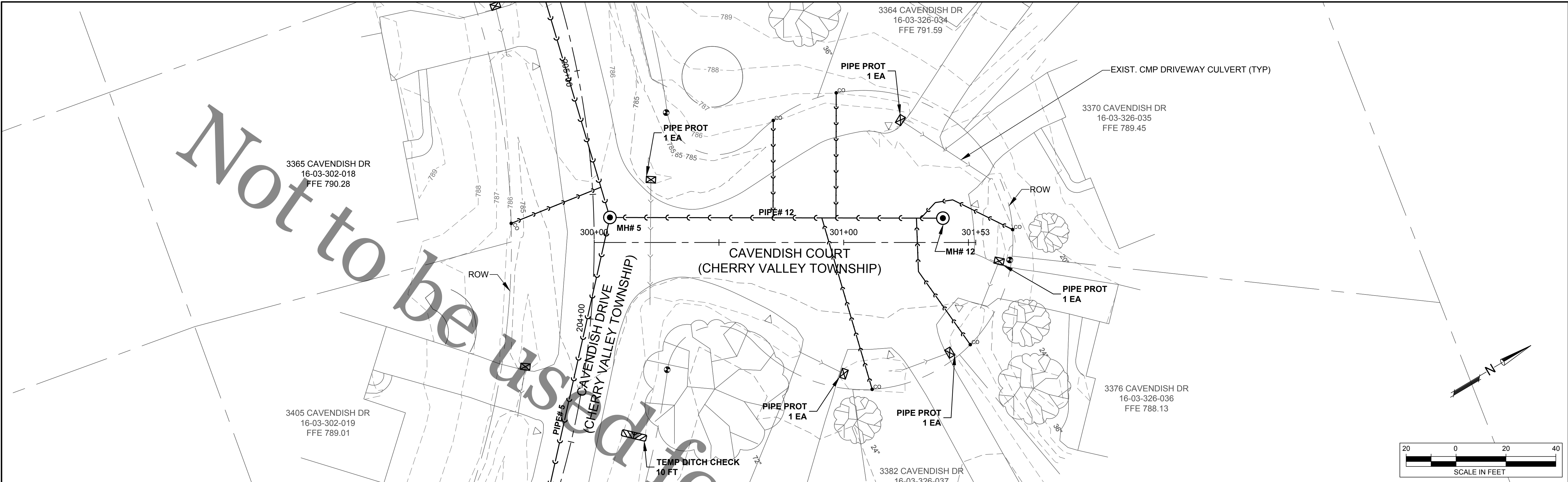
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|  <div>ROCK RIVER WATER<br/>RECLAMATION DISTRICT<br/>3501 KISHWAUKEE STREET<br/>ROCKFORD, ILLINOIS 61109<br/>(815) 387-7660</div> | CAVENDISH DRIVE SANITARY SEWER EXTENSION<br>SPECIAL ASSESSMENT #134 |          |      |  | TEMPORARY EROSION CONTROL STA 209+00.00 TO STA 219+00.00 |  | Sheet No.<br>10 OF 40 |  |
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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

TEMPORARY EROSION CONTROL STA 300+00.00 TO STA 301+53

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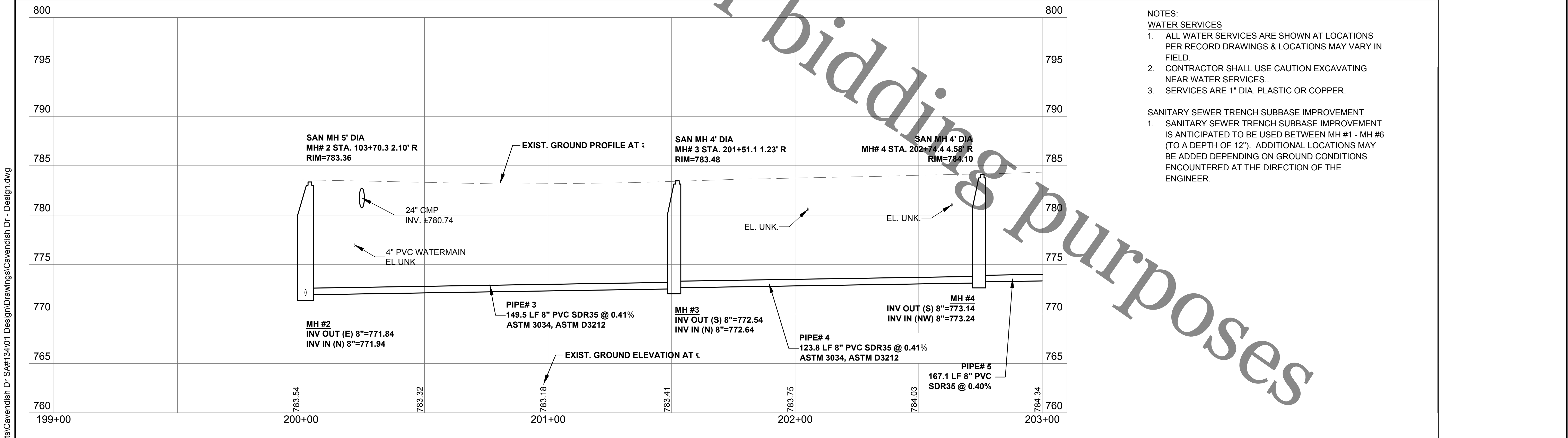
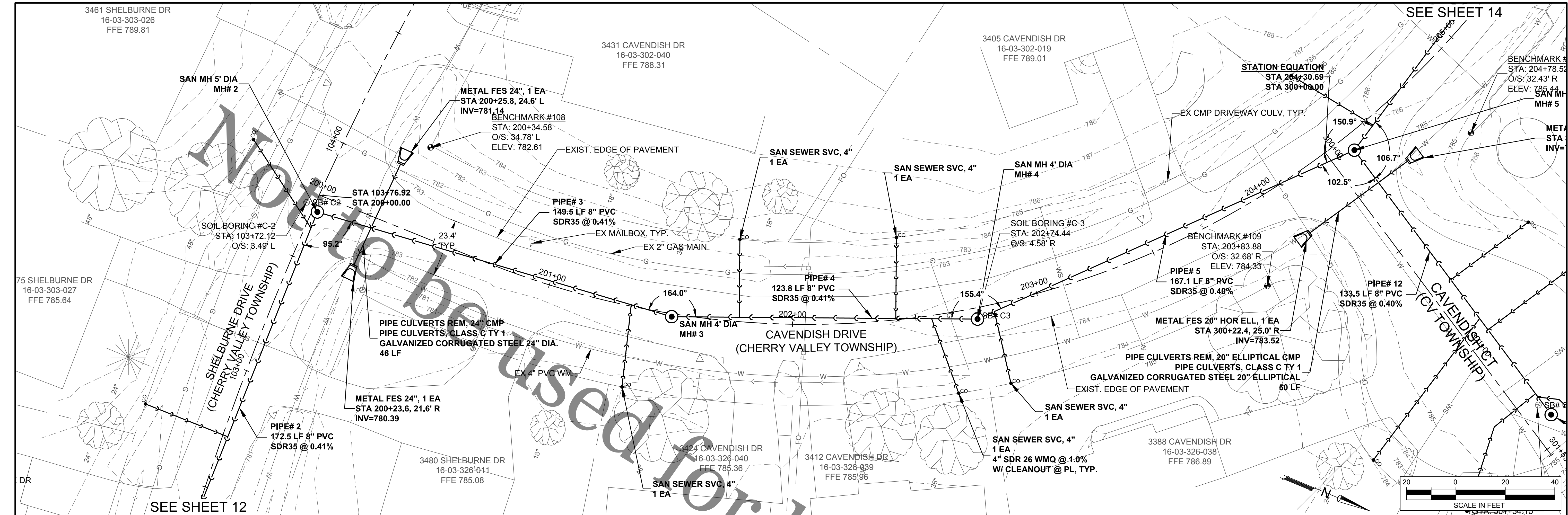
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- NOTES:
- WATER SERVICES
1. ALL WATER SERVICES ARE SHOWN AT LOCATIONS PER RECORD DRAWINGS & LOCATIONS MAY VARY IN FIELD.
  2. CONTRACTOR SHALL USE CAUTION EXCAVATING NEAR WATER SERVICES..
  3. SERVICES ARE 1" DIA. PLASTIC OR COPPER.
- SANITARY SEWER TRENCH SUBBASE IMPROVEMENT
1. SANITARY SEWER TRENCH SUBBASE IMPROVEMENT IS ANTICIPATED TO BE USED BETWEEN MH #1 - MH #6 (TO A DEPTH OF 12"). ADDITIONAL LOCATIONS MAY BE ADDED DEPENDING ON GROUND CONDITIONS ENCOUNTERED AT THE DIRECTION OF THE ENGINEER.



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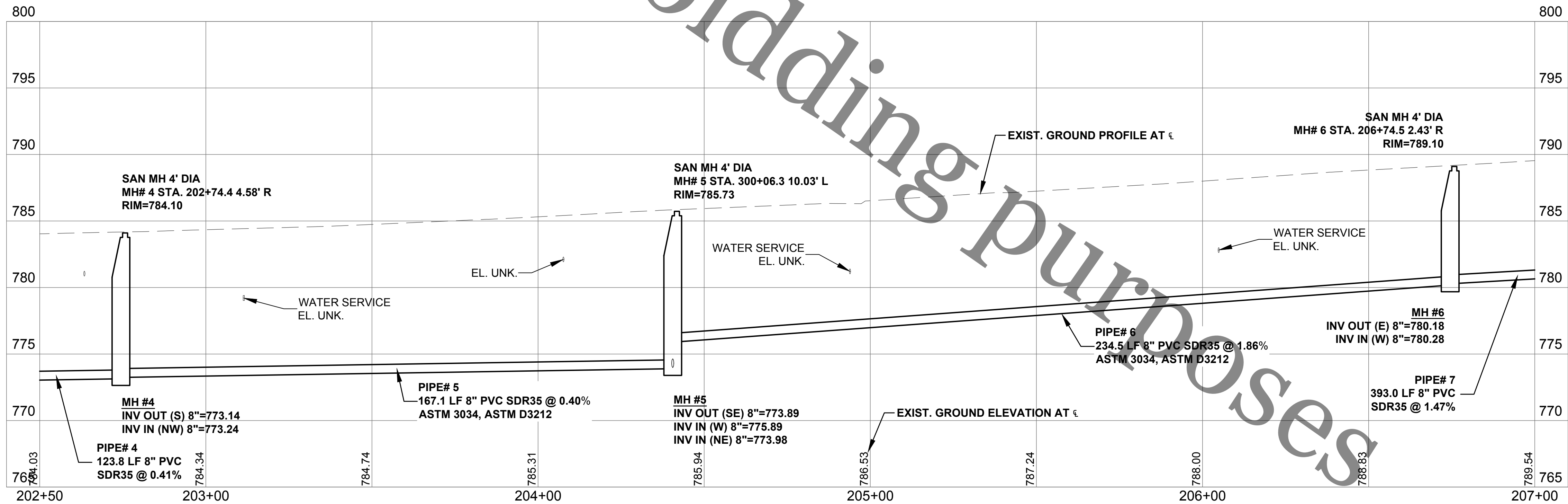
NOTES:

WATER SERVICES

- ALL WATER SERVICES ARE SHOWN AT LOCATIONS PER RECORD DRAWINGS & LOCATIONS MAY VARY IN FIELD.
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SANITARY SEWER TRENCH SUBBASE IMPROVEMENT

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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

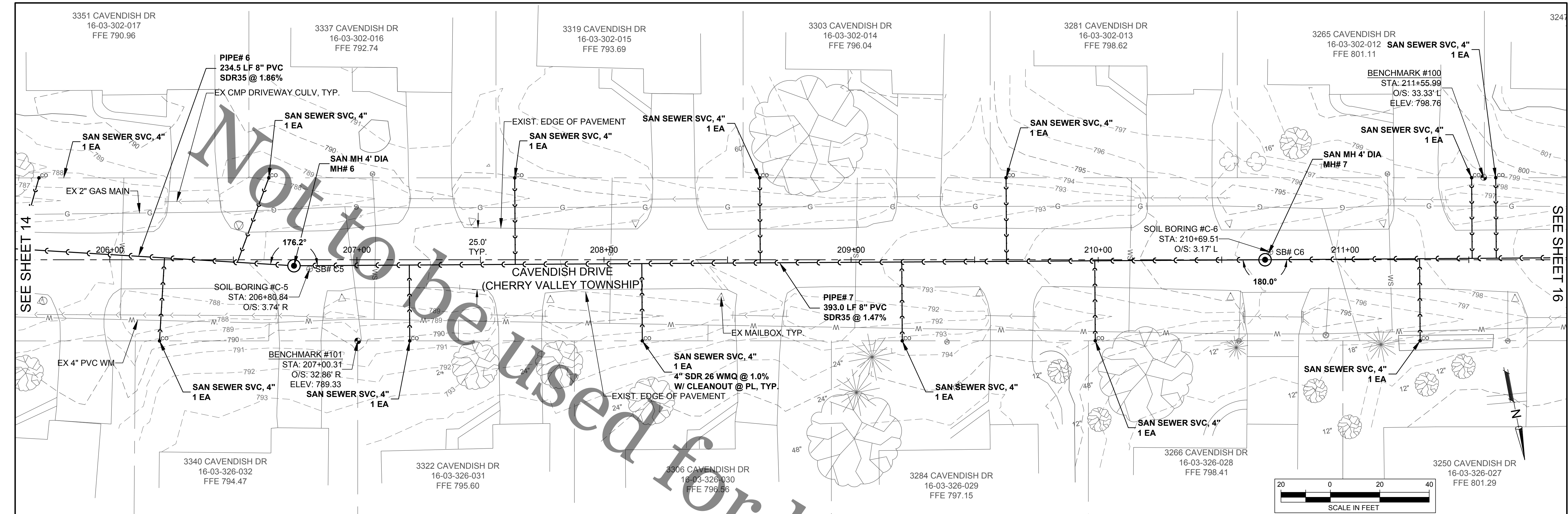
SANITARY SEWER PLAN & PROFILE STA 202+50.00 TO STA 207+00.00

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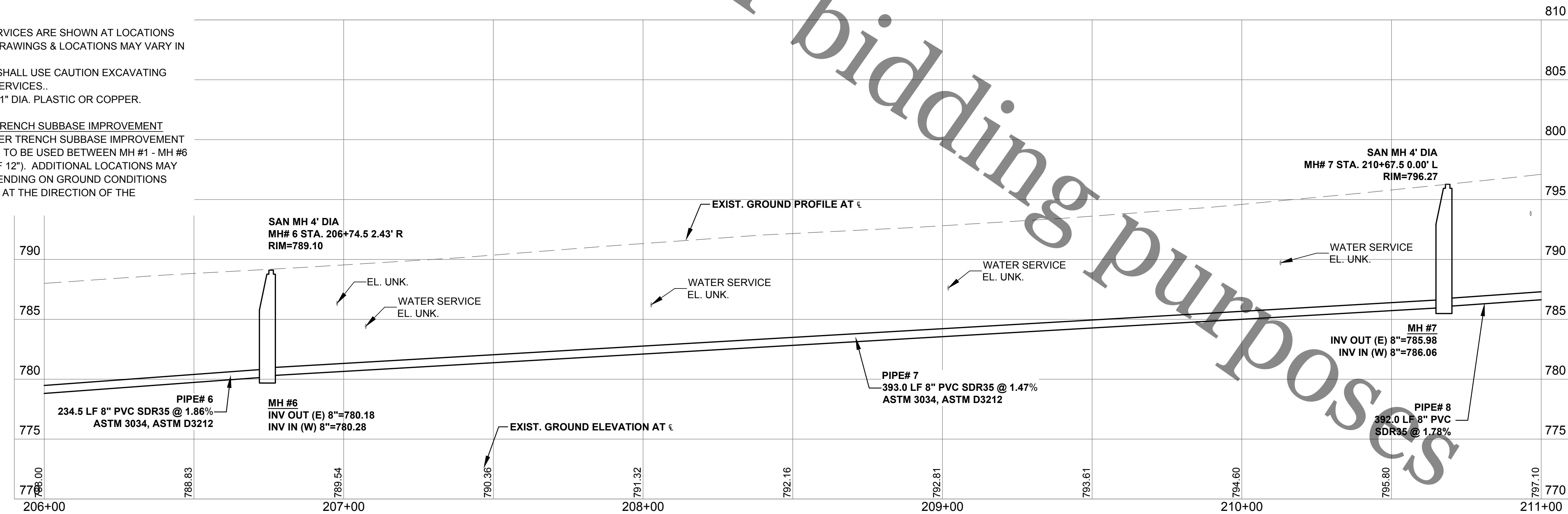
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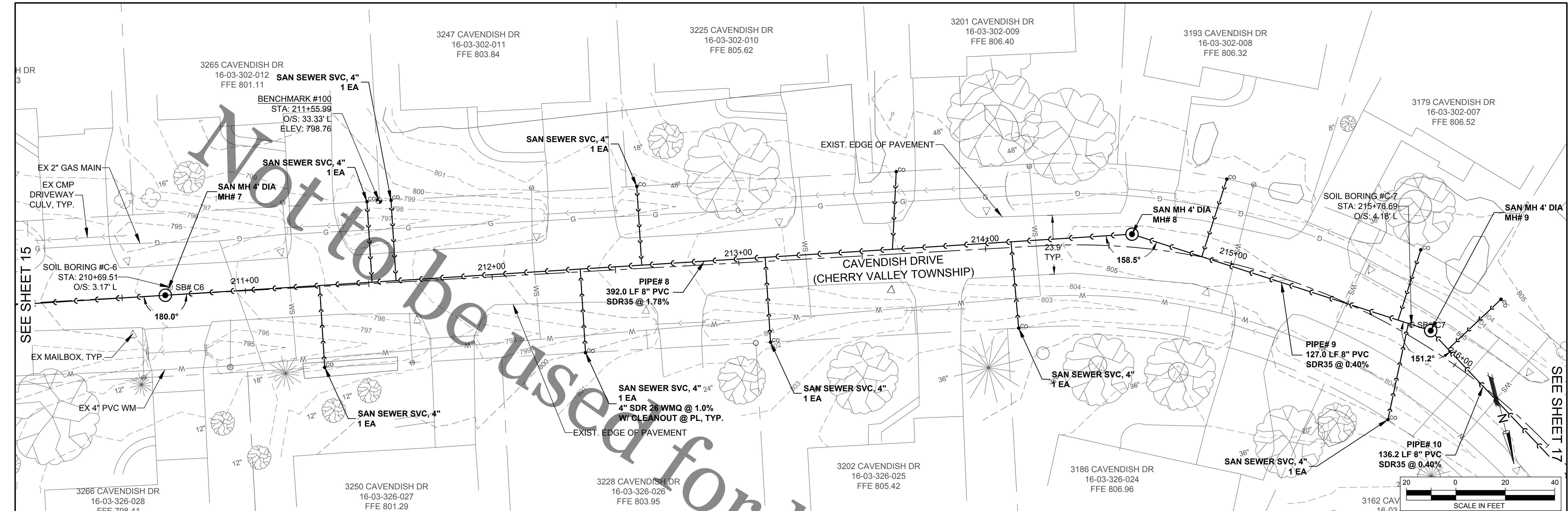




- NOTES:
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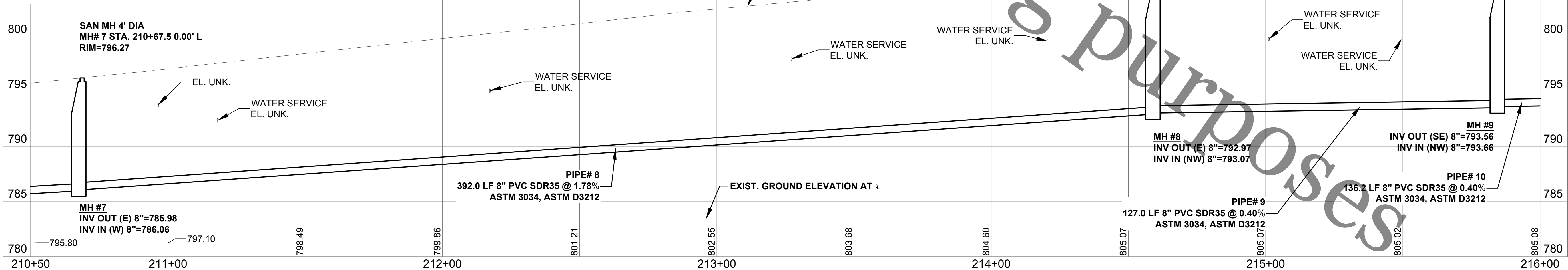






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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

**SANITARY SEWER PLAN & PROFILE STA 210+50.00 TO STA 216+00.00**

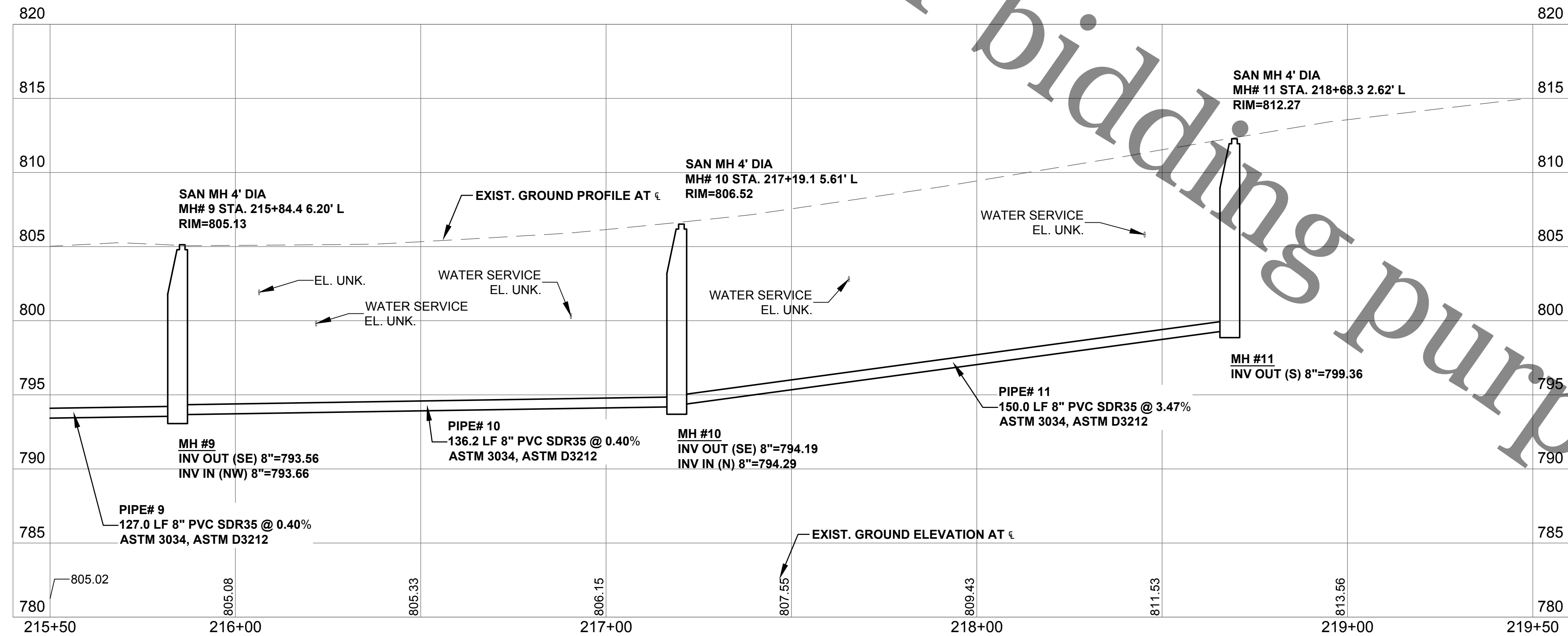
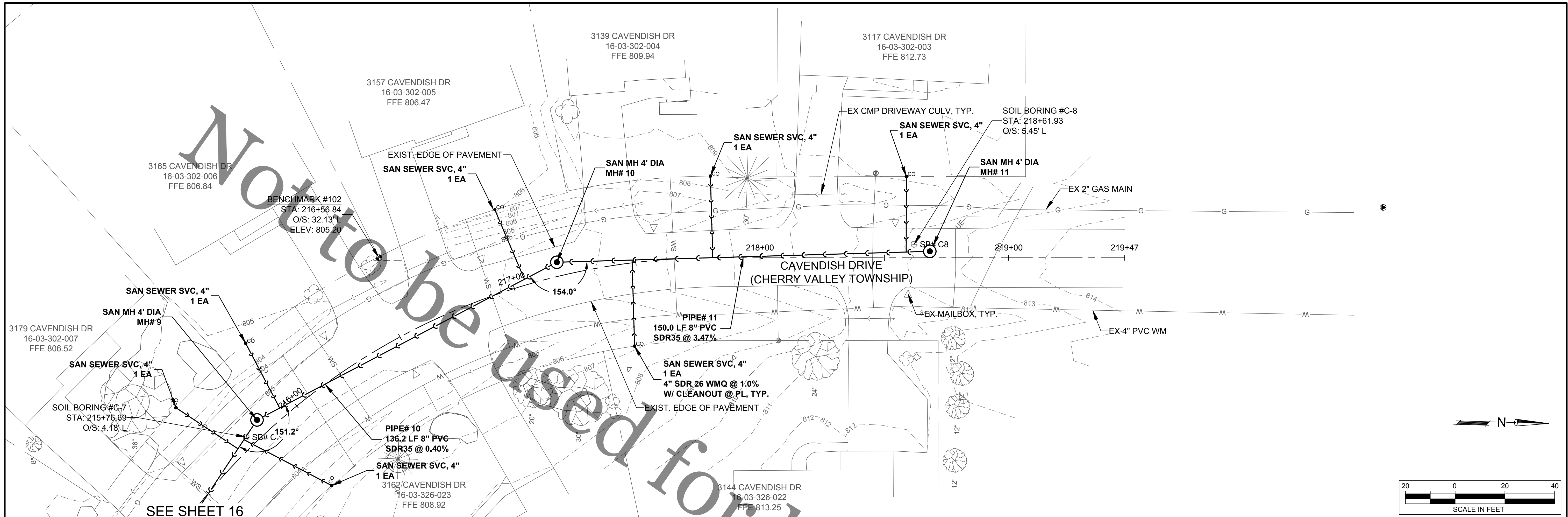
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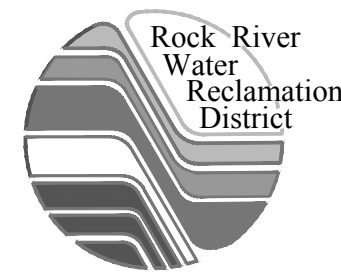
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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

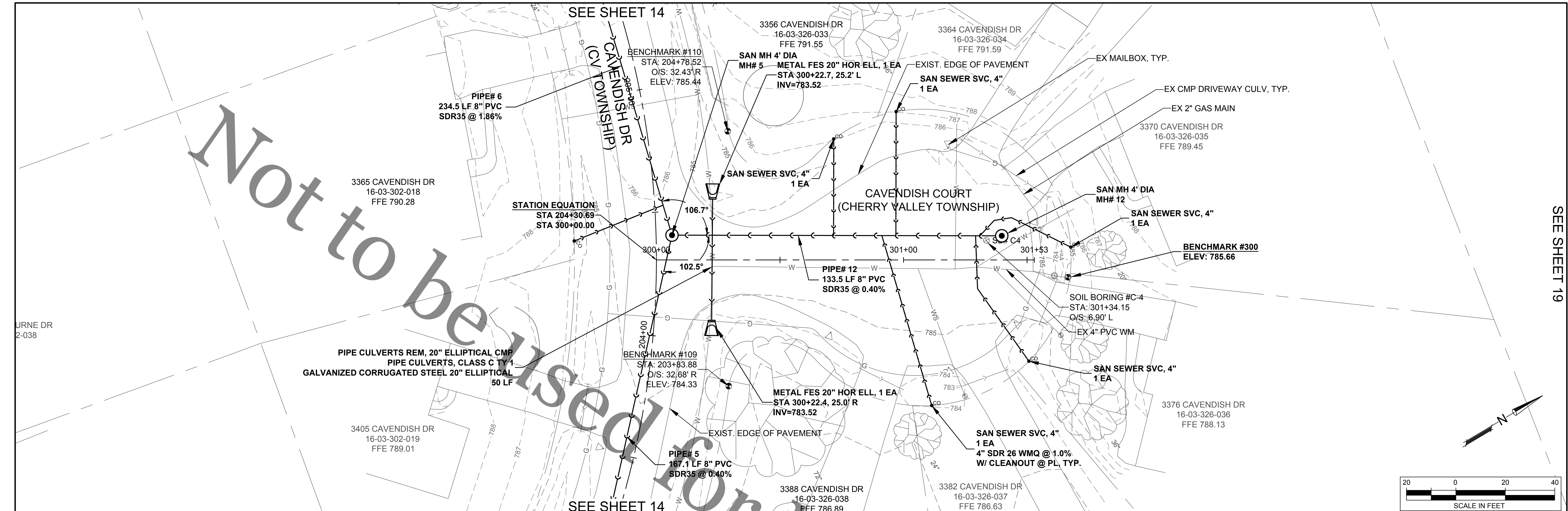
**SANITARY SEWER PLAN & PROFILE STA 215+50.00 TO STA 219+50.00**

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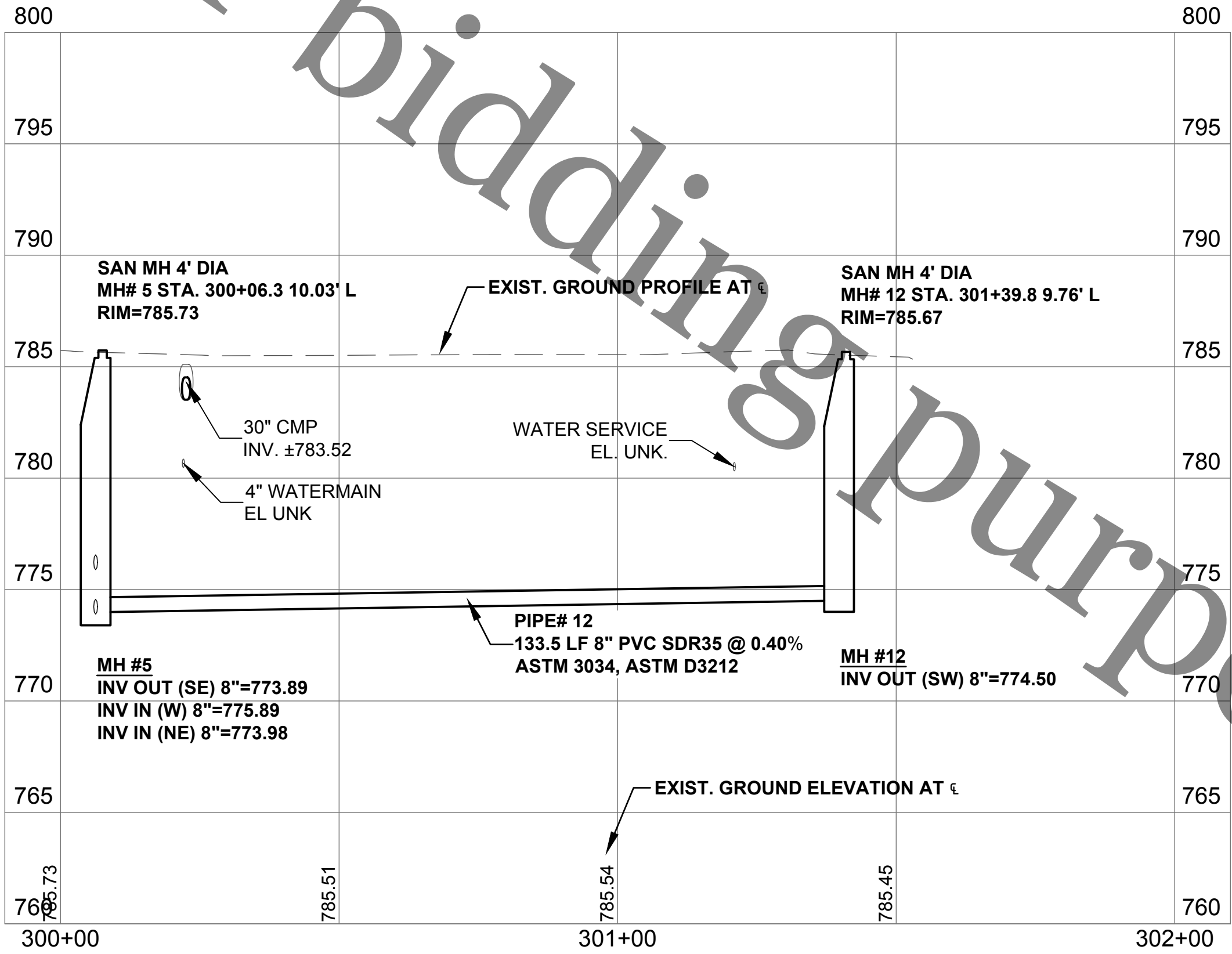
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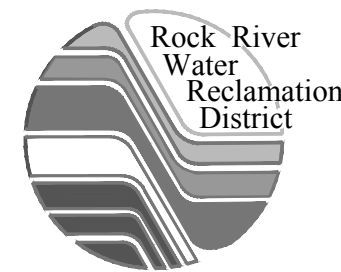
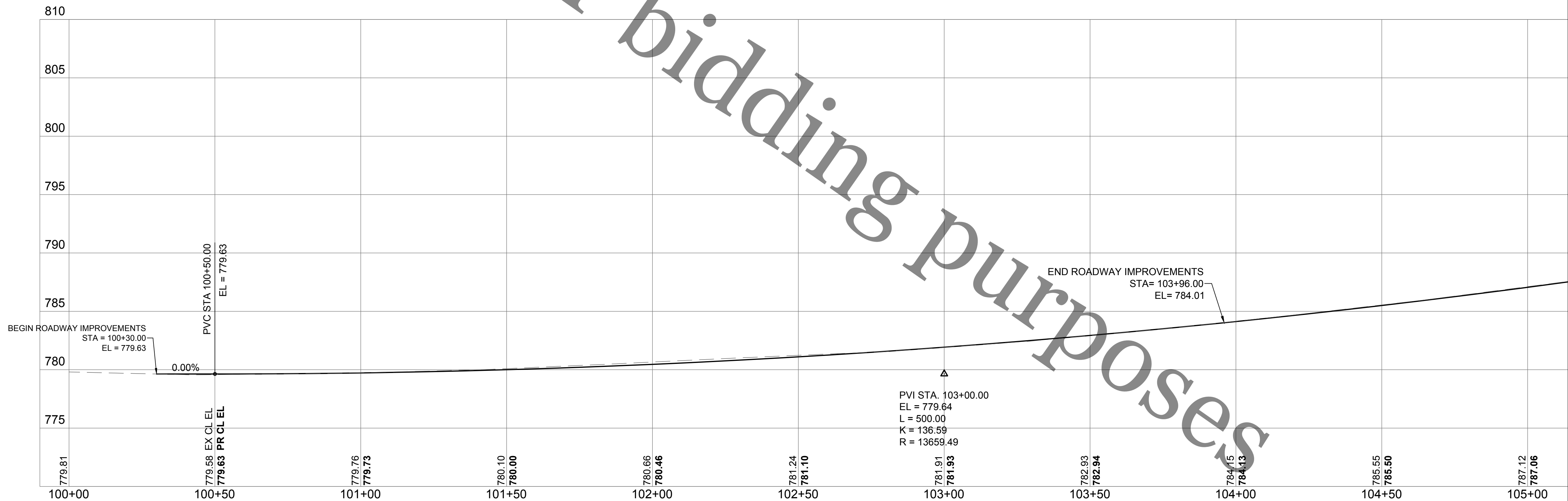
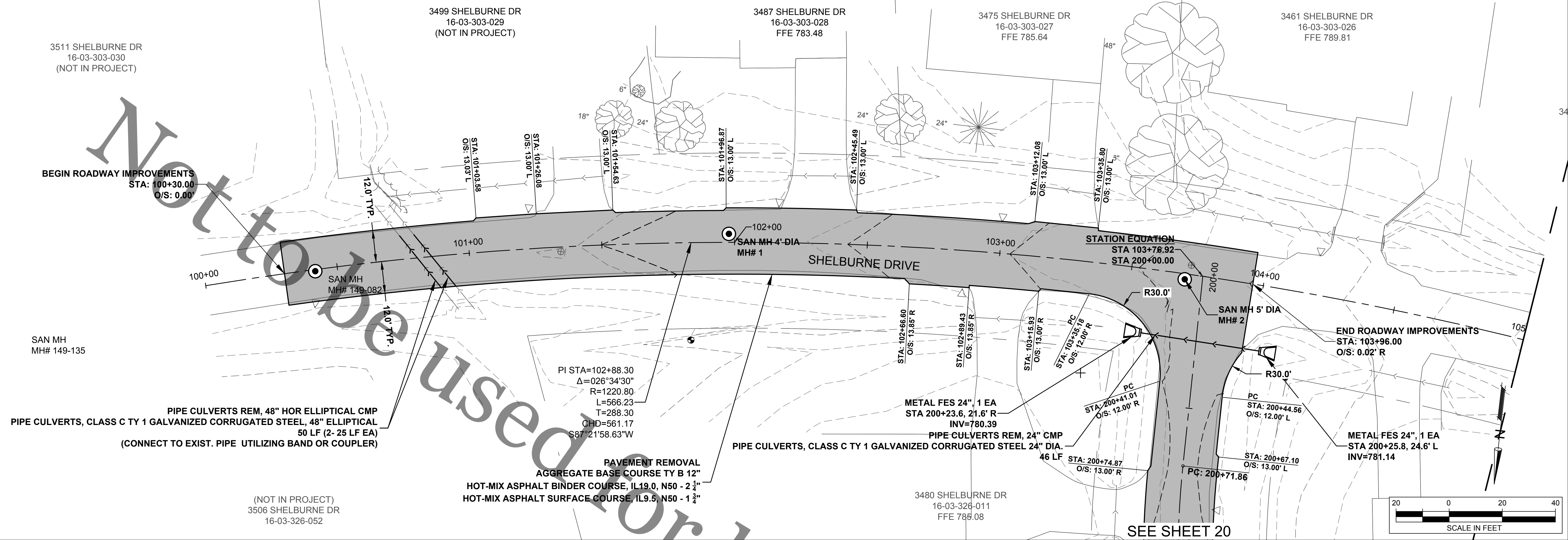
CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

SANITARY SEWER PLAN & PROFILE STA 300+00.00 TO STA 302+00

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**ROCK RIVER WATER  
RECLAMATION DISTRICT**  
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(815) 387-7660

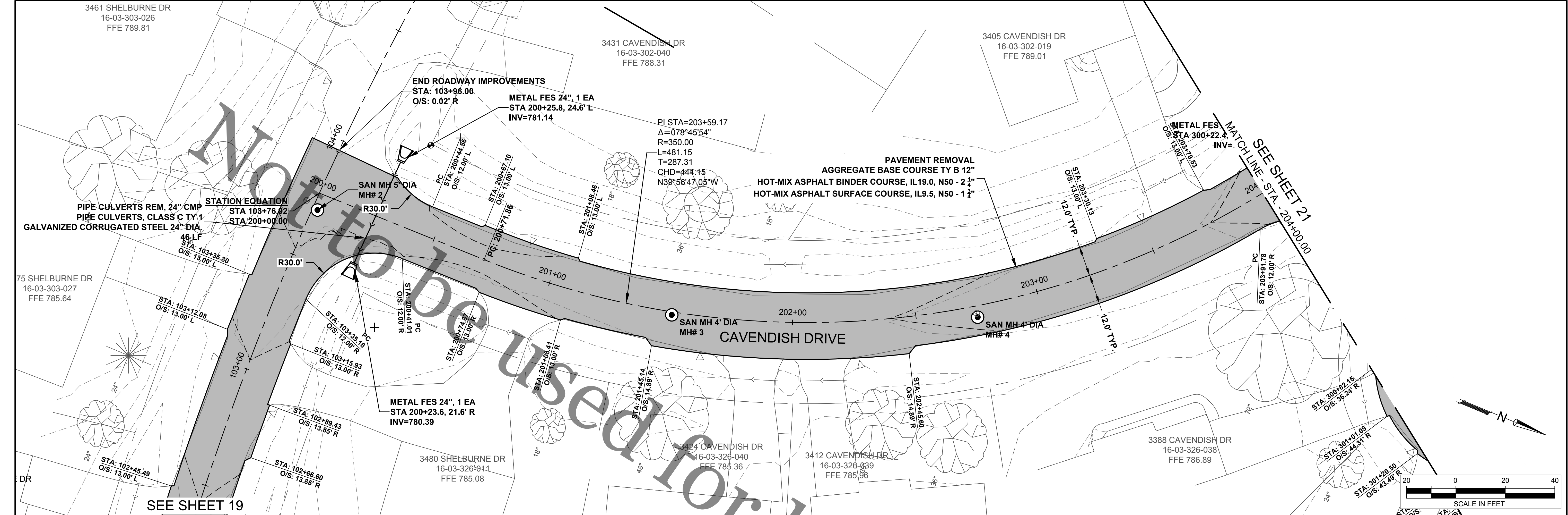
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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

**ROADWAY IMPROVEMENTS STA 100+00.00 TO STA 104+00.00**

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**ROCK RIVER WATER  
RECLAMATION DISTRICT**  
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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

**ROADWAY IMPROVEMENTS STA 200+00.00 TO STA 204+00.00**

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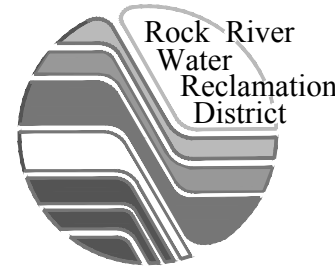
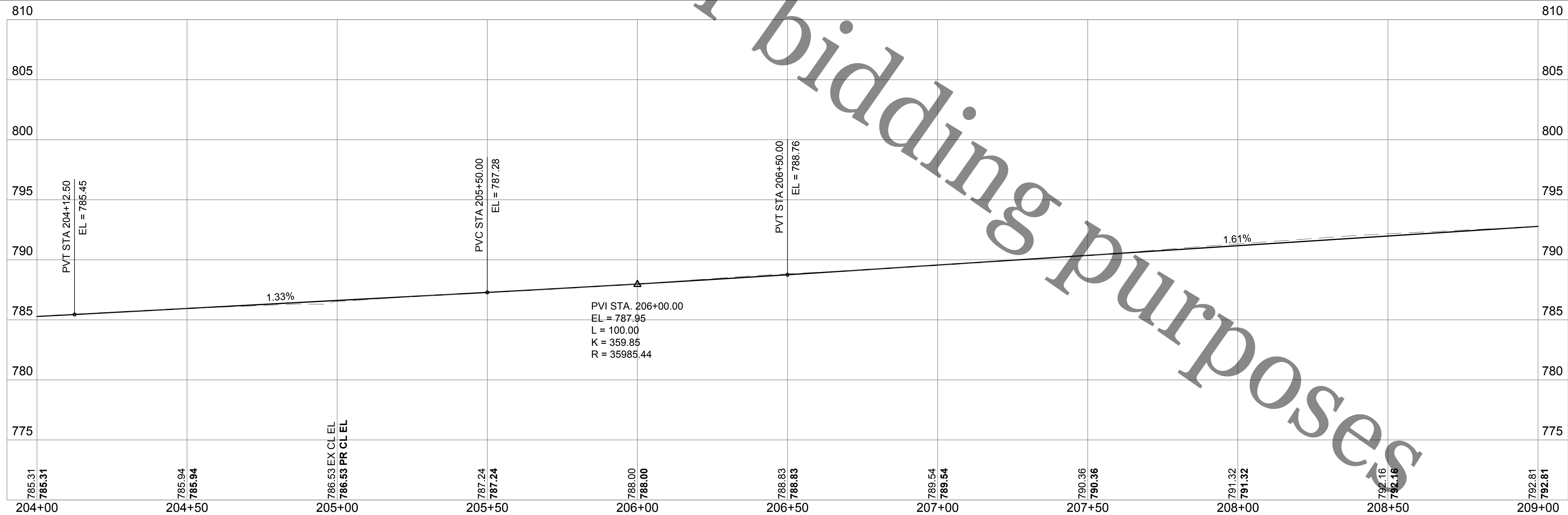
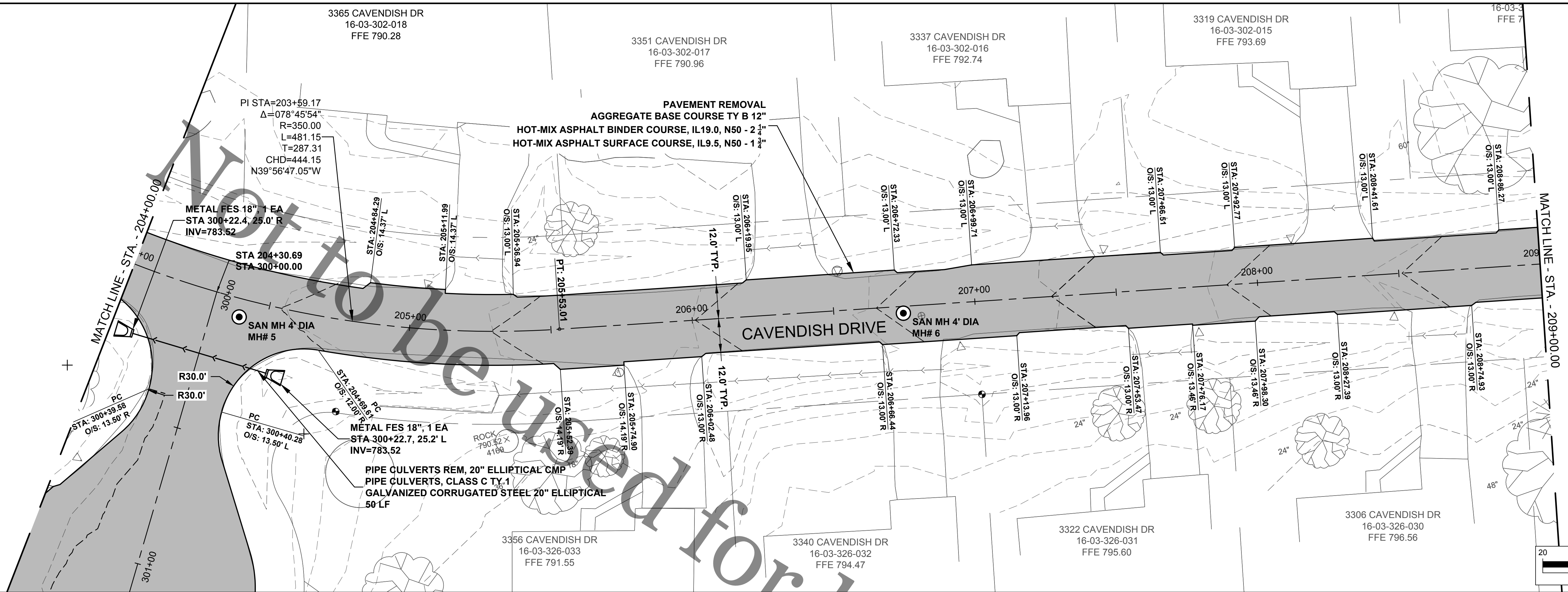
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**ROCK RIVER WATER  
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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

**ROADWAY IMPROVEMENTS STA 204+00.00 TO STA 209+00.00**

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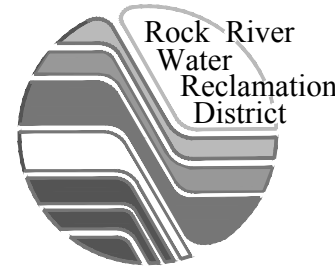
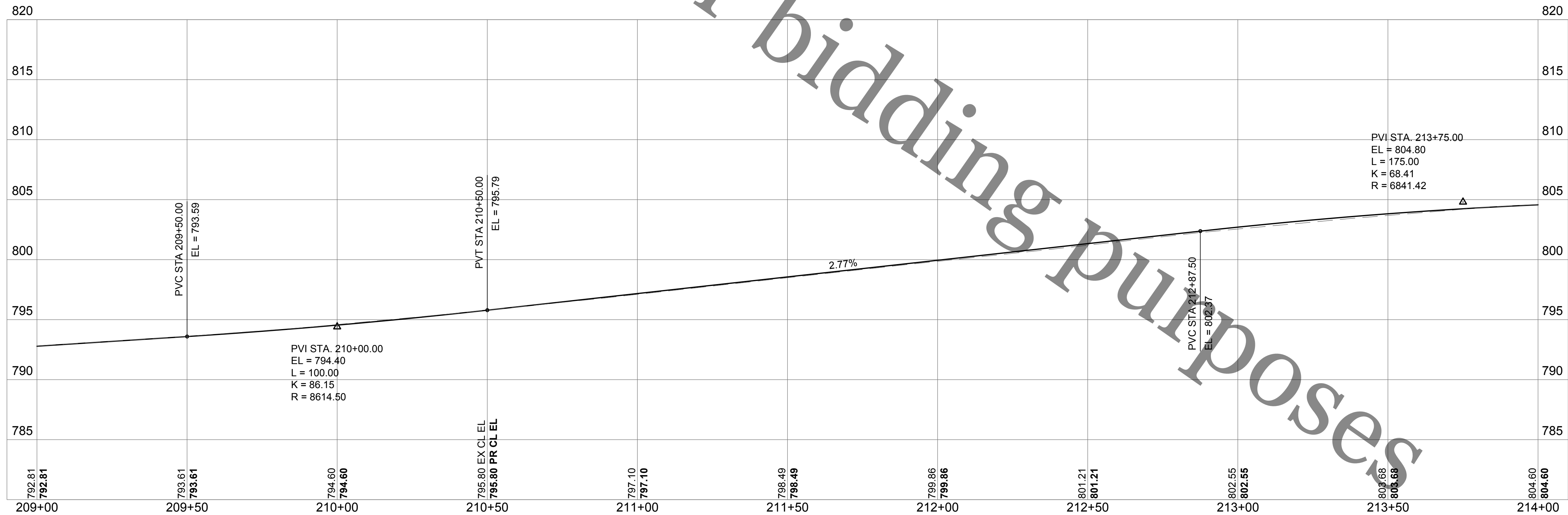
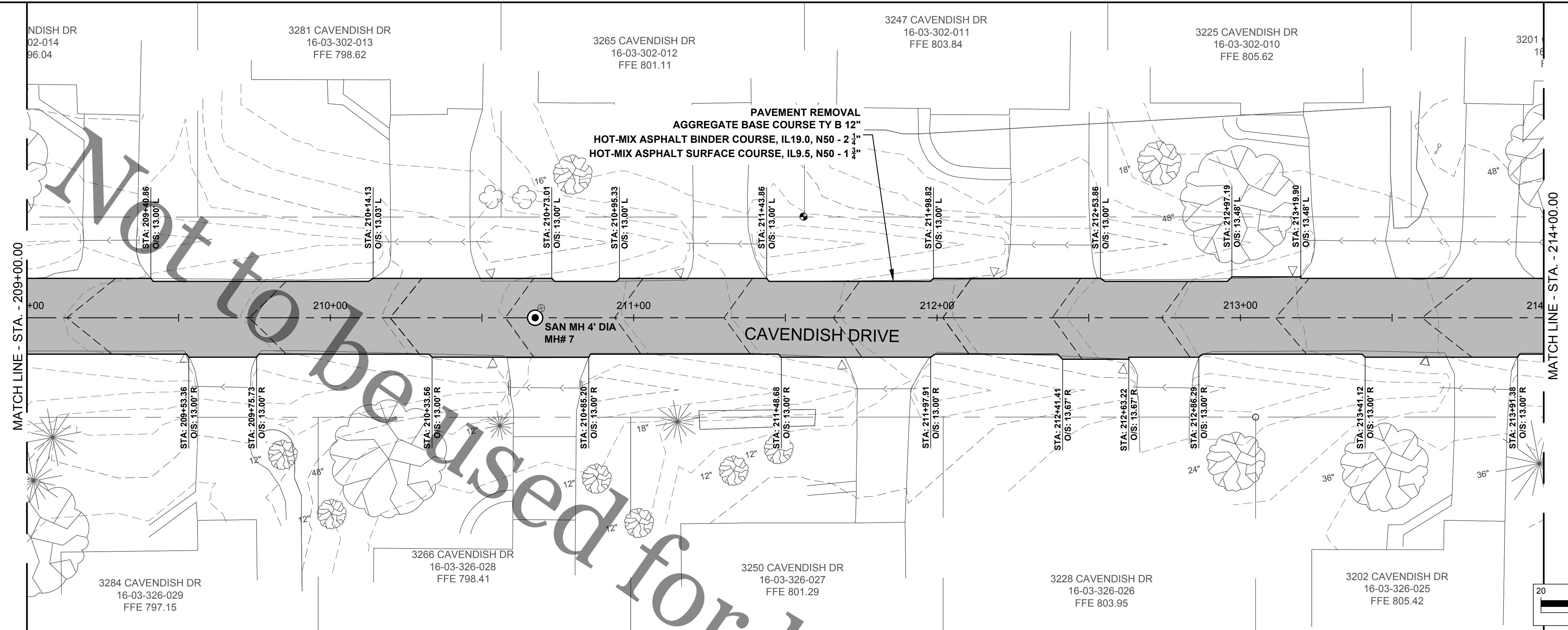
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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

ROADWAY IMPROVEMENTS STA 209+00.00 TO STA 214+00.00

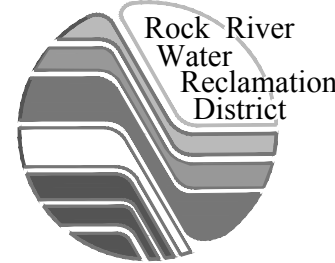
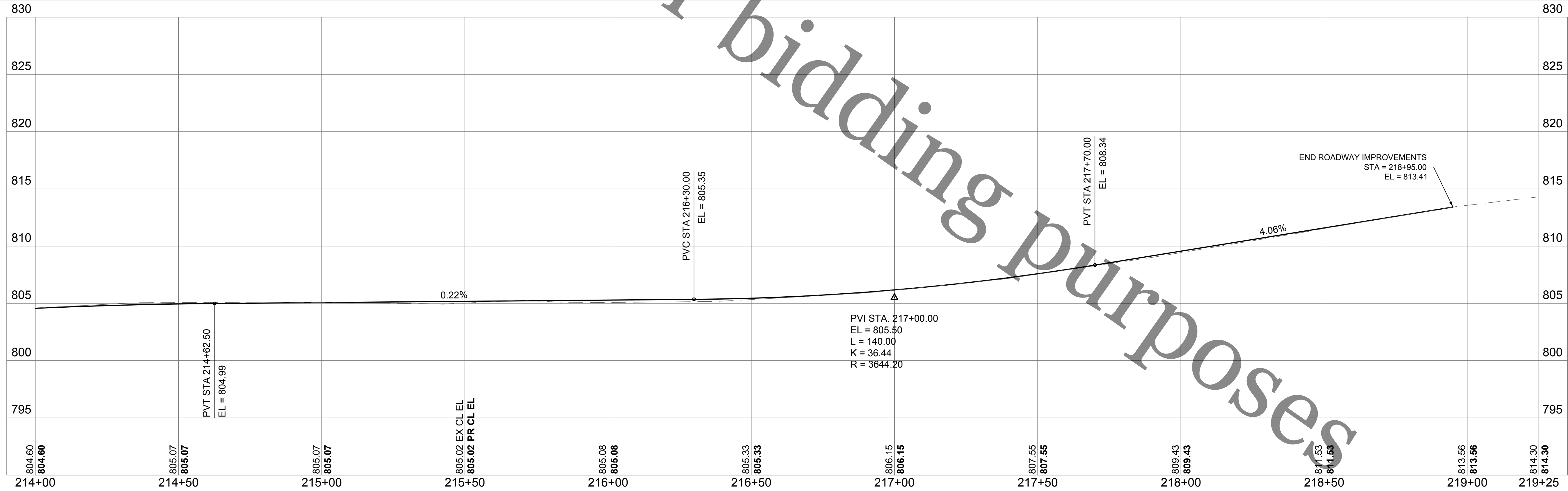
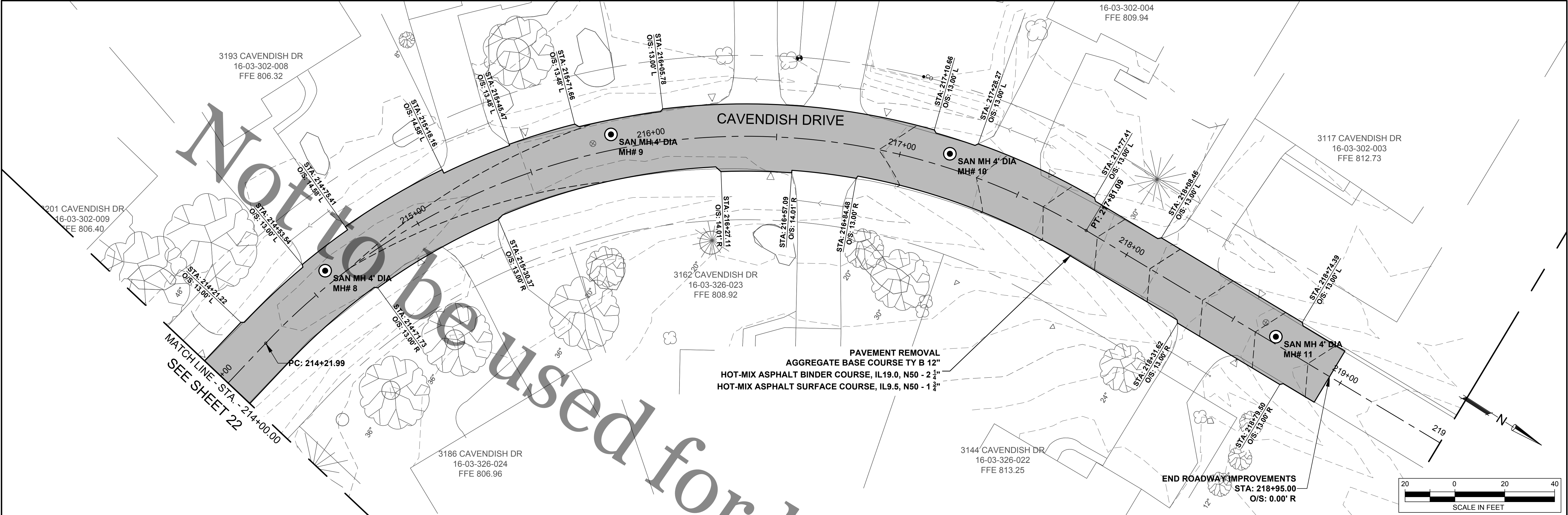
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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

**ROADWAY IMPROVEMENTS STA 214+00.00 TO STA 219+25.00**

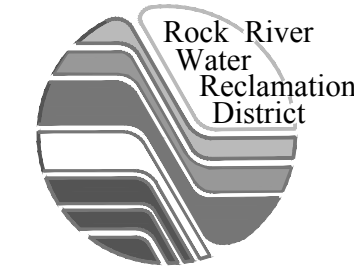
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ROCK RIVER WATER  
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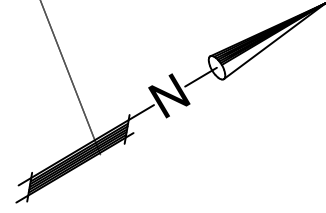
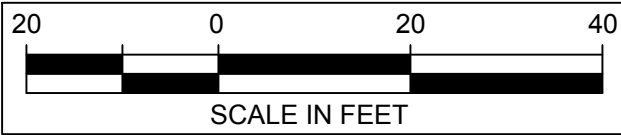
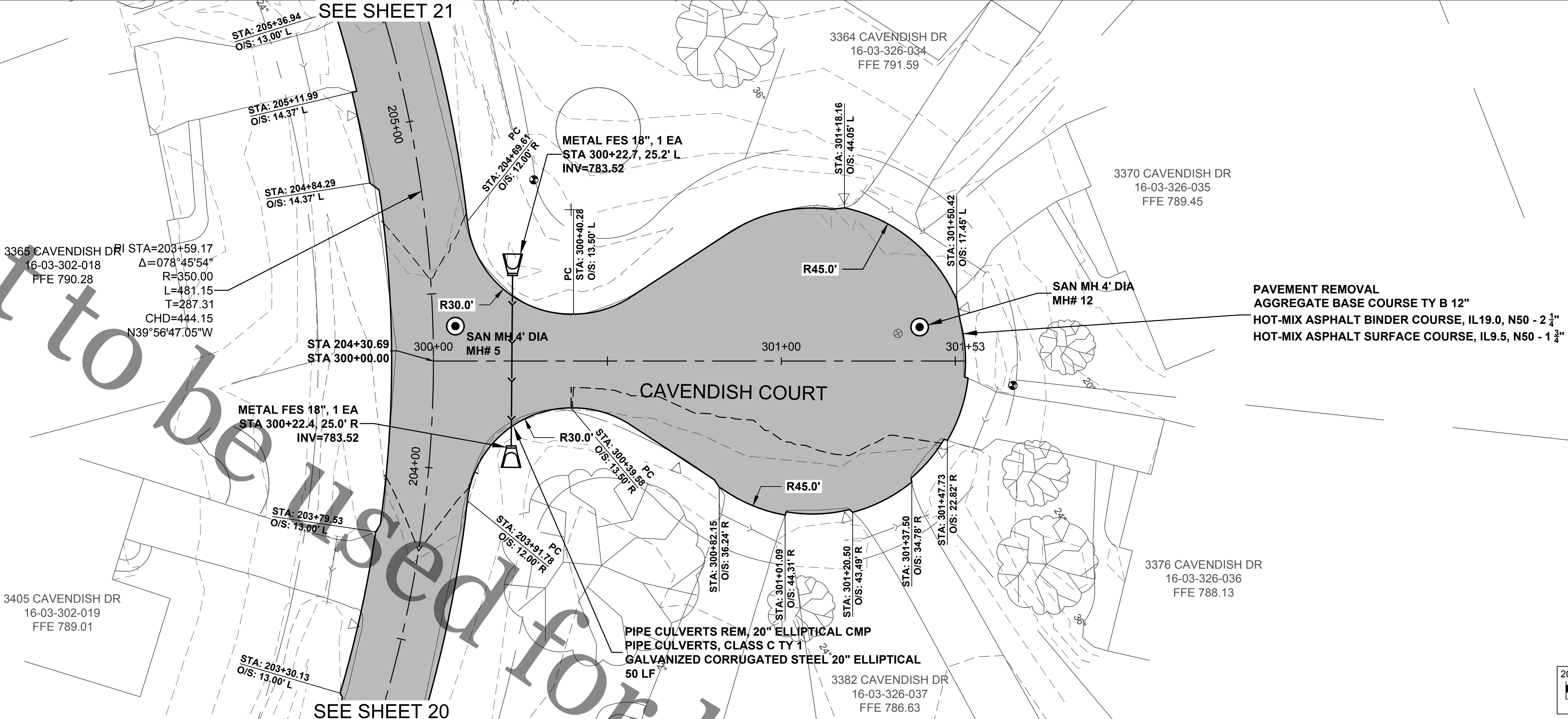
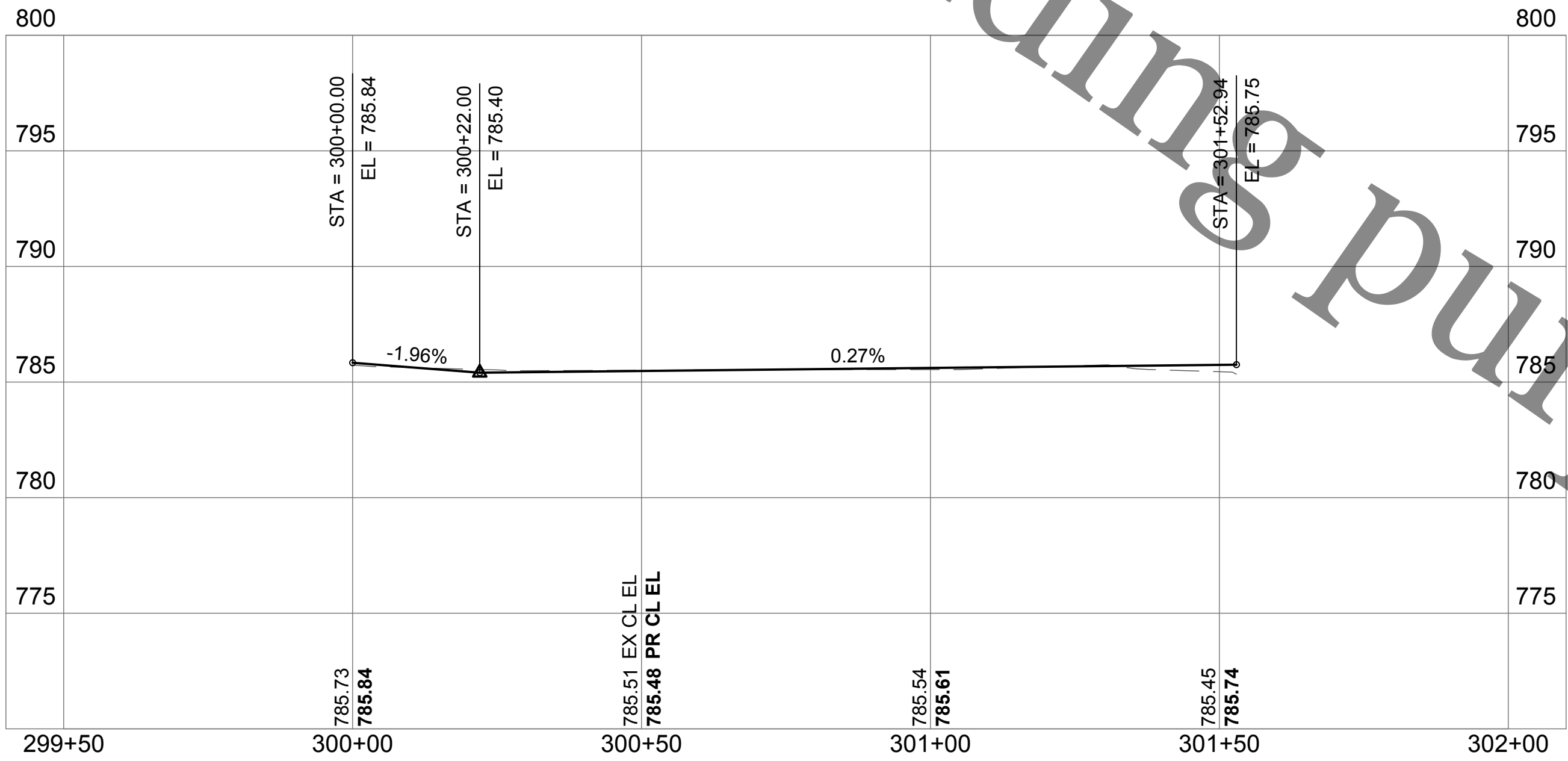
CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134

ROADWAY IMPROVEMENTS STA 300+00.00 TO STA 301+52.94

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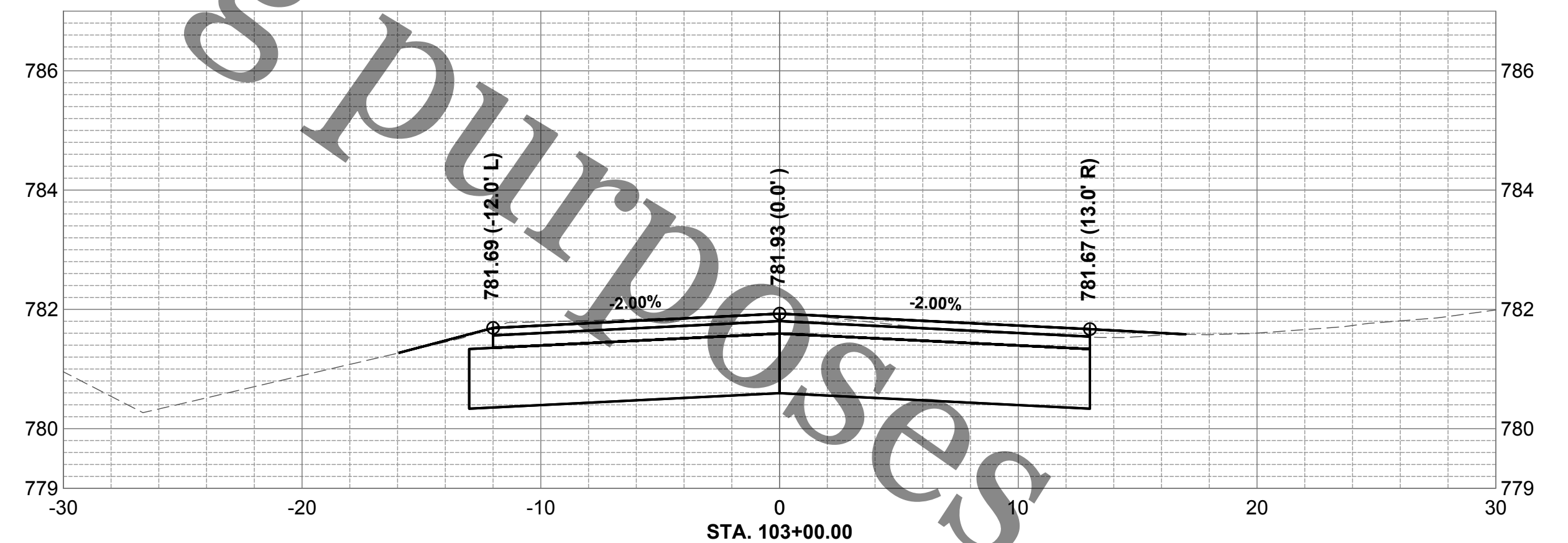
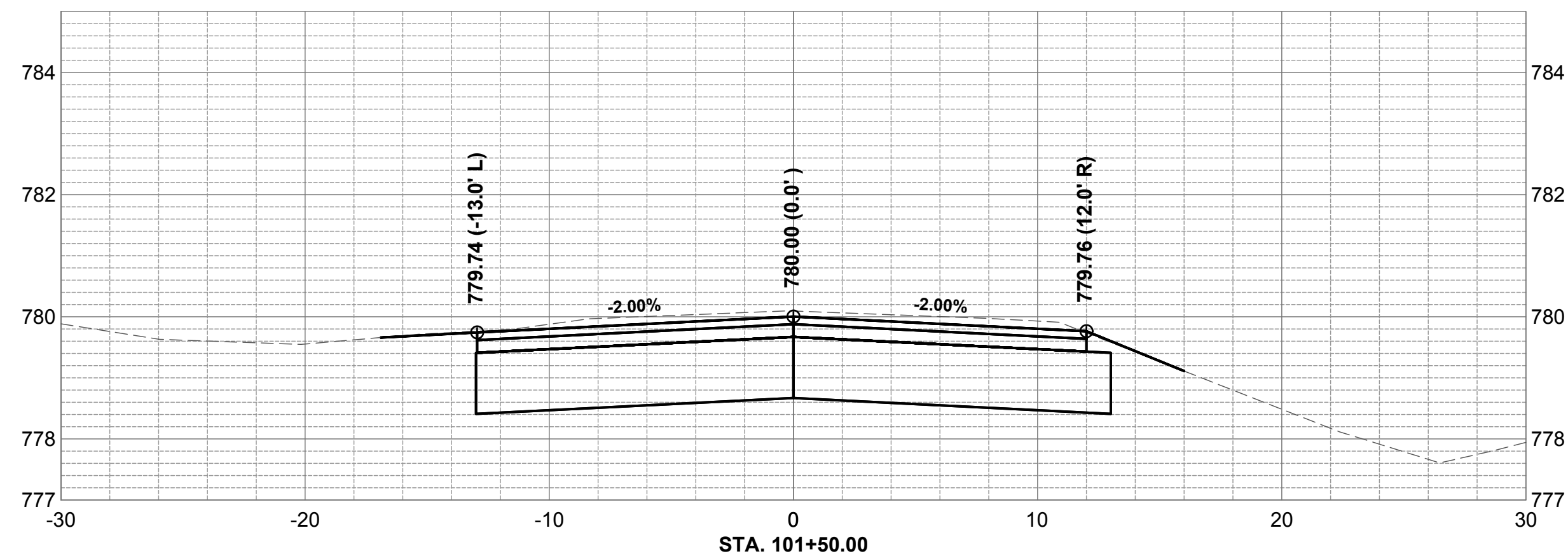
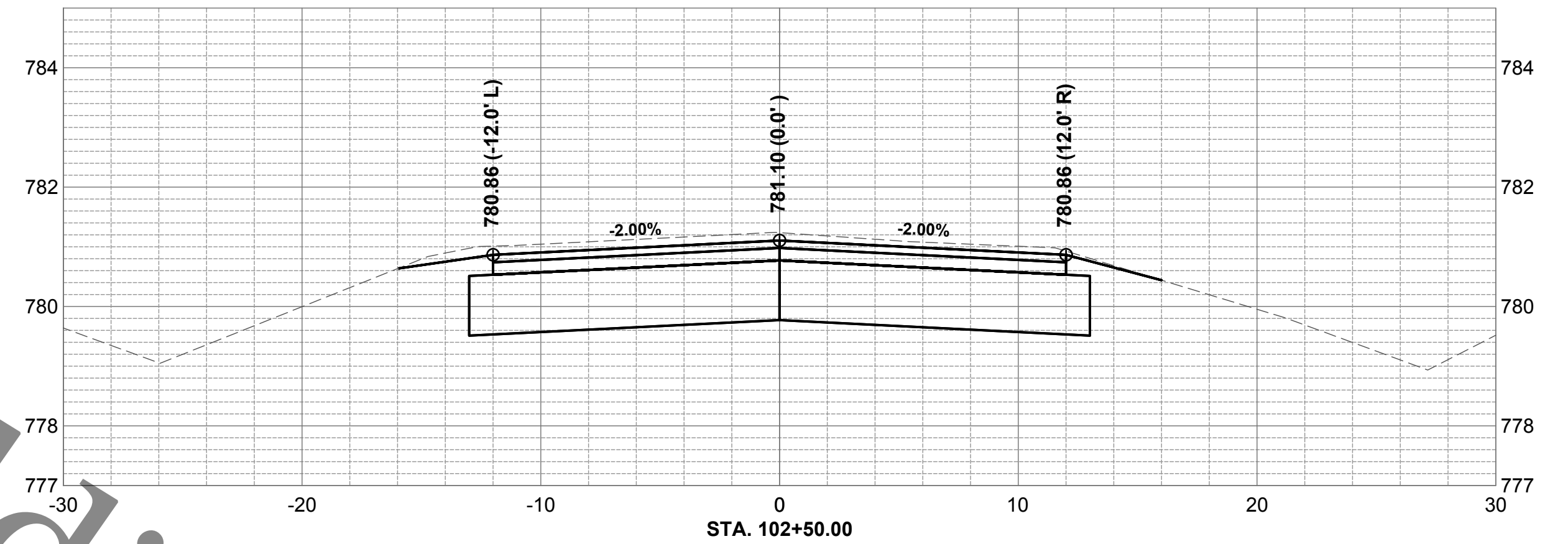
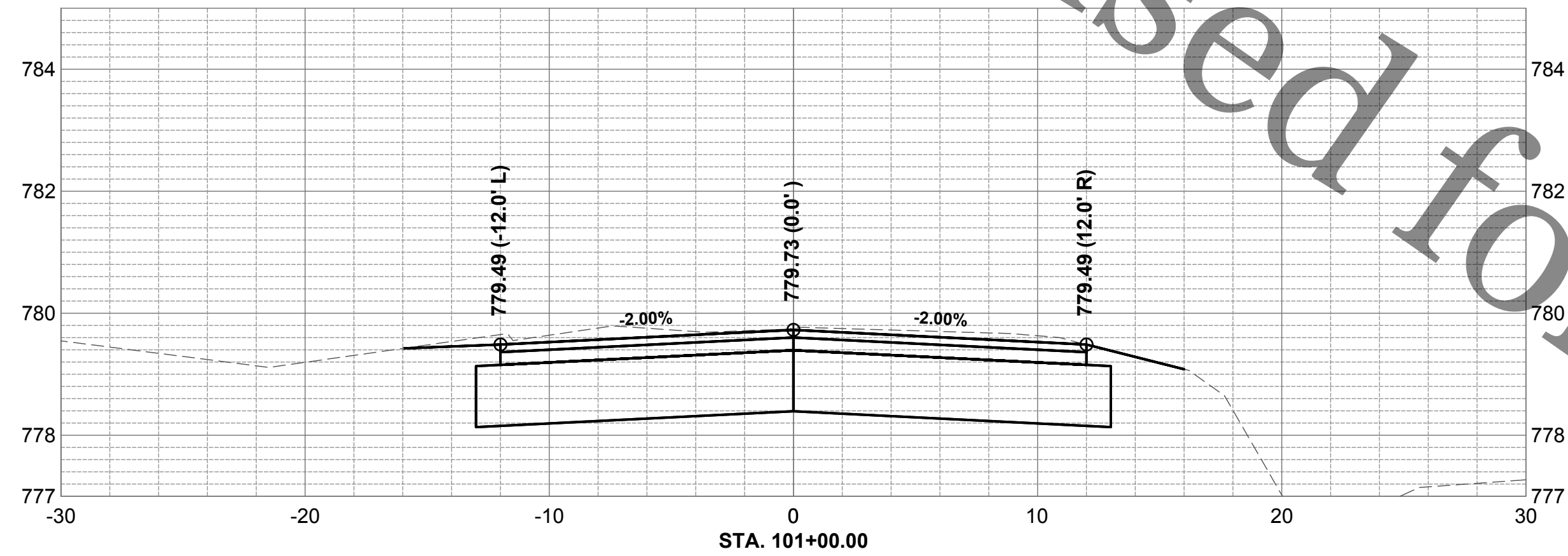
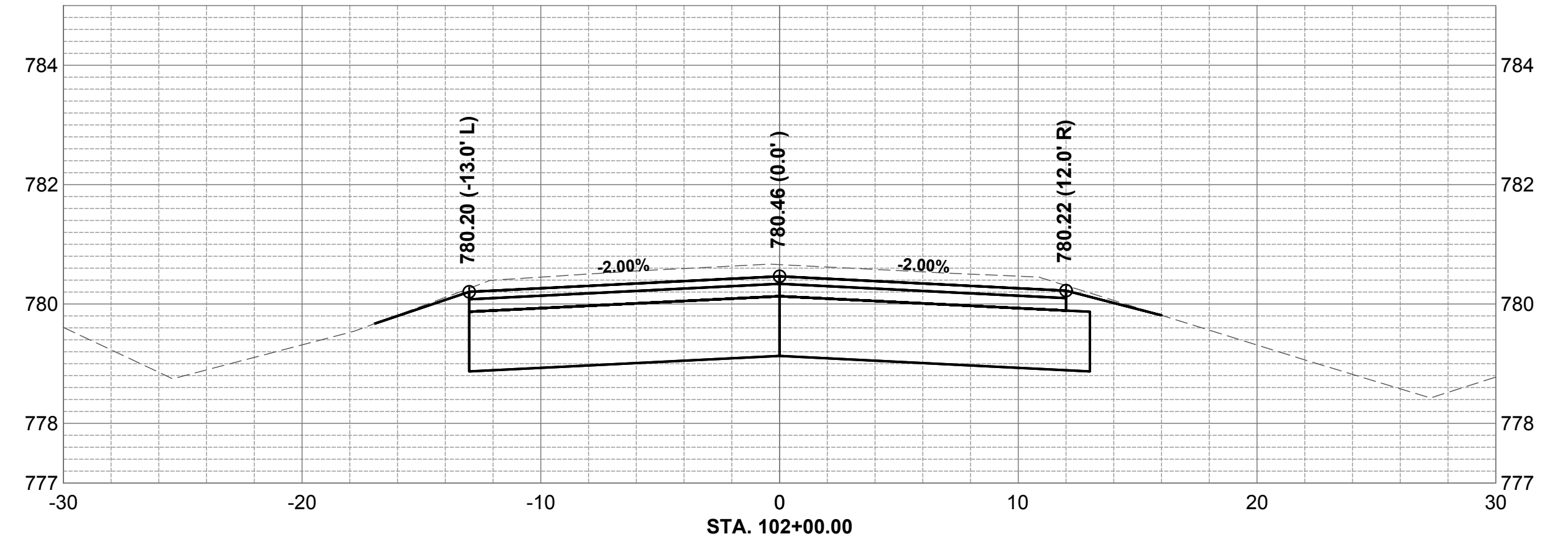
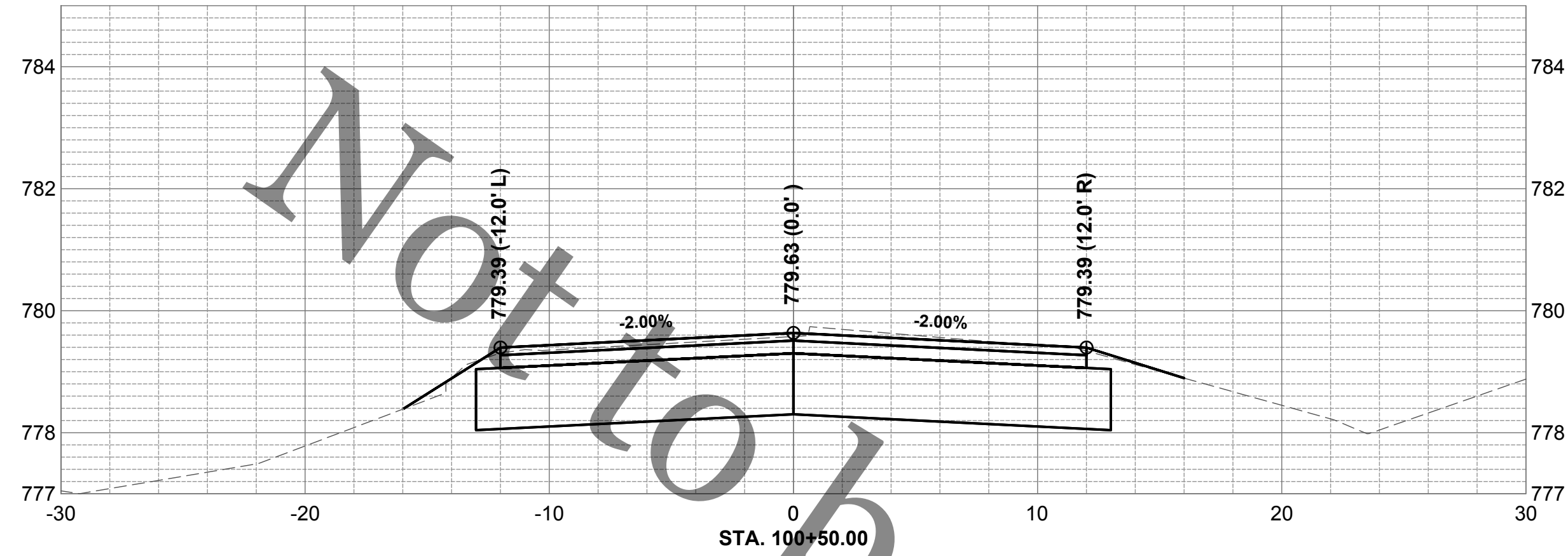
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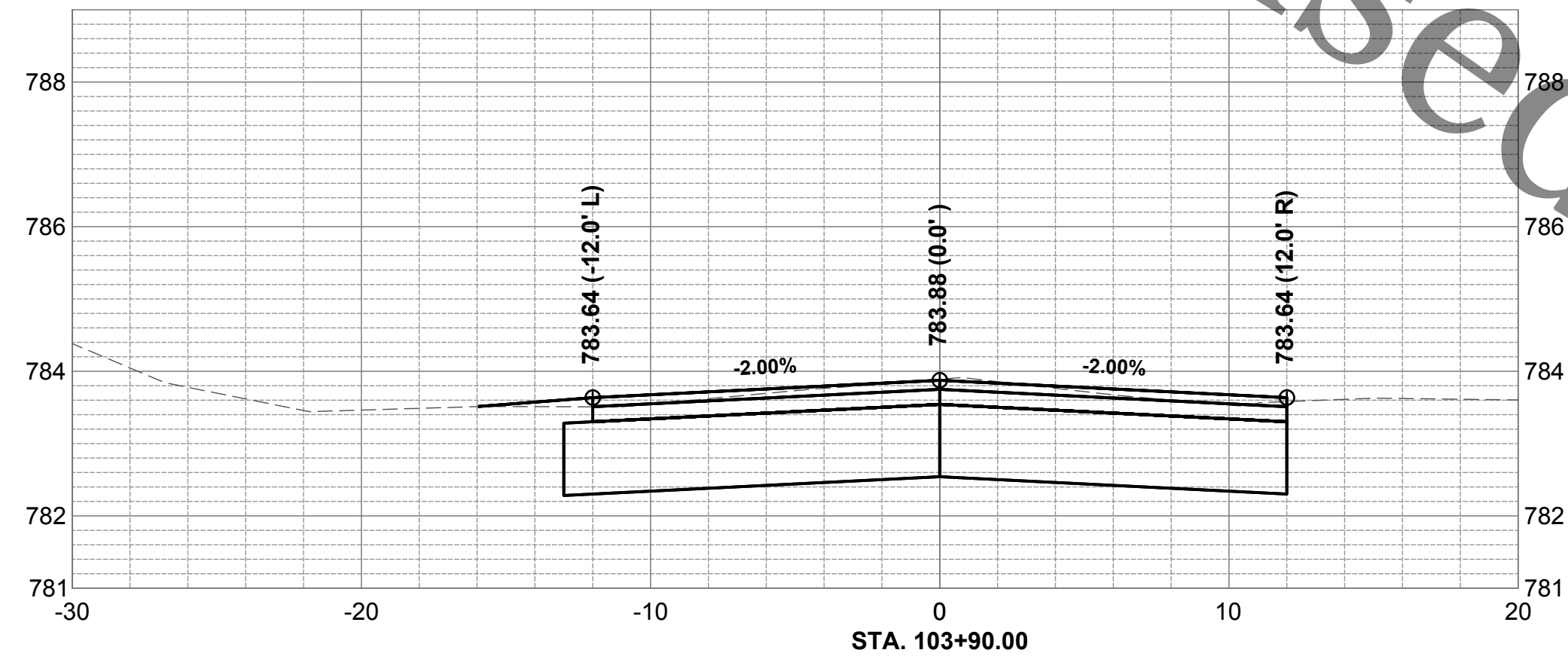
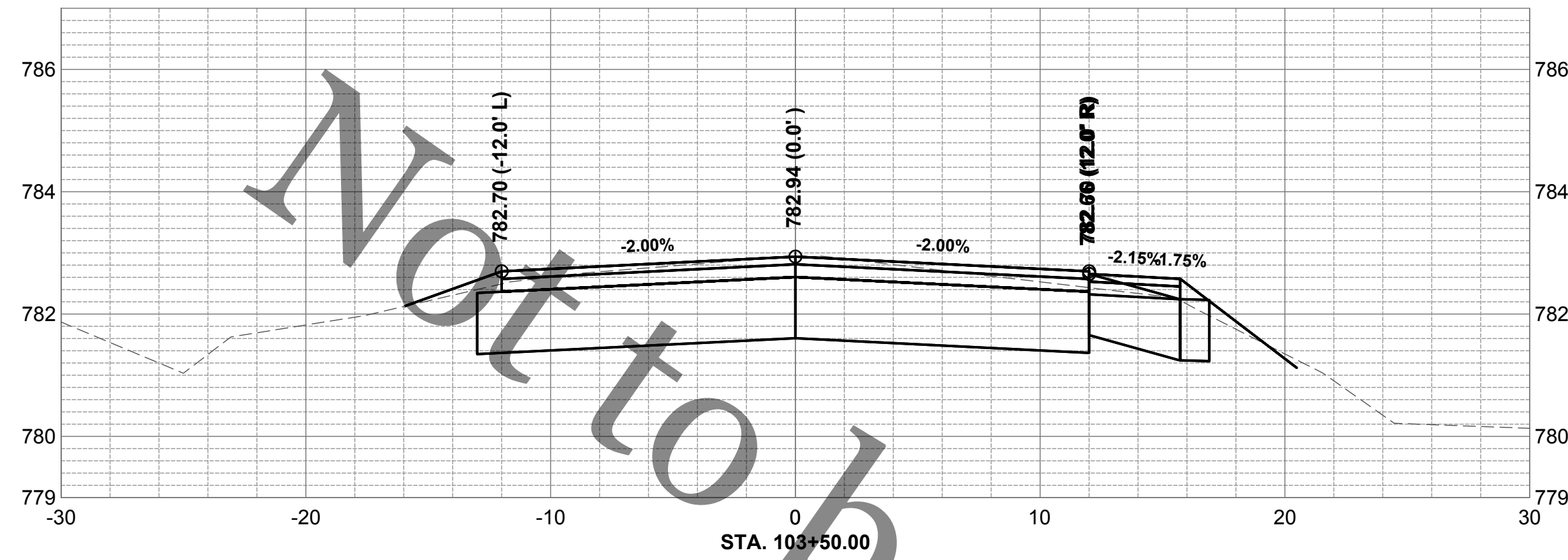
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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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SHELBURNE DRIVE CROSS SECTIONS STA 100+50 TO STA 103+00

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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
SPECIAL ASSESSMENT #134**

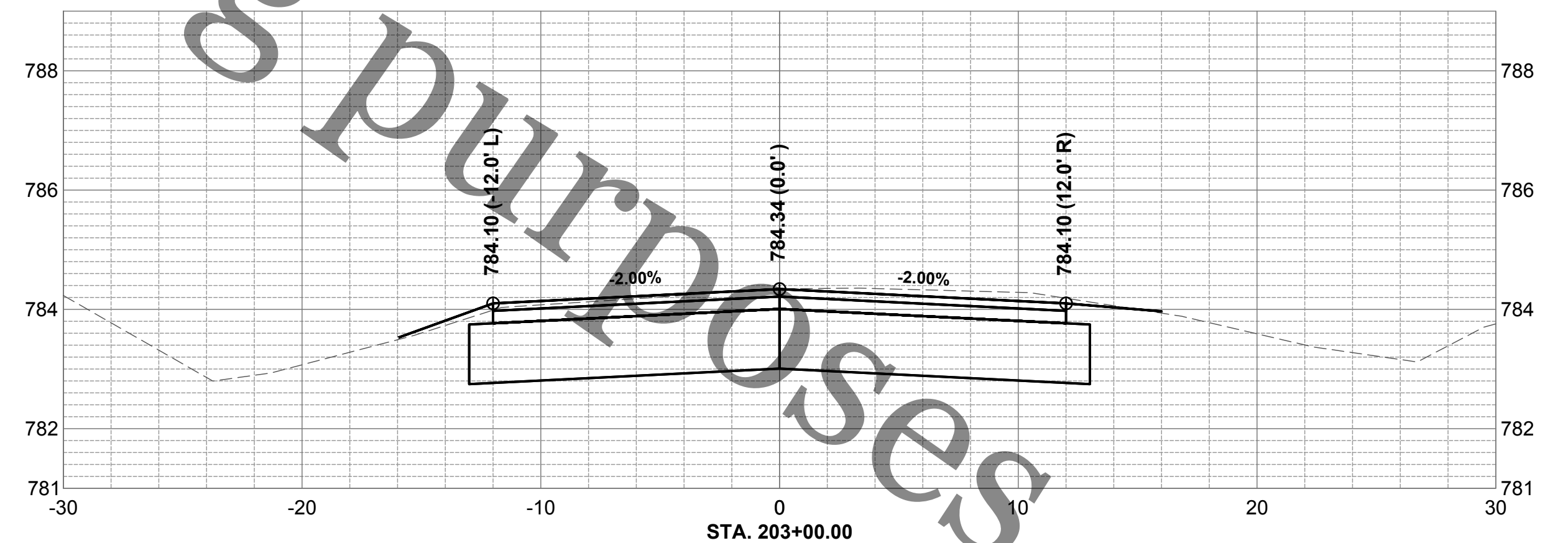
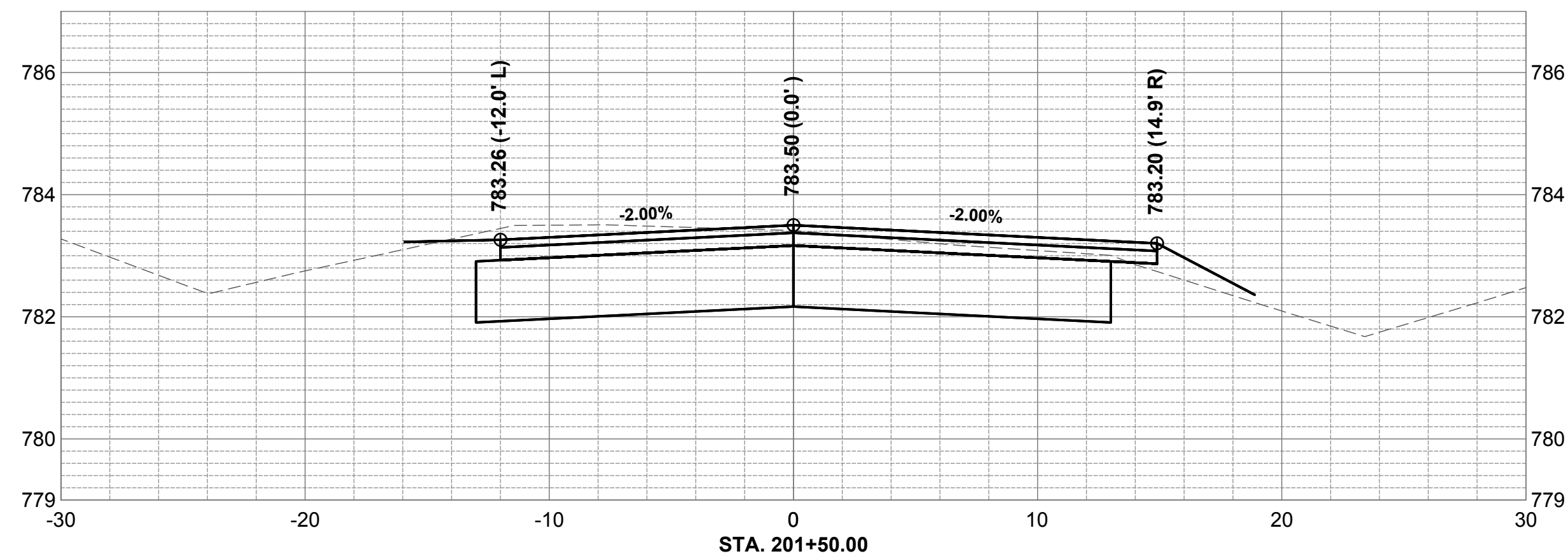
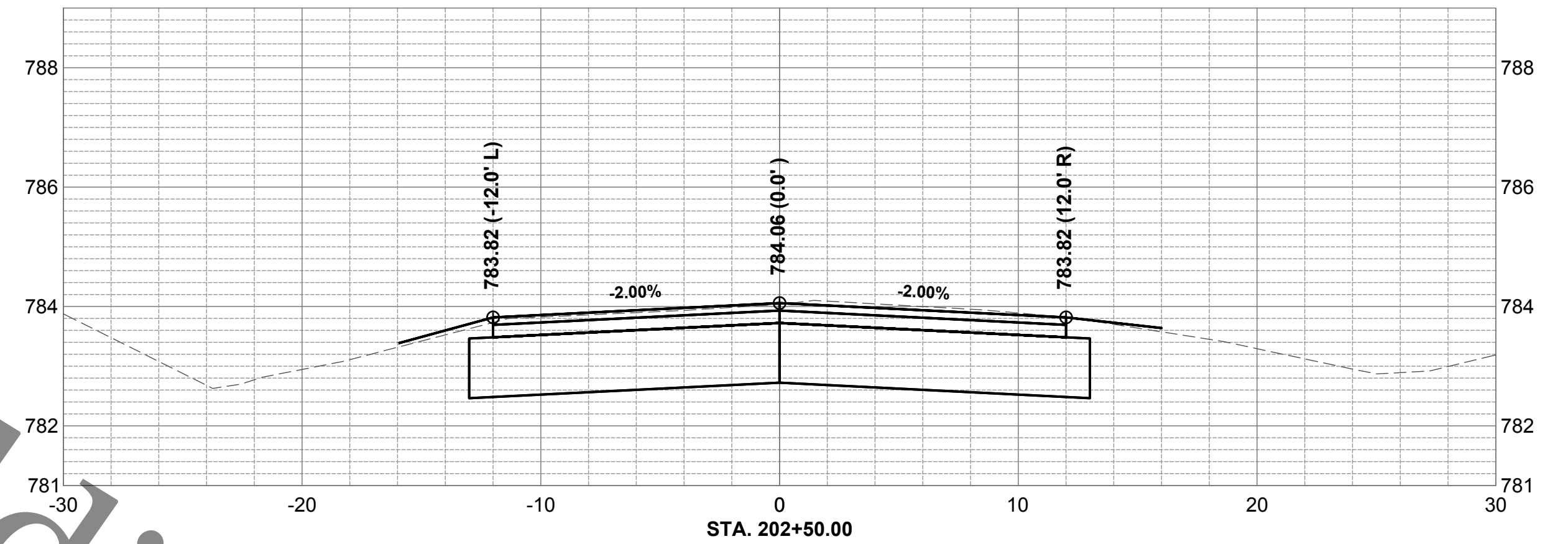
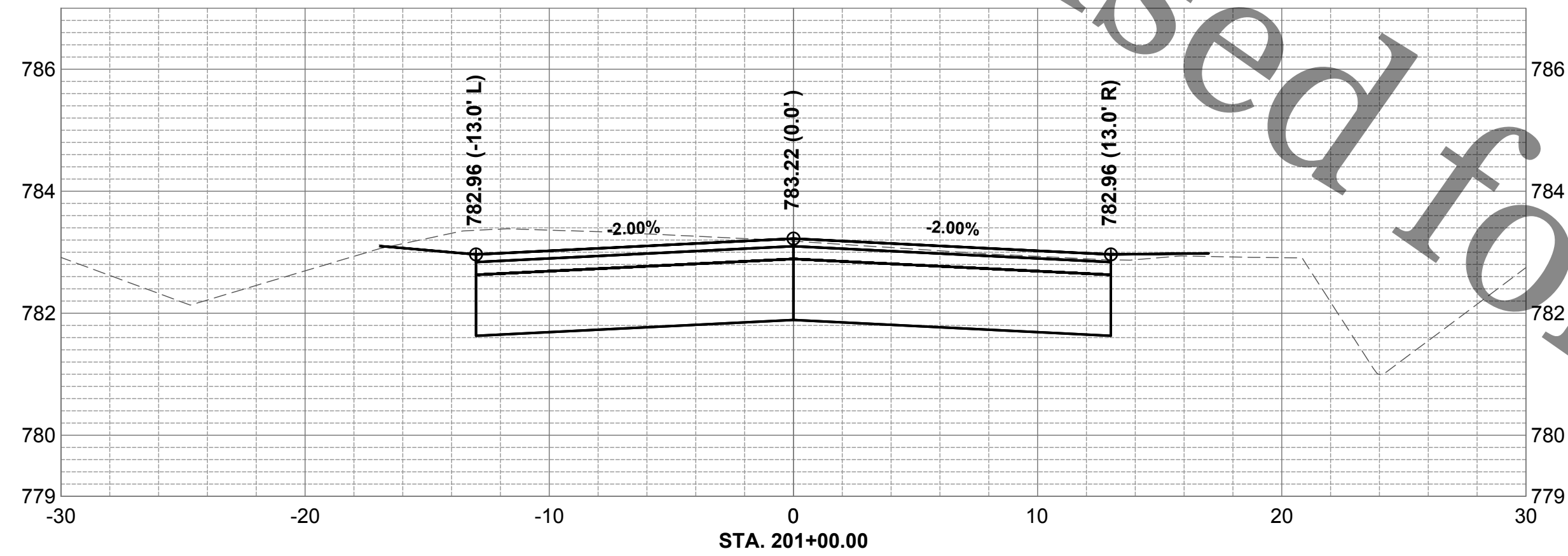
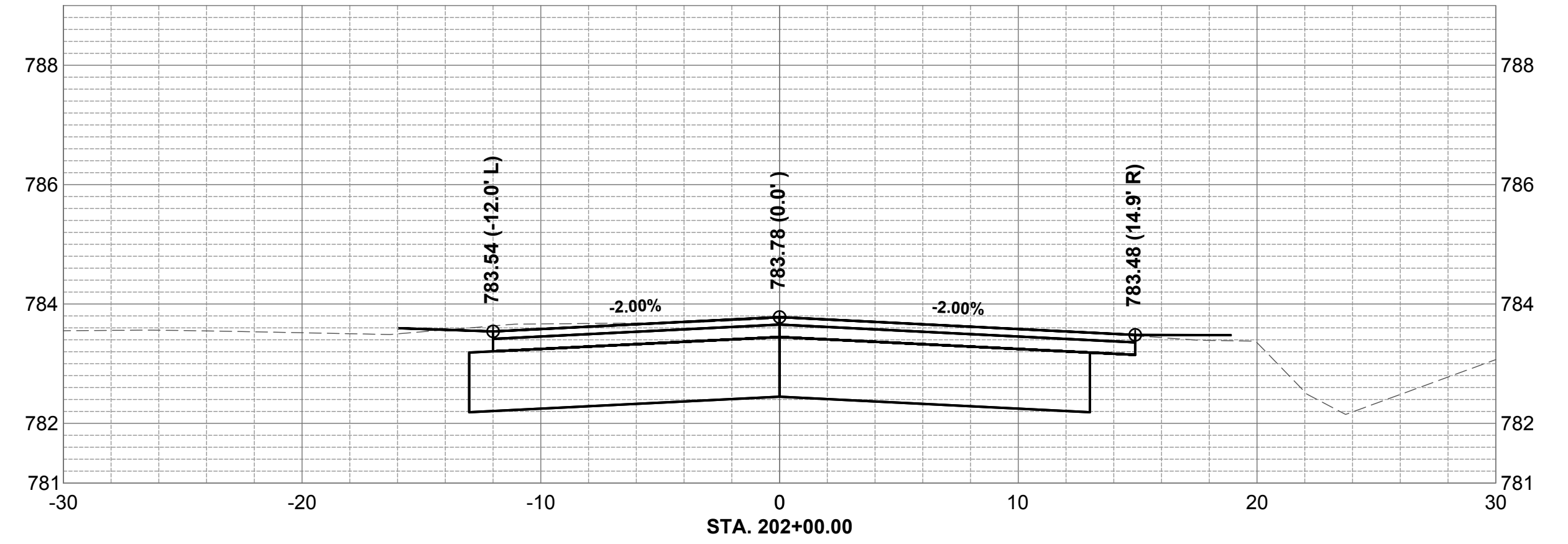
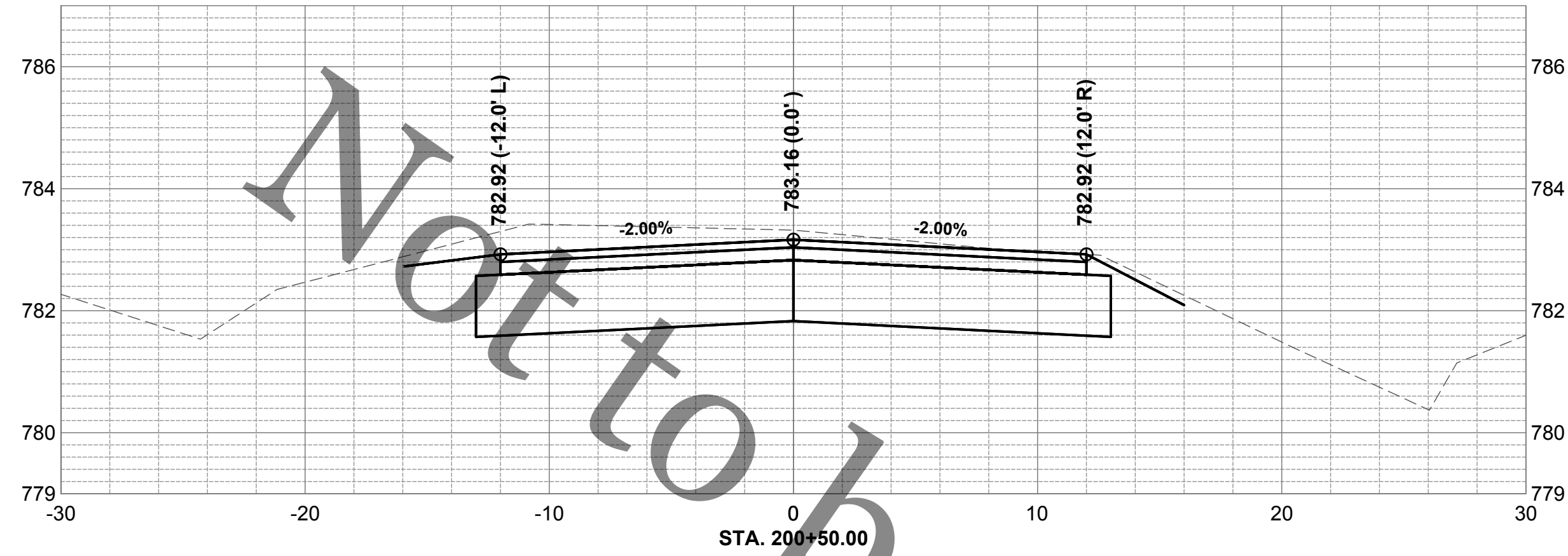
**SHELBURNE DRIVE CROSS SECTIONS STA 103+50 TO STA 103+90**

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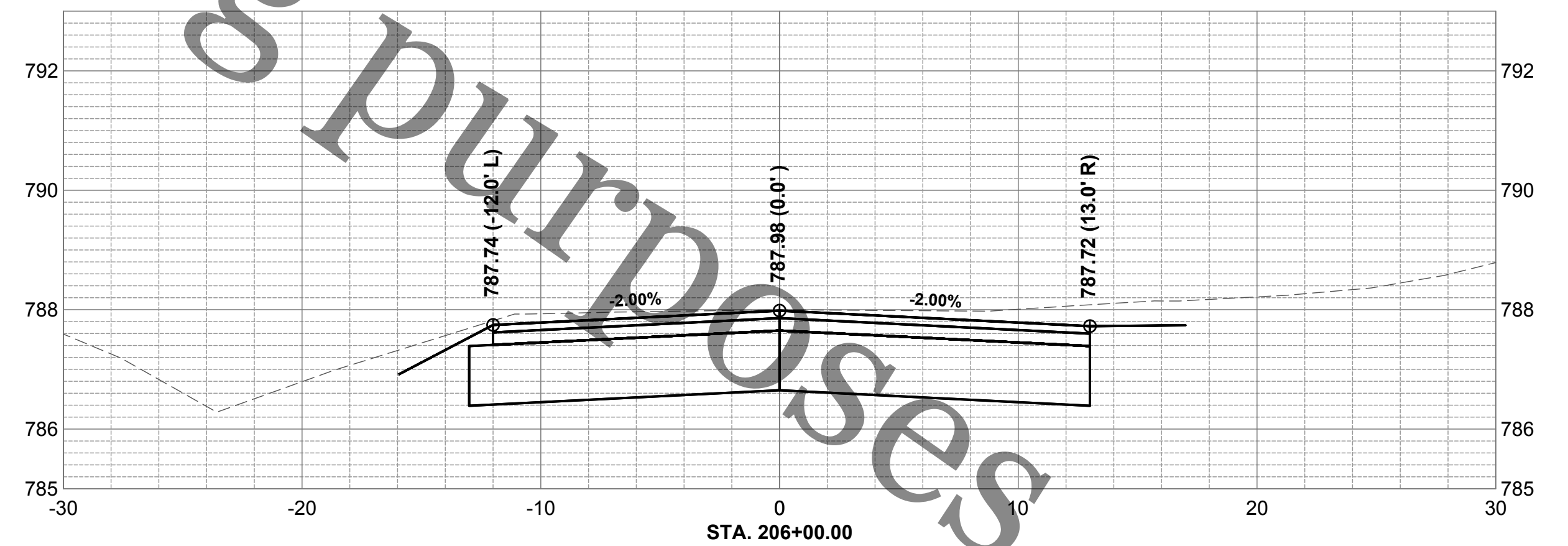
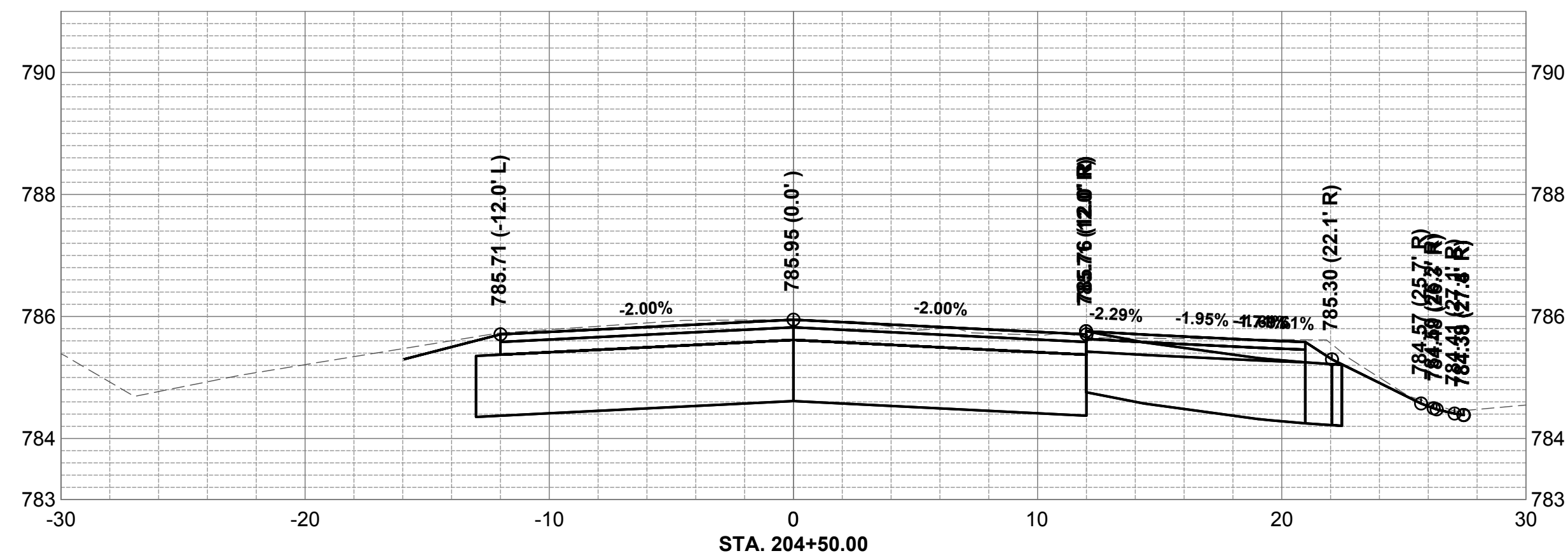
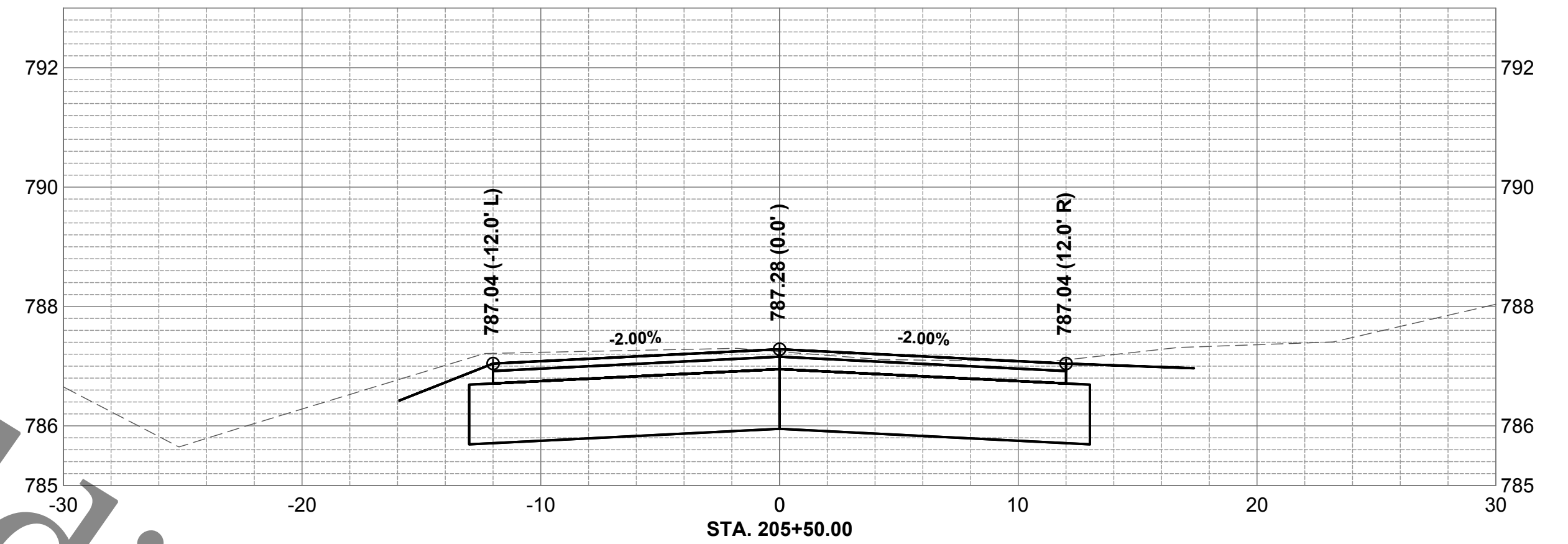
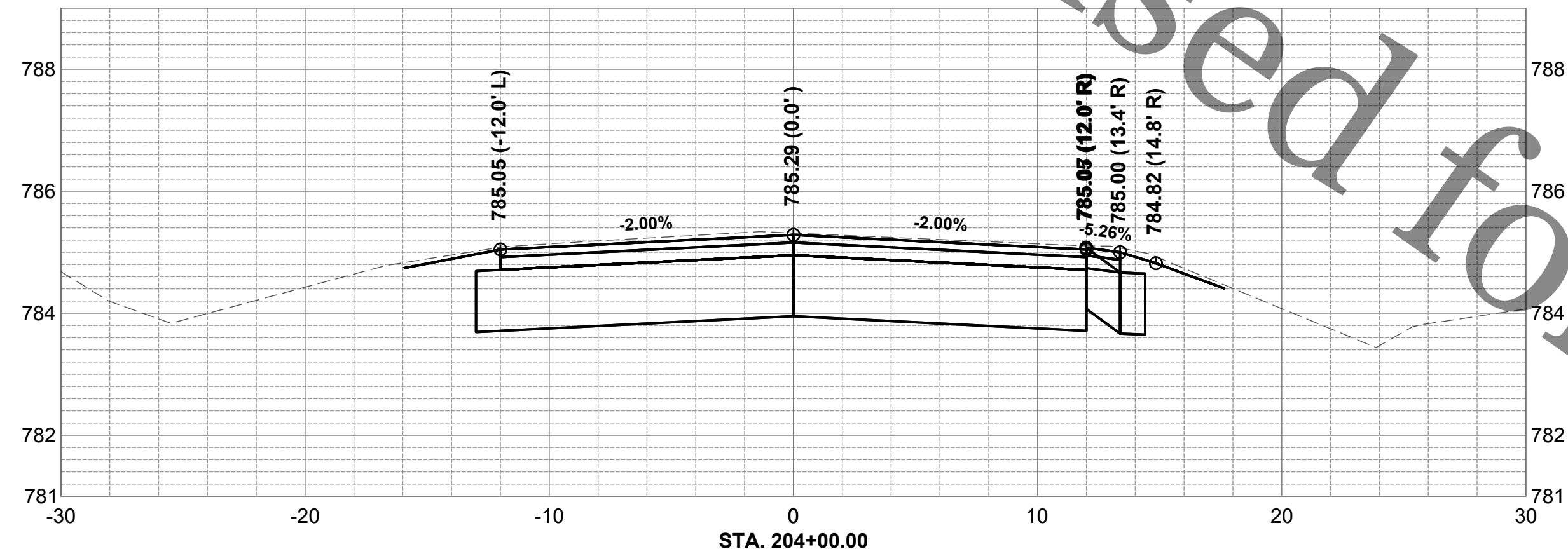
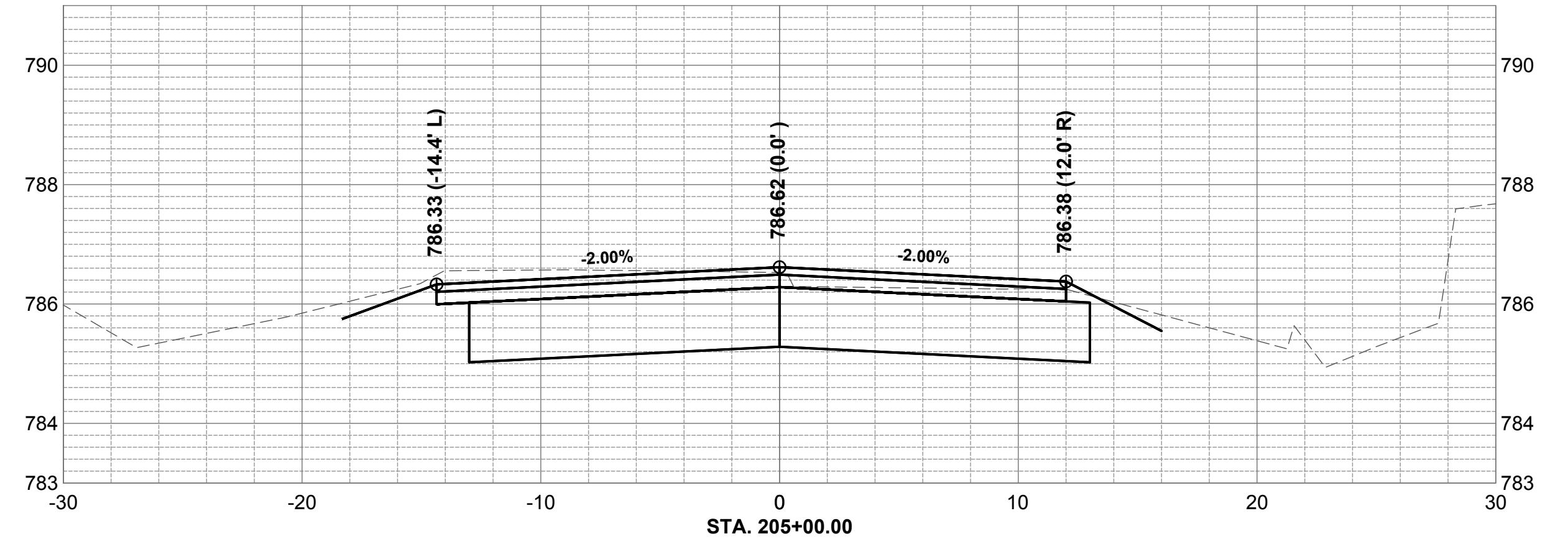
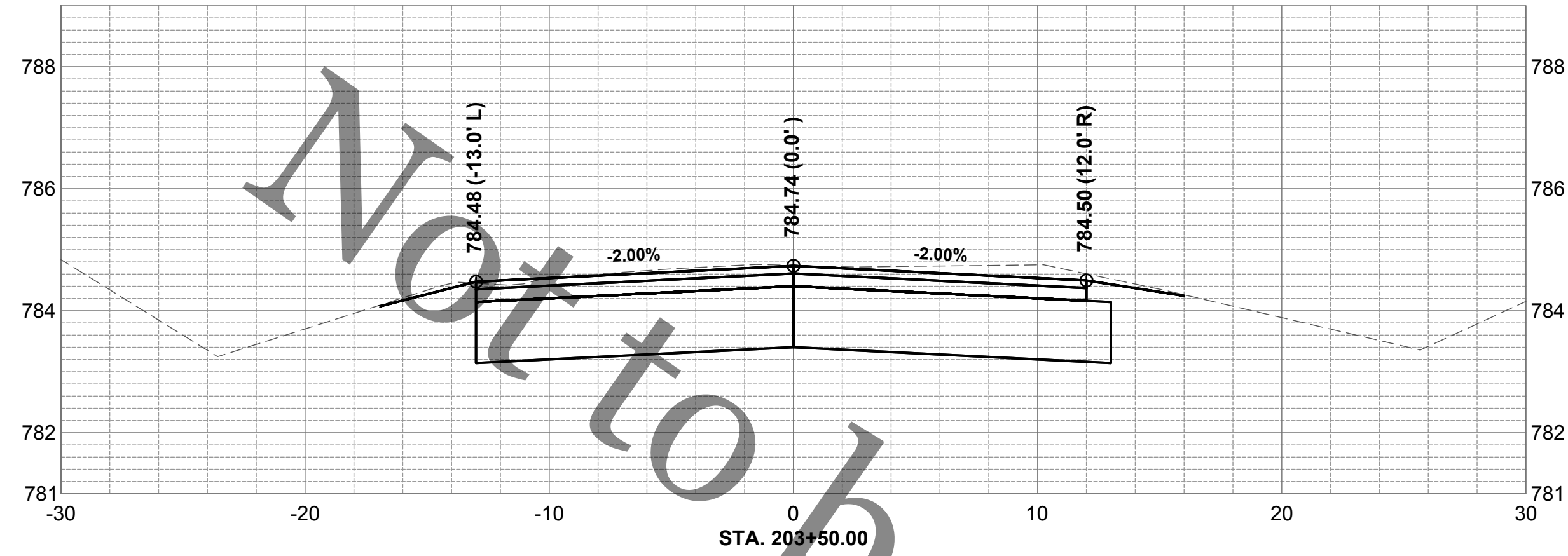
CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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CAVENDISH DRIVE CROSS SECTIONS STA 200+50 TO STA 203+00

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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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CAVENDISH DRIVE CROSS SECTIONS STA 203+50 TO STA 206+00

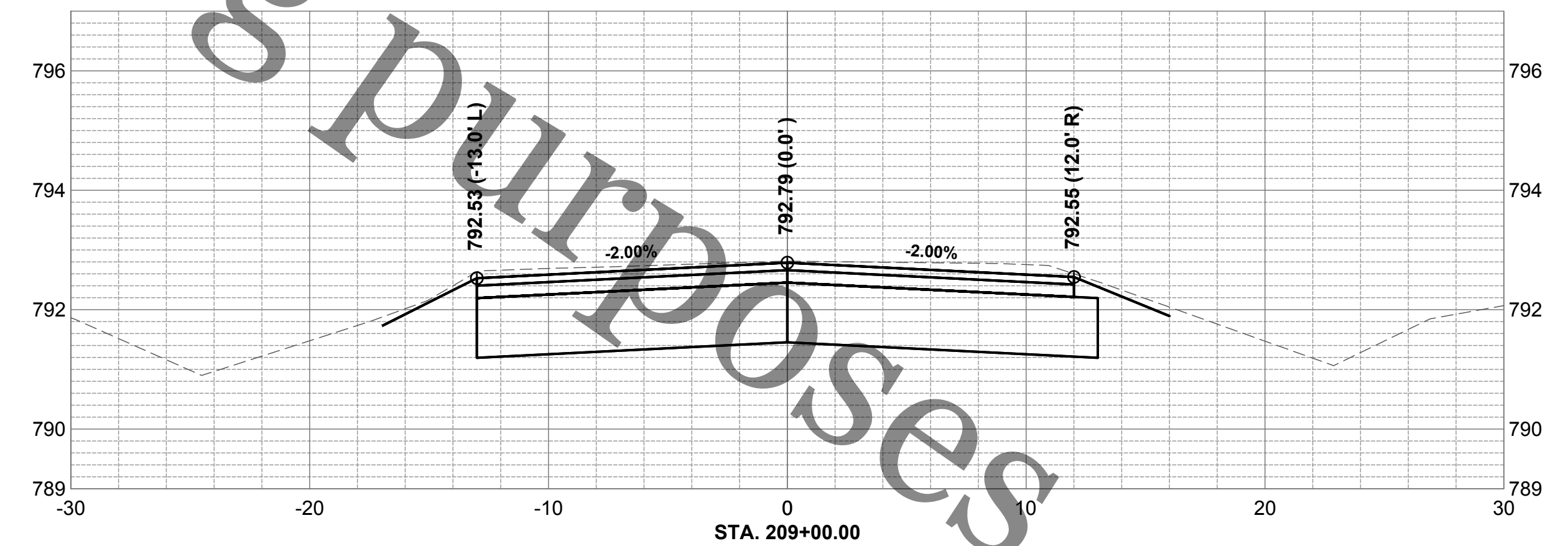
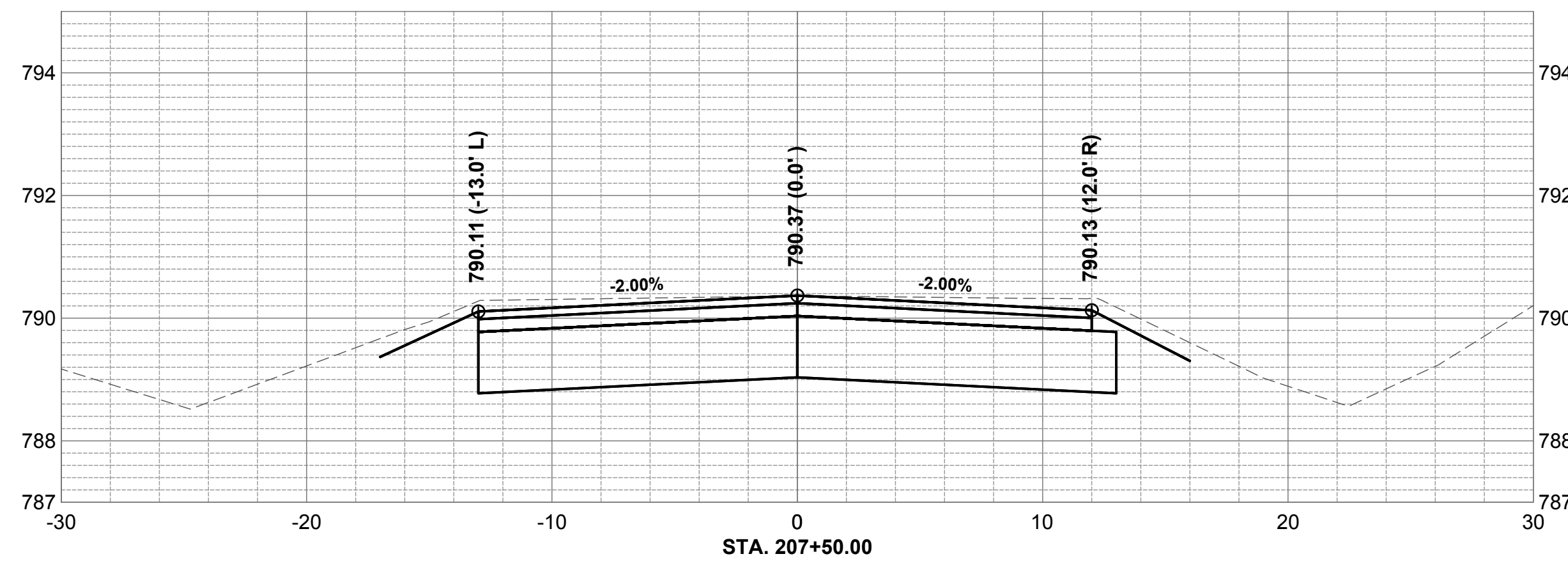
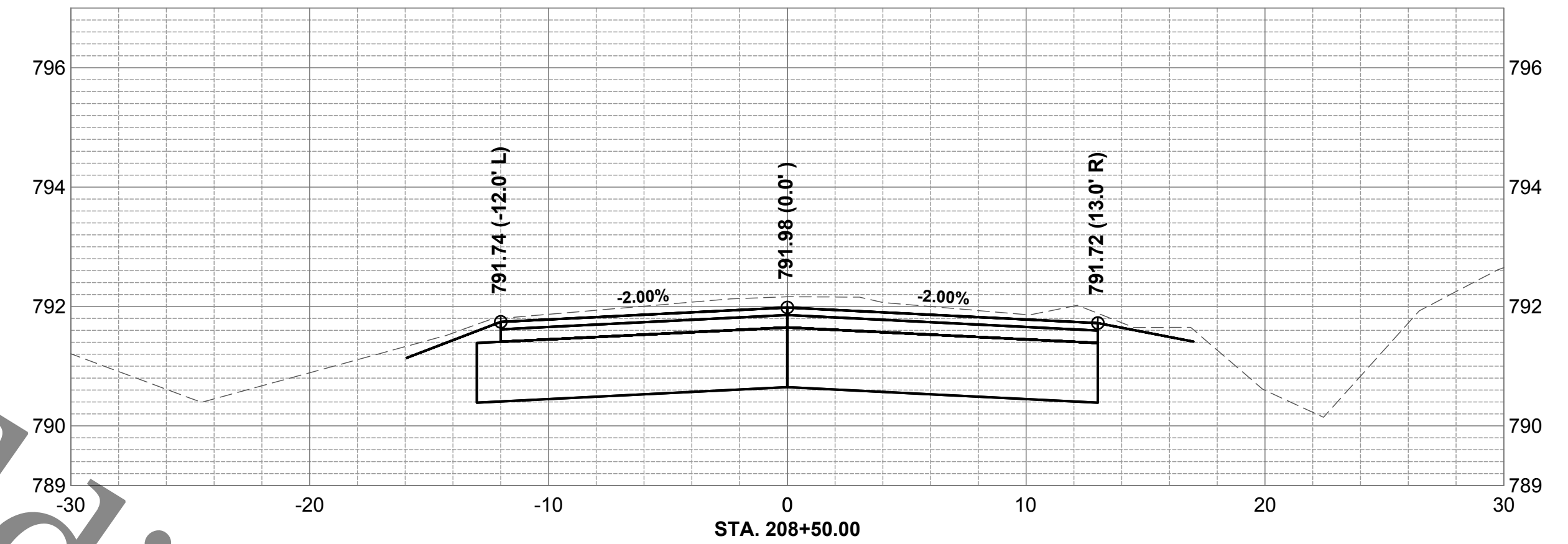
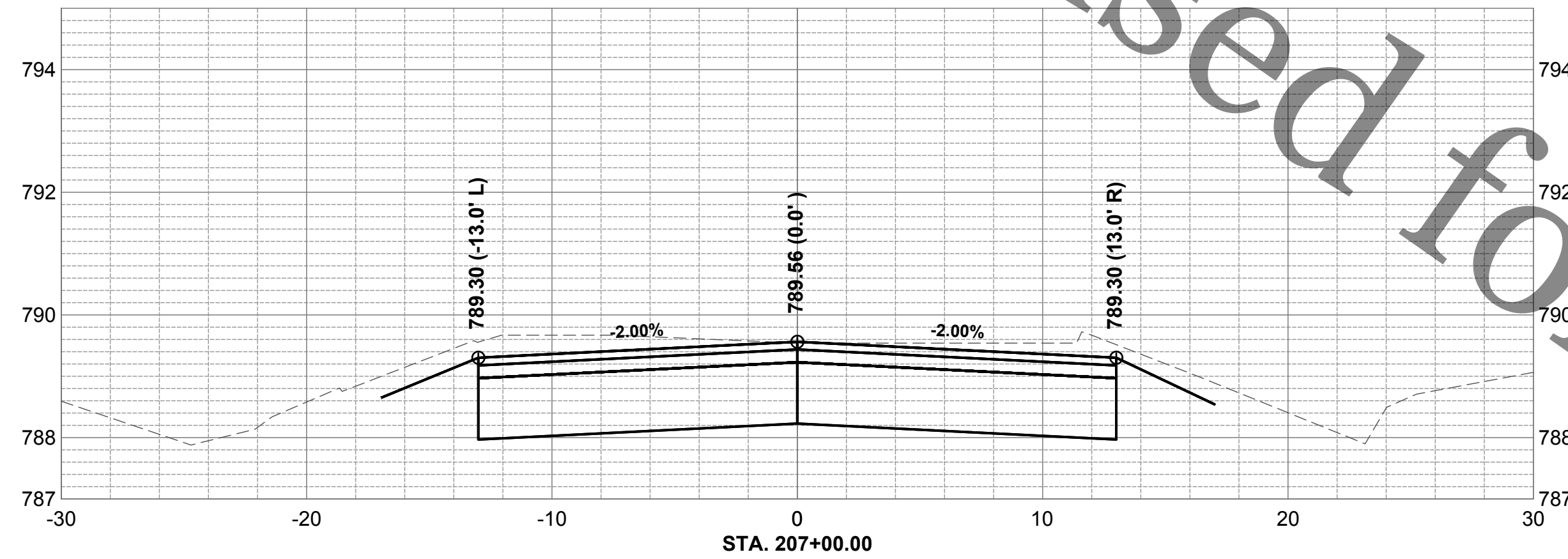
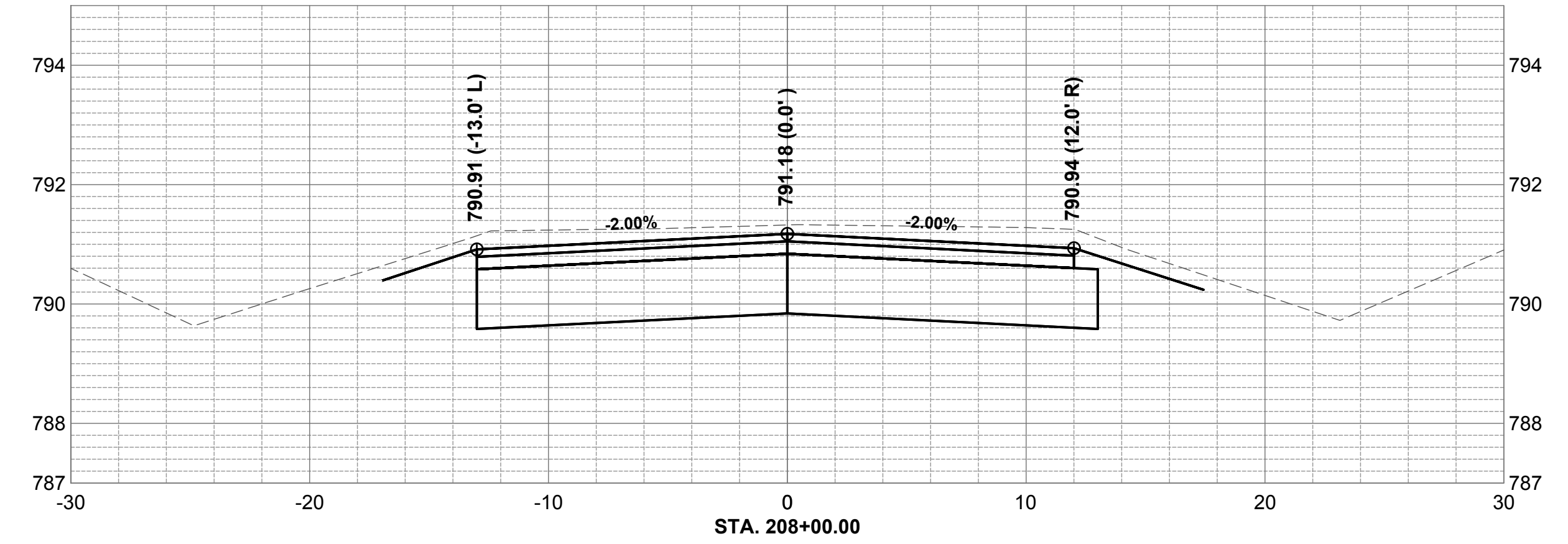
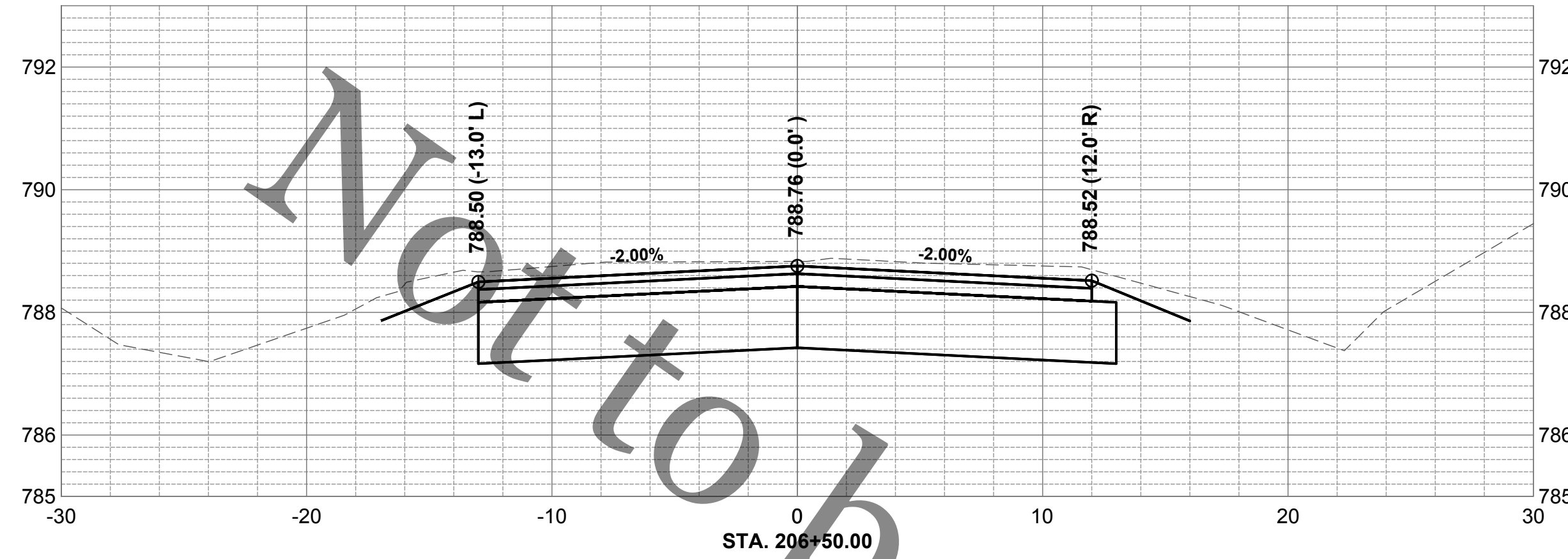
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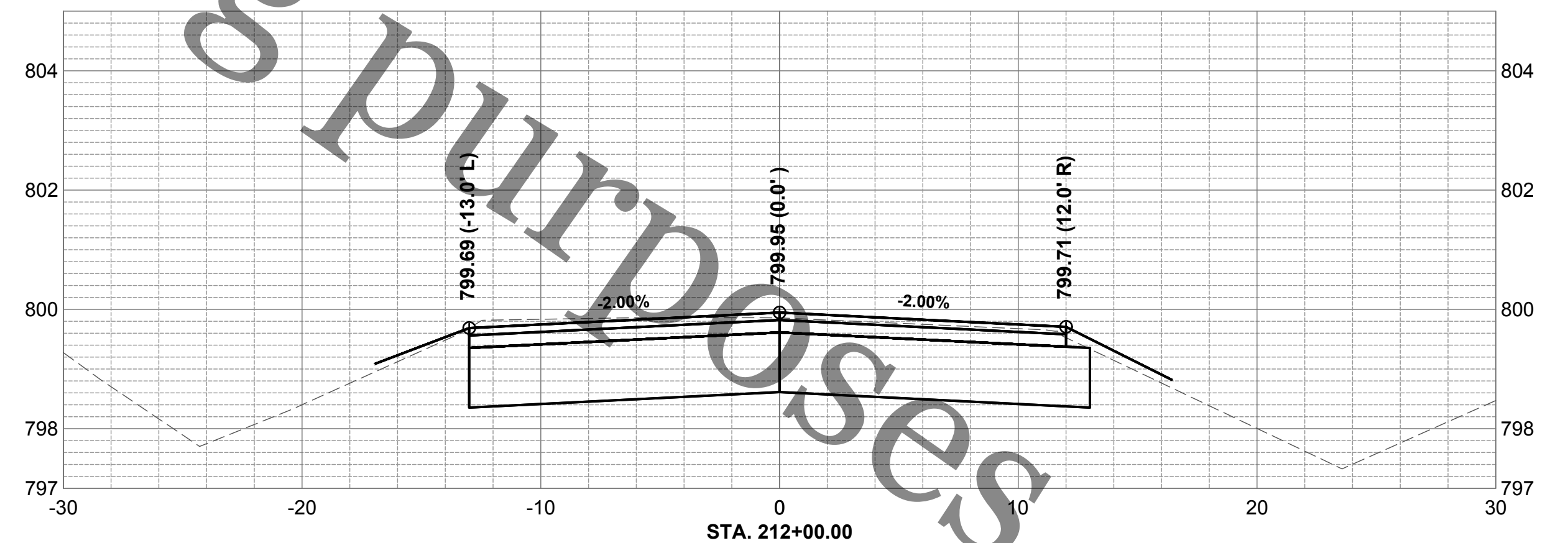
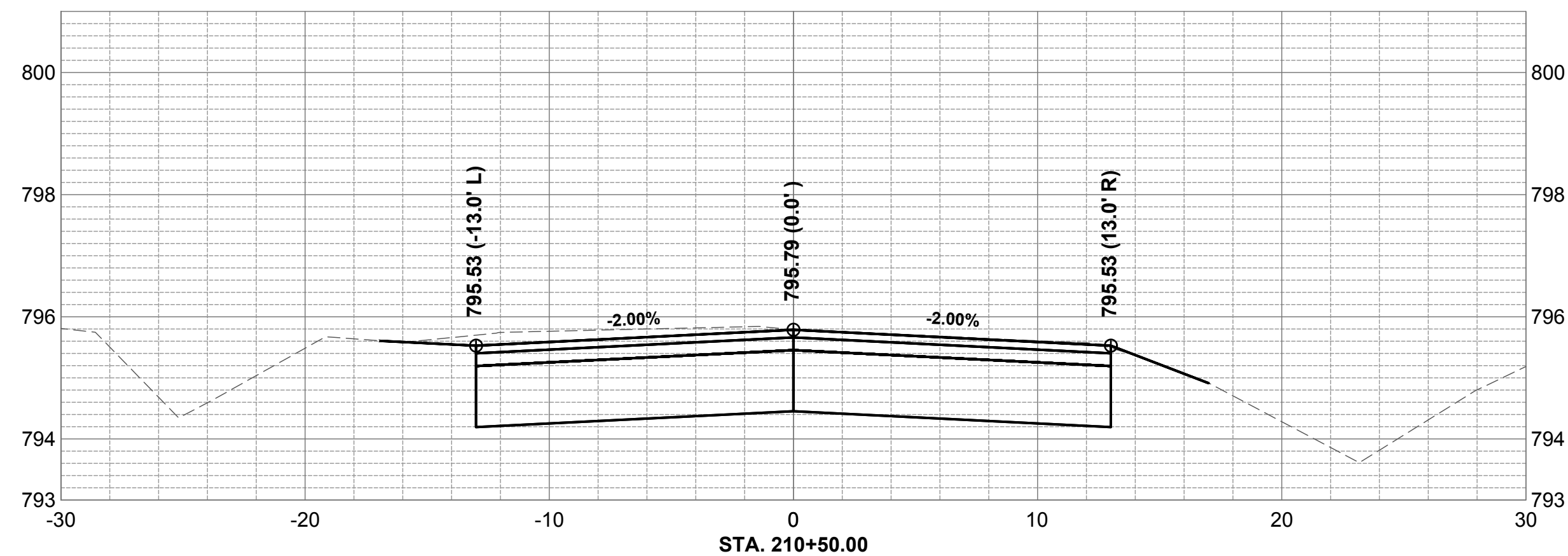
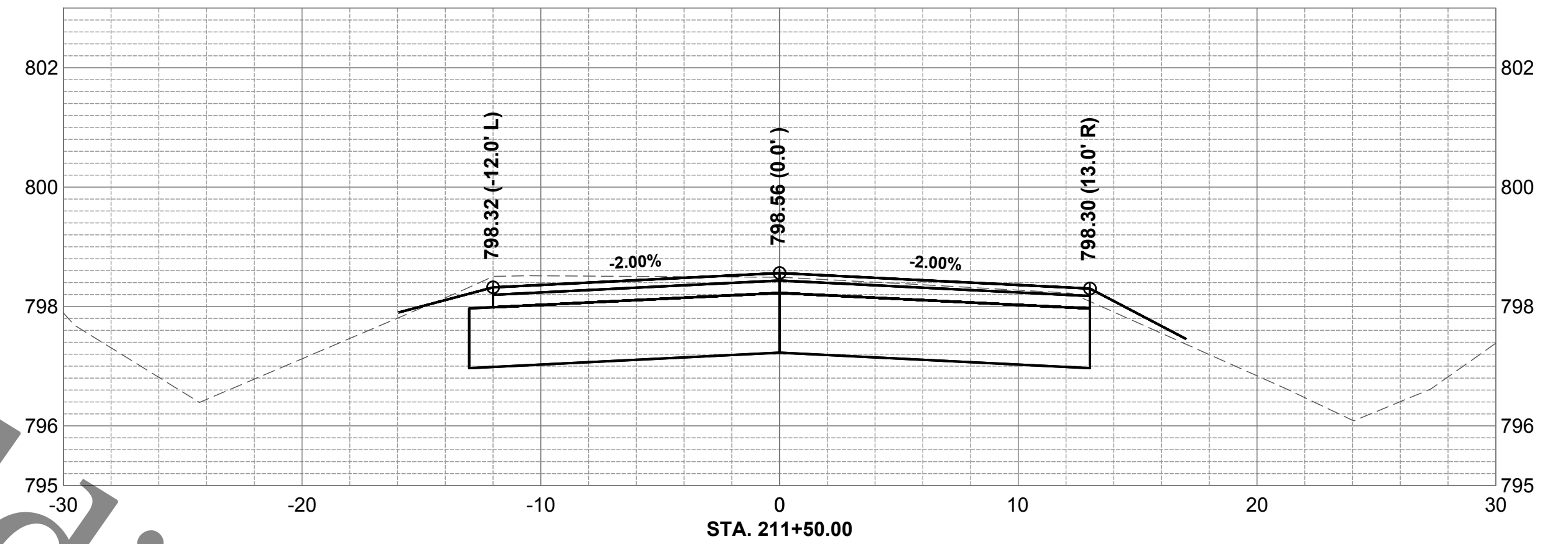
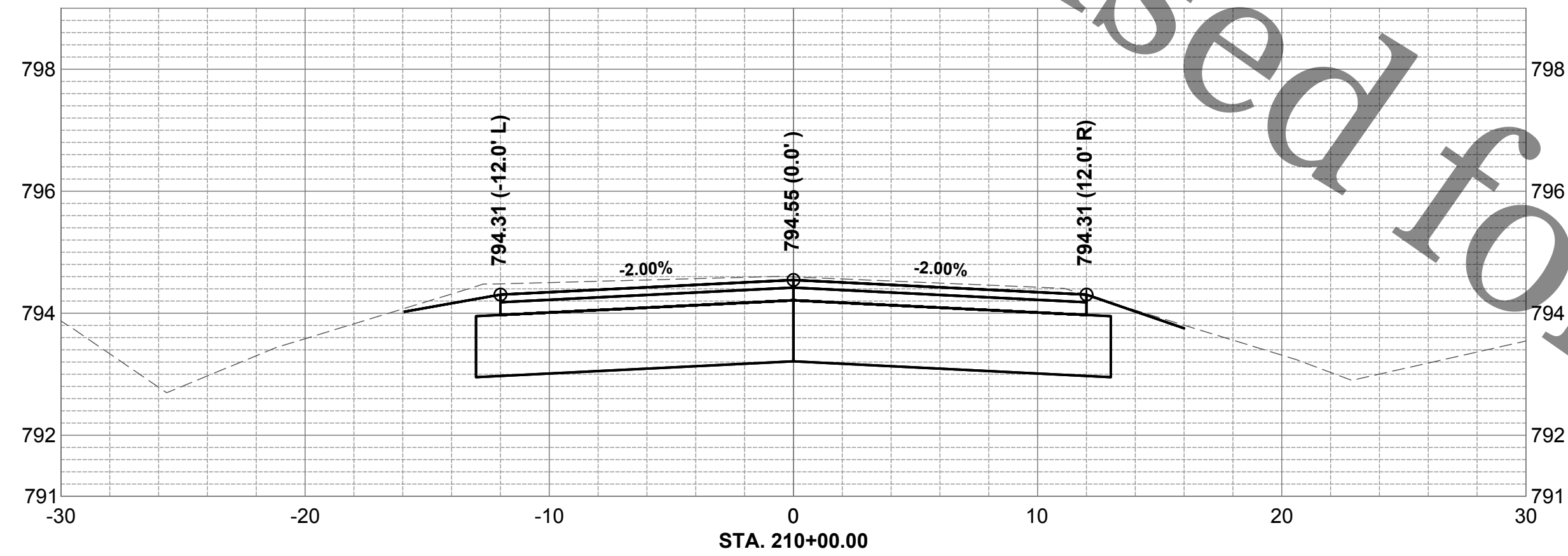
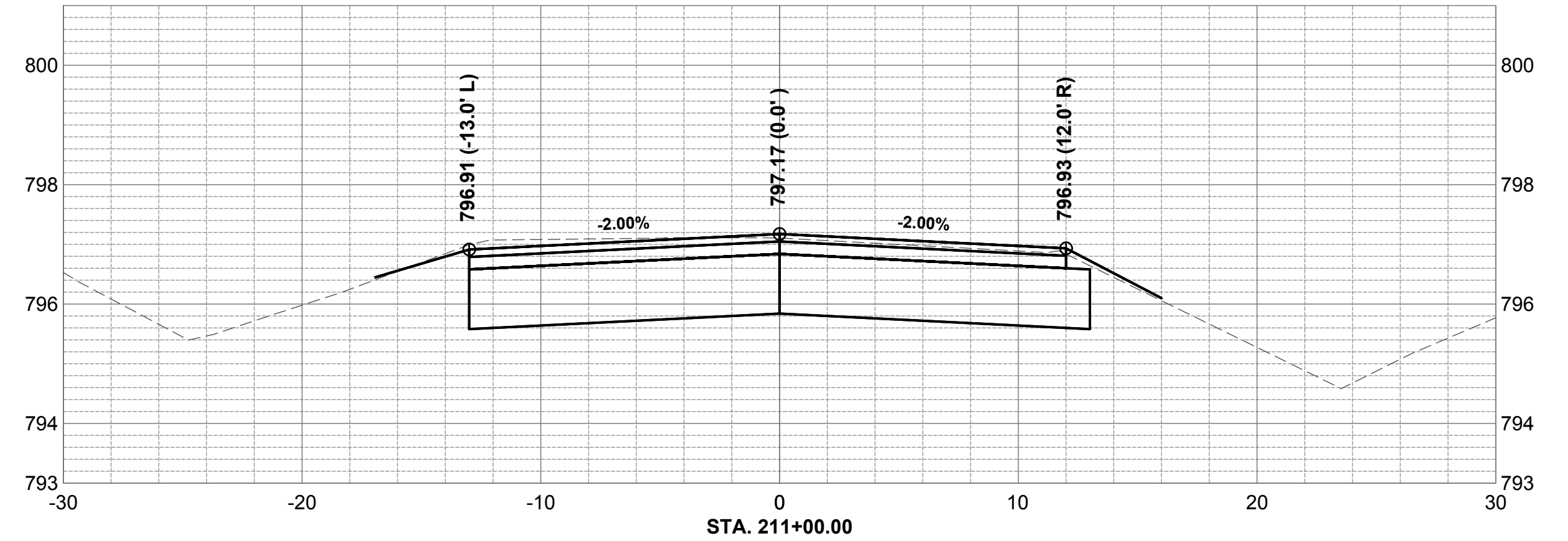
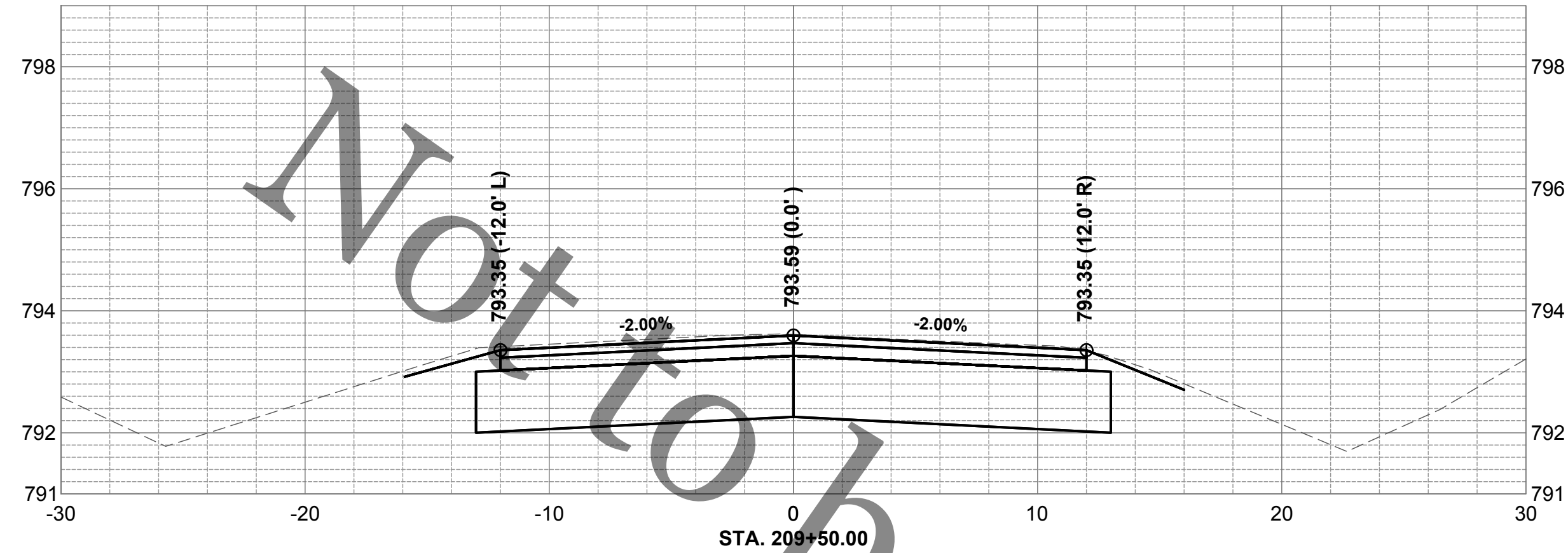
**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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**CAVENDISH DRIVE CROSS SECTIONS STA 206+50 TO STA 209+00**

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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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CAVENDISH DRIVE CROSS SECTIONS STA 209+50 TO STA 212+00

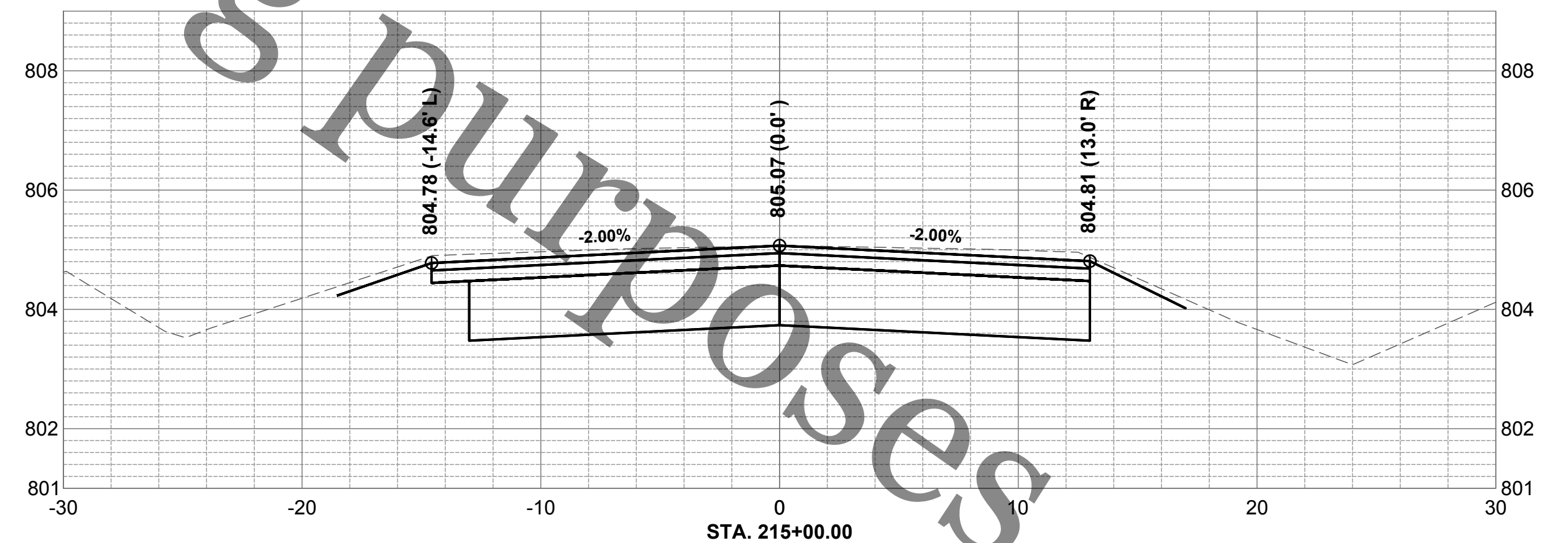
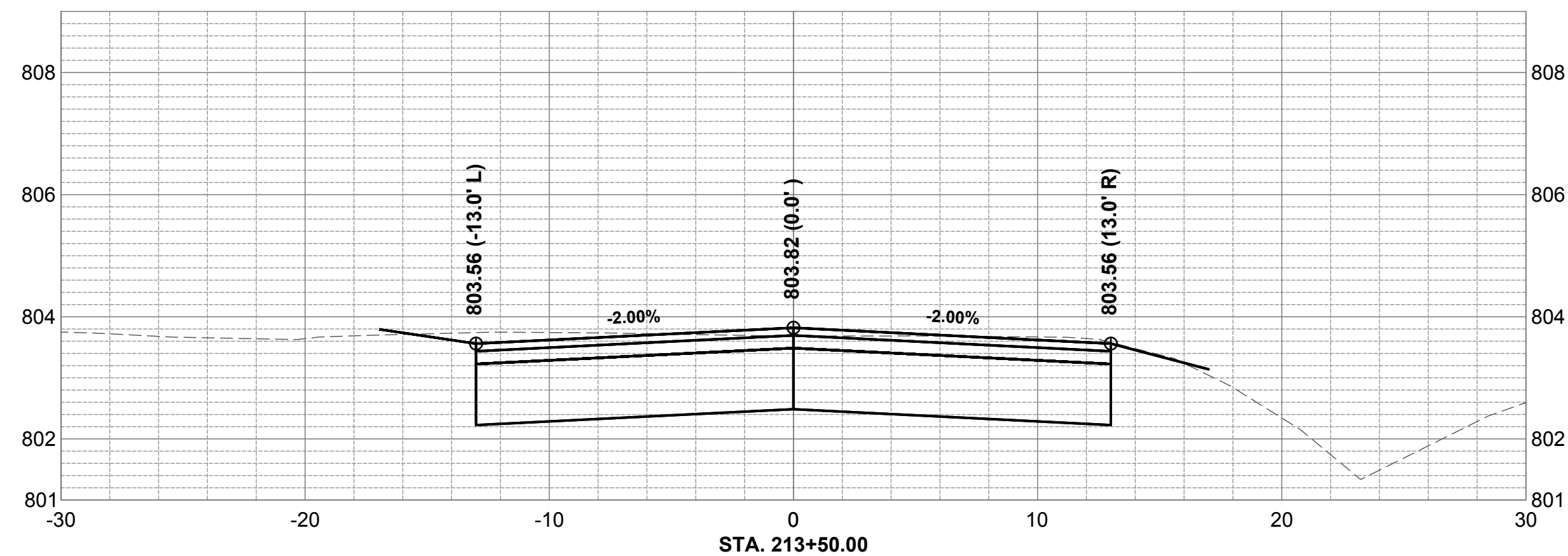
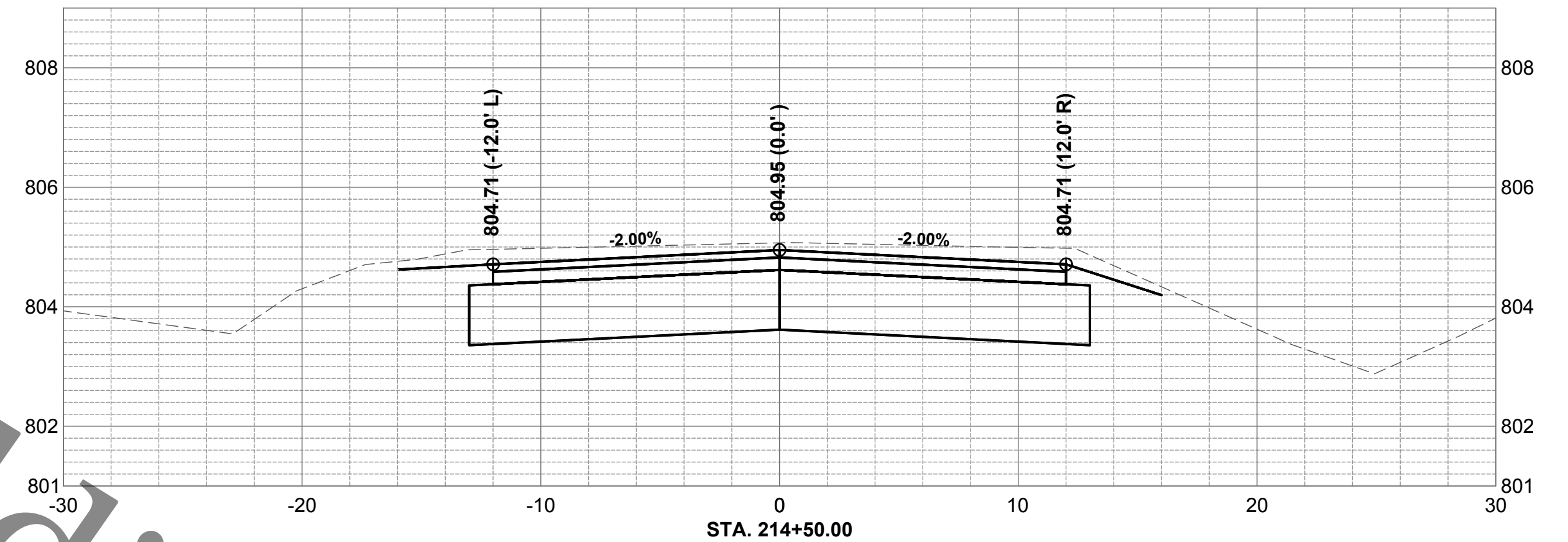
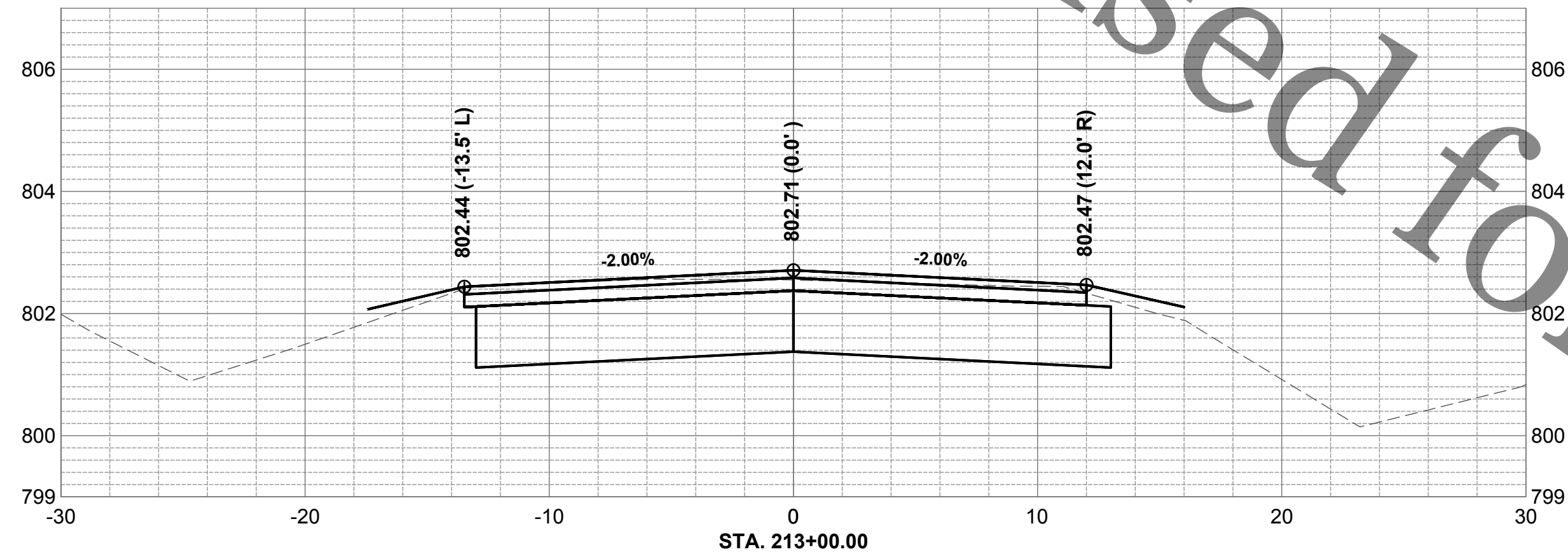
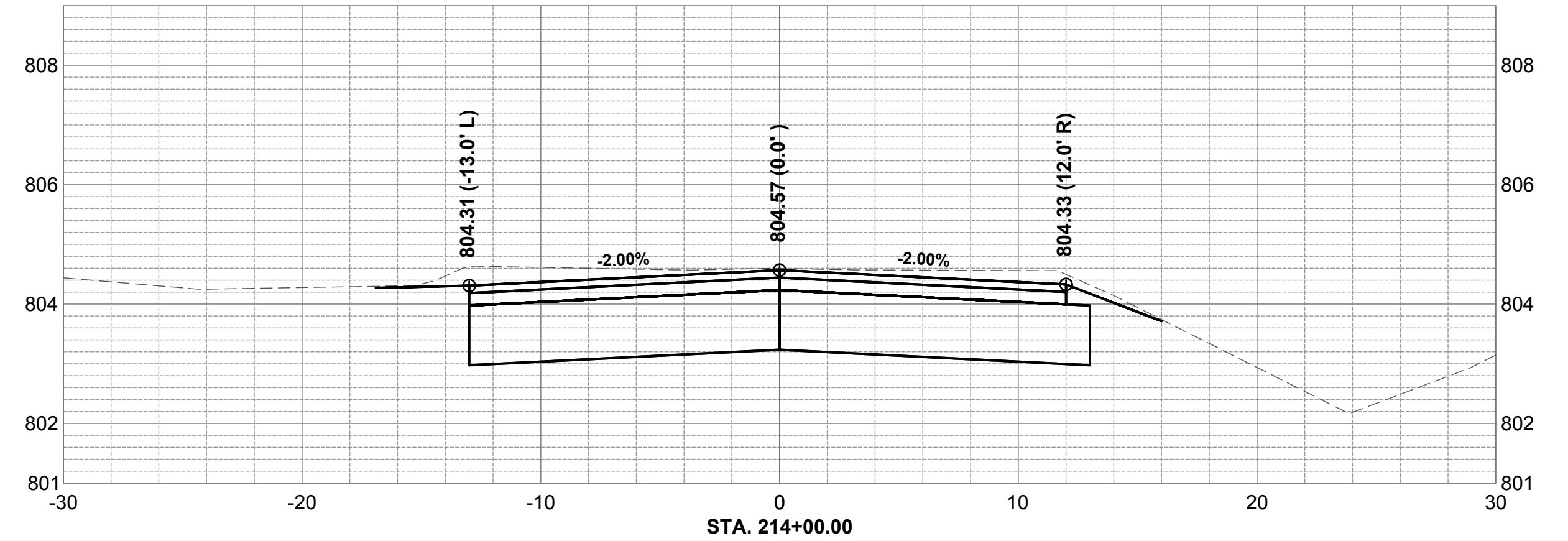
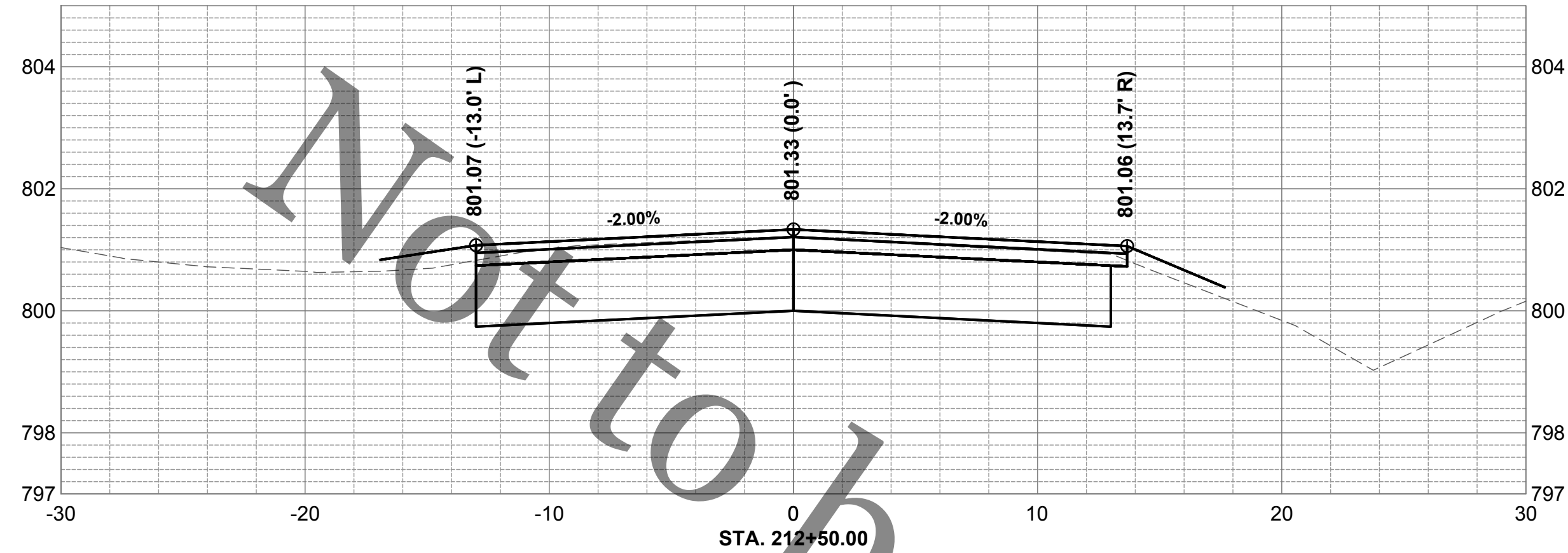
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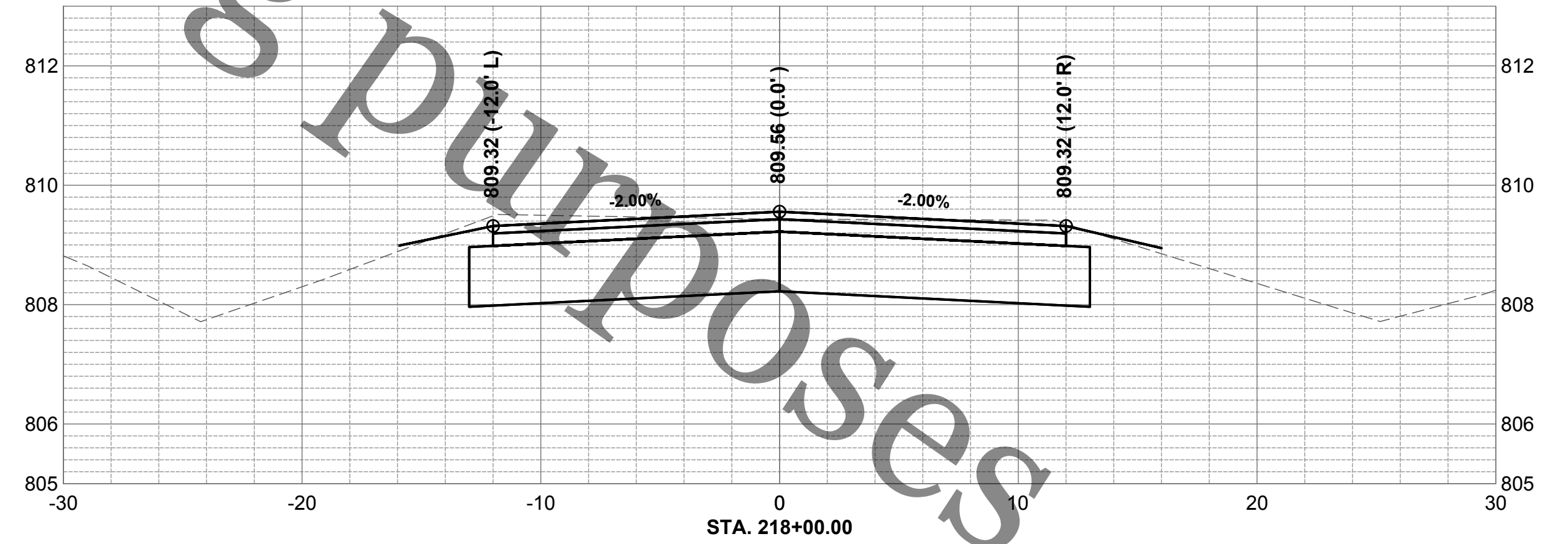
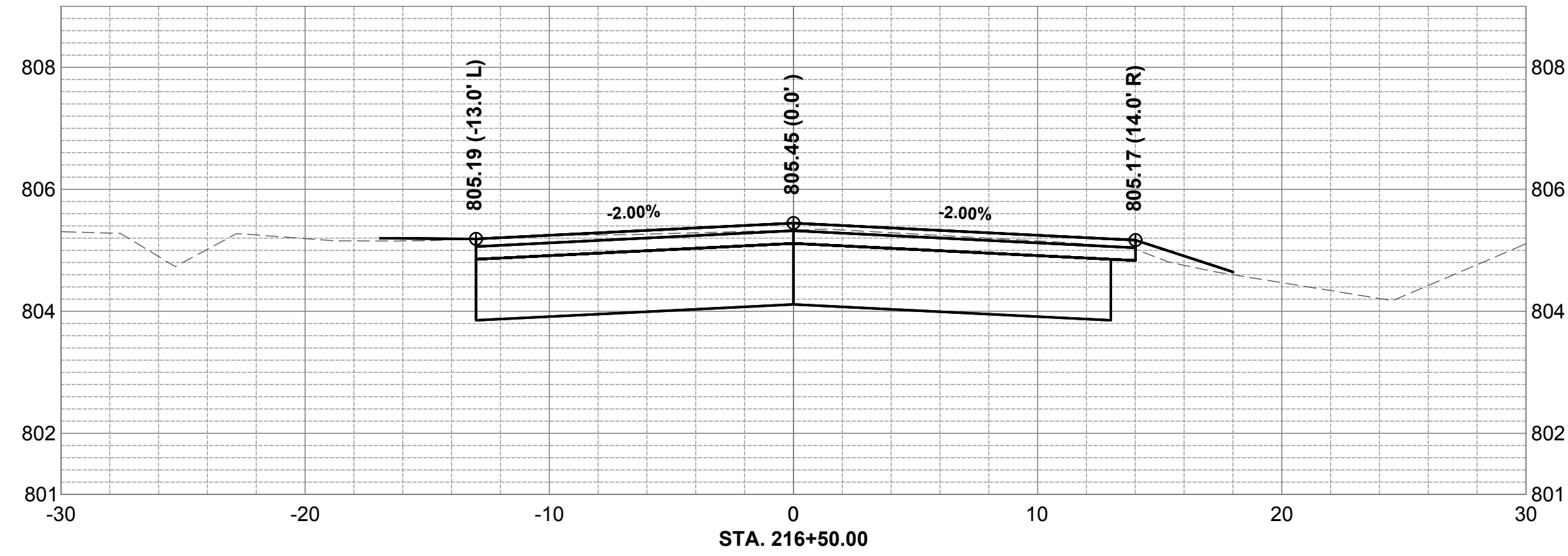
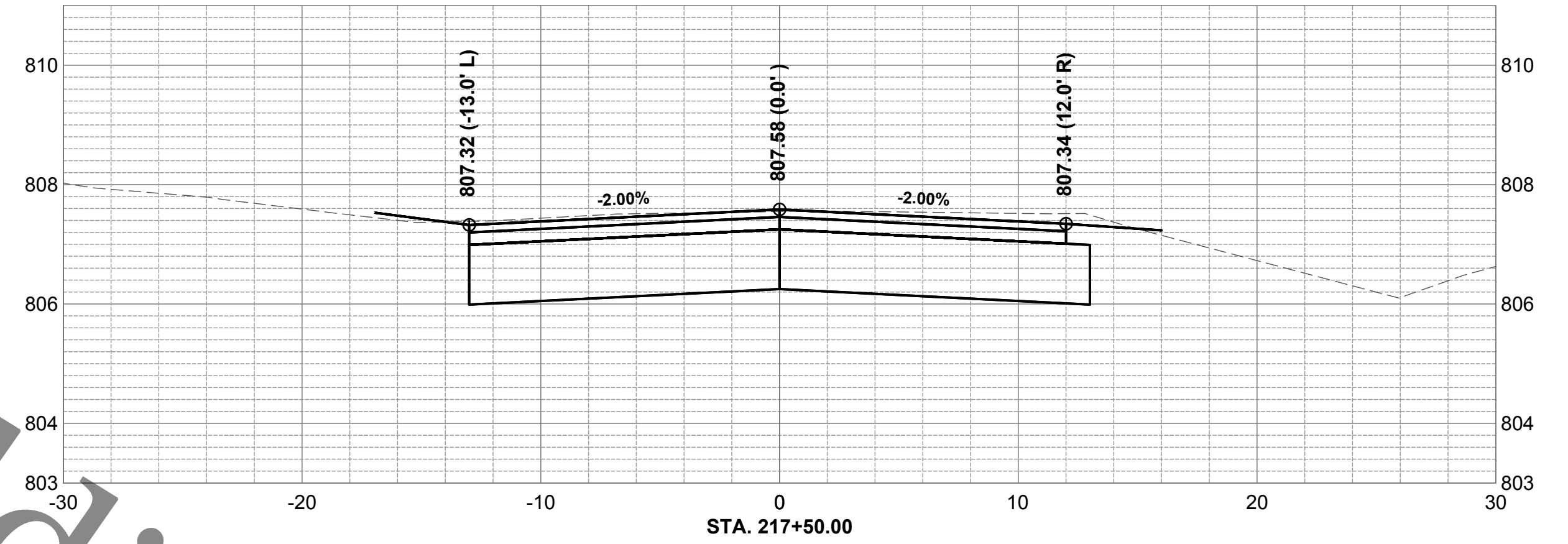
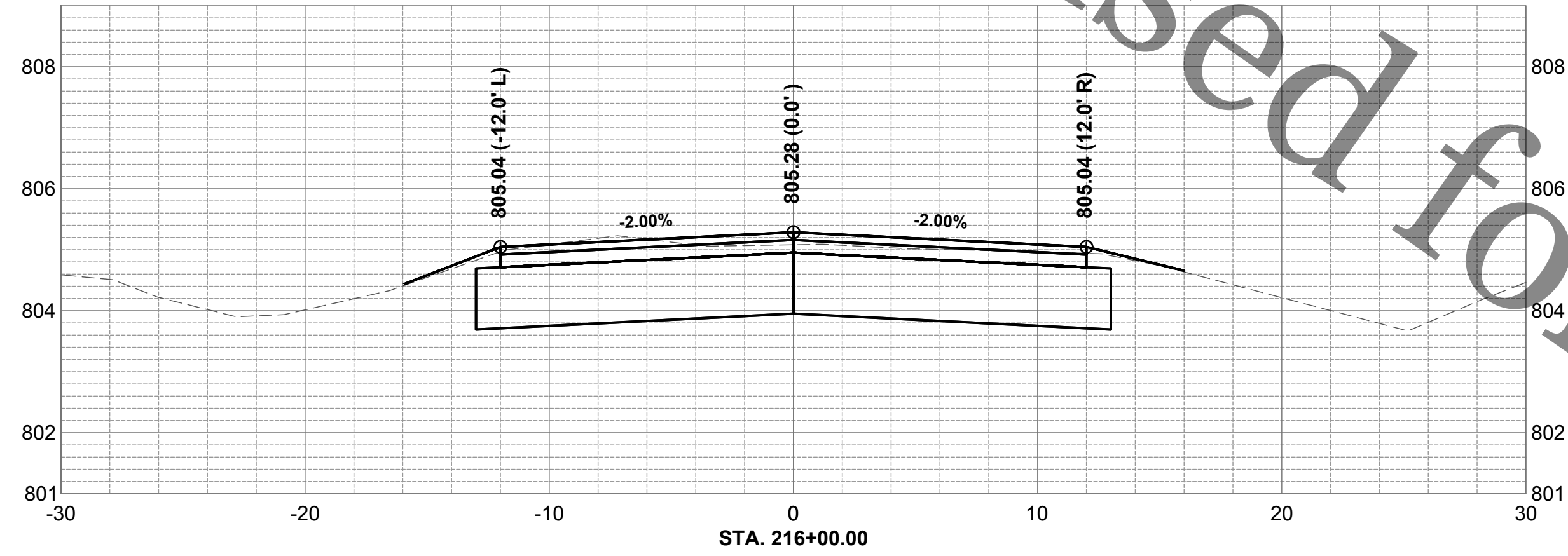
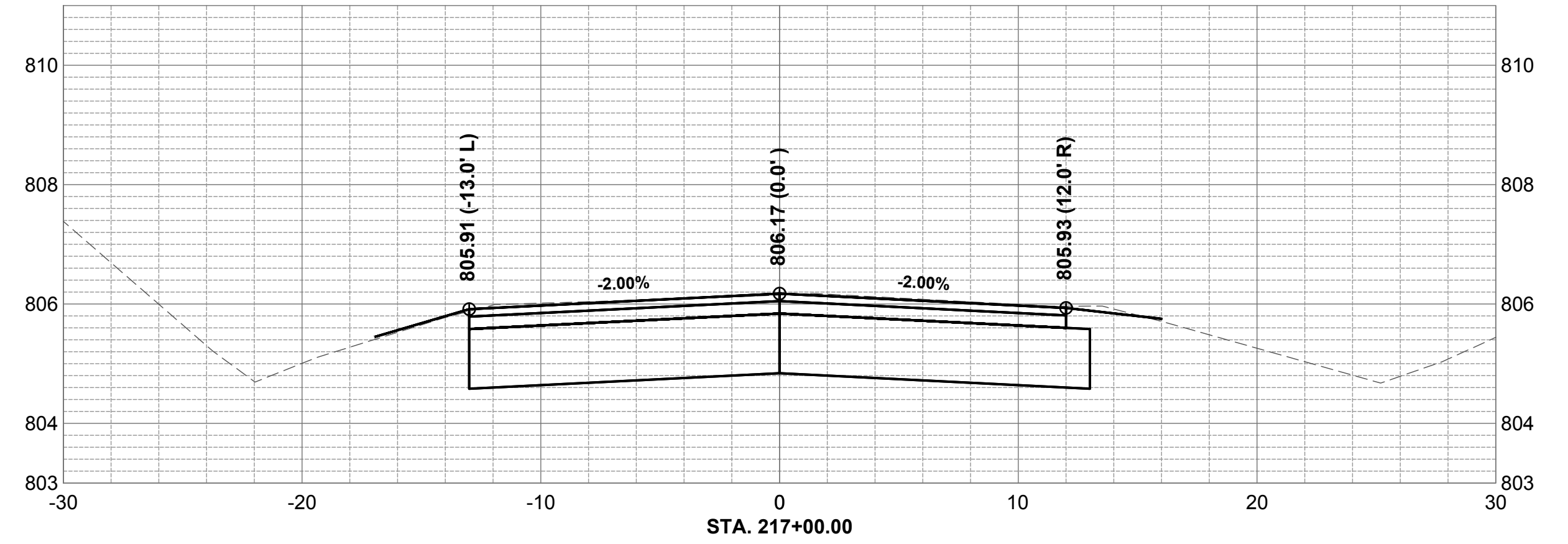
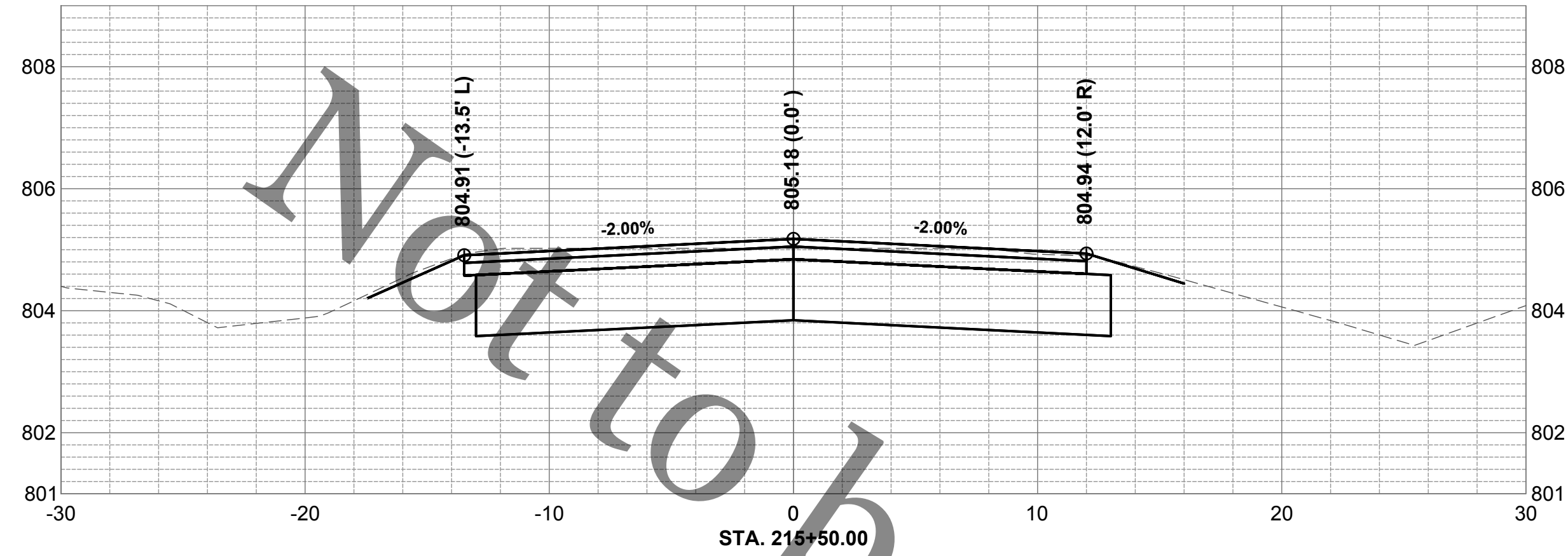
CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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CAVENDISH DRIVE CROSS SECTIONS STA 212+50 TO STA 215+00

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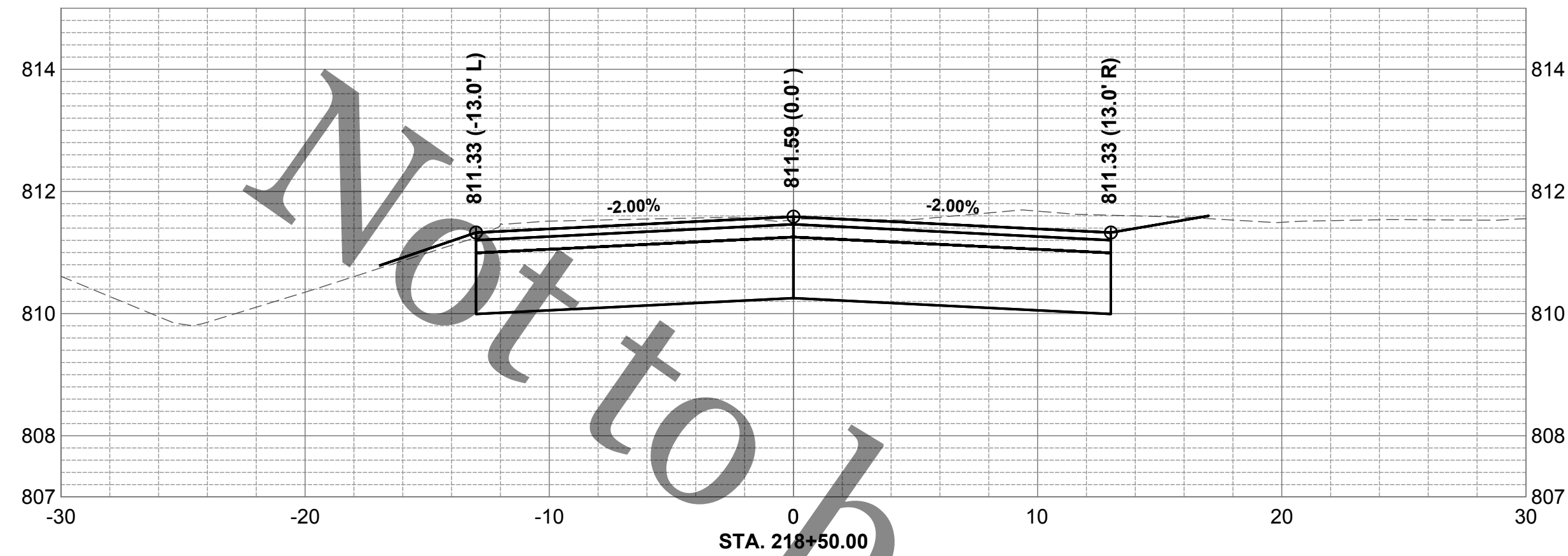
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**CAVENDISH DRIVE CROSS SECTIONS STA 215+50 TO STA 218+00**

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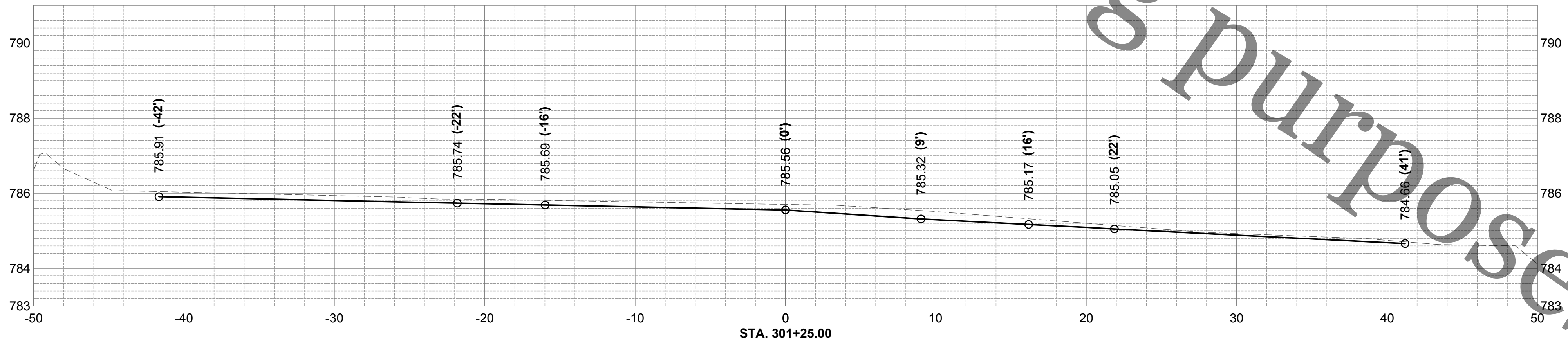
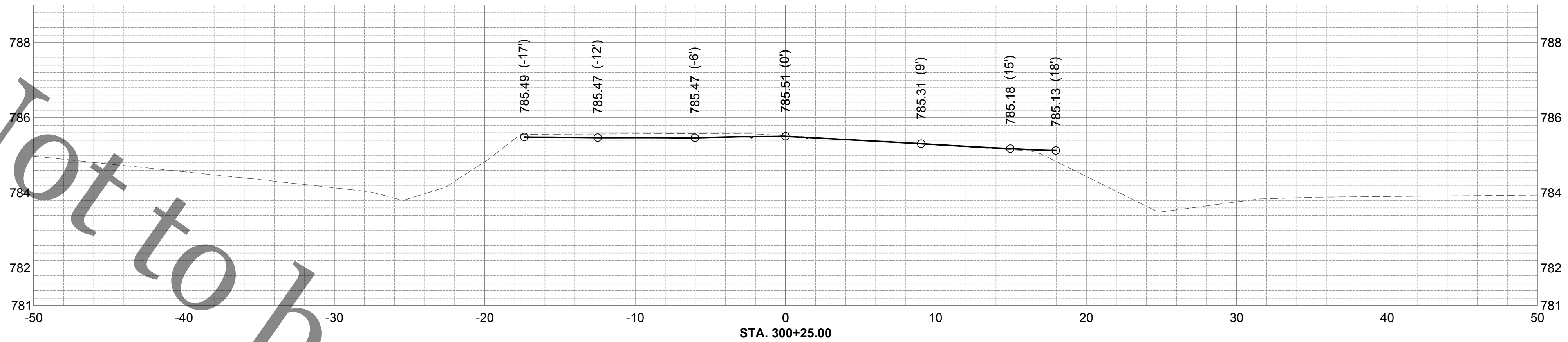
**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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**CAVENDISH DRIVE CROSS SECTIONS STA 218+5 TO STA 219+00**

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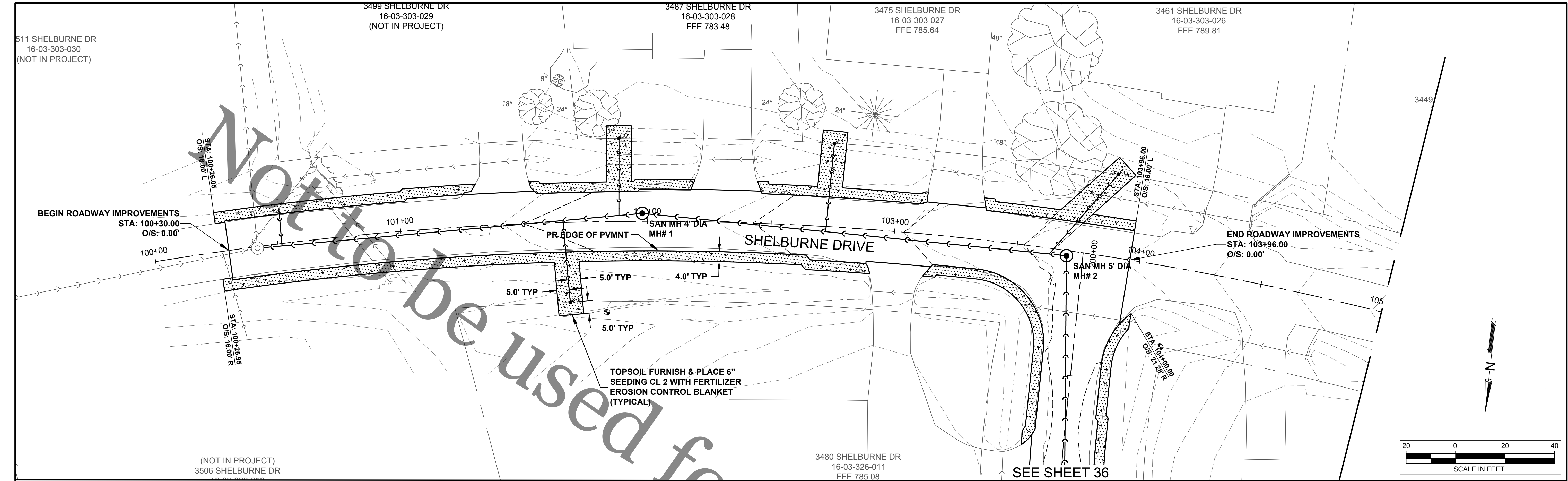
CAVENDISH COURT CROSS SECTIONS STA 300+25 TO 301+25

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**CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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**PERMANENT SEEDING & EROSION CONTROL STA 100+00 TO STA 104+00**

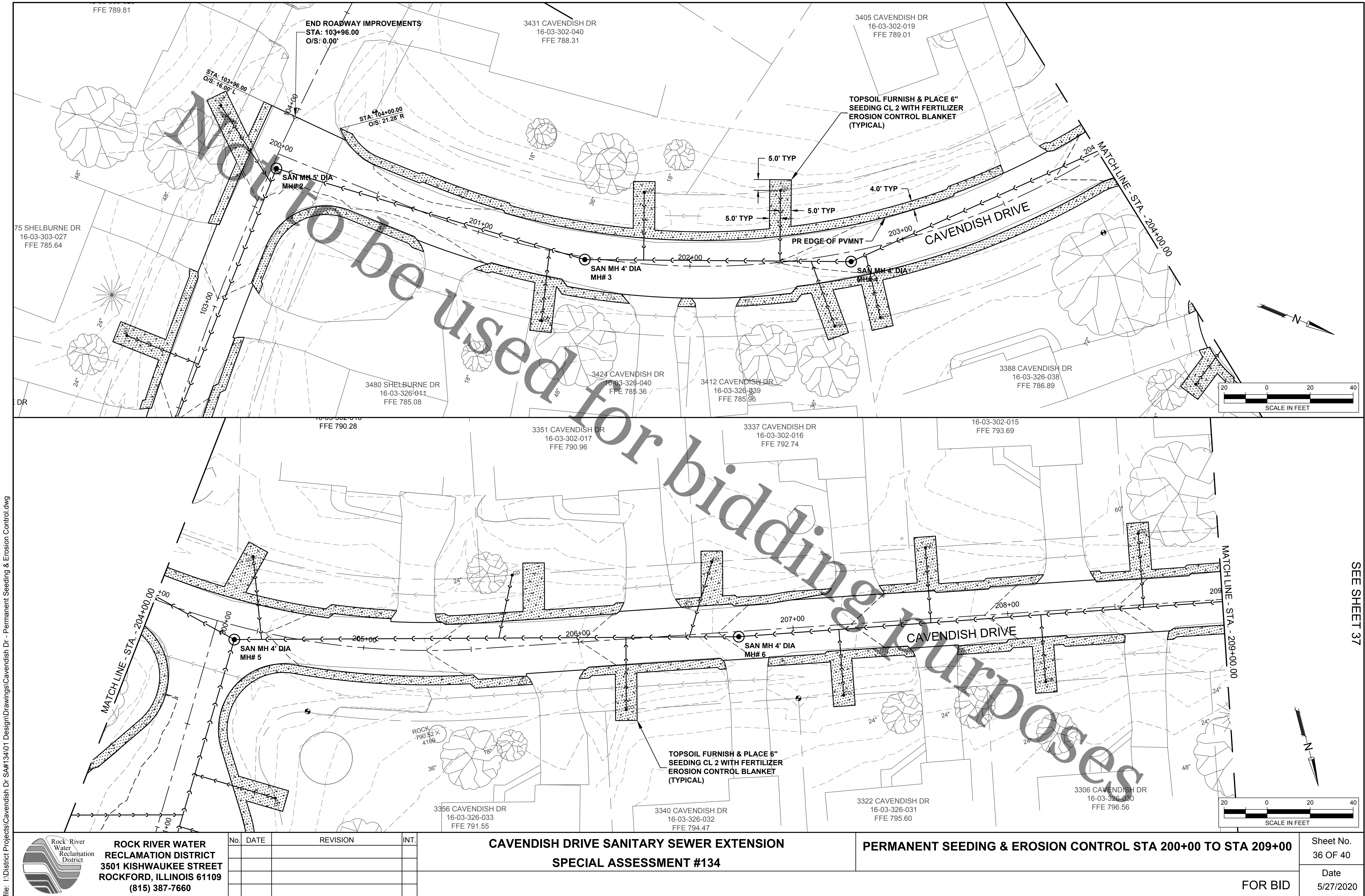
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SPECIAL ASSESSMENT #134**

**PERMANENT SEEDING & EROSION CONTROL STA 200+00 TO STA 209+00**

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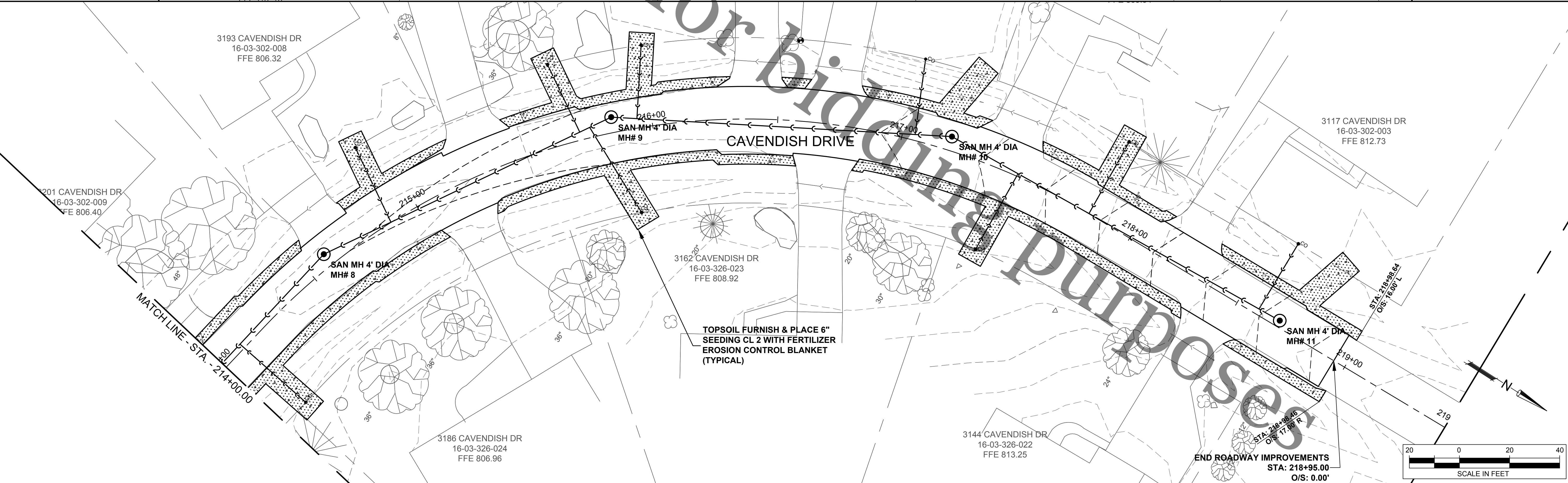
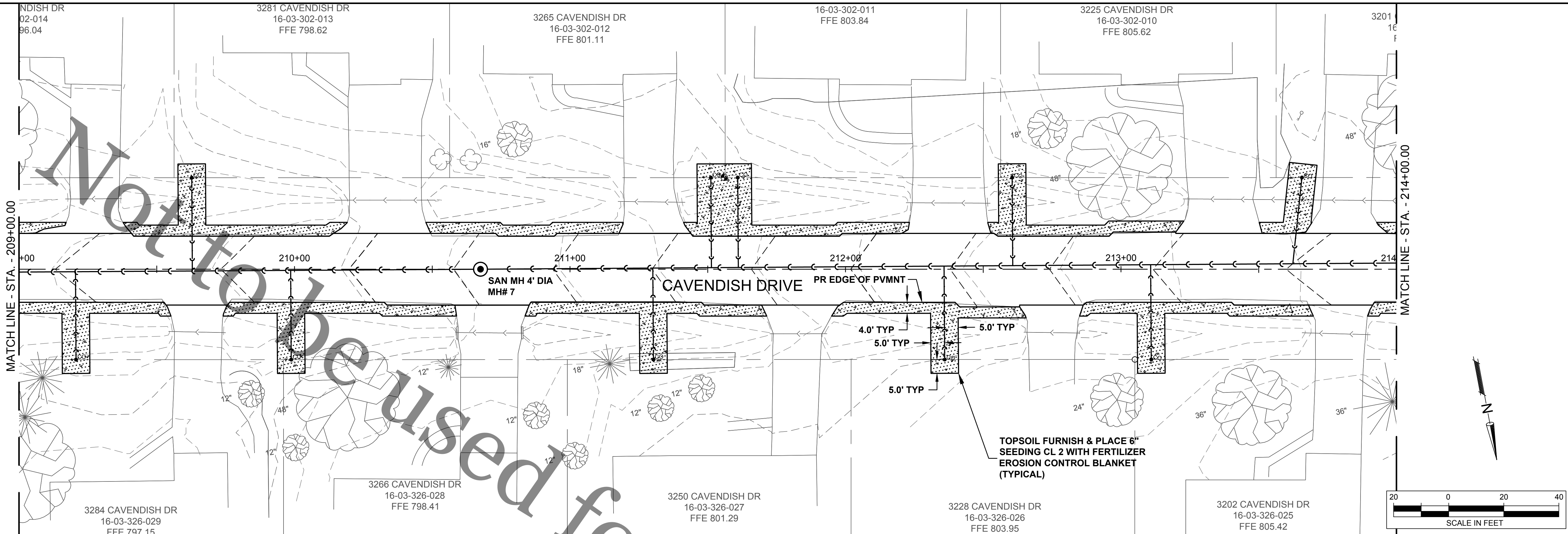
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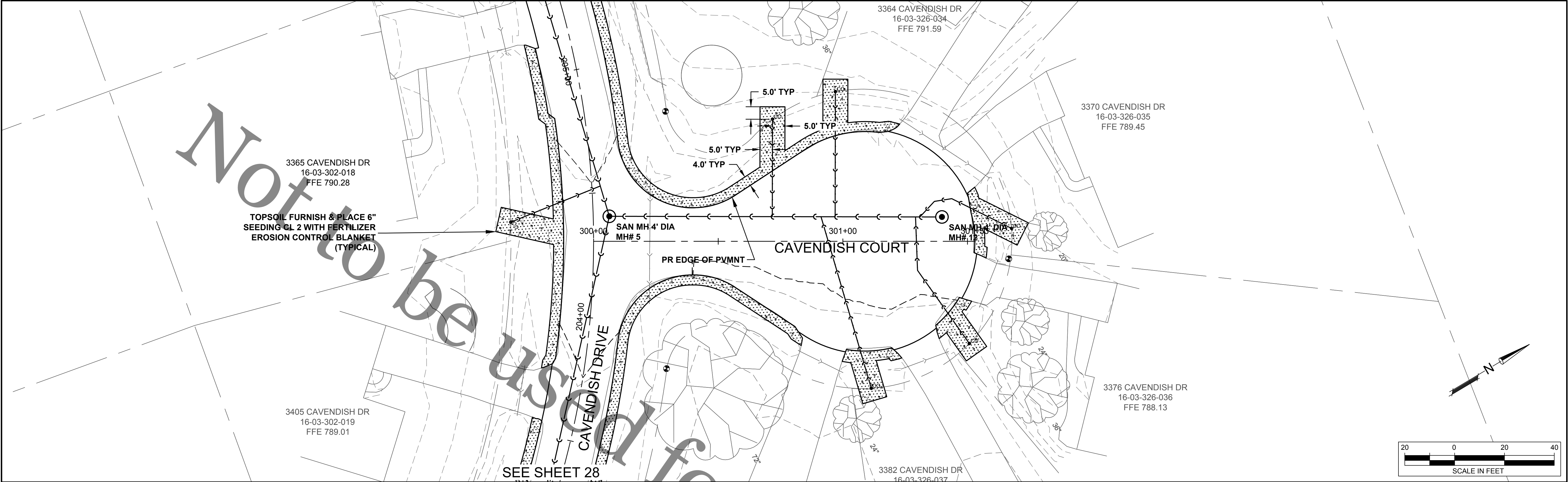
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CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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PERMANENT SEEDING & EROSION CONTROL STA 300+00 TO STA 301+53

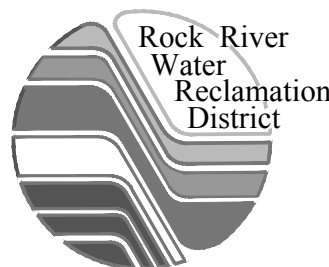
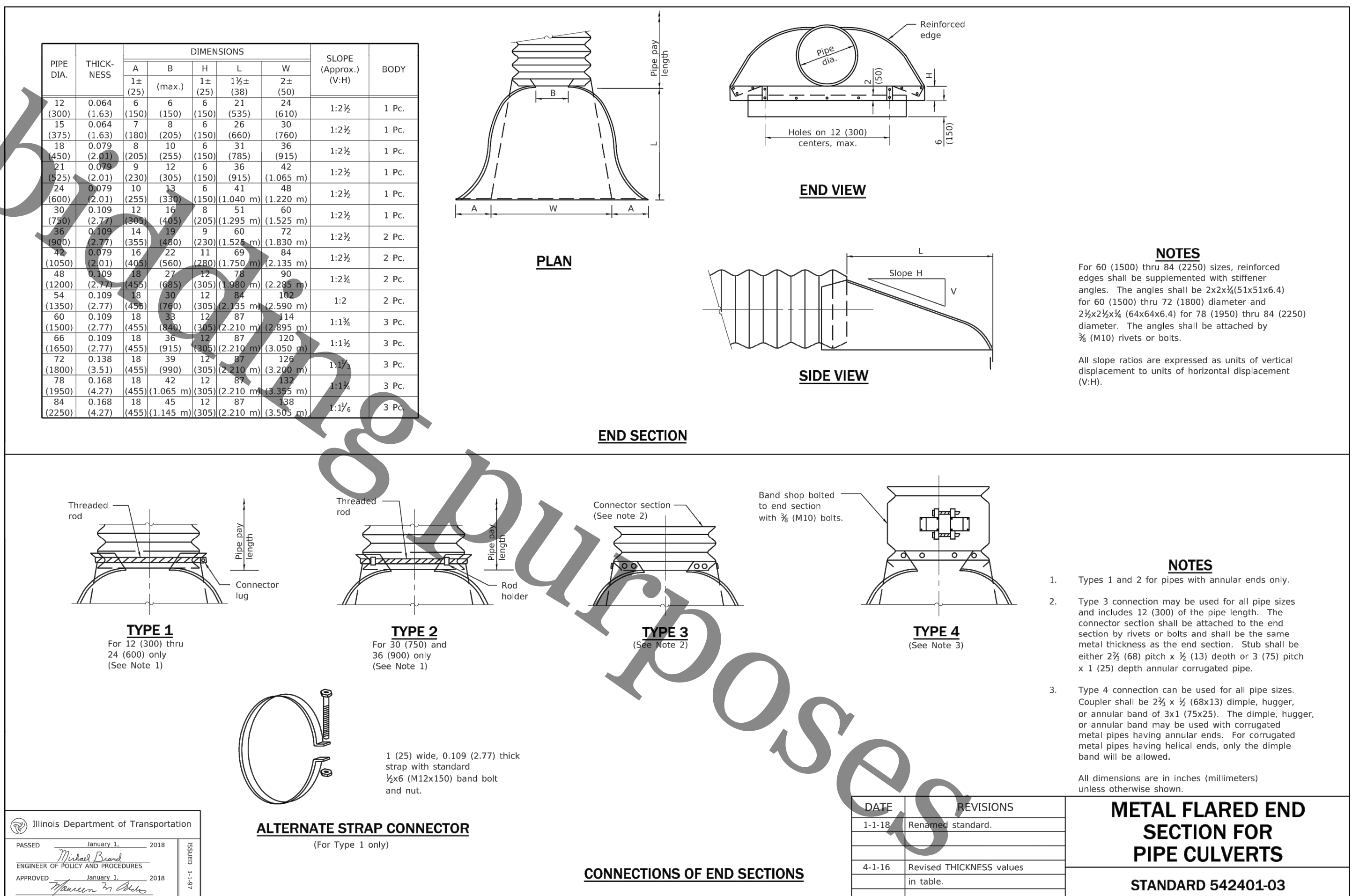
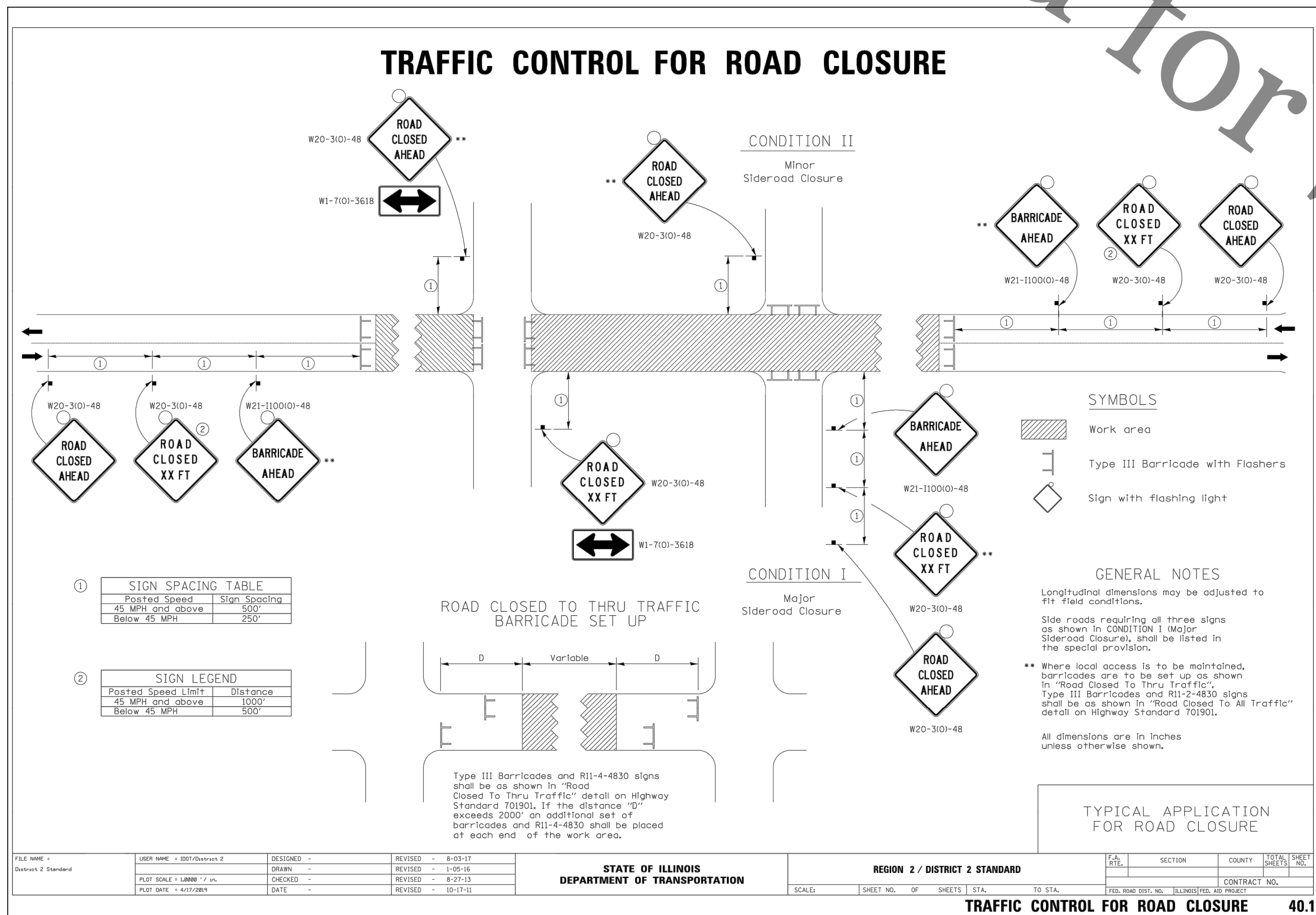
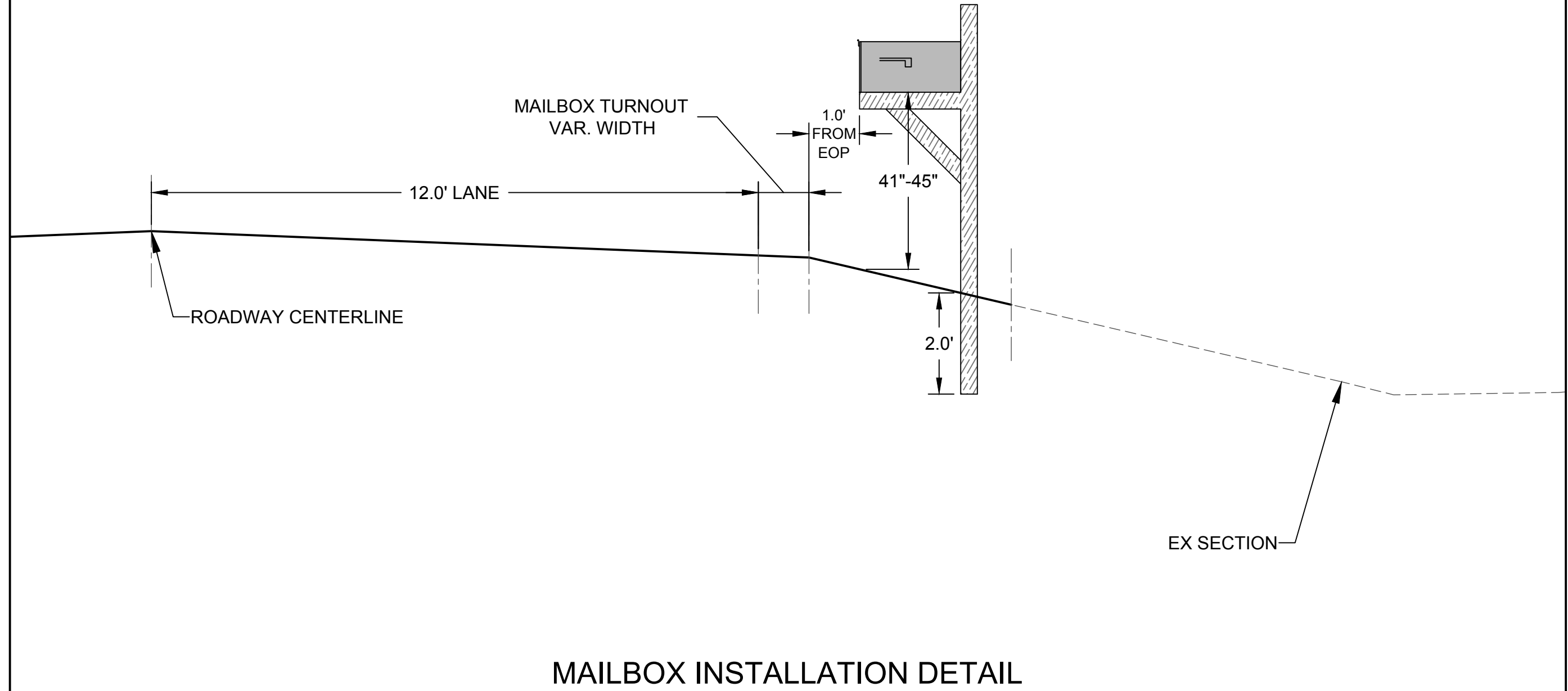
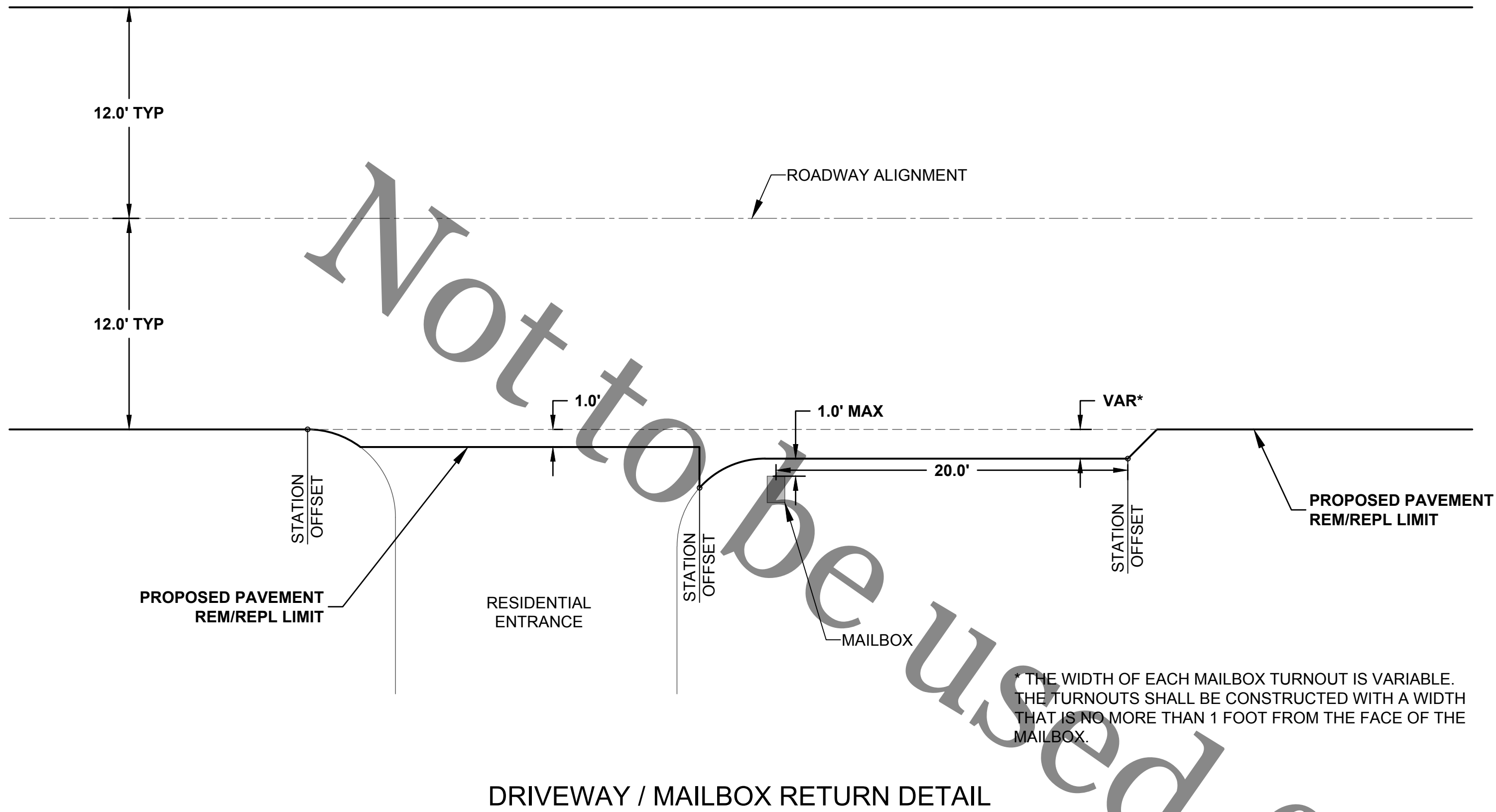
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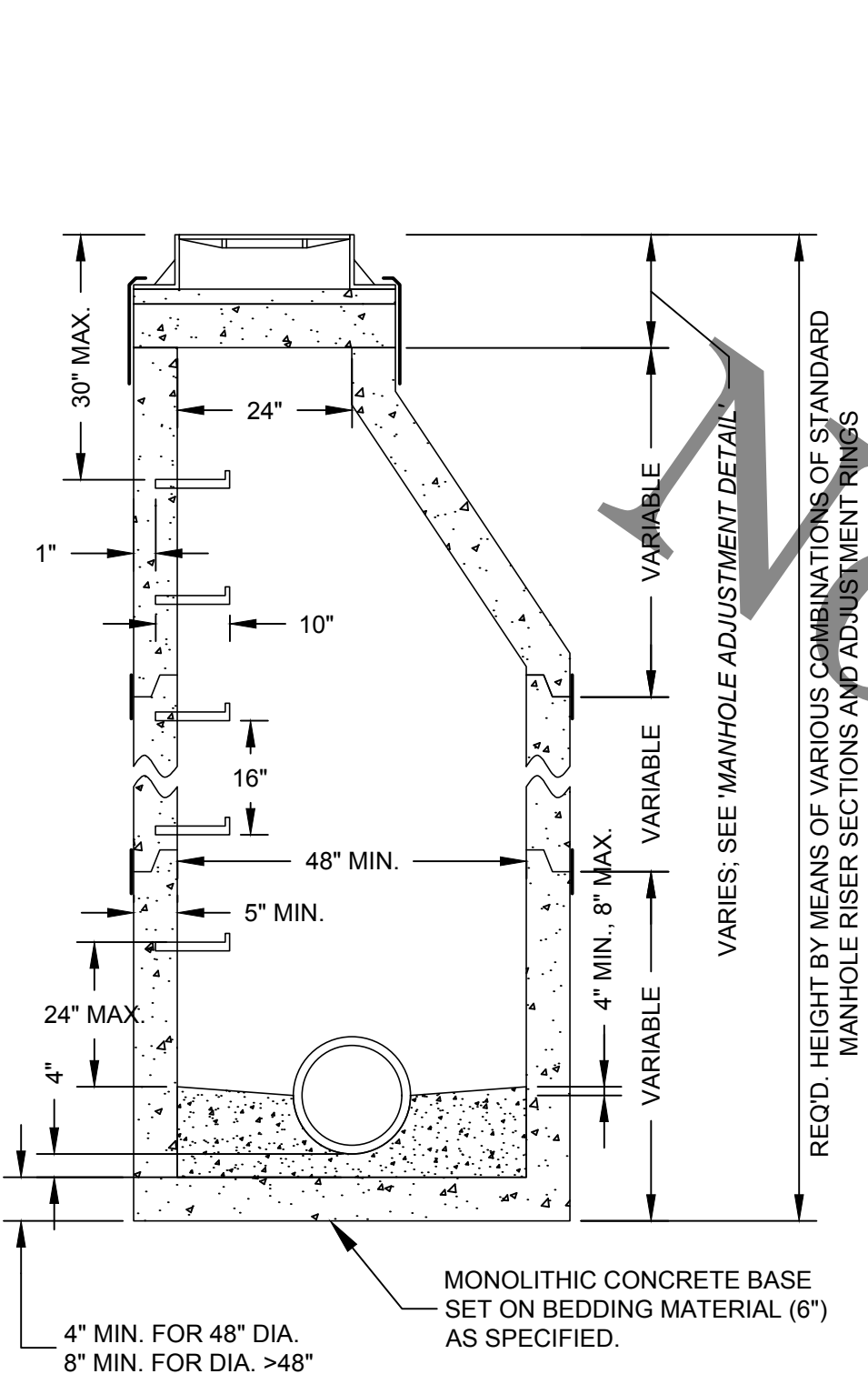
CAVENDISH DRIVE SANITARY SEWER EXTENSION  
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PROJECT DETAILS

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3/2/2020 Revisions:  
Manhole Adjustment Detail: deleted previous note 5, added/modified notes 3,4,5,8,9.  
Rigid Pipe Bedding Detail: added leader pertaining to trench wall.  
Flexible Pipe Bedding Detail: added leader pertaining to trench wall.  
Flexible Saddle Connection Details (2): added note below detail name.



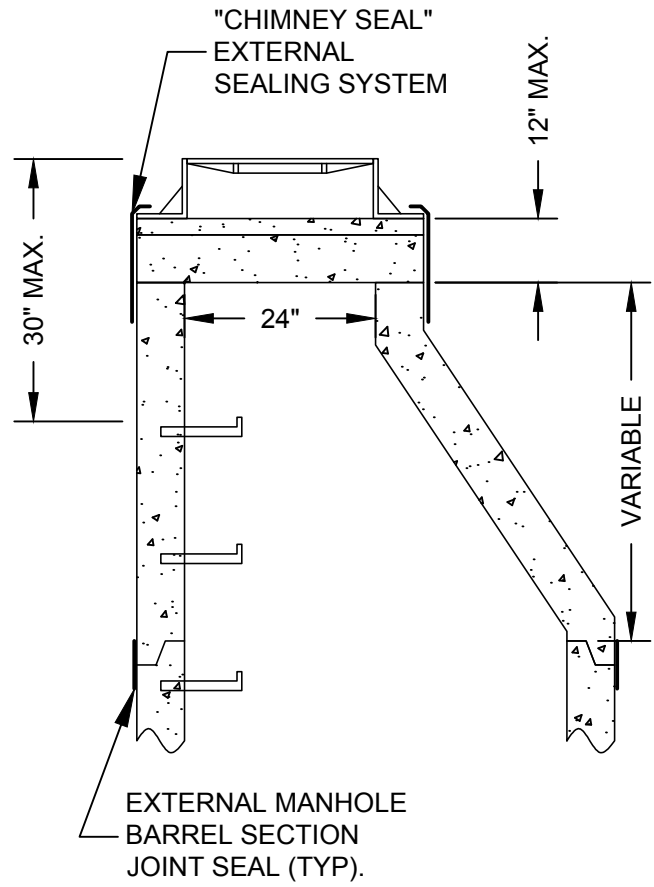
- NOTES:
1. THE MAX. DROP FROM THE INVERT OF ANY PIPE TO THE CONCRETE CHANNEL UNDER THAT PIPE SHALL BE 8".
  2. MANHOLES LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE MARKED WITH A STEEL FENCE POST AS DIRECTED.
  3. ALL NEW MANHOLES SHALL BE VACUUM TESTED PER A.S.T.M. C-1244 PRIOR TO ACCEPTANCE.
  4. ALL BARREL JOINTS SHALL BE SEALED WITH 3 1/2" x 3/8" BITUMINOUS MATERIAL 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 F-477 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 F-477 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'. A DISTANCE GREATER THAN 2' WILL REQUIRE AN INSIDE DROP CONNECTION PER 'INSIDE DROP MANHOLE DETAIL'.
  12. MANHOLE STEPS SHALL BE NEENAH R-1982-F OR M.A. IND. PS-1 OR APPROVED EQUAL AT 16" CENTERS.

**STANDARD MANHOLE DETAIL**  
(\*MANHOLE ADJUSTMENT DETAIL\* SHALL APPLY)

rev. 4/1/19

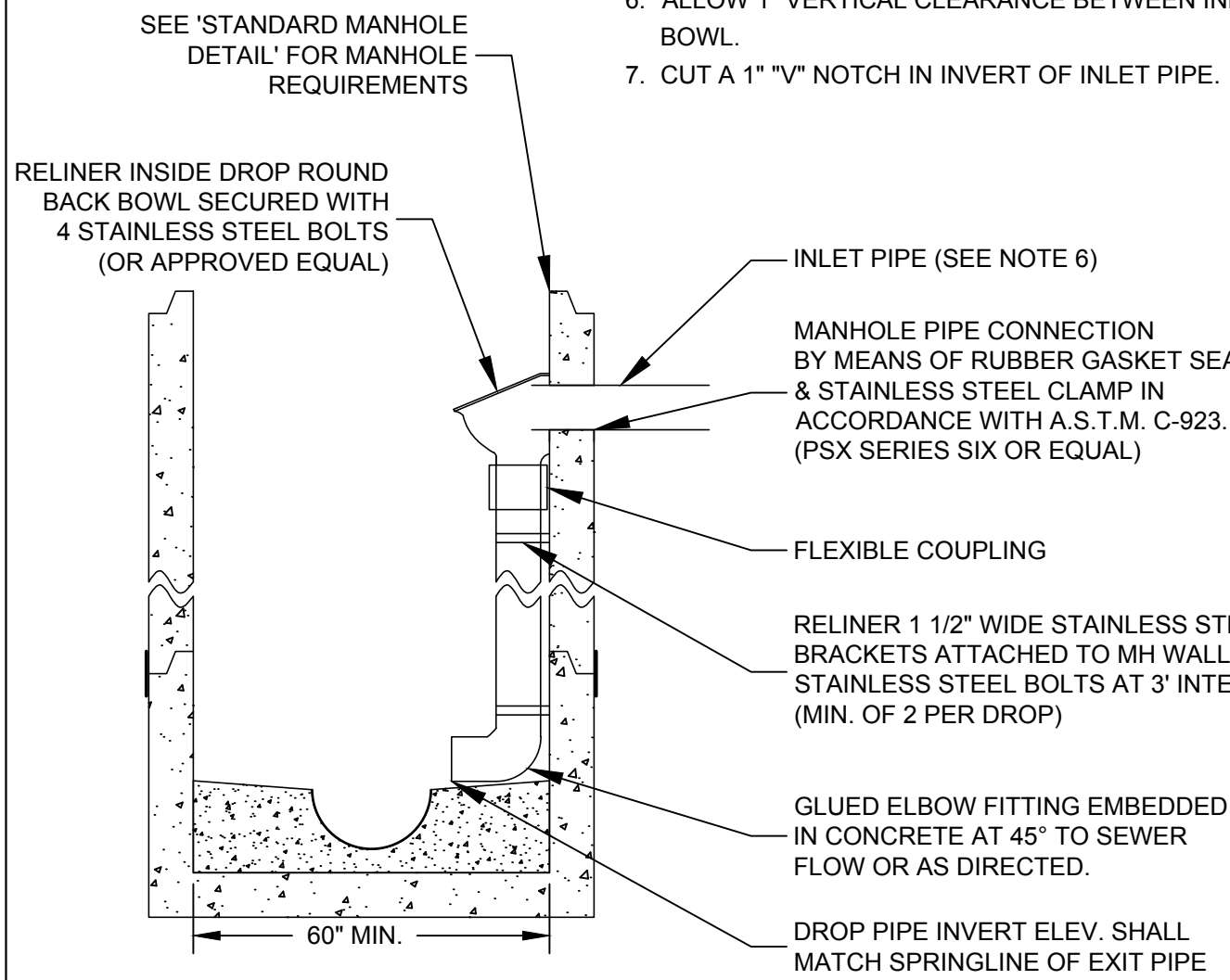
- NOTES:
1. MANHOLE FRAME & LID SHALL BE NEENAH R-1670 OR EAST JORDAN E-1117 WITH NON-ROCKING & SELF-SEALING LID.
  2. LID SHALL HAVE 2" HIGH "SANITARY" LETTERING & A CONCEALED PICK HOLE.
  3. ALLOWABLE TYPES OF ADJUSTING RINGS INCLUDE PRECAST CONCRETE, HIGH DENSITY POLYETHYLENE (HDPE), & EXPANDED POLYPROPYLENE (EPP). THESE CAN BE USED IN CONJUNCTION WITH EACH OTHER, EXCEPT THAT A PRECAST RING SHALL NOT BE PLACED OVER AN HDPE OR 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 SEALER, INCLUDING FRAME TO CONCRETE JOINT. WHEN A FRAME REQUIRES PITCHING, A MIN. OF 3 SHIMS EQUALLY SPACED SHALL BE INSTALLED BETWEEN THE FRAME AND CONCRETE AND HYDRAULIC CEMENT SHALL BE USED TO FILL THE VOID BETWEEN THE FRAME & CONCRETE.
  5. FOR HDPE OR EPP ADJUSTING RINGS, THE MAX. AMOUNT OF ADJUSTMENT IS 3" FOR HDPE & 6" FOR EPP. HDPE & EPP RINGS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS. WHEN A FRAME REQUIRES PITCHING, THE TOP RING SHALL BE AN 'ADJUSTMENT' RING PER MANUFACTURER'S INSTRUCTIONS.
  6. NO TARRING OR GROUTING IS ALLOWED ON THE INSIDE OF MANHOLE OR ADJUSTMENT JOINTS.

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



rev. 3/11/20

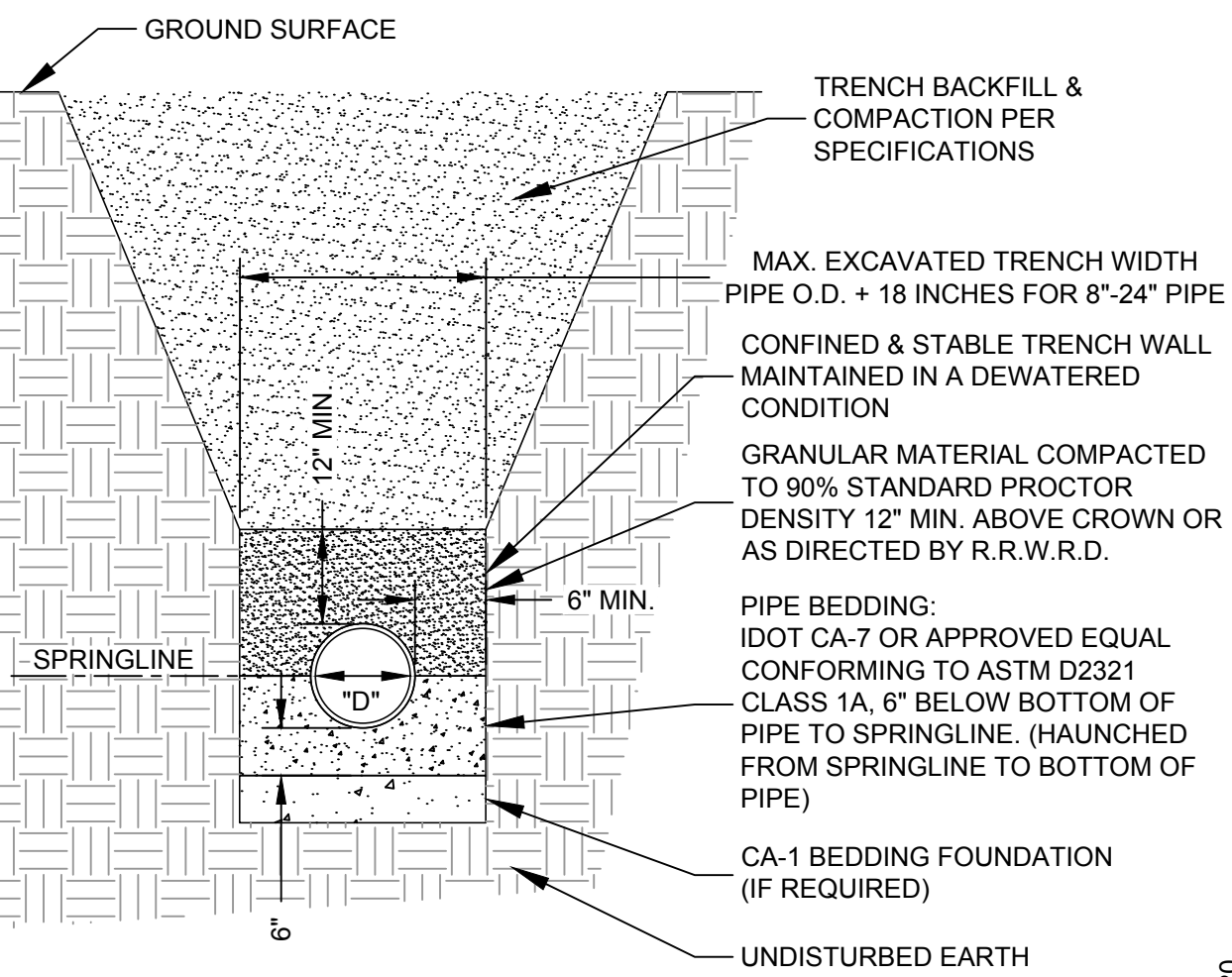
| DROP BOWL & DROP PIPE SIZING TABLE |                       |
|------------------------------------|-----------------------|
| INLET PIPE DIA.                    | DROP PIPE DIA. (MIN.) |
| 4-6 INCH                           | 4 INCH                |
| 8 INCH                             | 6 INCH                |
| 10 INCH                            | 8 INCH                |
| >10 INCH                           | *                     |
| * PER MFG. OR AS DIRECTED BY RRWRD |                       |



**INSIDE DROP MANHOLE DETAIL**  
(\*STANDARD MANHOLE DETAIL\* SHALL APPLY)

rev. 5/15/18

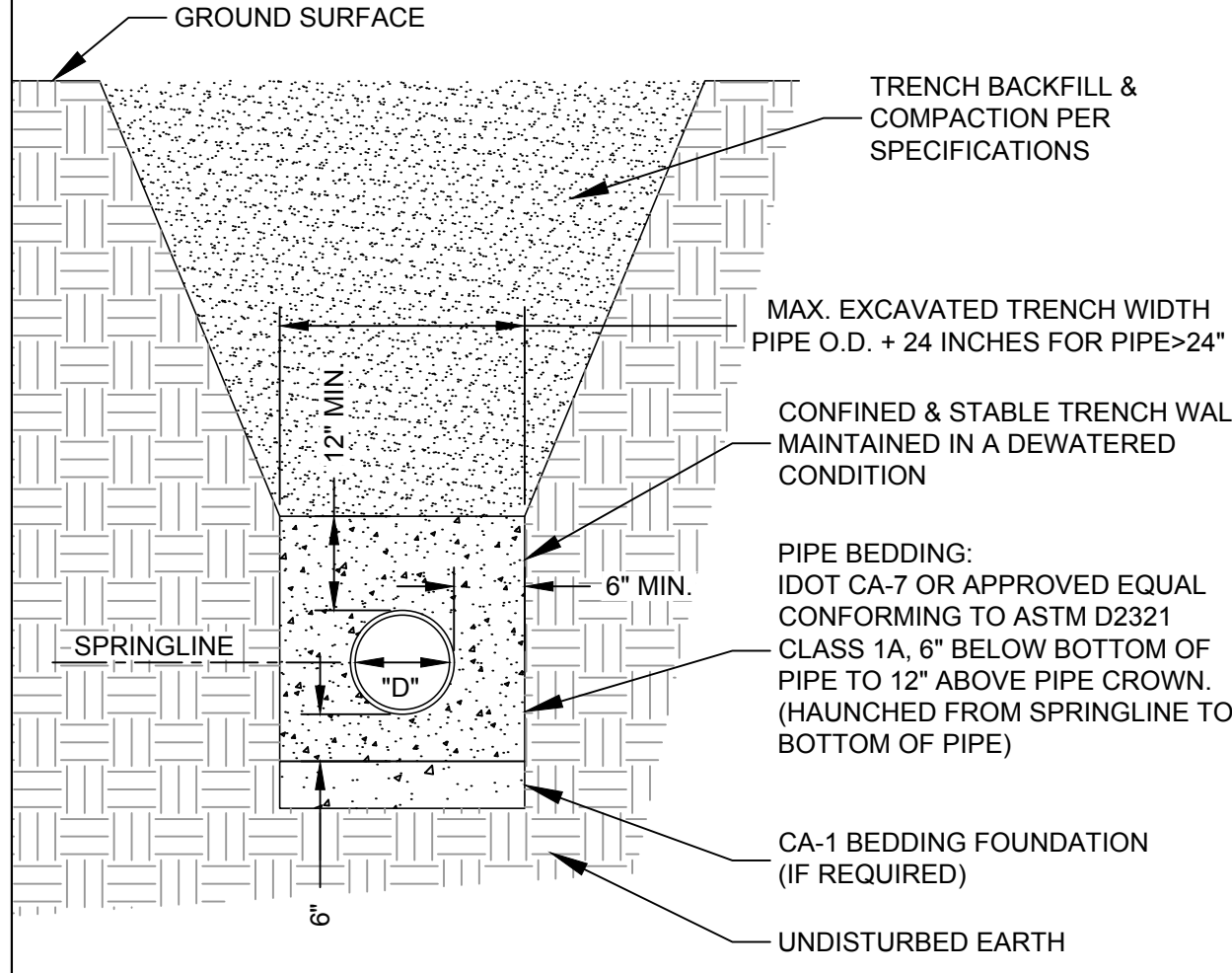
- NOTES:
1. REASONABLE CARE SHALL BE USED WHEN BACKFILLING OVER SEWER. NO MATERIALS SUCH AS ROCKS OR BOULDERS SHALL BE PLACED WITHIN 24" OF THE CROWN OF THE PIPE. NO MATERIAL LARGER THAN 8" DIA. SHALL BE USED IN THE BACKFILL.
  2. LOOSE MATERIAL TO BE REMOVED OR COMPACTED PRIOR TO PLACING PIPE BEDDING.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



**RIGID PIPE BEDDING DETAIL**

rev. 3/11/20

- 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.



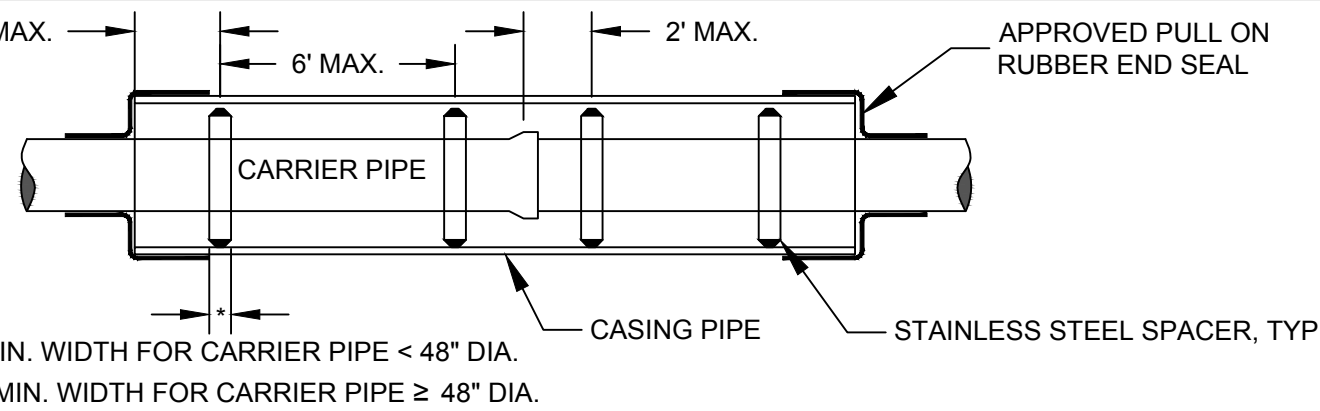
**FLEXIBLE PIPE BEDDING DETAIL**

rev. 3/11/20

- NOTES:
1. SERVICE CONNECTIONS TO SANITARY MAINS 18" DIA. OR LARGER SHALL BE BY MEANS OF INSERTED COMPRESSION FITTING AT A 45° ANGLE FROM HORIZONTAL AS SHOWN.
  2. HOLE SHALL BE CORE DRILLED IN THE MAINLINE PIPE PER MFG.'S REQUIREMENTS.
  3. LOCATION OF CORE SHALL BE APPROVED BY THE ENGINEER.
  4. PIPE BEDDING SHALL BE PER 'FLEXIBLE PIPE BEDDING DETAIL' 6" BELOW AND 12" ABOVE.
  5. THE REMAINDER OF SERVICE TO PROPERTY/EASEMENT LINE SHALL BE INSTALLED PER 'STANDARD SERVICE & ALTERNATE SERVICE DETAIL'.
  6. THE COMPRESSION FITTING SHALL BE A WATER-TIGHT FLEXIBLE TEE CONNECTOR OF SPECIFIED SIZE. (INSERT-A-TEE OR APPROVED EQUAL).

**SERVICE CONNECTION DETAIL FOR CONNECTION TO 18" DIA. OR LARGER PIPE**

rev. 3/11/20

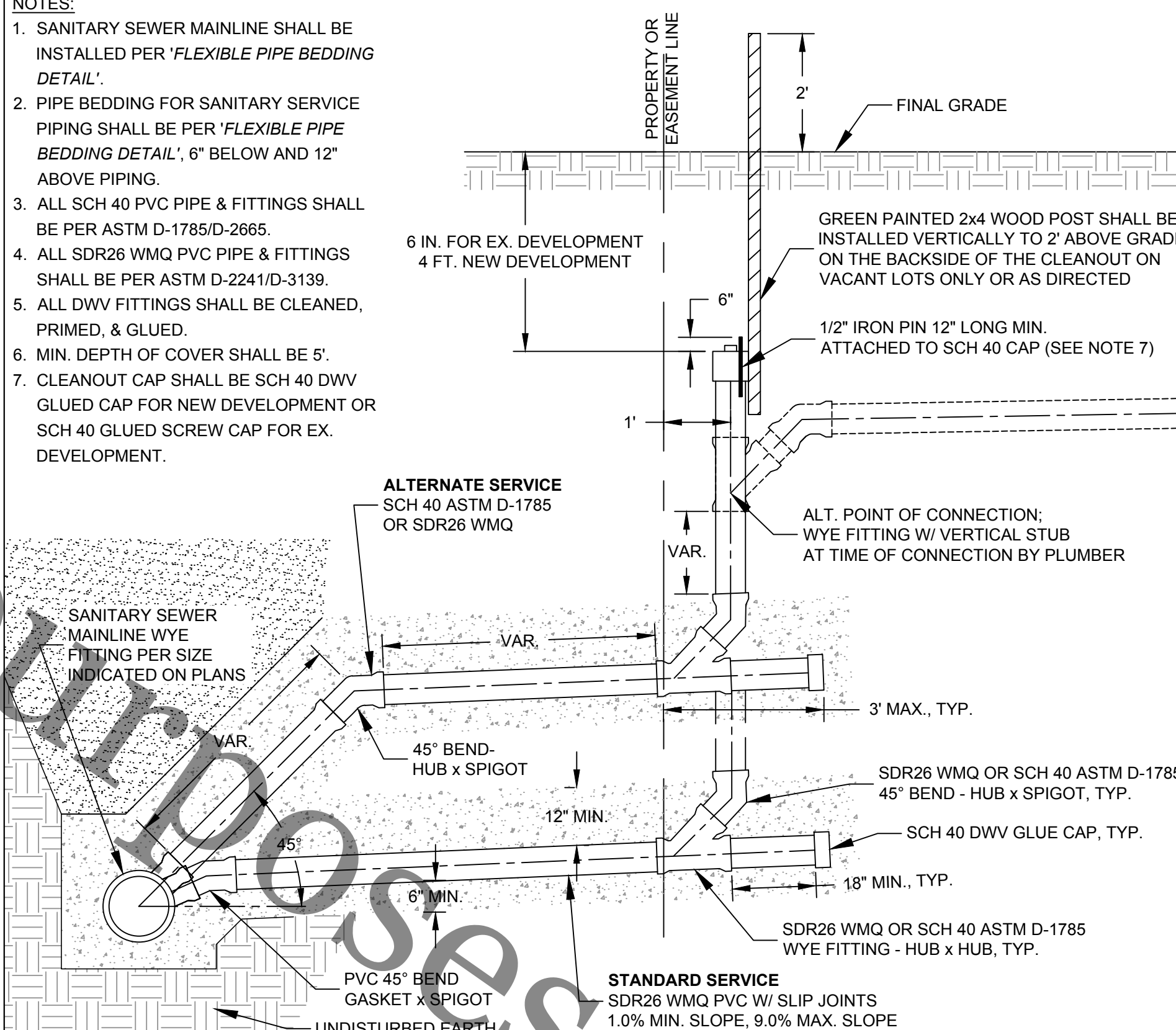


- NOTES:
1. CASING END SEALS & SPACERS SHALL BE AS MFG. BY CASCADE MFG., OR APPROVED EQUAL.
  2. FOR FLEXIBLE CARRIER PIPE, SPACING OF SPACERS TO BE AS SHOWN, OR PER MFG.'S RECOMMENDATION.
  3. FOR RIGID CARRIER PIPE, SPACING SHALL BE PER MFG.'S RECOMMENDATION.

**CASING & SPACER DETAIL**

rev. 5/15/18

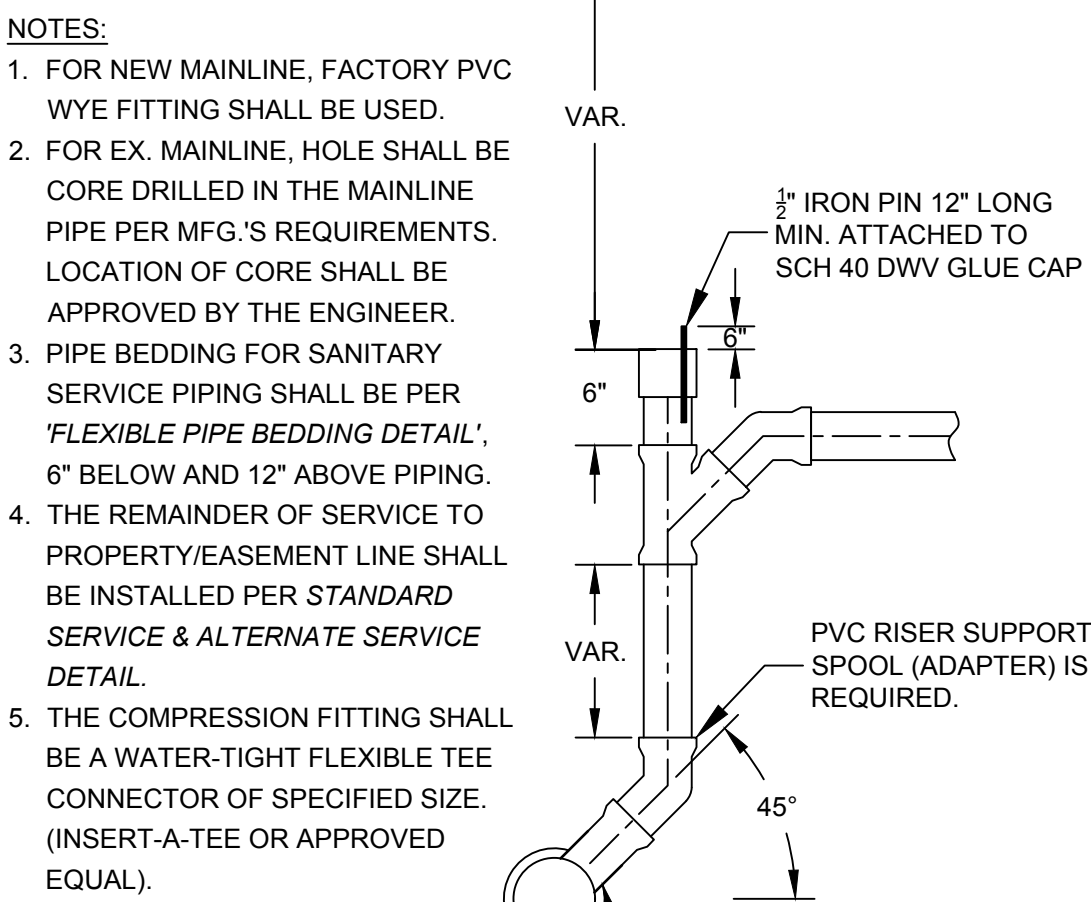
- NOTES:
1. SANITARY SEWER MAINLINE SHALL BE INSTALLED PER 'FLEXIBLE PIPE BEDDING DETAIL'.
  2. PIPE BEDDING FOR SANITARY SERVICE PIPING SHALL BE PER 'FLEXIBLE PIPE BEDDING DETAIL', 6" BELOW AND 12" ABOVE PIPING.
  3. ALL SCH 40 PVC PIPE & FITTINGS SHALL BE PER ASTM D-1785/D-2665.
  4. ALL SDR26 WMQ 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.



**STANDARD SERVICE & ALTERNATE SERVICE DETAIL**  
(FOR MAINLINE DIA. 8" - 18")

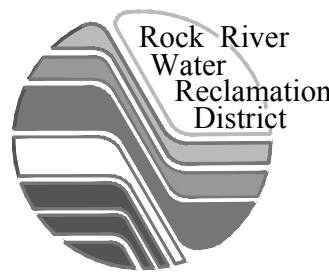
rev. 4/1/19

- 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 MFG.'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).



**VERTICAL SERVICE RISER DETAIL**  
(FOR MAINLINE DIA. 8" - 18")

rev. 5/15/18



**ROCK RIVER WATER RECLAMATION DISTRICT**  
**STANDARD DETAIL SHEET**  
(NOT TO SCALE)

3501 KISHWAUKEE ST. P.O. BOX 7480  
ROCKFORD, ILLINOIS 61109 PH. (815) 387-7660

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