

## **STAFF REPORT**

**DATE:** May 21, 2026  
**TO:** Zoning Board of Appeals  
**FROM:** Ray Heitner, Planner  
**RE:** Petition Number: 2026-23  
Applicant: G&I XI 2700 Ellis LLC c/o Venture One Real Estate, LLC  
Status of Applicant: Owner  
Location: 2700 Ellis Road  
Request: A Series of Variations to allow truck trailer parking on the short side of a building with a double-row, located at 2700 Ellis Road. (COUNCIL DISTRICT #5)

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### **Purpose**

The applicant is requesting the following variations:

- Variation to allow truck trailer parking on the short side of a building.
- Variation to allow truck trailers to be parked in a double row.

The Zoning Board of Appeals makes the final decision on these variation requests.

### **Site Specific Information**

The subject property is approximately 53 acres in size and contains an existing 624,654 square-foot industrial building that was built in 2006 as a part of the Cherry Hill Business Park West industrial subdivision. The building has been vacant for several years, but the applicant recently entered into a lease agreement with a tenant for the building's west unit (Unit #1) that would operate a pallet distribution, delivery, and administration business within the western half of the building. The east half of the building (Unit #2) is still vacant but continues to be marketed to prospective tenants.

The Conceptual Site Plan that is included with the application shows that the building is divided into two units, split longways down the center of the building. Each Unit has a separate proposed access for truck traffic out to Ellis Road. Shared passenger vehicle access to serve both units is located between the western and eastern truck access points. The applicant maintains that to promote pedestrian and vehicular safety within the property, it is necessary to separate semi-trailer and automobile parking for the two units.

A security fenced gate is proposed to be built between the two trucking areas to prevent cross access between the two trucking areas.

The subject variation requests concern trailer parking for the western unit (Unit #1). This unit currently has 154 trailer parking stalls located along the property's west side. The applicant recently submitted plans to add 95 trailer stalls on the south (short) side of the building in an area that is currently covered with grass. Thirty-three stalls would be adjacent to the building's south side. An additional 62 stalls would be located further south in a double row. The eastern unit of the building (Unit #2) can currently accommodate 456 semi-trailers.

Section 47-17.17.N.29 of the City's Zoning Ordinance states that double-stacking, or parking semi-trailers in a double row, is prohibited. The Ordinance further states that all parking areas intended for use by semi-trailers, wheeled containers, or tractor-trailer combinations that are located immediately adjacent to the structure to which the parking is accessory may only be located along the two longest sides of the structure. The requested variations are necessary to allow the proposed additional semi-trailer parking as proposed by the applicant.

### **Surrounding Zoning, Land Use and Character**

The subject property is surrounded by I-1 (Light Industrial) zoning on all sides. Comparable industrial and warehousing uses can also be found adjacent to the subject property.

### **Applicable Regulations**

- Section 47-17.17.N.29 – Off-Street Parking Regulations (Pertaining to Semi-Trailer Parking)
- Section 47-19.8 - Findings of Facts Supporting a Variation (refer to attachment)

### **Analysis**

Approval of the requested variations would allow the applicant to add 95 semi-trailer stalls south of the western unit of the subject building. Section 47-19.8 of the City's Zoning Ordinance details the findings of fact that need confirmation to support the requested variations. While the building, when built, may have been right sized to accommodate future semi-trailer parking needs, staff believes there is a practical difficulty with the existing trailer parking arrangement that allocates  $\frac{3}{4}$  of the site's trailer parking to the eastern unit. Staff believe there is a health, safety, and welfare interest in keeping truck and passenger vehicle parking separate and staff would not support a parking proposal that would involve adding trailer stalls to the north side of the building. Public Works staff have reviewed the proposed parking plan and do not believe it will be problematic. Staff do not believe that the requested variations will alter the essential character of the general

area, as the proposed trailer stalls will be located at the building's rear, away from the Ellis Road viewshed. Furthermore, the surrounding area is largely industrial in nature, with a preexisting high volume of truck traffic.

**Recommended Action**

Staff recommends the Zoning Board of Appeals approve the following requested variations at 2700 Ellis Road:

1. Variation to allow truck trailer parking on the short side of a building.
2. Variation to allow truck trailers to be parked in a double row.

**Conditions**

None.

**ZONING BOARD OF APPEALS**  
**CRITERIA FOR VARIATIONS**

Section 47-19.8 of the Zoning Ordinance states:

A variation shall not be granted in any case unless the Board shall find and clearly state in its record of the case that:

	Does the evidence presented sustain this criteria?	Comments
(1) Reasons sustaining the contention that strict enforcement of the Ordinance would involve practical difficulties or impose exceptional hardship were found as follows: (a) _____ (b) _____ (c) _____ (list of reasons)		
(2) Adequate evidence was submitted to establish practical difficulties or particular hardship so that, in the judgment of the Board, a variation is permitted because the evidence sustained the existence of each of the three following conditions:  (a) The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the particular district or zone.  (b) The plight of the owner is due to unique circumstances.  (c) The variation, if granted, will not alter the essential character of the locality.		
(3) A public hearing was held on such variation of which at least 15 days and not more than 30 days notice was published in the _____ (name of newspaper) on _____ (date).		

Caitlyn R. Culbertson  
312.528.5206  
caitlynculbertson.culbertson@elrodfriedman.com

March 12, 2026

**VIA Email**

City of Joliet  
Community Development Department  
Planning Division  
150 West Jefferson Street  
Joliet, Illinois 60432  
zoning@joliet.gov

**Re: *Petition for Variation - 2700 Ellis Road***

Dear Members of the Planning Division:

Enclosed please find a Petition for Variation and corresponding documents submitted on behalf of G&IXI 2700 Ellis LLC c/o Venture One Real Estate, LLC relating to the property located at 2700 Ellis Road, Joliet, Illinois. The following items are enclosed:

1. Petition for Variation, along with the following attachments:
  - a. Legal Description of property (1 page); and
  - b. Response to Variation Criteria (2 pages);
2. Site Improvement Plan (9 pages);
3. Trailer Parking Layout (1 page); and
4. Conceptual Site Plan (1 page).

Please contact me if you have any questions. Thank you.

Sincerely yours,  
ELROD FRIEDMAN LLP

Enclosures



# Zoning Board of Appeals Application Packet

## Variation

This packet should contain all of the following documents:

- Application;
- Ownership disclosure form;
- Public notice sign posting requirements and sign template

If you have any questions please contact the Planning Division staff.

**Joliet Planning Division** - 150 West Jefferson Street,  
First Floor-South Wing, Joliet, Illinois 60432

**Phone Number:** (815) 724-4050

**Email Address:** [zoning@joliet.gov](mailto:zoning@joliet.gov)

## **Filing Fees:**

The following fees **will be invoiced** once the petition is accepted:

<b>Filing Fee Type</b>	<b>Amount</b>
Variation for a Single-Family Home	\$200.00
Variation for a Mutli-Family Property	\$500.00
Variation for a Non-Residential Property	\$500.00
Additional Variations	\$50.00 each
Sign Deposit Fees (properties that are less than one (1) acre)	\$100.00 (\$50.00 for an English sign & \$50.00 for a Spanish sign)

## **Notice of Petition Request:**

In accordance with Resolution No. 1694 of the City of Joliet, all persons residing within 600 ft. of the property referred to in this application must be notified of the proposed re-zoning. The Planning Division will notify these residents 10 days prior to the meeting of the Zoning Board of Appeals.

## **Sign Deposits:**

At least one sign shall be posted no later than 15 days, but not more than 30 days before, the hearing date. The sign shall contain the time and place of the public hearing and the nature of the request. It shall be placed in a conspicuous location on the property so it may be observed and read from the street. If the property is less than one (1) acre, the sign shall be provided by the City of Joliet Planning Staff upon the applicant's payment of the \$50.00 deposit for each sign. It shall be the applicant's responsibility to post the sign. If the property is larger than one (1) acre, the applicant shall be responsible for creating and erecting the sign. **For properties larger than one (1) acre, please refer to the "*Requirements For Posting Land Use Change Informational Signs*" sheet in this packet.**

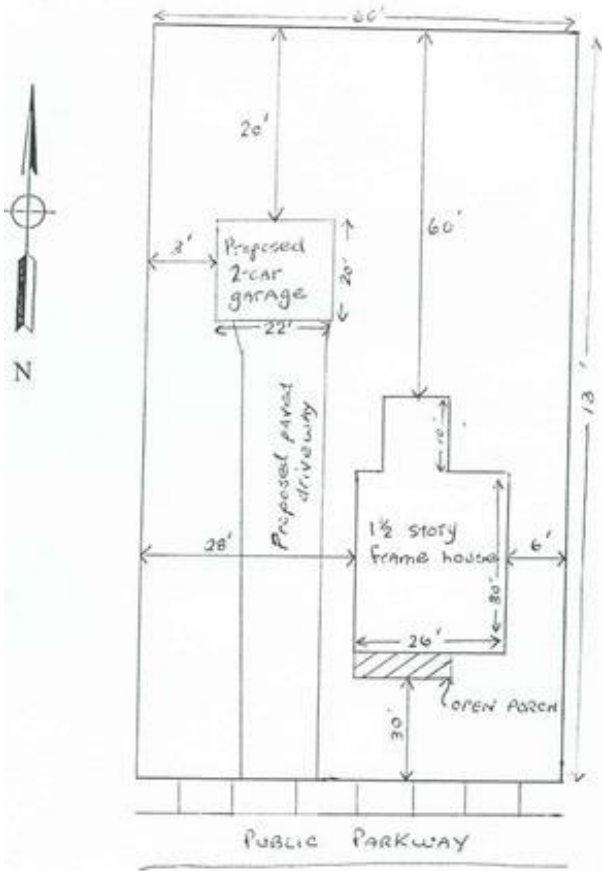
Upon completion of the public hearing, the sign(s) shall be removed and returned to the City of Joliet within ten (10) days. If the applicant fails to remove the sign within ten days, the City of Joliet may remove the sign, and the cost of the removal shall be deducted from the applicant's sign deposit. Please allow approximately 10-15 days for sign deposit refund processing.

**Failure to post the notice sign as required may result in the deferral of action on, or the denial of the applicant's petition.**

# EXAMPLES:

## PLAT OF SURVEY

LOT 3, EXCEPT THE NORTH 90 FEET THEREOF, IN KATHERINE S. NICHOLSON'S SUBDIVISION OF THE SOUTHWEST PART OF BLOCK 43, OF THE CANAL TRUSTEES' SUBDIVISION OF THE WEST HALF OF SECTION 9, IN TOWNSHIP 35 NORTH, AND IN RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 3, 1901, IN PLAT BOOK II, PAGE 66, SITUATED IN THE CITY OF JOLIET, WILL COUNTY, ILLINOIS.



**Sample Site Plan**  
(For illustrative purposes only)



**Sample Floor Plan**  
(For illustrative purposes only)

**FOR OFFICE USE ONLY**

\*\*\**Verified by Planner (please initial):* \_\_\_\_\_ \*\*\*

Payment received from: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Petition #: \_\_\_\_\_

Common Address: \_\_\_\_\_

Date filed: \_\_\_\_\_

Meeting date assigned: \_\_\_\_\_

**ZONING BOARD OF APPEALS**

**JOLIET, ILLINOIS**

**PETITION FOR VARIATION/APPEAL**

City of Joliet Planning Division, 150 W. Jefferson St., Joliet, IL 60432

Ph (815)724-4050 Fax (815)724-4056

ADDRESS FOR WHICH VARIATION IS REQUESTED: 2700 Ellis Road

PETITIONER'S NAME: G&I XI 2700 Ellis LLC c/o Venture One Real Estate, LLC

HOME ADDRESS: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

BUSINESS ADDRESS: 9500 W. Bryn Mawr Ave, Ste 340, Rosemont, IL ZIP CODE: 60018

PHONE: (Primary) [REDACTED] (Secondary) \_\_\_\_\_

EMAIL ADDRESS: [REDACTED] FAX: \_\_\_\_\_

PROPERTY INTEREST OF PETITIONER: Owner

OWNER OF PROPERTY: \_\_\_\_\_

HOME ADDRESS: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

BUSINESS ADDRESS: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_ FAX: \_\_\_\_\_

**Any use requiring a business license shall concurrently apply for a business license and submit a copy with this petition.** Additionally, if this request is for operation of a business, please provide the following information:

BUSINESS REFERENCES (*name, address, phone or email*):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OTHER PROJECTS AND/OR DEVELOPMENTS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PERMANENT INDEX NUMBER (TAX NO. OR P. I. N.): 15-08-19-301-001-0000 ;  
\_\_\_\_\_ ; \_\_\_\_\_ ; \_\_\_\_\_ .

*\*\*Property Index Number/P.I.N. can be found on tax bill or Will County Supervisor of Assessments website\*\**

LEGAL DESCRIPTION OF PROPERTY (an attached copy preferred):

See attached

LOT SIZE: WIDTH: \_\_\_\_\_ DEPTH: \_\_\_\_\_ AREA: \_\_\_\_\_

PRESENT USE(S) OF PROPERTY: Vacant

PRESENT ZONING OF PROPERTY: I-1, Light Industrial

VARIATION/APPEAL REQUESTED: Variations from Section 47-17.17.N.29 of the Zoning Ordinance to allow semi-trailer parking on

the shorter (south or back) side of the building and to allow the semi-trailer parking to be arrayed in a double row.

### **RESPONSE TO VARIATION CRITERIA**

The Zoning Board of Appeals is authorized to grant or recommend relief only when it has received adequate evidence to establish a practical difficulty or hardship. The evidence must support each of the following three conditions:

- (a) The property in question cannot yield a reasonable return by use permitted and subject to the conditions allowed by the regulations in the particular district or zone.
- (b) The plight of the owner is due to unique circumstances.
- (c) The variation, if granted, will not alter the essential character of the locality.

**Please describe how this request meets the criteria by responding to the following questions in your own words.**

*1. How do the applicable zoning regulations prevent the property in question from yielding a reasonable return?*  
See attached

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2. *What unique circumstances exist which mandate a variance?*

See attached

3. *What impact would the granting of this variance have upon the essential character of the general area? Please include both positive and negative impacts.*

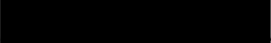
See attached


**REQUIRED SUPPORTING ATTACHMENTS**

- Site plan / concept plan / floor plan / building elevation plan
- Joliet Ownership Disclosure form
- Business license application (if applicable)

**NOTARIZATION OF PETITION**

STATE OF ILLINOIS) ss  
COUNTY OF WILL)

I, , depose and say that the above statements are true and correct to the best of my knowledge and belief. I agree to be present in person or by representation when this petition is heard before the Zoning Board of Appeals.

  
\_\_\_\_\_  
Petitioner's Signature

\_\_\_\_\_  
Owner's Signature  
(If other than petitioner)



## CITY OF JOLIET OWNERSHIP DISCLOSURE FORM

The City of Joliet requires that applicants for zoning relief, subdivision approval, building permits and business licenses disclose the identity of all persons having an ownership interest in the business and the real property associated with the application. A copy of this form must be completed and submitted with other application materials. Failure to properly complete and submit this form may result in the denial of the application.

### I. INFORMATION ABOUT THE APPLICATION

This form is submitted as part of an application for the following (check all that apply):

- Rezoning, Special Use Permit, Variation, or Other Zoning Relief (Complete Sections II and III)
- Preliminary Plat, Final Plat, or Record Plat of Subdivision (Complete Sections II and III)
- Building Permit (Complete Sections II and III)
- Business License (Complete All Sections)

### II. INFORMATION ABOUT THE PROPERTY

The address and PIN(s) of the real property associated with this application are:

2700 Ellis Road, Joliet

PIN(s): 15-08-19-301-001-0000

### III. PROPERTY OWNERSHIP

Select the type of owner of the real property associated with this application and fill in the appropriate contact information below:

- Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- Land Trust:** State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries
- Partnership:** State the names, addresses, and phone #'s of all partners
- Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization or the right to direct the affairs of the organization

G&I Investment 2700 Ellis, LLC – Lauren Hayes – Asset Manager – 50%. 575 5th Ave,

New York, NY 10017, (212) 697-4740

VK 2700 Ellis, LLC – Matt Knoff – Asset Manager – 50%. 9500 W Bryn Mawr Ave #340,

Rosemont, IL 60018, [REDACTED]

**E-MAIL:** \_\_\_\_\_ **FAX:** \_\_\_\_\_

**IV. BUSINESS OWNERSHIP**

If the owner of the business is different than the owner of the real property associated with the application, then the following information must be provided:

Select the type of business owner associated with this application and fill in the contact information below:

- Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- Partnership:** State the names, addresses, and phone #'s of all partners
- Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

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**E-MAIL:** \_\_\_\_\_ **FAX:** \_\_\_\_\_

**NOTE:**

If a stockholder, member, beneficiary or partner disclosed in Section III or Section IV is not an individual, then the individuals holding the legal or equitable title to the real property or business associated with the application must also be disclosed. For example, if the real property associated with an application is owned by a land trust, and the beneficiary of the land trust is a limited liability company, then the members of the limited liability company must be disclosed. If one of the members of the limited liability company is a partnership, the partners of the partnership must be disclosed. If one of the partners of the partnership is a corporation, the officers and directors of the corporation must be disclosed. If one of the officers or directors of the corporation is a limited liability company, the members of the limited liability company must be disclosed. If one of the members of the limited liability company is a partnership, the partners of the partnership must be disclosed. If one of the partners of the partnership is a corporation, the officers and directors of the corporation must be disclosed. If one of the officers or directors of the corporation is a limited liability company, the members of the limited liability company must be disclosed.

**SIGNED:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**Name, Title, and Telephone Numbers of Person Completing and Submitting This Form:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



### **How to Post a Sign for any Land Use Change**

In an effort to increase the awareness of neighborhoods of potential land use changes in their areas, the City of Joliet requires posting of a sign giving notice of a hearing on a proposed land use change. All petitions filed for review by the Zoning Board of Appeals and Plan Commission must follow these procedures:

1. At least one sign for every 500 feet of street frontage, with a minimum of one sign on each street abutting the property shall be posted. If the property in question is more than 1 acre please refer to page 2 for information.
2. The sign shall be posted at least 15 days but not more than 30 days before the hearing date.
3. The sign shall contain the time and place of the public hearing and the nature of the land use change being requested. It shall be placed in a conspicuous location on the property so it may be observed and read from the street.
4. The sign shall be provided by the City of Joliet Planning Division upon the applicant's payment of a \$50.00 deposit for each sign.
5. It shall be the applicant's responsibility to post the sign. Written certification of the posting of the sign shall be provided by the applicant to the City with the date and location of the posting of the sign.
6. Upon completion of the public hearing, the sign shall be removed and returned to the City within ten days. The applicant's deposit shall be refunded upon return of the sign.
7. Failure to post the sign as required may result in the deferral of action on, or the denial of, the applicant's petition.

**Requirements For Posting Land Use Change Informational Signs**

(6) Land Use Change Informational Signs: In addition to the publication of newspaper notice for a public hearing on any request for a land use change (such as a petition for a variation, special exception, variation of use, or zoning reclassification) and any request for subdivision approval (preliminary plat), notice of a public hearing on such land use change shall be given by posting one or more land use change informational signs on the subject property in accordance with the following provisions:

**(A) For parcels comprising 1 acre or more:**

- (1) The applicant or the applicant’s agent shall erect a sign or signs with minimum dimensions of three (3) by four (4) feet. The number and location of the sign(s) shall be determined by the City Manager or his designee.
- (2) The sign(s) shall conform to the format provided by the City Manager or his designee and shall contain the time and place of public hearing and the nature of the application (SEE BELOW)
- (3) The sign(s) shall be posted at least 15 days but not more than 30 days before the public hearing date.
- (4) It shall be the responsibility of the applicant to prepare and create such signs and to erect whatever framework that may be necessary to display the signage.
- (5) Upon completion of the public hearing, the sign(s) shall be removed within 10 days. If the applicant fails to remove the sign, the City of Joliet may remove the sign, and the cost of such removal shall be billed to the applicant and shall constitute a debt payable to the City.

<b>NOTICE OF PUBLIC MEETING</b>	
<b>CITY OF JOLIET, IL</b>	
DATE/TIME:	_____
LOCATION:	City Hall Council Chambers _____
	150 W. Jefferson St., Joliet _____
DESCRIPTION OF REQUEST:	_____ _____
FOR MORE INFORMATION CALL:	815-724-4040 OR _____
	815-724-4050 _____
<b>COMMUNITY DEVELOPMENT DEPARTMENT</b>	
<b>CITY OF JOLIET</b>	

**EXHIBIT "A"**  
Legal Description

LOT 1 IN CHERRY HILL BUSINESS PARK WEST UNIT 3 PHASE I, BEING A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 AND PART OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 9, 2008 AS DOCUMENT [R2008-086954](#).

ALSO DESCRIBED AS:

THAT PART OF THE EAST 1/2 OF THE SOUTHWEST 1/4 AND THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 19 (PER MONUMENT RECORD R2005-070637) SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 4 IN CHERRY HILL BUSINESS PARK UNIT 3, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 29, 2005 AS DOCUMENT [R2005-169573](#); THENCE NORTH 88 DEGREES 10 MINUTES 27 SECONDS EAST, ALONG THE SOUTH LINE OF SAID LOT 4, A DISTANCE OF 94.38 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 10 MINUTES 27 SECONDS EAST ALONG SAID SOUTH LINE 102.74 FEET, THENCE SOUTH 01 DEGREES 39 MINUTES 41 SECONDS EAST, ALONG A LINE PARALLEL WITH THE WEST LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 19 AS MONUMENTED AND RECOGNIZED, 1,606.04 FEET; THENCE SOUTH 88 DEGREES 20 MINUTES 19 SECONDS WEST, ALONG A LINE PERPENDICULAR TO SAID WEST LINE 592.36 FEET; THENCE SOUTH 01 DEGREES 39 MINUTES 41 SECONDS EAST, PERPENDICULAR TO THE LAST DESCRIBED LINE 26.04 FEET; THENCE SOUTH 88 DEGREES 20 MINUTES 19 SECONDS WEST, PERPENDICULAR TO THE LAST DESCRIBED LINE 901.64 FEET TO A POINT ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE NORTH 01 DEGREES 39 MINUTES 41 SECONDS WEST, ALONG SAID WEST LINE 1,627.56 FEET, TO A POINT ON THE NORTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 19; THENCE NORTH 88 DEGREES 09 MINUTES 50 SECONDS EAST, ALONG SAID NORTH LINE 928.25 FEET, THENCE SOUTH 01 DEGREES 39 MINUTES 41 SECONDS EAST, ALONG A LINE PARALLEL WITH THE WEST LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 203.84 FEET, TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY 18.89 FEET, ALONG THE ARC OF A TANGENT CIRCLE TO THE LEFT HAVING A RADIUS OF 12.00 FEET AND WHOSE CHORD BEARS SOUTH 46 DEGREES 44 MINUTES 55 SECONDS EAST 17.00 FEET TO A POINT OF TANGENCY; THENCE NORTH 88 DEGREES 09 MINUTES 50 SECONDS EAST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST 1/4 103.75 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY 98.75 FEET, ALONG THE ARC OF A TANGENT CIRCLE TO THE RIGHT HAVING A RADIUS OF 78.00 FEET AND WHOSE CHORD BEARS SOUTH 55 DEGREES 34 MINUTES 01 SECONDS EAST 92.29 FEET TO A POINT OF TANGENCY; THENCE SOUTH 19 DEGREES 17 MINUTES 51 SECONDS EAST 70.88 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY 46.84 FEET, ALONG THE ARC OF A TANGENT CIRCLE TO THE LEFT HAVING A RADIUS OF 37.00 FEET AND WHOSE CHORD BEARS SOUTH 55 DEGREES 34 MINUTES 01 SECONDS EAST 43.78 FEET TO A POINT OF TANGENCY; THENCE NORTH 88 DEGREES 09 MINUTES 50 SECONDS EAST, ALONG A LINE PARALLEL WITH SAID NORTH LINE 196.30 FEET, TO A POINT OF CURVATURE; THENCE NORTHEASTERLY 47.03 FEET ALONG THE ARC OF A CIRCLE TO THE LEFT HAVING A RADIUS OF 30.00 FEET AND WHOSE CHORD BEARS NORTH 43 DEGREES 15 MINUTES 04 SECONDS EAST 42.36 FEET TO A POINT OF TANGENCY; THENCE NORTH 01 DEGREES 39 MINUTES 41 SECONDS WEST 16.57 FEET; THENCE NORTH 01 DEGREES 12 MINUTES 03 SECONDS EAST 109.60 FEET; THENCE NORTH 01 DEGREES 39 MINUTES 41 SECONDS WEST 36.89 FEET; THENCE NORTH 06 DEGREES 57 MINUTES 44 SECONDS WEST 171.85 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 4, SAID POINT ALSO BEING THE POINT OF BEGINNING IN WILL COUNTY, ILLINOIS.

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# PETITION FOR VARIATION

## Response to Variation Criteria

**Applicant: G&I XI 2700 Ellis LLC c/o Venture One Real Estate, LLC**

**Property: 2700 Ellis Road  
Trailer Parking Expansion**

### **Variations:**

Applicant is in the process of making improvements to the property commonly known as 2700 Ellis Road, Joliet, Illinois (“**Property**”). After being vacant for many years, Applicant has entered into a lease agreement with a tenant that will operate a pallet distribution, delivery and administration business within approximately half of the existing building on the Property. In order to accommodate this new and exciting tenant and to allow the vacant portion of the Property to remain attractive to future tenants, Applicant requests certain variations from the City Zoning Ordinance to allow Applicant to make improvements to the parking area on the Property. Specifically, Applicant seeks variations from Section 47-17.17.N.29 of the Zoning Ordinance to allow semi-trailer parking on the shorter (south or back) side of the building, and to allow the semi-trailer parking to be arrayed in a double row (“**Variations**”).

### **Section 47-19.8: Finding of Facts Supporting Variation:**

**1. How do the applicable zoning regulations prevent the property in question from yielding a reasonable return?**

The building on the Property is divided into two units as depicted on the Conceptual Site Plan included with this application. Applicant has entered into a lease agreement for Unit 1, which is located on the west side of the building. Unit 2, on the east side, remains vacant, and Applicant is actively looking for an appropriate tenant. In order to promote vehicular and pedestrian safety within the Property, it is necessary to separate semi-trailer and automobile parking for the two tenants. Further, in order to avoid logistical confusion and accommodate the needs of individual tenants, it is necessary to allow for separate parking for Units 1 and 2.

The Unit 1 tenant’s semi-trailers will access the Property through the western ingress/egress drive along Ellis Road. Semi-trailers would proceed along the western drive on the Property and either park along the western side of the building or proceed to the proposed parking area on the southern end of the Property. This proposed parking area can accommodate all semi-trailers needed for Unit 1 and, therefore, limits semi-trailer circulation to the western side of the building. Employees and visitors to Unit 1 in automobiles will be able to access the Property through the separate ingress/egress drive along Ellis Road to the immediate west of the detention pond. These automobiles will then use the parking area on the north end of the Property. Finally, the Unit 2 tenant will be able to access the Property through the eastern ingress/egress drive along Ellis Road. As such, the proposed parking area allows for both the separation of automobile and semi-trailer parking, as well as accommodates separate parking areas for Unit 1 and Unit 2.

Applicant also desires to reserve the area on the east side of the Property for the future Unit 2 tenant. As there is no current tenant, this allows for flexibility in how this area can be used, whether for parking or a possible building expansion. Further, there is a possibility that the Unit 2 tenant would not utilize semi-trailers and, as there are important safety reasons to separate semi-trailer and automobile parking, this parking area on the east could then be used exclusively by automobiles.

The proposed Variations allow for a parking layout and circulation plan that accommodates the need to separate semi-trailers and automobile parking, as well as the desire to have distinct areas reserved for the two units in the building. The Property has been vacant for many years. Applicant has now been successful in leasing Unit 1 to a desirable tenant that has a business and operation that fits seamlessly into the surrounding area. This still leaves half the building vacant, requiring Applicant to ensure that the Property is developed in a manner that allows the Property to remain viable and attractive to a wide-range of tenants. This proposed parking area allows Applicant to fully address the parking needs of Unit 1, while addressing safety, circulation and marketability concerns for the Property as a whole. Without the additional semi-trailer parking on the south end of the Property, Applicant could not reasonably accommodate the needs of the Unit 1 tenant while also marketing Unit 2 as an attractive location for desirable tenants.

**2. What unique circumstances exist which mandate a variance?**

This Property is unique as it is separated into two distinct areas, the west side and east side. Both the west and east side have their own ingress/egress and parking areas. Although Applicant believes this separation will ultimately be a benefit as it allows the safety and logistical concerns to be met (as discussed above), it means that the proposed parking area on the south end is necessary to accommodate the Unit 1 tenant. Further, as the ingress/egress drive for Unit 1 is at the northwest corner of the Property, the location of the proposed parking in the southwest corner promotes safe and efficient vehicular circulation. These semi-trailers can access the Property on the west end and proceed directly to the parking area to the south.

**3. What impact would the granting of this variance have upon the essential character of the general area? Please include both positive and negative impacts.**

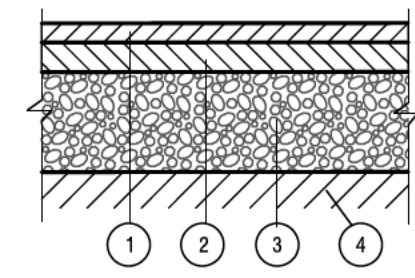
Granting the requested Variations would have little, if any, impact on the essential character of the area, as the Variations allow for a parking area at the very back of the Property. The proposed southern parking area would not be visible from the roadway and would have no impact on the surrounding properties. Further, a review of the surrounding properties in this industrial area shows that other properties have similar semi-trailer parking layouts. As the area on the east side of the Property is being reserved for a future tenant, the current available parking areas on the Property are limited. The addition of this parking area to the south will only serve Unit 1 and, as the Unit 1 tenant expects to have approximately 70 trucks per day accessing the Property, will not cause a substantial increase in truck traffic to the detriment of the surrounding area.



**GENERAL NOTES**

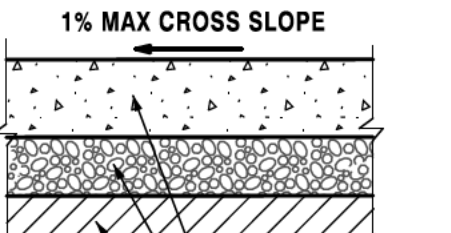
- REFERENCED CODES
  - ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSRBC), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS; ADOPTED JANUARY 1, 2022 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THERE TO; AND IN ACCORDANCE WITH THE LATEST EDITION OF THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.
  - ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, 8TH EDITION UPDATED 2020, AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISIONS SHALL APPLY.
  - ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES. WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.
  - THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.
- UTILITY LOCATIONS
  - THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL J.U.L.I.E., AT 800-892-0123 AND THE MUNICIPALITY, FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND THE MUNICIPALITY TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY CONSTRUCTION.
  - EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OR ANY MATERIALS ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
- UTILITY COORDINATION
  - OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.
  - THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSIDERATION WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF ITS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.
  - THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS. AT&T SHALL BE CONTACTED ONE MONTH PRIOR TO START OF CONSTRUCTION IN ITS UTILITY AREAS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.
- UPON AWARDING OF THE CONTRACT, AND WHEN REQUIRED BY THE MUNICIPALITY OR OWNER, THE CONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND IN THE AMOUNT REQUIRED GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY OR OWNER, AS APPROPRIATE.
- THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK. HOWEVER, IF THE OWNER HAS A SOILS REPORT, THE RESULTS WILL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.
- CONTRACTOR SHALL VIDEO TAPE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
- COMMENCING CONSTRUCTION
  - THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNERS', SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. ALL MATERIAL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.
  - FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.
- ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.
- THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.
- ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR AS DIRECTED BY THE DEVELOPER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGN NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
- REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.
- ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.
- THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL, REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
- ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.
- TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF (SSRBC) ARTICLE 201.05.
- LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE LANDSCAPE ARCHITECT MEETING THE OWNER'S APPROVAL AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.
- ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE OFF-SITE.
- ALL CUTS OVER 1" IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER 1" IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

- GENERAL EXCAVATION/UNDERGROUND NOTES
  - SLOPE SIDES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND SLOPES OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.
  - PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACES, IN GOOD SERVICEABLE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS REGARDLESS OF TIME PERIOD EXCAVATIONS WILL BE OPEN. CARRY DOWN SHORING AND BRACING AS EXCAVATION PROGRESSES IN ACCORDANCE WITH OSHA AND GOVERNING AUTHORITY.
  - PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BOTTOMS, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADES AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, SUMPS, SUCTION AND DISCHARGE LINES AND OTHER DEWATERING SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.
  - IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.
- FINAL ACCEPTANCE
  - ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THAT PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.
  - BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.
  - NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.
  - AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
- UNDERGROUND NOTES
  - UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
  - WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAID IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THE PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.
  - ANY DEWATERING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR DEWATERING. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.
  - TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAYMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING DOT CA-6 GRADATION. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH (SSRBC) SPECIFICATIONS. JETTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.
  - THE CONTRACTOR SHALL INSTALL A 4" X 4" X 8' (NOMINAL) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLETS AND WATER VAULTS. THE POST SHALL EXTEND 4" ABOVE THE GROUND. THE TOP 12" OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY - RED, WATERMAIN - BLUE, STORM - GREEN.
  - AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT REAR YARD INLET LOCATIONS, AND AT OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM.
  - HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM (IF AVAILABLE). DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR AT HIS COST.
  - ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE.)
  - SLEEVES FOR UTILITY (COMED, TELEPHONE, ETC.) STREET CROSSING SHALL BE INSTALLED WHERE DIRECTED BY THE OWNER. SLEEVES SHALL BE 6" PVC INSTALLED 36" BELOW THE TOP OF CURB AND EXTEND TWO FEET OUTSIDE THE CURB. TRENCH SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL.
  - THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.
  - IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OF OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS AND EMPLOYEES ARE TO BE PROVIDED SAFE ACCESS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR THE QUALITY OF THE WORK AND ASSURE ITS CONFORMITY WITH THE PLANS AND SPECIFICATIONS. THERE SHALL BE NO PERSONAL LIABILITY UPON ANY OFFICIAL OR EMPLOYEE OF THE MUNICIPALITY ON ACCOUNT OF ACTIONS TAKEN OR NOT TAKEN IN THE COURSE OF THEIR WORK. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN A SAFE ACCESS TO THE WORK FOR INSPECTORS, "SAFETY" MEANING CONDITIONS COMPLYING WITH ALL PROVISIONS OF ALL APPLICABLE AND RECOGNIZED SAFETY STANDARDS, FEDERAL, STATE AND LOCAL. IF ACCESS IS NOT SAFE AND INSPECTIONS CANNOT BE MADE UNDER SAFE CONDITIONS, THE INSPECTOR CAN ORDER CESSATION OF THE WORK SO AFFECTED UNTIL SUCH TIME AS CONTRACTOR PROVIDES SAFE ACCESS.



**TYPICAL ASPHALT PAVEMENT SECTION (HEAVY DUTY - TRUCK AREAS)**  
N.T.S.

- 2" HMA SURFACE COURSE, MIX \*D\*, NS0
- 3" HMA BINDER COURSE, IL 19.0, NS0
- 10" AGGREGATE BASE COURSE, TYPE B
- COMPACTED AND STABLE SUBGRADE



**TYPICAL CONCRETE PAVEMENT SECTION DOLLY PADS**  
N.T.S.

LEGEND		
EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
	COMBO SEWER	
	WATER MAIN (WITH SIZE)	
	PIPE TRENCH BACKFILL	
	GAS MAIN	
	TELEPHONE LINES	
	ELECTRIC LINES	
	FENCE	
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
	CONTOUR	
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	INLET	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	PIPE REDUCER	
	VALVE AND VAULT, VALVE	
	FLARED END SECTION	
	STREET LIGHT	
	UTILITY POLE	
	CONTROL POINT	
	SIGN	
	SPOT ELEVATION	
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIRE TREE, BUSH, & PROPOSED TREE TO REMOVE	

**ABBREVIATIONS**

M = STORM MANHOLE	I = INVERT OR INLET	T/P = TOP OF PIPE
S = SANITARY MANHOLE	TF = TOP OF FOUNDATION	B/P = BOTTOM OF PIPE
CB = CATCH BASIN	GF = GARAGE FLOOR	WM = WATERMAIN
LP = LIGHT POLE	TC = TOP OF CURB	SAN = SANITARY SEWER
VV = VALVE VAULT	TD = TOP OF DEPRESSED CURB	STM = STORM SEWER
E = END SECTION	TW = TOP OF RETAINING WALL	LO = LOOK OUT
FH = FIRE HYDRANT	BW = BOTTOM OF RETAINING WALL	PLO = PARTIAL LOOK OUT
GR = GRADE RING (HYDRANT)	OP = OUTLET OF PIPE	

**PERMITS**

DESCRIPTION	LOG NO.	PERMIT NO.	DATE ISSUED
IEPA NPDES			
IDNR			
SHPD			

**BENCHMARK**

SEE SHEET ET

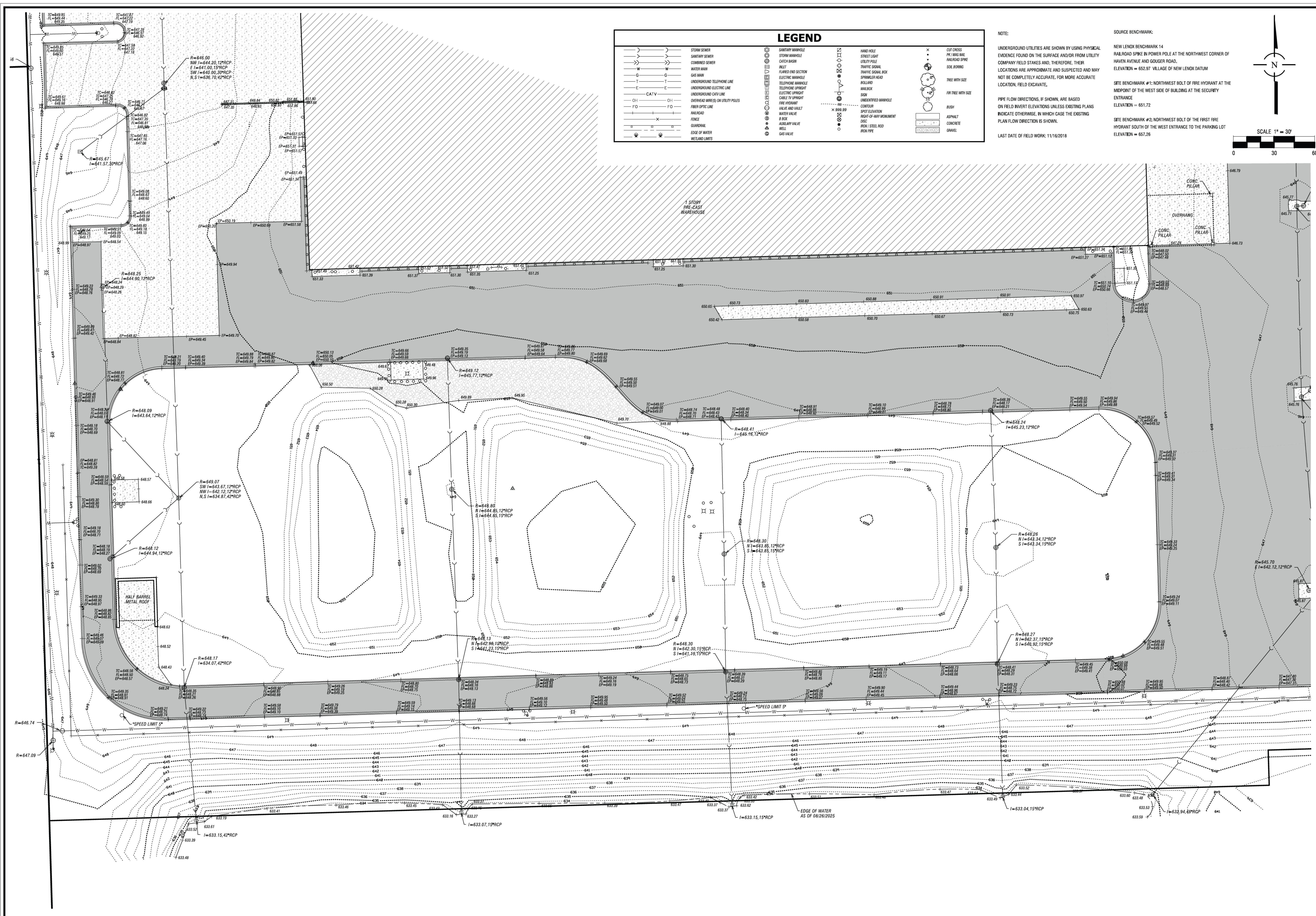
**CONTACT INFORMATION**

**TYPICAL SECTIONS AND GENERAL NOTES**  
**2700 ELLIS ROAD**  
**JOLIET, ILLINOIS**

**Spaceco**  
 Civil Engineering & Surveying  
 Rosemont, IL - Morris, IL - Indianapolis, IN



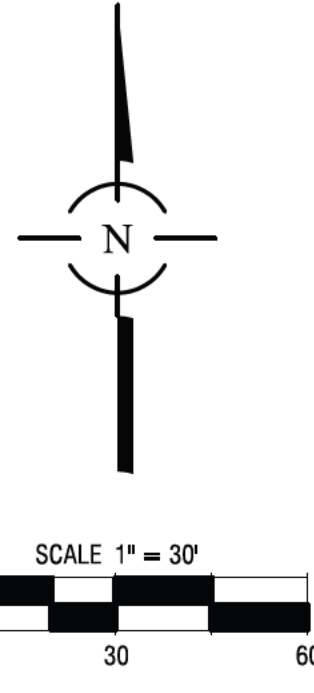
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JOB NO. 3943.09.04
SHEET <b>GN</b> 2 OF 9



LEGEND	
	STORM SEWER
	SANITARY SEWER
	COMBINED SEWER
	WATER MAIN
	GAS MAIN
	UNDERGROUND TELEPHONE LINE
	UNDERGROUND ELECTRIC LINE
	UNDERGROUND CATV
	OVERHEAD WIRES ON UTILITY POLES
	FIBER OPTIC LINE
	RAILROAD
	FENCE
	GUARDRAIL
	EDGE OF WATER
	WETLAND LIMITS
	SANITARY MANHOLE
	STORM MANHOLE
	CATCH BASIN
	FLARED END SECTION
	ELECTRIC MANHOLE
	TELEPHONE MANHOLE
	ELECTRIC UPRIGHT
	CABLE TV UPRIGHT
	FIRE HYDRANT
	VALVE AND VAULT
	METER
	AUXILIARY VALVE
	WELL
	GAS VALVE
	HAND HOLE
	STREET LIGHT
	UTILITY POLE
	TRAFFIC SIGNAL
	TRAFFIC SIGNAL BOX
	SPRINKLER HEAD
	MANHOLE
	MAILBOX
	UNDERSIZED MANHOLE
	CONTOUR
	SPOT ELEVATION
	ROOF OF HEAVY ATTACHMENT
	CURB
	IRON/STEEL ROD
	IRON PIPE
	CUT CROSS
	PK 1/400 N&E
	RAILROAD SPIKE
	SOIL BORING
	TREE WITH SIZE
	BUSH
	ASPHALT
	CONCRETE
	GRAVEL

NOTE:  
 UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.  
 PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE. IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.  
 LAST DATE OF FIELD WORK: 11/16/2018

SOURCE BENCHMARK:  
 NEW LENOX BENCHMARK 14  
 RAILROAD SPIKE IN POWER POLE AT THE NORTHWEST CORNER OF HAVEN AVENUE AND GOUGER ROAD.  
 ELEVATION = 652.97 VILLAGE OF NEW LENOX DATUM  
 SITE BENCHMARK #1: NORTHWEST BOLT OF FIRE HYDRANT AT THE MIDPOINT OF THE WEST SIDE OF BUILDING AT THE SECURITY ENTRANCE  
 ELEVATION = 651.72  
 SITE BENCHMARK #2: NORTHWEST BOLT OF THE FIRST FIRE HYDRANT SOUTH OF THE WEST ENTRANCE TO THE PARKING LOT  
 ELEVATION = 657.26



NO.	DATE	REMARKS
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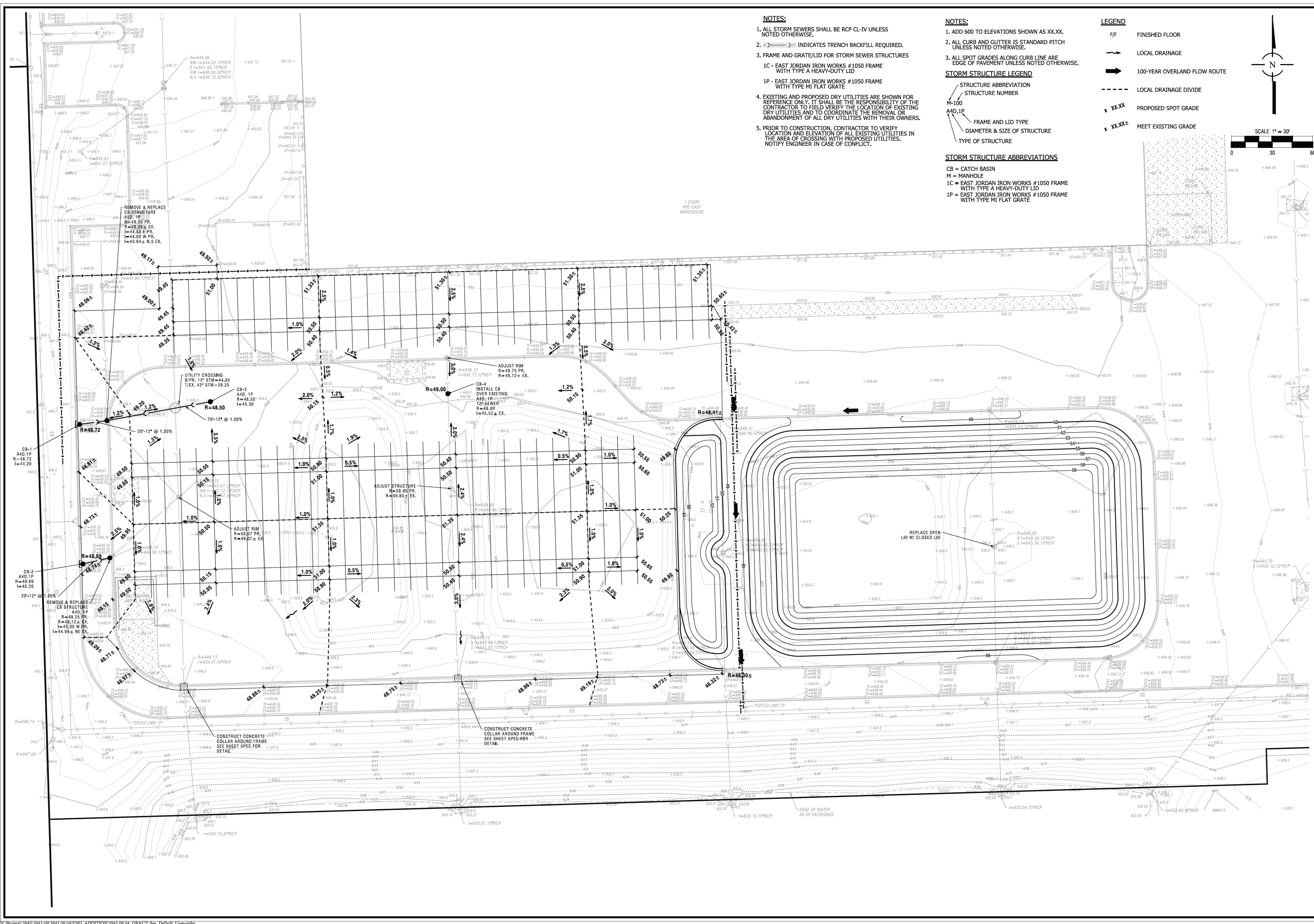
EXISTING CONDITIONS  
 2700 ELLIS ROAD  
 JOLIET, ILLINOIS



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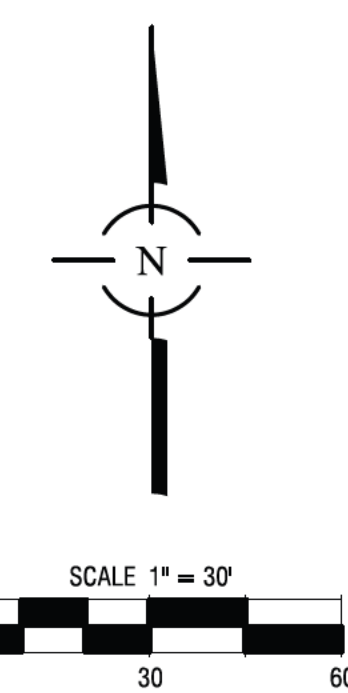




- NOTES:**
1. ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE.
  2. INDICATES TRENCH BACKFILL REQUIRED.
  3. FRAME AND GRATE/LID FOR STORM SEWER STRUCTURES  
 1C - EAST JORDAN IRON WORKS #1050 FRAME WITH TYPE A HEAVY-DUTY LID  
 1P - EAST JORDAN IRON WORKS #1050 FRAME WITH TYPE MI FLAT GRATE
  4. EXISTING AND PROPOSED DRY UTILITIES ARE SHOWN FOR REFERENCE ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATION OF EXISTING DRY UTILITIES AND TO COORDINATE THE REMOVAL OR ABANDONMENT OF ALL DRY UTILITIES WITH THEIR OWNERS.
  5. PRIOR TO CONSTRUCTION, CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITIES IN THE AREA OF CROSSING WITH PROPOSED UTILITIES. NOTIFY ENGINEER IN CASE OF CONFLICT.

- NOTES:**
1. ADD 600 TO ELEVATIONS SHOWN AS XX.XX.
  2. ALL CURB AND GUTTER IS STANDARD PITCH UNLESS NOTED OTHERWISE.
  3. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
- STORM STRUCTURE LEGEND**
- STRUCTURE ABBREVIATION
  - STRUCTURE NUMBER
  - M-100
  - A4D,1P
  - FRAME AND LID TYPE
  - DIAMETER & SIZE OF STRUCTURE
  - TYPE OF STRUCTURE
- STORM STRUCTURE ABBREVIATIONS**
- CB = CATCH BASIN
  - M = MANHOLE
  - 1C = EAST JORDAN IRON WORKS #1050 FRAME WITH TYPE A HEAVY-DUTY LID
  - 1P = EAST JORDAN IRON WORKS #1050 FRAME WITH TYPE MI FLAT GRATE

- LEGEND**
- F/F FINISHED FLOOR
  - LOCAL DRAINAGE
  - 100-YEAR OVERLAND FLOW ROUTE
  - LOCAL DRAINAGE DIVIDE
  - XX.XX PROPOSED SPOT GRADE
  - XX.XX± MEET EXISTING GRADE

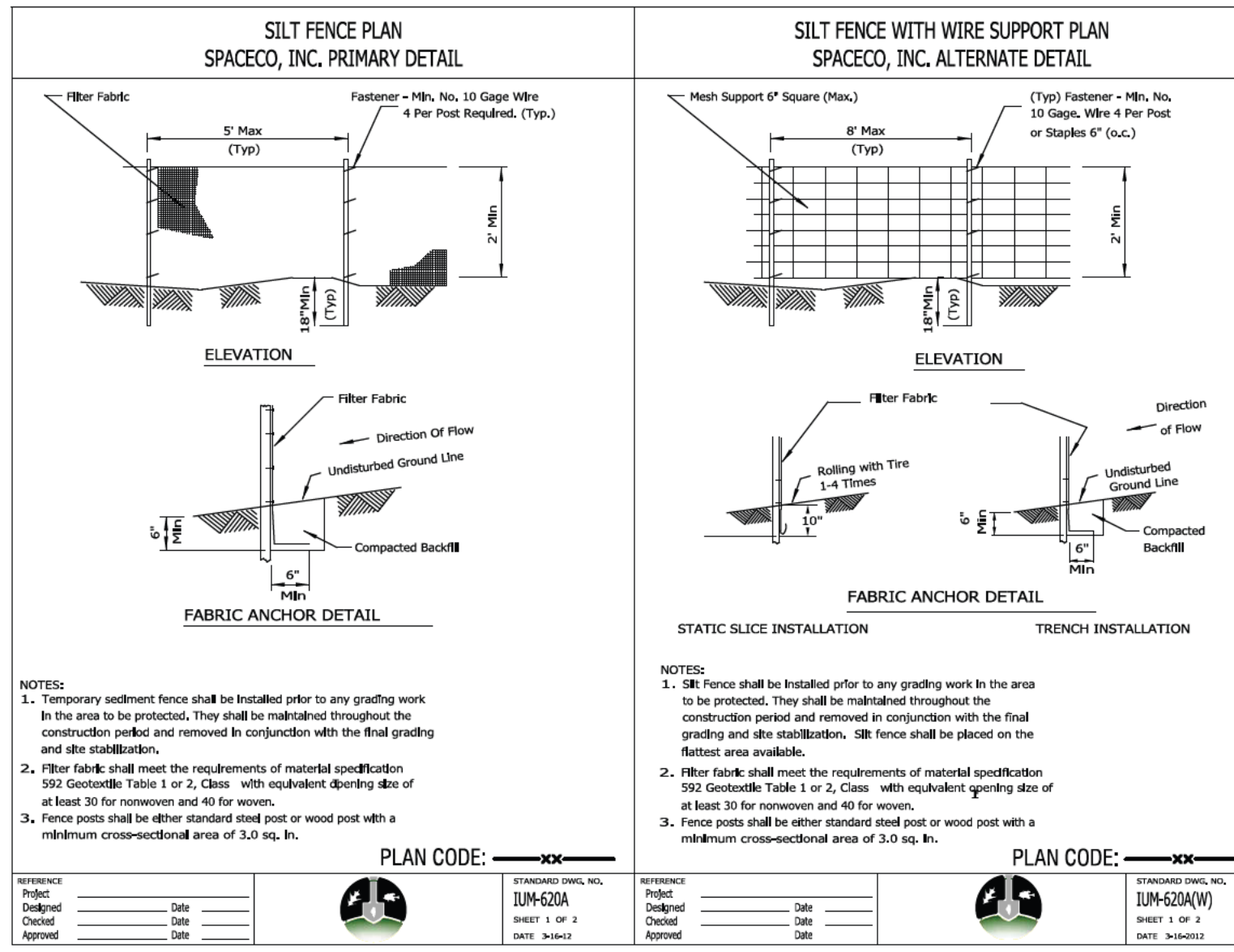
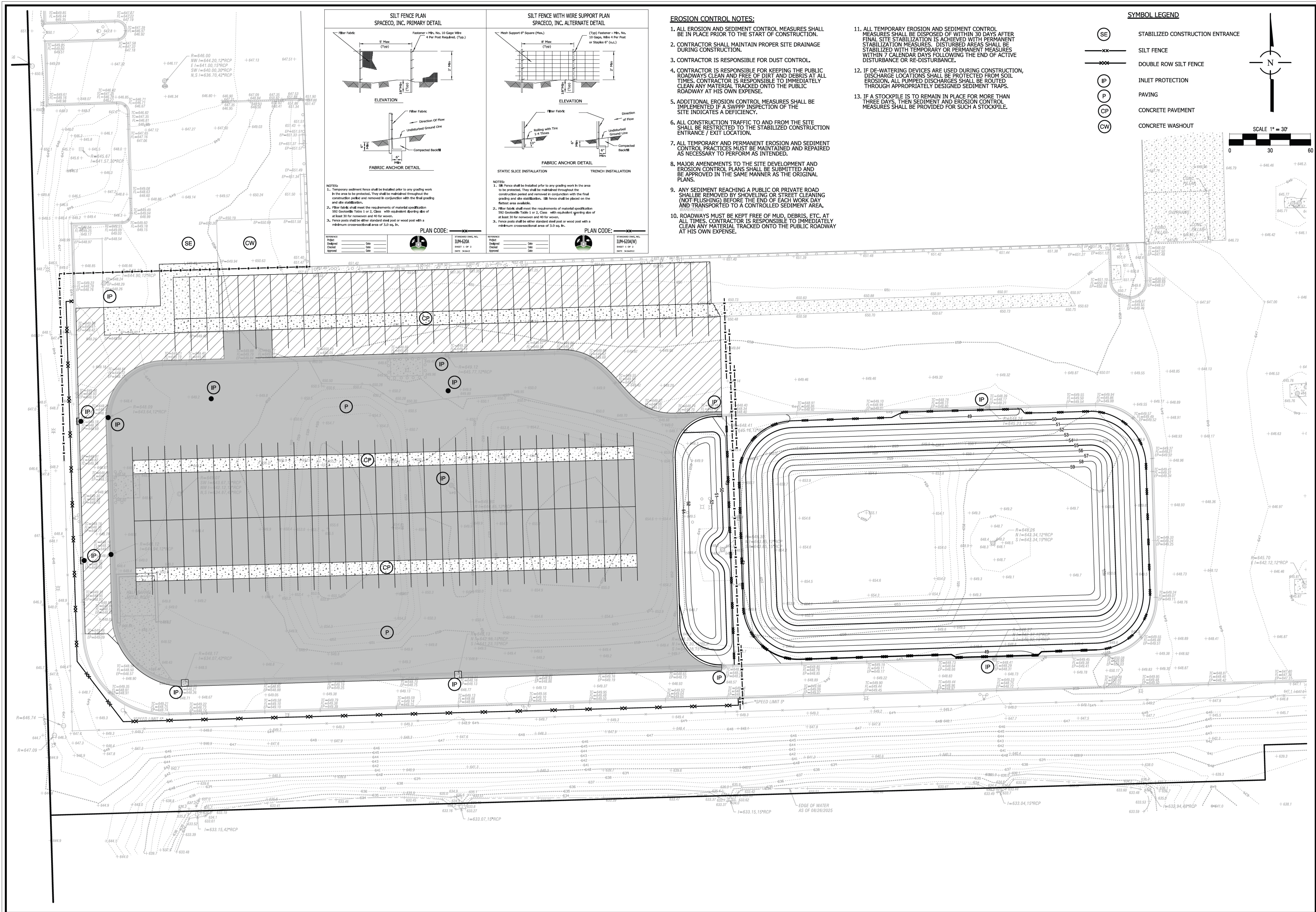


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**GRADING & UTILITY PLAN**  
**2700 ELLIS ROAD**  
**JOLIET, ILLINOIS**

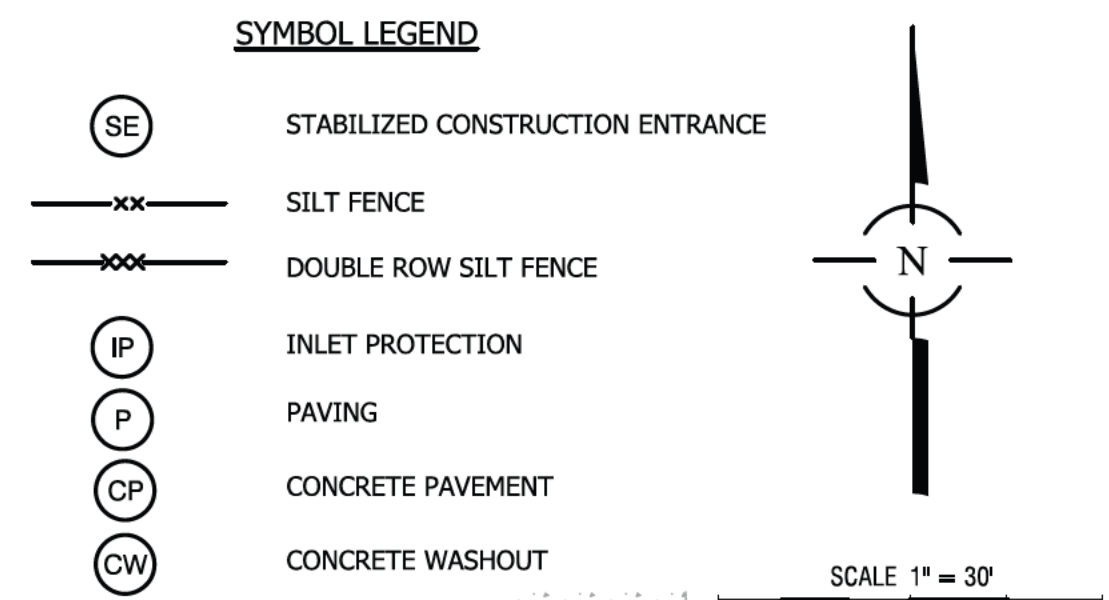
**Spaceco**  
 Civil Engineering & Surveying  
 Rosemont, IL - Morris, IL - Indianapolis, IN  
 spacecoinc.com

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**EROSION CONTROL NOTES:**

- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.
- CONTRACTOR SHALL MAINTAIN PROPER SITE DRAINAGE DURING CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PUBLIC ROADWAYS CLEAN AND FREE OF DIRT AND DEBRIS AT ALL TIMES. CONTRACTOR IS RESPONSIBLE TO IMMEDIATELY CLEAN ANY MATERIAL TRACKED ONTO THE PUBLIC ROADWAY AT HIS OWN EXPENSE.
- ADDITIONAL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED IF A SWPPP INSPECTION OF THE SITE INDICATES A DEFICIENCY.
- ALL CONSTRUCTION TRAFFIC TO AND FROM THE SITE SHALL BE RESTRICTED TO THE STABILIZED CONSTRUCTION ENTRANCE / EXIT LOCATION.
- ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NECESSARY TO PERFORM AS INTENDED.
- MAJOR AMENDMENTS TO THE SITE DEVELOPMENT AND EROSION CONTROL PLANS SHALL BE SUBMITTED AND BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.
- ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORK DAY AND TRANSPORTED TO A CONTROLLED SEDIMENT AREA.
- ROADWAYS MUST BE KEPT FREE OF MUD, DEBRIS, ETC. AT ALL TIMES. CONTRACTOR IS RESPONSIBLE TO IMMEDIATELY CLEAN ANY MATERIAL TRACKED ONTO THE PUBLIC ROADWAY AT HIS OWN EXPENSE.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT STABILIZATION MEASURES. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR RE-DISTURBANCE.
- IF DE-WATERING DEVICES ARE USED DURING CONSTRUCTION, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM SOIL EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS.
- IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, THEN SEDIMENT AND EROSION CONTROL MEASURES SHALL BE PROVIDED FOR SUCH A STOCKPILE.



SOIL EROSION AND SEDIMENT CONTROL PLAN

2700 ELLIS ROAD  
JOLIET, ILLINOIS

**Spaceco**  
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EARTHWORK NOTES	
1. GENERAL	<p>A. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE. THE CONTRACTOR SHALL OBTAIN AND READ THE GEOTECHNICAL REPORTS AVAILABLE FROM THE OWNER.</p> <p>B. ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE QUANTITIES AND APPRAISE HIMSELF OF ALL SITE CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS LUMP SUM FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL BE RECOGNIZED UNLESS ORDERED IN WRITING BY THE OWNER.</p> <p>C. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC. MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS.</p> <p>D. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION, AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADING SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION AND TRAFFIC.</p> <p>E. PLANS FOR THE SITE Dewatering, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR Dewatering DURING CONSTRUCTION.</p> <p>F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE "SOIL EROSION AND SEDIMENTATION CONTROL MEASURES". THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC. TO PROTECT ADJACENT PROPERTY, WETLANDS, ETC. SHALL OCCUR BEFORE GRADING BEGINS. A MUNICIPAL EROSION CONTROL INSPECTION MAY BE REQUIRED BEFORE ANY EARTHWORK IS PERFORMED.</p> <p>G. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A "SNOW FENCE" AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.</p> <p>H. EXCESS MATERIALS, IF NOT UTILIZED AS FILL, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE CONTRACTOR.</p> <p>I. ALL EARTHWORK SHALL BE DONE UNDER THE SUPERVISION OF AN ILLINOIS LICENSED ENGINEER WHO SPECIALIZES IN THE GEOTECHNICAL FIELD (SOILS ENGINEER). THIS ENGINEER WILL BE RESPONSIBLE FOR ENSURING THAT ALL UNSUITABLE MATERIALS ARE REMOVED, ALL STRUCTURAL FILL MATERIALS ARE PROPERLY PLACED AND COMPACTED, ALL PAVEMENT SUBGRADES ARE PROPERLY ROLLED AND BASE COURSES, AND ENSURING THAT ALL WATER RETAINING EMBANKMENTS ARE PROPERLY CONSTRUCTED. THE DEVELOPER PAYS FOR ALL GEOTECHNICAL SERVICES.</p>
2. TOPSOIL EXCAVATION INCLUDES:	<p>A. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS.</p> <p>B. PLACEMENT OF THE EXCAVATED MATERIAL IN OTHER DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED, AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR TOPSOIL STOCKPILE INCLUDING TEMPORARY SEEDING AND SILT FENCE AROUND THE PERIMETER OF THE STOCKPILE.</p> <p>C. TOPSOIL STOCKPILED FOR RESPAVED SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE.</p> <p>D. TOPSOIL RESPAVED SHALL INCLUDE HAULING AND SPREADING 6" OF TOPSOIL OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR DIRECTED BY THE OWNER.</p> <p>E. MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS.</p>
3. EARTH EXCAVATION INCLUDES:	<p>A. EXCAVATION OF CLAY AND OTHER MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION.</p> <p>B. PLACEMENT OF THE CLAY AND OTHER SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED COMPACTION.</p> <p>STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, TO WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.</p> <p>C. COMPACTION OF THE CLAY AND OTHER SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALK, ETC. COMPACTION SHALL BE AT LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS.</p> <p>D. EXCAVATION: QUANTITIES OF EARTH EXCAVATION INDICATED ELSEWHERE IN THIS CONTRACT HAVE BEEN COMPUTED BY THE END AREA METHOD AS PROVIDED FOR IN SECTION 202 OF THE STANDARD SPECIFICATIONS. EXCAVATED MATERIALS NOT NEEDED FOR THIS JOB SITE SHALL BE LEGALLY DISPOSED OF. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER CUBIC YARD OF EARTH EXCAVATION.</p>
4. UNSUITABLE MATERIAL	<p>UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL WHICH IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOMPASSED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL, AND TO WHAT EXTENT, SHALL BE MADE BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.</p>
5. MISCELLANEOUS THE CONTRACTOR SHALL:	<p>A. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.</p> <p>B. SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUITABLE SUBGRADE MATERIAL, IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.</p> <p>C. PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.</p> <p>D. BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL. THE CURBS SHALL NOT BE BACKFILLED UNTIL THE CONCRETE HAS CURED FOR AT LEAST 7 DAYS.</p> <p>E. TRENCH COMPACTION: ALL TRENCHES SHALL BE COMPACTED BY MECHANICAL TECHNIQUES APPROVED BY THE SOILS ENGINEER UNTIL PROPER COMPACTION IS ACHIEVED. THE REQUIREMENT FOR MECHANICAL COMPACTION MAY BE WAIVED IF, IN THE OPINION OF THE SOILS ENGINEER AND THE MUNICIPAL ENGINEER, THE BACKFILLED TRENCHES MEET THE DENSITY REQUIREMENTS. JETTING OF TRENCHES FOR COMPACTION WILL NOT BE ALLOWED.</p>
6. TESTING AND FINAL ACCEPTANCE	<p>A. THE CONTRACTOR SHALL PROVIDE AS A MINIMUM, A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE MATERIAL. THIS SHALL BE WITNESSED BY MUNICIPAL ENGINEER AND THE OWNER. SEE PAVING SPECIFICATION.</p> <p>B. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL, OR OTHERWISE CORRECTED, APPROVED BY THE SOILS CONSULTANT.</p> <p>C. ANY TESTING THAT IS REQUIRED OF THIS CONSTRUCTION IS CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION, NO SEPARATE PAYMENT WILL BE MADE.</p>
<b>SIGNING AND PAVEMENT MARKING</b>	
1. ALL SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSRBC), MUNICIPAL CODE AND THESE PLANS.	
2. CONTRACTOR SHALL ESTABLISH LOCATION OF ALL SIGNS AND MARKINGS FOR APPROVAL BY THE OWNER PRIOR TO INSTALLATION.	
3. SIGNS: SIGNS SHALL BE CONSTRUCTED OF 0.080 INCH THICK FLAT ALUMINUM PANELS WITH REFLECTORIZED LEGEND ON THE FACE IN ACCORDANCE WITH (SSRBC) SECTION 720. LEGEND SHALL BE IN ACCORDANCE WITH MUTCD AND AS SHOWN ON THE PLANS.	
4. POSTS: SIGN POSTS SHALL BE A HEAVY DUTY STEEL "U" SHAPED CHANNEL WEIGHING 3.0 POUNDS/FOOT SUCH AS A TYPE B METAL POST PER (SSRBC) SECTION 729 [OR: 2" PERFORATED STEEL TUBE PER (SSRBC) SECTION 728].	
5. SIGNS AND POSTS SHALL BE INSTALLED IN ACCORDANCE WITH THE ABOVE (SSRBC) SECTIONS AND IDOT STANDARD 729001 EXCEPT AS MODIFIED BY THE PLANS.	
6. PAVEMENT MARKINGS: ALL PAVEMENT MARKINGS IN THE ROADWAY LIMITS, SUCH AS STOP LINES, CENTERLINES, CROSSWALKS AND DIRECTIONAL ARROWS SHALL BE REFLECTORIZED THERMOPLASTIC PER (SSRBC) SECTION 780, EXCEPT AS MODIFIED BY THE PLANS. [NOTE TO ENGINEER: IDOT PREFERRED REFLECTORIZED PAINT ON CONCRETE PAVEMENT - CHECK WITH AGENCY WHO WILL MAINTAIN ROAD.]	
7. PAVEMENT MARKINGS ON BIKE PATHS, PARKING LOT STALLS, AND SIMILAR "LOW WEAR" APPLICATION, SHALL BE PAINT IN ACCORDANCE TO (SSRBC) SECTION 780, EXCEPT AS MODIFIED BY THE PLANS. REFLECTORIZED BEADS ARE NOT REQUIRED.	
8. COLOR, WIDTH, STYLE, AND SIZE OF ALL MARKINGS SHALL BE IN ACCORDANCE WITH (MUTCD) EXCEPT AS MODIFIED BY THE PLANS.	
9. THERMOPLASTIC MARKINGS SHALL BE INSTALLED WHEN THE PAVEMENT TEMPERATURE IS 55° F AND RISING. PAINT MARKINGS MAY BE INSTALLED WHEN THE AIR TEMPERATURE IS 50° F AND RISING.	

PAVING NOTES	
1. GENERAL	<p>A. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION AND COMPACTION; PLACEMENT OF SUB-BASE OR BASE COURSE MATERIALS; BITUMINOUS BINDER AND/OR SURFACE COURSES; FORMING, FINISHING AND CURING CONCRETE PAVEMENT; CURBS AND WALKS; AND ALL RELATED WORK.</p> <p>B. COMPACTION REQUIREMENTS: [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)] SUB-GRADE = 93%; SUB-BASE = 93%; AGGREGATE BASE COURSE = 95%; BITUMINOUS COURSES = REFER TO SSRBC ARTICLE 406.07. THE SOILS ENGINEER IS RESPONSIBLE FOR ENSURING THAT MATERIALS ARE PROPERLY PLACED AND COMPACTED.</p> <p>C. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION AND IN ACCORDANCE WITH THE MUNICIPAL CODE.</p>
2. SUB-GRADE PREPARATION	<p>A. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE CONTRACTOR SHALL SATISFY HIMSELF THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISH TOP SUBGRADE ELEVATION HAS BEEN GRADDED WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE CONTRACTOR ADVISES THE OWNER AND ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT HE HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE.</p> <p>B. PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF ROLLED AND INSPECTED FOR UNSUITABLE MATERIALS AND/OR EXCESSIVE MOVEMENT. THE SOILS ENGINEER SHALL CONDUCT AND THE VILLAGE SHALL WITNESS ALL PROOF ROLLS. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE CORRECTED IN A MANNER APPROVED BY THE OWNER OR HIS REPRESENTATIVE. THIS MAY INCLUDE ONE OR MORE OF THE FOLLOWING METHODS:</p> <ol style="list-style-type: none"> <li>1. SCARIFY DISC AND AERATE.</li> <li>2. REMOVE AND REPLACE WITH STRUCTURAL CLAY FILL.</li> <li>3. REMOVE AND REPLACE WITH GRANULAR MATERIAL.</li> <li>4. USE OF GEOTEXTILE FABRIC.</li> </ol> <p>MAXIMUM DEFLECTION ALLOWED IN ISOLATED AREAS MAY BE 1/4" TO 1/2" IF NO DEFLECTION OCCURS OVER THE MAJORITY OF THE AREA.</p> <p>C. PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE PAVEMENT AREA SHALL BE FINE GRADED TO WITHIN 0.04 FEET (1/2") OF FINAL SUBGRADE ELEVATION, TO A POINT TWO (2) FEET BEYOND THE BACK OF CURB, SO AS TO INSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS QUANTITY OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED.</p> <p>D. PRIOR TO PLACEMENT OF THE BASE COURSE, ALL SUBGRADES MUST BE APPROVED BY THE MUNICIPAL ENGINEER, SOILS ENGINEER AND/OR OWNER.</p>
3. CONCRETE WORK	<p>A. ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE CLASS 31 OR PV PER (SSRBC) SECTION 1020.04 WITH AIR ENTRAINMENT OF NOT LESS THAN FIVE (5%) OR MORE THAN EIGHT (8%) PERCENT. CONCRETE SHALL BE A MINIMUM OF SIX (6) BAG MIX AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT FOURTEEN (14) DAYS. ALL CONCRETE SHALL BE BROOM FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL. THE ADDITION OF CALCIUM CHLORIDE AND THE SUBSTITUTION OF FLY ASH FOR PORTLAND CEMENT IS PROHIBITED. 1.50 Bk OF COLLATED, FILLERED, POLYPROPYLENE OLEFIN FIBERS 0.50 TO 0.75 INCHES IN LENGTH SHALL BE ADDED TO EACH CUBIC YARD OF CONCRETE USED FOR SIDEWALKS. THE FIBERS SHALL BE AS MANUFACTURED UNDER THE NAME "FIBERMESH" OR APPROVED EQUAL.</p> <p>B. CONCRETE CURB AND/OR COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS-SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. PREMOULDED FIBER EXPANSION JOINTS, WITH TWO 3/4" X 18" EPOXY COATED STEEL DOWEL BARS, SHALL BE INSTALLED AT SIXTY (60) FOOT INTERVALS AND AT ALL PCS, PT'S AND CURB RETURNS. ALTERNATE ENDS OF THE DOWEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. SAWED OR FORMED CONTRACTION JOINTS SHALL BE PROVIDED AT NO GREATER THAN FIFTEEN (15) FOOT INTERVALS BETWEEN EXPANSION JOINTS. NO HONEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED.</p> <p>C. CURBS SHALL BE DEPRESSED AT LOCATIONS WHERE PUBLIC WALKS/PEDESTRIAN PATHS INTERSECT CURB LINES, AND OTHER LOCATIONS AS DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESSIBILITY. (SEE CONSTRUCTION STANDARDS FOR DETAIL). BARRIER CURB SHALL ALSO BE DEPRESSED AT DRIVEWAY LOCATIONS.</p> <p>D. THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE. THE CONCRETE MUST CURE FOR AT LEAST SEVEN DAYS BEFORE THE CURBS ARE BACKFILLED.</p> <p>E. CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE SCORED JOINTS AT 5 FOOT INTERVALS AND 1/2" PREMOULDED FIBER EXPANSION JOINTS AT 50 FOOT INTERVALS, AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, ETC.</p> <p>F. CONCRETE DRIVEWAY APRONS SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE 6" X 6" NO. 6 WELDED WIRE MESH IN DRIVEWAYS. PROVIDE 12" PREMOULDED FIBER EXPANSION JOINT ADJACENT TO CURBS AND CONCRETE SIDEWALKS. PROVIDE SAWED OR FORMED CONTRACTION JOINT AT MID-POINT AND 15 FOOT MAXIMUM.</p> <p>G. STANDARD REINFORCED CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. SAWED OR FORMED CONTRACTION EXPANSION JOINTS SHALL BE AS SHOWN ON THE PLANS.</p> <p>H. CONCRETE CURING AND PROTECTION SHALL BE IN ACCORDANCE WITH (SSRBC) - METHOD I, II, OR III.</p> <p>I. THE COST OF AGGREGATE BASE OR SUB-BASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM.</p>
4. FLEXIBLE PAVEMENT	<p>A. THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, DRIVEWAYS, SIDEWALKS AND PATHS SHALL BE AS DETAILED ON THE PLANS, UNLESS OTHERWISE SHOWN ON THE PLANS. THE FLEXIBLE PAVEMENTS SHALL CONSIST OF AGGREGATE BASE COURSE, TYPE B; BITUMINOUS CONCRETE BINDER COURSE; AND BITUMINOUS CONCRETE SURFACE COURSE OF THE THICKNESS AND MATERIALS SPECIFIED ON THE PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS. THE PAVING IS TO BE DONE IN ACCORD WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS.</p> <p>B. ALL TRAFFIC SHALL BE KEPT OFF THE COMPLETED AGGREGATE BASE UNTIL THE BINDER COURSE IS LAID. THE AGGREGATE BASE SHALL BE UNIFORMLY PRIME COATED AT A RATE OF 0.4 TO 0.5 GALLONS PER SQUARE YARD PRIOR TO PLACING THE BINDER COURSE. PRIME COAT MATERIALS SHALL BE BITUMINOUS M.C. - 30.</p> <p>C. PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE BINDER COURSE SHALL BE CLEANED, AND TACK COATED IF DUSTY OR DIRTY. ALL DAMAGED AREAS IN THE BINDER, BASE OR CURB SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER PRIOR TO LAYING THE SURFACE COURSE. THE CONTRACTOR SHALL PROVIDE WATER, EQUIPMENT AND MANPOWER NECESSARY, INCLUDING THE USE OF POWER BROOMS IF REQUIRED BY THE OWNER, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. THE TACK COAT SHALL BE UNIFORMLY APPLIED TO THE BINDER COURSE AT A RATE OF 0.5 TO 0.10 GALLONS PER SQUARE YARD. TACK COAT SHALL BE AS SPECIFIED IN (SSRBC) SECTION 406.02.</p> <p>D. SEAMS IN BASE, BINDER AND SURFACE COURSE SHALL BE STAGGERED A MINIMUM OF 6'.</p> <p>E. FOR NEW STREETS, THE CONTRACTOR SHALL PERMIT THE BITUMINOUS CONCRETE BINDER COURSE TO WEATHER ONE (1) WINTER SEASON PRIOR TO THE INSTALLATION OF THE BITUMINOUS CONCRETE SURFACE COURSE UNLESS OTHERWISE SPECIFIED BY THE MUNICIPAL ENGINEER OR OWNER.</p>
5. TESTING AND FINAL ACCEPTANCE	<p>A. THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE AND PAVEMENT MATERIALS ESTABLISHED BY THE OWNER AND/OR MUNICIPALITY. TESTING SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND THE TESTING REQUIREMENTS OF THE MUNICIPALITY.</p> <p>B. WHEN REQUESTED BY THE OWNER, TEST RESULTS AND DOCUMENTATION FOR THE CONCRETE, BASE COURSE, BITUMINOUS CONCRETE BINDER, AND/OR SURFACE COURSE, SHALL BE SUBMITTED FOR VERIFICATION.</p> <p>C. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR, WHEN REQUIRED BY THE OWNER OR MUNICIPALITY, SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSE OF THICKNESS VERIFICATION.</p> <p>D. WHEN REQUESTED BY THE OWNER OR MUNICIPALITY, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE FULL DEPTH BITUMINOUS CONCRETE PAVEMENT STRUCTURE WITH A CORE DRILL WHERE DIRECTED, IN ORDER TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED FOR BY THE METHOD DESCRIBED IN (SSRBC), ART. 407.10.</p> <p>E. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.</p>

STORM SEWER NOTES													
1. GENERAL:	<p>A. ALL STORM SEWER PIPE SHALL BE RCP, UNLESS OTHERWISE NOTED ON THE PLANS, IN ACCORDANCE WITH THE FOLLOWING:</p> <p>PLAN CODE: MATERIAL RCP: REINFORCED CONCRETE PIPE (ASTM C-76) WITH O-RING GASKETED JOINTS, (ASTM C-443); TYPE 1, CLASS IV, PER SSRBC SECTION 603. ELLIPTICAL RCP PIPE SHALL BE TYPE 1, HE-III PER SSRBC SECTION 511. PRECAST FLARED END SECTIONS MAY HAVE MASTIC JOINTS. PAYMENTS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAR FOOT OF STORM SEWER COMPLETE IN PLACE.</p> <p>DIP: DUCTILE IRON WATERMAIN QUALITY PIPE CLASS S2 (ANSI 21.51) WITH MECHANICAL OR PUSH-ON JOINTS (ANSI 21.11). CEMENT LINING IS NOT REQUIRED.</p> <p>PVC: POLYVINYL CHLORIDE SEWER PIPE, SDR 26, CONFORMING TO ASTM D-3034 WITH ASTM D-3212 PUSH-ON GASKETED JOINTS.</p> <p>HOPE: HIGH DENSITY POLYETHYLENE CORRUGATED PIPE WITH SMOOTH INTERIOR MEETING AASHTO M-294 SUCH AS A25 N-12 BY ADVANCED DRAINAGE SYSTEM, COLUMBUS, OH; OR H-60 BY HANCOCK, FLOYD, KY. JOINTS SHALL BE SPLIT CORRUGATED BANDS BY THE PIPE MANUFACTURER.</p> <p>JD: RIGID, PERFORATED PVC UNDERDRAIN PIPE (ASTM D-7729), SDR 35, OR SCHEDULE 40, WITH SOLVENT WELD JOINTS AND FILTER FABRIC WRAPPING OR SOCK. PERFORATED HOPE PIPE ALSO ACCEPTABLE.</p> <p>B. "BAND SEAL" OR SIMILAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND SEAL", "FERNCO", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON SEWER MAINS. CHANGES IN PIPE MATERIAL SHALL BE MADE AT A STRUCTURE.</p> <p>C. ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.</p> <p>D. ALL FOOTING DRAIN AND SUMP PUMP DISCHARGE PIPES SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. DOWNSPOUTS SHALL DISCHARGE TO THE GROUND.</p> <p>E. THE CONTRACTOR SHALL MAINTAIN AT LEAST THREE (3) FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN MOUND OVER ANY PIPES WHICH HAVE LESS THAN THREE (3) FEET OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADED OR PAVED.</p>												
2. BEDDING:	<p>A. ALL STORM SEWERS SHALL BE INSTALLED ON A TYPE A GRANULAR BEDDING, 1/4" TO 3/4" IN SIZE (CA-13) WITH A MINIMUM THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE BUT NOT LESS THAN 4". BLOCKING OF ANY KIND FOR GRADE IS NOT PERMITTED. THE BEDDING MATERIALS SHALL BE COMPACTED TO 90% OF MODIFIED PROCTOR DENSITY. BEDDING SHALL EXTEND TO THE SPRINGLINE ON ALL RCP AND DIP PIPE. BEDDING SHALL EXTEND TO 12" OVER ANY PVC OR HOPE PIPE. COST OF BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS WORK.</p>												
3. STRUCTURES:	<p>A. MANHOLE, CATCH BASIN AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE A MINIMUM 4' IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. STRUCTURE JOINTS SHALL BE SEALED WITH O-RING OR BUTYL ROPE. A MAXIMUM OF EIGHT (8) INCHES OF ADJUSTING RINGS SHALL BE USED.</p> <p>B. A CONCRETE BENCH TO DIRECT FLOWS SHALL BE CONSTRUCTED IN THE BOTTOM OF ALL INLETS AND MANHOLES.</p> <p>C. THE FRAME, GRATE, AND/OR CLOSED LID SHALL BE CAST IRON OF THE STYLE SHOWN ON THE PLANS.</p> <p>D. MANHOLE LIDS SHALL BE MACHINE SURFACED, NON-ROCKING DESIGN. THE CLOSED LIDS SHALL HAVE THE WORD "STORM" CAST ON THE LID. THE JOINTS BETWEEN CONCRETE SECTION ADJUSTING RINGS, AND FRAME SHALL BE SEALED WITH A MASTIC COMPOUND.</p> <p>4. FRENCH DRAIN:</p> <p>A. ALL LOW POINT STORM STRUCTURES ARE TO HAVE FOUR 1" DIAMETER WEEP HOLES PROVIDED 24" BELOW THE TOP OF LID. THE HOLES SHALL BE COVERED WITH A GEOTEXTILE FILTER FABRIC CEMENTED IN PLACE WITH BITUMINOUS MASTIC. THE DRAIN SHALL BE BACKFILLED WITH BEDDING OR CA-7 CRUSHED STONE TO TOP OF SUBGRADE OR BOTTOM OF TOPSOIL. FRENCH DRAINS AND WEEPHOLES SHALL NOT BE CONNECTED TO STRUCTURES TRIBUTARY TO THE COMBINED SEWER SYSTEM.</p> <p>5. CASTINGS:</p> <p>A. CASTINGS FOR SEWER OR OTHER STRUCTURES SHALL BE "NEENAH" OR APPROVED EQUAL. COST OF CASTINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE STRUCTURE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.</p> <p>6. CLEANING:</p> <p>A. THE STORM SEWER SYSTEM SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING.</p> <p>7. TELEVISION:</p> <p>A. THE STORM SEWER SYSTEM SHALL BE TELEVISIONED IF REQUIRED BY MUNICIPALITY.</p>												
<b>CONCRETE COLLAR FOR DRAINAGE STRUCTURE</b>													
<b>STABILIZED CONSTRUCTION ENTRANCE PLAN</b>													
<b>STABILIZED CONSTRUCTION ENTRANCE PLAN</b>													
<p>NOTES:</p> <ol style="list-style-type: none"> <li>1. Filter fabric shall meet the requirements of material specification 992 GEOTEXTILE, Type 1 or 2, Class 1 or 2, and shall be placed over the cleared area prior to the placing of rock.</li> <li>2. Rock or crushed concrete shall meet one of the following DOT class aggregate gradations: CA-2, CA-3 or CA-4 and be placed according to construction specification 35 ROCKFILL using placement Method 1 and Class 100000.</li> <li>3. Any drainage facilities required because of washing shall be constructed according to manufacturer specifications.</li> <li>4. If wash racks are used they shall be installed according to the manufacturer's specifications.</li> </ol>													
<table border="0"> <tr> <td>REFERENCE: Design Date: _____</td> <td>DATE: _____</td> <td>DESIGNED: _____</td> <td>DATE: _____</td> <td>APPROVED: _____</td> <td>DATE: _____</td> </tr> <tr> <td colspan="2" style="text-align: center;"></td> <td colspan="2" style="text-align: center;"></td> <td colspan="2" style="text-align: center;"></td> </tr> </table>		REFERENCE: Design Date: _____	DATE: _____	DESIGNED: _____	DATE: _____	APPROVED: _____	DATE: _____						
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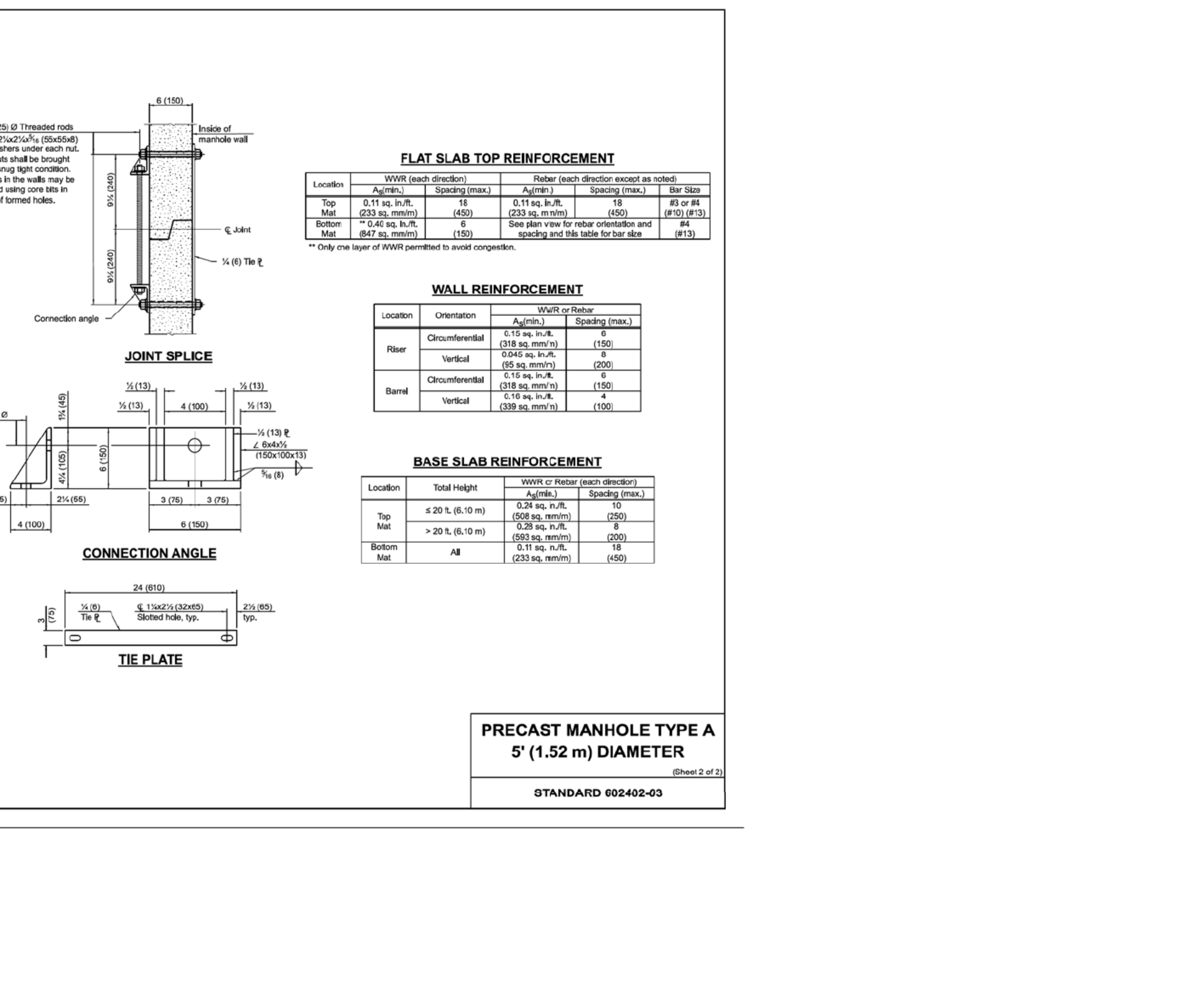
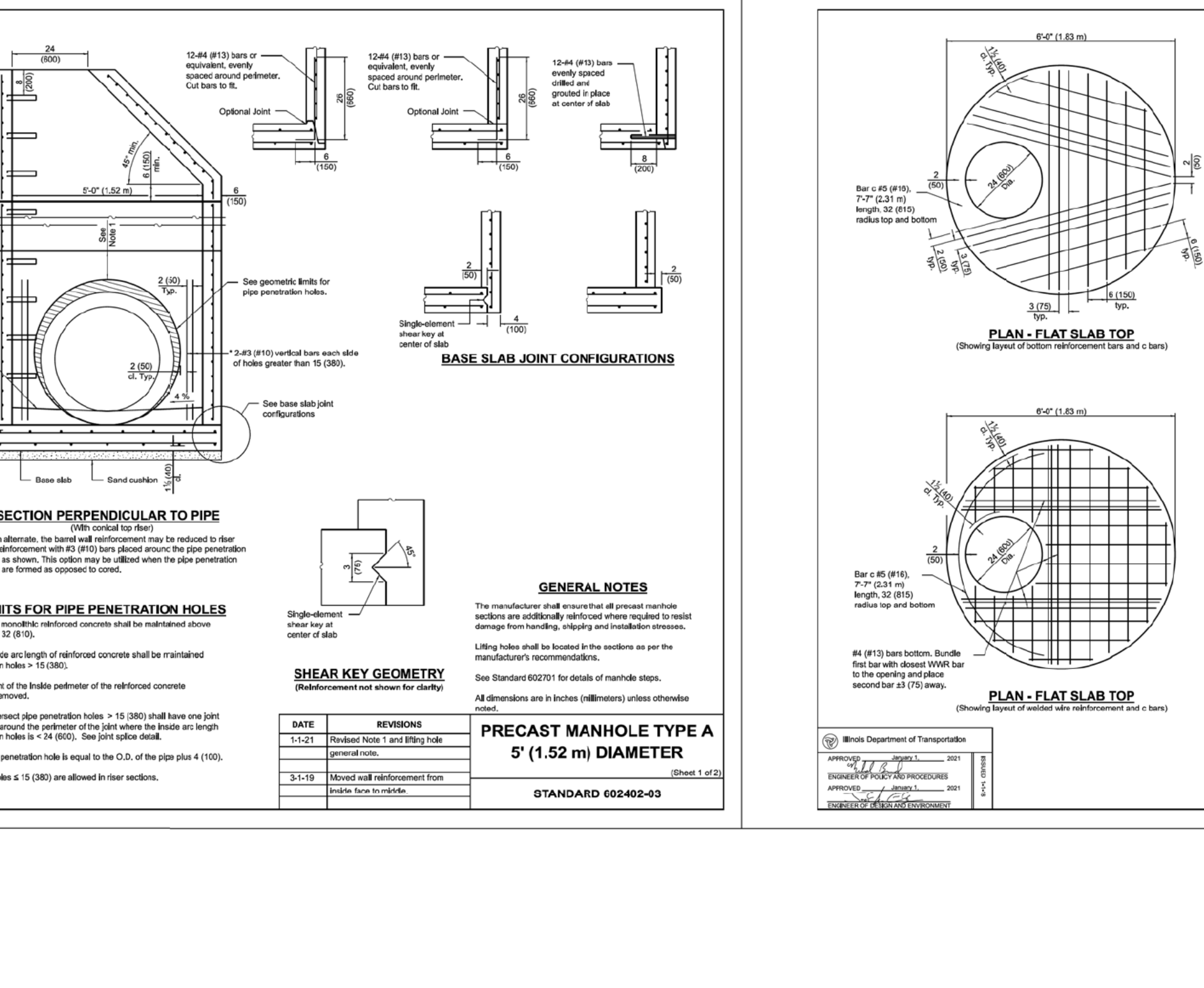
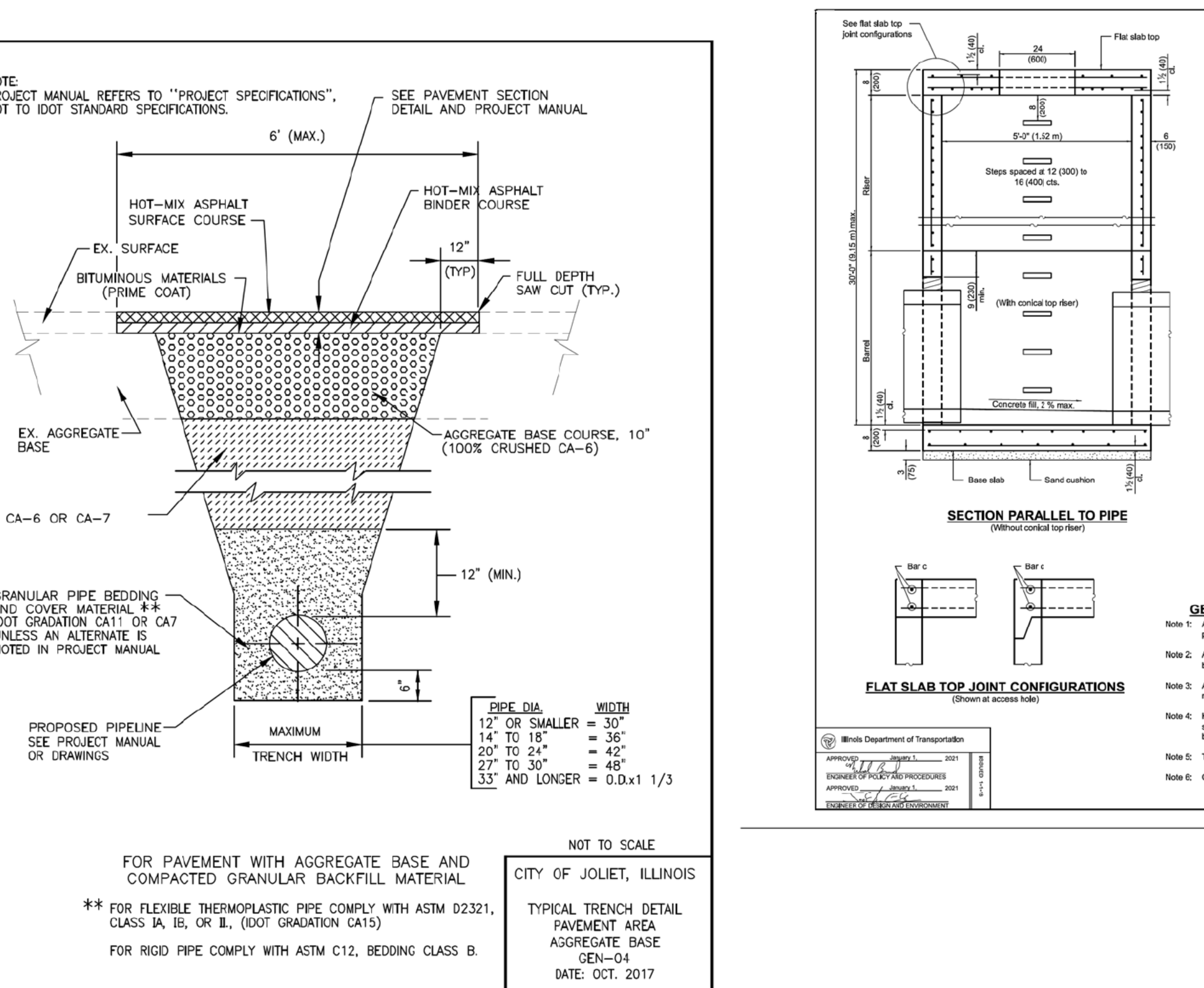
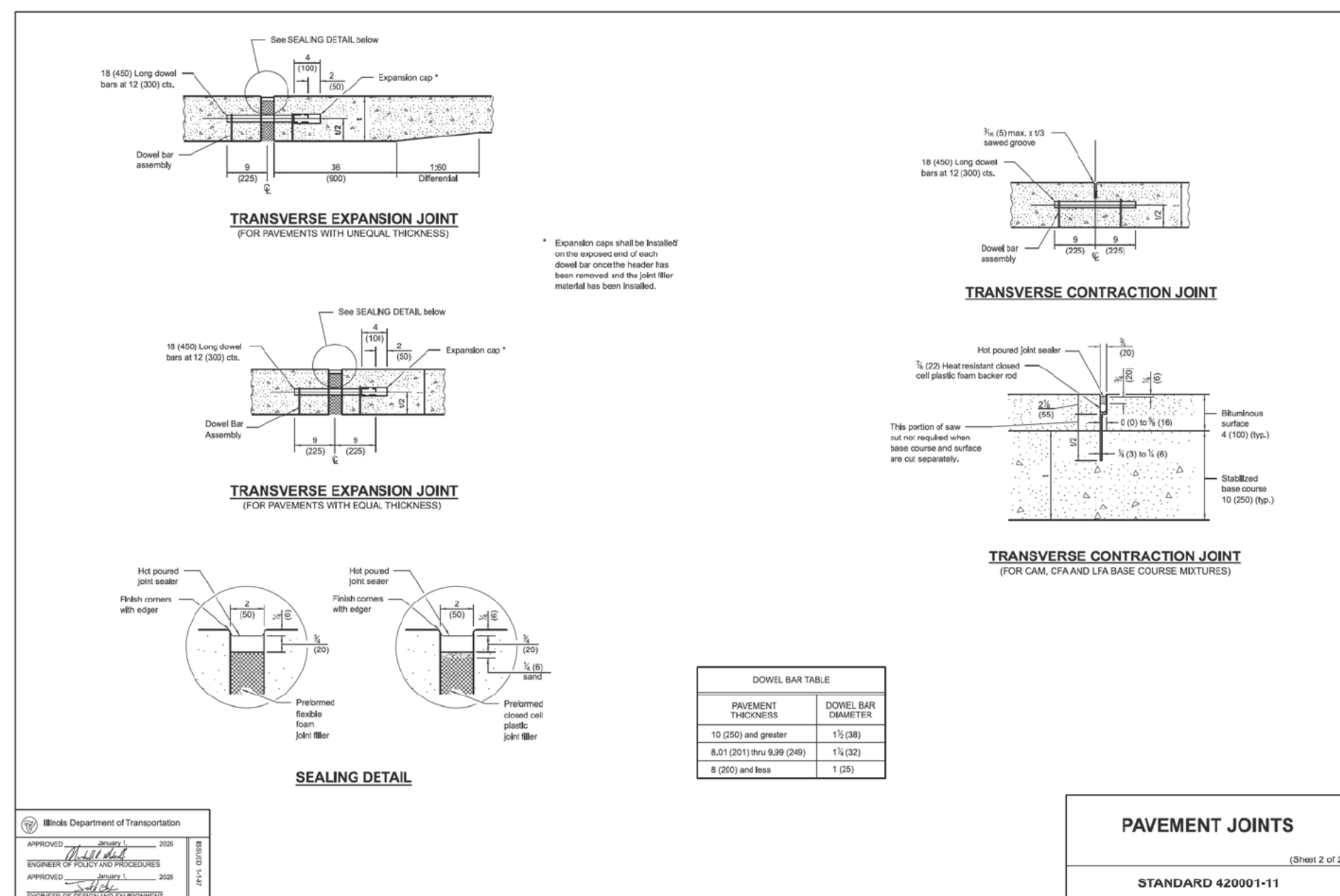
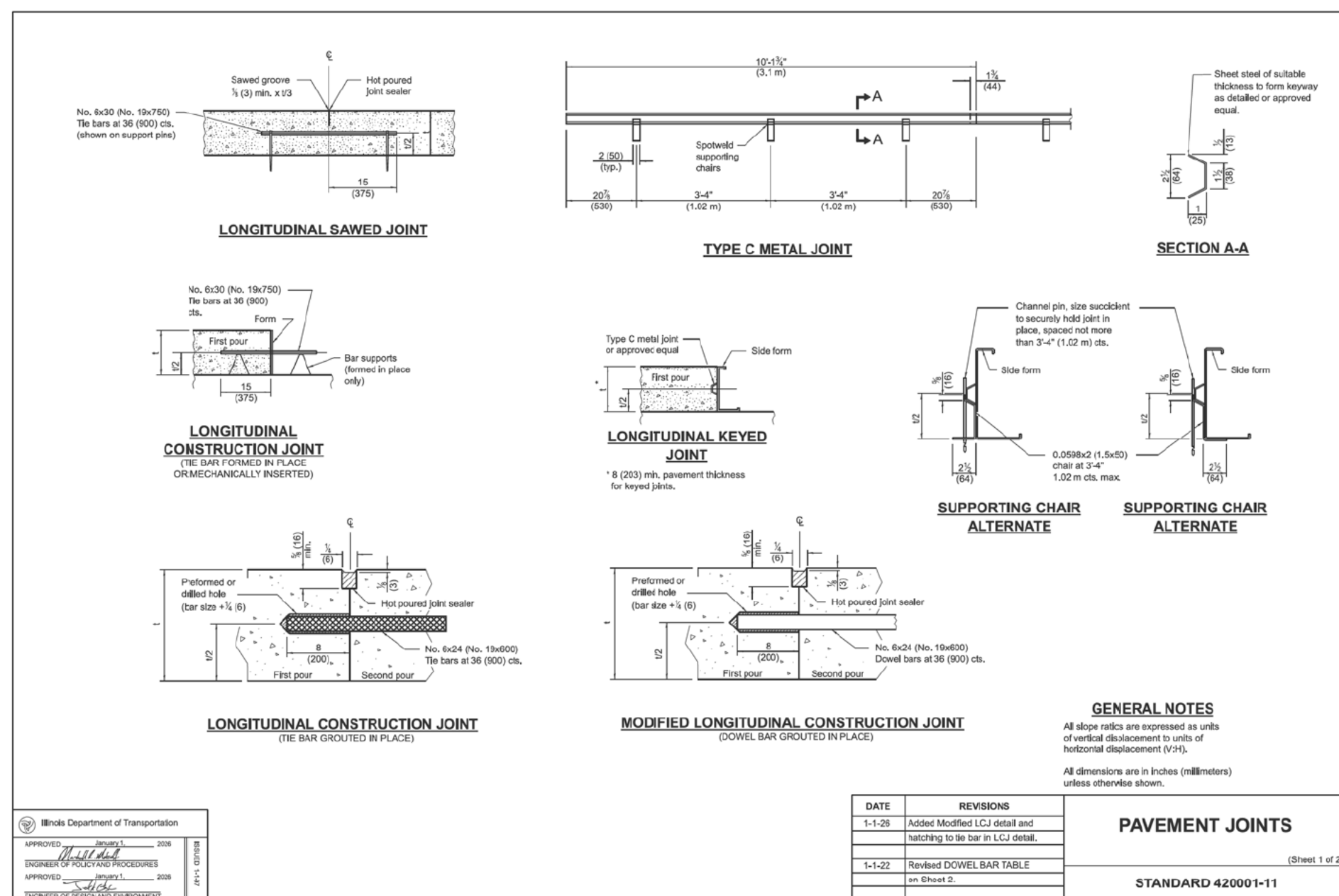
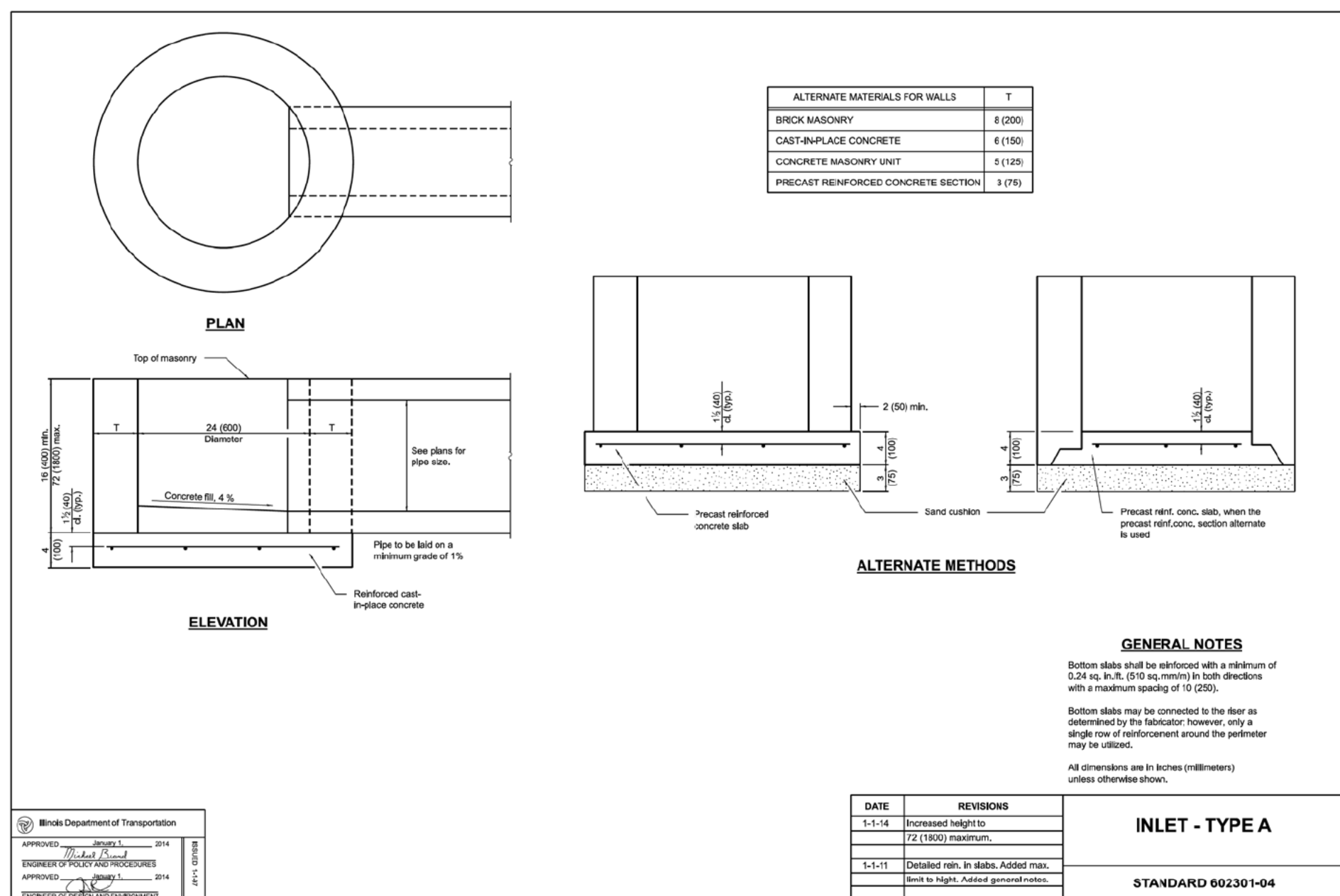
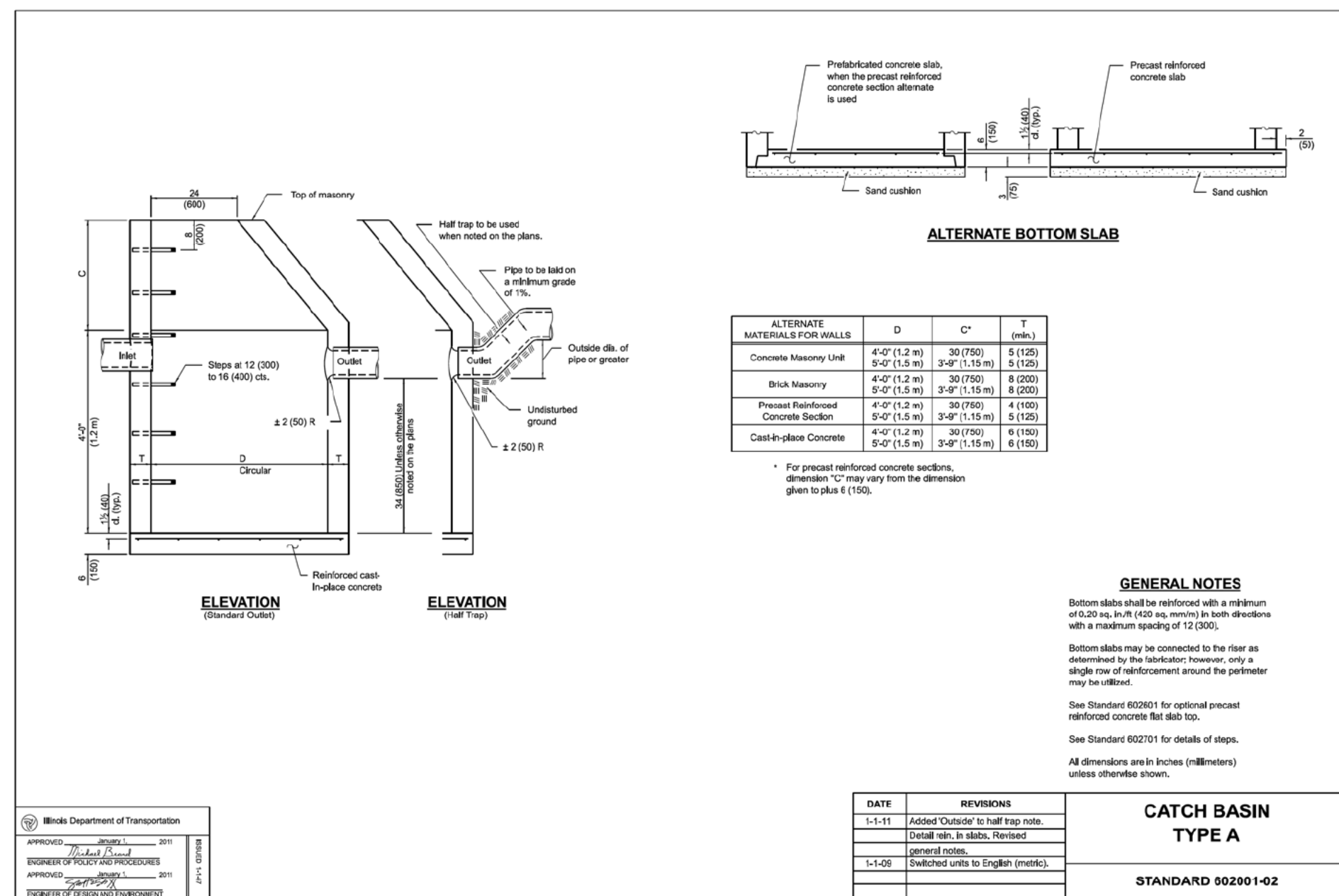
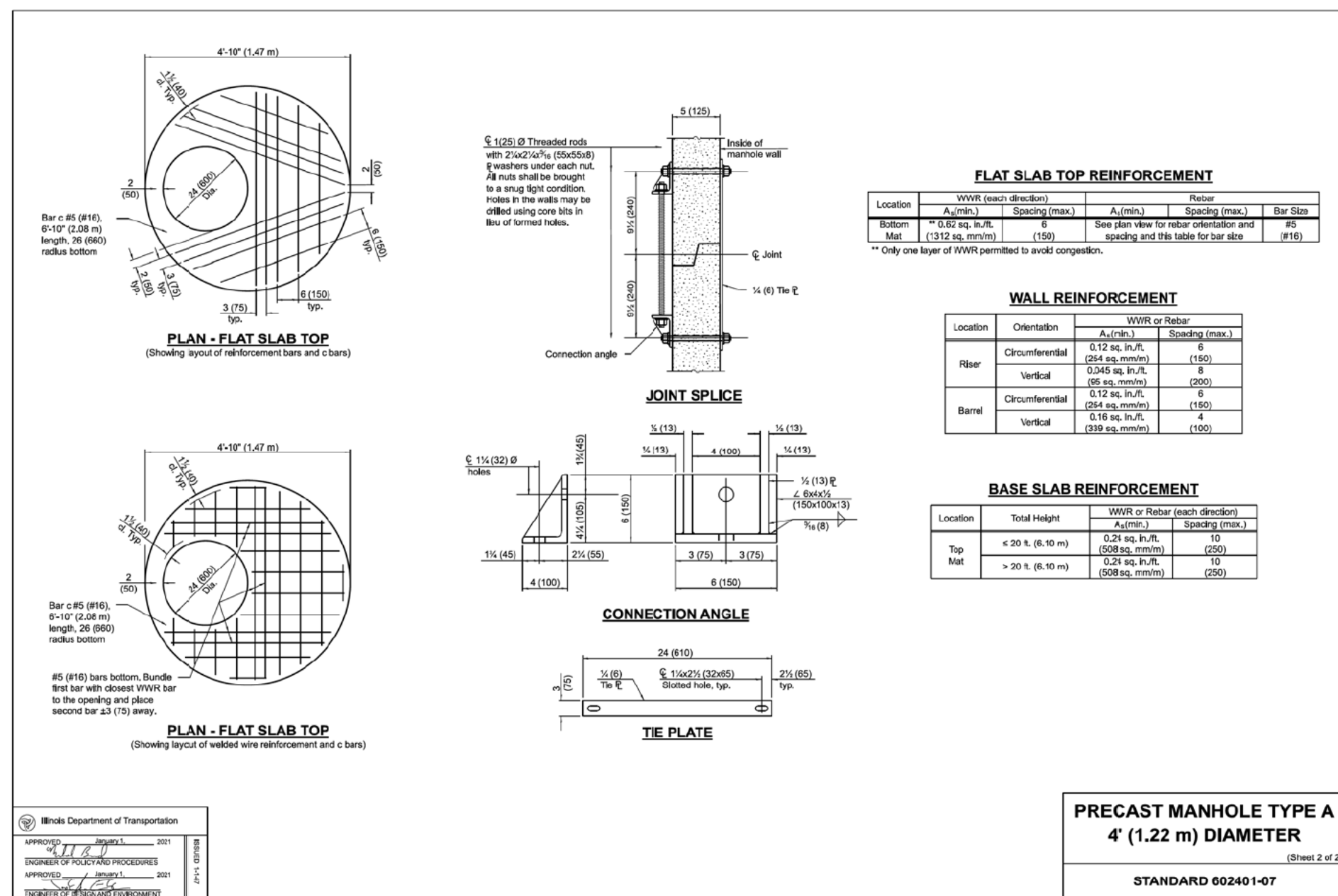
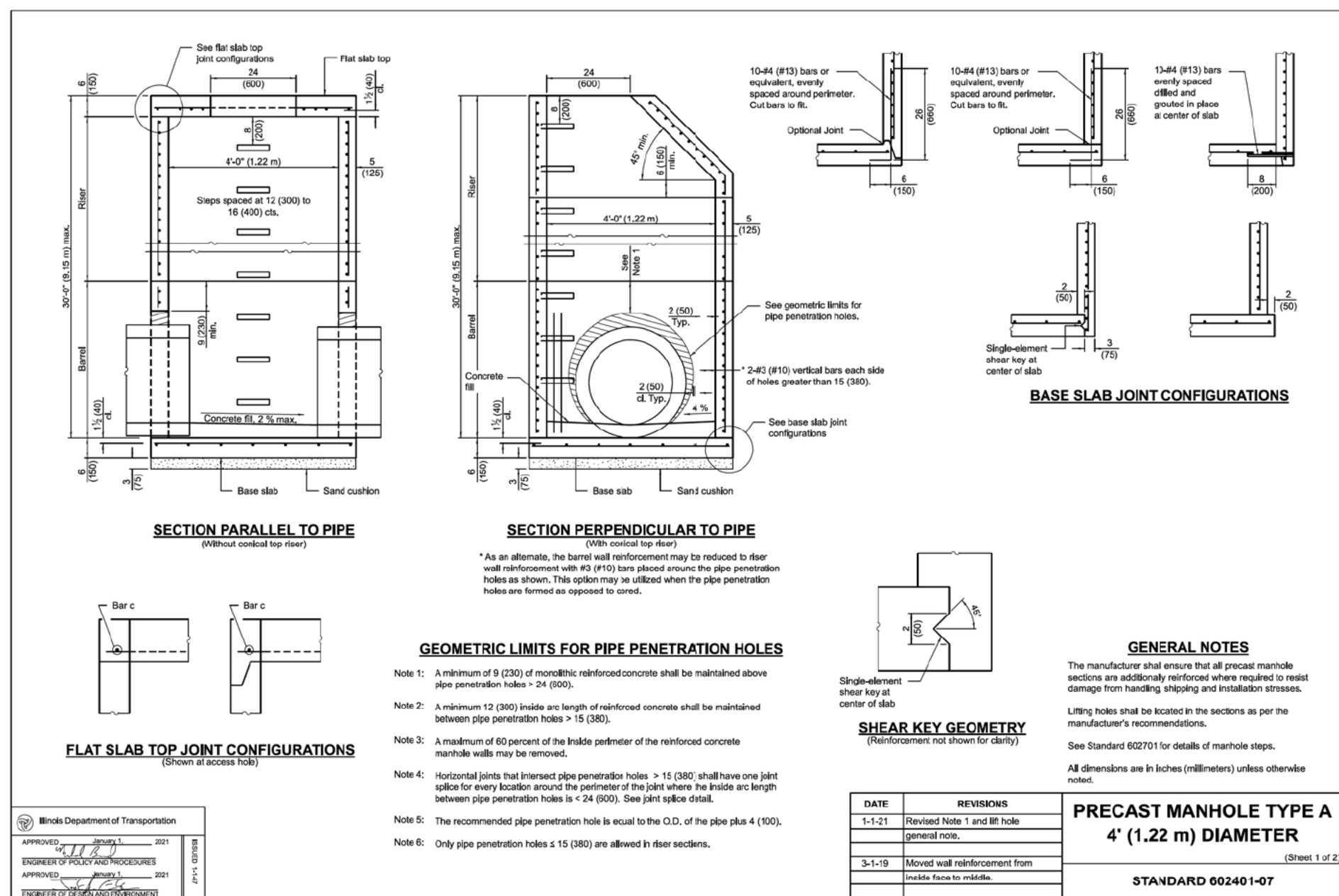
<b>TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL</b>													
<b>TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE</b>													
<b>TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE</b>													
<b>Catch-All</b>													
<p><b>Catch-All</b> is a manufactured inlet filtration device designed to significantly reduce the ingress of pollutants into stormwater systems, and therefore, improve water quality. Designs are available for a custom fit in virtually any drainage structure casing.</p> <p><b>Catch-All HR</b> is available to provide the added benefit of hydrocarbon removal.</p> <p>Design Benefits:</p> <ul style="list-style-type: none"> <li>1. Pollution Prevention</li> <li>2. Pollution Removal</li> <li>3. Hydrocarbon (Catch-All HR)</li> <li>4. Tens Suspended Solids</li> <li>5. Phosphorus</li> <li>6. Nitrogen</li> <li>7. Heavy Metals</li> <li>8. By-Products of sediment removal</li> </ul> <p>Applications:</p> <ol style="list-style-type: none"> <li>1. Site Development &amp; Highway Construction</li> <li>2. Pollution Prevention</li> <li>3. Maintenance Yards</li> <li>4. Wash Hoses</li> <li>5. Parking Lots &amp; Garages</li> <li>6. Airports - Turf, Cablino Stands, Rental Returns</li> <li>7. Bark/Tree Food Driveways</li> <li>8. Reduce Maintenance of Underground Drainage on Structures</li> <li>9. Reduce Maintenance of Underground Oil/Water Separators</li> </ol>													
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NO.	DATE	ISSUE FOR PERMIT	REMARKS
01/09/26			

**SPECIFICATIONS**  
**2700 ELLIS ROAD**  
**JOLIET, ILLINOIS**

**Spaceco**  
**Civil Engineering & Surveying**  
 Rosemont, IL - Morris, IL - Indianapolis, IN  
 spacocoinc.com

FILENAME:	3943.09.04_SPEC
DATE:	10/17/25
JOB NO.	3943.09.04
SHEET	SPEC
	8 OF 9



NOTE: PROJECT MANUAL REFERS TO "PROJECT SPECIFICATIONS". NOT TO DOT STANDARD SPECIFICATIONS.

FOR PAVEMENT WITH AGGREGATE BASE AND COMPACTED GRANULAR BACKFILL MATERIAL

\*\* FOR FLEXIBLE THERMOPLASTIC PIPE COMPLY WITH ASTM D2321, CLASS IA, IB, OR II, (DOT GRADATION CA1) OR CA7 UNLESS AN ALTERNATE IS NOTED IN PROJECT MANUAL

FOR RIGID PIPE COMPLY WITH ASTM C12, BEDDING CLASS B.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

TYPICAL TRENCH DETAIL PAVEMENT AREA AGGREGATE BASE

GEN-01

DATE: OCT. 2017

DETAILS - 1

2700 ELLIS ROAD

JOLIET, ILLINOIS

Spaceco

Civil Engineering & Surveying

Rosemont, IL - Morris, IL - Indianapolis, IN

spacecoinc.com

FILENAME: 3943.09.04.D1

DATE: 10/17/25

JOB NO. 3943.09.04

SHEET D1 OF 9

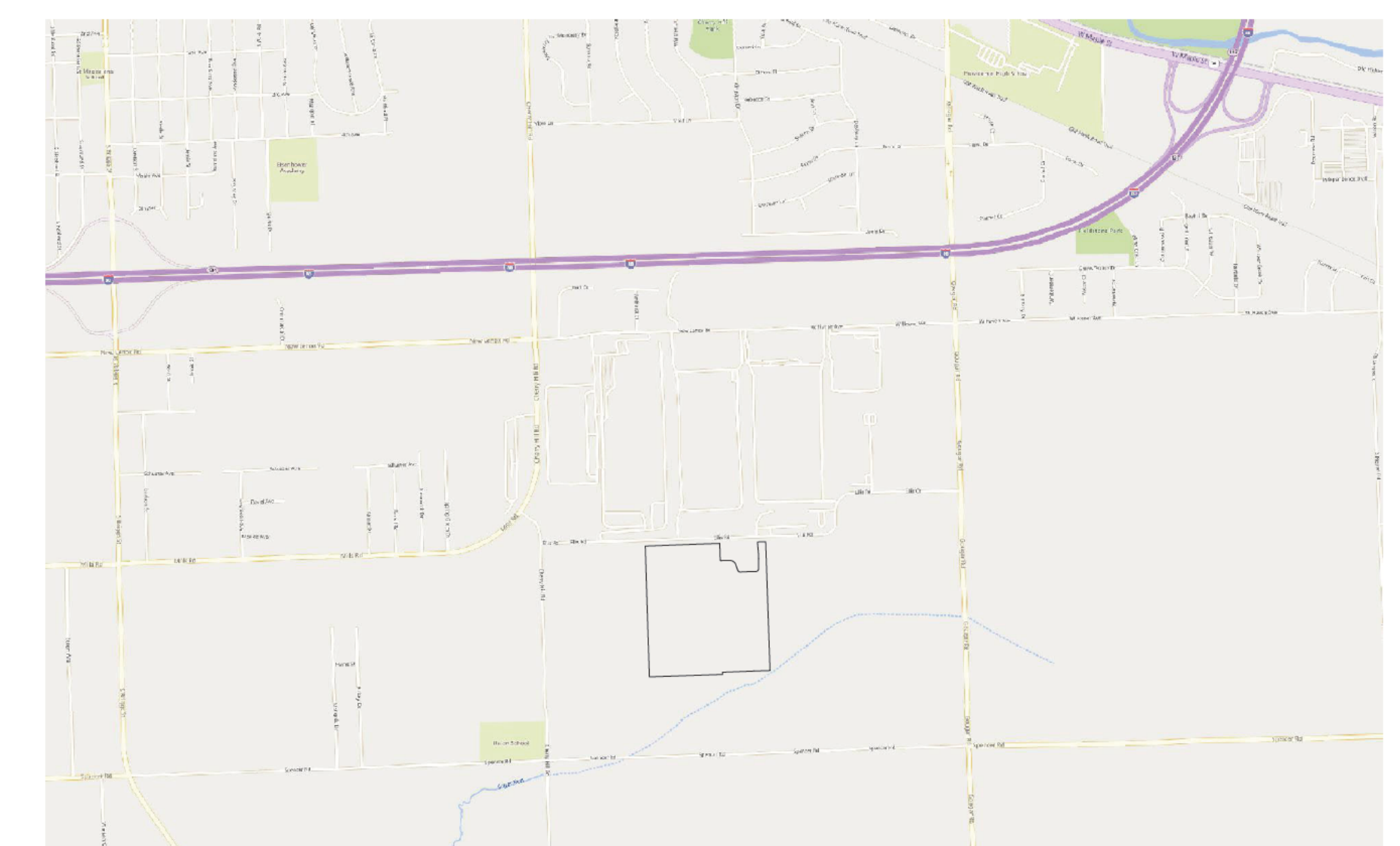
NO.	DATE	ISSUE FOR PERMIT	REMARKS





**DEVELOPMENT STANDARDS**

<b>Zoning</b>	Jurisdiction	City of Joliet
	Zoning Designation	I-1, Light Industrial
<b>PROJECT DATA</b>		
<b>Site Summary</b>		APN: 15-08-19-301-001-0000
Gross Site Area	2,293,327 SF	52.65 AC
Pervious Area	397,758 SF	9.13 AC
Impervious Area	1,895,569 SF	43.52 AC
Total Building Area(s)	Gross Floor Area	±624,654 SF
Coverage	Gross	27%
FAR	Gross	0.27
<b>Building 1</b>		
Building Area(s)	Unit 1	±312,327 SF
	Unit 2	±312,327 SF
Cars Provided	Gross Floor Area	±624,654 SF
	@0.54/1,000 SF Req. Accessible	339 Stalls 8 Stalls
Drive-in Doors	Docks	19
	Trailers	63
	@1/9,915 SF	610 Stalls



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Boundary Source:  
REGRID PARCEL DATA  
www.regrid.com  
Stormwater Management Design:  
ASSUMED OFF-SITE

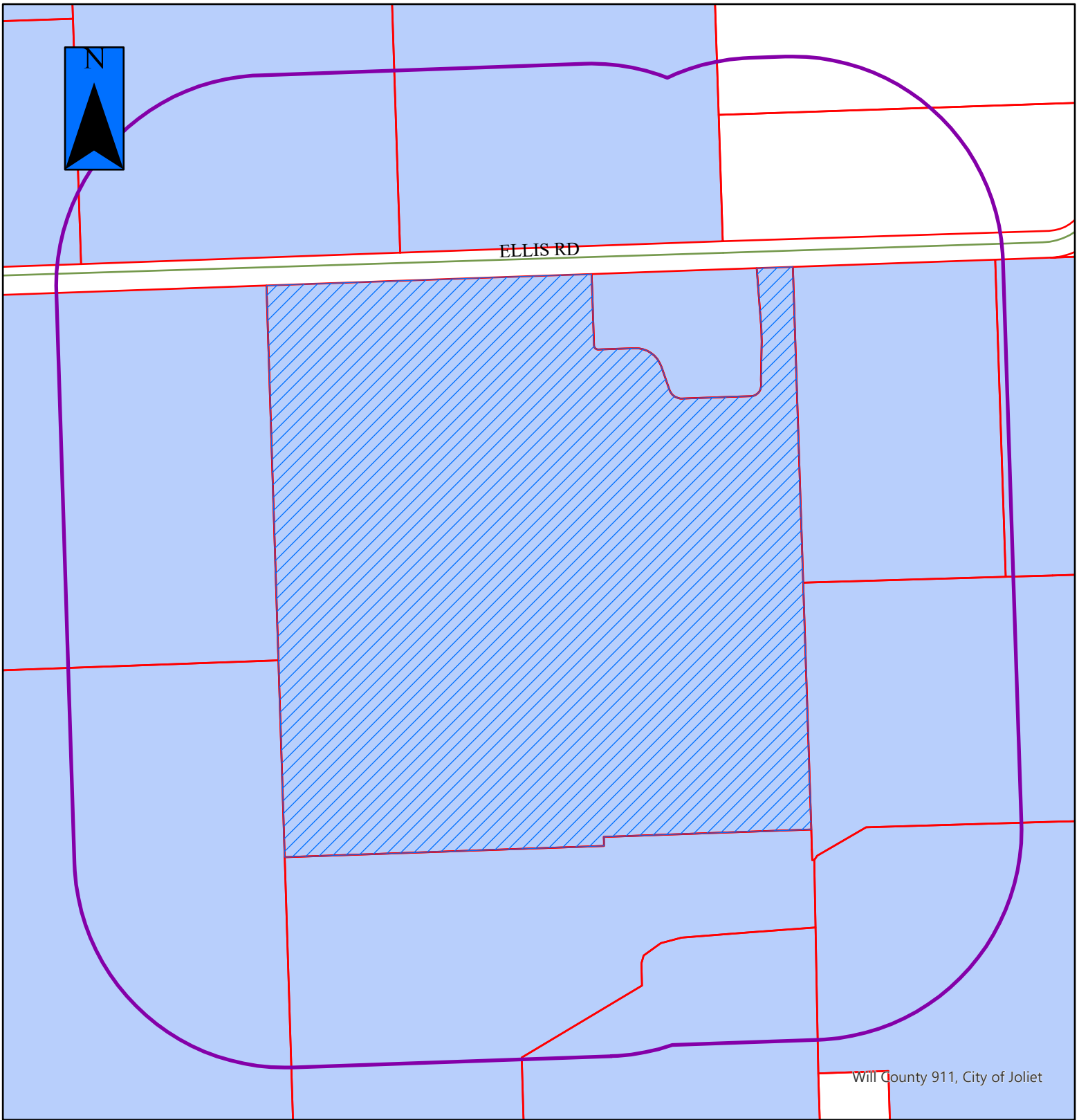
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Conceptual Site Plan  
2700 Ellis Drive  
Joliet, IL

**WARE MALCOMB**  
State of Illinois Design Firm Registration No. 184-004069


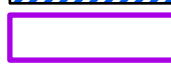
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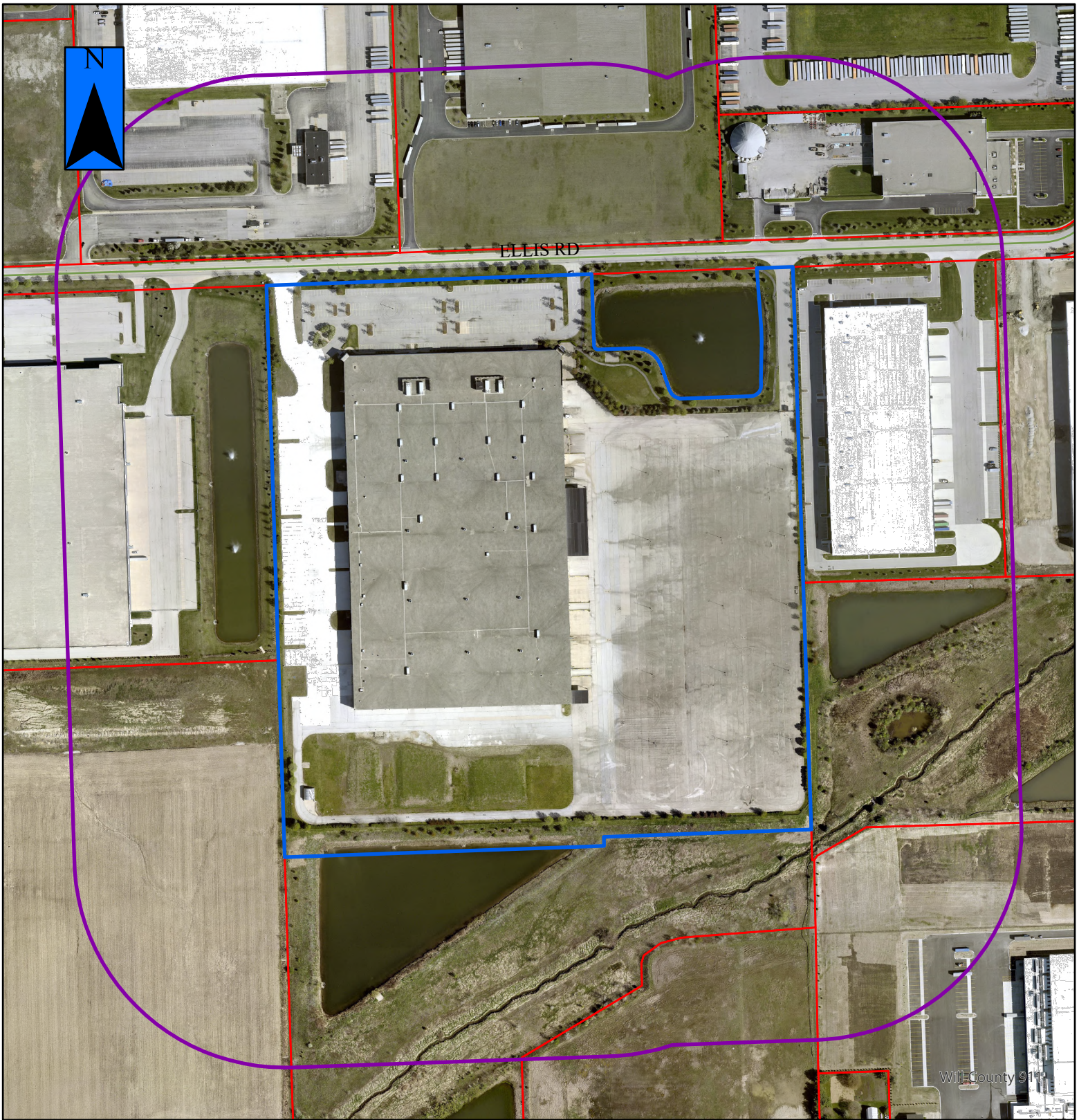


**2026-23**





 = Property in Question  
 = 600' Public Notification Boundary

Legend					
	B-1		I-TA		R-2
	B-2		I-TB		R-2A
	B-3		I-TC		R-3
	I-1		R-1		R-4
	I-2		R-1A		R-5
	I-T		R-1B		R-B



## 2026-23a



-  = Property in Question / Propiedad en cuestión
-  = 600' Public Notification Boundary / Límite de notificación pública de 600 ft (180 m)