

EXISTING UTILITY DATA

- 1. RM=698.65' (STORM)
48" CONCRETE STRUCTURE
INV=695.35' (12" PVC SE)
INV=695.44' (12" PVC NW)
- 2. RM=698.75' (STORM)
48" CONCRETE STRUCTURE
INV=695.59' (12" PVC SE)
- 3. RM=699.28' (STORM)
48" CONCRETE STRUCTURE
INV=694.02' (12" RCP NE/SW)
- 4. RM=699.33' (STORM)
48" CONCRETE STRUCTURE
INV=694.69' (12" PVC NE)
INV=694.63' (12" DIP SW)
- 5. RM=698.82' (STORM)
48" CONCRETE STRUCTURE
INV=694.52' (12" PVC N/W)
- 6. RM=698.78' (STORM)
48" CONCRETE STRUCTURE
INV=693.61' (12" RCP E/SW)
INV=693.76' (12" PVC S)
INV=694.47' (12" PVC NW)
- 7. RM=700.83' (STORM)
48" CONCRETE STRUCTURE
INV=698.28' (12" RCP NE)
- 8. RM=700.45' (SANITARY)
48" CONCRETE STRUCTURE
INV=694.79' (6" PVC E/W)
- 9. RM=699.79' (STORM)
48" CONCRETE STRUCTURE
INV=695.24' (12" DIP NE)
INV=695.21' (12" PVC SE)
- 10. RM=701.91' (SANITARY)
48" CONCRETE STRUCTURE
INV=694.15' (6" PVC E/N)
- 11. RM=700.66' (SANITARY)
48" CONCRETE STRUCTURE
INV=693.07' (6" PVC NE/S)
- 12. RM=699.16' (SANITARY)
48" CONCRETE STRUCTURE
INV=692.02' (6" PVC NE/SW)
- 13. RM=699.02' (SANITARY)
48" CONCRETE STRUCTURE
INV=691.00' (6" PVC NW/SW)
- 14. RM=698.40' (STORM)
60" CONCRETE STRUCTURE
INV=692.21' (12" RCP NE/SW)
INV=692.31' (12" RCP NW)
- 15. RM=698.35' (STORM)
60" CONCRETE STRUCTURE
INV=692.35' (12" RCP NE/SW)
INV=692.45' (12" RCP NW)
- 16. RM=697.98' (STORM)
60" CONCRETE STRUCTURE
INV=692.54' (12" RCP NE/SW)
INV=692.64' (12" RCP NW)
- 17. RM=698.35' (STORM)
60" CONCRETE STRUCTURE
INV=692.54' (12" RCP NE/SW)
INV=692.64' (12" RCP SE/NW)
- 18. RM=699.59' (STORM)
48" CONCRETE STRUCTURE
INV=694.14' (12" RCP NE/SW)
INV=695.15' (12" RCP SE)
- 19. RM=697.28' (STORM)
48" CONCRETE STRUCTURE
INV=692.93' (12" RCP S/NW)

SITE DEMOLITION NOTES:

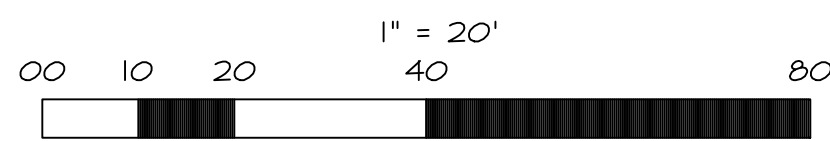
- A. CONTRACTOR SHALL PERFORM ALL DEMOLITION WORK IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS.
- B. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY DEMOLITION PERMITS AND COORDINATE ALL DEMOLITION WITH THE MUNICIPALITY AND OWNERS REPRESENTATIVE TO ENSURE PROTECTION AND MAINTENANCE OF SANITARY AND WATER UTILITIES AS NECESSARY AND TO PROVIDE STORM WATER CONVEYANCE UNTIL NEW FACILITIES ARE CONSTRUCTED, TESTED, AND PLACED IN OPERATION.
- C. CONTRACTOR SHALL DEVELOP AND IMPLEMENT A DAILY PROGRAM OF DUST CONTROL PROCEDURES PRIOR TO DEMOLITION OF ANY STRUCTURES. MODIFICATION OF DUST CONTROL PROCEDURES SHALL BE PERFORMED BY THE CONTRACTOR TO THE SATISFACTION OF THE MUNICIPALITY AND COMPLY WITH THE NPDES II REQUIREMENTS OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND THE INDIVIDUAL STORM WATER POLLUTION PREVENTION PLAN FOR THIS PROJECT.
- D. ALL EXISTING TREES, BRUSH AND MISCELLANEOUS VEGETATION TO BE REMOVED OR DEMOLISHED SHALL BE REMOVED FROM THE SITE AND LEGALLY DISPOSED OF BY THE CONTRACTOR.
- E. VOIDS LEFT BY ANY ITEM REMOVED UNDER ANY PROPOSED BUILDING, PAVEMENT, OR WALK OR WITHIN 24" THEREOF SHALL BE BACKFILLED WITH ENGINEERED FILL ACCORDING TO THE GEOTECHNICAL REPORT.
- F. ALL EXISTING BUILDINGS, FOUNDATIONS, CONCRETE OR ASPHALT PAVEMENT OR WALKS, CURB AND GUTTER AND MISCELLANEOUS STRUCTURES (INCLUDING, BUT NOT LIMITED TO FENCES, POLES, YARD LIGHTS, ELECTRICAL PANELS, AND MISCELLANEOUS DEBRIS) INDICATED TO BE DEMOLISHED SHALL BE REMOVED OR DEMOLISHED AND REMOVED FROM THE SITE AND DISPOSED OF LEGALLY BY THE CONTRACTOR.
- G. CONTACT GAS COMPANY PRIOR TO DEMOLITION. LOCATION OF EXISTING GAS SERVICES ARE UNKNOWN.
- H. ALL EXISTING TREES SHALL REMAIN UNLESS OTHERWISE NOTED.
- I. ALL EXISTING UTILITIES SHALL REMAIN UNLESS OTHERWISE NOTED.
- J. CONTRACTOR SHALL HIRE A PRIVATE UTILITY LOCATOR TO LOCATE UTILITIES PRIOR TO CONSTRUCTION AND SHALL CONTACT THE SITE ENGINEER IF A CONFLICT EXISTS.
- K. CONTRACTOR SHALL PROVIDE REMOVAL AND REPLACEMENT AND SHORING AS NECESSARY TO MEET OSHA AND LOCAL CODE, AS WELL AS MANUFACTURER'S REQUIREMENTS.
- L. ALL FOUNDATIONS FOR ALL FENCES, SIGNS, ETC. NOTED FOR REMOVAL SHALL BE REMOVED AND LEGALLY DISPOSED OF OFFSITE.
- M. PROOF-ROLLING SHALL BE PERFORMED FOR ALL SUBGRADE PRIOR TO CONSTRUCTION OF NEW PAVEMENT. ALL SUBGRADE PROOF-ROLLING SHALL BE WITNESSED AND APPROVED BY A MATERIALS TESTING AGENCY TO BE HIRED BY THE OWNER. CONTRACTOR TO COORDINATE ALL PROOF-ROLLING WITH THE MATERIALS TESTING AGENCY. CONTACT THE ENGINEER AND MATERIAL TESTING AGENCY SO THAT THEY MAY WITNESS THE PROOF ROLL. PROOF ROLL SHALL BE PROVIDED FOR ALL PAVEMENT AREAS SPECIFIED FOR FULL DEPTH REMOVAL AND REPLACEMENT.
- N. EXISTING CONDITIONS AND TOPOGRAPHY SHOWN REPRESENTS SITE CONDITION PER THE BOUNDARY AND TOPOGRAPHIC SURVEY LAST DATED 06-12-25, PREPARED BY W-T GROUP. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS AND CONDITIONS (INCLUDING BUT NOT LIMITED TO VERIFICATION OF CONTROL AND ALL UTILITIES WHETHER DEPICTED OR NOT) PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
- O. SEE SHEET SUR-1, BOUNDARY AND TOPOGRAPHIC SURVEY FOR ALL EXISTING LOCATED UTILITY DATA.
- P. CLEAR SITE AS NECESSARY TO CONSTRUCT PROPOSED IMPROVEMENTS.
- Q. ALL ITEMS MARK "EXISTING OR EXISTING TO REMAIN" TO BE PROTECTED FROM DAMAGE FOR THE DURATION OF CONSTRUCTION.
- R. CONTRACTOR TO PROVIDE SOIL TESTING SERVICES FOR COMPLETION OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S LFC-662 AND/OR LFC-663 FORMS AS PART OF THEIR CONTRACT.
- S. ALL EXISTING UTILITIES TO BE ABANDONED IN PLACE SHALL BE CAPPED WITH 2' LONG (MIN) NON-SHRINK CONCRETE MORTAR PLUGS AT BOTH ENDS.
- T. EXISTING PAVEMENT AGGREGATE BASE COURSE SHALL NOT BE RE-USED AS AGGREGATE BASE COURSE FOR THE NEW PAVEMENT SECTION.

DEMOLITION LEGEND

- — — — — EXISTING STORM SEWER
- — — — — EXISTING SANITARY SEWER
- — — — — EXISTING WATER MAIN
- — — — — EXISTING WATER SERVICE
- — — — — EXISTING GAS LINE
- — — — — EXISTING UNDERGROUND ELECTRIC LINE
- — — — — EXISTING UNDERGROUND TELCO LINE
- — — — — EXISTING OVERHEAD LINES
- EXISTING CLOSED MANHOLE
- ⊙ EXISTING OPEN GRATE MANHOLE
- ⊠ EXISTING CURB INLET
- ⊕ EXISTING FIRE HYDRANT
- ⊗ EXISTING VALVE VAULT
- ⊙ EXISTING B-BOX
- EXISTING GAS VALVE
- EXISTING ASPHALT PAVEMENT TO BE REMOVED FULL DEPTH
- EXISTING CONCRETE PAVEMENT TO BE REMOVED FULL DEPTH

PROJECT NOTES:

- 1. EXISTING BUILDING TO REMAIN.
- 2. EXISTING ASPHALT PAVEMENT TO REMAIN.
- 3. EXISTING CONCRETE PAVEMENT TO REMAIN.
- 4. EXISTING CURB AND GUTTER TO REMAIN.
- 5. EXISTING STORM SEWER STRUCTURE TO REMAIN.
- 6. EXISTING STORM SEWER TO REMAIN.
- 7. EXISTING GAS VALVE TO REMAIN.
- 8. EXISTING CANOPY TO REMAIN.
- 9. EXISTING COLUMN TO REMAIN.
- 10. EXISTING DISPENSER TO REMAIN.
- 11. EXISTING GAS METER TO REMAIN.
- 12. EXISTING AREA LIGHT TO REMAIN.
- 13. NEW FULL DEPTH SAWCUT OF EXISTING ASPHALT PAVEMENT TO PROVIDE CLEAN CONSTRUCTION BREAK.
- 14. EXISTING CONCRETE PAVEMENT TO BE REMOVED FULL DEPTH TO MEET THE BOTTOM OF THE NEW PAVEMENT CROSS SECTIONS (NEW SUBGRADE ELEVATION). SEE THE SITE GRADING PLAN FOR NEW FINISHED ELEVATIONS AND DETAIL SHEETS FOR NEW PAVEMENT CROSS SECTIONS.
- 15. EXISTING ASPHALT PAVEMENT TO BE REMOVED FULL DEPTH TO MEET THE BOTTOM OF THE NEW PAVEMENT CROSS SECTIONS (NEW SUBGRADE ELEVATION). SEE THE SITE GRADING PLAN FOR NEW FINISHED ELEVATIONS AND DETAIL SHEETS FOR NEW PAVEMENT CROSS SECTIONS.
- 16. EXISTING CURB TO BE REMOVED.
- 17. EXISTING CURB AND GUTTER TO BE REMOVED.
- 18. EXISTING TREE TO BE REMOVED.
- 19. EXISTING SIGN TO BE REMOVED.
- 20. EXISTING BOLLARD TO BE REMOVED.
- 21. EXISTING IRRIGATION VALVE TO BE REMOVED AND RELOCATED.
- 22. EXISTING LANDSCAPE BED TO BE REMOVED.
- 23. EXISTING LIGHT POLE TO BE REMOVED.
- 24. NEW FULL DEPTH SAWCUT OF EXISTING CONCRETE PAVEMENT / CURB TO PROVIDE CLEAN CONSTRUCTION BREAK.
- 25. EXISTING RAMP TO REMAIN.
- 26. EXISTING PAVEMENT STRIPING TO BE REMOVED.
- 27. EXISTING TRANSFORMER TO REMAIN.
- 28. EXISTING TELEPHONE PEDESTAL TO REMAIN.
- 29. EXISTING WATER SERVICE PER RECORD DOCUMENTS TO REMAIN.
- 30. EXISTING UNDERGROUND ELECTRIC SERVICE PER RECORD DOCUMENTS TO REMAIN.
- 31. EXISTING UNDERGROUND TELEPHONE SERVICE PER RECORD DOCUMENTS TO REMAIN.
- 32. EXISTING GAS LINE PER RECORD DOCUMENTS TO REMAIN. CONTACT NIGOR PRIOR TO CONSTRUCTION.
- 33. EXISTING ELECTRIC METER TO REMAIN.
- 34. EXISTING TELEPHONE METER TO REMAIN.
- 35. EXISTING SANITARY STRUCTURE TO REMAIN.
- 36. EXISTING SANITARY SEWER TO REMAIN.
- 37. CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF UTILITY PRIOR TO CONSTRUCTION.
- 38. EXISTING MASONRY WALL TO REMAIN.
- 39. EXISTING HOOD CHIPS TO BE REMOVED.
- 40. EXISTING HOOD CHIPS TO REMAIN.
- 41. EXISTING MONUMENT SIGN TO REMAIN.



WT GROUP
Engineering with Precision, Pace and Passion.
2000 CENTER DRIVE, STE B411 | Hoffman Estates, IL 60132
T: 224.293.6333 | F: 224.293.6444
wtengineering.com
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WT Group
Engineering • Design • Consulting

DRIVE THRU IMPROVEMENTS
FOR THORNTONS GAS STATION
1532 N. AURORA ROAD
NAPERVILLE, ILLINOIS 60563

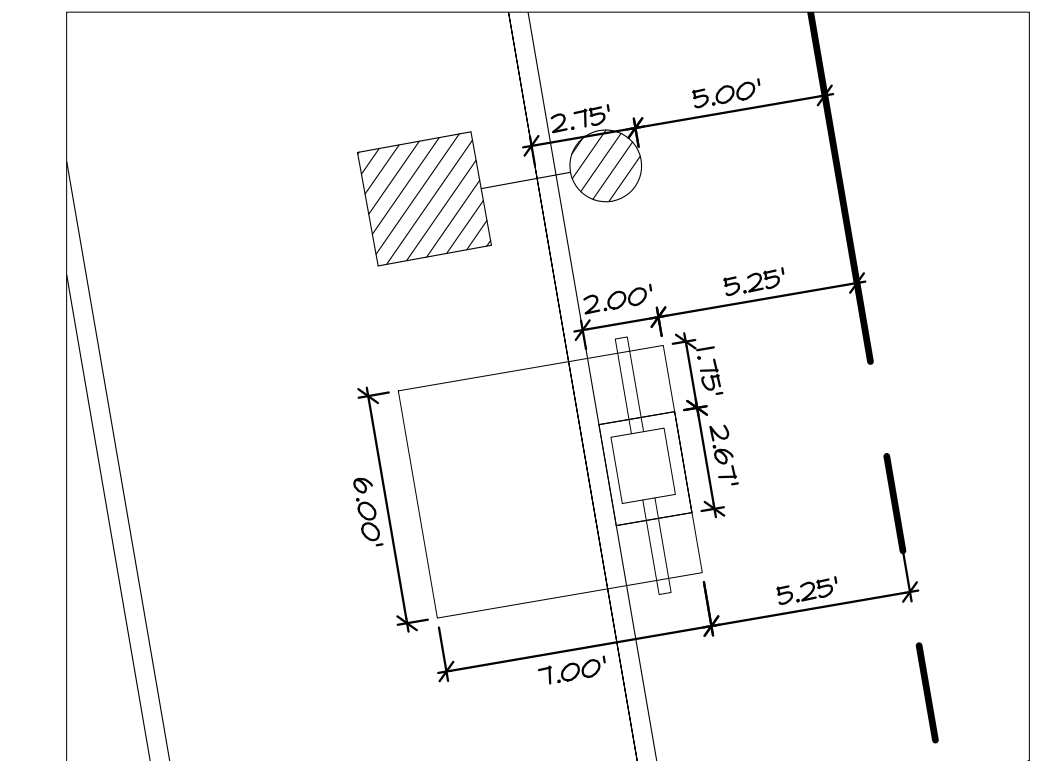
CIMA DEVELOPERS
30W180 BUTTERFIELD ROAD
WARRENVILLE, IL 60555

ISSUE

TO	DATE
TO CLIENT	7-7-25
PER CITY	9-12-25
PER CITY	10-13-25

CHECK:JG
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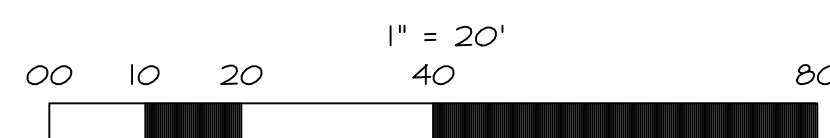
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SITE DEMOLITION PLAN

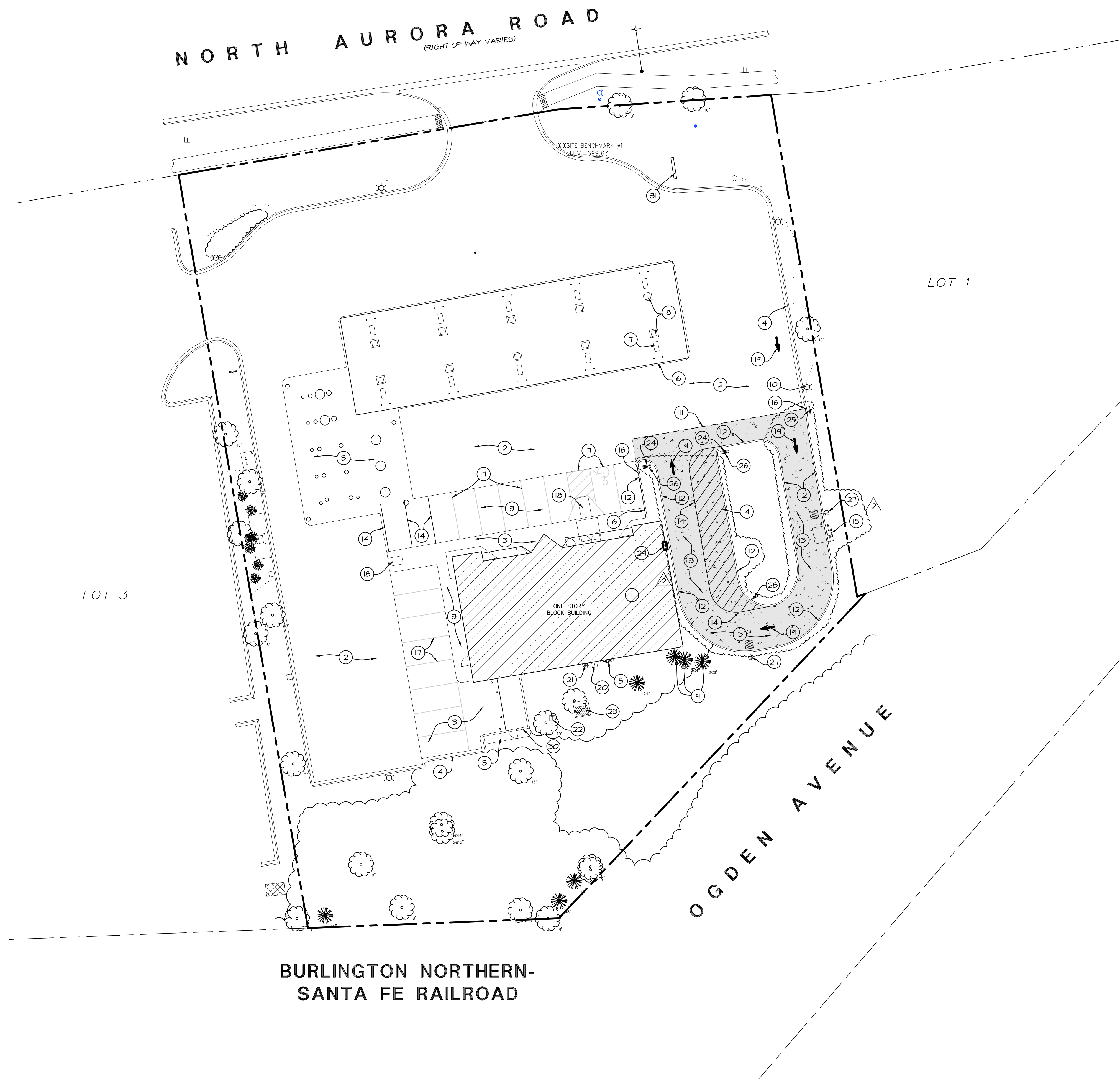


- A. EXISTING CONDITIONS AND TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS PER THE BOUNDARY AND TOPOGRAPHIC SURVEY LAST DATED 06-12-25, PREPARED BY I-N GROUP. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS AND CONDITIONS (INCLUDING BUT NOT LIMITED TO VERIFICATION OF CONTROL AND ALL UTILITIES WHETHER DEPICTED OR NOT) PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
- B. DIMENSIONS SHOWN ARE MEASURED FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT OR FACE OF CURB UNLESS OTHERWISE NOTED.
- C. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE ARCHITECTURAL PLANS.
- D. SEE THE ARCHITECTURAL PLANS FOR THE DESIGN OF ALL BUILDING ENTRIES.
- E. CONSTRUCTION SURVEY AND STAKEOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- F. CONTRACTOR SHALL HIRE A PRIVATE UTILITY LOCATOR TO LOCATE UTILITIES PRIOR TO CONSTRUCTION AND SHALL CONTACT THE SITE ENGINEER IF A CONFLICT EXISTS.
- G. CONTRACTOR SHALL CONTACT JULIE L. (811 OR 1-800-892-0123) TO HAVE UTILITY LOCATOR CONTRACTOR LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.
- H. ASPHALT PAVEMENT SHALL BE APPLIED MADE WITH HIGH QUALITY PAINT CONFORMING TO ARTICLE 1045.02 OF THE IDOT STANDARD SPECIFICATIONS.

NEW 6" CONCRETE PAVEMENT
6" PORTLAND CEMENT CONCRETE
4" CA-6

SCALE: 1"=5'





SITE DEVELOPMENT NOTES:

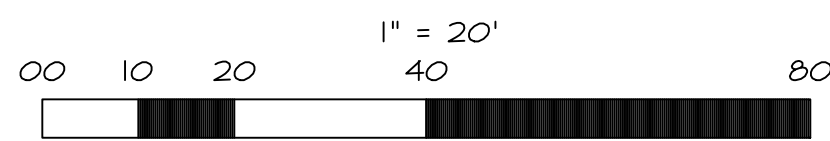
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- CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE ARCHITECTURAL PLANS.
- SEE THE ARCHITECTURAL PLANS FOR THE DESIGN OF ALL BUILDING ENTRIES.
- CONTRACTOR SHALL COORDINATE ALL LANDSCAPING IMPROVEMENTS WITH LANDSCAPE PLANS.
- CONSTRUCTION SURVEY AND STAKEOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.
- ASPHALT PAVEMENT MARKINGS SHALL BE MADE WITH HIGH QUALITY PAINT CONFORMING TO ARTICLE 1045.02 OF THE IDOT STANDARD SPECIFICATIONS.
- CONTRACTOR SHALL RESTORE ALL DISTURBED GREEN SPACES WITH 6" OF TOPSOIL, SEED, AND EROSION CONTROL BLANKET.
- CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC., RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
- CONTRACTOR SHALL RE-STRIPE ALL STRIPING DISTURBED WITHIN THE EXISTING ROADWAYS/PARKING LOT TO MATCH EXISTING.
- CONTRACTOR SHALL HIRE A PRIVATE UTILITY LOCATOR TO LOCATE UTILITIES PRIOR TO CONSTRUCTION AND SHALL CONTACT THE SITE ENGINEER IF A CONFLICT EXISTS.
- ALL ITEMS MARKED "EXISTING" TO BE PROTECTED FROM DAMAGE FOR THE DURATION OF CONSTRUCTION.
- ALL EXISTING SUBGRADE TO BE SCARIFIED (DISKED) TO A DEPTH OF 12" AND RE-COMPACTED, AND THEN TESTED USING A DYNAMIC CONE PENETROMETER. SEE GEOTECHNICAL REPORT FOR ADDITIONAL REQUIREMENTS.
- EXISTING PAVEMENT AGGREGATE BASE COURSE SHALL NOT BE RE-USED AS AGGREGATE BASE COURSE FOR THE NEW PAVEMENT SECTION.

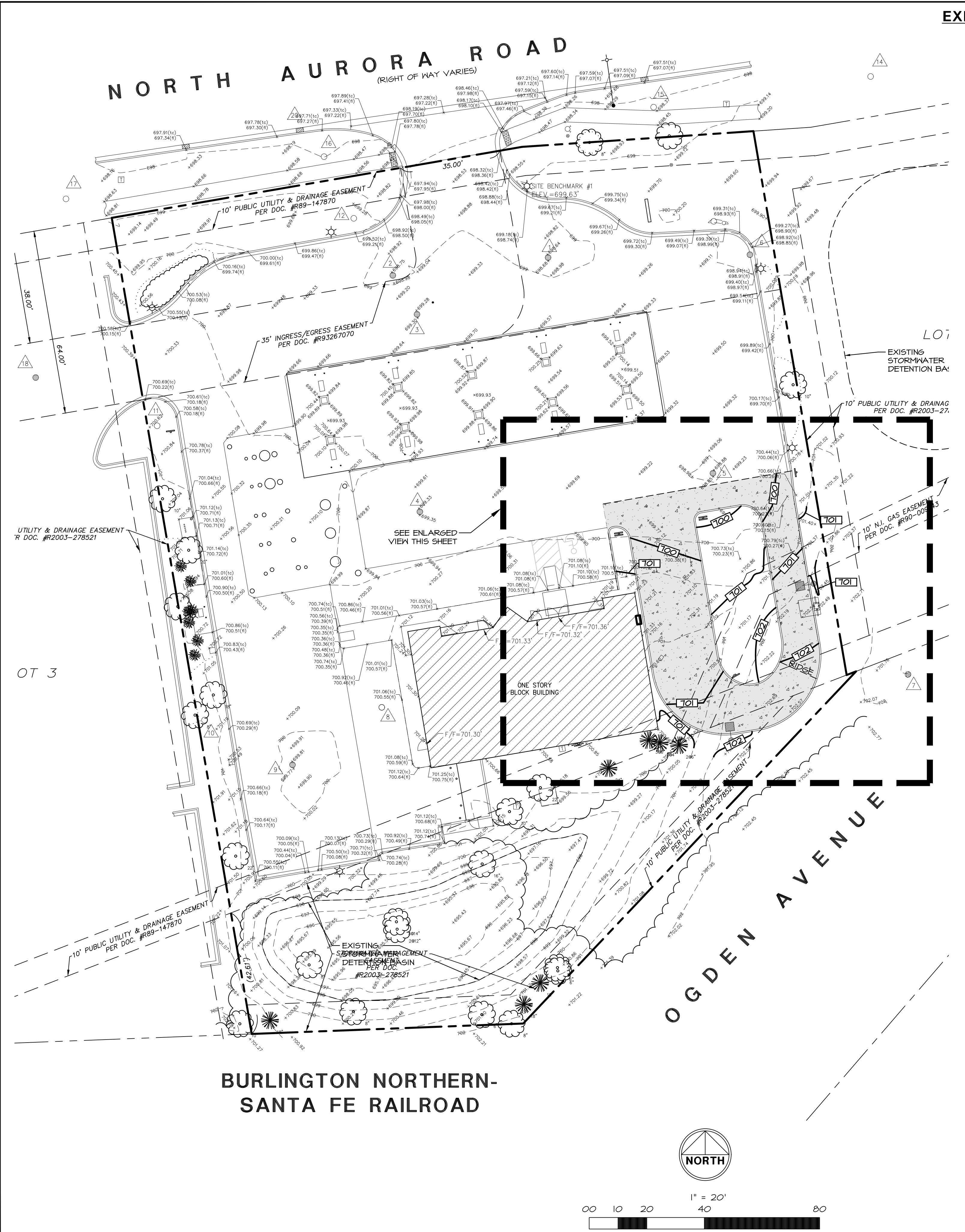
PAVEMENT SECTIONS

NEW 6" CONCRETE PAVEMENT
6" PORTLAND CEMENT CONCRETE
4" CA-6

PROJECT NOTES:

- EXISTING BUILDING TO REMAIN.
- EXISTING ASPHALT PAVEMENT TO REMAIN.
- EXISTING CONCRETE PAVEMENT TO REMAIN.
- EXISTING CURB AND GUTTER TO REMAIN.
- EXISTING GAS METER TO REMAIN.
- EXISTING CANOPY TO REMAIN.
- EXISTING COLUMN TO REMAIN.
- EXISTING DISPENSER TO REMAIN.
- EXISTING TREE TO REMAIN.
- EXISTING AREA LIGHT TO REMAIN.
- NEW FULL DEPTH SAWCUT OF EXISTING ASPHALT PAVEMENT TO PROVIDE CLEAN CONSTRUCTION BREAK.
- NEW TYPE B BARRIER CURB.
- NEW 6" CONCRETE PAVEMENT.
- NEW 4" YELLOW PAVEMENT STRIPING.
- NEW MENU BOARD.
- NEW FULL DEPTH SAWCUT OF EXISTING CONCRETE PAVEMENT/CURB TO PROVIDE CLEAN CONSTRUCTION BREAK.
- EXISTING PARKING TO REMAIN.
- EXISTING RAMP TO REMAIN.
- NEW TRAFFIC FLOW ARROW.
- EXISTING TELEPHONE METER TO REMAIN.
- EXISTING ELECTRIC METER TO REMAIN.
- EXISTING TELEPHONE PEDESTAL TO REMAIN.
- EXISTING TRANSFORMER TO REMAIN.
- NEW "DO NOT ENTER" SIGN.
- NEW "DRIVE-THRU ENTER HERE" SIGN.
- NEW "STOP" SIGN.
- NEW AREA LIGHT. SEE LIGHTING PLAN.
- NEW "BY-PASS LANE" SIGN.
- NEW DRIVE-THRU WINDOW.
- EXISTING MASONRY WALL TO REMAIN.
- EXISTING MONUMENT SIGN TO REMAIN.





EXISTING UTILITY DATA

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INV=695.38 (12" PVC SE)
INV=695.44 (12" PVC NW)
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PAVEMENT SECTIONS

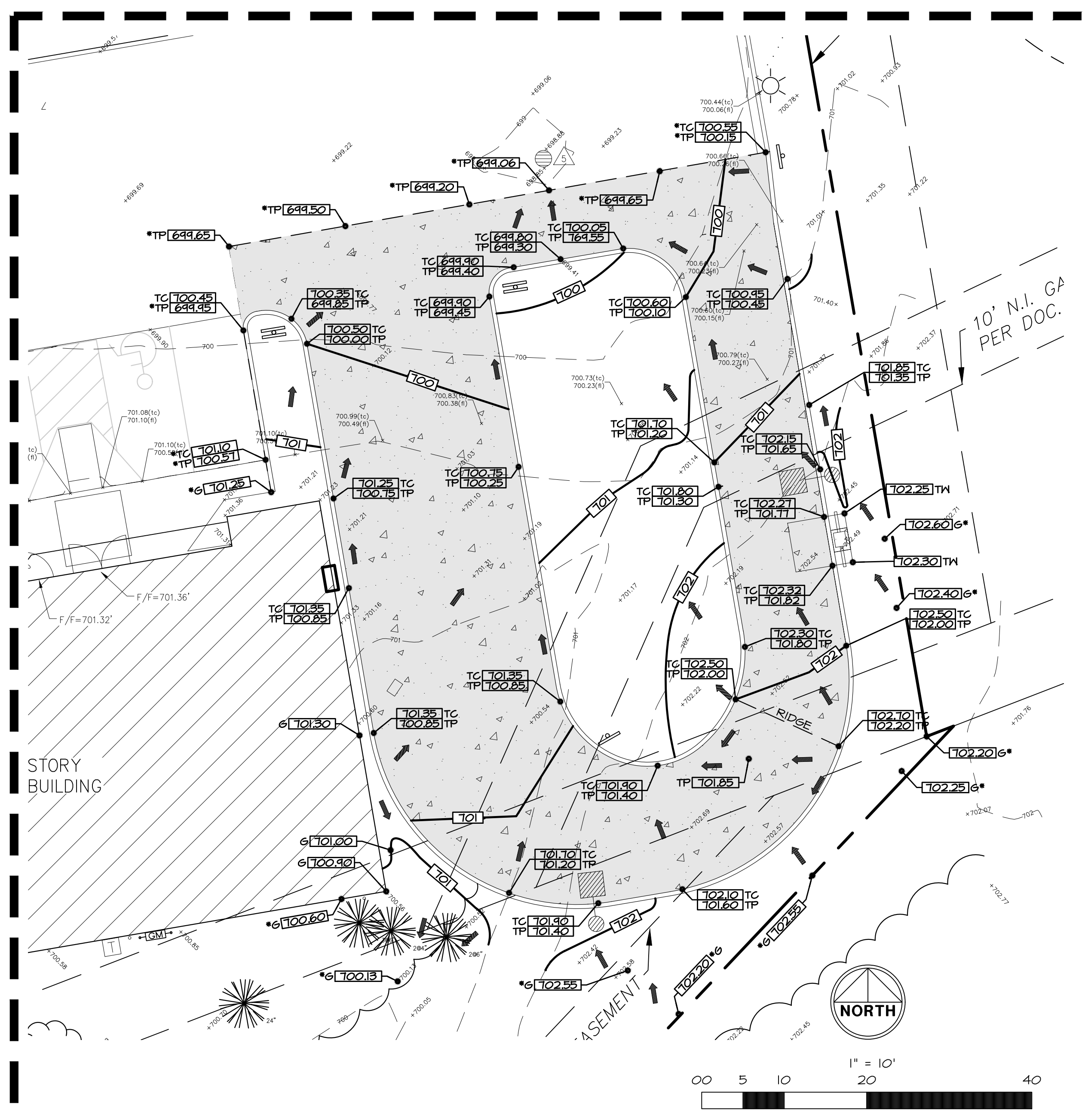
NEW 6" CONCRETE PAVEMENT
6" PORTLAND CEMENT CONCRETE
4" CA-6

GRADING LEGEND

- EXISTING SPOT GRADE
- PROPOSED SPOT GRADE
- INTERPOLATED SPOT GRADE
- PROPOSED RIM ELEVATION
- EXISTING CONTOUR LINE
- PROPOSED CONTOUR LINE
- OVERLAND FLOW ARROW
- 100 YEAR OVERLAND FLOW ROUTE
- EMERGENCY OVERFLOW ARROW
- TOP OF PAVEMENT ELEVATION
- TOP OF SIDEWALK ELEVATION
- FINISHED GRADE ELEVATION
- TOP OF CURB ELEVATION
- FLOW LINE ELEVATION
- ADJUST EXISTING RIM ELEVATION
- EXISTING CLOSED MANHOLE
- EXISTING OPEN GRATE MANHOLE
- EXISTING BEEHIVE GRATE MANHOLE
- EXISTING CURB INLET
- EXISTING STORMWATER DETENTION BASIN

SITE GRADING NOTES:

- EXISTING CONDITIONS AND TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS PER THE BOUNDARY AND TOPOGRAPHIC SURVEY LAST DATED 06-12-25, PREPARED BY H-T GROUP. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS AND CONDITIONS (INCLUDING BUT NOT LIMITED TO VERIFICATION OF CONTROL AND ALL UTILITIES WHETHER DEPICTED OR NOT) PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
- ALL PROPOSED GRADES ARE GIVEN TO FINISHED GRADE, I.E. TOP OF PROPOSED ASPHALT, CONCRETE, TOP OF PROPOSED CURB, ETC. SEE DETAILS FOR PAVEMENT THICKNESS.
- CONTRACTOR SHALL CONTACT JULIE (811 OR 1-800-842-0123) AND PRIVATE LOCATING SERVICE TO LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.
- CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE END OF EACH WORKING DAY DURING CONSTRUCTION OPERATIONS. FAILURE TO PROVIDE ADEQUATE DRAINAGE WILL PRECLUDE THE CONTRACTOR FROM ANY POSSIBLE COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT.
- CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.
- CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
- CONTRACTOR TO UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT REMOVED SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
- ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED.
- ALL HANDICAP ACCESSIBLE ROUTES (SIDEWALKS, WALKWAYS, PAVEMENTS, ETC.) SHALL MAINTAIN A MAXIMUM CROSS SLOPE OF 2.00% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00%. ACCESSIBLE PARKING STALLS SHALL MAINTAIN A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS.
- VOIDS LEFT BY ANY ITEM REMOVED UNDER ANY PROPOSED BUILDING, PAVEMENT, OR WALK OR WITHIN 24" THEREOF SHALL BE BACKFILLED WITH ENGINEERED FILL ACCORDING TO THE GEOTECHNICAL REPORT.
- ALL FIRE ACCESS LANES WITHIN THE PROJECT AREA SHALL REMAIN IN SERVICE, CLEAN OF DEBRIS, AND ACCESSIBLE FOR USE BY EMERGENCY VEHICLES.
- CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT TRACKING OF MUD OR SOIL ONTO PUBLIC THOROUGHFARES. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY BY THE CONTRACTOR.
- ALL EXISTING SUBGRADE TO BE SCARIFIED (DISKED) TO A DEPTH OF 12" AND RE-COMPACTED, AND THEN TESTED USING A DYNAMIC CONE PENETROMETER. SEE GEOTECHNICAL REPORT FOR ADDITIONAL REQUIREMENTS.
- ALL EXCESS SOILS THAT CANNOT BE USED AS SUITABLE FILL SHALL BE HAULED FROM THE SITE AND LEGALLY DISPOSED OF.
- CONTRACTOR TO PROVIDE SOIL TESTING SERVICES FOR COMPLETION OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S LPC-662 AND/OR LPC-663 FORMS AS PART OF THEIR CONTRACT.
- EXISTING PAVEMENT AGGREGATE BASE COURSE SHALL NOT BE RE-USED AS AGGREGATE BASE COURSE FOR THE NEW PAVEMENT SECTION.



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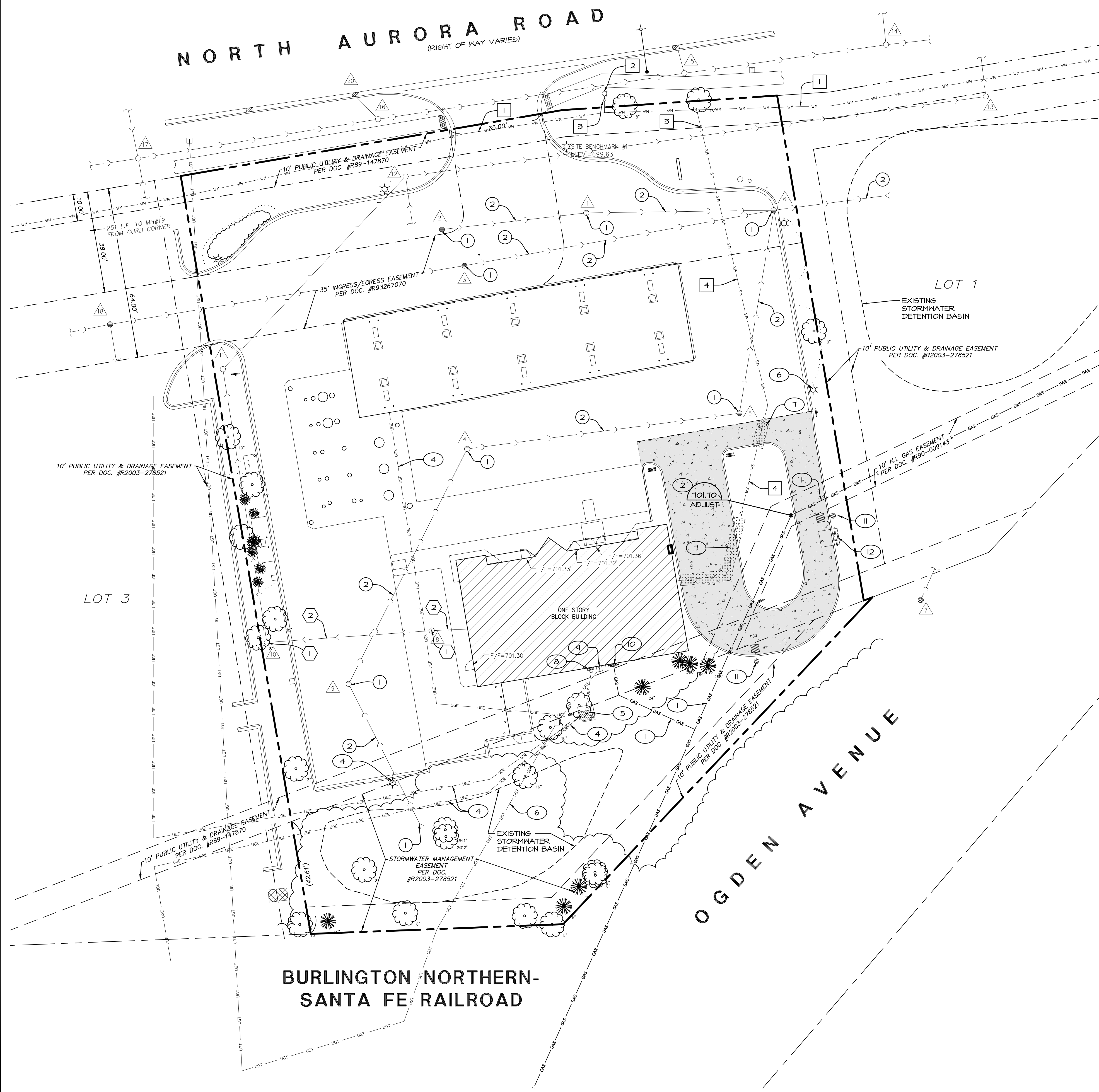
DRIVE THRU IMPROVEMENTS
FOR THORNTONS GAS STATION
1532 N. AURORA ROAD
NAPERVILLE, ILLINOIS 60563

ISSUE

TO	DATE
TO CLIENT	7-7-25
PER CITY	9-12-25
PER CITY	10-13-25

CHECK:JG
DRAWN:TEP
JOB: C250036

C-4.0
SITE GRADING PLAN



EXISTING UTILITY DATA

- 1. RM=698.65' (STORM)
48" CONCRETE STRUCTURE
INV=695.35' (12" PVC SE)
INV=695.44' (12" PVC NW)
- 2. RM=698.75' (STORM)
24" CONCRETE STRUCTURE
INV=695.59' (12" PVC SE)
- 3. RM=699.28' (STORM)
48" CONCRETE STRUCTURE
INV=694.02' (12" RCP NE/SW)
- 4. RM=699.33' (STORM)
48" CONCRETE STRUCTURE
INV=694.69' (12" PVC NE)
INV=694.47' (12" DIP SW)
- 5. RM=698.82' (STORM)
48" CONCRETE STRUCTURE
INV=694.52' (12" PVC N/W)
- 6. RM=698.78' (STORM)
48" CONCRETE STRUCTURE
INV=693.61' (12" RCP E/SW)
INV=693.76' (12" PVC S)
INV=694.47' (12" PVC NW)
- 7. RM=700.83' (STORM)
48" CONCRETE STRUCTURE
INV=698.28' (12" RCP NE)
- 8. RM=700.45' (SANITARY)
48" CONCRETE STRUCTURE
INV=694.79' (6" PVC E/W)
- 9. RM=699.79' (STORM)
48" CONCRETE STRUCTURE
INV=695.24' (12" DIP NE)
INV=695.21' (12" PVC SE)
- 10. RM=701.91' (SANITARY)
48" CONCRETE STRUCTURE
INV=694.15' (6" PVC E/N)
- 11. RM=700.66' (SANITARY)
48" CONCRETE STRUCTURE
INV=693.07' (6" PVC NE/S)
- 12. RM=699.16' (SANITARY)
48" CONCRETE STRUCTURE
INV=692.02' (6" PVC NE/SE/SW)
- 13. RM=699.02' (SANITARY)
48" CONCRETE STRUCTURE
INV=691.00' (6" PVC NW/SW)
- 14. RM=698.40' (STORM)
60" CONCRETE STRUCTURE
INV=692.31' (12" RCP NE/SW)
INV=692.31' (12" RCP NW)
- 15. RM=698.35' (STORM)
60" CONCRETE STRUCTURE
INV=692.35' (12" RCP NE/SW)
INV=692.45' (12" RCP NW)
- 16. RM=697.98' (STORM)
60" CONCRETE STRUCTURE
INV=692.54' (12" RCP NE/SW)
INV=692.64' (12" RCP SE/NW)
- 17. RM=698.35' (STORM)
60" CONCRETE STRUCTURE
INV=692.54' (12" RCP NE/SW)
INV=692.64' (12" RCP SE/NW)
- 18. RM=699.59' (STORM)
48" CONCRETE STRUCTURE
INV=694.14' (12" RCP NE/SW)
INV=695.51' (12" RCP SE)
- 19. RM=697.28' (STORM)
48" CONCRETE STRUCTURE
INV=692.93' (12" RCP S/NW)

SITE UTILITY NOTES:

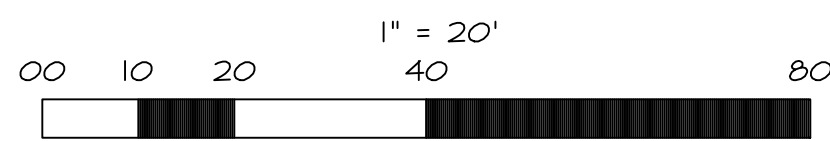
- A. CONTRACTOR SHALL CONTACT JULLIE (811 OR 1-800-842-0123) AND PRIVATE LOCATING SERVICE TO LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.
- B. CONTRACTOR TO UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
- C. CONTRACTOR SHALL EXCAVATE AND VERIFY IN FIELD ALL EXISTING UTILITY LOCATIONS, SIZES, CONDITIONS AND ELEVATIONS AT PROPOSED POINTS OF CONNECTION PRIOR TO ANY UNDERGROUND CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO PROCEEDING WITH CONSTRUCTION.
- D. REFER TO THE GENERAL NOTES AND SPECIFICATION SHEETS FOR ALL PIPE MATERIAL AND JOINT SPECIFICATIONS.
- E. CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.
- F. CONTRACTOR SHALL VERIFY IN FIELD EXACT SIZE, MATERIAL, INVERT, PIPE ROUTING, AND SLOPE OF ALL EXISTING UTILITIES AND NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF UTILITY TRENCHES DURING CONSTRUCTION AND SHALL PROVIDE TEMPORARY SHORING AND BRACING AS NECESSARY TO MAINTAIN STABILITY UNTIL CONSTRUCTION OF THE UTILITY IS COMPLETE IN ORDER TO MEET OSHA AND LOCAL CODES, AS WELL AS MANUFACTURER'S REQUIREMENTS.
- G. ALL RCP STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE, CLASS IV, PER ASTM C-16 WITH FLEXIBLE (O-RINGS) JOINTS IN CONFORMANCE WITH ASTM C-443 AND SECTION 31.08 OF THE "STANDARD SPECIFICATIONS".
- H. TRENCH BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR DENSITY (ASTM D-1557) OVER ALL UNDERGROUND UTILITIES WHICH ARE CONSTRUCTED UNDER OR WITHIN 2 FEET OF ANY PROPOSED OR EXISTING PAVEMENT OR SIDEWALKS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- I. ADJUST RIM ELEVATIONS OF EXISTING STRUCTURES IN PAVEMENT AS NECESSARY TO MEET PROPOSED FINISHED GRADE.
- J. CONTRACTOR TO COORDINATE ALL CONNECTIONS TO CITY UTILITIES AND STORM SEWERS WITH THE PUBLIC WORKS DEPARTMENT.
- K. CONTRACTOR TO USE CAUTION WHEN EXCAVATING AT EXISTING UTILITY LINES.
- L. ALL STORM MANHOLES SHALL HAVE OPEN LIDS UNLESS OTHERWISE SPECIFIED.
- M. PROVIDE RUBBER MISSION COUPLING OR SIMILAR CONNECTION BETWEEN PIPES OF DISSIMILAR SIZE OR MATERIAL.
- N. ALL EXISTING UTILITIES TO BE ABANDONED IN PLACE SHALL BE CAFFED WITH 2' LONG (MIN) NON-SHRINK CONCRETE MORTAR PLUGS AT BOTH ENDS.

UTILITY LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER MAIN
- EXISTING WATER SERVICE
- EXISTING GAS LINE
- EXISTING OVERHEAD LINES
- EXISTING UNDERGROUND ELECTRIC LINE
- EXISTING UNDERGROUND TELCO LINE
- PROPOSED RIM ELEVATION
- PROPOSED INVERT ELEVATION
- ADJUST
- ADJUST EXISTING RIM ELEVATION
- EXISTING CLOSED MANHOLE
- EXISTING OPEN GRATE MANHOLE
- EXISTING CURB INLET
- EXISTING FIRE HYDRANT
- EXISTING VALVE VAULT
- EXISTING B-BOX
- PROPOSED TRENCH BACKFILL ABOVE EXISTING UTILITY
- EXISTING AREA LIGHT
- NEW AREA LIGHT

PROJECT NOTES:

- STORM**
 - 1. EXISTING STORM STRUCTURE TO REMAIN.
 - 2. EXISTING STORM SEWER TO REMAIN.
- SANITARY**
 - 1. EXISTING SANITARY STRUCTURE TO REMAIN.
 - 2. EXISTING SANITARY SEWER TO REMAIN.
- WATER**
 - 1. EXISTING WATER MAIN TO REMAIN.
 - 2. EXISTING FIRE HYDRANT TO REMAIN.
 - 3. EXISTING B-BOX TO REMAIN.
 - 4. EXISTING WATER SERVICE PER RECORD DOCUMENTS TO REMAIN. CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH PRIOR TO CONSTRUCTION.
- MISCELLANEOUS**
 - 1. EXISTING GAS LINE PER RECORD DOCUMENTS TO REMAIN. CONTRACTOR TO NOTIFY NIGOR PRIOR TO CONSTRUCTION.
 - 2. EXISTING GAS VALVE TO REMAIN. ADJUST RIM TO MEET NEW FINISHED GRADE ELEVATION.
 - 3. EXISTING UNDERGROUND TELEPHONE LINE TO REMAIN.
 - 4. EXISTING UNDERGROUND ELECTRIC LINE TO REMAIN.
 - 5. EXISTING TRANSFORMER TO REMAIN.
 - 6. EXISTING AREA LIGHT TO REMAIN.
 - 7. EXCAVATE TO UNDERGROUND UTILITY AND BACKFILL TRENCH AS SPECIFIED ON THE TRENCH DETAIL. PROTECT THE UNDERGROUND UTILITY LINES DURING CONSTRUCTION.
 - 8. EXISTING ELECTRIC METER TO REMAIN.
 - 9. EXISTING TELEPHONE METER TO REMAIN.
 - 10. EXISTING GAS METER TO REMAIN.
 - 11. NEW AREA LIGHT. SEE LIGHTING PLAN FOR ADDITIONAL INFORMATION.
 - 12. NEW MENU BOARD.



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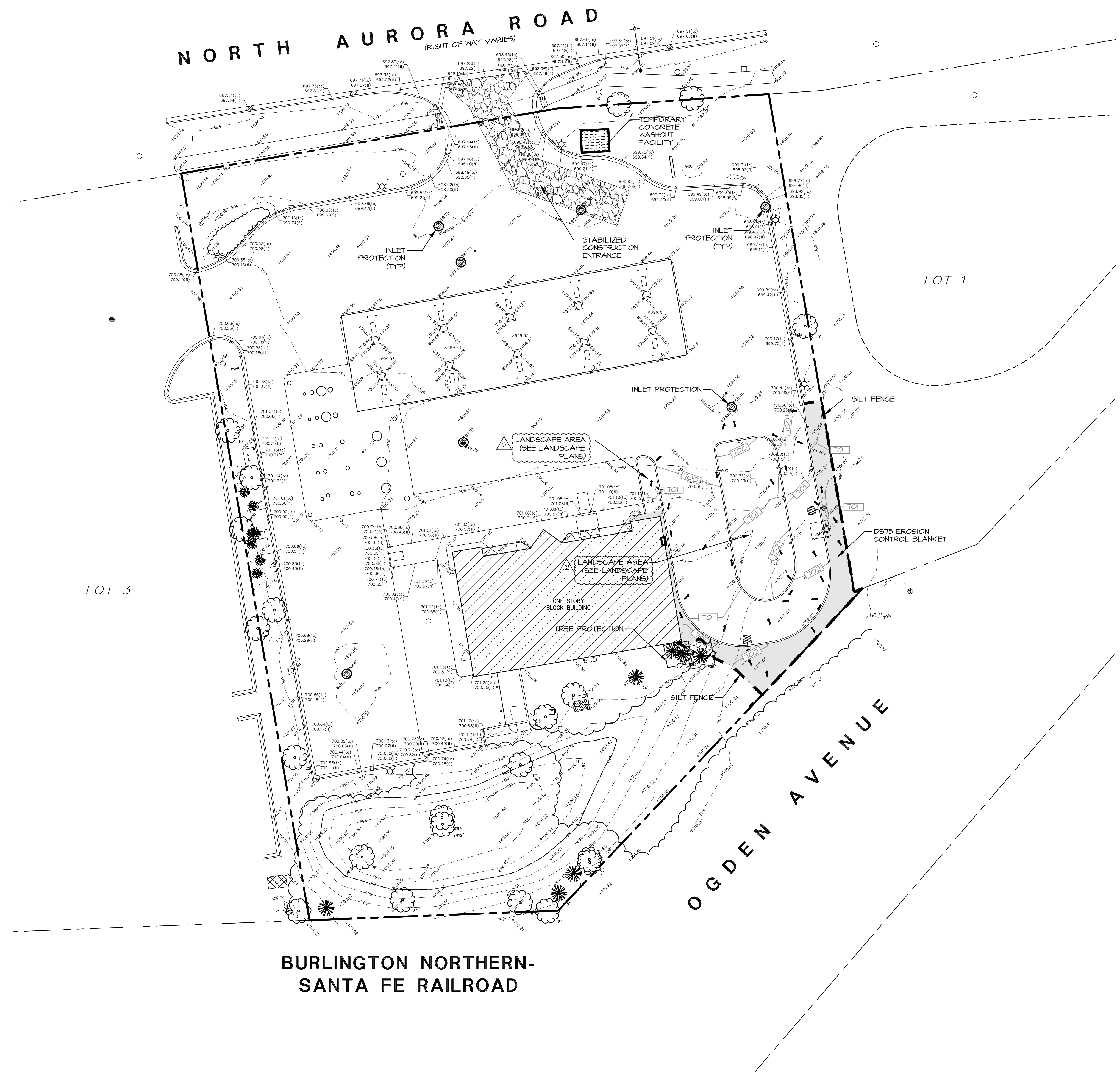
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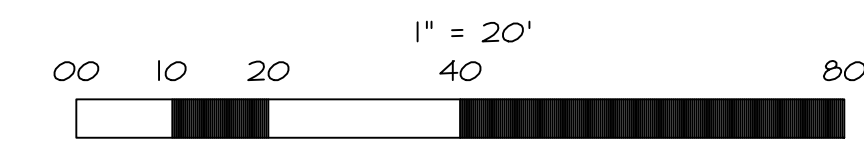
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SITE UTILITY PLAN



- SWPPP NOTES:**
- A. ALL DISTURBED GREEN SPACES ON THE SITE SHALL BE RESTORED ACCORDING TO THE SEED BED PREPARATION SPECIFICATIONS BELOW AND BLANKETED OR MATTED AS SHOWN ON THE PLANS.
 - B. TEMPORARY OR PERMANENT STABILIZATION SHALL OCCUR IMMEDIATELY WHENEVER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE. TEMPORARY STABILIZATION SHALL CONSIST OF THE INSTALLATION OF TEMPORARY SEEDING.
 - C. CONTRACTOR TO INSTALL TEMPORARY CONSTRUCTION ENTRANCES AS NECESSARY TO EXCAVATE AREAS AND HAUL SOILS ON-SITE. TRACKING OF DEBRIS ON SITE WILL NOT BE TOLERATED. ANY DEBRIS LEFT OUTSIDE OF THE PROJECT LIMITS MUST BE CLEANED IMMEDIATELY.
 - D. EROSION CONTROL BLANKETS AND TURF REINFORCEMENT MATS SHALL BE INSTALLED USING 6" **BIO-STAKES** AS MANUFACTURED BY NORTH AMERICAN GREEN. METAL STAKES AND STAPLES ARE PROHIBITED.
 - E. CONTRACTOR SHALL PROVIDE ALL NECESSARY MAINTENANCE FOR THE SEDIMENT AND EROSION CONTROL MEASURES FOR THE DURATION OF THE PROJECT.
 - F. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL STORMWATER POLLUTION PREVENTION PLAN (SWPPP) INSPECTIONS, INSPECTION REPORTS, CORRECTIVE ACTION FORMS, SWPPP AMENDMENT LOGS, SUBCONTRACTOR CERTIFICATIONS/AGREEMENTS, GRADING AND STABILIZATION ACTIVITIES LOGS, SWPPP TRAINING LOGS, AND DELEGATION OF AUTHORITY FORMS FOR THE DURATION OF THE PROJECT.
 - G. CONTRACTOR SHALL PROVIDE COPIES OF ALL SWPPP REPORTS, FORMS, AND LOGS TO THE WT GROUP ONCE THE SITE HAS BEEN STABILIZED. THE CONTRACTOR SHALL MAINTAIN THESE DOCUMENTS FOR A PERIOD OF 3 YEARS FROM THE FINAL STABILIZATION OF THE SITE.
 - H. FOLLOWING THE REMOVAL OF THE SILT FENCE, THE CONTRACTOR SHALL RESTORE THE THE SILT FENCE TRENCH WITH TOPSOIL AND SOIL.
 - I. CONTRACTOR SHALL INITIATE STABILIZATION OF ALL DISTURBED AREAS WITHIN ONE CALENDAR DAY.
 - J. SEED BED PREPARATION:
 - J.A. ALL STONES, ROCKS, DEBRIS LARGER THAN 1" IN DIAMETER SHALL BE REMOVED.
 - J.B. DISK OR TILL TOPSOIL TO A DEPTH OF 3" AND REDUCE ALL SOIL PARTICLES TO NO LARGER THAN 2". THE SURFACE SHALL BE FREE OF NEEDLES, STONES, ROCKS, STICKS, GULLIES, CLODS, AND DEBRIS.
 - J.C. THE AREA SHALL BE FINE GRADED.
 - J.D. THE SEED SHALL BE PLACED INTO THE SOIL WITH A MACHINE THAT MECHANICALLY PLACES THE SEED IN DIRECT CONTACT WITH THE SOIL AND COVERS THE SEED WITH THE SOIL.
 - J.E. BROADCAST AND HYDROSEED WILL NOT BE ALLOWED.
 - J.F. SEEDED AREAS SHALL BE COVERED WITH THE EROSION BLANKET RIGHT AFTER THE SEED HAS BEEN SOWN.
 - J.G. ANY SOIL AMENDMENTS NEEDED TO ACHIEVE A 90% HEALTHY STAND OF VEGETATION WILL BE ADDED TO THE SOIL AT NO EXTRA CHARGE TO THE OWNER. THE STAND OF VEGETATION WILL NEED TO BE ACCEPTED BY THE ENGINEER.
 - J.H. THE SEED MIX SHALL BE KENTUCKY BLUEGRASS 100LBS/ACRE, REVENGE PERENNIAL RYEGRASS 60 LBS/ACRE, ANNUAL RYE 40 LBS/ACRE AND CREEPING RED FESCUE 40 LBS/ACRE TOTAL.

- SWPPP LEGEND**
- EXISTING SPOT GRADE
 - EXISTING CONTOUR LINE
 - PROPOSED CONTOUR LINE
 - OVERLAND FLOW ARROW
 - 100 YEAR OVERLAND FLOW ROUTE
 - EMERGENCY OVERFLOW ARROW
 - ADJUST EXISTING RIM ELEVATION
 - EXISTING CLOSED MANHOLE
 - EXISTING OPEN GRATE MANHOLE
 - EXISTING BEEHIVE GRATE MANHOLE
 - EXISTING CURB INLET
 - EXISTING FIRE HYDRANT
 - EXISTING VALVE VAULT
 - EXISTING B-BOX
 - SILT FENCE
 - FLEXSTORM CATCH-IT INLET PROTECTION
 - SILT FENCE INLET PROTECTION WITH STONE COLLAR
 - RIP RAP
 - FINE GRADE, FERTILIZE, AND SEED. INSTALL D575 EROSION CONTROL BLANKET WITH 6" BIO-STAKES AS MANUFACTURED BY NORTH AMERICAN GREEN. FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTIONS.
 - TEMPORARY CONCRETE WASHOUT FACILITY
 - TREE PROTECTION



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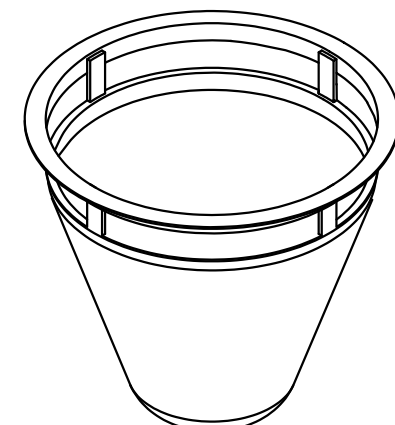
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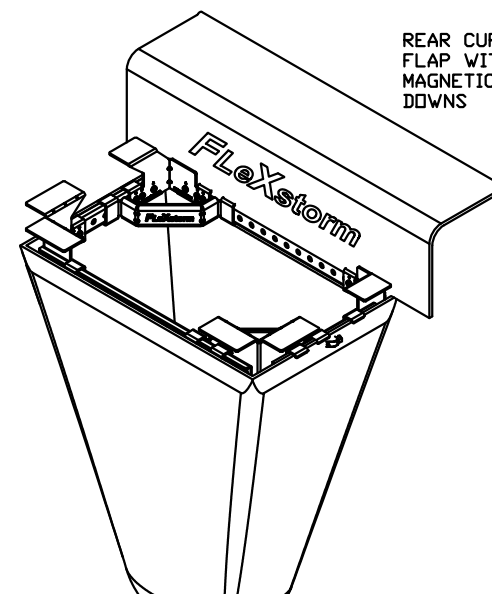
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C-6.0
STORM WATER POLLUTION PREVENTION PLAN

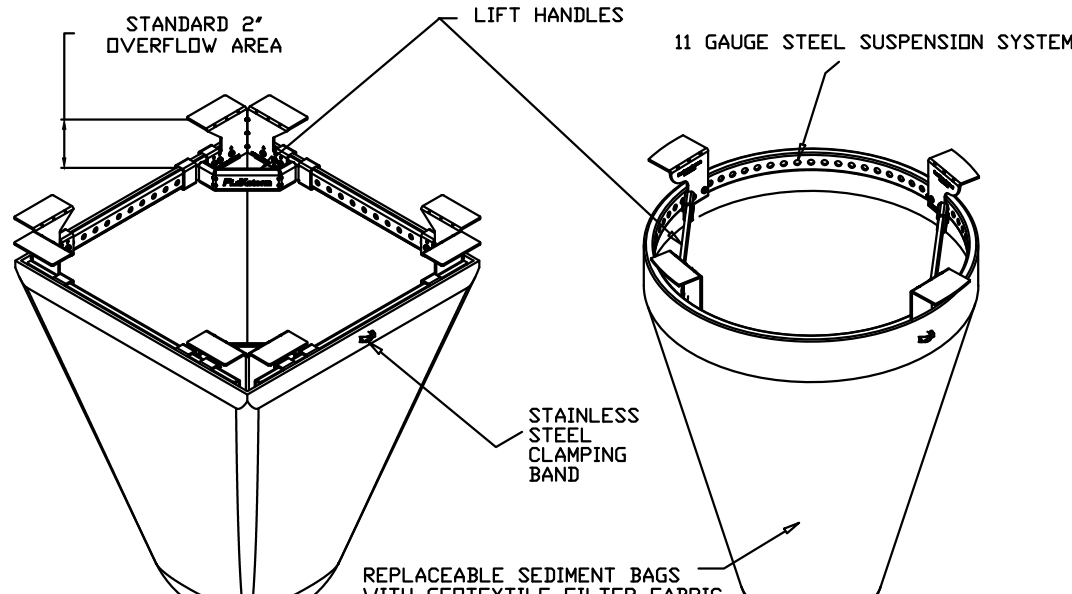
FLEXSTORM INLET FILTERS
PRODUCT SELECTION AND
SPECIFICATION DRAWING



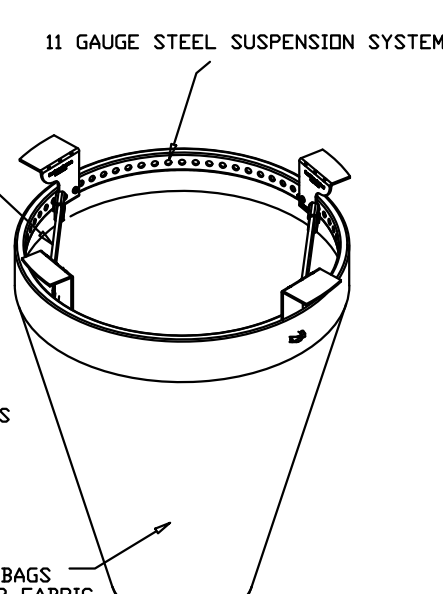
STAINLESS STEEL ROUND INLET FILTERS FOR
NYLOPLAST CASTINGS
CATCH-ITS SPECIFIED W/ FX OR FX-S BAGS



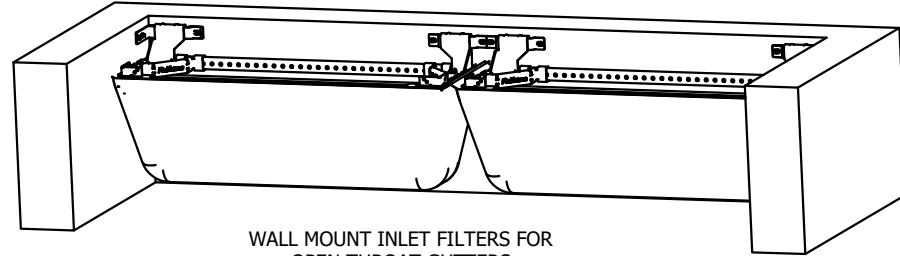
COMBINATION INLET
FILTER FOR CURB HOODS



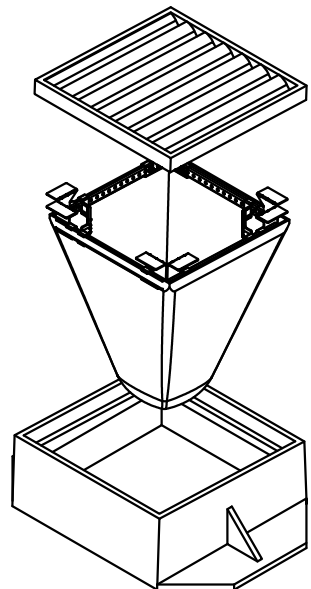
TYPICAL RECTANGULAR INLET FILTER



TYPICAL ROUND INLET FILTER



WALL MOUNT INLET FILTERS FOR
OPEN THROAT GUTTERS



- INSTALLATION:
1. REMOVE GRATE
 2. DROP FLEXSTORM INLET FILTER INTO
LOAD BEARING LIP OF CASTING OR
CONCRETE STRUCTURE
 3. REPLACE GRATE

SPECIFICATIONS FOR STANDARD BAGS BY NOMINAL SIZE						
Nominal Bag Size	Solids Storage (CuFt)	Filtered Flow Rate at 50% Max			* PC Oil Retent (Oz)	**PCP Oil Retent (Oz)
		FX (Woven)	PC (Post Constr)	IL (Non Woven)		
Small	1.6	1.2	0.8	0.9	66	155
Medium	2.1	1.8	1.2	1.3	96	185
Large	3.8	2.2	1.5	1.6	120	209
XL	4.2	3.6	2.4	2.6	192	370

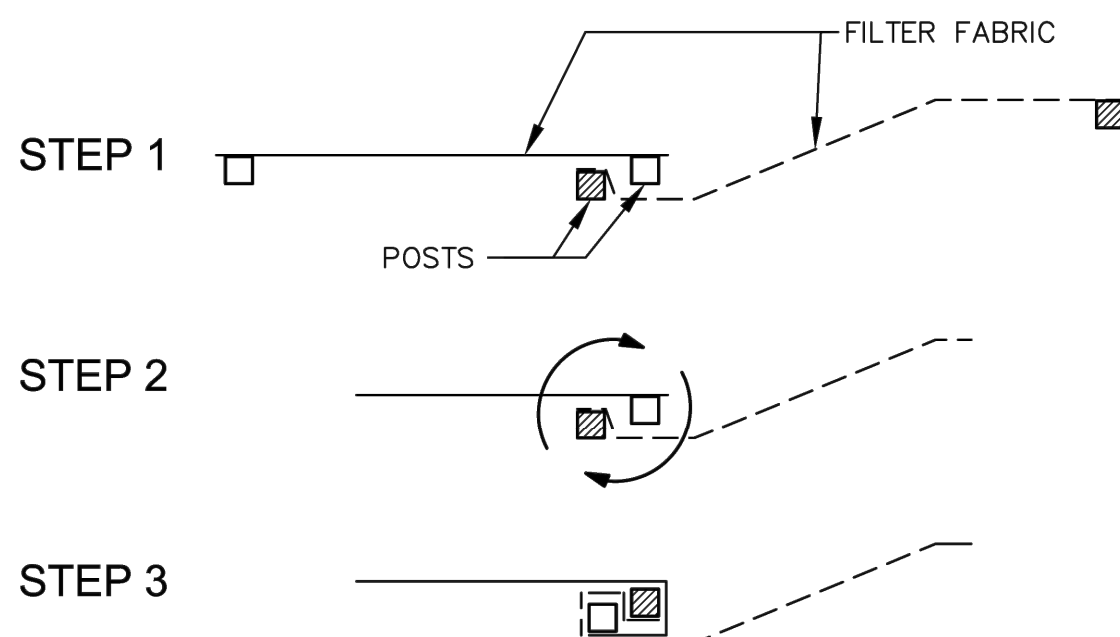
* PC filter bag at 50% max adsorption capacity
** PC filter bag at 50% capacity and MyCelx skimmer at 100% capacity

ALL PRODUCTS MANUFACTURED
BY INLET & PIPE PROTECTION, INC
DISTRIBUTED BY ADS
WWW.INLETFILTERS.COM
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INFO@INLETFILTERS.COM

3. CREATE YOUR FLEXSTORM INLET FILTER PART NUMBER

Frame P/N from Step 1. Filter Bag P/N from Step 2. Framing Material

DETAIL - FLEXSTORM INLET PROTECTION
NOT TO SCALE



- STEPS FOR THE ATTACHMENT OF TWO SILT FENCES:
1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
 2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
 3. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.

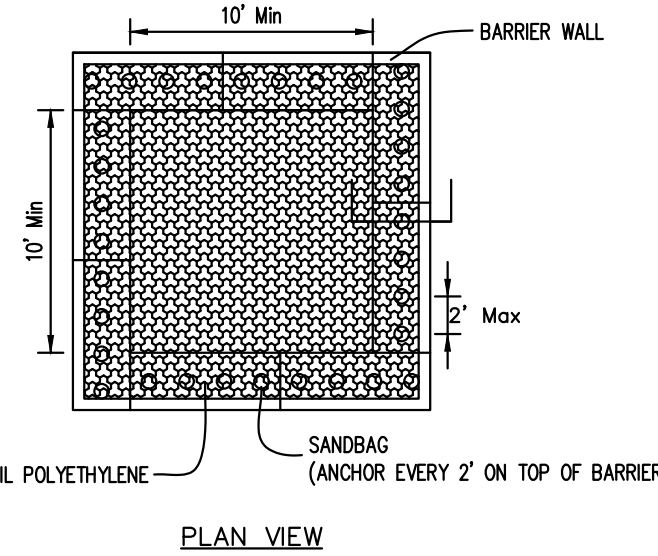
- NOTES:
1. TEMPORARY SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
 2. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE TABLE 1 OR 2, CLASS I WITH EQUIVALENT OPENING SIZE OF AT LEAST 30 FOR NON-WOVEN OR 50 FOR WOVEN.
 3. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.
 4. DEPENDING UPON THE CONFIGURATION, ATTACH FABRIC AND WIRE MESH WITH HOG RINGS, STEEL POST WITH TIE WIRES, WOOD POST WITH NAILS.



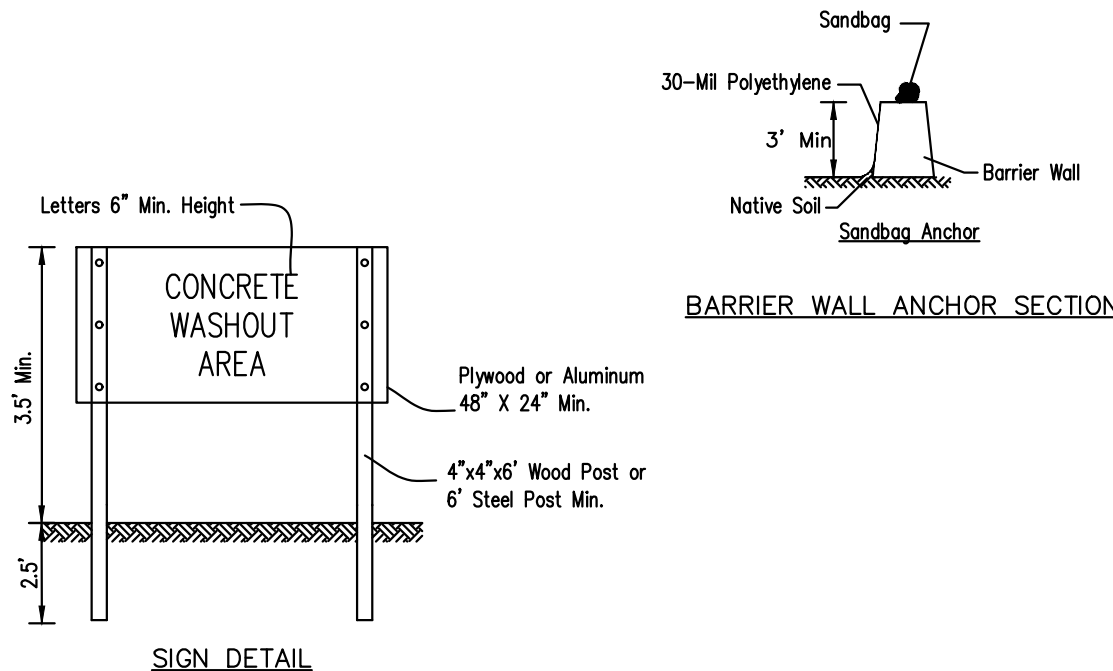
City of Naperville
STANDARD
DETAIL

TEMPORARY EROSION CONTROL
MEASURE - SILT FENCE
REVISED: 01/01/2013 SHEET 2 OF 2

LANDSCAPE 3
790.03



PLAN VIEW



SIGN DETAIL

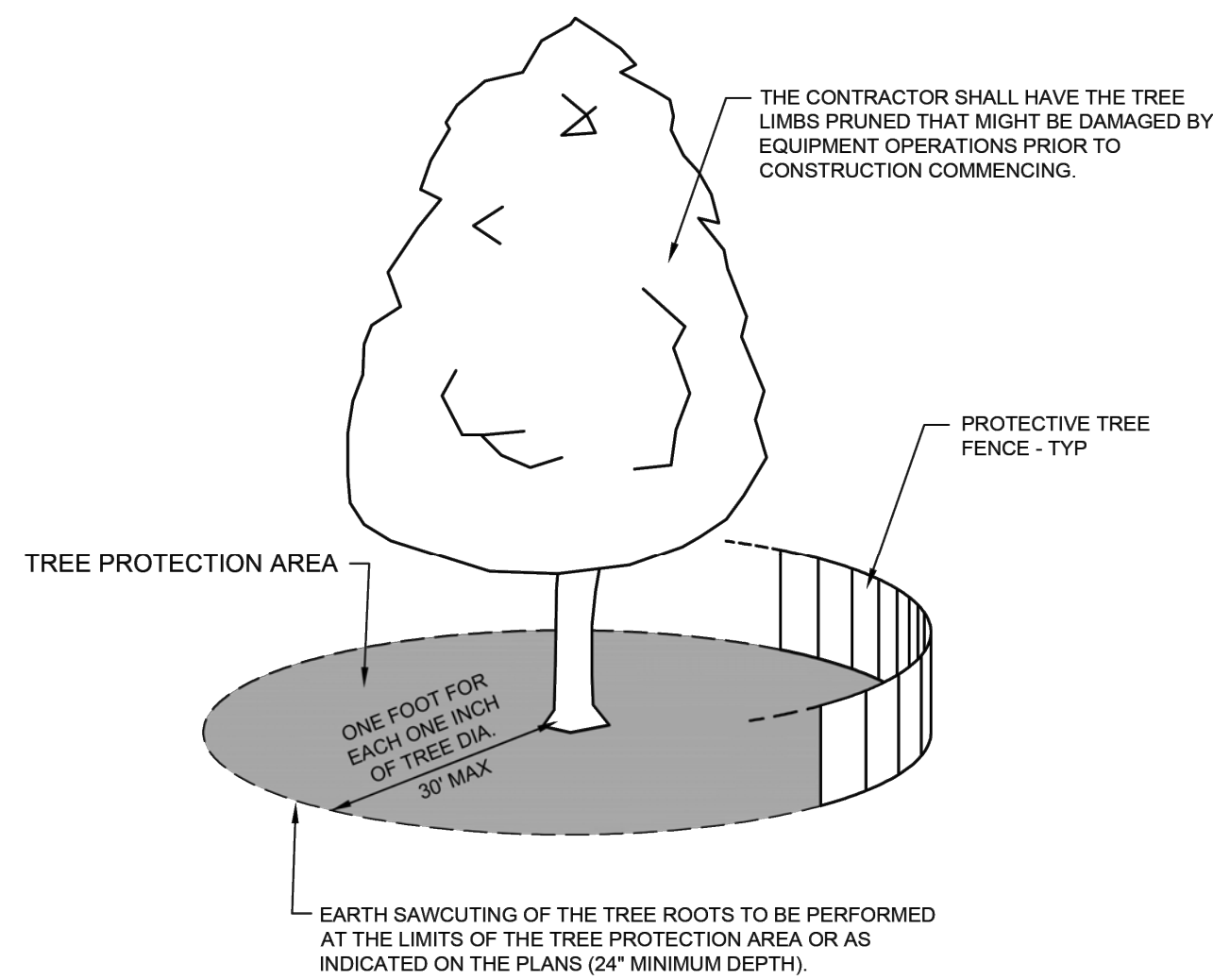
- NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
 2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

City of Naperville
STANDARD
DETAIL

TEMPORARY EROSION CONTROL
MEASURE - SILT FENCE
REVISED: 01/01/2013 SHEET 1 OF 2

LANDSCAPE 3
790.03

CONCRETE WASHOUT FACILITY



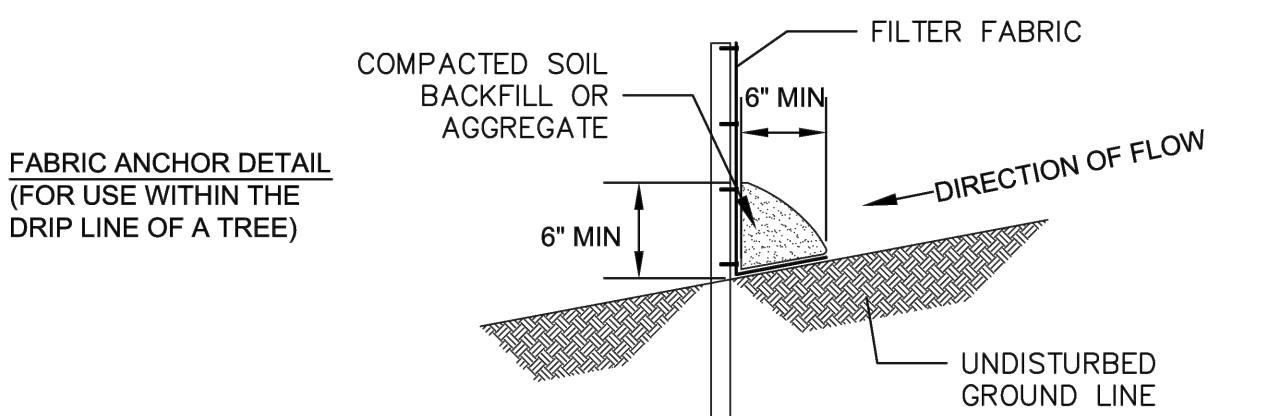
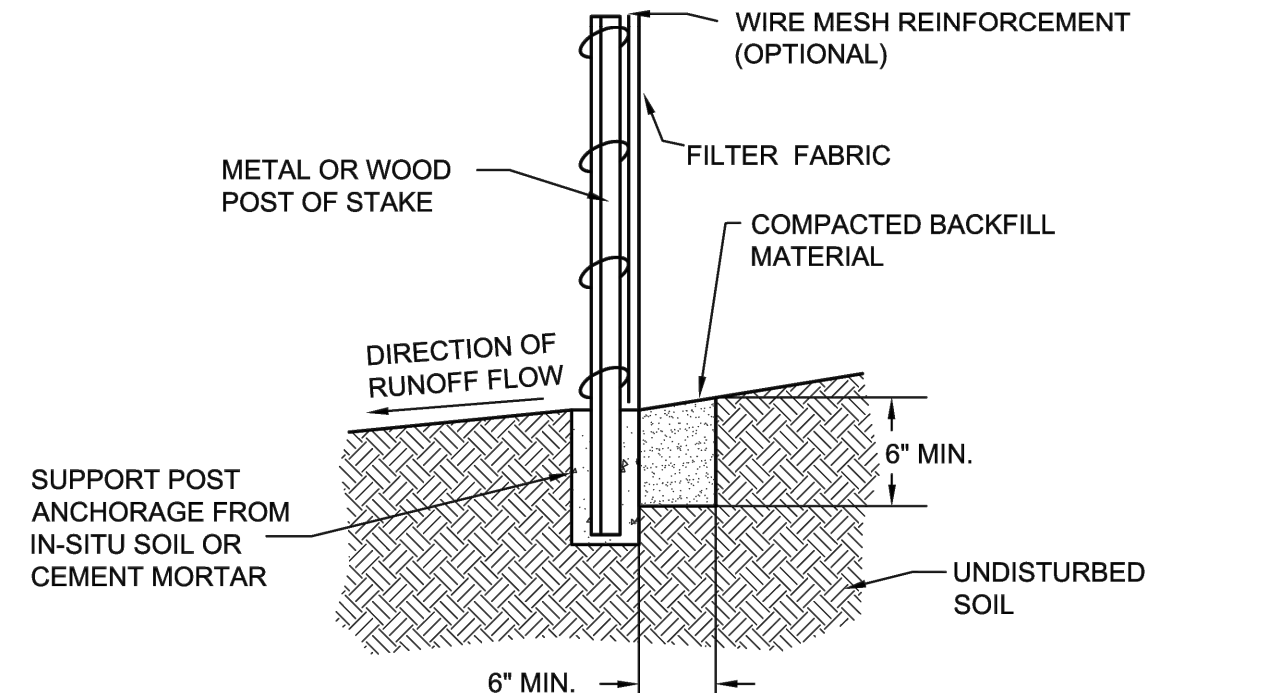
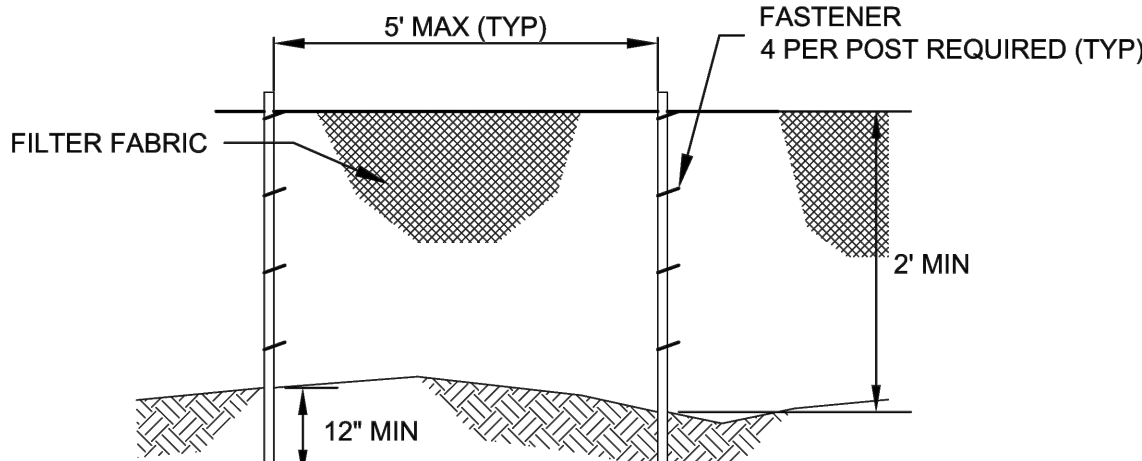
- NOTES:
1. A TREE PROTECTION AREA SHALL BE ESTABLISHED AROUND A TREE A DISTANCE OF ONE FOOT FOR EACH ONE INCH OF TREE DIAMETER, UP TO A MAXIMUM OF 30 FEET.
 2. PROTECTIVE TREE FENCE SHALL BE INSTALLED AT THE LIMITS OF THE TREE PROTECTION AREA. THE FENCE SHALL BE HIGH ENOUGH SO AS TO BE VISIBLE TO ALL CONSTRUCTION PERSONNEL.
 3. GRADE CHANGES, UTILITY TRENCHES, STORAGE OF CONSTRUCTION MATERIAL, DUMPING OF WASTE, OR OPERATION OR STORAGE OF ANY EQUIPMENT SHALL NOT BE ALLOWED WITHIN THE TREE PROTECTION AREA.
 4. AUGURING IS REQUIRED IF A UTILITY MUST BE INSTALLED WITHIN THE TREE PROTECTION AREA. AUGURED UTILITIES MUST BE A MINIMUM OF 24 INCHES BELOW GRADE.
 5. ALL TREES TO BE SAVED WHICH HAVE BEEN SUBJECTED TO CONSTRUCTION ACTIVITY WITHIN THE TREE PROTECTION AREA SHOULD BE SELECTIVELY THINNED 10% BY AN ARBORIST SKILLED AT THE SELECTIVE THINNING PROCEDURE. NONE OF THE TREES SHALL BE TOPPED, HEADED BACK, SKINNED (REMOVAL OF THE INTERIOR BRANCHES), OR CLIMBED WITH SPIKES. ALL DEAD WOOD SHOULD BE REMOVED TO AVOID HAZARD.
 6. IT IS RECOMMENDED THAT FOLLOWING CONSTRUCTION, TREES BE MAINTAINED IN THEIR NATIVE CONDITION. NO LAWN SHOULD BE PLACED AROUND THE TREES. IT IS RECOMMENDED THAT THE AREA BE MULCHED WITH 2 INCHES OF DECOMPOSED LEAVES AND 2 INCHES OF WOOD CHIPS OR BARK.



City of Naperville
STANDARD
DETAIL

TREE PROTECTION
REVISED: 08/01/2018 SHEET 1 OF 1

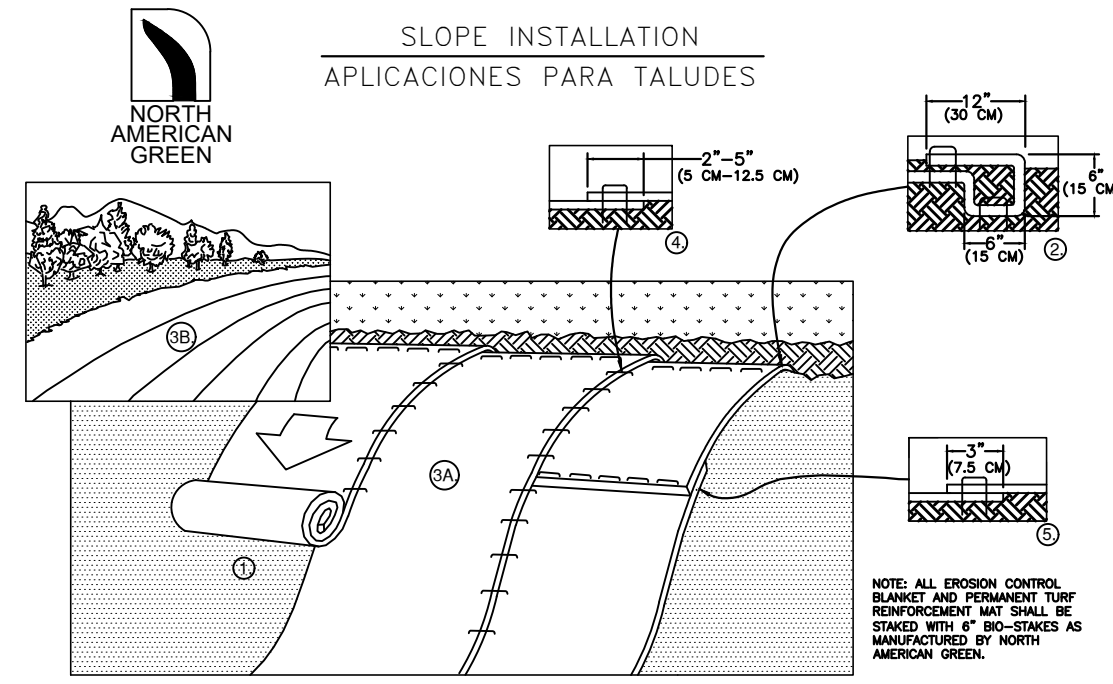
LANDSCAPE 10
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City of Naperville
STANDARD
DETAIL

TEMPORARY EROSION CONTROL
MEASURE - SILT FENCE
REVISED: 01/01/2013 SHEET 1 OF 2

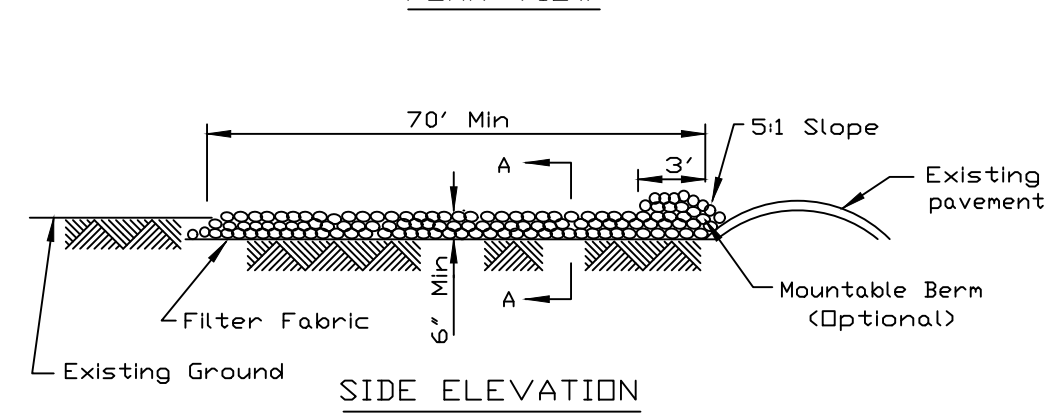
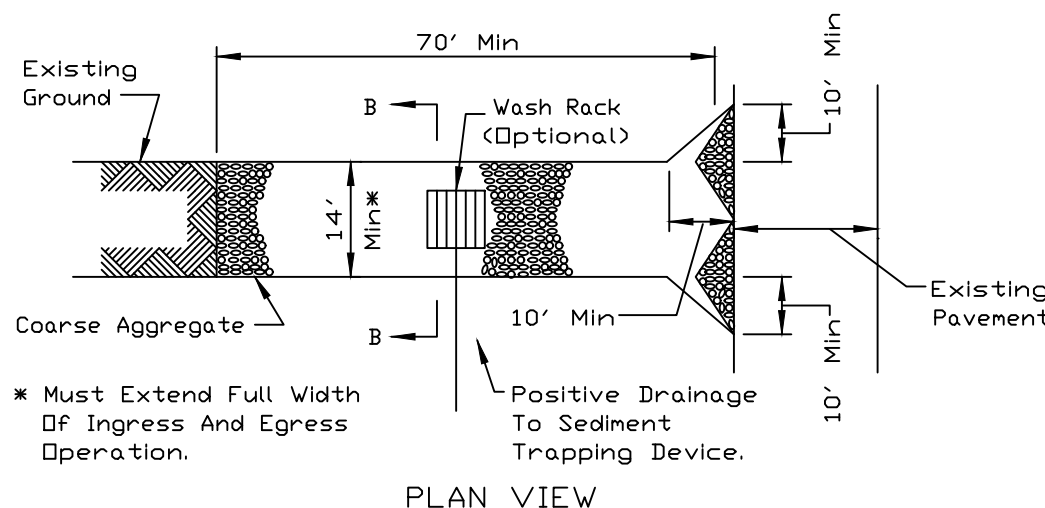
LANDSCAPE 3
790.03



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES WITH APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2' - 5" (5 CM - 12.5 CM) OVERLAP DEPENDING ON BLANKET TYPE.
5. CONSECUTIVE BLANKETS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE BLANKET WIDTH. NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

DETAIL - EROSION CONTROL BLANKET
NOT TO SCALE

STABILIZED CONSTRUCTION ENTRANCE PLAN



- NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
 2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
 3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
 4. If wash racks are used they shall be installed according to the manufacturers specifications.

REFERENCE Project: IL-630
Designed: _____ Date: _____
Checked: _____ Date: _____
Approved: _____ Date: _____

U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
ILLINOIS

STANDARD DIV. NO.
IL-630
SHEET 1 OF 2
DATE: 8-18-94

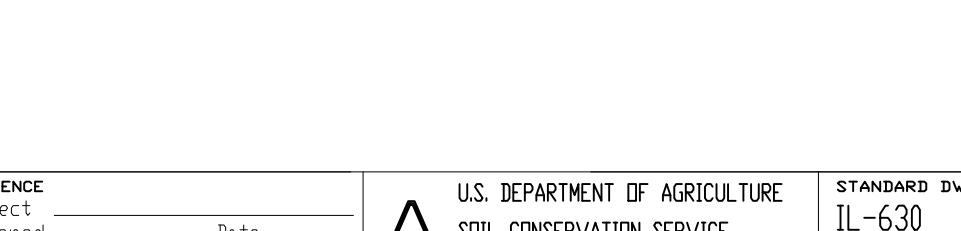
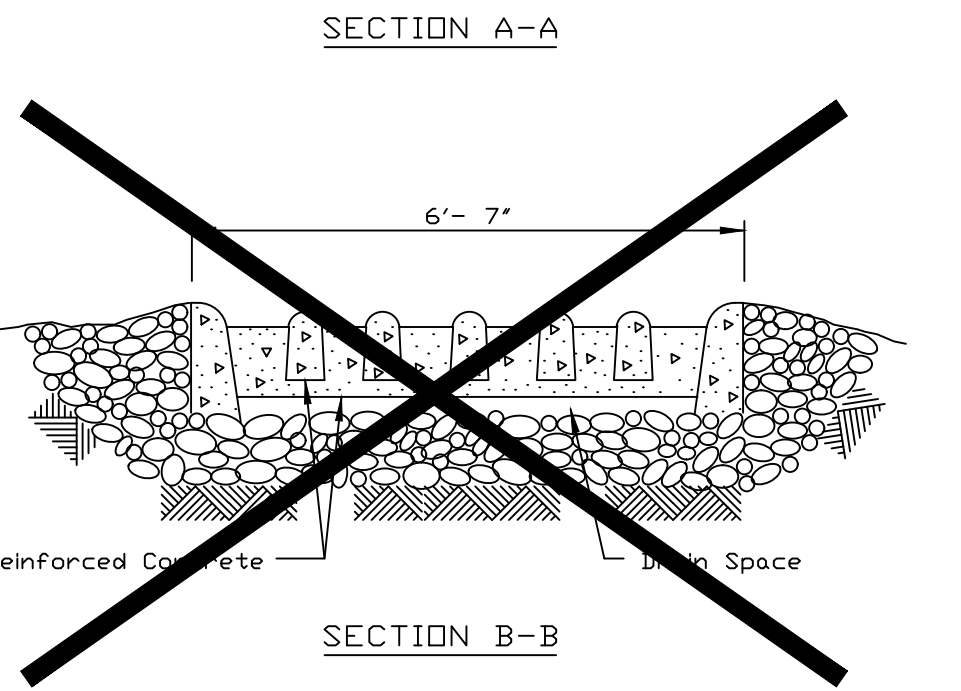
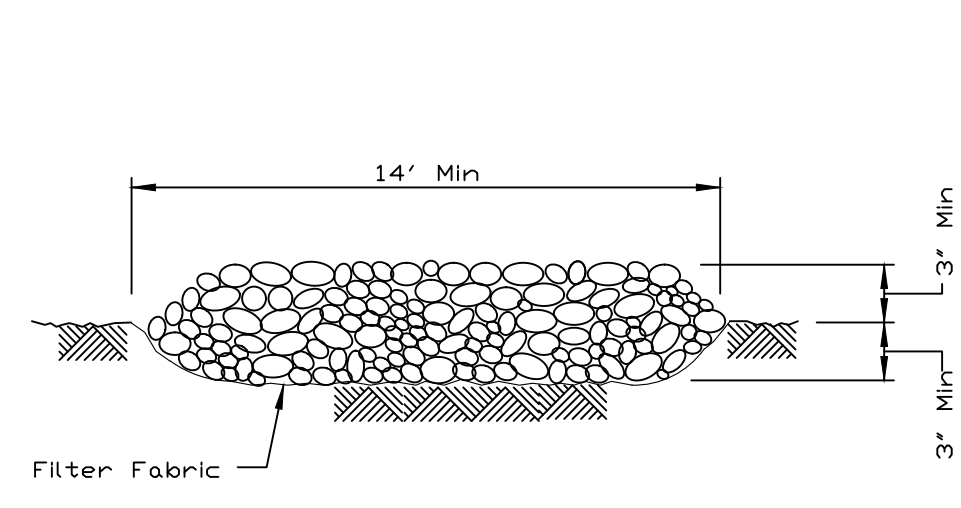
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SHEET 2 OF 2
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DETAIL - STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

STABILIZED CONSTRUCTION ENTRANCE PLAN



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U.S. DEPARTMENT OF AGRICULTURE
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IL-630
SHEET 2 OF 2
DATE: 8-18-94

DETAIL - STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

GENERAL NOTES

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING:
 - ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION.
 - "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" LATEST EDITION.
 - "ILLINOIS URBAN MANUAL," LATEST EDITION.
 - BUILDING CODES AND ORDINANCES OF THE LOCAL GOVERNING AUTHORITIES.
 - UNITED STATES DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REGULATIONS, 29 CFR PART 1926, "SAFETY" AND HEALTH REGULATIONS FOR CONSTRUCTION."
 - ILLINOIS DRAINAGE LAW.
 - ILLINOIS ENVIRONMENTAL BARRIERS ACT.
 - ILLINOIS ACCESSIBILITY CODE.
 - ILLINOIS ENVIRONMENTAL PROTECTION AGENCY REQUIREMENTS.
 - TITLE 35 OF THE ILLINOIS ADMINISTRATIVE CODE.
- ALL REQUIRED PERMITS FROM THE APPROPRIATE GOVERNING AGENCY(S) SHALL BE OBTAINED FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHEETING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE ALL NECESSARY REPAIRS AT HIS EXPENSE AND TO THE SATISFACTION OF THE GOVERNING AGENCY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNAGE AND TRAFFIC CONTROL DEVICES TO INFORM AND PROTECT THE PUBLIC.
- CONTRACTOR SHALL NOTIFY THE LOCAL ENGINEERING OR PUBLIC WORKS DEPARTMENT AND/OR OTHER GOVERNING AUTHORITY(S) 48 HOURS PRIOR TO COMMENCING CONSTRUCTION ON EACH MAJOR CATEGORY OF WORK, INCLUDING BUT NOT LIMITED TO, ANY PUBLIC IMPROVEMENTS, ROADWAY CLOSURES OR UTILITY INSTALLATIONS. 12 HOUR NOTICE SHALL BE GIVEN FOR ANY WORK ITEM THAT REQUIRES INSPECTION AND TESTING SUCH AS SANITARY SEWER OR WATER MAIN INSTALLATION.
- CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES (GAS, ELECTRIC, TELEPHONE, CABLE, ETC.) AND THE MUNICIPALITY TO DETERMINE THE LOCATION OF UNDERGROUND UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION IN ORDER TO AVOID POTENTIAL CONFLICTS. CONTRACTOR SHALL CALL THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULI.E) AT 1-800-842-0123 OR BY DIALING 811. IT IS ULTIMATELY THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER INDICATED ON THE PLANS OR NOT AND TO HAVE THESE UTILITIES STAKED PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PRIVATE AND PUBLIC UTILITIES. EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS, ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS EXPENSE AND TO THE SATISFACTION OF THE UTILITY OWNER.
- ALL EASEMENTS FOR EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS PREPARED BY THE ENGINEER. ACCORDING TO INFORMATION AVAILABLE FROM PUBLIC RECORDS OR VISIBLE FIELD MARKINGS, THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND FOR THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH THE PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER SO THE CONFLICT MAY BE RESOLVED.
- ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE RULES AND REGULATIONS AND TO THE SATISFACTION OF THE APPLICABLE UTILITY OWNER(S).
- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS, COORDINATES AND ELEVATIONS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES SO THE CONFLICT MAY BE RESOLVED.
- ALL PROPERTY MARKERS AND REFERENCE MARKERS SHALL BE CAREFULLY PRESERVED DURING CONSTRUCTION UNTIL THEIR LOCATION HAS BEEN WITNESSED OR OTHERWISE TIED IN BY AN AUTHORIZED AGENT OR PROFESSIONALLY LICENSED SURVEYOR.
- THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS SHALL BE PROVIDED WHERE CONSTRUCTION OPERATIONS ABUT PUBLIC THROUGH-FARES AND ADJACENT PROPERTY.
- ALL AREAS DISTURBED BY THE GENERAL CONTRACTOR OR SUB-CONTRACTORS SHALL BE RETURNED TO THE ORIGINAL CONDITIONS OR BETTER, EXCEPT WHERE PROPOSED CONSTRUCTION IS INDICATED ON THE PLANS.
- NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.
- PRIOR TO INITIAL ACCEPTANCE BY THE OWNER(S) AND/OR GOVERNING AUTHORITY, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE OWNER AND MUNICIPALITY ENGINEER OR HIS REPRESENTATIVE(S). THE CONTRACTOR SHALL GUARANTEE HIS WORK FOR A PERIOD OF 18 (EIGHTEEN) MONTHS FROM THE DATE OF SUBSTANTIAL COMPLETION AND SHALL BE HELD RESPONSIBLE FOR ANY DEFECTS IN MATERIAL OR WORKMANSHIP OF THIS WORK DURING THAT PERIOD AND UNTIL FINAL ACCEPTANCE IS MADE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND ADEQUATE WORKING CONDITIONS THROUGHOUT THE DURATION OF CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
- CONTRACTOR SHALL KEEP THE PUBLIC STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, CLEAN PAVEMENTS AT THE END OF EACH WORKING DAY.
- ALL CONSTRUCTION STAKING, SCHEDULING AND PAYMENT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THREE (3) ORIGINAL COPIES OF ALL SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR (BUT NOT LIMITED TO) THE FOLLOWING ITEMS:
 - ASPHALT PAVEMENT MIX DESIGN
 - CONCRETE MIX DESIGN
 - GRANULAR MATERIAL GRADATION
 - PRECAST CONCRETE STRUCTURES (MANHOLES, INLETS, CATCH BASINS, VAULTS, ETC.)
 - WATER MAIN MATERIALS (VALVES, FIRE HYDRANTS, ETC.)
- AFTER COMPLETION OF THE PROPOSED IMPROVEMENTS, CONTRACTOR SHALL PROVIDE THE OWNER AND ENGINEER WITH AS-BUILT AND/OR RECORD DRAWINGS, SIGNED AND SEALED BY A PROFESSIONALLY LICENSED ENGINEER OR SURVEYOR AND SHALL INCLUDE AT A MINIMUM (WHERE APPLICABLE TO THE SCOPE OF WORK) THE FOLLOWING ITEMS:
 - TOPOGRAPHY AND SPOT GRADE ELEVATIONS OF ALL PROPOSED PERMANENT SITE FEATURES INCLUDING ANY STORM WATER FACILITIES OR MODIFICATIONS TO EXISTING STORM WATER FACILITIES.
 - HORIZONTAL AND VERTICAL LOCATION AND ALIGNMENT OF ALL PROPOSED ROADWAYS, PARKING LOTS, UTILITIES, BUILDINGS OR OTHER PERMANENT SITE FEATURES.
 - RIM AND INVERT AND/OR TOP OF PIPE ELEVATIONS FOR ALL PROPOSED UTILITIES.
 - AS-BUILT AND/OR RECORD DRAWING INFORMATION SHALL BE SHOWN ON THE APPROVED ENGINEERING PLANS ISSUED FOR CONSTRUCTION. ANY AND ALL DEVIATIONS FROM THESE APPROVED PLANS SHALL BE SHOWN BY MEANS OF STRIKING THROUGH THE PROPOSED INFORMATION AND CLEARLY INDICATING THE AS-BUILT LOCATIONS AND ELEVATIONS ON THE APPLICABLE PLAN SHEET.

SITE GRADING AND PAVING

- ALL SITE WORK, GRADING, AND PAVING OPERATIONS WITHIN THE LIMITS OF THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION ("STANDARD SPECIFICATIONS"), ANY SPECIAL PROVISIONS, THE NOTES IN THE PLANS AND IN ACCORDANCE WITH THE CODES AND ORDINANCES OF THE GOVERNING AUTHORITIES. IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.
- EARTH EXCAVATION SHALL INCLUDE CLEARING, STRIPPING AND STOCKPILING TOPSOIL, REMOVING UNSUITABLE MATERIALS, CONSTRUCTION OF EMBANKMENTS, NON-STRUCTURAL FILLS, FINAL SHAPING AND TRIMMING TO THE LINES, GRADES AND CROSS SECTIONS SHOWN ON THE PLANS. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 200 OF THE "STANDARD SPECIFICATIONS." ALL UNSUITABLE OR EXCESS MATERIAL SHALL BE DISPOSED OF OFF-SITE OR AS DIRECTED BY THE PROJECT REPRESENTATIVE IN THE FIELD.
- EXCAVATED TOPSOIL SHALL BE STOCKPILED ON THE SITE IN AREAS DESIGNATED BY THE PROJECT ENGINEER UNTIL SUCH TIME THAT THIS TOPSOIL CAN BE USED FOR FINAL GRADING. UNLESS OTHERWISE NOTED ON THE PLANS, A MINIMUM OF 6" TOPSOIL RE-SPREAD AND SEEDING FOR ALL DISTURBED AREAS IS REQUIRED.
- THE SOILS INVESTIGATION REPORT FOR THE SITE AND ALL ADDENDA THERETO ARE SUPPORTING DOCUMENTS FOR THIS PROJECT. THE RECOMMENDATIONS AS STATED IN SAID REPORT ARE HEREBY INCORPORATED INTO THESE CONSTRUCTION NOTES AND SHALL BE FOLLOWED BY ALL CONTRACTORS. THE GRADING OPERATIONS ARE TO BE CLOSELY SUPERVISED AND INSPECTED, PARTICULARLY DURING THE REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS OR BUILDING PADS, BY A SOILS ENGINEER OR HIS REPRESENTATIVE. FURTHER, CONSTRUCTION OPERATIONS WILL NOT BE PERMITTED UNTIL THE SOILS ENGINEER ISSUES A WRITTEN STATEMENT THAT THE AREA IN QUESTION HAS BEEN SATISFACTORILY PREPARED AND IS READY FOR CONSTRUCTION.
- ALL TESTING, INSPECTION AND SUPERVISION OF SOIL QUALITY, UNSUITABLE SOIL REMOVAL AND ITS REPLACEMENT AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL USE CARE IN GRADINGS NEAR TREES, SHRUBS, AND BUSHES WHICH ARE NOT NOTED TO BE REMOVED SO AS NOT TO CAUSE INJURY TO ROOTS OR TRUNKS.
- THE CONTRACTOR SHALL USE CARE IN GRADINGS OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO THESE EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT HIS OWN EXPENSE.
- REMOVED DRIVEWAY PAVEMENT, SIDEWALK, CURBS, TREES AND STUMPS SHALL BE DISPOSED OF LEGALLY OFF-SITE AT LOCATIONS DETERMINED BY THE CONTRACTOR.
- ON AND OFF SITE PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND, IF DAMAGED, SHALL BE REPLACED PROMPTLY TO MEET STATE AND LOCAL STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.
- PROPOSED ELEVATIONS INDICATE FINISHED GRADE CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THE THICKNESS OF THE PROPOSED PAVING (ROADS, WALKS, DRIVE, ETC.) SECTION OR TOPSOIL AS INDICATED ON THE PLANS.
- CONTRACTOR SHALL PROVIDE SMOOTH VERTICAL CURVES THROUGH THE HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS ON THE PLANS. CONTRACTOR SHALL PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES AND AVOID ANY RIDGES AND/OR DEPRESSIONS.
- ALL PROPOSED GRADING, PAVEMENT, APRONS, CURBS, WALKS, ETC. SHALL MATCH EXISTING GRADES FLUSH.
- ALL EXISTING AND PROPOSED TOP OF FRAME ELEVATIONS FOR STORM, SANITARY, WATER AND OTHER UTILITY STRUCTURES SHALL BE ADJUSTED TO MEET FINISHED GRADE WITHIN THE PROJECT LIMITS.
- ALL CONCRETE POURED SHALL BE:
 - MINIMUM COMPRESSIVE STRENGTH:
 - 3500 P.S.I. AT 14 DAYS (PER I.D.O.T.)
 - 4500 P.S.I. AT 28 DAYS (PER A.C.I.)
 - MAX WATER-CEMENTITIOUS MATERIALS RATIO: 0.44 (AIR-ENTRAINED)
 - AIR CONTENT: 6%, +/- 1.5% AT POINT OF DELIVERY FOR EXPOSED CONCRETE
- WHEN FIBER MESH REINFORCEMENT IS SPECIFIED, IT SHALL CONSIST OF FIBRILLATED POLYPROPYLENE FIBERS ENGINEERED AND DESIGNED FOR USE IN CONCRETE PAVEMENT, COMPLYING WITH ASTM C 1116, TYPE III, $\frac{1}{8}$ TO $\frac{3}{4}$ INCHES LONG. FIBERS SHALL BE UNIFORMLY DISPERSED IN THE CONCRETE MIXTURE AT THE MANUFACTURER'S RECOMMENDED RATE, BUT NOT LESS THAN 15 LBS / CU. YD.
- THE GRADING AND CONSTRUCTION OF THE PROPOSED PAVEMENT IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE AND MATCH EXISTING GRADES FLUSH.
- CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE END OF EACH WORKING DAY DURING CONSTRUCTION OPERATIONS. FAILURE TO PROVIDE ADEQUATE DRAINAGE WILL PRECLUDE THE CONTRACTOR FROM ANY POSSIBLE COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT.
- DRIVENWAYS SHALL BE CONSTRUCTED SO AS NOT TO IMPEDE THE SURFACE DRAINAGE SYSTEM.
- TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARDS AND SHALL BE INSTALLED AND PROVIDED WHENEVER CONSTRUCTION FOR UTILITIES ARE WITHIN STREET AREAS. APPLICABLE ORDINANCES OF THE MUNICIPALITY, COUNTY OR STATE SHALL ALSO GOVERN THE TRAFFIC CONTROL REQUIREMENTS.
- EXISTING PAVEMENT AGGREGATE BASE COURSE SHALL NOT BE RE-USED AS AGGREGATE BASE COURSE FOR THE NEW PAVEMENT SECTION.

STORMWATER POLLUTION PREVENTION NOTES

- COPIES OF THE APPROVED STORM WATER POLLUTION PREVENTION PLANS SHALL BE MAINTAINED ON THE SITE AT ALL TIMES ALONG WITH THE PERMIT, INCIDENT OF NON-COMPLIANCE (I.O.N.) FORM AND INSPECTION FORMS.
- CONTRACTOR SHALL PROVIDE COPIES OF ALL SWPPP REPORTS, FORMS, AND LOGS TO THE IT GROUP ONCE THE SITE HAS BEEN STABILIZED. THE CONTRACTOR SHALL MAINTAIN THESE DOCUMENTS FOR A PERIOD OF 3 YEARS FROM THE FINAL CLOSURE OF THE SITE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL STORMWATER POLLUTION PREVENTION PLAN (SWPPP) INSPECTIONS, INSPECTION REPORTS, CORRECTIVE ACTION FORMS, SWPPP AMENDMENT LOGS, SUBCONTRACTOR CERTIFICATIONS/AGREEMENTS, GRADING AND STABILIZATION ACTIVITIES LOGS, SWPPP TRAINING RECORDS AND DELEGATION OF AUTHORITY FORMS FOR THE DURATION OF THE PROJECT.
 - ILLINOIS QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A RAINFALL EVENT THAT IS 0.5 INCH OR GREATER (OR EQUIVALENT SNOWFALL). REQUIRED REPAIRS SHOULD BE COMPLETED WITHIN FORTY-EIGHT (48) HOURS OF THE INSPECTION.
 - IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUBCONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
- ALL EROSION AND SEDIMENTATION CONTROL MEASURES AND DEVICES SHALL BE INSTALLED AND FUNCTIONAL BEFORE THE SITE IS OTHERWISE DISTURBED. THEY SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SITE STABILIZATION HAS BEEN ACHIEVED.
- PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW. THE GOVERNING AUTHORITIES HAVING JURISDICTION OVER THE PROJECT SITE MUST BE NOTIFIED ONE (1) WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE (1) WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE (1) WEEK PRIOR TO THE FINAL INSPECTION.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE GOVERNING AUTHORITY.
- IF AFTER REPEATED FAILURE ON THE PART OF THE CONTRACTOR TO PROPERLY CONTROL EROSION, POLLUTION, AND/OR SILTATION, THE GOVERNING AUTHORITIES RESERVE THE RIGHT TO EFFECT NECESSARY CORRECTIVE MEASURES AND CHARGE THE COSTS TO THE CONTRACTOR.
- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.
- INLET PROTECTION SHALL BE INSTALLED AROUND EACH INLET OR CATCH BASIN. THESE SHALL BE MAINTAINED UNTIL THE TRIBUTARY DRAINAGE AREAS HAVE ADEQUATE GRASS COVER OR APPROPRIATE GROUND STABILIZATION.
- ALL STREETS ADJACENT TO THE SITE SHALL BE KEPT FREE OF DIRT, MUD AND DEBRIS.
- CONTRACTORS SHALL MINIMIZE BARE EARTH SURFACES DURING CONSTRUCTION.
- ALL DISTURBED AREAS SHOULD BE SEEDED OR SODDED WITHIN THREE (3) DAYS OF FINAL DISTURBANCE.
- WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIALS ARE DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, OR DITCHES SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THIS LOOSE MATERIAL SHALL BE REMOVED.
- ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY EXISTING STORM DRAINAGE SYSTEMS BY THE USE OF INLET PROTECTION OR OTHER APPROVED FUNCTIONAL METHODS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT RESULTING FROM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS PROJECT.
- CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT TRACKING OF MUD OR SOIL ONTO PUBLIC THOROUGHFARES. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY BY THE CONTRACTOR.
- ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE SITE FROM THE PROPOSED CONSTRUCTION ENTRANCE. THE USE OF ANY OTHER ACCESSES IS PROHIBITED.
- DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED OR OTHERWISE DISCHARGED FROM THE SITE INTO SEDIMENT BASINS, SILT TRAPS, DEWATERING BASIS OR POLYMER MIXING SHALE. DEWATERING DIRECTLY INTO FIELD TILES, WETLANDS, ADJACENT PROPERTIES, PUBLIC RIGHTS-OF-WAY, STREAMS, LAKES, PONDS, RIVERS, OR STORMWATER SYSTEMS IS PROHIBITED.
- ALL STOCKPILES SHOULD BE STABILIZED WITHIN THREE (3) DAYS OF FORMING THE STOCKPILE.
 - STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN SEVEN (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED AS FOLLOWS:
 - WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
 - WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED, (I.E. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASES.
 - EROSION CONTROL BLANKETS SHALL BE USED IN AREAS OF 6:1 SLOPE OR STEEPER AND AS SHOWN ON THE PLANS.
 - ALL DISTURBED GREEN SPACES WITHIN THE R.O.W. SHALL BE RESTORED WITH 6" OF TOPSOIL AND CLASS 2A SEEDING.
 - THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL. GROWING SEASON SO THAT THE SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
- ONCE ALL UPSTREAM AREAS ARE STABILIZED WITH SEED AND BLANKET OR SOD AS SHOWN IN THE PLANS, SILT FENCING SHALL BE REMOVED AND THE TRENCH SHALL BE RESTORED WITH TOPSOIL, SEED, FERTILIZER AND BLANKETING. RESTORATION SHALL OCCUR IMMEDIATELY FOLLOWING THE REMOVAL OF THE SILT FENCING. RESTORATION SHALL BE COMPLETED THE SAME WORKING DAY AS ANY SILT FENCING REMOVAL AND AT LEAST 2 HOURS BEFORE ANY FORECASTED PRECIPITATION.
- ALL TEMPORARY EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PROPERLY STABILIZED OR DISPOSED OFF BY THE CONTRACTOR.

SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION SCHEDULE

- OBTAIN APPLICABLE SITE PERMITS AND REVIEW PROJECT'S STORMWATER POLLUTION PREVENTION PLAN (SWPPP). CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND UPDATING THE SWPPP THROUGHOUT THE DURATION OF CONSTRUCTION AS NECESSARY UNTIL FINAL SITE STABILIZATION IS ACHIEVED.
- INSTALL STABILIZED CONSTRUCTION ENTRANCE.
- INSTALL PERIMETER SEDIMENT CONTROL MEASURES (E.G. SILT FENCE).
- INSTALL PROTECTION DEVICES FOR EXISTING DRAINAGE INLET AND OUTLET STRUCTURES, IF APPLICABLE.
- PERFORM STORMWATER POLLUTION PREVENTION SITE INSPECTIONS ON A WEEKLY BASIS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A RAINFALL EVENT THAT IS 0.5 INCH OR GREATER (OR EQUIVALENT SNOWFALL). AT A MINIMUM, THE INSPECTIONS SHALL INCLUDE THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, ALL STRUCTURAL CONTROL MEASURES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND ANY ADDITIONAL BEST MANAGEMENT PRACTICES IDENTIFIED IN THE SWPPP.
 - ALL SITE EROSION AND SEDIMENT CONTROL MEASURES AND BEST MANAGEMENT PRACTICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND SHALL BE CONTINUOUSLY MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION (SEE THE STORMWATER POLLUTION PREVENTION NOTES AND STORMWATER POLLUTION PREVENTION MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION). CONTRACTOR SHALL MAKE AND COMPLETE THE REQUIRED REPAIRS WITHIN FORTY-EIGHT (48) HOURS OF THE INSPECTION.
 - CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL STRUCTURAL CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE SITE INSPECTIONS.
 - PERFORM STREET CLEANING OPERATIONS AND OTHER BEST MANAGEMENT PRACTICES AS NEEDED.
- PERFORM SITE CLEARING AND GRUBBING AND REMOVE EXISTING VEGETATION AS NEEDED FOR INITIAL SITE GRADING OPERATIONS. VEGETATED SITE AREAS THAT ARE NOT INCLUDED WITH THE INITIAL GRADING SHALL REMAIN UNDISTURBED. ALL TOPSOIL STOCKPILES SHALL BE SURROUNDED WITH SILT FENCE AND STABILIZED WITHIN THREE (3) DAYS OF FORMING THE STOCKPILE.
- REMOVE ALL ITEMS NOTED FOR REMOVAL IN THE DEMOLITION PLAN.
- PERFORM ROUGH GRADING OPERATIONS, CONSTRUCT OVERFLOW ROUTES, AND STABILIZE ALL DISTURBED AREAS, INCLUDING BUT NOT LIMITED TO STEEP SLOPES, DRAINAGE CHANNELS AND SHALES (I.E. TEMPORARY AND PERMANENT SEEDING, EROSION CONTROL BLANKETS, RIP-RAFF, CHECK DAMS, TEMPORARY DRAINAGE DIVERSIONS, ETC.).
- INSTALL TEMPORARY CONCRETE WASHOUT FACILITY.
- INSTALL STORM SEWERS AND OTHER SITE UTILITIES AND IMMEDIATELY INSTALL DRAINAGE INLET AND OUTLET PROTECTION DEVICES AS INDICATED ON THE PLANS.
- PROVIDE TEMPORARY SEEDING AND/OR MULCHING FOR ALL DISTURBED SITE AREAS THAT WILL NOT BE WORKED ON FOR MORE THAN FOURTEEN (14) DAYS.
- INSTALL CURBS AND BEGIN SITE PAVING OPERATIONS (I.E. DRIVEWAYS, SIDEWALKS, ETC.).
- COMPLETE SITE IMPROVEMENTS.
- REMOVE TEMPORARY SITE EROSION AND SEDIMENT CONTROL MEASURES WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

Transportation, Engineering and Development Business Group
Standard Construction Plan Notes for Development Projects
AUGUST 2023

The City of Naperville Transportation, Engineering and Development (TED) Business Group has established Standard Notes, which should be included in the final engineering plans for private development projects. The Standard Notes are broken out by type of work. The Consultant designing the final engineering plans should review the lists below to determine which Standard Notes should be included.

Please note that the City of Naperville Department of Public Utilities – Water/Wastewater (DPU-W) has their own Standard Notes they require for water and sanitary sewer work in private development final engineering plans. Please contact DPU-W for the Water/Wastewater Standard Notes.

General Notes

The General Notes in this section should be included in all final engineering plans regardless of the type of project.

1	THE OWNER OR THEIR REPRESENTATIVE IS RESPONSIBLE TO OBTAIN ANY AND ALL PERMITS REQUIRED BY APPLICABLE GOVERNMENTAL AGENCIES.
2	ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF NAPERVILLE DESIGN MANUAL AND STANDARD SPECIFICATIONS (CURRENT EDITION) AND WITH THE ILLINOIS' DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (CURRENT EDITION).
3	ALL CONTRACTORS DOING WORK IN THE PUBLIC RIGHT-OF-WAY MUST BE LICENSED (WHEN APPLICABLE) TO MAKE PUBLIC IMPROVEMENTS WITHIN THE NAPERVILLE CORPORATE LIMITS.
4	THE CONTRACTOR/DEVELOPER ASSUMES ALL RESPONSIBILITY AND LIABILITY FOR ANY ACTION RESULTING FROM THEIR WORK WITHIN THE PUBLIC RIGHT-OF-WAY.
5	THE CONTRACTOR/DEVELOPER SHALL INDEMNIFY AND HOLD HARMLESS THE CITY OF NAPERVILLE.
6	PRIOR TO COMMENCEMENT OF ANY OFF-SITE CONSTRUCTION, THE CONTRACTOR SHALL SECURE WRITTEN AUTHORIZATION THAT ALL OFF-SITE EASEMENTS HAVE BEEN SECURED AND THAT PERMISSION HAS BEEN GRANTED TO ENTER ONTO PRIVATE PROPERTY.
7	THE CONTRACTOR AND THEIR ON-SITE REPRESENTATIVES WILL BE REQUIRED TO ATTEND A PRE-CONSTRUCTION MEETING WITH THE CITY OF NAPERVILLE PRIOR TO ANY WORK BEING STARTED. A PRE-CONSTRUCTION MEETING WILL NOT BE SCHEDULED UNTIL THE PROJECT HAS BEEN APPROVED BY THE CITY OF NAPERVILLE DEVELOPMENT REVIEW TEAM AND THE REQUIRED SURETY HAS BEEN POSTED.
8	A MINIMUM OF 48 HOURS NOTICE SHALL BE GIVEN TO THE CITY OF NAPERVILLE TED BUSINESS GROUP (630-420-6100 OPTION 1) PRIOR TO STARTING WORK OR RESTARTING WORK AFTER SOME ABSENCE OF WORK FOR ANY REASON.

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Storm Sewer Notes (General)

The Storm Sewer Notes in this section should be included in all final engineering plans regardless of the type of work in the project.

1	NO CONNECTION TO AN EXISTING PUBLIC STORM SEWER MAY BE MADE WITHOUT PERMISSION OF THE CITY ENGINEER.
2	THE CONTRACTOR SHALL REPAIR ANY EXISTING FIELD DRAINAGE TILE DAMAGED DURING CONSTRUCTION AND PROPERLY REROUTE AND/OR CONNECT SAID TILE TO THE NEAREST STORM SEWER OUTLET. ALL LOCATIONS OF ENCOUNTERED FIELD DRAINAGE TILE SHALL BE PROPERLY INDICATED ON THE CONTRACTOR'S RECORD DRAWINGS.

Storm Sewer Notes (Storm Sewer Work in Plans)

The Storm Sewer Notes in this section are intended to be included when a project includes storm sewer work as part of the project. The Consultant should review the following Notes to determine if they are applicable to the work being completed.

The first note provided below includes information regarding all the allowable storm sewer pipe materials. Only those materials that are identified on the plans are required to be included. However, if the contractor requests a change to the pipe material and the associated pipe material information is not included in the engineering plans, the applicable Storm Sewer Note will need to be added to final engineering plans the as part of the Field Change request.

1	THE FOLLOWING MATERIALS ARE PERMITTED FOR STORM SEWER AND PIPE CULVERTS. WHERE A PARTICULAR MATERIAL IS SPECIFIED IN THE PLANS OR SPECIAL PROVISIONS, NO OTHER KIND OF MATERIAL WILL BE PERMITTED:
1a	REINFORCED CONCRETE PIPE (RCP) - REINFORCED CONCRETE PIPE SHALL CONFORM TO ASTM DESIGNATION C 76, CLASSES I, II, III, IV OR V. BITUMINOUS JOINTS SHALL CONFORM TO ASTM DESIGNATIONS C 14 OR C 76 AS MAY BE APPLICABLE. BITUMINOUS MATERIAL SHALL CONSIST OF A HOMOGENEOUS BLEND OF BITUMEN, INERT FILLER, AND SUITABLE SOLVENT APPROVED BY THE CITY ENGINEER. RUBBER GASKET JOINTS SHALL CONFORM TO ASTM C 433. REINFORCED CONCRETE PIPE SHALL ALSO BE PERMITTED AS ROUND, ELLIPTICAL, OR BOX SHAPED OR AS REINFORCED CONCRETE ARCH CULVERT.
1b	NON-REINFORCED CONCRETE PIPE - NON-REINFORCED CONCRETE PIPE SHALL BE ALLOWED FOR PIPES WITH A 10 INCH OR SMALLER DIAMETER. NON-REINFORCED CONCRETE PIPE SHALL CONFORM TO ASTM DESIGNATION C 14, CLASS 3. BITUMINOUS JOINTS SHALL CONFORM TO ASTM DESIGNATIONS C 14 OR C 76 AS MAY BE APPLICABLE. BITUMINOUS MATERIAL SHALL CONSIST OF A HOMOGENEOUS BLEND OF BITUMEN, INERT FILLER, AND SUITABLE SOLVENT APPROVED BY THE CITY ENGINEER. RUBBER GASKET JOINTS SHALL CONFORM TO ASTM C 433.

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Geometric and Paving Notes (General)

The Geometric and Paving Notes in this section should be included in all final engineering plans regardless of the type of work in the project.

1	THE DEVELOPER AND CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO ADEQUATELY PROTECT THE PAVEMENT AND PROPERTY, CURB AND GUTTER AND OTHER RIGHT-OF-WAY IMPROVEMENTS, WHETHER NEWLY CONSTRUCTED OR EXISTING, FROM ANY AND ALL DAMAGE. SUFFICIENT MEANS SHALL BE EMPLOYED BY THE CONTRACTOR TO PROTECT AGAINST SUCH DAMAGE TO THE SATISFACTION OF THE CITY ENGINEER.
2	ANY NEW OR EXISTING IMPROVEMENTS THAT ARE DAMAGED SHALL BE REPAIRED OR REPLACED IN A MANNER THAT IS SATISFACTORY TO THE CITY ENGINEER.
3	THE CONTRACTOR AND/OR DEVELOPER SHALL SECURE ALL NECESSARY RIGHTS AND PERMISSIONS TO PERFORM ANY WORK ON PRIVATE PROPERTY NOT WITHIN THE OWNERSHIP RIGHTS OF THE DEVELOPER. THE DEVELOPER SHALL BEAR THE SOLE RESPONSIBILITY FOR DAMAGES THAT MAY OCCUR AS A RESULT OF WORK PERFORMED UNDER CONTRACTS THEY INITIATE.
4	THE CONTRACTOR/DEVELOPER WILL BE RESPONSIBLE FOR BRINGING PAVEMENTS (STREET, CURB AND GUTTER, SIDEWALK, DRIVEWAY) ON THE PROPERTY UP TO CITY STANDARDS INCLUDING ANY REPAIRS TO SUBSTANDARD PAVEMENTS THAT EXISTED PRIOR TO OR OCCURRED DURING CONSTRUCTION.
5	WHEREVER NEW WORK WILL MEET EXISTING CONDITIONS OTHER THAN LAWN AREAS, REGARDLESS OF WHETHER THE NEW OR EXISTING WORK IS ASPHALT OR CONCRETE, THE EXISTING ADJACENT SIDEWALK, DRIVEWAYS, PAVEMENT OR CURB SHALL BE NEATLY SAW CUT. THE SAW CUT SHALL BE IN A NEAT STRAIGHT LINE SUFFICIENTLY DEEP SO THAT IT RENDERS A SMOOTH VERTICAL FACE TO MATCH TO. IF THE CONTRACTOR IS NOT CAREFUL OR DOES NOT SAW DEEP ENOUGH AND THE CUT LINE BREAKS OUT OR CHIPS TO AN IMPERFECT EDGE, THEN THE EXISTING SIDE MUST BE RE-CUT SQUARE AND DONE OVER UNTIL IT IS CORRECT.
6	ALL PAVEMENT PATCHES WITHIN THE PUBLIC RIGHT-OF-WAY MUST CONFORM TO CITY STANDARDS. REFERENCE NAPERVILLE STANDARD DETAILS 590.12 AND 590.13.

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3	AT THE END OF EACH DAY OF WORK, THE ROADWAY MUST BE COMPLETELY REOPENED TO TRAFFIC. ANY OPEN HOLES MUST BE PLATED OR COLD PATCHED; THE CITY WILL NOT ALLOW THE HOLES TO BE FILLED WITH GRAVEL.
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Traffic Control and Protection Notes (Downtown)

The Traffic Control and Protection Notes in this section should be included in all final engineering plans if the project is located in downtown Naperville.

1	PEDESTRIAN TRAFFIC SHALL BE MAINTAINED IN THE DOWNTOWN. IF A PEDESTRIAN DETOUR CANNOT BE ACCOMMODATED, THE CITY MAY REQUIRE THE CONTRACTOR TO PROVIDE A PROTECTED COVERED WALKWAY.
2	ANY WORK IMPACTING THE PUBLIC RIGHT-OF-WAY SHALL NOT BE ALLOWED IN THE DOWNTOWN ON A FRIDAY, SATURDAY, SUNDAY, AND/OR HOLIDAY, UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.
3	ALL WORK IN THE DOWNTOWN SHALL BE COORDINATED WITH THE DOWNTOWN NAPERVILLE ALLIANCE (DNA) TO AVOID CONFLICT WITH SPECIAL EVENTS.
4	UNLESS REQUIRED TO SUPPORT THE CURRENT WORK EFFORT, WORKERS' PERSONAL VEHICLES MAY NOT BE PARKED ON-STREET. CONTRACTORS MAY REQUEST HANGTAGS FROM THE CITY TO ALLOW WORKERS TO PARK IN DESIGNATED AREAS WITHIN THE CITY PARKING DECKS.

9	IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ADEQUATELY IDENTIFY AND LOCATE ALL EXISTING UTILITIES PRIOR TO EXCAVATION. BEFORE STARTING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT JULIE FOR THE LOCATION OF ANY AND ALL UTILITIES. THE TOLL-FREE NUMBER IS 800-892-0123. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ANY PRIVATE FACILITIES OR NON-JULIE MEMBER FACILITIES.
10	THE CONTRACTOR CAN SCHEDULE ALL NECESSARY SITE INSPECTIONS WITH THE CITY OF NAPERVILLE BY CALLING (630) 420-6100 OPTION 1 BETWEEN THE HOURS OF 8:00AM AND 4:00PM (CLOSED 1:00PM TO 2:00PM DAILY) ON WEEKDAYS WHEN THE CITY IS OPEN FOR BUSINESS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE SITE PERMIT NUMBER FOR THE PROJECT IN ORDER TO SCHEDULE THE INSPECTION(S).
11	RECORD DRAWINGS ARE REQUIRED TO BE SUBMITTED AND APPROVED BY THE CITY OF NAPERVILLE PRIOR TO FINAL OCCUPANCY BEING GRANTED.
12	FINAL ACCEPTANCE OF PUBLIC IMPROVEMENTS SHALL BE GRANTED ONLY AFTER A FINAL INSPECTION HAS BEEN COMPLETED AND HAS REVEALED THAT ALL IMPROVEMENTS HAVE BEEN SATISFACTORILY COMPLETED IN ACCORDANCE WITH THE NAPERVILLE STANDARD SPECIFICATIONS. UTILITIES ARE NOT CONSIDERED ACCEPTED UNTIL THEY ARE FORMALLY ACCEPTED BY THE CITY COUNCIL AS REQUIRED IN ACCORDANCE WITH THE NAPERVILLE MUNICIPAL CODE.

General Notes (Project Specific)

The Consultant should review the following General Notes to determine if they are applicable to the work to be completed with the project. Those Notes that are applicable should be included in the engineering plans.

1	TRAFFIC SIGNALS AND THEIR ASSOCIATED EQUIPMENT UNDER THE JURISDICTION OF DUPAGE COUNTY ARE NOT INCLUDED IN THE JULIE SYSTEM. THE CONTRACTOR SHALL CONTACT DUPAGE COUNTY DOT AND IDOT DIRECTLY REGARDING THE LOCATION OF TRAFFIC SIGNALS (CABLING AND ASSOCIATED SYSTEMS) UNDER DUPAGE COUNTY OR IDOT JURISDICTION.
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Erosion Control and Drainage Notes (General)

The Erosion Control and Drainage Notes in this section should be included in all final engineering plans regardless of the type of work in the project.

1	THE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE AT ALL TIMES DURING THE COURSE OF CONSTRUCTION AND PREVENT STORM WATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS.
2	DURING EXTENDED DRY PERIODS, THE CONSTRUCTION AREA(S) MAY NEED TO BE WATERED DOWN TO PREVENT THE BLOWING OF SOIL FROM THE SITE.
3	DURING CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE SHALL BE UTILIZED TO MINIMIZE THE TRACKING OF DIRT ONTO THE PUBLIC STREETS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO KEEP PUBLIC STREET PAVEMENT CLEAN OF DIRT AND DEBRIS. ANY DIRT THAT IS TRACKED ONTO THE PUBLIC STREETS SHALL BE REMOVED THE SAME DAY. IF THE AMOUNT TRACKED ON THE PUBLIC STREET IS EXCESSIVE, CLEANING MAY BE REQUIRED MORE FREQUENTLY.

Erosion Control and Drainage Notes (Project Specific)

The Erosion Control and Drainage Notes in this section are intended to be included when a project includes erosion control work as part of the project. The Consultant should review the following Notes to determine if they are applicable to the work being completed.

1	ALL EROSION CONTROL MEASURES SHALL BE PROPERLY INSTALLED, AS PERMITTED, PRIOR TO ANY LAND DISTURBANCE ACTIVITIES. ALL EROSION CONTROL SHALL BE MAINTAINED UNTIL TURF IS ESTABLISHED.
2	ACCEPTABLE PERIMETER EROSION CONTROL INCLUDES SILT FENCE, SILT WORM AND ANY OTHER APPLICATION APPROVED BY THE CITY ENGINEER.
3	ALL OPEN GRATE STRUCTURES SHALL HAVE EROSION CONTROL PROTECTION IN ACCORDANCE WITH THE APPROVED EROSION CONTROL PLANS. STRAW BALES SHALL NOT BE USED.
4	STOCKPILES NOT BEING DISTURBED FOR MORE THAN 14 DAYS SHALL BE SEEDED.
5	ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY, AFTER ANY 0.5 INCH OR GREATER RAINFALL, OR MORE FREQUENTLY AS NECESSARY TO MAINTAIN THEIR FUNCTION.

Erosion Control and Drainage Notes (NPDES Permit)

The Erosion Control and Drainage Note in this section should be included if the project requires an NPDES permit.

1	IT IS THE RESPONSIBILITY OF THE OWNER OR HIS DESIGNEE TO INSPECT ALL TEMPORARY EROSION CONTROL MEASURES PER THE REQUIREMENTS OF THE NPDES PERMIT AND CORRECT ANY DEFICIENCIES AS NEEDED.
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Traffic Control and Protection Notes (General)

The Traffic Control and Protection Notes in this section should be included in all final engineering plans regardless of the type of work in the project.

1	ALL DEVELOPERS AND CONTRACTORS SHALL PROVIDE SUITABLE TRAFFIC CONTROL FOR THEIR CONSTRUCTION ACTIVITIES IN ACCORDANCE WITH PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. TRAFFIC CONTROL MUST BE PROVIDED FOR ANY ACTIVITY THAT IMPACTS TRAFFIC FLOW. THIS INCLUDES, BUT IS NOT LIMITED TO, ROAD CLOSURES REQUIRING DETOURS, DAILY LANE CLOSURES, LONG TERM LANE CLOSURES, NARROW LANES, AND CONSTRUCTION VEHICLES ENTERING AND EXITING THE PUBLIC ROADWAY. ALL TRAFFIC CONTROL SET-UPS MAY BE INSPECTED BY THE CITY OF NAPERVILLE TO ENSURE THAT THEY ARE PROVIDING POSITIVE GUIDANCE TO MOTORISTS AND ARE NOT IN THEMSELVES PRESENTING A HAZARDOUS SITUATION. A REPRESENTATIVE OF THE DEVELOPER OR CONTRACTOR MUST PROVIDE PHONE NUMBERS AT WHICH THEY CAN BE REACHED 24 HOURS A DAY AND ON WEEKENDS SO THAT THEY CAN MAINTAIN TRAFFIC CONTROL DEVICES.
2	PEDESTRIANS MUST BE PROVIDED WITH A SAFE ALTERNATE ROUTE IF PEDESTRIAN FACILITIES ARE TO BE CLOSED AS A RESULT OF CONSTRUCTION ACTIVITIES. GUIDANCE MUST BE PROVIDED TO PEDESTRIANS SO THAT THEY MAY AVOID THE WORK ZONE. SAID PEDESTRIAN DETOUR PLAN (WITH SIGNAGE) IS TO BE REVIEWED AND ACCEPTED BY THE CITY IN WRITING, PRIOR TO THE COMMENCEMENT OF THE WORK.
3	THE CONTRACTOR SHALL EMPLOY THE APPROPRIATE METHODS OF TRAFFIC CONTROL IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, SUCH THAT THE SAFETY OF VEHICLES, AND PEDESTRIANS IS PRESERVED AT ALL TIMES. THE ERECTION AND MAINTENANCE OF THE TRAFFIC CONTROL DEVICES SHALL BE TO THE SATISFACTION OF THE AGENCY OF JURISDICTION AND THE CITY ENGINEER.
4	ANY TEMPORARY OPEN HOLES SHOULD BE BARRICADED AND PROTECTED IN ACCORDANCE WITH APPLICABLE STANDARDS.

Traffic Control and Protection Notes (Arterial Roads)

The Traffic Control and Protection Notes in this section should be included in all final engineering plans if the project involves work either in or adjacent to arterial roadways.

1	LANE CLOSURES ON ARTERIAL ROADWAYS WITHIN THE CITY OF NAPERVILLE ARE NOT PERMITTED BETWEEN THE HOURS OF 6AM-9AM AND 3PM-7PM MONDAY THROUGH FRIDAY, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. LANE CLOSURES ON ARTERIAL STREETS ARE NOT PERMITTED BETWEEN 7AM AND 7PM ON WEEKENDS, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. ARTERIAL ROADWAYS ARE DEFINED AS BOTH MAJOR AND MINOR ARTERIAL ROADWAYS AS DESIGNATED ON THE CITY'S MASTER THOROUGHFARE PLAN, LATEST EDITION.
2	ANY WORK THAT IMPACTS A TRAFFIC LANE ON AN ARTERIAL ROADWAY REQUIRES AN ARROW BOARD AS PART OF THE TRAFFIC CONTROL.

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