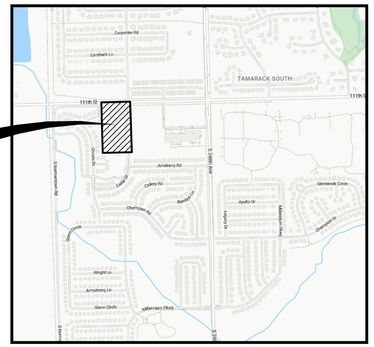
CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

FINAL SITE DEVELOPMENT PLANS
FOR
EVERLY TRACE
NAPERVILLE, ILLINOIS
WATERMAIN-SANITARY SEWER-STREET-STREET LIGHTING AND DRAINAGE IMPROVEMENTS

PROJECT LOCATION



LOCATION MAP

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LEGEND

EXISTING	PROPOSED	DESCRIPTION
◎	◉	MANHOLE
○	●	CATCH BASIN
□	■	INLET
	⬢	CLEANOUT
	▭	SLOPE INLET BOX
⊢	⊣	HEADWALL
◁	◄	END SECTION
-C-C-	-C-C-	STORM SEWER
-C-C-	-C-C-	SANITARY SEWER
-▪-	-▪-	WATERMAIN
⊗	◓	VALVE & BOX
◎	◉	WATER VALVE IN VAULT
♉	♉	FIRE HYDRANT
		CONTOURS
(ELEV)	ELEV	ELEVATIONS
☼	✦	STREET LIGHT
		WATERMAIN PROTECTION
		INLET PROTECTOR
		TEMPORARY DITCH CHECK
		SILT FENCE DITCH CHECK
		RIP-RAP
		OVERFLOW ROUTE

BENCH MARKS

BENCHMARK\CONTROL POINTS

ELEVATION REFERENCE MARK:

NAPERVILLE GIS MONUMENT #1500: BERNSTEN 3D TOP SECURITY MONUMENT. CONSISTING OF A 9/16" DIA. STAINLESS STEEL DATUM POINT ON THREADED 9/16" X 4' LONG ROD TOTALING (12') IN LENGTH WITH GREASED TOP SECURITY SLEEVE ENCLOSED IN SAND AND 6" PVC PIPE WITH BMAC 6 ALUMINUM ACCESS COVER. LOCATED IN THE SOUTHWEST QUADRANT OF TH EINTERSECTION OF 111TH STREET AND ROYAL PORTHCRAWL DRIVE APPROXIMATELY 51 FEET SOUTH OF THE CENTERLINE OF 111TH STREET AND 51 FEET WEST OF THE CENTERLINE OF ROYAL PORTHCRAWL DRIVE.
ELEVATION: 660.81 NAVD 88

CONTROL POINTS:

CP #103: SET '+' IN SIDEWALK ON EAST SIDE OF CEDAR ROAD NEAR SOUTHEAST CORNER OF SUBJECT SITE. APPROXIMATELY 36 FEET EAST OF THE CENTERLINE OF CEDAR ROAD AND APPROXIMATELY 81 SEET SOUTH OF THE SOUTH LINE OF HTE SUBJECT SITE.
NORTHING: 1825151.57
EASTING: 1012777.13
ELEVATION: 683.07 NAVD88

CP #137: SET '+' IN SIDEWALK AT NORTHEAST CORNER OF 11TH STREET AND CEDAR ROAD APPROXIMATELY 48 FEET NORTH OF THE CENTERLINE OF 111TH STREET AND APPROXIMATELY 39 FEET EAST OF THE CENTERLINE OF CEDAR ROAD.
NORTHING: 1826151.64
EASTING: 1012752.50
ELEVATION: 679.43 NAVD88

PROFESSIONAL ENGINEER'S CERTIFICATION

STATE OF ILLINOIS)
SS.
COUNTY OF DU PAGE)

I, CHRISTOPHER R. MORGART , A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS TECHNICAL SUBMISSION WAS PREPARED ON BEHALF OF BRIDGE STREET PROPERTIES, BY CEMCON, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 6TH DAY OF MARCH, A.D. 2026.

062-055788 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

ILLINOIS LICENSED PROFESSIONAL ENGINEER NO. 062–055788
MY LICENSE EXPIRES ON NOVEMBER 30, 2027

PROFESSIONAL DESIGN FIRM LICENSE NUMBER 184–002937
EXPIRES APRIL 30, 2027

NOTE : UNLESS THIS DOCUMENT BEARS THE ORIGINAL SIGNATURE AND IMPRESSED SEAL OF THE DESIGN PROFESSIONAL ENGINEER, IT IS NOT A VALID TECHNICAL SUBMISSION.

FOR UNDERGROUND UTILITY LOCATIONS, CALL
J.U.L.I.E.
TOLL FREE
TEL. 1-800-892-0123 or 811

DATE: _____

RELEASED FOR PLAN REVIEW AND PERMIT PROCESSING ONLY.

IF USED FOR BIDDING PURPOSES, THOSE PARTIES CONCERNED SHALL BE ADVISED THAT REVISIONS MAY BE REQUIRED PRIOR TO PLAN APPROVAL.

NOT ISSUED FOR CONSTRUCTION UNTIL APPROVED BY THE CITY OF NAPERVILLE AND PERMITTED AS REQUIRED.

CITY OF NAPERVILLE PROJECT NO.: DEV-0176-2025

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REVISIONS

NO.	DATE	SHEETS	NO.	DATE	SHEETS
⚠1	03–03–26/LAL	1, 2–7, 9–22 & ER01			

JOB NO. 847.020
COMPLETION DATE :
DECEMBER 12, 2025
SHEET 1 OF 23

EVERLY TRACE – FINAL ENGINEERING – 847.020 – REVISION 1: 03–03–26/LAL

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
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CONSTRUCTION SPECIFICATIONS – GENERAL NOTES

CITY OF NAPERVILLE
General Notes

1. THE OWNER OR HIS/HER/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.

△1 8. A MINIMUM OF 48 HOURS NOTICE SHALL BE GIVEN TO THE CITY OF NAPERVILLE TED BUSINESS GROUP (630–420–6100, SELECT OPTION 1) PRIOR TO STARTING WORK OR RESTARTING WORK AFTER SOME ABSENCE OF WORK FOR ANY REASON.

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.

△1 10. THE CONTRACTOR CAN SCHEDULE ALL NECESSARY SITE INSPECTIONS WITH THE CITY OF NAPERVILLE BY CALLING (630–420–6100, SELECT 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.

OTHER GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND HEALTHFUL WORKING CONDITIONS THROUGHOUT THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.

2. IF THE ENGINEER IS RETAINED FOR CONSTRUCTION STAKING SERVICES, THE ENGINEER AND T.E.D. WILL BE GIVEN SEVENTY–TWO (72) HOURS NOTICE FOR ANY STAKING THAT IS TO BE DONE. IF ENGINEER IS CONTRACTED BY OWNER OR CONTRACTOR FOR CONSTRUCTION STAKING SERVICES, EACH OF THE VARIOUS ITEMS OF WORK COVERED BY THIS CONTRACT WILL BE STAKED ONCE. ADDITIONAL STAKING REQUIRED DUE TO CONTRACTOR NEGLIGENCE SHALL BE PAID FOR BY THE CONTRACTOR AT THE CURRENT HOURLY RATE.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING EACH OF THE UTILITY COMPANIES BEFORE ANY WORK IS STARTED. ALL UTILITIES MUST BE STAKED PRIOR TO CONSTRUCTION.

4. AFTER CONSTRUCTION STAKING IS PERFORMED, BUT PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL CALL THE ATTENTION OF THE OWNER'S REPRESENTATIVE TO ANY ERRORS OR DISCREPANCIES WHICH MAY BE SUSPECTED IN LINES AND GRADES WHICH ARE ESTABLISHED BY THE OWNER, AND SHALL NOT PROCEED WITH THE WORK UNTIL ANY LINES AND GRADES WHICH ARE BELIEVED TO BE IN ERROR HAVE BEEN VERIFIED OR CORRECTED BY THE OWNER'S REPRESENTATIVE.

5. THE UNDERGROUND CONTRACTOR SHALL BE RESPONSIBLE TO PLACE ON GRADE AND COORDINATE WITH OTHER CONTRACTORS ALL UNDERGROUND STRUCTURE FRAMES SUCH AS CATCH BASINS, INLETS, MANHOLES, HYDRANTS, BUFFALO BOXES, VALVES, ETC. NO ADDITIONAL COMPENSATION WILL BE PAID AND SAID ADJUSTMENTS SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF CONSTRUCTION.

6. CONTRACTORS SHALL KEEP PUBLIC STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, CLEAN PAVEMENTS ON A DAILY BASIS.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXISTING CONDITIONS (INCLUDING UTILITY LOCATIONS) PRIOR TO THE INSTALLATION OR FABRICATION OF ANY MATERIALS. REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.

USE OF THE ELECTRONIC MEDIA VERSION OF FINAL SITE DEVELOPMENT PLANS AND SPECIFICATIONS

THESE FINAL SITE DEVELOPMENT PLANS AND SPECIFICATIONS ARE COPYRIGHTED INSTRUMENTS OF SERVICE WITH RESPECT TO THIS PARTICULAR PROJECT AND TO WHICH INSTRUMENTS OF SERVICE CEMCON, LTD. RETAINS A PROPRIETARY INTEREST SUBJECT ONLY TO CERTAIN RIGHTS GRANTED UNDER CONTRACT BY CEMCON, LTD. FOR THE PARTICULAR PROJECT AND PARTICULAR CLIENT IDENTIFIED ON THE COVER SHEET. ONLY THE PRINTED OR HARD COPIES OF SAID INSTRUMENTS OF SERVICE BEARING THE ORIGINAL SIGNATURE AND IMPRESSED SEAL OF THE PROFESSIONAL ENGINEER IN THE EMPLOY OF CEMCON, LTD. MAY BE RELIED UPON. THE ELECTRONIC MEDIA VERSION OF THESE INSTRUMENTS OF SERVICE ACQUIRED BY THIRD PARTIES WITH NO CONTRACTUAL RELATIONSHIP TO CEMCON, LTD. ARE FOR CONVENIENCE ONLY AND ANY CONCLUSION OR INFORMATION DERIVED FROM SUCH ELECTRONIC FILES IS AND SHALL BE AT USER'S SOLE RISK. BECAUSE DATA STORED IN ELECTRONIC MEDIA FORMAT CAN DETERIORATE, BE SUBSEQUENTLY MODIFIED INADVERTENTLY OR OTHERWISE WITHOUT THE AUTHORIZATION OR KNOWLEDGE OF CEMCON, LTD., ANY ENTITY RECEIVING OR UTILIZING SAID ELECTRONIC FILES SHALL CAREFULLY COMPARE AND VERIFY THAT THE TEXT, DATA, GRAPHICS OR DESIGN INFORMATION IMPARTED ON SAID ELECTRONIC MEDIA FILES ARE CONSISTENT WITH THE PRINTED OR HARD COPIES OF SAID INSTRUMENTS OF SERVICE AND ADVISEDLY THE LATEST MOST UP–TO–DATE AND OPERATIVE VERSION OF SAID INSTRUMENTS OF SERVICE. IN PARTICULAR, THE ACQUISITION OF DATA POINTS IN EITHER THE HORIZONTAL AND / OR VERTICAL PLANES MUST BE COMPARED AND CORROBORATED WITH THAT LATEST OPERATIVE PRINTED OR HARD COPY OF SAID INSTRUMENTS OF SERVICE, OR ERRORS AND MISINFORMATION MAY BE INTRODUCED. WHEN TRANSFERRING THE ELECTRONIC MEDIA VERSION OF SAID INSTRUMENTS OF SERVICE EITHER BY CEMCON, LTD. OR THIRD PARTIES, CEMCON, LTD. MAKES NO REPRESENTATION AS TO THE LONG TERM COMPATIBILITY, USABILITY, OR READABILITY OF SAID INSTRUMENTS OF SERVICE RESULTING FROM THE USE OF SOFTWARE APPLICATION PACKAGES, OPERATING SYSTEMS OR COMPUTER HARDWARE DIFFERING FROM THOSE USED BY CEMCON, LTD.

CITY OF NAPERVILLE
Department of Public Utilites – Water/Wastewater General Notes

1. NEW WATER MAIN VALVES, INCLUDING PRESSURE TAP VALVES, ADJACENT TO AN EXISTING WATER MAIN, AND EXISTING WATER MAIN VALVES SHALL ONLY BE OPERATED BY THE CITY OF NAPERVILLE, DEPARTMENT OF PUBLIC UTILITIES CEE/CM DIVISION PERSONNEL WITH 48–HOUR NOTICE (MONDAY–FRIDAY). CONTACT NAPERVILLE TED BUSINESS GROUP AT 630–420–6082 FOR SCHEDULING.

2. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED. ALL STRUCTURE FRAMES SHALL BE FLUSH WITH FINAL GRADE.

3. TREES SHALL BE INSTALLED A MINIMUM OF FIVE (5) FEET HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES. TREES SHALL BE INSTALLED A MINIMUM OF TEN (10) FEET HORIZONTALLY FROM UTILITY STRUCTURES AND APPURTENANCES, INCLUDING, BUT NOT LIMITED TO, MANHOLES, VALVE VAULTS, VALVE BOXES AND FIRE HYDRANTS. NO TREES, SHRUBS OR OBSTACLES WILL BE ALLOWED 10' IN FRONT OF, 5' ON THE SIDES, AND 7' TO THE REAR OF THE ELECTRICAL TRANSFORMER.

4. ALL RETAINER GLANDS WHEN REQUIRED TO RESTRAIN VALVES, FITTINGS, HYDRANTS, AND PIPE JOINTS SHALL BE MECHANICAL JOINT WEDGE ACTION TYPE MEGALUG 1100 SERIES AS MANUFACTURED BY EBBA IRON, INC. OR UNI–FLANGE BLOCKBUSTER 1400 SERIES AS MANUFACTURED BY FORD METER BOX CO. AND SHALL BE FOR USE ON DUCTILE IRON PIPE CONFORMING TO ANSI/AWWA C151/A21.51, FOR NOMINAL PIPE SIZES 3" THROUGH 48".

5. EXISTING DUCTILE IRON SYSTEMS FOR RESTRAINING PUSH–ON PIPE BELLS SHALL BE MEGALUG SERIES 1100HD OR FORD SERIES 1390.

6. EXISTING DUCTILE IRON SYSTEMS REQUIRING RESTRAINT SHALL BE MEGALUG SERIES 1100SD (SPLIT MEGALUG) FOR MECHANICAL JOINTS.

7. DUCTILE IRON WATER MAIN TO BE CLASS 52. ALL DUCTILE IRON PIPE IS TO BE ENCASED IN POLYETHYLENE FILM POLYETHYLENE ENCASEMENT TO BE INSTALLED IN ACCORDANCE WITH ANSI/AWWA C105/A21.5–05.

8. A SET OF AS–BUILT RECORD DRAWING SHALL BE GIVEN TO THE CITY OF NAPERVILLE UPON COMPLETION OF IMPROVEMENTS SHOWING THE ELEVATION AND LOCATION (TIED TO TWO POINTS) OF ALL NEW AND EXISTING STRUCTURES INCLUDING FIRE HYDRANTS, VALVE BOXES AND VAULTS, LINESTOP SLEEVES, WATER SERVICE CORPORATION STOPS, WATER MAIN FITTINGS/BENDS, MANHOLES, SANITARY SERVICE WYES (MEASURED FROM DOWNSTREAM MANHOLE), AND ABANDONED WATER OR SANITARY SERVICE LINES. ALL ELEVATIONS SHOULD BE REFERENCED TO THE SAME BENCHMARK DATUM AS THE ORIGINAL DESIGN PLANS. HORIZONTAL TIES SHALL BE REFERENCED TO LOT LINES, BACK OF CURB, OR PROPERTY CORNERS.

9. ALL SANITARY SEWER PIPING SHALL BE PVC PIPE MEETING THE REQUIREMENTS OF ASTM D–2241 WITH JOINTS CONFORMING TO ASTM D–3139. ALL SANITARY SEWER FITTINGS SHALL BE PVC MEETING THE FOLLOWING REQUIREMENTS: 4" TO 12" SHALL BE INJECTION MOLDED FITTINGS MEETING ASTM D–2241. GREATER THAN 12" SHALL BE FABRICATED FITTINGS MEETING ASTM D–2241 OR C905. MINIMUM PRESSURE RATING SHALL BE 150 PSI.

10. THE VALVES LESS THAN 16" SHALL BE STANDARD PATTERN, GATE VALVES AND SHALL HAVE THE NAME OR MARK OF THE MANUFACTURER, SIZE AND WORKING PRESSURE PLAINLY CAST IN RAISED LETTERS ON THE VALVE BODY. VALVES MAY BE APPROVED FROM ONE OF THE FOLLOWING MANUFACTURERS: AMERICAN, CLOW, WATEROUS OR KENNEDY.

11. STAINLESS STEEL NUTS, BOLTS/T–BOLTS, AND WASHERS, TYPE 304 OR BETTER, WILL BE REQUIRED ON ALL WATER MAIN INSTALLATIONS. THIS WOULD APPLY TO HYDRANTS, TAPPING SLEEVES, VALVES, FITTINGS, RESTRAINT, AND OTHER APPURTENANCES BURIED OR IN VALVE VAULTS. MECHANICAL JOINTS AND RESTRAINT GLANDS REQUIRE 304 STAINLESS STEEL T–BOLTS. AN ANTI–SEIZE COMPOUND SHALL BE FACTORY APPLIED TO NUTS OR BOLTS – ANY DAMAGE TO THIS COATING SHALL BE REPAIR WITH FIELD APPLIED APPROVED ANTI–SEIZE COMPOUND THAT IS A MOLYBDENUM–BASE LUBRICANT, BOSTIK NEVER–SEEZ OR APPROVED EQUAL.

12. THE CONTRACTOR SHALL ROTATE AND/OR ADJUST ANY EXISTING AND/OR NEW HYDRANT TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC UTILITIES.

13. WATER MAINS SHALL BE SUBJECTED TO A HYDROSTATIC/LEAKAGE TEST IN ACCORDANCE WITH NAPERVILLE STANDARD SPECIFICATIONS. TEST PRESSURE SHALL BE NO LESS THAN 150 PSI FOR A PERIOD OF 4 HOURS AND NOT VARY BY MORE THAN ± 5 PSI. DURING THE TEST. THE TEST GAUGE SHALL BE APPROVED BY THE CITY AND SHALL BE GLYCERIN OR OIL FILLED, WITH A RANGE OF NOT MORE THAN 200 PSI AND INCREMENTS NOT GREATER THAN 5 PSI, 4 " MINIMUM DIAL SIZE. WATER RECOVERY TEST SHALL BE COMPLETED AT THE END OF THE TESTING PERIOD TO SHOW ACTUAL LEAKING AND THAT THE WATER MAIN DID NOT HAVE TOO MUCH TRAPPED AIR IN THE TESTED SECTION.

14. THE CITY OF NAPERVILLE DPU–W/WW DOES NOT GUARANTEE THAT ANY VALVE OR FITTING IN THE EXISTING WATER DISTRIBUTION SYSTEM WILL HOLD AGAINST A HYDROSTATIC/LEAKAGE TEST. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING AN ACCEPTABLE PRESSURE TEST WHICH SHALL INCLUDE PROVISIONS AROUND EXISTING VALVES AND FITTINGS.

15. FIRE HYDRANT SHOULD BE BAGGED "NOT IN SERVICE" UNTIL ALL TESTING AND DISINFECTION HAS BEEN COMPLETED AND NEW WATER MAIN SECTION IS SERVICE.

16. SANITARY SEWER AND WATER SHALL BE CONSTRUCTED, TESTED, AND PLACED INTO SERVICE IN ACCORDANCE WITH CITY OF NAPERVILLE STANDARD SPECIFICATION AND SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.

17. ALL VALVE BOXES, VAULTS, HYDRANTS, AND MANHOLES SHALL NOT BE COVERED WITH CONSTRUCTION DEBRIS AND SHALL REMAIN ACCESSIBLE TO THE RESPECTIVE UTILITY COMPANY.

18. WATER SERVICE LINE SMALLER THAN 3" SHALL BE TYPE K COPPER. IF JOINTS ARE REQUIRED DUE TO LENGTH OF SERVICE, THEN ONLY COMPRESSION TYPE COUPLING SHALL BE PERMITTED. NO SOLDERED OR FLARED TYPE JOINTS ARE ALLOWED.

CITY OF NAPERVILLE
Department of Public Utilites – Water/Wastewater General Notes

19. ALL SANITARY MANHOLES SHALL BE TESTED FOR LEAKAGE BY VACUUM TESTING. THE MANHOLE FRAME AND ADJUSTING RINGS SHALL BE IN PLACE WHEN TESTING. ANY LEAKS SHALL BE REPAIRED FROM EXTERIOR OF MANHOLE – PATCHING INSIDE OF MANHOLE SHALL NOT BE ACCEPTABLE. A VACUUM OF 10" (254 MM) HG SHALL BE PLACE ON THE MANHOLE AND THE TIME SHALL BE MEASURED FOR THE VACUUM TO DROP TO 9" (229 MM) HG. THE VACUUM SHALL NOT DROP BELOW 9" (229 MM) HG FOR THE FOLLOWING TIME PERIODS FOR EACH SIZE OF MANHOLE:

a) 48–INCH DIAMETER – 60 SECONDS
b) 60–INCH DIAMETER – 75 SECONDS
c) 72–INCH DIAMETER – 90 SECONDS
d) 84–INCH DIAMETER – 105 SECONDS

ANY MANHOLES THAT FAIL THE TEST SHALL BE SEALED AND RE–TESTED UNTIL ACCEPTABLE.

20. THE CONTRACTOR SHALL PROVIDE INTERNAL TELEVISED INSPECTION OF ALL INSTALLED SANITARY SEWER, LATERALS, MANHOLES AND CONNECTIONS TO THE PUBLIC SYSTEM. FOLLOWING COMPLETION OF TELEVISING WORK, THE CONTRACTOR SHALL SUBMIT VIDEO RECORDINGS ON DVD OR FLASH DRIVE ALONG WITH A COMPREHENSIVE TELEVISING REPORT WHICH WILL INDICATE THE LOCATION, FOOTAGES AND NATURE OF ANY DEFECTS. ALL DEFECTS SHALL BE REPAIRED TO THE SATISFACTION OF THE WATER/WASTEWATER UTILITY AND RE–TELEVISED.

21. CONTRACTOR WORK HOURS ARE ONLY ALLOWED FROM 7:00 A.M. TO 5:00 P.M., MONDAY THROUGH SATURDAY. NO WORK SHALL BE PERMITTED ON SUNDAYS.

22. SANITARY PIPES WITH LESS THAN 4 FEET OR MORE THAN 25 FEET OF COVER SHALL BE CONSTRUCTED OF DUCTILE IRON PIPING (CLASS 50, MINIMUM) AND ENCASED IN POLYWRAP.

23. ALL EXCAVATIONS MORE THAN 20 FEET DEEP MUST BE PROTECTED BY A SYSTEM DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER.

24. CONTRACTOR SHALL MAINTAIN 2' MINIMUM CLEARANCE BETWEEN EXISTING UTILITIES AND NEW FOUNDATIONS AND UNDERGROUND FACILITIES. IN AREAS WHERE FOUNDATIONS AND UNDERGROUND FACILITIES ARE PROPOSED ADJACENT TO EXISTING UTILITIES, THE CONTRACTOR SHALL POT HOLE BY VACUUM EXCAVATION OR HAND EXCAVATION TO LOCATE THE EXISTING UTILITY TO VERIFY MINIMUM CLEARANCE REQUIREMENT.

25. FENCES SHALL BE INSTALLED A MINIMUM OF 5 FEET FROM ANY WATER OR SANITARY MAINS WHEN RUNNING PARALLEL WITH THEM. WHERE FENCES ARE INSTALLED CROSSING WATER OR SANITARY MAINS, THE POSTS SHALL BE LOCATED TO HAVE THE MAIN BETWEEN THEM.

26. ALL BRASS COMPONENTS SHALL BE CERTIFIED TO BE LEAD FREE IN COMPLIANCE WITH NSF 61 AND NSF 372 AND IDENTIFIED WITH APPLICABLE MARKINGS.

27. ALL SANITARY SERVICE CLEANOUT RISER CAPS SHALL BE ENCLOSED IN A CLEANOUT BOX, EJW 1566 OR APPROVED EQUAL.

△1 DEPARTMENT OF PUBLIC UTILITIES – ELECTRIC GENERAL NOTES

1. THE DEVELOPER SHALL SUPPLY THE DPU–E ENGINEER WITH CATALOG CUTS FOR ALL CT/METER EQUIPMENT (INCLUDING BUT NOT LIMITED TO METER SOCKETS, PT CABINET, CT CABINET, DISCONNECT CABINET) AND TRANSFORMER PAD/VAULT. THE CATALOG CUTS SHALL BE APPROVED BY DPU–E PRIOR TO PURCHASING.

THE CT/METER CABINET SHALL BE TOP FED.

CT/METER EQUIPMENT ARE LONG LEAD TIME ITEMS AND DPU–E SHALL NOT BE HELD RESPONSIBLE FOR DELAYS RESULTING FROM NON–COMPLIANT CT/METER EQUIPMENT.

PLEASE PROVIDE NAME AND CONTACT INFORMATION FOR ELECTRICAL CONTRACTOR FOR THIS PROJECT.

2. DPU–E WILL PROVIDE, INSTALL, AND MAINTAIN THE TRANSFORMERS, ALL PRIMARY (15kV) CABLE AND CONDUIT, AND THE METERS AND INSTRUMENT TRANSFORMERS. DPU–E WILL ALSO MAKE THE FINAL CONNECTIONS IN THE TRANSFORMERS ONCE THE INSPECTION IS COMPLETE AND THE BUILDING IS READY TO BE ENERGIZED.

THE DEVELOPER IS RESPONSIBLE FOR PROVIDING, INSTALLING, AND MAINTAINING THE TRANSFORMER PAD/VAULT, ALL SERVICE LATERAL (480V) CABLE AND CONDUIT, THE SERVICE ENTRANCE EQUIPMENT INCLUDING THE CT/METER CABINET AND ALL BANKED METER SOCKETS.

3. THE DEVELOPER SHALL COORDINATE SITE CONSTRUCTION WITH DPU–E TO ALLOW ELECTRIC FACILITIES TO BE INSTALLED PRIOR TO PAVING AND CURBING. DPU–E REQUIRES 30 WORKING DAYS ADVANCE WRITTEN NOTICE PRIOR TO PAVEMENT INSTALLATION TO ALLOW FOR THE INSTALLATION OF ELECTRIC FACILITIES. GRADE ELEVATION MUST BE WITHIN 4" FINAL GRADING BEFORE ELECTRIC FACILITIES CAN BE INSTALLED.

4. ELECTRIC FACILITIES SHALL BE INSTALLED PURSUANT TO SECTION 8–1C–3 OF THE CITY OF NAPERVILLE MUNICIPAL CODE, WHICH REQUIRES A CONSTRUCTION FEE PAYMENT FOR INSTALLATION OF ELECTRIC FACILITIES.

5. AT ALL TIMES, THE CUSTOMER SHALL BE SOLELY RESPONSIBLE FOR MAINTAINING A SUITABLE APPROACH TO THE METER LOCATION, WITH NO OBSTRUCTIONS WITHIN FOUR (4') FEET OF THE FRONT AND TWO (2') FEET OF THE SIDES OF THE METER. PER NAPERVILLE SERVICE RULES AND POLICIES 22.2.F

6. DPU–E REQUIRES A MINIMUM 5' OF SEPARATION BETWEEN ITS ELECTRIC FACILITIES AND ANY FIRE HYDRANTS, STORM DRAINS, STORM SEWERS, WATER MAINS, GAS MAINS, ETC. THAT RUN PARALLEL TO ITS FACILITIES.

7. TO HAVE AN EXISTING SERVICE DISCONNECTED CALL THE CITY DISPATCH OFFICE AT 630–420–6187. PLEASE ALLOW AT LEAST 24 HOURS NOTICE. METERS AND METER SEALS ARE TO BE REMOVED ONLY BY DPU–E PERSONNEL. THE LOCATION AND TYPE OF NEW OR REPLACEMENT METER RELATED EQUIPMENT MUST BE PRE–APPROVED IN WRITING BY DPU–E. AN ELECTRIC SERVICE MUST BE INSPECTED BY THE DEVELOPMENT SERVICES TEAM ELECTRICAL INSPECTOR PRIOR TO CONNECTION.

8. LABEL ALL METER SOCKETS WITH COMPLETE ADDRESS IN 1" LETTERS USING PERMANENT STICKERS. IN MULTIPLE METER BANKS, THE COMPLETE ADDRESS MAY BE ON THE DISCONNECT SWITCH AND THE SUITE NUMBERS ON THE METER SOCKETS. THE ELECTRICAL SERVICE EQUIPMENT WILL NOT PASS INSPECTION WITHOUT APPROPRIATE ADDRESS LABELING.

9. APPROVAL OF METERING EQUIPMENT BY DPU–E DOES NOT REMOVE YOUR RESPONSIBILITY TO COMPLY WITH THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE AS ADOPTED BY THE CITY OF NAPERVILLE. DETERMINATION OF COMPLIANCE WITH THE NATIONAL ELECTRICAL CODE WILL BE MADE BY THE TRANSPORTATION, ENGINEERING AND DEVELOPMENT DEPARTMENT.

△1 DEPARTMENT OF PUBLIC UTILITIES – ELECTRIC GENERAL NOTES

10. A CUSTOMERS GROUNDING CONDUCTOR SHALL NOT BE CONNECTED TO DPU–E DISTRIBUTION EQUIPMENT.

11. DPU–E WILL INSTALL AND ENERGIZE ALL METERS IN A MULTIPLE METER BANK AT ONE TIME, PROVIDED ALL METER SOCKETS PASS INSPECTION. IN THE EVENT OF AN INCOMPLETE INSTALLATION, ONLY THE INSPECTED AND APPROVED EQUIPMENT SHALL BE ENERGIZED AND A METER INSTALLED. INDIVIDUAL TENANT PERMITS WILL BE REQUIRED FOR INSTALLATION OF THE OTHER METERS IN THE METER BANK.

12. THE DEVELOPER IS RESPONSIBLE FOR THE CONSTRUCTION AND INSTALLATION OF A TRANSFORMER PAD AND VAULT. THE DPU–E ENGINEER MUST BE INFORMED PRIOR TO THE INSTALLATION OF THE PAD AND VAULT. A MAIN DISCONNECT OR CIRCUIT BREAKER IS REQUIRED FOR DPU–E ACCESS IN CASE OF A NEED FOR SERVICE OR IN AN EMERGENCY. DPU–E SHALL MAKE THE FINAL CONNECTIONS OF THE CUSTOMER'S SERVICE TO THE TRANSFORMER TERMINALS. A MINIMUM OF EIGHT FEET OF ADDITIONAL CONDUCTOR LENGTH MUST BE LEFT ON THE CUSTOMER'S SERVICE CABLES.

13. ACCESSING STREET LIGHT CONTROLLERS, ELECTRICAL PEDESTALS, ELECTRICAL TRANSFORMERS, OR OTHER CITY OWNED EQUIPMENT IS STRICTLY PROHIBITED. THESE ACTIONS ARE SUBJECT TO FINES AND PENALTIES PER THE ELECTRIC SERVICE RULES AND POLICIES UP TO AND INCLUDING THE INABILITY TO OBTAIN PERMITS. SHOULD ACCESS BE REQUIRED FOR THE PLACEMENT OF CONDUITS AND/OR CONDUCTORS, THE CONTRACTOR MUST CONTACT CITY DISPATCH AT 630–420–6187, AT LEAST 48 HOURS IN ADVANCE TO SCHEDULE AN APPOINTMENT WITH ELECTRIC UTILITY PERSONNEL.

ALL QUALIFIED ELECTRICAL WORKERS REQUIRE APPROPRIATE ARC FLASH PPE TO ACCESS ENERGIZED EQUIPMENT, PER NFPA 70E. WORKERS WITH INADEQUATE PPE WILL BE DENIED ACCESS TO ENERGIZED EQUIPMENT.

OTHER SANITARY SEWER AND WATERMAIN NOTES

1. WATERMAIN SERVICES SHALL HAVE A MINIMUM OF 5.0 FEET OF COVER AND SHALL BE RUN IN STRAIGHT ALIGNMENT UNLESS SPECIFICALLY SHOWN ON THE PLANS.

2. 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.

3. THE CONTRACTOR SHALL BEWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL EXCAVATE AROUND UTILITIES TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION.

4. "BAND–SEAL" OR SIMILAR NON–SHEAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS.

5. ALL NEW SANITARY SEWERS SHALL HAVE WYES FOR PROPOSED BUILDING SERVICES. ALL CONNECTIONS TO EXISTING SANITARY SEWERS NOT HAVING WYES SHALL BE MADE WITH A CASCADE STAINLESS STEEL SEWER SADDLE FOR BUILDING SERVICES AND WITH A MANHOLE FOR SEWER EXTENSIONS. ALL TAPS SHALL INCLUDE A PROPERLY INSTALLED HUB WYE SADDLE.

6. CONNECTIONS TO EXISTING SANITARY SEWER AND WATER SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

7. WATER SERVICES SHALL INCLUDE THE NECESSARY LENGTH OF TYPE "K" COPPER WATER TUBE OF THE SIZE SHOWN ON THE PLANS, CORPORATION STOP, CURB STOP, AND SERVICE BOX, ALL AS REQUIRED BY THE MUNICIPALITY, AND ALL NECESSARY LABOR, TOOLS, EQUIPMENT, EXCAVATION & BACKFILL, FOR A COMPLETE INSTALLATION AS SHOWN ON THE PLANS. TRENCH BACKFILL WILL BE PAID FOR SEPARATELY, WHEN REQUIRED.

8. GRANULAR TRENCH BACKFILL SHALL BE USED IN ALL LOCATIONS WHERE THE PROPOSED UNDERGROUND UTILITY IS TO BE CONSTRUCTED UNDER PERMANENT TYPE PAVEMENTS, DRIVEWAYS, OR SIDEWALKS; IN ANY UTILITY TRENCH OVER WHICH ANOTHER UTILITY WILL PASS; OR AS DIRECTED BY THE ENGINEER. TRENCH BACKFILL SHALL BE EXTENDED TWO (2) FEET ON EACH SIDE OF THE PERMANENT TYPE SURFACE.

9. ALL SANITARY SEWER SHALL BE CONSTRUCTED WITH STONE BEDDING (IDOT GRADATION CA–11) IN ACCORDANCE WITH ASTM D–2321–89 CLASS IB.

10. THE COST OF PIPE BEDDING WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE CONTRACT UNIT PRICES OF THE VARIOUS SEWER ITEMS.

11. DEFLECTION TESTING FOR FLEXIBLE THERMOPLASTIC PIPE:

A.) THE PIPELINE SHALL BE TESTED FOR EXCESS DEFLECTION BY PULLING A "GO–NO GO" MANDREL THROUGH THE PIPE FROM MANHOLE TO MANHOLE. THE MANDREL SHALL BE SIZED IN ACCORDANCE WITH SECTION 31–1.11 C (4), AND AS SPECIFIED IN THE SPECIAL PROVISIONS. A "DEFLECTOMETER" MAY ALSO BE USED TO CHECK AND RECORD DEFLECTION.

B.) WHEREVER POSSIBLE AND PRACTICAL, THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARDS THE UPSTREAM LINES.

C.) WHERE DEFLECTION IS FOUND TO BE IN EXCESS OF ALLOWABLE TESTING LIMITS, THE CONTRACTOR SHALL EXCAVATE TO THE POINT OF EXCESS DEFLECTION AND CAREFULLY COMPACT AROUND THE POINT WHERE EXCESS DEFLECTION WAS FOUND. THE LINE SHALL THEN BE RETESTED FOR DEFLECTION. HOWEVER, SHOULD AFTER THE INITIAL TESTING THE DEFLECTED PIPE FAIL TO RETURN TO THE ORIGINAL SIZE (INSIDE DIAMETER), THE LINE SHALL BE REPLACED.

12. DEFLECTION LIMITS FOR FLEXIBLE THERMOPLASTIC PIPE:

A.) DEFLECTION OF POLYVINYL CHLORIDE (PVC) PIPE SHALL NOT EXCEED 5.0% OF THE "BASE I.D." (INTERNAL DIAMETER) OF THE PIPE. "BASE I.D." SHALL BE CALCULATED IN ACCORDANCE WITH THE FOLLOWING:

AVG ID =AVG OD – 2 (1.06)t
TOLERANCE PACKAGE = $(A^2 + B^2 + B^2 + C^2)1/2$
WHERE:
A = OD TOLERANCE (ASTM D3034)
B = EXCESS WALL THICKNESS TOLERANCE = 0.06t
C = OUT–OF–ROUNDNESS TOLERANCE = 0.15(AVG OD)
t = MINIMUM WALL THICKNESS (ASTM D–2241)

BASE ID = AVG. ID – TOLERANCE PACKAGE

13. ALL SANITARY SEWERS SHALL PASS INFILTRATION AND EXFILTRATION AND AIR TESTS AND DEFLECTION TESTING AND SANITARY SEWER MANHOLES SHALL PASS VACUUM TESTING MEETING THE APPROVAL OF THE CITY OF NAPERVILLE.

14. PLUMBING CONTRACTOR TO MAKE ALL CONNECTIONS WITH BUILDING SERVICES CONSTRUCTED BY UTILITY CONTRACTOR. SITE UTILITY CONTRACTOR TO CONSTRUCT SERVICES TO FIVE FEET BEYOND RIGHT OF WAY LINE UNLESS OTHERWISE SHOWN ON PLANS.

PROTECTION OF WATERMAIN AND WATER SERVICE

WATER MAINS AND WATER SERVICE LINES SHALL BE PROTECTED FROM SANITARY SEWERS, STORM SEWERS, COMBINED SEWERS, HOUSE SEWER SERVICE CONNECTIONS AND DRAINS AS FOLLOWS:

1.) HORIZONTAL AND VERTICAL SEPARATION

A) WHENEVER POSSIBLE, A SEWER MUST BE AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN.

B) SHOULD LOCAL CONDITIONS EXIST WHICH WOULD PREVENT A LATERAL SEPARATION OF TEN FEET, A SEWER MAY BE CLOSER THAN TEN FEET TO A WATER MAIN PROVIDED THAT THE WATER MAIN INVERT IS AT LEAST EIGHTEEN INCHES ABOVE THE CROWN OF THE SEWER, AND IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

C) IF IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL AND VERTICAL SEPARATION AS DESCRIBED ABOVE, BOTH THE WATER MAIN AND SEWER MUST BE CONSTRUCTED WITH WATER MAIN QUALITY PIPE AND JOINTS THAT COMPLY WITH 35 ILL. ADM. CODE 653.119 AND SHALL BE PRESSURE TESTED IN ACCORDANCE WITH "AWWA STANDARD FOR INSTALLATION OF DUCTILE–IRON WATER MAINS AND THEIR APPURTENANCES, "ANSI/AWWA C600–93 (1994)(NO LATER EDITIONS OR AMENDMENTS) FOR A WORKING PRESSURE EQUAL TO OR GREATER THAN THE MAXIMUM POSSIBLE SURCHARGE HEAD TO ASSURE WATERTIGHTNESS BEFORE BACKFILLING.

2.) WATER–SEWER LINE CROSSINGS

A) WHENEVER POSSIBLE, SEWERS CROSSING WATER MAINS SHALL BE LAID WITH THE SEWER BELOW THE WATER MAIN WITH THE CROWN OF THE SEWER A MINIMUM OF 18 INCHES BELOW THE INVERT OF THE WATER MAIN. THE VERTICAL SEPARATION SHALL BE MAINTAINED ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER IS AT LEAST 10 FEET. THE CROSSING SHALL BE ARRANGED SO THAT THE SEWER JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE WATER MAIN JOINTS. ADEQUATE SUPPORT SHALL BE PROVIDED FOR THE WATER MAINS TO PREVENT DAMAGE DUE TO SETTLING OF THE SEWER TRENCH.

B) WHERE A SEWER CROSSES UNDER A WATER MAIN AND IT IS NOT POSSIBLE TO PROVIDE AN 18–INCH VERTICAL SEPARATION, THE FOLLOWING SPECIAL CONSTRUCTION METHODS SHALL BE SPECIFIED:

i) THE SEWER SHALL EITHER BE CONSTRUCTED WITH WATER MAIN PIPE AND JOINTS THAT COMPLY WITH 35 ILL. ADM. CODE 653.119 AND SHALL BE PRESSURE TESTED IN ACCORDANCE WITH "AWWA STANDARD FOR INSTALLATION OF DUCTILE–IRON WATER MAINS AND THEIR APPURTENANCES," ANSI/AWWA C600–93 (1994)(NO LATER EDITIONS OR AMENDMENTS) FOR A WORKING PRESSURE EQUAL TO OR GREATER THAN THE MAXIMUM POSSIBLE SURCHARGE HEAD OR SHALL BE ENCASED IN A CARRIER PIPE WITH THE ENDS SEALED, THAT, ALONG WITH THE JOINTS, COMPLIES WITH 35 ILL. ADM CODE 653.119.

ii) THE WATER MAIN QUALITY SEWER OR CARRIER PIPE SHALL EXTEND ON EACH SIDE OF THE CROSSING TO A POINT WHERE THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER IS AT LEAST 10 FEET.

iii) FOR THE REQUIRED LENGTH OF THE WATER MAIN QUALITY SEWER OR CARRIER PIPE, OMIT THE SELECT GRANULAR CRADLE AND GRANULAR BACKFILL TO ONE FOOT OVER THE CROWN OF THE SEWER AND USE SELECTED EXCAVATED MATERIAL (CLASS IV) AND COMPACT TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY.

iv) POINT LOADS BETWEEN THE SEWER OR SEWER CASING AND THE WATER MAIN ARE PROHIBITED.

v) ADEQUATE SUPPORT SHALL BE PROVIDED FOR THE WATER MAIN TO PREVENT DAMAGE DUE TO SETTLING OF THE SEWER TRENCH.

C) WHERE IT IS NOT POSSIBLE FOR A PROPOSED SEWER TO CROSS UNDER AN EXISTING WATER MAIN, THE SPECIFICATIONS SHALL REQUIRE THE CONSTRUCTION METHODS SET OUT IN SUBSECTION (c)(2)(B) ABOVE AND SHALL REQUIRE THAT ANY SELECT GRANULAR BACKFILL ABOVE THE CROWN OF THE WATER MAIN BE REMOVED WITHIN THE WIDTH OF THE PROPOSED SEWER TRENCH AND BE REPLACED WITH SELECT EXCAVATED MATERIAL (CLASS IV) COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY. WHERE A PROPOSED SEWER MUST CROSS OVER A PROPOSED WATER MAIN, AN 18–INCH VERTICAL SEPARATION SHALL BE MAINTAINED.

3.) SEWER MANHOLE SEPARATION FROM WATER MAIN

NO WATER PIPE SHALL PASS THROUGH OR COME INTO CONTACT WITH ANY PART OF A SEWER MANHOLE.

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
△1	03–03–26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

CONSTRUCTION SPECIFICATIONS – GENERAL NOTES

EVERLY TRACE

FILE NAME: GENNOTES	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34–36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = 60'	02 of 23

PLOT FILE CREATED: 2/27/2026 3:10 PM BY LESLIE LUNDBERG DRAWING LAST SAVED: 2/17/2026 4:17 PM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\GENNOTES.DWG

CONSTRUCTION SPECIFICATIONS – GENERAL NOTES

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

CITY OF NAPERVILLE
Storm Sewer Notes

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.

3. 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:

3a. 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.

△1 3b. 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.

△1 3c. DUCTILE IRON PIPE (DIP) – DUCTILE IRON PIPE SHALL CONFORM TO ANSI A 21.51 (AWWA C–151), CLASS THICKNESS DESIGNED PER ANSI A 21.50 (AWWA C–150), TAR (SEAL) COATED AND CEMENT LINED PER ANSI A 21.4 (AWWA C–104), WITH MECHANICAL OR RUBBER RING (SLIP SEAL OR PUSH ON) JOINTS. ALL DUCTILE IRON PIPE SHALL BE WRAPPED WITH POLYETHYLENE.

△1 3d. POLYVINYL CHLORIDE PIPE (PVC) – POLYVINYL CHLORIDE (PVC) PIPE SHALL CONFORM TO ASTM D 3034, TYPE PSM. THE MINIMUM STANDARD DIMENSION RATIO (SDR) SHALL BE 26. THE PIPE SHALL BE MADE OF PVC PLASTIC HAVING A MINIMUM CELL CLASSIFICATION OF 12454–C, AND SHALL HAVE A MINIMUM PIPE STIFFNESS OF FORTY–SIX (46) LBS. PER INCH (317 KPA). JOINTS FOR PVC PIPE SHALL BE FLEXIBLE ELASTOMETRIC SEALS PER ASTM D 3212.

△1 3e. HIGH DENSITY POLYETHYLENE PIPE (HDPE) – HIGH–DENSITY POLYETHYLENE (HDPE) PIPE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 252 AND M 294. PIPE AND FITTINGS SHALL BE MADE FROM VIRGIN PE COMPOUNDS WHICH CONFORM TO THE REQUIREMENTS OF CELL CLASS 324420C AS DEFINED AND DESCRIBED IN ASTM D 3350. RUBBER GASKET JOINTS SHALL BE USED.

△1 3f. FULLY GALVANIZED CORRUGATED STEEL PIPE – FULLY GALVANIZED CORRUGATED STEEL PIPE MAY BE USED FOR RESIDENTIAL DRIVEWAY CROSSINGS ONLY WHEN A DITCH SECTION IS PRESENT. THE MINIMUM CULVERT SIZE IS 12" DIAMETER.

4. BEDDING, OTHER THAN CONCRETE EMBEDMENT, SHALL CONSIST OF GRAVEL, CRUSHED GRAVEL, OR CRUSHED STONE 1/4 INCH TO 1 INCH IN SIZE. AS A MINIMUM, THE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF IDOT STANDARD SPECIFICATIONS. THE GRADATION SHALL CONFORM TO GRADATION CA–7 OR CA–11 OF THE STANDARD SPECIFICATIONS.

5. BACKFILL MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF IDOT STANDARD SPECIFICATIONS. THE GRADATION SHALL CONFORM TO GRADATION CA–6 OF THE STANDARD SPECIFICATIONS. BACKFILL MATERIAL SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY.

6. JOINTS CONNECTING DISSIMILAR PIPE MATERIALS SHALL BE MADE WITH SEWER CLAMP NON–SHEAR TYPE COUPLINGS; CASCADE CSS, ROMAC LSS, FERNCO, INC. SHEAR RING, OR APPROVED EQUAL. WHEN AVAILABLE, A STANDARD JOINT WITH A TRANSITION GASKET MAY BE USED. THE NAME OF THE MANUFACTURER, CLASS, AND DATE OF ISSUE SHALL BE CLEARLY IDENTIFIED ON ALL SECTIONS OF PIPE. THE CONTRACTOR SHALL ALSO SUBMIT BILLS OF LADING, OR OTHER QUALITY ASSURANCE DOCUMENTATION WHEN REQUESTED BY THE CITY ENGINEER. ALL NUTS AND BOLTS FOR COUPLINGS SHALL BE STAINLESS STEEL.

7. MANHOLES FOR STORM SEWERS SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES AND SHALL BE CONSTRUCTED OF PRECAST CONCRETE UNITS IN ACCORDANCE WITH ASTM C478–05 (OR LATEST EDITION) AND SHALL CONFORM TO THE CITY OF NAPERVILLE STANDARD DETAIL. ALL MANHOLES SHALL BE WATER–TIGHT. ALL VISIBLE LEAKS SHALL BE SEALED IN A MANNER ACCEPTABLE TO THE CITY ENGINEER.

8. MANHOLES SHALL BE FURNISHED WITH A SELF–SEALING FRAME AND SOLID COVER (EAST JORDAN IRON WORKS 1022 WITH TYPE A SOLID COVER, OR APPROVED EQUAL) WITH THE WORD "STORM" IMPRINTED ON THE COVER IN RAISED LETTERS. ALL FRAMES AND LIDS SHALL MEET OR EXCEED AASHTO H–20 LOADING SPECIFICATIONS. FRAMES SHALL BE SHOP PAINTED WITH ASPHALTIC BASE PAINT. BOTH THE MANHOLE FRAME AND COVER SHALL HAVE MACHINED HORIZONTAL AND VERTICAL BEARING SURFACES. INVERTED MANHOLE FRAMES ARE NOT ALLOWED. PICK HOLES SHALL NOT CREATE OPENINGS IN THE MANHOLE COVER.

9. MANHOLE STEPS ON MAXIMUM 16 INCH CENTER SHALL BE FURNISHED WITH EACH MANHOLE, SECURELY ANCHORED IN PLACE, TRUE TO VERTICAL ALIGNMENT, IN ACCORDANCE WITH THE NAPERVILLE STANDARD DETAILS. STEPS SHALL BE COPOLYMER POLYPROPYLENE REINFORCED WITH 1/2 INCH A615/A615M–05A (OR LATEST EDITION) GRADE 60 STEEL REINFORCEMENT, MEETING OR EXCEEDING ASTM C 478–05 (OR LATEST EDITION) AND OSHA STANDARDS.

△1 10. CATCH BASINS AND INLETS SHALL HAVE A MINIMUM INSIDE DIAMETER OF 24 INCHES AND SHALL BE CONSTRUCTED OF PRECAST CONCRETE UNITS IN ACCORDANCE WITH ASTM C478–05 (OR LATEST EDITION) AND SHALL CONFORM TO THE CITY OF NAPERVILLE STANDARD DETAIL. ALL CATCH BASINS AND INLETS SHALL BE WATER–TIGHT AT ALL POINTS BELOW GRADE. ALL VISIBLE LEAKS SHALL BE SEALED IN A MANNER ACCEPTABLE TO THE CITY ENGINEER. CATCH BASINS AND INLETS SHALL BE FURNISHED WITH A FRAME AND GRATE BASED UPON THE LOCATION OF THE INSTALLATION AS LISTED BELOW. ALL FRAMES AND GRATES SHALL MEET OR EXCEED AASHTO H–20 LOADING SPECIFICATIONS. FRAMES SHALL BE SHOP PAINTED WITH ASPHALTIC BASE PAINT.

A) PAVEMENT: EAST JORDAN IRON WORKS 1022 FRAME WITH TYPE M1 RADIAL FLAT GRATE, NEENAH R–2502, OR APPROVED EQUAL FOR OPEN GRATES. EAST JORDAN IRON WORKS 1022 FRAME WITH TYPE A SOLID COVER, NEENAH R–1772, OR APPROVED EQUAL FOR CLOSE LIDS

B) BARRIER CURB AND GUTTER: EAST JORDAN IRON WORKS 7220 FRAME WITH TYPE M1 GRATE AND T1 CURB BOX, NEENAH R–3278–A, OR APPROVED EQUAL.

C) DEPRESSED CURB: EAST JORDAN IRON WORKS 5120 FRAME AND GRATE, NEENAH R–3225–L, OR APPROVED EQUAL.

D) MOUNTABLE CURB: EAST JORDAN IRON WORKS 7525 FRAME AND GRATE, NEENAH R–3501–P, OR APPROVED EQUAL.

E) NON–PAVED AREAS: EAST JORDAN IRON WORKS 6527 BEEHIVE GRATE, NEENAH R–4340–B, OR APPROVED EQUAL. ALTERNATELY, IN AREAS WHERE THERE IS THE LIKELIHOOD OF PEDESTRIAN TRAFFIC, EAST JORDAN IRON WORKS 1022 FRAME WITH TYPE M1 RADIAL FLAT GRATE, OR APPROVED EQUAL MAY BE USED.

Storm Sewer Notes

△1 11. THE STEEL CASING PIPE SHALL BE BITUMINOUS COATED, A MINIMUM OF 30 MILS THICKNESS INSIDE AND OUT, AND SHALL BE OF LEAK PROOF CONSTRUCTION, CAPABLE OF WITHSTANDING THE ANTICIPATED LOADINGS. SEE TABLE 200–1 IN THE NAPERVILLE STANDARD SPECIFICATIONS FOR THE MINIMUM WALL THICKNESSES OF VARIOUS STEEL CASING DIAMETERS.

THE STEEL CASING PIPE SHALL HAVE MINIMUM YIELD STRENGTH OF 35,000 PSI AND SHALL MEET THE REQUIREMENTS OF A139/A139M–04 (OR LATEST EDITION), GRADE B. RING DEFLECTION SHALL NOT EXCEED 2% OF THE NOMINAL DIAMETER. THE STEEL CASING PIPE SHALL BE DELIVERED TO THE JOBSITE WITH BEVELED ENDS TO FACILITATE FIELD WELDING.

12. ALL PIPE SHALL BE LAID TRUE TO LINE AND GRADE. DIRT AND OTHER FOREIGN MATERIAL SHALL BE PREVENTED FROM ENTERING THE PIPE OR PIPE JOINT DURING HANDLING OR LAYING OPERATIONS. ALL STORM SEWER PIPE TO PIPE CONNECTIONS SHALL BE SEALED WITH BUTYL MASTIC TO ENSURE WATER TIGHTNESS. LIFT HOLES TO BE SEALED USING BUTYL MASTIC AND CONCRETE PLUGS. AT NO TIME SHALL CONNECTIONS BETWEEN THE STORM SEWER AND SANITARY SEWER BE ALLOWED.

13. FOR STRUCTURES LOCATED IN PAVED AREAS, A MINIMUM OF FOUR, 2–INCH DIAMETER HOLES SHALL BE DRILLED OR PRECAST INTO THE STRUCTURE WITHIN 1 FOOT OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1–FOOT BY 1–FOOT SECTION OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE SUFFICIENTLY FIXED TO THE OUTSIDE OF THE MANHOLE WITH MASTIC MATERIAL TO PREVENT SLIPPAGE DURING BACKFILLING.

△1 14. ALL STORM SEWER STRUCTURE FRAMES WITHOUT INSIDE FLANGES SHALL BE SHAPED WITH NON–SHRINKING HYDRAULIC CEMENT TO FORM A FILLET TO THE STRUCTURE OR ADJUSTING RING.

WHEN ADJUSTMENTS ARE NECESSARY, NO MORE THAN 12 INCHES OF VERTICAL ADJUSTMENT MAY BE MADE USING THE MINIMUM PRACTICAL NUMBER OF INDIVIDUAL RINGS.

ALL RINGS SHALL BE HIGH DENSITY POLYETHYLENE PLASTIC (HDPE), RECYCLED RUBBER, HIGH DENSITY EXPANDING POLYSTYRENE, EXPANDED POLYPROPYLENE (EPP), OR OTHER MATERIAL AS APPROVED BY THE CITY ENGINEER. PRECAST CONCRETE RINGS, BRICKS, ROCKS, SHIMS, OR CONCRETE BLOCKS WILL NOT BE ALLOWED. TAPERED ADJUSTING RINGS SHALL BE REQUIRED WHEN THE FRAME WILL NEED TO MATCH THE SLOPE OF THE ROADWAY.

A RESILIENT, FLEXIBLE, NON–HARDENING, PREFORMED BITUMINOUS MASTIC MATERIAL, CONSEAL 102 B OR APPROVED EQUAL, SHALL BE USED BETWEEN THE CONE OR TOP BARREL SECTION OF THE STRUCTURE AND THE ADJUSTING RINGS. A THICK BEAD OF NON–HARDENING ELASTOMERIC JOINT SEALANT CONFORMING TO ASTM C–920, TYPE S, GRADE NS, SHALL BE APPLIED BETWEEN ALL INDIVIDUAL RINGS, AND BETWEEN THE ADJUSTING RINGS AND THE FRAME. THE SEALANT OR MASTIC MATERIAL SHALL BE APPLIED IN SUCH A MANNER THAT NO SURFACE WATER OR GROUND WATER INFLOW CAN ENTER THE STRUCTURE.

15. ADJUSTMENTS LESS THAN 4 INCHES MAY BE MADE USING HARD COMPOSITE RUBBER TYPE RINGS, SUCH AS GNR OR APPROVED EQUAL. ONLY ONE TYPE OF ADJUSTING RING MAY BE USED ON A STRUCTURE; COMBINING BOTH CONCRETE AND HARD COMPOSITE RUBBER RINGS ON A STRUCTURE IS NOT PERMITTED.

16. ALL STORM SEWER CASTINGS MUST INCLUDE "NO DUMPING. DRAINS TO RIVER" LOGOS.

17. ALL PIPE OUTLETS AND RIPRAP SHALL BE FLUSH WITH THE GROUND AND CONSTRUCTION OUTFALLS MUST NOT RESULT IN AN INCREASE IN GROUND ELEVATION IN THE FLOODPLAIN.

18. CONCRETE ADJUSTING RINGS ARE NOT ALLOWED BY THE CITY OF NAPERVILLE.

CITY OF NAPERVILLE
Erosion Control and Drainage Notes

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.

4. 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.

5. ACCEPTABLE PERIMETER EROSION CONTROL INCLUDES SILT FENCE, SILT WORM AND ANY OTHER APPLICATION APPROVED BY THE CITY ENGINEER.

6. ALL OPEN GRATE STRUCTURES SHALL HAVE EROSION CONTROL PROTECTION IN ACCORDANCE WITH THE APPROVED EROSION CONTROL PLANS. INLET BASKETS ARE THE PREFERRED METHOD; STRAW BALES SHALL NOT BE USED.

7. STOCKPILES NOT BEING DISTURBED FOR MORE THAN 14 DAYS SHALL BE SEEDED.

8. ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY, AFTER ANY 0.5 INCH RAINFALL, OR MORE FREQUENTLY AS NECESSARY TO MAINTAIN THEIR FUNCTION.

9. 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.

OTHER EROSION CONTROL NOTES

1. SEE STORMWATER POLLUTION PREVENTION PLAN FOR OTHER EROSION CONTROL NOTES.

CITY OF NAPERVILLE
Geometric and Paving Notes

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.

△1 6. ALL PAVEMENT PATCHES WITHIN THE PUBLIC RIGHT–OF–WAY MUST CONFORM TO CITY STANDARDS. REFERENCE NAPERVILLE STANDARD DETAILS 590.12 AND 590.13.

OTHER GEOMETRIC AND PAVING AND EARTHWORK NOTES

1. WORK UNDER THIS SECTION SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:

A. CLEARING AND REMOVAL OF ALL UNDESIRABLE TREES AND OTHER VEGETATIVE GROWTH WITHIN THE CONSTRUCTION AREA. TREE REMOVAL SHALL BE DESIGNATED BY THE OWNER AND SHALL BE KEPT TO A MINIMUM.

B. STRIPPING OF TOPSOIL FROM ALL STREET, DRIVEWAY, PARKING LOT, RIGHT–OF–WAY, BUILDING PAD AND OTHER DESIGNATED STRUCTURAL AREAS.

C. STOCKPILING OF TOPSOIL AT LOCATIONS AS DIRECTED BY THE OWNER. TOPSOIL STOCKPILED FOR FUTURE USE SHALL BE RELATIVELY FREE FROM LARGE ROOTS, STICKS, WEEDS, BRUSH, STONES LARGER THAN ONE (1) INCH DIAMETER, OR OTHER LITTER AND WASTE PRODUCTS INCLUDING EXTRANEOUS MATERIALS NOT CONDUCIVE TO PLANT GROWTH. TOPSOIL SHALL BE STOCKPILED IN SEQUENCE TO ELIMINATE ANY REHANDLING OR DOUBLE MOVEMENTS BY THE CONTRACTOR. FAILURE TO PROPERLY SEQUENCE THE STOCKPILING OPERATIONS SHALL NOT CONSTITUTE A CLAIM FOR ADDITIONAL COMPENSATION. NO MATERIAL SHALL BE STOCKPILED IN FRONT YARDS, OVERLAND DRAINAGE SWALES (FLOOD ROUTING AREAS), IN PROPOSED UTILITY LOCATIONS, IN UTILITY EASEMENTS OR IN THE RIGHT–OF–WAY.

D. REMOVAL OF UNSUITABLE MATERIALS AS SPECIFIED FROM ROADWAY, DRIVEWAY/PARKING, BUILDING PAD AND OTHER DESIGNATED AREAS. OWNER TO VALIDATE UNSUITABLE AREAS BY ON–SITE MEASURING.

E. CLAY CUT AND CLAY FILL WITH 95% MODIFIED PROCTOR COMPACTION WITHIN ROADWAY, DRIVEWAY/PARKING, BUILDING PAD AND OTHER DESIGNATED AREAS.

F. EXCAVATION AND GRADING OF THE OPEN SPACE, AND/OR YARD AREAS PER PLAN INCLUDING CONSTRUCTION OF BERMS, ETC.

G. PLACEMENT AND COMPACTION OF STRUCTURAL MATERIAL TO THE DESIGN SUBGRADE ELEVATIONS AS REQUIRED BY THE STANDARDS AND DETAILS ON THE CONSTRUCTION PLANS. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT AND/OR TOPSOIL REPLACEMENT THICKNESS MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS.

H. IF REQUIRED, BORROW PIT EXCAVATION OF STRUCTURAL MATERIAL AND REFILL OF PIT WITH NON–STRUCTURAL MATERIAL.

I. PLACEMENT AND COMPACTION OF NON–STRUCTURAL FILLS.

J. MOVEMENT AND COMPACTION OF SPOIL MATERIAL FROM THE CONSTRUCTION OF UNDERGROUND UTILITIES.

K. BACKFILLING OF CURBS AND/OR PAVEMENT AND SIDEWALK AFTER INSTALLATION OF SAME BY THE PAVING CONTRACTOR.

L. FINAL SHAPING AND TRIMMING TO THE LINES, GRADES, AND CROSS–SECTIONS SHOWN IN THESE PLANS; AND TOPSOIL PLACEMENT TO DESIGN FINISHED GRADE ELEVATIONS.

M. SOIL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS.

2. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PLANS AND SHALL NOTIFY THE ENGINEER AT ONCE OF ANY DISCREPANCIES. THE CONTRACTOR SHALL EXAMINE THE DRAINAGE PATTERNS SHOWN ON THE PLANS AND MAKE CERTAIN THAT ALL GUTTER FLAGS AND PAVEMENTS ARE PITCHED PROPERLY TO ACHIEVE THIS DRAINAGE PATTERN.

3. MATERIALS TESTING, IF REQUIRED BY THE MUNICIPALITY, SHALL BE PROVIDED BY THE CONTRACTOR, THIS ITEM WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE VARIOUS ITEMS OF WORK.

4. DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL INSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER ACCEPTABLE METHOD. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIAL CREATED AS A RESULT THEREOF.

OTHER GEOMETRIC AND PAVING AND EARTHWORK NOTES

5. IT SHALL BE THE RESPONSIBILITY OF EACH RESPECTIVE CONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM HIS CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.

6. 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 THE SOILS ENGINEER OR HIS REPRESENTATIVE. ALL TESTING, INSPECTION AND SUPERVISION OF SOIL QUALITY, UNSUITABLE REMOVAL AND ITS REPLACEMENT AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE SOILS ENGINEER. NO UNDERCUT SHALL BE PERFORMED WITHOUT AUTHORIZATION FROM OWNER AND ASSIGNMENT OF AN EWO NUMBER.

7. THE GRADING AND CONSTRUCTION OF THE SITE IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER. ALL AREAS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE.

8. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF SIX INCHES (6") OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED.

9. THE SELECTED STRUCTURAL FILL MATERIAL SHALL BE PLACED IN LEVEL UNIFORM LAYERS SO THAT THE COMPACTED THICKNESS IS APPROXIMATELY SIX INCHES (6"); IF COMPACTION EQUIPMENT DEMONSTRATES THE ABILITY TO COMPACT GREATER THICKNESSES, THEN A GREATER THICKNESS MAY BE SPECIFIED. EACH LAYER SHALL BE THOROUGHLY MIXED DURING SPREADING TO INSURE UNIFORMITY.

10. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF NINETY–THREE PERCENT (93%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D–1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER. EMBANKMENT MATERIAL FOR BUILDING PADS SHALL BE COMPACTED TO A MINIMUM OF NINETY–FIVE PERCENT (95%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM DESIGNATION D–1557 (MODIFIED PROCTOR METHOD) OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER.

11. THE SURFACE VEGETATION, TOPSOIL AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHOULD BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE SOILS RUT DEEPER THAN ONE INCH UNDER THE CONSTRUCTION EQUIPMENT OR IF THE MOISTURE CONTENT EXCEEDS THAT NEEDED FOR PROPER COMPACTION, THE SOIL SHALL BE SCARIFIED, DRIED AND RECOMPACTED TO THE REQUIRED SPECIFICATIONS (SEE SECTION 301.03 OF THE IDOT SPECIFICATIONS).

12. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND YARD/OPEN SPACE AREAS SHALL BE WITHIN A TOLERANCE OF PLUS OR MINUS ONE–TENTH OF A FOOT (0.1') OF DESIGN SUBGRADE ELEVATIONS.

13. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF–ROLLED BY THE CONTRACTOR IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE AND ANY UNSTABLE AREAS ENCOUNTERED SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AND SOILS ENGINEER. ANY UNDERCUT AND REPLACE NECESSARY WILL BE MEASURED FOR PAVEMENT AT THE CONTRACT UNIT PRICE.

14. ALL COMPENSATORY STORAGE SHALL BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN REGULATORY FLOODPLAIN. GRADING IN FLOODPLAIN AREAS SHALL BE DONE IN SUCH A MANNER THAT THE EXISTING FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.

CITY OF NAPERVILLE
Traffic Control and Protection Notes

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.

5. 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 PERMITTED BY THE CITY ENGINEER. LANE CLOSURES ON ARTERIAL STREETS ARE PERMITTED BETWEEN 7AM AND 7PM ON WEEKENDS, UNLESS OTHERWISE PERMITTED 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.

6. ANY WORK THAT IMPACTS A TRAFFIC LANE ON AN ARTERIAL ROADWAY REQUIRES AN ARROWBOARD AS PART OF THE TRAFFIC CONTROL.

7. 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.

OTHER TRAFFIC CONTROL AND PROTECTION NOTES

1. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND CITY A TRAFFIC CONTROL PLAN FOR ANY WORK THAT NECESSITATES SUCH A PLAN.

2. AT THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL FURNISH THE NAME OF THE INDIVIDUAL IN HIS DIRECT EMPLOY WHO IS TO BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE TRAFFIC CONTROL FOR THIS PROJECT. IF THE ACTUAL INSTALLATION AND MAINTENANCE ARE TO BE ACCOMPLISHED BY A SUBCONTRACTOR, CONSENT SHALL BE REQUESTED OF THE ENGINEER AT THE TIME OF THE PRECONSTRUCTION MEETING IN ACCORDANCE WITH ARTICLE 108.01 OF THE STANDARD SPECIFICATIONS. THIS SHALL NOT RELIEVE THE CONTRACTOR OF THE FOREGOING REQUIREMENT FOR A RESPONSIBLE INDIVIDUAL IN HIS DIRECT EMPLOY TO SUPERVISE THIS WORK. THE CONTRACTOR WILL PROVIDE THE NAME OF ITS REPRESENTATIVE WHO WILL BE RESPONSIBLE FOR THE ADMINISTRATION OF THE TRAFFIC CONTROL PLAN.

3. THIS ITEM OF WORK SHALL INCLUDE FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING ALL TRAFFIC CONTROL DEVICES USED FOR THE PURPOSE OF REGULATING, WARNING OR DIRECTING TRAFFIC DURING THE CONSTRUCTION OR MAINTENANCE OF THIS IMPROVEMENT.

4. THE FOLLOWING TRAFFIC CONTROL REQUIREMENTS ARE OF SPECIAL IMPORTANCE. CONFORMANCE TO THESE REQUIREMENTS, HOWEVER, SHALL NOT RELIEVE THE CONTRACTOR FROM CONFORMING TO ALL OTHER APPLICABLE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

5. THE GOVERNING FACTOR IN THE EXECUTION AND STAGING OF WORK FOR THIS PROJECT IS TO PROVIDE THE MOTORING PUBLIC WITH THE SAFEST POSSIBLE TRAVEL CONDITIONS ALONG THE ROADWAY THROUGH THIS CONSTRUCTION ZONE. THE CONTRACTOR SHALL SO ARRANGE HIS OPERATION AS TO KEEP THE CLOSING OF ANY LANE OF THE ROADWAY TO A MINIMUM.

6. TRAFFIC CONTROL DEVICES INCLUDE: SIGNS AND THEIR SUPPORTS, SIGNALS, PAVEMENT MARKINGS, BARRICADES WITH SAND BAGS, CHANNELIZING DEVICES, WARNING LIGHTS, ARROWBOARDS, FLAGGERS, OR ANY OTHER DEVICE USED FOR THE PURPOSE OF REGULATING, WARNING, OR GUIDING TRAFFIC THROUGH THE CONSTRUCTION ZONE.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION, INSTALLATION, AND ARRANGEMENT OF ALL TRAFFIC CONTROL DEVICES. SPECIAL ATTENTION SHALL BE GIVEN TO ADVANCE WARNING SIGNS DURING CONSTRUCTION OPERATIONS IN ORDER TO KEEP LANE ASSIGNMENT CONSISTENT WITH BARRICADE PLACEMENT AT ALL TIMES. THE CONTRACTOR SHALL COVER ALL TRAFFIC CONTROL DEVICES WHICH ARE INCONSISTENT WITH DETOUR OR LANE ASSIGNMENT PATTERNS DURING THE TRANSITION FROM ONE CONSTRUCTION STAGE TO ANOTHER.

8. CONSTRUCTION SIGNS REFERRING TO DAYTIME LANE CLOSURE DURING WORKING HOURS SHALL BE REMOVED OR COVERED DURING NON–WORKING HOURS.

9. THE CONTRACTOR SHALL COORDINATE ALL TRAFFIC CONTROL WORK ON THIS PROJECT WITH ADJOINING OR OVERLAPPING PROJECTS, INCLUDING BARRICADE PLACEMENT NECESSARY TO PROVIDE A UNIFORM TRAFFIC DETOUR PATTERN. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES WHICH WERE FURNISHED, INSTALLED AND MAINTAINED BY HIM UNDER THIS CONTRACT, AND SUCH DEVICES SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. ALL TRAFFIC CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL SPECIFIC AUTHORIZATION FOR RELOCATION OR REMOVAL IS RECEIVED FROM THE ENGINEER.

10. THE CONTRACTOR SHALL ENSURE THAT ALL TRAFFIC CONTROL DEVICES INSTALLED BY HIM ARE OPERATIONAL 24 HOURS A DAY, INCLUDING SUNDAYS AND HOLIDAYS.

11. THE CONTRACTOR SHALL PROVIDE A MANNED TELEPHONE ON A CONTINUOUS 24–HOUR–A–DAY BASIS TO RECEIVE NOTIFICATION OF ANY DEFICIENCIES REGARDING TRAFFIC CONTROL AND PROTECTION AND SHALL DISPATCH WORKERS, MATERIALS AND EQUIPMENT TO CORRECT ANY SUCH DEFICIENCIES. THE CONTRACTOR SHALL RESPOND TO ANY CALL FROM THE CITY OF NAPERVILLE TRANSPORTATION, ENGINEERING AND DEVELOPMENT BUSINESS GROUP AT (630) 420–6082 CONCERNING ANY REQUEST FOR IMPROVING OR CORRECTING TRAFFIC CONTROL DEVICES AND BEGIN MAKING THE REQUESTED REPAIRS WITHIN TWO HOURS FROM THE TIME OF NOTIFICATIONS.

12. WHEN TRAVELING IN LANES OPEN TO PUBLIC TRAFFIC, THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST OR ACROSS THE FLOW OF TRAFFIC. THESE VEHICLES SHALL ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL NOT BE HAZARDOUS TO, OR INTERFERE WITH, TRAFFIC AND SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS. PERSONAL VEHICLES SHALL NOT PARK WITHIN THE RIGHT– OF–WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.

13. ANY DROP OFF GREATER THAN THREE INCHES, BUT LESS THAN SIX INCHES WITHIN EIGHT FEET OF THE PAVEMENT EDGE SHALL BE PROTECTED BY TYPE I OR II BARRICADES EQUIPPED WITH MONO–DIRECTIONAL STEADY BURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT FEET OF THE PAVEMENT EDGE EXCEEDS SIX INCHES, THE BARRICADES MENTIONED ABOVE SHALL BE PLACED AT 50 FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 2299. VERTICAL PANELS OR OTHER DELINEATING DEVICES MAY BE SUBSTITUTED FOR TYPE I OR II BARRICADES WITH THE APPROVAL OF THE ENGINEER.

14. CHECK BARRICADES SHALL BE PLACED IN WORK AREAS PERPENDICULAR TO TRAFFIC EVERY 100 FEET, ONE (1) PER LANE AND SHOULDER, TO PREVENT MOTORISTS FROM USING WORK AREAS AS A TRAVELED WAY. ADDITIONAL CHECK BARRICADES SHALL BE PLACED IN ADVANCE OF ANY HAZARD IN THE WORK AREAS WHICH WOULD ENDANGER A MOTORIST. CHECK BARRICADES SHALL BE TYPE I OR II AND EQUIPPED WITH A FLASHING LIGHT.

15. PLACEMENT OF ALL SIGNS AND BARRICADES SHALL PROCEED IN THE DIRECTION OF FLOW OF TRAFFIC. REMOVAL OF ALL SIGNS AND BARRICADES SHALL START AT THE END OF THE CONSTRUCTION AREAS AND PROCEED TOWARD ONCOMING TRAFFIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

16. DELAYS TO THE CONTRACTOR CAUSED BY COMPLYING WITH THESE REQUIREMENTS WILL BE CONSIDERED INCIDENTAL TO THE ITEM FOR TRAFFIC CONTROL AND PROTECTION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

17. THIS ITEM OR WORK WILL BE MEASURED ON A LUMP SUM BASIS FOR FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING THE TRAFFIC CONTROL DEVICES REQUIRED IN THE PLANS AND THESE SPECIAL PROVISIONS. PAYMENT FOR TRAFFIC CONTROL AND PROTECTION SHALL BE CONSIDERED AS INCLUDED IN THE WORK BEING DONE OR AS SPECIFIED IN THE PLANS.

18. ADJACENT ROADWAYS MUST REMAIN OPEN TO TWO–WAY TRAFFIC AT ALL TIMES UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.

19. IF NECESSARY, ANY TEMPORARY LANE CLOSURES ON ADJACENT ROADWAYS MUST BE COORDINATED WITH AND APPROVED BY CITY STAFF.

20. DURING THE PERIOD OF TIME WHEN THE PUBLIC SIDEWALK IS CLOSED, "SIDEWALK CLOSED" SIGNS MUST BE PLACED WITH POSITIVE DIRECTION TO PEDESTRIANS. A SIGN SHOULD BE PLACED AT THE EAST & WEST EXTENTS OF THE WORK ZONE TO DIRECT PEOPLE TO USE THE SIDEWALK ALONG THE NORTH SIDE OF THE STREET.

21. ALL CONTRACTOR AND SUB–CONTRACTOR VEHICLES MUST BE PARKED OFF OF PUBLIC STREETS UNLESS AUTHORIZED BY THE CITY OF NAPERVILLE ENGINEER.

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
△1	03–03–26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

CONSTRUCTION SPECIFICATIONS – GENERAL NOTES

EVERLY TRACE

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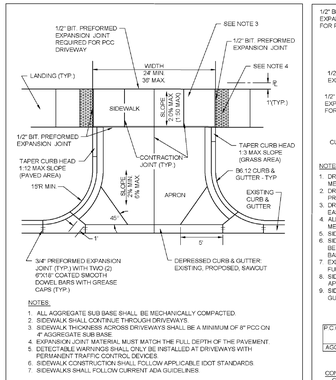
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = 60'	03 of 23

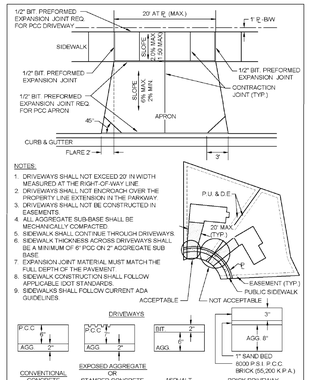
PLOT FILE CREATED: 2/27/2026 3:10 PM BY LESLIE LUNDBERG DRAWING LAST SAVED: 2/17/2026 4:17 PM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\GENNOTES.DWG

CITY OF NAPERVILLE
Address: Every Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED



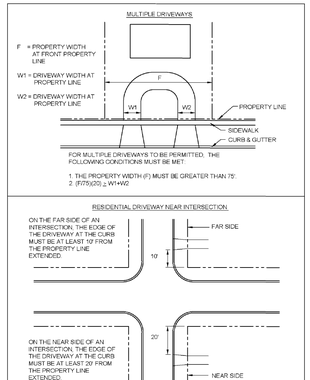
NOTES:
1. ALL AGGREGATE SUB BASE SHALL BE MECHANICALLY COMPACTED.
2. SIDEWALK SHALL CONTINUE THROUGH DRIVEWAYS.
3. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE A MINIMUM OF 6" PCC ON 4" AGGREGATE SUB BASE.
4. EXPANSION JOINT MATERIAL MUST MATCH THE FULL DEPTH OF THE PAVEMENT.
5. DETECTABLE WARNINGS SHALL ONLY BE INSTALLED AT DRIVEWAYS WITH PERMANENT TRAFFIC CONTROL DEVICES.
6. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
7. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.

City of Naperville STANDARD DETAIL | TYPICAL COMMERCIAL DRIVEWAY DETAIL | REVISED: 04/01/2018 | SHEET 1 OF 1 | PAVEMENT 5 | 590.05

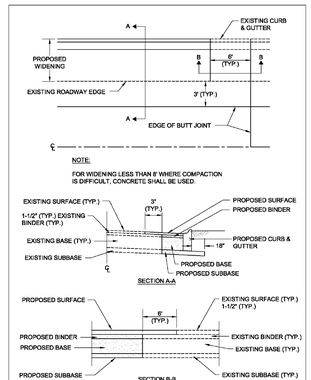


NOTES:
1. DRIVEWAYS SHALL NOT EXCEED 20' IN WIDTH MEASURED AT THE RIGHT-OF-WAY LINE.
2. DRIVEWAYS SHALL NOT ENCROACH OVER THE PROPERTY LINE EXTENSION IN THE PARKWAY.
3. DRIVEWAYS SHALL NOT BE CONSTRUCTED IN EASEMENTS.
4. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
5. SIDEWALK SHALL CONTINUE THROUGH DRIVEWAYS.
6. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE A MINIMUM OF 6" PCC ON 2" AGGREGATE SUB BASE.
7. EXPANSION JOINT MATERIAL MUST MATCH THE FULL DEPTH OF THE PAVEMENT.
8. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
9. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.

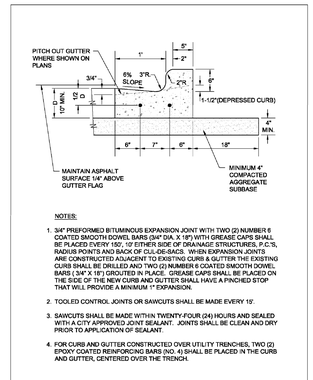
City of Naperville STANDARD DETAIL | TYPICAL RESIDENTIAL DRIVEWAY DETAIL | REVISED: 04/01/2018 | SHEET 1 OF 2 | PAVEMENT 6 | 590.06



City of Naperville STANDARD DETAIL | TYPICAL RESIDENTIAL DRIVEWAY DETAIL | REVISED: 04/01/2018 | SHEET 2 OF 2 | PAVEMENT 6 | 590.06

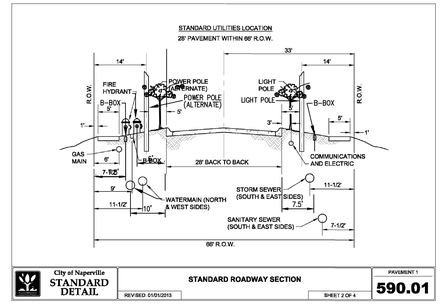


City of Naperville STANDARD DETAIL | BUTT JOINT DETAIL | REVISED: 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 11 | 590.11

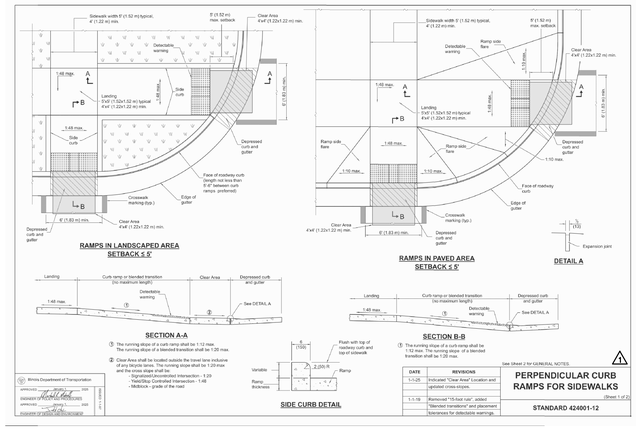


NOTES:
1. 3/4" PREFORMED BITUMINOUS EXPANSION JOINT WITH TWO (2) NUMBER 6 COATED SMOOTH DOWEL BARS (3/4" DIA. X 18") WITH GREASE CAPS SHALL BE PLACED EVERY 150', 10' EITHER SIDE OF DRAINAGE STRUCTURES, P.C.'S, RADIUS POINTS AND BACK OF CUL-DE-SACS. WHEN EXPANSION JOINTS ARE CONSTRUCTED ADJACENT TO EXISTING CURB & GUTTER THE EXISTING CURB SHALL BE DRILLED AND TWO (2) NUMBER 6 COATED SMOOTH DOWEL BARS (3/4" X 18") GROUTED IN PLACE. GREASE CAPS SHALL BE PLACED ON THE SIDE OF THE NEW CURB AND GUTTER SHALL HAVE A PINCHED STOP THAT WILL PROVIDE A MINIMUM 1" EXPANSION.
2. TOOLED CONTROL JOINTS OR SAWCUTS SHALL BE MADE EVERY 15'.
3. SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HOURS AND SEALED WITH A CITY APPROVED JOINT SEALANT. JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.
4. FOR CURB AND GUTTER CONSTRUCTED OVER UTILITY TRENCHES, TWO (2) EPOXY COATED REINFORCING BARS (NO. 4) SHALL BE PLACED IN THE CURB AND GUTTER, CENTERED OVER THE TRENCH.

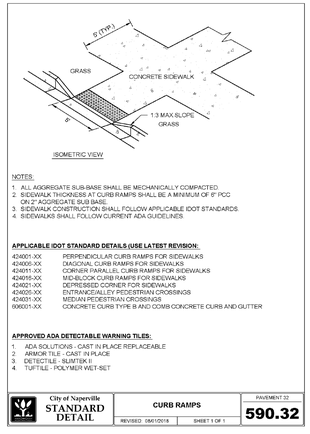
City of Naperville STANDARD DETAIL | B6.12 BARRIER CURB & GUTTER | REVISED: 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 30 | 590.20



City of Naperville STANDARD DETAIL | STANDARD ROADWAY SECTION | REVISED: 01/01/2013 | SHEET 2 OF 4 | PAVEMENT 1 | 590.01



DATE	REVISIONS
1-1-25	Indicated "Clear Area" Location and updated cross-slopes.
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.



NOTES:
1. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
2. SIDEWALK THICKNESS AT CURB RAMPS SHALL BE A MINIMUM OF 6" PCC ON 2" AGGREGATE SUB BASE.
3. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
4. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.

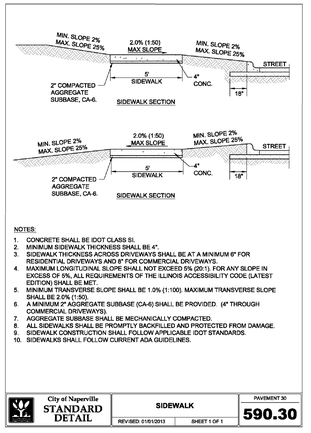
APPLICABLE IDOT STANDARD DETAILS (USE LATEST REVISION:

424001-XX PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424005-XX DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-XX CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424015-XX MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-XX DEPRESSED CORNER FOR SIDEWALKS
424025-XX ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
424031-XX MEDIAN PEDESTRIAN CROSSINGS
606001-XX CONCRETE CURB TYPE B AND COMB CONCRETE CURB AND GUTTER

APPROVED ADA DETECTABLE WARNING TILES:

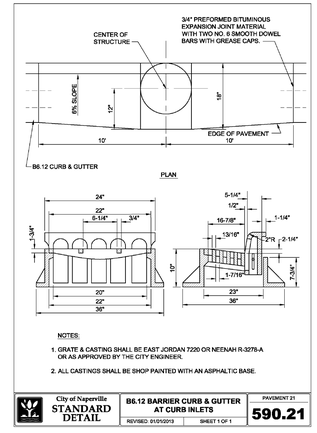
1. ADA SOLUTIONS - CAST IN PLACE REPLACEABLE
2. ARMOR TILE - CAST IN PLACE
3. DETECTILE - SLUMTEK II
4. TUFTILE - POLYMER WET-SET

City of Naperville STANDARD DETAIL | CURB RAMPS | REVISED: 04/01/2018 | SHEET 1 OF 1 | PAVEMENT 32 | 590.32



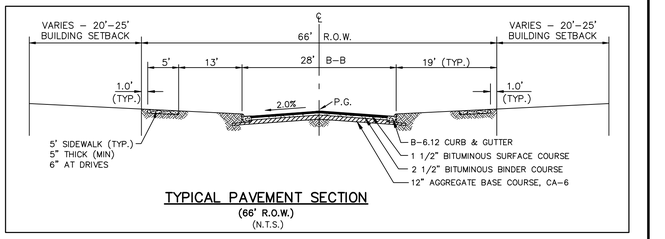
NOTES:
1. CONCRETE SHALL BE IDOT CLASS SI.
2. MINIMUM SIDEWALK THICKNESS SHALL BE 4".
3. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE AT A MINIMUM 6" FOR RESIDENTIAL DRIVEWAYS AND 8" FOR COMMERCIAL DRIVEWAYS.
4. MAXIMUM LONGITUDINAL SLOPE SHALL NOT EXCEED 5% (20:1). FOR ANY SLOPE IN EXCESS OF 5%, ALL REQUIREMENTS OF THE ILLINOIS ACCESSIBILITY CODE (LATEST EDITION) SHALL BE MET.
5. MINIMUM TRANSVERSE SLOPE SHALL BE 1.0% (1:100). MAXIMUM TRANSVERSE SLOPE SHALL BE 2.0% (1:50).
6. A MINIMUM 2" AGGREGATE SUBBASE (CA-6) SHALL BE PROVIDED. (4" THROUGH COMMERCIAL DRIVEWAYS).
7. AGGREGATE SUBBASE SHALL BE MECHANICALLY COMPACTED.
8. ALL SIDEWALKS SHALL BE PROMPTLY BACKFILLED AND PROTECTED FROM DAMAGE.
9. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
10. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.

City of Naperville STANDARD DETAIL | SIDEWALK | REVISED 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 30 | 590.30

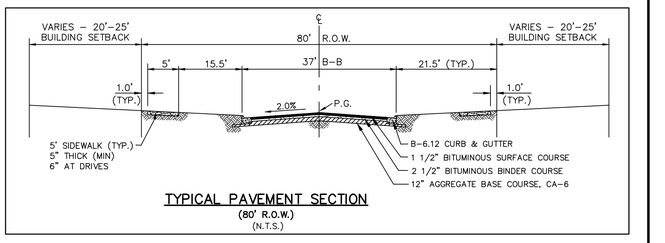


NOTES:
1. GRATE & CASTING SHALL BE EAST JORDAN 7220 OR NEENAH R-3278-A OR AS APPROVED BY THE CITY ENGINEER.
2. ALL CASTINGS SHALL BE SHOP PAINTED WITH AN ASPHALTIC BASE.

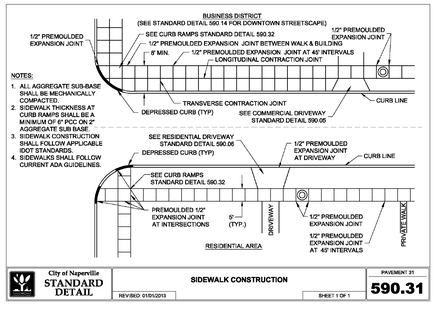
City of Naperville STANDARD DETAIL | B6.12 BARRIER CURB & GUTTER AT CURB INLETS | REVISED: 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 21 | 590.21



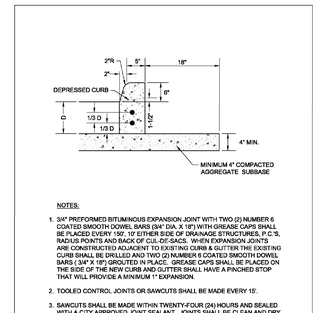
TYPICAL PAVEMENT SECTION
(66' R.O.W.)
(N.T.S.)



TYPICAL PAVEMENT SECTION
(80' R.O.W.)
(N.T.S.)



City of Naperville STANDARD DETAIL | SIDEWALK CONSTRUCTION | REVISED: 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 31 | 590.31



NOTES:
1. 3/4" PREFORMED BITUMINOUS EXPANSION JOINT WITH TWO (2) NUMBER 6 COATED SMOOTH DOWEL BARS (3/4" DIA. X 18") WITH GREASE CAPS SHALL BE PLACED EVERY 150', 10' EITHER SIDE OF DRAINAGE STRUCTURES, P.C.'S, RADIUS POINTS AND BACK OF CUL-DE-SACS. WHEN EXPANSION JOINTS ARE CONSTRUCTED ADJACENT TO EXISTING CURB & GUTTER THE EXISTING CURB SHALL BE DRILLED AND TWO (2) NUMBER 6 COATED SMOOTH DOWEL BARS (3/4" X 18") GROUTED IN PLACE. GREASE CAPS SHALL BE PLACED ON THE SIDE OF THE NEW CURB AND GUTTER SHALL HAVE A PINCHED STOP THAT WILL PROVIDE A MINIMUM 1" EXPANSION.
2. TOOLED CONTROL JOINTS OR SAWCUTS SHALL BE MADE EVERY 15'.
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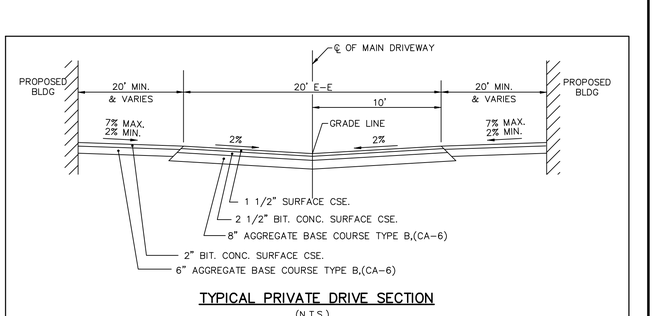
4. FOR CURB AND GUTTER CONSTRUCTED OVER UTILITY TRENCHES, TWO (2) EPOXY COATED REINFORCING BARS (NO. 4) SHALL BE PLACED IN THE CURB AND GUTTER, CENTERED OVER THE TRENCH.

City of Naperville STANDARD DETAIL | TYPE B BARRIER CURB | REVISED: 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 23 | 590.23



TYPICAL PRIVATE DRIVE SECTION
(N.T.S.)

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445 JACKSON AVENUE, SUITE 200
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E–Mail: info@cemcon.com Website: www.cemcon.com

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03–03–26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

STREET PAVEMENT DESIGN AND DETAILS
EVERLY TRACE

FILE NAME: DETAILS	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: ----	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = N.T.S.	04 of 23

PLOT FILE CREATED: 2/27/2026 3:08 PM BY: LESLIE LUNDBERG DRAWING LAST SAVED: 2/26/2026 12:47 PM BY: LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAWINGS\FINAL DRAFTING\DETAILS.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

875 – 6' POST DRIVEN CONSTRUCTION FENCE

EXISTING UTILITY POLE TO BE REMOVED

EXISTING UTILITY POLE TO BE REMOVED

24' GATE

OFFSITE SIDEWALK REMOVAL

CONNECT TO EXISTING 6' CHAIN LINK

INSTALL POST DRIVEN CONSTRUCTION FENCE BEHIND SPLIT RAIL

ALL INTERIOR EXISTING FENCE TO BE REMOVED

REMOVE EXISTING END OF ROAD SIGN

CONNECT TO EXISTING 6' CHAIN LINK

REMOVE EXISTING FLARED END SECTION AND PLUG EXISTING PIPE

EXISTING IRRIGATION SYSTEM TO BE REMOVED & DISPOSED (TYP.)

OFFSITE SIDEWALK REMOVAL

RETAINING WALL TO BE REMOVED & DISPOSED

111TH STREET

LITTLE LEAF ROAD

CEDAR DRIVE

N

NOTE:
1). ALL ON-SITE FIELD TILES NOT CONNECTED TO THE PROPOSED STORM SEWER SHALL BE REMOVED COMPLETELY.
2). ANY WELL AND SEPTIC SHALL BE PROPERLY SEALED AND ABANDONED THROUGH THE PERMITTING PROCESS OF THE STATE AND COUNTY.
3). SOME REMOVAL ITEMS TO BE DONE IN CONJUNCTION WITH UTILITY/ROADWAY IMPROVEMENTS
4). ALL GRAVEL TO BE REMOVED.
5). ALL EXISTING FENCE TO BE REMOVED.

LEGEND

- B-1 (XXX.X) — SOIL BORING LOCATION w/NUMBER
- BUILDING AND FOUNDATION TO BE REMOVED
- ASPHALT OR CONCRETE SURFACE TO BE REMOVED
- UTILITY TO BE REMOVED
- TREES TO BE REMOVED

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

DEMOLITION PLAN

EVERLY TRACE

FILE NAME: DEMO	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 60'	05 of 23

PLOT FILE CREATED: 3/6/2026 9:26 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 9:25 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\DEMO.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

CONNECT TO EXISTING PATH UTILIZING 10:1 TAPER (AT COMPLETION OF PROJECT)

CONNECT TO EXISTING STORM SEWER PER CITY STANDARDS

RESTRICTOR STRUCTURE

RESTRICTOR STRUCTURE

MONUMENT SIGN (SEE LANDSCAPE PLANS FOR DETAILS)

CONNECT TO EXISTING SANITARY MANHOLE PER CITY STANDARDS

CONNECT TO EXISTING 12" WATERMAIN STUB w/8"X12" REDUCER PER CITY STANDARDS

RETAINING WALL

ELECTRIC TO BE LOWERED IN COORDINATION w/ NAPERVILLE ELECTRIC

EXISTING HYDRANT

CONNECT TO EXISTING 8" WATERMAIN STUB PER CITY STANDARDS

RETAINING WALL

CONNECT TO EXISTING PATH UTILIZING 10:1 TAPER

CONNECT TO EXISTING 8" WATERMAIN STUB PER CITY STANDARDS

EXISTING HYDRANT

111TH STREET
LITTLE LEAF ROAD
CEDAR DRIVE
PRIVATE ROAD
PRIVATE ROAD D
PRIVATE STREET A
EVERLY DRIVE
OUTLOT A
OUTLOT B
OUTLOT C
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8
BLOCK 9
BLOCK 10
BLOCK 11
BLOCK 12
BLOCK 13
BLOCK 14
BLOCK 15

LEGEND

PROPOSED	DESCRIPTION
	STORM SEWER
	STORM MANHOLE
	CATCH BASIN
	INLET
	END SECTION
	SUMP DRAIN CONDUIT
	SANITARY SEWER
	SANITARY MANHOLE
	WATERMAIN
	WATER VALVE IN VAULT
	FIRE HYDRANT
	STREET LIGHT
	SOIL BORING LOCATION w/NUMBER
	RIP-RAP
No.	NUMBERING SYSTEM USED ON PLANS FOR DRAINAGE STRUCTURE IDENTIFICATION
S No.	NUMBERING SYSTEM USED ON PLANS FOR SANITARY MANHOLE IDENTIFICATION
H No.	NUMBERING SYSTEM USED ON PLANS FOR FIRE HYDRANT IDENTIFICATION
V No.	NUMBERING SYSTEM USED ON PLANS FOR VALVE VAULT IDENTIFICATION

N

60 30 0 60
SCALE: 1 INCH = 60 FEET

NOTE, ALL SANITARY SEWER SHALL BE 8 INCH DIA. UNLESS OTHERWISE NOTED.

ALL WATERMAIN SHALL BE 8 INCH DIA. UNLESS OTHERWISE NOTED.

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

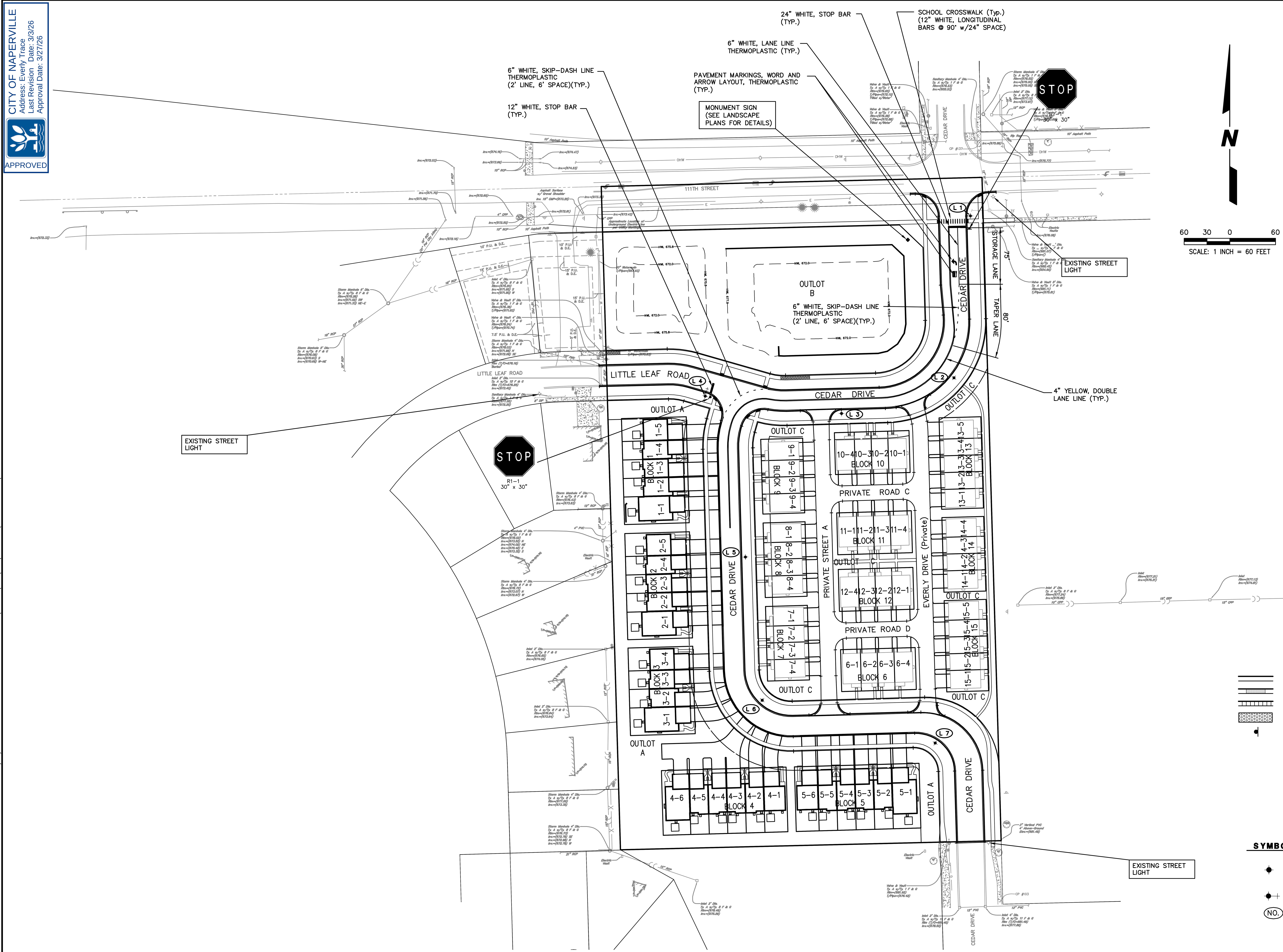
MASTER UTILITY PLAN

EVERLY TRACE

FILE NAME: OVRUTIL	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 60'	06 of 23

PLOT FILE CREATED: 3/6/2026 10:33 AM BY: LESLIE LUNDBERG DRAWING LAST SAVED: 2/27/2026 4:06 PM BY: LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\OVRUTIL.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED



GENERAL NOTES ⚠1

1. ALL ELECTRIC FACILITIES WILL BE INSTALLED PURSUANT TO SECTION 8-1C-3 OF THE CITY OF NAPERVILLE MUNICIPAL CODE.
2. CONTRACTOR WILL COORDINATE UNDERGROUND WIRING INSTALLATION AND LOCATION OF TRANSFORMERS WITH NAPERVILLE ELECTRICAL DEPARTMENT.
3. LUMINAIRE STANDARDS SHALL BE LOCATED 5' BEHIND THE CURB OR AS DIRECTED BY DEPARTMENT OF PUBLIC WORKS.
4. SEE PLAN AND PROFILE SHEETS FOR PROPOSED LOCATION OF UNDERGROUND UTILITIES.
5. ALL LUMINAIRES WITH STANDARDS SHALL BE INSTALLED COMPLETE WITH 1 1/4" UNIT DUCT CABLE, AS REQUIRED TO CONNECT TO NAPERVILLE ELECTRIC DEPARTMENT.
6. CONTRACTOR SHALL NOTIFY N.E.D. 30 DAYS BEFORE CONSTRUCTION OF CURBS AND STREET PAVEMENTS FOR INSTALLATION OF ELECTRICAL CONDUIT UNDER ROADWAYS. AT THE TIME OF NOTIFICATION, STREETS SHALL BE WITHIN 0.1' OF SUB-BASE GRADE.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR POLES AND LUMINAIRES (INCLUDING BALLAST INFORMATION) TO THE ENGINEER AND DEPARTMENT OF PUBLIC WORKS FOR REVIEW BEFORE ORDERING LIGHTING MATERIALS.
8. YELLOW WARNING TAPE SHALL BE PLACED IN THE TRENCH THROUGHOUT THE ENTIRE CABLE ROUTE FOR THE STREET LIGHTING SYSTEM. TAPE SHALL BE LOCATED 12" ABOVE STREET LIGHT CONDUCTOR.
9. ELECTRIC WARNING TAPE SHALL BE YELLOW WITH THE WORD "ELECTRIC" PRINTED ON IT. IT SHALL BE INSTALLED IN THE SAME TRENCH AS THE STREET LIGHT CABLE BUT IT WILL BE ONE FOOT BELOW FINAL GRADE.
10. CONDUIT FROM STREET LIGHT CONTROLLER TO THE SECONDARY PEDESTAL FOR THE ELECTRIC SERVICE SHALL BE 2" GALVANIZED STEEL.
11. THE CITY HAS ADOPTED LED LIGHTING STANDARDS. CONTRACTOR TO COORDINATE WITH CITY ON DESIGN REQUIREMENTS.
12. SIGN POSTS SHALL MEET CITY OF NAPERVILLE STANDARDS.
13. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR ALL SIGNS AND POSTS TO THE DEPARTMENT OF PUBLIC WORKS FOR REVIEW PRIOR TO INSTALLATION.
14. ALL LIGHTS LOCATED AT EACH INTERSECTION AT THE STOP LOCATION SHALL BE ORIENTED AT AN ANGLE OF 90-DEGRESS TO THE ALIGNMENT OF THE STREET.

LEGEND

- INDICATES B-6.12 CURB AND GUTTER
- INDICATES DEPRESSED CURB
- INDICATES REVERSE PITCH GUTTER FLAG
- INDICATES DETECTABLE WARNING STRIP
- INDICATES SIGN LOCATION

LEGEND

SYMBOL	DESCRIPTION
●	ACUITY 23W, 3000K LED 23' MOUNTING HEIGHT w/8' ARM; •ATBX-P30-MVOLT-R2-3K-BZ-NL-P7
●+	STREET LIGHT W/STREET SIGN (ACUITY 23W)
(NO.)	NUMBERING SYSTEM USED FOR LIGHT POLE/STREET LIGHT IDENTIFICATION.

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠1	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

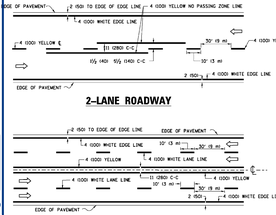
OVERALL STREET LIGHTING-GEOMETRIC-STRIPING AND SIGNAGE PLAN

EVERLY TRACE

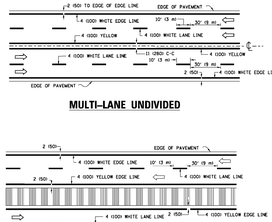
FILE NAME: OVRUTIL	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 60'	07 of 23

PLOT FILE CREATED: 3/6/2026 10:33 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 2/27/2026 4:06 PM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\OVRUTIL.DWG

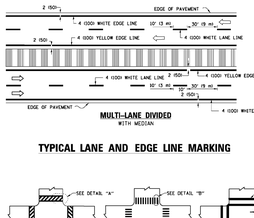
CITY OF NAPERVILLE
-Address- Every Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED



2-LANE ROADWAY

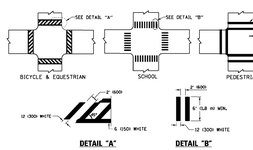


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

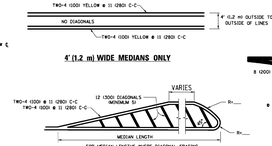
TYPICAL LANE AND EDGE LINE MARKING



DETAIL "A" DETAIL "B"

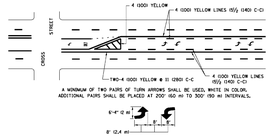
TYPICAL CROSSWALK MARKING

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



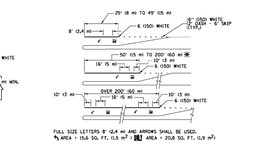
4' (1.2 m) WIDE MEDIANS ONLY

MEDIANS OVER 4' (1.2 m) WIDE



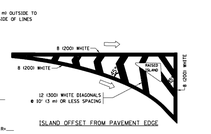
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

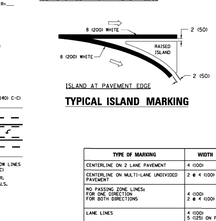
TYPICAL TURN LANE MARKING



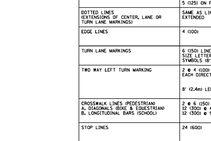
ISLAND OFFSET FROM PAVEMENT EDGE

ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4" (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4" (100)	SOLID	YELLOW	(1) (200) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4" (100) 2 @ 4" (100)	SOLID SOLID	YELLOW YELLOW	(1/2) (400) C-C FROM SKIP-DASH CENTERLINE (1/2) (400) C-C UNIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4" (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' -0(00) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4" (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LONG FULL SIZE LETTERS A SYMBOLS 18" (0.46m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4" (100) EACH DIRECTION 8" (0.4m) LEFT EDGE	SKIP-DASH AND SOLID IN PASS	YELLOW WHITE	10' -(3 m) LINE WITH 30' (9 m) SPACE FOR 1'-0" (300) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN OR BICYCLE) PERPENDICULAR TO FLOW A. TRANSVERSE BARS B. LONGITUDINAL BARS (SCHOOL)	2 @ 6" (150) 6" (150) @ 90° 12" (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 10' -(3 m) 2' -6(00) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO ONCOMING TRAFFIC ON APPROACHES CONTROLLED BY STOPPING SIGNALS, PARALLEL TO CROSSWALK CENTERLINE, WHERE
PAINTED MEDIANS	2 @ 4" (100) WITH 12" (300)* DIAGONALS @ 40'-0" (12 m) WIDE MEDIANS	SOLID	YELLOW- TWO WAY TRAFFIC WHITE- ONE WAY TRAFFIC	11 (350) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CURB MARKING AND CHANNELIZING LINES	6 (200) WITH 12" (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS (1) 14,5 m C-C ILESS THAN 30MPH (50 km/m) (2) 75 m C-C 30MPH (50 km/m) TO 45MPH (70 km/m) (3) 15 m C-C OVER 45MPH (70 km/m)
RAILROAD CROSSING	24 (600) TRANSVERSE LINES, WHITE 18" (0.5) m LETTERS, 36 (900) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780000 MEASURE 50 FT. (15.33 m²) EACH "X" SAS SQ. FT. (12.2 m²)
SHOULDER DIGONALS REQUIRED FOR SHOULDERS 2' 0" +	12" (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C ILESS THAN 30MPH (50 km/m) 75' (25 m) C-C 30 MPH (50 km/m) TO 45MPH (70 km/m) 150' (45 m) C-C OVER 45MPH (70 km/m)
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

LANE REDUCTION TRANSITION

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

DUFT	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

FILE NAME =	USER NAME = layce	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
M:\drawings\t29x34\ist33.dgn		DRAWN -	REVISED - C. JUCIUS 07-05-13
Default	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 6/23/2017	DATE 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

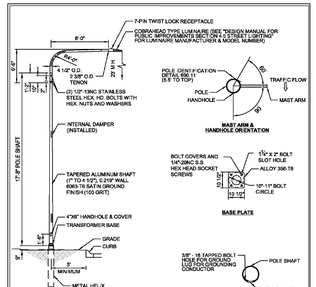
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13	CONTRACT NO.		
	(ILLINOIS)TESD, ADD PROJECT			

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

FOUNDATION DESIGN TABLE

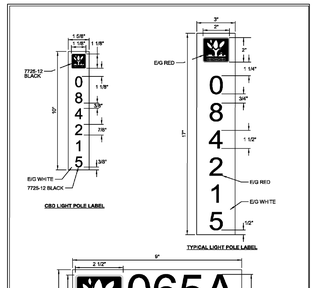
TYPE OF SOIL	TYPICAL FOUNDATION DEPTH		REINFORCEMENT IN FOUNDATION			
			SINGLE ARM		TWIN ARM	
	SINGLE ARM D	TWIN ARM D	VERT. BARS	SPIRAL	VERT. BARS	SPIRAL
SOFT CLAY	13'	15'	8 #6 x 12'-6"	#3 x 122'	8 #6 x 14'-3"	#3 x 141'
MEDIUM CLAY	9'-6"	10'-9"	8 #6 x 10'-9"	#3 x 90'	8 #6 x 10'-0"	#3 x 100'
STIFF CLAY	7'	8'	8 #6 x 6'-6"	#3 x 66'	8 #6 x 7'-6"	#3 x 76'
LOOSE SAND	9'	10'	8 #6 x 8-6"	#3 x 85'	8 #6 x 9-6"	#3 x 94'
MEDIUM SAND	8'-3"	9'	8 #6 x 8'-0"	#3 x 78'	8 #6 x 8'-6"	#3 x 85'
DENSE SAND	7'-9"	9'	8 #6 x 7'-6"	#3 x 73'	8 #6 x 8'-6"	#3 x 85'
ROCK OR SOLIDIFIED SLAG	5'	5'	NONE	NONE	NONE	NONE

City of Naperville STANDARD DETAIL | POLE FOUNDATION DETAIL | REVISED: 01/01/2013 | SHEET 2 OF 2 | LIGHTING 6 | 690.08



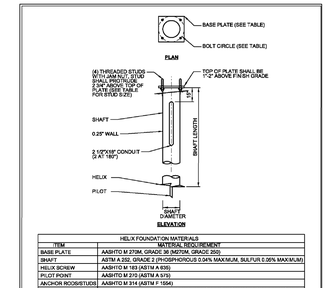
NOTES:
1. COMPLETE ASSEMBLY POWDER COATED TEXTURED DARK BRONZE, HAPCO, VALMONT OR APPROVED EQUAL.
2. POLE IS UL CLASSIFIED WITH UL LABEL AND HANDHOLE COVER GASKET COMPLYING WITH UL 1572.
3. POLE DESIGN MEETS LATEST AASHTO SPECIFICATION FOR 90 MPH WIND WITH A LUMINAIRE HAVING A MAXIMUM EPA OF 1.5 SQ. FT. AND WEIGHING 75 LBS.

City of Naperville STANDARD DETAIL | DAVIT ARM STREET LIGHT DETAIL - 23 FOOT | EFFECTIVE: 4/20/2020 | SHEET 1 OF 1 | LIGHTING 1 | 690.01



NOTES:
1. ALL LABELS SHALL BE WESTERN REMAC OR APPROVED EQUAL.
2. COORDINATE LABEL NUMBERS WITH THE CITY.
3. SEE POLE AND CONTROLLER DETAILS FOR LOCATION OF LABELS.

City of Naperville STANDARD DETAIL | LIGHT POLE AND CONTROLLER LABELING DETAIL | EFFECTIVE: 4/20/2020 | SHEET 1 OF 1 | LIGHTING 11 | 690.11



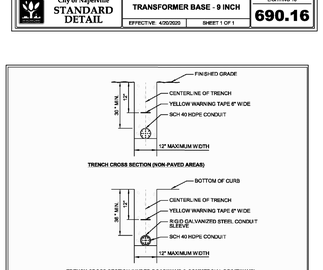
HELIX FOUNDATION MATERIALS	
ITEM	MATERIAL REQUIREMENT
BASE PLATE	AASHTO M 270M, GRADE 36 (M270M, GRADE 250)
SHAFT	ASTM A 252, GRADE 2 (PHOSPHOROUS 0.04% MAX.MUM, SULFUR 0.05% MAX.MUM)
HELIX SCREW	AASHTO M 183 (ASTM A 500)
PILOT POINT	AASHTO M 270 (ASTM A 575)
ANCHOR ROD(S)/STUDS	AASHTO M 314 (ASTM F 1554)
HEXAGON NUTS	AASHTO M 291M (ASTM A 563) GRADE DH, OR AASHTO M 292 (ASTM A 194) GRADE 2H
WASHERS	AASHTO M 293 (ASTM F 436)

HELIX FOUNDATION SIZE					
POLE HEIGHT	BOLT CIRCLE	STUD DIA.	SHAFT SIZE	BOLT SIZE	BASEPLATE
23 FT	10 1/2"	0.88"	1"	0.0 FT	12"X12"X1"
32 FT	11 1/2"	0.88"	1"	0.0 FT	12"X12"X1"
42 FT	15"	0.88"	1"	0.0 FT	15"X15"X1 1/4"

City of Naperville STANDARD DETAIL | HELIX TYPE POLE FOUNDATION DETAIL | EFFECTIVE: 4/20/2020 | SHEET 1 OF 2 | LIGHTING 12 | 690.12

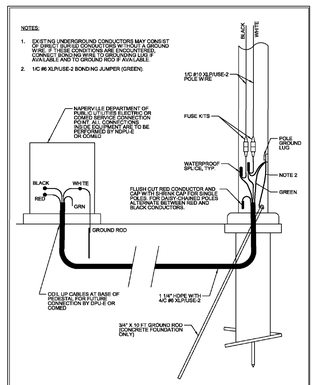
NOTES:
1. ALL MATERIALS SHALL BE GALVANIZED ACCORDING TO AASHTO M 111 (LATEST REVISION).
2. ALL WELDS SHALL BE CONTINUOUS AND NOT LESS THAN 1/4" FILLET WELDS. THE WELDED FOUNDATION SHALL BE CAPABLE OF WITHSTANDING 16,000 FT/LBS OF INSTALLATION TORQUE APPLIED ABOUT THE SHAFT AXIS WITHOUT DAMAGE.
3. THE HELIX FOUNDATION SHAFT SHALL BE INSTALLED PLUMB AND THE BASE PLATE SHALL BE IN LEVEL.
4. THE CABLE TRENCH SHALL BE BACKFILLED AND FINALLY COMPACTED BEFORE THE INSTALLATION OF THE LIGHT POLE.
5. THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF THE BASE PLATE WITH THE MANUFACTURER'S RECOMMENDATIONS.
6. ANY VOIDS WITHIN THE METAL FOUNDATION SHALL BE FILLED WITH FINE AGGREGATE.
7. METAL FOUNDATIONS SHALL BE INSTALLED IN UNDISTURBED SOIL. PREDRILLING A PILOT HOLE AND/OR BACK-FILLING AROUND THE FOUNDATION IS NOT ALLOWED.
8. THE METAL FOUNDATION SHALL NOT BE INSTALLED TO A TORQUE WHICH EXCEEDS THE MANUFACTURER'S MAXIMUM INSTALLATION TORQUE. IF THE FOUNDATION IS INSTALLED TO A TORQUE VALUE BELOW THE MANUFACTURER'S MAXIMUM INSTALLATION TORQUE BUT ABOVE THE MINIMUM INSTALLATION TORQUE, OR DO NOT ADVANCE THE MINIMUM INSTALLATION TORQUE SHALL BE REMOVED AND REPLACE WITH A CONCRETE FOUNDATION.
9. BASE PLATE TO BE REORIENTED/CUR TO SHAFT AXIS (± 1 DEG) AND HOLE CENTERLINE CONCENTRIC (± 0.156) TO THE SHAFT AXIS.
10. PILOT POINT AND SHAFT AXIS TO BE CONCENTRIC (± 1/25) AND IN LINE (± 2 DEG).
11. BASE PLATE SHALL BE PERMANENTLY STAMPED WITH MANUFACTURER'S NAME AND DATE OF MANUFACTURE.

City of Naperville STANDARD DETAIL | HELIX TYPE POLE FOUNDATION DETAIL | EFFECTIVE: 4/20/2020 | SHEET 2 OF 2 | LIGHTING 12 | 690.12

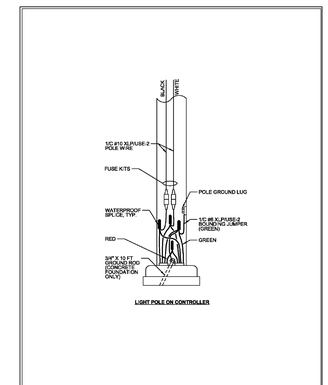


City of Naperville STANDARD DETAIL | TRANSFORMER BASE - 9 INCH | EFFECTIVE: 4/20/2020 | SHEET 1 OF 1 | LIGHTING 16 | 690.16

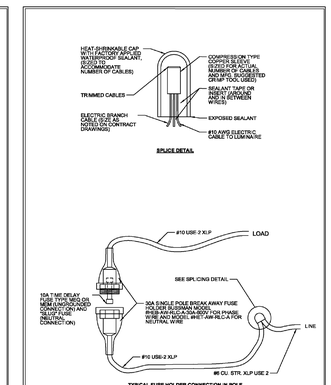
NOTES:
1. EXISTING UNDERGROUND CONDUCTORS MAY CONSIST OF DIRECT BURIED CONDUCTORS WITHOUT A GROUND WIRE. THESE CONDITIONS ARE KNOWN AS UNGROUNDED. THE CONTRACTOR SHALL VERIFY WHAT IS AVAILABLE AND TO GROUND #2/0 IF AVAILABLE.
2. 1/C #6 XLPUSE-2 BONDING JUMPER (GREEN).



City of Naperville STANDARD DETAIL | TYPICAL STREET LIGHT CONNECTION | EFFECTIVE: 4/20/2020 | SHEET 1 OF 3 | LIGHTING 23 | 690.23



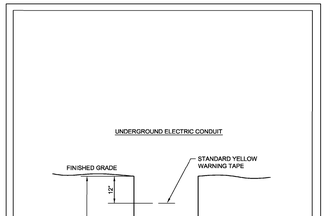
City of Naperville STANDARD DETAIL | TYPICAL STREET LIGHT CONNECTION | EFFECTIVE: 4/20/2020 | SHEET 2 OF 3 | LIGHTING 23 | 690.23



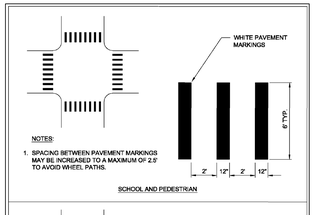
City of Naperville STANDARD DETAIL | TYPICAL STREET LIGHT CONNECTION | EFFECTIVE: 4/20/2020 | SHEET 3 OF 3 | LIGHTING 23 | 690.23

① SLEEVE SHALL BE HEAVY WALL R.G.S.D GALVANIZED STEEL (RGS) CONDUIT.
② SLEEVE SHALL EXTEND A MINIMUM OF 2 FT. BEYOND BACK OF CURB.
③ SLEEVE SHALL BE A MINIMUM OF 36" BELOW ROADWAY OR CURB BOTTOM.
④ CONTRACTOR SHALL PERFORM EXPLORATORY POTHOLES IN PAVEMENT IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER.
⑤ CONDUIT SHALL BE PUSH/ED UNDER EXISTING ROADWAY AND COMMERCIAL DRIVEWAYS UNLESS OTHERWISE APPROVED BY THE CITY.

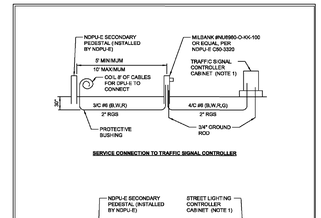
City of Naperville STANDARD DETAIL | TYPICAL TRENCH DETAIL | EFFECTIVE: 4/20/2020 | SHEET 1 OF 1 | LIGHTING 30 | 690.30



City of Naperville STANDARD DETAIL | TYPICAL TRENCH DETAIL | REVISED: 01/01/2013 | SHEET 1 OF 1 | LIGHTING 31 | 690.31



City of Naperville STANDARD DETAIL | CROSSWALK | REVISED: 06/14/2013 | SHEET 1 OF 1 | PAVEMENT 33 | 590.33



NOTES:
1. INSTALL THREADED BUSHING WITH LUG ON RGS SERVICE CONDUIT. CONNECT BUSHING W/TH 1/C #6 GREEN CABLE TO GROUND ROD TO GREEN TERMINAL STRAP OF CONTROLLER.
2. 3/C #2 (BLW,R) IN 2" RGS FOR 100A CONTROLLER OR 3/C #3/0 (BLW,R) IN 2 1/2" RGS FOR 225A CONTROLLER.

City of Naperville STANDARD DETAIL | SERVICE CONNECTIONS | EFFECTIVE: 4/20/2020 | SHEET 1 OF 1 | LIGHTING 24 | 690.24

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PREPARED FOR:
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(630) 281-4085

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Consulting Engineers, Land Surveyors & Planners
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Aurora, Illinois 60502-9675
Ph: 630.862.2100 Fax: 630.862.2199
E-Mail: info@cemcon.com Website: www.cemcon.com

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

STREET LIGHTING AND PAVEMENT MARKING DETAILS

EVERLY TRACE

FILE NAME: OVRUTIL	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: D81\56-58	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = N.T.S.	08 of 23

PLOT FILE CREATED: 3/6/2026 10:34 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 2/27/2026 4:06 PM BY LESLIE DRAWING PATH: P:\847020\DWGS\ENG\DRAWINGS\FINAL DRAFTING\OVRUTIL.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

⚠ STORMWATER MANAGEMENT FACILITY 001
NWL = 672.0
HWL = 675.8
STORMWATER MANAGEMENT REQUIRED = 0.75 AC./FT.
STORMWATER MANAGEMENT PROVIDED = 0.79 AC./FT.

36 L.F.–12" R.C.P.
TY. 1 @ 0.00%

STA. 10+98.7, 85.0' LT.
FLARED END SECTION NO. 49
12 " R.C.P. w/GRATE
F.L. = 672.00

STA. 11+23.2, 94.2' LT.
CATCH BASIN NO.24 6'ø
TY. SPECIAL w/ 5 " RESTRICTOR w/TY. 1 FR. & C.L.
RIM = 679.5
INV. = 672.00
(SEE DRAINAGE STRUCTURE DETAILS)

42 L.F.–12" R.C.P.
TY. 1 @ 0.00%

STA. 11+63.6, 106.6' LT.
FLARED END SECTION NO. 25
12 " R.C.P. w/GRATE
F.L. = 672.00

58 L.F.–12" R.C.P.
TY. 1 @ 3.02%

STA. 16+44.7, 74.1' LT.
STM. MH. NO.2 4'ø
TY. A w/TY. I FR. & C.L.
RIM = 679.9
INV. = 672.80

45 L.F.–12" R.C.P.
TY. 1 @ 1.78%

STA. 16+02.8, 90.0' LT.
FLARED END SECTION NO. 1
12 " R.C.P. w/GRATE
F.L. = 672.00

STA. 16+58.9, 18.5' LT. (B/C)
CATCH BASIN NO. 3 2'ø
TY. C w/R-3278-A FR. & GR.
RIM =(T/C) 678.6
INV. = 674.55

35 L.F.–12" R.C.P.
TY. 1 @ 1.00%

STA. 16+58.1, 18.5' RT. (B/C)
INLET NO. 4 2'ø
TY. A w/R-3278-A FR. & GR.
RIM =(T/C) 678.6
INV. = 674.90

STA. 10+11.8, 150.5' LT.
CATCH BASIN NO.48 6'ø
TY. SPECIAL w/ 5.75 " RESTRICTOR w/TY. 1 FR. & C.L.
RIM = 676.9
INV. = 671.96
(SEE DRAINAGE STRUCTURE DETAILS)

106 L.F.–12" R.C.P.
TY. 1 @ 0.15%

⚠ CONFLICT:
12" STM. S. INV. @ EXIST. 10" W.M. X-ING. AND 3" DUCTBANK = 671.93
B/STM = 671.76
T/STM = 673.10
T/DUCT = 672.3
NOTE:
ELECTRIC TO BE LOWERED IN COORDINATION w/ NAPERVILLE ELECTRIC

CONNECT TO EXISTING MANHOLE AT INV.=671.80

24 L.F.–12" R.C.P.
TY. 1 @ 0.17%

STA. 10+35.2, 144.3' LT.
FLARED END SECTION NO. 47
12 " R.C.P. w/GRATE
F.L. = 672.00

26 L.F.–15" R.C.P.
TY. 1 @ 0.35%

STA. 10+04.9, 14.0' LT. (B/C)
INLET NO. 26 2'ø
TY. A w/R-3278-A FR. & GR.
RIM =(T/C) 676.1
INV. = 672.70

STA. 10+05.1, 14.0' RT. (B/C)
CATCH BASIN NO. 27 4'ø
TY. A w/R-3278-A FR. & GR.
RIM =(T/C) 676.1
INV. = 672.61

41 L.F.–15" R.C.P.
TY. 1 @ 0.34%

93 L.F.–21" R.C.P.
TY. 1 @ 0.22%

STA. 10+91.1, 69.1' LT.
FLARED END SECTION NO. 23
21 " R.C.P. w/GRATE
F.L. = 672.00

27 L.F.–36" R.C.P.
TY. 1 @ 0.30%

STA. 11+83.9, 83.8' LT.
FLARED END SECTION NO. 50
36 " R.C.P. w/GRATE
F.L. = 672.00

49 L.F.–36" R.C.P.
TY. 1 @ 0.31%

23 L.F.–36" R.C.P.
TY. 1 @ 0.30%

STA. 11+92.1, 58.0' LT.
STM. MH. NO.51 5'ø
TY. A w/TY. I FR. & C.L.
RIM = 678.0
INV. = 672.08

STA. 12+50.0, 36.0' LT.
STM. MH. NO.5 5'ø
TY. A w/TY. I FR. & C.L.
RIM = 678.7
INV. = 672.23

MONUMENT SIGN
(SEE LANDSCAPE PLANS FOR DETAILS)

⚠ STORMWATER MANAGEMENT FACILITY 002
NWL = 672.0
HWL = 677.9
STORMWATER MANAGEMENT REQUIRED = 3.48 AC./FT.
STORMWATER MANAGEMENT PROVIDED = 3.72 AC./FT.

ALL STORM SEWER DESIGNED TO CONVEY 100YR FLOW

Q=7.18 cfs
@ 1 cfs/Ac.
10' 20' 10'
678.5
679.5 678.2 678.2 679.5
SECTION W1–W1
(N.T.S.)

Q=9.09 cfs
@ 1 cfs./Ac.
10' 20' 10'
676.2
676.9 675.9 675.9 676.9
SECTION W2–W2
(N.T.S.)

LANDSCAPE WALL SECTION LW1–LW1
(N.T.S.)

KEY MAP
09
10 11
12 13

N
30 15 0 30
SCALE: 1 INCH = 30 FEET

DRAINAGE & GRADING NOTES ⚠

1. ELEVATIONS SHOWN FOR ALL CURB INLETS, CATCH BASINS, AND MANHOLES ARE TOP OF CURB.
2. ALL CURBS SHALL BE BACKFILLED TO WITHIN 6 INCHES OF THE TOP OF CURB.
3. ALL BACK YARD SWALES SHALL BE CUT OR FILLED 6 INCHES BELOW FINISHED GRADE.
4. EXISTING DRAINAGE TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE PRESERVED OR REPAIRED IN ACCORDANCE WITH SPECIFICATIONS.
5. T/F – INDICATES PROPOSED TOP OF FOUNDATION ELEVATIONS.
6. THE TOP OF WINDOW WELLS SHALL BE CONSTRUCTED NO LOWER THAN 0.3 FEET BELOW THE TOP OF FOUNDATION ELEVATION (T/F) UNLESS OTHERWISE NOTED ON OVERFLOW CROSS-SECTIONS. ANY WINDOW WELLS ADJACENT TO DETENTION BASINS OR OVERFLOW ROUTES MUST BE 18" ABOVE H.W.L.
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9. – INDICATES AVERAGE BUILDING PRODUCT ENVELOPE. (SEE MASS EARTHWORK SECTION FOR BUILDING PAD DETAILS.)
10. LOT DIMENSIONS SHOWN ON THIS PLAN MAY NOT NECESSARILY CORRESPOND TO THE PLATTED DIMENSIONS. REFER TO THE FINAL RECORDED PLAT OF SUBDIVISION.
11. – WATERMAIN PROTECTION (SEE SHEETS 2 & 3 FOR DETAILS.)
12. – INDICATES THE LOCATION AND DIRECTION OF OVERLAND DRAINAGE, ASSUMING STORM SEWER IS FULL OR IS BLOCKED, THAT MUST BE RESPECTED IN ALL FINAL GRADING OPERATIONS (SEE DETAIL).
13. – DENOTES AREA WHERE GRANULAR TRENCH BACKFILL IS REQUIRED.
14. + ELEV. – INDICATES EXISTING ELEVATION.
15. – DENOTES EXISTING UTILITY TO BE REMOVED.
16. – INDICATES PVC SUMP DRAIN CONDUIT.
17. – INDICATES B 6.12 CURB & GUTTER.
– INDICATES DEPRESSED CURB.
– INDICATES REVERSE PITCH GUTTER FLAG.
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REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

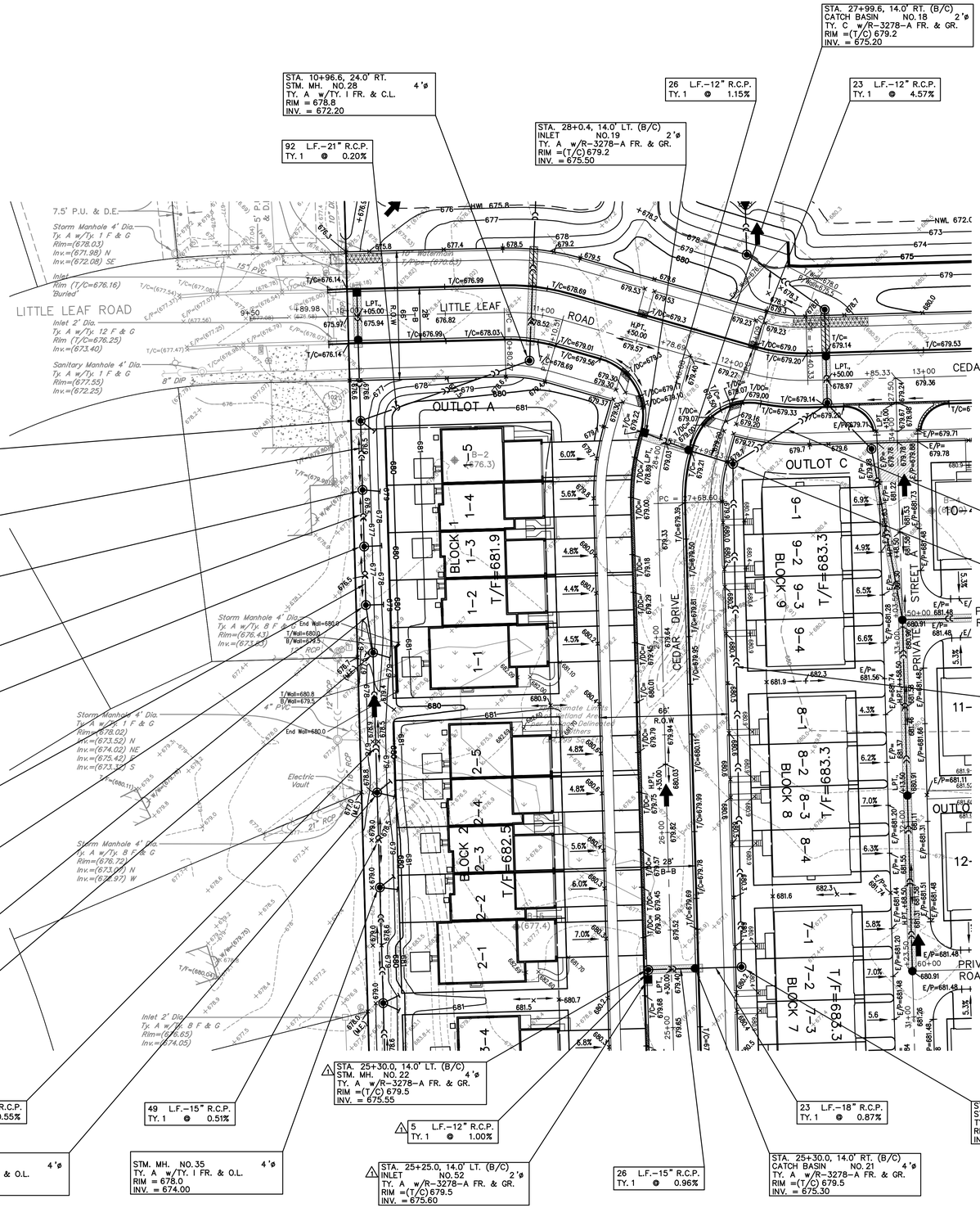
DRAINAGE AND GRADING PLAN
EVERLY TRACE

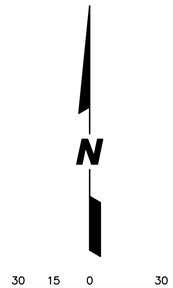
FILE NAME: OVRGRADE	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34–36
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = 30'

SHEET NO. 09 of 23

PLOT FILE CREATED: 3/6/2026 10:02 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:02 AM BY LESLIE LUNDBERG DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\OVRGRADE.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED





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ALL STORM SEWER DESIGNED TO CONVEY 100YR FLOW

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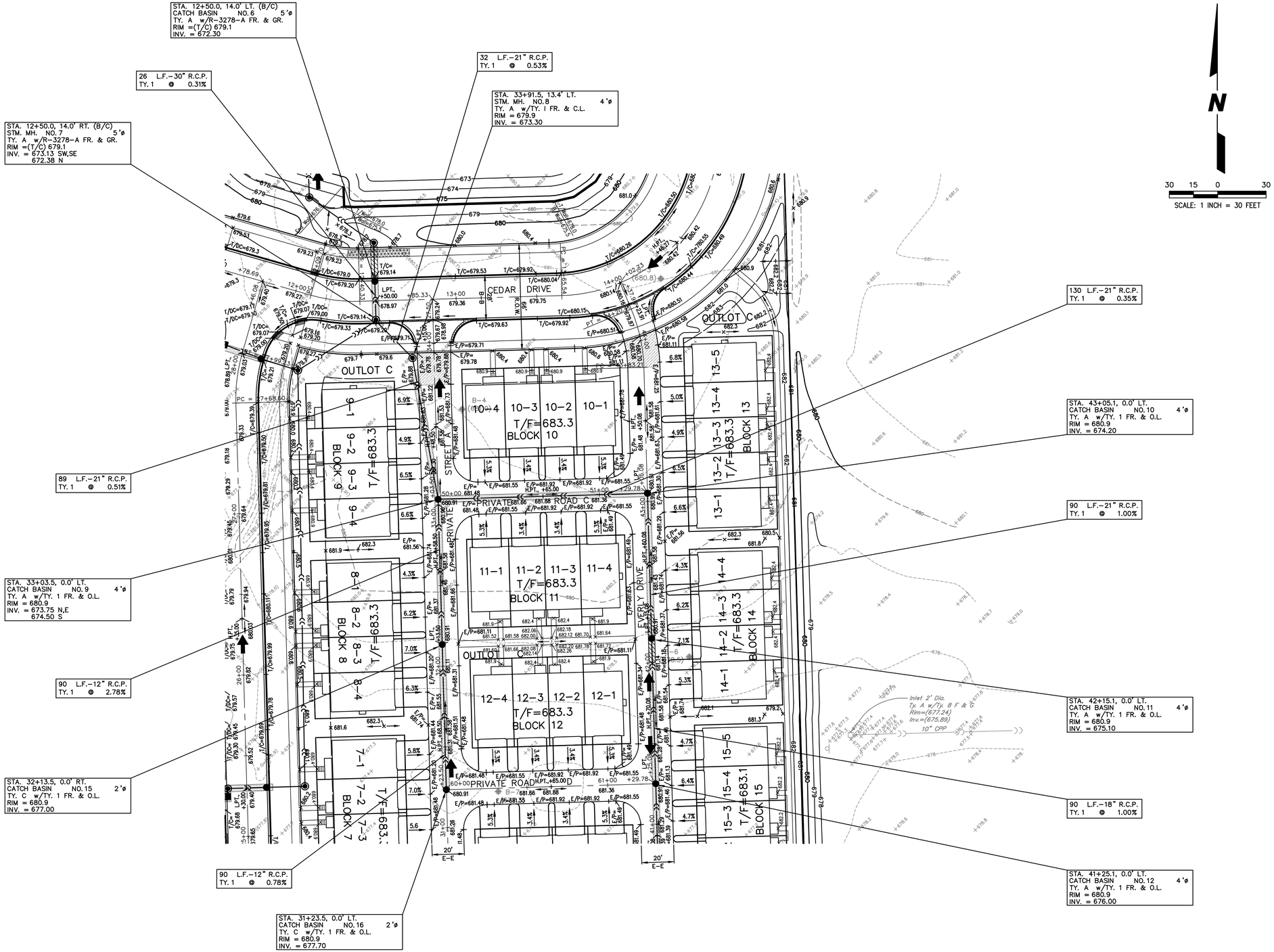
DRAINAGE AND GRADING PLAN

EVERLY TRACE

FILE NAME: OVRGRADE	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'	10 of 23

PLOT FILE CREATED: 3/6/2026 10:02 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:02 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\OVRGRADE.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED



N

30 15 0 30
SCALE: 1 INCH = 30 FEET

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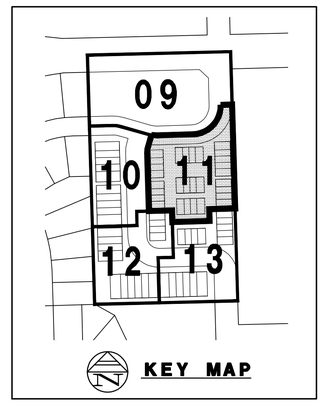
ALL STORM SEWER DESIGNED TO CONVEY 100YR FLOW



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DRAINAGE AND GRADING PLAN

EVERLY TRACE

FILE NAME: OVRGRADE	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'	11 of 23

PLOT FILE CREATED: 3/6/2026 10:02 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:02 AM BY LESLIE DRAWING PATH: P:\847020\CWG\ENG\DRAWINGS\FINAL DRAFTING\OVRGRADE.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

59 L.F.–15" R.C.P.
TY. 1 @ 0.59%

STM. MH. NO. 36 4'ø
TY. A w/TY. I FR. & O.L.
RIM = 678.0
INV. = 674.35

59 L.F.–15" R.C.P.
TY. 1 @ 0.95%

STM. MH. NO. 37 4'ø
TY. A w/TY. I FR. & O.L.
RIM = 678.0
INV. = 674.91

64 L.F.–15" R.C.P.
TY. 1 @ 1.00%

STM. MH. NO. 38 4'ø
TY. A w/TY. I FR. & O.L.
RIM = 679.4
INV. = 675.55

139 L.F.–12" R.C.P.
TY. 1 @ 0.58%

STM. MH. NO. 39 4'ø
TY. A w/TY. I FR. & O.L.
RIM = 681.3
INV. = 676.35

50 L.F.–12" R.C.P.
TY. 1 @ 0.50%

INLET NO. 40 2'ø
TY. A w/TY. 8 GR.
RIM = 681.3
INV. = 676.60

49 L.F.–12" R.C.P.
TY. 1 @ 0.51%

INLET NO. 41 2'ø
TY. A w/TY. 8 GR.
RIM = 681.3
INV. = 676.85

49 L.F.–12" R.C.P.
TY. 1 @ 0.51%

INLET NO. 42 2'ø
TY. A w/TY. 8 GR.
RIM = 681.3
INV. = 677.10

35 L.F.–12" R.C.P.
TY. 1 @ 0.57%

INLET NO. 43 2'ø
TY. A w/TY. 8 GR.
RIM = 681.3
INV. = 677.30

35 L.F.–12" R.C.P.
TY. 1 @ 0.57%

INLET NO. 44 2'ø
TY. A w/TY. 8 GR.
RIM = 681.3
INV. = 677.50

Rim=(676.72)
Inv.=(673.07) N
Inv.=(672.97) W

Inlet 2' Dia.
Ty. A w/Ty. 8 F & G
Rim=(676.65)
Inv.=(674.05)

Inlet 2' Dia.
Ty. A w/Ty. 8 F & G
Rim=(676.64)
Inv.=(673.64)

Storm Manhole 4' Dia.
Ty. A w/Ty. 8 F & G
Rim=(677.00)
Inv.=(673.95)

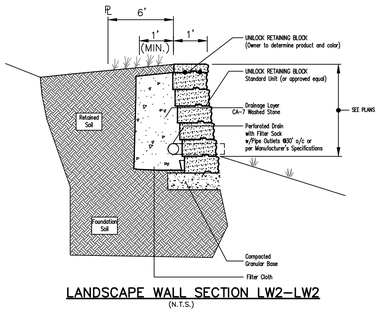
Storm Manhole 4' Dia.
Ty. A w/Ty. 8 F & G
Rim=(676.73)
Inv.=(672.78) SE
Inv.=(672.98) N
Inv.=(672.78) W

Electric Vault

Inlet 2' Dia.
Ty. A w/Ty. 8 F & G
Rim=(678.40)
Inv.=(675.29)

21" RCP
15" RCP
15" RCP

PRIVATE STREET A
PRIVATE ROAD D
CEDAR DRIVE
OUTLOT A
OUTLOT C
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 7
T/F=682.7
T/F=683.3
T/F=683.5
LW2



LANDSCAPE WALL SECTION LW2–LW2
(N.T.S.)

N
30 15 0 30
SCALE: 1 INCH = 30 FEET

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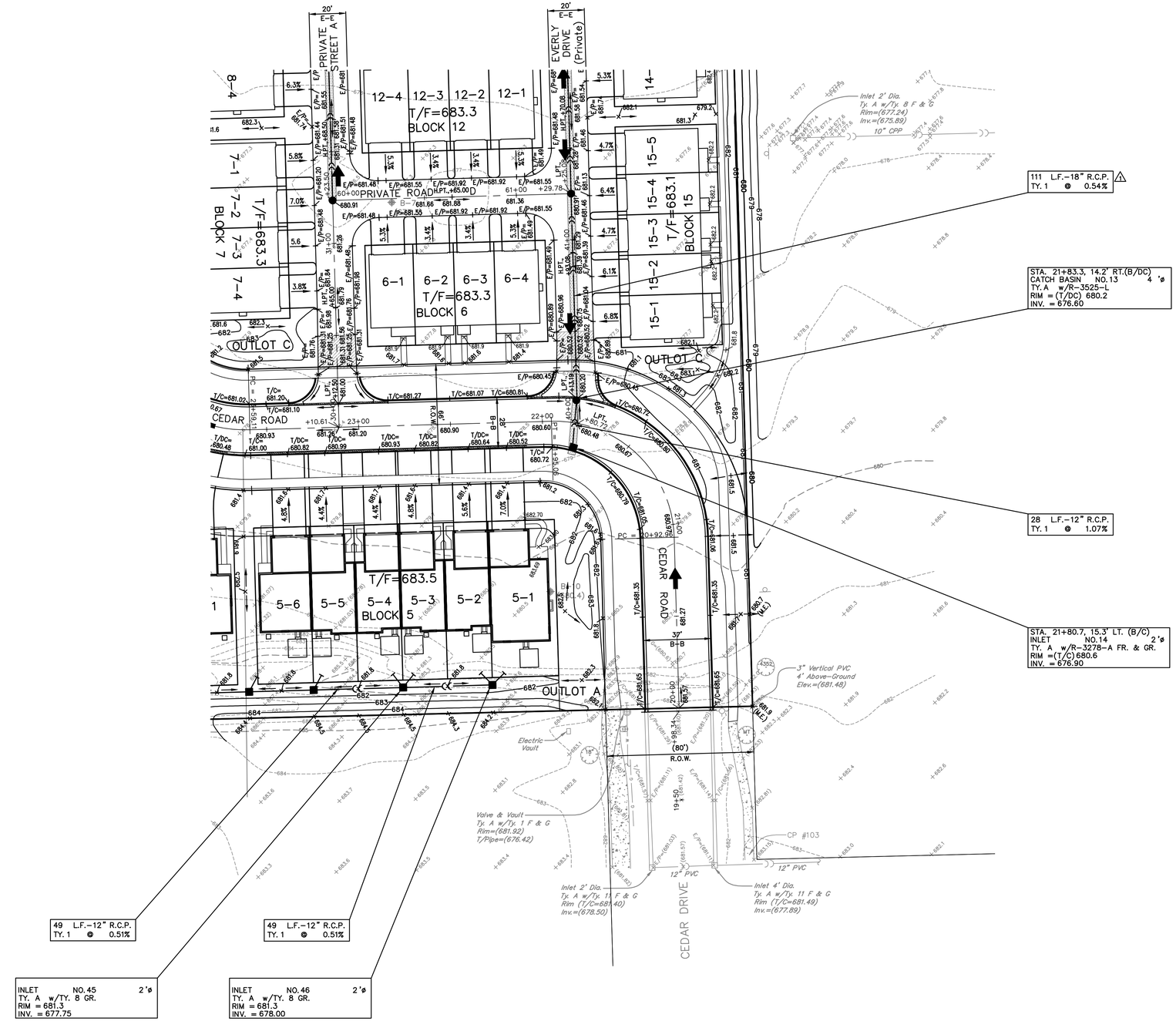
DRAINAGE AND GRADING PLAN

EVERLY TRACE

FILE NAME: OVRGRADE	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34–36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = 30'	12 of 23

PLOT FILE CREATED: 3/6/2026 10:02 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:02 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\OVRGRADE.DWG

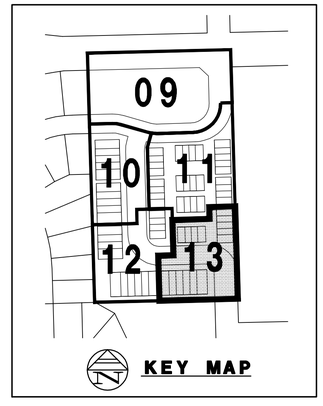
CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED



DRAINAGE & GRADING NOTES ⚠

1. ELEVATIONS SHOWN FOR ALL CURB INLETS, CATCH BASINS, AND MANHOLES ARE TOP OF CURB.
2. ALL CURBS SHALL BE BACKFILLED TO WITHIN 6 INCHES OF THE TOP OF CURB.
3. ALL BACK YARD SWALES SHALL BE CUT OR FILLED 6 INCHES BELOW FINISHED GRADE.
4. EXISTING DRAINAGE TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE PRESERVED OR REPAIRED IN ACCORDANCE WITH SPECIFICATIONS.
5. T/F – INDICATES PROPOSED TOP OF FOUNDATION ELEVATIONS.
6. THE TOP OF WINDOW WELLS SHALL BE CONSTRUCTED NO LOWER THAN 0.3 FEET BELOW THE TOP OF FOUNDATION ELEVATION (T/F) UNLESS OTHERWISE NOTED ON OVERFLOW CROSS-SECTIONS. ANY WINDOW WELLS ADJACENT TO DETENTION BASINS OR OVERFLOW ROUTES MUST BE 18" ABOVE H.W.L.
7. THE FINISHED TOPSOIL ELEVATION AT THE FOUNDATION SHOULD GENERALLY BE 0.7 FEET BELOW THE TOP OF FOUNDATION ELEVATION UNLESS INDICATED OTHERWISE.
8. D.S. – INDICATES DROP SIDING IS SUGGESTED TO MINIMIZE REAR YARD SLOPES. DROP SIDING CAN BE MODIFIED AS NECESSARY AS LONG AS POSITIVE DRAINAGE IS ACHIEVED.
9. – INDICATES AVERAGE BUILDING PRODUCT ENVELOPE. (SEE MASS EARTHWORK SECTION FOR BUILDING PAD DETAILS.)
10. LOT DIMENSIONS SHOWN ON THIS PLAN MAY NOT NECESSARILY CORRESPOND TO THE PLATTED DIMENSIONS. REFER TO THE FINAL RECORDED PLAT OF SUBDIVISION.
11. – WATERMAIN PROTECTION (SEE SHEETS 2 & 3 FOR DETAILS.)
12. – INDICATES THE LOCATION AND DIRECTION OF OVERLAND DRAINAGE, ASSUMING STORM SEWER IS FULL OR IS BLOCKED, THAT MUST BE RESPECTED IN ALL FINAL GRADING OPERATIONS (SEE DETAIL).
13. – DENOTES AREA WHERE GRANULAR TRENCH BACKFILL IS REQUIRED.
14. – INDICATES EXISTING ELEVATION.
15. – DENOTES EXISTING UTILITY TO BE REMOVED.
16. – INDICATES PVC SUMP DRAIN CONDUIT.
17. – INDICATES B 6.12 CURB & GUTTER.
– INDICATES DEPRESSED CURB.
– INDICATES REVERSE PITCH GUTTER FLAG.
18. – DENOTES WHERE SIDEWALK IS LOWER THAN CURB
19. – DENOTES DETECTABLE WARNING STRIP
20. MAXIMUM SIDE SLOPE OF A LANDSCAPE BERM SHALL BE 4:1
21. ALL STORM SEWER WITHIN SIDEYARD EASEMENTS SHALL HAVE GASKETED JOINTS. FOR RCP THE JOINTS SHALL BE IN ACCORDANCE w/ASTM C-361
22. ALL SIDEWALK RAMPS ARE REQUIRED TO BE CONSTRUCTED TO MEET AMERICAN DISABILITY ACT GUIDELINES. IT IS THE RESPONSIBILITY OF THE CURB CONTRACTOR TO ENSURE THIS IS MET. ANY RAMPS OUT OF TOLERANCE WILL HAVE TO BE REMOVED AND REPLACED.

ALL STORM SEWER DESIGNED TO CONVEY 100YR FLOW



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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠1	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

DRAINAGE AND GRADING PLAN

EVERLY TRACE

FILE NAME: OVRGRADE	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO. 13 of 23
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'	

PLOT FILE CREATED: 3/6/2026 10:02 AM BY: LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:02 AM BY LESLIE DRAWING PATH: P:\847020\CIVIL\ENG\DRAWINGS\FINAL DRAFTING\OVRGRADE.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

STA. 11+78.69 ℄ – LITTLE LEAF ROAD
STA. 11+78.69 ℄ – CEDAR DRIVE
STA. 28+46.08 ℄ – CEDAR DRIVE

STA. 12+85.33 ℄ – CEDAR DRIVE
STA. 34+27.50 ℄ – PRIVATE ROAD A

STA. 14+02.73 ℄ – CEDAR DRIVE
STA. 44+37.97 ℄ – EVERLY DRIVE

13 L.F.– 8" D.I.W.M., CL.52

CONNECT TO EXISTING 8" WATERMAIN PER CITY STANDARDS

SIDEWALK LOWER THAN CURB

142 L.F.– 8" D.I.W.M., CL.52

4 L.F.– 8" D.I.W.M., CL.52

STA. 11+78.7, 20.0' LT.
FIRE HYDRANT NO. 1
FIN. GR. @ HYD.= 679.8

24 L.F.– 8" D.I.W.M., CL.52

SIDEWALK LOWER THAN CURB

207 L.F.– 8" D.I.W.M., CL.52

STA. 14+03.3, 25.0' LT.
VALVE NO. 6
8 " – IN 4'ø VAULT
RIM = 680.6

13 L.F.– 8" D.I.W.M., CL.52

8 L.F.– 8" D.I.W.M., CL.52

STA. 14+30.9, 21.6' LT.
FIRE HYDRANT NO. 2
FIN. GR. @ HYD.= 680.6

49 L.F.– 8" D.I.W.M., CL.52

MATCH LINE STA. 15+00.00

Valve & Vault 5' Dia.
Ty. A w/Ty. 1 F & G
Rim=(676.38)
T/Pipe=(671.83)

Valve & Vault 4' Dia.
Ty. A w/Ty. 1 F & G
Rim=(676.24)
T/Pipe=(670.74)

7.5' P.U. & D.E.

Storm Manhole 4' Dia.
Ty. A w/Ty. 1 F & G
Rim=(678.03)
Inv.=(671.98) N
Inv.=(672.08) SE

Inlet
Rim (T/C=676.16)
'Buried'

LITTLE LEAF ROAD

Inlet 2' Dia.
Ty. A w/Ty. 12 F & G
Rim (T/C=676.25)
Inv.=(673.40)

Sanitary Manhole 4' Dia.
Ty. A w/Ty. 1 F & G
Rim=(677.53)
Inv.=(672.25)

18" PVC
8" DIP
15" PVC
10" DIP
5' P.U. & D.E.
10" Watermain
T/Pipe=(674.62)

9+50 +89.98 10+00 11+00 12+00 +85.33 13+00 14+00 +37.97 15+00

B-B 28.0'
R.O.W 66.0'

CURVE NO. 1
CURVE NO. 2
CURVE NO. 3

30'R-B/C (TYP.)
15'R-B/C (TYP.)
15'R-B/C (TYP.)

1-5
9-1
10-4 10-3 10-2 10-1
13-5

SEE SHEET 17
SEE SHEET 19
SEE SHEET 20

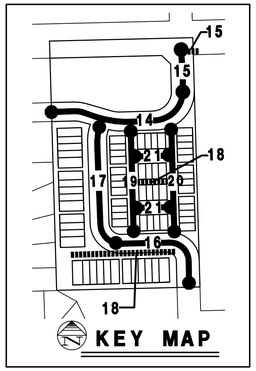
SAN. MH. NO. 4
(SEE SHEET 17)

STA. 14+01.2, 27.8' RT.
SAN. MH. NO.3 4 'ø
TY. A w/TY. 1 FR. & SS LID
RIM =680.50
INV. = 668.74

STA. 14+77.8, 44.3' RT.
SAN. MH. NO.2 4 'ø
TY. A w/TY. 1 FR. & SS LID
RIM =681.0
INV. = 668.22

N

30 15 0 30
SCALE: 1 INCH = 30 FEET



CURB/PAVEMENT RETURN	STATION	OFFSET	ELEVATION
A	9+90.04	13.85' LT.(B/C)	676.18 (B/C)(M.E.)
B	9+89.92	14.12' RT.(B/C)	676.29 (B/C)(M.E.)
C	10+00.00	14.00' LT.(B/C)	676.14 (B/C)
D	10+00.00	14.00' RT.(B/C)	676.14 (B/C)
E	11+34.69	14.00' RT.(B/C)	679.56 (B/C)
F	12+18.73	14.00' RT.(B/C)	679.33 (B/C)
G	12+58.33	14.00' RT.(B/C)	679.20 (B/C)
H	13+12.33	14.00' RT.(B/C)	679.63 (B/C)
I	13+62.66	14.00' LT.(B/C)	679.92 (B/C)
J	13+69.48	14.00' RT.(B/C)	679.97 (B/C)
K	13+81.75	14.64' RT.(B/C)	680.15 (B/C)
L	14+23.43	16.40' RT.(B/C)	680.44 (B/C)

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD	BEARING	DELTA
CURVE NO. 1	30.24'	100.00'	30.12'	N 82°44'24" W	17°19'32"
CURVE NO. 2	30.63'	100.00'	30.51'	S 82°51'09" E	17°33'04"
CURVE NO. 3	157.13'	100.00'	141.46'	N 43°21'28" E	90°01'43"

INDICATES EDGE OF PAVEMENT/DRIVE
INDICATES BARRIER CURB & GUTTER (B-6.12)
INDICATES DEPRESSED CURB & GUTTER
INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
INDICATES ADA DETECTABLE WARNING STRIP
INDICATES WATER MAIN PROTECTION
INDICATES TRENCH BACKFILL
INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
RS INDICATES RISER REQUIRED
A INDICATES CURB RETURN
INDICATES DRIVEWAY LOCATION

LITTLE LEAF ROAD

CEDAR DRIVE

695 690 685 680 675 670 665 660 655

PVI: STA = 10+05
PVC: 10+05
ELEV.= 675.94
PVI: ELEV = 675.94
PVI: 10+59
ELEV.= 676.99
-0.60%
3.40%
PVI: STA = 10+30
PVI: ELEV = 676.14
50' VC
PVC: 11+00
ELEV.= 678.52
PVI: STA = 11+25
PVI: ELEV = 679.37
50' VC
PVI: STA = 11+50
PVI: ELEV = 679.57
ELEV.= 679.57
-0.80%
0.78%
PVC: 14+25
ELEV.= 680.34
PVI: STA = 14+50
PVI: ELEV = 680.53
50' VC
H.P. ELEV = 680.42
H.P. STA = 14+46.27
PVT: 14+75
ELEV.= 680.27

EXISTING ℄ PROFILE
PROPOSED ℄ PROFILE

36" STM. S. INV. @ W.M. X-ING. = 672.25
21" STM. S. INV. @ SAN. S. X-ING. = 673.27
12" STM. S. INV. @ SAN. S. X-ING. = 675.79
21" STM. S. INV. @ W.M. X-ING. =672.10
1.5' MIN.
DIP 8" WM TO PROVIDE 1.5' MIN. SEPARATION
SAN. MH#4
INV.= 670.30
1.5' MIN.
DIP 8" WM TO PROVIDE 1.5' MIN. SEPARATION
21" STM. S. INV. @ SAN. S. X-ING. = 673.23
SAN.MH#3
INV.= 668.74
5.0' MIN. COVER (TYP.)
SAN.MH#2
8" WM @ SAN. S. X-ING
INV.= 668.22

223 L.F. 8" PVC SDR 26 SANITARY SEWER @ 0.70%
103 L.F. 8" PVC SDR 26 SANITARY SEWER @ 0.50%

STA.11+78.69 ℄ – LITTLE LEAF ROAD
STA.11+78.69 ℄ – CEDAR DRIVE
STA. 28+46.08 ℄ – CEDAR DRIVE
STA.12+85.33 ℄ – CEDAR DRIVE
STA. 34+27.50 ℄ – PRIVATE ROAD A
STA. 14+02.73 ℄ – CEDAR DRIVE
STA. 44+37.97 ℄ – EVERLY DRIVE
STA. 15+00.00 MATCH LINE

677.0 676.1 675.97 675.9 676.83 676.3 678.52 677.5 679.57 679.40 678.8 679.27 681.2 678.97 679.24 681.3 679.36 681.3 679.75 680.9 680.14 680.14 680.6 680.42 680.9 680.00

10+00 11+00 12+00 13+00 14+00 15+00

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REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03-03-26/LAL	REVSED PER CITY REVIEW COMMENTS DATED 01/29/26			

LITTLE LEAF ROAD–CEDAR DRIVE – STA. 9+89.98 TO STA. 15+00.00

EVERLY TRACE

FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'H,5'V	14 of 23

PLOT FILE CREATED: 3/6/2026 10:09 AM BY: LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
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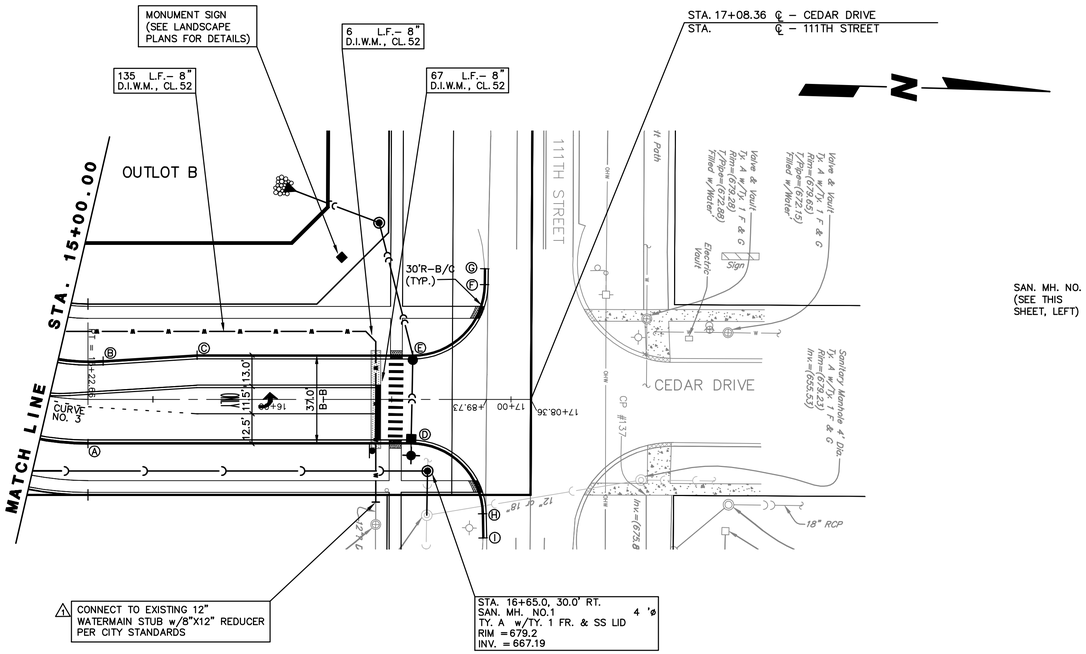
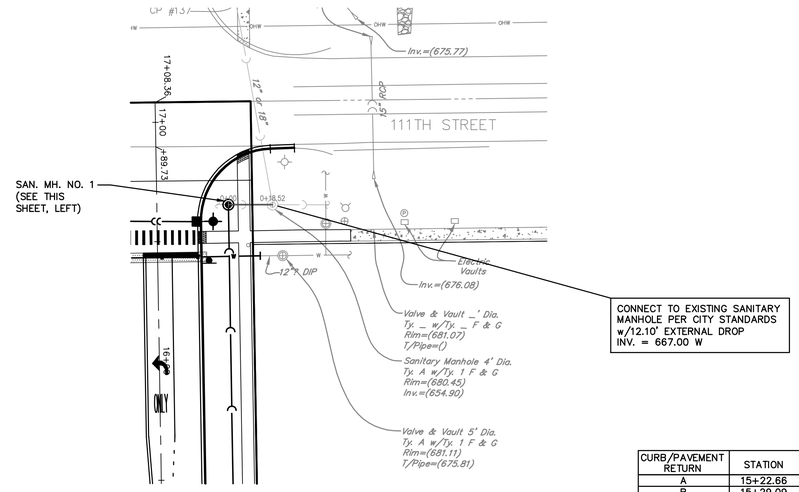
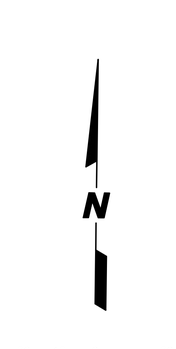
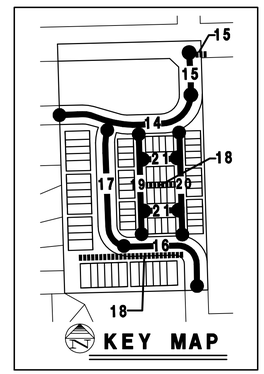


CEDAR DRIVE





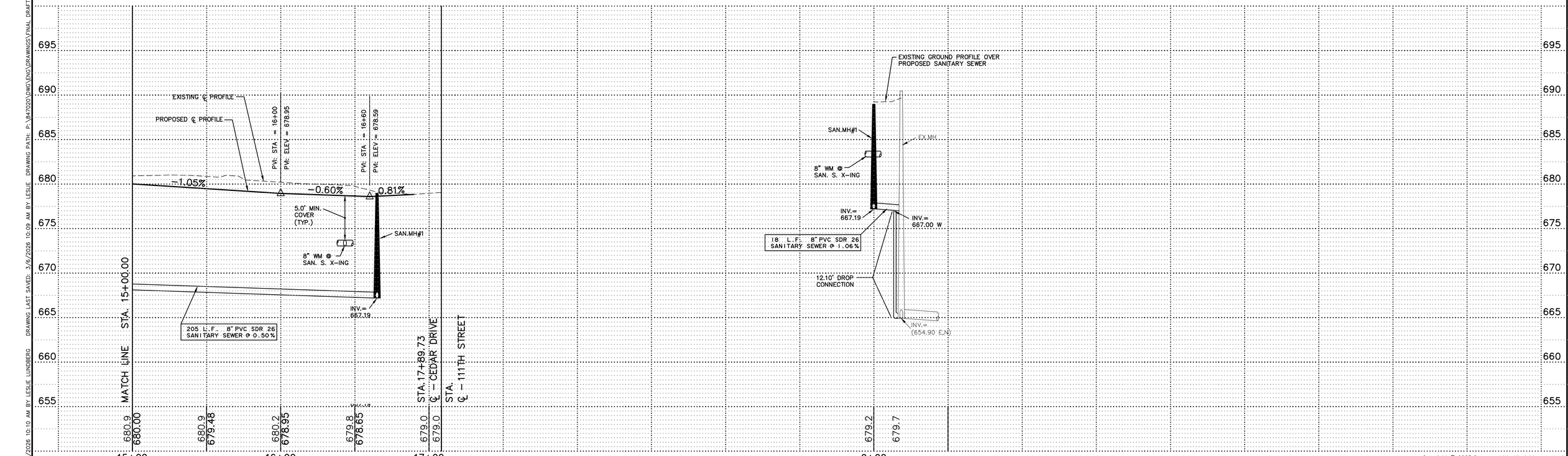


CURB/PAVEMENT RETURN	STATION	OFFSET	ELEVATION
A	15+22.66	18.50' RT.(B/C)	679.84 (B/C)
B	15+29.09	16.04' LT.(B/C)	679.82 (B/C)
C	15+68.40	18.50' LT.(B/C)	679.36 (B/C)
D	16+58.12	18.50' RT.(B/C)	678.68 (B/C)
E	16+58.88	18.50' LT.(B/C)	678.68 (B/C)
F	16+88.88	48.15' LT.(B/C)	679.05 (B/C)
G	16+88.96	54.78' LT.(B/C)	679.01 (B/C)(M.E.)
H	16+88.11	47.92' RT.(B/C)	678.93 (B/C)
I	16+88.31	58.03' RT.(B/C)	679.00 (B/C)(M.E.)

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD	BEARING	DELTA
CURVE NO. 3	30.24'	100.00'	30.12'	N 82°44'24" W	17°19'32"

- INDICATES EDGE OF PAVEMENT/DRIVE
- INDICATES BARRIER CURB & GUTTER (B-6.12)
- INDICATES DEPRESSED CURB & GUTTER
- INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
- INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
- INDICATES ADA DETECTABLE WARNING STRIP
- INDICATES WATER MAIN PROTECTION
- INDICATES TRENCH BACKFILL
- INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
- RS INDICATES RISER REQUIRED
- A INDICATES CURB RETURN
- INDICATES DRIVEWAY LOCATION

SANITARY SEWER CONNECTION TO EXISTING



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REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03–03–26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

CEDAR DRIVE – STA. 15+00.00 TO STA.17+08.36

EVERLY TRACE

FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34–36	SHEET NO. 15 of 23
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = 30'H,5'V	

PLOT FILE CREATED: 3/6/2026 10:10 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

STA. 19+98.34 ℄ – CEDAR DRIVE
STA. ℄ –

CONNECT TO EXISTING 8" WATERMAIN STUB PER CITY STANDARDS

5 L.F.– 8" D.I.W.M., CL.52

5 L.F.– 8" D.I.W.M., CL.52

126 L.F.– 8" D.I.W.M., CL.52

Inlet 2' Dia. Type 'A' w/ Ty. 1 F & G Rim=(682.92) Inv=(681.42) (Pipe=(676.42)

Inlet 2' Dia. Type 'A' w/ Ty. 1 F & G Rim=(682.50) Inv=(681.40)

Inlet 4' Dia. Type 'A' w/ Ty. 31 F & G Rim=(682.49) Inv=(677.89)

Electric line

CEDAR DRIVE

12" PVC

(80.0') R.O.W.

19+50 +98.34 20+00 21+00

37.0' B-B

CURVE NO. 4

℄ = STA. 20+92.96

℄ = STA. 21+65.64

CP #103

12" PVC

3" Vertical PVC Ex. Adjust Ground Elev.=(681.46)

STA. 21+50.00

MATCH LINE

5-1

39'

A C E B D F

STA. 21+08.72 ℄ – CEDAR DRIVE
STA. 40+08.72 ℄ – EVERLY DRIVE

STA. 21+88.4, 24.8' LT.
VALVE NO. 2
8 " – IN 4'ø VAULT
RIM = 681.1

8 L.F.– 8" D.I.W.M., CL.52

226 L.F.– 8" D.I.W.M., CL.52 ⚠

SEE SHEET 18 FOR SANITARY SEWER

SAN. MH. NO. 11 (SEE SHEET 20)

STA. 23+10.61 ℄ – CEDAR DRIVE
STA. 30+10.61 ℄ – PRIVATE ROAD A

5-1 5-2 5-3 5-4 5-5 5-6

STA. 21+50.00

P.C. STA. 23+59.11

MATCH LINE

15'R–B/C (TYP.)

15-1

6-4 6-3 6-2 6-1

7-4

SEE SHEET 20

SEE SHEET 19

SAN. MH. NO. 10 (SEE SHEET 20)

66.0' R.O.W

28.0' B-B

G H I J K L

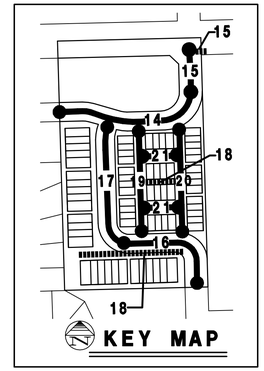
21+65.64 22+02 22+00 23+00 23+10.61

40+02 40+00

PC = 21+59.11

N

30 15 0 30
SCALE: 1 INCH = 30 FEET

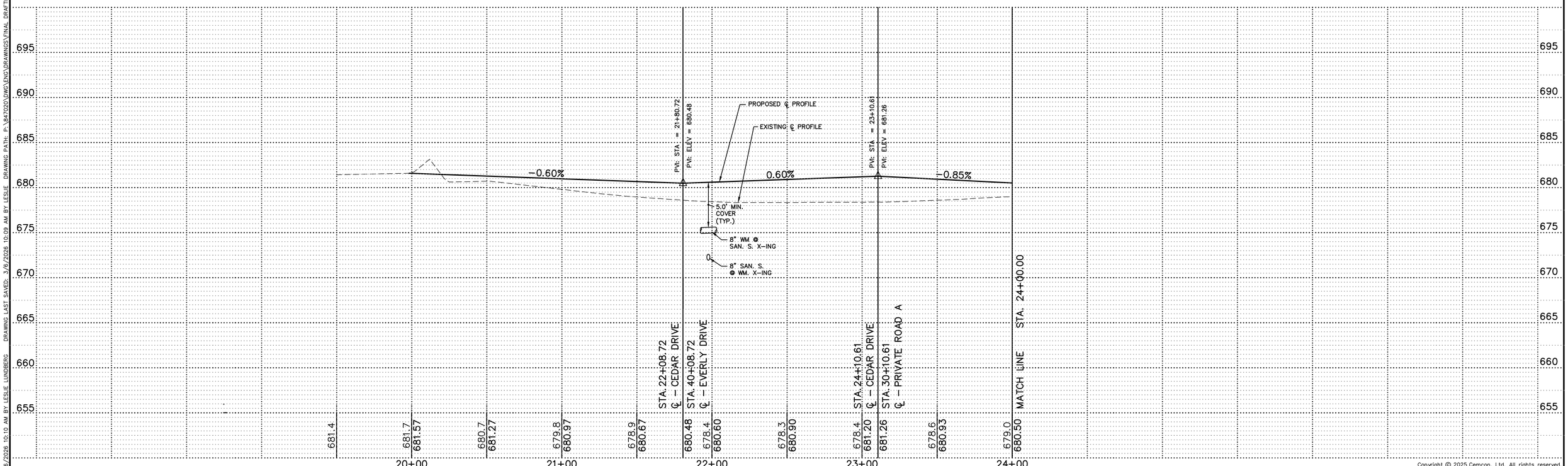


INDICATES EDGE OF PAVEMENT/DRIVE
INDICATES BARRIER CURB & GUTTER (B-6.12)
INDICATES DEPRESSED CURB & GUTTER
INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
INDICATES ADA DETECTABLE WARNING STRIP
INDICATES WATER MAIN PROTECTION
INDICATES TRENCH BACKFILL
INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
RS INDICATES RISER REQUIRED
A INDICATES CURB RETURN
INDICATES DRIVEWAY LOCATION

CURB/PAVEMENT RETURN	STATION	OFFSET	ELEVATION
A	19+98.30	18.72' LT.(B/C)	681.66 (B/C)(M.E.)
B	19+98.37	18.44' RT.(B/C)	681.59 (B/C)(M.E.)
C	20+00.00	18.50' LT.(B/C)	681.65 (B/C)
D	20+00.00	18.50' RT.(B/C)	681.65 (B/C)
E	20+92.96	18.50' LT.(B/C)	681.09 (B/C)
F	20+92.96	18.50' RT.(B/C)	681.09 (B/C)
G	21+65.64	15.86' RT.(B/C)	680.72 (B/C)
H	21+91.38	13.63' RT.(B/C)	680.25 (T/DC)
I	21+99.56	14.00' LT.(B/C)	680.78 (B/C)
J	22+07.84	14.00' RT.(B/C)	680.81 (B/C)
K	22+83.61	14.00' RT.(B/C)	681.27 (B/C)
L	23+37.61	14.00' RT.(B/C)	681.20 (B/C)

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD	BEARING	DELTA
CURVE NO. 4	30.24'	100.00'	30.12'	N 82°44'24" W	17°19'32"

CEDAR DRIVE



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PREPARED FOR:
JMRV NAPERVILLE LLC
445 JACKSON AVENUE, SUITE 200
NAPERVILLE, ILLINOIS 60540–5258
(630) 281–4085

PREPARED BY:
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Aurora, Illinois 60502–9675
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E–Mail: info@cemcon.com Website: www.cemcon.com

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠	03–03–26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

CEDAR DRIVE – STA. 19+98.34 TO P.C. STA. 23+59.11

EVERLY TRACE

FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34–36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = 30'H,5'V	16 of 23

PLOT FILE CREATED: 3/6/2026 10:10 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

STA. 25+16.9, 24.0' LT.
VALVE NO. 1
8 " – IN 4 's VAULT
RIM = 680.0

STA. 26+65.5, 20.0' LT.
FIRE HYDRANT NO. 6
FIN. GR. @ HYD.= 680.1

STA. 28+46.08 ℄ – CEDAR DRIVE
STA. 11+78.69 ℄ – LITTLE LEAF ROAD
STA. 11+78.69 ℄ – CEDAR DRIVE

98 L.F.– 8" D.I.W.M., CL.52
149 L.F.– 8" D.I.W.M., CL.52
212 L.F.– 8" D.I.W.M., CL.52
22 L.F.– 8" D.I.W.M., CL.52
37 L.F.– 8" D.I.W.M., CL.52

STA. 24+23.1, 26.0' LT.
FIRE HYDRANT NO. 5
FIN. GR. @ HYD.= 680.8

SEE SHEET 18 FOR CONTINUATION OF SANITARY SEWER

3-1 3-2 3-3 3-4 2-1 2-2 2-3 2-4 2-5 1-1 1-2 1-3 1-4 1-5
4-4 4-3 4-2 4-1
7-4 7-3 7-2 7-1 8-4 8-3 8-2 8-1 9-4 9-3 9-2 9-1

SEE SHEET 14

30'R-B/C (TYP.)

25+00 26+00 27+00 28+00

28.0' B-B

68.0' R.O.W

CURVE NO.5 CURVE NO.6

OUTLOT B

MATCH LINE P.C. STA. 23+59.11

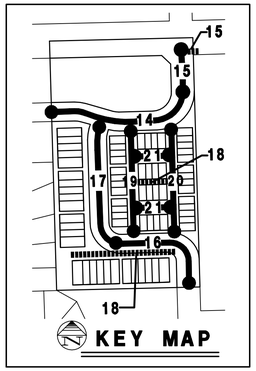
SEE SHEET 14

STA. 24+40.4, 19.0' RT.
SAN. MH. NO.5
TY. A w/TY. 1 FR. & SS LID
RIM =680.4
INV. =672.40
4 's

STA. 28+07.1, 19.4' RT.
SAN. MH. NO.4
TY. A w/TY. 1 FR. & SS LID
RIM =679.2
INV. =670.30
4 's

CEDAR DRIVE

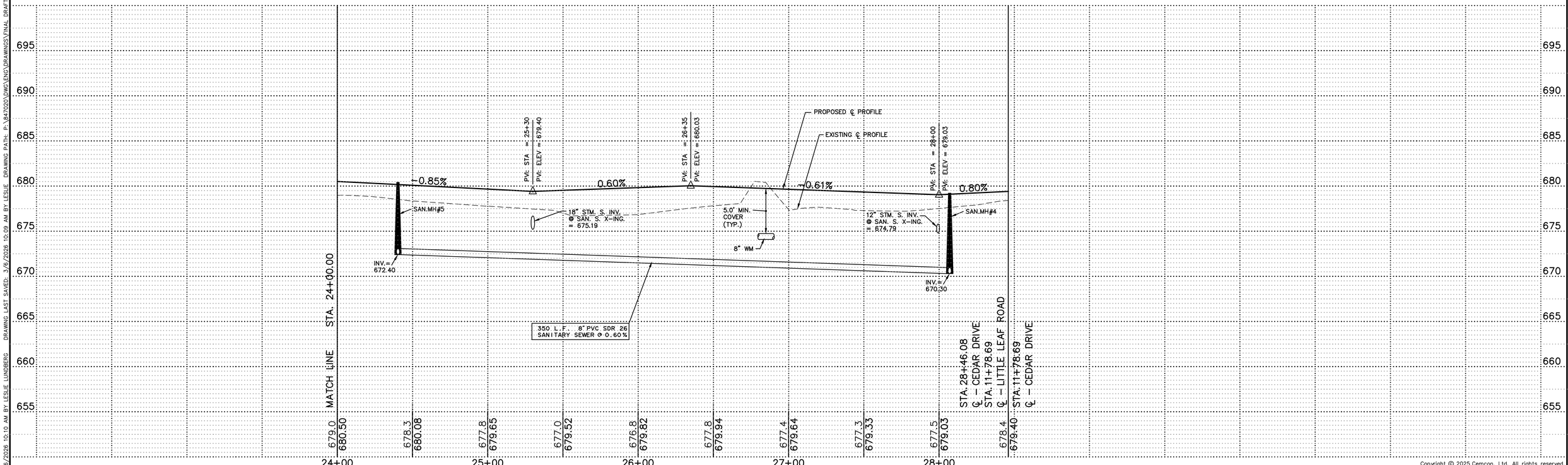
30 15 0 30
SCALE: 1 INCH = 30 FEET



CURB/PAVEMENT RETURN	STATION	OFFSET	ELEVATION
A	28+02.08	14.00' LT.(B/C)	679.22 (B/C)
B	28+02.67	14.00' RT.(B/C)	679.21 (B/C)

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD	BEARING	DELTA
CURVE NO. 5	30.24'	100.00'	30.12'	N 82°44'24" W	17°19'32"
CURVE NO. 6	30.63'	100.00'	30.51'	S 82°51'09" E	17°33'04"

INDICATES EDGE OF PAVEMENT/DRIVE
INDICATES BARRIER CURB & GUTTER (B-6.12)
INDICATES DEPRESSED CURB & GUTTER
INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
INDICATES ADA DETECTABLE WARNING STRIP
INDICATES WATER MAIN PROTECTION
INDICATES TRENCH BACKFILL
INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
RS INDICATES RISER REQUIRED
A INDICATES CURB RETURN
INDICATES DRIVEWAY LOCATION



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REVISIONS

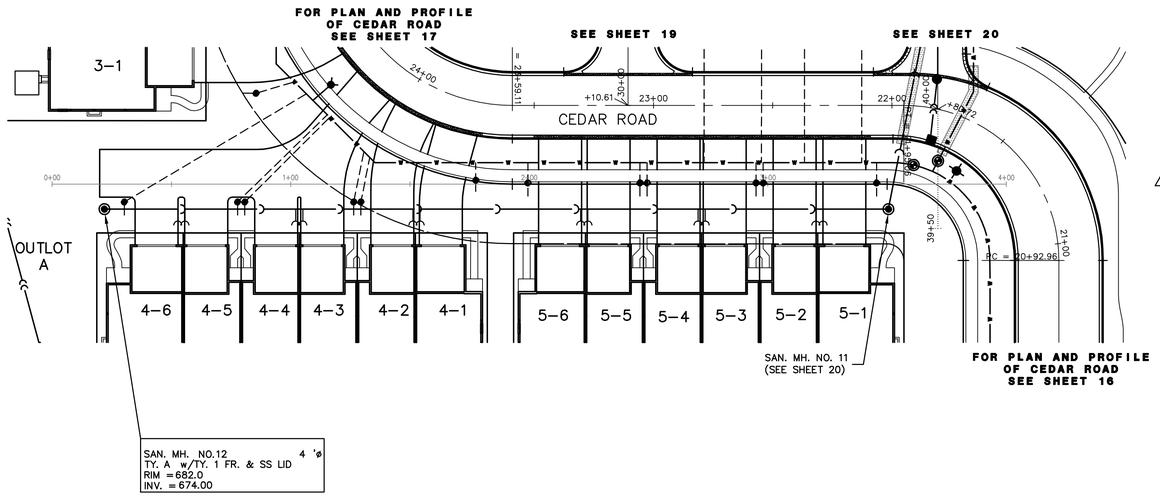
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

CEDAR DRIVE – P.C. STA. 23+59.11 TO STA. 28+46.08
EVERLY TRACE

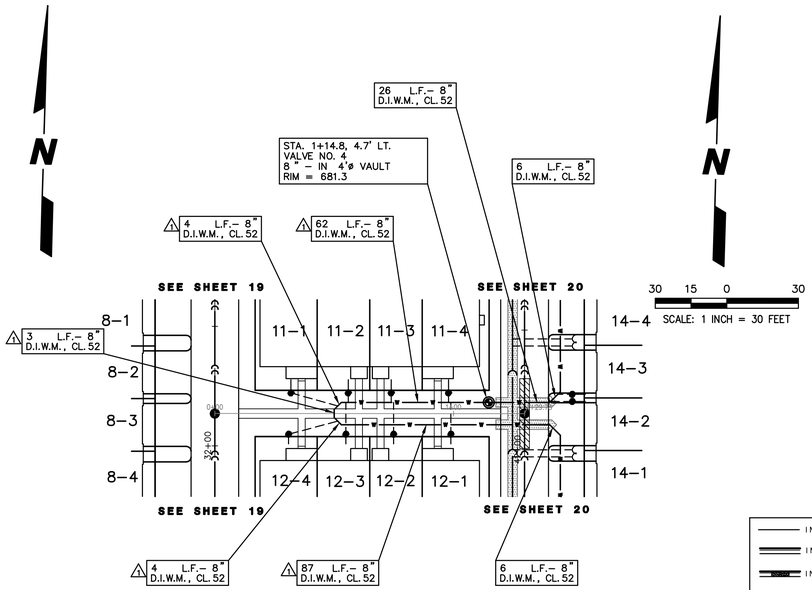
FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO. 17 of 23
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'H,5'V	

PLOT FILE CREATED: 3/6/2026 10:10 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

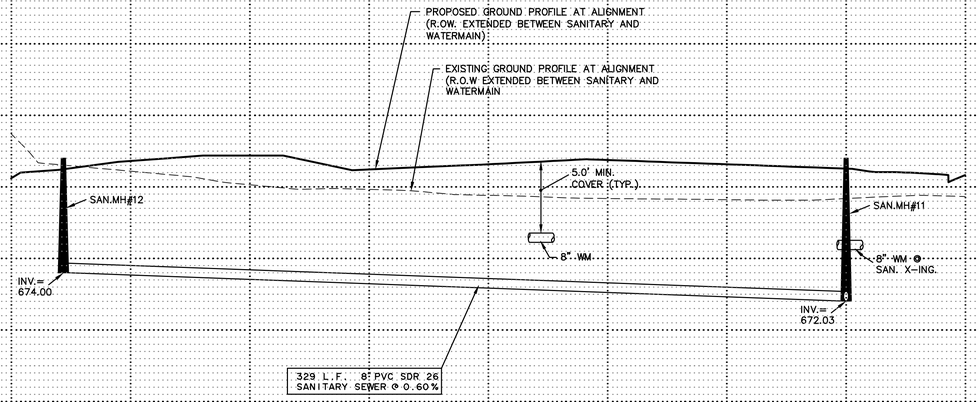


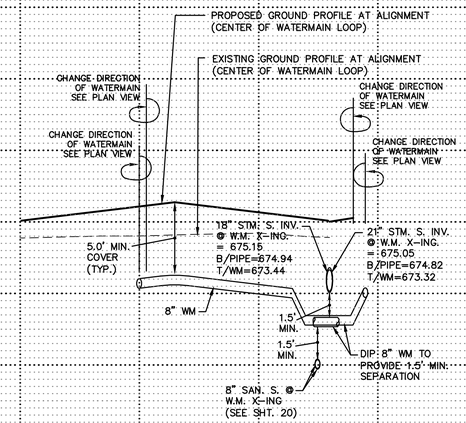
SANITARY SEWER EXTENSION



WATERMAIN LOOP BETWEEN BUILDINGS

- INDICATES EDGE OF PAVEMENT/DRIVE
- INDICATES BARRIER CURB & GUTTER (B-6.12)
- INDICATES DEPRESSED CURB & GUTTER
- INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
- INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
- INDICATES ADA DETECTABLE WARNING STRIP
- INDICATES WATER MAIN PROTECTION
- INDICATES TRENCH BACKFILL
- INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
- RS INDICATES RISER REQUIRED
- A INDICATES CURB RETURN
- INDICATES DRIVEWAY LOCATION





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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
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SANITARY SEWER EXTENSION
EVERLY TRACE

FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'H,5'V	18 of 23

PLOT FILE CREATED: 3/6/2026 10:10 AM BY: LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY: LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

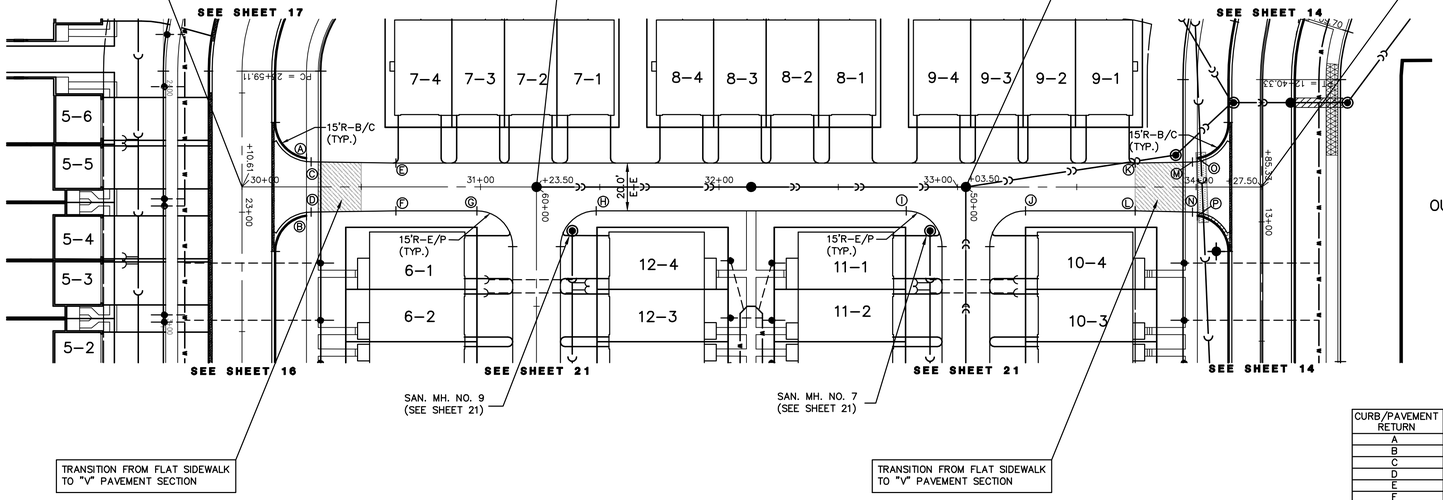
CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

STA. 30+10.61 ℄ – PRIVATE STREET A
STA. 22+10.61 ℄ – CEDAR DRIVE

STA. 31+23.50 ℄ – PRIVATE STREET A
STA. 60+23.50 ℄ – PRIVATE ROAD

STA. 33+03.50 ℄ – PRIVATE STREET A
STA. 50+03.50 ℄ – PRIVATE ROAD

STA. 34+27.50 ℄ – PRIVATE STREET A
STA. 12+85.33 ℄ – CEDAR DRIVE



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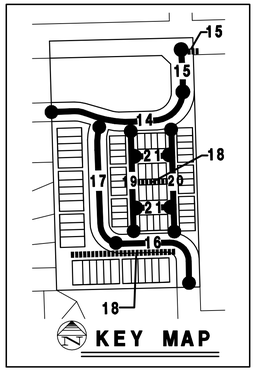
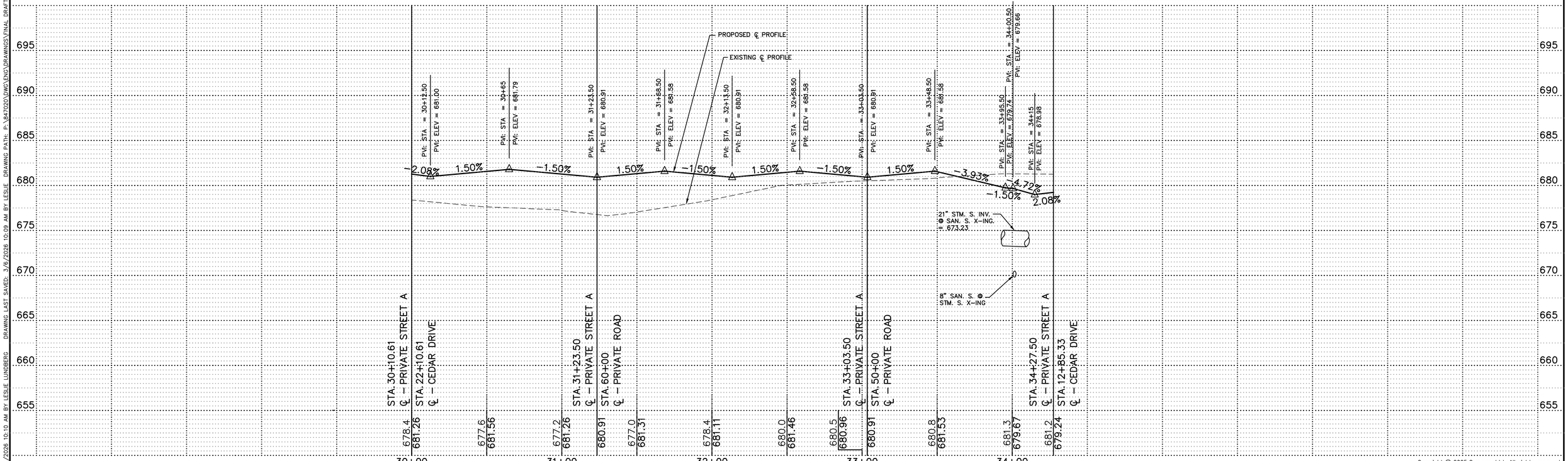
SCALE: 1 INCH = 30 FEET



CURB/PAVEMENT RETURN	STATION	OFFSET	ELEVATION
A	30+27.00	12.13' LT.(B/C)	681.22 (B/C=E/P)
B	30+27.00	12.13' RT.(B/C)	681.22 (B/C=E/P)
C	30+29.00	10.50' LT.(E/P)	681.25 (E/P)
D	30+29.00	10.50' RT.(E/P)	681.25 (E/P)
E	30+64.52	10.00' LT.(E/P)	681.98 (E/P)
F	30+64.52	10.00' RT.(E/P)	681.98 (E/P)
G	30+98.50	10.00' RT.(E/P)	681.48 (E/P)
H	31+48.50	10.00' RT.(E/P)	681.48 (E/P)
I	32+78.50	10.00' RT.(E/P)	681.48 (E/P)
J	33+28.50	10.00' RT.(E/P)	681.48 (E/P)
K	33+74.50	10.00' LT.(E/P)	679.88 (E/P)
L	33+74.50	10.00' RT.(E/P)	679.88 (E/P)
M	33+98.50	10.50' LT.(E/P)	679.69 (E/P)
N	33+98.50	10.50' RT.(E/P)	679.69 (E/P)
O	34+00.50	12.13' LT.(B/C)	679.72 (B/C=E/P)
P	34+00.50	12.13' RT.(B/C)	679.72 (B/C=E/P)

INDICATES EDGE OF PAVEMENT/DRIVE
INDICATES BARRIER CURB & GUTTER (B-6.12)
INDICATES DEPRESSED CURB & GUTTER
INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
INDICATES ADA DETECTABLE WARNING STRIP
INDICATES WATER MAIN PROTECTION
INDICATES TRENCH BACKFILL
INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
RS INDICATES RISER REQUIRED
A INDICATES CURB RETURN
INDICATES DRIVEWAY LOCATION

PRIVATE STREET A



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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
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PRIVATE STREET A
EVERLY TRACE

FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO. 19 of 23
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'H,5'V	

PLOT FILE CREATED: 3/6/2026 10:10 AM BY: LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

STA. 40+00.00 ℄ – EVERLY DRIVE
STA. 21+80.72 ℄ – CEDAR DRIVE

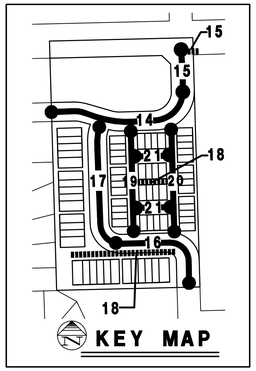
STA. 41+25.08 ℄ – EVERLY DRIVE
STA. 61+29.78 ℄ – PRIVATE ROAD C

STA. 43+05.08 ℄ – EVERLY DRIVE
STA. 51+29.78 ℄ – PRIVATE ROAD D

STA. 44+37.97 ℄ – EVERLY DRIVE
STA. 14+02.73 ℄ – CEDAR DRIVE

N

30 15 0 30
SCALE: 1 INCH = 30 FEET



STA. 39+58.1, 20.6' LT.
SAN. MH. NO.11
TY. A w/TY. 1 FR. & SS LID
RIM = 682.0
INV. = 672.03
4 'ø

STA. 40+37.6, 5.0' LT.
SAN. MH. NO.10
TY. A w/TY. 1 FR. & SS LID
RIM = 680.66
INV. = 671.62
4 'ø

STA. 41+40.1, 5.0' LT.
SAN. MH. NO.8
TY. A w/TY. 1 FR. & SS LID
RIM = 681.23
INV. = 670.09
4 'ø

STA. 42+90.1, 5.0' LT.
SAN. MH. NO.6
TY. A w/TY. 1 FR. & SS LID
RIM = 681.23
INV. = 669.34
4 'ø

SAN. MH. NO. 3
(SEE SHEET 14)

SEE SHEET 16 | SEE SHEET 21 | SEE SHEET 18 | SEE SHEET 21 | SEE SHEET 14

OUTLOT B

5-2 | 5-1 | 6-3 | 6-4 | 12-2 | 12-1 | 11-3 | 11-4 | 10-2 | 10-1

15-1 | 15-2 | 15-3 | 15-4 | 15-5 | 14-1 | 14-2 | 14-3 | 14-4 | 13-1 | 13-2 | 13-3 | 13-4 | 13-5

CURVE NO. 7

15'R –B/C (TYP.)

5 L.F.– 8" D.I.W.M., CL.52

STA. 39+78.3, 0.2' RT.
VALVE NO. 3
8 " – IN 4'ø VAULT
RIM = 681.0

33 L.F.– 8" D.I.W.M., CL.52

29 L.F.– 8" D.I.W.M., CL.52

STA. 40+35.8, 19.0' RT.
FIRE HYDRANT NO. 4
FIN. GR. @ HYD.= 680.8

170 L.F.– 8" D.I.W.M., CL.52

51 L.F.– 8" D.I.W.M., CL.52

STA. 42+75.1, 19.0' RT.
FIRE HYDRANT NO. 3
FIN. GR. @ HYD.= 681.8

149 L.F.– 8" D.I.W.M., CL.52

44 L.F.– 8" D.I.W.M., CL.52

STA. 44+59.6, 14.2' RT.
VALVE NO. 5
8 " – IN 4'ø VAULT
RIM = 680.6

5 L.F.– 8" D.I.W.M., CL.52

TRANSITION FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION

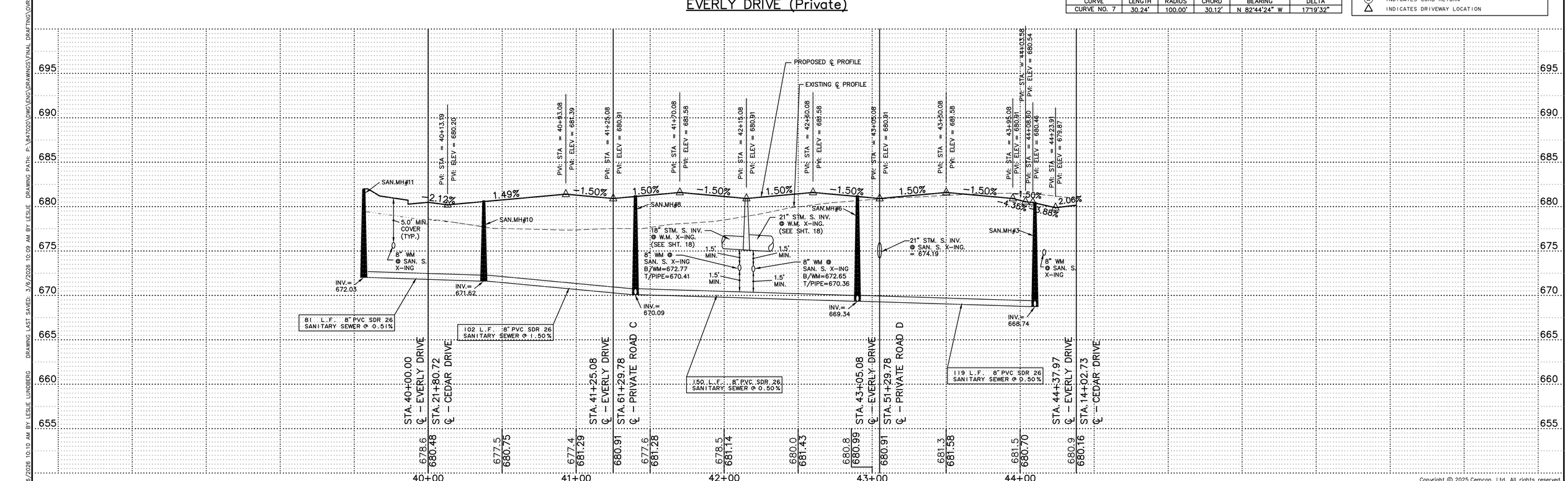
TRANSITION FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION

CURB/PAVEMENT RETURN	STATION	OFFSET	ELEVATION
A	40+28.58	12.13' LT.(B/C)	680.43 (B/C=E/P)
B	40+23.10	12.00' RT.(B/C)	680.50 (T/RP)
C	40+31.08	10.48' LT.(E/P)	680.46 (E/P)
D	40+27.10	11.91' RT.(B/C)	680.43 (B/C=E/P)
E	40+45.14	10.00' LT.(E/P)	680.09 (E/P)
F	40+45.14	10.00' RT.(E/P)	680.09 (E/P)
G	41+00.08	10.00' LT.(E/P)	681.49 (E/P)
H	41+50.08	10.00' LT.(E/P)	681.48 (E/P)
I	42+80.08	10.00' LT.(E/P)	681.49 (E/P)
J	43+30.08	10.00' LT.(E/P)	681.48 (E/P)
K	43+94.78	10.00' LT.(E/P)	681.11 (E/P)
L	43+94.78	10.00' RT.(E/P)	681.11 (E/P)
M	44+07.91	10.50' LT.(E/P)	680.47 (E/P)
N	44+08.41	12.01' LT.(B/C)	680.49 (B/C=E/P)
O	44+09.76	11.95' RT.(B/C)	680.49 (B/C=E/P)
P	44+11.63	12.00' RT.(B/C)	680.55 (T/RP)

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD	BEARING	DELTA
CURVE NO. 7	30.24'	100.00'	30.12'	N 82°44'24" W	17°19'32"

INDICATES EDGE OF PAVEMENT/DRIVE
INDICATES BARRIER CURB & GUTTER (B-6.12)
INDICATES DEPRESSED CURB & GUTTER
INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
INDICATES ADA DETECTABLE WARNING STRIP
INDICATES WATER MAIN PROTECTION
INDICATES TRENCH BACKFILL
INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
RS INDICATES RISER REQUIRED
A INDICATES CURB RETURN
INDICATES DRIVEWAY LOCATION

EVERLY DRIVE (Private)



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REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

EVERLY DRIVE (PRIVATE)

EVERLY TRACE

FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34-36	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 30'H,5'V	20 of 23

PLOT FILE CREATED: 3/6/2026 10:10 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
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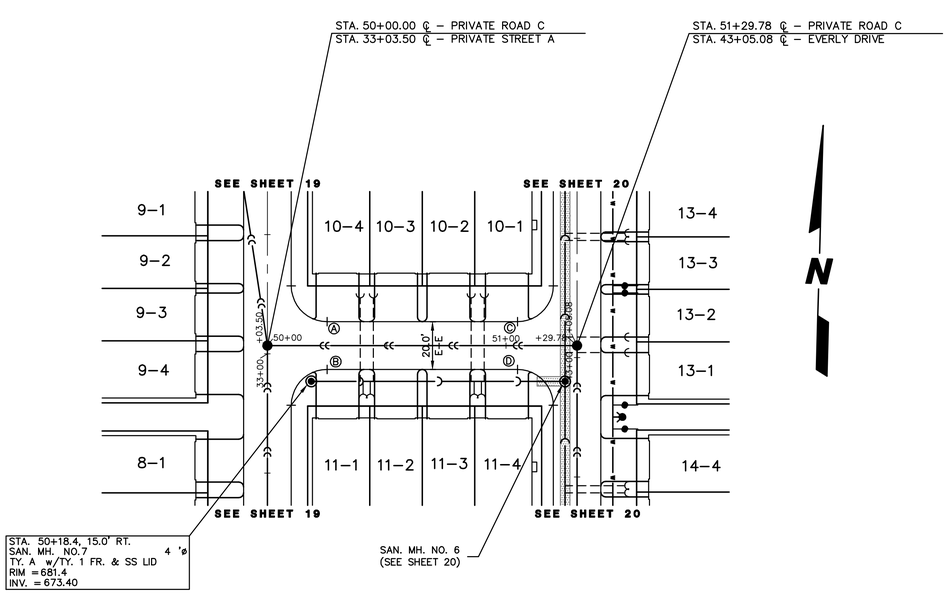
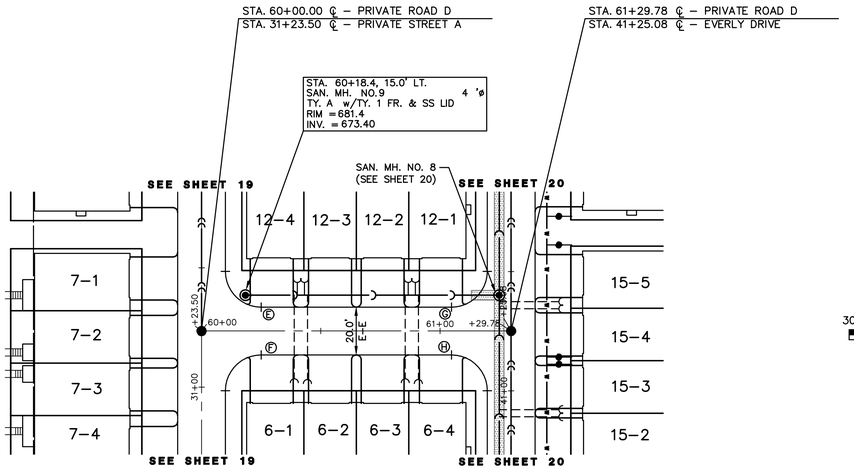
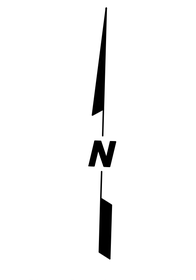
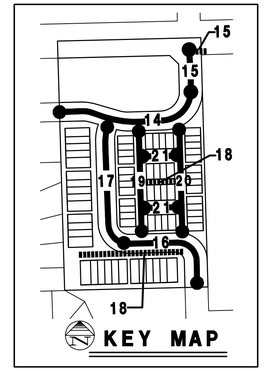


PRIVATE ROAD C



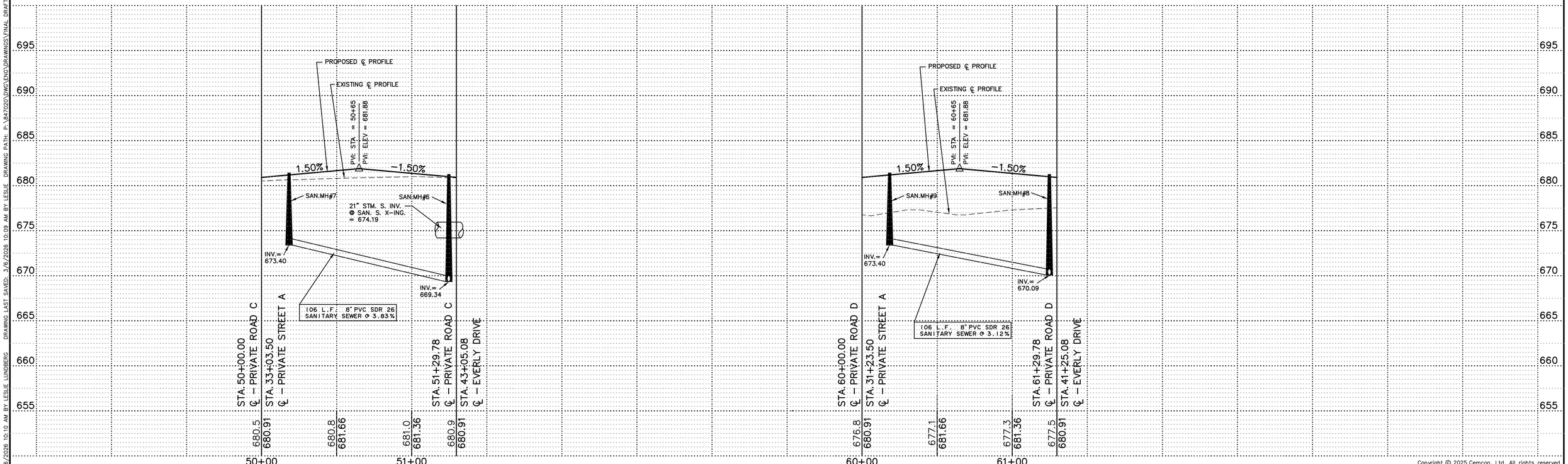
PRIVATE ROAD D





CURB/PAVEMENT RETURN	STATION	OFFSET	ELEVATION
A	50+25.00	10.00' LT.(E/P)	681.48 (E/P)
B	50+25.00	10.00' RT.(E/P)	681.48 (E/P)
C	51+04.78	10.00' LT.(E/P)	681.49 (E/P)
D	51+04.78	10.00' RT.(E/P)	681.49 (E/P)
E	60+25.00	10.00' LT.(E/P)	681.48 (E/P)
F	60+25.00	10.00' RT.(E/P)	681.48 (E/P)
G	61+04.78	10.00' LT.(E/P)	681.49 (E/P)
H	61+04.78	10.00' LT.(E/P)	681.49 (E/P)

INDICATES EDGE OF PAVEMENT/DRIVE
INDICATES BARRIER CURB & GUTTER (B-6.12)
INDICATES DEPRESSED CURB & GUTTER
INDICATES REVERSED PITCH GUTTER FLAG (B-6.12)
INDICATES WHERE PAVEMENT TRANSITIONS FROM FLAT SIDEWALK TO "V" PAVEMENT SECTION
INDICATES ADA DETECTABLE WARNING STRIP
INDICATES WATER MAIN PROTECTION
INDICATES TRENCH BACKFILL
INDICATES WHERE SIDEWALK/PATH LOWER THAN CURB
RS INDICATES RISER REQUIRED
A INDICATES CURB RETURN
INDICATES DRIVEWAY LOCATION



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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	03–03–26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

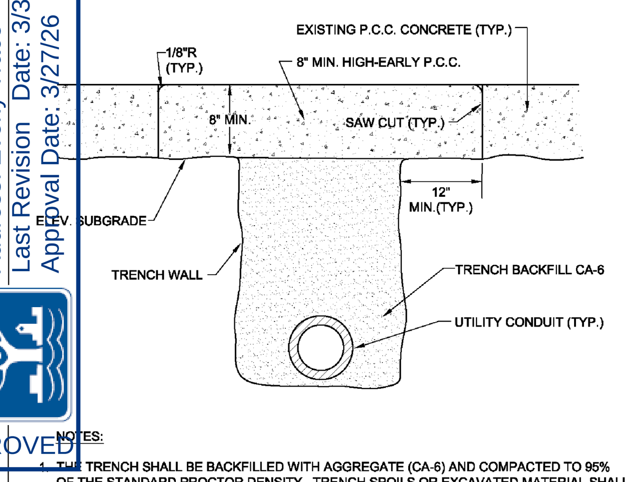
PRIVATE ROAD C – PRIVATE ROAD D

EVERLY TRACE

FILE NAME: 0VRPP	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: E34\34–36	SHEET NO. 21 of 23
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = 30'H,5'V	

PLOT FILE CREATED: 3/6/2026 10:10 AM BY LESLIE LUNDBERG DRAWING LAST SAVED: 3/6/2026 10:09 AM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\0VRPP.DWG

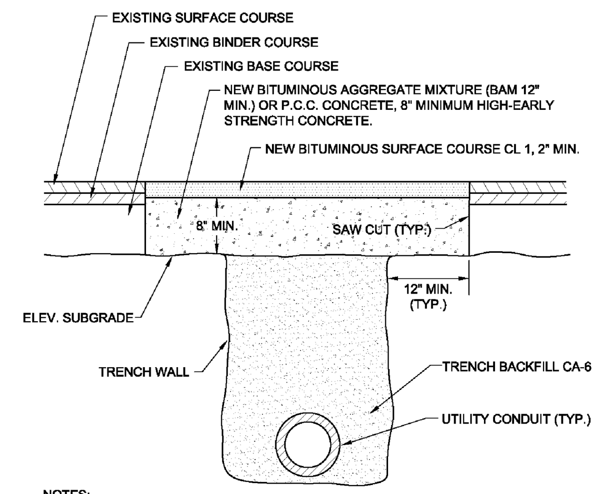
CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED



NOTES:

1. THE TRENCH SHALL BE BACKFILLED WITH AGGREGATE (CA-6) AND COMPACTED TO 95% OF THE STANDARD PROCTOR DENSITY. TRENCH SPOILS OR EXCAVATED MATERIAL SHALL BE DISCARDED BY THE CONTRACTOR, AT HIS EXPENSE, AT DUMP SITES OR IN A SUITABLE FASHION AS APPROVED BY THE CITY ENGINEER.
2. PRIOR TO PLACING OF P.C.C. CONCRETE, THE EXPOSED EDGES OF ALL EXISTING PAVEMENT SHALL BE SAW CUT TO PROVIDE A SMOOTH, CLEAN EDGE, FREE OF LOOSE MATERIAL.
3. EXCAVATIONS SHALL BE PROTECTED BY BARRICADES WITH FLASHING LIGHTS. A 1" STEEL PLATE SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR AT LOCATIONS WHERE ADJUSTMENTS ARE LOCATED IN TRAVEL LANES UNTIL THE SURFACE RESTORATION IS COMPLETE. THE PLATE SHALL BE PROTECTED FROM SLIDING AND PROVIDED WITH BITUMINOUS RAMPS.
4. TRENCH TO BE COMPACTED IN CONFORMANCE WITH ARTICLE 603.08 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

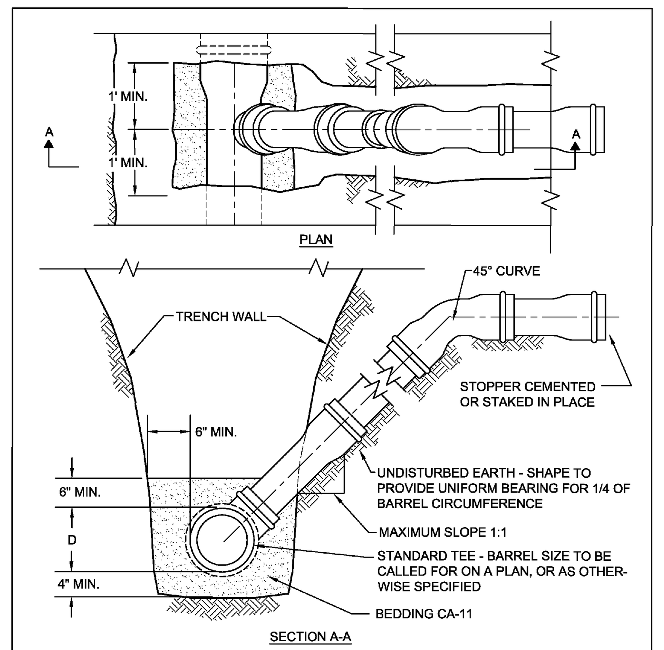
City of Naperville STANDARD DETAIL | UTILITY TRENCH PAVING SECTION (RIGID PAVEMENTS) | REVISED: 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 12 | 590.12



NOTES:

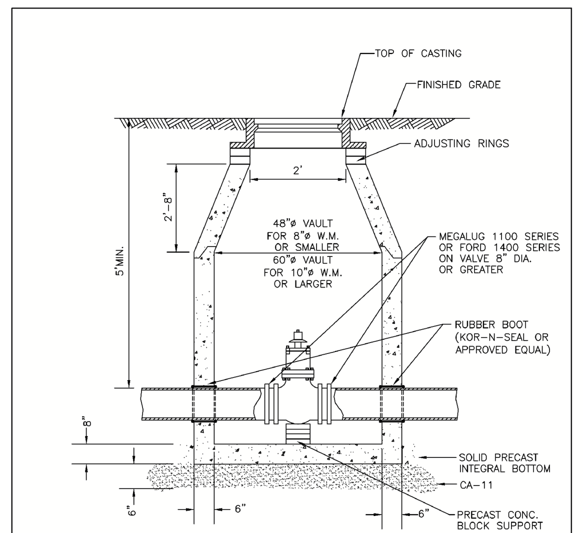
1. THE TRENCH SHALL BE BACKFILLED WITH AGGREGATE (CA-6) AND COMPACTED TO 95% OF THE STANDARD PROCTOR DENSITY. TRENCH SPOILS OR EXCAVATED MATERIAL SHALL BE DISCARDED BY THE CONTRACTOR, AT HIS EXPENSE, AT DUMP SITES OR IN A SUITABLE FASHION AS APPROVED BY THE CITY ENGINEER.
2. PRIOR TO PLACING OF P.C.C. CONCRETE, THE EXPOSED EDGES OF ALL EXISTING PAVEMENT SHALL BE SAW CUT TO PROVIDE A SMOOTH, CLEAN EDGE, FREE OF LOOSE MATERIAL.
3. EXCAVATIONS SHALL BE PROTECTED BY BARRICADES WITH FLASHING LIGHTS. A 1" STEEL PLATE SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR AT LOCATIONS WHERE ADJUSTMENTS ARE LOCATED IN TRAVEL LANES UNTIL THE SURFACE RESTORATION IS COMPLETE. THE PLATE SHALL BE PROTECTED FROM SLIDING AND PROVIDED WITH BITUMINOUS RAMPS.
4. TRENCH TO BE COMPACTED IN CONFORMANCE WITH ARTICLE 603.08(METHOD 3) OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

City of Naperville STANDARD DETAIL | UTILITY TRENCH PAVING SECTION (FLEXIBLE PAVEMENTS) | REVISED: 01/01/2013 | SHEET 1 OF 1 | PAVEMENT 13 | 590.13



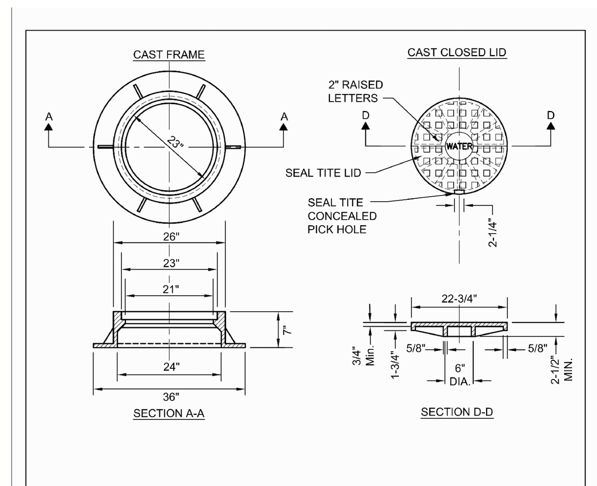
1. THE OPEN ENDS SHALL BE PROTECTED FROM DEBRIS AND GROUNDWATER ENTERING THE LATERAL WITH AN APPROVED PLUG.
2. MAXIMUM SLOPE SHALL BE LESS THAN 1:1 WHEN IT IS NECESSARY TO SECURE BEDDING IN UNDISTURBED EARTH.
3. WHEN A SERVICE CONNECTION IS TAPPED INTO PVC MAIN, THEN A SEWER SADDLE SHALL BE USED. GENECO TYPE "SEALTITE" OR APPROVED EQUAL. BANDS, NUTS AND BOLTS MUST BE 304 STAINLESS STEEL.
4. SDR 26 PVC PIPE MEETING REQUIREMENTS OF ASTM D-2241-05 AND JOINTS CONFORMING TO ASTM D-3139-98(2005) OR LATEST EDITIONS.

City of Naperville STANDARD DETAIL | RISE FOR SERVICE LATERAL | REVISED: 01/01/2013 | SHEET 1 OF 1 | SANITARY 20 | 390.20



1. VALVE MUST ALIGN WITH THE CENTER OF VAULT OPENINGS.
2. CONCENTRIC CONES TO BE USED FOR VALVES 12" AND SMALLER.
3. VALVES SHALL BE RESILIENT WEDGE GATE VALVES WITH MECHANICAL JOINT ENDS TO COMPLY WITH ANSI/AWWA C515-09 OR LATEST VERSION VALVES TO BE CLOW, AMERICAN, WATEROUS, KENNEDY OR APPROVED EQUAL.
4. ALL RINGS SHALL BE HIGH DENSITY POLYETHYLENE PLASTIC (HDPE), RECYCLED RUBBER, HIGH DENSITY EXPANDING POLYSTYRENE, EXPANDED POLYPROPYLENE (EPP), OR OTHER MATERIAL AS APPROVED BY THE CITY ENGINEER. PRECAST CONCRETE RINGS, BRICKS, ROCKS, SHIMS, OR CONCRETE BLOCKS WILL NOT BE ALLOWED. TAPERED ADJUSTING RINGS SHALL BE REQUIRED WHEN THE FRAME WILL NEED TO MATCH THE SLOPE OF THE ROADWAY.

City of Naperville STANDARD DETAIL | VALVE VAULT | REVISED: 10/03/2023 | SHEET 1 OF 1 | WATER 1 | 490.01

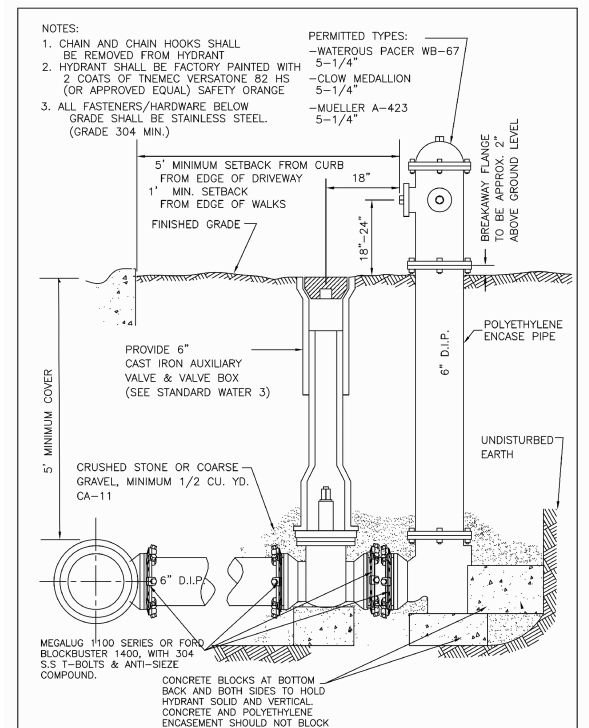


NOTES:

1. DUCTILE IRON SHALL BE GRADE 65-45-12 AND SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
2. ALL FRAMES AND COVERS SHALL HAVE MACHINED HORIZONTAL AND VERTICAL BEARING SURFACES. PICK HOLES SHALL NOT CREATE OPENINGS IN THE COVER.
3. THE MANHOLE COVERS SHALL HAVE RAISED LETTERS AS SHOWN.
4. ALTERNATIVE TO DUCTILE IRON LID, GREY IRON CL 35 LID MAY BE USED.
5. DIMENSIONS FOR CASTINGS ARE COMPARABLE TO EAST JORDAN 1022 OR NEENAH R-1772-C, HEAVY DUTY.
6. LIDS AND FRAMES TO MEET AASHTO M306 PROOF LOADING SPECIFICATIONS.

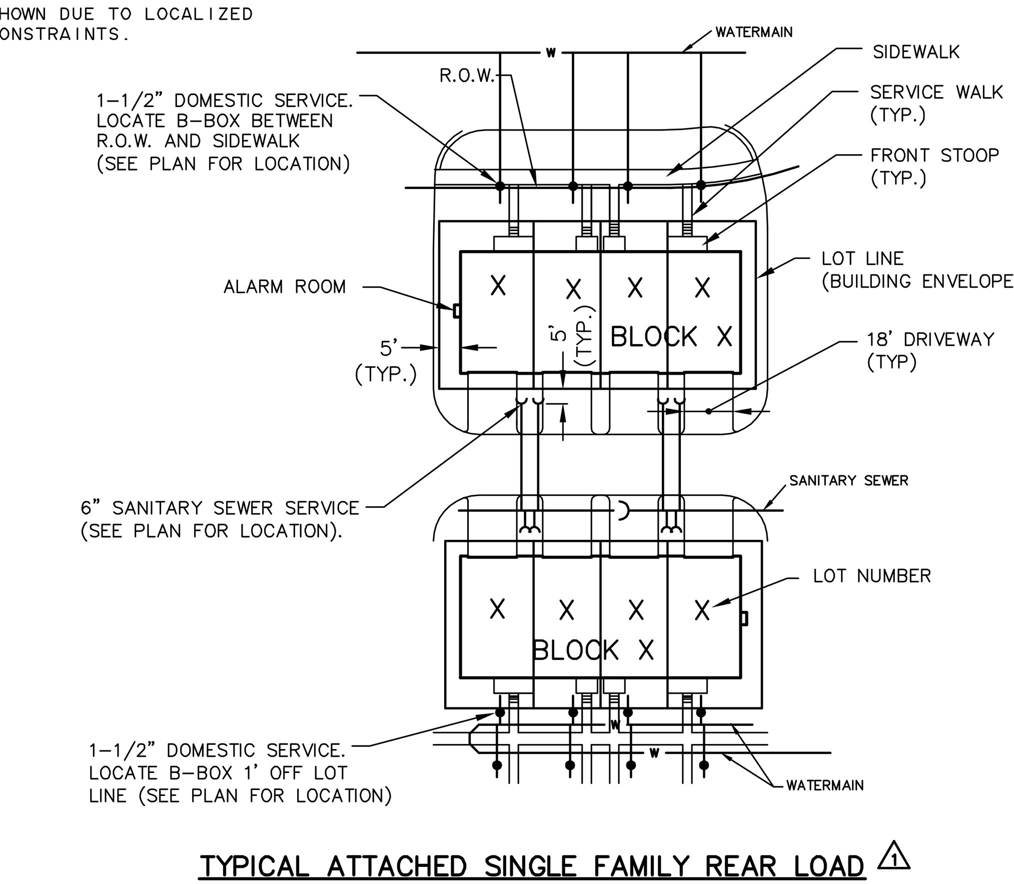
City of Naperville STANDARD DETAIL | VALVE VAULT - FRAME & COVER | REVISED: 01/01/2013 | SHEET 1 OF 1 | WATER 4 | 490.04

NOTES:
1. CHAIN AND CHAIN HOOKS SHALL BE REMOVED FROM HYDRANT
2. HYDRANT SHALL BE FACTORY PAINTED WITH 2 COATS OF TNEMEC VERSATONE 82 HS (OR APPROVED EQUAL) SAFETY ORANGE
3. ALL FASTENERS/HARDWARE BELOW GRADE SHALL BE STAINLESS STEEL. (GRADE 304 MIN.)

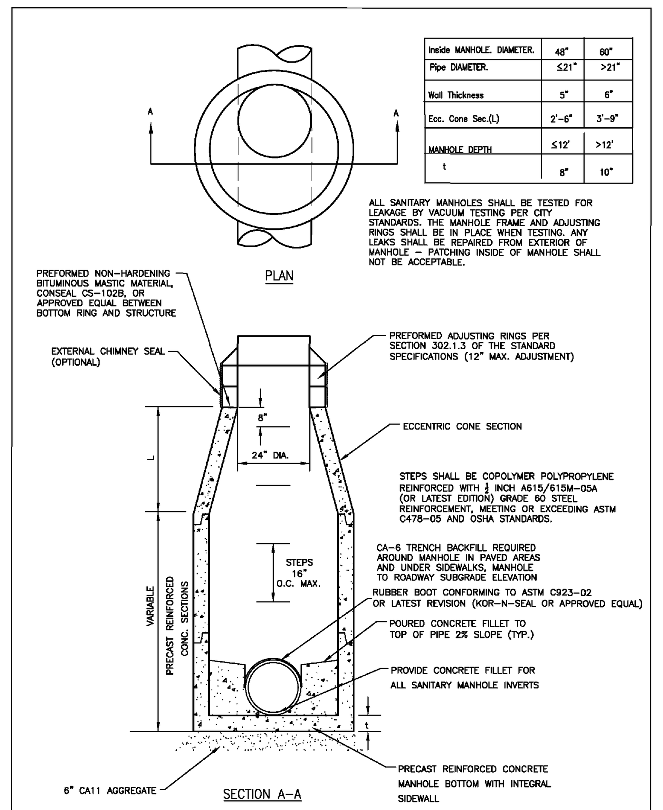


City of Naperville STANDARD DETAIL | HYDRANT | REVISED: 05/15/2015 | SHEET 1 OF 1 | WATER 6 | 490.06

NOTE: VERIFY LOCATION w/ PLANS; SOME SERVICES NOT DEPICTED AS SHOWN DUE TO LOCALIZED CONSTRAINTS.



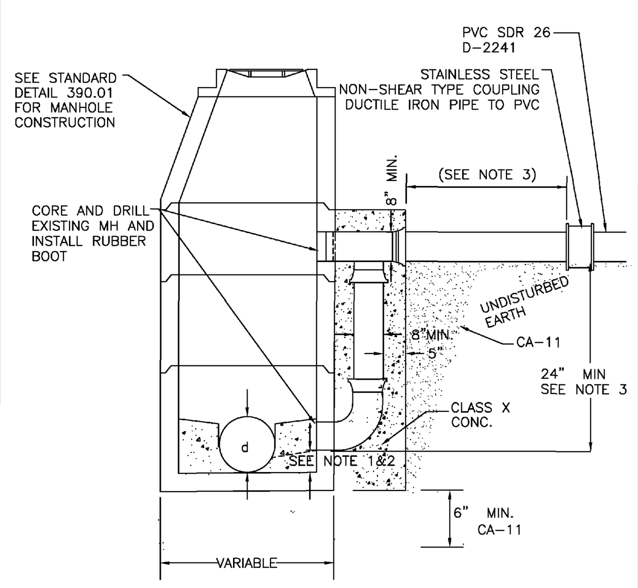
TYPICAL ATTACHED SINGLE FAMILY REAR LOAD ⚠1
(BLOCKS 10–11 & BLOCKS 12–6)
N.T.S.



Inside MANHOLE DIAMETER	48"	60"
Pipe DIAMETER	≤21"	>21"
Wall Thickness	5"	6"
Ecc. Cone Sec.(L)	2'-6"	3'-9"
MANHOLE DEPTH	≤12'	>12'
t	8"	10"

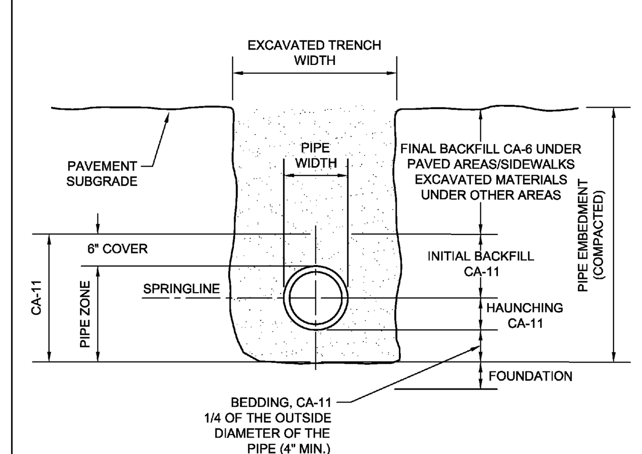
ALL SANITARY MANHOLES SHALL BE TESTED FOR LEAKAGE BY VACUUM TESTING PER CITY STANDARDS. THE MANHOLE FRAME AND ADJUSTING RINGS SHALL BE IN PLACE WHEN TESTING. ANY LEAKS SHALL BE REPAIRED FROM EXTERIOR OF MANHOLE – PATCHING INSIDE OF MANHOLE SHALL NOT BE ACCEPTABLE.

City of Naperville STANDARD DETAIL | SANITARY SEWER MANHOLE | REVISED: 08/01/2018 | SHEET 1 OF 1 | SANITARY 1 | 390.01



1. NOTE DROP INVERT TO BE ¼d TO ½d d= DIAMETER OF LOWER EXISTING PIPE
2. CONCRETE BENCH TO PROVIDE SMOOTH TRANSITION
3. PVC SDR 26, ASTM 2241 MAY BE USED FOR DROPS 2' TO 4'; FOR DROPS GREATER THAN 4' USE DUCTILE IRON PIPE SCH 50 MIN ONE FULL LENGTH.

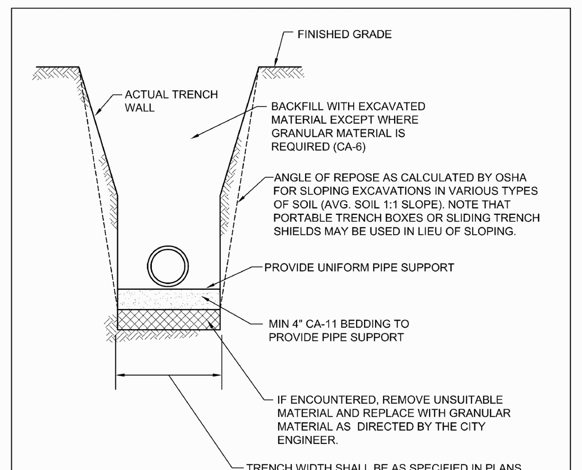
City of Naperville STANDARD DETAIL | SANITARY MANHOLE - EXTERIOR DROP CONNECTION | REVISED: 01/01/2013 | SHEET 1 OF 1 | SANITARY 2 | 390.02



NOTES:

1. IN PAVED AREAS, ALL TRENCHES MUST BE COMPACTED IN CONFORMANCE WITH SECTION 550.07 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
2. IF FOUNDATION IS UNSUITABLE TO BED PIPE, UNDERCUTS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

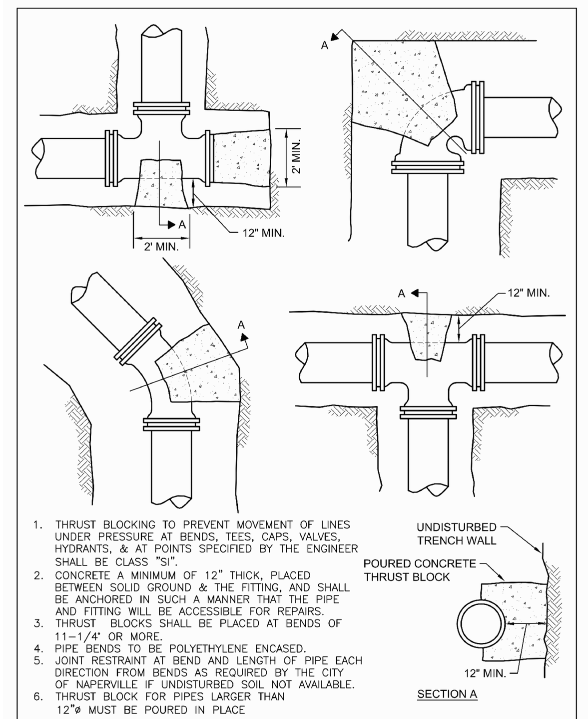
City of Naperville STANDARD DETAIL | TRENCH SECTION FOR PVC PIPE | REVISED: 01/01/2013 | SHEET 1 OF 1 | SANITARY 10 | 390.10



NOTES:

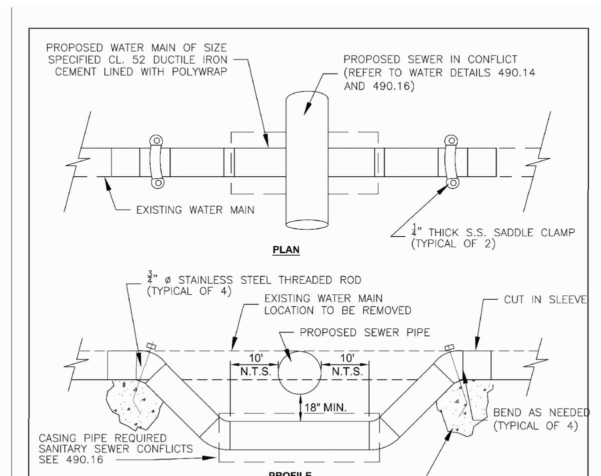
1. IN PAVED AREAS ALL TRENCHES SHALL BE COMPACTED IN ACCORDANCE WITH SECTION 550.07 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. METHOD 1. 95% MINIMUM STANDARD PROCTOR.
2. DUCTILE IRON WATER MAIN TO BE CLASS 52. ALL DUCTILE IRON PIPE IS TO BE ENCASED IN POLYETHYLENE FILM. POLYETHYLENE ENCASEMENT TO BE INSTALLED IN ACCORDANCE WITH AWWAC105A21.5-99.(OR LATEST EDITION)
3. STAINLESS STEEL NUTS, BOLTS/T-BOLTS, AND WASHERS, TYPE 304 OR BETTER, WILL BE REQUIRED ON ALL WATER MAIN INSTALLATIONS. THIS WOULD APPLY TO HYDRANTS, TAPPING SLEEVES, VALVES, FITTINGS, RESTRAINT, AND OTHER APPURTENANCES BURIED OR IN VALVE VAULTS. MECHANICAL JOINTS AND RESTRAINT GLANDS REQUIRE 304 STAINLESS STEEL T-BOLTS. AN ANTI-SEIZE COMPOUND SHALL BE FACTORY APPLIED TO NUTS OR BOLTS - ANY DAMAGE TO THIS COATING SHALL BE REPAIRED WITH FIELD-APPLIED, APPROVED ANTI-SEIZE COMPOUND THAT IS A MOLYBDENUM-BASE LUBRICANT, BOSTIK NEVER-SEEZ OR APPROVED EQUAL.

City of Naperville STANDARD DETAIL | WATER MAIN TRENCH SECTION | REVISED: 01/01/2013 | SHEET 1 OF 1 | WATER 10 | 490.10



1. THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS, & AT POINTS SPECIFIED BY THE ENGINEER SHALL BE CLASS "SI".
2. CONCRETE A MINIMUM OF 12" THICK, PLACED BETWEEN SOLID GROUND & THE FITTING, AND SHALL BE ANCHORED IN SUCH A MANNER THAT THE PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIRS.
3. THRUST BLOCKS SHALL BE PLACED AT BENDS OF 11-1/4' OR MORE.
4. PIPE BENDS TO BE POLYETHYLENE ENCASED.
5. JOINT RESTRAINT AT BEND AND LENGTH OF PIPE EACH DIRECTION FROM BENDS AS REQUIRED BY THE CITY OF NAPERVILLE IF UNDISTURBED SOIL NOT AVAILABLE.
6. THRUST BLOCK FOR PIPES LARGER THAN 12"ø MUST BE POURED IN PLACE

City of Naperville STANDARD DETAIL | THRUST BLOCK | REVISED: 05/15/2015 | SHEET 1 OF 1 | WATER 11 | 490.11



1.) PIPING TO BE DISINFECTED DURING INSTALLATION. ALL NEW JOINTS SHALL BE INSTALLED WITH MEG-A-LUG, OR APPROVED EQUAL, JOINT RESTRAINT. CONTRACTOR SHALL USE 22 1/2 OR 11 1/4 DEGREE BENDS IN LIEU OF 45 DEGREE BENDS WHERE POSSIBLE.

2.) VERTICAL THRUST BLOCKS UNDER BENDS SHALL BE 1 C.Y. MINIMUM OR SIZED AS NEEDED TO RESTRAIN BENDS. CONCRETE TO SUFFICIENTLY CURE PRIOR TO TESTING. POURED CONCRETE SHALL NOT BE PLACED AROUND PIPE BOLTS OR HINDER FUTURE MAINTENANCE.

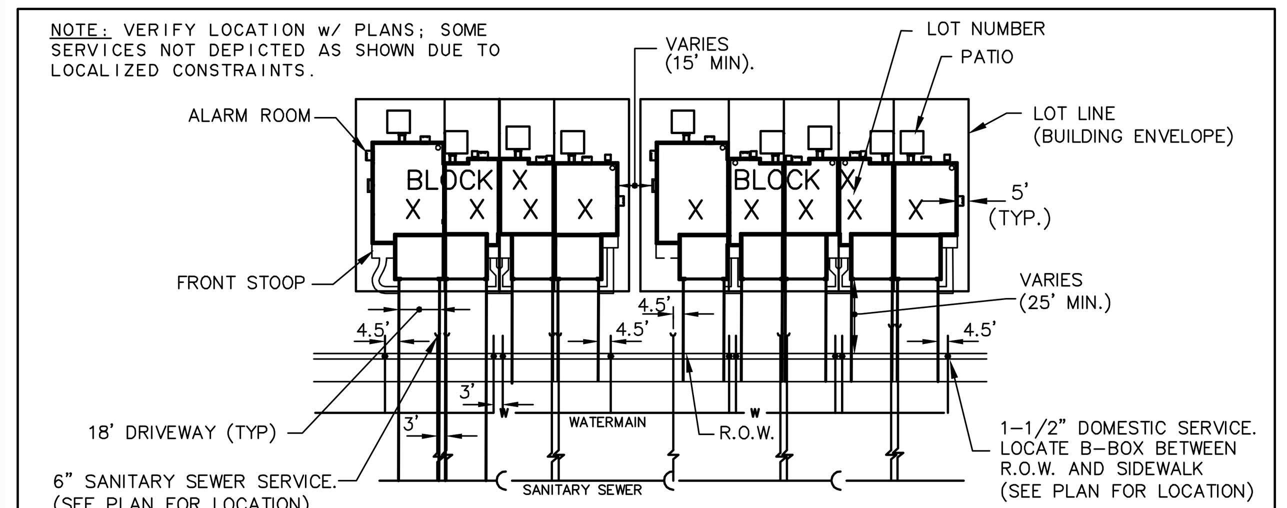
3.) POLYWRAP SHOULD BE IN SHEETS INSTALLED UNDER WATER MAIN WITH ALL PIPING JOINTS EXPOSED UNTIL AFTER PRESSURE TEST IS COMPLETE, THEN WRAPPED AND TAPED IN PLACE PRIOR TO BACKFILLING.

4.) SEWERS INSTALLED ABOVE WATER MAIN SHALL BE DESIGNED TO PROVIDE WATER MAIN PROTECTION AS REQUIRED BY I.E.P.A

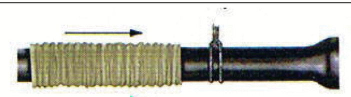
5.) ALL PIPING TO BE FLUSHED AND TWO SAFE CONSECUTIVE BACTERIAL SAMPLES TAKEN PRIOR TO CITY PLACING MAIN BACK IN SERVICE.

City of Naperville STANDARD DETAIL | LOWERING/ADJUSTING WATER MAIN | REVISED: 05/15/2015 | SHEET 1 OF 1 | WATER 13 | 490.13

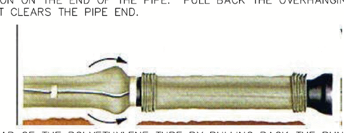
NOTE: VERIFY LOCATION w/ PLANS; SOME SERVICES NOT DEPICTED AS SHOWN DUE TO LOCALIZED CONSTRAINTS.



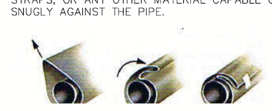
TYPICAL ATTACHED SINGLE FAMILY FRONT LOAD ⚠1
(BLOCKS 1–5)
N.T.S.



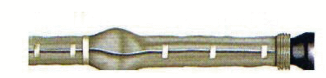
CUT A SECTION OF POLYETHYLENE TUBE APPROXIMATELY TWO FEET LONGER THAN THE PIPE SECTION. REMOVE ALL LUMPS OF CLAY, MUD, CINDERS, OR OTHER MATERIAL THAT MIGHT HAVE ACCUMULATED ON THE PIPE SURFACE DURING STORAGE. SLIP THE POLYETHYLENE TUBE AROUND THE PIPE, STARTING AT THE SPIGOT END. BUNCH THE TUBE ACCORDION-FASHION ON THE END OF THE PIPE. PULL BACK THE OVERHANGING END OF THE TUBE UNTIL IT CLEARS THE PIPE END.



MAKE THE OVERLAP OF THE POLYETHYLENE TUBE BY PULLING BACK THE BUNCHED POLYETHYLENE FROM THE PRECEDING LENGTH OF PIPE AND SECURING IT IN PLACE. NOTE: THE POLYETHYLENE MAY BE SECURED IN PLACE BY USING TAPE, STRING, PLASTIC TIE STRAPS, OR ANY OTHER MATERIAL CAPABLE OF HOLDING THE POLYETHYLENE ENCASEMENT SNUGLY AGAINST THE PIPE.



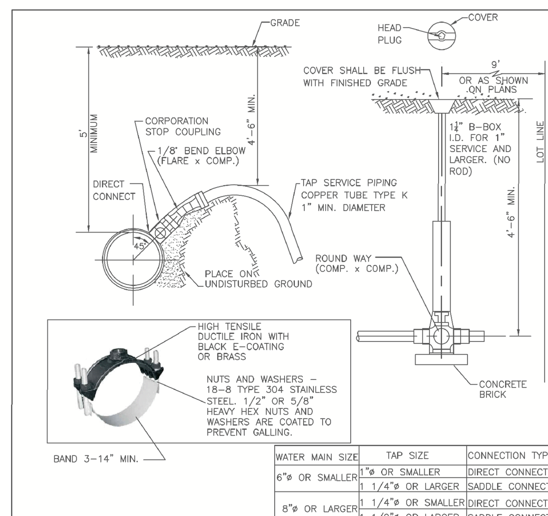
TAKE UP SLACK IN THE TUBE ALONG THE BARREL OF THE PIPE TO MAKE A SNUG, BUT NOT TIGHT, FIT. FOLD EXCESS POLYETHYLENE BACK OVER THE TOP OF THE PIPE.



REPAIR ALL SMALL RIPS, TEARS OR OTHER TUBE DAMAGE WITH MANUFACTURER APPROVED ADHESIVE TAPE.

1. COVER BENDS, REDUCERS AND OTHER PIPE-SHAPED APPURTENANCES WITH POLYETHYLENE IN THE SAME MANNER AS THE PIPE.
2. WRAP VALVES, TEES AND OTHER ODD-SHAPED APPURTENANCES WITH A FLAT SHEET OR SPLIT LENGTH OF POLYETHYLENE TUBE BY PASSING THE SHEET UNDER THE APPURTENANCES AND BRINGING IT UP AROUND THE BODY. MAKE SEAMS BY BRINGING THE EDGES OF THE POLYETHYLENE SHEET TOGETHER, FOLDING OVER TWICE, AND TAPING DOWN.
3. POLYETHYLENE ENCASEMENT TO BE IN ACCORDANCE WITH A.W.W.A. C105-990R LATEST VERSION.
4. COPPER SERVICE TAPS ARE TO BE WRAPPED WITH POLYETHELENE OR A SUITABLE DIELECTRIC APE FOR A MINIMUM CLEAR DISTANCE OF 3' AWAY FROM THE MAIN.

City of Naperville STANDARD DETAIL | POLYETHYLENE ENCASEMENT | REVISED: 01/01/2013 | SHEET 1 OF 1 | WATER 15 | 490.15

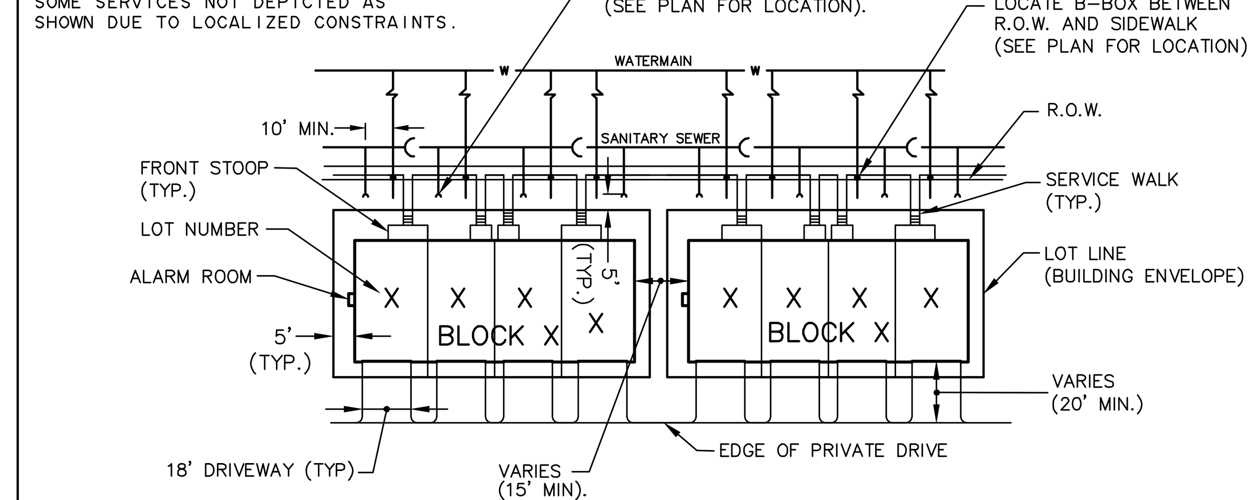


WATER MAIN SIZE	TAP SIZE	CONNECTION TYPE
6"ø OR SMALLER	1"ø OR SMALLER	DIRECT CONNECTION
	1 1/4"ø OR LARGER	SADDLE CONNECTION
8"ø OR LARGER	1 1/4"ø OR SMALLER	DIRECT CONNECTION
	1 1/2"ø OR LARGER	SADDLE CONNECTION

NOTES:
1. CORPORATION IS TO BE FLARING TYPE (FORD F-600 OR EQUAL BY MUELLER OR A.Y. MCDONALD). FOR SERVICE SIZE 1½": A.Y. MCDONALD 4701Q CORP STOP THREADED INLET TO COMPRESSION OUTLET OR EQUAL
2. 1/8" BEND ELBOW – FEMALE FLARE TO COMPRESSION: FORD LA04. OR AN APPROVED EQUAL BY MUELLER, OR A.Y. MCDONALD (NOT AVAILABLE IN IN 1½" SIZED SEE NOTE 1.).
3. B-BOX IS ARCH PATTERN AT ROUNDWAY WITH 1-1/4" UPPER SECTION, WITH 1-1/4" BRASS PENTAGON PLUG. SCREW ON B-BOX NOT APPROVED
4. CURB STOP IS WITH COMPRESSION COUPLING – FORD B44 CURB STOP, OR EQUAL BY MUELLER, OR A.Y. MCDONALD.
5. B-BOX HAS 1½" THREADED BRASS PENTAGON PLUG WITH THE WORD "WATER" IN RAISED LETTERS ON CAP. (1-1/4" PENT. PLUG FOR 1-1/4" ID. B-BOXES).
6. CORPORATION STOPS SHALL BE INSTALLED A MINIMUM OF 18" FROM PIPE JOINTS AND ENDS. MULTIPLE INSTALLATIONS SHOULD BE STAGGERED AROUND THE MAIN BY 22-1/2' AND SEPARATED FROM EACH OTHER BY 18".
7. WATER SERVICE LINE SMALLER THAN 3" SHALL BE TYPE K COPPER. IF JOINTS ARE REQUIRED DUE TO LENGTH OF SERVICE, THEN ONLY COMPRESSION TYPE COUPLING SHALL BE PERMITTED. NO SOLDERED OR FLARED TYPE JOINTS ARE ALLOWED.
8. SERVICE TAPS SHALL REQUIRE SADDLES IN ACCORDANCE WITH CHART BELOW. SADDLES SHALL BE STAINLESS STEEL DUAL BANDED, DUCTILE IRON OR BRASS SADDLE (FORD FS202, 202BS OR APPROVED EQUAL) REQ'D FOR TAPS.
9. ALL WATERMAIN AND APPURTENANCES MUST COMPLY WITH SECTION 1417 (A)(1)OF THE SAFER DRINKING WATER ACT (SDWA). ALL PRODUCT USED FOR DISPENSING POTABLE WATER MUST MEET BOTH THE NSF 61 AND NSF 372 TEST OF STANDARDS VIA THIRD PARTY TESTING AND CERTIFICATIONS.

City of Naperville STANDARD DETAIL | SERVICE TAP AND CONNECTION | EFFECTIVE: 7/17/2020 | SHEET 1 OF 1 | WATER 20 | 490.20

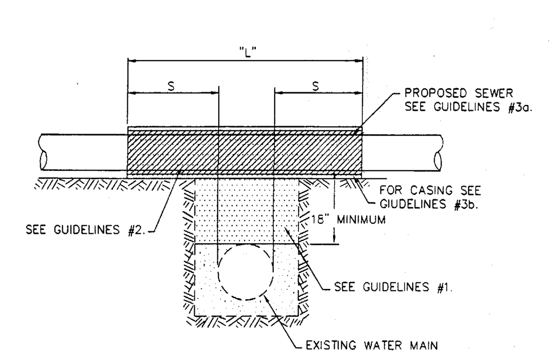
NOTE: VERIFY LOCATION w/ PLANS; SOME SERVICES NOT DEPICTED AS SHOWN DUE TO LOCALIZED CONSTRAINTS.



TYPICAL ATTACHED SINGLE FAMILY REAR LOAD ⚠1
(BLOCKS 7, 8 & 9)
N.T.S.

PROPOSED SEWER LINE WITH 18" MINIMUM VERTICAL SEPARATION ABOVE EXISTING WATER MAIN.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B



NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO TO EXISTING WATER MAIN

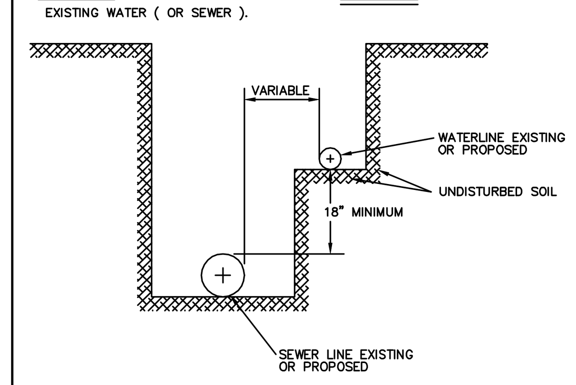
GUIDELINES

1. IF SELECT GRANULAR BACKFILL EXISTS: REMOVE WITHIN WIDTH OF PROPOSED SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
2. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L" FEET.
3. a. CONSTRUCT "L" FEET OF PROPOSED SEWER OF WATER MAIN MATERIAL AND PRESSURE TEST, OR; b. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED SEWER AND SEAL ENDS OF CASING.

WATER AND SEWER SEPARATION REQUIREMENTS (VERTICAL SEPARATION)

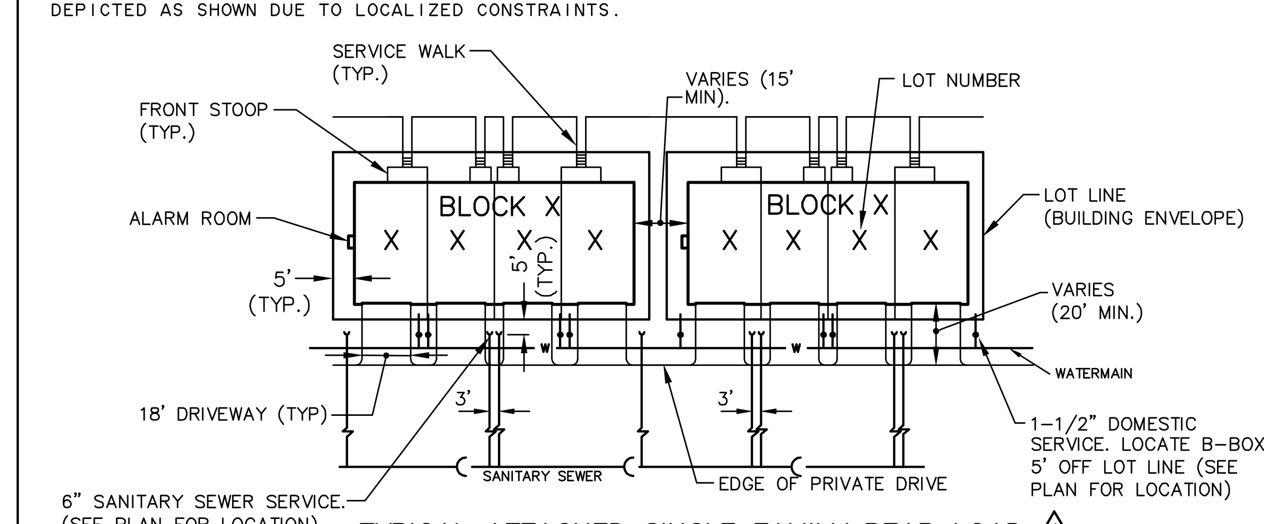
DMS

PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER).



WATER & SEWER SEPARATION REQUIREMENTS HORIZONTAL SEPARATION

NOTE: VERIFY LOCATION w/ PLANS; SOME SERVICES NOT DEPICTED AS SHOWN DUE TO LOCALIZED CONSTRAINTS.



TYPICAL ATTACHED SINGLE FAMILY REAR LOAD ⚠1
(BLOCKS 13, 14 & 15))
N.T.S.

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠1	03–03–26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

SANITARY SEWER AND WATERMAIN CONSTRUCTION DETAILS

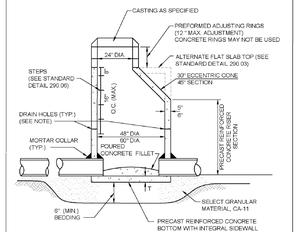
EVERLY TRACE

FILE NAME: DETAILS	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: ----	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12–12–25	SCALE: 1" = N.T.S.	22 of 23

PLOT FILE CREATED: 2/27/2026 3:08 PM BY LESLIE LUNDBERG DRAWING LAST SAVED: 2/26/2026 12:47 PM BY LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\DETAILS.DWG

CITY OF NAPERVILLE
Address: Every Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

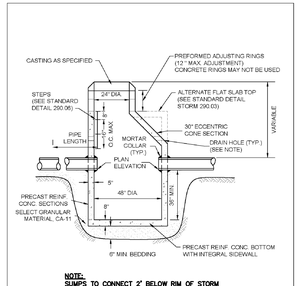
WHEN MANHOLE DEPTH IS 12 FT OR LESS T = 8 INCHES
WHEN MANHOLE DEPTH IS OVER 12 FT T = 10 INCHES



NOTE:
SUMPS TO CONNECT 2' BELOW RIM OF STORM STRUCTURE WHERE POSSIBLE.

NOTE:
A MINIMUM OF 4 PRECAST OR DRILLED 1" DIAMETER HOLES SHALL BE PROVIDED WITHIN 1' OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1' BY 1' SQUARE OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE FIXED OVER EACH DRAIN HOLE ON THE OUTSIDE OF THE STRUCTURE WITH MASTIC MATERIAL TO PREVENT SLIPPAGE DURING BACKFILLING.

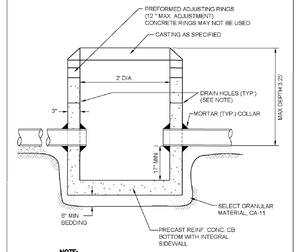
City of Naperville STANDARD DETAIL | STORM MANHOLE-TYPE A | REVISED: 06/01/2016 | SHEET 1 OF 1 | STORM 1 | 290.01



NOTE:
SUMPS TO CONNECT 2' BELOW RIM OF STORM STRUCTURE WHERE POSSIBLE.

NOTE:
A MINIMUM OF 4 PRECAST OR DRILLED 1" DIAMETER HOLES SHALL BE PROVIDED WITHIN 1' OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1' BY 1' SQUARE OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE FIXED OVER EACH DRAIN HOLE ON THE OUTSIDE OF THE STRUCTURE WITH MASTIC MATERIAL TO PREVENT SLIPPAGE DURING BACKFILLING.

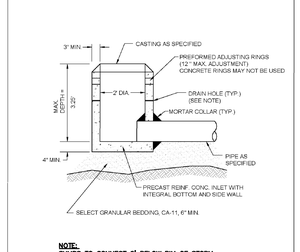
City of Naperville STANDARD DETAIL | CATCH BASIN - TYPE A | REVISED: 06/01/2016 | SHEET 1 OF 1 | STORM 2 | 290.02



NOTE:
SUMPS TO CONNECT 2' BELOW RIM OF STORM STRUCTURE WHERE POSSIBLE.

NOTE:
A MINIMUM OF 4 PRECAST OR DRILLED 1" DIAMETER HOLES SHALL BE PROVIDED WITHIN 1' OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1' BY 1' SQUARE OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE FIXED OVER EACH DRAIN HOLE ON THE OUTSIDE OF THE STRUCTURE WITH MASTIC MATERIAL TO PREVENT SLIPPAGE DURING BACKFILLING.

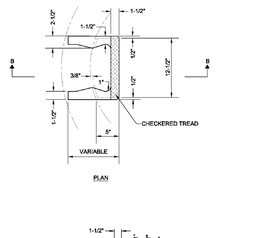
City of Naperville STANDARD DETAIL | CATCH BASIN - TYPE C | REVISED: 06/01/2016 | SHEET 1 OF 1 | STORM 4 | 290.04



NOTE:
SUMPS TO CONNECT 2' BELOW RIM OF STORM STRUCTURE WHERE POSSIBLE.

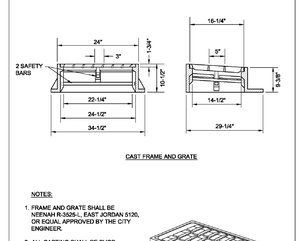
NOTE:
IN PAVED AREAS A MINIMUM OF 4 PRECAST OR DRILLED 1" DIAMETER HOLES SHALL BE PROVIDED WITHIN 1' OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1' BY 1' SQUARE OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE FIXED OVER EACH DRAIN HOLE ON THE OUTSIDE OF THE STRUCTURE WITH MASTIC MATERIAL TO PREVENT SLIPPAGE DURING BACKFILLING.

City of Naperville STANDARD DETAIL | INLET - TYPE A | REVISED: 06/01/2016 | SHEET 1 OF 1 | STORM 5 | 290.05



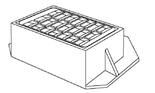
CAST IRON STEPS

City of Naperville STANDARD DETAIL	REVISED: 01/01/2013	SHEET 1 OF 1	STORM 6	290.06

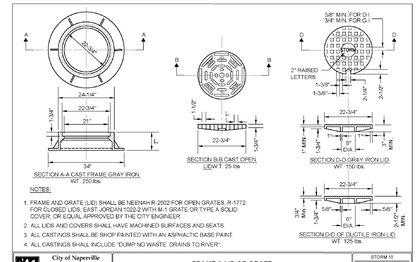


CAST FRAME AND GRATE

NOTES:
1. FRAME AND GRATE SHALL BE NEENAH R-3525-, EAST JORDAN 5120, OR EQUAL APPROVED BY THE CITY ENGINEER.
2. ALL CASTING SHALL BE SHOP PAINTED WITH AN ASPHALTIC BASE PAINT.
3. ALL CASTINGS SHALL INCLUDE "DUMP NO WASTE. DRAINS TO RIVER".

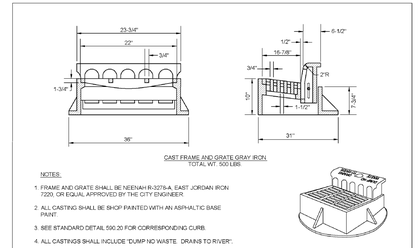


City of Naperville STANDARD DETAIL	FRAME & GRATE FOR B-6.12 CURB & GUTTER (DEPRESSED)	REVISED: 05/15/2015	SHEET 1 OF 1	STORM 12	290.12



NOTES:
1. FRAME AND GRATE (LID) SHALL BE NEENAH R 2502 FOR OPEN GRATES. R-1772 FOR CLOSED LIDS. EAST JORDAN 1022-2 WITH M-1 GRATE OR TYPE A SOLID COVER, OR EQUAL APPROVED BY THE CITY ENGINEER.
2. ALL LIDS AND COVERS SHALL HAVE MACHINED SURFACES AND SEATS.
3. ALL CASTINGS SHALL BE SHOP PAINTED WITH AN ASPHALTIC BASE PAINT.
4. ALL CASTINGS SHALL INCLUDE "DUMP NO WASTE. DRAINS TO RIVER".

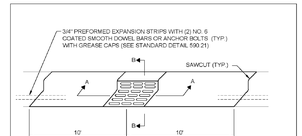
City of Naperville STANDARD DETAIL	FRAME & LID OR GRATE	REVISED: 05/15/2015	SHEET 1 OF 1	STORM 10	290.10



CAST FRAME AND GRATE GRAY IRON
TOTAL WT. 500 LBS

NOTES:
1. FRAME AND GRATE SHALL BE NEENAH R-3278-A, EAST JORDAN IRON 7220, OR EQUAL APPROVED BY THE CITY ENGINEER.
2. ALL CASTING SHALL BE SHOP PAINTED WITH AN ASPHALTIC BASE PAINT.
3. SEE STANDARD DETAIL 590.20 FOR CORRESPONDING CURB.
4. ALL CASTINGS SHALL INCLUDE "DUMP NO WASTE. DRAINS TO RIVER".

City of Naperville STANDARD DETAIL	FRAME & GRATE FOR B-6.12 CURB & GUTTER	REVISED: 05/15/2015	SHEET 1 OF 1	STORM 11	290.11

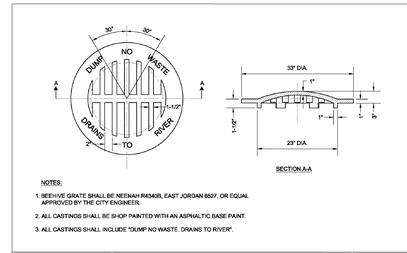


NOTES:
1. STRUCTURAL STEEL SHAPES AND PLATES SHALL BE IN ACCORDANCE WITH ARTICLE 716.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. GALVANIZED STEEL PIPE SHALL BE IN ACCORDANCE WITH ARTICLE 512.33 (D) OF THE STANDARD SPECIFICATIONS.
3. BOLTS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH ARTICLE 716.06 OF THE STANDARD SPECIFICATIONS.
4. ALL FABRICATION SHALL BE COMPLETED AND ASSEMBLED BEFORE GALVANIZING.
5. THE CORED HOLES IN THE PRECAST CONCRETE FLARED END SECTIONS SHALL BE TO THE DIAMETERS NOTED. IF CONE-OUT ON THE OTHER END OF THE HOLE OCCURS, THE HOLE SHALL BE FILLED WITH GROUT TO CORRECT DIAMETER OF THE HOLE.
6. ALL FLARED END SECTIONS FOR PIPE GREATER THAN 12" IN DIAMETER SHALL BE PROVIDED WITH A GRATE.
7. GRATES SHALL BE CONSTRUCTED TO PROVIDE 9" VERT. X 3" HORIZ. CLEAR SEPARATION BETWEEN BARS.

City of Naperville STANDARD DETAIL	GRATING FOR CONCRETE FLARED END SECTION	REVISED: 01/01/2013	SHEET 1 OF 1	STORM 22	290.22

1. REMOVE & REPLACE CURB A MINIMUM OF 10' EITHER SIDE OF STRUCTURE OR TO NEAREST EXPANSION JOINT (WHICHEVER IS CLOSEST)
2. POUR CONCRETE FILLET BETWEEN CASTING AND ADJUSTING RINGS FOR LOCATIONS WHERE THE CASTING IS LARGER THAN THE ADJUSTING RING

City of Naperville STANDARD DETAIL	CASTING ADJUSTMENTS FOR STRUCTURES WITHIN THE CURB LINE	REVISED: 06/01/2016	SHEET 1 OF 1	STORM 14	290.16



NOTES:
1. BEEHIVE GRATE SHALL BE NEENAH R4340B, EAST JORDAN 6527, OR EQUAL APPROVED BY THE CITY ENGINEER.
2. ALL CASTINGS SHALL BE SHOP PAINTED WITH AN ASPHALTIC BASE PAINT.
3. ALL CASTINGS SHALL INCLUDE "DUMP NO WASTE. DRAINS TO RIVER".

City of Naperville STANDARD DETAIL	BEEHIVE GRATE	REVISED: 05/15/2015	SHEET 1 OF 1	STORM 14	290.14

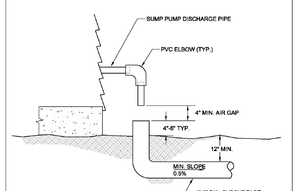
TABLE

D	T	H	REINFORCEMENT IN EACH DIRECTION	QTY	BAR SIZE	#4 Bar C LENGTH / RADIUS
3'	6"	8"	0.20 SQ. IN/FT	7	#4	48" 19"
4'	8"	8"	0.35 SQ. IN/FT	9	#5	54" 28"
5'	8"	8"	0.35 SQ. IN/FT	11	#5	60" 32"

NOTE:
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN

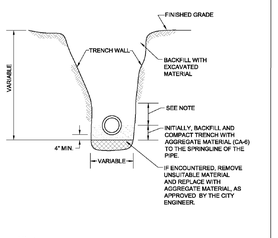
City of Naperville STANDARD DETAIL	FLAT SLAB TOP PRECAST REINFORCED CONCRETE	REVISED: 01/01/2013	SHEET 1 OF 1	STORM 3	290.03

City of Naperville STANDARD DETAIL	SUMP PUMP CONNECTION	REVISED: 01/01/2013	SHEET 1 OF 1	STORM 30	290.30



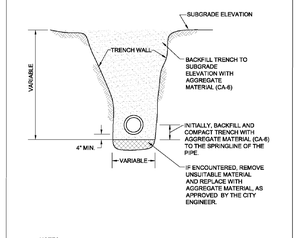
NOTE:
SUMPS TO CONNECT 2' BELOW RIM OF STORM STRUCTURE WHERE POSSIBLE.

City of Naperville STANDARD DETAIL	STORM SEWER TRENCH SECTION IN NON-PAVED AREAS	REVISED: 01/01/2013	SHEET 1 OF 1	STORM 21	290.21



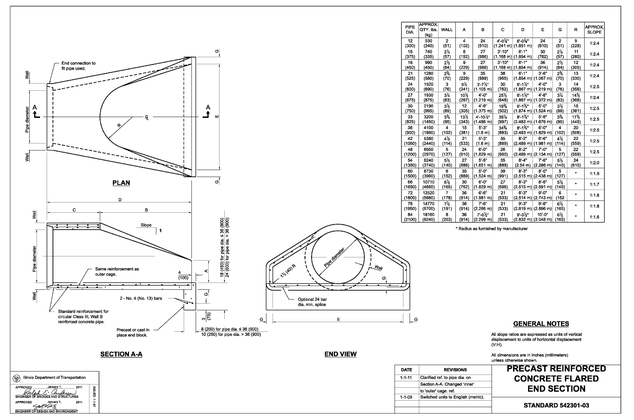
NOTE:
FOR PVC AND HDPE PIPE, BACKFILL WITH AGGREGATE MATERIAL (CA-6) TO 6" ABOVE THE TOP OF PIPE.

City of Naperville STANDARD DETAIL	STORM SEWER TRENCH SECTION IN PAVED AREAS	REVISED: 01/01/2013	SHEET 1 OF 1	STORM 20	290.20



NOTES:
1. TRENCH BACKFILL MATERIAL SHALL BE COMPACTED IN ACCORDANCE WITH SECTION 550.07 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THIS DETAIL SHALL BE USED WHEREVER THE TRENCH IS MADE IN THE PROPOSED ROADWAY SUBGRADE, AND WHEREVER THE INNER EDGE OF THE TRENCH IS CLOSER THAN 2' TO THE EDGE OF THE PROPOSED PAVEMENT, CURB AND GUTTER, AND SIDEWALK.

City of Naperville STANDARD DETAIL	STORM SEWER TRENCH SECTION IN PAVED AREAS	REVISED: 01/01/2013	SHEET 1 OF 1	STORM 20	290.20



PIPE DIA.	APPROX. WT. lbs. (kg)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
12" (300)	240 (345)	2" (51)	4" (102)	24" (610)	4'-03⅝" (1.281 m)	8'-05" (1.851 m)	24" (610)	3" (51)	9" (229)	1:2.4
15" (375)	740 (345)	2½" (57)	6" (152)	27" (686)	5'-10" (1.788 m)	9'-11" (1.804 m)	30" (762)	3½" (57)	11" (280)	1:2.4
18" (450)	880 (400)	2½" (57)	7" (178)	27" (686)	5'-10" (1.788 m)	9'-11" (1.804 m)	36" (762)	3½" (57)	12" (305)	1:2.4
21" (525)	1280 (580)	2½" (70)	8" (203)	30" (762)	6'-10" (2.086 m)	11'-04" (1.967 m)	42" (1.067 m)	3½" (70)	13" (330)	1:2.4
24" (600)	1520 (690)	3" (76)	9" (229)	30" (762)	6'-10" (2.086 m)	11'-04" (1.967 m)	48" (1.219 m)	3" (76)	14" (356)	1:2.4
27" (675)	1800 (815)	3" (83)	10" (254)	33" (838)	7'-10" (2.378 m)	12'-09" (1.967 m)	54" (1.372 m)	3" (83)	15" (380)	1:2.4
30" (750)	3190 (1450)	3½" (89)	10" (254)	4'-6" (1.372 m)	10½" (267)	6'-10½" (2.086 m)	5'-0" (1.524 m)	3½" (89)	16" (406)	1:2.5
36" (900)	3200 (1450)	3½" (89)	12" (305)	4'-6" (1.372 m)	10½" (267)	6'-10½" (2.086 m)	5'-0" (1.524 m)	3½" (89)	18" (457)	1:2.5
42" (1050)	4400 (2440)	3½" (89)	14" (356)	4'-6" (1.372 m)	10½" (267)	6'-10½" (2.086 m)	5'-0" (1.524 m)	3½" (89)	21" (533)	1:2.5
48" (1200)	5560 (2440)	3½" (89)	16" (406)	4'-6" (1.372 m)	10½" (267)	6'-10½" (2.086 m)	5'-0" (1.524 m)	3½" (89)	24" (610)	1:2.5
54" (1350)	6660 (3020)	4" (102)	18" (457)	5'-0" (1.524 m)	1'-0" (305)	7'-6" (2.286 m)	5'-6" (1.676 m)	4" (102)	27" (686)	1:2.5
60" (1500)	8000 (3630)	5" (127)	20" (508)	5'-0" (1.524 m)	1'-0" (305)	7'-6" (2.286 m)	5'-6" (1.676 m)	5" (127)	30" (762)	1:2.5
66" (1650)	9240 (4190)	5½" (140)	22" (559)	5'-0" (1.524 m)	1'-0" (305)	7'-6" (2.286 m)	5'-6" (1.676 m)	5½" (140)	33" (838)	1:2.5
72" (1800)	10320 (4680)	6" (152)	24" (610)	5'-0" (1.524 m)	1'-0" (305)	7'-6" (2.286 m)	5'-6" (1.676 m)	6" (152)	36" (914)	1:2.5
78" (1950)	14770 (6700)	7½" (191)	26" (660)	5'-0" (1.524 m)	1'-0" (305)	8'-0" (2.438 m)	7'-0" (2.134 m)	7½" (191)	*	1:1.5
84" (2100)	16100 (7300)	8" (203)	28" (711)	5'-0" (1.524 m)	1'-0" (305)	8'-0" (2.438 m)	7'-0" (2.134 m)	8" (203)	*	1:1.7
90" (2285)	18100 (8340)	8½" (203)	30" (762)	5'-0" (1.524 m)	1'-0" (305)	8'-0" (2.438 m)	7'-0" (2.134 m)	8½" (216)	*	1:1.8
96" (2440)	19300 (8750)	9" (229)	32" (813)	5'-0" (1.524 m)	1'-0" (305)	8'-0" (2.438 m)	7'-0" (2.134 m)	9" (229)	*	1:1.8

* Radius as furnished by manufacturer

GENERAL NOTES

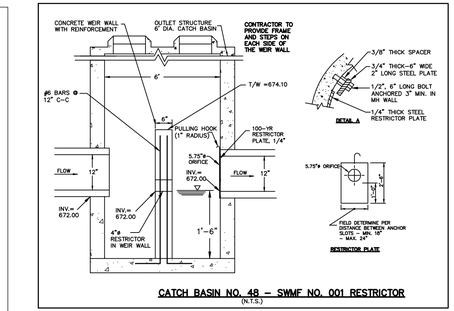
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

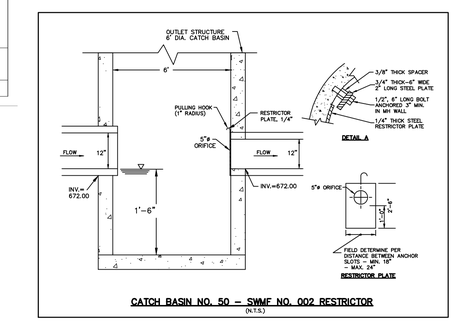
DATE	REVISIONS
1-1-15	Clarified ref. to pipe dia. on Section A-A. Changed "inner
	to outer" page ref.
1-1-09	Switched units to English (metric).

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301-03



CATCH BASIN NO. 48 – SWMF NO. 001 RESTRICTOR
(N.T.S.)



CATCH BASIN NO. 50 – SWMF NO. 002 RESTRICTOR
(N.T.S.)

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

DRAINAGE STRUCTURE DETAILS

EVERLY TRACE

FILE NAME: DETAILS	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: ----	SHEET NO. 23 of 23
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = N.T.S.	

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CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

SEDIMENT BASIN DEWATERING DEVICE

STABILIZED CONSTRUCTION ENTRANCE (SEE DETAIL)

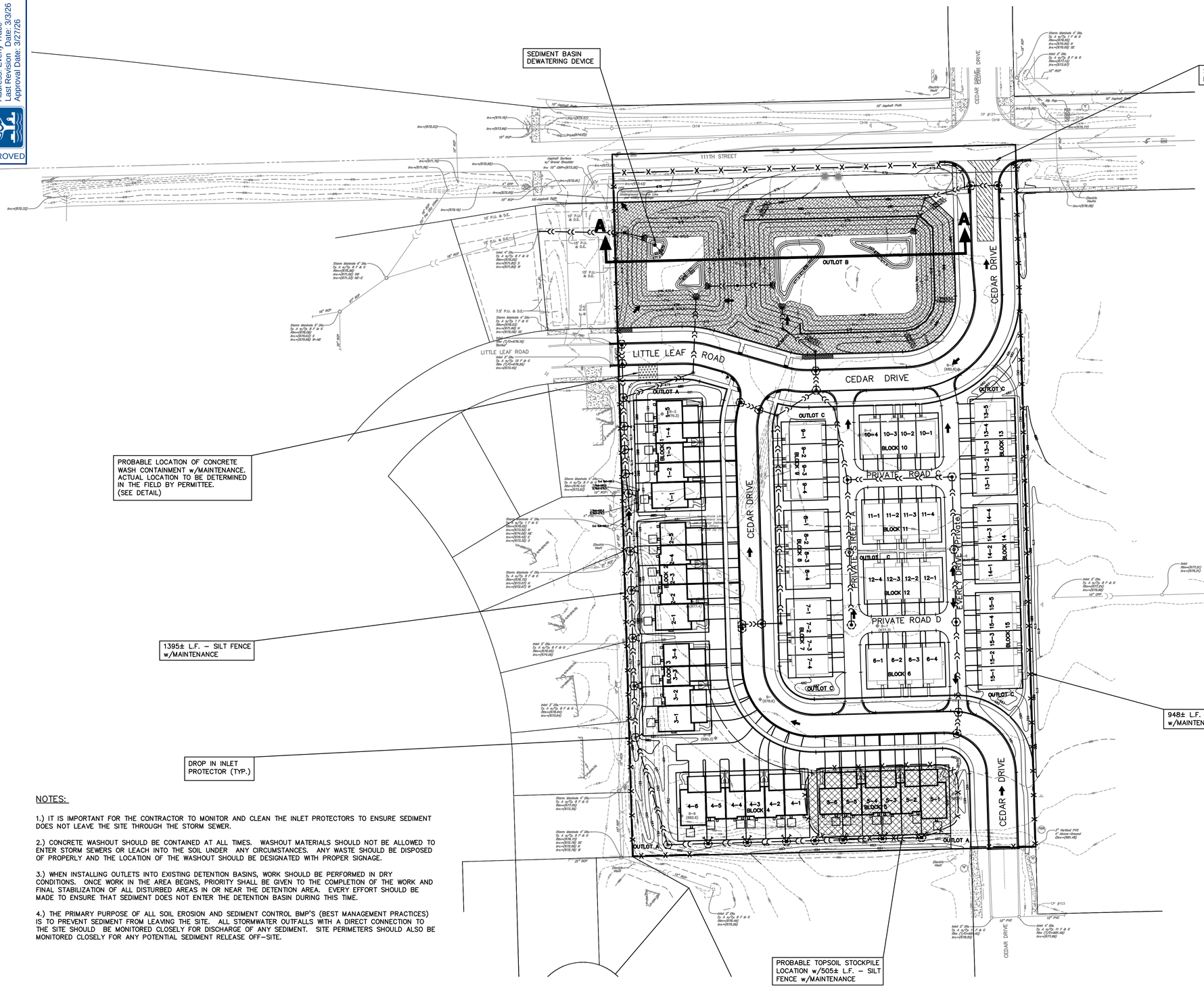
PROBABLE LOCATION OF CONCRETE WASH CONTAINMENT w/MAINTENANCE. ACTUAL LOCATION TO BE DETERMINED IN THE FIELD BY PERMITTEE. (SEE DETAIL)

1395± L.F. – SILT FENCE w/MAINTENANCE

DROP IN INLET PROTECTOR (TYP.)

948± L.F. – SILT FENCE w/MAINTENANCE

PROBABLE TOPSOIL STOCKPILE LOCATION w/505± L.F. – SILT FENCE w/MAINTENANCE



LEGEND

EXISTING	PROPOSED	DESCRIPTION
		MANHOLE
		CATCH BASIN
		INLET
		CLEANOUT
		SLOPE INLET BOX
		HEADWALL
		END SECTION WITH RIP-RAP
		STORM SEWER
		CATCH ALL FILTER BASKET INLET PROTECTOR (OR APPROVED EQUAL)
		SILT FENCE WITH MAINTENANCE
		DITCH CHECK
		RIP-RAP
		OVERFLOW ROUTE
		TEMPORARY DEWATERING DEVICE
		PROBABLE TOPSOIL STOCKPILE LOCATIONS
		EROSION CONTROL BLANKET NAG 75 ⚠ (TOTAL AREA = 5730 S.Y.)

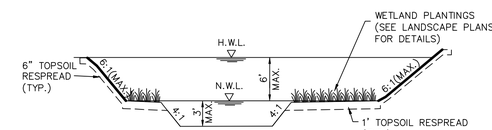
NOTES:

1.) IT IS IMPORTANT FOR THE CONTRACTOR TO MONITOR AND CLEAN THE INLET PROTECTORS TO ENSURE SEDIMENT DOES NOT LEAVE THE SITE THROUGH THE STORM SEWER.

2.) CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES. WASHOUT MATERIALS SHOULD NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNATED WITH PROPER SIGNAGE.

3.) WHEN INSTALLING OUTLETS INTO EXISTING DETENTION BASINS, WORK SHOULD BE PERFORMED IN DRY CONDITIONS. ONCE WORK IN THE AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS IN OR NEAR THE DETENTION AREA. EVERY EFFORT SHOULD BE MADE TO ENSURE THAT SEDIMENT DOES NOT ENTER THE DETENTION BASIN DURING THIS TIME.

4.) THE PRIMARY PURPOSE OF ALL SOIL EROSION AND SEDIMENT CONTROL BMP'S (BEST MANAGEMENT PRACTICES) IS TO PREVENT SEDIMENT FROM LEAVING THE SITE. ALL STORMWATER OUTFALLS WITH A DIRECT CONNECTION TO THE SITE SHOULD BE MONITORED CLOSELY FOR DISCHARGE OF ANY SEDIMENT. SITE PERIMETERS SHOULD ALSO BE MONITORED CLOSELY FOR ANY POTENTIAL SEDIMENT RELEASE OFF-SITE.



TYPICAL SECTION A–A
STORMWATER MANAGEMENT FACILITY
N.T.S.

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠1	03-03-26/LAL	REVISED PER CITY REVIEW COMMENTS DATED 01/29/26			

SOIL EROSION AND SEDIMENTATION CONTROL PLAN

EVERLY TRACE

FILE NAME: SOILER0	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: ----	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = 60'	ER01 of ER03

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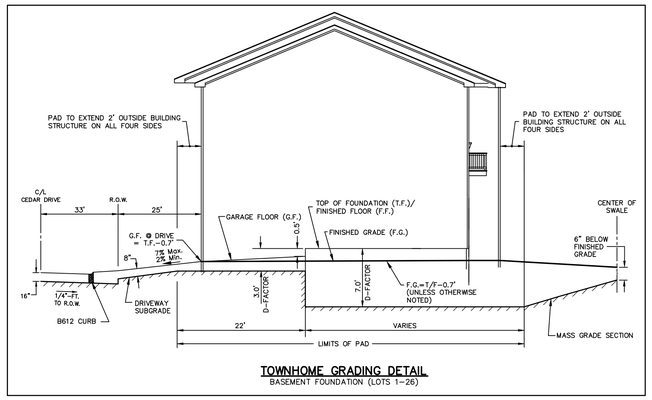
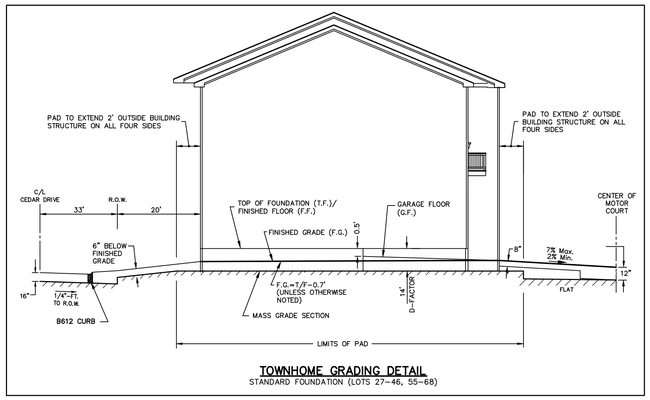
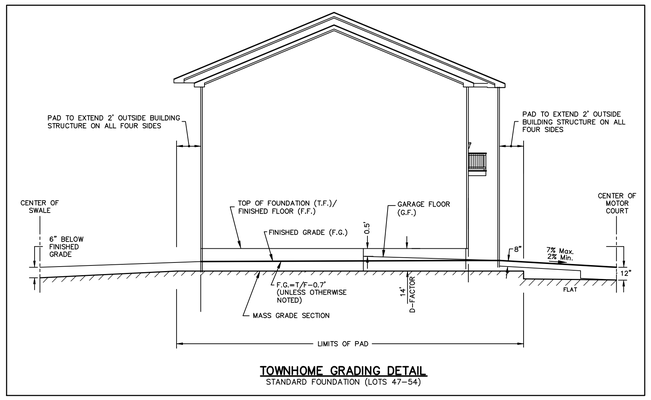
CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED



TOWNHOME GRADING DETAIL
BASEMENT FOUNDATION (LOTS 1-26)

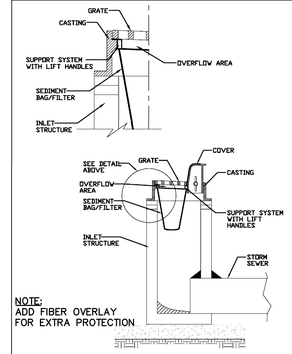


TOWNHOME GRADING DETAIL
STANDARD FOUNDATION (LOTS 27-46, 55-68)



TOWNHOME GRADING DETAIL
STANDARD FOUNDATION (LOTS 47-54)

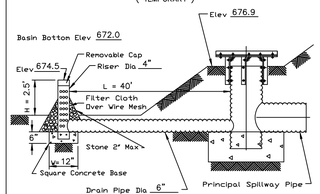
INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



NOTE:
ADD FIBER OVERLAY FOR EXTRA PROTECTION

REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG NO. IUM-561D
SHEET 1 OF 1
DATE 01-01-01

SEDIMENT BASIN DEWATERING DEVICE (SWMF 01)
(TEMPORARY)

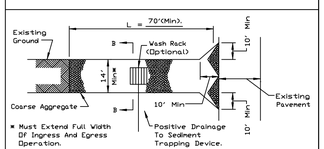


SECTION ON CENTERLINE

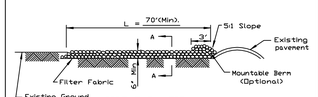
NOTES:
Slotted inlets shall be fabricated from corrugated metal or smooth steel.
Slots shall be cut cleanly and deburred. Ends of slots may be round or square.
Gravel filter, if used, shall be pit run sand and gravel with a maximum particle diameter of 2".
Fabricated or standard elbow, fabricated or standard tee with the pipe or plug in upstream end; or standard tee with one end embedded in concrete.
Thirty 1" diameter holes per foot of riser may be substituted for the 1"x 4" slots for 6" diameter risers.
Drain pipe shall be the same material and gauge as the principle spillway pipe.
Slot spacing and size shall be as shown on standard drawing IL-580.
Coupling bands shall be as shown on standard drawing IL-580.

REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-615
SHEET 1 OF 1
DATE 9-22-93

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW

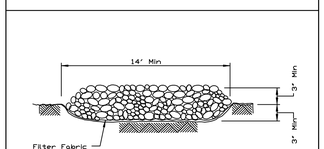


SIDE ELEVATION

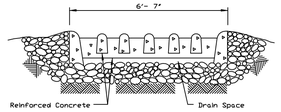
NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, 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 manufacturer's specifications.

REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-630
SHEET 1 OF 2
DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



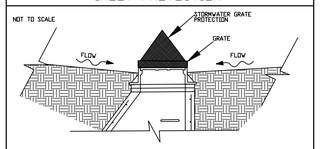
SECTION A-A



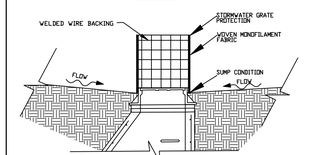
SECTION B-B

REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-630
SHEET 2 OF 2
DATE 8-18-94

MANUFACTURED ABOVE GRADE INLET PROTECTION



SECTION

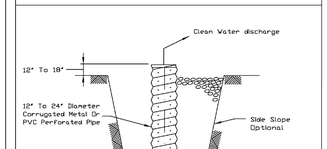


SECTION

NOTES:
1. A maintenance schedule must maintain a sediment accumulation of less than 50% of the height of the inlet protection.
2. Device should be supported.
3. Fabric type should be IUM 590 Standard Table 1 Class 4.

REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG. NO. IUM-531
SHEET 1 OF 1
DATE 03-27-2007

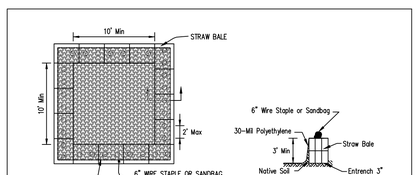
SUMP PIT PLAN



SECTION

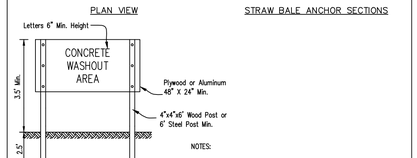
NOTES:
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be protected with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-650
SHEET 1 OF 1
DATE 8-11-94



PLAN VIEW

STRAW BALE ANCHOR SECTIONS



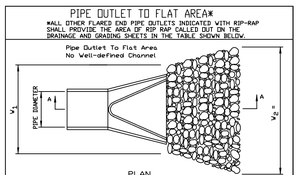
SIGN DETAIL

NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend 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.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

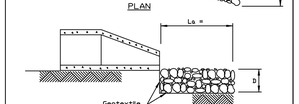
TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

PIPE OUTLET TO FLAT AREA*

*WALL OTHER FLARED END PIPE OUTLETS INDICATED WITH RIP-RAP SHALL PROVIDE THE AREA OF RIP RAP CALLED OUT ON THE DRAINAGE AND GRADING SHEETS IN THE TABLE SHOWN BELOW.



PLAN



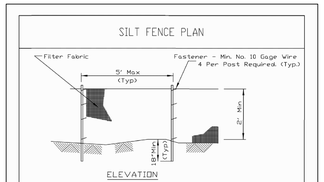
SECTION A-A

PIPE OUTLET DIAMETER (IN)	LENGTH Ls (FT)	WIDTH W1 (FT)	WIDTH W2 (FT)	DEPTH d (IN)	ROCK GRADATION
12	10	3.0	7.0	15	RR-3
15	12	3.8	8.8	15	RR-3
18	14	4.5	9.5	15	RR-3
21	15	5.3	10.3	15	RR-3
24	16	6.0	11.0	15	RR-3
27	17	6.8	12.8	15	RR-3
30	18	7.5	13.5	20	RR-4
36	20	9.0	15.0	20	RR-4
42	22	10.5	16.5	20	RR-4
48	24	12.0	18.0	20	RR-4
54	26	13.5	21.3	20	RR-4

NOTES:
1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table I or 2, class I, II or III.
2. The rock riprap shall shall meet the IDOT requirements for the following gradation: RR, quality stone dumped riprap.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service
STANDARD DWG NO. IL-610
SHEET 1 OF 1
DATE 9-15-93

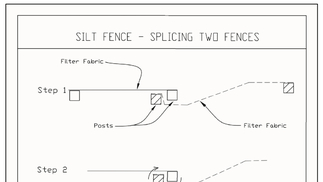
SILT FENCE PLAN



NOTES:
1. Temporary sediment 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 I or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 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.

REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG NO. IUM-620A
SHEET 1 OF 2
DATE 3-16-12

SILT FENCE - SPLICING TWO FENCES

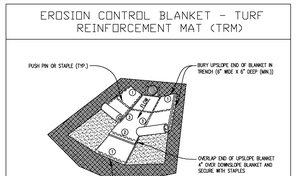


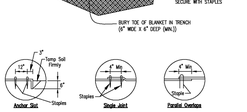
ATTACHING TWO SILT FENCES

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. Cut the fabric near the bottom of the stakes to accomodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG NO. IUM-620B(V)
SHEET 1 OF 1
DATE 3-16-2012

EROSION CONTROL BLANKET - TURF REINFORCEMENT MAT (TRM)





NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 staples per s.y. of material. The equates to 200 staples with stitched blanket and 400 staples with non-stitched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

EROSION CONTROL BLANKET INSTALLATION DETAILS

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

SOIL EROSION AND SEDIMENTATION CONTROL DETAILS
EVERLY TRACE

FILE NAME: SOILER0	DSGN. BY: CRM	JOB NO.: 847.020	FLD. BK./PG.: ----	SHEET NO.
DIR: 847020	DRN. BY: LAL	DATE: 12-12-25	SCALE: 1" = N.T.S.	ER02 of ER03

PLOT FILE CREATED: 2/26/2026 9:12 AM BY: LESLIE LUNDBERG DRAWING LAST SAVED: 2/24/2026 11:18 AM BY: LESLIE DRAWING PATH: P:\847020\DWG\ENG\DRAWINGS\FINAL DRAFTING\SOILER0.DWG

CITY OF NAPERVILLE
Address: Everly Trace
Last Revision Date: 3/3/26
Approval Date: 3/27/26
APPROVED

STORMWATER POLLUTION PREVENTION PLAN

1. SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.

2. THE EROSION AND SEDIMENT CONTROLS SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY PULTE OR THE MUNICIPALITY'S AUTHORIZED REPRESENTATIVE. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY.

3. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREAS AS THE PROJECT PROGRESSES, AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE TRACK-OUT MATERIAL.

4. AFTER ALL PERIMETER EROSION BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER EROSION BARRIER MUST BE RESTORED.

5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DIVERT ALL WATER (GROUND, STORM, AND CONSTRUCTION) DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREAS FREED OF WATER, BYPASS PUMPING, INCLUDING SILT BAGS AND AN ENERGY DISSIPATION SURFACE FOR THE PUMPS, SHALL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE COST OF WEIR STRUCTURE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SIZE THE PUMPS APPROPRIATELY.

6. DURING DE-WATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). INLET HOSES SHOULD BE PLACED IN A STABILIZED SUMP PIT OR FLOATED AT THE SURFACE OF THE WATER IN ORDER TO LIMIT THE AMOUNT OF SEDIMENT INTAKE. PUMPING OPERATIONS MAY BE DISCHARGED TO A STABILIZED AREA THAT CONSISTS OF AN ENERGY DISSIPATING DEVICE (E.G., STONE), SEDIMENT FILTER BAG, OR BOTH. ADEQUATE EROSION AND SEDIMENT CONTROLS SHOULD BE USED DURING DE-WATERING OPERATIONS AS NECESSARY. DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR "WATERS OF THE US" IS PROHIBITED.

7. TEMPORARY CONSTRUCTION ENTRANCES WILL BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OF LEAVES THE SITE. THESE LOCATIONS SHALL BE DETERMINED IN THE FIELD, AS NEEDED. GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, MUST BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAY MUST BE REMOVED IMMEDIATELY.

8. STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS FOLLOWS:

   WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.

   ON AREAS WHERE CONSTRUCTION ACTIVITY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.

9. STOCK PILES OR SOIL MUST NOT BE LOCATED IN FLOOD PLAINS, RIPARIAN AREAS (VEGETATED FLOOD PLAINS), WETLANDS AND WATERS OF THE U.S., UNLESS OTHERWISE AUTHORIZED BY THE RELEVANT PERMITTING AUTHORITY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, PERIMETER EROSION BARRIER MUST BE PROVIDED. ALL STOCKPILES LOCATIONS MUST BE APPROVED BY PULTE.

10. CONTRACTOR MUST INSTALL PERIMETER EROSION BARRIER AT ANY LOCATION IN WHICH SHEET FLOWS MAY RESULT IN SEDIMENT RUNOFF OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR MAY USE OTHER METHODS TO CONTROL RUNOFF, INCLUDING, BUT NOT LIMITED TO, TEMPORARY DIVERSION SWALES, TEMPORARY SEDIMENT TRAPS, SHAPED DITCHES TO CONVEY WATER, ETC.

11. PULTE SHALL PROVIDE A QUALIFIED PERSON WHO WILL BE RESPONSIBLE FOR CONDUCTING SITE INSPECTIONS IN COMPLIANCE WITH THE ILR10 NPDES PERMIT. AFTER EACH INSPECTION, A REPORT SHOULD BE PREPARED BY THE PERSON WHO PERFORMED THE INSPECTION. THE INSPECTION REPORT SHOULD BE MAINTAINED ON SITE AS PART OF THE PLAN. INSPECTIONS SHOULD BE CONDUCTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM, OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR GREATER.

   INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. INSPECTIONS MUST COMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.5" OR GREATER RAIN EVENT, OR DISCHARGE DUE TO SNOWMELT OCCURS.

12. ALL STORM SEWER INLET STRUCTURES (INCLUDING INLETS LOCATED WITHIN THE HAUL ROUTES) MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS.

13. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THE SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.

14. COMPLETED SLOPES SHALL BE SEEDED AND MULCHED [OR BLANKETED, IF APPLICABLE] AS THE EXCAVATION PROCEEDS TO THE EXTENT CONSIDERED DESIRABLE AND PRACTICAL. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.

15. THE SITE SHOULD BE PHASED IN A WAY THAT REDUCES THE AMOUNT OF STRIPPED, UNSTABILIZED AREAS WITHIN THE SITE AT ANY ONE TIME. MASS GRADING THE ENTIRE SITE SHOULD BE AVOIDED AS TO PREVENT EROSION ONSITE AND SEDIMENTATION ISSUES DOWNSTREAM.

16. ONCE THE CONTRIBUTING AREA IS STABILIZED, THE BASIN NEEDS TO BE CLEANED OUT AND THE FINAL PROPOSED GRADE MUST BE ACHIEVED.

17. 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.

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

19. 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 BY THE MUNICIPALITY.

20. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THE PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.

21. THE PRIMARY PURPOSE OF ALL SOIL EROSION AND SEDIMENT CONTROL BMP'S (BEST MANAGEMENT PRACTICES) IS TO PREVENT SEDIMENT FROM LEAVING THE SITE. ALL STORMWATER DISCHARGE LOCATIONS WITH A DIRECT CONNECTION TO THE SITE SHOULD BE MONITORED CLOSELY FOR EVIDENCE OF SEDIMENT. THE MUNICIPALITY MAY REQUEST THAT ADDITIONAL BMP'S BE INSTALLED IN THE EVENT OF OFF-SITE SEDIMENT DISCHARGE OR HIGH POTENTIAL FOR DISCHARGE.

22. ANY AREA IMPACTED BY CONSTRUCTION SHALL BE RESTORED TO MATCH EXISTING CONDITIONS OR AS SPECIFIED ON THE PLANS.

23. CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHOULD NOT BE ALLOWED TO ENTER WATER BODIES, STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNATED WITH PROPER SIGNAGE. FAILURE TO COMPLY COULD RESULT IN AN INCIDENCE OF NONCOMPLIANCE (ION).

24. SEE LANDSCAPE PLAN FOR DETENTION BASIN SEED MIX

25. IT IS IMPORTANT FOR THE CONTRACTOR TO MONITOR AND CLEAN THE INLET PROTECTORS TO ENSURE SEDIMENT DOES NOT LEAVE THE SITE THROUGH THE STORM SEWER.

26. WHEN INSTALLING OUTLETS INTO EXISTING DETENTION BASINS, WORK SHOULD BE PERFORMED IN DRY CONDITIONS. ONCE WORK IN THE AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS IN OR NEAR THE DETENTION AREA. EVERY EFFORT SHOULD BE MADE TO ENSURE THAT SEDIMENT DOES NOT ENTER THE DETENTION BASIN DURING THIS TIME.

27. THE PRIMARY PURPOSE OF ALL SOIL EROSION AND SEDIMENT CONTROL BMP'S (BEST MANAGEMENT PRACTICES) IS TO PREVENT SEDIMENT FROM LEAVING THE SITE. ALL STORMWATER OUTFALLS WITH A DIRECT CONNECTION TO THE SITE SHOULD BE MONITORED CLOSELY FOR DISCHARGE OF ANY SEDIMENT. SITE PERIMETERS SHOULD ALSO BE MONITORED CLOSELY FOR ANY POTENTIAL SEDIMENT RELEASE OFF-SITE. THE MUNICIPALITY MAY REQUEST THAT ADDITIONAL BMP'S BE INSTALLED UPSTREAM OF STORMWATER RELEASE IN THE EVENT OF OFF-SITE SEDIMENT DISCHARGE OF HIGH POTENTIAL FOR DISCHARGE.

28. EROSION CONTROL BLANKET (DEPENDING ON SLOPE, SLOPE LENGTH, AND FLOW RATES) SHALL BE INSTALLED ON ALL SLOPES AND IN CRITICAL AREAS (I.E. DETENTION BASIN PERIMETERS, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.

29. PRIORITY SHALL BE GIVEN TO THE COMPLETION AND STABILIZATION OF THE DETENTION AREAS. WORK IN THESE AREAS SHALL NOT BE PROLONGED IN ATTEMPT THAT ALL FINAL GRADING AND STABILIZATION CAN TAKE PLACE AT ONE TIME.

30. ALL NPDES RELATED INSPECTION REPORTS AND CORRESPONDENCE SHOULD BE SENT TO THE MUNICIPALITY.

INSPECTIONS

THE OWNER OR ITS DESIGNATED REPRESENTATIVE SHALL PROVIDE QUALIFIED PERSONNEL TO INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT BEEN STABILIZED WITH TEMPORARY OR PERMANENT VEGETATIVE STABILIZATION, PROTECTED WITH STRUCTURAL CONTROL MEASURES, OR LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OF EQUIVALENT SNOWFALL.

A. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHILE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.

B. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION 1 ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION 2 ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN 7 CALENDAR DAYS FOLLOWING THE INSPECTION.

C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORMWATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION 4.B SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER OR RESIDENT TECHNICIAN SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE (ION_ REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER OR RESIDENT TECHNICIAN SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSE OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT. THE REPORT OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

5. NON-STORMWATER DISCHARGES

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORMWATER THAT MAY BE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN, ARE DESCRIBED BELOW:

1. WATERMAIN FLUSHING
2. FIRE HYDRANT FLUSHING
3. WATERING FOR DUST CONTROL
4. IRRIGATION DRAINAGE FOR VEGETATIVE GROWTH FOR SEEDING, ETC.

THE POLLUTION PREVENTION MEASURES AS DESCRIBED BELOW, WILL BE IMPLEMENTED FOR NON-STORMWATER COMPONENTS OF THE DISCHARGE:

THE FIRE HYDRANT AND WATERMAIN SHALL NOT BE FLUSHED DIRECTLY ON THE EXPOSED AREA OR SUBGRADE OF THE PAVEMENT. HOSES SHALL BE USED TO DIRECT THE FLOW INTO THE STORM SEWER SYSTEM, IF AVAILABLE.

THE EROSION DUE TO IRRIGATION OF SEEDING AND DUST CONTROL SHALL BE COLLECTED AND RE-SPREAD ONSITE. TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES SHALL BE IMPLEMENTED AS NECESSARY TO CONTROL FUTURE EROSION FROM AREAS PREVIOUSLY ERODED DUE TO IRRIGATION OF SEEDING AND DUST CONTROL.

ALL SITE DE-WATERING, INCLUDING PUMP DISCHARGE, MUST PASS THROUGH THE PROPER STRUCTURAL PRE-SEDIMENTATION BASINS OR EQUAL STRUCTURAL CONTROLS BEFORE LEAVING THE SITE.

6. PLAN REVIEW

THE PERMITEE SHALL MAKE PLANS AVAILABLE UPON REQUEST FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) OR A LOCAL AGENCY APPROVING SEDIMENT AND EROSION PLANS, GRADING PLANS, OR STORM WATER MANAGEMENT PLANS; OR IN THE CASE OF A STORM SEWER DISCHARGE ASSOCIATED WITH INDUSTRIAL ACTIVITY WHICH DISCHARGES THROUGH A MUNICIPAL SEPARATE STORM SYSTEM WITH AN NPDES PERMIT, TO THE MUNICIPAL OPERATOR OF THE SYSTEM.

THE IEPA MAY NOTIFY THE PERMITEE AT ANY TIME THAT THE PLAN DOES NOT MEET ONE OR MORE OF THE MINIMUM REQUIREMENTS OF PART IV. OF THE GENERAL PERMIT. SUCH NOTIFICATION SHALL IDENTIFY THOSE PROVISIONS OF THE PERMIT WHICH ARE NOT BEING MET BY THE PLAN, AND IDENTIFY WHICH PROVISIONS OF THE PLAN REQUIRES MODIFICATIONS IN ORDER TO MEET THE MINIMUM REQUIREMENTS OF PART IV. OF THE GENERAL PERMIT. WITHIN SEVEN (7) DAYS FROM THE RECEIPT OF THE NOTIFICATION FROM THE IEPA, THE PERMITEE SHALL MAKE THE REQUIRED CHANGES TO THE PLAN AND SHALL SUBMIT TO THE IEPA A WRITTEN CERTIFICATION THAT THE REQUESTED CHANGES HAVE BEEN MADE. FAILURE TO COMPLY SHALL TERMINATE AUTHORIZATION UNDER THE GENERAL PERMIT.

7. AMENDMENTS

THE PERMITEE SHALL AMEND THE PLAN WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE, WHICH HAS SIGNIFICANT EFFECT ON THE POTENTIAL FOR THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE PLAN OR IF THE PLAN PROVES TO BE INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM THE SOURCES IDENTIFIED UNDER 2. (CONTROLS) ABOVE, OR OTHERWISE ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SITE ACTIVITY. IN ADDITION, THE PLAN SHALL BE AMENDED TO IDENTIFY ANY NEW CONTRACTOR AND/OR SUBCONTRACTOR THAT WILL IMPLEMENT A MEASURE OF THE PLAN. AMENDMENTS TO THE PLAN MAY BE REVIEWED BY THE IEPA IN THE SAME MANNER AS 6. (PLAN REVIEW) ABOVE.

8. RECORDS

THE PERMITEE SHALL RETAIN COPIES OF THE PLAN AND ALL REPORTS AND NOTICES REQUIRED BY THE GENERAL PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THE GENERAL PERMIT, FOR A PERIOD OF AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED. THE PERIOD MAY BE EXTENDED BY THE REQUEST OF THE IEPA AT ANY TIME.

THE PERMITEE SHALL RETAIN A COPY OF THE PLAN REQUIRED BY THE GENERAL PERMIT AT THE CONSTRUCTION SITE FROM THE DATE OF THE PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.

9. CONTRACTORS

THIS PLAN REQUIRES IDENTIFICATION FOR EACH MEASURE IN THE PLAN, THE CONTRACTOR(S) OR SUBCONTRACTOR(S) THAT WILL IMPLEMENT THE IDENTIFIED MEASURE:

CONTRACTOR(S): _____
ADDRESS: _____
_____
PHONE: _____

MEASURES IMPLEMENTED: _____
_____

SUB-CONTRACTOR(S): _____
ADDRESS: _____

PHONE: _____

MEASURES IMPLEMENTED: _____
_____

SUB-CONTRACTOR(S): _____
ADDRESS: _____

PHONE: _____

MEASURES IMPLEMENTED: _____
_____

THE OWNER AND SUB-CONTRACTORS IDENTIFIED ABOVE SHALL SIGN THE FOLLOWING CERTIFICATION STATEMENT BEFORE CONDUCTING ANY PROFESSIONAL SERVICE AT THE IDENTIFIED SITE. SIGNATURES SHALL BE PROVIDED BY A RESPONSIBLE CORPORATE OFFICER:

CERTIFICATION STATEMENT: I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR100000) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

OWNER: PULTE HOME COMPANY, LLC

SIGNATURE: _____ DATE: _____

CONTRACTOR: _____
SIGNATURE: _____ DATE: _____

SUB-CONTRACTOR: _____
SIGNATURE: _____ DATE: _____

SUB-CONTRACTOR: _____
SIGNATURE: _____ DATE: _____

SUB-CONTRACTOR: _____
SIGNATURE: _____ DATE: _____

SEQUENCE/PHASING OF SESC MEASURES

1. INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.
   A. SILT FENCE INSTALLATION;
   B. INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE(S);
   C. INSTALL INLET PROTECTION IN EXISTING STORM SEWER STRUCTURES.
2. DESIGNATE STABILIZED VEHICLE, EQUIPMENT, AND MATERIAL STORAGE AREAS.
3. DEMOLITION AND TREE CLEARING.
4. MASS GRADING, STORM WATER FACILITY EXCAVATION, AND SOIL STOCKPILING.
5. CONSTRUCT AND PERMANENTLY STABILIZE STORM WATER FACILITY AND INSTALL SEDIMENT CONTROL DEVICE(S).
6. INSTALL STORM SEWER AND ASSOCIATED INLET AND OUTLET PROTECTION.
7. CONSTRUCT CONCRETE AND CONSTRUCTION WASHOUT CONTAINMENT FACILITIES.
8. ROAD CONSTRUCTION AND PAVING.
9. INITIATE TEMPORARILY STABILIZE AREAS THAT WILL REMAIN IDLE FOR 14 DAYS WITHIN 1 DAY OF LAST CONSTRUCTION ACTIVITY IN THAT AREA (INCLUDING TOPSOIL STOCKPILES).
10. VERTICAL CONSTRUCTION.
11. TOPSOIL RE-SPREAD.
12. INSTALL PERMANENT OR TEMPORARY SOIL STABILIZATION AND VEGETATIVE ENHANCEMENTS.
13. REMOVE ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION.

MAINTENANCE SCHEDULE

ALL SEDIMENT BASINS TO BE INSPECTED REGULARLY AND SEDIMENT PLUMES TO BE REMOVED ON AN AS NEEDED BASIS AND AT PROJECT CLOSE OUT.

SIDE SLOPES OF THE BASINS TO BE INSPECTED REGULARLY AND ANY GULLY OR OTHER EROSION TO BE REPAIRED ON AN AS NEEDED BASIS.

SCOUR PROTECTION AT THE FLARED END SECTIONS SHALL BE INSPECTED REGULARLY AND REPAIRED AS NECESSARY.

THE BASINS SHALL BE AS-BUILT PRIOR TO PROJECT CLOSE OUT TO ENSURE PROPER STORAGE VOLUME.

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A									
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C			D						
SODDING			E**									
MULCHING	F											

A KENTUCKY BLUEGRASS 100 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 60 LBS/ACRE AND CREEPING RED FESCUE 40 LBS/ACRE + 2 TONS STRAW MULCH/ACRE.

B KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 70 LBS/ACRE + 2 TONS STRAW MULCH/ACRE.

C SPRING OATS 100 LBS/ACRE

D WHEAT OR CEREAL RYE 150 LBS/ACRE.

E SOD

F STRAW MULCH 2 TONS/ACRE.

* IRRIGATION NEEDED DURING JUNE AND JULY.

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.

SOIL PROTECTION CHART

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

STORMWATER POLLUTION PREVENTION PLAN
EVERLY TRACE

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