

**Transportation, Engineering and Development Business Group**  
**Standard Construction Plan Notes for Development Projects**  
 January 2013

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

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

**General Notes**

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

1	THE OWNER OR 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 CNSTRUCTION" (CURRENT EDITION).
3	ALL CONTRACTORS DOING WORK IN THE PUBLIC RIGHT-OF-WAY MUST BE LICENSED (WHEN APPLICABLE) TO MAKE PUBLIC IMPROVEMENTS WITHIN THE NAPERVILLE CORPORATE LIMITS.
4	THE CONTRACTOR/DEVELOPER ASSUMES ALL RESPONSIBILITY AND LIABILITY FOR ANY ACTION RESULTING FROM THEIR WORK WITHIN THE PUBLIC RIGHT-OF-WAY.
5	THE CONTRACTOR/DEVELOPER SHALL INDEMNIFY AND HOLD HARMLESS THE CITY OF NAPERVILLE.
6	PRIOR TO COMMENCEMENT OF ANY OFF-SITE CONSTRUCTION, THE CONTRACTOR SHALL SECURE WRITTEN AUTHORIZATION THAT ALL OFF-SITE EASEMENTS HAVE BEEN SECURED AND THAT PERMISSION HAS BEEN GRANTED TO ENTER ONTO PRIVATE PROPERTY.
7	THE CONTRACTOR AND THEIR ON-SITE REPRESENTATIVES WILL BE REQUIRED TO ATTEND A PRE-CONSTRUCTION MEETING WITH THE CITY OF NAPERVILLE PRIOR TO ANY WORK BEING STARTED. A PRE-CONSTRUCTION MEETING WILL NOT BE SCHEDULED UNTIL THE PROJECT HAS BEEN APPROVED BY THE CITY OF NAPERVILLE DEVELOPMENT REVIEW TEAM AND THE REQUIRED SURETY HAS BEEN POSTED.
8	A MINIMUM OF 48 HOURS NOTICE SHALL BE GIVEN TO THE CITY OF NAPERVILLE TED BUSINESS GROUP (630-420-6082) 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.
10	THE CONTRACTOR CAN SCHEDULE ALL NECESSARY SITE INSPECTIONS WITH THE CITY OF NAPERVILLE BY CALLING (630) 420-6082 BETWEEN THE HOURS OF 8:00AM AND 4:00PM (CLOSED 1:00PM TO 2:00PM DAILY) ON WEEKDAYS WHEN THE CITY IS OPEN FOR BUSINESS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE SITE PERMIT NUMBER FOR THE PROJECT IN ORDER TO SCHEDULE THE INSPECTION(S).
11	RECORD DRAWINGS ARE REQUIRED TO BE SUBMITTED AND APPROVED BY THE CITY OF NAPERVILLE PRIOR TO FINAL OCCUPANCY BEING GRANTED.
12	FINAL ACCEPTANCE OF PUBLIC IMPROVEMENTS SHALL BE GRANTED ONLY AFTER A FINAL INSPECTION HAS BEEN COMPLETED AND HAS REVEALED THAT ALL IMPROVEMENTS HAVE BEEN SATISFACTORILY COMPLETED IN ACCORDANCE WITH THE NAPERVILLE STANDARD SPECIFICATIONS. UTILITIES ARE NOT CONSIDERED ACCEPTED UNTIL THEY ARE FORMALLY ACCEPTED BY THE CITY COUNCIL AS REQUIRED IN ACCORDANCE WITH THE NAPERVILLE MUNICIPAL CODE.

**General Notes (Project Specific)**

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

1	TRAFFIC SIGNALS AND THEIR ASSOCIATED EQUIPMENT UNDER THE JURISDICTION OF DUPAGE COUNTY ARE NOT INCLUDED IN THE JULIE SYSTEM. THE CONTRACTOR SHALL CONTACT DUPAGE COUNTY DOT AND IDOT DIRECTLY REGARDING THE LOCATEION OF TRAFFIC SIGNALS (CABLING AND ASSOCIATED SYSTEMS) UNDER DUPAGE COUNTY OR IDOT JURISDICTION.
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**Storm Sewer Notes (General)**

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

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

**Storm Sewer Notes (Storm Sewer Work in Plans)**

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

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

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

1c	<p><u>DUCTILE IRON PIPE (DIP)</u> - 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.</p>
1d	<p><u>POLYVINYL CHLORIDE PIPE (PVC)</u> - 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.</p>
1e	<p><u>HIGH DENSITY POLYETHYLENE PIPE (HDPE)</u> - 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.</p>
1f	<p><u>FULLY GALVANIZED CORRUGATED STEEL PIPE</u> - 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.</p>
2	<p>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.</p>
3	<p>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.</p>
4	<p>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.</p>
5	<p>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.</p>
6	<p>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.</p>

7	<p>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.</p>
8	<p>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.</p> <ul style="list-style-type: none"> <li>A) PAVEMENT: EAST JORDAN IRON WORKS 1022 FRAME WITH TYPE M1 RADIAL FLAT GRATE, OR APPROVED EQUAL.</li> <li>B) BARRIER CURB AND GUTTER: EAST JORDAN IRON WORKS 7220 FRAME WITH TYPE M1 GRATE AND T1 CURB BOX, OR APPROVED EQUAL.</li> <li>C) DEPRESSED CURB: EAST JORDAN IRON WORKS 5120 FRAME AND GRATE, OR APPROVED EQUAL.</li> <li>D) MOUNTABLE CURB: EAST JORDAN IRON WORKS 7525 FRAME AND GRATE, OR APPROVED EQUAL.</li> <li>E) NON-PAVED AREAS: EAST JORDAN IRON WORKS 6527 BEEHIVE GRATE, 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.</li> </ul>
9	<p>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.</p> <p>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.</p>
10	<p>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 TWORM SEWER AND SANITARY SEWER BE ALLOWED.</p>
11	<p>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.</p>

12	<p>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.</p> <p>WHEN ADJUSTMENTS ARE NECESSARY, THEY SHALL BE PERFORMED WITH A MAXIMUM OF 2 PRECAST CONCRETE RINGS SET IN A CONTINUOUS LAYER OF PREFORMED BITUMINOUS MASTIC. THE MAXIMUM HEIGHT OF ADJUSTMENTS SHALL BE 12 INCHES. TWO INCH CONCRETE RINGS SHALL ONLY BE USED WHEN THE ADJUSTMENT IS LESS THAN 3 INCHES.</p> <p>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.</p>
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**Erosion Control and Drainage Notes (General)**

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

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

**Erosion Control and Drainage Notes (Project Specific)**

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

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

**Erosion Control and Drainage Notes (NPDES Permit)**

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

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

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

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

**Traffic Control and Protection Notes (General)**

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

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

**Traffic Control and Protection Notes (Arterial Roads)**

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

1	LANE CLOSURES ON ARTERIAL ROADWAYS WITHIN THE CITY OF NAPERVILLE ARE NOT PERMITTED BETWEEN THE HOURS OF 6AM-9AM AND 3PM-7PM MONDAY THROUGH FRIDAY, UNLESS OTHERWISE 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.
2	ANY WORK THAT IMPACTS A TRAFFIC LANE ON AN ARTERIAL ROADWAY REQUIRES AN ARROWBOARD AS PART OF THE TRAFFIC CONTROL.

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

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

1	PEDESTRIAN TRAFFIC SHALL BE MAINTAINED IN THE DOWNTOWN. IF A PEDESTRIAN DETOUR CANNOT BE ACCOMMODATED, THE CITY MAY REQUIRE THE CONTRACTOR TO PROVIDE A PROTECTED COVERED WALKWAY.
2	ANY WORK IMPACTING THE PUBLIC RIGHT-OF-WAY SHALL NOT BE ALLOWED IN THE DOWNTOWN ON A FRIDAY, SATURDAY, SUNDAY, AND/OR HOLIDAY, UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.
3	ALL WORK IN THE DOWNTOWN SHALL BE COORDINATED WITH THE DOWNTOWN NAPERVILLE ALLIANCE (DNA) TO AVOID CONFLICT WITH SPECIAL EVENTS.