THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

FINAL SHEETSET\PHASE 1\C-1 COVER
5/27/2025 12:39 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL\SHEETSET
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	◎	◉
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	◁	◀
CONCRETE HEADWALL	⊂	⊂
VALVE VAULT	⊗	⊗
VALVE BOX	⊞	⊞
FIRE HYDRANT	⚲	⚲
BUFFALO BOX	⊕	●
CLEANOUT	⊡	⊡
SANITARY SEWER		
FORCE MAIN		
STORM SEWER		
DRAINTILE		
WATER MAIN	W	W
UTILITY CROSSING		
LIGHT POLE		
ELECTRICAL CABLE	E	E
FIBER OPTIC		FO
ELECTRICAL TRANSFORMER OR PEDESTAL	E	
POWER POLE		
POWER POLE WITH LIGHT		
GUY WIRE		
STREET SIGN		
GAS MAIN	G	G
TELEPHONE LINE	T	T
CONTOUR	749	749
SPOT ELEVATION	×750.00	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
DIVERSION SWALE		
OVERFLOW RELIEF ROUTING		
TREE WITH TRUNK SIZE	6"	
SOIL BORING	B-6	B-1
TOPSOIL PROBE	T-0	T-1
FENCE LINE, TEMPORARY SILT	SF	SF
FENCE LINE, WIRE		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		
PROPERTY LINE		

ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	△	INTERSECTION ANGLE

CONTACTS

MIDWEST INDUSTRIAL FUNDS
JOHN DUNNEBACK
DIRECTOR OF CONSTRUCTION
1301 WEST 22ND STREET, SUITE 711
OAK BROOK, IL 60523
(630) 230-6367

PINNACLE ENGINEERING GROUP, LLC
BRIAN JOHNSON, P.E., CPESC
SENIOR PROJECT MANAGER
1051 E. MAIN ST, SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

CITY OF GENEVA
RICH BABICA
PUBLIC WORKS DIRECTOR
1800 SOUTH STREET
GENEVA, IL 60134
(630) 232-1501

CITY OF GENEVA
BRIAN DAVIDS, P.E.
CITY ENGINEER
1800 SOUTH STREET
GENEVA, IL 60134
(630) 232-1501

CITY OF GENEVA
BOB VAN GYSEGHEM
WATER DIVISION SUPERINTENDENT
1800 SOUTH STREET
GENEVA, IL 60134
(630) 232-1501

KANE COUNTY DIVISION OF TRANSPORTATION
KURT NIKA, P.E.
41W011 BURLINGTON ROAD
ST. CHARLES, IL 60175
(630) 584-1171

KANE COUNTY - IT DEPARTMENT NTI
NATIONAL TECHNOLOGIES
NATE SCHROEDER
5101 THATCHER ROAD
DOWNERS GROVE, IL 60515
(630) 851-7751

UTILITY CONTACTS

CABLE TELEVISION
COMCAST CABLE (866) 594-1234

ELECTRIC (CITY OF GENEVA)
JENNIFER HILKEMANN
ELECTRIC DIVISION MANAGER
(630) 232-1503

NATURAL GAS
NICOR GAS (888) 642-6748
GASMAPS@NICOR.COM

TELECOMMUNICATIONS
AT&T (630) 444-1624

BENCHMARKS

NOTE:
1. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY SPACECO INC. ON LAST DATE OF FIELD WORK ON JANUARY 16, 2018. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION.
2. UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

SOURCE BENCHMARK #1
NATIONAL GEODETIC SURVEY
CORS ID: 0180
PID: DK3230
STATION: WINFIELD
ELEVATION: 753.16 NAVD 88

SOURCE BENCHMARK #2
NATIONAL GEODETIC SURVEY
COORS ID: 7 8 17 18
PID: AB2601
STATION: NAPERVILLE
ELEVATION: 738.06 NAVD 88

SITE BENCHMARK:
SET RAILROAD SPIKE ON WEST SIDE OF UTILITY POLE ON THE NORTH SIDE OF FABYAN PARKWAY JUST WEST OF THE EAST ENTRANCE TO BUSINESS PARK NEAR THE SOUTHWEST CORNER OF THE SITE.
ELEVATION = 768.37 NAVD 88

FINAL ENGINEERING IMPROVEMENT PLANS
FOR
MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, KANE COUNTY, ILLINOIS

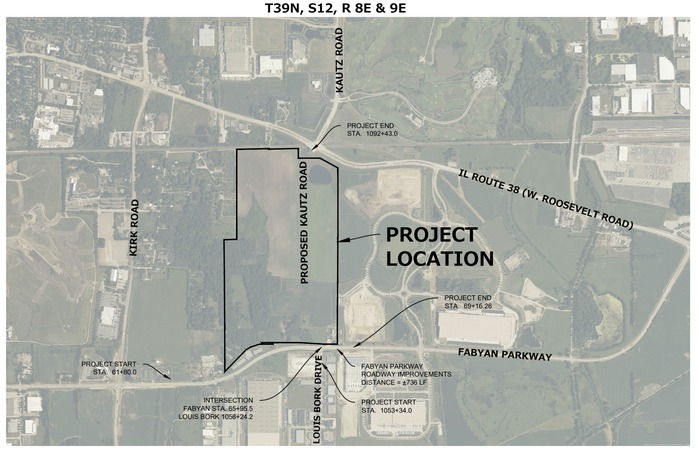
KDOT REF. MAJ-2024-00002

PLANS PREPARED FOR

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

1301 WEST 22ND STREET, SUITE 711
OAK BROOK, IL 60523
(630) 230-6367

T39N, S12, R 8E & 9E



LOCATION MAP
SCALE: 1"=1,500'

MAINLINE DISTANCE LENGTH: 736.26 LF (STA 61+80.00 TO STA 69+16.26)

GENERAL NOTES

1. THE CITY OF GENEVA COMMUNITY DEVELOPMENT AND ENGINEERING (630) 232-1501 AND KANE COUNTY DEPARTMENT OF TRANSPORTATION SHALL BE NOTIFIED 48 HOURS PRIOR TO COMMENCEMENT OF WORK AND 24 HOURS PRIOR TO EACH INSPECTION AT 630-232-749 AND 630-584-1171.
2. ALL UTILITY COMPANIES, INCLUDING THE CITY OF GENEVA AND KANE COUNTY SHALL BE CONTACTED AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK IN ANY EASEMENT, RIGHT-OF-WAY, OR SUSPECTED UTILITY LOCATION. REPAIR OF ANY DAMAGE TO EXISTING FACILITIES SHALL BE RESPONSIBILITY OF THE CONTRACTOR. UTILITY LOCATIONS SHOWN HEREIN ARE FOR GRAPHIC ILLUSTRATION ONLY AND ARE NOT TO BE RELIED UPON.
3. PRIOR TO COMMENCEMENT OF ANY OFFSITE CONSTRUCTION, THE CONTRACTOR SHALL SECURE WRITTEN AUTHORIZATION THAT ALL OFFSITE EASEMENTS HAVE BEEN SECURED, AND THAT PERMISSION HAS BEEN GRANTED TO ENTER ONTO PRIVATE PROPERTY.
4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS (LATEST EDITION):
   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ILLINOIS DEPARTMENT OF TRANSPORTATION
   b. "MANUAL FOR STRUCTURAL DESIGN OF PORTLAND CEMENT CONCRETE PAVEMENT"' ILLINOIS DEPARTMENT OF TRANSPORTATION
   c. "MANUAL OF INSTRUCTIONS FOR THE STRUCTURAL DESIGN OF FLEXIBLE PAVEMENT ON PROJECTS INVOLVING MFT, FAS, AND FAUS FUNDS", ILLINOIS DEPARTMENT OF TRANSPORTATION
   d. "DESIGN MANUAL", ILLINOIS DEPARTMENT OF TRANSPORTATION
   e. STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS
   f. KANE COUNTY "STORMWATER ORDINANCE" AS ADOPTED BY THE CITY OF GENEVA
   g. TRANSPORTATION RESEARCH BOARD OF NATIONAL ACADEMIES "HIGHWAY CAPACITY MANUAL"
   h. FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FOR STREETS AND HIGHWAYS"
   i. AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS"
   j. "ILLINOIS URBAN MANUAL" AS PREPARED BY THE U.S. DEPT. OF AGRICULTURE & IL ASSOCIATION OF SOIL AND WATER CONSERVATION DISTRICTS.
   k. KANE COUNTY PERMIT REGULATIONS AND ACCESS CONTROL REGULATIONS MANUAL
   l. THE CONTRACT DOCUMENTS, GENERAL CONDITIONS, SPECIAL PROVISIONS AND SUPPLEMENTAL CONDITIONS OF THE PROJECT AS PREPARED BY PINNACLE ENGINEERING GROUP, LLC.
   m. ALL DOCUMENTS CITED IN THE ABOVE STANDARDS AND SPECIFICATIONS RELEVANT TO THE SUBJECT UNDER CONSIDERATION. IF A CONFLICT ARISES BETWEEN ANY PROVISION(S) OF THE REFERENCE ITEMS ABOVE AND ANY PROVISION(S) OF THESE STANDARDS AND SPECIFICATIONS, THEN THE MORE RESTRICTIVE PROVISION(S) SHALL APPLY.

INDEX OF SHEETS

C-1	COVER SHEET
C-2	PROJECT SPECIFICATIONS
C-3	KDOT SUMMARY OF QUANTITIES (FABYAN ONLY)
C-4	ALIGNMENT & TIES
C-5	OVERALL IMPROVEMENTS KEY MAP
C-6 - C-7	TYPICAL SECTIONS
C-8 - C-9	REMOVAL PLAN
C-10	MAINTENANCE OF TRAFFIC PLAN- FABYAN PARKWAY
C-11 - C-19	PLAN & PROFILE
C-20	DETAILED GRADING PLAN
C-21 - C-29	STORM SEWER PLAN & PROFILE
C-30 - C-46	WATER & SANITARY PLAN & PROFILE
C-47 - C-48	ROADWAY STABILIZATION PLAN
C-49 - C-53	PAVEMENT MARKING & SIGNING PLAN
C-54 - C-56	EXISTING CONDITIONS & DEMOLITION PLAN
C-57 - C-59	OVERALL GRADING PLAN
C-60 - C-69	GRADING PLAN
C-70 - C-72	OVERALL SITE STABILIZATION PLAN
C-73 - C-82	SITE STABILIZATION PLAN
C-83 - C-92	CONSTRUCTION STANDARDS
XS-1 - XS-12	CROSS SECTIONS

APPLICABLE HIGHWAY STANDARDS:424001-11, 424026-03, 602001-02, 602301-04, 602401-03, 602601-04, 604001-05, 606001-07, 701901-09, 701606-10, 728001-01, 729001-01, 780001-05, 720011-01, RL-8, TC-10, TC-13, KDOT RECESSED PAVEMENT MARKER, KDOT SIGN HARDWARE DETAILS, KDOT SPECIFICATIONS TELESCOPING SIGN POST & SOIL BASES, AND KDOT SPECIFICATIONS CONCRETE & ASPHALT BASES.

FABYAN PARKWAY

ROAD CLASSIFICATION: STRATEGIC REGIONAL ARTERIAL AND COUNTY FREEWAY

ADT (2018) = 13,900

LOUIS BORK DRIVE

ROAD CLASSIFICATION: MINOR COLLECTOR
ADT (2018) = 1,450

KAUTZ ROAD (NORTH OF EXTENSION)

ROAD CLASSIFICATION: MAJOR COLLECTOR
ADT (2018) = 7,550

ISSUED FOR CONSTRUCTION

BRIAN D. JOHNSON 062-061674 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS
EXPIRATION DATE: NOVEMBER 30, 2025

811 Know what's below. Call two business days before you dig.
Formerly JULIE 1-800-892-0123

PINNACLE ENGINEERING GROUP, LLC
ENGINEER'S LIMITATION

PINNACLE ENGINEERING GROUP, LLC AND THEIR CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED PRIOR TO BID SO THAT THEY MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

FURTHERMORE, PINNACLE ENGINEERING GROUP, LLC IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY OR THE MEANS AND METHODS OF CONSTRUCTION.

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

COVER SHEET

PEG JOB No. 1454.00-IL | BDJ
PEG PM | START DATE 1/22/25
SCALE NONE

SHEET C-1 OF C-90

COVER SHEET

© COPYRIGHT 2025

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

GENERAL NOTES

1. THE STANDARD SPECIFICATIONS LISTED ON THE COVER SHEET, THESE CONSTRUCTION PLANS, THE SPECIAL PROVISIONS, GENERAL CONDITIONS AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT DOCUMENTS. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE TO BE CONSIDERED A PART OF THE CONTRACT.

2. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE INDIVIDUAL SUBCONTRACTOR. THE INDIVIDUAL SUBCONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

3. ALL INDIVIDUAL SUBCONTRACTORS AND THEIR SUBCONTRACTORS OR ANY TIER SHALL INDEMNIFY THE OWNER, ENGINEER, AND ARCHITECT FROM ALL LIABILITY RESULTING FROM ANY NEGLIGENT ACT OR OMISSION WITH THEIR CONSTRUCTION, INSTALLATION, AND TESTING OF WORK ON THIS PROJECT AND SHALL NAME THEM AS ADDITIONAL INSURED ON THEIR COMMERCIAL GENERAL LIABILITY POLICIES FOR CLAIMS ARISING OUT OF THE WORK ON THIS PROJECT. A PROPER CERTIFICATE OF INSURANCE SHALL BE ISSUED PRIOR TO THE START OF CONSTRUCTION.

4. ELECTRIC, TELEPHONE, NATURAL GAS, AND OTHER UTILITY COMPANIES HAVE UNDERGROUND AND/OR OVERHEAD SERVICE FACILITIES IN THE VICINITY OF THE PROPOSED WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE CONTRACTOR SHALL CALL 811 FOR UTILITY LOCATIONS.

5. THE INDIVIDUAL SUBCONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT, AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE INDIVIDUAL SUBCONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK.

6. THE INDIVIDUAL SUBCONTRACTOR SHALL KEEP A SET OF "APPROVED" CONSTRUCTION PLANS ON THE JOB SITE, AND SHALL MAINTAIN (AS INDICATED HEREIN AND ELSEWHERE WITHIN THESE CONSTRUCTION NOTES, SPECIFICATIONS, AND PLANS) A LEGIBLE RECORD ON SAID PLANS OF AND FIELD TILE ENCOUNTERED, ANY MODIFICATIONS TO ALIGNMENT AND/OR TO PLANS AND SPECIFICATIONS OF PROPOSED IMPROVEMENTS, ETC. UPON COMPLETION OF THE INDIVIDUAL SUBCONTRACTORS' WORK, SAID PLANS AND INFORMATION SHALL BE PROVIDED TO ENGINEER. FINAL CONTRACT PAYMENT SHALL NOT COME DUE UNTIL THIS INFORMATION IS RECEIVED BY THE ENGINEER.

7. NO CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE INDIVIDUAL SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR SHALL IMMEDIATELY REPORTED SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE INDIVIDUAL SUBCONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE INDIVIDUAL SUBCONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE INDIVIDUAL SUBCONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE.IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

8. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED AGAINST ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE BY THE INDIVIDUAL SUBCONTRACTOR AND HIS SURETY FOR A PERIOD OF 24 MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE WORK BY THE CITY, OTHER APPLICABLE GOVERNMENTAL AGENCIES, AND THE OWNER.

9. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL OF THE INDIVIDUAL SUBCONTRACTORS' WORK HAS BEEN APPROVED AND ACCEPTED, AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

10. UPON AWARD OF THE CONTRACT AND WHEN REQUIRED BY THE OWNER, THE INDIVIDUAL SUBCONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND IN THE PENAL SUM OF 100 PERCENT OF THE CONTRACT GUARANTEEING COMPLETION OF THE WORK. FOR WORK IN KDOT ROW, A HIGHWAY BOND WILL BE REQUIRED FOR 125% OF THE ENGINEERS ESTIMATE OF PROBABLE COST (EOPC).THE UNDERWRITER SHALL BE APPROVED BY THE OWNER.

11. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS INCLUDING THE USE AND ACCESS OF EXISTING STREETS.THE INDIVIDUAL SUBCONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.

12. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE INDIVIDUAL SUBCONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

13. THE INDIVIDUAL SUBCONTRACTOR SHALL REVIEW AND DETERMINE ALL IMPROVEMENTS AND SHALL VERIFY ALL QUANTITIES AS PROVIDED BY THE ENGINEER OR OWNER FOR BIDDING PURPOSES. THE INDIVIDUAL SUBCONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER. THE CONTRACT PRICE SUBMITTED BY THE INDIVIDUAL SUBCONTRACTOR SHALL BE CONSIDERED AS A LUMP SUM FOR THE COMPLETE PROJECT UNLESS THERE IS A PLAN REVISION AND/OR WRITTEN CHANGE TO THE SCOPE OF WORK.

14. WHENEVER THE PERFORMANCE OF WORK IS INDICATED ON THE PLANS, AND NO ITEM IS INCLUDED IN THE CONTRACT FOR PAYMENT, THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

15. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THIS LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY BY THE RESPONSIBLE PARTY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

16. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE I.D.O.T. STANDARD SPECIFICATIONS. ADEQUATE LIGHTING SHALL BE MAINTAINED FROM DUSK TO DAWN AT ALL LOCATIONS WHERE CONSTRUCTION OPERATIONS WARRANT, OR AS DESIGNATED BY THE ENGINEER OR CITY. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE I.D.O.T. "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

17. ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWED FULL DEPTH PRIOR TO REMOVAL. ALL ITEMS REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER UNLESS SPECIFIED. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR REMOVAL OF EACH ITEM AND REPLACEMENT WILL BE PAID UNDER THE RESPECTIVE ITEMS IN THE CONTRACT, UNLESS OTHERWISE INDICATED.

18. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE DISPOSED OF BY THE INDIVIDUAL SUBCONTRACTOR AT HIS OWN EXPENSE AT LOCATIONS APPROVED BY THE OWNER. IF ONSITE DISPOSAL IS NOT FEASIBLE, THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN OFFSITE DUMP SITE AT THEIR OWN EXPENSE.

19. WHERE OVERHANGING BRANCHES INTERFERE WITH OPERATIONS OF CONSTRUCTION, SAID BRANCHES SHALL BE TRIMMED AND SEALED IN ACCORDANCE WITH ARTICLE 253.09 OF THE I.D.O.T. STANDARD SPECIFICATIONS, AND THE COST OF SAME SHALL BE INCIDENTAL TO THE CONTRACT. TREES, INCLUDING STUMPS AND ROOTS, SHALL BE REMOVED ONLY AFTER RECEIVING APPROVAL OF THE OWNER. THE OWNER SHALL DESIGNATE WHICH TREES ARE TO BE REMOVED.

20. ALL EXISTING TRAFFIC SIGNS, STREET SIGNS, ETC., WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED FOR REMOVAL OR DISPOSAL, SHALL BE REMOVED AND RESET BY THE INDIVIDUAL SUBCONTRACTOR IN ACCORDANCE WITH I.D.O.T. AND KDOT STANDARD SPECIFICATIONS FOR SIGNS IN THE KDOT RIGHT-OF-WAY. THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. DAMAGE TO THESE ITEMS SHALL BE REPAIRED BY THE INDIVIDUAL SUBCONTRACTOR AT HIS OWN EXPENSE. ALL SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE CITY AS APPROPRIATE. ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST.

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

22. IT SHALL BE THE RESPONSIBILITY OF THE INDIVIDUAL SUBCONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM HIS CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.

23. THE INDIVIDUAL SUBCONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS.

24. NOTIFY THE ENGINEER OF ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS. NO FIELD TILE SHALL BE DIRECTLY OR INDIRECTLY CONNECTED TO THE PROPOSED STORM SEWER. A RECORD OF THE LOCATION OF ALL FIELD TILE OR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

25. WORK COMPLETED IN KDOT RIGHT-OF-WAY SHALL BE COMPLETED PER KDOT SPECIFICATIONS AND REQUIREMENTS.

EARTHWORK

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 AS DESIGNATED BY THE OWNER AND SHALL BE KEPT TO A MINIMUM. WHERE FEASIBLE, AND WHEN PERMITTED BY OWNER, TREES AND BRUSH REMOVED MAY BE BURIED ONSITE IN FUTURE YARD AND OPEN SPACE AREAS. IF ADEQUATE AND APPROPRIATE SPACE IS NOT AVAILABLE FOR ONSITE BURIAL, THE TREES AND BRUSH SHALL BE DISPOSED OF OFFSITE.
   B. STRIPPING OF TOPSOIL FROM ALL STREET, DRIVEWAY, PARKING AREA, 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 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), PROPOSED UTILITY LOCATIONS, UTILITY EASEMENTS, OR IN THE RIGHT-OF-WAY.
   D. REMOVING UNSUITABLE MATERIALS AS SPECIFIED FROM ROADWAY, DRIVEWAY/PARKING, BUILDING PAD, AND OTHER DESIGNATED AREAS.
   E. DEMOLITION AND REMOVAL OF EXISTING PAVEMENTS INCLUDING OFFSITE DISPOSAL OF SAME, AT A DUMP SITE AS SELECTED BY THE CONTRACTOR. ONSITE DISPOSAL MAY BE ALLOWED IF APPROVED BY THE OWNER.
   F. CLAY CUT AND CLAY FILL WITH COMPACTION WITHIN ROADWAY, DRIVEWAY/PARKING, BUILDING PAD, AND OTHER DESIGNATED AREAS.
   G. EXCAVATION AND GRADING OF THE OPEN SPACE AND/OR YARD AREAS PER PLAN INCLUDING DESIGNATED DETENTION BASIN GRADING, CONSTRUCTION OF BERMS, ETC.
   H. PLACEMENT AND COMPACTION OF CLAY 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.
   I. PLACEMENT AND COMPACTION OF NON-STRUCTURAL FILLS.
   J. IF REQUIRED, REMOVAL FROM SITE AND DISPOSAL OF ANY EXCESS OR UNSUITABLE MATERIAL UPON COMPLETION OF MASS GRADING.
   K. MOVEMENT AND COMPACTION OF SPOIL MATERIAL FROM THE CONSTRUCTION OF UNDERGROUND UTILITIES.
   L. BACKFILLING OF CURBS AND/OR PAVEMENT AND SIDEWALK AFTER INSTALLATION OF SAME IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
   M. FINAL SHAPING AND TRIMMING TO THE LINES, GRADES, AND CROSS SECTIONS SHOWN IN THESE PLANS; AND TOPSOIL PLACEMENT TO DESIGN FINISHED GRADE ELEVATIONS AT LOCATIONS DESIGNATED IN THE CONTRACT DOCUMENTS.
   N. SOIL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE SOIL EROSION CONTROL SPECIFICATIONS INCLUDED WITHIN THE CONTRACT DOCUMENTS.

2. THE QUANTITIES GIVEN IN THE ENGINEER'S SUMMARY FOR EARTHWORK ARE INTENDED AS A GUIDE FOR THE CONTRACTOR IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND APPRISE HIMSELF OF ALL SITE CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS LUMP SUM FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL BE RECOGNIZED UNLESS ORDERED IN WRITING BY THE OWNER.

3. PRIOR TO ONSET OF MASS GRADING OPERATIONS, THE EARTHWORK CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SOIL EROSION CONTROL SPECIFICATIONS. THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT FENCING, ETC. TO PROTECT ADJACENT PROPERTY SHALL OCCUR BEFORE MASS GRADING BEGINS, AND IN ACCORDANCE WITH THE SOIL EROSION CONTROL CONSTRUCTION SCHEDULE.

4. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, TREE PROTECTION FENCE SHALL BE ERECTED AROUND ANY TREE DESIGNATED ON THE PLANS TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.

5. 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, REPLACEMENT, MODIFICATION AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE SOILS ENGINEER.

6. A QUALIFIED SOILS ENGINEER SHALL REGULARLY INSPECT THE EXCAVATION OF ANY STORM WATER AREAS TO INSURE THAT THEY WILL BE CAPABLE OF MAINTAINING DESIGNED WATER LEVELS. GRAVEL OR SAND SEAMS OR OTHER CONDITIONS WHICH MAY BE ENCOUNTERED, AND WHICH MIGHT TEND TO DE-WATER THESE AREAS, SHALL BE REVIEWED WITH ENGINEER IMMEDIATELY

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

8. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADE PAVEMENT OR TOPSOIL OF THE THICKNESS SHOWN IN THE STANDARDS AND DETAILS ON THE CONSTRUCTION PLANS IS TO BE PLACED BEFORE FINISHED 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; IF COMPACTION EQUIPMENT DEMONSTRATES THE ABILITY TO COMPACT GREATER THICKNESS, THEN A GREATER THICKNESS MAY BE ALLOWED WITH APPROVAL FROM SOILS ENGINEER. EACH LAYER SHALL BE THOROUGHLY MIXED DURING SPREADING TO INSURE UNIFORMITY.

10. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, PARKING AREAS, AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF NINETY PERCENT (90%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D-1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY 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. EMBANKMENT MATERIAL (RANDOM FILL) WITHIN NON-STRUCTURAL FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF EIGHTY FIVE PERCENT (85%) 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.

12. 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 SECTIONS 205 AND 301 OF THE I.D.O.T. SPECIFICATIONS).

13. PRIOR TO UTILITY CONSTRUCTION, PROPOSED PAVEMENT AREAS, BUILDING PADS, DRIVEWAYS AND SIDEWALKS, AND YARD/OPEN SPACE AREAS SHALL BE ROUGH EXCAVATED OR FILLED TO PLUS OR MINUS ONE FOOT OF DESIGN SUBGRADE ELEVATIONS BY THE CONTRACTOR.

14. COMPLETED GRADING FOR PROPOSED BUILDING PADS, AS WELL AS PROPOSED SUBGRADE AREAS FOR PAVEMENT, DRIVEWAYS AND SIDEWALKS, AND YARD/OPEN SPACE AREAS SHALL BE WITHIN A TOLERANCE OF PLUS OR MINUS 0.1 FOOT OF DESIGN SUBGRADE ELEVATIONS.

15. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED WITH A FULLY LOADED TANDEM TRUCK PER THE CITY OF GENEVA STANDARDS BY THE CONTRACTOR AND ANY UNSTABLE AREAS ENCOUNTERED SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE SOILS ENGINEER AND TO THE SATISFACTION OF THE CITY ENGINEER, AND OR BY KDOT.

16. UPON COMPLETION OF THE SURFACE IMPROVEMENTS, AND EXCEPT WHERE OTHERWISE NOTED, THE EXCAVATION CONTRACTOR SHALL RESPREAD A MINIMUM OF 6 INCHES OF TOPSOIL ON ALL DESIGNATED OPEN SPACE, PARKWAY, LANDSCAPE, AND OTHER NON-STRUCTURAL AREAS PER PLAN. SAID DESIGNATED AREAS TO BE RESPREAD BY THE EXCAVATION CONTRACTOR SHALL BE AS INDICATED WITHIN THE CONTRACT DOCUMENTS. TOPSOIL SHALL BE RESPREAD ON THE REMAINING AREAS BY THE LANDSCAPE CONTRACTOR.

17. RIPRAP MATERIAL TO BE PROVIDED IN CONJUNCTION WITH THE EARTHWORK IMPROVEMENTS SHALL CONFORM TO SECTION 281 OF THE I.D.O.T. SPECIFICATIONS.

18. SOIL BORING REPORTS, AVAILABLE AT THE OFFICE OF THE ENGINEER AND THE OWNER, ARE SOLELY FOR THE INFORMATION AND GUIDANCE OF THE CONTRACTORS. THE OWNER AND ENGINEER MAKE NO REPRESENTATION OR WARRANTY REGARDING THE INFORMATION CONTAINED IN THE BORING LOGS. THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATIONS AND SHALL PLAN HIS WORK ACCORDINGLY. ARRANGEMENTS TO ENTER THE PROPERTY DURING THE BIDDING PHASE MAY BE MADE UPON REQUEST OF THE OWNER. THERE WILL BE NO ADDITIONAL PAYMENT FOR EXPENSES INCURRED BY THE CONTRACTOR RESULTING FROM ADVERSE SOIL OR GROUND WATER CONDITIONS.

19. WHERE SHOWN ON THE PLANS, OPEN AREAS TO BE SEEDED SHALL BE SEEDED IN ACCORDANCE WITH THE SOIL EROSION CONTROL SPECIFICATIONS.

20. IT SHALL BE THE RESPONSIBILITY OF THE EXCAVATION 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.

21. SOILS ENGINEER SHALL BE ON SITE DURING ALL EARTHWORK OPERATIONS, PAVING, AND CONCRETE PREPARATION AND POUR.

UNDERGROUND UTILITIES

1. WORK UNDER THIS SECTION SHALL INCLUDE TRENCHING, AUGERING AND INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION, AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.

2. ALL SEWER AND WATER MAIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

3. ROUGH GRADING TO WITHIN ONE FOOT OF FINISHED SUBGRADE SHALL BE COMPLETED BY THE EARTHWORK CONTRACTOR PRIOR TO COMMENCEMENT OF UNDERGROUND UTILITY INSTALLATION.

4. ALL UTILITY TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PROPOSED OR EXISTING PAVEMENT, EXISTING DRIVEWAYS AND SIDEWALKS, PROPOSED DRIVEWAYS AND SIDEWALKS WHERE DESIGNATED BY THE OWNER AND AT A 1:1 SLOPE ON EITHER SIDE OF SAME, AND/OR WHEREVER ELSE SHOWN ON THE CONSTRUCTION PLAN SHALL BE BACKFILLED WITH SELECT GRANULAR IN ACCORDANCE WITH THE CONSTRUCTION STANDARDS.

5. "BAND-SEAL" OR SIMILAR FLEXIBLE TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
   A. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.
   B. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
   C. WITH A PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND-SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

6. ALL FLOOR DRAINS AND FLOOR DRAIN SUMP PUMPS SHALL DISCHARGE INTO THE SANITARY SEWER. ALL DOWNSPOUTS, FOOTING DRAINS AND SUBSURFACE STORMWATERS SHALL DISCHARGE INTO THE STORM SEWER OR ONTO THE GROUND BUT NOT INTO THE SANITARY SEWER.

7. SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS UNLESS SPECIFIED OTHERWISE ON THE PLANS:
   A. POLYVINYL CHLORIDE PLASTIC GRAVITY SEWER PIPE (PVC) CONFORMING TO ASTM DESIGNATION D-3034 FOR SANITARY SEWERS OF 15 INCH DIAMETER OR LESS, AND CONFORMING TO ASTM DESIGNATION F-679 FOR PIPE OF 18 INCH to 21 INCH DIAMETER, WITH AN SDR OF 26, WITH ELASTOMERIC GASKET JOINTS CONFORMING TO ASTM DESIGNATION D-3212. THE GASKET SHALL COMPLY WITH ASTM F-477.
   B. WATER MAIN QUALITY C-900 PRESSURE PIPE IN ACCORDANCE WITH AWWA C900 FOR SIZES 4 INCH TO 12 INCH DIAMETER OR AWWA C905 FOR SIZES 14 INCH TO 48 INCH DIAMETER. PVC PIPE JOINTS SHALL BE FLEXIBLE ELASTOMERIC SEALS PER ASTM D-3139 AND F-477.

8. ALL SANITARY SEWER MANHOLES SHALL HAVE ECCENTRIC CONES. CONE OPENINGS SHALL BE CENTERED PARALLEL TO THE MAINLINE FLOW. ALL STRUCTURE SECTIONS AND ADJUSTING RINGS SHALL BE SECURELY SEALED TO EACH OTHER OR TO THE CONE SECTION OR TOP BARREL SECTION OF THE MANHOLE USING RESILIENT, FLEXIBLE, NON-HARDENING, PREFORMED, BITUMINOUS MASTIC (RAM-NEK, OR APPROVED EQUAL). THIS MASTIC SHALL BE APPLIED IN SUCH A MANNER THAT NO SURFACE WATER OR GROUND WATER INFLOW CAN ENTER THE MANHOLE THROUGH GAPS BETWEEN BARREL SECTIONS OR CONE SECTIONS AND ADJUSTING RINGS. SANITARY SEWER MANHOLES SHALL BE 4 FOOT DIAMETER PRECAST STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION STANDARDS SHEET). ALL SANITARY SEWER MANHOLES SHALL INCORPORATE THE USE OF EXTERNAL CHIMNEY SEALS (SEE CONSTRUCTION STANDARDS).

9. ALL SANITARY SEWERS, STORM SEWERS, AND SEWER SERVICES IN SEPARATE SEWER AREAS SHALL BE INSTALLED ON GRANULAR CRUSHED STONE BEDDING CLASS IA, (I.D.O.T. GRADATION CA-11), CONFORMING TO ASTM D-2321, WITH A MINIMUM THICKNESS EQUAL TO ONE FOURTH OF THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN 4 INCHES NOR MORE THAN 8 INCHES. BEDDING SHALL EXTEND TO THE SPRING LINE OF THE PIPE IN ALL CASES (UNLESS INDICATED OTHERWISE ON THE CONSTRUCTION DETAILS). FOR PVC SANITARY SEWER, THE BEDDING SHALL EXTEND TO 1 FOOT ABOVE THE TOP OF THE PIPE. BEDDING MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ASTM C-33 FOR SOUNDNESS AND ASTM C-67 FOR GRADATION. COST FOR BEDDING SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER, WATER MAIN, ETC.

10. ALL SANITARY SERVICE CONNECTIONS TO MAINLINE SEWER SHALL BE MADE WITH PRECAST WYES OR TEES MANUFACTURED SPECIFICALLY FOR THAT PURPOSE. SANITARY SEWER SERVICE MATERIAL TO BE SAME AS MAINLINE SEWER UNLESS SPECIFICALLY INDICATED OTHERWISE.

11. SANITARY SERVICES SHALL BE LAID TO A MINIMUM GRADE OF 1.00 PERCENT. THE END OF EACH SERVICE SHALL BE SEALED WITH A MANUFACTURER'S WATERTIGHT PLUG. SANITARY SERVICE STUBS SHALL BE MARKED IN ACCORDANCE WITH THESE CONSTRUCTION NOTES.

12. UNLESS OTHERWISE INDICATED STORM SEWER SHALL BE HDPE ADS N12 HP FOR SIZES 12"-30". PIPE SHALL HAVE A SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATIONS AND MEET OR EXCEED ASTM F2736 AND AASHTO MP-21. FOR PIPE 36"-60" PIPE SHALL HAVE A SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATIONS AND MEET OR EXCEED ASTM F2881 AND AASHTO MP-21. PIPE SHALL BE JOINED WITH A GASKETED INTEGRAL BELL AND SPIGOT JOINT MEETING THE REQUIREMENTS OF ASTM F2736 OR F2881, FOR THE RESPECTIVE DIAMETERS. 12"-60" SHALL BE WATERTIGHT ACCORDING TO THE REQUIREMENTS OF ASTM D3212. SPIGOTS SHALL HAVE GASKETS MEETING THE REQUIREMENTS OF ASTM F477. GASKET SHALL BE INSTALLED BY THE PIPE MANUFACTURER AND COVERED WITH A REMOVABLE, PROTECTIVE WRAP TO ENSURE THE GASKET IS FREE FROM DEBRIS. JOINT LUBRICANT SHALL BE USED ON THE GASKET AND BELL DURING JOINT ASSEMBLY. INSTALLATION SHALL BE IN ACCORDANCE WITH ASTM D2321 AND ADS RECOMMENDED INSTALLATION GUIDELINES, WITH THE EXCEPTION THAT MINIMUM COVER IN TRAFFIC AREAS FOR 12"-48" DIAMETERS SHALL MEET HS-25 LOADING. INSTALLATION SHALL MEET OR EXCEED MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS.

13. STORM SEWER MANHOLES SHALL BE PRECAST STRUCTURES, WITH THE DIAMETER DEPENDENT ON THE PIPE SIZE AND WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION STANDARDS). WHERE NOTED ON THE PLANS OR CONSTRUCTION STANDARDS, MANHOLES SHALL INCORPORATE WATERSTOP GASKETS AT ALL PIPE PENETRATIONS.

14. WATER MAIN SHALL BE DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A-21.51 OR AWWA C-151. RUBBER-GASKET JOINTS SHALL CONFORM TO ANSI A-21.11 OR AWWA C-111. MIN. COVER FROM FINISHED GRADE TO TOP OF WATER MAIN SHALL BE 5.5'.

15. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS; HOWEVER, THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.

16. UNLESS NOTED OTHERWISE, GATE VALVES IN ACCORDANCE WITH CITY STANDARDS SHALL BE USED WHEREVER VALVES ARE CALLED FOR. VALVES SHALL BE IRON BODY, BRONZE MOUNTED, PARALLEL RESILIENT SEAT VALVES PER AWWA C-509. ALL VALVES SHALL BE RATED FOR 300 PSI TEST PRESSURE AND 200 PSI WORKING PRESSURE.

17. VALVE VAULTS SHALL BE USED AT LOCATIONS SHOWN ON THE PLANS. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION STANDARDS SHEET).

18. HYDRANTS SHALL BE OF THE MANUFACTURE AND EQUIPPED WITH AUXILIARY VALVES AND VALVE BOXES IN ACCORDANCE WITH THE MUNICIPALITY'S STANDARD. EACH HYDRANT SHALL BE EQUIPPED WITH TWO 2-1/2 INCH HOSE NOZZLE AND ONE 4-1/2 INCH PUMPER PORT. HOSE THREADS SHALL BE THE STANDARD OF THE MUNICIPALITY. ALL HYDRANTS SHALL OPEN LEFT (COUNTER-CLOCKWISE). ALL FIRE HYDRANTS SHALL BE SET 3 FEET TO 7 FEET FROM BACK OF CURB.

19. WATER SERVICES SHALL BE LAID NOT LESS THAN 5.5, AND NO MORE THAN 9 FEET BELOW GRADE.

20. THRUST BLOCKING SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. COST SHALL BE MERGED WITH UNIT PRICE FOR INSTALLED PIPE. RETAINER GLANDS OR MEGA-LUG FITTINGS MAY BE USED AS AN ALTERNATE IF APPROVED BY THE MUNICIPALITY.

21. ALL WATER MAINS SHALL HAVE COMPACTED (CA-6) GRANULAR BEDDING, A MINIMUM OF 4 INCHES BELOW THE BOTTOM OF THE PIPE FOR THE FULL LENGTH. COST FOR BEDDING SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE WATER MAIN.

22. WHENEVER POSSIBLE, A WATER MAIN MUST BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN OR SEWER LINE. SHOULD LOCAL CONDITIONS EXIST WHICH WOULD PREVENT A LATERAL SEPARATION OF 10 FEET, A WATER MAIN MAY BE LAID CLOSER THAN 10 FEET TO A STORM OR SANITARY SEWER PROVIDED THAT THE WATER MAIN INVERT IS AT LEAST 18 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. IF IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL OR VERTICAL SEPARATION AS DESCRIBED ABOVE, THEN THE SEWER MUST ALSO BE CONSTRUCTED OF WATER MAIN TYPE MATERIAL AND PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD TO ASSURE WATERTIGHTNESS BEFORE BACKFILLING.

23. WHENEVER WATER MAINS MUST CROSS HOUSE SEWERS, STORM SEWERS OR SANITARY SEWERS, THE WATER MAIN SHALL BE LAID AT SUCH AN ELEVATION THAT THE INVERT OF THE WATER MAIN IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER. THIS VERTICAL SEPARATION MUST BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN 10 FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. THIS MUST BE MEASURED AS THE NORMAL DISTANCE FROM THE WATER MAIN TO THE DRAIN OR SEWER. IF IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED ABOVE, OR IF IT IS NECESSARY FOR THE WATER MAIN TO PASS UNDER A SEWER OR DRAIN, THEN THE SEWER MUST BE CONSTRUCTED OF WATER MAIN TYPE MATERIAL. THIS CONSTRUCTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST 10 FEET. IN MAKING SUCH CROSSINGS, CENTER A LENGTH OF WATER MAIN PIPE OVER/UNDER THE SEWER TO BE CROSSED SO THAT THE JOINTS WILL BE EQUIDISTANT FROM THE SEWER AND AS REMOTE THERE FROM AS POSSIBLE. WHERE A WATER MAIN MUST CROSS UNDER A SEWER, A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED, ALONG WITH MEANS TO SUPPORT THE LARGER SIZED SEWER LINES TO PREVENT THEIR SETTLING AND BREAKING THE WATER MAIN.

24. WATER AND SANITARY BUILDING SERVICES SHALL BE IN SEPARATE TRENCHES WITH A MINIMUM OF 10 FEET HORIZONTAL SEPARATION; OR IF THE SANITARY SEWER AND WATER SERVICES ARE INSTALLED IN THE SAME TRENCH, THE WATER SERVICE IS TO BE PLACED ON A SOLID SHELF A MINIMUM OF 18 INCHES ABOVE THE SANITARY SERVICE AND THE SANITARY SEWER SERVICE SHALL BE CONSTRUCTED WITH EITHER PVC SCH-40 AND SOLVENT CEMENT, DUCTILE IRON, OR SIMILAR TYPE MATERIAL AS APPROVED BY THE CITY BUILDING DEPARTMENT.

25. THE UNDERGROUND CONTRACTOR SHALL PLACE AND MOUND EXCESS EXCAVATED TRENCH MATERIAL ADJACENT TO THE TRENCHES IN AN ORDERLY FASHION SO AS NOT TO CREATE A HAZARD OR OBSTRUCTION, AND TO MAINTAIN THE SITE IN A WORKABLE CONDITION. THE DISPOSAL AND PLACEMENT OF ALL EXCESS TRENCH MATERIAL SHALL BE THE RESPONSIBILITY OF THE EARTH EXCAVATING CONTRACTOR.

26. THE UNDERGROUND CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION FOR THE INSTALLATION OF THE SEWER OR WATER SYSTEMS.

27. ANY ANTICIPATED COST OF SHEETING SHALL BE REFLECTED IN THE CONTRACT AMOUNTS. NO ADDITIONAL COST WILL BE ALLOWED FOR SHEETING OR BRACING.

28. FRAMES AND LIDS (OR GRATES) FOR SANITARY, WATER MAIN AND STORM SEWER STRUCTURES SHALL BE AS INDICATED WITHIN THESE IMPROVEMENT PLANS. (SEE CONSTRUCTION STANDARDS).

29. ALL STRUCTURES SHALL HAVE A MINIMUM OF 3 INCHES AND A MAXIMUM OF 8 INCHES OF ADJUSTING RINGS (2 RINGS MAXIMUM).

30. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS AND B-BOXES ARE TO BE ADJUSTED TO MEET FINAL FINISHED GRADE UPON COMPLETION OF FINISHED GRADING AND FINAL INSPECTIONS. THIS ADJUSTMENT IS TO BE MADE BY THE UNDERGROUND CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THE UNDERGROUND CONTRACTOR SHALL INSURE THAT ALL ROAD AND PAVEMENT INLETS OR STRUCTURES (FRAMES AND GRATES) ARE AT FINISHED GRADE. ANY ADJUSTMENTS NECESSITATED BY THE CURB OR PAVING CONTRACTOR TO ACHIEVE FINAL RIM GRADE, RESULTING IN AN EXTRA FOR SAID ADJUSTMENTS, WILL BE CHARGED TO THE UNDERGROUND CONTRACTOR.

31. THE CONTRACTOR SHALL INSTALL A 2 IN. X 4 IN. X 8 FT. POST ADJACENT TO THE TERMINUS OF THE SANITARY SERVICE, STORM SERVICE, AND WATER MAIN SERVICE, AS WELL AS SANITARY MANHOLES, STORM MANHOLES, CATCH BASINS, INLETS, AND VALVE VAULTS WITHIN TURF AREAS. THE POST SHALL EXTEND A MINIMUM F 4 FEET ABOVE THE GROUND. THE TOP 12 INCHES OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY-RED; WATER MAIN-BLUE; STORM-GREEN.

32. SANITARY SEWERS INCLUDING MANHOLES AND SERVICE LINES SHALL BE SUBJECTED TO EITHER AN INFILTRATION TEST OR AIR TEST, AND APPLICABLE DEFLECTION TEST BY THE CONTRACTOR. ALLOWABLE INFILTRATION SHALL NOT EXCEED 100 GALLONS PER INCH DIAMETER OF PIPE PER MILE PER DAY. THE CONTRACTOR SHALL COORDINATE ALL TESTING SO THAT IT CAN BE WITNESSED BY THE CITY ENGINEER, CITY PUBLIC WORKS DEPARTMENT AS APPROPRIATE. TESTING PROCEDURES SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION, SECTION 31-1. IN ADDITION, VACUUM TESTING OF A MANHOLE SHALL BE REQUIRED PER ASTM C-1244.

33. THE MAIN LINE SANITARY SEWER SHALL BE TELEVISED PRIOR TO ACCEPTANCE AND A VIDEO TAPE SHALL BE PROVIDED TO THE CITY. ALL NECESSARY CORRECTIVE WORK SHALL BE PERFORMED BY THE CONTRACTOR WITHOUT DELAY. COST FOR TELEVISING AND FURNISHING VIDEO TAPE AND CORRECTIVE WORK SHALL BE INCIDENTAL TO THE CONTRACT (MERGED INTO UNIT PRICE OF THE SEWER PIPE).

34. ALL WATER MAINS SHALL BE SUBJECTED TO A PRESSURE TEST BY THE CONTRACTOR. HYDROSTATIC PRESSURE TEST AND LEAKAGE SHALL BE BASED ON 150 PSI FOR 2 HOURS. WATER MAINS SHALL BE CHLORINATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

35. THE UNDERGROUND CONTRACTOR SHALL CONSIDER INCIDENTAL TO THE CONTRACT ANY CHLORINATION AND TESTING OF EXISTING WATER MAIN WHERE CONNECTIONS TO AND INCLUSION OF SUCH MAINS IS INDICATED ON THE DRAWINGS. IN THE EVENT THAT THE PRESSURE TESTS INVOLVING EXISTING MAINS FAIL, AND SUCH FAILURES ARE ATTRIBUTABLE TO DEFECTIVE ORIGINAL WORKMANSHIP AND MATERIAL, THEN THE CONTRACTOR SHALL BE ENTITLED TO ADDITIONAL PAYMENT FOR CORRECTING THE DEFICIENCIES.

36. THE CONTRACTOR SHALL MAINTAIN A LEGIBLE RECORD ON A SET OF CONSTRUCTION PLANS INFORMATION CONCERNING ALL MANHOLES, WYES AND SERVICES, VALVE BOXES, CURB BOXES, ETC. SUCH THAT THEY CAN BE LOCATED IN THE FIELD IN A MANNER ACCEPTABLE TO THE APPLICABLE GOVERNMENTAL AGENCY. FINAL CONTRACT PAYMENT SHALL NOT COME DUE UNTIL THIS INFORMATION IS RECEIVED BY THE ENGINEER.

37. ALL CATCH BASINS, SUMPS, DETENTION BASINS AND OTHER AREAS ACCUMULATING SEDIMENT ARE TO BE CLEANED AT THE END OF THE PROJECT PRIOR TO FINAL ACCEPTANCE. CLEANING MAY ALSO BE REQUIRED DURING THE COURSE OF THE CONSTRUCTION OF THE PROJECT IF IT IS DETERMINED THAT THE SILT AND DEBRIS TRAPS ARE NOT FUNCTIONING PROPERLY OR EXCESS DEBRIS HAS COLLECTED.

38. IT SHALL BE THE RESPONSIBILITY OF THE UNDERGROUND 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.

39. TRENCH BACKFILL FOR UNDERGROUND UTILITIES WITHIN KDOT RIGHT-OF-WAY SHALL USE CLSM FROM 12" ABOVE THE UTILITY CONDUIT TO THE SUB GRADE ELEVATION.

PAVING, CURBS & WALKS

1. WORK UNDER THIS SECTION SHALL INCLUDE FINAL SUBGRADE SHAPING AND PREPARATION; FORMING, JOINTING, PLACEMENT OF ROADWAY AND PAVEMENT BASE COURSE MATERIALS AND SUBSEQUENT BINDER AND/OR SURFACE COURSES; PLACEMENT, FINISHING AND CURING OF CONCRETE; FINAL CLEAN-UP; AND ALL RELATED WORK.

2. ALL PAVING, SIDEWALK, AND CURB AND GUTTER WORK SHALL BE DONE IN ACCORDANCE WITH THE I.D.O.T. STANDARD SPECIFICATIONS AND PER THE CITY OF GENEVA CONSTRUCTION STANDARDS AND DETAILS.

3. SUBGRADE FOR PROPOSED PAVEMENT SHALL BE FINISHED BY THE EXCAVATION CONTRACTOR TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE PAVING CONTRACTOR SHALL SATISFY HIMSELF THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISH TOP OF SUBGRADE ELEVATION HAS BEEN GRADED WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE PAVING CONTRACTOR ADVISES THE OWNER AND ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT HE HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE. PRIOR TO PLACEMENT OF PAVEMENT BASE MATERIALS, THE PAVING CONTRACTOR SHALL FINE GRADE THE SUBGRADE SO AS TO INSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS TONNAGE OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED.

4. THE PROPOSED PAVEMENT SHALL CONSIST OF THE SUB-BASE COURSE, BASE COURSE, HOT-MIX ASPHALT BINDER COURSE, AND HOT-MIX ASPHALT SURFACE COURSE, OF THE THICKNESS AND MATERIALS AS SPECIFIED ON THE CONSTRUCTION PLANS. A PRIME COAT OF THE TYPE AND AT THE RATE SPECIFIED ON THE CONSTRUCTION PLANS SHALL BE APPLIED TO THE SUB-BASE COURSE. UNLESS SHOWN AS A BID ITEM, PRIME COAT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT. ALL PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE I.D.O.T. STANDARD SPECIFICATIONS

5. THE MAXIMUM SIZED AGGREGATE FOR THE HOT-MIX ASPHALT SURFACE COURSE MIXTURE SHALL BE 3/8 INCH. THE HOT-MIX ASPHALT BINDER COURSE SHALL BE AS SPECIFIED IN ARTICLE 1030.04 OF THE I.D.O.T. STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT A HOT-MIX ASPHALT DESIGN TO THE ENGINEER PRIOR TO THE INSTALLATION OF THE HOT-MIX ASPHALT.

6. HOT-MIX ASPHALT BINDER COURSE SHALL BE PLACED ONLY WHEN THE AMBIENT AIR TEMPERATURE IS AT LEAST 40 DEGREES FAHRENHEIT AND THE FORECAST CALLS FOR RISING TEMPERATURES. HOT-MIX ASPHALT SURFACE COURSE SHALL BE PLACED ONLY WHEN THE AMBIENT AIR TEMPERATURE IS AT LEAST 45 DEGREES FAHRENHEIT AND THE FORECAST CALLS FOR RISING TEMPERATURES. NO ASPHALT WORK SHALL BE ALLOWED BETWEEN NOVEMBER 1ST AND APRIL 1ST WITHOUT PERMISSION FROM THE CITY ENGINEER. THE CITY ENCOURAGES THE USE OF WARM-MIX ASPHALT WHERE PRACTICAL.

7. AFTER THE INSTALLATION OF THE BASE COURSE, ALL TRAFFIC SHALL BE KEPT OFF THE BASE UNTIL THE BINDER COURSE IS LAID. AFTER INSTALLATION OF THE BINDER COURSE, AND UPON THE COMPLETION OF INSPECTION OF SAME AND APPROVAL BY THE CITY AND OWNER, THE PAVEMENT SHALL BE CLEANED, A TACK COAT PROVIDED AND THE SURFACE COURSE PLACED. ALL DAMAGED AREAS IN THE BINDER, BASE, OR CURB AND GUTTER SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY AND OWNER, PRIOR TO LAYING THE SURFACE COURSE. THE PAVING CONTRACTOR SHALL PROVIDE WHATEVER EQUIPMENT AND MANPOWER IS NECESSARY, INCLUDING THE USE OF POWER BROOMS, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. EQUIPMENT AND MANPOWER FOR CLEANING SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT. TACK COAT FOR THE BINDER COURSE SHALL ALSO BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT AND SHALL BE APPLIED TO THE BINDER AT A RATE OF 0.05 GALLONS PER SQUARE YARD, UNLESS DESIGNATED OTHERWISE.

8. CONCRETE PAVEMENT SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE PLANS. ALL CONCRETE PAVEMENT SHALL CONFORM TO I.D.O.T. STANDARD SPECIFICATION SECTION 420 UNLESS NOTED OTHERWISE ON PLANS.

9. COMBINATION CURB AND GUTTER (WHEN REQUIRED) SHALL BE OF THE TYPE AS DETAILED IN THE CONSTRUCTION PLANS. ALL CURB AND GUTTER SHALL CONFORM TO I.D.O.T. STANDARD SPECIFICATION SECTION 606 UNLESS OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. THE AGGREGATE BENEATH THE CURB AND GUTTER SHALL BE INCLUDED IN THE UNIT PRICE OF THE CURB AND GUTTER -OR- THE ROADWAY SUB-BASE AGGREGATE MATERIAL SHALL BE EXTENDED BENEATH THE CURB AND GUTTER AND WILL BE INCLUDED IN THE COST FOR PAVEMENT SUB-BASE).

10. THE CITY OF GENEVA DOES NOT ALLOW REBAR REINFORCEMENT OF CONCRETE SIDEWALK AND CURB AND GUTTER. THIS MAY DIFFER FOR THE CONCRETE BEING INSTALLED INSIDE OTHER AGENCIES JURISDICTIONS. 3/4 IN. THICK PREMOULDED FIBER EXPANSION JOINTS SHALL BE INSTALLED AT 60 FOOT INTERVALS AND AT ALL P.C.'S, P.T.'S, CURB RETURNS, AND AT THE END OF EACH POUR. . 3/4 IN. THICK FIBRE EXPANSION JOINTS SHALL BE USED IN EVERY CASE WHERE THE SIDEWALK COINCIDES WITH THE CURB AND GUTTER. CONTRACTION JOINTS SHALL BE PROVIDED AT 15 FOOT (MAXIMUM) INTERVALS IN THE CURB. THE COST OF THESE JOINTS SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.

11. CURB AND GUTTER AND SIDEWALK IN KDOT RIGHT-OF-WAY WILL COMPLY WITH IDOT STANDARDS

12. CURING AND WEATHER PROTECTION OF ALL EXPOSED CONCRETE SURFACES SHALL BE IN ACCORDANCE WITH THE I.D.O.T. STANDARD SPECIFICATIONS. NO HONEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED.

13. CURBS SHALL BE DEPRESSED AT LOCATIONS WHERE PUBLIC WALKS/PEDESTRIAN PATHS INTERSECT CURB LINES AT STREET INTERSECTIONS AND OTHER LOCATIONS WHERE DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESS FOR THE HANDICAPPED. (SEE CONSTRUCTION STANDARDS FOR DETAILS).

14. SIDEWALKS (WHERE REQUIRED) SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN ON THE CONSTRUCTION PLANS. ALL SIDEWALKS SHALL CONFORM TO I.D.O.T. STANDARD SPECIFICATION SECTION 424, UNLESS OTHERWISE NOTED ON THE PLANS. ALL SIDEWALKS CONSTRUCTED OVER UTILITY TRENCHES SHALL BE REINFORCED WITH THREE NO. 4 REINFORCING BARS, 10 FEET LONG (MINIMUM).

15. BACKFILLING OF CURBS OR PAVEMENT SHALL BE THE RESPONSIBILITY OF THE EXCAVATION CONTRACTOR.

16. IT SHALL BE THE RESPONSIBILITY OF THE 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.

17. TESTING OF THE SUB-BASE, BASE COURSE, BINDER COURSE, SURFACE COURSE AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH THE I.D.O.T. STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE CITY. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED BY THE OWNER TO PERFORM THE REQUIRED TESTS AND PROVIDE THE RESULTS TO THE CONSULTING ENGINEER AND THE CITY.

18. ALL PAVEMENT MARKINGS IN KDOT RIGHT-OF-WAY SHALL BE MODIFIED URETHANE AND SHALL BE RECESSED INTO PAVEMENT.

19. PAINTED PAVEMENT MARKINGS AND SYMBOLS, OF THE TYPE AND COLOR AS NOTED ON THE CONSTRUCTION PLANS, SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 780 OF THE I.D.O.T. STANDARD SPECIFICATIONS. PAINTED PAVEMENT MARKINGS SHALL ONLY BE APPLIED WHEN THE AIR TEMPERATURE IS 50 DEGREES FAHRENHEIT OR ABOVE.

20. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3500 PSI AT 14 DAYS.

KANE-DUPAGE SWCD

1. 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)

2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

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

4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.

5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.

7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & IMPROVEMENTS-KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

No.	Description	Date	No.	Description	Date
1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PROJECT SPECIFICATIONS

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE NONE

SHEET C-2 OF C-90

© COPYRIGHT 2021

PROJECT SPECIFICATIONS

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

KDOT SUMMARY OF QUANTITIES (FABYAN ROW ONLY)

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY
20800150	TRENCH BACKFILL	CY	57
25100630	EROSION CONTROL BLANKET	FOOT	10819
28100105	STONE RIPRAP, CLASS A3	CY	140
28200200	FILTER FABRIC	SY	160
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SY	635
40600275	BITUMINOUS MATERIALS (PRIME COAT)	LB	1276
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	290
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	519
44000500	COMBINATION CURB AND GUTTER REMOVAL	LF	565
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SY	6159
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SY	500
44000100	PAVEMENT REMOVAL	SY	163
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1
55100400	STORM SEWER REMOVAL 10"	FOOT	347
55100500	STORM SEWER REMOVAL 12"	FOOT	157
56103300	DUCTILE IRON WATER MAIN 12"	FOOT	197
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1
60500060	REMOVING INLETS	EACH	3
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	303
60605100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24(Abutting Ex Pvt)	FOOT	177
70102625	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN	L SUM	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	3xTBD
78001100	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SF	146
78001110	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	405
78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	706
78011060	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	642
78001180	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	85
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	92
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	127
MX033290	SEDIMENT CONTROL, SILT FENCE	FOOT	192
X0326144	TACTILE/DETECTABLE WARNING SURFACE	EACH	4
X0326696	SIGN AND POST	EACH	6
X0326806	WASHOUT BASIN	EACH	1
X0327618	LANDSCAPING (SPECIAL) L SUM	L SUM	1
X2800500	INLET PROTECTION (SPECIAL)	EACH	7
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	EACH	1

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE · NATIONWIDE

MASS GRADING & IMPROVEMENTS-KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

KDOT SUMMARY OF QUANTITIES

PEG JOB No. 1454.00-IL
PES PM BDJ
START DATE 1/22/25
SCALE NONE

SHEET
C-3
OF
C-90

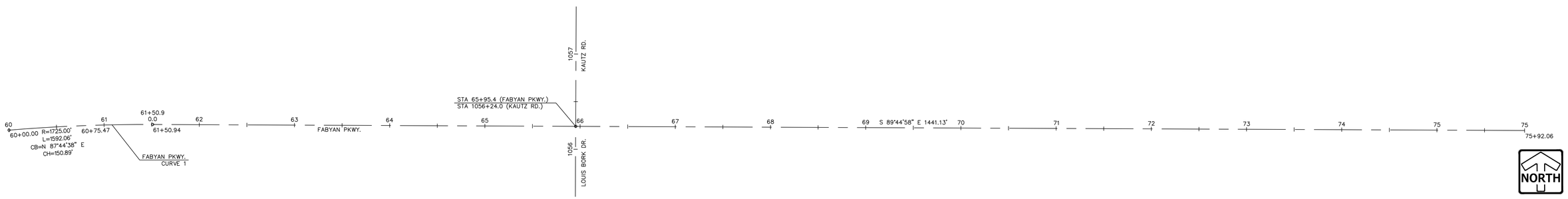
© COPYRIGHT 2021

KDOT SUMMARY OF QUANTITIES (FABYAN ONLY)

Z:\PROJECTS\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\C-3 SUMMARY OF QUANTITIES.DWG

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

ALIGNMENT COORDINATES - FABYAN PARKWAY			
POB / PC	60+00.00	1895609.26	1002614.80
PI	60+75.47	1895615.53	1002690.03
PT	61+50.94	1895615.20	1002765.57



BENCHMARK

ELEV. 768.37 (NAVD 88)

SET RAILROAD SPIKE ON WEST SIDE OF UTILITY POLE ON THE NORTH SIDE OF FABYAN PARKWAY JUST WEST OF THE EAST ENTRANCE TO BUSINESS PARK NEAR THE SOUTHWEST CORNER OF THE SITE.

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:45 PM – Z:\Projects\2018\1454.00-IL\12 – ENGINEERING\FINAL\SHEETS\PHASE 1\ALIGNMENT & TIES.dwg

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
IL DESIGN FIRM 184.006289-0010
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

ALIGNMENT & TIES

PEG JOB No. 1454.00-IL
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-4 OF C-90

© COPYRIGHT 2023

MASS GRADING & - ALIGNMENT & TIES

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

NOTES

1. SEE SHEETS C-55-C-67FOR MASS GRADING PLAN CONTAINING STORM SEWER CONSTRUCTION OUTSIDE OF KAUTZ ROAD EXTENSION PROPOSED RIGHT-OF-WAY.
2. SEE SHEETS C-68-C-80 FOR SITE STABILIZATION PLANS.

LEGEND

- SANITARY SEWER
- STORM SEWER
- W — WATERMAIN
- ELECTRICAL (GENEVA)
- E — EX. ELEC (COMED)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 200' 400'

WETLAND AREA= ±1.517 ACRES
25' BUFFER

LIMIT OF CONSTRUCTION-
WATERMAIN

WETLAND AREA= 0.146 ACRES
NO BUFFER

WETLAND AREA= 0.273 ACRES
15' BUFFER

WETLAND AREA= 0.087 ACRES
NO BUFFER

PROPOSED BASIN D
HWL=772.00
NWL=767.00
VOL REQ'D=10.94 AC-FT
VOL PROVIDED=13.50 AC-FT

WATERMAIN EXTENSION

WETLAND AREA= 0.514 ACRES
15' BUFFER

PROPOSED BASIN C2
HWL=769.75
NWL=766.00
VOL REQ'D= 42.47 AC-FT
VOL PROVIDED= 42.70 AC-FT

WETLAND AREA= 0.158 ACRES
NO BUFFER

WETLAND AREA= 1.775 ACRES
20' BUFFER

WETLAND AREA= 1.658 ACRES
30' BUFFER

WETLAND AREA= 0.310 ACRES
15' BUFFER

PROPOSED BASIN A1
HWL=771.40
NWL=767.00
VOL REQ'D=14.82 AC-FT
VOL DESIGNED=16.93 AC-FT

PROPOSED BASIN A2
HWL=771.40
NWL=767.10
VOLUME REQ'D=14.82 AC-FT
VOLUME PROVIDED=16.93 AC-FT

PROPOSED BASIN A3
HWL=771.40
NWL=767.25
VOLUME REQ'D=14.82 AC-FT
VOLUME PROVIDED=16.93 AC-FT

WETLAND AREA= 0.424 ACRES
50' BUFFER

PROPOSED 100' ROW FOR
FUTURE CHERRY LANE

WETLAND AREA= 8.504 ACRES
100' BUFFER

WETLAND AREA= 0.214 ACRES
NO BUFFER

WATER- C-40

WATER- C-39

LIMIT OF CONSTRUCTION-
WATERMAIN

WATER & SANITARY- C-37

WATER & SANITARY- C-38

LIMIT OF CONSTRUCTION-
SANITARY SEWER

LIMIT OF CONSTRUCTION-
FABYAN PARKWAY

REMOVAL- C-8
STABILIZATION- C-45
STORM SEWER- C-21
PLAN & PROFILE- C-11
PAVEMENT MARKING & SIGNAGE- C-47

LIMIT OF CONSTRUCTION-
WATERMAIN

LIMIT OF CONSTRUCTION-
LOUIS BORK DRIVE

LOUIS BORK DRIVE

REMOVAL- C-9
STABILIZATION- C-46
STORM SEWER- C-23
WATER- C-30
PLAN & PROFILE- C-13
PAVEMENT MARKING & SIGNAGE- C-48

FABYAN PARKWAY R.O.W.
LIMITS OF KDOT SPECFIC
WORK

PROPOSED FABYAN PARKWAY IMPROVEMENTS
SEE TYPICAL SECTIONS ON SHEET C-7

REMOVAL- C-8
STABILIZATION- C-45
STORM SEWER- C-22
PLAN & PROFILE- C-12
PAVEMENT MARKING & SIGNAGE- C-47

FABYAN PARKWAY

PROPOSED KAUTZ ROAD EXTENSION.
SEE TYPICAL SECTIONS ON SHEET C-6

PROPOSED 100' ROW FOR
PR. KAUTZ ROAD EXTENSION

PR. KAUTZ ROAD

PROPOSED BASIN B1
HWL=766.00
NWL=763.00
VOL REQ'D=1.80 AC-FT
VOL PROVIDED=1.99 AC-FT

PROPOSED BASIN C1
HWL=769.50
NWL=765.50
VOL REQ'D= 42.47 AC-FT
VOL PROVIDED= 42.70 AC-FT

KANE COUNTY
DUPAGE COUNTY

PROPOSED
SUBSTATION (BY
OTHERS)

LIMIT OF CONSTRUCTION-
FABYAN PARKWAY
(DUPAGE DOT EAST OF COUNTY LINE)

STORM SEWER- C-26
WATER & SANITARY- C-33
PLAN & PROFILE- C-16
PAVEMENT MARKING & SIGNAGE- C-49

STORM SEWER- C-27
WATER & SANITARY- C-34
PLAN & PROFILE- C-17
PAVEMENT MARKING & SIGNAGE- C-50

STORM SEWER- C-25
WATER & SANITARY- C-32
PLAN & PROFILE- C-15
PAVEMENT MARKING & SIGNAGE- C-49

STORM SEWER- C-24
WATER & SANITARY- C-31
PLAN & PROFILE- C-14
PAVEMENT MARKING & SIGNAGE- C-48

STORM SEWER- C-29
WATER & SANITARY- C-36
PLAN & PROFILE- C-19
PAVEMENT MARKING & SIGNAGE- C-51

STORM SEWER- C-28
WATER & SANITARY- C-35
PLAN & PROFILE- C-18
PAVEMENT MARKING & SIGNAGE- C-50

PROPOSED BASIN B
HWL=771.00
NWL=767.50
VOL REQ'D= 13.27 AC-FT
VOL PROVIDED=14.68 AC-FT

WETLAND AREA= 0.905 ACRES
NO BUFFER

WETLAND AREA= 0.359 ACRES
NO BUFFER

LIMIT OF CONSTRUCTION-
PR. KAUTZ ROAD

FUTURE PR. KAUTZ ROAD

PAVEMENT MARKING & SIGNAGE- C-51

IL-38 (ROOSEVELT RD)

KAUTZ ROAD

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:40 PM – Z:\Projects\2018\145.00-IL\312 – ENGINEERING\FINAL\SHEETSET\PHASE 1\OVERALL IMPROVEMENTS KEY.dwg

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

OVERALL IMPROVEMENTS KEY MAP

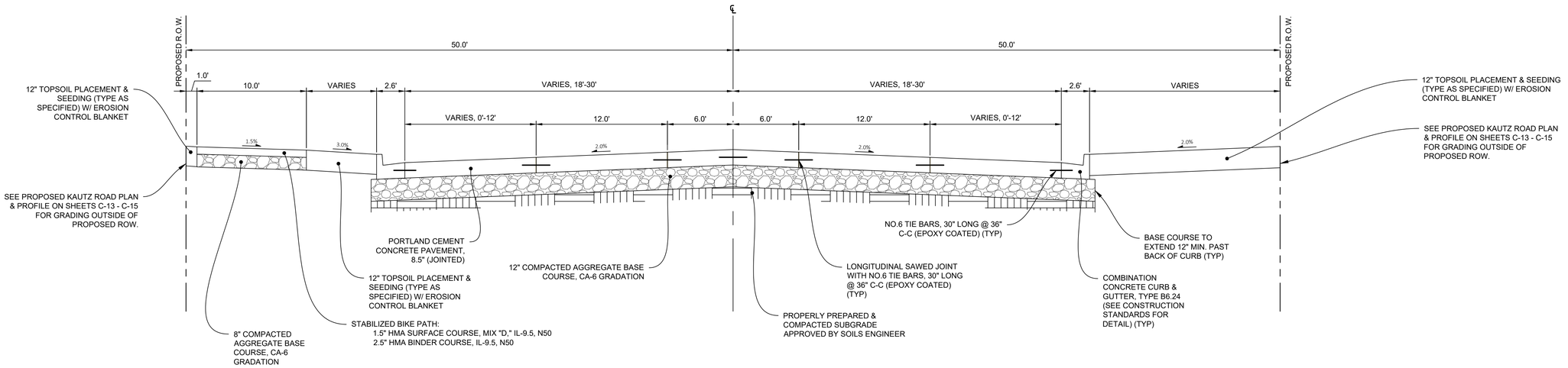
PEG JOB No. 145.00-IL
PES PM BDJ
START DATE 1/22/25
SCALE 1"=200'

SHEET
C-5
OF
C-90

© COPYRIGHT 2021

MASS GRADING & - OVERALL IMPROVEMENTS KEY MAP

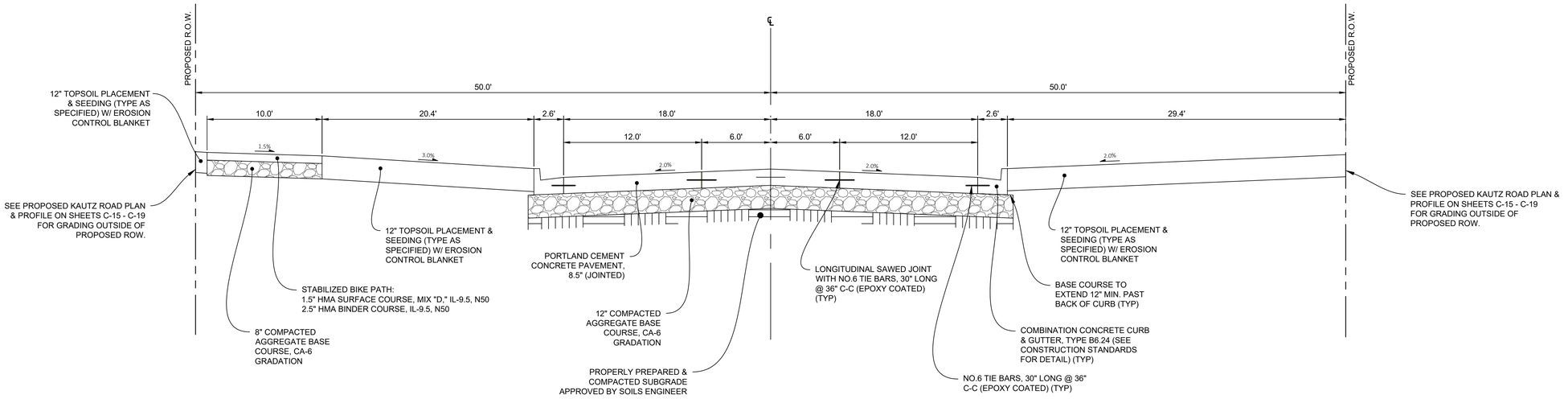
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



PROPOSED TYPICAL SECTION 1

KAUTZ RD.

STA. 1056+56.0 TO STA. 1067+36.0



PROPOSED TYPICAL SECTION 2

KAUTZ RD.

STA. 1067+36.0 TO STA. 1091+00.0

REVIEWED:
DESIGNED:
DRAFTING:
A.S.

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE - NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

TYPICAL SECTIONS-KAUTZ ROAD

PEG JOB No. 1454.00-IL
PES PM BDJ
START DATE 1/22/25
SCALE N.T.S.

SHEET
C-6
OF
C-90

© COPYRIGHT 2025

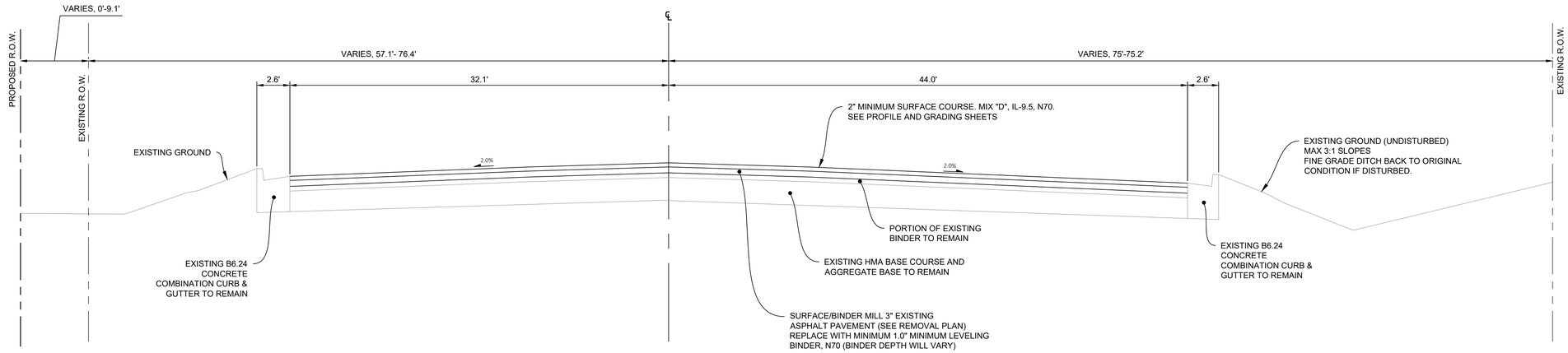
MASS GRADING & - TYPICAL SECTIONS-KAUTZ ROAD

www.pinnacle-engr.com

Z:\PROJECTS\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\TYPICAL SECTIONS-FABYAN PARKWAY.DWG

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

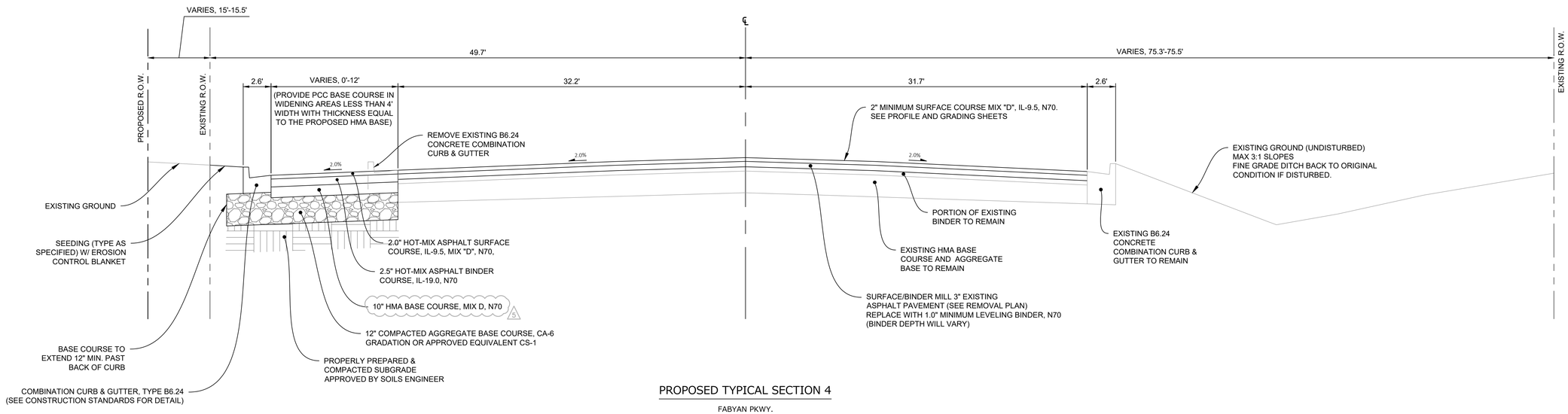
www.pinnacle-engr.com



PROPOSED TYPICAL SECTION 3

FABYAN PKWY.

STA. 61+80.0 TO STA. 65+00.9



PROPOSED TYPICAL SECTION 4

FABYAN PKWY.

STA. 65+00.9 TO STA. 69+16.4

REVIEWED:
DESIGNED:
DRAFTING:
A.S.

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

TYPICAL SECTIONS-FABYAN PARKWAY

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE N.T.S.

SHEET C-7 OF C-90

© COPYRIGHT 2025

MASS GRADING & - TYPICAL SECTIONS-FABYAN PARKWAY

Z:\PROJECTS\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\TYPICAL SECTIONS-FABYAN PARKWAY.DWG

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING FIBER OPTIC PRIOR TO CONSTRUCTION. COORDINATE WITH NTI THE RELOCATION OF EXISTING FIBER OPTIC. SEE SHEET C-13 FOR PROPOSED LOCATION AND CONDUIT REQUIREMENT UNDER KAUTZ ROAD

TOTAL RESURFACING REMOVAL LIMITS SUBJECT TO CHANGE UPON KDOT/BATAVIA REVIEW.

KDOT VAULT VT-0036810

INV=764.44 12" RCP S

INV=764.62 12" RCP S

INV=764.24 10" CPP E

FIBER OPTIC LINE BELONGS TO KANE CO. IT DEPARTMENT. RUNS TO TECHNOLOGY PARK

EX. CURB TO REMAIN (TYP)

REMOVE 16 LF OF EX. 12" STORM SEWER

INV=764.81 15" RCP S

CONTRACTOR TO VERIFY LOCATION AND ELEVATIONS OF EXISTING UNDERGROUND FIBER OPTIC TO AVOID IMPACT TO FIBER OPTIC DURING STORM SEWER REMOVAL.

STORM INLET RIM 766.17 INV 764.47 .6" DRAIN

REMOVE EX. STORM STRUCTURE

REMOVE EX. SIGN (TYP)

EX. ROW

INV=765.20 12" RCP S

REMOVE 345 LF OF EX. 10" STORM SEWER

REMOVE 16 LF OF EX. 12" STORM SEWER

STA 67+00

LIMIT OF CURB REMOVAL STA. 65+0.0

REMOVE EX. STORM STRUCTURE

CATCH BASIN RIM=767.57 INV=764.86 12" RCP N

CATCH BASIN RIM=767.70 INV=764.90 12" RCP N

INLET RIM=767.79 INV=765.03 15" RCP N

REMOVE EX. STORM STRUCTURE

INLET RIM=767.61 INV=765.48 12" RCP

ASPHALT SURFACE REMOVAL - BUTT JOINT 2,252 SF

60+75.47

61+50.94

PROJECT START STA 61+80.00

PR. KAUTZ RD

FABYAN PARKWAY

KANE COUNTY FO LINE TO BE RELOCATED NORTH OF PROPOSED TURN LANE. COORDINATE WITH NTI. ANY UTILITY SHALL BE LOCATED WITH A MINIMUM OF 42 INCHES OF COVER FROM THE PROPOSED GRADE IN THE KDOT ROW. UTILITIES CROSSING AT 90 DEGREES UNDER ROADWAYS SHALL BE HAVE A MINIMUM OF 60 INCHES OF COVER BELOW THE ADJACENT DITCH LINE ELEVATION, TYPICAL. KANE IT FIBER TO BE INSTALLED ON TEMPORARY POLES OR NEW DUCT INSTALLED PRIOR TO MOVING KANE IT 144CT FROM VAULT 43520 TO VAULT 36810

CATCH BASIN RIM=767.08 INV=764.63 12" RCP S

REMOVE AND REPLACE CRACKED CURB AND GUTTER

REMOVE AND REPLACE CRACKED CURB AND GUTTER

INLET PROTECTION (TYP)

INV=764.51 12" RCP N

REMOVE EXISTING PAVEMENT REFLECTOR (TYP)

CATCH BASIN RIM=767.41 INV=765.36 12" RCP S

FABYAN PKWY

EX. CURB TO REMAIN (TYP)

INV=765.24 12" RCP N

SEE SHEET C-9 FOR REMOVAL ITEMS ALONG LOUIS BORK DRIVE

EXISTING STREET LIGHT TO BE REMOVED AND RELOCATED REFER TO SHEET C-11 FOR PROPOSED LOCATION

EX. ROW

TOTAL 3" ASPHALT SURFACE REMOVAL - 67,392 SF (INCLUDES LOUIS BORK DRIVE AND FABYAN PARKWAY AS WELL AS BUTT JOINT AREAS) SEE SHEET C-9 FOR PAVEMENT REMOVAL LIMITS ALONG LOUIS BORK DRIVE

LOUIS BORK DRIVE

MATCH LINE

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

CONTRACTOR TO VERIFY LOCATION AND ELEVATIONS OF EXISTING UNDERGROUND FIBER OPTIC TO AVOID IMPACT TO FIBER OPTIC DURING STORM SEWER REMOVAL.

REMOVE 1,467 SF OF DRIVEWAY PAVEMENT

REMOVE 125 LF OF EX. 12" STORM SEWER

CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING FIBER OPTIC AND ENSURE ADEQUATE COVER PRIOR TO CONSTRUCTION OF PROPOSED KAUTZ ROAD. SEE SHEET C-13 FOR PLAN & PROFILE OF PROPOSED KAUTZ ROAD

KANE COUNTY

DUPAGE COUNTY

TOTAL RESURFACING REMOVAL LIMITS SUBJECT TO CHANGE UPON KDOT/BATAVIA REVIEW.

REMOVE EX. 15" FES AS PART OF FABYAN PARKWAY PLANS BY DUPAGE DOT PER PLANS PREPARED BY KNIGHT, DATED 1/16/2023.

CATCH BASIN RIM=766.42 INV=764.02 15" RCP W-E-S

STORM STRUCTURE TO BE REMOVED & REPLACED AS PART OF FABYAN PARKWAY PLANS BY DUPAGE DOT (STR. 47A), PER PLANS PREPARED BY KNIGHT, DATED 1/16/2023.

STORM SEWER TO BE REMOVED AS PART OF FABYAN PARKWAY PLANS BY DUPAGE DOT PER PLANS PREPARED BY KNIGHT, DATED 1/16/2023.

EXISTING 288CT TO SBA

INV=762.40 15" RCP W

INV=760.87 18" RCP S

PROTECT EXISTING KANE IT VAULT 0043520 - NEW SPLICE CASE PRESENT DURING CONSTRUCTION OPERATIONS

REMOVE 725 SF OF DRIVEWAY PAVEMENT

CATCH BASIN RIM=766.83 INV=764.48 10" CPP W INV=764.48 15" RCP E

EX. ROW

ASPHALT PAVEMENT

REMOVE EX. STORM STRUCTURE

REMOVE EX. CURB 418 LF

PROTECT EXISTING KANE IT VAULT VT0036800 UTILITY. SPLICE BOX TO REMAIN DURING CONSTRUCTION OPERATIONS. COORDINATE WITH NEW FIBER OPTIC INSTALLATION

ASPHALT SURFACE REMOVAL - BUTT JOINT 2,244 SF

COUNTY BOUNDARY LINE

ISI/DUPAGE AIRPORT AUTHORITY FIBER IN CONDUIT CROSSING FABYAN FROM VT-0036800 TO VAULT DPAA_0001

MAILBOX TO BE FIELD DETERMINED IF NEEDS TO BE RELOCATED

FABYAN PKWY

FABYAN PARKWAY

PROJECT END STA 69+16.26

STORM MANHOLE RIM=768.42 INV=764.37 18" RCP E-W INV=764.37 15" RCP N

CATCH BASIN RIM=766.63 INV=764.73 15" RCP N-S

INLET RIM=767.42

REMOVE EX. PAVEMENT REFLECTOR (TYP)

STORM STRUCTURES & LINES TO BE INSTALLED AS PART OF FABYAN PARKWAY PLANS BY DUPAGE DOT), PER PLANS PREPARED BY KNIGHT, DATED 1/16/2023.

INV=764.14 18" RCP W

STORM STRUCTURES & LINES TO BE INSTALLED AS PART OF FABYAN PARKWAY PLANS BY DUPAGE DOT), PER PLANS PREPARED BY KNIGHT, DATED 1/16/2023.

INV=758.93 18" RCP N

INV=764.70 18" RCP E

REMOVE AND REPLACE CRACKED CURB AND GUTTER

INV=764.95 12" RCP N

INLET PROTECTION (TYP)

EX. CURB TO REMAIN (TYP)

KANE IT-VAULT DPAA_0001

STORM MANHOLES, AND SEWER TO BE REMOVED AS PART OF FABYAN PARKWAY IMPROVEMENT PLANS BY DUPAGE DOT PER PLANS PREPARED BY KNIGHT, DATED 1/16/2023.

EX. ROW

REMOVE AND REPLACE CRACKED CURB AND GUTTER

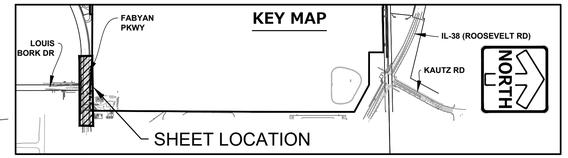
TOTAL 3" ASPHALT SURFACE/BINDER REMOVAL - 67,392 SF (INCLUDES LOUIS BORK DRIVE AND FABYAN PARKWAY AS WELL AS BUTT JOINT AREAS) SEE SHEET C-9 FOR PAVEMENT REMOVAL LIMITS ALONG LOUIS BORK DRIVE

KANE COUNTY FO LINE TO BE RELOCATED NORTH OF PROPOSED TURN LANE. COORDINATE WITH NTI ANY UTILITY SHALL BE LOCATED WITH A MINIMUM OF 42 INCHES OF COVER FROM THE PROPOSED GRADE IN THE KDOT ROW. UTILITIES CROSSING AT 90 DEGREES UNDER ROADWAYS SHALL BE HAVE A MINIMUM OF 60 INCHES OF COVER BELOW THE ADJACENT DITCHLINE ELEVATION, TYPICAL. KANE IT 144CT FIBER WILL NEED TO BE PULLED BACK TO KDOT VAULT VT-0036810 AND RE-INSTALLED AFTER NEW DUCT IS INSTALLED

MATCH LINE

STA 67+00

KEY MAP



DEMOLITION NOTES

SEE NOTES AND LEGEND ON SHEET C-9

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

© COPYRIGHT 2025

MASS GRADING & - REMOVAL PLAN- FABYAN PARKWAY

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE I NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

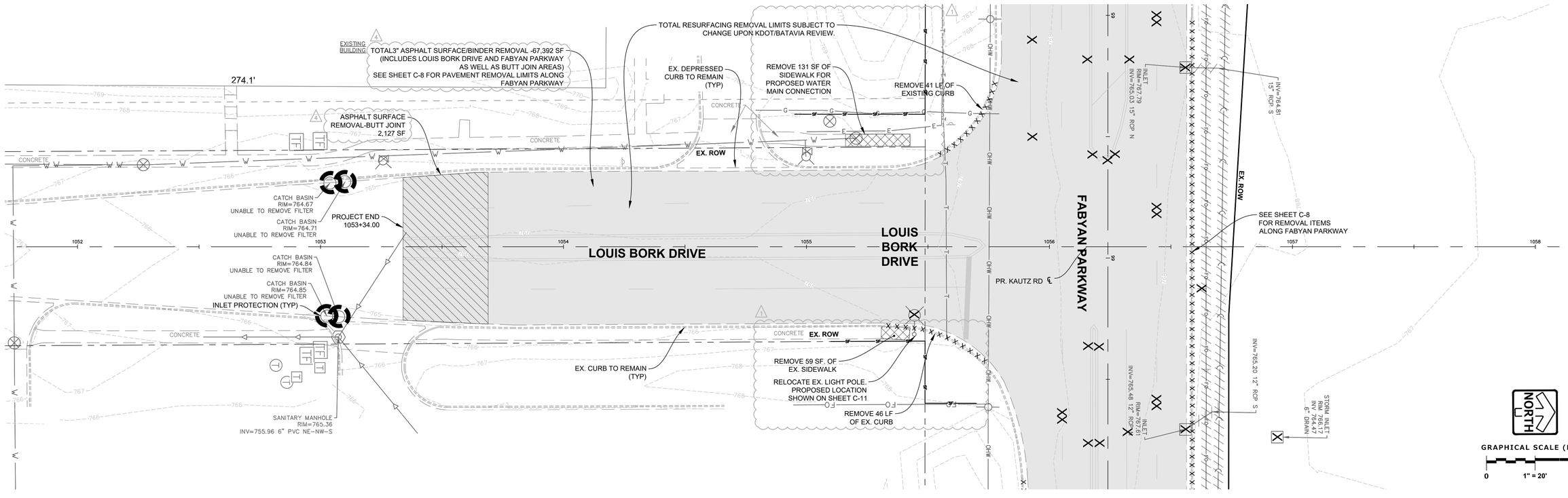
REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

REMOVAL PLAN- FABYAN PARKWAY

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE 1"=20'

SHEET C-8 OF C-90



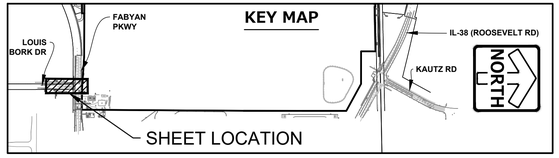
DEMOLITION NOTES

1. CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL OF ALL STRUCTURES, FOUNDATIONS, SIDEWALKS, PAVEMENT, DRIVES, DRAINAGE STRUCTURES, UTILITIES, BRUSH/TREE CLEARING ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. ALL MATERIAL REMOVED SHALL BE DISPOSED OF IN AN APPROVED LOCATION.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
4. CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING FOR ALL FEES AND CHARGES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY DRAIN TILES AND NOTIFYING ENGINEER PRIOR TO CONSTRUCTION.EXISTING DRAIN TILES TO BE RECONNECTED OR REROUTED TO STORM SEWER FACILITIES.
6. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY OWNERS FOR LOCATION OF EXISTING UTILITIES.
7. CONTRACTOR SHALL SECURE THE SITE FROM THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, AND/OR OTHER APPROVED PRACTICES.
8. ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
9. PRIOR TO DEMOLITION OCCURRING, ALL SPECIFIED EROSION CONTROL PRACTICES SHALL BE INSTALLED.
10. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS IN ACCORDANCE WITH THE PLAN DOCUMENTS.
11. CONTRACTOR SHALL SAW-CUT (FULL DEPTH) ALL EXISTING HARD SURFACES WHERE A PORTION OF THE HARD SURFACE SHALL REMAIN AND OTHER BE REMOVED. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IT'S REMOVAL AND REPAIR.
12. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF SURROUNDING PUBLIC AND BUSINESSES.
13. STORM SEWER TO BE REMOVED AFTER CONSTRUCTION OF DETENTION POND E AND OUTFALL STORM SEWER TO FABYAN PARKWAY (SEE SHEET C-3 FOR LOCATION OF DETENTION POND E).
14. LOUIS BORK ROW: ANY SECTION OF PROPOSED CONDUIT INSTALLATION THAT WILL HAVE CROSSING WITH 15kV OR 35Kv URD LINE MUST BE COMPLETED BY OPEN CUT OR TRENCH METHOD. (POTHOLE/DAYLIGHTING)

DEMOLITION LEGEND

- 3" ASPHALT SURFACE REMOVAL
- ASPHALT REMOVAL- BUTT JOINT
- ASPHALT DRIVEWAY REMOVAL
- CONCRETE PAVEMENT REMOVAL
- SITE FEATURE TO BE REMOVED
- PIPE / UTILTIY REMOVAL
- INLET PROTECTION
- SF — SILT FENCE
- EXISTING SURFACE FLOW

KEY MAP



PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

REMOVAL PLAN- LOUIS BORK DRIVE

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE 1" = 20'

SHEET C-9 OF C-90

© COPYRIGHT 2025

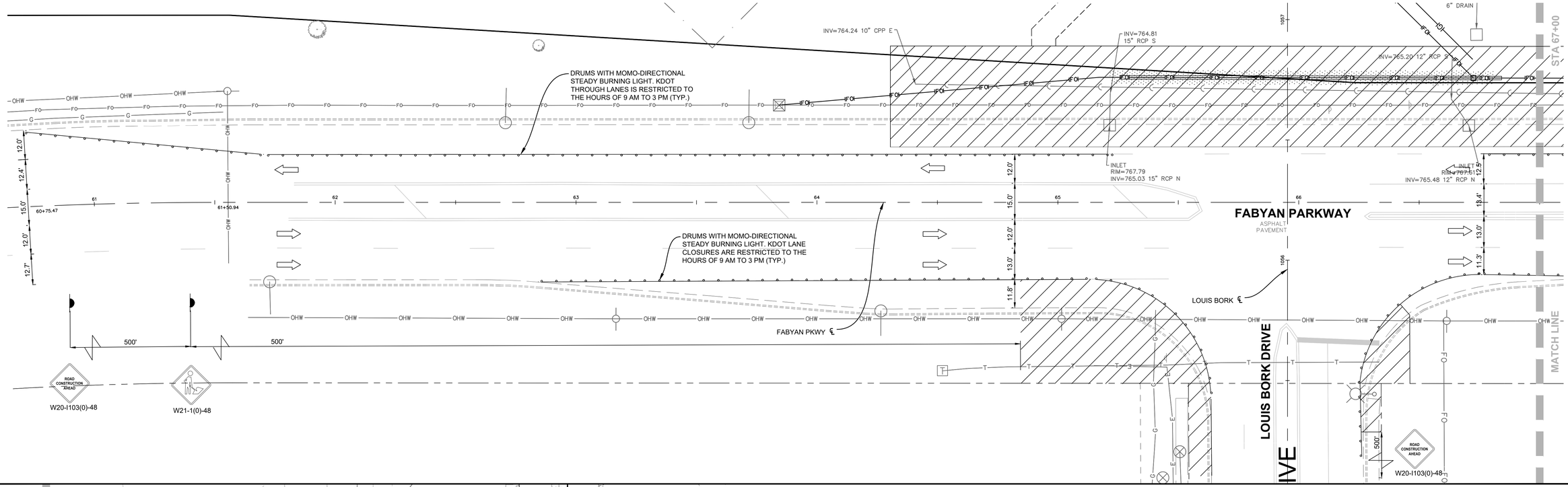
MASS GRADING & - REMOVAL PLAN- LOUIS BORK DRIVE

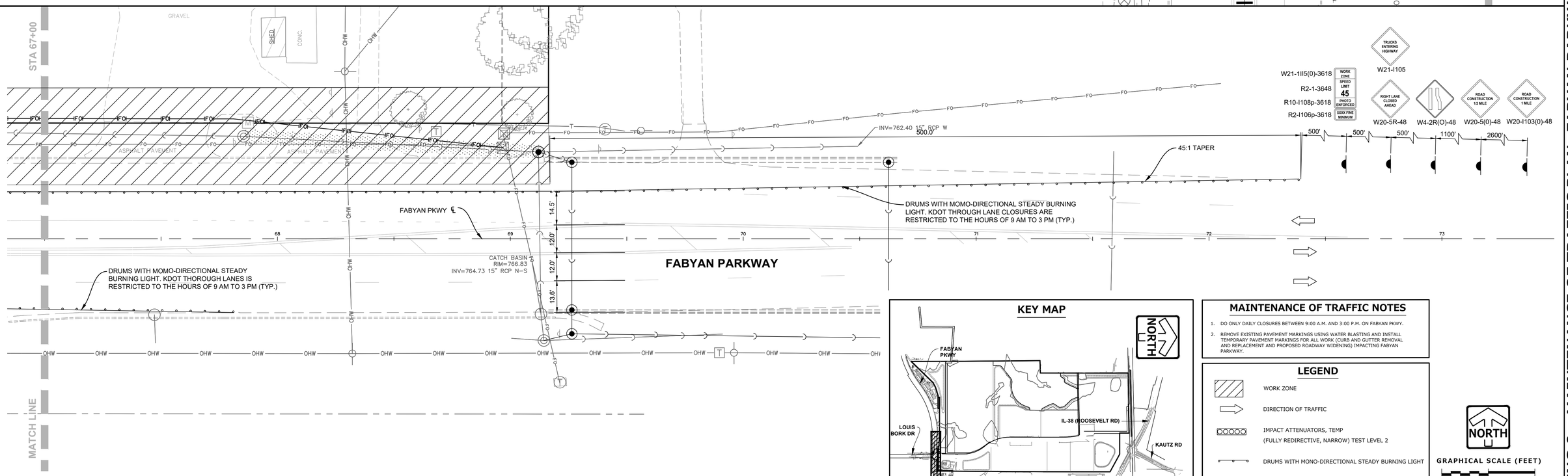
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:42 PM – Z:\Projects\2018\1454.00-1L\12 – ENGINEERING\FINAL\SHEETSET\PHASE I\REMOVAL PLAN- LOUIS BORK.dwg

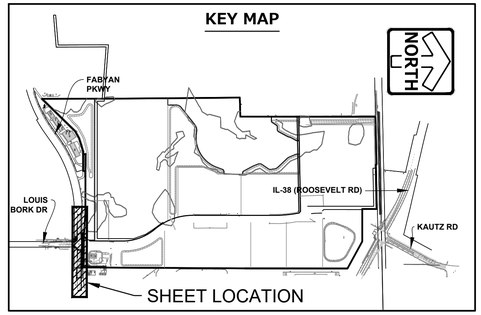
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com





KEY MAP



MAINTENANCE OF TRAFFIC NOTES

1. DO ONLY DAILY CLOSURES BETWEEN 9:00 A.M. AND 3:00 P.M. ON FABYAN PKWY.
2. REMOVE EXISTING PAVEMENT MARKINGS USING WATER BLASTING AND INSTALL TEMPORARY PAVEMENT MARKINGS FOR ALL WORK (CURB AND GUTTER REMOVAL AND REPLACEMENT AND PROPOSED ROADWAY WIDENING) IMPACTING FABYAN PARKWAY.

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATORS, TEMP (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
- DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC CONTROL SIGN

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE | NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

MAINTENANCE OF TRAFFIC PLAN- FABYAN PARKWAY

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-10 OF C-90

© COPYRIGHT 2025

MASS GRADING & - MAINTENANCE OF TRAFFIC PLAN- FABYAN PARKWAY

REVIEWED: BDJ
DESIGNED: AJS
DRAFTED: AJS

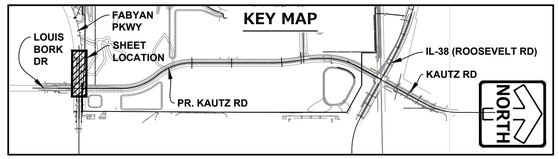
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

GRADING NOTES & LEGEND

1. SEE NOTES AND LEGEND ON SHEET C-13

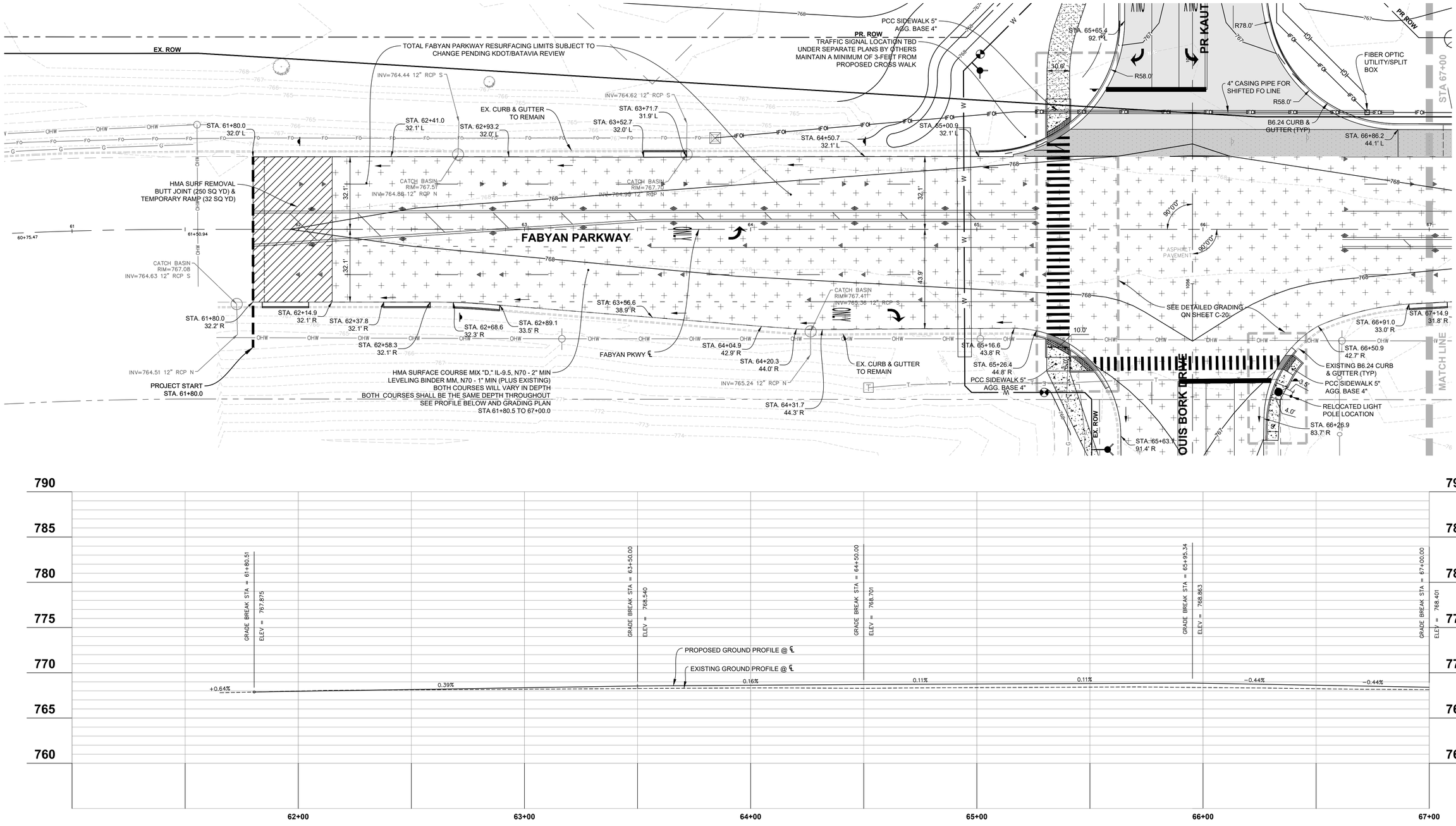
NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.



NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'



PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- FABYAN PARKWAY

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-11 OF C-90

© COPYRIGHT 2025

MASS GRADING & - PLAN & PROFILE- FABYAN PARKWAY

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:44 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL\SHEETSET\PHASE I\PLAN & PROFILE- FABYAN PARKWAY

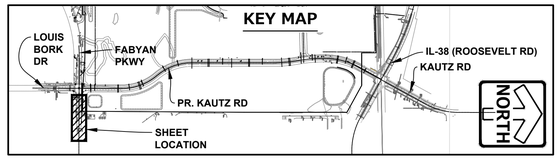
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

GRADING NOTES & LEGEND

1. SEE NOTES AND LEGEND ON SHEET C-13

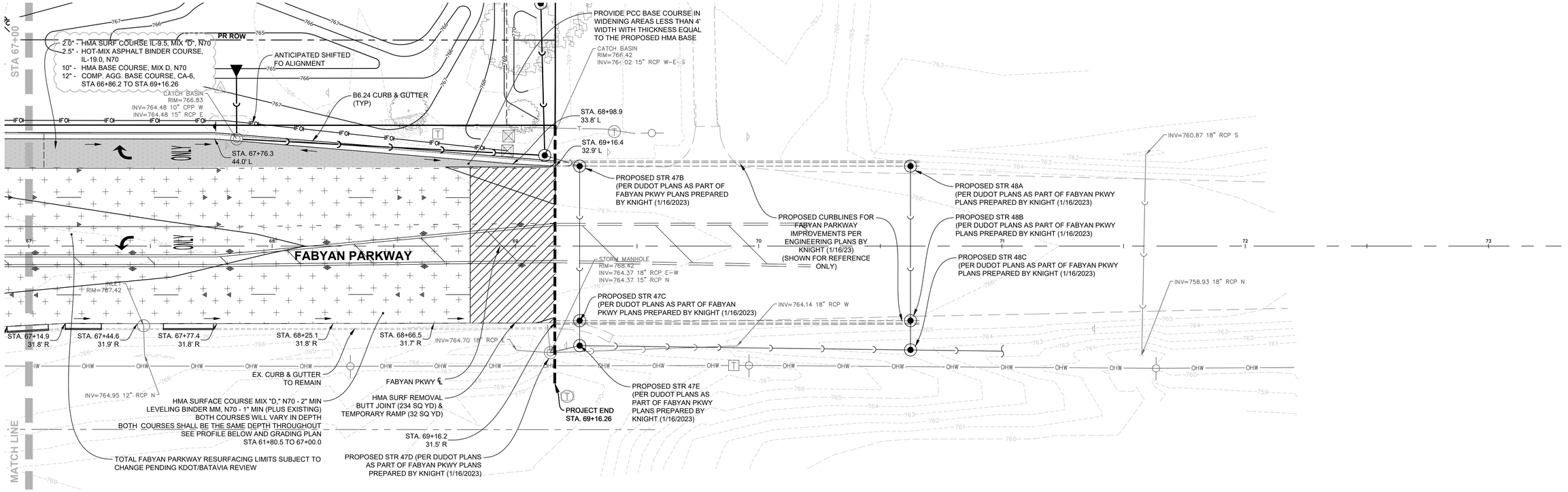
NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

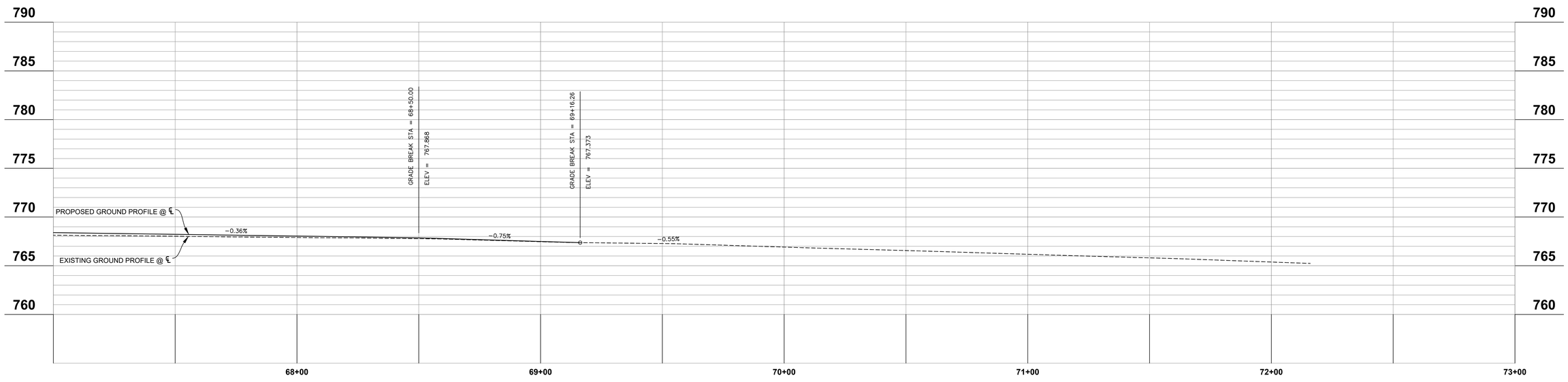


NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- FABYAN PARKWAY

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-12 OF C-90

© COPYRIGHT 2025

MASS GRADING & - PLAN & PROFILE- FABYAN PARKWAY

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

5/27/2025 12:45 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL\SHEETSET\PHASE 1\PLAN & PROFILE- FABYAN PARKWAY

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:46 PM – Z:\Projects\2018\1454.00-IL\32 – ENGINEERING\FINAL\SHEETSET\PHASE I\PLAN & PROFILE– FABYAN
PLOTTED BY: Mike Kenney
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

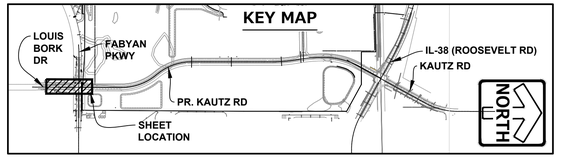
GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE GOVERNMENT AGENCY (CITY OF GENEVA, KDOT, DUDOT, IDOT, OR CITY OF BATAVIA) OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN THE RESPECTIVE RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY THE RESPECTIVE OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE THE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(+) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TRENCH BACKFILL REQUIREMENT FOR UNDERGROUND UTILITIES WITHIN KDOT ROW SHALL USE CLSM FROM 12" ABOVE THE UTILITY CONDUIT TO THE SUBGRADE ELEVATION.

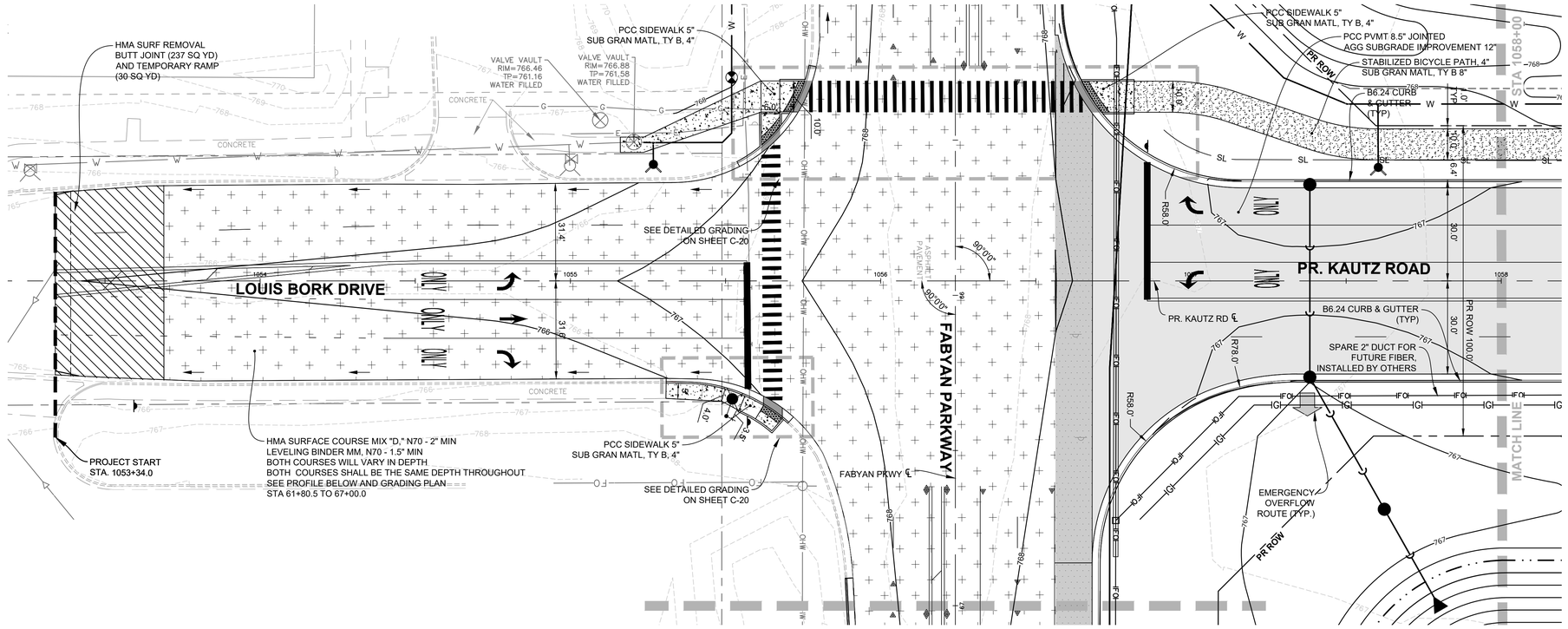
LEGEND

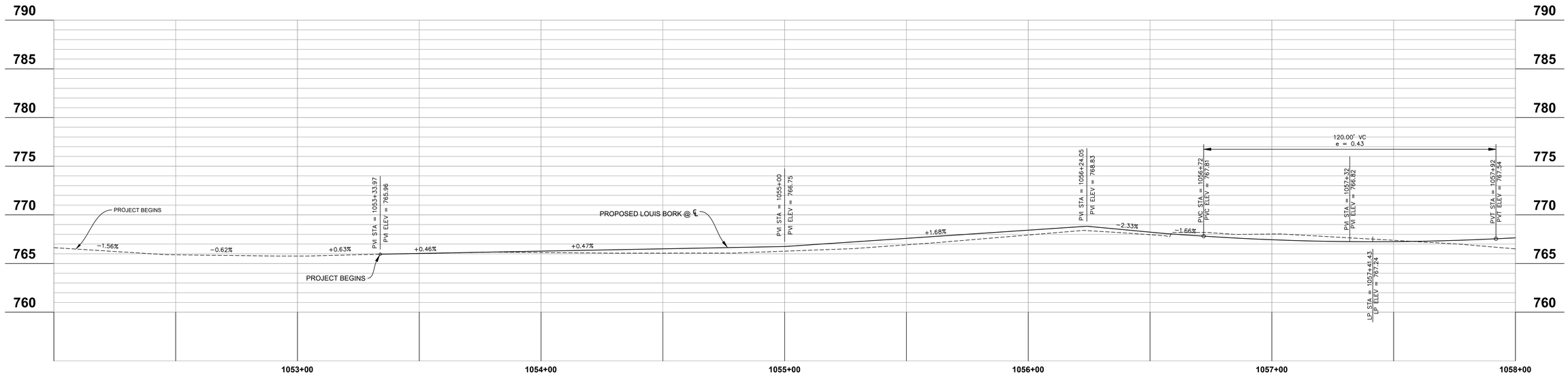
EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
		KAUTZ ROAD PAVEMENT (SEE TYPICAL SECTION ON SHEET C-6)
		3" ASPHALT RESURFACE (SEE TYPICAL SECTION ON SHEET C-7)
		BUTT JOINT
		FABYAN PARKWAY PAVEMENT (SEE TYPICAL SECTION ON SHEET C-7)
		5" PCC SIDEWALK, 4" AGG. BASE
		4" HMA BIKE PATH, 8" AGG BASE

NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.



GRAPHICAL SCALE (FEET)
0 1" = 20' 40'





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE I NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-13 OF C-90

©COPYRIGHT 2025

MASS GRADING & - PLAN & PROFILE- KAUTZ ROAD

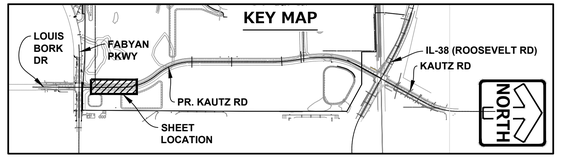
www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

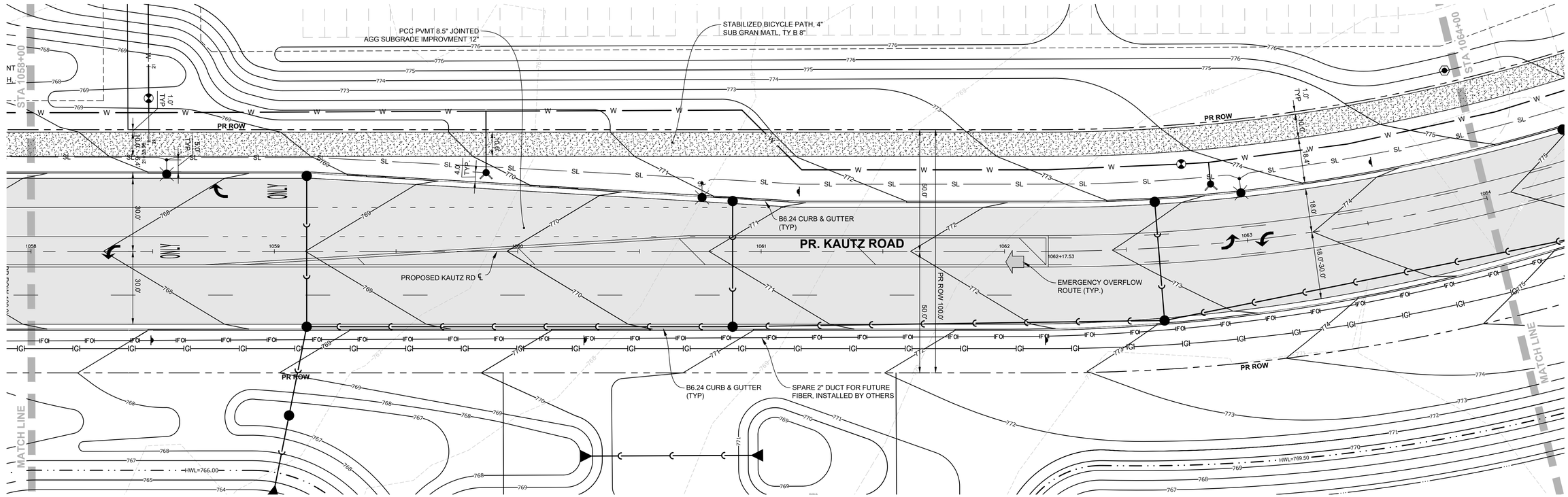
5/27/2025 12:48 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL SHEETSET\PHASE I\PLAN & PROFILE-KAUTZ ROAD.dwg
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

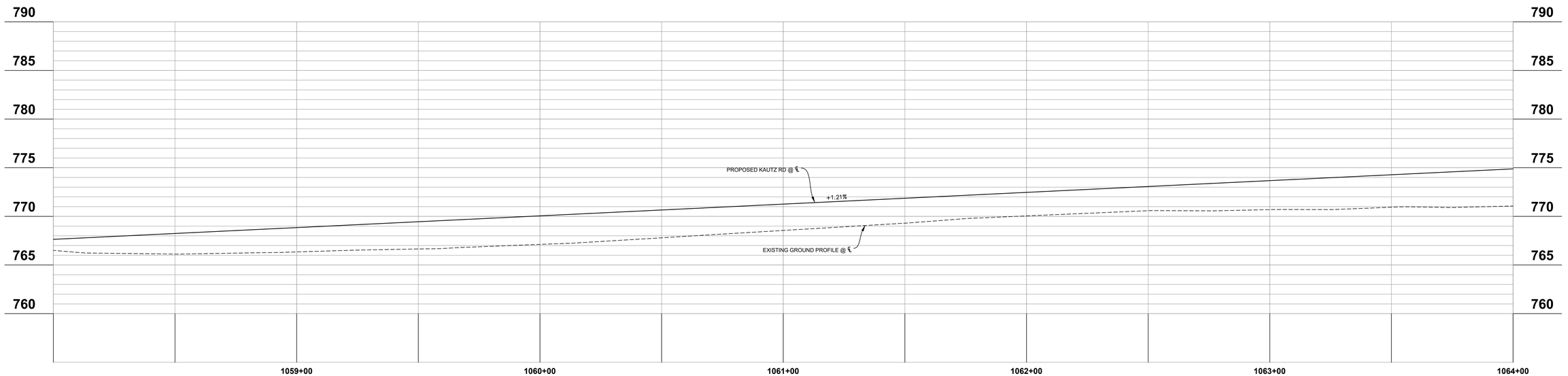
GRADING NOTES & LEGEND

1. SEE NOTES AND LEGEND ON SHEET C-13



GRAPHICAL SCALE (FEET)
0 1" = 20' 40'





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE I NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET
C-14
OF
C-90

©COPYRIGHT 2025

MASS GRADING & - PLAN & PROFILE- KAUTZ ROAD

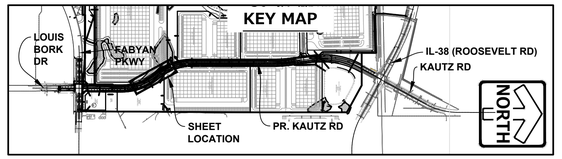
www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

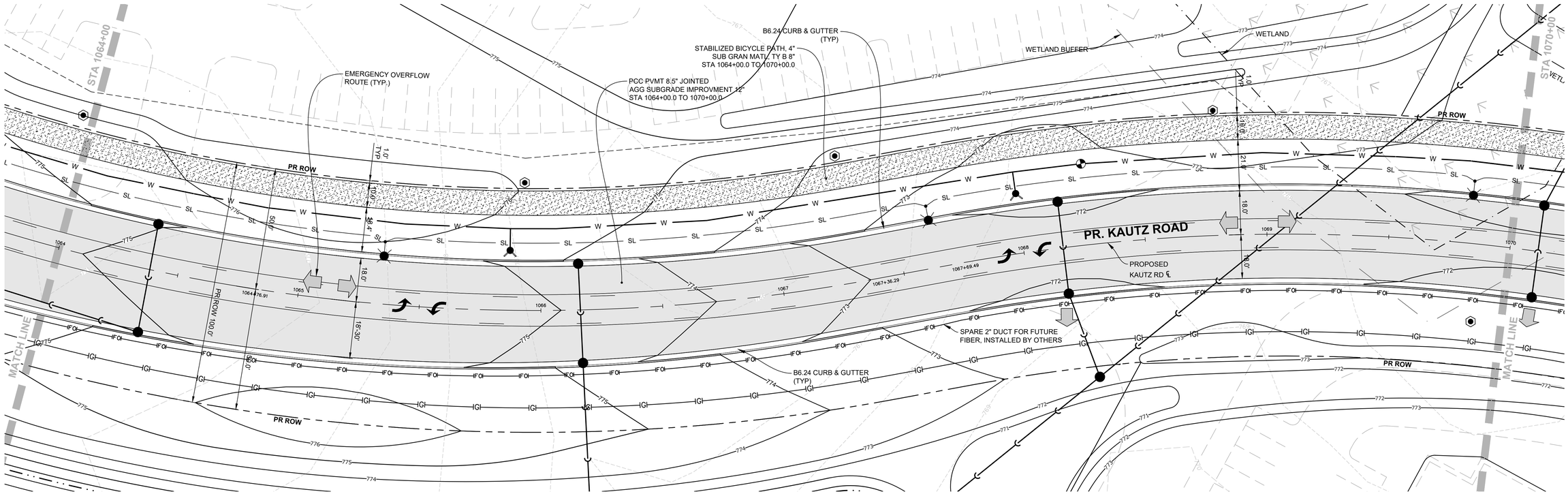
GRADING NOTES & LEGEND

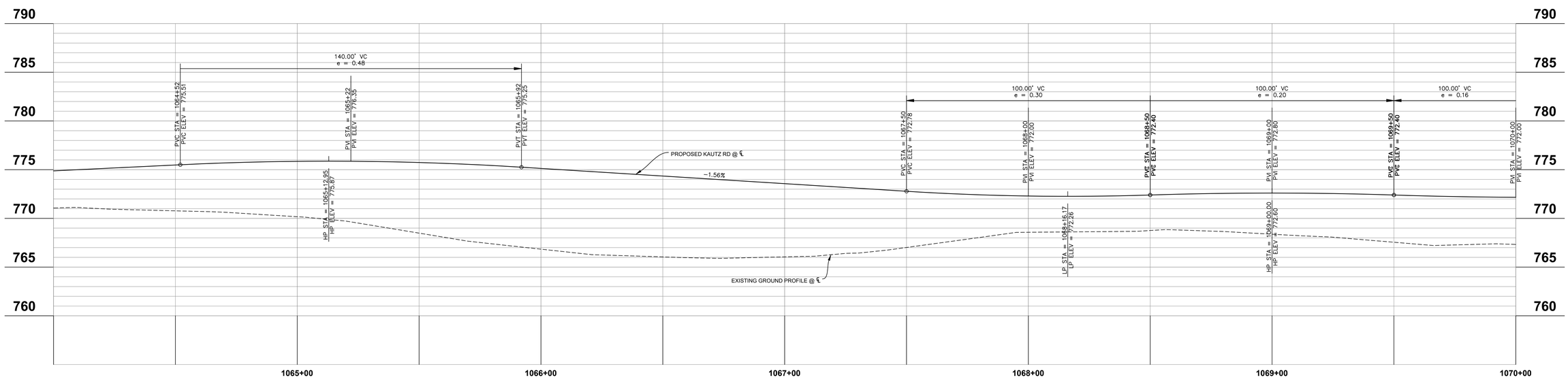
1. SEE NOTES AND LEGEND ON SHEET C-13

NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.



GRAPHICAL SCALE (FEET)
0 1" = 20' 40'





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 14S4.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-15 OF C-90

© COPYRIGHT 2025

MASS GRADING & - PLAN & PROFILE- KAUTZ ROAD

www.pinnacle-engr.com

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:49 PM – Z:\Projects\2018\1454.00-1L\312 – ENGINEERING\FINAL\SHEETSET\PHASE 1\PLAN & PROFILE- FABYAN

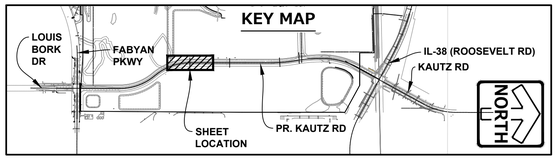
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:50 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL\SHEETSET\PHASE I\PLAN & PROFILE-
Adam Swanberg
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

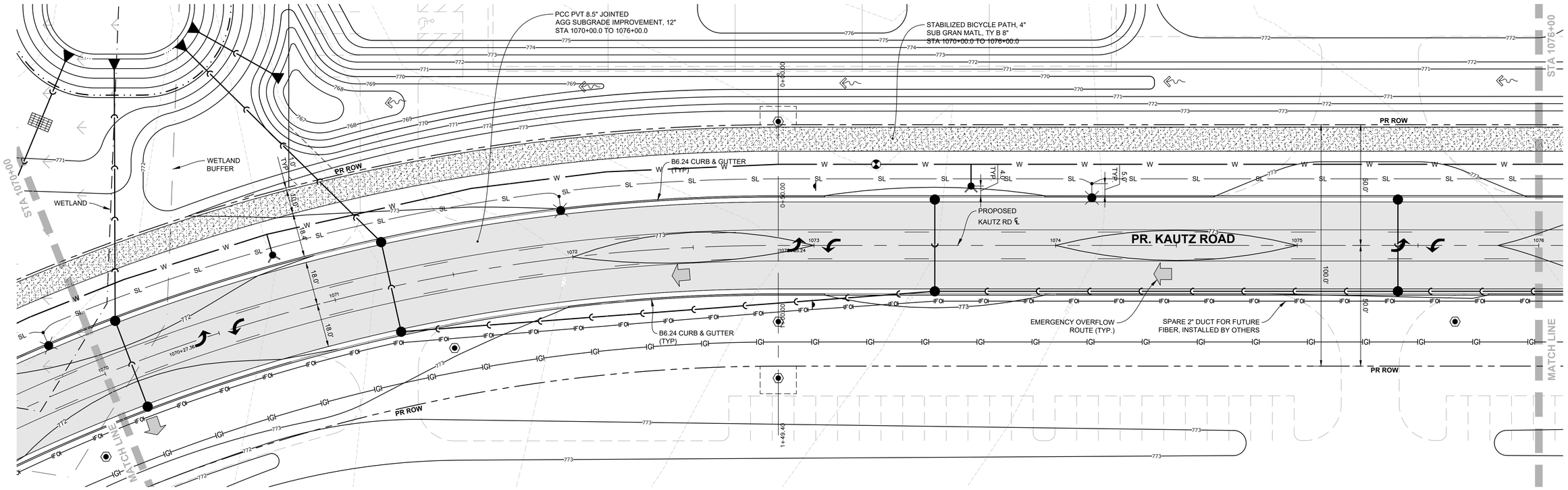
GRADING NOTES & LEGEND

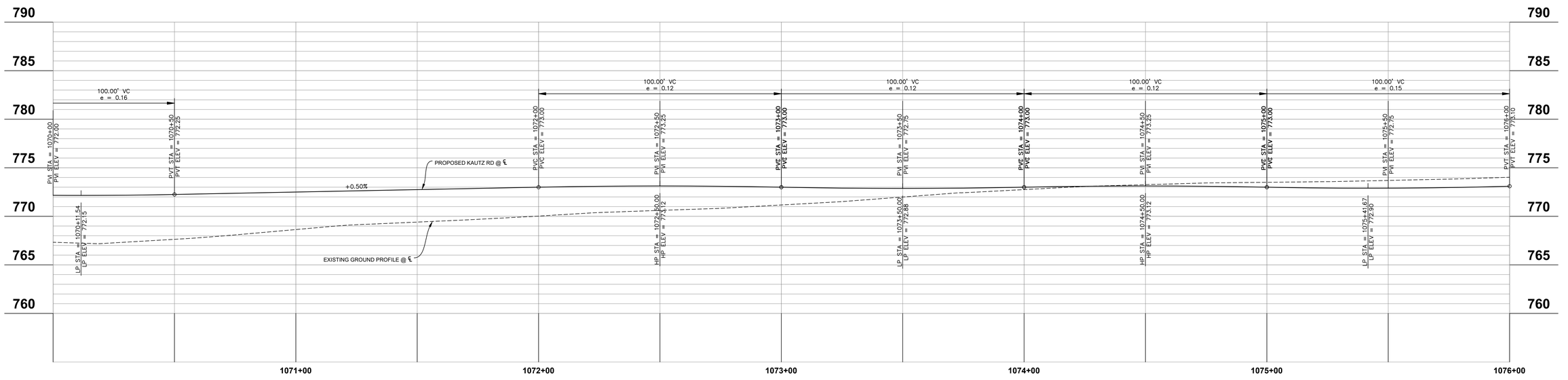
1. SEE NOTES AND LEGEND ON SHEET C-13

NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.



GRAPHICAL SCALE (FEET)
0 1" = 20' 40'





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-16 OF C-90

© COPYRIGHT 2025

www.pinnacle-engr.com

MASS GRADING & - PLAN & PROFILE- KAUTZ ROAD

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

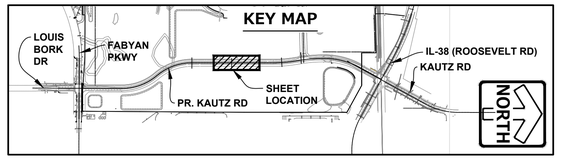
I:\Projects\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\PLAN & PROFILE-
1/27/2025 12:51 PM - Z:\Projects\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\PLAN & PROFILE-
Adam Armstrong
DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ

GRADING NOTES & LEGEND

1. SEE NOTES AND LEGEND ON SHEET C-13

NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

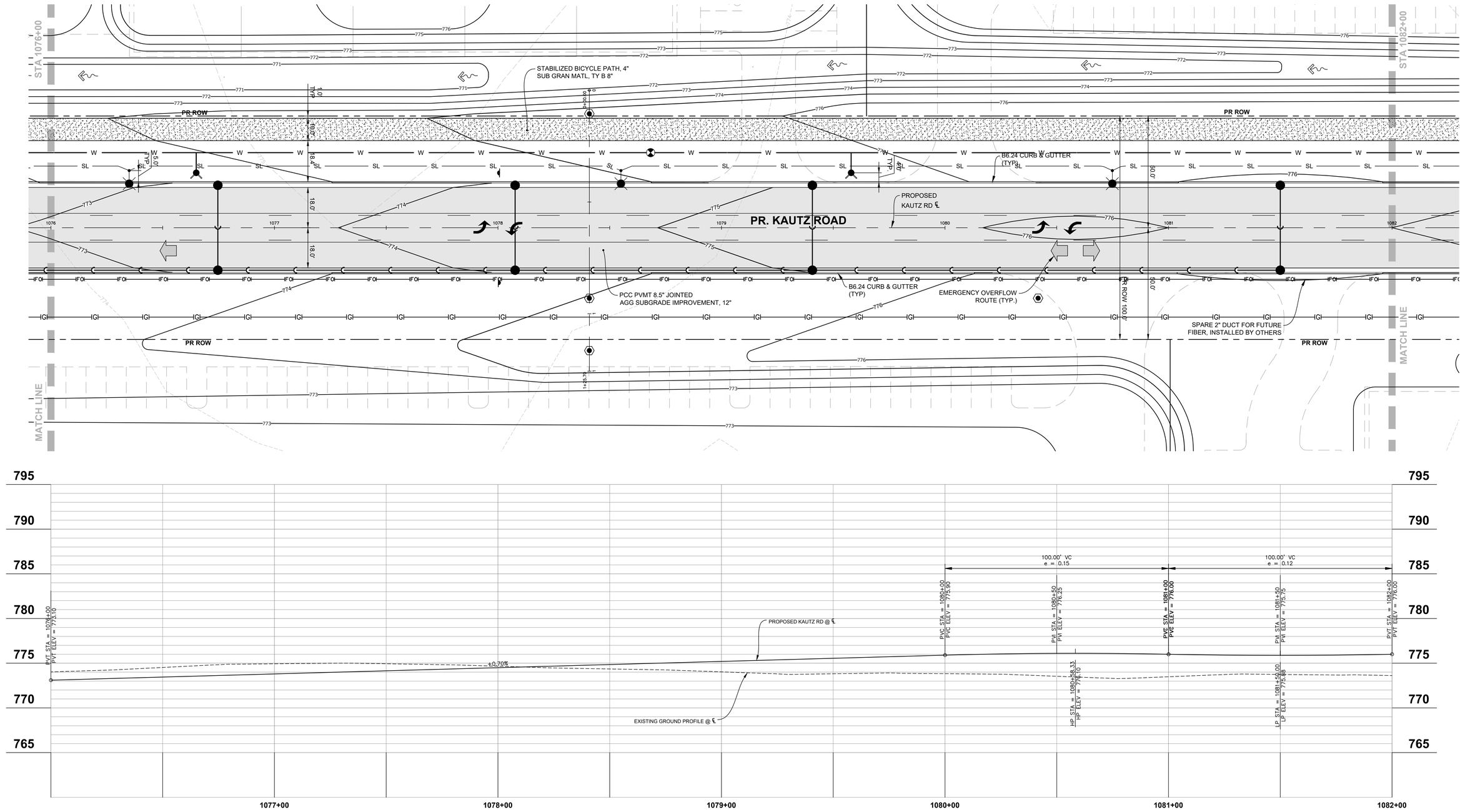
KEY MAP



NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'



www.pinnacle-engr.com

MASS GRADING & - PLAN & PROFILE- KAUTZ ROAD

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE : NATIONWIDE

CHICAGO OFFICE:
1051 E. MAIN ST. I SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-17 OF C-90

© COPYRIGHT 2025

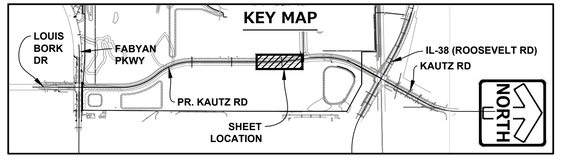
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

GRADING NOTES & LEGEND

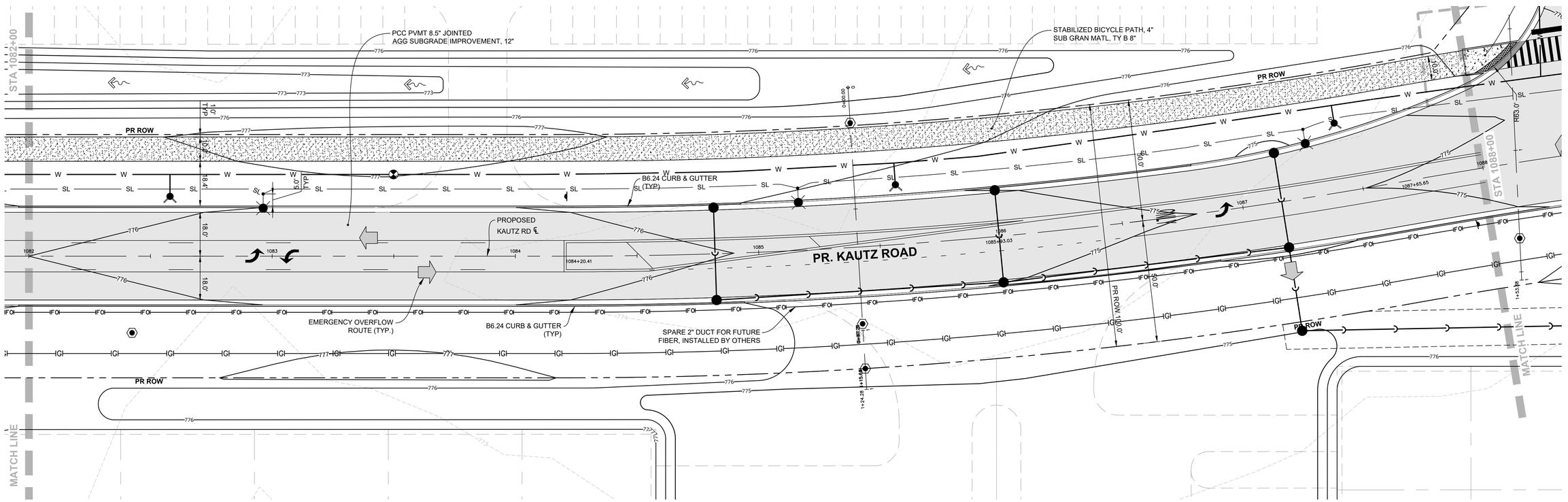
1. SEE NOTES AND LEGEND ON SHEET C-13

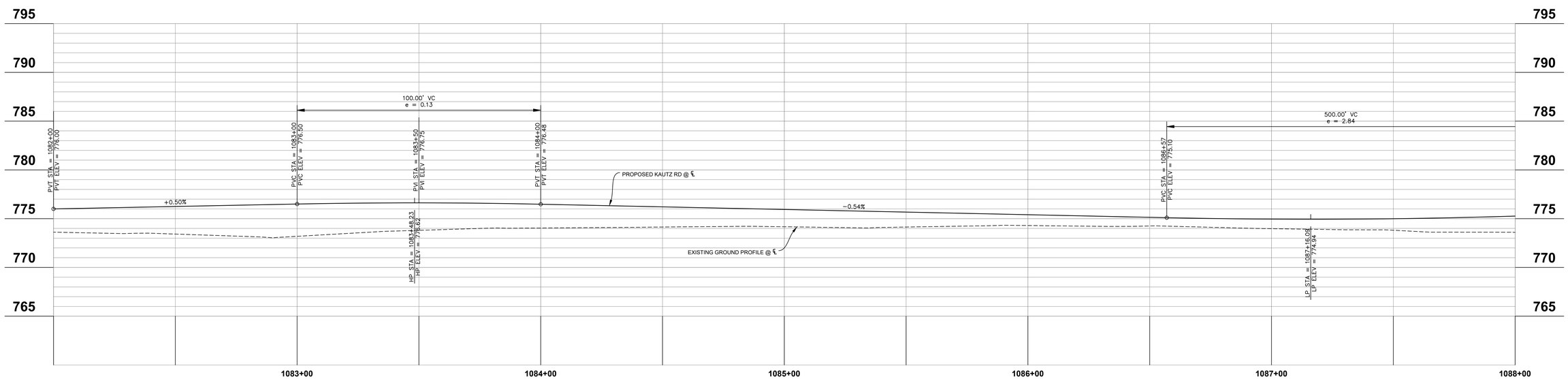
NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.



GRAPHICAL SCALE (FEET)

0 1" = 20' 40'





PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. I SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-18 OF C-90

© COPYRIGHT 2025

MASS GRADING & - PLAN & PROFILE- KAUTZ ROAD

DRAFTER: AJS DESIGNED: AJS REVIEWED: BDJ

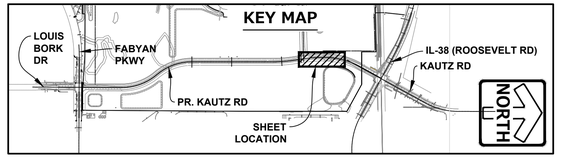
5/27/2025 12:52 PM – Z:\Projects\2018\1454.00-1L\312 – ENGINEERING\FINAL\SHEETSET\PHASE I\PLAN & PROFILE-
Adam Schmitz

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

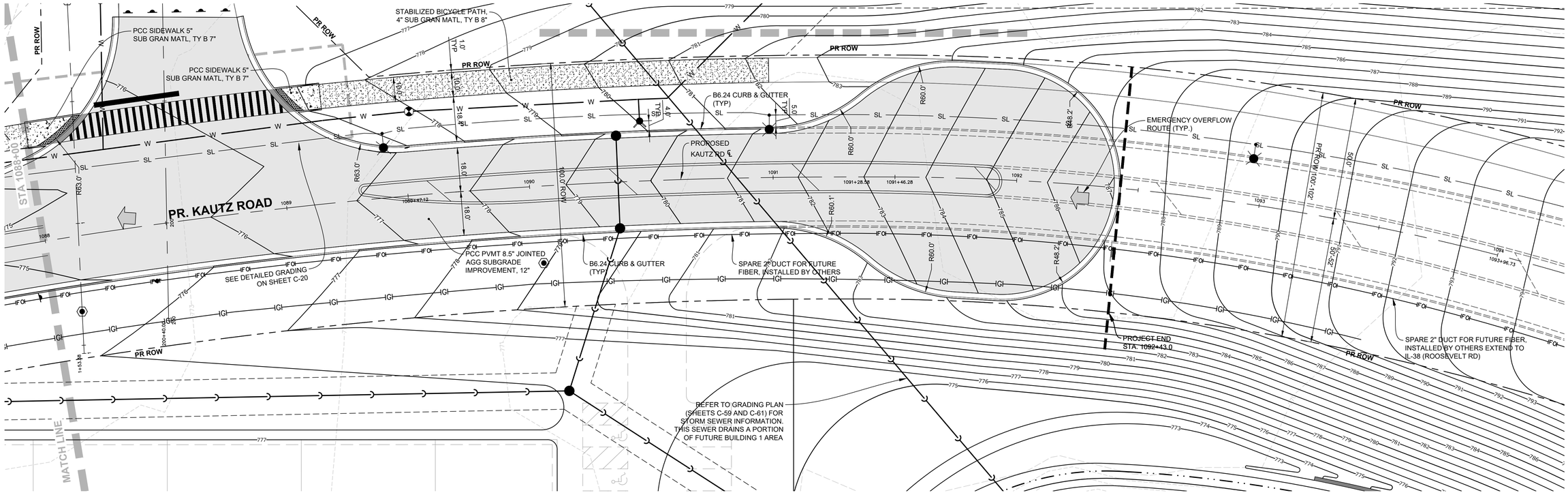
GRADING NOTES & LEGEND

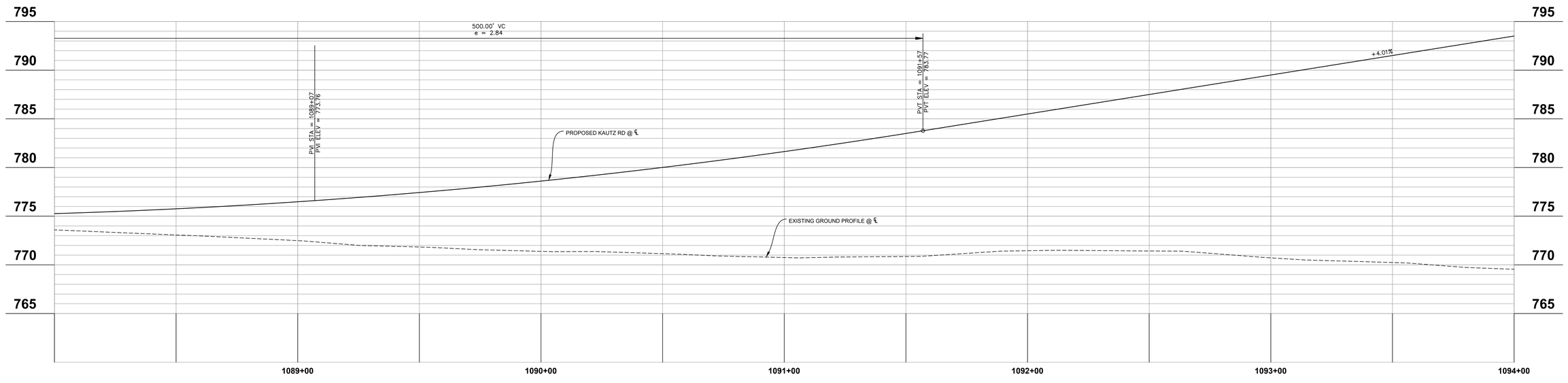
1. SEE NOTES AND LEGEND ON SHEET C-13

NOTE: ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.



GRAPHICAL SCALE (FEET)
0 1" = 20' 40'





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-19 OF C-90

© COPYRIGHT 2025

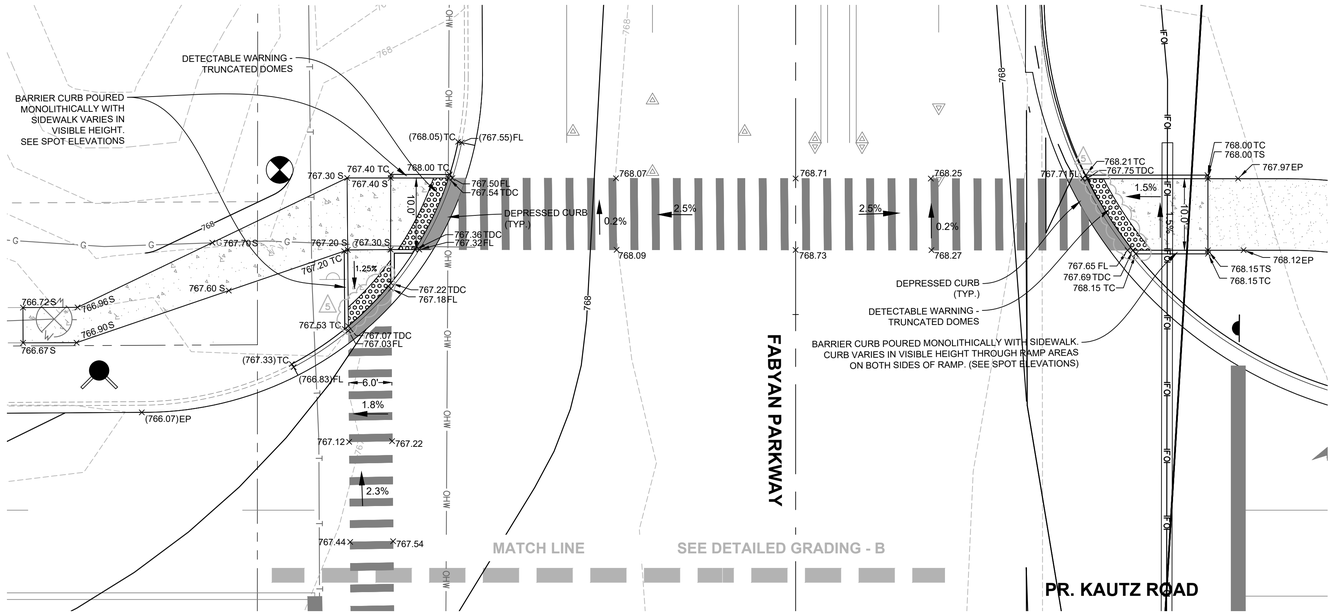
DRAFTED: AJS | DESIGNED: AJS | REVIEWED: BDJ
5/27/2025 12:20 PM - Z:\Projects\2018\1454.00-IL\12 - ENGINEERING\FINAL\SHEETS\PHASE 1\PLAN & PROFILE- KAUTZ ROAD.dwg
Adam Jaskowiak

MASS GRADING & - PLAN & PROFILE- KAUTZ ROAD

www.pinnacle-engr.com

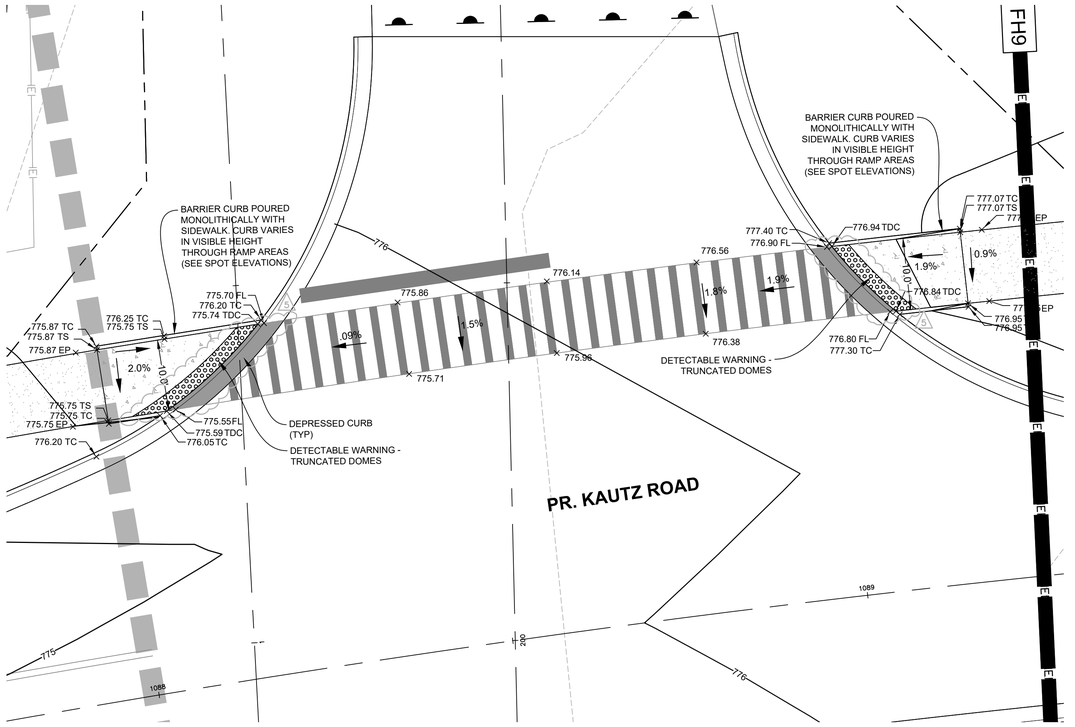
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



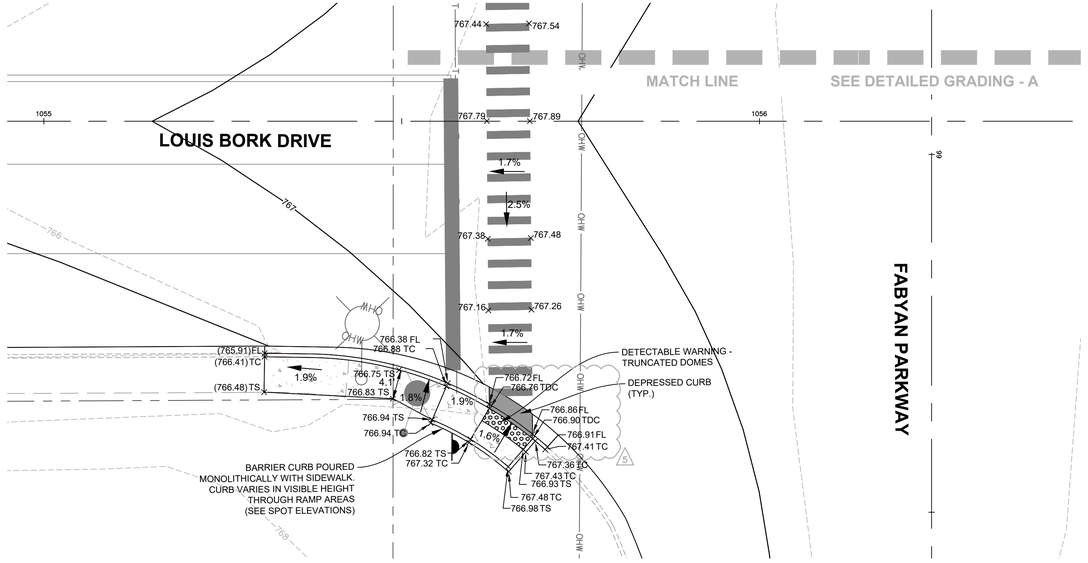
DETAILED GRADING A- FABYAN PARKWAY CROSSWALK

SCALE: 1"=10'



DETAILED GRADING C- PROPOSED KAUTZ ROAD CROSSWALK

SCALE: 1"=10'



DETAILED GRADING B- LOUIS BORK DRIVE CROSSWALK

SCALE: 1"=10'

ELEVATIONS

1. CONTOURS ARE SHOWN AS FINISHED GRADE.
2. SPOT ELEVATIONS ARE SHOWN AS FLOW LINE ALONG THE CURB AND GUTTER AND FINISHED GRADE ELSEWHERE UNLESS SPECIFIED AS BELOW:

   FL = FLOW LINE
   TC = TOP OF CURB
   TDC = TOP OF DEPRESSED CURB
   S = TOP OF SIDEWALK
   EP = EDGE OF PAVEMENT
   (XXX.XX) = EXISTING ELEVATION

REVIEWED: BDJ
DESIGNED: AJS
DRAFTED: AJS

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & IMPROVEMENTS-KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

DETAILED GRADING PLAN

PEG JOB No. 1454.00-IL
PES PM BDJ
START DATE 1/22/25
SCALE 1" = 10'

SHEET
C-20
OF
C-90

DETAILED GRADING PLAN

© COPYRIGHT 2021

Z:\PROJECTS\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\DETAILED GRADING PLAN.DWG

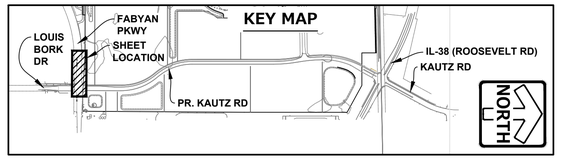
DRY UTILITY NOTES

ALL UNDERGROUND CROSSINGS SHALL BE AT 90 DEGREES TO THE ROADWAY CENTER LINE, IN A CONDUIT OF A DIAMETER OF MINIMUM 4 INCHES AND SHALL BE PLACED AT A DEPTH OF NOT LESS THAN 60 INCHES BELOW THE BOTTOM OF THE ADJACENT DRAINAGE DITCH LINES.

ALL UNDERGROUND CABLE INSTALLATION (TELECOMMUNICATIONS AND ELECTRIC) SHALL BE PLACED IN A CONDUIT OF A DIAMETER OF A MINIMUM OF 4 INCHES AND ALL UNDERGROUND INSTALLATION SHALL HAVE A MINIMUM OF 42 INCHES OF COVER.

UTILITY NOTES & LEGEND

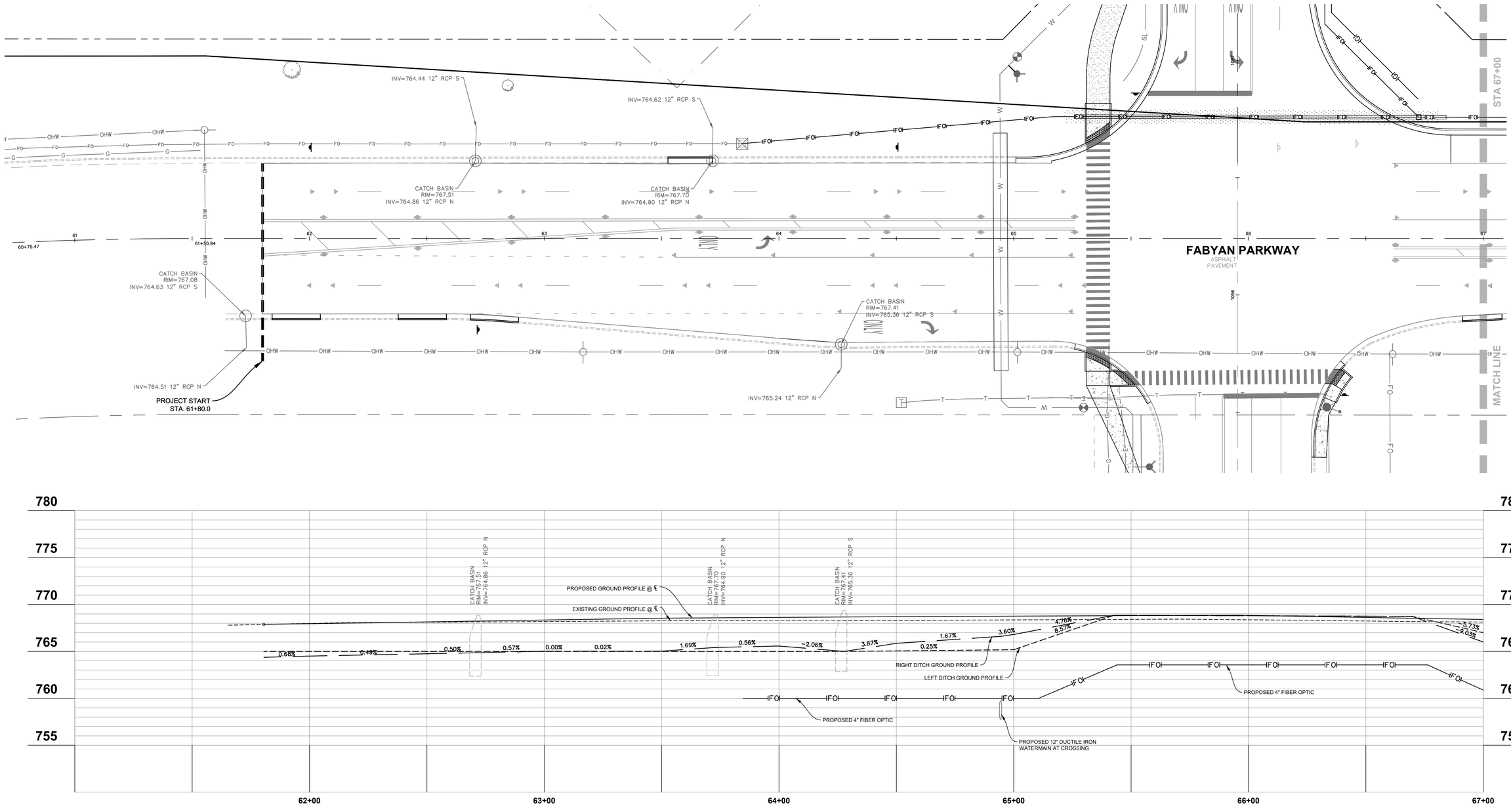
1. SEE NOTES AND LEGEND ON SHEET C-23



NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'



PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE · NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- FABYAN PARKWAY

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-21 OF C-90

© COPYRIGHT 2020
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:33 PM - N:\Projects\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\STORM SEWER PLAN & PROFILE - FABYAN PARKWAY.dwg

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

www.pinnacle-engr.com

MASS GRADING & - STORM SEWER PLAN & PROFILE- FABYAN PARKWAY

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

PLAN & PROFILE- FABYAN PARKWAY.dwg | STORM SEWER PLAN & PROFILE | PHASE I | SHEET SET | FINAL | 312 - ENGINEERING | 1454.00-IL | 2018 | Z:\Projects | 5/27/2025 12:33 PM
DESIGNED: AJS | REVIEWED: BDJ | DRAFTED: AJS

DRY UTILITY NOTES

ALL UNDERGROUND CROSSINGS SHALL BE AT 90 DEGREES TO THE ROADWAY CENTER LINE, IN A CONDUIT OF A DIAMETER OF MINIMUM 4 INCHES AND SHALL BE PLACED AT A DEPTH OF NOT LESS THAN 60 INCHES BELOW THE BOTTOM OF THE ADJACENT DRAINAGE DITCH LINES.

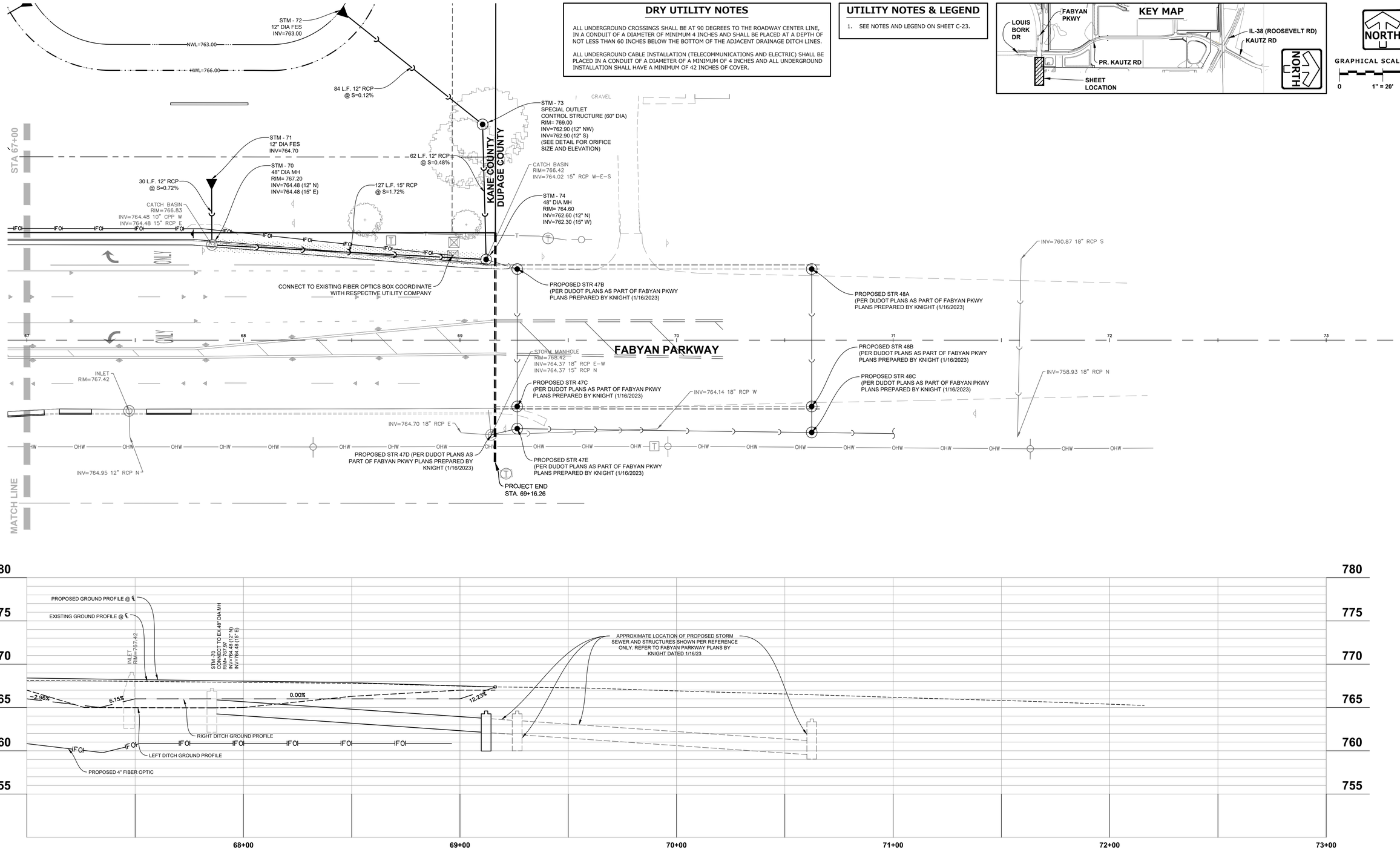
ALL UNDERGROUND CABLE INSTALLATION (TELECOMMUNICATIONS AND ELECTRIC) SHALL BE PLACED IN A CONDUIT OF A DIAMETER OF A MINIMUM OF 4 INCHES AND ALL UNDERGROUND INSTALLATION SHALL HAVE A MINIMUM OF 42 INCHES OF COVER.

UTILITY NOTES & LEGEND

1. SEE NOTES AND LEGEND ON SHEET C-23.

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 20' 40'



PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- FABYAN PARKWAY

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

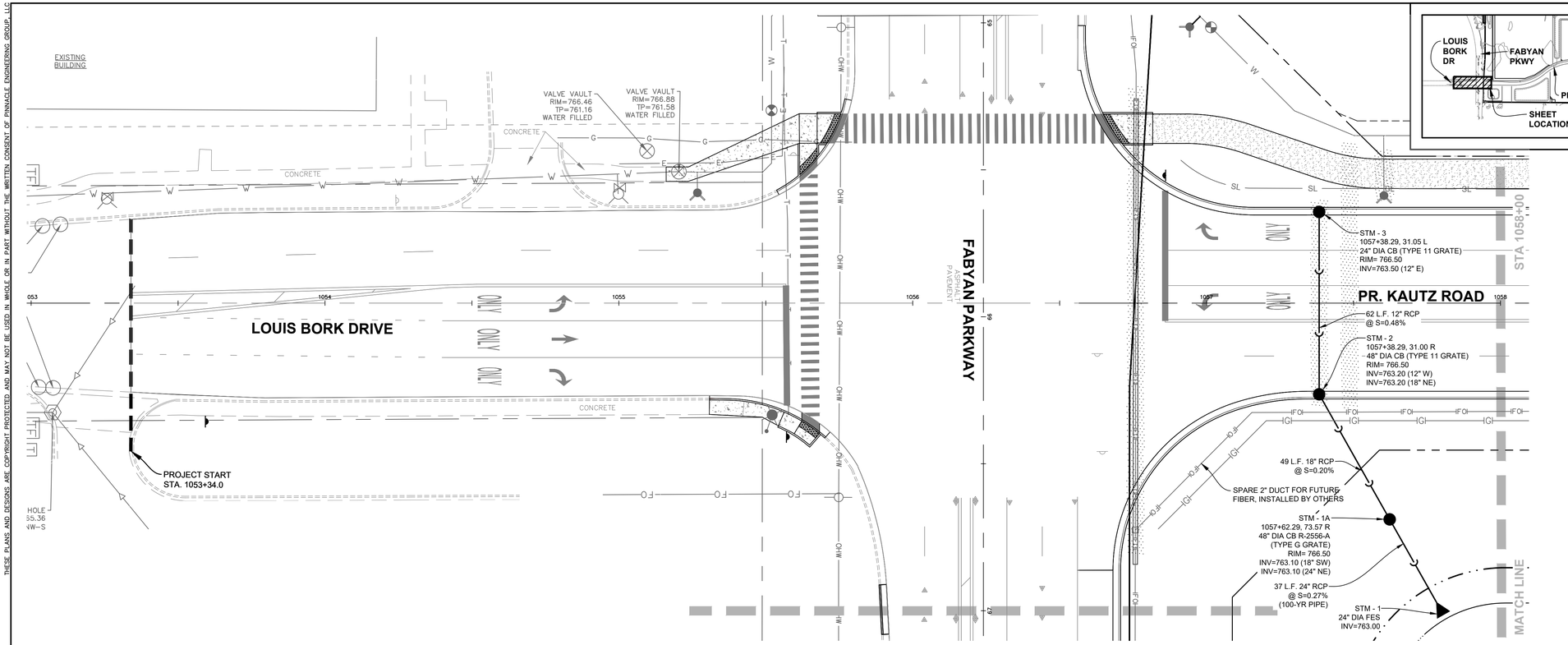
SHEET C-22 OF C-90

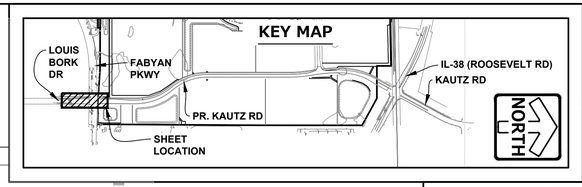
©COPYRIGHT 2020

www.pinnacle-engr.com

MASS GRADING & - STORM SEWER PLAN & PROFILE- FABYAN PARKWAY

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC





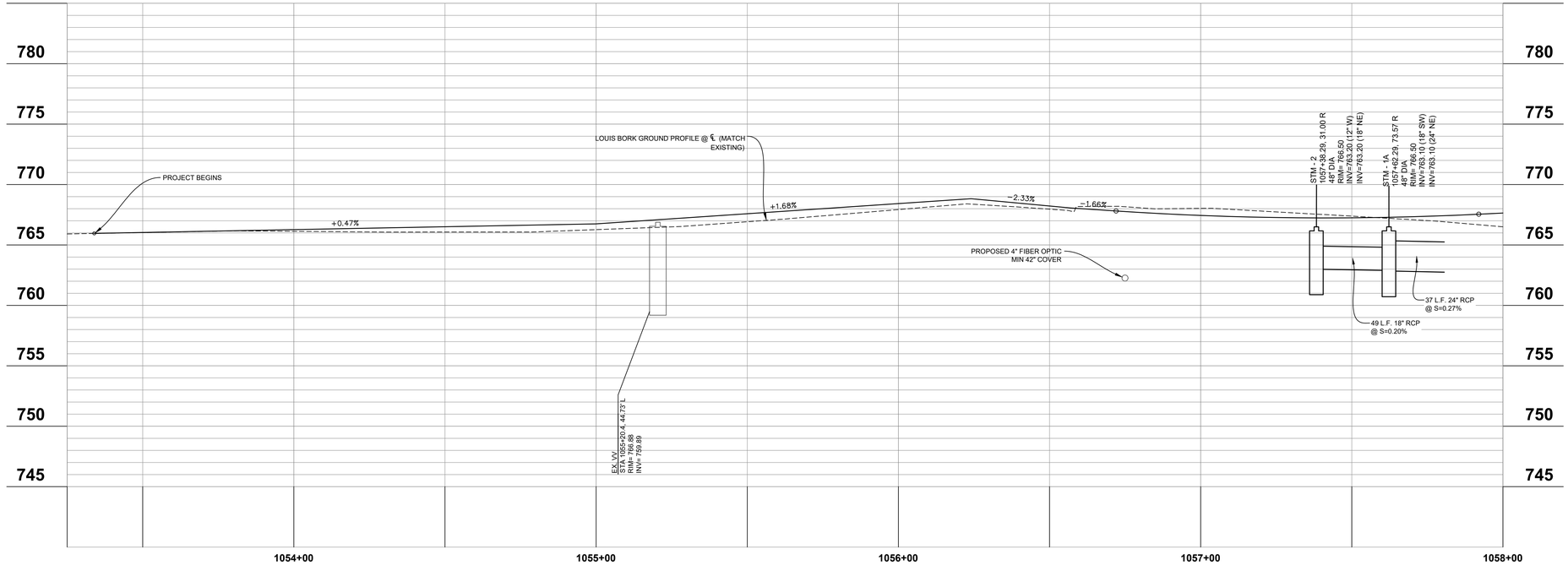
GRAPHICAL SCALE (FEET)
0 1" = 20' 40'

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.
9. ANY SEWER THAT CROSSES WATERMAIN SHALL COMPLY WITH IEPA TITLE 35 SECTION 604.1440.
10. TRENCH BACKFILL FOR UNDERGROUND UTILITIES WITHIN KDOT RIGHT-OF-WAY SHALL USE CLSM FROM 12" ABOVE THE UTILITY CONDUIT TO THE SUBGRADE ELEVATION.

LEGEND

EXISTING	PROPOSED	
		SANITARY MANHOLE
		STORM MANHOLE
		CATCH BASIN/RISER
		INLET
		PRECAST FLARED END SECTION
		VALVE VAULT
		VALVE BOX
PT	PT	PRESSURE TAP IN VAULT
		BUFFALO BOX
		FIRE HYDRANT
		SIAMESE CONNECTION
		CLEANOUT
		SANITARY SEWER
		FORCEMAIN
		STORM SEWER
W	W	WATERMAIN
FO	FO	FIBER OPTIC
	E	CITY OF GENEVA ELECTRIC
	SL	STREET LIGHT ELECTRIC
	IE	FUTURE GENEVEA ELECTRIC
E		EXISTING COMED ELECTRIC
		BUILDING LIGHT
		STREET SIGN
	X	LABELED UTILITY CROSSING
		WATER MAIN REDUCER
		TRENCH BACKFILL



DRY UTILITY NOTES

ALL UNDERGROUND CROSSINGS SHALL BE AT 90 DEGREES TO THE ROADWAY CENTER LINE, IN A CONDUIT OF A DIAMETER OF MINIMUM 4 INCHES AND SHALL BE PLACED AT A DEPTH OF NOT LESS THAN 60 INCHES BELOW THE BOTTOM OF THE ADJACENT DRAINAGE DITCH LINES.

ALL UNDERGROUND CABLE INSTALLATION (TELECOMMUNICATIONS AND ELECTRIC) SHALL BE PLACED IN A CONDUIT OF A DIAMETER OF A MINIMUM OF 4 INCHES AND ALL UNDERGROUND INSTALLATION SHALL HAVE A MINIMUM OF 42 INCHES OF COVER.

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-23 OF C-90

© COPYRIGHT 2020

DRAFTED: AJS | DESIGNED: AJS | REVIEWED: BDJ

5/27/2025 12:35 PM — Z:\Projects\2018\1454.00-IL\12 - ENGINEERING\FINAL\SHEETSET\PHASE 1\STORM SEWER PLAN & PROFILE- KAUTZ ROAD.dwg

MASS GRADING & - STORM SEWER PLAN & PROFILE- KAUTZ ROAD

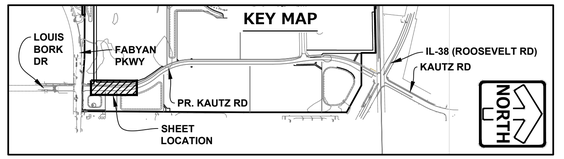
www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

UTILITY NOTES & LEGEND

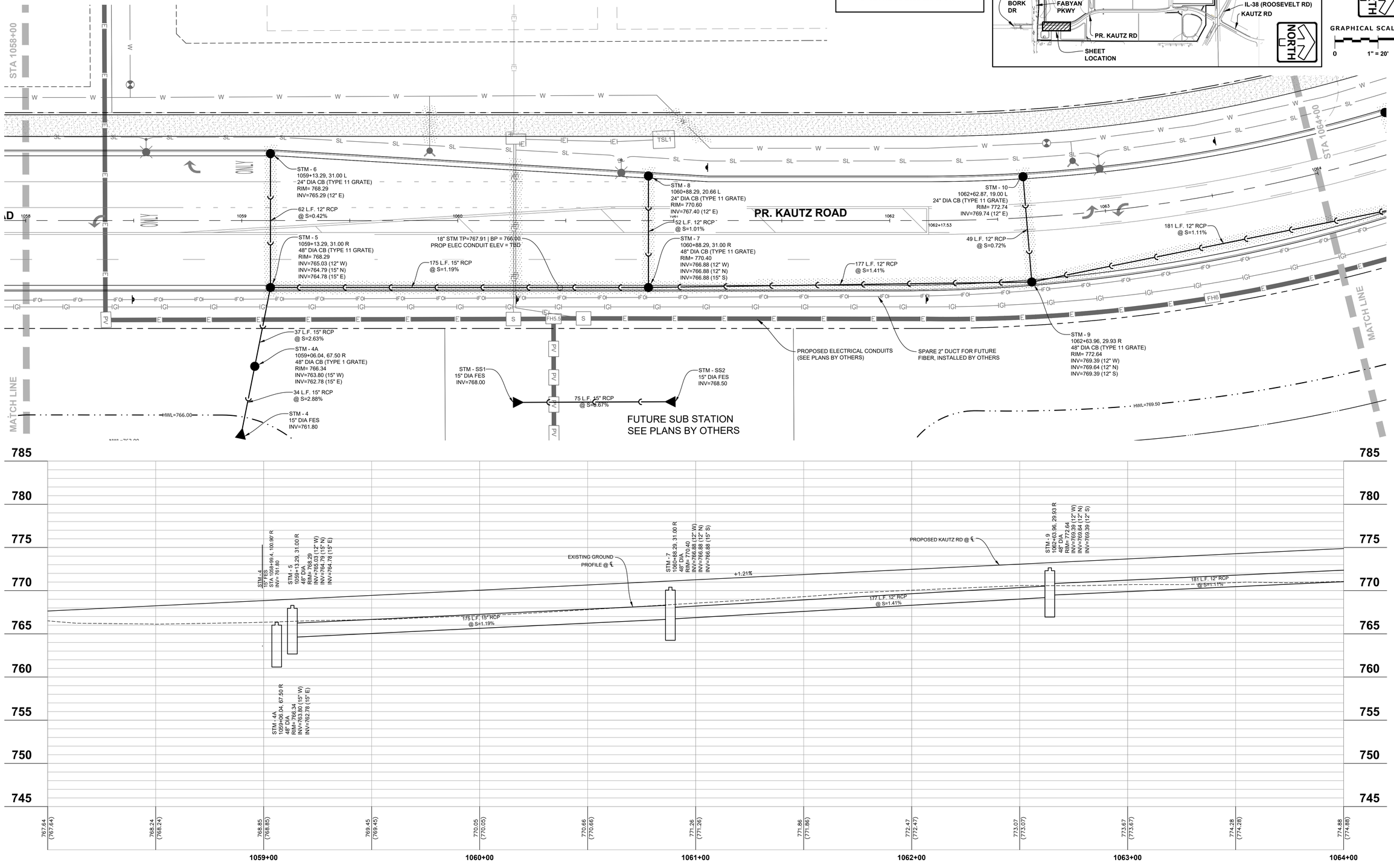
1. SEE NOTES AND LEGEND ON SHEET C-23

KEY MAP



GRAPHICAL SCALE (FEET)

0 1" = 20' 40'



PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-24 OF C-90

©COPYRIGHT 2020

MASS GRADING & - STORM SEWER PLAN & PROFILE- KAUTZ ROAD

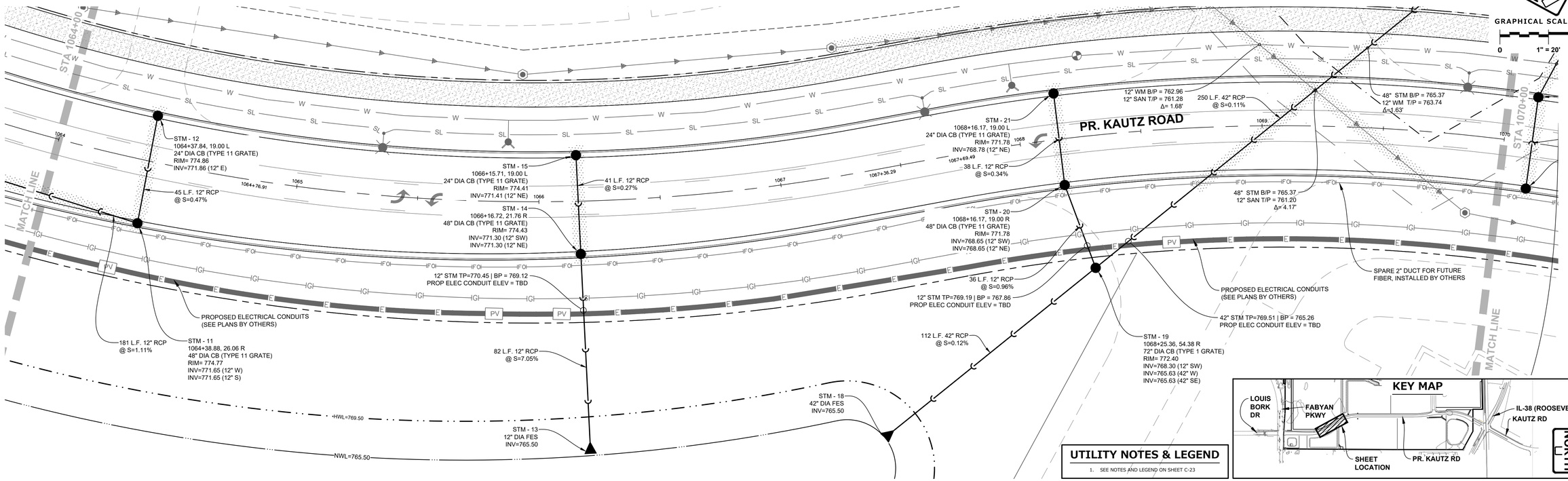
www.pinnacle-engr.com

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

5/27/2025 12:34 PM - S:\Projects\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE 1\STORM SEWER PLAN & PROFILE- KAUTZ ROAD.dwg

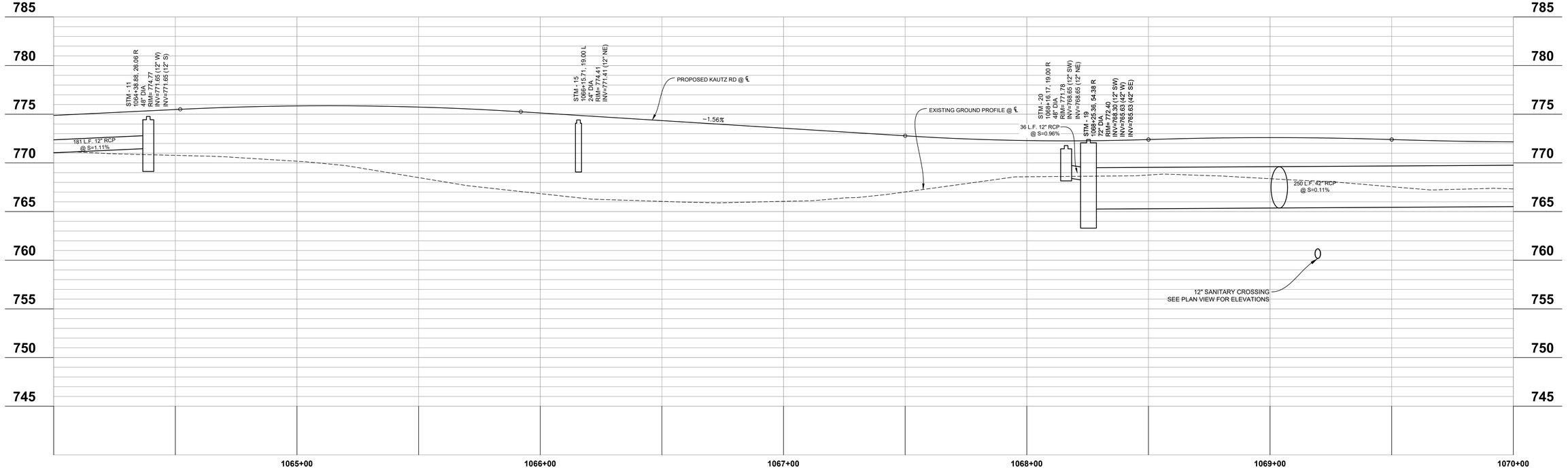
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:36 PM – Z:\Projects\2018\1454.00-IL\3?2 – ENGINEERING\FINAL\SHEETSET\PHASE 1\STORM SEWER PLAN & PROFILE- KAUTZ ROAD.dwg



UTILITY NOTES & LEGEND

1. SEE NOTES AND LEGEND ON SHEET C-23



PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-25 OF C-90

©COPYRIGHT 2020

MASS GRADING & - STORM SEWER PLAN & PROFILE- KAUTZ ROAD

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/21/2025 12:36 PM - S:\Projects\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE 1\STORM SEWER PLAN & PROFILE - KAUTZ ROAD.dwg

DESIGNED: AJS | DRAFTED: AJS | REVIEWED: BDJ

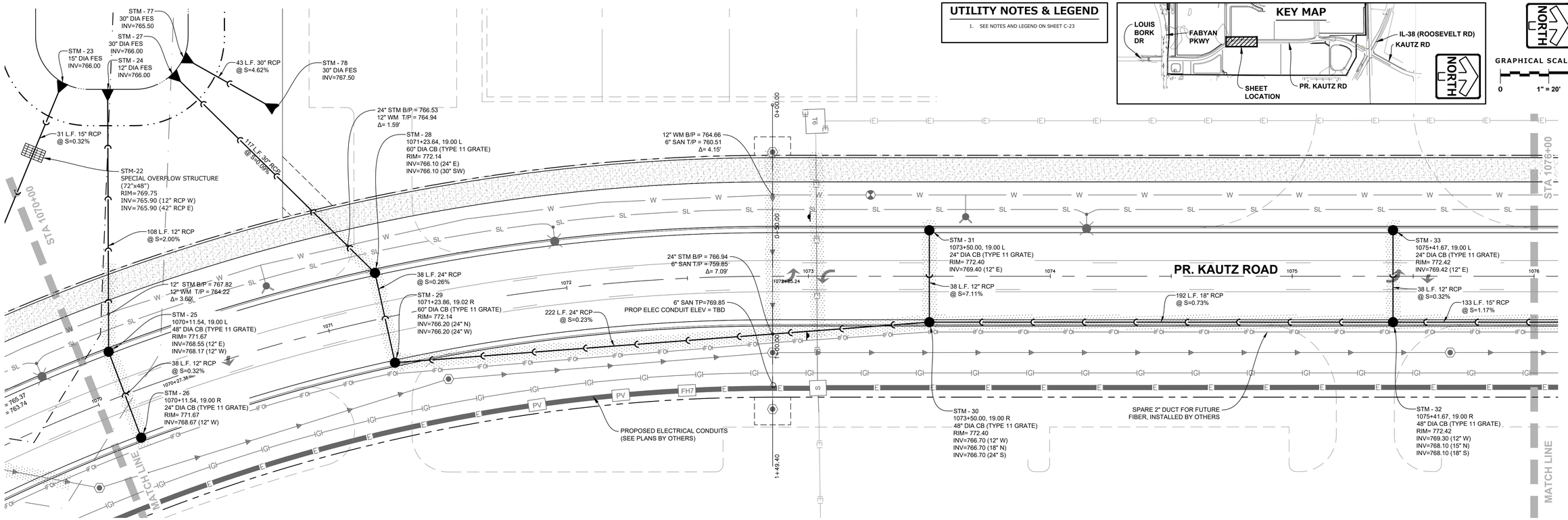
UTILITY NOTES & LEGEND

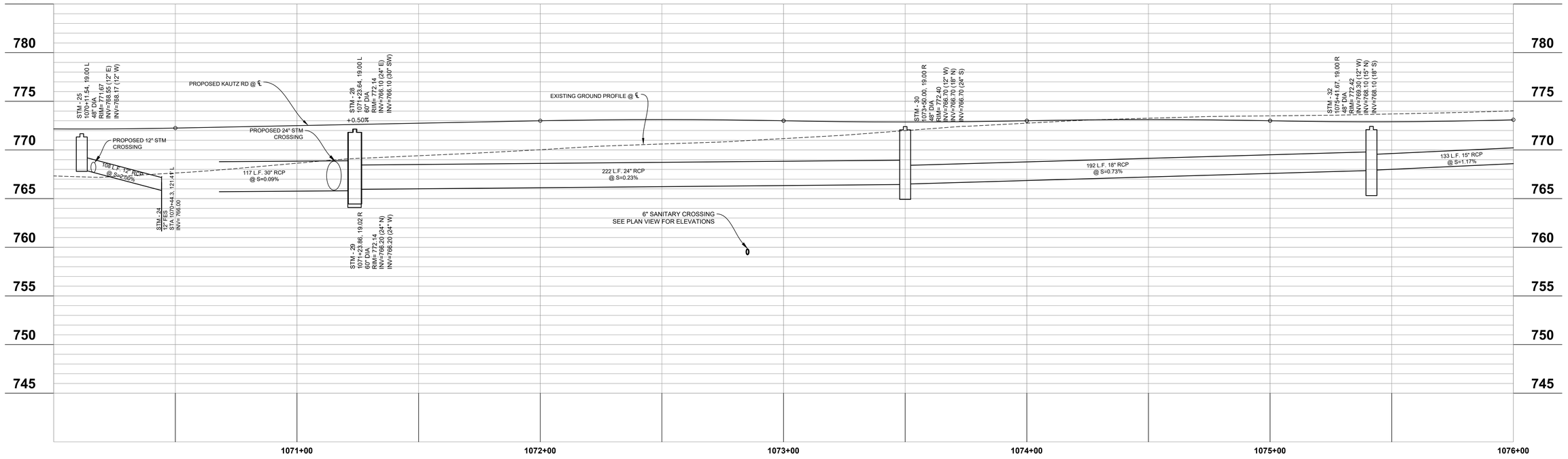
1. SEE NOTES AND LEGEND ON SHEET C-23

KEY MAP

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'





PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-26 OF C-90

©COPYRIGHT 2020

MASS GRADING & - STORM SEWER PLAN & PROFILE- KAUTZ ROAD

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

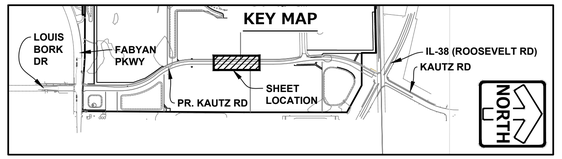
5/27/2025 12:37 PM - S:\Projects\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE 1\STORM SEWER PLAN & PROFILE- KAUTZ ROAD.dwg

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

UTILITY NOTES & LEGEND

1. SEE NOTES AND LEGEND ON SHEET C-23

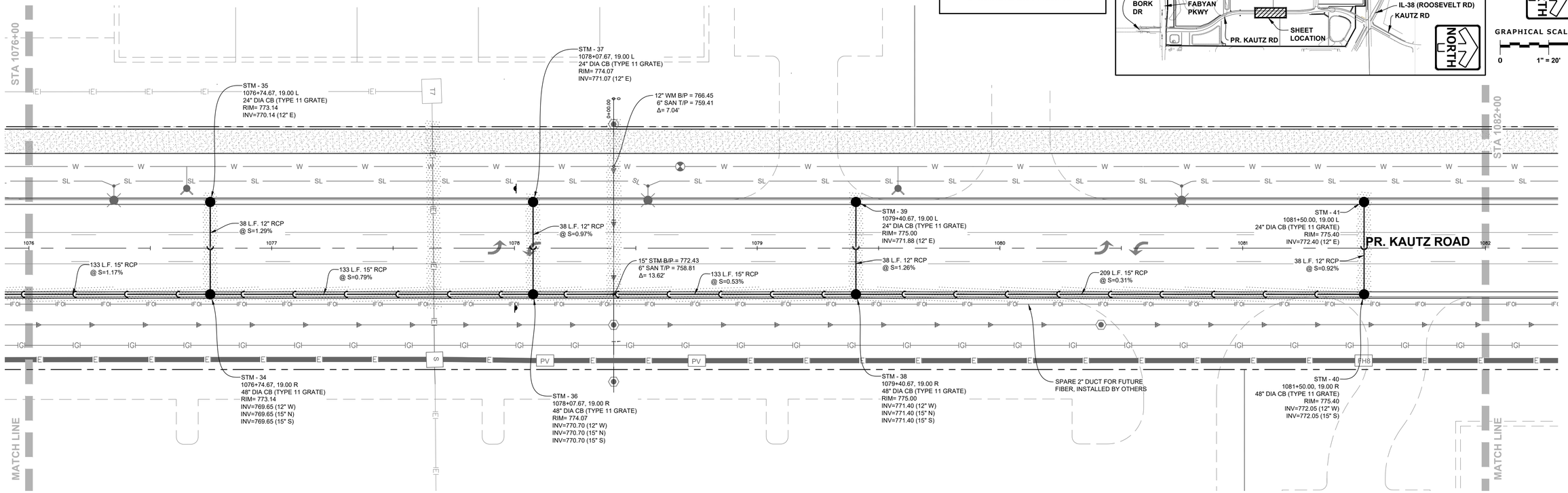
KEY MAP

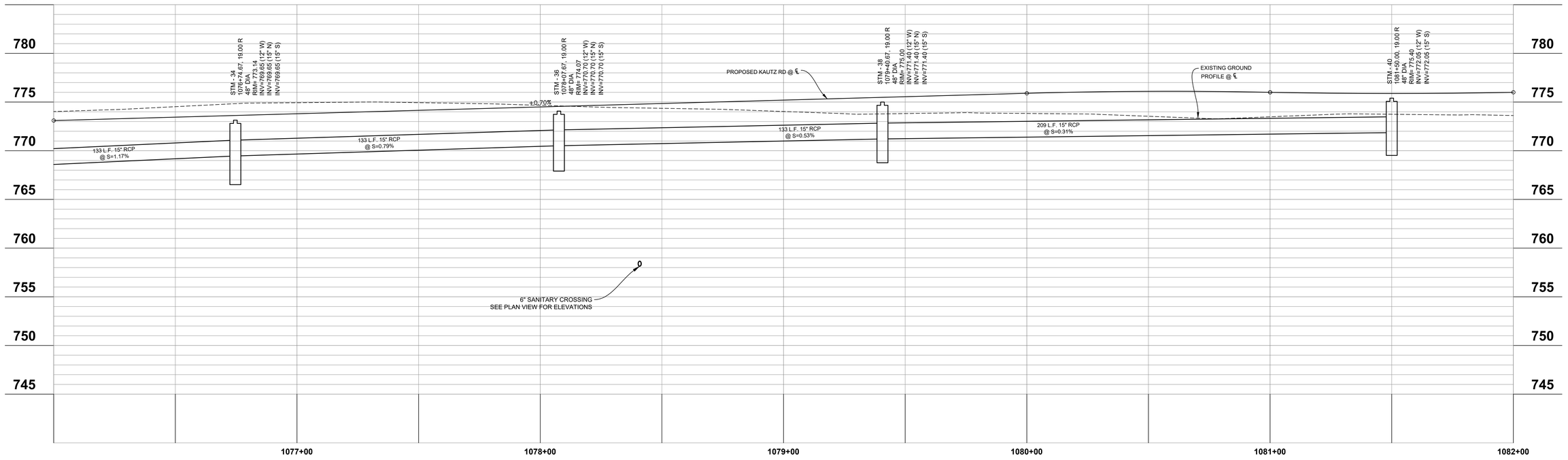


NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'





PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-27 OF C-90

©COPYRIGHT 2020

www.pinnacle-engr.com

MASS GRADING & - STORM SEWER PLAN & PROFILE- KAUTZ ROAD

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

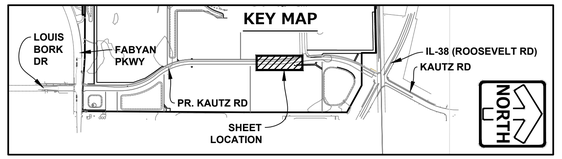
5/27/2025 1:38 PM - E:\Projects\2018\1454.00-IL\312 - engineering\FINAL\SHEETSET\PHASE 1\STORM SEWER PLAN & PROFILE- KAUTZ ROAD.dwg

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

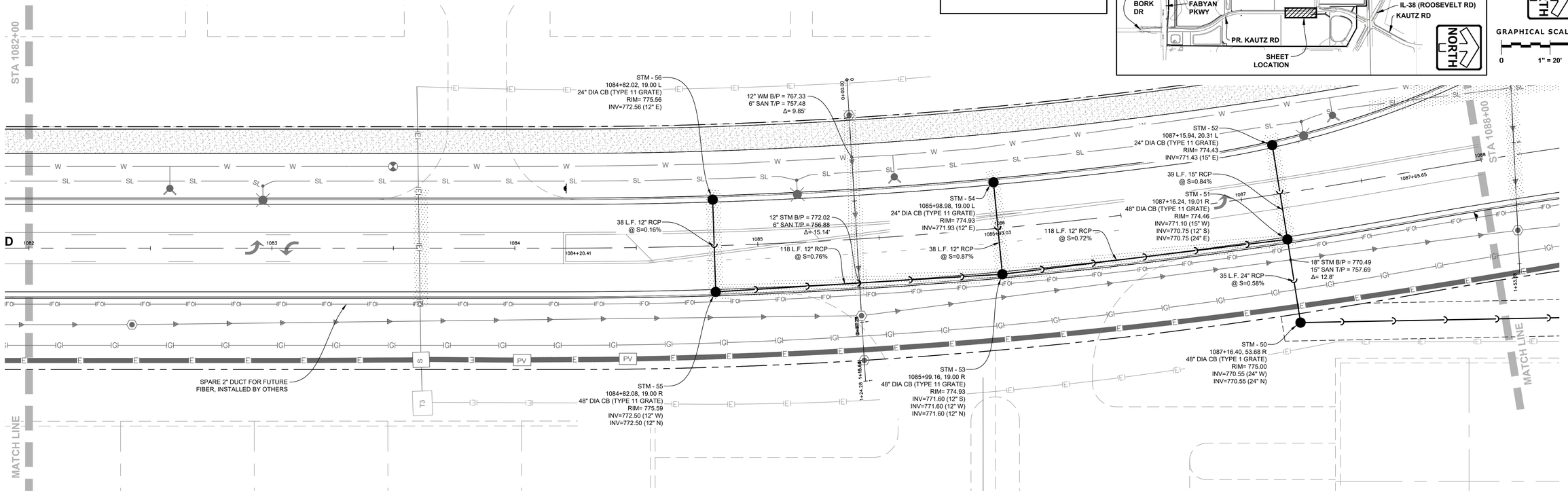
UTILITY NOTES & LEGEND

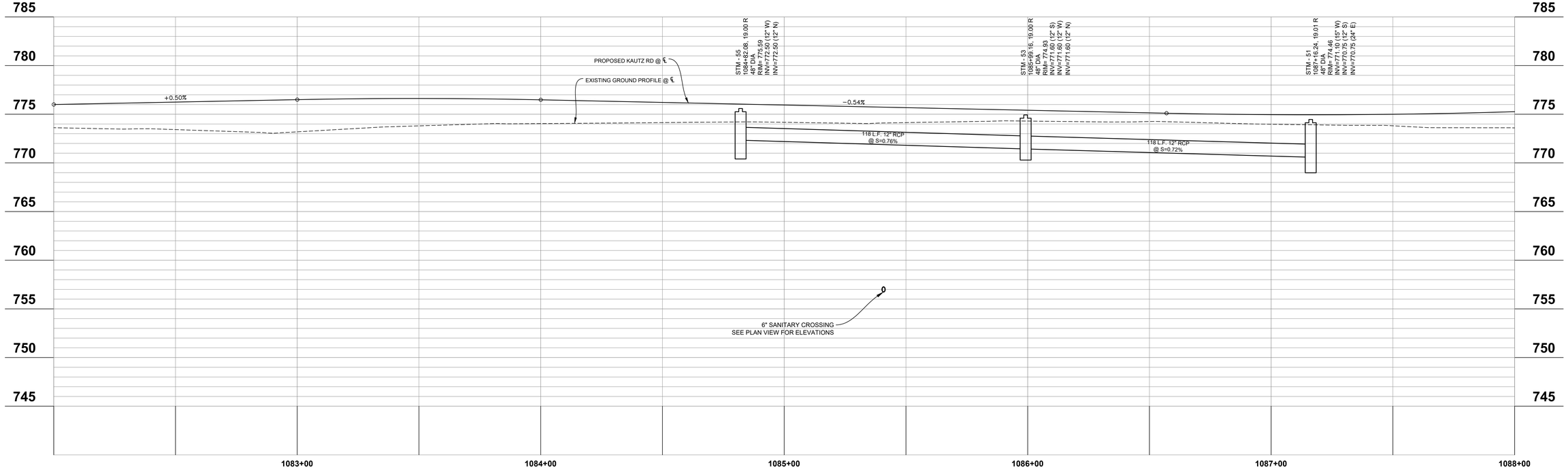
1. SEE NOTES AND LEGEND ON SHEET C-23

KEY MAP



GRAPHICAL SCALE (FEET)
0 1" = 20' 40'





PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-28 OF C-90

©COPYRIGHT 2020

MASS GRADING & - STORM SEWER PLAN & PROFILE- KAUTZ ROAD

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 8:41 PM - E:\Projects\2018\454.00-IL\12 - engineering\FINAL\SHEETSET\PHASE I\STORM SEWER PLAN & PROFILE- KAUTZ ROAD.dwg
REVIEWED: BDJ
DESIGNED: AJS
DRAFTED: AJS

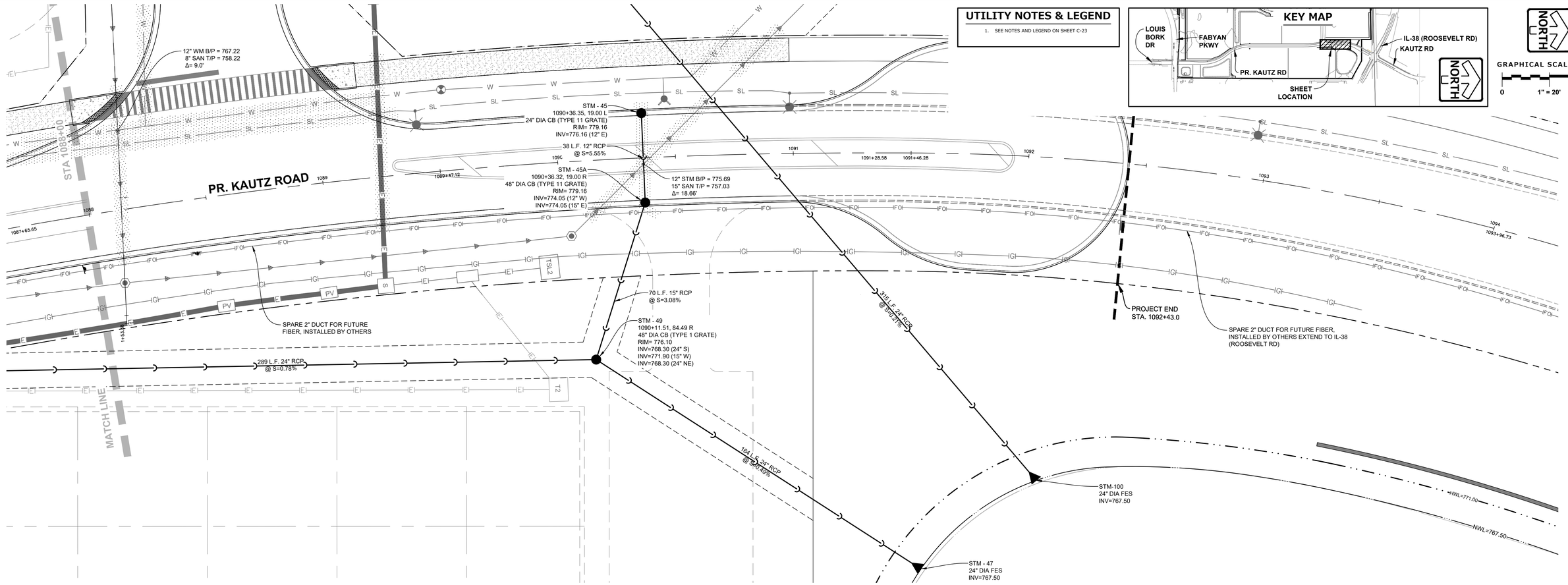
UTILITY NOTES & LEGEND

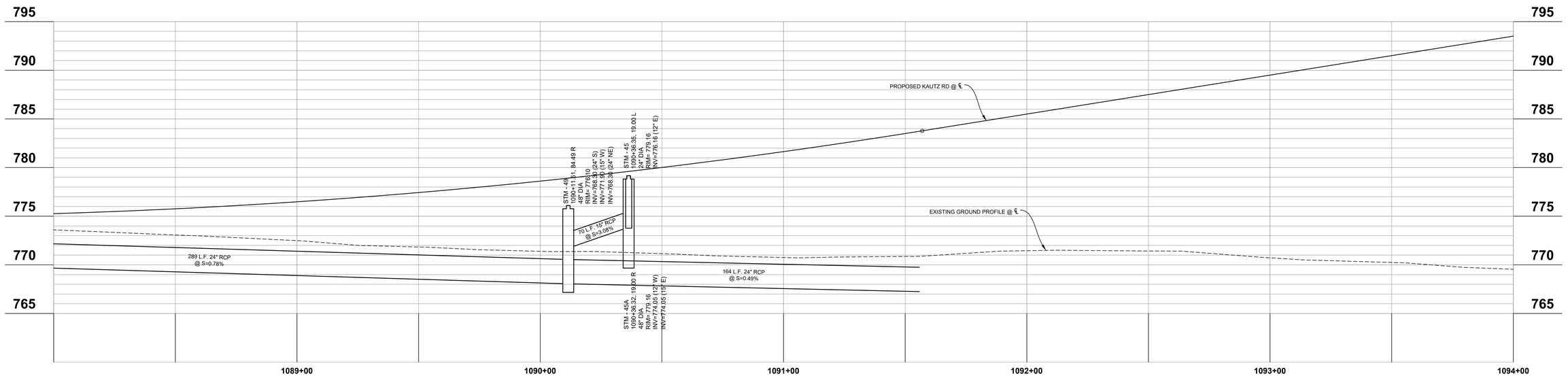
1. SEE NOTES AND LEGEND ON SHEET C-23

KEY MAP

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE I NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

STORM SEWER PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 454.00-IL BDJ
PEG PM
START DATE 1/22/25
SCALE VARIES

SHEET C-29 OF C-90

©COPYRIGHT 2020

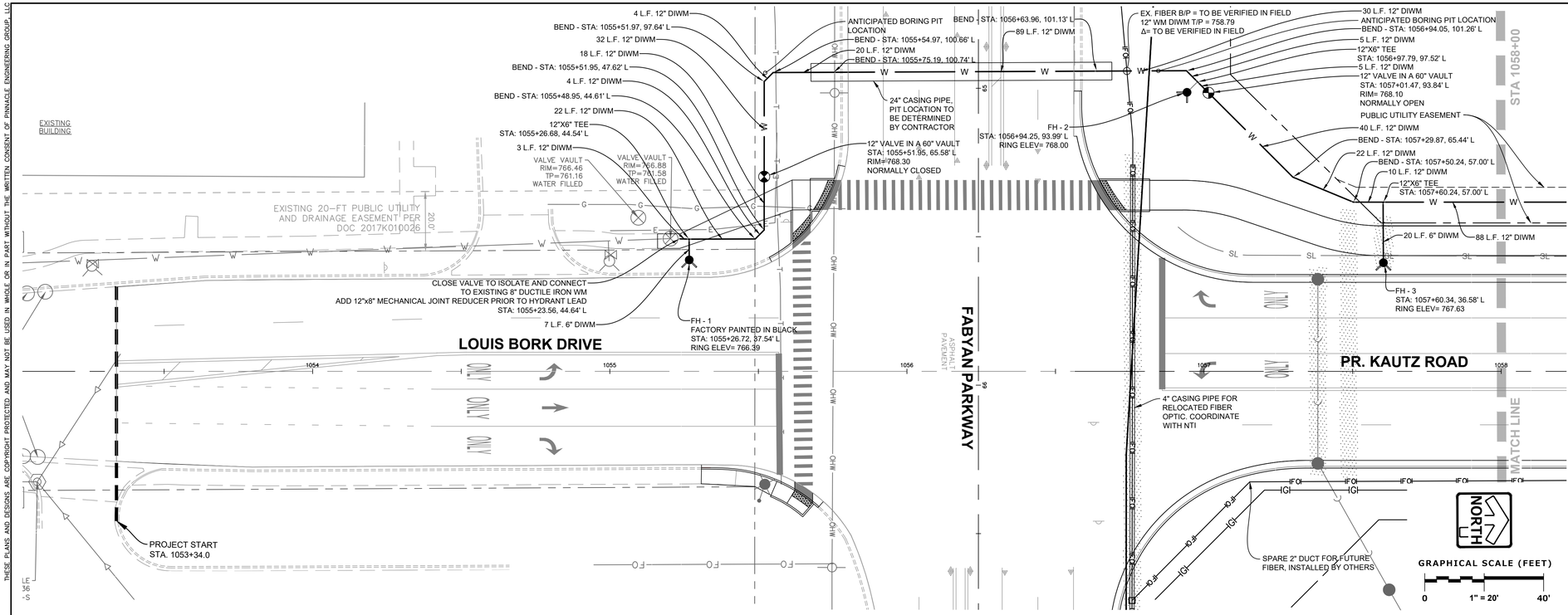
www.pinnacle-engr.com

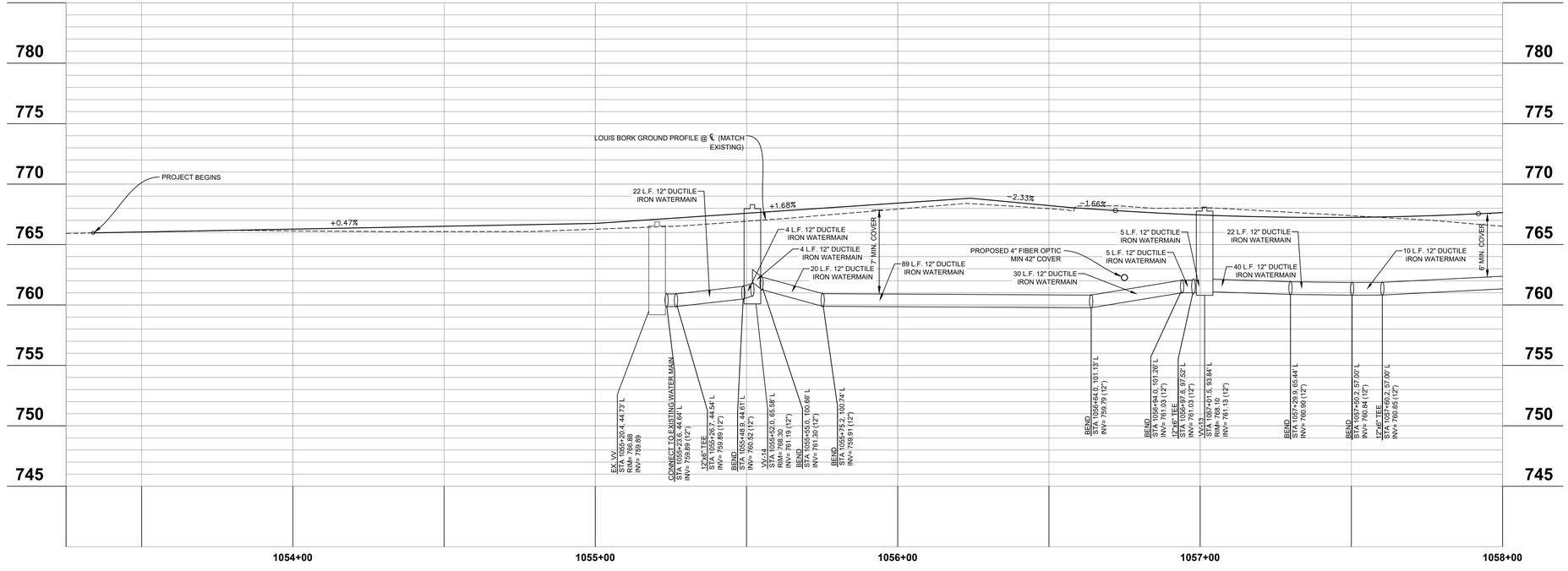
MASS GRADING & - STORM SEWER PLAN & PROFILE- KAUTZ ROAD

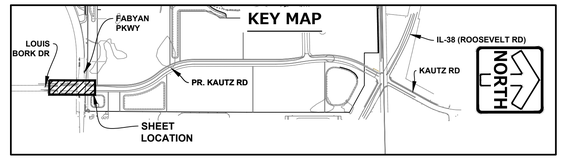
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:39 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL\SHEETSET\PHASE I\WATER & SANITARY
JOHN G. HAUSKEY

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ







UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURES TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION, AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OR POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.
9. ANY SANITARY SEWER INSTALLED AT DEPTHS GREATER THAN 14 FEET SHALL BE DUCTILE IRON PIPE, ASTM C151, CLASS 52, POLY WRAPPED, WITH PUSH ON JOINTS OR RESTRAINED JOINTS WHERE APPLICABLE.
10. ANY SEWER THAT CROSSES WATERMAIN SHALL COMPLY WITH IEPA TITLE 35 SECTION 604.1440.
11. TRENCH BACKFILL FOR UNDERGROUND UTILITES WITHIN KDOT RIGHT-OF-WAY SHALL USE CLSM FROM 12" ABOVE THE UTILITY CONDUIT TO THE SUBGRADE ELEVATION.
12. LOUIS BORK ROW: ANY SECTION OF PROPOSED CONDUIT INSTALLATION THAT WILL HAVE CROSSING WITH 15kV OR 35kv URD LINE MUST BE COMPLETED BY OPEN CUT OR TRENCH METHOD. (POTHOLE/DAYLIGHTING)
13. PW-ELECTRIC DIVISION OF BATAVIA REQUIRES A MINIMUM OF 5-FT OF SEPARATION BETWEEN THEIR ELECTRIC FACILITIES AND ANY FIRE HYDRANTS, STORM DRAINS, STORM SEWERS, WATER MAINS, GAS MAINS, ETC. THAT RUN PARALLEL.

LEGEND

EXISTING	PROPOSED	
◎	◉	SANITARY MANHOLE
◎	◉	STORM MANHOLE
○	●	CATCH BASIN/RISER
□	■	INLET
▷	▶	PRECAST FLARED END SECTION
⊗	⊗	VALVE VAULT
⊞	⊞	VALVE BOX
PT	PT	PRESSURE TAP IN VAULT
○	●	BUFFALO BOX
		FIRE HYDRANT
		SIAMESE CONNECTION
◎	◉	CLEANOUT
		SANITARY SEWER
		FORCEMAIN
		STORM SEWER
W	W	WATERMAIN
FO	FO	FIBER OPTIC
	E	CITY OF GENEVA ELECTRIC DUCT
	SL	STREET LIGHT ELECTRIC
	IEI	FUTURE GENEVA ELECTRIC
E		EXISTING COMED ELECTRIC
	IGI	NICOR GAS LINE
		STREET LIGHT POLE
		STREET SIGN
	CROSSING INFORMATION	LABELED UTILITY CROSSING
		TRENCH BACKFILL

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

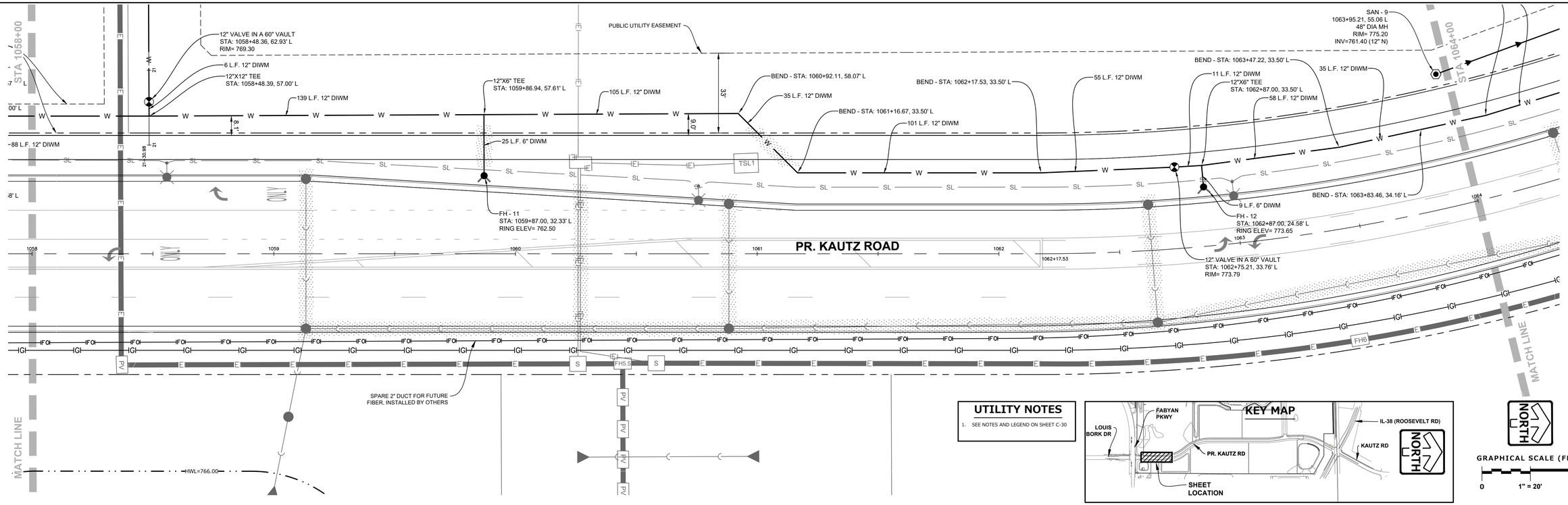
SHEET C-30 OF C-90

©COPYRIGHT 2020

www.pinnacle-engr.com

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

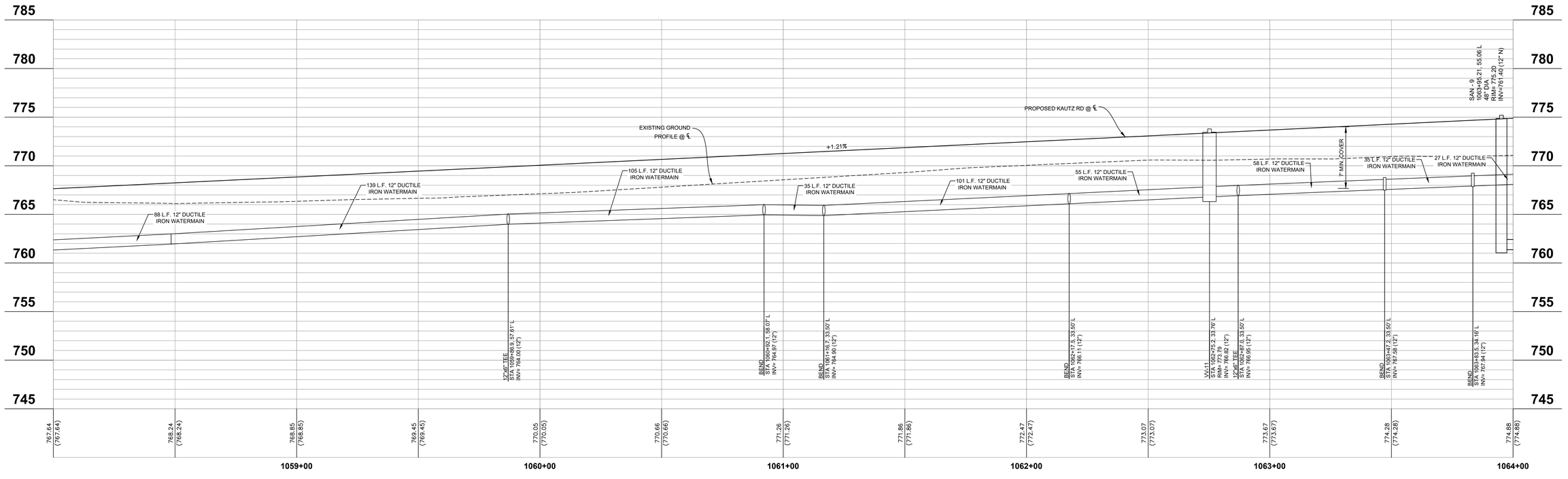


UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'



© COPYRIGHT 2020

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

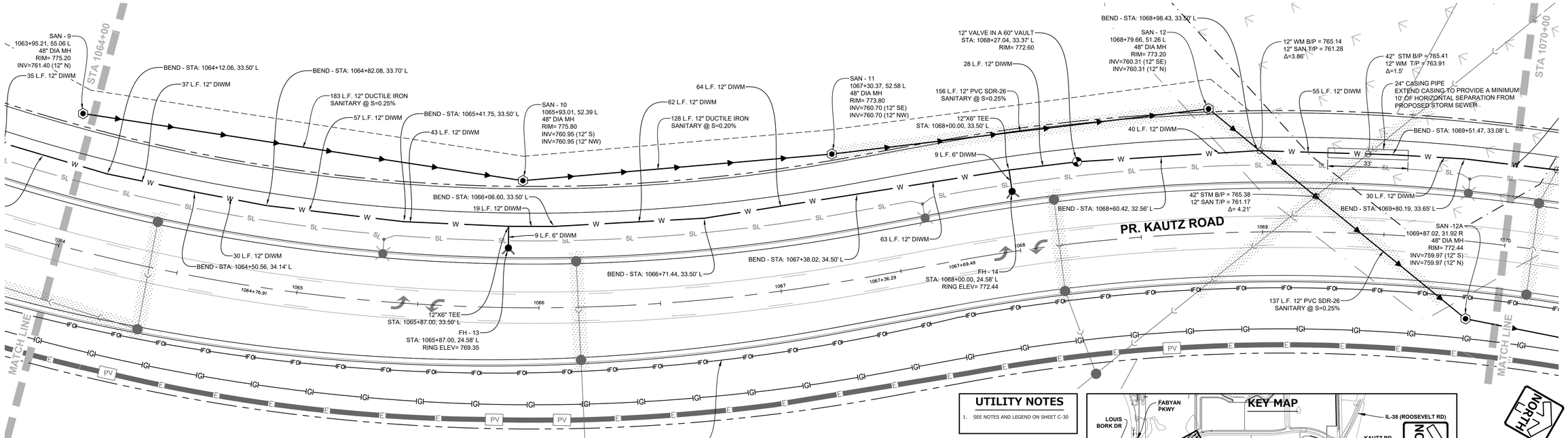
WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-31 OF C-90

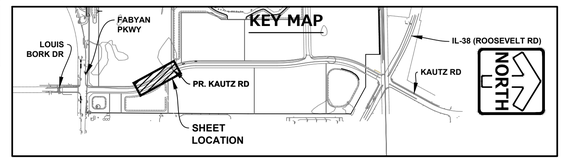
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ
5/27/2025 12:40 PM – Z:\Projects\2018\1454.00-1L\312 – ENGINEERING\FINAL\SHEETSET\PHASE 1\WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



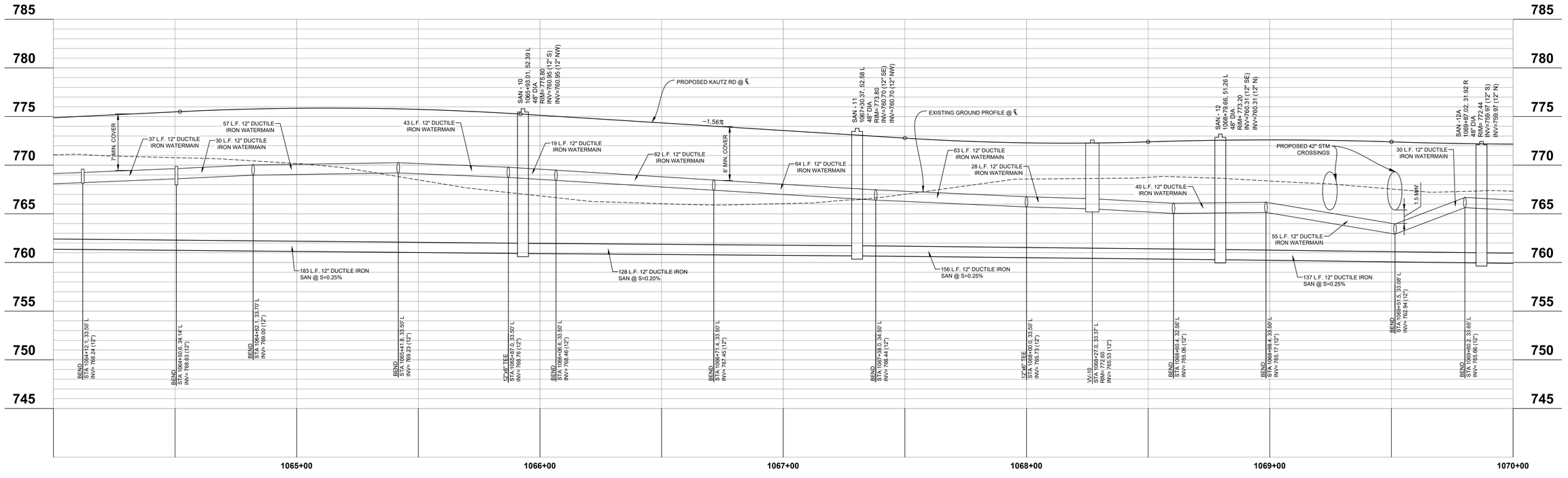
UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30



GRAPHICAL SCALE (FEET)

0 1" = 20' 40'



PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-32 OF C-90

©COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:40 PM – Z:\Projects\2018\1454.00-A\3\2 – ENGINEERING\FINAL\SHEETSET\PHASE 1\WATER & SANITARY PLAN & PROFILE.dwg

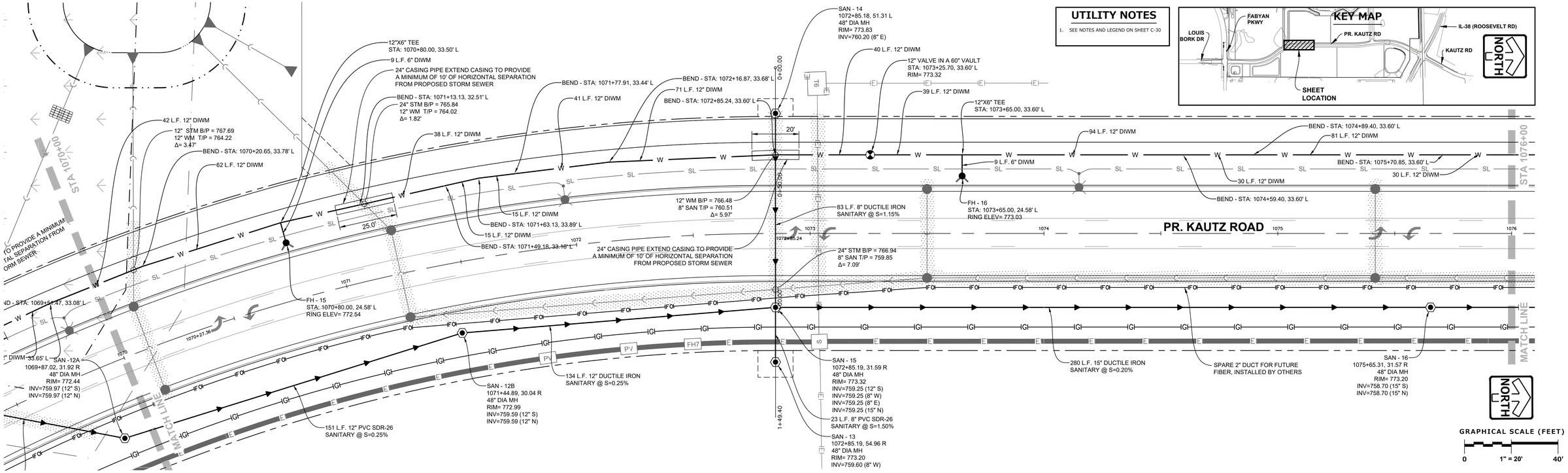
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

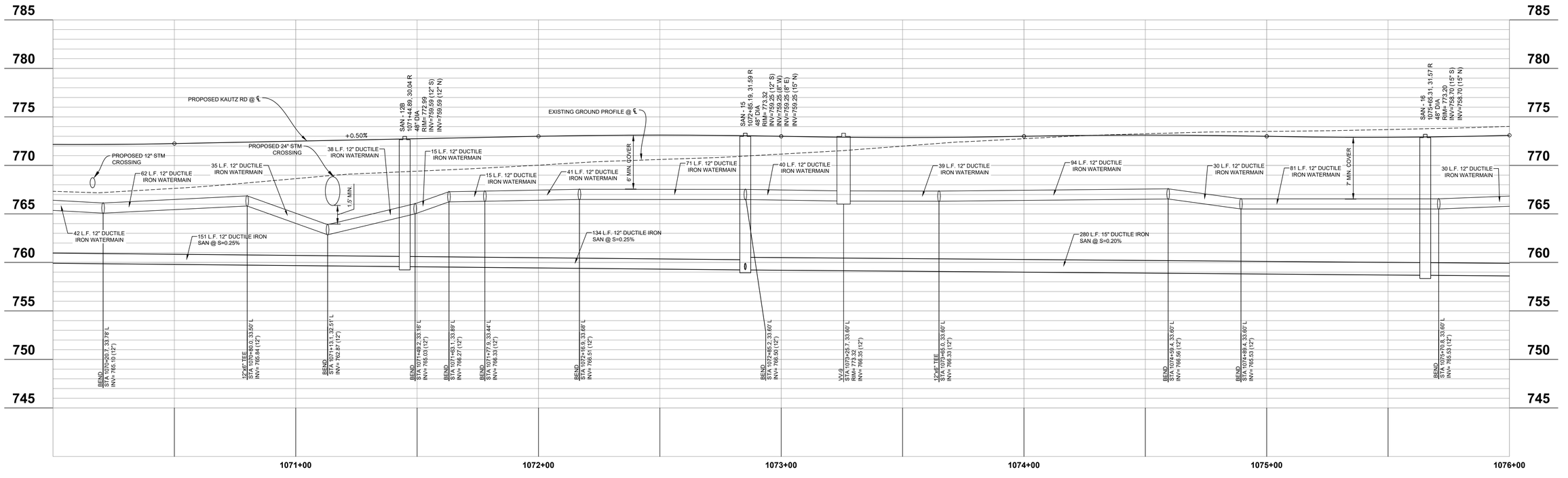
+www.pinnacle-engr.com

UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP





PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS					
1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-33 OF C-90

© COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:41 PM - Z:\Projects\2018\1454.00-1L\32 - ENGINEERING\FINAL\SHEET SET\PHASE 1\WATER & SANITARY

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

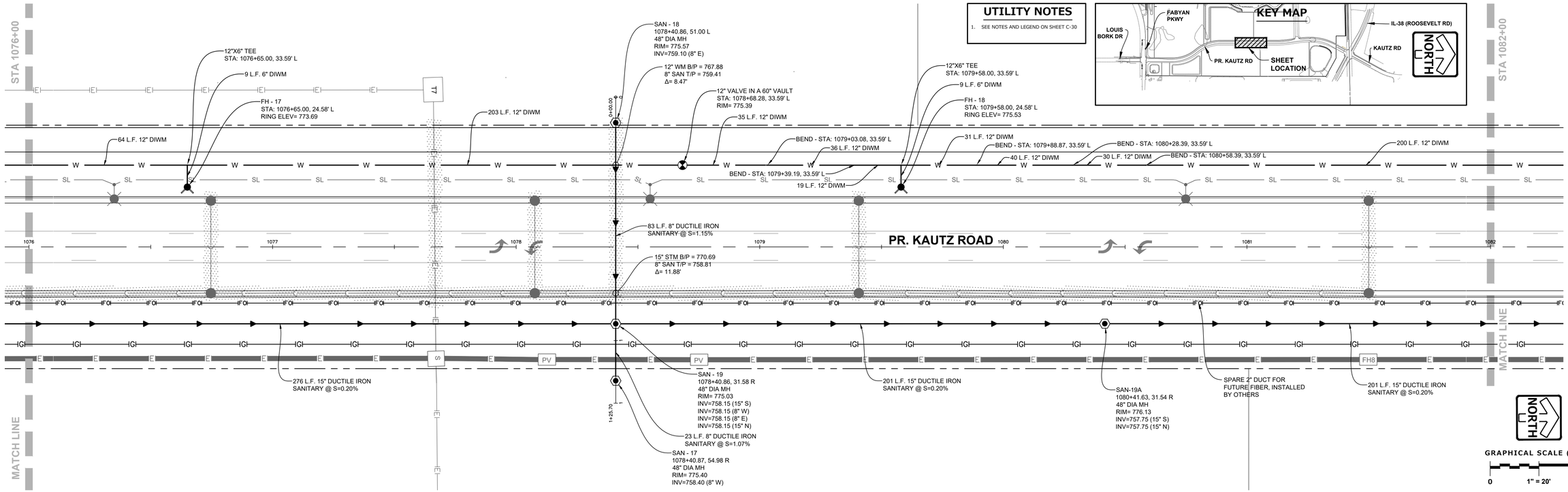
5/27/2025 11:46 PM – Z:\Projects\2018\1454.00-IL\12 – engineering\FINAL\SHEETSET\PHASE 1\WATER & SANITARY PLAN & PROFILE.dwg

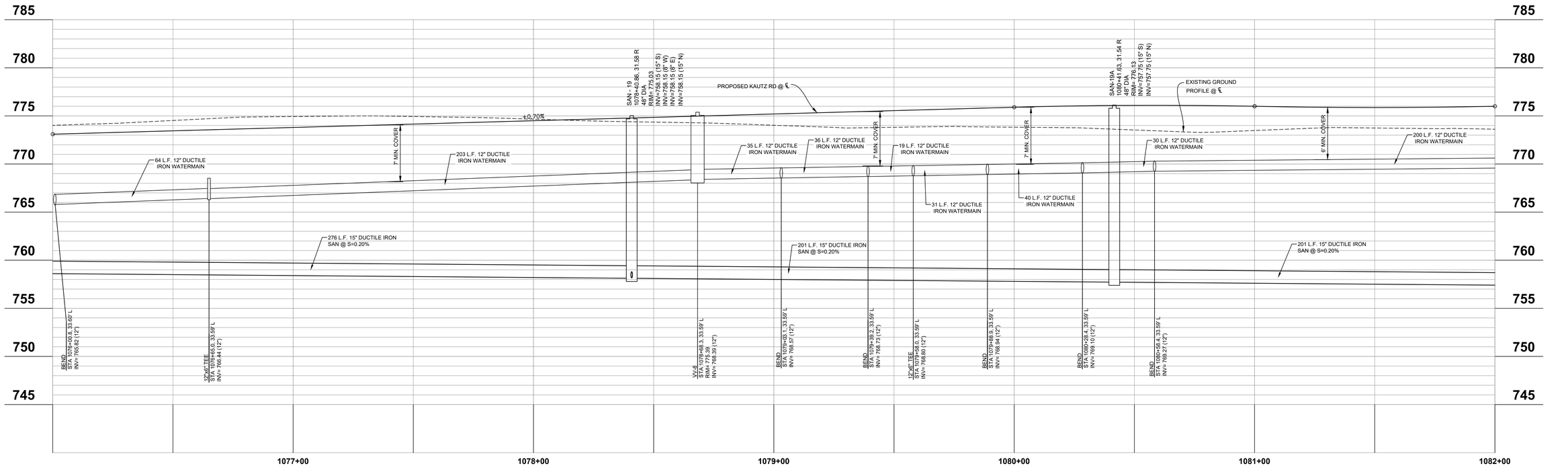
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP





PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-34 OF C-90

© COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

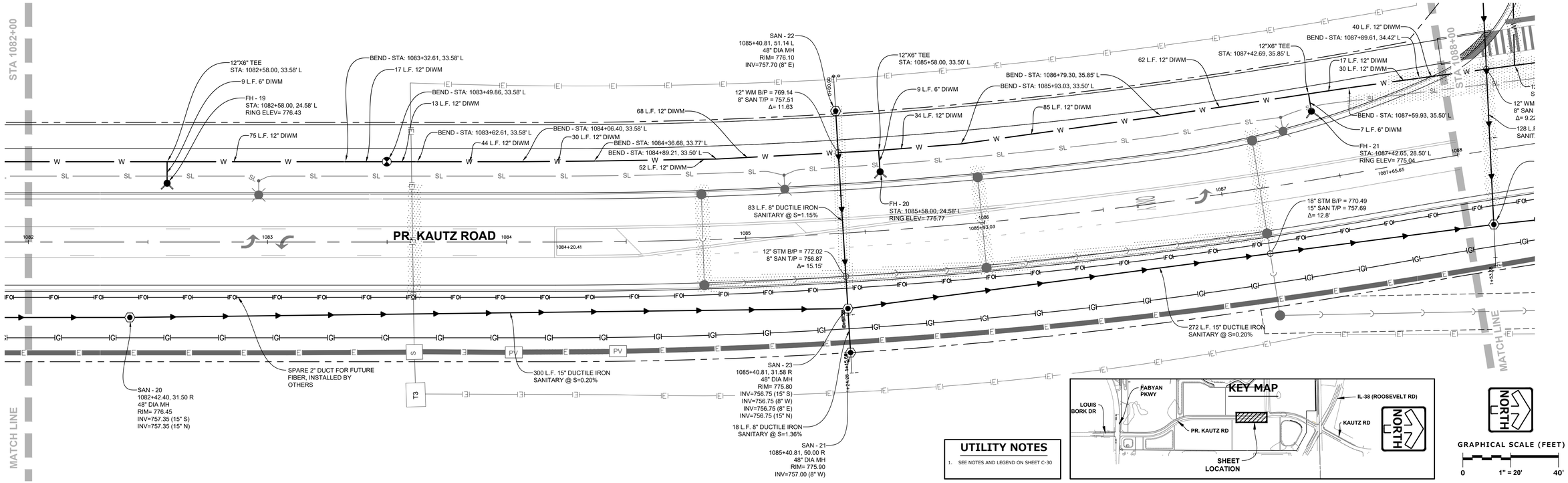
www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:42 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL SHEETSET\PHASE I\WATER & SANITARY
JOE & MICHAEL.dwg

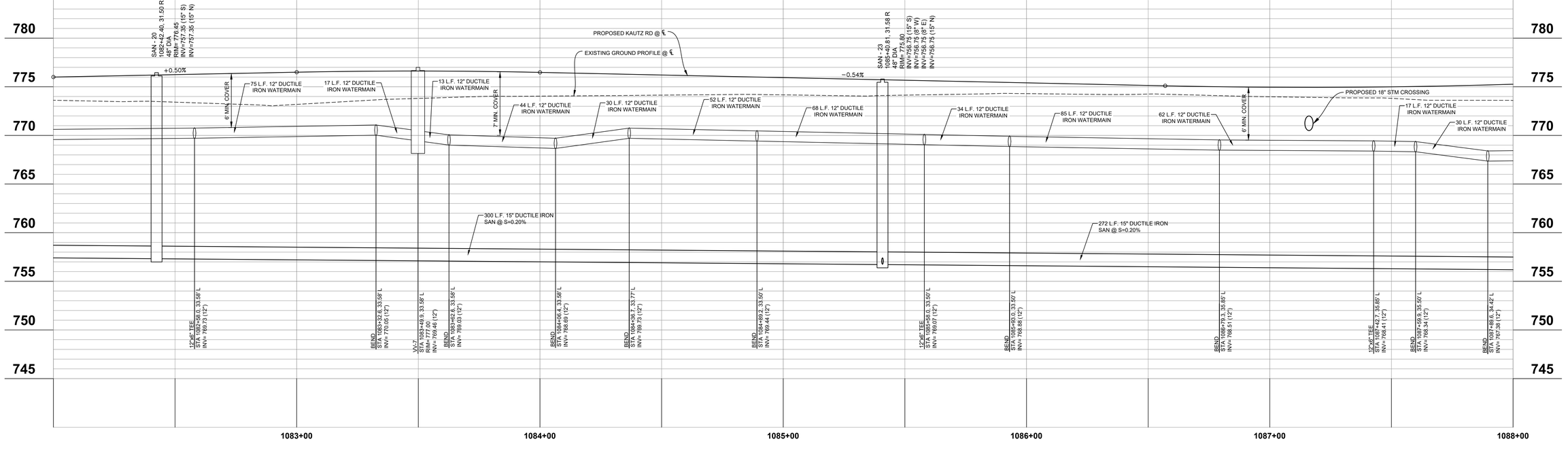
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

+www.pinnacle-engr.com



UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30



REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-35 OF C-90

©COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 1:49 PM – Z:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE I\WATER & SANITARY PLAN & PROFILE.dwg

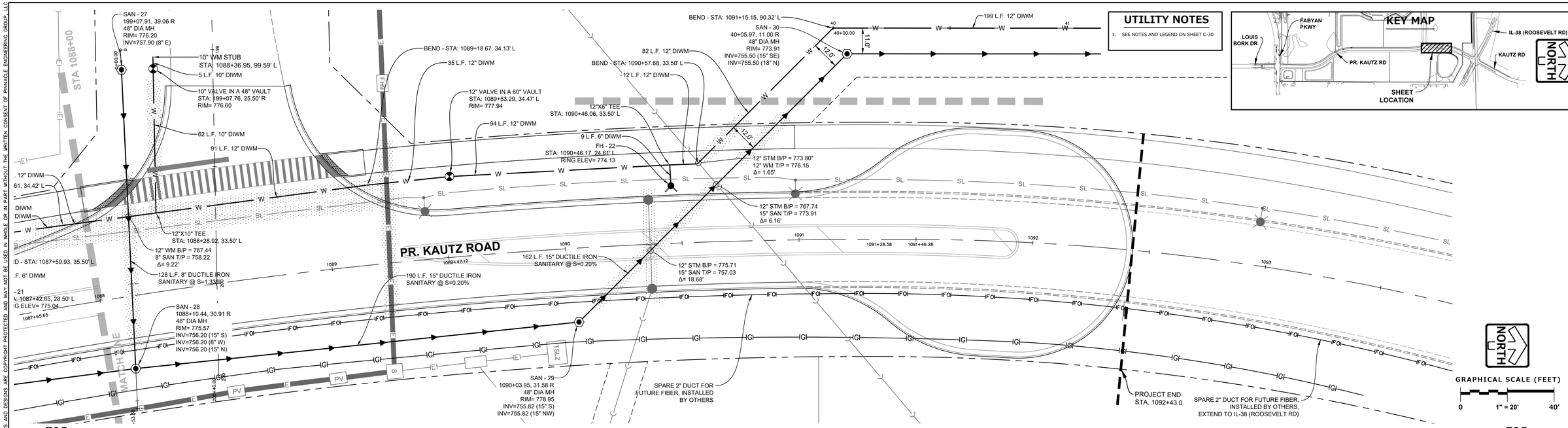
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

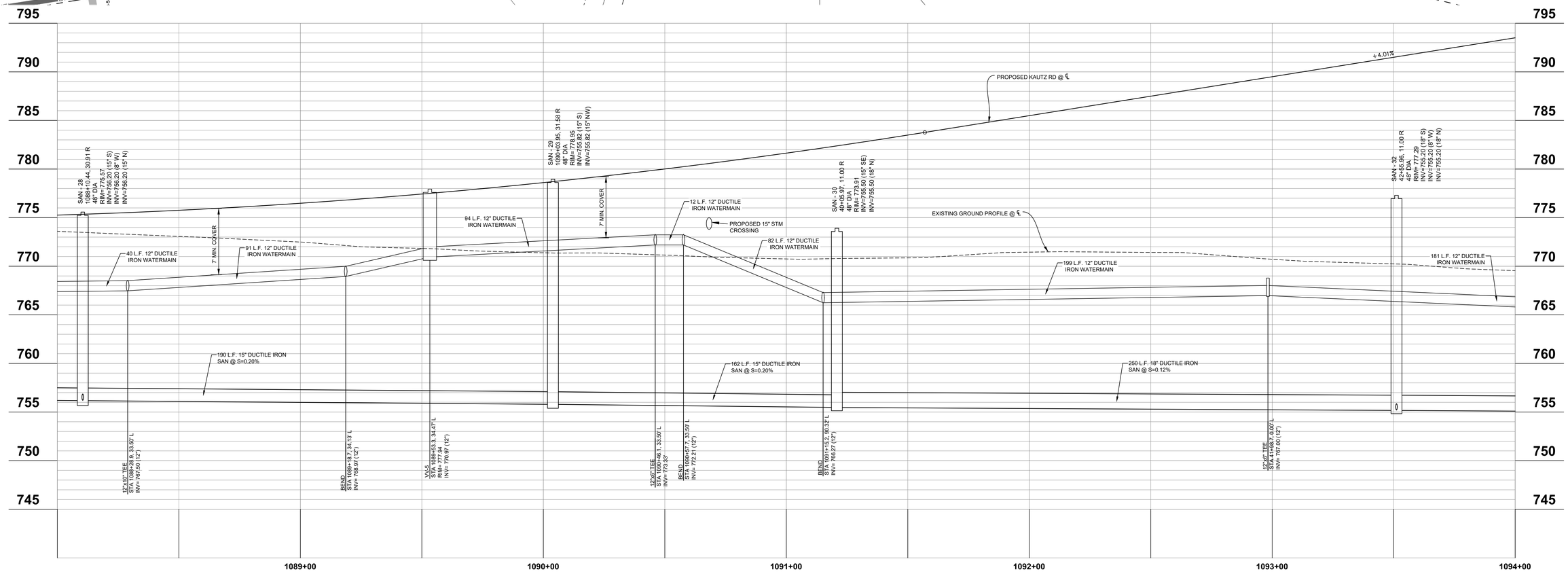
www.pinnacle-engr.com

UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP





PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-36 OF C-90

© COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

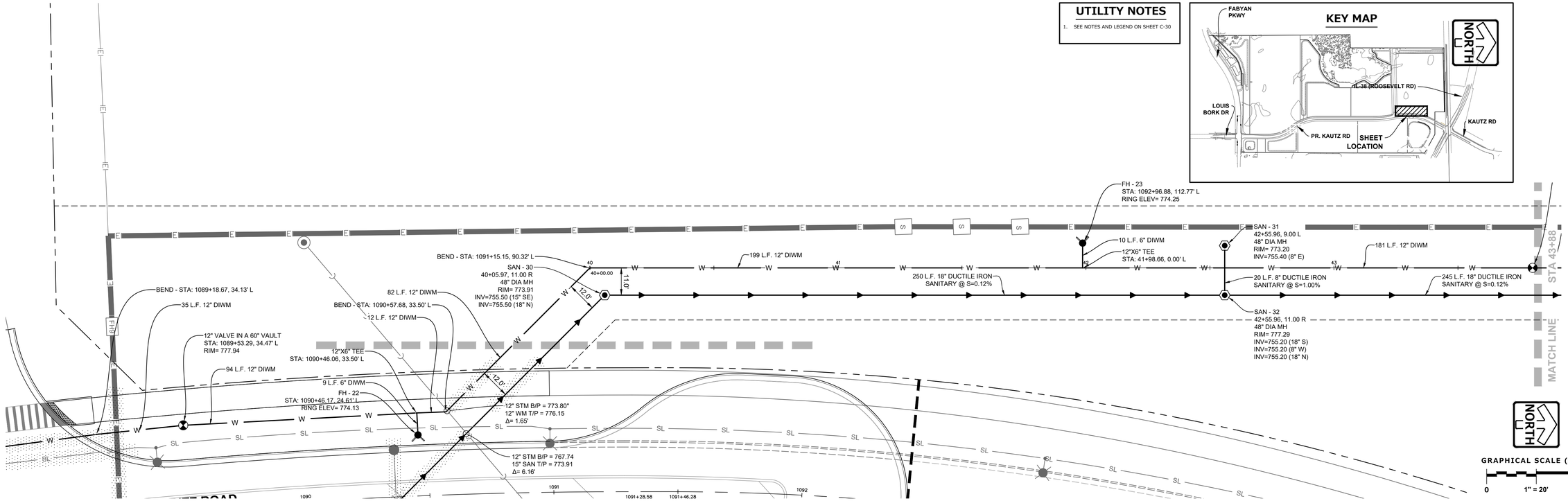
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

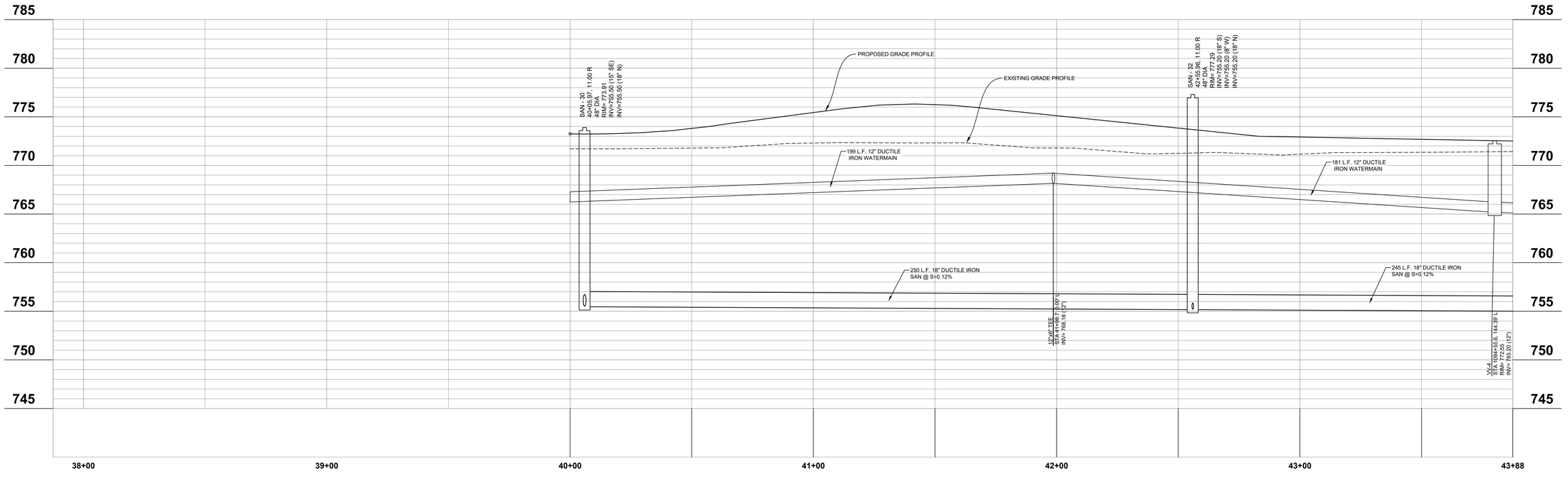
5/27/2025 12:43 PM – Z:\Projects\2018\1454.00-1L\312 – ENGINEERING\FINAL\SHEETSET\PHASE 1\WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD.dwg

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-37 OF C-90

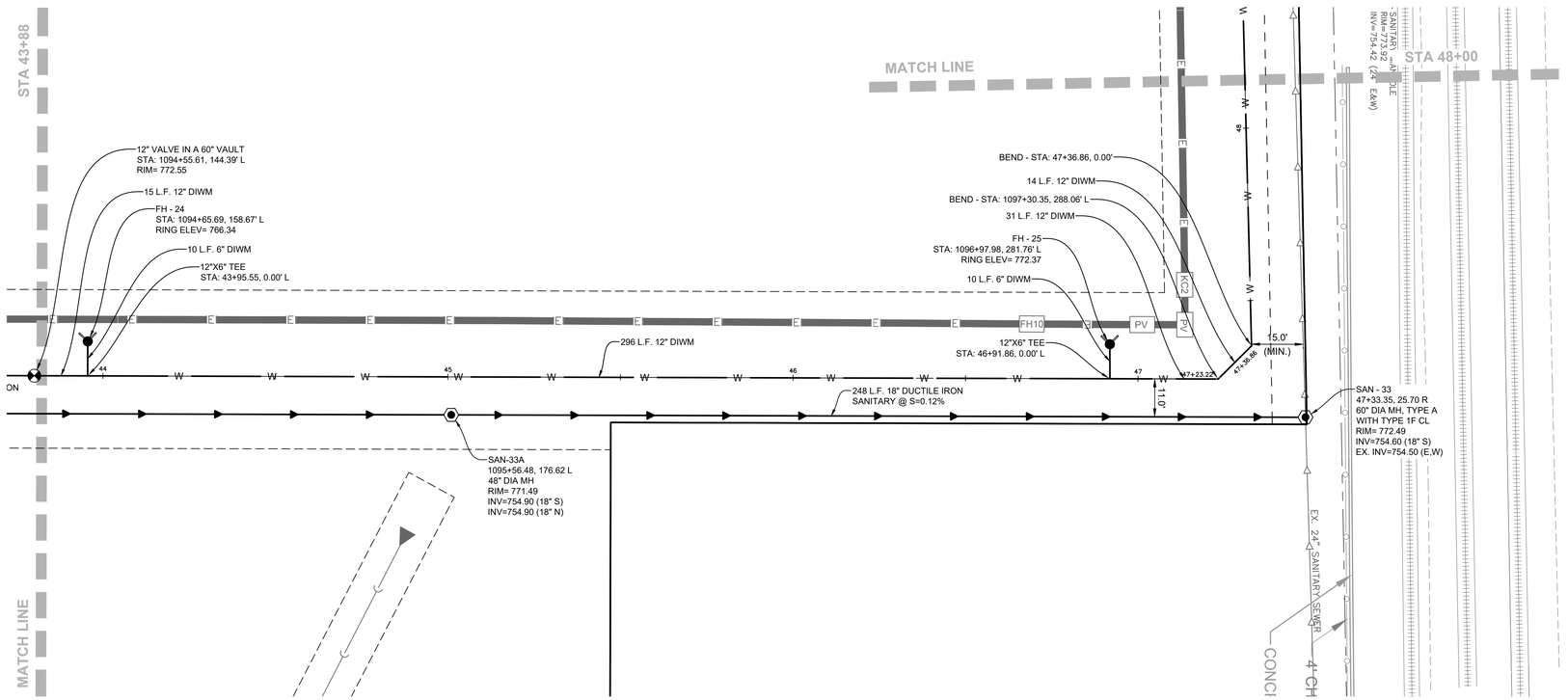
© COPYRIGHT 2020

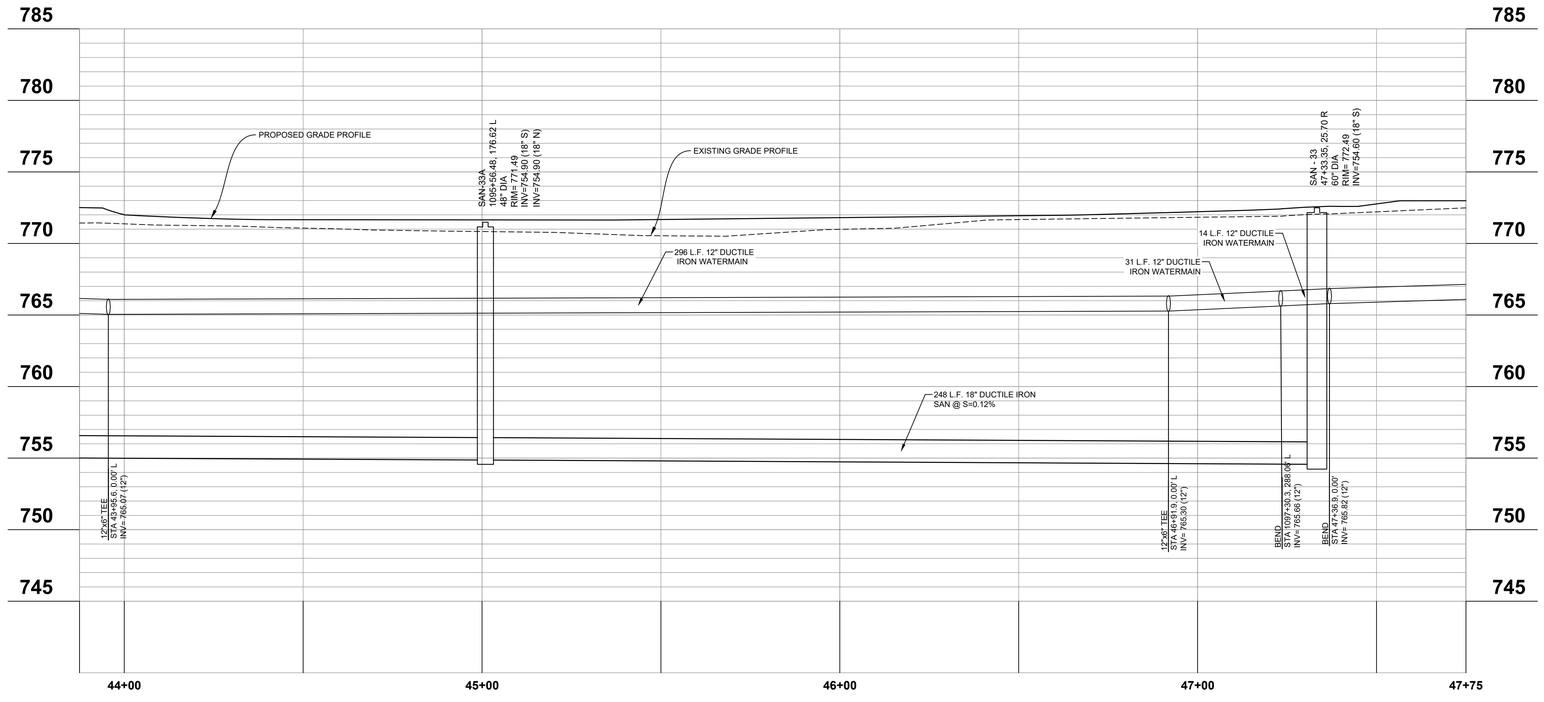
www.pinnacle-engr.com

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:44 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL\SHEETSET\PHASE I\WATER & SANITARY
JOE M HAWLEY





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-38 OF C-90

© COPYRIGHT 2020

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

www.pinnacle-engr.com

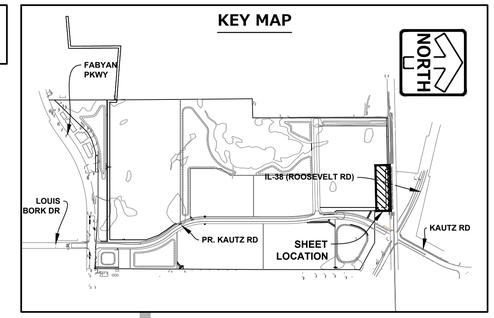
MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

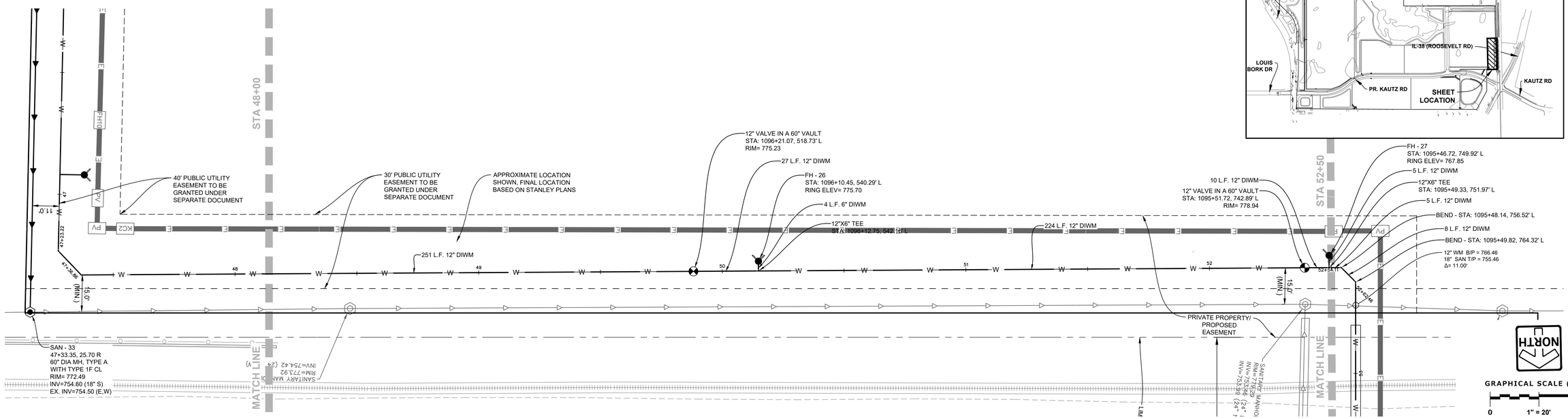
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

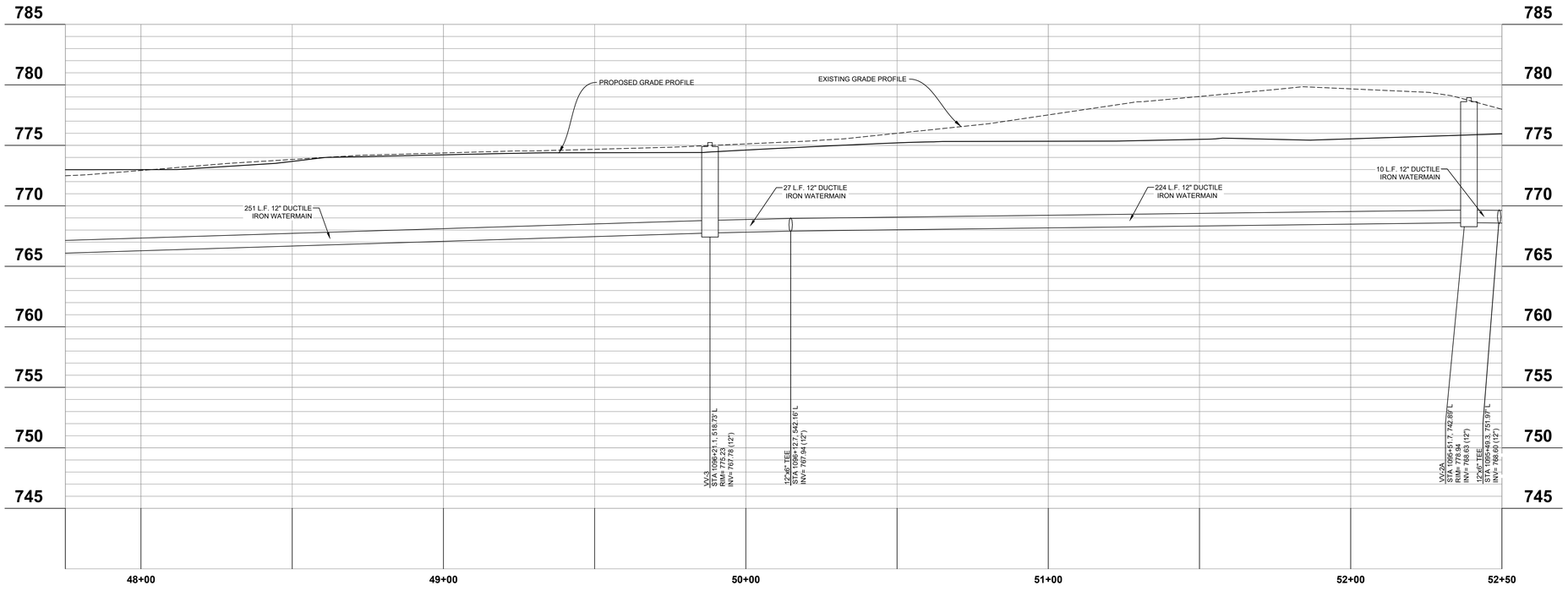
UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP







PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-39 OF C-90

© COPYRIGHT 2020

www.pinnacle-engr.com

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

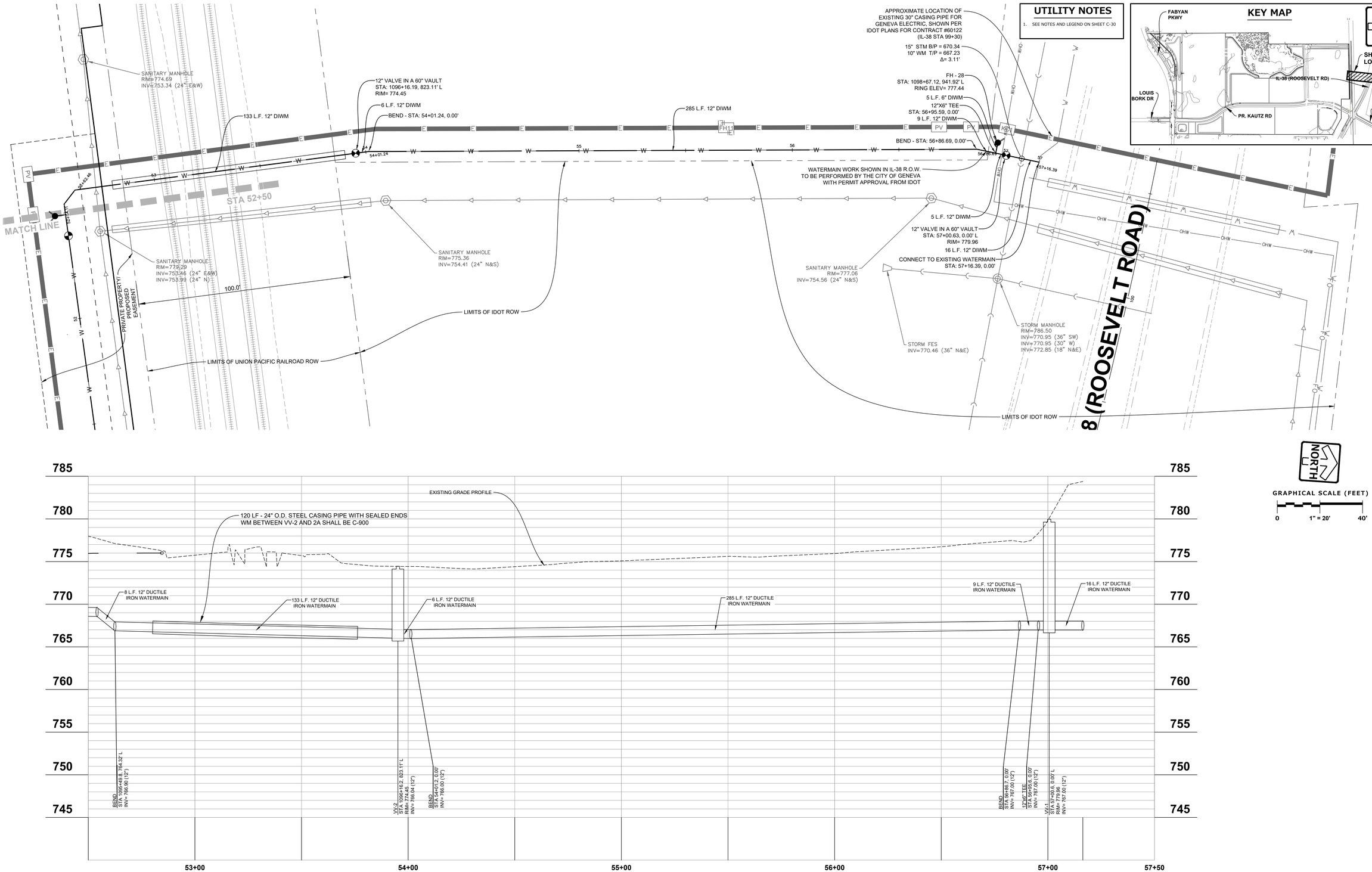
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

5/27/2025 12:44 PM - Z:\Projects\2018\1454.00-1L\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:45 PM – Z:\Projects\2018\1454.00-IL\312 – ENGINEERING\FINAL\SHEETSET\PHASE I\WATER & SANITARY PLAN & PROFILE.dwg

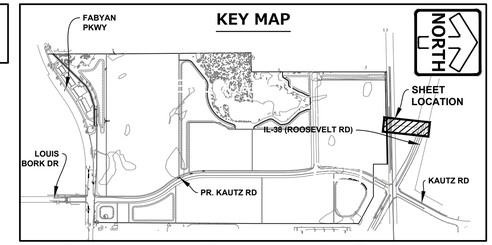
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ



UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP



GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET
C-40
OF
C-90

©COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- KAUTZ ROAD

www.pinnacle-engr.com

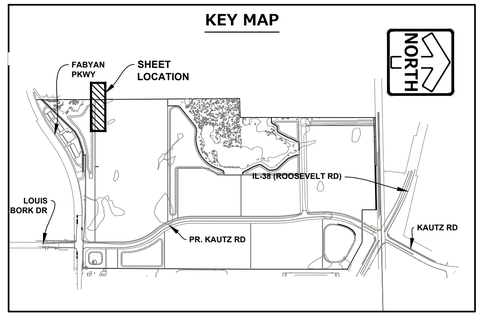
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

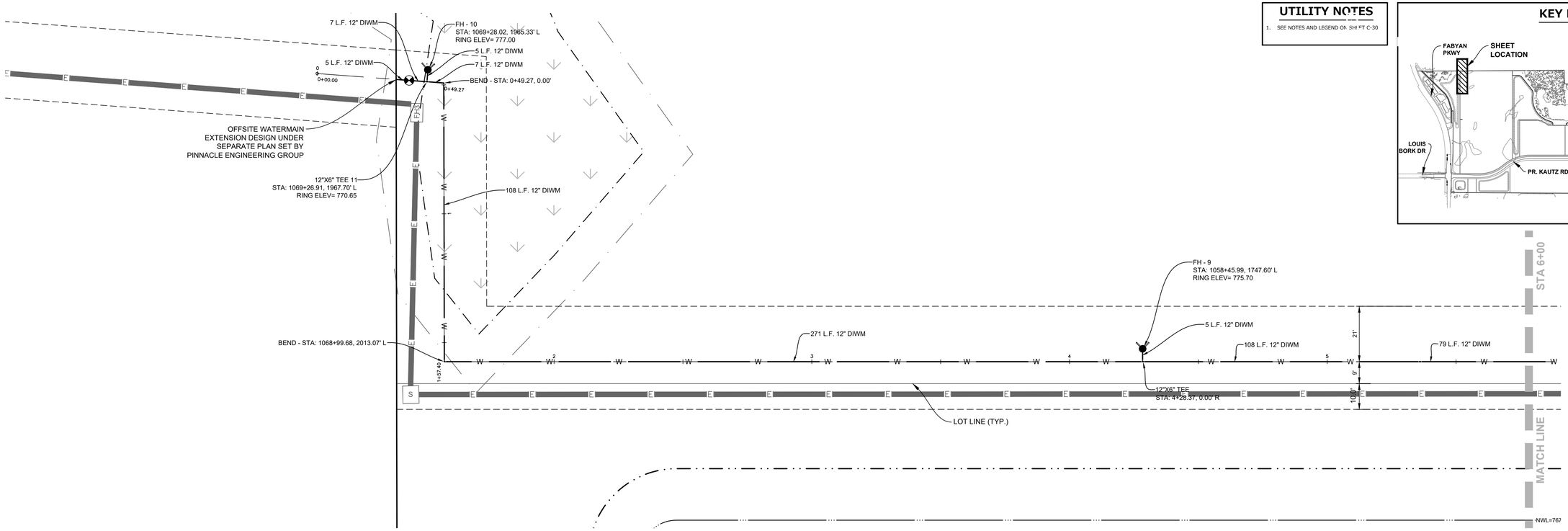
www.pinnacle-engr.com

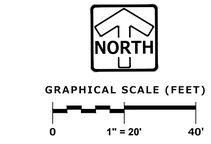
UTILITY NOTES

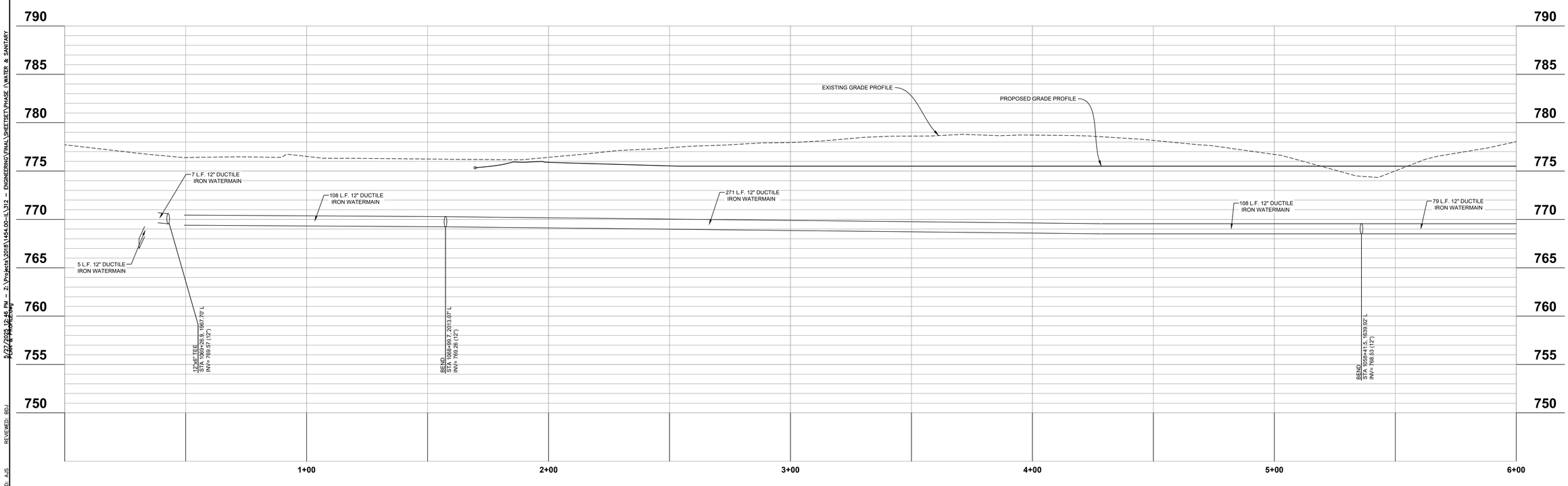
1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP









PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE I NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE

PEG JOB No. 1454.00-1L
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-41 OF C-90

© COPYRIGHT 2020

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ
5/27/2025 12:26 PM — Z:\Projects\2018\1454.00-IL\12 - ENGINEERING\FINAL\SHEETS\PHASE 1\WATER & SANITARY
Dave & Adam Herry

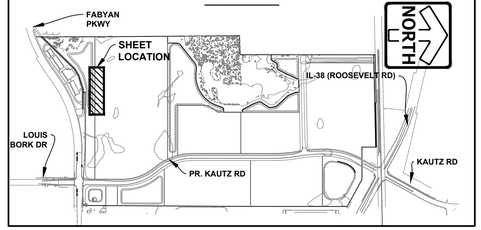
MASS GRADING & - WATER & SANITARY PLAN & PROFILE

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP



STA 6+00

12" VALVE IN A 60" VAULT
STA: 1058+41.81, 1560.93' L
RIM= 775.50

113 L.F. 12" DIWM

FH - 8
STA: 1058+47.31, 1447.60' L
RING ELEV= 775.70

5 L.F. 12" DIWM

12"x6" TEE
STA: 1058+42.31, 1447.58' L

300 L.F. 12" DIWM

FH - 7
STA: 1058+48.62, 1147.60' L
RING ELEV= 775.70

5 L.F. 12" DIWM

12"x6" TEE
STA: 1058+43.62, 1147.58' L

183 L.F. 12" DIWM

STA 12+00

30" STM RCP BP = 769.19
12" DIWM TP=767.50

24" CASING PIPE
10' EITHER SIDE OF STM CROSSING

NWL=772.00

NWL=767.00

MATCH LINE

MATCH LINE

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

NWL=767.00

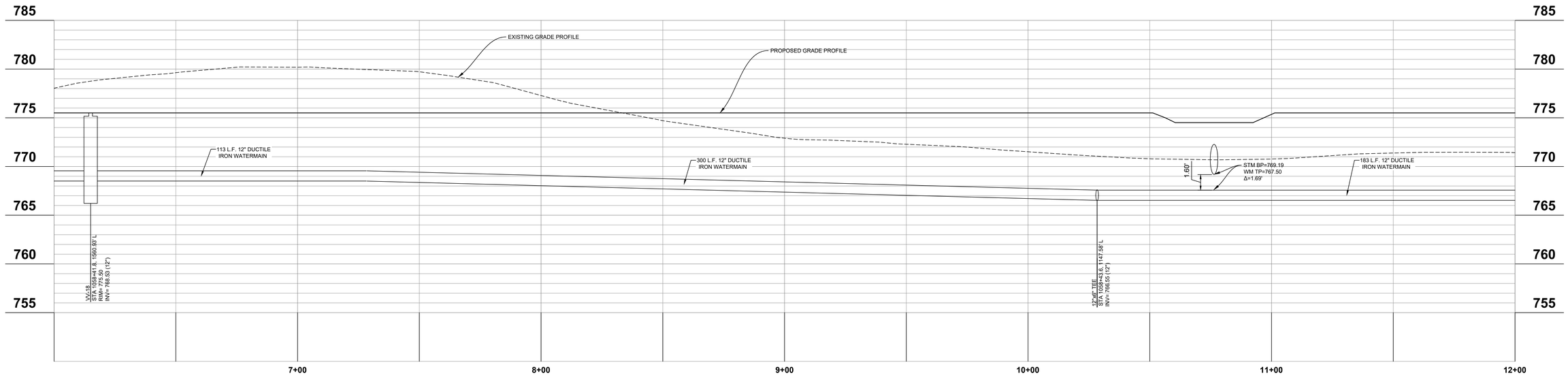
STORM MANHOLE
RIM=769.36
INV=766.26 (12" RCP SE)
INV=766.26 (12" RCP NW)

INV=766.83 (12" RCP E)

STORM MANHOLE
RIM=770.44
INV=766.54 (24" RCP NW-S)

STORM MH
RIM=770.51
INV=768.69 (6" PVC S)
INV=767.34 (24" RCP E)

NWL=767.00



PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-42 OF C-90

©COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE

www.pinnacle-engr.com

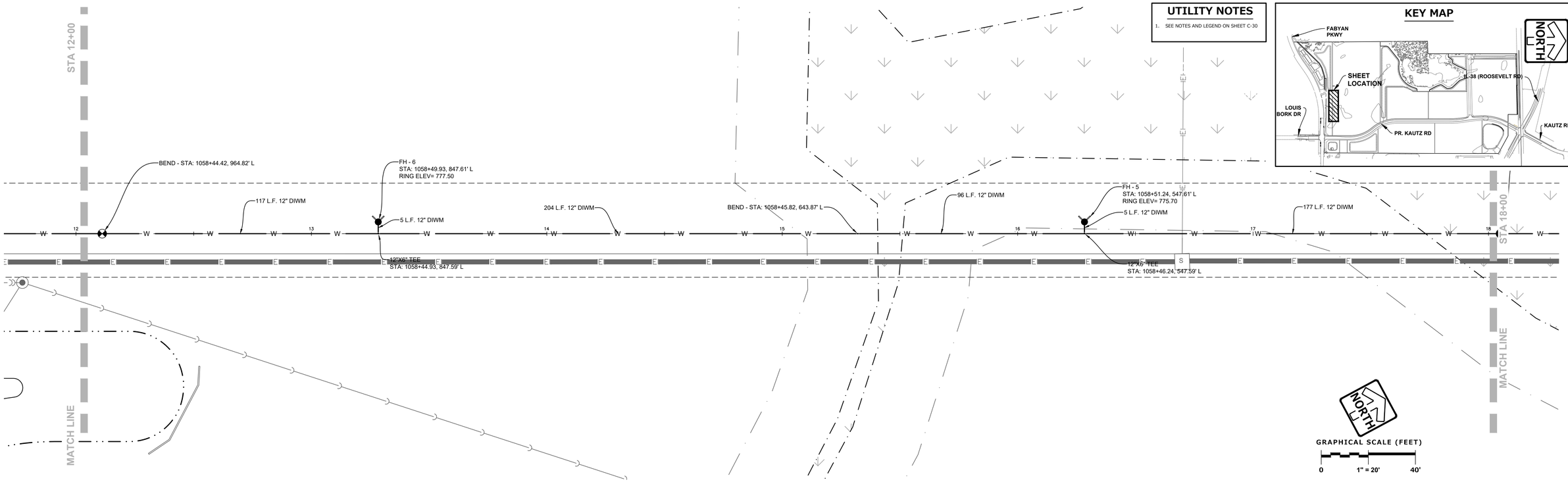
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

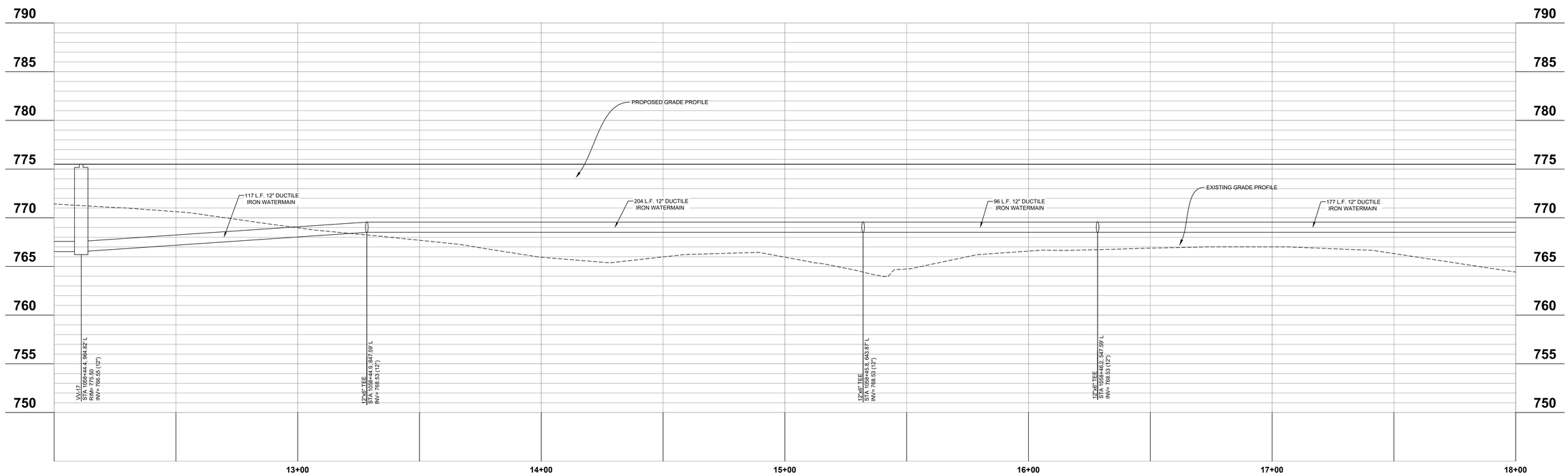
5/27/2025 12:46 PM - Z:\Projects\2018\1454.00-IL\312 - ENGINEERING\FINAL\SHEETSET\PHASE I\WATER & SANITARY
JOHN G. HACKETT

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:47 PM - Z:\Projects\2018\1454.00-IL\12 - ENGINEERING\FINAL\SHEETSET\PHASE I\WATER & SANITARY
Cody.Hawksley

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ





PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-43 OF C-90

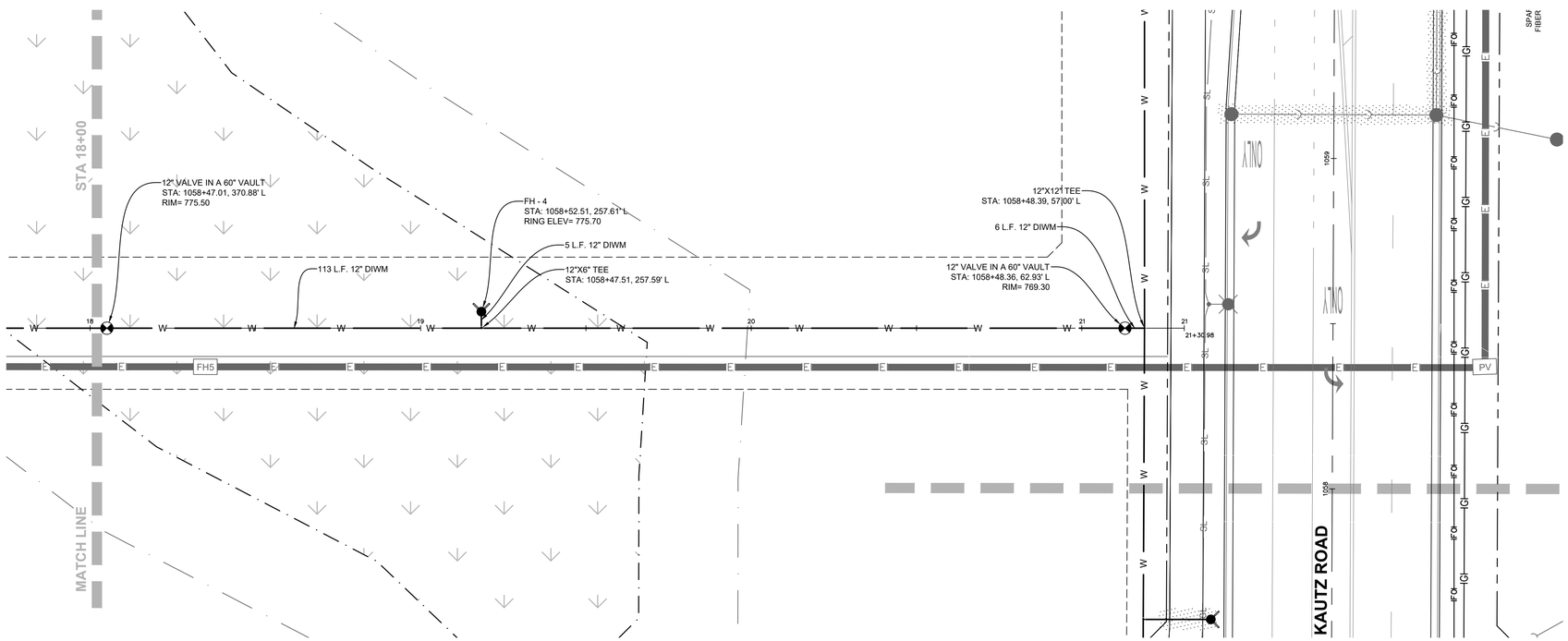
©COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

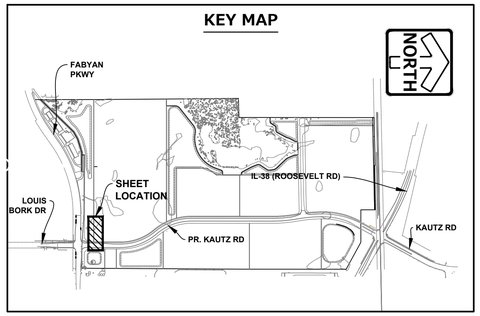
5/27/2025 12:47 PM - Z:\Projects\2018\1454.00-IL\12 - ENGINEERING\FINAL\SHEETSET\PHASE I\WATER & SANITARY
JOB No. 1454.00-IL
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

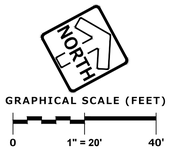


UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30

KEY MAP





GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-44 OF C-90

©COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE

www.pinnacle-engr.com

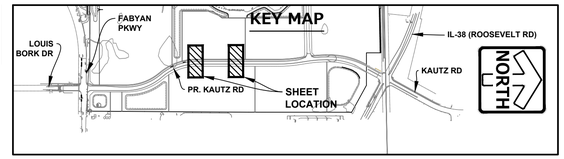
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

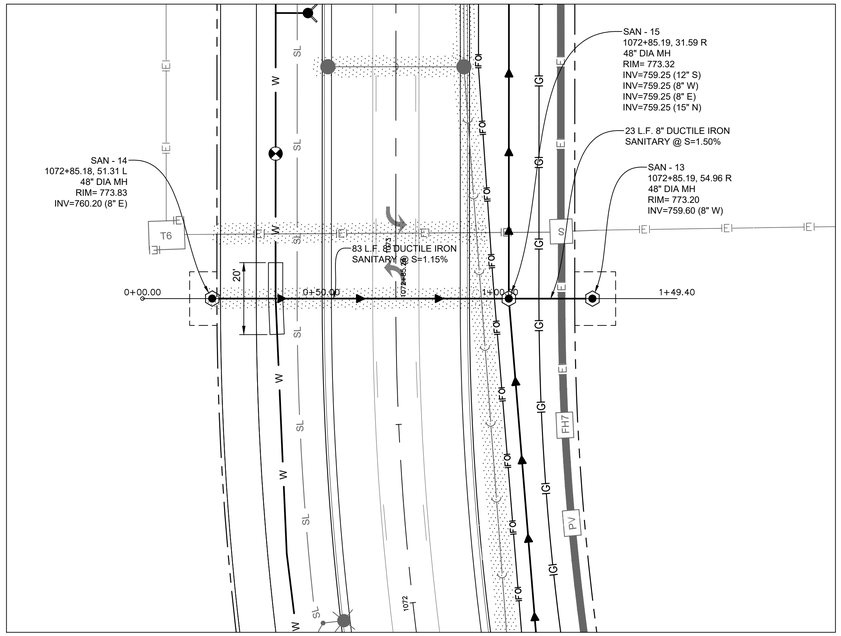
5/27/2025 1:03 PM – z:\Projects\2018\1454.00-a\312 – engineering\FINAL\SHEETSET\PHASE 1\WATER & SANITARY PLAN & PROFILE.dwg

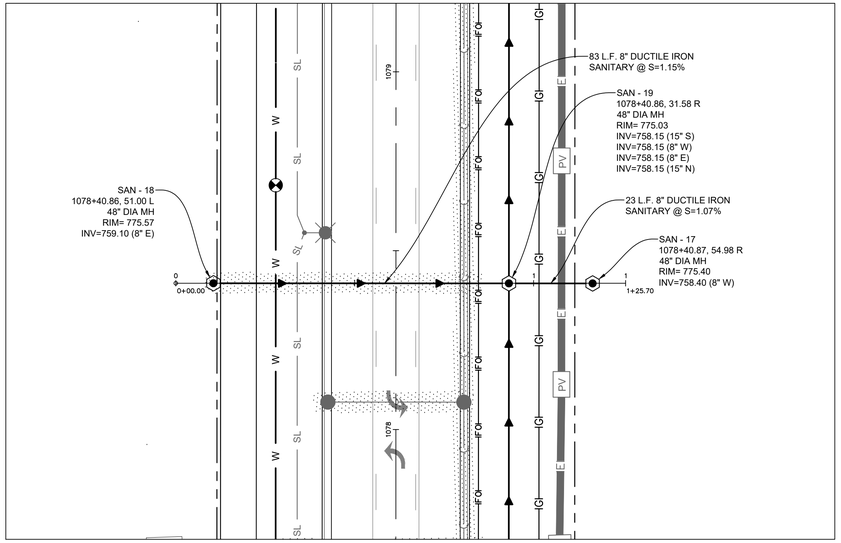
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30



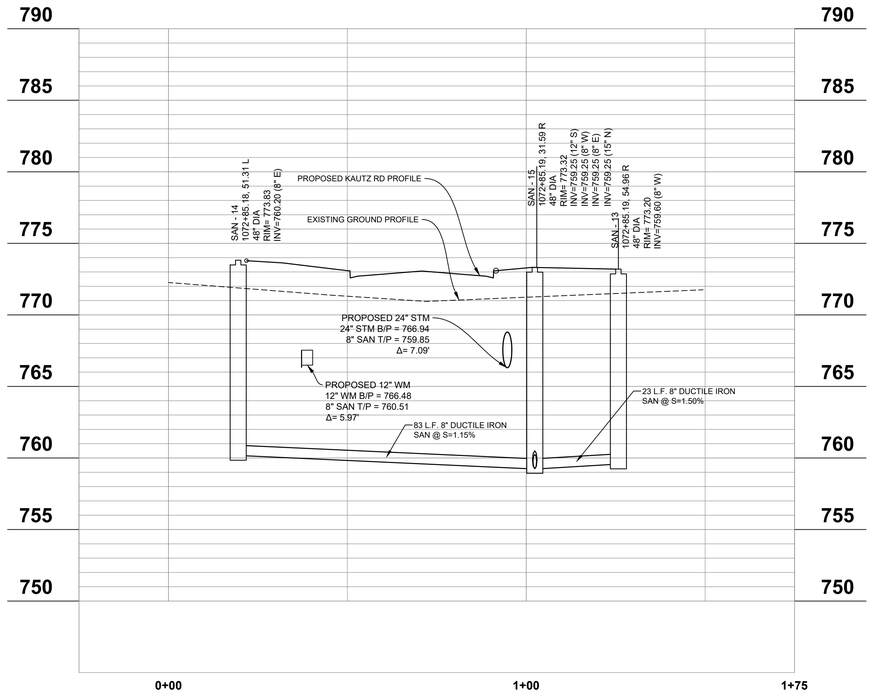


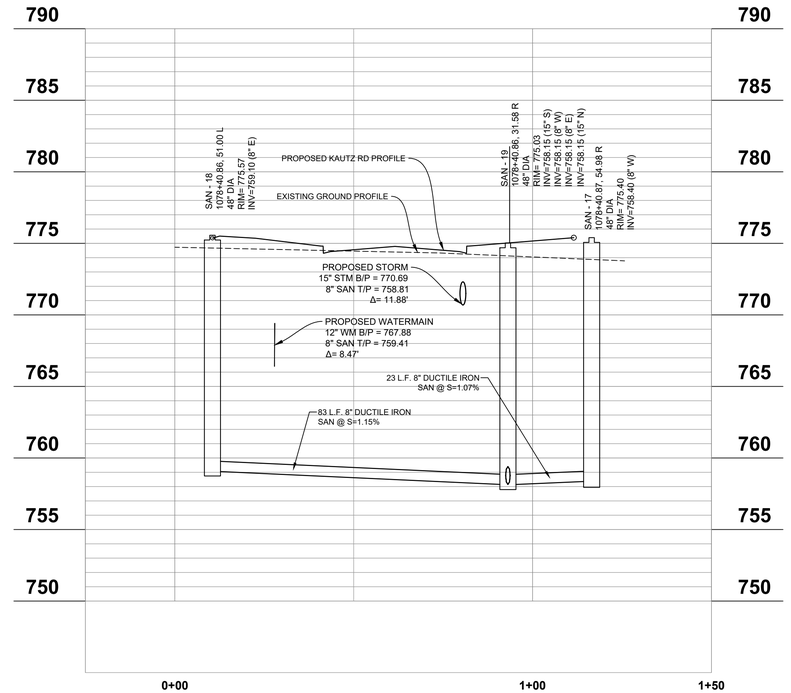


NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'





PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- SERVICES

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-45 OF C-90

© COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- SERVICES

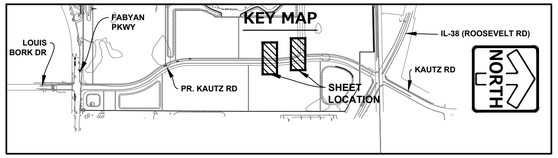
www.pinnacle-engr.com

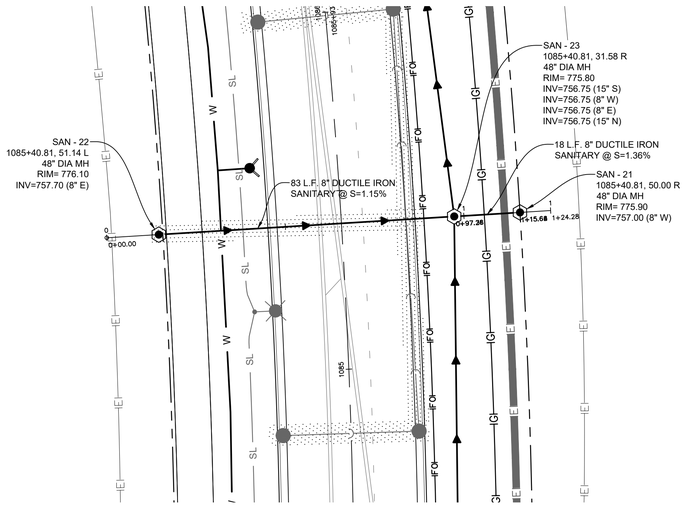
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

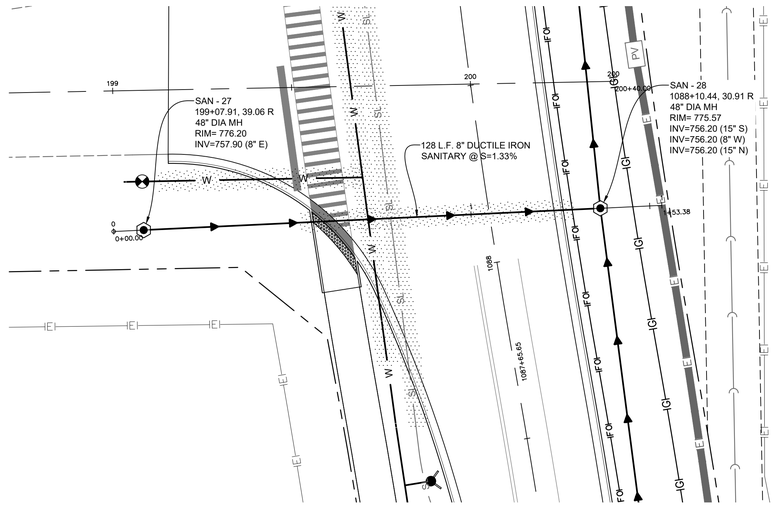
5/27/2025 1:04 PM – z:\Projects\2018\1454.00-JL\12 – engineering\FINAL\SHEETS\PHASE 1\WATER & SANITARY PLAN & PROFILE.DWG
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

UTILITY NOTES

1. SEE NOTES AND LEGEND ON SHEET C-30



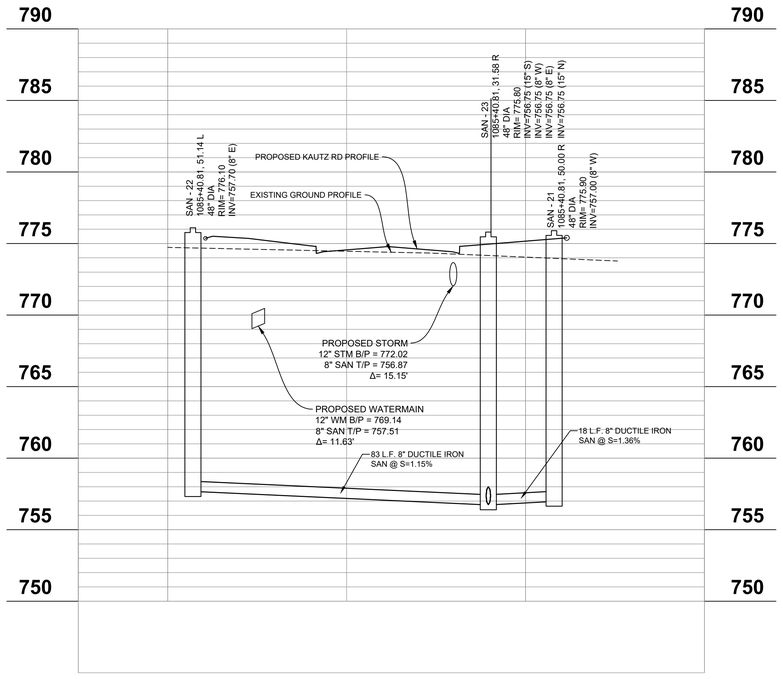


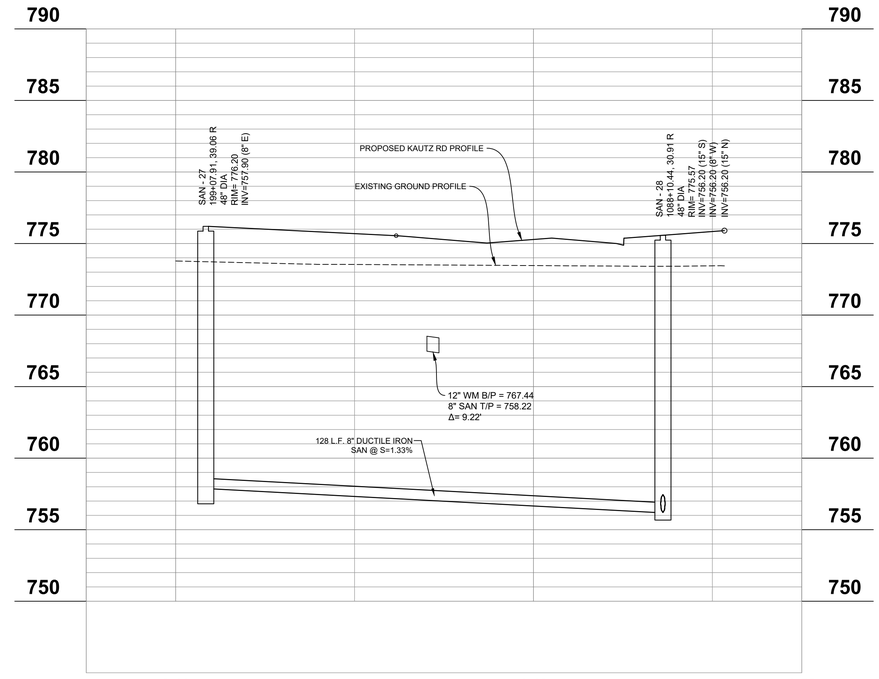


NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'





PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

WATER & SANITARY PLAN & PROFILE- SERVICES

PEG JOB No. 1454.00-JL
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-46 OF C-90

© COPYRIGHT 2020

MASS GRADING & - WATER & SANITARY PLAN & PROFILE- SERVICES

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

PR. ROW

EX. ROW

S-75 EROSION CONTROL BLANKET (TYP)

INV=764.44 12" RCP S

INV=764.62 12" RCP S

CATCH BASIN
RIM=767.51
INV=764.86 12" RCP N

CATCH BASIN
RIM=767.70
INV=764.90 12" RCP N

CATCH BASIN
RIM=767.08
INV=764.63 12" RCP S

INLET PROTECTION (TYP)

INV=764.51 12" RCP N

PROJECT START
STA. 61+80.0

CATCH BASIN
RIM=767.41
INV=765.36 12" RCP S

INV=765.24 12" RCP N

SILT FENCE (TYP)

RESTORE GRADE TO MATCH EXISTING AND INSTALL TURF TO MATCH

ADDITIONAL RESTORATION MAY BE NECESSARY DEPENDING ON WATER MAIN INSTALLATION METHOD UNDER FABYAN PARKWAY

FABYAN PARKWAY

ASPHALT PAVEMENT

MATCH LINE

STA 67+00

60+75.47

61+50.94

767.75 767.77 767.63 767.78 767.85 767.91 (767.90) 767.95 767.99 768.10 767.82 767.55 767.42 767.70 767.67 768.15 768.19 768.30 768.44 768.54 768.63 768.73 768.83 768.60 768.74 767.30 767.57 767.65 767.59 767.55 767.45R 767.51 767.53 767.79 767.88 766.07 765.98

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

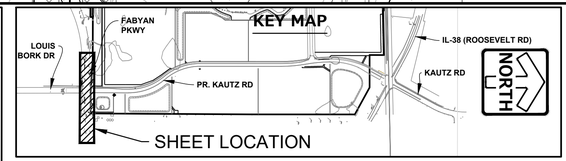
STABILIZATION NOTES

1. SEE SHEET C-46 FOR NOTES.

EROSION CONTROL LEGEND

- SEED & BLANKET
- NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- INLET PROTECTION
- SF — SILT FENCE
- RIP RAP APRON
- EXISTING SURFACE FLOW

KEY MAP



STA 67+00

PR. ROW

S-75 EROSION CONTROL BLANKET (TYP)

CATCH BASIN
RIM=766.83
INV=764.48 12" RCP W
INV=764.48 15" RCP E

CATCH BASIN
RIM=766.42
INV=764.02 15" RCP W-E-S

INLET PROTECTION (TYP)

INLET
RIM=767.42

INV=764.95 12" RCP N

PROJECT END
STA. 69+16.26

STORM MANHOLE
RIM=768.42
INV=764.37 18" RCP E-W
INV=764.37 15" RCP N

INV=764.70 18" RCP E

INV=764.14 18" RCP W

INV=760.87 18" RCP S

INV=758.93 18" RCP N

FABYAN PARKWAY

MATCH LINE

EX. ROW

767.35 767.60 767.47 767.20 767.40 767.48 767.00 767.65 767.58 767.55 768.74 768.33 768.08 767.86 767.38 767.55

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE | NATIONWIDE

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

ROADWAY STABILIZATION PLAN- FABYAN PARKWAY

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

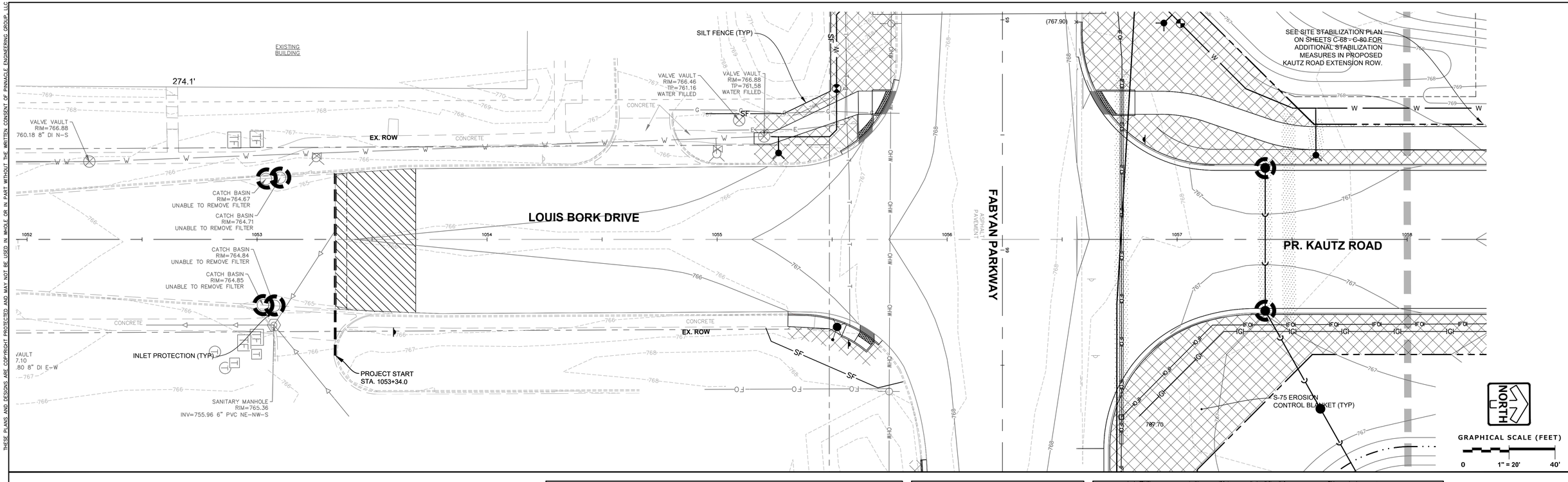
SHEET C-47 OF C-90

© COPYRIGHT 2025

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ

MASS GRADING & - ROADWAY STABILIZATION PLAN- FABYAN PARKWAY

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

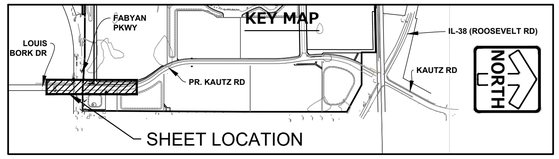


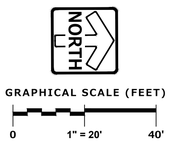
ROADWAY STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED.
4. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
5. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS,SHALL BE PROVIDED AS NEEDED.
6. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
7. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
8. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE. DEWATERING OF CONSTRUCTION AREAS WITHIN KDOT RIGHT-OF-WAY SHALL BE DISCHARGED INTO A SEDIMENT BAG.
11. SEE SHEETS C-68 - C-80 FOR ONSITE STABLIZATION PLANS.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- INLET PROTECTION
- SF — SILT FENCE
- RIP RAP APRON
- EXISTING SURFACE FLOW





PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

ROADWAY STABILIZATION PLAN- LOUIS BORK DRIVE

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-48 OF C-90

© COPYRIGHT 2025

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

www.pinnacle-engr.com

MASS GRADING & - ROADWAY STABILIZATION PLAN- LOUIS BORK DRIVE

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

EX. ROW

PR. ROW

RELOCATED HORIZONTAL ALIGNMENT SIGN W1-4

62+00.7
38.8 L

RELOCATED SPEED LIMIT SIGN R2-1 36" X 48"

SPEED LIMIT 45

RECESSED REFLECTIVE PAVEMENT MARKERS TWO-WAY AMBER (TYP)

64+50.7
38.9 L

STOP SIGN R1-1 36" X 36"

STOP

1056+86.0
43.4 L

PR. KAUTZ ROAD

STA 67+00

60+75.47

61

61+50.94

62

63

64

65

66

67

175.0' TAPER

155.0' TAPER

FABYAN PARKWAY

ASPHALT PAVEMENT

PR. KAUTZ RD

1056

62+71.4
38.8 R

ONLY

RIGHT TURN ONLY SIGN R3-5 30" X 36"

PAVEMENT MARKING BEGIN STA. 61+80.0

RECESSED REFLECTIVE PAVEMENT MARKERS ONE-WAY CRYSTAL (TYP) 2 MARKERS 10 FT APART EVERY 80 FT BEGINNING STA. 62+0.0 (SEE DETAIL)

FABYAN PKWY

Louis Bork Dr
Kautz Rd

INTERSECTION WARNING SIGN W/PLAQUE W2-1, 48" X 48" DOUBLE RED FLAGS REQUIRED (STA 55+75.0, NOT SHOWN)

MATCH LINE

STOP

STOP SIGN R1-1 36" X 36"

1055+57.0
45.5 R

RELOCATED STREET LIGHT

SEE SHEET C-48 FOR PAVEMENT MARKING & SIGNING FOR LOUIS BORK DRIVE

LOUIS BORK DRIVE

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

STA 67+00

ONLY

RIGHT TURN ONLY SIGN R3-5 30" X 36"

3M 190 PAVEMENT MARKER, OR AN APPROVED EQUAL, WITHIN KDOT RIGHT-OF-WAY (TYP.)

67+76.8
49.2 L

140.0' TAPER

140.0' TAPER

FABYAN PKWY

PROPOSED FABYAN PARKWAY STRIPING PER DUDOT PLANS BY KNIGHT DATED 1/6/2023

FABYAN PARKWAY

67

68

69

70

71

72

73

69+21.6
40.9 R

RECESSED REFLECTIVE PAVEMENT MARKERS TWO-WAY AMBER (TYP)

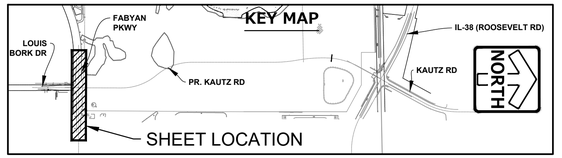
PAVEMENT MARKING END STA. 69+16.26

EX. COUNTY SIGNS TO REMAIN

EX. ROW

MATCH LINE

KEY MAP



Louis Bork Dr
Kautz Rd

INTERSECTION WARNING SIGN W/PLAQUE W2-1, 48" X 48" DOUBLE RED FLAGS REQUIRED (STA 74+36.0, NOT SHOWN)

STRIPING LEGEND

1. 6" WHITE LINE
2. 6" WHITE LINE (2' DASH-6' SKIP)
3. 4" WHITE LINE (10' DASH-30' SKIP)
4. 12" WHITE LINES
5. 4" YELLOW LINE
6. 4" YELLOW LINE (10' DASH-30' SKIP)
7. 12" YELLOW LINE @ 45° DIAGONALS 60' C-C
8. DOUBLE 4" YELLOW LINES @ 11" C-C
9. 24" STOP BAR
10. WHITE LETTERS / SYMBOLS/ PAVEMENT MARKINGS

STRIPING & SIGNAGE NOTES

1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE MODIFIED URETHANE AND SHALL FOLLOW IDOT D1 STD TC-13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS) AND THIS PLAN.
2. ALL NEW AND RELOCATED SIGNS SHALL BE MOUNTED ON NEW TELESCOPING STEEL SIGN SUPPORTS PER IDOT STD 728001 AND ERECTED PER IDOT STD 720006.
3. USE URETHANE MARKINGS ON CONCRETE (IF APPLICABLE) AND PAINT ON ASPHALT.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PAVEMENT MARKING & SIGNAGE PLAN- FABYAN PARKWAY

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-49 OF C-90

© COPYRIGHT 2025

MASS GRADING & - PAVEMENT MARKING & SIGNAGE PLAN- FABYAN PARKWAY

REVIEWED: BDJ
DESIGNED: AJS
DRAFTED: AJS

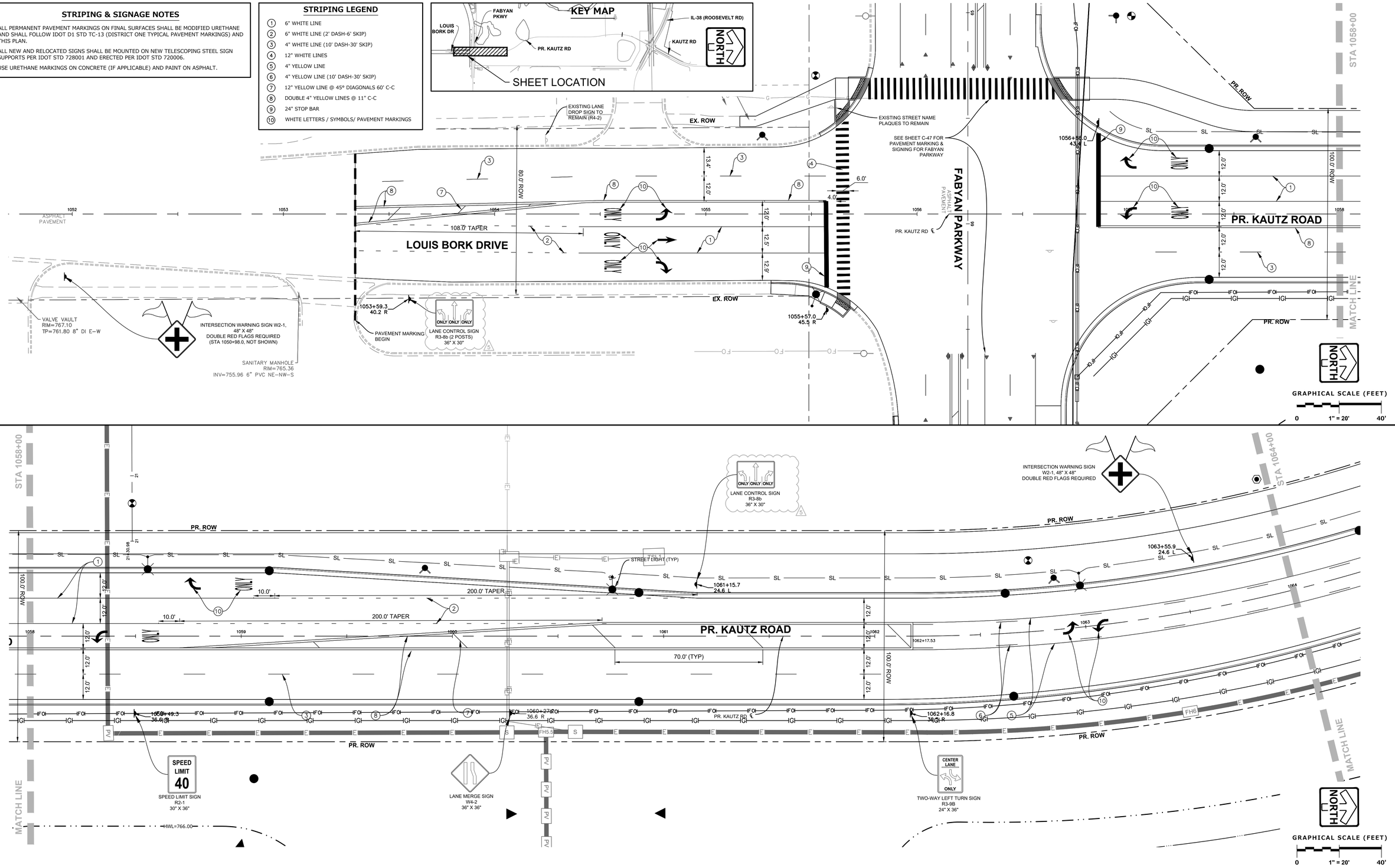
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

STRIPING & SIGNAGE NOTES

1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE MODIFIED URETHANE AND SHALL FOLLOW IDOT D1 STD TC-13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS) AND THIS PLAN.
2. ALL NEW AND RELOCATED SIGNS SHALL BE MOUNTED ON NEW TELESCOPING STEEL SIGN SUPPORTS PER IDOT STD 728001 AND ERECTED PER IDOT STD 720006.
3. USE URETHANE MARKINGS ON CONCRETE (IF APPLICABLE) AND PAINT ON ASPHALT.

STRIPING LEGEND

1. 6" WHITE LINE
2. 6" WHITE LINE (2' DASH-6' SKIP)
3. 4" WHITE LINE (10' DASH-30' SKIP)
4. 12" WHITE LINES
5. 4" YELLOW LINE
6. 4" YELLOW LINE (10' DASH-30' SKIP)
7. 12" YELLOW LINE @ 45° DIAGONALS 60' C-C
8. DOUBLE 4" YELLOW LINES @ 11" C-C
9. 24" STOP BAR
10. WHITE LETTERS / SYMBOLS/ PAVEMENT MARKINGS



www.pinnacle-engr.com

MASS GRADING & - PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ ROAD

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

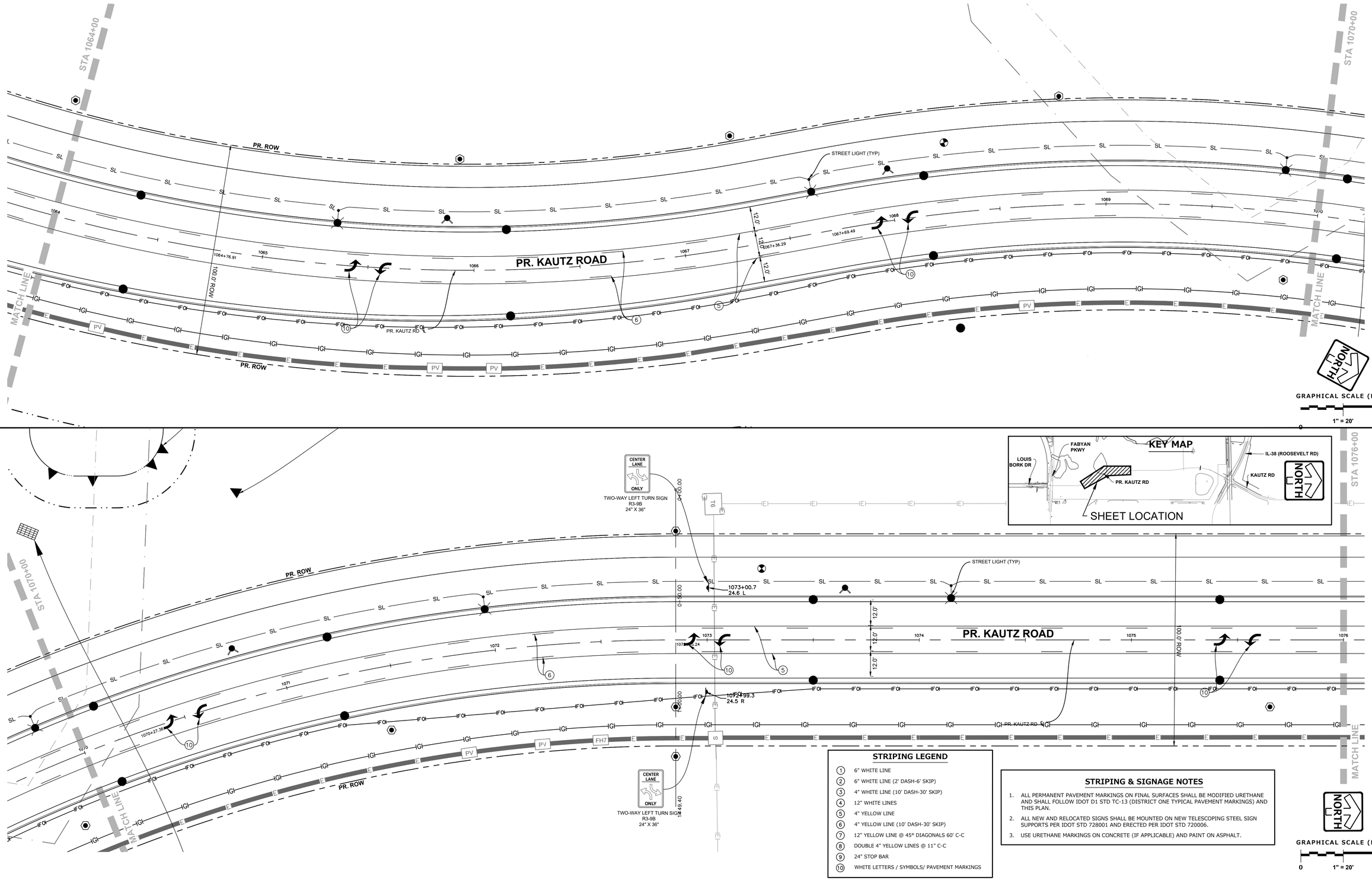
PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ ROAD

PEG JOB No. 1454.00-TL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-50 OF C-90

© COPYRIGHT 2025

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



STRIPING LEGEND

1. 6" WHITE LINE
2. 6" WHITE LINE (2' DASH-6' SKIP)
3. 4" WHITE LINE (10' DASH-30' SKIP)
4. 12" WHITE LINES
5. 4" YELLOW LINE
6. 4" YELLOW LINE (10' DASH-30' SKIP)
7. 12" YELLOW LINE @ 45° DIAGONALS 60' C-C
8. DOUBLE 4" YELLOW LINES @ 11" C-C
9. 24" STOP BAR
10. WHITE LETTERS / SYMBOLS/ PAVEMENT MARKINGS

STRIPING & SIGNAGE NOTES

1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE MODIFIED URETHANE AND SHALL FOLLOW IDOT D1 STD TC-13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS) AND THIS PLAN.
2. ALL NEW AND RELOCATED SIGNS SHALL BE MOUNTED ON NEW TELESCOPING STEEL SIGN SUPPORTS PER IDOT STD 728001 AND ERECTED PER IDOT STD 720006.
3. USE URETHANE MARKINGS ON CONCRETE (IF APPLICABLE) AND PAINT ON ASPHALT.

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ ROAD

PEG JOB No. 1454.00-JL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-51 OF C-90

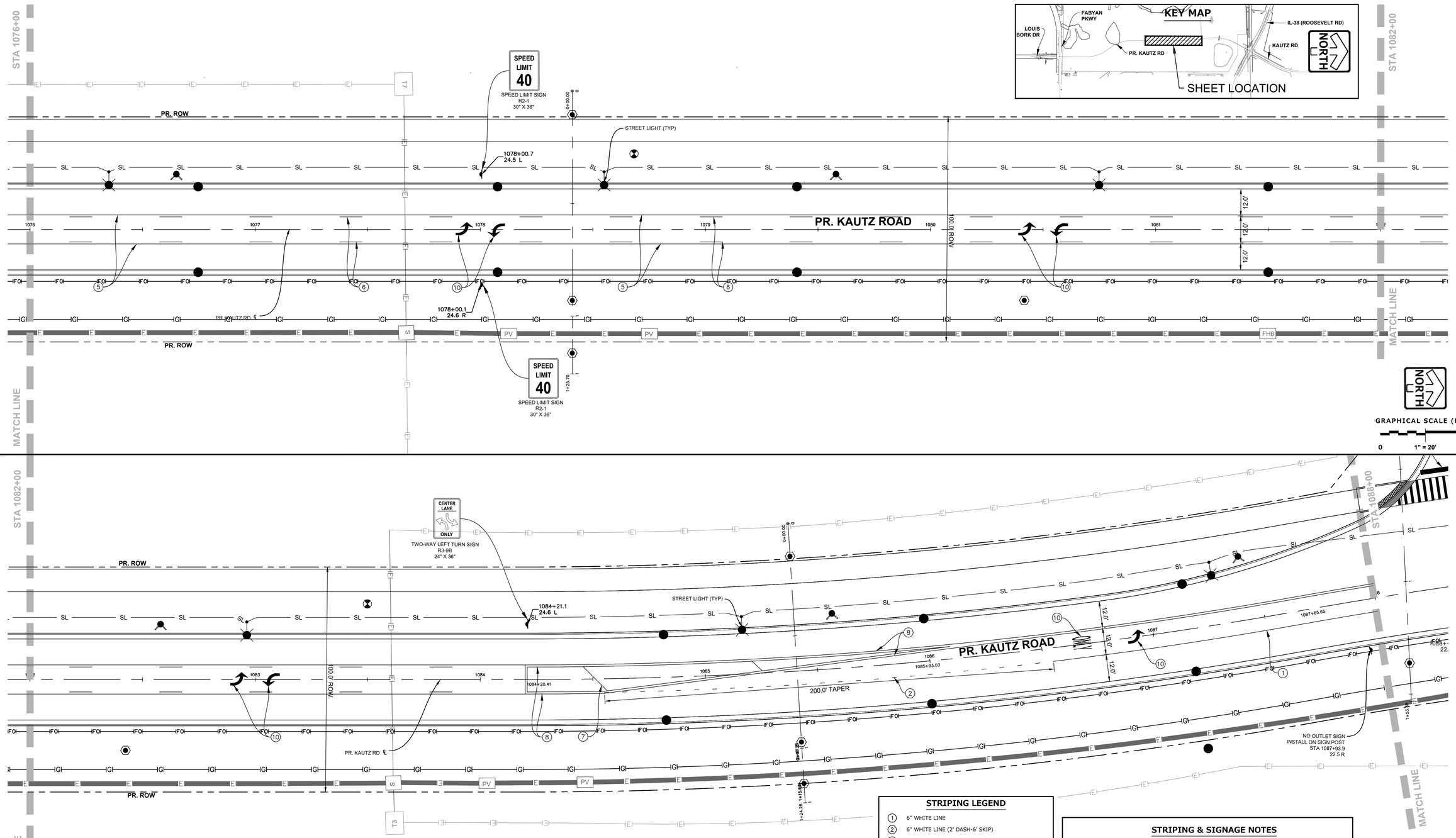
© COPYRIGHT 2025

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

www.pinnacle-engr.com

MASS GRADING & - PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ ROAD

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



STRIPING LEGEND

1. 6" WHITE LINE
2. 6" WHITE LINE (2' DASH-6' SKIP)
3. 4" WHITE LINE (10' DASH-30' SKIP)
4. 12" WHITE LINES
5. 4" YELLOW LINE
6. 4" YELLOW LINE (10' DASH-30' SKIP)
7. 12" YELLOW LINE @ 45° DIAGONALS 60' C-C
8. DOUBLE 4" YELLOW LINES @ 11" C-C
9. 24" STOP BAR
10. WHITE LETTERS / SYMBOLS/ PAVEMENT MARKINGS

STRIPING & SIGNAGE NOTES

1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE MODIFIED URETHANE AND SHALL FOLLOW IDOT D1 STD TC-13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS) AND THIS PLAN.
2. ALL NEW AND RELOCATED SIGNS SHALL BE MOUNTED ON NEW TELESCOPING STEEL SIGN SUPPORTS PER IDOT STD 728001 AND ERECTED PER IDOT STD 720006.
3. USE URETHANE MARKINGS ON CONCRETE (IF APPLICABLE) AND PAINT ON ASPHALT.

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ ROAD

PEG JOB No. 1451.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-52 OF C-90

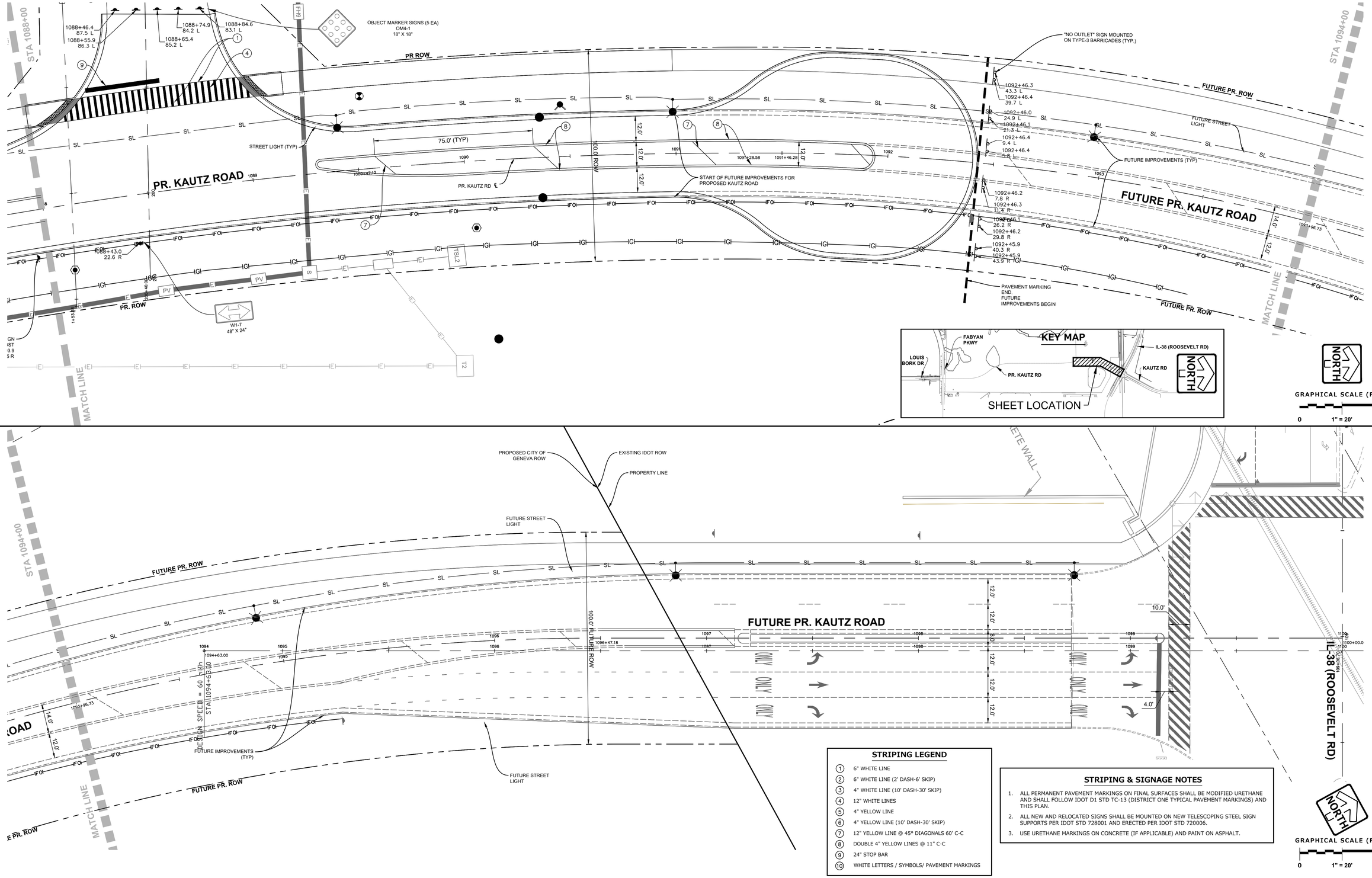
© COPYRIGHT 2025

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

www.pinnacle-engr.com

MASS GRADING & - PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ RO

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



NORTH

GRAPHICAL SCALE (FEET)
0 1" = 20' 40'

STRIPING LEGEND

1. 6" WHITE LINE
2. 6" WHITE LINE (2' DASH-6' SKIP)
3. 4" WHITE LINE (10' DASH-30' SKIP)
4. 12" WHITE LINES
5. 4" YELLOW LINE
6. 4" YELLOW LINE (10' DASH-30' SKIP)
7. 12" YELLOW LINE @ 45° DIAGONALS 60' C-C
8. DOUBLE 4" YELLOW LINES @ 11" C-C
9. 24" STOP BAR
10. WHITE LETTERS / SYMBOLS/ PAVEMENT MARKINGS

STRIPING & SIGNAGE NOTES

1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE MODIFIED URETHANE AND SHALL FOLLOW IDOT D1 STD TC-13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS) AND THIS PLAN.
2. ALL NEW AND RELOCATED SIGNS SHALL BE MOUNTED ON NEW TELESCOPING STEEL SIGN SUPPORTS PER IDOT STD 728001 AND ERECTED PER IDOT STD 720006.
3. USE URETHANE MARKINGS ON CONCRETE (IF APPLICABLE) AND PAINT ON ASPHALT.

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE - NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ ROAD

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-53 OF C-90

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

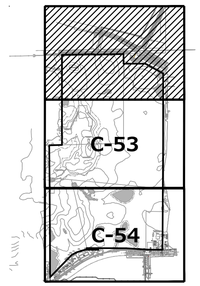
© COPYRIGHT 2025

MASS GRADING & - PAVEMENT MARKING & SIGNAGE PLAN- KAUTZ ROAD

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

KEYMAP



DEMOLITION NOTES

1. CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL OF ALL STRUCTURES, FOUNDATIONS, SIDEWALKS, PAVEMENT, DRIVES, DRAINAGE STRUCTURES, UTILITIES, BRUSH/TREE CLEARING ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. ALL MATERIAL REMOVED SHALL BE DISPOSED OF IN AN APPROVED LOCATION.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
4. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING FOR ALL FEES AND CHARGES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY DRAIN TILES AND NOTIFYING ENGINEER PRIOR TO CONSTRUCTION.
6. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
7. CONTRACTOR SHALL SECURE THE SITE FROM THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, AND/OR OTHER APPROVED PRACTICES.
8. ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
9. PRIOR TO DEMOLITION OCCURRING, ALL SPECIFIED EROSION CONTROL PRACTICES SHALL BE INSTALLED.
10. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS IN ACCORDANCE WITH THE PLAN DOCUMENTS.
11. CONTRACTOR SHALL SAW-CUT (FULL DEPTH) ALL EXISTING HARD SURFACES WHERE A PORTION OF THE HARD SURFACE SHALL REMAIN AND OTHER BE REMOVED. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IT'S REMOVAL AND REPAIR.
12. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA). TREES
13. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

SURVEY NOTE

EXISTING TOPOGRAPHY SHOWN REPRESENTS EXISTING SITE CONDITIONS AS PREPARED BY SPACECO INC. ON LAST DATE OF FIELD WORK ON JANUARY 16, 2018. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

AREAS OUTSIDE PROPERTY BOUNDARY ARE SHOWN UTILIZING KANE COUNTRY TOPOGRAPHIC INFORMATION

WETLAND NOTE

WETLAND DELINEATION PROVIDED BY CHRISTOPHER B. BURKE ENGINEERING, LTD. ON JULY 20TH, 2015 AND V3 COMPANIES ON OCTOBER 9TH, 2017. LOCATIONS ARE IDENTIFIED PER FIELD SURVEY.

DRAINTILE NOTE

DRAINTILE INVESTIGATION PROVIDED BY HUDDLESTON MCBRIDE DRAINAGE CO. ON JANUARY 1ST, 2019. CONTRACTOR SHALL FIELD VERIFY LOCATION AND NOTIFY ENGINEER IF ADDITIONAL DRAINTILES ARE FOUND.

DEMOLITION LEGEND

- TREE TO BE REMOVED
- PIPE / UTILTIY REMOVAL
- SITE FEATURE TO BE REMOVED
- SF — SILT FENCE
- WETLAND LIMITS WITH FLAGS
- TREE PROTECTION FENCE
- WETLAND HATCH

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

EXISTING CONDITIONS & DEMOLITION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-54 OF C-90

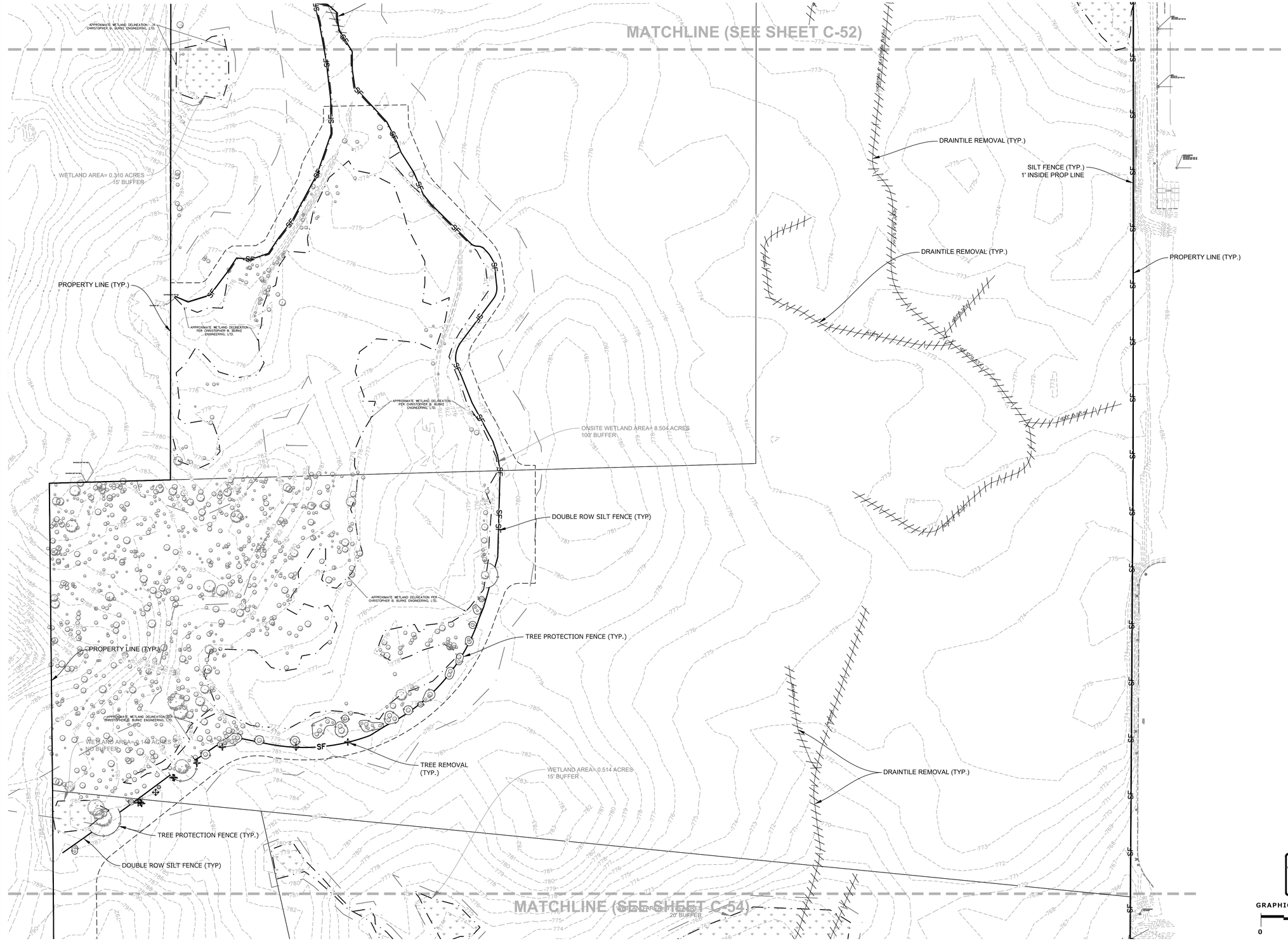
© COPYRIGHT 2025

MASS GRADING & - EXISTING CONDITIONS & DEMOLITION PLAN

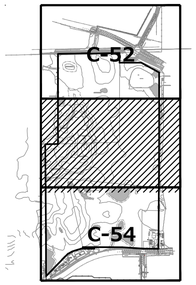
www.pinnacle-engr.com

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:37 PM – z:\Projects\2018\1454.00-IL\32 - engineering\FINAL\SHEETSET\PHASE 1\EXISTING CONDITIONS & DEMOLITION PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



KEYMAP



DEMOLITION NOTES

1. CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL OF ALL STRUCTURES, FOUNDATIONS, SIDEWALKS, PAVEMENT, DRIVES, DRAINAGE STRUCTURES, UTILITIES, BRUSH/TREE CLEARING ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. ALL MATERIAL REMOVED SHALL BE DISPOSED OF IN AN APPROVED LOCATION.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
4. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING FOR ALL FEES AND CHARGES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY DRAIN TILES AND NOTIFYING ENGINEER PRIOR TO CONSTRUCTION.
6. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
7. CONTRACTOR SHALL SECURE THE SITE FROM THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, AND/OR OTHER APPROVED PRACTICES.
8. ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
9. PRIOR TO DEMOLITION OCCURRING, ALL SPECIFIED EROSION CONTROL PRACTICES SHALL BE INSTALLED.
10. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS IN ACCORDANCE WITH THE PLAN DOCUMENTS.
11. CONTRACTOR SHALL SAW-CUT (FULL DEPTH) ALL EXISTING HARD SURFACES WHERE A PORTION OF THE HARD SURFACE SHALL REMAIN AND OTHER BE REMOVED. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IT'S REMOVAL AND REPAIR.
12. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA). TREES
13. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

SURVEY NOTE

EXISTING TOPOGRAPHY SHOWN REPRESENTS EXISTING SITE CONDITIONS AS PREPARED BY SPACECO INC. ON LAST DATE OF FIELD WORK ON JANUARY 16, 2018. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

AREAS OUTSIDE PROPERTY BOUNDARY ARE SHOWN UTILIZING KANE COUNTRY TOPOGRAPHIC INFORMATION

WETLAND NOTE

WETLAND DELINEATION PROVIDED BY CHRISTOPHER B. BURKE ENGINEERING, LTD. ON JULY 20TH, 2015 AND V3 COMPANIES ON OCTOBER 9TH, 2017. LOCATIONS ARE IDENTIFIED PER FIELD SURVEY.

DRAINTILE NOTE

DRAINTILE INVESTIGATION PROVIDED BY HUDDLESTON MCBRIDE DRAINAGE CO. ON JANUARY 1ST, 2019. CONTRACTOR SHALL FIELD VERIFY LOCATION AND NOTIFY ENGINEER IF ADDITIONAL DRAINTILES ARE FOUND.

DEMOLITION LEGEND

- TREE TO BE REMOVED
- PIPE / UTILTIY REMOVAL
- SITE FEATURE TO BE REMOVED
- SF — SILT FENCE
- WETLAND LIMITS WITH FLAGS
- TREE PROTECTION FENCE
- WETLAND HATCH

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE | NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

EXISTING CONDITIONS & DEMOLITION PLAN

PEG JOB No: 1454.00-1L
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-55 OF C-90

© COPYRIGHT 2025

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:37 PM – J:\Projects\2018\1454.00-3\312 – engineering\FINAL\SHEETSET\PHASE I\EXISTING CONDITIONS & DEMOLITION PLAN.dwg

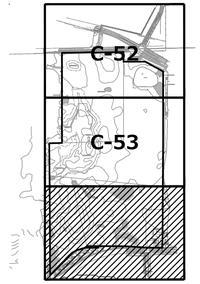
www.pinnacle-engr.com

MASS GRADING & - EXISTING CONDITIONS & DEMOLITION PLAN

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

KEYMAP



DEMOLITION NOTES

1. CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL OF ALL STRUCTURES, FOUNDATIONS, SIDEWALKS, PAVEMENT, DRIVES, DRAINAGE STRUCTURES, UTILITIES, BRUSH/TREE CLEARING ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. ALL MATERIAL REMOVED SHALL BE DISPOSED OF IN AN APPROVED LOCATION.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
4. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING FOR ALL FEES AND CHARGES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY DRAIN TILES AND NOTIFYING ENGINEER PRIOR TO CONSTRUCTION.
6. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
7. CONTRACTOR SHALL SECURE THE SITE FROM THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, AND/OR OTHER APPROVED PRACTICES.
8. ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
9. PRIOR TO DEMOLITION OCCURRING, ALL SPECIFIED EROSION CONTROL PRACTICES SHALL BE INSTALLED.
10. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS IN ACCORDANCE WITH THE PLAN DOCUMENTS.
11. CONTRACTOR SHALL SAW-CUT (FULL DEPTH) ALL EXISTING HARD SURFACES WHERE A PORTION OF THE HARD SURFACE SHALL REMAIN AND OTHER BE REMOVED. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IT'S REMOVAL AND REPAIR.
12. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA). TREES
13. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

SURVEY NOTE

EXISTING TOPOGRAPHY SHOWN REPRESENTS EXISTING SITE CONDITIONS AS PREPARED BY SPACECO INC. ON LAST DATE OF FIELD WORK ON JANUARY 16, 2018. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

AREAS OUTSIDE PROPERTY BOUNDARY ARE SHOWN UTILIZING KANE COUNTRY TOPOGRAPHIC INFORMATION

WETLAND NOTE

WETLAND DELINEATION PROVIDED BY CHRISTOPHER B. BURKE ENGINEERING, LTD. ON JULY 20TH, 2015 AND V3 COMPANIES ON OCTOBER 9TH, 2017. LOCATIONS ARE IDENTIFIED PER FIELD SURVEY.

DRAINTILE NOTE

DRAINTILE INVESTIGATION PROVIDED BY HUDDLESTON MCBRIDE DRAINAGE CO. ON JANUARY 1ST, 2019. CONTRACTOR SHALL FIELD VERIFY LOCATION AND NOTIFY ENGINEER IF ADDITIONAL DRAINTILES ARE FOUND.

DEMOLITION LEGEND

- TREE TO BE REMOVED
- PIPE / UTILTIY REMOVAL
- SITE FEATURE TO BE REMOVED
- SF — SILT FENCE
- WETLAND LIMITS WITH FLAGS
- TREE PROTECTION FENCE
- WETLAND HATCH

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE · NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

EXISTING CONDITIONS & DEMOLITION PLAN

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ
5/27/2025 12:37 PM - Z:\Projects\2018\1454.00-IL\312 - engineering\FINAL\SHEETSET\PHASE I\EXISTING CONDITIONS & DEMOLITION PLAN.dwg

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET
C-56
OF
C-90

© COPYRIGHT 2025

MASS GRADING & - EXISTING CONDITIONS & DEMOLITION PLAN

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com

SURVEY NOTE

EXISTING TOPOGRAPHY SHOWN REPRESENTS EXISTING SITE CONDITIONS AS PREPARED BY SPACECO INC. ON LAST DATE OF FIELD WORK ON JANUARY 16, 2018. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

AREAS OUTSIDE PROPERTY BOUNDARY ARE SHOWN UTILIZING KANE COUNTRY TOPOGRAPHIC INFORMATION

KEYMAP

LEGEND

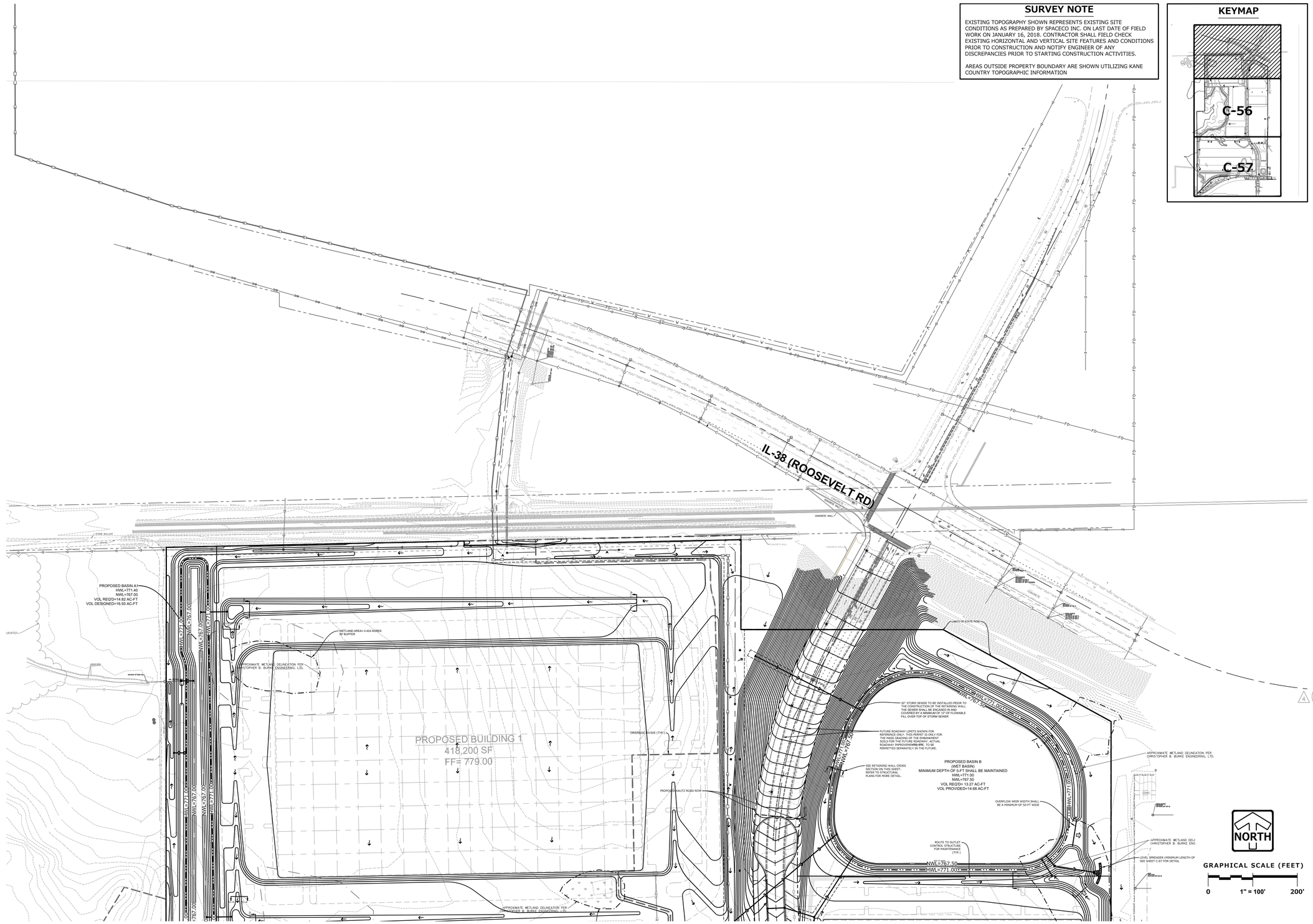
EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
	OR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
4:1		TYPICAL SLOPE

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.



PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

OVERALL GRADING PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-57 OF C-90

© COPYRIGHT 2025

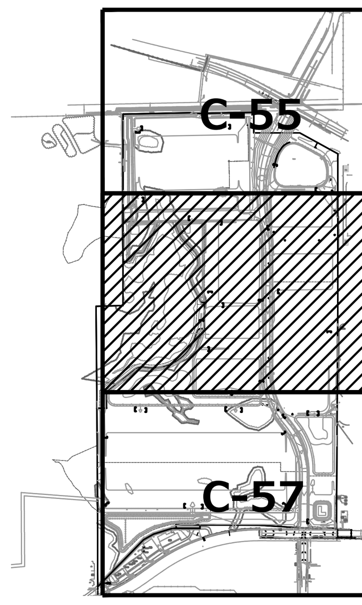
MASS GRADING & - OVERALL GRADING PLAN

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:38 PM – z:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

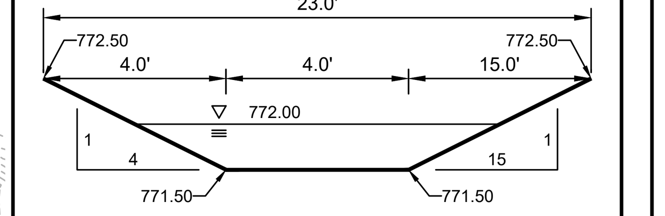
5/27/2025 12:38 PM – z:\Projects\2018\1454.00-il\312 – engineering\FINAL\SHEETSET\PHASE I\GRADING PLAN.dwg

KEYMAP

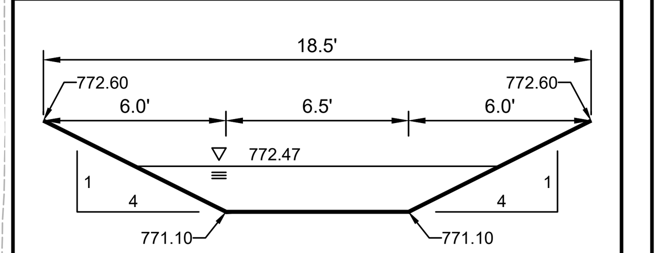


LEGEND

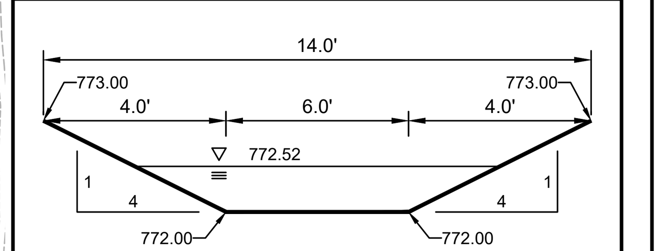
EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
←	← OR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
	— — —	PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE



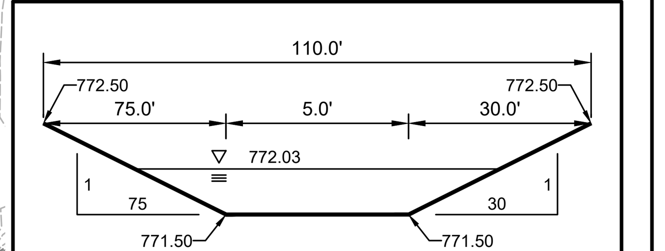
CROSS SECTION (A1-4 - A1-4) N.T.S.



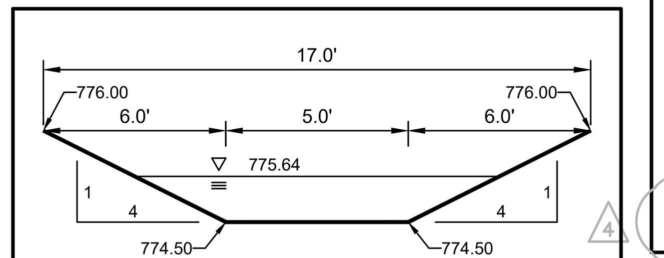
CROSS SECTION (A1-5 - A1-5) N.T.S.



CROSS SECTION (A3-1 - A3-1) N.T.S.



CROSS SECTION (C2-3 - C2-3) N.T.S.



CROSS SECTION (C2-4 - C2-4) N.T.S.

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

4

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

DESIGNED: AJS REVIEWED: BDJ DRAFTED: AJS

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE
www.pinnacle-engr.com

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

No.	Description	Date	No.	Description	Date
1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

OVERALL GRADING PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

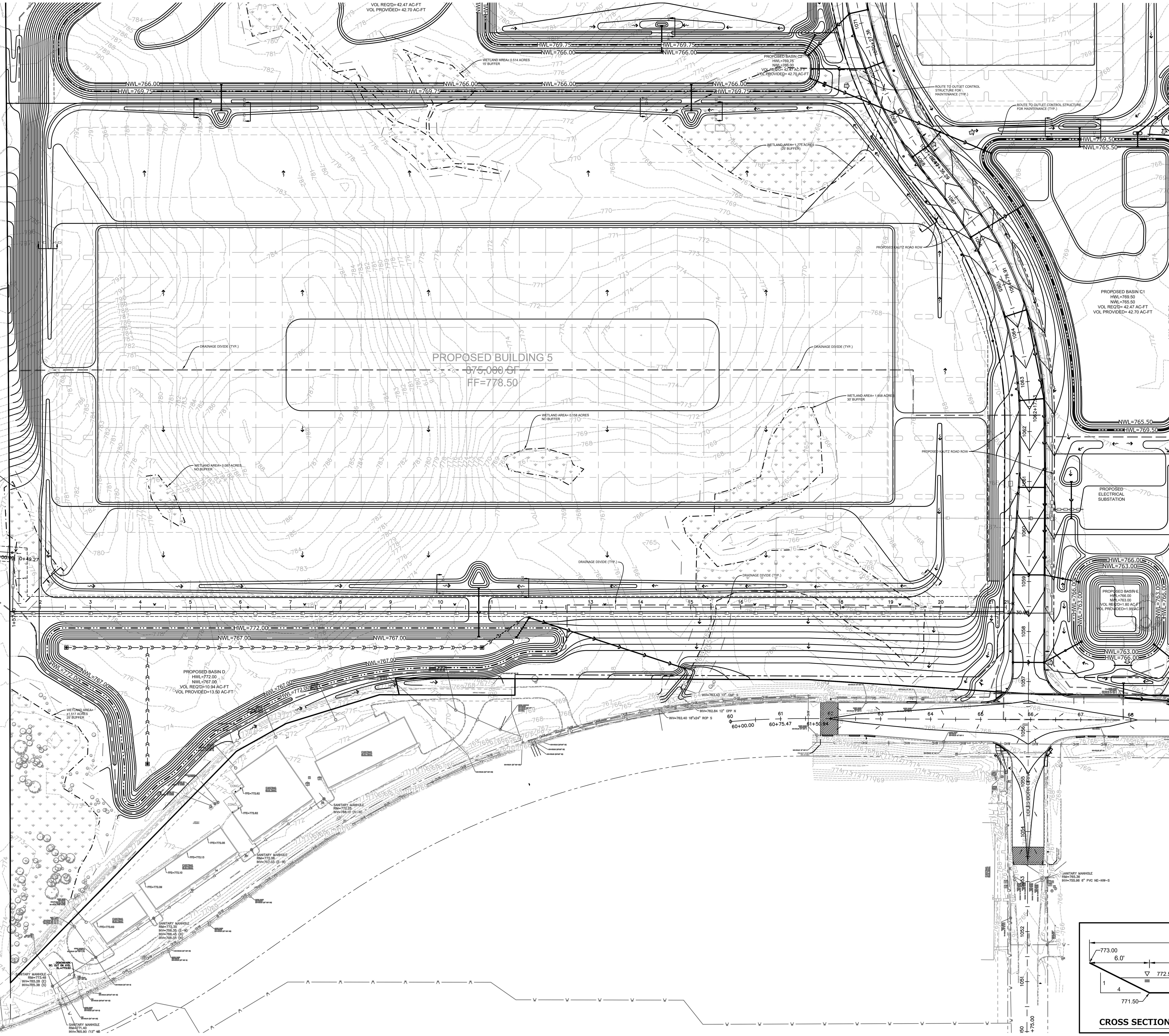
SHEET C-58 OF C-90

© COPYRIGHT 2025

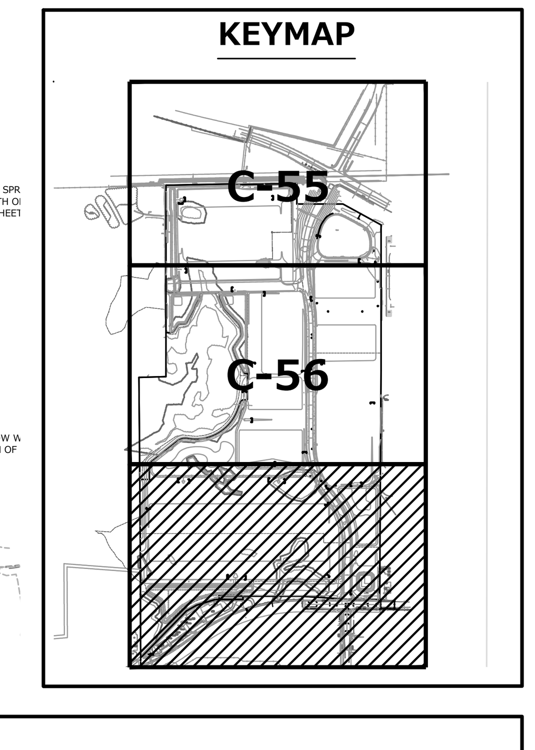
MASS GRADING & - OVERALL GRADING PLAN

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:38 PM – z:\Projects\2018\1454.00-il\312 – engineering\FINAL\SHEETSET\PHASE I\GRADING PLAN.dwg

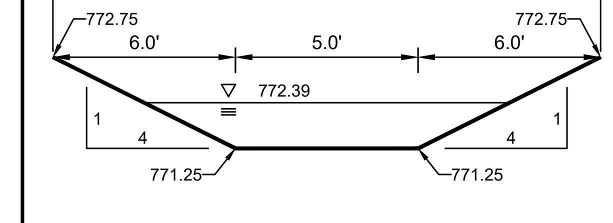


KEYMAP

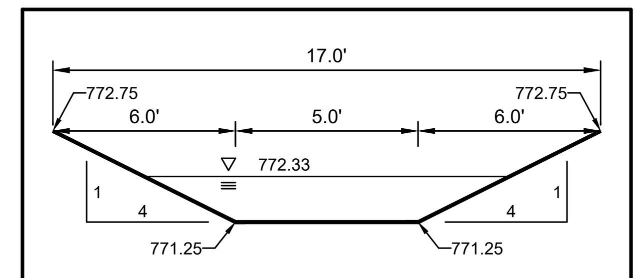


LEGEND

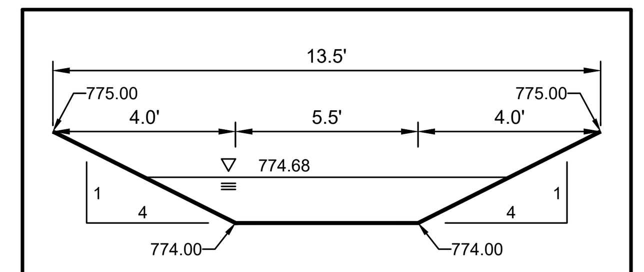
EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
←	← OR ⇜	DIRECTION OF SURFACE FLOW
⊙		SURVEYED TREE
	⬅	OVERFLOW RELIEF ROUTING
	⊕	SOIL BORING
	— — —	PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE



CROSS SECTION (C2-12 - C2-12) N.T.S.



CROSS SECTION (C2-13 - C2-13) N.T.S.



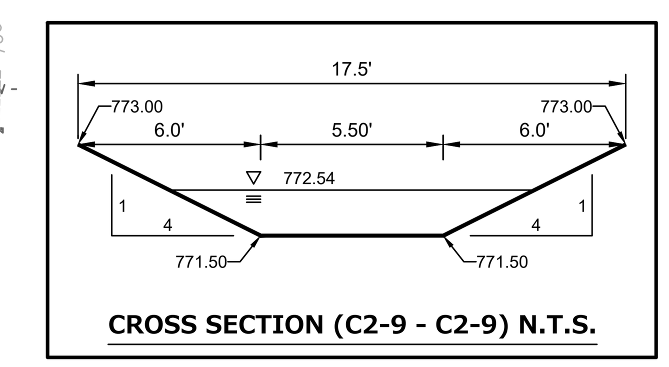
CROSS SECTION (C2-14 - C2-14) N.T.S.

GRADING NOTES

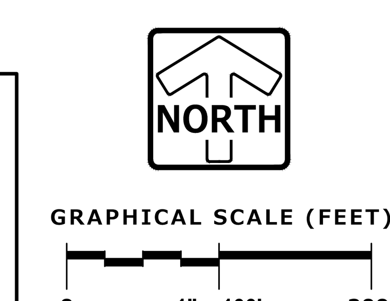
1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE. (4)

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.



CROSS SECTION (C2-9 - C2-9) N.T.S.



DESIGNED: AJS
REVIEWED: BDJ
DRAFTED: AJS

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

No.	Description	Date	No.	Description	Date
1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

OVERALL GRADING PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-59 OF C-90

© COPYRIGHT 2025

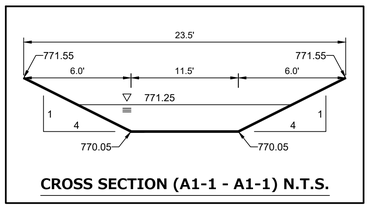
www.pinnacle-engr.com

MASS GRADING & - OVERALL GRADING PLAN

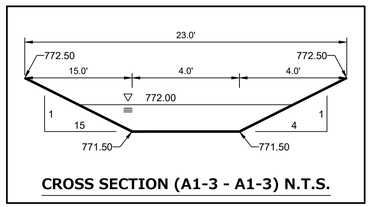
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

Stage Storage Table – Basin A1

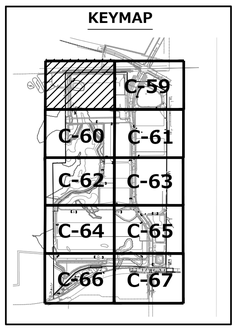
Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
767	19,294	0	0	0
768	26,371	22,833	22,833	0.524
769	33,540	29,956	52,788	1.212
770	40,808	37,174	89,962	2.065
771	48,178	44,493	134,455	3.087
772	55,647	51,913	186,368	4.278
773	65,545	60,596	246,964	5.67



CROSS SECTION (A1-1 - A1-1) N.T.S.



CROSS SECTION (A1-3 - A1-3) N.T.S.



LEGEND

EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
	OR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION, AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

PROPOSED BASIN A1
HWL=771.40
NWL=767.00
VOL REQ'D=14.82 AC-FT
VOL DESIGNED=16.93 AC-FT

STM-107
12" DIA. FES
INV=767.00

29 L.F. 12" RCP CL.IV
@ S=0.34%

STM-A1
SPECIAL OUTLET
CONTROL STRUCTURE
60" DIA
RIM= 774.00
INV=766.90 (12" E)
INV=±765.00 (EX. 12" W)
VERIFY EXISTING DRAINTILE INVERT
PRIOR TO CONSTRUCTION

CONTRACTOR TO CLEAN AND INSPECT DRAIN TILE OUTLET. REPLACE IN KIND IF CONDITION IS NOT ACCEPTABLE

LEVEL SPREADER
SEE DETAIL IN CONSTRUCTION STANDARDS

CONCRETE CUTOFF WEIR
SEE DETAIL IN CONSTRUCTION STANDARDS

4'x6' BOX STRUCTURE
RIM=772.20
INV=769.20
SEE DETAIL IN CONSTRUCTION STANDARDS

24 LF - 30" RCP STORM SEWER @ S=0.83%

STM- 109
30" DIA. FES
INV=769.00

STM-79
18" DIA. FES
INV=767.00

62 L.F. 18" RCP CL.III
@ S=4.83%

STM-80
18" DIA. FES
INV=770.00

STM-82
18" DIA. FES
INV=771.00

WETLAND AREA= 0.424 ACRES
50' BUFFER

APPROXIMATE WETLAND DELINEATION PER CHRISTOPHER B. BURKE ENGINEERING, LTD.

SANITARY MANHOLE
RIM=770.25
INV=751.90

SANITARY MANHOLE
RIM=770.05
INV=752.40 (24" N&S)
INV=753.05 (8" N)

SANITARY MANHOLE
RIM=775.36
INV=754.41 (24" N&S)

SANITARY MANHOLE
RIM=774.69
INV=753.34 (24" E&W)

SANITARY MANHOLE
RIM=779.29
INV=753.46 (24" E&W)
INV=753.56 (8" N)

PROPOSED BUILDING 1
418,200 SF
FF= 779.00

STONE BALLAST
GRAVEL
FENCE
IMPROVEMENTS NOT LOCATED
EDGE OF WATER AS OF 7-19-21
INV=764.17 12" DRAIN TILE

MATCHLINE (SEE SHEET C-60)
MATCHLINE (SEE SHEET C-59)

GRAPHICAL SCALE (FEET)
0 1" = 50' 100'

NORTH

www.pinnacle-engr.com

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No 1354.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

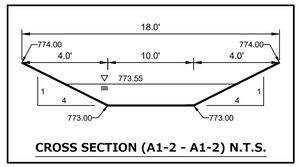
SHEET C-60 OF C-90

© COPYRIGHT 2025

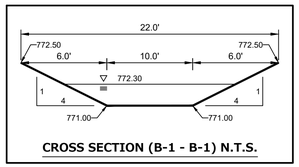
MASS GRADING & - GRADING PLAN

5/27/2025 12:39 PM - z:\Projects\2018\1454.00-IL\12 - engineering\FINAL\SHEETSET\PHASE I\GRADING PLAN.dwg
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

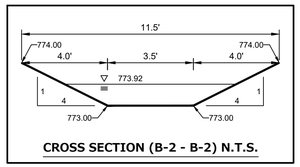
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



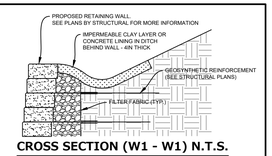
CROSS SECTION (A1-2 - A1-2) N.T.S.



CROSS SECTION (B-1 - B-1) N.T.S.

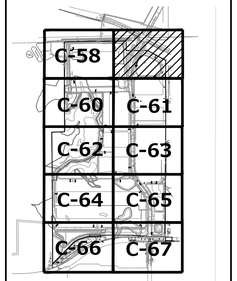


CROSS SECTION (B-2 - B-2) N.T.S.



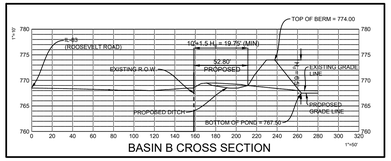
CROSS SECTION (W1 - W1) N.T.S.

KEYMAP



LEGEND

EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
	OR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE



BASIN B CROSS SECTION

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

Stage Storage Table – Basin B

Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
767.5	172,319	0	0	0
768	175,323	86,911	86,911	1.995
769	181,271	178,297	265,208	6.088
770	187,099	184,185	449,393	10.317
771	193,009	190,054	639,447	14.68

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE | NATIONWIDE

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No: 1454.00-1L
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-61 OF C-90

© COPYRIGHT 2025

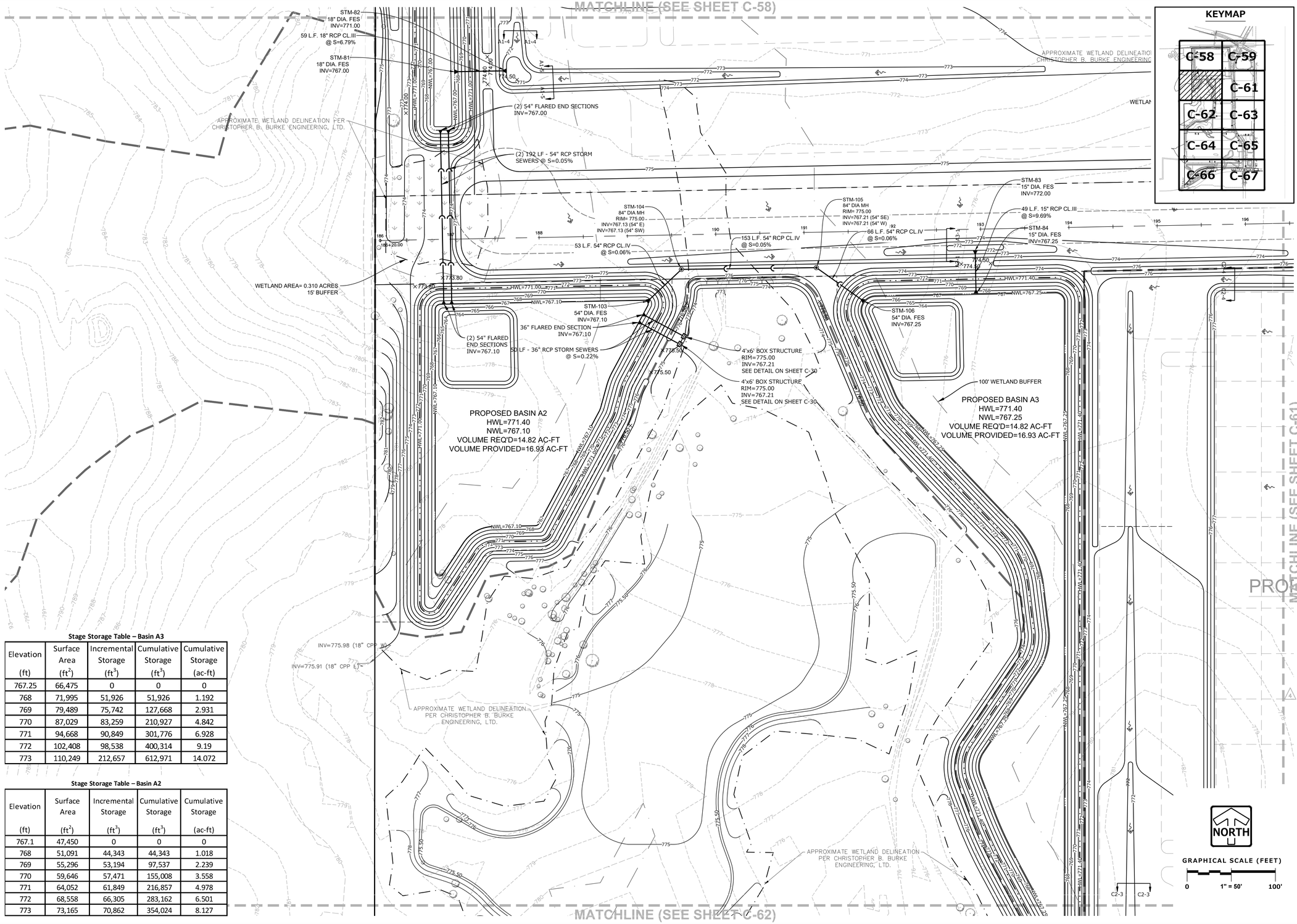
DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ
5/27/2025 12:39 PM – z:\Projects\2018\1454.00-1L\12 - engineering\CIVIL\SHEETSETPHASE 1\GRADING PLAN.dwg

MASS GRADING & - GRADING PLAN

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

MATCHLINE (SEE SHEET C-58)



MATCHLINE (SEE SHEET C-62)

MATCHLINE (SEE SHEET C-61)

KEYMAP

LEGEND

EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
	OR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

Stage Storage Table – Basin A3

Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
767.25	66,475	0	0	0
768	71,995	51,926	51,926	1.192
769	79,489	75,742	127,668	2.931
770	87,029	83,259	210,927	4.842
771	94,668	90,849	301,776	6.928
772	102,408	98,538	400,314	9.19
773	110,249	212,657	612,971	14.072

Stage Storage Table – Basin A2

Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
767.1	47,450	0	0	0
768	51,091	44,343	44,343	1.018
769	55,296	53,194	97,537	2.239
770	59,646	57,471	155,008	3.558
771	64,052	61,849	216,857	4.978
772	68,558	66,305	283,162	6.501
773	73,165	70,862	354,024	8.127

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No. 1454.00-1L
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET C-62 OF C-90

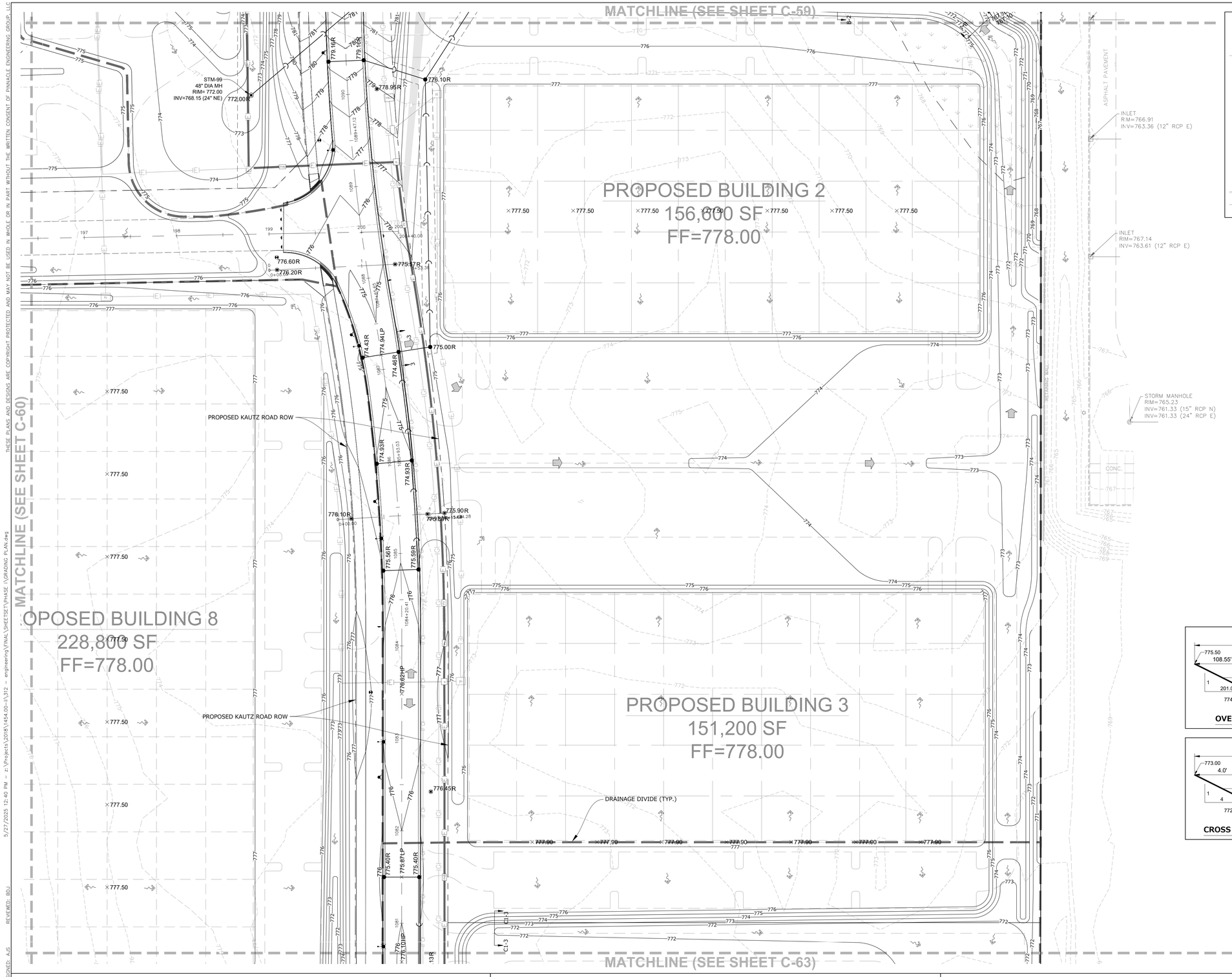
© COPYRIGHT 2025

MASS GRADING & - GRADING PLAN

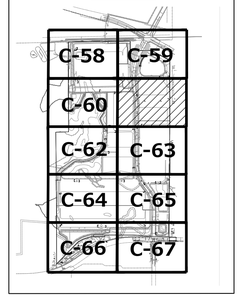
www.pinnacle-engr.com

5/27/2025 12:40 PM - Z:\Projects\2018\1454.00-1\312 - engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



KEYMAP

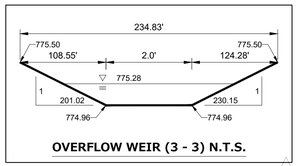


LEGEND

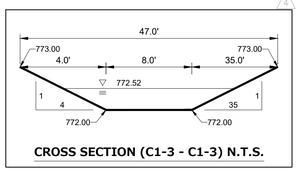
EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
	DR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.



OVERFLOW WEIR (3 - 3) N.T.S.



CROSS SECTION (C1-3 - C1-3) N.T.S.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE I NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No: 1454.00-1L
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET
C-63
OF
C-90

© COPYRIGHT 2025

MASS GRADING & - GRADING PLAN

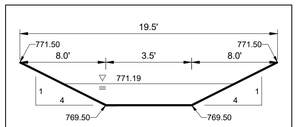
www.pinnacle-engr.com

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:40 PM – z:\Projects\2018\1454.00-1\312 – engineering\FINAL\SHEETSETPHASE 1\GRADING PLAN.dwg

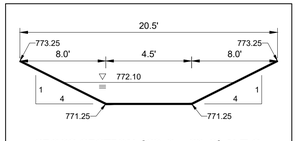
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

Stage Storage Table – Basin C2

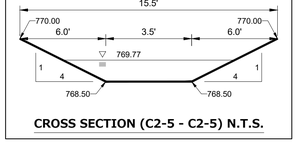
Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
766	316,878	0	0	0
767	333,362	325,120	325,120	7.464
768	349,947	341,655	666,775	15.307
769	366,633	358,290	1,025,065	23.532
769.75	379,214	279,693	1,304,757	29.953



CROSS SECTION (C2-1 - C2-1) N.T.S.



CROSS SECTION (C2-2 - C2-2) N.T.S.



CROSS SECTION (C2-5 - C2-5) N.T.S.

MATCHLINE (SEE SHEET C-60)

ONSITE WETLAND AREA= 8.504 ACRES
100' BUFFER

DRAINAGE DIVIDE (TYP.)

APPROXIMATE WETLAND DELINEATION PER CHRISTOPHER B. BURKE ENGINEERING, LTD.

APPROXIMATE WETLAND DELINEATION PER CHRISTOPHER B. BURKE ENGINEERING, LTD.

WETLAND AREA= 0.146 ACRES
NO BUFFER

PROPOSED BASIN C2
HWL=769.75
NWL=766.00
VOL REQ'D= 42.47 AC-FT
VOL PROVIDED= 42.70 AC-FT

STM-85
18" DIA. FES
INV=769.00

62 L.F. 18" RCP CL.III
@ S=4.83%

STM-86
18" DIA. FES
INV=766.00

STM-87
18" DIA. FES
INV=766.00

44 L.F. 18" RCP CL.III
@ S=5.75% (100-YEAR)

STM-88
18" DIA. FES
INV=768.50

STM-91
18" DIA. FES

C2-1

C2-1

NWL=766.00

HWL=769.75

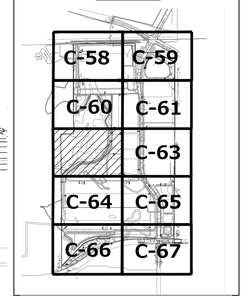
MATCHLINE (SEE SHEET C-64)

MATCHLINE (SEE SHEET C-63)

PROPOSED
154,
FF=

PROP

KEYMAP



NORTH

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

LEGEND

EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
	DR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR RE-MEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION, AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-64 OF C-90

© COPYRIGHT 2025

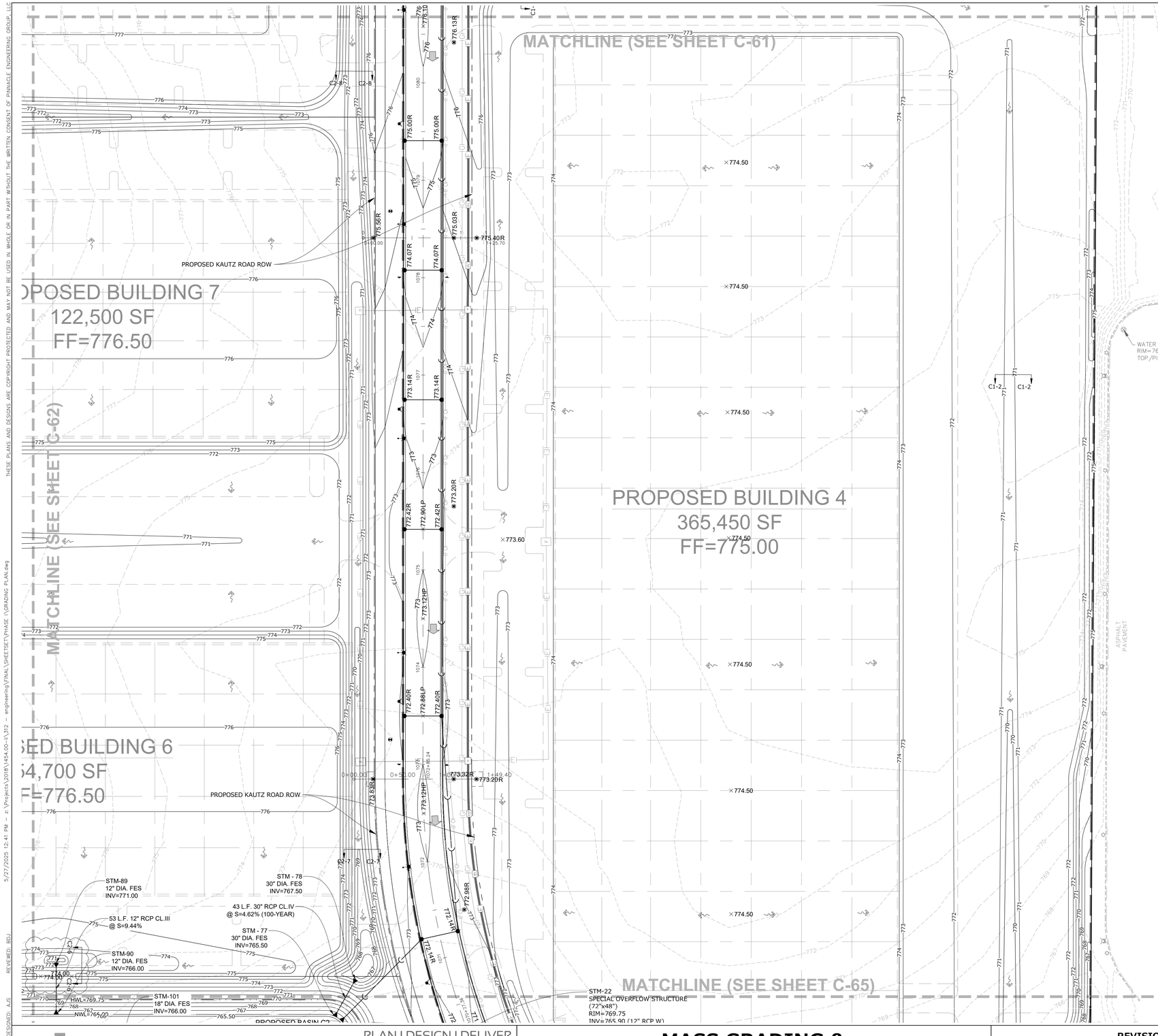
MASS GRADING & - GRADING PLAN

www.pinnacle-engr.com

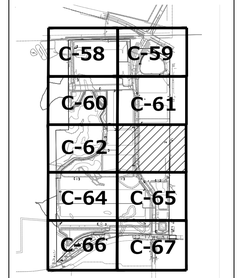
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:40 PM - z:\Projects\2018\1454.00-IL\12 - engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:41 PM - z:\Projects\2016\1454.00-1\312 - engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ



KEYMAP

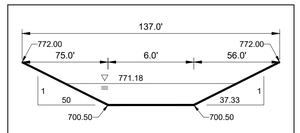


LEGEND

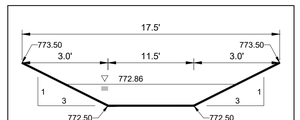
EXISTING 749 / PROPOSED 749	CONTOUR
× 750.00 / ×750.00	SPOT ELEVATION
DR	DIRECTION OF SURFACE FLOW
	SURVEYED TREE
	OVERFLOW RELIEF ROUTING
	SOIL BORING
	PROPOSED RIDGELINE
4:1	TYPICAL SLOPE

GRADING NOTES

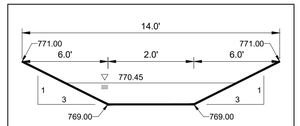
1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.



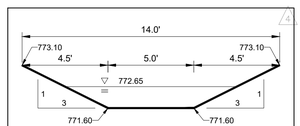
CROSS SECTION (C1-2 - C1-2) N.T.S.



CROSS SECTION (C2-6 - C2-6) N.T.S.



CROSS SECTION (C2-7 - C2-7) N.T.S.



CROSS SECTION (C2-8 - C2-8) N.T.S.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION, AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No. 1454.00-1L | PEG PM BDJ | START DATE 1/22/25 | SCALE VARIES

SHEET C-65 OF C-90

© COPYRIGHT 2025

MASS GRADING & - GRADING PLAN

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

MATCHLINE (SEE SHEET C-62)

STM-91
18" DIA. FES
INV=766.00

54 L.F. 18" RCP CL.III
@ S=7.41%

STM-92
18" DIA. FES
INV=770.00

WETLAND AREA= 0.514 ACRES
15' BUFFER

NWL=766.00
HWL=769.75
765.50
773.00
C2-3
C2-2
C2-1
C2-4

DRAINAGE DIVIDE (TYP.)

PROPOSED BUILDING 5
~~875,000 SF~~
FF=778.50

WETLAND AREA= 0.158 ACRES
NO BUFFER

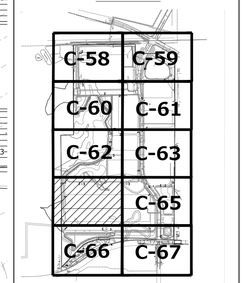
WETLAND AREA= 0.087 ACRES
NO BUFFER

WETLAND AREA= 0.273 ACRES
15' BUFFER

MATCHLINE (SEE SHEET C-65)

MATCHLINE (SEE SHEET C-66)

KEYMAP



LEGEND

EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
	OR	DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No. 1454.00-1L
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ
PEG PM: BDJ
START DATE: 1/22/25
SCALE: VARIES

SHEET
C-66
OF
C-90

© COPYRIGHT 2025

MASS GRADING & - GRADING PLAN

www.pinnacle-engr.com

5/27/2025 12:41 PM - X:\Projects\2018\1454.00-3\312 - engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

MATCHLINE (SEE SHEET C-63)

STM-101
18" DIA. FES
INV=766.00
HWL=769.75
NWL=765.00

54 L.F. 18" RCP CL.III
@ S=7.43%

PROPOSED BASIN C2
HWL=769.75
NWL=766.00
VOL REQ'D= 42.47 AC-FT
VOL PROVIDED= 42.70 AC-FT

STM-102
18" DIA. FES
INV=770.00
NWL=766.00
HWL=769.75

STM-22
SPECIAL OVERFLOW STRUCTURE
(72"x48")
RIM=769.75
INV=765.90 (12" RCP W)
INV=765.90 (42" RCP E)

ROUTE TO OUTLET CONTROL
STRUCTURE FOR
MAINTENANCE (TYP.)

ROUTE TO OUTLET CONTROL STRUCTURE
FOR MAINTENANCE (TYP.)

WETLAND AREA= 1.775 ACRES
(25' BUFFER)

PROPOSED KAUTZ ROAD ROW

PROPOSED BASIN C1
HWL=769.50
NWL=765.50
VOL REQ'D= 42.47 AC-FT
VOL PROVIDED= 42.70 AC-FT

LEVEL SPREADER (MINIMUM
LENGTH OF 50' REQUIRED)
SEE SHEET C-87 FOR DETAIL

STORM MANHOLE
RIM=762.83

STM - 69
30" DIA. FES
INV=765.10

99 L.F. 30" RCP CL.IV
@ S=0.15%

STM-C
SPECIAL OUTLET
CONTROL STRUCTURE
60" DIA
RIM= 772.10
INV=765.25 (30" S)
INV=765.25 (30" NE)

OVERFLOW WIER WIDTH SHALL BE A
MINIMUM OF 50-FT WIDE

28 L.F. 30" RCP CL.IV
@ S=0.88%

STM - 67
30" DIA. FES
INV=765.50

INLET
RIM=769.35

INLET
RIM=769.46

ASPHALT
PAVEMENT

STM-98
24" DIA. FES
INV=767.50

40 L.F. 24" RCP CL.III
@ S=5.00% (100-YEAR)

STM-97
24" DIA. FES
INV=765.50

PROPOSED
ELECTRICAL
SUBSTATION

DRAINAGE DIVIDE (TYP.)

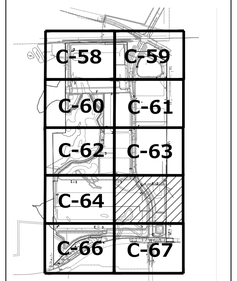
WETLAND AREA= 1.658 ACRES
30' BUFFER

PROPOSED KAUTZ ROAD ROW

MATCHLINE (SEE SHEET C-67)

MATCHLINE (SEE SHEET C-64)

KEYMAP



LEGEND

EXISTING	PROPOSED	
749	749	CONTOUR
× 750.00	×750.00	SPOT ELEVATION
		DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
	4:1	TYPICAL SLOPE

GRADING NOTES

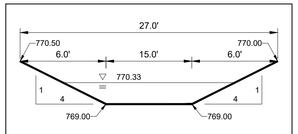
1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

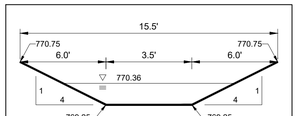
1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

Stage Storage Table – Basin C1

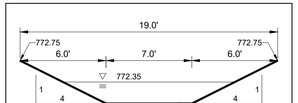
Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
765.5	129,996	0	0	0
766	133,299	65,824	65,824	1.511
767	139,981	136,640	202,464	4.648
768	146,764	143,373	345,836	7.939
769	153,647	150,206	496,042	11.388
769.5	157,126	77,693	573,735	13.171



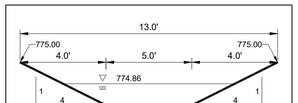
CROSS SECTION (C1-1 - C1-1) N.T.S.



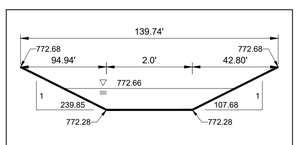
CROSS SECTION (C1-4 - C1-4) N.T.S.



CROSS SECTION (C2-10 - C2-10) N.T.S.



CROSS SECTION (C2-11 - C2-11) N.T.S.



OVERFLOW WEIR (2 - 2) N.T.S.

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

www.pinnacle-engr.com

MASS GRADING & - GRADING PLAN

5/27/2025 12:41 PM - Z:\Projects\2018\1454.00-1\312 - engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

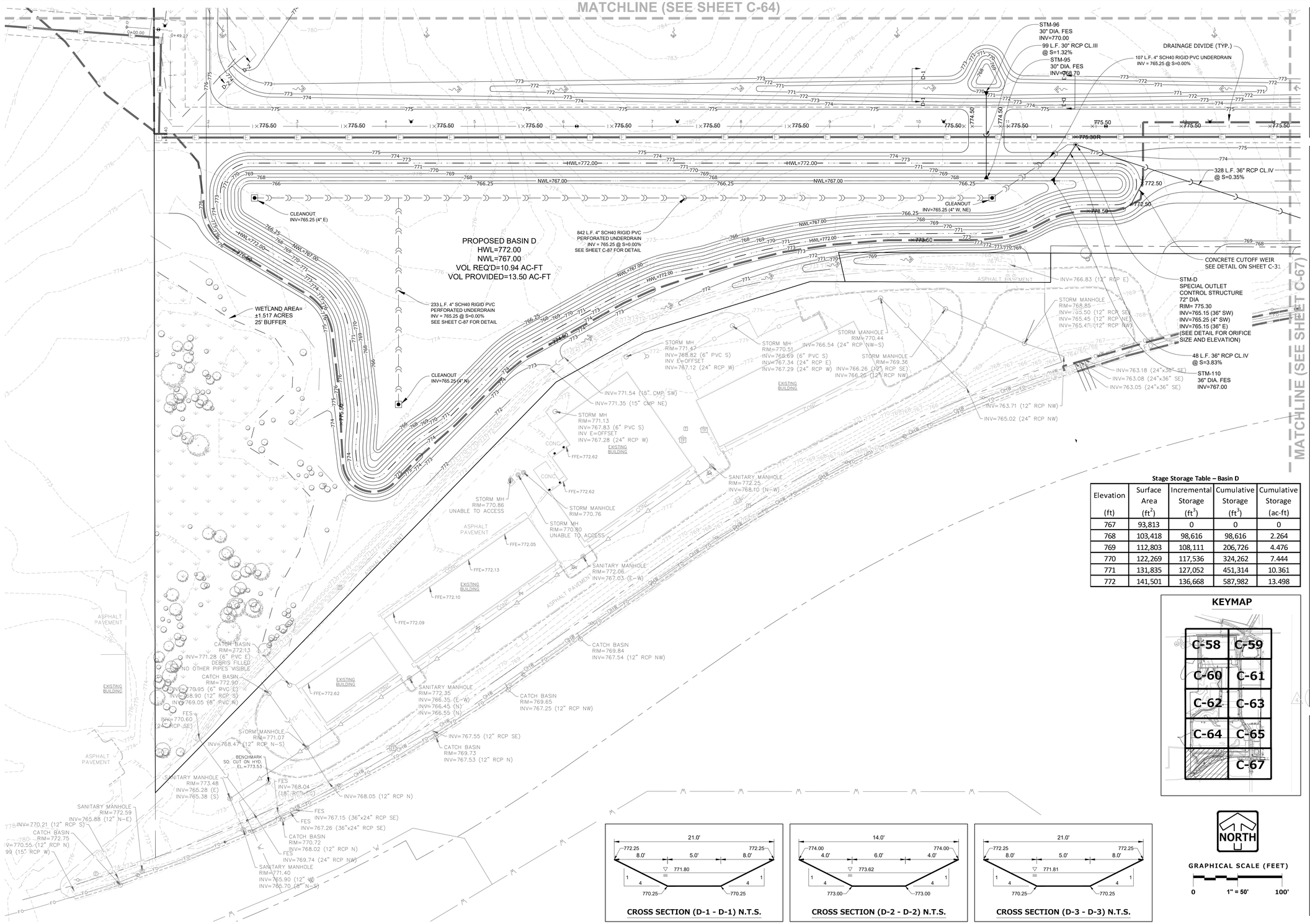
GRADING PLAN

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-67 OF C-90

© COPYRIGHT 2025

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



LEGEND

EXISTING 749 / PROPOSED 749	CONTOUR
× 750.00 / ×750.00	SPOT ELEVATION
DR	DIRECTION OF SURFACE FLOW
	SURVEYED TREE
	OVERFLOW RELIEF ROUTING
	SOIL BORING
	PROPOSED RIDGELINE
4:1	TYPICAL SLOPE

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

Stage Storage Table – Basin D

Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
767	93,813	0	0	0
768	103,418	98,616	98,616	2.264
769	112,803	108,111	206,726	4.476
770	122,269	117,536	324,262	7.444
771	131,835	127,052	451,314	10.361
772	141,501	136,668	587,982	13.498

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-68 OF C-90

© COPYRIGHT 2025

MASS GRADING & - GRADING PLAN

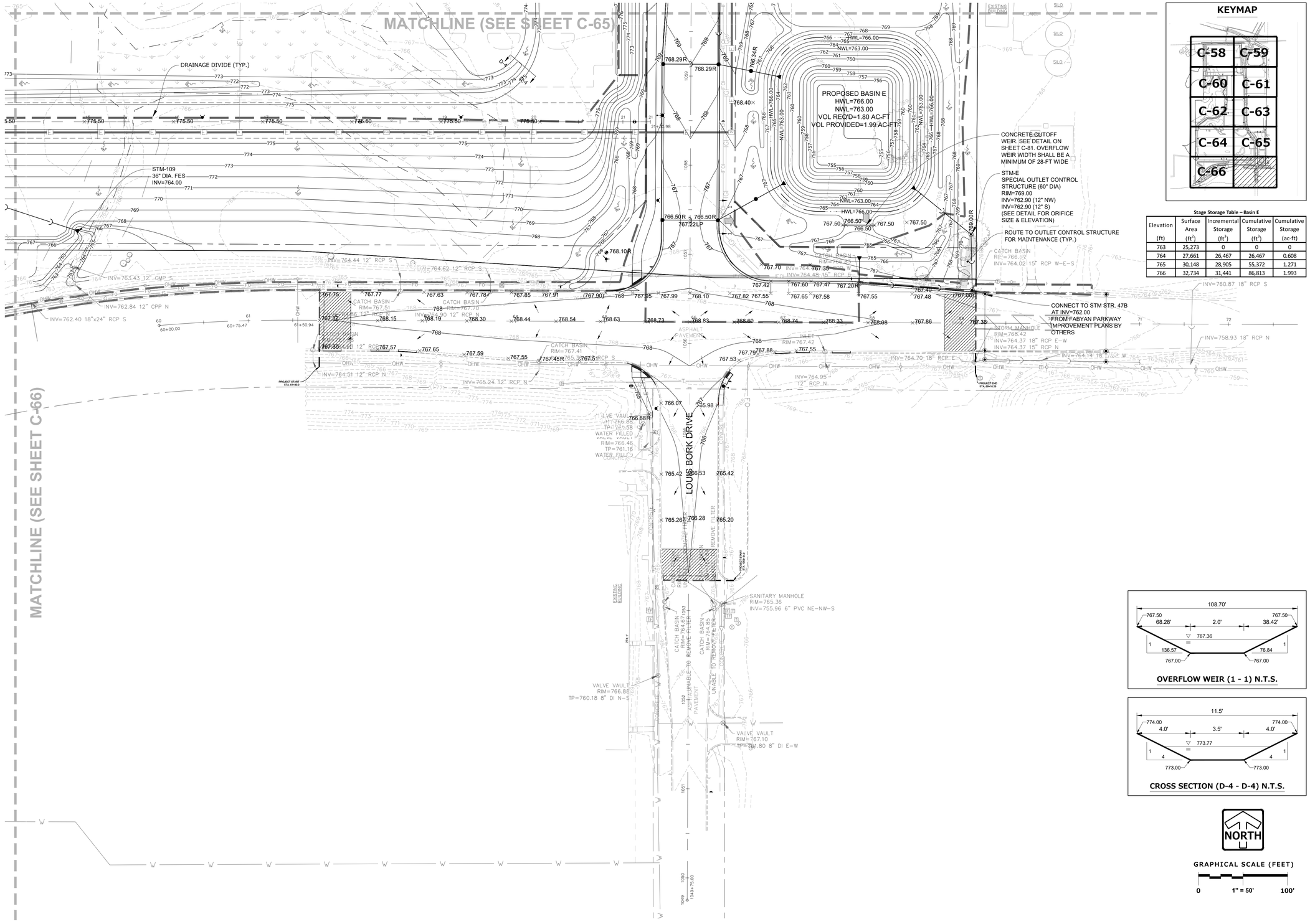
www.pinnacle-engr.com

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:41 PM z:\Projects\2018\1454.00-IL\12 - engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

MATCHLINE (SEE SHEET C-65)

MATCHLINE (SEE SHEET C-66)



KEYMAP

LEGEND

EXISTING 749 / PROPOSED 749	CONTOUR
× 750.00 / ×750.00	SPOT ELEVATION
	DIRECTION OF SURFACE FLOW
	SURVEYED TREE
	OVERFLOW RELIEF ROUTING
	SOIL BORING
	PROPOSED RIDGELINE
4:1	TYPICAL SLOPE

Stage Storage Table – Basin E

Elevation (ft)	Surface Area (ft^2)	Incremental Storage (ft^3)	Cumulative Storage (ft^3)	Cumulative Storage (ac-ft)
763	25,273	0	0	0
764	27,661	26,467	26,467	0.608
765	30,148	28,905	55,372	1.271
766	32,734	31,441	86,813	1.993

GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR PROTECTING SAID UTILITIES FROM ANY DAMAGE DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY ALL GRADES, ENSURE ALL AREAS DRAIN PROPERLY AND REPORT ANY DISCREPANCIES TO PINNACLE ENGINEERING GROUP PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
3. ALL EXISTING CONTOURS REPRESENT EXISTING SURFACE GRADES UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS ENCOURAGED TO SEQUENCE CONSTRUCTION SUCH THAT THE SITE IS DIVIDED INTO SMALLER AREAS TO ALLOW STABILIZATION OF DISTURBED SOILS IMMEDIATELY UPON COMPLETION OF INDIVIDUAL SMALLER AREAS.
5. ALL EXCAVATIONS AND MATERIAL PLACEMENT SHALL BE COMPLETED TO DESIGN ELEVATIONS AS DEPICTED IN THE PLANS.
6. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATION(S) OF ALL GRADING QUANTITIES. WHILE ENGINEER ATTEMPTS TO PROVIDE A COST EFFECTIVE APPROACH TO BALANCE EARTHWORK, GRADING DESIGN IS BASED ON MANY FACTORS, INCLUDING SAFETY, AESTHETICS, AND COMMON ENGINEERING STANDARD OF CARE, THEREFORE NO GUARANTEE CAN BE MADE FOR A BALANCED SITE.
7. THE CONTRACTOR MAY SOLICIT APPROVAL FROM ENGINEER/OWNER TO ADJUST FINAL GRADES FROM DESIGN GRADES TO PROVIDE AN OVERALL SITE BALANCE AS A RESULT OF FIELD CONDITIONS.
8. GRADING ACTIVITIES SHALL BE IN A MANNER TO ALLOW POSITIVE DRAINAGE ACROSS DISTURBED SOILS, WHICH MAY INCLUDE EXCAVATION OF TEMPORARY DITCHES TO PREVENT PONDING, AND IF NECESSARY PUMPING TO ALLEVIATE PONDING. CONTRACTOR SHALL PREVENT SURFACE WATER FROM ENTERING INTO EXCAVATIONS. IN NO WAY SHALL OWNER BE RESPONSIBLE FOR REMEDIATION OF UNSUITABLE SOILS CREATED/ORIGINATED AS A RESULT OF IMPROPER SITE GRADING OR SEQUENCING. CONTRACTOR SHALL SEQUENCE GRADING ACTIVITIES TO LIMIT EXPOSURE OF DISTURBED SOILS DUE TO WEATHER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM COMPACTION STANDARDS. THE CONTRACTOR SHALL NOTIFY ENGINEER/OWNER IF PROPER COMPACTION CANNOT BE OBTAINED. GEOTECHNICAL CONSULTANT SHALL DETERMINE WHICH IN-SITU SOILS ARE TO BE CONSIDERED UNSUITABLE SOILS. THE ENGINEER/OWNER AND GEOTECHNICAL TESTING CONSULTANT SHALL DETERMINE IF REMEDIAL MEASURES WILL BE NECESSARY.
10. IN THE EVENT THAT ANY MOISTURE-DENSITY TEST(S) FAIL TO MEET SPECIFICATION REQUIREMENTS, THE CONTRACTOR SHALL PERFORM CORRECTIVE WORK AS NECESSARY TO BRING THE MATERIAL INTO COMPLIANCE AND RETEST THE FAILED AREA AT NO COST TO THE OWNER.
11. WITH THE AUTHORIZATION OF THE ENGINEER/OWNER, MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON FILL AREAS IN AN EFFORT TO DRY. CONTRACTOR SHALL CLEARLY FIELD MARK THE EXTERIOR LIMITS OF SPREAD MATERIAL WITH PAINTED LATH AND SUBMIT A PLAN TO THE ENGINEER/OWNER THAT IDENTIFIES THE LIMITS. UNDER NO CONDITION SHALL THE SPREAD MATERIAL DEPTH EXCEED THE MOST RESTRICTIVE OF: THE EFFECTIVE TREATMENT DEPTH OF MACHINERY THAT WILL BE USED TO TURNOVER THE SPREAD MATERIAL; OR THE MAXIMUM COMPACTION LIFT DEPTH.
12. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
13. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADEQUATE AND SAFE TEMPORARY SHORING, BRACING, RETENTION STRUCTURES, AND EXCAVATIONS.
14. CONTRACTOR SHALL PROTECT INLETS AND ADJACENT PROPERTIES WITH SILT FENCING OR APPROVED EROSION CONTROL METHODS UNTIL CONSTRUCTION IS COMPLETED. CONTRACTOR SHALL PLACE SILT FENCING AT DOWN SLOPE SIDE OF GRADING LIMITS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING FACILITIES OR UTILITIES. ANY DAMAGE SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
16. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE AGENCY OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY SAID OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
17. CONTRACTOR SHALL COMPLY WITH ALL CITY OF GENEVA AND DUPAGE NATIONAL TECHNOLOGY PARK CONSTRUCTION STANDARDS/ORDINANCES.
18. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL.
19. TOPSOIL BERMING SHALL ACHIEVE 85% STANDARD PROCTOR DENSITY AT 3%(±) OPTIMUM MOISTURE CONTENT.
20. CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
21. TREES IN AREAS OF REGRADING, TO HAVE ROOTS PRUNED OR OTHER MEASURES TO PROTECT TREE ROOTS TO THE BEST EXTENT POSSIBLE.

UTILITY NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMIT REQUIRED FOR UTILITY CONSTRUCTION.
2. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR TH CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
3. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURE TO PROPOSED GRADE WHERE APPLICABLE.
5. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION ,AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OF POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR CONFLICTS.
8. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE CITY, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

OVERFLOW WEIR (1 - 1) N.T.S.

CROSS SECTION (D-4 - D-4) N.T.S.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 50' 100'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

GRADING PLAN

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-69 OF C-90

© COPYRIGHT 2025

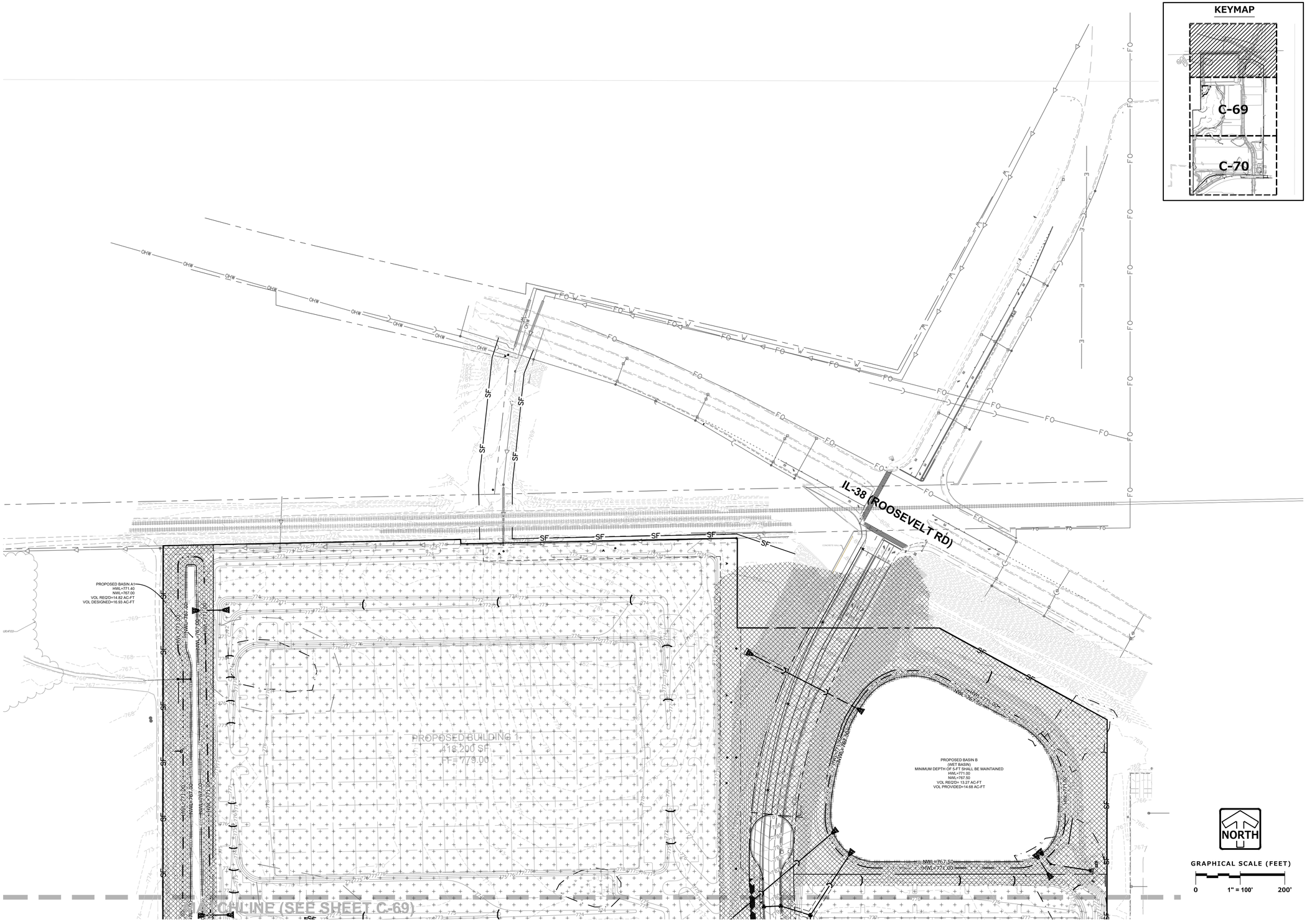
MASS GRADING & - GRADING PLAN

www.pinnacle-engr.com

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:42 PM – z:\Projects\2018\1454.00-1\312 – engineering\FINAL\SHEETSET\PHASE 1\GRADING PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



KEYMAP

SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

OVERALL SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-70 OF C-90

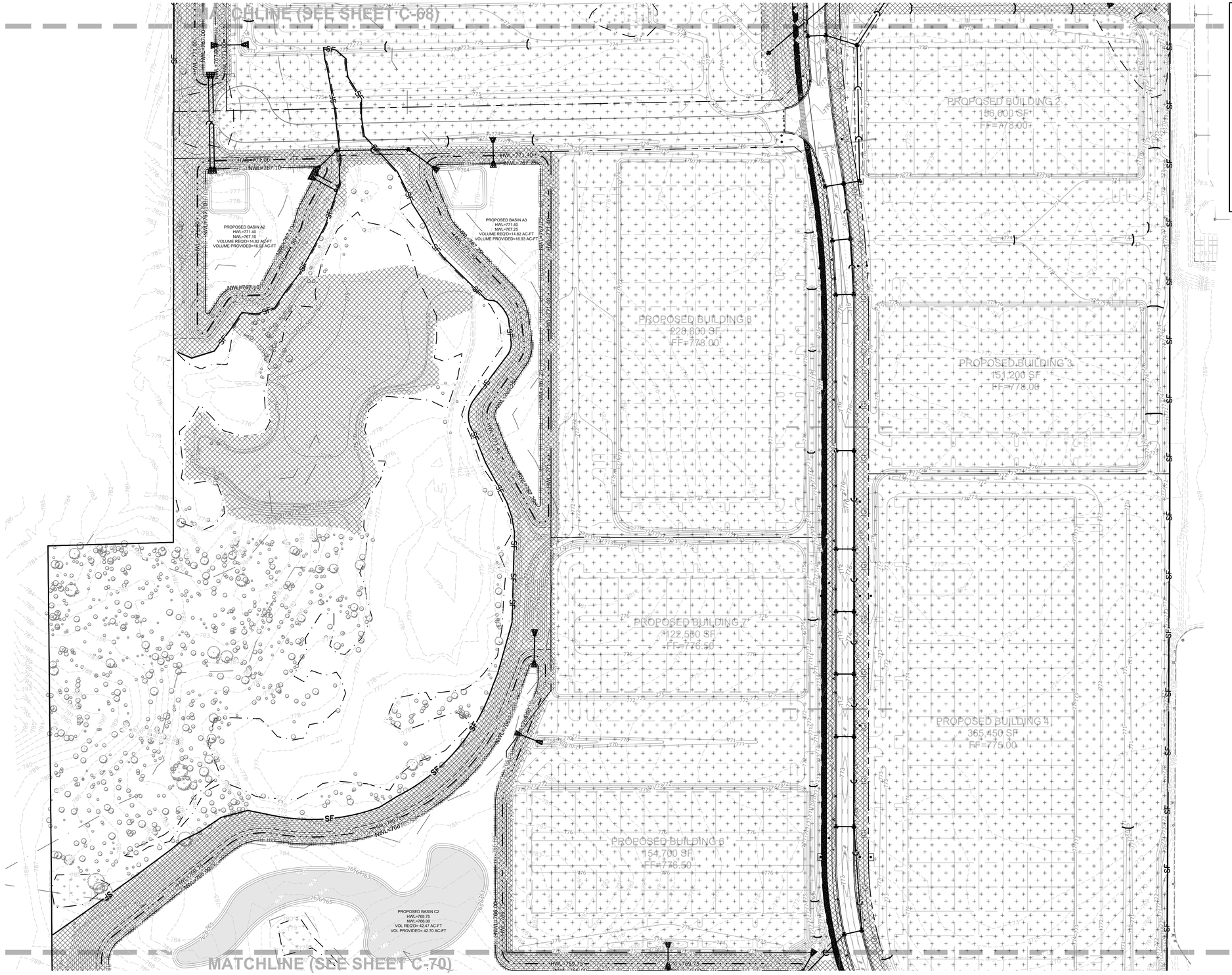
© COPYRIGHT 2025

MASS GRADING & - OVERALL SITE STABILIZATION PLAN

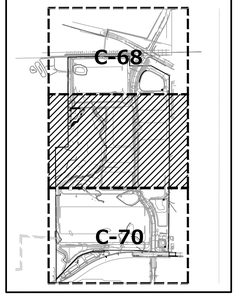
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:42 PM – Z:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



KEYMAP



SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

OVERALL SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-71 OF C-90

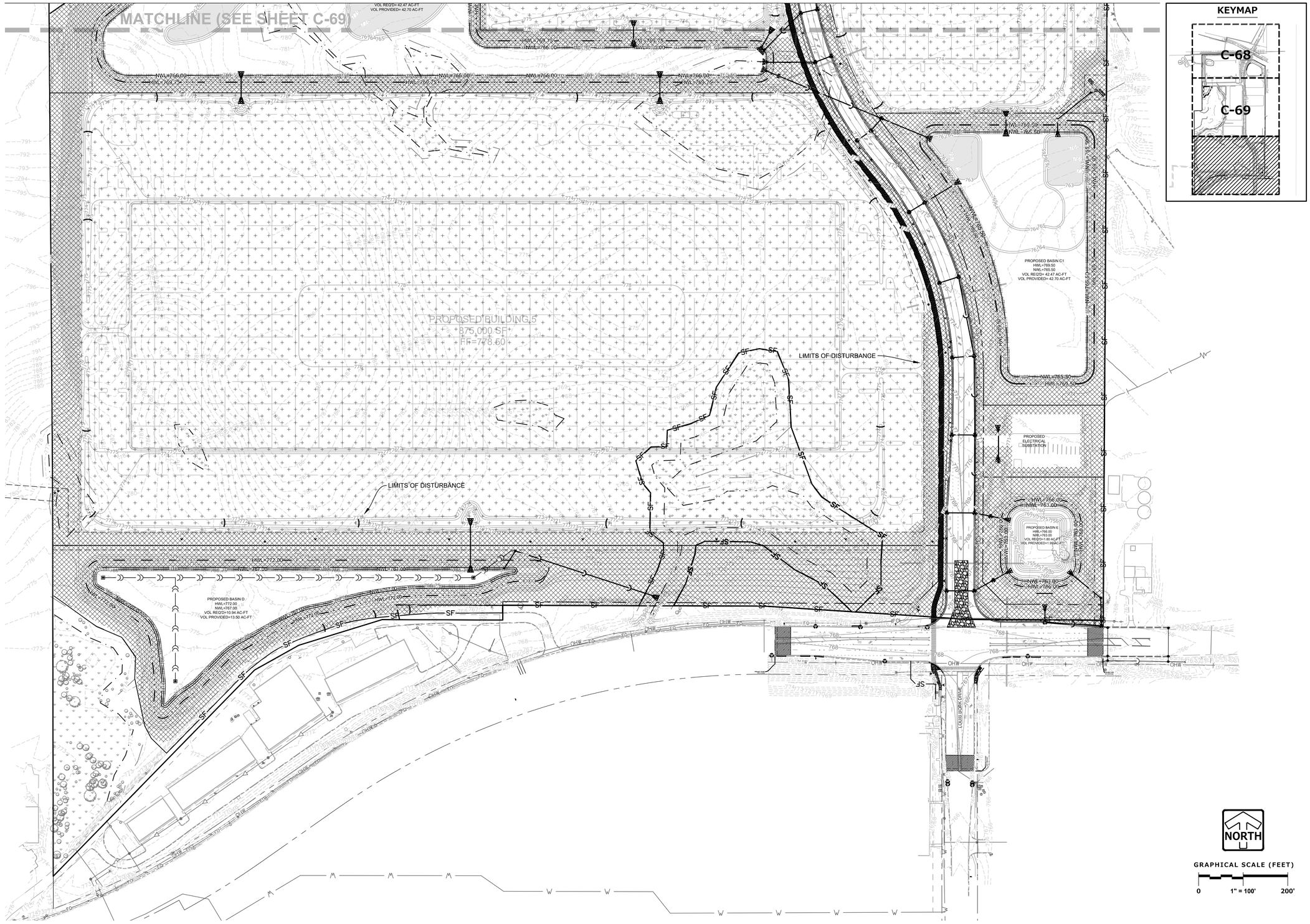
© COPYRIGHT 2025

MASS GRADING & - OVERALL SITE STABILIZATION PLAN

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:43 PM – z:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE I\SITE STABILIZATION PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



KEYMAP

SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

OVERALL SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

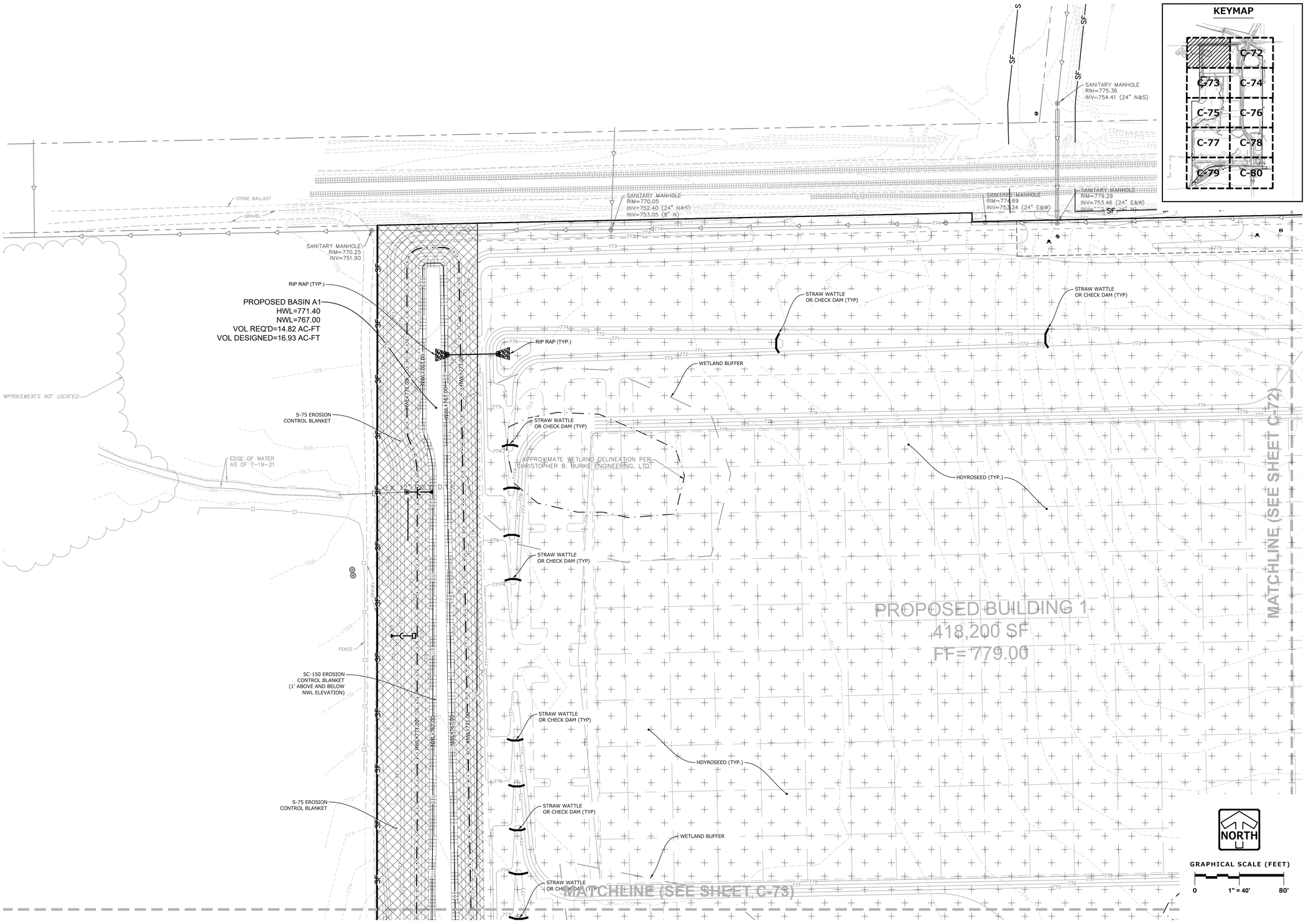
SHEET C-72 OF C-90

© COPYRIGHT 2025

MASS GRADING & - OVERALL SITE STABILIZATION PLAN

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:43 PM – E:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



KEYMAP

SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-73 OF C-90

© COPYRIGHT 2025

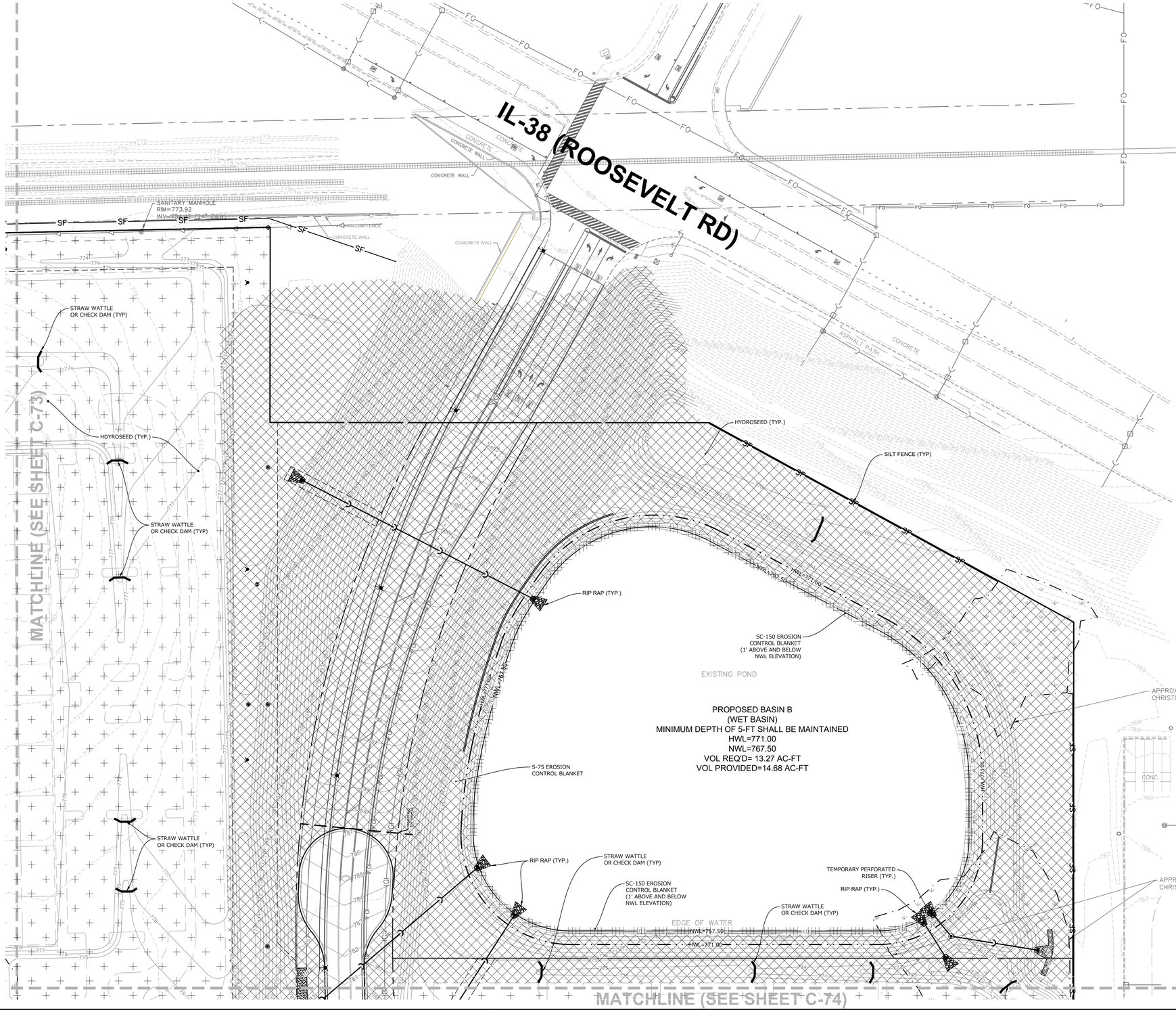
MASS GRADING & - SITE STABILIZATION PLAN

www.pinnacle-engr.com

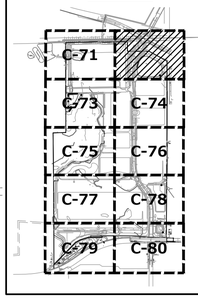
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:43 PM – Z:\Projects\2018\1454.00--IL\12 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



KEYMAP



SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- 1 — RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ
5/27/2025 12:43 PM – z:\Projects\2018\1454.00-01\12 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

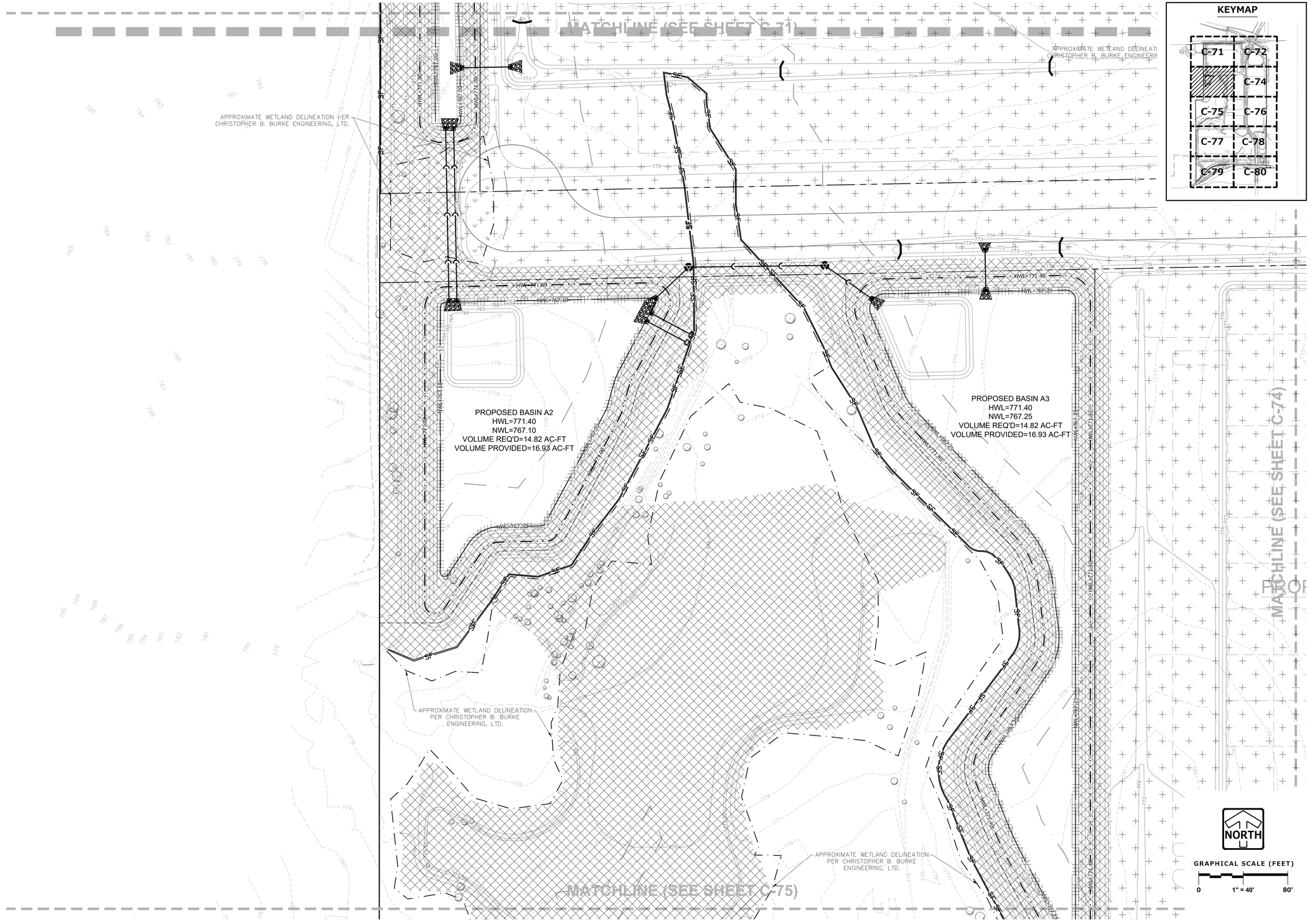
SHEET C-74 OF C-90

© COPYRIGHT 2025

MASS GRADING & - SITE STABILIZATION PLAN

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



KEYMAP

SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

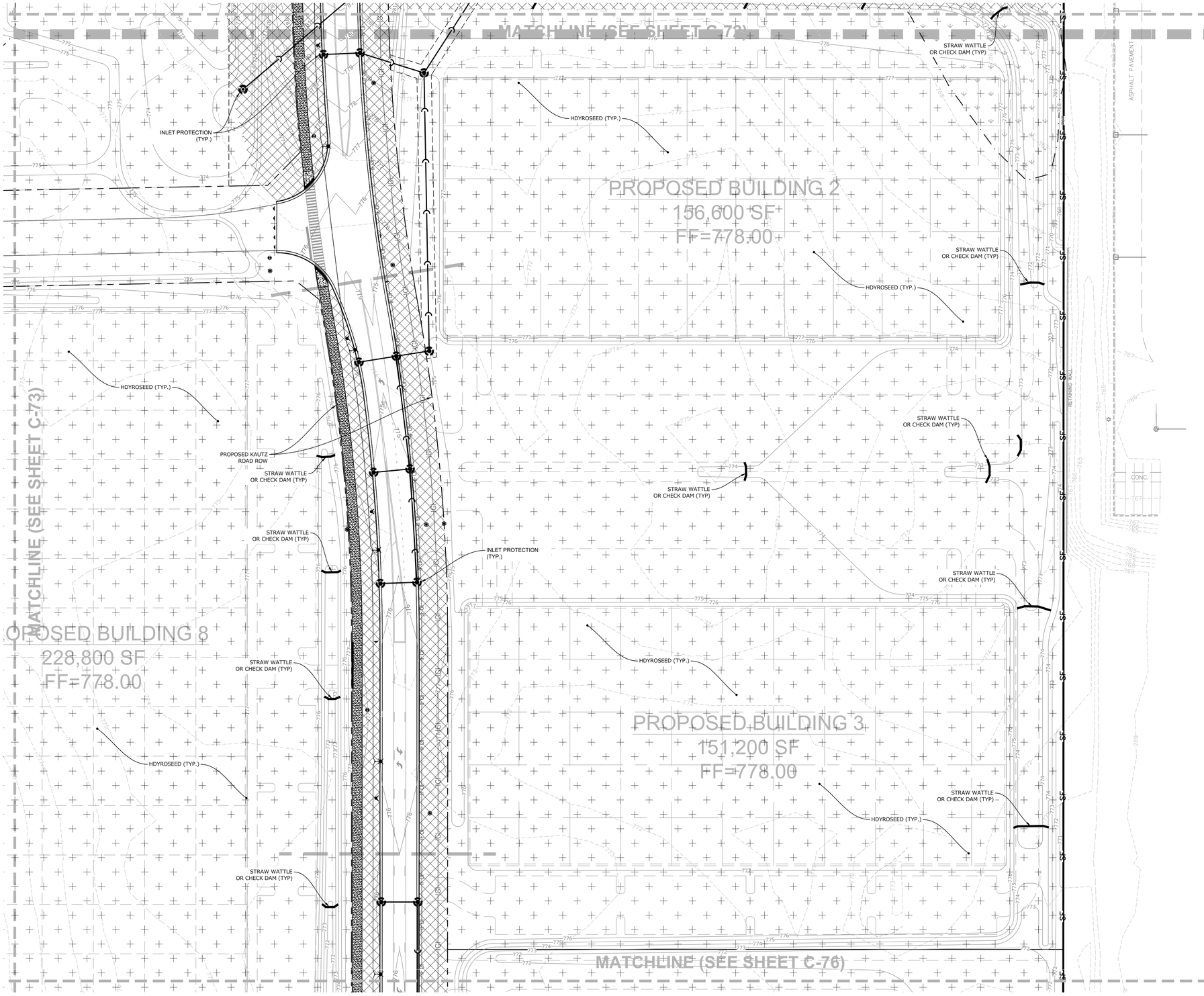
SHEET C-75 OF C-90

© COPYRIGHT 2025

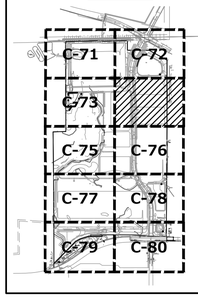
MASS GRADING & - SITE STABILIZATION PLAN

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:44 PM – z:\Projects\2018\1454.00-IL\12 – engineering\FINAL\SHEETSET\PHASE I\SITE STABILIZATION PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



KEYMAP



SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

www.pinnacle-engr.com

MASS GRADING & - SITE STABILIZATION PLAN

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE - NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:44 PM – z:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg

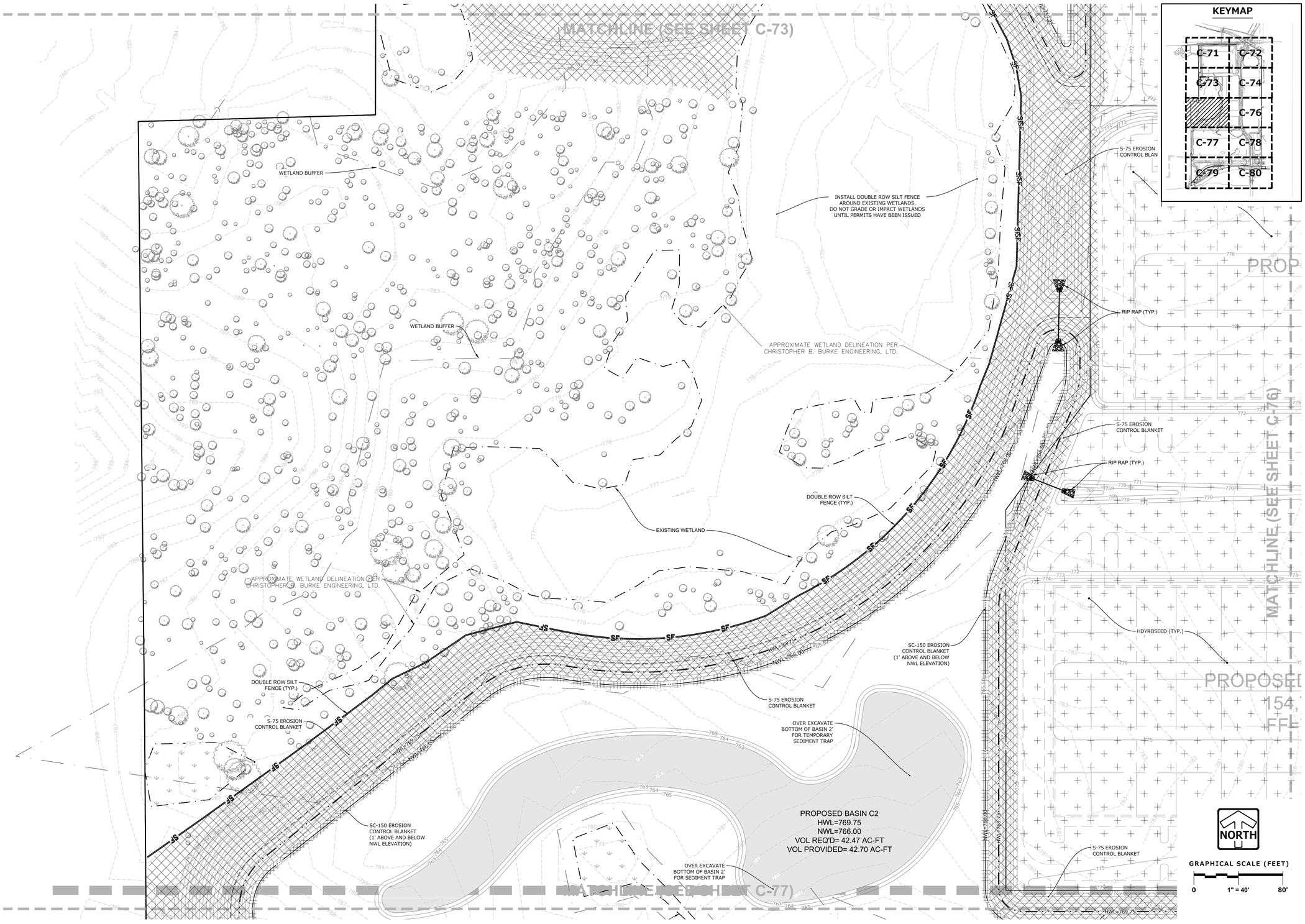
PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-76 OF C-90

© COPYRIGHT 2025

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



KEYMAP

SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

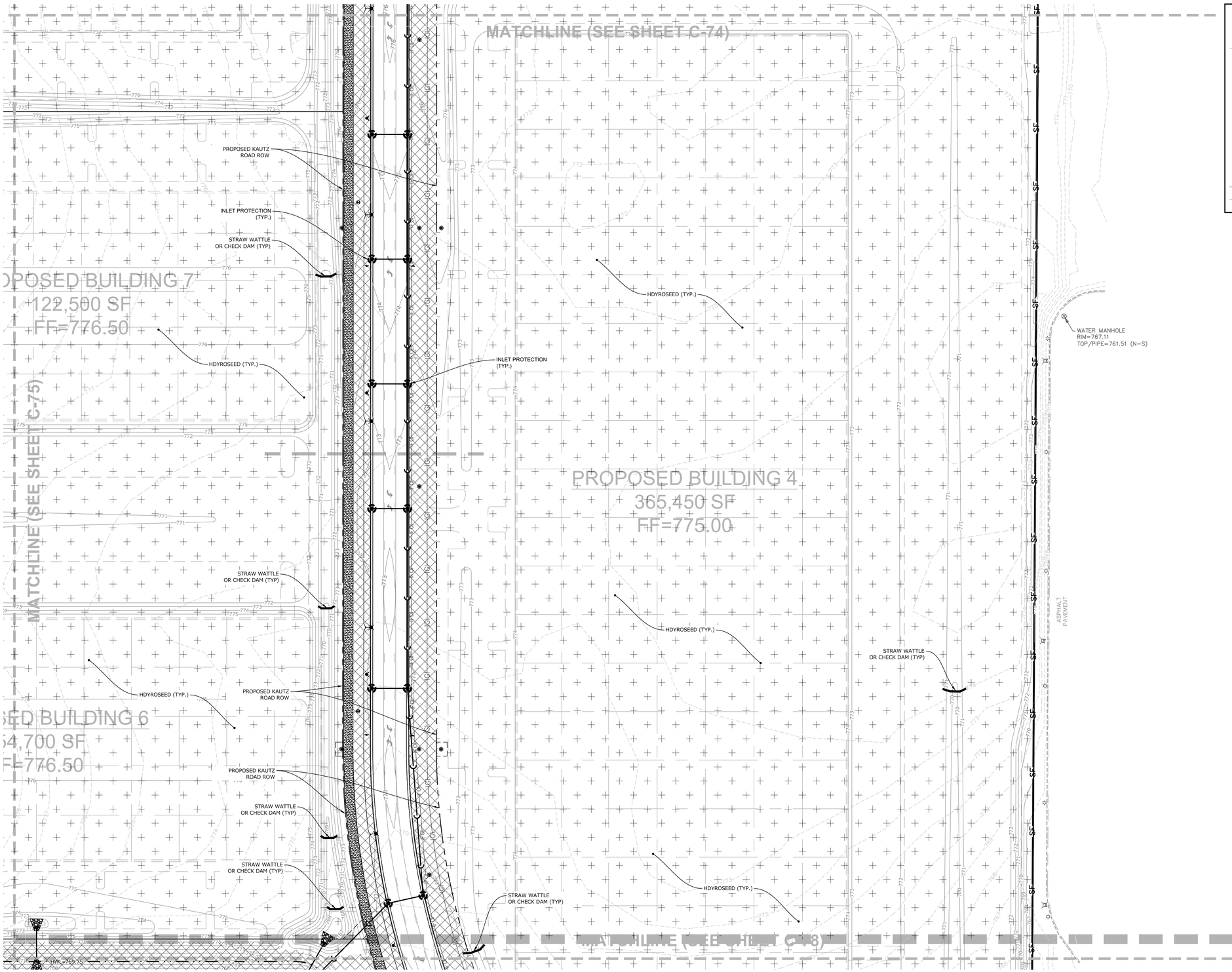
SHEET C-77 OF C-90

© COPYRIGHT 2025

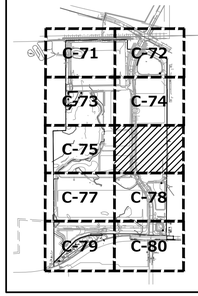
MASS GRADING & - SITE STABILIZATION PLAN

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ
5/27/2025 12:44 PM – z:\Projects\2018\1454.00-IL\310 – engineering\PLNAL\SHEETSET\PHASE I\SITE STABILIZATION PLAN.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



KEYMAP



SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-78 OF C-90

© COPYRIGHT 2025

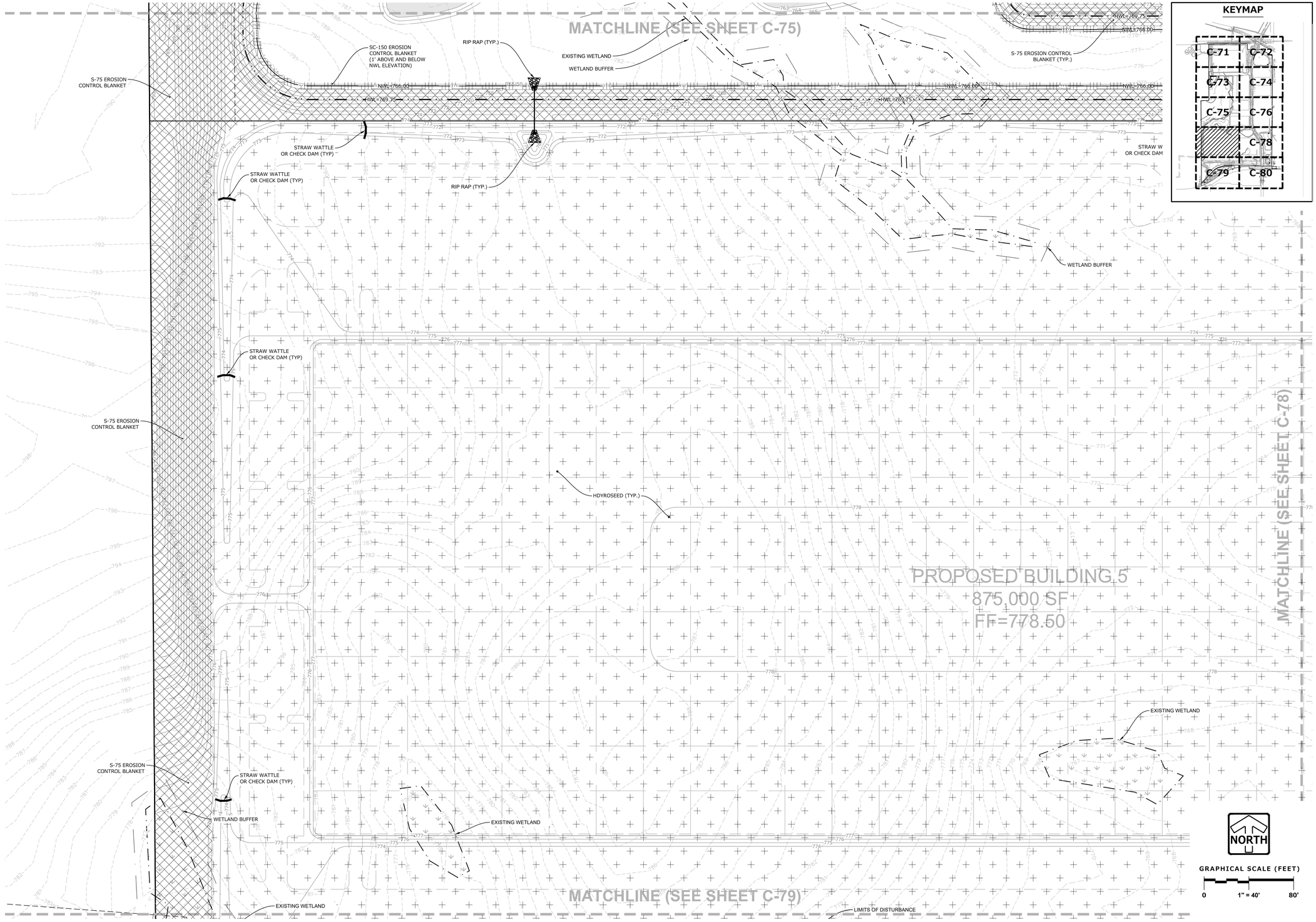
MASS GRADING & - SITE STABILIZATION PLAN

www.pinnacle-engr.com

5/27/2025 12:45 PM – E:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE I\SITE STABILIZATION PLAN.dwg
REVIEWED: BDJ
DESIGNED: AJS
DRAFTED: AJS

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:45 PM – z:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg
DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ



KEYMAP

SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE · NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

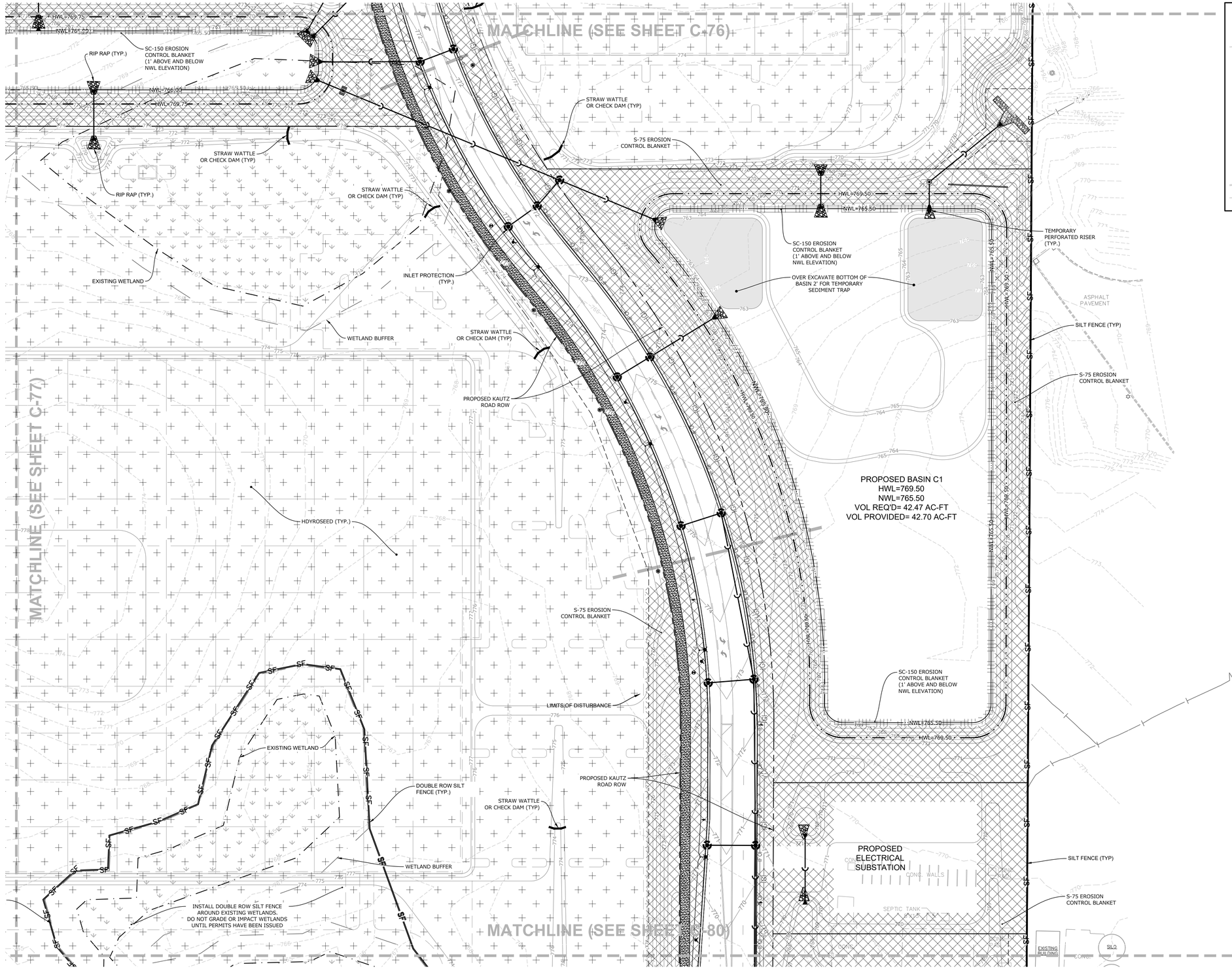
SHEET C-79 OF C-90

© COPYRIGHT 2025

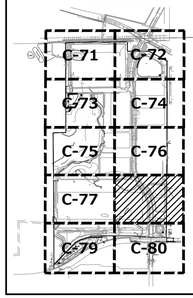
www.pinnacle-engr.com

MASS GRADING & - SITE STABILIZATION PLAN

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



KEYMAP



SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION. MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-1L
PES PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-80 OF C-90

© COPYRIGHT 2025

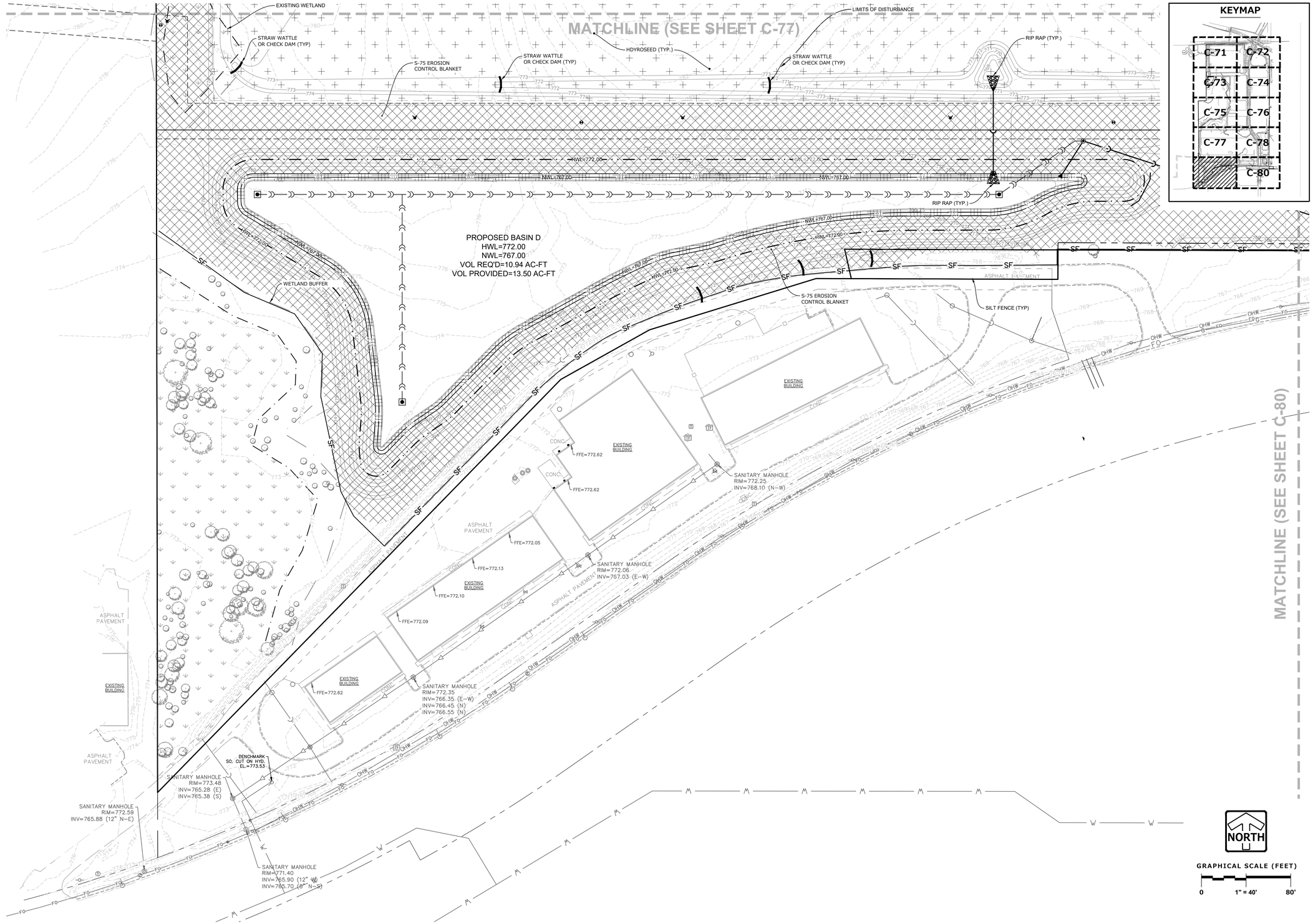
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:45 PM – z:\Projects\2018\1454.00-01\312 – engineering\FINAL\SHEETSTVPHASE 1\SITE STABILIZATION PLAN.dwg

www.pinnacle-engr.com

MASS GRADING & - SITE STABILIZATION PLAN

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



KEYMAP

SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION. MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

MATCHLINE (SEE SHEET C-80)

MASS GRADING & - SITE STABILIZATION PLAN

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET C-81 OF C-90

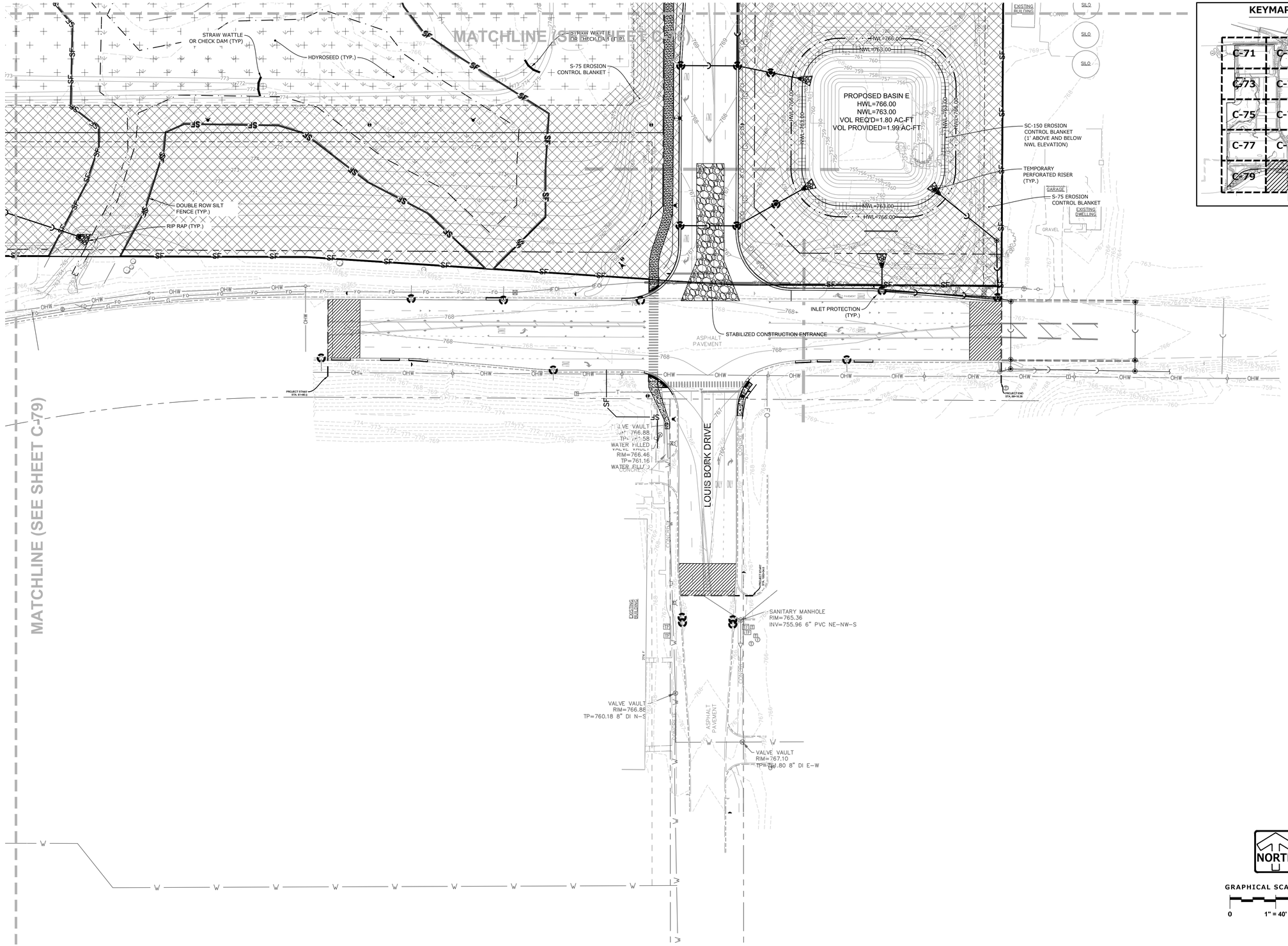
© COPYRIGHT 2025

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:46 PM – X:\Projects\2018\454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg

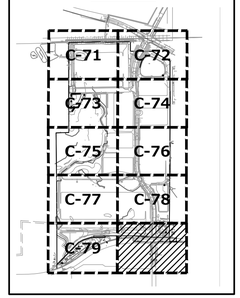
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:46 PM – E:\Projects\2018\1454.00-IL\312 – engineering\FINAL\SHEETSET\PHASE 1\SITE STABILIZATION PLAN.dwg

DESIGNED: AJS
DRAFTED: AJS
REVIEWED: BDJ



KEYMAP



SITE STABILIZATION NOTES

1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES. WITHIN KDOT RIGHT-OF-WAY, IF MUD IS FOUND ON THE ROADWAY, THE CONTRACTOR SHALL CLEAN IT IMMEDIATELY. SCRAPING OF THE HIGHWAY IS PROHIBITED. MECHANICAL SWEEPING OF THE HIGHWAY WILL ONLY BE ALLOWED WITH PRIOR KDOT AUTHORIZATION, MECHANICAL SWEEPING SHALL NOT BE CONSIDERED A COMMON PRACTICE AND CONTINUED TRACKING OF DEBRIS ONTO COUNTY HIGHWAYS MAY CAUSE KDOT TO REQUIRE REPLACEMENT OF STONE MATERIAL IN THE CONSTRUCTION AND/OR OTHER ALTERNATIVE METHODS (I.E. TIRE WASHOUT AREA).
5. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
6. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
7. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
8. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
9. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

KANE DUPAGE SWCD NOTES

1. 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 REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
8. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD OF INLET PROTECTION AND SHOULD NOT BE USED.
9. IF STOCKPILES ARE LOCATED NEAR STORMSEWER INLETS OR THE EXISTING PONDS, THEY SHOULD BE PROTECTED WITH PERIMETER CONTROL IMMEDIATELY.
10. WINTER SHUTDOWN SHOULD BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
11. STORMSEWER INLETS LOCATED WITHIN 50 FEET OF THE DISTURBANCE AREA SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS. ADDITIONAL INLET PROTECTION MAY BE REQUESTED.
12. 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).
13. THE WATER QUALITY OF THE ADJACENT PONDS SHOULD BE INSPECTED DURING THE REGULAR SWPPP INSPECTIONS AND AFTER ANY RAIN EVENTS FOR EVIDENCE OF TURBIDITY. ANY SEDIMENT RELEASE COULD RESULT IN A VIOLATION.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- SEED & BLANKET — NORTH AMERICAN GREEN SC-150 BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- HYDROSEED — PER MANUFACTURER SPECIFICATIONS
- SEDIMENT TRAP
- INLET PROTECTION
- SF — SILT FENCE
- CHECK DAM
- RIP RAP APRON (INSTALLED AT ALL OUTLETS)

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE · NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

SITE STABILIZATION PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

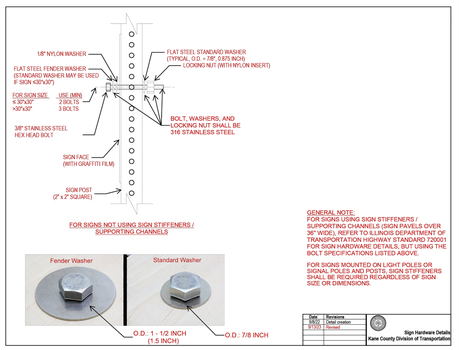
SHEET C-82 OF C-90

© COPYRIGHT 2025

MASS GRADING & - SITE STABILIZATION PLAN

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

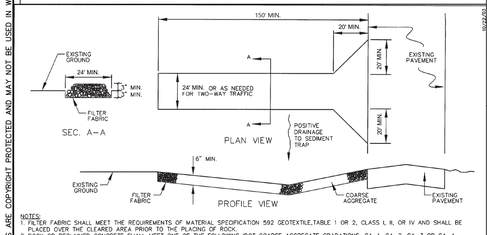


GENERAL NOTE:
FOR SIGNS USING SIGN STIFFENERS / SUPPORTING CHANNELS (SIGN PAVELS OVER 36" WIDE), REFER TO ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY STANDARD 720001 FOR SIGN HARDWARE DETAILS, BUT USING THE BOLT SPECIFICATIONS LISTED ABOVE.

FOR SIGNS MOUNTED ON LIGHT POLES OR SIGN STRUCTURES / POSTS, SIGN STIFFENERS SHALL BE REQUIRED REGARDLESS OF SIGN SIZE OR DIMENSIONS.

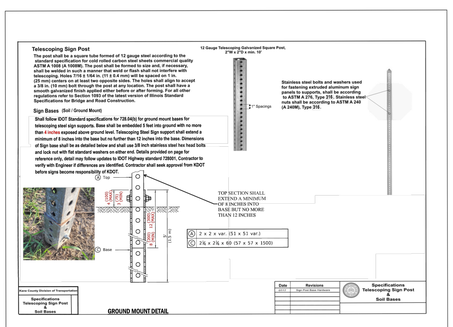
Date	Revisions
8/1/05	Initial creation
8/17/05	Updated

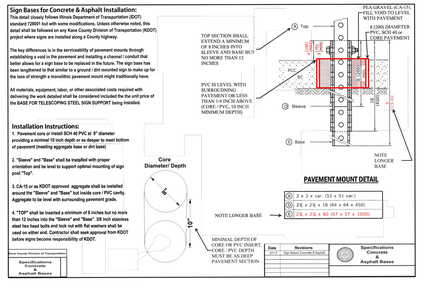
Sign Hardware Details
Kane County Division of Transportation

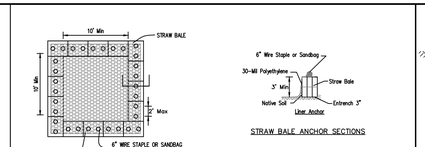


NOTES:
1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE,TABLE 1 OR 2, CLASS I, II, OR IV AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACING OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREDATE GRADATIONS, CA-1, CA-2, 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. ALL SURFACE WATER FLOWING OR DIVERTED TOWARD THE CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
5. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE.
6. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
7. WASHING - WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
8. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

KANE COUNTY
DIVISION OF TRANSPORTATION
STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

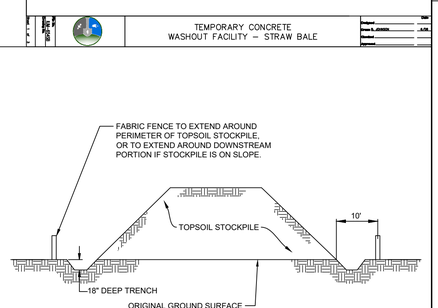




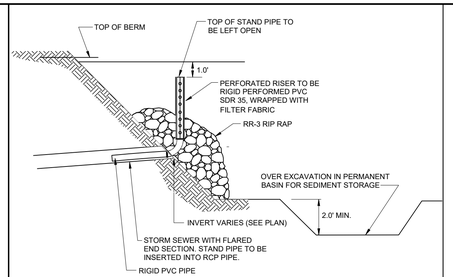


NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

TEMPORARY CONCRETE WASHOUT FACILITY — STRAW BALE

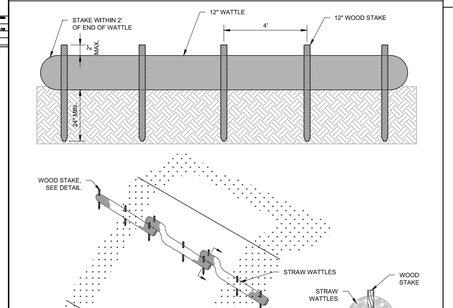


TEMPORARY TOPSOIL STOCKPILE

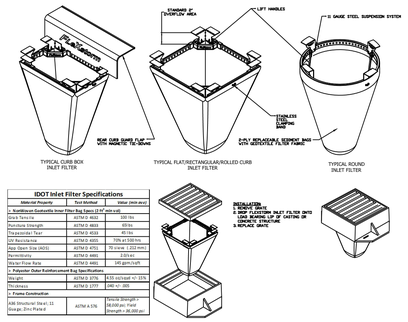


NOTES:
1. THE PERFORATED RISER IS TO BE PROVIDED AS PART OF THE SEDIMENT BASIN EROSION CONTROL MEASURES DURING CONSTRUCTION.
2. THE FILTER FABRIC SHALL BE SECURED TO THE PVC PERFORATED RISER WITH STRAPPING OR CONNECTING BANDS.
3. WHEN SEDIMENT BASIN IS NO LONGER REQUIRED, THE ENTIRE PERFORATED RISER ASSEMBLY IS TO BE REMOVED.
4. BRICK AND MORTAR EXISTING 18" STUB WHEN COMPLETE

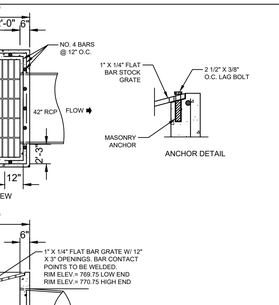
TEMPORARY PERFORATED RISER

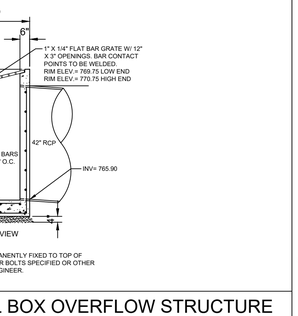


STRAW WATTLE



IDOT Inlet Filter Specifications		
Material Property	Test Method	Value (min avg)
I - Sunlit/non-Coated/6 Inlet Filter Bag Specification (1.5" min x-y)		
Grab Tensile	ASTM D 4632	320 lbs
Puncture Strength	ASTM D 4833	650 lbs
Trapezoidal Tear	ASTM D 4533	450 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs
Apps Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)
Permittivity	ASTM D 4491	2.0/sec
Water Flow Rate	ASTM D 4491	100 gpm/sqft
II - Polyester Outer Reinforcement Bag Specification		
Weight	ASTM D 3776	8 oz/sq yd +/- 10%
Thickness	ASTM D 1777	0.080 in +/- 005
III - Frame Construction		
SAE Modified Steel #1.32 Gauge .21 in Plate 6	ASTM A 576	Tensile Strength = 58,000 psi, Yield Strength = 36,000 psi

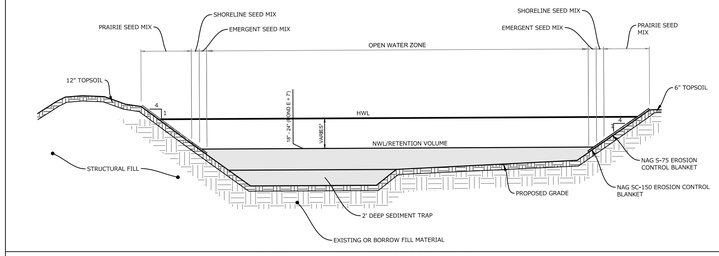




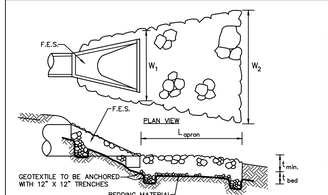
NOTE: GRATING SHALL BE PERMANENTLY FIXED TO TOP OF STRUCTURE USING EITHER BOLTS SPECIFIED OR OTHER APPROVED MEANS BY ENGINEER.

INLET PROTECTION

STM-22 SPECIAL BOX OVERFLOW STRUCTURE



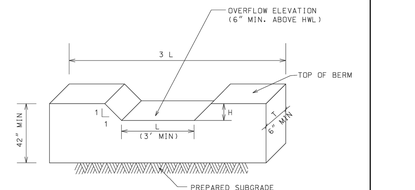
STORMWATER POND CROSS SECTION



CULVERT DIAMETER	IDOT ROCK GRADATION	L_{apron} (ft.)	W_1 (ft.)	W_2 (ft.)	$t_{min.}$ (in.)	t_{bed} (in.) MATERIAL RR-1,2
12"	RR-3	10'	3'	11'	8"	—
15"	RR-3	14'	4.5'	15.5'	8"	—
18"	RR-3	14'	4.5'	15.5'	8"	—
24"	RR-3	16'	6'	18'	8"	—
30"	RR-3	18'	7.5'	20.5'	8"	—
36"	RR-4	20'	9'	23'	16"	6"
42"	RR-4	22'	10.5'	25'	16"	6"
48"	RR-4	24'	12'	28'	16"	6"

NOTES:
1. THE FILTER FABRIC SHALL MEET OR EXCEED THE REQUIREMENTS IN MATERIAL SPECIFICATIONS 592 GEOTEXTILE TABLE 1 OR 2, CLASS I, II, OR III.
2. THE ROCK RIPRAP SHALL MEET IDOT REQUIREMENTS AND SPECIFICATIONS.

RIP-RAP AT END SECTIONS



FOR DESIGN OF RECTANGULAR WEIR:

USE $Q = CLH^{\frac{3}{2}}$
WHERE Q= RELEASE RATE
C= 3.0 FOR BROAD-CRESTED RECTANGULAR WEIRS
L= WEIR OPENING
T= WALL THICKNESS (6" MIN)
H= HEAD (6" MIN)
USE COMPARABLE RELATIONSHIPS FOR DESIGN OF OVERFLOW STRUCTURES.

NOTES:
1. STRUCTURE TO BE CONSTRUCTED OF REINFORCED CONCRETE. IDOT CLASS SI (6.1 BAG MIX) MIN 3500 PSI AT 14 DAYS. WITH 5% TO 7% AIR ENTRAINMENT. (NO FLY ASH ALLOWED)
2. SMOOTH FINISH -1" CHAMFER ON ALL EXPOSED EDGES
3. PROVIDE MIN #4 REBARS IN FOOTING AND WEIR. 12" O.C.-E.W.
4. BACKFILL MATERIAL TO BE INORGANIC COHESIVE SOIL. COMPACTED IN MAXIMUM 12" (LOOSE) LIFTS TO AT LEAST 90% MODIFIED PROCTOR DENSITY (ASTM D-1557)
5. EROSION CONTROL MATERIAL TO BE PROVIDED IN FRONT AND REAR OF WEIR OPENING.

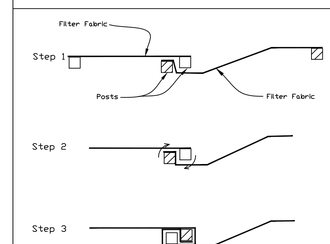
NOT TO SCALE

OVERFLOW (WEIR) STRUCTURE DETAIL

DATE: 3-31-09

BASIN	OVERFLOW ELEVATION (FT.)	WEIR LENGTH (L) (FT.)	HEIGHT (H) (FT.)	TOP OF BERM ELEVATION (FT.)
A1	773.00	50	1	774.00
B	771.50	50	1	774.50
C1	770.20	50	1	771.20
D	772.50	28	1	763.50
E	766.50	28	1	767.50

SILT FENCE

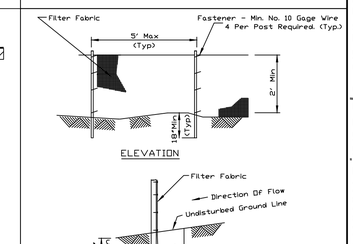


ATTACHING TWO SILT FENCES

NOTES:
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. Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE			STANDARD SVG. NO.
Project			IL-620-2
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked	Date		DATE 1-29-99
Approved	Date		

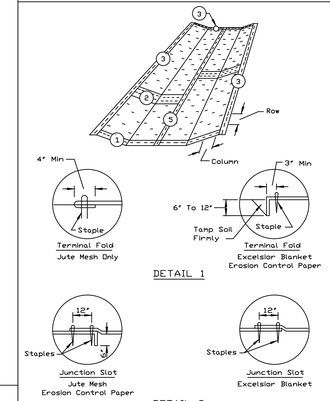
SILT FENCE PLAN



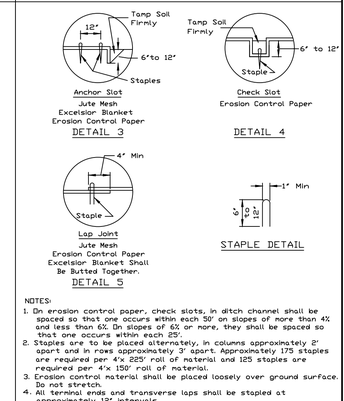
NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and renoved in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE			STANDARD SVG. NO.
Project			IL-620
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked	Date		DATE 11-22-01
Approved	Date		

EROSION BLANKET PLAN



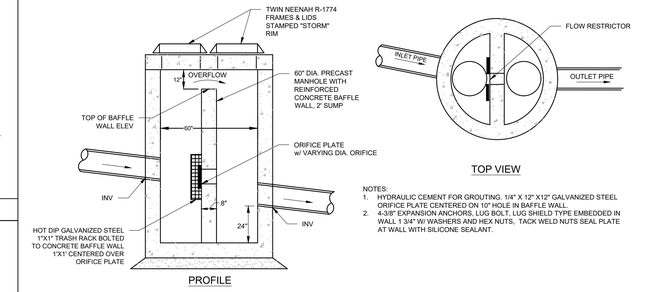
EROSION BLANKET PLAN



NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFERENCE			STANDARD SVG. NO.
Project			IL-530
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked	Date		DATE 5-24-94
Approved	Date		

REFERENCE			STANDARD SVG. NO.
Project			IL-530
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked	Date		DATE 3-1-95
Approved	Date		



NOTES:
1. HYDRAULIC CEMENT FOR GROUTING. 1/4" X 12" X12" GALVANIZED STEEL ORIFICE PLATE CENTERED ON 10" HOLE IN BAFFLE WALL.
2. 4-3/8" EXPANSION ANCHORS, LUG BOLT, LUG SHIELD TYPE EMBEDDED IN WALL 1 3/4" W/ WASHERS AND HEX NUTS. TACK WELD NUTS SEAL PLATE AT WALL WITH SILICONE SEALANT.

BASIN	STRUCTURE	RIM	ORIFICE		TOP OF WEIR WALL (FT.)	INVERTS	
			SIZE (IN.)	ELEVATION (FT.)		INLET (FT.)	OUTLET (FT.)
A1	A1	774.00	6.30"	766.90	711.40	766.90	±765.00
B	B	774.50	6.40"	767.40	771.00	767.40	767.40
C1	C	772.10	10.75"	765.25	769.50	765.25	765.25
D	D	775.30	6.30"	765.25	772.00	765.15	765.15
E	STM - 73	769.00	3.20"	762.90	766.00	762.90	762.90

OUTLET CONTROL STRUCTURE DETAIL

CONSTRUCTION STANDARDS
© COPYRIGHT 2025

www.pinnacle-engr.com

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

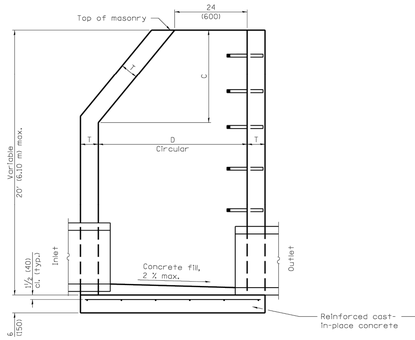
CONSTRUCTION STANDARDS

PEG JOB No. 1454.00-TL
PEG PM: BDJ
START DATE: 1/22/25
SCALE:

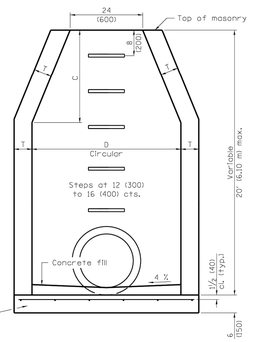
SHEET C-83 OF C-90

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ
5/27/2025 1:23 PM — z:\Projects\2018\1454.00—Jv3\19 — engineering\FINAL\SHEETSET\PHASE 1\CONSTRUCTION STANDARDS.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC
5/27/2025 12:46 PM — J:\Projects\2018\1454.00-1\312 — engineering\FINAL\SHEETSET\PHASE I\CONSTRUCTION
DESIGNED: AJS
DRAWN: BDJ
CHECKED: AJS
DRAFTED: AJS
www.pinnacle-engr.com



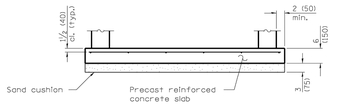
ELEVATION – ECCENTRIC

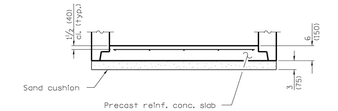


ELEVATION – CONCENTRIC

ALTERNATE MATERIALS FOR WALLS	D	C•	T (min.)
Concrete Masonry Unit	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	5 (125) 5 (125)
Brick Masonry	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	8 (200) 8 (200)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	6 (150) 6 (150)

• For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).





ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602701 for details of steps.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

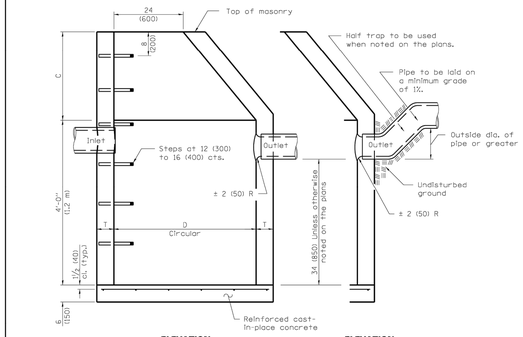
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Revised general notes.
1-1-09	Switched units to
	English (metric).

MANHOLE TYPE A

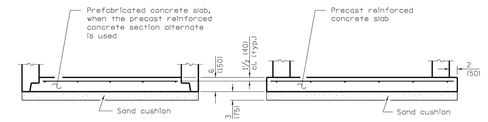
STANDARD 602401-03

Illinois Department of Transportation
PASSED January 1, 2011
ENGINEER OF POLICY AND PROCEDURES Michael Brand
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT Scott Stitt
ISSUED 1-1-97



ELEVATION (Standard Outlet)

ELEVATION (Half Trap)



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C•	T (min.)
Concrete Masonry Unit	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	5 (125) 5 (125)
Brick Masonry	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	8 (200) 8 (200)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	6 (150) 6 (150)

• For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.20 sq. in./ft (420 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602601 for optional precast reinforced concrete flat slab top.

See Standard 602701 for details of steps.

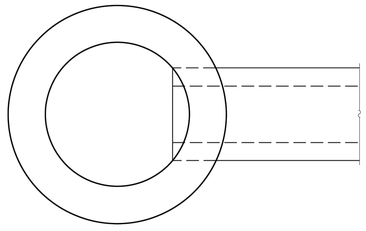
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-11	Added 'Outside' to half trap
	note. Detail rein. in slabs.
	Revised general notes.
1-1-09	Switched units to
	English (metric).

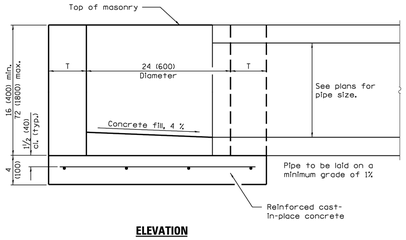
CATCH BASIN TYPE A

STANDARD 602001-02

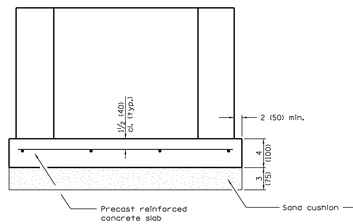
Illinois Department of Transportation
PASSED January 1, 2011
ENGINEER OF POLICY AND PROCEDURES Michael Brand
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT Scott Stitt
ISSUED 1-1-97

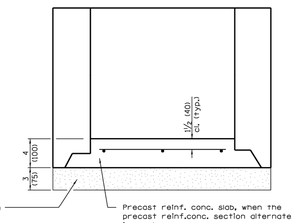


PLAN



ELEVATION





ALTERNATE METHODS

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

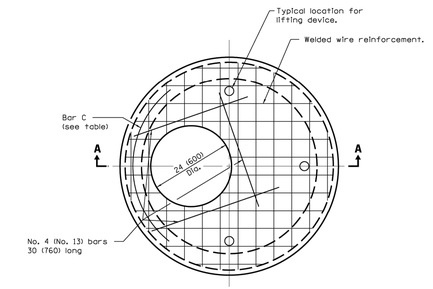
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-14	Increased height to
	72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

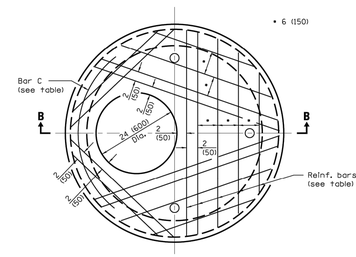
INLET – TYPE A

STANDARD 602301-04

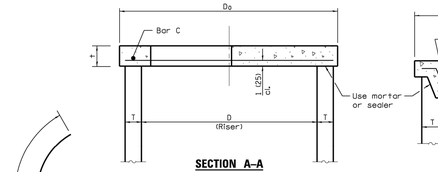
Illinois Department of Transportation
PASSED January 1, 2014
ENGINEER OF POLICY AND PROCEDURES Michael Brand
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT Scott Stitt
ISSUED 1-1-97



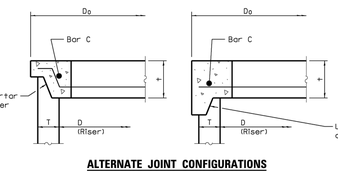
PLAN (WELDED WIRE FABRIC)



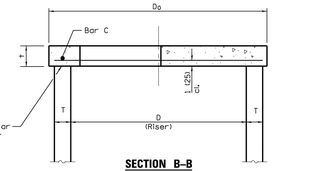
PLAN (REINFORCEMENT BARS)



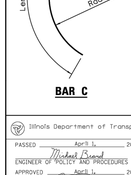
SECTION A–A



ALTERNATE JOINT CONFIGURATIONS



SECTION B–B



BAR C

TABLE

D	T	Do (min.)	†	Reinforcement "As" W.W.R. each direction	OR Bar size	No. 4 (No. 13) Bar C Length	Radius
36 (900)	See applicable Standards	D + 27	6 (150)	0.20 sq. in./ft. (425 sq. mm/m)	No. 4 (No. 13)	4'-0" (1.2 m)	19 (480)
4'-0" (1.2 m)			6 (150)	0.35 sq. in./ft. (740 sq. mm/m)	No. 5 (No. 16)	4'-6" (1.35 m)	26 (660)
5'-0" (1.5 m)			8 (200)	0.35 sq. in./ft. (740 sq. mm/m)	No. 5 (No. 16)	5'-0" (1.5 m)	32 (810)

GENERAL NOTES

The flat slab top may be used in lieu of the tapered tops shown on Standards 602001, 602011, 602016, 602306, 602401, or 602501 at the option of the Contractor or when field conditions prohibit the use of tapered tops.

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

DATE	REVISIONS
4-1-16	Changed terminology to
	'welded wire reinforcement'.
1-1-14	Omitted detail for lifting
	hole or lifting loop.

PRECAST REINFORCED CONCRETE FLAT SLAB TOP

STANDARD 602601-04

Illinois Department of Transportation
PASSED April 1, 2016
ENGINEER OF POLICY AND PROCEDURES Michael Brand
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT Scott Stitt
ISSUED 1-1-97

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

CONSTRUCTION STANDARDS

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE

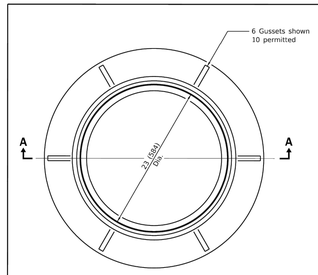
SHEET C-84 OF C-90

CONSTRUCTION STANDARDS

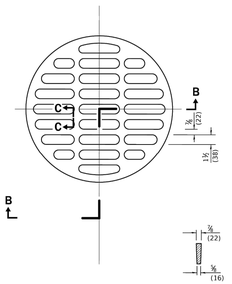
© COPYRIGHT 2025

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

www.pinnacle-engr.com



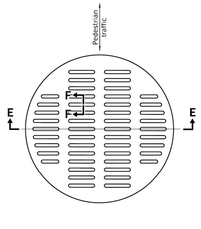
CAST FRAME



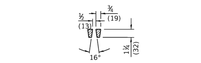
SECTION B-B

CAST OPEN LID

SECTION C-C

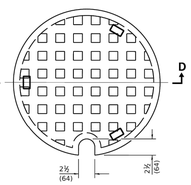


SECTION F-F

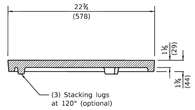


SECTION E-E

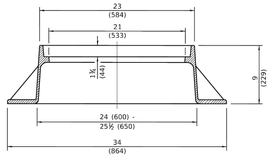
ADA COMPLIANT CAST OPEN LID



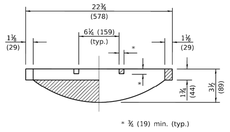
SECTION D-D



CAST CLOSED LID
Gray Iron Lid



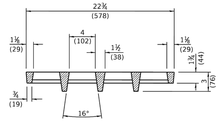
SECTION A-A
Gray Iron



* ⅜ (19) min. (typ.)

SECTION B-B

CAST OPEN LID



SECTION E-E

ADA COMPLIANT CAST OPEN LID

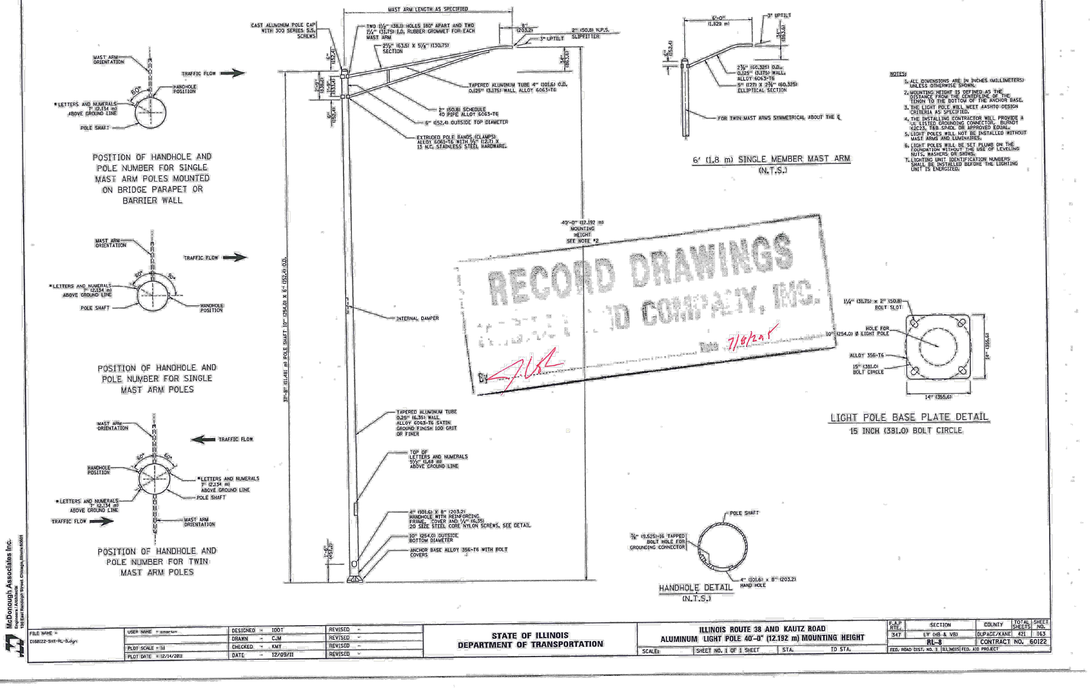
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-20	Revised dimension in Section B-B of cast open lid.
1-1-15	Revised dimensioning of frame. Added ADA compliant open lid.
1-1-09	Switched units to English (metric).

FRAME AND LIDS TYPE 1

STANDARD 604001-05

Illinois Department of Transportation
PASSED January 1, 2020 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2020 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE 1181 02/01/19



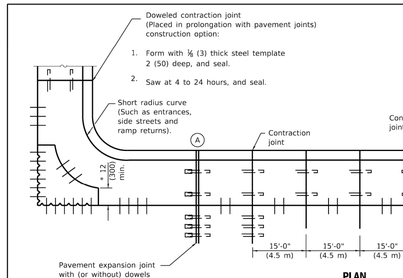
McDonough Associates Inc.
Engineers • Landscape Architects • Surveyors
Chicago, Illinois 60606

FILE NAME =	USER NAME =	DESIGNED = IDOT	REVISED =
D18022-Std-HL-Sdgn		DRAWN = CJM	REVISED =
		CHECKED = KMT	REVISED =
PLOT SCALE = 1.0		DATE = 12/09/22	REVISED =
PLOT DATE = 12/14/2022			

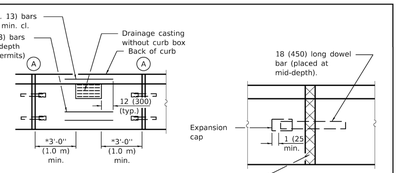
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 38 AND KAUTZ ROAD
ALUMINUM LIGHT POLE 40'-0" (12.192 m) MOUNTING HEIGHT
SCALE: — SHEET NO. 1 OF 1 SHEET — STA. — TO STA.

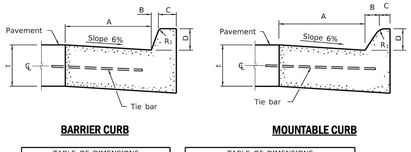
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	451 / 163
	RC-8	CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		



PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



DETAIL Ⓐ
EXPANSION JOINT



BARRIER CURB

MOUNTABLE CURB

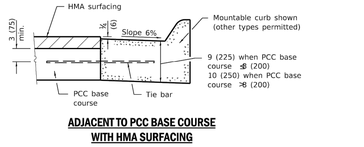
TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

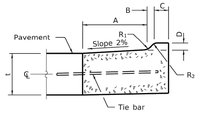
* For corner islands only.

TABLE OF DIMENSIONS
MOUNTABLE CURB

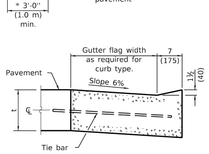
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



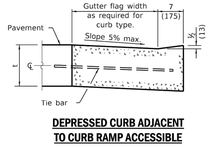
ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)



DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

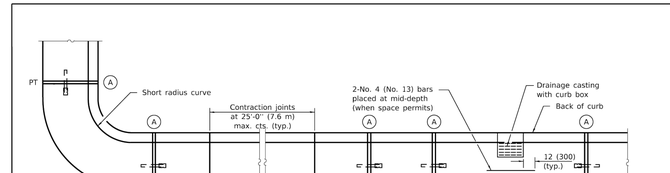
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

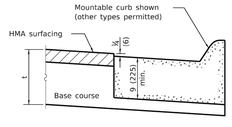
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

STANDARD 606001-07

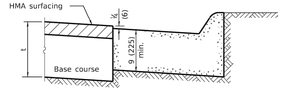
Illinois Department of Transportation
PASSED January 1, 2018 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE 1181 02/01/19



PLAN

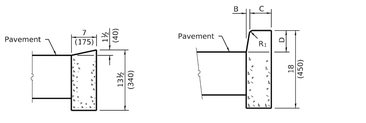


ON DISTURBED SUBGRADE



ON UNDISTURBED SUBGRADE

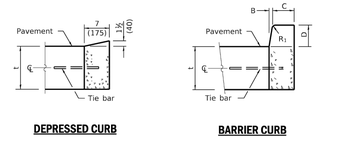
ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)

STANDARD 606001-07

CONSTRUCTION STANDARDS

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

CONSTRUCTION STANDARDS

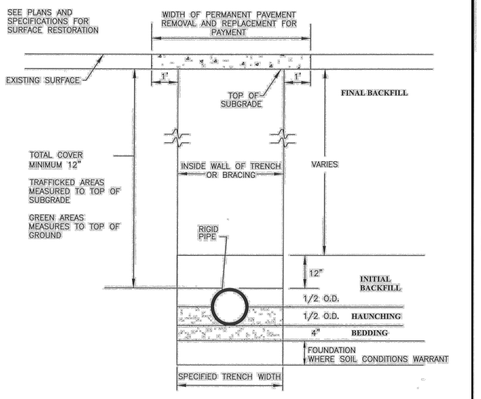
PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE —

SHEET C-85 OF C-90

© COPYRIGHT 2025

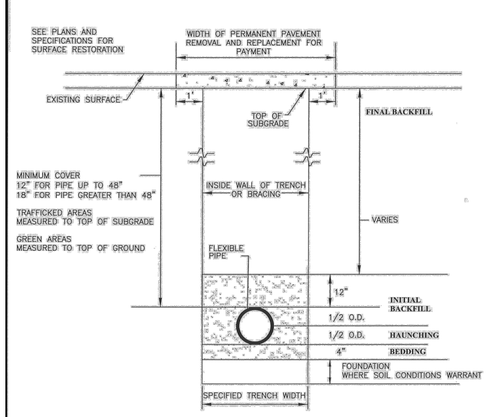
5/27/2025 9:48 PM — Z:\Projects\2018\1454.00-1\312 — engineering\FINAL\SHEETSET\PHASE 1\CONSTRUCTION STANDARDS.dwg
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



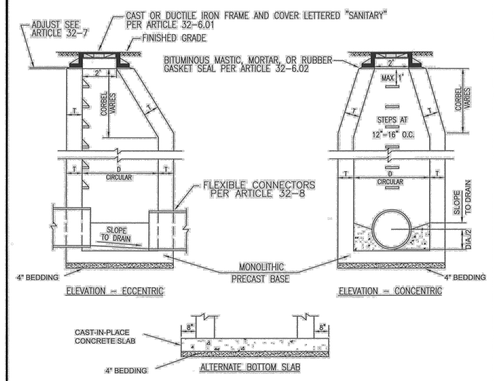
RIGID PIPE INSTALLATION DETAIL

STANDARD DRAWING NO.1



FLEXIBLE PIPE INSTALLATION DETAIL

STANDARD DRAWING NO.2



ALT. MATERIALS FOR WALLS	D	T (MIN.)
CONCRETE MASONRY UNITS	4'FEET	5 IN
	5'FEET	5 IN
	6'FEET	5 IN
BRICK MASONRY	4'FEET	8 IN
	5'FEET	8 IN
	6'FEET	8 IN
PRECAST REIN. CONCRETE SECT.	4'FEET	4 IN
	5'FEET	5 IN
	6'FEET	6 IN
CAST-IN-PLACE CONCRETE.	4'FEET	6 IN
	5'FEET	6 IN
	6'FEET	6 IN

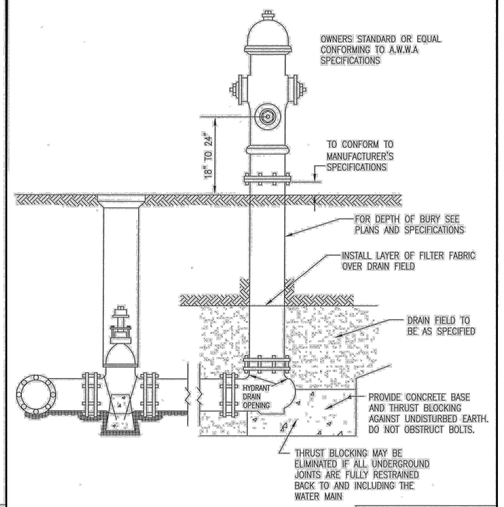
NOTE: MANHOLE STEPS WHEN REQUIRED, SHALL BE FURNISHED AND INSTALLED AS SHOWN ON THE PLANS IN ACCORDANCE WITH ARTICLE 32-5

NOTE: SANITARY MANHOLES SUBJECT TO SATURATED SOIL CONDITIONS OR SURFACE SUBMERGENCE SHALL BE EQUIPPED WITH CHIMNEY SEALS AND WATER TIGHT MANHOLE COVERS

REFERENCE SECTION 32 FOR SANITARY SEWER MANHOLE SPECIFICATIONS

TYPICAL SANITARY MANHOLE "A"

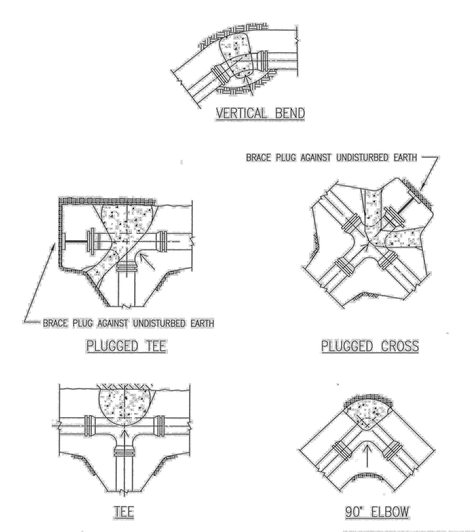
STANDARD DRAWING NO.3san



NOTE: CONCRETE BASE AND BLOCKING MATERIAL SHALL NOT BLOCK NOR OBSTRUCT HYDRANT DRAIN AS SHOWN IN AWWA MANUAL M 17

TYPICAL HYDRANT INSTALLATION

STANDARD DRAWING NO.11



NOTE: ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH. ARROWS INDICATE DIRECTION OF THRUST. ALL BLOCKS TO BE 3000 P.S.I CONCRETE. ALL FITTINGS SHOWN IN PLAN EXCEPT VERTICAL BEND.

TYPICAL THRUST BLOCK INSTALLATIONS

STANDARD DRAWING NO.12

RETAINING GLAND RESTRAINT

STANDARD DRAWING NO.12G

RODS AND WASHERS TO BE A.S.T.M. A-575 MERCHANT QUALITY .17-.24 CARBON. NUTS TO BE AM. STD. HEAVY HOT PRESSED. TIE RODS, BOLTS, NUTS, BANDS, AND WASHERS TO BE FURNISHED AND APPLIED BY CONTRACTOR. ALL STEEL MATERIAL TO BE THOROUGHLY COATED WITH BITUMASTIC EQUAL TO KOPPERS NO. 505

PIPE SIZE	D	STRAPPING MATERIAL (IN) RODS NO.	RODS DIA.	STRAP	BOLT DIA.	WASHER
6	7.10	2	3/4	1/2 X 2	3/4	1/2 X 3 X 5
8	9.30	2	3/4	1/2 X 2	3/4	1/2 X 3 X 5
12	13.50	2	3/4	1/2 X 2 1/2	1	1/2 X 3 X 5
16	17.80	4	3/4	1/2 X 3	1	1/2 X 3 X 5

NOTE: PIPE AND FITTINGS TO BE WRAPPED WITH POLYETHYLENE BEFORE PLACEMENT OF STRAPPING AND BUTTRESSES.

STRAPPING WATER MAIN 6" THRU 16"

STANDARD DRAWING NO.12S

NOTE: VALVE VAULT DIA. SHALL BE 48" FOR 8" AND SMALLER VALVES AND 60" FOR 10" AND LARGER VALVES.

D = DIAMETER OF MANHOLE

TYPICAL VALVE VAULT DETAIL

STANDARD DRAWING NO.13

NOTE: VALVE VAULT DIA. SHALL BE 1.2 m FOR 200 mm AND SMALLER VALVES AND 1.5 m FOR 250 mm AND LARGER VALVES.

D = DIAMETER OF MANHOLE

TYPICAL VALVE VAULT DETAIL METRIC

STANDARD DRAWING NO.13M

WATER AND SEWER SEPARATION REQUIREMENTS

HORIZONTAL SEPARATION METRIC

STANDARD DRAWING NO.18M

www.pinnacle-engr.com

CONSTRUCTION STANDARDS

© COPYRIGHT 2025

DRAFTED: AJS
DESIGNED: AJS
REVIEWED: BDJ
5/27/2025 12:46 PM - J:\Projects\2018\1454.00-01\312 - engineering\FINAL\SHEETSET\PHASE I\CONSTRUCTION

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. I SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

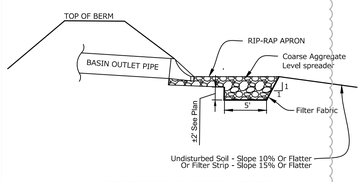
CONSTRUCTION STANDARDS

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE

SHEET
C-86
OF
C-90

ORIGINAL SHEET SET PHASE I \CONSTRUCTION PLANS\ engineering \FINAL SHEETS\ 5/27/2025 12:47 PM — z:\Projects\2018\1454.00-ii\312 — DESIGNED: AJS DRAWN: DRAFTED: AJS REVIEWED: BDJ
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC
www.pinnacle-engr.com

LEVEL SPREADER



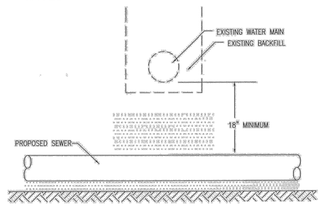
AGGREGATE APRON AND SPREADER (MODIFIED)

(DESIGN FLOWS 4 C.F.S. TO 30 C.F.S.)

NOTES:
1. Coarse aggregate shall meet one of the following IDOT gradations: CA-1, or CA-3.
2. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II, or IV.
3. See sheet FILTER STRIP-GRASSED IL-535 for filter strip requirements.
4. See sheet EROSION BLANKET IL-530 for blanket material and installation requirements.
5. See plans for permanent seeding requirements.
6. See plans for Additional dimensions

REFERENCE		STANDARD DWG. NO.
Project		MODIFIED
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 1 OF 1
Checked ____ Date ____		
Approved ____ Date ____		

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



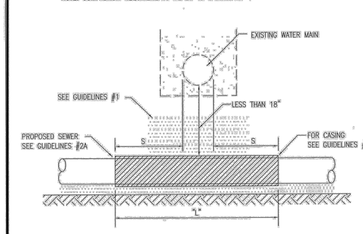
GUIDELINES

1. PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH.

WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION
STANDARD DRAWING NO.20

PROPOSED SEWER LINE BELOW EXISTING WATER MAIN WITH LESS THAN 18" MINIMUM VERTICAL SEPARATION.

NOTE: COMPACTION REQUIREMENTS REFER TO ARTICLE 20-4



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

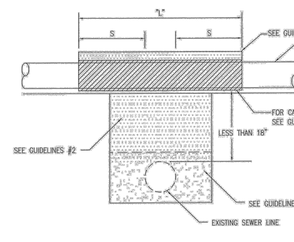
GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT FOR "S" FEET ON EACH SIDE OF WATER MAIN.
2. 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.
3. PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION
STANDARD DRAWING NO.21

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE WITH LESS THAN 18" VERTICAL SEPARATION

NOTE: COMPACTION REQUIREMENTS REFER TO ARTICLE 20-4



NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE.

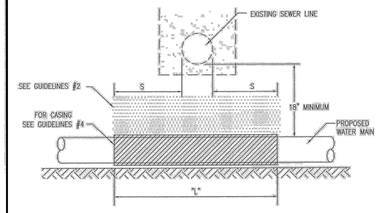
GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.
4. POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN CASING AND SEWER

WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION
STANDARD DRAWING NO.22

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

NOTE: COMPACTION REQUIREMENTS REFER TO ARTICLE 20-4



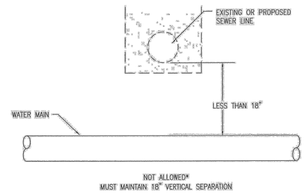
NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT.
4. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.

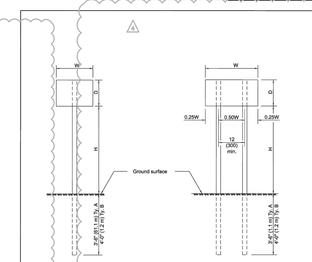
WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION
STANDARD DRAWING NO.23

PLACEMENT OF WATER MAIN BELOW EXISTING OR PROPOSED SEWER LINE WITH LESS THAN 18" MINIMUM VERTICAL SEPARATION, **NOT ALLOWED.**



NOT ALLOWED*
MUST MAINTAIN 18" VERTICAL SEPARATION

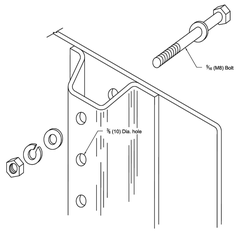
WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION
STANDARD DRAWING NO.24



ONE POST INSTALLATION

TWO POST INSTALLATION

SIGN DEPTH (D)	H	NO. AND TYPE OF POST FOR SIGN WIDTH (W) 12 (300)	18 (450)	24 (600)	30 (750)	36 (900)
18 (450)	5'-0" (1.5 m)	A	A	A	A	A
	5'-6" (1.7 m)	A	A	A	A	A
	6'-0" (1.8 m)	A	A	A	A	B
	6'-6" (2.0 m)	A	A	A	B	B
	7'-0" (2.1 m)	A	A	A	B	B
	7'-6" (2.3 m)	A	A	A	B	B
	8'-0" (2.4 m)	A	A	A	B	B
	8'-6" (2.6 m)	A	A	B	B	B
	9'-0" (2.7 m)	A	A	B	B	B
24 (600)	5'-0" (1.5 m)	A	A	A	A	B
	5'-6" (1.7 m)	A	A	A	B	B
	6'-0" (1.8 m)	A	A	A	B	B
	6'-6" (2.0 m)	A	A	A	B	B
	7'-0" (2.1 m)	A	A	A	B	B
	7'-6" (2.3 m)	A	A	B	B	2A
	8'-0" (2.4 m)	A	A	B	B	2A
	8'-6" (2.6 m)	A	A	B	B	2A
	9'-0" (2.7 m)	A	A	B	2A	2A
30 (750)	5'-0" (1.5 m)	A	A	B	B	2A
	5'-6" (1.7 m)	A	A	A	B	2A
	6'-0" (1.8 m)	A	A	A	B	2A
	6'-6" (2.0 m)	A	A	A	B	2A
	7'-0" (2.1 m)	A	A	B	B	2A
	7'-6" (2.3 m)	A	A	B	B	2A
	8'-0" (2.4 m)	A	A	B	B	2A
	8'-6" (2.6 m)	A	A	B	2A	2A
	9'-0" (2.7 m)	A	A	B	2A	2A
36 (900)	5'-0" (1.5 m)	A	A	B	B	2A
	5'-6" (1.7 m)	A	A	B	B	2A
	6'-0" (1.8 m)	A	A	B	B	2A
	6'-6" (2.0 m)	A	A	A	B	2A
	7'-0" (2.1 m)	A	A	A	2A	2A
	7'-6" (2.3 m)	A	A	A	2A	2A
	8'-0" (2.4 m)	A	A	B	2A	2B
	8'-6" (2.6 m)	A	A	B	2A	2B
	9'-0" (2.7 m)	A	A	B	2A	2B
4'-0" (1.2 m)	5'-0" (1.5 m)	A	A	B	2A	2A
	5'-6" (1.7 m)	A	A	B	2A	2A
	6'-0" (1.8 m)	A	A	B	2A	2A
	6'-6" (2.0 m)	A	A	2A	2A	2B
	7'-0" (2.1 m)	A	A	2A	2A	2B
	7'-6" (2.3 m)	A	A	2A	2B	2B
	8'-0" (2.4 m)	A	B	2A	2B	2B
	8'-6" (2.6 m)	B	2A	2B	2B	2B
	9'-0" (2.7 m)	B	2A	2B	2B	2B



DETAIL OF MOUNTING SIGN TO POST
NOTE: Minimum of 2 bolts per post required.

For diamond shaped sign with side S as shown, use required post size for a sign with W = 0.75 and D = 1.45.

GENERAL NOTES

DESIGN: Current AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

LOADING: for 80 mph (95 km/h) wind velocity with 30% gust factor, normal to sign.

SOIL PRESSURE: Minimum allowable soil pressure 1.25 tsf (120 kPa).

See Standard 720011 for details of Types A and B posts.

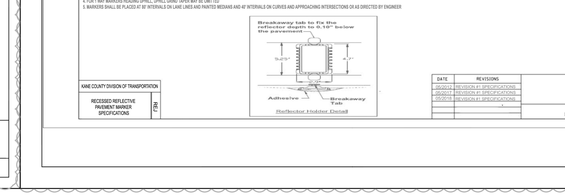
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED _____ (BRIAN S. ____) 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED _____ (P.T. ____) 2009
ENGINEER OF BRIDGES AND STRUCTURES
(11-1-09DSE)

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Renum. Standard 2363-2.

APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

STANDARD 729001-01



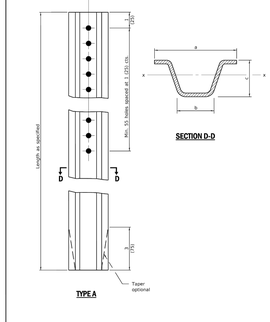
Notes
1. RECESSED REFLECTIVE PAVEMENT MARKER INSTALLATION SHALL CONFORM TO DOT HIGHWAY STANDARD 701501 FOR PAVEMENT MARKER PLACEMENT
2. REFLECTOR HOUSING SHALL BE MARKSMAN 9700 OR APPROVED EQUIVALENT
3. USE 3M 7387 EPOXY ADHESIVE OR APPROVED EQUIVALENT FOR APPLICATION FOR ADHESIVES TO BE USED IN CEMENTING TO ASPHALT SURFACES
4. FOR 7 WAY MARKERS HEADING SPELL, SPELL USING TAPER MAY BE OMITTED
5. MARKERS SHALL BE PLACED AT 90° INTERVALS ON LANE LINES AND PAINTED MEDIANS AND 45° INTERVALS ON CURVES AND APPROACHING INTERSECTIONS OF AS DIRECTED BY ENGINEER

NAME COUNTY DIVISION OF TRANSPORTATION

RECESSED REFLECTIVE PAVEMENT MARKER SPECIFICATIONS

DATE	REVISIONS
	ADJUST PROVISION IN SPECIFICATIONS
	ADJUST PROVISION IN SPECIFICATIONS
	ADJUST PROVISION IN SPECIFICATIONS
	-
	-

RECESSED PAVEMENT MARKER



		a	b	c	Sx-x in.⁴ (mm⁴)	lbs./ft. (kg/m)
type A	Steel	7/8 (22)	1⅜ (35)	1⅝ (37)	0.222 (3,674)	2.00 (2.98)
	Aluminum	3/4 (19)	1⅜ (35)	1⅜ (35)	0.436 (7,148)	0.94 (1.40)
type B	Steel	7/8 (22)	1⅜ (35)	1⅜ (35)	0.340 (5,573)	3.40 (5.06)
	Aluminum	7/8 (22)	1⅜ (35)	1⅜ (35)	0.666 (10,922)	1.31 (1.95)

GENERAL NOTES

Dimensions shown for cross sections are minimum.

All holes are ⅝ (10).

Sx-x is the minimum section modulus about the x-x axis of the post as shown. For posts in which holes are punched or drilled for more than half the length, Sx-x shall be computed for the net section.

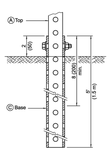
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED _____ (BRIAN S. ____) 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED _____ (P.T. ____) 2009
ENGINEER OF BRIDGES AND STRUCTURES
(11-1-09DSE)

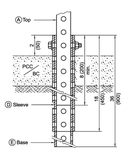
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2350-4.

METAL POSTS FOR SIGNS, MARKERS & DELINEATORS

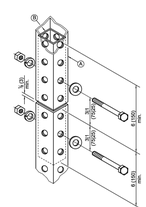
STANDARD 720011-01



GROUND MOUNT DETAIL



PAVEMENT MOUNT DETAIL



SPLICE DETAIL

A	2 x 2 x var. (51 x 51 var.)
B	1¾ x 1¾ x 12 (44 x 44 x 300)
C	2½ x 2½ x 60 (57 x 57 x 1500)
D	2½ x 2½ x 18 (64 x 64 x 450)
E	2½ x 2½ x 36 (57 x 57 x 900)

GENERAL NOTES

All bolts ⅝ (M10) hex head zinc or cadmium plated.

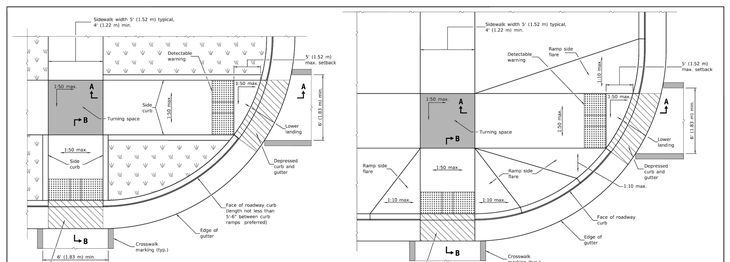
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED _____ (BRIAN S. ____) 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED _____ (P.T. ____) 2009
ENGINEER OF BRIDGES AND STRUCTURES
(11-1-09DSE)

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Now Standard. Used to be part of Standard 72006.

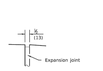
TELESCOPING STEEL SIGN SUPPORT

STANDARD 728001-01



See Sheet 2 for GENERAL NOTES.

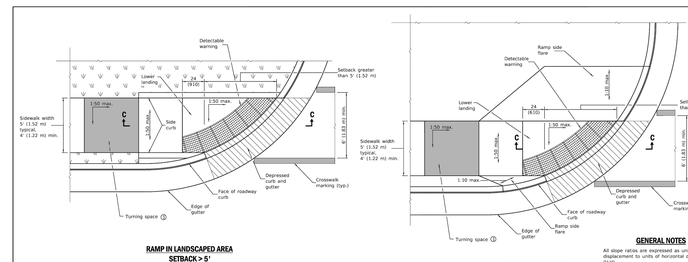
Illinois Department of Transportation
PASSED _____ (BRIAN S. ____) 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED _____ (P.T. ____) 2019
ENGINEER OF BRIDGES AND STRUCTURES
(11-1-19DSE)



DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings,
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)

STANDARD 424001-11



GENERAL NOTES

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

Where the turning space is constrained on a side by obstacles, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Blocks - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

Illinois Department of Transportation
PASSED _____ (BRIAN S. ____) 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED _____ (P.T. ____) 2019
ENGINEER OF BRIDGES AND STRUCTURES
(11-1-19DSE)

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)

STANDARD 424001-11

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE | NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

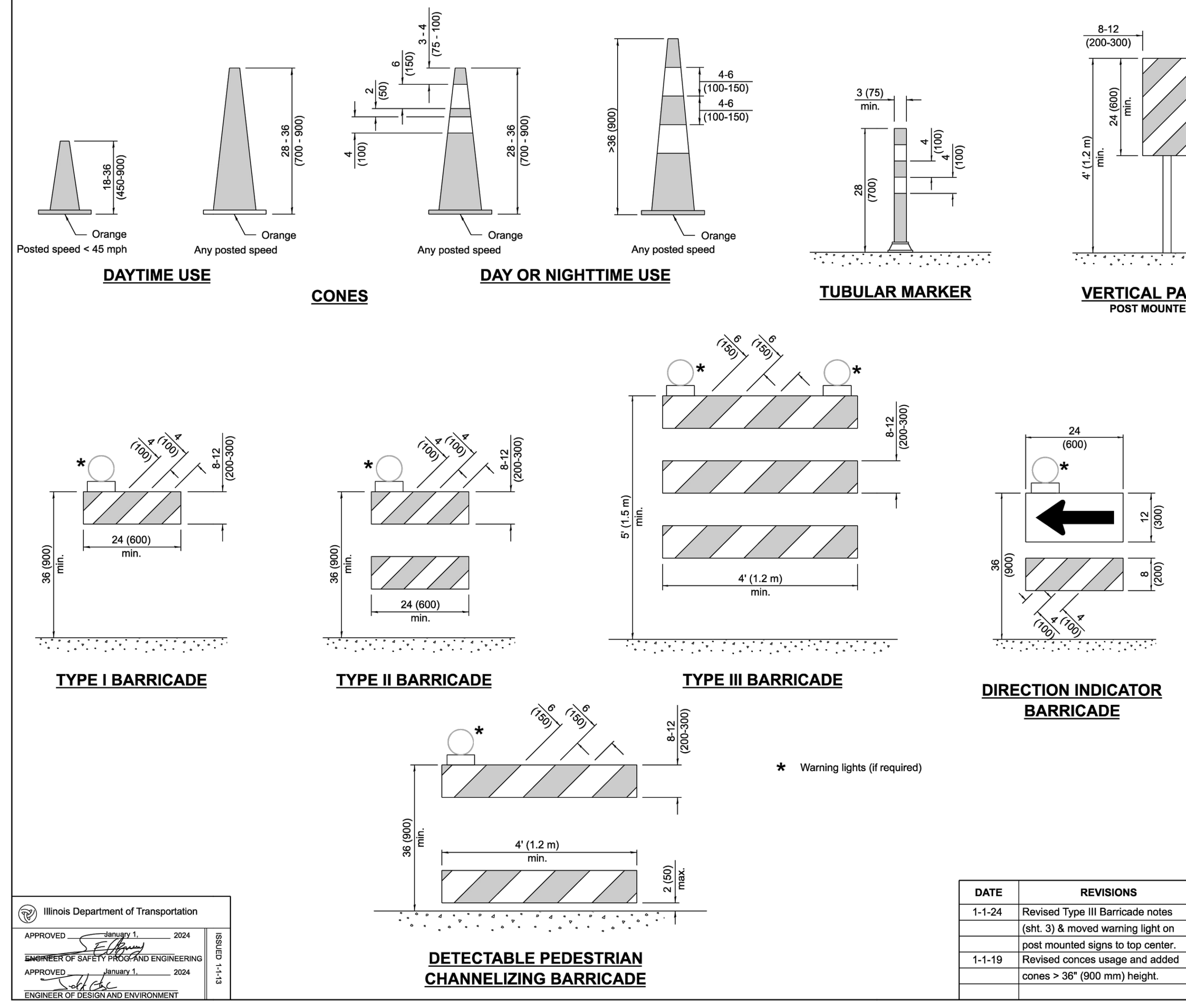
1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

CONSTRUCTION STANDARDS

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE

SHEET
C-87
OF
C-90

©COPYRIGHT 2025



GENERAL NOTES

All heights shown shall be measured above the pavement surface.

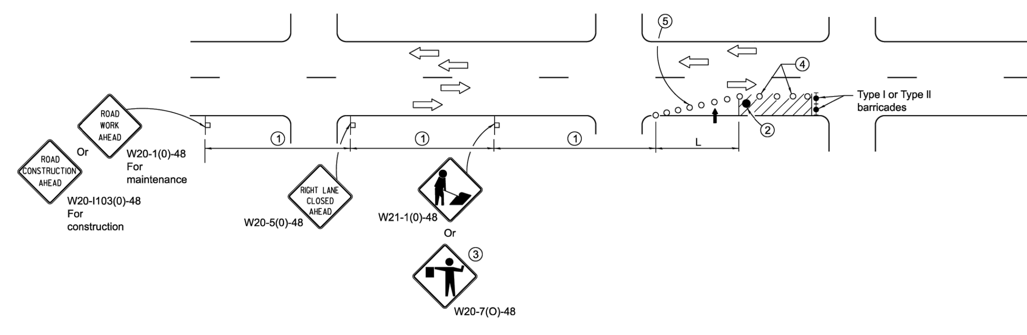
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-24	Revised Type III Barricade notes (sht. 3) & moved warning light on post mounted signs to top center.
1-1-19	Revised conces usage and added cones > 36" (900 mm) height.

Illinois Department of Transportation
APPROVED January 1, 2024 — ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2024 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-13

TRAFFIC CONTROL DEVICES (Sheet 1 of 3)

STANDARD 701901-09



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Arrow board
- Cone, drum or barricade
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign.

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph.
3. Use flagger sign only when flagger is present.
4. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
5. Cones, drums or barricades at 20' (6 m) centers in taper.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

Calculate L as follows:

SPEED LIMIT — FORMULAS

	English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

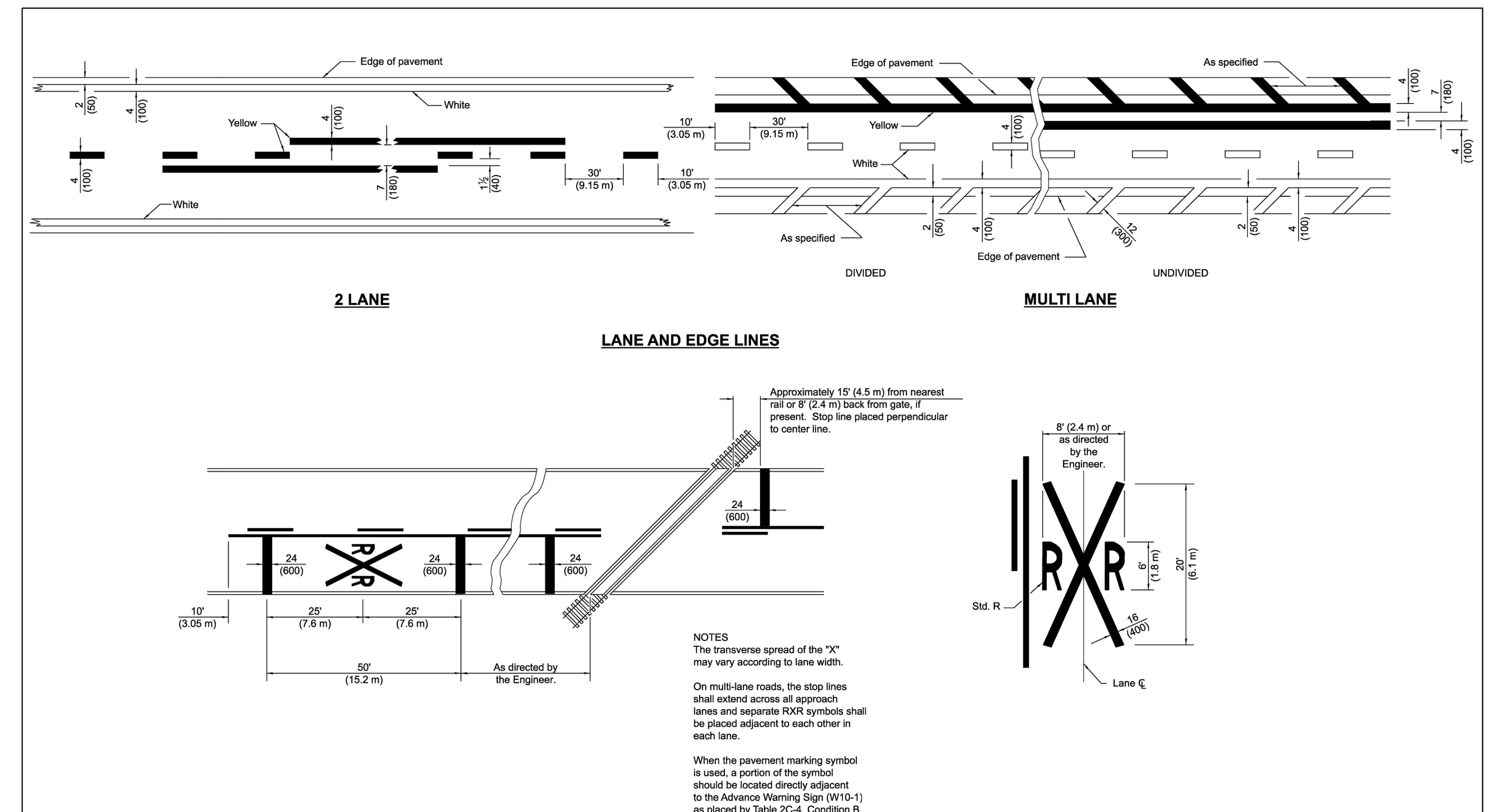
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Renamed standard. Moved case on Sheet 2 to new Highway Standard.
1-1-14	Revised workers sign number to agree with current MUTCD.

Illinois Department of Transportation
APPROVED January 1, 2015 — ENGINEER OF SAFETY ENGINEERING
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701606-10



NOTES
The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

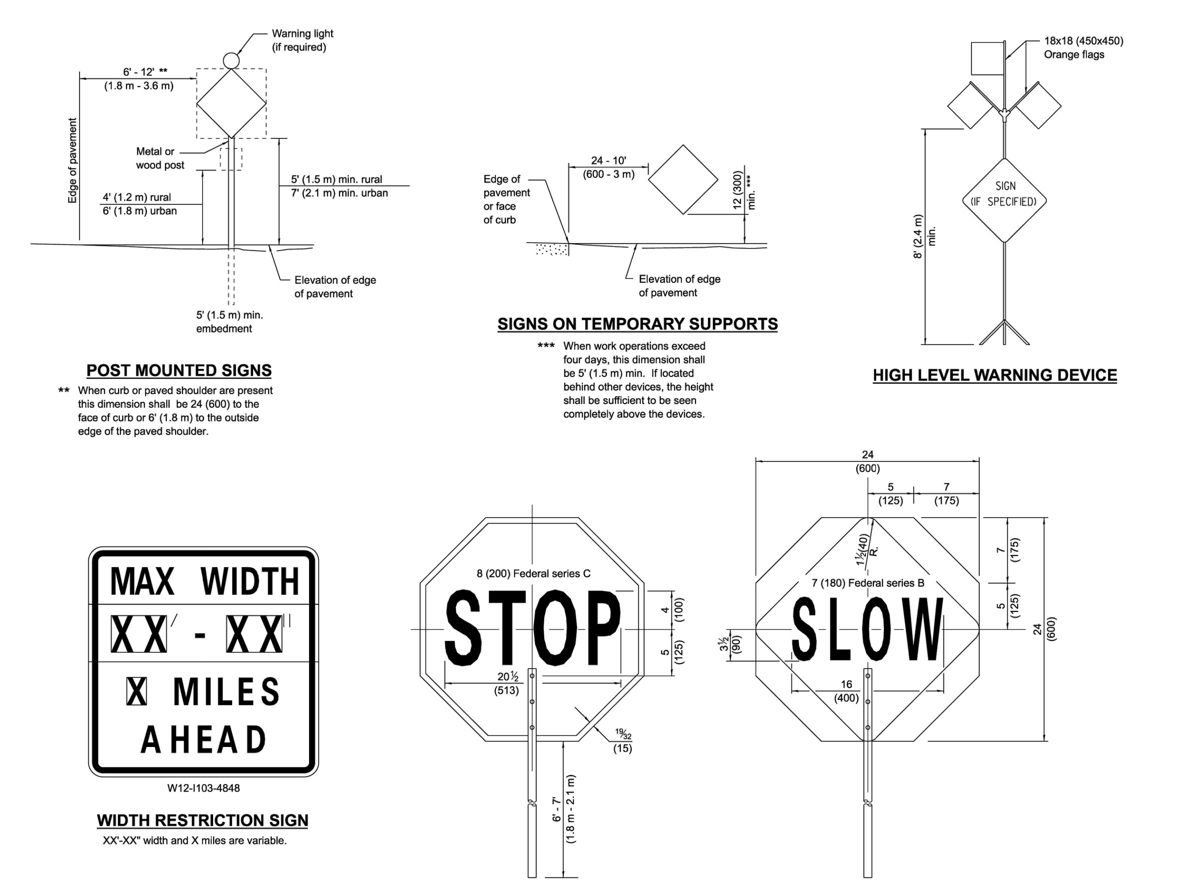
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Added symbols. Revised bike symbol. Revised note for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed 'LANE DROP ARROW' detail to 'LANE-REDUCTION ARROW'.

Illinois Department of Transportation
APPROVED January 1, 2015 — ENGINEER OF OPERATIONS
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS (Sheet 1 of 3)

STANDARD 780001-05



** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.

XX'-XX" width and X miles are variable.

ROAD CONSTRUCTION NEXT X MILES — G20-I104(0)-6036
END CONSTRUCTION — G20-I105(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

WORK ZONE — W21-III5(0)-3618
SPEED LIMIT XX — R2-1-3648
PHOTO ENFORCED — R10-I108p-3618 ****
$XXX FINE MINIMUM — R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT — G20-I103-6036

This sign shall be used when the above sign assembly is used.

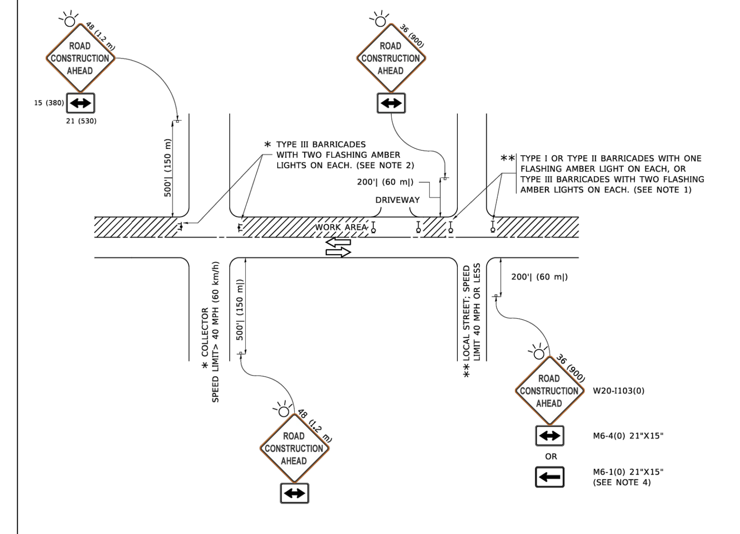
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-I108p shall only be used along roadways under the juristiction of the State.

Illinois Department of Transportation
APPROVED January 1, 2024 — ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2024 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-13

TRAFFIC CONTROL DEVICES (Sheet 2 of 3)

STANDARD 701901-09



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

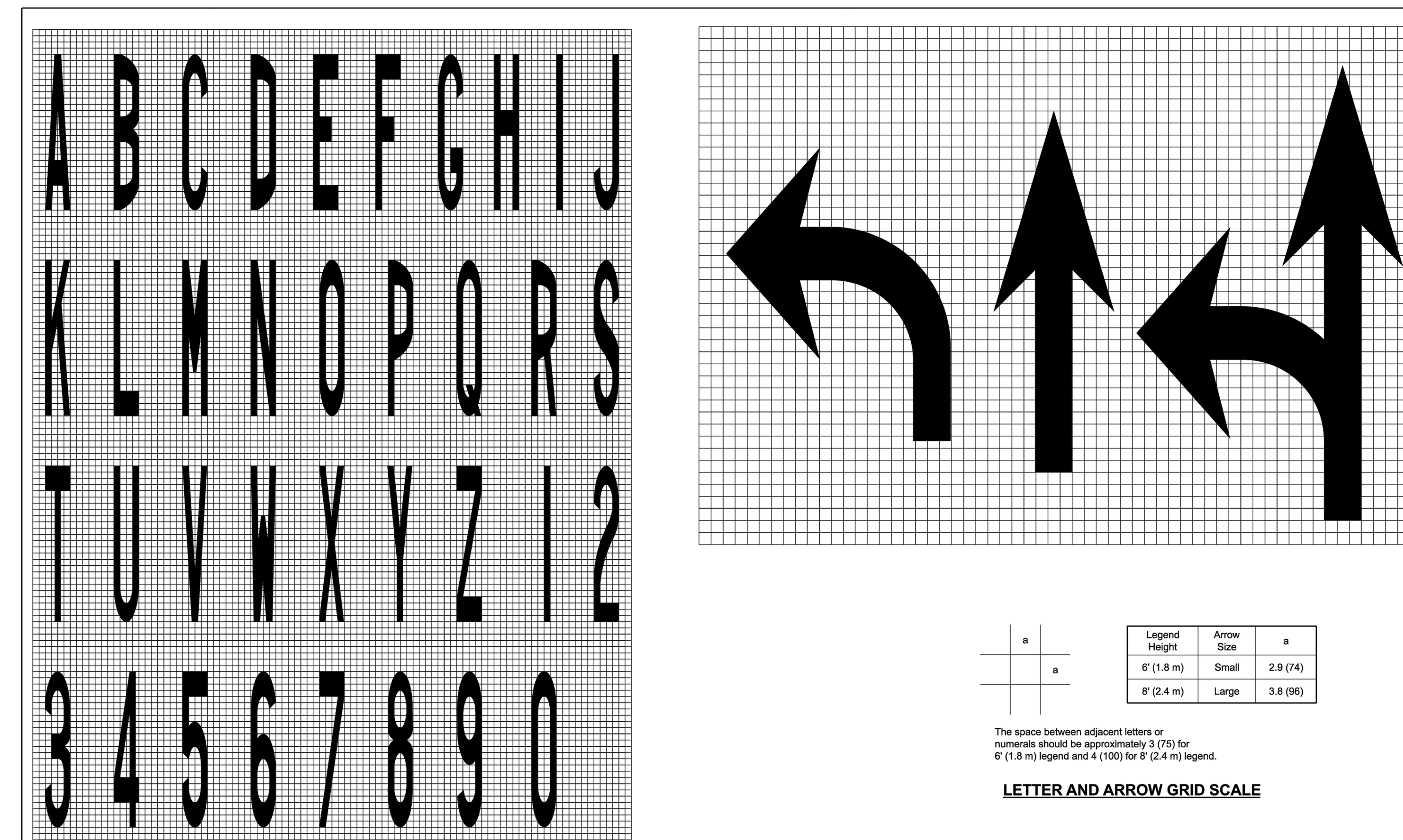
All dimensions are in inches (millimeters) unless otherwise shown.

DESIGNED - L.H.A. | DRAWN - | CHECKED - | DATE - 06-89
REVISED - A. HOUSEH 10-15-96 | REVISED - T. RAMMACHER 01-06-00 | REVISED - A. SCHUETZE 07-01-13 | REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | TC-10 | CONTRACT NO. | ILLINOIS FED. AID PROJECT



Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

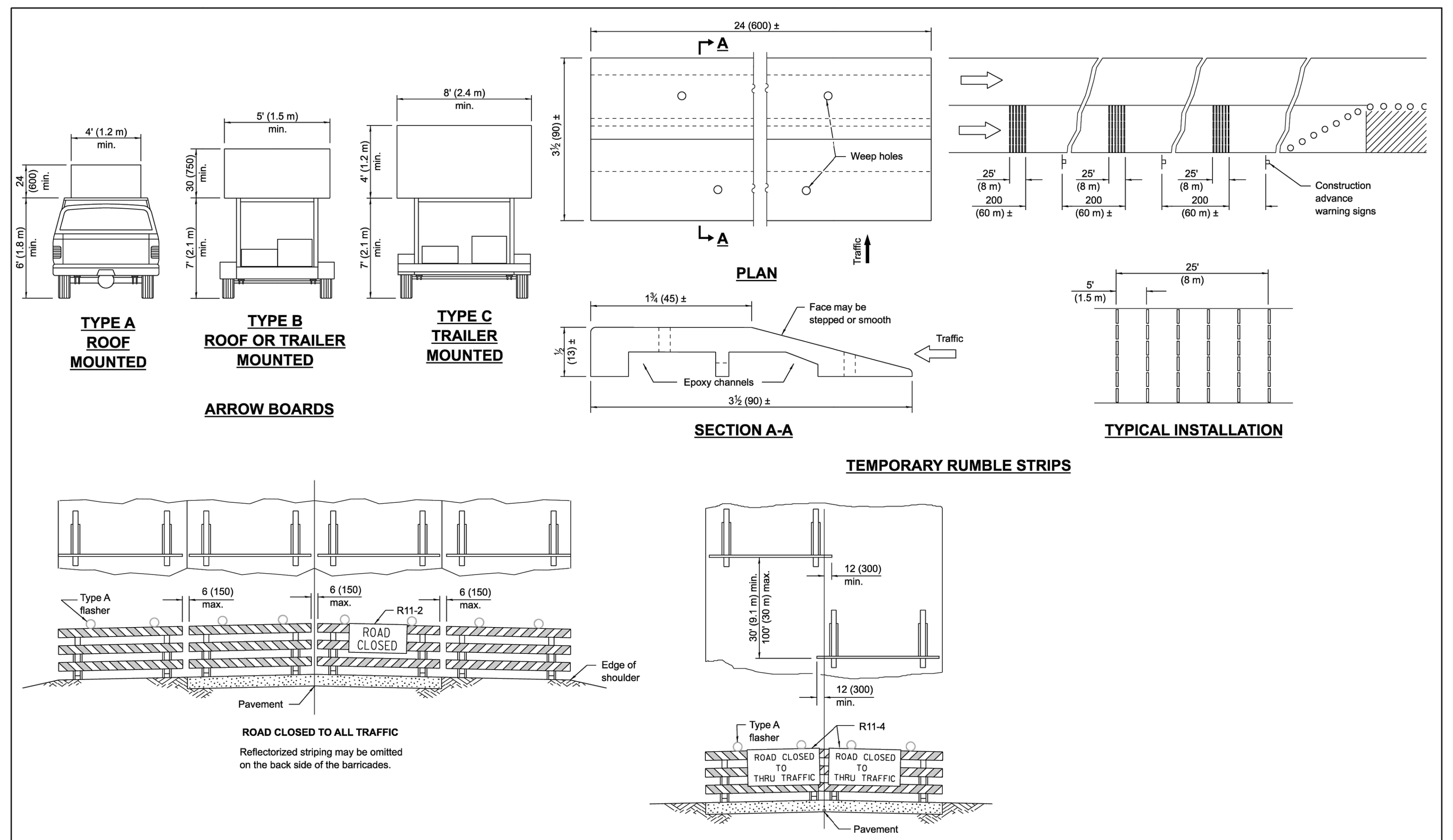
The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

LETTER AND ARROW GRID SCALE

Illinois Department of Transportation
APPROVED January 1, 2015 — ENGINEER OF OPERATIONS
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS (Sheet 2 of 3)

STANDARD 780001-05



ROAD CLOSED TO ALL TRAFFIC
Reflectorized striping may be omitted on the back side of the barricades.

ROAD CLOSED TO THRU TRAFFIC
Reflectorized striping shall appear on both sides of the barricades.

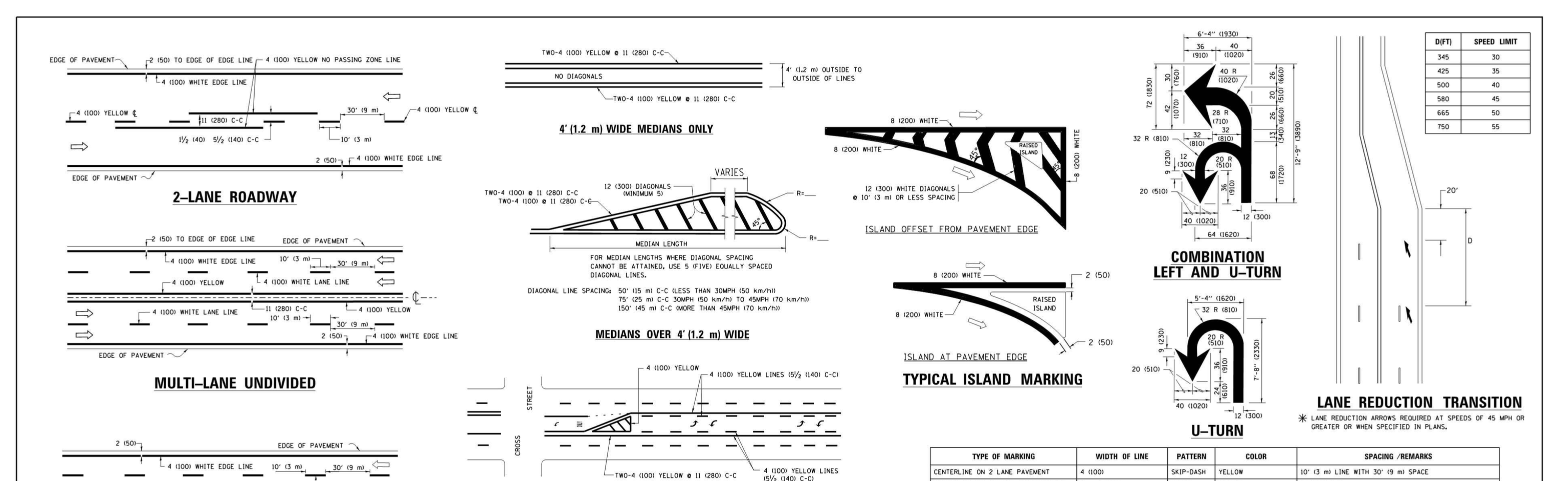
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

Illinois Department of Transportation
APPROVED January 1, 2024 — ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2024 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-13

TRAFFIC CONTROL DEVICES (Sheet 3 of 3)

STANDARD 701901-09



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

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

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION / FOR BOTH DIRECTIONS	4 (100) / 2 @ 4 (100)	SOLID / SOLID	YELLOW / YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE / 11 (280) C-C / OMIT 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' (600) 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) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION / 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW / WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) / A. DIAGONALS (BIKE & EQUESTRIAN) / B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) / 12 (300) @ 45° / 12 (300) @ 90°	SOLID / SOLID / SOLID	WHITE / WHITE / WHITE	NOT LESS THAN 6' (1.8 m) APART / 2' (600) APART / 2' (600) APART / SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
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.

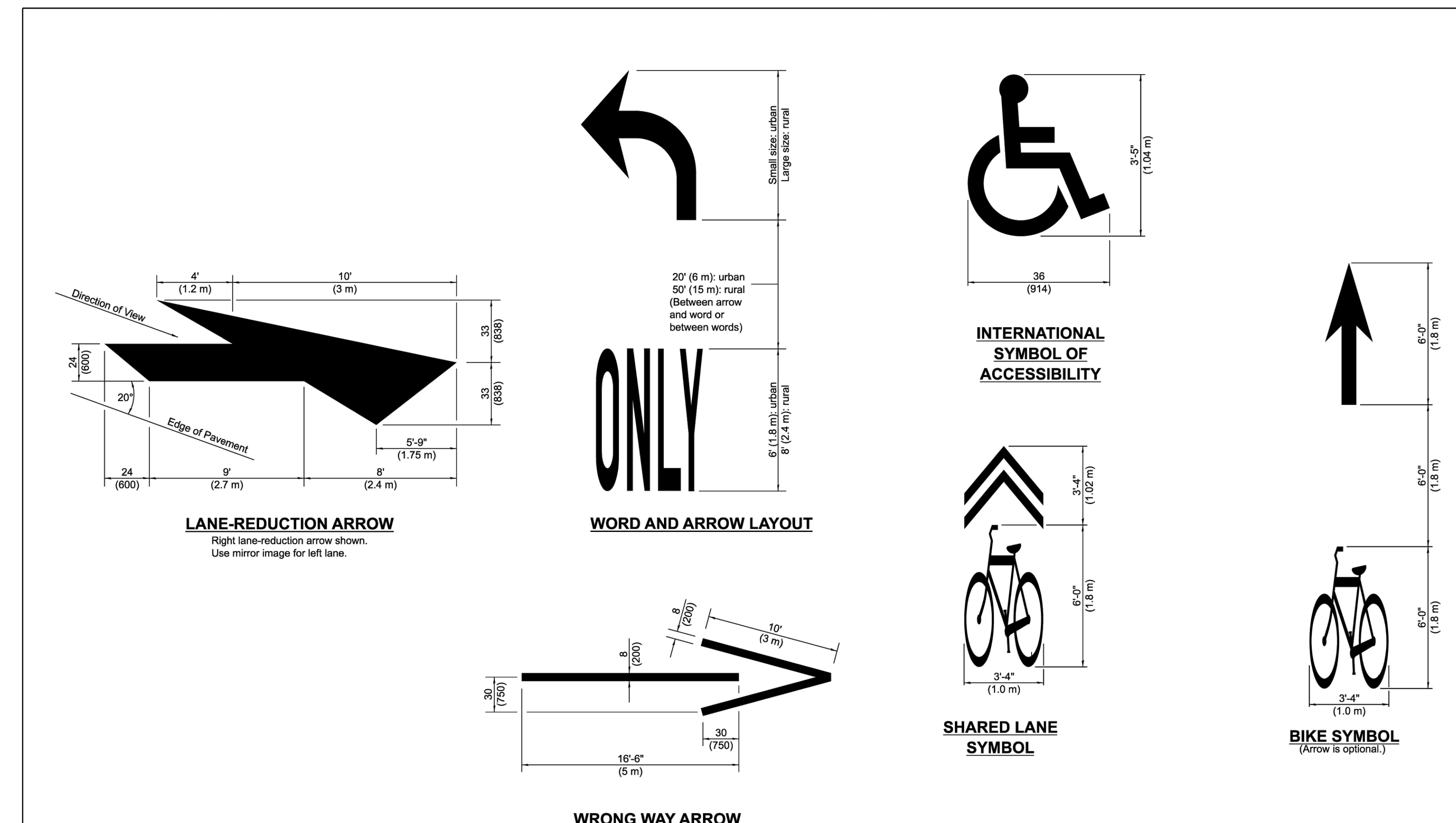
All dimensions are in inches (millimeters) unless otherwise shown.

DESIGNED - EVERS | DRAWN - | CHECKED - | DATE - 03-19-90
REVISED - C. JUCIUS 09-09-09 | REVISED - C. JUCIUS 07-01-13 | REVISED - C. JUCIUS 12-21-15 | REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 1 SHEETS | TC-13 | CONTRACT NO. | ILLINOIS FED. AID PROJECT



LANE-REDUCTION ARROW
Right lane-reduction arrow shown. Use mirror image for left lane.

WORD AND ARROW LAYOUT

INTERNATIONAL SYMBOL OF ACCESSIBILITY

SHARED LANE SYMBOL

BIKE SYMBOL (Arrow is optional.)

WRONG WAY ARROW

Illinois Department of Transportation
APPROVED January 1, 2015 — ENGINEER OF OPERATIONS
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS (Sheet 3 of 3)

STANDARD 780001-05

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

No.	Description	Date
1	PER CITY & KDOT COMMENTS	3/18/2025
2	PER CITY COMMENTS	4/2/2025
3	PER KDOT COMMENTS	4/17/2025
4	PER IEPA COMMENTS	4/30/2025
5	PER KDOT COMMENTS	5/13/2025

CONSTRUCTION STANDARDS

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE

SHEET C-88 OF C-90

© COPYRIGHT 2025

CONSTRUCTION STANDARDS

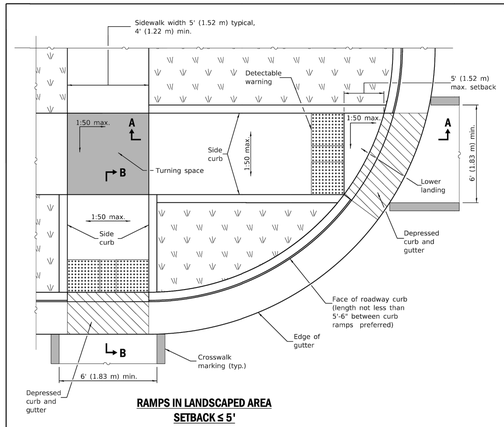
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:47 PM - z:\Projects\2018\1454.00-il\312 - engineering\FINAL\SHEETSET\PHASE I\CONSTRUCTION STANDARDS - BATAVIA.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

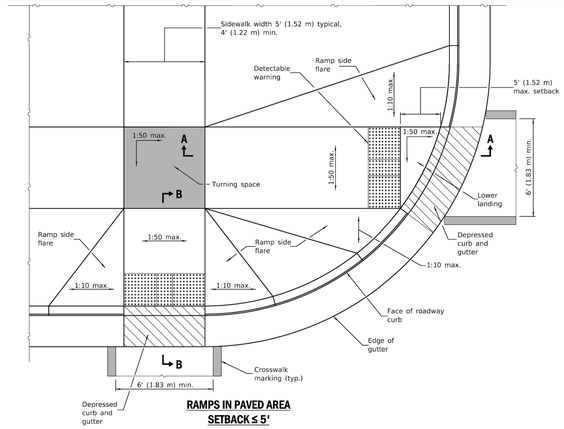
www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

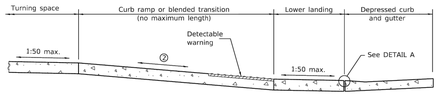
5/27/2025 12:47 PM z:\Projects\2018\454.00-IL\312 - engineering\FINAL\SHEETSET\PHASE I\CONSTRUCTION STANDARDS.dwg
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

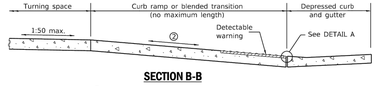


RAMPS IN PAVED AREA
SETBACK ≤ 5'



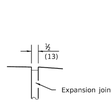
SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

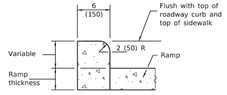


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

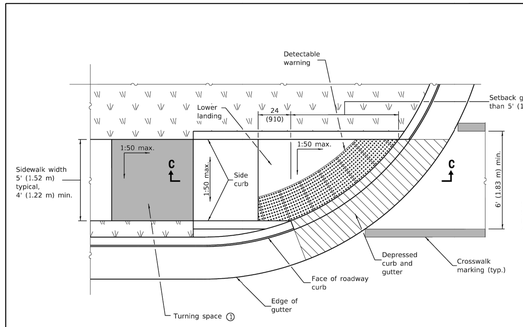
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.
	Omitted diagonal slope at
1-1-18	turning spaces and lower
	landings.

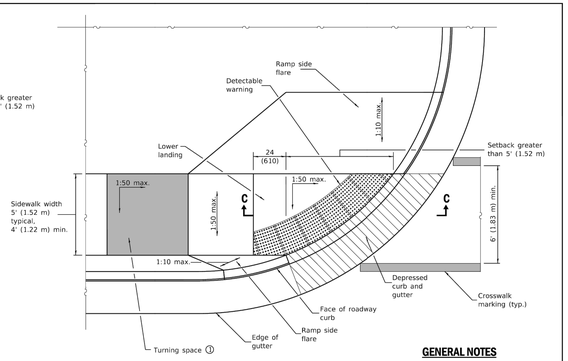
PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)

STANDARD 424001-11

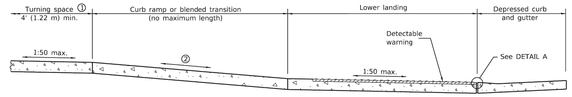
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BOARD 1-1-19



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

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

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

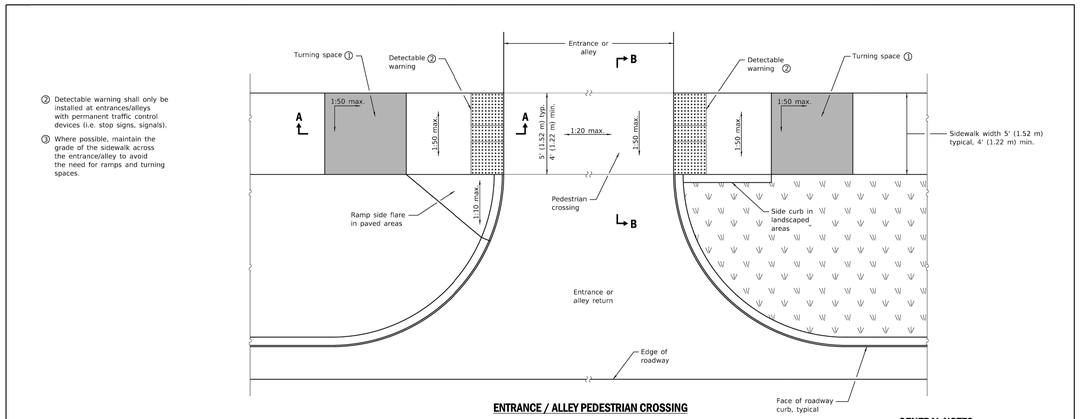
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)

STANDARD 424001-11

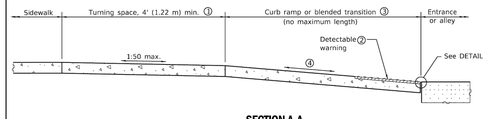
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BOARD 1-1-19



② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.

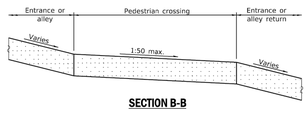
ENTRANCE / ALLEY PEDESTRIAN CROSSING



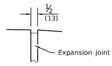
SECTION A-A

① Turning space not required for blended transitions.

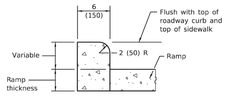
④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

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

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

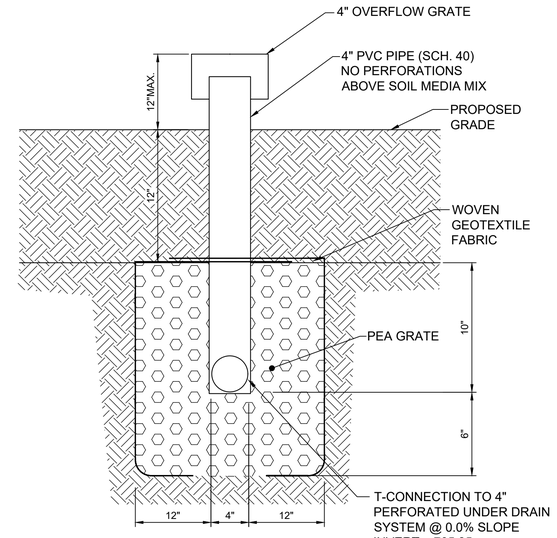
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.
1-1-18	Omitted diagonal slope at
	upper landings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

STANDARD 424026-03

Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BOARD 1-1-19



NOTES:
1. PERFORATIONS SHALL BE 3/8" CIRCULAR HOLES, 4" ON CENTER, 90° AROUND PIPE.
2. OBSERVATION WELL SHALL EXTEND 6"-12" ABOVE GRADE AND CONTAIN AN OVERFLOW GRATE.
3. PIPES/FITTINGS SHALL BE SCHEDULE 40 PVC OR HIGHER QUALITY, 6" DIAMETER .

OBSERVATION WELL / UNDERDRAIN DETAIL

www.pinnacle-engr.com

CONSTRUCTION STANDARDS

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE I NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

CONSTRUCTION STANDARDS

PEG JOB No. 454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE

SHEET
C-89
OF
C-90

© COPYRIGHT 2025

UPRR NOTES FOR GENEVA EAST PLANS
(IN ORDER TO SHOW COMPLIANCE WITH THE COG & UPRR PIPELINE CROSSING AGREEMENT DOCUMENT)

SPECIAL PROVISIONS REQUIRED FOR CONFORMING TO THE SPECIAL PROVISIONS (REQUIRED PER UPRR PIPELINE CROSSING AGREEMENT WITH CITY OF GENEVA):

1. (ARTICLE 5) ANY CONTRACTOR SHALL RELEASE, DEFEND, AND INDEMNIFY UPRR TO THE SAME EXTENT AND UNDER THE SAME TERMS AND CONDITIONS AS CITY OF GENEVA IS REQUIRED TO RELEASE, DEFEND, AND INDEMNIFY UPRR. ADDITIONAL INDEMNITY PROVISIONS ARE PROVIDED IN SECTION 10 OF THE AGREEMENT.

2. PROVIDE MONITORING OF TRACKS AND CONSTRUCTION & INSTALLATION WORK. COORDINATE SERVICES WITH RAILPROS FIELD SERVICES, EMAIL: RP.UTILITY@RAILPROS.COM, (682)223-5271.

3. PLEASE REFER TO UPRR NON-FLAMMABLE LIQUID PIPELINE DETAIL ON THIS SHEET

4. (EXHIBIT B, SECTION 2) ENGINEERING REQUIREMENTS; PERMITS
THE PROPOSED WATER MAIN (& ASSOCIATED CASING PIPE) WILL BE DESIGNED, CONSTRUCTED, OPERATED, MAINTAINED, REPAIRED, RENEWED, MODIFIED, RECONSTRUCTED, REMOVED, OR ABANDONED IN PLACE ON RAILROAD PROPERTY BY CITY OF GENEVA OR ITS CONTRACTOR TO UPRR SATISFACTION AND IN STRICT CONFORMITY WITH:
(i) UPRR'S CURRENT ENGINEERING STANDARDS AND SPECIFICATIONS, INCLUDING THOSE FOR SHORING AND CRIBBING TO PROTECT LICENSOR'S RAILROAD OPERATIONS AND FACILITIES ("UP SPECIFICATIONS"), EXCEPT FOR VARIANCES APPROVED IN ADVANCE IN WRITING BY UPRR'S ASSISTANT VICE PRESIDENT ENGINEERING - DESIGN OR ITS AUTHORIZED REPRESENTATIVE ("UP ENGINEERING REPRESENTATIVE");
(ii) SUCH OTHER ADDITIONAL SAFETY STANDARDS AS UPRR, IN ITS SOLE DISCRETION, ELECTS TO REQUIRE, INCLUDING, WITHOUT LIMITATION, AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION ("AREMA") STANDARDS AND GUIDELINES (COLLECTIVELY, "UP ADDITIONAL REQUIREMENTS"); AND
(iii) ALL APPLICABLE LAWS, RULES, AND REGULATIONS, INCLUDING ANY APPLICABLE FEDERAL RAILROAD ADMINISTRATION AND FEDERAL ENERGY REGULATORY COMMISSION REGULATIONS AND ENACTMENTS (COLLECTIVELY, "LAWS").
IF THERE IS ANY CONFLICT BETWEEN UP SPECIFICATIONS, UP ADDITIONAL REQUIREMENTS, AND LAWS, THE MOST RESTRICTIVE WILL APPLY.

5. CONTRACTOR SHALL KEEP THE SOIL OVER THE PROPOSED WATER MAIN THOROUGHLY IMPACTED, AND MAINTAIN THE GRADE OVER AND AROUND CITY OF GENEVA FACILITIES (WATER MAIN & CASING PIPE) EVEN WITH THE SURFACE OF THE ADJACENT GROUND.

6. IF NEEDED, CITY OF GENEVA (OR MIF AND THEIR CONTRACTOR) SHALL SECURE AT THEIR OWN COST AND EXPENSE, ANY AND ALL NECESSARY PERMITS REQUIRED TO PERFORM ANY WORK ON CITY OF GENEVA'S FACILITIES (WATER MAIN AND CASING PIPE).

7. (EXHIBIT B, SECTION 3) NOTICE OF COMMENCEMENT OF WORK; EMERGENCIES
WORK IN UPRR ROW REQUIRES WRITTEN AUTHORIZATION TO COMMENCE WORK, PURSUANT TO THE "FLAGGING" SECTION OF EXHIBIT B OF THE PIPELINE CROSSING AGREEMENT WITH UPRR. IF AT ANY TIME, AN EMERGENCY ARISES INVOLVING UPRR FACILITIES, CITY OF GENEVA OR THEIR CONTRACTOR SHALL IMMEDIATELY CONTACT LICENSOR'S RESPONSE MANAGEMENT COMMUNICATIONS CENTER AT (888) 877-7267.

8. (EXHIBIT B, SECTION 4)
UPRR SHALL INFORM CITY OF GENEVA IF SAFETY MEASURES ARE REQUIRED FOR PERFORMANCE OF THE WORK BY CITY OF GENEVA OR IT'S CONTRACTOR ON RAILROAD PROPERTY. IF SAFETY MEASURES ARE REQUIRED, NO WORK OF ANY KIND MAY BE PERFORMED BY CITY OF GENEVA OR THE CONTRACTOR(S) UNTIL ARRANGEMENTS FOR THE SAFETY MEASURES HAVE BEEN MADE AND SCHEDULED. IF NO SAFETY MEASURES ARE REQUIRED, UPRR WILL GIVE CITY OF GENEVA WRITTEN AUTHORIZATION TO COMMENCE WORK. IF ANY SAFETY MEASURES ARE PERFORMED OR PROVIDED BY UPRR, INCLUDING BUT NOT LIMITED TO FLAGGING, PAYMENT WILL BE PER THE AGREEMENT.

9. (EXHIBIT B, SECTION 5) SAFETY
CITY OF GENEVA AND THE CONTRACTOR SHALL FURNISH COPIES OF UPRR SAFETY STANDARDS TO EACH OF ITS EMPLOYEES BEFORE THEY ENTER RAILROAD PROPERTY.

UNION PACIFIC CURRENT SAFETY REQUIREMENTS:
- LICENSEE (CITY OF GENEVA AND/OR CONTRACTOR) SHALL KEEP THE JOB SITE ON RAILROAD PROPERTY FREE FROM SAFETY AND HEALTH HAZARDS AND ENSURE THAT THEIR EMPLOYEES ARE COMPETENT AND ADEQUATELY TRAINED IN ALL SAFETY AND HEALTH ASPECTS OF THE WORK.
- LICENSEE REPRESENTS AND WARRANTS THAT ALL PARTS OF LICENSEE'S FACILITIES WITHIN AND OUTSIDE OF THE LIMITS OF RAILROAD PROPERTY WILL NOT INTERFERE WHATSOEVER WITH THE CONSTANT, CONTINUOUS, AND UNINTERRUPTED USE OF THE TRACKS, PROPERTY, AND FACILITIES OF LICENSOR, AND NOTHING SHALL BE DONE OR SUFFERED TO BE DONE BY LICENSEE AT ANY TIME THAT WOULD IN ANY MANNER IMPAIR THE SAFETY THEREOF.
- LICENSOR'S (UNION PACIFIC RAILROAD) OPERATIONS AND WORK PERFORMED BY LICENSOR'S PERSONNEL MAY CAUSE DELAYS IN LICENSEE'S OR ITS CONTRACTOR'S WORK ON LICENSEE'S FACILITIES. LICENSEE ACCEPTS THIS RISK AND AGREES THAT LICENSOR SHALL HAVE NO LIABILITY TO LICENSEE OR ANY OTHER PERSON OR ENTITY FOR ANY SUCH DELAYS. LICENSEE MUST COORDINATE ANY WORK ON RAILROAD PROPERTY BY LICENSEE OR ANY THIRD PARTY WITH LICENSOR'S FIELD REPRESENTATIVES IN STRICT COMPLIANCE WITH THE "NOTICE OF COMMENCEMENT OF WORK; EMERGENCIES" SECTION OF THIS **EXHIBIT.**
- LICENSOR SHALL HAVE THE RIGHT, IF IT SO ELECTS, TO PROVIDE ANY SUPPORT IT DEEMS NECESSARY FOR THE SAFETY OF LICENSOR'S OPERATIONS AND TRACKAGE DURING LICENSEE'S OR ITS CONTRACTOR'S CONSTRUCTION, MAINTENANCE, REPAIR, RENEWAL, MODIFICATION, RELOCATION, RECONSTRUCTION, OR REMOVAL OF LICENSEE'S FACILITIES. IN THE EVENT LICENSOR PROVIDES SUCH SUPPORT, LICENSOR SHALL INVOICE LICENSEE, AND LICENSEE SHALL PAY LICENSOR AS SET FORTH IN THE "LICENSEE'S PAYMENT OF EXPENSES" SECTION OF THIS **EXHIBIT B.**
- LICENSEE MAY USE UNMANNED AIRCRAFT SYSTEMS ("UAS") TO INSPECT LICENSEE'S FACILITIES ONLY UPON THE PRIOR AUTHORIZATION FROM AND UNDER THE DIRECTION OF LICENSOR'S FIELD REPRESENTATIVES. LICENSEE REPRESENTS AND WARRANTS THAT ITS USE OF UAS ON RAILROAD PROPERTY WILL COMPLY WITH LICENSOR'S THEN-CURRENT UNMANNED AERIAL SYSTEMS POLICY AND ALL APPLICABLE LAWS, RULES AND REGULATIONS, INCLUDING ANY APPLICABLE FEDERAL AVIATION ADMINISTRATION REGULATIONS AND ENACTMENTS PERTAINING TO UAS.

10. (EXHIBIT B, SECTION 6) PROTECTION OF FIBER OPTIC CABLE SYSTEMS
FIBER OPTIC CABLE SYSTEMS MAY BE BURIED ON RAILROAD PROPERTY. PROTECTION OF THE FIBER OPTIC CABLE SYSTEMS IS OF EXTREME IMPORTANCE SINCE ANY BREAK COULD DISRUPT SERVICE TO USERS RESULTING IN BUSINESS INTERRUPTION AND LOSS OF REVENUE AND PROFITS. IN ADDITION TO THE NOTIFICATIONS REQUIRED UNDER THE "NOTICE OF COMMENCEMENT OF WORK; EMERGENCIES" SECTION OF THIS EXHIBIT B, LICENSEE SHALL TELEPHONE LICENSOR DURING NORMAL BUSINESS HOURS (7:00 A.M. TO 9:00 P.M. CENTRAL TIME, MONDAY THROUGH FRIDAY, EXCEPT FOR HOLIDAYS) AT 1-800-336-9193 (ALSO A 24-HOUR, 7-DAY NUMBER FOR EMERGENCY CALLS) TO DETERMINE IF FIBER OPTIC CABLE IS BURIED ANYWHERE ON RAILROAD PROPERTY TO BE USED BY LICENSEE. IF IT IS, LICENSEE SHALL TELEPHONE THE TELECOMMUNICATIONS COMPANY(IES) INVOLVED, AND ARRANGE FOR A CABLE LOCATOR, MAKE ARRANGEMENTS FOR RELOCATION OR OTHER PROTECTION OF THE FIBER OPTIC CABLE, ALL AT LICENSEE'S EXPENSE, AND WILL NOT COMMENCE ANY WORK ON RAILROAD PROPERTY UNTIL ALL SUCH PROTECTION OR RELOCATION HAS BEEN COMPLETED.

11. (EXHIBIT B, SECTION 9) RESTORATION OF RAILROAD PROPERTY
IN THE EVENT CITY OF GENEVA AND/OR THE CONTRACTOR, IN ANY MANNER MOVES OR DISTURBS ANY PROPERTY OF LICENSOR IN CONNECTION WITH THE CONSTRUCTION, MAINTENANCE, MODIFICATION, RECONSTRUCTION, REPAIR, RENEWAL, REVISION, RELOCATION, OR REMOVAL OF LICENSEE'S FACILITIES, THEN, LICENSEE SHALL, AS SOON AS POSSIBLE AND AT LICENSEE'S SOLE COST AND EXPENSE, RESTORE LICENSOR'S PROPERTY TO THE SAME CONDITION AS THE SAME WERE BEFORE SUCH PROPERTY WAS MOVED OR DISTURBED.

12. (EXHIBIT B, SECTION 10) INDEMNITY
A. DEFINITIONS. AS USED IN THIS SECTION:

1. "LICENSOR" INCLUDES LICENSOR, ITS AFFILIATES, ITS AND THEIR OFFICERS, DIRECTORS, AGENTS AND EMPLOYEES, AND OTHER RAILROAD COMPANIES USING RAILROAD PROPERTY AT OR NEAR THE LOCATION OF LICENSEE'S INSTALLATION AND THEIR OFFICERS, DIRECTORS, AGENTS, AND EMPLOYEES.

2. "LICENSEE" INCLUDES LICENSEE AND ITS AGENTS, CONTRACTORS, SUBCONTRACTORS, SUB- SUBCONTRACTORS, EMPLOYEES, OFFICERS, AND DIRECTORS, OR ANY OTHER PERSON OR ENTITY ACTING ON ITS BEHALF OR UNDER ITS CONTROL.

3. "LOSS" INCLUDES CLAIMS, SUITS, TAXES, LOSS, DAMAGES (INCLUDING PUNITIVE DAMAGES, STATUTORY DAMAGES, AND EXEMPLARY DAMAGES), COSTS, CHARGES, ASSESSMENTS, JUDGMENTS, SETTLEMENTS, LIENS, DEMANDS, ACTIONS, CAUSES OF ACTION, FINES, PENALTIES, INTEREST, AND EXPENSES OF ANY NATURE, INCLUDING COURT COSTS, REASONABLE ATTORNEYS' FEES AND EXPENSES, INVESTIGATION COSTS, AND APPEAL EXPENSES.

B. LICENSEE SHALL RELEASE, DEFEND, INDEMNIFY, AND HOLD HARMLESS LICENSOR FROM AND AGAINST ANY AND ALL LOSS, EVEN IF GROUNDLESS, FRAUDULENT, OR FALSE, THAT DIRECTLY OR INDIRECTLY ARISES OUT OF OR IS RELATED TO LICENSEE'S CONSTRUCTION, MAINTENANCE, MODIFICATION, RECONSTRUCTION, REPAIR, RENEWAL, REVISION, RELOCATION, REMOVAL, PRESENCE, USE, OR OPERATION OF LICENSEE'S FACILITIES, INCLUDING, BUT NOT LIMITED TO, ANY ACTUAL OR ALLEGED:

1. BODILY HARM OR PERSONAL INJURY (INCLUDING ANY EMOTIONAL INJURY OR DISEASE) TO, OR THE DEATH OF, ANY PERSON(S), INCLUDING, BUT NOT LIMITED TO, LICENSEE, LICENSOR, ANY TELECOMMUNICATIONS COMPANY, OR THE AGENTS, CONTRACTORS, SUBCONTRACTORS, SUB- SUBCONTRACTORS, OR EMPLOYEES OF THE FOREGOING;

2. DAMAGE TO OR THE DISTURBANCE, LOSS, MOVEMENT, OR DESTRUCTION OF RAILROAD PROPERTY, INCLUDING LOSS OF USE AND DIMINUTION IN VALUE, INCLUDING, BUT NOT LIMITED TO, ANY TELECOMMUNICATIONS SYSTEM(S) OR FIBER OPTIC CABLE(S) ON OR NEAR RAILROAD PROPERTY, ANY PROPERTY OF LICENSEE OR LICENSOR, OR ANY PROPERTY IN THE CARE, CUSTODY, OR CONTROL OF LICENSEE OR LICENSOR;

3. REMOVAL OF PERSON(S) FROM RAILROAD PROPERTY;

4. ANY DELAYS OR INTERFERENCE WITH TRACK OR RAILROAD'S USE CAUSED BY LICENSEE'S ACTIVITY(IES) ON RAILROAD PROPERTY, INCLUDING WITHOUT LIMITATION THE CONSTRUCTION, MAINTENANCE, MODIFICATION, RECONSTRUCTION, REPAIR, RENEWAL, REVISION, RELOCATION, OR REMOVAL OF LICENSEE'S FACILITIES OR ANY PART THEREOF, ANY ACTIVITIES, LABOR, MATERIALS, EQUIPMENT, OR MACHINERY IN CONJUNCTION THEREWITH;

5. RIGHT(S) OR INTEREST(S) GRANTED PURSUANT TO THIS AGREEMENT;

6. CONTENTS ESCAPING FROM LICENSEE'S FACILITIES, INCLUDING WITHOUT LIMITATION ANY ACTUAL OR ALLEGED POLLUTION, CONTAMINATION, BREACH, OR ENVIRONMENTAL LOSS;

7. LICENSEE'S BREACH OF THIS AGREEMENT OR FAILURE TO COMPLY WITH ITS PROVISIONS, INCLUDING, BUT NOT LIMITED TO, ANY VIOLATION OR BREACH BY LICENSEE OF ANY REPRESENTATIONS AND WARRANTIES LICENSEE HAS MADE IN THIS AGREEMENT; AND

8. VIOLATION BY LICENSEE OF ANY LAW, STATUTE, ORDINANCE, GOVERNMENTAL ADMINISTRATIVE ORDER, RULE, OR REGULATION, INCLUDING WITHOUT LIMITATION ALL APPLICABLE FEDERAL RAILROAD ADMINISTRATION REGULATIONS.

C. THE FOREGOING OBLIGATIONS SHALL APPLY TO THE FULLEST EXTENT PERMITTED BY LAW FOR THE BENEFIT OF LICENSOR TO LOSSES CAUSED BY, ARISING FROM, RELATING TO, OR RESULTING FROM, IN WHOLE OR IN PART, THE NEGLIGENCE OF LICENSOR, AND SUCH NEGLIGENCE OF LICENSOR SHALL NOT LIMIT, DIMINISH, OR PRECLUDE LICENSEE'S OBLIGATIONS TO LICENSOR IN ANY RESPECT. NOTWITHSTANDING THE FOREGOING, SUCH OBLIGATION TO INDEMNIFY LICENSOR SHALL NOT APPLY TO THE EXTENT THE LOSS IS CAUSED BY THE SOLE, ACTIVE AND DIRECT NEGLIGENCE, GROSS NEGLIGENCE, OR WILLFUL MISCONDUCT OF LICENSOR AS DETERMINED IN A FINAL JUDGMENT BY A COURT OF COMPETENT JURISDICTION.

13. (EXHIBIT C) UPRR INSURANCE REQUIREMENTS (IN ITS ENTIRETY)
IN ACCORDANCE WITH ARTICLE 5 OF THIS AGREEMENT, LICENSEE SHALL (1) PROCURE AND MAINTAIN AT ITS SOLE COST AND EXPENSE, OR (2) REQUIRE ITS CONTRACTOR(S) TO PROCURE AND MAINTAIN, AT THEIR SOLE COST AND EXPENSE, THE FOLLOWING INSURANCE COVERAGE:

A. COMMERCIAL GENERAL LIABILITY INSURANCE. COMMERCIAL GENERAL LIABILITY (CGL) WITH A LIMIT OF NOT LESS THAN $2,000,000 EACH OCCURRENCE AND AN AGGREGATE LIMIT OF NOT LESS THAN $4,000,000. CGL INSURANCE MUST BE WRITTEN ON ISO OCCURRENCE FORM CG 00 01 12 04 (OR A SUBSTITUTE FORM PROVIDING EQUIVALENT COVERAGE).

THE POLICY MUST ALSO CONTAIN THE FOLLOWING ENDORSEMENT, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE:

CONTRACTUAL LIABILITY RAILROADS ISO FORM CG 24 17 10 01 (OR A SUBSTITUTE FORM PROVIDING EQUIVALENT COVERAGE) SHOWING "UNION PACIFIC RAILROAD COMPANY PROPERTY" AS THE DESIGNATED JOB SITE.

B. BUSINESS AUTOMOBILE COVERAGE INSURANCE. BUSINESS AUTO COVERAGE WRITTEN ON ISO FORM CA 00 01 10 01 (OR A SUBSTITUTE FORM PROVIDING EQUIVALENT LIABILITY COVERAGE) WITH A LIMIT OF NOT LESS $2,000,000 FOR EACH ACCIDENT, AND COVERAGE MUST INCLUDE LIABILITY ARISING OUT OF ANY AUTO (INCLUDING OWNED, HIRED, AND NON-OWNED AUTOS).

THE POLICY MUST CONTAIN THE FOLLOWING ENDORSEMENTS, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE:

"COVERAGE FOR CERTAIN OPERATIONS IN CONNECTION WITH RAILROADS" ISO FORM CA 20 70 10 01 (OR A SUBSTITUTE FORM PROVIDING EQUIVALENT COVERAGE) SHOWING "UNION PACIFIC RAILROAD COMPANY PROPERTY" AS THE DESIGNATED JOB SITE.

C. WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY INSURANCE. COVERAGE MUST INCLUDE BUT NOT BE LIMITED TO:

LICENSEE'S STATUTORY LIABILITY UNDER THE WORKERS' COMPENSATION LAWS OF THE STATE(S) AFFECTED BY THIS AGREEMENT.

EMPLOYERS' LIABILITY (PART B) WITH LIMITS OF AT LEAST $500,000 EACH ACCIDENT, $500,000 DISEASE POLICY LIMIT $500,000 EACH EMPLOYEE.

IF LICENSEE IS SELF-INSURED, EVIDENCE OF STATE APPROVAL AND EXCESS WORKERS' COMPENSATION COVERAGE MUST BE PROVIDED. COVERAGE MUST INCLUDE LIABILITY ARISING OUT OF THE U. S. LONGSHOREMEN'S AND HARBOR WORKERS' ACT, THE JONES ACT, AND THE OUTER CONTINENTAL SHELF LAND ACT, IF APPLICABLE.

D. ENVIRONMENTAL LIABILITY INSURANCE. ENVIRONMENTAL LEGAL LIABILITY INSURANCE (ELL) APPLICABLE TO BODILY INJURY, PROPERTY DAMAGE, INCLUDING LOSS OF USE OF DAMAGED PROPERTY OR OF PROPERTY THAT HAS NOT BEEN PHYSICALLY INJURED OR DESTROYED, CLEANUP COSTS, AND DEFENSE, INCLUDING COSTS AND EXPENSES INCURRED IN THE INVESTIGATION, DEFENSE, OR SETTLEMENT OF CLAIMS, OR COMPLIANCE WITH STATUTE, ALL IN CONNECTION WITH ANY LOSS ARISING FROM THE INSURED'S PERFORMANCE UNDER THIS AGREEMENT. EXCEPT WITH RESPECT TO THE LIMITS OF INSURANCE, AND ANY RIGHTS OR DUTIES SPECIFICALLY ASSIGNED TO THE FIRST NAMED INSURED, THIS INSURANCE MUST APPLY AS IF EACH NAMED INSURED WERE THE ONLY NAMED INSURED; AND SEPARATELY TO THE ADDITIONAL INSURED AGAINST WHICH CLAIM IS MADE OR SUIT IS BROUGHT. COVERAGE SHALL BE MAINTAINED IN AN AMOUNT OF AT LEAST $2,000,000 PER LOSS, WITH AN ANNUAL AGGREGATE OF AT LEAST $4,000,000.

LICENSEE WARRANTS THAT ANY RETROACTIVE DATE APPLICABLE TO ELL INSURANCE COVERAGE UNDER THE POLICY IS THE SAME AS OR PRECEDES THE EFFECTIVE DATE OF THIS AGREEMENT, AND THAT CONTINUOUS COVERAGE WILL BE MAINTAINED FOR A PERIOD OF FIVE (5) YEARS BEGINNING FROM THE TIME THE WORK UNDER THIS AGREEMENT IS COMPLETED OR IF COVERAGE IS CANCELLED FOR ANY REASON THE POLICIES EXTENDED DISCOVERY PERIOD, IF ANY, WILL BE EXERCISED FOR THE MAXIMUM TIME ALLOWED.

E. RAILROAD PROTECTIVE LIABILITY INSURANCE. LICENSEE MUST MAINTAIN FOR THE DURATION OF WORK "RAILROAD PROTECTIVE LIABILITY" INSURANCE WRITTEN ON ISO OCCURRENCE FORM CG 00 35 12 04 (OR A SUBSTITUTE FORM PROVIDING EQUIVALENT COVERAGE) ON BEHALF OF LICENSOR ONLY AS NAMED INSURED, WITH A LIMIT OF NOT LESS THAN $2,000,000 PER OCCURRENCE AND AN AGGREGATE OF $6,000,000. THE DEFINITION OF "JOB LOCATION" AND "WORK" ON THE DECLARATION PAGE OF THE POLICY SHALL REFER TO THIS AGREEMENT AND SHALL DESCRIBE ALL WORK OR OPERATIONS PERFORMED UNDER THIS AGREEMENT. NOTWITHSTANDING THE FOREGOING, LICENSEE DOES NOT NEED RAILROAD PROTECTIVE LIABILITY INSURANCE AFTER ITS INITIAL CONSTRUCTION WORK IS COMPLETE AND ALL EXCESS MATERIALS HAVE BEEN REMOVED FROM LICENSOR'S PROPERTY; PROVIDED, HOWEVER, THAT LICENSEE SHALL PROCURE SUCH COVERAGE FOR ANY SUBSEQUENT MAINTENANCE, REPAIR, RENEWAL, MODIFICATION, RECONSTRUCTION, OR REMOVAL WORK ON LICENSEE'S FACILITIES.

F. UMBRELLA OR EXCESS INSURANCE. IF LICENSEE UTILIZES UMBRELLA OR EXCESS POLICIES, AND THESE POLICIES MUST "FOLLOW FORM" AND AFFORD NO LESS COVERAGE THAN THE PRIMARY POLICY.

OTHER REQUIREMENTS

G. ALL POLICY(IES) REQUIRED ABOVE (EXCEPT BUSINESS AUTOMOBILE, WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY) MUST INCLUDE LICENSOR AS "ADDITIONAL INSURED" USING ISO ADDITIONAL INSURED ENDORSEMENT CG 20 26 (OR SUBSTITUTE FORM(S) PROVIDING EQUIVALENT COVERAGE). THE COVERAGE PROVIDED TO LICENSOR AS ADDITIONAL INSURED SHALL NOT BE LIMITED BY LICENSEE'S LIABILITY UNDER THE INDEMNITY PROVISIONS OF THIS AGREEMENT. BOTH LICENSOR AND LICENSEE EXPECT THAT LICENSOR WILL BE PROVIDED WITH THE BROADEST POSSIBLE COVERAGE AVAILABLE BY OPERATION OF LAW UNDER ISO ADDITIONAL INSURED FORM CG 20 26.

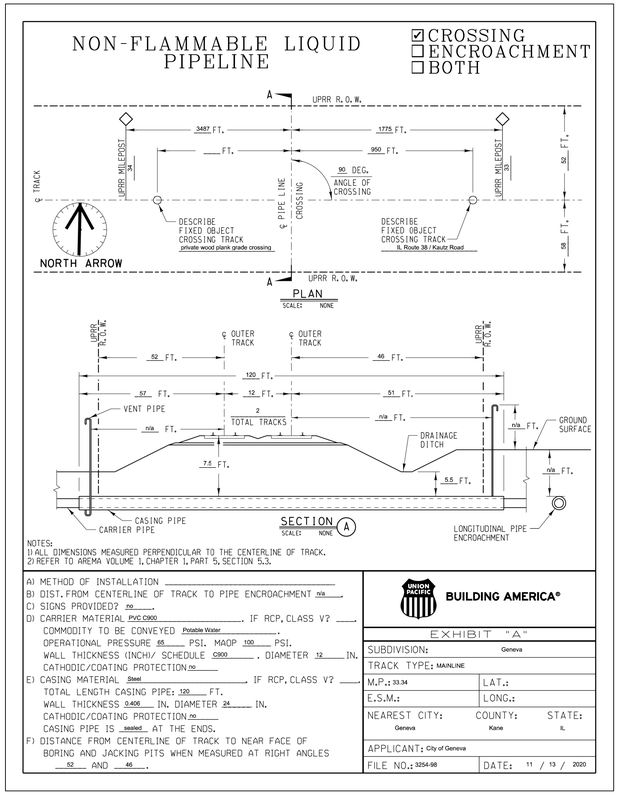
H. PUNITIVE DAMAGES EXCLUSION, IF ANY, MUST BE DELETED (AND THE DELETION INDICATED ON THE CERTIFICATE OF INSURANCE), UNLESS (A) INSURANCE COVERAGE MAY NOT LAWFULLY BE OBTAINED FOR ANY PUNITIVE DAMAGES THAT MAY ARISE UNDER THIS AGREEMENT, OR (B) ALL PUNITIVE DAMAGES ARE PROHIBITED BY ALL STATES IN WHICH THIS AGREEMENT WILL BE PERFORMED.

I. LICENSEE WAIVES ALL RIGHTS OF RECOVERY, AND ITS INSURERS ALSO WAIVE ALL RIGHTS OF SUBROGATION OF DAMAGES AGAINST LICENSOR AND ITS AGENTS, OFFICERS, DIRECTORS AND EMPLOYEES FOR DAMAGES COVERED BY THE WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY OR COMMERCIAL UMBRELLA OR EXCESS LIABILITY OBTAINED BY LICENSEE REQUIRED IN THIS AGREEMENT, WHERE PERMITTED BY LAW. THIS WAIVER MUST BE STATED ON THE CERTIFICATE OF INSURANCE.

J. ALL INSURANCE POLICIES MUST BE WRITTEN BY A REPUTABLE INSURANCE COMPANY ACCEPTABLE TO LICENSOR OR WITH A CURRENT BEST'S INSURANCE GUIDE RATING OF A- AND CLASS VII OR BETTER, AND AUTHORIZED TO DO BUSINESS IN THE STATE(S) IN WHICH THE WORK IS TO BE PERFORMED.

K. THE FACT THAT INSURANCE IS OBTAINED BY LICENSEE WILL NOT BE DEEMED TO RELEASE OR DIMINISH THE LIABILITY OF LICENSEE, INCLUDING, WITHOUT LIMITATION, LIABILITY UNDER THE INDEMNITY PROVISIONS OF THIS AGREEMENT. DAMAGES RECOVERABLE BY LICENSOR FROM LICENSEE OR ANY THIRD PARTY WILL NOT BE LIMITED BY THE AMOUNT OF THE REQUIRED INSURANCE COVERAGE.

14. THE OFFICIAL "PIPELINE CROSSING AGREEMENT" CONTAINS ADDITIONAL INFORMATION NOT PROVIDED HERE, BUT GENERALLY THE HIGH POINTS HAVE BEEN PROVIDED. ITEMS LIKE AGREEMENT TERMS, PAYMENT FOR SERVICES AND THE ASSOCIATED DETAILS OF THOSE ITEMS HAVE BEEN LEFT OUT OF THIS SUMMARY. PLEASE REFER TO ACTUAL AGREEMENT DOCUMENT IF THOSE ARE OF INTEREST.



THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:47 PM — J:\Projects\2018\454.00-IL\312 — engineering\FINAL\SHEETSET\PHASE II\CONSTRUCTION STANDARDS.dwg
DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ

www.pinnacle-engr.com

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

CONSTRUCTION STANDARDS

PEG JOB No. 454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE

SHEET C-88 OF C-90

© COPYRIGHT 2025

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

1. STANDARD SPECIFICATIONS

THE FOLLOWING STANDARDS SHALL GOVERN THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS, UNLESS WHERE SUPERSEDED BY THE CITY OF BATAVIA'S STANDARDS AND DETAILS; ALWAYS USING THE LATEST EDITION:

1.1 CITY OF BATAVIA:
ALL CONSTRUCTION SHALL COMPLY WITH THE APPLICABLE ORDINANCES AND REQUIREMENTS OF THE CITY OF BATAVIA'S STANDARDS AND DETAILS, ENGINEERING AND CONSTRUCTION STANDARDS AND SPECIFICATIONS (HERINAFTER BATAVIA'S STANDARD SPECIFICATIONS), INCLUDING THE LATEST EDITION OF THE CITY OF BATAVIA SUBDIVISION CONTROL ORDINANCE INCLUDING ALL PERTINENT ADDENDA.

1.2 STANDARD SPECIFICATIONS FOR EARTHWORK, PAVEMENT AND SIDEWALKS:
ALL EARTHWORK, PAVEMENT, CURBING AND SIDEWALK ON THIS PROJECT SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION AS PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (HERINAFTER I.D.O.T.) AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", LATEST EDITION AS PREPARED BY I.D.O.T.

1.3 STANDARD SPECIFICATIONS FOR SANITARY SEWERS, STORM SEWERS AND WATER MAINS: ALL SANITARY SEWER, STORM SEWER AND WATER MAIN CONSTRUCTION ON THIS PROJECT SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" LATEST ADDITION AND WITH ANY SPECIAL PROVISIONS SPECIFIED HEREIN TO SAID STANDARD SPECIFICATIONS.

1.4 TRAFFIC CONTROL:
THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", LATEST EDITION AS PUBLISHED BY I.D.O.T. AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", LATEST EDITION. FOR IDOT BUREAU OF TRAFFIC CONTACT MEADE ELECTRIC (773) 287-7672 FOR IDOT ROADS OR KANE COUNTY DIVISION OF TRANSPORTATION (630) 205-3130 FOR KDOT ROADS.

1.5 EROSION CONTROL:
ALL EROSION CONTROL WORK SHALL COMPLY WITH THE LATEST ADOPTION OF THE KANE COUNTY STORMWATER MANAGEMENT ORDINANCE AND TECHNICAL MANUAL AS AMENDED BY THE CITY OF BATAVIA, IEPA NPDES STORMWATER PERMIT, AND PER THE LATEST EDITION OF THE ILLINOIS URBAN MANUAL.

1.6 CONFLICTS:
IN THE EVENT OF A DISCREPANCY BETWEEN ANY PARTS OF THE CONTRACT DOCUMENTS WITH ANY PART OR PARTS THEREOF, PREFERENCE SHALL BE GIVEN IN THE FOLLOWING ORDER:
a) ADDENDA,
b) SPECIAL PROVISIONS,
c) SUPPLEMENTARY GENERAL CONDITIONS OF THE CONTRACT,
d) STANDARD GENERAL CONDITIONS OF THE CONTRACT,
e) CONTRACT DRAWINGS (DETAILED DRAWINGS TAKE PRECEDENCE OVER TYPICAL DRAWINGS), AND
f) STANDARD SPECIFICATIONS. DIV

IN THE EVENT OF A DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE CITY ENGINEER SHALL BE FINAL AND CONCLUSIVE.

1.7 CHANGES, REVISION OR SUBSTITUTIONS:
ANY CHANGES, REVISIONS OR SUBSTITUTIONS TO THE PLANS, SPECIFICATIONS, MATERIALS, REQUIREMENTS OR WORK SHALL BE SUBMITTED TO THE CITY ENGINEER, IN WRITING AND WRITTEN APPROVAL GRANTED BY THE CITY ENGINEER PRIOR TO BEGINNING OF SAID WORK. ALL SUCH MATERIALS AND CONSTRUCTION WHETHER IMPLICITLY OR EXPLICITLY STATED OR COVERED WITHIN THE REQUIREMENTS CODES OR SPECIFICATIONS SHALL BE APPROVED BY THE CITY ENGINEER, PRIOR TO COMMENCING THE INSTALLATION AND CONSTRUCTION. THE CHANGED, REVISED AND SUBSTITUTED ITEMS MUST BE ACCOUNTED FOR IN THE RECORD DRAWINGS.

2. GENERAL

2.1 HEALTH AND SAFETY: THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE AND FEDERAL SAFETY REGULATIONS AS OUTLINED IN THE LATEST REVISIONS OF THE FEDERAL CONSTRUCTION SAFETY STANDARDS (STANDARD NUMBER 1926) AND THE APPLICABLE PROVISIONS AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA STANDARDS OF THE WILLIAMS STEGER OCCUPATIONAL HEALTH STATE AND SAFETY ACT OF 1970) REVISED.

2.2 BONDING AND LICENSING: THE CONTRACTOR AND HIS INDIVIDUAL SUBCONTRACTORS SHALL OBTAIN ALL APPLICABLE CITY PERMITS, LICENSES AND BONDS PRIOR TO THE COMMENCEMENT OF WORK. BONDS MUST MEET THE CITY'S MINIMUM REQUIREMENTS.

2.3 THE CONTRACTOR SHALL PERFORM ALL WORK INDICATED OR IMPLIED IN THE CONTRACT DOCUMENTS. ALL WORK NOT SPECIFIED, BUT REQUIRED TO COMPLETE THE PROJECT, INCLUDING ACCESSORIES AND APPURTENANCES, SHALL BE PERFORMED BY THE CONTRACTOR IN A SATISFACTORY MANNER.

2.4 TREE TRIMMING OR TREE REMOVAL SHALL BE PERFORMED BY A LICENSED ARBORIST, AND APPROVED BY THE CITY'S ARBORIST OR DESIGNEE.

2.5 ELECTRIC, TELEPHONE, NATURAL GAS AND OTHER UTILITY COMPANIES HAVE UNDERGROUND AND/OR OVERHEAD SERVICE FACILITIES IN THE VICINITY OF THE PROPOSED WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR MAINTENANCE AND PRESERVATION OF THE FACILITIES. THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 811 FOR UTILITY LOCATIONS AT LEAST 48 HOURS IN ADVANCE.

2.6 NEITHER THE ENGINEER NOR THE CITY OF BATAVIA ARE RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY CONTRACTOR.

2.7 THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. SPECIAL ATTENTION IS DRAWN TO THE FACT THAT THE ARTICLE 105.06 OF THE I.D.O.T. STANDARD SPECIFICATIONS REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE ABLE TO COMMUNICATE IN ENGLISH. THEY SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT, AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 109.08.

2.8 THE CONTRACTOR, ENGINEER AND DEVELOPER SHALL BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

2.9 NO CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY STAMPED "APPROVED FOR CONSTRUCTION" AND SIGNED AND DATED BY CITY OF BATAVIA ENGINEERING STAFF.

2.10 PRIOR TO THE START OF CONSTRUCTION, THE CITY ENGINEER OR DESIGNEE, PROJECT ENGINEER, THE DEVELOPER OR OWNER, THE GENERAL CONTRACTOR AND ANY SUBCONTRACTORS SHALL ATTEND A PRECONSTRUCTION MEETING. THE PURPOSE OF THE MEETING IS TO REVIEW ACCEPTABLE SITE DEVELOPMENT AND CONSTRUCTION PRACTICES IN ACCORDANCE WITH THE CONSTRUCTION CONTROL PLAN AND CITY ORDINANCES AND POLICIES.

2.11 GRANULAR TRENCH BACKFILL: ALL TRENCH SECTIONS FOR STORM SEWERS, SANITARY SEWERS, WATER MAINS, ELECTRICAL CONDUITS AND ALL OTHER UNDERGROUND SERVICE LINES LOCATED WITHIN EXISTING AND PROPOSED PAVEMENT AREAS OR AS OTHERWISE NOTED ON THE PLAN SHALL BE BACKFILLED TO THE PROPER SUBGRADE AS SHOWN IN THE UTILITY TRENCH SECTION TYPICAL DETAILS.

2.12 FINAL ADJUSTMENTS OF FRAMES, LIDS AND GRATES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING AND ADJUSTING FRAMES AND GRATES ON MANHOLES, INLETS AND VALVE VAULTS TO THEIR FINISHED ELEVATIONS OR AS DIRECTED BY THE ENGINEER.

2.13 EXISTING STREET CLEANLINESS: THE CONTRACTOR(S) SHALL KEEP EXISTING ADJACENT STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS. CLEAN PAVEMENTS ON A DAILY BASIS OR MORE OFTEN WHEN NECESSARY AS DIRECTED BY THE CITY ENGINEER.

2.14 CONCRETE: ALL CONCRETE USED IN CONSTRUCTING THE IMPROVEMENTS SHALL BE CLASS "SI", SIX (6) BAG MIX, AND SHALL HAVE A COMPRESSIVE STRENGTH OF 3500 PSI AFTER 14 DAYS.

2.15 IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE FROM THE SITE AND PROPERLY DISPOSE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM THEIR CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.

2.16 UNDERGROUND UTILITY INSPECTION: PRIOR TO THE PLACEMENT OF BACKFILL, THE INSTALLATION OF ALL UNDERGROUND UTILITY LINES SHALL BE INSPECTED AND APPROVED BY THE CITY OF BATAVIA.

2.17 TRENCH SETTLEMENT: ANY TRENCH SETTLEMENT OCCURRING WITHIN ONE YEAR FROM THE TIME OF ACCEPTANCE, WHETHER IT BE BEFORE OR AFTER STREET PAVING HAS BEEN COMPLETED, SHALL BE REPAIRED BY THE CONTRACTOR OR THE OWNER/DEVELOPER RESPONSIBLE FOR BACKFILLING THE TRENCHES OR AUGER PITS IN QUESTION. THIS REPAIR SHALL INCLUDE BUT NOT BE LIMITED TO THE COST OF PAVEMENT, CURBS, DRIVEWAYS, TREES AND SIDEWALKS REPLACEMENT CAUSED BY THIS SETTLEMENT.

2.18 EXISTING FIELD TILES: THE LOCATION OF ANY EXISTING FIELD TILES ENCOUNTERED DURING EXCAVATION SHOULD IMMEDIATELY BE FLAGGED ONSITE AND MARKED ON THE CONTRACTOR'S RECORD PLAN SET. THE CONTRACTOR SHALL RECONNECT ALL FIELD TILE OR CONNECT FIELD TILE TO THE PROPOSED STORM SEWER SYSTEM IN A MANNER ACCEPTABLE TO THE CITY ENGINEER.

2.19 PRIOR TO ANY REDUCTION IN THE CONSTRUCTION GUARANTEE, THE CITY ENGINEER SHALL CERTIFY THAT THE PROJECT IS "SUBSTANTIALLY COMPLETE."

2.20 FINAL INSPECTION OF THE CONSTRUCTION IMPROVEMENTS SHALL INCLUDE THE CITY ENGINEER, PROJECT ENGINEER, PUBLIC WORKS SUPERINTENDENTS OR CITY'S DESIGNEE, DEVELOPER AND CONTRACTOR(S).

2.21 BEFORE ACCEPTANCE BY THE CITY OF BATAVIA AND FINAL PAYMENTS, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE CITY ENGINEER OR HIS REPRESENTATIVE, INCLUDING PROVIDING AS-BUILTS PER THE CITY'S REQUIREMENTS. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE ALSO PROPERLY SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS.

2.22 THE CONTRACTOR SHALL PROVIDE AND MAINTAIN COMPREHENSIVE LIABILITY INSURANCE WHICH WILL PROTECT THE CITY OF BATAVIA, ITS OFFICERS, EMPLOYEES, AGENTS AND CONSULTANTS FROM CLAIMS WHICH MAY ARISE OUT OF OR RESULT FROM THE PERFORMANCE OF WORK BY ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY THE CONTRACTOR OR SUBCONTRACTOR, OR BY ANYONE FOR WHOSE ACTS THE CONTRACTOR MAY BE LIABLE. COMPREHENSIVE GENERAL LIABILITY INSURANCE COVERAGE SHALL BE AS FOLLOWS: \$500,000 PER ACCIDENT FOR PROPERTY; \$500,000 PER PERSON AND \$500,000 AGGREGATE PER ACCIDENT FOR BODILY INJURY, SICKNESS OR DISEASE, OR DEATH OF ANY PERSON, AS PROTECTION FOR ANY AND ALL CLAIMS BY ANYONE, INCLUDING THE SUBDIVIDER'S CONTRACTORS OR EMPLOYEES WHICH MAY ARISE OUT OF OR RESULT FROM SUBDIVIDER'S WORK OR BY ANYONE FOR WHOSE ACTS THE SUBDIVIDER MAY BE LIABLE. THE INSURANCE POLICY SHOULD NAME THE CITY OF BATAVIA, THEIR OFFICERS, EMPLOYEES AND AGENTS AS ADDITIONAL INSUREDS. THIS CERTIFICATE SHALL STATE THAT THE COVERAGE WILL NOT BE TERMINATED OR REDUCED WITHOUT 30 DAY ADVANCED WRITTEN NOTICE TO THE CITY OF BATAVIA.

2.23 UNLAWFUL ACTIVITIES--DRAINAGE FACILITIES--EARTHEN BERMS: IT IS UNLAWFUL FOR ANY PERSON TO CONSTRUCT OR CAUSE TO BE CONSTRUCTED ANY DRAINAGE FACILITY FOR THE PURPOSE OF THE DETENTION OR RETENTION OF WATER WITHIN A DISTANCE OF 10 FEET PLUS ONE AND ONE-HALF TIMES THE DEPTH OF ANY DRAINAGE FACILITY ADJACENT TO THE RIGHT OF WAY OF ANY PUBLIC HIGHWAY WITHOUT THE WRITTEN PERMISSION OF THE HIGHWAY AUTHORITY HAVING JURISDICTION OVER THE PUBLIC HIGHWAY. IT IS UNLAWFUL FOR ANY PERSON TO CONSTRUCT OR CAUSE TO BE CONSTRUCTED ANY EARTHEN BERM SUCH THAT THE TOE OF SUCH BERM WILL BE NEARER THAN 10 FEET TO THE RIGHT-OF-WAY OF ANY PUBLIC HIGHWAY WITHOUT THE WRITTEN PERMISSION OF THE HIGHWAY AUTHORITY HAVING JURISDICTION OVER THE PUBLIC HIGHWAY.

3. 3. EARTH WORK

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

3.1 CLEARING AND REMOVAL OF ALL UNDESIRABLE TREES AND OTHER VEGETATIVE GROWTH WITHIN THE CONSTRUCTION AREA SHALL BE RESTRICTED TO THE DESIGNATION ON THE APPROVED LANDSCAPE PLAN APPROVED BY THE CITY OF BATAVIA. THE CITY OF BATAVIA WILL NOT PERMIT THE ONSITE BURIAL OF TREES, BRUSH, MISC. CONCRETE AND ETC. IF ADDITIONAL TREES ARE REQUESTED TO BE REMOVED DURING CLEARING, APPROVAL NEEDS TO BE OBTAINED FROM THE CITY OF BATAVIA PRIOR TO REMOVAL.

3.2 PRIOR TO ONSET OF MASS GRADING OPERATIONS AN APPROVED GRADING PLAN AND SIGN OFF FROM KANE DUPAGE SOIL & WATER CONSERVATION DISTRICT OR THE CITY SHALL BE OBTAINED. IN ADDITION, THE EARTHWORK CONTRACTOR SHALL FAMILIARIZE THEMSELF WITH THE SOIL EROSION CONTROL SPECIFICATIONS. THE INITIAL IMPLEMENTATION OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT FENCING, ETC., TO PROTECT ADJACENT PROPERTIES, SHALL OCCUR BEFORE MASS GRADING BEGINS, IN ACCORDANCE WITH THE APPROVED SOIL EROSION CONTROL CONSTRUCTION SCHEDULE.

3.3 ALL TESTING, INSPECTION AND SUPERVISION OF SOIL QUALITY, THE REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE DEVELOPMENT'S GEOTECHNICAL ENGINEER. THEIR REPRESENTATIVE WILL CLOSELY SUPERVISE AND INSPECT THE GRADING OPERATIONS, PARTICULARLY DURING REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS OR BUILDING PADS. THE CITY SHALL HAVE A COPY OF THE GEOTECHNICAL REPORT PRIOR TO EARTHWORK AND RECEIVE COPIES OF THE TESTS AND INSPECTION LOGS.

3.4 THE GRADING AND CONSTRUCTION OF THE SITE IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORMWATER UNLESS DENOTED AS A SETTLING BASIN ON APPROVED PLANS. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE AND/OR AN OVERFLOW ROUTE AND CONFORM WITH EXISTING DRAINAGE PATTERNS.

3.5 THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADES. A MINIMUM OF SIX INCHES (6") INCHES OF TOPSOIL IS TO BE RESPREAD ONSITE BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, EXCEPT IN BUILDING PADS AND PAVEMENT AREAS, WHICH SHALL BE KEPT FREE OF TOPSOIL.

3.6 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 DEMONSTRATED THE ABILITY TO COMPACT GREATER THICKNESSES, THEN A GREATER THICKNESS MAY BE SPECIFIED. EACH LAYER SHALL BE THOROUGHLY SCARIFIED DURING SPREADING TO INSURE UNIFORMITY.

3.7 EMBANKMENT MATERIAL WITHIN ROADWAY, PARKING LOT AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE PERCENT (95%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATIONS D-1557 (MODIFIED PROCTOR METHOD), OR TO OTHER SUCH DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE GEOTECHNICAL ENGINEER. EMBANKMENT MATERIAL FOR BUILDING PADS SHALL BE COMPACTED TO 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 GEOTECHNICAL ENGINEER.

3.8 EMBANKMENT MATERIAL (RANDOM FILL) WITHIN NON-STRUCTURAL FILL AREAS SHALL BE COMPACTED TO MINIMUM OF NINETY PERCENT (90%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM DESIGNATION D-1557 (MODIFIED PROCTOR METHOD).

3.9 THE SURFACE VEGETATION, TOPSOIL AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHOULD BE STRIPPED FROM ALL AREAS TO RECEIVE CLAY FILL. IF THE UNDERLYING SUBGRADE SOILS RUT DEEPER THEN AN 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 SOIL SPECIFICATIONS.

3.10 ALL PAVEMENT SUBGRADE SHALL HAVE A MINIMUM IBR=3 AS DETERMINED BY THE GEOTECHNICAL ENGINEER WITH RESULTS SUBMITTED TO THE CITY ENGINEER. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT PROVIDE A MINIMUM IBR=3, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH, AS DETERMINED BY THE ENGINEER AND GEOTECHNICAL ENGINEER.

3.11 PRIOR TO UTILITY CONSTRUCTION PROPOSED PAVEMENT AREAS, BUILDING PADS, SIDEWALKS AND YARD/OPEN SPACE AREAS SHALL BE ROUGH EXCAVATED OR FILLED TO PLUS OR MINUS ONE FOOT (1') OF DESIGN SUBGRADE ELEVATION BY THE CONTRACTOR.

3.12 THE STREET SUBGRADE SHALL BE SHAPED AND COMPACTED AS SPECIFIED IN SECTION 301 OF THE I.D.O.T. SPECIFICATIONS. JUST PRIOR TO THE CONSTRUCTION OF THE BASE COURSE, THE SUBGRADE SHALL BE PROOF-ROLLED, WITNESSED AND RECORDED FOR THE FILE AND/OR SIGNED OFF BY THE CITY ENGINEER OR REPRESENTATIVE. IF IN THE OPINION OF THE CITY ENGINEER OR THEIR DESIGNEE THAT ANY SUBGRADE AREAS ARE FOUND TO BE UNSTABLE, THEN SAID AREAS SHALL BE REMOVED AND REPLACED WITH AN ACCEPTABLE GRANULAR MATERIAL. IF PRECIPITATION OCCURS AFTER THE SUBGRADE PROOF-ROLLING AND BEFORE THE CONSTRUCTION OF THE BASE COURSE, THEN SAID SUBGRADE PROOF-ROLLING SHALL BE REPEATED TO VERIFY THAT THE SUBGRADE IS STABLE. IF AREAS OF THE SUBGRADE ARE FOUND TO BE UNSTABLE FOLLOWING REPLACEMENT WITH ACCEPTABLE GRANULAR MATERIALS THE GEOTECHNICAL ENGINEER AND THE CITY ENGINEER SHALL COLLECTIVELY DETERMINE THE CORRECTIVE ACTION.

3.13 GEOTEXTILE PAVING FABRIC ARE REQUIRED ON ALL STREET SUBGRADE APPLICATIONS AND SHALL CONSIST OF A NONWOVEN GEOTEXTILE FABRIC, 4 OZ/SY MINIMUM, CONFORMING TO ASTM D3776.

3.14 THE SUBGRADE SHALL MEET MINIMUM STANDARD OF NINETY-FIVE PERCENT (95%) OF THE STANDARD PROCTOR TEST AND SHALL BE TESTED AT 200 FOOT INTERVALS, MINIMUM.

3.15 AGGREGATE BASE COURSE: AFTER APPROVAL BY THE CITY ENGINEER, THE AGGREGATE BASE SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 351 OF THE I.D.O.T. STANDARD SPECIFICATIONS FOR TYPE A OR TYPE B CONSTRUCTION. THE MATERIAL SHALL BE CRUSHED LIMESTONE CONFORMING TO CA-6 GRADATION. THE MINIMUM COMPACTED THICKNESS SHALL BE AS SHOWN ON THE TYPICAL CROSS-SECTION DETAIL. THE AGGREGATE BASE SHALL BE PROOF-ROLLED ONE DAY PRIOR TO PLANNED APPLICATION OF BINDER COURSE. IF, IN THE OPINION OF THE CITY ENGINEER THE AGGREGATE BASE IS UNSTABLE, IT SHALL BE REMOVED AND REPLACED WITH NEW SUBBASE AND AGGREGATE BASE MATERIAL AND COMPACTED TO NOT LESS THAN NINETY-FIVE PERCENT (95%) OF THE STANDARD LABORATORY DENSITY.

3.16 STORMWATER DETENTION AREAS: PROPOSED STORMWATER DETENTION AREAS SHALL BE EXCAVATED TO THE LINES, ELEVATIONS AND SLOPES SHOWN ON THE APPROVED ENGINEERING PLANS. AFTER THE AREA HAS BEEN EXCAVATED AND SHAPED TO ROUGH FINISHED GRADES, THE TOPSOIL MATERIAL SHALL BE SPREAD ON ALL AREAS AND GRADED TO FINISHED ELEVATIONS. THE FINISHED SURFACE SHALL THEN BE PLANTED ACCORDING TO THE APPROVED LANDSCAPE PLAN MEETING THE REQUIREMENTS FOUND IN SECTION 10.7 AFTER ACCEPTANCE OF THE FINISHED SURFACE AND DETENTION STORAGE REQUIREMENTS. ANY DAMAGE TO THE FINISHED SURFACE AFTER ACCEPTANCE SHALL BE REPAIRED BY CONTRACTOR PRIOR TO THE FINAL SEEDING. EROSION AND PONDING AREAS WITHIN DETENTION SHALL BE COMPLETELY RESTORED PRIOR TO FINAL ACCEPTANCE BY THE CITY.

3.17 AFTER COMPLETION OF ALL UTILITIES IN THE RIGHT OF WAY THE PARKWAYS SHALL BE TOPSOILED, SEEDED AND BLANKETED.
THE PRIMARY METHOD FOR SEEDING IS DRILL OR BROADCAST. HYDROSEEDING CAN BE USED FOR AREAS WITH EROSION ISSUES OR OTHER HARD TO ACCESS AREAS AS ALLOWED BY THE CITY ENGINEER OR THEIR DESIGNEE.
AREAS TO BE SEEDED SHALL BE FIRM BUT NOT COMPACTED AND SHALL BE FINE GRADED TO A SMOOTH AND NATURAL CONTOUR PRIOR TO SEEDING. ALL ROCKS, STICKS, ROOTS, CLODS, AND DEBRIS GREATER THAN ONE INCH IN DIAMETER SHALL BE REMOVED AND DISPOSED ON-SITE IN LOCATIONS APPROVED BY THE CITY ENGINEER OR THEIR DESIGNEE.

4. 4. STORM SEWER CONSTRUCTION

4.1 STORM SEWER SHALL TYPICALLY BE REINFORCED CONCRETE SEWER PIPE, CLASS III OR IV AS NOTED, CONFORMING TO ASTM C-76 SPECIFICATIONS WITH RUBBER GASKET JOINTS. WHERE HORIZONTAL SEPARATION FROM WATER MAIN CONTROLS, PVC STORM SEWER OF WATER MAIN QUALITY SHALL BE USED, WITH JOINTS CONFORMING TO ASTM D-2855. NO ALTERNATE PIPE MATERIAL, SUCH AS PVC OR ADS PLASTIC, ETC., SHALL BE CONSIDERED ACCEPTABLE FOR THE MAIN STORM SEWER LINES WITHOUT THE WRITTEN CONSENT OF THE ENGINEER AND THE CITY ENGINEER. UPON REQUEST, THE CONTRACTOR SHALL PROVIDE EACH WITH SUPPLIER'S PRODUCT TEST REPORTS, CATALOG INFORMATION, ALTERNATE BIDS, OR ANY OTHER INFORMATION THEY MAY FIND NECESSARY IN CONSIDERING THE PROPOSED ALTERNATE MATERIAL. THE ACCEPTANCE OF THE PROPOSED ALTERNATE MATERIAL WILL IN NO WAY BE WARRANTED BY THESE SUBMITTALS.

4.2 FRAMES, LIDS AND GRATES DESIGNATED ON THE PLANS FOR STORM SEWER INLETS, MANHOLES AND JUNCTION BOXES SHALL CONFORM TO THE FOLLOWING OR AN APPROVED EQUAL:

CURB INLET	E.J. 7221 TYPE 1 CURB BACK, TYPE M1 GRATE
DEPRESSED CURB INLET	E.J. 7000 WITH M3 GRATE
MANHOLE	E.J. 1020 TYPE M1 OR TYPE A GRATE
YARD INLET	E.J. 6527
JUNCTION BOX	E.J. 1020 TYPE M1 OR TYPE A GRATE

THE WORDS "CITY OF BATAVIA", "STORM" SHALL BE CAST INTO THE LID. ALL STRUCTURES TRIBUTARY TO THE FOX RIVER THE GRATE SHALL BE CAST WITH A FISH AND STATE "DRAINS TO THE RIVER".

4.3 MANHOLES TYPE "B": MANHOLES DESIGNATED ON THE PLANS AS TYPE "B" ARE SHALLOW DEPTH MANHOLES WITH A REINFORCED CONCRETE FLAT SLAB TOP. THE THICKNESS OF THE FLAT SLAB TOP TO BE 6 INCHES, MINIMUM. ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL MEET THE REQUIREMENTS OF ASTM C-478.

4.4 EXISTING DRAINAGE SYSTEM CLEANING AND REPAIR: WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES OR SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO INSURE INTEGRITY.

4.5 ALL COMPLETED MAIN LINE STORM SEWERS (NOT LATERALS) SHALL BE INSPECTED USING COLOR CLOSED CIRCUIT TELEVISION CAMERA (CCTV) AND DOCUMENT THE INSPECTION ON A DIGITAL RECORDER. THE CONTRACTOR OR DEVELOPER SHALL PAY TO HAVE THE LINES TELEVISED. TELEVISING SHALL BE DONE WITH APPROXIMATELY ONE HALF INCH (1/2") CONTINUAL FLOW IN THE SEWER. ALL INSPECTION VIDEO SHALL BE CAPTURED IN EITHER MPEG OR WINDOWS MEDIA VIDEO (.WMV) FILE FORMAT AND SAVED TO PORTABLE HARD DRIVES FOR SUBMITTAL AND REPAIRS COMPLETED, IF NECESSARY, PRIOR TO ACCEPTANCE OF THE SEWERS BY THE CITY. THE FINAL INSPECTION VIDEOS PROVIDED SHALL BECOME THE PROPERTY OF THE CITY. ALL WORK WILL CONFORM TO CURRENT NASSCO PIPELINE ASSESSMENT CERTIFICATION PROGRAM (PACP) CODING CONVENTIONS AND ALL SOFTWARE USED BY THE CONTRACTOR WILL BE PACP COMPLIANT.

4.6 FINAL CLEARING: PRIOR TO FINAL INSPECTION AND ACCEPTANCE BY THE CITY, ALL STORM SEWER MAINS AND STRUCTURES SHALL BE CLEANED BY JETTING OR OTHER ACCEPTABLE METHODS TO REMOVE ALL CONSTRUCTION DEBRIS OR SEDIMENT. CONSTRUCTION DEBRIS AND SEDIMENT SHALL BE COLLECTED AND NOT ALLOWED TO BE TRANSPORTED TO DOWNSTREAM SEWERS OR STORMWATER FACILITIES.

4.7 POURED INVERTS: ALL INLETS, CATCH BASINS, STORM MANHOLES AND OTHER DRAINAGE STRUCTURES SHALL BE PROVIDED WITH PRECAST CONCRETE INVERTS OR SHALL HAVE POURED IN PLACE CONCRETE INVERTS CONFORMING TO THE SHAPE OF THE PIPE OR AS OTHERWISE SHOWN ON THE PLANS. POURED IN PLACE CONCRETE SHALL BE CLASS "SI" SHAPED AND TOWELED FOR A SMOOTH FINISH.

4.8 SUMP PUMP LINES: SUMP PUMP LINES SHALL BE PVC SEWER PIPE CONFORMING TO ASTM D-3034. SPECIFICATIONS TYPE, 4" SDR 26. THE MINIMUM COVER DEPTH SHALL BE 2.5' MINIMUM. ALL STUBS SHALL BE EXTENDED INTO LOT 10' MINIMUM, CAPPED, AND LOCATIONS MARKED WITH 2' X 4' POST PAINTED YELLOW. IF SUMP PUMP LINES ARE INSTALLED TO THE HOUSE PROPER CITY INSPECTIONS ARE REQUIRED.

4.9 SUMP PUMP DRAINAGE BOXES: A PRECAST CONCRETE JUNCTION BOX OF THE SIZE AND TYPE SHOWN IN "INLET TYPE A" ON THE PLANS SHALL BE INSTALLED WHERE MULTIPLE SUMP DRAINS FLOW INTO THE RCP STORM SEWER LINE AT A COMMON CONNECTION.

5. 5. SANITARY SEWER CONSTRUCTION

5.1 SEWER PIPE AND FITTINGS SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS EXCEPT AS APPROVED BY THE CITY ENGINEER:
1. BETWEEN DEPTHS OF SIX FEET (6') AND FOURTEEN FEET (14'), PVC PIPE ASTM D-3034 SDR 26 SHALL BE REQURIED. (ORD. 97-32, 6-2-1997)
2. FOR DEPTHS SHALLOWER THAN SIX FEET (6') OR DEEPER THAN FOURTEEN FEET (14') DUCTILE IRON PIPE, ASTM C151, CLASS 52 WITH PUSH ON JOINTS OR RESTRAINED JOINTS WHERE APPLICABLE. PIPE SHALL BE AS MANUFACTURED BY GRIFFIN PIPE CO., H2SEWER SAFE DUCTILE IRON OR APPROVED EQUAL. ALL DUCTILE IRON SHALL INCLUDE POLY-WRAP. ALL PIPE INSTALLED AT DEPTHS GREATER THAN FOURTEEN FEET (14') SHALL BE EVALUATED FOR THICKNESS BY CONSIDERING THE TRENCH LOAD AND INTERNAL PRESSURE SEPARATELY IN ACCORDANCE WITH ANSI/AWWA C150/A21.5. PRESSURE RATED PIPE, ASTM D-2241, SDR 21 MAY BE SUBSTITUTED FOR BURY DEPTHS FROM FOURTEEN FEET (14'), TO TWENTY FEET (20'). PRESSURE RATED PIPE, ASTM D-2241, (DR) 18, AWWA C-900, MAY BE REQUIRED OR SUBSTITUTED AT DEPTHS GREATER THAN TWENTY FEET (20'). ANY USE OF PLASTIC PIPE AT THESE DEPTHS SHALL BE WITH THE PERMISSION OF (OR REQUIRED BY) THE CITY ENGINEER. (ORD. 85-21,9-3-1985)
3. FOR PIPE TWENTY FOUR INCHES (24") AND LARGER. PIPE SHALL BE AS MANUFACTURED BY GRIFFIN PIPE CO., H2SEWER SAFE DUCTILE OR APPROVED EQUAL. ALL DUCTILE IRON SHALL INCLUDE POLY-WRAP. ALL PIPE GREATER THAN TWENTY FOUR INCHES (24") DIA. OR INSTALLED AT DEPTHS GREATER THAN FOURTEEN FEET (14') SHALL BE EVALUATED FOR THICKNESS BY CONSIDERING THE TRENCH LOAD AND INTERNAL PRESSURE SEPARATELY IN ACCORDANCE WITH ANSI/AWWA C150/A21.5. PRESSURE RATED PIPE ASTM D- 2241 OR AWWA C905, MAYBE REQUIRED (OR SUBSTITUTED) ON LARGE DIA. PIPE BY THE CITY ENGINEER.

5.2 MANHOLE FRAMES AND LIDS: THE FRAMES AND LIDS SHALL BE OF THE NON-ROCKING AND SELF-SEALING TYPE WITH RUBBER WATERTIGHT GASKET AND SHALL CONFORM TO EAST JORDAN NO 1020 OR AN APPROVED EQUAL. THE LIDS TO BE SOLID WITH CONCEALED PICK HOLE AND WITH THE WORDS "CITY OF BATAVIA" AND "SANITARY SEWER" IN THE CAST IN LID. "INFA-SHIELD", "CANUSA" OR APPROVED EQUAL, CHIMNEY SEALS SHALL BE INSTALLED ON ALL SANITARY SEWER MANHOLES.

5.3 SEWER PIPE BEDDING AND COVER: ALL SANITARY SEWER PIPE INCLUDING SERVICE LINES SHALL BE BEDDED AND CRADLED TO THE CENTERLINE OF THE PIPE IN SAND OR FINE GRAVEL. FROM THE CENTERLINE OF THE PIPE TO 12 INCHES OVER THE TOP OF THE PIPE, GRANULAR TRENCH BACKFILL MATERIAL SHALL BE HAND PLACED AND COMPACTED. ALL TO THE DETAILS SHOWN ON THE PLANS, PVC PIPE SHALL BE BEDDED AND CRADLED IN ACCORDANCE WITH ASTM D-2321 (CLASS 1) SPECIFICATIONS. ALL TRENCHES WITHIN STREETS AND FOR SANITARY SEWERS CONSTRUCTED UNDER PROPOSED PAVED AREAS SHALL BE BACKFILLED WITH CA-7 CRUSHED STONE. FLOWABLE FILL IN ACCORDANCE WITH I.D.O.T. SPECIAL PROVISION FOR CONTROLLED LOW-STRENGTH MATERIALS (CLSM) MAY BE REQUIRED UNDER CERTAIN CIRCUMSTANCES AS DIRECTED BY THE DEPT. OF PUBLIC WORKS OR THE CITY ENGINEER. CA-6 CRUSHED STONE TRENCH BACKFILL (95%) COMPACTION @ ONE FOOT INTERVALS ACCORDING TO CITY POLICY) OR OTHER SUITABLE TRENCH BACKFILL MAY BE SUBSTITUTED FOR CA-7 UNDER THE FOLLOWING CONDITIONS: 1) APPROVED BY STREET DEPARTMENT SUPERINTENDENT AND CITY ENGINEER, 2) ON-SITE INSPECTION OF TRENCH BACKFILL DURING CONSTRUCTION.

5.4 SANITARY SEWER SERVICES: SANITARY SEWER STUBS INSTALLED FOR HOUSE SERVICE CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS OR THE STANDARD SPECIFICATIONS. SEWER STUBS SHALL BE EXTENDED TO THE R.O.W. THE EXACT LOCATION SHALL BE DETERMINED IN THE FIELD, AND THE CONSTRUCTED LOCATION ACCURATELY RECORDED AND THE END MARKED WITH A 2'X4' POST PAINTED GREEN. SERVICE LINES SHALL HAVE A MINIMUM SLOPE OF 2.0%.

5.5 LEAKAGE TESTING: ALL SANITARY SEWERS SHALL BE TESTED FOR WATERTIGHTNESS BY THE AIR TESTING METHOD SPECIFIED IN THE STANDARD SPECIFICATIONS.

5.6 DEFLECTION TESTING: ALL SANITARY SEWER MAIN CONSTRUCTED OF PVC PIPE SHALL BE TESTED FOR DEFLECTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

5.7 T.V. INSPECTION: PRIOR TO ACCEPTANCE OF THE SANITARY SEWERS BY THE CITY, ALL SANITARY SEWER MAINS SHALL BE INTERNALLY INSPECTED BY TELEVISION CAMERA. THE CITY ENGINEER IS TO BE NOTIFIED PRIOR TO THE INSPECTION. VHS VIDEO TAPES OF THE T.V. INSPECTION SHALL BE RECORDED AND GIVEN TO THE CITY AND THE ENGINEER FOR THEIR RECORDS. CORRECTION OF ANY IRREGULARITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

5.8 VACUUM TESTING: VACUUM TESTING SHALL BE CARRIED OUT IMMEDIATELY AFTER ASSEMBLY AND PRIOR TO BACKFILLING. ALL LIFT HOLES SHOULD BE PLUGGED WITH AN APPROVED NON-SHRINK GROUT, OR RUBBER PLUG. NO GROUT WILL BE PLACED IN THE HORIZONTAL JOINTS BEFORE TESTING. ALL PIPES ENTERING THE MANHOLE SHALL BE PLUGGED, TAKING CARE TO SECURELY BRACE THE PLUGS FROM BEING DRAWN INTO THE MANHOLE. A VACUUM OF TEN (10) INCHES OF MERCURY SHALL BE PLACED ON THE MANHOLE AND THE TIME MEASURED FOR THE VACUUM TO DROP TO NINE (9) INCHES OF MERCURY. THE VACUUM SHALL NOT DROP BELOW NINE (9) INCHES OF MERCURY FOR THE FOLLOWING TIME PERIODS FOR EACH SIZE MANHOLE:

FORTY-EIGHT (48) INCHES DIAMETER	SIXTY (60) SECONDS
SEVENTY-TWO (72) INCHES DIAMETER	NINETY (90) SECONDS

THE VACUUM TESTER SHALL BE MANUFACTURED BY P.A. GLAZIER, INC., WORCESTER, MA. 01613, PHONE (800) 822-6488, OR OTHER TESTING EQUIPMENT MEETING THE SAME STANDARDS, IF APPROVED BY THE CITY DEPARTMENT OF PUBLIC WORKS ALL TESTING SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF P.A. GLAZIER, INC. IF TESTING FAILS THE CONTRACTOR SHALL SEAL ALL LEAKS WITH MATERIAL AND METHODS RECOMMENDED BY P.A. GLAZIER, INC. AND RE-TESTED UNTIL ACCEPTABLE. IT IS RECOMMENDED THAT THIS TESTING BE DONE BEFORE BACKFILLING SO THAT ANY LEAKS CAN BE FOUND AND FIXED EXTERNALLY. THE MANHOLE FRAME AND ADJUSTING RINGS SHALL BE IN PLACE WHEN TESTING.

5.9 MANHOLES: ALL SANITARY SEWER MANHOLES SHALL BE OF PRECAST CONCRETE CONSTRUCTION, AND SHALL HAVE RUBBER GASKETED COUPLINGS FOR ALL INLET AND OUTLET PIPES. INVERTS SHALL BE PRECAST CONCRETE CONFORMING TO THE SIZE AND SHAPE OF THE SHAPE OF THE PIPE OR POURED IN PLACE CLASS "SI" CONCRETE SHAPED AND TROWELED FOR A SMOOTH FINISH CONFORMING TO THE SIZE AND SHAPE OF THE PIPE. MINIMUM SLOPE ON BENCHES SHALL BE ONE INCH PER FOOT. SEWER DROPS ARE TO BE INSTALLED WHERE INLETS TO MANHOLE ARE GREATER THEN TWO (2) FEET ABOVE THE OUTLET INVERT.

5.10 A NON-SHEAR "MISSION" BRAND COUPLING SHALL BE USED WHEN JOINING PIPES MADE OF DISSIMILAR MATERIAL OR WHERE NO "HUB" END EXISTS. PVC TRANSITION FITTINGS SHALL BE USED WHEN JOINING PVC PIPES OF DISSIMILAR MATERIAL SPECIFICATIONS SUCH AS WITH STORM SEWER OR WATER MAIN.

6. SIDEWALK, CURB, AND APRON CONSTRUCTION

6.1 COMBINATION CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE LATEST I.D.O.T. STANDARD SPECIFICATIONS (HERETOFORE REFERRED TO AS THE STANDARD SPECIFICATIONS). THE CONCRETE CURB AND GUTTER SHALL BE TYPE B6.12 UNLESS DETAILED OTHERWISE IN THE CONSTRUCTION PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS-SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. THE CONCRETE SHALL BE CLASS SI MIX DESIGN. IT SHALL HAVE AN AIR CONTENT OF NOT LESS THAN 5% NOR MORE THAN 7% OF THE VOLUME OF THE CONCRETE. IT SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT 14 DAYS. TEST CYLINDERS SHALL BE TAKEN BY THE CONTRACTOR AND THE CERTIFIED COMPRESSION TEST RESULTS SUBMITTED TO THE CITY ENGINEER.

6.2 FOR CURB AND GUTTER CONSTRUCTED OVER UTILITY TRENCHES, TWO (2) EPOXY COATED REINFORCING BARS (NO. 5) SHALL BE PLACED IN THE CURB AND GUTTER, CENTER OVER THE TRENCH. AT EACH EXPANSION JOINT PROVIDE TWO 18" LONG NO. 6 SMOOTH BARS WITH EXPANSION CAPS AND 3/4" PREMOLDED, NON-EXTRUDING JOINT FILLER MEETING THE REQUIREMENTS OF SECTION 1051 OF THE STANDARD SPECIFICATIONS. REFER TO CITY STANDARD DETAIL NO. 7.03 AND 7.04 FOR THE REQUIRED SPACING AND INSTALLATION DETAILS OF EXPANSION JOINTS.

6.3 CONTRACTION JOINTS SHALL BE SAWED AT A MAXIMUM OF TEN FEET (OR 15') SPACING. THE CONTRACTION JOINTS SHALL BE CUT IN THE UPPER 1/3 OF CURBS AND GUTTERS WITHIN 24 HOURS OF PLACEMENT.

6.4 ALL CURB AND GUTTER SHALL BE BROOM FINISHED. FINISHED SURFACES OF ALL NEWLY CONSTRUCTED CURB AND GUTTER SHALL BE COATED WITH CURING COMPOUND ACCORDING TO THE REQUIREMENTS OF SECTION 1022 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE CITY ENGINEER. CURING COMPOUND SHALL BE APPLIED ACCORDING TO THE MANUFACTURER INSTRUCTIONS.

6.5 CURING AND PROTECTION OF ALL EXPOSED CONCRETE SURFACES SHALL BE IN ACCORDANCE WITH ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS. NO HONEYCOMBING OF THE CURB AND GUTTER WILL BE ACCEPTED.

6.6 BACKFILLING OF CURBS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ROADWAY BASE-COURSE.

6.7 SIDEWALKS SHALL BE FIVE INCHES (5") THICK MINIMUM EXCEPT THRU DRIVEWAYS, WHERE SIX INCHES (6") IS REQUIRED FOR RESIDENTIAL AND 8 INCHES (8") FOR COMMERCIAL DRIVEWAYS. THE WIDTH OF THE SIDEWALK SHALL BE A MINIMUM OF FIVE FEET (5'). THE CONCRETE SHALL BE CLASS SI MIX DESIGN. REFER TO CITY STANDARD DETAIL NO. 7.08 AND 7.09 FOR THE REQUIRED SPACING OF EXPANSION AND CONTRACTION JOINTS.PREFORMED FOAM EXPANSION JOINT FILLER SHALL MEET THE REQUIREMENTS OF SECTION 1051 OF THE STANDARD SPECIFICATIONS. ALL SIDEWALKS SHALL BE BROOM FINISHED.

6.8 ADA SIDEWALK RAMPS SHALL BE INSTALLED AT ALL SIDEWALK/STREET INTERSECTIONS AS SHOWN ON CITY OF BATAVIA SIDEWALK CURB RAMP DETAIL (STANDARD NO. 7.10) OR IN COMPLIANCE WITH THE MOST CURRENT ADA STANDARDS.

6.9 SIDEWALK SHALL NOT BE PLACED UNTIL BUILDING CONSTRUCTION HAS BEEN COMPLETED TO THE POINT THAT CONSTRUCTION TRAFFIC NEED NO LONGER CROSS THE SIDEWALK AREA, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

6.10 CONCRETE DRIVEWAY APRONS SHALL BE POURED IN A SEPARATE POUR FROM ADJACENT SIDEWALK AND CURB. MONOLITHIC POURS ARE NOT ALLOWED WITHOUT PRIOR APPROVAL OF THE CITY OF BATAVIA. NO CONCRETE SHALL BE PLACED UNTIL ALL THE FORMS HAVE BEEN INSPECTED FOR LINE, GRADE, AND SUBGRADE CONDITIONS BY THE CITY OF BATAVIA ENGINEERING INSPECTOR. REFER TO CITY STANDARD DETAIL NO. 7.16 AND 7.17 FOR DETAILED INFORMATION ON COMMERCIAL AND RESIDENTIAL DRIVEWAY APRONS.

7. PAVEMENT CONSTRUCTION

7.1 PROOF ROLL WILL BE REQUIRED WITH THE CITY ENGINEER OR THEIR DESIGNEE PRESENT AFTER PREPARATION OF THE SUBGRADE. PROOF ROLL MUST USE A FULLY LOADED SEMI UNLESS OTHERWISE APPROVED AND WEIGH TICKETS MUST BE PROVIDED.

7.2 THE PROPOSED PAVEMENT SHALL CONSIST OF THE SUB-BASE COURSE, HOT MIX ASPHALT (HMA) BINDER COURSE, AND HMA SURFACE COURSE, OF THE THICKNESS AND MATERIALS AS SPECIFIED ON THE CONSTRUCTION PLANS, PRIME COAT SHALL BE APPLIED TO THE SUB-BASE COURSE AT A RATE OF 0.25 POUNDS PER SQUARE FOOT. ALL PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION.

7.3 AFTER THE INSTALLATION OF THE SUB-BASE COURSE, ALL TRAFFIC SHALL BE KEPT OFF THE BASE UNTIL THE BINDER COURSE IS LAID. AFTER INSTALLATION OF THE BINDER COURSE (AND FOR PUBLIC IMPROVEMENTS AFTER THE BINDER COURSE HAS BEEN IN PLACE AND 80% OF DEVELOPMENT BUILT OUT), AND UPON THE COMPLETION OF INSPECTION OF SAME AND APPROVAL BY THE CITY AND DEVELOPER, THE PAVEMENT SHALL BE CLEANED, PRIMED AND THE SURFACE COURSE LAID. ALL DAMAGED AREAS IN THE BINDER BASE OR BINDER SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY AND DEVELOPER PRIOR TO LAYING THE SURFACE COURSE. THE PAVING CONTRACTOR SHALL PROVIDE WHATEVER EQUIPMENT AND MANPOWER IS NECESSARY, INCLUDING THE USE OF POWER BROOMS, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. A TACK COAT SHALL BE APPLIED TO THE BINDER AT A RATE OF 0.1 GALLONS PER SQUARE YARD.

7.4 THE BITUMINOUS CONCRETE BINDER COURSE SHALL BE IN ACCORDANCE WITH THE LATEST IDOT DISTRICT ONE HMA - MIX SELECTION TABLE. FOR ROADWAYS WITH LOWER THAN 10,000 ADT THE BINDER COURSE SHALL BE CLASS I, MIXTURE IL19.0, N50. ALL WORK AND MATERIALS SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECTION 406 OF THE I.D.O.T. STANDARD SPECIFICATIONS. THE MINIMUM THICKNESS OF THE COMPLETED BITUMINOUS BINDER COURSE, AS MEASURED AT ANY POINT ON THE PAVEMENT SURFACE, SHALL BE IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DETAILS SHOWN ON THE ENGINEERING PLANS.

7.5 FOR ROADWAYS IN NEW DEVELOPMENTS, THE BINDER COURSE SHALL BE SUBJECT TO ONE WINTER PERIOD (MINIMUM) OF TRAFFIC AFTER PLACEMENT BEFORE THE CONSTRUCTION OF THE FINAL SURFACE COURSE. PRIOR TO NOVEMBER, BITUMINOUS RAMPS SHALL BE INSTALLED AT RAISED MANHOLES, VAULT, AND INLET CASTING TO FACILITATE SNOW REMOVAL FROM THE STREETS. RAMPS SHALL BE REMOVED PRIOR TO CONSTRUCTION OF THE SURFACE COURSE. PRIOR TO THE CONSTRUCTION OF THE FINAL SURFACE COURSE, CORE BORING SHALL BE MADE, IN THE PRESENCE OF A REPRESENTATIVE OF THE CITY, THROUGH THE EXISTING BINDER COURSE AND AGGREGATE BASE COURSE. THE CORINGS SHALL BE SPACED AS DIRECTED BY THE CITY ENGINEER AND SHALL BE ALTERNATELY STAGGERED ON EACH SIDE OF THE CENTERLINE OF THE PAVEMENT. CORING SHALL BE MEASURED FOR THICKNESS AND RESULTS OF THE CORE BORINGS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL BEFORE PROCEEDING THE FINAL BITUMINOUS COURSE. ANY DEFICIENCIES IN THICKNESS OF BASE AND/OR BINDER SHALL BE CORRECTED BY AN APPROVED THICKNESS OF SURFACE COURSE OR OTHER METHOD FOUND ACCEPTABLE TO THE CITY ENGINEER. ALL CORE BORINGS SHALL BE FILLED AND COMPACTED WITH BITUMINOUS ASPHALT. THE COST OF ALL BORINGS SHALL BE AT THE DEVELOPER'S EXPENSE.

7.6 PRIOR TO CONSTRUCTION OF THE FINAL BITUMINOUS SURFACE COURSE ON PREVIOUSLY CONSTRUCTED BITUMINOUS BINDER COURSE SUBJECT TO EXTENDED TRAFFIC USE, A BITUMINOUS TACK COAT SHALL BE APPLIED TO SAID BITUMINOUS BINDER COURSE SURFACE. THE BITUMINOUS CONCRETE SURFACE COURSE SHALL BE IN ACCORDANCE WITH THE LATEST IDOT DISTRICT ONE HMA - MIX SELECTION TABLE. FOR ROADWAYS WITH LOWER THAN 10,000 ADT THE BITUMINOUS CONCRETE SURFACE COURSE SHALL BE MIX D, IL-9.5 MM N50 CONSTRUCTED ON PREVIOUSLY PLACED BITUMINOUS BINDER COURSE. THE WORK AND MATERIALS SHALL CONFORM TO APPLICABLE PROVISIONS OF SECTION 406 OF THE STANDARD I.D.O.T. SPECIFICATIONS. THE BITUMINOUS MIXTURE SHALL BE SHOWN ON THE PLANS OR SPECIFIED IN THE PROJECT SPECIFICATIONS AND APPROVED BY THE CITY ENGINEER. NO RECYCLED BITUMINOUS MATERIAL WILL BE PERMITTED IN THE FINAL BITUMINOUS SURFACE COURSE MIXTURE UNLESS APPROVED BY THE CITY ENGINEER. THE MINIMUM THICKNESS OF THE FINAL COMPLETED BITUMINOUS SURFACE COURSE, AS MEASURED AT ANY POINT ON THE PAVEMENT SURFACE, SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION DETAILS SHOWN ON THE PLANS.

7.7 THE CONTRACTOR SHALL GUARANTEE THE PAVEMENT FOR ONE YEAR AFTER FINAL ACCEPTANCE AGAINST SETTLEMENT, LOW SPOTS, AND/OR RAVELING OUT OF SURFACE. THE CONTRACTOR SHALL MAKE ANY REPAIRS NECESSARY DURING THE GUARANTEE PERIOD TO MAINTAIN THE FINISHED PAVEMENT IN SATISFACTORY CONDITION. REPAIR SHALL INCLUDE BUT NOT BE LIMITED TO REMOVING DEFECTIVE PAVEMENT AND REPLACING WITH NEW PAVEMENT AS DIRECTED BY THE CITY ENGINEER.

7.8 HMA PATCHES SHALL BE CONSTRUCTED IN ACCORDANCE TO THE SECTION 442 OF THE STANDARD SPECIFICATIONS FOR CLASS D PATCHES. FOR UTILITY TRENCH HMA PATCHES THE CONTRACTOR SHALL SAWCUT THE PAVEMENT AND PATCH AS SHOWN PER THE CITY DETAIL STANDARD NO. 7.15. SAWCUTTING SHALL BE TO FULL DEPTH OF THE MATERIAL BEING REMOVED.

7.9 PAVEMENT MARKINGS SHALL BE THERMOPLASTIC TYPE AND MEETING THE REQUIREMENTS OF ARTICLE 1095.01 OF THE STANDARD SPECIFICATIONS. MARKINGS SHALL BE APPLIED ONLY WHEN THE PAVEMENT TEMPERATURE IS 55 F DEG. OR ABOVE AND NO LATER THAN NOVEMBER 1 OR EARLIER THAN APRIL 15. BEFORE APPLYING THE MARKING MATERIAL, THE PAVEMENT SHALL BE CLEANED ACCORDING TO THE MANUFACTURER, DRY, AND FREE OF DEBRIS. APPLICATION SHALL BE IN ACCORDANCE TO SECTION 780 OF THE STANDARD SPECIFICATIONS.

8. WATER MAIN CONSTRUCTION

8.1 PIPE MATERIAL: ALL WATER MAIN PIPE SHALL BE DUCTILE IRON PIPE, CLASS 52 MINIMUM OR AS SHOWN ON THE PLANS AND SHALL BE CEMENT LINED IN ACCORDANCE WITH AWWA C104. JOINTS SHALL BE PUSH-TYPE UNLESS OTHERWISE SHOWN ON THE PLANS. NO ALTERNATE PIPE MATERIAL, SUCH AS PVC PLASTIC, ETC., SHALL BE CONSIDERED ACCEPTABLE WITHOUT THE WRITTEN CONSENT OF THE CITY ENGINEER, AND ALL PUBLIC BODIES HAVING JURISDICTION. UPON REQUEST, THE CONTRACTOR SHALL PROVIDE THE CITY AND ENGINEER WITH SUPPLIERS' PRODUCT TEST REPORTS, CATALOG INFORMATION, ALTERNATE BIDS OR ANY OTHER INFORMATION THAT THE CITY AND ENGINEER MAY FIND NECESSARY IN CONSIDERING THE ALTERNATE MATERIAL. THE ACCEPTANCE OF THE PROPOSED ALTERNATE WILL IN NO WAY BE WARRANTIED BY THESE SUBMITTALS.

8.2 PIPE FITTINGS: ALL WATER MAIN FITTINGS FOR UNDERGROUND CONSTRUCTION APPLICATIONS SHALL BE DUCTILE IRON PIPE FITTINGS, WITH MECHANICAL JOINTS. FITTINGS AND SPECIALS SHALL BE EITHER CAST IRON OR DUCTILE IRON AND SHALL CONFORM TO AWWA C-153. JOINTS SHALL BE MECHANICAL JOINT IN ACCORDANCE WITH ANSI A21.11 (AWWA C-111 AND AWWA C-600). FITTINGS AND SPECIALS SHALL BE BITUMINOUS (SEAL) COATED ON THE EXTERIOR AND CEMENT-MORTAR LINED ON THE INTERIOR IN ACCORDANCE WITH AWWA C-104. FITTINGS AND SPECIALS SHALL BE FURNISHED AND INSTALLED WITH ACCESSORIES NECESSARY FOR A COMPLETE AND OPERATING INSTALLATION. MEGA-LUG RETAINER GLANDS AND CONCRETE THRUST BLOCKS SHALL BE USED ON ALL OFFSET FITTINGS. REFER TO THE CITY STANDARD NO. 6.10 FOR THRUST BLOCK DETAILS.

8.3 VALVE VAULT FRAMES AND LIDS: FRAMES AND LIDS FOR VALVE VAULTS SHALL CONFORM TO EAST JORDAN CASTING NO. 1020 OR APPROVED EQUAL. THE WORDS "CITY OF BATAVIA" AND "WATER" SHALL BE CAST INTO THE LIDS. REFER TO THE CITY DETAIL STANDARD NO. 6.01 FOR DETAILED INFORMATION ON VALVES AND DETAIL 6.04 FOR DETAILED INFORMATION ON LIDS

8.4 FIRE HYDRANT ASSEMBLY: FIRE HYDRANTS SHALL HAVE A 6-INCH DIAMETER BARREL AND SHALL BE CLOW MEDALLION OR APPROVED EQUAL.THE FIRE HYDRANT ASSEMBLY SHALL CONSIST OF: MAIN LINE TEE, CONNECTING 6-INCH PIPE 6-INCH AUXILIARY GATE VALVE WITH CAST IRON BOX, CONNECTING RODS, AND HYDRANT WITH BREAKAWAY FLANGE AND BRONZE TO BRONZE SEATING, AND ALL OTHER WORK AND MATERIALS FOR A COMPLETED INSTALLATION. ALL BELOW GROUND LEVEL NUTS BOLTS ARE TO BE STAINLESS STEEL. ALL HYDRANTS SHALL BE FACTORY PAINTED MATCHING THE CITY OF BATAVIA COLOR. HYDRANTS SHALL HAVE HYDRANT LOCATORS PER DETAIL. REFER TO THE CITY DETAIL STANDARD NO. 6.03 FOR DETAILED INFORMATION ON THE FIRE HYDRANT ASSEMBLY.

8.5 MINIMUM COVER: ALL WATER MAINS SHALL HAVE A MINIMUM COVER OF 5.5 FEET AND A MAXIMUM OF 10' (UNLESS APPROVED BY THE CITY ENGINEER) MEASURED FROM PROPOSED FINISHED GROUND LINE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN THIS MINIMUM DEPTH OF COVER.

8.6 GATE VALVES: THE CONTRACTOR SHALL FURNISH AND INSTALL RESILIENT WEDGE GATE VALVES CONFORMING TO (AWWA C-515) AND SHALL BE MUELLER WATEROUS, CLOW OR APPROVED EQUAL. VALVES TO BE INSTALLED IN A VALVE VAULT AS SHOWN ON THE PLANS. ALL NUTS AND BOLTS ON VALVE ARE TO BE STAINLESS STEEL. MEG-A-LUGS SHALL BE USED, INTERIOR OF VALVE SHALL BE COATED WITH A RESINOUS OR POLYMERIC COATING CONFORMING TO AWWA C-550. REFER TO THE CITY DETAIL STANDARD NO. 6.01 FOR DETAILED INFORMATION ON VALVES.

8.7 THRUST RESTRAINT: REINFORCED CONCRETE BLOCKS AND "MEGA-LUG" JOINT RESTRAINTS SHALL BE USED FOR THRUST RESTAINT ON ALL FITTINGS. USE OF PRECAST THRUST BLOCKS SHALL BE LIMITED TO FIRE HYDRANT INSTALLATIONS (AS NOTED ON THE TYPICAL HYDRANT DETAIL DRAWING) AND FOR PIPE DIAMETERS SMALLER THAN 12-INCH. AS NOTED ON THE TYPICAL DETAIL DRAWINGS. REFER TO THE CITY DETAIL STANDARDS NO. 6.09 AND 6.10 FOR DETAILED INFORMATION ON THRUST BLOCKS AND RESTRAINED JOINTS.

8.8 POLYETHYLENE ENCASEMENT TUBING: THE CONTRACTOR SHALL FURNISH AND INSTALL POLYETHYLENE ENCASEMENT TUBING FOR ALL DUCTILE IRON PIPE. POLYETHYLENE ENCASEMENT TUBING SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH ANSI A21.5 (AWWA C-105), SHALL BE CLASS "C" POLYETHYLENE MATERIAL, AND SHALL BE INSTALLED EITHER BY "METHOD A" OR "METHOD B" AS LISTED IN ANSI A21.5. THE POLYETHYLENE ENCASEMENT TUBING SHALL BE BLUE IN COLOR UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
SECURE THE TUBING ALONG THE LENGTH OF THE WATERMAIN AT LEAST EVERY 3 FT ALONG THE PIPE BARREL AND AT JOINTS AS NOTED. NOTE THAT WHEN LIFTING POLYETHYLENE ENCASED PIPE WITH A BACKHOE, USE A FABRIC-TYPE "SLING" OR PADDED CABLE TO PROTECT THE POLYETHYLENE. CAREFUL ATTENTION SHALL BE TAKEN WHEN MOUNTING TAPPING MACHINES TO PROTECT THE TUBING FOR SERVICE CONNECTIONS. FOLLOW THE RECOMMENDED GUIDELINES FOR SERVICE TAPS IN THE ANSI STANDARD.

8.9 SERVICE PIPE AND FITTINGS: WATER SERVICE PIPE INSTALLED FOR HOUSE SERVICES SHALL BE MINIMUM 1-INCH DIAMETER COPPER PIPE, TYPE "K" CONFORMING TO LATEST REQUIREMENTS OF THE ILLINOIS PLUMBING CODE. FITTINGS SHALL BE BRONZE AND OF THE COMPRESSION TYPE. COPPER PIPE SHALL BE ONE PIECE FROM THE TAP TO THE CURB BOX.

8.10 CORPORATION AND CURB STOPS: WATER SERVICE STOPS SHALL BE OF BRASS, AND OF THE TYPE THAT IS STANDARD WITH THE CITY DETAIL 6.02 ALL CORP AND CURB STOPS SHALL BE STAMPED WITH "NL".

8.11 TAPPING VALVE AND SLEEVE: TAPPING VALVES AND SLEEVES SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE SIZE SHOWN ON THE PLANS. TAPPING VALVES SHALL CONFORM TO AWWA SPECIFICATION C-515, RESILIENT WEDGE GATE VALVES. TAPPING VALVES AND SLEEVES SHALL BE INSTALLED IN PRECAST CONCRETE VAULTS OF THE SIZE AND TYPE SHOWN ON THE PLAN. ALL TAPPING TEES SHALL BE STAINLESS STEEL. REFER TO THE CITY DETAIL STANDARD NO. 6.07 FOR DETAILED INFORMATION ON PRESSURE CONNECTIONS.

8.12 SHOP DRAWINGS SHALL BE SUBMITTED FOR ALL WATERMAIN AND APPURTENANCES TO BE PROVIDED AND APPROVED BY THE CITY ENGINEER OR THEIR REPRESENTATIVE PRIOR TO DELIVERY OF MATERIALS TO THE CONSTRUCTION SITE. SUBMITTALS WILL INCLUDE CATALOGUE DATA, WEIGHTS, ASSEMBLY DRAWINGS, COATINGS INFORMATION, AFFIDAVITS OF COMPLIANCE, AND RECORDS OF THE TESTING REQUIREMENTS AS SET FORTH IN THE APPLICABLE AWWA STANDARD FOR THE MATERIAL BEING PROVIDED.

8.13 LEAKAGE TESTING AND DISINFECTING: ALL WATER MAINS SHALL BE TESTED FOR LEAKAGE UNDER PRESSURE AND BE DISINFECTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND TO THE SATISFACTION OF THE CITY OF BATAVIA WATER DEPARTMENT. A CITY REPRESENTATIVE SHALL BE PRESENT DURING TESTING.

9. RESTORATION AND LANDSCAPING

9.1 ALL EXCAVATED MATERIALS FOR CURBS OR WALKS IS TO BE REMOVED FROM SITE. THIS SPOIL MAY NOT TO BE USED AS BACKFILL.

9.2 CUT EDGE OF EXCAVATION AWAY TO ALLOW FOR PROPER COMPACTION.

9.3 BACKFILL ALL OVER-DUG OR EXCAVATED AREAS WITH PULVERIZED TOPSOIL, EITHER MANUALLY OR MECHANICALLY. (SOURCE TO BE APPROVED BY CITY ENGINEER OR ENGINEER'S REPRESENTATIVE)

9.4 COMPACT PULVERIZED TOPSOIL IN 4" TO 6" LIFTS TO MINIMIZE SETTLEMENT UNLESS OTHERWISE NOTED BY THE ENGINEER.

9.5 MANUALLY FEATHER PULVERIZED TOPSOIL INTO EXISTING GRADES OR NO GREATER THAN 4:1, APPROXIMATELY 2' TO 4' FEET IN FRONT OF AND BEHIND NEW CURBS, WALKS OR BOTH SIDE OF EXCAVATION FOR PUBLIC IMPROVEMENTS OR AS DIRECTED BY CITY ENGINEER OR THEIR DESIGNEE IN ORDER TO CREATE A SMOOTH, CONSISTENT AND MAINTAINABLE SURFACE. (NOTE: ON LARGER PROJECTS THIS MAY BE DONE MECHANICALLY. IN ALL CASES WHERE WORK IS ADJACENT TO EXISTING TURF, FINISH WORK MUST BE MANUALLY RAKED.)

9.6 SEED BLENDS (PLEASE PROVIDE TAG FROM BAG TO CITY REPRESENTATIVE):
A) LOW SALT IMPACT AREAS:
50% EQUAL QUANTITIES OF 2 VARIETIES OF IMPROVED KENTUCKY BLUE GRASS (98/85)
50% EQUAL QUANTITIES OF 2 VARIETIES OF TURF TYPE PERENNIAL RYE GRASS (98/90)
B) HIGH SALT IMPACT AREAS (I.E. RIGHT OF WAY / PARKWAY):
USE CLASS 1A SALT TOLERANT "I.D.O.T." BLEND WITH 1/2 RATE OF LOW SALT IMPACT AREA BLEND

9.7 SEED TO BE INSTALLED AT THE RATE LISTED IN SECTION 250 OF THE IDOT SPEC BOOK. EITHER MECHANICALLY OR MANUALLY. SEED TO BE RAKED IN OR LIGHTLY COVERED IN A METHOD APPROVED BY CITY ENGINEER OR ENGINEER'S DESIGNEE FROM APRIL 1 TO JUNE 15 AND AUGUST 1 TO NOVEMBER 1

9.8 WITHIN 24 HRS. SEEDED AREAS TO BE COVERED PER THE IDOT SPEC 251 UNLESS THE SLOPE IS GREATER THAN 3:1, WHICH IT MUST BE COVERED THE SAME DAY. BLANKET TO USE BIODEGRADEABLE STAPLES. THE LONGEVITY OF THE EROSION CONTROL BLANKET PRODUCT SELECTED SHALL TAKE INTO CONSIDERATION THE SITE CONDITIONS AND REQUIRED DEGREE OF STABILIZATION. FOR RESIDENTIAL PARKWAY AREAS OR AS DIRECTED BY THE CITY ENGINEER, EROSION CONTROL BLANKET SHALL BE "ULTRA-SHORT TERM" SUCH THAT BLANKET AND NETTING WILL DECOMPOSE WITHIN 3 MONTHS.

9.9 IMMEDIATELY UPON COMPLETION OF STRAW PLACEMENT A LIGHT COVERING OF ADHESIVE TREATED HYDROMULCH TO BE INSTALLED TO HOLD STRAW IN PLACE.

9.10 ALL MATERIALS, WORK METHOD, EQUIPMENT AND SCHEDULING OF WORK TO BE APPROVED BY CITY ENGINEER OR THEIR DESIGNEE PRIOR TO COMMENCEMENT OF LANDSCAPE RESTORATION WORK.

10. EROSION AND SEDIMENT CONTROL CONSTRUCTION

10.1 UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE LATEST EDITION OF THE ILLINOIS URBAN MANUAL.

10.2 THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

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

10.4 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 TO THE OWNER FOR REVIEW BY THE KDSWCD.

10.5 THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

10.6 DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.

10.7 IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS OF IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

10.8 ALL AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE MUST BE INSPECTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS OR ONCE EVERY 14 CALANDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.25 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

10.9 IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION. IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 14TH DAY AFTER WORK HAS CEASED.

10.10 THE DEVELOPER IS RESPONSIBLE FOR SUPPLYING THE CITY OF BATAVIA WITH WEEKLY SOIL EROSION REPORTS.

10.11 DUST CONTROL: PROVISIONS SHALL BE MADE TO HAVE THE PUBLIC STREETS SWEPT WITH A MECHANICAL SWEEPER ON A WEEKLY BASIS, UNLESS REQUIRED DAILY BY THE CITY ENGINEER OR THEIR DESIGNEE. IN ADDITION, THE SITE DUST SHALL BE KEPT TO A MINIMUM BY SPRAYING THE SITE DOWN DAILY WITH WATER TO BE PROVIDED BY THE CONTRACTOR. A METER FOR THE WATER MUST BE OBTAINED FROM THE WATER DIVISION AT PUBLIC WORKS.

BATAVIA WATERMAIN WORK ONLY

CITY OF BATAVIA (Since 1833, CITY OF ENERGY)

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

STANDARD SPECIFICATIONS

SHEET:	1 OF 1		
DATE:	01/01/2019		
DATE:	11/05/2019	DATE:	REV-DATE
DATE:	07/13/2020	DATE:	REV-DATE
DATE:	REV-DATE	DATE:	REV-DATE

PINNACLE ENGINEERING GROUP
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING &
KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

No.	Description	Date
1	PER CITY & KDOT COMMENTS	3/18/2025
2	PER CITY COMMENTS	4/2/2025
3	PER KDOT COMMENTS	4/17/2025
4	PER IEPA COMMENTS	4/30/2025
5	PER KDOT COMMENTS	5/13/2025

CONSTRUCTION STANDARDS

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE

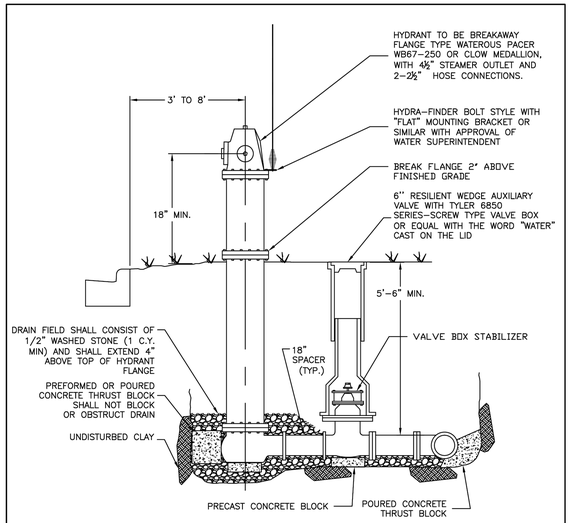
SHEET C-89 OF C-90

© COPYRIGHT 2025

CONSTRUCTION STANDARDS

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ
5/27/2025 12:47 PM – z:\Projects\2018\1454.00-il\312 – engineering\FINAL\SHEETSET\PHASE I\CONSTRUCTION STANDARDS - BATAVIA.dwg

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



NOTE:

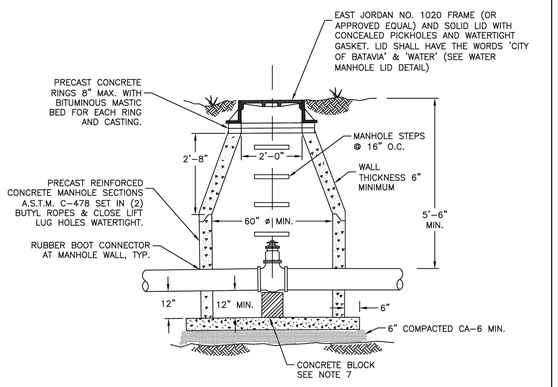
1. HYDRANT, VALVE AND TEE SHALL BE SECURELY TIED TOGETHER WITH MEG–A–LUGS AND EITHER PRECAST OR PREFORMED CONCRETE THRUST BLOCKS.
2. ALL NUTS AND BOLTS ON HYDRANTS AND VALVES ARE TO BE STAINLESS STEEL.
3. HYDRANT AND VALVE ARE TO BE SET PLUMB AT THE ELEVATION SHOWN ON PLANS.
4. HYDRANT SHALL BE FACTORY PAINTED MATCHING THE CITY STANDARD FOR COLOR, COMMONLY KNOWN AS "PARROT GREEN", AND SHALL HAVE "HYDRAFINDER STANDARD" HYDRANT LOCATOR.

NOT TO SCALE

CITY OF BATAVIA
CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT
SHEET: 1 OF 1
DATE: 2/15/2024

FIRE HYDRANT ASSEMBLY

STANDARD NO. 6.03



NOTES:

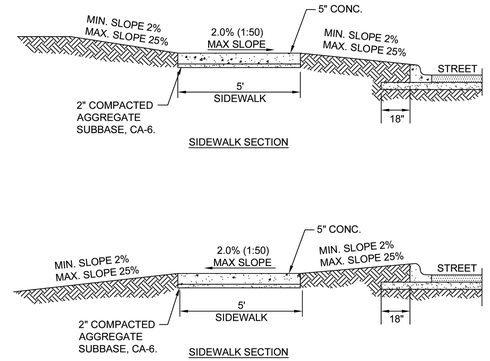
1. VALVE VAULT OPENING SHALL BE CENTERED OVER VALVE & CASTING TO BE SET AT FINISH GRADE AS SHOWN ON PLANS.
2. PRECAST CONCRETE VAULT SHALL HAVE AN INSIDE DIAMETER OF 60" (MINIMUM) FOR 8" DIA. WATER MAIN AND LARGER.
3. VALVES SHALL BE RESILIENT WEDGE GATE VALVES CONFORMING TO AWWA C–515 AND SHALL BE CLOW OR APPROVED EQUAL.
4. ALL NUTS AND BOLTS ON VALVE ARE TO BE STAINLESS STEEL.
5. MEG–A–LUGS SHALL BE USED.
6. RUBBER BOOT CONNECTOR ASSEMBLY SHALL MEET ASTM C923 REQUIREMENTS.
7. PROVIDE A ½" LAYER OF PREFORMED JOINT FILLER BETWEEN PEDESTAL AND VALVE.
8. THE OPERATING NUT SHALL BE LOCATED DIRECTLY BELOW THE VALVE VAULT LID. ALL VALVES SHALL BE "KEYABLE" AS DETERMINED BY THE CITY OF BATAVIA WATER DEPARTMENT.

NOT TO SCALE

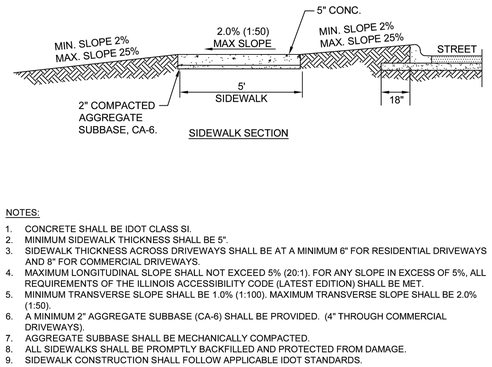
CITY OF BATAVIA
CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT
SHEET: 1 OF 1
DATE: 7/10/20

WATER VALVE VAULT

STANDARD NO. 6.01



SIDEWALK SECTION



SIDEWALK SECTION

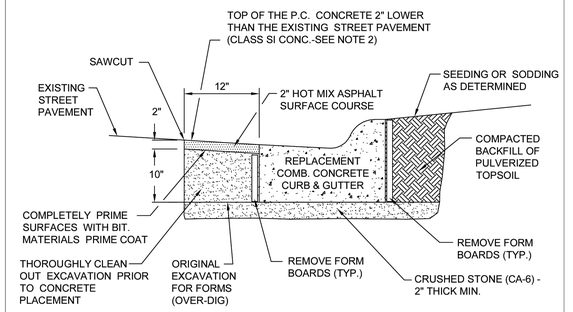
NOTES:

1. CONCRETE SHALL BE IDOT CLASS SI.
2. MINIMUM SIDEWALK THICKNESS SHALL BE 5".
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 BATAVIA
CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT
SHEET: 1 OF 1
DATE: 1/1/16

SIDEWALK

STANDARD NO. 7.08



NOTES:

1. THE COMPLETE REPAIR OF PAVEMENTS ADJACENT TO THE REPLACEMENT CONCRETE CURB AND GUTTER IS INCLUDED IN THE COST OF THE NEW CURB AND GUTTER.
2. CLASS SI CONCRETE SHALL BE POURED SEPARATELY FROM THE CURB ONCE THE FORM BOARDS HAVE BEEN REMOVED.

CITY OF BATAVIA
CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT
SHEET: 1 OF 1
DATE: 1/1/16

CURB REPLACEMENT

STANDARD NO. 7.07

www.pinnacle-engr.com

BATAVIA WATERMAIN WORK ONLY

DRAFTED: AJS DESIGNED: AJS REVIEWED: BDJ 5/27/2025 12:47 PM z:\Projects\2018\1454.00-1\312 - engineering\FINAL\SHEETSET\PHASE 1\CONSTRUCTION STANDARDS-BATAVIA.dwg

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025			
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

CONSTRUCTION STANDARDS-BATAVIA

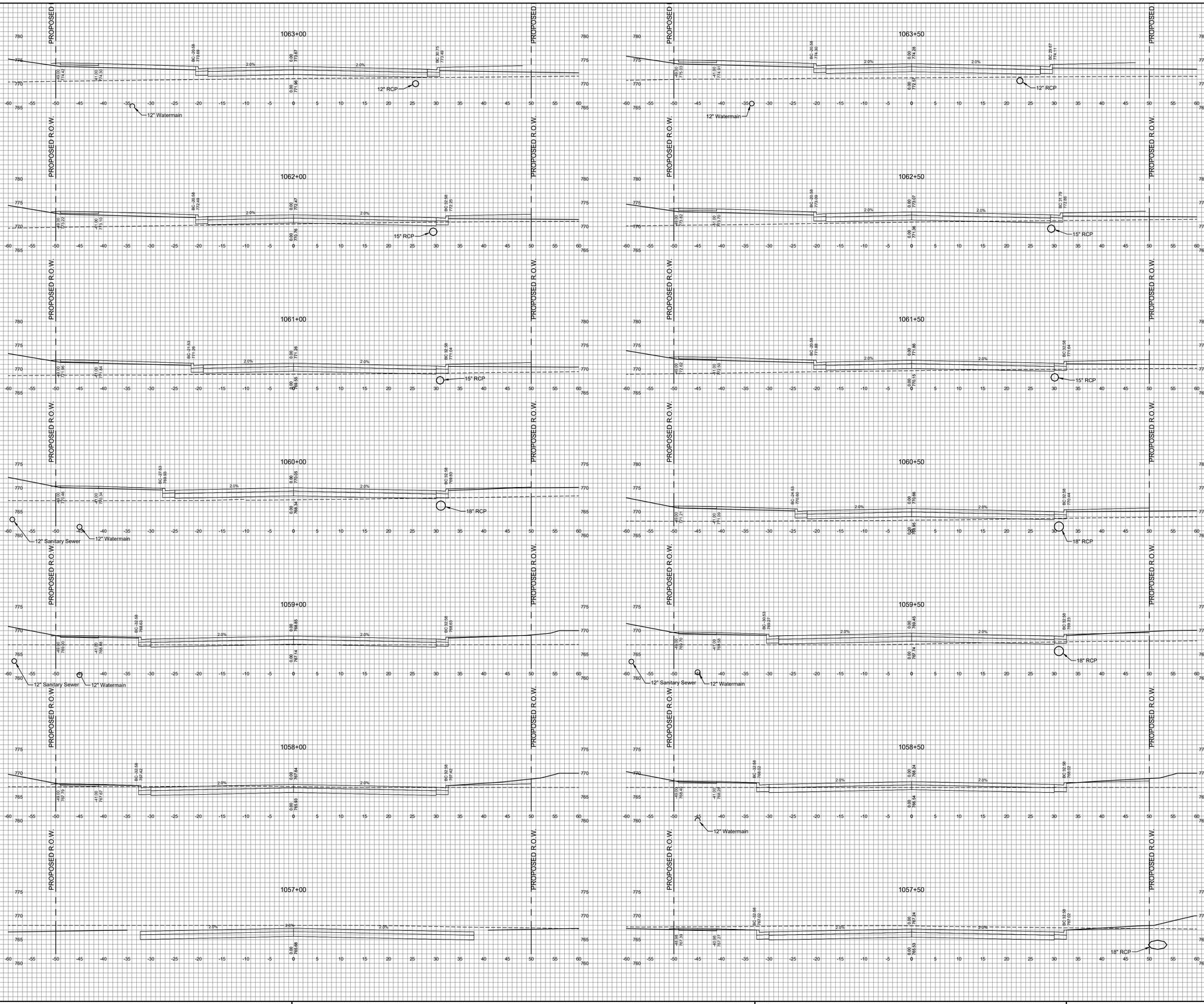
PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE

SHEET C-90 OF C-90

© COPYRIGHT 2025

CONSTRUCTION STANDARDS-BATAVIA

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



www.pinnacle-engr.com

MASS GRADING & - XS-1 KAUTZ ROAD CROSS SECTIONS STA. 1057+00 - 1063+50

REVIEWED:
DESIGNED:
DRAFTED:
A.S.

SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

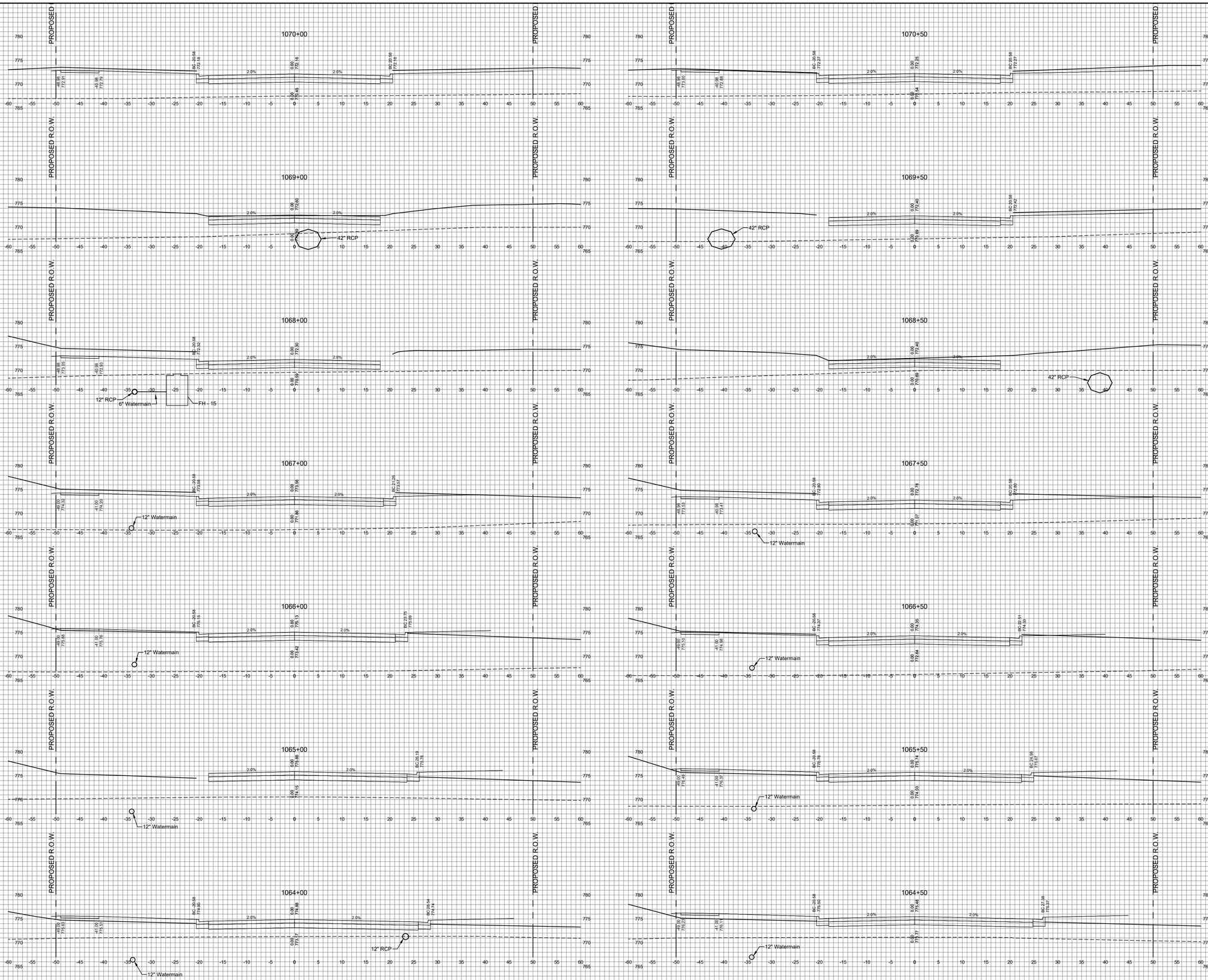
XS-1 KAUTZ ROAD CROSS SECTIONS STA. 1057+00 - 1063+50

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE N.T.S.

SHEET XS-1 OF XS-12

COPYRIGHT 2018

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

REVIEWED:
DESIGNED:
DRAFTED:
A.S

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-2 KAUTZ ROAD CROSS SECTIONS STA. 1064+00 - 1070+50

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE N.T.S.

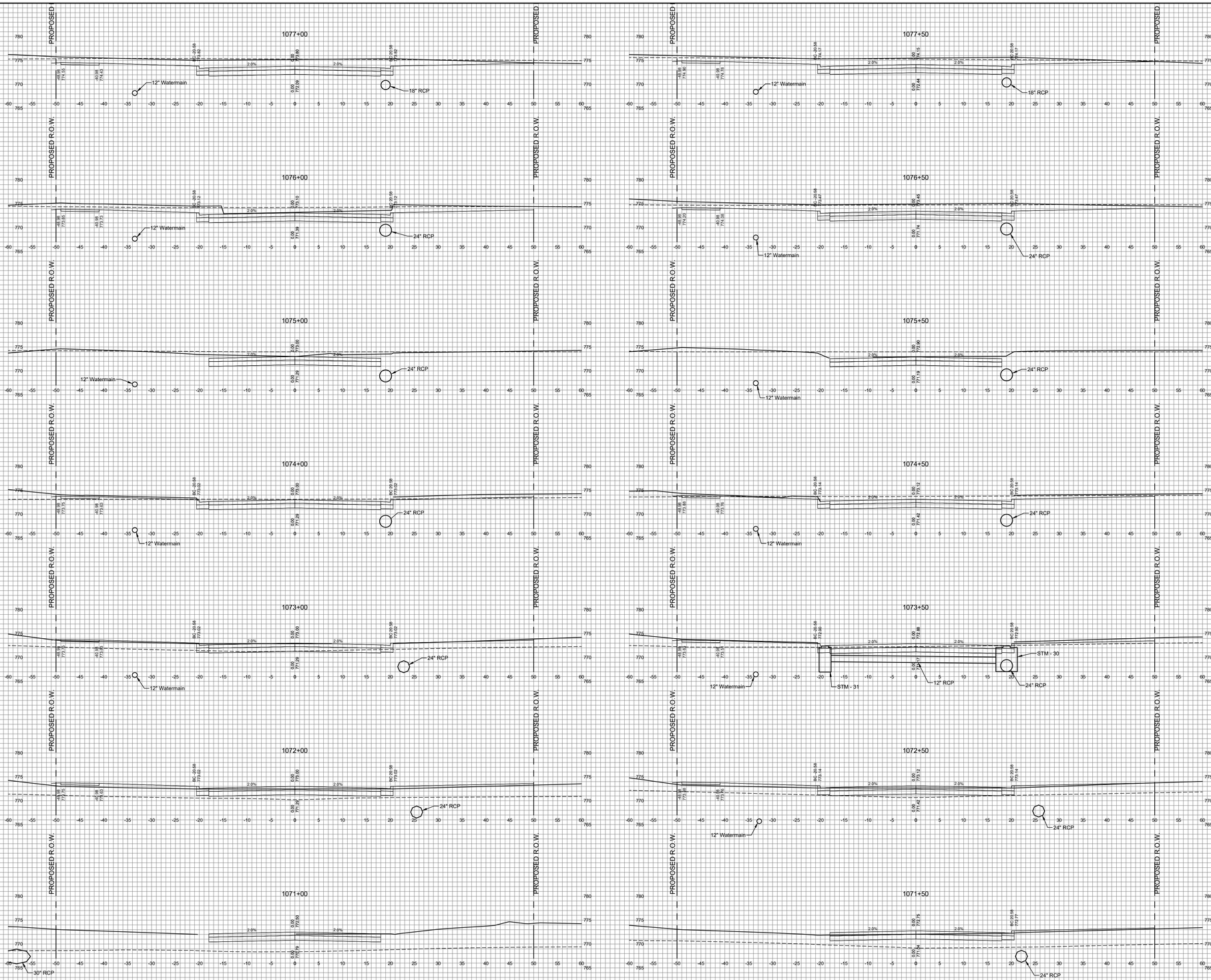
SHEET XS-2 OF XS-12

COPYRIGHT 2018

MASS GRADING & - XS-2 KAUTZ ROAD CROSS SECTIONS STA. 1064+00 - 1070+50

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



REVIEWED:
DESIGNED:
DRAFTING:
A.S.

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-3 KAUTZ ROAD CROSS SECTIONS STA. 1071+00 - 1077+50

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE N.T.S.

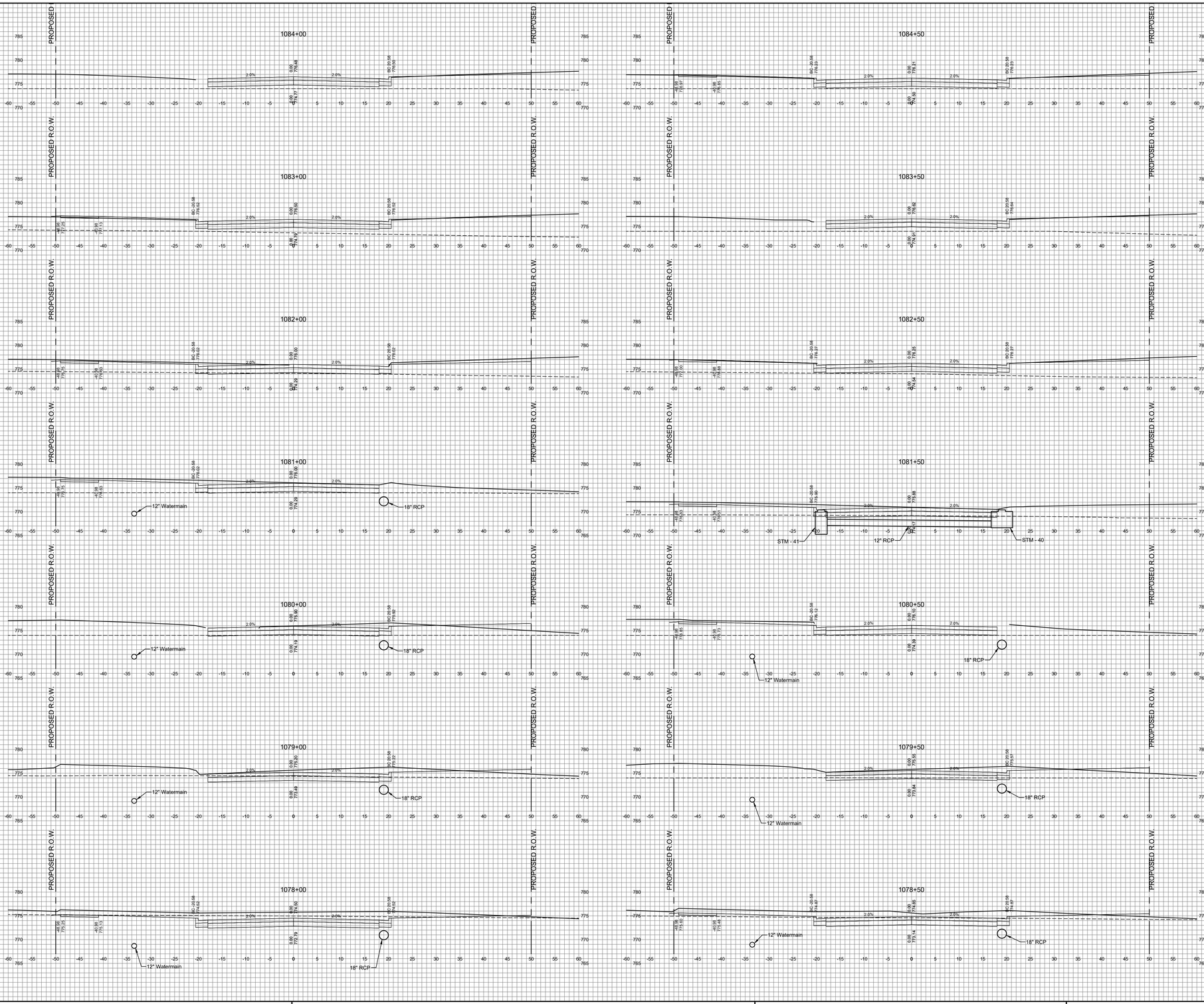
SHEET XS-3 OF XS-12

COPYRIGHT 2018

MASS GRADING & - XS-3 KAUTZ ROAD CROSS SECTIONS STA. 1071+00 - 1077+50

www.pinnacle-engr.com

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

www.pinnacle-engr.com

MASS GRADING & KAUTZ ROAD CROSS SECTIONS STA. 1078+00 - 1084+50

REVIEWED:
DESIGNED:
DRAFTING:
A.S.

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

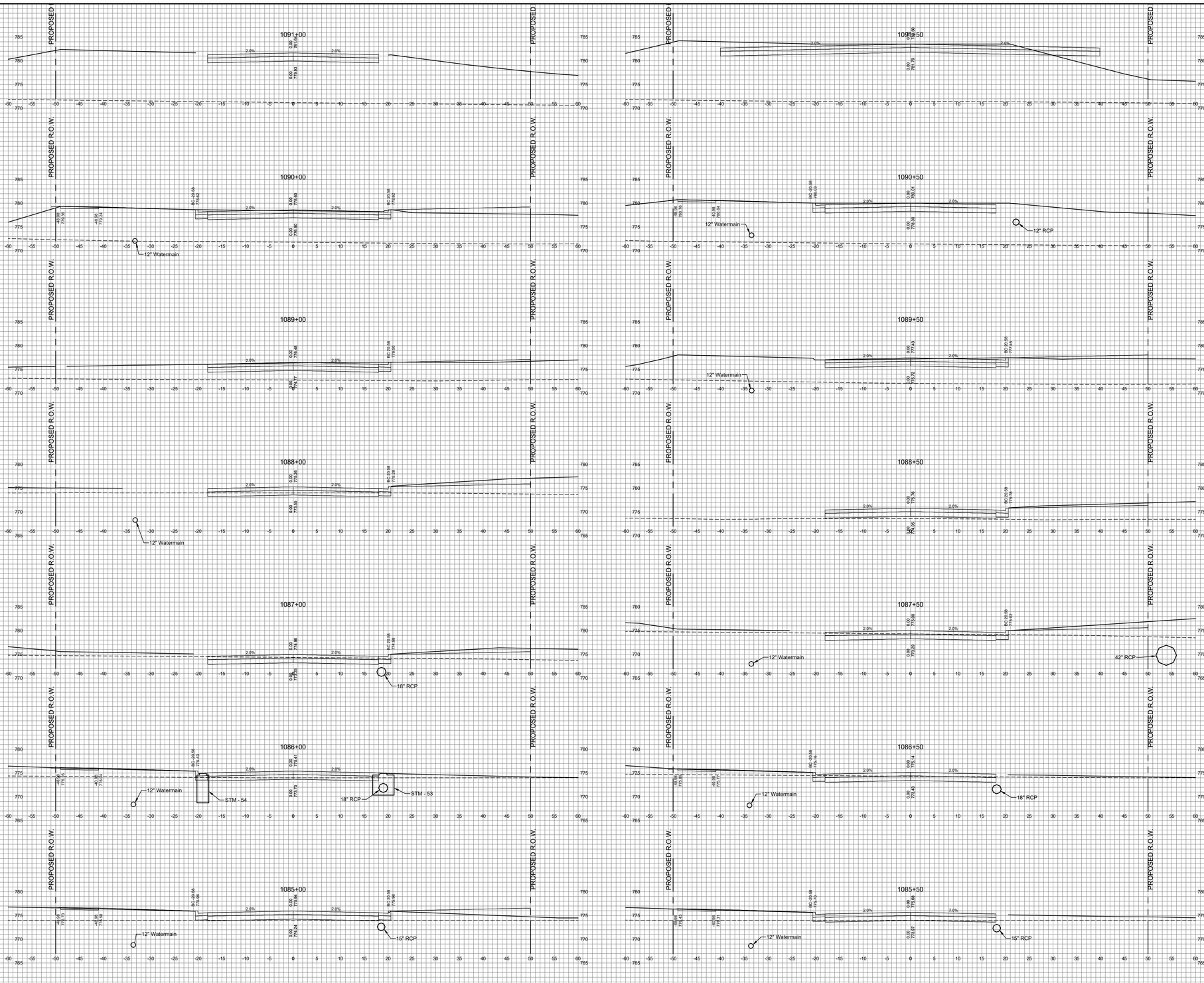
XS-4 KAUTZ ROAD CROSS SECTIONS STA. 1078+00 - 1084+50

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE N.T.S.

SHEET XS-4 OF XS-12

COPYRIGHT 2018

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



www.pinnacle-engr.com

REVIEWED:
DESIGNED:
DRAFTED:
A.S

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION

GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-5 KAUTZ ROAD CROSS SECTIONS STA. 1085+00 - 1091+50

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE N.T.S.

SHEET XS-5 OF XS-12

SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

COPYRIGHT 2018

MASS GRADING & - XS-5 KAUTZ ROAD CROSS SECTIONS STA. 1085+00 - 1091+50

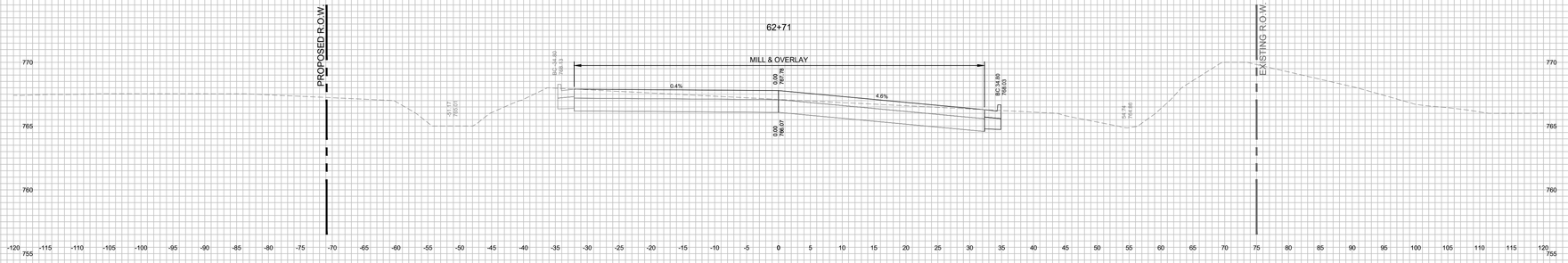
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

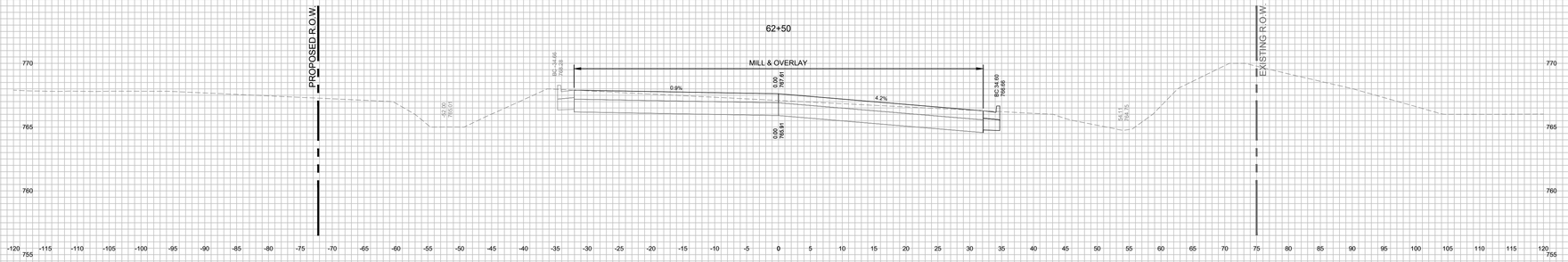
5/27/2025 12:48 PM — J:\Projects\2018\1454.00-a\12 — engineering\FINAL\SHEETS\PHASE I\XS-ROADWAY CROSS SECTIONS (Portrait).dwg

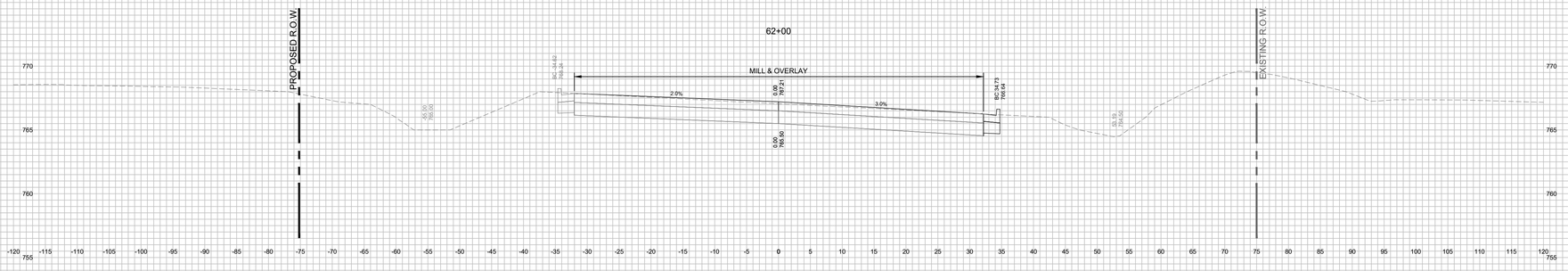
DESIGNED:

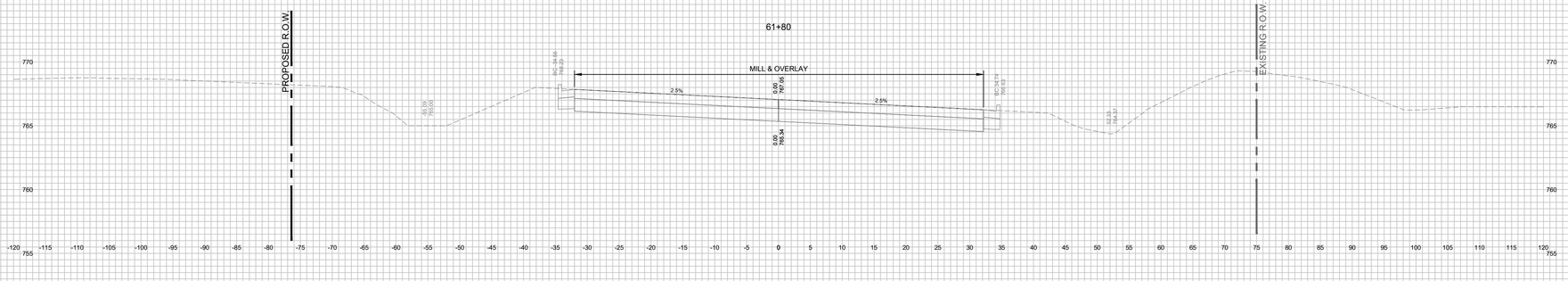
DRAFTING:

AJS









SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-6 FABYAN PARKWAY CROSS SECTIONS STA. 61+80 - 62+71

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET XS-6 OF XS-12

© COPYRIGHT 2018

MASS GRADING & - XS-6 FABYAN PARKWAY CROSS SECTIONS STA. 61+80 - 62+71

www.pinnacle-engr.com

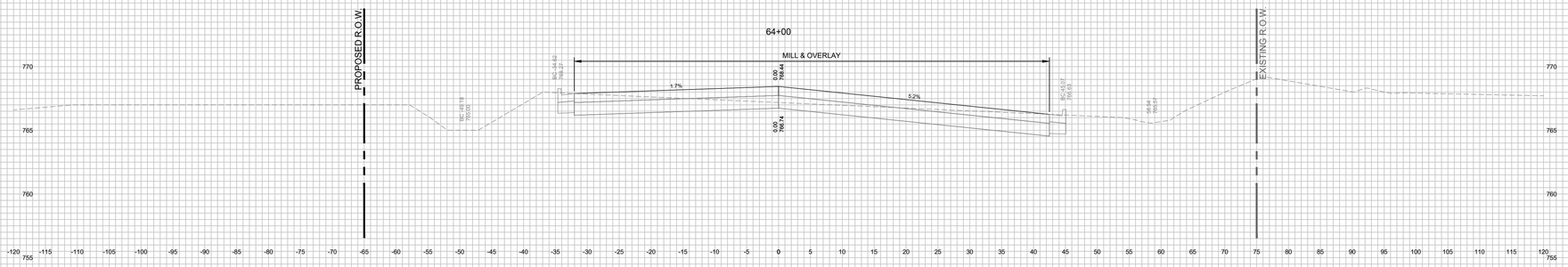
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

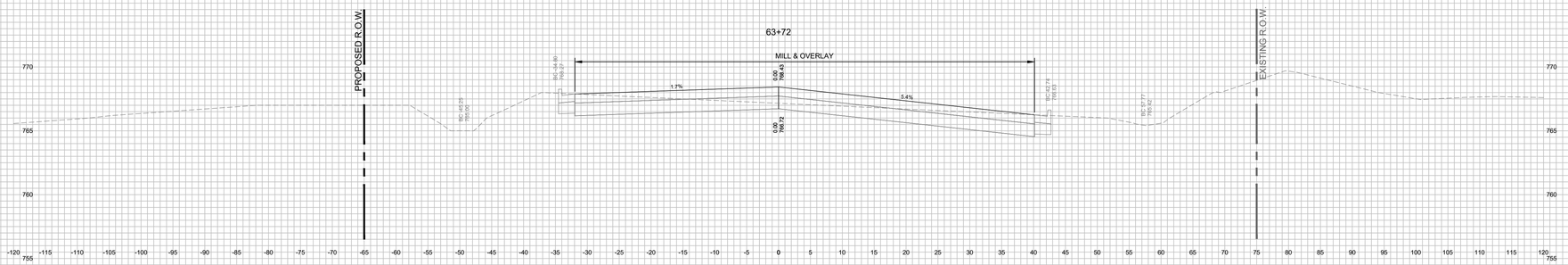
5/27/2025 12:48 PM — J:\Projects\2018\1454.00--a\12 — engineering\FINAL\SHEETSET\PHASE I\XS-ROADWAY CROSS SECTIONS (Vertical).dwg

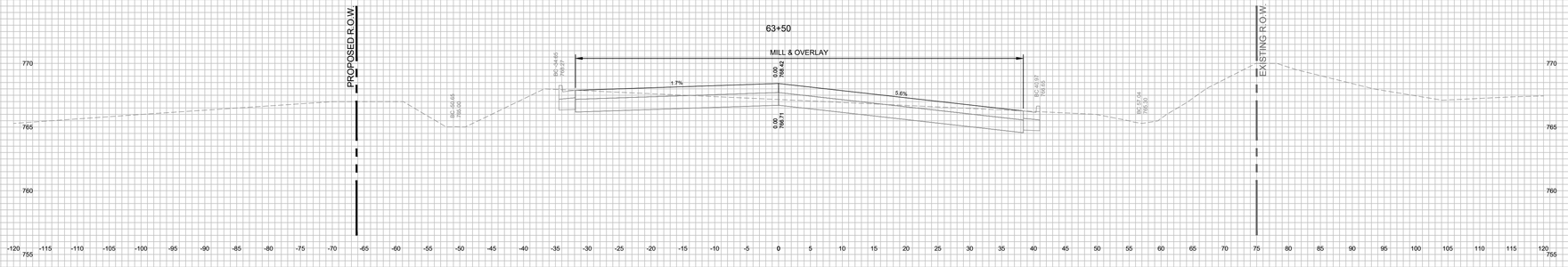
DESIGNED:

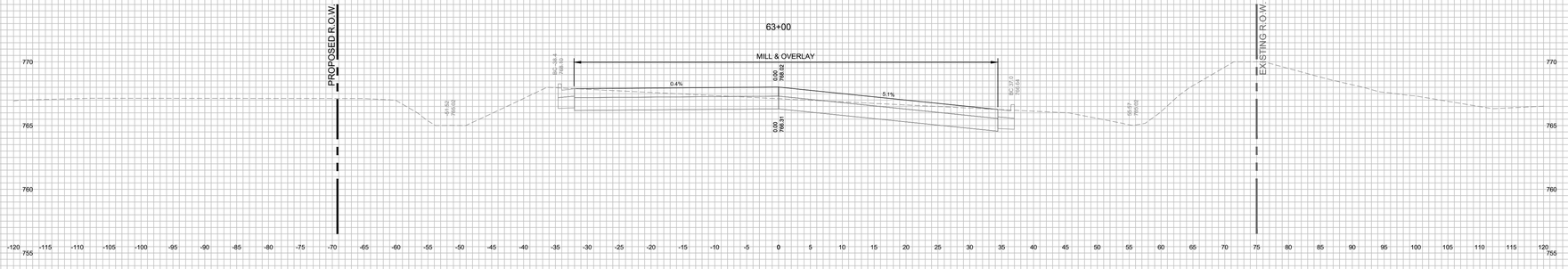
DRAFTING:

AJS









SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-7 FABYAN PARKWAY CROSS SECTIONS STA. 63+00 - 64+00

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET XS-7 OF XS-12

© COPYRIGHT 2018

www.pinnacle-engr.com

MASS GRADING & - XS-7 FABYAN PARKWAY CROSS SECTIONS STA. 63+00 - 64+00

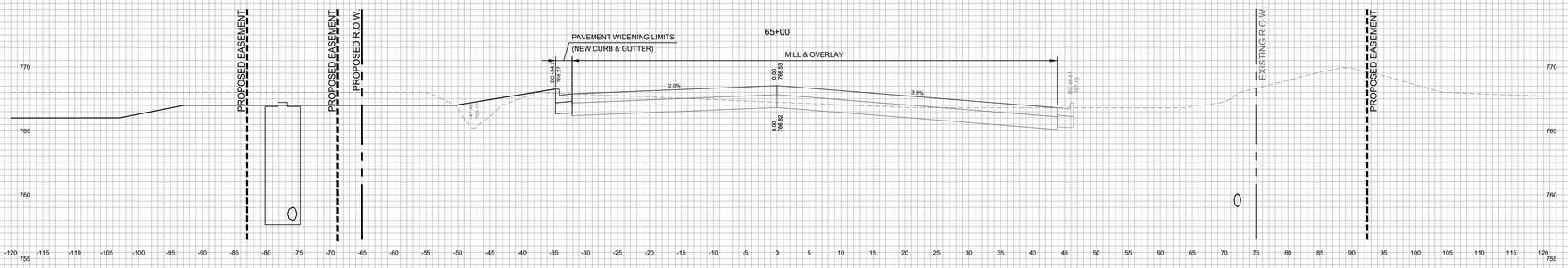
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

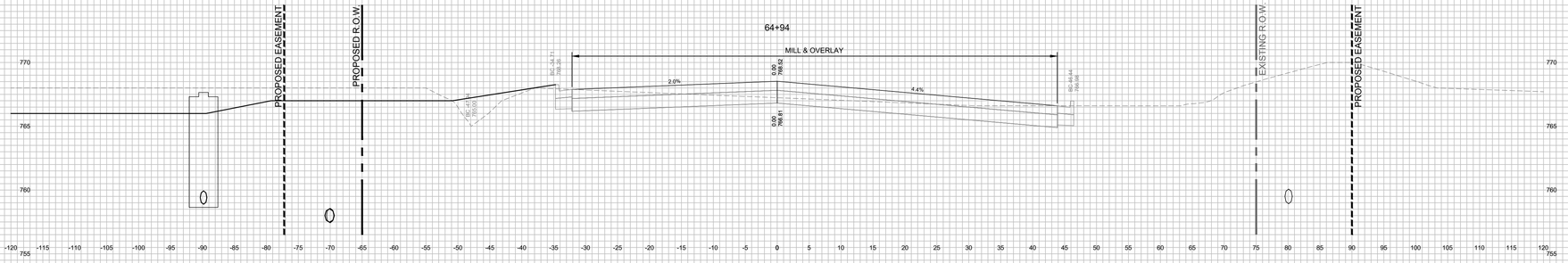
5/27/2025 12:48 PM — Z:\Projects\2018\1454.00-a\312 — engineering\FINAL\SHEETSET\PHASE I\XS-ROADWAY CROSS SECTIONS (PAVEMENT FROM MT).dwg

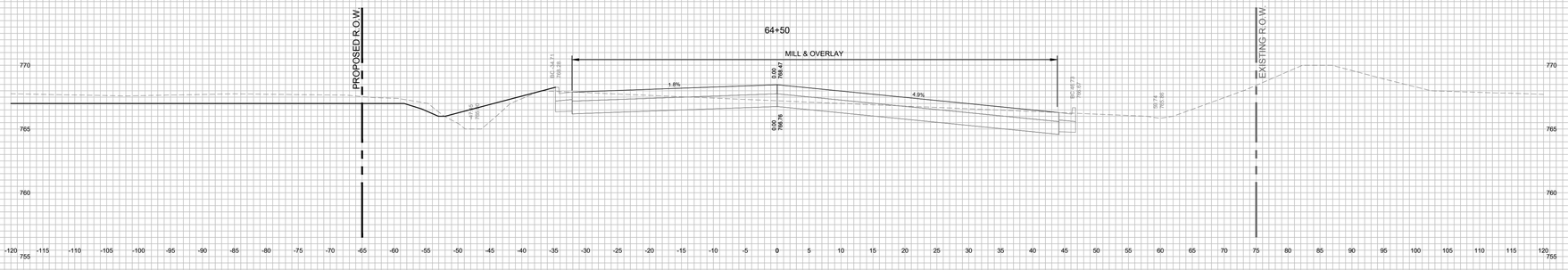
DESIGNED:

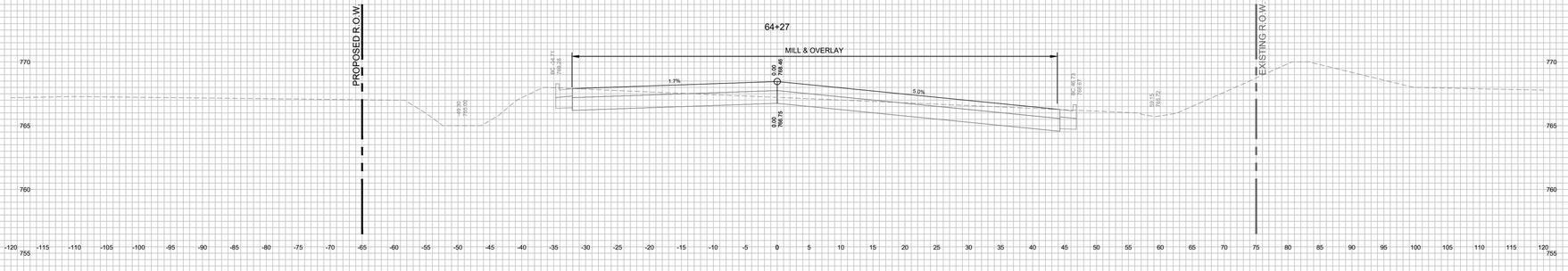
DRAFTING:

AJS









SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-8 FABYAN PARKWAY CROSS SECTIONS STA. 64+27 - 65+00

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET
XS-8
OF
XS-12

© COPYRIGHT 2018

MASS GRADING & - XS-8 FABYAN PARKWAY CROSS SECTIONS STA. 64+27 - 65+00

www.pinnacle-engr.com

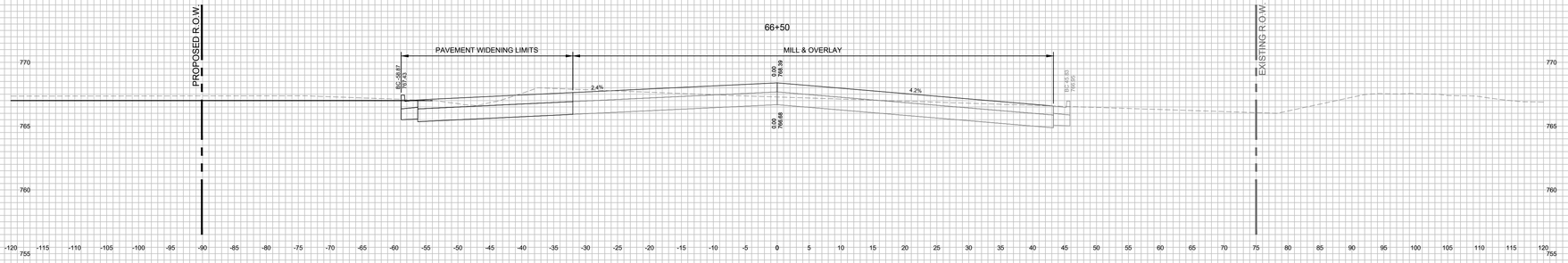
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

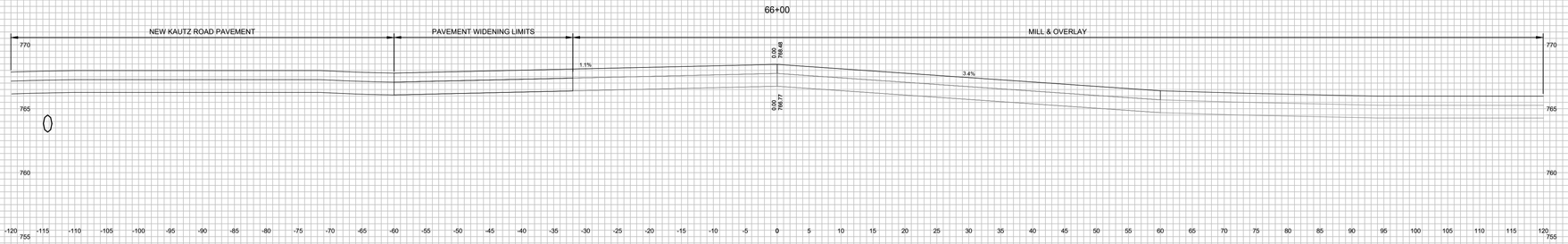
5/27/2025 8:19 PM — Z:\Projects\2018\1454.00-1\312 - engineering\FINAL SHEET SET\PHASE 1\XS-ROADWAY CROSS SECTIONS (FABYAN PKWY).dwg

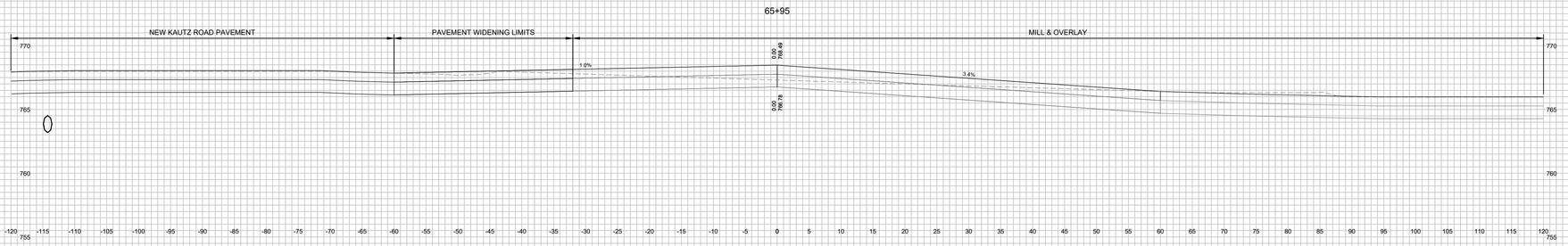
DESIGNED:

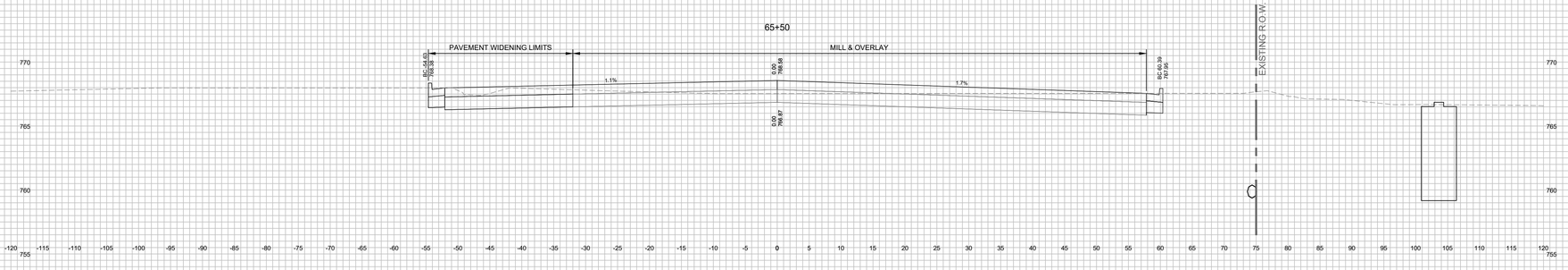
DRAFTING:

A/S









SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE I NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-9 FABYAN PARKWAY CROSS SECTIONS STA. 65+22 - 66+00

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET XS-9 OF XS-12

©COPYRIGHT 2018

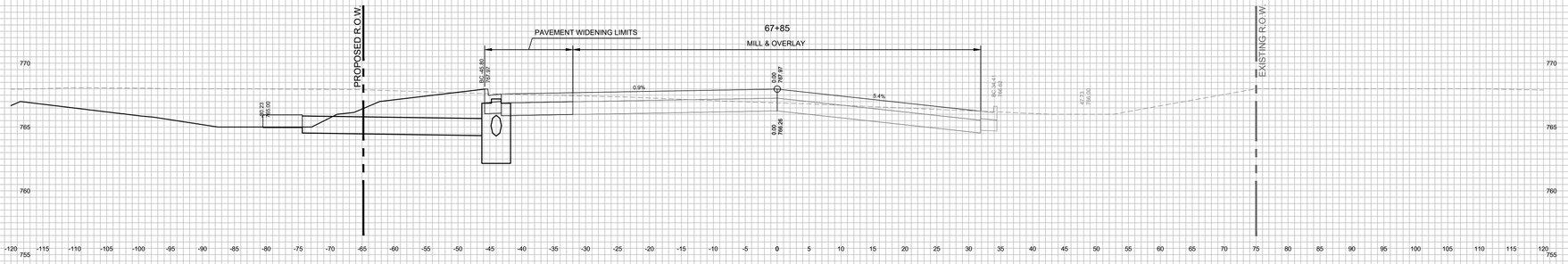
MASS GRADING & - XS-9 FABYAN PARKWAY CROSS SECTIONS STA. 65+22 - 66+00

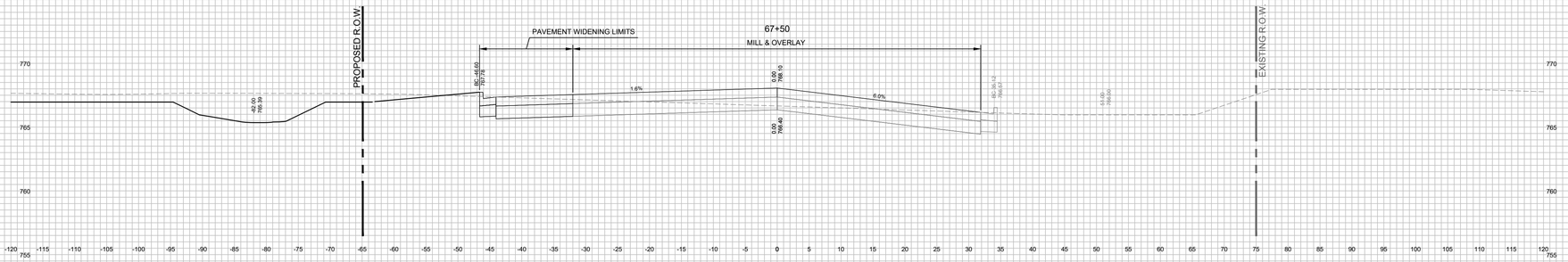
www.pinnacle-engr.com

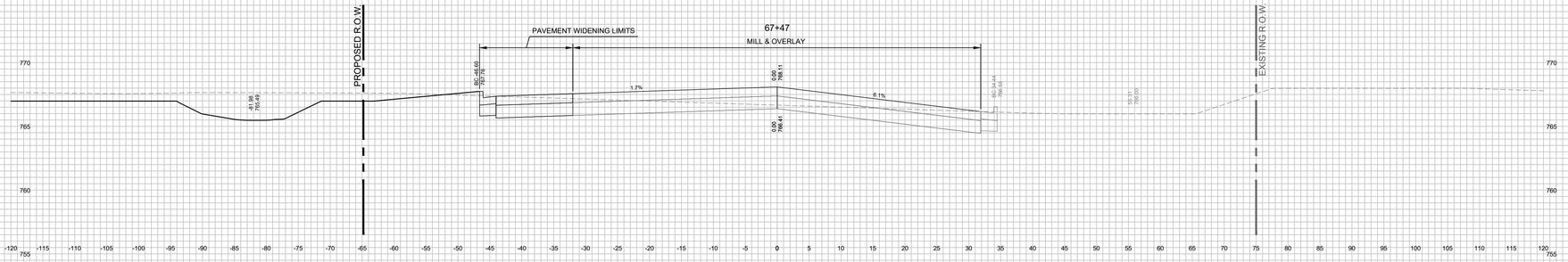
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

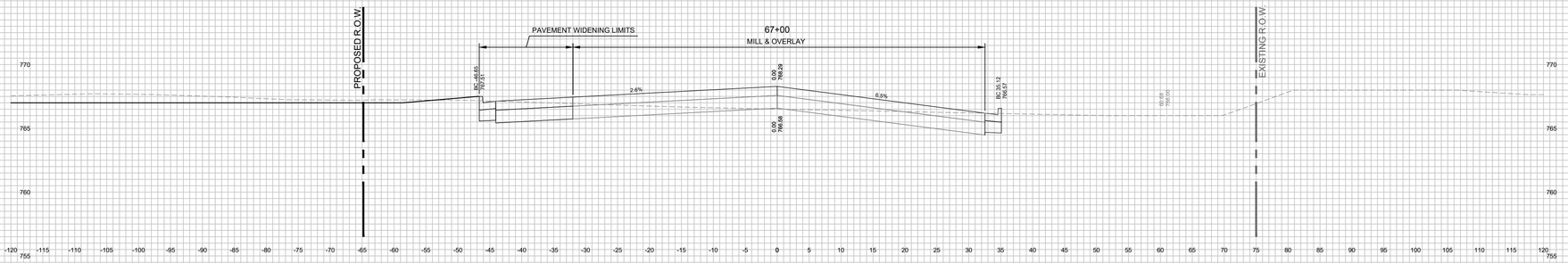
5/27/2025 12:49 PM — J:\Projects\2018\1454.00-JL\32 — engineering\FINAL\SHEETS\PHASE I\XS-ROADWAY CROSS SECTIONS.dwg (not to scale)

DESIGNED: BDJ
DRAFTED: AJS









SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

www.pinnacle-engr.com

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO I MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-10 FABYAN PARKWAY CROSS SECTIONS STA. 66+50 - 67+47

PEG JOB No. 1454.00-JL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET XS-10 OF XS-12

© COPYRIGHT 2018

MASS GRADING & - XS-10 FABYAN PARKWAY CROSS SECTIONS STA. 66+50 - 67+47

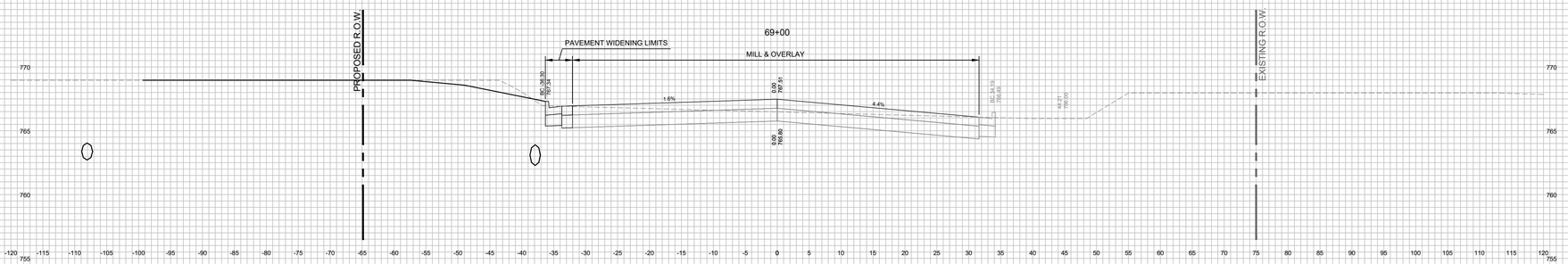
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

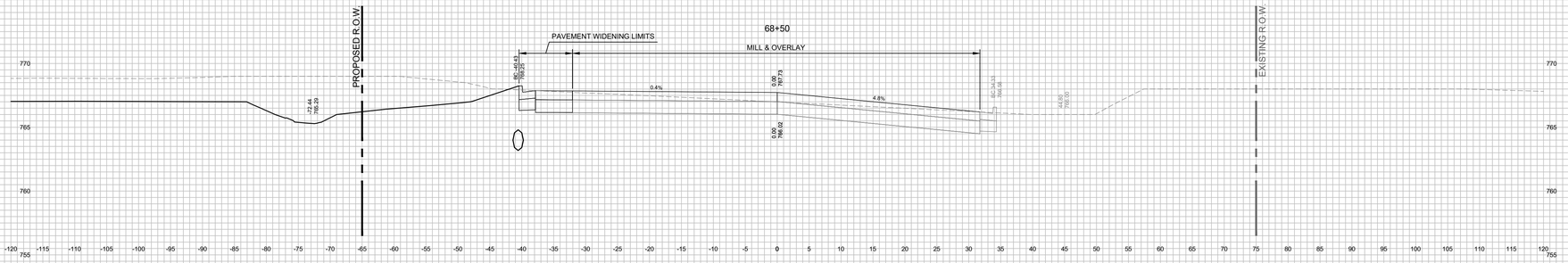
5/27/2025 12:49 PM — J:\Projects\2018\1454.00-JL\312 — engineering\FINAL\SHEETS\PHASE I\XS-ROADWAY CROSS SECTIONS_Grading from Fabyan.dwg

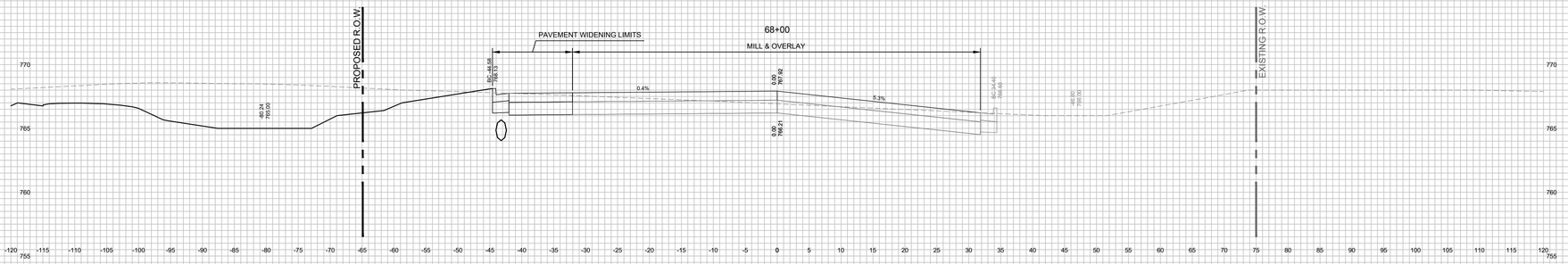
DESIGNED: BDJ

DRAFTED: TBDS

A.J.S







SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. I SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-11 FABYAN PARKWAY CROSS SECTIONS STA. 67+50 - 68+50

PEG JOB No. 1454.00-JL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET XS-11 OF XS-12

COPYRIGHT 2018

www.pinnacle-engr.com

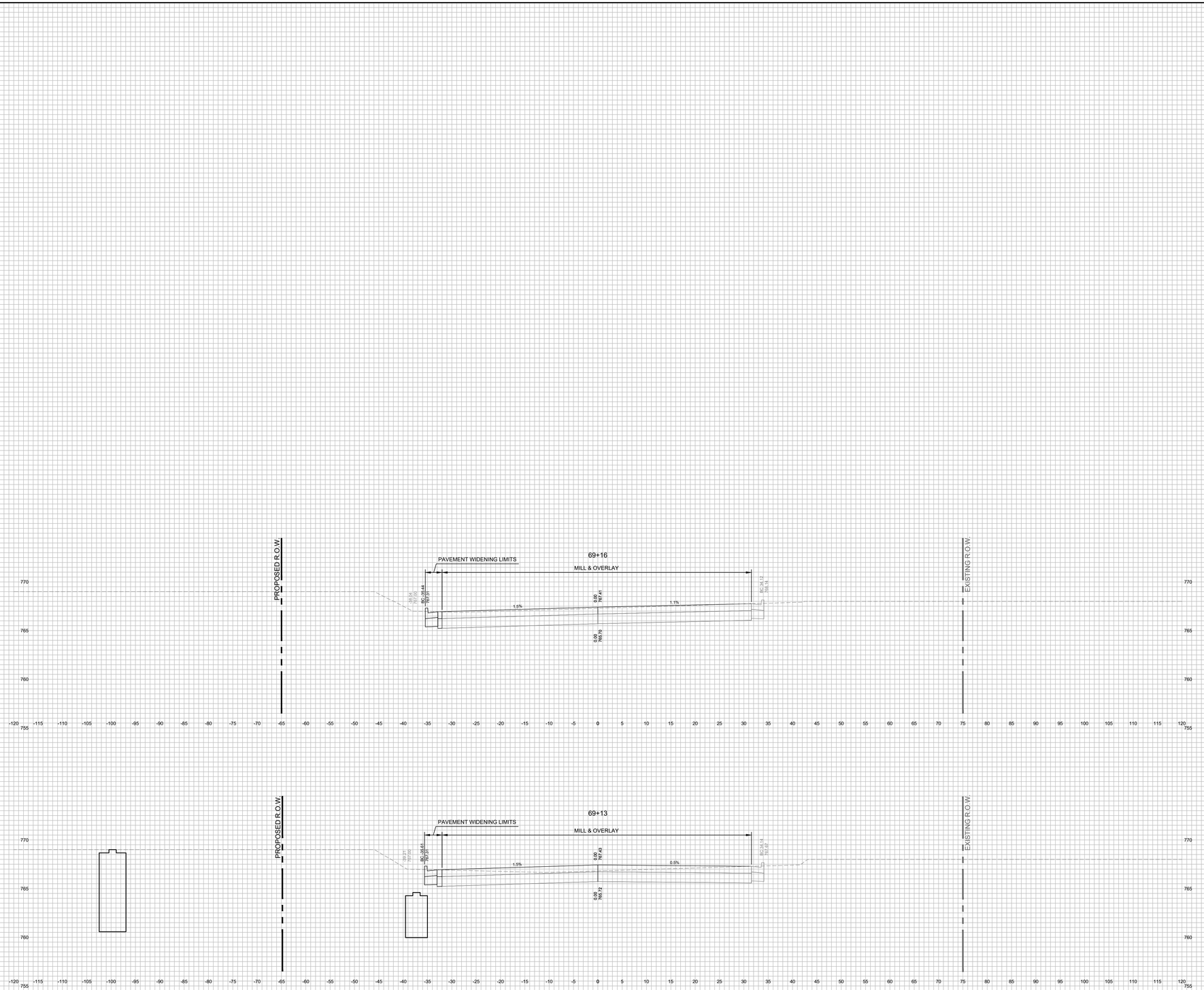
MASS GRADING & - XS-11 FABYAN PARKWAY CROSS SECTIONS STA. 67+50 - 68+50

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

5/27/2025 12:49 PM — J:\Projects\2018\1454.00-JL\12 — engineering\FINAL\SHEETS\PHASE I\XS-ROADWAY CROSS SECTIONS.dwg (not from dwg)

DESIGNED: BDJ

DRAFTED: AJS



SCALE
HORIZONTAL: 1" = 10'
VERTICAL: 1" = 2'

PLAN I DESIGN I DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

MASS GRADING & KAUTZ ROAD EXTENSION
GENEVA, ILLINOIS

REVISIONS

1	PER CITY & KDOT COMMENTS	3/18/2025	5	PER KDOT COMMENTS	5/13/2025
2	PER CITY COMMENTS	4/2/2025	6	PER CITY COMMENTS	5/27/2025
3	PER KDOT COMMENTS	4/17/2025			
4	PER IEPA COMMENTS	4/30/2025			

XS-12 FABYAN PARKWAY CROSS SECTIONS STA. 69+00 - 69+16

PEG JOB No. 1454.00-JL
PEG PM BDJ
START DATE 1/22/25
SCALE VARIES

SHEET
XS-12
OF
XS-12

www.pinnacle-engr.com

MASS GRADING & - XS-12 FABYAN PARKWAY CROSS SECTIONS STA. 69+00 - 69+16

© COPYRIGHT 2018