

COUNTY HIGHWAY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4	364	07-00184-12-CH	DUPAGE	49	1
			ILLINOIS	CONTRACT NO. 63611	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PLANS FOR PROPOSED**  
**FEDERAL AID HIGHWAY**  
**FAP 364 ROSELLE ROAD (CH4)**  
**AT WALNUT STREET**  
**INTERSECTION IMPROVEMENT**  
**SECTION: 07-00184-12-CH**  
**PROJECT NO. HSIP-9003(838)**  
**DUPAGE COUNTY**  
**C-91-722-09**

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
 FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2  
 FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4

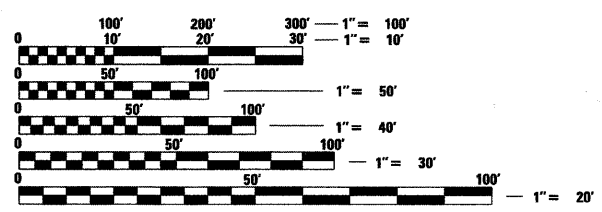
**DESIGN DESIGNATION**

**ROSELLE ROAD**  
 FUNCTION CLASSIFICATION: SRA (URBAN MINOR ARTERIAL)  
 DESIGN SPEED = 40 MPH  
 POST SPEED = 35 MPH  
**WALNUT ST/WALNUT CT**  
 FUNCTION CLASSIFICATION: URBAN COLLECTOR/LOCAL RESIDENTIAL  
 DESIGN SPEED = 30 MPH  
 POST SPEED = 30 MPH

**TRAFFIC DATA**

**ROSELLE RD**  
 2010 ADT = 23,100  
 2050 ADT = 25,500  
**WALNUT STREET**  
 2010 ADT = 1830  
 2050 ADT = 2,050

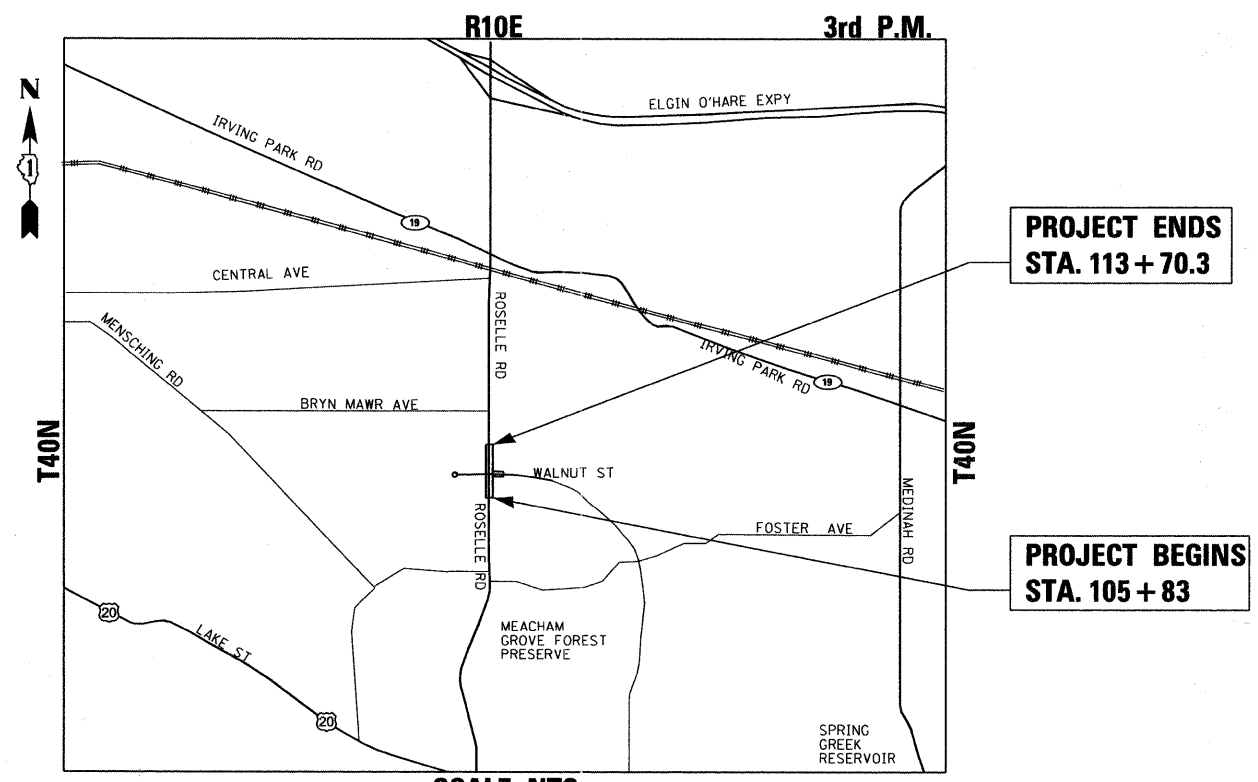
IMPROVEMENT LOCATED WITHIN VILLAGE OF ROSELLE



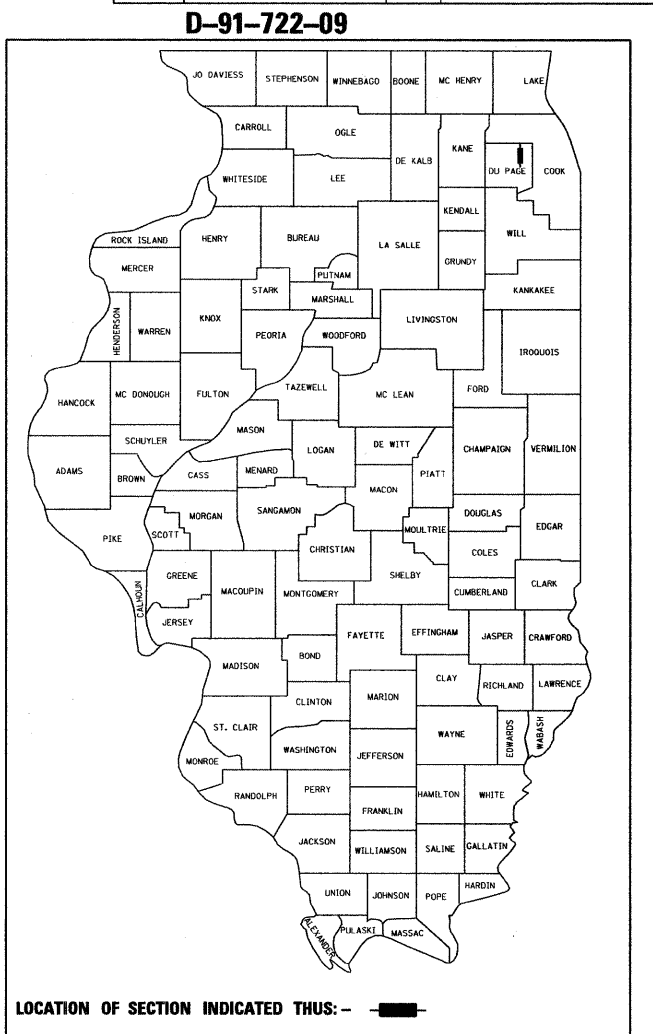
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

**J.U.L.I.E.**  
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
 1-800-892-0123  
 OR 811

**CONTRACT NO. 63611**



**SCALE: NTS**  
**BLOOMINGDALE TOWNSHIP**  
**GROSS LENGTH OF PROJECT = 787.3 FT = 0.15 MILE**  
**NET LENGTH OF PROJECT = 787.3 FT = 0.15 MILE**



**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

APPROVED 5-18 2011  
*Charles F. Riddle*  
 COUNTY OF DUPAGE, COUNTY ENGINEER

PASSED May 29 2011  
*Christy A. Heston*  
 DISTRICT 1 ENGINEER OF LOCAL ROAD & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW MAY 25 2011  
*Diane M. O'Keefe*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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**OF THE STATE OF ILLINOIS**

MILLENNIA PROFESSIONAL SERVICES  
 THOMAS V. NGO, P.E.  
 # 062-058379

*Thomas V. Ngo*  
 DATE: 5/18/2011  
 SIGNATURE AND SEAL APPLIES TO DRWG.

200 22ND Street, Suite 216, Lombard, IL 60148  
 630.705.0110 voice, 630.839.2566 fax  
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**MILLENNIA PROFESSIONAL SERVICES**

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDdle, P.E. (847) 705-4406, SCHAUBURG, IL

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**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 406201-01 MAILBOX TURNOUT
- 424001-05 CURB RAMPS FOR SIDEWALKS
- 442101-07 CLASS B PATCHES
- 442201-03 CLASS C AND D PATCHES
- 602016-02 CATCH BASIN TYPE D
- 602401-03 MANHOLE TYPE A
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 604001-03 FRAMES AND LIDS, TYPE 1
- 604086-02 FRAME AND GRATE TYPE 23
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701606-07 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-07 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-04 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720016-02 MAST ARM MOUNTED STREET NAME SIGNS
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 805001-01 ELECTRICAL SERVICE INSTALLATION DETAILS
- 814001-02 HANDHOLES
- 814006-02 DOUBLE HANDHOLES
- 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
- 862001-01 UNINTERRUPTABLE POWER SUPPLY (UPS)
- 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING
- 877001-04 STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
- 877011-04 STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16<sup>5</sup>/<sub>2</sub>' THROUGH 55'
- 878001-08 CONCRETE FOUNDATION DETAILS
- 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS
- 886001-01 DETECTOR LOOP INSTALLATIONS
- 886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS

**COMMITMENTS**

NO COMMITMENTS FOR THIS PROJECT

**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
2. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES AND CITY OF ROSELLE.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC RIGHT OF WAY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
6. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
7. ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. NO ADDITIONAL COST TO THE DEPARTMENT.
8. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
9. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
10. LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
11. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE BY THE ENGINEER.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
13. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
14. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
15. THE ENGINEER SHALL CONTACT DON CHIARUGI, THE TRAFFIC FIELD TECHNICIAN AT (847)741-9857 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
17. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
18. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN ON THE PLANS.
19. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND IT'S REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.
20. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

FILE NAME = P:\2010\ME10015\_Roselle.DPCDOT\CADD\Shts\02-Gnote-sht-Roselle.dgn  
 USER = MJS  
 MILLENNIA PROFESSIONAL SERVICES



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 www.mps-il.com

**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED	CJD	REVISED	-
DRAWN	CJD	REVISED	-
CHECKED	TVN	REVISED	-
DATE	5/19/2011	REVISED	-

**DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS**

**INDEX OF SHEETS, LIST OF IDOT  
 HIGHWAY STANDARD,  
 COMMITMENTS AND GENERAL NOTES**

SCALE: N/A SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	2
CONTRACT NO. 63611				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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GENERAL NOTES CONTINUED

- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL PLACE PROPOSED PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT 1 TYPICAL PAVEMENT MARKINGS DETAIL (TC-13).

DUPAGE COUNTY GENERAL NOTES

- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- MAIL BOXES SHALL BE RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE LOCAL POSTAL AUTHORITY. UNLESS INCLUDED AS A CONTRACT PAY ITEM, THIS WORK SHALL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
- UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.
- ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE, WASTE ROADWAY EXCAVATION, SURPLUS MATERIAL FROM SEWER TRENCHES, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

TREE REMOVAL CLEARING HEDGE REMOVAL

- TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
- ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
- ALL CLEARING, REMOVAL OF BUSHES, HEDGES AND TREES UNDER SIX (6) INCHES IN DIAMETER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

OVERHANGING LIMBS

- OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY (20) FEET FROM THE FINISHED SURFACE OF THE ROAD. CLEARANCE TO SIDEWALKS OR PATHS SHALL BE AS DIRECTED BY THE ENGINEER.
- LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED TREE EXPERT AS STATED IN THESE NOTES AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.
- ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE MADE AT THE GROWTH RING AT THE NEXT LARGE BRANCH.
- ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
- THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TREE REMOVAL.

TOPSOIL

- TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.
- THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.
- TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.

ROADWAY EXCAVATION

- ALL EXISTING CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES MARKED FOR REMOVAL ON THE PLANS OR DESIGNATED IN THE FIELD BY THE ENGINEER TO BE REMOVED SHALL BE REMOVED AND ANY EXCAVATION SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE SPECIFICATIONS FOR FA-1 OR FA-2. THE COST OF ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR STORM SEWER OR PIPE CULVERT UNLESS PAID FOR AS A SPECIFIC ITEM.
- ALL EXISTING GRANULAR AND HOT-MIX ASPHALT PAVEMENT TO BE REMOVED AND NOT PAID AS A SPECIFIC ITEM SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING HOT-MIX ASPHALT PAVEMENT BY GRINDING OR EXCAVATING. IF THE HOT-MIX ASPHALT PAVEMENT IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. HOT-MIX ASPHALT PAVEMENT REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO HOT-MIX ASPHALT PAVEMENT SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.
- THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT OR LOADED SCRAPERS.
- ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUB-BASE GRANULAR MATERIAL.
- ALL EXISTING DOMESTIC BUFFALO BOXES ARE TO BE ADJUSTED BY THE CONTRACTOR. THE COST OF THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

STORM SEWERS STRUCTURES UTILITIES

- THE STATION / OFFSET / ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMANS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.
- THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNERS OF THE UTILITIES.
- EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER.
- THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE STORM SEWER BEING CONNECTED.
- MANHOLES AND CATCH BASINS SHALL BE CONSTRUCTED WITH FLAT TOPS WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN SIX (6) FEET.
- ALL ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT, AT THE CONTRACTOR'S EXPENSE, OF ALL UNSUITABLE TWO (2) FOOT INSIDE DIAMETER ADJUSTING RINGS.
- ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE STRUCTURE INVOLVED.
- ALL MANHOLES AND INLETS SHALL HAVE POURED INVERTS. THE COST OF INVERTS SHALL BE INCLUDED IN THE COST OF THE STRUCTURE.
- ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER; THIS WORK WILL BE PAID FOR AT THE APPLICABLE CONTRACT UNIT PRICE OR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

- TRENCHES CROSSING TRAFFIC LANES SHALL BE TEMPORARILY PATCHED WITH FOUR (4) INCHES HOT-MIX ASPHALT BASE COURSE; THE COST OF THE HOT-MIX ASPHALT BASE COURSE WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE SEWER, CULVERT, WATERMAIN, OR OTHER ITEM PLACED IN TRENCH. THIS PRICE SHALL INCLUDE THE COST OF MAINTAINING THE PATCH TO THE SATISFACTION OF THE ENGINEER.

HOT-MIX ASPHALT SURFACE AND HOT-MIX ASPHALT BASE COURSE

- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, BASE COURSE, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE.
- THE MAXIMUM COMPACTED THICKNESS OF ANY LIFT OF HOT-MIX ASPHALT BINDER OR SURFACE COURSE SHALL BE 2.5 INCHES.
- THE MAXIMUM COMPACTED THICKNESS OF A LIFT OF HOT-MIX ASPHALT BASE COURSE SHALL BE FOUR (4) INCHES UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- HOT-MIX ASPHALT BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACT UNIT PRICES FOR ITEMS USED TO CONSTRUCT TEMPORARY PAVEMENT OR ACCESS ROADS SHALL INCLUDE ALL EQUIPMENT, LABOR AND MATERIAL REQUIRED TO PLACE, REMOVE, AND DISPOSE OF THE TEMPORARY PAVEMENT OR ACCESS ROAD.

TRENCH BACKFILL

- WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE.

FILE NAME = P:\2010\ME\0015.Roselle.DPCDOT\CADD\Shots\03-GNOTE2-sht-Roselle.dgn  
 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = Millennium Professional Services



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**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED	CJD	REVISED	
DRAWN	CJD	REVISED	
CHECKED	TVN	REVISED	
DATE	5/18/2011	REVISED	

**DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS**

SCALE: N/A SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	3
CONTRACT NO. 63611				

FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT  
 P:\2010\ME\0015.Roselle.DPCDOT\CADD\Shots\03-GNOTE2-sht-Roselle.dgn

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY 90% FED 10% COUNTY	CONSTRUCTION TYPE CODE	
				0003 QUANTITY	0021 QUANTITY
20101400	NITROGEN FERTILIZER NUTRIENT	LBS	41.7	41.7	-
20101500	PHOSPHORUS FERTILIZER NUTRIENT	LBS	41.7	41.7	-
20101600	POTASSIUM FERTILIZER NUTRIENT	LBS	41.7	41.7	-
20101700	SUPPLEMENTAL WATERING	UNIT	146	146	-
20200100	EARTH EXCAVATION	CU YD	50	50	-
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2321	2321	-
20400800	FURNISHED EXCAVATION	CU YD	24.2	24.2	-
20800150	TRENCH BACKFILL	CU YD	11	11	-
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	2245	2245	-
25200110	SODDING, SALT TOLERANT	SQ YD	2245	2245	-
28000250	TEMPORARY EROSION CONTROL SEEDING	LBS	46.37	46.37	-
28000400	PERIMETER EROSION BARRIER	FEET	813	813	-
28000510	INLET FILTERS	EACH	15	15	-
35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	730	730	-
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	35	35	-
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2.3	2.3	-
40600300	AGGREGATE (PRIME COAT)	TON	11.3	11.3	-
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	9	9	-
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	77	77	-
40600990	TEMPORARY RAMP	SQ YD	14	14	-
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	50.4	50.4	-
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	632	632	-
42001300	PROTECTIVE COAT	SQ YD	437	437	-
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	75	75	-
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5711	5711	-
42400800	DETECTABLE WARNINGS	SQ FT	119	119	-
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	4907	4907	-
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	170	170	-
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1894	1894	-

+ SPECIAL PROVISION  
\* SPECIALTY ITEM

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY 90% FED 10% COUNTY	CONSTRUCTION TYPE CODE	
				0003 QUANTITY	0021 QUANTITY
44000600	SIDEWALK REMOVAL	SO FT	5605	5605	-
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SO YD	300	300	-
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SO YD	256	256	-
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1811	1811	-
50901760	PIPE HANDRAIL	FOOT	48	48	-
550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	20	20	-
55100400	STORM SEWER REMOVAL 10"	FOOT	50	50	-
60211800	CATCH BASINS, TYPE D, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	-
60212813	CATCH BASINS, TYPE D, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	7	7	-
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	-
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	9	9	-
60404940	FRAMES AND GRATES, TYPE 23	EACH	2	2	-
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2	-
60500060	REMOVING INLETS	EACH	7	7	-
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1812	1812	-
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	-
67100100	MOBILIZATION	L SUM	1	1	-
* 70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6	-
* 70300100	SHORT-TERM PAVEMENT MARKING	FOOT	849	849	-
* 70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	448	448	-
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10683	10683	-
* 70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1688	1688	-
* 70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	287	287	-
* 70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	271	271	-
* 70300520	PAVEMENT MARKING TAPE, TYPE III, 4"	FOOT	1000	1000	-
* 70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	95	95	-
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	172	172	-
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2852	2852	-
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	844	844	-

FILE NAME : F:\2010\ME\0015\_Roselle\_DP\CDOT\CADD\Shs\04-S00-shr-Roselle.dgn  
 PLOT SCALE : 1/8"=1'-0"  
 USER NAME : Millennium Professional Services



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 www.mps-il.com

**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED	CJD	REVISED	-
DRAWN	CJD	REVISED	-
CHECKED	TVN	REVISED	-
DATE	5/23/2011	REVISED	-

**DUPAGE COUNTY  
DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
INTERSECTION IMPROVEMENTS**

**SUMMARY OF QUANTITIES**

SCALE: N/A SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 4
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT CONTRACT NO. 63611				

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**SUMMARY OF QUANTITIES**

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY 90% FED 10% COUNTY	CONSTRUCTION TYPE CODE	
				0003 QUANTITY	0021 QUANTITY
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	125	125	-
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	111	111	-
* 78300100	PAVEMENT MARKING REMOVAL	50 FT	81	81	-
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	227	227	-
* 80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1	-	1
* 81000300	CONDUIT IN TRENCH, 1" DIA., GALVANIZED STEEL	FOOT	43	-	43
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1096	-	1096
* 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	30	-	30
* 81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	58	-	58
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	10	-	10
* 81018200	CONDUIT PUSHED, 1" DIA., GALVANIZED STEEL	FOOT	87	-	87
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	214	-	214
* 81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	12	-	12
* 81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	6	-	6
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	197	-	197
* 81400100	HANDHOLE	EACH	8	-	8
* 81400300	DOUBLE HANDHOLE	EACH	2	-	2
* 81700120	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO. 6	FOOT	196	-	196
* 81700215	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 2-1/C NO. 10	FOOT	359	-	359
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1237	-	1237
* 82102310	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	2	-	2
+ 85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1	-	1
* 86200120	UNINTERRUPTIBLE POWER SUPPLY	EACH	1	-	1
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	1	-	1
* 87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1104	-	1104
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	2982	-	2982
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1541	-	1541
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	798	-	798

+ SPECIAL PROVISION  
\* SPECIALTY ITEM

FILE NAME: P:\2010\ME\0015\_Roselle.D\FEEDOUT\CADD\Shts\04-S00-sht-Roselle.dgn  
PLOT SCALE: 1/8"=1'-0"  
USER NAME: Millennium Professional Services



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**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED	-	CJD	REVISED	-
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CHECKED	-	TVN	REVISED	-
DATE	-	5/23/2011	REVISED	-

**DUPAGE COUNTY  
DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
INTERSECTION IMPROVEMENTS**

**SUMMARY OF QUANTITIES**

SCALE: N/A SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	5
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

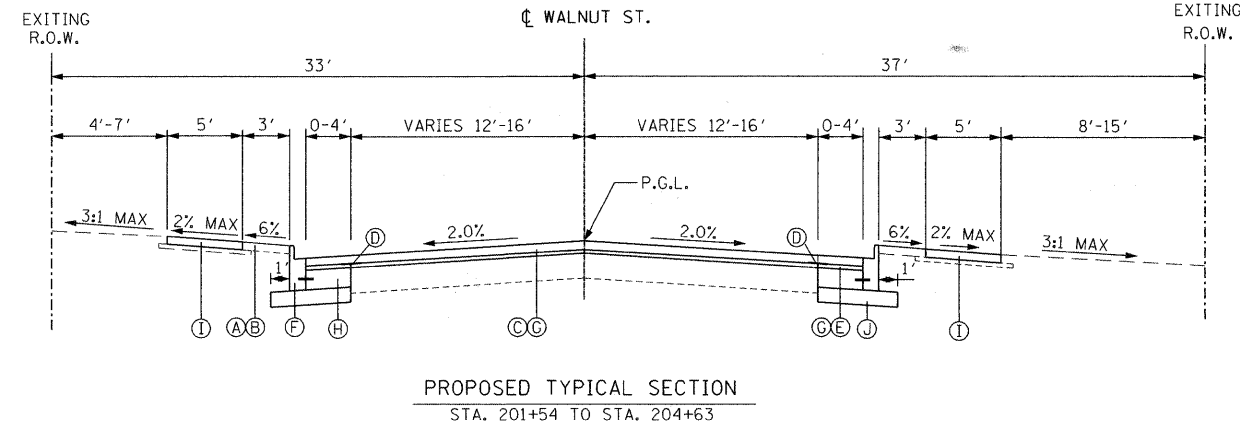
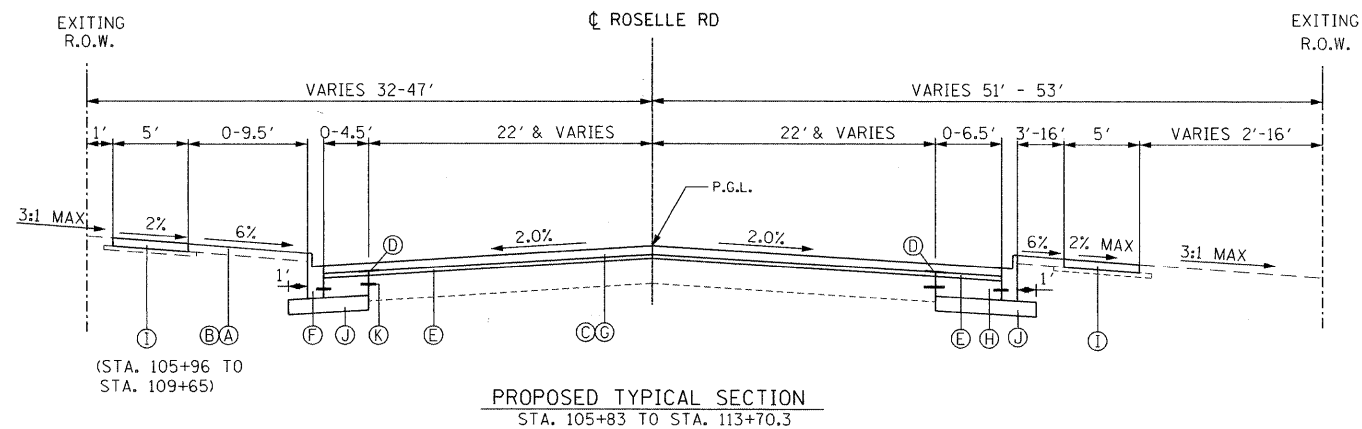
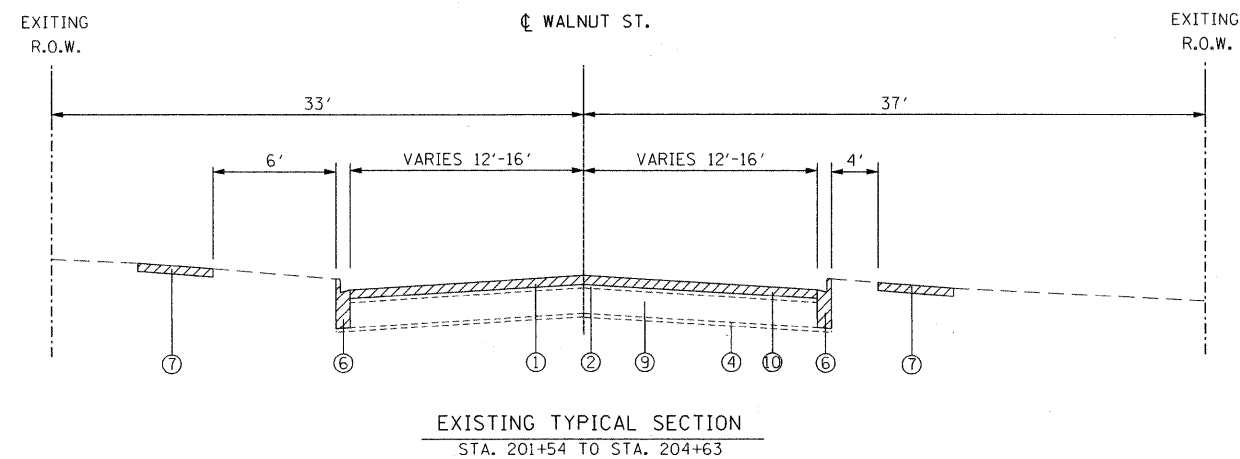
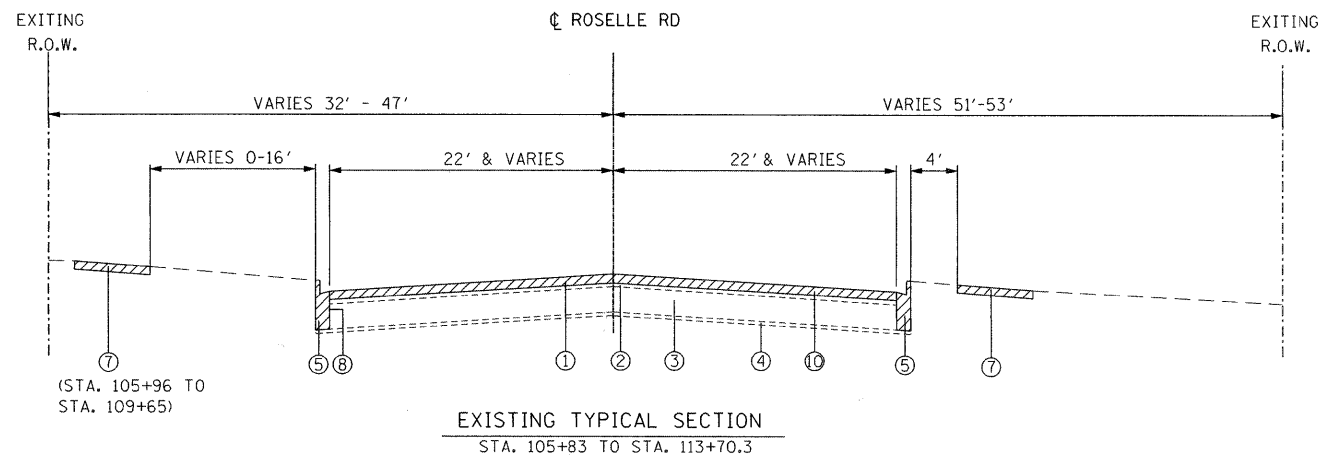
**SUMMARY OF QUANTITIES**

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY 90% FED 10% COUNTY	CONSTRUCTION TYPE CODE	
				0003 QUANTITY	0021 QUANTITY
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1704	-	1704
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4197	-	4197
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	96	-	96
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	534	-	534
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4	-	4
* 87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1	-	1
* 87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1	-	1
* 87702900	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1	-	1
* 87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1	-	1
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16	-	16
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	-	4
+ 87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10	-	10
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	33	-	33
* 87900200	DRILL EXISTING HANDHOLE	EACH	2	-	2
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5	-	5
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3	-	3
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5	-	5
* 88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1	-	1
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8	-	8
* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10	-	10
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	8	-	8
* 88600100	DETECTOR LOOP, TYPE 1	FOOT	479	-	479
* 88700090	CONFIRMATION BEACON	EACH	2	-	2
* 88700200	LIGHT DETECTOR	EACH	2	-	2
+ 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1	-	1
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8	-	8
+ X0320837	EMERGENCY VEHICLE PRIORITY SYSTEM DUEL DETECTOR UNIT	EACH	2	-	2
+ X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1	1	
+ X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	950	950	-

TOTAL QUANTITY  
90% FED  
10% COUNTY

CONSTRUCTION TYPE CODE  
0003  
QUANTITY  
0021  
QUANTITY





**PAVEMENT DESIGN DATA**

STRUCTURAL DESIGN TRAFFIC: YEAR 2030		
PV = 24225	SU = 765	MU = 510
ROAD/STREET CLASSIFICATION: CLASS I		
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P = 32%	S = 45%	M = 45%
TRAFFIC FACTOR: ACTUAL TF = 4.21		
MINIMUM TF = 6.02		
STRUCTURE NUMBER (SNc) = 5.44		

**LEGEND**

**EXISTING CONDITIONS**

- ① EXISTING HMA SURFACE, 1 1/2"
- ② EXISTING HMA BINDER COURSE, 1 1/2"
- ③ EXISTING PCC BASE, 8"
- ④ EXISTING SUB-BASE GRANULAR MATERIAL
- ⑤ EXISTING B-6.18 CONCRETE CURB AND GUTTER
- ⑥ EXISTING B-6.12 CONCRETE CURB AND GUTTER
- ⑦ EXISTING PCC SIDEWALK
- ⑧ EXISTING TIE BARS
- ⑨ EXISTING HMA BASE
- ⑩ HMA SURFACE REMOVAL 3"

REMOVAL

**PROPOSED CONDITIONS**

- Ⓐ SODDING, SALT TOLERANT
- Ⓑ TOPSOIL, FURNISH AND PLACE, (6")
- Ⓒ HMA SURFACE COURSE, MIX "D", N70, 2"
- Ⓓ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- Ⓔ POLYMERIZED LEVELING BINDER, (MACHINE METHOD), IL-4.75, N50, 1"
- Ⓕ COMBINATION CONCRETE CURB AND GUTTER, B-6.18
- Ⓖ BITUMINOUS MATERIAL (PRIME COAT)
- Ⓗ AND AGGREGATE (PRIME COAT)
- Ⓘ PCC BASE COURSE 8"
- Ⓚ PCC SIDEWALK, 5"
- Ⓛ AGGREGATE SUBGRADE, 16"
- Ⓜ TIE BARS (SEE NOTE 3)

**NOTES**

1. THE CONTRACTOR SHALL PERFORM THE PAVEMENT PATCHING OPERATIONS PRIOR TO THE HMA SURFACE REMOVAL OPERATION. SEE IDOT DISTRICT 1 DETAIL PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22) FOR ADDITIONAL INFORMATION.
2. CLASS B PATCHING PERFORMED THROUGHOUT CONCRETE SECTION ONLY.
3. TIE BARS SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE PORTLAND CEMENT CONCRETE ITEM INVOLVED.

**HOT MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (DRIVEWAY)	4% @ 50 GYR.
PATCHING	4% @ 70 GYR.
CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19MM)	

**MIXTURE NOTES:**

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME = P:\2010\VE\10015\_Roselle-DPCDOT\CADD\Shets\07-Typ-shet-Roselle.dgn  
 USER = M. J. MILLER  
 USER NAME = Millennium Professional Services



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**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - CJD	REVISED -
DRAWN - CJD	REVISED -
CHECKED - TVN	REVISED -
DATE - 5/20/2011	REVISED -

**DUPAGE COUNTY  
DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
INTERSECTION IMPROVEMENTS**

**TYPICAL SECTIONS**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	7
CONTRACT NO. 63611				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

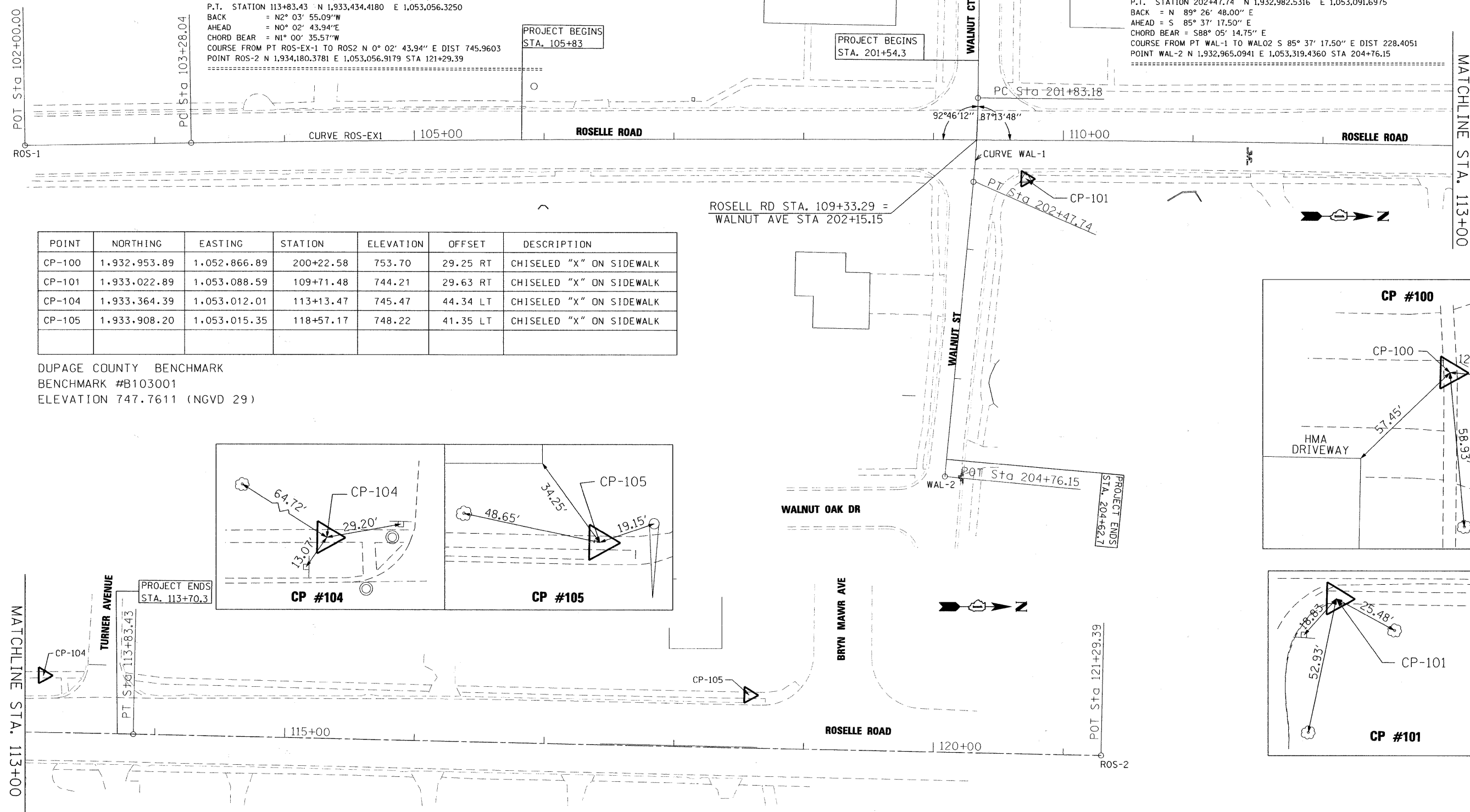
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ROSELLE ROAD ALIGNMENT  
 POINT ROS-1 N 1,932,251.2984 E 1,053,079.5393 STA 102+00.00  
 COURSE FROM ROS1 TO PC ROS-EX-1 N 2° 03' 55.09" W DIST 128.0386

CURVE ROS-EX-1  
 P.I. STATION 108+55.79 N 1,932,906.6646 E 1,053,055.9056  
 DELTA = 2° 06' 39.03" (RT)  
 DEGREE = 0° 12' 00.02"  
 TANGENT = 527.7536  
 LENGTH = 1,055.3878  
 RADIUS = 28,646.9900  
 EXTERNAL = 4.8609  
 LONG CHORD = 1,055.3281  
 MID. ORD. = 4.8601  
 P.C. STATION 103+28.04 N 1,932,379.2538 E 1,053,074.9250  
 P.T. STATION 113+83.43 N 1,933,434.4180 E 1,053,056.3250  
 BACK = N 2° 03' 55.09" W  
 AHEAD = N 0° 02' 43.94" E  
 CHORD BEAR = N 1° 00' 35.57" W  
 COURSE FROM PT ROS-EX-1 TO ROS2 N 0° 02' 43.94" E DIST 745.9603  
 POINT ROS-2 N 1,934,180.3781 E 1,053,056.9179 STA 121+29.39

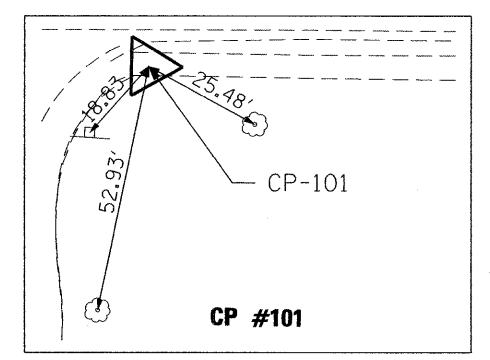
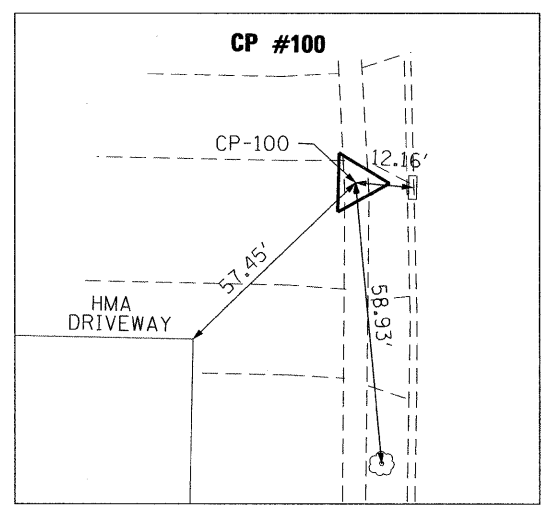
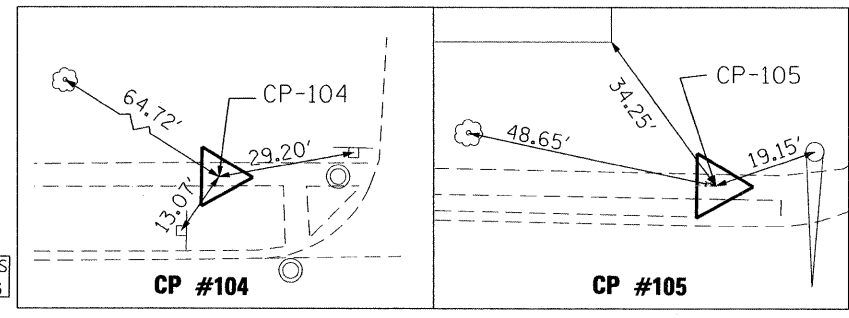
WALNUT STREET ALIGNMENT  
 POINT WAL-1 N 1,932,982.9164 E 1,052,844.0215 STA 200+00.00  
 COURSE FROM WAL01 TO PC WAL-1 N 89° 26' 48.00" E DIST 183.1832

CURVE WAL-1  
 P.I. STATION 202+15.48 N 1,932,984.9974 E 1,053,059.4932  
 DELTA = 4° 55' 54.50" (RT)  
 DEGREE = 7° 38' 21.97"  
 TANGENT = 32.2985  
 LENGTH = 64.5572  
 RADIUS = 750.0000  
 EXTERNAL = 0.6951  
 LONG CHORD = 64.5373  
 MID. ORD. = 0.6945  
 P.C. STATION 201+83.18 N 1,932,984.6855 E 1,053,027.1962  
 P.T. STATION 202+47.74 N 1,932,982.5316 E 1,053,091.6975  
 BACK = N 89° 26' 48.00" E  
 AHEAD = S 85° 37' 17.50" E  
 CHORD BEAR = S 88° 05' 14.75" E  
 COURSE FROM PT WAL-1 TO WAL02 S 85° 37' 17.50" E DIST 228.4051  
 POINT WAL-2 N 1,932,965.0941 E 1,053,319.4360 STA 204+76.15



POINT	NORTHING	EASTING	STATION	ELEVATION	OFFSET	DESCRIPTION
CP-100	1,932,953.89	1,052,866.89	200+22.58	753.70	29.25 RT	CHISELED "X" ON SIDEWALK
CP-101	1,933,022.89	1,053,088.59	109+71.48	744.21	29.63 RT	CHISELED "X" ON SIDEWALK
CP-104	1,933,364.39	1,053,012.01	113+13.47	745.47	44.34 LT	CHISELED "X" ON SIDEWALK
CP-105	1,933,908.20	1,053,015.35	118+57.17	748.22	41.35 LT	CHISELED "X" ON SIDEWALK

DUPAGE COUNTY BENCHMARK  
 BENCHMARK #B103001  
 ELEVATION 747.7611 (NGVD 29)



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 USER: JPM  
 MILLENIA Professional Services

**MILLENNIA PROFESSIONAL SERVICES**  
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DATE - 5/24/2011	REVISED -

**DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

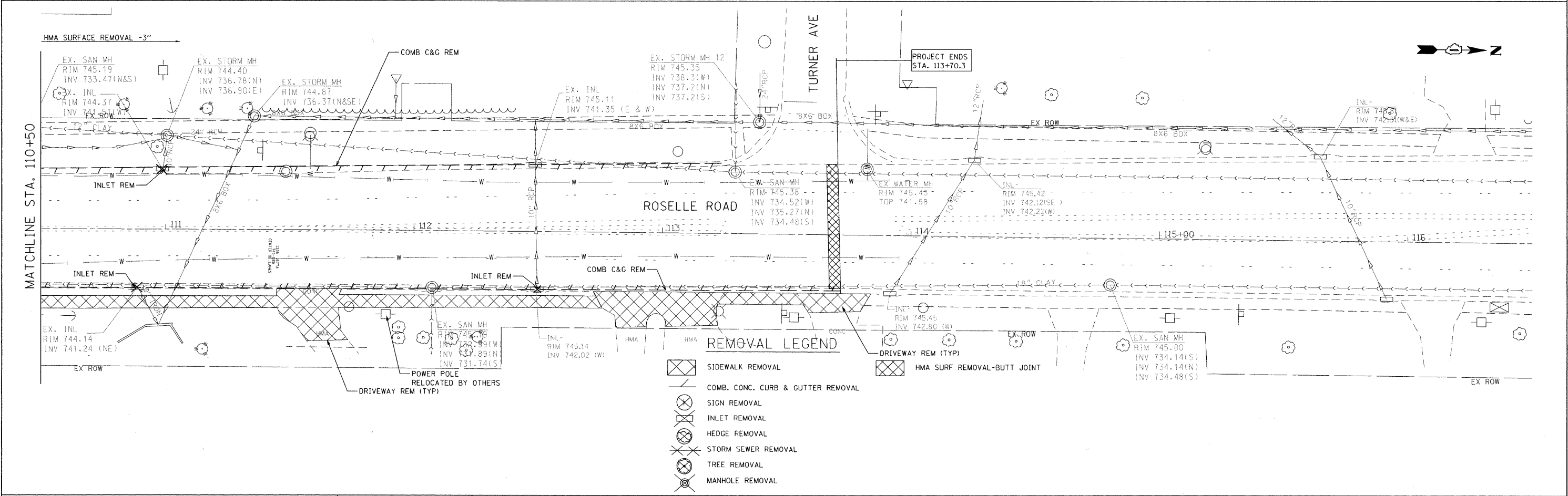
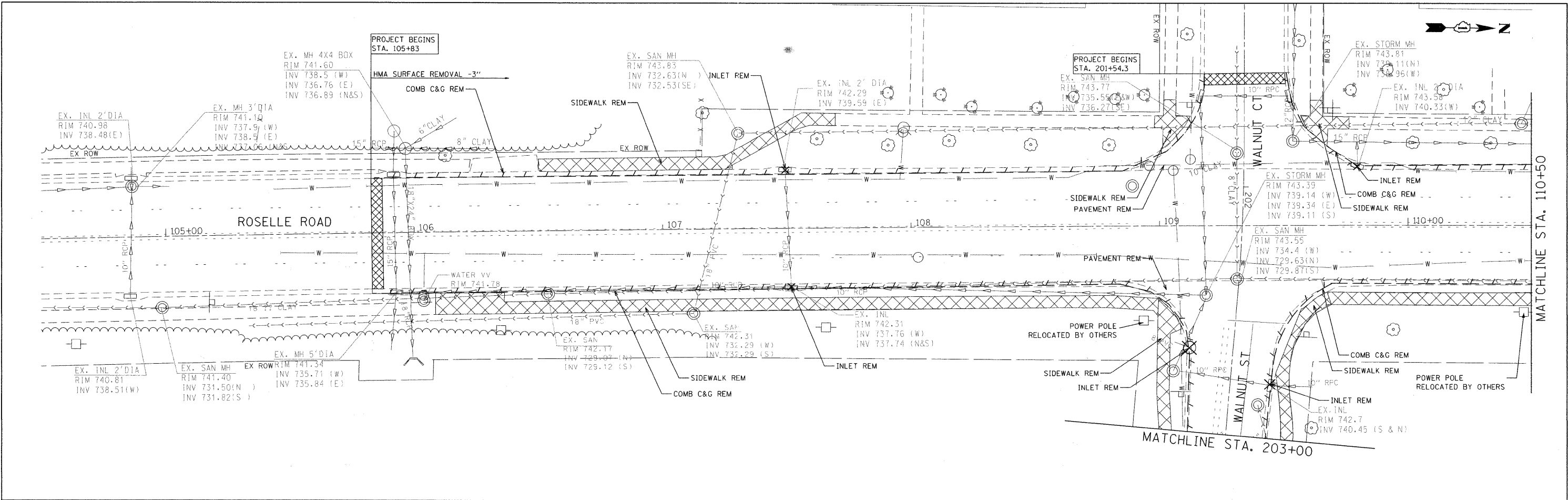
**ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS**

SCALE: 1"=40' SHEET NO. 1 OF 1 SHEETS STA. 102+00 TO STA. 121+29.39

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	8
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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 USER: MPM Professional Services



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**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED	CJD	REVISED	-
DRAWN	CJD	REVISED	-
CHECKED	TVN	REVISED	-
DATE	5/18/2011	REVISED	-

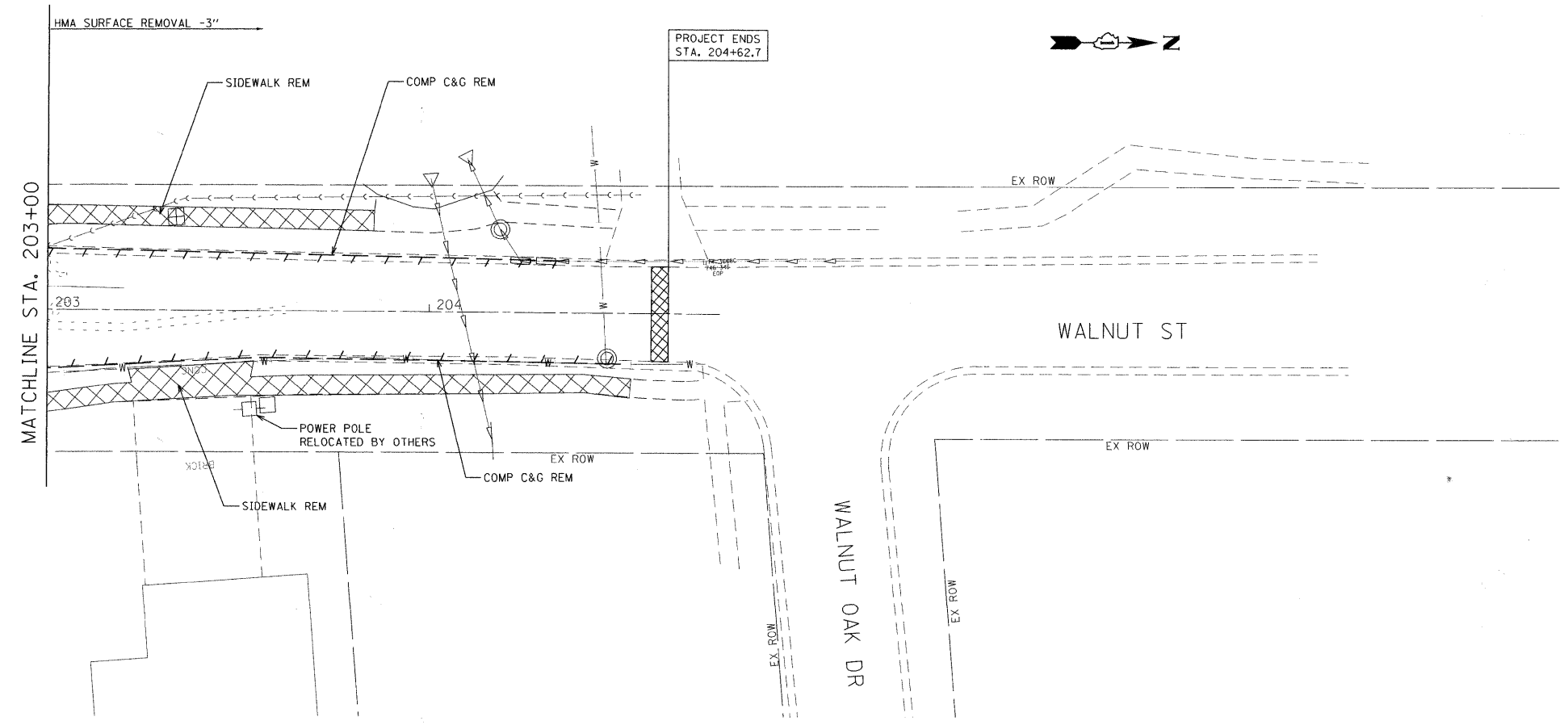
**DUPAGE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.**  
**INTERSECTION IMPROVEMENTS**

**REMOVAL PLANS**  
 SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 105+83 TO STA. 113+70.3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	9
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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**REMOVAL LEGEND**

- SIDEWALK REMOVAL
- COMB. CONC. CURB & GUTTER REMOVAL
- SIGN REMOVAL
- INLET REMOVAL
- HEDGE REMOVAL
- STORM SEWER REMOVAL
- TREE REMOVAL
- MANHOLE REMOVAL
- HMA SURF REMOVAL-BUTT

FILE NAME = P:\2010\ME10015\_Roselle\_DPCDOT\CADD\Shots\Roselle-sht-Exist02.dgn  
 PLOT SCALE = 20.0000 / 1 IN.  
 USER NAME = Millennia Professional Services



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CHECKED - TVN	REVISED -
DATE - 5/18/2011	REVISED -

**DUPAGE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.**  
**INTERSECTION IMPROVEMENTS**

**REMOVAL PLAN**

SCALE: 1"=20'    SHEET NO. 2 OF 2 SHEETS    STA. 203+00 TO STA. 204+62.7

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	10
CONTRACT NO. 63611				

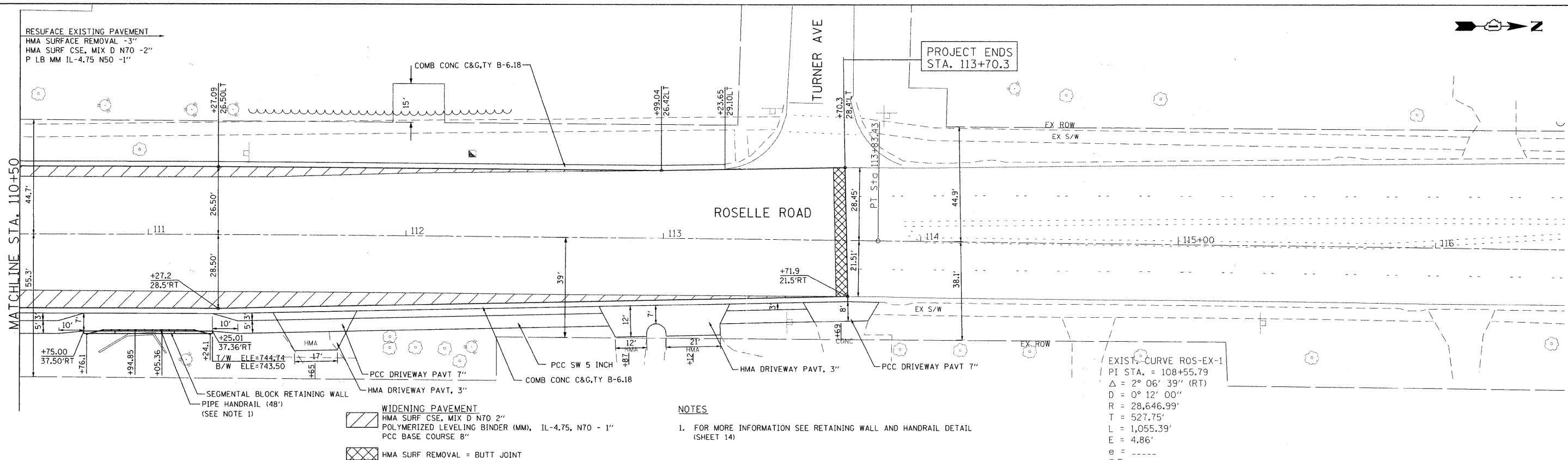
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
 P:\2010\ME10015\_Roselle\_DPCDOT\CADD\Shots\Roselle-sht-Exist02.dgn



PLAN	REVISIONS	BY	DATE
NO.	NO.		
NOTE BOOK	ALIGNED CHECKED		
	CADD FILE NAME		

PROFILE	REVISIONS	BY	DATE
NO.	NO.		
NOTE BOOK	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		

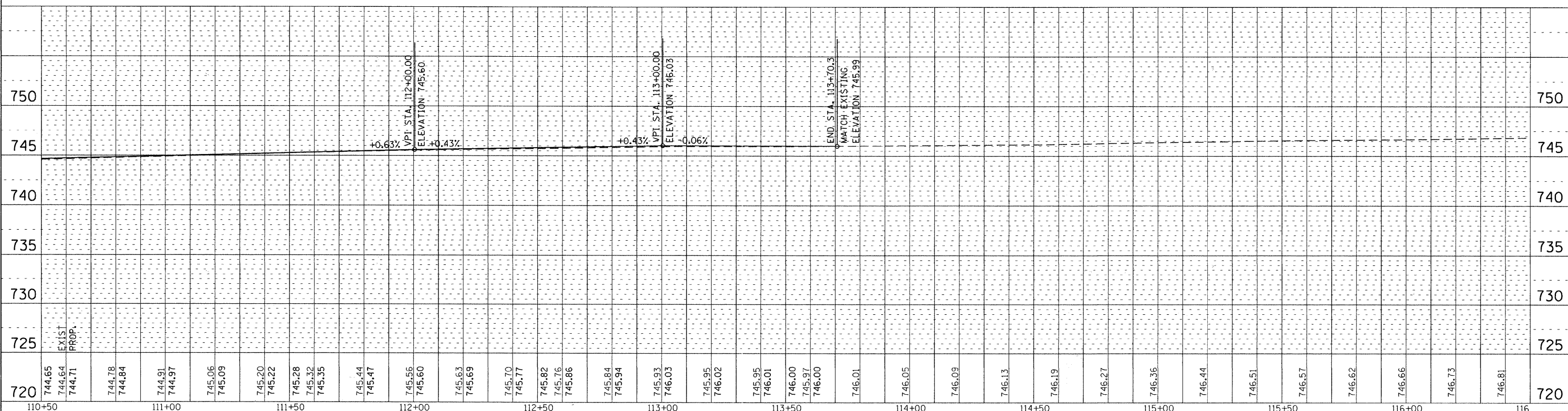
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 PLOT SCALE = 28.8000 / IN.  
 USER NAME = Millennium Professional Services



**WIDENING PAVEMENT**  
 HMA SURF CSE, MIX D N70 2"  
 POLYMERIZED LEVELING BINDER (MM), IL-4.75, N70 - 1"  
 PCC BASE COURSE 8"  
 HMA SURF REMOVAL = BUTT JOINT

**NOTES**  
 1. FOR MORE INFORMATION SEE RETAINING WALL AND HANDRAIL DETAIL (SHEET 14)

**EXISTING CURVE ROS-EX-1**  
 PI STA. = 108+55.79  
 $\Delta = 2^\circ 06' 39''$  (RT)  
 $D = 0^\circ 12' 00''$   
 $R = 28,646.99'$   
 $T = 527.75'$   
 $L = 1,055.39'$   
 $E = 4.86'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 103+28.04$   
 $P.T. STA. = 113+83.43$

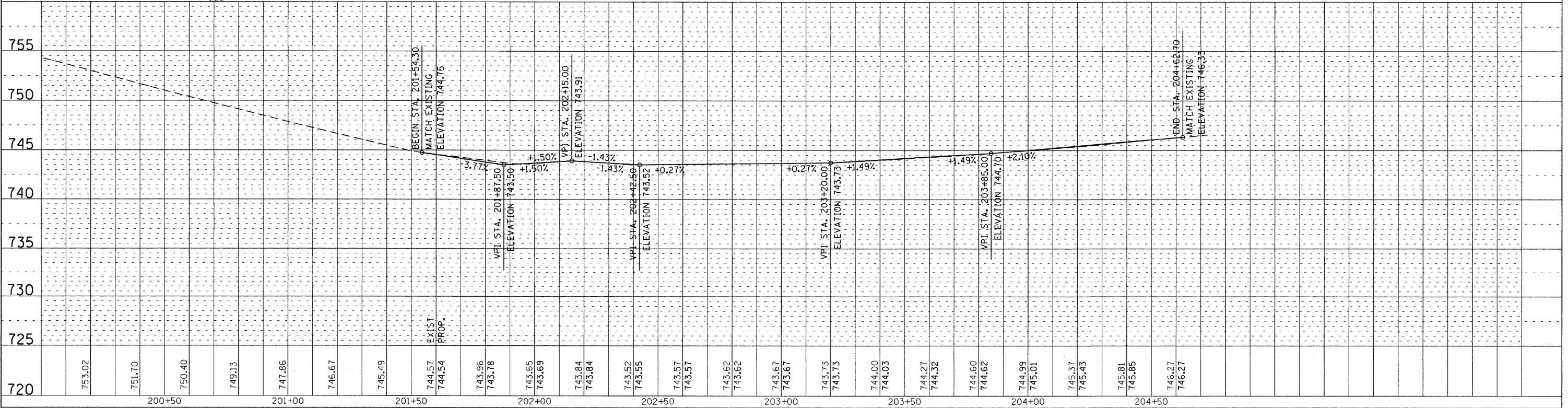
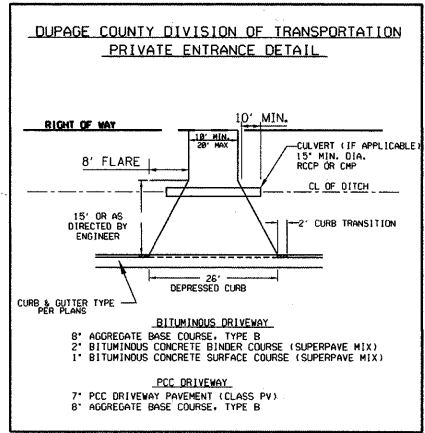
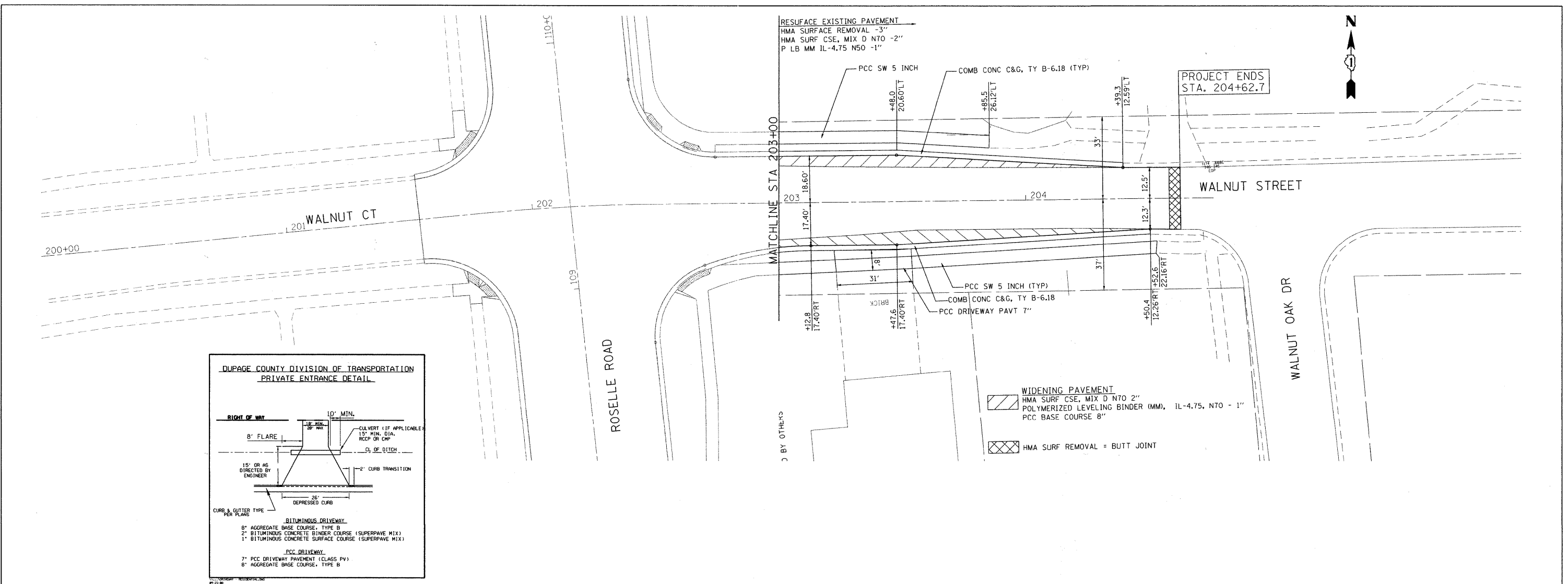


DESIGNED - TVN	REVISED -	<b>DUPAGE COUNTY DEPARTMENT OF TRANSPORTATION</b>	<b>ROSELLE RD. &amp; WALNUT ST. INTERSECTION IMPROVEMENTS</b>	<b>PROPOSED PLAN &amp; PROFILE</b>	F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 12
DRAWN - TVN	REVISED -				CONTRACT NO. 63611				
CHECKED - RPD	REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
DATE - 5/18/2011	REVISED -				P:\2010\ME10015_Roselle-DPCDOT\CADD\Shets\Roselle-sht-PP02.dgn				

PLAN	REVISIONS	DATE
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	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	

PROFILE	REVISIONS	DATE
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	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	
	NO.	

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 USER NAME = Millennium Professional Services  
 PLOT SCALE = 20.0000' / 1" IN.



720	753.02	751.70	750.40	749.13	747.86	746.67	745.49	744.57	744.54	743.96	743.78	743.65	743.69	743.84	743.84	743.52	743.55	743.57	743.57	743.62	743.62	743.67	743.67	743.73	743.73	744.00	744.03	744.27	744.32	744.60	744.62	744.99	745.01	745.37	745.43	745.81	745.85	746.27	746.27	
	200+50		201+00		201+50		202+00		202+50		203+00		203+50		204+00		204+50																							



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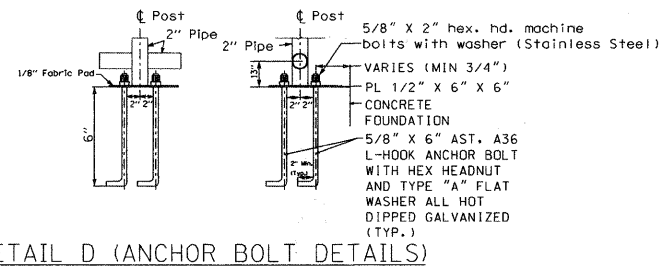
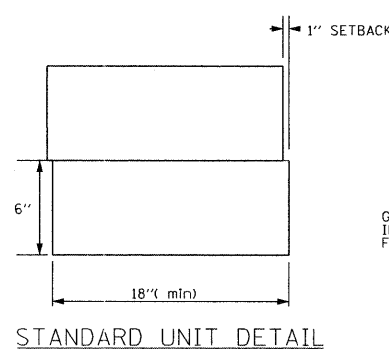
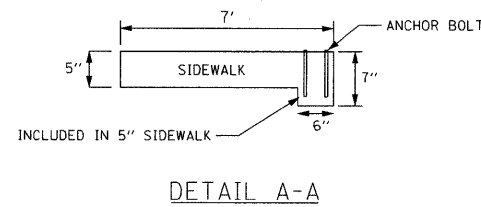
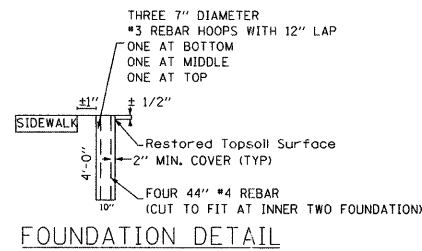
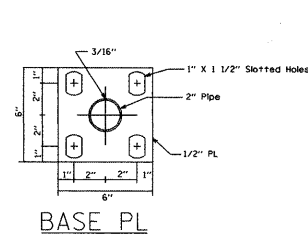
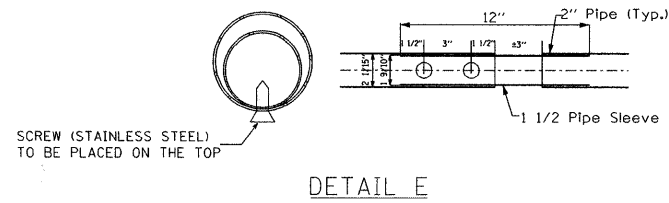
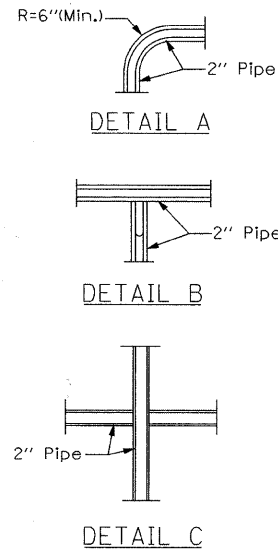
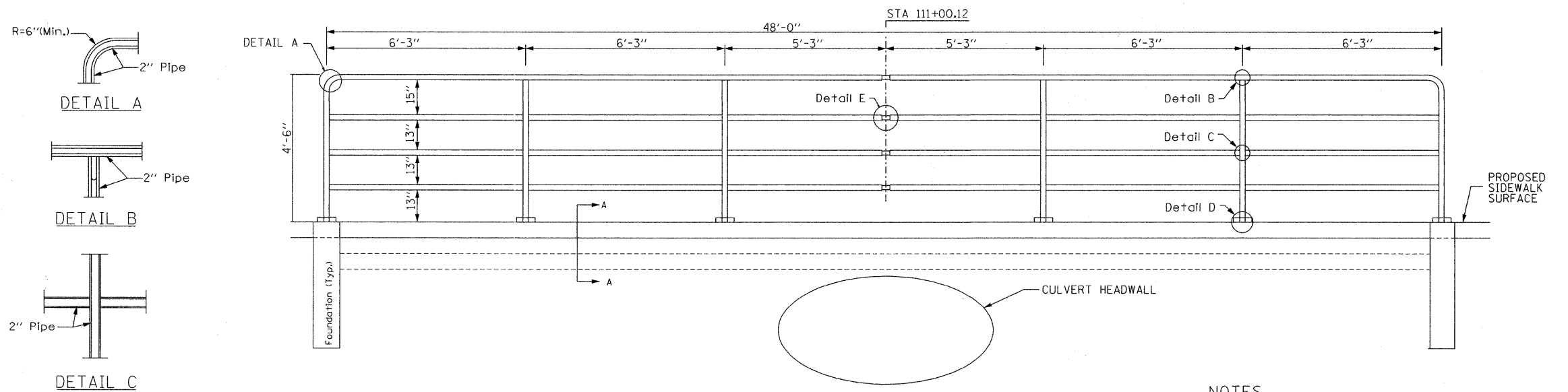
DESIGNED	TVN	REVISED	
DRAWN	TVN	REVISED	
CHECKED	RPD	REVISED	
DATE	5/18/2011	REVISED	

**DUPAGE COUNTY  
DEPARTMENT OF TRANSPORTATION**

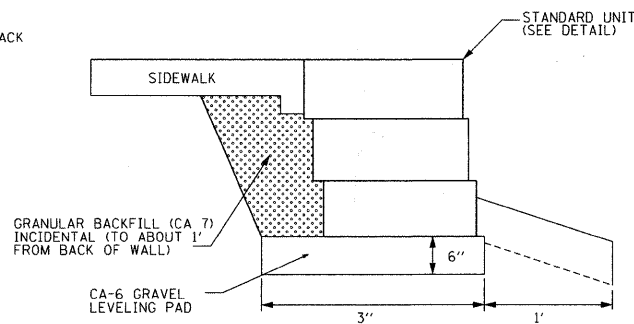
**ROSELLE RD. & WALNUT ST.  
INTERSECTION IMPROVEMENTS**

SCALE: 1"=20' SHEET NO. 3 OF 3 SHEETS STA. 203+00 TO STA. 204+62.7

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	13
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



In lieu of the cast-in place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" dia. anchor rods. Embedment shall be according to the manufacturer's specifications



TYPICAL RETAINING WALL CROSS SECTION

NOTES

Railing shall be according to Section 510 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Hand Rail.

Hollow Structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

All other steel shapes and plates shall conform to requirements of AASHTO W 270 Grade 36.

If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the adhesive chemical.

Space reinforcement to miss anchor rods.

All posts, rolling, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless steel bolts as noted.

Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

HANDRAIL SHALL BE PAINTED BLACK PER ARTICLE 510.05

FILE NAME: P:\2010\ME\0015\_Roselle\_DPCDOT\CADD\Shots\Handrail\_Details.dgn  
 SCALE: 1"=10'-0"  
 USER: Rose



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CHECKED	TVN	REVISED	
DATE	5/18/2011	REVISED	

DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION

ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS

RETAINING WALL AND  
 HANDRAIL DETAILS

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	14
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGH OUT THE PROJECT AREA AT ALL TIMES.
4. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL ENTRANCES, APPROACHES, AND TEMPORARY ROADS WITHIN THE PROJECT LIMITS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON, "AGGREGATE SURFACE COURSE, TYPE B."
5. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS
6. TYPE II BARRICADES SHALL BE PROVIDED AS SHOWN IN THE PLANS AND SPACED 50 FEET CENTER TO CENTER ON TANGENT, AND 15 FEET CENTER TO CENTER ON TAPERS AND CURVES.
7. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL PHASES OF CONSTRUCTION.
8. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
9. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.
10. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACED TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH, "CHANGEABLE MESSAGE SIGN".
11. THE CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS AT EVERY COMMERCIAL ENTRANCE WITHIN THE PROJECT LIMITS WHERE ENTRANCE IS OBSTRUCTED DUE TO CONSTRUCTION AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGNS SHEET.
12. ALL TEMPORARY INFORMATION SIGNS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LUMP SUM FOR "TRAFFIC CONTROL AND PROTECTION SPECIAL".

**DUPAGE COUNTY NOTES**

1. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, TRAFFIC SIGNAL PLANS, THESE NOTES, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).
2. THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
3. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DU PAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.
4. TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.
5. ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN SIX (6) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADYBURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE EXCEEDS SIX (6) INCHES, THE BARRICADES, DRUMS OR VERTICAL PANELS MENTIONED ABOVE SHALL BE PLACED AT FIFTY (50) FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
6. TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
7. TYPE I, II AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
8. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
9. WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.
10. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
11. THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC CONTROL FOR THIS PROJECT:  
  
CONSTRUCTION STAGING  
  
1. THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.  
  
2. PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.

**SUGGESTED CONSTRUCTION STAGING**

**STAGE I**

1. REMOVE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS.
2. REMOVE EXISTING PAVEMENT MARKERS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS. REMOVE REFLECTORS ONLY OUTSIDE OF THE PROJECT LIMITS.
3. INSTALL STAGE I TRAFFIC CONTROL.
4. INSTALL STAGE I EROSION CONTROL.
5. COMPLETE STAGE I WIDENING UP TO BINDER COURSE.

**STAGE II**

1. REMOVE STAGE I WORK ZONE PAVEMENT MARKINGS. IN CONFLICT WITH STAGE II TEMPORARY PAVEMENT MARKINGS.
2. INSTALL STAGE II TRAFFIC CONTROL.
3. INSTALL STAGE II EROSION CONTROL.
4. COMPLETE STAGE II WIDENING UP TO BINDER COURSE..

**STAGE III**

1. REMOVE STAGE II TRAFFIC CONTROL.
2. COMPLETE SURFACE REMOVAL.
3. PLACE LEVELING BINDER AND SURFACE COURSE.
4. PLACE PERMANENT PAVEMENT MARKINGS.

FILE NAME = P:\2010\ME10015.Roselle.DPCDOT\CADD\Shots\Roselle-Sht-Stage-Notes.dgn  
 USER = JLN  
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DRAWN	CJD	REVISED	
CHECKED	TVN	REVISED	
DATE	5/18/2011	REVISED	

**DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

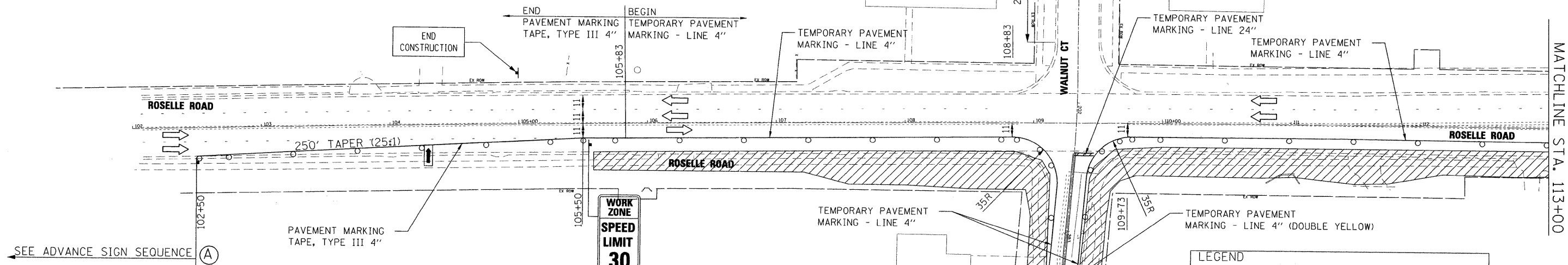
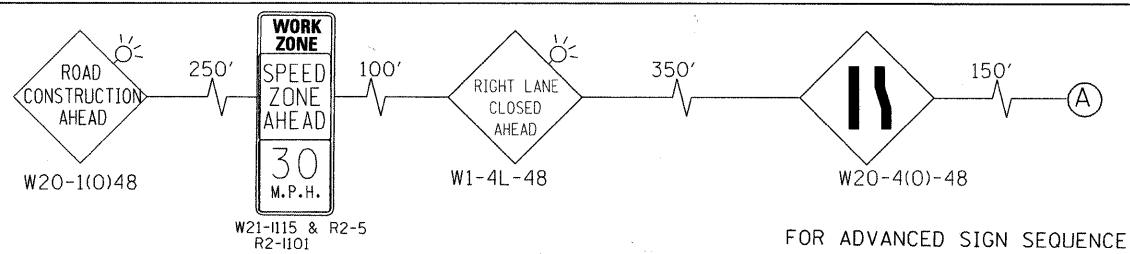
**ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS**

**SUGGESTED STAGES OF CONSTRUCTION  
 AND TRAFFIC CONTROL  
 GENERAL NOTES AND DESCRIPTION**

SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

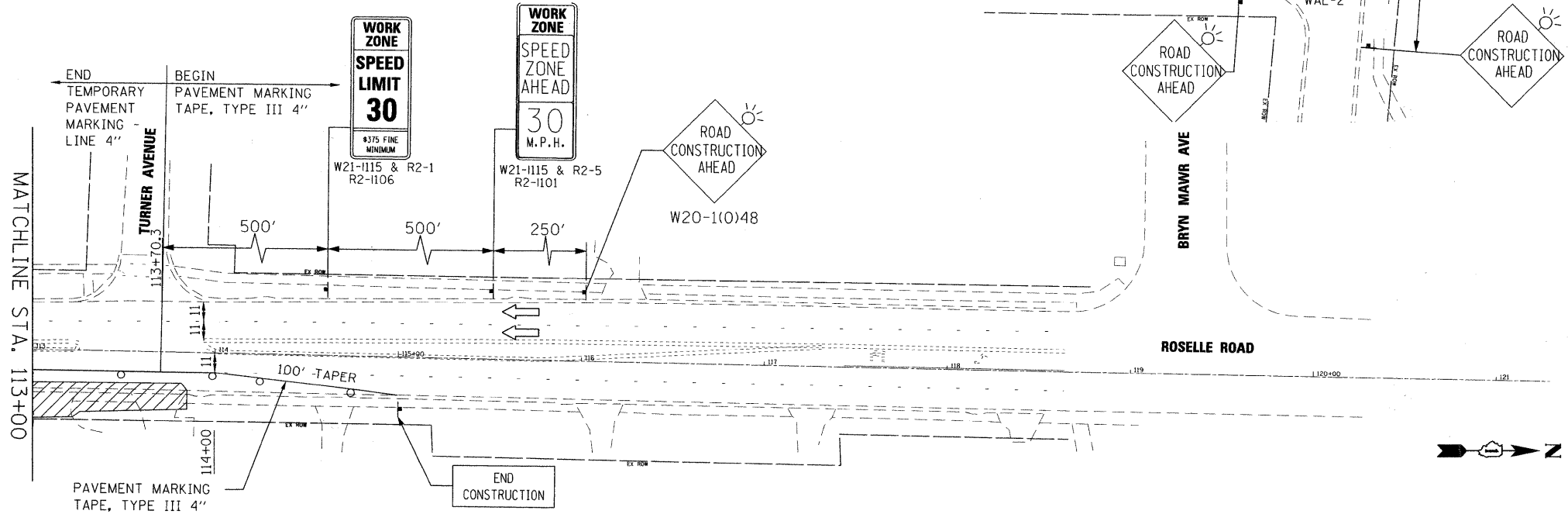
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	15
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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**LEGEND**

- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT) AND 25 FT CENTERS ALONG TAPERS.
- TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- WORK ZONE
- ARROW BOARD
- SIGN
- TRAFFIC DIRECTION/ORIENTATION



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 USER: JIN  
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CHECKED - TVN	REVISED -
DATE - 5/18/2011	REVISED -

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 DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS**

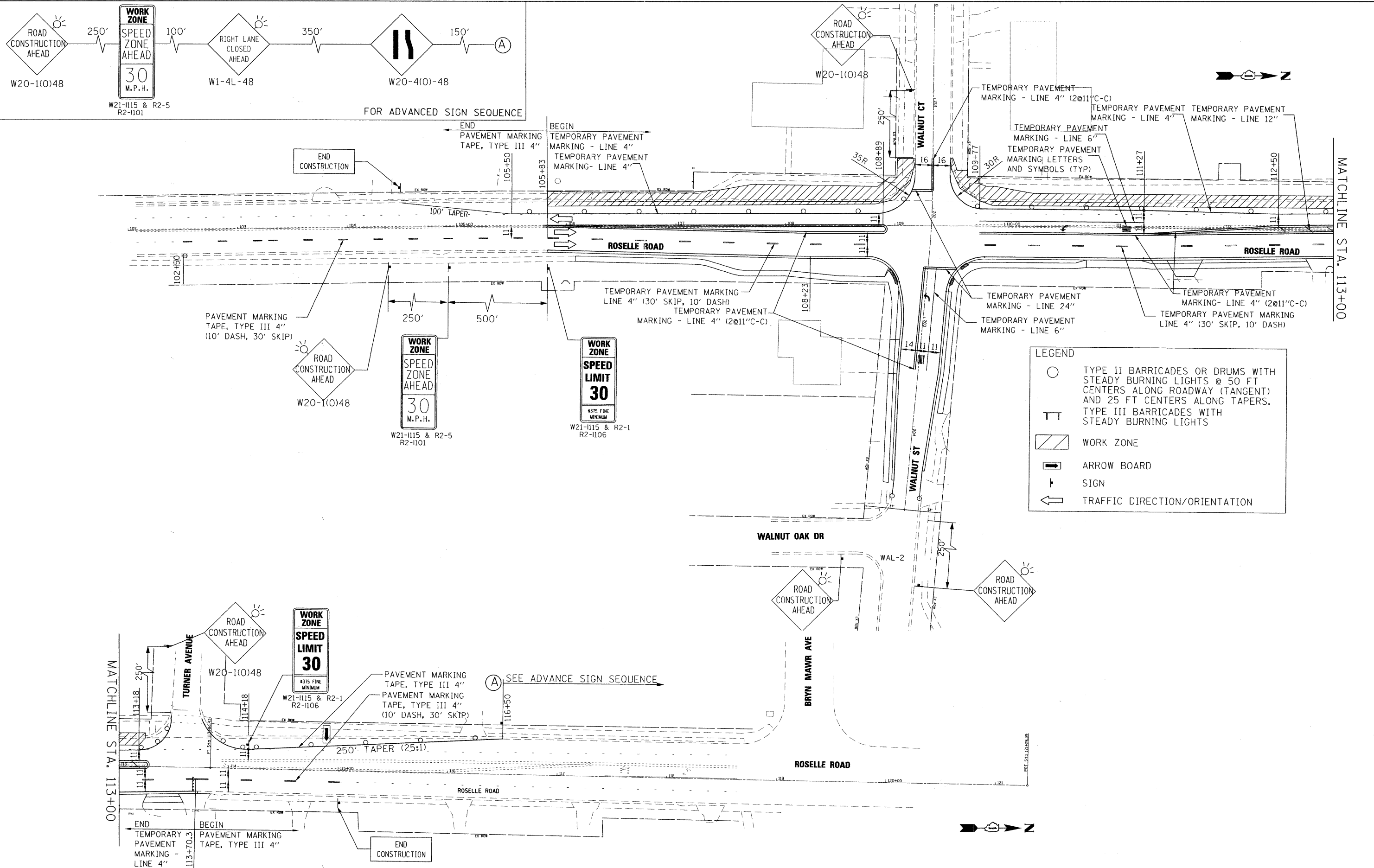
**SUGGESTED STAGES OF CONSTRUCTION  
 STAGE - I**

SCALE: 1"=40' SHEET NO. 1 OF 1 SHEETS STA. 102+50 TO STA. 115+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	16
CONTRACT NO. 63611				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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**LEGEND**

- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT) AND 25 FT CENTERS ALONG TAPERS.
- ⊥ TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- ▨ WORK ZONE
- ➡ ARROW BOARD
- ⊥ SIGN
- ↔ TRAFFIC DIRECTION/ORIENTATION

FILE NAME: F:\2010\ME10015\_Roselle-DPCDOT\CADD\5hsta\Roselle-sht-STAGE02.dgn  
 USER: JIN  
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CHECKED	TVN	REVISED	-
DATE	5/18/2011	REVISED	-

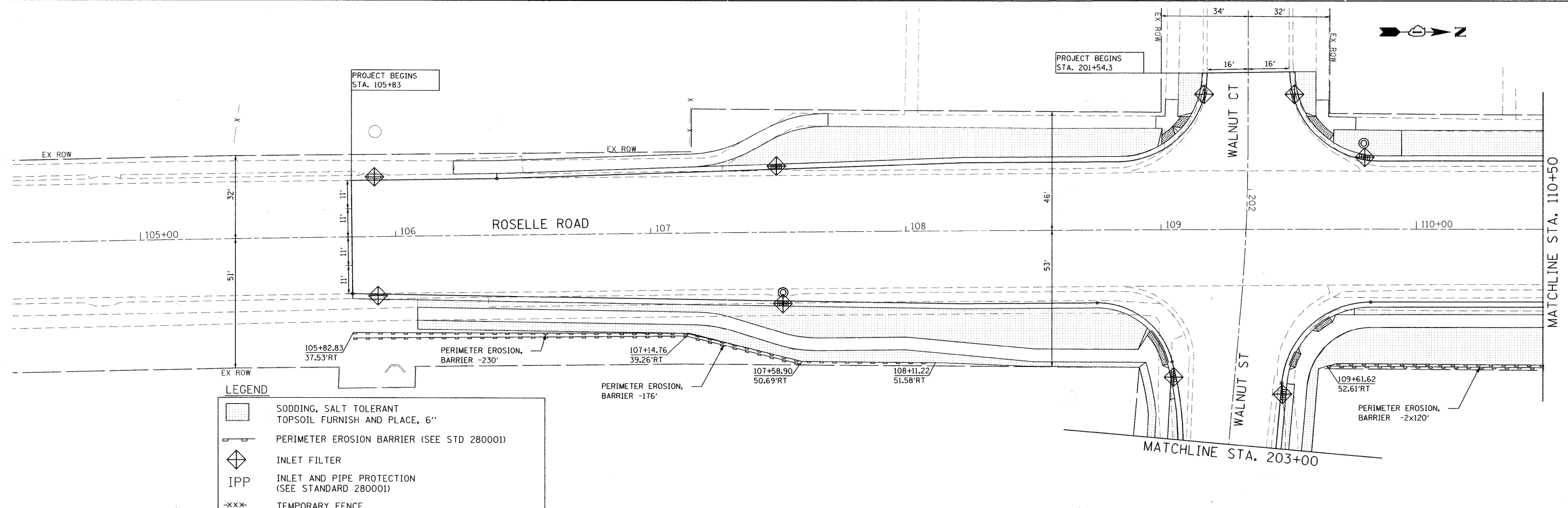
**DUPAGE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.**  
**INTERSECTION IMPROVEMENTS**

**SUGGESTED STAGES OF CONSTRUCTION**  
**STAGE - II**

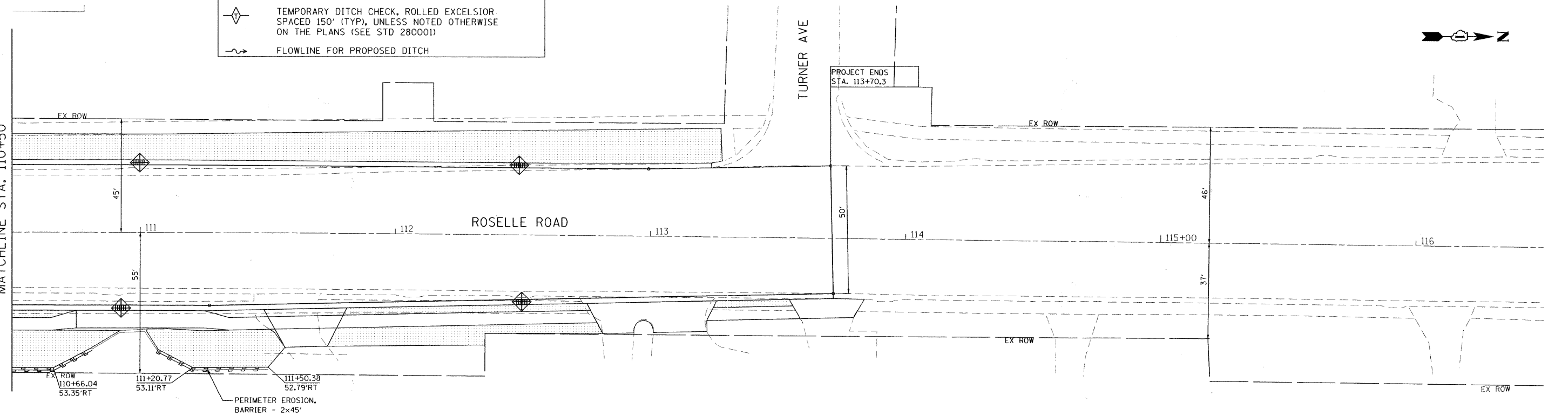
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	17
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: 1"=40' SHEET NO. 1 OF 1 SHEETS STA. 102+50 TO STA. 116+50  
 F:\2010\ME10015\_Roselle-DPCDOT\CADD\5hsta\Roselle-sht-STAGE02.dgn



**LEGEND**

- SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 6"
- PERIMETER EROSION BARRIER (SEE STD 280001)
- INLET FILTER
- INLET AND PIPE PROTECTION (SEE STANDARD 280001)
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK, ROLLED EXCELSIOR, SPACED 150' (TYP), UNLESS NOTED OTHERWISE ON THE PLANS (SEE STD 280001)
- FLOWLINE FOR PROPOSED DITCH



NOTE: ALL AREAS OF BARE GROUND SHALL BE TEMPORARILY SEEDED EVERY 7 DAYS UNTIL PERMANENT EROSION CONTROL IS IN PLACE

FILE NAME = P:\2010\ME10015\_Roselle.DPCDOT\CADD\ShvsRoselle-shs-EROS01.dgn  
 USER NAME = M11terms Professional Services



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CHECKED - TVN	REVISED -
DATE - 5/24/2011	REVISED -

**DUPAGE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

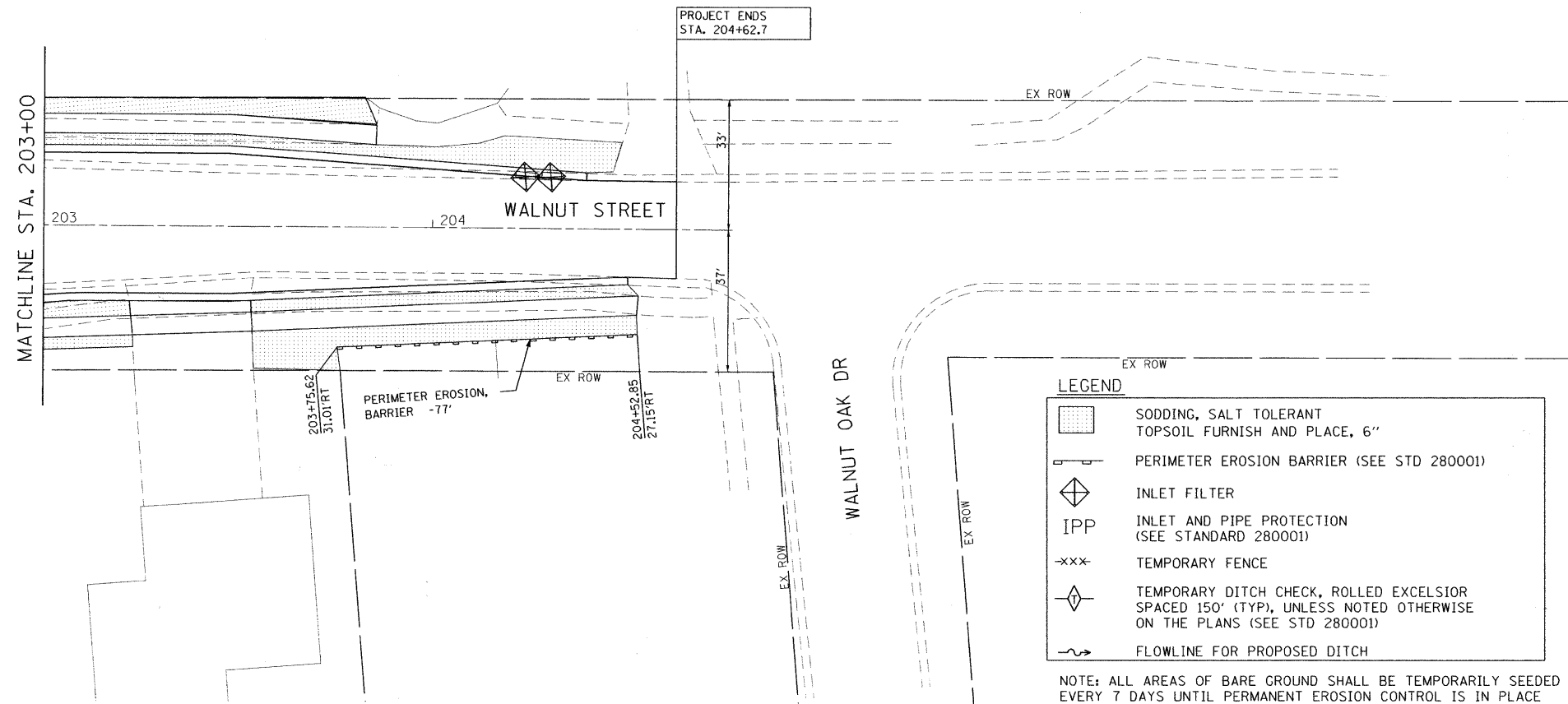
**ROSELLE RD. & WALNUT ST.**  
**INTERSECTION IMPROVEMENTS**

**EROSION CONTROL PLANS**

SCALE: 1"=20'    SHEET NO. 1 OF 2 SHEETS    STA. 105+83 TO STA. 113+70.3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	18
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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**LEGEND**

- SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 6"
- PERIMETER EROSION BARRIER (SEE STD 280001)
- INLET FILTER
- INLET AND PIPE PROTECTION (SEE STANDARD 280001)
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK, ROLLED EXCELSIOR SPACED 150' (TYP), UNLESS NOTED OTHERWISE ON THE PLANS (SEE STD 280001)
- FLOWLINE FOR PROPOSED DITCH

NOTE: ALL AREAS OF BARE GROUND SHALL BE TEMPORARILY SEEDED EVERY 7 DAYS UNTIL PERMANENT EROSION CONTROL IS IN PLACE

**EROSION CONTROL NOTES**

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 15-116 OF THE DU PAGE COUNTY COUNTYWIDE STORM WATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE SEPTEMBER 24, 1991 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILR40.
2. EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
3. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
4. ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. ALL ERODABLE/BARE AREAS SHALL BE SEEDED EVERY 7 DAYS WITH TEMPORARY EROSION CONTROL SEEDING. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED.
5. WHERE WETLANDS ARE TO REMAIN, THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT. CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF OR STOCKPILED IN WETLANDS.
6. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
7. WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
8. GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
9. CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.
10. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
11. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
12. THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
13. THE COST OF REMOVING SEDIMENT OR REPAIRING EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.

FILE NAME = P:\2010\ME10015.Roselle.DPCDOT\CADD\Shots\Roselle-sht-EROS02.dgn  
 USER NAME = M10015 Professional Services



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DRAWN -	CJD	REVISED -	
CHECKED -	TVN	REVISED -	
DATE -	5/24/2011	REVISED -	

**DUPAGE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.**  
**INTERSECTION IMPROVEMENTS**

**EROSION CONTROL PLANS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	19
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

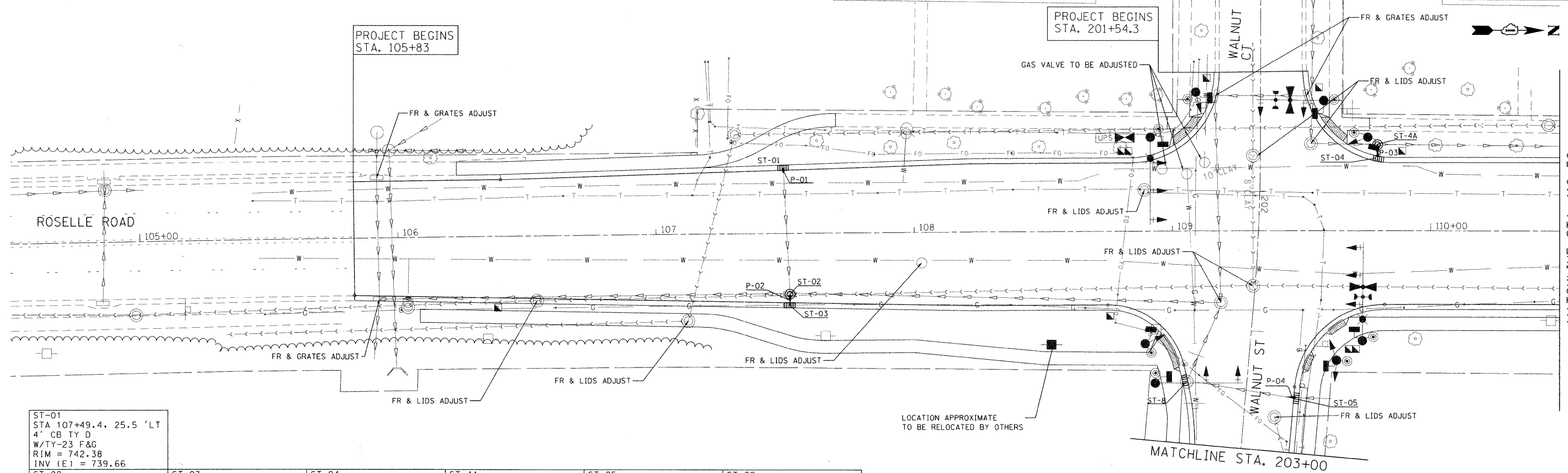
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PLAN	SURVEYED	DATE
	ALIGNED	
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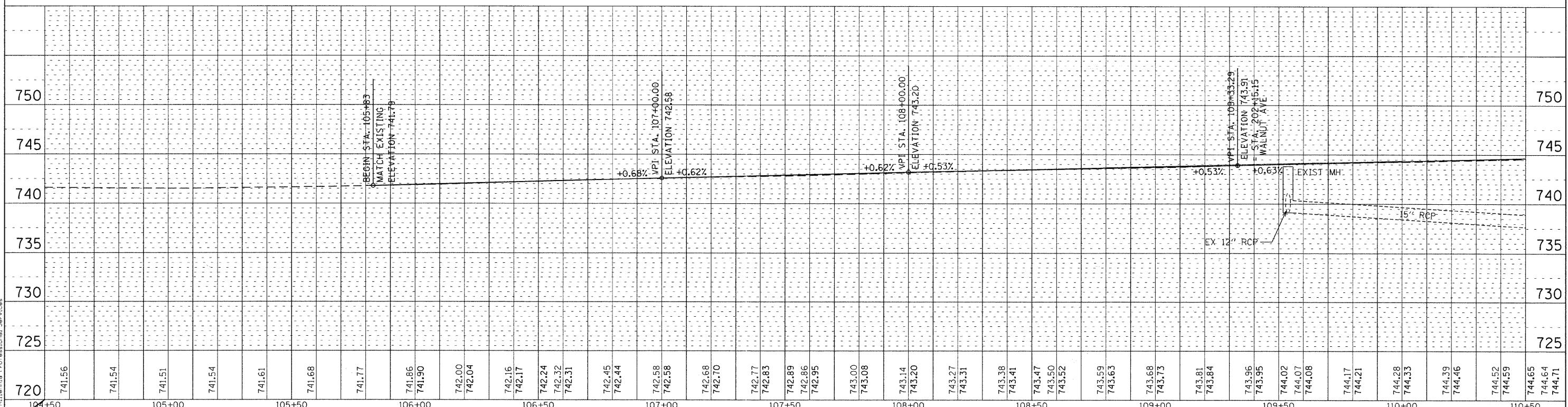
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	GRADES CHECKED	
	BY	
	NO.	

FILE NAME: P:\2010\ME10015\_Roselle\_IL\PROJECT\CADD\Shs\Roselle-sht-D001.dgn  
 PLOT SCALE: 1"=20'  
 USER NAME: Millennium Professional Services



ST-01 STA 107+49.4, 25.5' LT 4' CB TY D W/TY-23 F&G RIM = 742.38 INV (E) = 739.66	ST-02 STA 107+51.6, 23.51' RT 4' CB TY D W/FR & LIDS T1 CL RIM = 742.43 INV = 737.76 (S.W & E)	ST-03 STA 107+51.6, 27.6' RT 4' CB TY D W/TY-23 F&G RIM = 742.35 INV = 737.80 (W)	ST-04 STA 109+74.5, 29.2' LT 4' CB TY D W/TY-23 F&G RIM = 743.59 INV (NW) = 740.29	ST-4A STA 109+79.5, 33.5' LT 4' MH TY A W/FR & LIDS T1 CL RIM = 744.45 INV (NW) = 740.29	ST-05 STA 202+78.6, 19.5' LT 4' CB TY D W/TY-23 F&G RIM = 743.23 INV (S) = 740.57	ST-08 STA 202+76.0, 23.2' RT EX MH TO BE ADJUST W/TY-23 F&G RIM = 743.15 INV (W) = 740.76
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P-01 EXTEND EX STORM SEW 4 LF - 10" STORM SEW CL A, TY-1	P-2 EXTEND EX STORM SEW 4 LF - 10" STORM SEW CL A, TY-1	P-3 6 LF - 10" STORM SEW CL A, TY-1 TO NEW CB	P-4 EXTEND EX STORM SEW 4 LF - 10" STORM SEW CL A, TY-1
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720	741.56	741.54	741.51	741.54	741.61	741.68	741.77	741.86	741.90	742.00	742.04	742.16	742.17	742.24	742.32	742.31	742.45	742.44	742.58	742.58	742.68	742.70	742.77	742.83	742.89	742.86	742.95	743.00	743.08	743.14	743.20	743.27	743.31	743.38	743.41	743.47	743.50	743.52	743.59	743.63	743.68	743.73	743.81	743.84	743.96	743.95	744.02	744.07	744.08	744.17	744.21	744.28	744.33	744.39	744.46	744.52	744.59	744.65	744.64	744.71
104+50	105+00	105+50	106+00	106+50	107+00	107+50	108+00	108+50	109+00	109+50	110+00	110+50																																																



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DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 5/25/2011	REVISED -

**DUPAGE COUNTY  
DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
INTERSECTION IMPROVEMENTS**

**DRAINAGE AND UTILITIES PLAN**

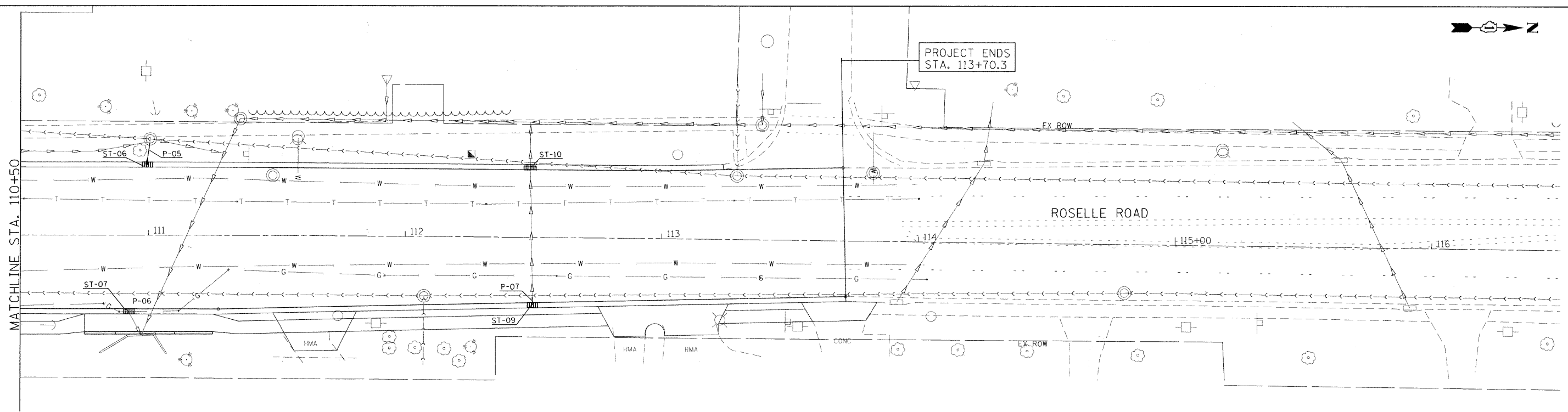
F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 20
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: 1"=20' SHEET NO. 1 OF 3 SHEETS STA. 105+83 TO STA. 110+50  
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PLAN	SURVEYED	DATE
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	BY	
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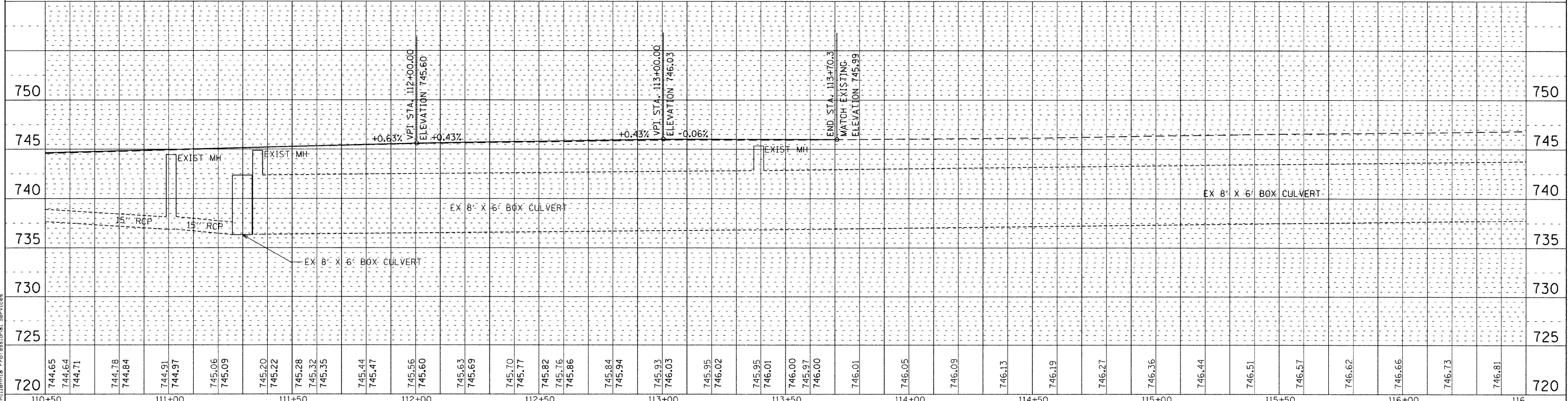
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 FILE NAME = 20100920  
 SCALE =  
 USER NAME = Millennium Professional Services



ST-06 STA 110+99.4, 27.5 'LT 4' CB TY D W/TY-23 F&G RIM = 744.41 INV (W) = 741.64	ST-07 STA 110+92.3, 27.4 'RT 4' CB TY D W/TY-23 F&G RIM = 744.37 INV (E) = 741.40	ST-09 STA 112+49.5, 26.3 'RT 4' CB TY D W/TY-23 F&G RIM = 745.28 INV (W) = 742.09	ST-10 STA 112+48.3, 27.3 'LT 4' CB TY D W/TY-23 F&G RIM = 745.26 INV (W) = 741.41
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P-05 14 LF-STORM SEWER REMOVAL 10" 14 LF-10" STORM SEW CL A, TY-1	P-06 8 LF-PARTIAL REMOVED EXIST. STORM SEWER 10"	P-07 EXTEND EX. STORM SEW 4 LF-10" STORM SEW CL A, TY-1
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DRAWN	- TVN	REVISED	-
CHECKED	- RPD	REVISED	-
DATE	- 5/25/2011	REVISED	-

**DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

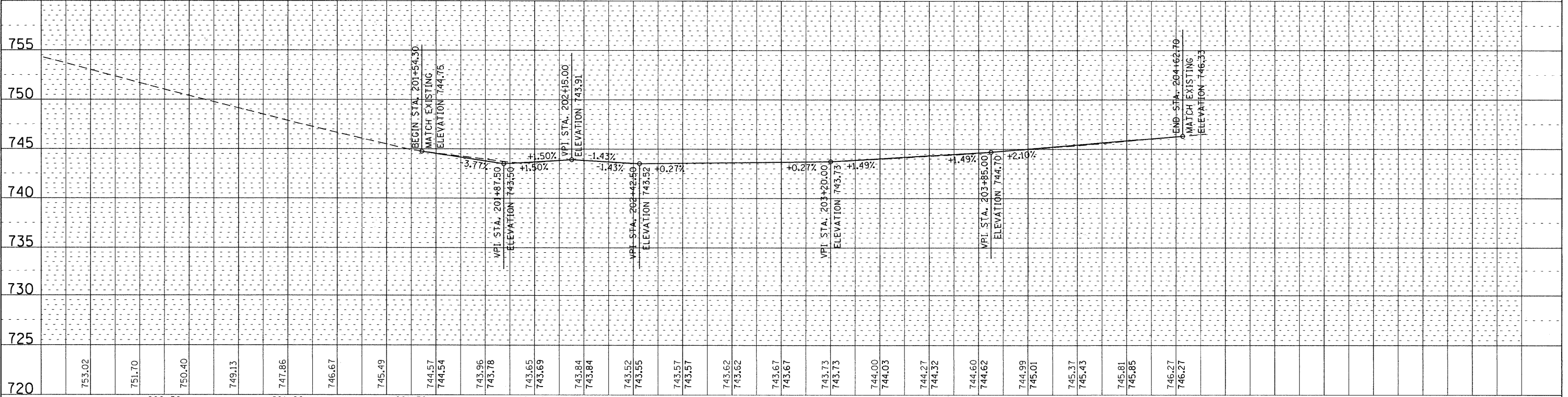
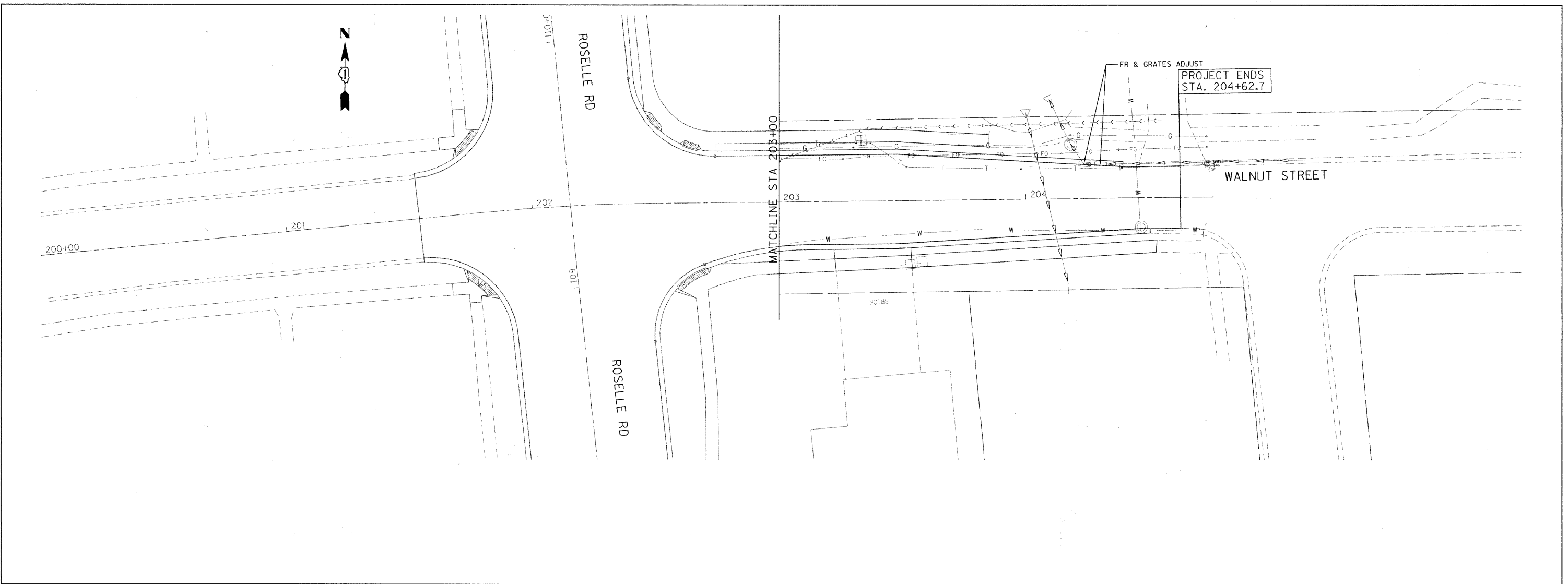
**ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS  
 DRAINAGE AND UTILITIES PLAN**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	21
CONTRACT NO. 63611				

PLAN	REVISIONS	BY	DATE
NO.	NO.		
NOTE BOOK	ALIGNED CHECKED		
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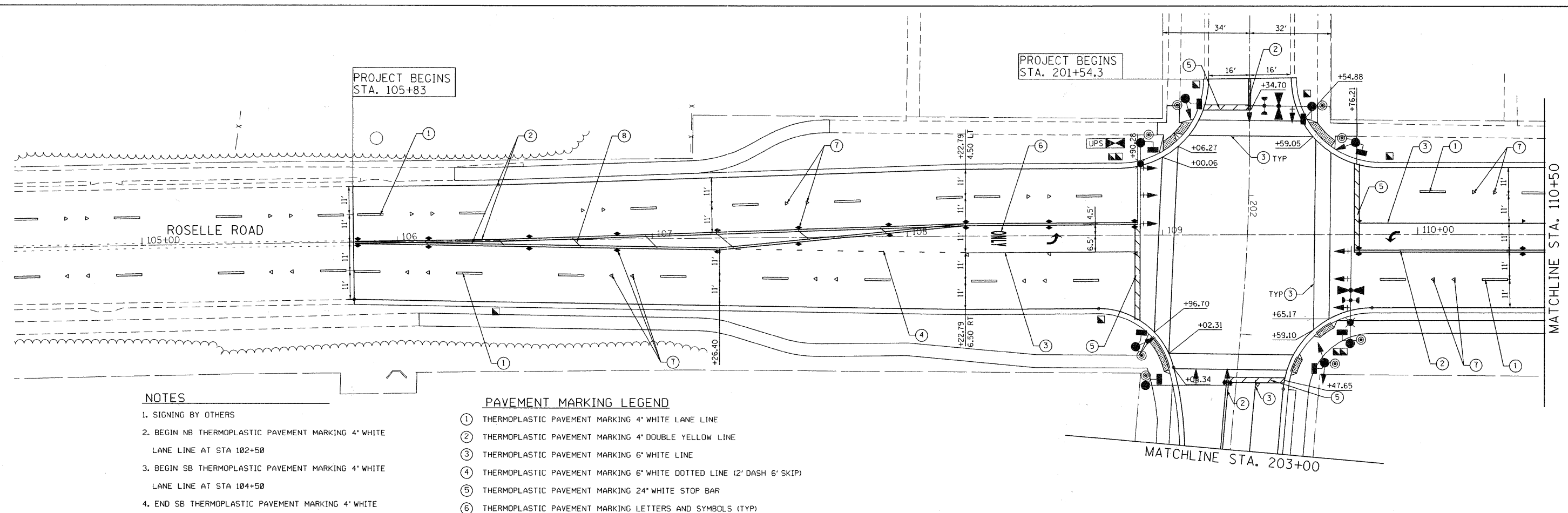
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NO.	NO.		
NOTE BOOK	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		

FILE NAME = P:\2010\ME\0015.Roselle.DPCDOT\CADD\Shts\Roselle-ht-DU03.dwg  
 PLOT SCALE = 26.0000' / IN.  
 USER NAME = Millennia Professional Services



<p>200 22ND Street, Suite 216, Lombard, IL 60148          630.705.0110 voice, 630.839.2566 fax          WWW.MPS-IL.COM</p>	DESIGNED - TVN	REVISED -	<p align="center"><b>DUPAGE COUNTY</b>  <b>DEPARTMENT OF TRANSPORTATION</b></p>	<p align="center"><b>ROSELLE RD. &amp; WALNUT ST.</b>  <b>DRAINAGE AND UTILITIES PLAN</b></p>	<table border="1"> <tr><th>F.A.P. RTE.</th><th>SECTION</th><th>COUNTY</th><th>TOTAL SHEETS</th><th>SHEET NO.</th></tr> <tr><td>364</td><td>07-00184-12-CH</td><td>DUPAGE</td><td>49</td><td>22</td></tr> </table>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	364	07-00184-12-CH	DUPAGE	49	22
	F.A.P. RTE.	SECTION				COUNTY	TOTAL SHEETS	SHEET NO.							
364	07-00184-12-CH	DUPAGE	49	22											
<p><b>MILLENNIA PROFESSIONAL SERVICES</b></p>	DRAWN - TVN	REVISED -	<p>SCALE: 1"=20'    SHEET NO. 3 OF 3 SHEETS    STA. 203+00 TO STA. 204+62.7</p>	<p align="center">CONTRACT NO. 63611</p>											
	CHECKED - RPD	REVISED -			<p>FED. ROAD DIST. NO. 1    ILLINOIS FED. AID PROJECT</p>										
	DATE - 5/18/2011	REVISED -			<p>P:\2010\ME\0015.Roselle.DPCDOT\CADD\Shts\Roselle-ht-DU03.dgn</p>										



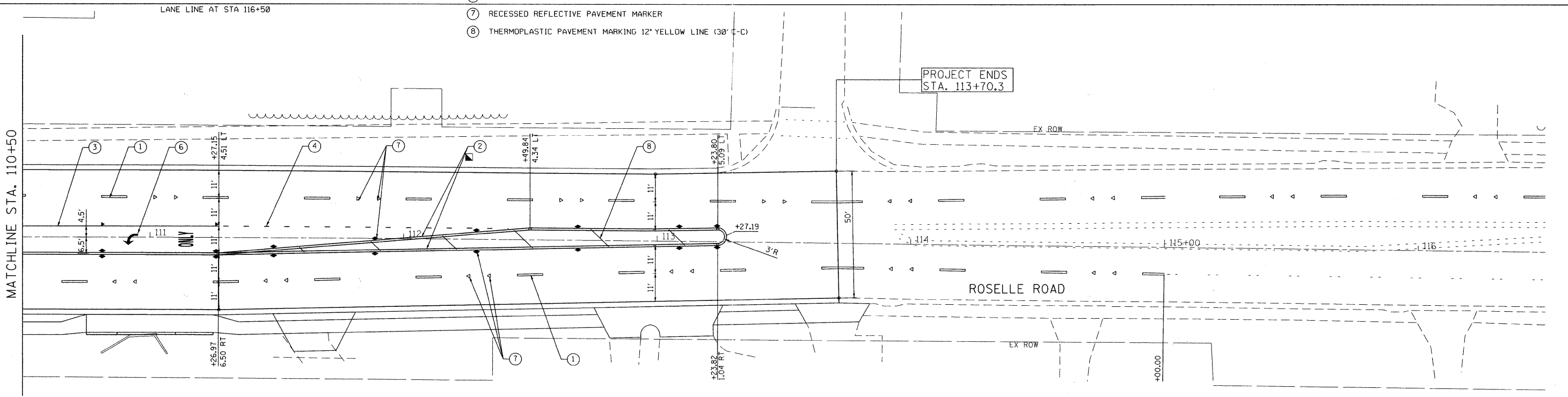


**NOTES**


- 1. SIGNING BY OTHERS
- 2. BEGIN NB THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE AT STA 102+50
- 3. BEGIN SB THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE AT STA 104+50
- 4. END SB THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE AT STA 116+50

**PAVEMENT MARKING LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE
- ② THERMOPLASTIC PAVEMENT MARKING 4" DOUBLE YELLOW LINE
- ③ THERMOPLASTIC PAVEMENT MARKING 6" WHITE LINE
- ④ THERMOPLASTIC PAVEMENT MARKING 6" WHITE DOTTED LINE (2' DASH 6' SKIP)
- ⑤ THERMOPLASTIC PAVEMENT MARKING 24" WHITE STOP BAR
- ⑥ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP)
- ⑦ RECESSED REFLECTIVE PAVEMENT MARKER
- ⑧ THERMOPLASTIC PAVEMENT MARKING 12" YELLOW LINE (30' C-C)



FILE NAME : P:\2010\ME\1015\_Roselle.DPCDOT\CADD\Shs\_Roselle-shs-PMK01.dgn  
 PLOT SCALE : 20.0000 / 7 IN.  
 USER NAME : Millennium Professional Services


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CHECKED	TVN	REVISED	-
DATE	5/18/2011	REVISED	-

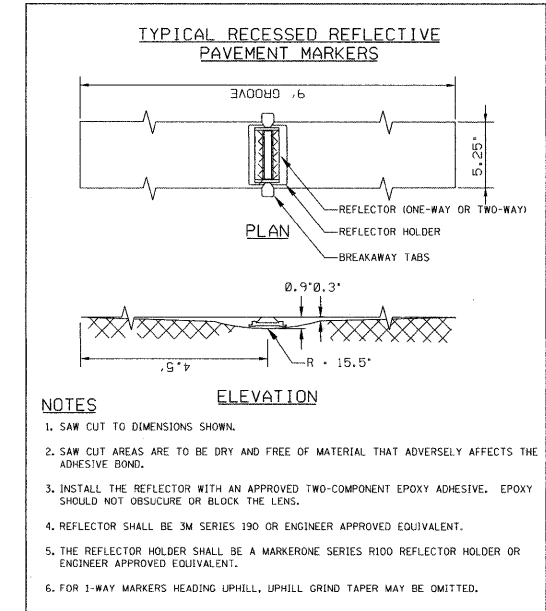
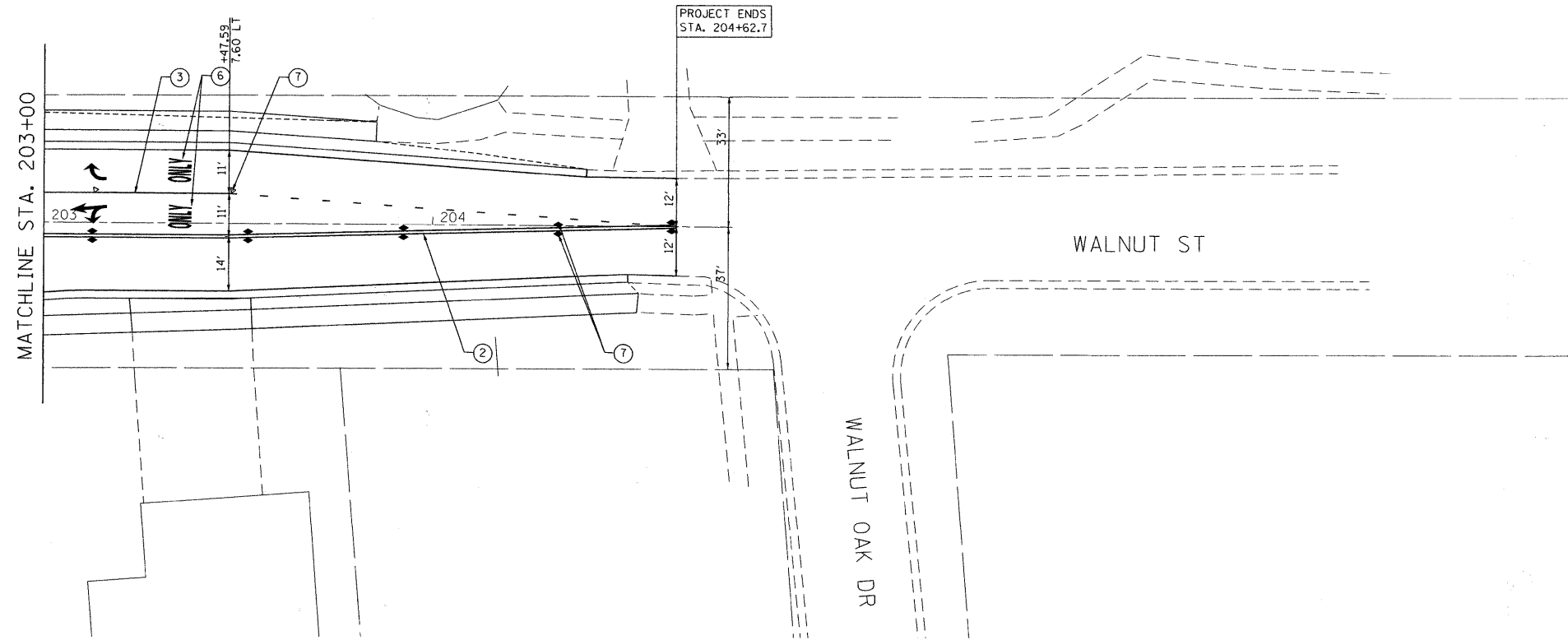
**DUPAGE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.**  
**INTERSECTION IMPROVEMENTS**  
 SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 105+83 TO STA. 113+70.3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	24
CONTRACT NO. 63611				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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**PAVEMENT MARKING LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING 4' WHITE LANE LINE
- ② THERMOPLASTIC PAVEMENT MARKING 4' DOUBLE YELLOW LINE
- ③ THERMOPLASTIC PAVEMENT MARKING 6' WHITE LINE
- ④ THERMOPLASTIC PAVEMENT MARKING 6' WHITE DOTTED LINE (2' DASH 6' SKIP)
- ⑤ THERMOPLASTIC PAVEMENT MARKING 24' WHITE STOP BAR
- ⑥ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP)
- ⑦ RECESSED REFLECTIVE PAVEMENT MARKER
- ⑧ THERMOPLASTIC PAVEMENT MARKING 12' YELLOW LINE (30' C-C)

**NOTES**

- 1. SIGNING BY OTHERS

FILE NAME : P:\2010\MEI0015\_Roselle\_DPCDOT\CADD\Shs\Roselle-sht-PMK02.dgn  
 USER : M11111111 Professional Services



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DRAWN	JEB	REVISED	-
CHECKED	TVN	REVISED	-
DATE	5/18/2011	REVISED	-

**DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS**

**PAVEMENT MARKING PLANS**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. 203+00 TO STA. 204+62.7

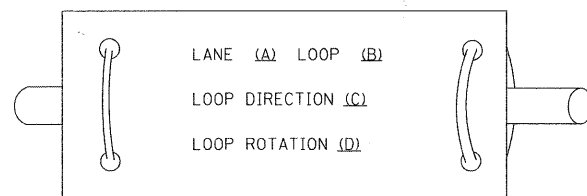
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364	07-00184-12-CH	DUPAGE	49	25
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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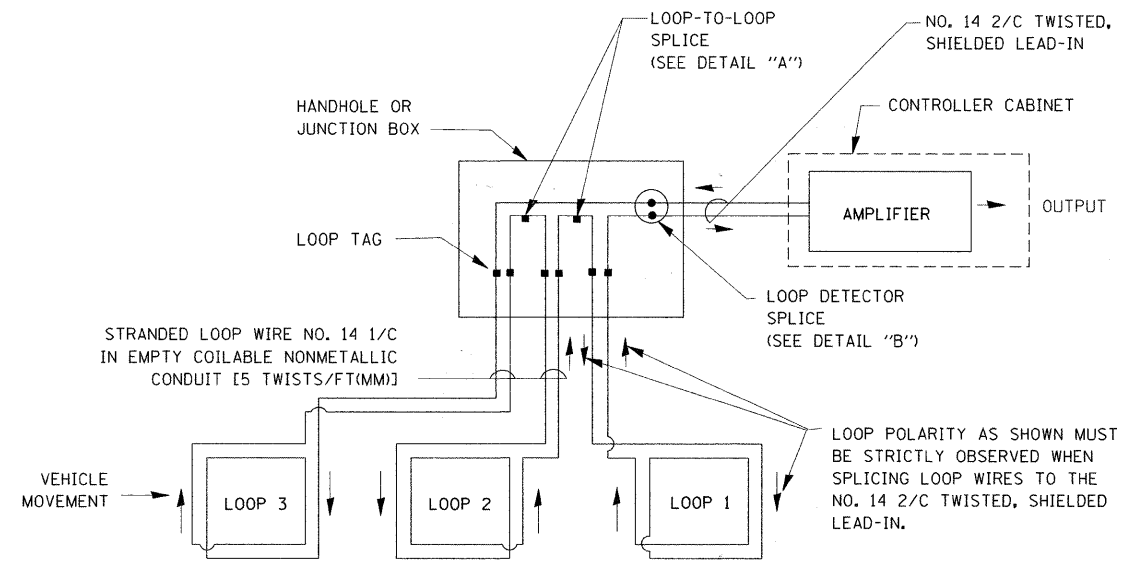
**LOOP DETECTOR NOTES**

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

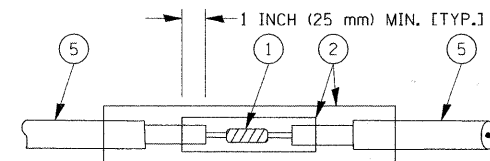


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

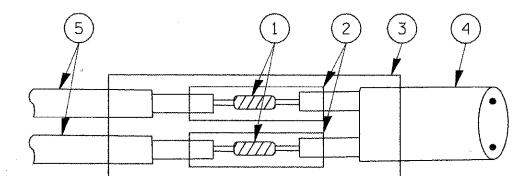


**DETECTOR LOOP WIRING SCHEMATIC**

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

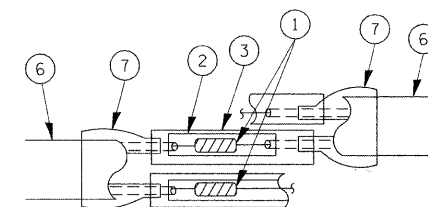


**DETAIL "A" LOOP-TO-LOOP SPLICE**

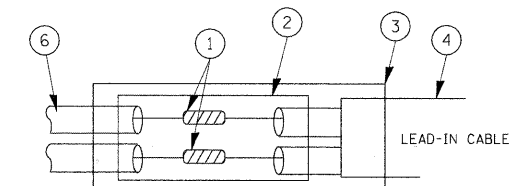


**DETAIL "B" LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



**DETAIL "A" LOOP-TO-LOOP SPLICE**



**DETAIL "B" LOOP-TO-CONTROLLER SPLICE**

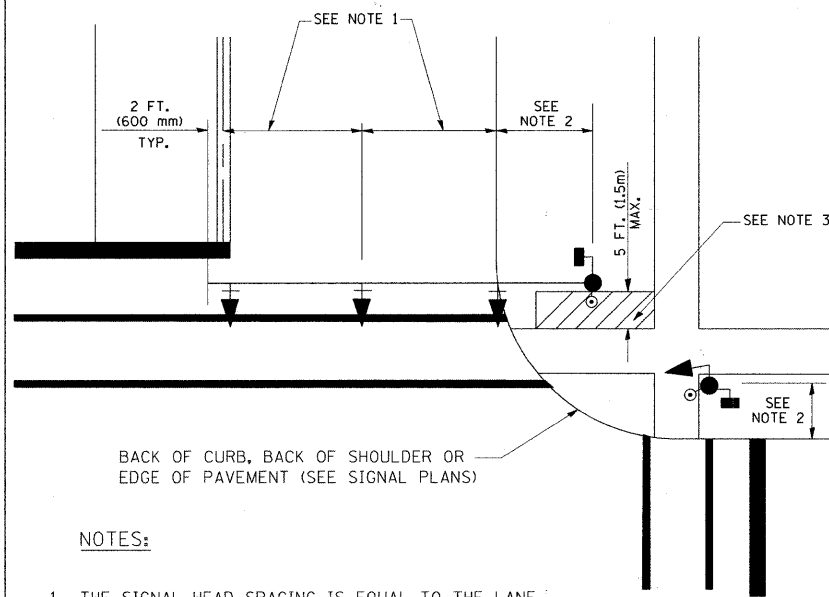
**LOOP DETECTOR SPLICE**

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = bauerd1	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 26		
ct:\p\work\p\1007\BAUERDL\08109315\ts05.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN - BCK	REVISED -			SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		
	PLOT DATE = 11/4/2009	CHECKED - DAD	REVISED -			CONTRACT NO. 63611						
		DATE - 10-28-09	REVISED -									

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

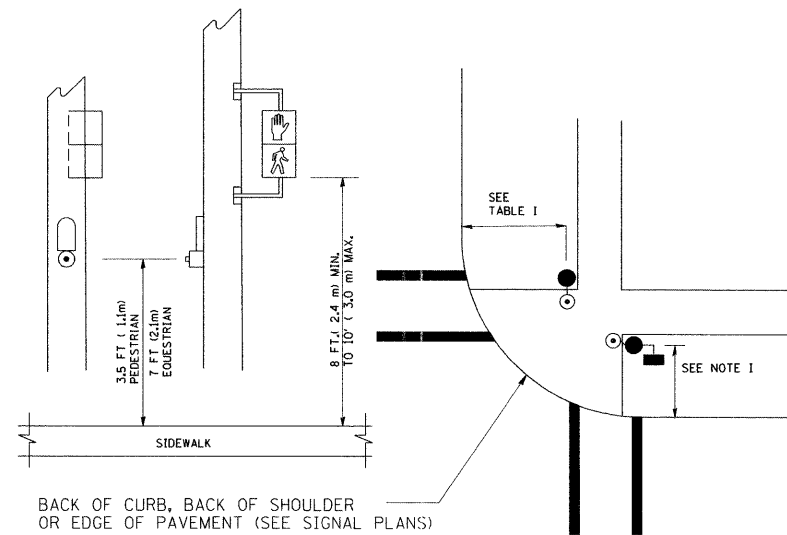
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

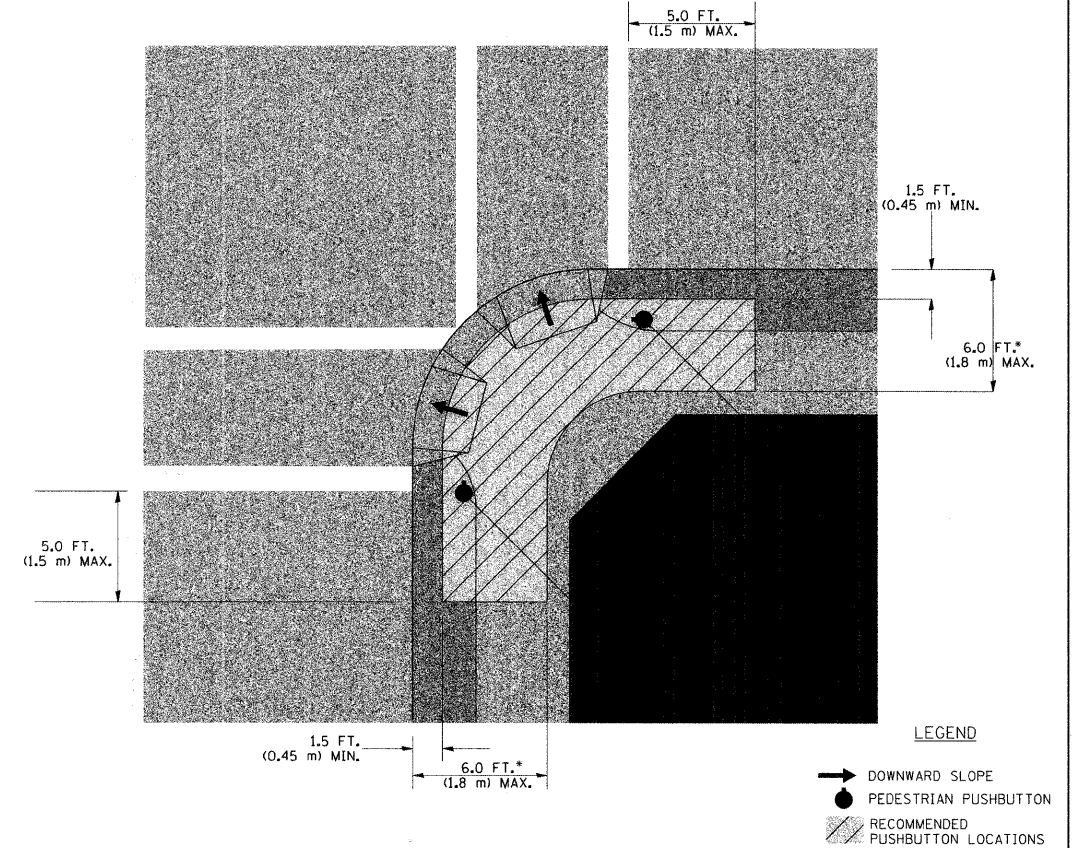
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

**RECOMMENDED PUSHBUTTON LOCATIONS**



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT ( 1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

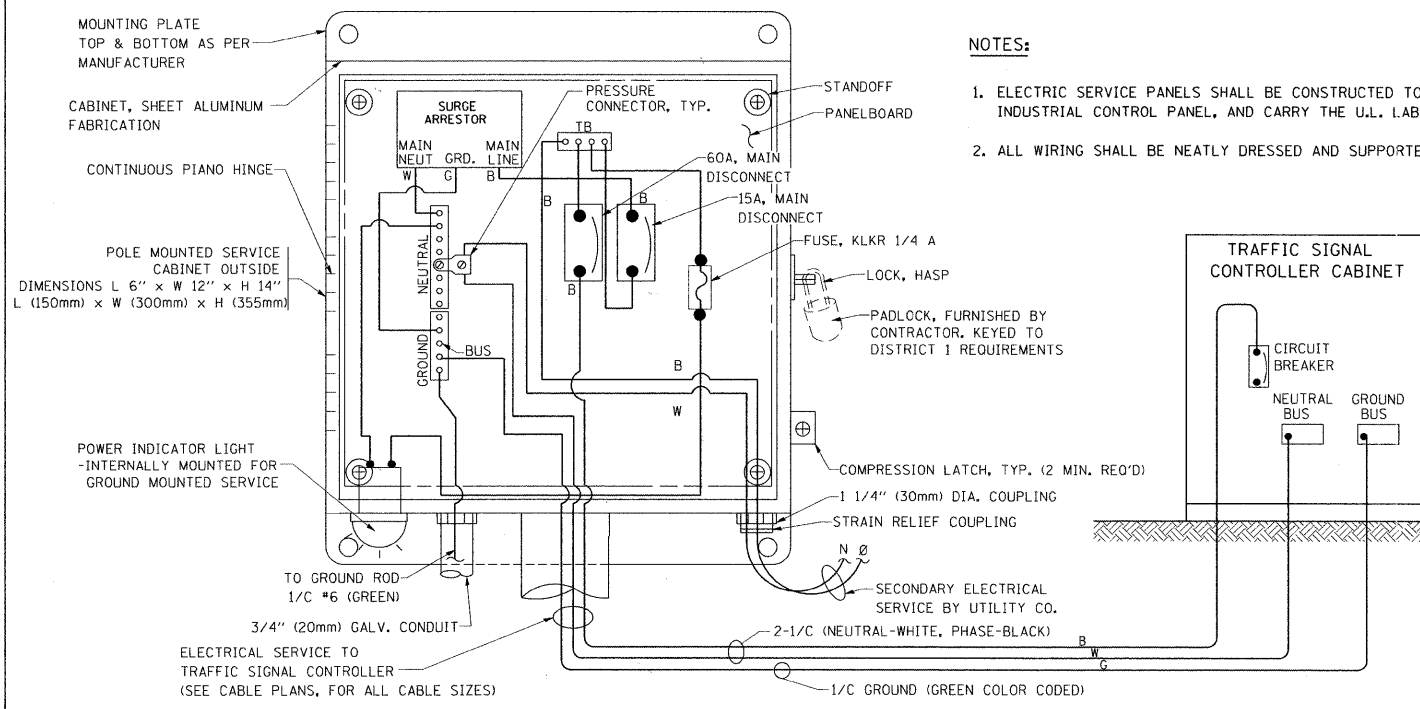
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

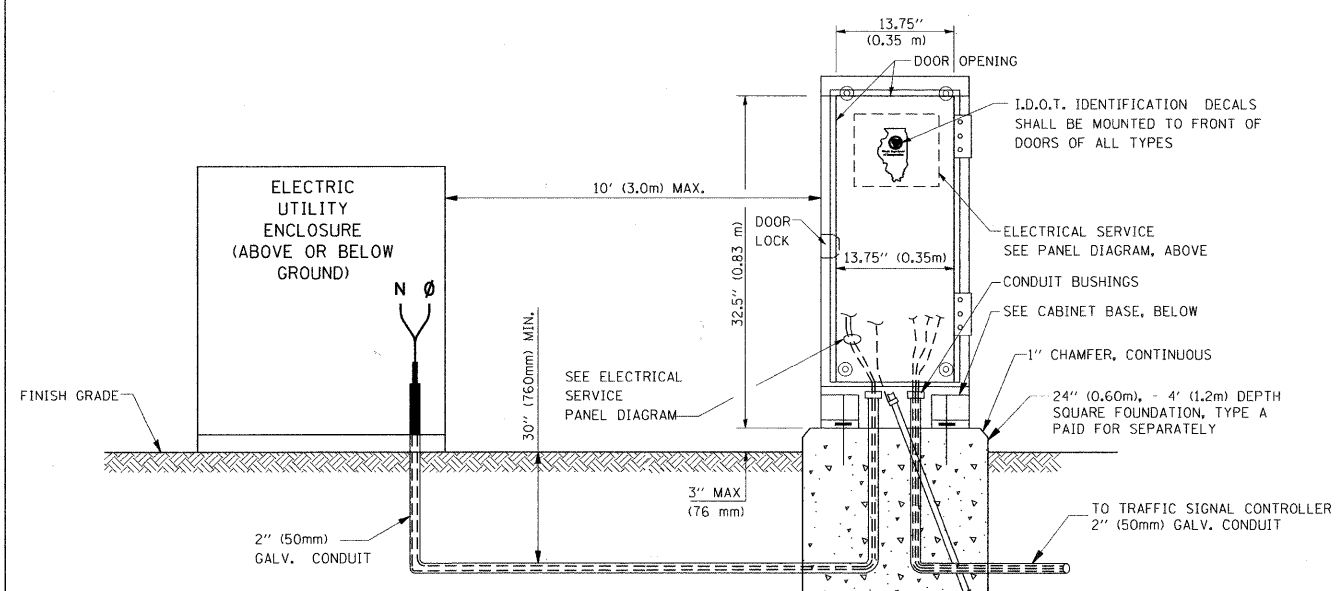
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

**NOTES:**

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

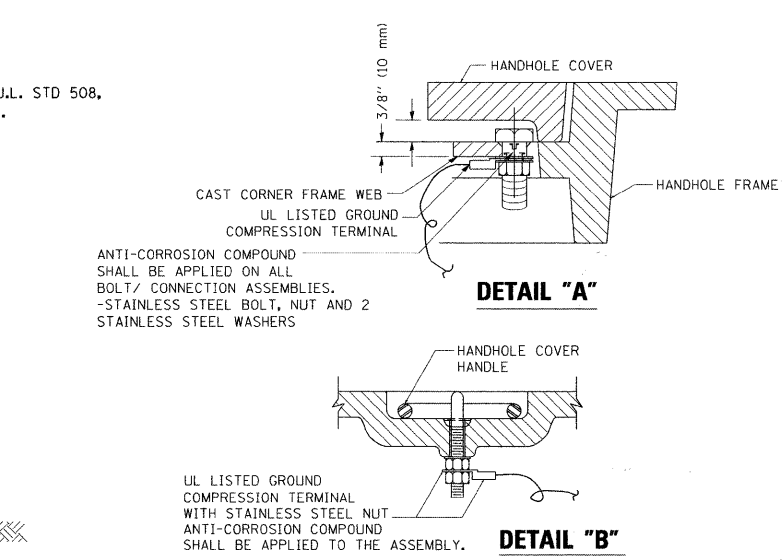
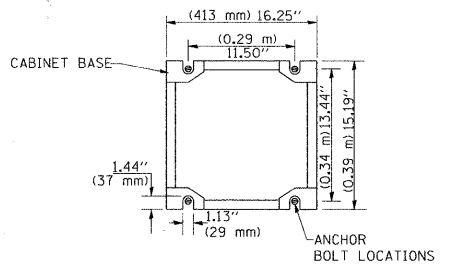


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

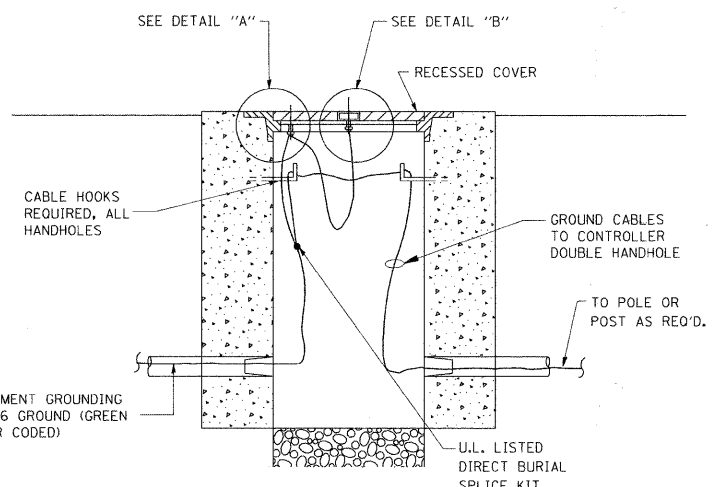
**CABINET – BASE BOLT PATTERN**  
 (NOT TO SCALE)



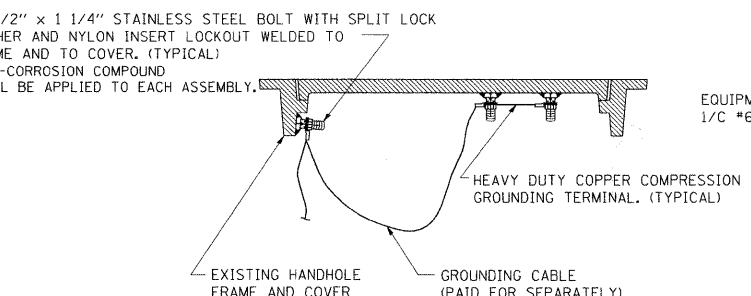
**NOTES:**

**GROUNDING SYSTEM**

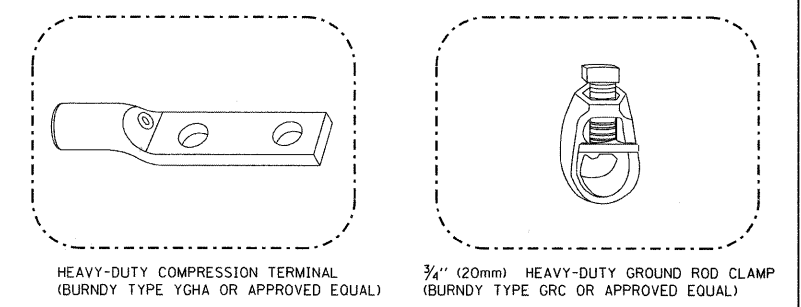
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



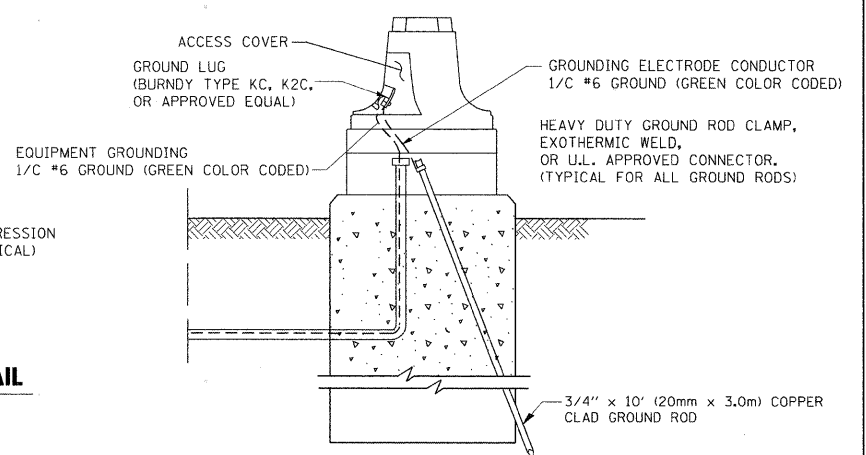
**HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
 (NOT TO SCALE)



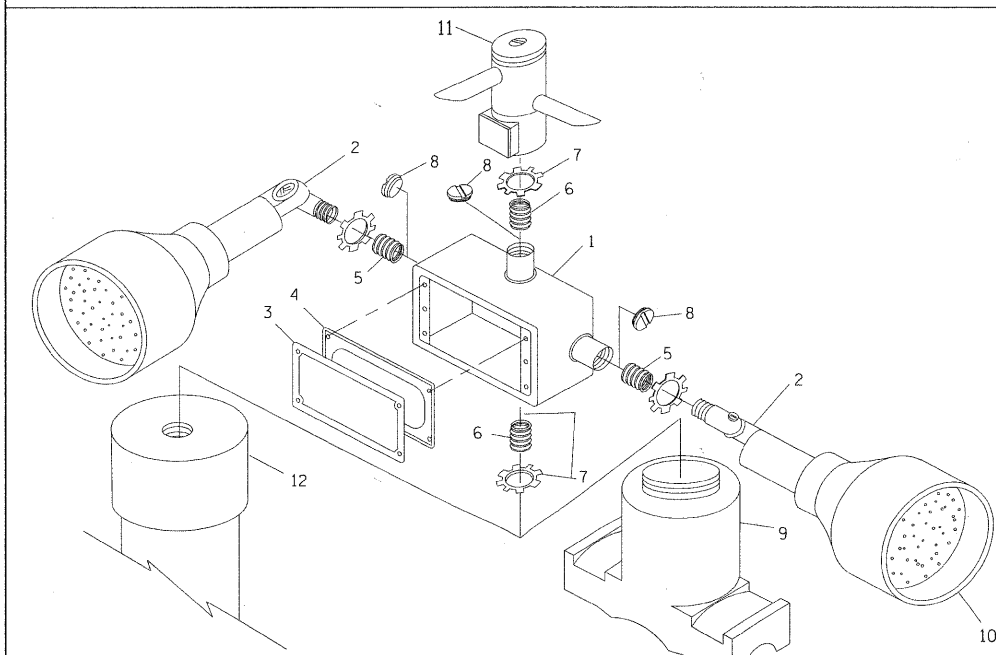
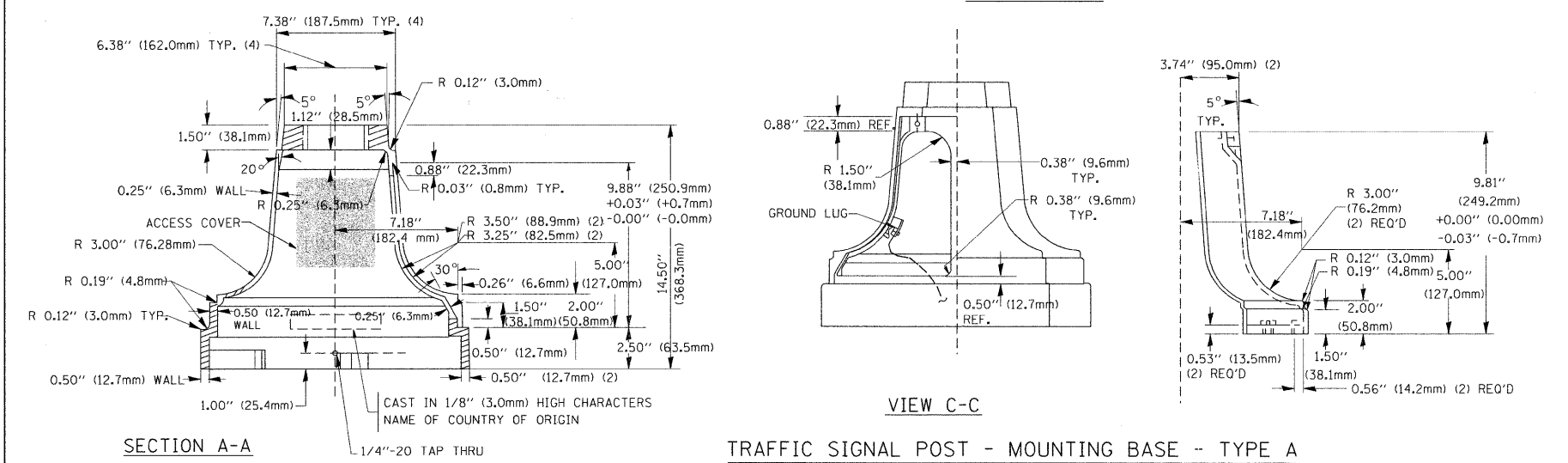
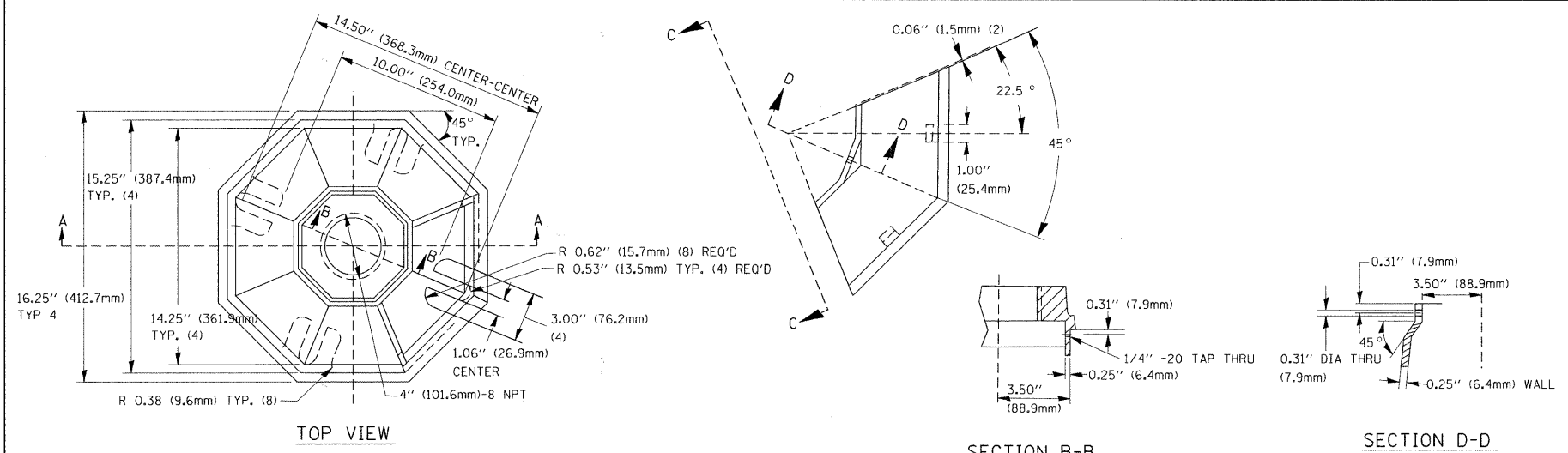
**EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
 (NOT TO SCALE)



- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

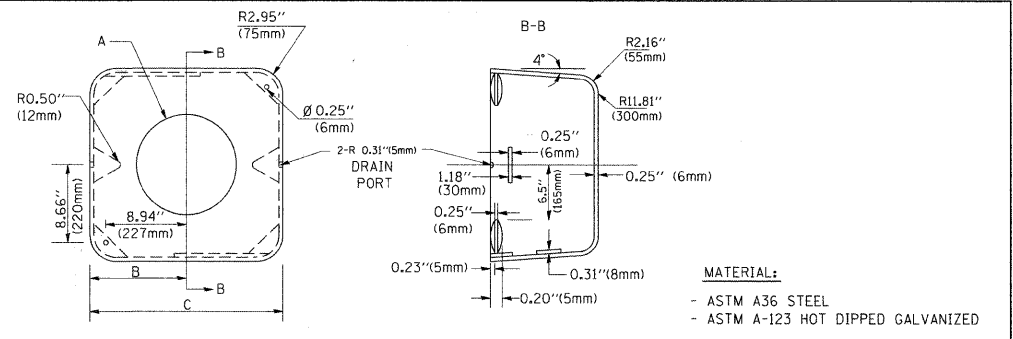


**MAST ARM POLE / POST-GROUNDING DETAIL**  
 (NOT TO SCALE)



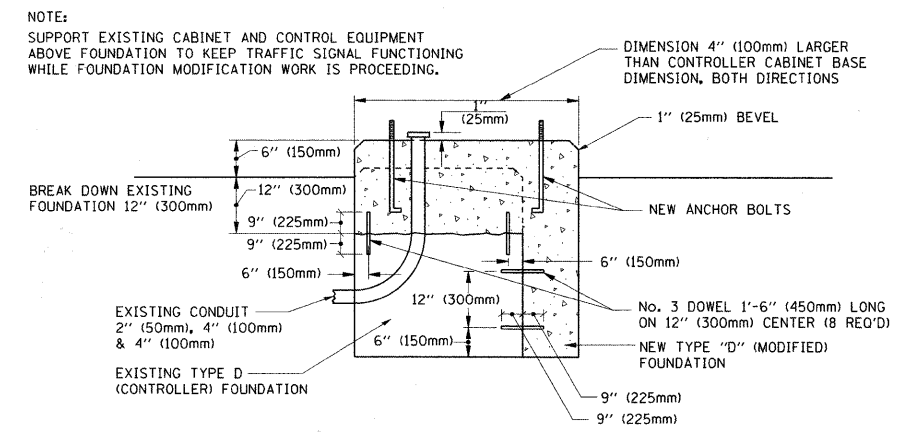
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\" (19 mm) CLOSE NIPPLE
7	3/4\" (19 mm) LOCKNUT
8	3/4\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

- NOTES:**
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
  - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

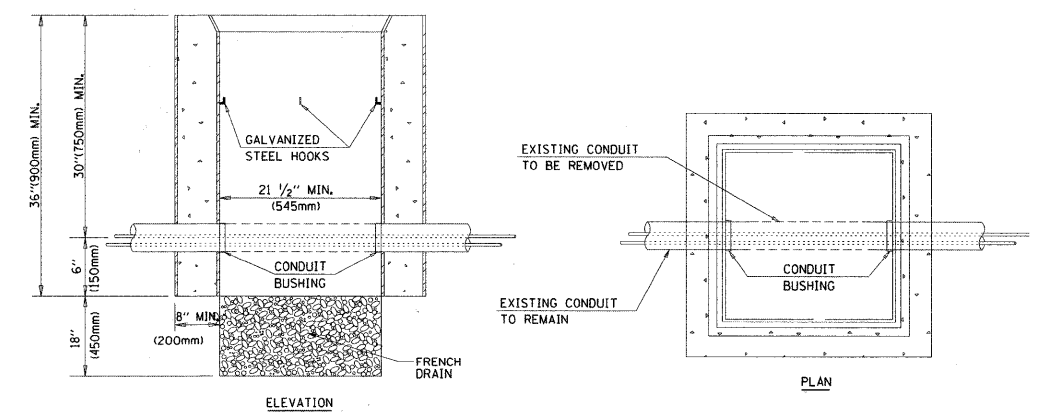


A	B	C	HEIGHT	WEIGHT
VARIES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIES	18.5\" (470mm)	37\" (940mm)	7\" (178mm) - 12\" (300mm)	126 lbs (57 kg)

- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

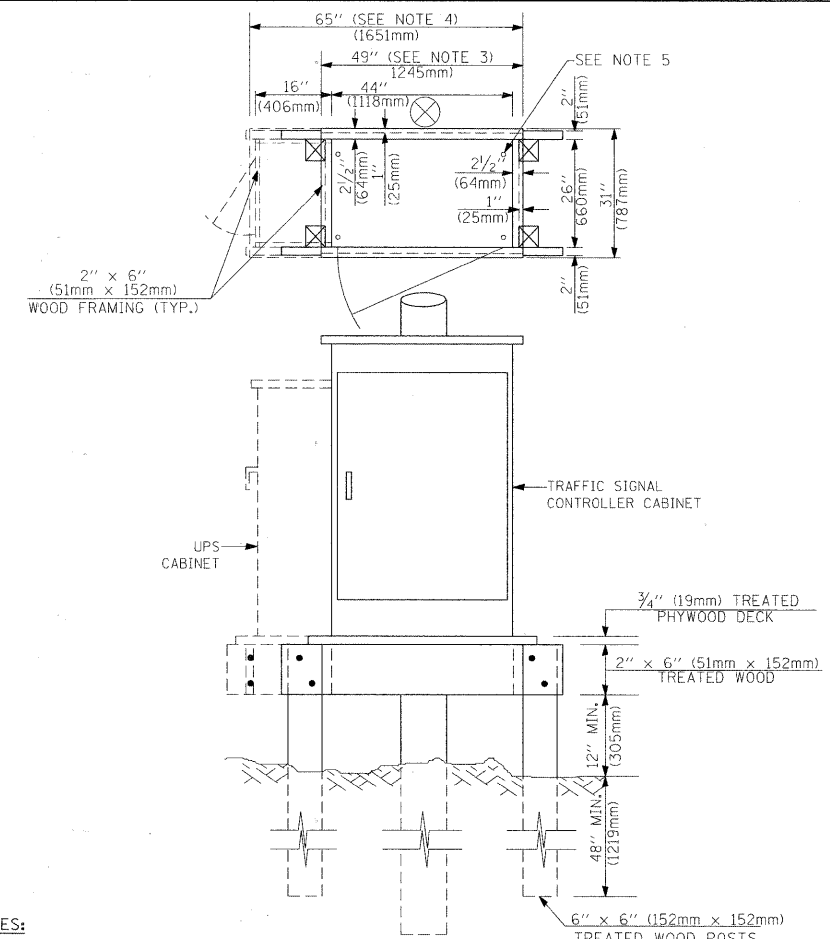
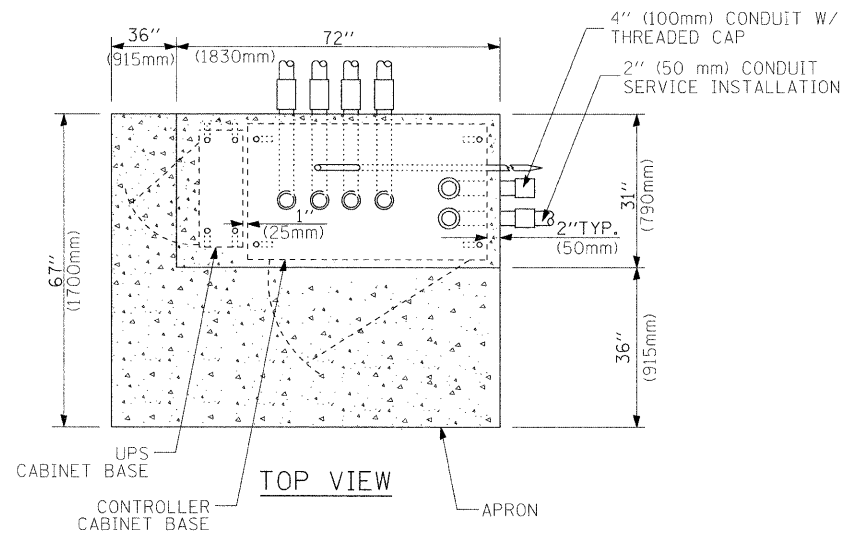
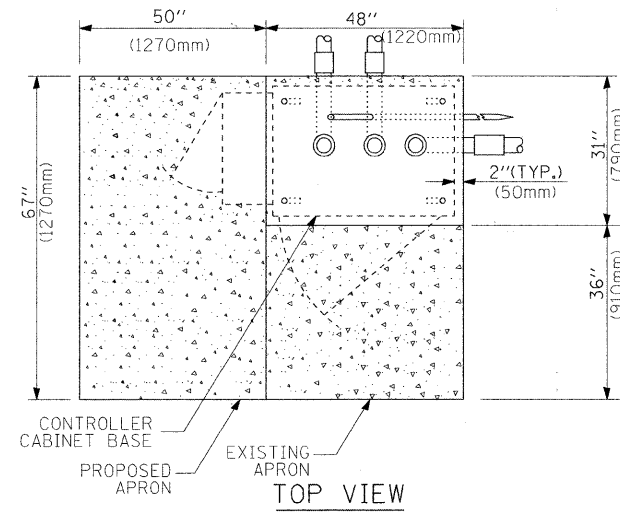


**MODIFY EXISTING TYPE "D" FOUNDATION**



- NOTES:**
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
  - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

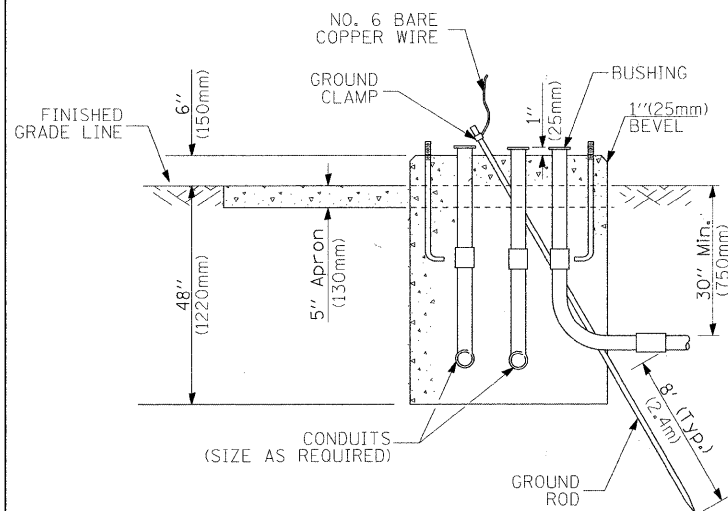
**HANDHOLE TO INTERCEPT EXISTING CONDUIT**



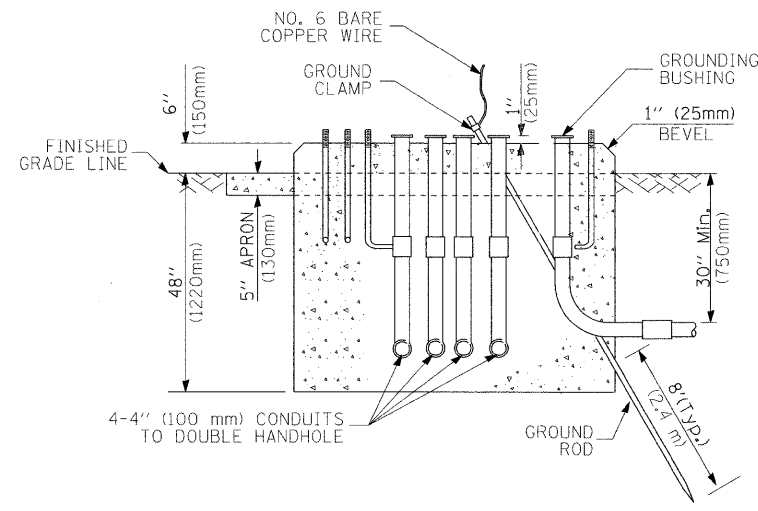
**NOTES:**

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM**



**TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**



**TYPE C FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

**CABLE SLACK**

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE ( MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

**VERTICAL CABLE LENGTH**

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

**DEPTH OF FOUNDATION**

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	30" (750mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			SIGNAL POST AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
GUY WIRE				ABANDON ITEM	A			SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID							
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER							
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

## RAILROAD SYMBOLS

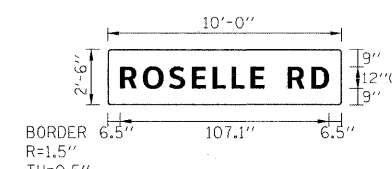
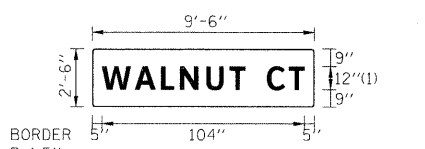
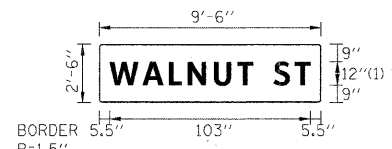
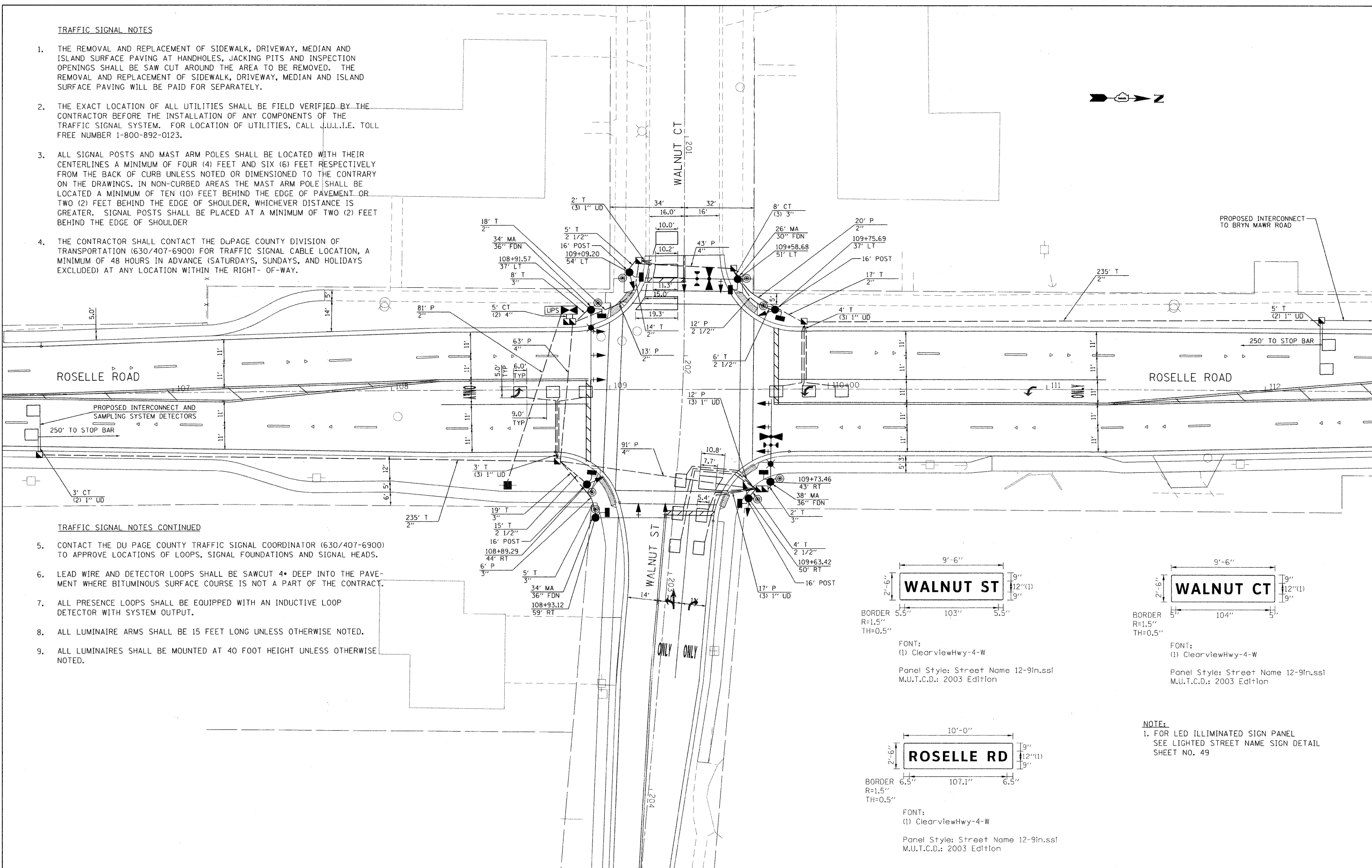
	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

**TRAFFIC SIGNAL NOTES**

1. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS AND INSPECTION OPENINGS SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES, CALL J.U.L.I.E. TOLL FREE NUMBER 1-800-892-0123.
3. ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) FEET AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHALL BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF SHOULDER
4. THE CONTRACTOR SHALL CONTACT THE DUPAGE COUNTY DIVISION OF TRANSPORTATION (630/407-6900) FOR TRAFFIC SIGNAL CABLE LOCATION, A MINIMUM OF 48 HOURS IN ADVANCE (SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED) AT ANY LOCATION WITHIN THE RIGHT- OF-WAY.

**TRAFFIC SIGNAL NOTES CONTINUED**

5. CONTACT THE DU PAGE COUNTY TRAFFIC SIGNAL COORDINATOR (630/407-6900) TO APPROVE LOCATIONS OF LOOPS, SIGNAL FOUNDATIONS AND SIGNAL HEADS.
6. LEAD WIRE AND DETECTOR LOOPS SHALL BE SAWCUT 4" DEEP INTO THE PAVEMENT WHERE BITUMINOUS SURFACE COURSE IS NOT A PART OF THE CONTRACT.
7. ALL PRESENCE LOOPS SHALL BE EQUIPPED WITH AN INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT.
8. ALL LUMINAIRE ARMS SHALL BE 15 FEET LONG UNLESS OTHERWISE NOTED.
9. ALL LUMINAIRES SHALL BE MOUNTED AT 40 FOOT HEIGHT UNLESS OTHERWISE NOTED.



**NOTE:**  
1. FOR LED ILLUMINATED SIGN PANEL SEE LIGHTED STREET NAME SIGN DETAIL SHEET NO. 49

FILE NAME = P:\2010\ME18015.Roselle\_DPCDOT\CADD\Shts\Roselle-SHT-TS83-01.dgn  
 PLOT SCALE = 20.0000 / IN.  
 USER NAME = Millennia Professional Services



200 22ND Street, Suite 216, Lombard, IL 60148  
 630.795.0110 voice, 630.839.3566 fax  
 www.mps-ill.com  
**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - CJD	REVISED -
DRAWN - CJD	REVISED -
CHECKED - TVN	REVISED -
DATE - 5/20/2011	REVISED -

**DUPAGE COUNTY  
DEPARTMENT OF TRANSPORTATION**

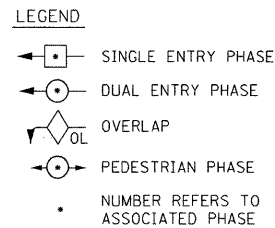
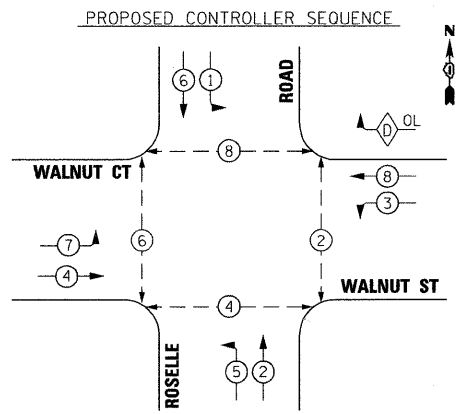
**ROSELLE RD. & WALNUT ST.  
TRAFFIC SIGNAL INSTALLATION PLAN  
INTERSECTION IMPROVEMENTS**

SCALE: 1"=20'    SHEET NO. 1 OF 1 SHEETS    STA. 106+25 TO STA. 112+50

F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 32
CONTRACT NO. 63611				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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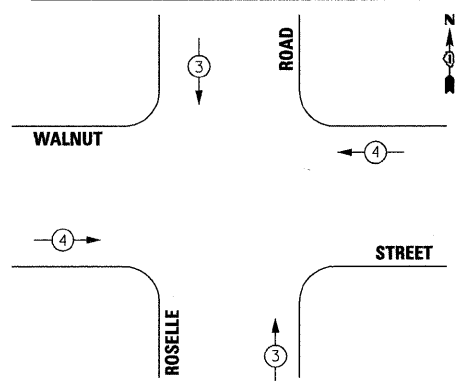




OVERLAP LETTER D = PERMISSIVE PHASE 8 + PROTECTED PHASE 1

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE

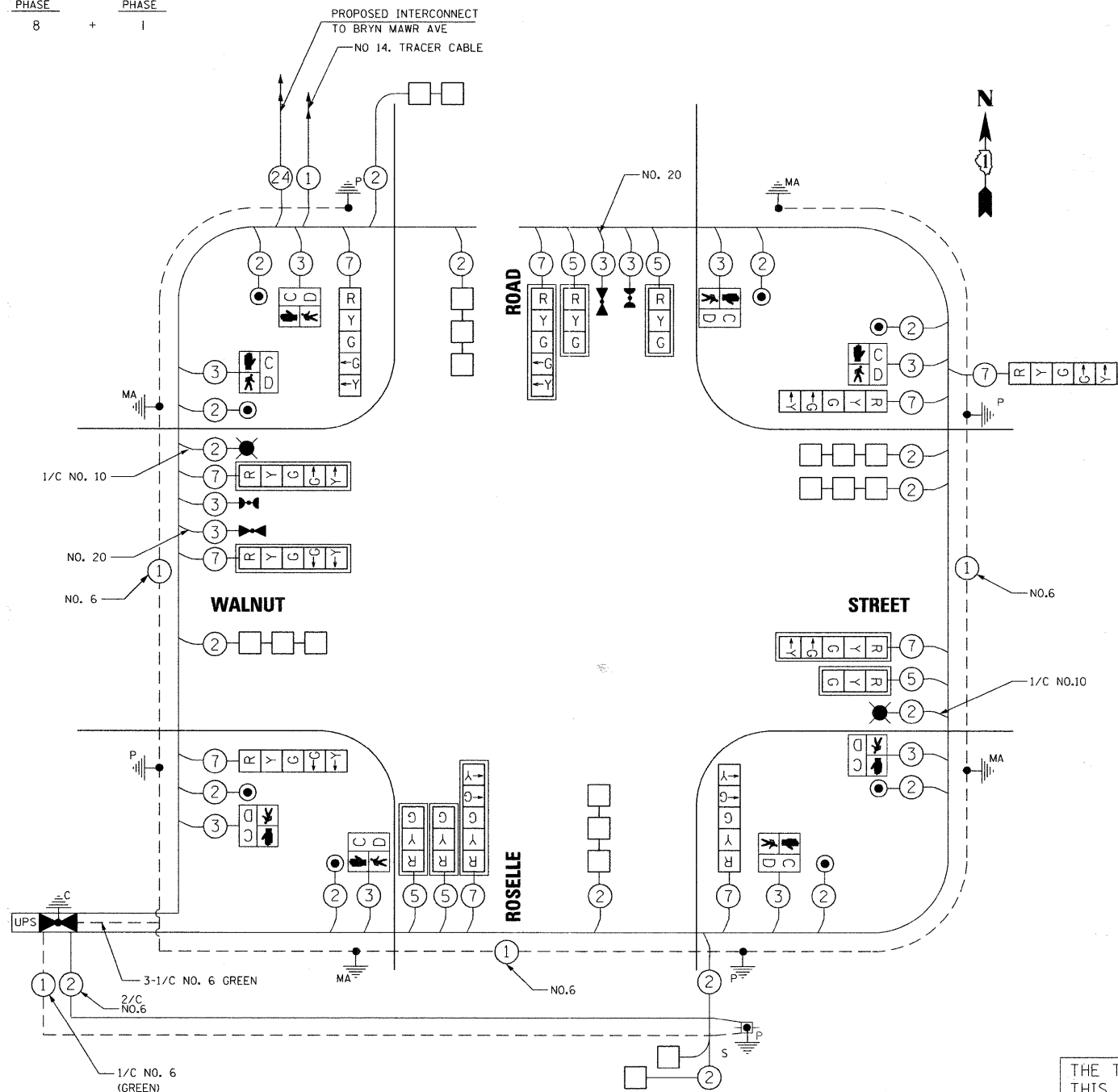


PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↑↓	←→

HIGHWAY LIGHTING					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	L.E.D.	OPERATION	
CONTROLLER	1	100	100	1.00	100
LUMINAIRE	2		310	0.45	279

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	L.E.D.	OPERATION	
SIGNAL (RED)	14	135	17	0.50	119
(YELLOW)	14	135	25	0.25	87.5
(GREEN)	14	135	15	0.25	52.5
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	8	90	25	1.00	200
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	3	84	120	0.05	18
VIDEO VEH. SENSOR		15	15	1.00	
FLASHER				0.50	
TOTAL					563.8

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAY/DISTRICT 1  
 201 CENTER CT/SCHAUMBURG, IL 60196-1096  
 ENERGY SUPPLY - CONTACT: CURTIS TOPPS  
 PHONE: 630-619-4356  
 COMPANY: COMMONWEALTH EDISON



CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
CONDUIT IN TRENCH, 1" DIA., GALVANIZED STEEL	FOOT	43
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	519
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	30
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	58
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 1" DIA., GALVANIZED STEEL	FOOT	87
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	114
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	12
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	6
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	197
HANDHOLE	EACH	6
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO. 6	FOOT	196
ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 2-1/C NO. 10	FOOT	359
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	660
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	2
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL UNINTERRUPTIBLE POWER SUPPLY	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	2982
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1541
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	798
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1704
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4197
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	96
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	534
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	33
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE 1	FOOT	479
CONFIRMATION BEACON	EACH	2
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
EMERGENCY VEHICLE PRIORITY SYSTEM DUEL DETECTOR UNIT	EACH	2
LIGHTING CONTROLLER, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	373
ILLUMINATED STREET NAME SIGN	EACH	3
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS SIGNAL SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME: P:\2010\ME10015\_Roselle\_DP\CDOT\CADD\Sheet\Roselle-SHT-1583-02.dgn  
 PLOT SCALE: 28/0000 / IN.  
 USER NAME: Millennium Professional Services

200 22ND Street, Suite 216, Lombard, IL 60148  
 630.785.0110 voice, 630.839.2566 fax  
 www.mps-ill.com

DESIGNED - CJD	REVISED -
DRAWN - CJD	REVISED -
CHECKED - TVN	REVISED -
DATE - 5/20/2011	REVISED -

**DUPAGE COUNTY  
DEPARTMENT OF TRANSPORTATION**

**ROSELLE RD. & WALNUT ST.  
INTERSECTION IMPROVEMENTS**

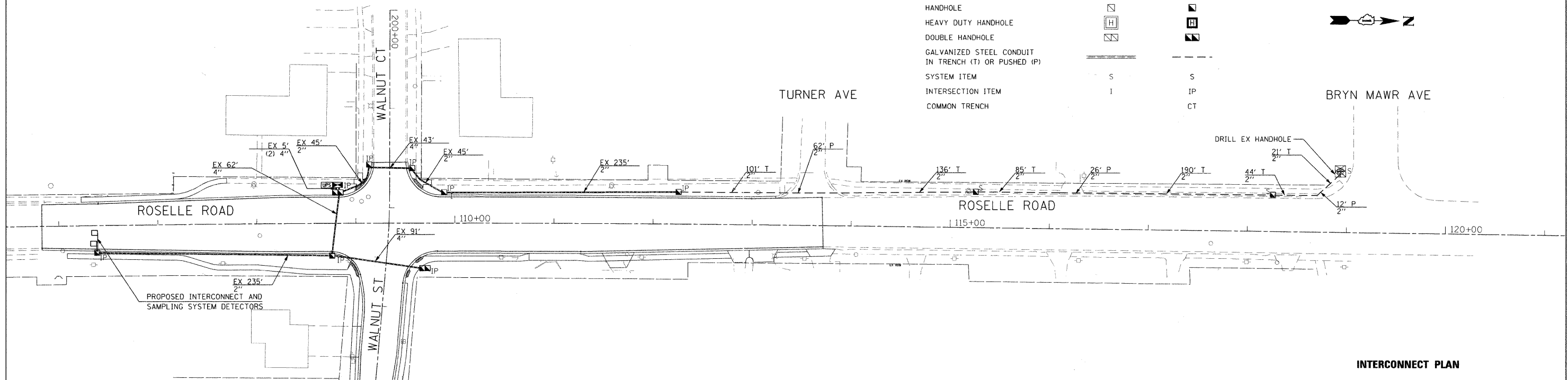
**SCHEDULE OF QUANTITIES, CABLE PLAN,  
PHASE DESIGNATION DIAGRAM,  
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE**

F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 33
CONTRACT NO. 63611				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

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INTERCONNECT PLAN LEGEND

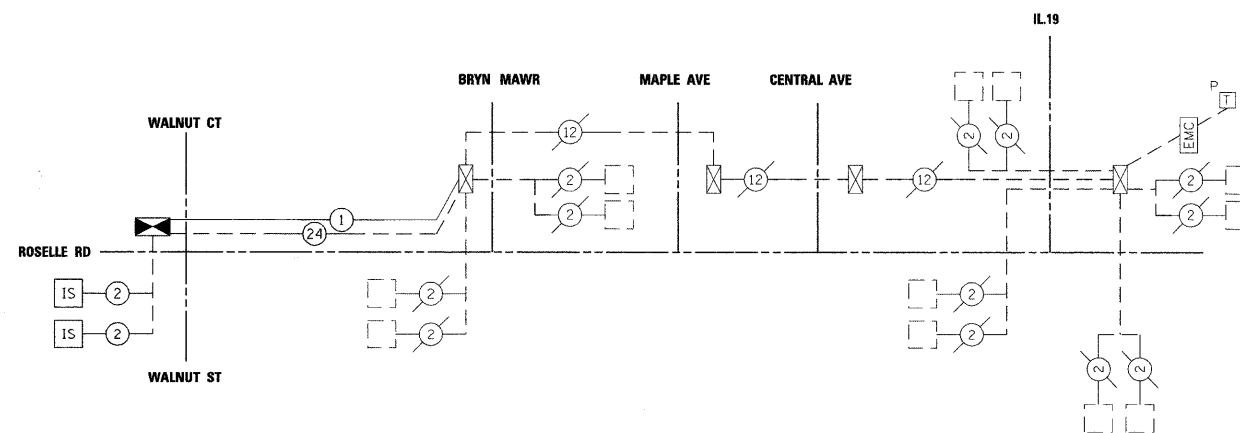
ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
MASTER CONTROLLER		
UNINTERRUPTIBLE POWER SUPPLY		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)		
SYSTEM ITEM	S	S
INTERSECTION ITEM	I	IP
COMMON TRENCH		CT



INTERCONNECT PLAN

SYSTEM INTERCONNECT SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL QUANTITY
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	577
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	100
HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	577
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1104
DRILL EXISTING HANDHOLE	EACH	2
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	1117
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1



NTS

NOTES

- IDOT MASTER CONTROLLER LOCATED AT IL 19 & ROSELLE ROAD.

INTERCONNECT SCHEMATIC

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 FILE NAME =  
 PLOT SCALE = 50.00000 / IN.  
 USER NAME = Millennium Professional Services



200 22ND Street, Suite 216, Lombard, IL 60148  
 630.785.0110 voice, 630.839.2566 fax  
 www.mps-il.com

MILLENNIA PROFESSIONAL SERVICES

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DATE -	5/21/2011	REVISED -	

DUPAGE COUNTY  
 DEPARTMENT OF TRANSPORTATION

ROSELLE RD. & WALNUT ST.  
 INTERSECTION IMPROVEMENTS

INTERCONNECT  
 PLAN AND SCHEMATIC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	34

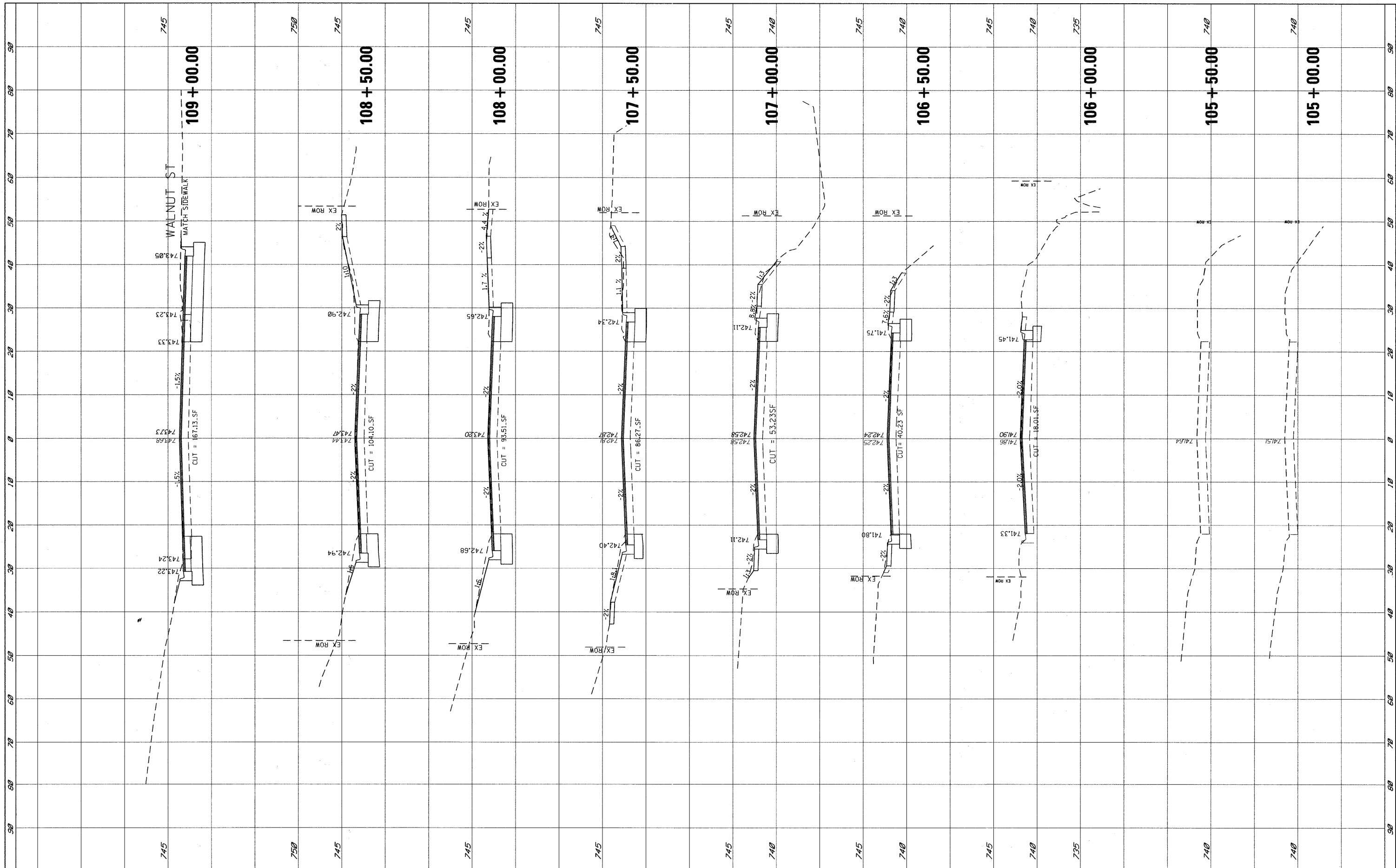
CONTRACT NO. 63611

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 105+83 TO STA. 120+00

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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FINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



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DESIGNED -	
DRAWN -	JEB
CHECKED -	TVN
DATE -	
PLLOT SCALE =	10,0000' / IN.
PLLOT DATE =	5/19/2011

DESIGNED -	REVISED -
REVISED -	REVISED -
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REVISED -	REVISED -

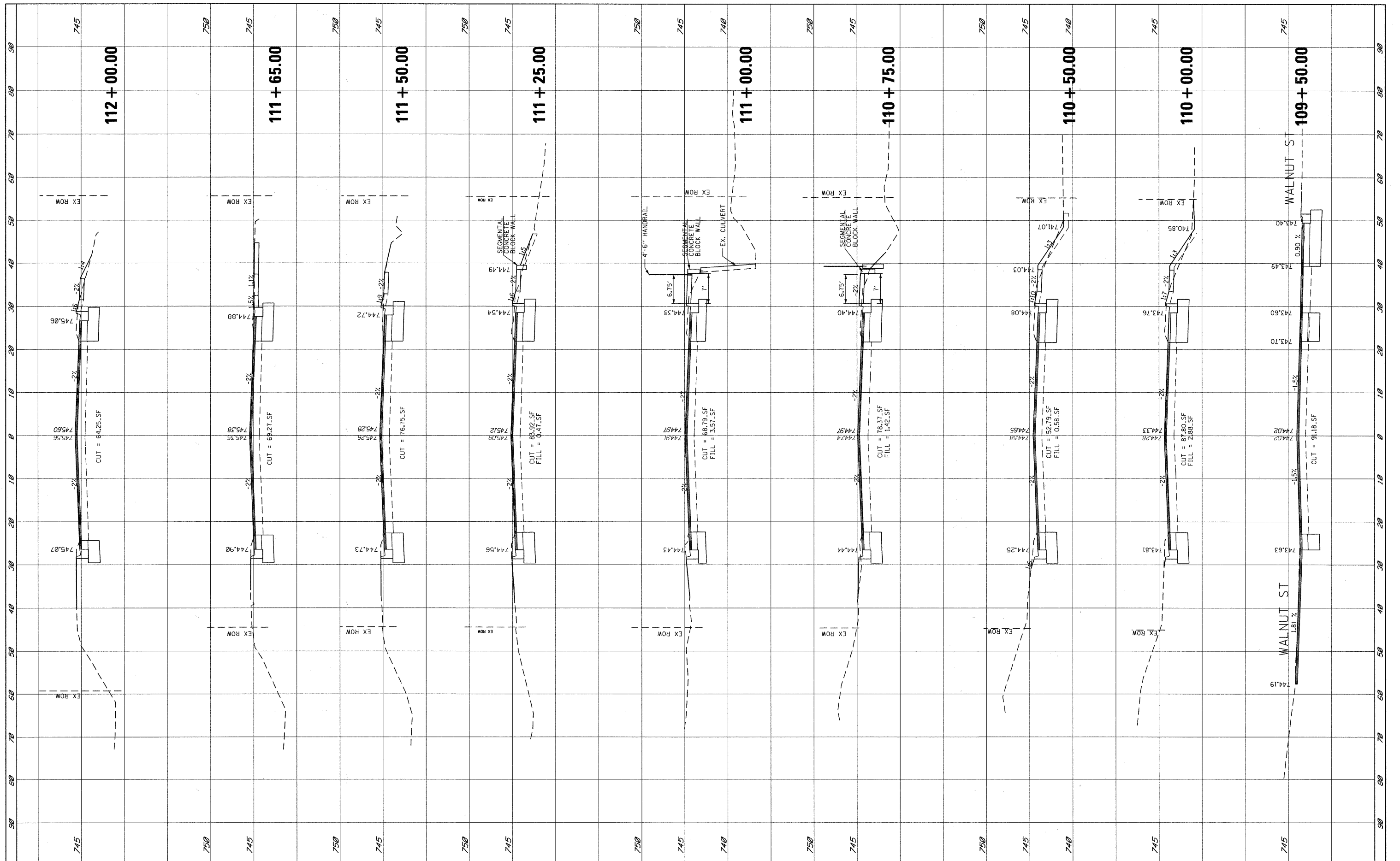
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS-SECTION ROSELLE ROAD</b>	
SCALE:	SHEET NO. 1 OF 3 SHEETS STA. 105+00.00 TO STA. 109+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	35
CONTRACT NO. 63611				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINISH	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
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AREAS CHECKED	

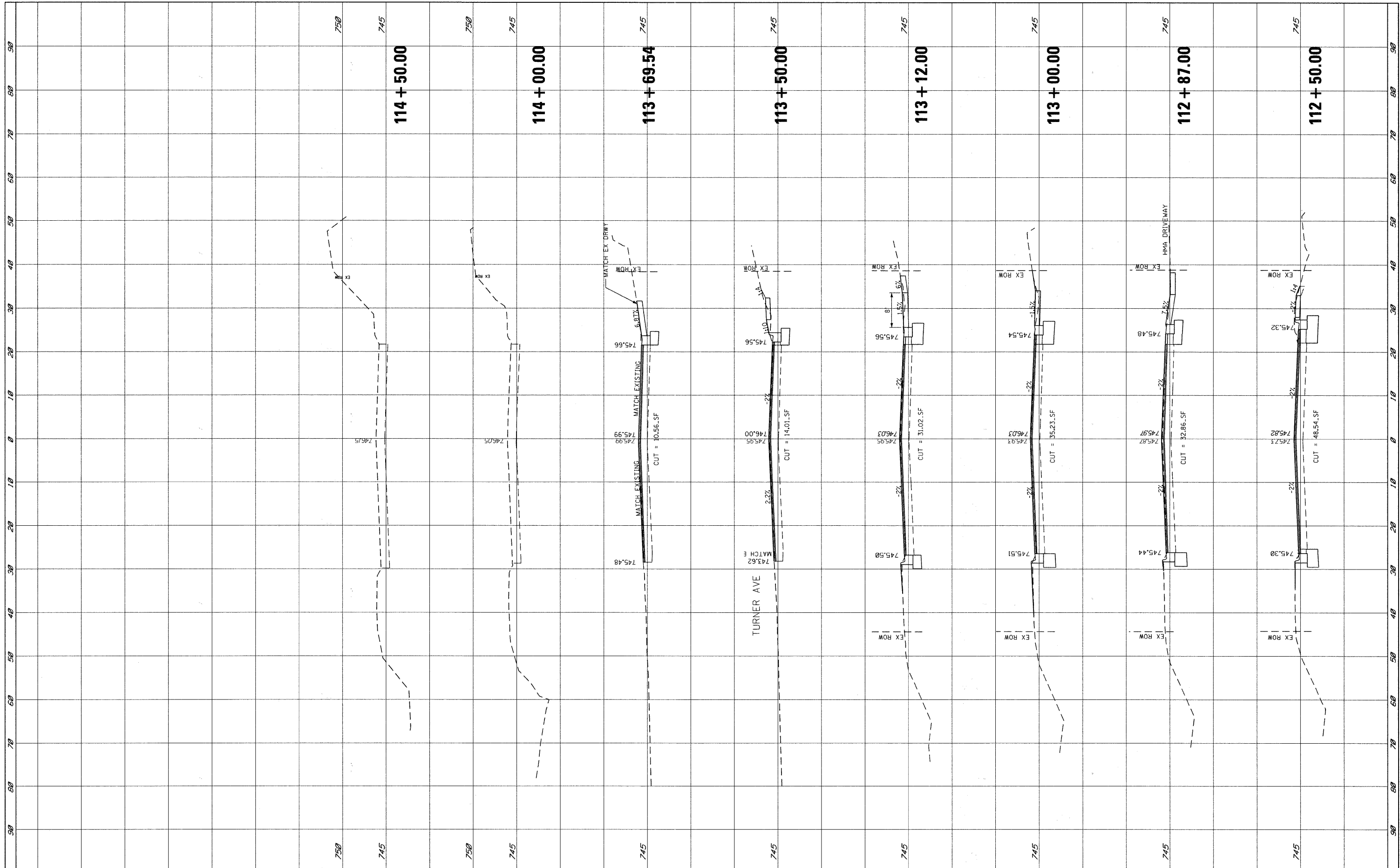
ORIGINAL	DATE
SURVEY	BY
PLOTTED	
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AREAS CHECKED	



FILE NAME = P:\2010\ME10015.Roselle.DPCDOT\CADD\Shts\PKS-ROSELLE.dgn	USER NAME = Jeff	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS-SECTION ROSELLE ROAD</b>			F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 36
PLOT SCALE = 10.0000' / IN.	PLOT DATE = 5/19/2011	DRAWN - JEB	REVISED -		SCALE:	SHEET NO. 2 OF 3 SHEETS	STA. 109+50.00 TO STA. 112+00.00	CONTRACT NO. 63611				
		CHECKED - TVN	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

FINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



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 DRAWN - JEB  
 CHECKED - TVN  
 DATE -  
 PLOT SCALE = 10,0000 ' / IN.  
 PLOT DATE = 5/19/2011

REVISOR  
 REVISED -  
 REVISED -  
 REVISED -

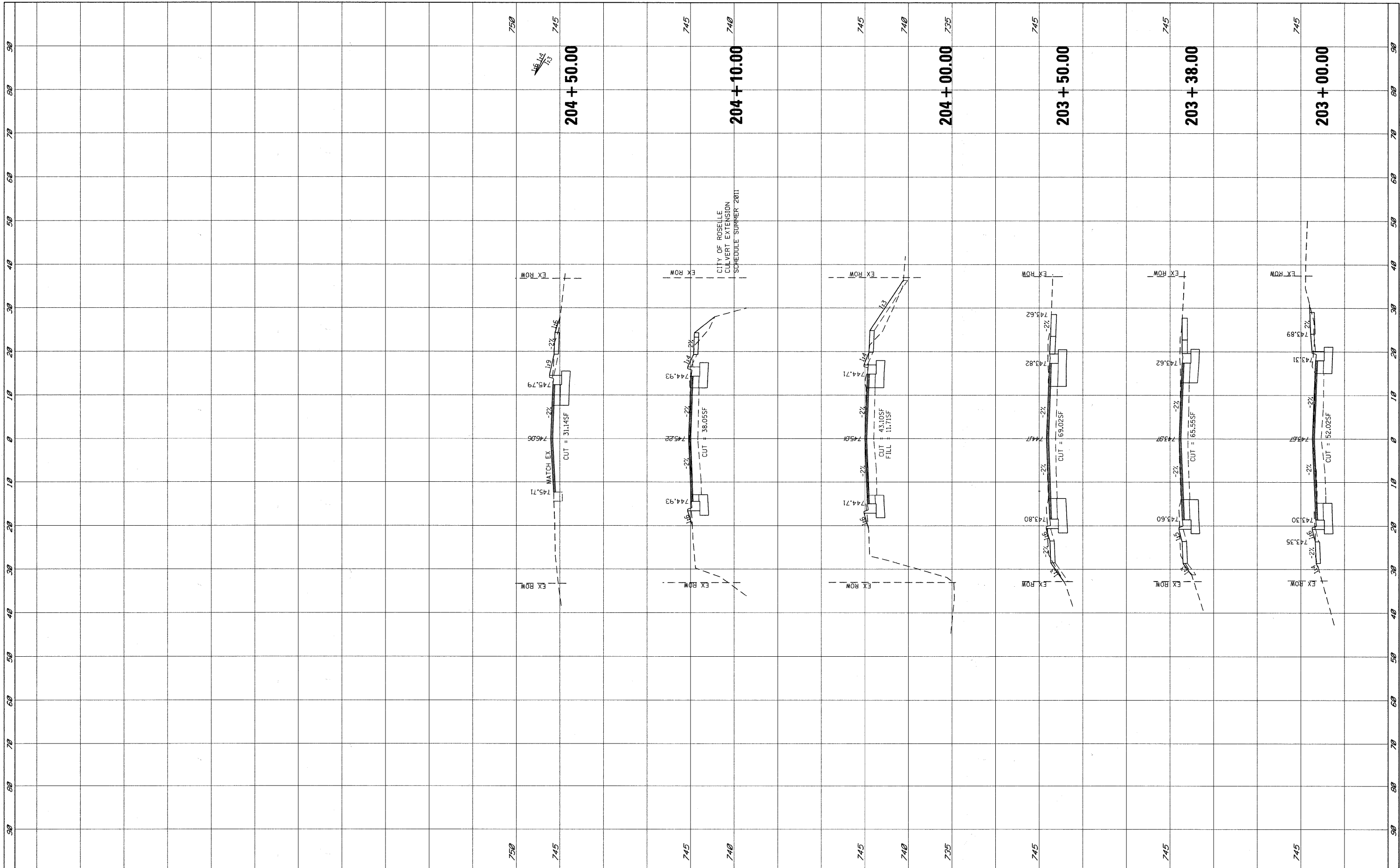
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS-SECTION ROSELLE ROAD**  
 SCALE: SHEET NO. 3 OF 3 SHEETS STA. 112+50.00 TO STA. 114+50.00

F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY	TOTAL SHEETS 49	SHEET NO. 37
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		DUPAGE		CONTRACT NO. 63611

FINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
NOTE BOOK	
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 PLOT DATE = 5/19/2011

DESIGNED -  
 DRAWN - JEB  
 CHECKED - TVN  
 DATE

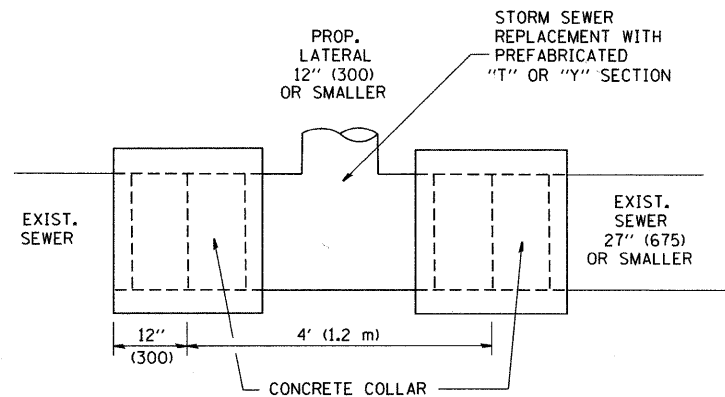
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTION - WALNUT STREET**

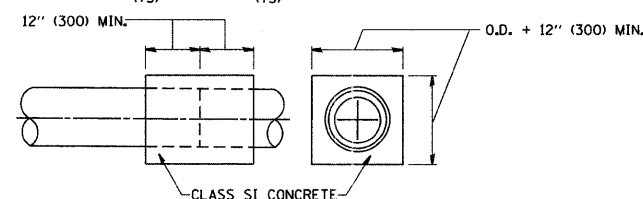
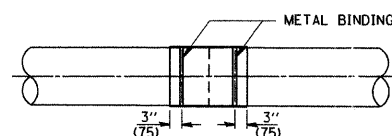
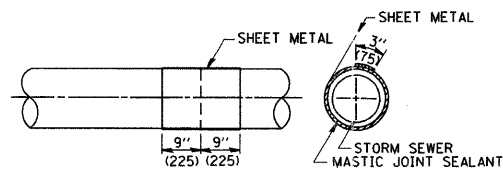
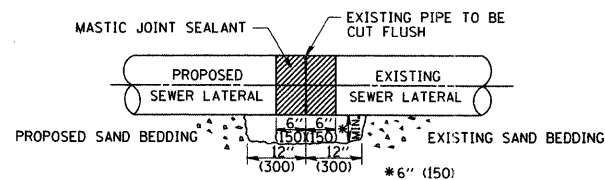
SCALE: SHEET NO. OF SHEETS STA. 203+00.00 TO STA. 204+50.00

F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 38
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 63611		



**DETAIL "A"**

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

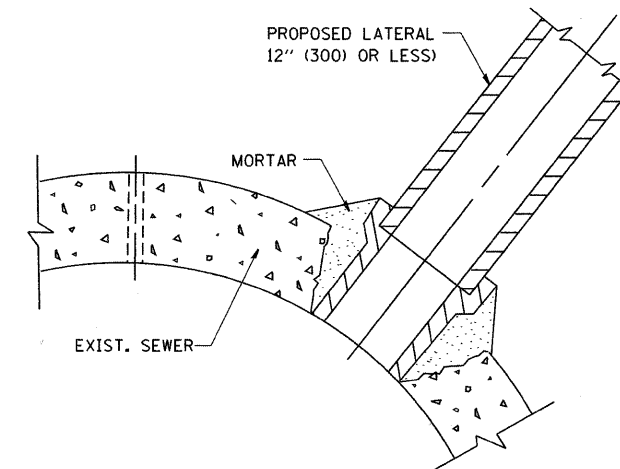


**DETAIL "B"**

CLASS SI CONCRETE COLLAR

**CONSTRUCTION SEQUENCE**

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 I.I (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



**DETAIL "C"**

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

**NOTES**

**MATERIAL**

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

**CONSTRUCTION METHODS**

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

**GENERAL**

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

**BASIS OF PAYMENT**

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

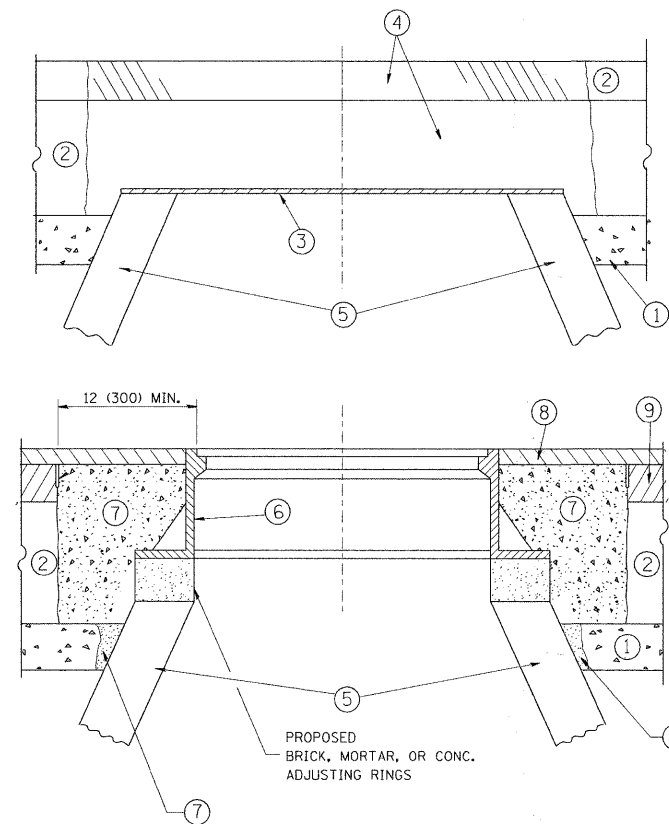
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = geglionbt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - R. SHAH 09-09-94		364	07-00184-12-CH	DUPAGE	49	39			
PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 10-25-94	REVISED - R. SHAH 06-12-96	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD500-01 (BD-7) CONTRACT NO. 63611 FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP\* CONCRETE EXISTING BASE COURSE OR THE BINDER COURSE.

\* THE CLASS OF PP CONCRETE WILL BE AS DIRECTED BY THE ENGINEER.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT:**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

**NOTES:**

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

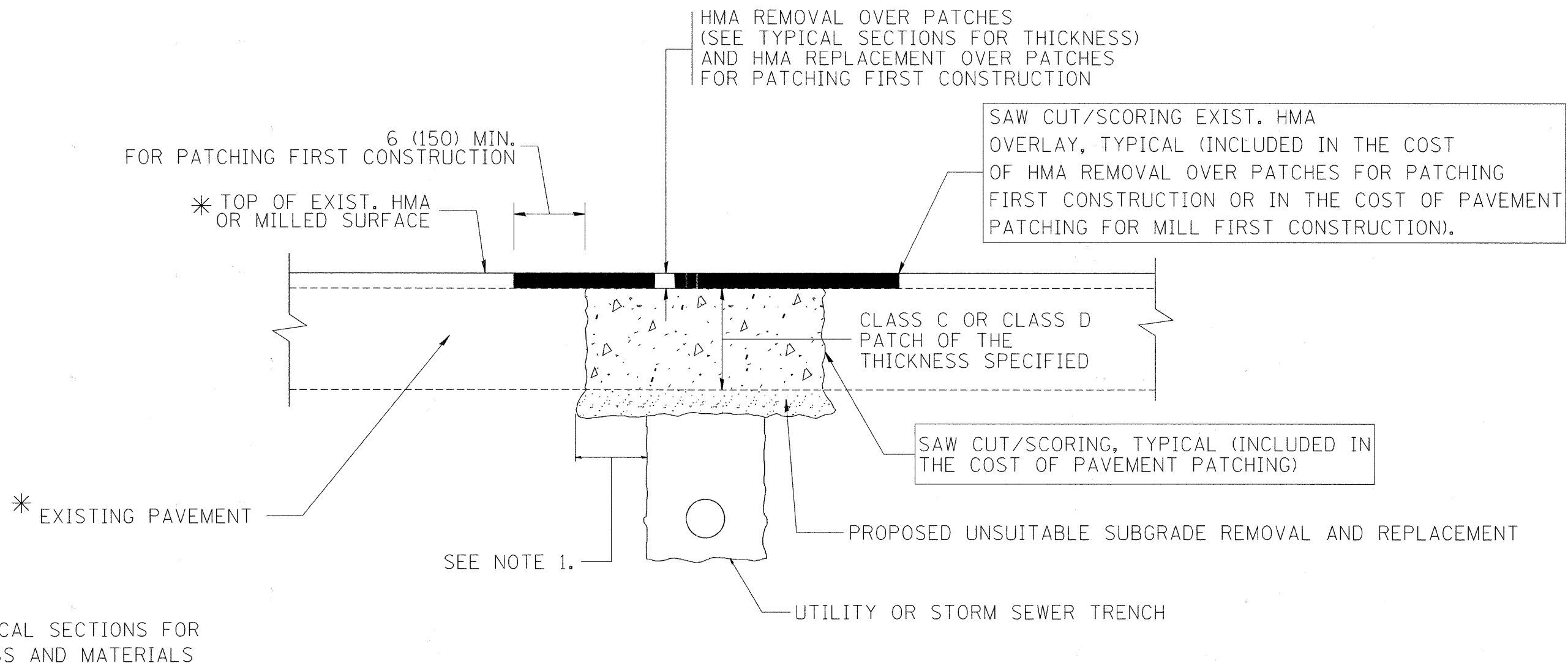
WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = lveysa	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>	F.A.F. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci\pw_work\pwi\dot\veysa\ld0106315\bd08.dgn		DRAWN -	REVISED - R. WIEDEMAN 05-14-04			364	07-00184-12-CH	DUPAGE	49	40	
	PLOT SCALE = 49.9999' / IN.	CHECKED -	REVISED - R. BORO 01-01-07			<b>BD600-03 (BD-8)</b>					
	PLOT DATE = 2/4/2011	DATE - 10-25-94	REVISED - R. BORO 02-01-11			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT					
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.		





**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

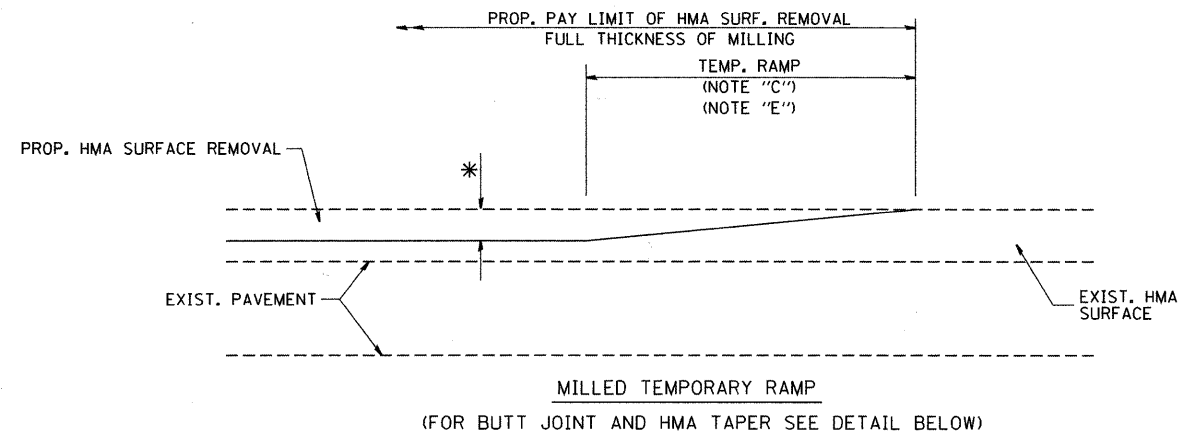
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

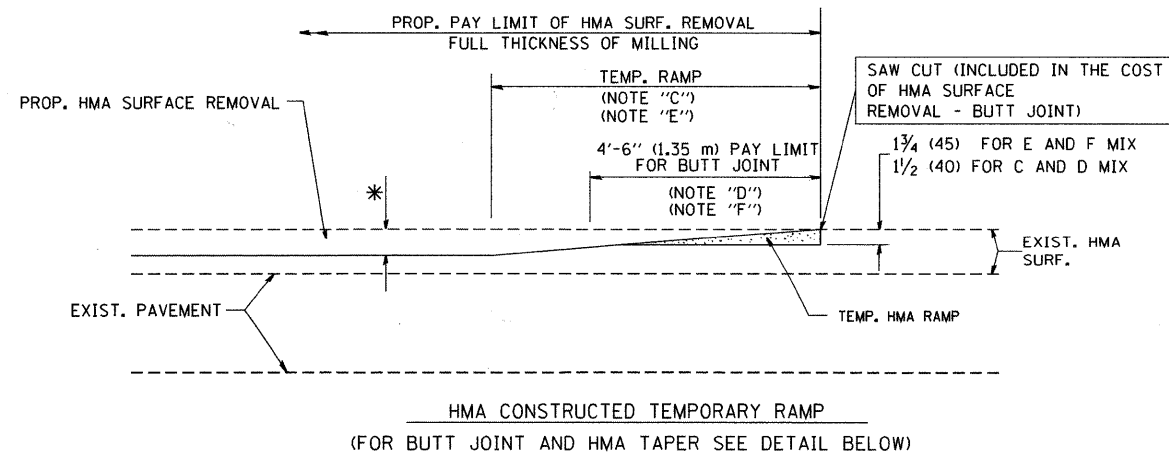
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 41
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-04 (BD-22)</b>			
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT							
			REVISED - K. ENG 10-27-08		CONTRACT NO. 63611							

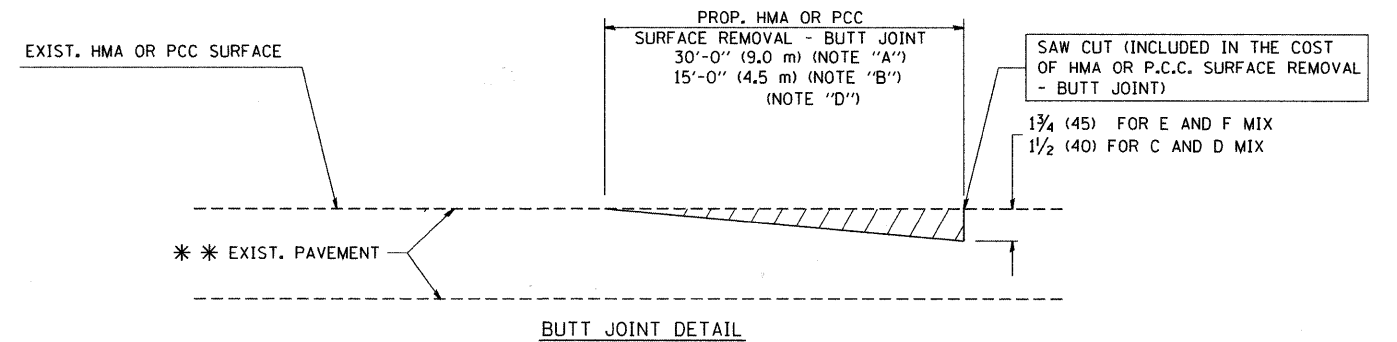


OPTION 1

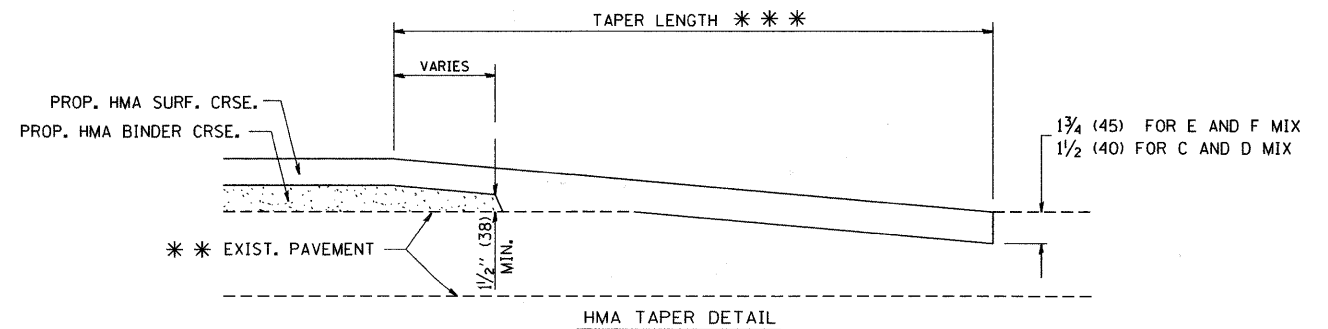


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

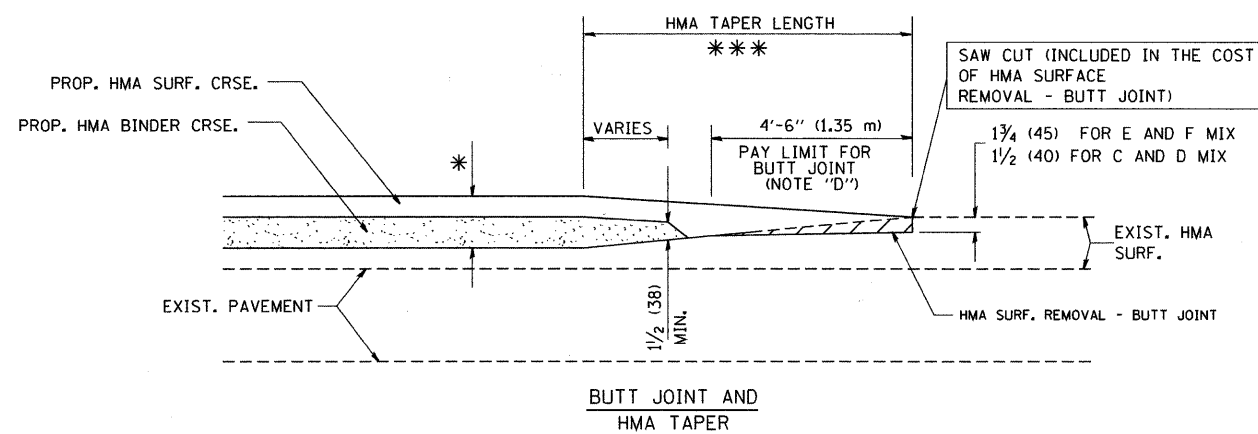
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

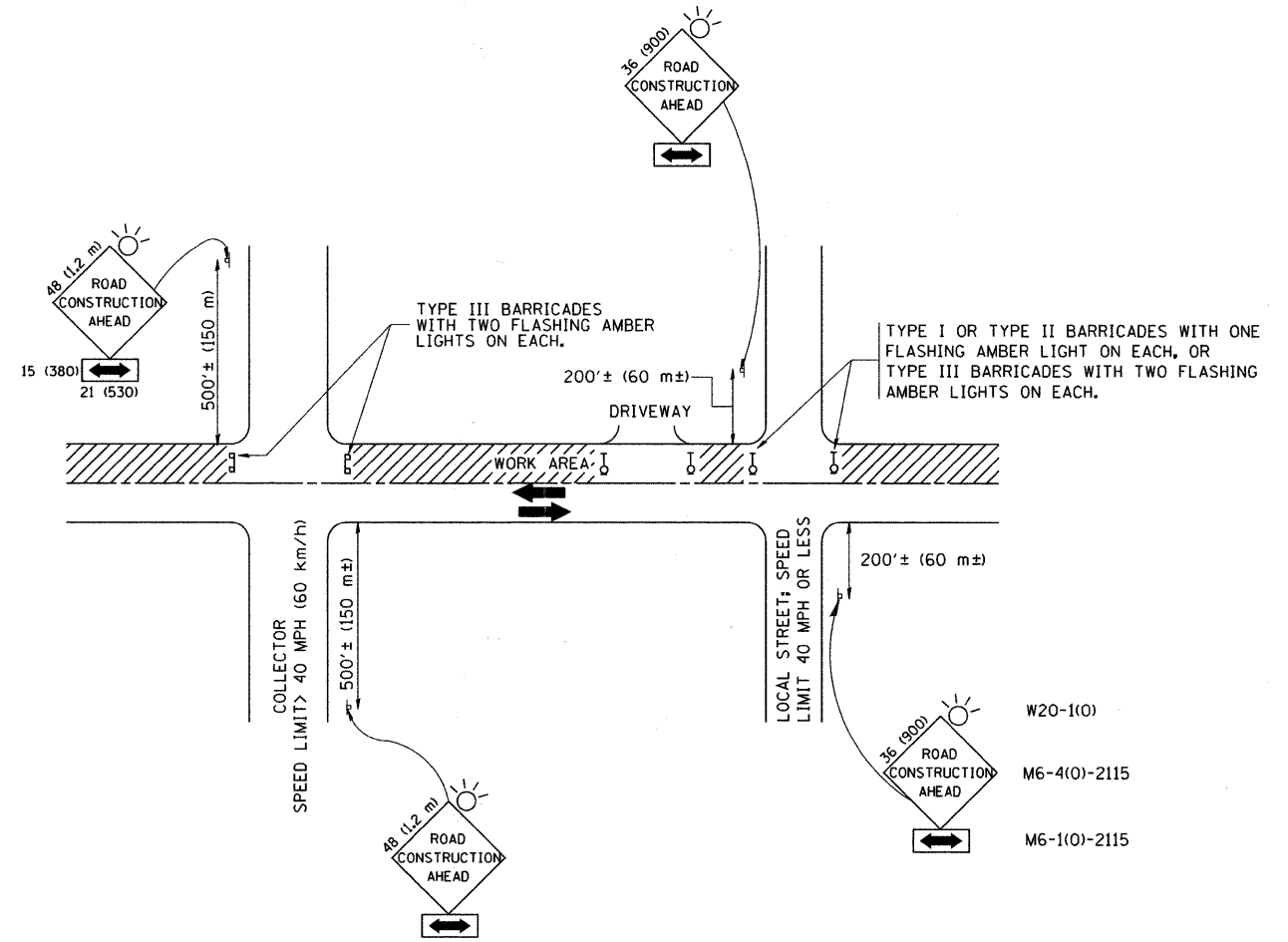
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME = W:\dststd\22x34\bd32.dgn	USER NAME = goglionob	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND HMA TAPER DETAILS</b>			F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 42			
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97					<b>BD400-05 BD32</b>		<b>CONTRACT NO. 63611</b>					
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - M. GOMEZ 04-06-01												
		DATE - 06-13-90	REVISED - R. BORO 01-01-07												
				SCALE: NONE			SHEET NO. 1 OF 1 SHEETS			STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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 AND FLAG 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. 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).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

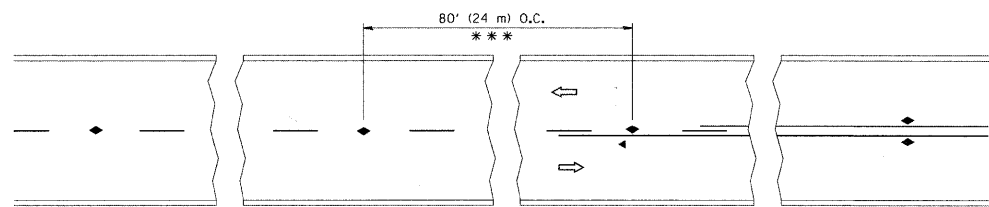
FILE NAME = W:\diststd\22x34\1010.dgn	USER NAME = gaglianob	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

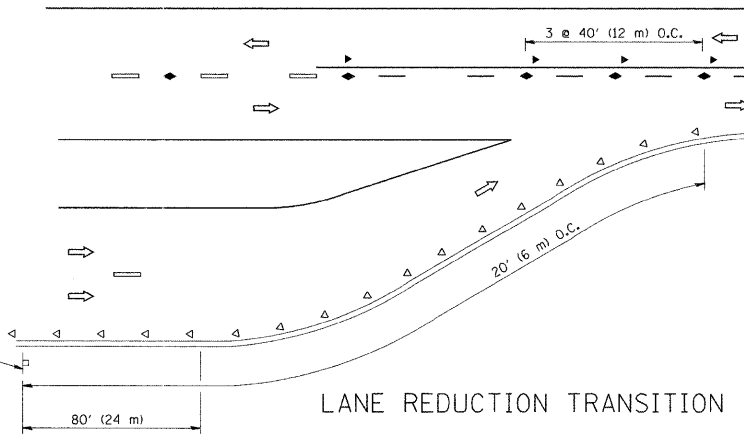
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH	DUPAGE	49	43
TC-10			CONTRACT NO. 63611	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

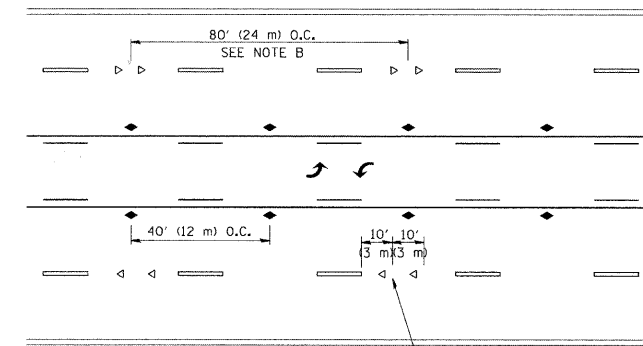


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

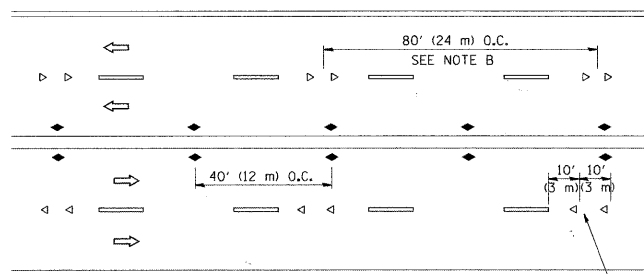
TWO-LANE/TWO-WAY



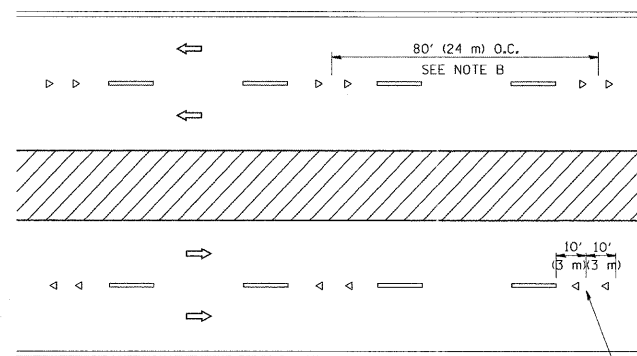
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

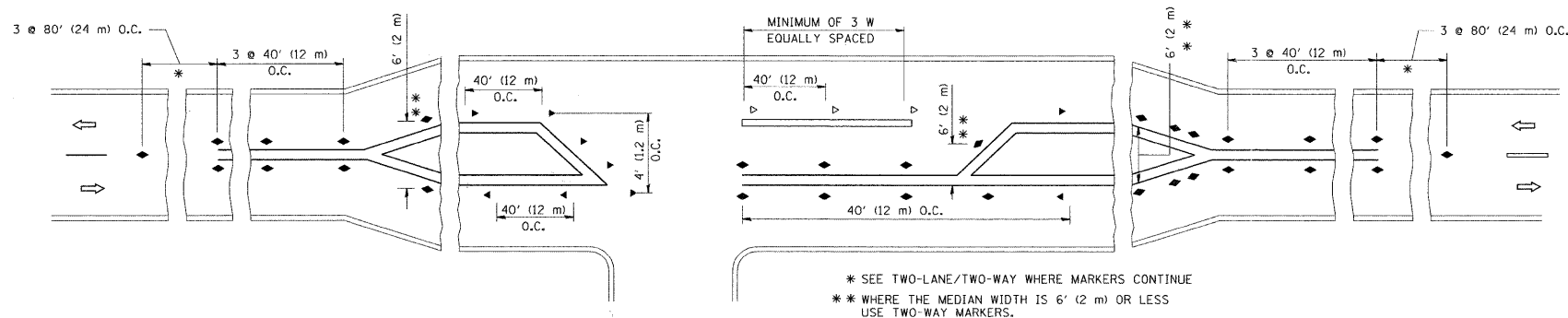
- YELLOW STRIPE
- ▬ WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

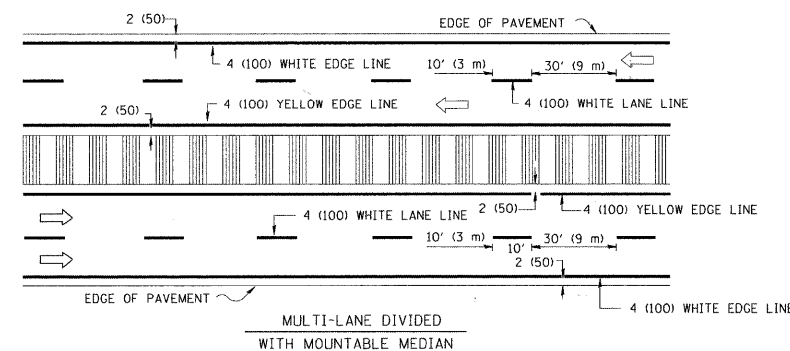
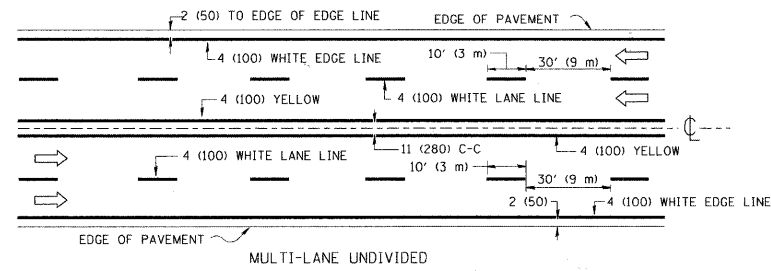
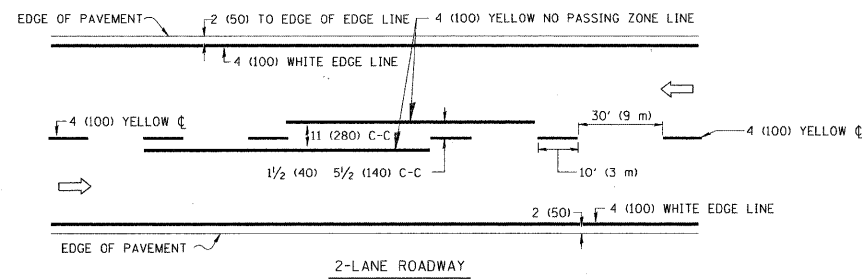
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

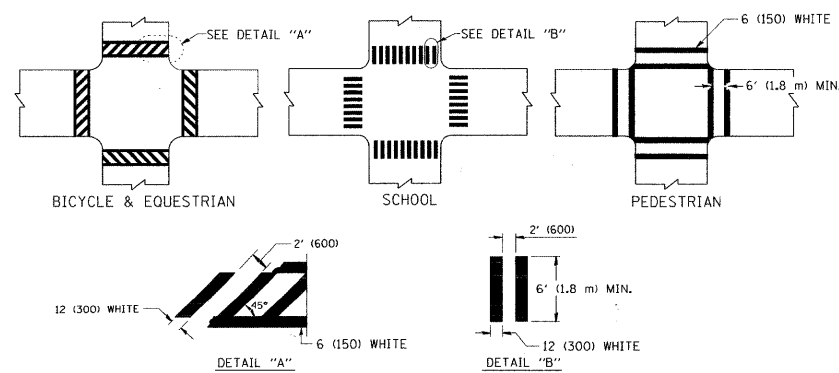
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pw\work\pws\dot\drivakosgn\d0108315\td	Judgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		364	07-00184-12-CH	DUPAGE	49	44			
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		<b>TC-11</b>			<b>CONTRACT NO. 63611</b>				
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

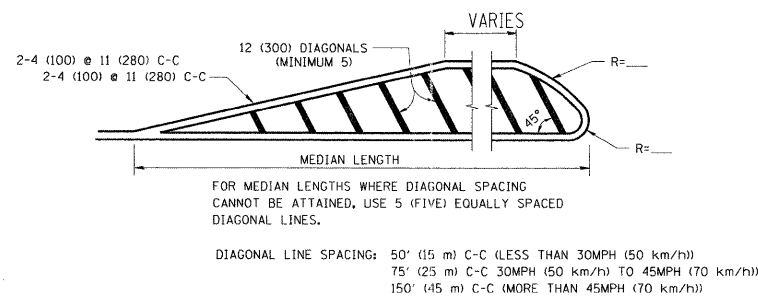
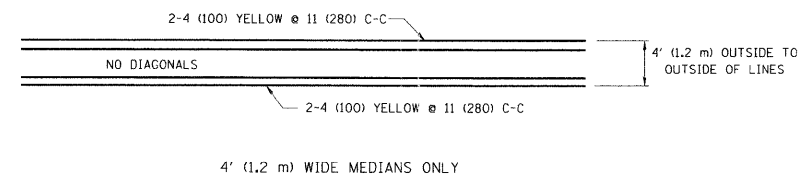


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

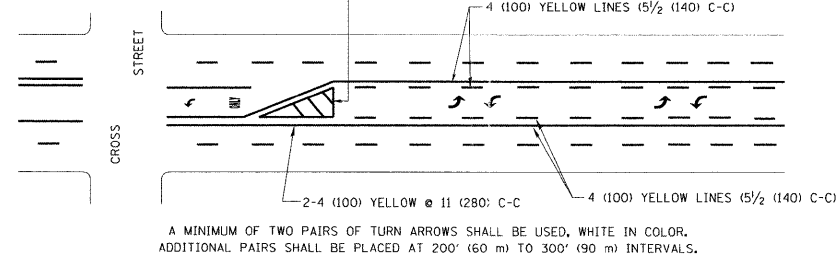
TYPICAL LANE AND EDGE LINE MARKING



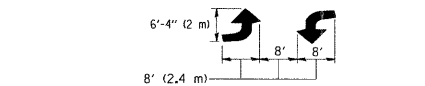
TYPICAL CROSSWALK MARKING



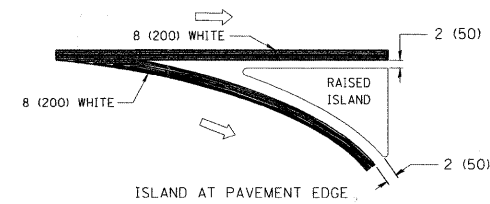
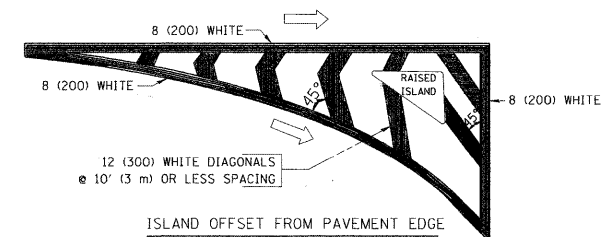
MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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	5 1/2 (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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
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; 5 1/2 (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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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.

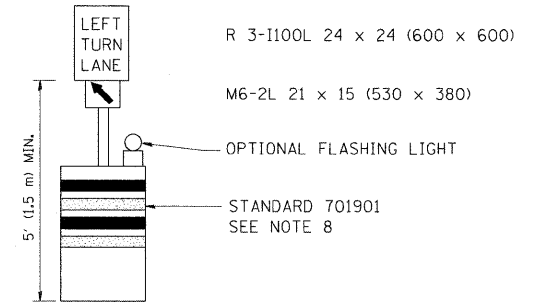
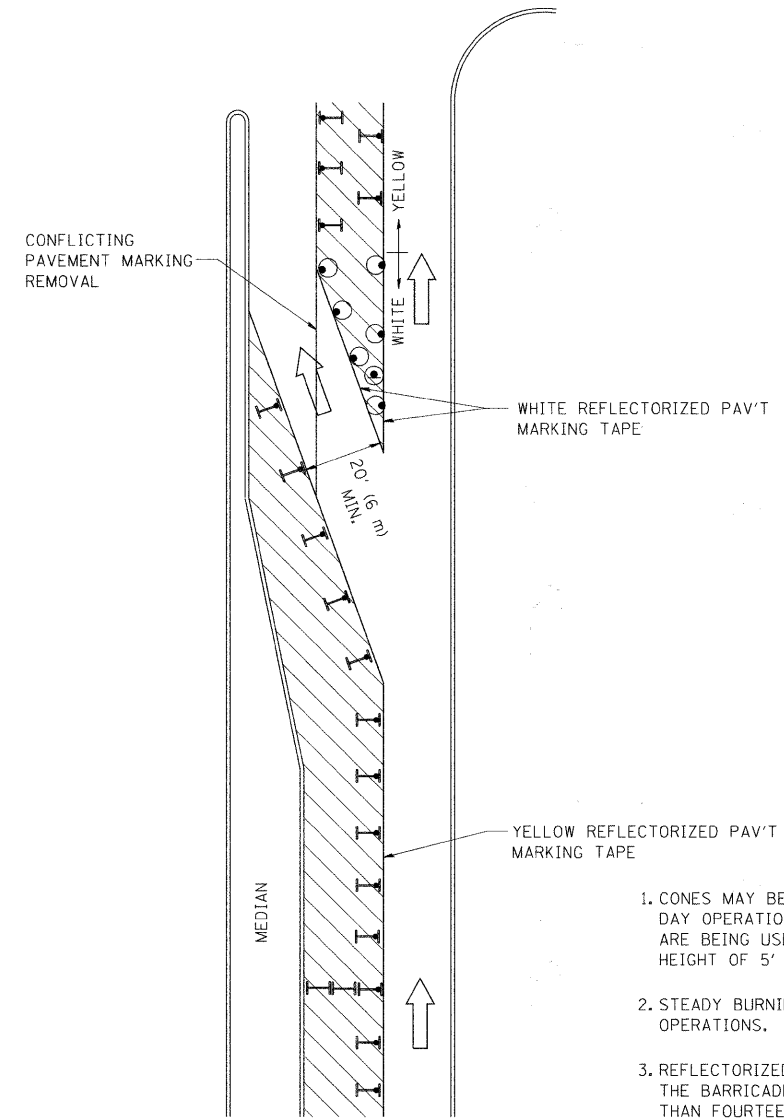
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	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 45
TC-13			CONTRACT NO. 63611	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.









**GENERAL NOTES**

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

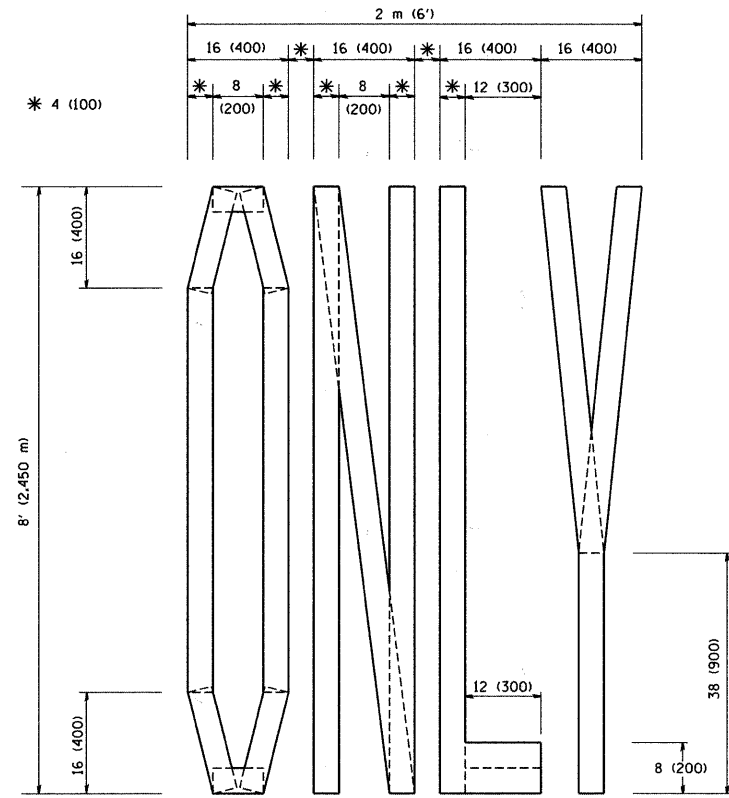
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		REVISED - A. HOUSEH 10-12-96	REVISED -
		REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

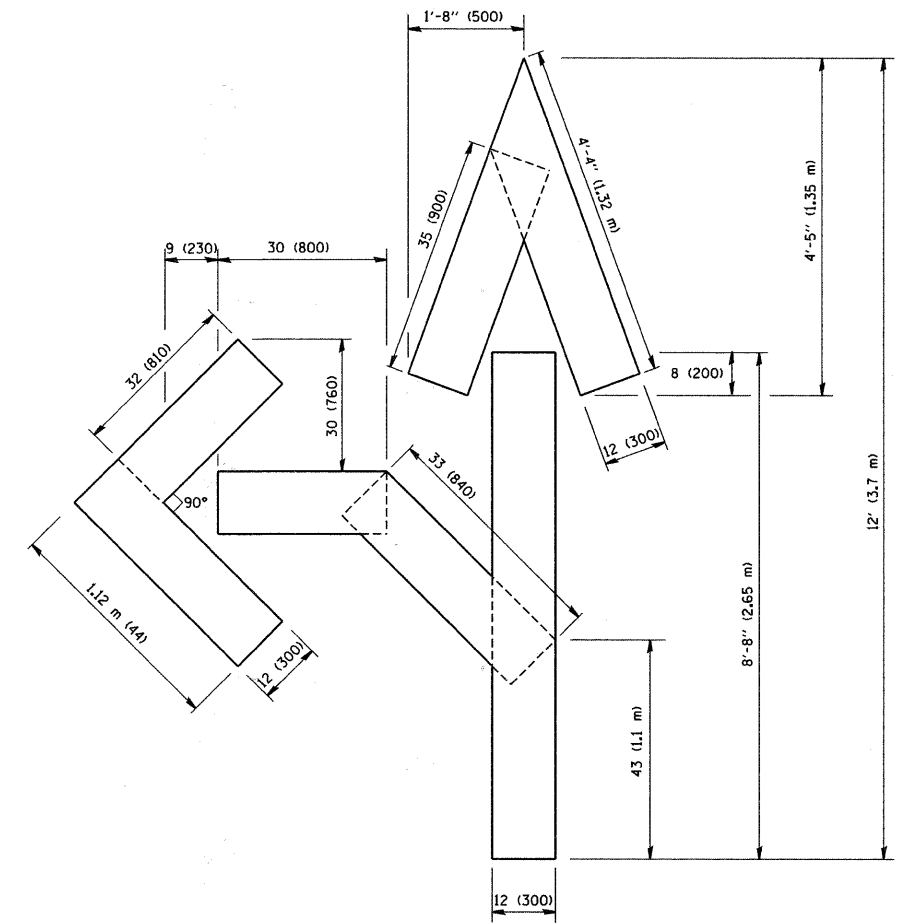
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

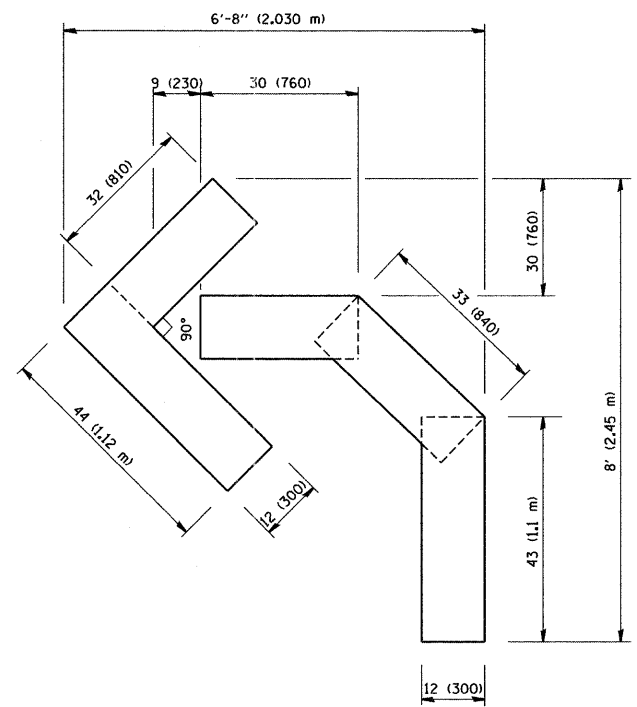
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	07-00184-12-CH		49	46
TC-14			CONTRACT NO. 63611	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



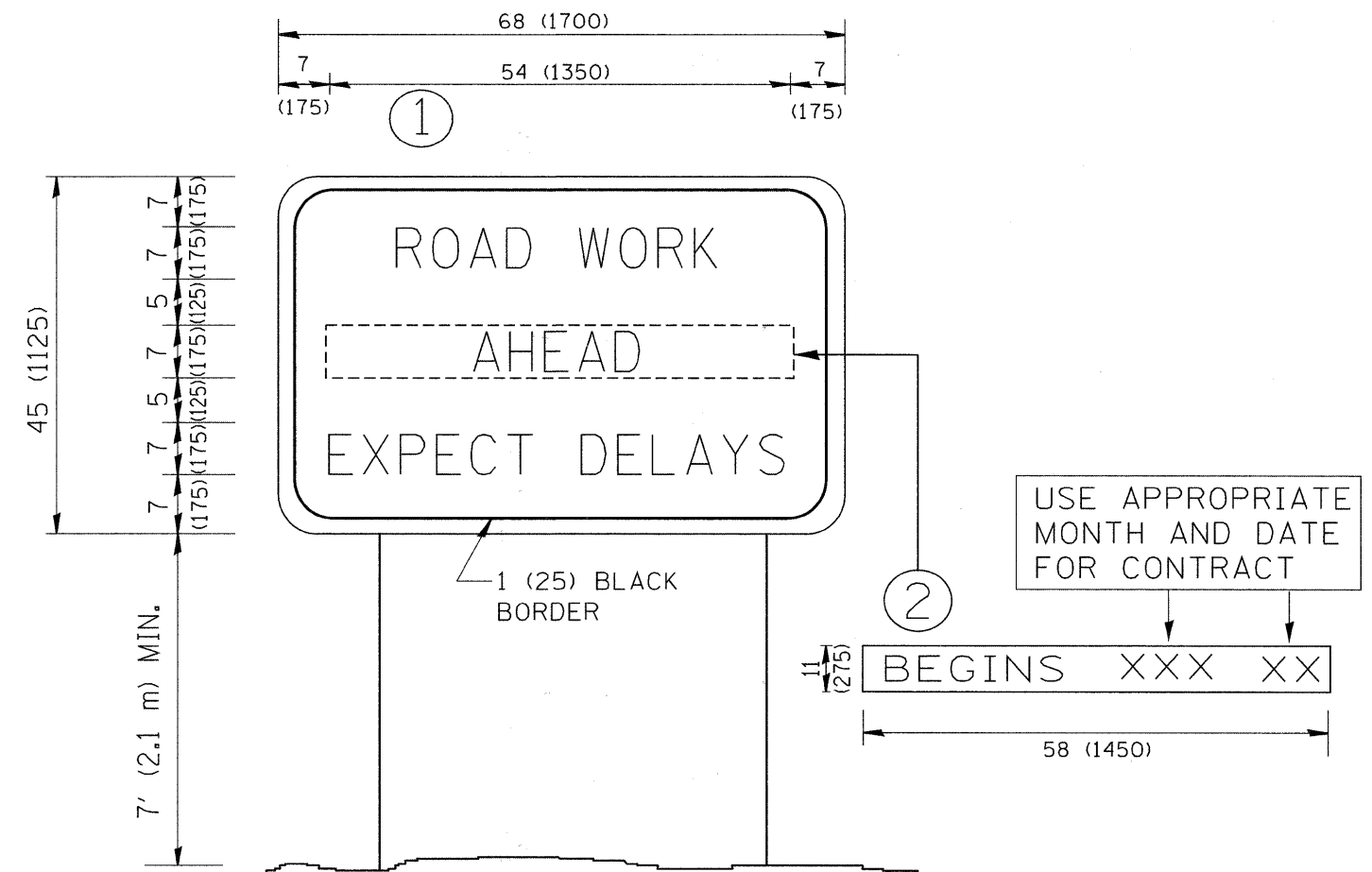
QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING</b>			F.A.P. RTE. 364	SECTION 07-00184-12-CH	COUNTY DUPAGE	TOTAL SHEETS 49	SHEET NO. 47
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 11-04-97	REVISED -T. RAMMACHER 03-02-98		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>TC-16</b>			
PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
CONTRACT NO. 63611												



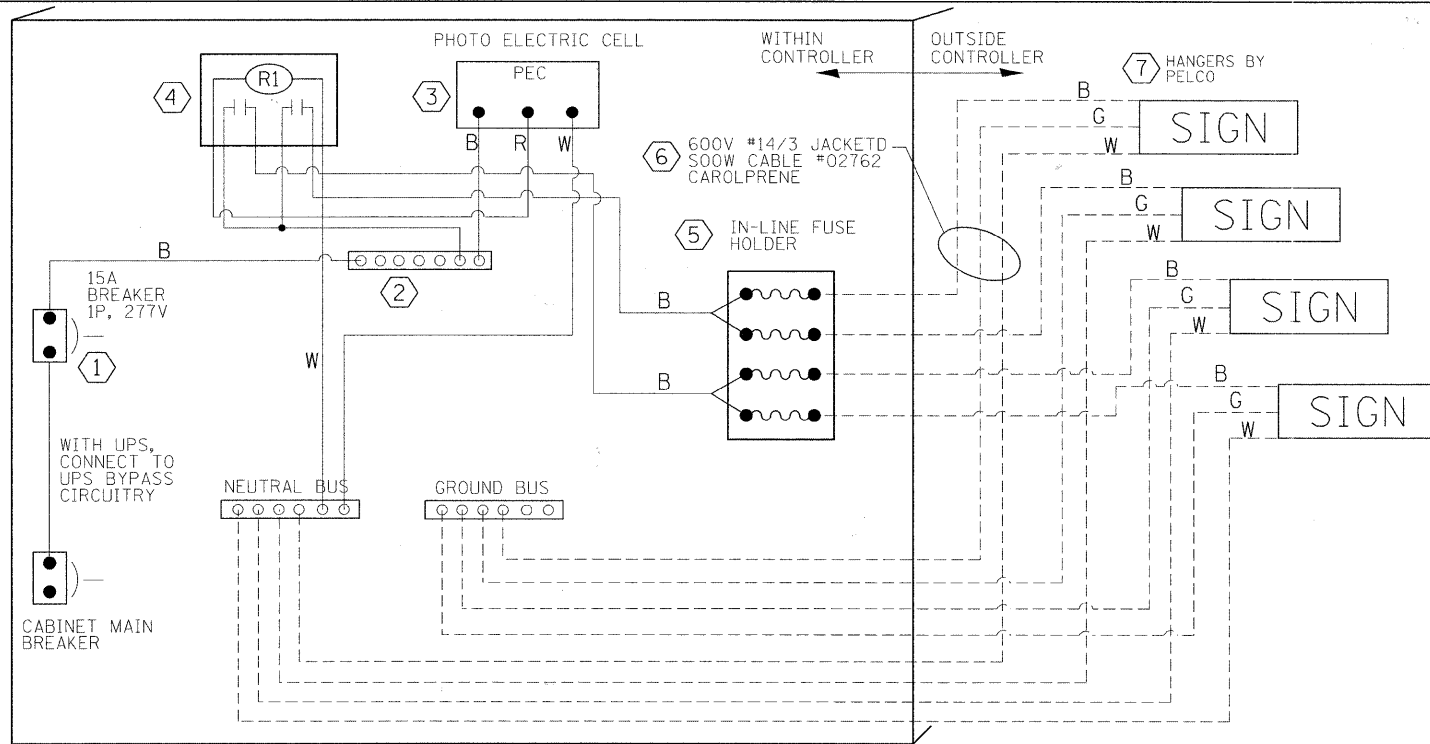
**NOTES:**

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

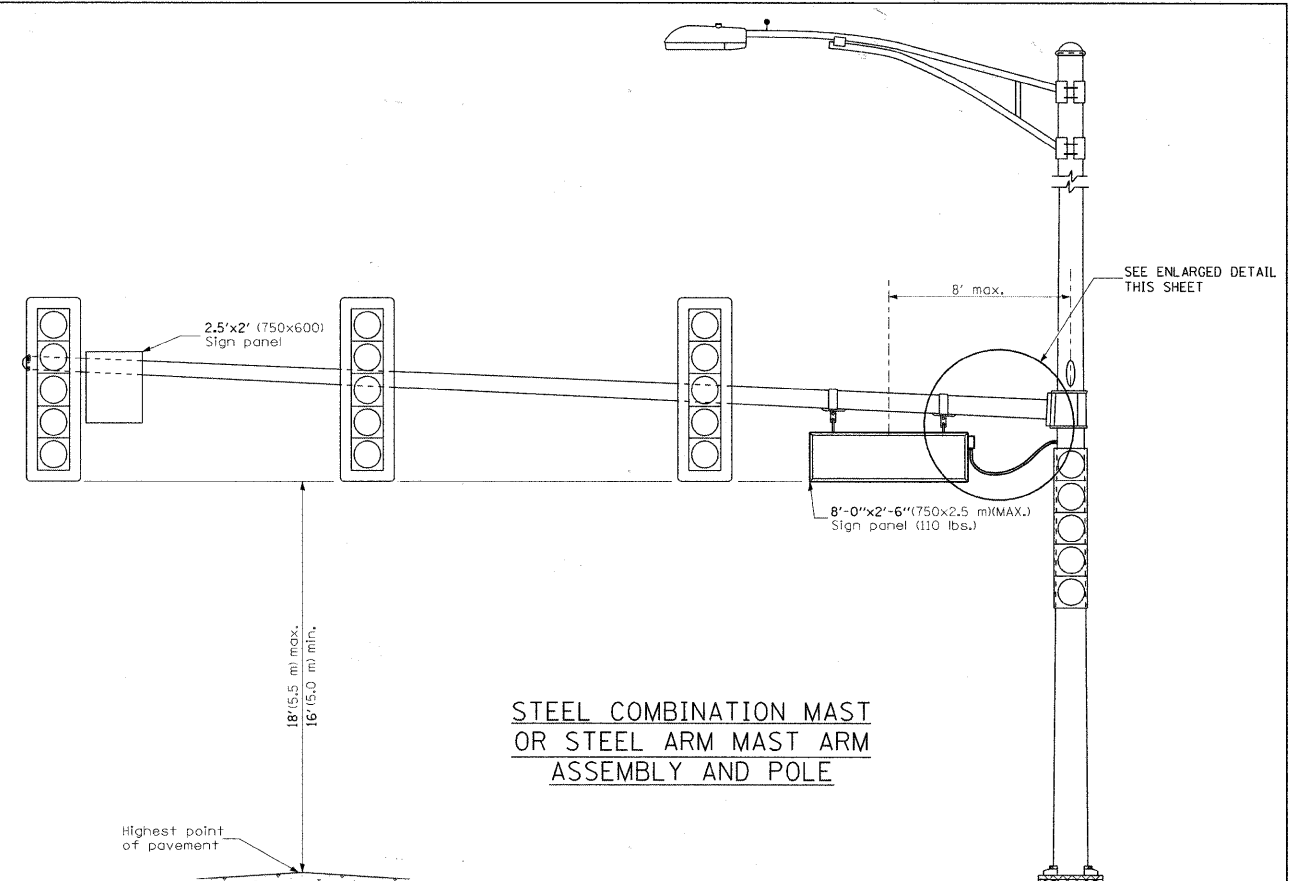
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = w:\diststd\22x34\tc22.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97			364	07-00184-12-CH	DUPAGE	49	48
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		<b>CONTRACT NO. 63611</b>		
		DATE -	REVISED - C. JUCIUS 01-31-07			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			





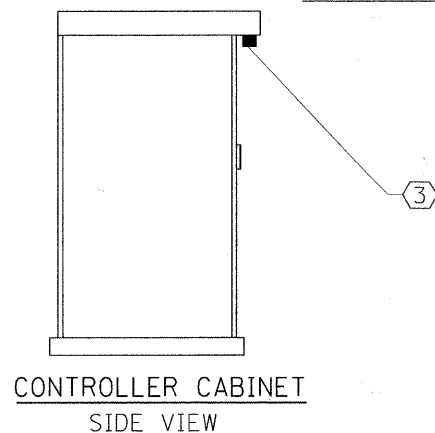
LED SIGN WIRING DETAIL



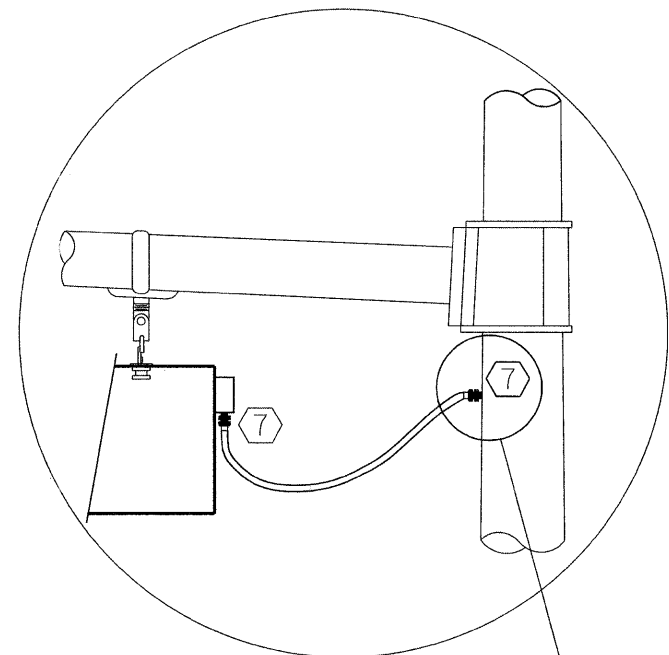
STEEL COMBINATION MAST OR STEEL ARM MAST ARM ASSEMBLY AND POLE

DESCRIPTION	MANUFACTURER	MODEL	NOTES
① CIRCUIT BREAKER		15 AMPERE	Molded case, Thermal Mag. min. R.I. of 14K R.M.S. symmetrical ampere at 277V.
② TERMINAL BLOCK	MARATHON	1502 DJSV	
③ PHOTO ELECTRIC CONTROL	FISHER PIERCE	B124-1.5-07762	
④ CONTROL RELAY	SQUARE D	8501X020V02	BOLT ON W/SCREW TERMINAL
⑤ INLINE FUSE HOLDER WITH 5 AMP FUSE	BUSSMAN	S-8000 BK/S-8-3-4-R	
⑥ ELECTRIC CABLE, NO. 14, 3/C (BLACK, WHITE, GREEN)	CAROLPRENE/SOOW	02762	
⑦ SIGN MOUNTING HARDWARE	PELCO	SE-5015	S.S. HARDWARE

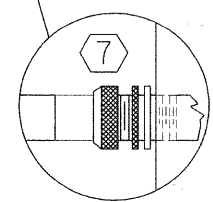
BILL OF MATERIALS



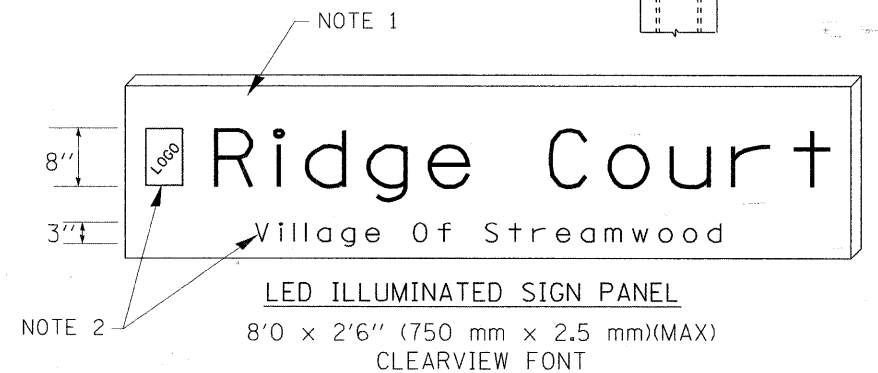
CONTROLLER CABINET SIDE VIEW



L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



LED ILLUMINATED SIGN PANEL  
8'0" x 2'6" (750 mm x 2.5 mm)(MAX)  
CLEARVIEW FONT

NOTES:

- SIGNS SHALL BE DUAL SIDED. FRONT AND BACK OF SIGN WILL BE THE SAME.
- CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN. VERIFY WITH ENGINEER.
- SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS. THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:  
R = RED      BL = BLUE      W = WHITE  
B = BLACK      Y = YELLOW      G = GREEN
- ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.