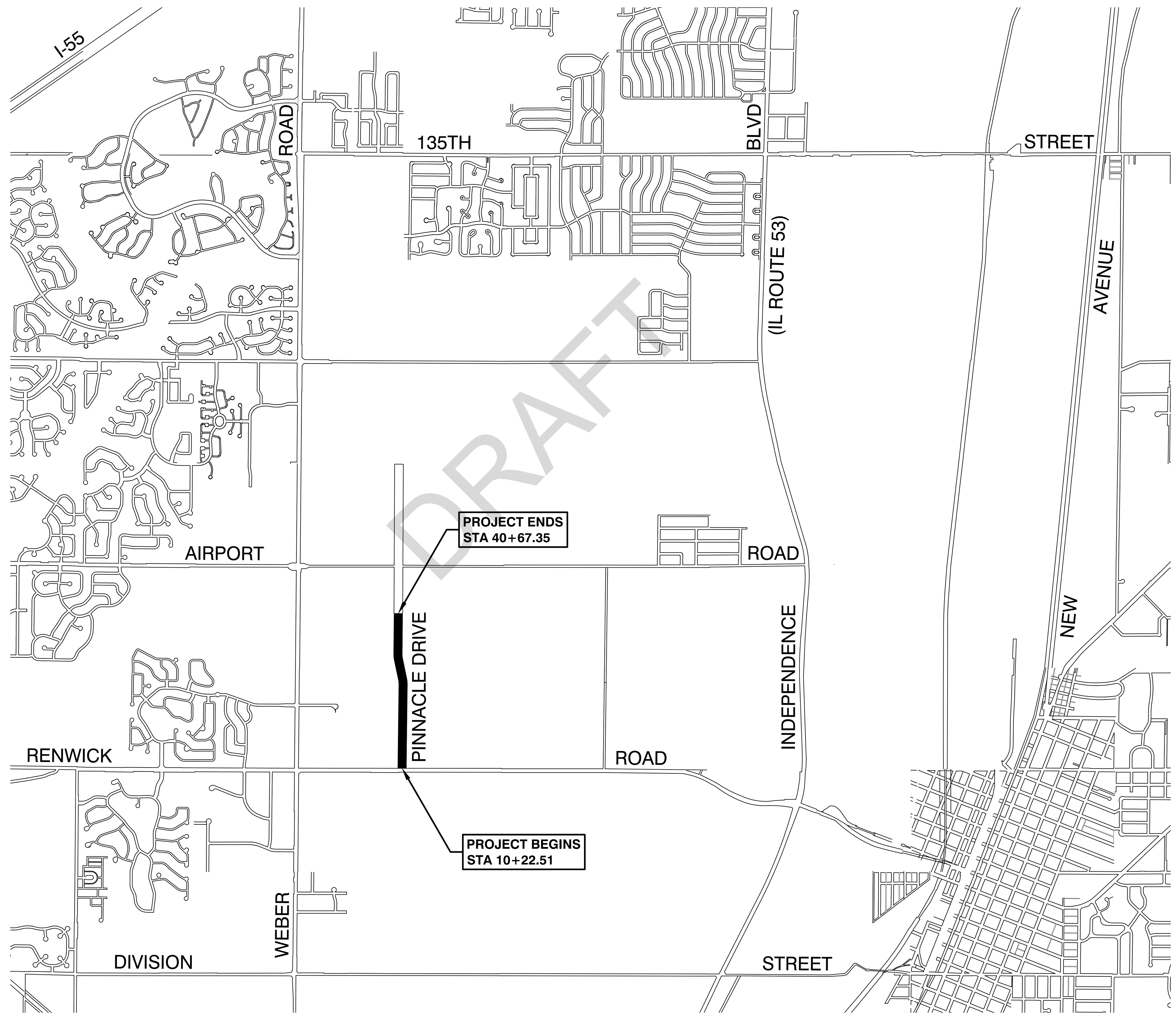
SECTION 17, TOWNSHIP 36, RANGE 10

VILLAGE *of* ROMEOVILLE, ILLINOIS

PINNACLE DRIVE
ROADWAY EXTENSION

FOR CONSTRUCTION



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INDEX OF SHEETS

CONTACT INFORMATION

CHRIS DREY – DIRECTOR OF PUBLIC WORKS
815-886-1870

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

STEVEN D. KAMINSKI
062-072042
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

LICENSE EXPIRES: 11/30/21

LOCATION MAP

- INDICATES PROPOSED IMPROVEMENT

GROSS LENGTH = 3,045 FEET = 0.58 MILES
NET LENGTH = 3,045 FEET = 0.58 MILES

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS
48 hours before you dig (EXCLUDING SAT., SUN. & HOL.)
Call: 811 OR 1-800-892-0123
811

PREPARED BY:

Robinson ENGINEERING

ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

PROJECT NO. 18-R1035

NO.	ITEM DESCRIPTION	UNIT	TOTAL

DRAFT

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016.
2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEERING REPRESENTATIVE.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS , HE MUST IMMEDIATELY REPORT TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS. THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS. THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS. THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
5. BEFORE STARTING ANY EXCAVATION THE CONTRACT SHALL CALL "J.U.L.I.E." AT (800) 892–0123 OR 811 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION REQUIRED).
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SETUP A YARD OR FIELD OFFICE ON CARILLON PROPERTY OR RIGHT OF WAY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
7. SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING.
8. HOT–MIX ASPHALT SURFACE REMOVAL 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.
9. QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE ENGINEER WILL VERIFY FINAL PATCH LOCATIONS IN THE FIELD, PRIOR TO REMOVAL.
10. THE THICKNESS OF HMA MIXTURE STATED IN THE SPECIFICATIONS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA SURFACE IS PLACED.

UTILITY NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20. ANY IRRIGATION SYSTEMS DISTURBED DURING CONSTRUCTION WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS REMOVAL ITEMS.
3. ALL UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
5. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, FIRE HYDRANTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
6. ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS.

MISCELLANEOUS

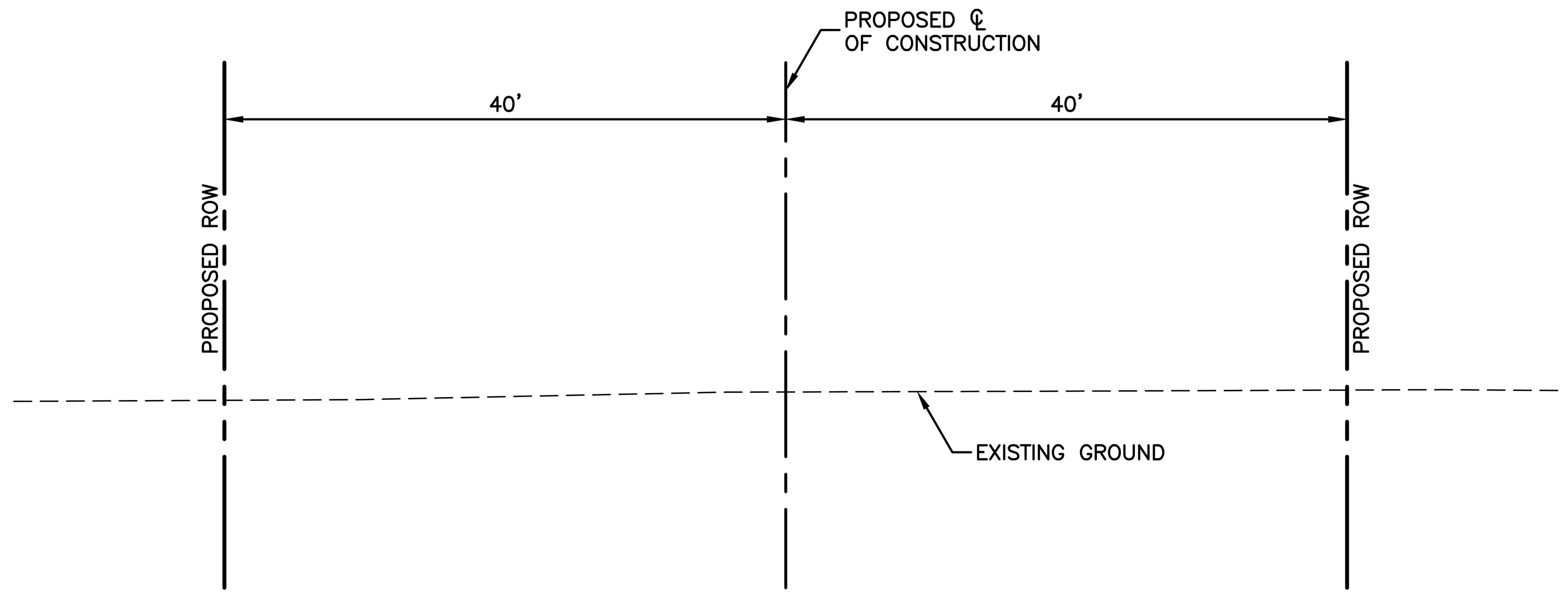
1. MATERIALS RESULTING FROM THE REMOVAL OF CONCRETE SURFACES, UTILITY STRUCTURE ADJUSTMENT, RESTORATION WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IF THE CONTRACTOR DOES NOT REMOVE THESE MATERIALS AT THE REQUEST OF THE ENGINEER, THE DOVER SUBDIVISION HOMEOWNERS ASSOCIATION WILL HIRE A CONTRACTOR TO HAVE THE MATERIALS REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
2. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD. WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER AND PROVIDE A COPY TO THE ENGINEER.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING TACK COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.
4. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE HOMEOWNERS ASSOCIATION WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO SIDEWALK REPLACEMENT AND/OR CURB AND GUTTER REPLACEMENT. AT LOCATIONS WHERE THE SIDEWALK OR CURB AND GUTTER IS SCHEDULED TO BE REMOVED. THE CONTRACTOR SHALL CONTACT THE HOMEOWNER 24 HOURS PRIOR TO REMOVING THE CURB OR SIDEWALK. ACCESS TO DRIVEWAYS AND ALLEYS SHALL BE MAINTAINED AT ALL TIMES. ALL DRIVEWAYS AND CURB AND GUTTER REMOVED SHALL BE REPLACED WITHIN FIVE (5) DAYS OF REMOVAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE BARRICADES TO PREVENT TRAFFIC FROM USING THE DRIVEWAYS DURING THIS PERIOD.
5. WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR AND OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES AND BUILDING FOUNDATIONS WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

SIGNING AND STRIPING

1. SEE IDOT STANDARD DETAIL 780001, DISTRICT ONE DETAIL TC–13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.

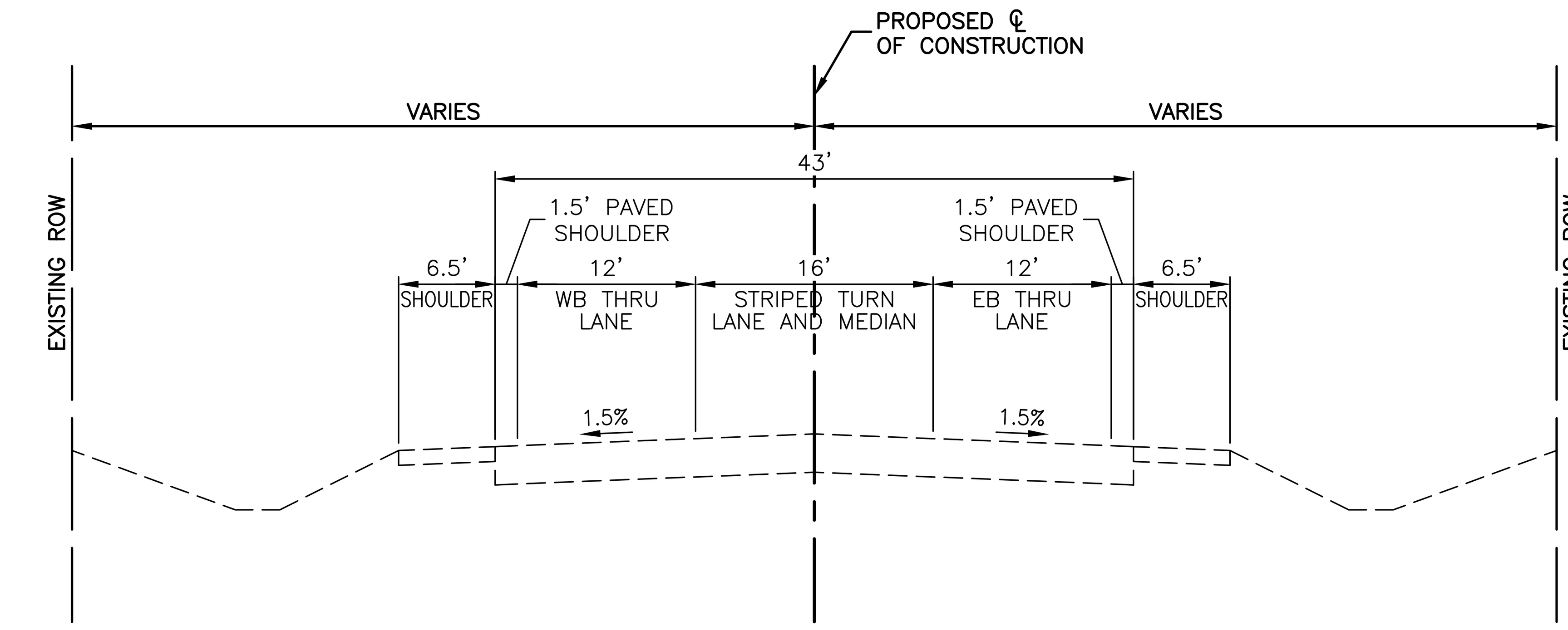
WILL COUNTY GENERAL NOTES

1. A PROOF ROLL OF THE SUBGRADE IS REQUIRED PRIOR TO PLACING THE AGGREGATE SUB–BASE AND MUST BE OBSERVED BY A CERTIFIED TESTING COMPANY. NOTIFY THE COUNTY PRIOR TO DOING THE PROOF ROLL (FOR AREAS IN THE COUNTY ROW).
2. THE CONTRACTOR SHALL KEEP THE ROAD OPEN TO TRAFFIC AT ALL TIMES. AT LOCATIONS WHERE CONSTRUCTION OPERATIONS ARE ACTUALLY BEING CARRIED ON, ONE LANE SHALL BE KEPT OPEN TO TRAFFIC. TWO LANES SHALL BE KEPT OPEN TO TRAFFIC WHERE THERE ARE NO CONSTRUCTION OPERATIONS BEING PERFORMED, DURING NIGHTTIME HOURS, AND NON–WORKING HOURS. STANDARD 701306–04 SHALL BE USED WHEN MILLING, RESURFACING, AND MAINLINE, RESURFACING ENTRANCES AND APPROACHES, AND IN THE PLACING OF AGGREGATE SHOULDER STONE. THE FLAGGERS SHALL BE IN DIRECT COMMUNICATIONS AT ALL TIMES BY MEANS OF RADIOS. FAILURE TO PROVIDE WORKING RADIOS AT ALL TIMES WILL RESULT IN SUSPENSION OF WORK AND THE REMOVAL OF THE CONTRACTOR'S WORKERS AND EQUIPMENT FROM THE ROAD.
3. THE CONTRACTOR SHALL PROVIDE THE WILL COUNTY DIVISON OF TRANSPORTATION WITH A COPY OF THE QC PLAN LETTER OF APPROVAL FROM IDOT FOR HMA MATERIAL SUPPLIERS TO BE USED ON THE PROJECT.
4. THE CONTRACTOR SHALL MAINTAIN ROADWAYS ADJOINING THE PROJECT SITE FREE FROM MUD AND DEBRIS AT ALL TIMES.
5. PLEASE SUBMIT A CONSTRUCTION SCHEDULE FOR REVIEW, AS THE PERMIT LENGTH WILL BE BASE UPON APPROVAL OF THIS SCHEDULE. THE CONSTRUCTION SCHEDULE (UTILIZING WORKING DAYS) SHALL BE PUT TOGETHER TO PROVIDE A CONTINUOUS WORKFLOW FROM START TO FINISH AND SHALL START AS SOON AFTER PERMIT EXECUTION AS POSSIBLE.
6. A CERTIFICATE OF INSURANCE MUST BE FILED WITH THIS DEPARTMENT PER CHAPTER 10 OF THE TECHNICAL MANUAL. THE CERTIFICATE OF INSURANCE SHALL INCLUDE THE WILL COUNTY DIVISION OF TRANSPORTATION AS AN ADDITIONAL INSURED.
7. VERTICAL HEADWALLS, DECORATIVE SIGNING, PLANTINGS, SHRUBBERY, AND TREES ARE PROHIBITED INSIDE THE COUNTY RIGHT–OF–WAY.
8. THE WILL COUNTY DIVISION OF TRANSPORTATION MUST BE NOTIFIED A MINIMUM OF TWO (2) WORKING DAYS IN ADVANCE OF ANY CONSTRUCTION WITHIN THE COUNTY RIGHT–OF–WAY.
9. THE WILL COUNTY DIVISION OF TRANSPORTATION SHALL NOT BE HELD LIABLE FOR ANY ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS AND SPECIFICATIONS OR FOR ANY ADDITIONAL WORK THAT MAY BE NEEDED DUE TO ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS.
10. THE PERMITTEE SHALL BE RESPONSIBLE FOR ANY ADDITIONAL WORK, AND ALL COST THEREOF, REQUIRED BECAUSE OF ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS AND SPECIFICATIONS AND FOR THE CORRECTION OF ANY CONSTRUCTION, MAINTENANCE, OR SAFETY PROBLEMS WHICH BECOME APPARENT DURING CONSTRUCTION OR THROUGH INSPECTIONS MADE BY THE DEVELOPER'S ENGINEER OR THE WILL COUNTY DIVISION OF TRANSPORTATION.



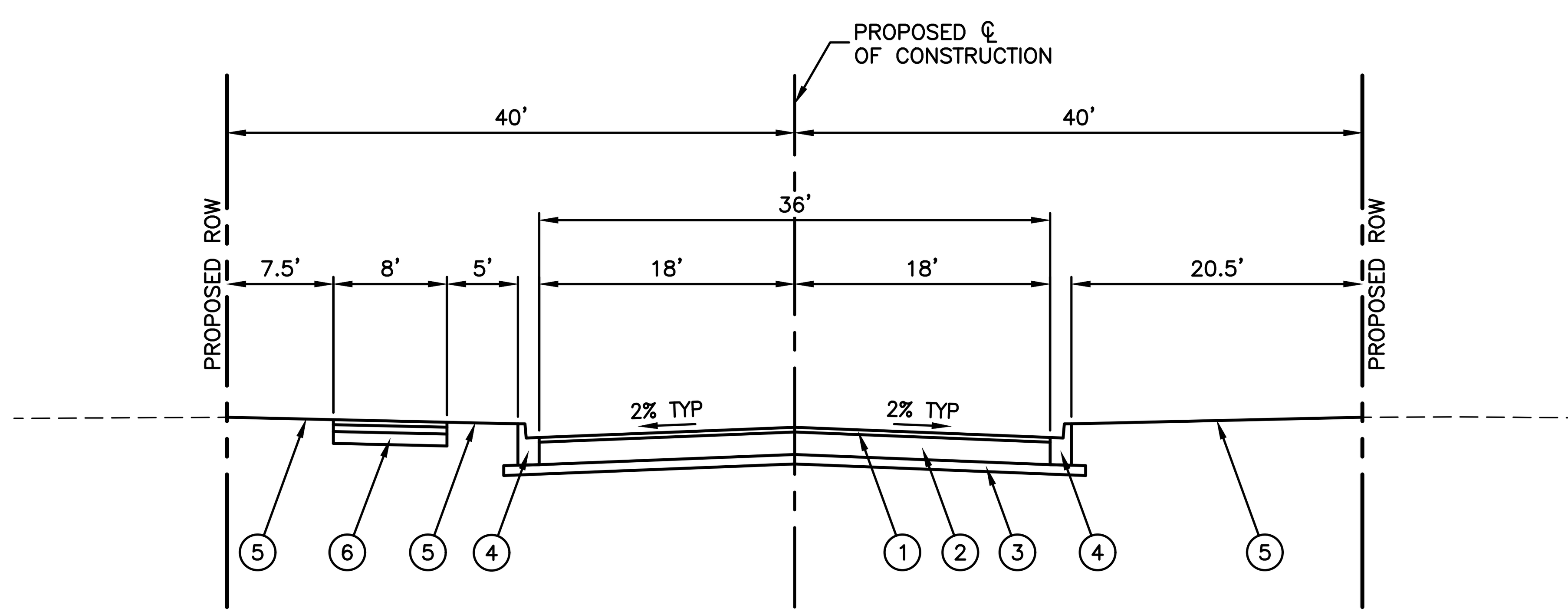
EXISTING TYPICAL SECTION

PINNACLE DRIVE



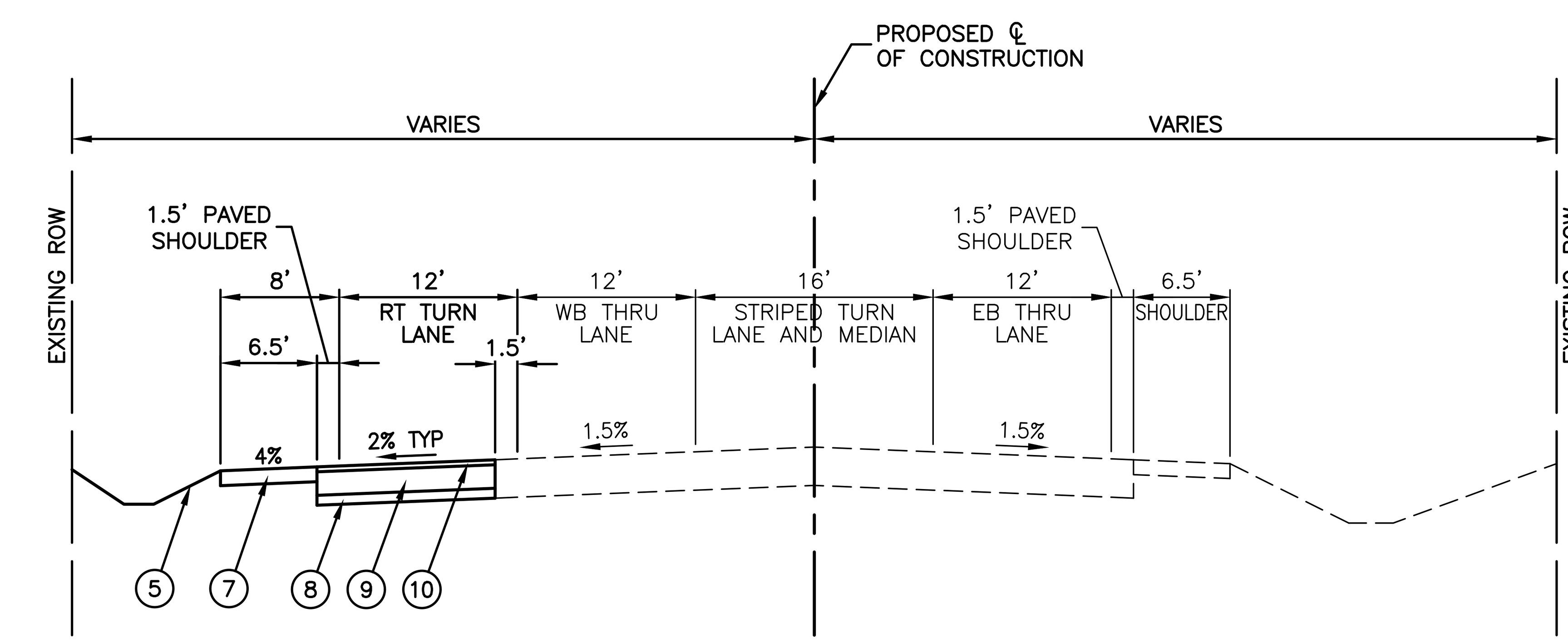
EXISTING TYPICAL SECTION

RENWICK ROAD



PROPOSED TYPICAL SECTION

PINNACLE DRIVE



PROPOSED TYPICAL SECTION

RENWICK ROAD

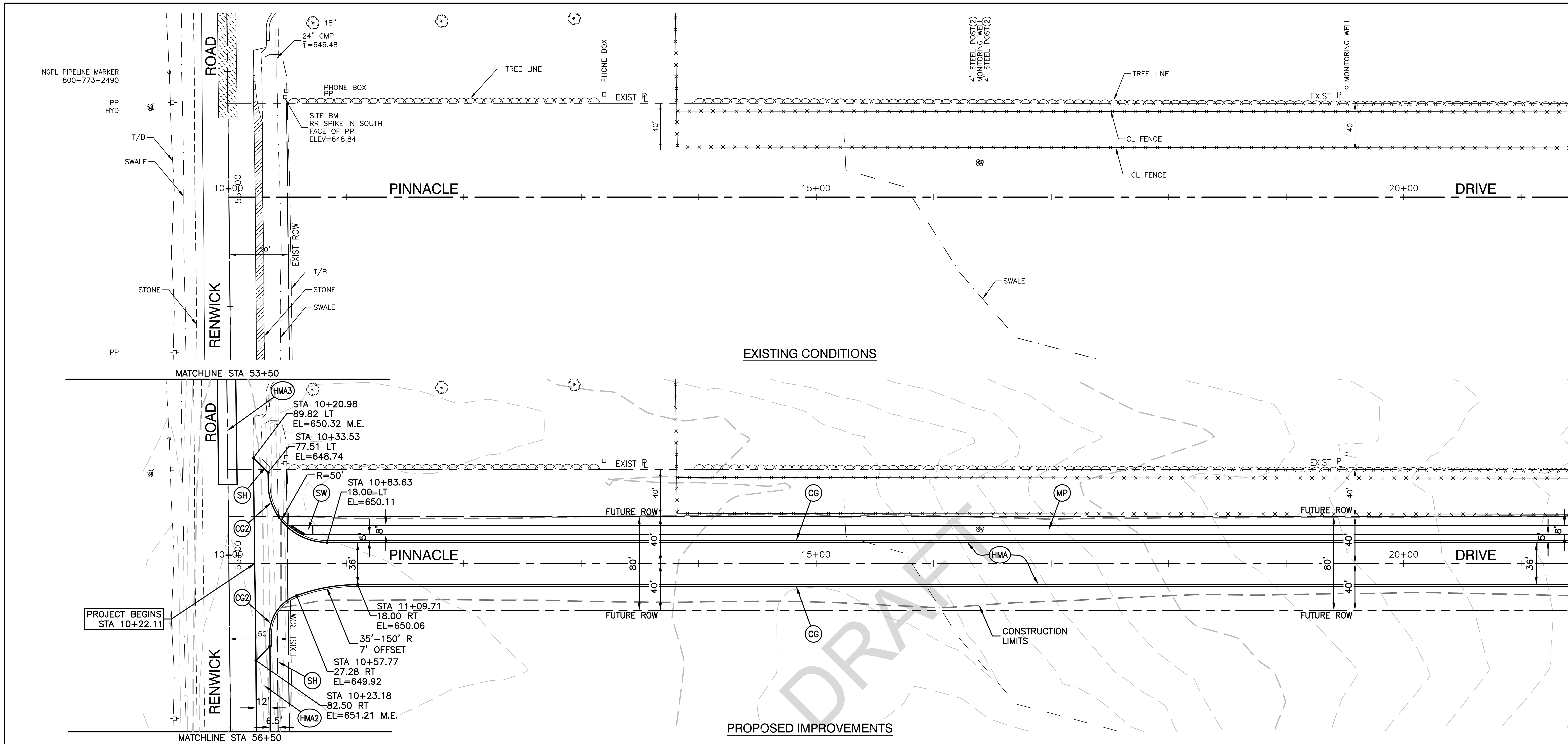
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
PINNACLE DRIVE ROADWAY	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"	3.5% @ 80 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 9.5"	4% @ 50 Gyr.
HMA DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2.50"	4% @ 50 Gyr.
HMA MULTI-USE PATH	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2.25"	4% @ 50 Gyr.
RENWICK ROAD FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 11.5"	4% @ 70 Gyr.
RENWICK ROAD RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"	4% @ 70 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N70; 0.75"	4% @ 70 Gyr.

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
2. THE "AC-TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

PROPOSED LEGEND

1. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"
2. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 9.5"
3. AGGREGATE BASE COURSE, TYPE B, 4"
4. CONCRETE CURB AND GUTTER, TYPE B-6.12
5. TOPSOIL FURNISH AND PLACE, 6" AND SEEDING, SPECIAL
6. MULTI-USE PATH
   1½" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50
   2¼" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50
   WITH AGGREGATE BASE COURSE, TYPE B 4"
7. AGGREGATE SHOULDER, TYPE B 8"
8. AGGREGATE SUBGRADE IMPROVEMENT, 12"
9. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 11.5"
10. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1.5"



N

LEGEND

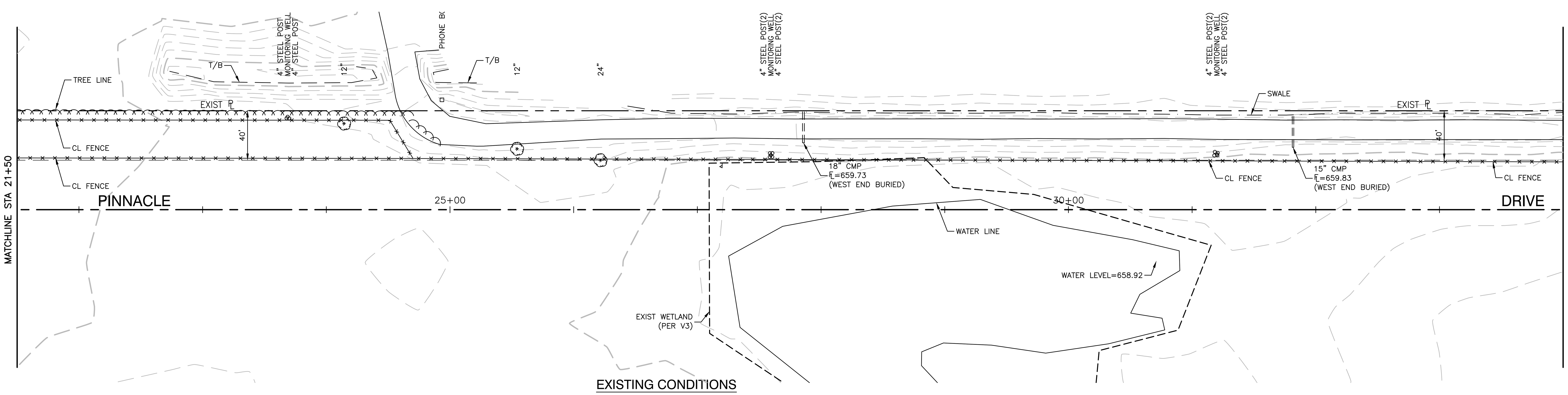
- PAVEMENT REMOVAL
- SHOULDER REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 2.25"
- DRIVEWAY REMOVAL
- SIDEWALK REMOVAL
- (CG) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (CG2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (HD) HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- (AD) AGGREGATE SURFACE COURSE, TYPE A, 6"
- (HMA) FULL DEPTH HMA PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, 2"
  - HOT-MIX ASPHALT BINDER COURSE, 9.5"
  - AGGREGATE BASE COURSE, 4"
- (HMA2) RENWICK ROAD FULL DEPTH PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, 1.5"
  - HOT-MIX ASPHALT BINDER COURSE, 11.5"
- (HMA3) RENWICK ROAD RESURFACING
  - HOT-MIX ASPHALT SURFACE COURSE, 1.5"
  - POLYMERIZED HOT-MIX ASPHALT BINDER, 0.75"
- (MP) MULTI-USE PATH
  - HOT-MIX ASPHALT SURFACE COURSE, 1½"
  - HOT-MIX ASPHALT BINDER COURSE, 2¼"
  - AGGREGATE BASE COURSE, 4"
- (SW) PORTLAND CEMENT CONCRETE SIDEWALK, 5" AGGREGATE BASE COURSE, TYPE B 4"
- (SH) AGGREGATE SHOULDER, TYPE B 8"
- DETECTABLE WARNINGS
- CHAIN LINK FENCE, 4'

DATE	=	01-18-21	DESIGNED	—	SDK	REVISED	—
SCALE	=	H 1"=50' V 1"=5'	CHECKED	—	HLG	REVISED	—
PROJECT NO	=	18-R1035	DRAWN	—	RG	REVISED	—
FILE NAME	=	18R1035-PLPR-01	CHECKED	—	AG	REVISED	—

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
PLAN & PROFILE

VILLAGE of ROMEOVILLE



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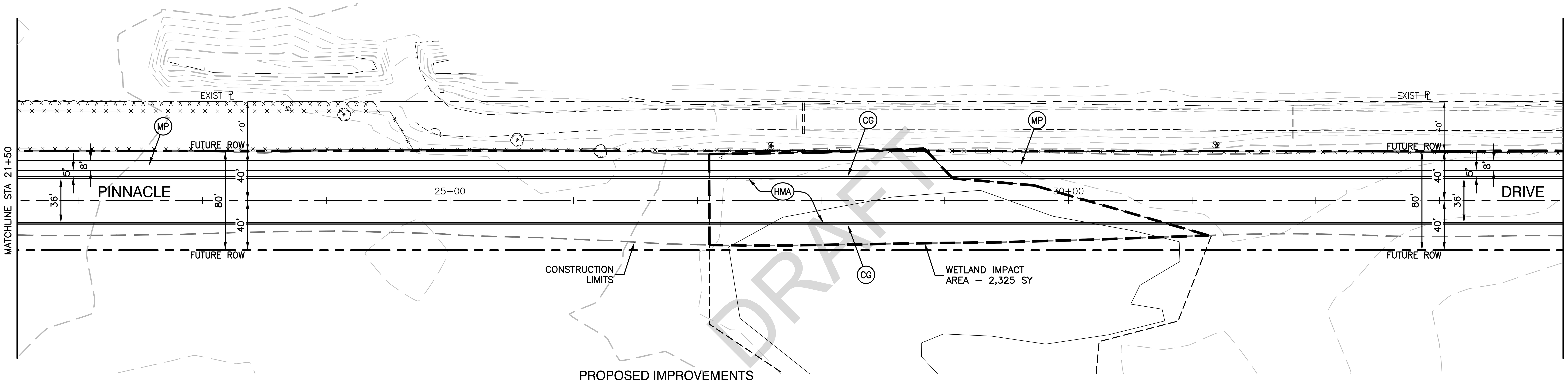

PROPOSED IMPROVEMENTS

N

LEGEND

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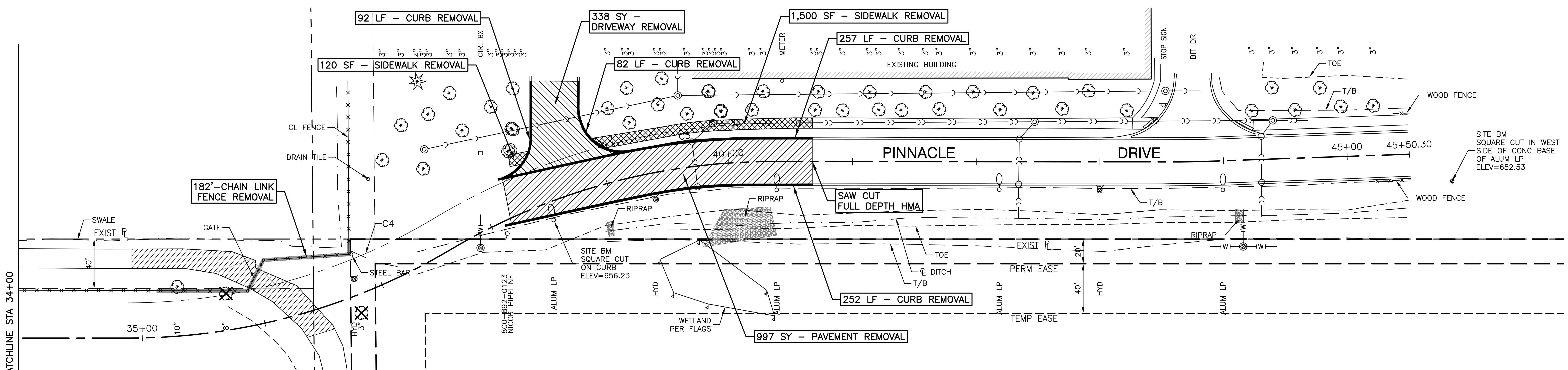
SHEET NO. 5 of 46



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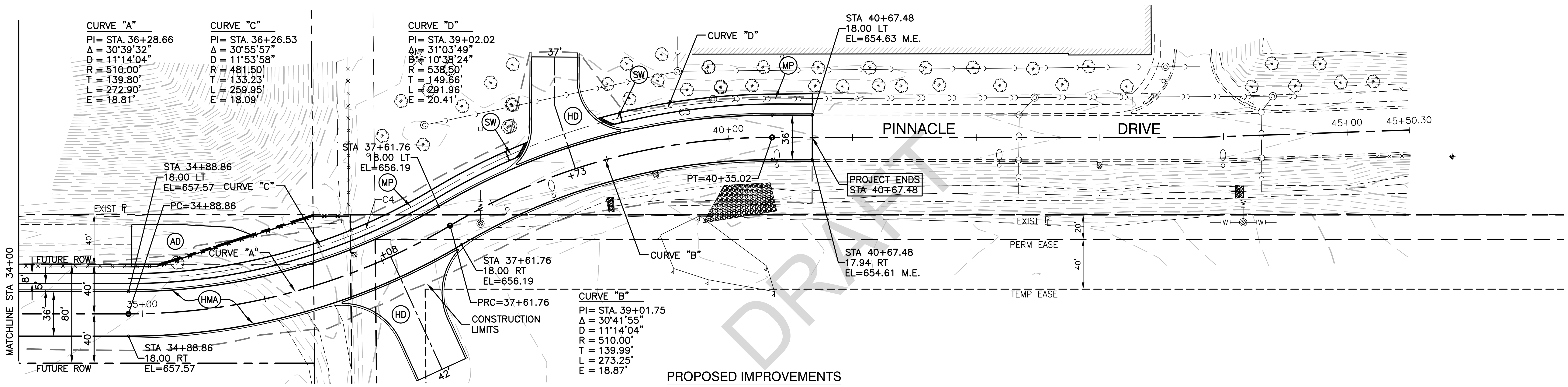

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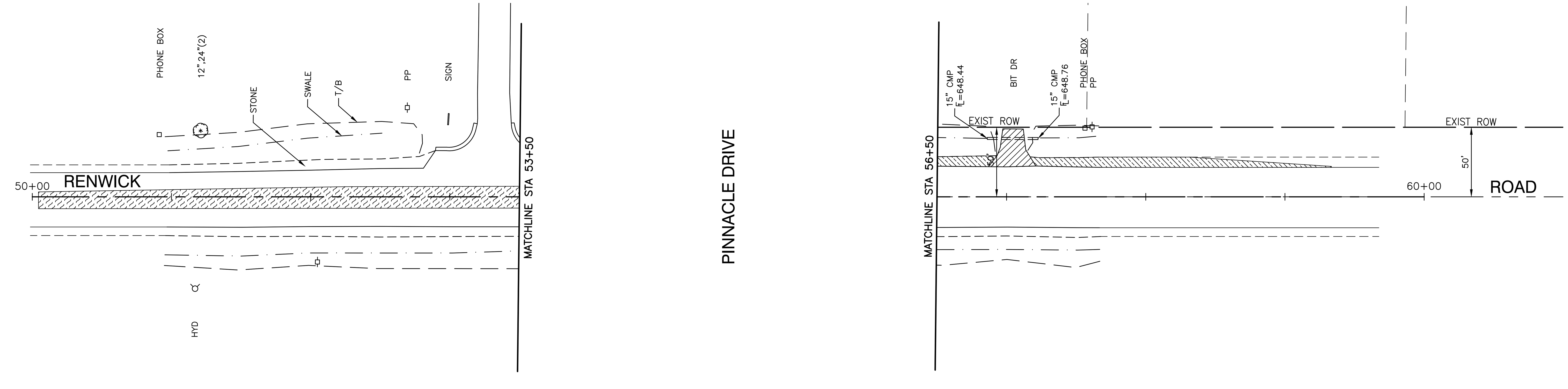

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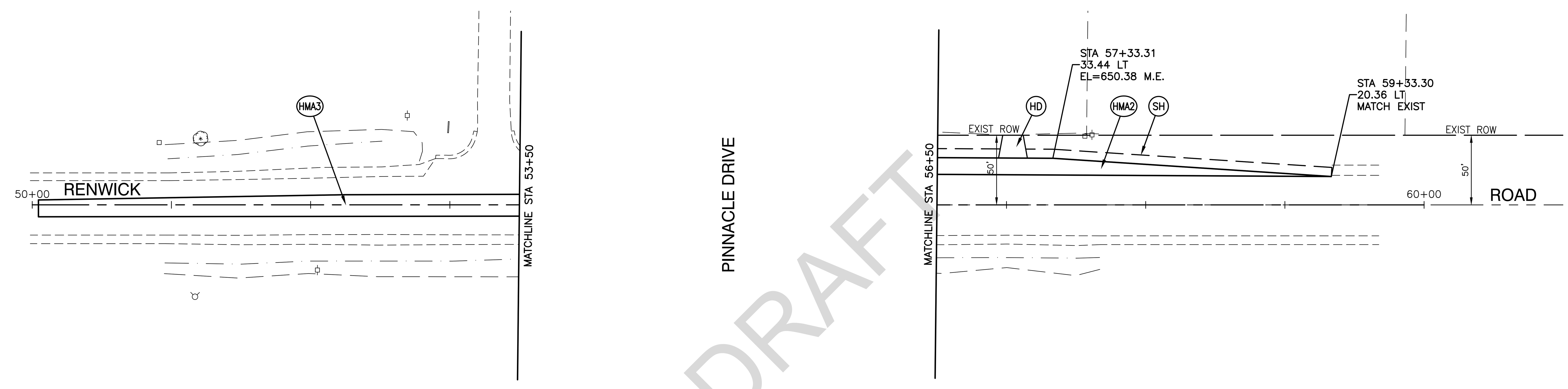

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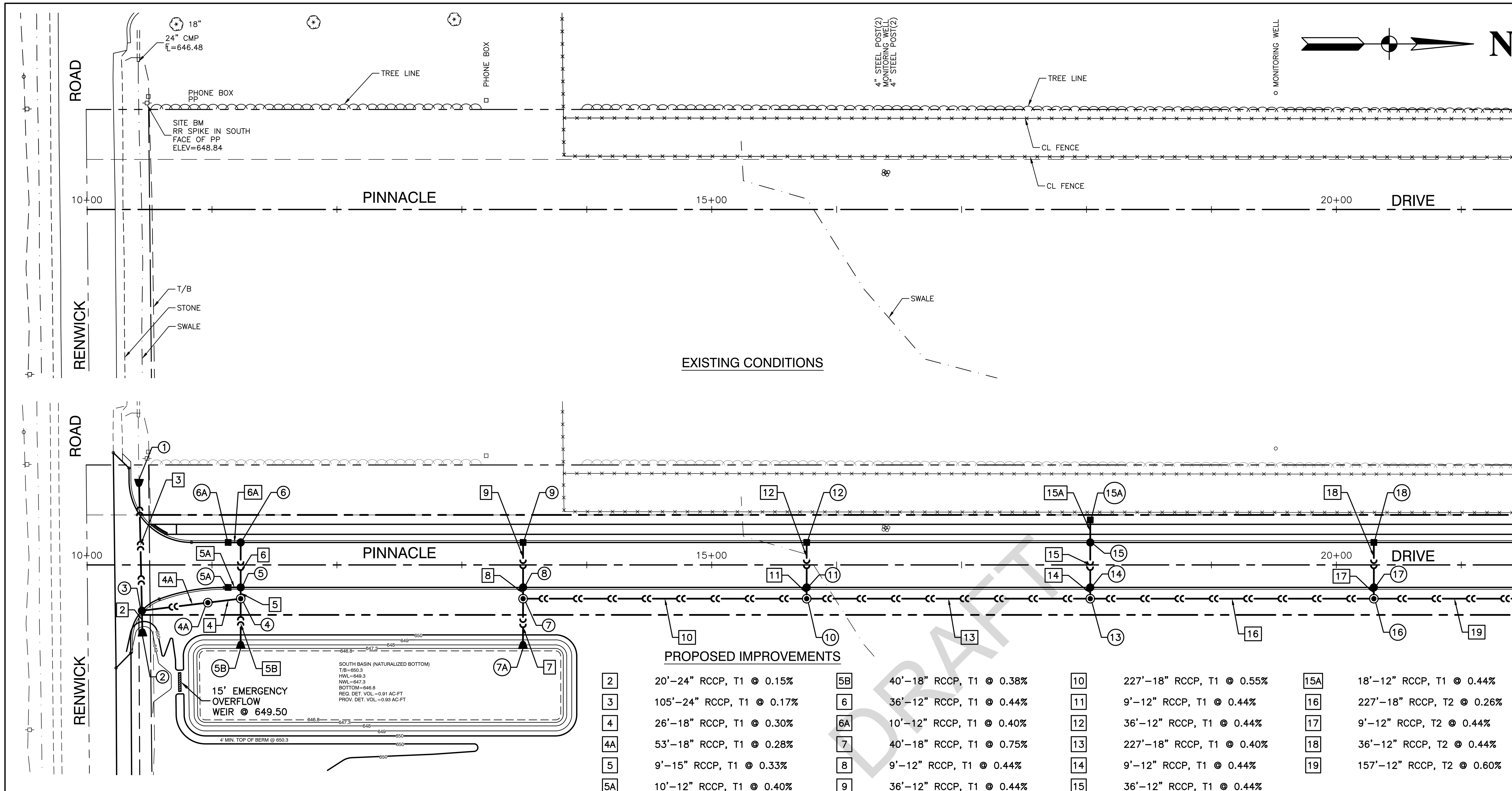
  - –HOT–MIX ASPHALT SURFACE COURSE, 1.5"
  - –POLYMERIZED HOT–MIX ASPHALT BINDER, 0.75"
- MP — MULTI–USE PATH
  - –HOT–MIX ASPHALT SURFACE COURSE, 1½"
  - –HOT–MIX ASPHALT BINDER COURSE, 2¼"
  - –AGGREGATE BASE COURSE, 4"
- SW — PORTLAND CEMENT CONCRETE SIDEWALK, 5" AGGREGATE BASE COURSE, TYPE B 4"
- SH — AGGREGATE SHOULDER, TYPE B 8"
- DETECTABLE WARNINGS
- CHAIN LINK FENCE, 4'

DATE	= 01-18-21	DESIGNED	— SDK	REVISED	—
SCALE	= H 1"=50' V 1"=5'	CHECKED	— HLG	REVISED	—
PROJECT NO	= 18-R1035	DRAWN	— RG	REVISED	—
FILE NAME	= 18R1035-PLPR-01	CHECKED	— AG	REVISED	—

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
PLAN & PROFILE

VILLAGE of ROMEOVILLE



2	20'–24" RCCP, T1 @ 0.15%	5B	40'–18" RCCP, T1 @ 0.38%	10	227'–18" RCCP, T1 @ 0.55%	15A	18'–12" RCCP, T1 @ 0.44%
3	105'–24" RCCP, T1 @ 0.17%	6	36'–12" RCCP, T1 @ 0.44%	11	9'–12" RCCP, T1 @ 0.44%	16	227'–18" RCCP, T2 @ 0.26%
4	26'–18" RCCP, T1 @ 0.30%	6A	10'–12" RCCP, T1 @ 0.40%	12	36'–12" RCCP, T1 @ 0.44%	17	9'–12" RCCP, T2 @ 0.44%
4A	53'–18" RCCP, T1 @ 0.28%	7	40'–18" RCCP, T1 @ 0.75%	13	227'–18" RCCP, T1 @ 0.40%	18	36'–12" RCCP, T2 @ 0.44%
5	9'–15" RCCP, T1 @ 0.33%	8	9'–12" RCCP, T1 @ 0.44%	14	9'–12" RCCP, T1 @ 0.44%	19	157'–12" RCCP, T2 @ 0.60%
5A	10'–12" RCCP, T1 @ 0.40%	9	36'–12" RCCP, T1 @ 0.44%	15	36'–12" RCCP, T1 @ 0.44%		

1
STA.=10+41.58, 68.44' LT
PRECAST REINFORCED CONC FES – ELLIPTICAL, EQUIV ROUND SIZE, 24"
24" ℄ EL=646.63

2
STA.=10+44.34, 56.86' RT
PRECAST REINFORCED CONC FES – ELLIPTICAL, EQUIV ROUND SIZE, 24"
24" ℄ EL=646.84

3
STA.=10+43.90, 36.64' RT
CB TA, 4' DIA, T1F OL
RIM EL=650.62
W 24" INV=646.81
N 18" INV=646.92
E 24" INV=646.81

4
STA.=11+22.95, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=650.08
S 18" INV=647.15
E 18" INV=647.15
W 15" INV=647.15

4A
STA.=10+96.64, 30.19' RT
RESTRICTOR MANHOLE
RESTR=2.6" DIA @ 647.30
BAFFLE WALL EL=649.30
RIM EL=649.61
S 18" INV=647.07
N 18" INV=647.07

5
STA.=11+22.95, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=650.06
E 15" INV=647.18
W 12" INV=647.18
S 12" INV=647.18

5A
STA.=11+12.95, 18.00' RT
INLET TA, T1F OL
RIM EL=650.06
N 12" INV=647.22

5B
STA.=11+22.95, 66.80' RT
PRECAST REINFORCED CONC FES, 18"
18" ℄ EL=647.30

6
STA.=11+22.95, 18.00' LT
CB TA, 4' DIA, T1F OL
RIM EL=650.06
E 12" INV=647.34
S 12" INV=647.34

6A
STA.=11+12.95, 18.00' LT
INLET TA, T1F OL
RIM EL=650.06
N 12" INV=647.38

7
STA.=13+49.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=651.30
E 18" INV=647.60
N 18" INV=648.76
W 12" INV=648.76

7A
STA.=13+48.90, 66.87' RT
PRECAST REINFORCED CONC FES, 18"
18" ℄ EL=647.30

8
STA.=13+49.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=651.47
E 12" INV=648.80
W 12" INV=648.80

9
STA.=13+49.00, 18.00' LT
INLET TA, T1F OL
RIM EL=651.47
E 12" INV=648.96

10
STA.=15+76.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=653.17
S 18" INV=650.01
N 18" INV=650.11
W 12" INV=650.11

11
STA.=15+76.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=653.39
E 12" INV=650.15
W 12" INV=650.25

12
STA.=15+76.00, 18.00' LT
INLET TA, TIF OL
RIM EL=653.39
E 12" INV=650.41

13
STA.=18+03.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=655.08
S 18" INV=651.02
N 18" INV=651.12
W 12" INV=651.12

14
STA.=18+03.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=655.31
E 12" INV=651.16
W 12" INV=651.26

15
STA.=18+03.00, 18.00' LT
CB TA, 4' DIA, T1F OL
RIM EL=655.31
E 12" INV=651.42
W 12" INV=651.52

15A
STA.=18+03.00, 36.00' LT
INLET TA, T8G
RIM EL=655.00
E 12" INV=651.60

16
STA.=20+30.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=657.52
S 18" INV=651.71
N 12" INV=651.81
W 12" INV=651.81

17
STA.=20+30.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=651.59
E 12" INV=651.85
W 12" INV=651.95

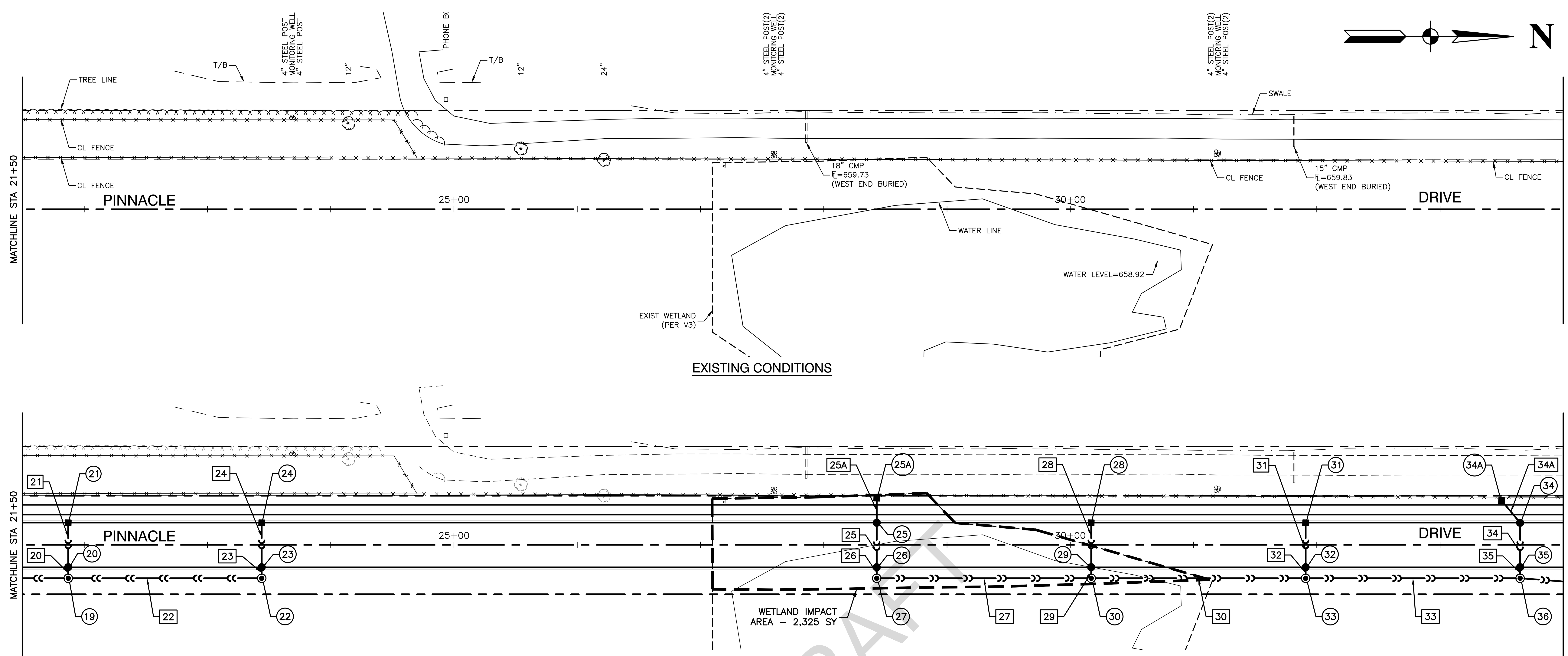
18
STA.=20+30.00, 18.00' LT
INLET TA, T1F OL
RIM EL=657.59
E 12" INV=652.11

DATE	=	01-18-21	DESIGNED	—	SDK	REVISED	—
SCALE	=	H 1"=50' V 1"=5'	CHECKED	—	HLG	REVISED	—
PROJECT NO	=	18-R1035	DRAWN	—	RG	REVISED	—
FILE NAME	=	18R1035-STRM-01	CHECKED	—	AG	REVISED	—

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
DRAINAGE & UTILITIES

VILLAGE of ROMEOVILLE



20	9'–12" RCCP, T2 @ 0.44%	25A	20'–12" RCCP, T1 @ 0.45%	31	36'–12" RCCP, T2 @ 1.00%
21	36'–12" RCCP, T2 @ 0.44%	26	9'–12" RCCP, T1 @ 1.00%	32	9'–12" RCCP, T2 @ 1.00%
22	157'–12" RCCP, T2 @ 0.44%	27	174'–12" RCCP, T1 @ 0.60%	33	174'–15" RCCP, T2 @ 0.40%
23	9'–12" RCCP, T2 @ 0.44%	28	36'–12" RCCP, T1 @ 1.00%	34	36'–12" RCCP, T2 @ 1.00%
24	36'–12" RCCP, T2 @ 0.44%	29	9'–12" RCCP, T1 @ 1.00%	34A	23'–12" RCCP, T2 @ 0.98%
25	36'–12" RCCP, T1 @ 1.00%	30	174'–12" RCCP, T2 @ 0.60%	35	9'–12" RCCP, T2 @ 1.00%

19
STA.=21+87.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=659.81
S 12" INV=652.75
N 12" INV=652.85
W 12" INV=652.85

20
STA.=21+87.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=658.55
E 12" INV=652.89
W 12" INV=652.99

21
STA.=21+87.00, 18.00' LT
INLET TA, T1F OL
RIM EL=658.55
E 12" INV=653.15

22
STA.=23+44.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=660.55
S 12" INV=653.54
W 12" INV=653.64

23
STA.=23+44.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=659.88
E 12" INV=653.68
W 12" INV=653.78

24
STA.=23+44.00, 18.00' LT
INLET TA, T1F OL
RIM EL=659.88
E 12" INV=653.94

25
STA.=28+43.00, 18.00' LT
CB TA, 4' DIA, T1F OL
RIM EL=660.82
E 12" INV=656.92
W 12" INV=656.92

25A
STA.=28+43.00, 38.00' LT
INLET TA, T8G
RIM EL=659.44
E 12" INV=657.01

26
STA.=28+43.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=660.82
E 12" INV=656.46
W 12" INV=656.56

27
STA.=28+43.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=660.60
N 12" INV=656.27
W 12" INV=656.37

28
STA.=30+17.00, 18.00' LT
INLET TA, T1F OL
RIM EL=659.94
E 12" INV=655.78

29
STA.=30+17.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=659.94
E 12" INV=655.32
W 12" INV=655.42

30
STA.=30+17.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=659.72
N 12" INV=655.13
S 12" INV=655.23
W 12" INV=655.23

31
STA.=31+91.00, 18.00' LT
INLET TA, T1F OL
RIM EL=659.07
E 12" INV=654.64

32
STA.=31+91.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=659.07
E 12" INV=654.18
W 12" INV=654.28

33
STA.=31+91.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=658.89
N 15" INV=653.99
S 12" INV=654.09
W 12" INV=654.09

34
STA.=33+65.00, 18.00' LT
CB TA, 4' DIA, T1F OL
RIM EL=658.19
E 12" INV=653.84
SW 12" INV=653.94

34A
STA.=33+50.00, 36.00' LT
INLET TA, T8G
RIM EL=658.11
NE 12" INV=654.17

35
STA.=33+65.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=658.19
E 12" INV=653.38
W 12" INV=653.48

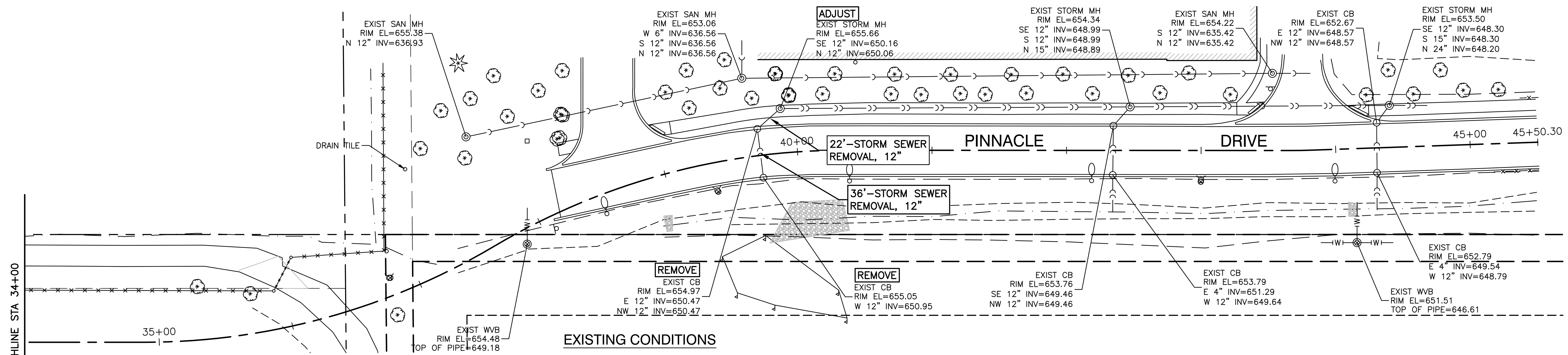
36
STA.=33+65.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=657.97
N 18" INV=653.19
S 15" INV=653.29
W 12" INV=653.29

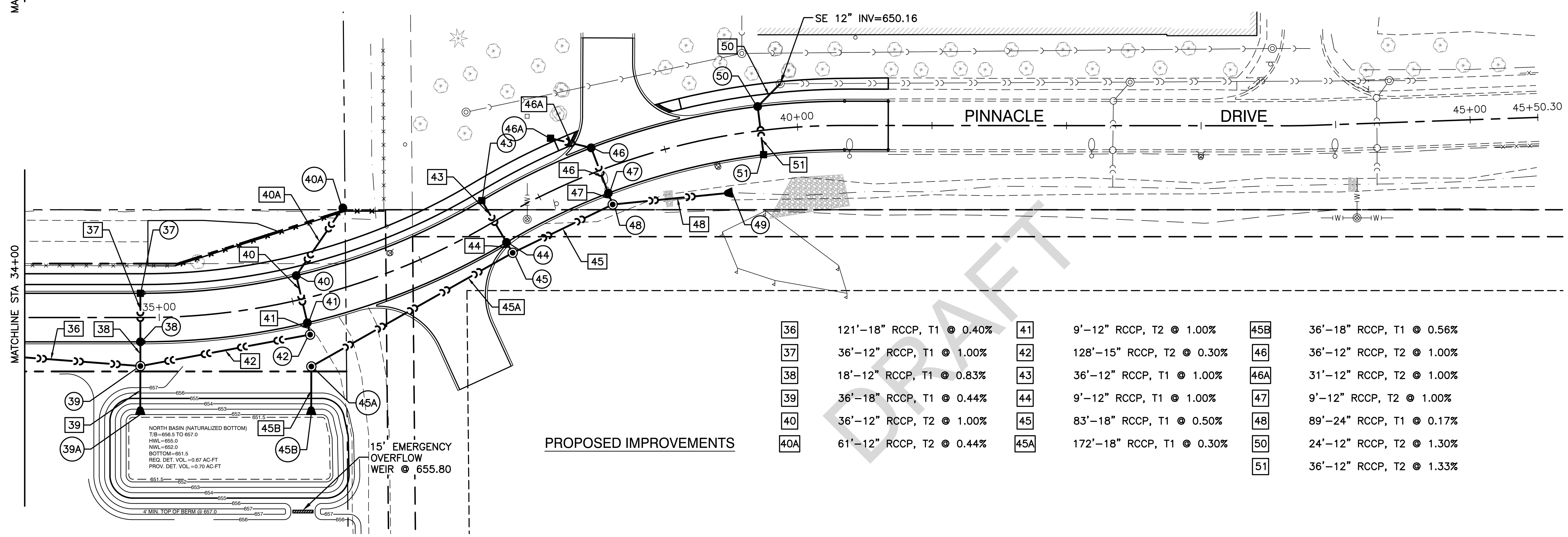
DATE	=	01-18-21	DESIGNED	— SDK	REVISED	—
SCALE	=	H 1"=50' V 1"=5'	CHECKED	— HLG	REVISED	—
PROJECT NO	=	18-R1035	DRAWN	— RG	REVISED	—
FILE NAME	=	18R1035-STRM-01	CHECKED	— AG	REVISED	—

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
DRAINAGE & UTILITIES

VILLAGE of ROMEOVILLE





36	121'-18" RCCP, T1 @ 0.40%	41	9'-12" RCCP, T2 @ 1.00%	45B	36'-18" RCCP, T1 @ 0.56%
37	36'-12" RCCP, T1 @ 1.00%	42	128'-15" RCCP, T2 @ 0.30%	46	36'-12" RCCP, T2 @ 1.00%
38	18'-12" RCCP, T1 @ 0.83%	43	36'-12" RCCP, T1 @ 1.00%	46A	31'-12" RCCP, T2 @ 1.00%
39	36'-18" RCCP, T1 @ 0.44%	44	9'-12" RCCP, T1 @ 1.00%	47	9'-12" RCCP, T2 @ 1.00%
40	36'-12" RCCP, T2 @ 1.00%	45	83'-18" RCCP, T1 @ 0.50%	48	89'-24" RCCP, T1 @ 0.17%
40A	61'-12" RCCP, T2 @ 0.44%	45A	172'-18" RCCP, T1 @ 0.30%	50	24'-12" RCCP, T2 @ 1.30%
				51	36'-12" RCCP, T2 @ 1.33%

DRAFT

37
STA.=34+86.00, 18.00' LT
INLET TA, T1F OL
RIM EL=657.58
E 12" INV=653.26

38
STA.=34+86.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=657.58
E 12" INV=652.80
W 12" INV=652.90

39
STA.=34+86.00, 36.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=657.36
E 18" INV=652.16
N 15" INV=652.16
S 18" INV=652.71
W 12" INV=652.65

39A
STA.=34+85.87, 72.00' RT
PRECAST REINFORCED
CONC FES, 18"
18" ℄ EL=652.00

40
STA.=36+07.00, 18.00' LT
CB TA, 4' DIA, T1F OL
RIM EL=656.97
E 12" INV=653.19
NW 12" INV=653.19

40A
STA.=36+58.00, 56.68' LT
CB TA, 4' DIA, T8G
RIM EL=658.00
SE 12" INV=653.46

41
STA.=36+07.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=656.97
E 12" INV=652.73
W 12" INV=652.83

42
STA.=36+07.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=656.74
S 15" INV=652.54
W 12" INV=652.64

43
STA.=37+61.75, 18.00' LT
INLET TA, T1F OL
RIM EL=656.16
NE 12" INV=651.93

44
STA.=37+61.75, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=656.16
NE 12" INV=651.47
SW 12" INV=651.57

45
STA.=37+61.75, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=655.77
NW 18" INV=651.21
SE 18" INV=651.38
SW 12" INV=651.38

45A
STA.=36+02.85, 50.26' RT
RESTRICTOR MANHOLE
RESTR=2.0" DIA @ 652.00
(USE SNOUT PROTECTOR)
BAFFLE WALL EL=655.00
RIM EL=656.21
NW 18" INV=651.90
E 18" INV=651.80
2' MIN. SUMP=649.80

45B
STA.=35+95.98, 85.08' RT
PRECAST REINFORCED
CONC FES, 18"
18" ℄ EL=652.00

46
STA.=38+49.00, 18.00' LT
CB TA, 4' DIA, T1F OL
RIM EL=655.75
E 12" INV=651.35
S 12" INV=651.45

46A
STA.=38+25.00, 36.00' LT
INLET TA, T8G
RIM EL=655.73
N 12" INV=651.76

47
STA.=38+49.00, 18.00' RT
CB TA, 4' DIA, T1F OL
RIM EL=655.75
E 12" INV=650.89
W 12" INV=650.99

48
STA.=38+49.00, 27.00' RT
MH TA, 4' DIA, T1F CL
RIM EL=655.33
N 24" INV=650.70
SE 18" INV=650.80
W 12" INV=650.80

49
STA.=39+43.48, 42.38' RT
PRECAST REINFORCED
CONC FES – ELLIPTICAL,
EQUIV ROUND SIZE, 24"
24" ℄ EL=650.55

50
STA.=39+72.46, 18.00' LT
CB TA, 4' DIA, T1F OL
RIM EL=655.13
NW 12" INV=650.47
E 12" INV=650.47

51
STA.=39+72.46, 18.00' RT
INLET TA, T1F OL
RIM EL=655.13
W 12" INV=650.95

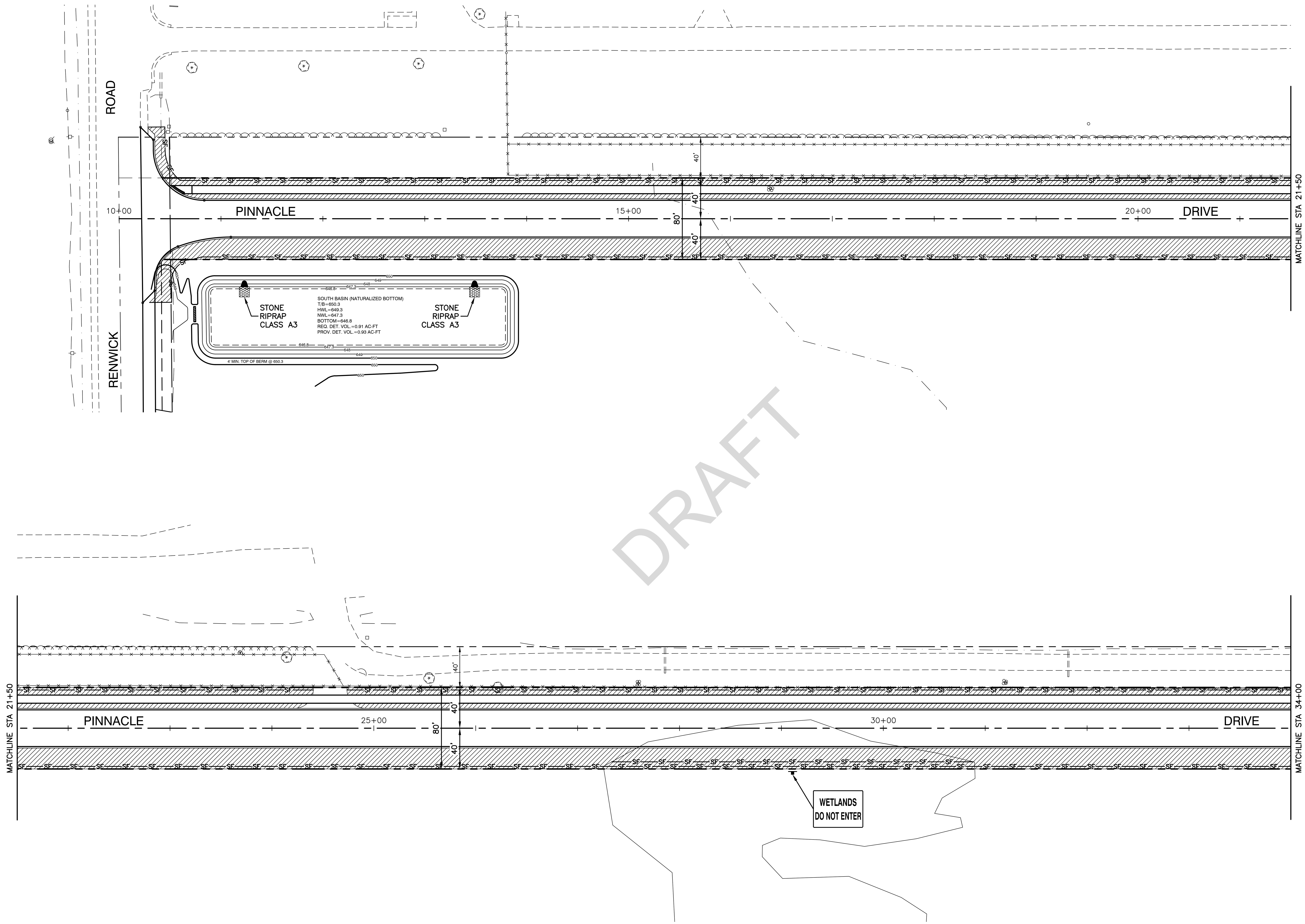
DATE = 01-18-21	DESIGNED — SDK	REVISED —		
SCALE = H 1"=50' V 1"=5'	CHECKED — HLG	REVISED —		
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —		
FILE NAME = 18R1035-STRM-01	CHECKED — AG	REVISED —		

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
DRAINAGE & UTILITIES

VILLAGE of ROMEOVILLE

SHEET NO. 9 of 46



N

LEGEND

- SF — PERIMETER EROSION BARRIER TO BE PLACED 1' FROM R.O.W.
- TREE PROTECTION
- INLET FILTER
- INLET AND PIPE PROTECTION
- SODDING, SALT TOLERANT
- SEEDING, SPECIAL WITH EXCELSIOR BLANKET
- TEMPORARY DITCH CHECKS
- RIP RAP DITCH (STONE RIP RAP CL. A,)

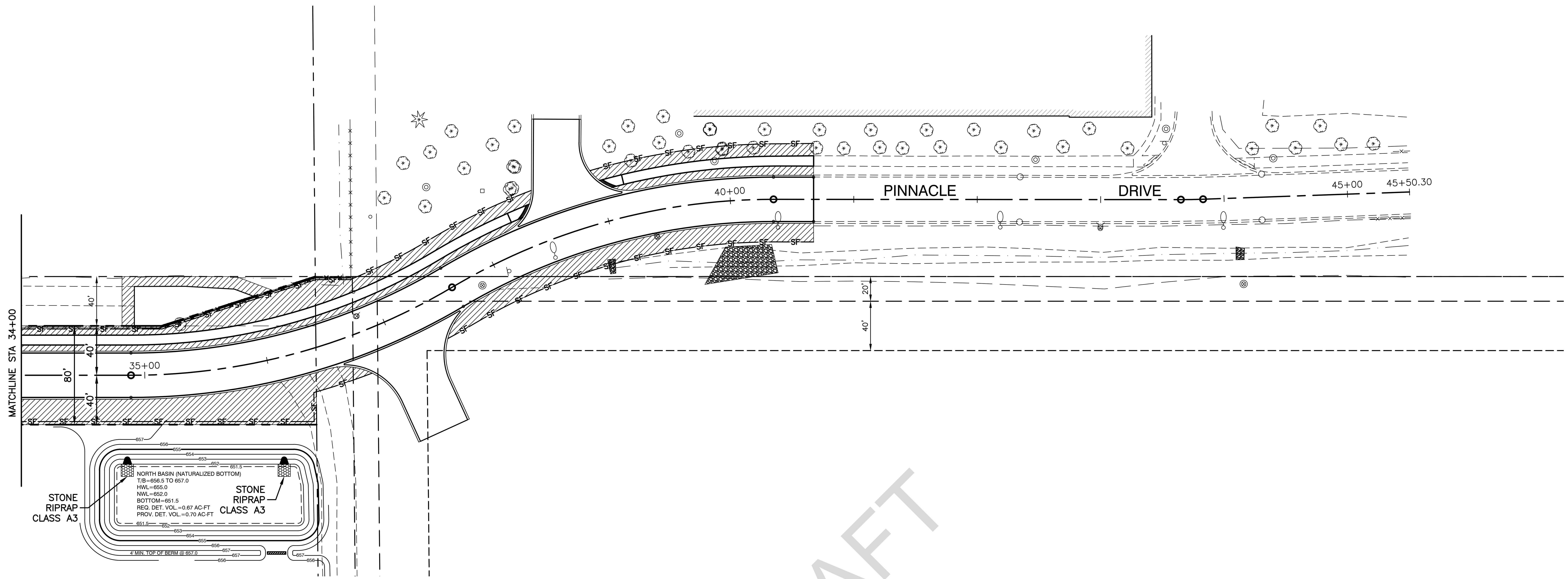
LAST SAVED BY: RGONDEK ON 1/14/21
PLOTTED BY: RICHARD GONDEK ON 1/18/21

DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = 1"=50'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-LNSC-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
LANDSCAPING & EROSION CONTROL

VILLAGE of ROMEOVILLE

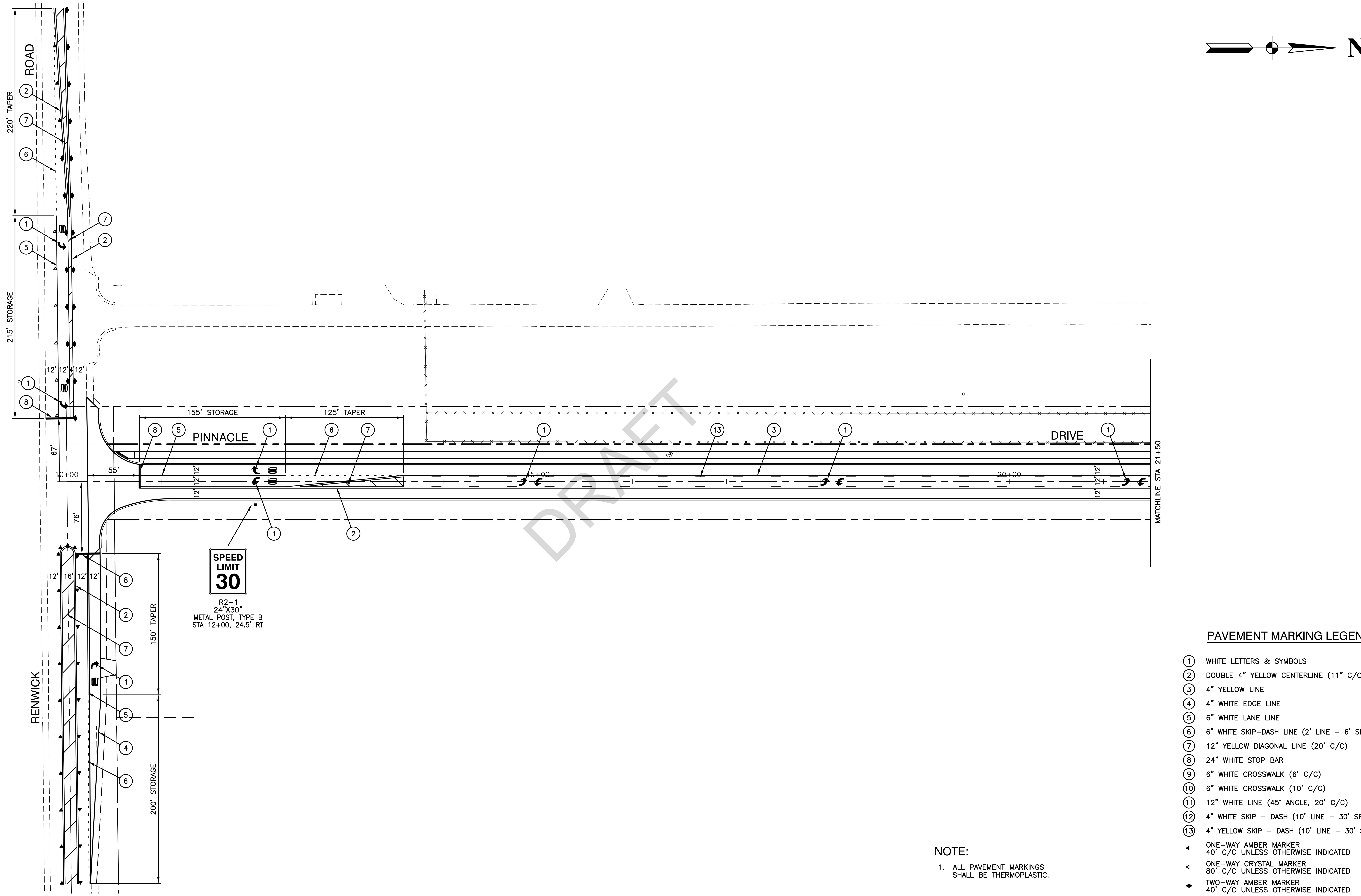


DRAFT

LEGEND

—SF—	PERIMETER EROSION BARRIER TO BE PLACED 1' FROM R.O.W.
	TREE PROTECTION
	INLET FILTER
	INLET AND PIPE PROTECTION
	SODDING, SALT TOLERANT
	SEEDING CLASS, SPECIAL WITH EXCELSIOR BLANKET
	TEMPORARY DITCH CHECKS
	RIP RAP DITCH (STONE RIP RAP CL. A,)

DATE = 01-18-21	DESIGNED — SDK	REVISED —	Robinson ENGINEERING	PINNACLE DRIVE ROADWAY EXTENSION LANDSCAPING & EROSION CONTROL	VILLAGE of ROMEOVILLE
SCALE = 1"=50'	CHECKED — HLG	REVISED —			SHEET NO. 11 of 46
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —			
FILE NAME = 18R1035-LNSC-01	CHECKED — AG	REVISED —			



PAVEMENT MARKING LEGEND

1. WHITE LETTERS & SYMBOLS
2. DOUBLE 4" YELLOW CENTERLINE (11" C/C)
3. 4" YELLOW LINE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE SKIP-DASH LINE (2' LINE – 6' SPACE)
7. 12" YELLOW DIAGONAL LINE (20' C/C)
8. 24" WHITE STOP BAR
9. 6" WHITE CROSSWALK (6' C/C)
10. 6" WHITE CROSSWALK (10' C/C)
11. 12" WHITE LINE (45° ANGLE, 20' C/C)
12. 4" WHITE SKIP – DASH (10' LINE – 30' SPACE)
13. 4" YELLOW SKIP – DASH (10' LINE – 30' SPACE)

- ONE-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED
- ONE-WAY CRYSTAL MARKER 80' C/C UNLESS OTHERWISE INDICATED
- TWO-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED
- TRAFFIC SIGN

NOTE:

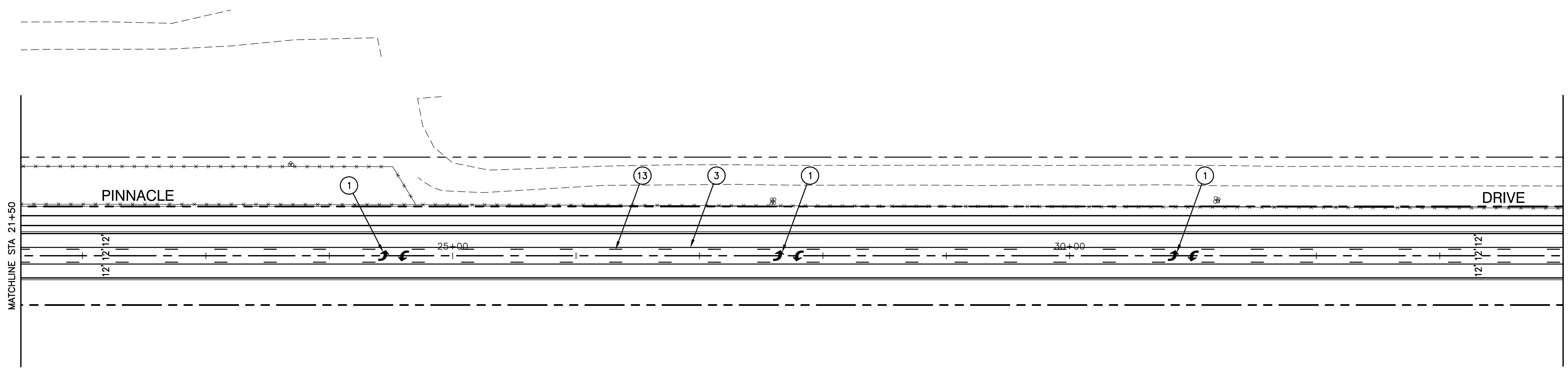
1. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.

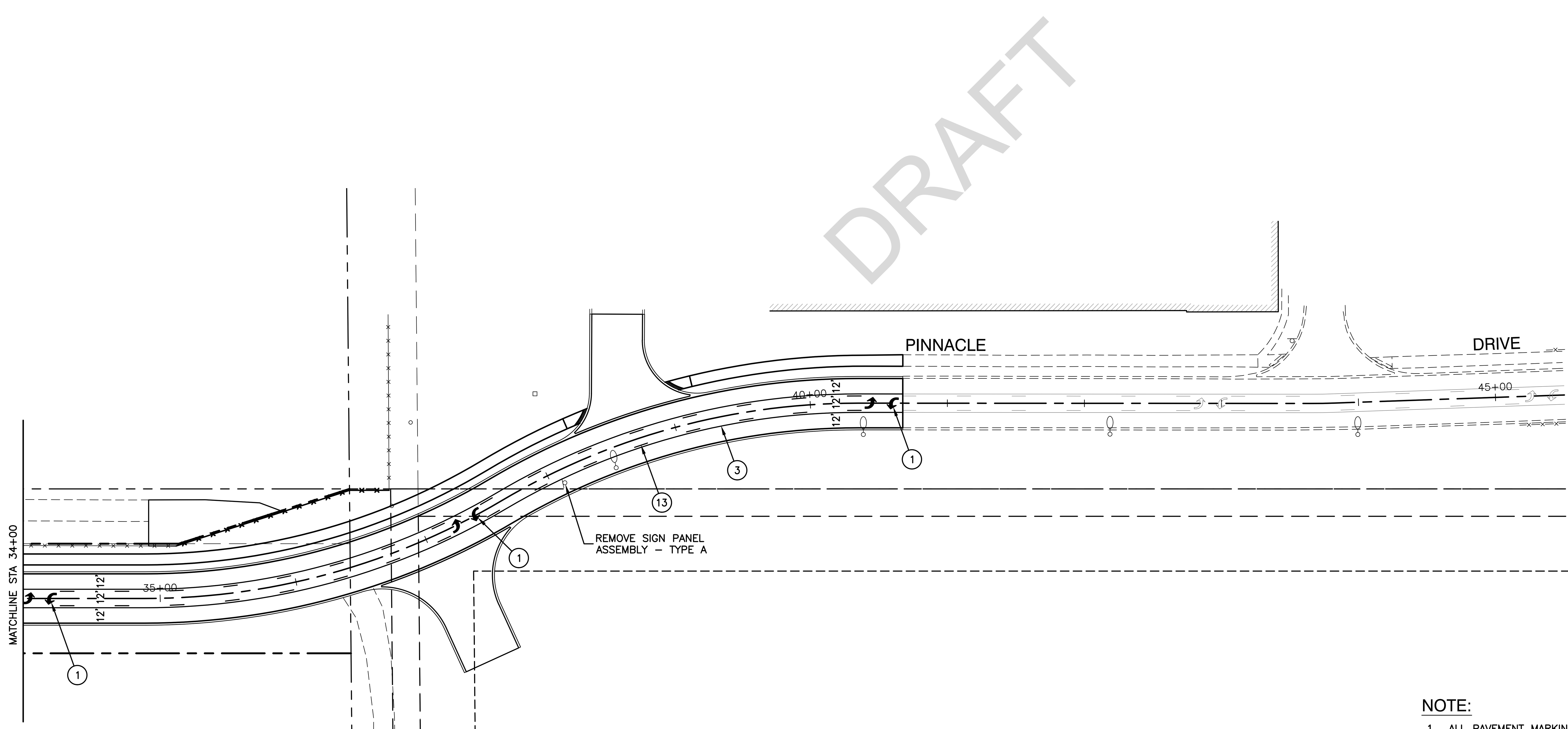
DATE = 01-18-21	DESIGNED — SDK	REVISED —
SCALE = 1"=50'	CHECKED — HLG	REVISED —
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —
FILE NAME = 18R1035-PVMK-01	CHECKED — AG	REVISED —

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
PAVEMENT MARKING & SIGNING

VILLAGE of ROMEOVILLE





PAVEMENT MARKING LEGEND

1. WHITE LETTERS & SYMBOLS
2. DOUBLE 4" YELLOW CENTERLINE (11" C/C)
3. 4" YELLOW LINE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE SKIP-DASH LINE (2' LINE - 6' SPACE)
7. 12" YELLOW DIAGONAL LINE (20' C/C)
8. 24" WHITE STOP BAR
9. 6" WHITE CROSSWALK (6' C/C)
10. 6" WHITE CROSSWALK (10' C/C)
11. 12" WHITE LINE (45° ANGLE, 20' C/C)
12. 4" WHITE SKIP - DASH (10' LINE - 30' SPACE)
13. 4" YELLOW SKIP - DASH (10' LINE - 30' SPACE)

◂ ONE-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED

◃ ONE-WAY CRYSTAL MARKER 80' C/C UNLESS OTHERWISE INDICATED

◆ TWO-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED

TRAFFIC SIGN

NOTE:

1. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.

DATE = 01-18-21	DESIGNED — SDK	REVISED —
SCALE = 1"=50'	CHECKED — HLG	REVISED —
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —
FILE NAME = 18R1035-PVMK-01	CHECKED — AG	REVISED —

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
PAVEMENT MARKING & SIGNING

VILLAGE of ROMEOVILLE

NOTES:

1. UNIT DUCT SHALL BE BORED AND PULLED WHERE POSSIBLE TO MINIMIZE THE NEED FOR RESTORATION. IF THE CONTRACTOR CHOOSES TO TRENCH THE UNIT DUCT IN THESE AREAS, THE RESTORATION AND BACKFILL COSTS, INCLUDING ANY MATERIAL NECESSARY TO RESTORE PAVEMENT, SIDEWALK, AND DRIVEWAYS, SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT DUCT PAY ITEMS.

2. UNDERGROUND CONDUIT SHALL BE PUSHED WHERE POSSIBLE TO MINIMIZE THE NEED FOR RESTORATION. IF THE CONTRACTOR CHOOSES TO TRENCH THE CONDUIT IN THESE AREAS, THE RESTORATION AND BACKFILL COSTS, INCLUDING ANY MATERIAL NECESSARY TO RESTORE PAVEMENT, SIDEWALK, AND DRIVEWAYS, SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNDERGROUND CONDUIT PAY ITEMS.

LEGEND:

	EXISTING STREET LIGHT
	PROPOSED STREET LIGHT – 111W LED
	PROPOSED CONTROLLER
P	CONDUIT, PUSHED, GALVANIZED STEEL
T	CONDUIT, TRENCHED, GALVANIZED STEEL
	UNIT DUCT, 3-1/C, NO.6 AWG, 600V IN 1-1/4" DUCT
	SERVICE WIRE, 3-1/C, NO. 1/0 AWG. (SEE LIGHTING CONTROLLER PLAN)
GR	GROUND ROD, 5/8" DIA. x 10'
(R)	REMOVAL OF EXISTING STREET LIGHT
LT	LEFT
RT	RIGHT
MH	MOUNTING HEIGHT
MA	MAST ARM
B/C	BACK OF CURB
BDTB	BREAKAWAY DEVICE, TRANSFORMER BASE
R&R	REMOVE AND REPLACE EXIST STREET LIGHT

POLE IDENTIFICATION

1 – CABINET NUMBER
C – CIRCUIT
1 – POLE POSITION

LAST SAVED BY: RGONDEK ON 1/15/21
PLOTTED BY: RICHARD GONDEK ON 1/15/21

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SCALE = 1"=50'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-LGHT-01	CHECKED — AG	REVISED —	

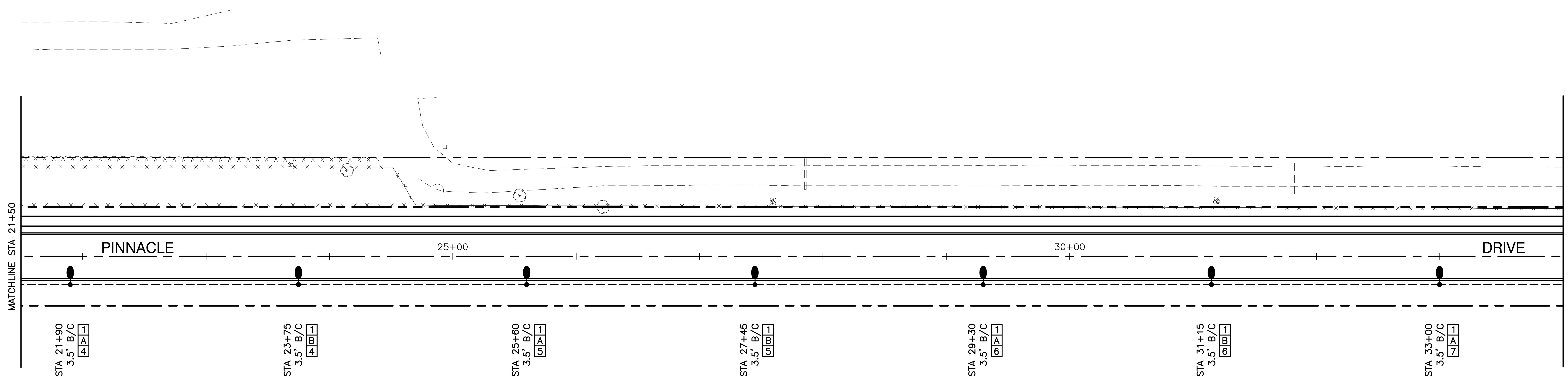
Robinson ENGINEERING

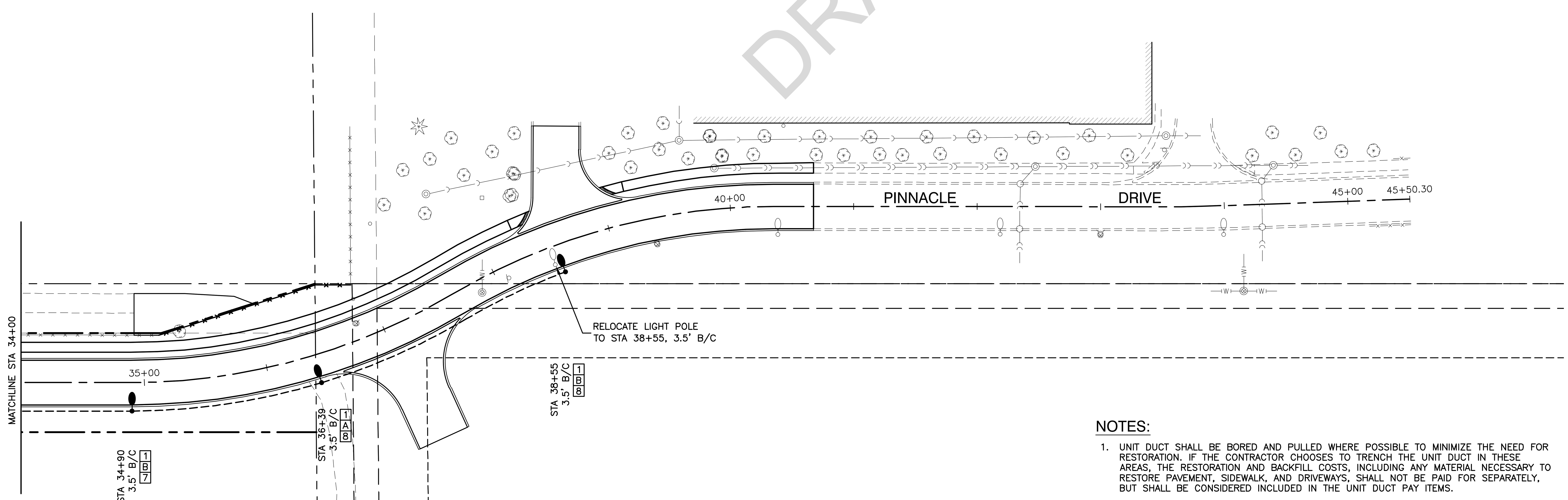
PINNACLE DRIVE
ROADWAY EXTENSION
STREET LIGHTING

VILLAGE of ROMEOVILLE

SHEET NO. 14 of 46

N





LEGEND:

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	PROPOSED STREET LIGHT – 111W LED
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P	CONDUIT, PUSHED, GALVANIZED STEEL
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	SERVICE WIRE, 3-1/C, NO. 1/0 AWG. (SEE LIGHTING CONTROLLER PLAN)
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POLE IDENTIFICATION

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2. UNDERGROUND CONDUIT SHALL BE PUSHED WHERE POSSIBLE TO MINIMIZE THE NEED FOR RESTORATION. IF THE CONTRACTOR CHOOSES TO TRENCH THE CONDUIT IN THESE AREAS, THE RESTORATION AND BACKFILL COSTS, INCLUDING ANY MATERIAL NECESSARY TO RESTORE PAVEMENT, SIDEWALK, AND DRIVEWAYS, SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNDERGROUND CONDUIT PAY ITEMS.

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PLOTTED BY: RICHARD GONDEK ON 1/18/21

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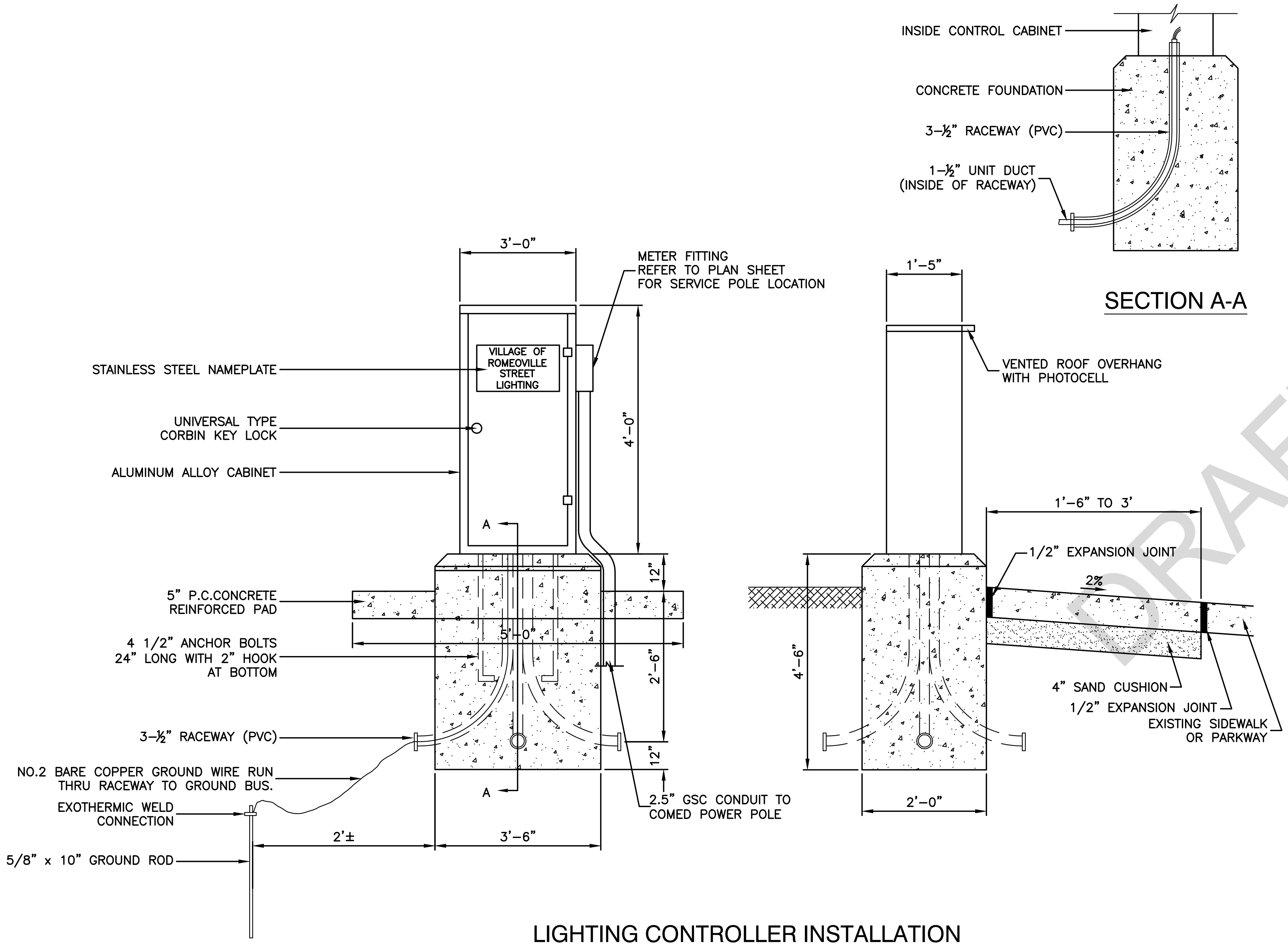
Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
STREET LIGHTING

VILLAGE of ROMEOVILLE

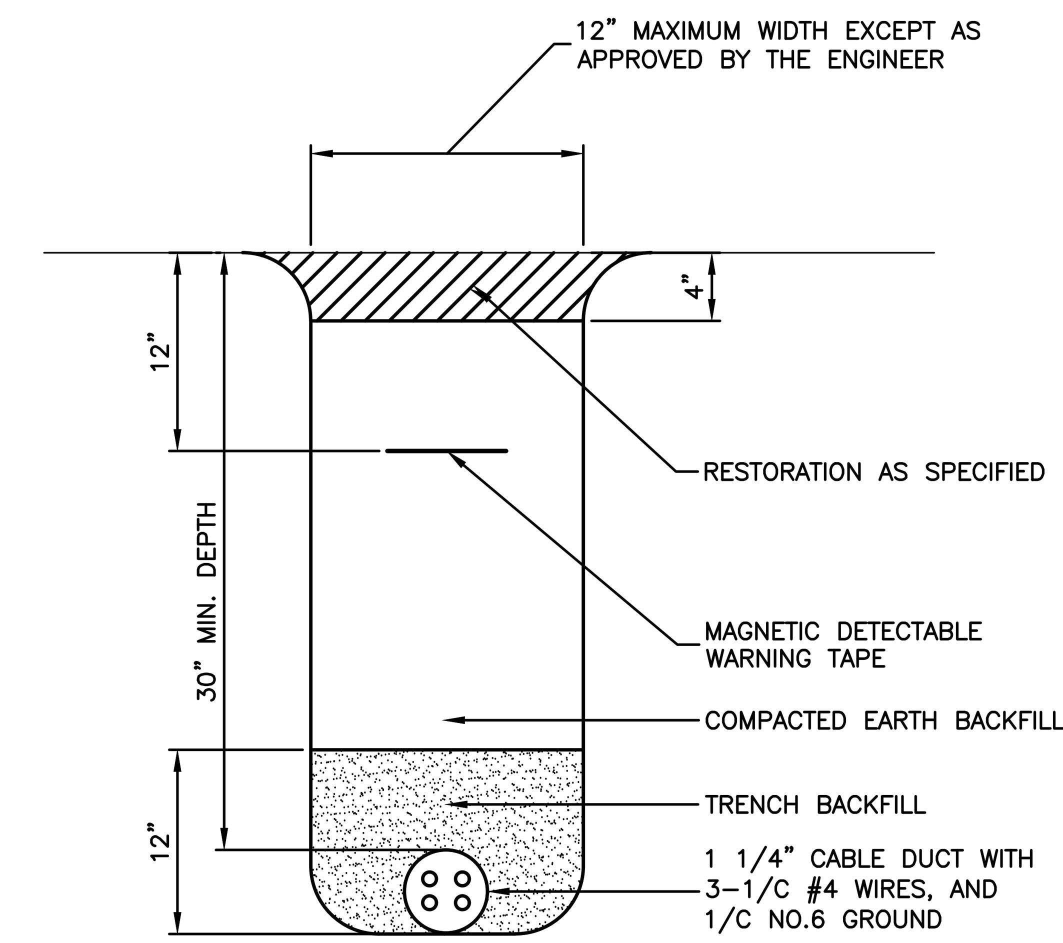


SECTION A-A

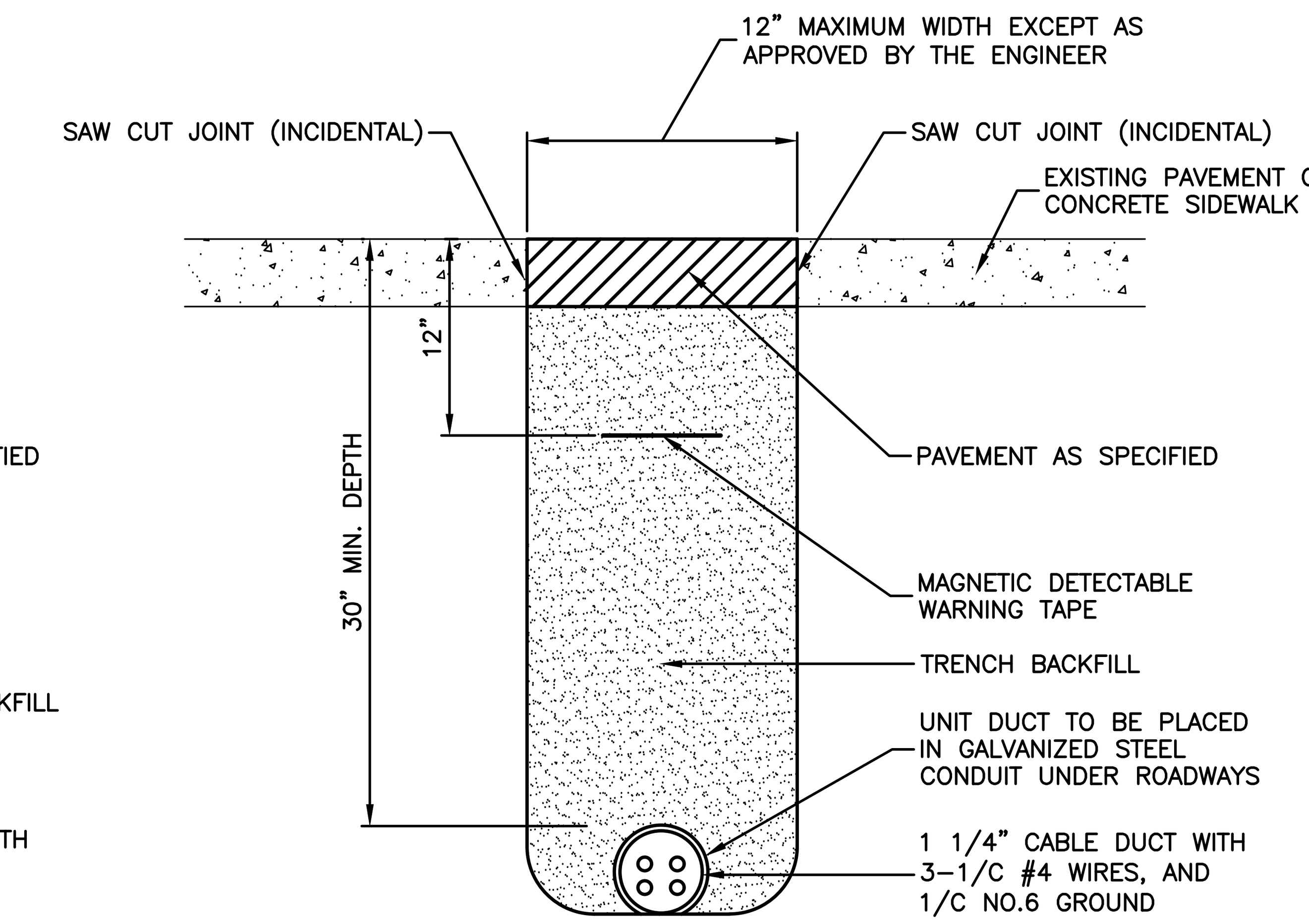
LIGHTING CONTROLLER INSTALLATION

NOTES:

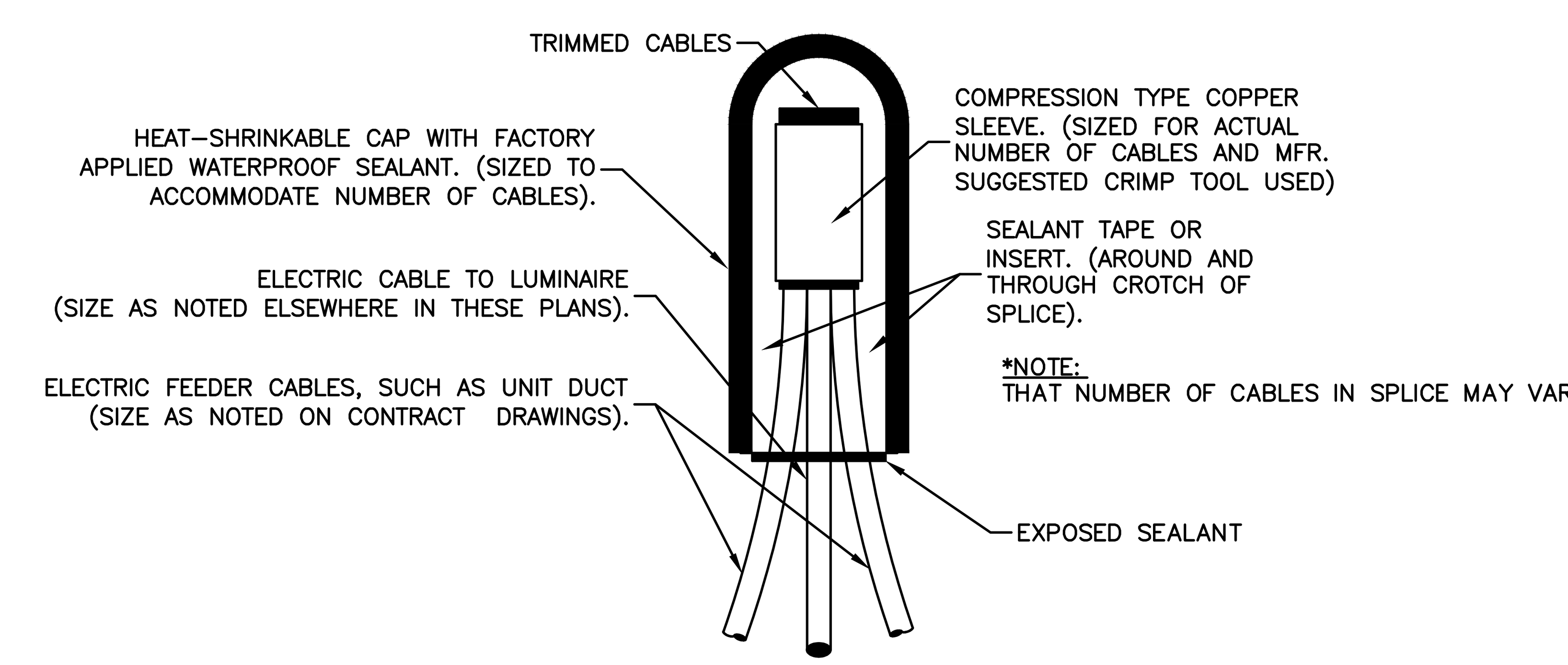
1. ORIENT CABINET SO DOOR OPENS AWAY FROM TRAFFIC.
2. METER FITTING TO BE LOCATED ON THE SIDE OF THE CABINET CLOSEST TO SERVICE LOCATION.



TRENCH DETAIL - UNPAVED AREAS



TRENCH DETAIL - PAVED AREAS



SPLICING ELECTRIC CABLES
BASIC MATERIALS AND METHODS

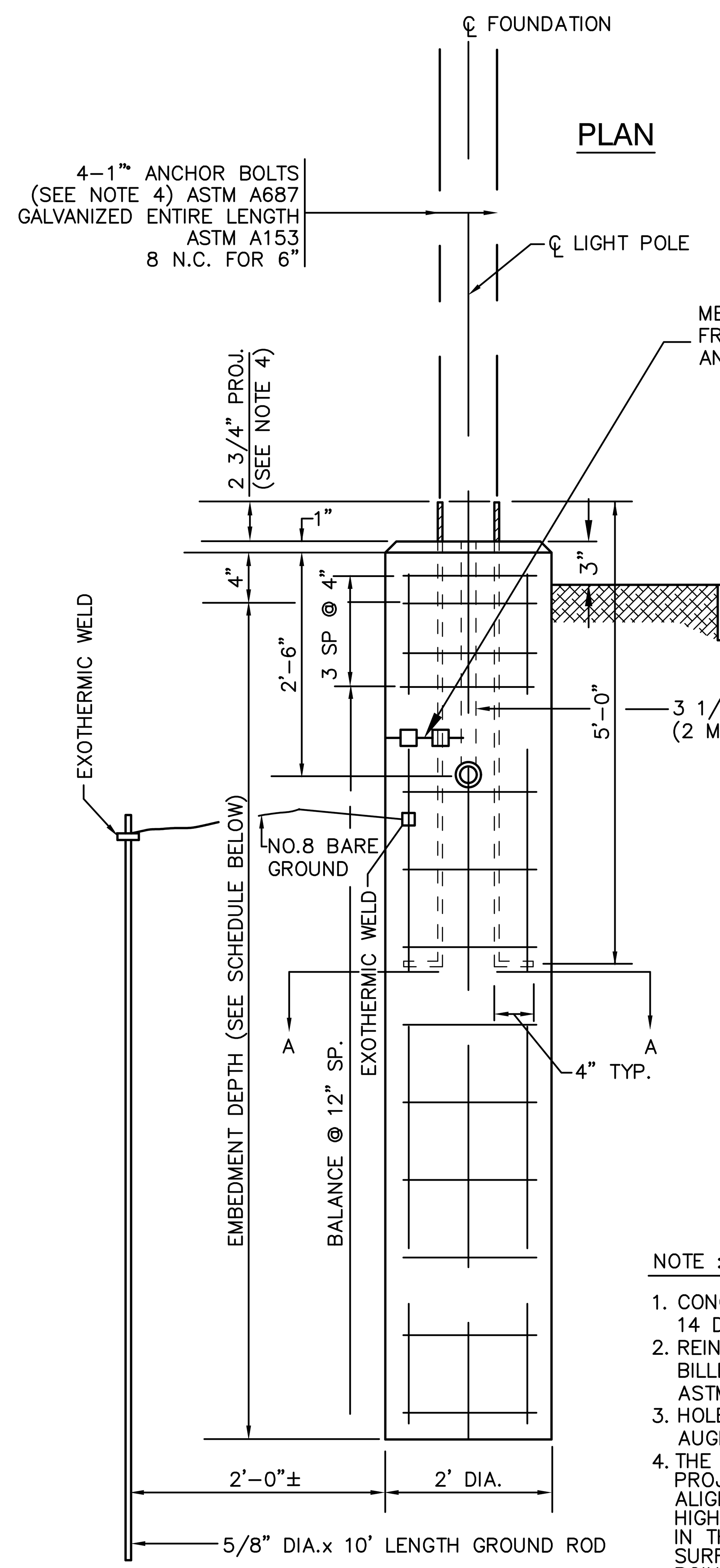
DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = NONE	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-LGHT-DTLS-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

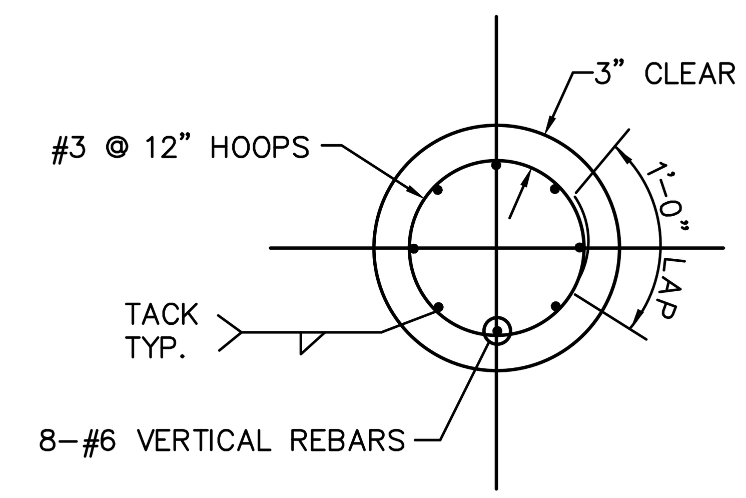
PINNACLE DRIVE
ROADWAY EXTENSION
STREET LIGHTING DETAILS

VILLAGE of ROMEOVILLE

SHEET NO.



ELEVATION



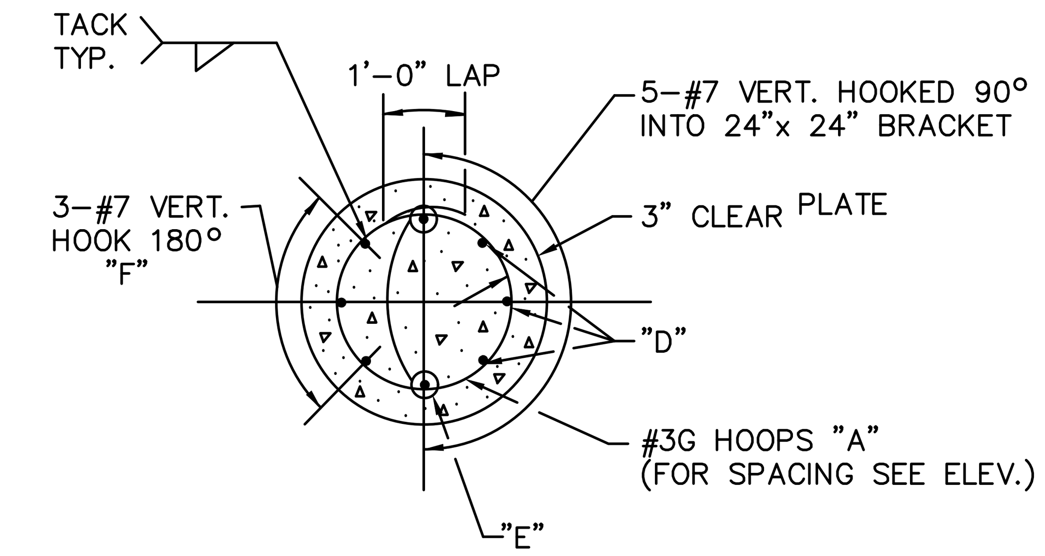
SECTION A-A

NOTE :

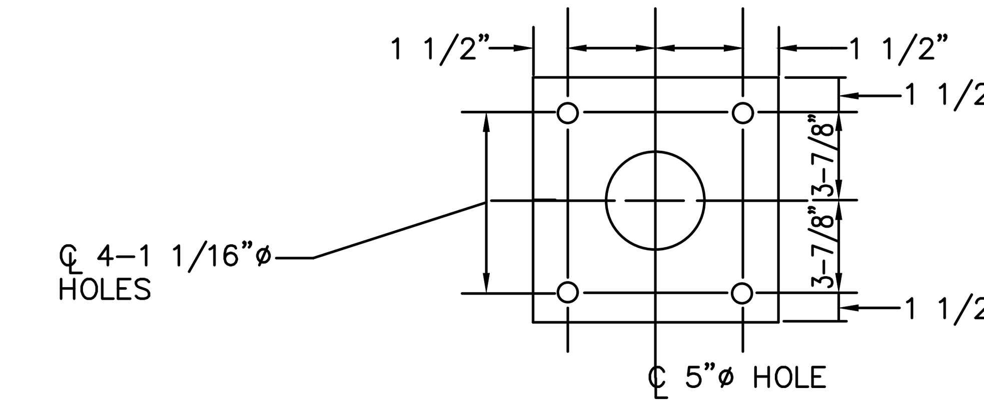
1. CONCRETE SHALL BE 3500 PSI AT 14 DAYS. (CLASS SI)
2. REINFORCING BARS SHALL BE OF NEW BILLET STEEL AND DEFORMED ASTM M42M (M42)
3. HOLE FOR THE FOUNDATION SHALL BE AUGERED
4. THE TOP OF THE ANCHOR BOLTS SHOULD NOT PROJECT MORE THAN 4" ABOVE A 60" CHORD ALIGNED RADIALLY TO THE CENTERLINE OF THE HIGHWAY AND CONNECTING ANY POINT WITHIN THE LENGTH OF THE CHORD, ON THE GROUND SURFACE ON ONE SIDE OF THE SUPPORT TO A POINT ON THE GROUND SURFACE ON THE OTHER SIDE.

LIGHT POLE FOUNDATION (TYPICAL)

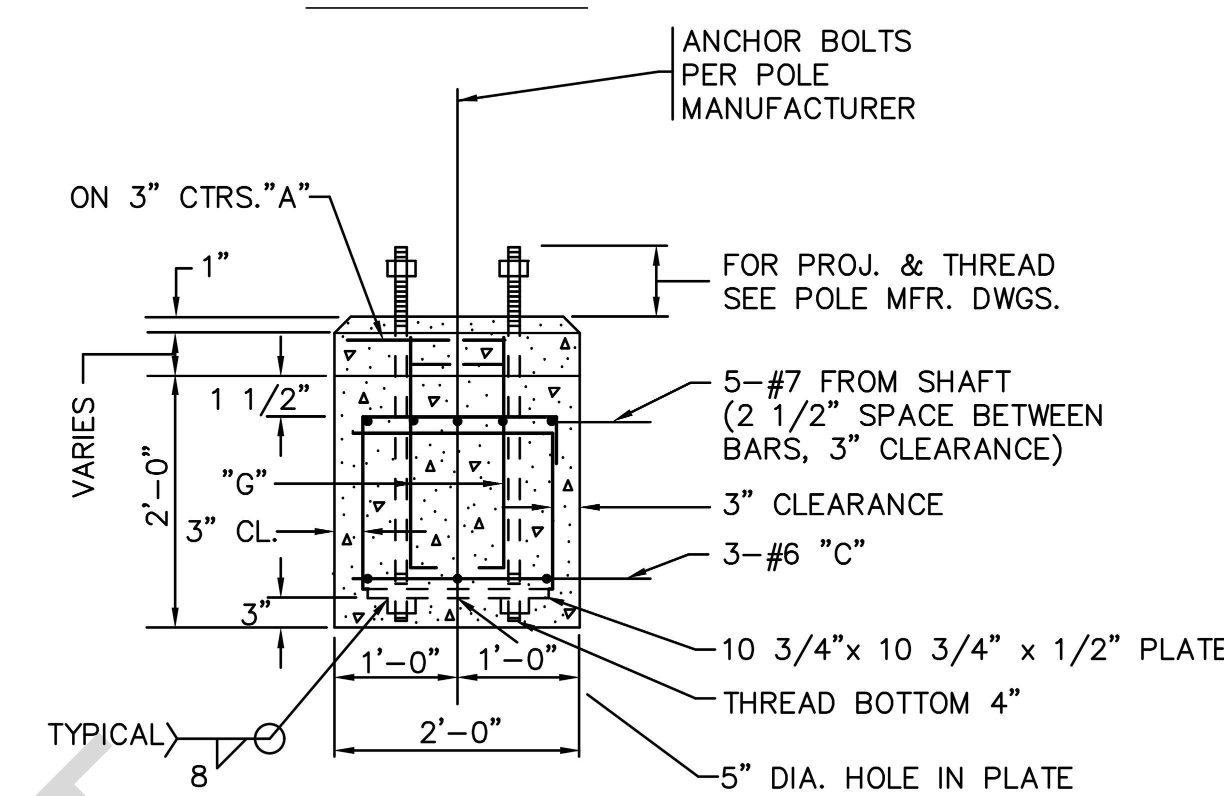
FOUNDATION SCHEDULE					
TYPE OF SOILS		EMBEDMENT			
		MOUNTING HEIGHT			
DESCRIPTION	STANDARDS	≤ 30 FT.	35 FT.	40 FT.	50 FT.
SOFT CLAY	Qu= .25–.50 T/FT.^{2}	9'–0"	9'–8"	10'–6"	14'–0"
MEDIUM CLAY	Qu= .50–1.0 T/FT.^{2}	6'–6"	7'–0"	7'–6" *	10'–0"
DENSE CLAY	Qu= 1.0–2.0 T/FT.^{2}	5'–6"	6'–0"	6'–6"	8'–6"
LOOSE SAND	N= 4–10	7'–0"	7'–8"	8'–4"	11'–0"
MEDIUM SAND	N= 10–30	6'–0"	6'–6"	7'–3"	9'–6"
DENSE SAND	N= 30–50	5'–6"	6'–0"	6'–6"	8'–6"



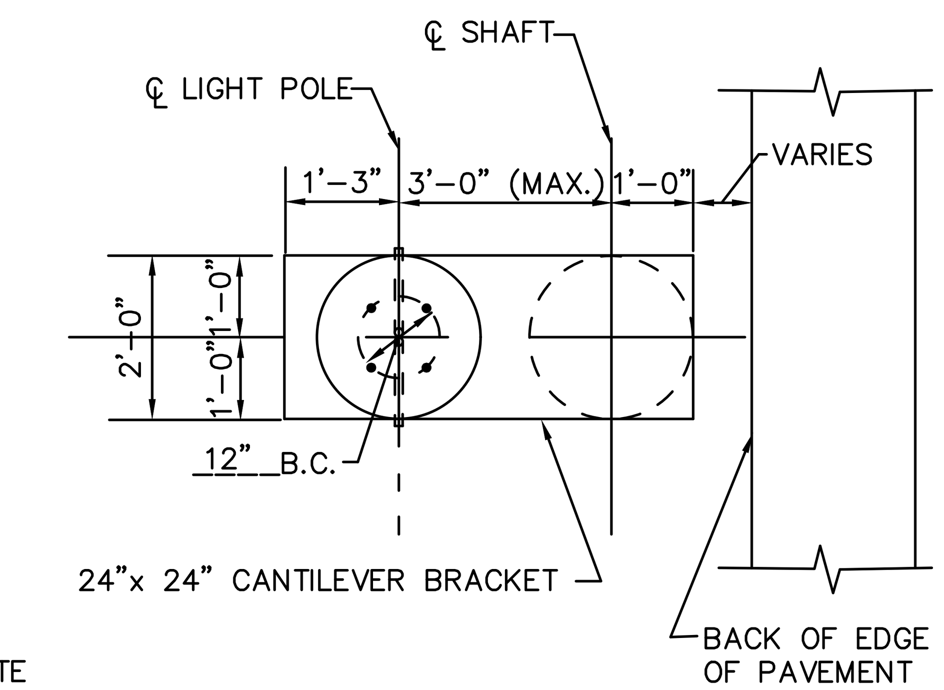
SECTION A-A



ANCHOR BOLT PLATE



SECTION B-B

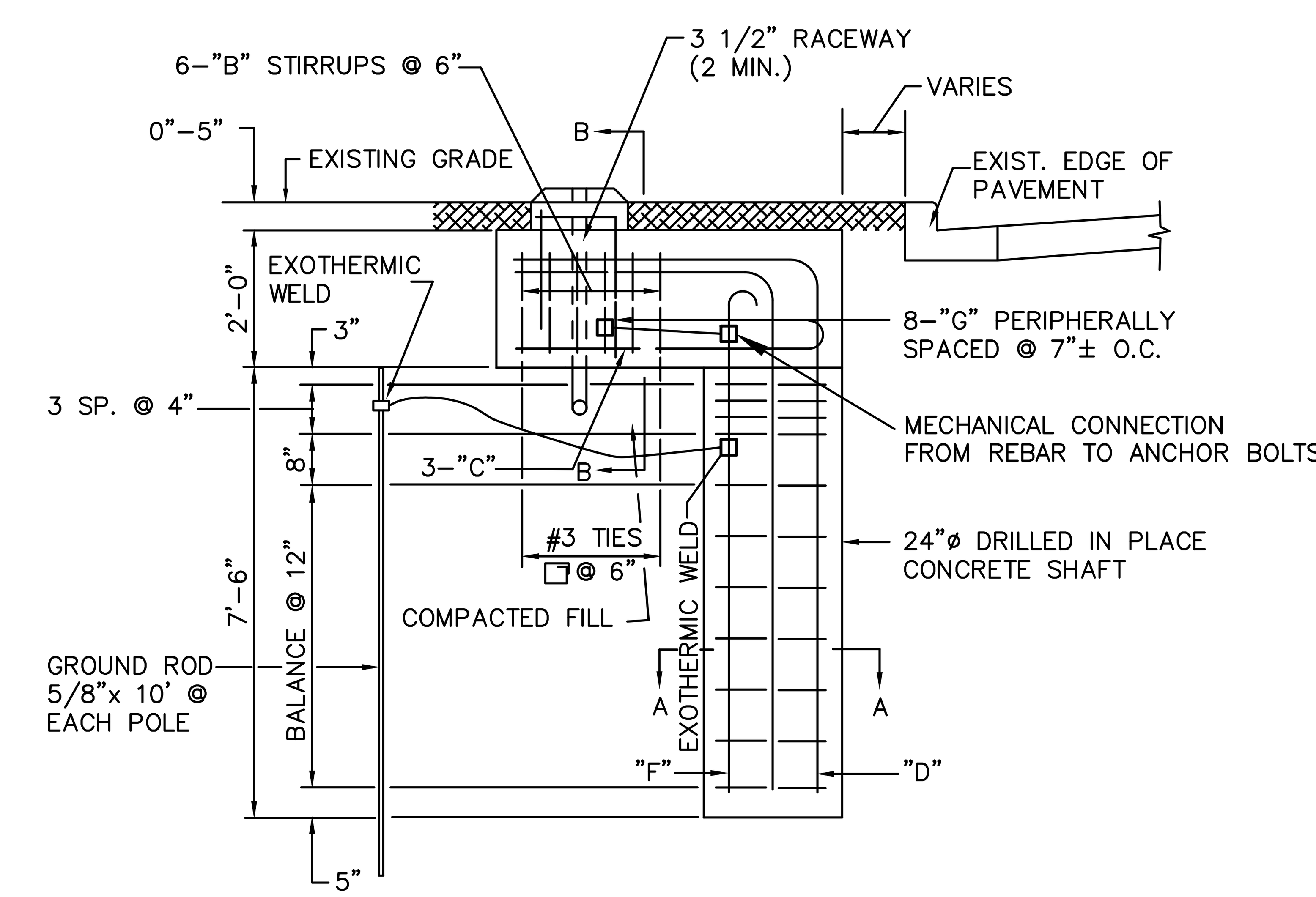


PLAN - CANTILEVERED BRACKET

NOTE :

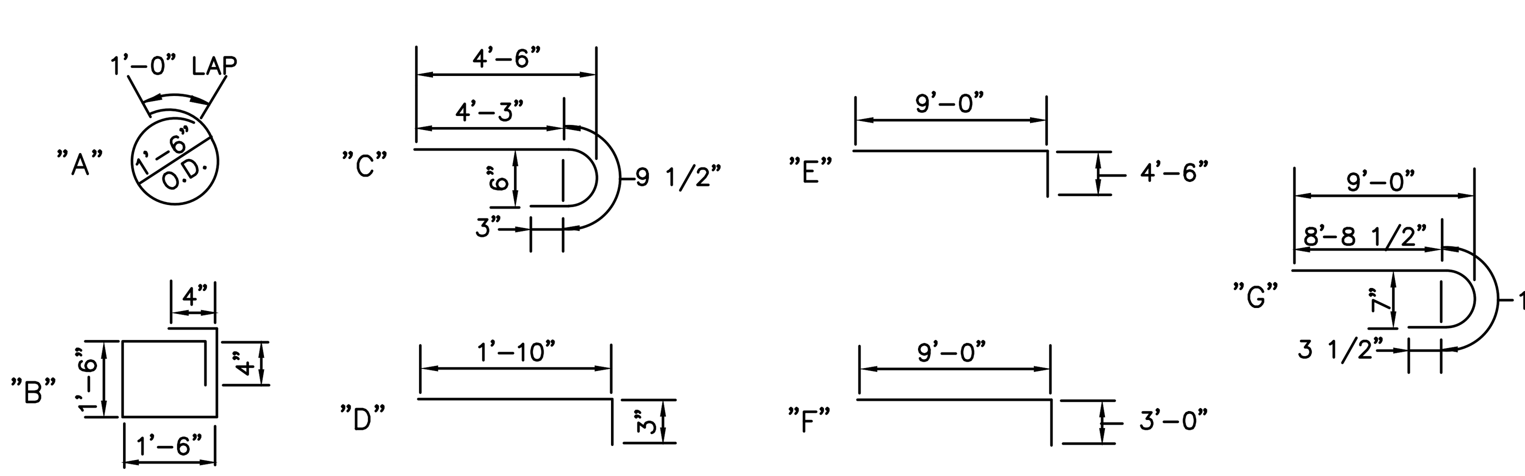
1. CONCRETE SHALL BE 3500 PSI AT 14 DAYS. (CLASS SI).
2. REINFORCING BARS SHALL BE OF NEW BILLET STEEL AND DEFORMED ASTM M42M (M42)
3. HOLE FOR THE FOUNDATION (SHAFT) SHALL BE AUGERED.
4. POLE FOUNDATION, OFFSET FOR THIS APPLICATION IS EQUIVALENT TO 13.5 LIN.FT. PER FOUNDATION.
5. THE TOP OF THE ANCHOR BOLTS SHOULD NOT PROJECT MORE THAN 4" ABOVE A 60" CHORD ALIGNED RADIALLY TO THE CENTERLINE OF THE HIGHWAY AND CONNECTING ANY POINT WITHIN THE LENGTH OF THE CHORD, ON THE GROUND SURFACE ON ONE SIDE OF THE SUPPORT TO A POINT ON THE GROUND SURFACE ON THE OTHER SIDE.

BILL OF MATERIALS				
"LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET"				
QUAN.	MARK	SIZE	LENGTH	SHAPE
11	A	NO.3	5'–9"	
6	B	NO.3	6'–8"	
3	C	NO.6	5'–31/2"	
8	G	NO.6	2'–1"	
3	D	NO.7	13'–6"	
2	E	NO.7	12'–0"	
3	F	NO.7	9'–11"	
REINFORCING BARS		LBS.		285
CLASS X CONCRETE		CU.YDS.		1.7
ANCHOR BOLTS		NO.		4
ANCHOR BOLT PLATE		NO.		1



ELEVATION

POLE FOUNDATION, OFFSET - DETAILS



DRAFT

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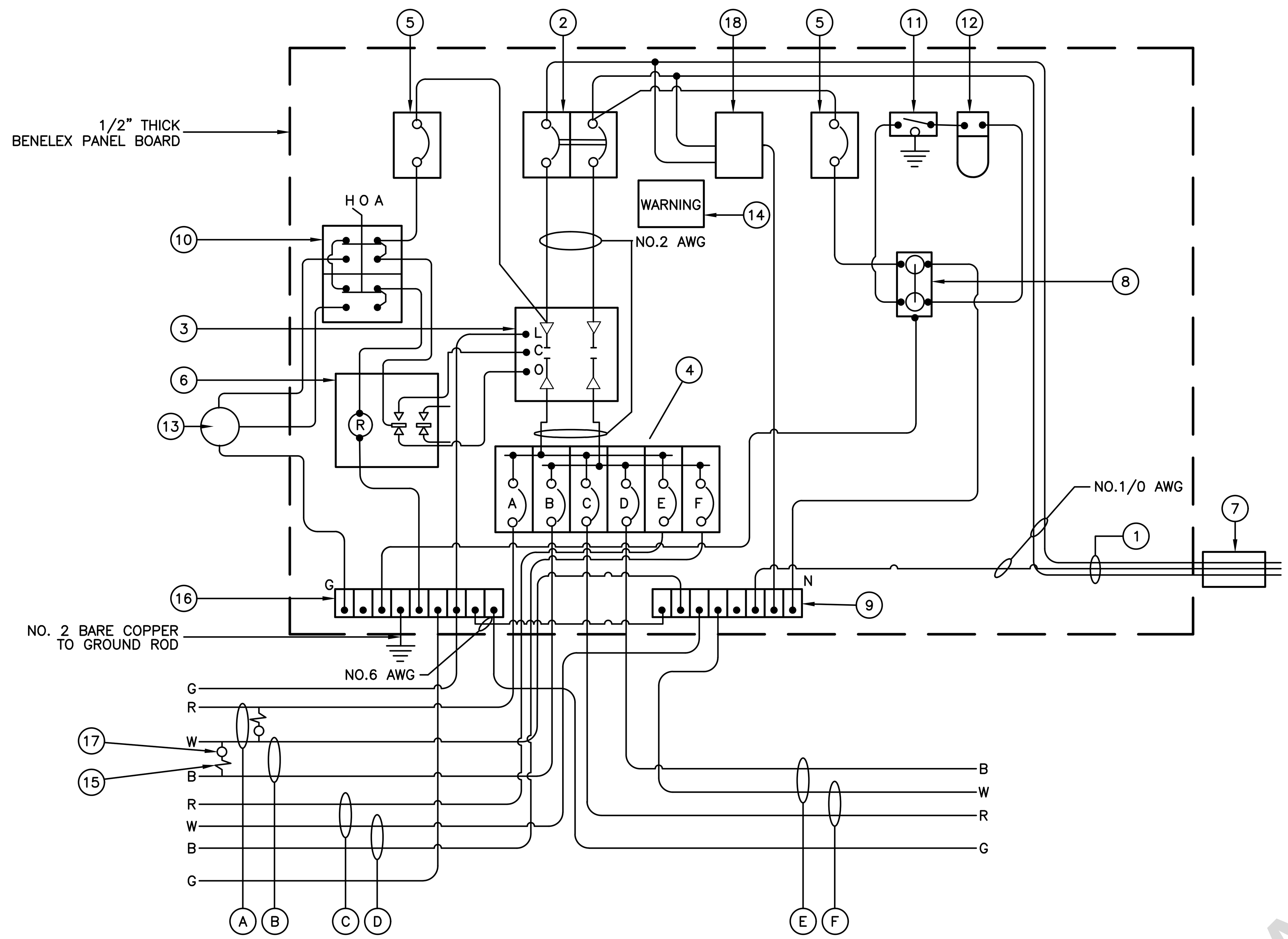
Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
STREET LIGHTING DETAILS

VILLAGE of ROMEOVILLE



CONTROLLER WIRING DIAGRAM - CABINET (PROPOSED)

CONTROLLER WIRING DIAGRAM LEGEND

1. 3-1/C, NO. 1/0, 600V SERVICE WIRE IN 2 1/2" DIA. GALVANIZED STEEL CONDUIT FOR 120/240 VOLT, 1ø, 3 WIRE, 60HZ. SERVICE.
2. (1) 100 AMP MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT, 100 AMP BASE, NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA – 14000 AMP AT 480 V.
3. (1) 100 AMP REMOTE CONTROL CONTACTOR SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, 600 VOLT
4. (6) 30 AMP CIRCUIT BREAKER, 1 POLE, 120 VOLT, 100 AMP BASE, NON-INTERCHANGEABLE TRIP RATING NEMA – 14000 AMP AT 240 VOLTS.
5. (2) 20 AMP CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 120 VOLT, 100 AMP BASE, NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA 14000 AMP AT 240 V.
6. (1) 20 AMP, 1 POLE DOUBLE THROW, 120 VOLT RELAY
7. METER SOCKET, 1ø, 3 WIRE, 100A
8. (1) 20 AMP, 120 VOLT DUPLEX GFCI RECEPTACLE MOUNTED IN BOX.
9. NEUTRAL BUS BAR, 1/4"x1"x12" MINIMUM LENGTH MOUNTED ON PANEL WITH LUGS.
10. 3 POSITION SELECTOR SWITCH, 120V.
11. SWITCH FOR LIGHTING FIXTURE MOUNTED IN BOX, 20 AMP.
12. WEATHER-PROOF LIGHTING FIXTURE WITH 1600 LUMEN, 120 V LED LAMP.
13. PHOTOCELL MOUNTED TO CABINET, 120 V. 1000 VA BALLAST RATING, 1-4 FC ON 3-12 FC OFF, 30 SECOND MINIMUM DELAY.
14. WARNING PLATE TO READ: WARNING, MAINTENANCE CIRCUIT IS LIVE WHEN MAIN BREAKER IS SWITCHED OFF
15. IN-LINE FUSEHOLDER WITH FUSE AS NOTED IN FUSE TABLE
16. GROUND BUS BAR 1/4"x1"x12" MINIMUM LENGTH MOUNTED ON PANEL WITH LUGS
17. LUMINAIRE OUTLET
18. SURGE ARRESTER, UL LISTED, NEC 280 COMPLIANT, 1ø, 3 WIRE 60 HZ. MAX. 3,405 JOULES

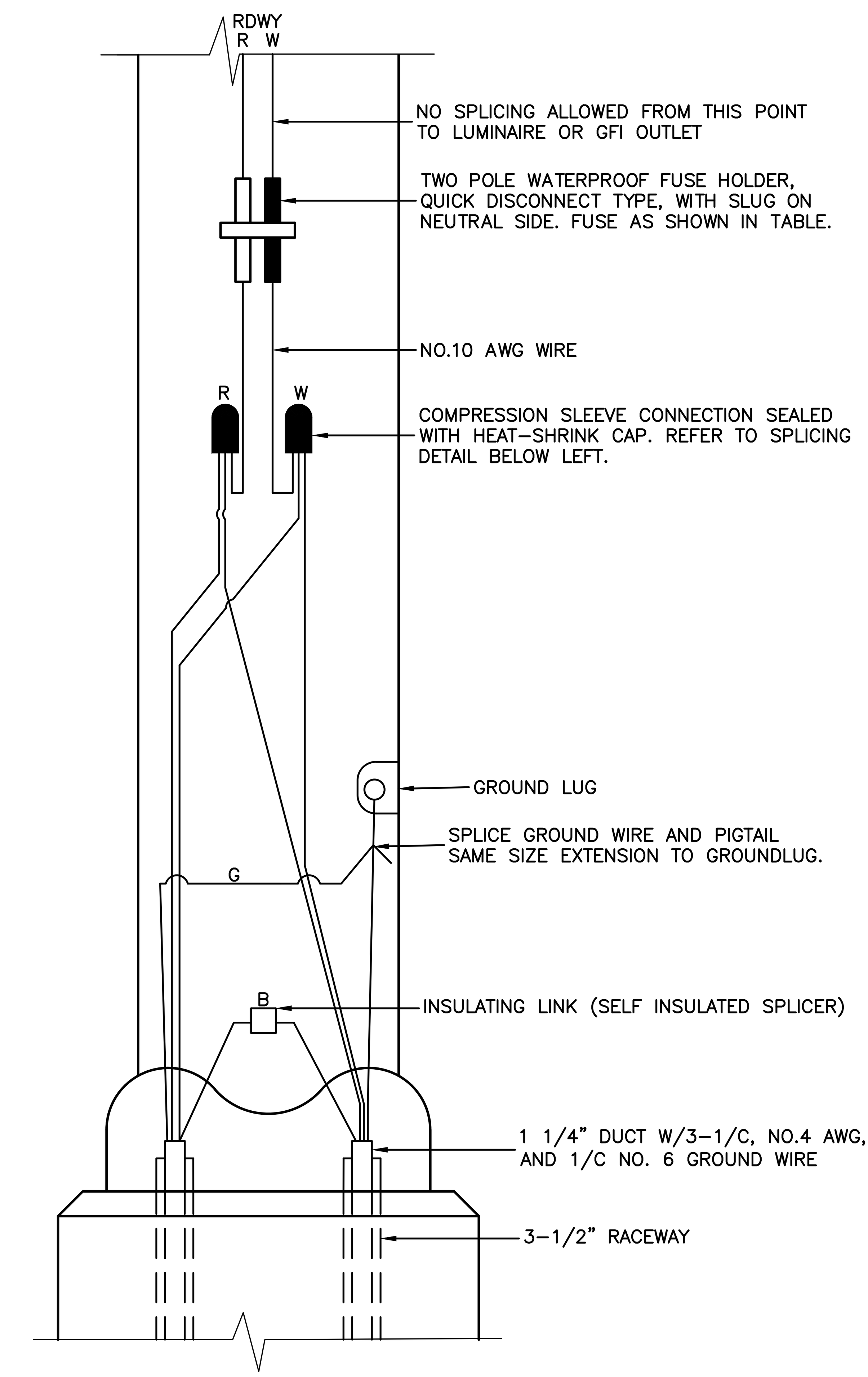
(A) CIRCUIT (RED)
(B) CIRCUIT (BLACK)
(C) CIRCUIT (RED)
(D) CIRCUIT (BLACK)
(E) CIRCUIT (RED)
(F) CIRCUIT (BLACK)

GENERAL NOTES FOR CONTROL CABINET

1. ENTIRE CONTROL CABINET SHALL BE GROUNDED.
2. ALL WIRING SHALL BE TAGGED WITH SELF-STICKING WIRE MARKERS.
3. GROUND BUS TO BE COLOR CODED GREEN, NEUTRAL BUS WHITE, AND BONDED TO CABINET ENCLOSURE, BY LISTED PRESSURE CONNECTORS OR LISTED CLAMPS.
4. ALL INTERNAL CONTROLLER WIRING TO BE NO.12 AWG UNLESS OTHERWISE SPECIFIED.
5. CABINET WIRING INSULATION TO BE TYPE XHHW OR APPROVED EQUAL.
6. THE CONTROLLER SHALL BE UL LISTED, NEMA 3R AND SUITABLE FOR USE AS SERVICE ENTRANCE

NOMINAL WATTAGE	FUSE SIZE
111W ROADWAY LUMINAIRE	2.0 AMP

POLE HANDHOLE FUSE SIZE TABLE



ROADWAY
POLE HANDHOLE WIRING DIAGRAM

(RED PHASE SHOWN)

NOTE:
ALLOW 36" LOOP OF CABLES TO ENSURE SUFFICIENT SLACK FOR WITHDRAWAL OF THE CONNECTORS OUTSIDE OF THE POLE HANDHOLE.

DRAFT

DATE	=	01-18-21	DESIGNED	—	SDK	REVISED	—
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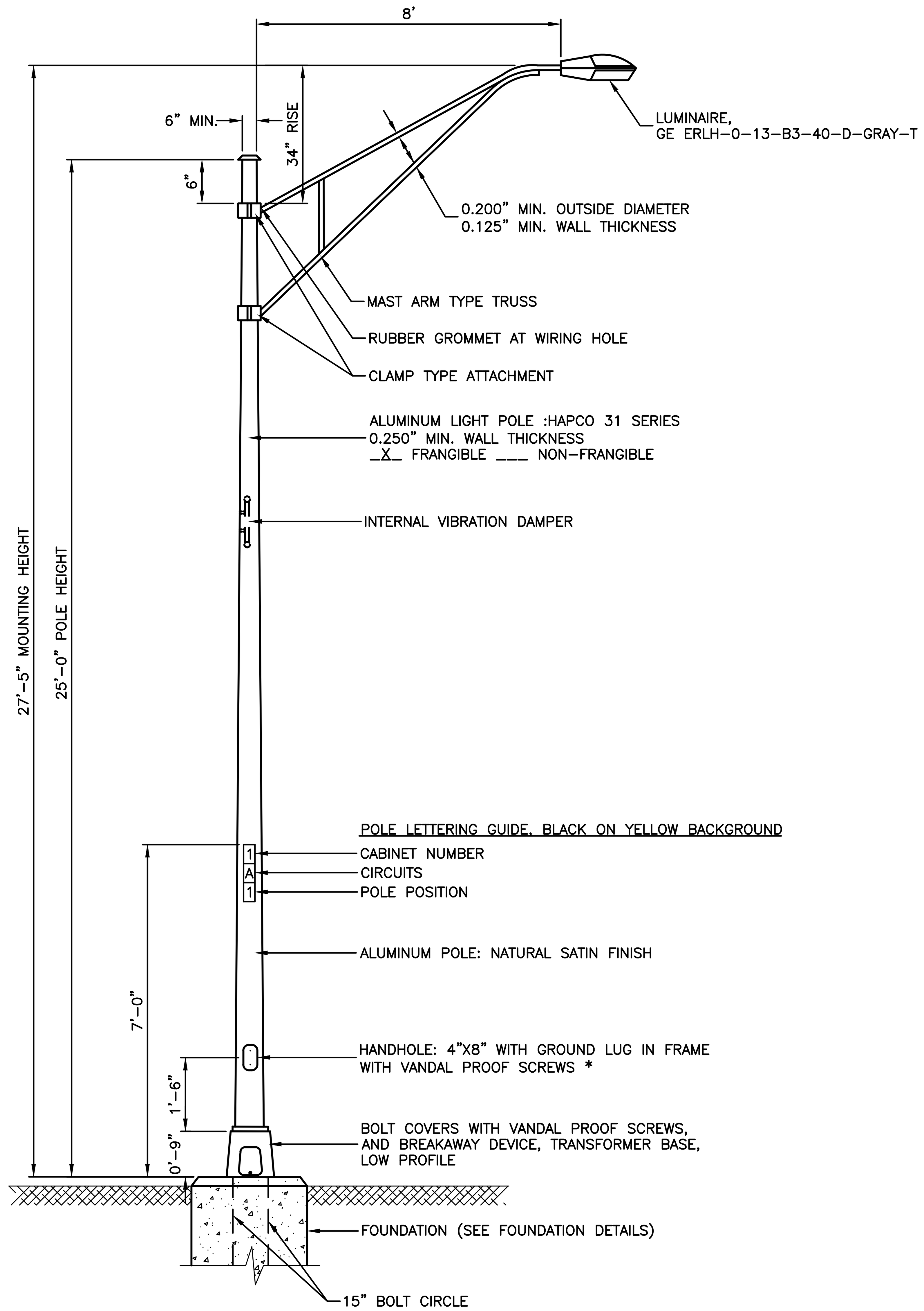
Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
STREET LIGHTING DETAILS

VILLAGE of ROMEOVILLE

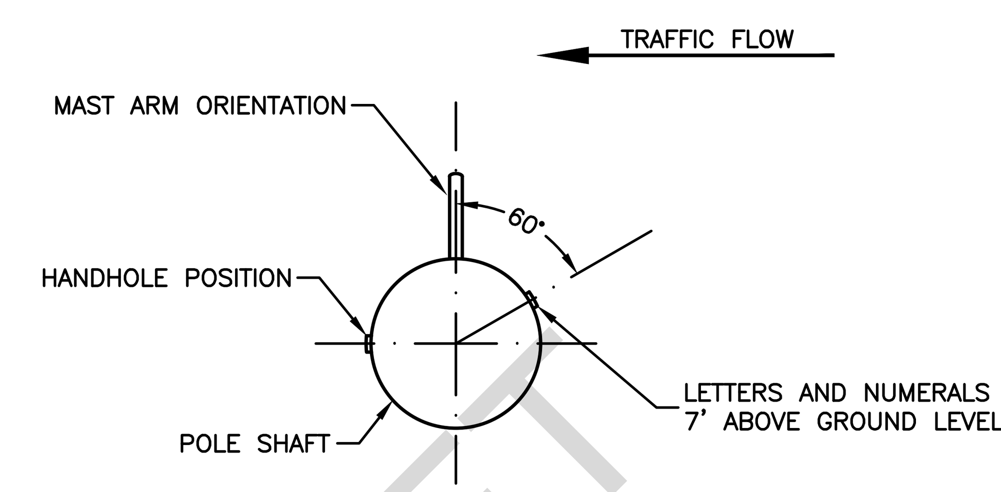


* - BUTTON HEAD SOCKET SET SCREW TYPE
OF SCREWS PREFERRED FOR THIS APPLICATION

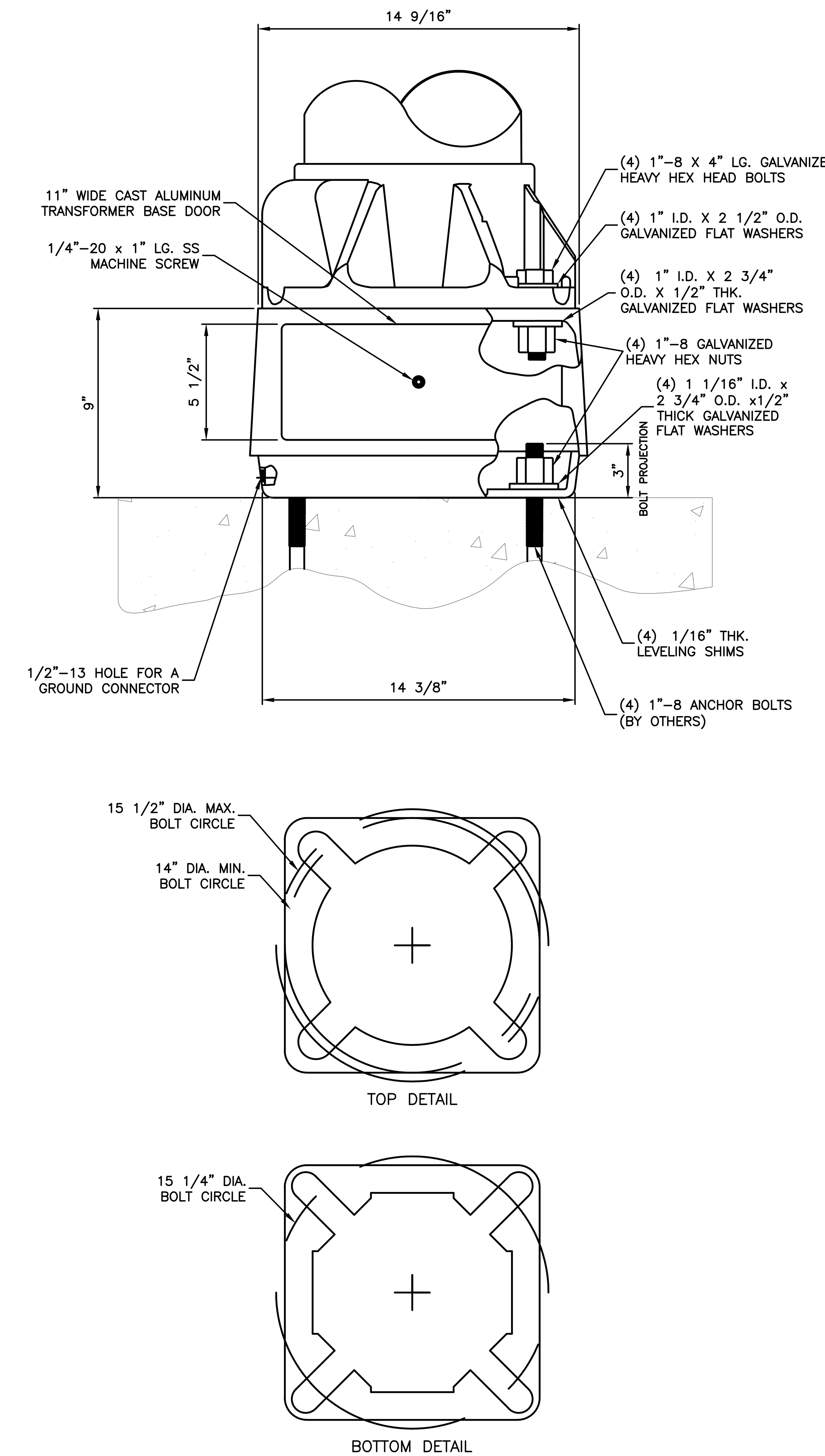
TYPICAL POLE DETAIL

NOTES:

1. THE LIGHTING UNITS SHALL MEET AASHT DESIGN CRITERIA. DESIGN FOR 90 M.P.H.. WIND WITH 30% GUST AND 75 POUND LUMINAIRE HAVING AN E.P.A. OF 1.6 SQ. FT. AND PROPER ICE LOADING.
2. ALUMINUM ALLOY 6063-T6 SHALL BE USED.



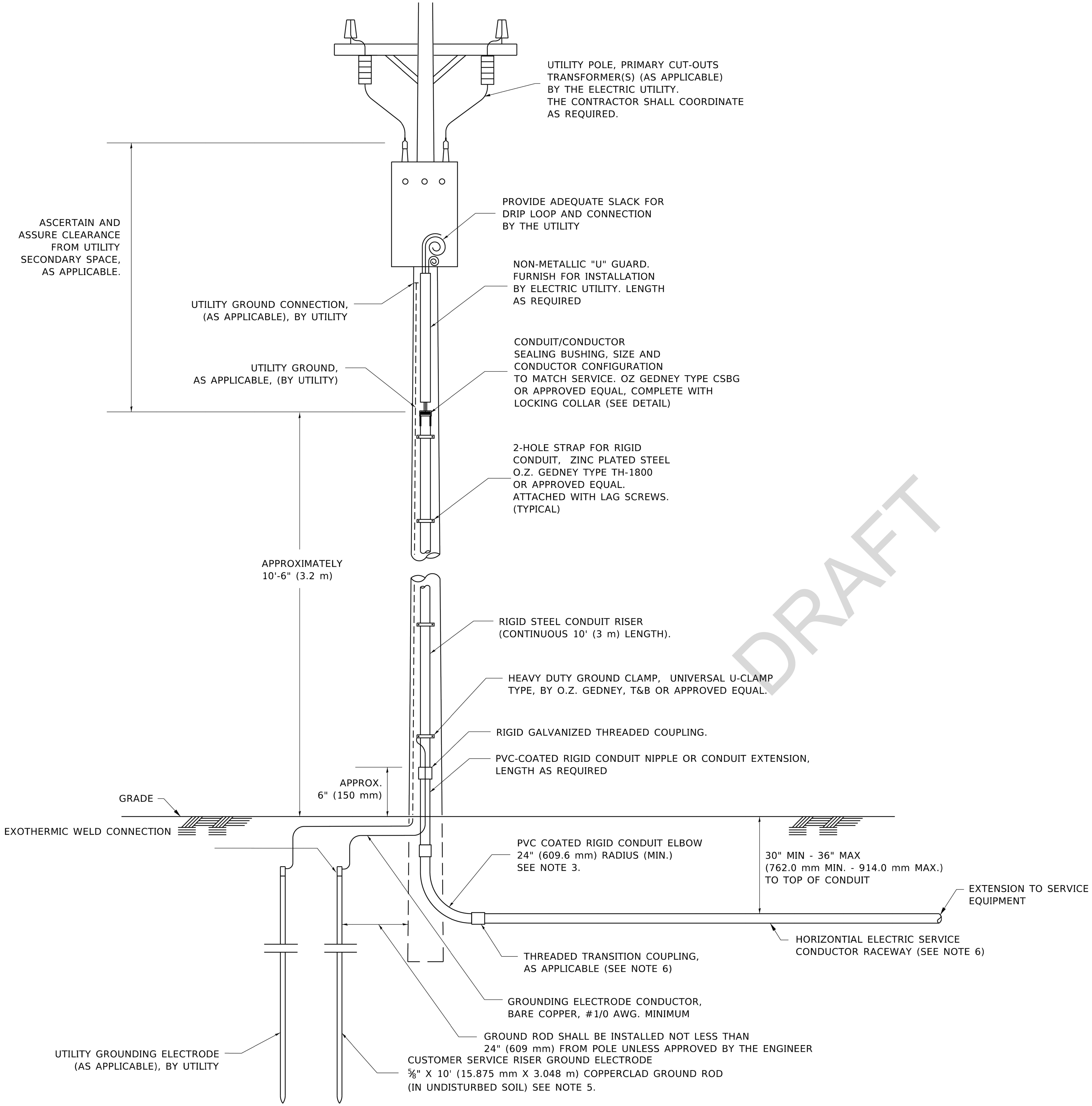
POSITION OF HANDHOLE AND NUMERALS ON POLE



TRANSFORMER BASE DETAIL, 15" BOLT CIRCLE

NOTES:

1. BREAKAWAY DEVICE TO BE AASHTO APPROVED.
2. TRANSFORMER BASE AND LIGHTPOLE TO BE LEVELED AS ONE UNIT WITHOUT USING LEVELING SHIMS IF REQUIRED.
3. ALUMINUM ALLOY FINISH TO BE BLACK.

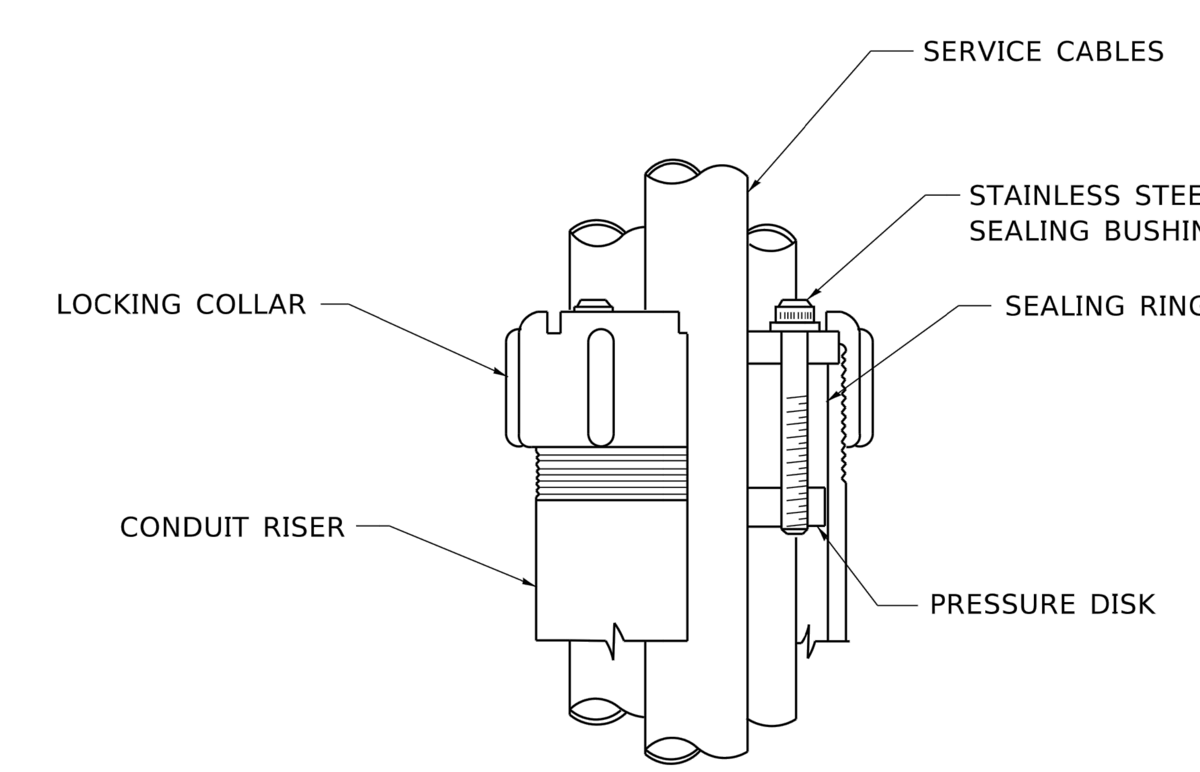


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

ELECTRIC SERVICE INSTALLATION
AERIAL, REMOVE DISCONNECT
IDOT DISTRICT ONE STANDARD BE-220

DATE	=	01-18-21	DESIGNED	—	SDK	REVISED	—	
SCALE	=	NONE	CHECKED	—	HLG	REVISED	—	
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Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
STREET LIGHTING DETAILS

VILLAGE of ROMEOVILLE

SHEET NO. 20 of 46

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H H	H H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R Y G ◄Y ◄G R Y G ◄Y ◄G P	R Y G ◄Y ◄G R Y G ◄Y ◄G P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	R Y G ◄Y ◄G R Y G ◄Y ◄G R Y G ◄Y ◄G P RB	R Y G ◄Y ◄G R Y G ◄Y ◄G R Y G ◄Y ◄G P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

TS-05

DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = NONE	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-DTLS-TS05	CHECKED — AG	REVISED —	

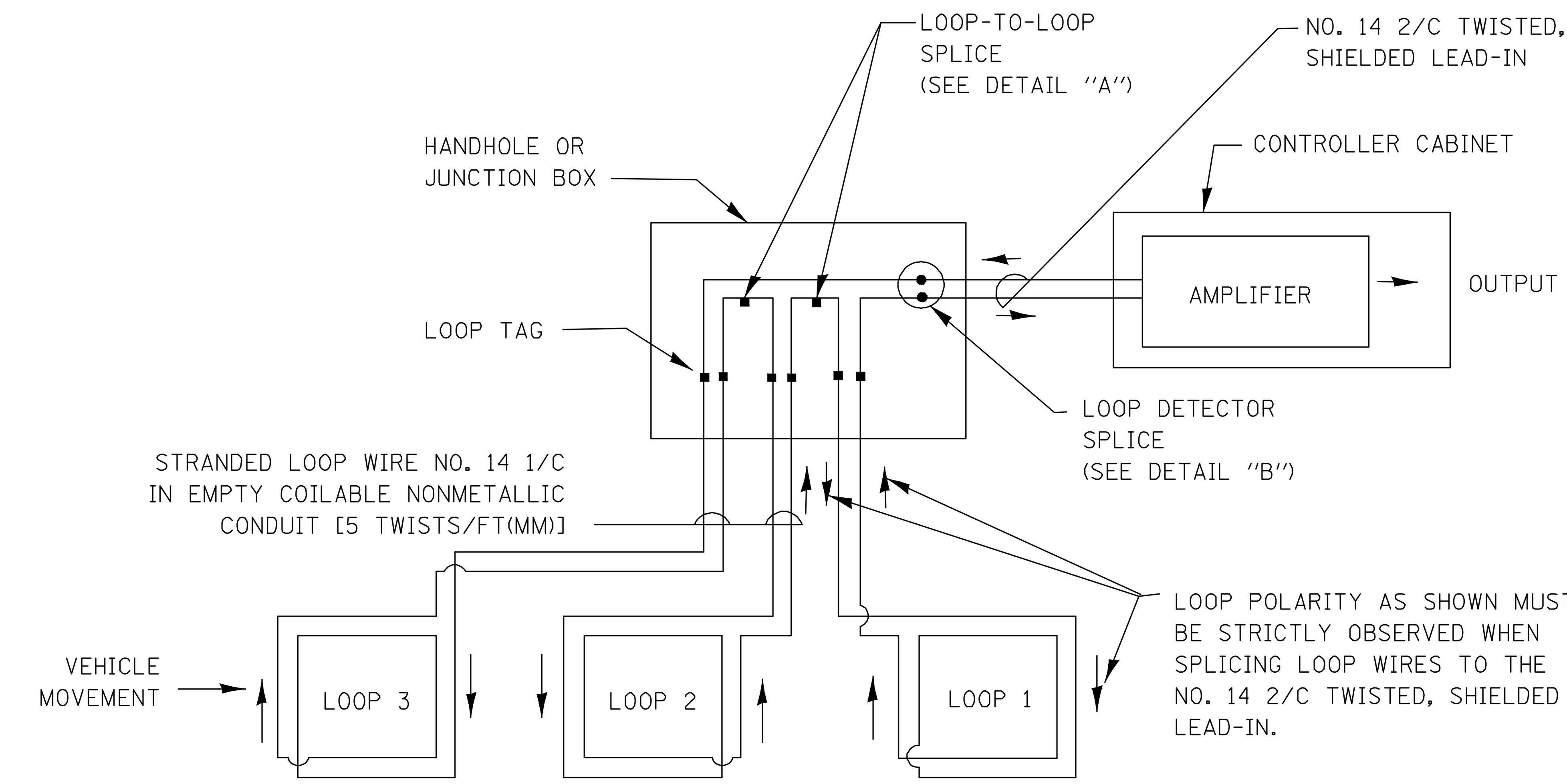
Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

VILLAGE of ROMEOVILLE

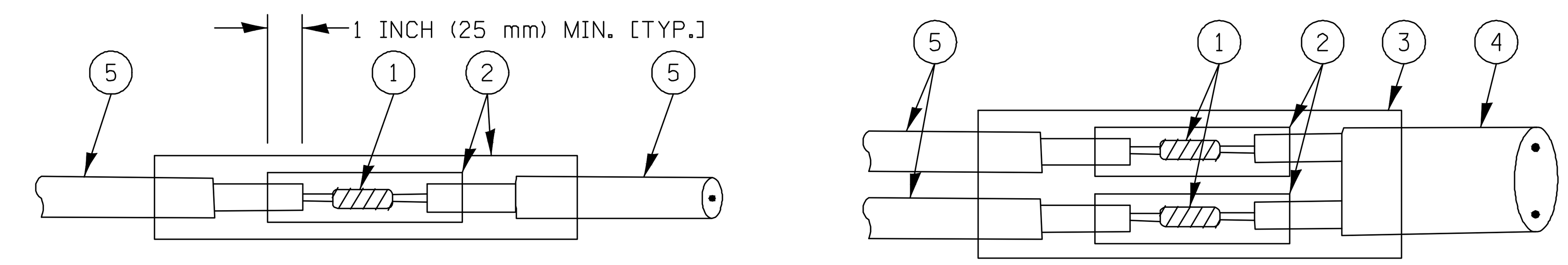
LOOP DETECTOR NOTES

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.



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.

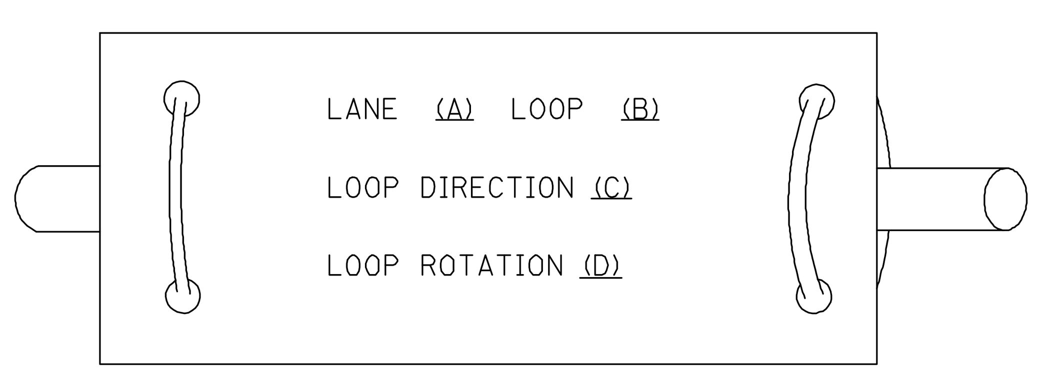


DETAIL "A"
LOOP-TO-LOOP SPLICE

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

LOOP LEAD-IN CABLE TAG

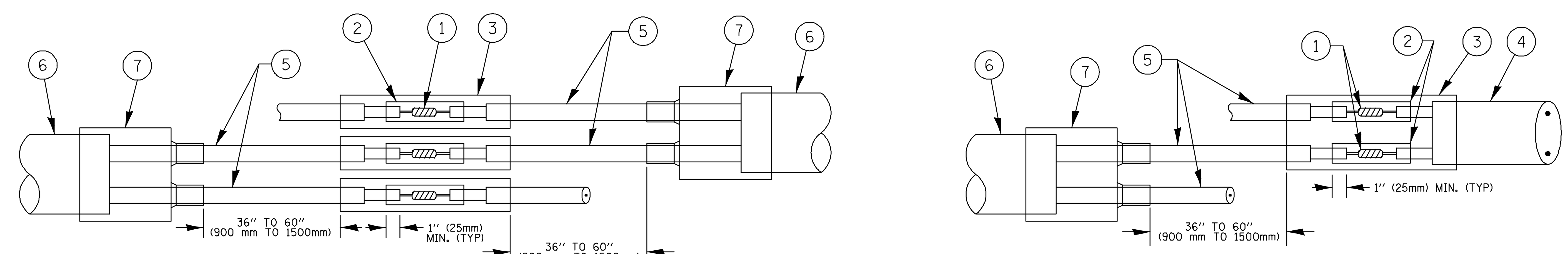


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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.



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

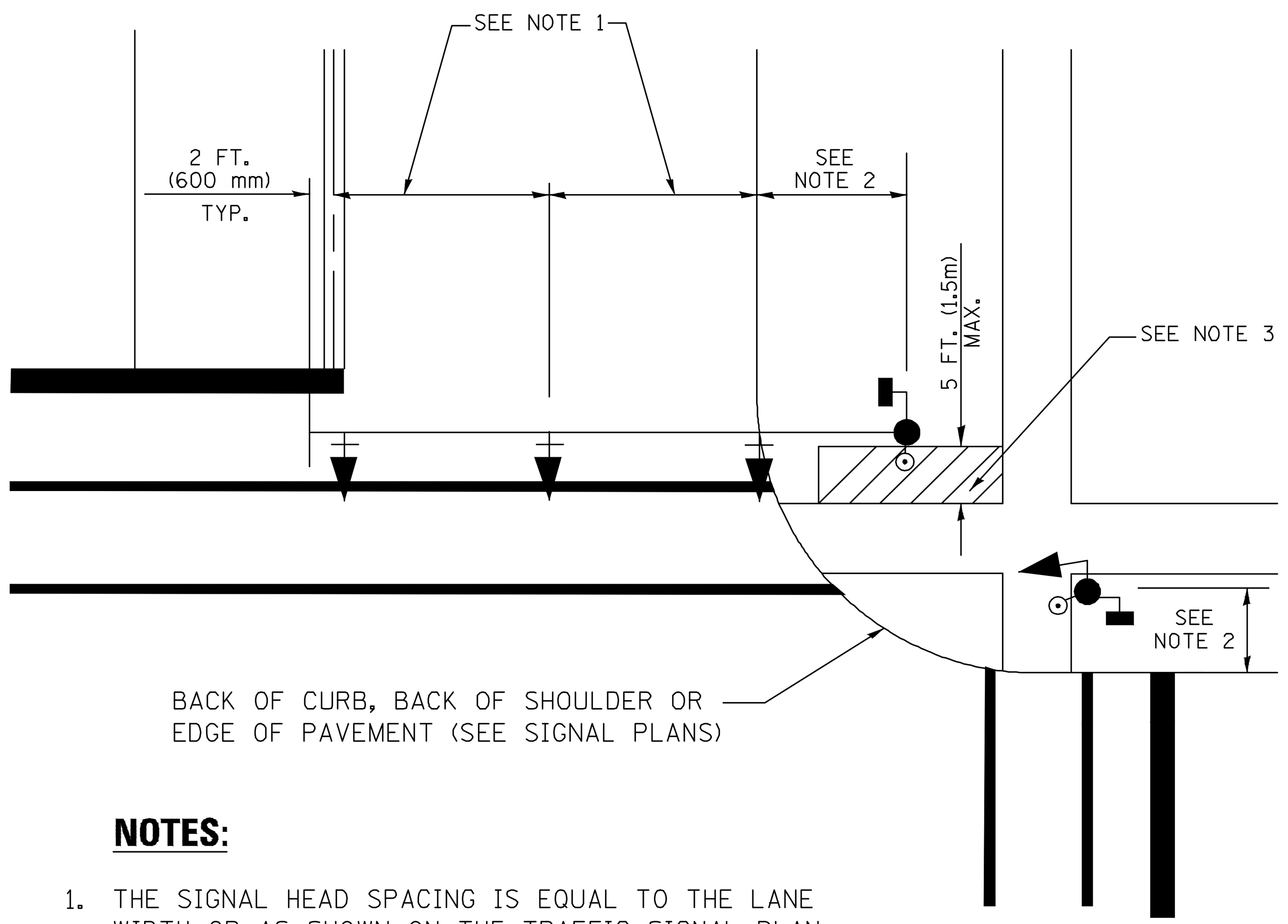
LOOP DETECTOR SPLICE

1. WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
2. WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3″ (75 mm), UNDERWATER GRADE.
3. WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 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

TS-05

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

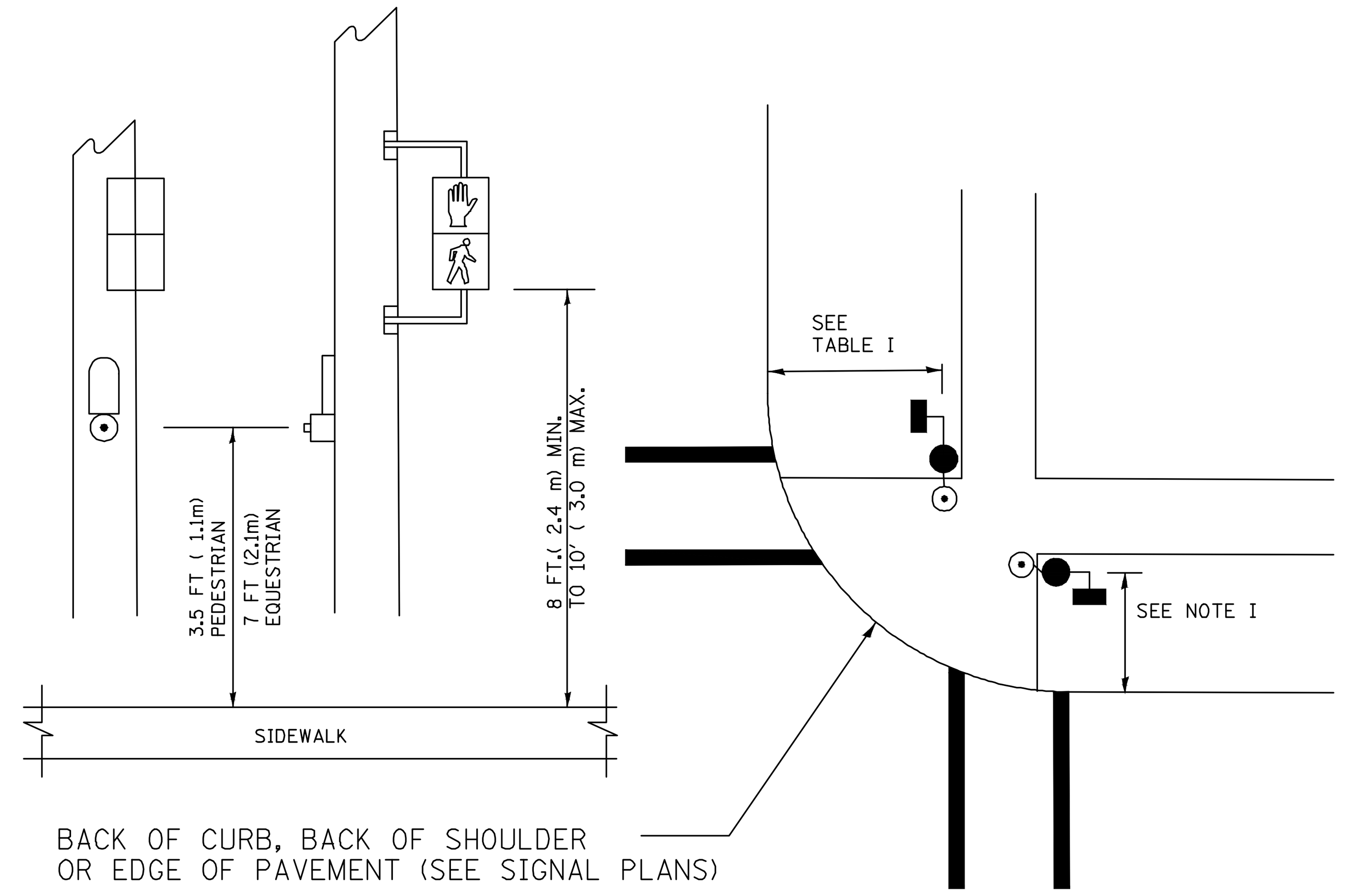
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

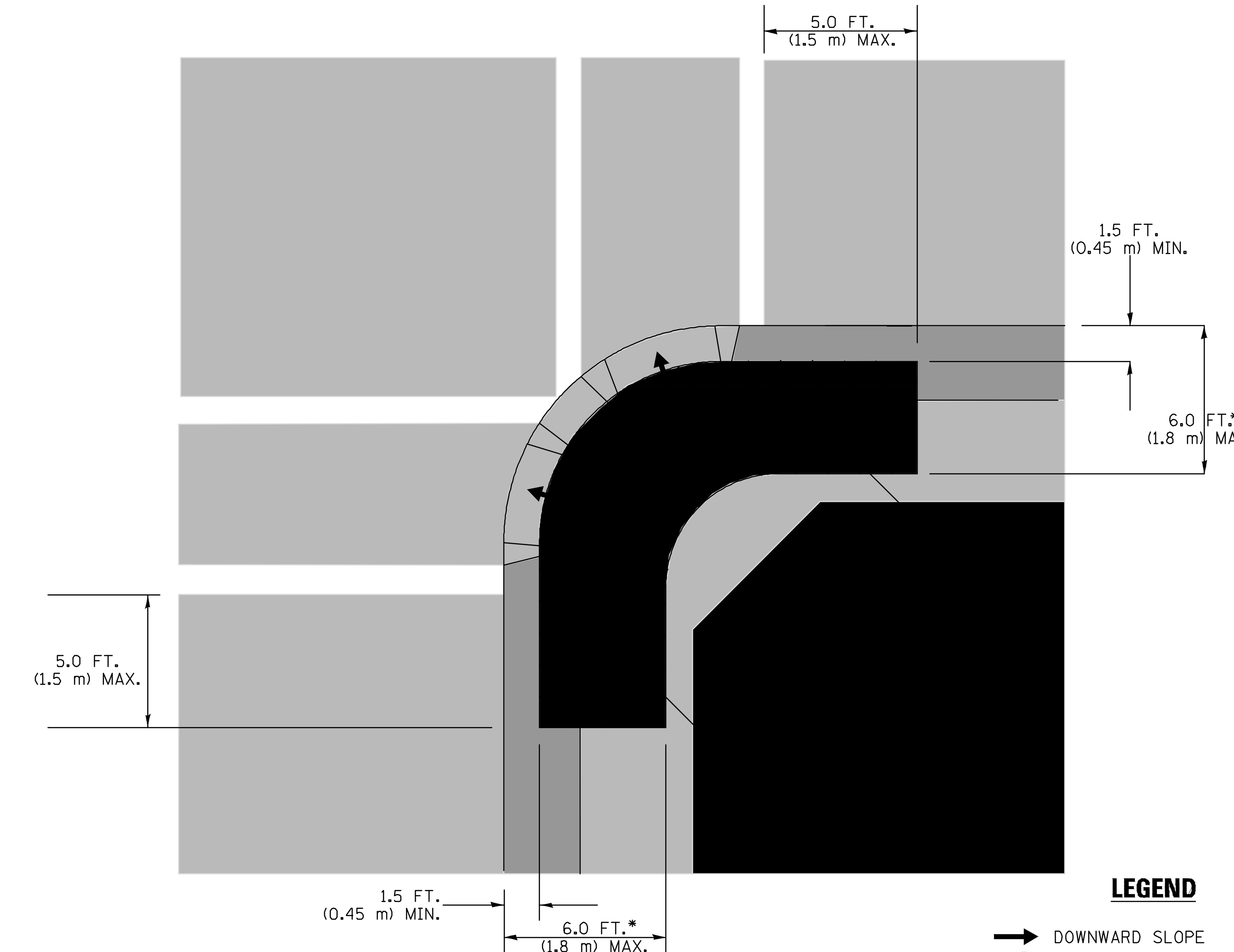
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- 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 TOTHE 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.

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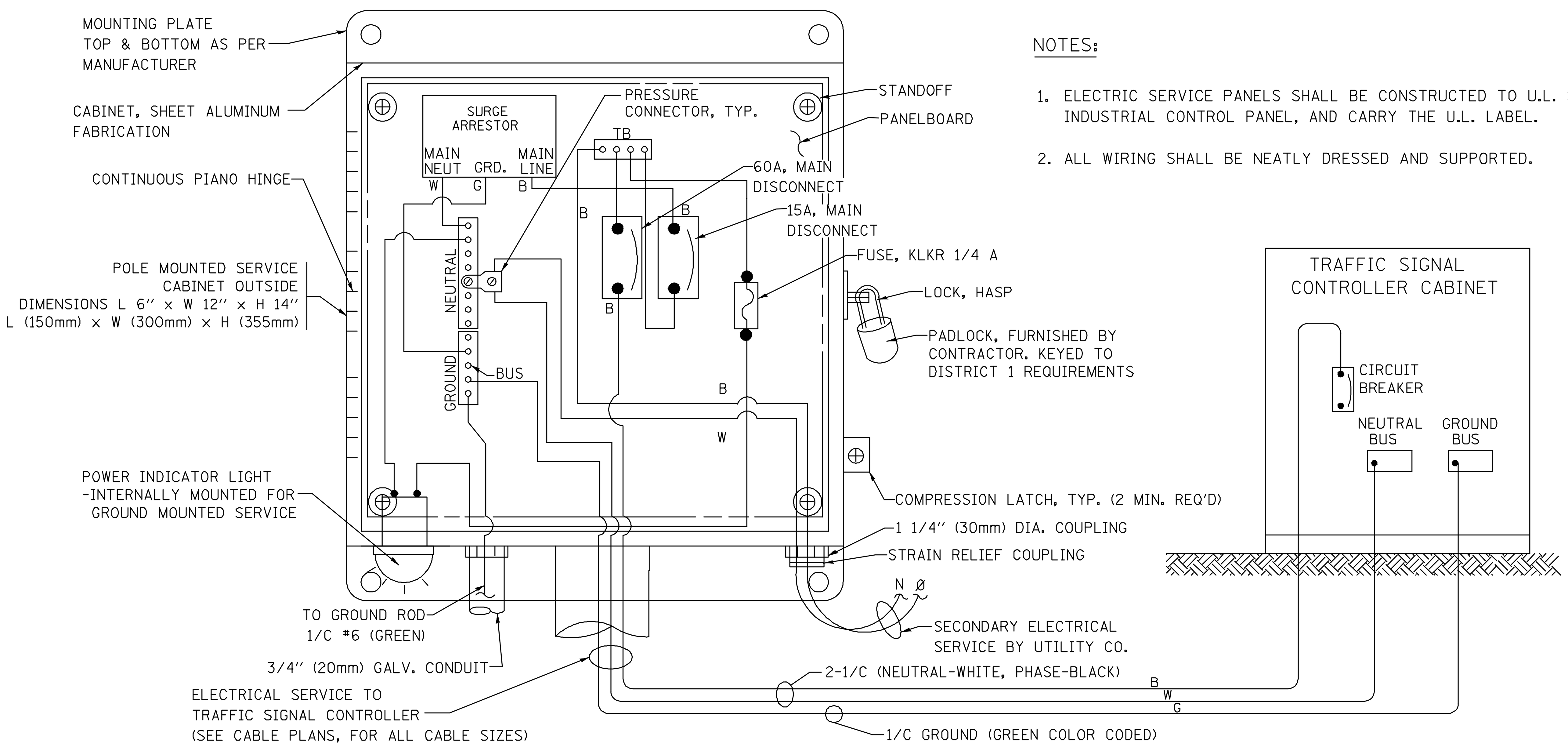
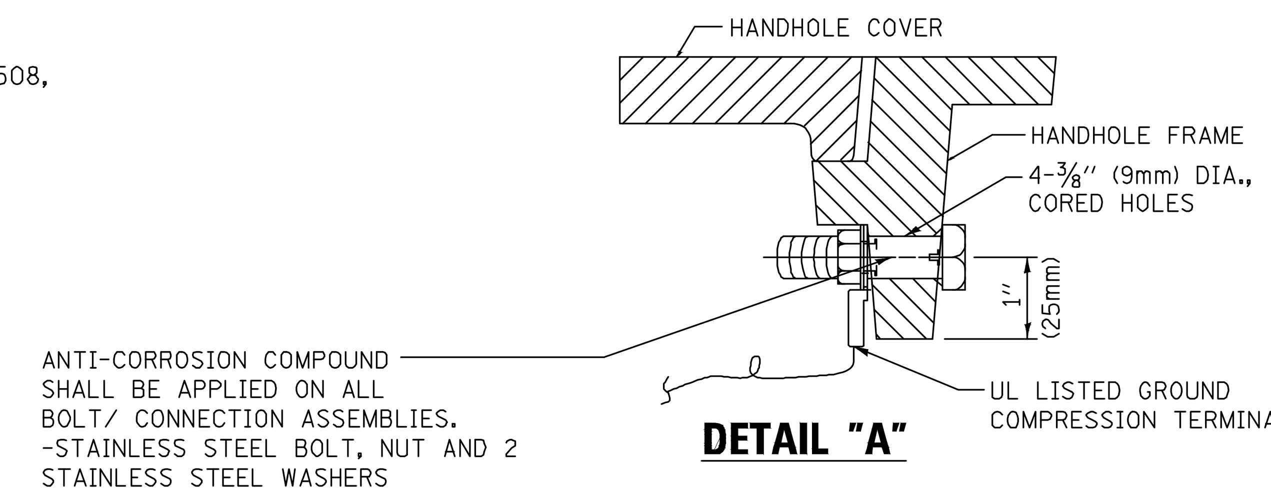


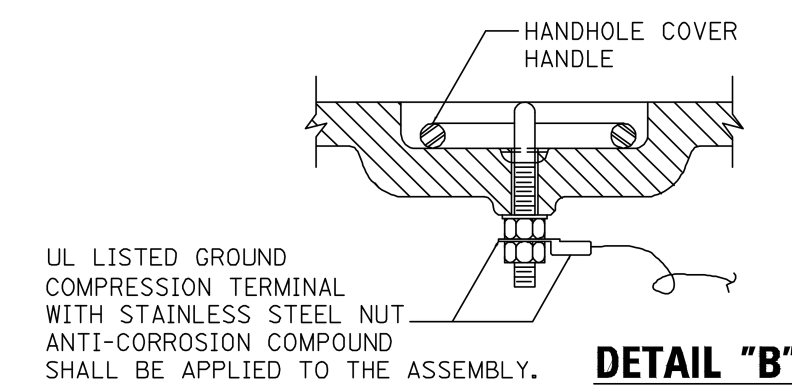
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)

NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



DETAIL "A"

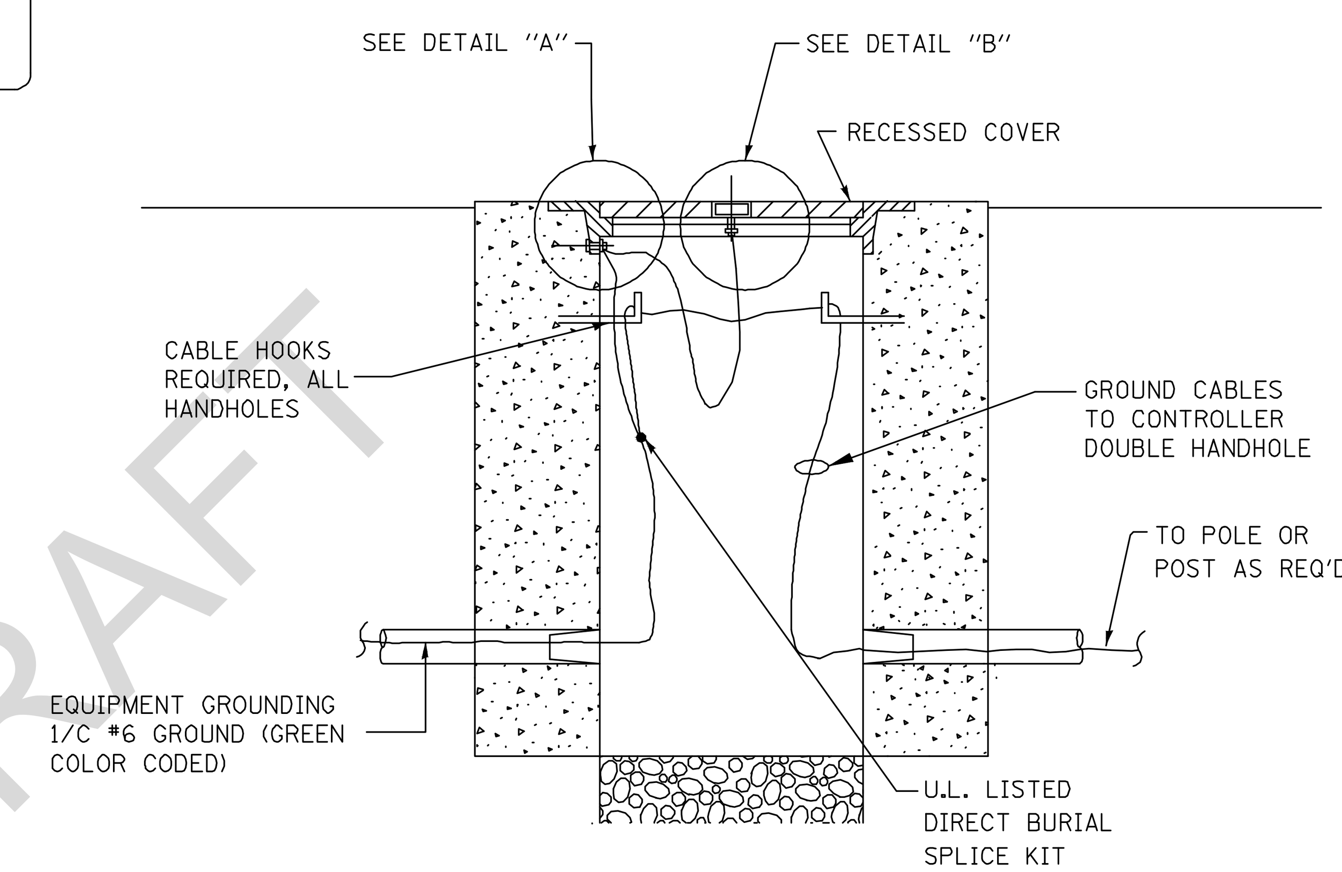


DETAIL "B"

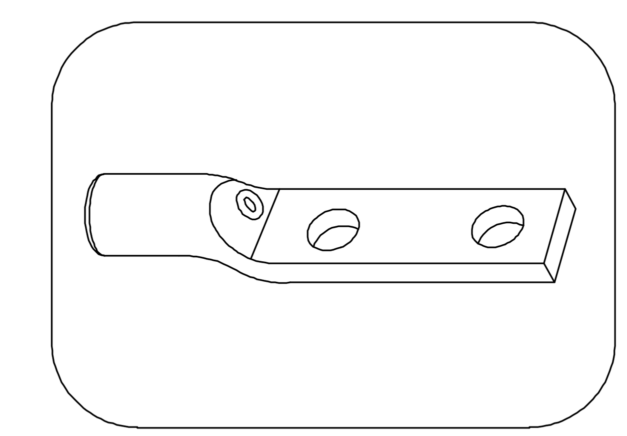
NOTES:

GROUNDING SYSTEM

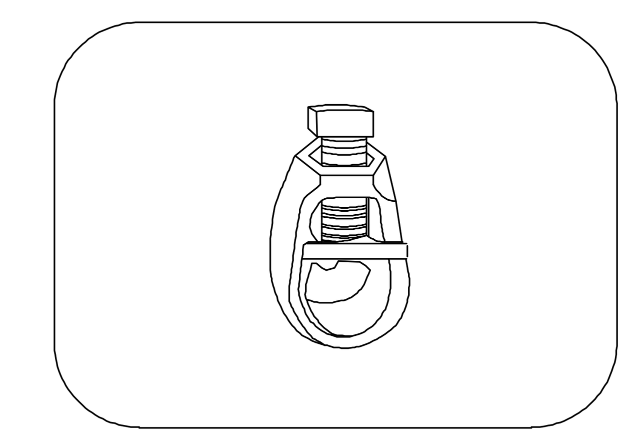
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4″ DIA. × 10′-0″ (20mm × 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)



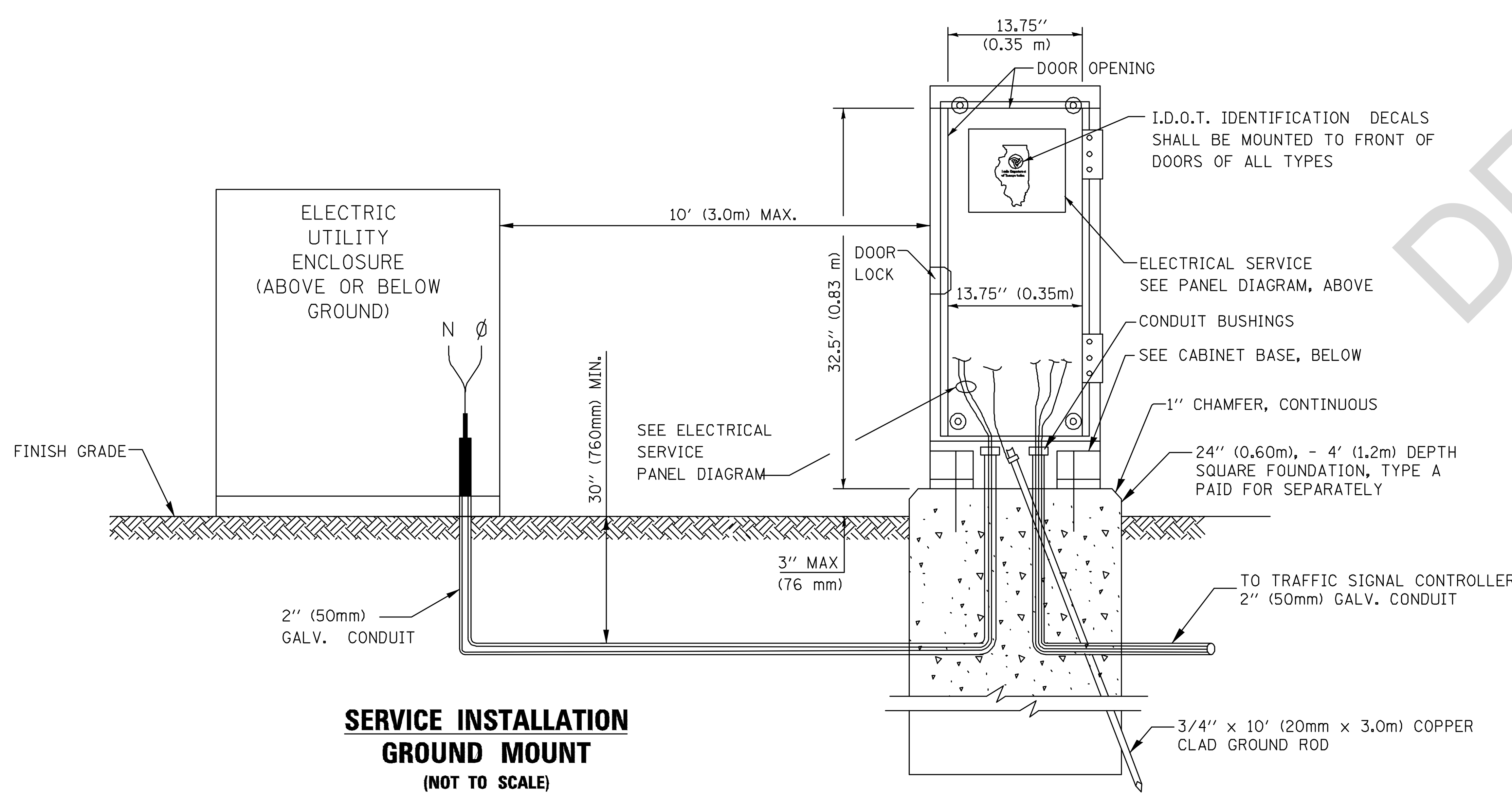
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



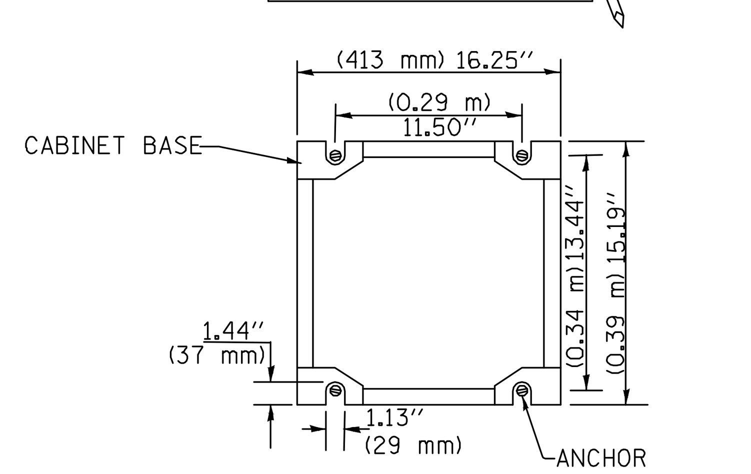
3/4″ (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

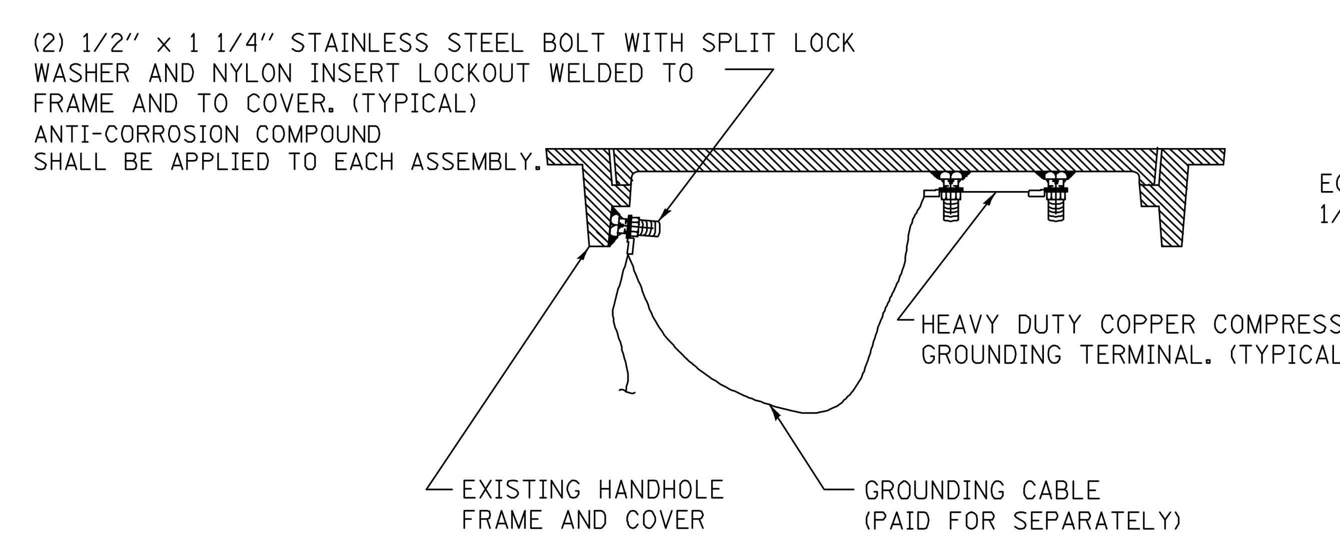
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5′ (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13′ (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5′ (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



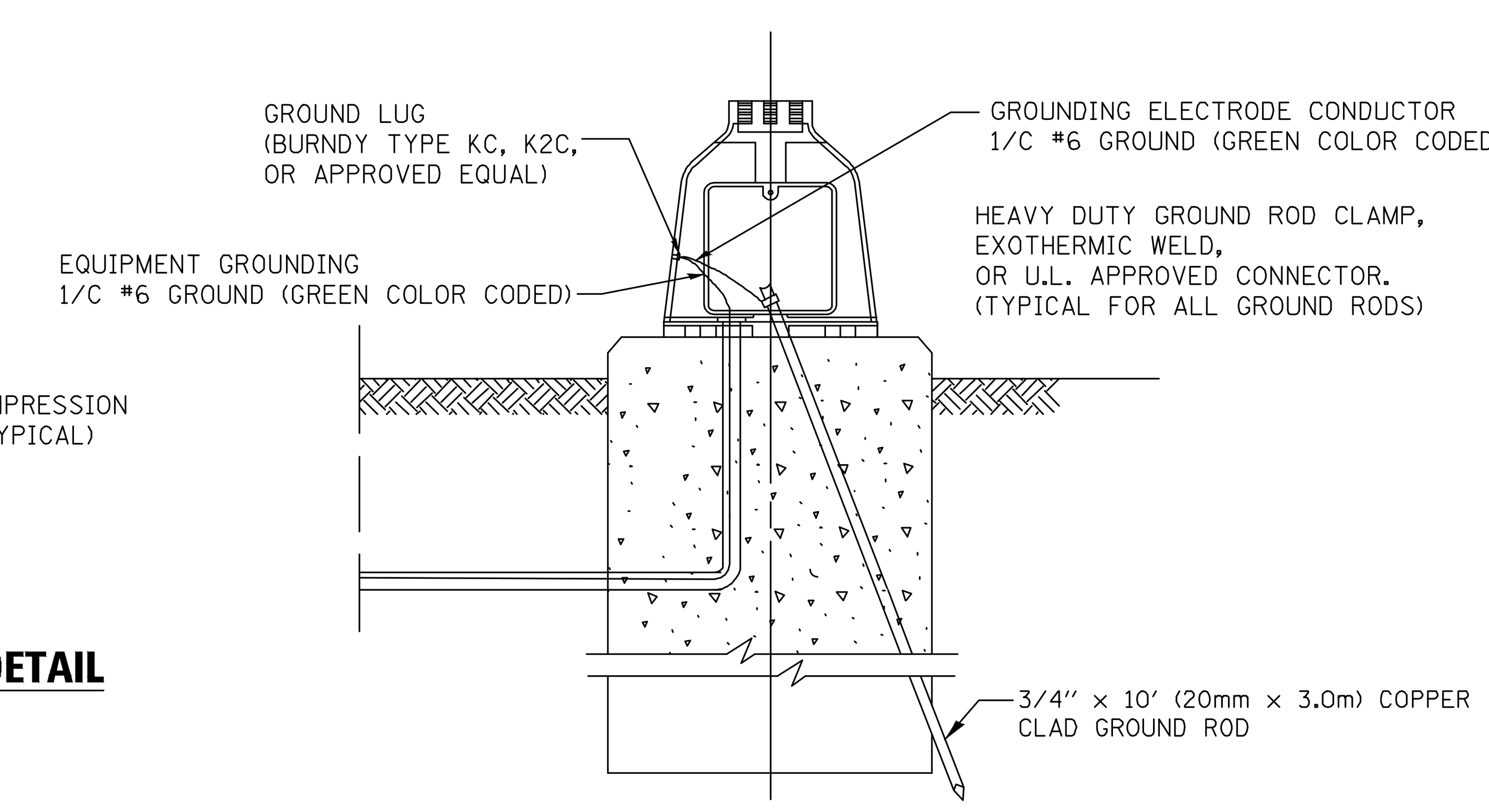
SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)



CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



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



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

DRAFT

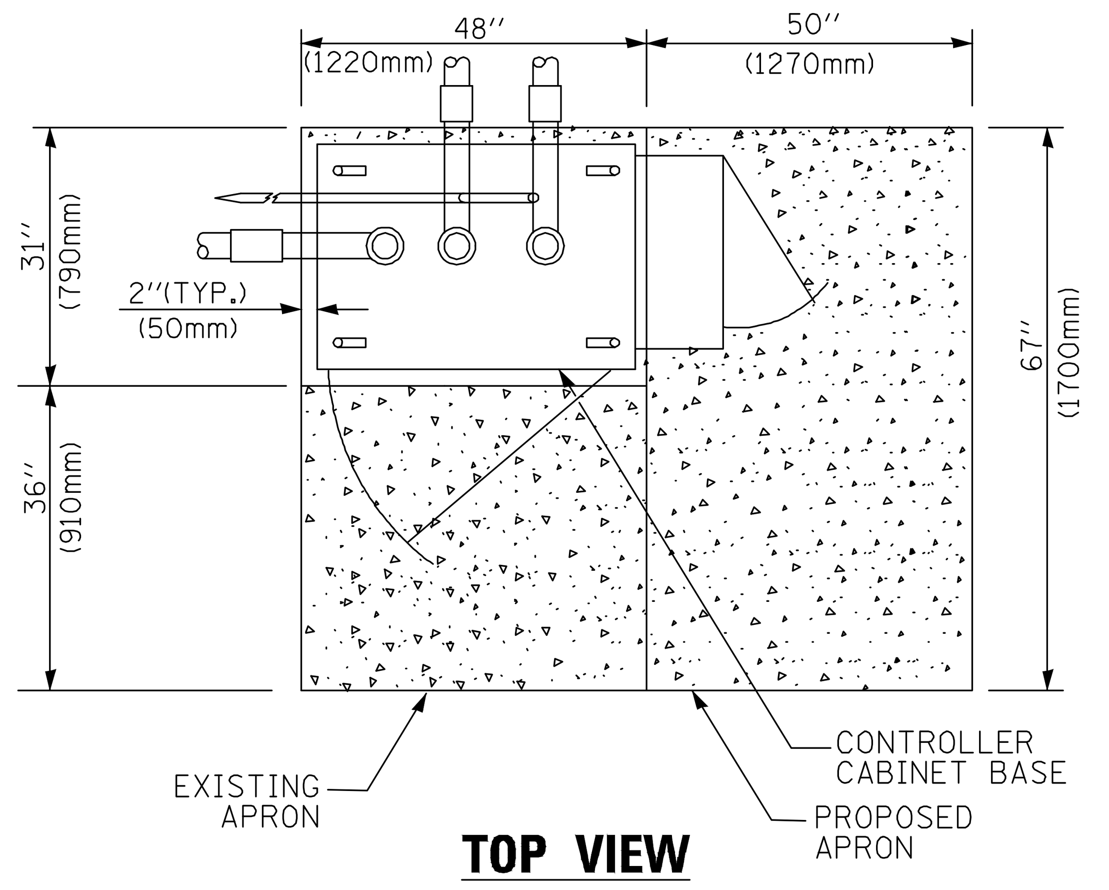
TS-05

DATE = 01-18-21	DESIGNED — SDK	REVISED —
SCALE = NONE	CHECKED — HLG	REVISED —
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —
FILE NAME = 18R1035-DTLS-TS05	CHECKED — AG	REVISED —

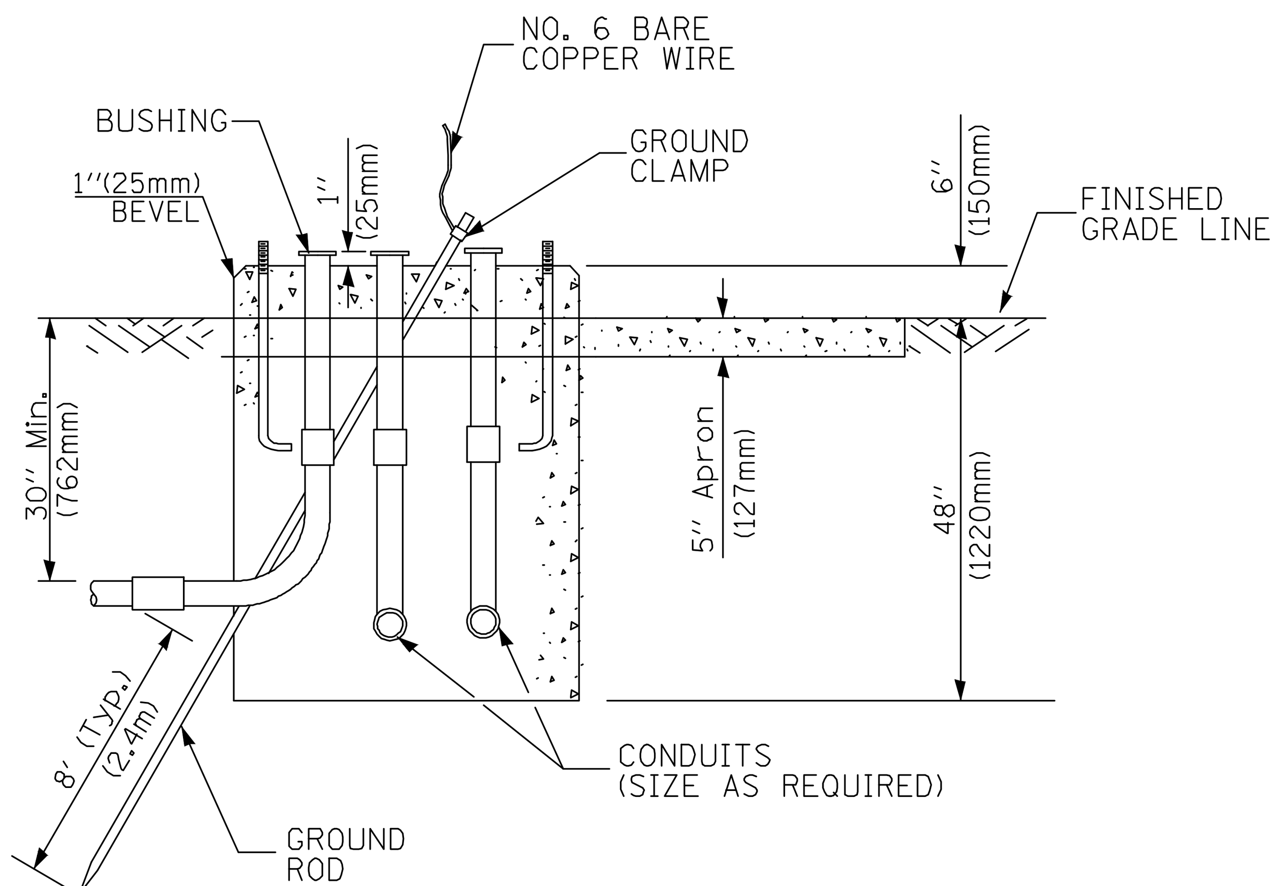
Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

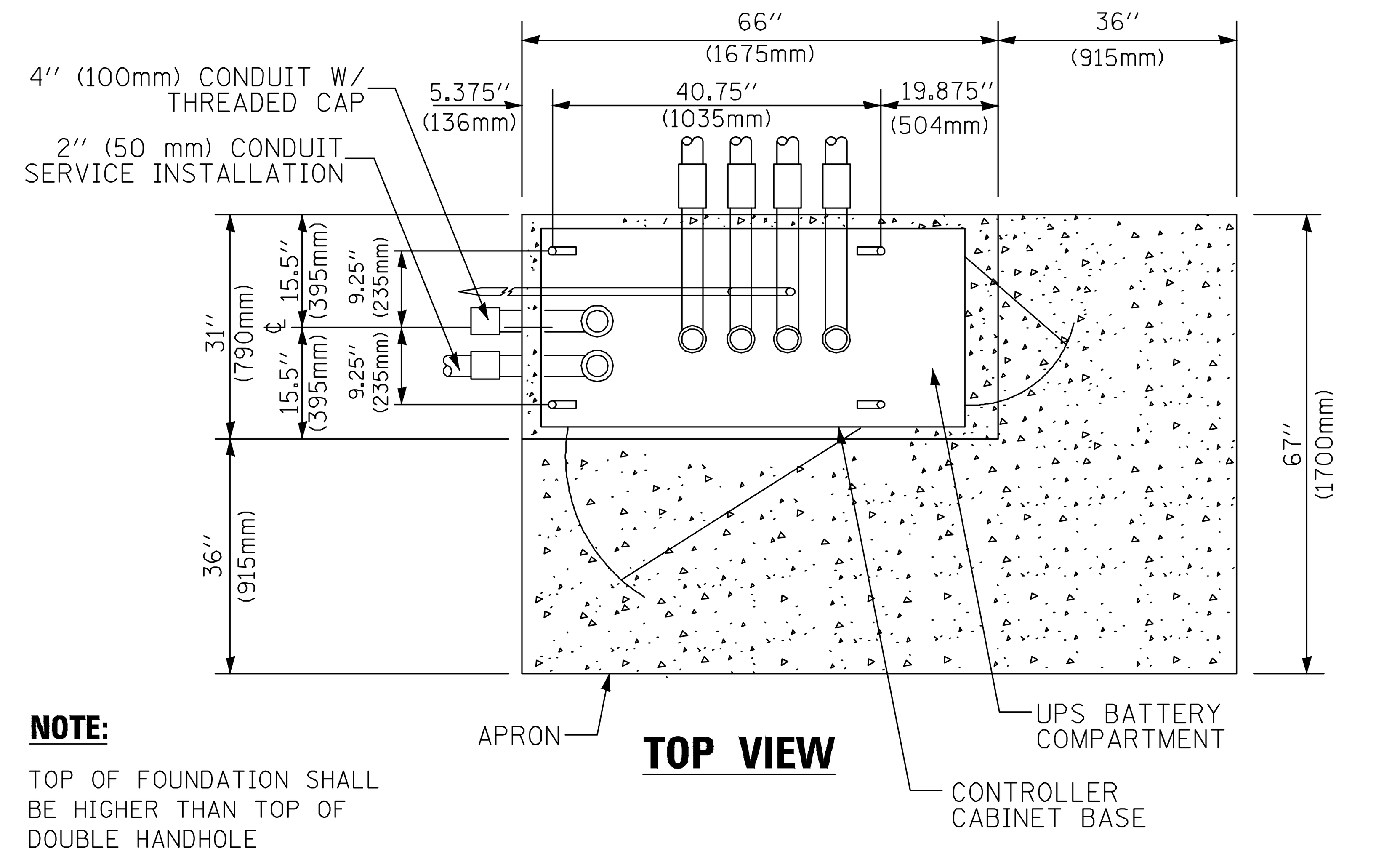
VILLAGE of ROMEOVILLE



TOP VIEW



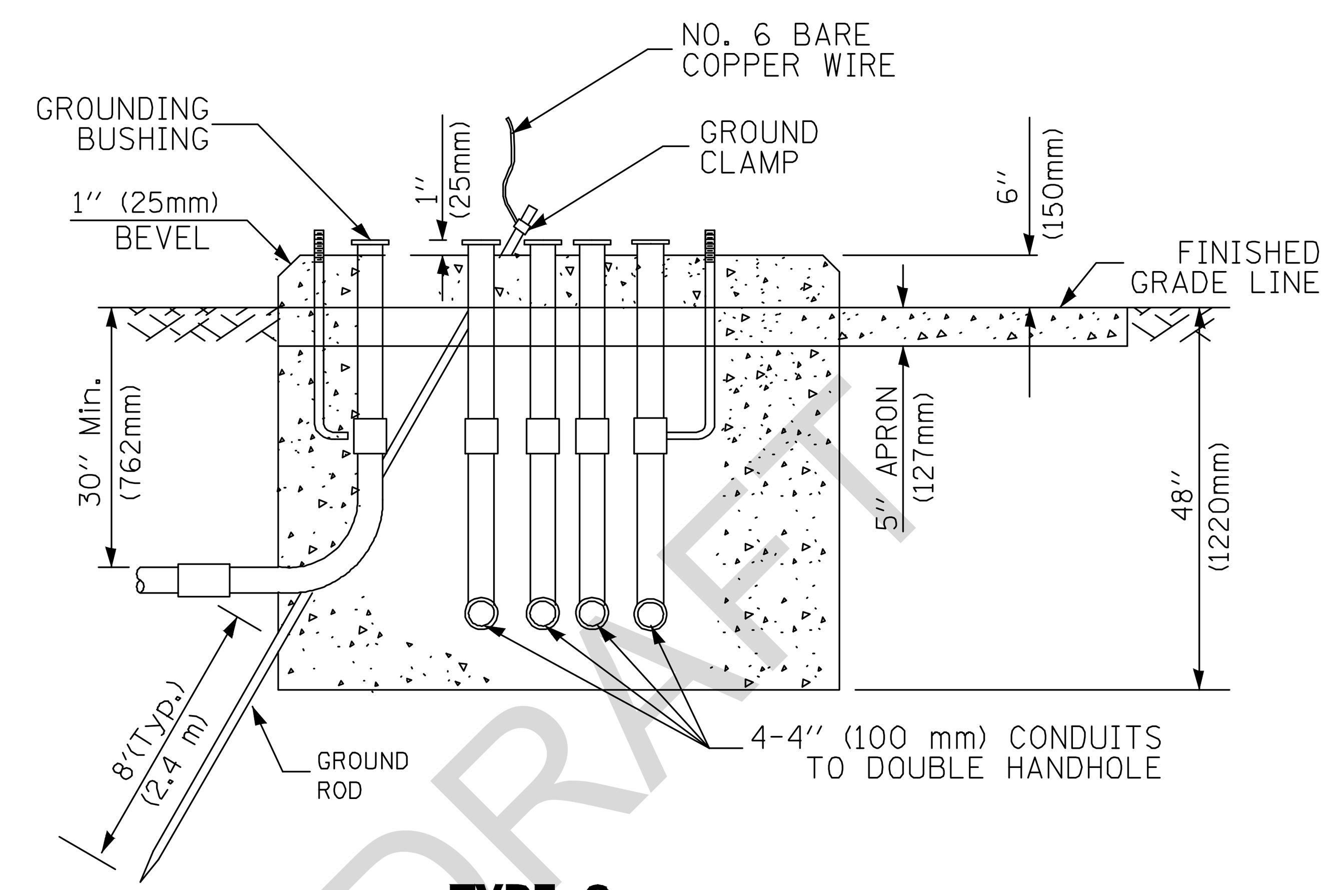
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



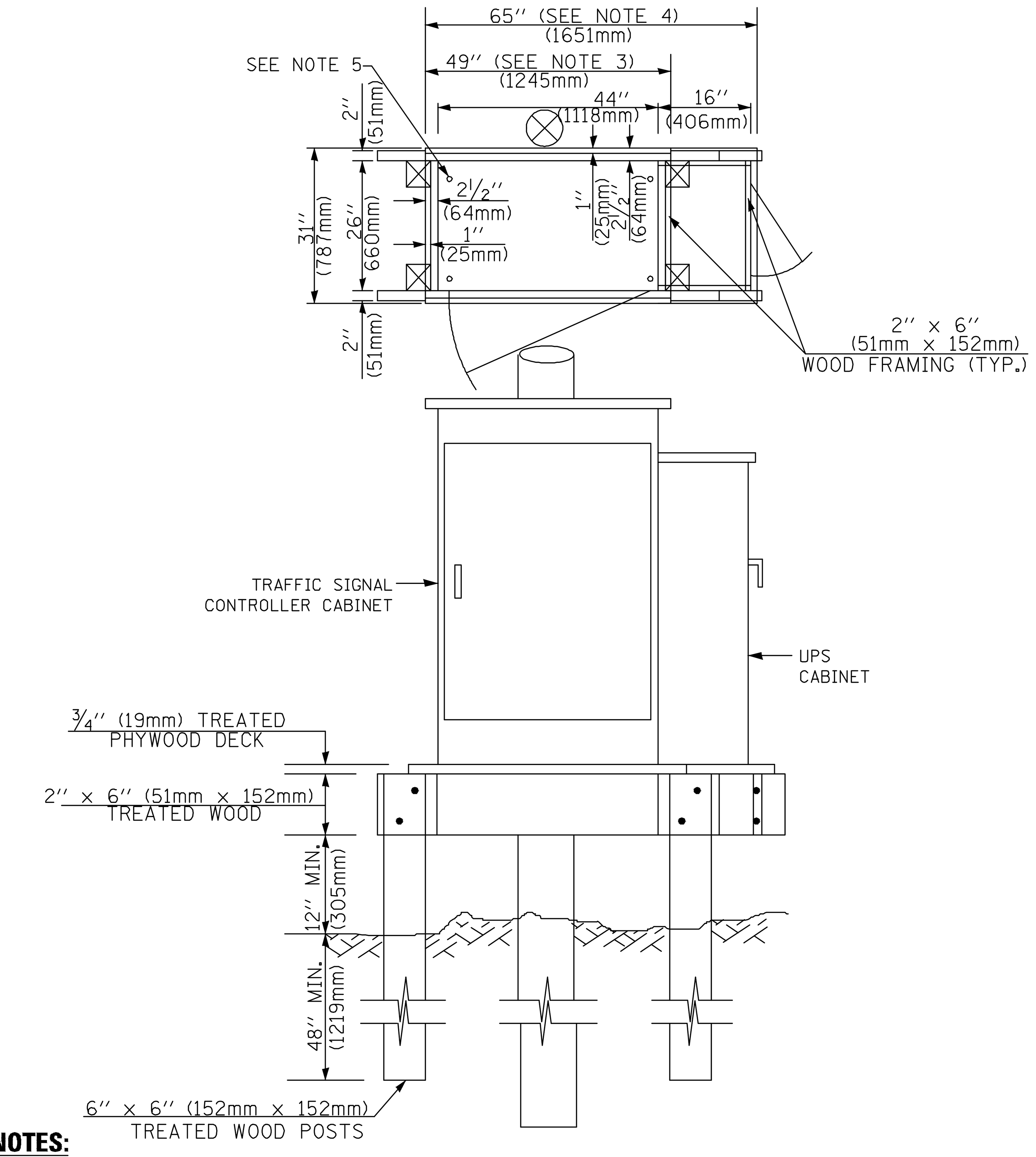
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



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

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)	24″ (600mm)	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

TS-05

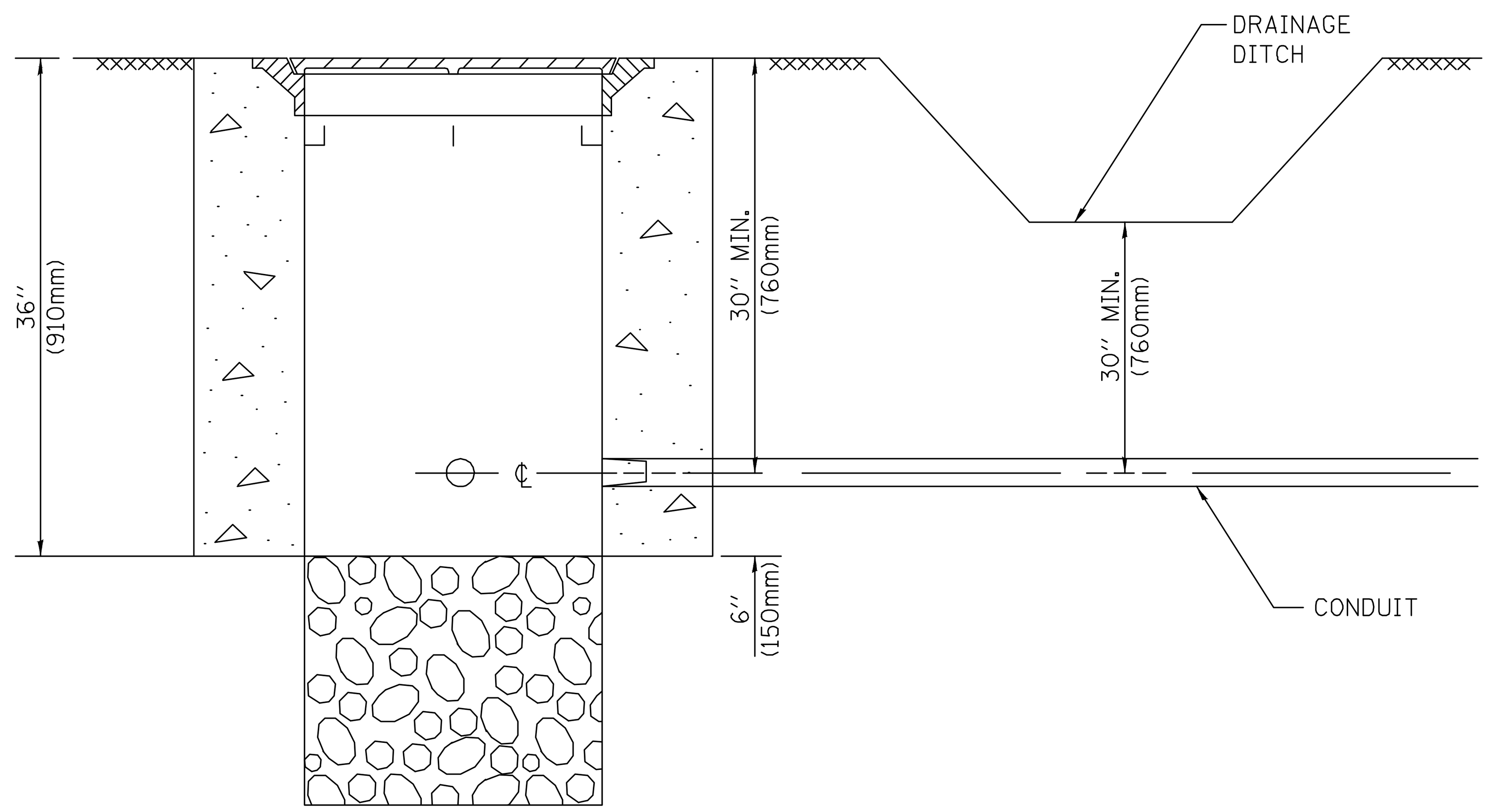
LAST SAVED BY: RGONDEK ON 6/17/20
PLOTTED BY: RICHARD GONDEK ON 1/18/21

DATE = 01-18-21	DESIGNED — SDK	REVISED —
SCALE = NONE	CHECKED — HLG	REVISED —
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —
FILE NAME = 18R1035-DTLS-TS05	CHECKED — AG	REVISED —

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

VILLAGE of ROMEOVILLE

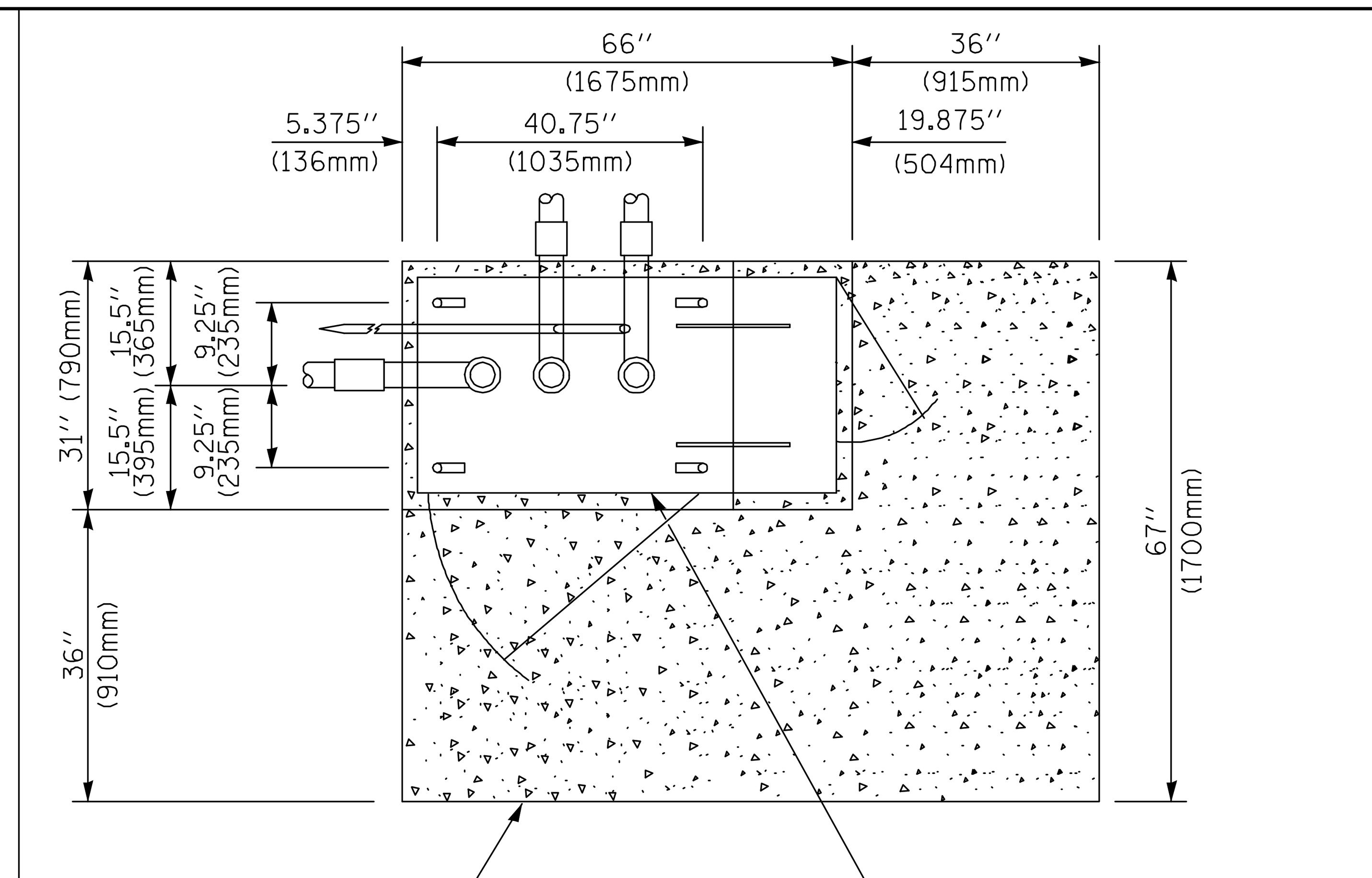


NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

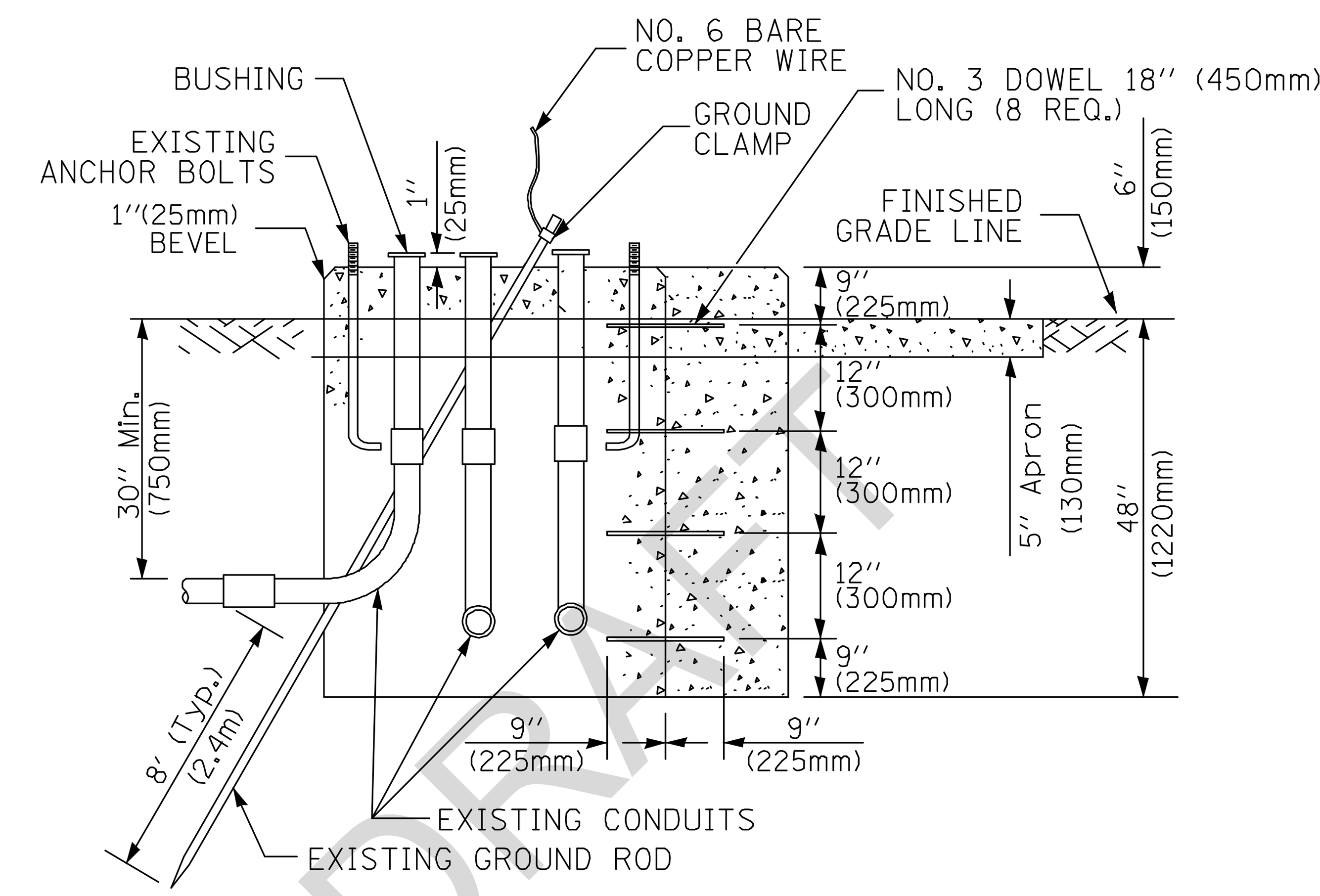
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



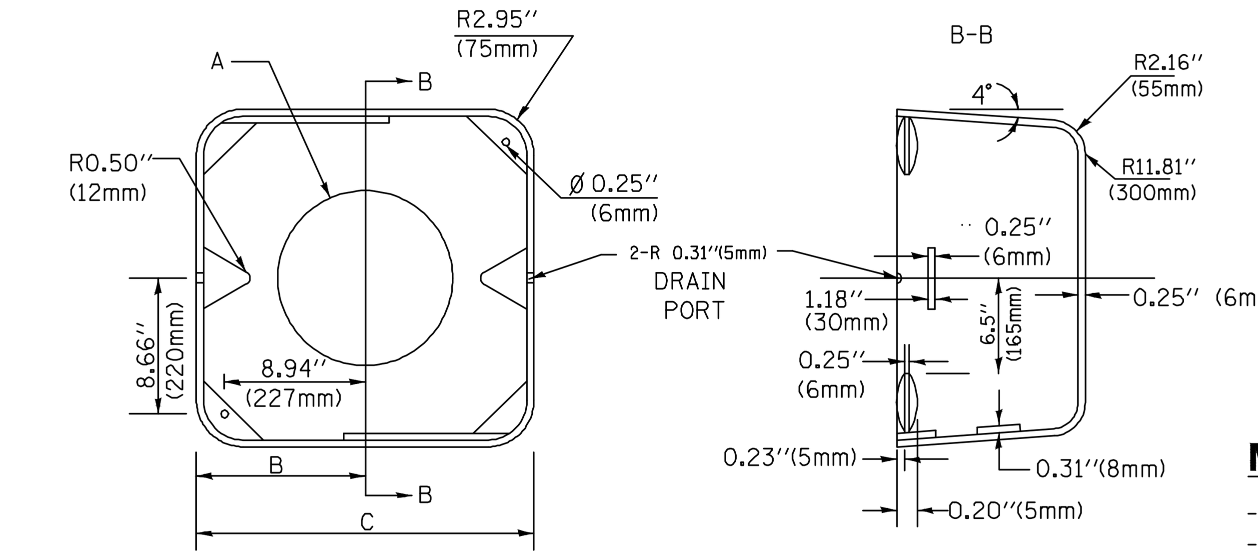
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

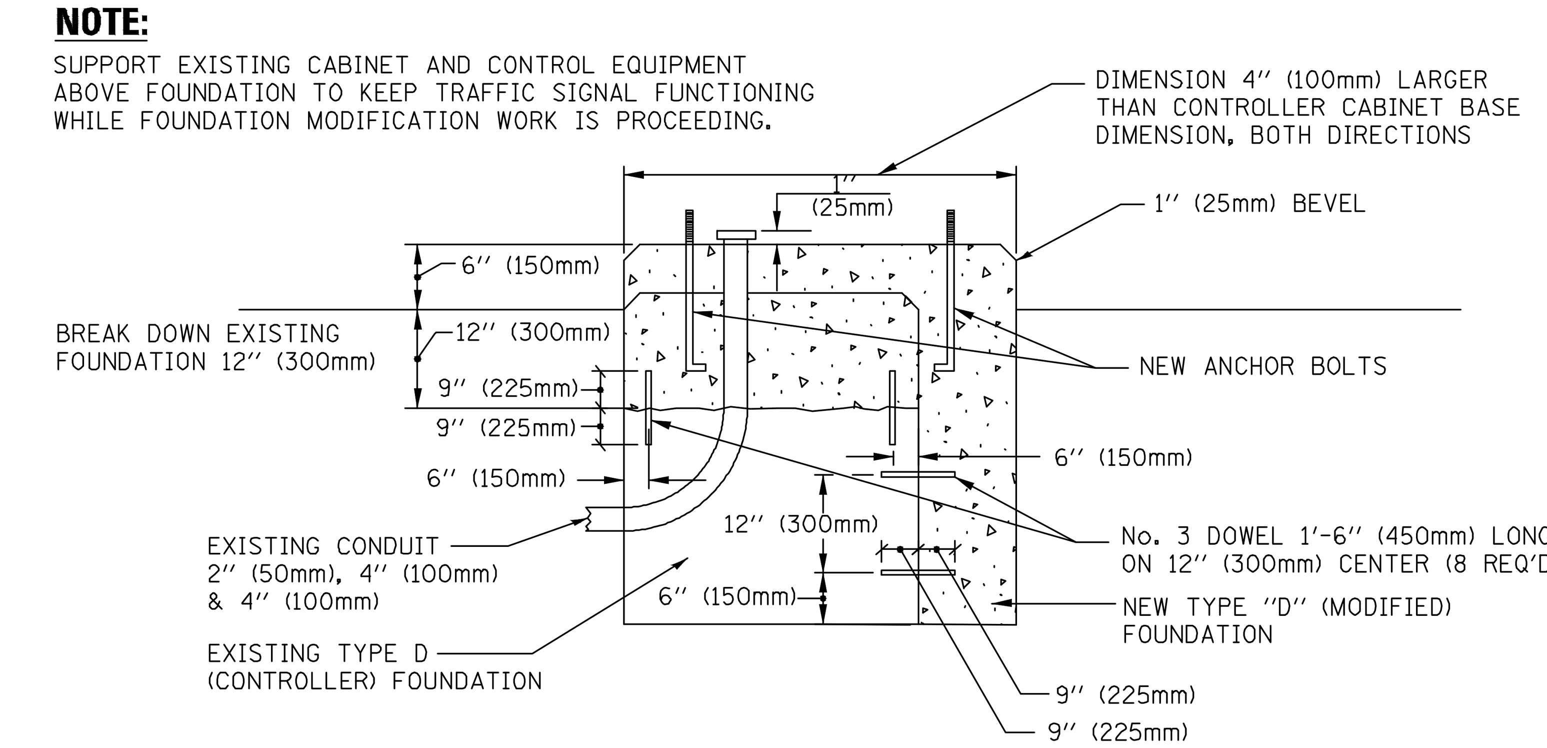
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

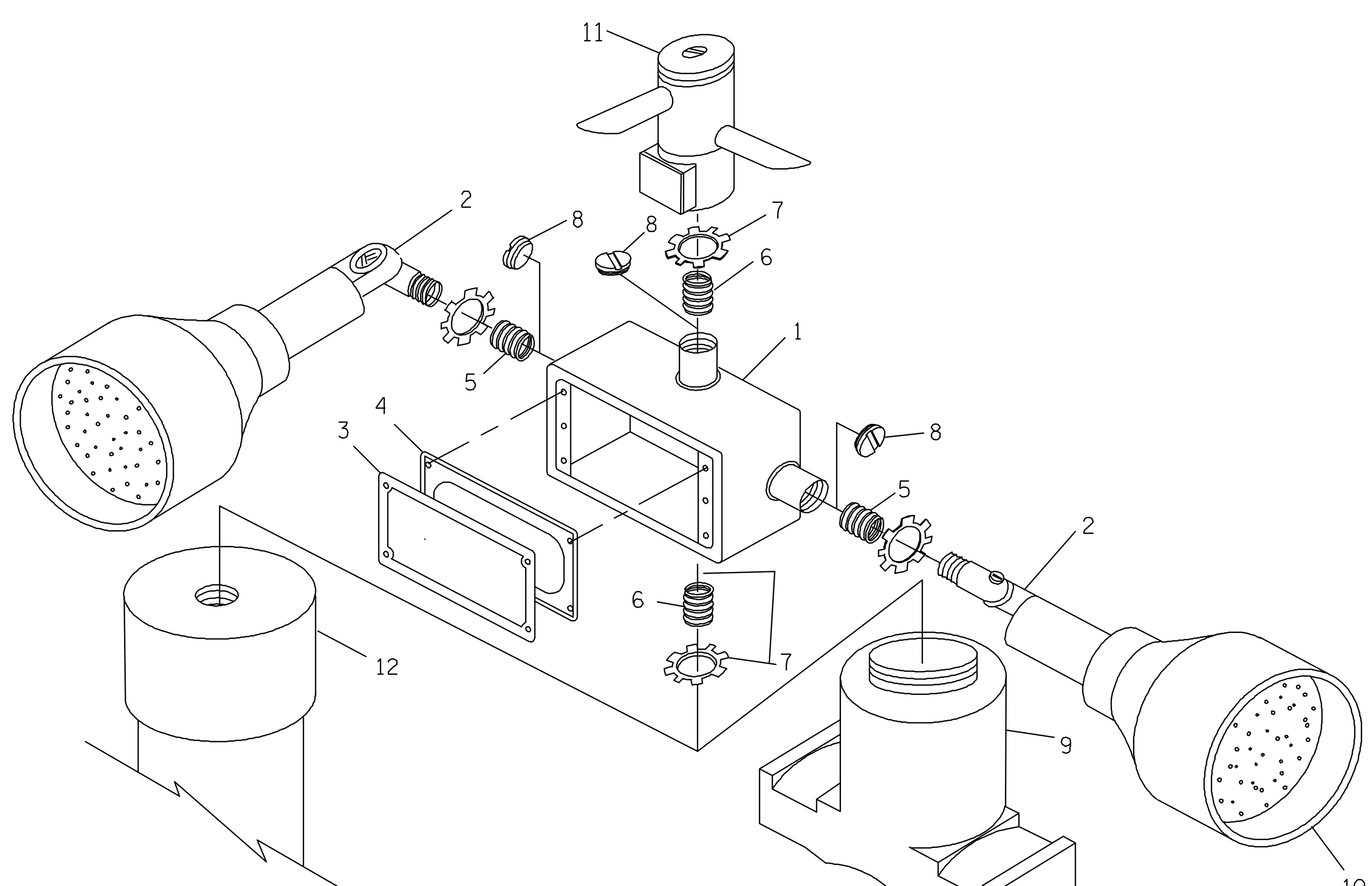
NOTES:

1. 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.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

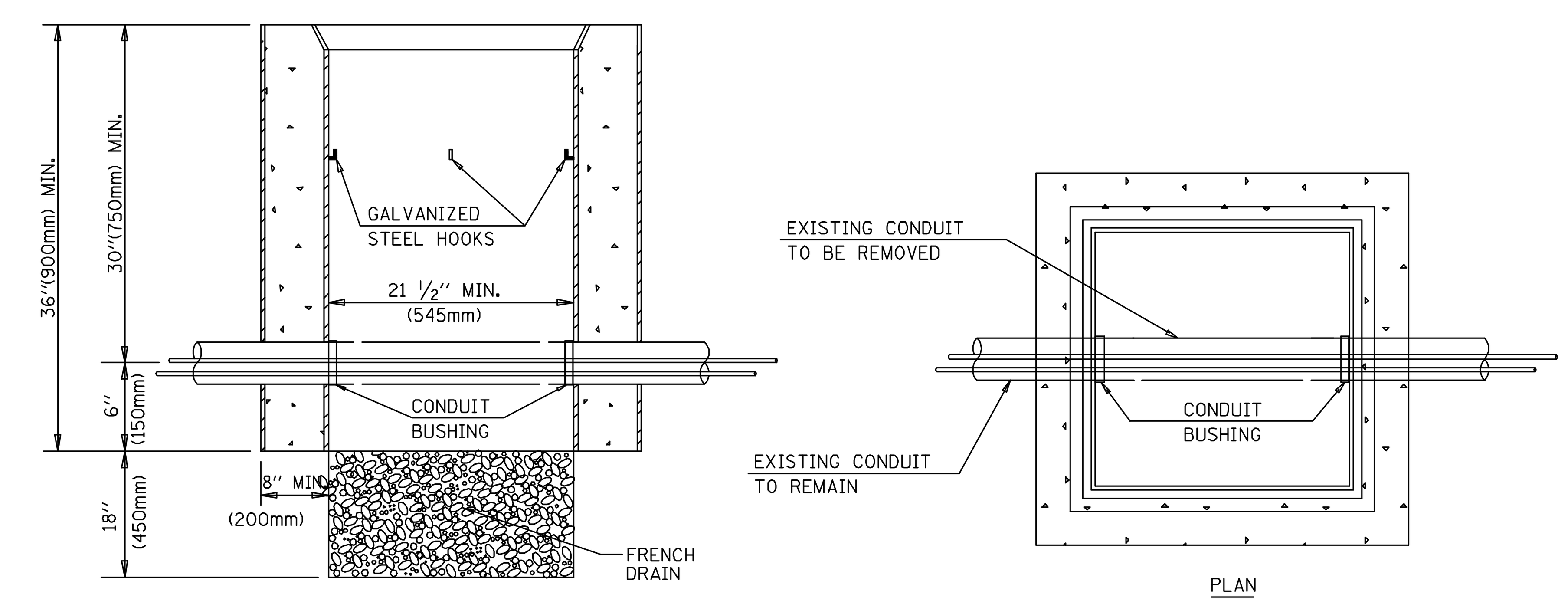
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. 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
3. 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.

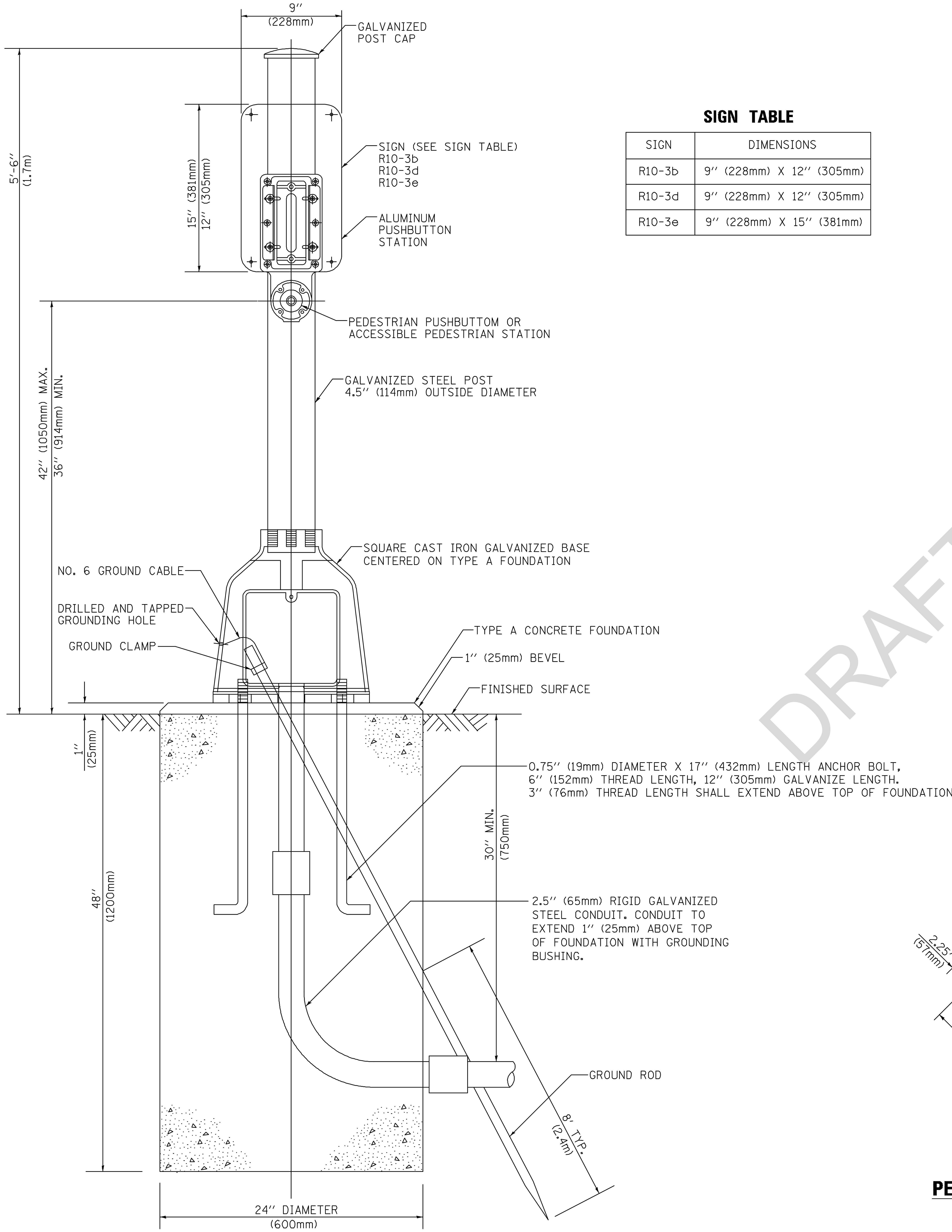


NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

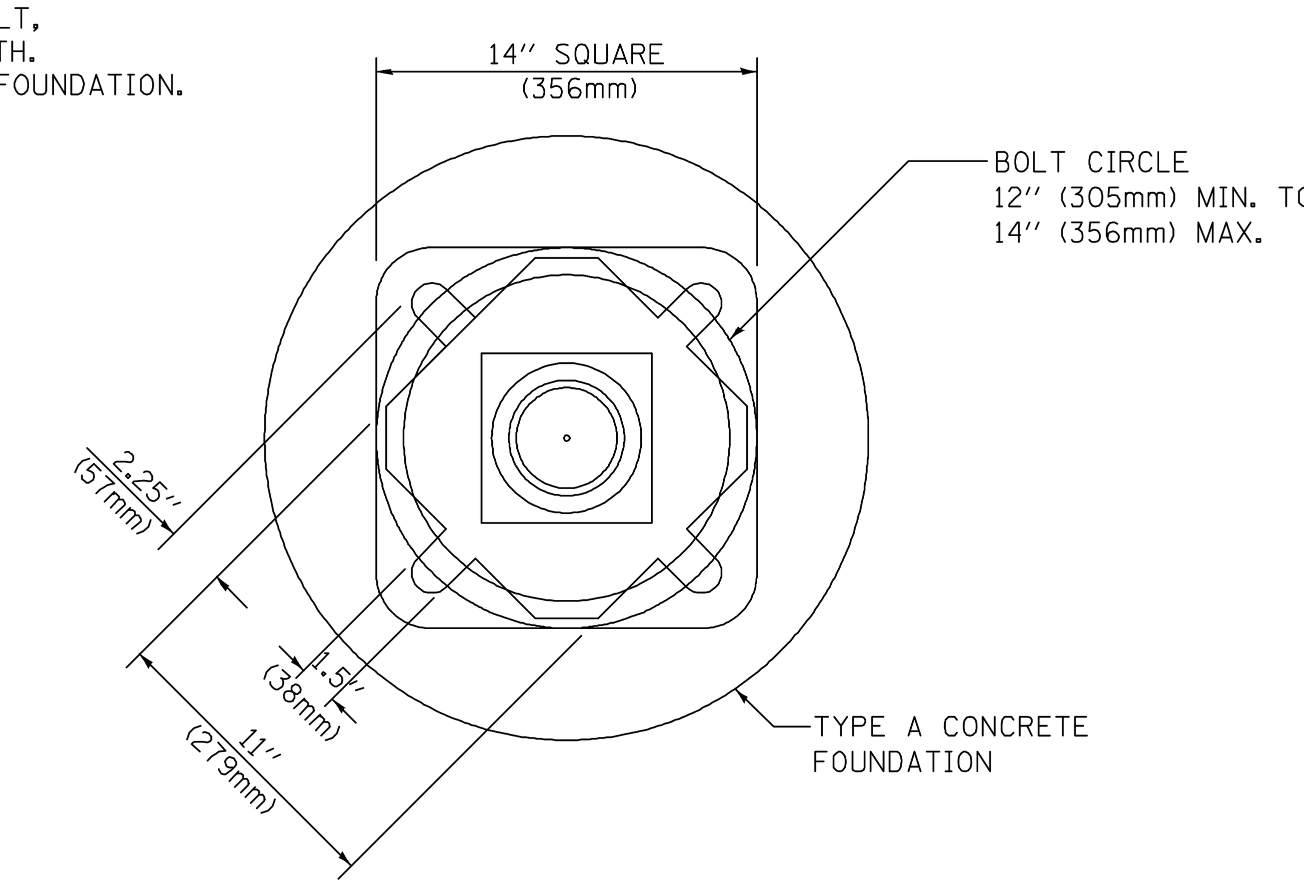
HANDHOLE TO INTERCEPT EXISTING CONDUIT

TS-05



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9″ (228mm) X 12″ (305mm)
R10-3d	9″ (228mm) X 12″ (305mm)
R10-3e	9″ (228mm) X 15″ (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

TS-05

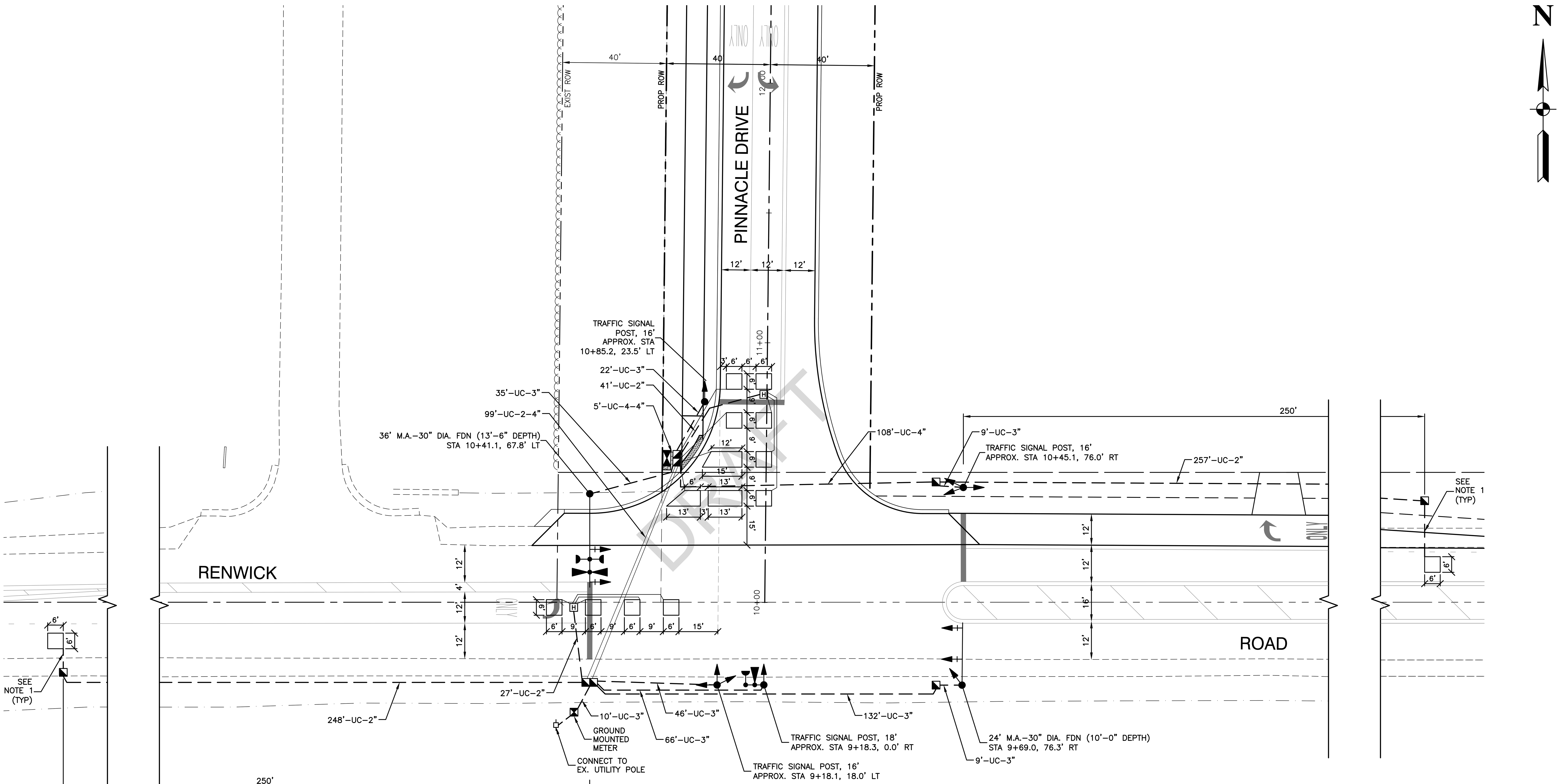
DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = NONE	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-DTLS-TS05	CHECKED — AG	REVISED —	

Robinson
ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

VILLAGE
of
ROMEOVILLE

SHEET NO.
27 of 46



NOTE:

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE DETECTOR LOOP SPECIAL PROVISION.

DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = 1"=20'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-SGNL-01	CHECKED — AG	REVISED —	

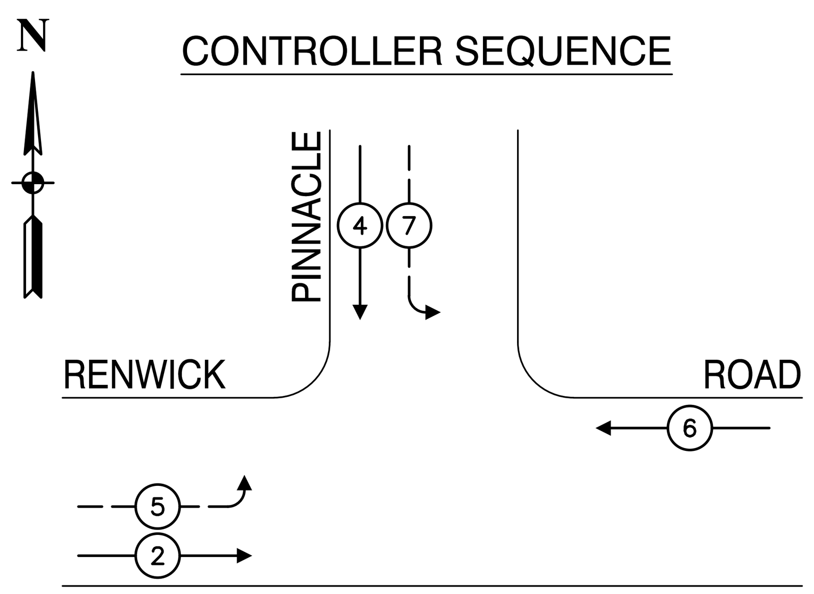
Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
PROPOSED TRAFFIC SIGNAL

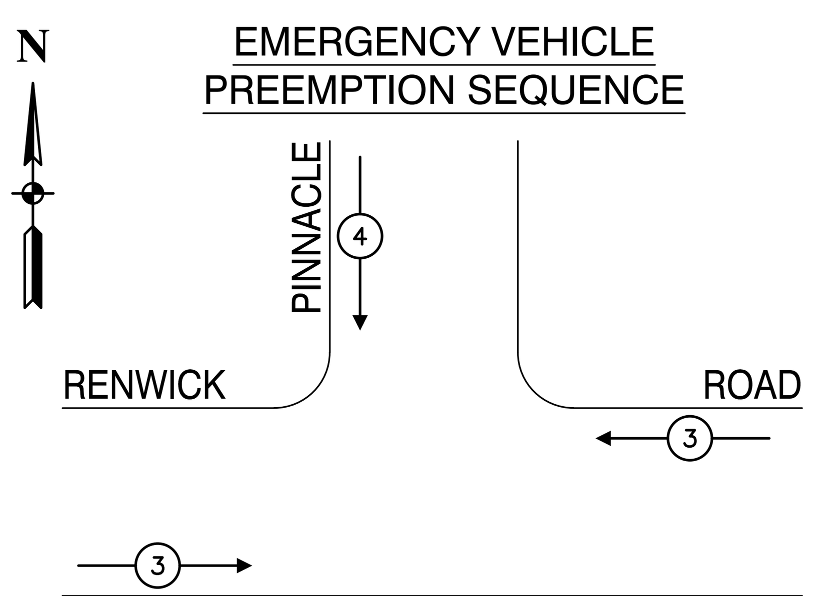
VILLAGE of ROMEOVILLE

SHEET NO. 28 of 46

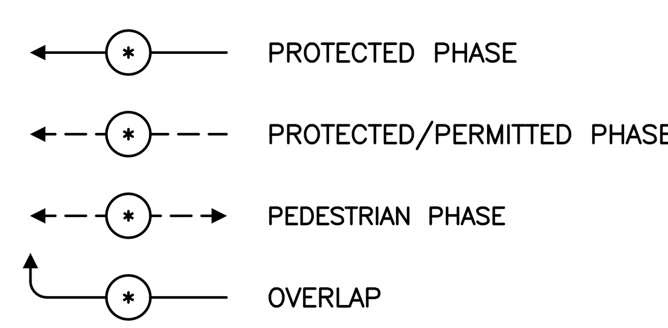
CONTROLLER SEQUENCE

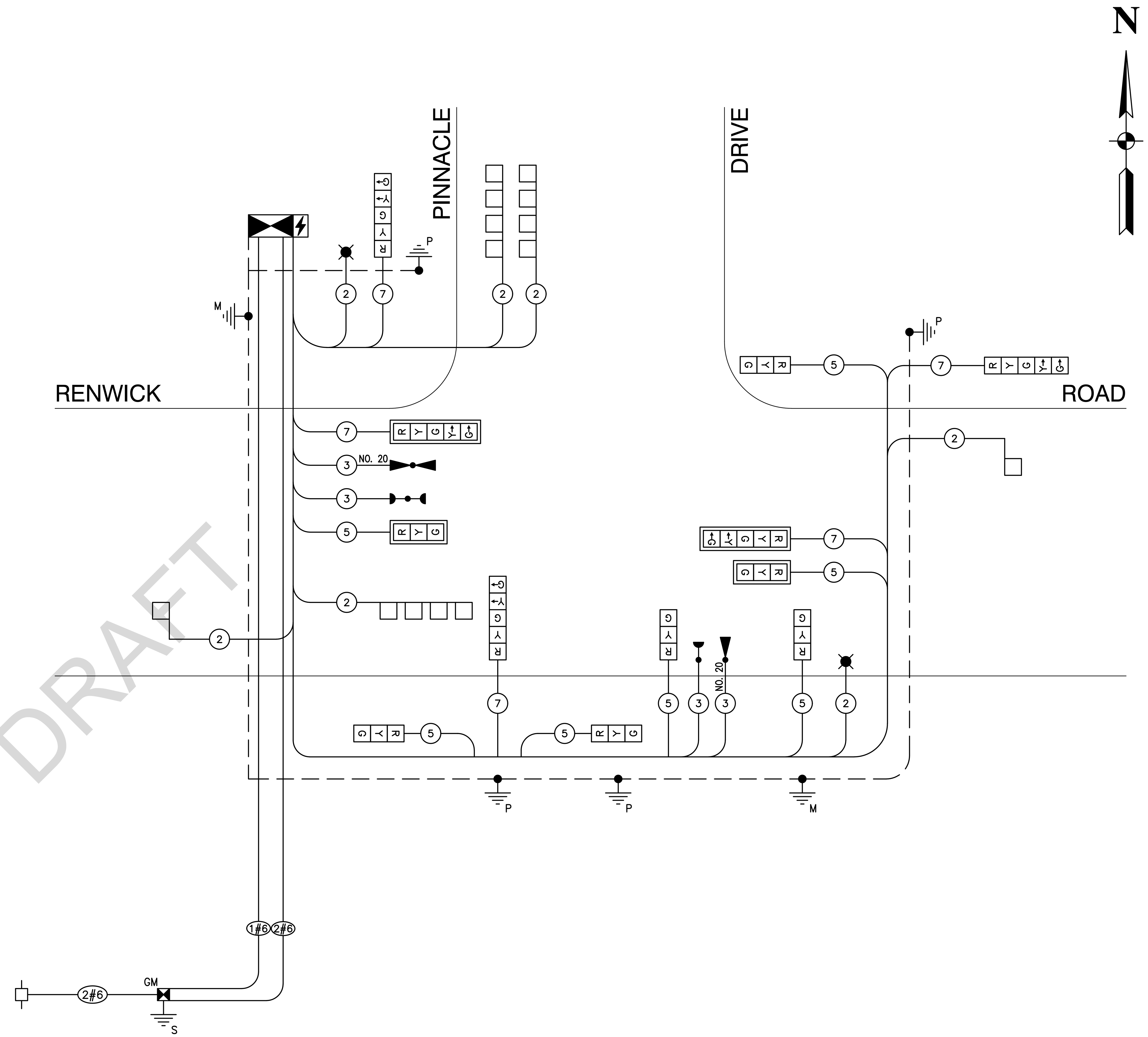


EMERGENCY VEHICLE PREEMPTION SEQUENCE



LEGEND





CABLE PLAN

NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS x	WATTAGE INCAND.	WATTAGE LED	x %OPERATION	
SIGNAL (RED)	12		11	0.50	66
(YELLOW)	12		20	0.05	12
(GREEN)	12		12	0.45	64.8
ARROW	10		10	0.10	10
PED. SIGNAL	–		20	1.00	–
CONTROLLER	1		100	1.00	100
UPS	1	25	100	1.00	25
COMBO POLE LUM.	2		111	0.50	55.5
ENERGY COSTS TO:				TOTAL =	333.3

ENERGY COSTS TO:
VILLAGE OF ROMEOVILLE
1050 WEST ROMEO ROAD
ROMEOVILLE, IL 60446

ENERGY SUPPLY CONTACT: ______
PHONE: ______
COMPANY: ______

LAST SAVED BY: RGONDEK ON 1/15/21
PLOTTED BY: RICHARD GONDEK ON 1/18/21

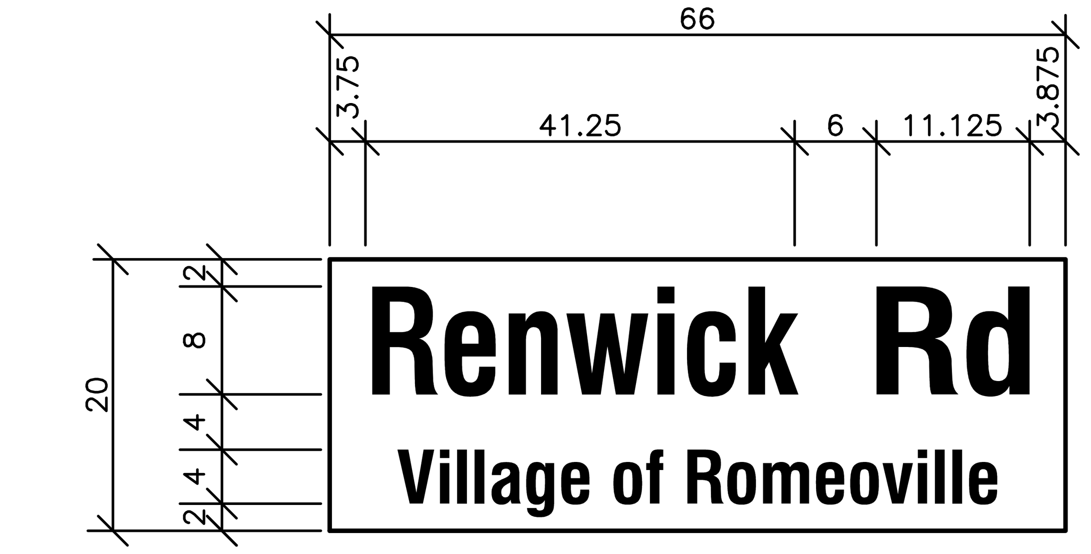
DATE	= 01-18-21	DESIGNED	— SDK	REVISED	—		
SCALE	= NONE	CHECKED	— HLG	REVISED	—		
PROJECT NO	= 18-R1035	DRAWN	— RG	REVISED	—		
FILE NAME	= 18R1035-SGNL-CBLE-01	CHECKED	— AG	REVISED	—		

Robinson ENGINEERING

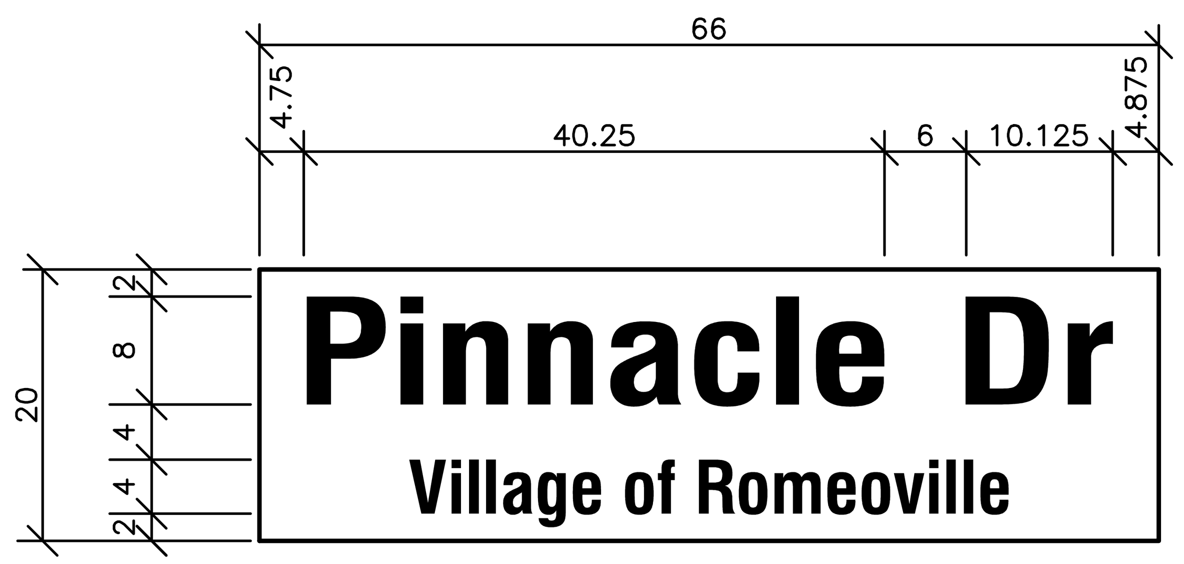
PINNACLE DRIVE
ROADWAY EXTENSION
PROPOSED CABLE PLAN

VILLAGE of ROMEOVILLE

ILLUMINATED MAST ARM MOUNTED STREET NAME SIGN

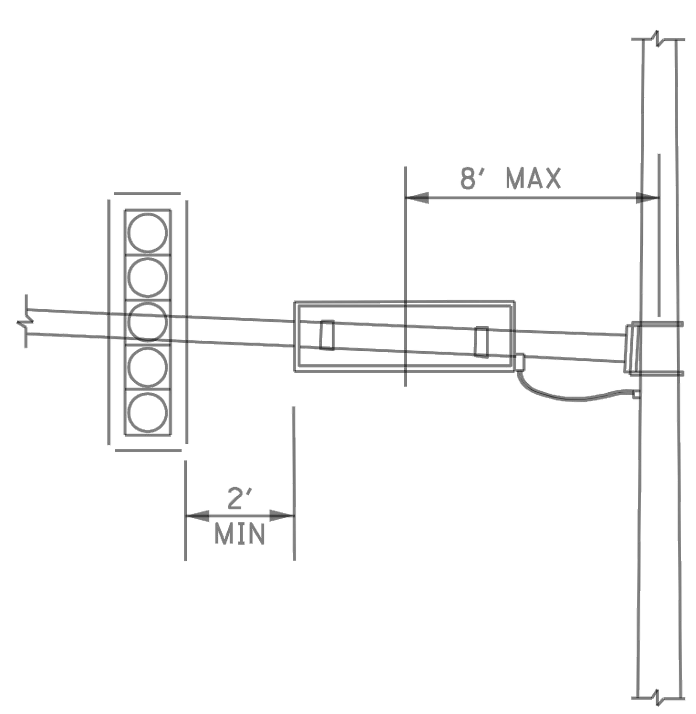


DESIGN SERIES	AREA (SQ FT)	SHEETING TYPE	QTY. REQUIRED
D	9.2	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SHEETING TYPE	QTY. REQUIRED
D	9.2	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE ILLUMINATED STREET NAME SIGN DETAIL.



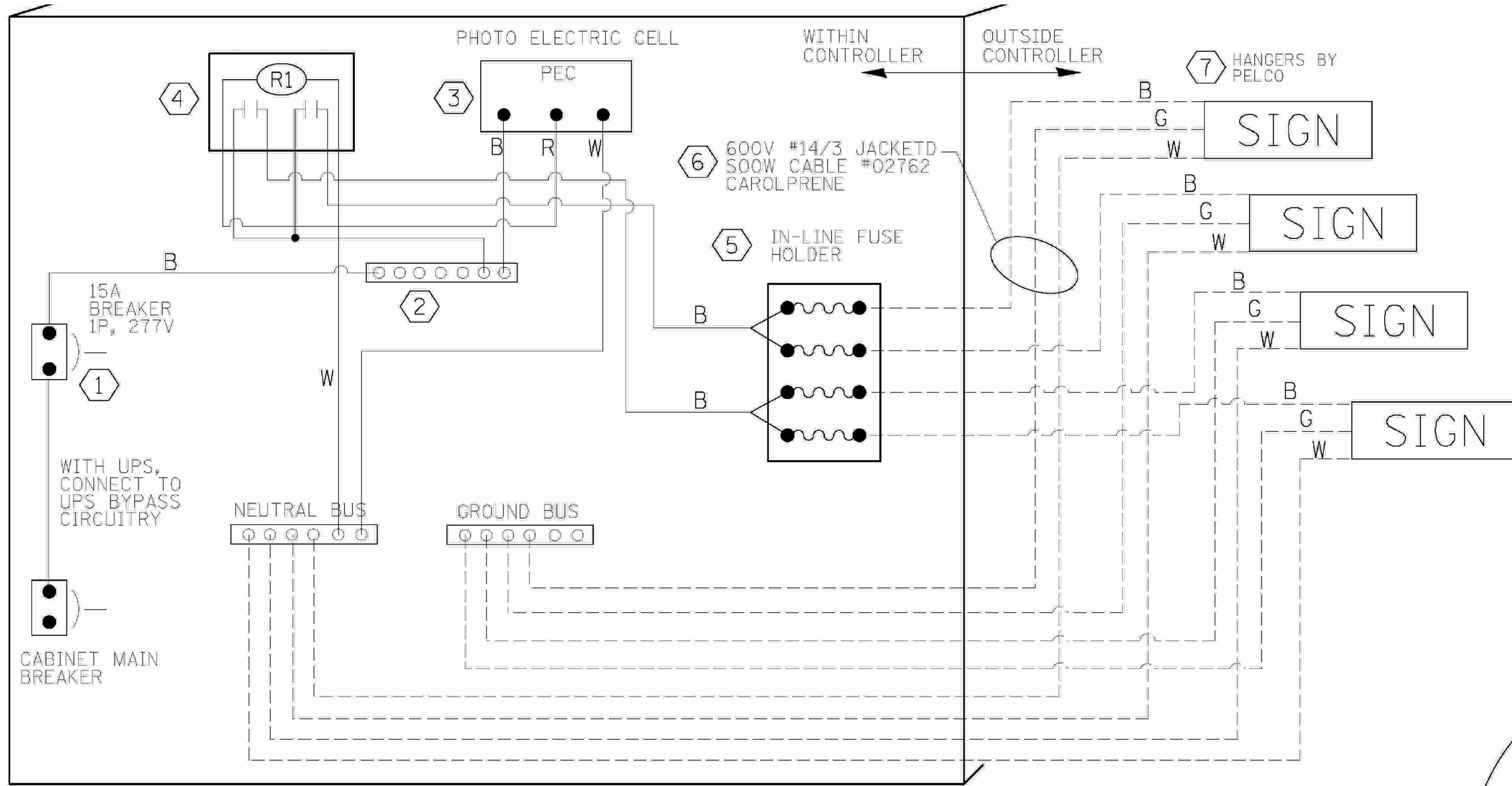
DIRECT MOUNT ILLUMINATED STREET NAME SIGN

NOTE: LED STREET NAME SIGN SHALL BE 1-SIDED AND DIRECT MOUNT TO THE STEEL MAST ARM ASSEMBLY.

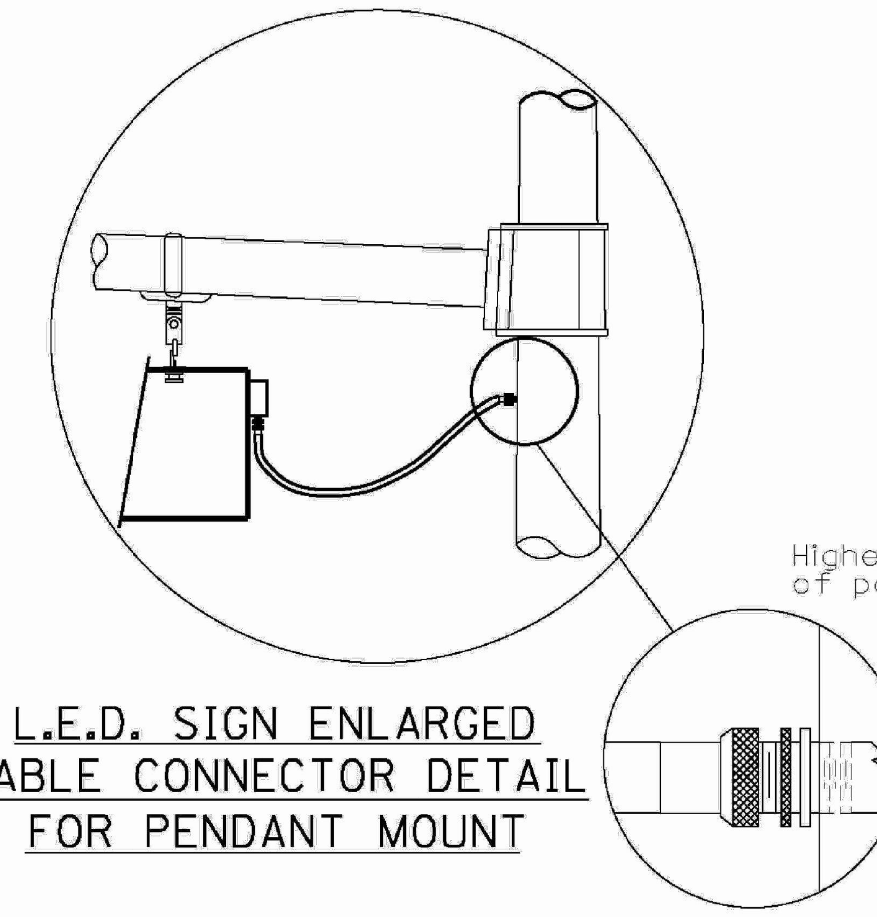
DRAFT

SCHEDULE OF QUANTITIES

ROCK EXCAVATION	CU YD	5
SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	582
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	328
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	171
HANDHOLE	EACH	5
HEAVY-DUTY HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	600
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1800
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	900
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1600
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1800
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	200
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	700
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	24
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	23.5
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	4
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE I	FOOT	755
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	350
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	3
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1

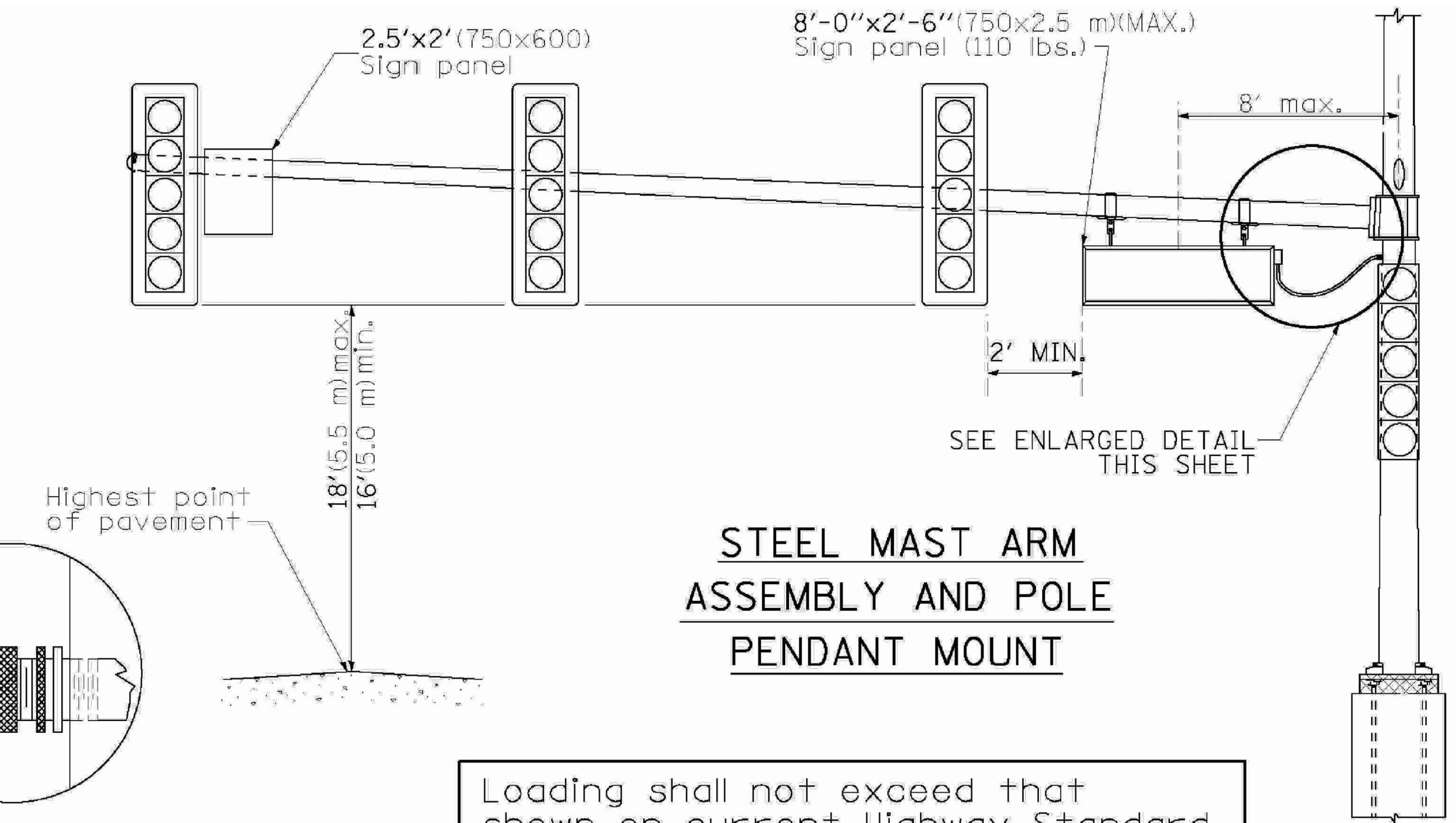


LED SIGN WIRING DETAIL



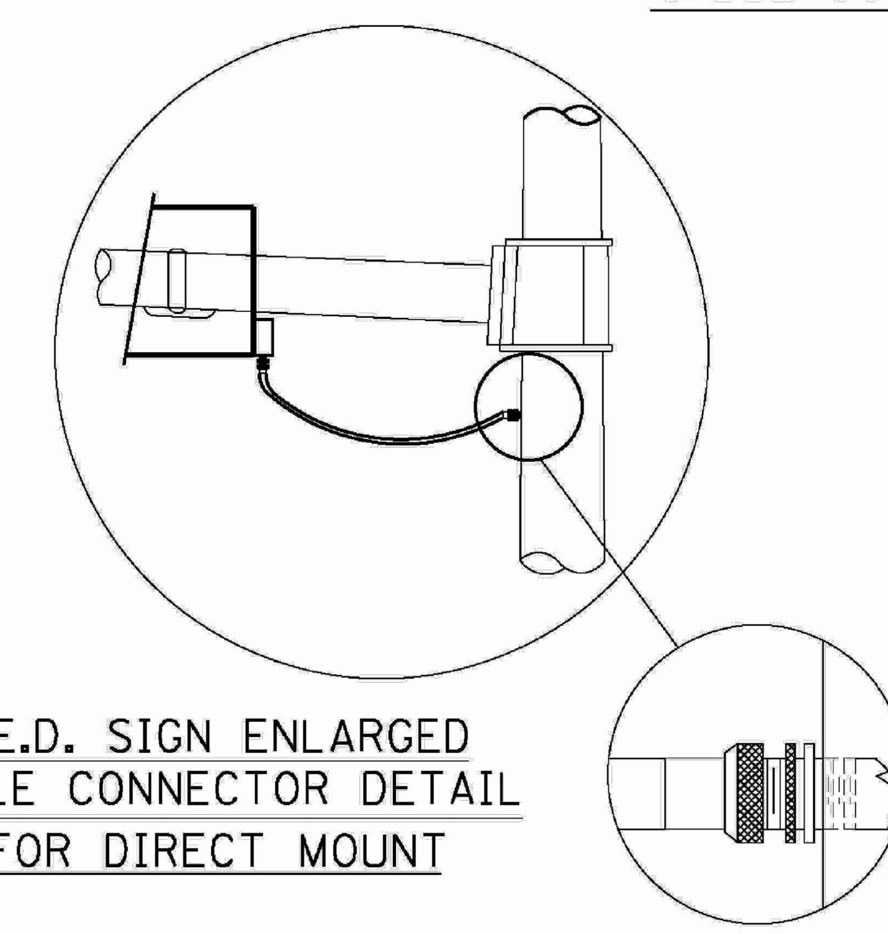
L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL FOR PENDANT MOUNT

L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



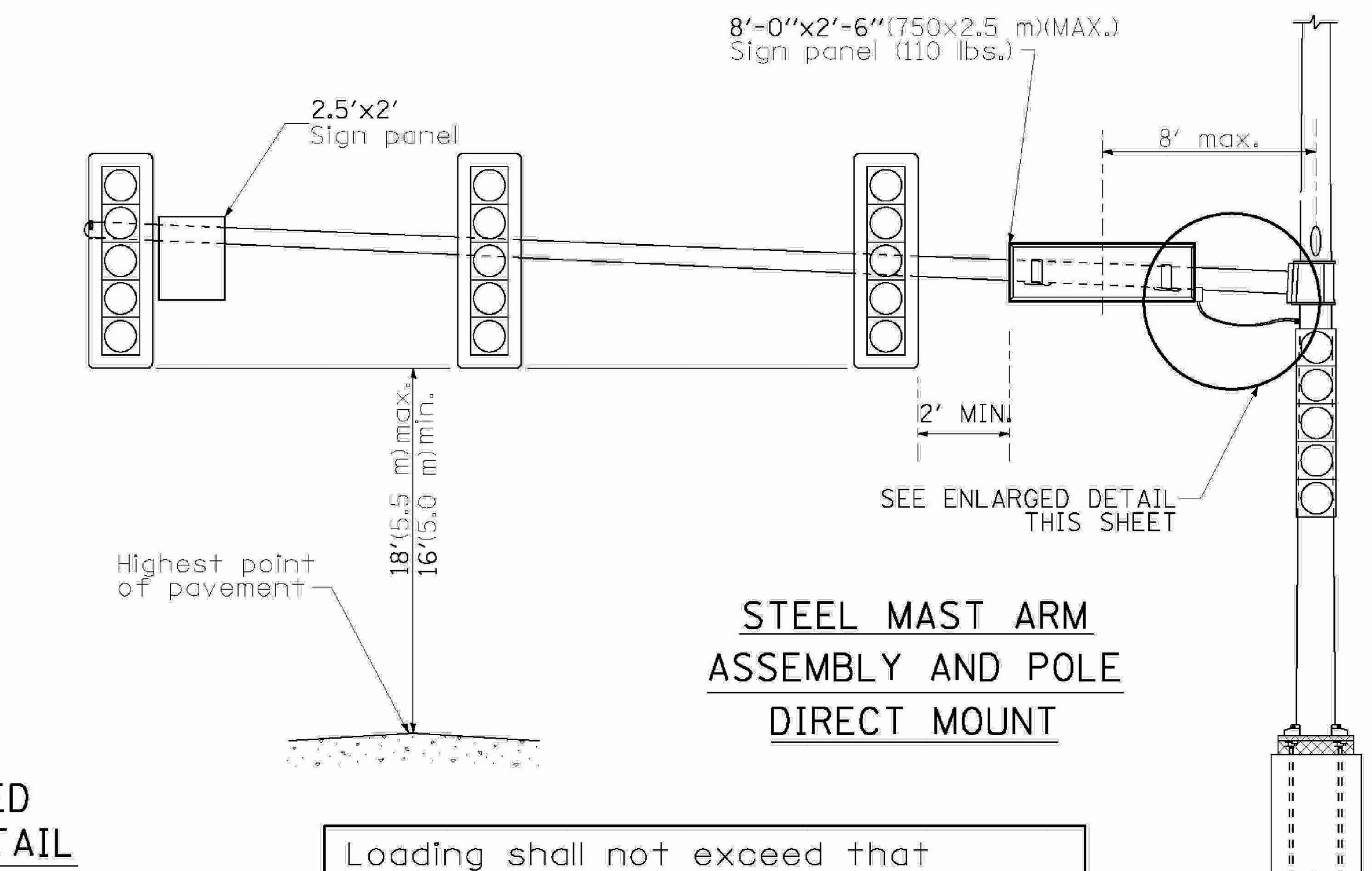
STEEL MAST ARM ASSEMBLY AND POLE PENDANT MOUNT

Loading shall not exceed that shown on current Highway Standard.



L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL FOR DIRECT MOUNT

L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL

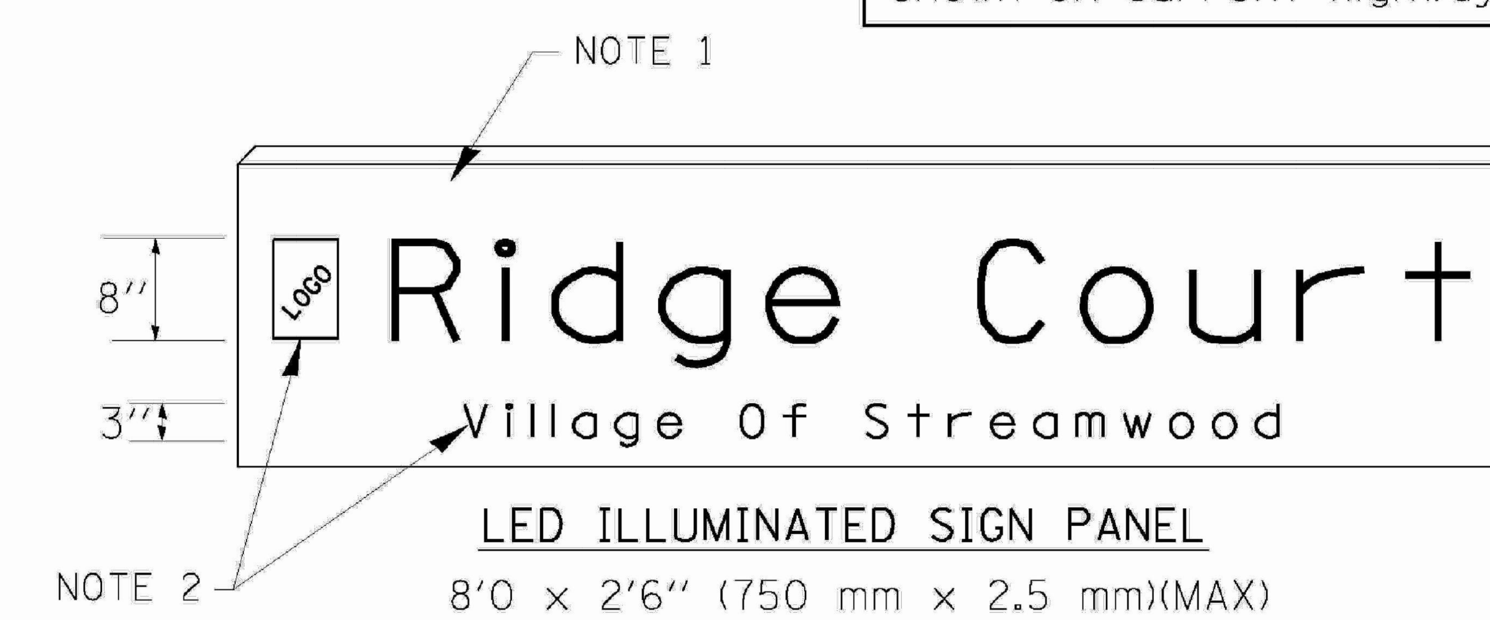


STEEL MAST ARM ASSEMBLY AND POLE DIRECT MOUNT

Loading shall not exceed that shown on current Highway Standard.

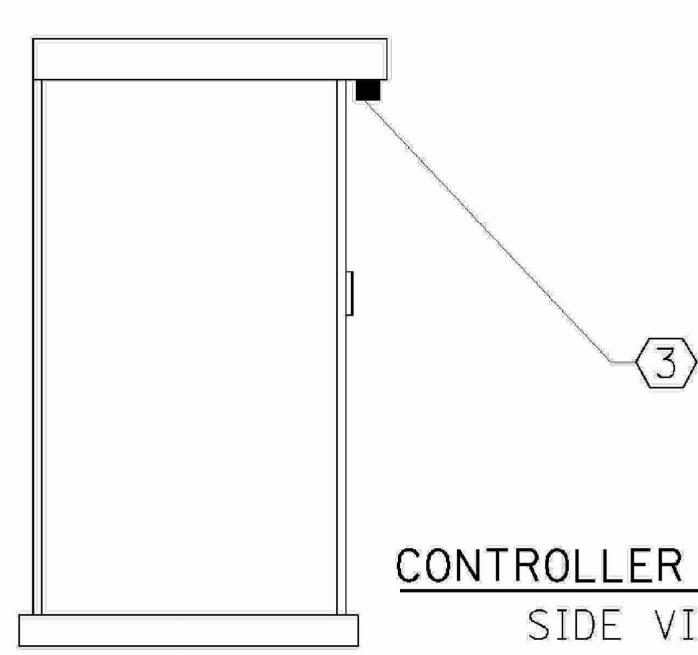
BILL OF MATERIALS

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-BJSV~~	
(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~~	Pendant ~~(SE-5015)~~ Direct mount ~~(AB-0104-L-SP)~~ Additional sign stiffeners may be required for direct mounted signs.	S.S. HARDWARE



LED ILLUMINATED SIGN PANEL

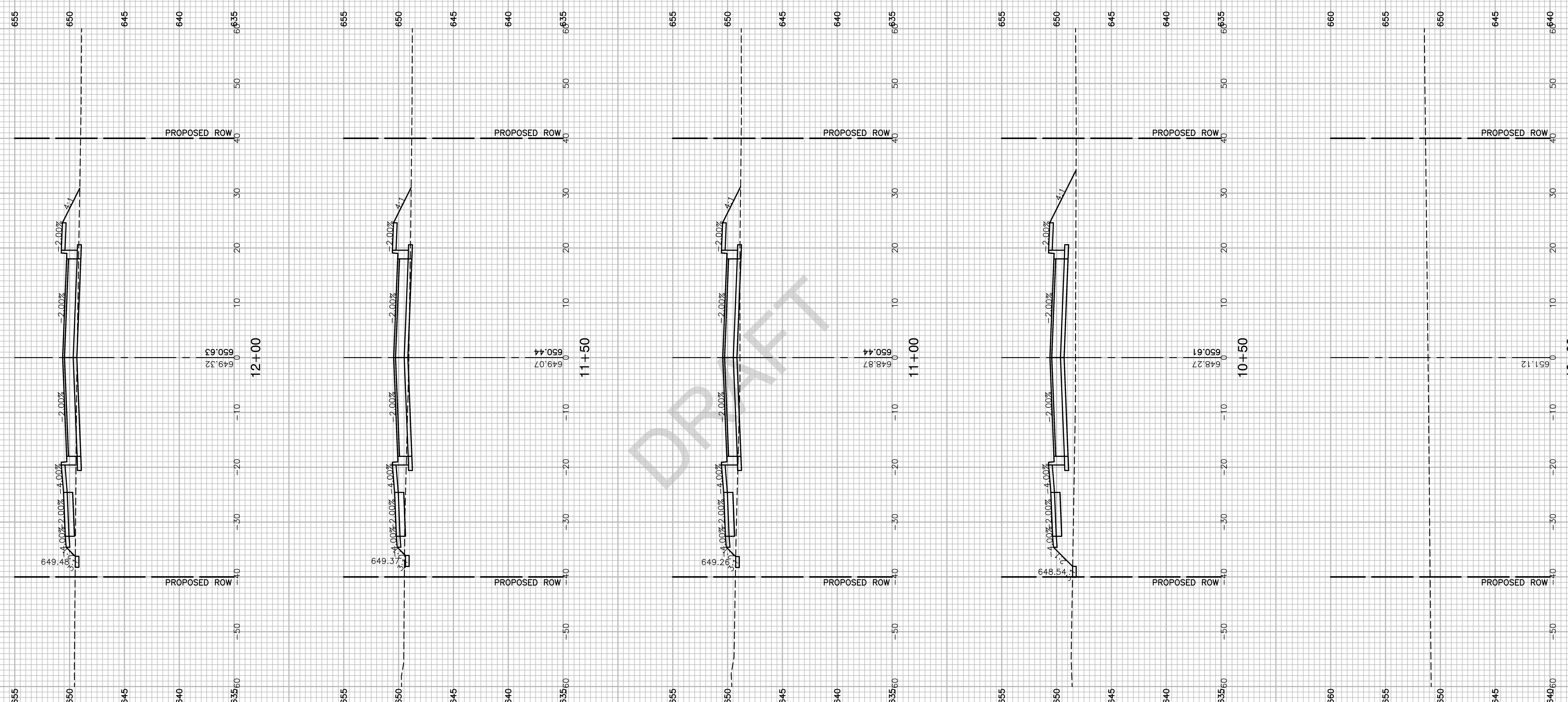
8'0 x 2'6" (750 mm x 2.5 mm)(MAX)
C or D FONT



CONTROLLER CABINET
SIDE VIEW

NOTES:

1. SIGNS SHALL BE SIGNLE SIDED FOR DIRECT MOUNT AND DOUBLE SIDED FOR PENDANT MOUNT.
2. CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN. VERIFY WITH ENGINEER.
3. SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS. THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
4. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:
   R = RED BL = BLUE W = WHITE
   B = BLACK Y = YELLOW G = GREEN
5. ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #14AWG STRANDED UNLESS OTHERWISE INDICATED.
6. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE of ROMEOVILLE

SHEET NO. 32 of 46

DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —	
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Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE
of
ROMEOVILLE

SHEET NO.
33 of 46

DATE	= 01-18-21	DESIGNED	— SDK	REVISED	—		
SCALE	= H 1"=10' V 1"=5'	CHECKED	— HLG	REVISED	—		
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FILE NAME	= 18R1035-XSEC-01	CHECKED	— AG	REVISED	—		

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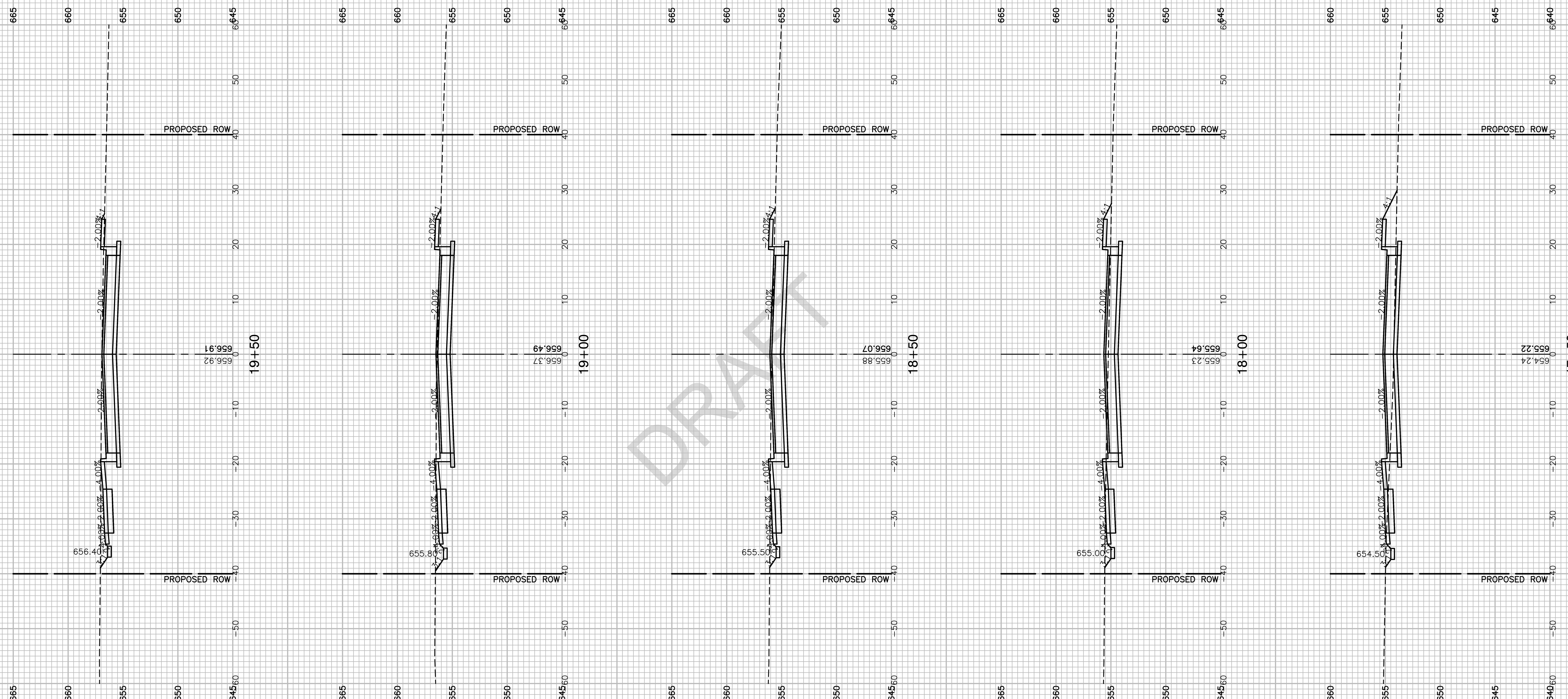
PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE of ROMEOVILLE

SHEET NO. 34 of 46



DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE of ROMEOVILLE

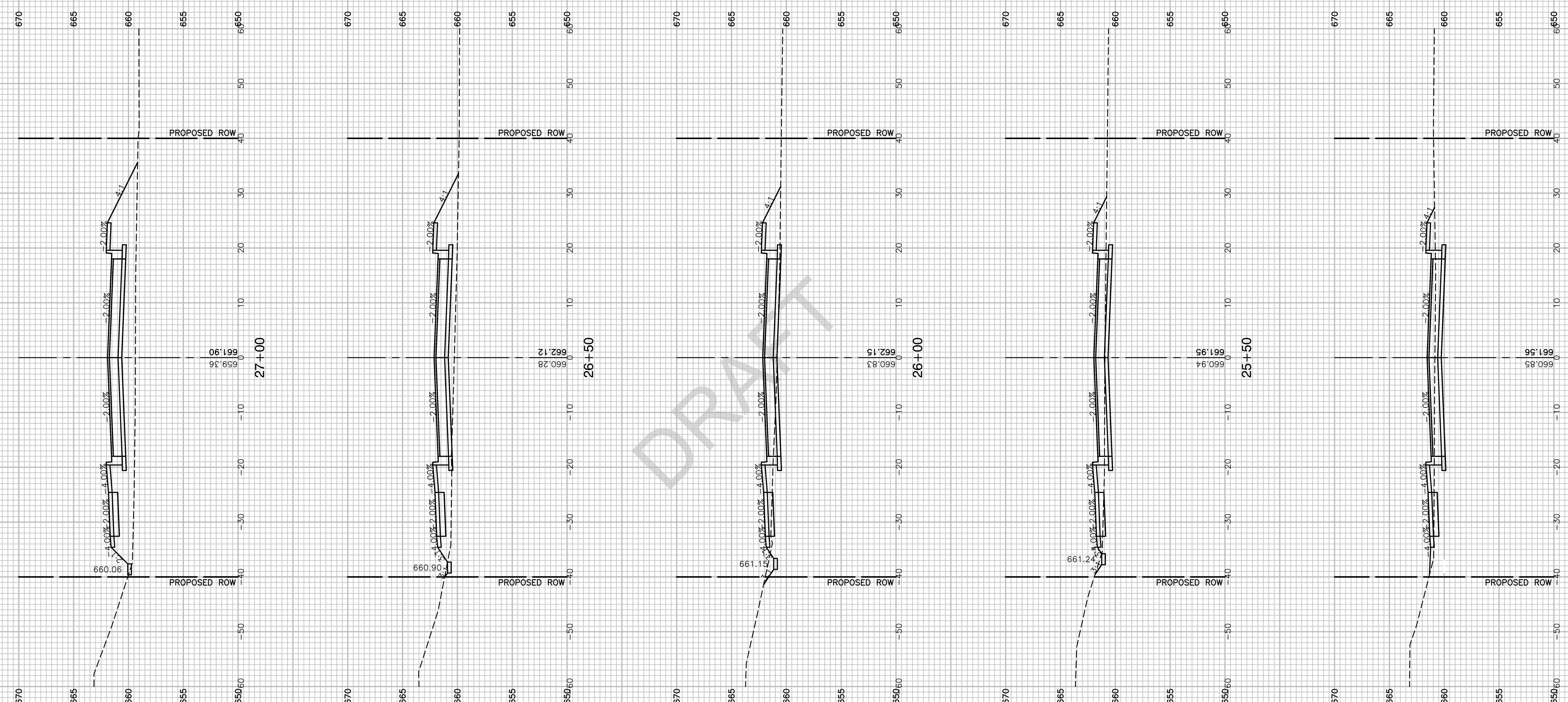
SHEET NO. 35 of 46

DATE = 01-18-21	DESIGNED — SDK	REVISED —	Robinson ENGINEERING	PINNACLE DRIVE ROADWAY EXTENSION CROSS SECTIONS
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —		
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —		
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —		

VILLAGE of ROMEOVILLE

SHEET NO. 36 of 46

PROPOSED ROW
24+57.14
661.20
660.82
24+00
660.71
660.63
23+50
660.29
660.48
23+00
659.87
660.41
22+50
659.45
660.22
659.55
659.80
659.37
658.94
DRAFT



DATE	= 01-18-21	DESIGNED	— SDK	REVISED	—
SCALE	= H 1"=10' V 1"=5'	CHECKED	— HLG	REVISED	—
PROJECT NO	= 18-R1035	DRAWN	— RG	REVISED	—
FILE NAME	= 18R1035-XSEC-01	CHECKED	— AG	REVISED	—

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE of ROMEOVILLE

DATE	=	01-18-21	DESIGNED	—	SDK	REVISED	—	
SCALE	=	H 1"=10' V 1"=5'	CHECKED	—	HLG	REVISED	—	
PROJECT NO	=	18-R1035	DRAWN	—	RG	REVISED	—	
FILE NAME	=	18R1035-XSEC-01	CHECKED	—	AG	REVISED	—	

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE
of
ROMEOVILLE

DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE of ROMEOVILLE

SHEET NO. 40 of 46

DATE = 01-18-21	DESIGNED — SDK	REVISED —	PINNACLE DRIVE	VILLAGE
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —	ROADWAY EXTENSION	of
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	CROSS SECTIONS	ROMEOVILLE
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —		

Robinson ENGINEERING

SHEET NO.
41 of 46

DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE of ROMEOVILLE

SHEET NO. 42 of 46

DATE = 01-18-21	DESIGNED — SDK	REVISED —	**Robinson** ENGINEERING	PINNACLE DRIVE
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —		ROADWAY EXTENSION
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —		CROSS SECTIONS
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —		

VILLAGE of ROMEOVILLE

SHEET NO. 43 of 46

DATE	=	01-18-21	DESIGNED	—	SDK	REVISED	—	
SCALE	=	H 1"=10' V 1"=5'	CHECKED	—	HLG	REVISED	—	
PROJECT NO	=	18-R1035	DRAWN	—	RG	REVISED	—	
FILE NAME	=	18R1035-XSEC-01	CHECKED	—	AG	REVISED	—	

Robinson ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE
of
ROMEOVILLE

SHEET NO.
44 of 46

DATE	=	01-18-21	DESIGNED	—	SDK	REVISED	—		
SCALE	=	H 1"=10' V 1"=5'	CHECKED	—	HLG	REVISED	—		
PROJECT NO	=	18-R1035	DRAWN	—	RG	REVISED	—		
FILE NAME	=	18R1035-XSEC-01	CHECKED	—	AG	REVISED	—		

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ENGINEERING

PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE
of
ROMEOVILLE

SHEET NO.
45 of 46

DATE = 01-18-21	DESIGNED — SDK	REVISED —	
SCALE = H 1"=10' V 1"=5'	CHECKED — HLG	REVISED —	
PROJECT NO = 18-R1035	DRAWN — RG	REVISED —	
FILE NAME = 18R1035-XSEC-01	CHECKED — AG	REVISED —	

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PINNACLE DRIVE
ROADWAY EXTENSION
CROSS SECTIONS

VILLAGE of ROMEOVILLE

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