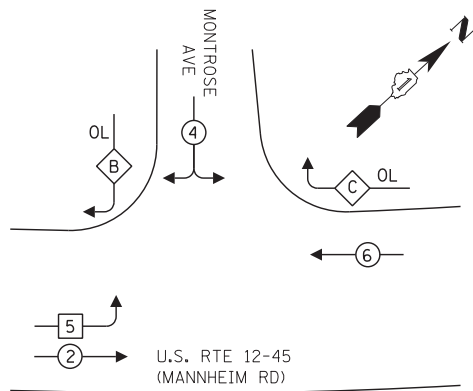


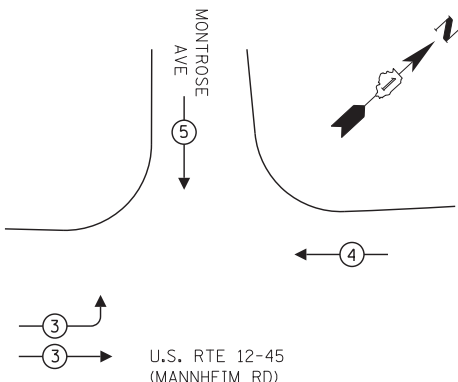
CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

| OVERLAP LETTER | PERMISSIVE PHASE | PROTECTED PHASE |
|----------------|------------------|-----------------|
| B | = 4 | + 5 |
| C | = 6 | + 4 |

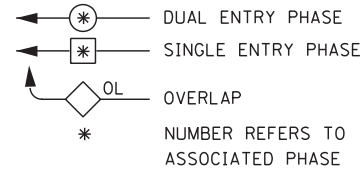
EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS

| EMERGENCY VEHICLE PREEMPTOR | 3 | 4 | 5 |
|-----------------------------|---|---|---|
| MOVEMENT | → | ← | ↓ |

LEGEND



PROPOSED INTERCONNECT TO IL 19 (IRVING PARK RD)

PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

FOR COMBINATION LIGHTING POWER CIRCUITS, SEE LIGHTING PLAN (TYP.)

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

CABLE PLAN

TRAFFIC SIGNAL SERVICE LOAD

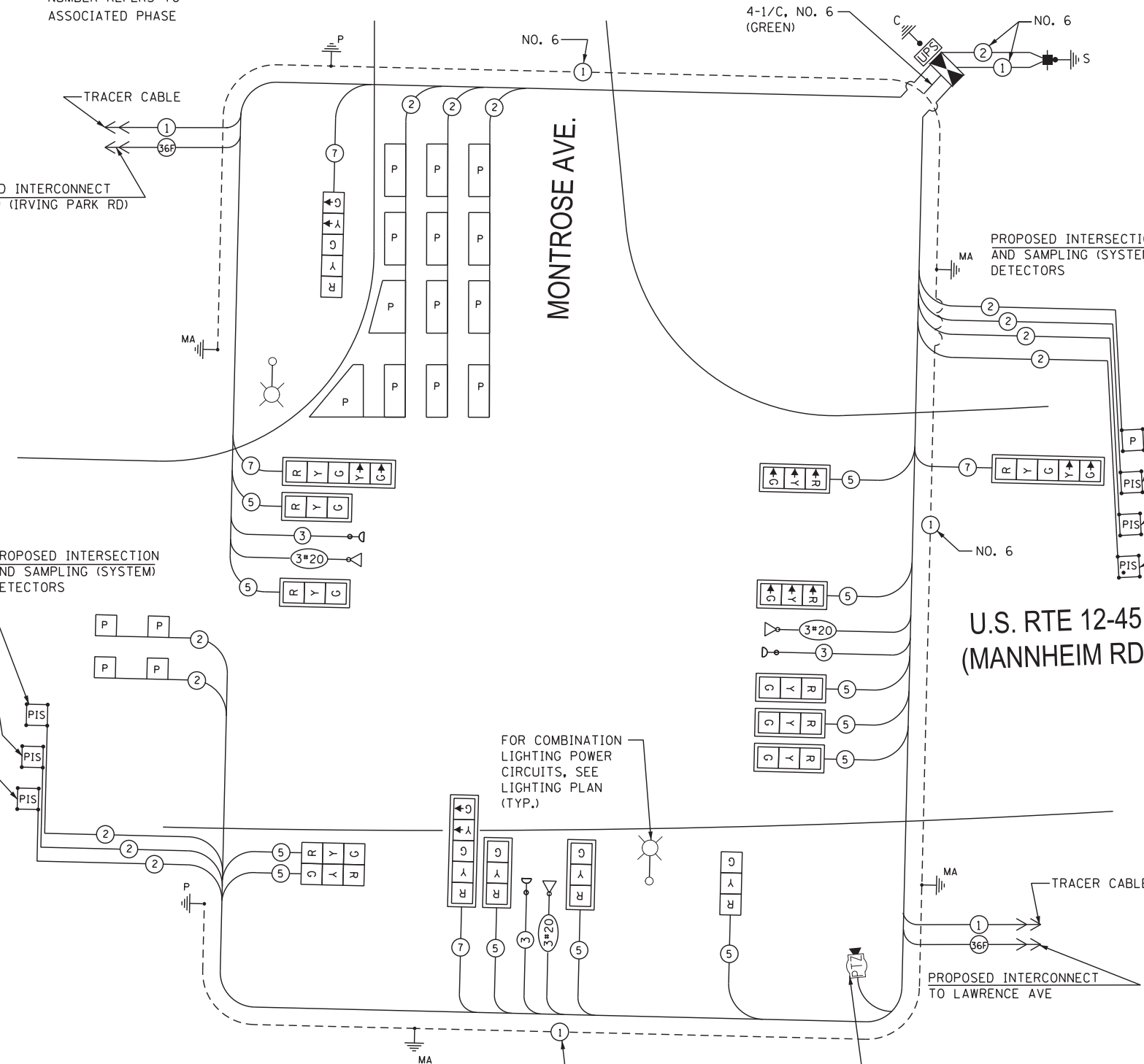
| LOCATION | TRAFFIC SIGNAL | CCTV CONTROLLER | TOTAL |
|-------------------|----------------|-----------------|---------|
| MANNHEIM/MONTROSE | 0.406KW | 0.5KW | 0.906KW |

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

| TYPE | NO. LAMPS | WATTAGE INCAND. | WATTAGE LED | %OPERATION | TOTAL WATTAGE |
|------------------|-----------|-----------------|-------------|------------|----------------|
| SIGNAL (RED) | 16 | | 17 | 0.50 | 136.00 |
| (YELLOW) | 16 | | 25 | 0.25 | 100.00 |
| (GREEN) | 16 | | 15 | 0.25 | 60.00 |
| ARROW | 8 | | 12 | 0.10 | 9.60 |
| PED. SIGNAL | - | | 25 | 1.00 | - |
| CONTROLLER | 1 | | 1.00 | 1.00 | 100.00 |
| ILLUM. SIGN | - | | 25 | 0.50 | - |
| VIDEO SYSTEM | - | 150.00 | - | 1.00 | - |
| FLASHER | | | | | |
| ENERGY COSTS TO: | | | | | TOTAL = 405.60 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 CONTACT: STEVE FITZGERALD
 PHONE: (708) 235-2327
 COMPANY: ComEd

DELTA ENGINEERING GROUP, LLC
 USER NAME = rmanucod
 DESIGNED JA
 DRAWN RM
 CHECKED HS
 DATE 10/19/2012
 PLOT SCALE = *SCALE*
 PLOT DATE = 11/29/2012



SCHEDULE OF QUANTITIES

| NO. | PAY ITEM DESCRIPTION | UNIT | MANNHEIM RD / MONTROSE AV |
|-----|---|-------|---------------------------|
| 1 | SIGN PANEL - TYPE 1 | SQ FT | 33 |
| 2 | SIGN PANEL - TYPE 2 | SQ FT | 16.25 |
| 3 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 680 |
| 4 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA. | FOOT | 81 |
| 5 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 71 |
| 6 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA. | FOOT | 643 |
| 7 | HANDHOLE | EACH | 4 |
| 8 | HEAVY-DUTY HANDHOLE | EACH | 2 |
| 9 | DOUBLE HANDHOLE | EACH | 2 |
| 10 | TRANSCIVER - FIBER OPTIC | EACH | 1 |
| 11 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 1,006 |
| 12 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 3,619 |
| 13 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 939 |
| 14 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 4,285 |
| 15 | ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C | FOOT | 32 |
| 16 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR NO. 6 1C | FOOT | 1,444 |
| 17 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT. | EACH | 1 |
| 18 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. | EACH | 1 |
| 19 | STEEL MAST ARM ASSEMBLY AND POLE, 32 FT. | EACH | 2 |
| 20 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT. | EACH | 1 |
| 21 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 58 FT. | EACH | 1 |
| 22 | CONCRETE FOUNDATION, TYPE A | FOOT | 12 |
| 23 | CONCRETE FOUNDATION, TYPE C | FOOT | 4 |
| 24 | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 35 |
| 25 | CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER | FOOT | 21 |
| 26 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED | EACH | 8 |
| 27 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 1 |
| 28 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED | EACH | 1 |
| 29 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED | EACH | 2 |
| 30 | SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 1 |
| 31 | SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED | EACH | 1 |
| 32 | TRAFFIC SIGNAL BACKPLATE LOUVERED, ALUMINUM | EACH | 12 |
| 33 | INDUCTIVE LOOP DETECTOR | EACH | 12 |
| 34 | PREFORMED DETECTOR LOOP | FOOT | 1,107 |
| 35 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 |
| 36 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT | EACH | 3 |
| 37 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT | EACH | 1 |
| 38 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 |
| 39 | REMOVE EXISTING HANDHOLE | EACH | 9 |
| 40 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 10 |
| 41 | EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C | FOOT | 1,006 |
| 42 | SERVICE INSTALLATION - SPECIAL (GROUND MOUNTED) | EACH | 1 |
| 43 | FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL | EACH | 1 |
| 44 | UNINTERRUPTIBLE POWER SUPPLY, SPECIAL | EACH | 1 |
| 45 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 1 |

* 100% COST TO VILLAGE OF SCHILLER PARK.

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.