

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2007-059 L	KANE	21	01
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60D98		

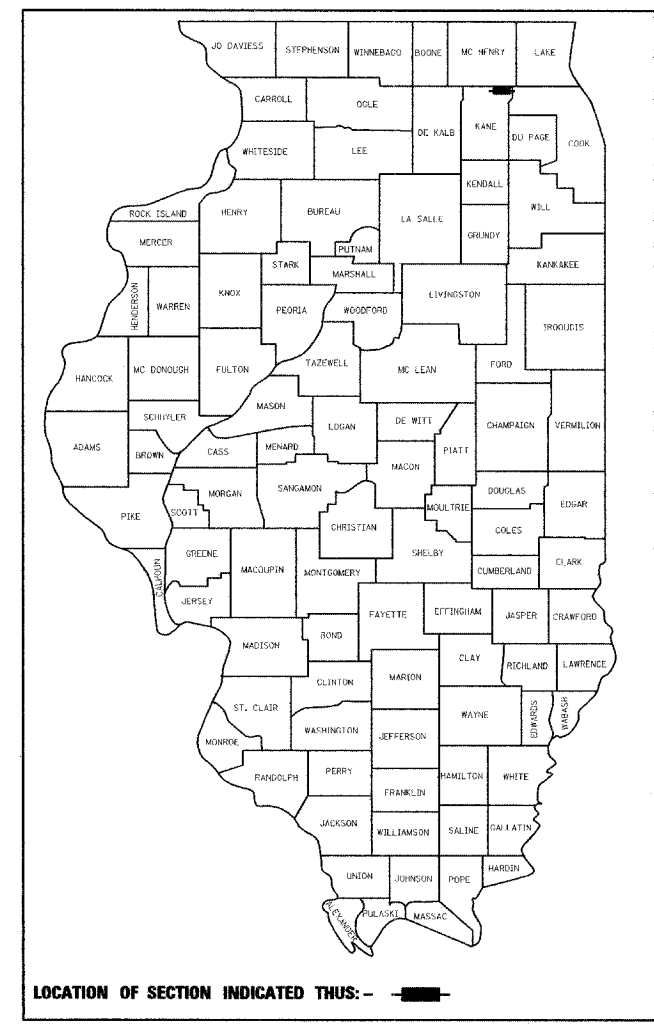
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

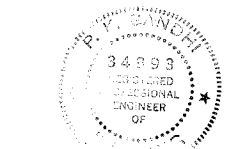
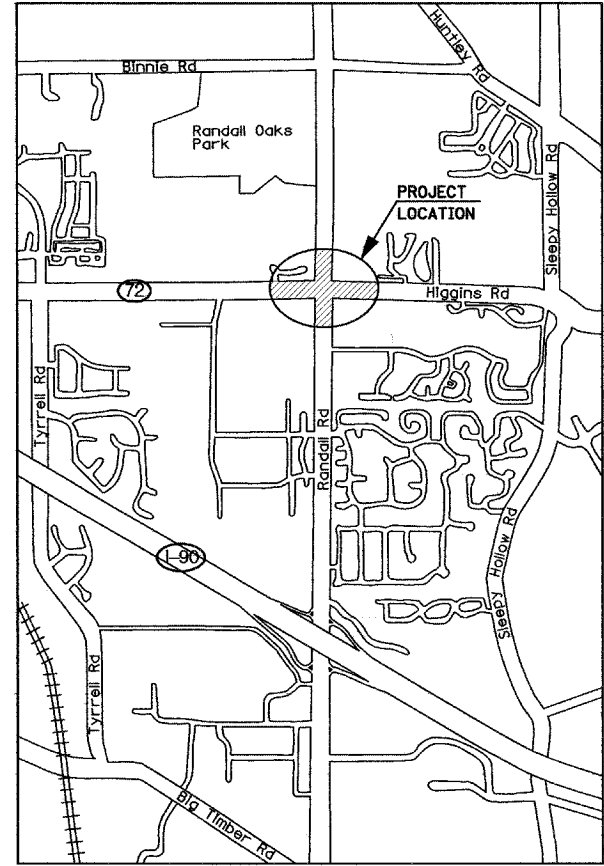
SHEET NO	DESCRIPTION
1	TITLE SHEET
2	SUMMARY OF QUANTITIES
3 - 6	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (4-SHEETS)
7	EXISTING CABLE PLAN, EXISTING PHASE DESIGNATION DIAGRAM TRAFFIC SIGNAL REMOVAL PLAN ILLINOIS ROUTE 72 AT RANDALL ROAD
8 - 9	TRAFFIC SIGNAL MODIFICATION PLAN ILLINOIS ROUTE 72 AT RANDALL ROAD
10	CABLE PLAN MODIFICATION, PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITIES ILL. RTE. 72 AT RANDALL ROAD
11	LIGHTING LEGEND AND GENERAL NOTES
12	LIGHTING PLAN MODIFICATION, TEMPORARY WIRING
13	LIGHTING PLAN MODIFICATION, PERMANENT WIRING
14	SINGLE LINE DIAGRAM, TEMPORARY WIRING, LIGHTING CONTROLLER "KT"
15	SINGLE LINE DIAGRAM, PERMANENT WIRING, LIGHTING CONTROLLER "KT"
16-21	LIGHTING STANDARDS

SCALES { PLAN 1" = 20'
PROFILE HORIZ. NA
PROFILE VERT. NA
CROSS SECTIONS NA

DISTRICT 1
Traffic Signal Modifications Plans For
F.A.P. Route 341 - Illinois Route 72 (Higgins Road)
at County Highway 34 (Randall Road)
PROJECT: ACHSIP - 0341 (042)
Section: 2007-059 L
Contract: 60D98
C-91-147-08
Kane County



DUNDEE TOWNSHIP



*P.V. Bishop, Dec. 10, 2007.
Exp. Nov. 30, 2009.*



*Michael G. Kelly, Dec. 10, 2007
Exp. Nov. 30, 2009
Sheets 11 to 21 Only.*

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Dec 10 20 07

Devin M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 1, 20 08
Eric E. Haran
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

February 1, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

STANDARD DRAWINGS

(701006) ⁰⁵	(701011) ⁰¹	(701101) ⁰¹	(701301) ⁰⁵	(701501)
424001	(720001)	813001	814001	814006
(857001)	877001	877006	(877011) ⁰⁵	
(878001) ⁰⁵	880001	(880006)	888001	
606001	(862001)	880001		

701201	701316	701321	701406
(701421) ⁰¹	701501	701502	(701601) ⁰⁵
701606	(701701) ⁰⁵	701801	

NOTE: STANDARD DRAWINGS REQUIRED (CIRCLED)

PREPARED BY: Steve Foran *df* 12/10/07
TRAFFIC ENGINEER DATE

GROSS LENGTH = 1,898 FEET = 0.359 MILES
NET LENGTH = 1,898 FEET = 0.359 MILES

CONTRACT NO. 60D98

BUREAU OF TRAFFIC - DARYLE DREW - (847) 705-4420

SUMMARY OF QUANTITIES

IDOT PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITIES	ILL. RTE. 72 @ RANDALL ROAD 90% FED./10% STATE Y031-1F
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
** 72000100	SIGN PANEL - TYPE 1	SQ FT	40	40
** 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	73	73
** 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	53	53
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	126	126
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1206	1206
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1101	1101
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2294	2294
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	937	937
87702970	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	1	1
87702980	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 50 FT.	EACH	2	2
87702985	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.	EACH	1	1
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60	60
87900200	DRILL EXISTING HANDHOLE	EACH	4	4
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	9	9
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3	3
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	3	3
88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1	1
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	12	12
* 88700200	LIGHT DETECTOR	EACH	4	4
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1	1
89502200	MODIFY EXISTING CONTROLLER	EACH	1	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1966	1966
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	4	4
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	102.8
X8620020	UNINTERRUPTABLE POWER SUPPLY	EACH	1	1
* X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	1101	1101
81800330	AERIAL CABLE, 3-1/C NO. 6 WITH MESSENGER WIRE	FOOT	542	542
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	2	2
83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	2	2
83057310	LIGHT POLE, WOOD, 55 FOOT, CLASS 4	EACH	1	1
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	20	20
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	2	2
X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	2	2
X0324387	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	6	6
X0329858	REMOVE AND REINSTALL LUMINAIRE	EACH	4	4
X8160350	UNIT DUCT, WITH 3-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (EPR-TYPE RHW), 1 1/4" DIA., POLYETHYLENE	FOOT	1585	1585
XX006937	GROUND ROD, 5/8" DIA. X 10 FT.	EACH	2	2
67100100	MOBILIZATION	L SUM	1	1

* 100% COST TO CITY OF ELGIN-Y031-3D

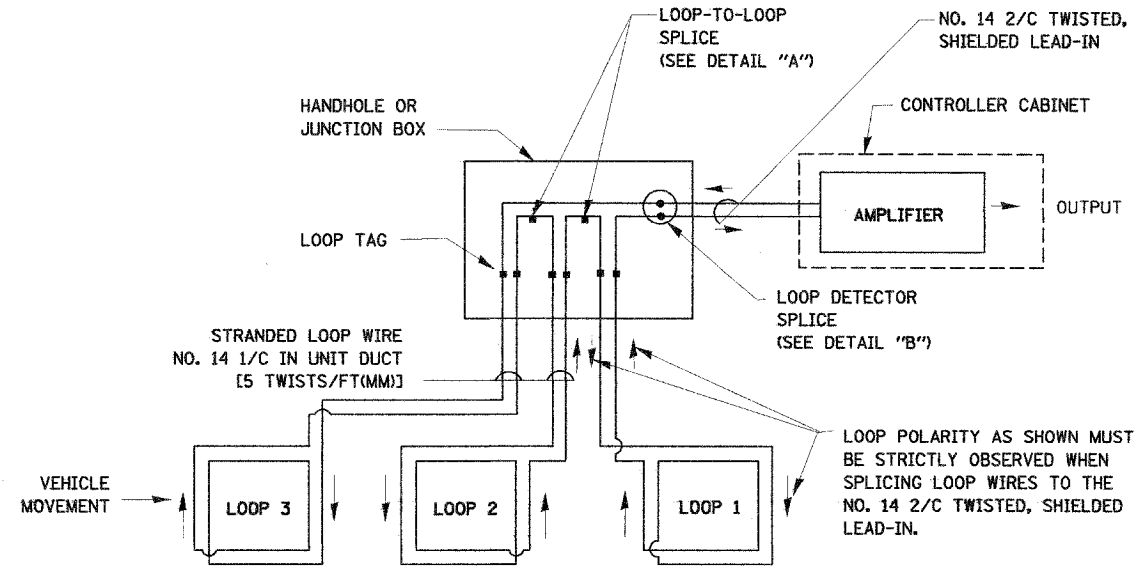
** SPECIALTY ITEMS

FILE NAME =	USER NAME = RDP	DESIGNED - PKG/RDP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES ILLINOIS ROUTE 72 (HIGGINS ROAD) AT RANDALL ROAD			F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
J:\projects\projects 2007\ill.rte.72.randall_r.d\B2.Summary_of_Quantities.dgn	DRAWN - MAA/RDP	REVISED -	341					2007-059 L	KANE	21	02	
PLOT SCALE = 20.0000' / IN.	CHECKED - PKG	REVISED -	CONTRACT NO. 60D98									
PLOT DATE = 12/11/2007	DATE - 12-06-2007	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									
				SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.			

Rev.

LOOP DETECTOR NOTES

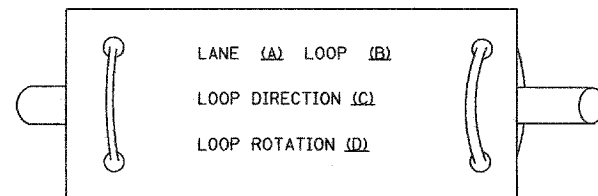
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.



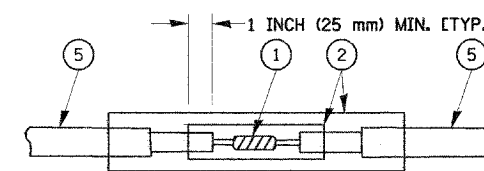
DETECTOR LOOP WIRING SCHEMATIC

- 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.

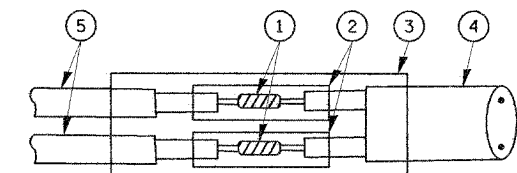
LOOP LEAD-IN CABLE TAG



- 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**



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

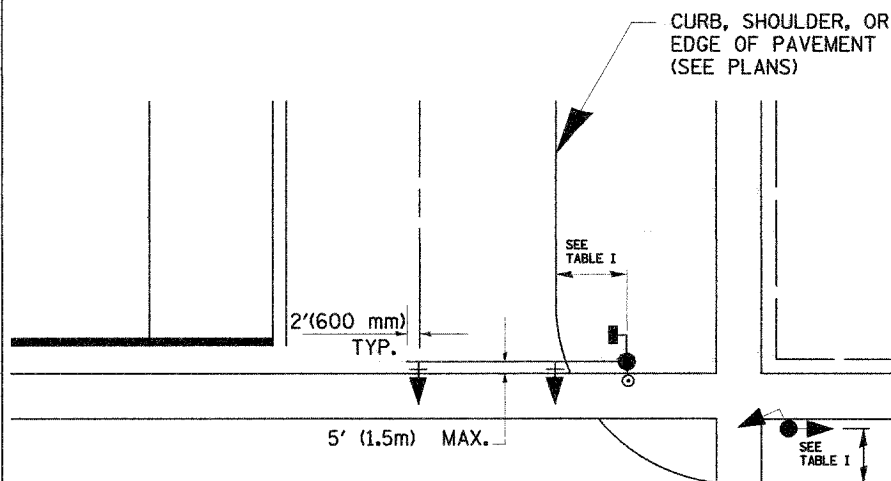
LOOP DETECTOR SPLICE

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

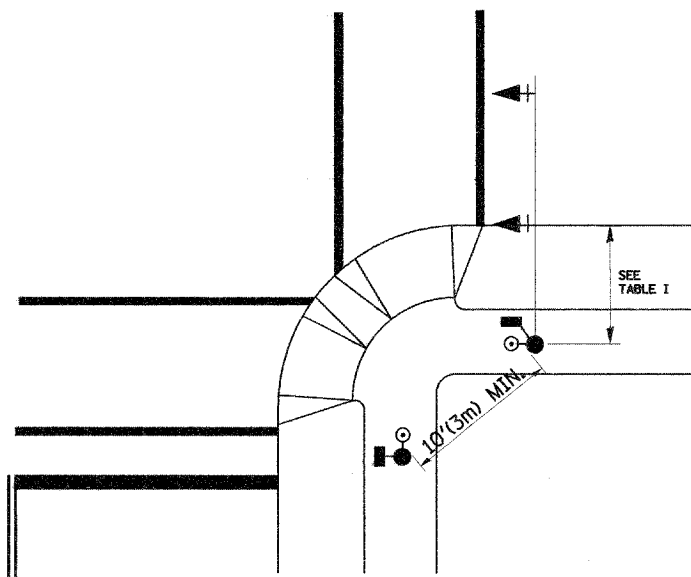
FILE NAME =	USER NAME = #USER*	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
#FILE#		DRAWN - RWP	REVISED -		SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.	341	2007-059 L	KANE	21	03
		CHECKED - DAZ	REVISED -												
		DATE - 1-01-02	REVISED -												
								CONTRACT NO. 60D98		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.
 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.
 PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL-WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

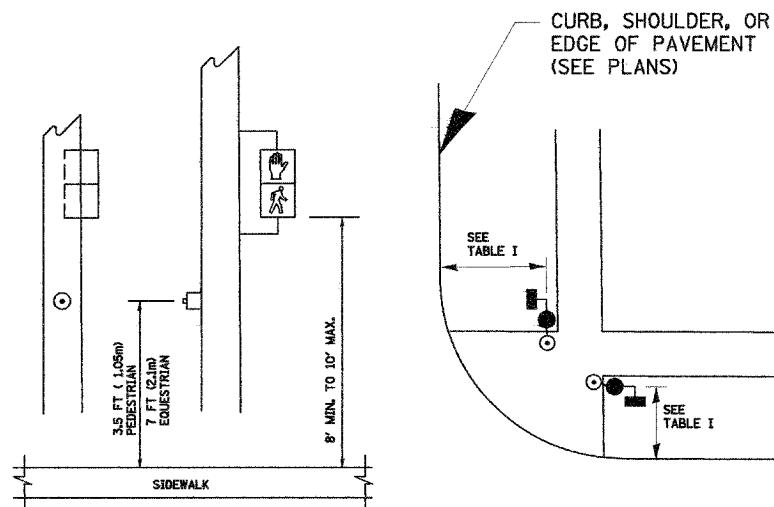
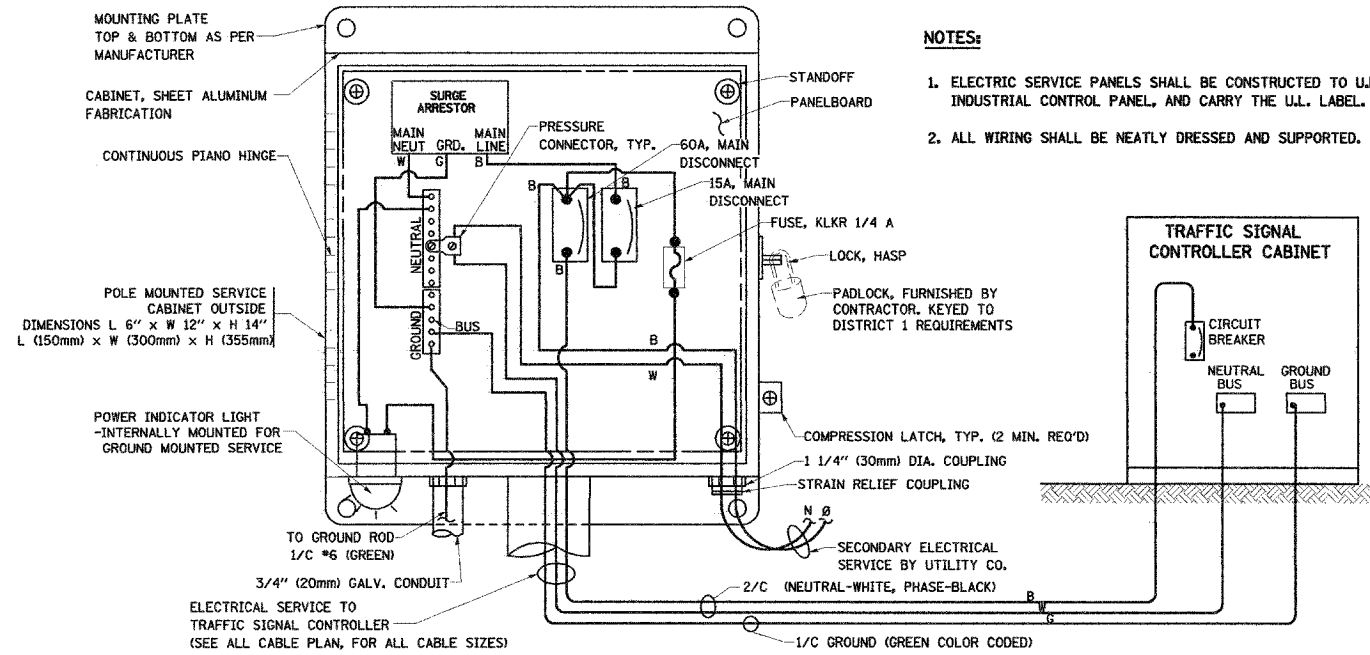
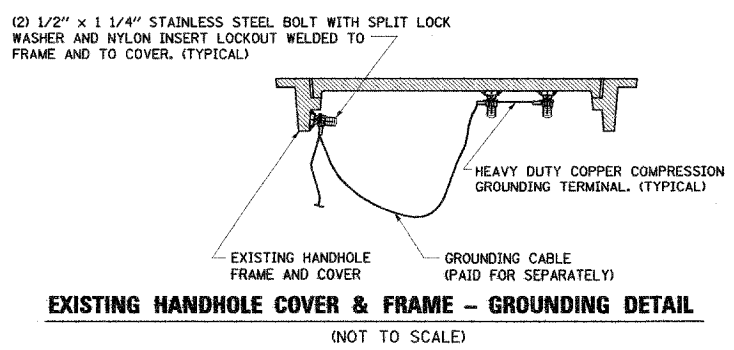
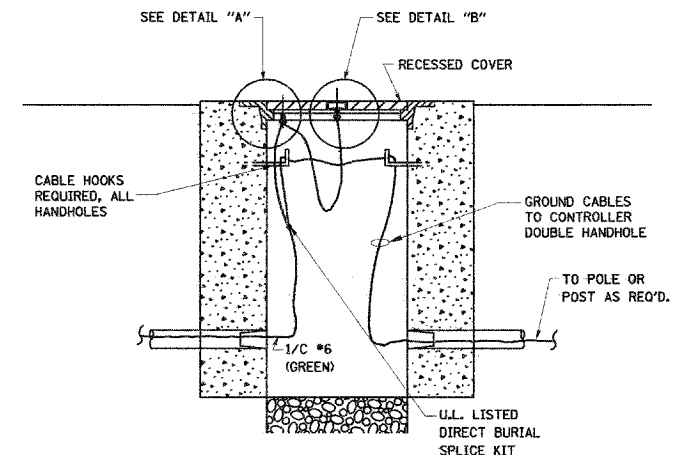
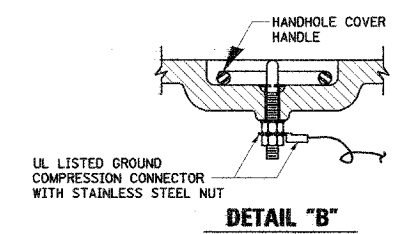
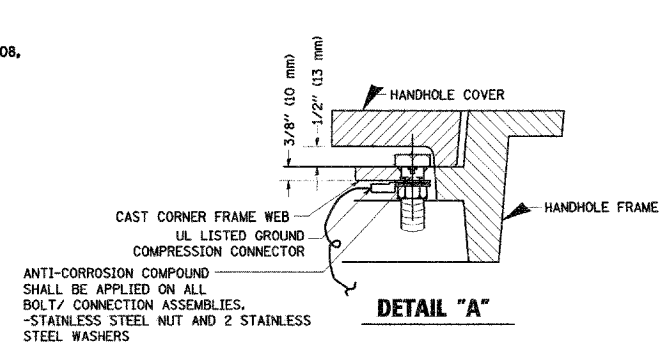
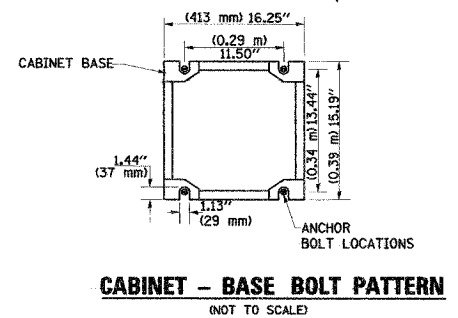
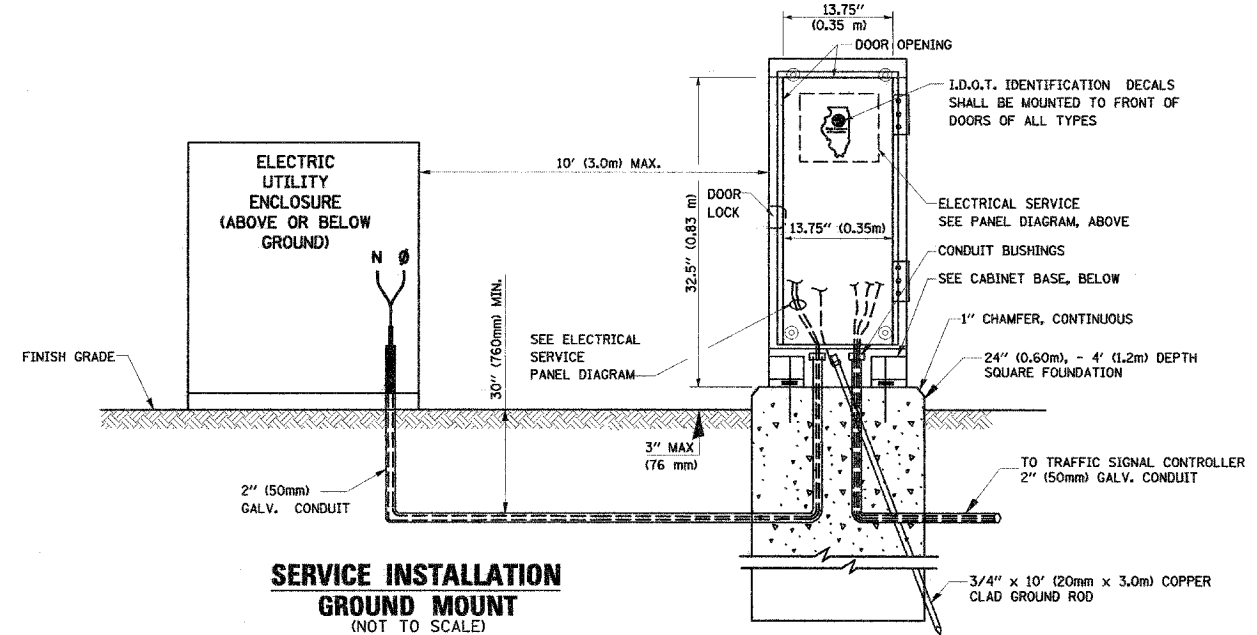


TABLE I

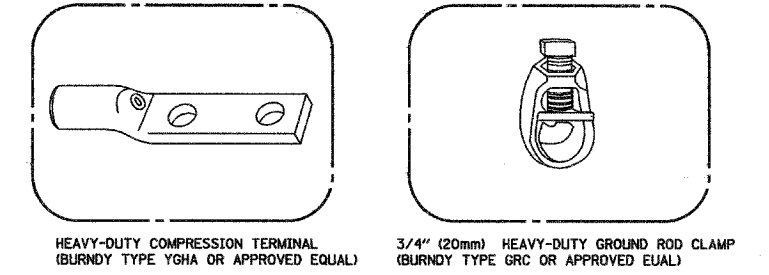
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1



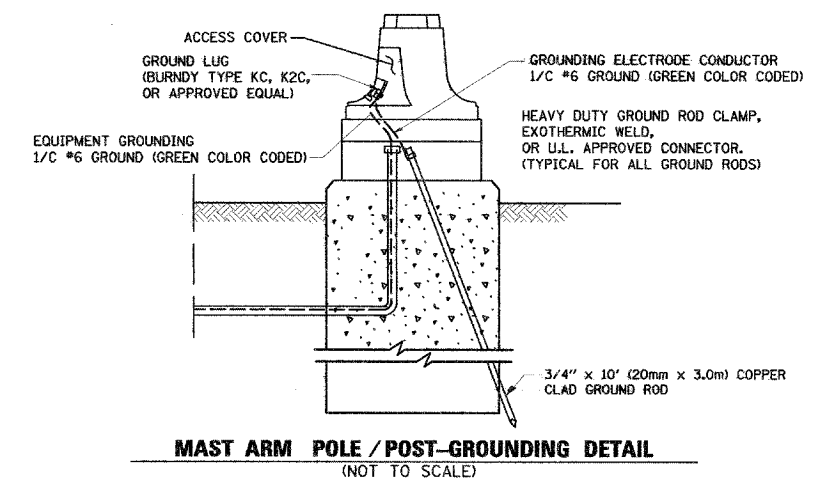
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)

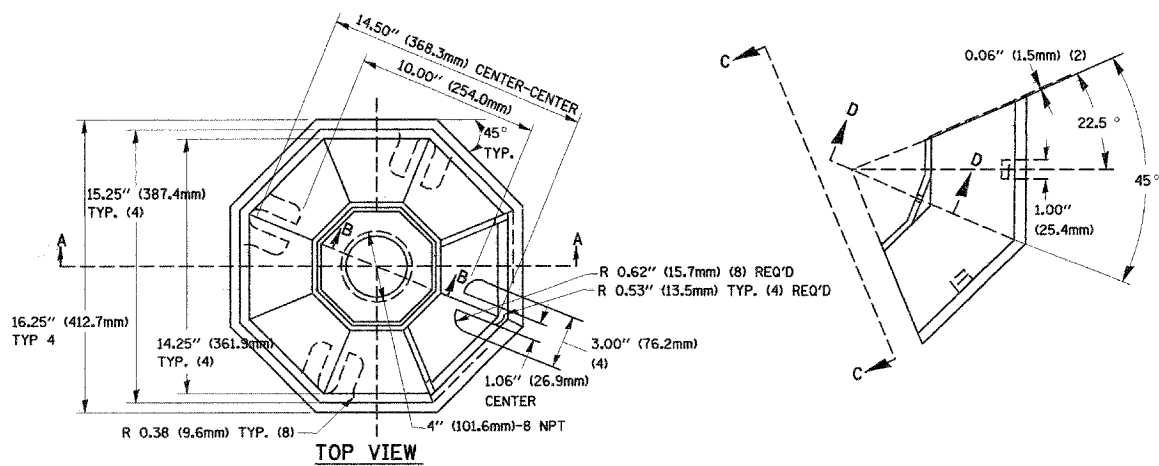


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED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

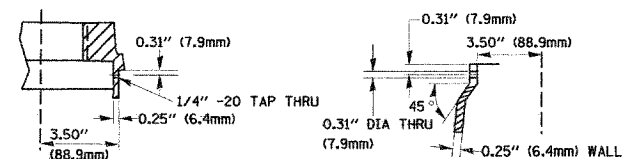


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

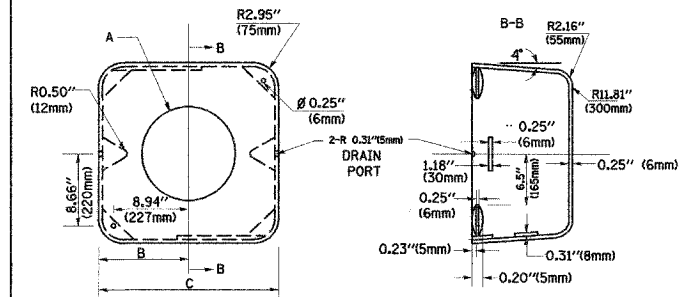




SECTION B-B



SECTION D-D



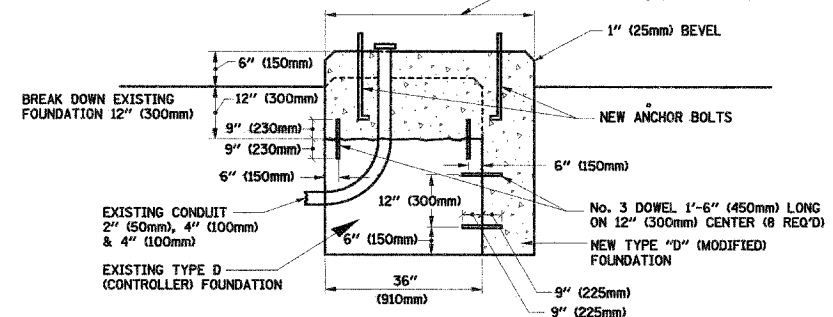
TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\" (300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\" (300mm)	26kg

SHROUD DETAIL

MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED

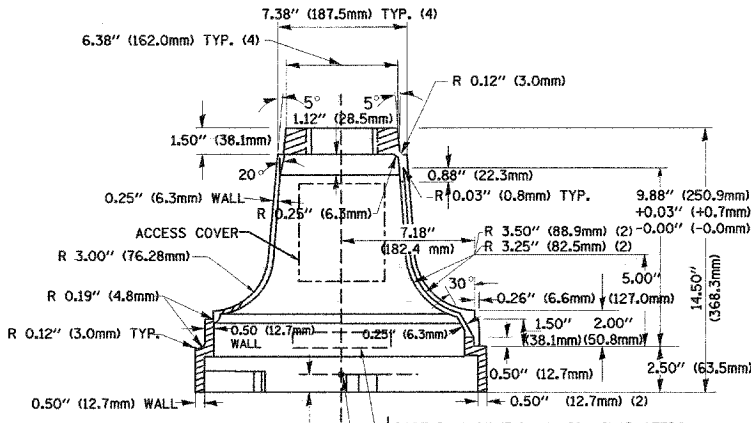
NOTE:

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

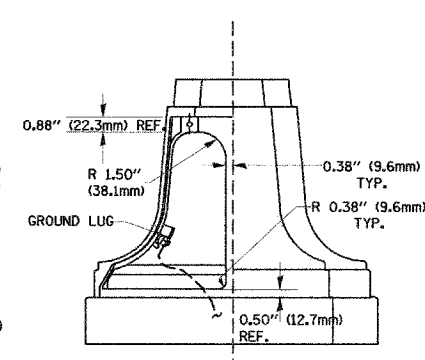


MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



SECTION A-A

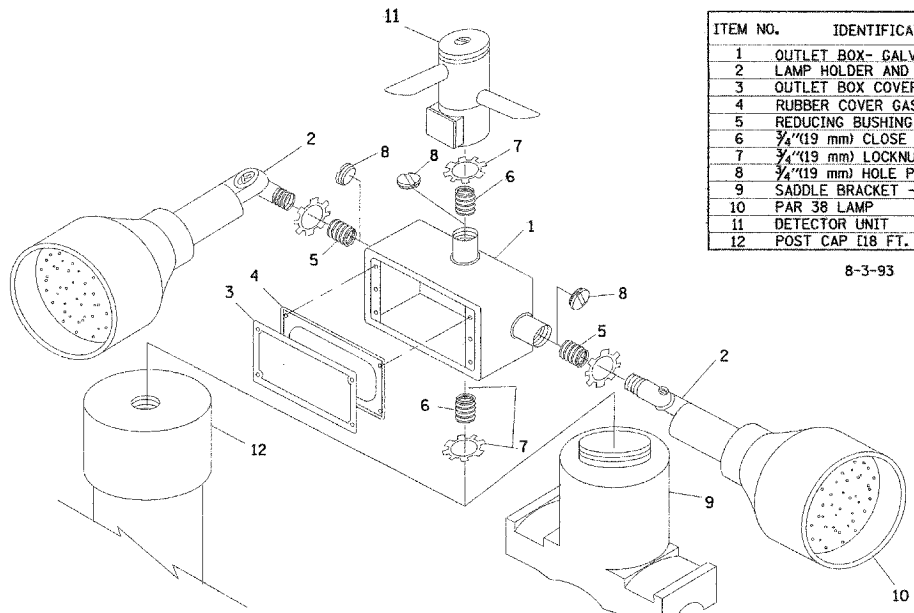


VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

NOTES:

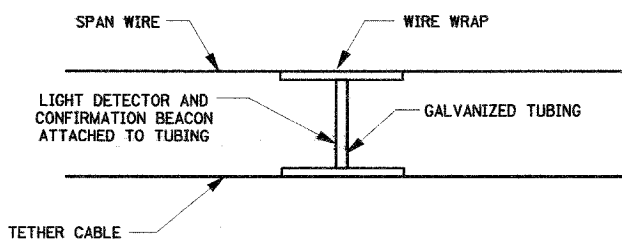
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



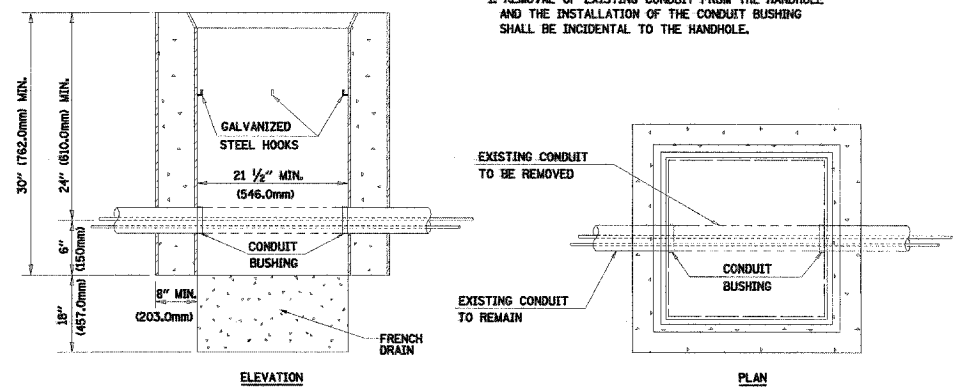
POST CAP MOUNT
 MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93



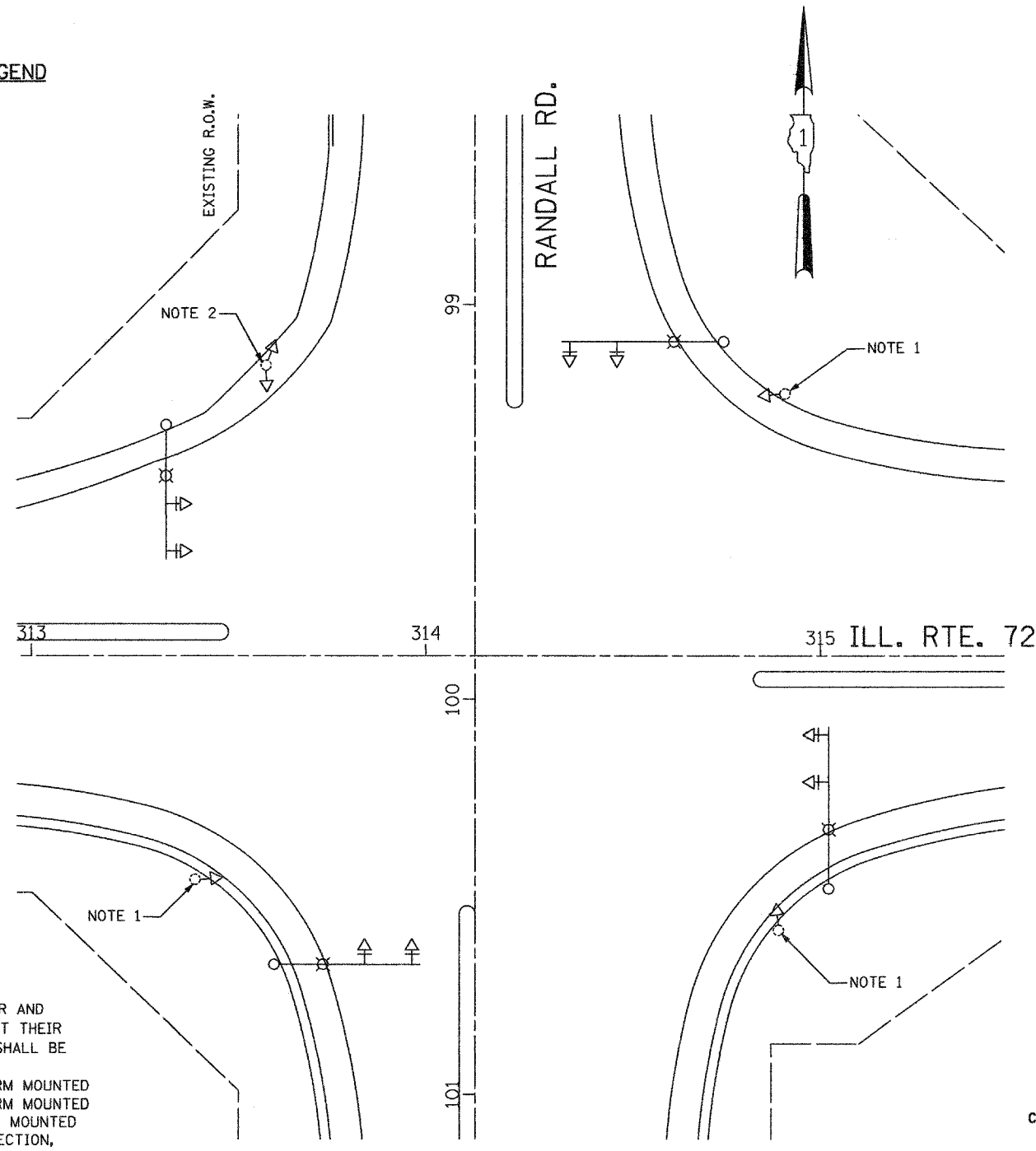
DETAIL
 LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS
 (NOT TO SCALE)



DETAIL
 HANDHOLE TO INTERCEPT EXISTING CONDUIT
 N.T.S.

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ◁ EXISTING SIGNAL TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ◻ "E" EXISTING HANDHOLE TO BE REMOVED
- ◻ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- ◻ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊗ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED



TRAFFIC SIGNAL REMOVAL PLAN

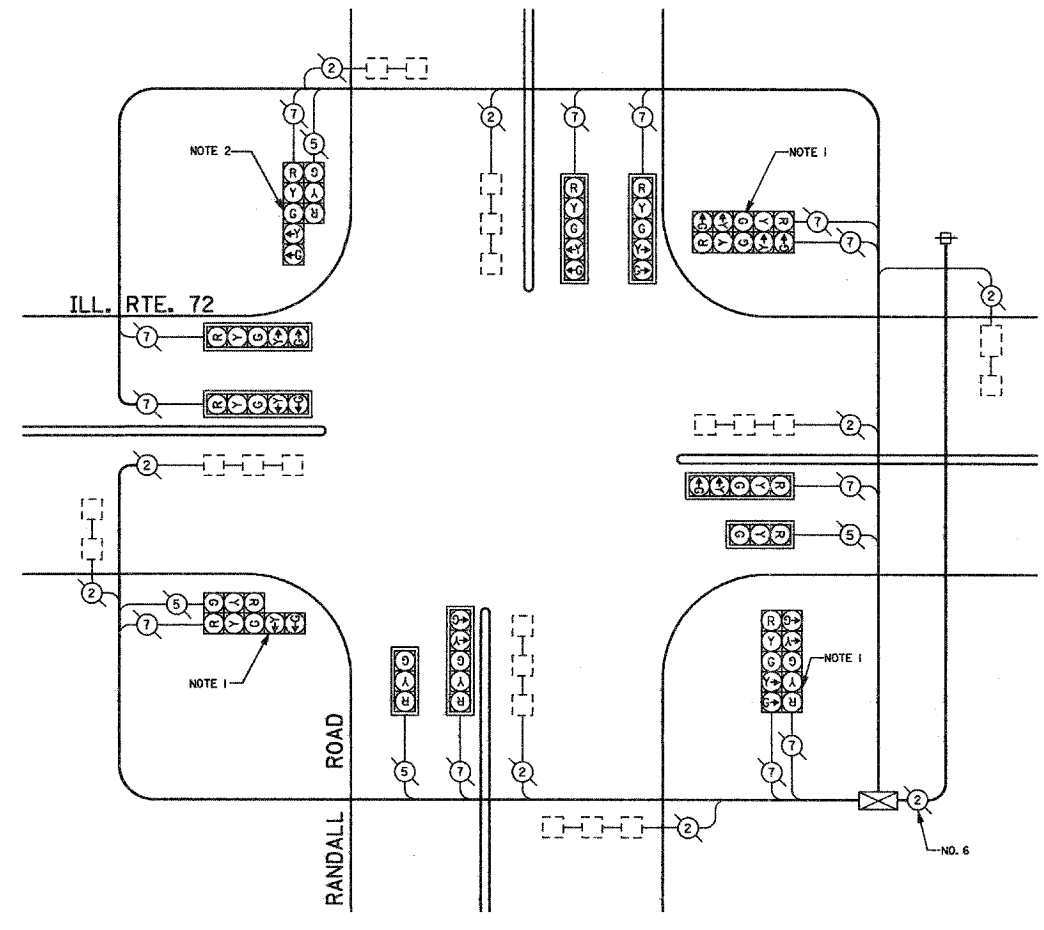
1" = 20'

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGH-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 2 EACH SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
- 6 EACH SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
- 3 EACH SIGNAL HEAD, 1-FACE 5-SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, 2-FACE 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
- 8 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE, 34 FT, 36 FT & 40 FT.

NOTE 1: REMOVE EXISTING 1-5 SECTION, BRACKET MOUNTED LED SIGNAL HEAD AND INSTALL NEW 1-3 SECTION, BRACKET MOUNTED LED SIGNAL HEAD WITH LEFT TURN ARROWS WHERE NOTED ON PLANS AND AS DIRECTED BY THE ENGINEER.

NOTE 2: REMOVE EXISTING 2-FACE, 1-3 SECTION (FOR SB DIRECTION) AND 1-5 SECTION (FOR NB DIRECTION) SIGNAL HEAD AND INSTALL NEW 2-FACE, 1-3 SECTION (FOR NB DIRECTION WITH LEFT TURN ARROWS) AND 1-5 SECTION (FOR SB DIRECTION) SIGNAL HEAD AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CABLE CONNECTIONS SHALL BE MODIFIED IN THE CONTROLLER AS REQUIRED.

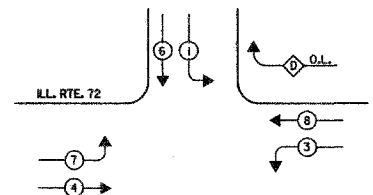


EXISTING CABLE PLAN

CABLE PLAN LEGEND

- | | | |
|-----------------|-----------------|---|
| EXISTING | PROPOSED | |
| ⊠ | ⊠ | 8" (200mm) TRAFFIC SIGNAL SECTION |
| ⊠ | ⊠ | 12" (300mm) TRAFFIC SIGNAL SECTION |
| ⊠ | ⊠ | CONTROLLER CABINET |
| ⊠ | ⊠ | SERVICE INSTALLATION |
| ⊠ | ⊠ | TELEPHONE INSTALLATION |
| ⊠ | ⊠ | VEHICLE DETECTOR, INDUCTION LOOP |
| ② | ② | DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| ① | ① | GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) |
| ②④ | ②④ | FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F |
| ⊠ | ⊠ | SIGNAL FACE WITH BACKPLATE. *P* INDICATES PROGRAMMED HEAD. |

CONTROLLER SEQUENCE



OVERLAP LETTER PERMISSIVE PHASE PROTECTED PHASE
 A = 2 + 3
 D = 8 + 1

LEGEND

- ⊠ DUAL ENTRY PHASE
- ⊠ SINGLE ENTRY PHASE
- ⊠ OVERLAP
- ⊠ PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

EXISTING PHASE DESIGNATION DIAGRAM

FILE NAME =	USER NAME = RDP	DESIGNED - PKG/RDP	REVISED -
J:\PROJECTS\Projects 2007\ILL_RTE.72_RandallRD\07_Randall_road_ill.72_CD.exdgn		DRAWN - MAA/RDP	REVISED -
	PLOT SCALE = 20.0000' / IN.	CHECKED - PKG	REVISED -
	PLOT DATE = 12/16/2007	DATE - 12-06-2007	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING CABLE PLAN, EXISTING PHASE DESIGNATION DIAGRAM
 TRAFFIC SIGNAL REMOVAL PLAN
 ILLINOIS ROUTE 72 AT RANDALL ROAD

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

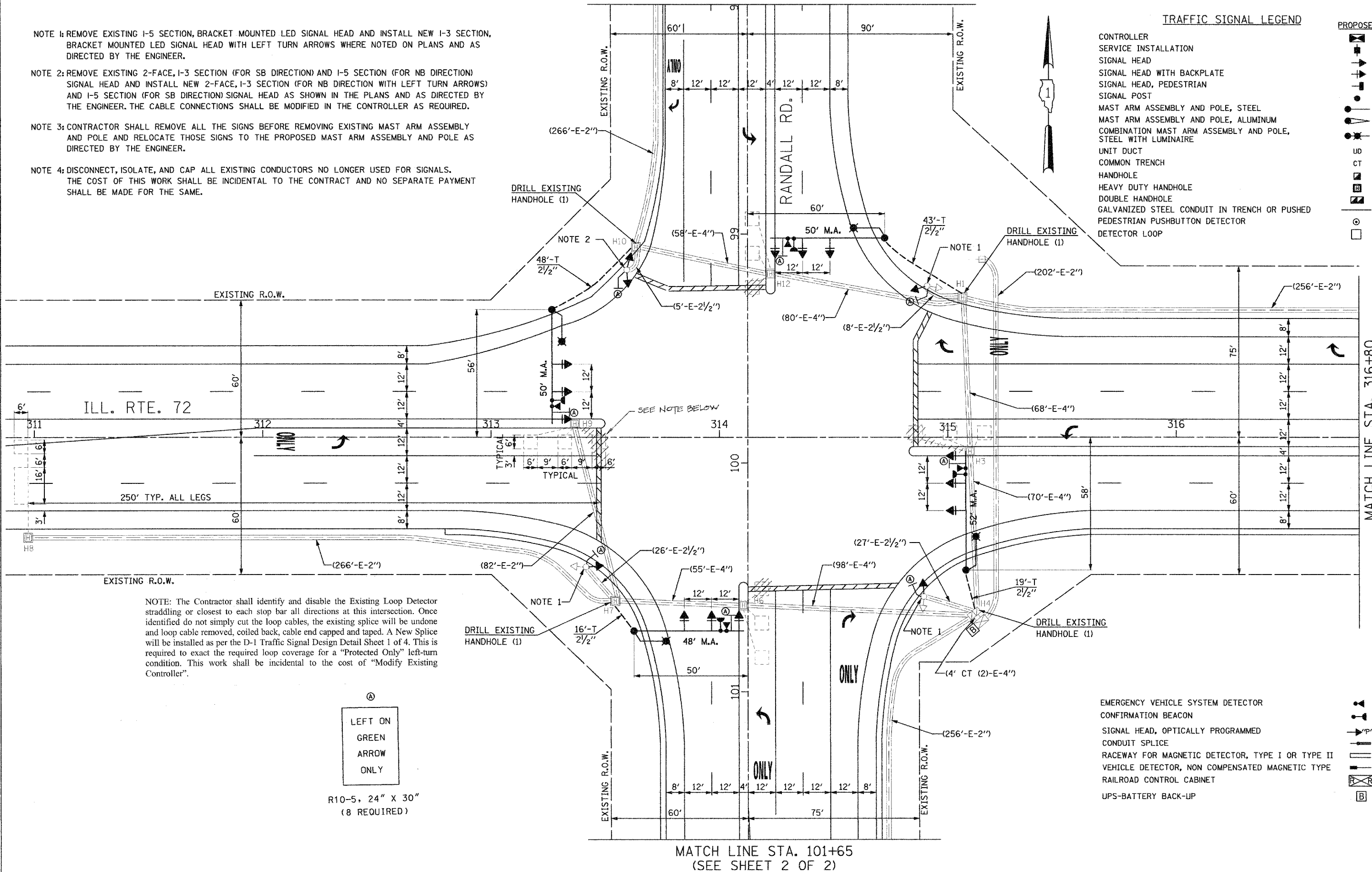
F.A. RTE. 341	SECTION 2007-059 L	COUNTY KANE	TOTAL SHEETS 21	SHEET NO. 07
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				CONTRACT NO. 60D98

MATCH LINE STA. 98+00
(SEE SHEET 2 OF 2)

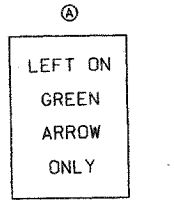
- NOTE 1: REMOVE EXISTING I-5 SECTION, BRACKET MOUNTED LED SIGNAL HEAD AND INSTALL NEW I-3 SECTION, BRACKET MOUNTED LED SIGNAL HEAD WITH LEFT TURN ARROWS WHERE NOTED ON PLANS AND AS DIRECTED BY THE ENGINEER.
- NOTE 2: REMOVE EXISTING 2-FACE, I-3 SECTION (FOR SB DIRECTION) AND I-5 SECTION (FOR NB DIRECTION) SIGNAL HEAD AND INSTALL NEW 2-FACE, I-3 SECTION (FOR NB DIRECTION WITH LEFT TURN ARROWS) AND I-5 SECTION (FOR SB DIRECTION) SIGNAL HEAD AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CABLE CONNECTIONS SHALL BE MODIFIED IN THE CONTROLLER AS REQUIRED.
- NOTE 3: CONTRACTOR SHALL REMOVE ALL THE SIGNS BEFORE REMOVING EXISTING MAST ARM ASSEMBLY AND POLE AND RELOCATE THOSE SIGNS TO THE PROPOSED MAST ARM ASSEMBLY AND POLE AS DIRECTED BY THE ENGINEER.
- NOTE 4: DISCONNECT, ISOLATE, AND CAP ALL EXISTING CONDUCTORS NO LONGER USED FOR SIGNALS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE FOR THE SAME.

TRAFFIC SIGNAL LEGEND

- | | | | |
|--|--|----------|--|
| CONTROLLER | | EXISTING | |
| SERVICE INSTALLATION | | EXISTING | |
| SIGNAL HEAD | | EXISTING | |
| SIGNAL HEAD WITH BACKPLATE | | EXISTING | |
| SIGNAL HEAD, PEDESTRIAN | | EXISTING | |
| SIGNAL POST | | EXISTING | |
| MAST ARM ASSEMBLY AND POLE, STEEL | | EXISTING | |
| MAST ARM ASSEMBLY AND POLE, ALUMINUM | | EXISTING | |
| COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE | | EXISTING | |
| UNIT DUCT | | EXISTING | |
| COMMON TRENCH | | EXISTING | |
| HANDHOLE | | EXISTING | |
| HEAVY DUTY HANDHOLE | | EXISTING | |
| DOUBLE HANDHOLE | | EXISTING | |
| GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED | | EXISTING | |
| PEDESTRIAN PUSHBUTTON DETECTOR | | EXISTING | |
| DETECTOR LOOP | | EXISTING | |



NOTE: The Contractor shall identify and disable the Existing Loop Detector straddling or closest to each stop bar all directions at this intersection. Once identified do not simply cut the loop cables, the existing splice will be undone and loop cable removed, coiled back, cable end capped and taped. A New Splice will be installed as per the D-1 Traffic Signal Design Detail Sheet 1 of 4. This is required to exact the required loop coverage for a "Protected Only" left-turn condition. This work shall be incidental to the cost of "Modify Existing Controller".

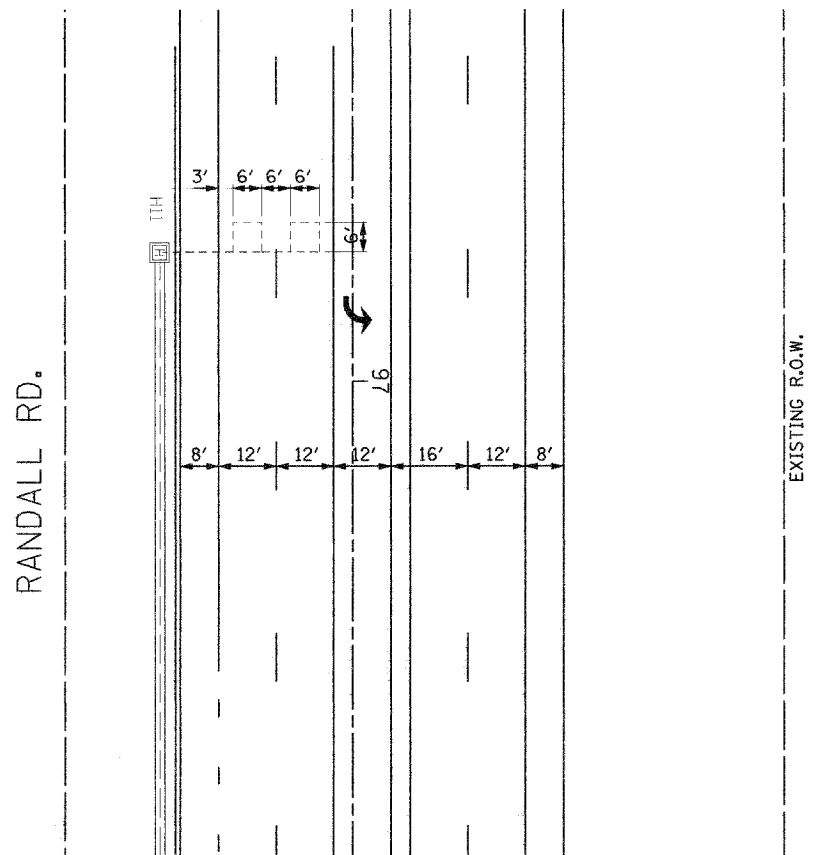


R10-5, 24" X 30"
(8 REQUIRED)

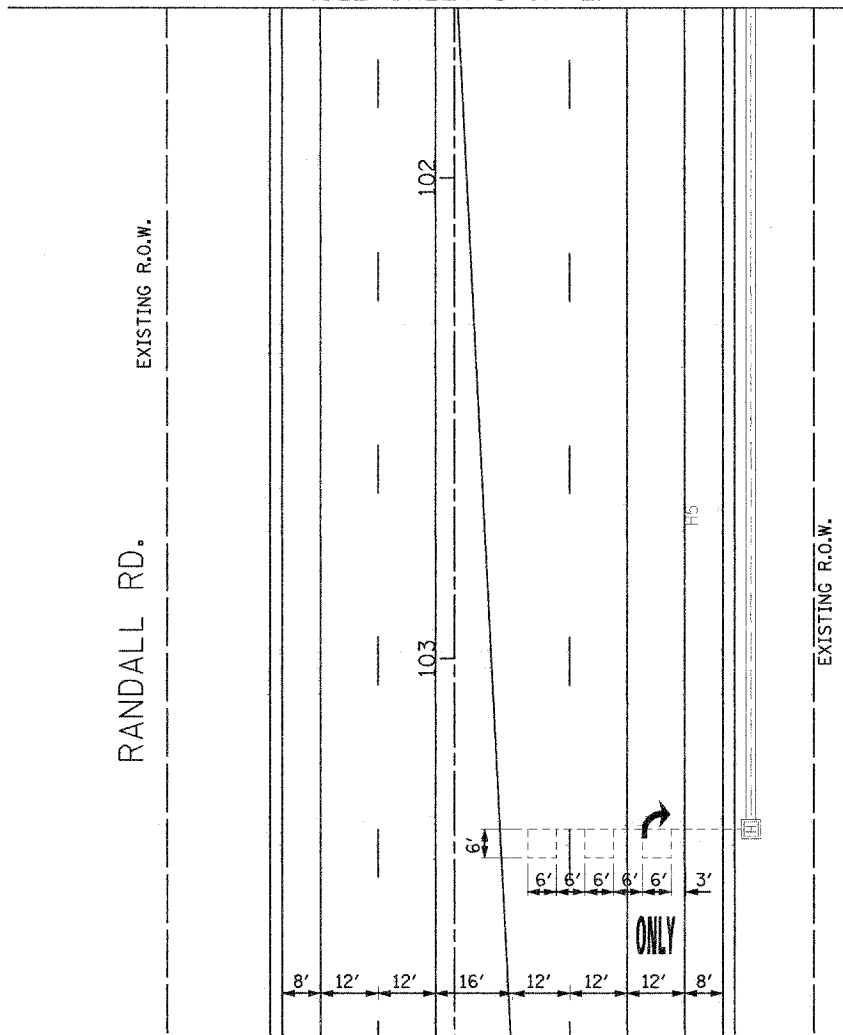
MATCH LINE STA. 101+65
(SEE SHEET 2 OF 2)

FILE NAME =	USER NAME = RDP	DESIGNED - PKG/RDP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN ILLINOIS ROUTE 72 AT RANDALL ROAD (SHEET 1 OF 2)				F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
jt:\projects\projects 2007\ill_rte_72_randall_rd\08_Randall_road_ill_72_INT.dgn	DRAWN - MAA/RDP	REVISED -	REVISED -		341	2007-059 L	KANE	21	08				
PLOT SCALE = 20,0000' / IN.	CHECKED - PKG	REVISED -	REVISED -		SCALE: 1"=20'				CONTRACT NO. 60098				
PLOT DATE = 12/11/2007	DATE - 12-06-2007	REVISED -	REVISED -		SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 101+65
(SEE SHEET 1 OF 2)



MATCH LINE STA. 98+00
(SEE SHEET 1 OF 2)

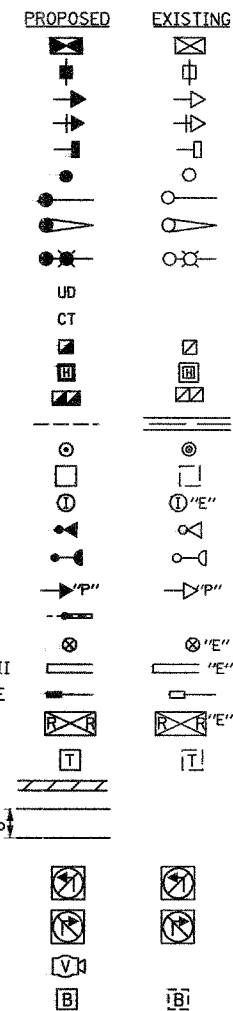


RANDALL RD.
EXISTING R.O.W.

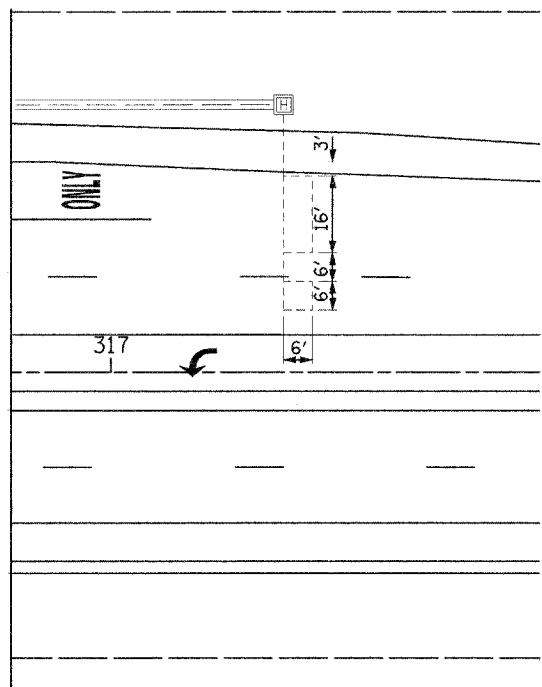
EXISTING R.O.W.

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- UNIT DUCT
- COMMON TRENCH
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CAST IRON JUNCTION BOX
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONFIRMATION BEACON
- SIGNAL HEAD, OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- TELEPHONE CONNECTION
- POLYUREA PAVEMENT MARKING TYPE 1- LINE 24"
- POLYUREA PAVEMENT MARKING TYPE 1- LINE 6"
- 6' APART CROSSWALK LINES
- ILLUMINATED SIGN, FIBER OPTIC
- "NO LEFT TURN"
- ILLUMINATED SIGN, FIBER OPTIC
- "NO RIGHT TURN"
- VIDEO DETECTION CAMERA (SINGLE)
- UPS-BATTERY BACK-UP



MATCH LINE STA. 316+80
(SEE SHEET 1 OF 2)



FILE NAME =	USER NAME = RDP	DESIGNED - PKG/RDP	REVISED -
J:\PROJECTS\Projects 2007\ILL_RTE_72_Randall_RD\09_Randall_road_11.72_INT.dgn		DRAWN - MAA/RDP	REVISED -
	PLOT SCALE = 20.0000" / IN.	CHECKED - PKG	REVISED -
	PLOT DATE = 12/6/2007	DATE - 12-06-2007	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC SIGNAL MODIFICATION PLAN
ILLINOIS ROUTE 72 AT RANDALL ROAD
(SHEET 2 OF 2)

SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2007-059 L	KANE	21	09
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60098	

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
40	SQ FT.	SIGN PANEL - TYPE 1
73	SQ FT.	REMOVE SIGN PANEL - TYPE 1
53	SQ FT.	RELOCATE SIGN PANEL - TYPE 1
126	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
126	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
* 1101	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
2294	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
937	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 48 FT.
2	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 50 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 52 FT.
60	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
4	EACH	DRILL EXISTING HANDHOLE
9	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
3	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
12	EACH	TRAFFIC SIGNAL BACKPLATE
* 4	EACH	LIGHT DETECTOR
* 1	EACH	LIGHT DETECTOR AMPLIFIER
1	EACH	MODIFY EXISTING CONTROLLER
1510	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
4	EACH	REMOVE EXISTING CONCRETE FOUNDATION
102.8	SQ FT.	TEMPORARY INFORMATION SIGNING
1	EACH	UNINTERRUPTIBLE POWER SUPPLY
* 1101	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED

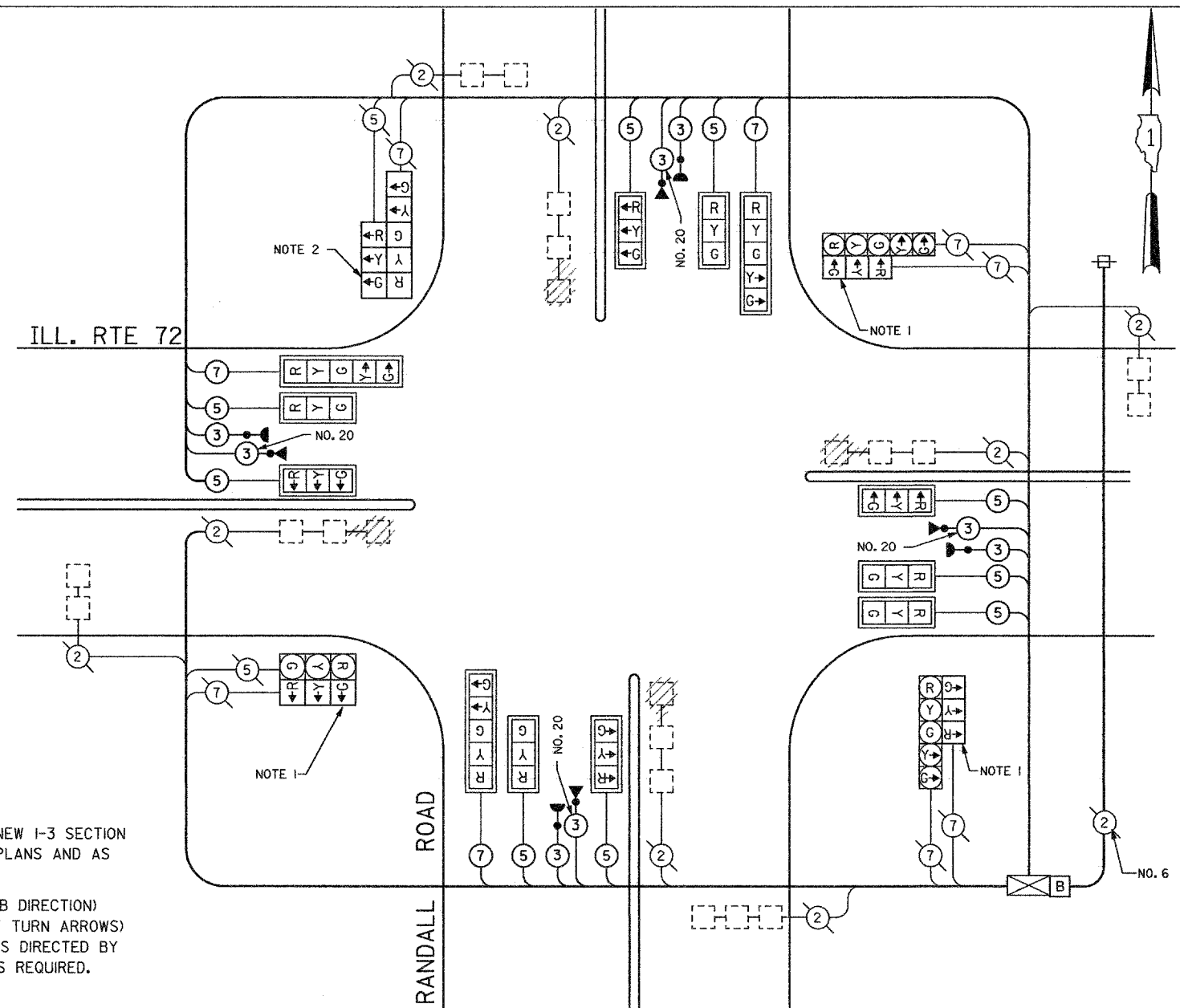
* 100% COST TO CITY OF ELGIN

NOTE 1: REMOVE EXISTING 1-5 SECTION BRACKET MOUNTED LED SIGNAL HEAD AND INSTALL NEW 1-3 SECTION BRACKET MOUNTED LED SIGNAL HEAD WITH LEFT TURN ARROWS WHERE NOTED ON PLANS AND AS DIRECTED BY THE ENGINEER.

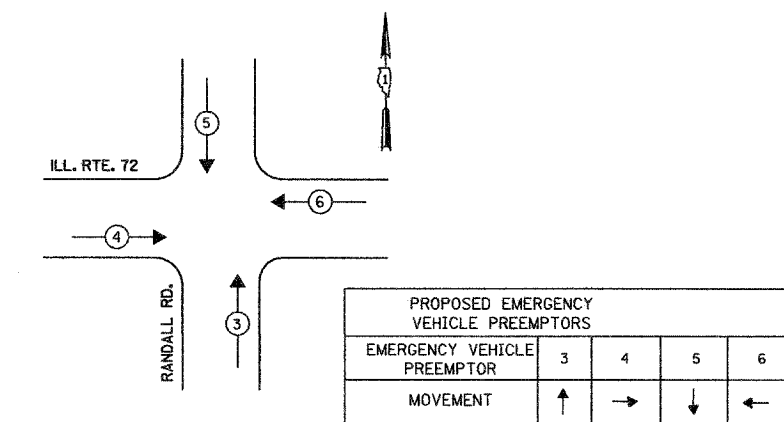
NOTE 2: REMOVE EXISTING 2-FACE, 1-3 SECTION (FOR SB DIRECTION) AND 1-5 SECTION (FOR NB DIRECTION) SIGNAL HEAD AND INSTALL NEW 2-FACE, 1-3 SECTION (FOR NB DIRECTION WITH LEFT TURN ARROWS) AND 1-5 SECTION (FOR SB DIRECTION) SIGNAL HEAD AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CABLE CONNECTIONS SHALL BE MODIFIED IN THE CONTROLLER AS REQUIRED.

CABLE PLAN LEGEND

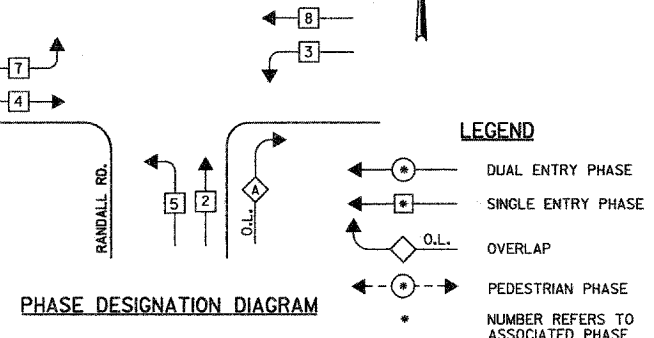
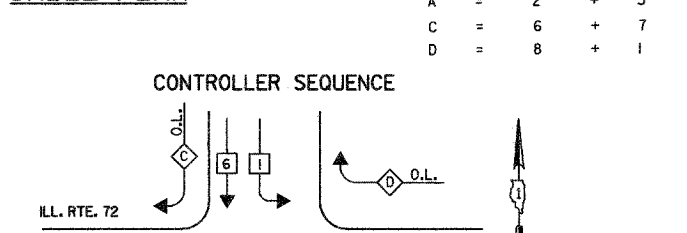
EXISTING	PROPOSED	DESCRIPTION
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSH-BUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
		SIGNAL FACE WITH BACKPLATE. *P* INDICATES PROGRAMMED HEAD.
E'	E'	RAILROAD CONTROL CABINET
E'	E'	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
E'	E'	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
H/C	H/C	GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
P	P	GROUND ROD AT POST OR MAST ARM POLE
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		LOCAL AND MASTER CONTROLLER
V	V	VIDEO CAMERA ASSEMBLY
B	B	UPS - BATTERY BACK-UP SYSTEM



EMERGENCY VEHICLE PREEMPTION SEQUENCE








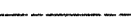


CABLE PLAN



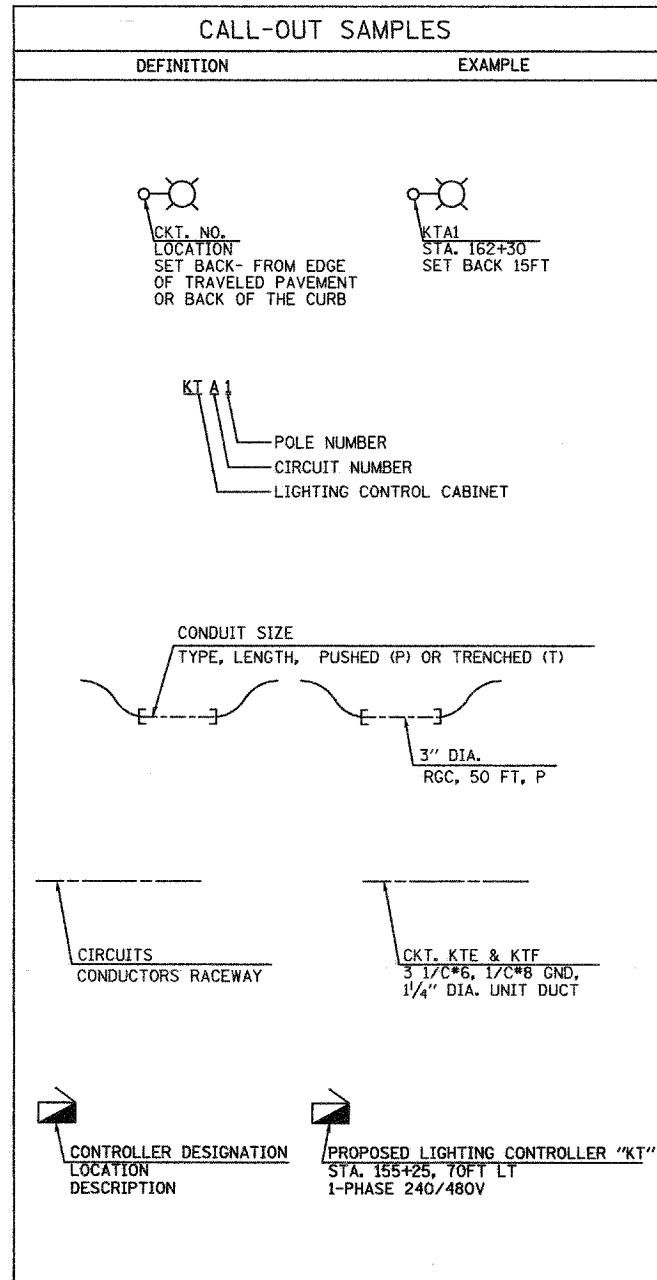
Mc.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE	%OPERATION		
SIGNAL (RED)	12	135	17	0.50	102.0
(YELLOW)	12	135	25	0.25	75.0
(GREEN)	12	135	15	0.25	45.0
ARROW	12	135	12	0.10	14.40
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN				0.05	
ARROW (RED)	8	135	12	0.50	48.0
(YELLOW)	8	135	12	0.25	24.0
(GREEN)	8	135	12	0.25	24.0
FLASHER				0.50	
TOTAL =					432.4

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A-POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D-CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'±L-2'
E-M.ARM POLE		SIGNAL POST	2 (1.0)		(6m±-0.6m)±
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

LEGEND (IDOT)

-  PROPOSED LIGHTING UNIT
47.5' M.H., 15' M.A., 400W, 240V HPS LUMINAIRE
TRANSFORMER BASE
-  PROPOSED COMBINATION LIGHTING UNIT
45' M.H., 15' M.A., 400W, 240V HPS LUMINAIRE
-  EXISTING COMBINATION LIGHTING UNIT
-  EXISTING LIGHTING UNIT TO REMAIN
-  EXISTING RIGID GALVANIZED STEEL CONDUIT (RGC)
SIZE AS INDICATED
-  PROPOSED UNIT DUCT, AS SPECIFIED IN PLANS
-  EXISTING LIGHTING CONTROLLER
-  PROPOSED ELECTRIC GROUND ROD

CALL-OUT SAMPLES



ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MM	MILLIMETER
MH	MOUNTING HEIGHT
NO. #	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED. SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUITS, UNIT DUCTS, DIRECT BURIAL CABLES, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL CONDITIONS.
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
9. WHERE MULTIPLE CONDUITS ADJACENT TO EACH OTHER ARE INSTALLED IN A COMMON TRENCH, TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH CONDUIT, BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
10. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
11. TRANSFORMER BASE, 9" BREAKAWAY DEVICE SHALL BE INSTALLED ON ALL NEW LIGHT POLES WITH 15" BOLT CIRCLE ON A 24" DIA. FOUNDATION AS SHOWN IN THE PLANS.

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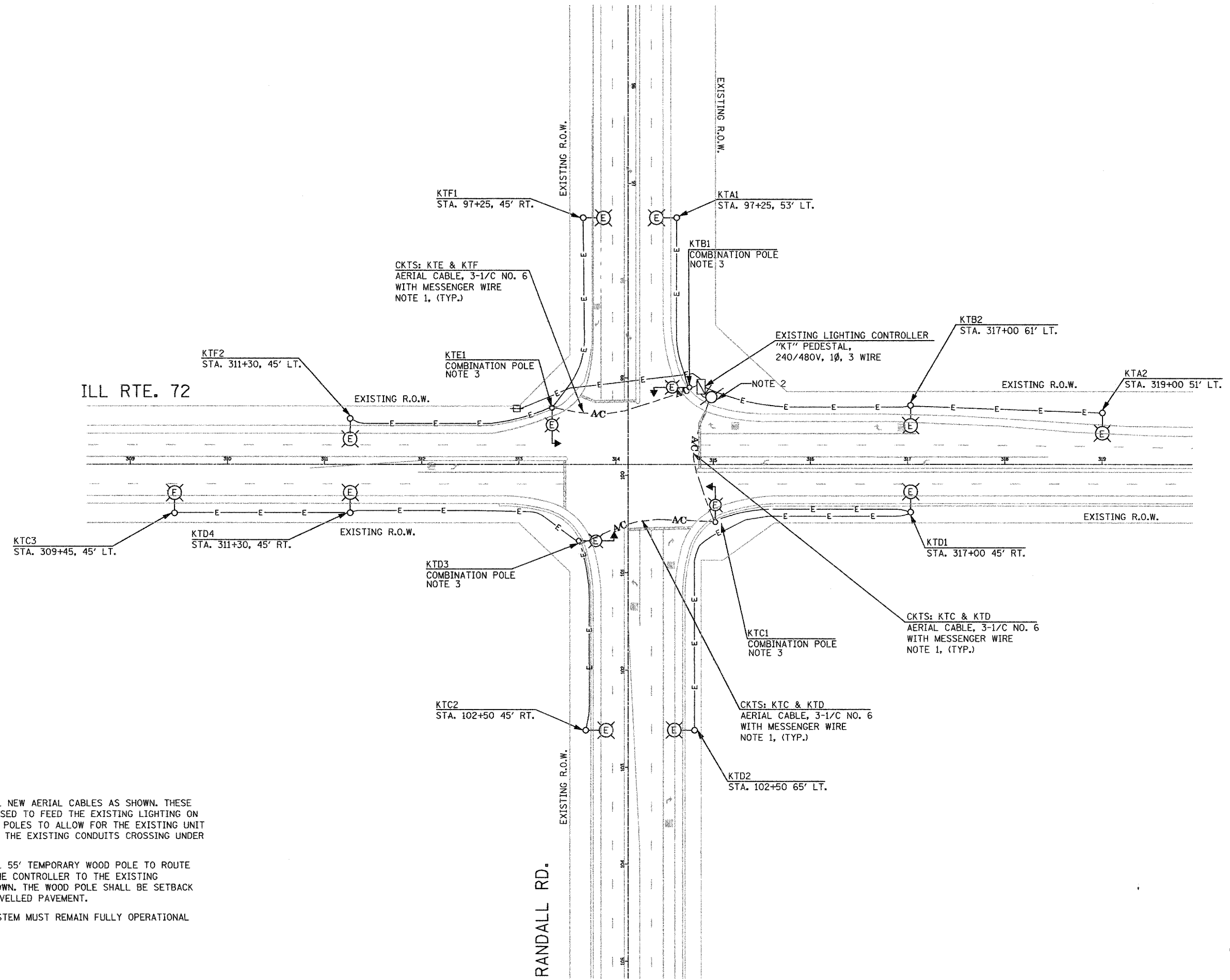
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DRAWN - MAA/RDP	REVISIONS -	
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 72 AT RANDALL ROAD
LIGHTING LEGEND & GENERAL NOTES**

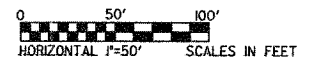
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CONTRACT NO. 60098				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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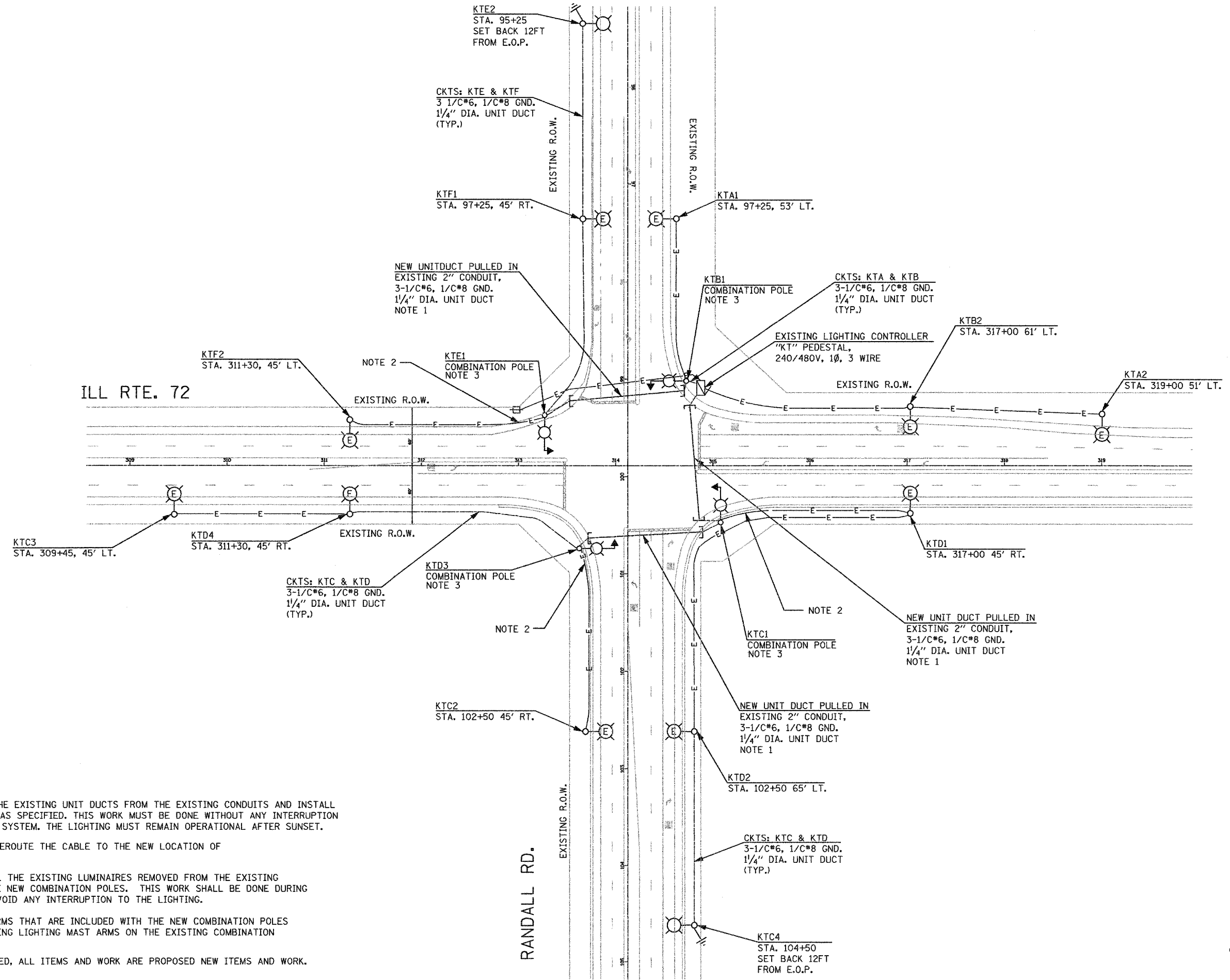


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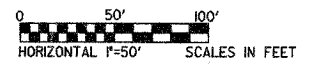
1. CONTRACTOR SHALL INSTALL NEW AERIAL CABLES AS SHOWN. THESE AERIAL CABLES SHALL BE USED TO FEED THE EXISTING LIGHTING ON THE EXISTING COMBINATION POLES TO ALLOW FOR THE EXISTING UNIT DUCTS TO BE PULLED FROM THE EXISTING CONDUITS CROSSING UNDER THE PAVEMENT.
2. CONTRACTOR SHALL INSTALL 55' TEMPORARY WOOD POLE TO ROUTE THE AERIAL CABLE FROM THE CONTROLLER TO THE EXISTING COMBINATION POLES AS SHOWN. THE WOOD POLE SHALL BE SETBACK 17' FROM THE EDGE OF TRAVELLED PAVEMENT.
3. THE EXISTING LIGHTING SYSTEM MUST REMAIN FULLY OPERATIONAL AT ALL TIMES.



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1. CONTRACTOR SHALL PULL THE EXISTING UNIT DUCTS FROM THE EXISTING CONDUITS AND INSTALL NEW DUCT, SIZE AND TYPE AS SPECIFIED. THIS WORK MUST BE DONE WITHOUT ANY INTERRUPTION TO THE EXISTING LIGHTING SYSTEM. THE LIGHTING MUST REMAIN OPERATIONAL AFTER SUNSET.
2. USE EXISTING CABLE AND REROUTE THE CABLE TO THE NEW LOCATION OF THE COMBINATION POLE
3. CONTRACTOR SHALL INSTALL THE EXISTING LUMINAIRES REMOVED FROM THE EXISTING COMBINATION POLES ON THE NEW COMBINATION POLES. THIS WORK SHALL BE DONE DURING THE DAYLIGHT HOURS TO AVOID ANY INTERRUPTION TO THE LIGHTING.
4. THE NEW LIGHTING MAST ARMS THAT ARE INCLUDED WITH THE NEW COMBINATION POLES SHALL BE USED. THE EXISTING LIGHTING MAST ARMS ON THE EXISTING COMBINATION POLES SHALL BE SALVAGED.
5. UNLESS OTHERWISE INDICATED, ALL ITEMS AND WORK ARE PROPOSED NEW ITEMS AND WORK.

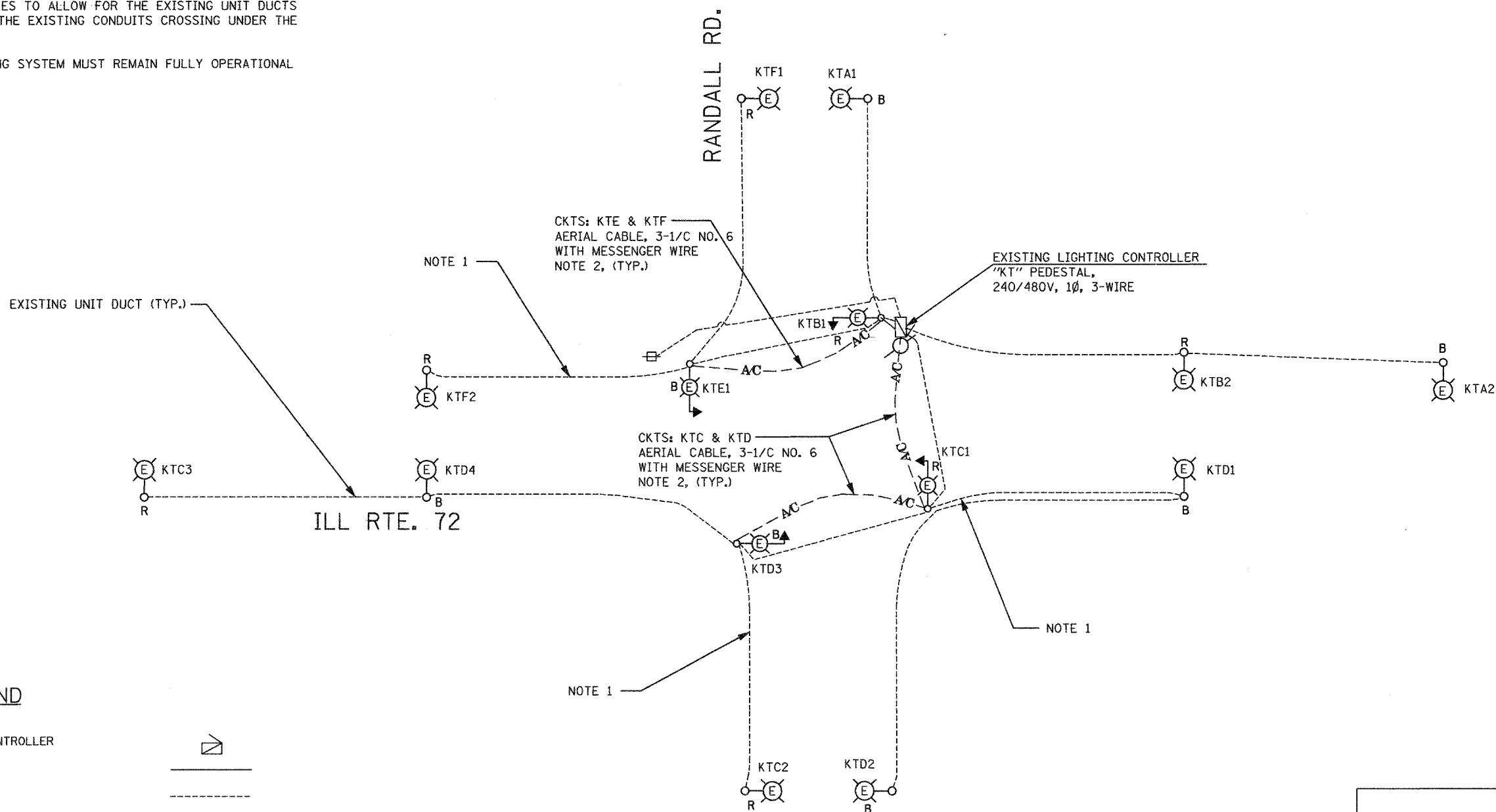


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PLOT DATE = 12/6/2007								CONTRACT NO. 60D98			



NOTES:

1. USE EXISTING CABLE AND UNIT DUCT AND REROUTE THEM TO THE NEW LOCATION OF THE COMBINATION POLE
2. CONTRACTOR SHALL INSTALL NEW AERIAL CABLES AS SHOWN. THESE AERIAL CABLES SHALL BE USED TO FEED THE EXISTING LIGHTING ON THE COMBINATION POLES TO ALLOW FOR THE EXISTING UNIT DUCTS TO BE PULLED FROM THE EXISTING CONDUITS CROSSING UNDER THE PAVEMENT.
3. THE EXISTING LIGHTING SYSTEM MUST REMAIN FULLY OPERATIONAL AT ALL TIMES.



LEGEND

- EXISTING LIGHTING CONTROLLER
- PROPOSED UNIT DUCT
- EXISTING UNIT DUCT
- PROPOSED AERIAL CABLE
- EXISTING SERVICE INSTALLATION
- PROPOSED LIGHTING UNIT
- PROPOSED COMBINATION LIGHTING UNIT
- EXISTING COMBINATION LIGHTING UNIT
- EXISTING LIGHTING UNIT
- PROPOSED ELECTRIC GROUND ROD
- TEMPORARY LIGHTING WOOD POLE

LOAD TABLE EXISTING LIGHTING CONTROLLER "KT"					
CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	4.2	1008	B	4.2	1008
D	8.4	2016	C	6.3	1512
E	2.1	504	F	4.2	1008
TOTAL	14.7	3528	TOTAL	14.7	3528

TOTAL LOAD ON CONTROLLER: 29.4 AMP

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		CHECKED - PKG	REVISED -
		DATE - 12/06/2007	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SINGLE LINE DIAGRAM, TEMPORARY WIRING
LIGHTING CONTROLLER "KT"
ILLINOIS ROUTE 72 AT RANDALL ROAD

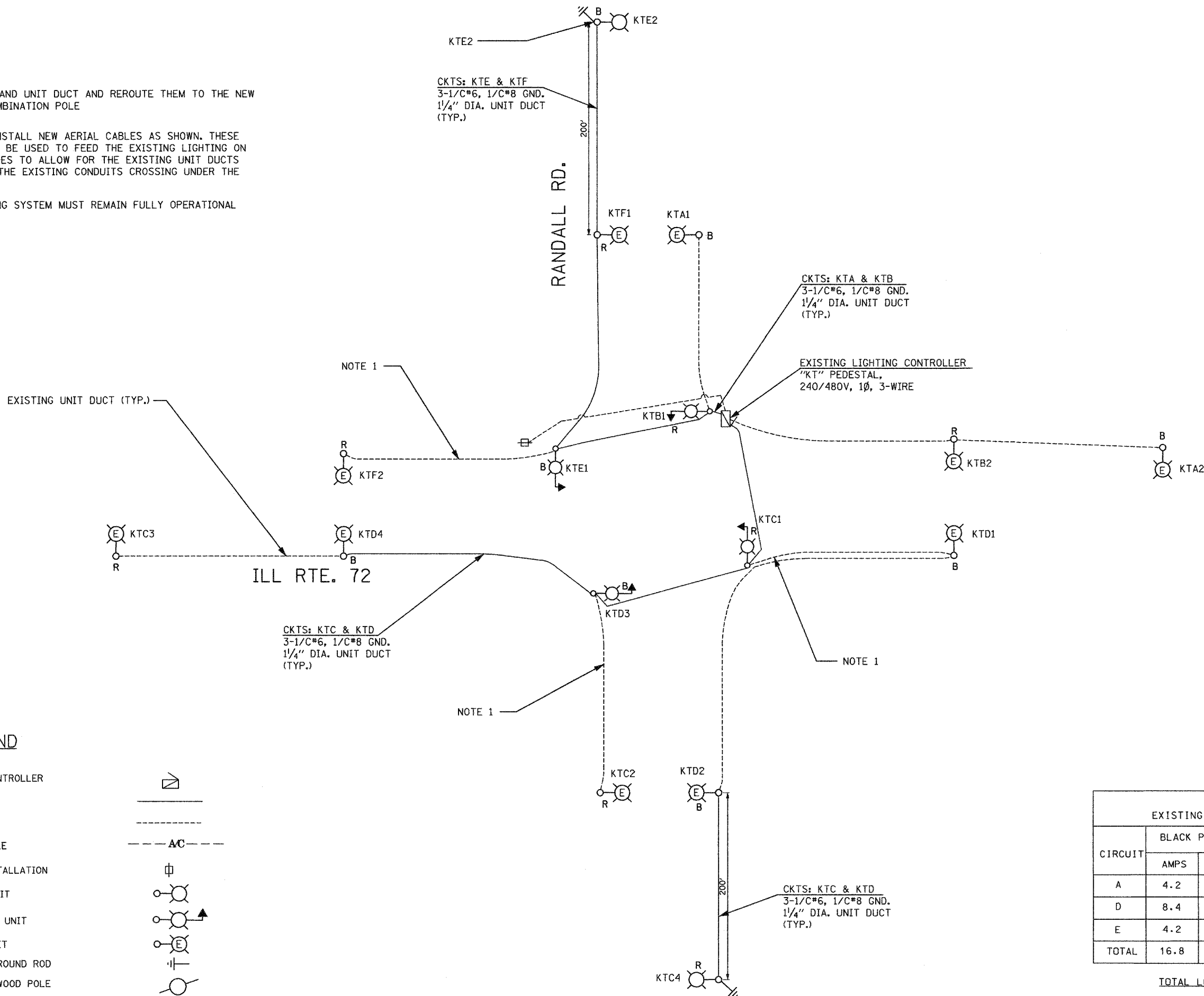
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2007-059 L	KANE	21	14
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 60098				



NOTES:

1. USE EXISTING CABLE AND UNIT DUCT AND REROUTE THEM TO THE NEW LOCATION OF THE COMBINATION POLE
2. CONTRACTOR SHALL INSTALL NEW AERIAL CABLES AS SHOWN. THESE AERIAL CABLES SHALL BE USED TO FEED THE EXISTING LIGHTING ON THE COMBINATION POLES TO ALLOW FOR THE EXISTING UNIT DUCTS TO BE PULLED FROM THE EXISTING CONDUITS CROSSING UNDER THE PAVEMENT.
3. THE EXISTING LIGHTING SYSTEM MUST REMAIN FULLY OPERATIONAL AT ALL TIMES.



LEGEND

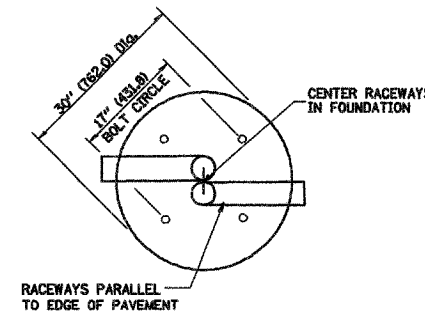
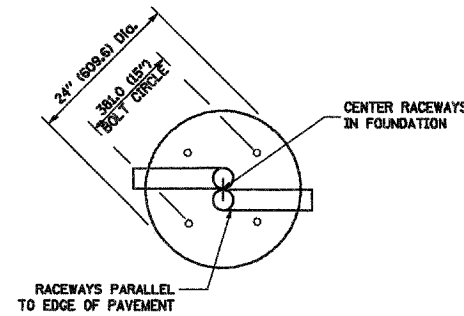
- EXISTING LIGHTING CONTROLLER
- PROPOSED UNIT DUCT
- EXISTING UNIT DUCT
- PROPOSED AERIAL CABLE
- EXISTING SERVICE INSTALLATION
- PROPOSED LIGHTING UNIT
- COMBINATION LIGHTING UNIT
- EXISTING LIGHTING UNIT
- PROPOSED ELECTRIC GROUND ROD
- TEMPORARY LIGHTING WOOD POLE

LOAD TABLE EXISTING LIGHTING CONTROLLER "KT"					
CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	4.2	1008	B	4.2	1008
D	8.4	2016	C	8.4	2016
E	4.2	1008	F	4.2	1008
TOTAL	16.8	4032	TOTAL	16.8	4032

TOTAL LOAD ON CONTROLLER: 33.6 AMP

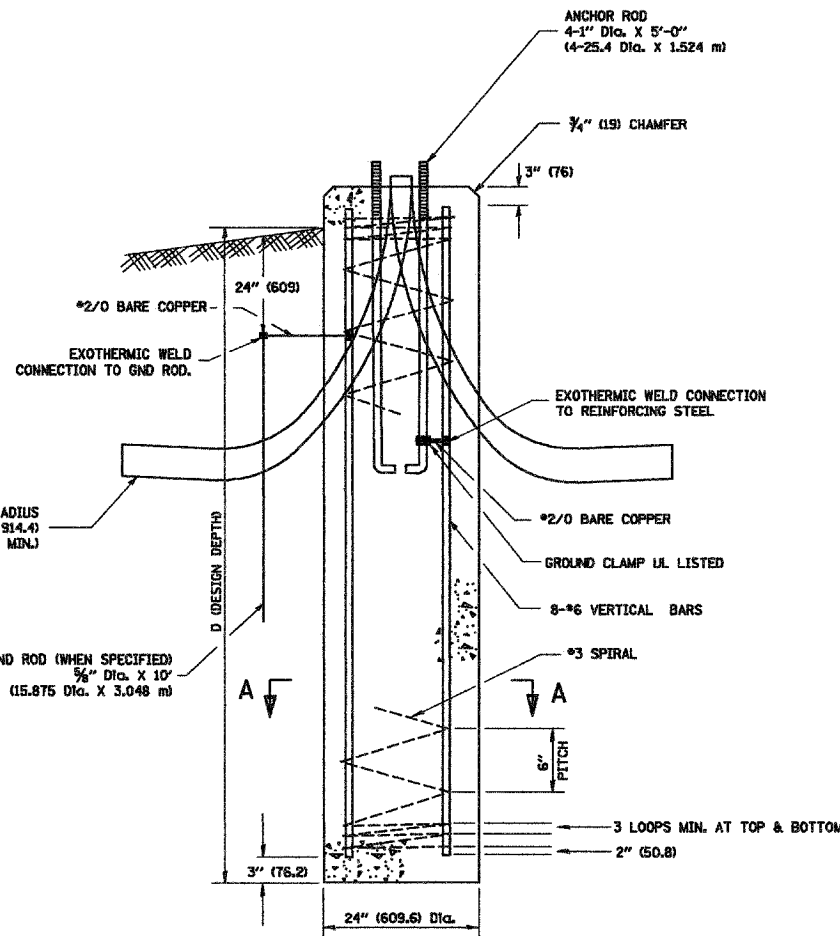
LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	8'-0" (2.44 m)

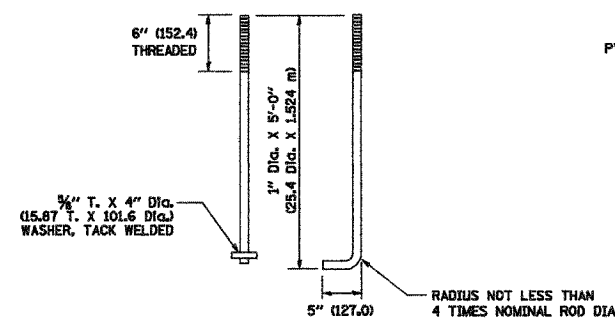


TOP VIEW

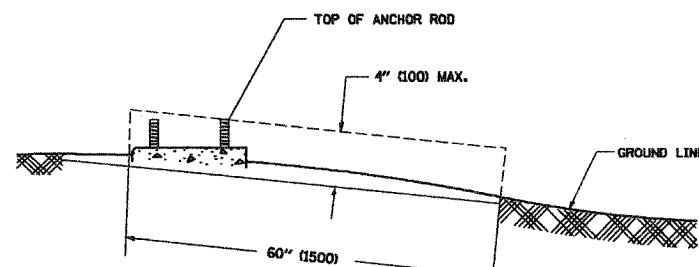
TOP VIEW



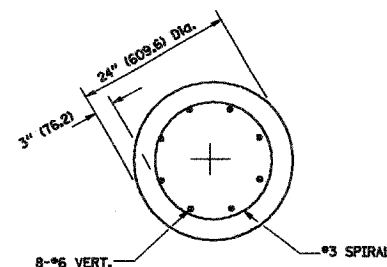
FOUNDATION DETAIL



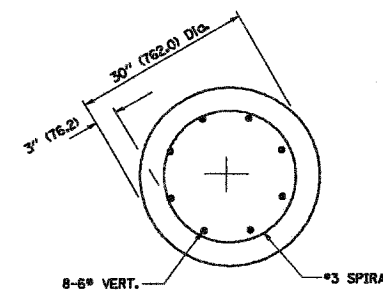
ANCHOR ROD DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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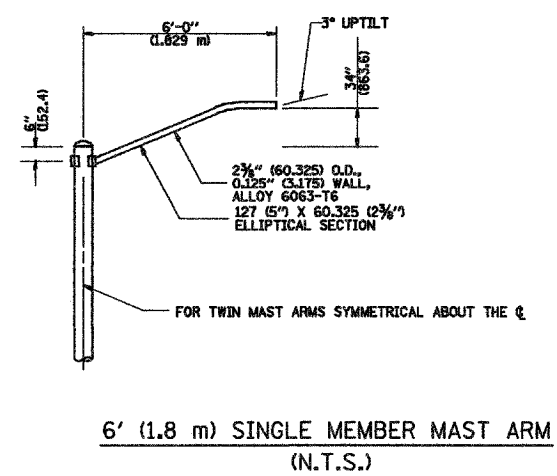
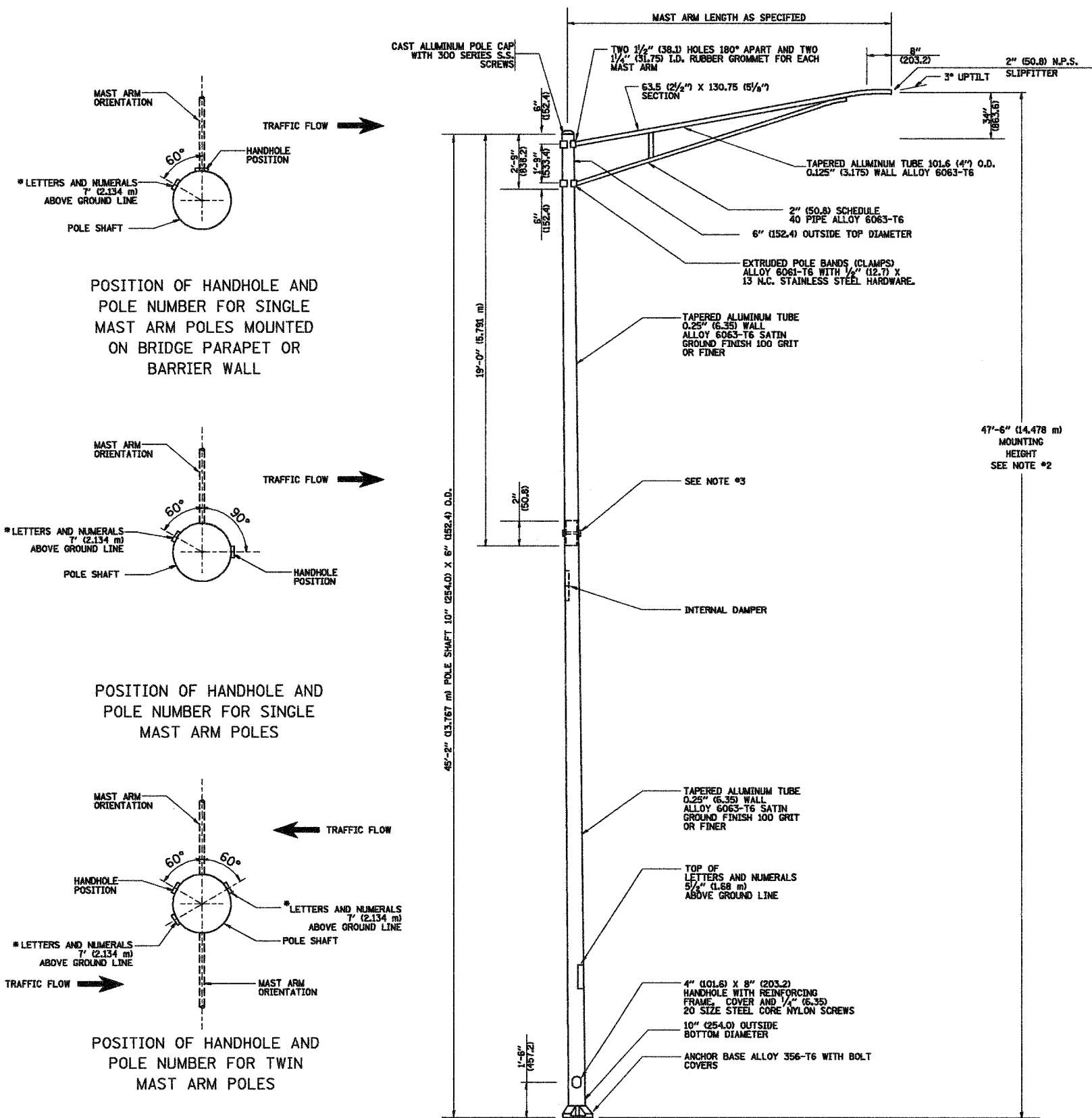
REVISIONS	
NAME	DATE
	04/22/02

E-301
ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H.
15" (381) BOLT CIRCLE

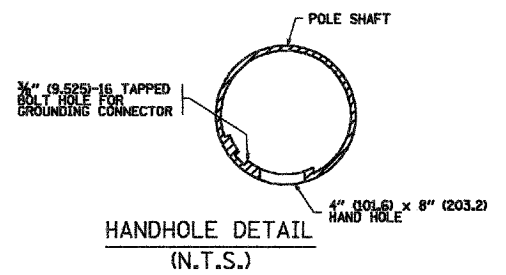
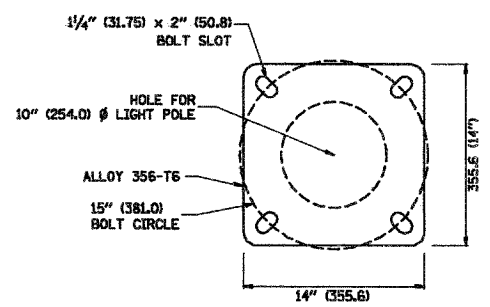
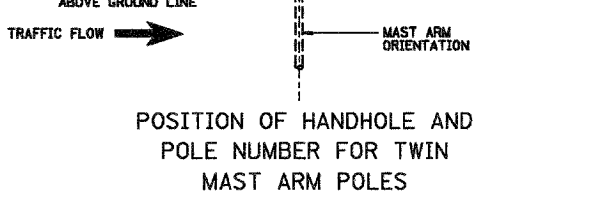
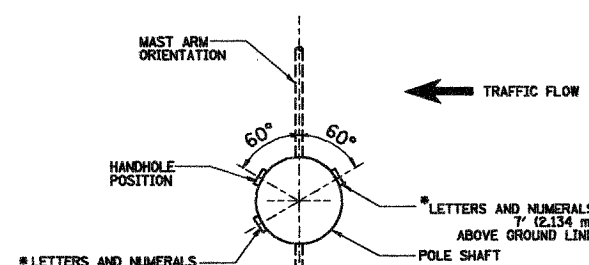
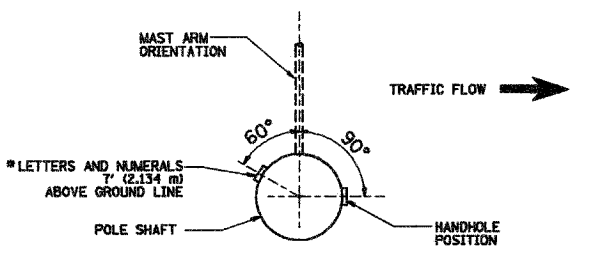
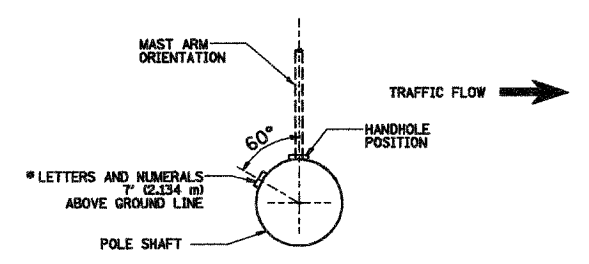
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DRAWN BY
CHECKED BY
BE301

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- NOTES:
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
 4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



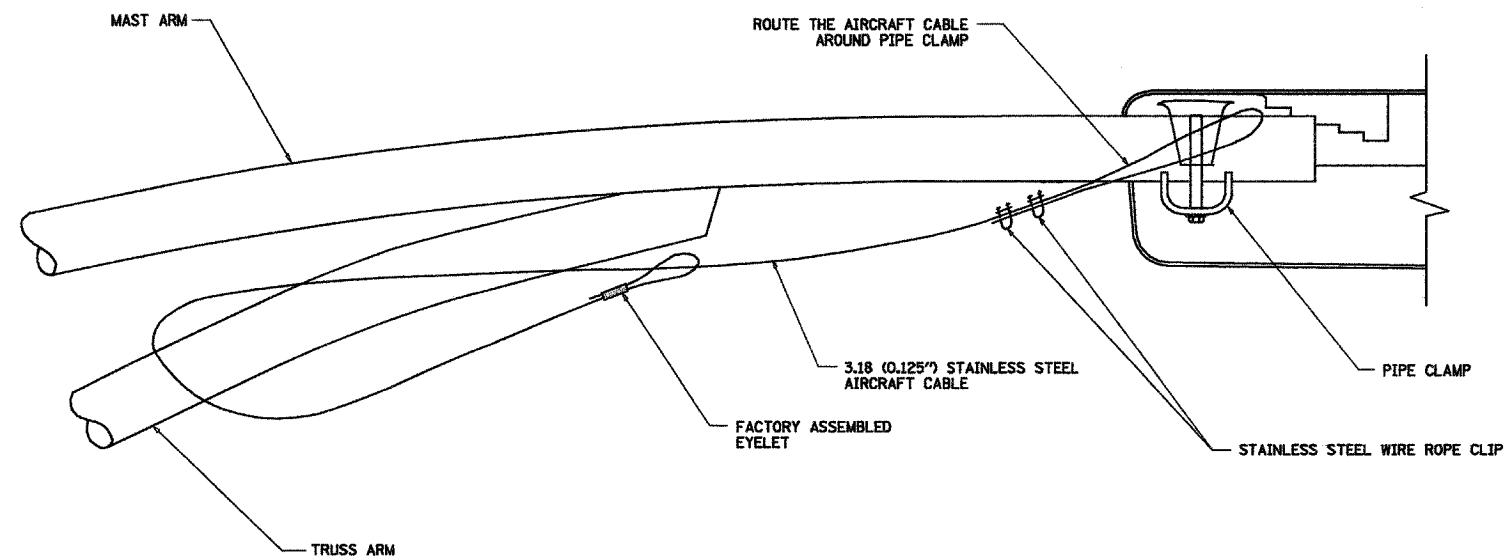
REVISIONS	
NAME	DATE
R. TOMSONS	9-6-00
R. TOMSONS	9-12-03

ILLINOIS DEPARTMENT OF TRANSPORTATION
ALUMINUM LIGHT POLE
47'-6" (14.478 m)
MOUNTING HEIGHT

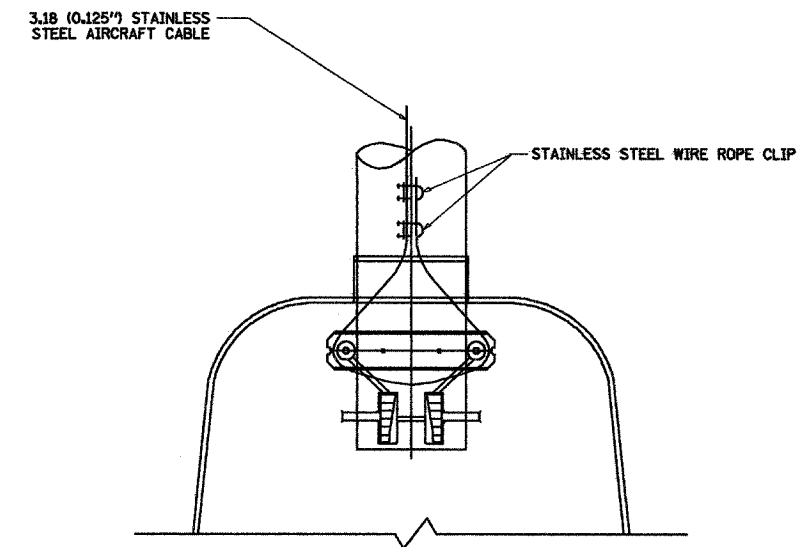
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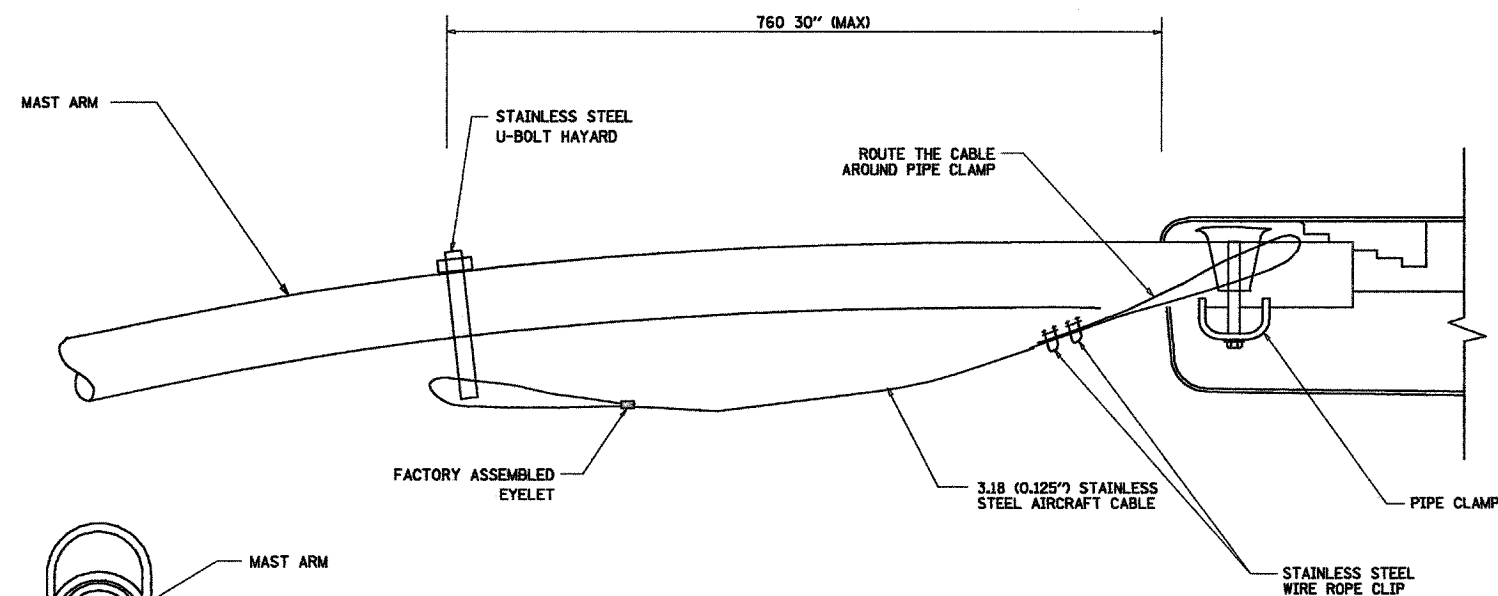
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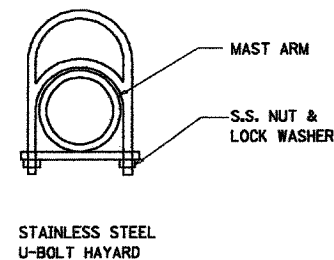
SIDE VIEW (TRUSS ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



STAINLESS STEEL
U-BOLT HAYARD

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 3.18 (0.125") STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN

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NAME	DATE

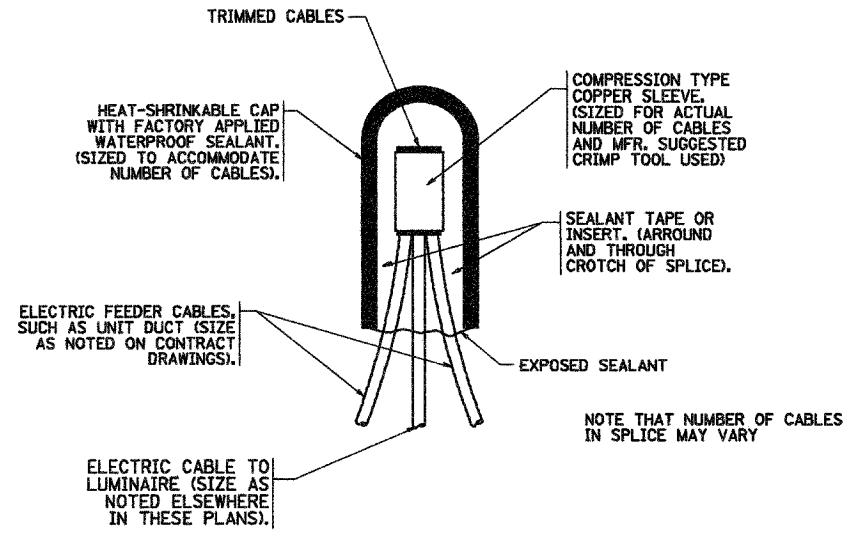
ILLINOIS DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY
CABLE ASSEMBLY

SCALE: VERT.
HORIZ.
DATE: 2/15/2006

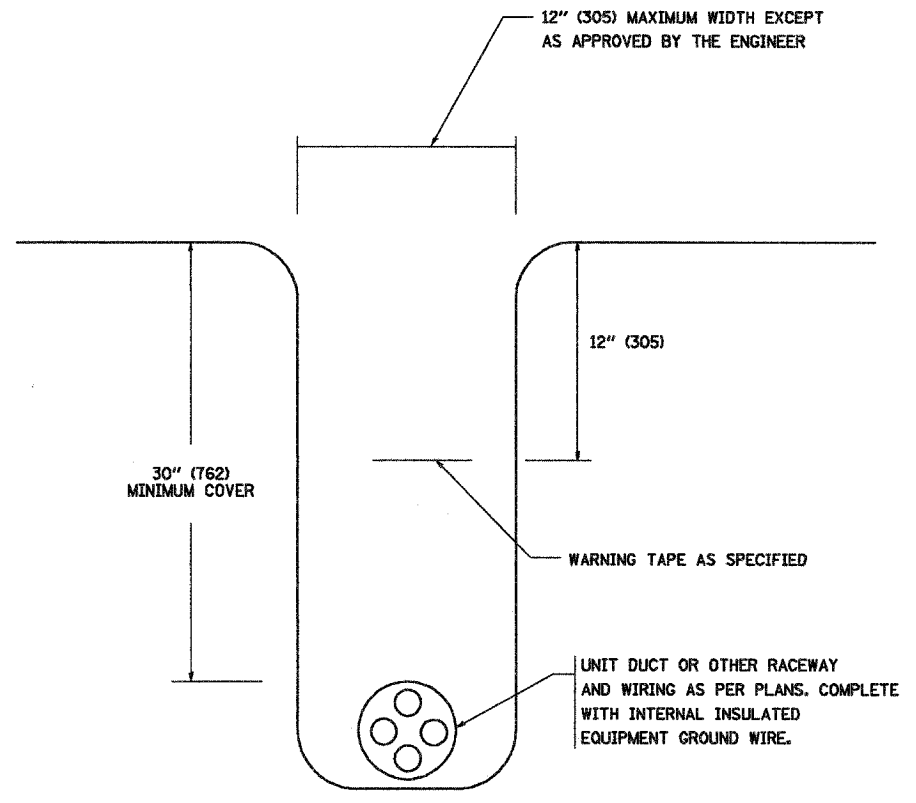
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BE-701

REVISION DATE:

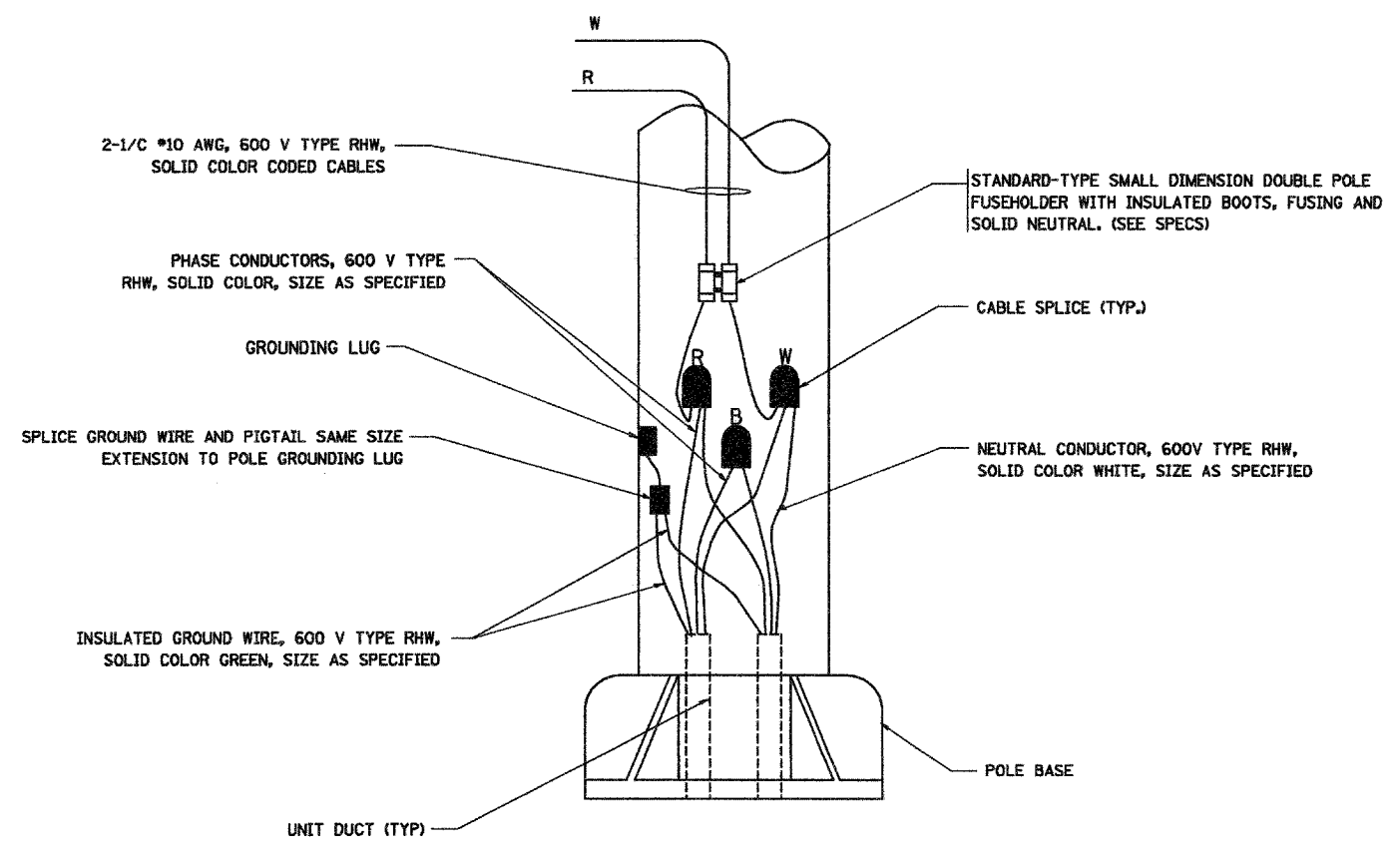


TYPICAL SPLICE DETAIL
N.T.S.

NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.

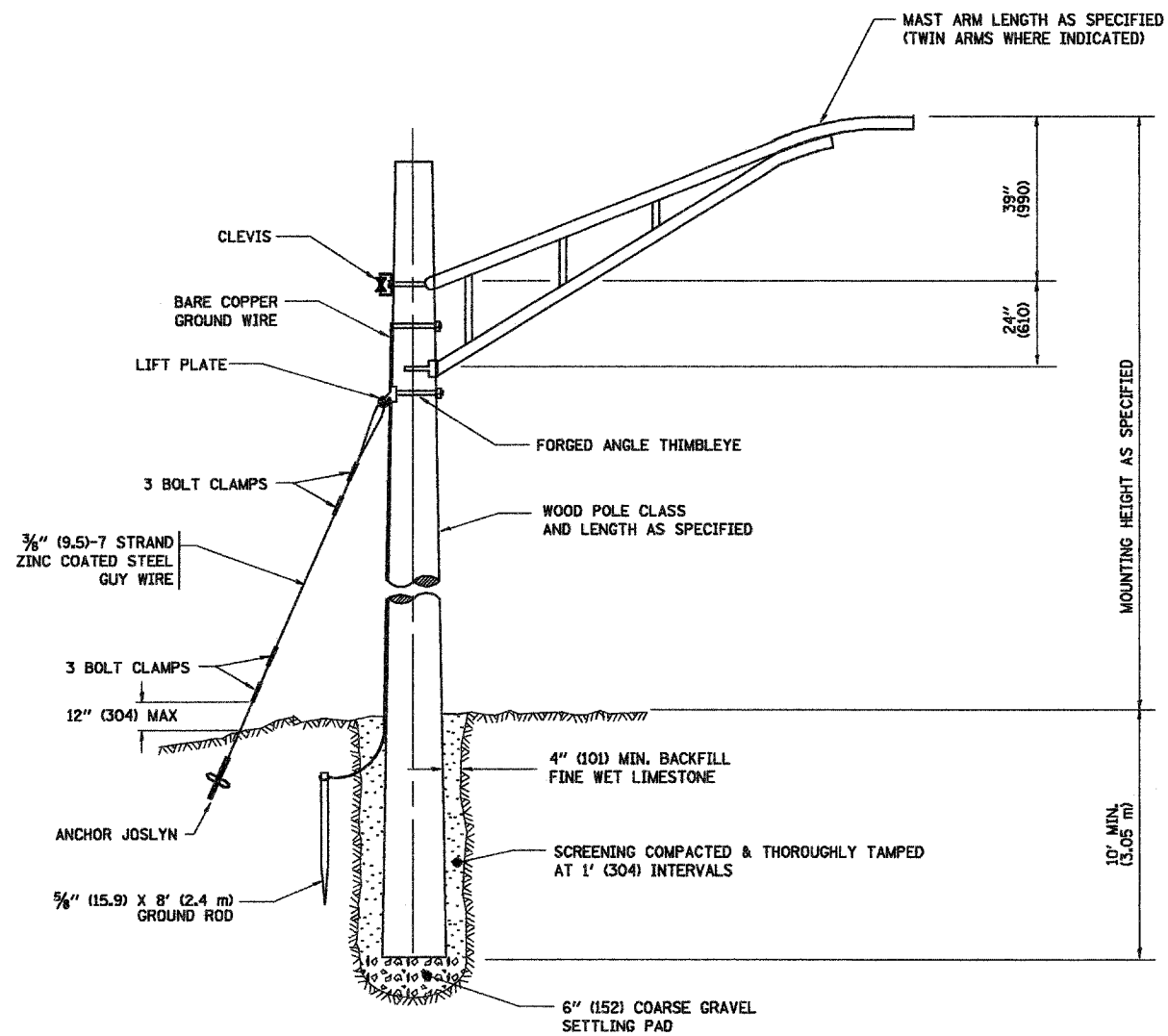


POLE WIRING DETAIL
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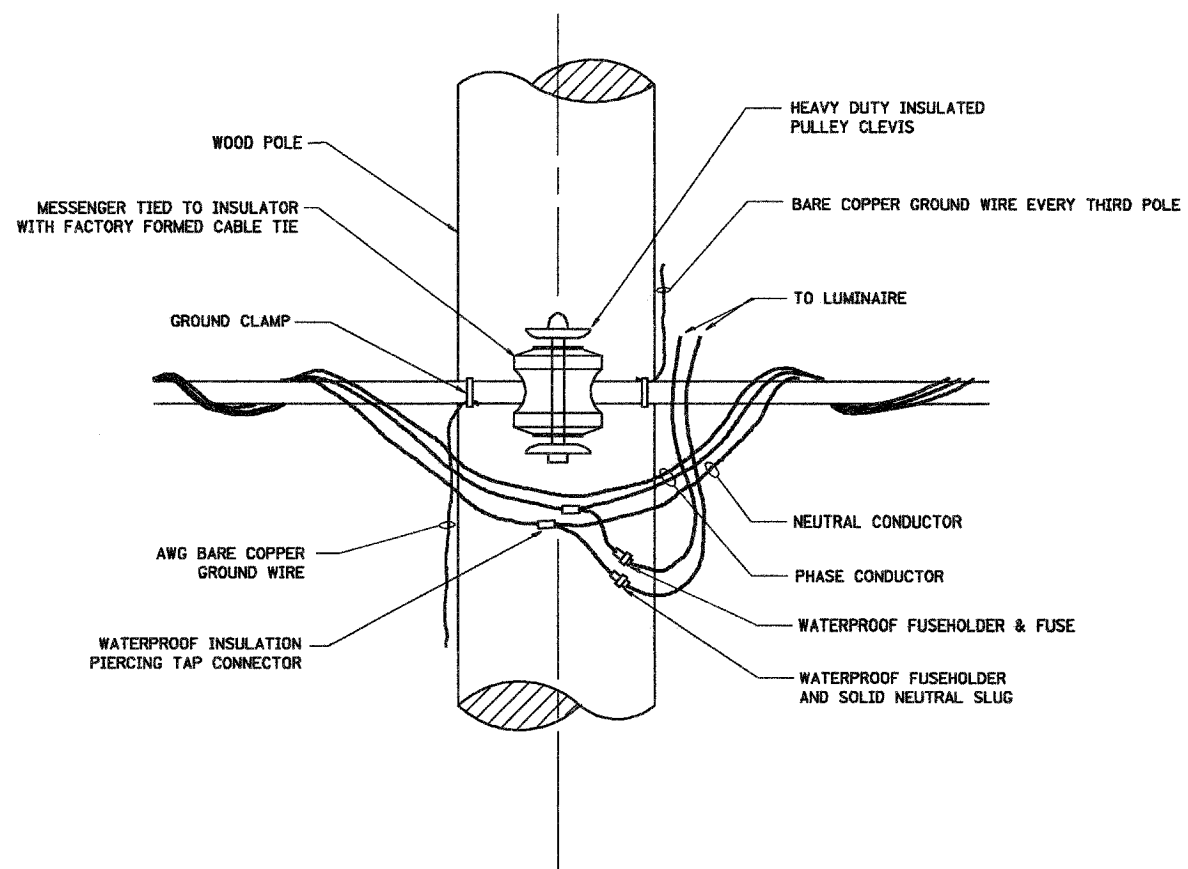
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REVISIONS	
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	08/08/03

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISC. ELECTRICAL DETAILS
SHEET A
SCALE: VERT. NONE
HORIZ.
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TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

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REVISIONS	
NAME	DATE
	08/08/03

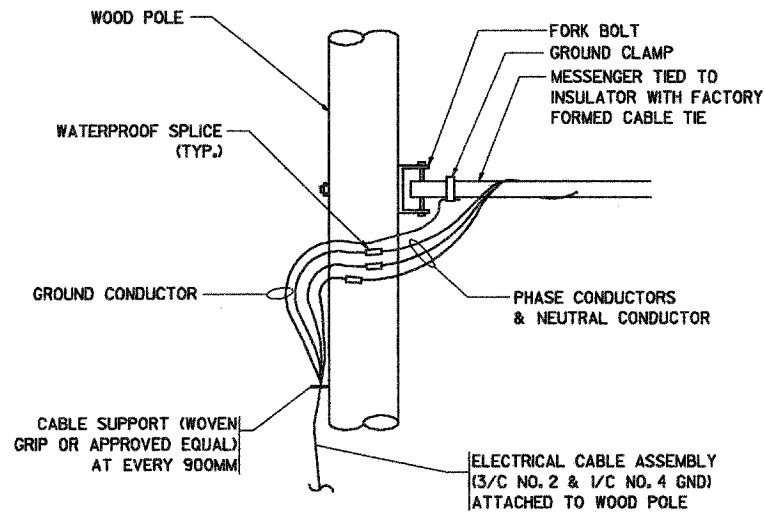
ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHT POLE
 DETAILS

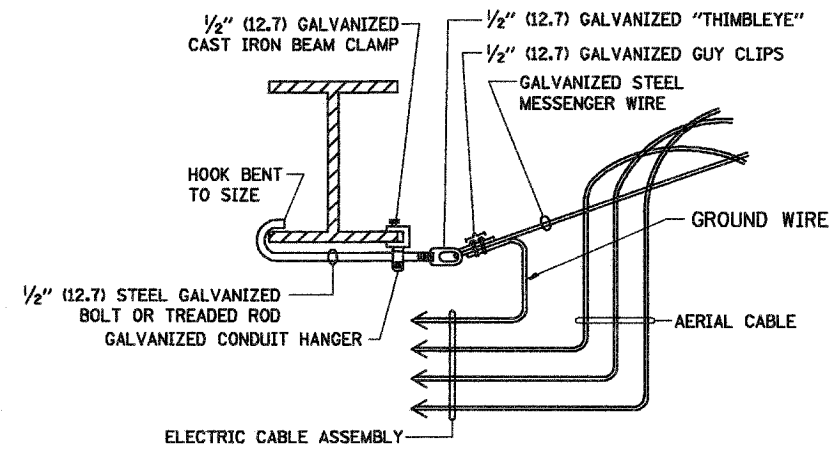
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 HORIZ.

DRAWN BY
 CHECKED BY
 BE-800

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			21	21
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



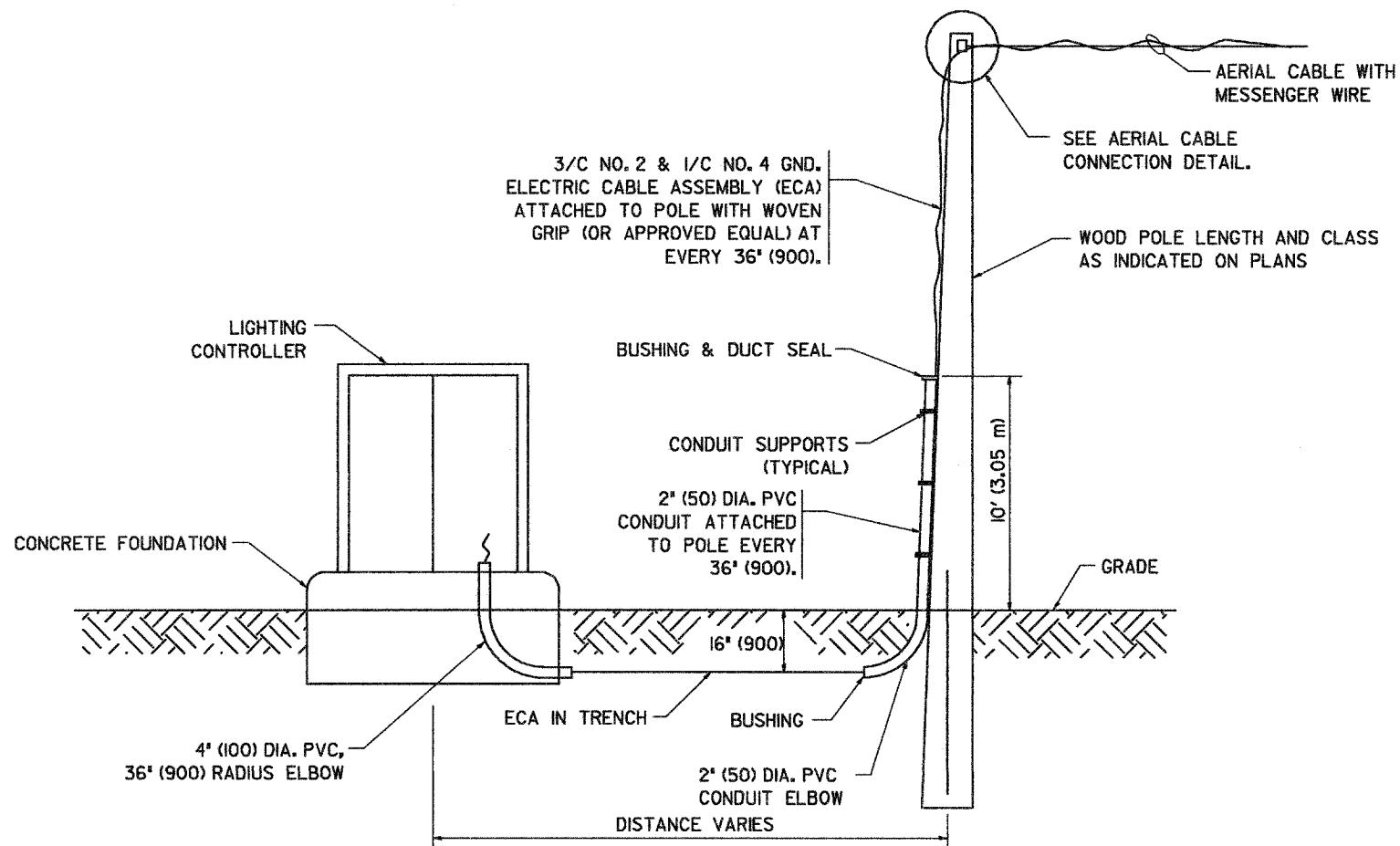
AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY AERIAL CABLE INSTALLATION

SCALE: VERT. NONE
HORIZ.

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BE-801

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