



**CONSTRUCTION NOTES:**

- ① THE SIGNAL COORDINATION AND TIMING (SCAT) CONSULTANT WILL BE RESPONSIBLE FOR RE-ADDRESSING THE REMAINING SYSTEM DETECTORS PER IDOT-DISTRICT ONE CONVENTION AND TO RETURN THE SYSTEM TO TRAFFIC RESPONSIVE OPERATIONS FOLLOWING CONSTRUCTION.

**SCHEDULE OF QUANTITIES**  
INTERCONNECT

NO.	QUANT.	UNIT
1.	4	CAL MO ENGINEER'S FIELD OFFICE, TYPE A
2.	0.50	L SUM MOBILIZATION
3.	0.50	L SUM TRAFFIC CONTROL AND PROTECTION, STANDARD 701501
4.	0.50	L SUM TRAFFIC CONTROL AND PROTECTION, STANDARD 701606
5.	0.50	L SUM TRAFFIC CONTROL AND PROTECTION, STANDARD 701701
6.	0.50	L SUM TRAFFIC CONTROL AND PROTECTION, STANDARD 701801
7.	6,180	FOOT UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
8.	110	FOOT CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL
9.	2	EACH JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 12" X 8"
10.	12	EACH HANDHOLE
11.	11,464	FOOT ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C
12.	10	EACH DRILL EXISTING HANDHOLE
13.	12,042	FOOT FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F
14.	154.20	SQ FT TEMPORARY INFORMATION SIGNING
15.	1	EACH OPTIMIZE TRAFFIC SIGNAL SYSTEM
16.	1	L SUM RAILROAD PROTECTIVE LIABILITY INSURANCE

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

GHA #4085.883