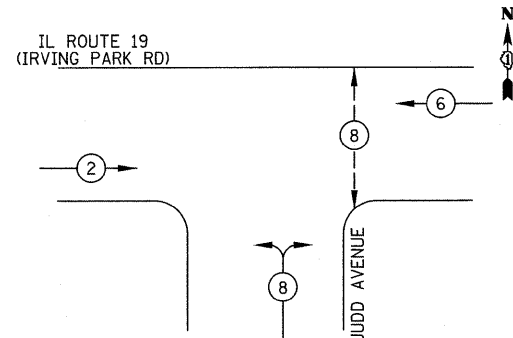
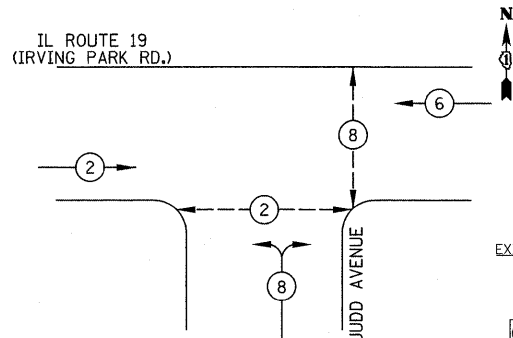


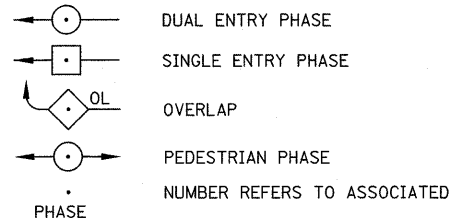
EXISTING CONTROLLER SEQUENCE



PROPOSED CONTROLLER SEQUENCE

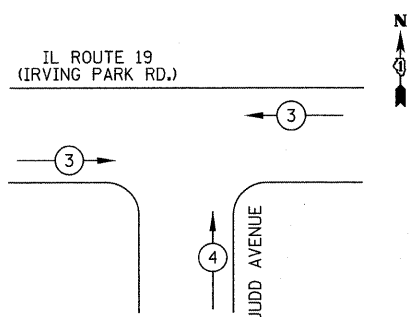


LEGEND



PHASE DESIGNATION DIAGRAM

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	
MOVEMENT	←	→	↑

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12	17		0.50	102
(YELLOW)	12	25		0.25	75
(GREEN)	12	15		0.25	45
ARROW	-	12		0.10	-
PED. SIGNAL	4	25		1.00	100
CONTROLLER	1	100		1.00	100
TOTAL =					422

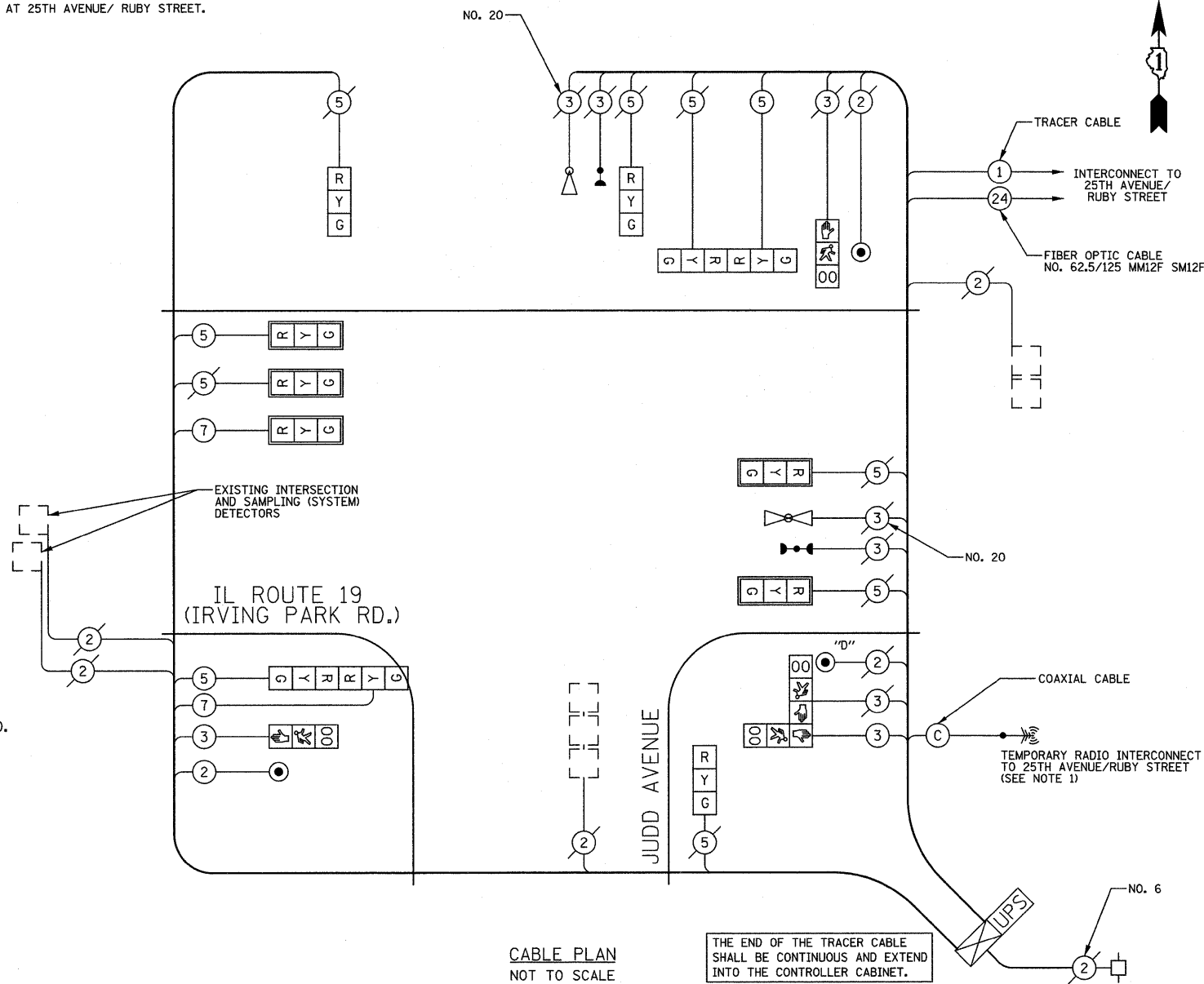
ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096
CONTACT: LINDA KLOC
PHONE: (708) 410-5313
COMPANY: COM ED

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 (2.0)
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+L-0.6m	
		24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)
		30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)
		36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)
				GROUND CABLE	1 (0.5)
				POST MOUNTED	6 (1.8)

NOTES:
1. TEMPORARY RADIO INTERCONNECT SHALL BE IN OPERATION DURING TEMPORARY SIGNAL OPERATION AT 25TH AVENUE/ RUBY STREET.

CABLE PLAN LEGEND

- | | | |
|----------|----------|---|
| EXISTING | PROPOSED | |
| | | 8" (200mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | 16" x 18" PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | TELEPHONE CONNECTION |
| | | MAGNETIC DETECTOR |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | PUSHBUTTON DETECTOR |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | 2 DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD |
| | | RAILROAD CONTROL CABINET |
| | | ILLUMINATED SIGN "NO LEFT TURN" |
| | | ILLUMINATED SIGN "NO RIGHT TURN" |
| | | GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C). |
| | | GROUND ROD AT POST (P), OR MAST ARM POLE (MA). |
| | | GROUND ROD AT ELECTRIC SERVICE INSTALLATION |
| | | GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) |
| | | FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM24F |
| | | UNINTERRUPTIBLE POWER SUPPLY |
| | | RADIO ANTENNA |



CABLE PLAN NOT TO SCALE

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QUANTITY
SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SO YD	14
PROTECTIVE COAT	SO YD	20
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SO FT	125
DETECTABLE WARNINGS	SO FT	31
COMBINATION CURB AND GUTTER REMOVAL	FOOT	20
SIDEWALK REMOVAL	SO FT	25
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	10
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	10
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	188
PAVEMENT MARKING REMOVAL	SO FT	94
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	135
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	229
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	565
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	419
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	5
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	3
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	695
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
RETROREFLECTIVE TRAFFIC SIGNAL BACKPLATE	EACH	5

NOTE: PEDESTRIAN PUSH-BUTTON "D" SHALL PLACE A CALL TO PHASES 8 AND 2.

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