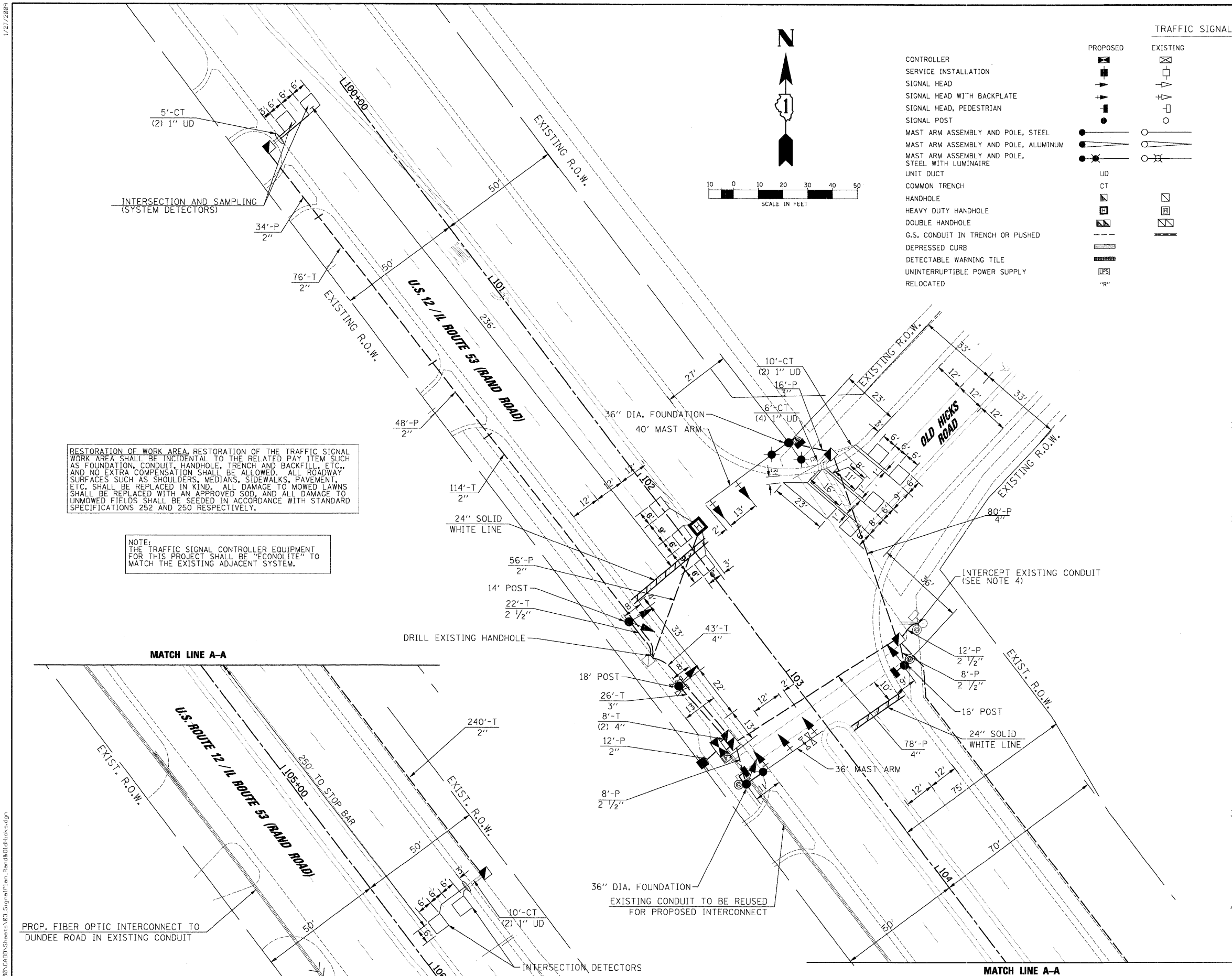


1/27/2009



- 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
- MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- UNIT DUCT
- COMMON TRENCH
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- DEPRESSED CURB
- DETECTABLE WARNING TILE
- UNINTERRUPTIBLE POWER SUPPLY
- RELOCATED

TRAFFIC SIGNAL LEGEND

- |          |          |  |          |          |
|----------|----------|--|----------|----------|
| PROPOSED | EXISTING | PEDESTRIAN PUSHBUTTON DETECTOR                   | PROPOSED | EXISTING |
|          |          | DETECTOR LOOP                                    |          |          |
|          |          | CAST IRON JUNCTION BOX                           |          |          |
|          |          | EMERGENCY VEHICLE LIGHT 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                             |          |          |
|          |          | ILLUMINATED SIGN, "NO LEFT TURN"                 |          |          |
|          |          | ILLUMINATED SIGN, "NO RIGHT TURN"                |          |          |
|          |          | RADIO INTERCONNECT                               |          |          |

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

CONSTRUCTION NOTES:

1. INSTALL NEW CONTROLLER AND TYPE IV CABINET (SPECIAL). RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT TO NEW CONTROLLER CABINET AND RELOCATE DETECTOR UNIT ON NEW SIGNAL POST. RELOCATION OF THE EMERGENCY PRIORITY SYSTEM EQUIPMENT WILL BE INCLUDED IN THE NEW CONTROLLER AND TYPE IV CABINET (SPECIAL) UNIT PRICE.
2. EXISTING PEDESTRIAN SIGNAL EQUIPMENT (SIGNAL HEADS AND PUSH BUTTONS) TO REMAIN OR BE REMOVED AND REINSTALLED ON PROPOSED EQUIPMENT AS FOLLOWS:  
  
 EAST CROSSWALK - CROSSING RAND ROAD (SOUTH SIDE);  
 - EXISTING PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSH BUTTON MUST REMAIN IN PLACE AND IN OPERATION DURING CONSTRUCTION. AT THE CONCLUSION OF CONSTRUCTION, EXISTING PEDESTRIAN SIGNAL EQUIPMENT TO BE RELOCATED TO PROPOSED SIGNAL POLE AND THE EXISTING POST AND TYPE A FOUNDATION WILL BE REMOVED.  
  
 EAST CROSSWALK - CROSSING RAND ROAD (NORTH SIDE)  
 - EXISTING PEDESTRIAN SIGNAL HEAD EQUIPMENT TO BE REMOVED AND REINSTALLED ON PROPOSED SIGNAL POST.  
  
 NORTH CROSSWALK - CROSSING OLD HICKS ROAD (EAST SIDE)  
 - EXISTING PEDESTRIAN SIGNAL EQUIPMENT TO REMAIN AND BE REUSED AS PART OF THE PROPOSED TRAFFIC SIGNAL.  
  
 NORTH CROSSWALK - CROSSING OLD HICKS ROAD (WEST SIDE)  
 - EXISTING PEDESTRIAN SIGNAL EQUIPMENT TO BE REMOVED AND REINSTALLED ON PROPOSED SIGNAL POLE ON A PROPOSED FOUNDATION.
3. CONTRACTOR MAY INTERCEPT THE CONDUIT ON THE SOUTHEAST SIDE OF THE SIDEWALK PROVIDED THAT THE ENGINEER APPROVES THE CONDITION OF THE EXISTING CONDUIT. ANY WORK COMPLETED TO CLEAN, REMOVE EXISTING CABLE, OR OTHER ELEMENT TO MAKE THE EXISTING CONDUIT IN A NEW CONDITION WILL BE PAID FOR AS CONDUIT PUSHED, 2 1/2" GALVANIZED STEEL AT THE DISTANCE INDICATED ON THE PLANS.
4. CONDUIT TO BE PUSHED UNDER EXISTING SIDEWALK.

FILE NAME = 03\_SignalPlan\_Rand&OldHicks.dgn  
 USER NAME = #USER#  
 PLOT SCALE = #SCALE#  
 PLOT DATE = 1/27/2009

DESIGNED - CH	REVISED -
DRAWN - MP, AG	REVISED -
CHECKED - MJL	REVISED -
DATE - 1/22/2009	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN  
U.S. ROUTE 12 / IL ROUTE 53 (RAND ROAD) AND OLD HICKS ROAD

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

**JACOBS** ONE NORTH FRANKLIN CHICAGO IL, 60606 312-251-3000

F.A.P. RTE. 334	SECTION 2008-08-31	COUNTY COOK	TOTAL SHEETS 80	SHEET NO. 13
CONTRACT NO. 60F87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				