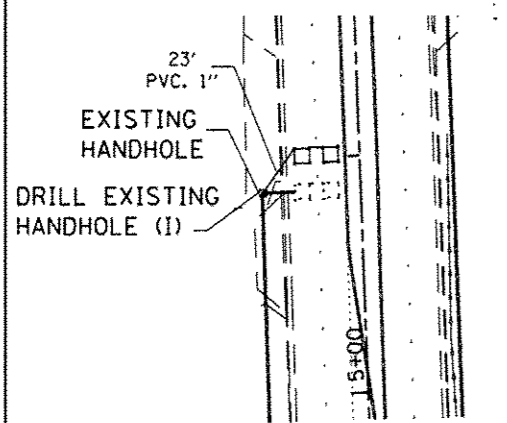


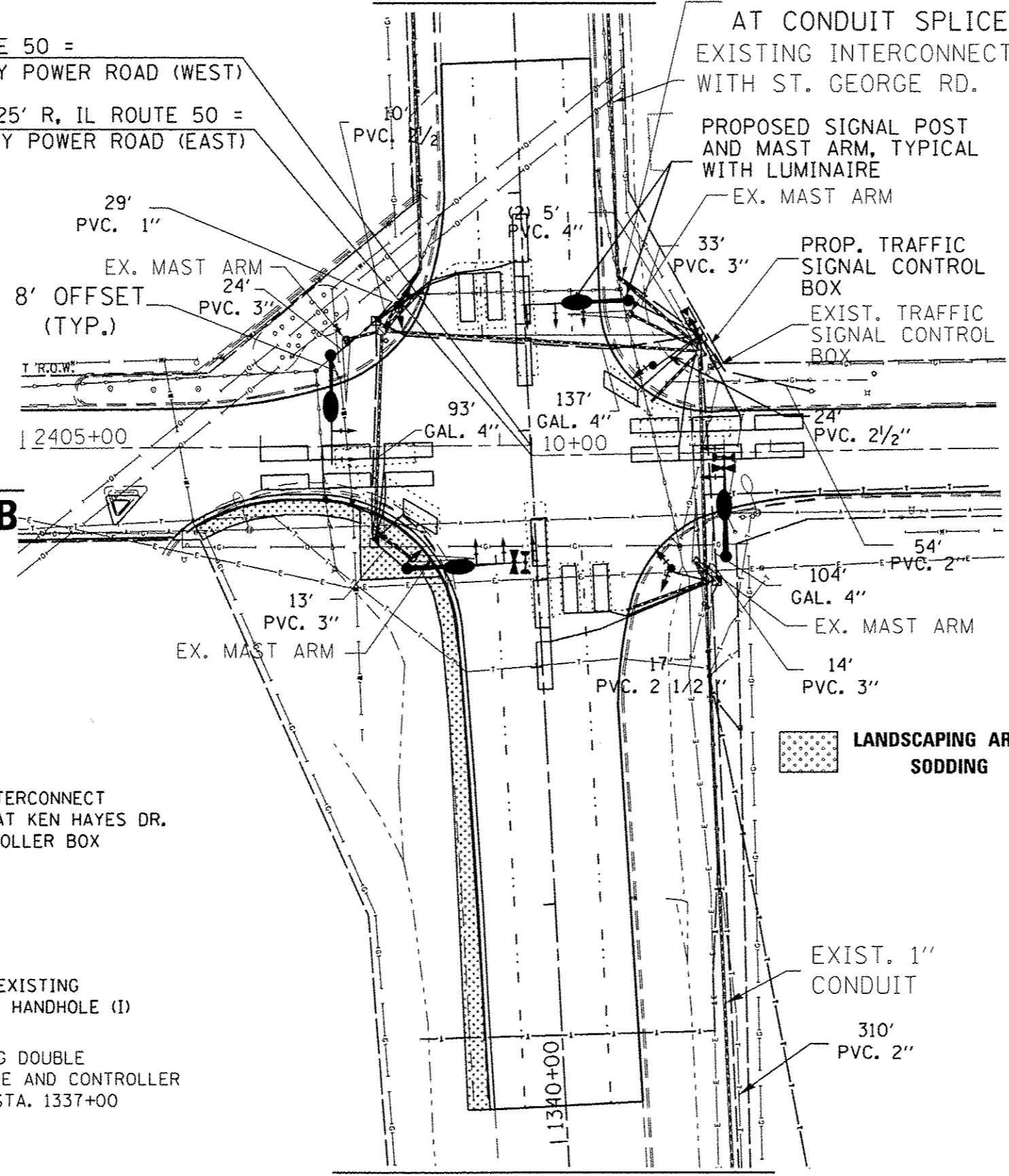
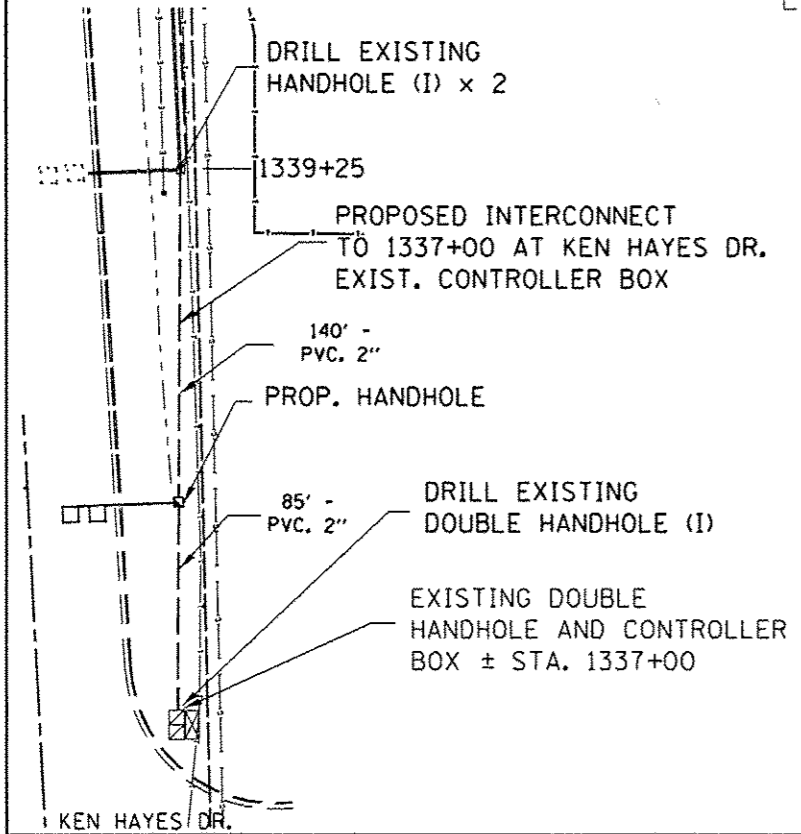
MATCH LINE B

STA. 2+93.75 IL ROUTE 50 =
 STA. 2407+12.94 LARRY POWER ROAD (WEST)
 STA. 2+89.34, 0.25' R, IL ROUTE 50 =
 STA. 10+00 LARRY POWER ROAD (EAST)



MATCH LINE B

MATCH LINE A



MATCH LINE A

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACK PLATE	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]
EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
WOOD POLE	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	[Symbol]	[Symbol]

NOTE: ASK IF THE POWER COMPANY WILL SUPPLY SEPERATE TRANSFORMER FOR TRAFFIC SIGNALS
 THE CONTRACTOR IS TO MAKE SURE THAT THE CONTROLLER DOES NOT MOVE TOO FAR NORTH SO THAT THE EXISTING INTERCONNECT CABLE CAN BE REUSED WITHOUT THE NEED TO IMPLIMENT A SPLICE.

SIGNAL INSTALLATION STATIONING

QUADRANT	ITEM	STATION	OFFSET
NORTHEAST	CONTROLLER	3+48	68' RT
	DOUBLE HANDHOLE	3+39	73' RT
	MAST ARM	3+55	44' RT
	SIGNAL POST	3+25	53' RT
SOUTHEAST	HANDHOLE	1342+33	75' RT
	SIGNAL POST	1342+39	56' RT
	MAST ARM	1342+46	79' RT
SOUTHWEST	HANDHOLE	1342+73	67' LT
	MAST ARM	1342+42	54' LT
NORTHWEST	HANDHOLE	3+49	62' LT
	MAST ARM	3+32	82' LT
	SIGNAL POST	3+55	53' LT

TYPE E 36" FOUNDATION DEPTHS

MAST ARM	ARM LENGTH	STATION	OFFSET	DEPTH**
NORTHEAST	42'	3+55	44' RT	13
SOUTHEAST	46'	1342+46	79' RT	13
SOUTHWEST	52'	1342+42	54' LT	15
NORTHWEST	44'	3+32	82' LT	13

* ALL SIGNAL BASES SHALL BE LOCATED A MINIMUM OF 8'-0" FROM THE BACK OF CURB TO THE FACE OF FOUNDATION UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

** THE FINAL DEPTH OF THE TYPE E MAST ARM FOUNDATION WILL BE DETERMINED ONCE THE SOIL BORINGS ARE COMPLETED BY IDOT. SEE COMMITMENT FILE.

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 SEEDDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

LOCATIONS OF MAST ARM ASSEMBLIES MAY BE CHANGED IN THE FIELD AS NECESSARY IN ORDER TO AVOID UTILITIES. THE NEW LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER AND APPROVED BY THE DISTRICT TRAFFIC SIGNAL SECTION TO ENSURE THE NEW LOCATIONS MEET OPERATIONAL OFFSET AND CLEAR ZONE REQUIREMENTS AND MAINTAIN PROPER POSITION OF SIGNAL HEADS IN RELATION TO THE TRAVELED LANES.