

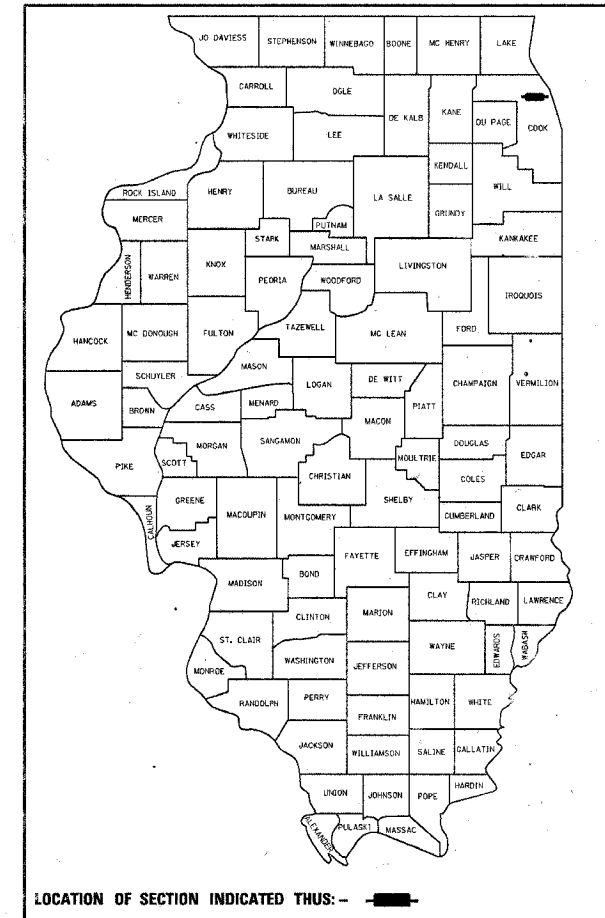
60C09

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-41 TS	COOK	12	1

0-91-116-07

- INDEX OF SHEETS**
- COVER SHEET
 - 3. SUMMARY OF QUANTITIES
 - 7. DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS (4 SHEETS)
 - 9. TEMPORARY TRAFFIC SIGNAL AND REMOVAL PLAN
 - 11. TRAFFIC SIGNAL MODERNIZATION
 - STREET NAME SIGNS

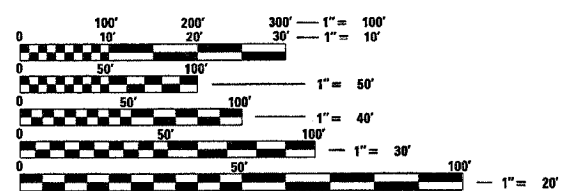
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS
F.A.U. 1349 (DEVON AVE)
SECTION 2006-41 TS
DEVON AVENUE AT DEE ROAD
TRAFFIC SIGNAL MODERNIZATION
COOK COUNTY
D-91-116-07



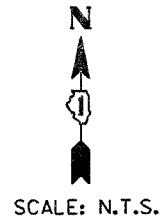
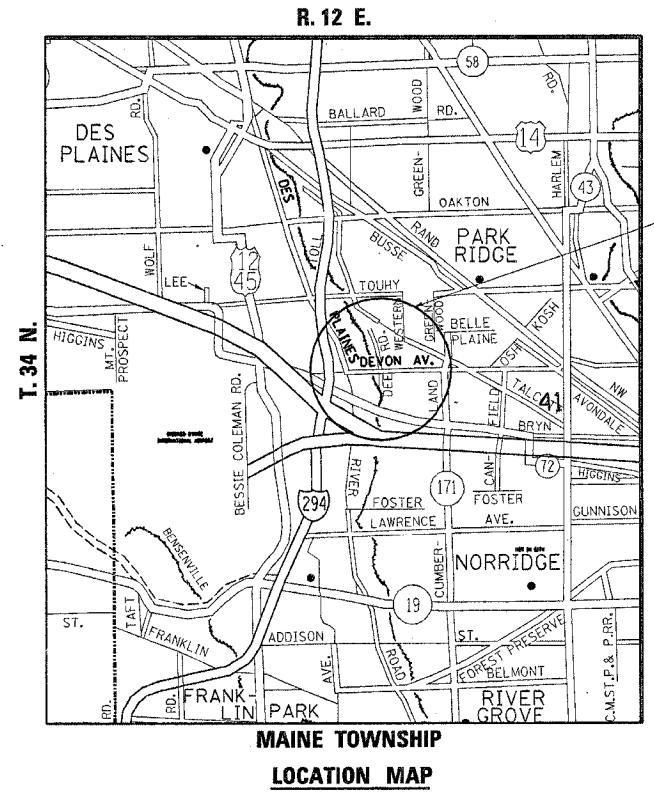
STANDARD DRAWINGS

701006-02	701011-11	701101-01	701301-02	702001-06
424001-04	720001	813001-01	814001-01	814006-01
857001	877001-02	877006-02	877011-02	878001-05
880001	880006	886001		
701201-02	701316-03	701321-08	701406-04	701501-03
701502-01	701606-04	701601-04	701701-04	701801-03

NOTE: STANDARD DRAWINGS REQUIRED (CIRCLED).



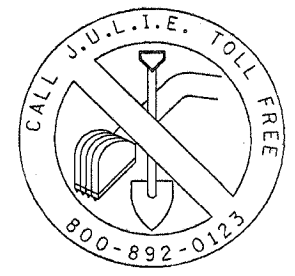
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.



PROJECT LOCATION

THIS IMPROVEMENT IS LOCATED
IN THE VILLAGE OF PARK RIDGE

POSTED SPEED LIMIT = 40 MPH DEVON AVE.
POSTED SPEED LIMIT = 35 MPH DEE RD.



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED Jan 29 20 07
Diana M. O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 23, 20 07
Eric E. Harshbarger
 ENGINEER OF DESIGN AND ENVIRONMENT

March 23, 20 07
Milton R. Sees, P.E.
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

PREPARED BY: Stefan Tardem June 25, 2007
TRAFFIC ENGINEER DATE

CONTRACT NO. 60C09

BUREAU OF TRAFFIC: STEVE TRAVIA / DARYLE DREW 847-705-4420

TRAFFIC SIGNAL SUMMARY OF QUANTITIES

F.A.U. RITE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-041 TS	COOK	12	2
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	
CONTRACT NO. 60C09				

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		90% FED. 5% STATE 5% PARK RIDGE	90% FED. 5% STATE 5% PARK RIDGE	90% FED. 5% STATE 5% PARK RIDGE	CODE NO	ITEM	UNIT		90% FED. 5% STATE 5% PARK RIDGE	90% FED. 5% STATE 5% PARK RIDGE	90% FED. 5% STATE 5% PARK RIDGE
67100100	MOBILIZATION	L SUM	1				87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1525			
70100700	TRAFFIC CONTROL AND PROTECTION STANDARD 701406	L SUM	1				87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1576			
70102620	TRAFFIC CONTROL AND PROTECTION STANDARD 701501	L SUM	1				87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FOOT	2282			
70102630	TRAFFIC CONTROL AND PROTECTION STANDARD 701601	L SUM	1				87301805	ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	53			
70102635	TRAFFIC CONTROL AND PROTECTION STANDARD 701701	L SUM	1				X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 1C	FOOT	634			
** 72000100	SIGN PANEL - TYPE 1	SQ FT	24				*X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FOOT	*655		*655	
** 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	120				87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		2	
** 78300400	THERMOPLASTIC PAVEMENT MARKING - REMOVAL	SQ FT	130				87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	2		2	
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1054				87702316	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 24 FT. AND 44 FT.	EACH	1		1	
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	93				87702470	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 30 FT. AND 42 FT.	EACH	1		1	
81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	16				87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8		8	
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	42				87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4	
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	70				87800400	CONCRETE FOUNDATION, TYPE E 30 INCH DIAMETER	FOOT	30		30	
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	298				87800415	CONCRETE FOUNDATION, TYPE E 36 INCH DIAMETER	FOOT	30		30	
81400100	HANDHOLE	EACH	3				87900200	DRILL EXISTING HANDHOLE	EACH	11		11	
81400200	HEAVY-DUTY HANDHOLE	EACH	1				88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED ALUMINUM	EACH	13		13	
81400300	DOUBLE HANDHOLE	EACH	1				88500100	INDUCTIVE LOOP DETECTOR	EACH	8		8	
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1169				88600100	DETECTOR LOOP, TYPE 1	FOOT	656		656	
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1				*88700200	LIGHT DETECTOR	EACH	*3		*3	
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	449				*88700300	LIGHT DETECTOR AMPLIFIER	EACH	*1		*1	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1104				89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1	

* 100% COST TO THE CITY OF PARK RIDGE FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT
 ** SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL SUMMARY
 OF QUANTITIES
 DEVON AVENUE @ DEE ROAD

SCALE: NONE
 DATE: DECEMBER 2006
 DRAWN BY: CADD
 DESIGNED BY: JHE
 CHECKED BY: DAD

1/24/2007 10:00:00 AM

TRAFFIC SIGNAL SUMMARY OF QUANTITIES

F.A.M. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-041 TS	COOK	12	3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	
CONTRACT NO. 60C09				

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	901.FED. 15% STATE SH. PAYABLE	TRAFFIC SIGNALS		
X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1		1		
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1800		1800		
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1		
89502380	REMOVE EXISTING HANDHOLE	EACH	2		2		
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	10		10		
88030020	SIGNAL HEAD, L E D, 1-FACE, 3-SECTION MAST-ARM MOUNTED	EACH	7		7		
88030100	SIGNAL HEAD, L E D, 1-FACE, 3-SECTION BRACKET MOUNTED	EACH	2		2		
88030110	SIGNAL HEAD, L E D, 1-FACE, 5-SECTION MAST-ARM MOUNTED	EACH	6		6		
X8050015	SERVICE INSTALLATION, POLE MOUNT	EACH	1		1		

* 100% COST TO THE CITY OF PARK RIDGE FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC SIGNAL SUMMARY
 OF QUANTITIES**
 DEVON AVEENUE @ DEE ROAD

SCALE: NONE
 DATE: DECEMBER 2006

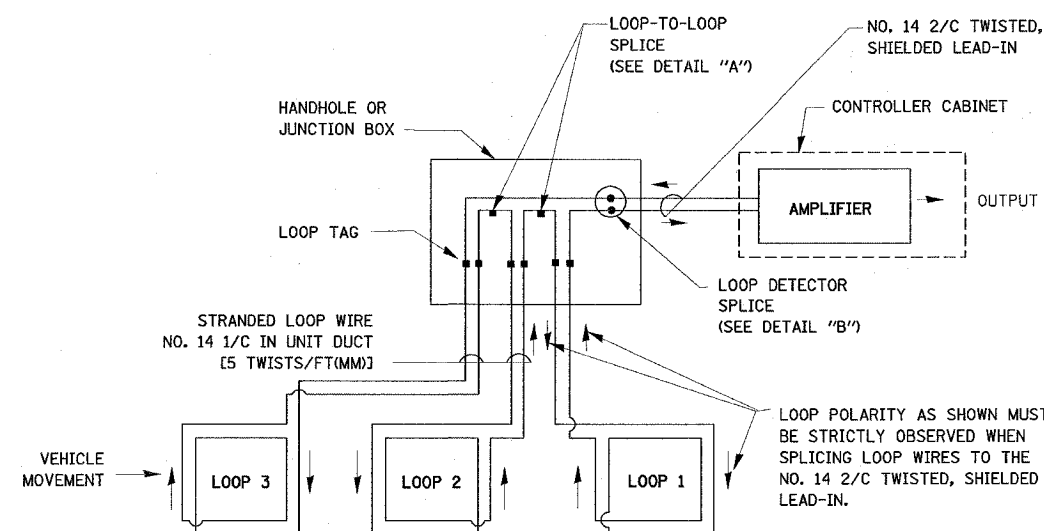
DRAWN BY
 DESIGNED BY JHE
 CHECKED BY DAD

1/24/2007 5:00:00 PM

F.A.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-41 TS	COOK	12	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

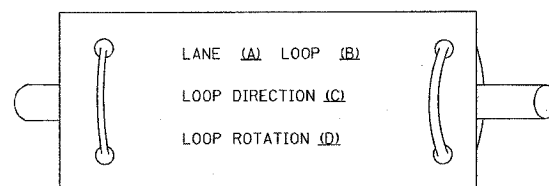
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



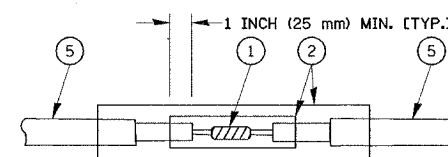
DETECTOR LOOP WIRING SCHEMATIC

- 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.

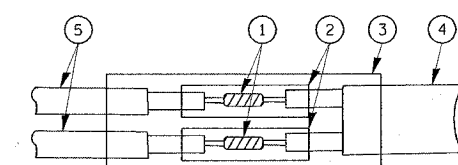
LOOP LEAD-IN CABLE TAG



- 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.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

SCALE: NONE
DATE: 1/24/2007

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

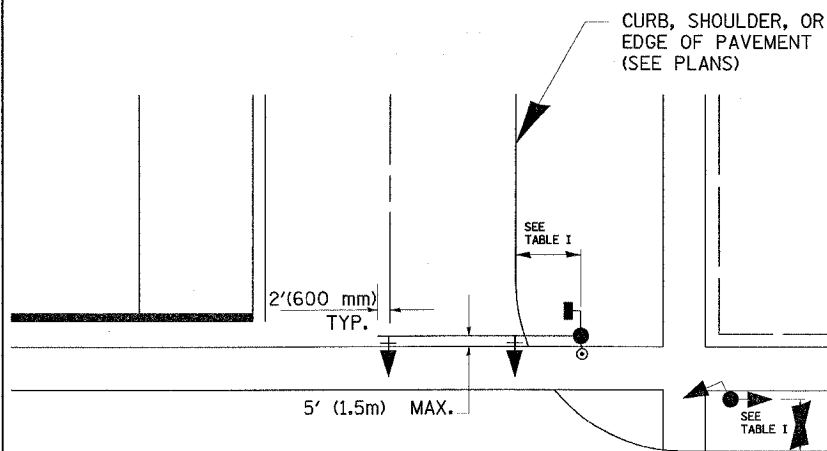
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REVISION DATE: 01/01/02

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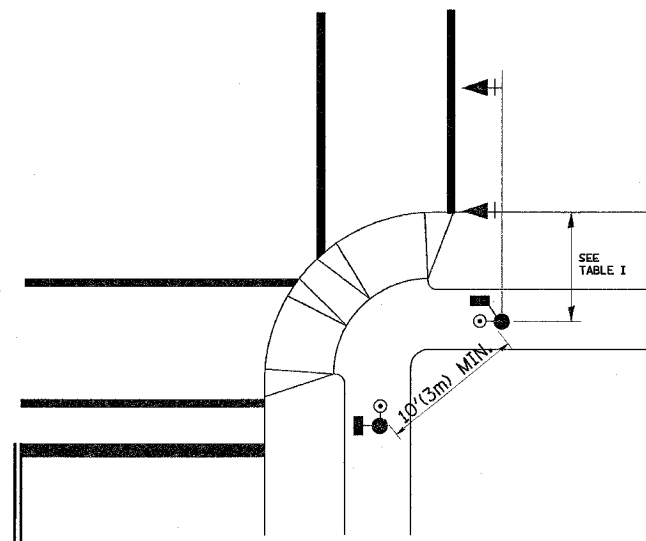
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-41 TS	COOK	12	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

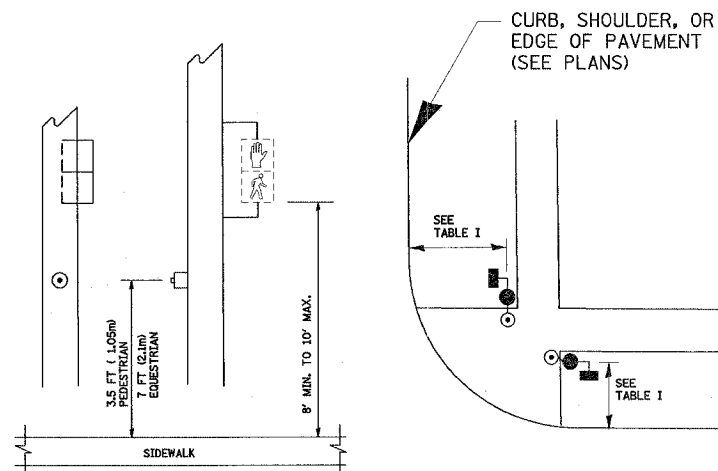


TABLE I

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

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 USER NAME = rjguyen

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

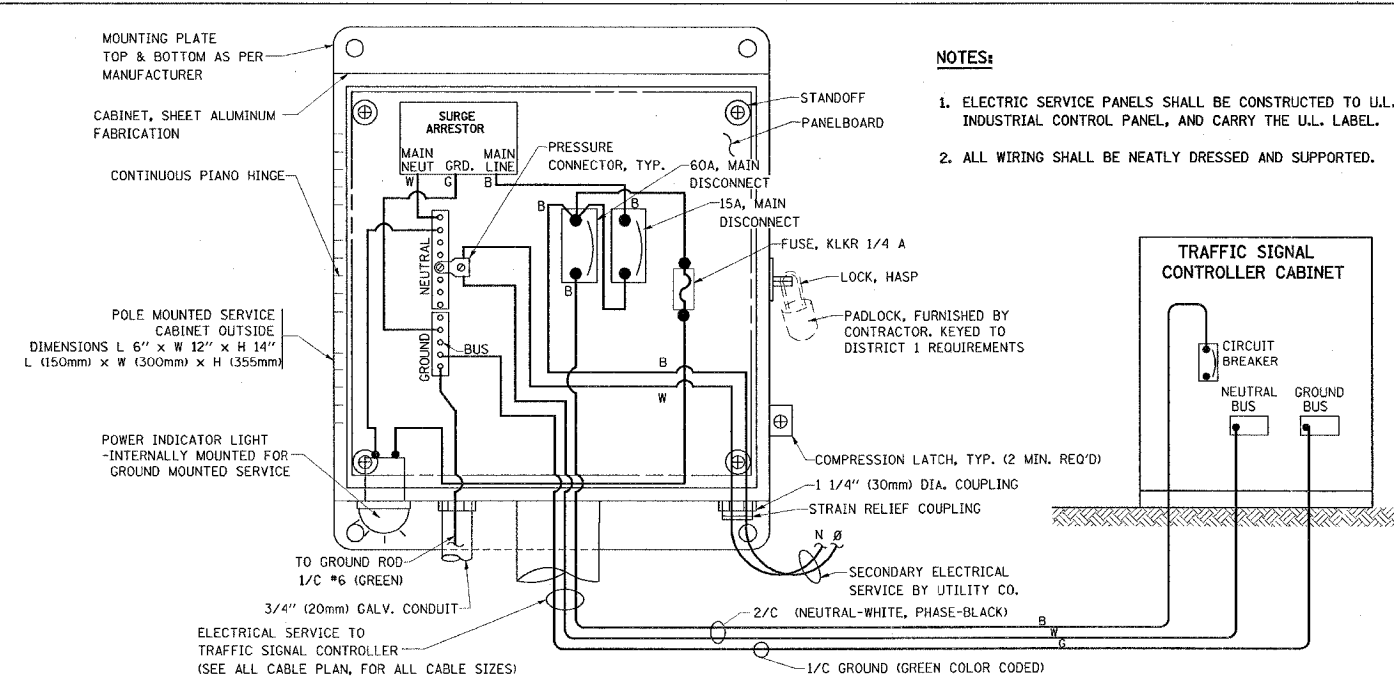
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DRAWN BY: RWP
DESIGNED BY: DAD
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SHEET 2 OF 4

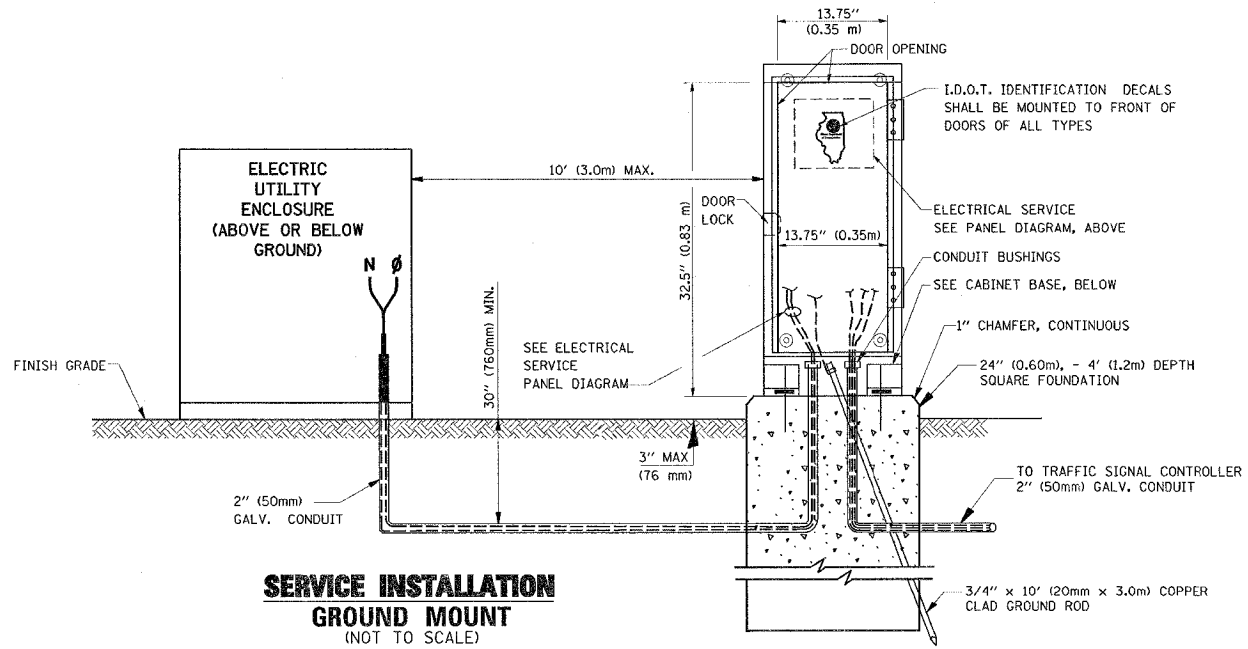
TS05

REVISION DATE: 01/01/02

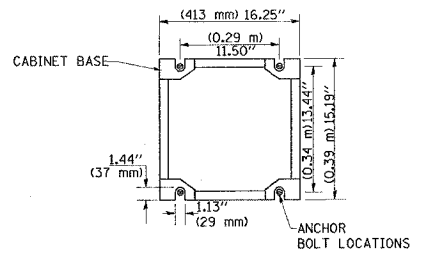
F.A.W. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-41 TS	COOK	12	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



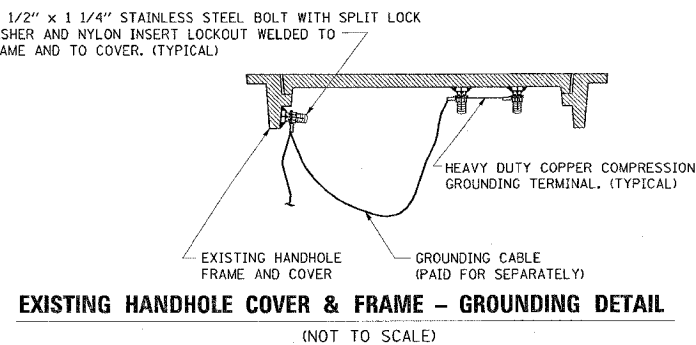
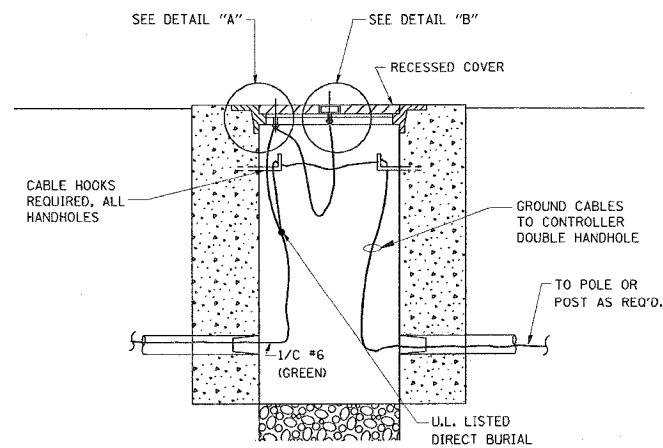
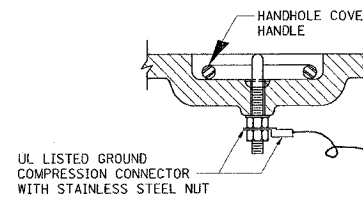
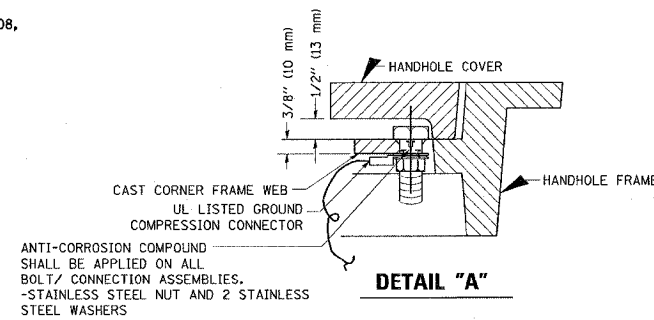
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**



**SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)**



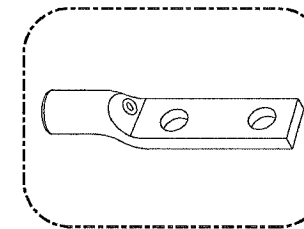
**CABINET - BASE BOLT PATTERN
(NOT TO SCALE)**



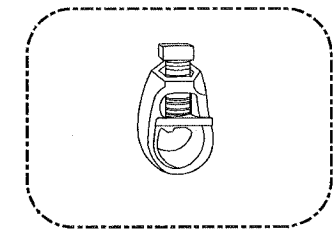
NOTES:

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.



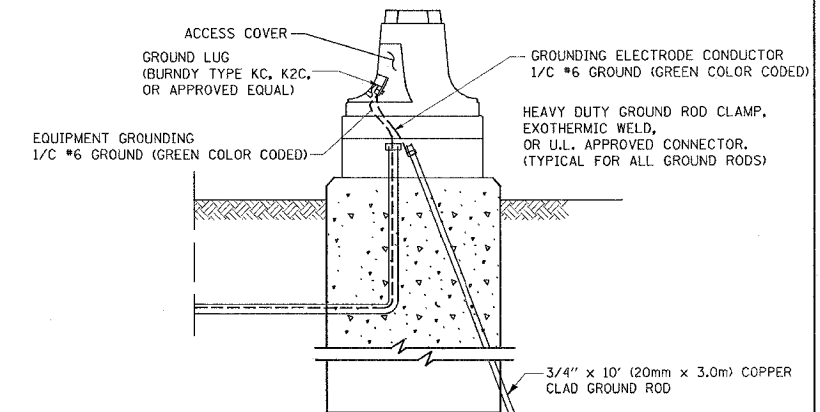
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

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.



**MAST ARM POLE / POST-GROUNDING DETAIL
(NOT TO SCALE)**

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

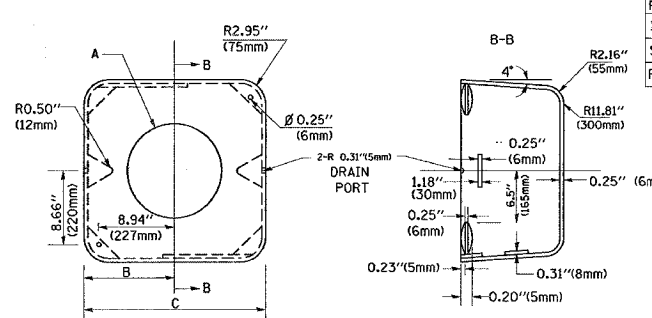
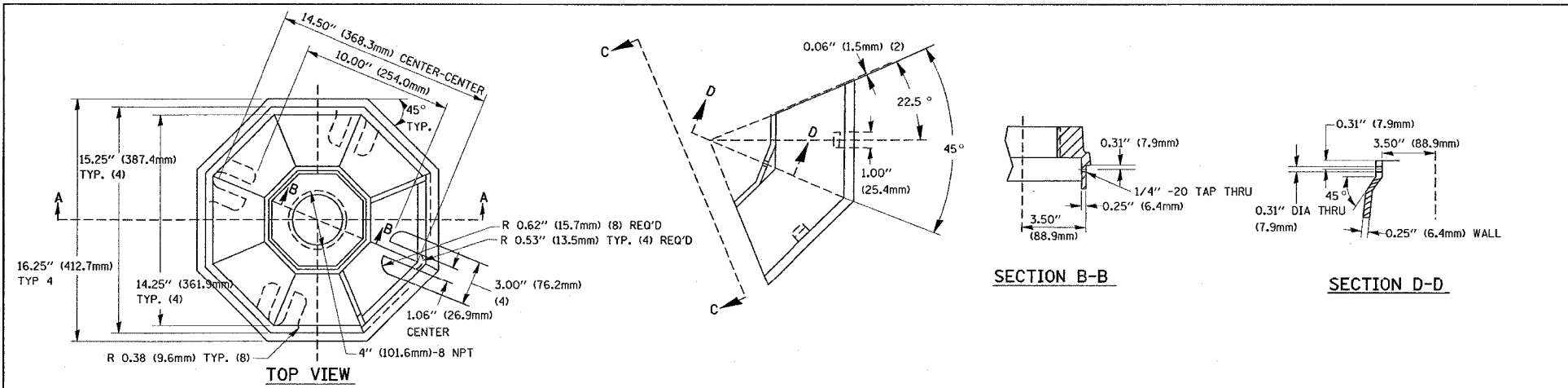
ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

SCALE: NONE
DATE: 1/24/2007

DRAWN BY: RWP
DESIGNED BY: DAZ
CHECKED BY: DAZ
SHEET 3 OF 4

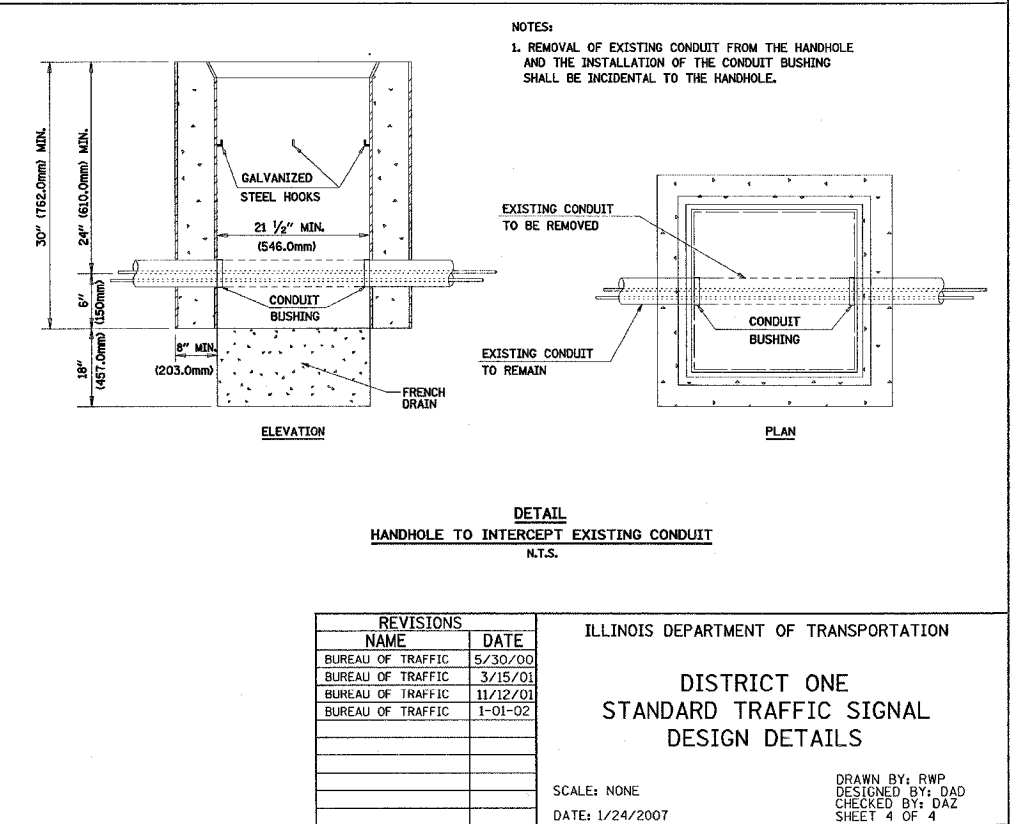
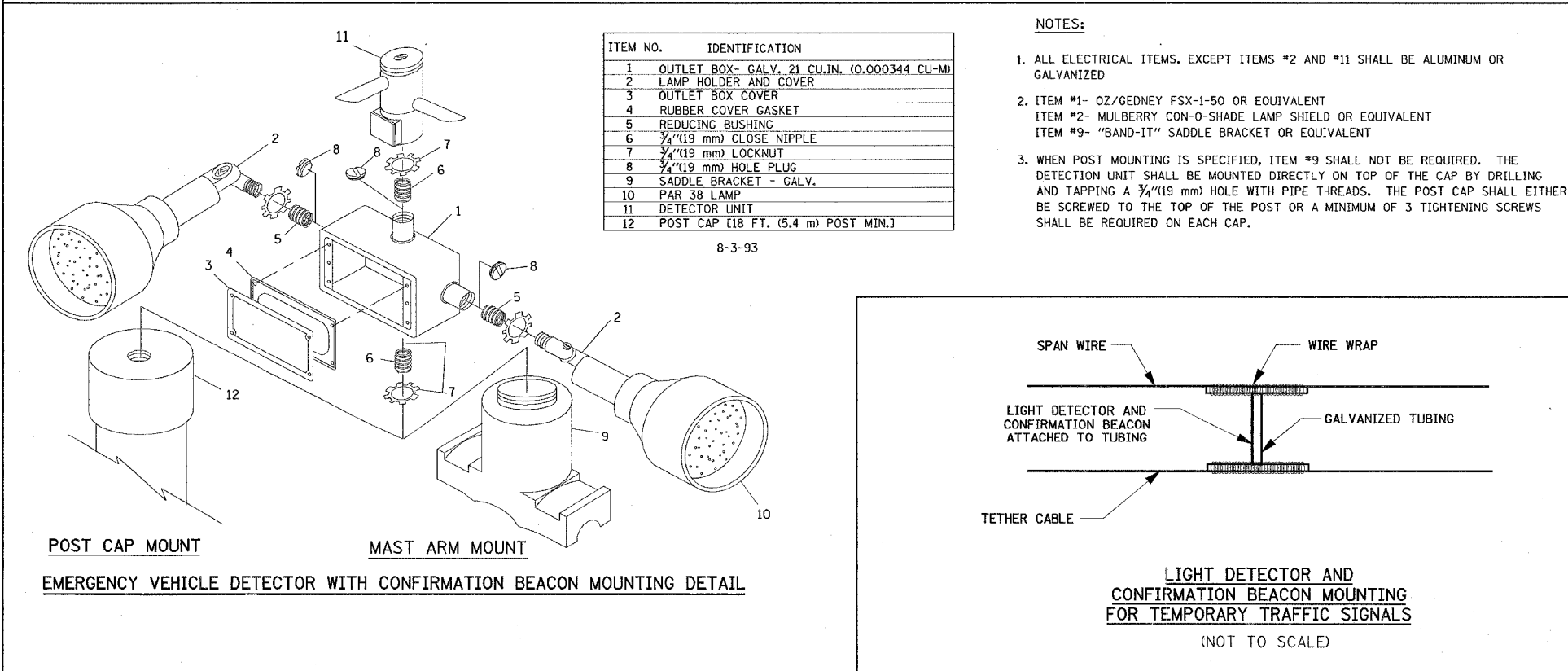
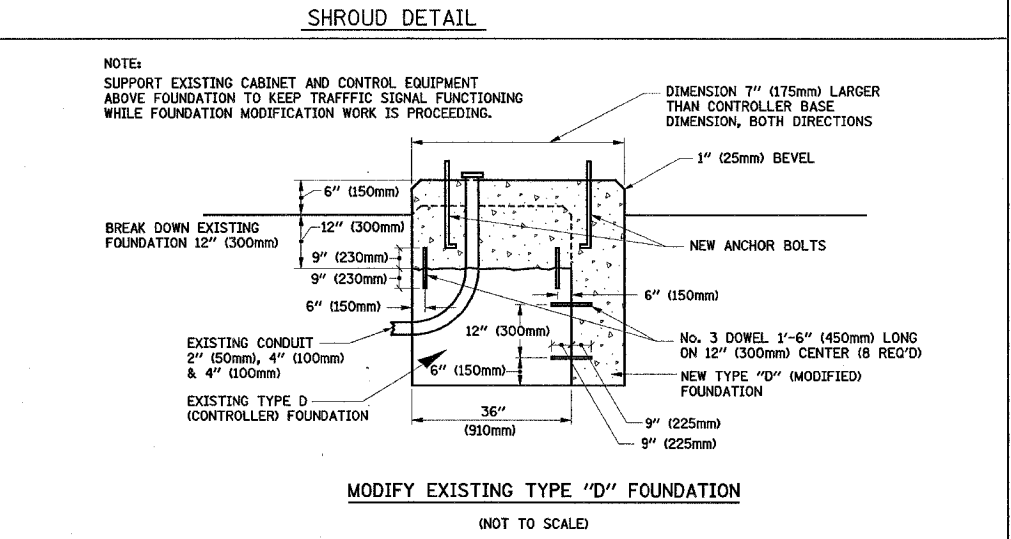
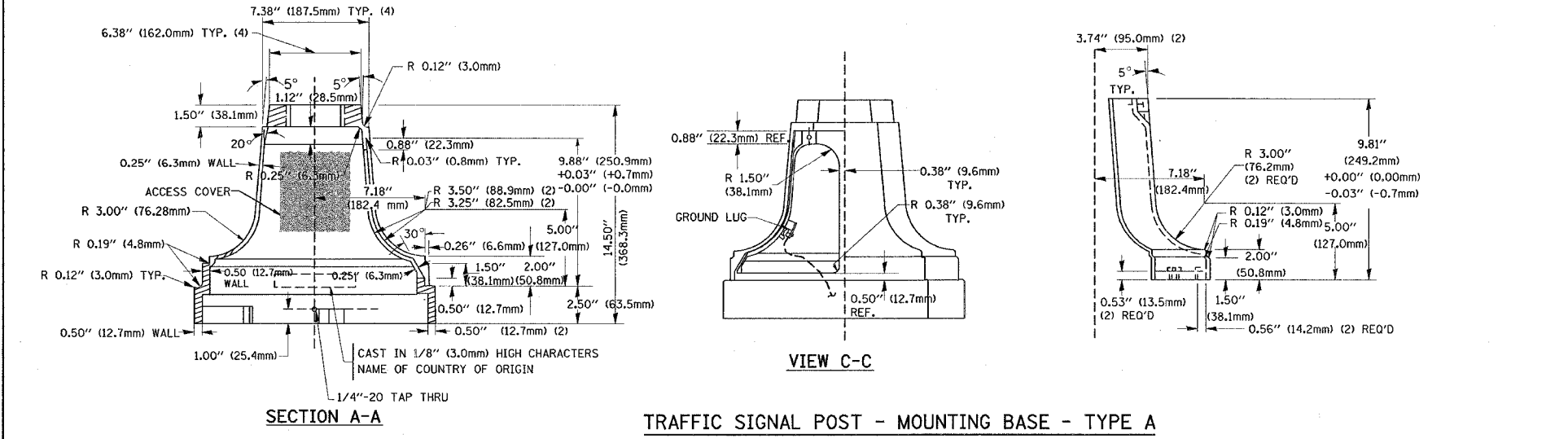
TS05
REVISION DATE: 01/01/02

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET
1349	2006-41 TS	COOK	12
STA.	TO STA.		7
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



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

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



REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

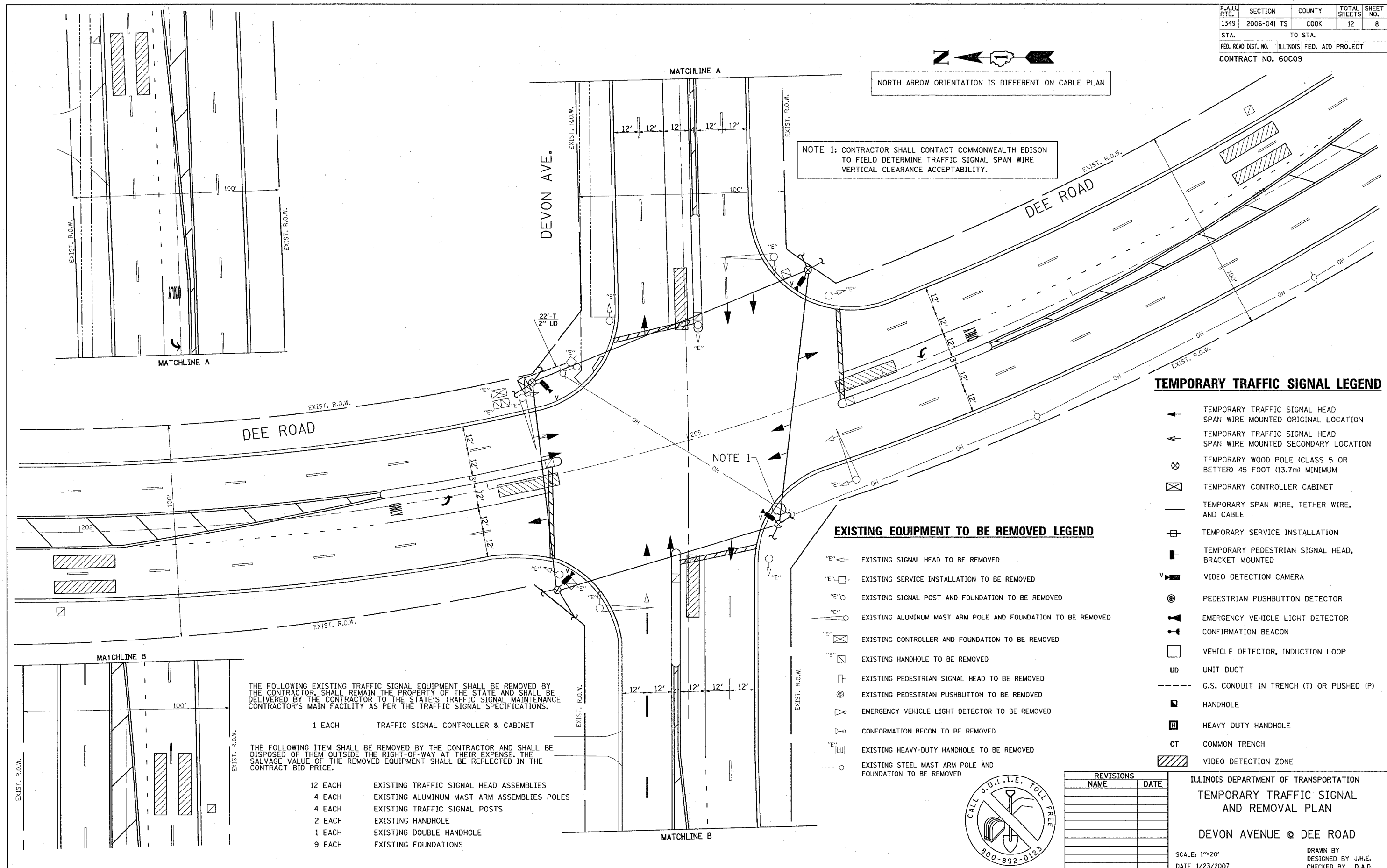
SCALE: NONE
 DATE: 1/24/2007
 DRAWN BY: RWP
 DESIGNED BY: DAZ
 CHECKED BY: DAZ
 SHEET 4 OF 4

PLOT DATE: 1/24/2007
 FILE NAME: c:\projects\traff\c:\6688013\dev\one.dgn
 PLOT SCALE: 1/8\"/>

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-041 TS	COOK	12	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 60C09				



NOTE 1: CONTRACTOR SHALL CONTACT COMMONWEALTH EDISON TO FIELD DETERMINE TRAFFIC SIGNAL SPAN WIRE VERTICAL CLEARANCE ACCEPTABILITY.



TEMPORARY TRAFFIC SIGNAL LEGEND

- ▲ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ▲ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ▶ VIDEO DETECTION CAMERA
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊞ EMERGENCY VEHICLE LIGHT DETECTOR CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ▨ VIDEO DETECTION ZONE

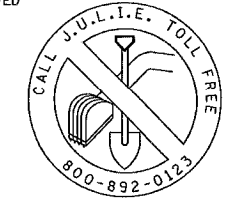
EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ⊞ EXISTING SIGNAL HEAD TO BE REMOVED
- ⊞ EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊞ EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊞ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊞ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊞ EXISTING HANDHOLE TO BE REMOVED
- ⊞ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊞ EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ⊞ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊞ CONFIRMATION BECON TO BE REMOVED
- ⊞ EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- ⊞ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH TRAFFIC SIGNAL CONTROLLER & CABINET
- 12 EACH EXISTING TRAFFIC SIGNAL HEAD ASSEMBLIES
- 4 EACH EXISTING ALUMINUM MAST ARM ASSEMBLIES POLES
- 4 EACH EXISTING TRAFFIC SIGNAL POSTS
- 2 EACH EXISTING HANDHOLE
- 1 EACH EXISTING DOUBLE HANDHOLE
- 9 EACH EXISTING FOUNDATIONS

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

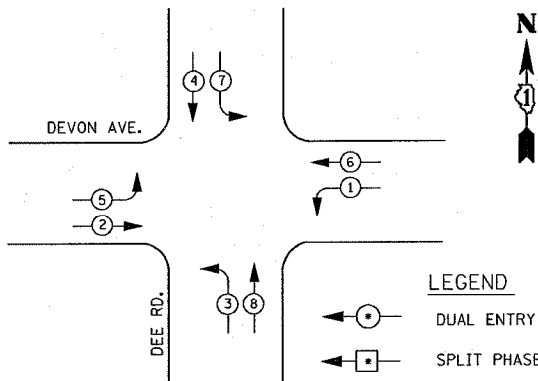


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL AND REMOVAL PLAN
DEVON AVENUE @ DEE ROAD
 SCALE: 1"=20'
 DATE 1/23/2007
 DRAWN BY
 DESIGNED BY J.H.E.
 CHECKED BY D.A.D.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-041 TS	COOK	12	9
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60C09				

TEMPORARY CONTROLLER SEQUENCE

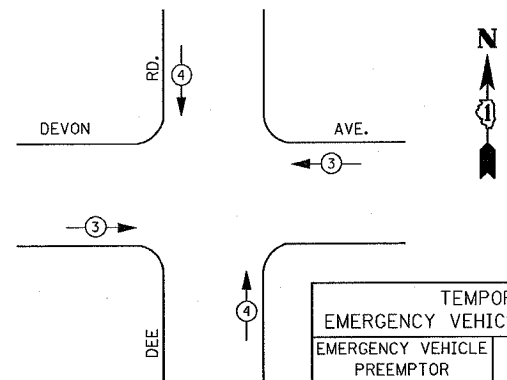


LEGEND

←•→	DUAL ENTRY PHASE
←□→	SPLIT PHASE
←•→	PEDESTRIAN PHASE
*	NUMBER REFERS TO ASSOCIATED PHASE

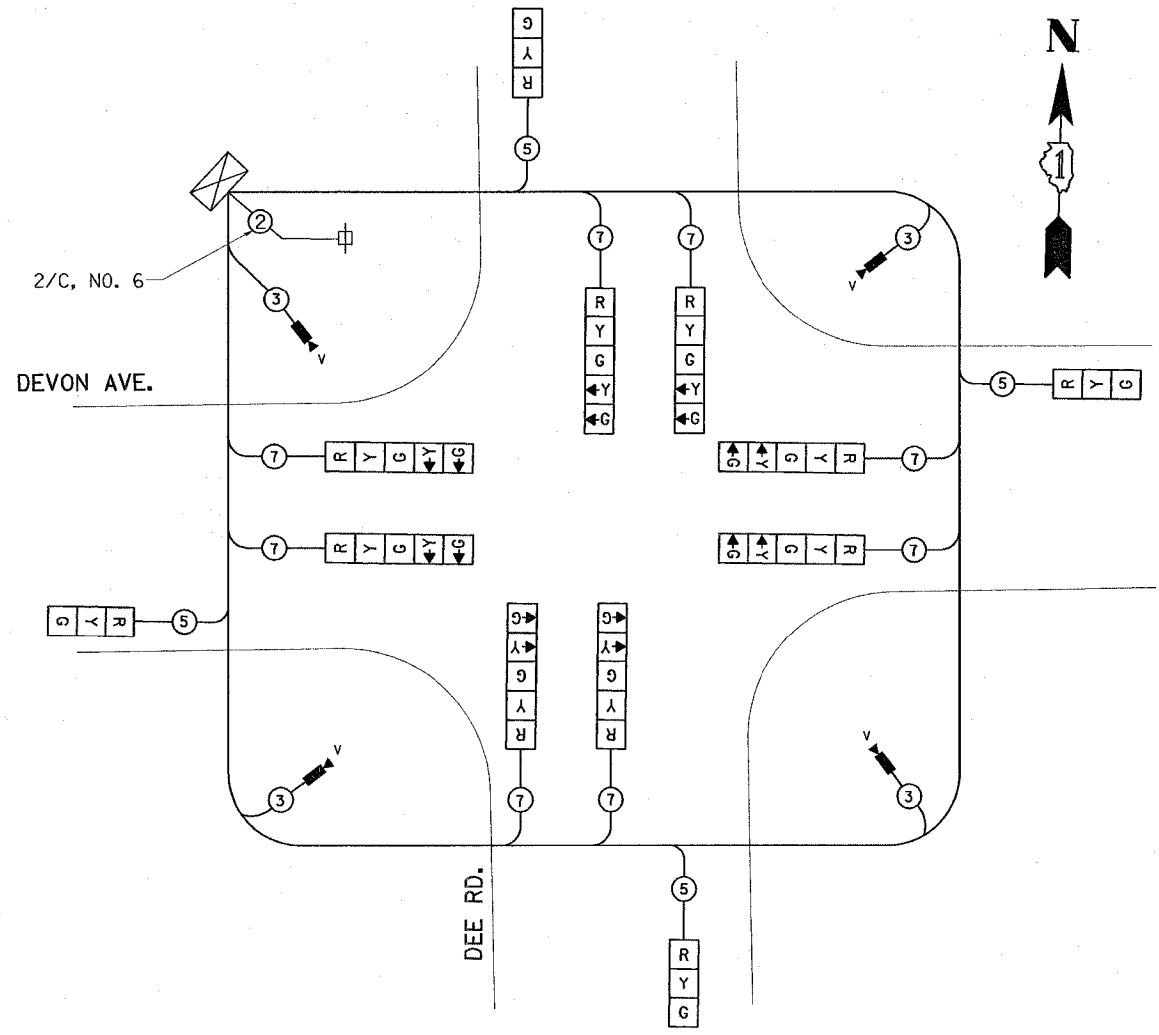
TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑ ↓



TEMPORARY CABLE PLAN

THE CONTRACTOR SHALL USE TEMPORARY L.E.D. TRAFFIC SIGNALS WITH THIS INSTALLATION AS MANUFACTURED BY "GELCORE" TYPE G-1; OR AS APPROVED.

TEMPORARY CABLE DIAGRAM LEGEND

- R TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION, 12" (300 mm)
- X TEMPORARY CONTROLLER CABINET
- + TEMPORARY SERVICE INSTALLATION
- 5 INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- V EMERGENCY VEHICLE LIGHT DETECTOR
- B CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN PUSHBUTTON DETECTOR
- P 12" (300 MM) PEDESTRIAN SIGNAL SECTION
- V VIDEO DETECTION CAMERA

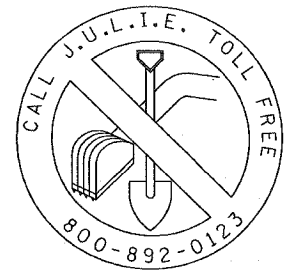
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR THE USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS INDICATED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE THE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE		OPERATION	TOTAL WATTAGE
		INCAND.	LED		
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	19.2
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
TOTAL =					341.2

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY CONTACT: JUDY SCHOMER
 PHONE: (847) 870 - 2063
 COMPANY: COM. EDISON

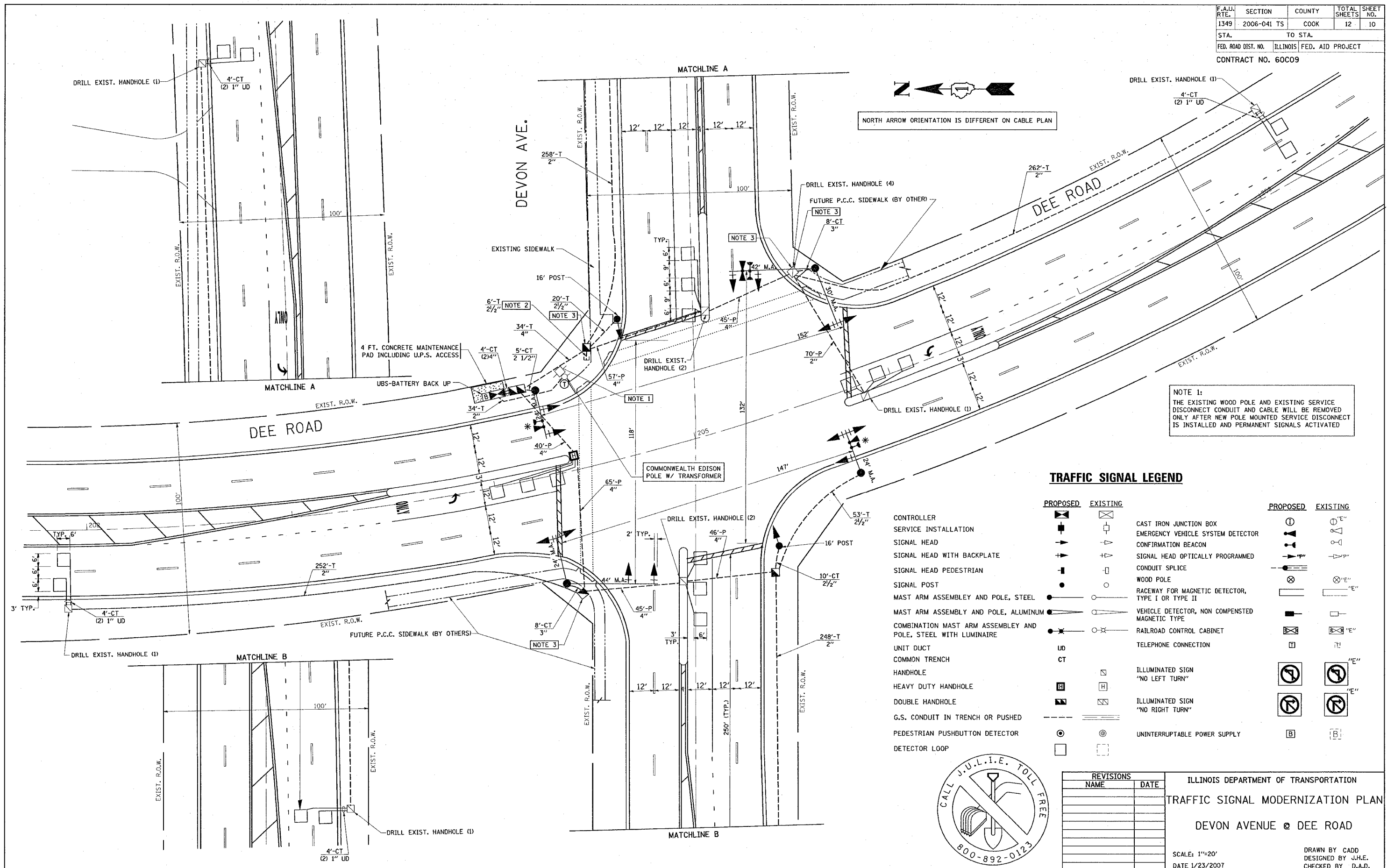


REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DESIGNATION DIAGRAM
DEVON @ DEE RD
 SCALE: NONE
 DATE 1/30/2007
 DRAWN BY: BCK
 DESIGNED BY: SPB
 CHECKED BY: DAD

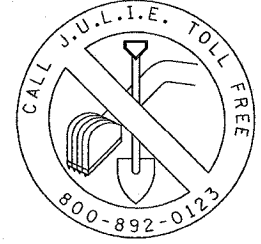
F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-041 TS	COOK	12	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60C09				



NOTE 1:
 THE EXISTING WOOD POLE AND EXISTING SERVICE DISCONNECT CONDUIT AND CABLE WILL BE REMOVED ONLY AFTER NEW POLE MOUNTED SERVICE DISCONNECT IS INSTALLED AND PERMANENT SIGNALS ACTIVATED

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING	PROPOSED	EXISTING



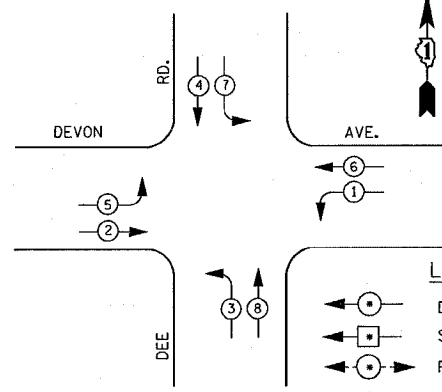
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODERNIZATION PLAN
 DEVON AVENUE @ DEE ROAD
 SCALE: 1"=20'
 DATE 1/23/2007
 DRAWN BY CADD
 DESIGNED BY J.H.E.
 CHECKED BY D.A.D.

REF-
REF-
REF-

F.A.U. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	2006-041 TS	COOK	12	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 60C09				

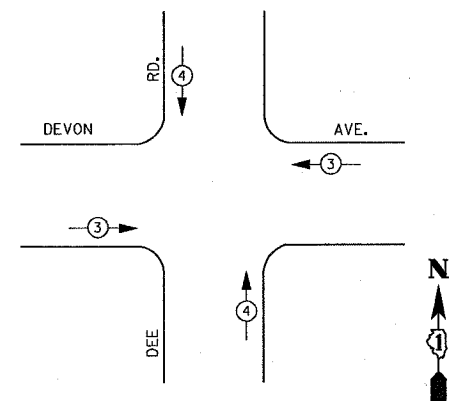
CONTROLLER SEQUENCE



LEGEND
 ← ● → DUAL ENTRY PHASE
 ← □ → SPLIT PHASE
 ← ● → PEDESTRIAN PHASE
 * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED 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 INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	15	135	17	0.50	127.5
(YELLOW)	15	135	25	0.25	93.75
(GREEN)	15	135	15	0.25	56.25
ARROW	16	135	12	0.10	19.20
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
TOTAL =					396.70

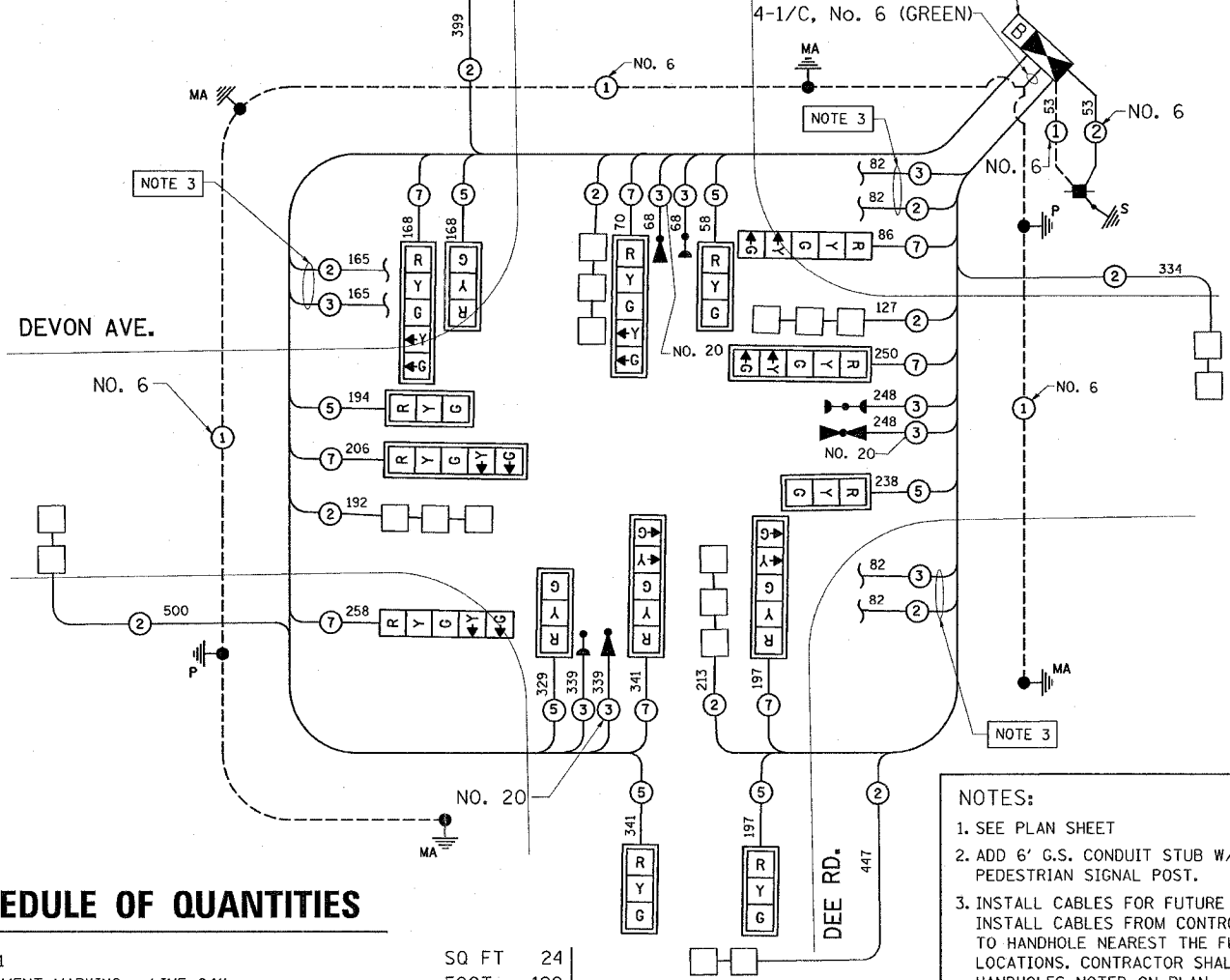
ENERGY COSTS TO:
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMMONWEALTH EDISON

SCHEDULE OF QUANTITIES

SIGN PANEL - TYPE 1	SQ FT	24
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	120
THERMOPLASTIC PAVEMENT MARKING - REMOVAL	FOOT	130
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1054
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	93
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	16
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	42
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	70
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	298
HANDHOLE	EACH	3
HEAVY-DUTY HANDHOLE	EACH	1
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	EACH	1169
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 2C	FOOT	449
ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 3C	FOOT	1104
ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 5C	FOOT	1525
ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 7C	FOOT	1576
ELECTRIC CABLE IN CONDUIT, LEAD-IN NO.14 1 PAIR	FOOT	2282
ELECTRIC CABLE IN CONDUIT, SERVICE NO.6 2C	FOOT	53
ELECTRIC CABLE IN CONDUIT, GROUNDING NO.6 1C	FOOT	634
*ELECTRIC CABLE IN CONDUIT, NO.20 3/C, TWISTED, SHIELDED	FOOT	655
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	2

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' H-L-2" (6m-H-0.6m)=
E - M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

CABLE PLAN



NOTES:
 1. SEE PLAN SHEET
 2. ADD 6' G.S. CONDUIT STUB W/ GAP FOR FUTURE PEDESTRIAN SIGNAL POST.
 3. INSTALL CABLES FOR FUTURE PEDESTRIAN SIGNALS & BUTTONS. INSTALL CABLES FROM CONTROLLER CABINET (DO NOT CONNECT) TO HANDHOLE NEAREST THE FUTURE PEDESTRIAN SIGNAL HEAD LOCATIONS. CONTRACTOR SHALL COIL 25 FT OF CABLE IN HANDHOLES NOTED ON PLAN.

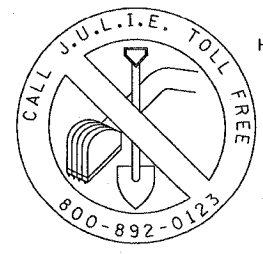
SCHEDULE OF QUANTITIES

STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 24 FT. AND 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 30 FT. AND 42 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30 INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 36 INCH DIAMETER	FOOT	30
DRILL EXISTING HANDHOLE	EACH	11
TRAFFIC SIGNAL BACKPLATE, LOUVERED ALUMINUM	EACH	13
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE 1	FOOT	656
*LIGHT DETECTOR	EACH	3
*LIGHT DETECTOR AMPLIFIER	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, (UPS)	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1800
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	10
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION MAST ARM MOUNTED	EACH	7
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION BRACKET MOUNTED	EACH	2
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION MAST ARM MOUNTED	EACH	6
SERVICE INSTALLATION, POLE MOUNT	EACH	1

* 100% TO CITY OF PARK RIDGE

CABLE PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
⊗	⊗	8" (200mm) TRAFFIC SIGNAL SECTION
⊗	⊗	12" (300mm) TRAFFIC SIGNAL SECTION
⊗	⊗	12" (300mm) PEDESTRIAN SIGNAL SECTION
⊗	⊗	12" (300mm) PEDESTRIAN SIGNAL SECTION
⊗	⊗	CONTROLLER CABINET
⊗	⊗	SERVICE INSTALLATION
⊗	⊗	TELEPHONE INSTALLATION
⊗	⊗	VEHICLE DETECTOR, INDUCTION LOOP
⊗	⊗	MAGNETIC DETECTOR
⊗	⊗	EMERGENCY VEHICLE LIGHT DETECTOR
⊗	⊗	CONFIRMATION BEACON
⊗	⊗	PUSHBUTTON DETECTOR
⊗	⊗	DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
⊗	⊗	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
⊗	⊗	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
⊗	⊗	SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD
"E" ⊗	⊗	RAILROAD CONTROL CABINET
"E" ⊗	⊗	ILLUMINATED SIGN "NO LEFT TURN"
"E" ⊗	⊗	ILLUMINATED SIGN "NO RIGHT TURN"
H/C ⊗	⊗	GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C).
P ⊗	⊗	GROUND ROD AT POST (P), OR MAST ARM POLE (MA).
S ⊗	⊗	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
⊗	⊗	BATTERY BACK-UP UNIT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL CABLE PLAN
 PHASE DESIGNATION DIAGRAM
 SCHEDULE OF QUANTITIES
 DEVON & DEE RD
 SCALE: NONE
 DATE: DECEMBER 2006
 DRAWN BY: BCK
 DESIGNED BY: SPB
 CHECKED BY: DAD

16:51:17 01/23/2007

