

62908

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	1

INDEX OF SHEETS

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- 8 TEMPORARY TRAFFIC SIGNAL CABLE PLAN & SEQUENCE OF OPERATION, U.S. RTE. 30 (LINCOLN HWY.) & FORD PLANT ENTRANCE
- 9 TRAFFIC SIGNAL INSTALLATION PLAN, U.S. RTE. 30 (LINCOLN HWY.) & FORD PLANT ENTRANCE
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- 14 TRAFFIC SIGNAL INSTALLATION PLAN, U.S. RTE. 30 (LINCOLN HWY.) & ELLIS ST.
- 15 TRAFFIC SIGNAL CABLE PLAN, TRAFFIC SIGNAL SEQUENCE OF OPERATION & SCHEDULE OF QUANTITIES, U.S. RTE. 30 (LINCOLN HWY.) & ELLIS ST.
- 16 TRAFFIC SIGNAL INSTALLATION PLAN, U.S. RTE. 30 (LINCOLN HWY.) & WOODLAWN AVE.
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- 18-19 INTERCONNECT PLANS, U.S. RTE. 30 (LINCOLN HWY.) FROM FORD PLANT ENTRANCE TO WOODLAWN AVE.
- 20 INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

DISTRICT 1

**TRAFFIC SIGNAL MODERNIZATION AND
FIBER OPTIC COMMUNICATIONS NETWORK**

**U.S. ROUTE 30 (LINCOLN HIGHWAY) FROM
FORD PLANT ENTRANCE TO WOODLAWN AVENUE**

PROJECT: CMF-0353(011)

F.A.P. ROUTE 353
SECTION 2005-004 TS
COOK COUNTY

C-91-112-05

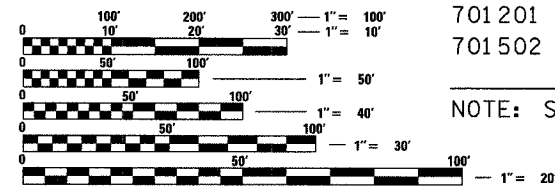


LOCATION OF SECTION INDICATED THUS: —

STANDARD DRAWINGS

701006	701011	701101	701301	702001
424001	720001	813001	814001	814006
857001	877001	877006	886006	878001
880001	880006	886001	701426	701106
701201	701316	701321	701406	701501
701502	701606	701601	701701	701801

NOTE: STANDARD DRAWINGS REQUIRED (CIRCLED).

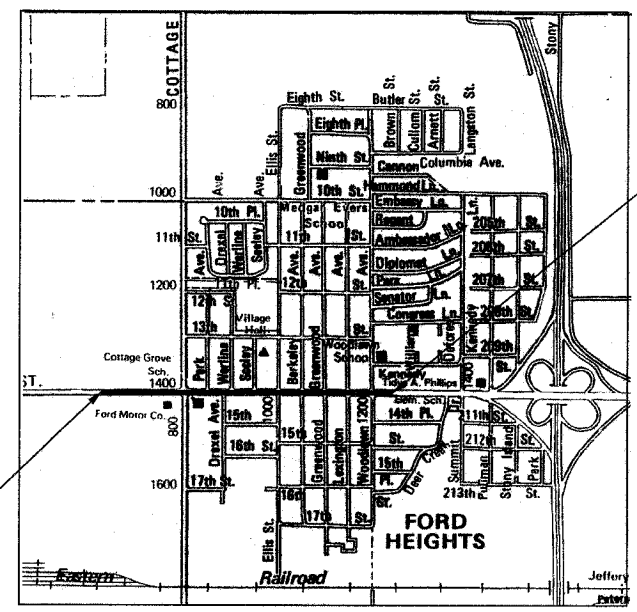


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

PREPARED BY: _____
TRAFFIC ENGINEER DATE

IMPROVEMENT LOCATED IN THE VILLAGE OF FORD HEIGHTS AND CITY OF CHICAGO HEIGHTS

BLOOM TOWNSHIP



LOCATION MAP

PROJECT ENDS

PROJECT BEGINS

FOR UNDERGROUND UTILITY LOCATIONS

Call Before You Dig

1-800-368-7233

ILLINOIS ONE-CALL SYSTEM

(800) 892-0123

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 12, 2006
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

20

ENGINEER OF PROJECT DEVELOPMENT AND IMPLEMENTATION
May 12, 2006
Mike Hume
ENGINEER OF DESIGN AND ENVIRONMENT

May 12, 2006
Milton R. Sosa P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

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

CONTRACT NO. 62908

URBAN
0% FBD / 20% STATE

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	FUNDING BREAKDOWN		LOCATION OF WORK				
		UNIT	TOTAL	FORD PLANT ENTRANCE	COTTAGE GROVE AVENUE	ELLIS STREET	WOODLAWN AVENUE	INTERCONNECT
67100100	MOBILIZATION	L SUM	1	0.20	0.20	0.20	0.20	0.20
70100330	TRAFFIC CONTROL AND PROTECTION, STANDARD 701426	L SUM	1	0.20	0.20	0.20	0.20	0.20
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	0.20	0.20	0.20	0.20	0.20
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.20	0.20	0.20	0.20	0.20
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	0.20	0.20	0.20	0.20	0.20
72000100	SIGN PANEL - TYPE 1	SQ FT	10	10				
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73				
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	130	130				
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	62	62				
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	56	56				
78300400	THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ FT	66	66				
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1633	575	250		13	795
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	148	148				
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	36	36				
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	110	110				
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	133	133				
81400100	HANDHOLE	EACH	5	4				1
81400200	HEAVY-DUTY HANDHOLE	EACH	2	2				
81400300	DOUBLE HANDHOLE	EACH	1	1				
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1812	754	250		13	795
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3		1	1	1	
85100100	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1			
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	3	1		1	1	
85700300	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1		1			
86000100	MASTER CONTROLLER	EACH	1					1
86400100	TRANSCEIVER - FIBER OPTIC	EACH	4	1	1	1	1	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2092	2092				
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1630	1630				
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	161	129			32	
X0322925	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C	FOOT	1193					1193
X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM 12F SM12F	FOOT	1212					1212
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	511	465			46	
87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT.	EACH	2	2				
87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	1	1				
87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	2	2				
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8	8				
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4	4				
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	45	45				
87900200	DRILL EXISTING HANDHOLE	EACH	3		2			1
88000160	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2				2	
88000420	SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		1		1	
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	7	7				
88500100	INDUCTIVE LOOP DETECTOR	EACH	23	7	7	4	5	
88600100	DETECTOR LOOP, TYPE I	FOOT	364	364				
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1				
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4	1	1	1	1	
89502380	REMOVE EXISTING HANDHOLE	EACH	7	7				
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9	9				
X8800020	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7	7				
X8800035	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2	2				
X8800060	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2	2				
X8050015	SERVICE INSTALLATION, POLE MOUNT	EACH	2	1			1	
XX002856	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1					1

● INDICATES SPECIALTY ITEMS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123, THE VILLAGE OF FORD HEIGHTS, AND COOK COUNTY FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND GOVERNMENT AGENCIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN CONSENT FROM THE DEPARTMENT.
- ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR II BARRICADE USED, ONE (1) SAND BAG ACROSS EACH BOTTOM RAIL. TYPE III BARRICADES SHALL HAVE FOUR (4) WEIGHTED SAND BAGS.
- PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL EXISTING LANDSCAPING DISTURBED BY THE CONSTRUCTION OPERATIONS SHALL BE RESTORED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

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, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOG, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES AND
GENERAL NOTES
U.S. ROUTE 30 (LINCOLN HIGHWAY)

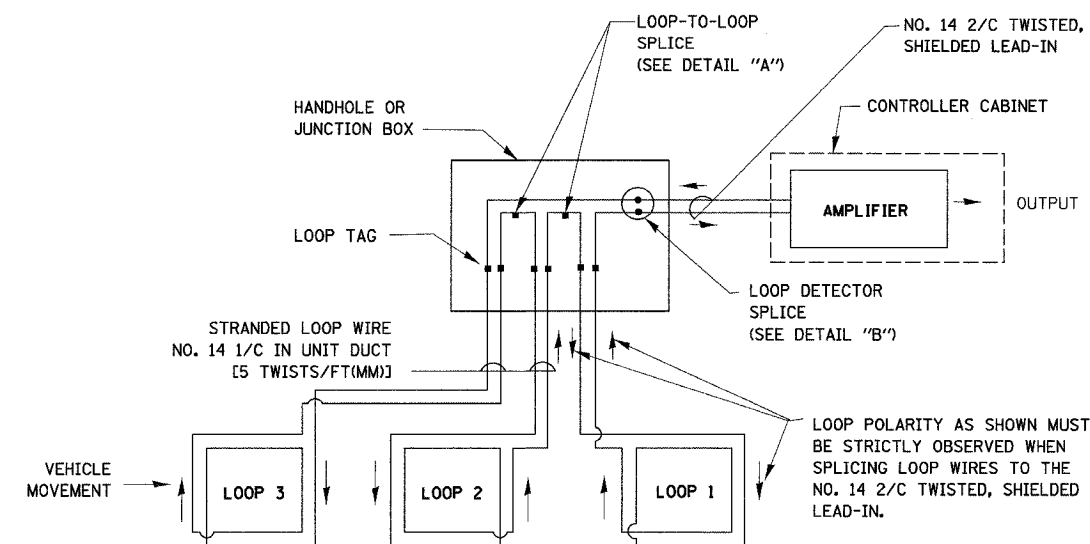
SCALE: VERT. NONE
HORIZ. NONE
DATE 3/10/06

DRAWN BY BRD
CHECKED BY JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	3
STA. 210+93	TO STA. 255+93			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62908				

LOOP DETECTOR NOTES

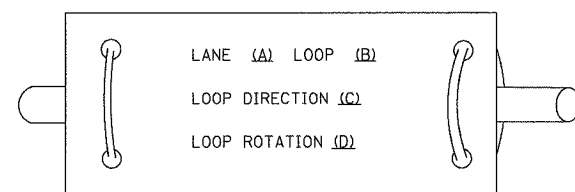
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 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.
- 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.
- 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.



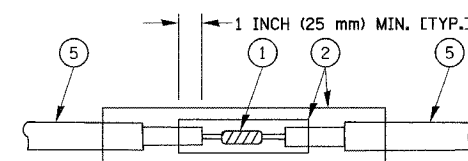
DETECTOR LOOP WIRING SCHEMATIC

- 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.

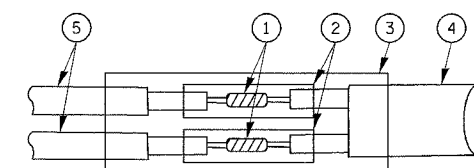
LOOP LEAD-IN CABLE TAG



- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 1-01-02

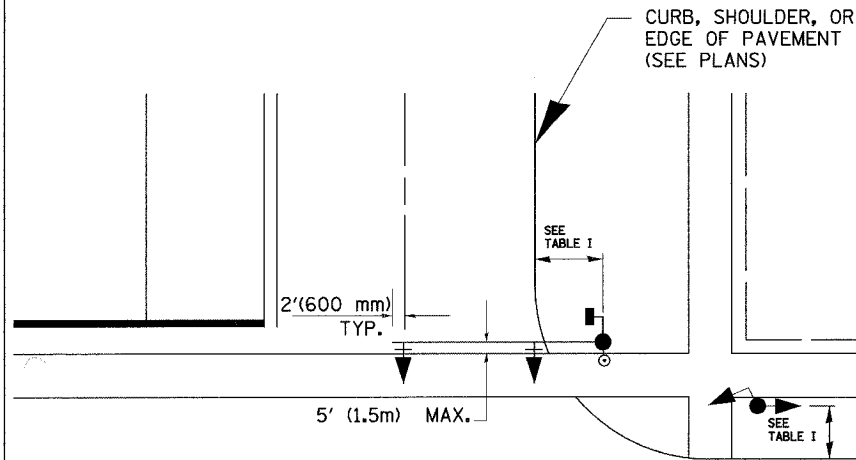
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

FILE#

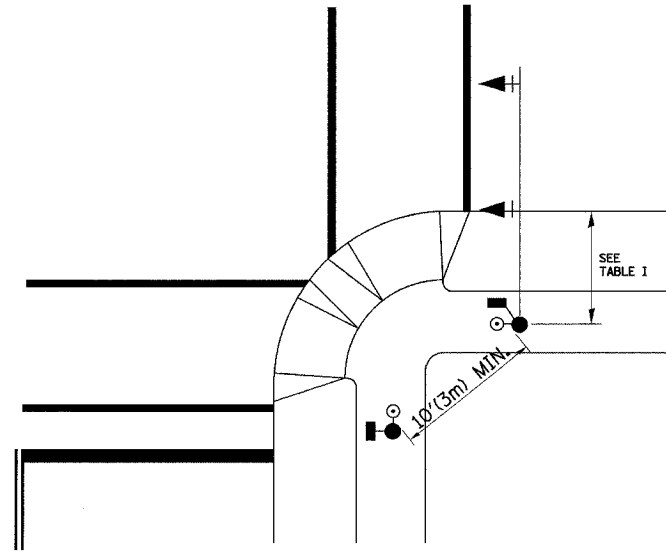
DATE-TIME
DGN-SPEC

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

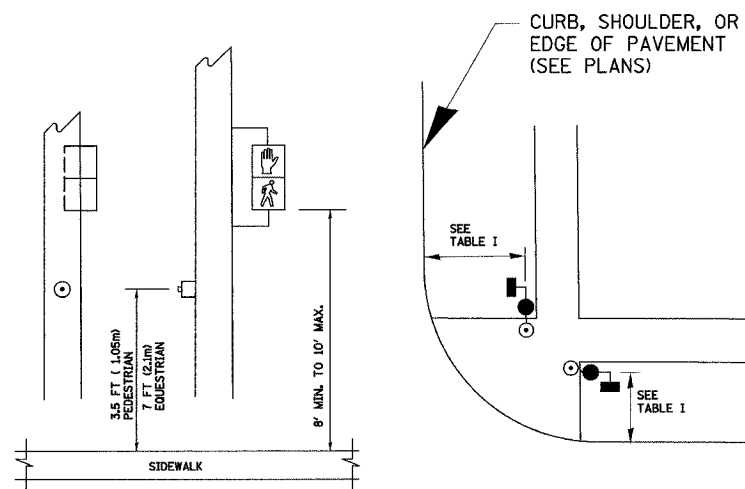


TABLE I

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	5
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 62908

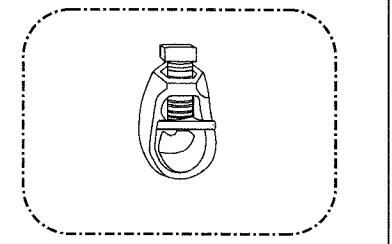
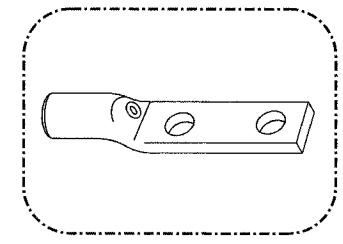
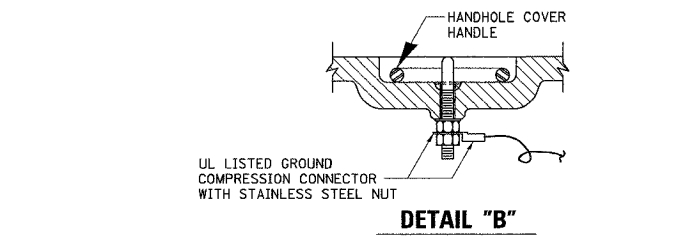
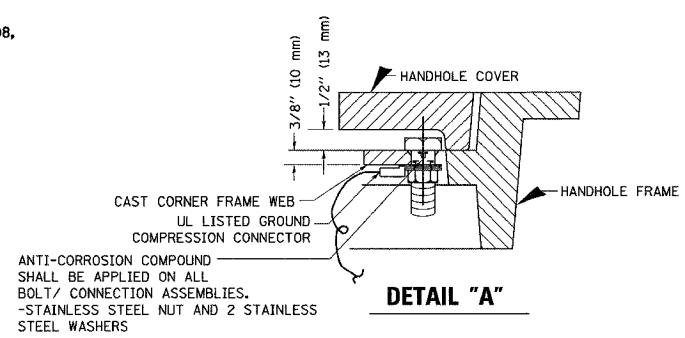
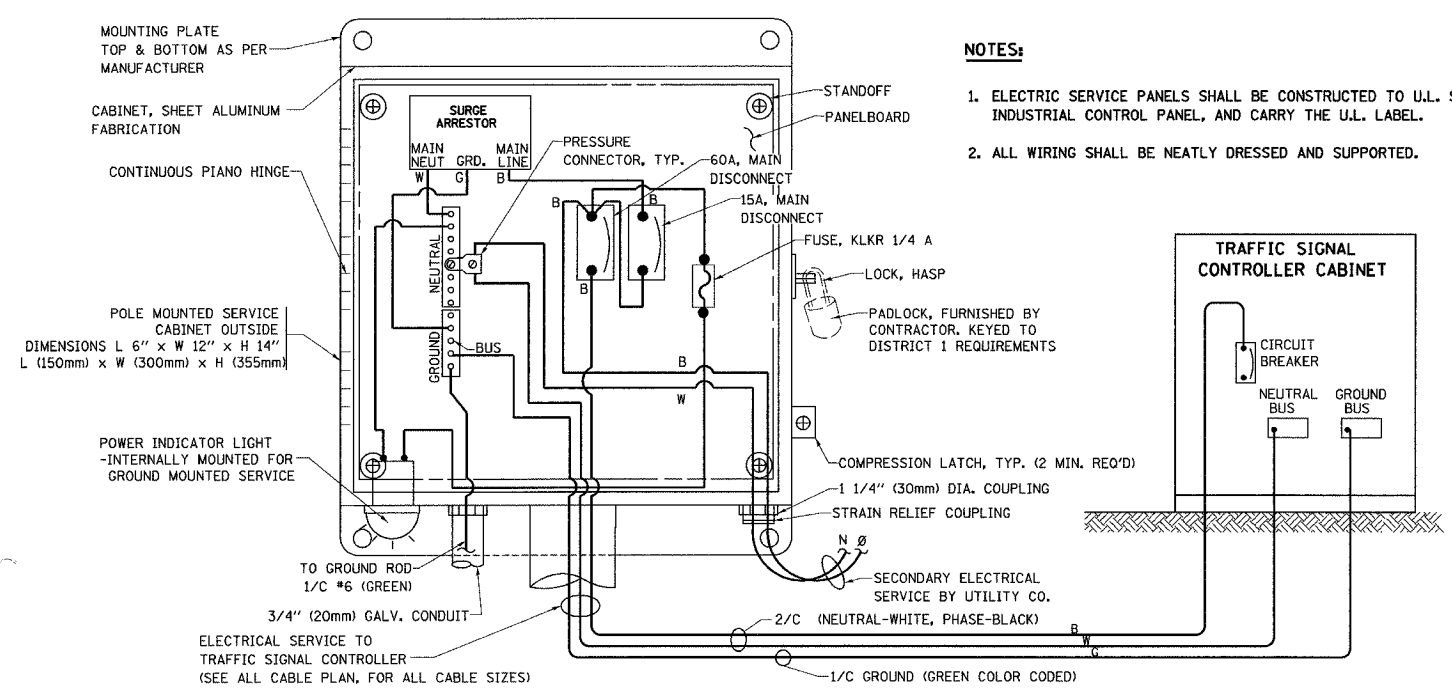
NOTES:

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.

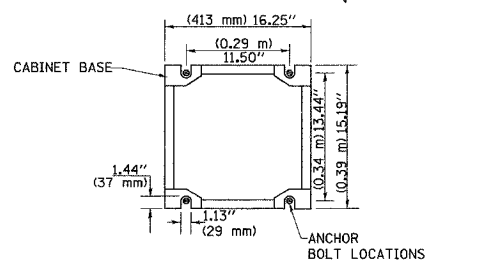
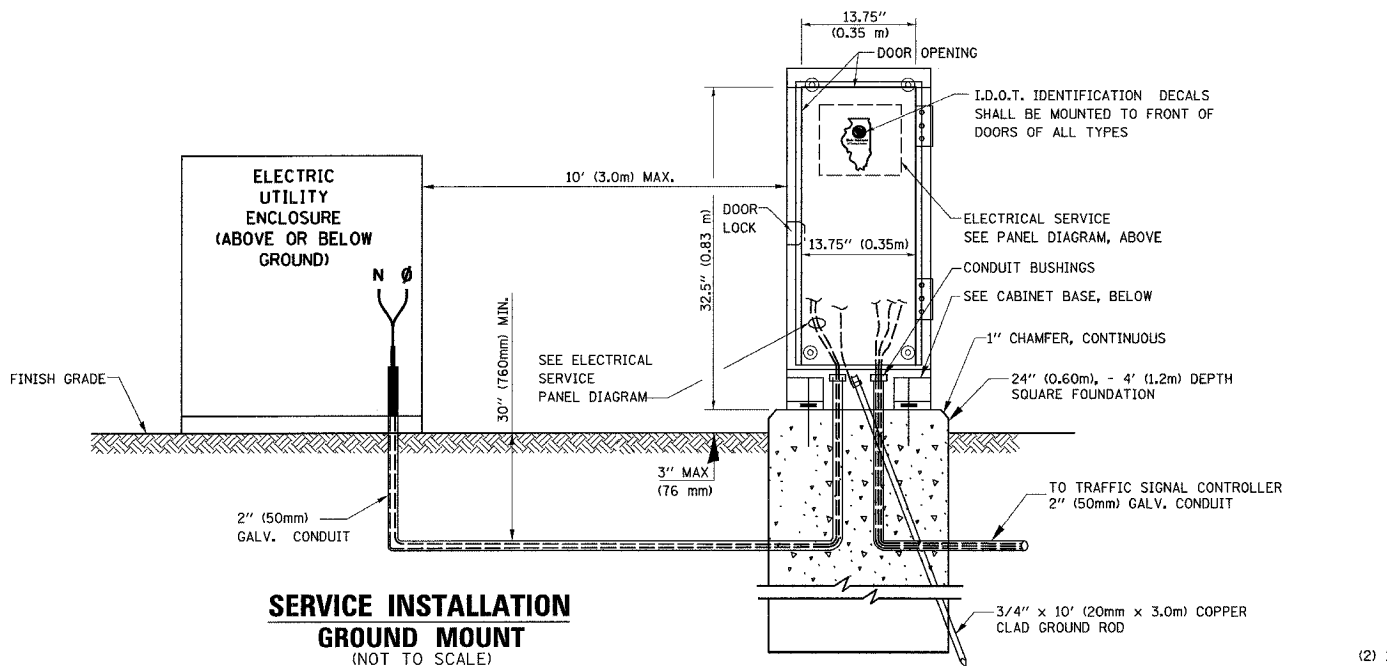
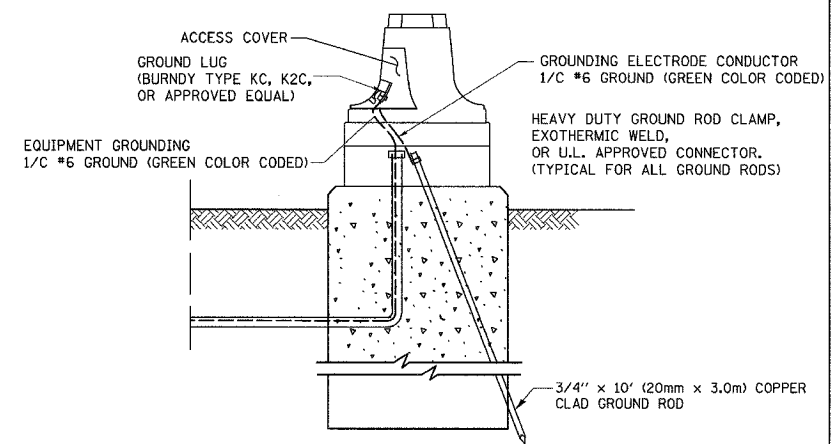
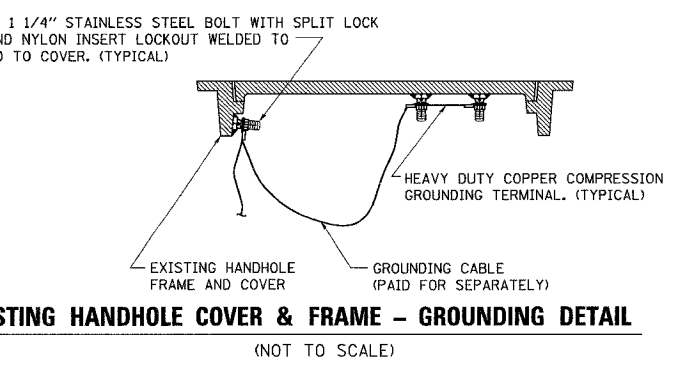
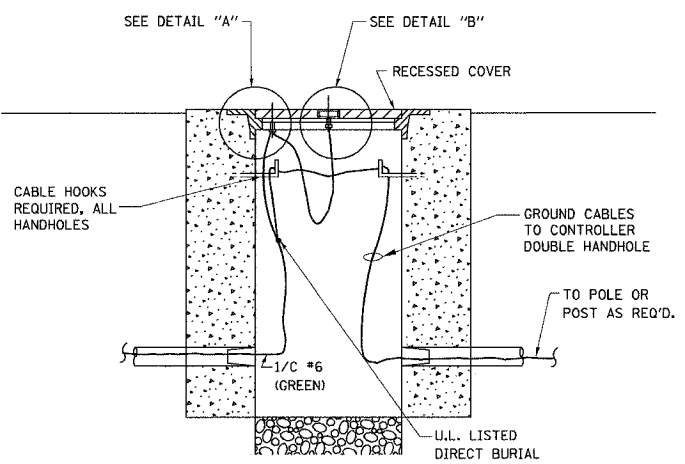
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



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.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

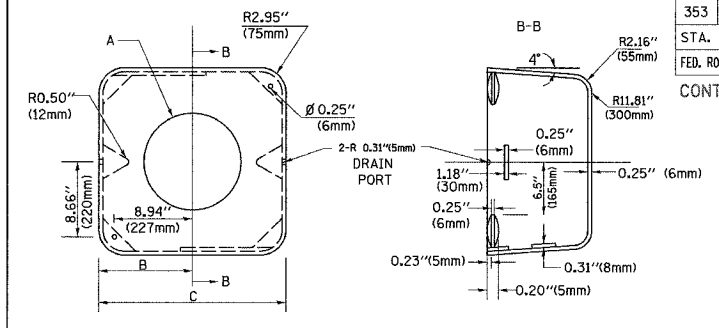
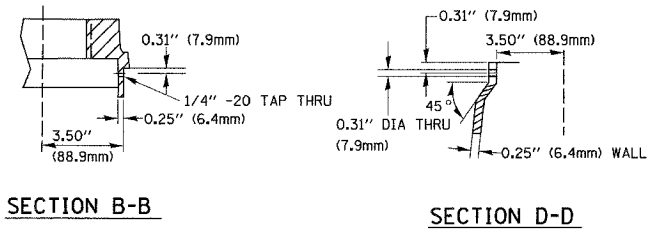
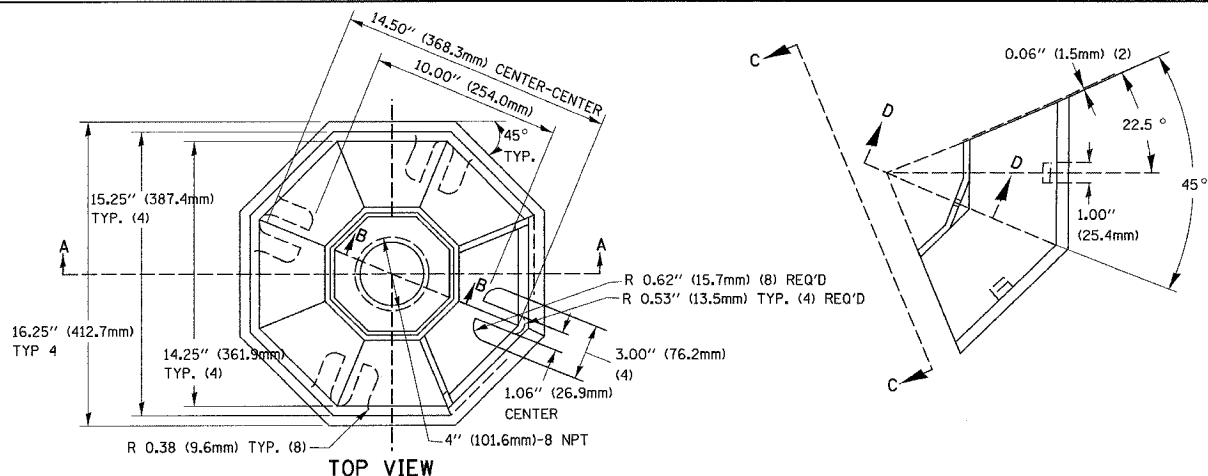
SCALE: VERT. NONE
HORIZ. 1"=10'
DATE 1-01-02

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

FILE#

DATE-TIME
DGN-SPEC

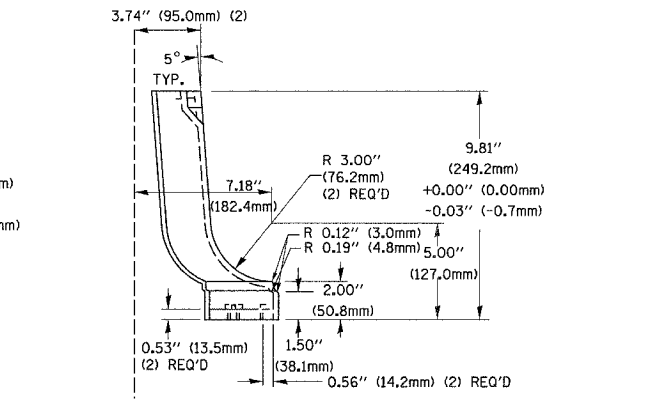
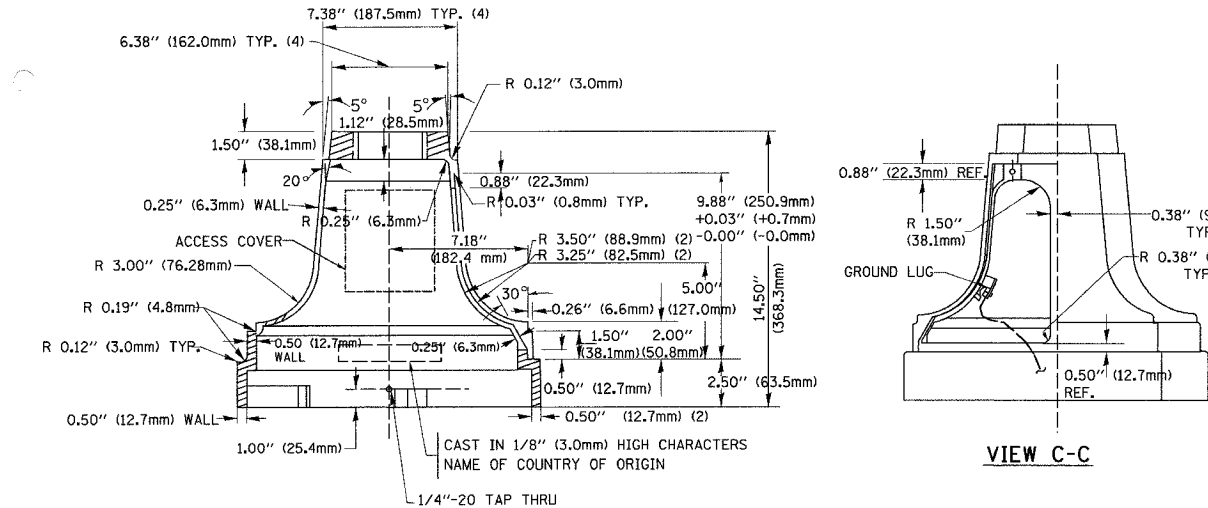
TS05



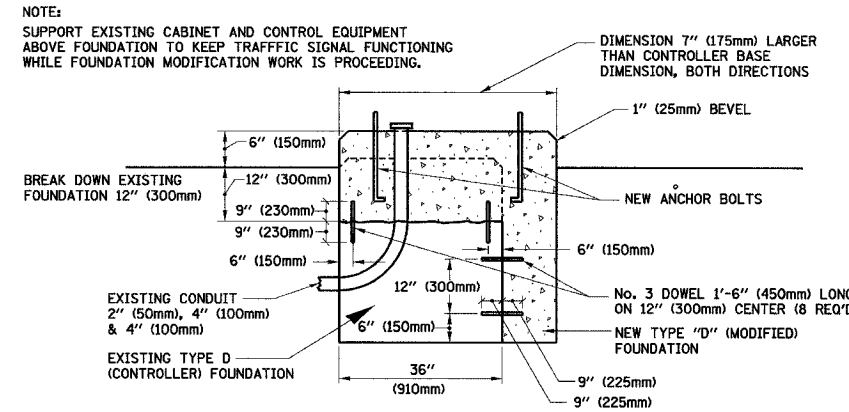
TYPE	A	B	C	HEIGHT	WEIGHT
I	∅ 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	∅ 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

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

SHROUD DETAIL

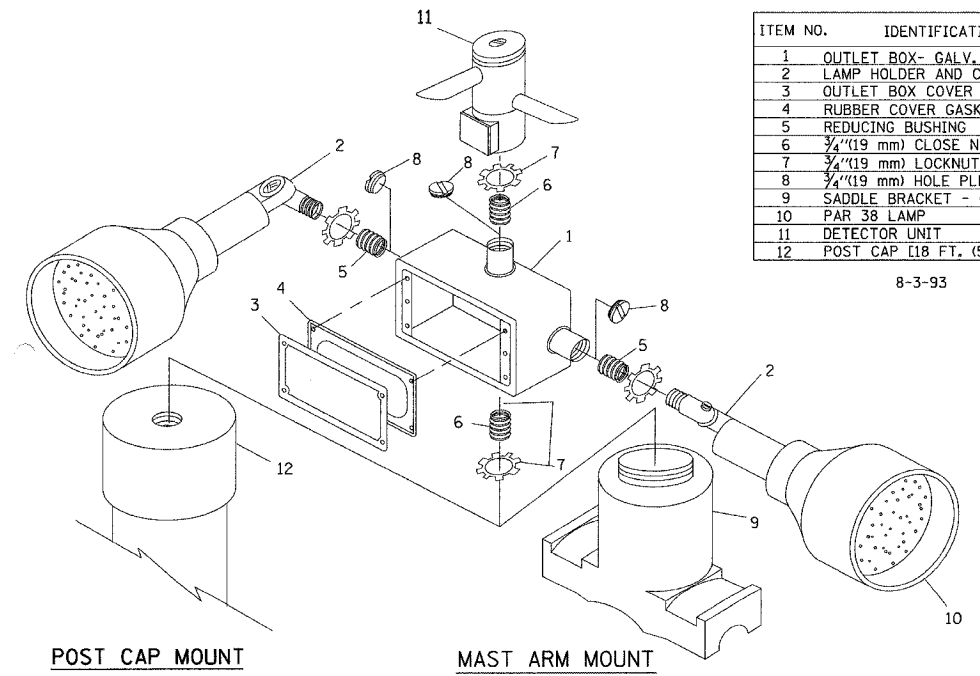


TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MODIFY EXISTING TYPE "D" FOUNDATION

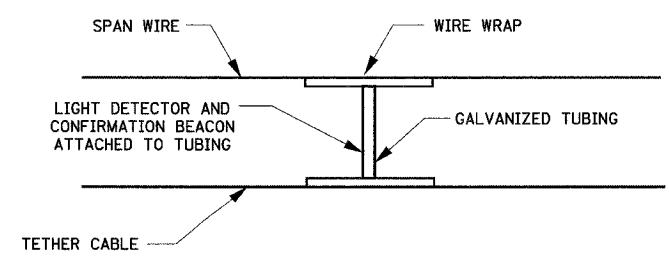
(NOT TO SCALE)



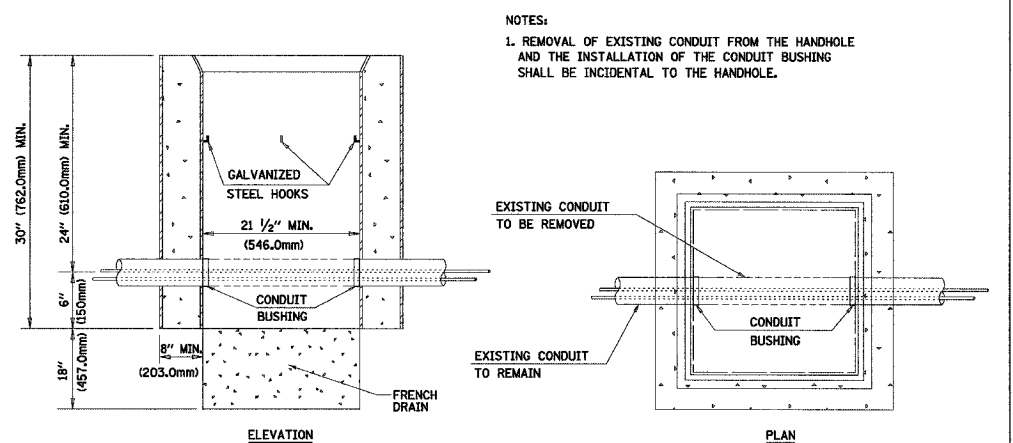
ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS (NOT TO SCALE)



DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT N.T.S.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. DATE 1-01-02
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	7
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62908				

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ← EXISTING SIGNAL HEAD TO BE REMOVED
- "E" □ EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- △ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" ⊗ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" □ EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊙ EXISTING PEDESTRIAN PUSH-BUTTON TO BE REMOVED
- ⊗ EXISTING EMERGENCY VEHICLE SYSTEM DETECTOR TO BE RELOCATED
- ⊕ EXISTING CONFIRMATION BEACON TO BE RELOCATED
- "E" ⊕ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED

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 SHOULDER, MEDIAN, 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.

NOTE: EXISTING RIGHTS-OF-WAY NOT SHOWN DUE TO UNAVAILABLE INFORMATION AT TIME OF DESIGN. CONTRACTOR SHOULD VERIFY ALL EXISTING RIGHTS-OF-WAY PRIOR TO CONSTRUCTION.

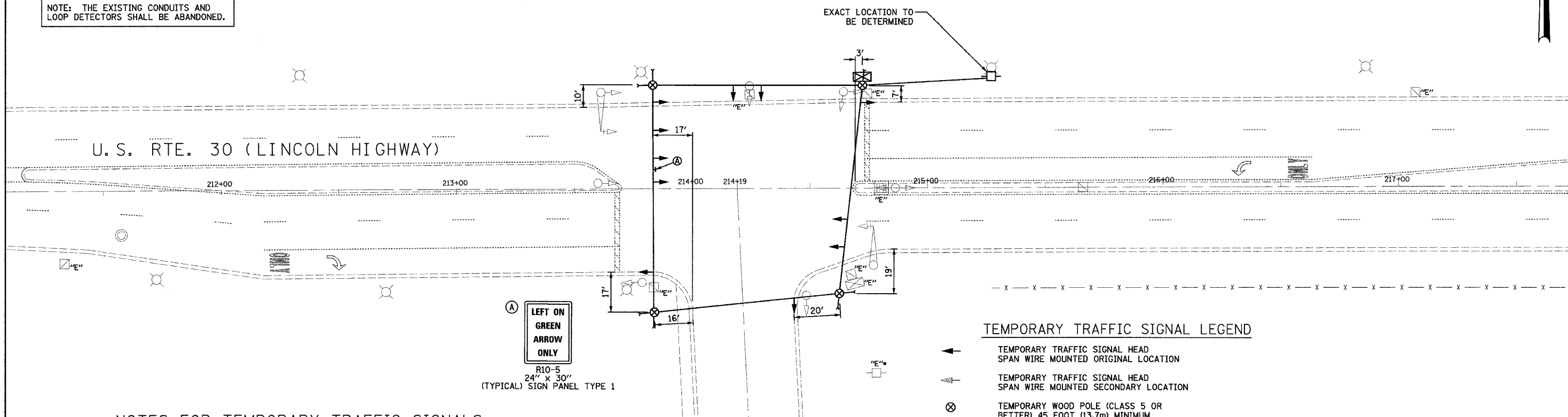
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)

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

- 9 EACH TRAFFIC SIGNAL HEAD
- 3 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH ALUMINUM MAST ARM AND POLE
- 6 EACH SIGNAL POST
- 1 EACH SERVICE INSTALLATION
- 7 EACH HANDHOLE

NOTE: THE EXISTING CONDUITS AND LOOP DETECTORS SHALL BE ABANDONED.



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 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 DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE 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.

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
- ▶ MICROWAVE VEHICLE SENSOR
- ⊙ 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

NOTE: THE EXISTING SERVICE INSTALLATION IS LOCATED ON FORD MOTOR COMPANY PROPERTY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE DISCONNECTION AND/OR REMOVAL OF THE EXISTING SERVICE INSTALLATION WITH FORD MOTOR COMPANY.

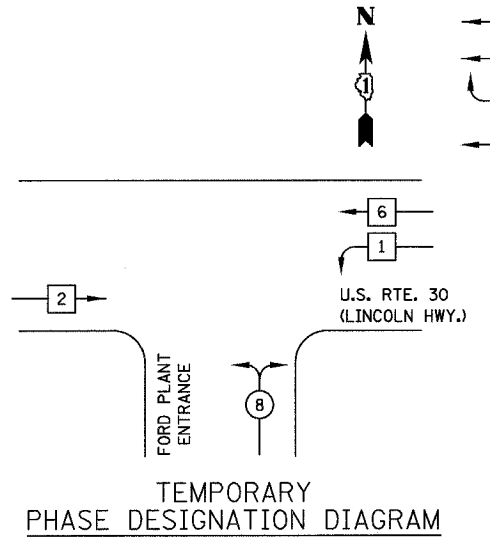
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TEMPORARY TRAFFIC SIGNAL
 INSTALLATION PLAN**
 U.S. RTE. 30 (LINCOLN HWY.) &
 FORD PLANT ENTRANCE
 SCALE: 1"=20'
 DATE: 3/10/06
 DRAWN BY: BRD/OJT
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	8
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62908				



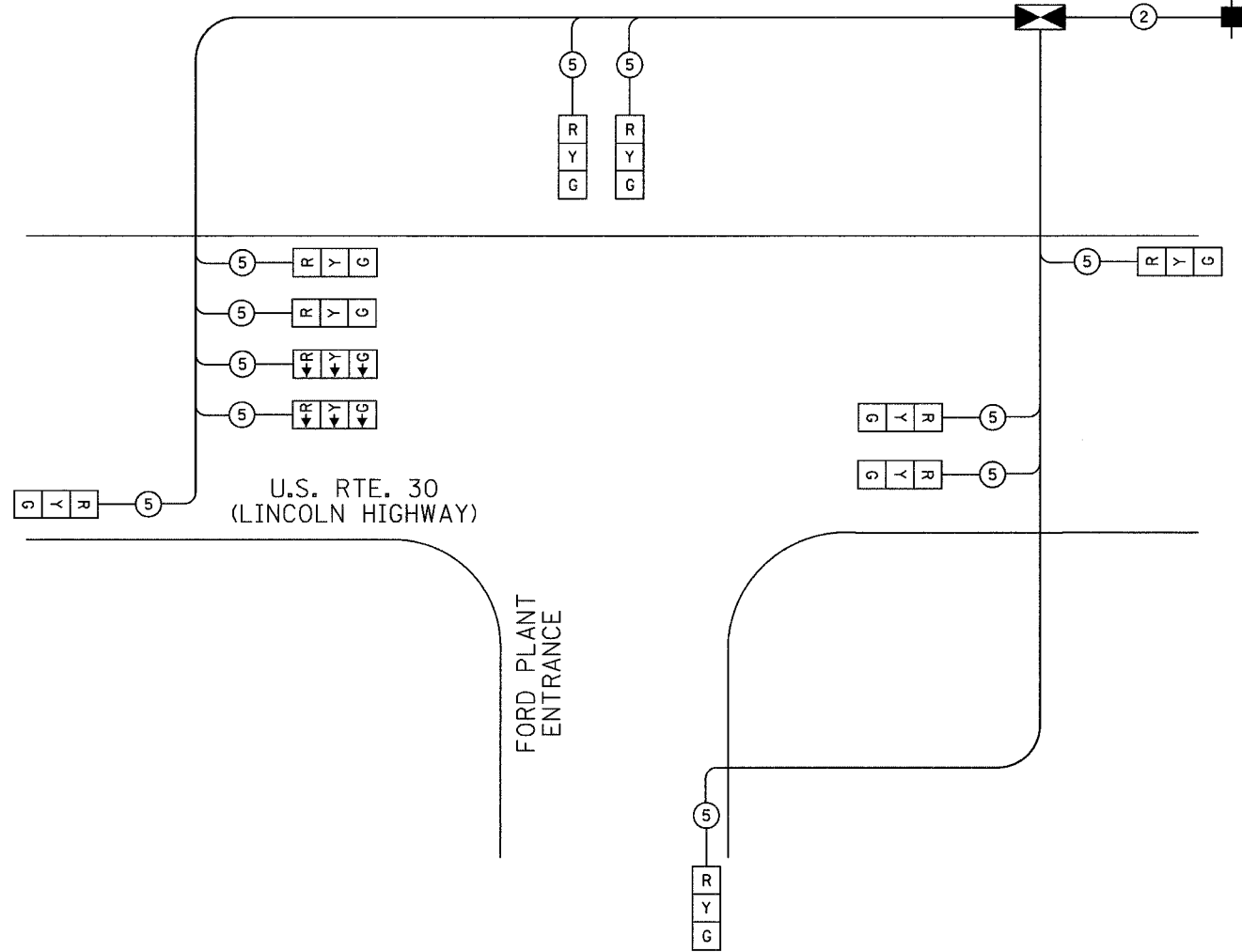
TEMPORARY CONTROLLER SEQUENCE



- LEGEND
- DUAL ENTRY PHASE
 - SINGLE ENTRY PHASE
 - OVERLAP
 - PEDESTRIAN PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE

CABLE PLAN LEGEND

- | | | |
|--|--|---|
| | | 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 CONNECTION |
| | | MAGNETIC DETECTOR |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | PUSHBUTTON DETECTOR |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | MICROWAVE VEHICLE SENSOR |
| | | 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 2-MMI2F SMI2F |



TEMPORARY CABLE PLAN
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	11	135		0.50	743
(YELLOW)	11	135		0.25	372
(GREEN)	11	135		0.25	372
ARROW		135		0.10	
PED SIGNAL		90		1.00	
CONTROLLER	1	100		1.00	100
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
TOTAL =					1487

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER CT.
SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: PHIL GASTON
PHONE: (708) 235-2338
COMPANY: COMMONWEALTH EDISON

REVISIONS	
NAME	DATE

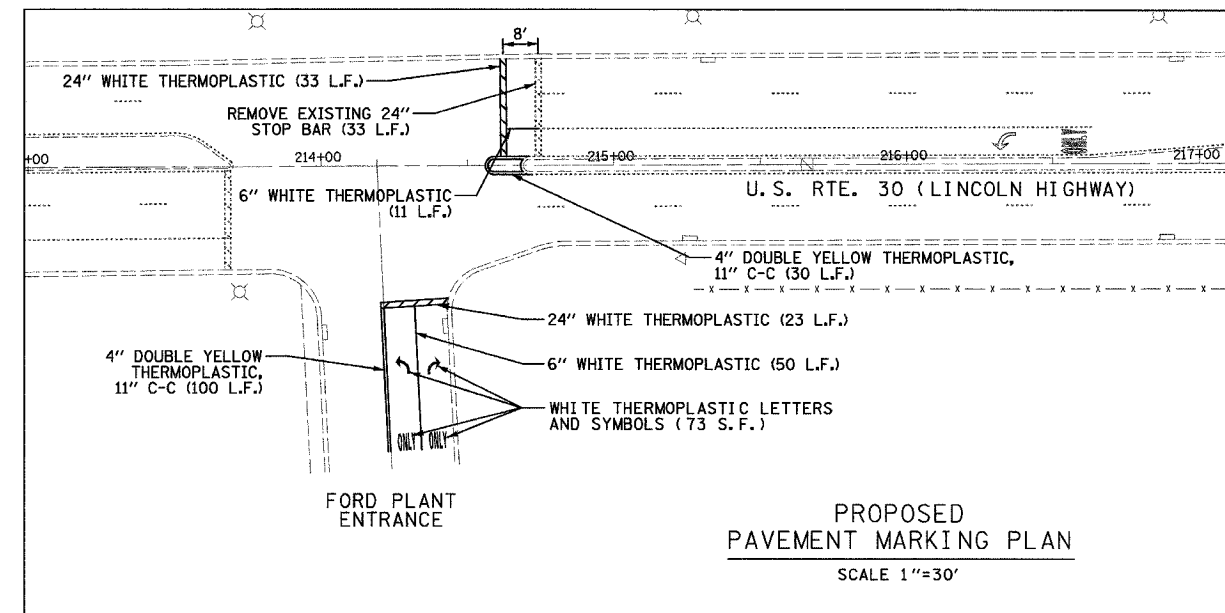
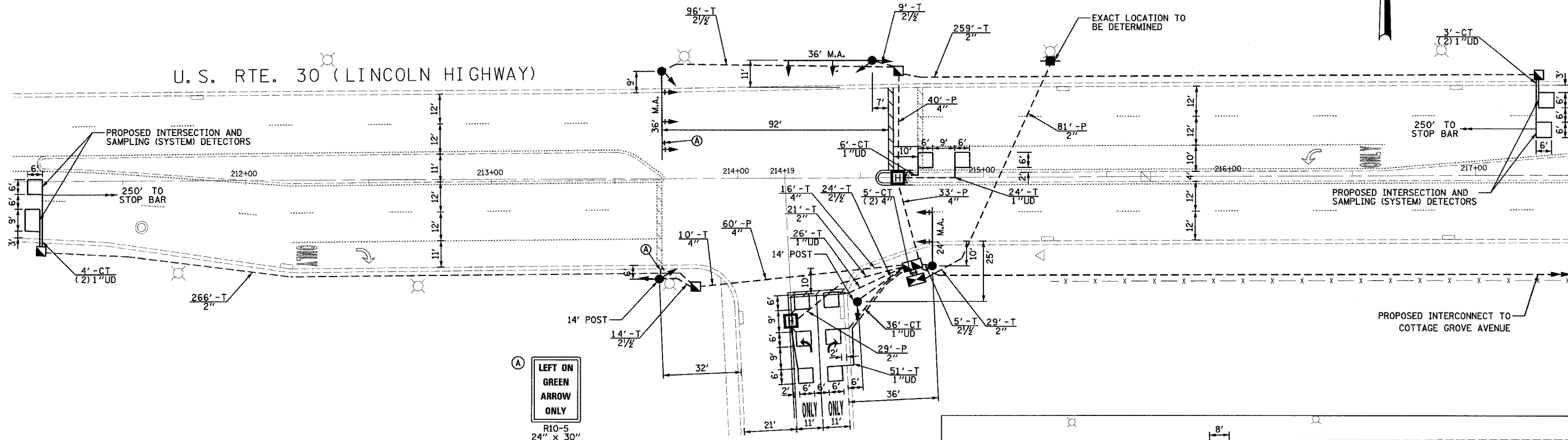
ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL
CABLE PLAN &
SEQUENCE OF OPERATIONS
U.S. RTE. 30 (LINCOLN HWY.) &
FORD PLANT ENTRANCE

SCALE: NONE
DATE: 3/10/06

DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	9
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62908				

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 SHOULDER, MEDIAN, 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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



TRAFFIC SIGNAL LEGEND

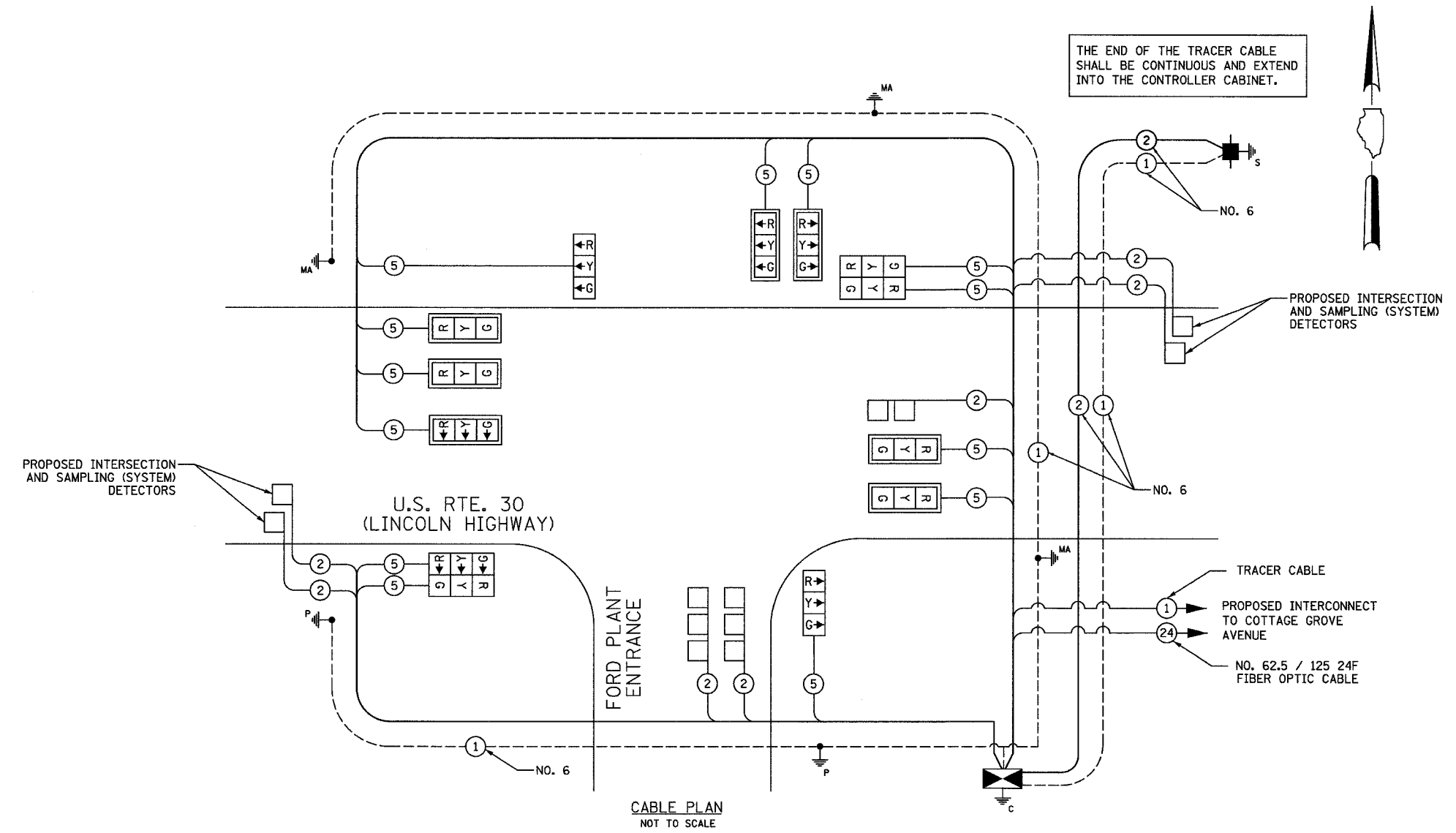
	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]	CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]	CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]	SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]	CONDUIT SPLICE	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]	WOOD POLE	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE STEEL WITH LUMINAIRE	[Symbol]	[Symbol]	RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]	TELEPHONE CONNECTION	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]	ILLUMINATED SIGN "NO LEFT TURN"	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]	ILLUMINATED SIGN "NO RIGHT TURN"	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]			
DOUBLE HANDHOLE	[Symbol]	[Symbol]			
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	[Symbol]	[Symbol]			
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]			
DETECTOR LOOP	[Symbol]	[Symbol]			

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION PLAN
 U.S. RTE. 30 (LINCOLN HWY.) & FORD PLANT ENTRANCE
 SCALE: 1"=20'
 DATE: 3/10/06
 DRAWN BY: BRD/OJT
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

CABLE PLAN LEGEND

- | | | |
|-----------------|-----------------|---|
| EXISTING | PROPOSED | |
| | | 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 CONNECTION |
| | | MAGNETIC DETECTOR |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | PUSHBUTTON DETECTOR |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | MICROWAVE VEHICLE SENSOR |
| | | 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 2-MM12F SM12F |



NOTE: THE EXISTING SERVICE INSTALLATION IS LOCATED ON FORD MOTOR COMPANY PROPERTY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE DISCONNECTION AND/OR REMOVAL OF THE EXISTING SERVICE INSTALLATION WITH FORD MOTOR COMPANY.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	13	135	17	0.50	111
(YELLOW)	13	135	25	0.25	81
(GREEN)	13	135	15	0.25	49
ARROW		135	12	0.10	
PED SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
TOTAL =					341

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER CT.
SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: PHIL GASTON
PHONE: (708) 235-2338
COMPANY: COMMONWEALTH EDISON

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'=(6m+L-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)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CABLE PLAN

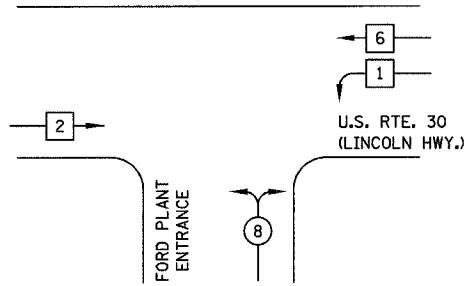
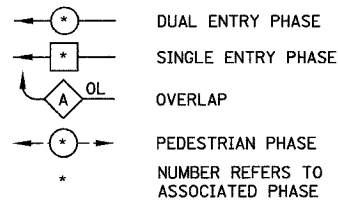
U.S. RTE. 30 (LINCOLN HWY.) &
FORD PLANT ENTRANCE

SCALE: NONE
DATE: 3/10/06

DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: JJE/KMM

CONTROLLER SEQUENCE

LEGEND



PHASE DESIGNATION DIAGRAM

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	PAY ITEM
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701426
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801
10	SQ FT	SIGN PANEL - TYPE 1
73	SQ FT	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
130	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 4"
62	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 6"
56	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 24"
66	SQ FT	THERMOPLASTIC PAVEMENT MARKING REMOVAL
575	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
148	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
36	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
110	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
133	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
4	EACH	HANDHOLE
2	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
754	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
1	EACH	TRANSCEIVER - FIBER OPTIC
2092	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1630	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
129	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
465	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.
8	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE D
45	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
7	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
7	EACH	INDUCTIVE LOOP DETECTOR
364	FOOT	DETECTOR LOOP, TYPE I
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
7	EACH	REMOVE EXISTING HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
7	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SERVICE INSTALLATION, POLE MOUNT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL SEQUENCE
 OF OPERATION & SCHEDULE
 OF QUANTITIES
 U.S. RTE. 30 (LINCOLN HWY.) &
 FORD PLANT ENTRANCE
 SCALE: NONE
 DATE: 3/10/06
 DRAWN BY: BRD
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	12
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 62908

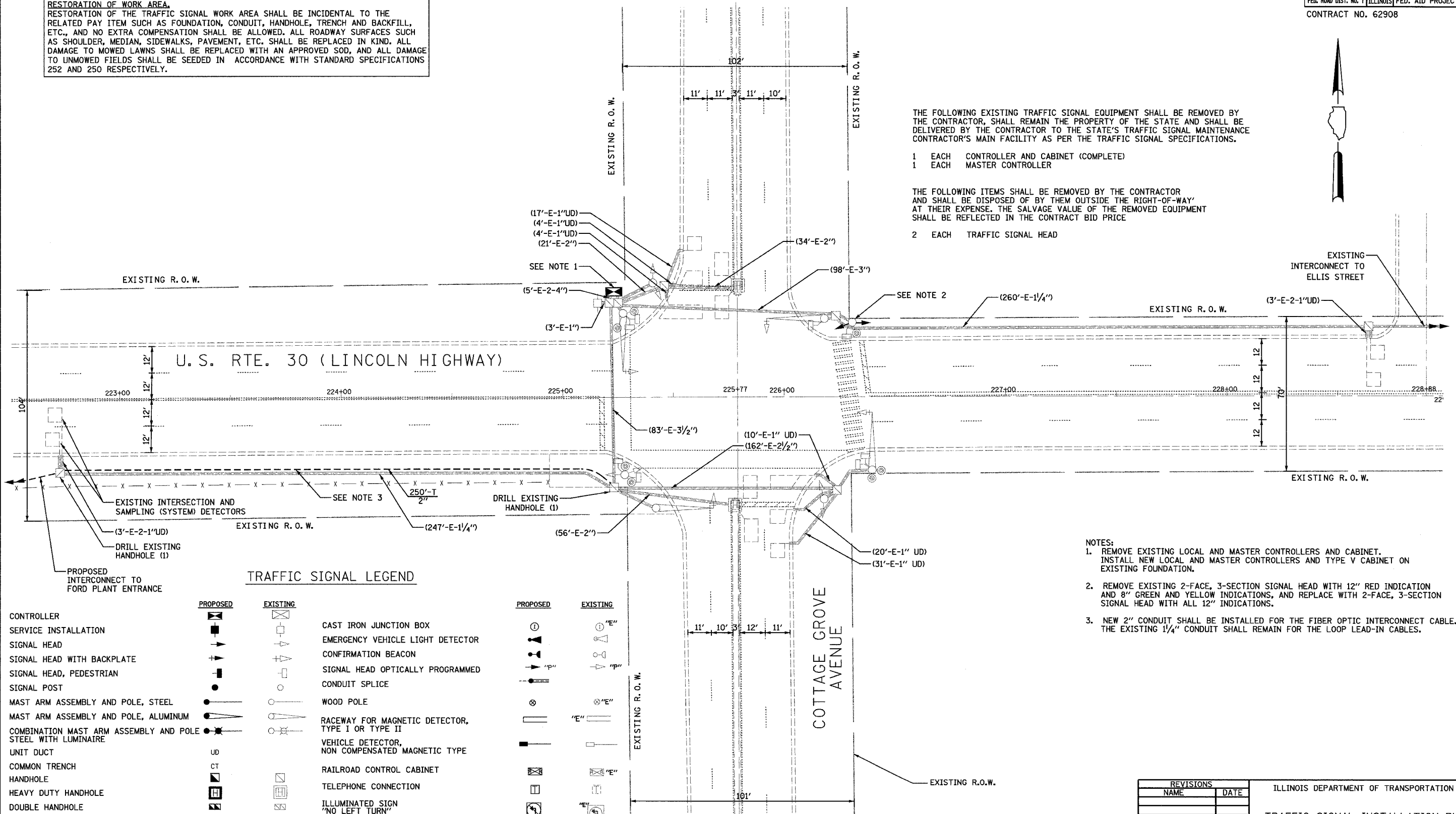
RESTORATION OF WORK AREA.
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL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

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 CONTROLLER AND CABINET (COMPLETE)
- 1 EACH MASTER CONTROLLER

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

- 2 EACH TRAFFIC SIGNAL HEAD



- NOTES:**
1. REMOVE EXISTING LOCAL AND MASTER CONTROLLERS AND CABINET. INSTALL NEW LOCAL AND MASTER CONTROLLERS AND TYPE V CABINET ON EXISTING FOUNDATION.
 2. REMOVE EXISTING 2-FACE, 3-SECTION SIGNAL HEAD WITH 12" RED INDICATION AND 8" GREEN AND YELLOW INDICATIONS, AND REPLACE WITH 2-FACE, 3-SECTION SIGNAL HEAD WITH ALL 12" INDICATIONS.
 3. NEW 2" CONDUIT SHALL BE INSTALLED FOR THE FIBER OPTIC INTERCONNECT CABLE. THE EXISTING 1/4" CONDUIT SHALL REMAIN FOR THE LOOP LEAD-IN CABLES.

TRAFFIC SIGNAL LEGEND

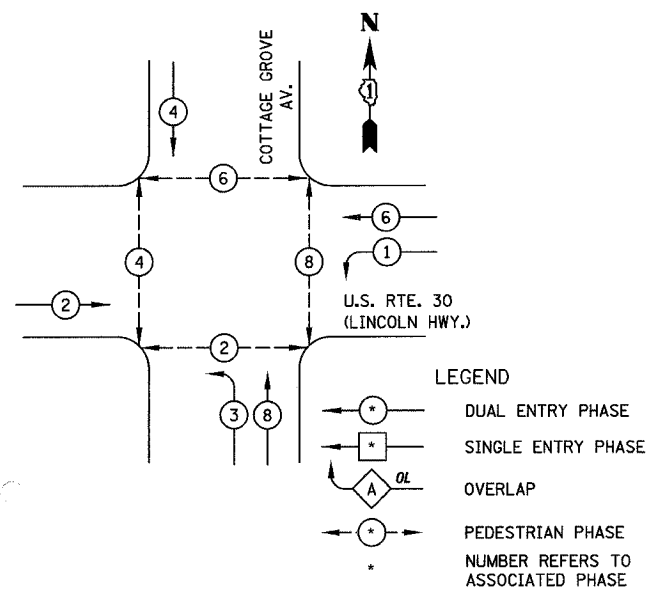
PROPOSED	EXISTING	PROPOSED	EXISTING
CONTROLLER		CAST IRON JUNCTION BOX	
SERVICE INSTALLATION		EMERGENCY VEHICLE LIGHT DETECTOR	
SIGNAL HEAD		CONFIRMATION BEACON	
SIGNAL HEAD WITH BACKPLATE		SIGNAL HEAD OPTICALLY PROGRAMMED	
SIGNAL HEAD, PEDESTRIAN		CONDUIT SPLICE	
SIGNAL POST		WOOD POLE	
MAST ARM ASSEMBLY AND POLE, STEEL		RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	
MAST ARM ASSEMBLY AND POLE, ALUMINUM		VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
COMBINATION MAST ARM ASSEMBLY AND POLE STEEL WITH LUMINAIRE		RAILROAD CONTROL CABINET	
UNIT DUCT	UD	TELEPHONE CONNECTION	
COMMON TRENCH	CT	ILLUMINATED SIGN "NO LEFT TURN"	
HANDHOLE		ILLUMINATED SIGN "NO RIGHT TURN"	
HEAVY DUTY HANDHOLE			
DOUBLE HANDHOLE			
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)			
PEDESTRIAN PUSHBUTTON DETECTOR			
DETECTOR LOOP			

NOTE:
 SOME CONDUIT INFORMATION OMITTED
 DUE TO UNAVAILABLE AS-BUILT INFORMATION

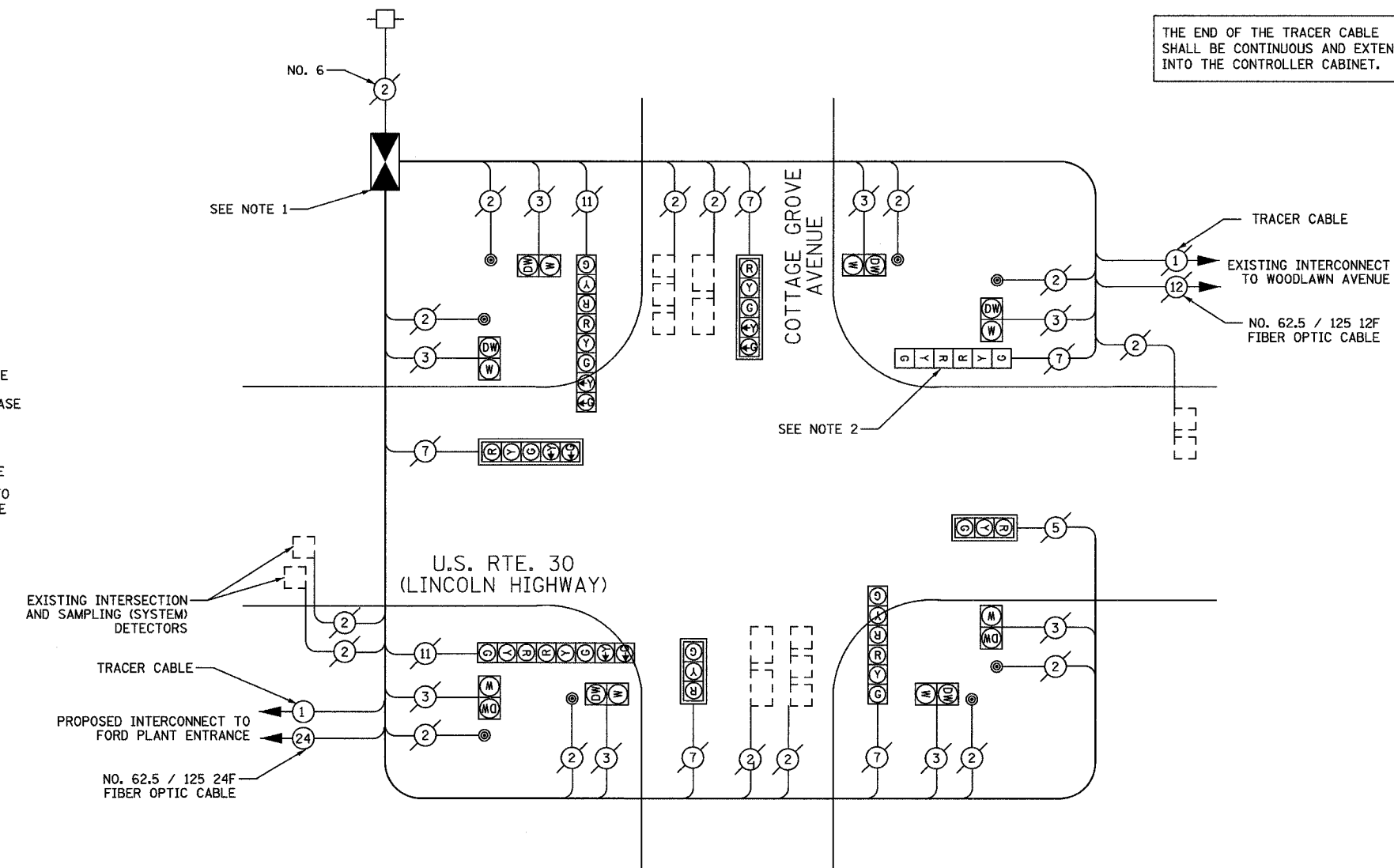
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION PLAN
 U.S. RTE. 30 (LINCOLN HWY.) &
 COTTAGE GROVE AV.
 SCALE: 1"=20'
 DATE: 3/10/06
 DRAWN BY: BRD/OJT
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM



THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

CABLE PLAN LEGEND

- | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---------------------------------------|--------------------|----------------------|----------------------|-------------------|----------------------------------|---------------------|---------------------|----------------------------------|---|--------------------------|---|--------------------------|---------------------------------|----------------------------------|---|--|---|--|---|
| | | | | | | | | | | | | | | | | | | | | | |
| 8" (200mm) TRAFFIC SIGNAL SECTION | 12" (300mm) TRAFFIC SIGNAL SECTION | 12" (300mm) PEDESTRIAN SIGNAL SECTION | CONTROLLER CABINET | SERVICE INSTALLATION | TELEPHONE CONNECTION | MAGNETIC DETECTOR | EMERGENCY VEHICLE LIGHT DETECTOR | CONFIRMATION BEACON | PUSHBUTTON DETECTOR | VEHICLE DETECTOR, INDUCTION LOOP | DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. | MICROWAVE VEHICLE SENSOR | 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 2-MM12F SM12F |

CABLE PLAN NOT TO SCALE

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	PAY ITEM
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701426
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801
250	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
250	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET
1	EACH	TRANSCEIVER - FIBER OPTIC
2	EACH	DRILL EXISTING HANDHOLE
1	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED
7	EACH	INDUCTIVE LOOP DETECTOR
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

NOTES:

- REMOVE EXISTING LOCAL AND MASTER CONTROLLERS AND CABINET. INSTALL NEW LOCAL AND MASTER CONTROLLERS AND TYPE V CABINET ON EXISTING FOUNDATION.
- REMOVE EXISTING 2-FACE, 3-SECTION SIGNAL HEAD WITH 12" RED INDICATION AND 8" GREEN AND YELLOW INDICATIONS, AND REPLACE WITH 2-FACE, 3-SECTION SIGNAL HEAD WITH ALL 12" INDICATIONS.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810
(YELLOW)	12	135	25	0.25	405
(GREEN)	12	135	15	0.25	405
ARROW	8	135	12	0.10	108
PED SIGNAL	8	90	25	1.00	720
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
TOTAL =					2548

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER CT. SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: PHIL GASTON
PHONE: (708) 235-2338
COMPANY: COMMONWEALTH EDISON

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' (6m+L-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)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

REVISIONS	
NAME	DATE

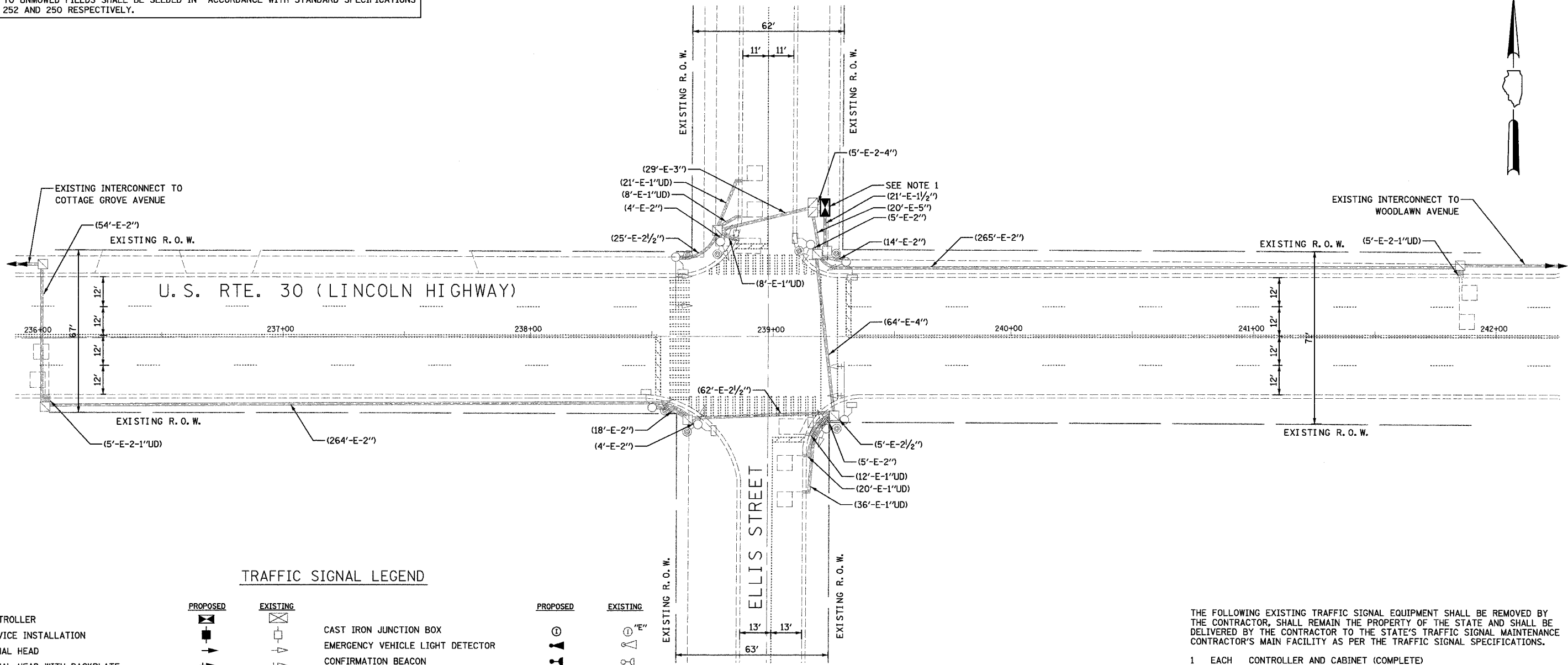
ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, TRAFFIC SIGNAL SEQUENCE OF OPERATION & SCHEDULE OF QUANTITIES
U.S. RTE. 30 (LINCOLN HWY.) & COTTAGE GROVE AV.

SCALE: NONE
DATE: 3/10/06

DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	14
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62908				

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 SHOULDER, MEDIAN, 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 SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]	CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]	CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]	SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]	CONDUIT SPLICE	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]	WOOD POLE	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE STEEL WITH LUMINAIRE	[Symbol]	[Symbol]	RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
UNIT DUCT	UD	[Symbol]	TELEPHONE CONNECTION	[Symbol]	[Symbol]
COMMON TRENCH	CT	[Symbol]	ILLUMINATED SIGN "NO LEFT TURN"	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]	ILLUMINATED SIGN "NO RIGHT TURN"	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]			
DOUBLE HANDHOLE	[Symbol]	[Symbol]			
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	[Symbol]	[Symbol]			
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]			
DETECTOR LOOP	[Symbol]	[Symbol]			

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 CONTROLLER AND CABINET (COMPLETE)

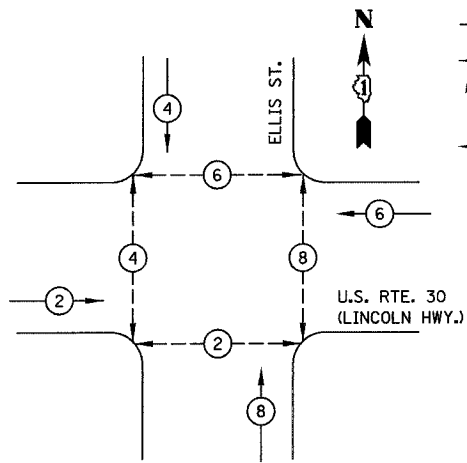
NOTES:
 1. REMOVE EXISTING LOCAL CONTROLLER AND CABINET. INSTALL NEW CONTROLLER AND TYPE IV CABINET ON EXISTING FOUNDATION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION PLAN
 U.S. RTE. 30 (LINCOLN HWY.) & ELLIS ST.
 SCALE: 1"=20'
 DATE: 3/10/06
 DRAWN BY: BRD/OJT
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	15
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62908				

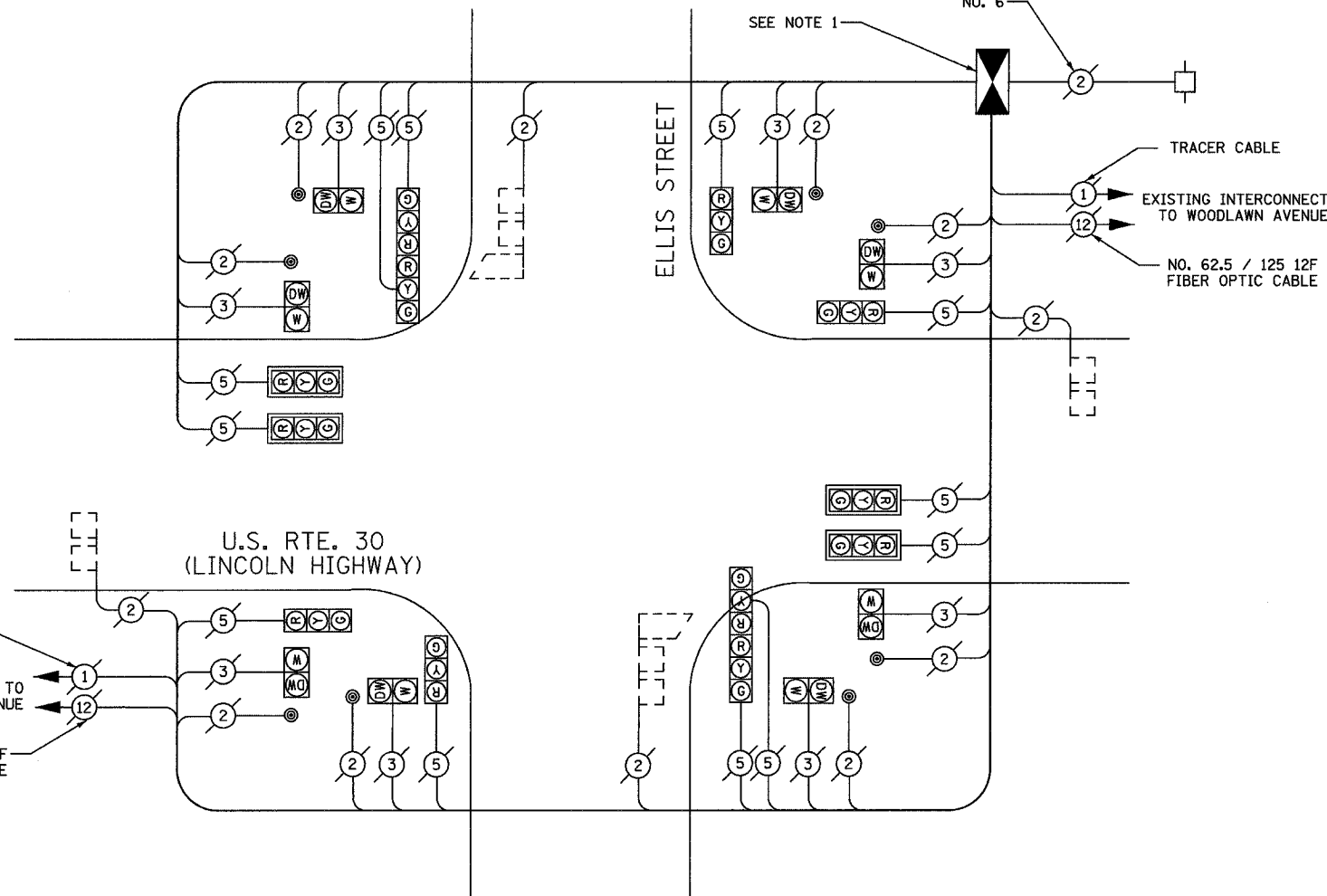
CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE



CABLE PLAN
NOT TO SCALE

CABLE PLAN LEGEND

- | | | | |
|--|--|--|--|
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SCHEDULE OF QUANTITIES

QUANTITY	UNIT	PAY ITEM
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701426
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701
0.25	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
1	EACH	TRANSCEIVER - FIBER OPTIC
4	EACH	INDUCTIVE LOOP DETECTOR
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810
(YELLOW)	12	135	25	0.25	405
(GREEN)	12	135	15	0.25	405
ARROW		135	12	0.10	
PED SIGNAL	8	90	25	1.00	720
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
TOTAL =					2440

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER CT.
SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: PHIL GASTON
PHONE: (708) 235-2338
COMPANY: COMMONWEALTH EDISON

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 (0.6)	(6m+L-0.6m)=	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.3)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.3)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.3)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

NOTES:

- REMOVE EXISTING LOCAL CONTROLLER AND CABINET. INSTALL NEW CONTROLLER AND TYPE IV CABINET ON EXISTING FOUNDATION.

REVISIONS	
NAME	DATE

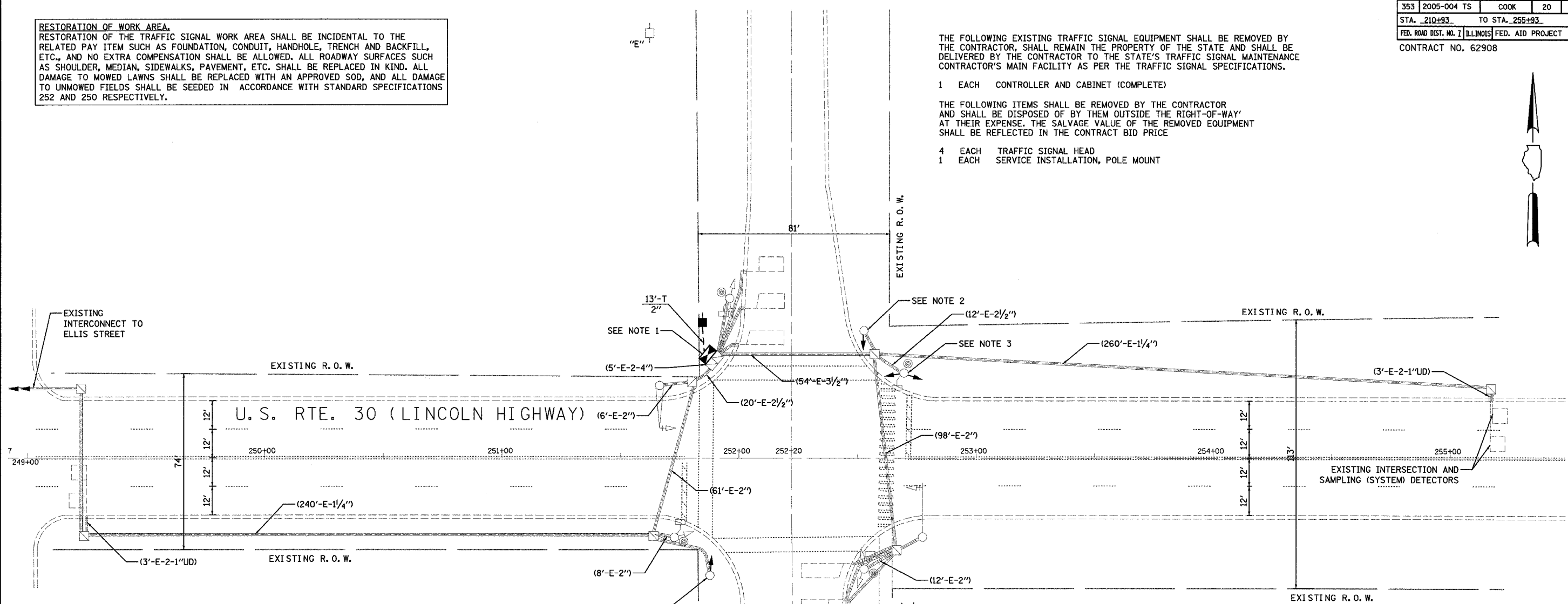
ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, TRAFFIC SIGNAL SEQUENCE OF OPERATION & SCHEDULE OF QUANTITIES
U.S. RTE. 30 (LINCOLN HWY.) & ELLIS ST.
SCALE: NONE
DATE: 3/10/06
DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: JJE/KMM

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	16
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62908				

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 SHOULDER, MEDIAN, 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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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 CONTROLLER AND CABINET (COMPLETE)
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE
- 4 EACH TRAFFIC SIGNAL HEAD
 - 1 EACH SERVICE INSTALLATION, POLE MOUNT



TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING	PROPOSED	EXISTING
CONTROLLER		CAST IRON JUNCTION BOX	
SERVICE INSTALLATION		EMERGENCY VEHICLE LIGHT DETECTOR	
SIGNAL HEAD		CONFIRMATION BEACON	
SIGNAL HEAD WITH BACKPLATE		SIGNAL HEAD OPTICALLY PROGRAMMED	
SIGNAL HEAD, PEDESTRIAN		CONDUIT SPLICE	
SIGNAL POST		WOOD POLE	
MAST ARM ASSEMBLY AND POLE, STEEL		RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	
MAST ARM ASSEMBLY AND POLE, ALUMINUM		VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
COMBINATION MAST ARM ASSEMBLY AND POLE STEEL WITH LUMINAIRE		RAILROAD CONTROL CABINET	
UNIT DUCT	UD	TELEPHONE CONNECTION	
COMMON TRENCH	CT	ILLUMINATED SIGN "NO LEFT TURN"	
HANDHOLE		ILLUMINATED SIGN "NO RIGHT TURN"	
HEAVY DUTY HANDHOLE			
DOUBLE HANDHOLE			
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)			
PEDESTRIAN PUSHBUTTON DETECTOR			
DETECTOR LOOP			

NOTES:

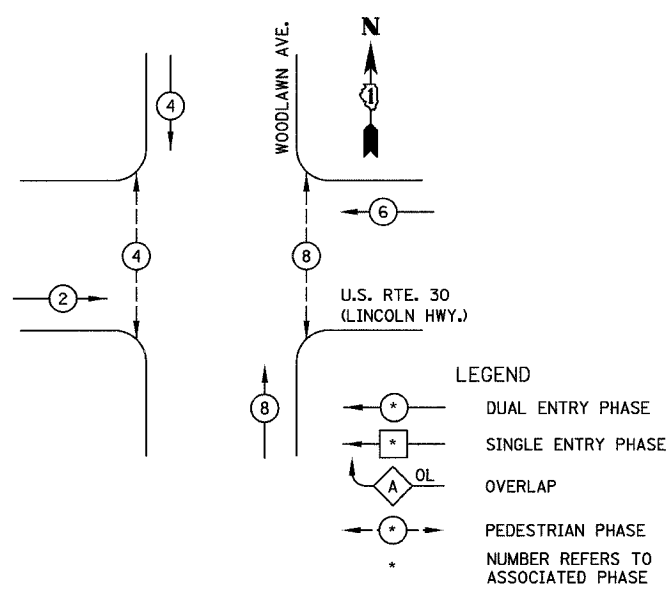
1. REMOVE EXISTING LOCAL CONTROLLER AND CABINET. INSTALL NEW LOCAL CONTROLLER AND TYPE IV CABINET ON EXISTING FOUNDATION.
2. REMOVE EXISTING 1-FACE, 3-SECTION SIGNAL HEAD WITH 12" RED INDICATION AND 8" GREEN AND YELLOW INDICATIONS, AND REPLACE WITH 1-FACE, 3-SECTION SIGNAL HEAD WITH ALL 12" INDICATIONS.
3. REMOVE EXISTING 2-FACE, 3-SECTION SIGNAL HEAD WITH 12" RED INDICATION AND 8" GREEN AND YELLOW INDICATIONS, AND REPLACE WITH 2-FACE, 3-SECTION SIGNAL HEAD WITH ALL 12" INDICATIONS.

NOTE:
 SOME CONDUIT INFORMATION OMITTED DUE TO UNAVAILABLE AS-BUILT INFORMATION

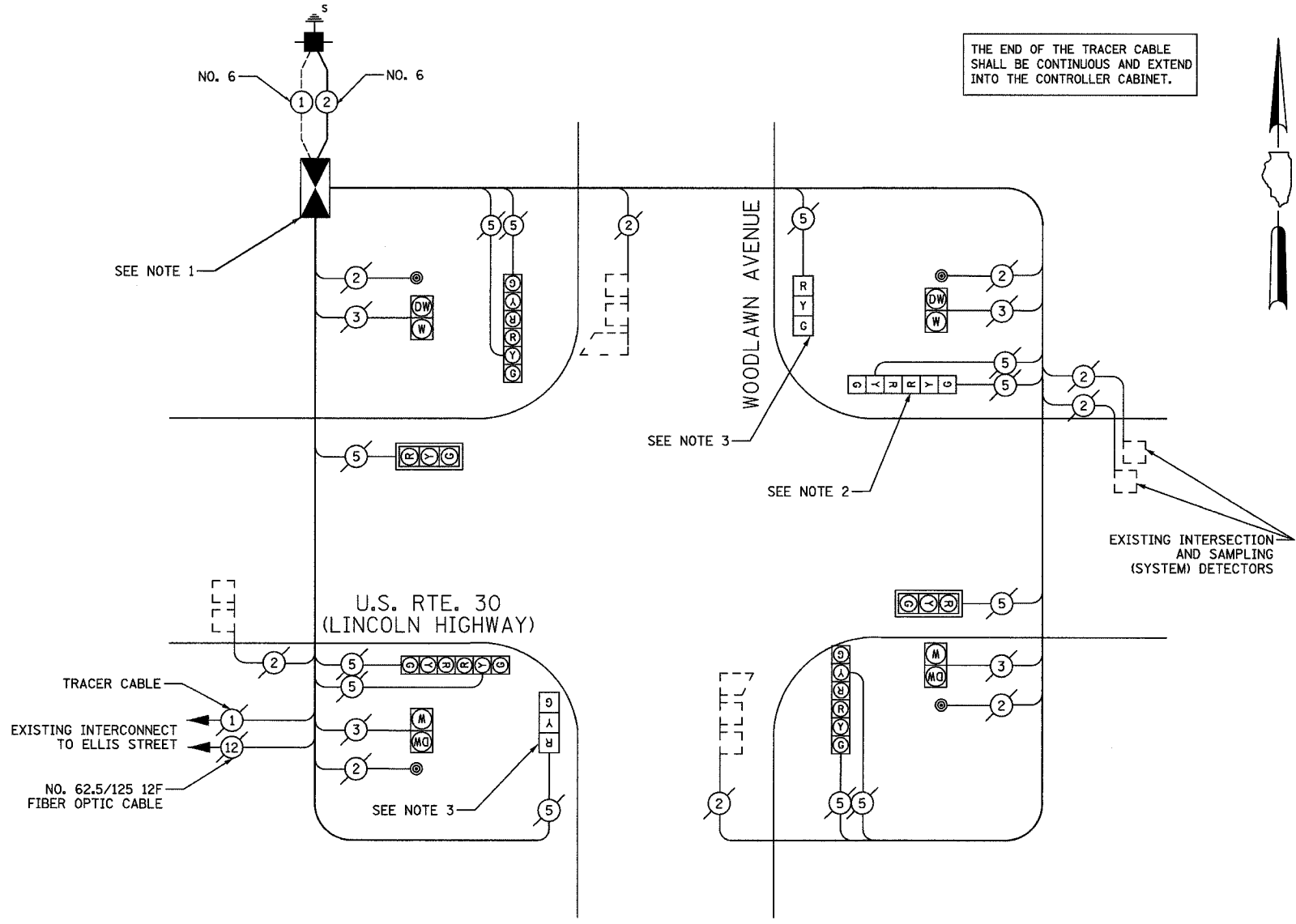
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION PLAN
 U.S. RTE. 30 (LINCOLN HWY.) &
 WOODLAWN AV.
 SCALE: 1"=20'
 DATE: 3/10/06
 DRAWN BY: BRD/OJT
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM



THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

CABLE PLAN LEGEND

- | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---------------------------------------|--------------------|----------------------|----------------------|-------------------|----------------------------------|---------------------|---------------------|----------------------------------|--------------------------|---|--------------------------|---------------------------------|----------------------------------|--|--|---|--|---|
| | | | | | | | | | | | | | | | | | | | | |
| 8" (200mm) TRAFFIC SIGNAL SECTION | 12" (300mm) TRAFFIC SIGNAL SECTION | 12" (300mm) PEDESTRIAN SIGNAL SECTION | CONTROLLER CABINET | SERVICE INSTALLATION | TELEPHONE CONNECTION | MAGNETIC DETECTOR | EMERGENCY VEHICLE LIGHT DETECTOR | CONFIRMATION BEACON | PUSHBUTTON DETECTOR | VEHICLE DETECTOR, INDUCTION LOOP | MICROWAVE VEHICLE SENSOR | 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 (HH), 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 2-MM12F SMI2F |

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	PAY ITEM
L SUM	0.25	TRAFFIC CONTROL AND PROTECTION, STANDARD 701426
L SUM	0.25	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601
L SUM	0.25	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701
L SUM	0.25	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801
FOOT	13	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
FOOT	13	TRENCH AND BACKFILL FOR ELECTRICAL WORK
EACH	1	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
EACH	1	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
EACH	1	TRANSCEIVER - FIBER OPTIC
FOOT	32	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
FOOT	46	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
EACH	2	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
EACH	1	SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED
EACH	5	INDUCTIVE LOOP DETECTOR
EACH	1	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
EACH	1	SERVICE INSTALLATION, POLE MOUNT

CABLE PLAN NOT TO SCALE

- NOTES:**
- REMOVE EXISTING LOCAL CONTROLLER AND CABINET. INSTALL NEW CONTROLLER AND TYPE IV CABINET ON EXISTING FOUNDATION.
 - REMOVE EXISTING 2-FACE, 3-SECTION SIGNAL HEAD WITH 12" RED INDICATION AND 8" YELLOW AND GREEN INDICATIONS, AND REPLACE WITH NEW 2-FACE, 3-SECTION SIGNAL HEAD WITH ALL 12" INDICATIONS.
 - REMOVE EXISTING 1-FACE, 3-SECTION SIGNAL HEAD WITH 12" RED INDICATION AND 8" YELLOW AND GREEN INDICATIONS, AND REPLACE WITH NEW 1-FACE, 3-SECTION SIGNAL HEAD WITH ALL 12" INDICATIONS.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810
(YELLOW)	12	135	25	0.25	405
(GREEN)	12	135	15	0.25	405
ARROW		135	12	0.10	
PED SIGNAL	4	90	25	1.00	360
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN		84		0.05	
TOTAL =					2080

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER CT.
SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: PHIL GASTON
PHONE: (708) 235-2338
COMPANY: COMMONWEALTH EDISON

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'=(6m+L-0.6m)=
E- M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
		24" (600mm)	10 (3.0)	PED. PUSHBUTTON	4 (1.2)
		30" (750mm)	15 (4.6)	ELECTRIC SERVICE	13.5 (4.1)
				SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

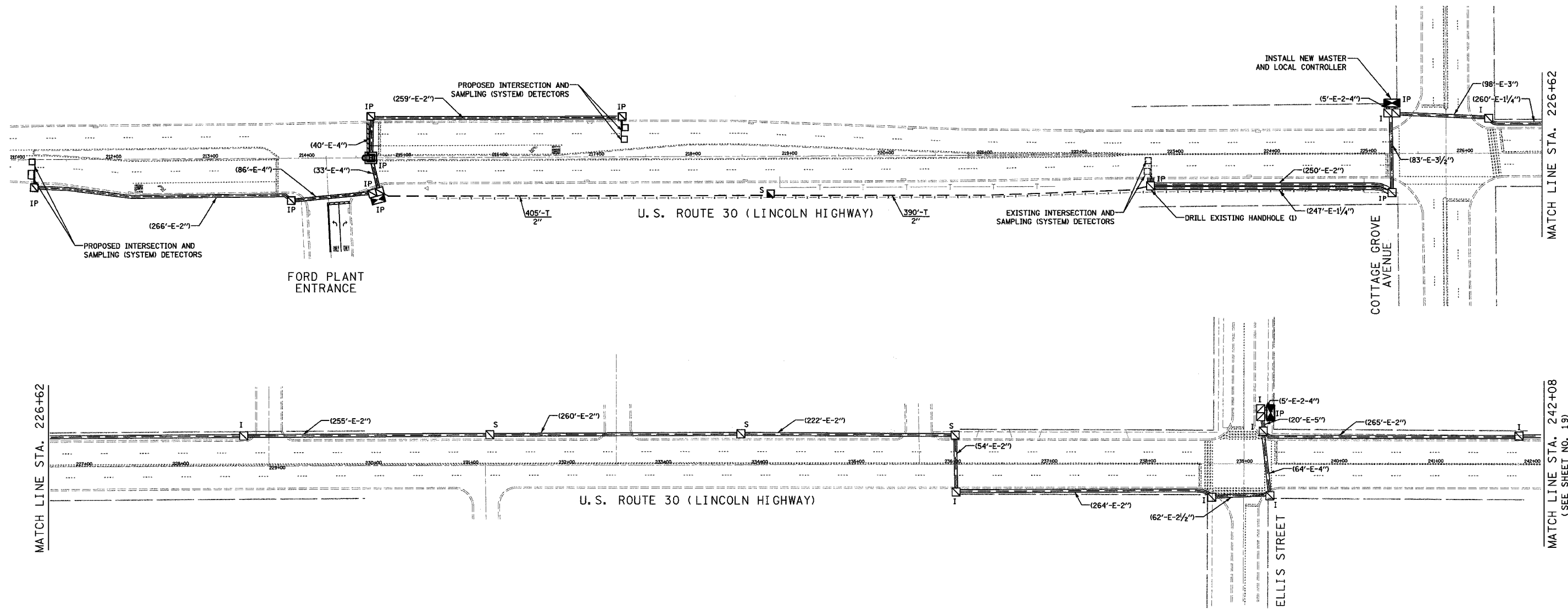
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, TRAFFIC SIGNAL SEQUENCE OF OPERATION & SCHEDULE OF QUANTITIES
U.S. RTE. 30 (LINCOLN HWY.) & WOODLAWN AV.

SCALE: NONE
DATE: 3/10/06

DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	18
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62908				



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
SYSTEM	"S"	"I"
INTERSECTION	"IP"	"I"
UNIT DUCT	UD	
COMMON TRENCH	CT	

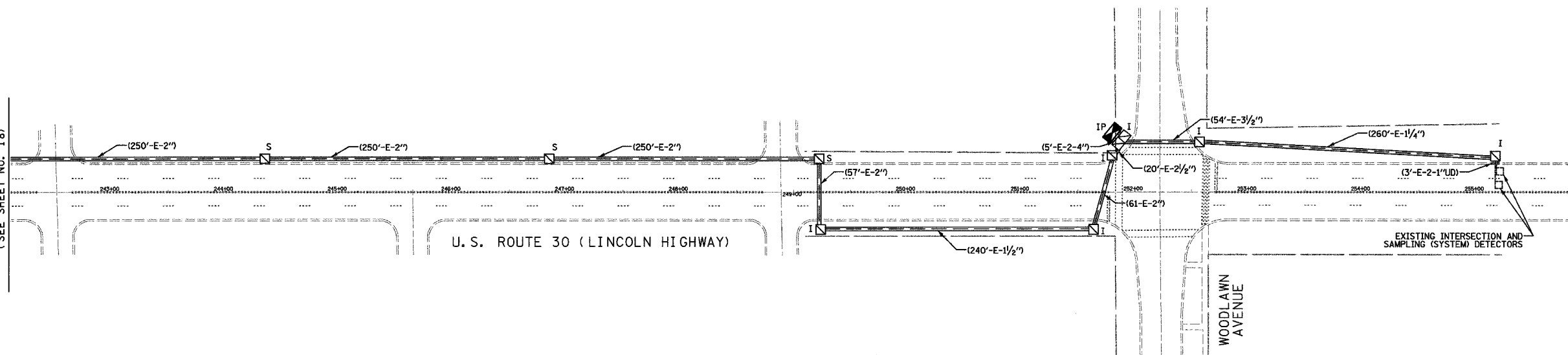
RESTORATION OF WORK AREA.
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL INTERCONNECT PLAN
 (SHEET 1 OF 2)
 U.S. RTE. 30 (LINCOLN HWY.) FROM
 FORD PLANT ENTRANCE TO WOODLAWN AVENUE
 SCALE: 1"=50'
 DATE: 3/10/06
 DRAWN BY: BRD/OJT
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	19
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62908				

MATCH LINE STA. 242+08
(SEE SHEET NO. 18)



INTERCONNECT PLAN LEGEND

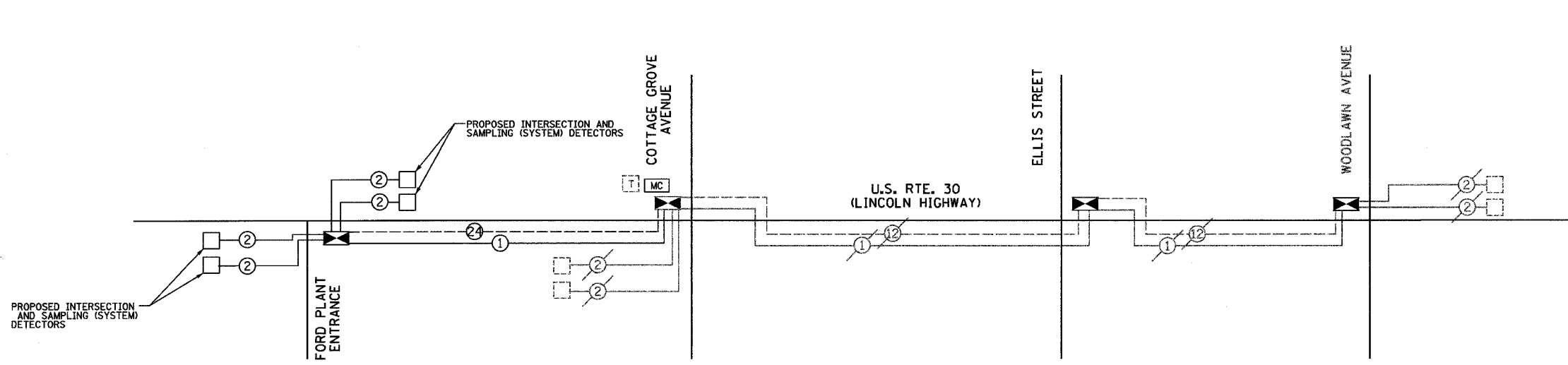
	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
SYSTEM	"S"	"I"
INTERSECTION	"IP"	"I"
UNIT DUCT	UD	
COMMON TRENCH	CT	

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 SHOULDER, MEDIAN, 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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL INTERCONNECT PLAN
 (SHEET 2 OF 2)
 U.S. RTE. 30 (LINCOLN HWY.) FROM
 FORD PLANT ENTRANCE TO WOODLAWN AVENUE
 SCALE: 1"=50'
 DATE: 3/10/06
 DRAWN BY: BRD/OJT
 DESIGNED BY: BRD
 CHECKED BY: JJE/KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2005-004 TS	COOK	20	20
STA. 210+93		TO STA. 255+93		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62908				



INTERCONNECT SCHEMATIC LEGEND

- EXISTING INTERSECTION CONTROLLER ☒
- PROPOSED INTERSECTION CONTROLLER ☒
- EXISTING MASTER CONTROLLER EMC
- PROPOSED MASTER CONTROLLER MC
- MASTER MASTER CONTROLLER MMC
- EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS ☐
- PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS ☐
- EXISTING INTERSECTION LOOP DETECTORS P
- PROPOSED SAMPLING (SYSTEM) DETECTORS P
- EXISTING SAMPLING (SYSTEM) DETECTORS ES
- PROPOSED SAMPLING (SYSTEM) DETECTORS PS
- EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS. ESP
- EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS. ESPS
- EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS PD
- PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS PD
- EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS ESPD
- PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS PSPD
- EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F 24
- PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F 24
- EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE 12
- PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE 12
- EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED 6
- PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED 6
- EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED 2
- PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED 2
- EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED) 1
- PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED) 1
- EXISTING TELEPHONE CONNECTION T
- PROPOSED TELEPHONE CONNECTION T

INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	PAY ITEM
795	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
1	EACH	HANDHOLE
795	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MASTER CONTROLLER
1193	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
1212	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM 12F SM12F
1	EACH	DRILL EXISTING HANDHOLE
1	L SUM	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION INTERCONNECT SCHEMATIC & SCHEDULE OF QUANTITIES U.S. RTE. 30 (LINCOLN HIGHWAY) FORD PLANT ENTRANCE TO WOODLAWN AVENUE
NAME	DATE	
SCALE: NONE		DRAWN BY: BRD DESIGNED BY: BRD CHECKED BY: JJE/KMM
DATE: 3/10/06		